

Division Street (14th to Grandview Parkway)



Project Characteristics

Silver Lake Road/14th Street to Grandview Parkway (1.2 miles)

- **4 – 11' wide lanes**
- **Road condition is poor**
- **4 signalized intersections**
- **Discontinuous sidewalks**
- **27 un-signalized intersections**
- **26,000-33,000 per day**
- **Pedestrian & bicycle crossing difficult**
- **Front Street & 14th Street highest crash incidents (rear end)**



Project Background

Current Project (2011)

- Capital Preventive Maintenance (interim fix)
- Initial MDOT project delayed to obtain community input

Future Project (2016 +)

- Longer term pavement fix
- Opportunities to address community long term needs
- Proposed alternatives may require additional right of way
- Requires Environmental Assessment

Project Background

- **Creating a sense of place – Gateway Treatment**
- **Pedestrian access across Division**
- **Continuity of sidewalks**
- **Trees & landscape treatments**



Project Background

- **Purpose of a Design Charrette**
 - **Concentrated effort to identify problems and develop solutions**
 - **Opportunity to involve the affected community in solution development**
 - **Presents a format for brainstorming ideas**
 - **Results are available for timely feedback**



Project Partners

Central Neighborhood

BATA

North Front Street Neighborhood

Kids Creek Neighborhood

The Minervini Group

Joint Planning Commission

Richmond Architects

Elks Lodge

**Grand Traverse County Road
Commission**

Cherry Capital Cyclist

West Front Street Group

TBAISD

Slabtown Neighborhood

**Traverse City Parks and Recreation
Commission**

Recreation Authority

TART Trails, Inc.

Immaculate Conception Church

Munson Medical Center

Traverse City Planning Commission

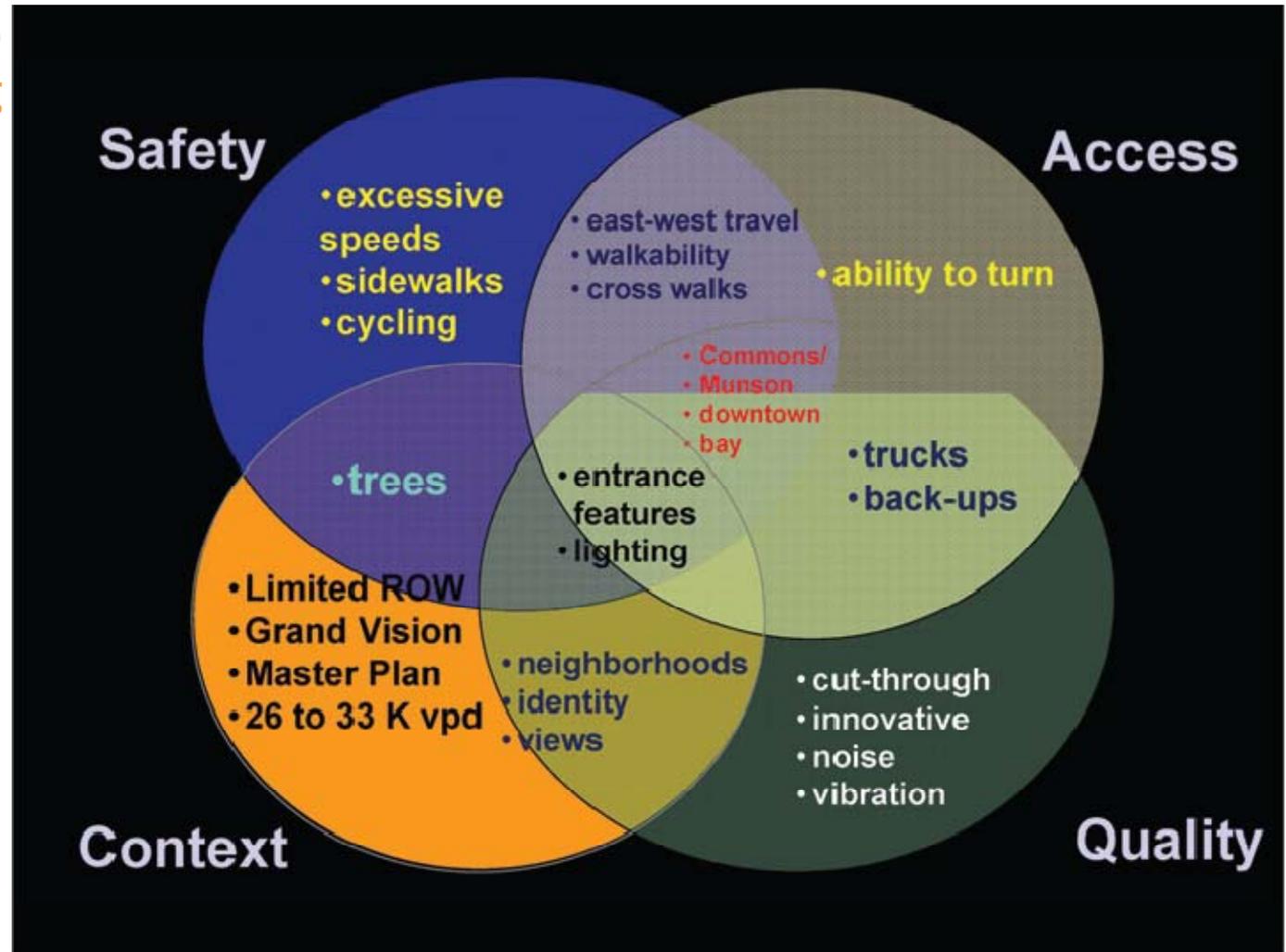


The City of Traverse City



Project Purpose and Need

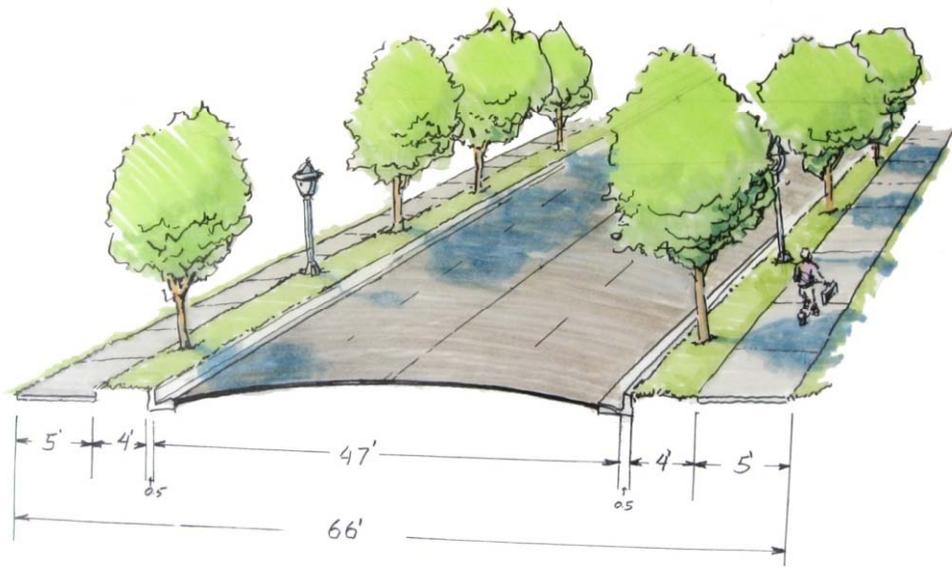
Stakeholder Meeting Results



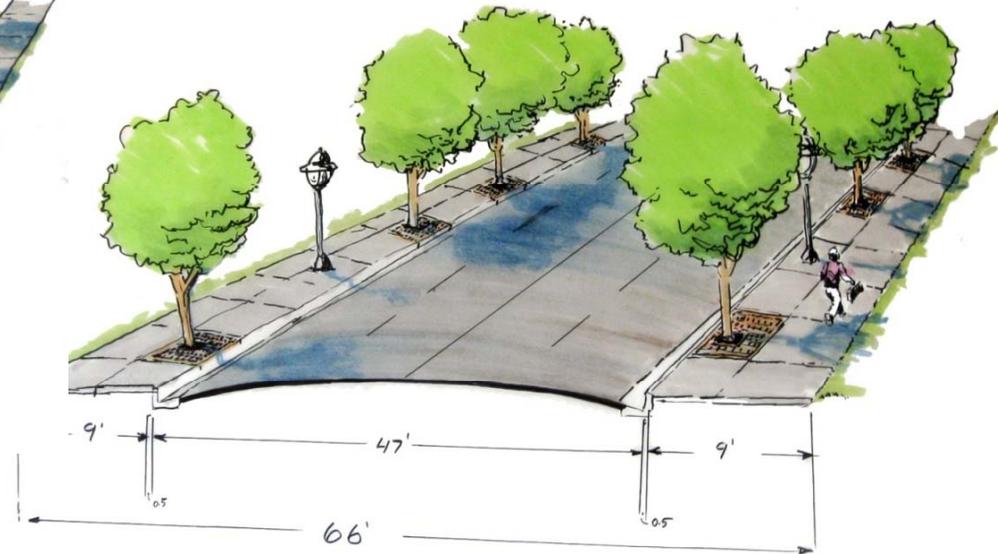
Project Purpose and Need

- **Purpose: To improve traffic (vehicular & non-motorized) flow, safety on Division Street that is contextually sensitive to the adjacent communities and regional transportation needs.**
- **Need:**
 - **Poor road condition**
 - **Traffic congestion at intersections**
 - **Crash locations**
 - **Sense of place**
 - **Pedestrian/bicycle accessibility**
 - **Access to adjacent properties**

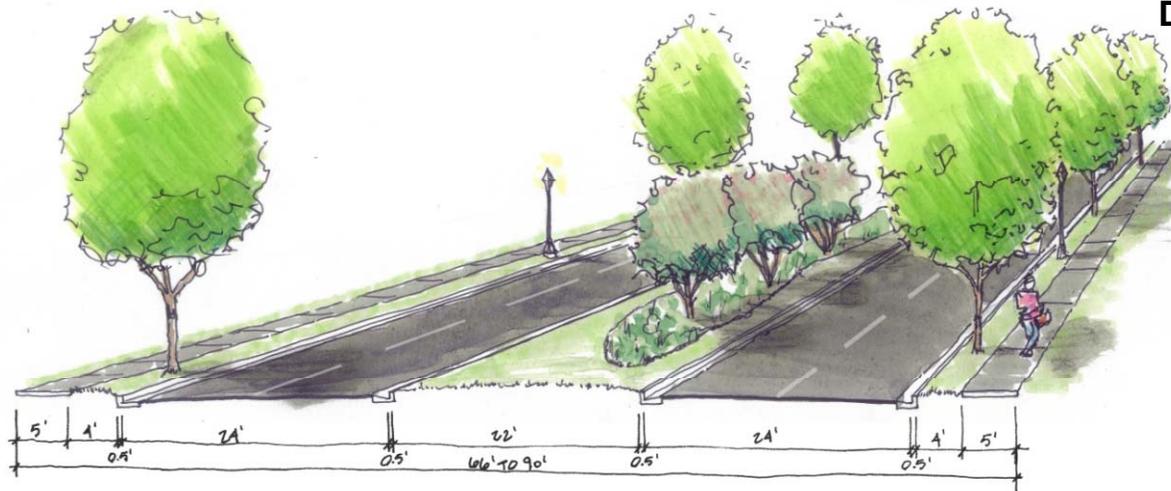
Sample Road Cross Sections



Suburban Cross Section



Downtown Cross Section



Boulevard Cross Section

Proposed Alternatives

- **Capital Preventive Maintenance**
- **Boulevard**
- **Roundabouts**
- **Hybrid/Phased**



Proposed Alternatives

Capital Preventive Maintenance (5-8 yr fix)

- Road condition improvement
- Existing intersections remain
- ADA ramp & pedestrian access improvements
- No additional right-of-way required



Proposed Alternatives - Boulevard



Proposed Alternatives

Boulevard (14th to 8 ½)

- Road condition improvement
- 22' boulevard in sections
- Improved pedestrian crossing (refuge area)
- Modified intersections
- Controls Access
- Additional right-of-way required (park side)



Proposed Alternatives

Potential for Roundabouts at Five Locations

- **14th/Silver Lake Road**
- **11th Street**
- **8 ½ Street**
- **Front Street**
- **Grandview Parkway (US-31/M-37/M-72)**

Roundabout Benefits

Benefits of Proposed Roundabouts:

- Can easily handle current and projected traffic demands (*including peak traffic hours*)
- Designed to allow traffic to move in a slow, but consistent speed
- Safer for pedestrians and bicyclists
- Reduces dangerous left-hand turns
- Reduces impervious surfaces
- Reduces noise and vibrations
- Can be incorporated with other traffic calming measures to reduce cut-through traffic in neighborhoods
- Reduces traffic accidents and pedestrian collisions
- Easy to understand and maneuver
- Can accommodate large tractor-trailers, school buses, emergency vehicles and even manufactured-home delivery trucks
- Can easily be plowed

Roundabout Facts:

There are over 2,000 roundabouts throughout the United States - in warm and cold climates and large and small cities. There are several roundabouts in Michigan, including one in Gaylord.

Roundabouts should not be confused with the city's existing traffic circles (e.g. Wellington & Webster). Roundabouts require vehicles to negotiate a sharper curve, making travel speeds in roundabouts slower than traffic circles.



Community Concerns:

- Using public parkland for proposed 8 ½ Street
- Renovations encourage cut-through traffic at 11th Street
- Purchasing Gas Station on Front Street for roundabout
- General unfamiliarity (for drivers & pedestrians) with roundabouts

Proposed Alternatives - Roundabout at Silver Lake/14th Street



Little/no right of way required

Creates Gateway entrance to the city

Improves safety

Slows traffic

Provides pedestrian & non-motorized access

Proposed Alternatives Roundabout at 11th Street



Requires some right of way at SW quadrant from the park (ballot) (140' x 240' triangle)

Slows traffic

Creates gateway entrance to the city

Improves safety

Provides pedestrian & non-motorized access

Proposed Alternatives Roundabout at 11th Street



Proposed Alternatives

Roundabout at 8 ½ Street



Alternative to roundabout at 7th Street

Requires right of way (two - 160' x 300' triangles of park)

Provides additional access to Munson Hospital & the park

Slows traffic

Improves safety

Adds pedestrian and non-motorized access

Can be phased in over time

Proposed Alternatives Roundabout at Front Street



Requires significant right of way

Slows traffic

Improves safety

Adds pedestrian and non-motorized access

Can be phased in over time

Proposed Alternatives

Roundabout at Grandview Parkway



May require park right of way (10' of Park)

Creates Gateway to/from the city

Slows traffic

Improves safety

Adds pedestrian and non-motorized access

Can be phased in over time

Roundabout Videos

- <http://vodpod.com/watch/1392797-michigan-dot-on-roundabouts>
- <http://www.wcroads.org/news/roundabouts/RndAbouts-SWFs/iihs.swf>