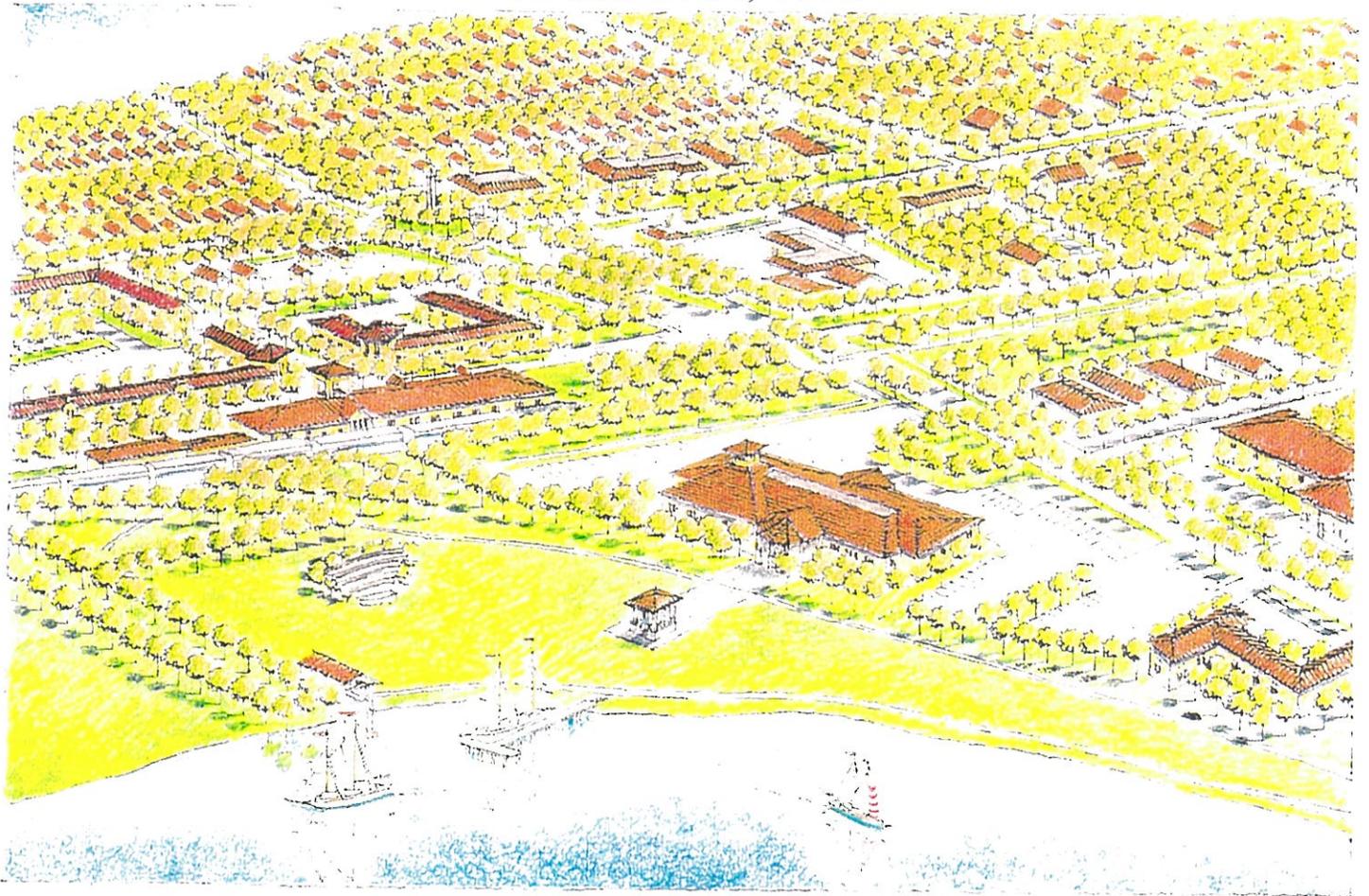


# WOODMERE AVENUE

TRAVERSE CITY, MICHIGAN

## CHARRETTE REPORT

SEPTEMBER 14, 1998



*Sponsored by:*  
Traverse City  
Michigan Department of Transportation

*Prepared by:*  
WALKABLE COMMUNITIES, INC.  
Dan Burden, Michael Wallwork, PE,  
Peter Lagerwey, Erin Kilpatrick, Jodi Burden

TRIAS AND ASSOCIATES  
Ramon Trias, AICP, Trent Greenan,  
Celine Hardan



CHARRETTE REPORT  
WOODMERE AVENUE

## INTRODUCTION

In late July and early August of 1998, Traverse City and the Michigan Department of Transportation sponsored a planning charrette for Woodmere Avenue. The road district along the road was undergoing significant changes at the time. A new Public Library was under construction, and traffic problems were expected to get worst as development continued along the corridor.

The City decided that a public planning process was necessary to best determine the new design for Woodmere Avenue, and the future vision for the area. Among the issues to be discussed would be:

- **\$472,000 budgeted by the city for road reconstruction**
- **Land owned by the City in the vicinity of the intersection of Woodmere and Eighth**
- **The TART trail, and other bicycle and pedestrian facilities**
- **A new Public library nearing completion, creating immediate access needs**
- **Future development vision for the district**

City staff asked Walkable Communities, Inc. to assist the citizens reach consensus about the future character of the corridor. A six-day charrette was used to encourage full public participation. Trias and Associates worked with Walkable Communities, Inc through the course of the charrette and prepared the final report.

## PUBLIC CONSENSUS

The Charrette achieved a remarkable degree of public consensus on those topics, and provided an effective forum to explore other planning and design ideas that should help shape the future development of Woodmere Avenue and its vicinity.

The Charrette process identified missing elements that would transform the Woodmere area into a series of well defined neighborhoods, districts and parks that would clearly linked to the rest of Traverse City. The area, if developed properly, would function as a center of public activity (Library, park, lakefront, etc.), include residences, businesses, services and entertainment (such as the Train restaurant), and a system of trails, sidewalks parks and open spaces that would provide opportunities for recreation and would link the surrounding neighborhoods .

### **General recommendations from the charrette participants:**

- **Rebuild Woodmere avenue and Eighth street and build a roundabout at their intersection**
- **Master plan land owned by the city, no longer needed for street right-of-ways**
- **Improve park and lake shore**

PROPOSALS  
CONCEPT PLAN

## WOODMERE AVENUE

### Charrette participants recommendations:

*Traffic having problems getting in and out.*

*Needs a third lane.*

*With Library and sailing picking up, there will be more kids and no good place to cross.*

*Not enough sidewalks.*

*Bike lanes and pedestrian facilities should also be provided on nearby streets.*

Woodmere Avenue was the principal focus of the Charrette. With the construction of the Library, traffic was expected to increase. The existing design of the road (two lanes and swales) was inadequate for children walking to the library, and for increased traffic as the area developed further.

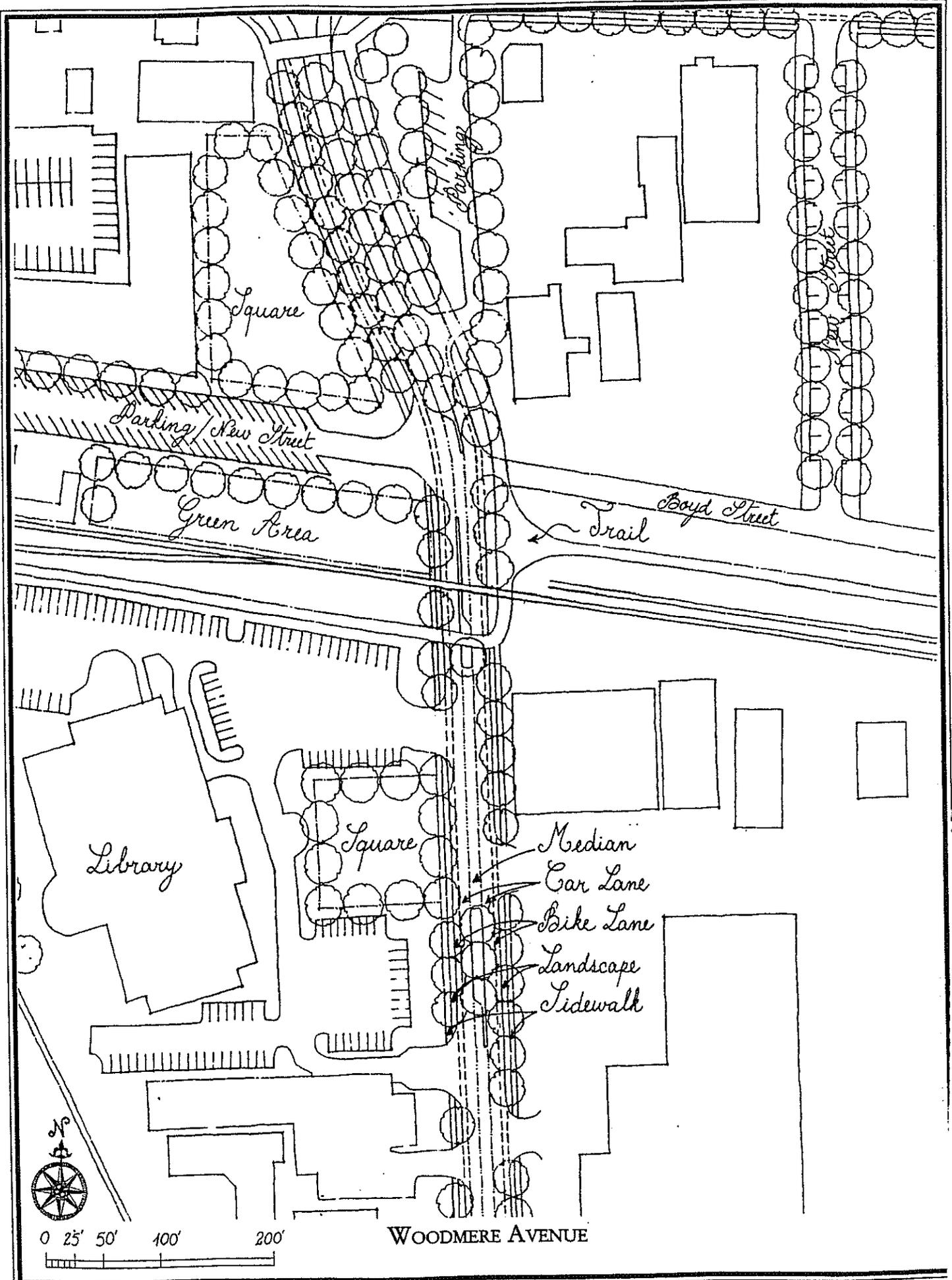
The intersection with Eighth Street was particularly problematic, as the streets did not line up, and the traffic signal did not manage traffic properly. Fortunately, the city was fully aware of the problem and had budgeted \$472,000 towards the reconstruction of Woodmere Avenue. In order to develop the best design possible, city staff organized the charrette to ask the citizens for their ideas.

The charrette participants suggested a new typical section: two lanes, a turning median with landscape islands, bike lanes, landscape buffers along both curbs, and sidewalks. This design would resolve functional problems by managing access to parcels, and providing safe and comfortable sidewalks and bike lanes. Moreover, the street's appearance would be significantly enhanced, with rows of trees on either side, and landscape islands in the center.

However, the participants suggested that traffic solutions are not enough to fulfill the general vision for the area. In addition, development along the street needs to be carefully planned to avoid future problems and encourage quality. The city should develop building guidelines to implement the goals of the charrette.

### Charrette concept plan proposals:

- **Two lanes plus median**
- **Continuous sidewalks and bike lanes**
- **Safe crossing for TART trail**
- **Better connections to buildings, especially Public Library**
- **Curbs, gutters, landscape and access management**
- **Land development guidelines**



Square

Parking/New Street

Green Area

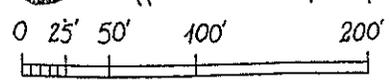
Boyd Street

Trail

Library

Square

Median  
Car Lane  
Bike Lane  
Landscape  
Sidewalk



WOODMERE AVENUE

## EIGHTH STREET

### Charrette participants recommendations:

*Area between Franklin, Woodmere and Eighth is going to grow and how?*

*There are no gaps in traffic.*

*Street aesthetics need to be improved.*

*Downtown traffic needs to get through.*

*Massive back up to get into Woodmere.*

*Bike lanes and pedestrian facilities needed on both sides.*

Eighth street is one of the few streets which provide east-west access through Traverse City. At the intersection with Woodmere the street four lanes in width. A few blocks to the east and west, however, it only has two lanes. In spite of this, traffic at its worst at the widest segment.

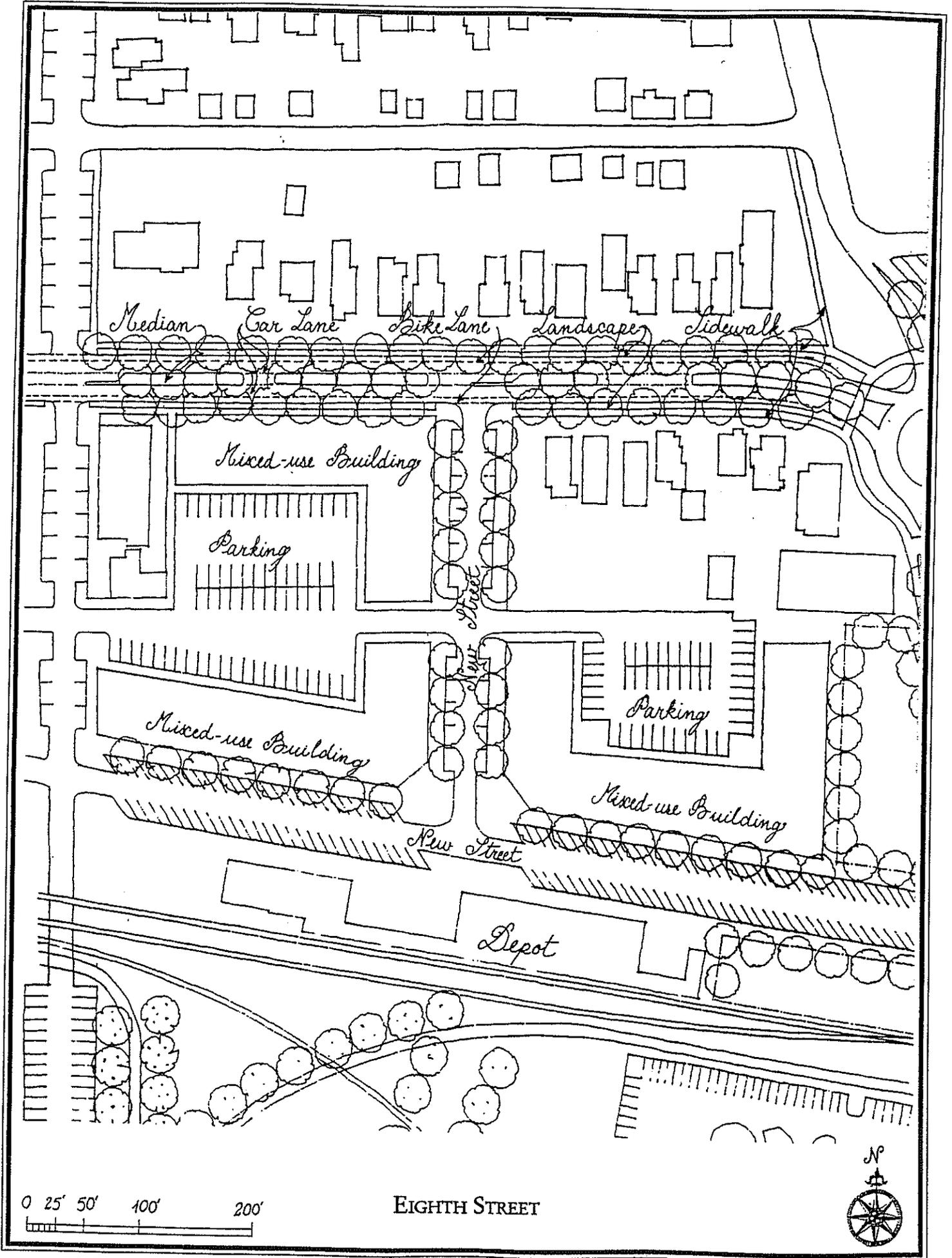
Recent experience has demonstrated that three lane sections are more efficient than four lane streets, when the land uses and intensity of development are comparable to the existing conditions of the Eighth street corridor. The reason is that left turn movements are frequent when development has occurred consistently in small blocks and individual parcels. Therefore, traffic flows better when a median with turning lanes is built, as motorists do not have to wait behind automobiles attempting to turn left.

In addition, three lane sections are better for pedestrians and bicyclists, as the street is easier to cross one lane at a time. Furthermore, although traffic moves better, speeds are slower, enhancing safety for all.

The proposed design for Eighth Street is similar to the design for Woodmere Avenue proposed during the Charrette. Nevertheless, the streets will be very different, as buildings along Eighth Streets will be closer to the sidewalks. Therefore, the location and design of building will play a major role in the street's appearance, and the land uses will define the level of sidewalk activity. Building design should be regulated to emphasize pedestrian and bicycle activity.

### Charrette concept plan proposals:

- **Two lanes plus median**
- **Continuous sidewalks and bike lanes**
- **Better connections to buildings**
- **Landscape**
- **Access management**
- **Building design guidelines**



0 25' 50' 100' 200'

EIGHTH STREET



# TART TRAIL

## Charrette participants recommendations:

*Primary focus on transportation and recreation.*

*Trails need to be linked as often as possible, preferably at every street.*

*Bicycle racks are needed throughout the corridor.*

*Bike lanes and pedestrian facilities should be provided on nearby streets.*

The Tart trail should be improved as a continuous multi-purpose trail. This trail should be a minimum of 10-feet in width, with a preferred width of 12-feet where possible. This will permit use by cyclists and pedestrians.

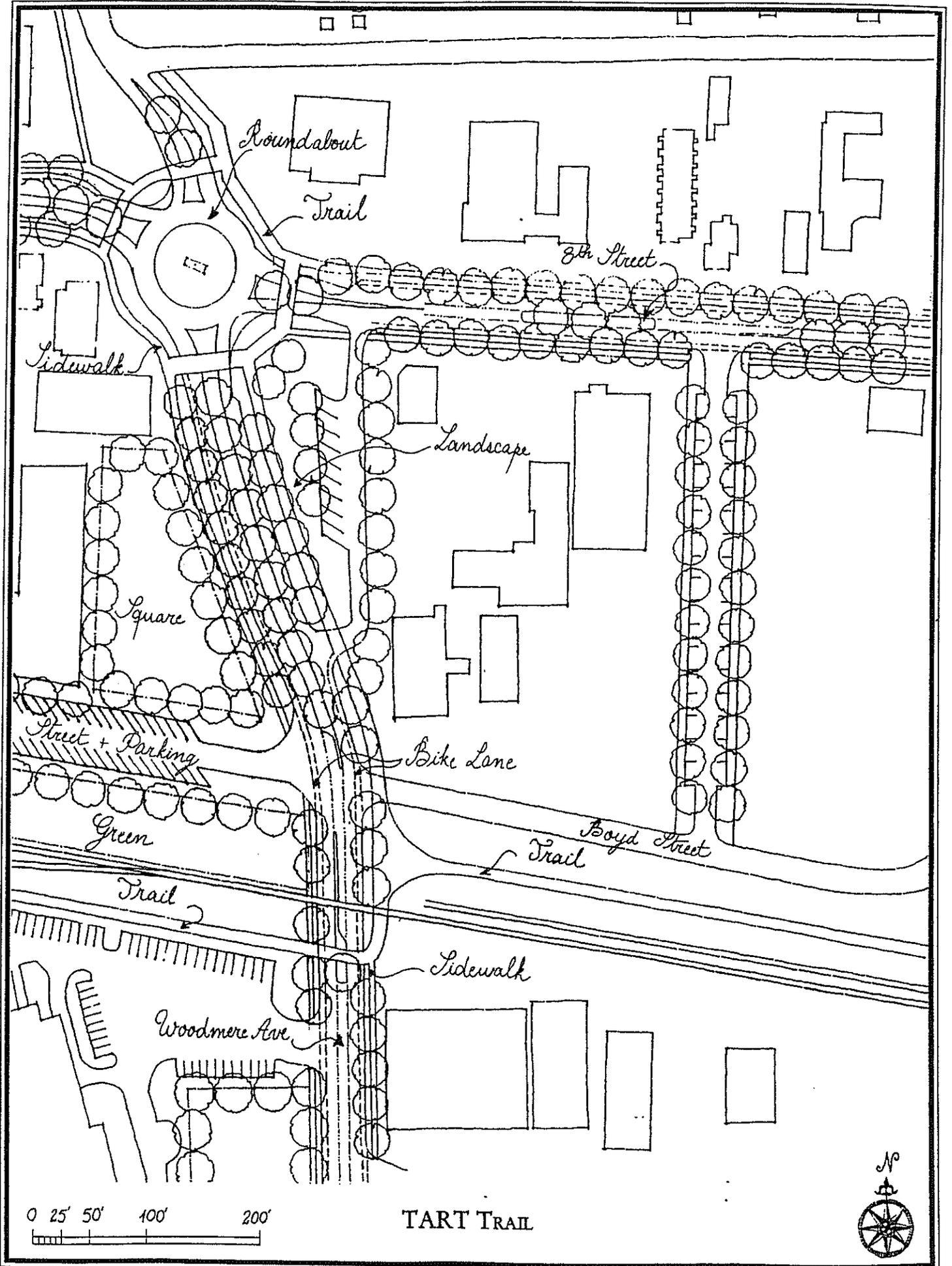
This hike/bike trail will primarily be used to accommodate travel to destinations from the neighborhoods towards Woodmere Avenue, the park and downtown, and support recreational use. Sidewalks should also be built throughout the districts and neighborhoods along the Trail's path to provide easy access from houses and businesses.

In order to enhance safety, the crossing at Woodmere Avenue should be through a landscape island, and may need to be signalized.

The Trail must be extended towards the lake and along the shore. In addition, the trail needs to be connected to the sidewalks and bike lanes on Woodmere Avenue and Eighth street. The sidewalk on Woodmere Avenue north of the railroad tracks can be designed as an extension of the TART trail for connections to the neighborhoods and Downtown.

## Charrette concept plan proposals:

- **Improve trail continuity**
- **Better maintenance and appearance**
- **Accessibility for disabled**
- **Frequent connections to sidewalks and bike lanes on street grid**
- **Safer crossings, especially at Woodmere and at Eighth**
- **Bike racks, water fountains and other support elements**
- **Landscape**
- **Extensions towards Boardman Lake, neighborhoods, and Downtown**



0 25' 50' 100' 200'

TART TRAIL



## ROUNABOUTS

### Charrette participants recommendations:

*Make intersection where motorists feel comfortable.*

*If you make intersections friendly to both motorists and pedestrians you'll get better use of the area.*

*If traffic condition is improved, it would be an incentive for development*

*Eighth and Hannah with Woodmere would be good for roundabout.*

*Circles an roundabouts are different.*

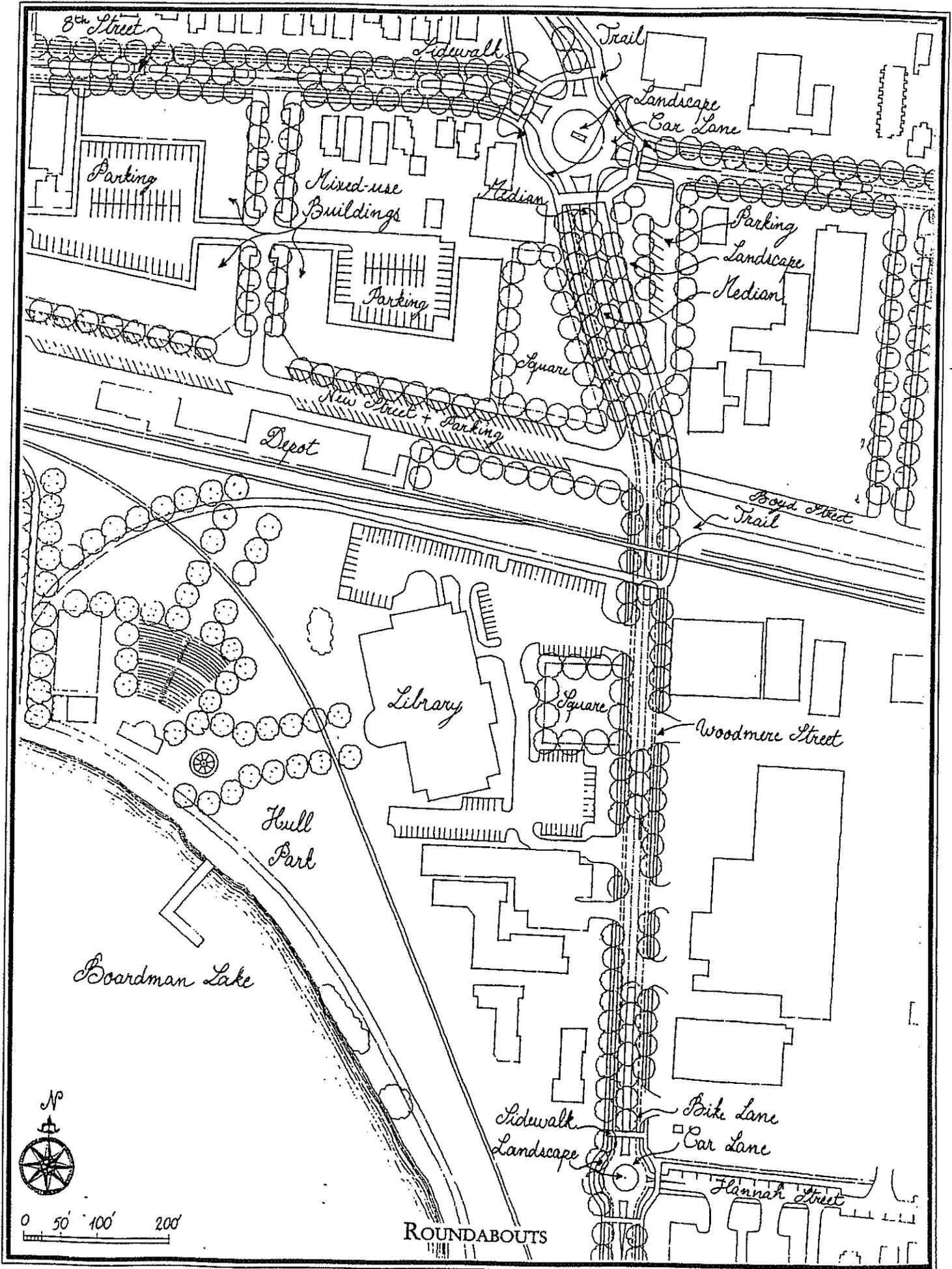
The charrette participants proposed a roundabout at the intersection of Woodmere and Eighth. This intersection has caused a great deal of frustration in the community. Traffic flows uncomfortably, as large trucks, cars, pedestrians and bicycles circulate under difficult conditions. Streets do not line up, the geometry of the lanes is complex, and non-motorized traffic has no defined facilities.

One of the solutions for traffic problem is the "modern roundabout". Although relatively new in America, intersections designed as roundabouts are becoming more popular because their features enhance traffic flow for cars, pedestrians and bicycles. The basic concept is that roundabouts transfer all turning movements to the central circle. This eliminates right and left turn lanes, reducing the width of incoming streets. Islands channelize traffic and the circle slows speeds. The overall result is slower speeds and constant flow, a combination that enhances the safety and efficiency of many intersections.

Although traffic considerations are critical to a roundabout's success, aesthetics are equally important. Roundabouts can be designed to be very attractive with proper landscape and works of art. The aesthetic opportunities alone often justify the use of a roundabout. When designed as part of an overall redevelopment project, beautiful roundabout can become the focal point for the new image of a community.

### Charrette concept plan proposals:

- **Roundabout at intersection of Woodmere and Eighth**
- **Roundabout at intersection of Hannah and Woodmere**
- **Future roundabouts at key locations for neighborhood traffic, such as Woodmere and Webster**
- **Make all roundabouts functional, safe and attractive**
- **Place landscape and art works in center islands**
- **Use decorative paver blocks for crosswalks**



## MIXED-USE DEVELOPMENT

### Charrette participants recommendations:

*Overall vision includes mixed use development.*

*Parking for autos shouldn't be parking garages unless they are above commercial or behind businesses.*

*Transit/bus central location needed.*

*Architectural character should come from Michigan examples.*

The city owns land in the vicinity of Woodmere Avenue and Eighth street. At some point in the past, the land was expected to be used for road expansion projects. Since then, transportation concepts have changed, and alternate road designs have been proposed which would not require the use of most of the publicly owned land.

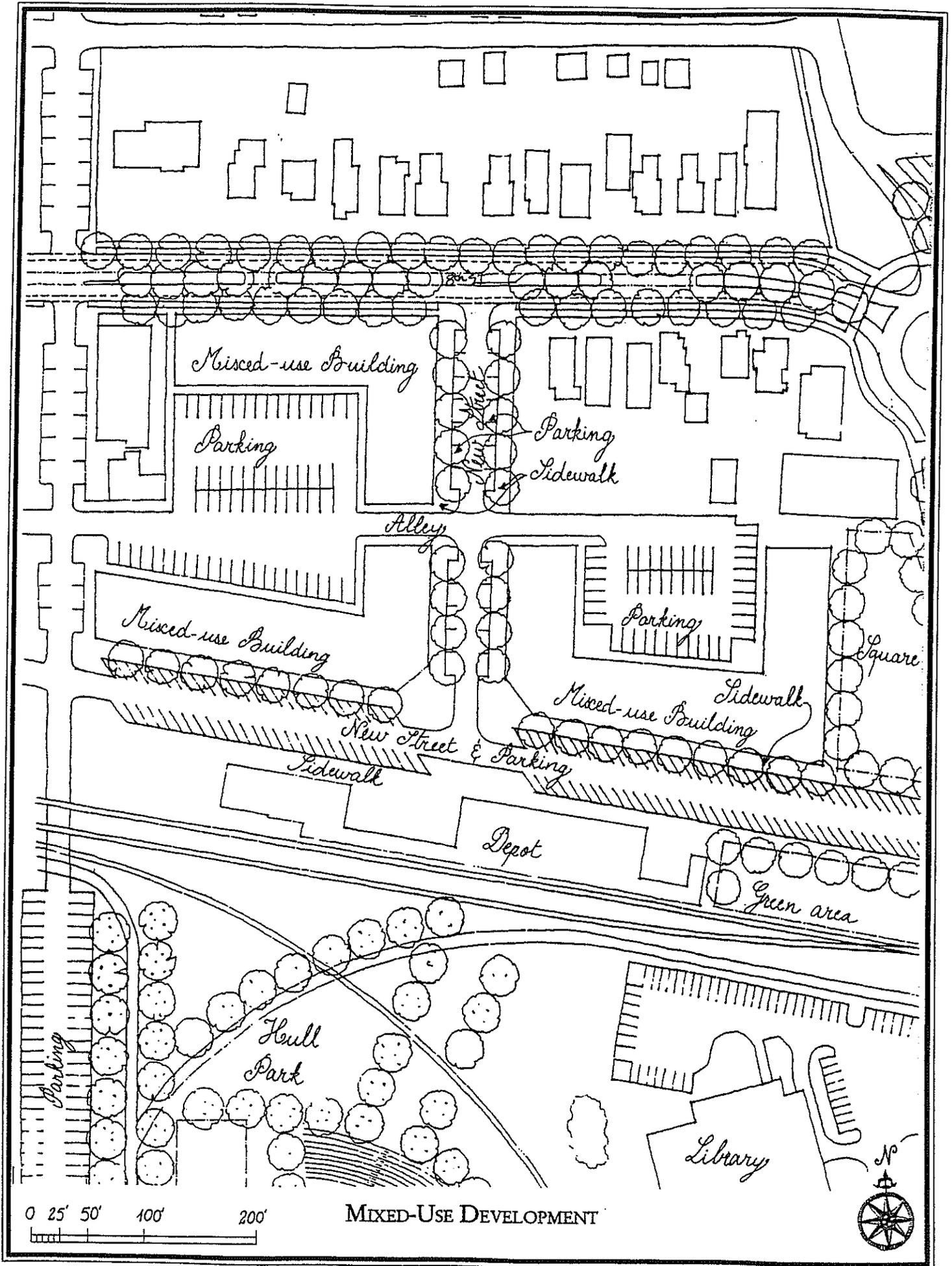
Mixed-use buildings provide development flexibility and help create high quality urban environments. Generally, the ground floor should be used for retail and restaurants and the upper stories for office and residential uses. The maximum height should be three stories, in order to maintain the historic scale of area.

Buildings should be built close to the street, with parking located on the back. The street facade should be as unbroken as possible, as buildings should be located next to other buildings to form complete urban blocks. This type of development creates successful pedestrian environments by supporting ground level activity. Special care should be given to the design of public spaces, including streets, squares and parks. In addition, new streets should continue the City's grid.

The city may choose to request development proposals which further charrette goals and may help pay for future public improvements.

### Charrette concept plan proposals:

- **Develop architectural and zoning regulations which encourage mixed-use and appropriate site design**
- **Prepare a master plan for the site**
- **Construct buildings compatible with historic structures**
- **Design parks, squares, streets and buildings to complement each other and to form complete neighborhoods and districts**
- **Provide transit stop**
- **Use private development on public land to help finance public facilities**
- **New streets, following grid patterns**



## HULL PARK AND BOARDMAN LAKE

### Charrette participants recommendations:

*Library and Lake can be focal point for the community.*

*Need to have access to launch ramp from Franklin.*

*Would like to see amphitheater next to library to host children events.*

*New trail on east side of Boardman lake.*

*Better landscape around waste water plant.*

*Missing: picnic area, bike path, trees, dressing up of shore, economic revitalization.*

*Acceptable activities: sailboat classes, pontoon boats, sailing, small boat fishing, canoes.*

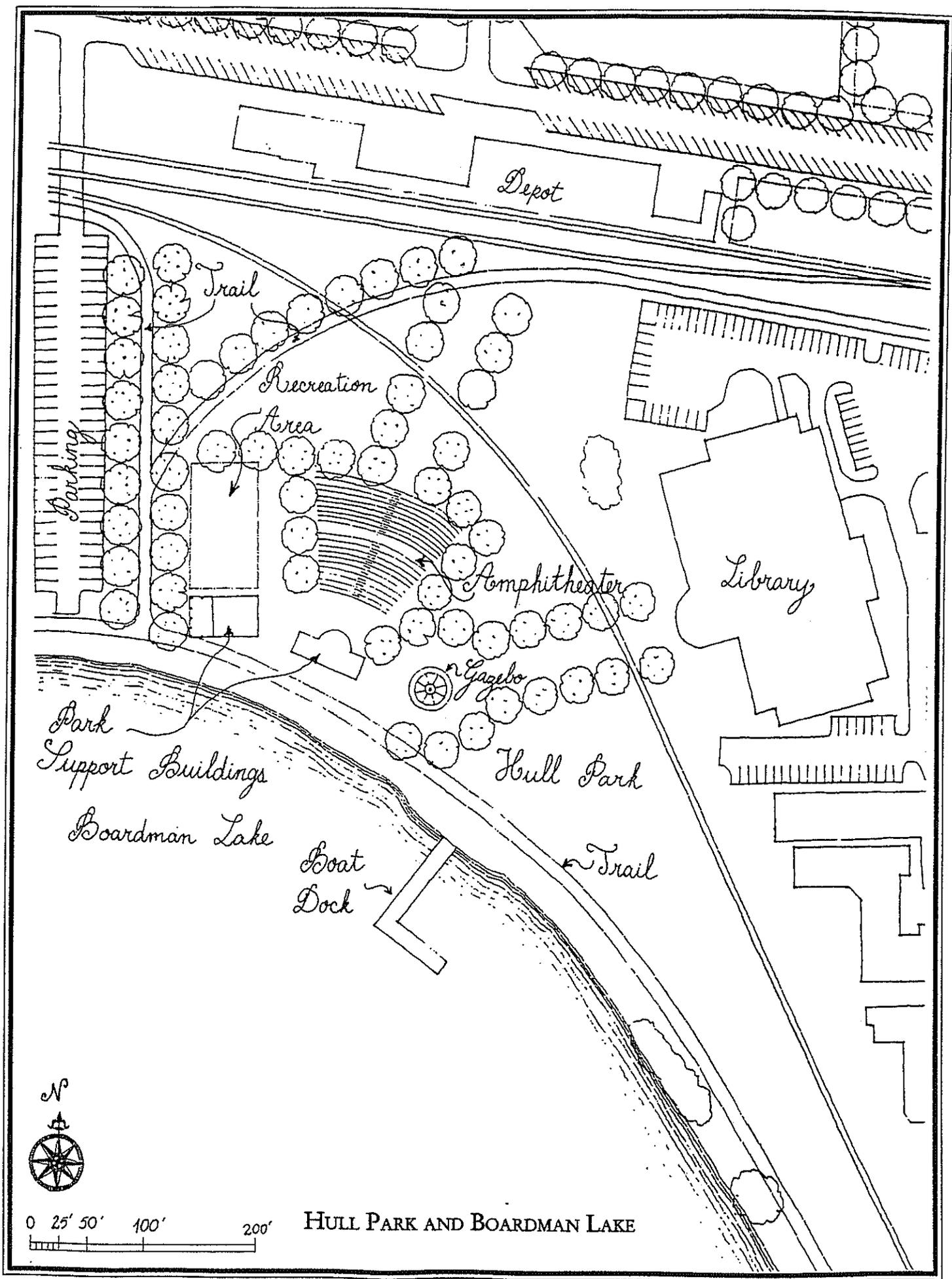
Boardman Lake and Hull Park are two major resources for community activities. Currently, both areas are underused. Part of the problem is the perception of the Lake as an industrial area, with the municipal sewer plant and its previous use for logging activities. Today, however, because of the construction of the new Public Library, there is a renewed interest in the type of activities that would be appropriate along the shore and on the water.

The city should prepare and implement a master plan for the development of the area. Special emphasis should be given to public access. The opportunities are enticing, as the setting is beautiful and the land is undeveloped. However, careful planning is needed to fulfil the goals of the charrette.

The area should be developed to provide activities for children and teenagers. It can also be used for outdoor events that complement the new Library. Furthermore, Trails and other park facilities should be built to take full advantage of waterfront recreation.

### Charrette concept plan proposals:

- **Build multi-purpose recreational trail along the shore and connect to TART trail**
- **Plant trees**
- **Shape land to form amphitheater**
- **Improve boat ramp area**
- **Build recreational areas of children and teenagers (playground, skate board area, etc.)**
- **Build a gazebo**
- **Extend Franklin for access and parking**



Depot

Trail

Recreation Area

Parking

Amphitheater

Library

Gazebo

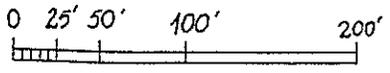
Hull Park

Park Support Buildings

Boardman Lake

Boat Dock

Trail



HULL PARK AND BOARDMAN LAKE



RENDERINGS  
CONCEPT PLAN

ЖУРНАЛ  
И. ПУТНИКОВ

# WOODMERE AVENUE

TRAVERSE CITY, MICHIGAN



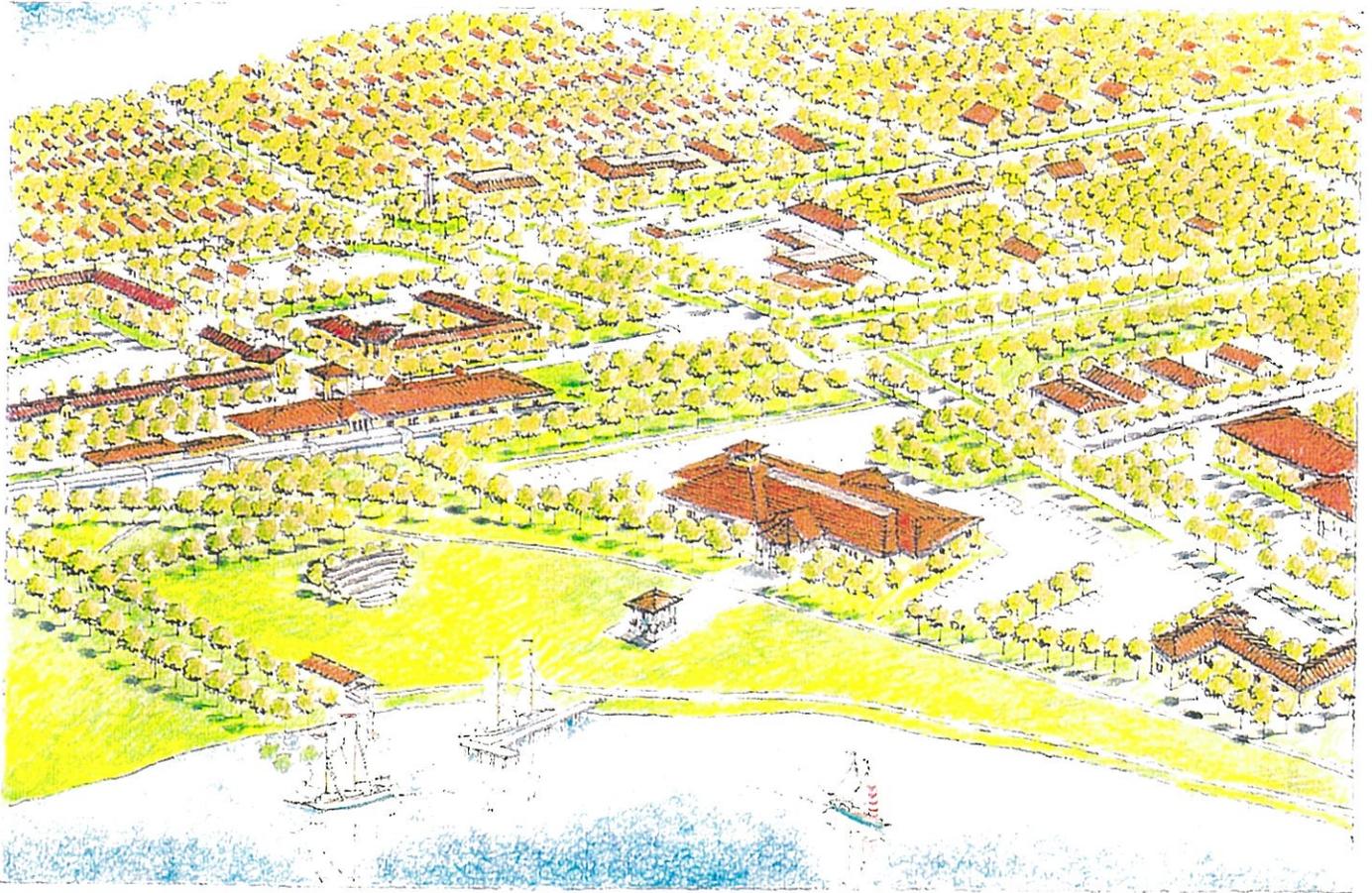
## CHARRETTE CONCEPT PLAN

TRIAS & ASSOCIATES  
TOWN PLANNING, URBAN DESIGN

WITH  
WALKABLE COMMUNITIES, INC.  
1998



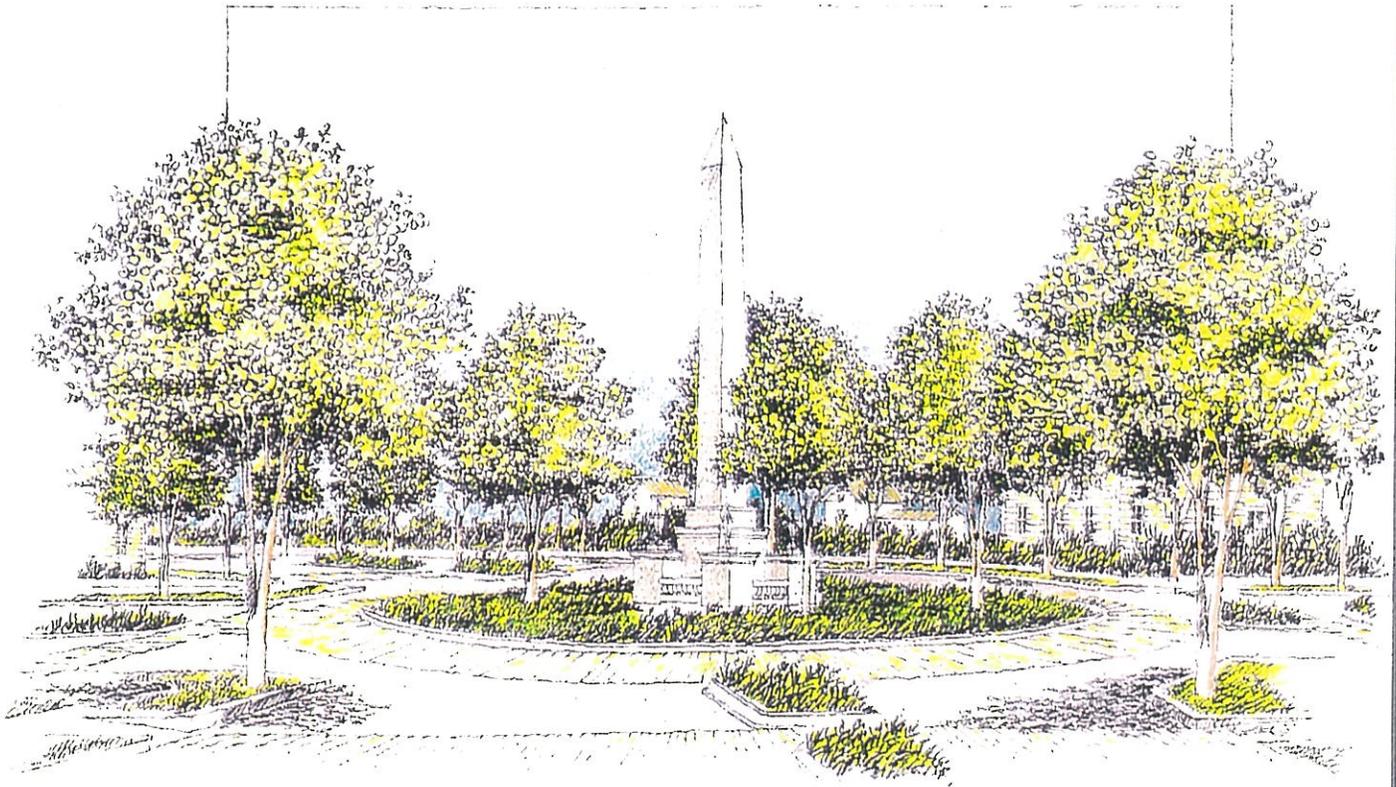
# WOODMERE AVENUE PROPOSAL



- **Redesign Woodmere Avenue**
- **Redesign Eighth Street**
- **Roundabout at Woodmere and Eighth**
- **Roundabout at Woodmere and Hannah**
- **Improved TART trial**
- **Master Plan for Hull Park**
- **Master Plan for city-owned land**



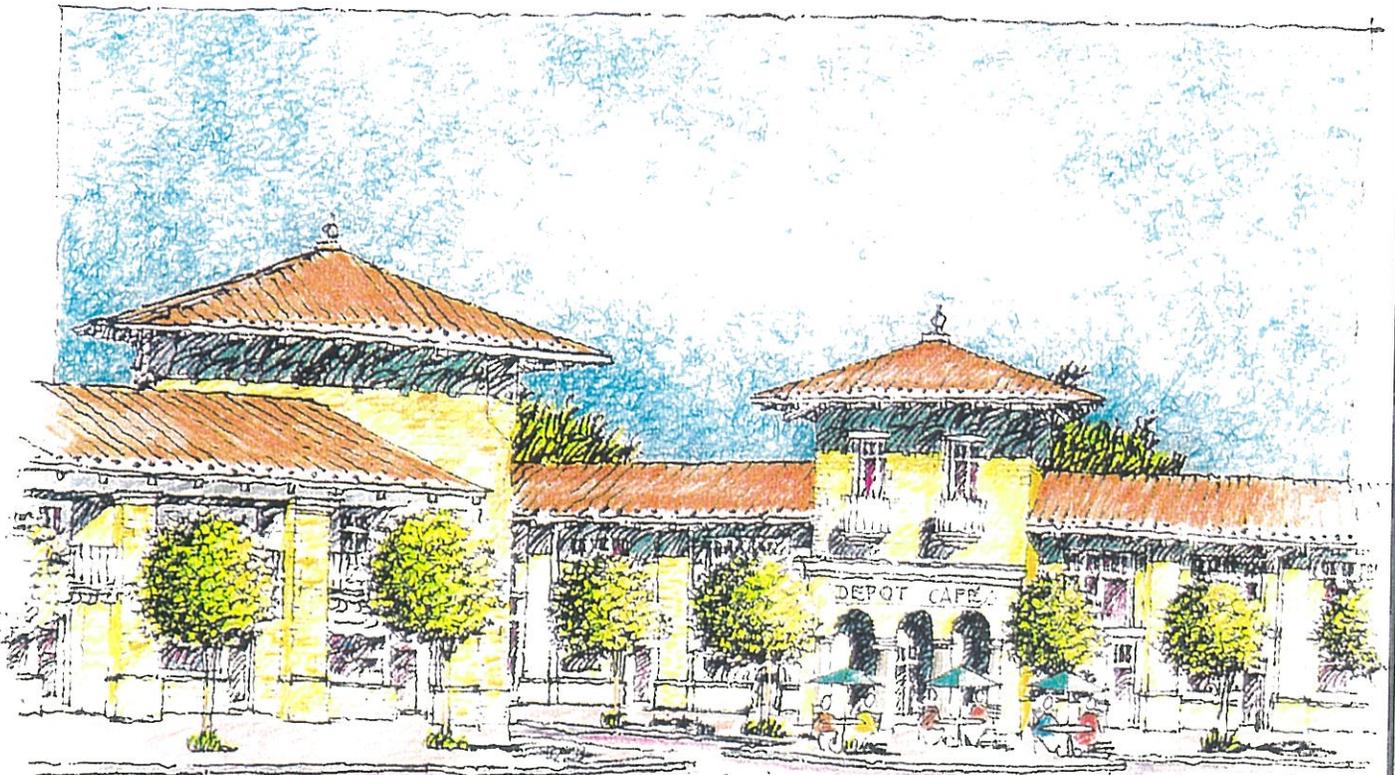
# WOODMERE ROUNDABOUT



- **Modern roundabout design for intersection**
- **Sidewalks, and TART trail extension**
- **Bike lanes**
- **Landscape**
- **Works of art**



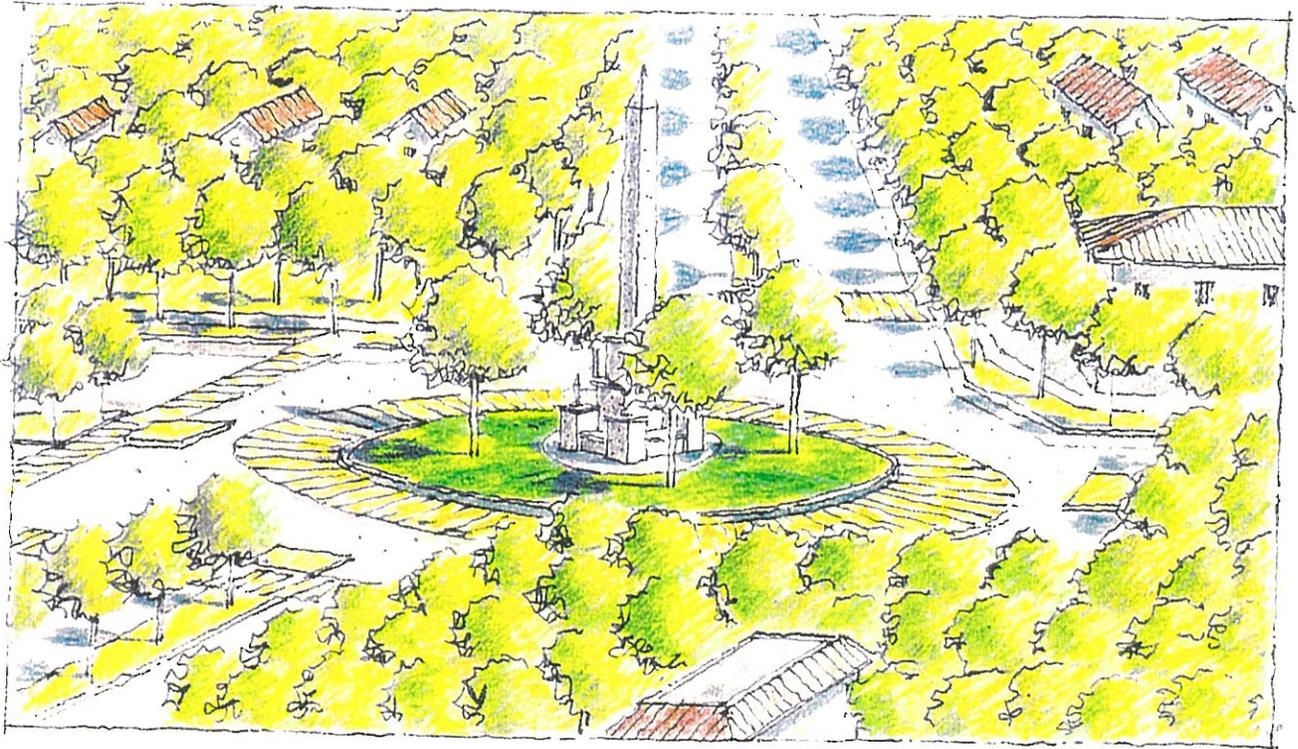
# NEW MIXED-USE NEIGHBORHOOD



- **Master plan for land owned by city**
- **Sidewalks and bike lanes**
- **Design guidelines for architectural features**
- **Landscape**
- **Mixed-use buildings**



# WOODMERE ROUNDABOUT



- **Modern roundabout design for intersection**
- **Sidewalks, and TART trail extension**
- **Bike lanes**
- **Landscape**
- **Works of art**



# CHARRETTE PROCESS

JULY, AUGUST 1998

## THE CHARRETTE

The general objective of the Woodmere charrette was the preparation of a plan to improve traffic problems, and to achieve public consensus about general concepts for the future of the area. The consultants, Walkable Communities, Inc. and Trias and Associates assisted the citizens and city staff in their effort to develop a vision that was shared by the participants and could be easily explained to other people. The vision is expected to become a guide for future city projects.

### PUBLIC INPUT

The Woodmere Charrette was organized to maximize public input and discussion. It included several meeting formats, where participants had a wide range of opportunities to share their ideas and compare their visions of the future development of the area. The results were summarized by the consultant team in this report, which describes planning concepts with graphics and text.

#### *Thursday, July 30, 1998, Focus Groups*

The consultant team met with several focus groups. The focus groups were organized by city staff. No topic or concept was off-limits, and discussions were candid and productive.

#### *Friday, July 31, Focus Groups and Opening Presentation*

During the day, the consultant team continued its scheduled meetings with focus groups. At night, the consultants made brief slide presentations and asked for public comments with cards and dots which were used by the participants to vote for the most important topics. This session was well attended and the public open-mike session was lively.

#### *Saturday, August 1, Citizen Design Workshop*

The participants spent the day working on their ideas for the future of the area. In the morning, city staff cooked breakfast, the consultants led small groups in walking tours and the consultants made several informative presentations about technical issues. Then, the citizens sat around tables with a map of the area and were encouraged to draw their ideas. At the end of the workshop, a person from each team presented their recommendations to the rest of the groups.

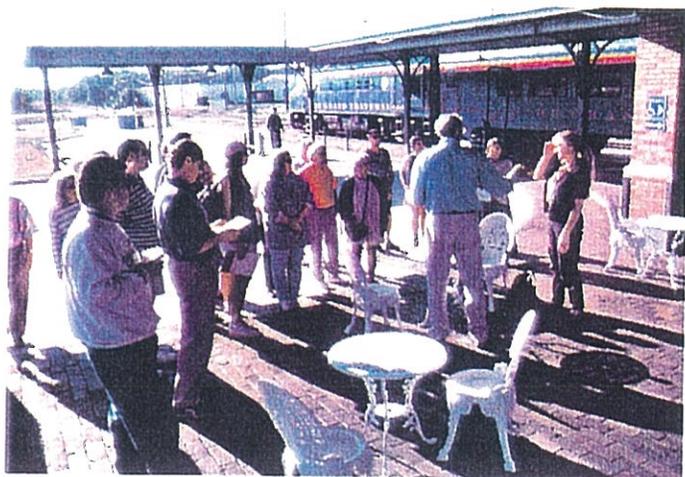
#### *Tuesday, August 4, Preliminary Presentation*

Dan Burden explained the Charrette process. Ramon Trias presented a summary of Charrette ideas, based on the extensive public input process of the charrette.

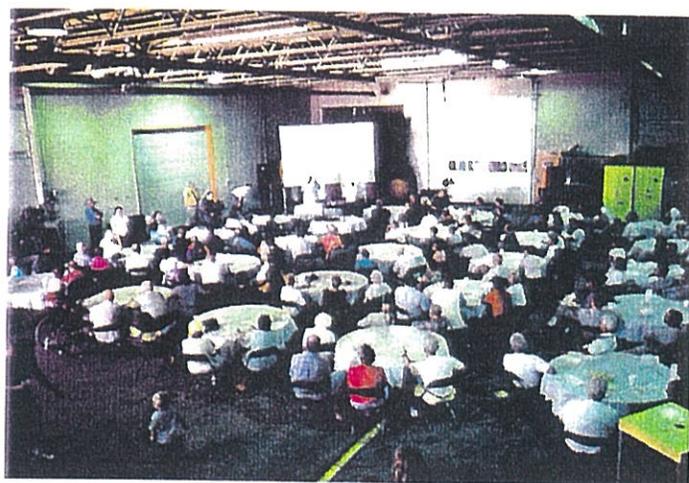
#### *Monday, September 14, Final Presentation*

Ramon Trias presented the Charrette Concept Plan.

# CHARRETTE PROCESS



*Preparing for the Design Workshop*



*Citizens' Design Workshop and Presentations*



*Citizens' Ideas*



## REFERENCE MATERIALS



# EXISTING CONDITIONS



*General views*



*Woodmere Ave. and Eighth St.*



*Woodmere Ave.*



*Trail*



*Land owned by the City*



## Study Area

1/4 mile radius  
15 minute walk

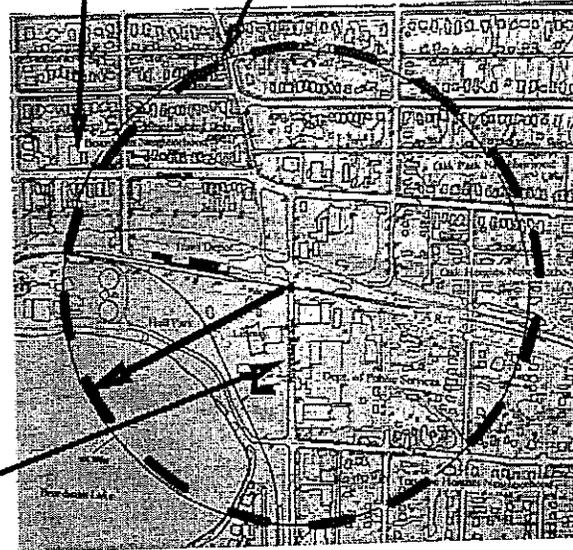
### Principle Roadways:

Eighth Street  
Woodmere Avenue  
Railroad Avenue

Woodmere Avenue

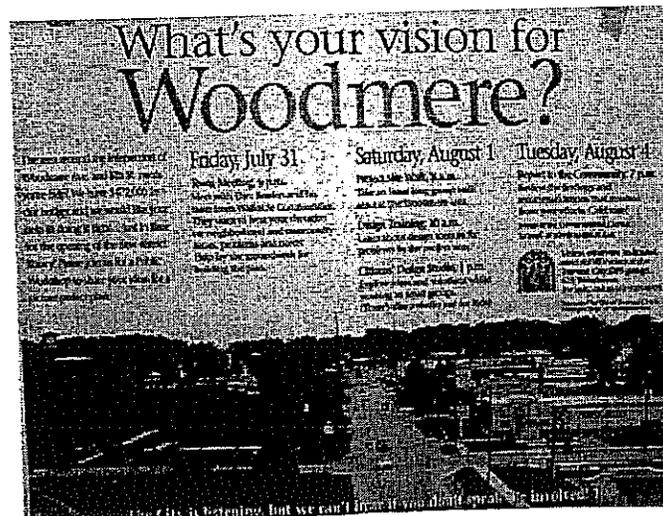
Eighth Street

Railroad Avenue



## Promoting the Charrette

- 7,300 flyers mailed within neighborhood
- Street banner across Woodmere Avenue
- Three large displays along 8th Street and Woodmere Avenue
- Large 2 foot posters in many area stores
- Letters to business owners, retailers, commissioners and others
- Journals, newspaper articles
- Two half page newspaper advertisements
- Announcements on public access TV



## Charrette Public Participation Elements

On July 31, 1998, six focus group sessions were held. Key comments on focus group outcomes appear in the appendix. This section summarizes comments provided by all groups.

- ❖ Woodmere Avenue and Eighth Street are emergency responder routes
- ❖ Eighth Street is one of only two East/West connections in the central town
- ❖ TART trail is discontinuous
- ❖ Traffic is becoming significantly worse (congestion)
- ❖ People are using local streets as alternatives to Eighth Street
- ❖ There are insufficient gaps in traffic, and pedestrians cannot cross street
- ❖ There is miscommunication between departments
- ❖ We must do something to keep the traffic flowing
- ❖ The library will attract many children and others to this area
- ❖ This area is going to be very active with pedestrians and bicyclists

## Charrette Public Participation Elements (Continued)

- ❖ Pedestrian and bicycle traffic through the area were the most important focus areas for this workshop
- ❖ Clean-up Eighth Street, because it is the only good East/West route
- ❖ Realign the Woodmere Avenue/Railroad Avenue/Eighth Street intersection
- ❖ The Traverse City area has 6,000 emergency responses each year
- ❖ Businesses along Woodmere Avenue and Eighth Street want to preserve parking and access
- ❖ Traffic congestion is steady all day, but it is worse between 3:00 and 6:00 pm
- ❖ None of the new land uses in this area (e.g. library) are open yet, and already customers are complaining about access and egress to businesses
- ❖ Young, unsupervised kids crossing the roadways are a concern

## **Charrette Public Participation Elements (Continued)**

- ✦ Residents use Eighth Street and Woodmere Avenue as alternative routes due to the long delays now experienced on Garfield Street
- ✦ People are going to South Airport the fastest way they can get there
- ✦ People cannot see if its clear to turn from residential roads and smaller lanes
- ✦ Due to access and egress problems people cut through properties to avoid the backup at the traffic signal at Woodmere Avenue and Eighth Street
- ✦ Business leaders expressed concern for lack of parking
- ✦ From driver frustration with signal delays, many cars go through the signal (clearance interval lag for red)
- ✦ Some motorists are using the alleys to avoid this intersection
- ✦ Walk-in business on our streets are in trouble due to parking, congestion and left turning issues

## **Charrette Public Participation Elements (Continued)**

- ✦ Most traffic on Woodmere Avenue is not shopping on Woodmere Avenue
- ✦ Many people shop further up Woodmere Avenue (North)
- ✦ This area should be very BATA accessible
- ✦ Design streets for low speeds – lower than 25 mph
- ✦ Library should be a community center
- ✦ Better marked and safer pedestrian crossings are needed
- ✦ Kids need stores here for snacks, health food stores
- ✦ Gazebo and a community center are needed
- ✦ Places for skate boarders and other children's activities are needed
- ✦ Museums, science discovery centers, daycare, parks, outdoor grills desired
- ✦ Picnic tables, accessible and secure bike parking desired

## Friday Town Meeting

Two-hundred and twenty residents and business owners offered a total of 51 problems and issues. The most significant issues were reached through a "dot system" vote. Each participant was given 7 dots and asked to place a single dot next to the 7 issues that concerned them the most. Below are the 12 most significant issues. These issues guided citizens in the design table work that followed the next day.

### Summary Results:

- ✦ Lack of pedestrian crossings at intersections -- 92 votes
- ✦ No flowers, gardens or trees -- 81 votes
- ✦ Lack of sidewalk connectivity -- 79 votes
- ✦ Lack of sidewalks -- 76 votes
- ✦ TART crossing on Eighth Street -- 71 votes
- ✦ No safe Eighth Street crossing -- 65 votes

## Friday Town Meeting (Continued)

### Summary Results:

- ✦ No bike accessibility -- 56 votes
- ✦ Ugly utilities -- 54 votes (tie)
- ✦ Speed of traffic -- 54 votes (tie)
- ✦ No pedestrian path on Boardman Lake -- 52 votes
- ✦ Less development on Boardman Lake -- 41 votes
- ✦ Traffic that is not calm -- 40 votes

## **Group Walk Recommendations Part I**

Nearly 80 area residents took part in group walks through the neighborhood for 90 minutes. Issues were identified and discussed. A comprehensive list of comments appears in the appendix. Sample comments from all groups appear as follows:

### **Traffic Related -**

- ✦ Motorists are driving too fast
- ✦ Motorists are turning corners too fast
- ✦ There are no safe places to cross the roadway
- ✦ There are no clearly marked pedestrian crossing areas
- ✦ There are a lack of pedestrian signal heads. Signalheads cannot be seen by pedestrians.
- ✦ Many people are limited by the day and time of day they can cross
- ✦ Motorists do not yield to pedestrians in a crossing locations

## **Group Walk Recommendations Part II**

### **Land Use Related --**

- ✦ The library is promoting isolationism and encourages automobile trips by having a drive-up book pick up window.
- ✦ There is no clear walkway and bicycling connection for activity areas within the Boardman Lake open space.
- ✦ Should make depot a focal point, continue history, village center, make area a destination, improve TART trail and give continuity between library and depot.
- ✦ Should be a park, far more trees are needed. Should be an ice rink, a skate board park, and other amenities for children.

## Group Walk Observations Part III

- ❖ Depot should be a hub of activity
- ❖ Industrial, residential and commercial harmony is achievable
- ❖ Light-rail is a good possibility
- ❖ Need trees for canopies, buffers to the sewage plant and establish edges
- ❖ Too much parking in front of the library
- ❖ Area feels too stark
- ❖ Be more of a theme area
- ❖ Recognize need for mixed use, especially residential and commercial

## Solutions

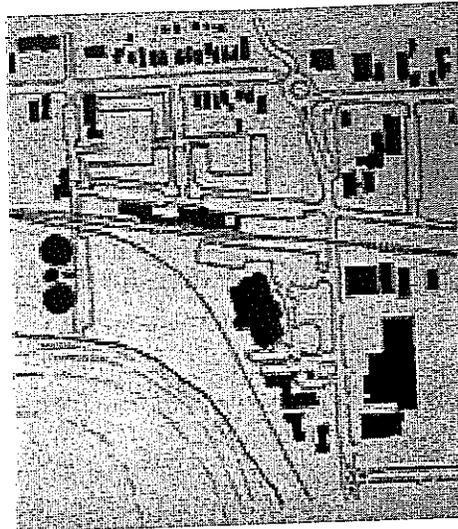
Community Developed Solutions  
following community charrette



## Overview Concept

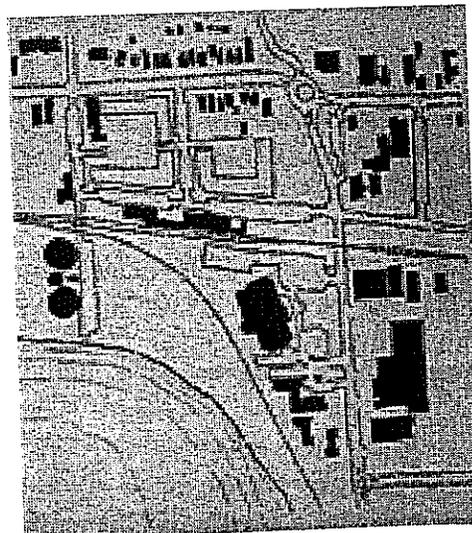
### Summary from all input

- Reduce travel speed to 30 mph on Woodmere Avenue and Eighth Street
- Improve emergency response times
- Improve safety and capacity at key intersections
- Improve parking and access in area
- Create canopy of trees through area
- Screen sewage treatment plant
- Create new road with Rail Station terminating vista
- Add significant buildings and appropriate neighborhood commerce over time
- Significantly improve pedestrian access, safety and mobility
- Area to serve as bicycling hub
- Should consider area for transit hub



## Overview Concept

- Improve TART trail access and safety through area
- Promote walking and bicycling as preferred means of reaching the library
- Improve or replace ugly buildings
- Provide consistent "build to" line for commerce, residential and related buildings
- Increase residential density
- Create significant plaza and green space
- Underground or hidden utilities
- Provide full service transit
- Provide full service support for walking and bicycling
  - Secure bicycle parking
  - Warming and sitting spaces
  - Greenscape and views



## Develop a Distinct Neighborhood Center

### Boardman Lake Area needs a defined center

- ❖ *The center should attract families and children, and should be bustling with life more than 14 hours a day*
- ❖ *This center should be both an exact location and a larger area with a quarter mile radius from the center (15 minute walk)*
- ❖ *Stores that cater to both visitors and people living within a quarter mile*
- ❖ *A variety of stores should be located at the center*
- ❖ *Residential densities are higher*
- ❖ *Traffic should move at a moderate uniform rate on 8th Street and Woodmere Avenue*
- ❖ *There should be many festivals and activities that bring people to the new center*

## Develop Greens and Plazas

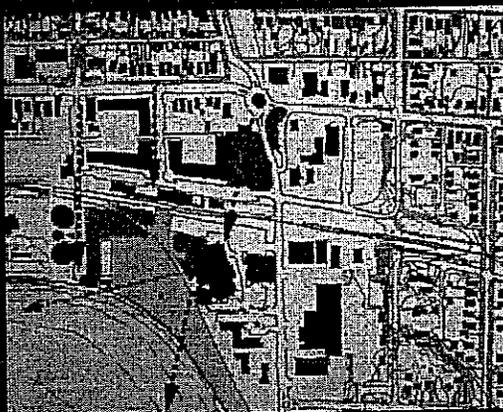
*Presently there is a distinct omission of attractive public space. Both town and private groups should identify best locations for creating open space at vital locations. New vistas should be created and existing ones protected. A series of plazas and resting places should welcome residents, serve as visual centers, and sources of noticeable activity.*

- ❖ *Measure success of the Boardman Lake area by the number, diversity and times that people are seen using streets and green spaces*
- ❖ *Well defined green edges are needed to soften extensive off-street parking areas*
- ❖ *More on-street parking areas are needed*
- ❖ *A series of greens and plazas are needed*
- ❖ *One plaza should be focused heavily on children and families and identified as the center*
- ❖ *Provide sitting spaces at gateway entries (Holloway and Park)*

## Parks, Plazas and Greenways

### Key Parks Plazas and Greenways:

- Open greens will preserve important vistas, such as the library view of Boardman Lake
- Dense tree and other foliage will screen unpleasant views
- Edges, activity centers will be created in important locations



## Provide Connections

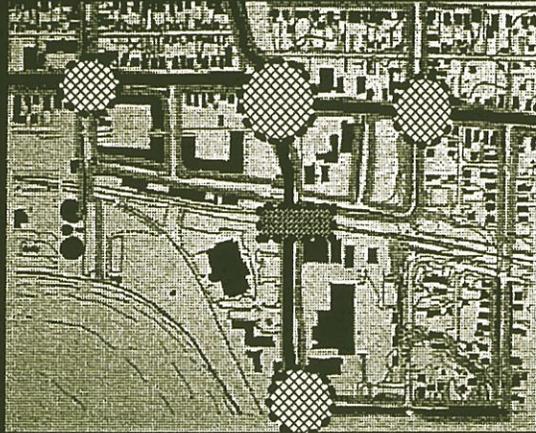
Groups stated that this area lacks sidewalks and connections to important locations and activities. Lack of sidewalks, connectivity of the TART Trail bicycle access forces many people to travel by car when they would prefer to walk or ride their bicycles. The old library has excellent access from a fairly low-speed grid style street system.

- Complete all sidewalks identified in the drawings
- Create new walkways to newly developing areas
- Provide logical, frequent, safe, convenient street crossings
- Provide the TART crossing as shown in the amended drawing
- Liven street edge by placing new buildings close to the sidewalk with front doors facing the street
- Continue sidewalks across all private drives
- Create new transit connections

## Key Crossing Areas

### Sidewalk Crossings:

- Intersection crosswalks with signal support are added to critical areas
- Crosswalks are included at mid-block locations where land use dictates
- Mid-block crosswalks are signalized if gaps are limited



## Provide Pedestrian Crossings

- Improve signalized pedestrian crossings using emphasis markings
- Locate pedestrian crossings one car length prior to yield lines at proposed roundabouts
- At signalized intersections pedestrians will be given the highest level of support, including walk/don't walk signals, crosswalks, median islands and channelized islands as appropriate
- Midblock crossings will be added at all appropriate crossing points
- Pedestrian crossings should provide access to future transit stop locations

## Sidewalk Areas

### Sidewalk System:

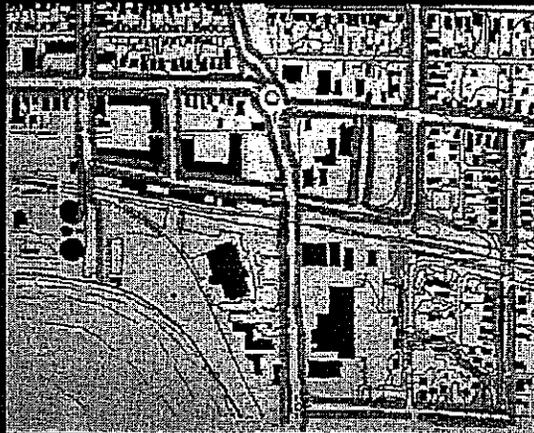
- Woodmere Avenue and Eighth Street shall serve as the primary sidewalk route
- All other sidewalks serve as the secondary routes



## Sidewalks Provide Community Continuity

### Sidewalk Connections:

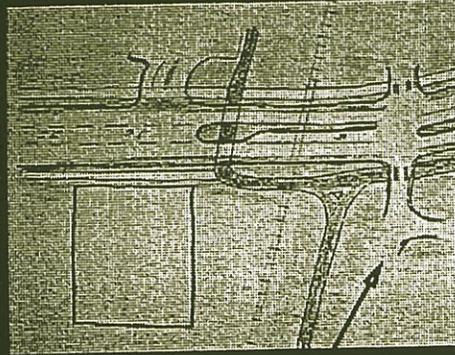
- Sidewalks are added to all area streets
- Sidewalks are included on all new construction
- Woodmere Avenue and Eighth Street form the spine of the sidewalk system
- All other sidewalks are secondary in importance
- The TART trail is a vital element of the walkway system



## TART and Woodmere Avenue

### Crossing Principles:

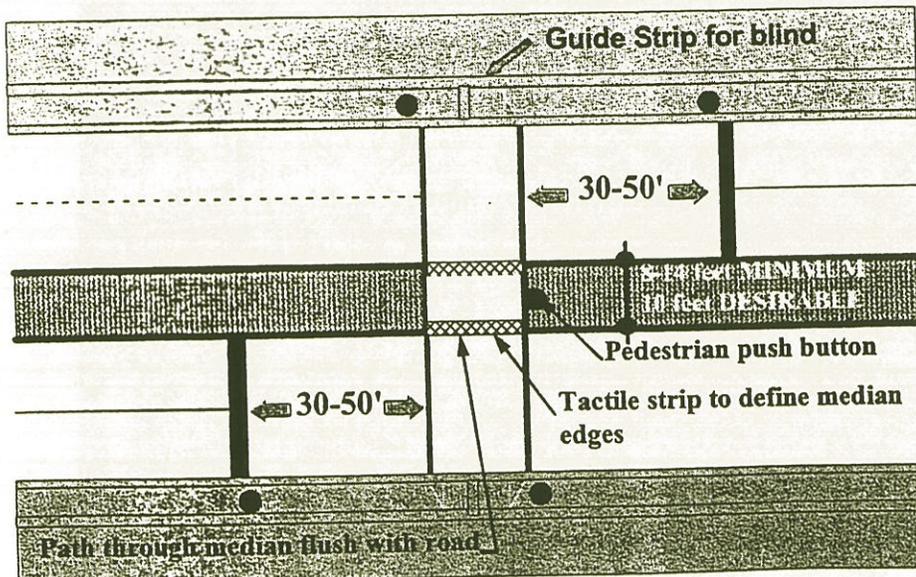
- With proposed design crossing conflicts are minimized to two and separated to one-at-a-time
- Crossings are kept to a low speed, provided maximum preview time, and can be signalized if needed
- Trail users yield to motorists



Library

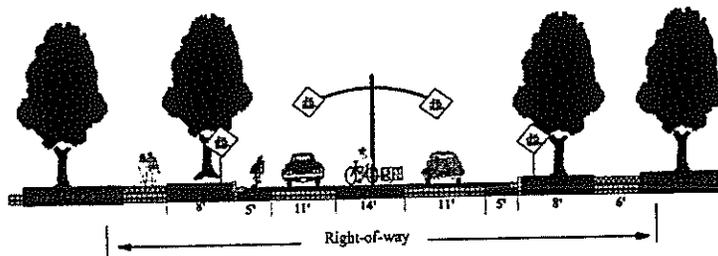
Boyd St.

### Pedestrian Refuge (Details)



## Woodmere Avenue Median Crossing

**Purpose:** Provides crossing of moderate to high volume roadways. Use MUTCD to establish signal warrants.



### Street

- 2 Travel Lanes 11 feet wide
- 5 Foot Bike lanes
- Sidewalks 5-8 feet on each side
- Average speed 30 mph

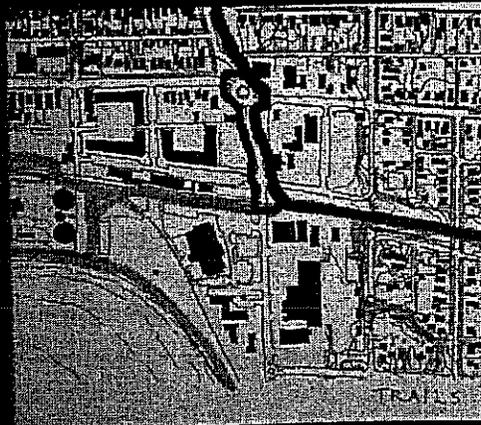
### Design Details

- Median 10' minimum width
- Clear site distances (260 feet)
- Pigmented bike lanes
- Use adequate advance and crossing location warning signs (W11-1)

## TART Hub Provides Community Connectivity

### TART Trail Connections

- Primary Trail in Green
- Spur trail in Orange
- Alternate Trail in light tan
- Bicyclists require many routes of travel
- Both on-road and off-road facilities are needed
- Woodmere Avenue and Eighth Street require bike lanes



## Crossing Safety

- Pedestrians should not cross roadways outside of crosswalks within 60 feet of intersections.
- Cross pedestrians as close to intersections as practicable, keeping within drivers' line of sight.
- Eliminate any screening devices within motorists' cone of vision in and near the intersection.
- Eliminate any hurdles or methods used to keep pedestrians from crossing at intersections.
- When practicable, use bulbouts to improve sight distances and to make clear to motorists the desire of pedestrians to cross streets.
- Install medians or pedestrian refuges where practicable.

## Crossing Principles

**Drivers and pedestrians want each other to provide courteous and predictable movements.**

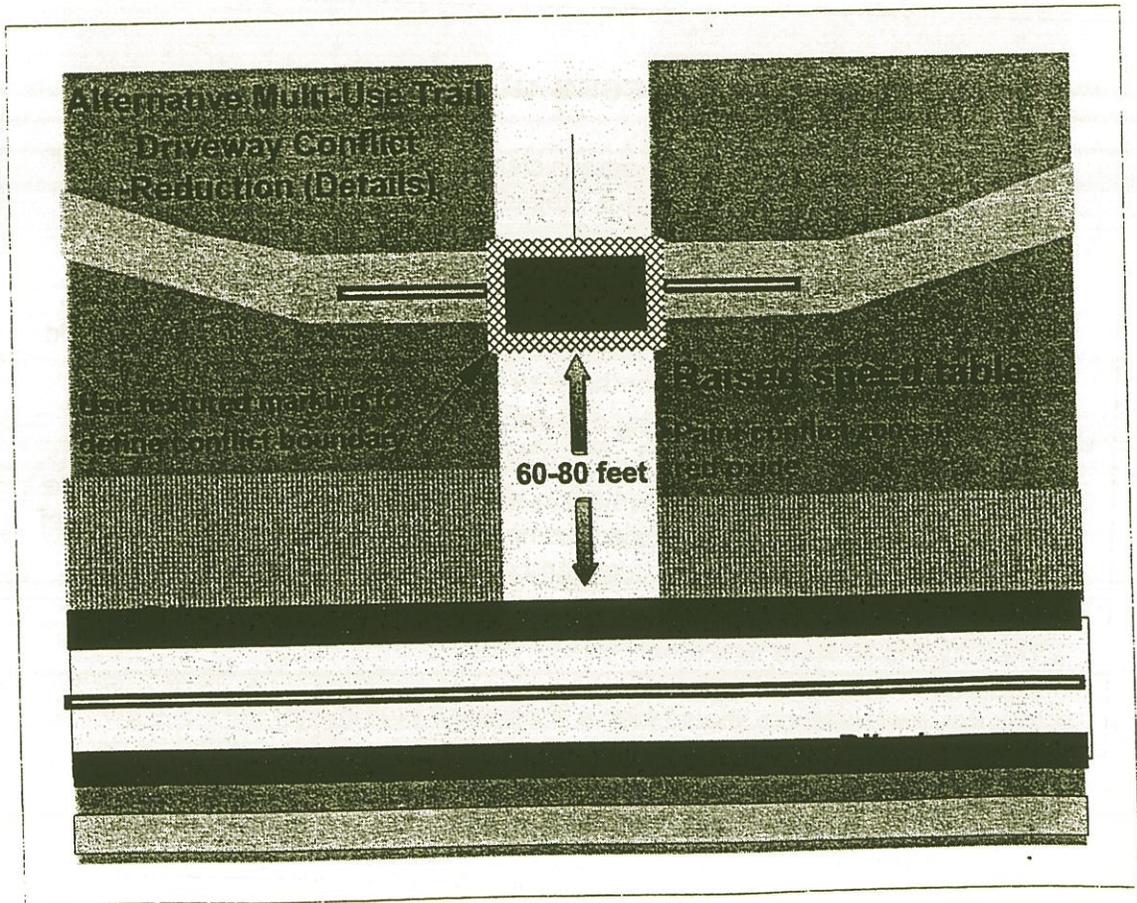
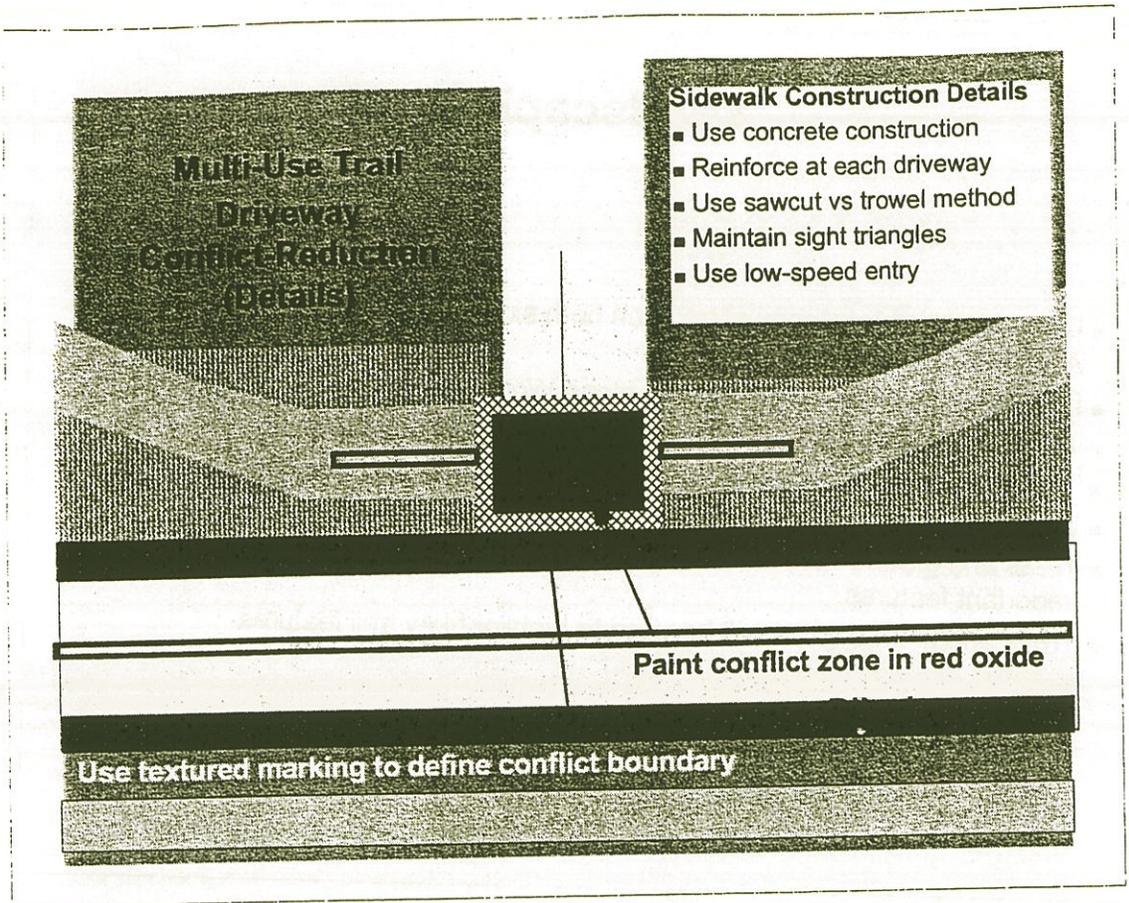
- Most people will walk only up to 150 feet from their intended path to cross streets at designated locations.
- When practicable, place formal or informal crossing points each 300 feet.
- Raised medians or pedestrian refuges simplify informal crossing of streets at unsignalized locations.
- Enhanced (Ladder style) crosswalks alert motorists to the most likely crossing points.
- Bulbouts create added visibility for pedestrians and motorists.
- Crosswalks alert and remind motorists of their duty to permit pedestrians to cross streets.

## Landscaping

- Develop a double canopy of trees on both sides of street along Woodmere Avenue and Eighth Street
- Provide an eight foot planting strip along Woodmere Avenue and Eighth Street
- Trees will also be placed on other area streets as space allows
- Trees will be set approximately 30 feet apart to permit a tall canopy
- Landscaping will screen sewer treatment plant
- Trees and ground cover will accentuate medians, roundabouts and other important features
- Trees and ground cover will be used to highlight key trail features

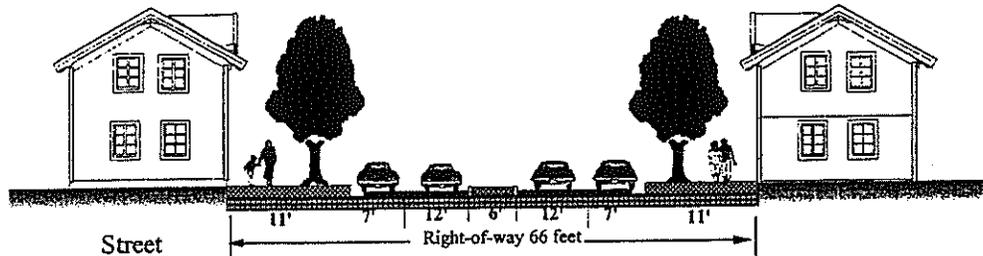
## The Process of Change

- Currently the Woodmere Avenue area is clearly involved in a process of reactive planning. When a developer brings a project to the community, the staff and political leaders assess the project against established criteria.
- Only pro-active planning will bring the needed vision, direction and change to these important neighborhoods
- The City should rezone land to provide acceptable use, therefore the City should prepare a detailed master plan for the area
- The City should complete planning and set aside land for a transit center
- The City should begin implementation of this plan within 60 days
- The City should implement this project in stages. The first phase can include the redesign of the principle intersection, completion of sidewalks within 1000 feet of the intersection, the planting of trees, and other measures to achieve a more aesthetic environment.
- The City should apply its \$472,000 as a match for state funding for a more significant roadway improvement
- The City and residents should form a "Friends of Woodmere" citizens group to create public/private partners to improve this area
- The City and residents should work with area children to identify one very significant facility for outdoor activities



## Alternative Commercial Street with Median

Purpose: Provides access to and a space for neighborhood commercial and mixed use buildings



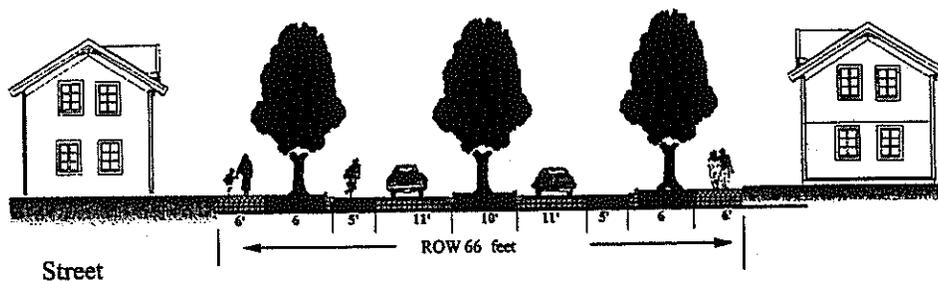
- Street width 44 feet with curb and gutter
- Street dimensions curb-to-curb
- Lanes 12 feet with striped parking
- Planting strips and landscaped median
- Sidewalks 11 feet on each side
- Average speed 20 mph.
- Requires a 66 foot minimum R-O-W
- Utility location -- underground
- Drainage - Curb and gutter
- Include bulbouts at intersections and mid-block crossings

### Buildings & Land Use

- Commercial and mixed use
- Buildings next to sidewalk
- Consistent building line recommended
- Pedestrian awnings, arcades, sidewalk dining and sidewalk retail are recommended

## Eighth Street

Purpose: Provides access to commercial and neighborhood properties, and carries moderate regional traffic.



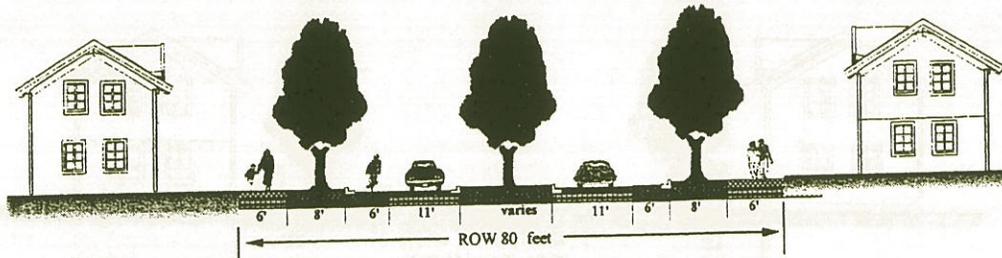
- Street width 42 foot with curb and gutter:
- Street dimensions curb-to-curb
- Lanes 11 feet
- Bike lanes, pigmented red
- 6' Planting strips
- Sidewalks 5 feet on each side
- Average speed 30 mph
- Requires a 66' foot ROW
- Utility location -- underground.
- Drainage - Curb and gutter

### Buildings & Land Use

- Commercial and residential use
- Buildings next to sidewalk or set back
- Consistent building line recommended
- Sidewalks and bike lanes on both sides
- Pedestrian awnings and arcades recommended for commercial district.

## Woodmere Avenue

Purpose: Provides access to commercial and neighborhood properties, and carries moderate regional traffic.



### Street

- Street width foot with curb and gutter:
- Street dimensions curb-to-curb
- Lanes 11 feet
- 6' Bike lanes, pigmented red
- 8' Planting strips
- Sidewalks 6 feet on each side
- Average speed 30 mph
- Requires an 80 foot ROW
- Utility location - underground.
- Drainage - curb and gutter

### Buildings & Land Use

- Commercial and residential use
- Buildings next to sidewalk
- Consistent building line recommended
- Sidewalks and bike lanes on both sides
- Pedestrian awnings and arcades recommended for commercial district.

## Roundabout at Woodmere Avenue and Eighth Street

### Roundabout vs Signal/Intersection change

#### Roundabout (Option A)    Improve Signals (Option B)

##### Level of Service A

110 feet circulating  
 Pedestrians cross 13 feet  
 Crashes reduced up to 90%  
 Handles all vehicle types  
 Highly pedestrian friendly  
 Rarely a delay times  
 Requires realignment

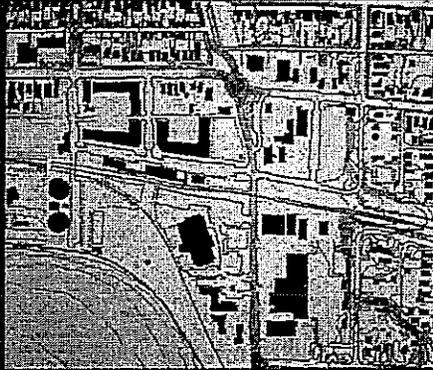
##### Level of Service B

About 100 feet with new right turn lane  
 Pedestrians cross 60 to 80 feet  
 Crashes remain similar  
 Handles all vehicle types  
 Low pedestrian friendly  
 Delays are normal  
 Requires realignment

## Roundabout at Woodmere Avenue and Eighth Street

### Roundabout Details:

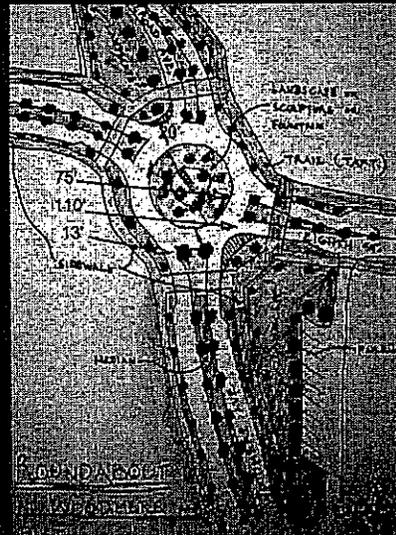
- Pedestrians cross easily one car length behind yield line
- Crashes reduced up to 90%
- Speeds reduced in immediate area to 15-20 mph
- Emergency responder time can be improved (no stop time)
- Intersection capacity can be increased up to 30% above current levels
- Delay time is zero most of the day



## Roundabout at Woodmere Avenue and Eighth Street

### Roundabout Details:

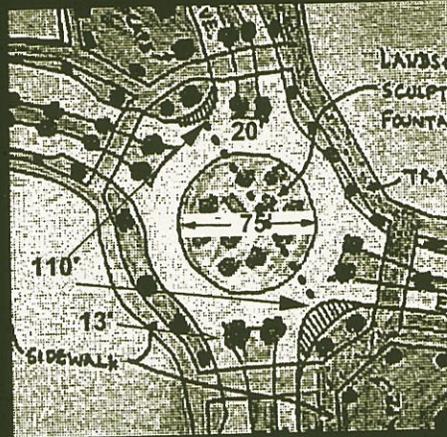
- Roundabout establishes gateway entry to library district
- Roundabout reduces speed to enhance access into and out of nearby driveways
- Roundabout improves ability to make right, left and U-turn movements
- Roundabout handles all types of vehicles, including large semi-tractor trailers



## Roundabout at Woodmere Avenue and Eighth Street

### Roundabout Details:

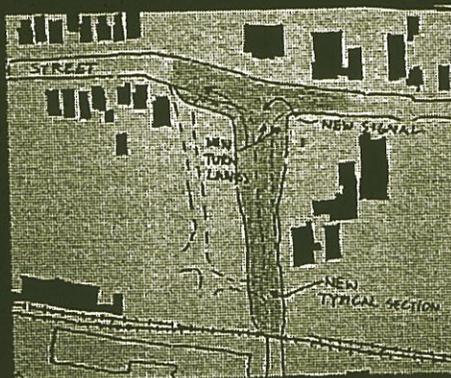
- » 20 foot Lane width in interior circulating area
- » 13 foot lane width on entry
- » 75 foot wide interior island
- » 110 foot wide circulating island
- » Current Woodmere Avenue and Eighth Street intersection dimensions 80 and 95 feet



## Alternative One to Roundabout at Woodmere Avenue and Eighth Street

### Alternative Design No Realignment Intersection Details:

- » Add right turn lane
- » Add new signal system
- » Widen intersection to add turn lanes



## FOCUS GROUPS



Focus Group #1 - Emergency/Governmental Services

Participants

Mark Steward	MI State Police	946-4646
James King	TC Police	922-4400
Ralph Soffredine	TC Police	922-4409
Jon Wyckoff	North Flight EMS	935-9510
Linus Darga	TC DPS	922-4901
Dave Morkin	TC WS	922-4923
Scott Blair	Wastewater Plant	922-4922
Bob Donick	Grand Traverse Sheriff	922-4513
Wally Schroeder	TC Fire Dept	922-4930
Dave Scott	Grand Traverse Co. 911	922-4720

Problems

- Access to sewer plant
- Right and left turns
- Build-up of businesses
- No curb; no crosswalk; no sidewalk
- No sidewalks
- Only one E/W corridor they have
- Not very clear where the trail is to be going
- How should rescue vehicles get to parts
- Trail starts and stops
- Railroad Avenue is dangerous to cross
- Woodmere and eighth "That intersection is terrible!"
- If you're east bound on eight you can't make a left turn on Railroad
- The number of stop signs is ridiculous
- No one really stops
- They go faster between stops than if there were no stops
- The residents wanted them but they make our job harder
- Cut through on the west side so they don't have to stop
- The traffic is worse now than five months ago
- People get hung up for five blocks; Garfield; Woodmere; Eight
- People begin using residential streets as alternative
- Woodmere and Eighth the rescue vehicles need to stop as long as other cars
- Rank in top five
  - Putting pressure on intersection to the south
  - Waste water plant is being mixed with recreation traffic/ semi's and canoe carriers
  - There is an insufficient number of gaps
  - Possible boat launch/ new library outside activities may be problem
  - Hannah and Woodmere would be good for round-about
  - Opening Franklin where it ends at a railroad track
  - Miscommunication between departments
- Traffic will continue to back up at Woodmere; traffic stops on tracks
- Possible deceleration wing would be good
- Boardman Lake extension may decrease or increase traffic but hopefully take it out of the neighborhoods
- We've gotta do something to keep the traffic flowing

- With the library and sailing picking up there will be more kids and there is no good way to cross anywhere
- The Library is going to be very active with pedestrians
- Bridge or tunnel possible?
- Bike path by Boyd, something across Eighth
- What will they do with old library?
- If you make these intersections friendly to both motorists and pedestrians, you'll get better use of the area
- If you made it across they should give you a medal
  - Most important thing
  - Allowing pedestrian and bicycle traffic to the library
  - Clean up Eight because its only way through the city
  - Hannah and Woodmere intersection!!
  - Both Hannah and Eighth Street intersections
  - Connection made for Woodmere Railroad needs to be straighten out
  - Pedestrian traffic on three streets
- Needs to be alignment of streets to square up intersections
- Safety! Getting walkers and bikers around.
- Woodmere severs as major south rescue route; main route
- Parks streets allows to bypass Garfield
- City/County/Metro fire department
- When you start to get into first few blocks of the city it is heavy industrial
- 6,000 EMS responses for TC area
- Woodmere with a third lane
- Extension at Railroad and Eighth, the alignment of the road and corner makes trucks jump curb
- People that don't know intersection
- It changes after you turn right and veers into one lane and then you've got a big mess
- Speeding and running lights on Woodmere; Turn red lights

**Focus Group #2 - Commerce, DOT, independent merchants, and business owners**

Participants

Dennis Conant	Master Dry Cleaners	946-5620
Keith Miller	Bay Area Collision	929-1809
Terry Montgomery	Wares Auto Sales	947-6075
Jim Paulos	Paulos Land Corp	947-1311
Dennis Mead	Grand Traverse Starter & Alt. Service	941-4040
Mike Eberlein	Michigan DOT	(517) 339-9449
Doug Bishop	Chamber of Commerce	946-4100
Ella Cooper	Grand Traverse Dinner Train	933-3768
Doyle Berg	Artec Interiors	946-2846

Most important issue to you:

- Traffic getting in and out of DPS to Woodmere
- Worried about lack of parking; off of Boyd and Woodmere
- Same Parking problem on Beitner

- Businesses between eighth and Hannah on Woodmere are concerned about encroachment
- The traffic situation gets so bad all year round now that they are line up clear passed the railroad tracks
- None of the new facilities have even opened up and customers are concerned about getting in and out
- It is steady and all day traffic three and five o'clock
- Boyd and Railroad tracks be paved all the way over to Woodmere
- Young, unsupervised kids crossing roads at railroad track not at intersections or lights; kids wandering and looking
- Extend the trail
- The traffic is so great at Woodmere and Eighth is the only intersection E/W and N/S that does not have another light. There is no break in flow because people coreen, they hardly even need to stop
- They are going to South Airport road the fastest way they can get there
- People can't see if its clear to turn out of residential roads and smaller lanes
- The egress and ingress's; people cut through properties to avoid the light
- Backed up three or four deep to cheat
- How much is the change do to Keystone dead ended, before it divide up the traffic
- Why is there no right turn on red?
- Garfield and Eighth and no right turn on red
- Eighth street
- Massive back up to turn left onto Woodmere from Eighth street to turn South; vehicles backed up all the way down the hill (10-15 cars) sometimes to intersection at Barlow
- Only thoroughfare
- Cars still go through the red light when they're turning West
- Not just at peak hours
- Railroad
- No left turn from Railroad
- The traffic turns into alley; but many pedestrians use that alley
- Cutting through cleaners to get to Woodmere
- Actually got three streets coming into intersection
- Why are you located here
- Convenient location for customers
- Centrally located for downtown businesses
- As E/W thoroughfare it's a good area
- Is the traffic becoming a problem for your business
- Instead of being convenient it is a hassle
- Business is not going down/ sales relatively standard
- Parking
- Walk-in businesses in trouble
- All customer parking at Beitner and Woodmere next to railroad needs parking
- Brick Wheels owns everything next to railroad north of Boyd
- If traffic condition was improved would it be an incentive to develop
- Traffic on Woodmere is not shopping on Woodmere
- Like to see road (Woodmere) converted to a civic strip
- Which area is the most convenient

- Further up Woodmere is where people shop
- What about a median or boulevard, it will reduce speed but not reduce traffic: we want the people but not the speed and inaccessibility
- Center turning lanes are disastrous
- Businesses would not support a median
- Police should monitor and that will slow people down
- No it won't people have done
- My radar detector goes off and so I slow down, pop 'em \$100 bucks and they'll slow down
- Come off of Boardman and go speed limit and you'll get stopped if you go faster you will get a green light
- Things can be designed to accommodate businesses
- A good publication is the Grand Traverse area design guidebook available through the chamber of Commerce
- How do people use the tracks
- Would like library and station connected
- Can channel people and pedestrians away from the traffic
- Expect a lot more activity
- Can handle pedestrians better than motorists
- Library garden area crossing over the tracks; bridge
- People perceive the railroad access as a public street
- Pedestrians come off the train expecting that the traffic will move slowly
- Messy, confusing;; Woodmere is a design problem
- As Eighth Street backs up we have a problem with people cutting through the auto sales
- East bound Eighth street is a right turn lane that confuses people
- Realign Randolph and Woodmere and Eighth

**Third Focus Group - Neighborhood Associations**

**Participants:**

Arlin Wasserman	Michigan Land Use Institute	271-3683
John Nelson	Coalition for Sensible Growth	941-1099
Teresa Suhy-Brief	Oak Park Neighnorhood	946-2482
Keith Charters	New Designs for Growth	947-7566
Wayne Schmidt	Oak Heights Neighborhood	922-7121
Gayle Smith	Grass Roots People	941-5365
Mary Jean Brick	Community Living Center	932-9030
Ann Roger	NMEAC Grass Roots	946-9643
Julie C. Black	Willow Cove Condos	946-5971
Katie Kieren	Willow Cove	936-9691
Sue Hays	Tr. Hts. Neighborhood	946-7518
John Welch	Boardman Neighborhood	941-5184

**Most important issues to you?**

- Currently no sidewalks; would service the Highlander assisted living,
- Willow Cove condos, Boardman apartment buildings with children and elderly all who would use library
- Bike path to go around the lake, concerened about placement,

- Oak Park neighborhood will be using library, needs to be green - no trees, very uncomfortable to walk/bike. Need shade.
- Needs to be very BETA accessible
- Crossing Woodmere large concern
- Will have profound impact on adjacent neighborhoods - look outside main area
- Focus - how to get kids to library safely year round
- Design for low speeds, lower than 25
- Honor the grid system
- Two lanes, not four
- Need to find funding to do whole city, not just one section. All sections need help
- Amount of traffic, speed & type of traffic - lots of trucks, think about rerouting trucks.
- Street aesthetics need to be improved, more trees, better view, make it a quieter street
- Trees don't need to be humungous
- Library should be community center, bricks that lead to the street, library should be gathering place
- Needs to be a safer way to cross from N side of 8th to Woodmere
- Crosswalk across Woodmere in front of library
- Don't want to create a four lane road somewhere else, doesn't want to displace traffic
- Boardman lake area will be used more for recreation, need to think about how it impacts neighborhoods
- Need to tie TART trail to library & Boardman lake area
- Barlow has lots of truck traffic, not good place for bike path
- Need to incorporate bike path with intersection of 8th and Woodmere, and 8th & Barlow
- Can't turn left on RR from 8th, so people cut through neighborhood
- Boys and Girls club, library lot of kid activities, but not bike/ped friendly or kid friendly
- Focal point is intersection of 8th & Woodmere and RR, need to get across intersection safely
- Need to look at Carver, Hannah & Rose street (in front of school) and determine route for parents
- Traffic has increased since airport has been under construction
- Typical white paint on roads will not suffice, especially in winter, need to have safer crossings, should be bricked
- Could do a streetscape like west end of Front Street, used car lots would leave maybe
- What kinds of long term businesses do you want to see?
  - Stores for kids to get a snack, health food stores
  - Gazebo as a meeting place, children need a place to go
  - Needs to incorporate skateboarders,
  - Museums, science discovery centers, daycare, parks
  - Picnic tables, cookout grills, bike parking, but they need to be accessible
  - Wildlife & nature centers, garden clubs, getting the kids involved
  - There are already good businesses, bike shops, art studios, etc.
- Current businesses could enhance their landscaping to look nicer
- Alley could be used more for access

- Develop Hull Beach Park better
- Doesn't want to see Boardman Lake being ruined by too much traffic
- Should have ordinance on what types, sizes of boats or water activities.
- What are acceptable boating activities?
  - Sailboat classes, pontoon boats, sailing, small boats for fishing, kayaking, canoeing
- Boardman Lake has had reputation of being polluted
- Easy access to library, ped & bike. Crossing streets are virtually impossible
- Integrating the TART trail with library
- Traffic in neighborhood. We don't want solution that will cause more traffic to be diverted into the neighborhoods.
- Currently traffic is being diverted into neighborhoods from Front Street, because they can't turn left on Boardman
- One way neighborhood streets should be changed back to two way
- Stop signs are not effective, it was the only tool we were given. We want a narrowing of the streets for safe crossing, don't want to bottleneck traffic, but need a safe place for peds to cross.
- 8th & Woodmere - when it changes from 4 lanes to 2 lanes, it creates a lot of chaos.
- Interested in possible roundabout at 8th & Woodmere
- Need larger green space between sidewalk and road as a buffer
- Woodmere - shoulders should be substantial for bicycle traffic

Fourth Focus Group - Neighborhood Associations outside corridor

Noni Thompson	Fair St. Condos	929-9631
Bill Faulk	610 Sheridan	947-4075
Barbara Rishel	615 S. Union	941-0752
Adrienne Rossi	312 W. 7th	946-7315
Jack McGoven	644 Cromwell Dr.	946-8738
Sharon Carmean	206 Huron	929-3204

- Eighth Street has always been an eyesore and tough to get on and off; green it up
- There is a huge problem at Eighth and woodemer
- Heavy traffice
- Multiple railroad tracks
- Pedestrians crossing everywhere
- These situations are all along town
- No green; yet city tells us they want to make city more liveable
- Stop selling off all open and green space
- 7th and 8th are the busiest streets I the neighborhood would like a pleaseant walk or bike from Central Neighborhood to the library
- The city is almost all cement in the 8th Woodmere area
- Bikers take sidewalk and make it difficult to walk along 8th
- What will happen to the old library? Could they make it the children's library to keep children out of the 8th and Woodmere neighborhood area
- 8th more then Woodmere is a problem

- Need to do something that works right and well to convince city we need more change
- Tremendous drug activity under the bridge, currently bike/ped. Traffic needs to go under
- Crossing the TART trail is poor
- Could we continue a trail using the railroad tressel?
- Would like to be able to bike a backway instead of asking kids to bike on 8th
- People are constantly in the wrong lane for turn from Woodmere onto 8th
- The automobiles are the problem at the intersection (Woodmere & 8th)
- Sheradon Rd. is the only access all the way up through the peninsula and some one is going to get killed
- Need to educate the people to begin doing more walking
- The liter is excessive
- I can see how a circle (round-about) in the Wood mere 8th intersection would work well
- Do they still use those old roundabouts? I know they used to work well, can you still do something like that?
- Boy, it sure would be nice to get on Railroad easier from 8th
- A lot of cyclists won't use the road because motorists don't pay attention
- I'm gonna die on Barrlow because I ride my bike and no one pays attention (motorists)
- I have seen walkers and cyclists using the scramble lane as an island to walk down and cross 8th
- How do you get downtown
  - Lake drive is a nice way to avoid 8th and Cass
  - 8th to Railroad to State
  - I don't go down the Boulevard because its suicide alley
- Why are you going down 8th
  - They are going to the mall
  - The hospital
  - Leelanau Co.
  - It changes with the season, headed toward the water
- Cass and Union has become bad
- We try to take the routes the tourists don't know about
- I must use 8th as a cut through at least 4-5 times a day
- Munsom to Grafield is decent speed and nice to travel
- South Airport is bizarre and so no one will use it
  - S. Airport has too many lights
  - Strip malls
  - Mish-mash of retail
  - Too many curb cuts
- Is traffic being distributed fairly?
  - By traveling down Premeir instead of Grfeild you can avoid 5-6 lights
  - More direct route to South Airport needed
- Traffic counts of 14,000 on Union
- What were always talk about is not the amount of traffic but the behavior of the drivers
- The timing of the lights frustrates people
- Not planned well

- Part of 8th down by Privos should be striped for a bike lane, in fact it should go all the way down 8th street
- What things are missing to make you and your families want to be in the area around the library
  - Picnic area
  - Bike path
  - Trees and rec-area
  - Dress up Boardman Lake shore
  - Economic Revitalization
  - Trail extension
  - Less traffic
  - W. Boardman Lake Rd. to come up and take the traffic out of neighborhood to S. Airport Rd.
  - Would like to see an ampitheater at library to host childrens events and things
- What is the projected activity for the rail station? It is all still used but will it close at some point.
- What is that high- speed rail meeting?
- How does this (DPW) building fit in?
- Streets should be arrange with the minimum number of lights and get some kind of a coninuous flow. In addition there should be a way for pedestrians to cross half-way to stay safely
- You need to tell the group the difference between large traffic circles and roundabouts; people are confused and it is very controversial.
- You can not frustrate the traffic on 8th street because it will find another route and it might be your street

**Fifth Focus Group - Users**

Participants:

Joseph DeKoning	BATA	941-2355
JackRichard	GTCOA	922-4906
John Williams	TARTTrails	941-4020
Kaye Karpohl	Cherry Capital CyclingClub	938-3782
Ralph Altwies	CAPS	933-1906
Cindy Walters	USPS	946-9616
Martha Vreeland	Traverse Area Dist.Library	922-4820
Rob Lovell	TC Parks & Rec	941-2171
Pam Albarado	BACIL/Friends of Transit	929-4865
Judith Baltz	BACIL/Commission for Blind	922-0934

What are the most important issues for you?

- Hull park - not many people know about it
- Library & Hull park can be a focus point for the community
- Hull park will become much more visible when library opens
- Parks & Rec have been looking at Hull Park - some possible optoins:
- Hannah street will be closed
- Franklin will become main entrance & exit for sludge trucks
- Hannah should be left open to help alevate traffic problems on 8th
- New trail on the east side of Boardman lake, need to tie it in with library, Hull park and other TART trails

- Close extension of Hannah & put bike path where road is
- Need pedestrian crossing at Franklin & 8th
- Need to find way for bike path to cross tracks before crossing Woodmere to library
- People sitting in library will have view of wastewater treatment plant.
- Think about putting visible barrier & landscaping so it doesn't stand out.
- Need to have access to launch ramp on Boardman Lake from Franklin or other road.
- If there are two entrances to Hull park, it becomes a bypass for the 8th street traffic
- BETA is thinking about a fixed route service
- Central transfer point between Woodmere & Ellington on 8th street
- 50 buses serving Traverse City & surrounding areas
- Smaller buses, some larger - all will have bike racks, need to incorporate the bicycle element
- Electric buses that will serve downtown area
- Bus transfer center will be important for pedestrians & bicyclists and others
- Transfer center might be a parking center as well.
- Transfer center will be good for assisted living center
- Library will be opening before the end of the year, very serious concerns about crossing 8th street
- Eliminate right turn from 8th onto Woodmere.
- Bike lanes on both sides of 8th street
- Marked pedestrian crossings across 8th
- UPS trucks use Woodmere to get to rest of county
- Concern is how long we have to wait to turn left
- Turning left from 8th onto Woodmere is very difficult
- City people use extension of Hannah, other than that its not used
- Mail carriers use Woodmere for their route
- Have problems getting in & out of businesses along 8th & Woodmere
- Want to remember mobility impaired users and make sure it is designed to be accessible for everyone
- Mobility impaired would be coming from downtown area and assisted living facility on Bartow coming to Central transfer point and coming to the library
- Library for the blind and physically handicapped
- Have three programs a week that have 100 children each - lots of kids!
- Current library is very pedestrian friendly, this library is located in a non-pedestrian friendly side of town.
- Need to have both sidewalks and trails. Even though we have nice trails, we need to keep sidewalks
- Need to utilize system north of library and cross at Franklin, continue on north side of tracks that brings it to Boardman street
- Don't want to encourage back door entrance to library through extension of Hannah
- Aligning RR with Woodmere
- Lots of people park cars in Hull park that will be using library
- Barlow continuing through to 8th street - open up Barlow & close Woodmere

Sixth Focus Group - City & County Government

Participants:

Linda Forwerck	Grand Traverse Co. Planning	922-4676
Bob Otwell	TC Planning Commission	946-0062
Dick Crow	CT County	946-7168
Bryan Crough	TC DDA	922-2050
Lee Wilson	Garfield Township	941-1620
Rise Rasch	MI DOT	941-1986

- It would have been very difficult for me to arrive here on a bike.
- Find a way to move more friendly: 8th and Woodmere is completely unfriendly
- Backed up
- Unattractive
- I'm always going too fast
- No curbs
- There is an impossible pedestrian experience
- Waited for 4-5 cycles at the light at 3:45 PM
- Not efficient
- The train is doing okay
- Portland
- There were bike lanes on every road
- Downtown is interested in safe and effective in-and egress off of 8th
- Downtown sees some through traffic because they live here and work in Leelanau county
- Why can't we plan for a light rail process with old rail ways
- Run down railroad and come back on Union
- Or a cable car that connected to rail-system
- The library location was chosen because it is accessible; but is it really
- What are the bike barriers
- The traffic on 8th is unbearable
- Bikes get caught at this corner
- The one lane that is constantly open for a right turn disturbs traffic
- TART
- Seems the TART trail should be connected into the library property
- The TART trail needs to be fixed where it crosses Barlow at 8th
- The TART should be better defined on the alley areas
- Make an alternative route that includes the library
- How do we get kids across? Make Woodmere behave
- I've seen it where they meter the timing elements
- There are no gaps in traffic
- People are hitting the curb with their tires on the curb of Woodmere
- Purchases were made for the cross town arterial and that should be used for some sort of transportation needs
- Move traffic away from the intersection where the trail comes in
- Ultimately move a lot of people down through the Boardman alley and connect all non-motorized traffic at the library
- It would all connect at the library!?! Cool! Its like we planned it.
- The TART trail id good but it stops a block away
- Need to make all of the streets crossable
- Converting 8th from four lane to three lane like in East Lansing (Grand River Ave.)
- The greatest threat to Boardman neighborhood is on 8th street; like instead of creating a cross-town arterial, we made 8th that access
- Biking on Woodmere is doable with a shoulder

- I consider 8th Street a waist of time. It is dangerous and time consuming (for motor traffic)
- Not a comfortable place to ride bikes on the street so there is a good deal of traffic on the sidewalk
- Land Use
- Area between Franklin, Woodmere and 8th is going to grow and how?
- Suggested multi-purpose recreational facility
- I'm worried that we are discussing infrastructure ideas without understanding the land use
- Suggestion for an amphitheater near the transit connection
- A transit/bus central connection would be good
- I think it wants to be an area that is civic in nature
- We don't want a garage, we want a transfer station for people
- Where would they drop off a car at a bus station
- Park and rides need to be out on the fringes
- Light rail has last existing tracks that we need to work with before they're gone
- I want to walk to a light rail station by my house and leave my car at home
- There is a lot of land right in this area that the city owns
- Light rail requires modernizing lines and upgrading crosses and purchasing vehicles at a small fraction of the cost of having to lay new lines and start from the beginning
- Now is the time to do that or kiss it off forever
- The county hasn't done a lot of improvements because they're waiting for the city to act
- The park and ride is a fantastic idea
- The only way to get from point A to point B is in a car
- The light rail makes a lot of sense
- I don't have the luxury of picking up transit and taking it to a meeting because I have a schedule
- Bus gives more flexibility to change routes but the light rail does not require roads
- The overall travel time needs to be considered
- Many communities are finding priority for their bus system
- We would like to reduce the number of people that feel they always need to hop in a car to go down the road
- Two things working against us: auto congestion isn't that bad; and we have plenty of parking so there is no incentive to take a rail
- We need to remember that biking is a seasonal means of transportation
- Traffic is not nearly as bad in the winter months, but it is getting there
- Lets look at what we have and how we can make it better for a little money
- I don't want to expand it
- I want a safe crossing at 8th
- Make 8th and Woodmere an intersection that people feel comfortable using (motorists)
- Maybe the idea should be to refocus Woodmere and 8th and use 8th street east of Woodmere for crossing
- Change the flow of Woodmere
- 50% more traffic on 8th than on Woodmere at afternoon peak
- amount of foot and bike traffic wanting to use facilities find there experience user -friendly
- How do we make sure that the library is easily accessible in a civic area for all modes of transport
- The density is going to increase because of downtown can we get 10% of the people out of their cars
- Planning Commission created a statement: Street right of ways are valuable public spaces and, as such, should be sensitively designed to be shared in a

balanced and safe manner by pedestrians, cyclist, motorists, and other permitted users. If it is a good design for pedestrians, it is a good design for the community.

- The reason for the change was to improve safety and capacity for the motor vehicle
- Quantify safety and capacity for everyone
- Is there a way the area to the South East of the study corner can improve
- General beautification

# TRAFFIC COUNTS



Roundabout

Table S.15 - CAPACITY AND LEVEL OF SERVICE (HCM STYLE)

Mov No.	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay	LOS (sec)
-----						
West: West Approach						
12	TR	864	1789	0.483	0.0	A
-----						
		864	1789	0.483	0.0	A
-----						
South: South Approach						
32	LR	619	1188	0.521	0.0	A
-----						
		619	1188	0.521	0.0	A
-----						
East: East Approach						
22	LT	461	872	0.529*	0.3	A
-----						
		461	872	0.529	0.3	A
-----						
ALL VEHICLES:		1944	3848	0.529	0.1	A
-----						
INTERSECTION:		1944	3848	0.529	0.1	A
-----						

Level of Service calculations are based on

average overall delay (HCM criteria), independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the SIDRA Output Guide or the Output section of the on-line help.

\* Maximum v/c ratio, or critical green periods  
 WOODMERE STREET PM PEAK PEAK LANE ROUNDABOUT  
 8TH STREET

\* WOODPM \*

Intersection No.:  
 Roundabout

Table S.15 - CAPACITY AND LEVEL OF SERVICE (HCM STYLE)

Mov No.	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay	LOS (sec)
-----						
West: West Approach						
12	TR	1309	1761	0.743	0.0	A
-----						
		1309	1761	0.743	0.0	A
-----						

-----					
South: South Approach					
32 LR	751	896	0.838*	2.0	B
	751	896	0.838	2.0	B
-----					
East: East Approach					
22 LT	589	795	0.741	1.3	B
	589	795	0.741	1.3	B
-----					
ALL VEHICLES:	2649	3452	0.838	0.9	A
-----					
INTERSECTION:	2649	3452	0.838	0.9	A
-----					

Level of Service calculations are based on

average overall delay (HCM criteria),  
independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in  
the SIDRA Output Guide or the Output section of the on-line help.

\* Maximum v/c ratio, or critical green periods

---

You don't need to buy Internet access to use free Internet e-mail.  
Get completely free e-mail from Juno at <http://www.juno.com>  
Or call Juno at (800) 654-JUNO [654-5866]

WOODMERE STREET AM PEAK PEAK LANE ROUNDABOUT  
8TH STREET

\* WOODAM \*

Intersection No.:  
Roundabout

Table S.15 - CAPACITY AND LEVEL OF SERVICE (HCM STYLE)

Mov No.	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay	LOS (sec)
-----						
West: West Approach						
12	TR	864	1789	0.483	0.0	A
		864	1789	0.483	0.0	A
-----						
South: South Approach						
32	LR	619	1188	0.521	0.0	A
		619	1188	0.521	0.0	A
-----						
East: East Approach						
22	LT	461	872	0.529*	0.3	A
		461	872	0.529	0.3	A
-----						
ALL VEHICLES:		1944	3848	0.529	0.1	A
-----						
INTERSECTION:		1944	3848	0.529	0.1	A
-----						

Level of Service calculations are based on average overall delay (HCM criteria), independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the SIDRA Output Guide or the Output section of the on-line help.

\* Maximum v/c ratio, or critical green periods  
WOODMERE STREET NOON PEAK PEAK LANE ROUNDABOUT  
8TH STREET

\* WOODNOON

Intersection No.:

