

APPENDIX K: Nonmotorized Specific Corridor Recommendations

This section provides the recommendations for the most appropriate type of pedestrian and bicycle facility in each corridor based on safety, context, demand, feasibility, and general cost/benefit for the 14 corridors. The following pages provide an overview of each corridor which includes recommendations regarding travel along and across the roadway and provides implementation and phasing strategies:

MAPLE HILL DRIVE

Corridor Description:

Maple Hill Drive is a two lane road with curbs. The road is approximately 30 feet wide with approximately 15 foot wide travel lanes. At the intersection of Maple Hill Drive and West Main Street, a turning lane is added for traffic turning onto West Main Street. Maple Hill Drive is approximately 45 feet wide at the intersection. This corridor provides access to commercial centers and residential developments.

Existing Nonmotorized Facilities:

There is an existing sidewalk along the east side of Maple Hill Drive beginning at West Main Street and ending approximately 620 feet to the north where a marked crosswalk provides access across Maple Hill Drive to Vintage Lane. The sidewalk is continuous and in good condition.



2018 Charter Township of Oshtemo Master Plan Proposed Nonmotorized Facilities:

Add widened shoulders/bike lane to each side of Maple Hill Drive. Add sidewalk along east side of Maple Hill Drive to Croyden Avenue. As the Westgate Planned Unit Development proceeds, add sidewalk to Maple Hill Drive north of Croyden. If Maple Hill Drive is widened due to Westgate, and the 8-foot high berm on the west side of Maple Hill Drive is removed, then a sidewalk should be built on the entire west side of Maple Hill Drive.

Near-term Improvements:

Add bike lanes to Maple Hill Drive by restriping the road so the travel lanes are 10 feet wide and the bike lanes are 5 feet wide. To add bike lanes at the intersection, realign the striping at the intersection to provide a designated left turn lane and one through lane in each direction. The travel lanes should be 11 feet wide and the bike lanes 6 feet wide at the intersection. Complete the sidewalk along the east side of the road between West Main Street and Croyden Avenue. Complete the sidewalk along the east side of Maple Hill Drive south of West Main Street.

Mid-term Improvements:

Complete the sidewalk along the east side of the Maple Hill Drive north of Croyden Avenue. Add crossing improvements at Croyden Avenue, Summer Ridge Lane, and Summer Ridge Boulevard.

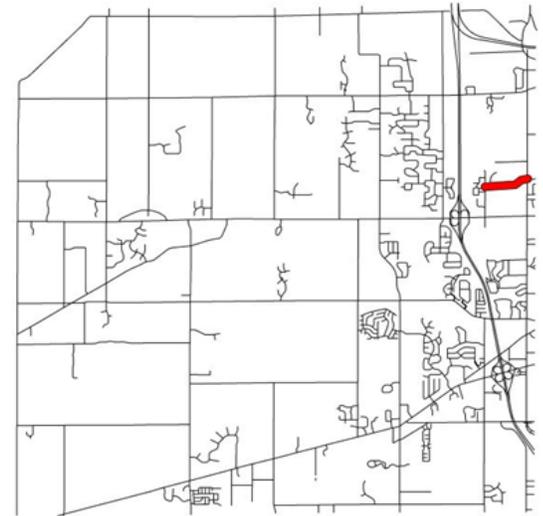
Long-term Improvements:

Construct sidewalk along the west side of Maple Hill Drive north of West Main Street. When Maple Hill Drive is reconstructed, evaluate if road needs to be widened to provide bike lanes at a level of service of C or above.

CROYDEN AVENUE

Corridor Description

Croyden Avenue is a two lane road with curbs. The road is approximately 30 feet wide with 15 foot wide travel lanes. At the intersection of Croyden Avenue and Drake Road, a turning lane is added for traffic turning onto Drake Road. Croyden Avenue is approximately 35 feet wide at the intersection with 3 lanes of traffic. This corridor provides access to commercial centers and residential developments.



Existing Nonmotorized Facilities:

None.

2018 Charter Township of Oshtemo Master Plan Proposed Nonmotorized Facilities:

Construct widened shoulders/bike path along Croyden Avenue between Maple Hill Drive and Drake Road. Add sidewalk to both sides of Croyden Avenue between Maple Hill Drive and Drake Road.

Near-term Improvements:

Add bike lanes to Croyden Avenue by restriping the road so the travel lanes are 10 feet wide and the bikes lanes are 5 feet wide. The road width at the intersection is too narrow to allow near-term bike lanes in both directions. A shared-lane marking may be used as a temporary alternative at the intersection

Mid-term Improvements:

Construct a sidewalk along the north side of the Croyden Avenue between Maple Hill Drive and Drake Road as the majority of housing is on the north side. Construct a sidewalk along the south side of Croyden Avenue between Maple Hill Drive and Drake Road because of the Drake Farmstead.

Long-term Improvements:

Add pedestrian crossings at the intersection of Croyden Avenue and Drake Road and at Croyden Avenue and Maple Hill Drive, as well as providing sidewalk connections to the crosswalks where they do not exist. When Croyden Avenue is reconstructed, widen road to add bike lanes at intersection and evaluate if Croyden Avenue needs to be widened to provide bike lanes at a level of service of C or above.

GREEN MEADOW DRIVE/DRIFTWOOD AVENUE

Corridor Description:

Green Meadow Drive between Drake Road and Dragonfly Road is a two-lane residential road with curbs. The road is 32 feet wide with 11-foot wide travel lanes and 2-foot widened shoulders/bike lanes. Green Meadow Drive north of Dragonfly Road is a two-lane residential road with paved shoulders. The road is approximately 28 feet wide and has 14-foot wide travel lanes.

Driftwood Avenue is a two-lane residential road without curbs. The road is approximately 22 feet wide with 11-foot travel lanes. When Driftwood Avenue turns south towards Crimson Lane it becomes a two-lane road with curbs that is approximately 30 feet wide with no pavement markings designating lanes.

Driftwood Avenue turns into Arboretum Parkway on the east side of Drake Road, just to the east of the Township border. Arboretum Parkway has existing bike lanes that head toward Kalamazoo and terminate at the roundabouts at Solon Street. Arboretum Parkway also has a 10-foot wide shared use path along its entire length. Linden Grove Middle School is located on Arboretum Parkway.

There is an existing utility corridor that may have the potential for an off-road trail that runs along Highway 131 between Green Meadow Road and the Kal-Haven/KRV Trails.

Existing Nonmotorized Facilities:

Green Meadow Drive has existing widened shoulders between Drake Road and Dragonfly Road.

2018 Charter Township of Oshtemo Master Plan Proposed Nonmotorized Facilities:

Construct sidewalks on Green Meadow Drive to connect to bike path that is planned for Drake Road in 2019. Construct traffic calming elements along Driftwood Avenue to slow traffic and provide a safe area for pedestrians and bicyclists. The traffic calming elements include widened shoulders, narrow travel lanes, speed tables, and a traffic circle at Driftwood Avenue and Crimson Lane intersection.

Near-term Improvements:

Construct sidewalks along both sides of Green Meadow Road. Improve road crossing at intersection of Driftwood Avenue and Drake Road.

Mid-term Improvements:

Improve road crossing at Drake Road and Green Meadow Road.

Long-term Improvements:

Connect Green Meadow Road to Maple Hill Drive. Include biking and sidewalk facilities when roads connect.



ATLANTIC AVENUE

Corridor Description:

Atlantic Avenue is located in the Oshtemo Village District and provides access to a large manufactured home development. Atlantic Avenue is a two-lane road with curbs. The road is approximately 22 feet wide with 11-foot travel lanes. The ADT is 1,812.

Existing Nonmotorized Facilities:

There is a short segment of sidewalk on the north side of Atlantic Avenue extending approximately 830 feet to the east from 9th Street to Millard’s Way. Four foot wide shoulders/bike lane exist on both sides of Atlantic for the entire length.



2018 Charter Township of Oshtemo Master Plan Proposed Nonmotorized Facilities:

Construct 10-foot shared-use path along the north side of Atlantic Avenue between 9th Street and Parkview Avenue. This path will be part of the potential future off-road Fruitbelt path through the AT&T utility corridor.

Near-term Improvements:

Modify road striping at intersections to continue widened shoulders/bike lane through intersections.

Mid-term Improvements

Add pedestrian crossing at Atlantic Avenue and 9th Street intersection, as well as providing sidewalk connections around the intersection where they do not exist.

Long-term Improvements:

Construct 10-foot shared use path on the north side of Atlantic Avenue.

H AVENUE: FROM 3rd STREET TO DRAKE ROAD

Corridor Description:

H Avenue from 3rd to 9th Street is a two-lane road with no paved shoulders. The road is approximately 22 feet wide with 11-foot travel lanes. The ADT is 1,371. H Avenue from 9th to 10th Street is a two-lane road with paved shoulders. The road is approximately 28 feet wide with 11-foot travel lanes and 3 foot paved shoulders. The ADT is 3,861. H Avenue from 10th Street to Highway 131 overpass is a two-lane road with paved shoulders. There are guardrails on both sides of this segment of road limiting the bridge width to 28 feet wide. There are 11-foot wide travel lanes and 3-foot wide paved shoulders.



H Avenue from Highway 131 overpass to Drake Road is a two lane road with paved shoulders. The road is approximately 30 feet wide, with 12-foot travel lanes and 3-foot paved shoulders. The ADT is 5,534. H Avenue flares at West Port Drive to include a center turn lane and a right turn lane for access to the neighborhood to the south. At this location the road is approximately 50 feet wide with four travel lanes to the west of the intersection and approximately 40 feet wide with three travel lanes to the east of the intersection. Curbs are also present on the south side of the road at this intersection. The portion of H Avenue from 9th Street to Drake Road is a truck route.

Existing Nonmotorized Facilities:

None.

2018 Charter Township of Oshtemo Master Plan Proposed Nonmotorized Facilities:

Add 4-foot widened shoulders/bike lanes along H Avenue between 3rd Street and Drake Road. Construct 10-foot shared use path along the north side of H Avenue between 3rd Street and Drake Road.

Near-term Improvements:

Narrow travel lanes to 11 feet wide to provide for 4-foot paved shoulders along H Avenue between Highway 131 overpass and Drake Road. Add “Share the Road” signs to H Avenue between Highway 131 overpass and 9th Avenue.

Mid-term Improvements:

Add 10-foot wide shared use path along the north side of H Avenue between 9th Street and 10th Street (with crossing improvements at intersections).

Long-term Improvements:

When H Avenue between 10th Street and the utility corridor, including the Highway 131 overpass, is reconstructed, coordinate with the implementation of the utility corridor pathway to provide a shared use path on the north side of H Avenue between 10th Street and the utility corridor. Include crossing improvements at the 10th Street and H Avenue intersection, along with wayfinding signage to the Kal-Haven/KRV Trails at that time.

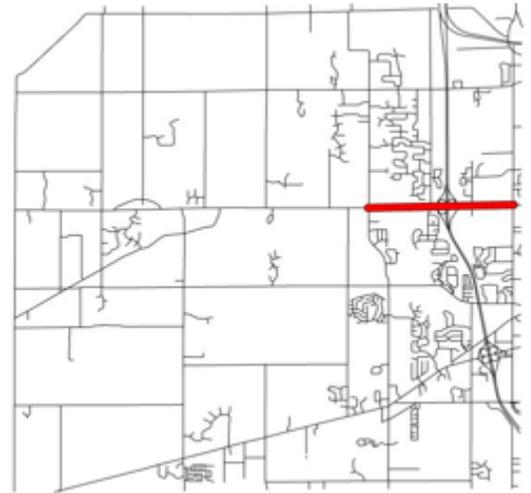
When H Avenue is reconstructed between 9th Street and the utility corridor, including the Highway 131 overpass, widen the road to provide bike lanes at a level of service of C or above. When H Avenue is reconstructed between Highway 131 overpass and Drake Road, evaluate if road needs to be widened to provide bike lanes at a level of service of C or above. Construct 10-foot shared us path on north side of H Avenue between Drake Road and the utility corridor. Add road crossing improvement at H Avenue and the utility corridor. Construct 10-foot shared use path from 9th to 3rd Streets to connect the Oshtemo Grange Hall to the nonmotorized network.

WEST MAIN STREET: FROM 6TH STREET TO DRAKE ROAD

Corridor Description:

There is a lot of commercial activity on West Main Street between 7th Street and Drake Road. The library, Township Hall, and Township Park are also all located off of West Main Street near 7th Street.

West Main Street east of the US-131 interchange is a 5 lane road with curbs. The width of the road changes all along the corridor due to flared turning lanes at driveway entrances. For the most part, the travel lanes are approximately 11 to 12 feet wide. The interchange of West Main Street and US-131 has free-flowing ramps and merging lanes on the bridge deck on the north side that present challenges for nonmotorized transportation. The bridge deck is approximately 80 feet wide with 6 travel lanes.



West Main Street between 9th Street and 10th Street is a 5 lane road with curbs. The road is approximately 60 feet wide with 12-foot travel lanes. The Average Daily Traffic (ADT) for this corridor is over 30,000 vehicles per day.

Existing Nonmotorized Facilities:

There are existing sidewalks on both the north and south side of West Main Street from just east of the 131 Interchange and continuing all the way to Drake Road. The sidewalks are in good condition with marked crosswalks at driveway intersections and detectable warnings. There are existing 10-foot wide shared use paths on both sides of West Main Street between 9th Street and 10th Street. There is an existing sidewalk across the south side of the bridge at the 131 Interchange.

2018 Charter Township of Oshtemo Master Plan Proposed Nonmotorized Facilities:

Construct 10 foot shared use path to 7th Street on north side and 6th Street on south side. Construct sidewalk on the north side of the bridge over Highway 131.

Near-term Improvements:

Add pedestrian wayfinding signage on the sidewalk on the north side at the intersections of Maple Hill Drive and 10th Street directing pedestrians to cross to the south side of the street if they plan on crossing the freeway.

Long-term Improvements:

When Highway 131 interchange is reconstructed, safety issues with the free-flowing ramps should be addressed. The free-flowing ramps should be placed at a 45 degree angle to West Main Street. Also, bike lanes and sidewalks should be considered in both directions over the bridge deck.

When West Main Street is reconstructed, the road should be widened to incorporate bike lanes that maintain a level of service rating of C.

Extend 10-foot shared use path on north side to 7th Street and south side to 6th Street

KL AVENUE: FROM DRAKE ROAD TO 4TH STREET

Corridor Description:

KL Avenue from Drake Road to 9th Street is a two lane road with paved shoulders. The road is approximately 30 feet wide, with 11-foot travel lanes and 4-foot paved shoulders. The ADT is between 9,200 and 14,600.

KL Avenue flares at the intersections of Copper Beach Boulevard, Jefferson Commons, South 11th Street, Concord Place Drive, Mount Royal Drive, Claremont Drive, and Drake Road to include center turn lanes, right turn lanes, and/or bypass lanes. Curbs are also present at these intersections on at least one side of the road.



KL Avenue from 9th Street to 4th Street is a two lane road with paved shoulders. The road is approximately 26 feet wide, with 11-foot travel lanes and 2-foot paved shoulders. The ADT is between 2,000 and 3,300.

Beginning at Drake Road, just east of the Township boundary, KL Avenue has an existing bike lane that heads toward downtown Kalamazoo terminating at Western Michigan University’s campus.

Existing Nonmotorized Facilities:

There are 4-foot paved shoulders on KL Avenue between Drake Road and 9th Street.

2018 Charter Township of Oshtemo Master Plan Proposed Nonmotorized Facilities:

Add 4-foot widened shoulders/bike lanes along KL Avenue between Drake Road and 4th Street. Construct 10-foot shared use path along the north side of KL Avenue between 8th Street and Drake Road.

Near-term Improvements:

Sign KL Avenue with “Share the Road” signs between Drake Road and 4th Street. Construct 10-foot shared use path on north side of KL Avenue between Concord Place Drive and Drake Road. Improve road crossing at KL Avenue and Concord Place Drive to support bus stop on south side of KL Avenue.

Long-term Improvements:

When KL Avenue is reconstructed between 4th Street and 9th Street, widen street to add 4-foot widened shoulders/ bike lanes at a level of service of C or above. When the 131 bridge over KL Avenue is replaced, have a retaining wall built into the north bridge abutment to support a 10-foot shared use path on the north side of KL Ave.

Construct a 10-foot shared use path from Concord Place Drive to 8th Street. Since KL Avenue between 4th Street and 8th Street passes through a rural area of the community with few developments, it is recommended that a wide paved shoulder be maintained for bicycle and pedestrian use. In the future, if development and population increases along the KL Avenue corridor between 4th Street and 8th Street, evaluate adding 10-foot shared use path to this segment.

STADIUM DRIVE: FROM 4TH STREET TO 11TH STREET

Corridor Description:

Stadium Drive is a key east/west corridor that connects commercial, residential, and industrial areas to the Village District. Between 6th Street and 11th Street, it is a 5 lane road with curbs. The road is approximately 60 feet wide, with 12-foot wide travel lanes. 6th Street to 8th Street has ADT of 14,566, 8th Street to 9th Street has ADT of 17,788 and 9th Street to 11th Street has an ADT of around 29,000.



Stadium Drive from 6th Street to 4th Street is a 2 lane road with paved shoulders. The road is approximately 32 feet wide, with 11-foot travel lanes and 5-foot paved shoulders. This segment of road has an ADT of 14,344. Stadium Drive between 6th Street and 4th Street flares at the intersections of South 5th Street and Hathaway Road to include center turn lanes. In this segment the road, width is approximately 46 feet wide and narrows to 41 feet for a short portion.

Existing Nonmotorized Facilities:

There are a few disconnected segments of sidewalk along the north side of Stadium Drive between 8th Street and 11th Street. There is an existing 5-foot paved shoulder on Stadium Drive between 6th Street and 4th Street.

2018 Charter Township of Oshtemo Master Plan Proposed Nonmotorized Facilities:

Construct 6-foot shared use path on both sides of Stadium Drive between 4th Street and 11th Street. Construct 4-foot widened shoulders/bike lanes on Stadium Drive between 4th Street and Stadium Drive.

Near-term Improvements:

Designate the 5 feet wide paved shoulders between 4th Street and 6th Street as Bike Lanes with signage and pavement markings. Restripe Stadium Drive at the intersection of 5th Street and Hathaway Road to continue the bike lanes through the intersection. Complete sidewalk gaps on north side of Stadium Drive between 8th Street and Quail Run Road. Construct sidewalks along the south side of Stadium Drive between 8th Street and Quail Run Drive. Add pedestrian crossing improvements at the intersection of Stadium Drive at Fairgrove Street and Quail Run Drive, as well as providing sidewalk connections to the crosswalks where they do not exist.

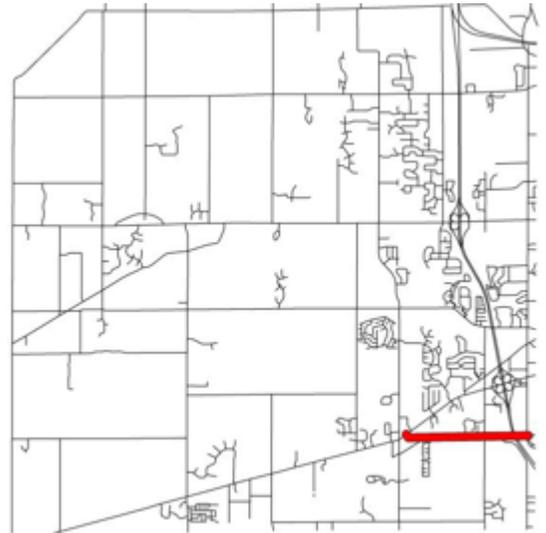
Mid-term Improvements:

Construct sidewalk on both sides of Stadium Drive between 4th Street and 8th Street. Add pedestrian crossing improvements at the intersection of Stadium Drive and Hathaway Road as well as providing sidewalk connections to the crosswalks where they do not exist. Add cross islands on Stadium Drive at 8th Street, 7th Street, and Andover Drive where the left turn lane is not utilized.

Long-term Improvements:

When Stadium Drive between 9th Street and 11th Street is reconstructed widen road to provide bike lanes at a level of service of C or above.

PARKVIEW AVENUE: FROM STADIUM DRIVE TO DRAKE ROAD



Corridor Description:

Parkview Avenue from Stadium Drive to 11th Street is a 2 lane road with paved shoulders. The road is approximately 30 feet wide, with 11-foot wide travel lanes and 4-foot wide paved shoulders. Parkview Avenue flares at Atlantic Avenue and Crystal Lane to accommodate center turn lanes at the intersection. The ADT is 3,640.

Parkview Avenue between 11th Street and 12th Street is a 3 lane road with paved shoulders. The road is approximately 44 feet wide with 11-foot travel lanes and a 10-foot center turn lane. The paved shoulders are approximately 8 feet wide on the north side of the road and 4 feet wide on the south side. The ADT is 8,618.

Parkview Avenue between 12th Street and Drake Road is a 3 lane road with paved shoulders. The road is approximately 50 feet wide with 11-foot travel lanes. The paved shoulders are approximately 8 feet wide. However as Parkview Avenue approaches the intersection of Drake Road, the additional turning lanes reduce the paved shoulders and are replaced with curbs near the intersection. The curb section of Parkview Avenue is approximately 56 feet wide with 4 lanes of traffic. The Village District is located at Parkview Avenue and Stadium Drive and Western Michigan University’s campus is located at Parkview Avenue and Drake Road.

Existing Nonmotorized Facilities:

There are 4-foot wide and greater paved shoulders along Parkview Avenue between 12th Street and Drake Road.

2018 Charter Township of Oshtemo Master Plan Proposed Nonmotorized Facilities:

Construct widened shoulders/bike lanes for Parkview Avenue between Stadium Drive and Drake Road. Construct sidewalks on Parkview Avenue between Stadium Drive and Atlantic Avenue on the north side. Construct 10-foot shared use path on north side of Parkview Avenue, from Atlantic Avenue to Drake Road. Construct sidewalks on south side of Parkview Avenue between Stadium Drive and Drake Road.

Near-term Improvements:

Restripe the intersection at Drake Road and Parkview Avenue to include Bike Lanes through the intersection. Add pedestrian crossings at Parkview Avenue and 11th Street intersection, as well as providing sidewalk connection around the intersection where they do not exist. Retro fit the bridge deck by removing the center turn lane and providing 11-foot travel lanes in each direction, 10-foot shared use path on the north side, 5-foot sidewalks on the south side, and 4-foot bike lanes on each side.

Mid-term Improvements:

Construct sidewalk along the south side of Parkview Avenue between Stadium Drive and Atlantic Avenue. Construct sidewalk along the north side of Parkview Avenue between Stadium Drive and the potential Fruitbelt Path. Construct 10-foot shared use path along the north side of Parkview Avenue between Fruitbelt Path and Drake Road. Construct sidewalk along the south side of Parkview Avenue between 11th Street and Drake Road.

Long-term Improvements:

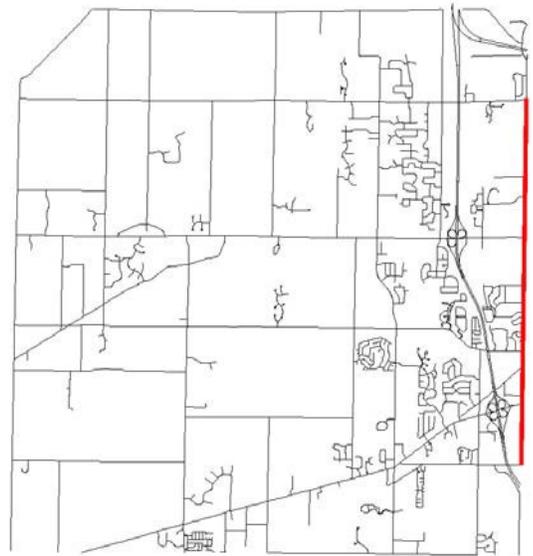
In the future, if development occurs on the agricultural land between Atlantic Avenue and 11th Street, evaluate adding sidewalks to the south side of Parkview Avenue along this segment.

DRAKE ROAD: FROM H AVENUE TO PARKVIEW AVENUE

Corridor Description:

There is significant commercial and residential development along Drake Road. Kalamazoo Central High School is located off Drake Road near H Avenue and Drake Road terminates at Western Michigan University’s BTR Park to the south.

Drake Road between H Avenue and Croyden Avenue is a 2 lane road with paved shoulders. The road is approximately 30 feet wide with 11-foot travel lanes and 4-foot paved shoulders. The high school is located near H Avenue on the east side of the road. Drake Road between Stadium Drive and Croyden Avenue is a 5 lane road with curbs. The width of the road changes along the corridor due to flared turning lanes at driveway entrances. For the most part, the road is approximately 58 feet wide with 11- to 12-foot wide travel lanes. ADT for this segment is 31,559.



About a quarter mile south of Stadium Drive, Drake Road becomes divided with two lanes in each direction and a 30-foot planted median. The road has a curb along the inside lanes and a 5-foot paved shoulder along the outside lane.

Existing Nonmotorized Facilities:

There are segments of existing sidewalk along the east side of Drake Road for the majority of the corridor; however, there are a number of large gaps within this segment that create a disconnected route. There are existing bike lanes along Drake Road between Stadium Drive and Parkview Avenue. The bike lanes appear to be in good conditions and designed with pavement markings. There are existing 4-foot paved shoulders on Drake Road between H Avenue and Croyden Avenue.

2018 Charter Township of Oshtemo Master Plan Proposed Nonmotorized Facilities:

Add sidewalk or 10-foot shared use path on Drake Road between H Avenue and Parkview Avenue on the west side. The City of Kalamazoo or Kalamazoo Township is responsible for the east side of Drake Road.

Near-term Improvements:

Add pedestrian crossing at Drake and Driftwood Avenue intersection as well as providing sidewalk connection on south west corner of intersection where they do not exist. Improve pedestrian crossings at Drake Road and Stonebrook Avenue and Drake Road and H Avenue. Construct sidewalk or 10-foot shared use path on the west side of Drake Road between West Main Street and Stadium Drive. Construct 10-foot shared use path on the west side of Drake Road in conjunction with the BTR 2.0 development.

Mid-term Improvements:

Construct sidewalk on the west side of Drake Road between H Ave and Grand Prairie Road.

Long-term Improvements:

Complete a 10-foot shared use path on the west side of Drake Road between BTR 2.0 and Stadium Drive.

11TH STREET: FROM KL AVENUE TO N AVENUE

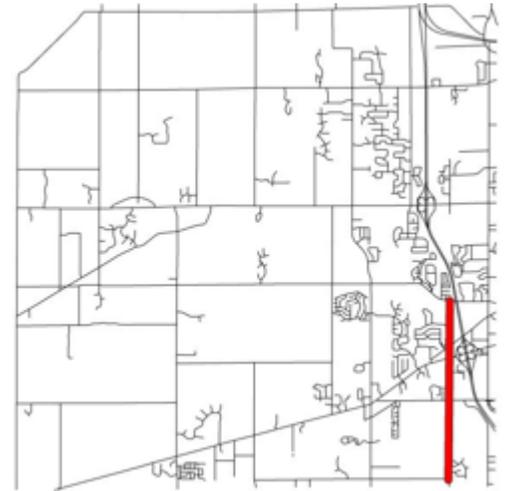
Corridor Description:

11th Street from Parkview Avenue to N Avenue is a 2 lane road with unpaved shoulders. The road is approximately 22 feet wide, with 11-foot wide travel lanes. The ADT is 5,143.

11th Street from Parkview Avenue to Holiday Terrace is a 2 lane road with paved shoulders. The road is approximately 30 feet wide, with 11-foot wide travel lanes and 4-foot paved shoulders. The ADT is 7,397.

11th Street from Stadium Drive to Holiday Terrace is a 3 lane road with paved shoulders. The road is approximately 42 feet wide, with 11-foot wide travel lanes and 4-foot paved shoulders. The ADT is 6,636.

11th Street from Stadium Drive to KL Avenue is a two lane road with paved shoulders. The road is approximately 30 feet wide with 11-foot wide travel lanes and 4-foot wide paved shoulders. There is an at-grade railroad crossing as well. The ADT is 6,593.



Existing Nonmotorized Facilities:

There are 4-foot paved shoulders along 11th Street between Parkview Avenue and KL Avenue.

2018 Charter Township of Oshtemo Master Plan Proposed Nonmotorized Facilities:

Six foot sidewalks (both sides) are proposed for 11th Street between N Avenue and KL Ave. A short segment between the proposed Fruitbelt Path and Stadium Drive should be a 10-foot shared use path. Bike Lanes are proposed for 11th Street between N Avenue and KL Avenue.

Near-term Improvements:

Construct sidewalk on the west side of 11th Street between Parkview Avenue and KL Avenue, including a short 10-foot shared use path segment. Construct sidewalk on the east side of 11th Street between Parkview Avenue and N Avenue. Improve road crossings and the intersection of 11th Street and Parkview Avenue, Michigan Avenue, KL Avenue and N Avenue. Add “Share the Road” sign to 11th Street between Parkview Avenue and N Avenue. When 11th Street between Parkview Avenue and N Avenue is reconstructed, widen road to provide bike lanes at a level of service of C or above.

Mid-term Improvements:

Add road crossing improvements on 11th Street at Coddington Lane and Holiday Terrace.

Long-term Improvements:

If development occurs on the west side of 11th Street between Parkview Ave and N Avenue, construct sidewalk on the west side of 11th Street between Parkview Avenue and N Avenue.

10TH STREET: FROM WEST MAIN STREET TO G AVENUE

Corridor Description:

10th Street between H Avenue and West Main Street is a 2 lane road with paved shoulders. For the most part, the road is approximately 30 feet wide with 11-foot travel lanes and 4-foot paved shoulders; however, there are a few areas where the road narrows and the paved shoulders reduced to less than 4 feet wide.

10th Street between H Avenue and G Avenue is a 2 lane road with paved shoulder. The road is approximately 28 feet wide with 11-foot travel lanes and 3-foot paved shoulders. There is significant topography in this area. The ADT is 3,157.



The majority of development along 10th Street is residential. Also, the Kal-Haven Trail and the Kalamazoo River Valley Trail meet at 10th Street, a half mile north of H Avenue with an existing road crossing on 10th Street at that location.

Existing Nonmotorized Facilities:

Four foot paved shoulders between West Main Street and H Avenue.

2018 Charter Township of Oshtemo Master Plan Proposed Nonmotorized Facilities:

Add widened shoulders/bike lanes along 10th Street between H Avenue and G Avenue. Construct sidewalk along west side of 10th Street between West Main and south property line of Centerpoint Church. Construct 10-foot shared use path along the east side of 10th Street between West Main Street and south property line of Centerpoint Church. Construct 10-foot shared use path along west side of 10th Street between Centerpoint Church and Kal-Haven Trail.

Near-term Improvements:

Sign 10th Street between West Main Street and G Avenue with “Share the Road” sign.

Mid-term Improvements:

Construct 10-foot shared use path on the east side of 10th Street from West Main to Centerpoint Church. Construct 10-foot shared use path on the west side of 10th Street from Centerpoint Church to the Kal-Haven Trail. Crosswalks should be placed where local roads and entrances to residential communities intersect 10th street.

Long-term Improvements:

When 10th Street is reconstructed, widen road to provide bike lanes at a level of service of C or above.

4TH STREET: FROM WEST MAIN STREET TO BRIARWOOD AVENUE

Corridor Description:

4th Street passes through a rural area of the community with most of the residential development located south of Stadium Drive.

4th Street is a 2 lane road with unpaved shoulders. The road is approximately 24 feet wide with 12-foot travel lanes. The ADT is between 2,100 and 2,850.

There is an at-grade railroad crossing.

Existing Nonmotorized Facilities:

None.



2018 Charter Township of Oshtemo Master Plan Proposed Nonmotorized Facilities:

Add bike lanes along 4th Street between N Avenue and West Main Street. Construct sidewalk along the both sides of 4th Street between Stadium Drive and south Township border. Construct 10-foot shared use path on east side of 4th Street between Stadium Drive and Amtrak railroad tracks.

Near-term Improvements:

Sign the road with “Share the Road” sign.

Mid-term Improvements:

Construct sidewalk on the both sides of 4th Avenue between Stadium Drive and south Township border. Add road crossing improvement at 4th Avenue and Greystone Road.

Long-term Improvements:

When 4th Street is reconstructed, widen the road to provide bike lanes at a level of service of C or above. Construct 10-foot shared use path between Stadium Drive and the Amtrak railroad tracks.

9TH STREET/GH AVENUE/8TH STREET: FROM N AVENUE TO G AVENUE

Corridor Description

9th Street is a key north/south corridor and connects residential areas to key destinations such as commercial centers and the Oshtemo Village District. 9th Street/GH Avenue/8th Street between H Avenue and G Avenue is a 2 lane road with an unpaved shoulder. The road is approximately 25 feet wide. The road has a few tight turns and a lot of topography as it navigates along a ridge. The ADT is 1,186.

9th Street between H Avenue and West Main Street is a two lane road with paved shoulders. The road is approximately 30 feet wide with 11-foot travel lanes and 4-foot paved shoulders. The ADT is 5,663. 9th Street between West Main Street and Mickeys Trail is a 5 lane road with curbs. The road is approximately 68 feet wide with 11-foot travel lanes and 6-foot bike lanes. The ADT is 15,767. 9th Street between Mickeys Trail and KL Avenue is a 2 lane road with paved shoulders. For the most part, the road is approximately 30 feet wide with 11-foot travel lanes and 4-foot paved shoulder; however, there are some segments where the paved shoulders are less than 4 feet wide on one side and greater than 4 feet wide on the other. The ADT is 16,566.



9th Street between KL Avenue and the railroad is a 5 lane road with curbs. The street is approximately 61 feet wide with 11-foot travel lanes and 3-foot paved shoulders. The ADT is 15,215. 9th Street between the railroad and Meridian Avenue is a three lane road with paved shoulders. The road is approximately 40 feet wide with 10– to 11-foot travel lanes and 4-foot paved shoulders. The ADT is 15,215. 9th Street between Meridian Avenue and N Avenue is a 5 lane road with curbs. The road is approximately 60 feet wide with 12-foot wide travel lanes. The ADT is 26,013 south of Stadium Drive.

Existing Nonmotorized Facilities:

There are existing bike lanes on 9th Street beginning at West Main Street and extending ¼ mile to the south. There are existing 4-foot paved shoulders on 9th Street between H Avenue and West Main Street and between the railroad and Meridian Avenue. There are two short disconnected segments of sidewalk on the east side of 9th Street between West Main Street and Seeco Drive. There is a sidewalk on the entire west side of 9th Street between Stadium Drive and N Avenue. There is a sidewalk on the east side of 9th Street between Stadium Drive and Atlantic Avenue. Finally, there is an existing 12-foot pedestrian bridge along 9th Street at the railroad crossing south of KL Avenue.

2018 Charter Township of Oshtemo Master Plan Proposed Nonmotorized Facilities:

Construct bike lane to 9th Street/GH Avenue/8th Street between G Avenue and N Avenue. Add 6-foot shared use path along both sides of 9th Street between H Avenue and N Avenue.

Near-term Improvements:

Sign the 9th Street/GH Avenue/8th Street between H Avenue and G Avenue with “Share the Road” signs and provide bike route signage to the Kal-Haven Trail. Designate the paved shoulder along 9th Street between H Avenue and West Main Street and between the railroad and Meridian Avenue as a bike lane with pavement markings and signage. Restripe 9th Street between H Avenue and West Main Street and between the railroad and Meridian Avenue where the road flares at intersecting local roads to continue the bike lane through the intersection. Restripe 9th Avenue between Mickeys Trail and KL Avenue to accommodate 11-foot travel lanes and 4-foot paved shoulders. Construct 6-foot shared use path along both sides of 9th Street between Quail Run Drive and Erie Street.

Mid-Term Improvements:

Construct 6-foot shared use path on both sides of 9th Street from Quail Run Drive to West Main Street. Construct 6-foot shared use path on both sides of 9th Street from West Main Street to H Avenue. Add road crossing improvements on 9th Street at Technology Avenue, Tall Oaks Drive, Meridian Avenue, Prairie Ridge Elementary School, Quail Run Drive, Seeco Drive, and Oak Highlands Drive. Complete the sidewalk along the east side of 9th Street between N Avenue and Atlantic Avenue. Add pedestrian crossings at the Atlantic Avenue and 9th Street intersection, as well as providing sidewalk connection around the intersection where they do not exist.

Long-term Improvements:

When any segment of 9th Street is reconstructed, evaluate if road needs to be widened to provide bike lanes at a level of service of C or above.

Due to the topography and vegetation along 9th/GH Avenue/8th Street between H Avenue and G Avenue, no long-term improvements are suggested as they would diminish the character of the roadway.

Evaluate adding roundabouts at the intersection of 9th Street and West Main Street, KL Avenue and Stadium Drive, to reduce the number of turning lanes at intersections creating a high level of service for bicycles.

6TH STREET: FROM WEST MAIN STREET TO G AVENUE

Corridor Description:

6th Street is a key north/south corridor that connects Oshtemo to Alamo Township and Otsego.

6th Street between West Main Street and G Avenue is a 2 lane road with 4-foot paved shoulders. The road is approximately 30 feet wide. The ADT is 2,143.

6th Street provides access to the Alamo Little League Fields, Alamo’s Rector Community Park & Trails, and the Kal-Haven Trail in downtown Alamo.



Existing Nonmotorized Facilities:

None.

2018 Charter Township of Oshtemo Master Plan Proposed Nonmotorized Facilities:

Widened shoulders/bike lanes along 6th Street between West Main Street and G Avenue. Construct a 10-foot shared use path along one side of 6th Street (side to be determined) between West Main Street and G Avenue.

Near-term Improvements:

None.

Mid-Term Improvements:

None.

Long-Term Improvements:

Construct 10-foot shared use path along one side of 6th Street (side to be determined) between West Main Street and G Avenue.

8TH STREET: FROM WEST MAIN STREET TO STADIUM DRIVE

Corridor Description:

8th Street passes through rural residential and industrial zoned areas of the Township. It is a 2 lane road with 4-foot paved shoulders. The road is approximately 22 feet wide with 11-foot wide travel lanes and a gravel shoulder. The ADT is 2,500-2,800.

The bridge over the Amtrak railroad tracks is approximately 32 feet wide with 16-foot travel lanes.

Existing Nonmotorized Facilities:

None.



2018 Charter Township of Oshtemo Master Plan Proposed Nonmotorized Facilities:

Widened shoulders/bike lanes along 8th Street between West Main Street and Stadium Drive. Construct 6-foot shared use path along both sides of 8th Street between West Main Street and Stadium Drive. Construct 10-foot shared use path on the west side of 8th Street between Amtrak bridge to the utility corridor north of KL Ave. This stretch of the 10-foot shared use path will provide connectivity to other 10-foot paths in the Township.

Near-term Improvements:

When 8th Street is reconstructed, add 4-foot widened shoulders to both sides of the street.

Mid-Term Improvements:

When development occurs on the east side of the 8th Street and ML Avenue intersection, acquire easements to provide a path from the intersection to the Prairie Ridge Elementary School.

Restripe Amtrak bridge to provide dedicated path on west side of bridge span.

Long-Term Improvements:

As development occurs, build 6-foot shared use path on both sides of 8th Street between West Main Street and Stadium Drive. When the portion of 8th Street that crosses the pond just north of ML Avenue is reconstructed, widen the roadway to accommodate 6-foot shared use paths on both sides.

KAL-HAVEN AND KALAMAZOO RIVER VALLEY (KRV) TRAILS CONNECTORS

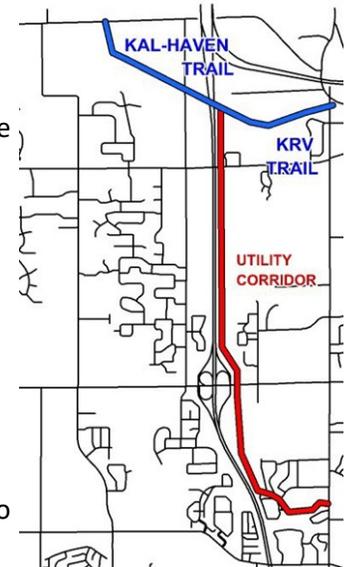
The Kal-Haven/KRV Trails are located on the northeast corner of the Township and are part of a statewide trail system called The Great Lake-to-Lake Trail. This system travels from South Haven to Port Huron, all the way across southern Michigan. There currently is a trail head on 10th Street that provides access to both trails by motor vehicle; however, there are no designated bicycle or pedestrian routes that connect to the trails. A ravine with steep elevation changes runs along the south side of the trail making it challenging for a bicyclist or pedestrian to access the trails from the south.

There are two planned paths to access the Kal-Haven/KRV Trails from West Main Street; they include 10th Street and the utility right-of-way along freeway US-131.

PATH 1: Off-Road Trail Along Highway US-131 Utility Corridor:

A utility corridor with transmission lines runs parallel to the US-131 corridor on the east side between Green Meadow Road and the Kal-Haven/KRV Trails. The corridor connects to the commercial district at West Main Street and to numerous residential developments.

North of H Avenue the corridor passes through a ravine with steep elevation changes and vegetation. South of H Avenue, the corridor passes adjacent to a farm then the planned Westgate development. South of West Main Street, the utility corridor passes adjacent to The Prairies golf course. This segment is subject to the Maple Hill Sub-Area Plan, which includes a nonmotorized facility connecting West Main Street to Green Meadow Drive. Widened shoulders and sidewalks along Green Meadow Drive will connect the utility corridor to the Drake Road shared use path.



PATH 2: 10th Street/US-131 Corridor/Consumers Energy Utility Corridor:

Path 2 connects the Kal-Haven Trail to a large area of the population, West Main Street commercial area, Stadium Drive commercial area, and to the Oshtemo Village District, and uses the least challenging connection across the ravine.

10th Street: Between West Main Street and H Avenue Recommendations:

Provide widened shoulders through lane narrowing. Construct 10-foot shared use path, east side from West Main Street to Center Point Church, then west side to H Avenue. From Torrington Road south to West Main Street, construct 5-foot sidewalk on the west side of 10th Street.

US-131 and Utility Corridor Between West Main Street and Stadium Drive:

Construct 10-foot shared use path along west side of US-131 from West Main to Consumer's Energy utility corridor.

Stadium Drive south to Township Border Through Utility Corridor:

Construct 10-foot shared use path through utility corridor to Stadium Drive.

Provide connection to future Texas Township nonmotorized facilities, Kalamazoo Valley Community College, Al Sabo Preserve, and Texas Drive.



ITC UTILITY CORRIDOR PATH

The ITC Corridor is a relatively new utility corridor that traverses the southern half of the Township. The eastern half of the utility corridor provides convenient connections to Stadium Drive, Flesher Field, 9th Street, and the Consumer’s Energy utility corridor.

The western half of the utility corridor crosses numerous farms, where easements may be needed and could be difficult to achieve. Additionally, a bridge crossing over the Amtrak railroad will likely be required to extend the path further west, which may be prohibitively expensive.

The ITC corridor also provides an opportunity to connect to a different utility corridor that travels due south into Texas Township. Texas Township has future long-term plans to build a shared use path on this utility corridor to connect to a future Texas Township park on 6th Street.



ITC Corridor Between Stadium Drive and Consumer’s Energy Corridor:

Construct 8– to 10-foot shared use path from Stadium Drive to the Consumer’s Energy utility corridor. Identify optimal location for High-Intensity Activated Crosswalk (HAWK) pedestrian signal to allow pedestrians and bicyclists to safely cross 9th Street.

ITC Corridor Between Stadium Drive and Amtrak Railroad:

Construct 8– to 10-foot shared use path from Stadium Drive to the Amtrak railroad corridor. Upgrade traffic signal at Stadium Drive and 6th Street intersection to include pedestrian signal to allow pedestrians and bicyclists to safely cross Stadium Drive.

AMTRAK RAILROAD CORRIDOR PATH

The Amtrak Railroad Corridor between Stadium Drive and 8th Street traverses a sparsely developed region in the center of the Township. The Amtrak Railroad path will provide a convenient access for residents in the southwest corner of the Township to the KL Avenue path, and connections to M-43 via 8th or 9th Streets. This potential path will enable access to the Oshtemo Library, Oshtemo Township Hall, Oshtemo Township Park, and major commercial areas.

Amtrak Corridor Between 4th and 8th Streets:

Construct 8– to 10-foot shared use path.



FRUITBELT PATH

The Fruitbelt Railroad Line used to travel from Mattawan, through Texas and Oshtemo Townships, across the Stadium Drive corridor to downtown Kalamazoo. AT&T now owns most of the corridor that was the Fruitbelt Line in Oshtemo Township.

The Fruitbelt Path will connect Flesher Field to the Consumer’s Energy Path, Stadium Drive, the ITC Corridor Path, and Texas Township. Texas Township has long-term future plans to extend the path westward towards Mattawan.



Fruitbelt Corridor Between South Township Boundary and 9th Street:

The corridor is comprised of four parcels, all owned by AT&T. Construct an 8– to 10-foot shared use path from south Township boundary to Flesher Field on 9th Street. Identify optimal location for High-Intensity Activated Crosswalk (HAWK) pedestrian signal to allow pedestrians and bicyclists to safely cross 9th Street.

Fruitbelt Corridor along Atlantic Ave:

Construct 10-foot shared use path on the north side of Atlantic Ave.

Fruitbelt Corridor Between Parkview Ave and South 11th Street:

Construct 10-foot shared use path through AT&T corridor from Parkview Ave to Plainview Street. Easement will be required from Park Village Pines Assisted Living Facility and a property on the west side of South 11th Street to continue the 10-foot shared use path to 11th Street.