



ENHANCE TART: BAYFRONT

TART BAYFRONT TRAIL IMPROVEMENT AND EXTENSION

COMMUNITY EVENT 2

MEETING AGENDA

WELCOME!

1. Welcome + Project Review
 - a. Project Summary
 - b. Share February Engagement Findings
 - c. Share Refined Trail Concepts
2. Identifying Priorities + Values
 - a. **ACTIVITY:** Trail Features, Values, Portions, and Experiences
3. Conclusion
 - a. Next Steps



PROJECT INTRODUCTION + BACKGROUND



TART Mission: Provide and promote a trail network that enriches people and communities throughout the greater Traverse region.

ACCESS

COLLABORATION

CONNECTION

SUSTAINABILITY

RECREATION

HEALTH

HAPPY, ACTIVE PEOPLE MAKING CONNECTIONS THROUGH A WORLD-CLASS TRAIL NETWORK.

PROJECT INTENT

The background of the slide features a blurred photograph of three people riding bicycles along a path next to a body of water under a blue sky with clouds. Overlaid on this image is a light gray topographic map with contour lines. A thick, wavy, light yellow line runs horizontally across the upper portion of the slide, just below the title.

**THE PROPOSED IMPROVEMENT + EXTENSION PROJECT
WILL INCREASE PEDESTRIAN SAFETY AND USER
ENJOYMENT THROUGH THE ENHANCEMENT OF 2.5 MILES
OF TRAIL, ALLOWING IT TO BETTER SERVE THE NEEDS OF
ALL PEOPLE.**

~ \$8.5 MILLION BUDGET

BUILDING FROM THE BIKE + MOBILITY ACTION PLAN

FEBRUARY COMMUNITY ENGAGEMENT:

Focus group meetings were held with four different stakeholder groups from the Traverse City Area including:

- The Grand Traverse Band
- MDOT
- The Watershed Center
- Delamar



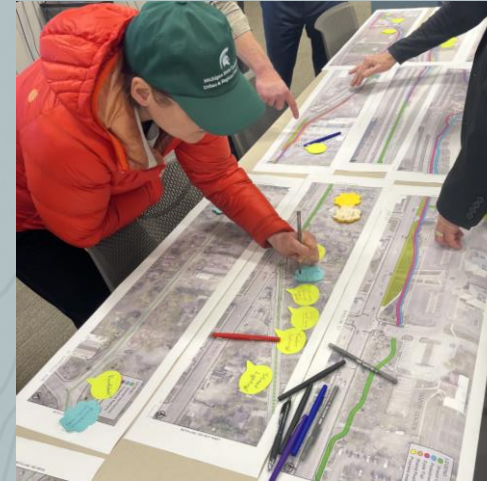
Key themes that emerged included:

- Water Quality: Pervious Pavement + Rain Gardens
- Educational Signage: Native History + Language, Environmental, Current Events, Watershed Information, Information About the Bay, Green Infrastructure
- Art + Culture!
- Amenities: Lighting, Trash Cans, Recycling Areas, Water Refill Stations, Pet Waste Stations, Bike Repair Stations
- Native Plants, Trees, Riparian Zones, Climate Resiliency

FEBRUARY COMMUNITY ENGAGEMENT:

Public Engagement Events were held on February 15th + 16th and included:

- Virtual Public Event
- Downtown Stakeholders Event
- Peninsula Stakeholders Event



WHAT WE HEARD:

Biking through this parking lot is very dangerous. There is quite a lot of traffic and cars are not looking for bikers/pedestrians. Moving the trail along the road is a good idea.

Plants/landscaping must not be anywhere near the trail; 2 feet plant-free barrier at least!

Large willow tree begs for a trail amenity!

I'm in agreement that people need shady places too enjoy this area too.

Thank you for trying to preserve trees where possible.

Seconded! Vital for our shoreline, for shade seekers during hot summer months, and more!

LEGEND	
	Shared Use Pathway
	Pedestrian Pathway
	Cycle Trail
	Shared Roadway Zone
	Proposed Amenities

Dangerous! Make 90 degree turn in to slow traffic.

I have biked and ran through this section dozens of times year round. Even during Cherry Fest (one week a year) there is not enough congestion to need a wider trail. We do not need a wider or separate trail from West End Beach to the Murchie Bridge. We definitely do need better infrastructure further East from Murchie Bridge to Peninsula Dr. I highly suggest we further develop plans to improve that area before widening the existing trail.

Smart to change crossings to west side! Safer!

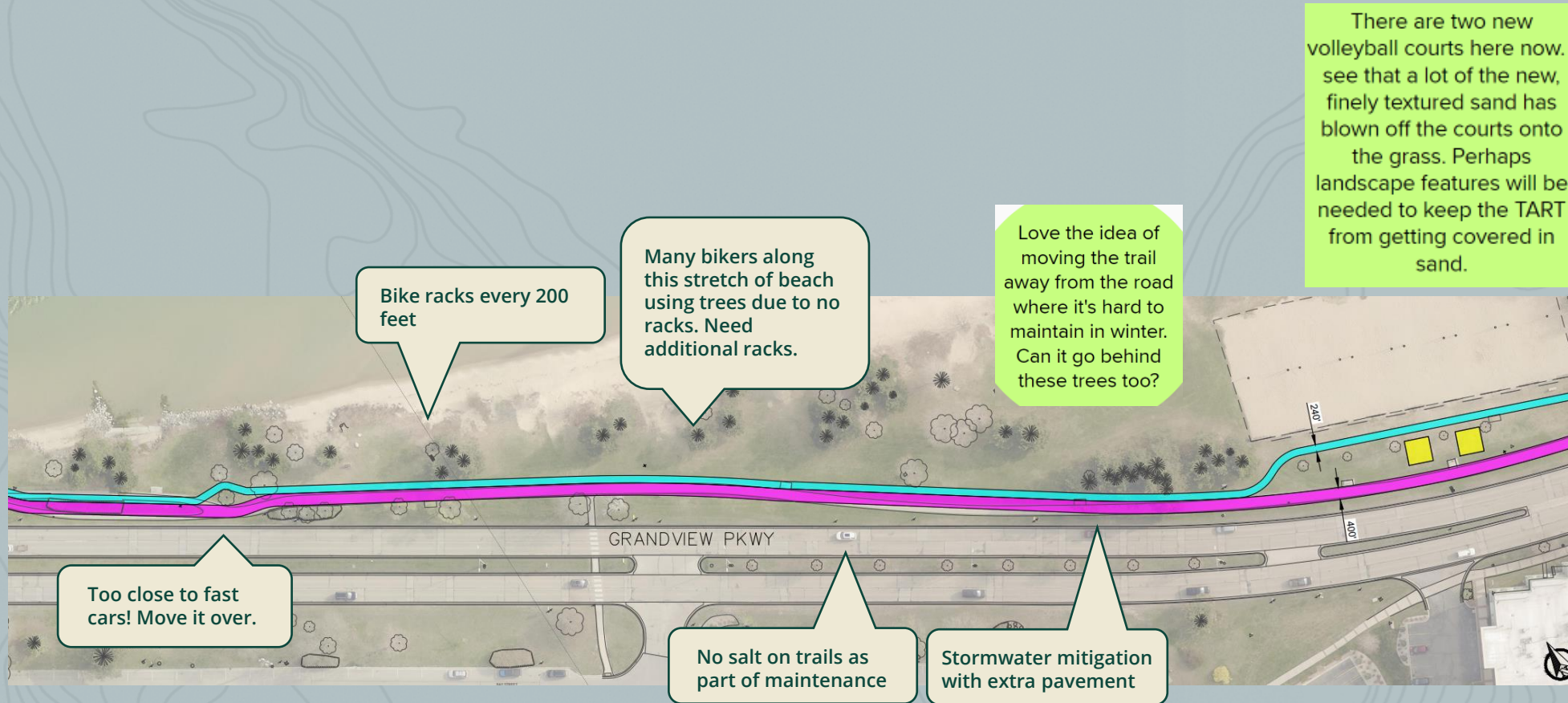
Would be great to widen this crosswalk

GRANDVIEW PKWY

FEEDBACK THEMES:

LANDSCAPING + TREE SHADE

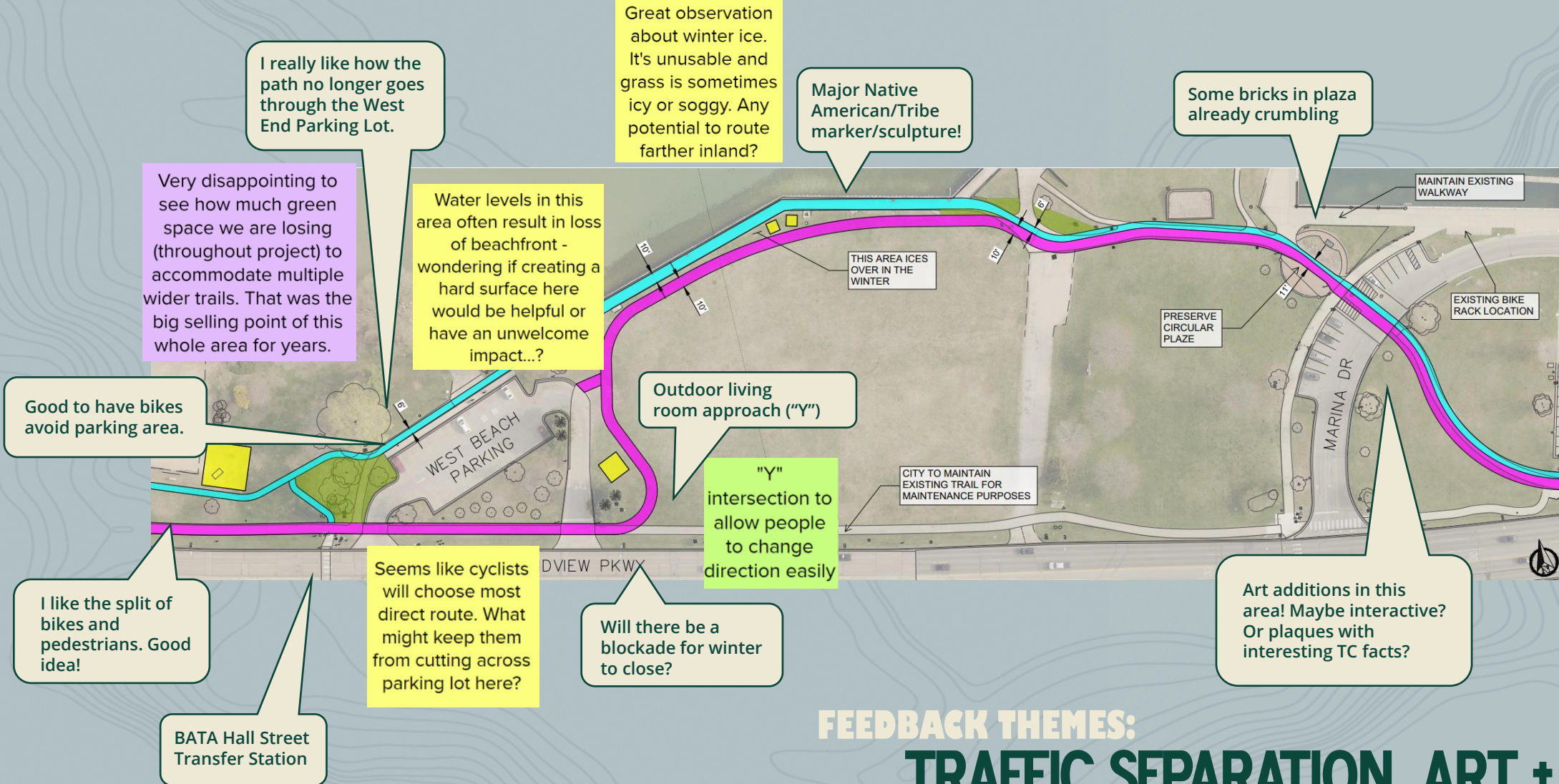
WHAT WE HEARD:



FEEDBACK THEMES:

BIKE FACILITIES + STORMWATER MITIGATION

WHAT WE HEARD:



FEEDBACK THEMES:

TRAFFIC SEPARATION, ART + CULTURE

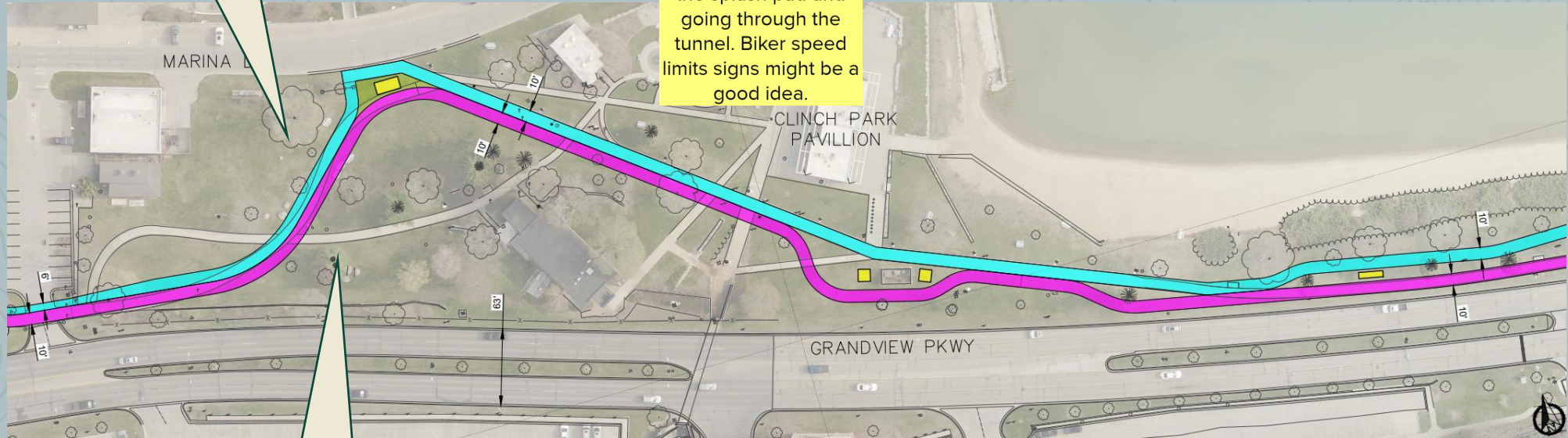
WHAT WE HEARD:

Overhead lighting throughout

I am glad to see ped/ bike path follow same route through Clinch park. Earlier drawings showed different routes which would have been confusing, I think.

This section always has a lot of congestion from people visiting the splash pad and going through the tunnel. Biker speed limits signs might be a good idea.

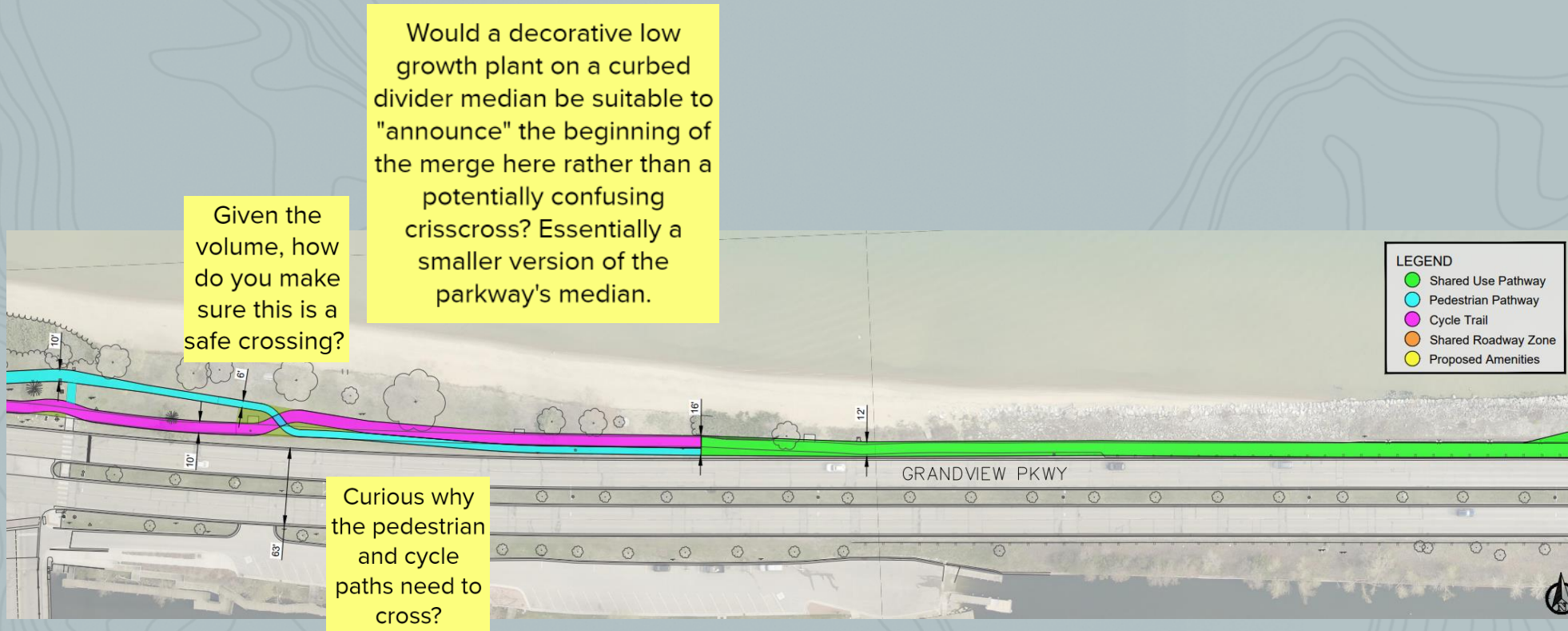
Why not make this shared? People are going to take the straightest line.



FEEDBACK THEMES:

SAFETY + TRAIL LAYOUT

WHAT WE HEARD:



FEEDBACK THEMES:

EASE OF TRAFFIC MERGING

WHAT WE HEARD:

Love the ideas for Murchie bridge, both functionally and aesthetically

I Agree with the statement to allow the bikers a straight through with walkers on the outside.

Also agree with bikers closer to road.

Over the river, make the bike lane the lane closest to the traffic lane to give those who walk the best view of the bay. Walkers are more likely to stop to take in the view than are bikers.

I would love to see this area on the water better utilized. I wish the fishing pier that was once discussed had been created here.

Can we reroute the trail in front of the delamar/ maritime academy/ sunset beach and senior beach along the water? That would be very nice and much safer

The rendering for the shared use space by the Delamar looked like it included cars and pedestrians - if so, that seems like it could cause safety issues

Agree about the comment about car in rendering in front of Delamar. The new-ish road/sidewalk through Warehouse District that are on same plane feels very unsafe as a pedestrian. Would be great to avoid repeating that.

I'm appreciative that Delmar would consider accommodating a trail on their property. It seems to me that this will be the most challenging (and important) area to improve. It's nearly impossible for pedestrians and bikes to use this tiny sidewalk during busy times.

This extra path is a wonderful idea and opens up a world of opportunities for appreciating this area more fully.

Like this new bridge!

Add overlook on north side of bridge, ie: Boardman Loop

Benches! Could be area for fishing, trash recycling.

Making the trail connection flow better would be appreciated

This separation from the 31 traffic is greatly appreciated and important to support use going east

I think a more elegant entrance to the park might have the paved trail curving in towards the proposed pavilion with some decorative feature in the middle.

This intersection is very dangerous to cross as a pedestrian or biker. Eliminating a left hand turn for cars leaving the delamar would allow for a narrower intersection.

Nice!

Good!

Need to save apple trees

This idea is already default; if you know the area or bike, you use the parking area.

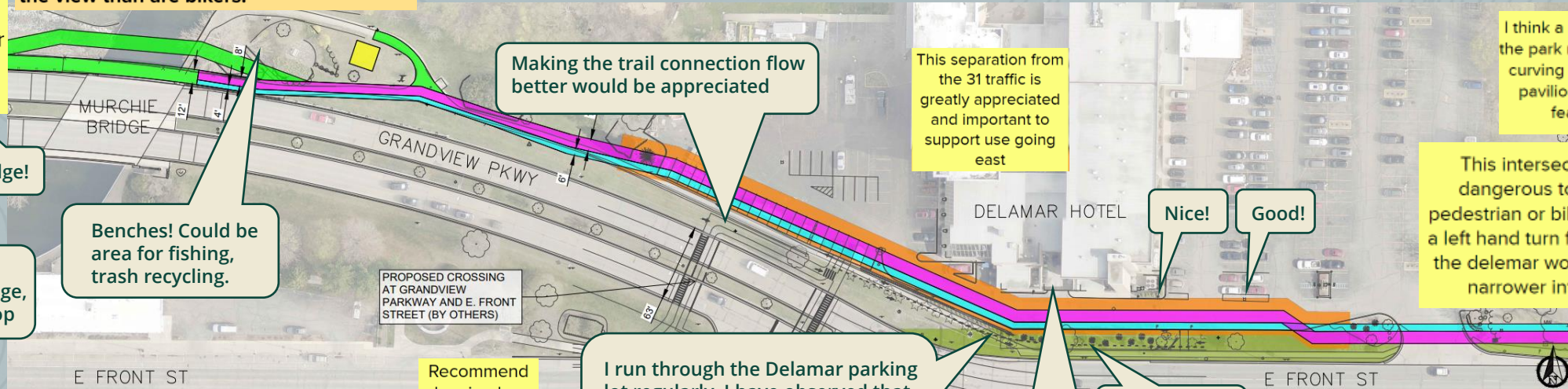
I run through the Delamar parking lot regularly. I have observed that very little traffic (mostly service vehicles) use the west parking lot; so I don't think it's a huge problem!

Recommend showing how this connect to TART going south

Agree with comment above. Since the drawing does not show the Murchie underpass, will this be the preferred connection to TART going south & BLLT? I hope the road project can improve this intersection for cars and pedestrians.

FEEDBACK THEMES:

BRIDGE DESIGNATIONS + SHARED SPACE SAFETY



WHAT WE HEARD:

Pavillion at this location is a great idea.

For people using the trail for transit, a more direct route is usually developed here too.

Removing the trail along the road may lead to a goat trail.

Good place for a covered table and seating?

Have stabilizer edges to widen through the trees

Use Pathway
an Pathway
rail
Shared Roadway Zone
Proposed Amenities

Trail here seems like it would increase appreciation and use of this section of the park (which doesn't see any use)

What is the setback from the back of the curb - is it enough space to be separated from large vehicles?

Like the trail through these trees!

This separation from the roadway is greatly appreciated. Existing sidewalk is terrifying

I second this comment.

Could a speed table be put here (like in downtown) for this crossing so cars know to slow down?

Close distance to road is a concern, particularly for incoming traffic and safety of trail users

BATA Bayline shelter

Removing the trail along the road may lead to a goat trail.

For people using the trail for transit, a more direct route is usually developed here too.

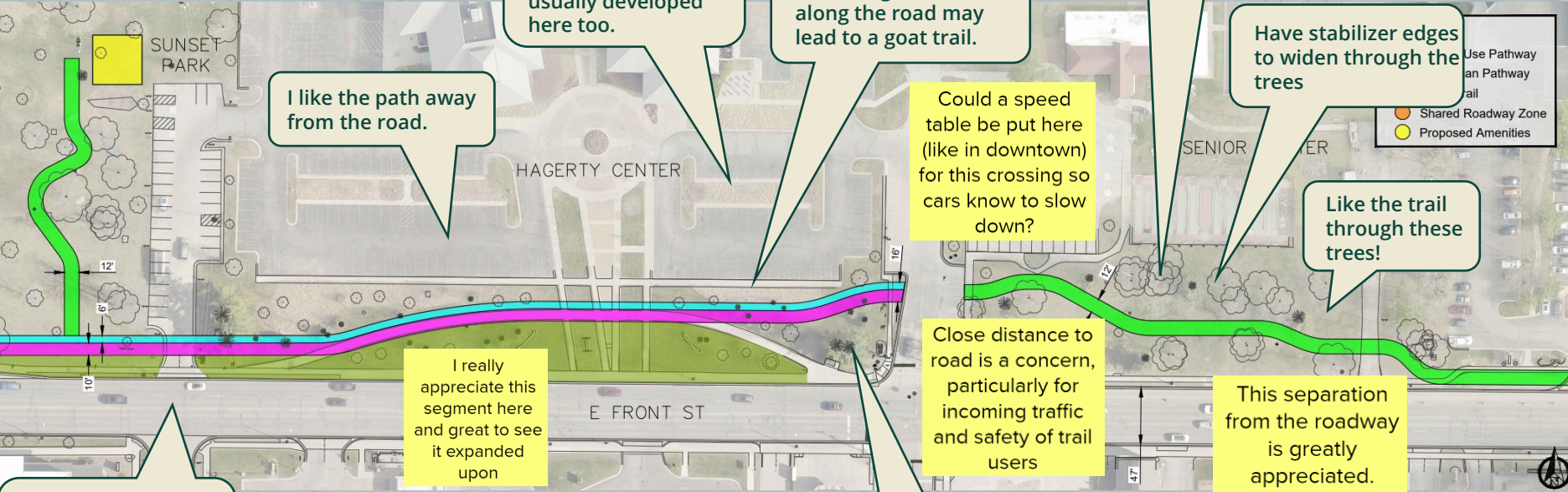
I like the path away from the road.

I really appreciate this segment here and great to see it expanded upon

It would be nice if we can implement this trail, to remove this sidewalk that is uncomfortably close to the travel lane and add street trees along the corridor

Agree with the left comment! The sidewalk is very close and can become full in summer months. Replacing it with trees would add shade, greenery, beautification, and could assist in a visually narrower corridor - something that has proven to lower speeds.

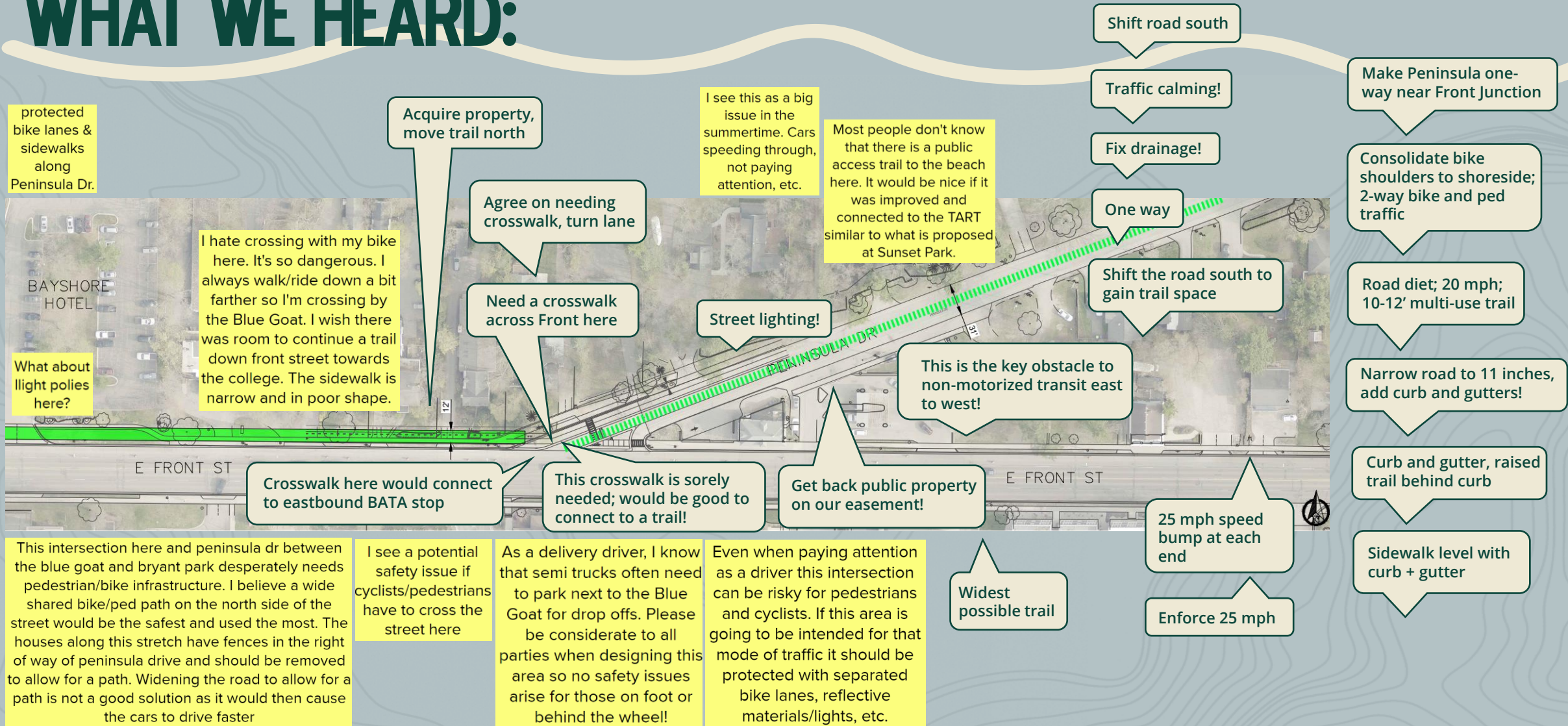
Need a Hawk light and controlled crossing here!



FEEDBACK THEMES:

SEPARATION FROM ROAD + AMENITIES

WHAT WE HEARD:



FEEDBACK THEMES:

CROSSWALK, SIDEWALK, CURB + GUTTER, + TRAFFIC CALMING

WHAT WE HEARD:



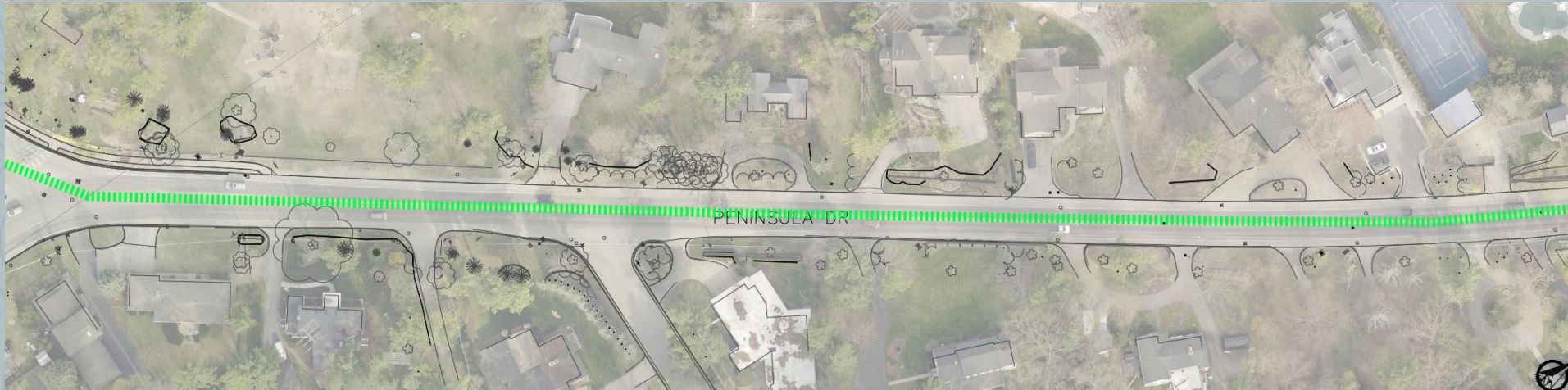
FEEDBACK THEMES:

CONNECTIVITY + RESIDENTIAL FEEL

WHAT WE HEARD:

I believe a wide shared bike/ped path on the water side of the street would be the safest and used the most. The houses along this stretch have fences in the right of way of peninsula drive and should be removed to allow for a path. Widening the road to allow for a path is not a good solution as it would then cause the cars to drive faster

Again, protected bike lanes & sidewalk in this section. Build for the future.



FEEDBACK THEMES:

SHORE-SIDE PATH + BUILDING FOR THE FUTURE

WHAT WE HEARD:

Protected bike lanes & sidewalks from Blue Goat to Eastern Ave.

MVCH improved traffic stop crossing with 2-way ped/bike continues to Milliken

New sidewalk has been installed just to Eastern



FEEDBACK THEMES:

CONTINUATION OF PEDESTRIAN + BIKE TRAIL



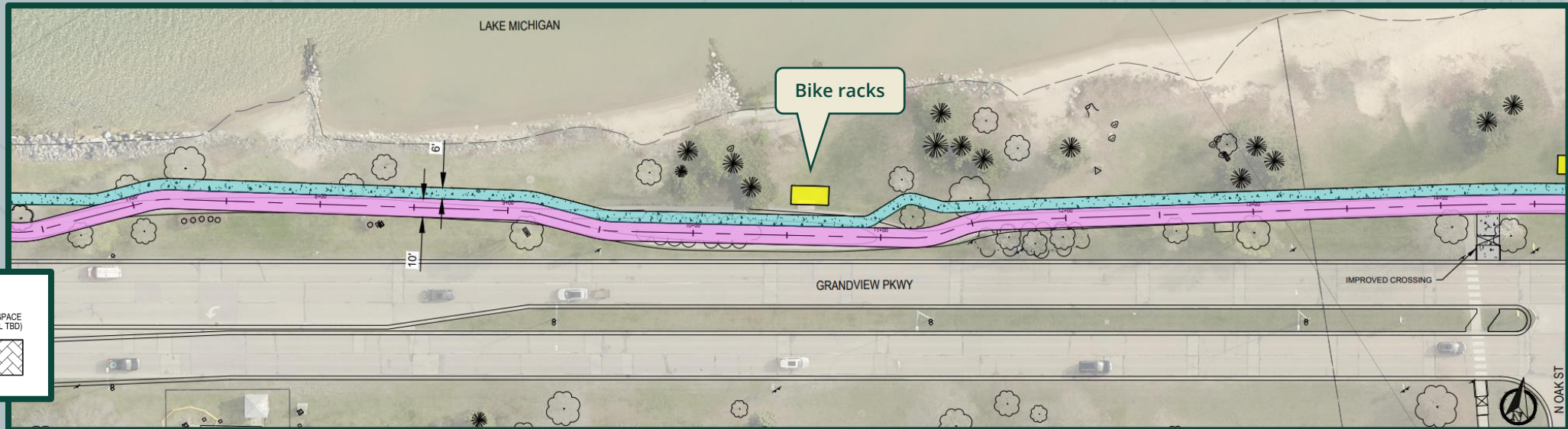
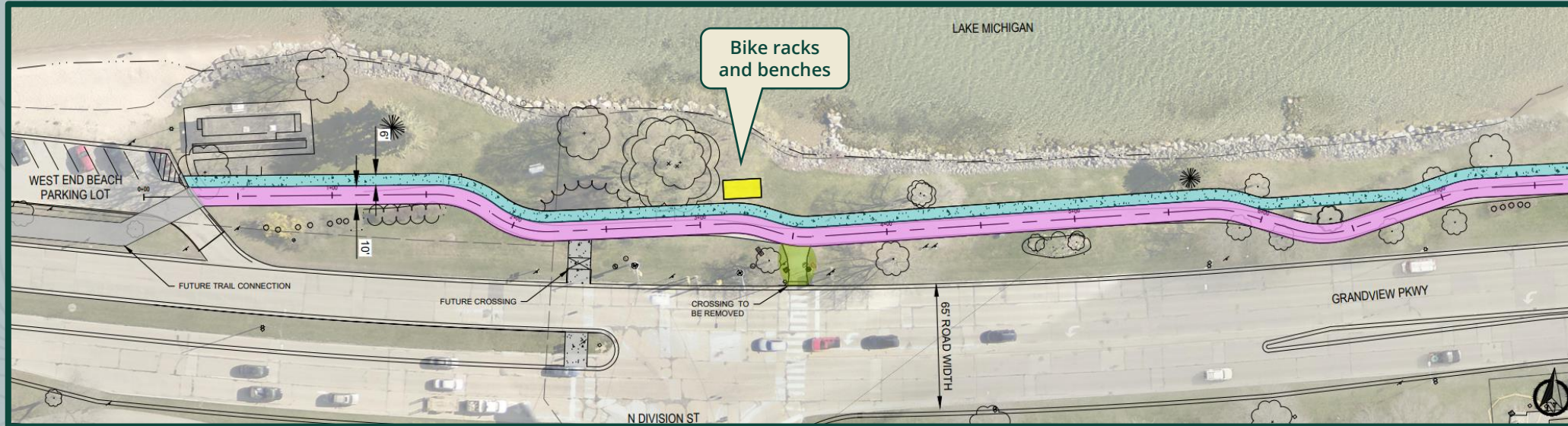
FANTASTIC FEEDBACK!



Based on the comments received, we have revised
our trail concepts to reflect many of the desires and
concerns of the community.



REFINED DESIGN CONCEPTS:



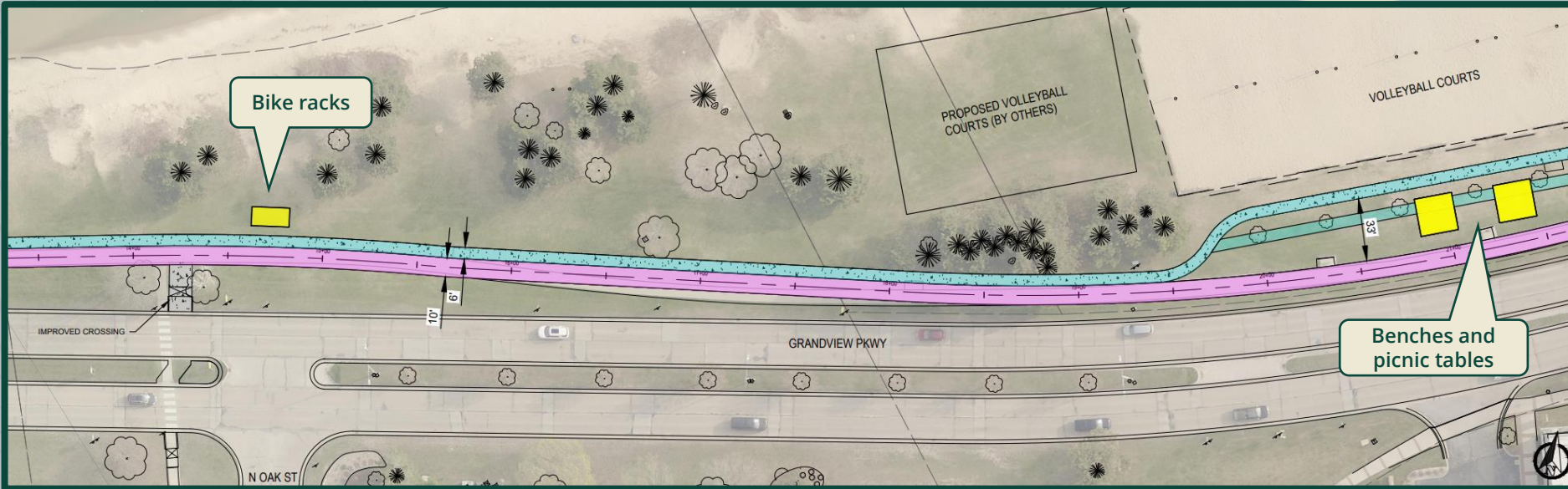
LEGEND

- Shared Use Pathway
- Pedestrian Pathway
- Cycle Trail
- Shared Parking Lot Zone
- Proposed Amenities

PAVEMENT LEGEND

BITUMINOUS PAVEMENT	CONCRETE SIDEWALK	HEAVY DUTY CONCRETE SIDEWALK	SHARED SPACE (MATERIAL TBD)

REFINED DESIGN CONCEPTS:

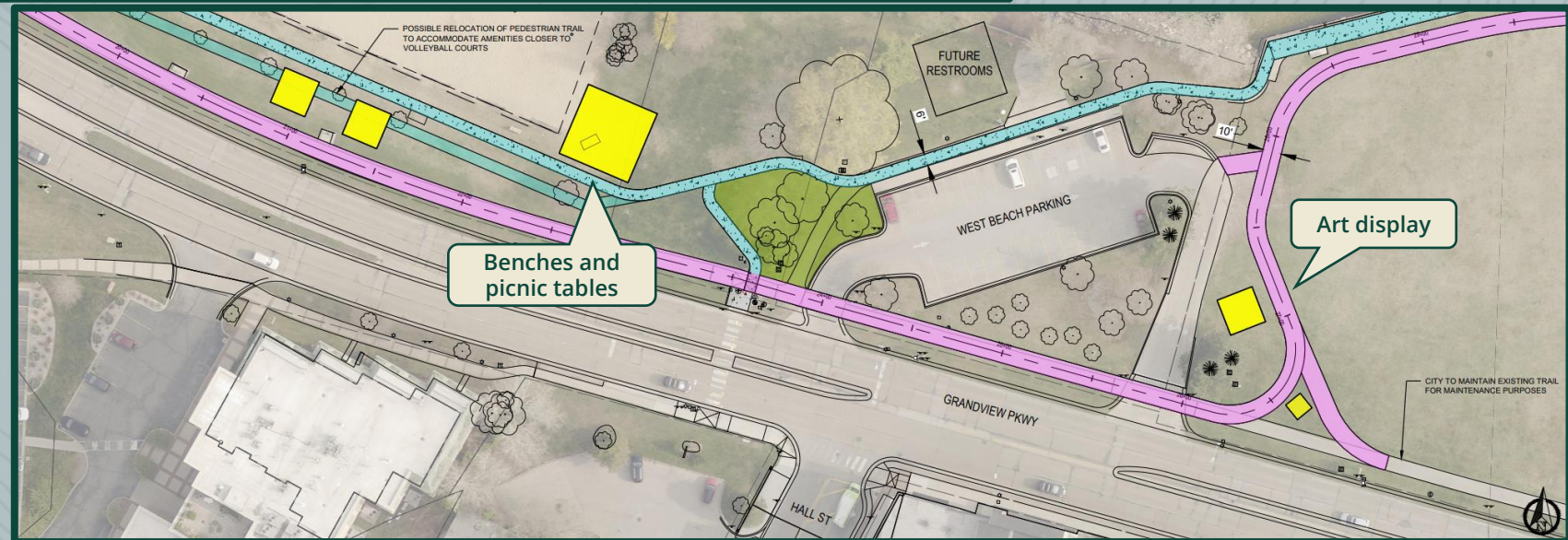


LEGEND

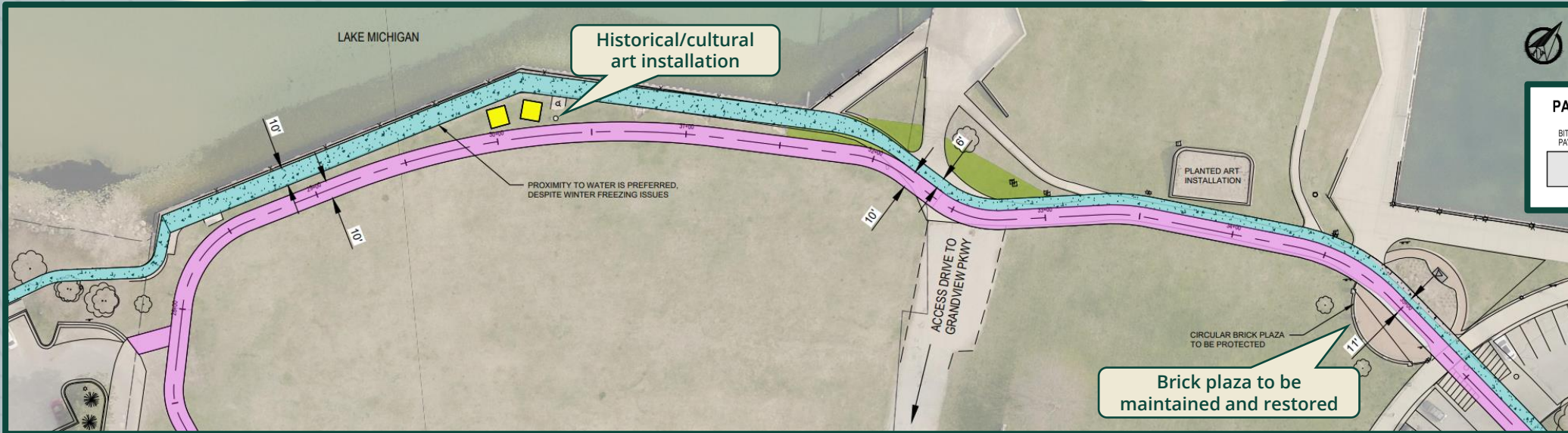
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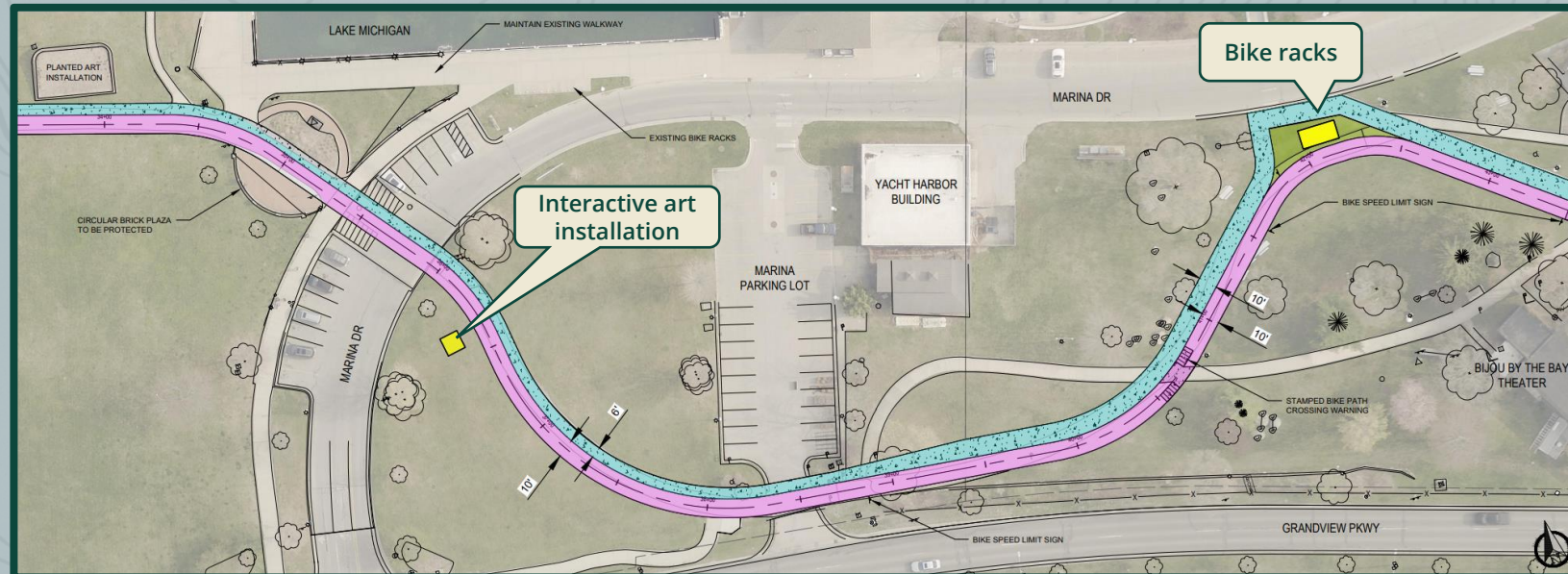
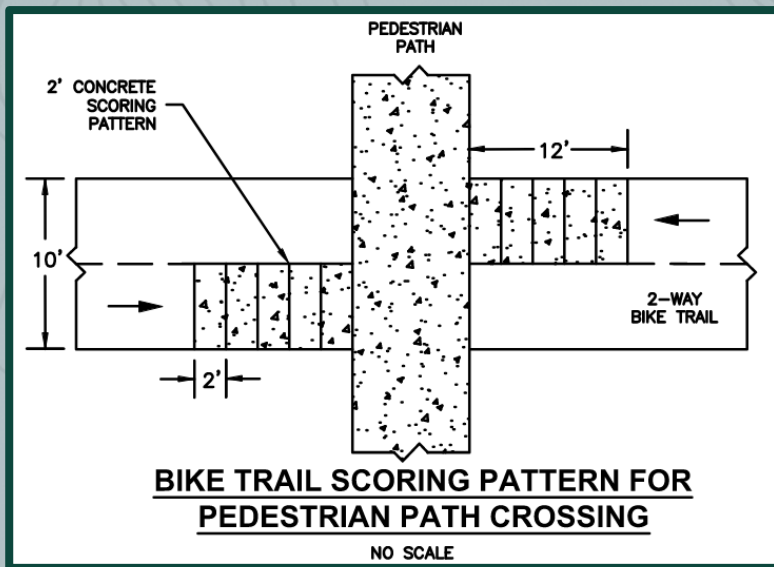


PAVEMENT LEGEND

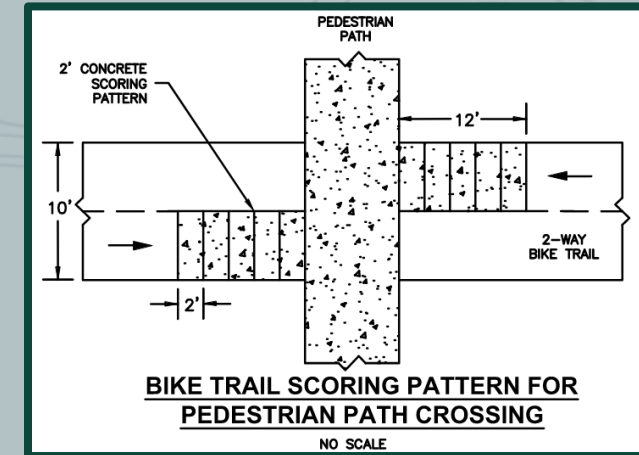
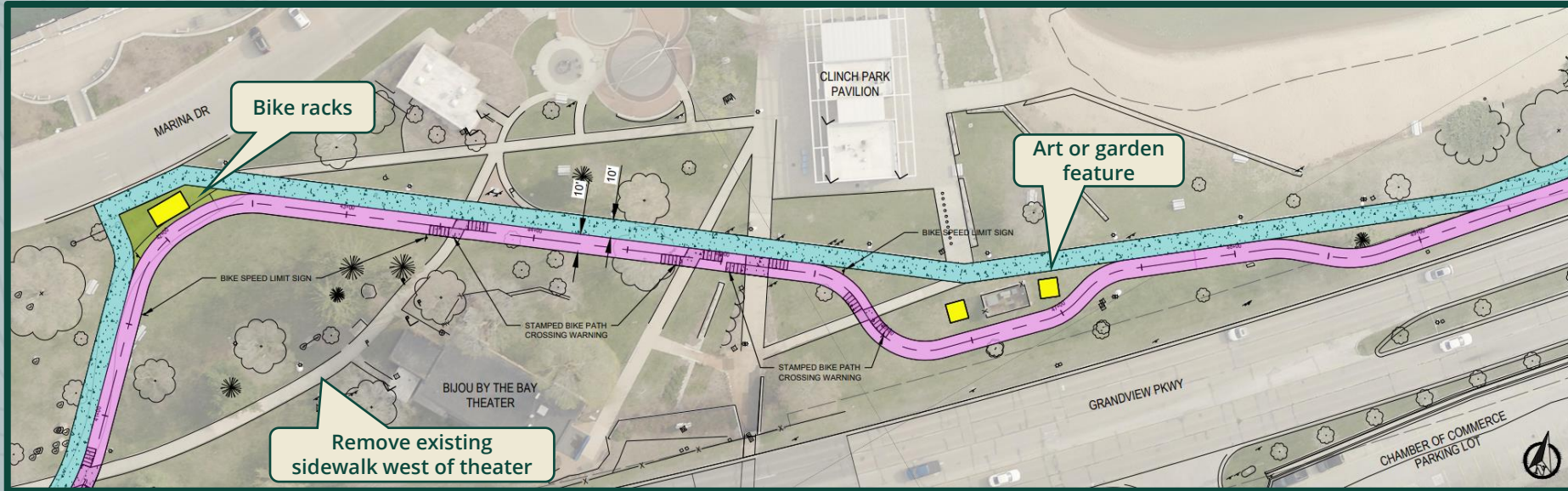
BITUMINOUS PAVEMENT	CONCRETE SIDEWALK	HEAVY DUTY CONCRETE SIDEWALK	SHARED SPACE (MATERIAL TBD)

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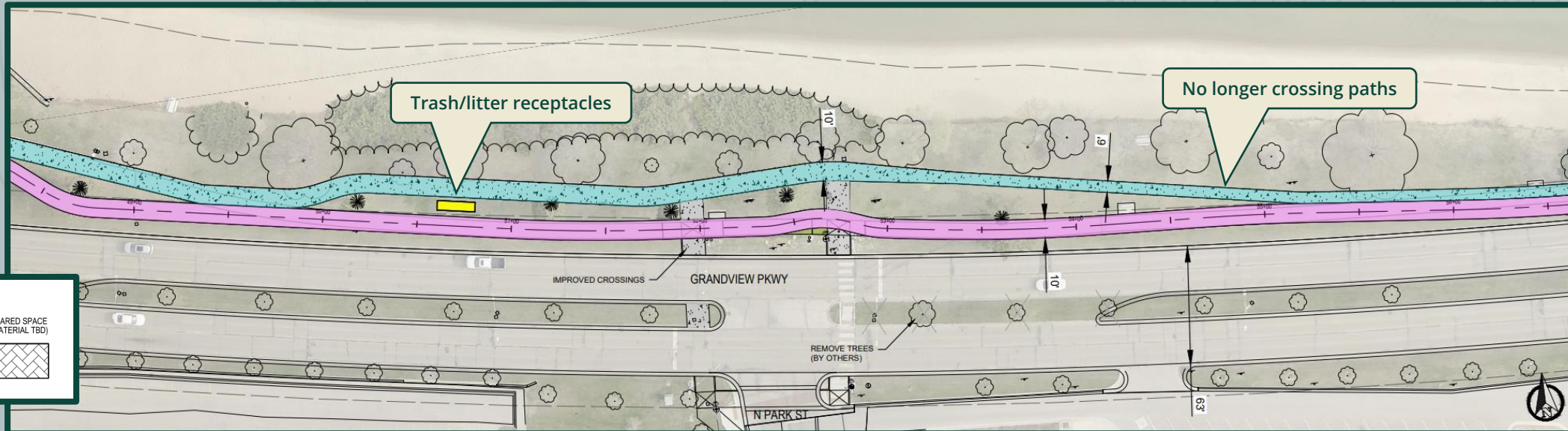


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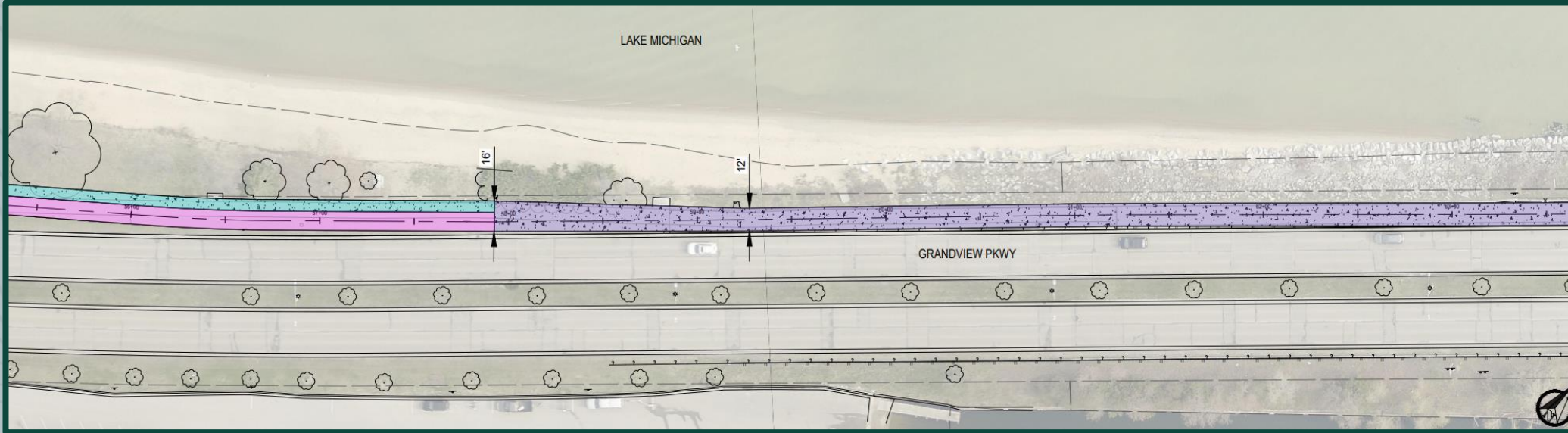


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- PAVEMENT LEGEND**
- | | | | |
|---------------------|-------------------|------------------------------|-----------------------------|
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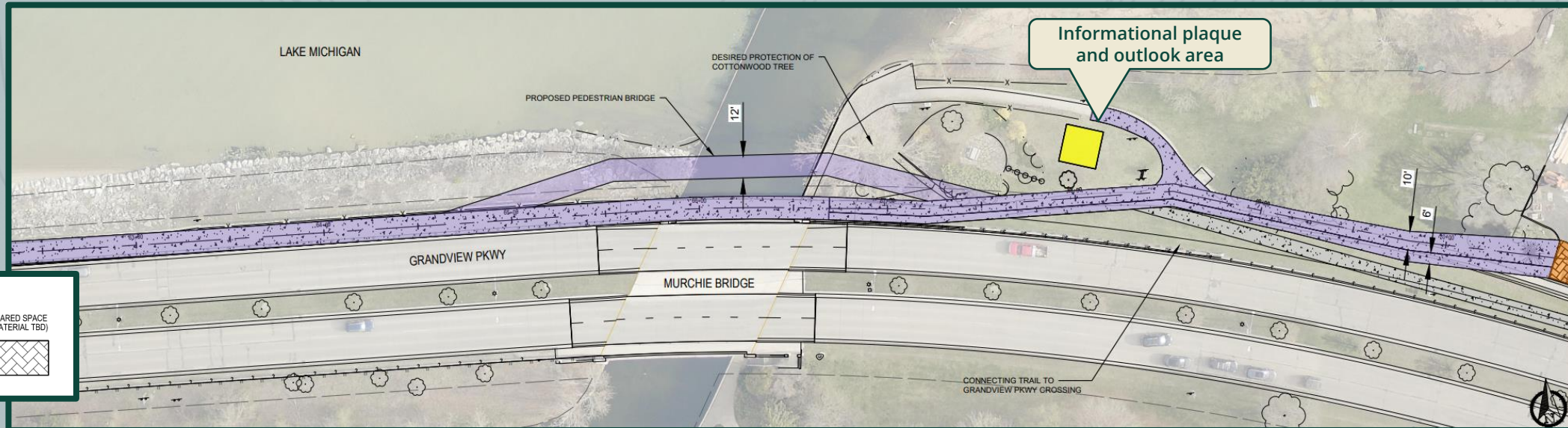


LEGEND

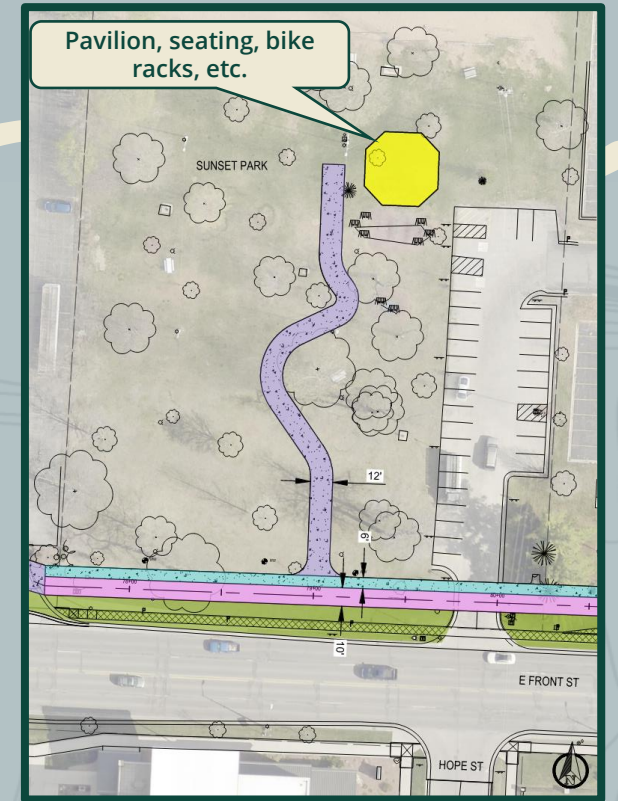
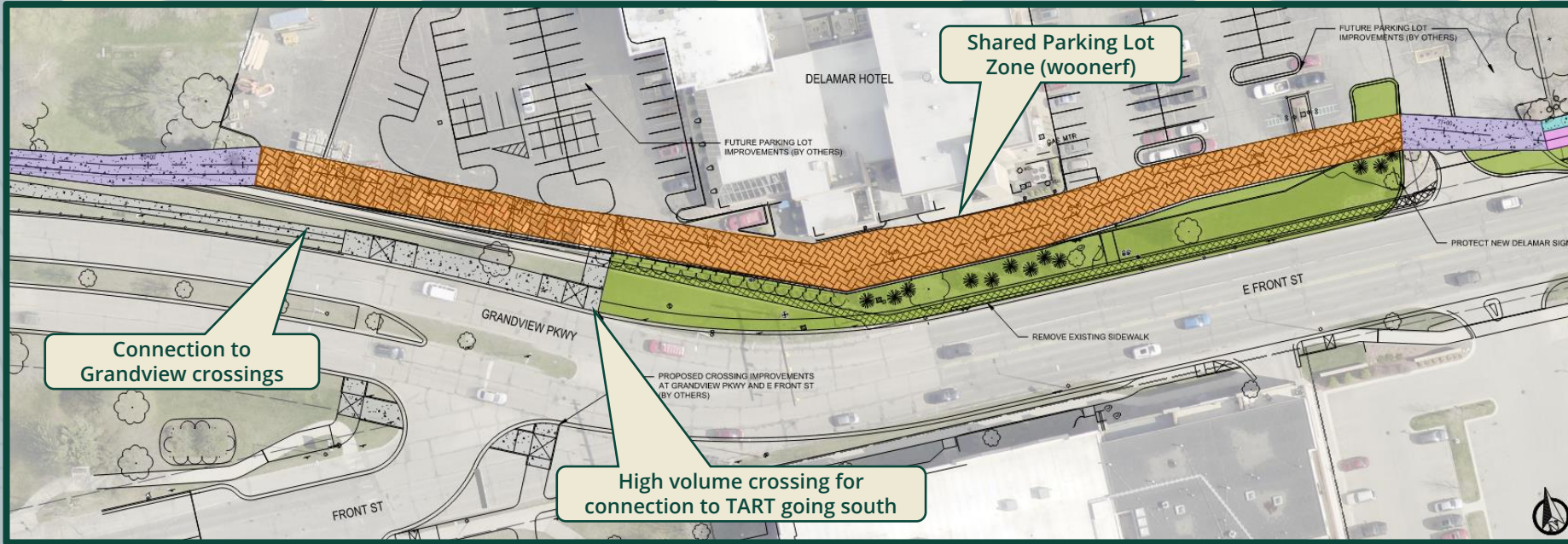
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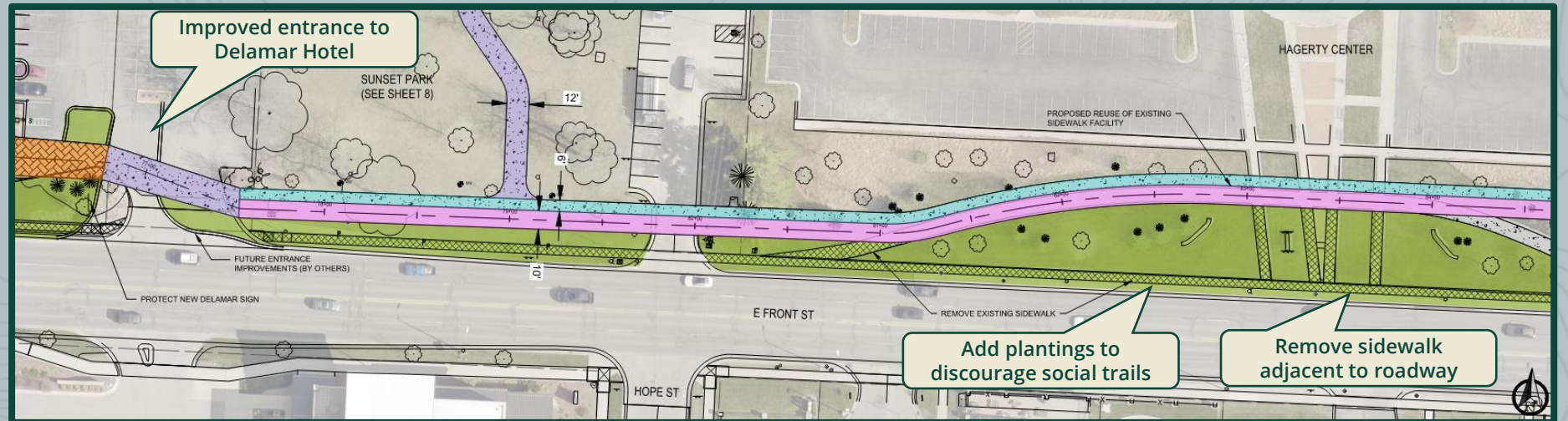


LEGEND

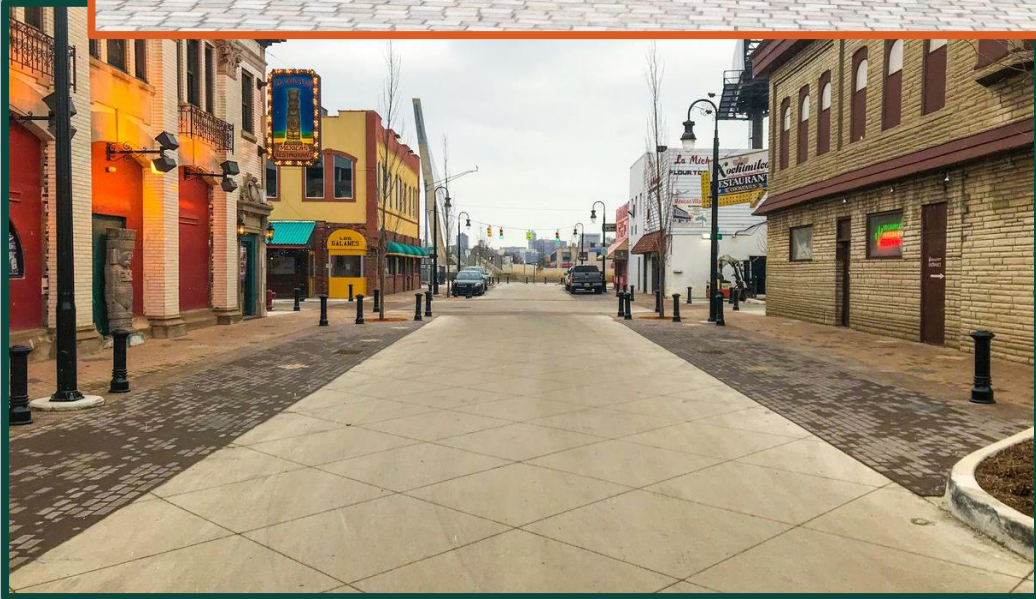
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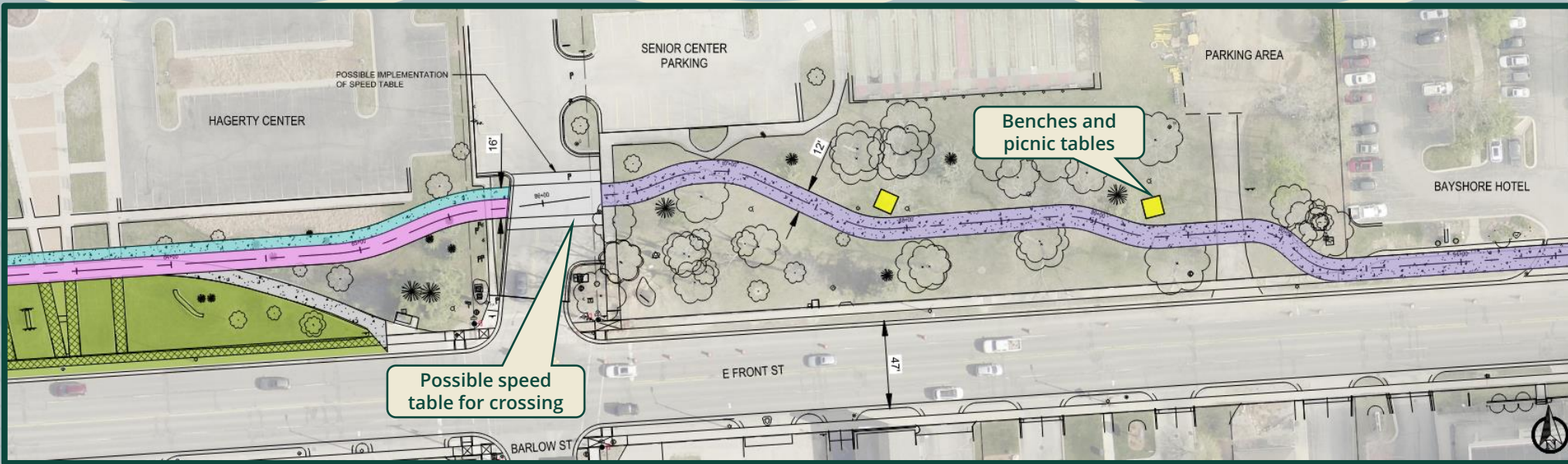


WOONERF EXAMPLES:



Source: top: Netherlands, left: Bagley Street, Detroit, right: Georgetown, Washington, D.C.

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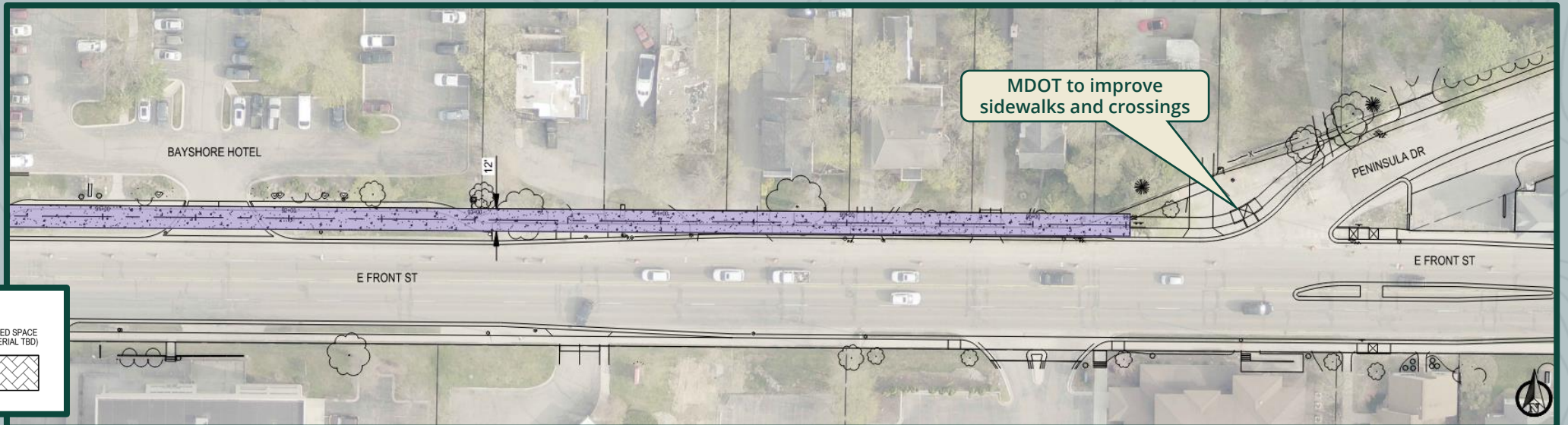


LEGEND

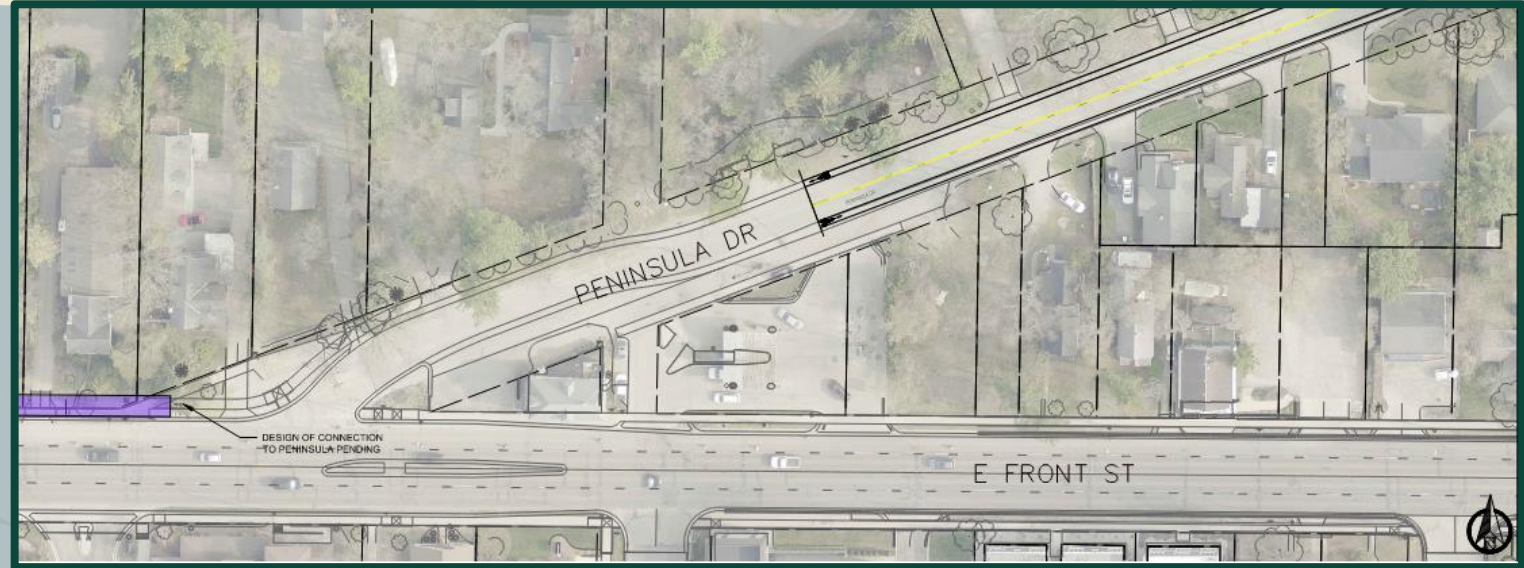
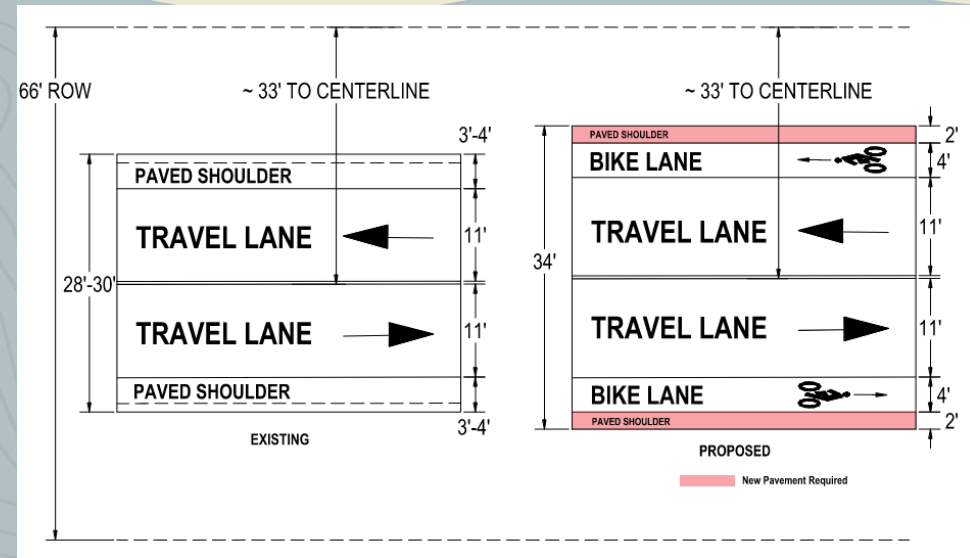
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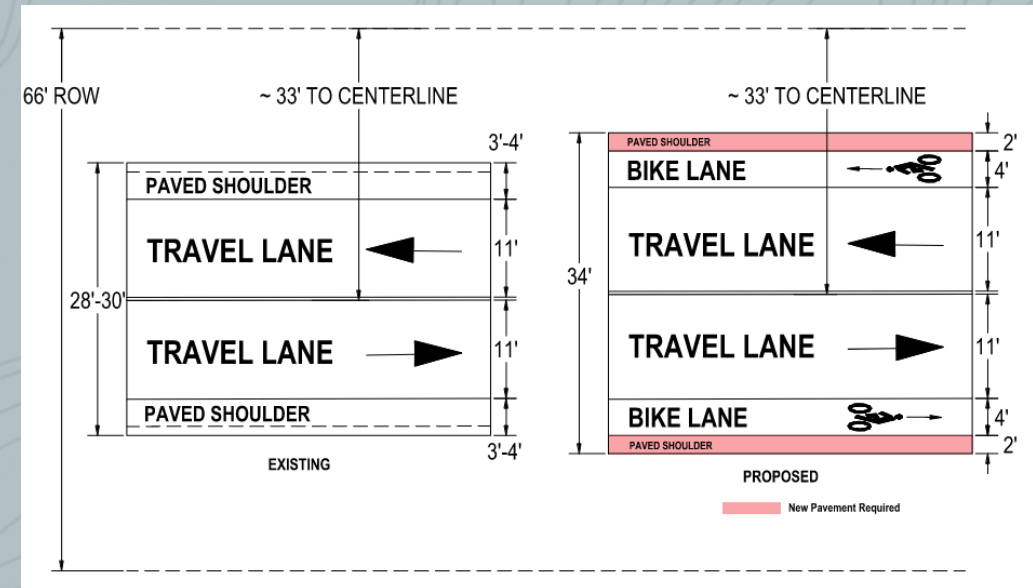
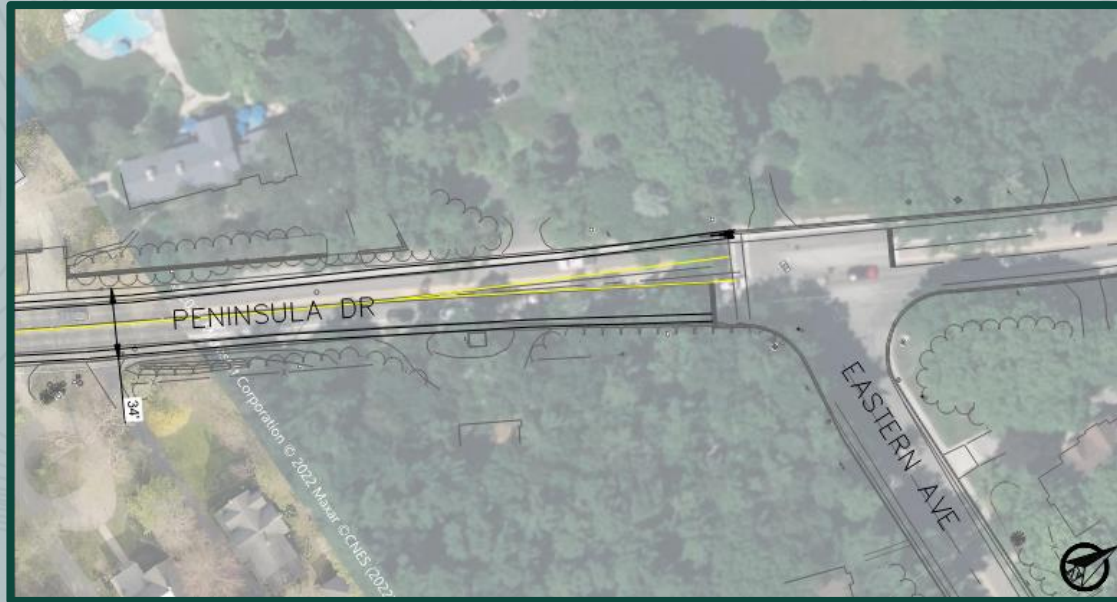
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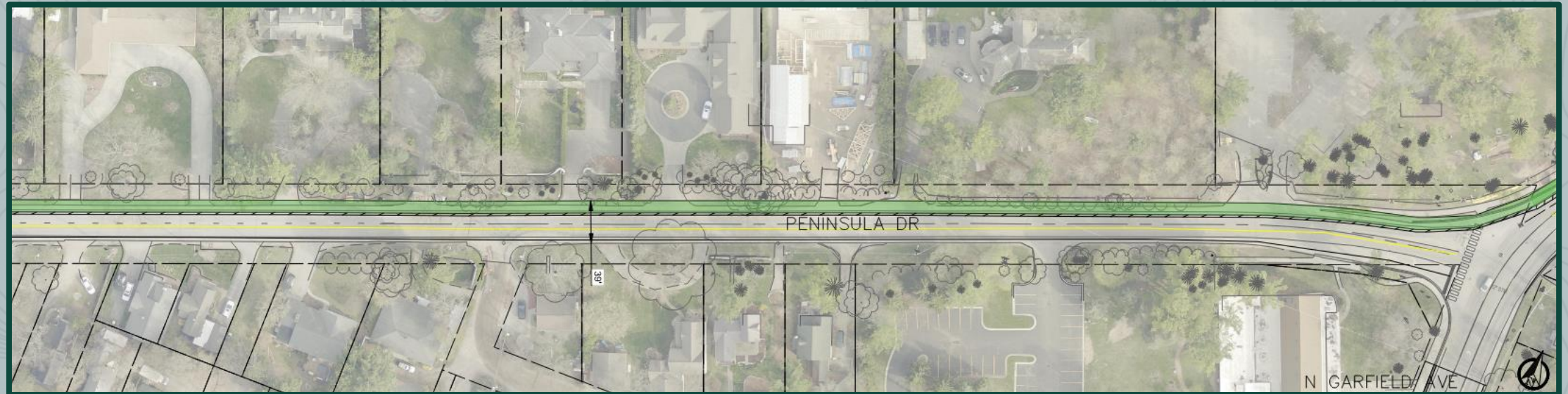
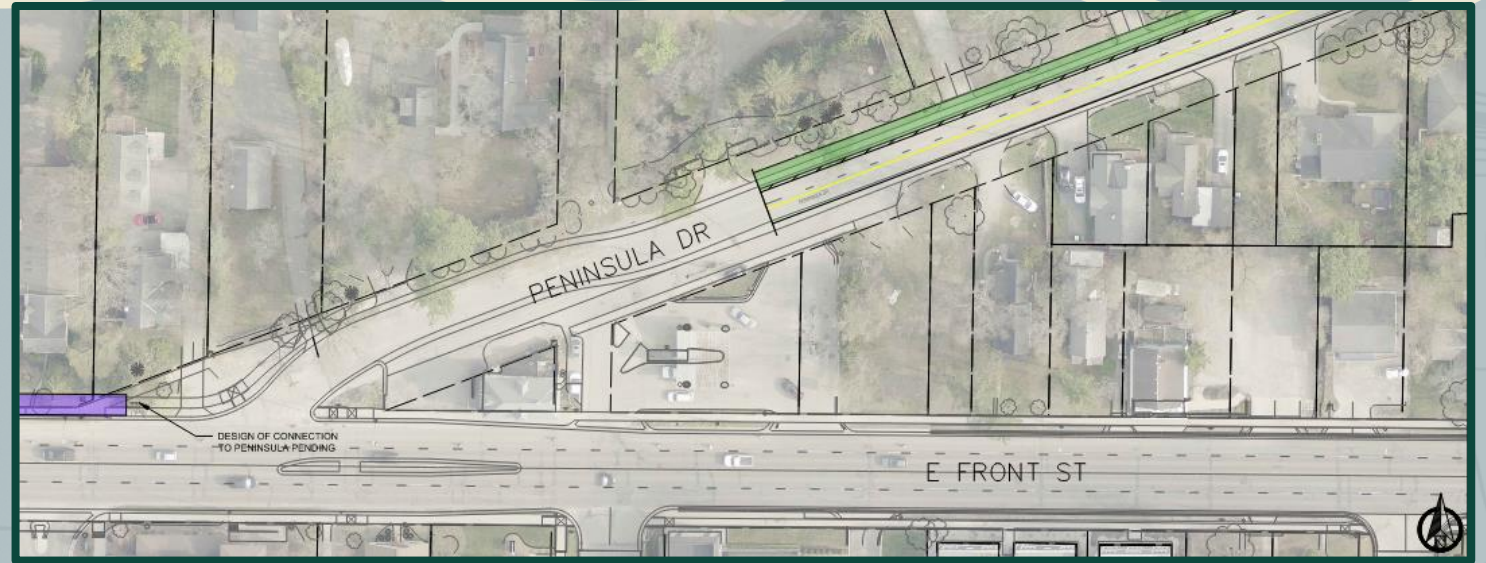
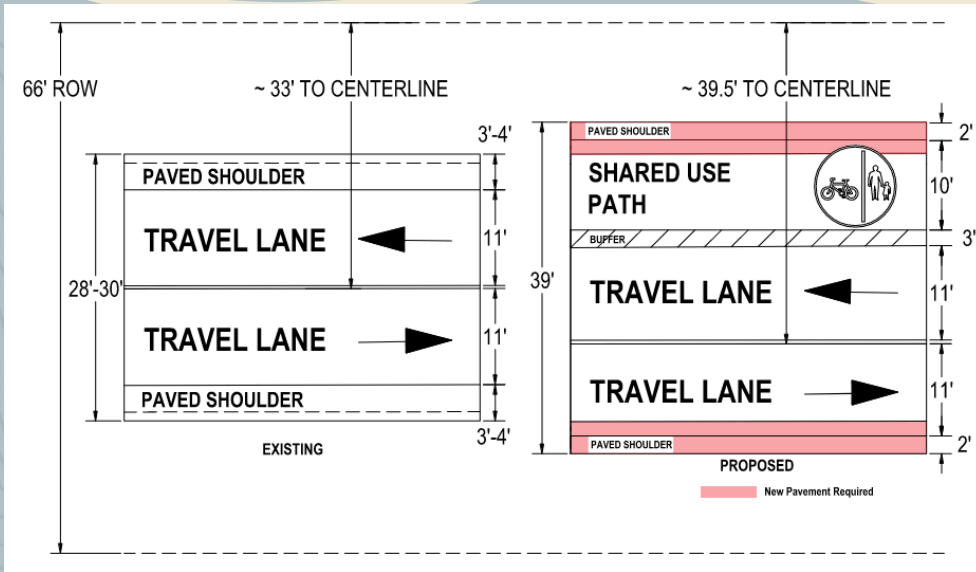
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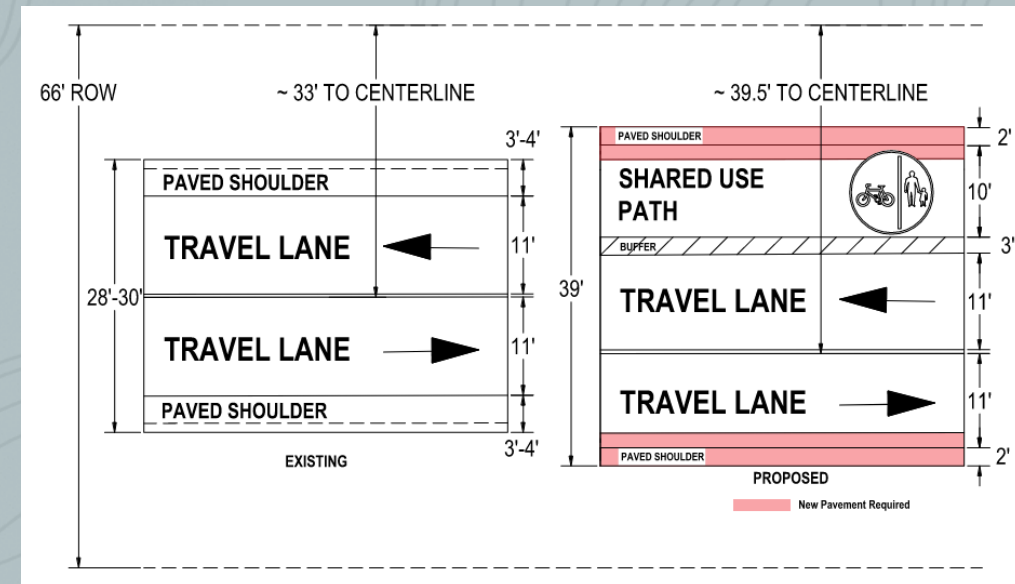
REFINED DESIGN CONCEPTS: PENINSULA ALTERNATE 1



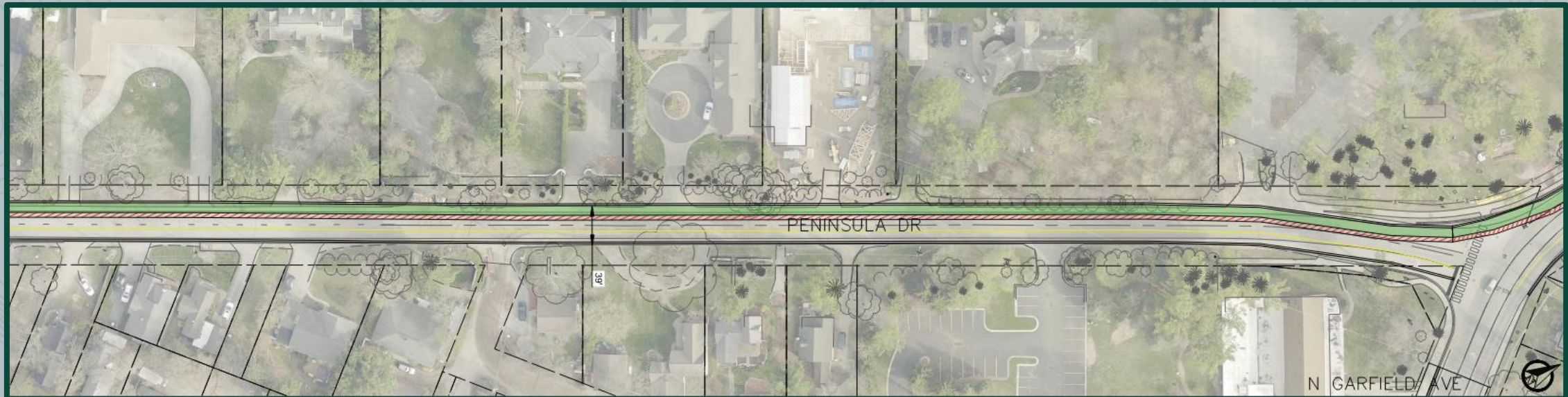
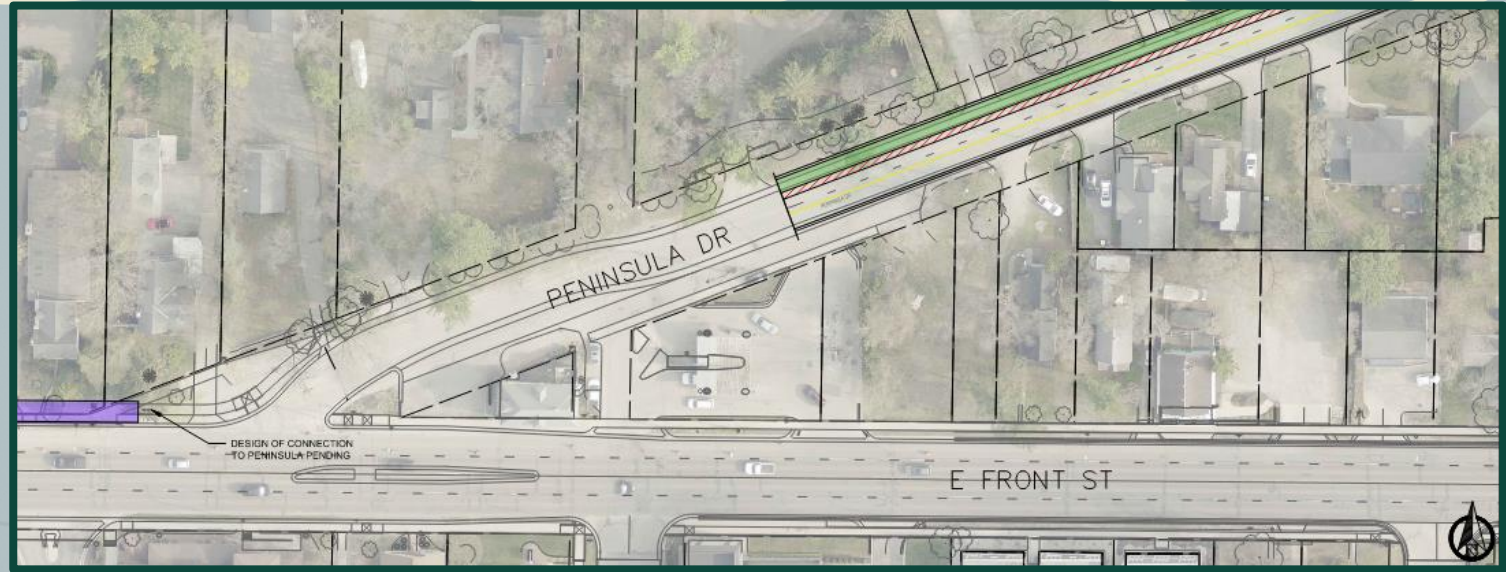
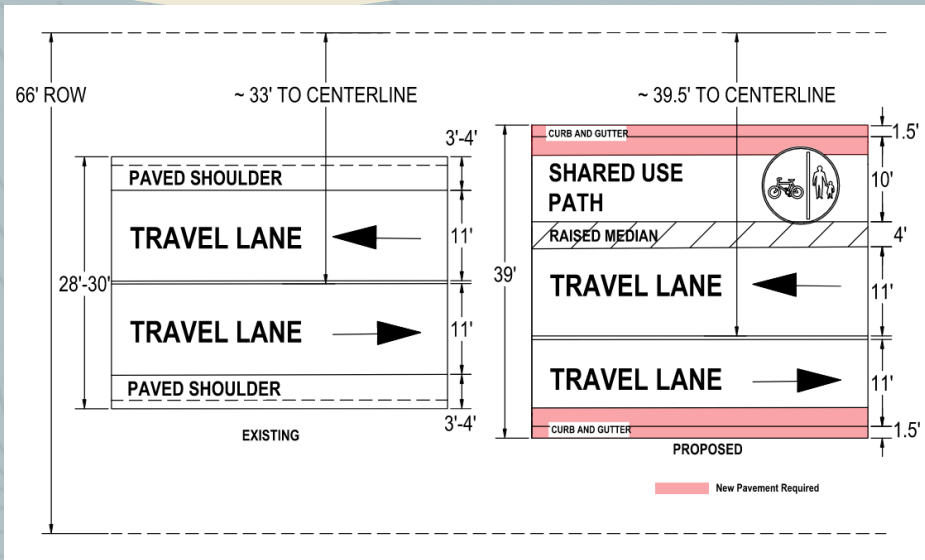
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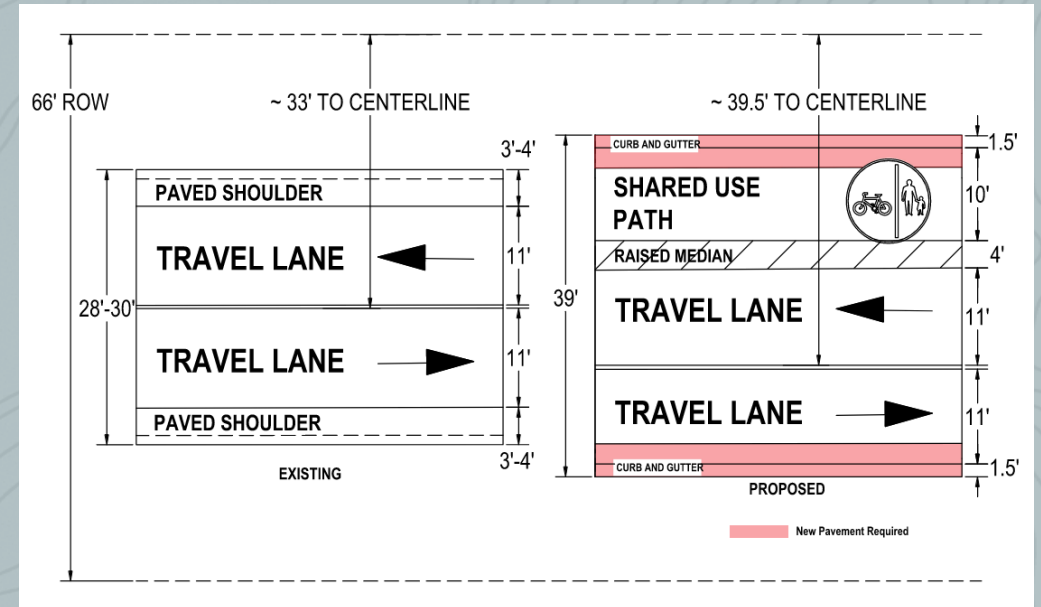
REFINED DESIGN CONCEPTS: PENINSULA ALTERNATE 2



REFINED DESIGN CONCEPTS: PENINSULA ALTERNATE 3



REFINED DESIGN CONCEPTS: PENINSULA ALTERNATE 3



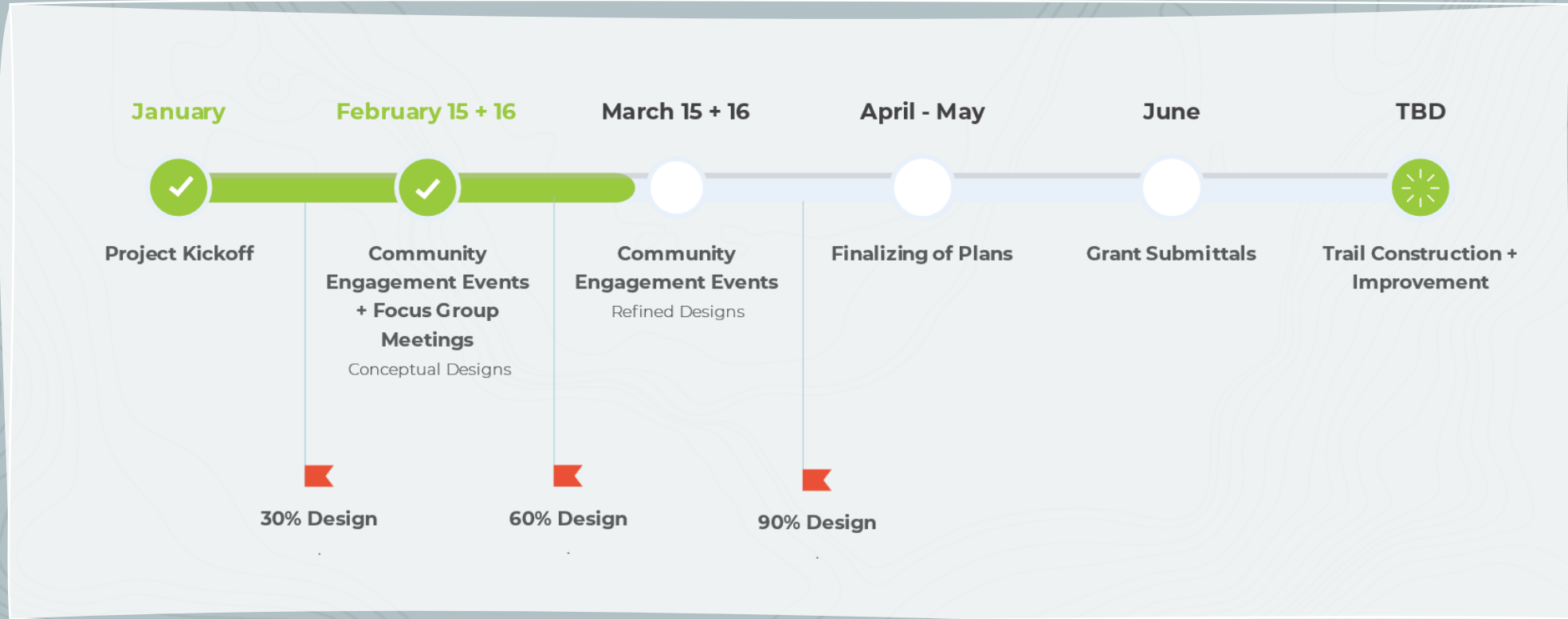
ACTIVITY: TRAIL PRIORITIES AND VALUES

What does the TART Bayfront Trail Improvement and Extension project mean to you? What values should be at the forefront of this effort and what experiences are important to you along the trail?

1. There are four different cards asking questions regarding trail features, portions, values, and experiences.
2. In your small groups, please answer the questions on the backs of the cards. Share any and all thoughts that you have!
3. For the “Trail Portions” card, please place stickers on the printed trail map.
4. We will reconvene in 30 minutes!



PROJECT TIMELINE





THANK YOU!

YOUR INVOLVEMENT + FEEDBACK IS VALUED.

