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## MEETING OUTLINE

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Project: Boardman Lake Avenue  
Date: 1-20-04  
Meeting outline prepared by Dan Wagner

Project No.: 031128  
Title: Public Input Meeting #4

1. Project Team Introduction.  
Joe Elliott, P.E., Gourdie-Fraser  
Dan Wagner, P.E., Gourdie-Fraser  
Tim Lodge, P.E., Traverse City Engineer  
Russ Soyring, A.I.C.P., Traverse City Planner
2. Brief History of Project
  - A. 1994 Gourdie-Fraser Study That Identified Route
  - B. 1998 Gourdie-Fraser Study Update
  - C. 2000 Gourdie-Fraser Study Update
  - D. 2000 Pedestrian Study
  - E. 2001 MEGA Fund
  - F. 2002 Andrews University Study
3. Project Goals (Formal and Informal)
  - A. Reduce the amount of traffic moving through the Old Towne and Central Neighborhoods.
  - B. Provide a direct route to the Government Center and Downtown Commercial Area.
  - C. Provide access to City residents for open space recreational opportunities along the west shore of Boardman Lake.
  - D. Improve the environmental conditions throughout the proposed Boardman Lake Avenue.
  - E. Encourage development and redevelopment of property near the west shore of Boardman Lake.
  - F. Shape the project based on input from the community and the obvious stakeholders.
  - G. Determine if it is realistic that the project will ever be realized.
4. Community Goals (From City Plan)
  - A. Maintain a small-town atmosphere.
  - B. Protect and enhance the rich, natural environment.
  - C. Promote a healthy mix of uses while providing for the preservation of property values and the opportunity for economic expansion.
  - D. Preserve the community's historic resources.
  - E. Plan parks and open space areas and recreational opportunities within neighborhoods.
  - F. Keep the public bayfront primarily as an open-space resource.

- G. Boardman Lake and Boardman River south of Eighth Street will serve primarily as a recreational and residential resource.
  - H. Boardman River north of Eighth Street will serve primarily as a commercial, recreational and residential resource.
  - I. Preserve existing neighborhoods, which may have residential, business and industrial uses. Encourage active neighborhood and business associations and assist in developing neighborhood plans.
  - J. Maintain and encourage a diversity of housing.
  - K. Promote the development of community centers and neighborhood centers.
  - L. Keep downtown a regional destination.
  - M. Promote a sustainable economy.
  - N. Support industrial growth in appropriate areas throughout the City.
  - O. Provide for planned growth and changes.
  - P. Create a balanced and diversified transportation network.
  - Q. Rigorously enforce the zoning and sign ordinances.
  - R. Continue cooperative governmental action to deal effectively with local and regional issues.
5. Discussions with Stakeholders
- A. Traverse City Staff-Engineer and Planner
  - B. Traverse City Downtown Development Authority
  - C. Traverse City Planning Commission
  - D. Traverse City Council
  - E. Grand Traverse County Road Commission
  - F. Grand Traverse County Soil Conservation District
  - G. Watershed Center, Grand Traverse Bay
  - H. Traverse Area Rails to Trails
  - I. TC TALUS
  - J. Michigan Department of Transportation
  - K. Citizen Input (Generalized From Various Sources)
    - a. Provide limited access.
    - b. Maintain reduced speeds.
    - c. Promote pedestrian accessibility.
    - d. Work cooperatively with the TART master trail plan.
    - e. Discourage further worsening cut through traffic in Central and Old Towne neighborhoods.
    - f. Provide access to City owned properties for recreational opportunities.
    - g. Provide access to privately owned properties for commerce opportunities.
    - h. Improve aesthetics of railroad corridor.
    - i. Be sensitive to environmental impacts (primarily light, noise, and surface water quality).
    - j. Maintain a limited construction budget.
    - k. Consider City Plan.
    - l. Consider Andrews University recommendations.
    - m. Avoid creating another Union or Cass road corridor.
    - n. Keep the project moving forward.

6. Overview of Public Input Meetings
  - Meeting #1
  - Meeting #2
  - Meeting with the Old Towne Neighborhood
  - Meeting #3
  - Joint City Council, City Planning Commission, and Downtown Development Authority Meeting
  
7. Summary of work completed on the following items.
  - A. Boundary and Right-of-Way Survey
    - a. Field work
    - b. Historic record information
    - c. Tax maps
    - d. Railroad Maps
  - B. Topographic Survey
    - a. Field work
    - b. Processing of raw data
    - c. Private utility information
    - d. Public utility informaion
    - e. Resulting base maps
  - C. Mapping Update
    - a. Midtown Centre
    - b. 8th Street Streetscape
    - c. Riverene Apartments
    - d. Old Town Condominiums
    - e. Oryana
    - f. Lake Ridge Condominiums
  - D. Plan and Profile Layout
    - a. Demonstrate and discuss the Northwest section
    - b. Demonstrate and discuss the Northeast section
    - c. Demonstrate and discuss the South section
  - E. Traffic Routing and Calming **(TO BE DISCUSSED LATER IN THE MEETING)**
  - F. Future Land Use Map
    - a. City Plan
  - G. Right-of Way Acquisition Map
    - a. Item to be addressed later in the project
  - H. Environmental Studies
    - a. Environmental update on hold pending the closer definition of routing
  - I. Pedestrian Access **(TO BE DISCUSSED LATER IN THE MEETING)**
    - a. TART Master Plan and suggested cooperative trail system
  - J. Railway Wye
    - a. Discussions with MDOT
    - b. Item to be addressed later in the project
  - K. Public Meetings
    - a. Discuss future Public Meetings
  - L. Permitting
    - a. Item to be addressed later in the project
  - M. Traffic Counts – Existing/Future **(TIM LODGE TO DISCUSS)**
  - N. Cost Estimate for Northwest section
    - a. Grants specialist summarized potential sources of funding for the project
  - O. Financial

- a. Item to be addressed later in the project
8. Depending on the size of the group attending the meeting, either discuss together, or break into smaller groups to discuss and brainstorm on following topics:
- A. Pedestrian Access
    - a. Locations Identified in TART Master Plan
    - b. Other Suggested Locations
  - B. Traffic Routing and Calming
    - a. Suggestions Presented in Previous Studies
    - b. Other Suggested Measures
  - C. Key Intersections
    - a. 8th Street
    - b. 14th Street
    - c. Cass Road (Near City Limits)
    - d. Other Suggestions
  - D. Vehicle Access Points
    - a. Access to Lake Street Commercial Area
    - b. Access to Neighborhood (Between 9th and 12th Streets)
    - c. Access to Cone Drive Gear
    - d. Access to Cass Road Industrial Area (Between 15th and 17th Streets)
    - e. Access to Cass Road Commercial Area (Near City Limits)
    - e. Other Suggestions
8. If group was separated into groups, reconvene and attempt to reach consensus regarding:
- A. Pedestrian Access
  - B. Traffic Routing and Calming
  - C. Key Intersections
  - D. Vehicle Access Points
10. Solicit input from the meeting attendants regarding items they wish to discuss at future Public Input Meetings.
11. Question and Answer
12. Summarize Meeting and Conclude

## MEETING MINUTES

Project: Boardman Lake Avenue  
Date: 1-20-04  
Meeting minutes prepared by Dan Wagner

Project No.: 031128  
Title: Public Input Meeting #4

Sign In Record			
Name	Address	Phone	email
Joe Elliott	123 W. Front	946.5874	jelliott@gourdiefraser.com
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John Hagen	123 W. Front	946.5874	jhagen@gourdiefraser.com
Kurt Schultz	123 W. Front	946.5874	kschultz@gourdiefraser.com
Tim Lodge	400 Boardman Ave.	922.4460	tlodge@ci.traverse-city.mi.us
Dave Green	400 Boardman Ave.	922.4468	dgreen@ci.traverse-city.mi.us
Russ Soyring	400 Boardman Ave.	922.4465	rsoyring@ci.traverse-city.mi.us
Rob Bacigalupi	303C E. State Street	922.2050	robb@traverse.com
Lee Abel	224 W. 7th	932.9047	leeabel@chartermi.net
Barb Cooper	245 E. 9th	218.5467	lakeridgerealty@ameritech.net
Mike DeVries	421 W. 9th	933.9169	mike@devriesdesigns.com
Mike Drilling	225 E. 14th	947.6820	
K.&J. Ebbeling	534 W. 7th	946.3320	
Kent Gerberding	11401 Bluff Road	932.2286	kent@runningwise.com
Mike Ghering	212 E. 16th	947.4436	
Erik Grebe	1317 Randolph Street	933.0381	ericgrebe@nbbs.com
Jackie Kidd	256 E. 9th	946.3749	
Dale Kloosterman	807 Lake Ave.	946.5700	
Tim Luckey	341 W. 8th	946.6805	luckeytim@hotmail.com
Pete Ostrowski	240 E. 12th	929.8232	postrowski@conedrive.textron.com
Linda Pedlow	1411 Cass Road	947.6136	pedlowl@earthlink.net
Mary Pollock	113 E. 10th	941.5002	meapollock@yahoo.com
Barb Rishel	615 S. Union	941.0752	rishco@aol.com
Ken Richmond	921 W. 11th	946.0040	
John Snodgrass	210 E. 9th	935.4316	
Jim Warner	236 E. 9th	947.6060	jwarners@chartermi.net
Susan Warner	236 E. 9th	947.6060	jwarners@chartermi.net
Bonnie Willings	1111 Lake Ridge Drive	929.2036	bkwillings@yahoo.com
Mike Wills	524 6th	947.3367	mikewills@chartermi.net

(Sign in was not mandatory and some that attended may not be listed above.)

1. At 7:10 PM the meeting was called to order and consultant and staff introductions followed:  
Joe Elliott, P.E., Gourdie-Fraser  
Dan Wagner, P.E., Gourdie-Fraser  
Kurt Schultz, Gourdie-Fraser  
Tim Lodge, P.E., Traverse City Engineer  
Dave Green, Traverse City Engineering  
Russ Soyring, A.I.C.P., Traverse City Planner
2. The following graphics were prepared by Gourdie-Fraser and placed on display for the meeting:
  - A. 3' x 6' Plan view illustration that demonstrates the entire Boardman Lake Avenue corridor from near the south City Limits to 8th Street.
  - B. 2' x 3' Plan view sheets that demonstrate the suggestion that the route be developed in three sections (reduced size copies of these plans were provided to the meeting attendants).
    - a. Northwest section.
    - b. Northeast section.
    - c. South section.
  - C. Typical cross sections for the proposed road (reduced size copies of these plans were provided to the meeting attendants).
    - a. Two lane, two way section to be initially constructed.
    - b. Four lane, boulevard section that could be constructed to expand the carrying capacity of the corridor.
    - c. Dimensional view of roundabout proposed at the 14th Street intersection.
  - D. Traverse City Future Land Use Map
  - E. Traverse Area Rails to Trails Master Trail Plan
3. A project outline was provided to the meeting attendants. The outline included information on the following topics that were not specifically discussed as they have been covered in previous meetings:
  - A. Brief History of Project
  - B. Project Goals (Formal and Informal)
  - C. Community Goals (From City Plan)
  - D. Discussions with Stakeholders
  - E. Overview of Previous Public Input Meetings
4. A brief summary of work completed on the following items was provided (Dan Wagner):
  - A. Boundary and Right-of-Way Survey
  - B. Topographic Survey
  - C. Mapping Update
  - D. Plan and Profile Layout
    - a. Demonstrated and discuss the Northwest section
    - b. Demonstrated and discuss the Northeast section
    - c. Demonstrated and discuss the South section
  - E. Traffic Routing and Calming (discussed in greater detail later in that meeting)
  - F. Future Land Use Map
  - G. Right-of Way Acquisition Map
  - H. Environmental Studies
  - I. Pedestrian Access (discussed in greater detail later in that meeting)
  - J. Railway Wye

- K. Public Meetings
- L. Permitting
- M. Traffic Counts – Existing/Future (Tim Lodge)
- N. Cost Estimate for Northwest section
- O. Financial

5. After the summary was completed, a brainstorming session was conducted to discuss the following topics (Dan Wagner):

- A. Pedestrian Access
  - a. Comments recorded on large tablet regarding pedestrian access that meeting participants voiced general agreement on:
    - i. Pedestrian crossing areas should have traffic calming measures incorporated into design. Crossing areas should incorporate pinch points to slow traffic, islands to provide pedestrian refuge, and striping to denote cross walk.
    - ii. Instead of providing vehicular access near 12th as proposed, it was suggested that this MDOT owned parcel be acquired to provide a pedestrian access point.
    - iii. If pedestrian access is provided at Lake Street and 10th Street, it should be aligned to protect from vehicle/pedestrian conflicts.
    - iv. A pedestrian crossing point should be provided at 16th Street.
- B. Vehicle Access Points
  - a. Comments recorded on large tablet regarding vehicular access that meeting participants voiced general agreement on:
    - i. Old Towne Neighborhood wants no public access connections between 14th Street and 8th Street.
    - ii. Provide access limited to Cone Drive Gear as proposed.
    - iii. If access is provided to Lake Street from Boardman Lake Avenue (near Oryana) than it should be designed to allow cars traveling on Boardman Lake Avenue to bypass the cars attempting to enter that access to avoid backups. This same concept should be evaluated for the Cone Drive Gear access as well.
    - iv. Providing limited access for emergency response should be considered. Perhaps the design could include emergency access only points such as crash gates.
    - v. The termination of Cass Road at the City limit should be re-evaluated to consider the feasibility of providing at least a commercial drive access for the commercial properties on Cass Road.
- C. Key Intersections
  - a. There appeared to be general concurrence with the proposed design for the key intersections at:
    - i. 8th Street
    - ii. 14th Street
    - iii. Cass Road (Near City Limits)
- D. Traffic Routing and Calming (See following section)

6. Input from the meeting attendants was solicited regarding items they wish to discuss at future Public Input Meetings.

- A. Traffic Routing and Calming-We had hoped to discuss "Traffic Routing and Calming" in our brainstorming session but the meeting attendants agreed that much progress had

been made during the meeting and it was suggested that the design team incorporate the changes recommended into the plan and address this topic at the next public input meeting (that has yet to be scheduled). There was also considerable suggestion that the plan not try to define too many variables yet remain flexible enough to allow the City to incorporate traffic calming measures as needed or identified once the Boardman Lake Avenue has been opened and resulting traffic patterns can be observed.

7. A question and answer session was conducted.
  - A. An individual expressed concern that there would be insufficient stacking capacity on 8th Street between the signal at 8th Street and Boardman Street and 8th Street and Boardman Lake Avenue. It was suggested that 8th Street would need to allow left turning movements onto Boardman Lake Avenue from both of the westbound lanes.
  - B. An individual suggested the project include burying a 69KV line that runs along Cass Road and then westerly through the Old Towne neighborhood.
  - C. An individual stated that the project appears feasible if the City can remain dedicated to working toward reducing the overall number of trips per day recorded on Cass Road and Union Street to 3,000-5,000 trips.
  - D. An individual commented that the road should be designed to accommodate not total trips per day, rather peak time traffic volumes and was questioning if a two lane road section would be enough during peak volume periods.
  - E. An individual expressed concern about developing a road corridor this close to Boardman Lake that may potentially act as a barrier to people wishing to access the water front.
  - F. An individual commented that as the project develops we may need to make modifications to various intersections to prevent cut through traffic from continuing.
  - G. An individual suggested that pedestrian crossings should occur at places other than at potential vehicle access points to reduce the possibility of pedestrian vehicle conflicts and to also reduce potential speed problems on the Boardman Lake Avenue.
  - H. An individual suggested we consider extending the first segment to be constructed south, to the 16th Street intersection to allow for people to access Boardman Lake Avenue without being encumbered by the 14th Street and Cass Road intersection.
  - I. An individual asked that we consider placing conduits beneath the pavements at the pedestrian crossing areas so that if needed in the future, on demand stop signals for pedestrian crossings could more easily be installed.
  - J. The possibility of completely removing the intersection signals on 14th at Cass Road and Union Street was discussed.
  - K. After the meeting an individual suggested we consider moving the location of the proposed roundabout at the 14th Street intersection to the west, and behind the two buildings that the roundabout would, as proposed, come very close to.
  - L. After the meeting it was suggested that a triangular shaped traffic diverter could be installed at the 8th Street and Lake Street intersection that would only allow access to Lake Street from vehicles traveling easterly on 8th Street. This could resolve traffic conflicts that may occur if the Lake Street access remains after the Boardman Lake Avenue is constructed.
8. The meeting was summarized and concluded at approximately 9:30 PM.