

If travel lanes are overly wide or lack visual constraints, one-way streets may encourage faster vehicle speeds. This risk can be mitigated through appropriate lane narrowing, angled parking geometry, marked crossings, and streetscape features.

3. Backing Movements from Angled Parking

Angled parking introduces vehicle backing movements into the travel lane. Proper stall angles, adequate buffer space, low design speeds, and clear striping are essential to managing visibility and safety. Some communities address this issue by using back-in angled parking.

Michigan Precedent in Similar Resort Communities

Other Michigan resort communities, including Harbor Springs, Holland, Petoskey, and Traverse City, have successfully implemented downtown circulation and parking strategies that feature some one-way streets and angled parking, as well as a combination of angled and parallel parking on the same block faces.

Policy Rationale for Butler Street

Butler Street serves local businesses rather than as a regional through route. Its land-use context favors convenient access, high parking turnover, and pedestrian activity over travel speed. Downtown traffic volumes are generally compatible with one-way operation, and multiple alternative routes exist within the downtown grid. Reallocating street space to increase on-street parking aligns with economic development objectives and visitor expectations.

Conclusion

Converting Butler Street from two-way to one-way traffic with angled parking on one side and parallel parking on the other is a defensible, precedent-based strategy for downtown Saugatuck. While the change involves tradeoffs, these can be addressed through careful design and communication. The substantial parking gains, improved business access, and alignment with practices used in comparable Michigan resort communities provide a strong rationale for further study and potential implementation.