

City of Traverse City Master Plan

Spring 2023 Engagement Summary

Key Corridor/Areas Design Workshop

The city hosted a public workshop and online survey in April 2023 to inform the design and transformation of these key locations within the city:

- Munson Avenue corridor, between the college and city limits
- 14th Street corridor
- Garfield Avenue corridor
- Garfield Avenue and Eighth Street intersection

Workshop and survey participants were asked to identify what is currently working well and not working at these locations, and what is possible for these locations in the future.

Results from both the workshop and online survey are summarized in this document. It is important to note that this summary does not and cannot include every perspective shared at the workshop or via the survey, nor does this summary align with the perspectives of all community members who live, work, play, and/or learn in Traverse City.

Some readers of this report might find the summary to be very aligned with their experience and perspective (“that’s exactly how I feel!”) while some readers might find the summary to be missing a key perspective or wrong (“this isn’t how I feel at all”). Most readers will find an idea similar to their perspective in the raw comments/feedback on which this report is based. These are provided in original, unedited form in appendices to this report as follows:

Appendix A—Evaluation Comments

Raw comments submitted for *what is working well*, *what is not working*, and *what is possible* for each location.

Appendix B—Visual Preference Comments

Vote tallies for each photo evaluated for each location and raw comments provided on sticky notes.

All readers are encouraged to engage in the City of Traverse City Master Planning process and ensure their perspectives are collected. Learn more at the project website:
www.tcmasterplan.org.

MUNSON AVENUE CORRIDOR EVALUATION

What is working well along Munson Avenue?

- **Commercial offerings and variety:** Participants noted a variety of commercial offerings and businesses along the corridor, including food establishments and retail centers.
- **Residential neighborhoods:** Participants noted a mix of residential areas along the corridor, at relatively affordable price points compared to other parts of Traverse City and relatively fewer short-term rentals.
- **Traffic flow and access:** Participants noted that traffic flows relatively well along the corridor and that maintaining access to businesses and amenities is important.
- **Parking availability:** Participants noted ample parking being available for commercial and office land uses along the corridor.
- **Recreation attraction:** Participants noted nearby recreation destinations like the State Park, public waterfront, TART Trail, and local nature preserves.
- **Land use and aesthetics:** Participants noted well-maintained properties and green spaces along the corridor, including mention of trees, grass, and newer sidewalks contributing to a pleasing corridor aesthetic.
- **Public facilities:** Participants noted the presence of public facilities like the Dennon Museum, Maritime Center, Senior Center, and open spaces as positive assets to the corridor.

What is not working well along Munson Avenue?

- **Lack of design standards:** Participants noted the lack of design standards along the corridor and the need for more appealing and cohesive design elements.
- **Traffic congestion and speed:** Participants noted heavy traffic and high speeds along Munson Avenue, especially during peak times and the summer season.
- **Pedestrian safety and crossings:** Participants noted the need for improved pedestrian facilities, including more sidewalks, safer road crossings, and better access for walking, biking, and rolling.
- **Lack of left turn lanes:** Participants noted difficulties associated with making left turns onto or off Munson Avenue, particularly at intersections and business entrances.
- **Connectivity and accessibility:** Participants noted that Munson Avenue is lacking connectivity between different parts, including the north and south sections of the corridor, and limited access from bordering residential areas.
- **Infrastructure and road conditions:** Participants noted issues with road quality, narrow sidewalks, sloped driveways, curb cuts, and long distances between crossings.
- **Tourism-oriented land uses:** Participants noted perception about the corridor being too focused on tourism land uses, including hotels, motels, and chain retail, with limited amenities and land uses for locals to access.

What is possible along Munson Avenue?

1. Improve Safety and Connectivity

The following ideas were shared by participants to improve safety and connectivity along Munson Avenue:

- Enhance pedestrian safety through better lighting, refuge islands, and safe crossing options.
- Install wider sidewalks, protected bike lanes, and pedestrian paths with barriers.
- Implement traffic calming measures and prioritize non-motorized transportation.
- Improve pedestrian and bike connectivity to key destinations.

2. Maintain Residential Character

The following ideas were shared by participants to maintain residential character along Munson Avenue:

- Preserve single-family homes and proposed zoning.
- Maintain the charm of the area with nice sidewalks and green spaces.
- Limit building heights and prioritize setbacks from the street.
- Preserve existing trees and enhance greenery.

3. Encourage Diverse Commercial and Housing Options.

The following ideas were shared by participants to encourage diverse commercial and housing options along Munson Avenue:

- Avoid an overabundance of hotels and prioritize retail diversity.
- Consider mixed-use buildings with ground-floor retail and upper-floor housing.

4. Improve Transportation Flow and Infrastructure.

The following ideas were shared by participants to improve traffic flow and infrastructure along Munson Avenue:

- Explore Michigan turns and roundabouts to keep traffic flowing.
- Consider dedicated turn lanes and medians with greenery.
- Upgrade roads and improve infrastructure, including signage and signals.
- Enhance public transit options, including bus routes and covered transit stops.
- Improve access to businesses on both sides of Munson for pedestrians.
- Explore the expansion of the Bayline or other public transit solutions.
- Consider creating alternative access streets for hotels and retail.

5. Prioritize Environmental Considerations

The following ideas were shared by participants to prioritize the natural environment along Munson Avenue:

- Prioritize environmental sustainability in development plans.
- Include green infrastructure, such as curb/median gardens and tree-lined boulevards.
- Address stormwater runoff and protect rivers and the bay.

MUNSON AVENUE CORRIDOR VISUAL DESIGN PREFERENCE

Participants were presented with a series of images that could represent the look and feel of the Munson Avenue corridor in the future. Specific feedback provided for each image shared at both the in-person workshop and online survey is provided below. Participants were asked to vote on different aspects that they liked about each image, as well as vote if they felt the building form pictured could work well on the corridor.

What do you like about this image?



Ground floor retail	92 votes
Mix of materials on building face	75 votes
Step-back after first floor	73 votes
Overall, would work well on Munson?	63 votes

What do you like about this image?



4 stories	41 votes
Flat building face	26 votes
Zero lot line (built to sidewalk)	12 votes
Overall, would work well on Munson?	25 votes

What do you like about this image?



Ground floor retail

92 votes

Step-back after 1 story

79 votes

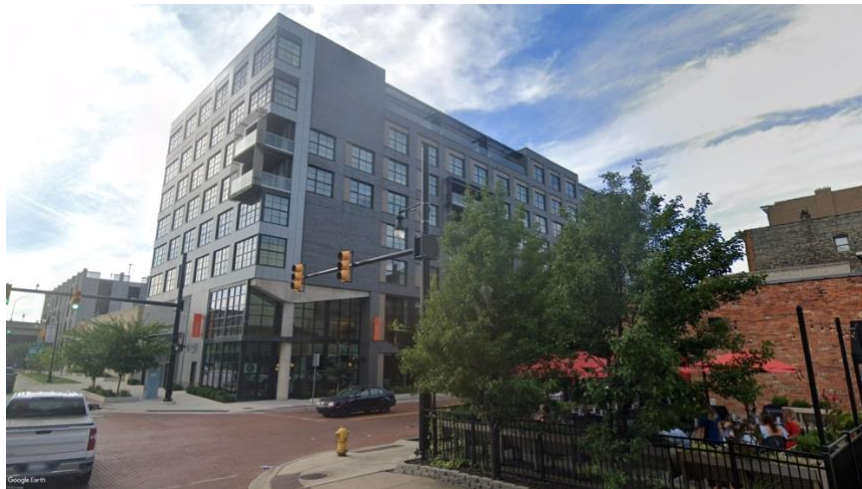
5 stories

31 votes

Overall, would work well on Munson?

49 votes

What do you like about this image?



Neutral color/materials

69 votes

High transparency (glass)

41 votes

8 stories

29 votes

Overall, would work well on Munson?

33 votes

14th STREET CORRIDOR

What is working well along 14th Street?

- **Locally owned/small businesses:** Participants noted the corridor offers a variety of small-scale and locally owned businesses with easy parking access.
- **Access to amenities and services:** Participants noted the corridor provides convenient access to grocery stores, convenience stores, pharmacies, gas stations, car washes, fast-food restaurants, schools, and other important facilities.
- **Proximity to the Boardman Lake Trail:** Participants noted that the 14th Street corridor benefits from its proximity to the recently completed Boardman Lake Loop Trail.
- **Connection to downtown Traverse City, Garfield Township, and residential neighborhoods:** Participants noted the corridor serves as a connector to various commercial and residential neighborhoods and downtown Traverse City via the adjoining street network, including Division, Veterans Drive, Cass Street, and Union Street.

What is not working well along 14th Street?

- **Traffic congestion:** Participants noted there is a significant amount of vehicular traffic throughout the day, particularly during peak hours in the morning and afternoon, resulting in congestion and backups.
- **Need for bike lanes:** Participants noted the need for dedicated bike lanes on 14th Street to make it safer and more accessible for cyclists.
- **Pedestrian safety and access:** Participants noted the lack of visible, maintained, and comfortable crossings and sidewalks for pedestrians.
- **Inadequate turn lanes:** Participants noted the need for turn lanes along the entire stretch of 14th Street to facilitate smoother traffic flow and reduce congestion.
- **Lack of community vibrancy:** Participants noted the aesthetics of 14th Street are not vibrant or attractive, citing missing street trees, vacant yards, and parking lots close to the street, which results in a lack of community vibrancy.
- **Road conditions and infrastructure:** Participants noted that the corridor could use better maintenance and road repair to correct potholes and insufficient road width for the volume of traffic.
- **Traffic signal issues:** Participants noted long wait times at intersections along the Corridor, including Veterans Drive and Division Street signals.
- **Inadequate transit options:** Participants noted the need for improved multi-modal transit options to alleviate congestion and promote alternative modes of transportation and increase corridor vibrancy.

What is possible along 14th Street?

1. Calm Traffic

The following ideas were shared by participants to better manage traffic along 14th Street.

- Add pedestrian crosswalks and sidewalks.
- Add bike lanes.
- Optimize traffic signal timing.
- Add turn lanes.
- Maintain the road surface.
- Improve the streetscape with lighting, landscaping, trees, and other features.

2. Encourage Mixed-Use Development and Housing

The following ideas were shared by participants to encourage mixed-use development along 14th Street.

- Ensure zoning allows for development that combines retail and housing options to create a vibrant and diverse neighborhood.
- Ensure zoning allows for more dense housing to be developed at a variety of price points, including affordable housing.

3. Create Community Vibrancy

The following ideas were shared by participants to create vibrancy along 14th Street.

- Support locally owned businesses along the corridor.
- Ensure zoning allows for commercial and retail uses that support surrounding residential neighborhoods.
- Foster a walkable and welcoming corridor aesthetic.
- Enhance existing connections to the Boardman Lake Loop Trail and surrounding neighborhoods.
- Add public art to the corridor.

14th STREET CORRIDOR VISUAL DESIGN PREFERENCE

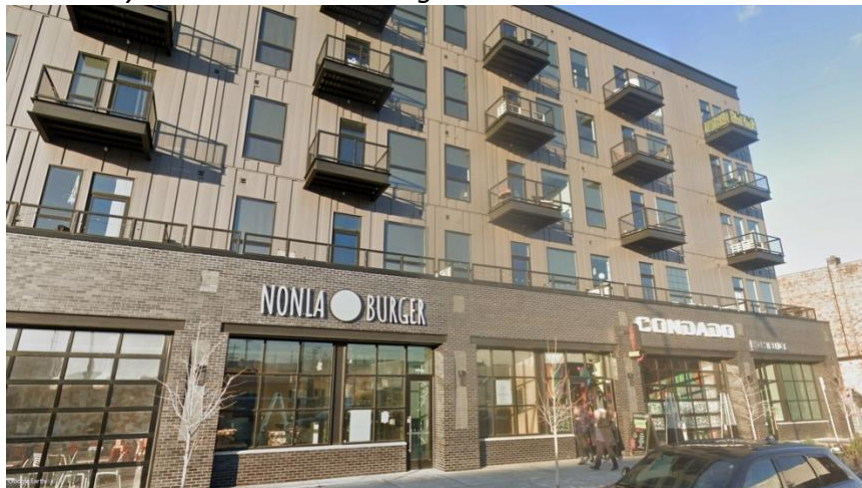
Participants were presented with a series of images that could represent the look and feel of the 14th Street corridor in the future. Specific feedback provided for each image shared at both the in-person workshop and online survey is provided below. Participants were asked to vote on different aspects that they liked about each image, as well as vote if they felt the building form pictured could work well on the corridor.

What do you like about this image?



Ground floor retail	155 votes
Colorful/varied appearance	149 votes
3 stories	117 votes
Overall, would work well on 14th Street?	115 votes

What do you like about this image?



Ground floor retail	139 votes
Step-back after 1 story	100 votes
5 stories	51 votes
Overall, would work well on 14th Street?	66 votes

What do you like about this image?



Ground floor retail

139 votes

Neutral/solid façade materials

78 votes

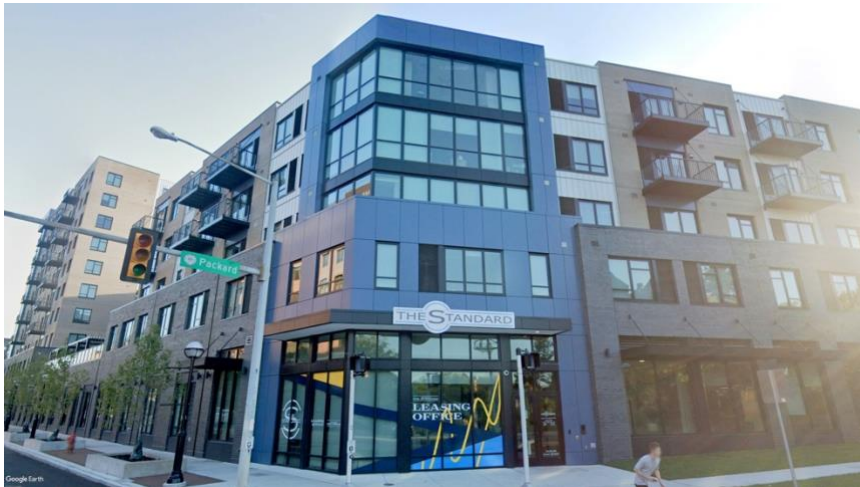
Step-backs at multiple heights

74 votes

Overall, would work well on 14th Street?

60 votes

What do you like about this image?



Mix of materials on façade

92 votes

Step-back after 2 stories

56 votes

High transparency (glass)

44 votes

Overall, would work well on 14th Street?

47 votes

GARFIELD AVENUE

What is working well along Garfield Avenue?

- **Mix of commercial and residential.** Participants noted the variety of businesses, including retail, restaurants, grocery, and goods/services, adjacent to residential neighborhoods along the corridor.
- **Sidewalks.** Participants noted the presence of sidewalks, along with pedestrian crosswalks, as a positive aspect of the corridor.
- **Higher density housing along the corridor.** Participants noted the form of recent higher-density residential development as appropriate for the corridor though expressed concerns about preventing new housing developments from becoming short-term rentals (e.g. Trailside 45).
- **Key corridor for accessing city/surrounding areas.** Participants noted that Garfield Avenue provides a key access point to the city and surrounding areas, including East Bay Township and South Airport Road.

What is not working well along Garfield Avenue?

- **Traffic congestion, flow, and intersections:** Participants noted traffic issues, including congestion, backups, and poor traffic light timing. Some specific areas of concern are intersections, lane configurations, and transitions from multiple lanes to single lanes along the corridor. Participants noted a lack of visibility for traffic turning left or right, particularly at the Garfield and Eighth Street intersection.
- **Lack of bike friendliness:** Participants noted dissatisfaction with bike infrastructure, including the need for better bike lanes and separated pathways to make Garfield Avenue a safer place to bike.
- **Aesthetics and visual appeal:** Several comments mention the unattractive or run-down appearance of the corridor, including outdated or mismatched buildings, lack of green space, and a general lack of visual appeal.
- **Inconsistency and lack of a cohesive vision:** Participants noted that the corridor is disjointed, hodgepodge, or lacking a cohesive plan. Comments highlight issues such as varied building types, strip malls, and mixed-use developments that do not seem to fit together harmoniously.
- **Road conditions and infrastructure:** Participants noted that the corridor contains potholes, poor surface road quality, lack of turn lanes, and confusing lane configurations. Some comments also mention the need for better signage and improved street lighting.
- **Streetscaping.** Participants noted the lack of green space, trees, and street lights along the corridor.
- **Speeding and enforcement:** Participants noted high vehicle speeds and lack of speed limit enforcement along the corridor.

What is possible along Garfield Avenue?

1. Safe and Diverse Transportation Options

The following ideas were shared by participants to create more opportunities to safely utilize Garfield Avenue via car, bike, foot, or wheels.

- Add bike lanes or separate cycle tracks.
- Improve sidewalk conditions and ensure consistent sidewalks along the entire corridor.
- Improve pedestrian street crossings and ensure high visibility for motorists.
- Implement traffic calming measures to slow vehicle speeds along the corridor.
- Improve turn lanes and signage at intersections to improve safety and visibility of traffic turning off and onto the corridor.

2. Vibrant Neighborhood Character

The following ideas were shared by participants to encourage vibrant neighborhood character along the Garfield Avenue corridor.

- Ensure zoning allows for a mix of residential and commercial buildings, with commercial uses on the ground floor and residential above, and at consistent scale and form relative to the roadway.
- Require and/or implement attractive native landscaping, trees, and street lighting along the corridor.
- Engage the community to identify the right building density, height, and design standards for the corridor to result in a corridor form that is interesting and welcoming but not overwhelming to surrounding residential neighborhoods.
- Create small green spaces along the corridor for pedestrians, families, and users to rest and gather.
- Encourage redevelopment of existing properties, including vacant or underutilized lots and shopping centers.

GARFIELD AVENUE CORRIDOR VISUAL DESIGN PREFERENCE

Participants were presented with a series of images that could represent the look and feel of the Garfield Avenue corridor in the future. Specific feedback provided for each image shared at both the in-person workshop and online survey is provided below. Participants were asked to vote on different aspects that they liked about each image, as well as vote if they felt the building form pictured could work well on the corridor.

What do you like about this image?



Ground floor retail	131 votes
Mix of materials on building face	100 votes
Step-back after first floor	90 votes
Overall, would work well on Garfield Avenue?	78 votes

What do you like about this image?



4 stories	62 votes
Flat building face	37 votes
Zero lot line (built to sidewalk)	25 votes
Overall, would work well on Garfield Avenue?	41 votes

What do you like about this image?



Neutral color/materials

80 votes

8 stories

48 votes

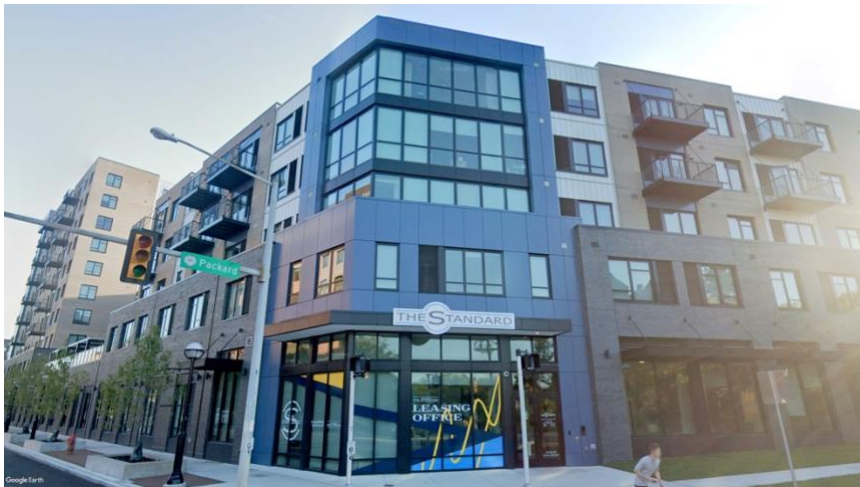
High transparency (glass)

39 votes

Overall, would work well on Garfield Avenue?

43 votes

What do you like about this image?



Mix of materials on façade

88 votes

Step-back after 2 stories

75 votes

High transparency (glass)

50 votes

Overall, would work well on Garfield Avenue?

71 votes

GARFIELD AVENUE AND EIGHTH STREET INTERSECTION

What is working well at the Garfield Avenue + Eighth Street Intersection?

- **Access to goods and services:** Participants noted that the mix of retail, food, and service businesses at this intersection create vibrancy and provide convenient access to goods and services for surrounding neighborhoods.
- **Parking availability:** Participants noted parking availability and proximity to surrounding businesses as a favorable feature of this intersection.

What is not working well at the Garfield Avenue + Eighth Street Intersection?

- **Traffic and congestion:** Participants noted concerns about traffic flow, congestion, and the need for additional lanes, especially for turning movements.
- **Confusing for pedestrians and bikes:** Participants noted that it is confusing and unsafe to navigate service drives in front of commercial businesses at this intersection.
- **Unattractive appearance:** Participants noted that the lack of landscaping, green spaces, street trees, outdoor patio spaces, and buildings of differing scales and forms make for an unattractive and uninviting aesthetic at this intersection.
- **Parking:** Participants noted that there appears to be more parking than is necessary at this intersection and in confusing and disjointed configurations.
- **Inefficient and inconsistent land use:** Participants noted that the current land uses at this intersection feel disjointed and inconsistent, and that the intersection could support mixed-use and residential land uses.

What is possible at the Garfield Avenue + Eighth Street Intersection?

1. Redevelopment

The following ideas were shared by participants to redevelop the Garfield Avenue + Eighth Street intersection.

- Support storefront and façade improvements for existing businesses.
- Encourage a mix of commercial uses that cater to the needs of surrounding neighborhoods.
- Encourage mixed-use developments that create a neighborhood feel, increase density, and maintain an environment to scale with surrounding neighborhoods.
- Improve pedestrian and bike infrastructure and connectivity.
- Improve streetscape aesthetics, including landscaping, green spaces, trees, street lights, and street furniture.

2. Improve Connectivity for all Transportation Modes

The following ideas were shared by participants to improve connectivity and accessibility for all users of this intersection, in cars, on foot, by bus, on wheels, or by bike.

- Add turn lanes and optimize signal timing.
- Add bike lanes and/or cycle tracks.
- Improve sidewalk network.
- Add signage in areas where pedestrians, cyclists, and vehicles are sharing the road/crossings.
- Improve access to public transportation.

GARFIELD AVENUE + EIGHTH STREET INTERSECTION VISUAL DESIGN PREFERENCE

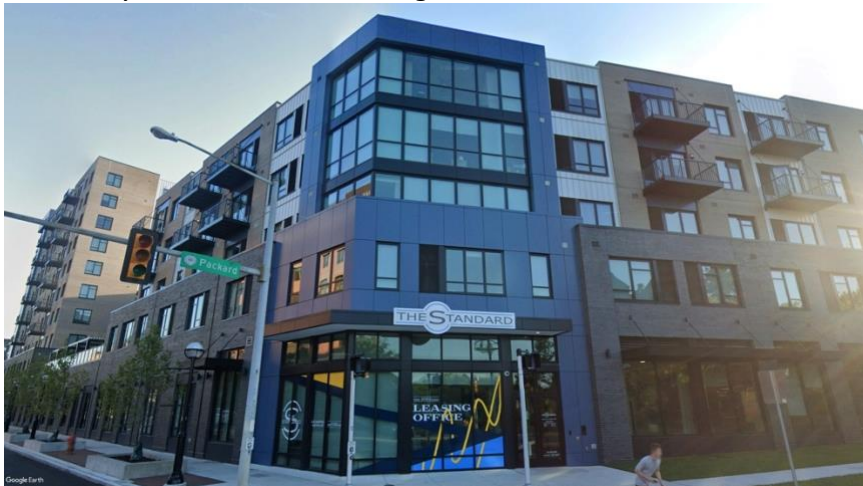
Participants were presented with a series of images that could represent the look and feel of the Garfield Avenue and Eighth Street intersection in the future. Specific feedback provided for each image shared at both the in-person workshop and online survey is provided below. Participants were asked to vote on different aspects that they liked about each image, as well as vote if they felt the building form pictured could work well at the intersection.

What do you like about this image?



Ground floor retail	127 votes
Exposure to both sides	119 votes
3 stories	92 votes
Overall, would work well at Garfield + Eighth Intersection?	91 votes

What do you like about this image?



Mix of materials on facade	72 votes
Stepback after 2 stories	67 votes
High transparency (glass)	38 votes
Overall, would work well at Garfield + Eighth Intersection?	47 votes

What do you like about this image?



Ground floor retail	124 votes
Exposure to both sides	109 votes
3 stories	87 votes
Overall, would work well at Garfield + Eighth Intersection?	79 votes

What do you like about this image?



Exposure to both sides	91 votes
5-6 stories	42 votes
High transparency (glass)	41 votes
Overall, would work well at Garfield + Eighth Intersection?	49 votes

Appendix A: Evaluation Comments

Key Areas/Design Workshop Report

The following original, unedited comments were provided in response to the prompts *what is working well*, *what is not working*, and *what is possible* at each corridor/intersection.

Munson Avenue Corridor

What is working well here?

- Keep mix of residential, even on corridors. We need it.
- Easy travel via vehicles.
- Residential Neighborhoods- w/o STR
- Commercial corridor
- moving cars
- Turn lane
- Variety in commercial offerings
- Good traffic flow
- It moves cars quickly and efficiently.
- No opinion.
- Nothing
- Overall traffic flows well
- General flow of traffic
- Not a lot of tall buildings blocking the view which gives visitors and residents that small town feel. They come here to escape the big city and tall buildings
- Tourist haven
- Multiple lanes and center turn lane
- Getting to and from downtown and M 72.
- Nice and wide open for free flow of traffic
- Traffic flow is fine
- It gets cars in and out.
- Motor vehicle traffic moves efficiently
- Development of corner triangle could /would be WAY TOO MUCH Congestion . Best to cater to walk-in traffic from nearby motels, Condos and neighborhoods. Coffee shops, small retail etc.
- So-so
- traffic is never too heavy through this section
- Keep it close to what it is now.....a corridor into the city.
- Traffic seems to flow well
- Not much.
- Lots of parking available for shopping.
- Lots of businesses. Sidewalks have improved but still need to be added.

- Works for cars.
- Traffic moves well from Eighth to 3 Mile & the road is in great condition.
- Centralization of tourists.
- Not sure
- Views of the water.
- Very little. Beach access at the State Park if you can find parking.
- Parking in the middle, shops on the perimeter
- Traffic flows when there isn't road work
- TART Trail, Hotels, motels, food establishments. State Park.
- Traffic flow except in summer
- Traffic flow is good, while retaining access to businesses via left turn lane. Left turn signals needed at N/S crossings.
- The newly renovated park in Acme, tart trail,
- Large mix of businesses
- Not a single thing
- Traffic is working well. Munson from the college to 8th St. is acceptable to me -- it certainly doesn't need as much attention as some other parts of town.
- It creates a good access pathway across town
- Nice sidewalks and access to amenities.
- MCHC was smart to do separate entrance and no exit onto Munson Ave. The intensity is a good level around the curve by Cambria but not sure once whatever is being built by the NMC campus is up and running.
- Seems to be adequate parking
- Local resources like the state park and Munson.
- The green arrow allowing traffic to flow along Munson Ave where it meets east Front Street is 'unique Traverse City character' and prevents traffic backup -- keep it.
- nothing
- Unimpeded traffic flow
- Bus stops
- It's a US highway, so I guess speed limits. Nice wide space once you get to E. Bay.
- --
- Placement of traffic signals, even if they're not timed well.
- Retail Centers and Services such as Foster Family and Tom's Center. Public Uses such as Dennon's, Maritime, Senior Center, Open Space
- Traffic moves along but much much too fast
- it goes east-west
- As a passage way...but needs a roundabout at Garfield (& Division) & Munson
- Vehicle travel, as stated previously, not always good as drivers tend to travel fast.
- access to facilities
- Generally properties are kept up and are not eyesores.
- Not an area I go to often, so not sure.
- Not much
- 5 lanes
- That space as a hotel/visitation area is good.

- The Civic Center, NMC, and MCHC (Foster Family Care) properties are a plus--nice to look at, a welcome respite from business buildings and parking lots.
- Not much
- some consistent land use, with increasing housing
- Nothing! Stop this! We don't want these large buildings.
- "Traffic flows
- Well."
- Not much
- Moves traffic along
- The types of businesses located along this corridor are well-suited to a larger, busier street that has less foot traffic.
- Traffic seems to move smoothly
- traffic flow
- The speed limit allows quick drive through, but not in the summer
- Funneling traffic as quickly as possible east/west
- Tom's and new gas station
- Nothing
- Not much.
- It's intended design, for cars to move quickly and efficiently across town.
- Traffic flow seems good.
- It works well November through May!
- trees and newer sidewalks
- Like it as it is now
- Turn lanes
- Abundant Lodging
- Nothing
- Smooth, appropriate speed
- Lots of retail
- Traffic flows. The trees and grass along the street are calming
- Not much

Munson Avenue Corridor

What is not working well here?

- Lack of design stds. And tiny set backs.
- Summertime west-bound traffic backs up past E. Front, sometimes Davis St @ College Ave. Light
- Pedestrian crossings- 8th/munson airport access/munson
- Parking too tight at Rite Aid. Entrance on to Munson too narrow (not in this node, but shouldn't be repeated)
- Sidewalks (lack of)
- High speed traffic- better crossings

- Southern portions feel cut off from Northern portions. No good ways for bike, walk, roll to set across (1 dot)
- sidewalks are uncomfortable along Munson
- Munson intersections
- needs left hand turn lights at 8th/Munson
- Access (both east + west) from bordering residential areas
- Poor pedestrian facilities
- safe clear sidewalks pedestrian crossings
- Rapid cycle time at Munson/8th for 8th st. users (1 dot)
- Bikeability, traffic flow. Sooooo many lights.
- not pedestrian / bike friendly. parking lots facing street. not enough housing. too many short-term-rentals
- Light timing
- c3 STRs should be capped (same for Garfield)
- Too much traffic, need the Hartman Hammond throughway
- Too much traffic. The entire city needs a bypass running behind it so that traffic headed west to Leelanau can go around.
- Long distances between pedestrians crossings
- Pedestrian and safe bicycle paths.
- Desperate need of crossings preferably underground
- Minimal pedestrian paths. Due to tourism there is a lot of foot traffic and minimal options for these folks to cross safely that have resulted in deaths in the past.
- Needs a center turn lane
- It's is cheap and ugly-looking.
- No issues
- Constant lane closures and cars able to make left turns wherever
- Volume, construction, overcrowding in summer
- Corner of Munson and 8th I impossible to safely cross as a pedestrian/bike. I have to ride my bike on the sidewalk and then Cross 8th to head west
- Everything else.
- It's not messed up like 8th or Front with traffic calming/narrowing features
- Need sidewalks and separate bike Lanes. The fact that the sidewalk stops in front of old hospital is ridiculous. The redevelopment of the Tom's East Bay Plaza is nice.
- Lack of continuity in pedestrian walkway along the corridor
- Turning in and out of this is dicey at times. The speed limit changes throughout
- Traffic speed is excessive for an urban environment. Biking on the street feels unsafe. Too many driveways, not enough pedestrian crosswalks.
- Drive-in customers!!!
- Small and junky shops like the cannabis shops. Plus the junky motels.
- dangerous for biking/pedestrians; too many curb cuts; tired, unattractive buildings; too many hotels; more of a transitional space in our city, especially for locals; does not feel like it's TC, feels more like East Bay Township
- Speeding cars

- The green light is too short when trying to turn left from 8th street onto Munson Ave from the East Bay side.
- Having buildings too close to the road can be of concern for pedestrians and bike riders as cars exit parking lots . Example Rite Aid parking lot into Front street. Accident waiting to happen.
- Sidewalks are too narrow and right next to speeding traffic with sloped drive entries. No speed enforcement. Long stretches between crosswalks. No fence along the Civic Center, especially where the Norte building is.
- Gets congested.
- Traffic is a nightmare. Smart traffic signals would help. Enforcement of noise ordinances as it relates to vehicles. Slowing traffic to reduce noise and calm things in general would be good. Lots of low single story buildings. Not enough safe street crossings.
- Not many safe opportunities to turn left out of hotels, restaurants, and activities.
- I see tourists and visa workers walking/biking in ways that are unsafe because they have no other choice. The sidewalks are not maintained and it's very difficult to cross. Sidewalk is way too close to the road. It's lethal. Crossing at Eighth and Munson is scary, too.
- Not having a left turn lane from Garfield to Front St is a nightmare.
- Heavy traffic
- The traffic is so bad in the summer I almost never use Munson (or even travel to the east side of town). Aside from hotels, very little in terms of food or services in East Bay Township, so tourists really need to be able to get into downtown TC.
- "Limited views and access to the water. Monolithic resorts make it feel like you have to pay-to-play. M.C. Beach is hammered by road noise and crowded thanks to the campground, and lack of other access points.
- Services are spread out, and grocery options very limited. Making it very challenging for those without a car. "
- The Toms shopping structure recently got painted the worst blue and it looks awful, sticks out like a sore thumb and simply doesn't belong in Traverse City in terms of the look and feel. Such a shame
- Rush hour traffic is pretty bad.
- The traffic is atrocious.
- Walkability, no amenities for locals or for visitors within walking distance, impossible to cross the road or make a left hand turn out of businesses.
- "Allowing left turns becomes a real problem. Turning onto Peninsula Drive at the blue goat should be eliminated. Turn that into a cul-de-sac and force drivers to go to the light at Garfield. Or make it one-way, only, leaving the peninsula, but disallowed drivers to turn left there.
- "
- Heavy heavy traffic. When I work in the area I plan the route to not include any left hand turns
- Too fast traffic.

- To much traffic, dangerous situation trying to cross the road on foot, or trying to make left hand turns.
- Summer traffic
- Traffic! Too fast, not enough sidewalks or pedestrian crossings, too difficult to turn left out of businesses. Also, not enough restaurants to service the hotels.
- Left turn signals needed at N/S crossings. I imagine pedestrian crossing is poor, but I do not attempt in this area.
- Vacant properties, few restaurants, few parks, too focused on tourist and not local, year-round interests.
- Congestion
- All of it
- Munson from 8th to the City border is too commercial, but is under tremendous change and most of that will soon be set in stone. I wish there was something that could be done to insure a more cohesive, and pleasing look to this area. It is probably too late.
- Congestion, left turns stopping traffic, no center turn lane
- Narrow roads, broken road structure - needs to be repaved badly.
- Mostly everything- East Bay Plaza is a nightmare. Parking at any of the businesses is difficult because it is so tight. Entrance/Exit is almost impossible not to scrape your car or slow down enough to hold up traffic and cause road rage. The light at E 8th and Munson is terrible and people run it all the time. Very difficult to make a left turn onto Munson Ave when headed away from East Bay. Wenonah/East 8th intersection is too close to Munson/East 8th intersection. Entrance/exit of the old Victorian Inn and the BP gas station add to the mess.
- Sidewalk too narrow too close to road. Unsafe for bikes.
- Road crossing. Lack of non-fast food options.
- Speed limit enforcement.
- more sidewalks/ bike paths
- Munson/8th intersection
- Many of the strip malls are outdated and need a serious overhaul. We need a left hand turn lane all the way down Munson, not just part of the way.
- Pedestrian crossing, speeding traffic, pedestrian protection at crossings, pot holes, ability to turn left
- "Lack of center turn lane in sections, turns into hotels on the North side are s#! show as are turns into businesses & side streets on the south side.
- Blue Goat/ Old Mission turnoff
- Too many access points for the speed limit"
- traffic going as fast as they can to get into the city. no easy crosswalks with access to the beach
- Not enough pedestrian crossings. Very uncomfortable to cross at 8th and Munson. Speeds too fast along Munson. Not a complete street! Where should bikes go?
- Not sufficiently familiar with this area to have an informed opinion.
- No center lane
- Single Family residential, small scale strip commercial, left turns--access to small scale residential--lack of turn-around opportunity, poor pedestrian and bike access

- Too many in and out access drives
- super unsafe for nonmotorized persons in many many places. also loud and unfun to be on for any period of time
- Some area appears disjointed & ugly. My husband , I and many of my friends can't stand that row of houses across from Burger King. They're packed in like sardines with very little greenery. Please consider this when you grant contracts.
- The sidewalk is practically in the travel lane and there is no dedicated space for bikes. Hard to cross north to south and vice versa. It is very noisy. There are a lot of curb cuts and wide crossings at intersections where city streets meet Munson, Davis Street is a good example of this. The intersection of Eighth street is not great for anyone but drivers. The sweeping curve where it changes from Front into Munson is terrible to cross. Cars frequently drive through the light at Fair/Front & Munson.
- No left turn lane between East Front and Eighth
- Traffic backs up, need streetscape and trees/shade.
- Road and sidewalk conditions. Terrible pedestrian/bike connectivity across Munson where front intersects. It would be nice to increase density (i.e. multiple fast food in one short plaza vs. standalone.
- It's difficult that if you need to get from the west side to Williamsburg or farther, there's no other way around and the bottlenecks get bad.
- Turn lanes on Munson between 8th and Fair Streets
- Road surface. Turn lane
- Could be 55mph, it's always a bottleneck in summer construction
- "Traffic speed is dangerous
- People trying to safely cross is a nightmare"
- Need some traffic calming at Fair/Munson ave intersection. Many people run red lights, speed through the area and a lot of drunk drivers. The light and NMC's sign have been damaged on multiple occasions in the last five years sometimes more than once in a single year.
- Munson is a barrier to locals. It's almost impossible to cross safely. (I have lived on both sides.) The corner of 8th and Munson is particularly hazardous--especially on foot or by bicycle. There is a big lack of sidewalks--particularly on the north side. Existing sidewalks are often impassable in the winter.
- It is difficult and unsafe for pedestrians to cross (not enough crosswalks). Lack of turning lane in some parts is dangerous.
- Too many pot shops
- Everything. Keep our neighborhoods!
- Heavy traffic, dangerous for pedestrians
- Traffic is close to peds and bikes, very noisy, exhaust unpleasant
- Making a left turn onto 8th Street is dangerous as the little hill means you can't see oncoming traffic. So hard to get out of businesses onto Munson.
- this intersection needs to be straightened out so one doesn't have to twist their head around to see south bound towards acme
- Difficult to make left hand turns, timeline of traffic lights at 3 mile and 4 miles makes traffic slow way down in summer, no place for pedestrians to cross

- Road quality, easy of access to businesses and residential units. Alley between State and Munson needs work
- Unsafe for cyclists and pedestrians. Hideous development
- People cut to Munson from Peninsula drive via Rose st. behind Blue Goat causing traffic flow issues for cars driving onto Munson from Peninsula drive. Left turn traffic from Munson onto Oak street impedes westbound traffic and is at times dangerous. Indigo is too close to the road and sidewalk along this building is scary!
- Backs up at rush hour
- Too much traffic, no dedicated turn lane, no buffer between sidewalk and busy, fast moving traffic, road conditions are abysmal,
- Speeding, unattractive
- Pedestrian friendly design and access.
- Major deaths along this area because there is not appropriate crossing areas. Turning left out of businesses.
- Mixed uses,... not much can be done at this time.
- Few safe crossings for pedestrians between lights at Eighth and Fair/College. Summertime traffic westbound backs up from College/Fair light almost to Davis St. Timing of light at Eighth and Munson often allows only one or no vehicles to access eastbound Munson from the north.
- Dangerous left turns in and out of businesses. Lack of pedestrian crosswalks leads to people darting in and out of high-speed traffic. Lack of connection to the water. Sometimes the Culver's drive through line spills into the road- same at some hotels. Not walkable due to curb cuts and high speed traffic.
- no cycling facilities, incomplete sidewalks?
- Strip malls, lack of sidewalks. Difficult to turn left onto 31 resulting in cutting through neighborhoods.
- Lots of traffic.
- Pedestrian access
- No sense of community. Disconnected pedestrian access from retail and lodging
- No biking, no walking, only hotels and chains.
- Traffic is fast and dangerous for pedestrians (especially tourist visitors who might otherwise be interested in walking/biking into town)
- No left turn lane, intersection at 8th bad
- Interruption in left turn lane. Flow of traffic
- Starting to look like Anywhere USA.
- Too busy, with fast traffic and little pedestrian cross walks
- I generally enjoy the drive along Munson Ave. except during heavy traffic

Munson Avenue Corridor

What is possible here?

- Keep single family homes w/ proposed zoning v. commercial zoned that allows partial STRs. (1 dot)
- Yes (arrow pointing to the above)
- Better intersections for walk, bike, run
- Pedestrian safety
- Enhance the "museum district" add more public art.
- Pedestrian/bike connectivity to Tom's/East Bay Plaza
- Realign 8th & Munson intersection- improve safety (1 dot)
- Re-configure 8th + munson intersection
- Refuge islands along Munson for better crossing
- Pedestrian lighting
- Safety for all mobility add bus pull offs (1 dot)
- more housing. more building height. better non-motorized transpo lanes.
- See above
- Diverse commercial and housing variety
- Need to keep it residential for some and create nice sidewalks
- More retail, and not just the ridiculous flood of dispensaries.
- Road diet similar to 8th street
- Wide sidewalks and protected bike lanes.
- Underground crossings
- Wider sidewalks, pedestrian paths, safe bike lanes with barriers from traffic.
- Pretty crowded already... Maybe bus cutouts to keep things moving
- none of the above, your survey is flawed
- Fix the roads and curb/median gardens!!!!
- It's fine as is. Being most of Munson runs by the bay with MANY RESIDENTIAL properties on either side, it needs to stay small and charming.
- The traffic patterns should prioritize uninterrupted east/west flow and force limited left turn opportunities
- Right turn lanes for westbound traffic at intersections. also needs pedestrian bridge crossings (above traffic) - bridges to get over from new hotels. It also needs a very large restaurant/ bar or two. More volume dining options near hotels.
- I think your questions are backwards. You are asking about which buildings might work where, but the first question should be what will the corridor be used for? Munson should not have the same use as 14th, but some of the building choices overlap. Decide the use and the buildings will follow.
- We must have free flow of traffic continued
- More pedestrian overpass walkways like at the State Park. Don't tell me they're too expensive and you can't make them universally accessible. That is a cop out. Don't be lame.
- Add sidewalks that connect to each other

- A larger protected sidewalk/bike lane out of the road. Maybe more trees or something to make it look nicer.
 - Big canopy trees, decorative, pedestrian scaled lighting. Frequent well marked crosswalks.
 - Not as bad as Garfield and 8th St. near and east of Garfield.
 - Housing; more gateway features; multimodal possibilities
 - All kinds of buildings
 - Sidewalks moved back from the road with space for bikers. Speed enforcement. No pot holes.
 - Resort area.
 - Taller but not tall buildings. More landscaping.
 - I think we should consider adopting the traffic pattern that Grand Rapids uses with the Michigan Turnarounds on this road. I think it would reduce accidents from people trying to turn left across 5 lanes of traffic.
 - Please get the sidewalk away from the road and make it much wider and keep it maintained. Somehow there needs to be safe crossings... bridge over Munson? Also seems underutilized for multifamily housing.
 - public transit options between the hotel strip in east bay township into downtown. More retail/restaurant/entertainment options near the hotels themselves.
 - "Stop beachfront building. Period.
-
- Require any current single-story properties to remain so in the future, and on the same building footprint. Wherever possible, add and improve public access points to the beach AND the Tart trail. The Tart trail feels under advertised and underutilized in the East Bay Area. "
 - Let's keep the trees! Let's add more green! VERY concerned about this becoming a "hotel and restaurant row" with not enough green area. Also would be nice if it was walkable. But mainly- let's be SO careful about this becoming a hotel row without any green areas or charm.
 - Not a lot. The water needs to be prioritized and there's already too much traffic. The only thing I would be happy to see added is more space for children and families, whether that's retail space (in already constructed buildings), or something like a splash pad that easily accessible to locals (as the yacht club has successfully taken all of our parking at Clinch).
 - Increase walkability and thoughtful development - not just more hotels!
 - This is the main Corridor into Traverse City, yet, it is the most frustrating entryway due to traffic and poor traffic management.
 - I think it is fully actualized unless there is a future public transit option.
 - Unless TC creates a bypass this is the closest we will ever have to one. It's simply a means of getting from A to B.
 - More retail and restaurants would be nice. Speed limit is too high for this busy area. No businesses above 3 stories please!
 - Limit road access by having limited or shared driveway access to the highway.
 - More pedestrian bridges for safety

- A tree lined boulevard with Michigan lefts and pedestrian crossings. Speed limit 35 mph. Buildings with restaurants and retail on main floor with hotel on upper floors.
- More hotels, perhaps?
- Widen the road consistently
- More car lanes, bike lanes, lighting, walkability, zoning should mandate ground floor retail.
- Make sure that Munson from NMC to 8th remains a pleasant area to drive in -- add trees and pretty low lights. Don't allow any buildings taller than the hotels, like Cambria. Make sure that the buildings are set back from the street, with green space in front. Make this a pleasant drive into town.
- Wider lanes, middle turning lane
- New road, wider road, turn lanes, pedestrian friendly walk ways to cross the road
- None of your big buildings will work here. The intensity is already too great along this corridor. Certainly, angled street parking is a terrible idea. Maybe a taller building by NMC if it could be controlled by lights and turn lanes.
- "Should be room here for multiple covered transit stops that would serve both business, medical, and neighborhoods on both sides.
- Existing Bayline is a great idea, please extend at both ends, and enhance with more frequent busses and more covered stops"
- A seasonal traffic light at Delamar to allow left turns onto eastbound Munson during peak tourist season.
- less building
- A corridor that slows the cars and serves all users
- Not sure since it would require investment by owners of the mini mall buildings to update them. Also whether a left hand turn lane is possible or not is questionable as some building has been allowed to occur very close to Munson road already.
- Michigan turns, pedestrian bridges and tunnels, left turn arrows at all lights
- Center turn lane for hotels & businesses, Old Mission & side streets.
- look up Sedona's scenic road system with roundabouts and bike lanes. also: we could be a Dark Sky City <https://www.flagstaffdarkskies.org/international-dark-sky-city/>
- Unsure
- Better traffic flow
- parkway like character, defined left-turns, setbacks, more services and public uses
- Center median and slow the damn traffic down
- "FIX 8th & MUNSON intersection. TOOOOOOOO BIG! get a roundabout!
- more vegetation. chunk this corridor up and give very different vibes for each segment."
- Would love to see more of the 8th St Health area format on Munson as feasible. And of course keeping Climate Change in top of mind! Contracted new buildings required to put solar on the roof, all electric appliances, furnace, & air conditioning in the condos or apartments. Plus make them all affordable forever for young people & workers in town. First floor retail with 2nd & 3rd floors for rental or sale. The buildings setback with trees our bushes & seating. When there is only sidewalk between the condo & street, it is ugly.

- Narrower vehicle lane width would allow for better sidewalks and bike lanes. Narrower crossings at city streets meeting Munson ave will create better walking conditions but also re-configuring them will force drivers to make a proper turn rather sweeping turns when they see a gap. Reduce the amount of curb cuts along Munson. The Munson and Eighth street intersection needs to be redesigned to narrow crossings and less sweeping turns for drivers. Multi-use buildings with height and housing. Less seas of parking. Refuge islands or HAWK signals. Space for trees in the ROW would reduce noise in the neighborhoods and protect pedestrians.
- Having a median with cut outs for left turn throughout this corridor would improve the appearance and traffic flow
- Need to widen the road or enhance traffic signalling to reduce backup. This is a main artery for tourists it should be a beautiful road with landscaping and outdoor dining areas as well as enhanced sidewalks and bike lanes.
- Pocket park? Better sidewalks and road crossings!
- Roundabouts would keep traffic flowing better.
- Above improvement
- Dig a trench, put the road in it. A tunnel or lowered walled road would remove the eyesore of traffic along the bay
- It could be so much more bike and pedestrian friendly for visitors and residents alike. I would love to see the college more open and visible from the street. Additionally, there could be more mixed use space along the street as you get into the hotel area.
- The City has a unique opportunity to improve the Munson/8th St intersection as businesses on both the north and south sides are for sale. Perhaps purchasing these properties would allow for a drastic improvement to traffic flow and safety. Add MANY more sidewalks connecting neighborhoods and business locals would want to frequent (medical facilities, doctors' offices, grocery, Civic Center, etc.).
- The planners in this town just keep saying more density, more roundabouts. I'm calling BS on this. You need to take care of all of the current infrastructure before adding anymore strain to the current system. Use you head!
- as with other areas with increasing housing, more attention to pedestrian and bike access. and e-bike consideration.
- Fewer hotels, safer crossings, better views
- Left turn arrow at 8th. Slow traffic down; some of that is residential!
- straighten it to make it safer for all
- More pedestrian bridges across
- Prioritize non motorized, add greenery and runoff areas to protect rivers and bay. Add trees to cool pavement and concrete.
- Decades of poor planning limit the possibilities along this corridor (and E Front east of downtown) but with enough redevelopment this could be a dense and bustling part of town.
- Close section of Rose Street behind the Blue Goat; no left turns onto Oak street from Munson. No more zero lot lines allowed anywhere in the city!
- Need to expand the width of the road to allow for dedicated turn lanes, need to place emphasis on pedestrian infrastructure

- Add median with greenery, crosswalks,
- More traffic calming and pedestrian safety options.
- Areas to make Michigan lefts would make it much less dangerous. Safe crossing areas for pedestrians & signs encouraging pedestrians not to cross.
- "Allow safe access for all from the north to businesses on the south side of Munson.
- Why were the 2-3 story colorful building options shown at Hickory Hills eliminated from the building options below???"
- ?
- Slow down traffic. Hotel and retail access street behind them instead of only accessing from Munson. Streetcar or light rail from downtown all the way to 4 mile so there are fewer cars.
- protected bike lanes or cycle tracks
- More hotel and businesses.
- Larger sidewalks and additional trees
- Slower speeds and pedestrian friendly
- Having a 5 lane highway as the only point of access doesn't work. Visitors have no options but to drive to everything.
- Safe roadway that allows people to pass through while also incorporating safe bike/pedestrian infrastructure to allow hotel guests to safely travel into downtown.
- Continuous flow of traffic. Stop lights working together like big cities where the traffic keeps flowing.
- "Crosswalks
- More trees"
- Boulevard and lower speed limit

Munson Avenue Corridor

Additional ideas (Sticky notes)

- Please consider an attractive welcome to traverse city w/ trees- not a tall building on the edge of town
- Be mindful of the commercial and it's impact on the neighborhoods should fit
- Open space + green is still a good thing! (1 dot)
- Add bus stop amenities and pull offs
- More retail
- Reframe area as "gateway" to TC
- Why do none of the visual options show tree lawns? (1 dot)
- Ugh! As bad as Rite Aid! (1 dot)
- Good spot for new apartment buildings -right on bus line to downtown
- This munson corridor has major assets- the museum and the civic center. Have those places remain the center of the area. (1 dot)

Garfield Avenue Corridor

What is working well here?

- Civic ctr.
- Keep mixed residential, even single fam. Homes, rather than commercial that includes STRs
- 2 lanes of traffic
- Civic Center (two stickies have these)
- Civic Center is a gem (2 dots)
- Crossing is ok could be better
- Sidewalks
- moving cars north & south
- Not much
- Traffic flows okay
- Sidewalks, traffic seems to move steady
- Good traffic flow
- I guess it's ok if you're a business that loves strip malls, or a dealership.
- Not much
- Bike lane north of Parsons, but traffic is dangerous.
- Overall traffic flows well
- 4 lanes
- Not much
- Traffic moves along except at Hannah
- Nothing
- I like Garfield north of 8th Street
- Traffic flows much better here than on 14th Street!
- Not much, the new lane shifts create tourist choke points that are not intuitive and although bike traffic has its own lane drivers are too distracted turning into retail places for it to be a safe setup.
- Two lanes and a center lane works well from Hammond into town.
- Great alternative corridor to get from east side to west side avoiding downtown. Mixed use with lots of businesses and plenty of free parking is nice.
- Overall traffic flows well until the bottlenecks and confusing turn lanes at Hannah and 8th streets.
- Nothing. I avoid Garfield as much as possible.
- Bardons.
- Limited traffic flow prevention barriers
- Not much.
- 2 traffic lanes for most of the road
- It is wide enough.
- The many lanes, and it gets cars to and from the city
- The recent narrowing of the street from 4 to 3 lanes.
- Center turn Lane

- Not much, because of the way it is being developed in a way that I consider to be junky, kitsch, trashy.
- Traffic moves fairly well; there is a mix of buildings/architectures; most buildings are set back from the road
- Garfield is used by motorists to get from south of town to downtown, it is part of the "square" that commuters/tourists/ workers use to drive into TC. avoiding congested intown streets.
- variety of business types, traffic is not too bad along this corridor
- Limited number of curb cuts for driveways into business areas keeps traffic moving fairly well.
- Lane reductions have worked well.
- traffic flows well south of 8th
- Most buildings of lower height. Some accommodations for crossing of bikes and walkers. Speeds are not too awful north of 8th street.
- Decent traffic flow. Access to TART and parks, close to neighborhoods.
- Good flow
- There are side walks now all the way down. Has some interesting businesses.
- Traffic lights holding longer
- Gets people in and out nicely
- I think the traffic flows well south of 8th street on Garfield Ave.
- Not much..
- The crosswalk in front of the school is clearly marked. When I'm driving I always stop for others, but when I'm on my bike it seems like drivers don't understand they're supposed to stop.
- The traffic moves pretty well.
- Handles lots of traffic
- Everything south of Parsons seems to work well.
- good throughway headed OUT of town
- Relatively easy to drive, wide lanes, can see business names.
- n/a
- Variety of businesses.
- Variety of businesses
- Smooth Flow of traffic.
- Not much!
- North/South roads
- I use this daily. Besides some rough patches the updates to the road have been great and considering the amount of traffic it has held up well
- No tall buildings.
- Where there is a center lane, it helps traffic flow. Variety of businesses, road setback with businesses' having parking in front. Traffic lights control traffic flow and speeds. Major north and south corridor.
- Easy to travel 4 lanes of traffic, well timed lights
- Apartments near the TART trail
- Traffic South from Hannah

- Lights are timed well.
- The amount of lanes
- 4 lane portion is ok
- Traffic is working well along Garfield, although some have questioned the latest configuration south of the corner of 8th and Garfield, and whether it was better before. There are lots of businesses and offices that are convenient to nearby property owners; one can obtain groceries, dental care, auto supplies, and many other things easily in this neighborhood.
- Lots of businesses
- The new pavement at the bottom of Garfield. - much smoother and nicer on vehicles.
- Newer small homes and businesses. Building access with parking adjacent.
- It is a pretty good north south route
- Not much, except that most businesses have enough parking, and the parking lots are usually enough connote each other and side streets to make driving ok.
- Mix of residential and commercial.
- nothing
- High speeds and few interruptions for cars entering and exiting the city
- It is fine most of the year, excluding fall and summer.
- Even with heavy traffic it's relatively easy to drive and get where you need
- access to some amenities
- Good improvements from Front St south to Hannah.
- Slowly improving traffic flow but a lot of work still needs to be done, especially between 8th and Front.
- Traffic flow
- "Traffic generally moves well until reach 8th street.
- Airport causes large gap in development which reduces congestion.
- In truth, Hastings has become a major traffic corridor, which unloads some of Garfield traffic."
- Major corridor
- In town retail, link from bay to S. Airport. Smaller scale 'round the corner' uses like Pine Hills, O'Leary's, DeWeese provide character
- South of 8 th traffic moves along although much too fast
- Some bike lanes, general timing of lights
- lots of services
- Vehicle travel but as stated regarding 14th street that isn't necessarily good in that they tend to travel fast or attempt to travel fast. The new bike lanes are amazing to get north or south rapidly. The reduction in vehicle lanes is also nice for crossing east or west.
- As a passage way it works well.
- I like the lane reduction between Hannah and US-31 that was completed a few years ago.
- Businesses set back from street
- Redevelopment closer in to town seems to be going well and is a mix of commercial/retail/residential
- Not sure

- Multiple lanes
- Mix of businesses and residential areas is good. In general traffic flows well.
- "Flow of traffic
- "
- Road updates have made it better for traffic flow and pedestrians.
- I like the variety of different types of stores and retailers. Good sidewalks. Traffic flow seems to be good too.
- The little malls are old and dates they need facelifts for sure. Many of them present a run down , not thriving image.
- Going from 5 lanes in Garfield Township to 3 lanes in TC slows/calms traffic. I LIKE it. During the winter, sidewalks are generally not passable due to snow plowed up from the street. The pedestrian island at Washington is VERY helpful.
- Traffic usually doesn't get backed up.
- It's okay as it is
- It is a reasonably effective north-south vehicular route.
- Nothing. I don't like any of these for 14th. That is a neighborhood.
- Four lanes with turn lane from Hannah south.
- Traffic flow.
- Stable set of businesses
- Doesn't work well
- Traffic moves along, not many stops
- I believe the left only lane at Parsons/Hannah was an improvement.
- Lane usage in good. Traffic seems to flow well.
- Not much
- Narrows to two lanes for oak Park neighborhood
- leave it alone
- Fairly good traffic flow with timed lights
- Not much
- The addition of more residential units
- South of Eighth it serves as a thriving commercial corridor with a variety of business types and construction styles. The traffic transition from 4+ lanes and high speed limits near South Airport to 2 lanes and a 25 mph limit at Hannah actually seems to work, most of the time.
- Important route
- Protected bike lanes now extending to TART
- Traffic flow south of Parsons moves well most times.
- Good mix of retail and residential
- Funneling cars as quickly as possible north/south.
- Creating more traffic
- Multiple lanes, multiple lights to slow people down.
- Effective road to travel on but honestly I do not drive on it often
- Most of the pavement is in good shape.
- Nothing really works well, but especially the congestion between E. Front and Eighth St., after reducing the number of traffic lanes.

- speed of travel
- Slower traffic closer to town.
- 4 lanes
- Decent traffic flow south of 8th and Garfield
- Moving vehicle traffic North South
- Five lanes until town
- Business mix is good
- Traffic flow
- Lots of retail. Traffic moves.
- 45 MPH crossing the airport zone. Left turn lane.
- In spite of the confusing lane changes at Parsons Rd. traffic seems to flow during the winter.
- Traveling N/S from S. Airport to 14th
- pretty good traffic flow

Munson Avenue Corridor

What is not working well here?

- No strip malls (no new ones) YES!
- Too many driveways
- Tiny setbacks and over-crowded lot (starbucks and now Rite Aid) (1 dot)
- Bike lanes
- Need sidewalks all the way to S. Airport (reality that goes beyond city limits)
- Garfield and Front
- Bike lanes (1 dot)
- Light at carver and garfield
- bike lanes/walkability
- safe biking
- All the ugly parking on the roadway- hide it (1 dot)
- Too many different types of buildings eg strip mall next to pole barn, next to stand-alone house-type bldg.
- Bike lanes 8th-airport
- not pedestrian or bike friendly. lack of human scale
- The fact that you narrowed Garfield to 3 lanes
- There could be more density south of Hannah. Large parking lots, smaller buildings.
- Ugly street Side
- The complete lack of a cohesive vision for the area.
- Too auto focused
- Merge before left turn on 8th St.
- Traffic
- Sidewalks and bike lanes are needed. There is a ton of foot traffic on Garfield that isn't being taken care of. Pedestrians need more safety in this area.
- It looks run down, not inviting a poor reflection of what we should be representing

- Too many cars. Not enough lanes/too congested.
- The intersection at Hannah/Parsons... Was better before.
- Speed limits.
- Reducing the number of lanes caused unnecessary confusion, particularly at the Hannah/Parsons intersection. The entrance of bike lanes there is also dangerous.
- Very generic and blah.
- Speed limit enforcement. Specifically; North of South-Airport to 8th Street.
- See above
- Two lane road from Hammond out to Kingsley during high volume times and summer traffic. The more rural setting in this area without retail/commercial is nice however.
- Where it narrows to two lanes, it gets pretty congested. The aesthetics of the mixed uses could be updated to have more common elements, signage, etc.
- Confusing turn lanes at Hannah and 8th streets. Traffic backup at Front.
- Not enough left or right turn lanes.
- Traffic north of 8th street is a mess and has to be corrected.
- Buildings close to street make it difficult for retail as they look closed
- Bad pedestrian experience. There needs to be better sidewalks and bike pathways that are divided and separate from traffic.
- "No center turn lane
- No bike lane
- "
- Ugly
- It's kind of a depressing and only friendly to people whizzing by in cars, and not any other kind of mobility.
- Skinny sidewalks. Incomplete bikelanes
- No trees=no shade! Not pedestrian friendly or visually interesting
- "The strip malls, the old mall, and those awful box-like buildings (called ""condos"" or ""townhouses"", that are going up everywhere, downtown, on Garfield, and even on 8th St. near Garfield. Very ugly IMO.
- "
- Businesses on northeast corner at Carver are too close to the road with parking in back which gives the appearance of being closed or not busy. Every street doesn't have to look like Front St! Keep some green space between buildings. Add left turn arrows for northbound traffic.
- Busy, heavy traffic corridor
- unattractive, disconnected parcels, too many curb cuts, not bike or pedestrian friendly, underutilized in terms of housing potential
- Some of the traffic signals could be timed better for north traffic flow.
- Not having a center turn lane can be an issue at times.
- "dumps traffic at busy intersection base of peninsula
- "
- Transition to Peninsula Dr. by Bryant Pk.
- Lack of sidewalks. No bike lanes south of 8th street. Newer buildings built too close to the street.

- Needs more visual appeal. Needs updating.
 - Speeding traffic is unpleasant for pedestrians and bicyclists. Road is poor condition. Not an attractive corridor.
 - Too many going thru red lights at Munson and Peninsula Dr. too much risk taking from drivers entering the "main" portion of Pen. Dr. From the cut off by Bryant Park
 - Garfield/31 intersection is like off roading and destroys my car
 - "Lots of accidents at Garfield and South Airport.
-
- The merge of traffic in the left lane between Hannah St and 8th st can only turn left at the light and right can only go straight. Tends to have a lot of people who don't realize it's that way causing problems closer to the light with people trying to merge."
 - The traffic lanes are confusing and changing constantly, there are not enough trees and vegetation, designated needs a left turn lane, needs a protected bike lane, more housing along it with mixed use, more trees!
 - Cars almost always drive in the bike lanes, or pull into the bike lanes to stop at intersections, blocking bike traffic. There's really no safe way to ride a bike on Garfield. And the sidewalks suck.
 - Has a very suburban feel.
 - Broken roads
 - As a major corridor into/out of the city, Garfield needs to be wider/have more lanes (for cars, not bikes). I would focus on increasing walkability and automobile traffic issues over bikeability.
 - The pinch down to two lanes heading North.
 - The traffic light at front street and Garfield- WOW- it's so so so long most of the day.
 - "Trail side 45 and business on NE corner at Carver. They're set too close to the road. As a driver, hard to quickly discern how to get into the businesses. If more buildings are placed like this it will make the corridor feel claustrophobic and even more industrial than it already does.
-
- Transition from 4-lanes to 2+ center at Hannah. There is not enough warning for northbound travelers. So many cars are cutting off others at the last second when they get to the light. "
 - It is unattractive and traffic doesn't flow. The speed limit changes every 5 feet.
 - Needs a grocery store (although Edson is great!) And again, it's not a walkable area.
 - Pedestrian and bike access is limited, few grocery stores, big transition at the Garfield Township/Traverse City line, so much wasted space at Cherryland Center.
 - "North corner of eighth and railroad by the doctors office. Turning right from railroad onto eighth street is so tight, especially if you're in a truck. Not sure why it has to be so tight.
 - Signage about no left turn off of eighth street onto railroad and also no left turn from railroad, not very visible. Overhead signage seemed to work better and it only took one overhead sign to accomplish the job. "
 - "Traffic lights not synchronized. No sidewalk. No gas stations. All of Garfield just seems very hodgepodge.

- "
- Too many driveways
- East/West (taking a left).
- Speeding on section between Hammond and S Airport. More of an enforcement issue but shocked more accidents don't happen..... signage at Hannah Ave and Garfield. It has been months now and i still see people veer over last second to go straight through the intersection.... Garfield north of 8th street is too slow.
- Lots of traffic congestion, particularly near front street.
- areas that don't have a turn lane.
- Hannah and 8th Street northbound intersections are left turn only lanes and can be difficult to navigate.
- Nothing
- It's not a particularly attractive area. Cars are too big and fast, so using the new bike lanes still seems too dangerous.
- It's not a pretty drive through the city. Still many old buildings.
- Constricted traffic North of Hannah
- The road quality is absolute shit, especially between Grandview and 8th.
- Narrow lanes with a lot of bottle necking at Eighth St, at Munson Ave, and again at Hannah due to not enough lanes to accommodate turning traffic, updates needed to businesses/store fronts, lack of gas stations, lack of restaurants
- Varied with/lanes
- Not walkable enough for those that live nearby
- Garfield and Parson intersection. Particularly heading north on Garfield through the intersection. I have almost gotten in to two car accidents there because the warning the left lane can't go straight is almost non existent.
- It's visually unpleasant
- Changing away from 4 lanes.
- The buildings on Garfield south of 8th St. are a combination of office and commercial buildings, shopping centers and car dealers in no particular pattern; it is pretty chopped up. The Trailside development is far too close to the street, and too tall. It should not have been approved. Please no more of these tall buildings crowding the street. Further, it did not work as affordable housing, and is now fairly pricy condos. It was a bait and switch; don't let it happen again.
- Congested and unsightly, it's a hodgepodge and not visually appealing at all
- The removed turn lane on Garfield near 8th Street.
- Traffic and potholes.
- It's kinda ugly in some spots
- Sidewalks are insufficient, uncomfortable, and often too close to the road to be comfortable for pedestrians, especially when bikers ride on the sidewalk, which I don't blame them for, because the bike lanes are a dangerous joke.
- The lane configuration between 8th and Parsons - is it one lane or two?
- no sidewalks
- Speed limit enforcement is nonexistent.
- Access for people on foot/bike/wheelchair

- At certain times of the year it is very congested at the light where it comes to US31, something to allow traffic to flow better would help. The mini malls are very dated and some are very shabby looking.
- Pedestrian and bike access, lots of pavement/parking lots with bad drivers crisscrossing the lots, no real traffic flow
- When they made Garfield one lane from front Street to Hannah. The traffic is too congested and another example of bike lanes that could easily be put on the sidewalk instead of the road like they did on eighth Street in North Boardman area.
- Sections with no middle turn lane, signage for abrupt turn lanes, having to go over bike lanes to go thru intersections
- way too busy, way too fast, no easy bike access
- The 4 lane sections are not needed.
- Traffic lights! Better timing. In this day and age there's really no excuse!
- "Eighth and Garfield intersection.
- East bound on eight street to Garfield has an unofficial right turn lane. People often squeeze to create right turn lane. Need to widen slightly and stripe 3 official lanes.
- Crazy idea to have allowed a Rite Aid behind Bordens further complicating a hugely difficult intersection at Munson and Garfield."
- Retail areas all strip centers
- Left turns into retail, old time auto oriented strip retail
- North of 8 th constant bottleneck and road is in bad shape. Drivers disregard the crosswalk. Also lots and lots of speeding cut thru traffic on Hastings, Steele/Hannah.
- Some signage isn't obvious enough (thinking Parsons intersection going north)
- unfriendly and periodically unsafe for non motorized transport
- Vehicle lanes not lining up. Width of the vehicle lanes feels really wide. This could be a good corridor for another raised bike lake. The crossing at the TART and Garfield can be confusing at times for cyclists.
- "Seems disjointed. Mixed use makes it look somewhat ugly.
- "
- No left turn lane between Hannah and Carver causes traffic problems
- No trees, not very inviting streetscape
- The two lane to one lane transitions are still confusing to drivers. Garfield is not pedestrian friendly. I live at Garfield and Birmley and would love to be able to run or bike to downtown (I realize this requires partnership with Garfield Twp). Obviously not pedestrian/bike-friendly. Agave plaza could be redeveloped.
- Intersection of Front and Garfield
- Landscaping and potholes. Median divide on busy 4-5 lane road
- "Road conditions. Traffic lights
- Turning lanes"
- It's ugly.
- "Pedestrians can't safely walk any distance
- Parking "
- 8th street intersection back ups

- Could use more curb appeal. Feels very siloed on each side and doesn't offer a lot to want to explore other business or restaurants along the corridor. Not very walkable.
- Trailside 45 is big and ugly.
- The narrowing down of the street to one lane each way
- Traffic flows poorly down this corridor.
- Bike lane heading south near the 8th St intersection is largely occupied by cars waiting for the light to change. Traffic heading south backs up at 8th St light. Traffic heading north backs up at E Front St light. Add pedestrian island at Webster. I would not want to live across the street or alley from the commercial zone...this transition zone does not make for a pleasant living situation...especially with increased short term rentals in these areas.
- Lane shifts and bike lanes are confusing. Walking along Garfield is not pleasant and is unsafe in some places.
- It gets too congested as nothing else is/was planned out as well
- lack of consistent and safe walking and cycling paths;
- 14th isn't downtown...let's not make it that.
- No speed enforcement Needs to be as wide as the portion from Hannah south.
- Sidewalks are narrow, lack of safe, pedestrian crossings
- Making any type of left turn except at traffic signals
- Too much traffic and lanes too small
- Hard to get out of side streets left on Garfield
- Too many driveways, service drives or requiring business to connect parking lots to each other.
- Not sure
- Traffic flow, road conditions, poor access to businesses.
- Garfield and front one of the most dangerous intersections especially for pedestrian. Garfield and 8th not much better. Tart trail crossing poorly situated by a busy intersection. Garfield and South airport ridiculously dangerous
- narrowing traffic, causing congestion
- Intersection of Munson and Garfield gets too congested
- "The crossing at the tart trail. There is a serious lack of trees, pavement and concrete cover most of developed land areas, there's no area for runoff to settle.
- No pleasant or easy to go from end to end on bike or foot. Lack of public transport options. There's a lot of wasted sprawl. Most of this is past the city limits but even the area within TC is very poorly laid out, ugly and not good for anyone who isn't in a car. "
- Light timing (all of Garfield Rd) is utterly terrible. Most of the corridor is car dealerships.
- The intersection at Garfield and East Front Street is unpleasant and intimidating to people on foot and bikes. The connection to the Civic Center, a major urban amenity, is minimal.
- Trail side 45 is too close to the road, too many trees were removed, unattractive architecture
- Bad timing of traffic signals north to south and east to west

- Traffic flow between 8th and Anderson RD gets congested- traffic from coffee shops on both SW and SE corners creates significant problems with traffic flow. Drivers heading North on Garfield to Peninsula speed up significantly at curve - this area should not be more than 25mph and should be policed better
- Speeding, lane use confusion
- Unsafe for cyclists and pedestrians. Hideous scenery.
- Pedestrian safety
- Two lanes until it become one. Why?
- It gets backed up at eighth street quite far, as well as at Munson.
- No center turn lane.
- See above.
- One story strip-mall style buildings
- not a very pretty street
- Aesthetic. This is an ugly corridor. Not bike-friendly. Too many curb cuts. Dated business signage.
- No cycling facilities. Poor or no sidewalks
- Need better, more aggressive pedestrian crossings. Development is sprawl like, many curb cuts, not tied together in any design etc. it's even difficult to find store when driving, because there is so much.
- Traffic lights are not timed properly for good flow of traffic.
- Traffic buildup at 8th and Garfield.
- Bike lanes are a waste and dangerous as currently designed
- Not pedestrian or cyclist friendly!
- Two lanes at very north before Munson, left turns holding up traffic
- It is only for cars. Bike lanes don't exist. Doesn't allow for any non-car to access it.
- Need left turn lanes all the way down. Two lane traffic all the way down.
- Pedestrian access
- Ugly. Could be any city USA.
- Lack of setback above first floor for multi-story buildings. Too many marijuana stores near each other. Business access mid block can be difficult to exit depending on time of day.
- As traffic increases during the summer, narrowing traffic to one lane at Parsons and 8th St. will create congestion.
- Traveling from 14th to Munson only one lane
- there could be much more diversity, housing

Munson Avenue Corridor

What is possible here?

- Big picture, what is possible here?
- Bayline/Better bus stops
- Bike lanes for safe travel
- Much better bike walk lanes, pedestrian scene lighting, landscaping
- 2 lanes of traffic better connections to west/east
- Garfield & Front better bike, walk, run connection to Bryant
- Pedestrian lighting
- TIF district for Garfield
- Cycle track, safe crossings, increased commerce
- consider this: Add this area for development woodmere along Tart Trail south of 8th
West side of woodmere (1 dot)
- Roundabouts!
- more walk-ability & bike friendly. more housing
- Put it back to four lanes and turn lanes
- A vibrant commercial corridor with housing and commercial variety with more density
- Nicer buildings
- “Possible?” It could become a walkable extension of downtown. At least until you get to the airport.
- Better building frontage towards street
- I would consider a roundabout at Parsons and Garfield.
- Allow tall buildings
- There's some vacant lots/empty buildings that could be filled.
- No roundabouts.
- It's probably too late. The buildings are right at curb edge which negates the possibility of widening the road.
- Sidewalks, more trees.
- Reduce zoning on Garfield to Residential/Apartment/Condo to long-term lease/own only.
- We need more crosswalks. Maybe a divided street with a green median
- Garfield needs to decide if it's going to be an artery into TC or transition into something like 8th street north of the airport.
- Multiple lanes, expansion and the Hammond bridge to take you west over the boardman river to access the west side of TC
- Anything!
- Unless you are willing to knock out housing to add a lane, it seems pretty limited.
- Huge opportunity for housing.
- Keep it open to good flow
- It is what it is.
- Needs a center turn lane and bike lanes

- Modernize stores. Make Cherryland Center an updated mall space with shared areas for eating outside, smaller stores, more boutiques.
- More trees and maybe traffic calming measures.
- Plenty of street trees. Eliminate duplicative driveways. Break up super blocks with new east/west streets. Install dark sky friendly, pedestrian scaled street lights.
- Ask the airport BEFORE making Plan!!! If the airport were relocated this would be prime mixed use property!!!!
- Create an architectural committee to create a new perspective that includes trees, sculpture, small parks, and classical architecture for buildings, Not the trash you see going up all over TC and spoiling the character of our city - cheap, fast, and ugly boxes.
- Some more infill; improving access to parking lot to (former) Agave (it's too steep);
- Not sure
- more density, safer for multimodal transport (walking/biking/etc)
- More multiple family housing, apartments, no more businesses from 8th street south to the City limits.
- disperse traffic at 8th street intersection , make it the major north outlet and bypass base of peninsula
- Old mission peninsula (Peninsula Dr. B decommissioned as a HIGHWAY and b handed over to the County and City . Local control so safety rules can b instituted.
- keeping cars moving at reasonable speed with accommodations for bikers and pedestrians. Buildings not so close to the street with retail and residential.
- Potential for multiple housing units.
- More planting of native shrubs and trees. Traffic calming or patrolling to slow cars down. Smart street lights to improve traffic flow.
- Eliminate a left turn from Munson by the Blue Goat.
- More pot shops
- Add a sign above the road showing that straight and right only in right lane and left only in left lane much sooner than the old CVS area.
- See previous answer
- Separate bike and foot traffic from car traffic entirely, have a large path, and put nice landscaping/trees in between cars and pedestrian/bike path.
- More density.
- Fixing appearances
- Something to re-energize that side of town. We've lost a lot of businesses, and it feels a little dead/abandoned.
- Needs to be more biker/pedestrian friendly.
- Better architecture! Let's get newer building designs in, it looks so dated in parts.
- "Green spaces. As this area is improved, keep the easy flow of traffic and wide lanes, but start relocating all the parking and asphalt adjacent to the road. Pedestrians are essentially forced to walk in parking lots all along here. Add more green space walking corridors similar to civic center.
- At Garfield and Front, force east bound travelers on Front to turn left at Garfield. Too many turn left onto Peninsula at the Blue Goat causing unnecessary backups on Front.

Turn that small section of Peninsula into a one-way exit west bound onto Front. Restructure the Garfield intersection to accommodate more traffic exchanges onto/off of the peninsula.

- As Garfield and 8th grow, intersections particularly at Front, 8th, S Airport, and Hammond need to be planned with future-proofing in mind so we don't have to do this again in 20 years. Future-proofing not only in design, but thinking about maintenance funding as well."
- "Small housing options (not rentals since these seem to exploit transient remote workers and price out local hospitality workers. Affordable housing as a concept no longer works in Traverse City. Would love to see Studio, 1 & 2 bed condos instead).
- It would also be wonderful to see more open, family friendly spaces that encourage learning through play and businesses that cater to children. We need more options in this area akin to The Great Lakes Children's Museum, Busy Bodies Bounce House (RIP), and Handz On Art. "
- Redevelop the Cherryland Center with an anchor grocery store and improve pedestrian access and bike access.
- Again please do not turn us into Grand Rapids. Keep our neighborhoods neighborhoods not downtown. Again do not like buildings that could shadow homes behind from sun. Feels closed in to me.
- So much. New building construction, a congruent feel from the bed to Airport Road. Living working dining.
- adding a parking destination for people to stay at and come into downtown. Much like Meijer.
- Better signage. North of 8th should be widened with a designated turn lane and increased speed limit. Get rid of bike lanes, I use a bike sometimes but couldn't pay me enough to ride with traffic!
- No more than 3 stories or it will hurt the aesthetic of the area.
- This can fit larger/taller spt buildings that do not obstruct others or cause congestion
- Make it more like the NOBO district where there is some separation between traffic and bikers. Taller buildings (residential up top with commercial below). Each TC district should be self sustaining with amenities like a grocery store, bank, and restaurants. Don't forget outdoor seating for the restaurants.
- Please do not consider Garfield Ave for streetside parking as pictured below. Also, please do not limit development to the "looks" or "feel" of a building. Traverse City needs retail, needs residential units, and needs parking - but also needs to deliver tourism and goods via roads. Please leave room for residents, visitors, and cargo to access the city.
- Better mix of businesses, restaurants, updated storefronts, wider/more traffic lanes,
- Widen it out to at least Hammond
- This area could benefit from more thoughtful and community based businesses, better traffic safety, pedestrian consideration
- Better light pattern
- Larger buildings, better zoning for retail(no funeral homes!)

- 4 lanes with more left turn lanes or totally 5 lanes. Left turn arrows.
- It will take a lot of changes to a lot of properties over a very long period to make Garfield Ave south of 8th St look at all cohesive. The best approach would be to simply advise developers as new project come along. Keep the buildings to only 2-3 stories and do not set them on the property line. There should be green space and sidewalks in front of the buildings. And, if you want bike paths, don't put them in the road ; the traffic is too much and too fast. Put bike paths up in front of the buildings. (of course, given the bad planning, there is not enough space in front of Trailside). In advising developers, make sure enough space is left for greenery and paths; it is not necessary for developers to use all of the property and increase density to the maximum.
- Better walkability, better access into businesses
- Additional lane added, more nature along the sides of the road- so industrial we have lost all the natural environment. Implement more trees or bushes.
- I don't like any of your renderings for this area. 8 stories is ridiculous. Street parking at an angle is a nightmare. Maybe a couple 3-4 story buildings in different blocks couple be appropriate.
- "Give it the 8th Street bike and pedestrian treatment, and the same islands and multiple pedestrian crossings. Lower speed limit to 25 south to Carver at least, maybe even Boon. And enforce it!
- Increase setbacks. Build to lot line is unacceptable "
- sidewalks
- If medians will help keep traffic moving within the speed limit, put 'em in -- they'll add a lot in terms of aesthetics as well.
- N/S protected bike infra
- Could you widen Garfield to allow for 2 left hand turn lanes towards downtown? Can you require mini malls facades to be updated to a certain standard, would the owners invest?
- More green space
- 2 lanes for better traffic flow with a bike lane on the side walk like 8 th. I think there will be a real traffic problem with the new developments on Garfield in traffic coming and going from these new high density apartment buildings.
- Loosen up narrowing when it get to the city,middle turn lane thru out, better signage
- protected bike lanes. traffic slowing
- Complete street similar to 8th, with housing, and retail.
- Try to reduce visual clutter. Less wires overhead. Larger road signs so it's easier for drivers to navigate.
- "Develop light traffic commercial.
- "
- Better retail
- Mixed use, but not downtown urban
- Roundabout
- Curb appeal and biking paths
- more safe crossings. more consistent sidewalks & bike paths. just nicer overall, less stripmall shithole vibe

- Better multi modal traveling. More buildings closer to the street but set far enough back that it is comfortable, unlike the Rite Aid and Starbucks along Front Street. Less surface parking. Better sidewalk crossings at all intersections and possibly refuge islands. This would create an area of 15 minute walkability for the surrounding neighborhoods. More housing on upper levels of multistory buildings as well.
- "Whatever buildings are proposed, they need to be stepped back from the curb with bushes or trees. Best would be retail on the first floor with affordable rental (again not switched to higher prices later forcing folks out.) But affordable forever.
- Could there possibly be a roundabout at Munson & Garfield? It would help traffic flow. It is too long a wait there now.
- Also, Meant to say for 14th & Division: needs a permeable roundabout for good traffic flow. Right now, the light here is way too long."
- Encourage more multi-residential construction without setbacks as well as more small retail.
- Trees, bike lanes, bus stop cutouts, better building presence, wider areas in front of buildings for outdoor dining
- Again, I look to NOBO as an example. I think higher density infill development with mixed income housing would fill a huge need. Green space/pocket parks? More grocery options (not big box though). *** note for below- I would want parking behind, NOT diagonal or parallel in front. The more patio opportunity out front, the better.
- Round-a-bout
- Traffic circle around main intersections that allow Garfield traffic to pass through the center
- Improve above
- Not sure. I'm not in that region frequently - only go when necessary.
- Accessing shops from alternate roads west and east of Garfield so flow of traffic remains smooth
- Roundabout
- Better sidewalks and pedestrian crossing could help people spend time from place to place or make several stops along the way.
- In other states there are requirements/ standards on what such mall areas must look like. I believe South Carolina has ordinances that govern the looks of such buildings. It would be nice to see upgrades to these mini malls.
- I think that there is potential to line Garfield with businesses that people want to travel to. The addition of Mundos on Boon and Garfield was very important. People want to go to businesses like coffee shops and restaurants but don't want to deal with parking downtown. Being able to build up some of these empty lots and put restaurants or other small businesses could take stress off of downtown and make Garfield Avenue a destination as well.
- Perhaps traffic circles would improve traffic flow and eliminate back up at intersections...but would need to ensure walkers and cyclists could cross those intersections safely.
- There really isn't any place to add more buildings within the city limits on Garfield and if you decide to no TIF or PILOT!

- Safe and hospitable bike paths and bus stops
 - Tree canopy, green spaces
 - Increase lane size
 - I'm not sure. It is pretty well developed and it might be difficult to do much, because it's already built out, for the most part.
 - More apartment type buildings would work here.
 - Which part of Garfield ? There are different issues depending on the area.
 - Slow traffic down coming into town on Munson; make it clear they're coming into residential. Slow down South Airport, make it less desirable.
 - full traffic flow from hammond to front street
 - Don't know
 - "Add trees and green space for runoff and native insect/pollinator/plant/wildlife habitat.
-
- Non motorized lane or trail with a barrier from cars.
-
- Require green building methods, like what I mentioned on 14th. Require green roof or solar panels on rooftop.
-
- Parking lots surrounded by greenery and covered by tree canopy.
-
- Breaks between buildings for green space and to allow for natural air flow."
 - Garfield is possibly the most diverse street in the city. North of Eighth it has a very residential character, including a school. There's low-key commercial such as dentists offices, and more major businesses, like Save-A-Lot and the car dealerships. Plus it has connection to the TART trail, the bay, and the airport.
 - More apartments/housing and bus stop with bump out
 - Further expansion focused to the south
 - No entry/exit to coffee shops off of Garfield. Reduce speed limit to 25mph on Garfield north of US 31. Add center islands like on the Parkway to slow speeding.
 - Lane re-design, improved signage, crosswalks, medians with greenery
 - More walkable and bikeable amenities for safe pedestrian access.
 - Garfield between Front and Eighth and particularly right there at Eighth could be like another little downtown with taller buildings, shops, and restaurants.
 - Better use if the old cherryland mall; more restaurants and social spaces. Hopefully, more affordable places to live
 - Making a center turn lane would greatly improve the flow of traffic.
 - Please don't treat this road as a single unit ... consider the variety of existing contexts, from residential to retail to commercial.
 - Multi-use, multi- story, diverse occupancy
 - so much
 - Bikeability. Many more apartment buildings like the one on Garfield and the TART (but actually keep it affordable instead of only having it be affordable for a limited time).
 - protected bike lanes

- "Design standards with incentives for rehab. Overall plan to decrease curb cuts and slow traffic.
- With regard to the pictures, I feel higher density development is not recommended because it will bring even more cars. It would be possible to make it more pedestrian friendly. "
- More lower income apartments.
- Desperately need traffic circle here
- Better pedestrian connections along the roadway
- I would love to see accessible, affordable housing in this corridor. Additionally, more bike lanes and sidewalks that allow mobility for all.
- Add left turn lane
- Create offshoots that are not car centric and are not strip malls. An increase in quality restaurants (like common food or Oakwood) vs. fast food.
- Wider sidewalks with bike lanes
- Sidewalks, placemaking, housing
- "Smart" traffic signals at 8th, Hannah, and South Airport. (Smarter than current if they are supposedly smart now). Setbacks above the first story for future buildings above 2 floors tall. NO zero lot line construction.
- My favorite part of Garfield is a little north and south of Center St. There are (were) a lot of trees between the street and buildings, at least on one side. Now new buildings are going up and the trees are coming down.
- Safer pedestrian crosswalks, bike lanes, and public transportation
- This might be a great place for additional housing to meet the needs of workers

Munson Avenue Corridor

Additional ideas (Sticky notes)

- Parking? Retail is good and tall is O.K. but where is parking?
- This corridor would accomate a tram. This is a vienna style opportunity. Would be so cool!
- Taller buildings ok here but need to be shorter near 8th and Munson by walkability. Human scale
- Parking? All this development and where is parking where is green space?
- Prioritize more on 8th for Mixed use walkable development
- Parking in back?
- More large multi-family housing- important area for development
- Like the idea of the look as many buildings when it is just one
- Any developments that will encourage mixed use- retail and housing
- Include Boardman lake loop woodmere ave market place with workforce housing (2 dots)
- Hate building out to sidewalk. Alley-access parking rarely serves traffic from multiple directions

14th Street Corridor

What is working well here?

- Like the mix of dining and retail
- Residential development on lake ridge and completion of boardman lake trail are big positives
- Transition from end to end works well
- Mix of commercial and residential
- Variety of small-scale, locally-owned businesses w/ easy parking
- The alternative entry into downtown from Front or S. Airport
- access to 14th from Division is good.
- Nothing other than the turn lane down 14th
- Traffic flows well except during high traffic times but even that goes pretty quickly.
- The corridor serves purpose for commercial offerings
- Supports some good small businesses
- Light at division
- Almost, nothing
- The waterfront, with major open areas, is nice.
- Not much.
- No opinion.
- The downtown area, we need to keep it as is with the small, boutique atmosphere. I own a building on front street. We want to make sure that it doesn't become tacky tourist atmosphere.
- Nothing
- Many lanes. Having traffic lights.
- Adding two left turn lanes to Division was a big help.
- The stretch between Veteran's and out to Silver Lake
- Access to: grocery, convenience store, pharmacy, gas, car wash, fast food, local sports (Thirlby Field), schools, etc.
- Businesses are open and accessible.
- Interesting mix of businesses.
- Narrow road reduces speed. Large pedestrian friendly sidewalks.
- Nothing, it's always busy and backed up
- The widening of the road to allow more lanes at Division.
- The creation of tumultuous driving conditions, and breeding zone for the great-northern pot-hole.
- The timing of the lights seem OK.
- Good east/west option for lighter traffic.
- Double left turn lanes onto division are working.
- Leaving main corridors open for free flow of traffic. Expanding main corridors to keep free flow of traffic.
- It is a good way to get to Union and Cass from Division. That is about it.

- There is a sidewalk. Most businesses are accessible from the sidewalk. The crosswalk and signal that allows you to go from 14th Street, across Division and access the paved pathway on the bioswale into the Commons is great. I live on Frankie Road and that is my preferred way to get across Division. I can bike here from my house on Frankie Road and take care of packages at the UPS store and I used to do my copies at Copy Queen. I can also go into 7-Eleven or one of the gas stations and get a snack. I could also grab groceries at Tom's and go back home along the Mall Trail to Meijer. These are real working class simple pleasures. I don't need a Lululemon store or whatever bougie retail nonsense is happening on Front Street.
- 2 lanes of traffic going each way
- Stoplights
- The street allows traffic to flow
- Motorist don't speed when during busy travel times.
- New signal and added lanes at 14/Division are a BIG improvement
- 14th St. seems reasonably fine to me.
- Buildings are not built right up to sidewalk (except for gas station on corner of Veterans), there is a sense of space unlike other areas in town that are too crowded and overbuilt.
- Fourteenth Street connects downtown TC to areas west, south west and south.... shopping, schools, residential neighborhoods
- diversity of business types. convenient access to many important things for the neighborhood. convenient connector.
- Center left turn lane
- Nothing
- Traffic generally is moving without the terrifically long wait lines of cars at intersection lights. A sidewalk is on one side. Buildings are of lower height.
- Traffic flows better as you go farther east.
- It flows well to get people East to West.
- Nothing jumps out at me. It does have some interesting businesses.
- Two lanes to turn left from 14th onto 31S.
- Same as it ever was.
- The connection to multiple roads, close to grocery store, close to boardman lake and trail system,
- Works well for cars
- There are some nice businesses in the corridor.
- Not much
- Cass and Union street light timing is good.
- Feels like a good shortcut around town.
- Nothing, really.
- The cluster of businesses between Maple and Veterans. Places are all quick stops, never have trouble finding parking. I like they are close together.
- The inclusion of businesses like Common Good, the Asian market, access to grocery/drugstore (Tom's, Rite Aid).
- An existing mix of businesses
- Seems to flow well.

- It's fine
- Double lefts turn lanes
- Its not street repair or maintenance.
- Smooth traffic for most of the day
- Na
- Ok flow of traffic except for congestion near us-31.
- controlled traffic speeds with lights and stop signs. Varsity of businesses and feeder roads for residential areas into the corridor area.
- Traffic flows relatively well
- 14th and division light
- West route. Two turn lanes onto Division
- Traffic lights are better than stop signs.
- Common goods
- Access to businesses w/ left turn lane
- Nothing
- Traffic lights at major intersections , sidewalks
- Double left turn lanes 14th to division. It clears congestion better.
- Short waits at lights.
- Theres a gas station....
- Nothing
- Nothing
- Connections to Silver Lake Rd, US-31, Veterans Dr, Union St., Cass St.; Thirlby Field; State Police Post; Businesses
- It's very existence. It's a great cut through to get from Meijer area to downtown
- 2 turns lanes onto Division. Improve flow on that end of the street.
- It much- I avoid the area
- The little "strip malls" don't look great, but they do make it possible to park once and then accomplish multiple errands on foot.
- Adding a second turn lane (to turn south from 14th) is much appreciated.
- it's connected to other roads
- The wait at each of the traffic lights at 14th/Veterans, 14th/Union and 14th/Cass is relatively short and keeps traffic moving.
- Frankly very little. Suburban stroad and strip mall land use serves only commercial property owners on this corridor.
- I think it is not a bad area, but as the crowds increase we could use a wider corridor here. In the winter I do not think its a problem but come fall and summer, its a bit congested.
- Nothing
- Nothing
- Easy way to get to the events at the stadium. Stop lights are helpful.
- easy access to a few businesses like UPS etc
- For car drivers traffic flows
- Pretty much nothing.
- "Turn lanes when they are available

- "
- Few accidents
- Traffic generally moves well until reach the corner of fifteenth and US 31. So East bound direction moves well.
- Traffic light timing good
- In town retail, public facilities like the school
- Traffic moves
- relatively narrow road. mix of active uses
- Vehicle travel which isn't always for the best as vehicles will travel at speed or try to travel at speed. The sidewalks are nice and the proximity to the Boardman loop is great.
- As a passage way it works well.
- Not sure if it is working well, except that traffic moves adequately.
- "not much, bad road surface not pleasant to walk
- convenient to cut accross town"
- I have no issues with 14th
- Light timing at division, veterans, Cass & union
- Nothing
- Traffic flow is okay certain times of the day.
- Not the CCP infiltrating our country and specifically our state:
<https://twitter.com/i/status/1654176656318136324>
- In general, it's ok but I wouldn't say anything particularly positive about it.
- Flow of traffic
- There's a lot of potential for it to be a mixed use space. We already have housing and retail coexisting in the area.
- I guess the availability of a sidewalk?
- I think 14th street works pretty well, it would be nice to make it four lanes instead of 2 east of Division but that is only an issue in the summer
- It's a good east/west connector
- Good mix of businesses.
- Not much
- Easy vehicular route with a mix of useful businesses
- Traffic moves fine.
- Traffic seems to be flowing well.
- Healthy mix of stable businesses
- Not sure
- Gets you across town without tons of stop sign
- Not much
- Nothing that I can see. The street is to small for the amount of traffic.
- Not much
- Best way to cross or turn onto division. Going west, a beautiful view of the hills. Low profile buildings retains small town feel. Can see community activities at thirlby field
- widen it....
- The access to Cass and Veterans Drive
- Relatively good traffic flow

- Can't think of anything, it's ugly!
- Main route; great view looking west into the hills
- Small businesses
- Traffic moves well without speeding
- Surprisingly, traffic flow is pretty good except in summer months
- This corridor is completely auto depended. Cars speed thru the area, especially people dropping children off at schools who have little regard for pedestrians traversing this area.
- Not much
- The MDOT rework of the intersection at Division (31) and Fourteenth keeps traffic moving.
- Easy access to downtown and other shopping. Need more shops and esthetic beauty with more green landscapes.
- It works well for N/S division. Cass intersection is OK.
- A solid connection point to get to other places
- The connections seem appropriate.
- the lights are good for controlling traffic
- Its role as an efficient connection to West Silver Lake Rd.
- Recreation amenities
- Signal lights to slow down traffic.
- Many businesses are accessible here.
- speed, accessibility, variety of services
- Successful businesses that many residents go to.
- Good thoroughfare across the city
- Not much, way too much traffic on 14th. Three o'clock all the schools are letting out and at 5 o'clock people getting off work. People in Central Neighborhood cannot access 14th during these times because traffic is bumper to bumper and cars will not let you move into 14th to go anywhere.
- It's an east - west option but not ideal; too congested. Road itself is in terrible condition
- East West passage for vehicles
- Connections to the major transportation routes
- Slow speed, lights/stops
- General good mix of commercial, community, and residential space.
- Center turn lanes
- Traffic moves
- The intersection at 14th St. and Division
- Traffic flows once you are on it
- Easy to get to US31
- not much

14th Street Corridor

What is not working well here?

- Traffic & lights
- Huge amount of traffic on 14th most of the day: 8 to 10 am, 2 to 6pm
- Bike lanes needed
- no bike lane need sidewalk
- pedestrian access along 14th needs beautification (1 dot)
- Need a turn lane the whole way
- Unappealing pedestrian corridor & not bike friendly
- No sidewalk on North side of 14th east of Cass
- Intersection of Cass & 14th needs left turn lanes in each direction (currently not marked east bound)
- Look- no flow or consistency
- No safe crossings for pedestrians, even at light on veterans. No bike lane (1 dot)
- Number of accesses vs. traffic is an issue also poor pedestrian/bike accommodation
- No park for residents, no lighting for pedestrians to walk at night (1 dot)
- too much traffic, not enough bike lanes
- School release times seem to create traffic back-ups around 3:30
- 14th West at Division get's backed up in heavy traffic times. Pedestrians are not safe. Cars speeding. Lack of trees. No bike lanes
- traffic back ups. The street has little visual interest - very broken up
- Signal flow, speeds, road width road condition.
- Turning into Huntington Bank and Tom's maybe close the entrance and have everybody use the side street just east of the entrance.
- multi-modal transit needs improvement in the area. Near grid lock at peak times of the day.
- Doesn't promote pedestrians
- Light at veterans
- Tall buildings and the push for cheap housing right downtown. Downtown should be expensive, with cheaper housing radiating outwards - supported by regional mass transit.
- Vacant lots, road conditions, very auto focused as opposed to multimodal.
- No opinion.
- Need more lanes
- Intersection at maple and 14th. Side walks and bike lanes are needed down 14th.
- Traffic and Parking in downtown we need to have solutions that don't change the atmosphere that we already have. See above.
- Traffic, there is no community feel
- Traffic light at 14th and division.
- Always a lot of traffic, I try to avoid this street at all costs.
- Need more lanes for traffic.

- The stretch East of Veteran's, I avoid it and cut through residential to get to Union and Cass to go South due to road conditions
- Traffic flow is highly congested.
- Traffic lights cause backups and confusion.
- Traffic congestion. Not an attractive area.
- Too many cars
- Congestion. From Union to Maple it is too congested, especially on weekday rush hour
- The efficient movement of traffic.
- It is a bit disconnected for bike traffic and the sidewalks are skinny and not great for bikes.
- Not wide enough to support the volume of traffic it Carrie's
- Too narrow to turn in and out of some business parking lots, turning lanes for Division back up traffic.
- Preventing free flow of traffic with narrowing of main corridors like 14th street, 8th street, and Front St
- Almost everything else. It feels like there was never a real plan for it. It has a few mini-strip malls, the grocery store plus whatever disaster is across the street, Thirlby with a bunch of parking, etc. 14th is only used to get other places, there is nothing there to go to.
- There is not a good way to cross 14th Street between Division and Veterans. The intersection at 14th Street and Cass is kind of a hot mess.
- No safe way to bike or walk beside traffic lanes
- Not wide enough. Need more lanes towards Division. Hard to get on to 14th from any of the businesses near Division.
- It's hard to turn left sometimes, the cars go too fast, it's not enjoyable to walk along it. It's impossible to bike in the roadway.
- Lacking street trees. Bicycling on the street feels unsafe. Buildings are pushed back too far from the street. Parking in front is unsightly.
- Visually unattractive . No trees =no shade . Very hot for pedestrians, neighbors and the Universe! Strip malls handy by uninteresting!
- N/A
- Rough pavement; eastbound lane at Veterans needs widening to allow safe right hand turns; shabby homes and junky yards (how about implementing a NEZ?); stores don't look well utilized
- "the amount of traffic traveling on 14th has increased a great deal over the past few years. 14th is a two lane road.
- I do not feel comfortable riding my bike along 14th"
- traffic, condition of the road, too many curb cuts, not bike-friendly, uncomfortable to traverse as a pedestrian, ugly
- No bike lanes. Not aesthetically pleasing.
- Biking, traffic
- No bike lane. No pedestrian walk between Veterans Dr. and Union Streets.
- Traffic can get jammed from Veterans to U.S. 31. Difficult to turn left out of businesses. Not easy/convenient for pedestrians.

- It is only two lanes. Right turn lanes should be added at business entrances. At the Division/14th street light westbound, the right lane should be right turn only.
- Poor road quality. Kind of dingy and rundown. Not a particularly attractive area. Poorly landscaped.
- Road is worse than many dirt roads I travel
- Traffic between 2:30-6pm is garbage because the elementary school pickup congests the road. The timing on the lights is also weird so the Veterans and 14th junction is always backed up because the Division and 14th is one a different time schedule.
- No protected bike lane, blighted houses and unused space on many lots that could be infilled with housing or mixed used multifamily housing, the public transit system (you can't get anywhere from 14th street outside of the city and the city interior is walkable from here), need a coffee shop on this side of town that is walkable, not enough trees and planted areas, too much single family housing - need more density
- Dangerous for bicycles and pedestrians
- Traffic flow at some times of day is very congested. Not visually pleasing like the 8th street area now is.
- It's an ugly stretch of road with often chaotic traffic because of all of the parking lots and cars turning.
- Street full of potholes, too much traffic, no left turn arrow coming from 14th to turn left onto veterans, angry/aggressive drivers and kids that walk across 14th to and from school daily as well as bike for fun
- Traffic back-ups (esp at intersection w Division), hard to turn out of parking lots, lack of walkability
- No middle turn lane causing frequent traffic back ups both directions.
- Pedestrian crossing by Munson, backups at light
- Just feels dusty and old. Traffic to turn left from 31 seems a bit big for the road.
- The condition of the road is bad, and traffic doesn't flow well. The corridor is also just plain ugly. Redmond Automotive, Team One Credit Union, and the gas station across are huge eyesores. Speed limit is not enforced. I see people crossing on foot all the time near 7/11.
- Crossing 14th or turning left out of any parking lot. If I have trouble in a car, walking must be a challenge.
- "I'm concerned that too much development is affecting the wildlife in this area (down the road is the new Montessori which is so disappointing. That was an area rich in wildlife).
- Also, 14th is not very walkable."
- The flow of traffic and ability to access businesses
- Condition of roads
- The light on the vision gets backed up frequently
- Conjestion
- Street repair and maintenance. Too much emphasis on keeping the tourists happy. Affordable housing.

- Traffic congestion during lunch, before and after work hours, during which time west traffic can be extremely backed up often through the veterans intersection. Very difficult to make left turns, lanes can feel very narrow when people are sitting in the turn lane. Lanes not marked very well at the 14th/veterans traffic light
- Na
- Driving congestion near US-31 from traffic exiting and entering to local business parking lots.
- Road Capacity. During rush hour traffic, traffic backs up at the various intersections. Hard to turn into the traffic flow from the area businesses, schools etc.
- Area around football stadium should be developed ... parking lot and surrounding area is run down
- Cannot turn left easily out of businesses due to congested traffic, poorly timed lights
- Tight traffic space at 14th & Division. High traffic at 3 pm. Limited parking or parking overflows into residential areas.
- It's not appealing to the eye. I don't see many pedestrians, when there are several amenities that could be walked to.
- traffic
- The old commercial buildings... all or most need to be updated
- No left turn arrow for South on Veteran's Drive
- Timing of lights. Traffic in and out of businesses, school, etc.
- Narrow lanes, lacking clear turn lanes (especially at Cass and 14th), major traffic back ups as schools let out in the afternoon, narrow streets at Teddy Bear Daycare with street drop offs and lots of u-turns by parents leaving, roads need paving.
- 14th and Cass could have better defined left turn lanes, it's somewhat a free for all down that way.
- Seems fine.
- Limited lanes
- Traffic. Moronic light time sequences. NO Sidewalk.... again NO sidewalks
- Extremely congested with traffic
- All of it
- Too few traffic lanes
- Generally, everything works well. There are a few traffic back-ups but they don't last long. They simply require a little patience, which we all need. Putting more mixed use developments with businesses in the lower level would be a mistake without substantial parking in the back, which is probably not feasible given the depth of the lots. There cannot be parking on the street -- not enough space with the traffic. It is also not a good place for bicycle traffic, so don't encourage it.
- The stoplight by the Speedway is long and feels awkwardly placed. Too many pot holes.
- Traffic congestion several times a day. While the 2 turn lanes onto Division are great, the rest of the street is still not functioning as well. Trying to run left to go towards the bay can be very difficult.
- traffic seems to back up quite a bit the closer one gets to US 31
- All of the driveways. The turn lanes are confusing- people trying to get in/out of the "strip malls" at the same time people are trying to turn left onto US 31.

- Dangerous to get across 14th between Veterans and Division. Very fast driving, especially of westbound traffic. This directly contradicts the 15 minute city when the store I want to go to is 2 minutes away, but I can't get across the street!
- There are a lot of driveways that could be closed to promote a better flow.
- too narrow
- Speed limit enforcement.
- "Access for people walking or rolling
- Crossing 14th is VERY unsafe and uncomfortable
- Unpleasant aesthetic "
- Where it narrows down to one lane, it would be nice if it could continue as two lanes, so traffic can still flow when turning left. I think some of the mini malls are very dated and need a facelift. I noticed while traveling through the south specifically, South Carolina that all of the malls seem to have a somewhat identical looks or features and they seem to be very well kept, none of them looking older or out of date.
- Heavy traffic, I try to avoid, hard to turn left
- Not great traffic flow
- Narrow street, visually not attractive, too many access points
- No easy left turns onto 14th Street by Redmonds.
- Too much traffic, too busy, too many sketchy looking businesses. Doesn't feel like the rest of the neighboring blocks at all.
- It does not function as a complete. There are no accommodations for bicyclists.
- Pretty much everything.
- People don't always turn all the way into the turn lane and make people have to stop who are going in the same direction. Too many people have tried to use the turning lane and almost ran into each other head-on.
- Road condition, no speed enforcement, need a turn light at major intersections for busy times,
- "Traffic back-ups on west bound 14th due to back-up at US 31 intersection.
- Adding a dedicated right turn lane for west bound 14th street traffic turning right onto 31 would unload the straight ahead lane going straight onto Silver Lake road and reduce back-ups.0"
- School traffic in afternoon can be very congested
- Single family residential
- Road is in bad shap
- City has not cared for the boulevards on the N and S side of 8th Street. Numerous potholes and trip hazards. Traffic heading E toward Munson races way too fast. More tree lawn would be nice with on street parking. We need slower speed limits and a potential stop sign at Fair and 8th. Crosswalk that was put in does not have proper lines painted.
- "Traffic backup eastward leading up to the light at 14th and Division
- Bike lanes, or lack thereof"
- safe bike routes. crossing division at 14th.

- Bicycle travel and walking can be uncomfortable. No designated bike lane and traffic noise is bothersome when walking. The dirt parking owned by TCAPS leaves a major gap that doesn't give incentive to walkers to continue going.
- Seems disjointed. Mixed use makes it look somewhat ugly.
- Unsafe for biking and hazardous for pedestrian or bike crossing at Pine and 14th
- road surface
- Could use some streetscaping, maybe a bike line for connectivity
- Potholes, manhole covers at angles, lack of bike lane/tart access. Thirlby field is a TC mainstay, and great off-site parking in the summer for downtown access, it'd be great to park there then bike into town.
- Road conditions. Traffic lights.
- Too many turn-arounds at the intersection of 14th and Lake Ridge Drive. Drivers think that 14th street continues to the east side of Traverse City.
- Not open borders and the invasion of the CCP<https://www.naturalnews.com/2023-05-03-chinese-troops-invited-into-america-execute-patriots.html>
- "Traffic. Ability to cross on foot or by bike.
- Sprawl appearance "
- Roads are in bad shape, there's no easy way around it and I'm sure the 11th/12th/13th street residents dislike people cutting through. Traffic back ups are awful during "rush hour" times. 14th & US 31 REALLY needs a round about!
- "Crosswalks to protect children walking biking
- Continuous sidewalks"
- Light at Veterans long waits. Too many curb cuts near Division.
- Street is too wide so folks speed a lot. Roads need work. A lot of unused or underused space.
- Traffic becomes very congested at busy times of the day; especially at the intersection of 14th and US-31. I wish there was a right-turn only lane going on to Division from 14th. That may help a little bit.
- In the summer it can get congested at the light at division. Also west of Division on the north side of the road there is a rather unsightly tent area that needs to be seriously cleaned up.
- It's really hard to get out of the businesses, especially if you have to cross traffic in a car or on bike/foot.
- "Neither 14th St nor the connecting streets you mention above are very bikeable. True, the TART/Boardman and Mall trails are nearby but they doesn't necessarily get us to the places we want to go: medical offices, banks, Interlochen, Grawn, Chum's Corner (the new Weight Watchers location), Crossings Mall etc.
- Motorized traffic moves faster than 25 mph.
- I wouldn't want to live across the street or alley from the commercially zoned properties...not a pleasant living environment."
- The road is rough. It can be difficult to turn in and out of business driveways near the US31 intersection.

- As you stated it is a busy corridor that was not built for the traffic it had
- Seems thrown together
- Condition of road
- There are no, or very limited trees and it is not at all pedestrian friendly. It has very limited crosswalks and areas for pedestrians to cross.
- In the first two blocks east of Division St, traffic gets clogged so that it impedes traffic coming through the traffic signal at Division
- Very congested and lights can be confusing
- Dangerous to use as a bike route
- The road is too narrow and it's a hodgepodge of retail, office and residential dwellings. It is also in bad shape.
- Traffic light at Us 31 is not timed correctly for the amount of traffic at different hours.
- The condition of the road and the safety of those that may need to walk or bike to school .
- Ability to leave businesses or side streets into fourteenth
- traffic congestion
- Too much traffic when school lets out. Hard to make turns back onto 14th
- It's not pleasant to walk, bike or drive. There's a serious lack of trees, green space and natural run off containment areas. It's basically a lot of heat storing concrete and pavement.
- A nearly unusable road surface. Lack of amenities.
- The corridor is unattractive and empty. It's difficult for people on foot or on bikes to cross and difficult for cars to turn left. There are frequent traffic backups at the intersection with US-31.
- I wouldn't want to buy a home on that street
- Poor road conditions, no center turn lanes
- Many intersections and driveways. Not a pleasant appearance
- Needs more trees lining the street. Businesses and home with direct access impedes traffic flow.
- School traffic. Parents speeding thru the corridor ignoring traffic safety and pedestrians traversing this area. The lack of mixed use development is needed and traffic calming measures should be implemented.
- Unsafe for cyclists and pedestrians. Not enough street trees. Underdeveloped.
- The road is in disrepair.
- Traffic light at Veterans has a left turn lane headed West, but no left turn light signal. Traffic backs up here. Many businesses between Division and Union mean lots turning in mid block. Could use a middle turn lane all the way down this stretch.
- See above.
- E/W at Division, turning onto/off every side road and business along 14th.
- Accessing businesses by car & even walking or biking.
- The road would probably be better if it was gravel. The pavement is so bad, why not just rip it out.
- maybe add turning lights where there are none. The intersection at Veterans Dr. and Oak St. is difficult at best.

- Difficult to break into traffic flow from the north
- Property and landscape development...looks vacant and slightly blighted.
- Only one lane of thru traffic going east or west. Significant traffic backups at certain times of the day.
- Too many curb cuts - I would be afraid to walk down 14th. The light at Division is dangerous and also one of the longest lights to sit through in the city.
- appearance
- Poor sidewalks, no cycling facilities.
- Not pedestrian , bike friendly. Signals could be more coordinated. 14th and Division crossing is extremely intimidating for pedestrians and bikers. 31 to Division could use slower speeds. There is no neighborhood feel.
- See above.
- Congested traffic flow and difficult ingress and egress entry and exit of retail
- Horrible pedestrian or bike infrastructure. Unappealing area to visit
- "High traffic in and out of division St
- Unsafe for bicycles"
- Not friendly to pedestrians, cyclists, or anyone not in a car. Speeds are too high, crossings are difficult. It's unattractive with parking lots as the primary thing lining the road
- No left turn lane towards East, potholes
- Not well connected.
- Pedestrian mobility, aesthetics
- It's a pass through only for me.
- The potholes
- Street alignment for cross streets is poor, not currently inviting for pedestrians
- Fourteen does go all the way to Garfield
- traffic can be impossible

14th Street Corridor

What is possible here?

- Create traffic calming, pedestrian and bike routes along entire length of 14th- similar to 8th st.
- add lighting and more crossing/crosswalks
- Better connect to Tart along Boardman
- Many elements of earlier plan are still viable
- traffic calming crosswalks bike lanes similar to 8th st (1 dot)
- Make a "locals down-town" no on street parking- bikes & foot only sidewalks & bike lanes. Medians w/native plants
- Less parking lot activate street front
- pedestrian lighting
- Traffic calming and additional pedestrian crossings

- need to address traffic flows
- add pedestrian crossings add boulevard island
- Mixed use retail and affordable housing options.
- more pedestrian / bike friendly would be good. more trees. better traffic mgmt at Division. Traffic calming
- development similar to Union Street. On street parking, mixed use zoning
- Finish the bypass so everyone does come this far into town, time the lights to keep traffic moving
- Perhaps a blvd, similar to Woodmere would work? More density is possible. 14th is a more affordable option for housing variety
- Nice sidewalks, biking lane
- Anything that is allowed
- It's possible to maintain the small town feel of the downtown, while still growing. It's also possible to clutter downtown with large unattractive, "glass box" buildings and too many parking structures.
- Infill buildings, better scale (more human scale), eliminate parking in front of buildings.
- No opinion.
- More turn lanes
- Making downtown more pedestrian, maybe block off streets have off site parking with public, handicap accessible public transportation. Also the metered parking is HORRIBLE! Last time I was there I never could get the meters to work, so frustrating!
- LOCAL restaurants, shops a downtown like feel
- Turn into a 4-5 lane road and remove some driveways (like they did on 8th street)
- 4 lane road.
- Resurface roads and make it more pedestrian friendly
- Roundabout at Cass, and maybe Union.
- Since very little is built at curbside, perhaps a roundabout or two.
- Better landscaping.
- More restaurant. Give it a small downtown feel
- Another corridor
- It could look nicer, cleaned up, nice buildings and property AS LONG AS LANDMARKS AREN'T DESTROYED- the city planners and commissioners have a history of placing dollars over legacy and history of our town beyond the main block of Front St.
- If a round-about is even considered anywhere... please, for the love of god, look to some of Ireland's roundabouts. They are considerably larger than the feeble traffic moving circles we have employed in Northern Michigan.
- Encourage bike and pedestrian traffic by hooking it up to the Boardman trail and having a wider path to Division
- Center turn bays, widen where possible.
- To protect neighborhoods from extra traffic by keeping a system of main corridors open
- How big are you willing to think? The parking for Thirlby is a huge waste of space and an eyesore. Moving Thirlby elsewhere will open up a lot of very underutilized space. Give people reasons to go to 14th street more often than Friday and Saturday in the fall.

- It honestly reminds me of the street I lived on in South Philly 15 years ago. There was a mix of older row houses and then convenience stores and little strip malls or auto repair shops. It reminds me of when Firestone used to be on Front Street. Let's keep it a real working class next use street and not turn it into the bougie nonsense retail nightmare that front Street has become by eliminating things like gas stations, oil change places etc. I don't even own a car and I realize those things are necessary. I like the 7-Eleven gas station, UPS store vibe.
- Bike lanes needed
- "Add more lanes, at least until Veteran's "
- Something like 8th st with traffic calming measures, a better bike traffic and foot traffic plan that connects to the state hospital and the TART.
- This could be converted into a village-like Main Street with wide sidewalks and on street parking to support neighborhood shops with residences on upper floors. At the very minimum, plant canopy trees now.
- Multi Family housing !!!! Businesses to cater to neighborhood! Postal branch!!!
- Needs a little love
- Better visual - street scapes, lighting bike paths.
- more housing density, more multimodal options/safety, gateway feature/beautification for the city
- A well built road with attractive lighting, a nice tree line, wide sidewalks and non motorized transportation given some room.
- same zoning as the North Boardman section of 8th st.
- Greater safety for bikes and people.
- Area needs an identity. Appearance should be improved. Needs the ability to walk about better. Some destination businesses or shops. Condos. Wider corridor to handle traffic.
- Wider corridor, ease of access to 14th St businesses. Improved traffic flow.
- Obviously improve the road. Planting native trees and or shrubs might help.
- Nothing really
- I think we should add another lane heading West between Division and Union
- 14th St could be redone with a protected bike and pedestrian lane, separated from the street by a tree lined median with more trees planted on either side of the street. Lots of vegetation and lots of transportation in many forms. More trees! We could introduce rain garden water catchment systems along the street to divert our rain water from the sewer system and process it on site. there could also be a lot of densities housing that lines the street with some areas for small coffee shops or restaurants or businesses to rent mixed within the residential uses. Thirlby fields park lot needs attention and needs to include planted areas and rain gardens if it will be paved eventually.
- Biking and pedestrian separation from traffic like Eighth St, and safer crossings.
- Bike lanes added, turn it into a boulevard
- More density; fewer curb cuts.
- Safer intersection at 14th and veterans

- More retail, restaurants (esp fast casual could do well here), improved sidewalks and street lighting. New residential options.
 - Same thing when we reimagined 8th street corridor with added housing, retail on bottom, affordable housing on top.
 - Expansion while keeping a small town feel
 - It could have more curb appeal, but also worried about parking/ cars/ traffic. Since you've got Toms, it could definitely become a shopping hub if done right, traffic patterns kept in mind.
 - "Though I understand that Fourteenth is necessarily a thoroughfare, it would be nice if it was more integrated with the neighborhoods to the north and south of it. Nice streetscaping could make the area look less sketchy. We need a mid-block pedestrian crossing between Veterans and Division. The commercial/strip-mall driveways should be consolidated.
-
- I wish the corridor was a walkable commercial district, with buildings on the street and parking in back. "
 - Change the timing of lights at Union and Veterans to better sync with 31 to provide larger gaps in traffic. Time with improved crosswalks. Add crosswalk at Maple for foot access between strip malls. Restructure left turn lanes from 14th onto 31. Many cars merge into those before Hunting bank causing backups. Consider moving Tom's and Huntington driveways out of the intersection and resign easier defined access on Maple. There's a ton of pavement in this area that's inefficiently used.
 - Better walkability, for those coming from the downtown side to cross over to the businesses on the opposite end of 14th.
 - A more walkable corridor with varied commercial development and easy access for bikes, cars, and pedestrians.
 - Looking at buildings below make me feel closed in. To me fourteenth st is a neighborhood street on at downtown street. Eighth street is beginning to get that closed in feeling also with larger buildings. Please do not turn us into Grand Rapids. People come for a reason and it isn't big city life.
 - Widen the road, build taller buildings, create more of a city atmosphere.
 - The reconstruction terrifies me because of road closures but being a main east-west corridor the day might come to embrace that and create a roadway like downstate. Widened street, medians all the way down broken up with a few "Michigan Lefts" to access the other side of the street.
 - Na
 - Could be more attractive and would be good to add more lanes for traffic.
 - Removing by pass traffic out of the local road usage. Need to move it out and away from the city. Need new traffic corridor. Construct walking and bike lanes or paths.
 - Unsure
 - Demo school building to accommodate parking at the sports field. Expand skating rink in the winter.

- I'd like to see more density (commercial main floor and residence up top) and more walkability. It's proximity to the hospital and grocery store make it a perfect area to have graduated senior living communities.
- "Is there room for wider street? There is room for bike/pedestrian traffic on nearby neighborhood streets.
- Ground floor retail is great, but should not be required for residential development."
- Nothing, honestly. You're looking to improve and expand, there should be retractions. Scale back the businesses, redirect school traffic.
- Wider or more traffic lanes, updated business storefronts, updated entrance and parking for football stadium,
- A thriving area of TC more affordable to smaller business compared to downtown. A better connection of bike trails between Toms 14th street and the Boardman Lake Trail would be a cool addition.
- Should have run it on a bridge over Boardman lake about 20 years ago.
- 5 lanes
- Better lights. Complete Sidewalks. Maybe some lines on the roads...
- Expand the road to 5 lanes, add sidewalks, bike lanes, upgrade lighting.
- More traffic lanes. Bikes on sidewalks
- it should be left as 1-2 story buildings. It is fairly far out of the city, and thus would not be a destination for walking and biking for groceries, drugs, healthcare, etc. It is more of a transition area from inside to outside the City.
- Widen the street?
- can you add some roundabouts?
- I don't like any of the choices below. The building is not appropriate for the area.
- "There is a good mix of retail and services from Veterans to Division on both sides of the street, bakery, grocery, hair salon, print shop, take-out, etc, and this could be a key 15 min city area, but the street is a serious drawback for everyone. The vehicular traffic is too much volume, too fast, and many drivers seem to be in "get there fast" attitude and do not appreciate pedestrians.
- Put in a pedestrian activated stop light, and enforce the speed limit within a 2mph tolerance.
- Change the speed to 20 is plenty if necessary to make drivers behave "
- "widen the street
- "
- Eighth St
- Not sure if widening is possible, given the development already in place. Certainly, updating the mini mall is possible, if owners are willing to invest in the community.
- Wider, fewer access points, clean up businesses along 14th (nicer bldgs), more pedestrian friendly
- City should consider purchasing Redmonds or available lots for City services or housing.
- Traffic slowing. Protected bike lanes. Roundabouts.
- A complete street with more housing along it.

- "The city needs to work with current landowners to create "affordable housing", especially on the south side of the street. Redesign the street similar to 8th. Make this into a mini neighborhood. Needs coffee shop, deli, etc.
- Also, start incorporating residences above commercial space. For example the strip mall where the UPs store is located could have one or two floors above. Rethink parking requirements!"
- Reduce the number of entrances and exits to the retail strips/parking lots
- Pushing "downtown feel" further towards city limits. It's a busy area that would support development.
- "Because it is such a major transportation route. Should keep from adding business that require a large volume of auto traffic, like fast food restaurants or drive through coffee etc.
- or develop alternative entry to those businesses from back streets."
- Nicer retail establishments
- Bikeway/Bike Lanes, deeper setbacks
- "Roundabout
- "
- A more activated neighborhood corridor that invites a variety of businesses.
- Widening or creating space?
- how about a parking deck at 14th & division + great transit options and get everyone out of their cars before they head into the City?
- Create a sort of downtown space for locals. This would help to alleviate the stress felt by locals when trying to get to a restaurant or shop. It would also alleviate some of the pressure on Front to be our main corridor of commerce. Disallow surface parking and limit the amount of on street parking. This would create a walk, bike and roll friendly area of commerce. Let's work to meet the needs of those in walking distance to fourteenth street before we meet the needs of drivers. It might help to create a more fine grained plan for the lots, creating smaller store fronts would give rise to smaller shops that wouldn't be able to make a go of it in a larger footprint.
- Whatever buildings are proposed, they need to be stepped back from the curb with bushes or trees. Best would be retail on the first floor with affordable rental (again not switched to higher prices later forcing folks out. But affordable forever.
- "This is largely a blighted and congested corridor. I would like to see some improvements such as those completed on Woodmere Ave, which would provide for bike lanes, pedestrian crossings, and aesthetic improvements that might be a catalyst for residential and commercial improvements that we are starting to see on 8th St
- "
- Trees, pleasant sidewalks and better design for parking. Bike lane
- I think NOBO 8th street looks great, if that could be replicated
- Faster traffic, start connecting boardman loop to division. Kids park on boardman street
- Resurface. Time traffic lights.
- Increase signage letting drivers understand that 14th Street does not connect to the east side of town.
- Since you are so corrupted, why not build a massive internment camp for us citizen sheeple?

- 14th & US 31 REALLY needs a round about! It would eliminate traffic backups.
- Parking at Thirlby and winter skate area protected
- Mixed used retail and housing. Creating almost a second downtown area.
- With the city established it difficult to bring real change like widening the street. Maybe impossible.
- It needs more traffic calming and easier places for people to cross the street when on foot/bike.
- It would be wonderful if it was more like the new section of 8th St...slower traffic, better pedestrian/cycling facilities, beautiful plantings.
- The only way to fix it would be to widen the road, this would displace homes and businesses. There is no place to add any type of residential buildings with the added traffic without widening the road
- I think that Eighth Street improvements may be an example of tying things together a bit more than currently. Given, though, that this street seems primarily for vehicular use.
- Add a right turn only lane at the corner across from Tom's.
- "Pedestrian cross walks, trees, service drives to help
- With the multiple driveways/stop and starts."
- Thirlby Field parking that takes several acres is only in high use a few weeks of the year (for sporting events). It also looks pretty shoddy. Can there be a multiple use of this land?
- Maybe a roundabout
- Safe bike lane
- Something similar to 8th Street would be great.
- More traffic enforcement is needed in the area. It's sad how many violations are committed at any given time.
- Roadway improvements and improvements to businesses!
- Funnel parking lots onto side streets instead of 14th. A light at Pine
- "14th st...across the river to 3 mile
- "
- An 8th St corridor type approach would help promote foot traffic, bicycle traffic and help promote local businesses
- "A large trail, separated from the road, that connects the commons on the West to the Boardman River Trail on the East with some routes shooting North to downtown on another street or trail that is closed to motorized traffic.
- Trees lining corridor with green areas to absorb and filter runoff and provide habitat for insects, plants and wildlife that are cut off from natural areas to the East and West.
- Keep car traffic at a slow pace, add charging stations near businesses.
- Add greenery around parking lots and between street, sidewalks and businesses.

- Require the highest efficiency standards for construction: heatpumps, insulation above current code, green/ sustainable/locally sourced materials, thermal mass engineering, passive heating/cooling, green roof, etc.
- Prioritize walking/biking over driving."
- A higher level of density than the neighborhoods to the north and south, providing commercial amenities to the city and offers a wider variety of housing options.
- Better use of Glenn Loomis now that it's empty
- Multi-use transportation that will not slow traffic (e.g. protected bike lanes)
- Nicer streetscape
- Get rid of poorly maintained structures (both homes and businesses) and build townhouses or apartments with sidewalks and trees - a great opportunity for affordable housing!
- Design as a truly multi use corridor that provides safe walkable and bikeable retail resources to the neighborhoods.
- The 14th St corridor has the potential to be another downtown-like area with the right investment and development.
- More housing! Encourage developers to build here--still close enough to downtown for workers to commute via bike or bus. Maybe re-route the Bayline to sweep 14th street on the way.
- A dedicated turn lane all the way down. A reroute of left turns to a light/roundabout at veterans.
- I think a smaller scale of what is going on with 8th street, not the big apartment complexes but more businesses and a better walk and bike connection to the boardman lake tart trail.
- Better pavement.
- "Keeping setbacks back from the road at least 10 feet would be great for visibility.
- "
- Please don't create permanent back-ups onto feeder streets, as you did with Eighth St. (at Woodmere).
- Add traffic calming and robust crosswalks to connect neighborhoods to the South.
- Two lanes of traffic each way with a left turn lane.
- Can it be transformed like 8th st was? Needs bike lanes.
- so much! improvement of TCAPS property appearance would help substantially
- Protected bike lane for bikes, electric bikes, and other micromobility
- "I believe the area from Boardman lake to Division could become a 15 minute city with better pedestrian access, signals etc. There is a grocery, drugstore, some restaurants and other services. Perhaps a bus line that goes north and south on a regular basis to Front Street would be helpful.(like the one that runs along Front Street.
- It would be nice if there were better connections to the area west of Division, where there are several schools and the Y, Copper Ridge etc (bike and walk)
- "
- Need to route all these schools in town for better traffic flow. You have Greenspire, West Middle, Central, St. Francis and Willow Hill Schools all in one general area.

- Either widen 14 th St with a designated turn lane or traffic circle at division and 14th.
- Pedestrian friendly between businesses and school
- "Bike routes on 14th
- ? Widen 14th "
- I'm really disappointed that the city didn't allow TCAPS to build the new Montessori school in this corridor. I think that that would have been amazing. I would love to see 14th street as a pedestrian-focused, treed and landscaped, corridor that cohesively connects the Boardman Lake loop to the Commons. I would love to see parking lots deemphasized.
- Widening
- Replacement of small, old homes with multi-unit structures could add housing. Park space would need to be improved.
- Bigger sidewalks with bike lanes and lighting, center isles, more like the new section of 8th St
- Additional housing stock.
- This corridor is a good place to encourage infill development
- Improved lighting for pedestrians, not sure if any cross streets are able to be aligned but it would be nice. I think cleaning it up like Eighth St will create desire for retail accessible to pedestrians
- Extent 14th to Garfield
- good question

14th Street Corridor

Additional ideas (Sticky notes)

- Consider a small park on city property east of TC whiskey
- Please keep this corridor limited to 2-story commercial/mixed used buildings these are 2 residential neighborhoods that wish to not be broken up. (1 dot)
- Separated bike lane similar to 8th st (another sticky below pointing to this one saying 'this')
- add a public park w/ play equipment near state police building (1 dot)
- 14th has residents what happens to the housing on 14th st? How is 15th st affected by commercial bldg?
- Allow for taller bldgs but require reasonable transition from one-story to multi-story not abrupt change
- Add more cross walks connectivity is essential for central + fernwood (3 dots)
- Native plant meadows no on street parking- use space for bike lanes and wider sidewalk
- Art district w sculptures along street
- Buildings should look cohesive & not too tall (1 dot)
- Allow buildings above 60 ft. can be designed to not be a large box (two stickies pointing to this one: not this and this)

Garfield Avenue + Eighth Street Intersection

What is working well here?

- Proximity to neighborhoods & more neighbor-like "corridor" (1 dot)
- Easy travel for vehicles- not idea promotes high speed
- Cemetery
- NE Corner
- Traffic flow, visibility
- Good burgers.
- Nothing
- Organic investment with locally owned businesses that bring an authentic feel to TC.
- Supports some small businesses
- It seems to be a great place for weed shops.
- Nothing
- Bike lane north of Parsons.
- Clear intersection
- It's good.
- New businesses are adding vitality and variety.
- Everything
- Unbelievably, I feel traffic actually flows here... most of the time.
- Flow of traffic is good. It's a nice transition from the "city" to the bay and historic parts of town
- The new restaurants on the east side of Garfield help make the corner.
- The repaving helped a little
- Nothing
- Not too restricted
- Nothing.
- Not much
- Traffic flow is fine.
- I like the timing of the traffic light, and all the sides gets a protected left.
- Motor vehicle traffic flows well.
- Center turn Lane, Bicycle lane where present Signal at Munson/US 31 works well except for driveway entering East Front from former "motel" on bayside of the Highway.
- Nothing
- Good connection point
- Some of the businesses have been in this area for many years
- great local businesses
- Few curb cuts
- north and south access
- Left turn signals at light for cars. 25 mph. Buildings not right on the sidewalk.
- Part of downtown. Lots to offer.
- Some thriving businesses and a good mix too. Close to multiple neighborhoods. Sidewalk infill has been improved.
- Traffic light holding longer...dedicated left turn lanes

- Speed limit
- Oak wood Burger!!
- Nice mix of businesses and restaurants with plenty of parking.
- There are a couple of good restaurants.
- Traffic light
- 2+ center lanes. Statistically it lessens traffic issues and give more ped/bike space. Open feel to the corridor, makes it feel more like a neighborhood.
- Oakwood burgers
- Round's is great and is an architectural gem.
- A variety of businesses. A full service bakery, a funeral home, AND a laundromat?! There is also new housing that's gone in.
- Redeveloping the NoBo neighborhood, affordable housing developments, walkability, variety of businesses
- Traffics flows well.
- That seems to look more organized now
- Nothing, it isn't optimized at all
- No tall buildings above 2-3 feet.
- Traffic light calming. Mixed businesses/
- Not much
- Traffic flow is decent for such a small intersection. Curb cuts and access to businesses are unique, but functional.
- Green arrow turn signals, Common Good Bakery and Prout Financial have made the corner look nicer and have more conveniences.
- Not much
- Nothing
- Not much
- Garfield Ave. north of 8th St. is presentable with houses that are cared for and only one lane of traffic. The south side of this corner is more chopped up with office and commercial buildings in no particular pattern -- see below. Traffic in this area is generally good. This area is close to day-to-day necessities like groceries, laundry, bakery, dental care, auto supplies and service, restaurants, etc. All that makes it a convenient place to live.
- Nothing
- Traffic flow is fine.
- Light times work well.
- Not much.
- It has a good mix of services without such high intensity that it makes one avoid the area.
- "Works ok for cars that are strictly on the streets and passing through.
- The little access road in front of Oakwood and the laundromat is very helpful"
- There's no longer as many empty buildings.
- "nothing
- "
- Vehicular mobility

- I cannot really say, I believe it works ok during most of the year, excluding summers and falls.
- traffic flow
- Not much. Limited visibility in the intersection, people getting “trapped” into a left turn.
- --
- Some nice retail is trying to make a go of it.
- Currently nothing.
- Good traffic signals
- Neighborhood retail, food, services, scale
- New business like Oakwood burgers and Common good are a welcome addition
- General ease of traffic flow
- pretty safe intersection, all things considered. lots of diverse commercial things going on
- New businesses. Oakwood and Common good bakery seem to be doing well. Quick pick up at these businesses. can be nice with the "drive-thru" areas. The laundry mat provides eyes on the streets at varying times of the day which can make it feel safer.
- As a passage way it works well.
- Seems to be well designed, given the space constraints
- traffic signaling
- It's starting to look really good. I definitely would like to move into this area because I think it's the next vibrant node. I love the proximity to TART network and civic center.
- Depending on the time of day things are fairly smooth.
- I like the direction it's going. New businesses have improved it a lot.
- Not much
- There's a lot of newer development happening in the wares which is great for east side residents. Would love to see more.
- I like the historic charm it has to offer, like Rounds Restaurant being there.
- Motorized traffic flows pretty well going west on 8th, from what I can see.
- Newer businesses (Common Good and Oakwood Proper) provide good food options.
- It is fine as is, do not add as it would cause unneeded congestion. Would have to redo the entire intersection
- Nothing for north of Hannah! South of 8th there is a lot of potential.
- The little bohemian businesses.
- Growing number of entrepreneurial businesses
- Flow is pretty good.
- Left turn lanes
- The level of traffic seems manageable, and the intersection adequately (barely) provides for people on foot and bikes.
- Traffic is slowed, in and out of businesses is easy. Low profile buildings, feels like Traverse City, not Grand rapids. Interesting mix of useful businesses, not just chain clothing stores like downtown
- it was working well before it was narrowed....
- Design of traffic lanes
- Not much, it's an uncomfortable intersection.
- Many local businesses are opening here and thriving(Oakwood, Common Good)

- Retail
- Traffic moves well
- Not much.
- Turn lanes with turn signals.
- Nothing.
- Human scale of existing buildings, plus parking close to retail businesses.
- Not much.
- Rounds.
- not much
- New restaurant, bakery, financial institution, funeral home
- Generally mostly commercial are.
- Lighting
- On northeast corner, buildings put parking behind and off street
- Works well for cars
- Local businesses
- Traffic seems to flow. Is it ironic to say that the new funeral home is bringing some life to the corridor?
- Easy east/west travel
- not much

Garfield Avenue + Eighth Street Intersection

What is not working well here?

- Heading east on 8th, widen to allow 2 lanes for straight and right turn
- Service drive in front of Proper Burgers & eastfield party store creates poor connectivity for pedestrians and motorists (2 dots)
- Would like to see two lanes of Garfield extend the whole way to the parking
- Service drive in front of common good bakery creates poor connectivity for pedestrians & motorists (2 dots)
- Feels very congested, hard to slow down to find the business I want to visit
- Too narrow @ garfield/8th only 1 lane to go straight
- Reduce lanes from 3
- "bagline" for 8th st- better public transport
- degraded pavement especially in parking areas along street
- A lot of traffic. Hide parking
- traffic flow going south trying to left turn (lane placement)
- Back ups on smaller feeder streets
- too much parking lot. lack of trees. not bike friendly
- Road conditions, amount of lanes
- multi modal transit is challenging, especially the pedestrian experience. zoning should reflect a gentle transition to the boarding neighborhoods.
- Congested

- It seems to be a great place for weed shops and not much else.
- Large parking areas at intersections, no buildings really embrace corner condition
- Left turn merge.
- Always backed up
- Too congested with traffic. Long waits at the light often due to traffic heading north to the OM peninsula. More attention is needed for the pedestrian traffic. Wider sidewalks, bike lanes.
- Should be a designated right turn lane on eastbound Eighth Street to Garfield.
- 4 lanes of traffic needed
- you need a none of the above option in your surveys . because none of the options work for any of the corridors
- Not much.
- The Trailside 45 "hotel". This should have never been converted from apartments.
- July... July does not work well for this area. Actually, pretty much all of GT county.
- What's up with the funeral home and crematorium on the corner?! That lot looks horrid.
- The strip mall funeral home next to the print shop is weird as hell
- Crowded, narrow, confusing for out of towners, bike lane takes too much space at the intersection.
- Poor traffic flow, tiny businesses on high visibility corner locations (but at least no CVS or Walgreens), buildings from the 60s or earlier.
- Traffic gets backed up needs two lanes of traffic
- Not good for pedestrians or people on a bike.
- This intersection is dangerous for both bikes and cars and causes lots of backed up cars
- It's fine. Storefronts need updates.
- The sidewalks and crosswalks are bad, the weird side roads into the businesses on the north and south are not great.
- Corner parking lots make for a drab intersection. Buildings are setback from the street too far. One story buildings do not anchor the intersection very well.
- "Not pedestrian friendly
- Need sidewalks ALL the way from Garfield to US 31. Need Wider tree Lawns, overhanging tree canopy, crosswalks "
- Trashy architecture, especially the new ugly box houses on 8th St. heading eadt.
- Not enough goods and services for the neighborhoods
- not hospitable at all for biking/walking, very ugly, road is not in good shape. this is a key gateway north/south and east/west into the city and it is comically unattractive.
- 2 story buildings could add more residential or business space.
- Parking is difficult at times. I like the downtown feel and shops.
- Traffic is bad. Lots of low buildings. Road conditions are poor.
- Idk
- See previous comments on Garfield Ave problems
- The crematorium..
- Cars drive in bike lane going South, trying to make Garfield into two lanes.
- The left turn lane going south on Garfield to east on Eighth is vary difficult to get into. Traffic going straight tends to hog both lanes. Left turn lights are too long.

- It's unattractive and the parking lots/curb cuts are janky.
- Not sure
- Needs to be widened each way for more opportunities to turn left.
- The bland storefronts and inefficient parking lots, pavement everywhere.
- Not walking-friendly, it looks depressed, it needs some pep.
- Everything except Round's is pretty ugly.
- Walkability. Again, need better crossings (pedestrian bridge? Like the ones that go up and OVER the road).
- The smell of the waste water treatment plant, inconsistent redevelopment along the corridor.
- Residential homes along eighths dream seem out of place.
- Traffic does not flow well here, there is a ton of back up from North going South
- Too slow north of 8th.
- Flow of traffic—congested even in off season
- Extra traffic that could be moved off this corridor and around the city.
- Confusing traffic, narrow lanes, old buildings
- Bike lanes are a joke.
- Traffic is loud, hurried, and lacking attention for pedestrians. I walk with kids and a dog to Civic Center from SW corner frequently. Crosswalks with lights away from major intersections allow traffic to flow freely through the intersection, while pedestrians can cross safely at straight-aways. Please add another like Oak Park at Titus Ave. Sidewalks w/ signals at busy intersections are great for foot access to multiple businesses, but poor for vehicle movement and pedestrian safety.
- Traffic coming from Munson Ave/Eight at often bottlenecks at Eight St due to no right turn lane and only one through lane.
- Not large enough
- This area is not attractive
- A busy intersection that needs better timed signal lights
- Pretty much all of it
- Businesses at the corner need "refreshing" or redevelopment. The new, tiny houses just east of the corner of Garfield and 8th are AWFUL-- they look bad, are cheap, are STRs which does not encourage being well-cared for, etc. etc. Approving such developments was an awful decision by the City Planning Department. Homestretch put in a presentable development even further east, but those tiny, odd-ball houses on 8th at Hastings spoil the whole neighborhood. The intersection needs a traffic signal that varies its timing depending on the traffic volume -- something promised 15 years ago, but to the best of my knowledge has still not been done. Consumers Power decimated the look of Garfield when they removed all the trees; it should never have been allowed. Don't let utilities destroy the look of our corridors.
- Traffic light
- It can get congested with southbound traffic
- The removal of the turn lane.
- That Eighth St. turn only lane needs to go! It is a confusing transition from two lanes and people constantly changing lanes at last minute.

- "The strange narrowing of lanes near Hannah.
- The weird side roads parallel to E 8th."
- "Difficult to get out of most driveways. Vehicle traffic is very noisy, dirty and smelly, which is unfortunate for the restaurants and pedestrians.
- Intersection very dangerous for cyclists and pedestrians because of lack of proper infrastructure and controls of motorists. "
- Small, varied commercial buildings with a lack of consistency in parking/building appearance.
- too narrow
- Enforcing the 25mph speed limit -- which is quite appropriate for this area.
- Pedestrian mobility
- I think its one left turn lane and one through lane, it needs to add another through lane.
- Pedestrian access
- See above
- too much traffic.
- Sidewalks are not comfortable or safe for pedestrians. Infrastructure is in need of some love.
- "Poor road design/width.
- Mishmash of building styles."
- Convoluted parking
- Congestion
- Bike lanes
- lack of bike lanes.
- The intersection of Eighth and Garfield isn't great for pedestrians or bikers. The crossing distances can feel very long at the intersection. The configuration of the sidewalk can be confusing with the way it disappears at times like when crossing a driveway near TC Sauce CO. The "drive-thru" areas on both the North and South side of the street create a cramped feeling with the sidewalks being between that and the buildings. It's also not a great experience for riders as it can be confusing what is allowed for them. I've ridden in the street and drivers are displeased with me, so I ride in the "Drive thru" areas and those parking or leaving aren't happy either. On the northern side of Eighth street there are four curb cuts for driveways. All of them are very close to each other.
- Areas of disjointed use appears somewhat ugly.
- unappealing, no trees, no bike lane
- Two lane to one lane setup is still confusing drivers.
- Need additional right turn lanes at the four corners of the intersection.
- Road conditions. Right turn lanes.
- Intersection needs dedicated left turn lane going north. Having to switch lanes at the intersection causes slowdowns
- Roads could be improved and some efforts to make it more walkable & bike-able would be nice.
- Need more lanes for turning. Bike lanes screwed this whole thing up. And I'm a cyclist.
- I still think there could be bump outs for pedestrians crossing the intersection. Would love to see some more outdoor patio space along 8th for common good and other

restaurants in the area. Lot of parking lots which feels like a waste of space in the area and could be better used for housing or retail.

- The businesses/buildings look run down; especially on 8th Street east of Garfield. It looks vacant and in need of restoration. This space could be used for so much more. Taller buildings with housing and retail?
- Motorized traffic backs up going east on 8th and in both directions on Garfield. Almost impossible to ride bicycle through this intersection in any direction without getting in line with the cars--exhaust is nasty. Aesthetically, there is nothing beautiful about this intersection.
- The intersection is confusing - cars often drive in bike lanes and the left turn lanes aren't always easy to identify. Southbound traffic on Garfield gets backed up before the intersection and makes the left turn lane inaccessible. The no right turn on red when going west on 8th doesn't make sense. The buildings are a hodgepodge of different styles and there are a lot of unsightly parking lots.
- You are trying to turn Garfield into a terrible high building area...that is my neighborhood. Let's keep single living.
- Not pedestrian friendly at all.
- It looks like 1970. It's reasonably far away from most neighborhoods in town that walking/biking here seems less doable
- No bike, sidewalks similar to further w on Eighth, no ped crossing buttons at intersection
- The businesses directly on the corner don't do much to add to the ambiance of the area. There's a lot of blacktop surrounding the intersection.
- Some business buildings and signs look a little shabby. Otherwise it's great. I love it
- narrowing
- "I know Hannah is slightly south of this spot but the tart trail crossing would be number 1. I feel like I'm going to get hit even when the light is green for 8th to cross Garfield.
- I love that we have a train here (can't wait for the passenger route to Ann Arbor starts!) but this crossing is really awkward. There's also a lot of opportunities to green up along the tracks without causing a hazard. Currently there's some dusty barron stretches through Traverse Heights.
- At 8th and Garfield specifically, I think there's too much concrete and not enough green.
- The large crematorium/funeral home does not fit a developing community and frankly was a very strange choice. Intersection needs repaved.
- Seems unsafe for bikes
- "No left turn lane on garfield until south of Carver
- No Bike Lane on Eight between Garfield and Railroad ave"
- Not attractive
- Way to auto centric w/o many safe pedestrians features.
- One lane traffic
- No right on red (pointless). Pedestrian crossing.
- The entire layout: traffic lanes, buildings,...

- Dangerously degraded paving in parking areas ... backups in southbound traffic on Garfield.
- Pedestrian/automobile interchange. The entire corner is kind of a mess.
- Ugly, dated retail frontage.
- appearance
- The corners are ugly and with businesses that don't get people excited about having arrived in town.
- Poor pedestrian amenities, no cycling facilities
- Mix of old outdated commercial structures and rehabbed ones
- "Homes still on this avenue.
- Speed limit of 25 mph."
- Signal needs sensors, pedestrian friendly
- "Too many curb cuts. Bike lanes merge with traffic lanes. Not appropriate for this level of traffic
- "
- Bike lanes don't exist. Walking is unpleasant. It's a bit ugly.
- Hard to navigate as a pedestrian, unsafe for cyclists
- The Garfield left turn lanes don't line up, hard to see to turn
- The road narrowing to "calm traffic" makes a bottleneck for future growth. The elementary school is poorly placed on a major traffic artery.
- Needs streetscaping
- With the exception of the northeast corner the intersection looks old and run down
- Neighborhood parks
- The intersection is congested and the buildings are old and need updates

Garfield Avenue + Eighth Street Intersection

What is possible here?

- Cafes + neighbor-friendly businesses (2 dots)
- Pedestrian lighting
- Cafes extension of diverse housing a tram is possible
- become more walker friendly & car flow
- Proper bike lanes is sidewalk on 8th st. (road diet) (1 dot)
- Placemaking like 8th downtown (lights, walk/bike lane, landscaping, etc)
- Cycle track ped crossings increased commerce
- table top crossings
- better connection to cemetery
- desperate need for better bike transport linked to downtown and civic center and tart on 8th
- Roundabout! Could be a smaller "outpost" of TC, with more foot traffic-based retail
- more walk-able, bike friendly. more housing.
- 4 lanes with turn lane, no bike lanes in the roadway

- A vibrant corridor with a mix of commercial offerings that is inviting and walkable from the surrounding neighborhoods. Outdoor vibrancy.
- Updated sidewalks
- It's possible to overcrowd the area in a mad dash to build as many hodge-podge mixed material eyesores. Classic architecture will elevate it and fit surrounding neighborhoods
- Better pedestrian scale
- Roundabout should be considered if there is room given the private property.
- Tall buildings, better traffic mgt
- Another area that should be inviting as you are approaching the water. It should not look like a commercial city block, No high rise building it should look like a cute walkable downtown area
- Overall a good intersection
- More small businesses.
- Move marketing dollars in the budget from tourist promotions, towards fixing our ugly, "detroit-style" medians and curb lawns. There should be native grasses, flowers, and bushes.
- Some updates but we don't want to lose the Rounds, or Oakwood Burgers buildings. Again, legacy is more important than money to most traverse city natives. We don't want to be Grand Rapids.
- I don't know how much one would want to build up this corner of Garfield is going to be a main traffic artery.
- Adding a right turn lane for both north and south bound traffic would help
- Like much if Traverse City outside the core, this is an area that developed without a lot of thought and the result is a mess. This could become the core of the eastern side of the city. By the way, 20 and 21 below are conceptually the same - you even put the same bullet points below them.
- Return 8th to two lanes each direction
- More build up/landscaping, better sidewalks and crosswalks, connecting to the tart trail, the civic center, with an actual bike lane in the street.
- Raised intersection to make pedestrians crossing more visible. Use colorful pavement with an artful design.
- Plant trees!
- Stop what is being done throughout the city by developers who have Zero aesthetics, and total disregard for the overall environment including landscaping.
- extending the great bikeability and walkability elsewhere on eighth st to this section of the corridor; housing; additional local retailers
- Taller buildings with affordable housing. Retail and restaurants on ground level. Entrances to businesses off from the alleys
- increase the traffic north south at this corner, limit access toward peninsula, maybe a round about
- Wide sidewalks with 2 story buildings for business and residential. Accommodations for bikers and walkers. Room for a bus stop.
- Make it a vital part of downtown. Offer what Front Street does. Help TC be less of a "one main street" town.

- Some taller buildings. More planting of native shrubs or trees.
 - Different commercial use on SW corner
 - Tax breaks
 - Opportunities for multifamily dwellings built above businesses, with restaurant patios and foot traffic. All the photos below have too much of an urban feel... this could be a great neighborhood gathering spot, don't build so close to the sidewalk!
 - "More density.
 - "
 - Slower traffic for increased safety
 - "Keep this area's neighborhood feel. Spruce up storefronts. Just because this isn't a flashy part of town, doesn't mean it is undeserving of some character, charm, and attention.
-
- The intersection needs a personality. When traveling north, I often mistake the intersection for Front street, as both are similarly bland. Consider making 8th more of a green space/single story feel, while building taller (not too tall) modern buildings at the Front intersection. "
 - Walkable, more to stop and do other than Oakwood Burgers.
 - I don't know if we need *more* traffic through here.
 - Another grocery option (Family Fare is a good one but down a bit from this corridor). It's also possible to make this a safer area. The Civic Center and nearby neighborhoods that were once a family friendly area are now pretty notorious for drug deals. More small housing options - studio, 1 & 2 bedroom condos with a small footprint/price tag.
 - Create consistency along the entire corridor and improve the water treatment plant to reduce the smell and address capacity for further growth.
 - I think taller buildings are for downtown other areas should stay to 2-3 stories high.
 - Living, dining, shopping. Like sixth Street in Austin, Texas. Get people out of the city, into new neighborhoods
 - Parking for people to get downtown.
 - Area feels like it's changed piece by piece and been hodge-podged together. Spruced up intersection with a congruent feel could help the area businesses. They unfortunately sit at an intersection of two roads that 95% of drivers are just going from Point A to Point B.
 - Would be nice to improve landscaping and flow of traffic. No tall buildings above 2-3 stories or it will hurt the overall aesthetic.
 - Mixed business area.
 - a lot
 - Make this a district hub, grocery, restaurants, bank, etc. Make it something that people can walk to/bike to.
 - If sidewalks can be added to Michigan Ave and removed from Garfield for more vehicle traffic, I would prefer to walk on neighborhood streets.
 - Larger intersection with set backs at the corners
 - You put housing on this corner where do you put parking and access points to Eighth street and Garfield, both busy streets?
 - Better zoning geared towards retail space and pedestrian friendly traffic

- Redevelop the corner with 2 story buildings, not taller than the houses. Don't put up 4-5 story buildings like Trilside, another bad project. Make sure the buildings are set back from the street with green space and walkways in front of them. Parking in the back could be done on the south side of the street east of Garfield, but not on all of the north side -- again there is not enough space. 8th St west of Garfield could also be developed at least halfway down the first block (before the houses), with parking in the back. Add shorter, antique-looking street lights on the east side of Garfield from 8th to Front (like the west side), so that it is clear you are entering a neighborhood. Consider using the street lights as part of re-developing the corner. Add trees along Garfield from 8th to Front to again designate that you are entering the Oak Park neighborhood.
 - Fix traffic lights
 - Adding a new lane for turning to keep traffic flowing.
 - Redesign to mirror improvements done on Eighth St.
 - "This area needs to be treated very carefully. There is a school nearby, residential, Civic Center, etc. It is highly traveled and a busy intersection. Intensity of commercial uses should remain low/medium.
-
- Again, your building renderings are out of scale with Traverse City"
 - "Tons of potential, especially with the restaurant scene starting here, but the whole road needs to be scrapped and completely changed for non motorized and transit priority. The volume and behaviour of vehicular traffic right now ensure that nothing here is pleasant or enjoyable. I don't go here unless I need something specific.
 - This corner could be a significant asset to 3-4 huge neighborhoods if you would finally recognize that excessive and misbehaving vehicle traffic makes a lot of our city gross, and then do something about it. You already have a lot of tools."
 - Destination vs. random errands
 - less buildings
 - A node that serves all users, not just those in a motor vehicle
 - Given current developments in place not sure that widening is possible.
 - Wide intersection, warnings above lanes & on pavement for left turns
 - protected bike lanes and roundabout
 - Vibrant retail. People walking and biking comfortably to access the area.
 - A unified corner with proper road design and sidewalks/bike lanes. Multi-story buildings up to 3 floors.
 - Prepare for more traffic as population increases
 - Neighborhood scale node, mixed use
 - Space!
 - more neighborhood-y vibe. replacing parking with infill
 - Street side cafes for businesses to use. Building height and multi-use buildings would work well also, housing, retail, restaurants and so forth. A social district would be great as well.
 - Love the health area with the islands in the middle & greenery & trees. Makes me feel calmer. Would love to see more of that format on 8th Street, as well as Garfield & 14th whenever feasible. And of course keeping Climate Change in top of the mind!

Contracted new buildings required to put solar on the roof, all electric appliances, furnace, & air conditioning in the condos or apartments. Plus make them all affordable forever for young people & workers in town. First floor retail with 2nd & 3rd floors for rental or sale. The buildings would need to be setback with trees or bushes & seating.

- More multi-residential housing and small retail, without setbacks, and parking behind
- buildings set back from sidewalk, add trees and landscape, room for outdoor dining, widen sidewalk
- Redevelopment of SE corner would be good. Overall I'd like to just see where it goes, looks like we are on the right path.
- Round-a-bout
- Road surface
- Faster intersection
- I think it could be like another nice neighborhood similar to west Front. But it needs some aesthetic improvements to make it more comfortable for walking and spending time at the businesses.
- More turn lanes. Roundabout?
- Answered above. Want to see more mixed spaces. More density.
- I think this area could be transformed into a more usable and desirable place to want to visit.
- A traffic circle might work here if walkers and cyclists were accommodated. Add plantings. Move the road closer to the buildings and add more islands for pedestrians and plantings.
- This could be a really vibrant mixed use area with more restaurants, retail, office space, and residential.
- LEAVE IT ALONE!
- If more housing is developed in the area, significant improvements are needed for pedestrian and cycle use. Increasing use of e-bikes calls for thoughtful design.
- Bike trails. More green space, trees.
- Create a pedestrian friendly / outdoor village vibe with parking in back
- roundabout
- I'm a little skeptical of the idea of increasing the density of goods/services provided immediately next to the intersection. There is a lot of traffic flowing through here and while there's opportunity to provide more services here, if those bring more traffic or slow the traffic by adding lots of turning interactions, it could start to create a bottleneck.
- Stays a little neighborhood shopping center, small, intimate. A place to shop and meet away from downtown where parking is open and free.
- smoother traffic flow....
- "I think this is a very difficult intersection to plan out, there's a lot going on here. Thank you for asking the community for input.
- I would like to see the non motorized aspects prioritized over motorized here. It feels like an intersection in a city that allows sprawl.

- Connect to TART trail more easily along here. Add greenery!"
- Surrounding neighborhoods are very up and coming, and local businesses in the area are thriving. It would be great to see this continue.
- It is very walkable to a lot of residents and could have multi-use centers focused on pedestrian traffic
- Add some greenery
- More pedestrians safety features.
- Another downtown
- Make East bound eighth wider so cars can turn right. Make West bound eighth allowed to turn right on red. Better pedestrian crosswalks and continuous sidewalks.
- Everything. Improve the intersection with appropriate turn lanes. Limit access to corner lots.
- Enhanced crosswalks, retail parking of alleyways
- so much
- Mixed use buildings with affordable housing and retail. Underground parking or behind the buildings.
- Protected bike lanes with safe crossings
- Could make a neat 15 minute city. Family Fare is close by, Oakwood Cemetery as a walking destination. Garfield 18th intersection could be more pedestrian friendly.
- What the heck is a STEPBACK. Could not find definition anywhere.
- More efficient intersection that is inviting to pedestrians
- Pedestrian friendly with better walk ability. Remove all driveways as business transitions to more retail (non-auto repair)
- Create small corridors of retail that are walkable.
- Great pedestrian connections between the Civic Center and the neighborhoods.
- Roundabouts!
- Not sure
- Perhaps less parking and some landscaping near the streets
- Public transportation, from Union to Garfield
- Could be a major chopping and living area close to downtown

Garfield Avenue + Eighth Street Intersection

Additional ideas (Sticky notes)

- Improve this intersection w/ proper setbacks to accommodate higher buildings w/ lower floor market place space
- I like the mix of residential along eighth. Therefore I prefer the 2 and 3 story esp at intersection (1 dot)
- Consider expanded focus area to include woodmere next to Tart trail for affordable housing (1 dot)

- The tall buildings (5-6 stories) will fit well in these corridors. They will accommodate diverse housing opportunities. Now... All we need is a tram for all these main corridors! This is a vienna-style opportunity (2 dots)
- Tall buildings
- Push these bldgs farther from road- may need to demolish existing
- tall buildings next to residents could be overwhelming. No taller than 2-3 stories
- Building setback off the sidewalk. The city is becoming too dark we need green space! (1 dot)
- Add street parking- add bike facilities
- Café style seating in front of common good and proper burger
- Parking for businesses- not just parallel parking in front- no parking meters
- Social district on 8th
- City should do a plan for Boardman Lake Loop that creates/supports higher density mixed use at specific strategic areas to create great wellness space w/ people living on it & accessible for family, arts, wellness business and activity

Appendix B: Visual Preference Comments

Key Areas/Design Workshop Report

The following original, unedited comments were provided in response to the visual preference photo prompts for each corridor/intersection.

Munson Avenue

Blue photos were shown to in-person workshop participants only; yellow photos were shown to both in-person workshop and online survey participants.



Workshop Votes

Workshop Sticky Notes

4-5 stories

3

High transparency

0

Overall would work on Munson

3



	Workshop Votes	Workshop Sticky Notes
Flat building face	0	
Ground -floor retail/office	8	
4 stories	2	
Overall would work well	1	<i>Walk/Bike lanes on Munson</i>



	Workshop Votes	Workshop Sticky Notes	Survey Votes	Total votes
Stepback after 1 story	4		69	73
Ground-floor retail	6		86	92
Mix of Materials on Building face	7		68	75
Overall would work on Munson	4	<i>Positives:--Residential above --diagonal parking adjacent to retail</i>	59	63



Workshop Votes	Workshop Sticky Notes
----------------	-----------------------

Flat Building Face	0
Mix of materials on building face	3
Exclusively multi-family (no retail or commercial)	1
Overall would work on Munson	3



Workshop Votes	Workshop Sticky Notes	Survey Votes	Total votes
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Flat Building Face	0	26	26
Zero Lot line (built to sidewalk)	1	11	12
4 Stories	1	40	41
Overall would work on Munson	0	25	25



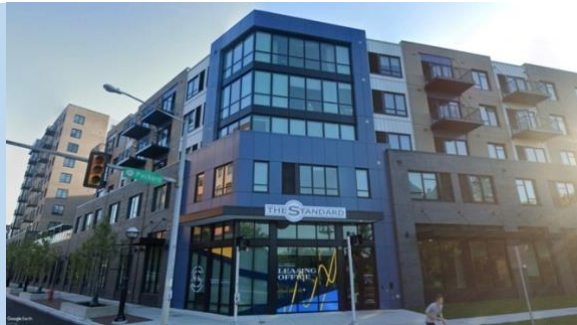
	Workshop Votes	Workshop Sticky Notes	Survey Votes	Total votes
Stepback after 1 story	6		73	79
ground-floor retail	8		84	92
5 stories	2		29	31
Overall would work on Munson	2		47	49



	Workshop Votes	Workshop Sticky Notes
Colorful/varied appearance	14	
Ground-Floor retail	9	
3 stories	6	
Overall would work on Munson	5	<i>This is the only one that is interesting and attractive, setback on 2nd story for variation</i>



	Workshop Votes	Workshop Sticky Notes	Survey Votes	Total votes
		<i>comment on the 8 stories: Heck No!</i>		
8 stories	3		26	29
high transparency (glass)	3		38	41
neutral color/materials	1		68	69
Overall would work on Munson	4		29	33



Workshop Votes	Workshop Sticky Notes
4	
4	
3	
3	

Stepback after 2 stories

Mix of materials on façade

High Transparency (Glass)

Overall would work on Munson



Workshop Votes

Workshop Sticky Notes

Stepbacks at multiple heights
Ground-floor retail
Neutral/solid façade materials
Overall would work on Munson

5
9
4
3

Garfield Avenue

Blue photos were shown to in-person workshop participants only; yellow photos were shown to both in-person workshop and online survey participants.



Workshop Votes

Workshop Sticky
Notes

4-5 Stories

6

Zero Lot Line (built to sidewalk)

4

High transparency (glass)

2

Overall would work well

2



Workshop Votes

Workshop Sticky
Notes

4-5 Stories

4

Zero Lot Line (built to sidewalk)

2

High transparency (glass)

3

Overall would work well

3



Workshop Votes	Workshop Sticky Notes
----------------	-----------------------

Flat building face	0
Ground-floor retail/office	4
4 stories	2
Overall would work well	3



Workshop Votes	Workshop Sticky Notes	Survey Votes	Total votes
----------------	-----------------------	--------------	-------------

Stepback after 1 story	4	86	90
Ground-floor retail	8	123	131
Mix of Materials on building face	3	97	100
Overall would work well	5	73	78



	Workshop Votes	Workshop Sticky Notes	Survey Votes	Total votes
Flat building face	0		37	37
Zero Lot Line (built to sidewalk)	3		22	25
4 stories	3		59	62
Overall would work well	4		37	41



	Workshop Votes	Workshop Sticky Notes
Stepback after 1 story	3	
Ground-floor retail	9	
5 stories	4	
Overall would work well	5	



Workshop Votes

Workshop Sticky
Notes

Flat building face

2

Mix of Materials on building face

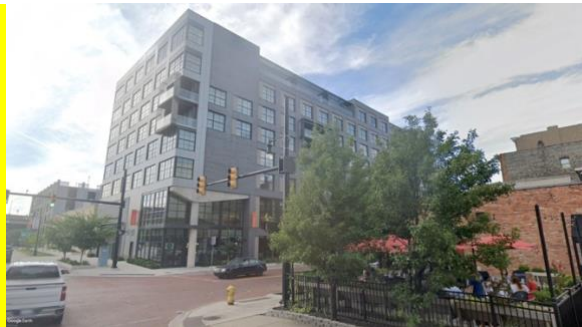
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Exclusively multi-family (no retail or commercial)

0

Overall would work well

5



Workshop Votes

Workshop Sticky
Notes

Survey
Votes

Total
votes

8 stories

9

39

48

High transparency (glass)

2

37

39

Neutral color/materials

4

76

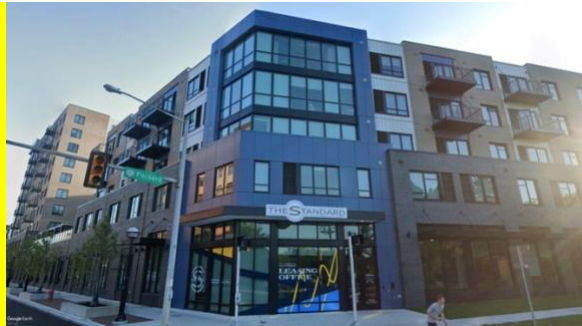
80

Overall would work well

5

38

43



Workshop Votes	Workshop Sticky Notes	Survey Votes	Total votes
----------------	-----------------------	--------------	-------------

Stepback after 2 stories	3	72	75
Mix of materials on façade	1	87	88
High transparency (glass)	1	49	50
Overall would work well	1	70	71



Workshop Votes	Workshop Sticky Notes
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Stepbacks at multiple heights	9
Ground-floor retail	6
Neutral/solid façade materials	3
Overall would work well	

14th Street

Blue photos were shown to in-person workshop participants only; yellow photos were shown to both in-person workshop and online survey participants.



Workshop
Votes

Workshop Sticky Notes

Survey
Votes

Total
votes

Colorful/Varied appearance

10

139

149

Ground-floor retail

14

141

155

3 stories

6

111

117

Overall this would work well

9

106

115



Workshop
Votes

Workshop Sticky Notes

Survey
Votes

Total
votes

Stepback after 1 story

0

100

100

Ground-floor retail

4

135

139

5 stories

5

46

51

Overall this would work well

1

65

66



Workshop Votes	Workshop Sticky Notes	Survey Votes	Total votes
-------------------	-----------------------	-----------------	----------------

Stepbacks at multiple heights	11	63	74
Ground-floor retail	10	129	139
Neutral/solid façade materials	3	75	78
Overall would work well	6	54	60



Workshop Votes	Workshop Sticky Notes
-------------------	-----------------------

Flat building face	0
Ground-floor retail/office	6
4 stories	2
Overall would work well	3



Workshop
Votes

Workshop Sticky Notes

Survey
Votes

Total
votes

Stepback after 2 stories

2

54

56

Mix of materials on façade

3

89

92

High transparency (glass)

4

40

44

Overall would work well

1

46

47



Workshop
Votes

Workshop Sticky Notes

Flat building face

1

Ground-floor retail

6

Colorful/Varied appearance

7

Overall would work well

6



Workshop
Votes

Workshop Sticky Notes

Flat building face	0
Mix of Materials on building face	1
Exclusively multi-family (no retail or commercial)	0
Overall would work well	0



Workshop
Votes

Workshop Sticky Notes

Colorful/Varied appearance	11
Ground-floor retail	9
3 stories	9

Overall would work well

11 *Sticky: may need upper story step
back on 14th (1 dot)*



Workshop
Votes

Workshop Sticky Notes

Ground-floor retail

5

2 stories

7

Neutral façade w/ mixed materials

3

Overall would work well

10



Workshop
Votes

Workshop Sticky Notes

Stepback after 1 story

3

Ground-floor retail

5

Mix of Materials on building face



3

Overall would work well

1

Garfield Avenue + Eighth Street Intersection

Blue photos were shown to in-person workshop participants only; yellow photos were shown to both in-person workshop and online survey participants.

	Workshop Votes	Workshop Sticky Notes		
2 Stories		6		
Exposure to both sides		5		
Zero lot line (built to sidewalk)		3		
Overall would work well		4		
	Workshop Votes	Workshop Sticky Notes	Survey Votes	Total votes
3 Stories	2		90	92
Ground-floor retail	9		118	127
Exposure to both sides	4		115	119

Overall would work well	5	Sticky: I like the curved portion 2 stories	86	91
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Workshop Votes	Workshop Sticky Notes	Survey Votes	Total votes
Stepback after 2 stories	7	60	67
Mix of materials on façade	6	66	72
High transparency (glass)	4	34	38
Overall would work well	3	44	47



Workshop Votes	Workshop Sticky Notes
Flat building face	2
Ground-floor retail	10
Colorful/Varied appearance	10
Overall would work well	7



Workshop
Votes

Workshop Sticky
Notes

Survey
Votes

Total
votes

3 Stories

5

82

87

Ground-floor retail

9

115

124

Exposure to both sides

4

105

109

Overall would work well

2

77

79



Workshop
Votes

Workshop Sticky
Notes

Ground-floor retail

10

2 stories

6

Neutral façade w/ mixed materials

4

Overall would work well

7



Workshop
Votes

Workshop Sticky
Notes

4 stories

7

Recesses in building face (i.e. balconies)

4

Mix of building materials

4

Overall would work well

3



Workshop
Votes

Workshop Sticky
Notes

Survey
Votes

Total
votes

5-6 Stories

11

31

42

High transparency (glass)

7

34

41

Exposure to both sides

4

87

91

Overall would work well

12

37

49