# West Boardman Lake District Plan

June 7th Public Presentation

W Boardman Lake District

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LSL Planning
A SAFEbuilt. Company

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W Boardman Lake District

# West Boardman Lake District

The County and City partnered to engage the public to develop an area plan for the West Boardman Lake District that includes:

- land use concepts for the development of Brownfield properties,
- transportation infrastructure,
- traffic calming measures for neighborhood streets, and
- integration of the Boardman Lake Trail and Eighth Street corridor projects.

# Background

- Review of previous plans:
  - 2011 – URS
  - 2004 – Gourdie-Fraser
  - 2002 – Andrews University
  - 1998 – Gourdie-Fraser
  - 1994 – Gourdie-Fraser
  - Grand Vision

- What we learned from previous plans:
  - Constructing a new connection between 14th and 8th would divert traffic from Cass and Union
  - Protecting greenspace & wildlife is important to community
  - Desire for traffic calming on Cass and neighborhood streets
  - Overall pedestrian, trail, and traffic connectivity needs improvement
  - Neighborhood desires better connection to lake and more public open space

# Our Plan's Purpose / Goals

- Build on previous work and reach a decision on a long-discussed project
- Provide information necessary to fill in the gaps of previous studies
- Engage stakeholders/residents, staff, and elected officials, to evaluate alternatives and consequences to help the city commission make a decision on any capital improvements or a preferred alternative
- Help realize the goals of Traverse City, to increase connectivity for all modes of transportation, support placemaking, maintain environmental quality of Boardman Lake and integrity of existing neighborhoods
- Create a solid, technically-grounded plan that is illustrative, implementable, and helps the City to the next phase
- Garner public support

# Public Input

October (Kickoff)

- Staff, Stakeholders

March (Goal Session)

- Staff, Stakeholders, City Commissioners, Business Owners

April (Conceptual Drawings)

- Staff, Stakeholders, City Commissioners, Business Owners, Old Towne Neighborhood
- Open House

May (8th Street Coordination)

- 8th Street team, Staff

June (Alternative Edits)

- Stakeholders, Staff, Open House

# Public and Stakeholder Input Summary

Opportunities:

- Improve lake access
- Increase neighborhood open space
- Improve circulation and safety: automotive, pedestrian, bicycle
- More direct routing for trucks to existing businesses and through trucks
- Provide for future traffic
- Provide development opportunities (Brownfields)

Issues:

- Too much traffic and trucks in neighborhoods
- Safety concerns with traffic and conflicts between different modes of transportation
- Intersection of 8th/Lake Ave
- Access, parking and loading for local businesses
- Cost of building a new road
- Environmental impact
- Potential to induce traffic

# From comment on those four alternatives, two alternatives were refined to compare to "do nothing"

Alternative A

- No new street
- Reconstruct Lake Ave to be more pedestrian and bike friendly
- Identify where new development could occur even without a new street

Alternatives B1 and B2

- Includes redesign of Lake Ave but closes it at 8th (business access remains)
- New Street connecting 14th to 8th Street
- Build in traffic calming design
- New traffic signal at 8th Street
- Variation #1 where the street connects at 8th
- Variation #2 a 90-degree or curved design at 14th Street

# Alternative A

# Alternative A

# Alternative A

# Alternative A

# Alternative A

## Pros

- Offers opportunities for redevelopment and parking without a new street
- Changes shown along Lake Ave would benefit the neighborhood
- Keeps easy access to the lake and trail
- Slows traffic

## Cons

- More development without a street means more traffic on existing streets
- Poor intersection at 8th/Lake Ave would have more traffic
- Expensive to reconstruct Lake Ave as illustrated


# Alternative B-1

# Alternative B-1

# Alternative B-1

# Alternative B-1

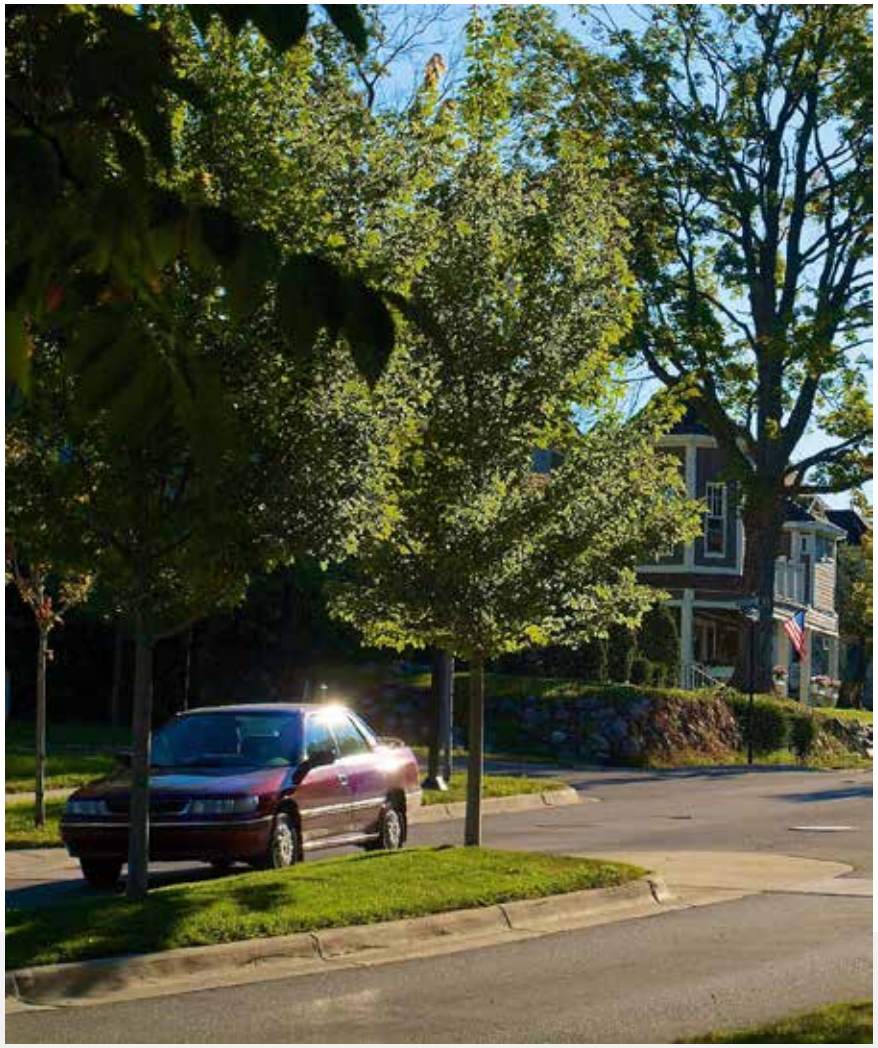
# Alternative B-1

## Pros

- Offers opportunities for redevelopment
- Connects new street to neighborhood grid, additional option to disperse traffic
- Improves emergency access
- Redesigned Lake Ave would have less traffic + new signal would ease access
- Some traffic diverted from Cass

## Cons

- Higher cost than Alternative A without more tax base
- Places traffic between neighborhood and lake/trail



# Alternative B-2

# Alternative B-2

# Alternative B-2

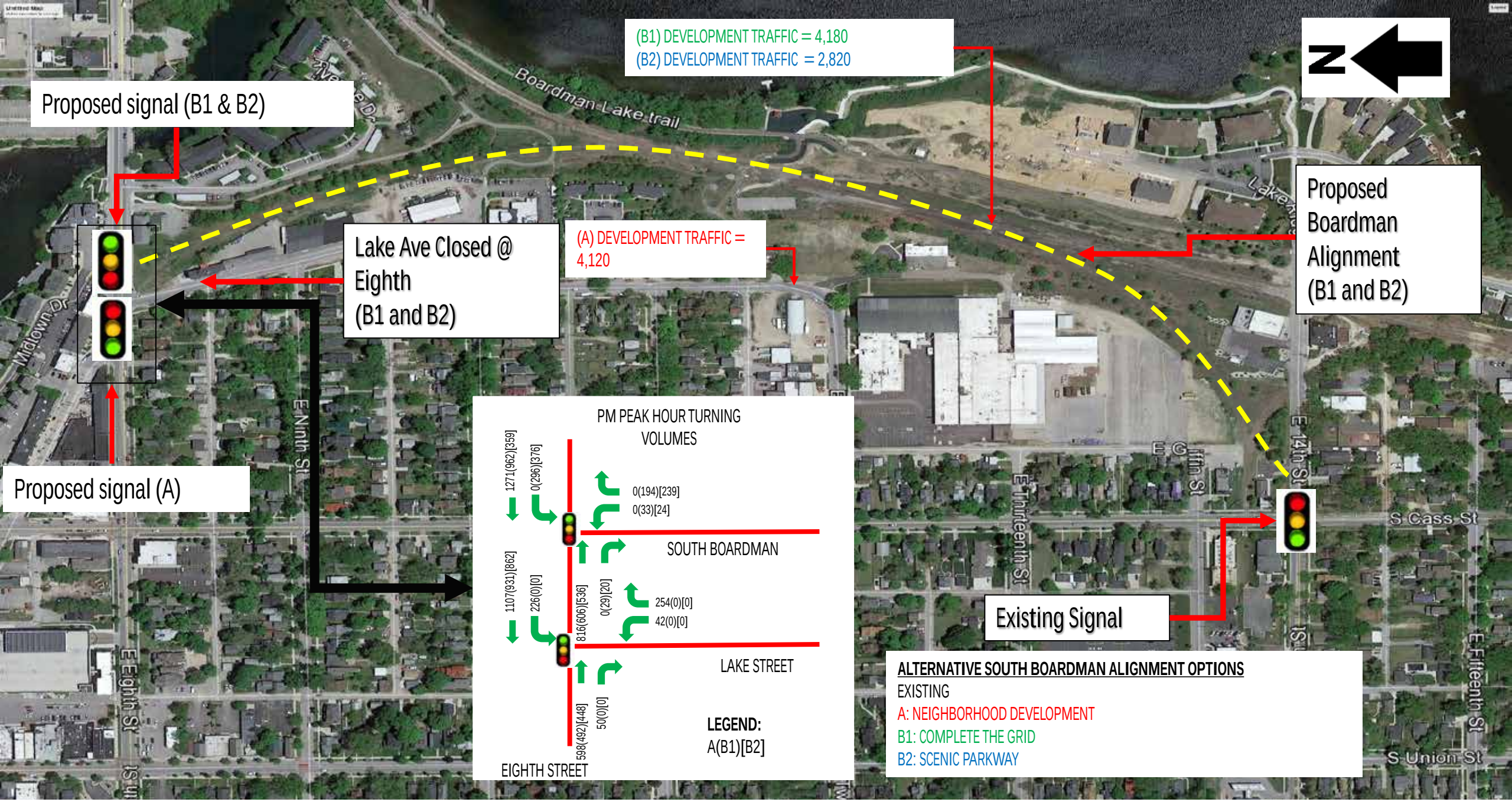
# Alternative B-2

## Pros

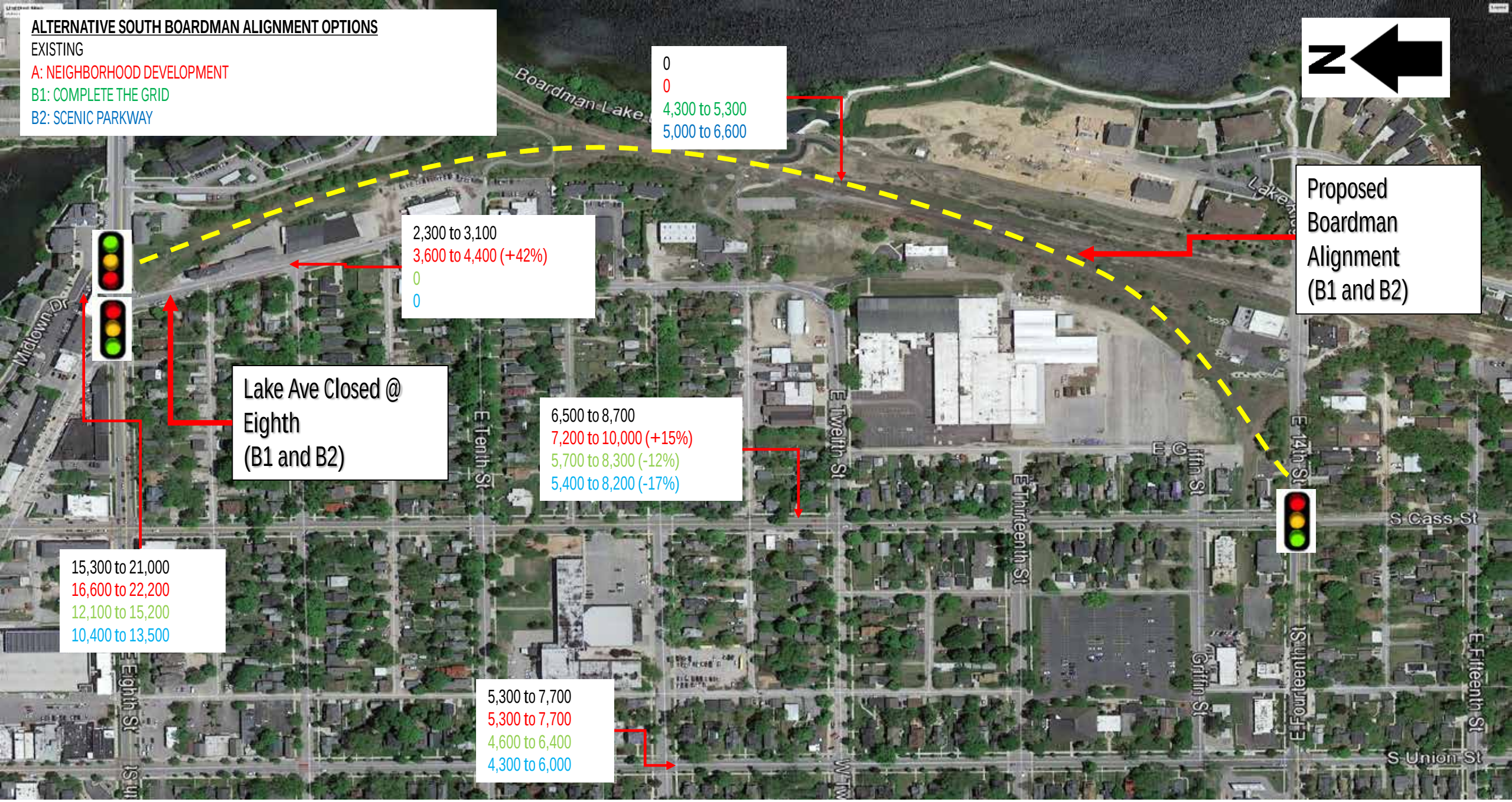
- Offers opportunities for redevelopment
- Connects new street to neighborhood grid, additional option to disperse traffic
- Improves emergency access
- Redesigned Lake Ave would have less traffic + new signal would ease access
- More traffic diverted from Cass

## Cons

- Highest project costs
- Least amount of Development Opportunity
- Most direct by-pass so concern with speed (medians and design could control)



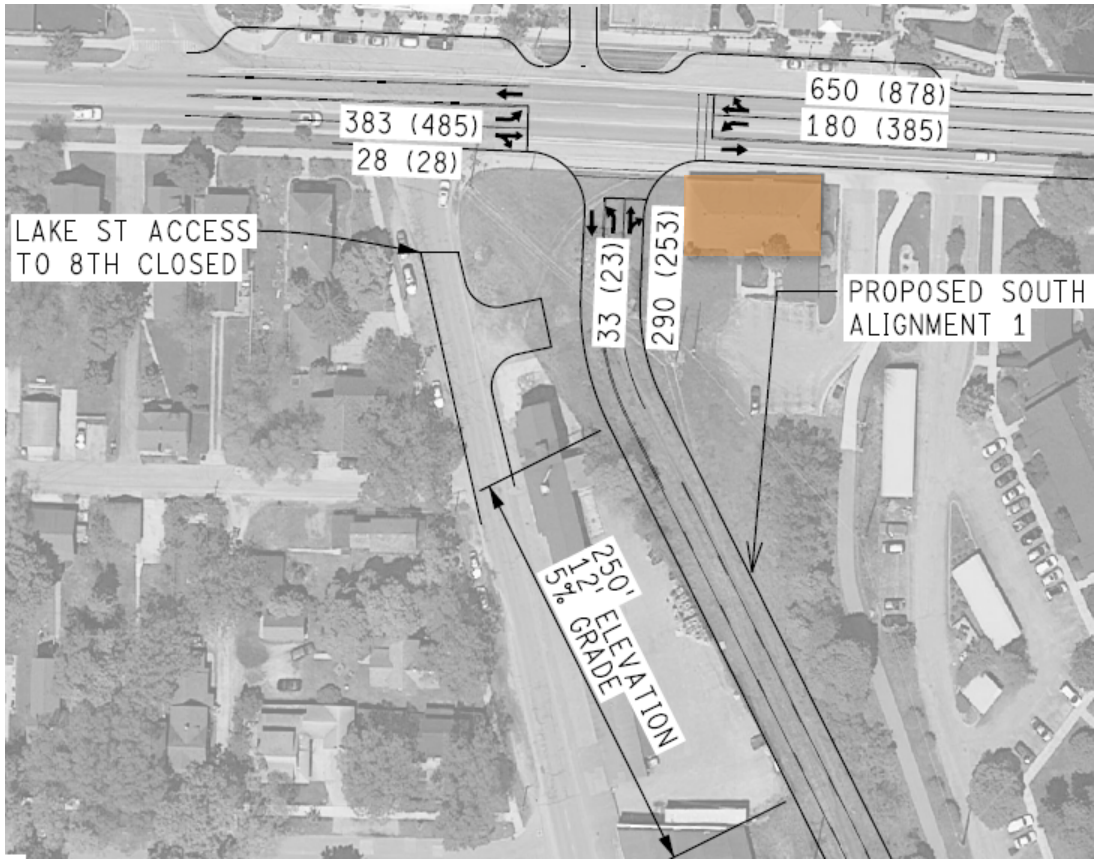

SOUTH BOARDMAN: DEVELOPMENT DAILY TRAFFIC



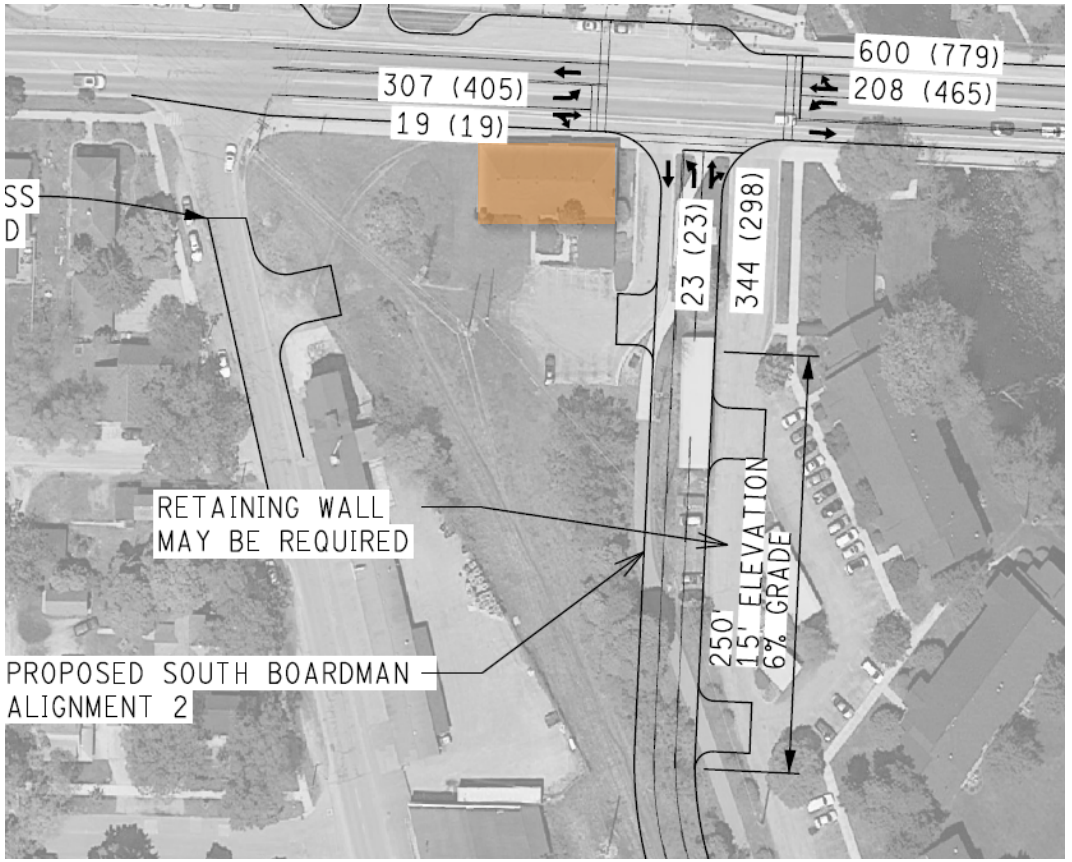

SOUTH BOARDMAN: TOTAL DAILY TRAFFIC

# Traffic Analysis – 8th Street Intersection Relocation

Intersection Alignment 1
East of existing; rail ROW, west of Copy Central




Intersection Alignment 2
Share access drive with Copy Central and Riverine



# Traffic Calming

- "**Traffic Calming** is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users" **Lockwood, Ian, *ITE Traffic Calming Definition*, ITE Journal, July 1997, pg.22.**

- Cass Avenue, Union Street, and proposed Potential South Boardman Street

# Traffic Calming

SPEED HUMP

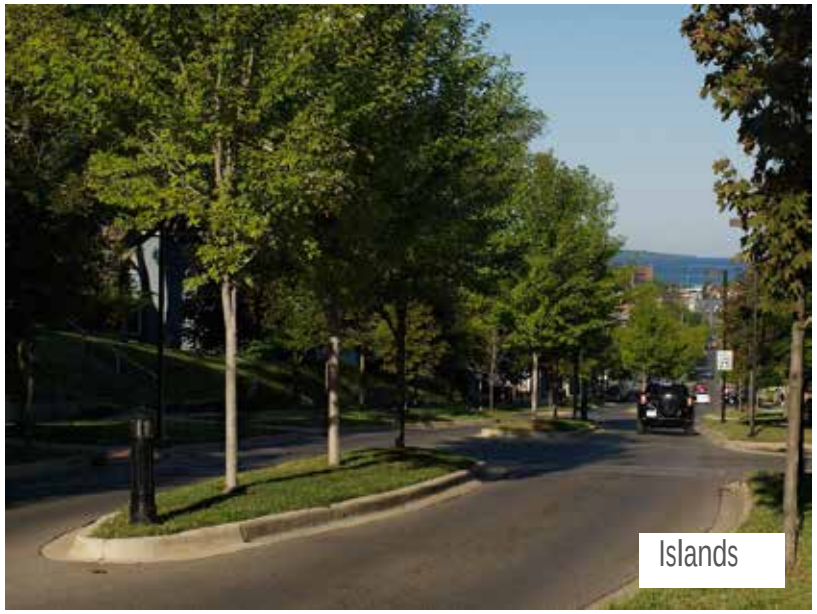

RAISED CROSSWALK/MEDIAN ISLAND


RESIDENTIAL ROUNDABOUT

- Reduce speeds
- Divert cut through traffic
- Narrow lanes
- Pedestrian safety improved

# Traffic Calming

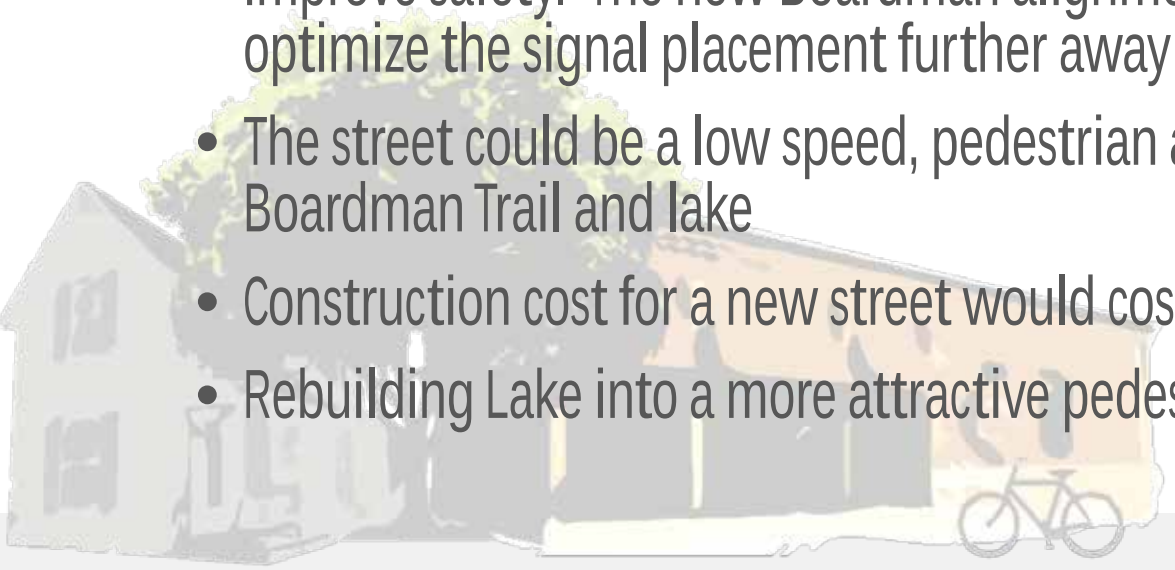





- Reduce desire for speed and cut-through
- Slows travel speed to that posted
- Protected pedestrian crossing

# Conclusions

- Traffic from new development will have less impact on Cass and local streets with a new street
- A new street is estimated to divert 1,100 vehicles per day (17%) from Cass
- Development potential and its traffic can occur with or without a new street
- New development would require a signalized intersection on 8th Street to ease congestion and improve safety. The new Boardman alignment would allow Lake Avenue to close to ease access and optimize the signal placement further away from North Boardman.
- The street could be a low speed, pedestrian and bike oriented with multiple crossings to the Boardman Trail and lake
- Construction cost for a new street would cost $2-3 million + right-of-way
- Rebuilding Lake into a more attractive pedestrian street would be $1-3 million



# Next Steps

- Design refinement based on tonight's feedback
- Open House and City Commission meeting (date to be determined)