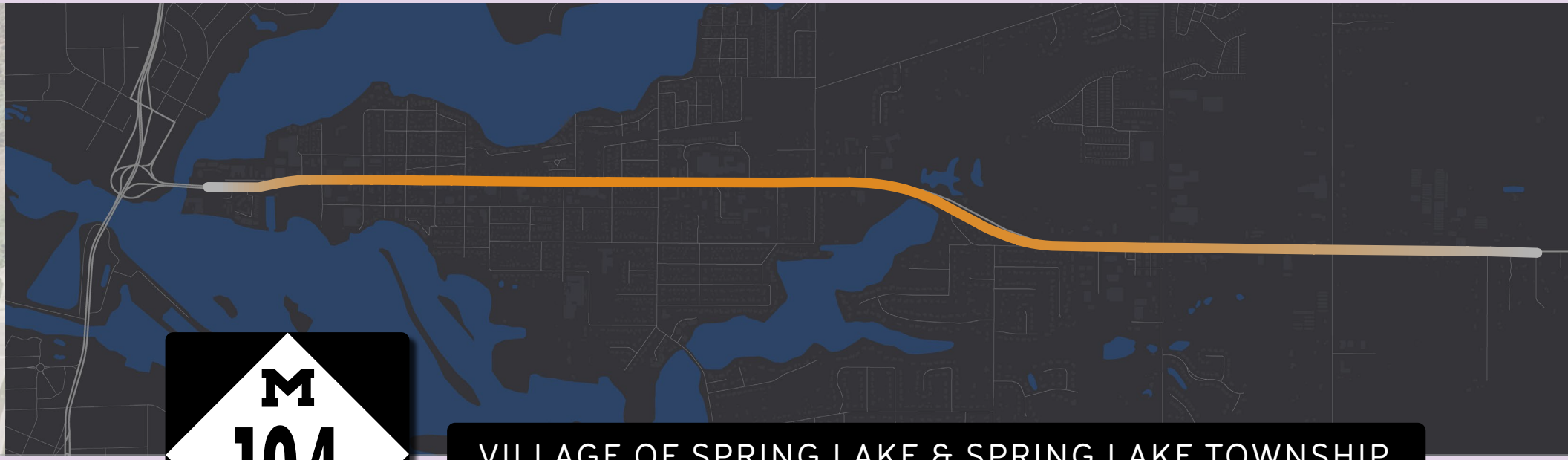
AUGUST 2026



M 104

VILLAGE OF SPRING LAKE & SPRING LAKE TOWNSHIP

Corridor ***Study***

Progress Report

Acknowledgments

This study was made possible by a strong collaboration between the Village of Spring Lake and Spring Lake Township, as well as the continued involvement of community members and an engaged steering committee.

STEERING COMMITTEE

The steering committee for the M-104 corridor study will play a critical advisory role throughout the project. Members will provide guidance on public engagement strategies and serve as a sounding board for the consultant team's overall approach.

By contributing local lived experience and subject-matter expertise, the committee will help ground the study in real-world conditions and community perspectives. Members will also identify key topics that warrant deeper analysis and help focus priorities. Importantly, the committee will encourage broad public participation and facilitate connections to relevant organizations, stakeholders, and community contacts to support a more inclusive and informed planning process in both the Village and Township.

Ande Scherf
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PROGRESSIVE COMPANIES

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Executive Summary

Analysis completed to date shows that while the corridor functions effectively as a critical east-west connection, it faces ongoing challenges related to safety, mobility, access, and community character.

The following findings summarize the most important observations from the existing conditions analysis and public engagement efforts.

Findings suggest that the greatest opportunity for the corridor lies not in expanding capacity but in balancing regional mobility with local quality of life through targeted access management, pedestrian improvements, and context-sensitive design solutions.

The M-104 Corridor Study is examining how a state highway can better serve as both a regional transportation route and the main street of the Spring Lake community. This progress report captures existing conditions data and initial public engagement to illustrate the current state of the corridor and how many people feel about it.

SAFETY

- 1,056 recorded crashes since 2014
- Rear-end crashes account for 55%
- School Street is a hotspot
- Speeding is the most cited violation

LAND USE

- Commercial development dominates corridor frontage
- Large number of curb cuts create conflicts

MOBILITY

- Traffic volumes remain similar to historic levels
- Corridor carries regional through traffic
- Limited crossing opportunities exist

COMMUNITY FEEDBACK

- Strong concern about truck traffic
- Community perceives M-104 as a barrier
- Desire for improved walkability

LOOKING AHEAD

The next phase of the study will build upon these findings through additional public engagement, evaluation of improvement alternatives, and development of a long-term corridor vision. The goal is to identify practical strategies that improve safety, support local businesses, enhance mobility for all users, strengthen community character, and maintain the corridor's important regional transportation function.

SIGNIFICANT FINDINGS

M-104 Serves Multiple Roles That Often Compete With One Another

- M-104 functions simultaneously as a state trunkline, a regional commuter route, a commercial corridor, a gateway to the lakeshore, and the center of daily life in Spring Lake. These competing roles create tension between moving traffic efficiently and providing convenient, safe access to local destinations.

Traffic Volumes Remain High But Have Not Reached Earlier Forecasts

- Current traffic volumes range from approximately 16,000 to more than 26,000 vehicles per day, with the highest volumes occurring near the bridge connection to US-31. While traffic remains substantial, recent counts are generally consistent with historical conditions and are below forecasts made in earlier planning studies.

The Corridor Experiences Frequent Traffic Incidents

- Between 2014 and 2026, 1,056 traffic incidents were recorded along the study area. Crash concentrations are highest at major intersections and in the Village of Spring Lake. The intersection of School Street and M-104 emerged as a notable crash hotspot.

Rear-End Crashes Are the Dominant Vehicular Safety Issue

- More than half of all recorded crashes along the corridor are rear-end collisions. This pattern suggests that stopping, queuing, turning movements, and frequent driveway access points may be major contributors to corridor safety challenges.

Crossing the Corridor Remains Difficult for Pedestrians

- Analysis of walking/running activity indicates many users are willing to travel significantly farther to reach signalized intersections or grade-separated crossings. This behavior suggests existing crossing opportunities are either too widely spaced or are perceived as unsafe by many users.

M-104 is a Barrier in the Community

- Residents frequently described the corridor as dividing neighborhoods and destinations, particularly within the Village of Spring Lake. Public feedback indicates that crossing the roadway can be challenging and that the corridor often functions more like a highway than a traditional main street.

Access Management Remains a Major Corridor Opportunity

- The corridor contains a large number of driveways and curb cuts that provide direct access to adjacent properties. While convenient for individual parcels, these access points create additional turning conflicts and can reduce both operational efficiency and roadway safety. Previous corridor studies identified access management as a key long-term strategy, and existing conditions continue to support that conclusion.

Public Feedback Revealed Strong Concerns About Truck Traffic

- One of the most consistent themes from public engagement was concern regarding large hauling trucks traveling through the corridor. Residents cited noise, vibration, speed, and quality-of-life impacts, particularly in the Village core where the roadway passes directly through residential and commercial areas

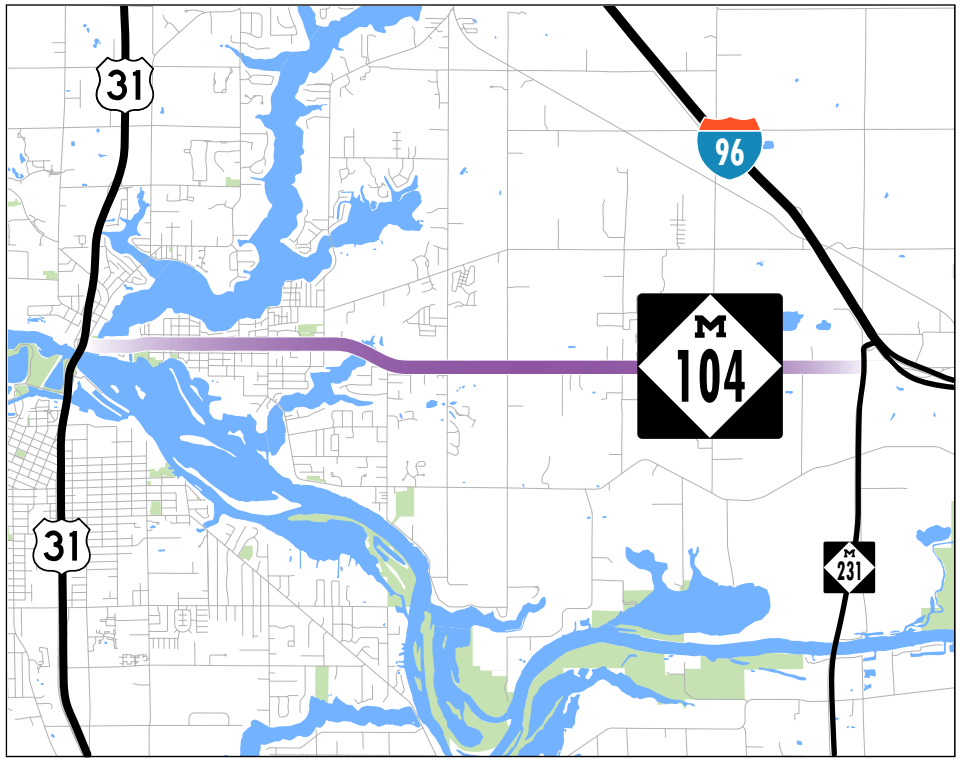
The Corridor Contains Distinct Places With Different Contexts

- Existing conditions analysis identified several unique roadway environments along M-104, ranging from rural and scenic segments in the Township to auto-oriented commercial areas and the walkable Village core. Because these areas serve different functions and possess different character, a one-size-fits-all approach is unlikely to be effective. Future recommendations should reflect the distinct context of each corridor segment.

The M-104 Corridor

Designated as a state trunkline* in 1940, M-104 is a 7.1 mile stretch of road that links Interstate 96 near Nunica to U.S. Highway 31 in Ferrysburg.

The portion of M-104 included in this corridor study traverses two jurisdictions: Spring Lake Township and the Village of Spring Lake. In Spring Lake Township, M-104 runs between the intersection of 144th Avenue and near Fruitport Road at the boundary of the Village of Spring Lake. In the Village of Spring Lake, the corridor extends between near Fruitport Road and near Mill Point Park, just east of the drawbridge linking M-104 to US-31. Between 144th Avenue and Mill Point Park, the corridor constitutes about 3.4 miles.



HIGHWAY OR ROAD?

As a state highway and the main arterial for commercial, residential, and institutional land use access in the Spring Lake community, M-104 must balance two competing priorities: speed and access. Higher speeds can be beneficial to drivers when traveling between places—like on a highway—while access is beneficial when accommodating adjacent development—like a neighborhood street. Arterials, like M-104, sometimes attempt to combine higher vehicle speeds with thorough access to adjacent development.

BY THE NUMBERS

- Detached single-family homes: approx. 74
- Commercial land use parcels: 126
- Churches: 4
- Grocery: 1
- School: 1
- Library: 1
- Fire station: 1
- Gas stations: 4

* In practice, a Michigan state trunkline is a roadway that is part of the State Trunkline Highway System, which is administered by MDOT. This includes Interstate highways (I-96, I-75), U.S. highways (US-131, US-31), and state highways (M-6, M-21), as well as certain state-owned streets within cities and villages. The state trunk line highway system consists of all roads, streets, and highways, either located within or outside the limits of incorporated cities and villages, that are made state trunk line highways under the laws of this state. (MCL - Section 247.651; Act 51 of 1951).

WHY A CORRIDOR STUDY?

A corridor study is valuable because it examines transportation, land use, redevelopment, safety, and economic development as a connected system rather than addressing individual problems piecemeal.



Historic aerial view of M-104 through the Village of Spring Lake

Along the M-104 corridor, both the Village and Township have identified challenges that include high traffic volumes, crash patterns, driveway conflicts, pedestrian and bicycle safety concerns, aging streetscape infrastructure, redevelopment pressure, and the need to balance mobility with downtown vitality and neighborhood quality of life. M-104 serves multiple functions simultaneously: it is a state trunkline, the primary east-west commuter and commercial route through Spring Lake, a regional gateway to Grand Haven and the lakeshore, and the focal point of the community's downtown and commercial districts.

The corridor study will identify practical improvements such as access management strategies, intersection upgrades, multimodal facilities, streetscape enhancements, redevelopment opportunities, and land-use changes that work together to improve the corridor's overall performance. A corridor study also creates a unified long-term vision that aligns public investment with private development, ensuring that infrastructure improvements, placemaking efforts, zoning updates, and redevelopment projects reinforce one another and support the desired character of the community.

Once the final report is completed in December 2026, Spring Lake Township and the Village of Spring Lake will have an actionable implementation roadmap with priorities, cost estimates, phasing schedules, and funding opportunities.

PRINCIPLES OF CORRIDOR SAFETY & PERFORMANCE

The need for arterials to accommodate everyone and everything, including high traffic volumes and speeds and access to individual parcels or properties, can contribute to adverse safety outcomes.

EXPOSURE

An arterial corridor like M-104 carries two types of vehicular trips: "to" trips, or accessing a place along the corridor, and "through trips," passing through the corridor to get to other destinations. Safety outcomes are both a result of people first choosing to drive along the corridor and then the distance they need to travel to do so.

Exposure also contributes to poor safety outcomes for people walking, bicycling, or using transit. Auto-oriented development maximizes the space between places, making trips take longer, and providing more opportunities for conflicts between drivers and people outside of vehicles.

DESIGN

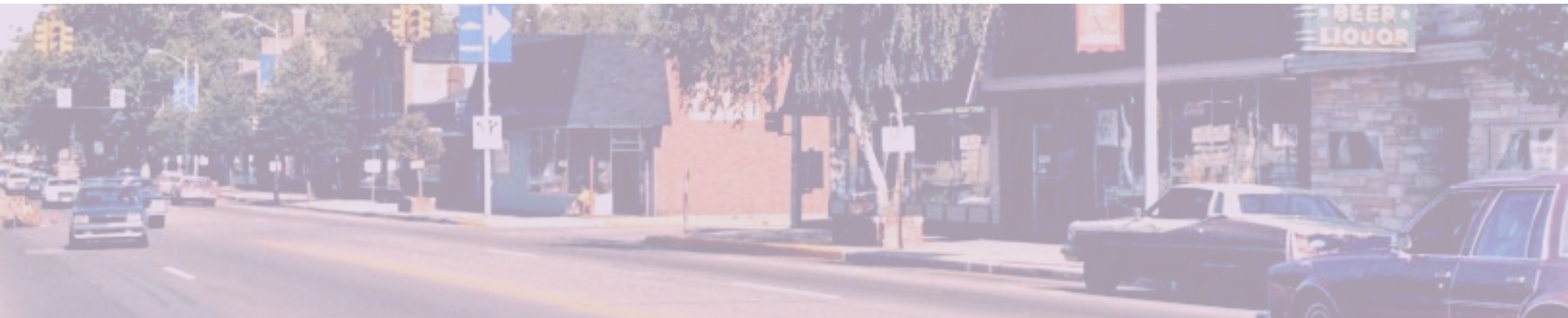
Arterial corridors, like M-104, are typically designed to maximize vehicular throughput. In other words, they feature a 'forgiving design' that allows drivers to proceed at the highest possible rate of speed. Maintaining direct access to each property, which is how most commercial corridors in Michigan are designed, provides more opportunities for turning-related crashes and minimizes the possibility of installing access-controlling traffic signals. Forgiving design encourages higher speeds through the corridor, which introduces significant speed differentials between drivers turning and drivers moving through the corridor.

BEHAVIOR

Higher speed limits, forgiving design, and roads with permanent capacity that accommodates temporary peaks (i.e. one or two hours per day) can encourage unsafe driving behavior that contributes to crash outcomes.

These can include improper lane merging or red light running, while the higher travel speeds able to be achieved exponentially increase the likelihood that a crash will result in an injury or fatality.

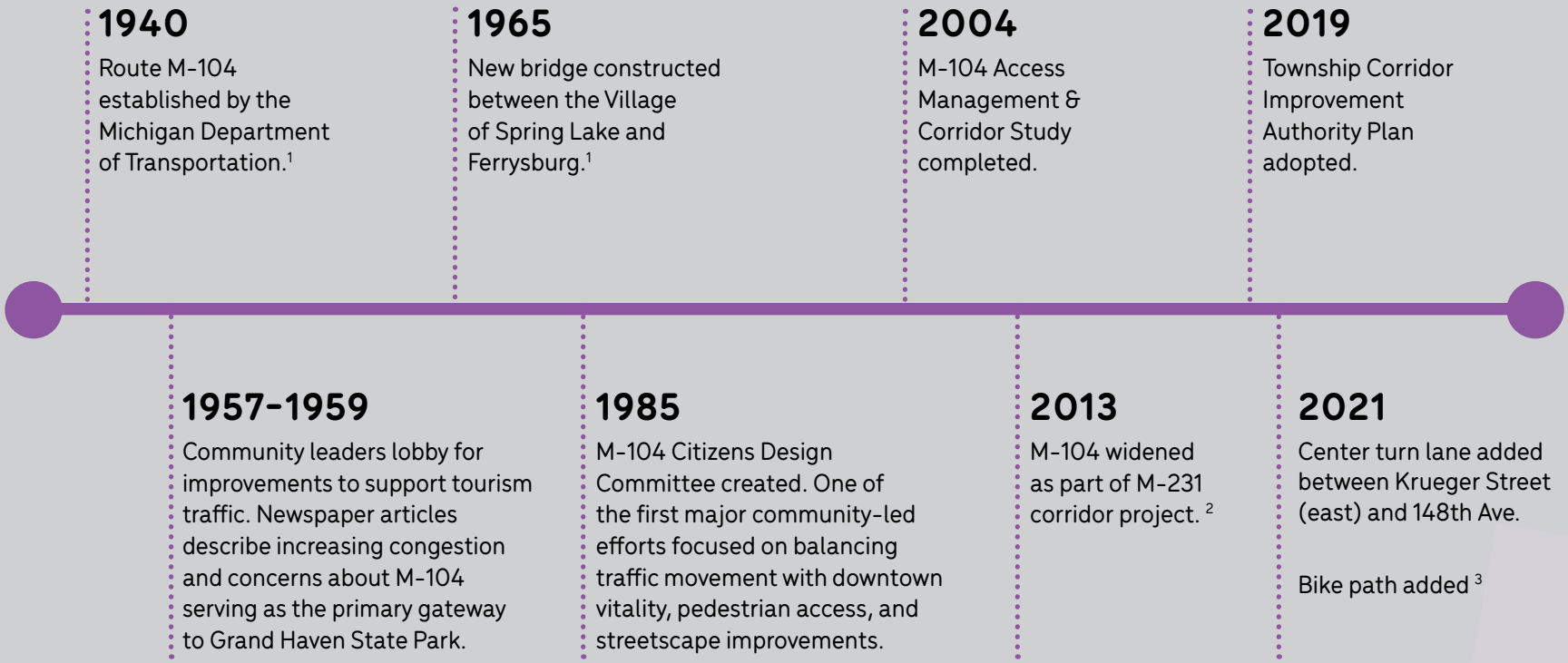
Historic street view of M-104 through the Village of Spring Lake



M-104 CORRIDOR TIMELINE

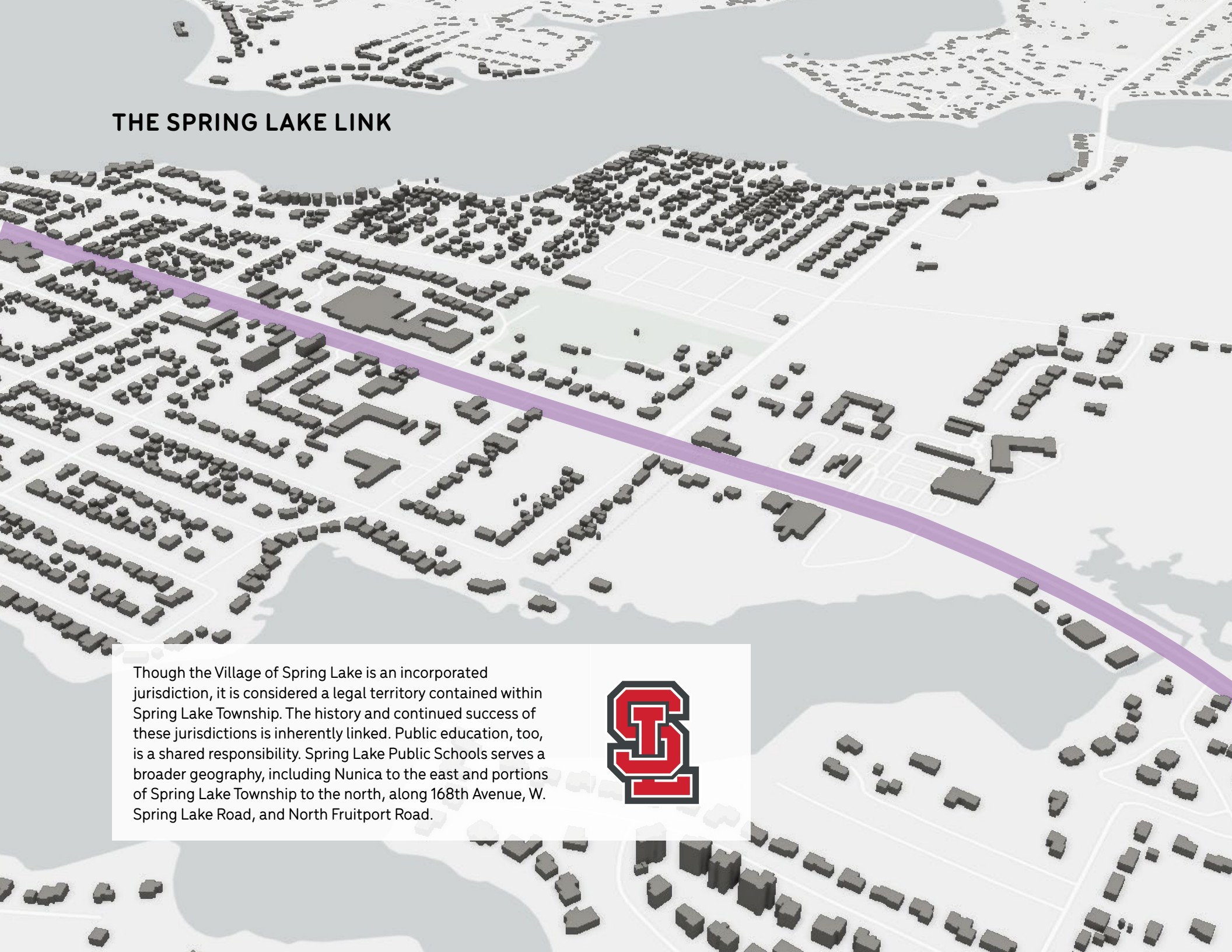
Understanding how the roadway has evolved over time and how transportation engineering has shaped today's existing conditions.

The timeline below highlights key projects, policy decisions, safety initiatives, and milestones that have influenced the corridor's development into a roadway serving both regional travel and local community needs. By examining this history, the study can better identify recurring challenges, recognize longstanding community goals, and build upon previous efforts.



1. https://www.michiganhighways.org/listings/M-104.html
2. https://colliersengineering.com/projects/mdot-m-231-from-the-grand-river-to-m-104-ca/
3. https://www.hollandsentinel.com/story/news/local/2021/07/30/m-104-road-project-spring-lake-township-2-weeks-behind-schedule/5430017001/

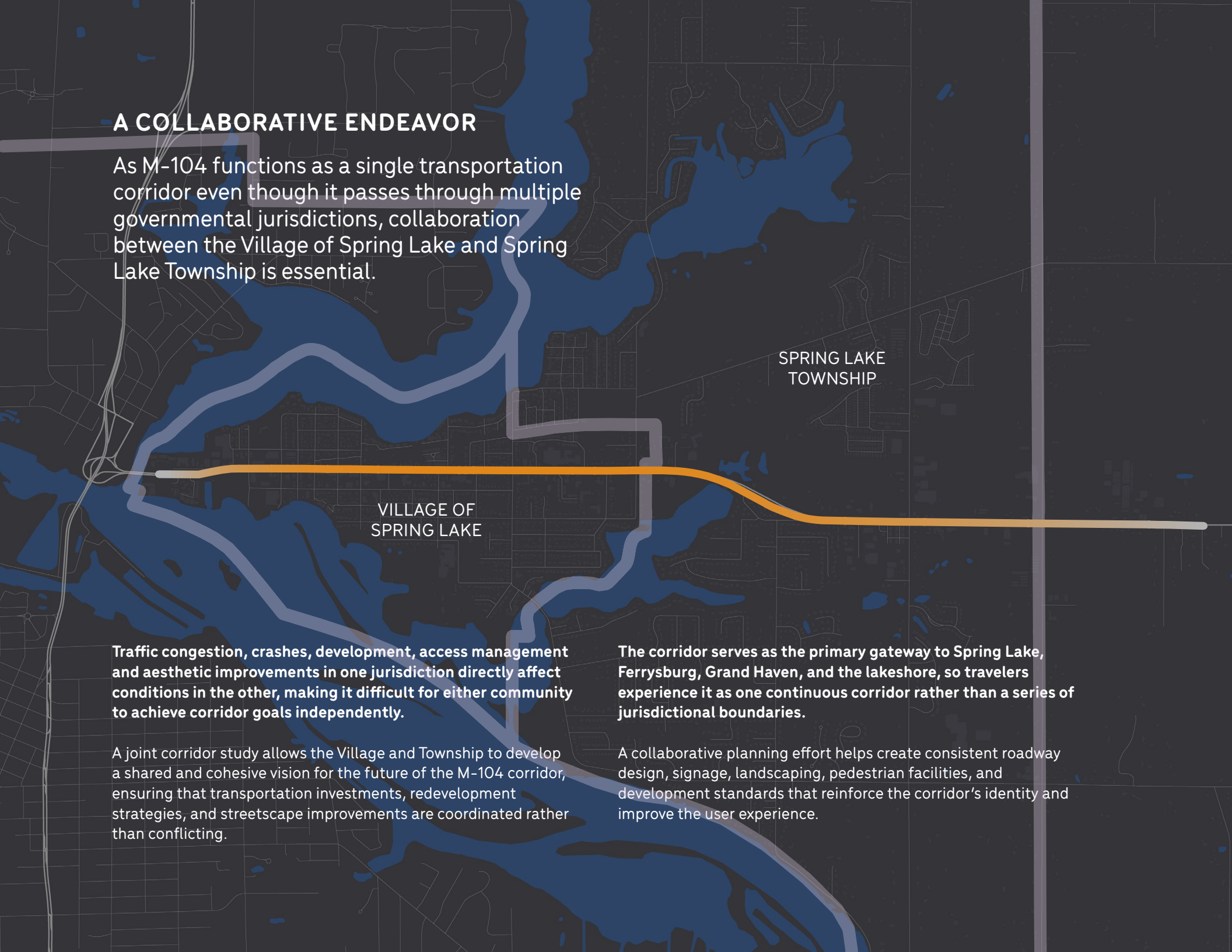
THE SPRING LAKE LINK



Though the Village of Spring Lake is an incorporated jurisdiction, it is considered a legal territory contained within Spring Lake Township. The history and continued success of these jurisdictions is inherently linked. Public education, too, is a shared responsibility. Spring Lake Public Schools serves a broader geography, including Nunica to the east and portions of Spring Lake Township to the north, along 168th Avenue, W. Spring Lake Road, and North Fruitport Road.

A COLLABORATIVE ENDEAVOR

As M-104 functions as a single transportation corridor even though it passes through multiple governmental jurisdictions, collaboration between the Village of Spring Lake and Spring Lake Township is essential.



Traffic congestion, crashes, development, access management and aesthetic improvements in one jurisdiction directly affect conditions in the other, making it difficult for either community to achieve corridor goals independently.

A joint corridor study allows the Village and Township to develop a shared and cohesive vision for the future of the M-104 corridor, ensuring that transportation investments, redevelopment strategies, and streetscape improvements are coordinated rather than conflicting.

The corridor serves as the primary gateway to Spring Lake, Ferrysburg, Grand Haven, and the lakeshore, so travelers experience it as one continuous corridor rather than a series of jurisdictional boundaries.

A collaborative planning effort helps create consistent roadway design, signage, landscaping, pedestrian facilities, and development standards that reinforce the corridor's identity and improve the user experience.

HOW M-104 BECAME TODAY'S CORRIDOR

Following World War II, M-104 emerged as a critical east-west connector between US-31, US-16, Spring Lake, and the Grand Haven area.

In response to growing congestion in the 1940s, MDOT widened narrow segments and installed culverts by 1950 (Grand Haven Tribune, Oct. 13, 1949; Grand Haven Tribune, July 8, 1950). As traffic volumes continued increasing, so did the number of traffic incidents, including those resulting in injury and death (crash_19531015.png; crash_19570207.png; m104-crash_19591003.jpg). As M-104 had become the primary gateway to Grand Haven State Park, editorials called attention to hazardous conditions and advocated for traffic control improvements. Community leaders aggressively lobbied the state to extend M-104 westward to provide a direct connection to Grand Haven State Park, arguing that the route carried a substantial share of tourism traffic entering the lakeshore area (Grand Haven Tribune, Dec. 3, 1957; Grand Haven Tribune, March 18, 1958; Grand Haven Tribune. June 13, 1959). Perhaps the most significant infrastructure investment of this era was the replacement of the Spring Lake jackknife bridge with a new fixed-span structure costing approximately $1.1 million, announced in 1964 and intended to reduce delays and modernize the corridor (June 11, 1964). At the same time, recurring fatal crashes and pedestrian incidents highlighted the safety challenges associated with an increasingly busy highway (Oct. 8, 1964; March 20, 1969).



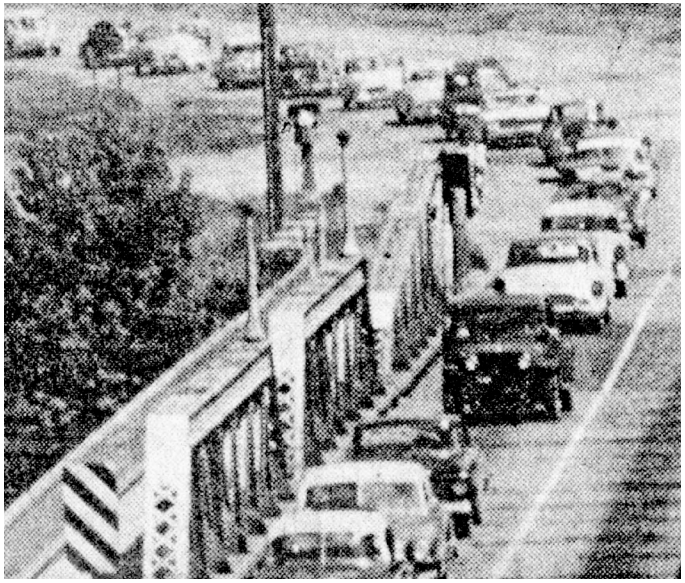
This historic tinted photograph illustrates M-104 in about 1925. (Tri-Cities Historical Museum)

During the 1970s and 1980s, the focus on M-104 transitioned from expansion to maintenance, operational improvements, and corridor management. Resurfacing projects preserved the roadway while safety concerns prompted studies of crash locations, signal timing, pedestrian crossings, and school-zone protections (Grand Haven Tribune, June 7, 1975; Grand Haven Tribune, Aug. 20, 1981; Grand Haven Tribune, Sept. 14, 1984). The most ambitious planning effort of this period was the M-104 Citizens Design Committee initiative, which proposed a comprehensive redesign of Savidge Street through Spring Lake. The plan incorporated turn lanes, access management, streetscape improvements, and enhanced pedestrian facilities intended to balance mobility with downtown vitality (Grand Haven Tribune, May 13, 1985). Several recommendations were later implemented through MDOT projects, including the addition of a center turn lane and construction of dedicated bicycle facilities between School Street and the Spring Lake Channel Bridge (Grand Haven Tribune, May 2, 1988; Grand Haven Tribune, July 7, 1988). These efforts marked the corridor's evolution from a rural highway into a developed arterial serving businesses, neighborhoods, and

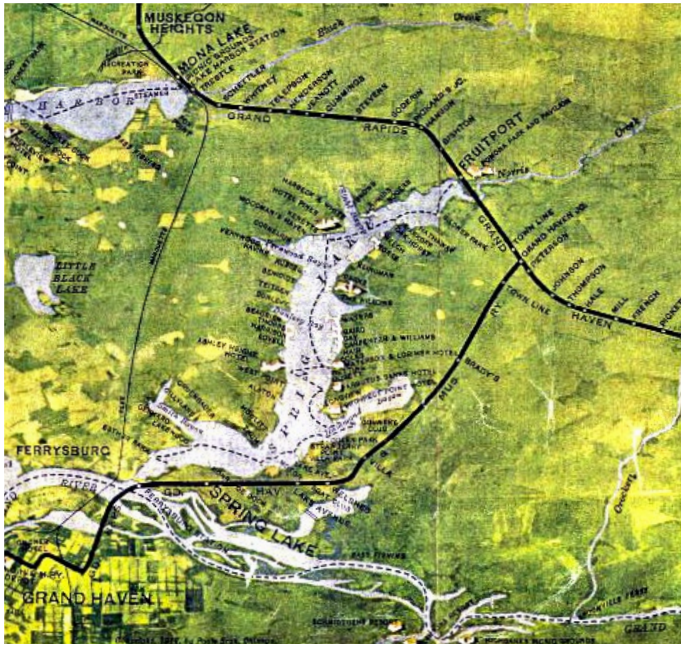
By the 1990s and 2000s, focus along M-104 shifted toward growth management, land-use planning, and regional congestion.

recreational traffic.
Spring Lake Township rezoned portions of the eastern corridor to accommodate commercial development while local officials anticipated future roadway expansion and additional turn lanes (Grand Haven Tribune, April 20, 1991). A 2001 regional planning effort documented traffic counts ranging from 18,000 to 26,000 vehicles per day and forecast volumes exceeding 35,000 daily vehicles by 2020. This projection, which has not been realized, prompted discussion of creating four lanes, adding divided highway segments and/or service drives, and consideration of bypass concepts (Grand Haven Tribune, Jan. 18, 2001). Major rehabilitation projects continued, including a $1.1 million resurfacing and intersection improvement project in 2005 (Grand Haven Tribune, Sept. 2, 2005), while pedestrian safety remained an ongoing concern, illustrated by a 2013 crash involving a child crossing Savidge Street (Grand Haven Tribune, July 26, 2013).

The most consequential recent development was the M-231 project and associated reconstruction of the I-96/M-104 interchange near Nunica, completed in phases during the 2010s, which fundamentally reshaped regional travel patterns and strengthened M-104's role as a key connection between I-96, US-31, Spring Lake, Ferrysburg, and Grand Haven (Grand Haven Tribune, Nov. 17, 2015). Together, these developments demonstrate how M-104 evolved from a reconstructed postwar trunkline into the principal transportation spine of the Tri-Cities area.



An article in the Grand Haven Tribune proclaimed the new $3 million (about $34 million today) double bascule bridge would solve "the congestion problem" (June 13, 1959).



Operating between 1902 and 1928, the Grand Rapids, Grand Haven and Muskegon Railway, (often called the "Lake Line") was an electric interurban railroad providing passenger and service between Grand Rapids, Muskegon, and Grand Haven via Spring Lake.

THROUGH THE YEARS: M-104 & E. 148TH AVENUE



MAY 1997



AUGUST 2013



APRIL 2026

STUDY TIMELINE

The corridor study began in April 2026 and will conclude by December 2026 with a final report.





A UNIQUE PENINSULA

The transportation network serving the Spring Lake peninsula is geographically constrained, as the community is surrounded by water on multiple sides and relies on a limited number of access points for regional connectivity. The presence of a drawbridge introduces an additional operational consideration, as bridge openings can temporarily interrupt traffic flow and affect travel times for residents, visitors, freight movement, and emergency services.

The roadway network is concentrated on a narrow land area bordered by water, reducing opportunities for redundant routes and making the transportation system more vulnerable to incidents, maintenance, or weather-related disruptions.

VILLAGE ROADWAY CHARACTER & TYPOLOGIES

Through the Village of Spring Lake, the corridor can be conceptualized as two types of roadways: the village core and the neighborhood typology.

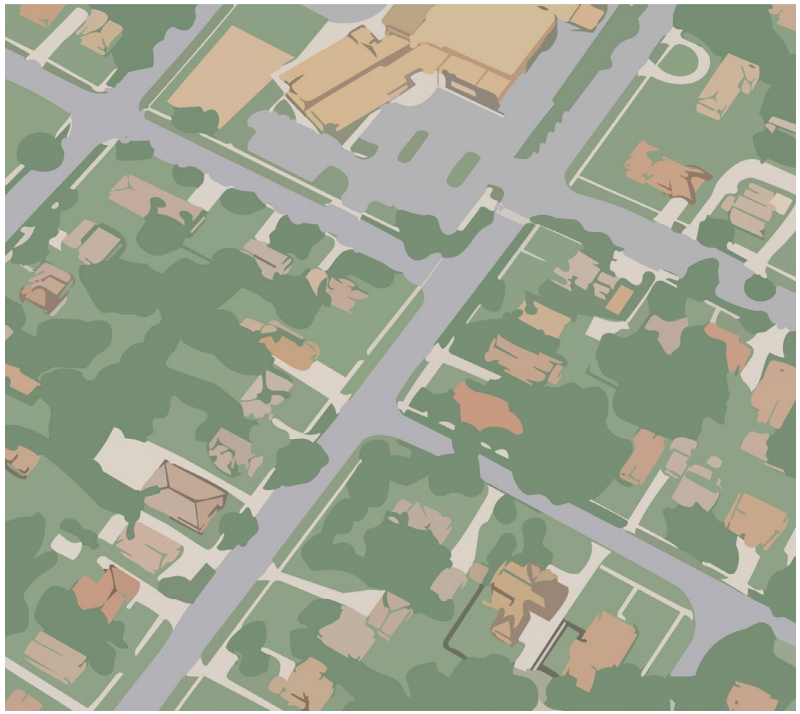




VILLAGE CORE

HISTORIC & WALKABLE

The **Village Core** typology is defined by buildings with small setbacks from the sidewalk, entrances directly opening to the sidewalk, a wide sidewalk, and public space amenities like streetlights, benches, planters, trash cans, and street trees. This typology evokes the small town experience that invites strolling and lingering, behaviors that promote social interaction and create a vibrant downtown district. A mix of uses is another key component of this typology, as the combination of different activities enlivens and activates the area.





NEIGHBORHOOD
QUAINT SMALL TOWN

The **Neighborhood** typology is defined primarily by residential land uses, along with institutional uses like schools, libraries. and places of worship. Single-family homes are setback from the sidewalk, and a generous tree lawn separates the sidewalk from the curb. Despite the abundance of single-family homes, this typology remains a compact development pattern that allows people to safely walk and bike to destinations nearby—including the downtown district to the west. Due to the absence of alleys along much of Savidge Street in this typology, most homes are accessed through driveways with curb cuts along the corridor.

TOWNSHIP ROADWAY CHARACTER & TYPOLOGIES

Through Spring Lake Township, the corridor can be conceptualized as two types of roadways: auto-oriented commercial and the countryside typology.





AUTO-ORIENTED COMMERCIAL
SCATTERED DEVELOPMENT PATTERN

The **Auto-Oriented Commercial** typology presents the character of both a state highway and a local street. With numerous curb cuts for driveway access to adjacent parcels, the typology currently allows for a high number of vehicle turning movements. Buildings are typically one or two stories, with significant setback distances from the street.





COUNTRYSIDE
SCENIC RURAL ROUTE

The **Countryside** typology presents the character of a scenic rural landscape with little visible development from the vantage point of the roadway. Preserving canopy trees to reinforce the aesthetic quality of the corridor is a distinctive feature of this typology.

Public Engagement

SPRING LAKE FARM & GARDEN MARKET

THURSDAY, JULY 16 & JULY 23
9:00 A.M. TO 2:00 P.M.

In order to add human experience and local expertise to quantitative data, the consultant team spoke with dozens of individuals who attended the Spring Lake Farm & Garden Market. These conversations communicated common issues with the corridor, as well as things people appreciate about the roadway. Five themes emerged from these conversations, as well as from interactive boards that allowed people to leave comments and identify locations of particular note.



Located at Tanglefoot Park, the Spring Lake Farm & Garden Market occurs every Thursday at 9am during the summer. The consultant team attended two markets to speak with people about their experience with M-104.

THEMES FROM FARMER'S MARKET POP-UP CONVERSATIONS

Broad Consensus Opposed to Hauling Trucks

- Nearly every person we spoke with mentioned the issue of large, loud, tandem hauling trucks along M-104.
- A few folks in the village mentioned how the vibrations caused by the trucks are so strong that hanging pictures in their homes are consistently knocked askew, and glasses/ dishes in their kitchen cabinets move. Wine glasses have fallen from shelves and shattered.

Community Divider

- People noted how M-104 bifurcates the village, since it is so difficult to cross.
- You're either a "north side" or a "south side" person in the Village of Spring Lake, due to the dividing nature of the roadway.

Dangerous Conditions, Particular Issues

- Traffic signalization issue with M-104 and Fruitport Rd. at off-peak hours.
- Pedestrian and bike safety issue at Fruitport and M-104 due to motorists not looking for pedestrians, only looking for oncoming traffic when turning onto 104 from Fruitport.
- Pedestrian crossing issue in Township, getting from south side of M-104 walking path to north side Ted's restaurant.
- A few people said roundabouts would be great at 144th, while others said they would be a bad idea.

Preventing Placemaking

- People mentioned how the Village will never become a walkable destination that people want to linger in with heavy industrial traffic along M-104 through the downtown.

Defeated Attitudes

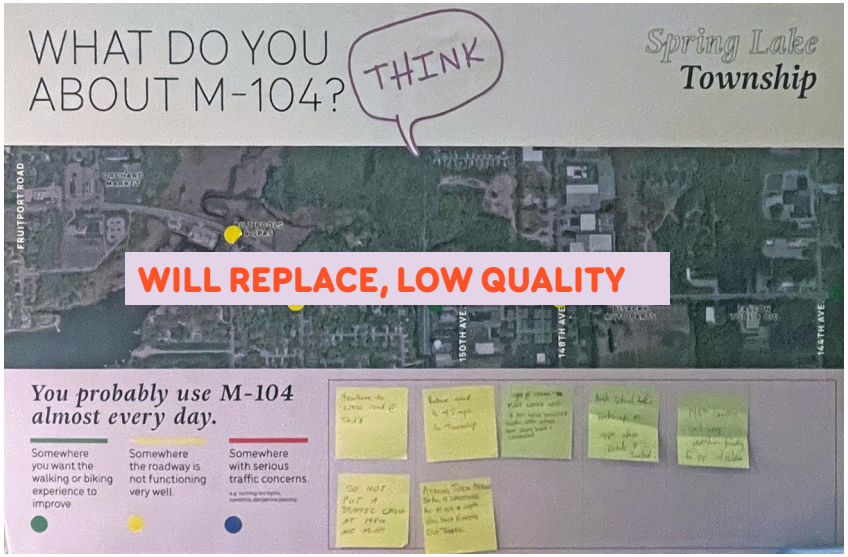
- Many people expressed the sentiment that this is just how busy and loud the main street is. We have to accept it and it can't be changed.

RESULTS OF PUBLIC INPUT

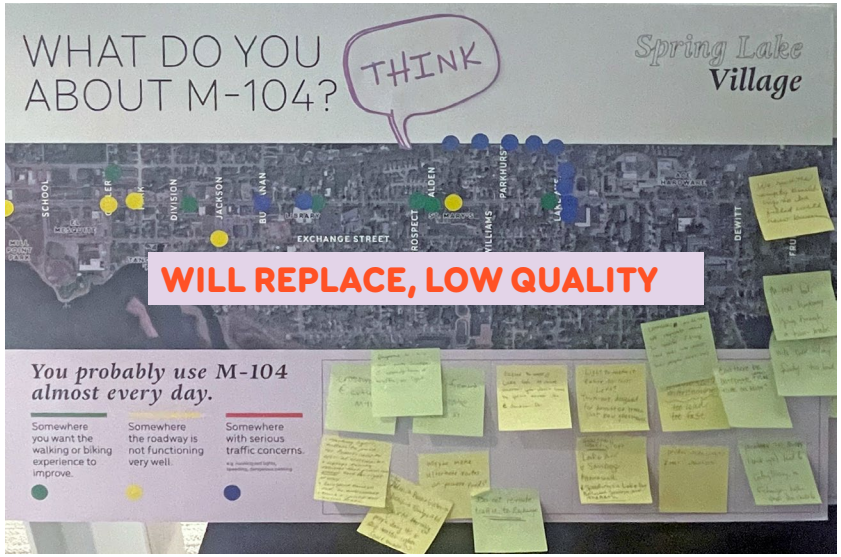
Brady Selner, Manager of the Village of Spring Lake, attended the Farm & Garden Market on July 16 and offered comments about the corridor study to local media (pictured at right).

Two posters encouraged attendees to mark locations on a map of the Township or the Village, while also offering the opportunity to leave more detailed feedback on a sticky note. Many of the comments mentioned a lack of law enforcement for perceived offenses such as exceeding the posted speed limit and running red lights. A full list of comments left on the boards can be found in Appendix C of this document.





Participants left comments on the Township board related to the lack of a pedestrian crossing on M-104 near Ted's restaurant as well as difficulties of using crosswalks at the intersection of M-104 and 148th Street.



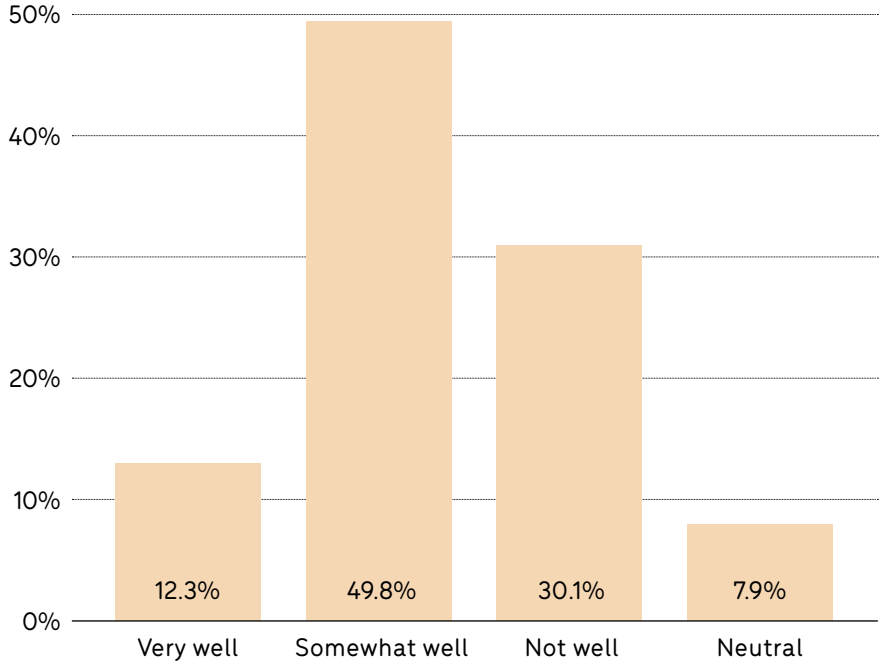
Many comments on the Village map were related to the overall experience of walking and biking along M-104 in the downtown core, as well as the lack of police enforcement of illegal driving behaviors.

ONLINE COMMUNITY SURVEY

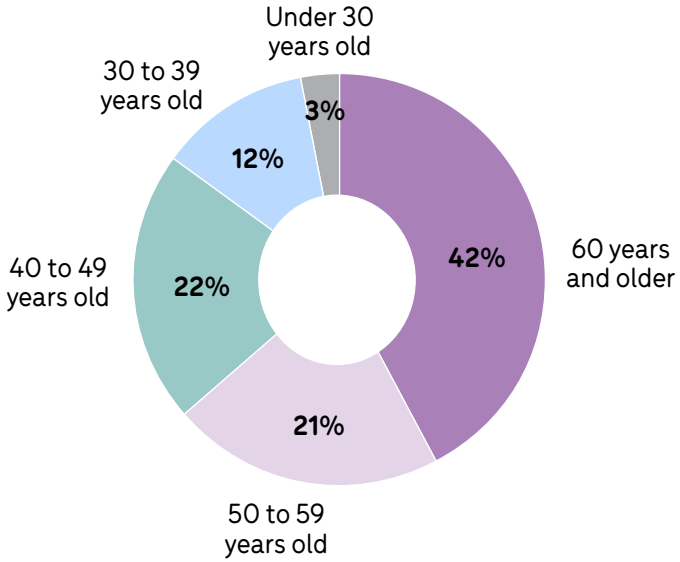
OPEN FROM JULY 7 TO AUGUST 7, 2026
972 RESPONSES

Community survey results provide valuable insight into how corridor users perceive the current conditions and future direction of M-104. Overall, respondents expressed concerns about traffic safety, congestion, vehicle speeds, and the impacts of heavy truck traffic. The survey findings help illuminate both the challenges and aspirations associated with M-104, providing an important community perspective to complement the technical analysis presented throughout this study. While several highlights of the survey results are illustrated in this section, the full results are available in the Appendix.

Overall, how well is the corridor serving the communities of Spring Lake Village and Township?



Respondents by Age



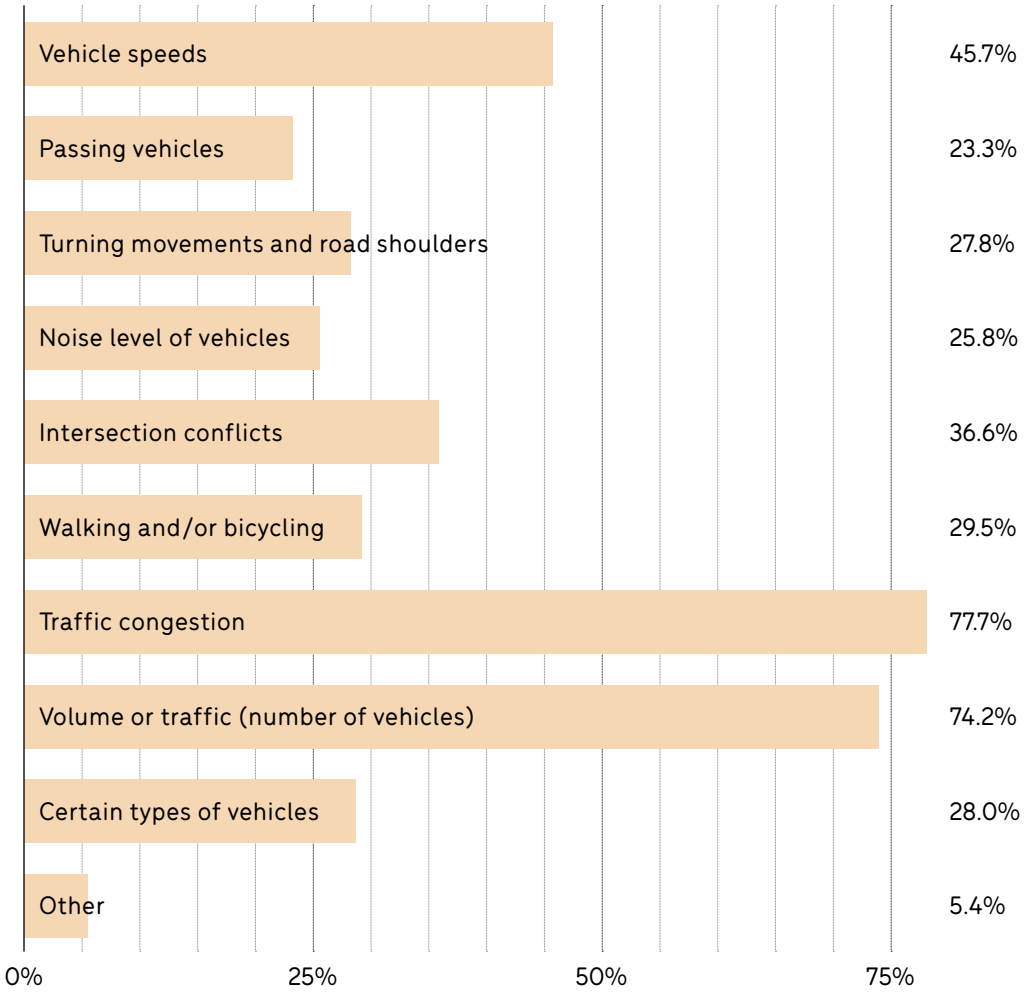
How often do you feel at risk of being hit by a vehicle when walking or running along the corridor?

Very often	21.4%
Somewhat often	34.5%
Not often	37.4%
Never	6.7%

How often do you feel at risk of being involved in a traffic collision along the corridor?

Very often	15.7%
Somewhat often	38.4%
Not often	39.9%
Never	6.0%

Which of the following (if any) concern you about the corridor?



VOICES FROM THE COMMUNITY

Describe your ideal future for M-104 in the Village

- "Tree lined boulevard with no tractor trailers."
- "Not allow semi trucks access. They can get on 31 in Ferrysburg to access 96. They make this corridor a nightmare."
- "Have more lanes to deal with the traffic."
- "I wish the downtown part wasn't along a major road way. Trying to enjoy downtown in nearly impossible."

Describe your ideal future for M-104 in the Township

- "Wider road shoulders. Keeping it rural. No strip malls. Keep it rural."
- "Less driveways and a 45 mph speed limit to make the road safe."
- "Seems fine with me."
- "In a perfect world, Cleveland Street would be improved with roundabouts to calm traffic."

EMERGING THEMES

Major themes from responses to the question:
Is there anything else you'd like to share?

1. Heavy truck traffic is dominant quality-of-life concern
2. Safety for pedestrians, cyclists, and left-turning drivers
3. Preserve small-town character
4. Transform the corridor from a pass-through route into a destination
5. Traffic congestion and speed management

WALK AUDIT

A walk audit is a structured, on-the-ground assessment in which community members evaluate sidewalks, crossings, streets, accessibility features, safety conditions, and the overall pedestrian experience along a designated route.

The purpose of the Spring Lake Township walk audits was to document existing conditions, identify barriers to walking and accessibility, and gather community feedback on issues such as sidewalk continuity, crossing safety, traffic speeds, signage, landscaping, and pedestrian amenities.

The goal of the audit process is to provide observations and recommendations that can help guide future transportation, safety, accessibility, and placemaking improvements to create a more walkable and welcoming community for residents of all ages and abilities.

KEY FINDINGS

- Sidewalks are often partial, discontinuous, or missing in some locations.
- Some sidewalks are not consistently smooth and have condition issues.
- Obstacles and accessibility barriers exist, particularly for wheelchair users.
- Limited tactile warning surfaces for visually impaired pedestrians.
- Some curb ramps exist, but coverage is inconsistent.

M-104 & FRUITPORT ROAD





M-104 & 148TH AVENUE





STREET & CROSSING ISSUES

- Crosswalks and pedestrian infrastructure are present in some areas but not consistently.
- Vehicle speeds are a major concern, particularly on stretches posted at 55 mph. Several respondents indicated drivers do not appear to obey speed limits.
- Heavy truck traffic contributes to safety concerns and noise.
- Pedestrian crossing signals generally function where installed, though crossing opportunities and timing may be limited

SAFETY & APPEAL

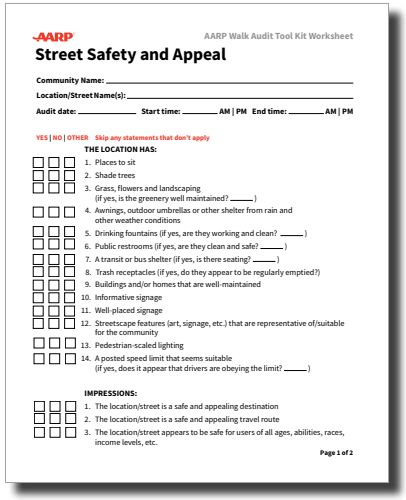
- Lack of benches and places to sit.
- Limited shade trees and landscaping.
- Landscaping often described as poorly maintained or weedy.
- Insufficient wayfinding and community signage.
- Minimal pedestrian-scale lighting.
- Few amenities such as drinking fountains, shelters, or public restrooms.







WALK AUDIT RESULTS



AARP

AARP Walk Audit Tool Kit Worksheet

Street Safety and Appeal

Community Name: _____

Location/Street Name(s): _____

Audit date: _____ **Start time:** _____ AM | PM **End time:** _____ AM | PM

YES | NO | OTHER Skip any statements that don't apply

THE LOCATION HAS:

1. Places to sit
2. Shade trees
3. Grass, flowers and landscaping (if yes, is the greenery well maintained? ____)
4. Awnings, outdoor umbrellas or other shelter from rain and other weather conditions
5. Drinking fountains (if yes, are they working and clean? ____)
6. Public restrooms (if yes, are they clean and safe? ____)
7. A transit or bus shelter (if yes, is there seating? ____)
8. Trash receptacles (if yes, do they appear to be regularly emptied?)
9. Buildings and/or homes that are well-maintained
10. Informative signage
11. Well-placed signage
12. Streetscape features (art, signage, etc.) that are representative of/suitable for the community
13. Pedestrian-scaled lighting
14. A posted speed limit that seems suitable (if yes, does it appear that drivers are obeying the limit? ____)

IMPRESSIONS:

1. The location/street is a safe and appealing destination
2. The location/street is a safe and appealing travel route
3. The location/street appears to be safe for users of all ages, abilities, races, income levels, etc.

Page 1 of 2

Volunteers used walk audit worksheets developed by the American Association of Retired Persons (AARP), a tool that helps residents evaluate pedestrian conditions. These worksheets collect observations that can help point out opportunities to improve walkability, accessibility, and overall quality of life in communities.



Walk audit participants had a hard time speaking to one another along the route due to the noise level of passing vehicles.

RESPONDENT RECOMMENDATIONS

- Add more benches and resting areas.
- Improve landscaping, planting beds, and maintenance standards.
- Enhance community center and fire station signage.
- Install tactile pedestrian warnings.
- Monitor and address traffic noise levels.
- Improve accessibility for wheelchairs and other mobility devices.

CONCLUSION

The audits consistently rate the corridor's walkability as mixed. While some pedestrian facilities exist, participants identified significant opportunities to improve sidewalk continuity, accessibility, pedestrian safety, traffic speed management, landscaping, amenities, and wayfinding signage to create a more comfortable and inviting walking environment.

Overall, results indicate that while portions of the corridor provide pedestrian facilities, the experience is inconsistent and—at times—feels unsafe for people walking.

COMMUNITY VOICES

The following excerpts are observations from those who participated in the June 2026 walk audit.

TOWNSHIP

"There is an asphalt sidewalk in front of Orchard Market that leads into the road."

"55mph seems too fast, there's a great deal of truck traffic."

"Landscaping and irrigation requirements must be enforced."

"We need more street lighting just east of Fruitport Road."

"No tactile warning walks at community center."

VILLAGE

"There are way too many driveways crossing the sidewalk. Divert this traffic to a few side streets for business access."

"The west end of Exchange Street is extremely unfriendly to pedestrians."

"Savidge Street is more like a highway than a walkway."

"Some bricks in the sidewalk need removed or replaced."

"We need better crossing signs on Savidge Street, maybe blinking lights."





Previous Plans & Studies

The M-104 corridor has been the subject of significant analysis. Starting with 2004, this section offers a brief synopsis of selected studies, plans, and documents regarding M-104 and may include relevant excerpts relating to the scope of this corridor study.

M-104 ACCESS MANAGEMENT & CORRIDOR STUDY

2004

Produced as a manual of best practices for managing access with support from the West Michigan Regional Planning Commission, the document was intended to be a comprehensive reference tool. Access management is defined as "the systematic control of the location, spacing, design, and operations of driveways, median openings, interchanges, and street connections to a roadway."

Importantly, the study notes the presence of several governmental stakeholders along the corridor:

- Crockery Township
- Spring Lake Township
- Village of Spring Lake
- Ottawa County Road Commission
- Ottawa County Planning Commission
- West Michigan Regional Planning Commission
- Michigan Department of Transportation

RELEVANT EXCERPTS

The study recommended "limiting the proliferation of inadequately designed driveways, curb cuts, uncoordinated development on adjacent parcels, and uncoordinated traffic signals." (p. 1-2)

"As the demand for vehicular access into this area increases, methods to improve capacity will likely be considered. Expansion projects for the improvement of capacity would be costly in terms of real estate and construction dollars, and would also alter the character of M-104." (p. 1-3)

M-104 "is expected to function as both a major arterial and a collector roadway. This awkward duality presents some unique issues and problems." (p. 2-2)

"There are currently many parcels along the M-104 corridor which have redundant or unnecessary access directly to the main roadway." (p. 2-7)

"The future development of a comprehensive document to address signage issues, including sign dimensions and placement, along M-104 is appropriate in preserving the aesthetics of the corridor." (p. 2-12)

"The tree-lined canopy feel of the corridor should be preserved wherever possible." (p. 2-12)

"Lower speeds are an essential element of the access management plan because they can assist by calming traffic as transitions are made along the corridor from one type of land use to another." (p. 3-3)

VILLAGE OF SPRING LAKE MASTER PLAN
2018

The 2018 Master Plan for the Village of Spring Lake contains significant guidance and direction regarding M-104. Feedback from a public open house hosted on December 5, 2018 indicates that attendees expressed concerns about crossing the roadway on foot and prioritized development patterns oriented toward the street. Three goals of the plan (Goals 2, 4, and 6) discuss the importance of creating a multi-modal downtown with attractive amenities and a distinct identify. Goal 4, however, notes the opportunity to improve pedestrian crossings along Savidge Street and encourages the Village to maintain a dialogue with MDOT officials about the highway.

RELEVANT EXCERPTS

The Village is bisected by M-104 (Savidge Street), running east/west in the center of Downtown. Savidge Street carries approximately 21,000 cars per day to and from U.S. 31, which runs north/south from Grand Haven to Muskegon. Approximately 1.5 million visitors per year use M-104 to get to the Lake Michigan beaches two miles west of Spring Lake. The heavy traffic volume and high traffic speeds along Savidge Street are a major deterrent to non-motorized connectivity between the north and south ends of the Village. While the corridor has made great strides in becoming more pedestrian-friendly due to concerted coordination with the Michigan Department of Transportation, Savidge is overwhelming viewed as an impediment toward the type of development and walkability the community desires.

In an effort to minimize future congestion and traffic conflicts, the Village seeks to implement access management standards according to the 2004 M-104 Access Management and Corridor Study conducted under the purview of MDOT and Ottawa County. (p. 19)

Feedback received from public open house

- Better, safer pedestrian crossings at M-104 are needed.
- Improve the streetscape along Exchange Street; more development oriented to the street.
- More retail, shopping, and eating establishments are needed in the downtown.(p. 30)

Goal 4. Expand the network of sidewalks, crosswalks, and pathways for all levels of ability and create safe connections to enhance mobility options.

- Explore methods and techniques to implement traffic calming and enhanced pedestrian facilities at key locations in the Village, particularly across Savidge St.
- Maintain close relationship with MDOT officials, particularly with regard to mobility and accessibility issues along M-104 (p. 34)

Transportation Tomorrow

- The Village of Spring Lake suffers from heavy volumes of pass-through traffic which impedes traffic attempting to reach local destinations and is a barrier to bicycle and pedestrian travel. Priority corridors for traffic calming include M-104, Exchange Street, Lake Avenue, and River Street. (p. 44)
- Improved crossings along with signalized intersections are recommended for key intersections along Savidge St. in the Village. (p. 45)

M-104 CORRIDOR IMPROVEMENT AUTHORITY DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN

2019

Created by Spring Lake Township, the goal of this document was to maintain and upgrade the economic viability of the designated corridor for a period of twenty years. Priorities established by this plan include:

- Extend water and sewer utilities along M-104 to 144th Avenue
- Make right-of-way property acquisition as needed for the improvements planned for the M-104 corridor
- Make improvements to the M-104/148th Avenue intersection
- Provide a physical "Gateway" development near the Eastern entry to the Township.
- Update traffic studies in the area to plan for roadway and pedestrian improvements
- Install decorative lighting and provide for the display of banners along the corridor
- Extend the non-motorized pathway through the corridor
- Provide façade improvement grants
- Make pavement marking improvements as necessary
- Make necessary traffic and pedestrian safety improvements throughout the corridor

In addition, this document references the Township's 2008 Master Plan, which calls for "using commercial development nodes to significantly reduce commercial sprawl along M-104" (p. 59).

SPRING LAKE TOWNSHIP MASTER PLAN UPDATE SUMMARY

2022

An official update to the Township's Master Plan, Section VII of this document establishes an Action Program which encourages collaboration with Crockery Township, Ottawa County, and MDOT to enhance the visual appearance, efficiency and safety of the M-104 corridor.

Excerpt:

- M-104 Corridor: Explore tools to enhance the visual appearance, efficiency and safety of the corridor. Collaborate with Crockery Township, Ottawa County and MDOT. (p. 43)

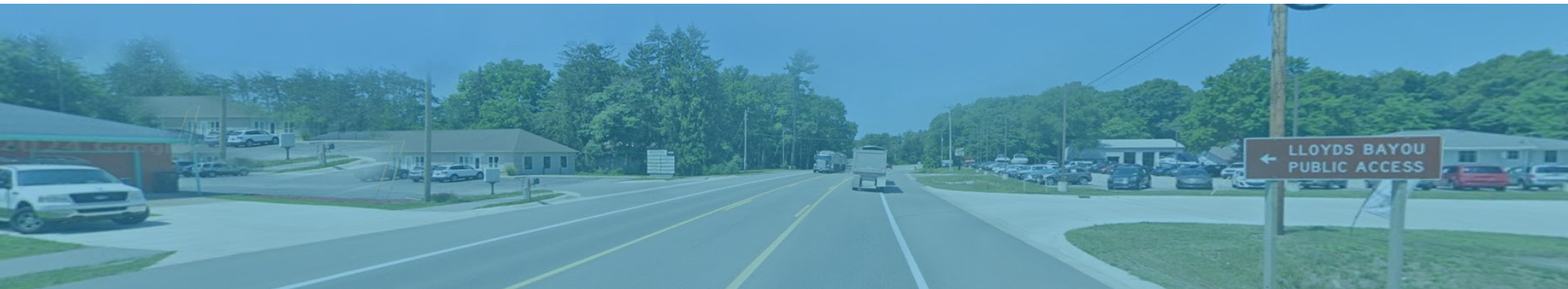
MDOT GRAND REGION REGIONAL NONMOTORIZED PLAN

2017

Prepared by MDOT in coordination with other entities, this regional plan identified opportunities to enhance nonmotorized transportation in the Grand Region. One component of this included linking Fruitport Township with the Spring Lake area.

Excerpt:

- Fruitport Township desires connections to and from the Musketawa Trail to the north and Spring Lake Trails to the south. Planning is needed to further this effort. (p. 71)



OTTAWA MPO REPORT

2002

The 2020 Ottawa Metropolitan Planning Organization Report includes widening a segment of M-104 on two project lists in 2020 and 2021. Under the budget of the West Michigan Regional Shoreline Development Commission (WMRSDC), the report notes a "major widening" on a 0.31 mile segment of the state highway at an estimated cost of $8,000 in 2020 (p. 62). Likewise, "Major widening between Kruger Street and 148th Avenue" is included for 2021 at a projected cost of $560,000 (p. 63).

VILLAGE OF SPRING LAKE DOWNTOWN DESIGN GUIDELINES

2020

Excerpt

- The M-104 (Savidge Street) east/west corridor, which bifurcates the Village of Spring Lake, has historically developed as the primary retail corridor. The traffic counts on this section of highway warrant continued development now and in the future. As a result of this peak time traffic, residents have chosen other alternative routes, such as Exchange Street to get to their destinations. The traffic shift to this arterial has created an opportunity for more exposure to the waterfront and the possibility to introduce new compatible land uses on the available vacant land.

VILLAGE OF SPRING LAKE PARKING STUDY

2020

Completed in 2020, this parking study commissioned by the Village of Spring Lake recognized the influence of the current design and condition of M-104 as linked parking behaviors. Relying on data and also conducting public outreach, the study quantified current parking conditions, assessed supply/demand alternatives and management opportunities, and considered improvements to encourage necessary parking turnover and space availability.

RELEVANT EXCERPTS

Low walking tolerances and pedestrian access challenges shaped by state highway M-104 inhibit greater use of public parking stalls "north of M-104" which have high rates of vacancy (p. 2)

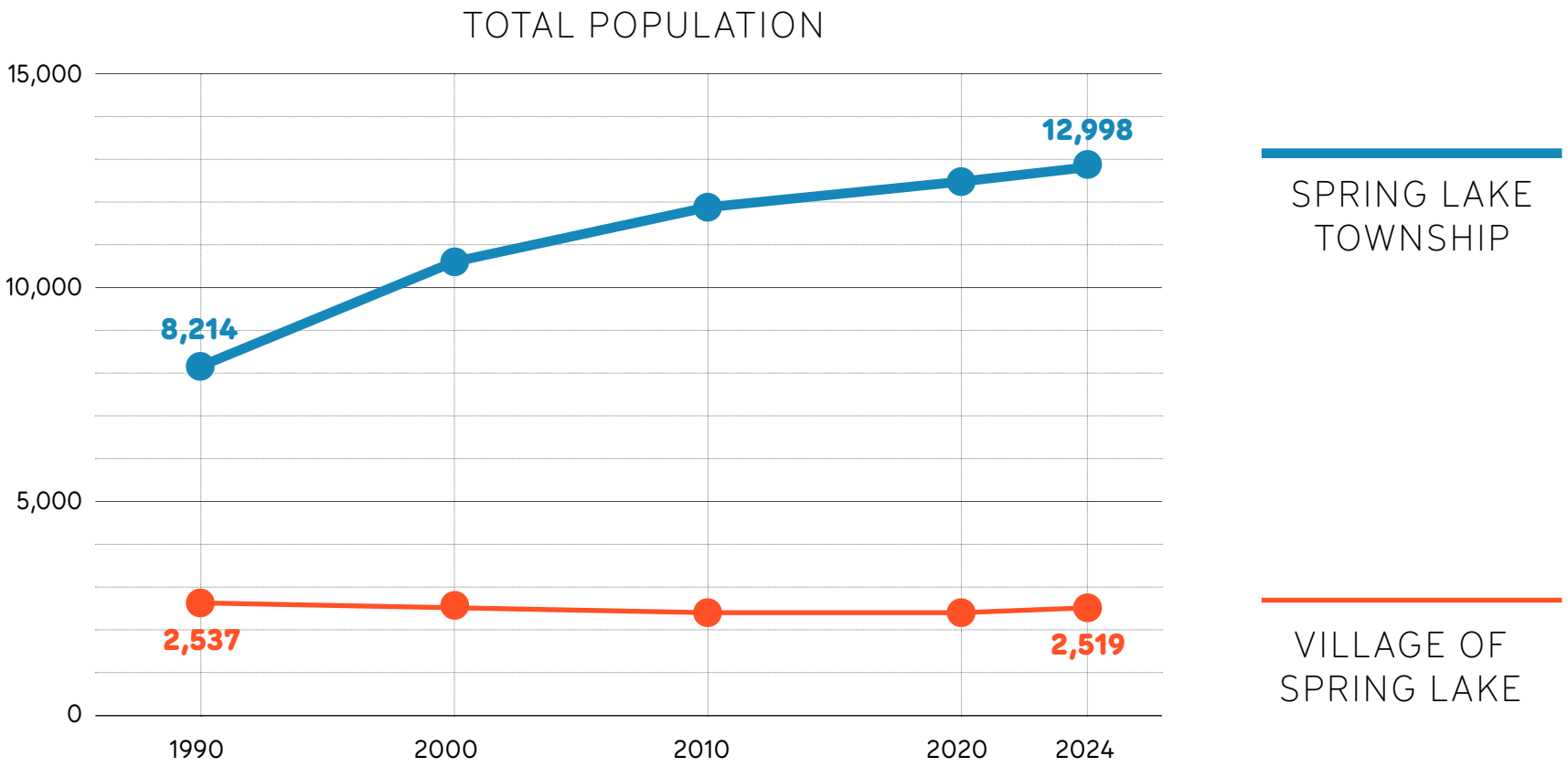
Recommendation #6: Address pedestrian access and safety challenges, promote greater Downtown walkability

1. Maintaining the existing sidewalk network to enhance pedestrian connectivity;
2. Adding street plantings and trees to offer pedestrian shade and comfort;
3. Installing wayfinding and signage directing users to area parking and attractions;
4. Adding sidewalk furniture including benches and wayfinding kiosks for user recreation and benefit;
5. Providing adequate lighting so that people feel safe walking on street across all hours of the day; and
6. Promoting good urban design with no building setbacks, minimal curb cuts and sidewalk interruptions, and building façade orientation toward the street, to create urban environments that support and enhance walking activity.
7. Coordinate with state highway officials to address M-104 pedestrian safety. (pp. 4-5)

Demographic Trends

At 16.5 square miles, Spring Lake Township is home to 15,517 residents.

Under Michigan law, residents of villages are also residents of townships, meaning that the 2,519 residents of the Village of Spring Lake are also included in the total population for Spring Lake Township. To calculate the population of Spring Lake Township outside of the village boundaries, the number of village residents must be subtracted from the township figure. The resulting data illustrates that the 2024 population of Spring Lake Township outside of the Village of Spring Lake is nearly 13,000.

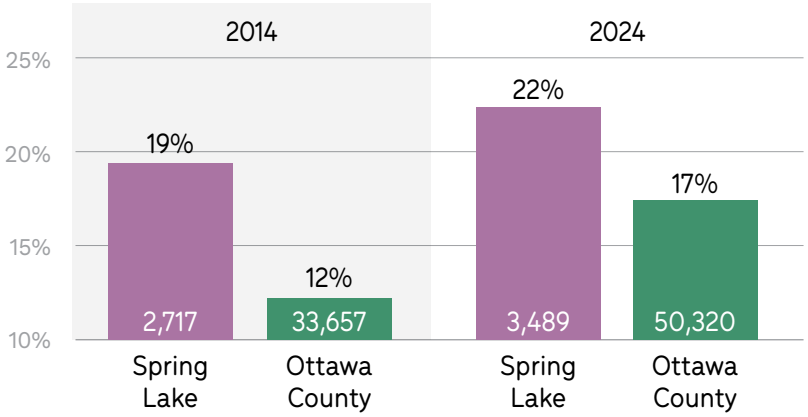


AGING POPULATION, HIGHER INCOMES

Spring Lake's population, like many places across the Midwest, is becoming older. From 2014 to 2024, the number of people over age 65 in Spring Lake increased by 772. At 22 percent, the percentage of people age 65 and over in Spring Lake is higher than the state average for 2024, which was 18.62 percent (ACS 2024). The number of households with someone under age 18 declined from 1,717 in 2014 to 1,694 in 2024, a decrease of 1.3 percent.

Spring Lake also has higher incomes than the state of Michigan overall. The median household income of $97,451 is considerably higher than the state's median of $72,875.

AGE 65 & OVER



TYPICAL TRAVEL TIME TO WORK

About two-thirds of workers in Spring Lake have a commute time of less than 30 minutes, a rate consistent with the state average. Likewise, the rate of working from home is similar to Michigan. A plurality (34.6 percent) of Spring Lake workers have a commute of between 10 and 19 minutes, which is higher than the rate of Michigan workers overall with this commute length (26.6 percent).

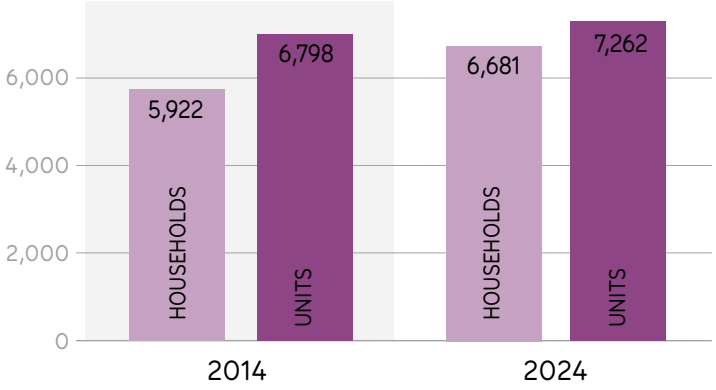
Travel Time to Work (Workers 16 Years and Over)

	Spring Lake		Michigan
	Number	Percent	Percent
Did Not Work at Home	**6,656**	**86.9%**	**86.5%**
Less than 10 min.	854	11.2%	12.4%
10 to 19 min.	2,649	34.6%	26.6%
20 to 29 min.	1,111	14.5%	19.5%
30 to 59 min.	1,794	23.5%	22.8%
60 or more min.	248	3.2%	5.2%
Worked at Home	**1,001**	**13.1%**	**13.5%**

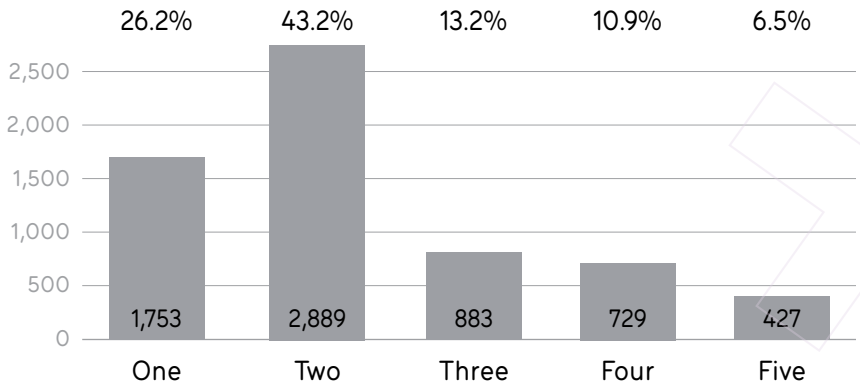


Both the number of households and the number of housing units in Spring Lake increased between 2014 and 2024. The number of households increased by nearly 13 percent, while the number of housing units increased about 7 percent—from 6,798 to 7,262. Average household size, however, declined from 2.4 individuals in 2014 to 2.3 individuals in 2024, mirroring regional and national trends of shrinking households. Most households in Spring Lake are made up of just one (26.2 percent) or two (43.2 percent) people. Most households in Spring Lake are owner-occupants, rather than renters. The rate of housing units occupied by owners was 81.2 percent in 2024, compared to 73.2 percent for the state overall (ACS 2024).

HOUSEHOLD SIZE & HOUSING UNITS



HOUSEHOLD SIZE, 2024



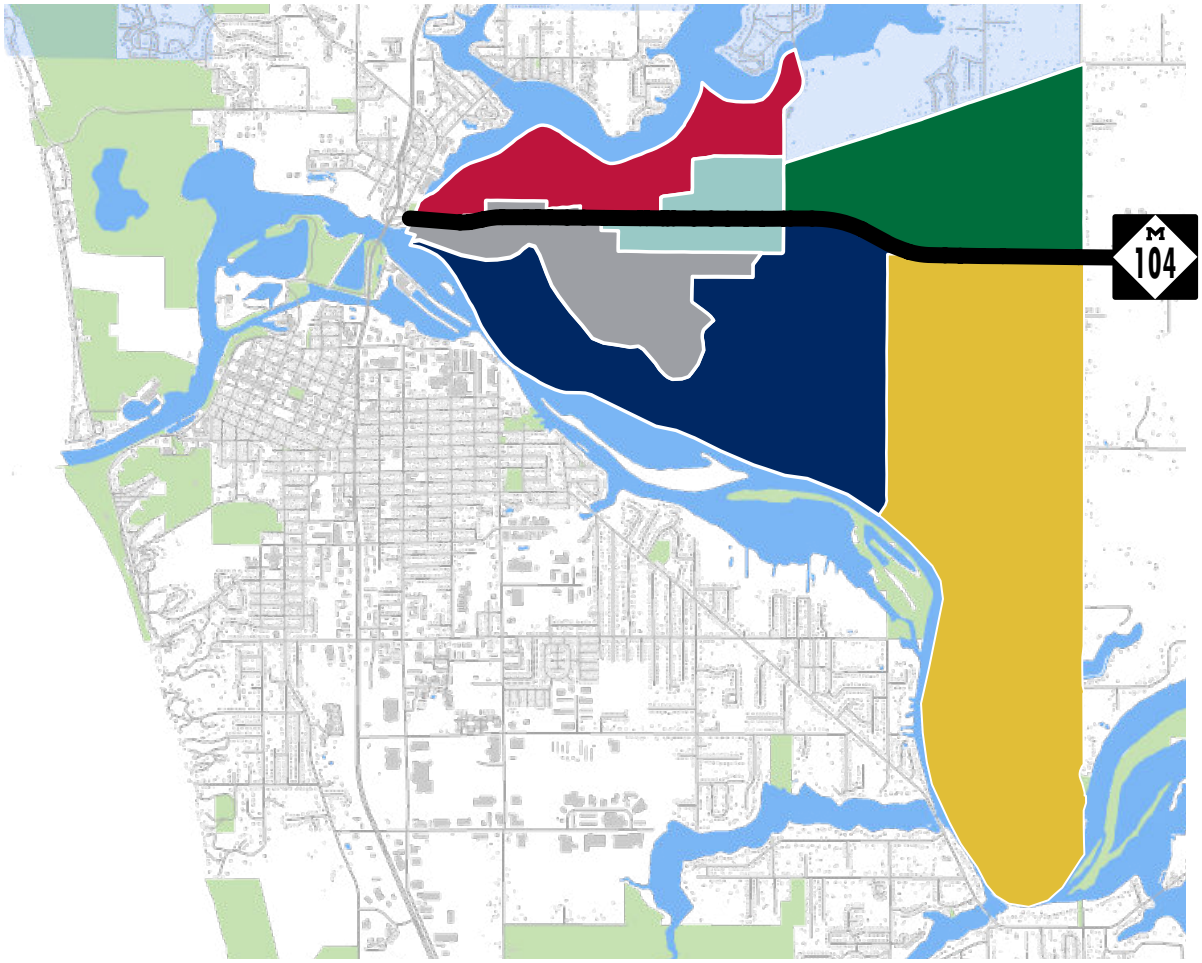
HOUSEHOLD GROWTH

Between 2010 and 2024, growth in the number of households exceeded population growth in both Spring Lake Township and the Village of Spring Lake. In the Township, excluding the Village, population growth was 10.2 percent, while the number of households grew by 17.7 percent. This is consistent with regional and national trends related to a reduction in household size.

	Population			Households		
	2010	**2024**	**Percent change**	**2010**	**2024**	**Percent change**
Spring Lake Township	11,791	12,998	10.2%	4,652	5,476	17.7%
Village of Spring Lake	2,410	2,519	4.5%	1,151	1,205	4.7%

POPULATION OF THE M-104 CORRIDOR

While 15,517 residents live in Spring Lake Township and the Village of Spring Lake, there are just over 7,000 residents living in the Census Tract Block Groups that border the M-104 corridor. With average annual daily traffic counts as high as 26,000 vehicles, the corridor carries tens of thousands of travelers who do not live in Spring Lake Township or Village.



POPULATION BY CENSUS BLOCK GROUP

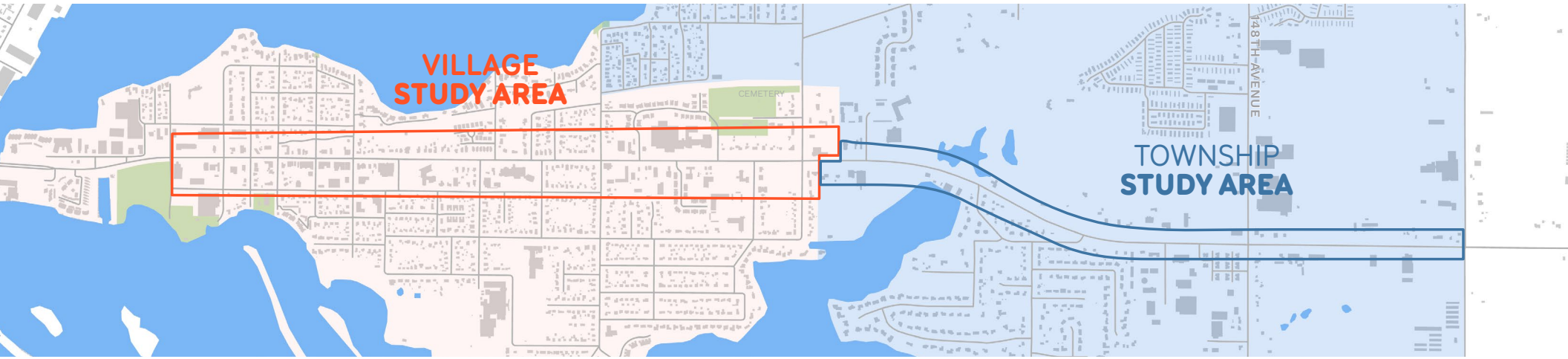
842	211.01
622	211.02
1,097	211.03
2,191	211.04
1,132	205.01.02
1,350	205.01.03
7,234	

Source: U.S. Census Bureau, ACS 2024

Existing Conditions

This section documents the current characteristics and performance of the M-104 corridor through Spring Lake Township and the Village of Spring Lake using quantitative data and qualitative planning concepts. It examines land use patterns, zoning, property values, roadway character, traffic volumes, and corridor operations to establish a comprehensive baseline understanding. The analysis also evaluates safety through crash records, assessed non-motorized activity patterns, and considers urban design and aesthetic elements. Together, this information creates an objective foundation for identifying issues, opportunities, and potential changes to the M-104 corridor.

M-104 CORRIDOR STUDY AREAS



SPRING LAKE TOWNSHIP

The length of M-104 through Spring Lake Township is approximately 1.5 mile. This segment runs from the intersection of 144th Avenue to the east to near Fruitport Road to the west.

VILLAGE OF SPRING LAKE

The length of M-104 through the Village of Spring Lake is approximately 1.75 mile. This segment runs from near the intersection of Fruitport Road to the east to near Mill Point Park to the west.

PROPERTY VALUES

Traffic exposure and corridor conditions may affect real estate market values. Average residential sale prices along M-104 are 23 percent lower than elsewhere in Spring Lake. An analysis of owner-occupied residential parcels shows substantially lower average sales values for parcels along M-104 than for parcels not along M-104. Among 1,697 residential parcels within Spring Lake Township and the Village of Spring Lake in the most recent assessment roll for Ottawa County, 28 parcels have addresses along Cleveland Street or Savidge Street (Route M-104). Another 1,669 parcels are not located along M-104. Considering sales that occurred between January 2016 and July 2026, the average sale price of parcels along M-104 was $263,683.67, compared to $340,687.05 for those parcels not along M-104. While sample sizes are limited, observed sale prices suggest a possible negative influence associated with direct frontage on the corridor.

The table below highlights two similar parcels sold that were sold in 2026. The parcel located along M-104 (Savidge Street) sold for about $28,000 less than the parcel located along Jackson Street, despite both the structure and lot of the Savidge Street parcel being larger.

	Jackson Street	Savidge Street
Acreage	0.21	0.29
Sales price*	$428,000	$400,000
Assessment when sold*	$146,000	$148,000
Square feet (Zillow)*	1,880	2,280
Price per square foot	$227	$175

*Values rounded for privacy

SALE PRICE COMPARISON

ALONG M-104	**$263,684**
NOT ALONG M-104	**$340,687**

Analysis included 1,697 parcels in the assessment roll meeting the following criteria:

1. 401 property classification code
2. 100 principal residence exemption (PRE)
3. acreage between 0.01 and 1 (inclusive)
4. located in the Village of Spring Lake or Township government unit
5. Sold between 1/1/2016 and 7/28/2026
6. Non-zero sale price
7. Non-condo parcel

As structural square footage is not an attribute value in the assessment roll file, values could not be adjusted to value per square foot calculations.

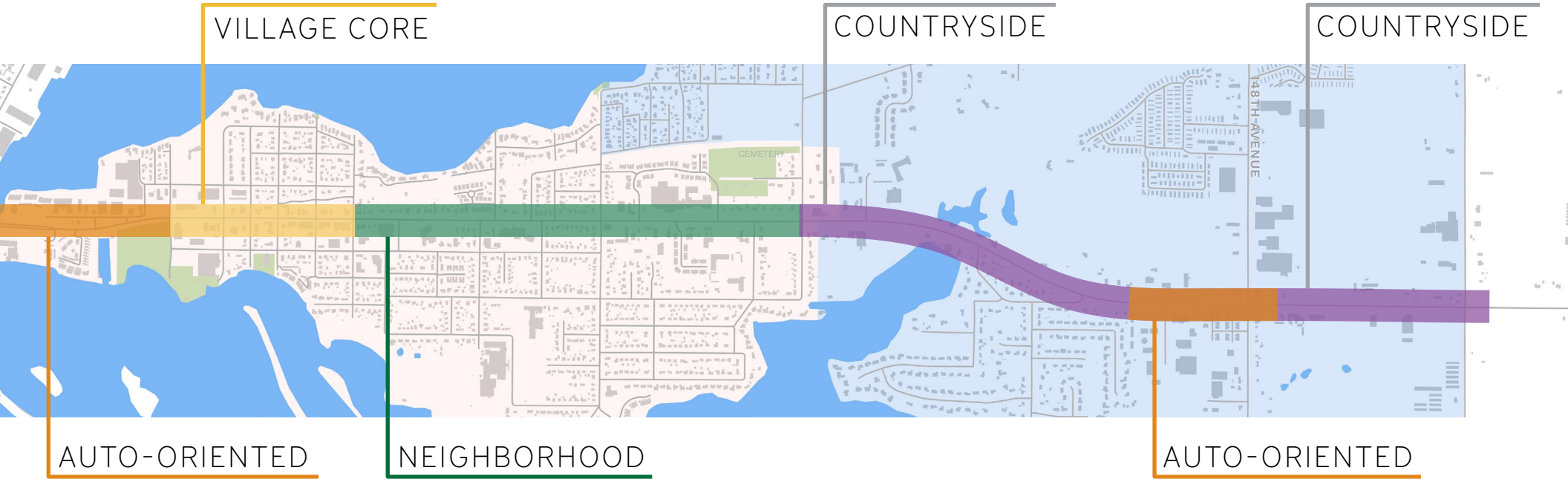
Source: https://gis-ottawacountymi.hub.arcgis.com/datasets/OttawaCountyMI::historicparcels-1?layer=24

Note: 781 parcels recorded more than one transaction since 2016.



ROADWAY CHARACTER

The M-104 corridor supports different roadway contexts as it traverses Spring Lake Township and the Village of Spring Lake. In the Township, the roadway has a classic rural character as well as more auto-oriented design. In the Village, the downtown core offers wider sidewalks and plenty of destinations within walking distance. In the neighborhood character, land uses adjacent to the roadway are primarily single-family homes and institutional.



VILLAGE CORE STUDY AREA

In addition to M-104, Exchange Street is another important corridor that defines the character of the Village. After the public event in September, options for streetscape elements along both corridors will be offered in order to establish a cohesive vision for the downtown core. The vision for the Village is to prioritize pedestrian safety and accessibility through access management improvements, enhanced crossings, reduced curb cuts, and evaluation of additional on-street parking.







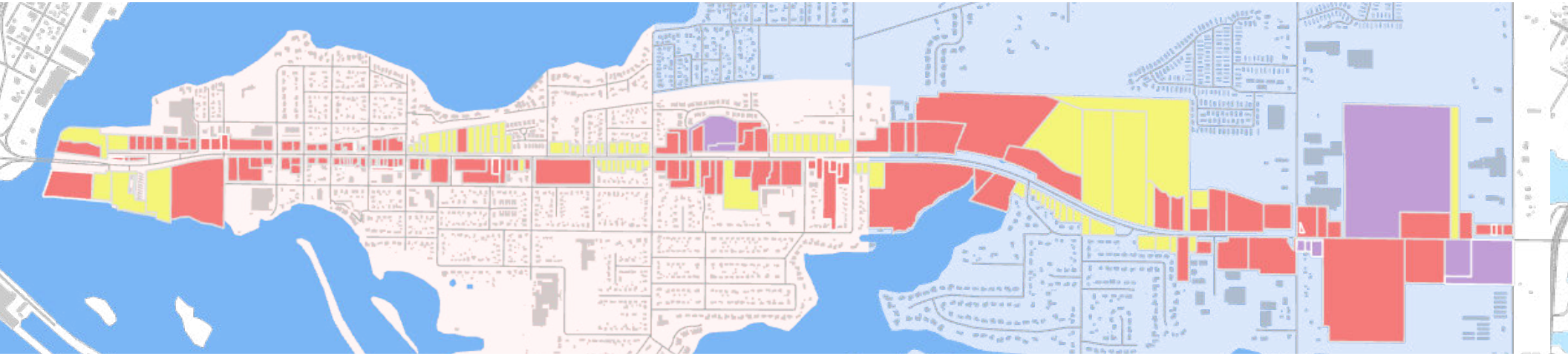
REDEVELOPMENT SITES

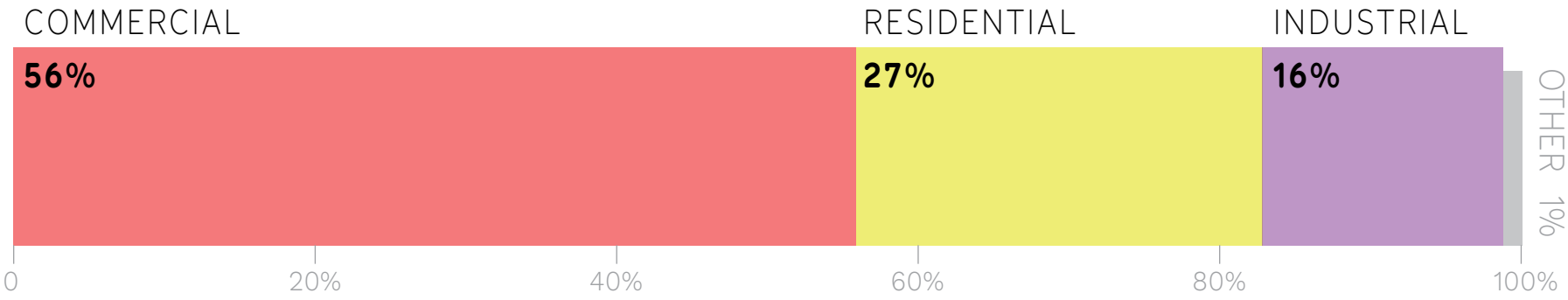
Additional work will create redevelopment concepts for key catalyst sites, including the clock tower property and the area east of the post office, with an emphasis on mixed-use development, public gathering spaces, and effective parking strategies.

CURRENT LAND USE

Though largely commercial, the corridor supports a diversity of land uses

Commercial land uses, such as shopping, restaurants, and offices are spread along the length of the corridor. Considering only parcels with frontage along M-104, the land use with the highest number of parcels is commercial (56 percent). Likewise, residential land use (27 percent of parcels) occurs throughout the corridor. Industrial parcels are less common, occurring in the center of the corridor (Village) and near the eastern boundary (Township).





Excluding vacant parcels

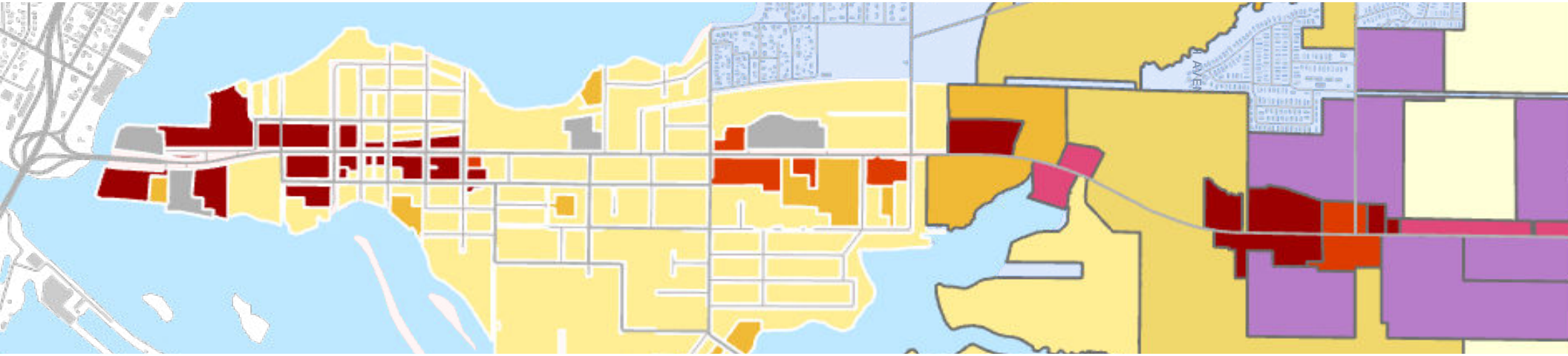
CURRENT ZONING

VILLAGE OF SPRING LAKE

Along the corridor, five zoning districts are present in the Village of Spring Lake (below). In the downtown core, most parcels are zoned Central Business District. In the more residential area to the east, the predominant zoning category is single family residential.

SPRING LAKE TOWNSHIP

Areas adjacent to the corridor in the Township are zoned into one of eight categories. Larger parcels are zoned as Medium Density Residential, with a focus on High Density near the boundary with the Village to the west. In the eastern section of the corridor, parcels are zoned as General Commercial, Mixed-use Commercial, and Light Industrial .



VILLAGE

- Central Business District (CBD)
- Community Commercial (C)
- Multi-Family Residential (MFR)
- Single Family Residential (SFR)
- Planned Unit Development (PUD)

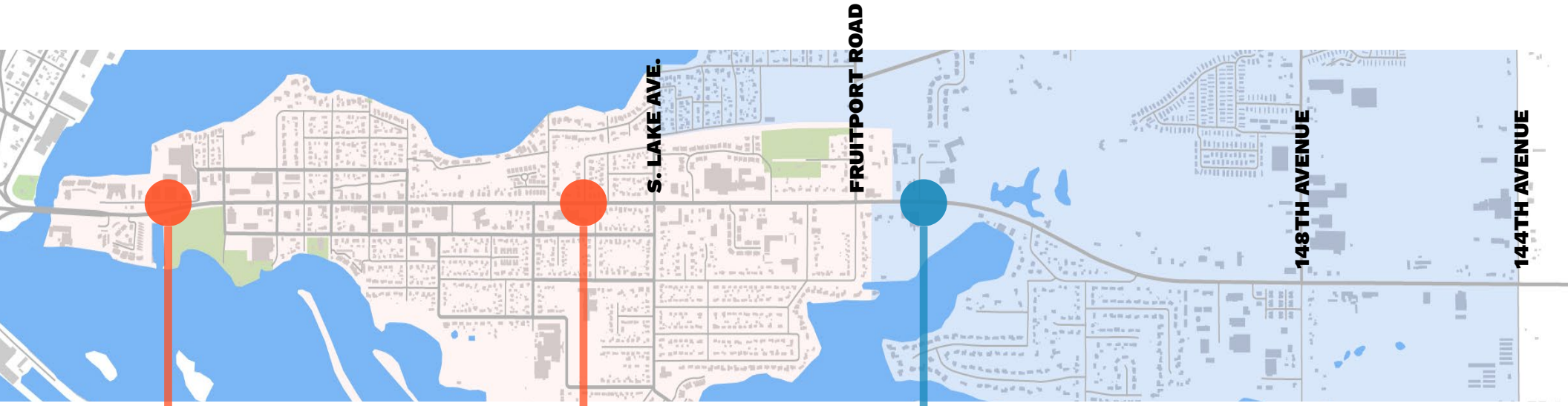
TOWNSHIP

- General Commercial (GC)
- Mixed Use Commercial (MU)
- Neighborhood Comm. (NC)
- Light Industrial (LI)
- High Density Res. (R-4)
- Medium Density Res. (R-2)
- Low Density Residential (R-1)
- Rural Residential (RR)

AVERAGE ANNUAL DAILY TRAFFIC (AADT)

The western portion of the corridor, near US-31, functions as the community's primary vehicular gateway.

Traffic data shows higher volumes along M-104 near the bridge to US-31. Estimates decrease along M-104 moving eastward, where the lowest recorded figure of nearly 16,000 vehicles per day occurs just east of the intersection with Fruitport Road.



26,242
2025

EASTBOUND
13,222

WESTBOUND
13,020

19,570
2025

15,968
2025

EASTBOUND
8,278

WESTBOUND
7,771

HISTORICAL AADT

Traffic volume data since 2010 shows consistent fluctuations over time. These fluctuations are consistent with constraints of traffic counts. Since 2020, when traffic counts were much lower due to COVID-19, volumes have steadily increased at the location near the bridge to US-31. The most recent figure, taken near the intersection of M-104 and Marina Bay Drive in 2025, recorded 26,200 vehicles. In 2009, the same intersection recorded an AADT of 27,241 vehicles.

WHAT IS AADT?

Annual Average Daily Traffic (AADT) is one of the most commonly used traffic engineering metrics. It represents the average number of vehicles that pass a point on a roadway during a typical day over an entire year.

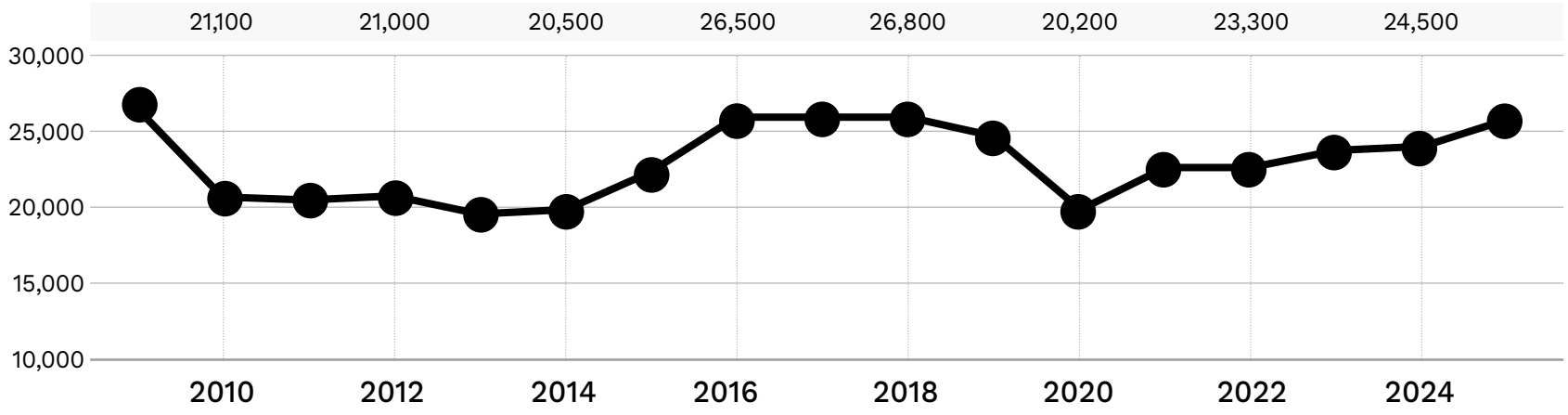
Because it smooths out daily and seasonal fluctuations, AADT offers a consistent basis for comparing roads across a network.

AADT is useful for general understanding of existing conditions, but it has several important limitations.

- **It hides seasonal variation.**
  AADT is an average. Two roads can have identical AADT values but very different traffic patterns.
- **Does not reflect peak conditions.**
  As an average AADT does not communicate volume that may occur during very popular events, like the Grand Haven Coast Guard Festival
- **Vehicle composition is not reflected.**
  Different types of vehicles exert different stresses and effects on a roadway. A two-door hatchback, for example, has a different impact on M-104 than a tandem trailer hauling gravel.

TRAFFIC VOLUME BY YEAR

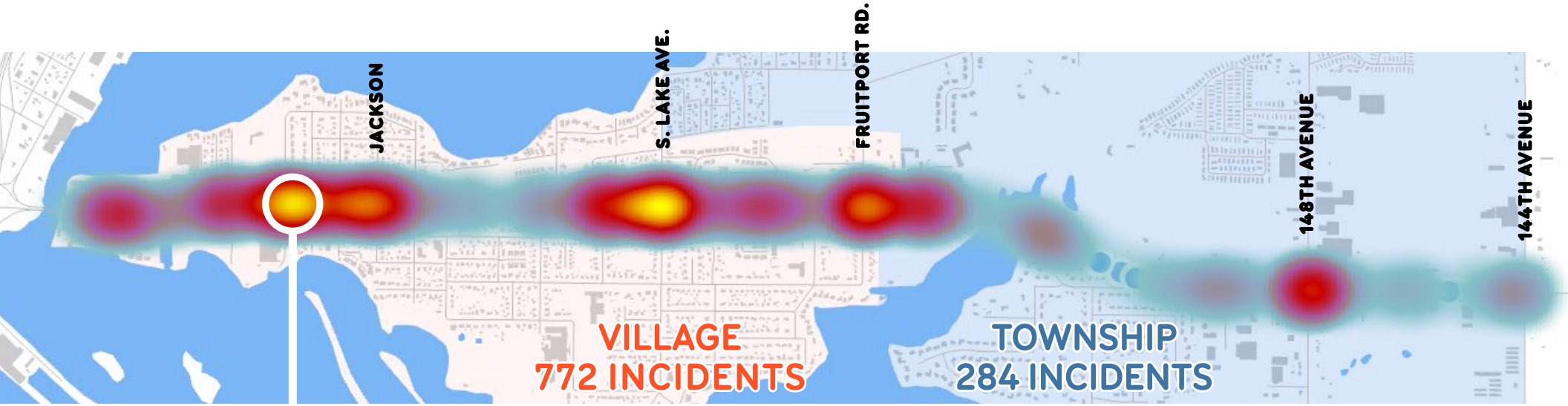
M-104 & MARINA BAY DRIVE



VEHICLE COLLISIONS

1,056 recorded incidents between 2014 and 2026

Official crash data originates with the law enforcement agency that investigates the crash. Officers complete crash report, which is submitted to the Michigan State Police (MSP) and added to the Traffic Crash Reporting System (TCRS) database. By law, Michigan law enforcement agencies must submit qualifying crash reports to MSP. Records in this database show 1,056 traffic incidents between January 2014 and April 2026 occurring along M-104 between 148th Avenue and the bridge to US-31 at the west boundary of the Village of Spring Lake. The map below shows a higher concentration of incidents in the Village, with even higher concentrations at signalized intersections.



HOT SPOT: M-104 & SCHOOL STREET

In addition to hot spots at traffic signals—148th Avenue, Fruitport Road, Lake Avenue, and Jackson Street—the map (above) illustrates a significant hot spot of incidents at the intersection of School Street and M-104 between 2014 and 2026. This is likely attributable to vehicles from School Street turning westbound onto M-104. Another scenario could be vehicles from Rex Street (north of M-104) turning left to travel eastbound along M-104.



The intersection of School Street (south, left) and Rex Street (north, right) and M-104.

DEER INVOLVED CRASHES

2014-2026

The Township recorded more deer-involved crashes than the Village

With less development and a more rural environment, it makes sense that there are more vehicular crashes involving deer in the Township than in the Village. The map (above) shows a that nearly every portion of M-104 through the Township has experienced a deer-involved collision since 2014. In the village, nine deer-involved incidents were recorded over the same period.



PEDESTRIAN & BICYCLIST INCIDENTS

VILLAGE

In the Village of Spring Lake, five pedestrian incidents and three bicyclist incidents were recorded between 2014 and 2026.

TOWNSHIP

In Spring Lake Township, one bicyclist-involved incident was recorded between 2014 and 2026.



5 REPORTED PEDESTRIAN INCIDENTS

4 REPORTED BICYCLE INCIDENTS

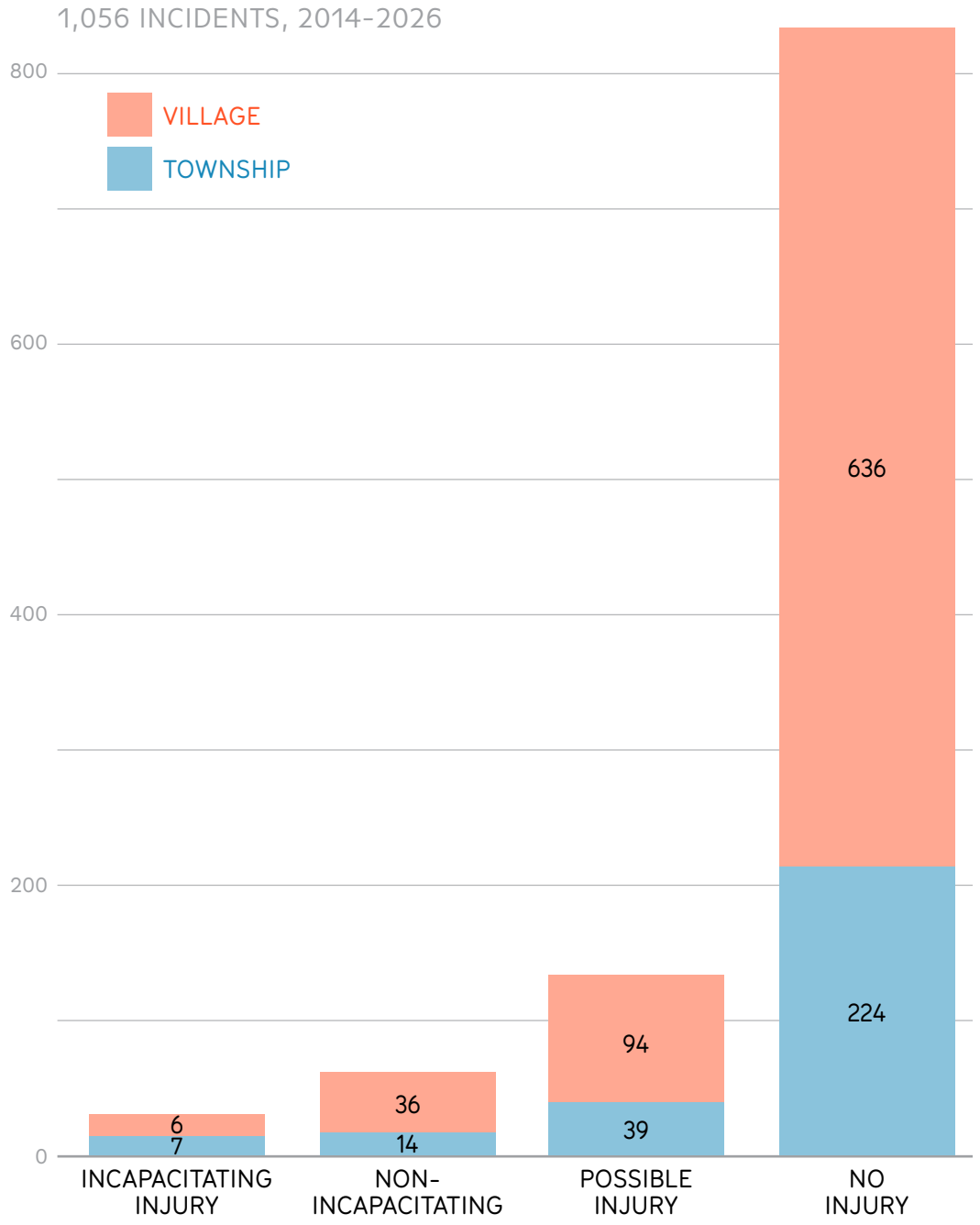
The higher number of incidents in the Village core aligns with higher number of both vehicles using the roadway and higher activity of people walking and on bikes.

CRASHES BY SEVERITY

Statistics help reveal long-term patterns in order to better understand how the roadway is serving the community.

The vast majority (81 percent) of recorded traffic collisions along the M-104 corridor are categorized as no injury, meaning no parties were injured in the incident. About 13 percent of crashes were categorized as possible injury incidents, followed by 50 crashes (about 5 percent) with a non-incapacitating injury. A non-incapacitating injury is an injury that is evident to the reporting officer but does not prevent the injured person from walking, driving, or otherwise continuing normal activities at the scene.

Lastly, 13 incapacitating injuries were reported. An incapacitating injury (often called a serious injury or A-injury in crash reporting) is an injury that prevents a person from carrying on normal activities immediately after a crash. In practical terms, the injured person cannot function normally at the scene because of the severity of the injury.



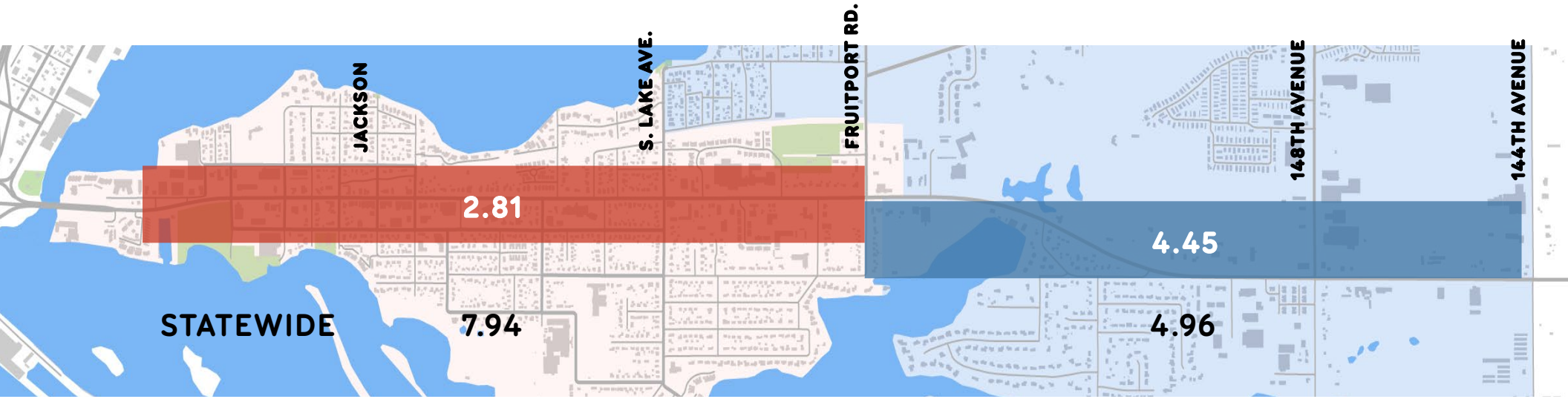
Smaller figures not shown to scale to preserve legibility.

SEVERE CRASH RATE

DATA FROM 2021-2025

Severe crash rate below the statewide average for similar roadways

An analysis of the severe crash rate for the Township and Village sections of the corridor reveals a rate below the statewide average for similar roadways. The severe crash rate in the Township section for incidents between 2021 and 2025 was 4.45, compared to 4.96 for Michigan overall. In the Village, the rate was 2.81, which is much lower than the statewide figure of 7.94. This disparity is likely due to the more developed nature of the roadway, with more turning movements and a lower speed limit than many segments of state trunklines.



NORMALIZED BY VEHICLE MILES TRAVELED

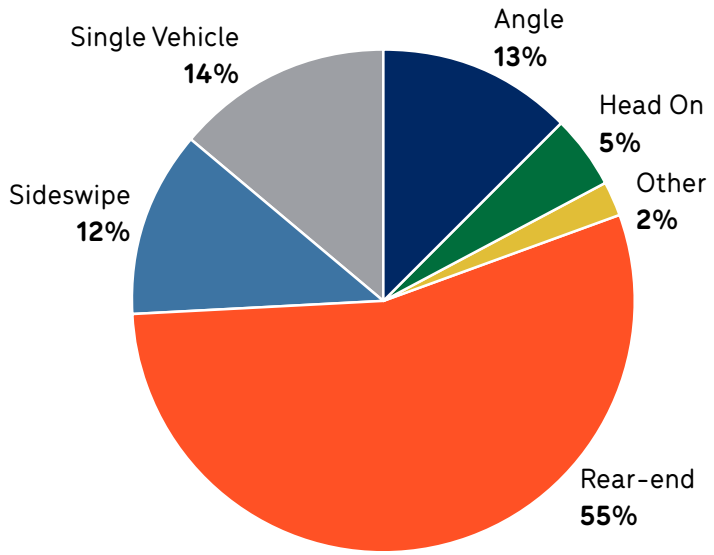
In transportation engineering, a severe crash rate normalized by Vehicle Miles Traveled (VMT) is used to compare safety performance across roadways, intersections, corridors, or jurisdictions that carry different amounts of traffic. Simply counting severe crashes can be misleading because higher-volume facilities naturally tend to experience more crashes. A roadway with a higher rate is generally performing worse from a safety perspective than one with a lower rate, even if the total crash count is smaller.

CRASHES BY TYPE

The crash type distribution from 2014-2026 is heavily dominated by rear-end crashes, which account for 55% of all recorded crashes and represent more than half of the total crash experience within the study area. Single-vehicle crashes (14%), angle crashes (13%), and sideswipe crashes (12%) form a secondary tier of crash types, each contributing a similar share of crashes and collectively accounting for 39% of the total. Less frequent crash types include head-on crashes (5%) and other crash types (2%), which together comprise only 7% of all crashes.

The predominance of rear-end crashes suggests that traffic operations, vehicle queuing, stopping behavior, and following distances may be key factors influencing safety performance. The relatively even distribution among single-vehicle, angle, and sideswipe crashes indicates that both roadway geometry and driver maneuvering conflicts contribute to crash occurrence.

2014-2026



TRAFFIC VIOLATIONS

Public records from the Ottawa County Sherriff's Office show a total of 667 traffic violations issued by law enforcement officers between January 2021 and April 2026 along M-104 between E. 144th Avenue and Mill Point Park in the Village of Spring Lake. Between January 2021 and April 2026, *speeding* was the most frequently cited violation with 291 citations, far exceeding any other offense in the dataset.

Failed to Stop Within Assured Clear Distance ranked second, followed by *Disregarded Red Light*, indicating that speed- and intersection-related violations are common issues. Less frequent violations included *Impeded Traffic* (14 citations), *Failed to Yield Right of Way at Intersection* (12 citations), and *Careless Driving* (10 citations). Overall, the citation data suggests that speeding is the dominant enforcement concern, with a substantial number of citations related to driver compliance with traffic control measures and safe vehicle operation.

JANUARY 2021-APRIL 2026

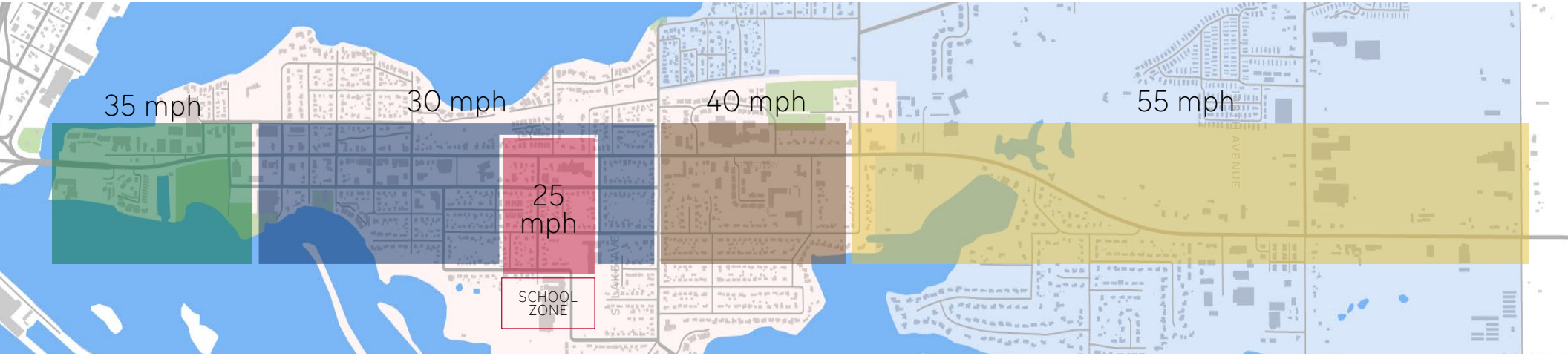
Violation Description	Number of Citations
Speeding	291
Failed to Stop Within Assured Clear Distance	112
Disregarded Red Light	85
Operating While Intoxicated (OWI)	40
Improper Lane Use	19
Disobeyed Traffic Control Device	15
Impeded Traffic	14
Failed to Yield Right of Way at Intersection	12
Careless Driving	10

Showing violation types with 10 or more citations issued between January 2021 and April 2026.

SPEED LIMITS

Five distinct speed zones along the corridor

From 144th Avenue to the east almost to Fruitport Road to the west, the speed limit along the corridor is currently 55mph. This section of the corridor includes several different types of lane configurations and one traffic signal. Also within this 55mph zone are passing and no passing zones indicated both by pavement striping and roadway signage. West of Fruitport Road, where the character of the roadway is less pastoral, there are three primary speed zones: 40, 30, and 35mph. Within the 30mph zone in the Village of Spring Lake is a 25mph school zone of about 1,300 feet along the frontage of St. Mary's Catholic School.



BRIDGE CONTEXT

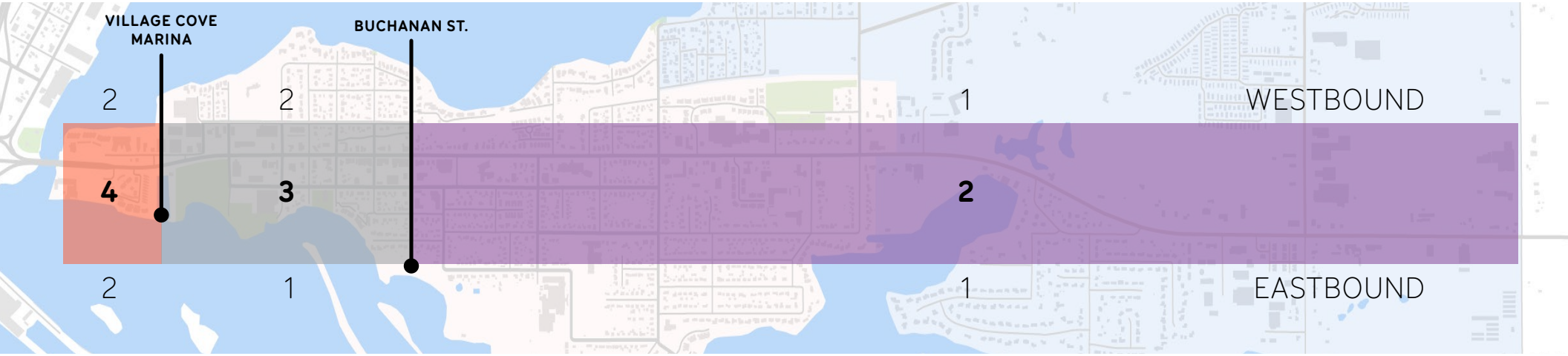
The character of M-104 near the entrance to the bridge linking the roadway to Ferrysburg and US Highway 31 is distinct from the rest of the corridor, with highway signage and wide lanes. Despite the ample infrastructure, the posted speed limit in this area is 35mph.



THROUGH LANES

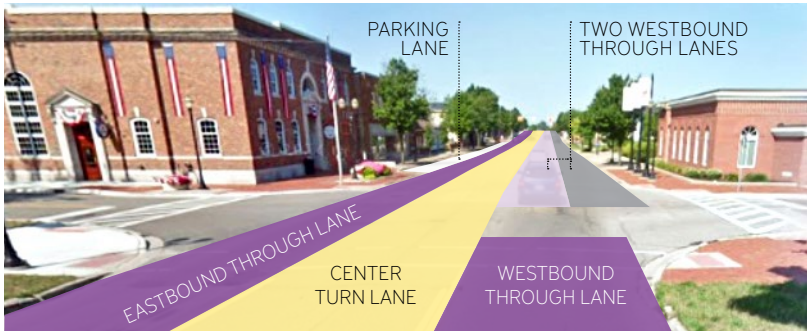
Between two and four through lanes throughout the corridor

For 2.6 miles along the corridor, M-104 has two through lanes with intermittent turn lane capacity at certain intersections. West of Buchanan Street in the Village of Spring Lake,however, there is a second through lane for westbound traffic. When a roadway shifts from two through lanes to three through lanes, the additional lane generally improves roadway performance by increasing capacity and reducing conflicts between vehicles. The third through lane in the Village increases the overall traffic capacity of the corridor, allowing more vehicles to move through the area during peak travel periods. The extra lane improves traffic flow by providing additional opportunities for motorists to maneuver around slower-moving vehicles and maintain more consistent speeds.



ADDITIONAL WESTBOUND THROUGH LANE WEST OF BUCHANAN STREET

West of Buchanan Street, M-104 has two through lanes throughout the corridor. East of Buchanan Street, a second through lane begins in the westbound direction. West of Savidge Court, in front of Barrett Boat Works, a second through lane exists for eastbound traffic until merging in front of Mill Point Park into one eastbound lane for the duration of the M-104 corridor.



STRAVA DATA

Most Strava users travel twice as far to use a safer crossing.

MAY 2024-APRIL 2026
WALKING & RUNNING

Existing crossing opportunities do not align with desired pedestrian travel patterns. Using data from Strava, a mobile application used to track outdoor activities, the patterns of individuals traveling through Spring Lake Township and the Village of Spring Lake show a preference for safer crossing opportunities. According to the Strava data, most users prefer to cross Savidge Street at an intersection with a traffic signal—like Jackson Street. In fact, many people are willing to travel twice as far to safely cross at a signalized intersection.



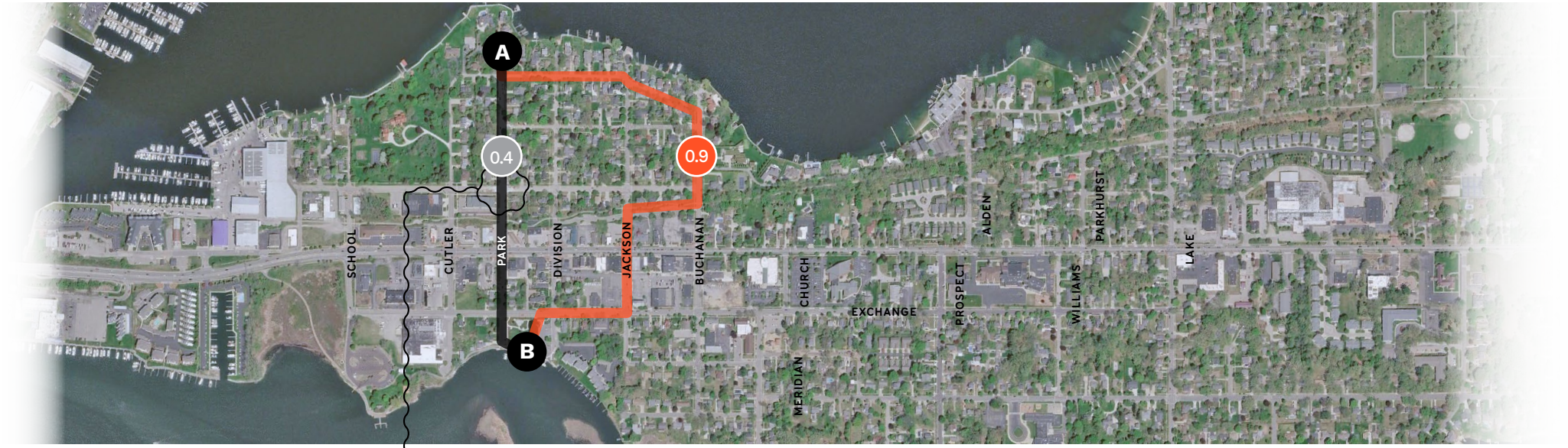
SCHOOL & SAVIDGE

From Point A to Point B, the shortest route would be to cross Savidge Street at School Street. Instead, most Strava uses travel more than twice as far in order to safely cross Savidge Street under the bridge to the west.



STRAVA DATA

MAY 2024-APRIL 2026
WALKING & RUNNING



PARK & SAVIDGE

From Point A to Point B on the map above, the intersection of Park Street and Savidge Street would allow the shortest path distance for someone walking. However, many people on foot choose to cross Savidge Street at the intersection of Jackson instead—with a traffic signal.



PEDESTRIAN CROSSINGS

Fifteen-minute walk between signalized intersections

Walking between the two signalized intersections in the Village of Spring Lake takes about 15 minutes. This distance can be a deterrent for people crossing M-104 during high-traffic periods, and may lead to people crossing the corridor improperly.



Twenty-minute walk between preferred crossings

According to Strava data, most users prefer to cross M-104 by using the underpass trail under the bridge to US-31 (at right). Though this route adds distance and time to a non-motorized trip, many people value the safety offered by an off-road network.




SPRING LAKE
LAKESIDE
SUNNYSIDE
PARK
HAMMOND BAYOU
MUSKEGON
TRUNK
GRAND RAPIDS & GRAND HAVEN
LLOYDS BAYOU
EASTMAN ST.
OAK PARK PLAT
RIVER
CHURCH
Cemetery
Johnson & Anderson
Johnson & Lillie
Kieft & Roosenn
Peter De Witt
Rob't. McLean
I. B. West
D. G. Alston
Hugo Thum
W. C. Barel Est.
F. A. Soule Est.
Mrs. Soule
H. S. North
John Wierenga
Savidge, Est.
Henry George
John Staple
A. Parkhurst
J. Drefein
Thos. Brady
M. Shoemaker
J. Vink
Jacob Young
Anthony Quinton
Thos. Savidge
Geo. Vollmer
John Wills
Olof Shog
H. Bostelman
Farnsworth Est.
Mrs. J. H. Ferry
F. A. Gerhart
Geo. Lehman
Riggs
E. Vos
Devries
Winegar
W. M. Truger
H. Hammond
Frank Cole Est.
H. Vanderwall
Yuk
Drake
Deprez
Prospect Point
Tasche
Bloem
Williams
A. J. Hale
Foster
Julius Nielfre
R. Hamstra
Wells
Nelson
Jeffers
Brandua
Spreine
Volkers
Wagner
Janga
Vanderwoude
Hovering
Zuph
Steinhauser
Hamilton
Vinkemulder
Bolt
Engus
Low
Allen
Nustmeier
Sisson & Lillie
Hoosein
Kieft
Baker
Den
Rad
Wa
mak
Vander
Wall
Hmoll
Bix
Belt
Sema
Coon
Westermus
Vander
Rolk
Ball-house
Flanders
Falls
Hoogstra
Kruezenga
Mulder
Bolthouse
Son
House
Est
H. Bolthouse
Jas. Frazer
J. B. Purple
H. Mc Cune
Jas. Frazer
Hoogstra
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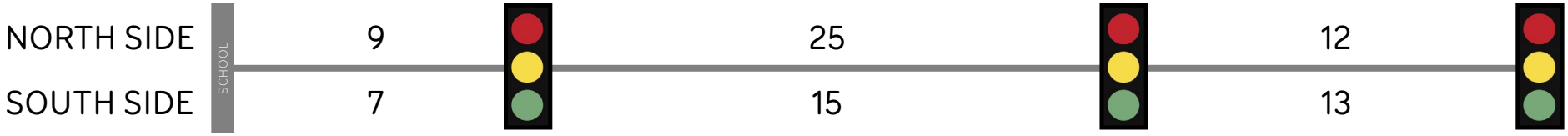
CURB CUTS

The corridor contains 120 curb cuts. While they improve access, they also increase turning conflicts and reduce corridor efficiency.

Curb cuts are one way that property immediately adjacent to a roadway facilitate access for motor vehicles. Cutting into the curb, literally, creates a private driveway from the public thoroughfare that allows vehicles to turn onto the property—usually into a parking lot or drive-thru. While immediate access to a private property from the public roadway is convenient, it is not without trade-offs. More turning movements from the public roadway can create hazards for traffic and may also contribute to congestion due to vehicles turning in and out of the private property. The maps below illustrate curb cuts along M-104 through the Village and Township.

VILLAGE





82 CURB CUTS

CURB CUTS

TOWNSHIP





38 CURB CUTS

AESTHETIC ELEMENTS

The M-104 corridor is more than the central link in Spring Lake's transportation network. People experience the community through multiple dimensions as they travel through along the road, including aesthetic qualities that convey intangible signals to roadway users.

BILLBOARDS

In Michigan, billboards along state trunkline highways are regulated by a combination of state law and local zoning ordinances. Billboards visible from a regulated state highway generally must also comply with Michigan's Highway Advertising Act of 1972 (Act 106) and obtain an MDOT permit. The Village's zoning ordinance prohibits signs located in a public right-of-way or in a private road easement is prohibited—a description that includes billboards (§ 390-101 H). The Township regulates billboards as signs in section 806 of the zoning ordinance, Standards for Certain Signs.



Located just west of E. 144th Avenue and M-104, these two billboards are the first advertising visible to people entering Spring Lake Township from Crockery Township.

HOW MANY BILLBOARDS?

- Billboards visible to **westbound** travelers: 9
- Billboards visible to **eastbound** travelers: 2
- Along the south side of M-104: 4
- Along north side of M-104: 7



Location of existing billboards along M-104 in Spring Lake Township.

SIGNAGE

The M-104 corridor contains a diverse mix of sign types that contribute to business visibility, corridor character, and wayfinding. Common sign types include window signs, wall signs, projecting signs, marquee signs, awning signs, banner signs, monument signs, pylon signs, pole signs, sidewalk signs, electronic message centers, and multi-tenant directory signs, each serving a distinct function within the commercial environment.

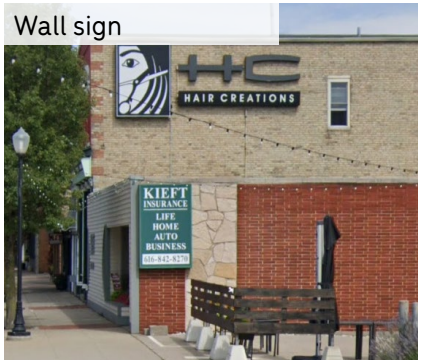
Building-mounted signs, such as wall, window, projecting, marquee, and awning signs, are generally scaled to pedestrians and help reinforce an active streetscape, particularly within village centers and traditional commercial districts. Freestanding signs, including monument, pylon, pole, and multi-tenant directory signs, provide greater visibility for motorists and are prevalent along higher-speed roadway segments and at commercial centers with multiple tenants. Temporary signs, including banner, feather, and sidewalk signs, offer businesses additional opportunities for advertising and customer engagement but often require specific zoning standards to address placement, duration, aesthetics, and pedestrian accessibility.

From a planning and zoning perspective, the variety of sign types observed along the corridor highlights the need for a coordinated sign ordinance that balances business identification and economic activity with community character, traffic safety, visual quality, and long-term corridor design objectives.

Window sign



Wall sign



Feather sign



Monument sign



Sidewalk sign



Monument sign



MULTI-TENANT

In both the Village of Spring Lake and Spring Lake Township, signage is regulated through local zoning ordinances that establish standards for permitted sign types, size, height, location, illumination, and maintenance.

Projecting sign



Marquee sign



Banner sign



Pole sign



Awning sign



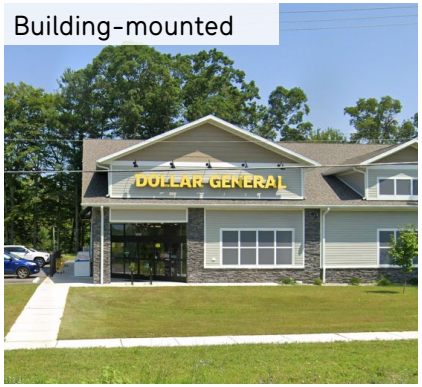
Pylon sign



What type??



Building-mounted



Electronic message centers



Pole sign



MULTI-TENANT

SIGN INVENTORY

Within the 3.4 mile study area, there are 90 official highway signs in the public right-of-way. Among these 90, there are 11 distinct categories of signs and 32 varieties of signs within these categories.



SPEED LIMIT

There are 15 speed limit signs along the corridor, ranging from 25mph in the Village to 55mph in the Township.



LANE CONFIGURATION

There are 13 land configuration signs, of four different varieties, along the corridor.



TRAFFIC SIGNALS

There are four traffic signals along the corridor, two in the Village and two in the Township.



ROUTE INDICATORS

There are nine route indicator signs, of three different varieties, along the corridor.



WARNINGS

There are nine warning signs along the corridor of six varieties, from traffic signal warnings to reduced speed zones.



PASSING INSTRUCTIONS

There are nine passing instruction signs, of four different varieties, along the corridor.

Appendix A

Notable newspaper articles concerning M-104.

Grand Haven Tribune
May 4, 1950

TRAFFIC HAZARDS ON M-104

The arrival of spring—and its increase in traffic—again reminds us that the traffic problem on M-104 is far from solved. Spring Lake village's plan to try out restricted parking in the business section is one sign of the increasing congestion in that area.

Spring Lake has repeatedly petitioned the state highway department for a traffic light at the intersection of Savidge and Jackson streets, and another survey has been promised. Meanwhile complaints are pouring in over the lack of adequate markings at either end of M-104, at Nunica and the junction with US-31.

We sympathize with the mountainous problems of the highway department. The winter has been tough on roads generally and we join in the feeling that without additional revenue, the department cannot do a first-class job of new construction or even repair of existing highways.

It should be pointed out, however, that a traffic light for the junction US-31 - M-104 was promised by the department last fall. And it does seem that after the department's effort to improve M-104, the job would not be left half done. There are several very rough stretches on this highway. And the federal trunkline junctions are very dangerous as they stand. The approaches to both US-31 and US-16 force the M-104 drivers to engage in traffic dodging if they hope to get onto these highways at all.

As for the traffic light in Spring Lake, we have noted often that Dick Levingstone, village traffic officer, is an unduly busy man when school children are crossing Savidge street at the Jackson corner. His work would be greatly simplified if he had a traffic light to help him.

We agree that too many traffic lights on a state or federal highway hinder rather than help in the movement of traffic. The chief trouble, the highway department says, stems from "the human element." The lights are left running when they are not needed and should be turned off. But the local authorities don't pull the switch.

This could be remedied, we should think, by simply drawing up an agreement between local authorities and the department and then enforcing the agreement. Be that as it may, we hope that the department won't wait until August to place the lights and markings which are needed right now. The cost of these things are modest compared to over-all road improvement, and belong to general maintenance. It should not take spring weather—or the caustic remarks of citizens—to remind the department of this fact.

M-104 Will Be Open Next Week

Widening, Installation of Culverts Is Nearly Completed

Highway M-104 from the country club road to Nunica will be opened some time next week according to Harold Rice, state highway engineer in charge of the job. The completion date is Oct. 15 and the contractors, Gould and Cross of Grand Rapids, have completed the work of installation of culverts and paving, except about 100 yards to connect M-104 with the new section of US-16 which is being laid this week to skirt the village of Nunica.

The road has been widened from 16 and 18 feet to 22 with nearly a mile of new pavement laid in the nearly five miles improved on the M-104 stretch.

A big fill at Black creek, which has raised the pavement 32 feet was the major project in the improvement. About a half mile of new pavement has been put in over this stretch. Another fill farther east has been completed and the pavement is done.

Temporary guard rails will be erected at these fills until the highway commission can place permanent guard rails. Rice said he would open the road before all the work is done to accommodate traffic in that area which has been cut off since early in June.

Paving New Curve

The roadway on US-16 at Nunica is being rushed to take advantage of the favorable weather. Wednesday afternoon concrete pouring started on one section which is 24 feet wide. It will be completed this week, but the highway will probably not be opened until early in November as there is still a large amount of work to be done on this section. US-16 swings off a few feet west of the bridge over Crockery creek, swings back of the Joe Krause gas station and joins up with US-16 leading to Muskegon. The highway in that section is 36 feet wide at Nunica and tapers off to 24 feet.

The central concrete mixing plant is just outside Nunica and a crew of some 65 men are working on fills, road leveling, concrete pouring and breaking out old pavement. Some of the men are living in trailers so there is quite an active colony. The equipment necessary is interesting and gives one an idea of how road work is being done today in comparison to when the old pavement was laid some 30 years ago.

Blacktop paving will be "feathered" from the new stretches to the old to make the highway smooth. There is a probability that the entire stretch of M-104 may be blacktopped in the future but that improvement is not on the present schedule, said Rice.

There are some stretches that have been widened that are a bit rough. With blacktop this would be an improvement which would complete the job for years.

Grand Haven Tribune
October 13, 1949

To Seek Bids on Further Paving Of Highway M-104

Bids on more than four and a half miles of concrete base widening and bituminous concrete on M-104 from Nunica west toward Spring Lake will be advertised for next week.

Similar improvements are scheduled for a short stretch of US-31 at the M-104 junction across the Grand Trunk Western tracks, Ralph F. Swan, director of the state highway department public relations division reported today.

This is a sequel to M-104 improvements which started in April of last year. Two culverts were constructed, several strips of new pavement laid and the narrow pavement on the route was widened to 20 feet.

A change in traffic handling at the "Y"—junction of M-104 and US-31—was made by the highway department at the time construction was started on other portions of the route. In September last year an additional strip of pavement, 11 feet wide, was added at the junction which has partially alleviated congestion at this point. Plans for placing a light at the "Y" have been considered by the department but no action has been taken.

The Spring Lake village council and Chamber of Commerce contacted the highway department in May, requesting that the old method of handling traffic at the "Y" be reinstated pending a more adequate solution. The department, however, has stood by its decision that the old route was unsafe.

Resurfacing of M-104, together with the new pavement now in use, will greatly improve this important link between US-31 and US-16 which handles a great volume both of commercial traffic and inland traffic headed for the local state park and resorts.

Grand Haven Tribune
July 8, 1950

OPPOSE PARKING BAN

S.L. Objects to State's Rules for New Signal

A recent traffic count made by officials of the State Highway Department indicates that Spring Lake traffic now warrants a traffic light at the intersection of Jackson and Savidge streets, it was reported Monday night by the Spring Lake Council.

In a telephone call to Village President George Smith, highway department officials reported that preliminary approval for the light had been given, but [illegible] conditions to be fulfilled first.

The department said that all parking should be prohibited on the north side of M-104 the entire length of Spring Lake, that parking be prohibited on both sides of M-104 from Park street to the jackknife bridge and that Exchange be made a through street between Lake and Jackson Sts.

Councilmen took exception to each of the three provisos. They argued that parking already is prohibited on the north side of M-104 from Lake avenue to the business district and that even though parking is permitted on both sides of M-104 in the business districts there still are four lanes open to through traffic.

They also argued that making Exchange a through street would speed up traffic too much past St. Mary's and the Junior High schools.

The highway department officials declared they could see no necessity for a second traffic light at the intersection of M-104 and Lake avenue. They said, however, that they would recommend placement of no parking signs on both sides of the streets at the intersection and removal of trees for better visibility by motorists.

Councilmen were unanimous in recommending that Village Attorney Harvey Scholten draw up a resolution that would be signed jointly with Spring Lake Township officials requesting that the Lake avenue traffic light be reconsidered.

Other Matters

In other matters Council also:

Referred to the parks committee for study and possible action [illegible]

Conservation Department officials on the wooded area near the Spring Lake Yacht Club. The report showed that the area contains considerable material of commercial value which the department feels should be marked and removed to prevent further loss. The area contains a number of birch, oak, elm, hemlock and some pine trees that are growing too large for their roots to hold firmly in the sandy soil; it is feared they may be toppled by storms, causing them and other nearby trees to be splintered in the falls.

Approved the $13 per ton bid of Spring Lake Ice and Coal Co. to supply coal for the village during the coming winter. It was the only bid submitted.

Denied two requests to supply village water to residents living in areas adjacent to the village, asserting that present water mains east of the village are too small to handle additional users.

Granted permission to the Spring Lake Reformed Church to erect two signs on Savidge street advertising the church's location.

Discussed the re-establishment of the Spring Lake Safety Mothers traffic patrol for the coming year and learned that a meeting has been called with the volunteer group during the next few days.

Grand Haven Tribune
August 16, 1955

State Considers M-104 Extension

The State Highway Department is considering the city's request to extend M-104 to the State Park, via Jackson and Madison to Water streets.

City Manager R.V. Terrill reported at the council meeting Monday night that Don Cruise, chief planning engineer, discussed the route extension proposition with him at a recent highway conference in Grand Rapids.

Both the manager and Robert VanHoef, city planning advisor, explained the need for opening the route to serve the Oval.

Cruise said that a general review of all such extensions to state parks was taken up with the commission and a policy determined. He acknowledged the need but would give no commitment.

Authorization for execution of five deeds for merchants acquiring additional alley property from former city "boneyard" property was granted. They were prepared by City Attorney Howard Fant for Nick Andros, Charles VanLente, Guy VanLopik, William Viening, Emory Holzinger.

Bills were approved totaling $674,963, including $20,266 general fund; $56,610, board of public works; $577,991, special tax roll settlement; $3,417, water department; $718 sewage; $132, pension fund; $15,826 Municipal Hospital.

Members of the Charter Study Commission also were present at the council meeting to hear the discussion on the power plant issue. That group recently began a new study of city regulations to present to voters at a later date.

Grand Haven Tribune
March 18,1958

Bottleneck Now Is M-104 Signal Light

Traffic moved across half of the new bridge today but it will be "a couple of weeks" before the congestion problem is solved.

Highway officials said Friday, as they watched traffic pile up, that it will be about that long before the northbound approach is finished. They also said the whole project should be finished by Aug. 1.

The big bottleneck, besides the incompleted stage of the roadway, is the traffic light at the US-31 and M-104 intersection. Northbound traffic must turn left on the same light that allows traffic out of Spring Lake to proceed up the ramp to the new road. When traffic is heavy out of Spring Lake, the cars waiting to head towards Ferrysburg and beyond have little chance to turn left.

SOUTHBOUND traffic, which makes a right turn there, has little trouble.

Highway officials said Friday they may experiment with a flasher signal if the present set up doesn't work out better.

Northbound traffic now picks up the new section at Memorial bridge, drives over the bridge in the east lane of the southbound lane, and leaves the roadway on the ramp at the north end that goes under the viaduct. There, the road branches into three lanes to the intersection at M-104. Cars in the right hand lane go to Spring Lake and those in middle turn left to go through Ferrysburg to the Third street ramp where it picks up the new road again.

Southbound traffic comes down the Third street ramp, goes to the intersection, turns right and follows the ramp to the bridge and crosses it in the west lane of the southbound lane.

Appropriately, the first vehicle up that ramp and the first to cross the officially opened bridge was a Spring Lake man.

"Go that way and you might get your picture taken," a state police officer told Martin C. Anderson, of Spring Lake, at 2 p.m. Friday.

So Anderson went that way and was the first person to drive across the new $3 million double bascule bridge here after it officially opened.

Behind Anderson came a whole string of cars that had backed up old US-31 north because of a tug going downriver and because of a train at the crossing near the old M-104 and US-31 junction.

Behind him were Mr. and Mrs. Dave Ruiter, of Ferrysburg, the second persons to cross.

An odd set of circumstances led to Anderson's honor. First, a freight train began switching at the Grand Trunk Western crossing at the old intersection which tied up traffic. Then the tug Johnston, pushing a barge load of gravel and a digger down stream, appeared and both bridges were opened.

By then, traffic stretched northward from the old bridge, across the intersection and on into Ferrysburg. As the bridges were closing, highway officials told the state trooper on duty to re-route the traffic. Anderson's truck was the first in line at the intersection.

"He told me, 'go the other way and you might get your picture taken.'" Anderson, of Anderson's fisheries, said. "I sure didn't think I would be the first one across." With him was his dog, Smokey.

Road officials had agreed earlier to allow the southbound traffic to cross first and the bridge tender, Bill Erkes, obligingly dropped the gates when Anderson's truck topped the ramp so that newsmen could interview the first person to cross.

Erkes was at the controls of the new bridge when the Johnston came downriver. Francis Kersting was operating the old bridge. The Johnston whistled for the right of way. The new bridge raised and the old one swung as if in final salute to each other.

That was the last official act for the bridge that served this area for the past 36 years, and the first for the modern structure that replaced it.

Even as the first vehicles crossed the new bridge, road crews began breaking up the road to the old one.

Grand Haven Tribune
June 13, 1959

City Officials Go to Lansing on M-104 Plan

Members of the City Council, Planning Commission and Chamber of Commerce will go to Lansing June 28 to discuss the extension of M-104 with the State Highway Department.

A city plan to extend the state highway to the State Park is still under consideration by the highway department, Robert VanHoef, a department planner told the council recently.

The route proposed by the city would take the extension down Jackson and Madison streets to Second street, around the Grand Trunk Railroad property to Water street, and out Water street to the park.

Grand Haven Tribune
June 23, 1960



2 GRAND HAVEN TRIBUNE, Thursday, August 20, 1981

M-104 changes coming

By RUSS HUMPHREY

SPRING LAKE — As the day draws near when autumn leaves the ground cluttered with fallen leaves, school children will be learning the "do's and don'ts" of good citizenship and traffic safety.

But as they find out, parents will have already discovered the "do's and don'ts" of good citizenship and traffic safety as it relates to Savidge Street — state trunkline M-104 — for themselves.

Here's a quick breakdown:

DON'T expect the speed limit to be lowered from 35 mph to 25 mph before school starts.

DO expect the state to conduct traffic flow surveys in the future to determine if lowering the speed limit is justified.

DON'T expect pedestrian overpasses.

DO expect village work crews to trim, paint and clear areas around and on Savidge Street.

DON'T expect traffic to be rerouted out of the village.

DO expect crossing guards, "Belt Man" and new flashing lights in school zones to emerge to help school children safely cross the street.

Wednesday morning 10 public officials — Village Manager John MacLean, councilors John Bolthouse, George Donner and Bill Yonker, State Traffic Engineer Michael Jones, state police Sgt. Tom Bereza, school Superintendent Ted Rycenga, the Rev. Joseph M. Malewitz, Public Works Superintendent John Hansen and village Police Chief Leon Langeland — meet privately for one hour of discussion and another hour of touring village problem spots.

According to MacLean, the group discussed some of the following:

• New flashers and pedestrian crosswalk and road line paintings on Savidge Street.

He said crews have already done some work and are expected to have new flashing lights on school zone signs shortly after school starts.

He said the state will consider putting another pedestrian crosswalk with another "Pedestrian X-ing" sign at DeWitt Lane crossing M-104 to the Central Park area.

• Activate flashers earlier each day.

Some said flashers, activated manually, should start as early as 7:30 a.m. to accommodate band members, he said.

• Crossing guards.

He said a guard will be posted in the Maple Terrace area to help St. Mary's school children cross the state trunkline.

• Trimmings around signs.

He said work crews have their orders to begin trimming brush, tree limbs and other obstructions from near pedestrian signs to make them more visible.

He said the council has the option of passing an ordinance giving the village authority to force trimming to be done by residents if the brush is not on right-of-way.

• Pedestrian crossing buttons at Lake Street.

He said the state will install buttons on the northeast and southeast side of the intersection where no pedestrian buttons exist.

• Improve curbs, gutters and sidewalks.

He said crews will be "matching up" curbs to sidewalks in problem areas in the village.

IN ADDITION, MacLean also noted that the state has agreed to consider some of the following:

• More left turn arrows.

Signs also may be installed above Savidge where it begins to intersect Buchanan.

• Allowing the village to prohibit parking of flammable liquid haulers on Savidge.

• Improvements to the Savidge at Fruitport intersection.

Under study presently, the state would try to make recommendations at the problem intersection where many vehicles pass cars waiting to turn left on the right side of the roadway.

Though the state is studying it, budget restraints may prevent immediate solutions.

All involved with the meeting indicated education was an important ingredient in preventing traffic fatalities.

MacLean said misunderstandings at the Jackson Street intersection have caused problems, dangers and hard feelings.

Jones explained that a sensor imbedded in the pavement on Jackson "counts" the vehicles approaching the intersection.

When a car awaits the traffic light to change, it gives about 45 seconds for the vehicle to cross unless other vehicles are picked up by the sensor, he said. In order to have the signal to stay on for more than 45 seconds more vehicles must be picked up by the sensor.

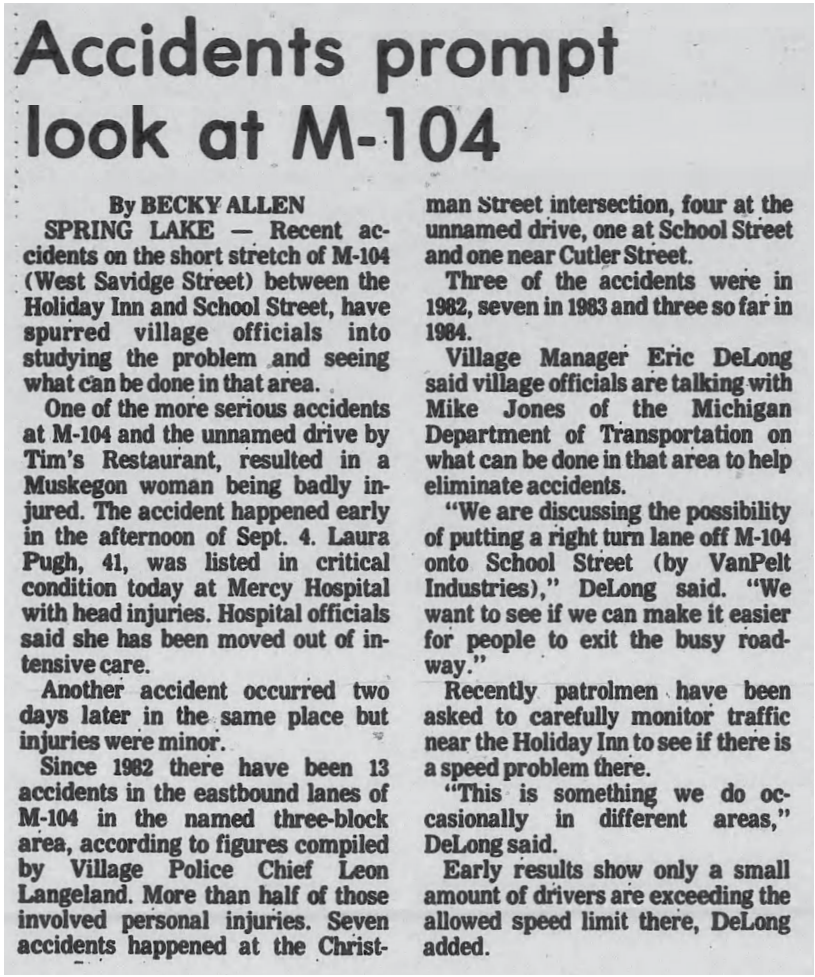
People say the mechanism is dangerous because they speed to make the signal before it changes, Jones said, that's because they don't realize how it works.

The sensor was designed to allow a smooth traffic flow on M-104 because there is not as much traffic on Jackson.

He said pedestrians also have an advantage at Jackson because of the pedestrian crosswalk buttons installed there.

Pedestrian must first trip the bottom before getting some 45 seconds to cross, he said.

Grand Haven Tribune
August 20, 1981



Accidents prompt look at M-104

By BECKY ALLEN

SPRING LAKE — Recent accidents on the short stretch of M-104 (West Savidge Street) between the Holiday Inn and School Street, have spurred village officials into studying the problem and seeing what can be done in that area.

One of the more serious accidents at M-104 and the unnamed drive by Tim's Restaurant, resulted in a Muskegon woman being badly injured. The accident happened early in the afternoon of Sept. 4. Laura Pugh, 41, was listed in critical condition today at Mercy Hospital with head injuries. Hospital officials said she has been moved out of intensive care.

Another accident occurred two days later in the same place but injuries were minor.

Since 1982 there have been 13 accidents in the eastbound lanes of M-104 in the named three-block area, according to figures compiled by Village Police Chief Leon Langeland. More than half of those involved personal injuries. Seven accidents happened at the Christman Street intersection, four at the unnamed drive, one at School Street and one near Cutler Street.

Three of the accidents were in 1982, seven in 1983 and three so far in 1984.

Village Manager Eric DeLong said village officials are talking with Mike Jones of the Michigan Department of Transportation on what can be done in that area to help eliminate accidents.

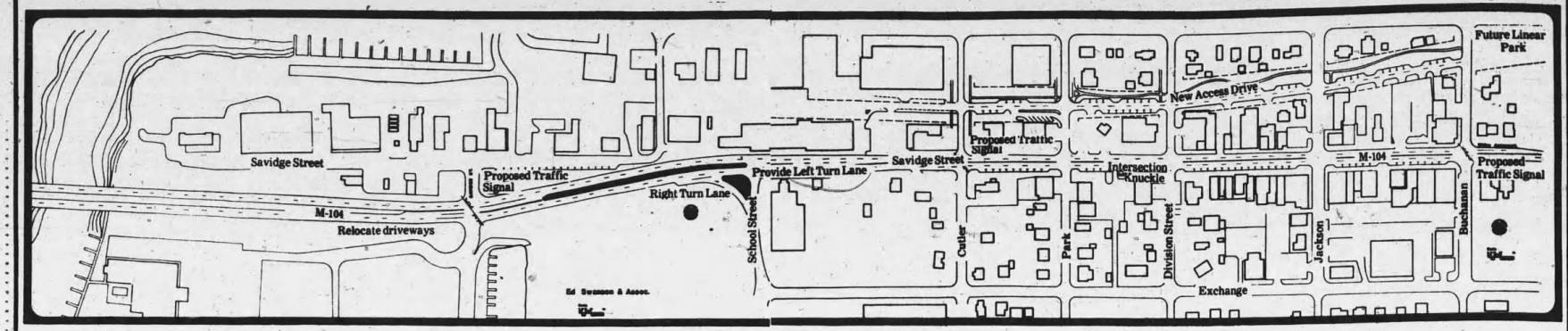
"We are discussing the possibility of putting a right turn lane off M-104 onto School Street (by VanPelt Industries)," DeLong said. "We want to see if we can make it easier for people to exit the busy roadway."

Recently patrolmen have been asked to carefully monitor traffic near the Holiday Inn to see if there is a speed problem there.

"This is something we do occasionally in different areas," DeLong said.

Early results show only a small amount of drivers are exceeding the allowed speed limit there, DeLong added.

Grand Haven Tribune
September 14, 1984



PROPOSED REDESIGN - Highlighted above are the areas proposed for improvement as developed by the Village of Spring Lake M-104 design committee. A new access drive on the railroad right-of-way, along with a new entrance to the Holiday Inn and River Bend Marina property, are parts of the proposal. The design will be presented at a public hearing at 7 p.m. Tuesday at the Spring Lake village hall gymnasium.

M-104 redesign to be presented at hearing

By BECKY ALLEN

SPRING LAKE — Additional parking, left and right turn lanes and parking knuckles are part of the proposed redesign of M-104 which will be presented to the public at a hearing set for 7 p.m. Tuesday at the Holiday Inn.

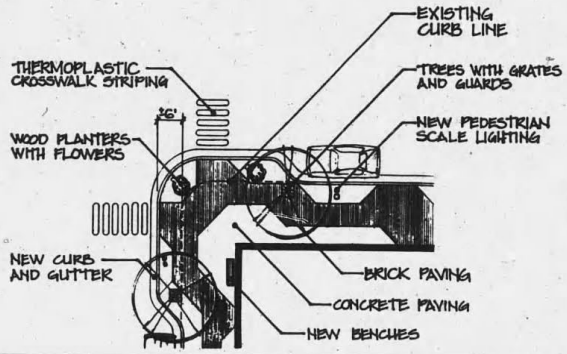
The M-104 citizens design committee has been working on the project with the Michigan Department of Transportation since August of 1984, said Village Manager Eric DeLong.

The committee came up with several designs for the Buchanan to Savidge Court section of the highway, surveyed townspeople as to their preferred options, and came up with the design which was previewed Thursday morning at a Spring Lake Central Business District Development Association meeting.

Area residents will be asked for more input on the proposal and any necessary changes will be made before the design is taken to the village council, DeLong said. Once the council approves the plan the committee will seek funds for various portions of the project.

The goal of the committee and the plan is to keep traffic moving, improve access and egress on the highway and provide easier access to downtown businesses, DeLong said.

Traffic knuckles would be inserted at every corner, providing protection for parked cars and easier pedestrian crossing, DeLong said. Additional traffic signals are proposed for the Buchanan, Cutler and Savidge Court intersections.



• ILLUSTRATIVE CORNER SKETCH •

DeLong said this would help circulate the downtown traffic and that the signals were acceptable to the MDOT.

Parking would be maintained downtown and additional spaces are being proposed in front of Bomers and on Savidge between Savidge Court and Christman. Some driveways would be closed but the businesses would still be accesible through the construction of a road on the railroad right-of-way, DeLong said.

A widened approach to the westbound lanes of the four-lane roadway would be constructed just before Buchanan Street and turning lanes are proposed at the School Street intersection. A grass median would run from School Street almost to Savidge Court where right and left turn lanes would also be added.

A new entrance for the River Bend Marina and the Holiday Inn is also proposed at Savidge Court. The combined drive would run parallel to M-104 and it would provide easier access to the highway for the businesses, DeLong said.

Moving the entrance would cut down on the number of places where drivers go on and off the highway, providing for more controlled and safer driving, the village manager said.

DeLong said it could be quite a while before any of the proposed improvements were made. He urged village residents to attend Tuesday's public hearing.

Grand Haven Tribune
May 13, 1985

SL to maintain bike paths

By Becky Allen
Tribune writer

SPRING LAKE — The village will maintain M-104 bicycle paths once they are constructed next spring by the Michigan Department of Transportation, village council members agreed Tuesday night.

Council authorized the village president and clerk to sign a maintenance agreement with the MDOT.

Paths separated from the roadway by curbs will be constructed as part of an MDOT road improvement project in the area of M-104 from School Street to the Spring Lake channel bridge.

The entire project will be financed by the state, but the bicycle path maintenance, including sweeping and repairs, will be up to the village.

"I think whatever the cost is, is justified," said council member Victoria Verplank. "Whenever I see people walk or bike across there I hold my breath."

In other business no comments were made at public hearings on insurance for waste haulers, special use permits in a residential area and a change in new village police officer's insurance.

Village council members approved a reduction in umbrella insurance coverage from $3 million to $1 million for waste haulers serving the village.

Village Manager Eric DeLong said the village's insurance adviser had agreed with the change because the village has a $5 million umbrella.

The reduction will allow more waste hauling businesses to serve the area, boardmembers agreed.

Council adopted an ordinance amendment to issue a special permit in a residential area - namely the park area between the Spring Lake Township Hall and the Warner-Baird Library, for construction of a Michigan Bell switching station.

Following the third hearing council adopted an ordinance amending the village's police officer retirement annuity plan.

A change in federal law regarding participation in Medicare says effective March 31, 1986 all new public employees must participate in a Medicare program.

DeLong said this affects the department's two newest employees. "The real benefit to the new officers is that they'll be fully vested in the Medicare program when they retire," he said.

Village officials approved a deadline extension for the construction of a water main in the old railroad right-of-way. The extension was granted up to Nov. 13 because village officials had put a 79-day stop order on the project while determining what size of a line was needed there.

Council also agreed to appropriate $1,000 to the North Ottawa County Council on Aging and $500 to The Center for Women in Transition "for services to residents of the community."

The money comes out of an $1,800 contingency fund.

Also approved was the closure of Maple Terrace from 5 to 9 p.m. July 30 for a block party.

Grand Haven Tribune
July 7, 1988

Outside help sought for M-104 solutions

By Patrick Revere
Tribune writer

Officials and residents from municipalities along M-104 gathered Wednesday night to discuss possibly hiring an independent planner and bringing in the county and state to help resolve traffic problems.

The meeting, at Crockery Township Hall, was to address the volume of traffic along the short state route, the speed of traffic and the fatalities and injuries that result from traffic crashes.

But officials believe the traffic is causing problems in the three communities that stretch outside of the area roadways.

"We have residents who won't shop at the grocery store they'd rather go to because they can't get out when they're leaving," said Cliff Murray, chairman of the committee to study the area's traffic woes.

Murray also said there are more houses for sale along the route, which also is called Cleveland and Savidge streets on different stretches.

"We need to start looking at land use and zoning in this entire county," Spring Lake Village Manager Andy Lukasik said. "It's not just congestion, it's access." Officials from all three governments agreed to bring the county and state into the planning as early as possible, but in an advisory role to help plan for functional infrastructure that won't conflict with the present character in each community.

Crockery Township is updating its master land use plan, which was designed in the early 1990s, while the other municipalities have more recent land use plans.

A recent MDOT study shows that 24,000 vehicles drive M-104 near School Street in a day, with a projected total of 35,500 for 2020. The same study has 26,000 vehicles passing Lake Avenue, with a projected number of 31,000 in 2020, and 144th Avenue has 18,000 vehicles in a day with a 2020 projection at 25,500.

"The village of Spring Lake is doomed," Murray said. "That's the way we look at it. They're doomed, because you can't handle that in 2020. It'll be there, but it won't have the same character."

The highway in the summer often gets bumper-to-bumper traffic backup from the bascule bridge to Crockery Township, Murray said. The stretch measures about seven miles. The eastern portion of M-104 has a 55 mph speed limit, with it decreasing to 40 mph from Fruitport Road to Lake Avenue, to 30 mph in the village, and back up to 35 mph slightly before the bridge.

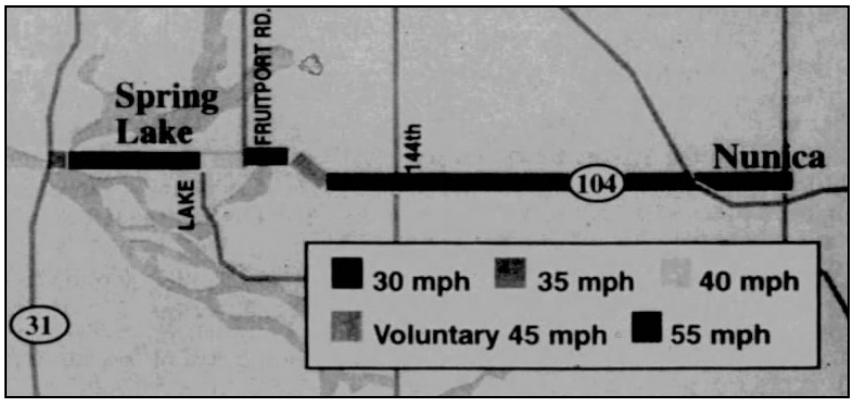
In November, Spring Lake Township received a denial letter from Michigan Department of Transportation on a request to have the speed limit between Fruitport Road and 144th Avenue lowered from 55 mph to 45 mph.

About 20 people attended the meeting, including Sheriff Gary Rosema and state Sen. Leon Stille. Lukasik and Stille warned against detailed planning too soon when long term solutions — such as widening the road, creating a divided highway, turning it to four lanes, installing turn lanes and creating adjacent service drives — could be outdated by the time construction is possible.

"They (MDOT officials) aren't going to make any big decisions until they're done planning for the bypass," Stille said. "They're not going to do major surgery only to rip it up the next year."

State officials having been working closely with Ottawa County and local townships to construct a new east-west thoroughfare in the middle of the county for traffic from the Holland area, bypassing Grand Haven to cross the river.

Stille said MDOT already has plans to do some short-term work to relieve congestion on the highway, including a longer passing lane on the westbound route off Interstate 96 and longer turn lanes at some of the highway's nine major intersections.



Grand Haven Tribune
January 18, 2001

Child struck by car while crossing Savidge



Tribune photo/Becky Vargo

Emergency personnel move a stretcher to the waiting ambulance after a boy was struck by a car on West Savidge Street on Monday morning.

By Becky Vargo

bvargo@grandhaventribune.com

SPRING LAKE — A 10-year-old boy suffered non-life-threatening injuries when he was struck by a car Monday morning on M-104 in Spring Lake.

Caleb Davenport of Virginia was treated at Hackley Hospital and released, a spokesperson for the Muskegon hospital said.

Emergency crews responded to the area of Savidge Street (M-104) and Division Street at 10:06 a.m.

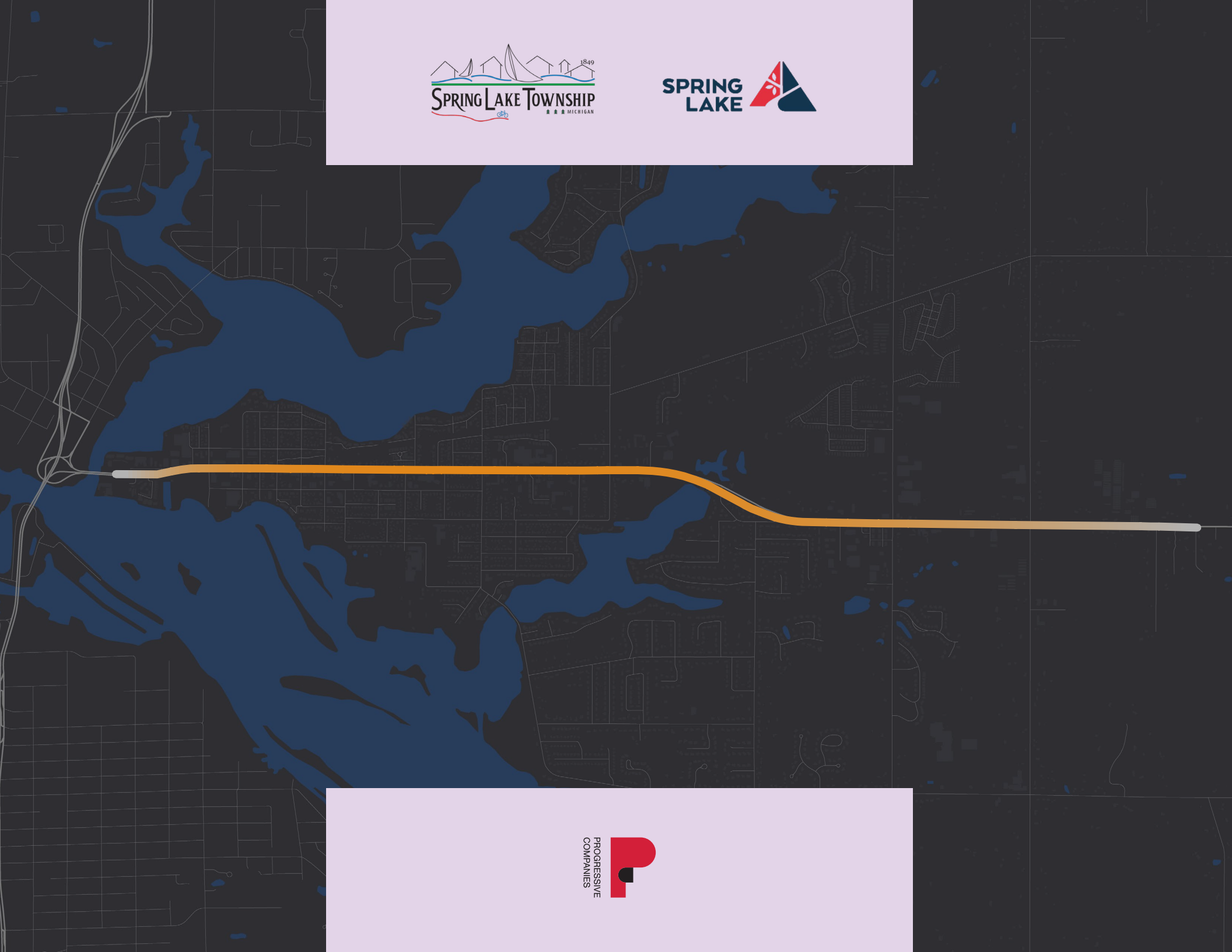
The boy, who was in town visiting family, was with a group of boys on bikes and scooters when the incident happened, said Sgt. Bob Ruster of the Ottawa County Sheriff's Department. Davenport was on foot and was running across the street when he was struck by a Saturn sedan driven by 21-year-old Daniel Patton of Spring Lake, Ruster said.

Ruster said the boy did not see the car — his view was obstructed by an Ottawa County truck pulling a trailer. Both vehicles were traveling west on Savidge.

Davenport suffered head, shoulder and leg injuries, Ruster said. He was alert and talking at the scene.

Ruster said the driver was not at fault and the incident remains under investigation.

Grand Haven Tribune
November 17, 2015


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SPRING LAKE TOWNSHIP
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