

TRAVERSE CITY PLANNING COMMISSION STUDY SESSION

TUESDAY, June 21, 2016

7:30 P.M.

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

Posted: 6/16/16

AGENDA

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, T.D.D., 922-4766, has been designated to coordinate compliance with the non-discrimination requirements. 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.

Planning Commission
c/o Russell Soyring, Planning Director
400 Boardman Avenue, Traverse City, MI 49684
231-922-4778

- 1. CALL MEETING TO ORDER**
- 2. ROLL CALL**
- 3. PRESENTATION BY CITY ENGINEER, TIM LODGE, TO DISCUSS SIDEWALK MAP, STREET PATTERN BOOK AND PROJECT UPDATE (Discussion)**
- 4. TRAFFIC CALMING (Discussion)**
- 5. SITE PLAN REQUIREMENTS FOR MECHANICAL EQUIPMENT (Discussion)**
- 6. WEST FRONT STREET PLACEPLAN FINAL REPORT (Distribution)**
- 7. PUBLIC COMMENT**
- 8. ADJOURNMENT**



Communication to the Planning Commission

FOR THE MEETING OF: June 21, 2016

FROM: Russ Soyring, Planning Director

SUBJECT: Planning Commission business

DATE: June 16, 2016

The Planning Commission study session of June 21, 2016 has several discussion items briefly described below.

3. Presentation by City Engineer, Tim Lodge, to discuss Sidewalk Map, Street Pattern Book and Project Update (Discussion)- Tim Lodge will update the Planning Commission on the current Sidewalk map (attached) and possible grant opportunity to provide sidewalk, traffic calming, trails and signage as part of the Safe Routes to School program.

The street “pattern book” has been discussed for many years. Engineering staff created a draft document titled, “City of Traverse City Complete Street Design” last winter. It includes street types that match the neighborhood types identified in the Master Plan. The draft is currently being reviewed by staff. Mr. Lodge will distribute an executive summary of the draft document at the meeting.

Finally, Mr. Lodge will give an update on current projects that are underway.

4. Traffic Calming (Discussion)- In the packet, you will find the Neighborhood Traffic Calming Program, Complete Streets Policy and the Infrastructure Strategy Policy. A discussion about the policies and how they are used and interpreted to take place at the meeting.

5. Site Plan requirements for mechanical equipment (Discussion)- A discussion regarding current zoning ordinance regulations (or lack thereof) for mechanical equipment.

6. West Front Street PlacePlan Final Report (Distribution)- The West Front Street PlacePlan final report will be discussed at the September 20, 2016 study session. This will give the Planning Commission time to read the document. In September, a possible recommendation for the Form Based Code section and a discussion and possible recommendation on the City Lot project and which alternative (if any) is preferred.

Attachments: Sidewalk map
Pattern book executive summary (to be distributed at the meeting)
Neighborhood Traffic Calming Program (with attachments)
Complete Streets Policy
Infrastructure Strategy Policy
West Front Street Placeplan Final Report (to be distributed at the meeting)



City of Traverse City

Neighborhood Traffic Calming Program

Introduction

The City of Traverse City is committed to the safety and livability of its neighborhoods. This Neighborhood Traffic Calming Program is designed to be a joint effort between the residents and the City to: identify traffic issues, create and implement a plan to address those issues, and evaluate the effectiveness of the various solutions.

Goals and Objectives

Our intent is to establish a consistent and comprehensive process to address traffic concerns in our neighborhoods. Prudent implementation of traffic calming measures can promote a high quality of life and active character within the City's neighborhoods. Furthermore, this program strives to make our streets safer and quieter.

Program Objectives:

- Improve neighborhood livability by mitigating the negative impact of motor vehicle traffic.
- Promote safe and pleasant conditions for residents, motorists, bicyclists, pedestrians and transit riders.
- Promote and support the use of transportation alternatives
- Encourage citizen participation in all phases of traffic calming program activities.
- Make efficient use of City resources by prioritizing program activities.

Program Guidelines:

- Through traffic will be encouraged to use higher classification streets.
- Traffic calming devices shall be planned and designed in keeping with sound engineering and planning practices.
- Emergency vehicles will be accommodated.
- Reasonable vehicle access will be maintained; it is not acceptable to divert traffic to other streets.
- Pedestrian, bicycle and transit access will be encouraged or enhanced wherever possible.
- We will work with MDOT on designs for State Highways (US31, M-37, M-72)

Street Categories

Traffic calming measure will be applied to a street based on its category: “framework” streets and “non-framework” streets. **See Attachment 1: Framework Street Map and Attachment 2: Examples of Traffic Calming Measures.**

Framework streets include community collector streets and arterial streets that serve as regular emergency vehicle routes. Framework streets, because they are the first emergency routes for the City, may require additional analysis including the role of the street, which may limit the types of traffic calming measures that can be installed.

Non-Framework streets include local streets and neighborhood collector streets, which are rarely used by emergency vehicles. Non-framework streets would may not require the same level of analysis or have the same limitations on traffic calming measures as framework streets as they have a different role within the street network.

Neighborhood Traffic Calming Program Process

Project Initiation:

The first step is for the residents to identify the traffic concerns in the neighborhood and inform the City through a written citizen request stating the problems or issues being experienced. This can be done by using the attached form, also available on the City website, or a letter addressed to the City. **See Attachment 3: Form.**

Project Review:

Once we receive the request, staff will arrange for a site visit and meet with the neighborhood to discuss their concerns and review current traffic control measures. For project areas within a Neighborhood Association, staff will work with the Association President and/or Board to implement this Program. For project areas not within a Neighborhood Association, staff will encourage interested residents to volunteer as representatives to work with staff to develop a neighborhood traffic calming plan. Residents not serving as representatives are welcome to attend all meetings and time will be allotted for public comments and questions.

Problem Identification/Needs Assessment:

Staff will meet with the neighborhood representatives to make sure the problem definition represents the issues identified by the residents. There is a variety of techniques to help define the problem including:

- Citizen input including needs, values, suggestions, etc.
- Traffic observations including volumes, speed, parking, safety, access, etc.
- Environmental concerns including noise and air pollution, safety, access for pedestrians and cyclists, visual quality, etc.
- Observation of resident activities including street activities, cycling, pedestrians, disabled, parking etc.
- Collect pertinent data, as necessary, such as historical traffic data, crash statistics, volume and speed counts, land use data, etc.

Once all the information has been collected and analyzed, it must be determined if the street meets the minimum volume (**1000 vehicles/day**) and speed criteria (**15% of the vehicles traveling over 5mph over the speed limit**) and if traffic calming will address the concerns. From this information, staff and representatives will compose a Neighborhood Traffic Calming Plan. In general, the lowest level, effective traffic calming measure would be tried first.

Once the Plan has been formulated, neighborhood representatives would host discussions with the residents and property owners of the entire neighborhood. After which staff will work with neighborhood representatives to initiate the recommended solutions.

Petitioning of Neighborhood

For Plans with physical devices, a survey will be circulated by staff to the affected property owners to determine support for the plan. Signatures representing greater than 50% of the property owners within the project area would be required for further consideration of the project. The survey will acknowledge that funding for plans with physical devices on streets not currently being reconstructed will be paid 75% by the City and 25% by the affected property owners through a Special Improvement District process.

Funding

The neighborhood and staff must agree that a plan is ready before it is considered for funding. Costs count. If the neighborhood and the City can agree on a low(er) cost solution, it is easier to fund and more projects may be implemented. Since resources are limited, it is possible there will be more projects than available funds. A project ranking will be used to come up with a priority list for funding. **See Attachment 4: Project Rating Criteria.**

Solutions including Neighborhood Speed Watch, Portable Speed Trailer, Brush Trimming, Pavement Markings, Signage, Target Enforcement, etc. will be funded entirely by the City. Solutions including physical devices will be paid 75% by the City and 25% by the affected property owners. Neighborhoods would be given the option, if they do not wish to wait until their project comes to the top of the list, to pay 100% of the costs.

The City is committed to ensuring a basic, effective level of mitigation on neighborhood streets. If a neighborhood decides that it wants significant additional amenities over and above what is believed to correct the situation, it will need to pay the extra cost of these amenities. If the plan requires significant City funding, capital and/or maintenance costs, then a funding proposal would also be developed by the neighborhood with assistance of City staff.

Evaluation

Each project will be evaluated for effectiveness, based on the same factors that measured the problem and design in the first place and realistic expectations about how close to correcting the issue we can get. Since much of what we will be doing may be experimental, it will be important to measure the actual change in speed, crashes, volumes, etc. so that neighborhoods can benefit from each other's experiences.

We will need to specifically articulate how to define success before the treatment is installed. If it fails to meet the minimum expectations, or the negatives outweigh the positives, removal will be considered.

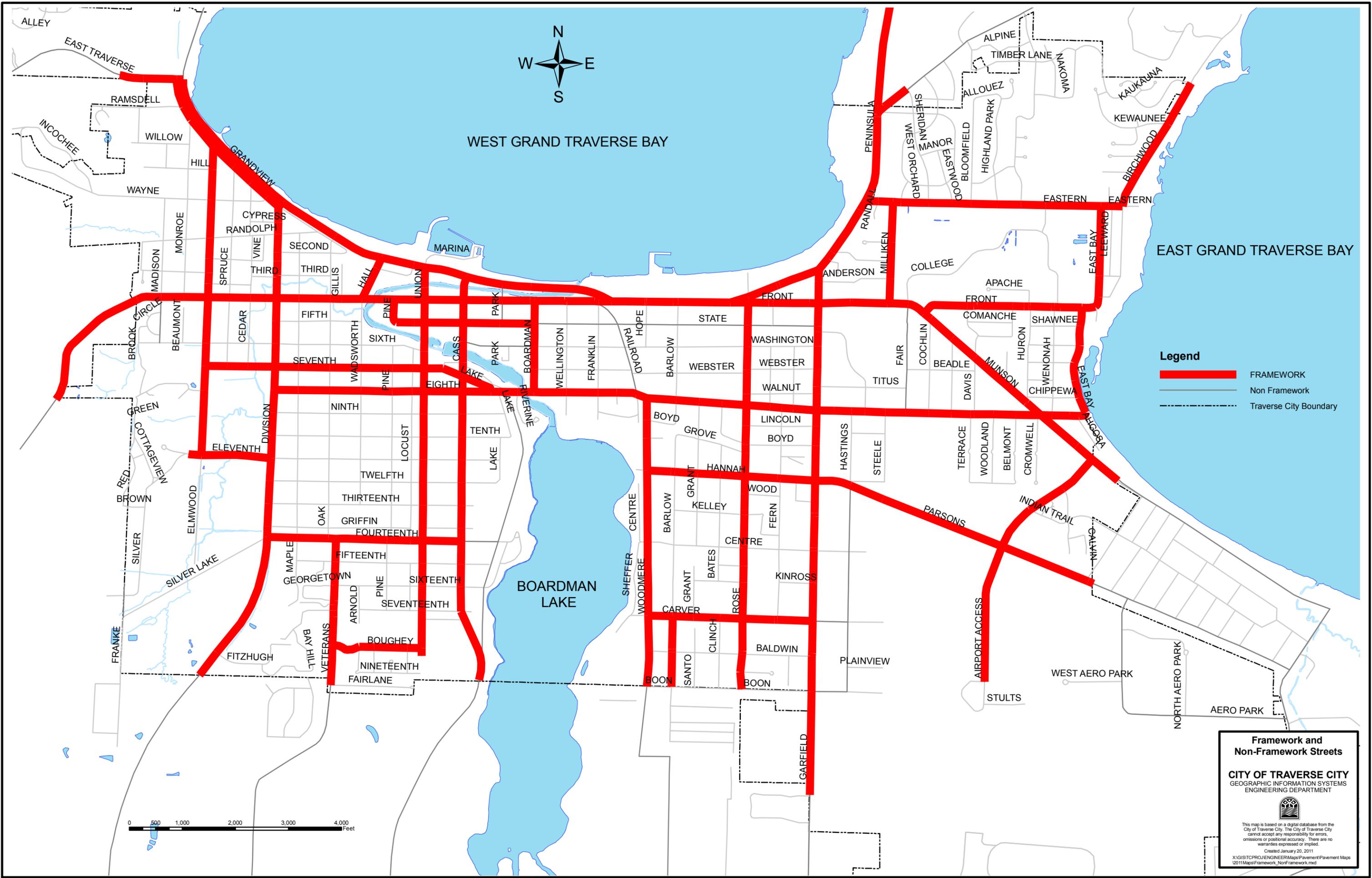
Staff will keep an inventory of measures, routinely inspect, and review the measures for maintenance and safety issues. We will be learning from each project's successes and failures as we start working with traffic calming measures. If a project does not get the anticipated results, the City will continue to work with the neighborhood to try to effectively mitigate the problem.

Summary

This Neighborhood Traffic Calming Program is intended to achieve the City's goal of ensuring a high quality of life and active character within neighborhoods. Through the implementation of appropriate traffic calming measures as proposed in this program, the City of Traverse City will work towards lessening the negative impact of motor vehicles on the residents' and property owner's right to enjoy quiet and safe streets and sidewalks within our community. This program is intended to be an evolving document as the City gains experience in the use of traffic calming measures.

Measures proposed through this process must be consistent with accepted transportation engineering practice and reflect the needs and characteristics of all potential users of the City's street system.

For more information on the Traverse City Traffic Calming Program, please contact the City Planning Department at 922-4778.



Legend

- Framework
- Non-Framework
- Traverse City Boundary

Framework and Non-Framework Streets

CITY OF TRAVERSE CITY
GEOGRAPHIC INFORMATION SYSTEMS
ENGINEERING DEPARTMENT



This map is based on a digital database from the City of Traverse City. The City of Traverse City cannot accept any responsibility for errors, omissions or positional accuracy. There are no warranties expressed or implied.

Created January 20, 2011
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Traffic Calming Tools



A choker or neckdown at State and Park Streets.



A mid-block choker or bumpout on Front Street.

Chokers/Neckdowns

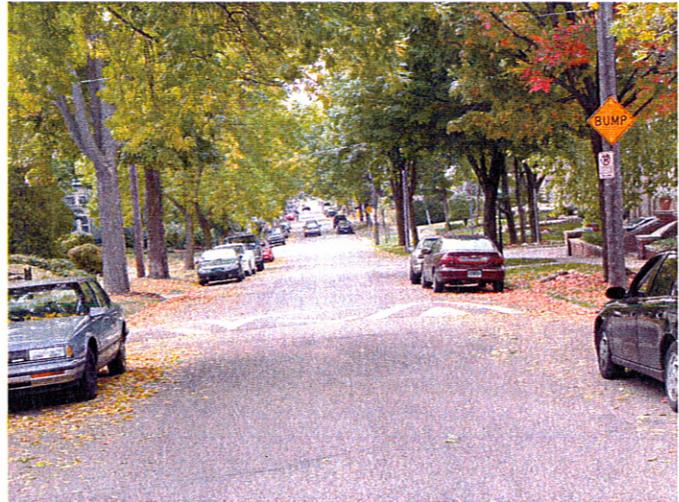
Chokers and neckdowns are effective tools for slowing traffic at intersections and mid-block locations, typically in a downtown setting or where there is high pedestrian crossings. The curb line is extended into the street, thereby narrowing the street width and slowing drivers. Also called “bulbouts” and “bumpouts” these measures can eliminate illegal parking at intersections and shorten the crossing distance for pedestrians. They can provide a neighborhood gardening space or place to sit.

The measure is usually 6 feet or slightly less than a parking stall width of a parallel parking lane. Their use should be restricted to streets with on-street parking and not on streets with a striped bike lane.

Traffic Calming Tools

Speed Humps

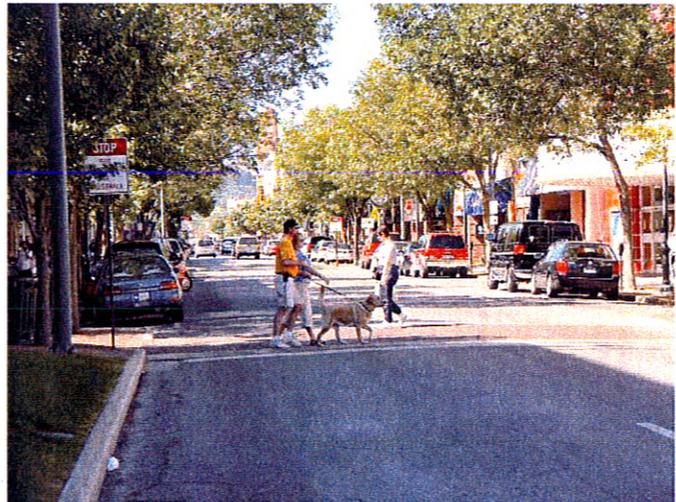
These common traffic calming measures, if properly spaced, can reduce speeds on streets. This measure is not appropriate for primary emergency routes or framework streets. Drivers feel a discomfort if they travel over 25 mph. Speed humps are 12 feet wide and 3 inches in height and extend the full width of the street. Painted “chevrons” on the speed bump increase the visibility for oncoming drivers and cyclists.



Speed Humps are intended for non-framework streets.

Raised Crosswalks

A raised crosswalk functions similar to a speed bump. A striped crosswalk is incorporated into a measure to facilitate pedestrian crossings. The crosswalk is raised 3 inches allowing pedestrians to be more visible to oncoming vehicles. Drainage requirements may limit the application of this measure.



Raised mid-block crosswalk on Front Street helps to make pedestrians and their pets more visible.

Traffic Calming Tools



Mid-block Deflector Island on Belmont Street.

Mid-block Deflector Islands or Short Medians

This measure works very well on streets with long blocks. They require drivers to deflect their travel paths on otherwise straight streets. Placed at the entrance to a neighborhood, often with textured paving on either side, they create attractive gateways. They may also serve as a pedestrian refuge area at crosswalks.



Mid-block Deflector Island on Terrace Street.



Deflector Islands at State Street and Boardman Avenue.

Traffic Calming Tools

Traffic Circles

These small traffic circles are raised circular islands located most commonly at four-legged intersections. The traffic circles slow drivers using the intersection or even mid-block on streets with long blocks. The circles also can provide an attractive gateway into a neighborhood. Unlike Chokers/Neckdowns, drainage is usually not an issue with this measure.



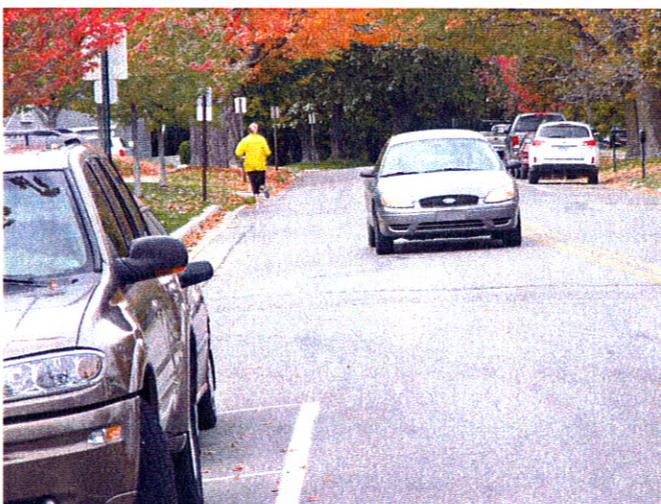
Traffic circle on Webster Street.

Chicanes

These measures effectively realign otherwise straight streets to form S-shaped curves. They are often designed as a series of lateral shifts rather than as continuous curves. Chicanes can be accomplished by taking stretches of curbs and angling them out on one side, then doing the same further down the street on the alternate side. If parking demand is high, parking lanes alternating back and forth along the block can be an inexpensive measure to help lower speeds.



Chicane in Brighton, Michigan.



Chicane created by alternating on-street parking from one side to the opposite side on Washington Street.

Traffic Calming Tools



Closely spaced street trees along Cass Street add beauty and if reinforced with other physical measures can help to slow drivers.



Edge striping for parking helps to narrow the appearance of Union

Psycho-perception Measures

Measures such as restriping to visually narrow lanes, without physical changes, won't fool many drivers. However, psycho-perception measures are most effective when used in conjunction with physical measures. Edge striping, adding bike lanes, optical speed bars (transverse markings at narrowing markings), street trees, instant-feedback signs are examples of these types of measures.



One study showed that streets with on-street parking slowed driving speeds by 7.5 miles per hour compared to similar streets without on-street parking.



The contrasting pavement color on the Brighton, Michigan street gives an appearance of a narrower pavement. (Photo by Dan Burden)

Traffic Calming Tools

Skinny Streets

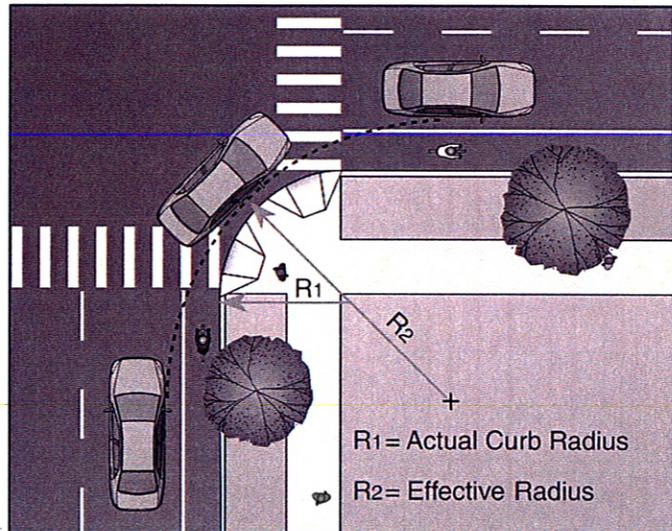
Narrower streets help to reduce driver speeds, especially if on-street parking is prevalent. This measure could be considered if the street is proposed to be totally reconstructed. Studies show that the number of crashes stay the same when a street is narrowed; however, the severity of crashes is lessened due to the slower driver speeds. Narrower streets also require less materials to construct and the amount of storm water runoff is reduced.



Wadsworth Street is 27 feet wide, but widens south of Eighth Street.

Tighten Corners

By reducing the radius of the street corners, street intersections can be made tighter. This measure is effective in slowing the driver's speed when turning the corner. The tighter corners also help to shorten the crossing distance for pedestrians thus decreasing the exposure time when crossing the street. Like narrower streets, this technique requires less materials to construct and the amount of storm water runoff is reduced.



By tightening the street corners, turning movements are slowed and pedestrian safety crossing the street is enhanced.

Attachment 3

City of Traverse City Neighborhood Traffic Calming Program Resident Questionnaire

Date: _____

Contact Name: _____ Telephone: _____

Address: _____

1. Describe the location of the traffic problem. Please include the name of each street and/or intersection affected by the problem. _____

2. Of the items below, which best describes the traffic problem (circle all that apply)?

- Speeding
- Traffic Volumes
- Cut-through Traffic
- Traffic Noise
- Crashes
- Pedestrian Safety (including bicyclists)
- Parking
- Other (please explain)

3. Describe the time of day the problem appears to be the worst. Please be as specific as possible.

4. Describe what you feel is causing the problem. For example, particular drivers or most drivers on your street? _____

5. Have you previously contacted the City of Traverse City for help in addressing your traffic problem? If yes, please indicate which departments have been contacted.

Please submit the following petition form along with your application to the City Planning Department, 400 Boardman Avenue, Traverse City, MI 49684.

Thank you.

Attachment 4

City of Traverse City Neighborhood Traffic Calming Program Priority Ranking

Criteria	Points	Basis for point assignment
Speed	0 – 35	4 points assigned for every mph greater than 5mph above the posted speed limit (using the full day 85 th percentile speed)
Volume	0 – 30	3 points assigned for every 400 vehicles per day after the first 1000 vehicles
Auto Accident History	0 – 10	1 point assigned for each 0.3 recorded auto crashes per year per mile of roadway (based on the past three years)
Pedestrian generators	0 – 10	4 points for each elementary or middle school within 500 feet of the project area, 2 points for each other school, bus route, park, or community center within 500 feet of the project area. 2 points if any retail, commercial or other institutional uses (including churches) exist within 500 feet of the project area
Sidewalks	0 or 15	7 points if there is no continuous sidewalk on at least one side of the street.
Total Points Possible	100	



**RESOLUTION OF SUPPORT FOR
CITY OF TRAVERSE CITY
COMPLETE STREETS POLICY**

- Because, “Complete Streets” are defined as a design framework that enables safe and convenient access for all users, including pedestrians, bicyclists, transit riders, and drivers of all ages and abilities; and
- Because, “Complete Streets” are achieved when transportation agencies routinely plan, design, construct, operate, and maintain the transportation network to improve travel conditions for all users in a manner consistent with, and supportive of, the surrounding community; and
- Because, the Michigan Legislature has passed “Complete Streets” legislation that requires the Michigan Department of Transportation and local governments to consider all legal users in transportation related projects; and
- Because, the City of Traverse City’s Infrastructure Strategy Policy already refers to “Complete Streets” and context sensitive solutions.
- Because, streets that support and invite multiple uses, including safe, active, and ample space for pedestrians, bicycles, and transit are more conducive to the public life and efficient movement of people than streets designed primarily to move automobiles; and
- Because, increased walking and bicycling offers the potential for improved public health, economic development, a cleaner environment, reduced transportation costs, enhanced community connections, and more livable communities; therefore, be it

RESOLVED that the City of Traverse City, City Commission hereby declares its support of “Complete Streets” policies and to the extent feasible the City of Traverse City will incorporate “Complete Streets” design considerations and practices as a routine part of infrastructure planning and implementation; and will support the development of a non-motorized transportation plan for the City of Traverse City. The non-motorized plan shall be integrated into other transportation planning documents to routinely plan, design, construct, operate and maintain the transportation network for all users.

I hereby certify that the above Resolution was adopted by the Traverse City City Commission at its regular meeting of October 3, 2011 in the

Commission Chambers, Governmental Center, 400
Boardman Avenue, Traverse City, Michigan.

A handwritten signature in blue ink, appearing to read "Ben Marentette", written over a horizontal line.

Benjamin C. Marentette, CMC, City Clerk



CITY OF TRAVERSE CITY

INFRASTRUCTURE STRATEGY POLICY

The City Commission adopts the following goals, priorities and strategies associated with its infrastructure. Three broad principles apply.

- A. An Asset Management Plan has been developed. Asset management is a systematic process of maintaining, upgrading, and operating physical assets cost-effectively. It optimizes preservation, upgrades, and replacement of assets through effective programming and resource allocation. It involves collecting data about existing physical resources and managing conditions based on strategic goals. It is a systematic, rather than purely tactical, process of inventory, scenario evaluation, and action that results, ideally, in selecting the best method of implementation to achieve specified goals and objectives.

- B. All projects should use the technical resources:
 - a. *“Urban Street Design Guide”* (2013) by the National Association of City Transportation Officials. The guide shows how streets of every size can be reimagined and reoriented to prioritize safe driving and transit, biking, walking, and public activity.
 - b. *“Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities.”* Context Sensitive Solutions (CSS) is a process of balancing the needs of all users of the system, including non-vehicular uses. It is a “Complete Streets” approach that incorporates methods to reduce vehicular traffic impacts on adjacent neighborhoods.

- C. Infrastructure needs to be managed as a system, including the underground components. Utility upgrades need to be coordinated with aboveground work to minimize the need to disrupt surface improvements. While it is impossible to eliminate utility cuts on new streets due to unknowns associated with the underground system, every effort needs to be made to coordinate aboveground and belowground improvements. Coordination with Traverse City Light and Power on undergrounding electric lines is included in this systemic approach.

Following these principles, the priorities are:

1. Sidewalks/bikeways

From the 2006 Pavement Management Report, approximately 10% of the total spending need is for sidewalk and bikeway improvements. As such, the City should dedicate approximately 10% of its resources to this part of the infrastructure system.

Expenditure priorities should be:

- a. Fixing the existing network. Sections of sidewalks that don't meet minimum safety standards should be the first priority. This provision includes sidewalks in commercial areas. Within the DDA, this anticipates DDA cooperation. Streetscape improvements would continue to be 50% cost sharing with the adjacent property owners.
- b. Infill projects. In locations where there is a gap in an otherwise continuous system, that gap should be filled.
- c. New extensions. Extensions to the sidewalk and bikeway system should follow a.) and b.) unless otherwise dedicated grant funds are available.

2. Local Streets

Local streets account for approximately 63% of the City's street system. Local streets should receive at least that proportion of available funding. Having allocated approximately 10% of available funding to sidewalks/bikeways, approximately 60% of available funds should be used for local streets and associated storm sewer systems.

All local street construction should include a bias in favor of sidewalk or bikeway construction in conjunction with the street (in addition to the #1 sidewalk above). There may be cause to not include either sidewalks or bikeways but that cause would need to be demonstrated.

- a. Due to the existing condition of the street system, during the first two years of this program, attention is necessary for the very worst streets. Approximately ½ of available funds will be focused on these streets.
- b. Asset Management. An asset management program is not a "worst first" approach. Using a life cycle costing approach, it will be advantageous to invest dollars to improve streets classified as "fair" "good" and even "very good." Curb and gutter would be included at locations where it currently exists but not on streets where it does not exist unless 1) it is necessary for the City to control storm water or 2) it is included for consistency with the Master Plan or 3) it is petitioned for special assessment.
- c. Economic Development. Infrastructure spending can lead to new economic development opportunities. These opportunities may be limited on the local street system, but to the degree that they exist, they should be pursued.
- d. Existing Brick Streets. The City maintains a number of brick streets throughout the community. These streets represent a unique situation. In considering the reconstruction of brick streets, the life cycle cost of a brick street will be compared to the life cycle cost of a typical asphalt street. If the residents adjacent to the street desire a brick street and by majority petition to bear the cost

difference between the brick and asphalt street as a special assessment, the brick street will be reconstructed in brick. If there is no special assessment for the life cycle cost difference, the street will be reconstructed with asphalt.

3. Major Streets

Major streets account for approximately 37% of the City's street system and would receive the balance of funds available. These funds can be matched by grant funds and would be used on major streets and associated storm sewers as follows. All major street construction should include a bias in favor of sidewalk or bikeway construction in conjunction with the street (in addition to the #1 sidewalk above). There may be cause to not include either sidewalks or bikeways but that cause would need to be demonstrated.

- a. Asset Management. An asset management program is not a "worst first" approach. Using a life cycle costing approach, it will be advantageous to invest some dollars to improve streets classified as "fair" "good" and even "very good."

- (1) Curb and gutter along with associated storm sewer would be included on all major streets.

- b. Economic Development. Infrastructure spending can lead to new economic development opportunities. Woodmere Avenue is an excellent example of private investment following public investment.
- c. Existing Brick Streets. The City maintains a number of brick streets throughout the community. These streets represent a unique situation. In considering the reconstruction of brick streets, the life cycle cost of a brick street will be compared to the life cycle cost of a typical asphalt street. If the property owners adjacent to the street desire a brick street and by majority petition to bear the cost difference between the brick and asphalt street as a special assessment, the brick street will be reconstructed in brick. If there is no special assessment for the life cycle cost difference, the street will be reconstructed with asphalt.

4. Special Assessments

When the City follows an Asset Management Plan, street and bikeway/sidewalk improvements can be scheduled into future years. Citizens may see that their street is not scheduled for improvements for 5 years. If that citizen and their neighbors do not want to wait on the City schedule, they could jump to the head of the line with a petition for a special assessment. All special assessments for streets would be standardized at 50% of the "residential equivalent." The assessments would include the necessary discretion for the City Assessor to address odd shaped lots and other irregularities that are in the current ordinance.

Only petitions representing majority support would be considered. If one or more property owners were willing to pay the one-half for all the neighbors by contract, that

would be treated the same way. The only reason a special assessment would be considered would be to jump to the head of the line, or in the case of local streets, for curb and gutter not included by the City. Property owners could petition for streets, curb and gutters, sidewalks, water and sewer system improvements and traffic calming not otherwise included in the City project or any public infrastructure.

This provision helps in the transition from a special assessment based financing system to an alternate system.

Greenfield Development would remain an exception to the policy. New developments would be expected to include all infrastructure costs in the development package. There will be tradeoffs with each new development that are unique to that development, so each would continue to be addressed on a case-by-case basis.

5. Residential and Commercial Alleys

In almost all cases, the alley represents a “double loading” of infrastructure. The City provides twice the access (with associated cost) compared to areas without alleys. Alleys are expensive to maintain.

All alley improvements will be special assessed. The City will participate with 50% of the necessary funding with 50% of the cost assessed to adjacent properties. Only petitioned improvements will be considered with majority support. Some alleys serve commercial businesses. Commercial users will be assessed disproportionately more as the benefit is higher, as determined by the City Assessor.

As a petitioned improvement and because alley improvements reduce the City’s maintenance cost, alleys will receive the same priority as petitioned street improvements.

The City Manager is directed to present ordinance amendments as may be necessary to implement the above infrastructure management strategies. This policy and all of its provisions are effective upon their adoption.

I hereby certify that the above policy was adopted by the City Commission of the City of Traverse City at its regular meeting of September 21, 2009, and amended at its regular meeting of July 19, 2010, and amended at its July 21, 2014, Regular Meeting, held in the Commission Chambers, Governmental Center, 400 Boardman Avenue, Traverse City, Michigan.



Benjamin C. Marentette, CMC
City Clerk