



Harbor Springs DDA Streetscape Study

PREFERRED PLAN SHOWCASE

Preferred Plans have been prepared for each of the three Downtown Character Zones. Each plan has been developed based on input received during the May 27th Open House presentation and online survey results, input from the Downtown Development Authority, and our recommendations based on best practices and our experience in downtown streetscape design. The preferred plan recommendations have been organized into general categories and are described below. Survey results can be viewed on the project website, www.downtownharborspringsstreetscape.org.

PEDESTRIAN/NON-MOTORIZED SAFETY AND MOBILITY

Survey and Open House input indicated strong support for improvements in pedestrian safety.

- **Curb Extensions** are a result of formalizing Michigan Department of Transportation (MDOT) legislation prohibiting parking within 20 feet of a crosswalk. Curb extensions are recommended by the Federal Highway Authority (FHWA) and other traffic agencies. Curb Extensions can:
 - Benefit pedestrian safety and mobility by shortening the crosswalk distance, making the pedestrian and driver more visible to one another, and providing pedestrian protection.
 - Provide additional pedestrian pavement and area for site furnishings for busy downtowns.

Curb extensions may result in parking loss if parking is currently located less than 20' from crosswalks. Survey results were split between support and opposition for curb extensions, but best practices dictate that the improvement is proposed to the DDA.

- **Additional Stop Signs** (4-way at Bay and State Streets, 4-way requested from MDOT at Main and State Streets, and 4-way at all Third Street intersections). Survey participants indicated a desire for additional stop signs at intersections on Bay and Main Street. Third Street can be a heavily-traveled residential-scale street with parallel parking on both sides, making pedestrian crossing a challenge.
- **Bike Parking** can help reduce pressure on downtown merchants by providing clear parking areas for bicycles away from storefronts and canopy trees.
- **Driveway Realignments and Sidewalk Widenings** along Bay Street can provide a clear and safe pedestrian route to and from the waterfront. Survey respondents indicated that "walking the waterfront" was the 2nd most popular activity enjoyed in downtown Harbor Springs.





LANDSCAPING/LAKE VIEW PRESERVATION (Bay St.) AND PARKING LOT SCREENING

Regular spacing and improvement of growing conditions for canopy trees was an initial primary objective for the Streetscape Master Plan for Main Street. Survey participants indicated that Landscape Improvements and Parking Lot Screening were among the top 3 of 8 improvements proposed. Additional canopy trees was the landscape improvement supported most.

- **Canopy Trees** can provide much-needed shade. All proposed canopy trees would include automatic irrigation; canopy trees on downtown Main Street would also include underground chambers to facilitate root growth below the surface. Removal and placement of overhead utilities underground on Third Street can greatly improve tree canopy quality and facilitate additional new trees.
- **Parking Lot Screening** can promote the positive views that Harbor Springs is known for instead of less-desirable views of parking areas.
- **Planters** can provide greenery and color in areas with limited space. Planters are also proposed as a unifying element for the Downtown district.

STREET LIGHTING

Downtown Harbor Springs currently includes two lighting styles:

- **Globe Lights**, which exist along downtown Main Street, on State Street at Bay Street, and at locations on Bay Street. These lights are unshielded and therefore not Dark-Sky compliant. Survey results indicated a desire to keep the existing poles but to seek replacements for the light fixtures that are shielded and more compliant to Dark Sky guidelines. It should be noted that the current lights were installed at the nation’s Bicentennial.
- **Goose Neck or Shepherd’s Hook lights**, which exist on Bay Street, 3rd Street and side streets within the Downtown Neighborhood zone. These lights are almost fully shielded and Dark-Sky compliant. The only supported recommendation for Goose Neck lights was to explore LED alternatives in a warmer, Dark-Sky compliant color.

The Preferred Plans organize lighting types as follows:

- Globe Lights (Dark-Sky compliant or not) in the Main St. / Central Downtown zone, at intersections on State Street (north side only at Bay St.).
- Goose Neck lights on the south side of Bay Street and in the Third St./ Downtown Neighborhood district.

SITE FURNISHINGS

Placement of benches, trash receptacles, planters and bike racks in an organized fashion.

ADDITIONAL IMPROVEMENTS sought by survey participants are not seen on the plans but will be addressed in conceptual pricing for the proposed streetscape improvements:

- Canopy Tree underground vaults to facilitate and control root growth
- Underground Irrigation

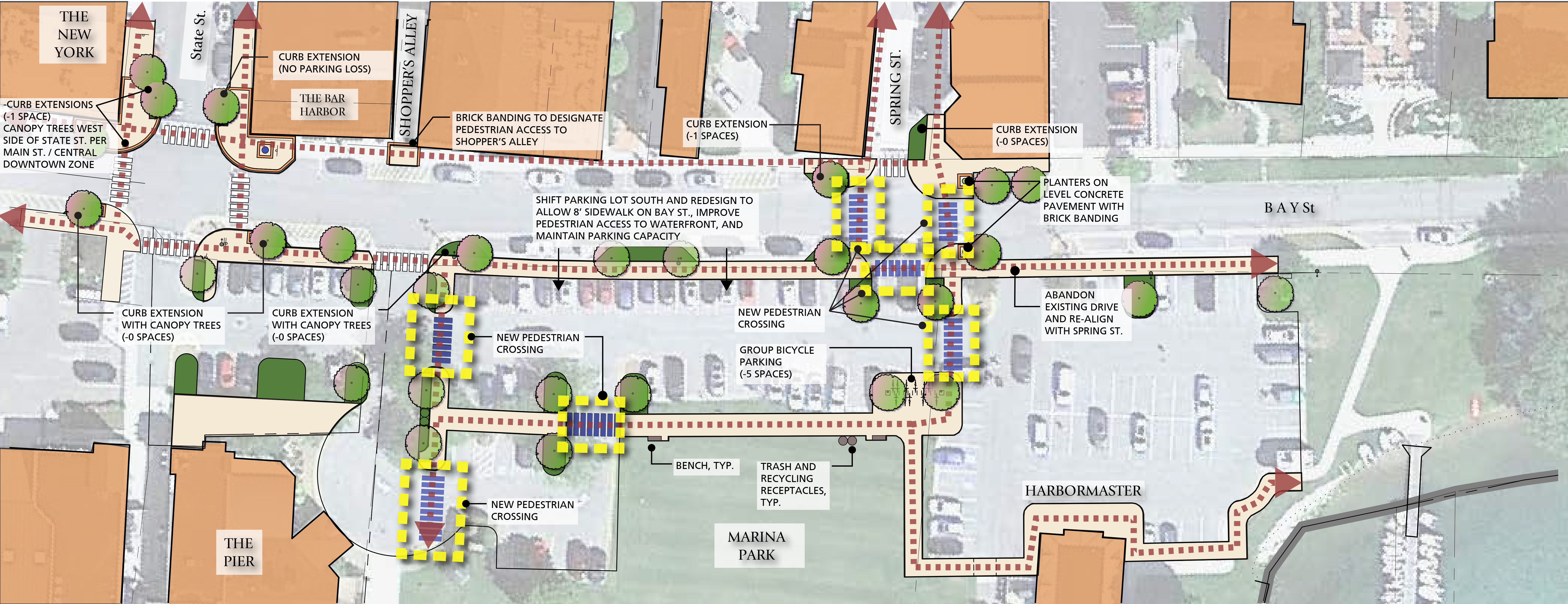
Sidewalk Snowmelt was also an improvement requested by survey participants but outside the scope of this project. We will provide schematic-level costs for a similar location in Northern Michigan for reference.



Please provide your input on the **preferred plans** using the QR code.



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BAY ST./DOWNTOWN WATERFRONT ZONE PRIORITIES

PEDESTRIAN WATERFRONT ACCESS

- Curb Extensions
- 4-Way Stop at Bay and State Streets
- Widen South Bay St. Sidewalk
- Re-Align Parking Lot Driveway

PEDESTRIAN SAFETY AND MOBILITY

LANDSCAPING / LAKE VIEW PRESERVATION/PARKING LOT SCREENING

- Planters at Intersections
- Additional Canopy Trees

STREET / PEDESTRIAN LIGHTING

- Replace Globe Lights with Goose Neck Lights (S. Side Bay St.)

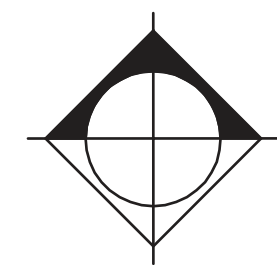
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Bay Street / Downtown Waterfront District Preferred Plan

July 2026

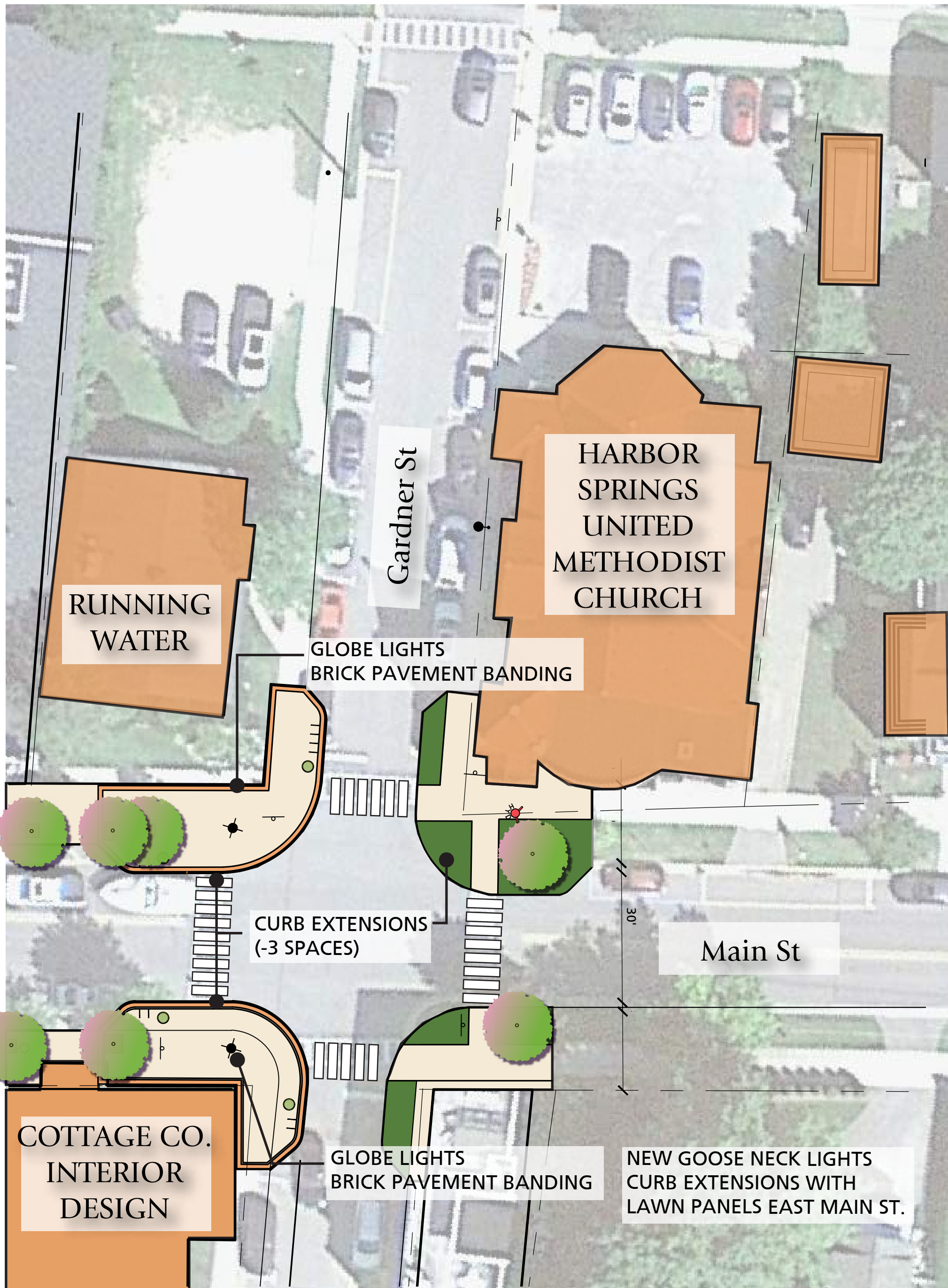
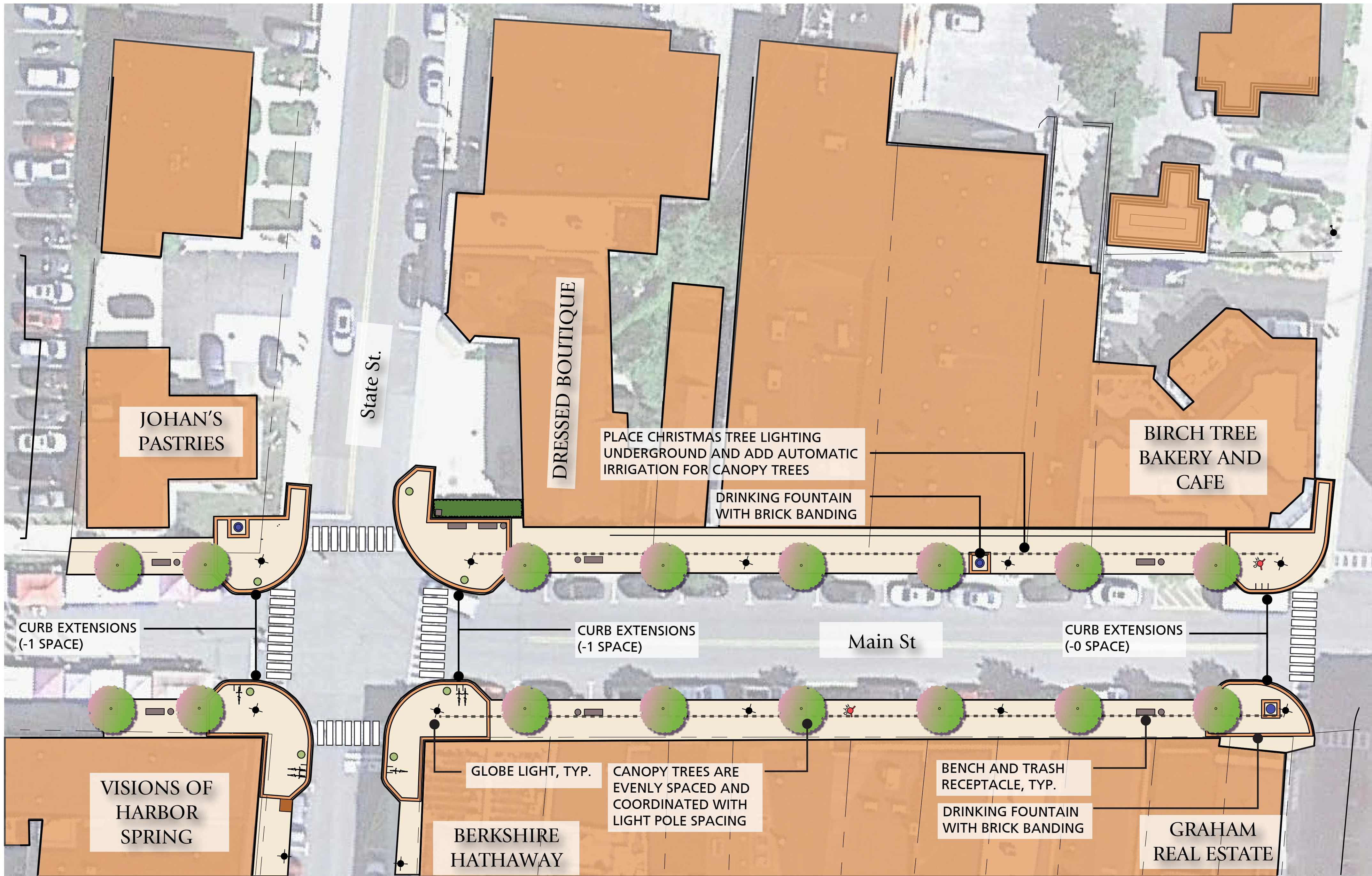


Bay Street at State Street
NORTH INTERSECTION ENLARGEMENT



SCALE: 1" = 10'
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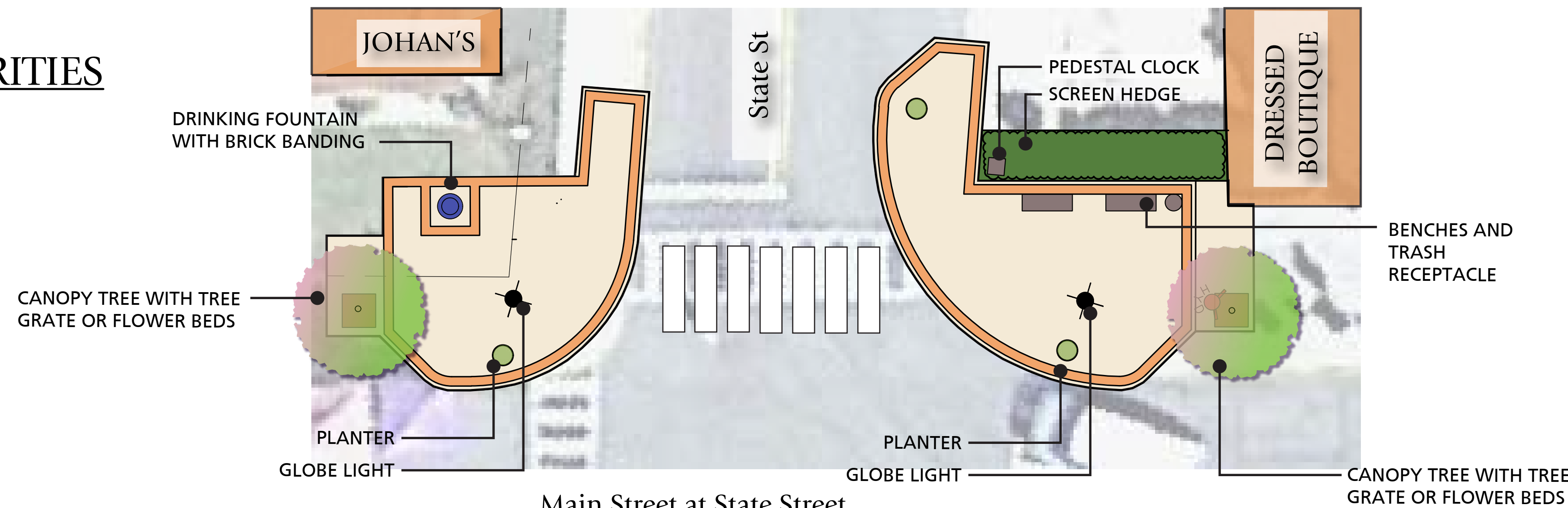
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MAIN ST. AND STATE ST. / DOWNTOWN CENTRAL ZONE PRIORITIES

(as derived from survey results)

- PEDESTRIAN SAFETY AND MOBILITY
- LANDSCAPING
- LIGHT TRESPASS REDUCTION

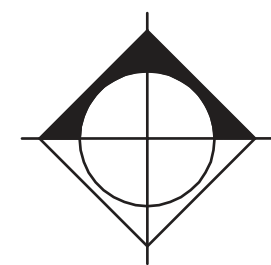


Main Street at State Street
NORTH INTERSECTION ENLARGEMENT

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Main Street / State Street / Downtown Central Zone Preferred Plan

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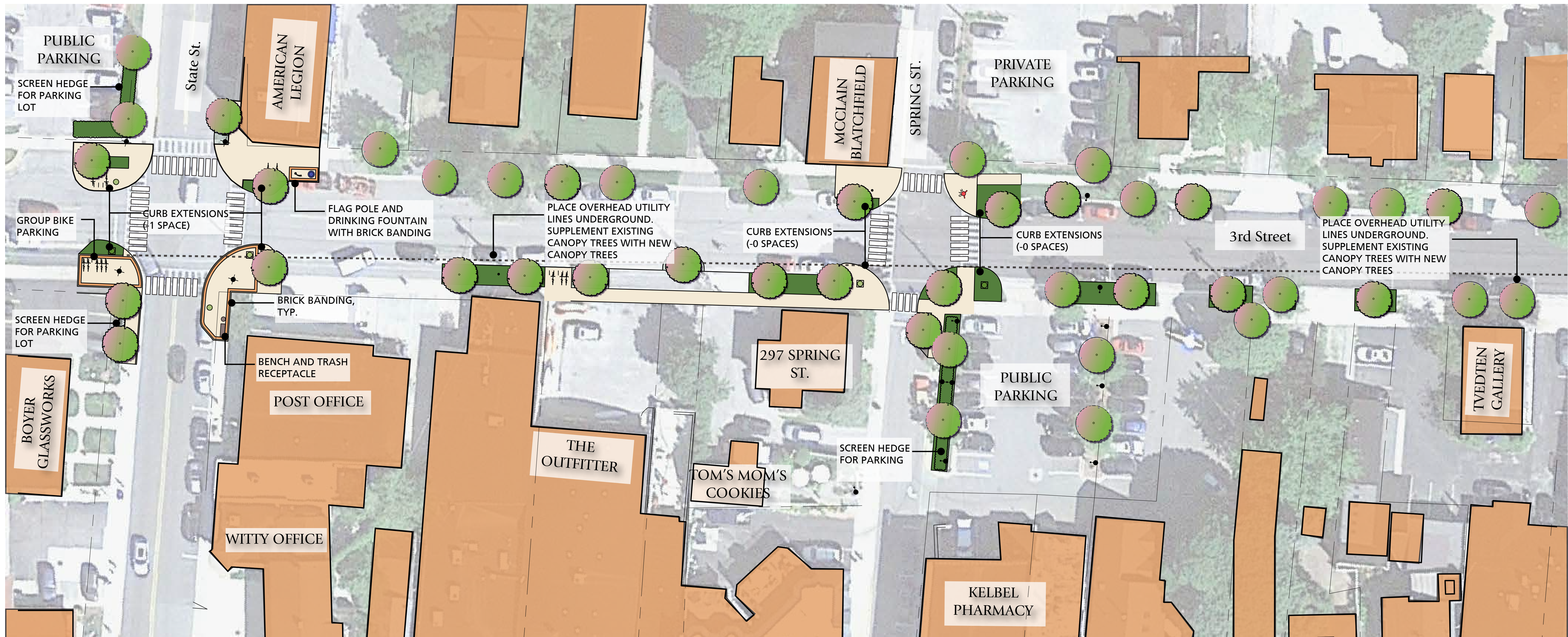


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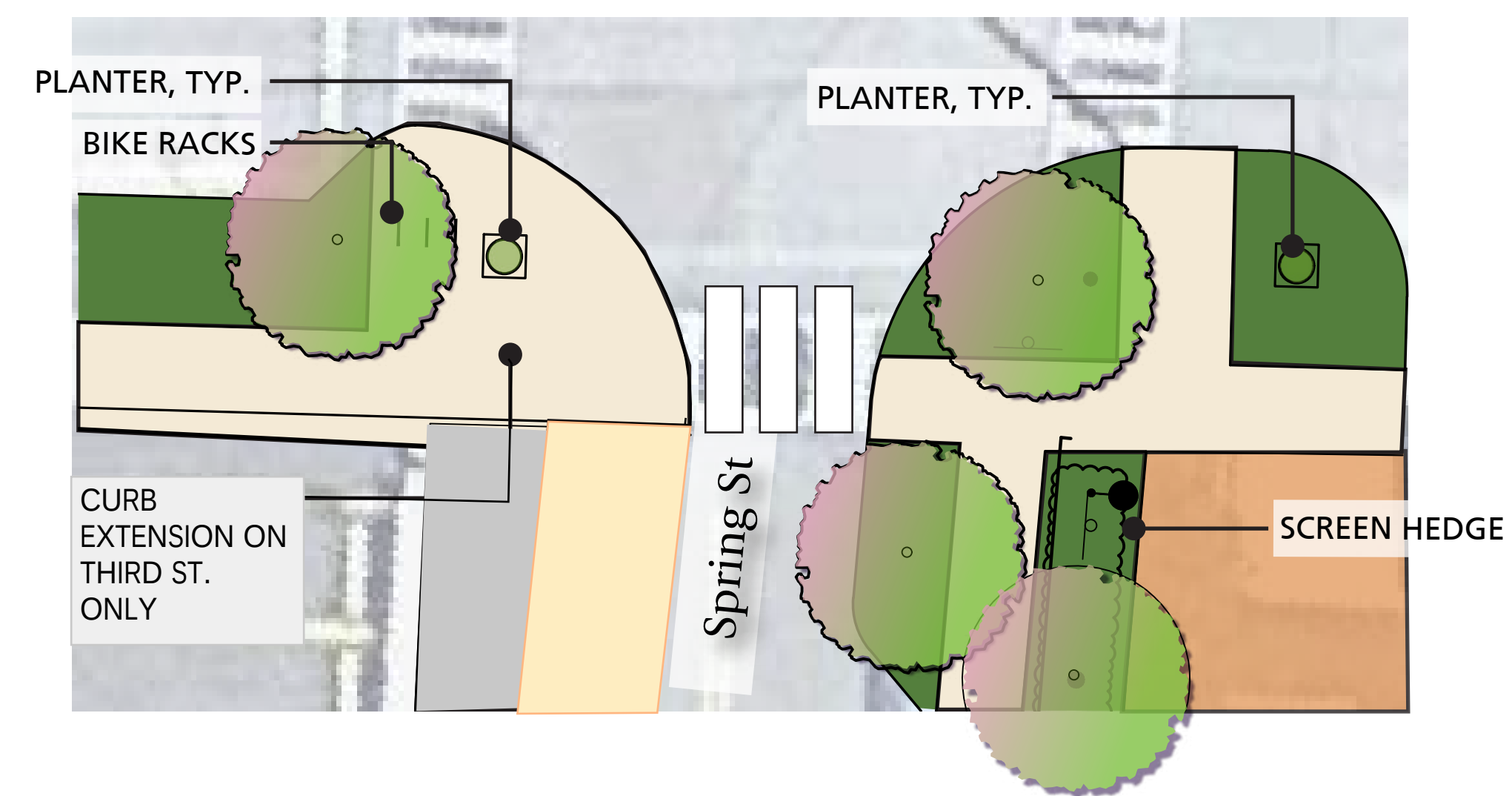
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THIRD STREET / DOWNTOWN NEIGHBORHOOD ZONE PRIORITIES

AS DERIVED FROM SURVEY INPUT:

PEDESTRIAN SAFETY AND MOBILITY
PARKING SCREENING / LANDSCAPING

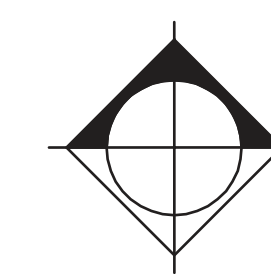


3rd Street at Spring Street
SOUTH INTERSECTION ENLARGEMENT

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Third Street / Downtown Neighborhood Zone Preferred Plan

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SCALE: 1" = 10'

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