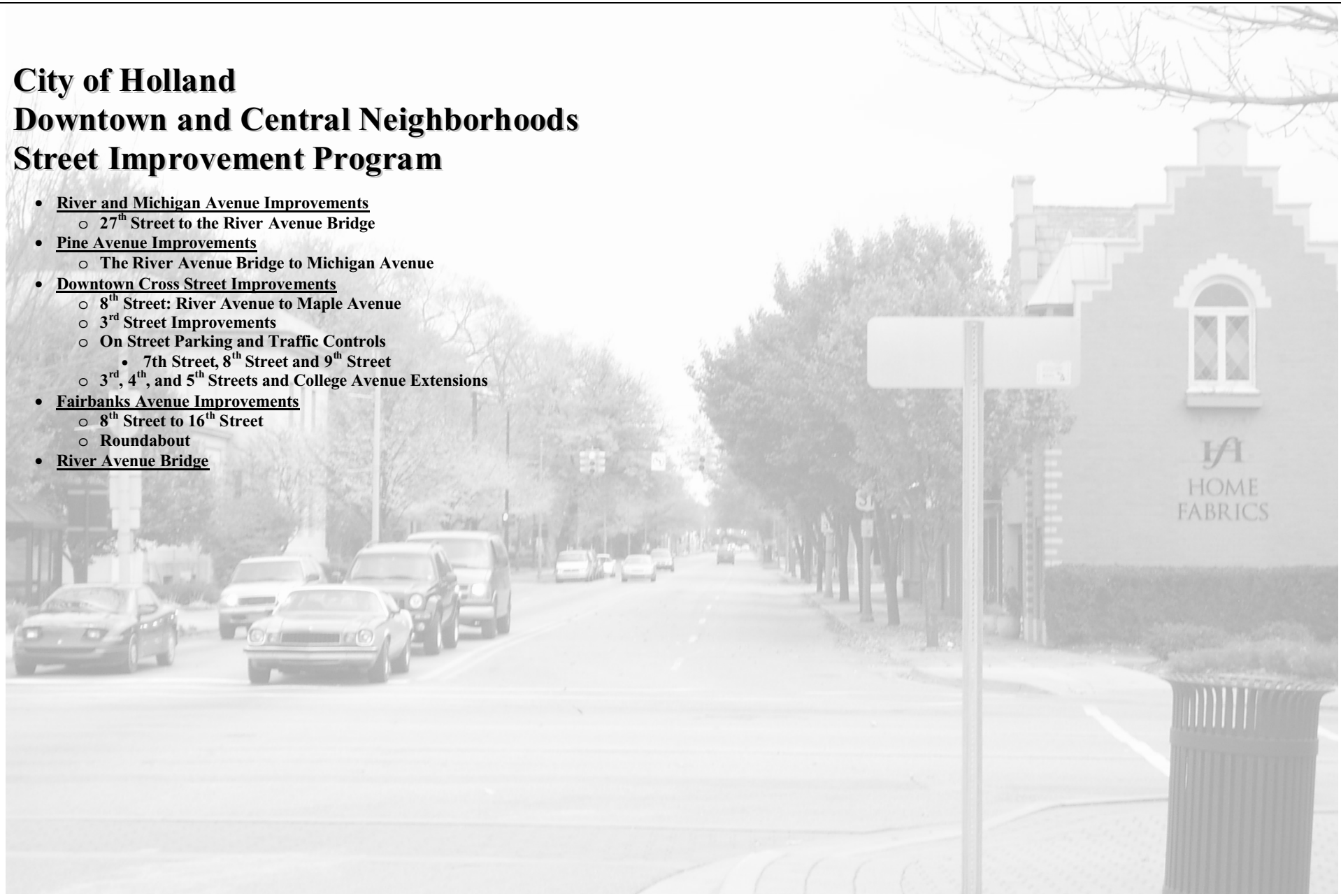
City of Holland
Downtown and Central Neighborhoods
Street Improvement Program

- **River and Michigan Avenue Improvements**
  - **27th Street to the River Avenue Bridge**
- **Pine Avenue Improvements**
  - **The River Avenue Bridge to Michigan Avenue**
- **Downtown Cross Street Improvements**
  - **8th Street: River Avenue to Maple Avenue**
  - **3rd Street Improvements**
  - **On Street Parking and Traffic Controls**
    - **7th Street, 8th Street and 9th Street**
  - **3rd, 4th, and 5th Streets and College Avenue Extensions**
- **Fairbanks Avenue Improvements**
  - **8th Street to 16th Street**
  - **Roundabout**
- **River Avenue Bridge**



City of Holland
Downtown and Central Neighborhoods
Street Improvement Program

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For information, contact:
City of Holland Community and Neighborhood Services Department
Planning Office
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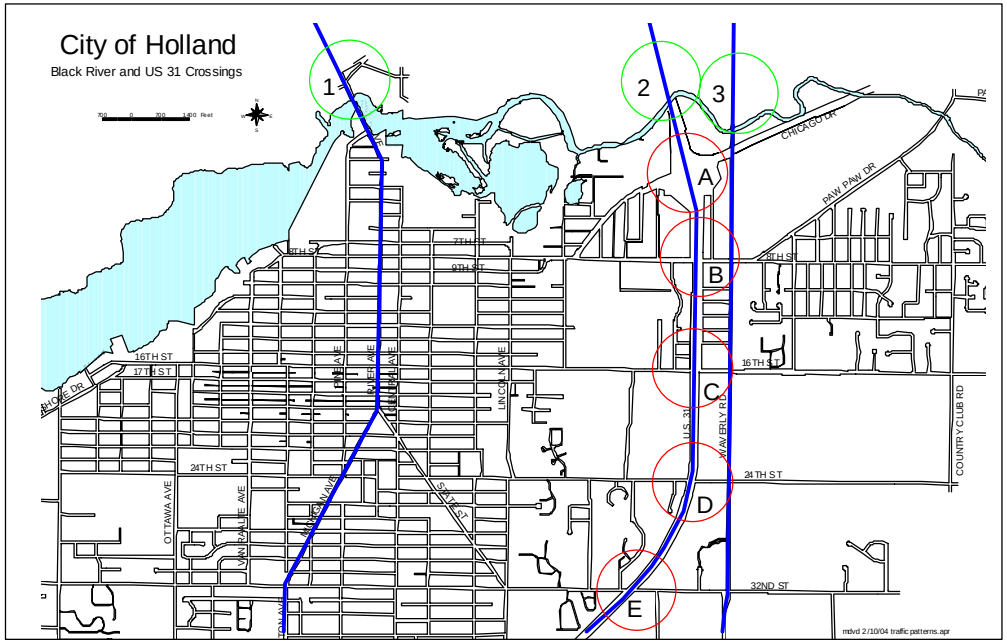
www.ci.holland.mi.us

Note:
This document serves as guidance to City of Holland decision makers in regard to street improvements scheduled for the downtown and central neighborhood areas. The graphics and data displayed in this document are products from several city staff led studies and typical data collection associated with infrastructure and traffic management in the City.



Three major north-south crossings over the Black River

1. River Avenue 40,000 vehicles a day
2. Highway US-31 37,000 vehicles a day
3. Waverly Road 18,328 vehicles a day

Five major east-west connectors

A. Chicago Drive 22,800 vehicles a day
B. 8th Street 11,971 vehicles a day
C. 16th Street 14,000 vehicles a day
D. 24th Street 11,718 vehicles a day
E. 32nd Street 13,614 vehicles a day

Greater Context

One significant consideration in regard to the design and scheduling of the proposed construction projects is the recognition that there are only three roads that connect the City with Holland Township and neighboring homes, businesses, industry and recreation destinations. These streets are River Avenue, Highway US 31, and Waverly Road. As the City reviews recommendations to improve River Avenue and reconstruct the Bridge, consideration must be given that River Avenue is the major street that connects the Downtown and Central Neighborhoods with the western half of Holland Township and northern Park Township. It is generally believed that the quicker the Bridge can be reconstructed, the better for all concerned on both sides of the river.

Catalyst for Planning

There are several forces behind the movement to complete a significant amount of street and related sidewalk/curb strip improvements in Holland's Downtown and Central Neighborhoods over the next several years. These forces include:

- Age, condition, and capability of existing utility infrastructure, including snowmelt
- Condition of street, sidewalk and curb and gutter surfaces
- Attractiveness of public space downtown and needed aesthetic improvements
- Current funding opportunities
- State trunk line turn back potential
- Balance potentially competing objectives to move both local and through traffic more effectively in a manner that enhances the experience for both pedestrians and motorists in terms of appearance, usability, and safety
- Various location specific issues identified by residents, businesses, property owners and visitors

Purpose of this Document

This document is assembled to look at the "big picture" of streets and public areas in Holland's Downtown and Central neighborhoods by bringing together all planned and identified improvements into one document. This will facilitate more thorough discussion regarding potential changes and improvements, and provide guidance to engineering efforts on each project.

Background

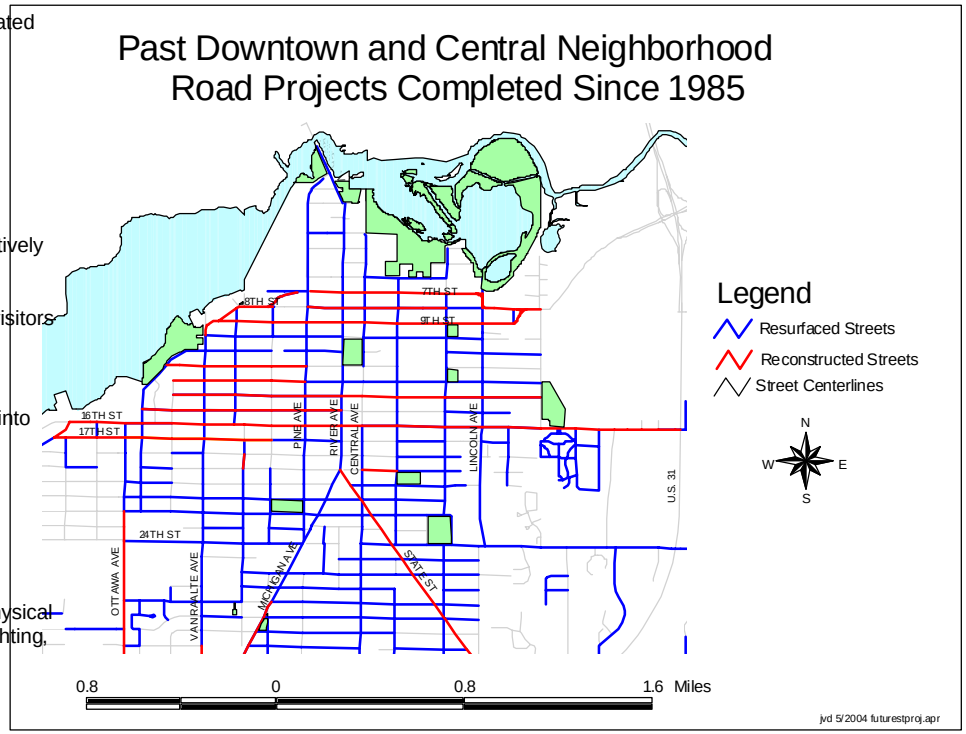
What We Have Accomplished

Over the past two decades the City of Holland has actively completed a number of street improvement projects in the Downtown and Central Neighborhoods, these improvements include both complete reconstruction of certain streets and some include only resurfacing the streets. Along with the physical improvements to the streets, some these projects also included amenities, such as pedestrian lighting, snowmelt, planters, etc.

These major reconstruction projects include:

- 8th Street Streetscape Project – $2 million from Pine to Columbia Avenues in 1988/1989
- 7th Street – $5.2 million for Pine to Lincoln Avenues in 1995
- 9th Street – $6.2 million for Van Raalte to transition back to 8th Street in 1996
- 7th Street Transition - $1.2 million for Pine to Maple and Maple to Washington in 2002
- 16th Street -1996
- 17th Street -2000
- And numerous residential cross streets including 12th, 13th, 14th, and 15th Streets.

All told, these projects represent in excess of $20 million in public infrastructure improvements, all serving the many stakeholders in our city, residents, business owners, visitors, and commuters. And although these projects significantly disrupted normal way of life for our residents and businesses during the period of construction, efforts were made to minimize the impact and the end result was always well worth the disruption.



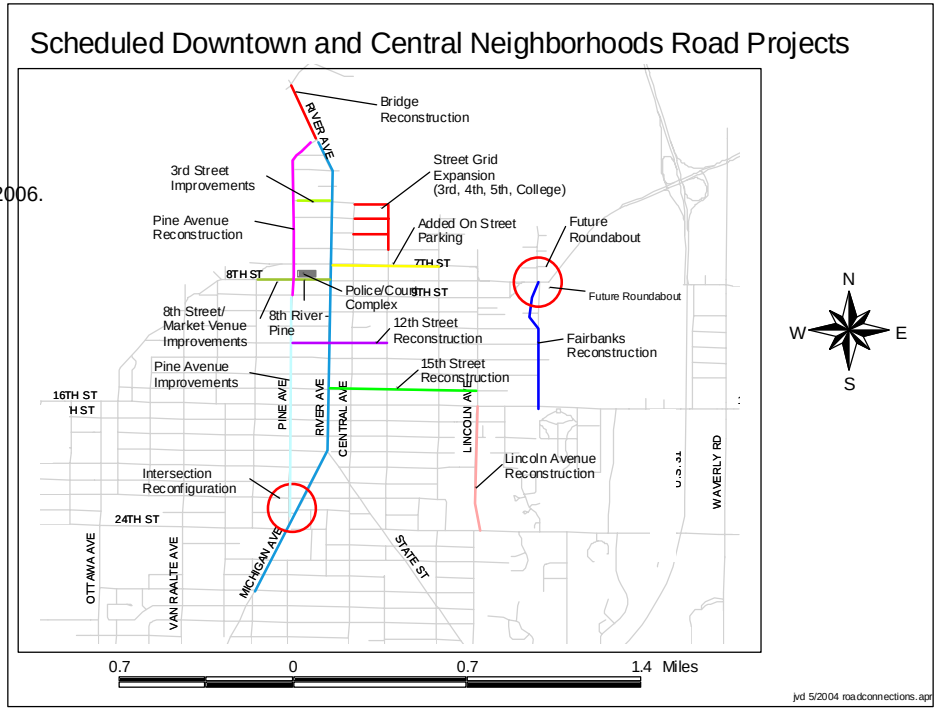
What We Will Accomplish

Over the next several years, the City will continue to complete already initiated capital projects and complete other street improvement projects in the central area of the city. These projects include:

- New City Police/County Court Complex and extension of streetscape character from River to Pine Avenues
  - City Police Facility: opens fall 2004.
  - County Court Facility: begins construction fall 2004 and is occupied by Spring 2006.
  - 8th Street: River to Pine during the summer/ fall of 2004.
- New 8th Street Market/Festival Venue from Pine to Maple Avenues during the summer/fall of 2004
- River-Michigan Avenue Reconstruction (12th Street to the Bridges) summer of 2005
- River Avenue Bridge Reconstruction
  - East pedestrian bridge: summer/fall/winter 2004
  - Vehicular and west pedestrian bridge: summer 2005
- Pine Street Reconstruction (9th Street to the Bridge) 2006
- Added on street parking along 7th Street from Pine to Lincoln Avenues.
- Improvements to 3rd Street for ease of access to and from the north end of downtown.
- Extension of street grid at 3rd, 4th, and 5th Streets eastward from Central Avenue to an extended College Avenue to facilitate park-fronting redevelopment.
- Improvements to Pine Avenue (9th Street to Michigan Avenue).
- Fairbanks Reconstruction (16th Street to 8th Street) 2004
- New Roundabout (8th Street and Fairbanks Avenue) 2006
- Continued residential cross street improvements including 15th Street east of River in 2004 and 12th Street in 2008.

These projects, like the ones in the past, will continue to consider the different stakeholders and technical design options as we identify and implement strategies to create a more livable, pedestrian friendly environment while managing traffic flow through the center of the community.

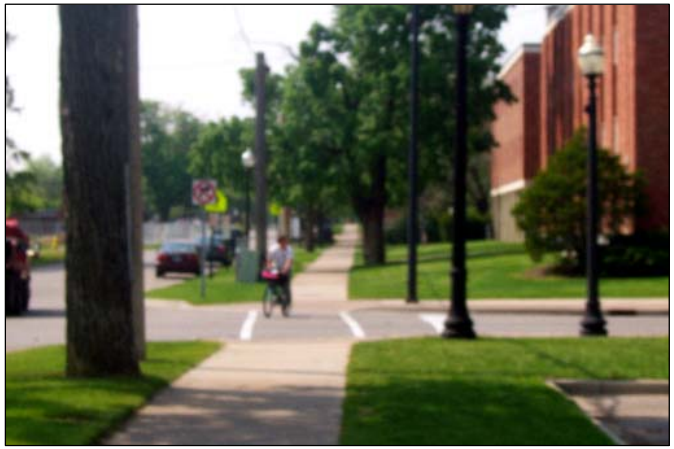
Note: Estimates of schedule as of Spring, 2004.



Challenges

Below are several photos that depict the differing challenges associated with traffic in the Downtown and Central Neighborhoods. These challenges include the need to improve the structural integrity of the infrastructure while at the same time striking a balance between the different users of the street and sidewalk system.

"A pedestrian crossing 7th Street at Columbia"



"A bicyclist crossing 9th Street at Columbia"

"The intersection at 9th and Columbia – a traffic light is planned for this intersection"

Overall Goals for Future Street and Capital Improvement Projects

- Redefine and Enhance the Character of the Street and Sidewalk Environment
- Accommodate Vehicular Traffic and Enhance the Experience for Vehicle Occupants
- Accommodate Pedestrian and Bicycle Users and Enhance the Experience for Those Users
- Enhance the Aesthetics of the Neighborhood Environment

PROJECT ONE
RIVER-MICHIGAN CORRIDOR

River Avenue and Michigan Avenue are two road segments that combine to create the main thoroughfare running north and south through the oldest part of the City of Holland. Extending approximately 32 blocks, the road traverses through several distinct neighborhoods and is one of only three roads that cross the Black River in the Holland Metro Area, thus connecting the City of Holland with its neighbors to the North.

River Avenue has been around since the City's original platting, and over time it has been called on to accommodate different modes of transportation and growth patterns within the area. River Avenue from Black River to 16th Street is now over 135 years old. As the years progressed, River Avenue grew southward to 19th Street where it then split into two separate roads, Michigan Avenue to the southwest and State Street to the southeast.

River and Michigan Avenues today serve as State Trunklines on the Business I-196 corridor. This means that although these roads are located within the City of Holland, the State of Michigan owns, manages and, maintains these two roads south of 9th Street. Throughout the City of Holland, the State controls approximately 12 miles of roads, including portions of Washington, Pine, Michigan, and River Avenues, and 7th, 8th, and 9th Streets that have been the focus of an effort by the City to reach agreement with the State of Michigan Department of Transportation to return control of these routes to the C

This "turnback" will allow the City to be in the driver's seat in determining the design and nature of the roads and to be more responsive to local design and operational concerns. It is projected that the turnback of certain State Trunklines will occur in the next year, followed immediately by the reconstruction of Michigan and River Avenues from 27th Street north to Black River.

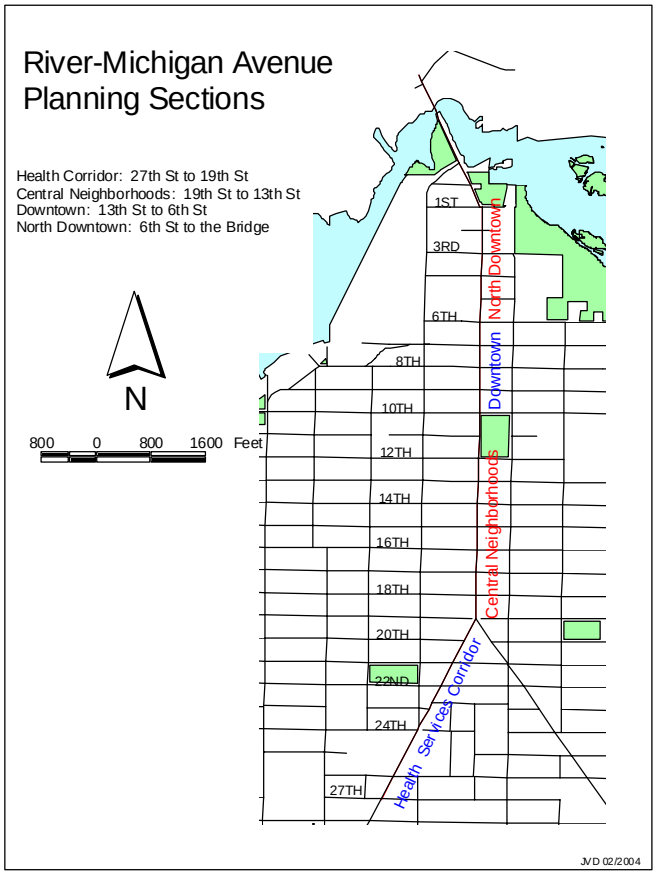
It is in preparation of the turnback and subsequent reconstruction project that the City of Holland is identifying appropriate goals and expectations for redevelopment of the River and Michigan Avenue corridor throughout the City of Holland.

For the purpose of this evaluation, the River-Michigan Avenue corridor was separated into four sections for which:

- The neighborhood and surrounding uses are summarized;
- Existing conditions are reviewed;
- Issues and opportunities are identified; and
- Improvements, sometimes with alternative options, are proposed.

These four sections are as follows:

A. The Health Services Corridor: 27th Street to 19th Street
B. The Central Neighborhoods: 19th Street to 11th Street
C. Downtown: 11th Street to 6th Street
D. North End of Downtown: 6th Street to the Bridge



OVERALL DESIGN CONSIDERATIONS

As the River-Michigan Avenue corridor is redesigned, special attention must be paid to the following elements along the entirety of the corridor to ensure that in the end the City has a road that is not only operational, but one that also adds value to the surrounding neighborhood. The City must provide:

- Adequately **safe and attractive sidewalks** and **pedestrian street crossings**.
- **appropriate streetscaping** in the form of street trees, planters, or low lying brick walls
- **pedestrian lighting** along this corridor, essentially creating a better defined and more comfortable path leading to the Downtown.
- **intersection treatments** that will help define the special character of this corridor and enhance each cross street where the intersection with the corridor occurs.

Section A: Michigan Avenue
HEALTH SERVICES CORRIDOR – 27TH to 19TH STREET

This area is characterized by substantial numbers of land uses that promote health and wellness. It includes prominent facilities such as the Holland Community Hospital located between 22nd and 24th along Michigan Avenue, and Evergreen Commons located at the "Y" where State, Michigan, and River Avenues converge. Along with these two prominent uses are several private medical offices, a couple churches, and some interspersed neighborhood commercial uses. Just off the corridor sits the Holland Aquatic Center, Jefferson Elementary School and recreation fields, and the Holland High School complex, as well as several residential neighborhoods.

Existing Conditions

- The road is currently a four lane bi-directional road.
- There are approximately 16,000 cars a day.
- There have been 339 vehicular accidents over the past five years, most notably one-third of these accidents have occurred in the area where Pine Avenue, 24th Street and Michigan Avenue converge.
- The right of way for this segment is 66 feet wide.
- Curb lawn with street trees and sidewalks are on both sides of the street.
- There is approximately 7 feet of curb lawn on each side of the road.
- There are two 6 foot wide concrete sidewalks.
- There is approximately 40 feet of pavement.

Identified Issues

Issues identified in this area include the following:

- Vehicular movement from cross streets and parking lots onto or across Michigan Avenue.
- Pedestrian and bicycle movement across and along Michigan Avenue.
- Poor, inconsistent condition of curb lawns and street trees, with periodic utility poles and unattractive overhead wires.
- Unremarkable character of lighting and street signs.
- Tightness of traffic lanes at the "Y".

Proposed Improvements

Based on a review of right-of-way and roadway conditions, it is expected that this section will be reconstructed with similar lane and cross section characteristics as it is today, with two significant changes.

First, Holland Community Hospital has informed the City that over the course of the next couple years, they will be making major investments on their campus. They will be seeking the closing of 26th Street. Their current plan identifies 27th Street as the future major entrance to their campus and they have requested a traffic light at this 27th Street and Michigan Avenue location. Staff will continue to work with the Hospital to develop an entry at this location that effectively serves the Hospital while also serving the neighborhood.

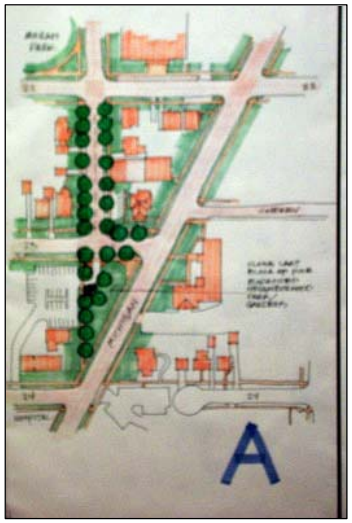
Second, as identified in the Pine Avenue Improvement Plan, the City is studying the reconfiguration of the Pine Avenue/Michigan Avenue Intersection. This reconfiguration may result in the complete realignment or removal of Pine Avenue intersecting with Michigan Avenue. City staff has developed three alternatives, all of which have pros and cons that reach the goal of improving the overall safety of this intersection and calming traffic on Pine Avenue. One or more of these alternatives could include the installation of a traffic signal in the vicinity of 22nd Street along Michigan Avenue.

It is the potential introduction of traffic signals at 22nd and 27th Streets that begin to provide safer opportunities for pedestrians and bicycle crossings of Michigan Avenue. The Hospital, medical facilities on the east side of Michigan, and the City are encouraged to begin the exploration of an overhead or underground crossing at some point between these two intersections or to evaluate alternative methods to assure greater pedestrian safety in this area.

Redesign and reconstruction will consider the tightness of the roadway and pedestrian area in the vicinity of the "Y", along with the possible relocation of utility poles that can enhance safety here.

Final design of the road cross section is likely to be similar to current conditions. Staff is concerned that any substantial pavement widening will reduce the already minimal curb strips and effectively remove any existing trees and pre-empt the addition of new street trees along this entire corridor. One alternative to consider is the possibility of aggressively pursuing the placement of large shade trees on the immediate outside of the sidewalks on private property. Placement in these locations would allow more visible planting locations and larger canopy trees not encumbered by the need to be severely trimmed to avoid truck contact. Easements or permission of property owners and assurances regarding watering during the first two years would be necessary. This would also facilitate a more aggressive program to establish the character of lighting along this corridor. Property owner cooperation would be very important in assuring that the tree canopy along this corridor remains continuous.

"Michigan Avenue looking south near 23rd Street"



"Three options for the reconfiguration of the Pine and Michigan Avenue intersections"

"The tight turn at 19th Street and Michigan Avenue"

"28th Street looking south along Michigan Avenue"

Section B: River Avenue
CENTRAL NEIGHBORHOODS – 19TH to 11TH STREETS

In this section of the corridor, we see more of a mixture of commercial, office, and residential uses. In general, the land uses along this section of the corridor are most susceptible to change. The few homes that line this section of the corridor show signs of stress and are in need of maintenance and upkeep. The most prominent intersection along River Avenue outside the Downtown occurs at 16th Street, where there is a vacant and neglected lot on one corner, an historic but underutilized school building with an undetermined future on another corner, and a pharmacy that only offers a blank grey wall to the public area on a third corner. Due to the importance of this area to the vitality of several adjacent neighborhoods, the city recently completed a study with recommendations to guide development and investment in this area, documented in the Center of Centers: Expectations for Property Redevelopment in the Heart of Holland's Central Neighborhoods.

Continuing further north, from 13th to 11th Streets, one finds uses transitioning along this corridor from neighborhood commercial through to the civic, community-wide focus of the Herrick District Library, City Hall, and Centennial Park. This transition in the corridor provides larger scaled civic buildings set amidst greater setbacks and public open space just prior to entering the more intensive commercial downtown environment.

Existing Conditions

- The road is currently a four lane bi-directional road.
- There are approximately 19,000 cars a day.
- There have been 353 vehicular accidents over the past five years with over half of those accidents occurring at 16th and 17th Streets.
- The right of way for this segment is 66 feet wide.
- Curb lawn with street trees and sidewalks are typically on both sides of the street.
- There is approximately 7 feet of curb lawn on each side of the road, although this pattern is inconsistent as some areas have been paved over, and frequently "grass areas" are quite deteriorated.
- There are two 6 foot wide concrete sidewalks.
- There is approximately 40 feet of pavement.

Identified Issues

Issues identified in this area include the following:

- Vehicular movement through the 16th and 17th Street intersections.
- Making improvements to street trees, curb lawns, sidewalks, and the lighting character to make a stronger identified connection from the 16th and 17th Street intersections to the Downtown Neighborhoods.
- Difficulty of pedestrian and bicycle crossings in vicinity of Park and civic facilities.
- Herrick District Library located between 13th and 12th Streets along River Avenue has asked for a traffic light on River Avenue at 13th Street to allow safer and more predictable access to and from their site for their patrons and employees.

Proposed Improvements

The City will consider removing or reversing the left hand turning prohibitions off of River Avenue at both of the 16th and 17th Street Intersections to allow for a more free flow of traffic.

As the City considers ways to connect the 16th and 17th Street intersections with the downtown, much attention should be paid to:

- Relocating the above ground utility wires underground,
- Introducing pedestrian lights on both sides of River Avenue from the mid block of 17th to 16th Street to 12th Street.
- Enhancing the curb strips by reducing or eliminating unnecessary curb cuts as well as replacing current narrow grass areas with pavers, and possibly dressing up current concrete curb strips with additional planters or replacing the concrete with sufficient lawn area.

Pursuant to a request from the Library, the City will evaluate the possible placement of a traffic signal at 13th and River Avenue.

The City will work with potential developers in the area to ensure that the recommendations in the Center of Centers document are adequately addressed and implemented.

"River Avenue looking south at 16th Street"

"16th Street turning prohibition at River Avenue"

"Turning prohibition at 17th Street and River Avenue"

Section C: River Avenue
DOWNTOWN 11TH to 3RD STREETS

From 11th Street to 7th Street, the Central Neighborhoods transition quickly into the more intense and urban pedestrian scaled Downtown Commercial District. Much attention has been giving to this area to ensure that it continues to be an attractive center, inviting to people to work, live and play. Particular attention continues to focus on enhancing the pedestrian environment in support of the intensive daily use of this area.

Continuing further north past 7th Street to 3rd Street, the character today becomes less intense, abutted by historical industrial uses, but is an area where change in anticipated with continuing expansion of Downtown.

Existing Conditions

- The road is currently a four lane bi-directional road from 11th Street to 9th Street.
- The road is a three lane one way north bound road from 9th Street to 3rd Street with on-street parking on one side between 9th and 6th Streets.
- There are approximately 11,000 vehicles per day north of 9th Street and 19,000 vehicles a day north of 7th Street.
- There have been 404 vehicular accidents over the past five years with over three fourths of those accidents occurring between 9th and 7th Streets, a majority of which are attributed to rear end, sideswipe or angle accidents.
- The right of way for this segment is 66 feet wide.
- There are sidewalks on both sides of the street.
- The curb lawn is replaced with streetscape pavers, amenities, planters, and street trees.
- There is approximately 40 feet of pavement from 13th Street to 11th Street.
- There is approximately 43 feet to 46 feet of pavement from 11th Street to 7th Street
- There is approximately 46 feet to 48 feet of pavement from 7th Street to 4th Street
- There is approximately 40 feet of pavement from 4th Street to 3rd Street

Identified Issues

Issues identified in this area include the following:

- The Downtown Development Authority is concerned about the safety of pedestrians and motorists with the impact of the traffic on River Avenue from 9th Street to 7th Street where two lanes flare into three lanes and drivers tend to treat this widening as an opportunity to accelerate to the bridge.
- Individuals Downtown have expressed the desire to consider reverting the westernmost lane of River Avenue to a southbound direction, between 7th and 9th Streets, with the intention of enhancing circulation downtown.
- The pedestrian area of sidewalk along the west side of River between 11th and 9th Streets is narrow and inhospitable. With potential expansion of snowmelted sidewalks and expanding rehabilitation of commercial properties including the revitalization of the Park Theater, this area needs thoughtful attention.

"River Avenue looking south just north of 9th Street"

"River Avenue looking north just south of 8th Street"

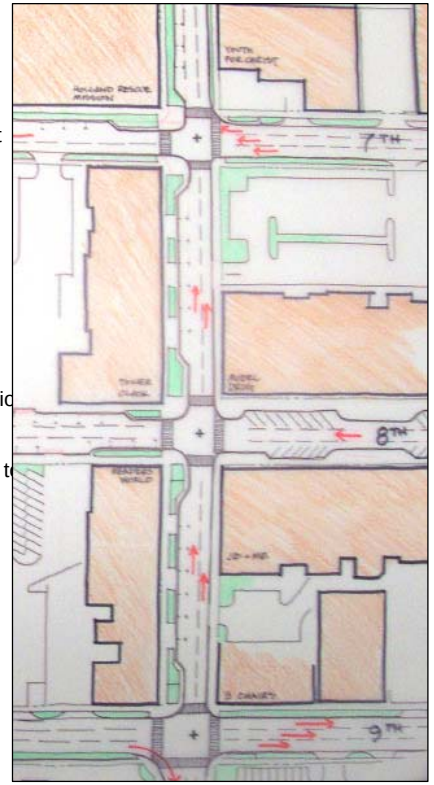
Proposed Improvements

There is the opportunity to change the road design within this section of River Avenue with the turnback reconstruction. Staff has provided several alternatives to calm traffic in this area, thus supporting and working to ensure that private investments made in our downtown will not be lost and future development and redevelopment along River Avenue will continue. These improvements include:

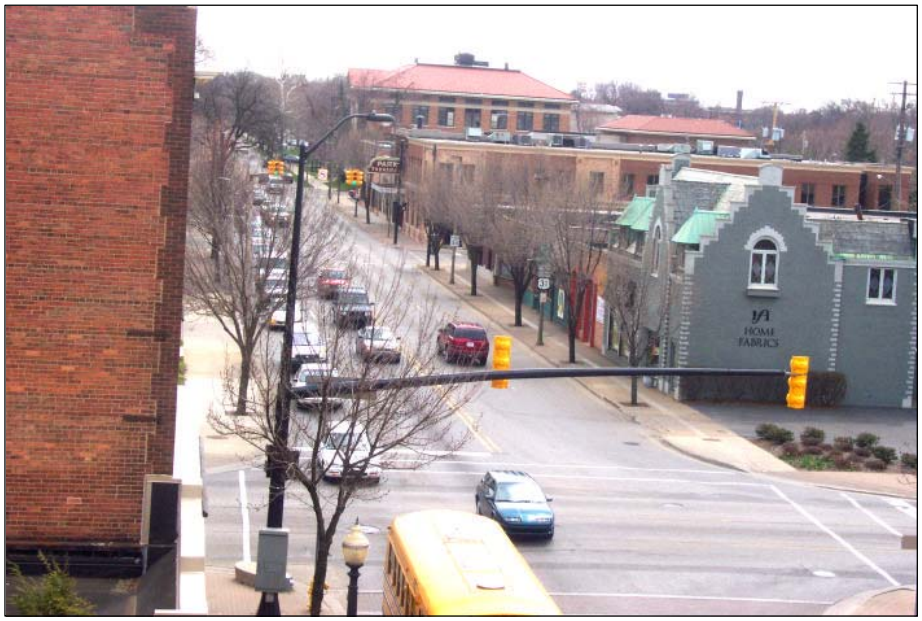
- A possible lane reduction along River Avenue between 9th Street and 11th Street by removing the westernmost lane and widening the pedestrian area through these two blocks. Such a change would integrate the needs of truck traffic turning right onto River Avenue from 10th Street.

- Reducing the three thru lanes to two thru lanes from 9th Street to a point north of 7th Street; the additional thru lane, which is the westernmost lane could be used for on-street parking and the pedestrian area could be widened. Alternatively, staff has looked at the possibilities for the westernmost lane to become a dedicated turning lane or a southward bound lane of traffic, each with on street parking and sidewalk areas to remain as existing. These options demand further evaluation and final design.

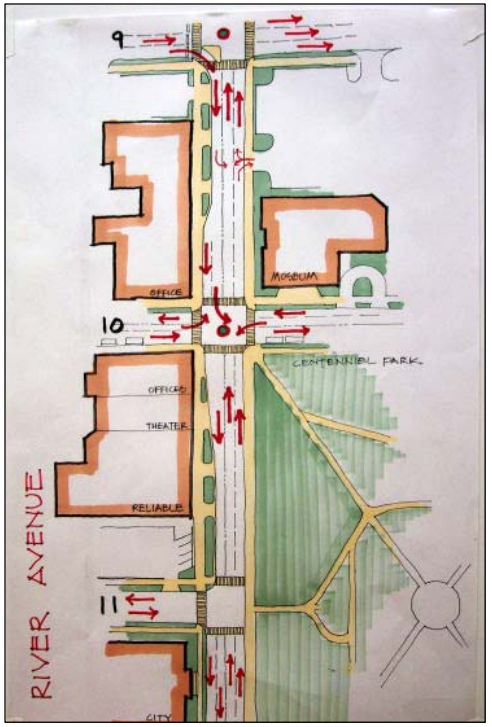
To the extent that viable retail and office uses extend north along River Avenue, enhance the opportunity to support those uses with clearly defined on-street parking, along the western side of River Avenue, is important extending as far north as 3rd Street.



"Conceptual designs for River Avenue between 7th and 7th Streets"



"Bird eye view of River Avenue looking south just north of 9th Street"



Section D: River Avenue
NORTH END OF DOWNTOWN: 3RD STREET to THE BRIDGE
"THE NORTHERN GATEWAY"

From 3rd Street north, the road continues as a three lane one-way road. As River Avenue approaches the Bridge and Holland Township, the land uses are primarily dominated by the Holland Board of Public Works sewage treatment facilities, with limited commercial uses interspersed, and by the coming together of the City's waterfront park system with Van Bragt Park on the west and Window on the Waterfront Park on the east side of the roadway.

Existing Conditions

- The road is a three lane one way north bound road from 3rd Street to the Bridge.
- There are approximately 23,000 cars a day on this segment of the road.
- There have been 100 vehicular accidents over the past five years
- The right of way for this segment is 66 feet wide.
- There are sidewalks on both sides of the street.
- The curb lawn is minimal and void of street trees.
- There is approximately 48 feet of pavement from 6th Street to 4th Street.
- There is approximately 40 feet of pavement from 4th Street to the bridge approach.

Identified Issues

Issues identified in this area include the following:

- Road is too wide for the number of cars on this street with excessively wide lanes encouraging a raceway feel.
- Road is not pedestrian friendly either for those walking north/south or for those trying to cross River Avenue.
- Road design is not conducive to further connecting downtown northward to the bridge and commercial area north of the bridge.
- Traffic southbound from the bridge using Pine Avenue to access 3rd or 4th Streets to enter the Downtown face difficulties crossing River Avenue.

Proposed Improvements

Enhance the pedestrian and bicycle movement with an appropriate setback of the sidewalk from the road on both sides of River Avenue.

Enhance the sidewalk on the eastern side of the road to play up the approaching pedestrian bridge over the Black River by expanding the width to ten feet and adding street trees and character lighting along this corridor.

Examine the possibility for a future traffic signal at 3rd Street and River Avenue to enhance the ability for vehicles, pedestrians, and bicycles to cross River Avenue safely (See Related Improvements at 3rd Street)

"River Avenue looking south near 3rd Street"

"River Avenue looking north towards the bridge"

PROJECT TWO
PINE AVENUE IMPROVEMENTS

Just like River Avenue is the main connection to western Holland Township and northern Park Township from the Downtown and Central Neighborhoods, Pine Avenue is the main entrance into the City of Holland for southern bound traffic from western Holland Township and northern Park Township. Pine Avenue traverses through the Downtown and Central Neighborhoods for approximately 24 blocks, making its way through a variety of land uses from large industrial parcels to traditional residential neighborhoods.

This road is easily divided into three sections. From the Bridge south to 7th Street Pine Avenue is mostly abutted by industrial uses, from 7th Street to 9th Street Institutional areas take precedent, and from 9th Street to 24th Street a traditional residential neighborhood takes form.

Section A: Pine Avenue
NORTH DOWNTOWN AND LINEAR PARK: BRIDGE TO 7TH STREET

From the Bridge south to 7th Street, the road is a curbless two lane (widening to three lanes at approximately 6th Street), one way road. Immediately as one crosses the bridge, and enters the City of Holland on Pine Avenue, they are greeted by a small passive waterfront park known as Van Bragt Park. This park opens onto Lake Macatawa and gives pedestrians and vehicles an unobstructed view of the lake and provides a launch for canoes and kayaks. As Pine bends around this park the road becomes abutted by heavy industrial users such as Brewers Dock, the Holland Board of Public Works Power Plant, and the Padnos Iron and Metal scrap yard. These properties total approximately 48 acres of industrial land that, due to building placements and facility operations obstruct all view of the lake. On the eastern side of the road, industrial uses also dominate helping to enclose Pine Avenue and removing any sense of connection from or to the lake or the Downtown Commercial District. It is important to note that along this corridor, Padnos Iron and Metal have worked to redefine this corridor or at least to dress up this stretch of the road by adding abstract metal art sculptures.

Existing Conditions

- The road is a two lane one way southbound road from the Bridge to approximately 6th Street, widening to three lanes south to 7th Street.
- There are approximately 17,000 cars a day on this segment of the road.
- There have been 72 vehicular accidents over the past five years.
- The right of way for this segment is 90 feet wide.
- There are no sidewalks on either side of the street.
- The curb lawn blends in with adjoining property owner's front yards and is generally void of street trees.
- There is approximately 24 feet of pavement from the Bridge to 6th Street, widening to 34 feet just north of 7th Street.

Identified Issues

Issues identified in this area include the following:

- With no curbs nor sidewalks, the road and public area is not well defined.
- Road is not pedestrian or bicycle friendly either for those traveling north/south or for those trying to cross Pine Avenue.
- The condition of the asphalt has outlived its useful life, especially along the edges of the road.
- There in no clear connection to Downtown via 3rd Street.
- There is substantial opportunity to completely redefine the character of this corridor.

"Pine Avenue looking south from Van Bragt Park"

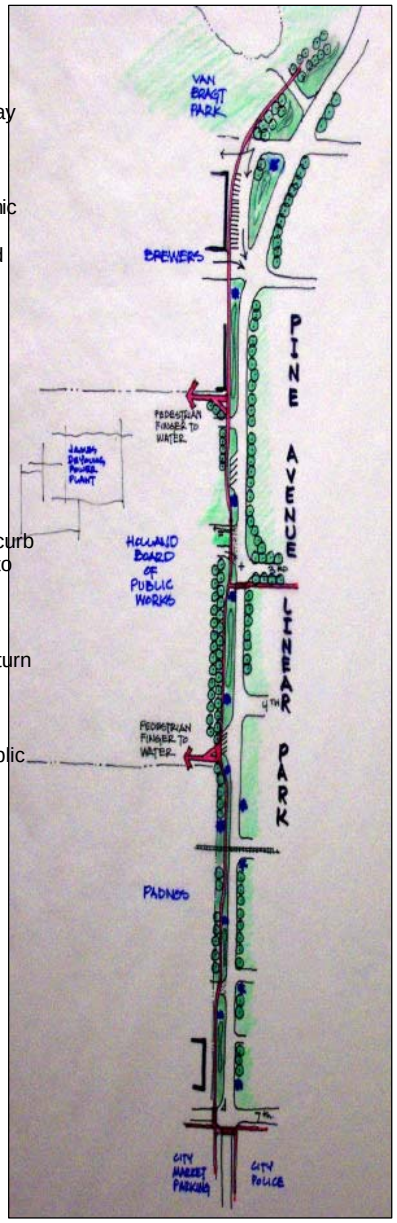
Proposed Improvements

1) Redefine the character of this corridor as Downtown Holland's "Pine Avenue Linear Park", a prominent gateway into the city, by:
   a) Constructing a wide sidewalk for pedestrians and bicycles on the western side of Pine Avenue, creating a linear park with substantial landscaping and topographic relief separating the road from the industry.
   b) Integrating additional sculpture along this corridor and explore opportunities for wall murals on large blank building facades.
   c) Integrating waterfront pedestrian lighting, downtown way-finding and directional signage, and connecting public walkways to the water edge.

2) Add way-finding signage directing people to utilize 3rd Street as an option to accessing the Downtown. Examine the design for a visible and safe pedestrian crossing at this location.

3) Improve the Pine Avenue roadway by adding high-back curb with gutter, while expanding the current two lane design to three lanes in conjunction with the bridge expansion (consider possible roadway realignment working with Brewers to possibly consolidate their operation). At 7th Street, the westernmost lane becomes a dedicated right turn lane, allowing only two lanes to continue southbound.

4) Redefine the eastern edge of this corridor as well with substantial landscaping and introduction of additional public art.



"Undefined curb found along Pine Avenue just north of the Downtown

"Sample of current Public Art found along Pine Avenue"

Section B: Pine Avenue

DOWNTOWN 7TH STREET TO 9TH STREET

From 7th Street to 9th Street, the road becomes a two two-lane one way improved street with curbs and sidewalks framed by mainly institutional uses and a minor strip commercial area. All three intersections Pine with 7th, 8th, and 9th Street, are very important intersections with great care necessary to ensure that the extension of the Downtown westward through Pine is achieved. The City has been working diligently over the past couple years in improving this section of the road by investing over 13.5 million in a new Police Facility, soon to be followed by a $7.5 million Ottawa County Court facility. The Police facility is scheduled to be completed in the Fall 2004 and is located along the eastern side of Pine Avenue between 7th Street and 8th Street. Construction will also begin on an updated and expanded Market/Festival venue with permanent canopies, special streetscape, and lighting along 8th Street between Pine and Maple Avenues immediately following Tulip Time, 2004. As these improvements are made and a desire by City to extend the feel of Downtown westward, Pine Avenue in its current three lane configuration becomes an obstacle to adequately assuring that improvements the west of Pine can be considered part of the Downtown.

"Pine Avenue looking north of 7th Street"

Existing Conditions

- The road is a three lane one way south bound road from 7th Street to 9th Street.
- There are approximately 9,100 cars a day on this segment of the road.
- There have been 185 vehicular accidents over the past five years.
- The right of way for this segment is 66 feet wide.
- There are sidewalks on both sides of the street.
- The curb lawn has minimal street trees present.
- There is approximately 36 feet of pavement from 7th Street to 8th Street.
- There is approximately 32 feet of pavement from 8th Street to 9th Street.

Identified Issues

Issues identified in this area include the following:

- The need to reduce the impact that Pine Avenue has in creating a barrier to westward expansion of the Downtown
- Better pedestrian connection over Pine Avenue, especially after the improvements to the Market are completed.
- Need to reduce the ability for people to use Pine Avenue as a clear shot into the Central Neighborhoods as a thoroughfare, by better channelization of the traffic.

Proposed Improvements

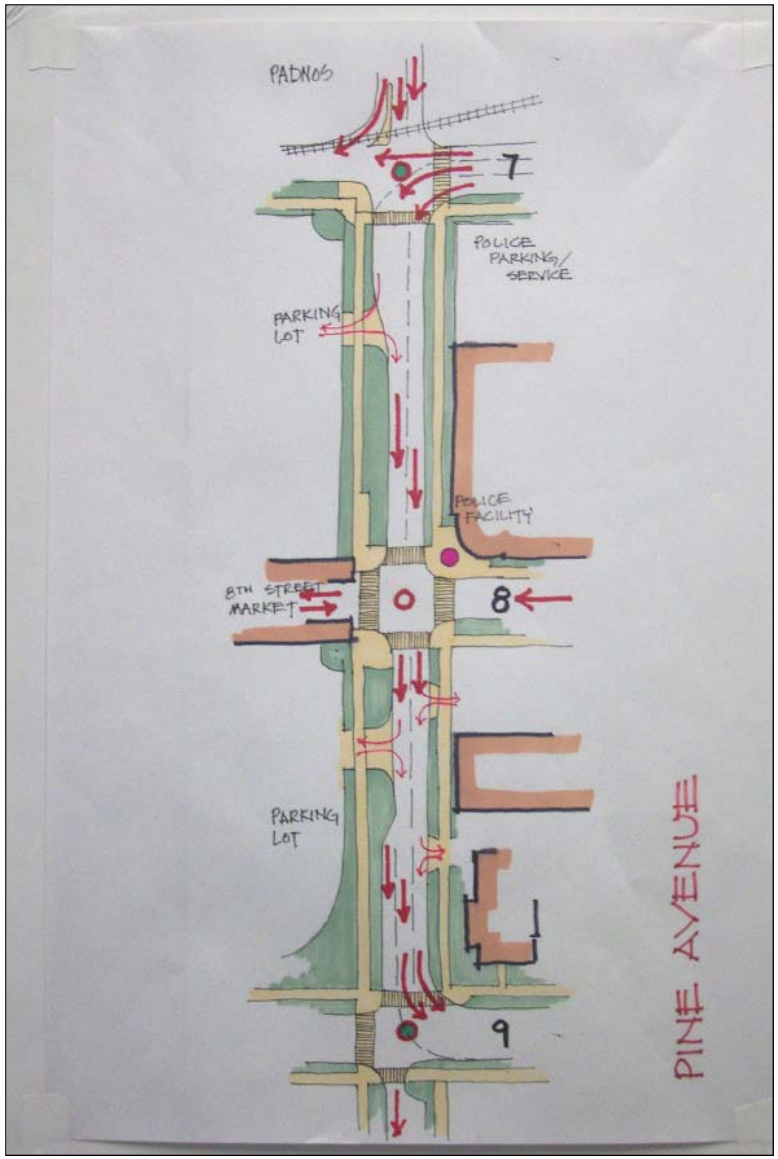
Reduce the road width from three lanes to two lanes with appropriate curb extensions and lane width reductions.

Install a traffic signal at 8th Street and Pine Avenue to allow for better pedestrian crossings.

Allow for better pedestrian access by utilizing intersection crosswalk treatments at 7th, 8th, and 9th Streets with either different construction materials or bold markings.

Improve the aesthetics of the area with the addition of more street trees, enhanced pedestrian lighting, and removal of overhead wires on both sides of the road.

At the southeast corner of the Pine Avenue and 9th Street signage should be utilized to identify the upcoming neighborhood along Pine Avenue.



"Conceptual Sketch for Pine Avenue from 7th Street to 9th Street"

Section C: Pine Avenue

CENTRAL NEIGHBORHOODS: 9TH STREET TO MICHIGAN AVENUE

From 9th Street to 10th Street, the road becomes a one-lane one way street with curbs and sidewalks framed by single family homes. At 10th Street, the road becomes a two-lane bi-directional road all the way to Michigan Avenue. Along this stretch the road integrates into a traditional neighborhood, with single and two family homes, churches, school buildings, and community commercial areas. This particular stretch of the road was the subject of an extensive study completed by city staff during the summer of 2003 titled The Pine Avenue Improvement Plan. In that study one will find data that leads to several recommendations to restore the residential character of Pine Avenue by reducing the amount, and/or speed of through traffic.

Existing Conditions

- The road is a one-lane one way south bound road from 9th Street to 10th Street.
- The road is a two-lane bi-directional road from 10th Street to Michigan Avenue.
- There are approximately 8,000 cars a day on this segment of the road north of 16th Street and 6,500 cars a day south of 16th Street.
- There have been 302 vehicular accidents over the past five years with the two intersections of 16th Street and Pine Avenue and Michigan Avenue and Pine Avenue accounting for over 40% of these accidents.
- The right of way for this segment is 66 feet wide.
- There are sidewalks on both sides of the street.
- The curb lawn is present with occasional street trees.
- There is approximately 32 feet of pavement from 9th Street to 11th Street.
- There is approximately 34 feet of pavement from 11th Street to 16th Street.
- There is approximately 30 feet of pavement from 16th Street to 20th Street.
- There is approximately 34 feet of pavement from 20th Street to Michigan Avenue.

Identified Issues

Issues identified in this area include the following:

- Speed of traffic, although not significantly different from other major residential streets that serve not only the immediate neighborhood but also "through traffic".
- Amount of traffic, although not significantly different from other central neighbor major streets.
- Unattractiveness of the curb area along this stretch of the road.
- Feeling that street is more of thoroughfare than residential street.
- Awkwardly designed intersection with Michigan Avenue.
- Wide pavement width with minimal on-street parking.

"On-street parking along Pine Avenu

Proposed Improvements

Permit on-street parking to reduce speeds (Regulation changed completed; impact minimal).

Plant more shade trees in the curb lawn to improve the appearance of this stretch of the road (Staff is preparing to bid this item).

Realign and or remove the intersection with Michigan Avenue (See options on page 8).

Install a stop sign at either 12th or 13th Street to break up the flow of traffic.

Improve the curb area and reduce curb cut widths for the commercial area between 16th and 17th Streets to beautify this area.

PROJECT THREE
DOWNTOWN CROSS STREET IMPROVEMENTS

As the city's Downtown continues to grow and evolve into a more dynamic mixed use center, there needs to be constant action on part of the City to ensure that the Downtown remains an accessible living environment. One way to ensure that the Downtown remains a vibrant area is to ensure that the street network continues to expand as a traditional grid and that streets and sidewalks serve as connectors rather than dividers in facilitating pedestrian and vehicular movement.

The City's Downtown Development Authority covers a geographically large area, running from roughly from 11th Street north to Black River and Lake Macatawa east to Fairbanks Avenue. Today, the heart of Holland's Downtown is recognized as 8th Street from College Avenue to River Avenue. This area is characterized by a one lane one way road, with angle parking. The pedestrian area is neatly landscaped with brick pavers, street trees, and planters. The entire area is snowmelted allowing for year round, safe and comfortable pedestrian access to the Downtown.

Pursuant to Broadening the Vision: A Strategic Plan for Downtown Holland, there is continuing public and private effort to broaden the focus of the Downtown area, reinforcing the core while extending beyond 8th Street. These efforts include:

- The construction of a three story mixed commercial use building on 8th Street east of College Avenue,
- The city's investment in both the Public Market and Police facility at Pine Avenue and 8th Street,
- The County's commitment to construct a new courthouse adjacent to the Police facility,
- The construction of residential condominiums north of 8th Street and east of Central Avenue,
- The conversion of an old warehouse to offices at the corner of 8th Street and Central,
- The city's desire to expand snowmelt, extending the street and sidewalk snowmelting capability west to Maple along 8th Street and extending sidewalk snowmelting both north and south of 8th Street along River, Central, and College Avenues.

These efforts and others demand continued attention on the west streets in Downtown as well, those streets that connect different activities and redevelopment areas. Improvements projected over the next several years are described in this section of the report.

8TH STREET: RIVER AVENUE TO MAPLE AVENUE

8th Street from River Avenue to Maple Avenue is the Western Gateway of Downtown. This section of 8th Street is currently separated by River and Pine Avenues, roadways whose high traffic volumes are currently seen as being as physical barrier to the western growth of the pedestrian oriented Downtown (see Pine Avenue Improvement Section B) Along this section of 8th Street, many prominent uses, such as the Holland Police Department, Ottawa County District Court, the Holland Sentinel and the City's Civic Center, warrant the continued character of 8th Street westward.

Existing Conditions

- The road is a two lane bi-directional road from River Avenue to Maple Avenue.
- There are approximately 8000 cars a day on this segment of the road.
- There have been 183 vehicular accidents over the past five years, however 143 of these accidents occurred at either River Avenue and 8th Street or Pine Avenue and 8th Street.
- The right of way for this segment is 66 feet wide.
- There are sidewalks on both sides of the street.
- Curb lawn is interspersed amongst other streetscape amenities.
- There is approximately 46 feet of pavement from River Avenue to Pine Avenue and 96 feet of pavement from Pine to where Mill Avenue used to be, then it goes back down to 46 feet of pavement to Maple Avenue.
- Snowmelt exists in eastern half of the block between River Avenue and Pine Avenue

Identified Issues

Issues identified in this area include the following:

- The lack of physical amenities that would link this area to Downtown.
- Minimal amenities that do not fully support pedestrian connectors, especially when crossing Pine Avenue.
- The need to define 8th Street, between Pine Avenue and Maple Avenue, to better serve the future open air Market/Festival venue.

"8th Street looking west past River Avenue"

Proposed Improvements

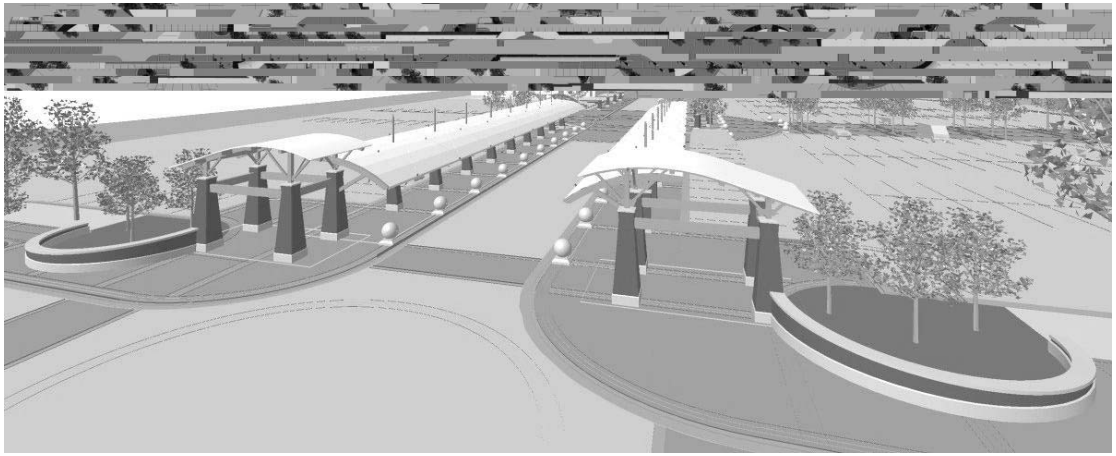
Extend the street treatments found along 8th Street between College and River, westward to Pine Avenue, including the one lane, one way configuration with angle parking.

Reconfigure the roadway between Pine and Maple to create a more intimate pedestrian area to better support the future open air market with extensive canopy, streetscape, and lighting improvements. Construction to begin following Tulip Time, 2004.

Extend snowmelt down 8th Street from where it currently ends at the Sentinel to a point just west of the future Market/ Festival area.

Install a traffic signal at Pine Avenue and 8th Street to better allow for pedestrian connections over Pine Avenue.

"Conceptual Cross Section of Future Market"



"Conceptual Layout of the Future Market"