



Communication to the Planning Commission

FOR THE MEETING OF: May 20, 2014

FROM: Russ Soyring, Planning Director

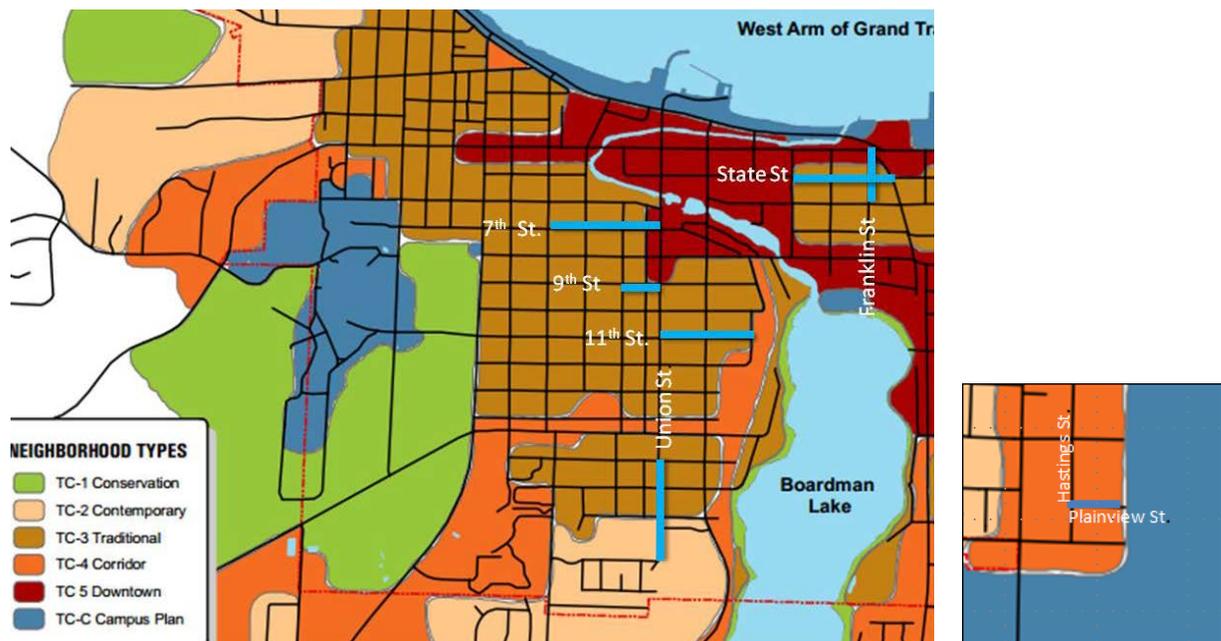
SUBJECT: 2014/15 Street Projects (Revised Memo)

DATE: May 12, 2014

The purpose of reviewing the street projects is for the Planning Commission to provide early input. Your guidance for reviewing the projects is the City Master Plan. Following the Planning Commission's review, notices with project information will be mailed to the residents and occupants along these streets. After the public has offered input, the street projects may be modified and the Planning Commission, in August, will be asked to determine if the proposed street projects are consistent with the Master Plan in terms of location, extent and character.

This year, seven streets have been identified for reconstruction. Those streets are:

- State Street** between Boardman and Railroad
- Franklin Street** between Front and Washington
- Seventh Street** between Union and Wadsworth
- Ninth Street** between Union and Pine
- Eleventh Street** between Union and Lake
- Union Street** between Sixteenth and Boughey
- Plainview** entire length





State Street. The section of street proposed for reconstruction falls within the TC-3 neighborhood where more formal streets with sidewalks are typical. The 32-foot wide street is proposed to maintain its current width. Three handicap ramps will be replaced to meet current standards. Poor section of the six-foot sidewalk will be replaced. The street carries 1785 vehicles per day. Traffic island at the *western* end is to remain. Just east of the project the 24-hour traffic count in July 2013 was 1387.

Consideration: Narrow the street since parking is prohibited to one-side of the street. A narrower street will help slow vehicle speeds, reduce storm-water runoff and add width to the tree lawn for healthier environment for the street trees.



Franklin Street. This section of street proposed for reconstruction falls mostly within a TC-3 Neighborhood. North of the alley, north of State Street falls with the TC-5 Neighborhood. The street is a 30 foot wide curbed street with 5 to 6 foot wide sidewalks on both sides. The 200 Block of Franklin Street 24-hour traffic count was 708. The proposal is to replace the street at the current width with new curbs. Sidewalk sections in a poor state of repair will be replaced.



Seventh Street. The section of street proposed to be reconstructed falls mostly within the TC-3 Neighborhood. The far eastern end of the project just west of Union Street falls within the TC-5 Neighborhood. The street is proposed to remain at its current 30 foot width. Sections of the 6-foot wide sidewalk in poor condition are proposed to be replaced. The bold crosswalk markings at Pine Street are proposed to be repainted. A speed count taken over several days in June, 2013 revealed that 95% of the drivers were traveling

at speeds 29 mph or less on the block between Wadsworth and Oak Streets. The 24-hour weekday count was 1,794. On the weekend the count dropped to 915 vehicles for a 24-hour count.

Consideration: Through pavement markings and/or flat or slightly raised concrete neck down; shorten the crosswalk distance at Pine Street where many grade-school aged children cross. Such a treatment will announce to drivers they are approaching an elementary school and will make the crosswalk more visible.

Consideration: Widen the street two feet to allow parking on both sides of the street where parking is now restricted to one side only due to its narrow width for an emergency route. The parked cars will help to create an environment that tends to slow vehicle speeds while providing additional parking during school events.



Ninth Street. This street section falls mostly within a TC-3 Neighborhood. The eastern end near Union Street falls within a TC-5 Neighborhood. Just west of the project limits the 24-hour vehicle count was 873. The proposal is to replace the street in its current 28-foot wide width. Curbs will be replaced and sections of sidewalks in poor state of repair will be replaced. The ADA ramp at Locust will be replaced to meet current standards.



Eleventh Street. This street segment falls within a TC-3 neighborhood. The 36-foot wide street is proposed to be replaced at its current width. Curbs will be replaced as will the poor sections of sidewalks. The marked crosswalks will be repainted. The average 24-hour traffic count in June 2013 was [1043](#).

Consideration: Remove some sections of the paved tree lawn near the St. Francis School and replace with either permeable pavers and/or with trees. These changes would reduce storm water runoff. Trees and the exposed ground at the base of the trees would not only reduce stormwater runoff but would also help make the block a little less harsh while giving a more residential look to the street.

Consideration: Reduce the width of 11th Street east of Cass several feet to allow for a healthier environment for the street trees, while reducing the amount of stormwater runoff. Snow plowing would also be lessened and would result in less snow filling up the sidewalk when the street is plowed.



Union Street. The project area includes two neighborhood types, TC-3 in the lower section and TC-2 south of 17th Street. The proposal is to replace the street in its current width of 32 feet and add sidewalks where there are gaps. Approximately, 785 linear feet of new sidewalk is proposed where the street has a steep grade. The Master Plan states “Informal access for pedestrians or non-motorized vehicles.” Are sidewalks consistent with the Master Plan for a TC-2 Neighborhood?

Consideration: Narrow the width of the street. Parking demand is light so the street is overly wide for two lanes of traffic. Reduced width will reduce stormwater runoff and would give better separation between a sidewalk or path and the street, allowing for healthier growing conditions for street trees.

Consideration: Eliminate the sidewalk extensions and replace with a trail or path or have only a sidewalk on the east side. A grade is more conducive for walking on this side of the street and there is evidence by the dirt path there is a need for a pedestrian link.

Plainview Street. The proposal is to pave the 26-foot wide gravel street with asphalt 24 feet wide. No sidewalks or curbing are proposed. The dead end street has 17 homes fronting the street and is within a TC-4 Corridor Neighborhood. According to the Traverse City Master Plan this neighborhood type is envisioned to have a network of sidewalks and trails are envisioned.



Consideration. Install a sidewalk on one side of the street to connect to future sidewalks along Hastings Street. Installing sidewalks along a non-curbed street may create drainage issues since the sidewalk would typically be placed where the drainage swale would be located.

RS