

**Blue Star Trail Feasibility Study – Main Street to Maple Street
Comparison of Route Options 1D, 2F & West Side**

Design Consideration	1D	2F	West Side
Estimated project cost from Main Street to Maple Street (includes \$300,000 for traffic lights)	\$678,400	\$526,500	\$1.3M
Does it widen the existing Saugatuck sidewalk leading to bridge from Lake St., requiring retaining walls/slope stabilization/fencing?	Yes	No	Yes
Is trail separate from existing sidewalk on Kalamazoo River bridge?	Yes	Yes	No
Is trail separate from existing sidewalk from Lake Street to Kalamazoo River bridge?	No	Yes	No
Is the lane configuration maintained at Lake Street?	Yes	No	Yes
- Is the southbound acceleration lane maintained at Lake Street?	Yes	No	Yes
- Is the northbound left turn lane maintained at Lake Street?	Yes	Yes	Yes
- Is the southbound approach lane configuration maintained?	Yes ³	Yes ³	Yes ³
How do the anticipated legacy costs compare?	Lower	Lowest	Higher
Does the option incorporate the use of curbing to separate traffic in Saugatuck?	No	Yes	No
Is the clear bridge width maintained for emergency situations?	Yes	Yes	Yes
What is the minimum shoulder width on the bridge for cyclists and mopeds?	5'	5'	3'
What is the minimum shoulder width at Lake St. & Main St. intersections?	0	0	2.5'
Will the view from the bridge on the trail side be affected from railing modification (slightly, below 54")?	No	No	Yes
Can the railing modifications incorporate artistic enhancements?	N/A	N/A	Yes
Does the option incorporate the use of (low maintenance) fencing between Lake Street and the bridge?	Yes	No	Yes
How do the anticipated maintenance costs compare?	Comparable		
Can snow removal be accomplished effectively?	Yes	Yes	Yes
Is a new snow removal operation required?	Yes ²	Yes ²	No ²
Can the option be designed and constructed to meet traffic and safety standards?	Yes	Yes	Yes
Can the option be designed to meet MDOT design requirements?	Yes	Yes	Yes
Can the option be designed to meet MDOT funding requirements?	Yes	Yes	Yes
Can the option be designed to meet anticipated MDEQ requirements?	Yes	Yes	Yes
Can parts of the trail be implemented without MDOT funding?	No	No	No
Does the trail cross Lake Street?	Yes	Yes	Yes
Number of other side street crossings between Main & Maple Streets? ¹	2	2	2
Is the trail width provided intended to serve multiple types of non-motorized users?	Yes	Yes	Yes
Can the option be coordinated with the Douglas portion of the trail effectively?	Yes	Yes	Yes
Does the option reduce driver confusion for southbound traffic at Main Street?	Yes	Yes	Yes
Is the transition for southbound traffic between bridge and Main Street improved?	Yes	Yes	Yes
Is the left turn lane for southbound traffic at Main Street maintained?	Yes	Yes	Yes

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Does the option incorporate the use of delineator posts (other than on ends of curbs)?	No	No	No
Does the option incorporate the use of decorative railings?	No	No	No
Will the City be provided with funds for trail maintenance?	Yes	Yes	Yes
Is a traffic signal recommended at Lake Street?	Yes	Yes	Yes
Will the peak hour performance of the intersection be improved?	Yes	Yes	Yes
Does the trail conflict with the palette sign?	No	No	No
Can a landscaping area be preserved around the palette sign?	Yes	Yes	Yes
How will the aesthetics of the Lake St. intersection & palette sign change?	See Renderings		
Can the palette sign be relocated slightly if aesthetics remain a concern?	Yes	Yes	Yes
Will southbound trail users be directed to downtown Saugatuck via Old Allegan Road?	Yes	Yes	Yes

Notes:

1. The trail crosses Washington Street and Maple Street.
2. If desired by the City. Snow removal on Blue Star Trail has been done on a case-by-case basis, depending on community preference.
3. While not currently marked as a turn lane, the width currently used for right turns onto Lake Street would be used to provide space to avoid impacting the palette sign area. Peak hour right turns onto Lake Street are 40/hour (compared to 250/hour for left turns onto Lake Street).