



Notice City Commission Special Meeting

7:00 p.m.

Monday, October 12, 2015

Commission Chambers, 2nd Floor, Governmental Center
400 Boardman Avenue, Traverse City, Michigan 49684

Posted and Published: 10-09-2015

Meeting informational packet is available for public inspection at the Traverse Area District Library, City Police Station, City Manager's Office and City Clerk's Office. The City of Traverse City does not discriminate on the basis of disability in the admission or access to, or treatment or employment in, its programs or activities. Penny Hill, Assistant City Manager, 400 Boardman Avenue, Traverse City, Michigan, 49684, 922-4440, TDD: 922-4412, has been designated to coordinate compliance with the non-discrimination requirements contained in Section 35.107 of the Department of Justice regulations. Information concerning the provisions of the Americans with Disabilities Act and the rights provided thereunder are available from the ADA Coordinator. If you are planning to attend and you have a disability requiring any special assistance at the meeting and/or if you have any concerns, please immediately notify the ADA Coordinator.

At the request of City Manager Marty Colburn, City Clerk Benjamin Marentette has called this Special Meeting.

City Commission:
c/o Benjamin C. Marentette, MMC, City Clerk
(231) 922-4480
Email: tcclerk@traversecitymi.gov
Web: www.traversecitymi.gov
400 Boardman Avenue
Traverse City, MI 49684

The mission of the Traverse City City Commission is to guide the preservation and development of the City's infrastructure, services, and planning based on extensive participation by its citizens coupled with the expertise of the city's staff. The Commission will both lead and serve Traverse City in developing a vision for sustainability and the future that is rooted in the hopes and input of its citizens and organizations, as well as cooperation from surrounding units of government.

Welcome to the Traverse City Commission meeting!

Any interested person or group may address the City Commission on any agenda item when recognized by the presiding officer or upon request of any Commissioner. Also, any interested person or group may address the City Commission on any matter of City concern not on the Agenda during the agenda item designated Public Comment. The comment of any member of the public or any special interest group may be limited in time. Such limitation shall not be less than five minutes unless otherwise explained by the presiding officer, subject to appeal by the Commission.

Agenda

Pledge of Allegiance

Roll Call.

1. Discussion regarding Eighth Street Corridor and the North Boardman Lake District. (Marty Colburn, Russell Soyring, Jean Derenzy)
2. Consideration of Eighth Street Restriping Project survey results and authorizing a service order for restriping. (Marty Colburn, Russell Soyring) (5 affirmative votes required)
3. Announcements from the Deputy City Clerk. (Katie Zeits)
4. Public Comment.
5. Adjournment.



The City of Traverse City

Communication to the City Commission

FOR THE CITY COMMISSION SPECIAL MEETING OF OCTOBER 12, 2015

DATE: OCTOBER 9, 2015

FROM: ^{mac} MARTY COLBURN, CITY MANAGER

SUBJECT: OCTOBER 12 SPECIAL MEETING

Monday evening's meeting focuses on Eighth Street. This memo covers both items on Monday's agenda.

1. *Discussion regarding Eighth Street Corridor and the North Boardman Lake District.*

Attached is a memo from Grand Traverse County Deputy Director of Planning and Development Jean Derenzy regarding a strategy discussed by the City Commission for the revitalization of this corridor – a Targeted Redevelopment Area (TRA). A TRA is a Brownfield Plan consisting of 40 to 500 contiguous parcels.

As indicated by Ms. Derenzy, originally the designated TRA was Eighth Street from Boardman Avenue to Barlow; and we recommend expanding the TRA to include Eighth Street from Union Street to Barlow Street.

As indicated by Ms. Derenzy, and as she and I have discussed, if the City Commission is supportive of moving forward with this tool, we would move forward with the following approach:

- Conduct a charrette-style process to identify public infrastructure priorities and building standards (using a form-based code)
- Identify the economic tools to move forward with the priorities
- Implementation

The primary purpose of this discussion on Monday evening is to have an additional, more focused discussion on this subject with the City Commission and engage the public; and ultimately, receive direction from the City Commission.

2. *Consideration of Eighth Street Restriping Project survey results and authorizing a service order for restriping.*

Attached is a memo from Planning Director Russell Soyring regarding this matter. Mr. Soyring summarizes the survey results and also outlines three options for the City Commission to consider with respect to restriping.

We obtained a quote from PK Contracting for markings with durability to withstand the winter and have long-lasting visibility, which involves recessing the existing markings and the application of a more durable paint product.

Each option carries with it different costs. If Option #1 is selected, the cost is approximately \$24,000; if an alternative option is selected, additional costs will be necessary due to the reconfiguration, including additional striping as well as relocation of signs.

I recommend the following motion (5 affirmative votes):

that the City Commission selects Option # _____ as outlined in the Planning Director's October 8, 2015, communication; and that the City Manager be authorized to issue a service order to PK Contracting in the amount not-to-exceed \$30,000 (with the City Manager to be authorized to manage a 20%, or \$6,000 contingency related to this project), for the restriping of Eighth Street, with funds available in the Capital Projects Fund.

MC/bcm

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copy: Timothy Lodge, City Engineer
Russell Soyring, City Planning Director
Jean Derenzy, Grand Traverse County Deputy Director of Planning and Development



Memorandum

Grand Traverse County
Planning and Development
231.922.4513 Fax 231.922.4636
email: jderenzy@grandtraverse.org

To: Marty Colburn, City Manager

From: Jean Derenzy, Deputy Director Planning & Development
Contract for Community Development

Date: October 7, 2015

Subject: 8th Street / North Boardman Lake District

A handwritten signature in black ink, appearing to read "Jean Derenzy", is written over the "From:" field of the memorandum.

Since the beginning of the Community Development Agreement, I have been working on strategies for the 8th street corridor. One of the strategies that the City Commission approved was the feasibility of a Brownfield Targeted Redevelopment Area (TRA) for the Corridor from Boardman Avenue to Barlow. As a reminder a TRA is a Brownfield Plan that must be at least 40 parcels and not more than 500 contiguous parcels. Identification of the City's priorities for public infrastructure would be a significant component to the TRA Plan.

When discussing and researching this corridor and economic tools, there was a conclusion that a broader focus is needed before determining and recommending the appropriate economic tool to put in place (being TRA, DDA or CIA {Corridor Improvement Authority}).

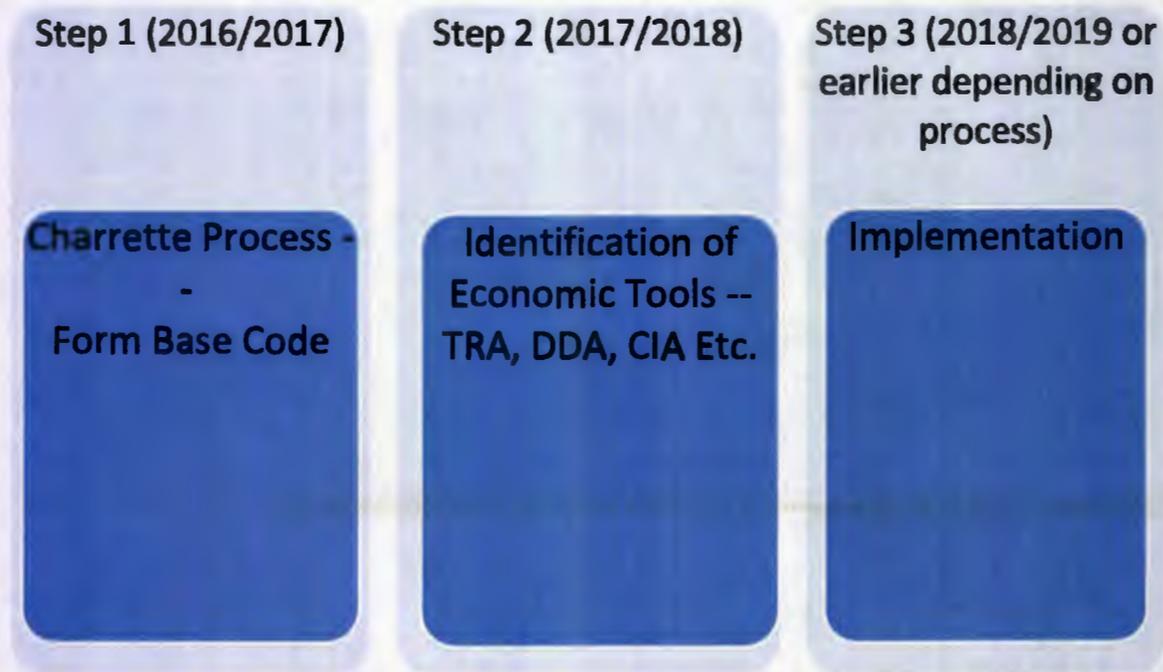
Focusing on the broad picture, I believe, we need to look at a three (3) step approach being: 1) Charrette Process resulting in identification of public infrastructure and building standards (form base code), 2) Identification of the Economic Tools and 3) Implementation. The attached outline provides the basis of this three step approach and the outcome within each step.

Should a Charrette Process be an approved strategy, the boundaries would expand from the original focus originating from the economic tool discussion (Boardman Avenue to Barlow) to study the area from Union Street to Barlow. We will be working on finding different grant funding to help with the charrette process.

It is my opinion that before an economic tool can be identified and recommended the vision needs to be identified to then market and implement that community vision.

I look forward to continuing work and success within the 8th Street Corridor.

8th Street Corridor / North Boardman Lake District



Step 1:

Significant public input / outreach with 4 major points of outcome being:

1. **Regulating Plan:** A plan or map of the regulated area designating the location where different building form standards apply.
2. **Building Standards:** Regulations controlling the features, configurations, and functions of buildings that define and shape the public realm.
3. **Public Standards:** Specifics elements in the public realm being: Sidewalks, street lanes, on-street parking, bike lanes, street trees, furniture, etc. Identification of the integration into the transportation network system.
4. **Administration:** A clearly defined and streamlined application and review process.

8th Street Corridor / North Boardman Lake District

Page 2

Step 2:

Identification of public incentive tools to assist in the implementation and funding opportunities. Tools include:

- 1. Downtown Development Authority**
- 2. Brownfield Targeted Redevelopment Area**
- 3. Corridor Improvement Authority**

Grant opportunities will be researched during step 2 and step 3 to assist in the implementation.

Step 3:

Upon identification of the economic tool to be utilized, plan will be put in place and approved by applicable boards. Conceptual plans will be completed. Public infrastructure improvements to be implemented upon the identification of funding.

Memorandum

Planning Department



TO: Marty Colburn, City Manager

FROM: Russell A. Soyring, Planning Director 

DATE: October 8, 2015

SUBJECT: Eighth Street Pilot Project Survey Results and Service Order for Restriping

Enclosed is an Executive Summary of the public opinion on-line survey regarding the Eighth Street Restriping Pilot Project. Also attached is information on the types and numbers of crashes for a time period both before and after the restriping of 8th Street and charts showing the speed percentage data.

In summary, the survey indicates overall, the respondents were disappointed with how the street is performing. 63.4% of the total respondents indicated that the restriped street is worse now than it was before it was restriped. Only 24.4% felt it was better now. Among the respondents who reported living in a downtown Traverse City neighborhood, 40.3% reported the driving was better, 44.0% thought the driving was worse on the restriped street.

For those responders that indicated they bicycle frequently along Eighth Street the 75.0% responded their experience riding along the restriped street was better. Of the frequent walkers, 54.8% indicated their experience improved. 10.1% reported walking was worse.

Crash data indicates that there was a significant jump in the number of total crashes when comparing one-year time periods before and after the restriping. Before restriping there were 37 crashes, after restriping there were 53 crashes. Almost 74% of those crashes were rear end collisions. Crashes that resulted in reported injuries increased from 3 to 6.

Although traffic volumes remained about the same on Eighth Street, speeds have dropped down 1 or 2 miles per hour. Excessive speeders (those traveling 11 or more miles per hour over the 25 mph speed limit) dropped significantly. Near the Eighth Street bridge, excessive speeders dropped from 10.1% to 5.3%. Near Franklin Street, excessive speeding dropped from 10.1% to 3.8%.

Based on limited traffic counts, it appears the traffic volumes on nearby residential streets are about the same. More counts are needed to make an accurate assessment of the impact.

In the URS Project Memorandum issued in January 6, 2015 a number of considerations were presented to tweak the pilot restriping should the City decide to keep the three-lane configuration. One consideration is to add length to the east bound right turn lane at

Woodmere Avenue. Another consideration is to upgrade the traffic signal at Boardman to provide a vehicle actuation on the Boardman Avenue leg of the intersection. These tweaks are intended to ease traffic congestion at these intersections.

The restriping pilot project was intended to be for one year. There appears to be three basic options for the City to consider at this time;

Option 1. Keep the 3-lane street configuration with bike lanes. To add efficiency to the street segment extend the right turn lane on Eighth Street at Woodmere Avenue and install a vehicle actuated sensor with an upgraded traffic light control at Boardman Avenue.

Option 2. Revert back to a 4-lane street without bike lanes. Remove and remark the street. To add efficiency to the street segment install a vehicle actuated sensor with an upgraded traffic light control at Boardman Avenue.

Option 3. Restripe the street to modified 4-lane street without bike lanes. Modified section would have two west-bound lanes, one east-bound lane and a center turn lane. (Traffic counts indicate there are more vehicles traveling westbound than eastbound). Make the center turn lane narrower and the lanes next to the curbs wider. Add bike sharrows (bike symbols with arrows) to the lanes next to the curbs.

All three options involve repainting the street. To have the markings stay visible throughout the winter a more durable method of striping is warranted. Last year, the paint lines became nearly invisible after a couple of times snowplowing the concrete street. The cost of recessing the existing pavement markings and applying more durable polyurea paint will cost just shy of \$24,000. If we are to adjust the lane markings near Woodmere, there would a fee to have painting plans adjusted for the painter and some costs for adjusting the location of signs.

The time is getting tight to repaint the lines. PK Contracting that gave a quote to do this work said they need a three day lead time. The restriping will take about 12 hours.

Attachments: Public Opinion Survey Results, Crash data maps, Speed Percentage Charts

Executive Summary

Purpose and Methodology

The City of Traverse City hired Parallel Solutions LLC to conduct an online survey to help assess the public's perceptions and opinions regarding a pilot project that included restriping Eighth Street from a four-lane street to a three-lane street with two travel lanes, a center turn lane, and bike lanes between Lake Street and Woodmere Avenue. The City's Planning and Engineering departments helped to identify survey questions. The City also reached out to several business owners along Eighth Street to ask for their feedback on draft survey questions. Feedback from city staff and from these individuals was incorporated into the survey questions. City staff also selected and provided the images that were used in the visual preference survey question. The survey consisted of 12 questions. Some questions provided space for open-ended comments. The City released the survey on September 11, 2015. Local media outlets promoted the survey and the link. The City also promoted and provided the link via its own social media outreach. The deadline for the public to participate in the survey was 12:00 p.m. on September 25, 2015. This report shares some highlights of some public opinions shared in the survey. City staff has the raw survey data and may conduct additional analysis to help inform decision-making. The City is also gathering and analyzing quantitative data such as vehicle counts, traffic speed, and crash data as part of its assessment of the Eighth Street restriping pilot project.

Participation and Results

There were 2,388 responses to the survey. Of that total:

- 712 (29.8%) indicated they lived in a downtown Traverse City neighborhood
- 203 (8.5%) indicated they lived, worked, or owned a business on Eighth Street
- 2,080 (87.1%) indicated they drive the street more than once daily, once a day, or a few times a week
- 227 (9.5%) indicated they bike the street more than once daily, once a day, or a few times a week
- 183 (7.7%) indicated that they walk/use the sidewalk along the street more than once daily, once a day, or a few times a week
- 1,590 (66.5%) indicated they use Eighth Street to pass through the downtown area to get to destinations located outside of the downtown area
- 648 (27.1%) provided a Traverse City address when completing the survey (*Note: Respondents were not required to supply an address as a condition of completing the survey.*)

Perceptions Related to Users' Experiences and Satisfaction Levels

Survey participants were asked to rate their experiences and also to report on their levels of satisfaction related to driving, biking, and walking uses before and after the restriping.

Experience Ratings

Survey participants were asked: "If you have traveled on Eighth Street between Lake Street and Woodmere Ave., how would you rate your experience over these past 11 months as compared to previous times?" There were three response choices: better now, about the same, and worse now.

Some response highlights:

- 63.43% of total respondents reported that the street was "worse now" for driving; 24.45% rated it as "better now"
- Among respondents who reported relatively frequent driving use, 64.14% reported that the street was "worse now" for driving; 25.19% rated it as "better now"
- Among respondents who reported living, working or owning a business on Eighth Street, 66.17% indicated that the driving experience was "worse now"; 24.38% rated it as "better now"
- Among respondents who indicated they lived in a downtown Traverse City neighborhood, 54.18% reported that the experience was "better now" for biking; 28.24% reported that it was "about the same"
- Among respondents who reported relatively frequent walking use, 46.41% rated the walking experience as "better now"; 35.36% responded that it was "about the same"
- Among respondents who reported relatively frequent biking use, 75% rated their the experience for biking as "better now"; 12.5% reported it as "worse now"

Levels of Satisfaction Prior To and After Restriping

Survey participants were invited to report their levels of satisfaction while driving, biking, and walking/using the sidewalk prior to and after the restriping.

Some response highlights:

- Among total respondents, there was a 25.56% net decrease in the percentage who reported feeling "very satisfied" and "satisfied" with driving before and after restriping
- Among total respondents, there was a 36.54% net increase in the percentage who reported feeling "very unsatisfied" and "unsatisfied" with driving before and after restriping
- Among total respondents, there was a 7.49% net increase in the percentage who reported feeling "very satisfied" and "satisfied" with biking before and after restriping
- Among total respondents, there was a 2.72% net increase in the percentage who reported feeling "very satisfied" and "satisfied" with walking/sidewalk use before and after restriping; responses rating the experience as "neutral" increase by 5.42%
- Among respondents who reported relatively frequent driving use, there was a 25.17% net decrease in the percentage who reported feeling "very satisfied" or "satisfied" with driving before and after restriping
- Among respondents who reported living in a downtown Traverse City neighborhood, there was an 8.54% net increase in the percentage who reported feeling "very satisfied" and "satisfied" with driving before and after restriping; there was also a 4.28 % net increase in the percentage who reported feeling "very unsatisfied" and "unsatisfied" with driving before and after restriping

- Among respondents who reported living in a downtown Traverse City neighborhood, there was a 29.15% net increase in the percentage who reported feeling “very satisfied” and “satisfied” with biking before and after restriping
- Among respondents who reported living in a downtown Traverse City neighborhood, there was a 16.13% net increase in the percentage who reported feeling “very satisfied” and “satisfied” with walking/sidewalk use before and after restriping
- Among respondents who reported relatively frequent bike use, there was a 54.41% net increase in the percentage who reported feeling “very satisfied” or “satisfied” with biking before and after restriping
- 38.25% of total respondents reported feeling “very unsatisfied” or “unsatisfied” with biking experiences prior to restriping; 23.94% reported feeling “very satisfied” or “satisfied”
- 31.43% of total respondents reported feeling “very satisfied” or “satisfied” with their biking experience after restriping; 30.84% reported feeling “very unsatisfied” or “unsatisfied”
- Among respondents who reported relatively frequent walking/sidewalk use, there was a 29.58% net increase in the percentage who reported feeling “very satisfied” or “satisfied” with walking/sidewalk use before and after restriping
- Among respondents who reported living, working, or owning a business along Eighth Street, there was a 27.59% net decrease in the percentage who reported feeling “very satisfied” or “satisfied” with driving use before and after restriping; there was a 35.96% net increase in reported feelings of “very unsatisfied” or “unsatisfied” related to driving use
- Among respondents who reported living, working, or owning a business along Eighth Street, there was a 6.15% net decrease in the percentage who reported feeling “very satisfied” or “satisfied” with biking use before and after restriping; there was a 9.48% net increase in reported feelings of “very unsatisfied” or “unsatisfied” related to biking use
- Among respondents who reported living, working, or owning a business along Eighth Street, there was a 13.83% net decrease in the percentage who reported feeling “very satisfied” or “satisfied” with walking/sidewalk use before and after restriping; there was a 10.83% net increase in reported feelings of “very unsatisfied” or “unsatisfied” related to walking/sidewalk

Open-Ended Comments Related To Experience Ratings and Satisfaction Levels

Respondents shared several hundred open-ended written comments to survey questions. These comments were evaluated for themes. One of the themes in the responses related to ratings and satisfaction levels was traffic flow. Some respondents wrote about traffic flow issues and described their observations on the same traffic flow pattern in different ways. For example, when describing traffic flow, some respondents characterized the traffic flow after restriping as “congested,” “very backed-up,” “slow,” and “frustrating.” Others described the traffic flow after restriping as “calmer,” “safer,” and “traveling at the speed limit.”

There were also written comments related to the relatively poor condition of the pavement on Eighth Street and how it impacted individual driving and biking experiences and levels of satisfaction.

The written comments included a number of responses by people who shared their observations that they see more people biking on the sidewalk than on the street.

There were also written comments about turning movements, including challenges turning into and out of streets and businesses along Eighth Street. There were some comments about the impacts of the center turn lane and the left-hand turn lane at Lake Street.

Additional Information

The charts in Appendix A illustrate the total responses, as well as the responses by different cohort groups of respondents related to experience ratings and satisfaction levels prior to and after restriping. Respondents may be members of one or more cohort group. For example, a respondent who indicated that they drive the corridor once a day may also have reported that they live in a downtown Traverse City neighborhood, and a person who reported relatively frequent driving use may have also reported relatively frequent biking or walking use, etc.

Perceptions of Safety

Respondents were asked "When you travel along this section of Eighth Street today, how do you feel about your level of safety?" Some perceptions and opinions about safety varied by cohort group.

Some response highlights after restriping:

- 76.34% of respondents who reported relatively frequent biking use reported feeling "more safe" biking
- 51.77% of respondents who reported living in a downtown Traverse City neighborhood reported feeling "more safe" biking
- 49.25% of respondents who reported living, working, or owning a business along Eighth Street reported feeling "less safe" biking
- 40.39% of respondents who reported living, working, or owning a business along Eighth Street reported feeling "less safe" driving
- 31.08% of respondents who reported living, working, or owning a business along Eighth Street reported feeling "less safe" walking

Appendix B includes charts and data regarding respondents' perceptions of safety.

Visual Preferences

Photo C received the highest average visual preference score. However, there was not a significant distinction in the rating levels of images provided by the City regarding visual preference survey question. The average rating for each image was similar among total respondents. Photo C received the highest average rating.

Rank and Score:

1. Photo C (2.76)
2. Photo A (2.51)
3. Photo B (2.45)
4. Photo D (2.36)

The photographs chosen by the City for inclusion in the survey are included below for reference.

Photo A



Photo B



Photo C



Photo D



Bike Trail and Cycle Lane Preference

Question 12 asked survey participants to respond to the following question and answer choices:

" Please select the option that best describes your bike use preference related to the following statement: If the City developed a designated bike trail or cycle path as part of Eighth Street's reconstruction, I would use it instead of riding my bike on Eighth Street."

- *Yes, I would choose to ride on a designated bike trail or cycle path instead of the street.*
- *No, I would choose to ride on Eighth Street instead of the cycle path.*
- *I do not use my bike or plan to use my bike to travel the Eighth Street corridor.*

The image below of a sample bike trail/cycle path was selected and provided by the City and was included in the survey.



PHOTO BY WILL SHERMAN, CITYPHILE

Data highlights regarding responses related to biking choices:

- 51.8% of survey participants responded they would choose to ride on a designated bike trail or cycle path instead of the street
- 44.4% of survey participants responded they do not use a bike or plan to use a bike to travel the Eighth Street corridor
- Among respondents who reported relatively frequent bike use, 89.91% responded they would choose to ride on a designated bike trail or cycle path instead of the street

Opinions Regarding Improving Experiences

Survey participants were asked: "What would improve your experience of Eighth Street between Lake Street and Woodmere Avenue?"

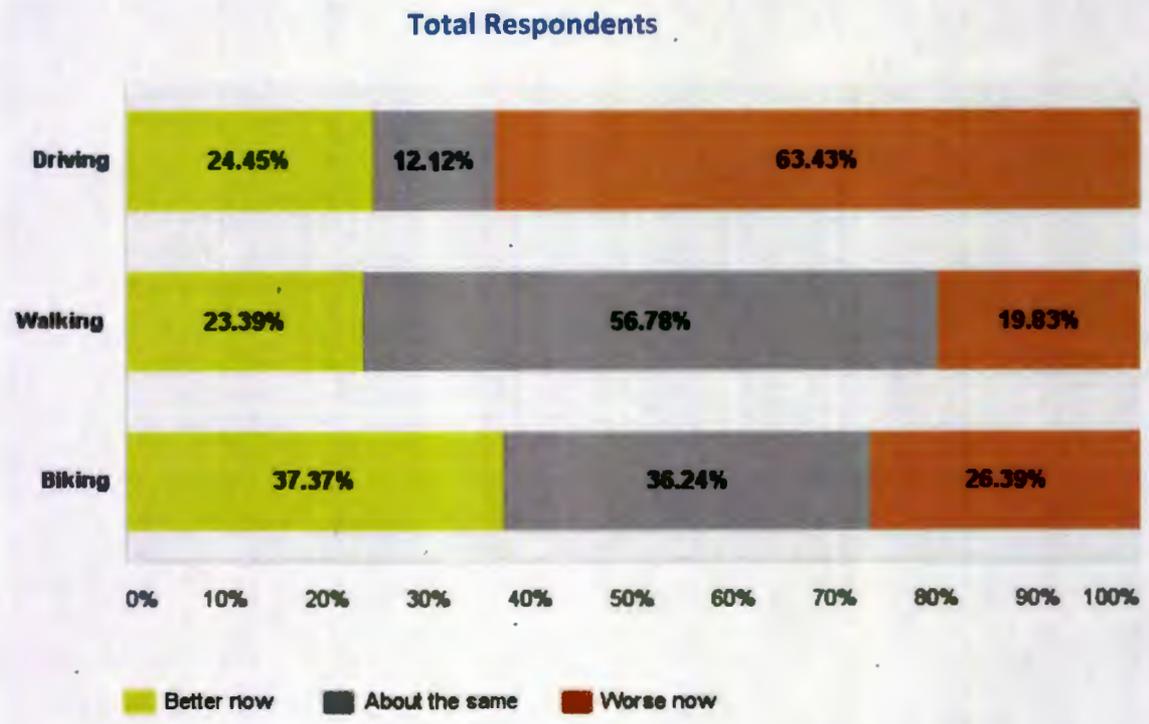
Some highlights of the opinions regarding how to improve experiences:

- 74.6% of total respondents selected "smoother pavement conditions"
- 58% of total respondents selected "increase in number of driving lanes"
- 42.6% of total respondents selected "greater ease for left-hand turn lanes both onto and off of Eighth Street"
- 34.8% of total respondents selected "more trees and landscaping"
- 32.49% of total respondents selected lighting for streets and sidewalks"
- 25.6% of total respondents selected "increase in the number of sidewalk crossing areas"

Appendix C includes a chart and data that illustrate total responses to this question.

Appendix A: Opinions Regarding Levels of Satisfaction Prior to and After Restriping

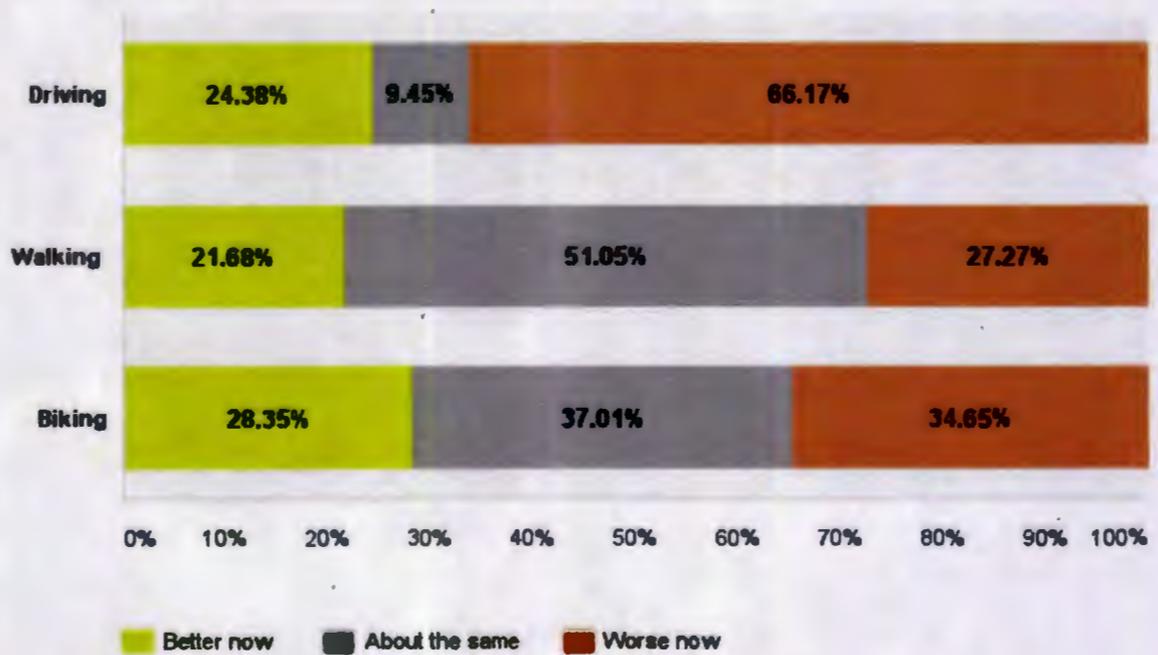
Question: "If you have traveled on Eighth Street between Lake Street and Woodmere Ave., how would you rate your experience over these past 11 months as compared to previous times?"



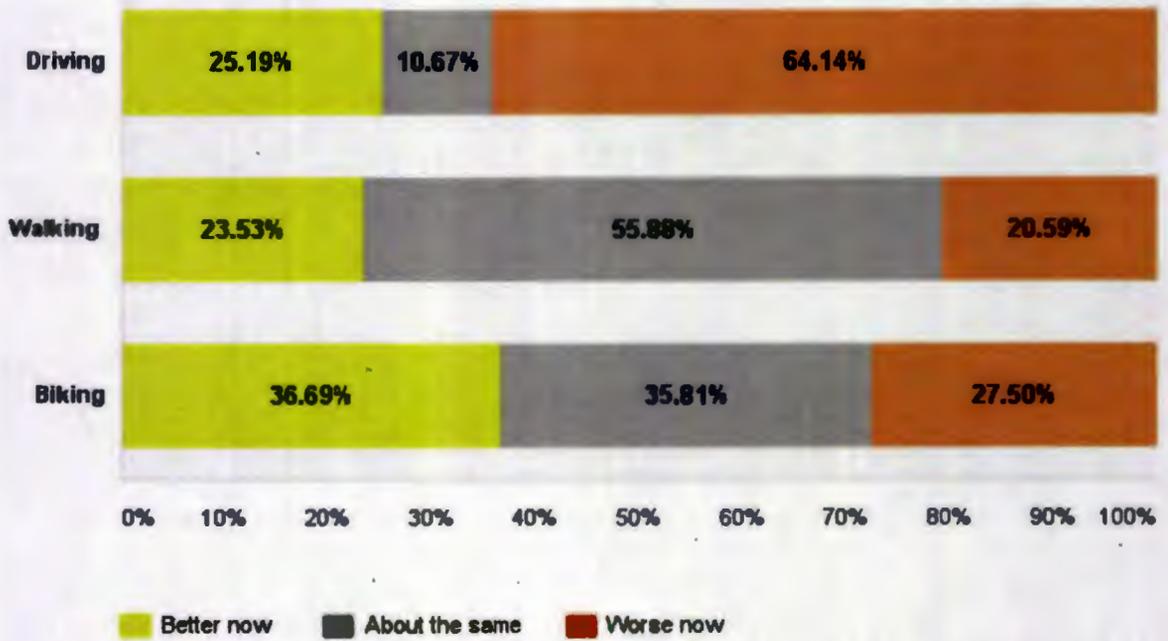
Respondents Who Reported Living in a Downtown Traverse City Neighborhood



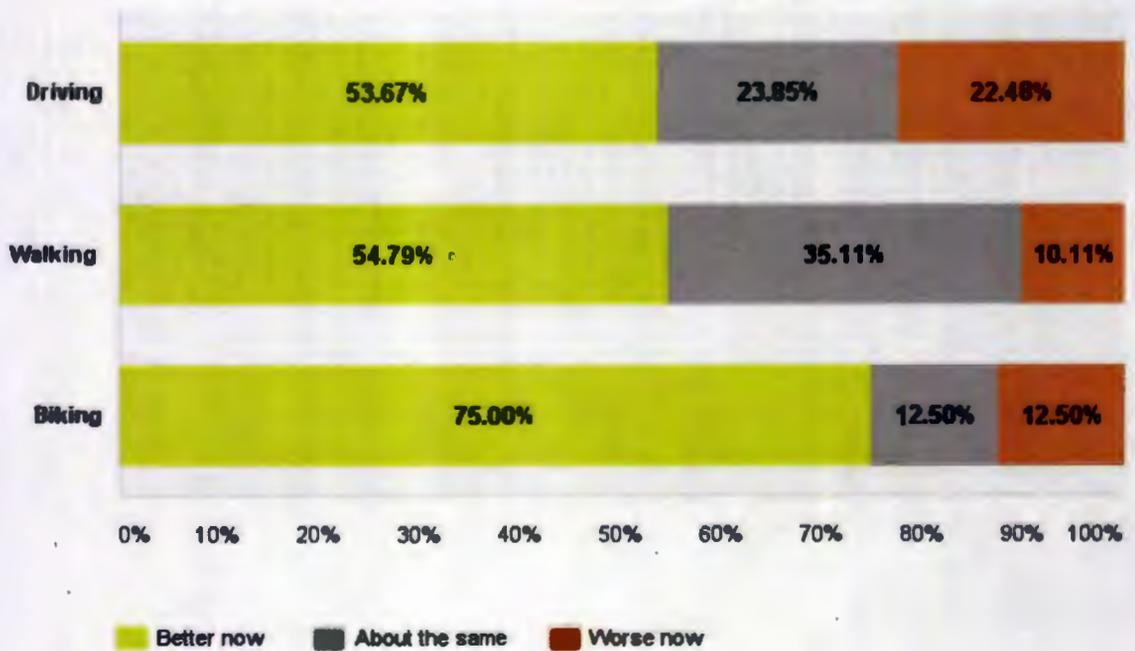
Respondents Who Reported Living, Working or Owning A Business Along Eighth Street



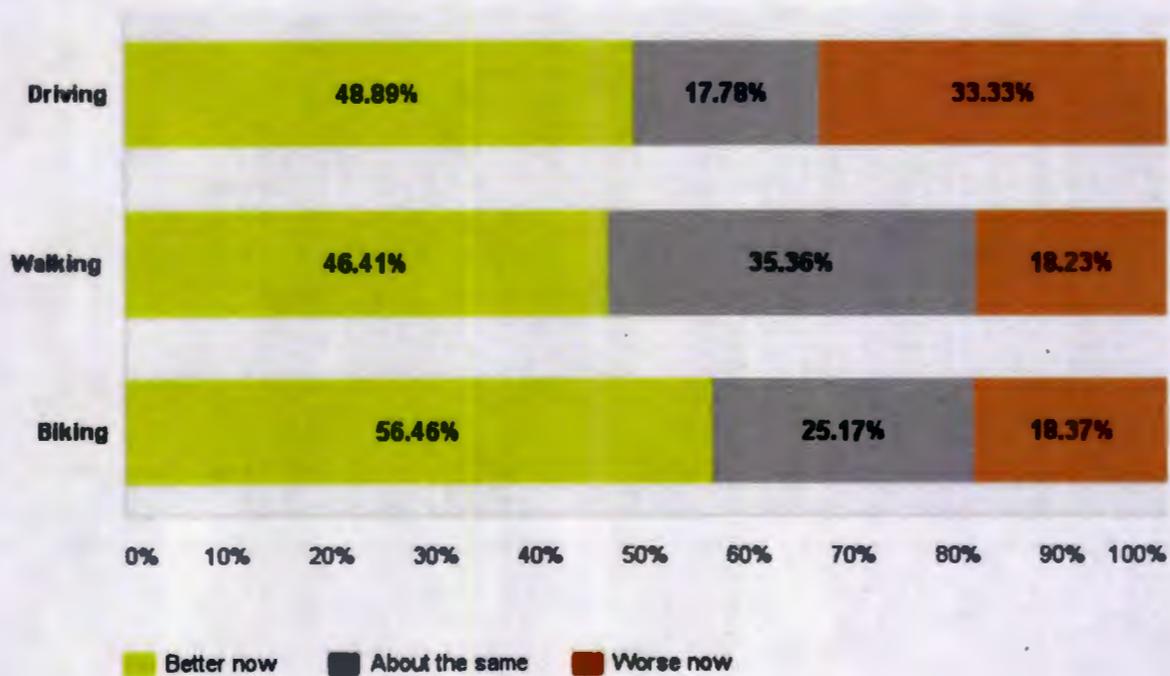
Respondents Who Reported Relatively Frequent Driving Use



Respondents Who Reported Relatively Frequent Biking Use



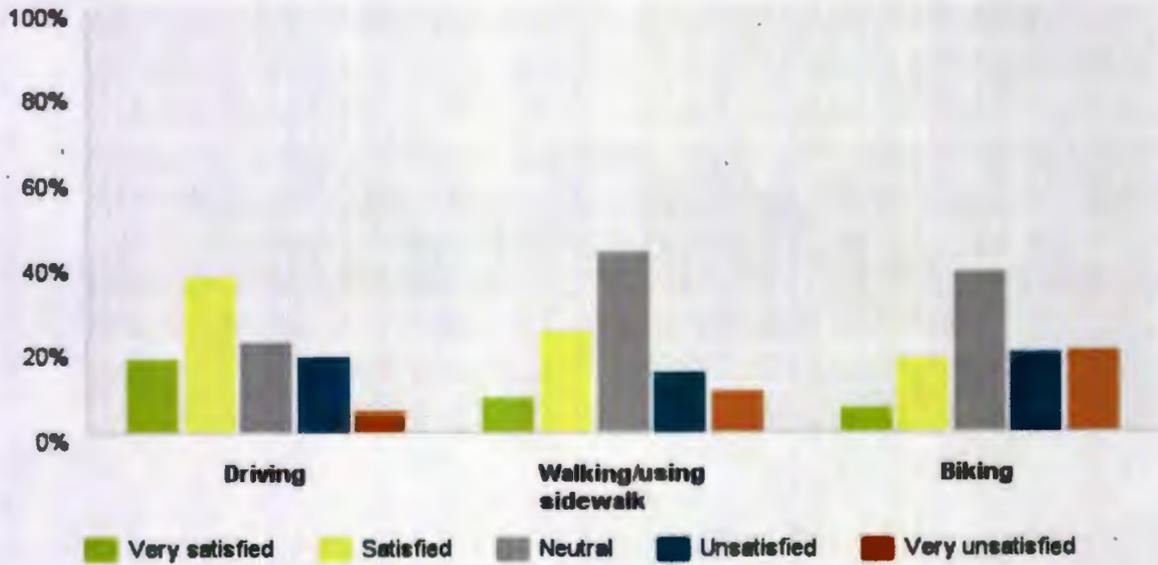
Respondents Who Reported Relatively Frequent Walking/Sidewalk Use



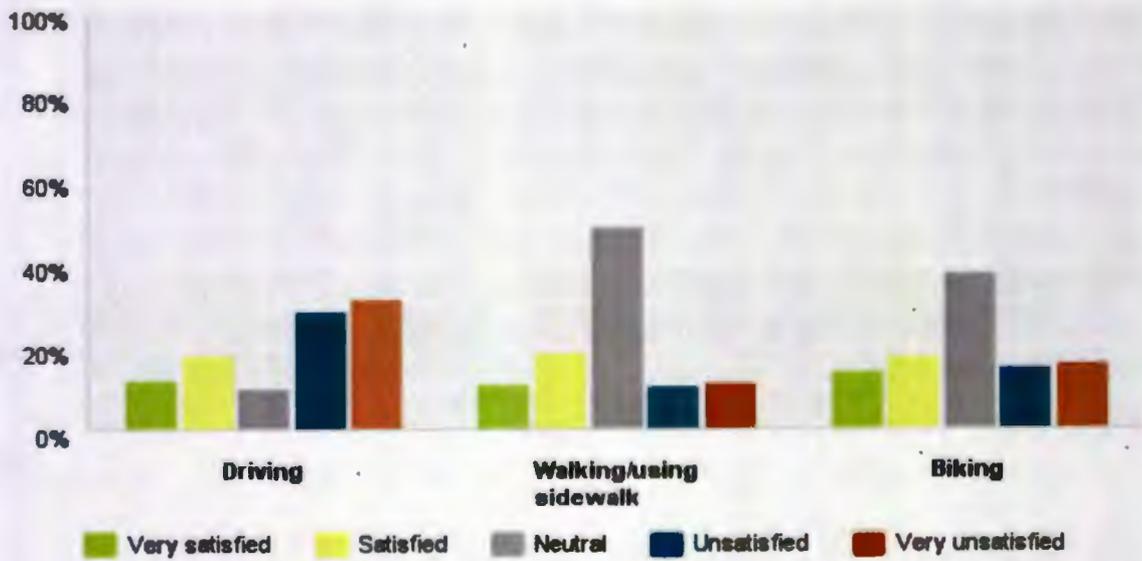
Question: What was your level of satisfaction prior to and after restriping?

Total Respondents

Prior to Restriping:

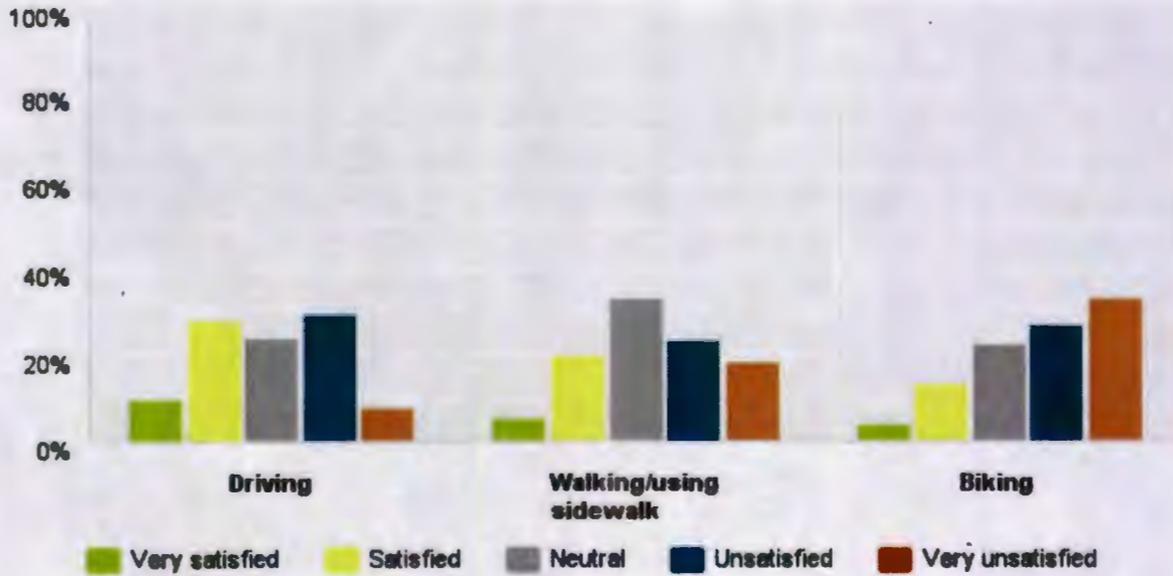


After Restriping:

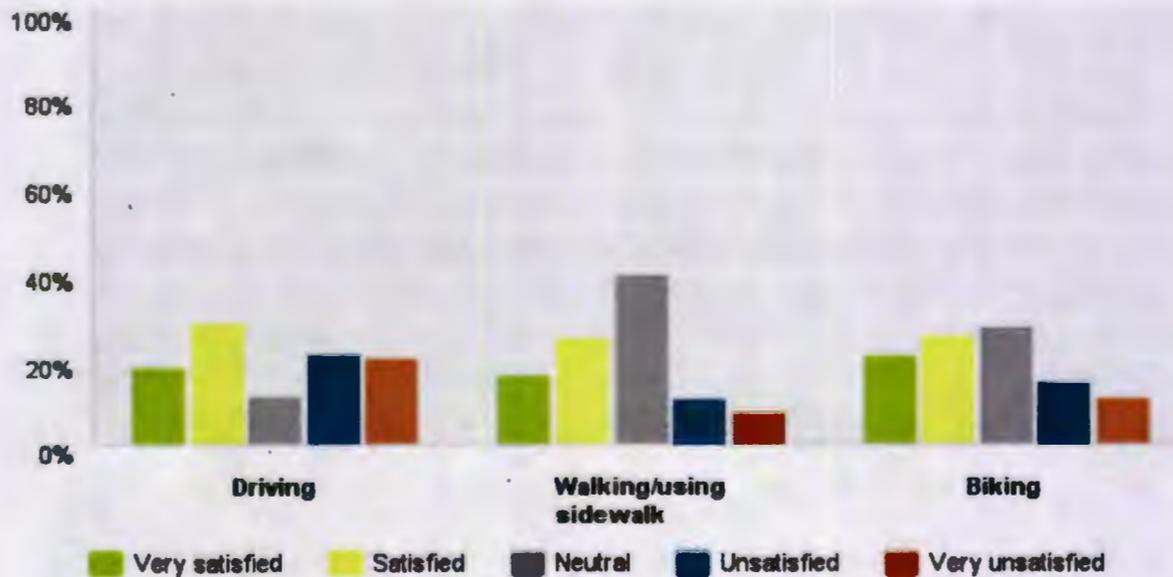


Respondents Who Reported Living in a Downtown Traverse City Neighborhood

Prior to Restriping:

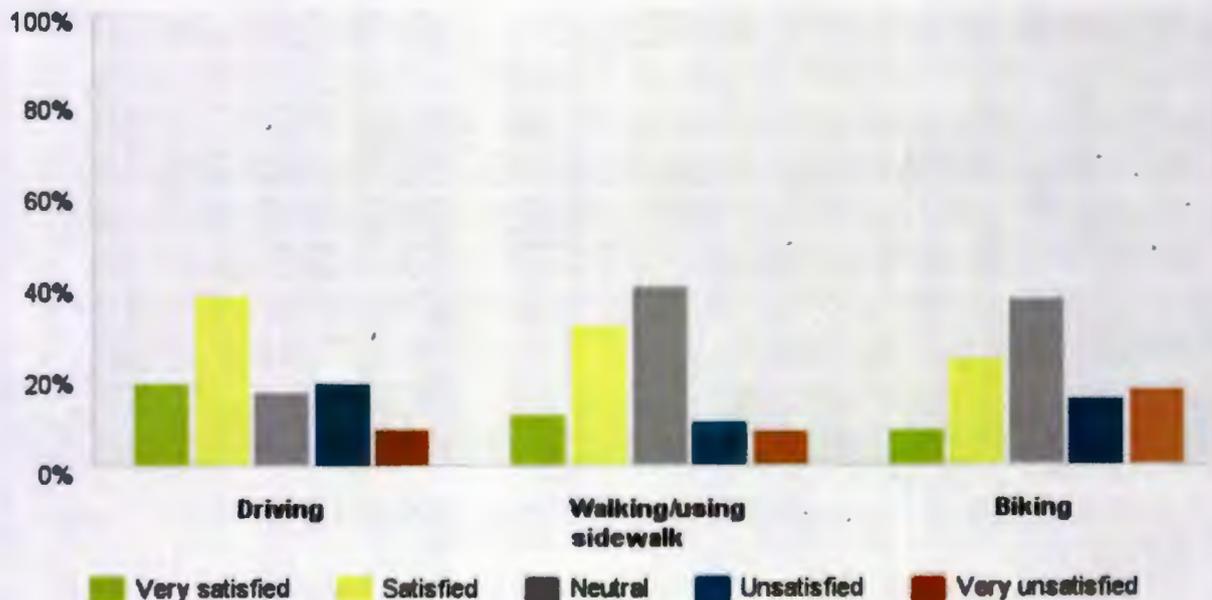


After Restriping:

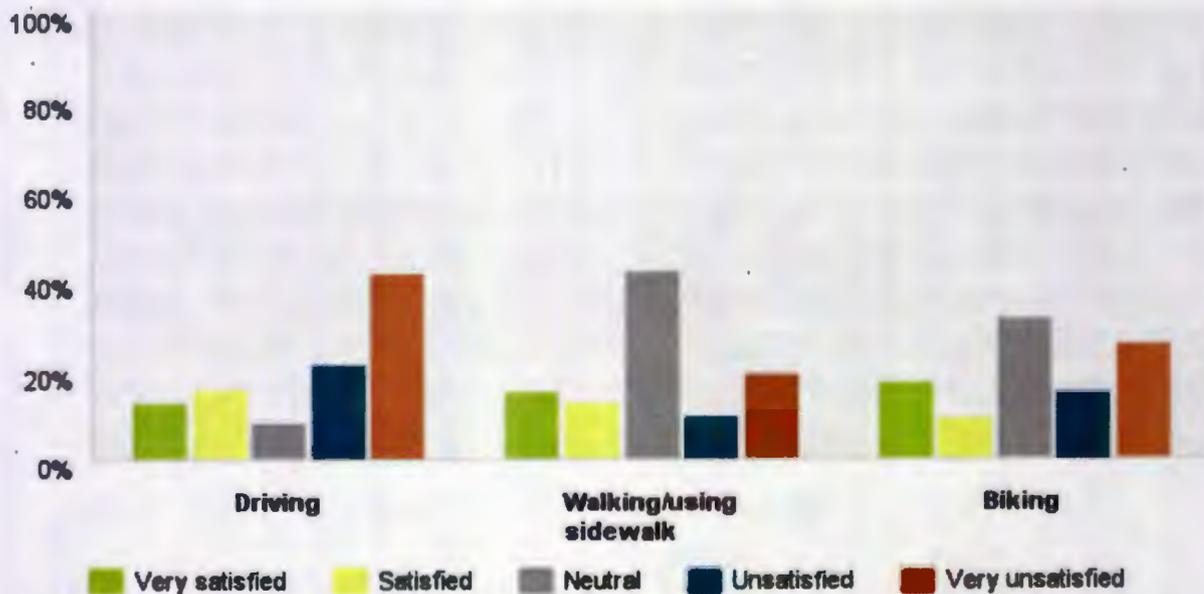


Respondents Who Reported Living, Working or Owning A Business Along Eighth Street

Prior to Restriping:

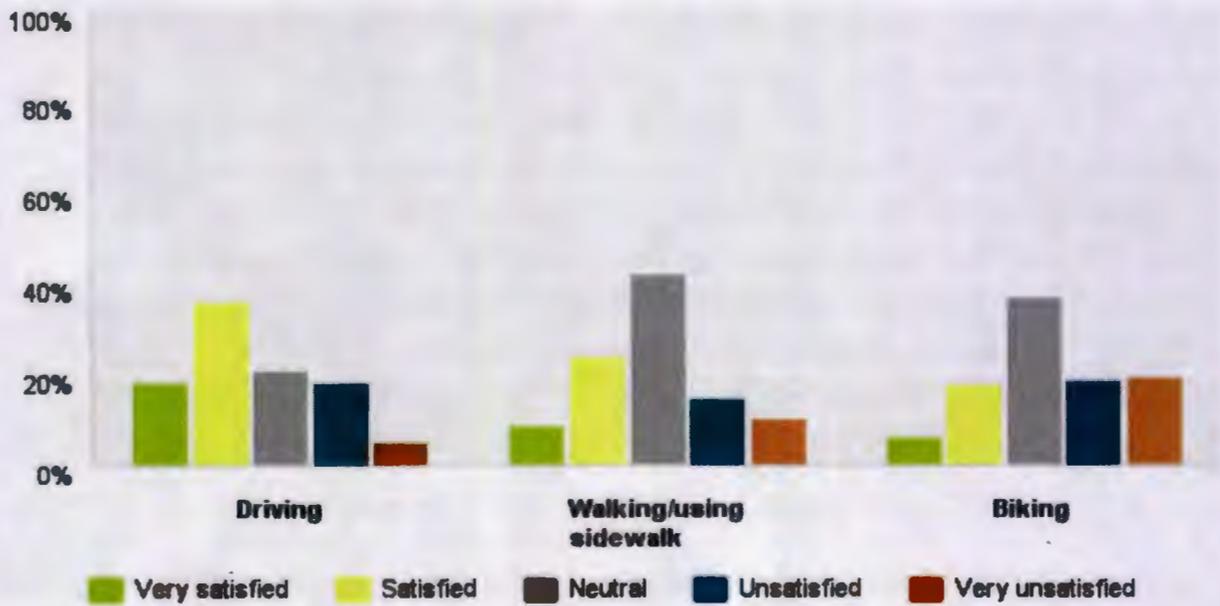


After Restriping:

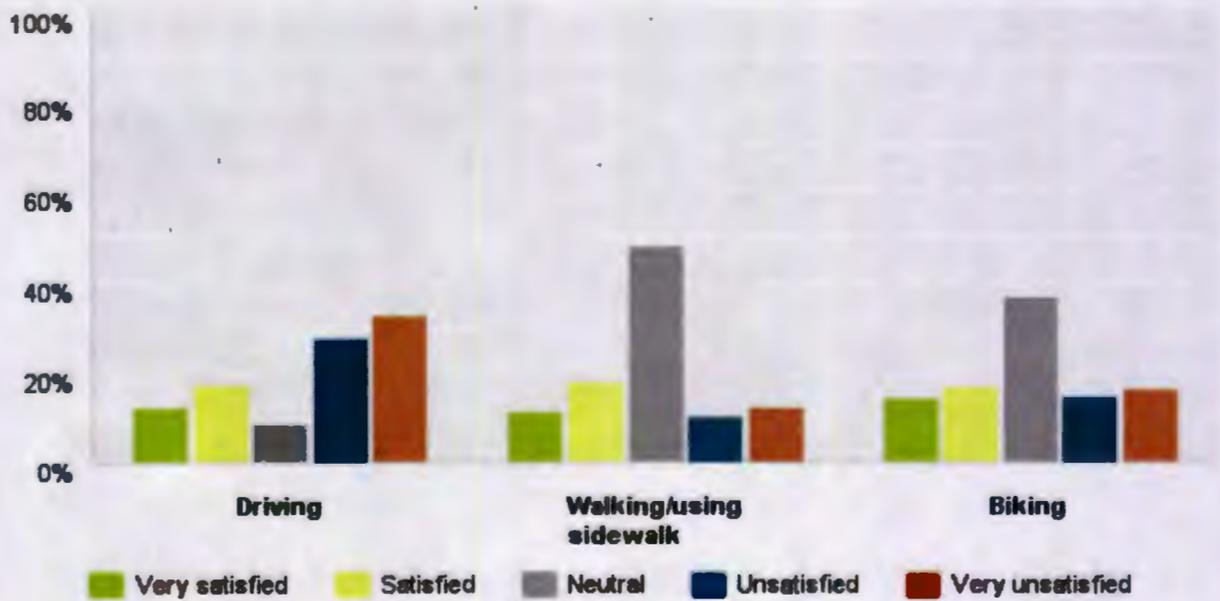


Respondents Who Reported Relatively Frequent Driving Use

Prior to Restriping:

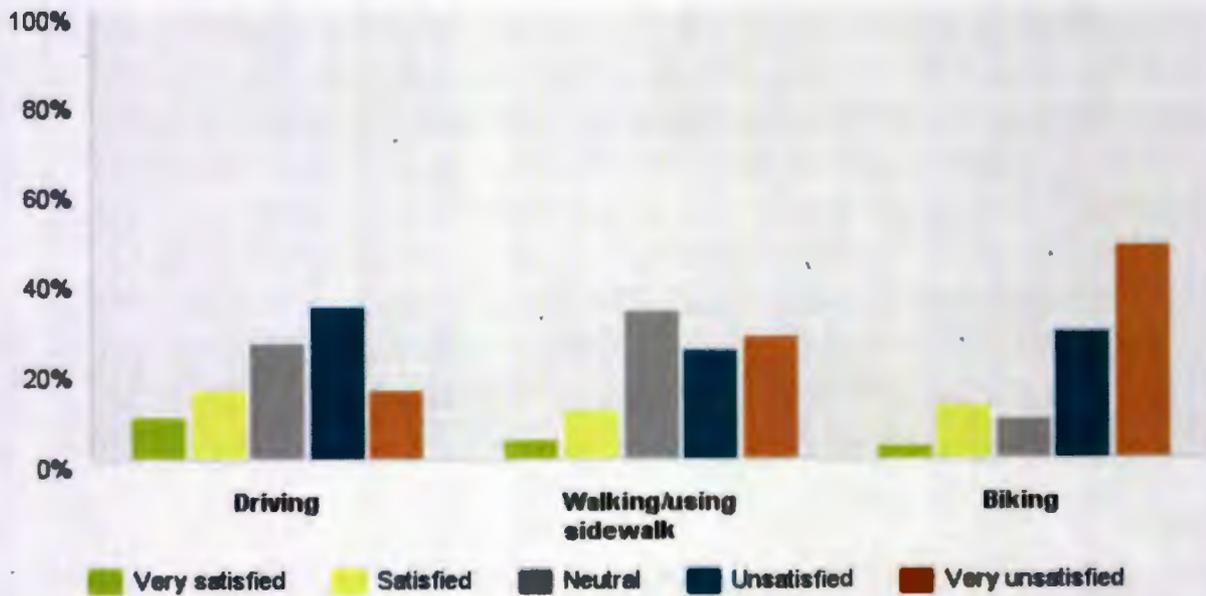


After Restriping:

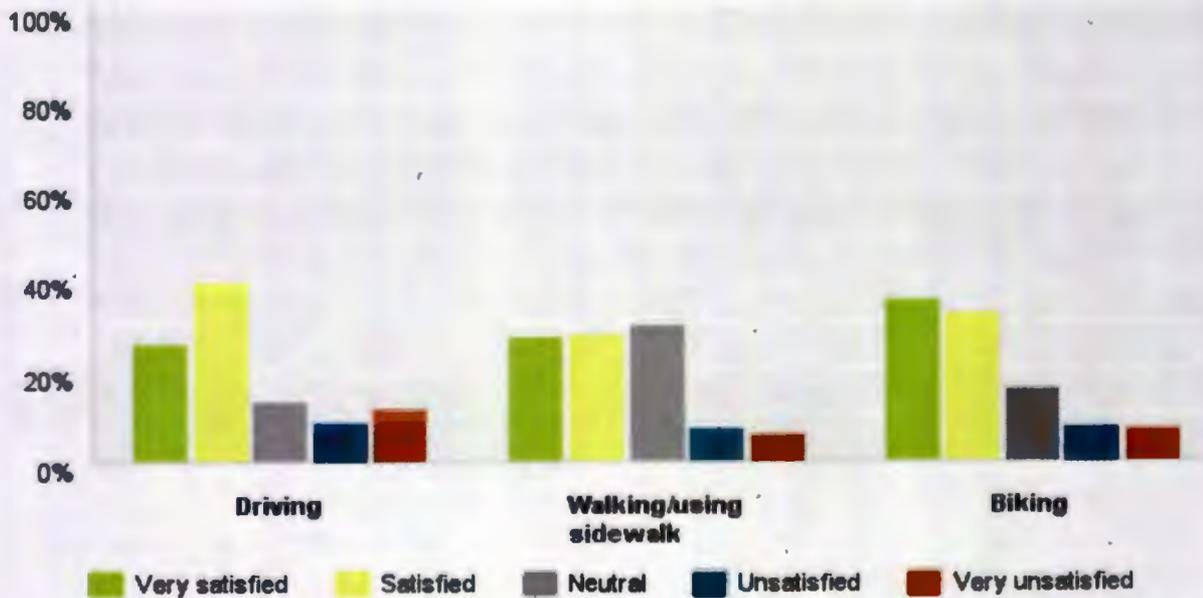


Respondents Who Reported Relatively Frequent Biking Use

Prior to Restriping:

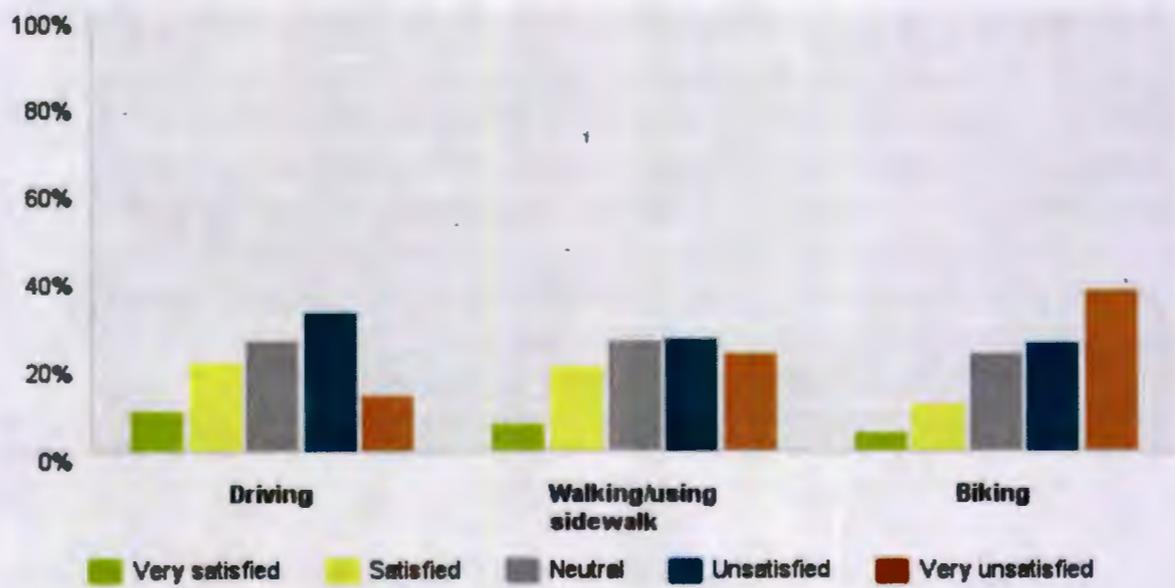


After Restriping:

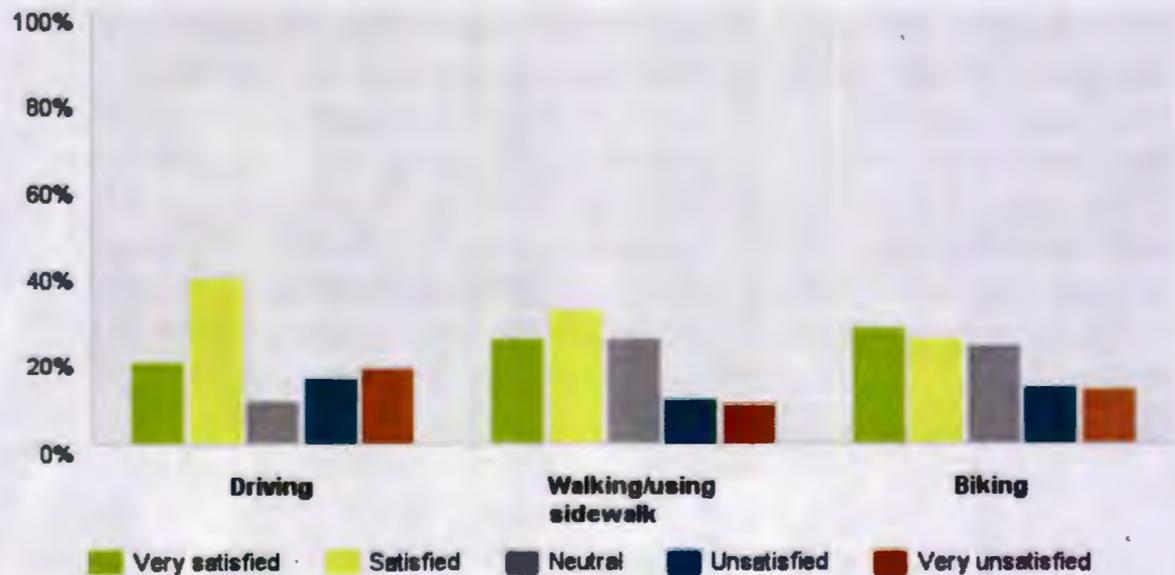


Respondents Who Reported Relatively Frequent Walking/Sidewalk Use

Prior to Restriping:

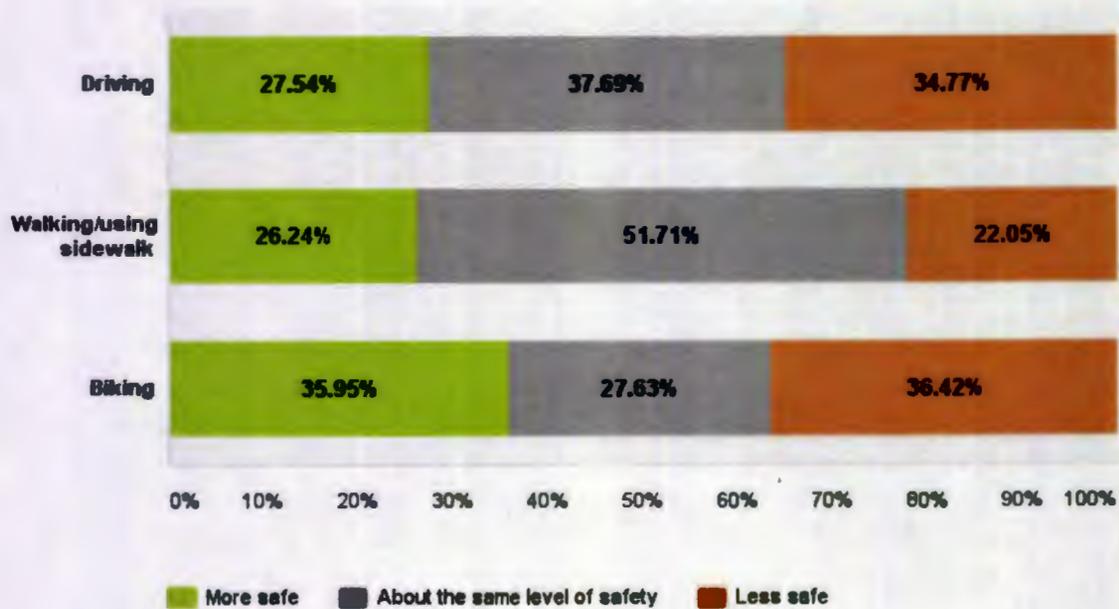


After Restriping:

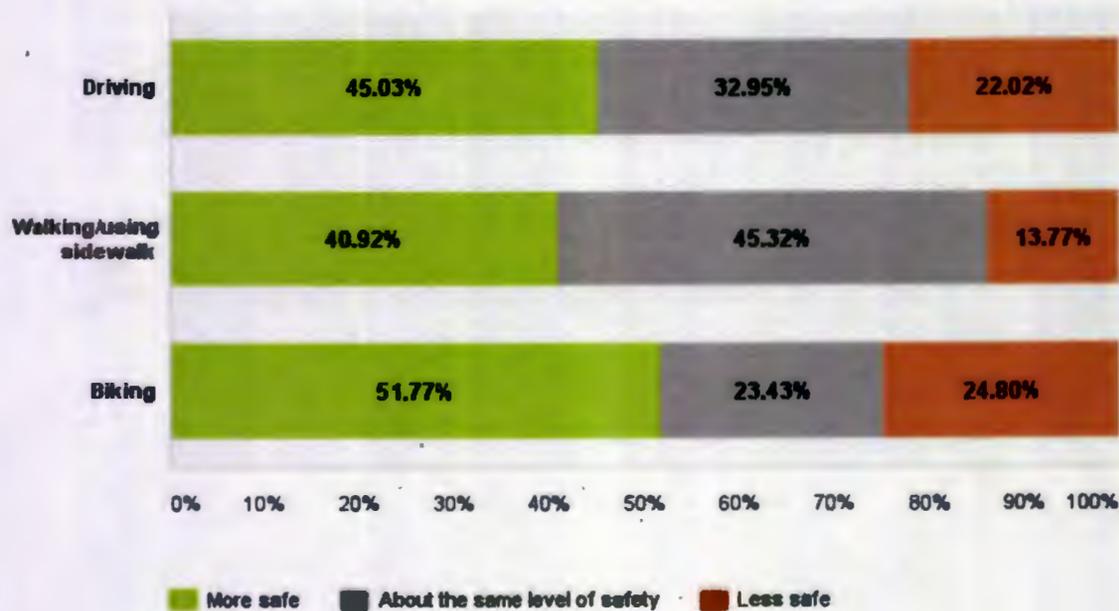


Appendix B: Opinions about Safety Before and After Restriping

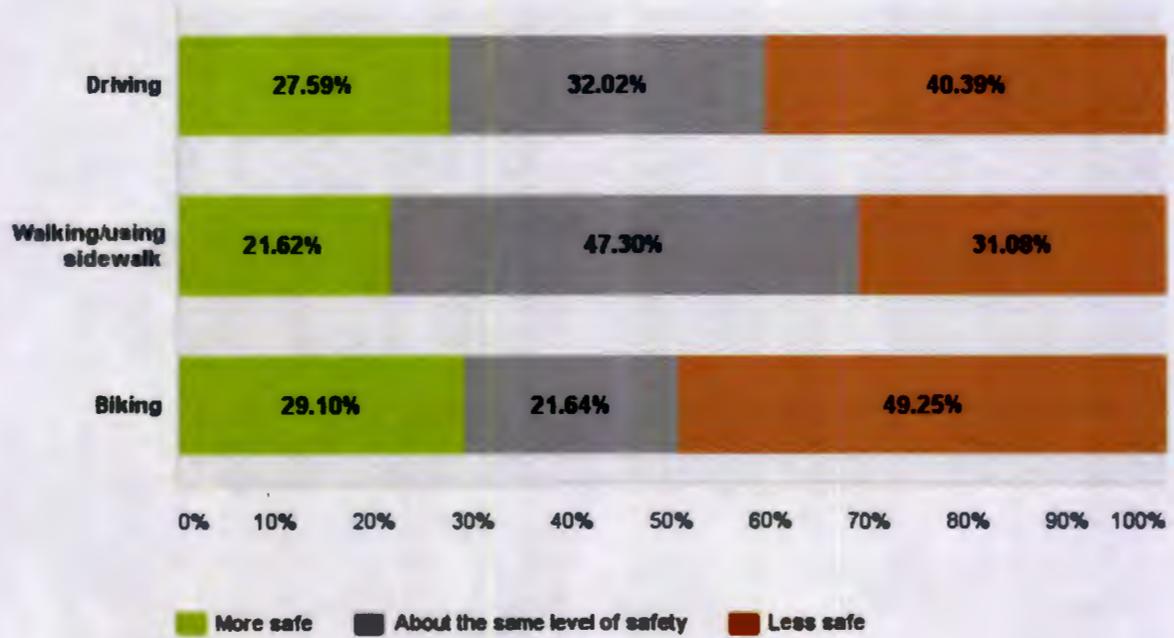
Total Respondents



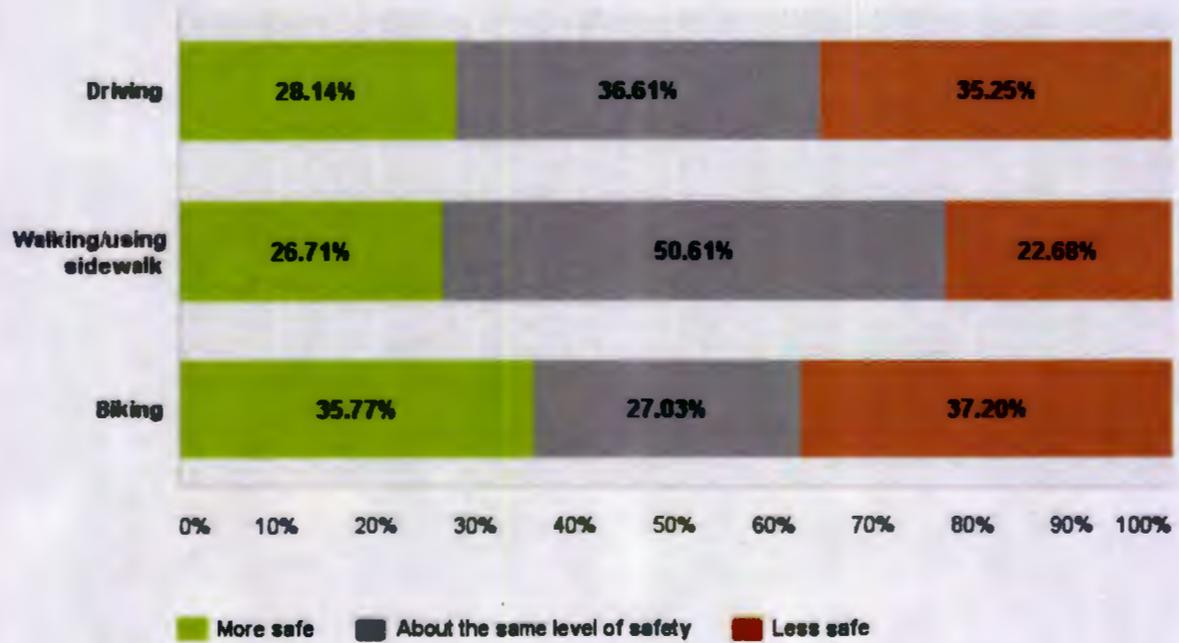
Respondents Who Reported Living in a Downtown Traverse City Neighborhood



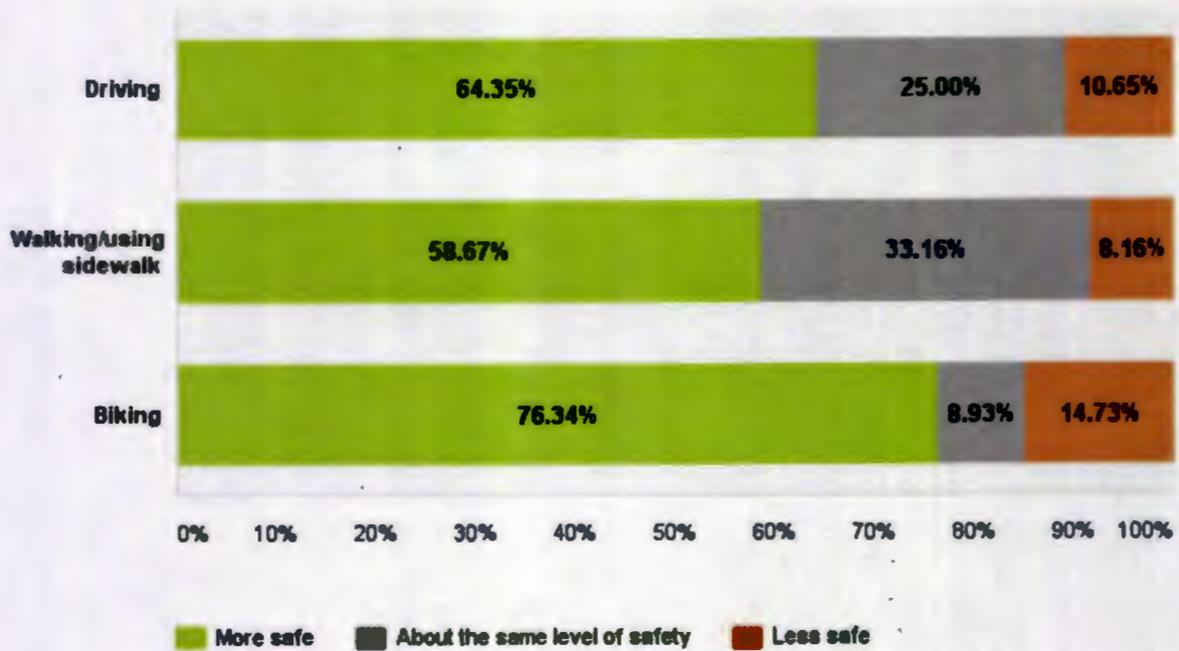
Respondents Who Reported Living, Working or Owning A Business Along Eighth Street



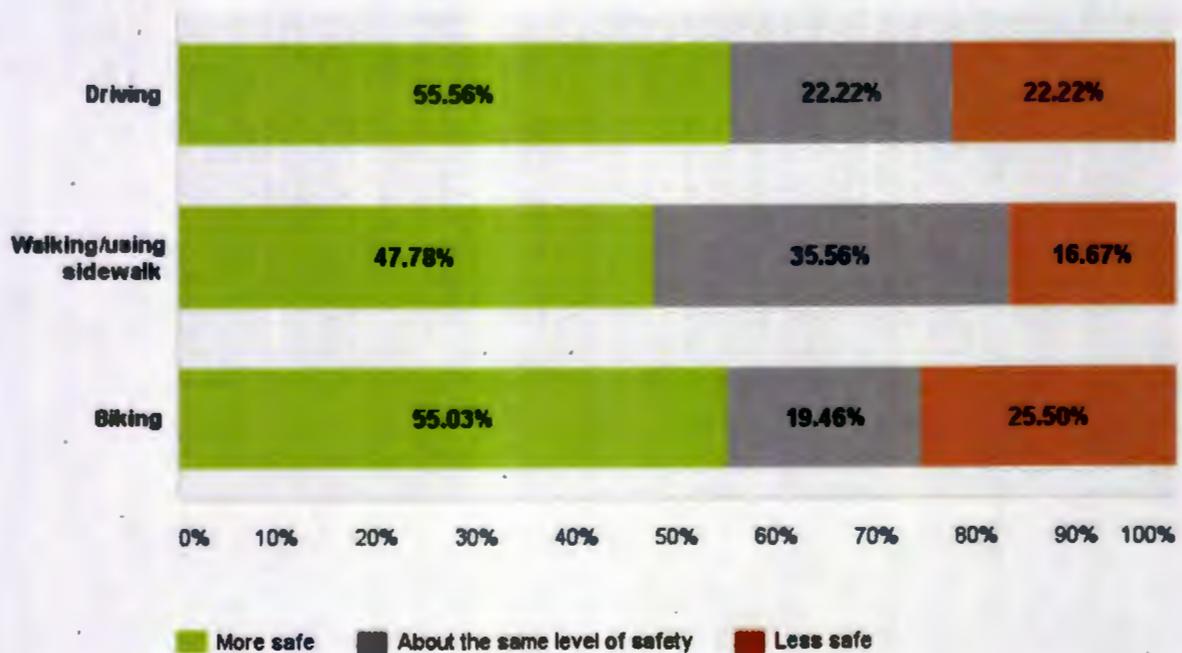
Respondents Who Reported Relatively Frequent Driving Use



Respondents Who Reported Relatively Frequent Biking Use

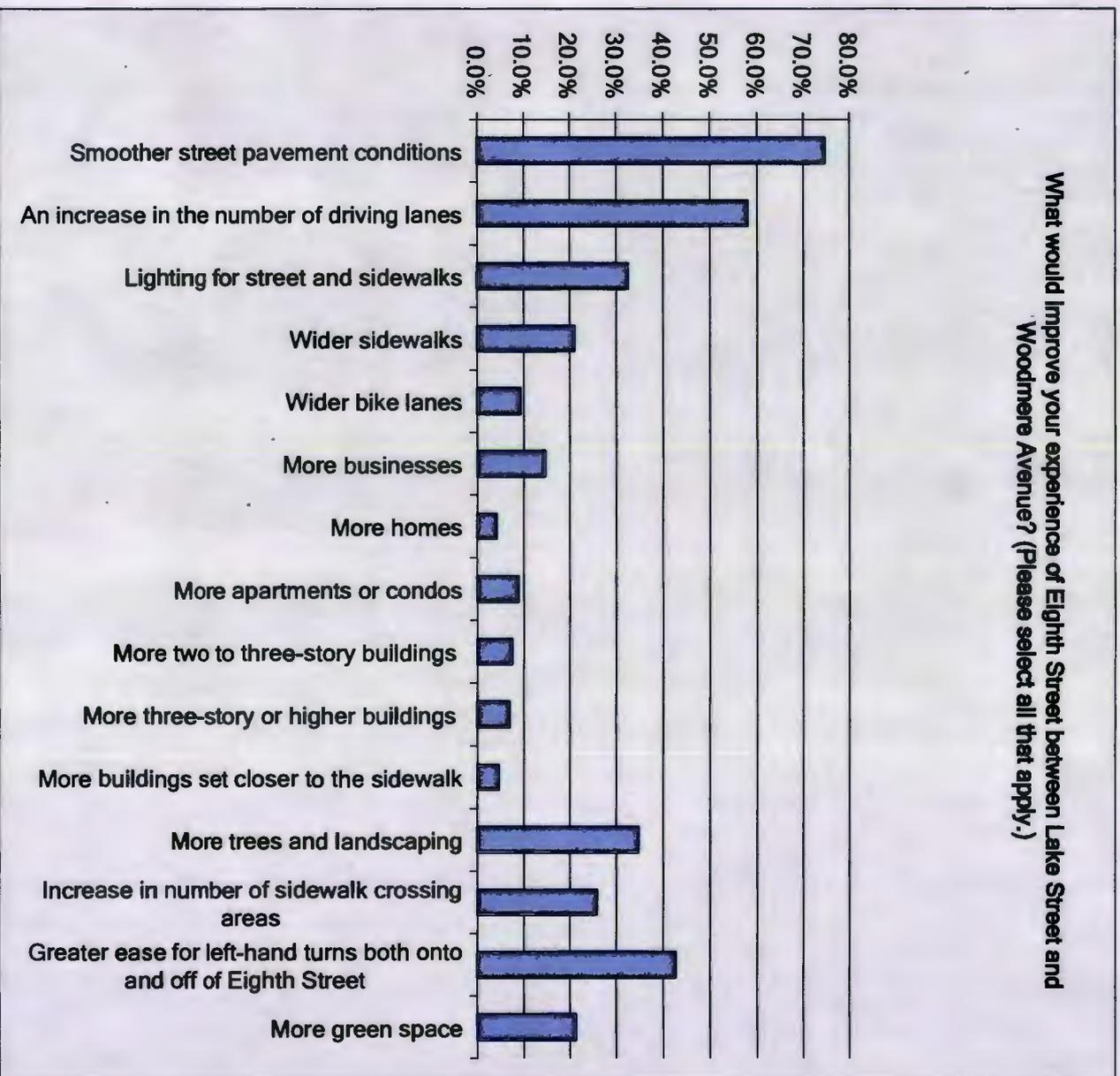


Respondents Who Reported Relatively Frequent Walking/Sidewalk Use



Appendix C: Opinions Regarding Improving Experiences

Total Responses



Answer Choices	Responses	
Smoother street pavement conditions	74.62%	1,741
An increase in the number of driving lanes	58.04%	1,354
Lighting for street and sidewalks	32.49%	758
Wider sidewalks	21.09%	492
Wider bike lanes	9.17%	214
More businesses	14.57%	340
More homes	4.07%	95
More apartments or condos	8.83%	206
More two to three-story buildings	7.42%	173
More three-story or higher buildings	6.77%	158
More buildings set closer to the sidewalk	4.59%	107
More trees and landscaping	34.76%	811
Increase in number of sidewalk crossing areas	25.85%	603
Greater ease for left-hand turns both onto and off of Eighth Street	42.61%	994
More green space	21.26%	496
Total Respondents: 2,333		

Four Lanes from September 29, 2013 to September 28, 2014

Total 37 Crashes

- A = Angle
- R = Rear End
- S = Side Swipe
- B = Bicycle
- H = Head On
- O = Other

BOARDMAN AVE



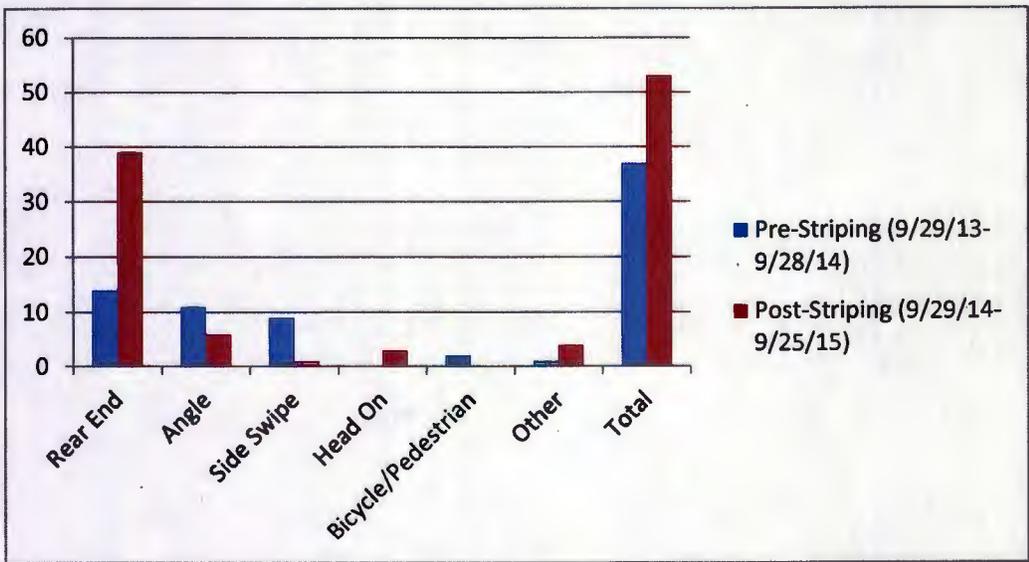
Three Lanes from September 29, 2014 to September 25, 2015

Total 53 Crashes

- A = Angle
- R = Rear End
- S = Side Swipe
- B = Bicycle
- H = Head On
- O = Other



Crash Type	Pre-Striping (9/29/13-9/28/14)	Post-Striping (9/29/14-9/25/15)
Rear End	14	39
Angle	11	6
Side Swipe	9	1
Head On	0	3
Bicycle/Pedestrian	2	0
Other	1	4
Total	37	53

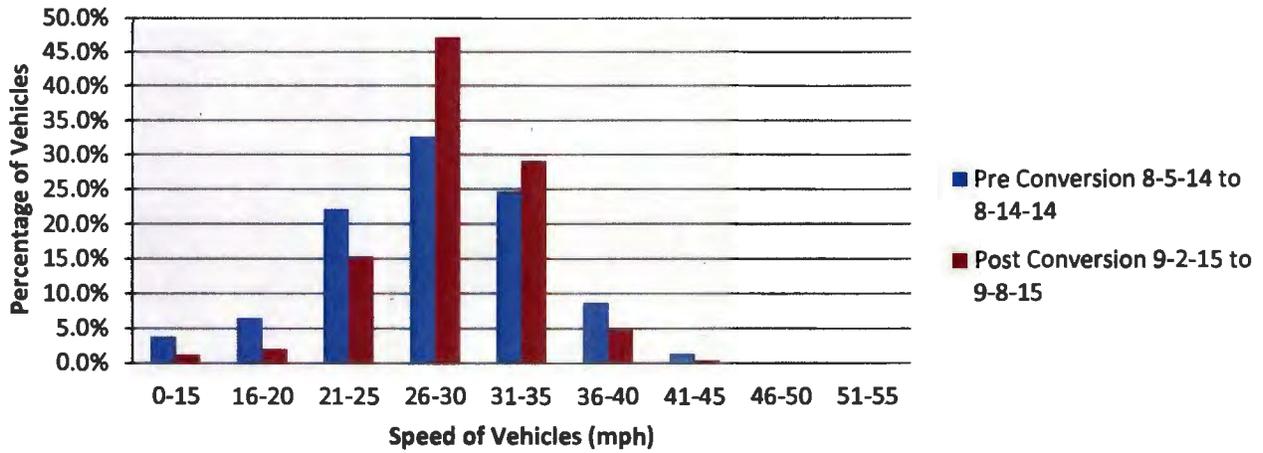


**Eighth St
Pre and Post 4-Lane to 3-Lane Conversion
Speed Percentages Data**

9/29/2015
JLC

Speed Category (mph)	Eighth St Bridge		Near Franklin	
	Pre Conversion 8-5-14 to 8-14-14	Post Conversion 9-2-15 to 9-8-15	Pre Conversion 8-5-14 to 8-14-14	Post Conversion 9-2-15 to 9-8-15
0-15	3.8%	1.2%	4.0%	4.5%
16-20	6.5%	2.0%	3.5%	5.4%
21-25	22.1%	15.3%	6.6%	15.6%
26-30	32.6%	47.1%	37.0%	46.7%
31-35	24.7%	29.1%	38.7%	23.9%
36-40	8.7%	4.8%	9.1%	3.5%
41-45	1.3%	0.4%	0.9%	0.3%
46-50	0.1%	0.1%	0.1%	0.0%
51-55	0.0%	0.0%	0.0%	0.0%

Eighth St Bridge



Eighth St Near Franklin St

