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East Front Street Redesign: Scenarios

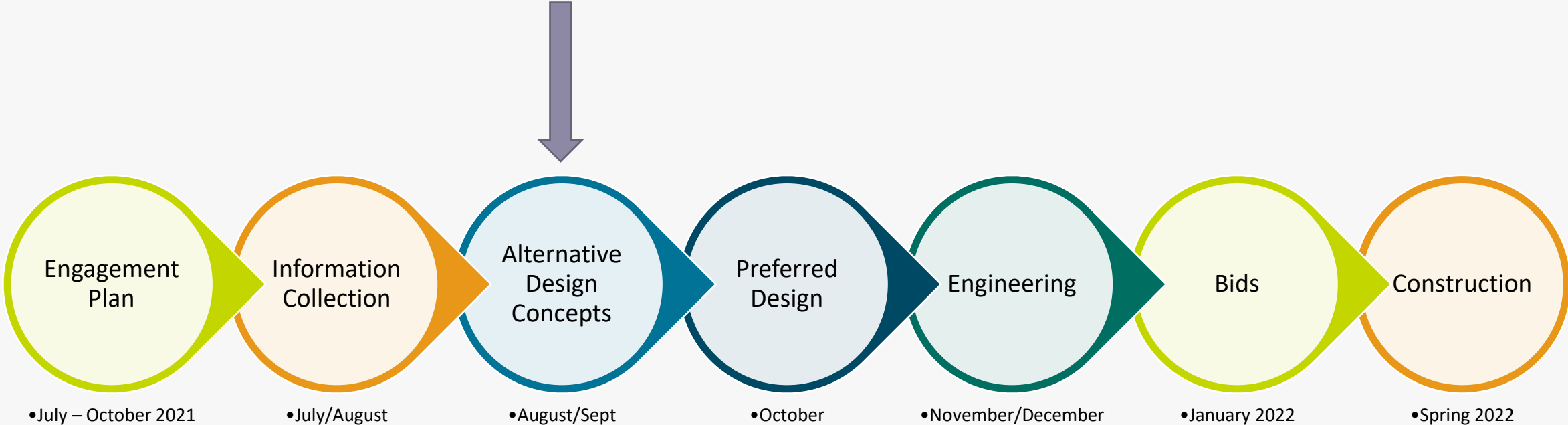
SEPTEMBER 27 & 29, 2021



AGENDA

- Traffic Circulation Study Update
- Survey Highlights
- East Front Street Concepts
- Additional Considerations
- Discussion
- Next Steps

TIMELINE OVERVIEW



GOALS AND GROUND RULES

Today's Meeting Goals:

1. Present and discuss concepts
2. Validate design goals
3. Identify pros and cons
4. Begin to move towards a preferred preliminary concept

Ground Rules:

- Please silence phones
- Honor today's process
- Give space for everyone to speak and share ideas
- No personal comments
- Practice active listening
- Assume positive intent
- If an issue is identified, how would you solve it or mitigate for it?

TRAFFIC CIRCULATION STUDY UPDATE

STUDY AREA & DATA COLLECTION



EXISTING ONE-WAY TRAFFIC PATTERN



TWO-WAY TRAFFIC PATTERN



DOWNTOWN TRAFFIC CIRCULATION STUDY FINDINGS TO DATE

- PAE has modeled:
 - Existing conditions, adjusting for known roadway impacts (such as bridge closures on 8th, Cass, and Park)
 - two-way conditions using the existing network volumes (proof of concept)
- Preliminarily, two-way traffic is possible under present day volumes with existing street layouts
- Minor investments (signs, marking, turn lanes, adjusted parking, etc.) showed improvements over the base two-way condition
- Lifecycle investments need to be made in signals, signs, pavement markings, etc.
- Preliminary results need further study

DOWNTOWN TRAFFIC CIRCULATION STUDY NEXT STEPS

- Further study is being conducted to evaluate and determine:
 - A hybrid model retaining some one-way segments and converting others (to be determined through the modeling process)
 - Projected infrastructure costs to implement any necessary/recommended improvements
 - Perform analysis to determine potential impacts to maintenance operations
 - Identify and model future growth conditions (x% growth per year for y years)
 - Identify potential safety impacts for modeled scenarios
 - Operational traffic impacts for future growth conditions

STAKEHOLDER FEEDBACK

This is what we heard you say in our August meetings and survey...

SURVEY RESULTS

535 responses

Mostly residents and property owners

Majority use East Front Street TO visit businesses and to go THROUGH on their way to another destination

Current conditions are crowded, busy, tired, dated...but "fine"

Vast majority drive, majority walk, and a fair number bike on East Front Street

Top mode to prioritize in redesign pedestrian, followed by car and bicycle

Desired vision for East Front Street: friendly, inviting, walkable, safe, vibrant


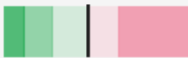



Also focus on trees and greenspace, access to Boardman River/Riverwalk, outdoor restaurant seating


Other important amenities: benches, bicycle racks, and trash cans

PROVIDE ONE WORD THAT BEST DESCRIBES EAST FRONT STREET



PLEASE RANK THE LEVEL OF IMPORTANCE EACH MODE SHOULD HAVE IN THE DESIGN OF EAST FRONT STREET

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Pedestrian (people of ages and abilities)	1		2,236	512
Car (auto-oriented)	2		1,783	509
Bicycle (bike-oriented)	3		1,587	505
Bus (transit-oriented)	4		1,178	492
Freight (accommodating for delivery vehicles)	5		814	485



 Lowest Rank Highest Rank

DESCRIBE IN ONE WORD YOUR VISION FOR EAST FRONT STREET



IS THERE ANYTHING ELSE THAT SHOULD BE CONSIDERED IN THE DESIGN OF EAST FRONT STREET?



KEY TAKEAWAYS FROM MEETINGS

- Pedestrians should be a focus and wider sidewalks are needed
- Improve Grandview Parkway to allow safe crossing to TART trail and water
- Design of facilities should be focused on high-quality design and not minimums
- Provide better bicycle facilities
- Better lighting is needed – but not overlit
- 100 and 200 blocks of Front most critical to remain 1-way
- Travel speeds should be slow and safe
- Multiple strategies needed to address parking
- Need to consider maintenance and snow removal in design
- Parking impacts and cut-through traffic are concerns of the Boardman neighborhood

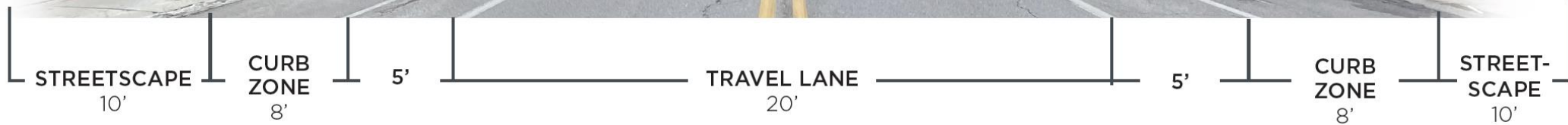
ADDITIONAL BACKGROUND INFORMATION

EXISTING CONDITIONS

ELEVATION AT WELLINGTON ST

2 WAY STREET

RIGHT OF WAY
66'





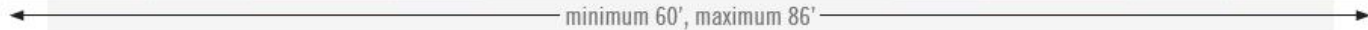
TRAVERSE CITY
STREET DESIGN MANUAL

2018



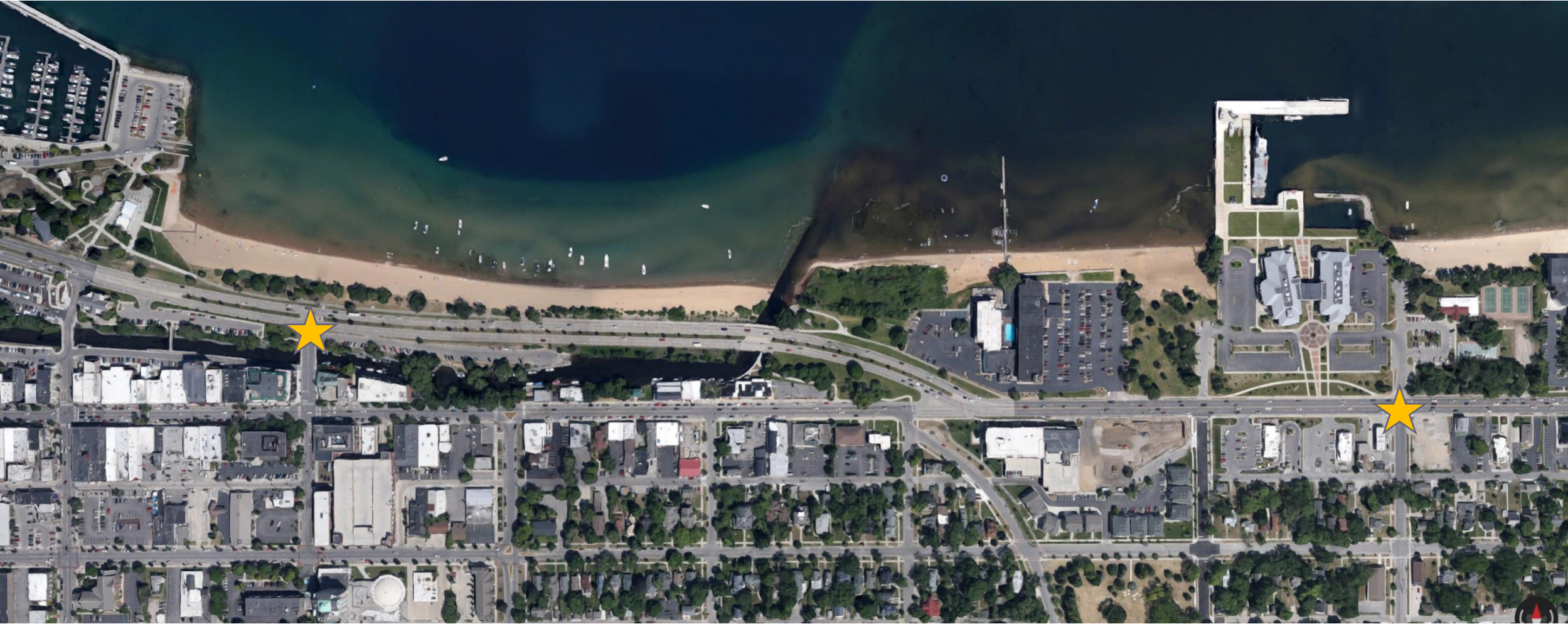
	DOOR ZONE	PED ZONE	TREE ZONE	CURB ZONE	BIKE LANE	TRAVEL LANE	TRAVEL LANE	BIKE LANE	CURB ZONE	TREE ZONE	PED ZONE	DOOR ZONE
Preferred Standard	2'	5-8'	3-8'	7-8'	5-8'	10-11'	10-11'	5-8'	7-8'	3-8'	5-8'	2'

NOTE:

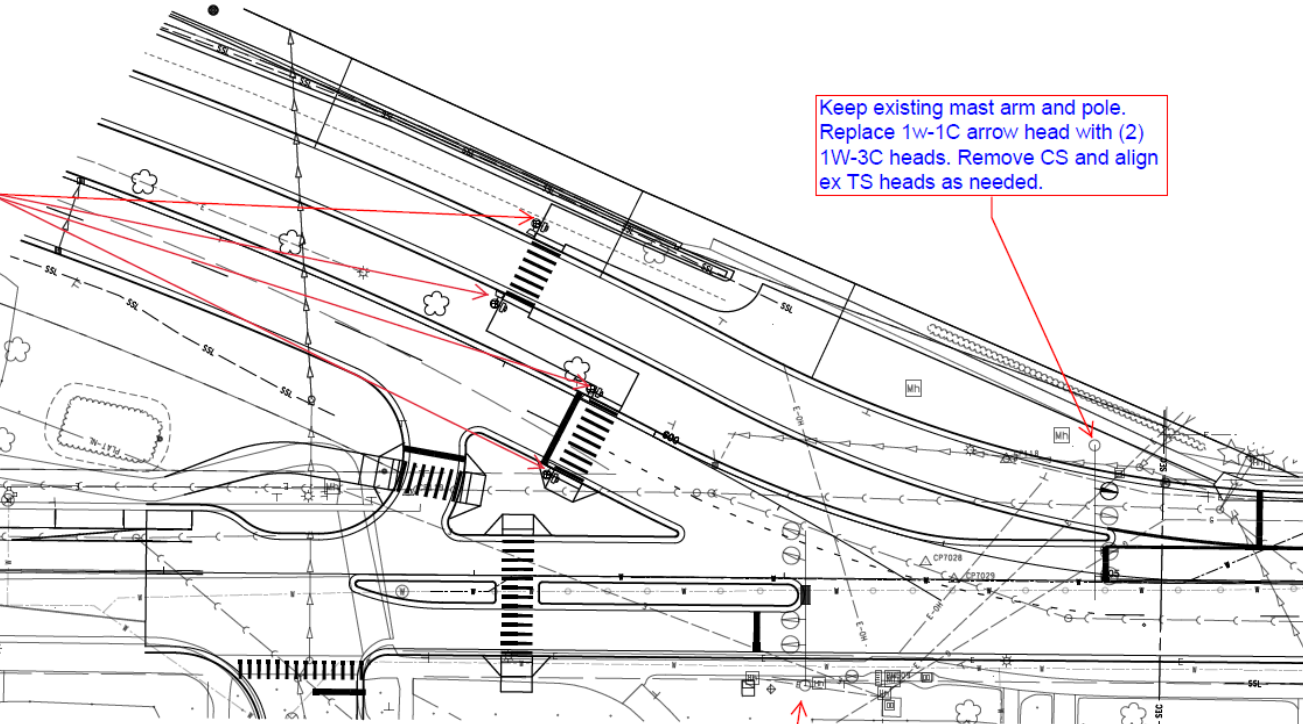


1. Curb zone can include parking, loading, etc.
2. Door zone is typically private property due to 2.5-foot building setback
3. Typical right-of-way is 66 feet wide.

2/3RDS OF A MILE (3,300') BETWEEN SIGNALIZED CROSSINGS

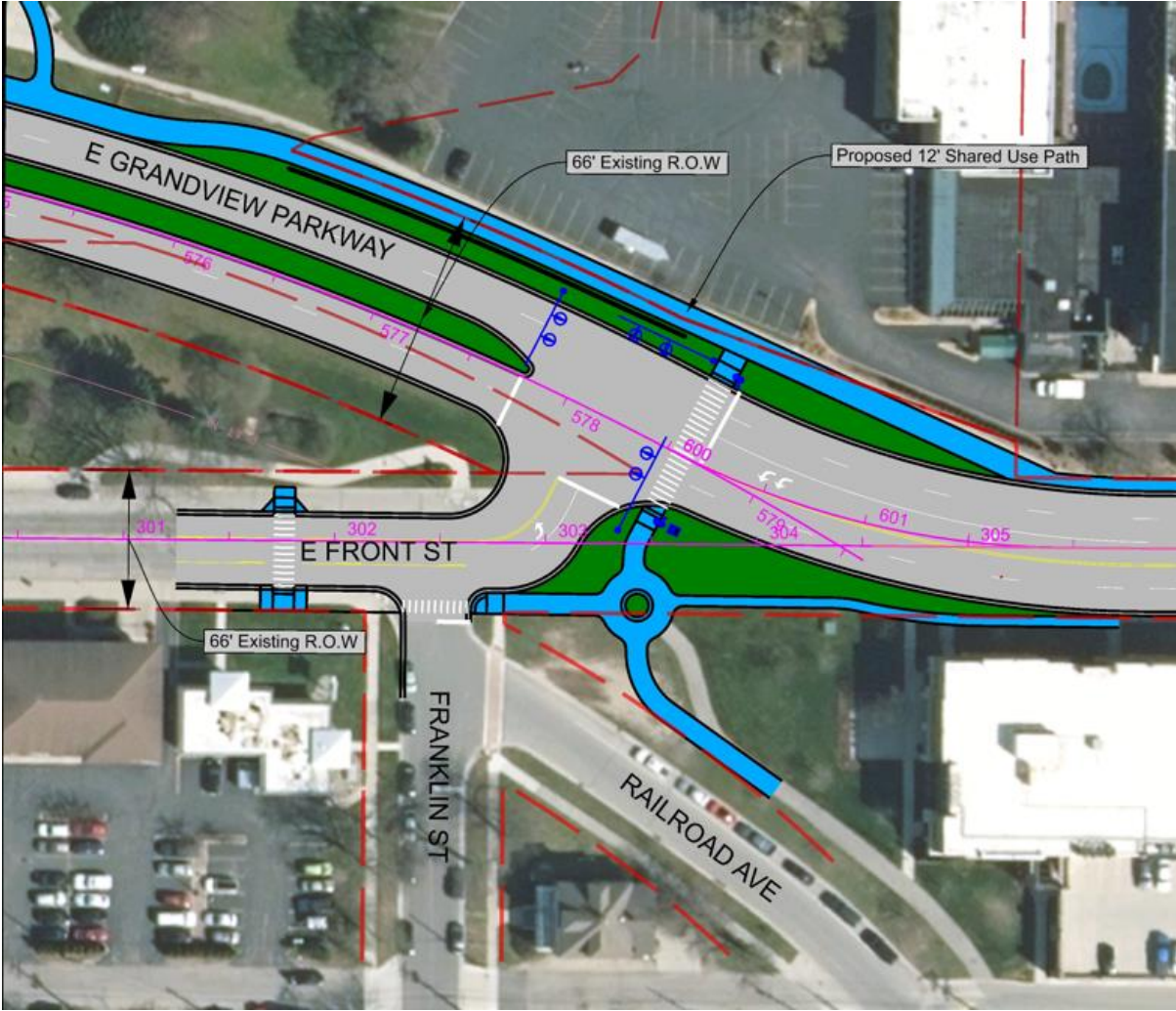


GRANDVIEW PARKWAY CONCEPTS - MDOT

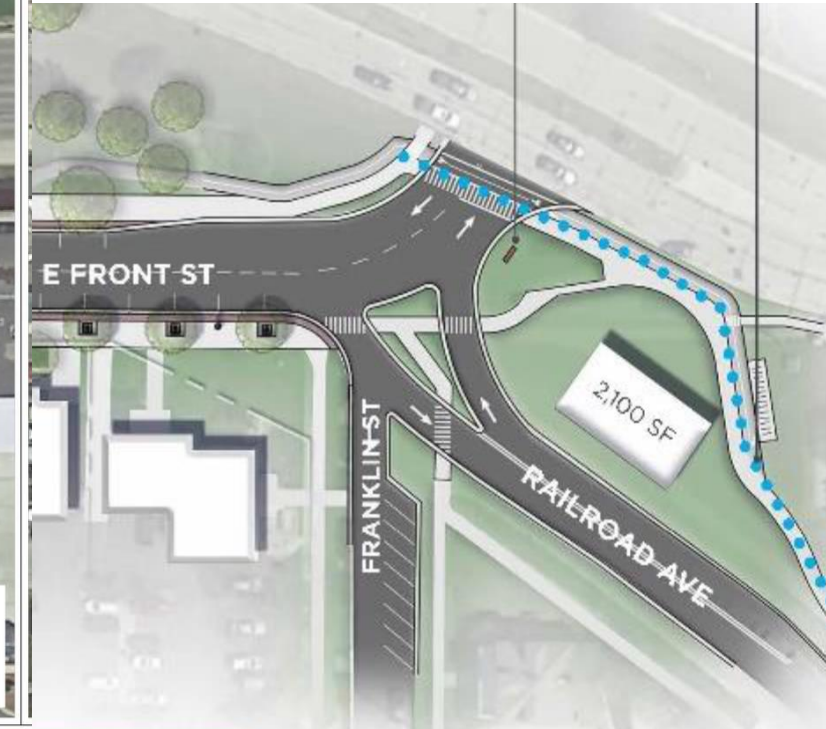
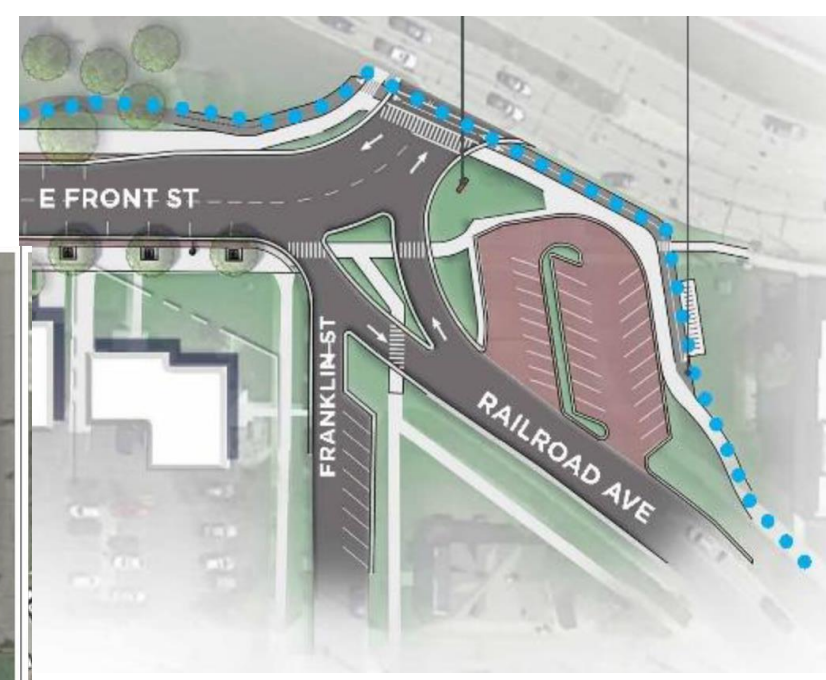


Keep existing mast arm and pole.
Replace 1w-1C arrow head with (2)
1W-3C heads. Remove CS and align
ex TS heads as needed.

Keep existing mast arm and pole.
Align TS heads and CS as needed.



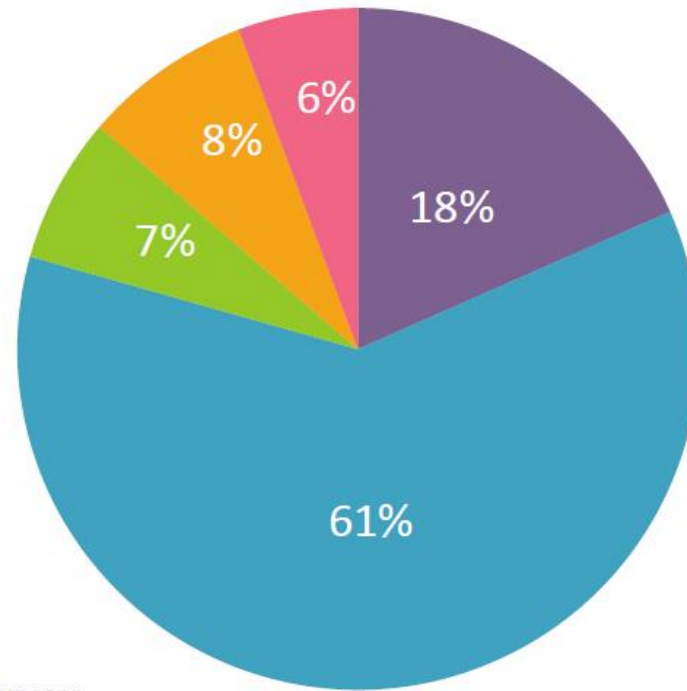
GRANDVIEW PARKWAY CONCEPTS - PAE



EAST END OF FRONT STREET



- Do you support creating a walking loop along the East End of Front Street?



Survey
(87responses)

- Yes, I would like to prioritize this project
- Yes, I support this project
- Yes, I would support this project with modifications
- No, I do not support this project
- No opinion

WEST ARM GRAND TRAVERSE BAY



Alternative Path

FRONT ST

Planned and Existing Paths

A



GRAND TRAVERSE BAY

Alternative Path

Planned and Existing Paths

B

FRONT ST

GRAND TRAVERSE BAY

Alternative Path

Planned and Existing Paths

C

FRONT ST



PROJECT: EAST END SOUTH
Link northside of river to TART

K.

SUGGESTION:
Connect north and south

SUGGESTION:
Transit dock for
downtown visitors

**RIPARIAN LANDSCAPE
AND OVERLOOK**

FRONT ST





Hotel Indigo Traverse City
The Hotel

TART TRAIL

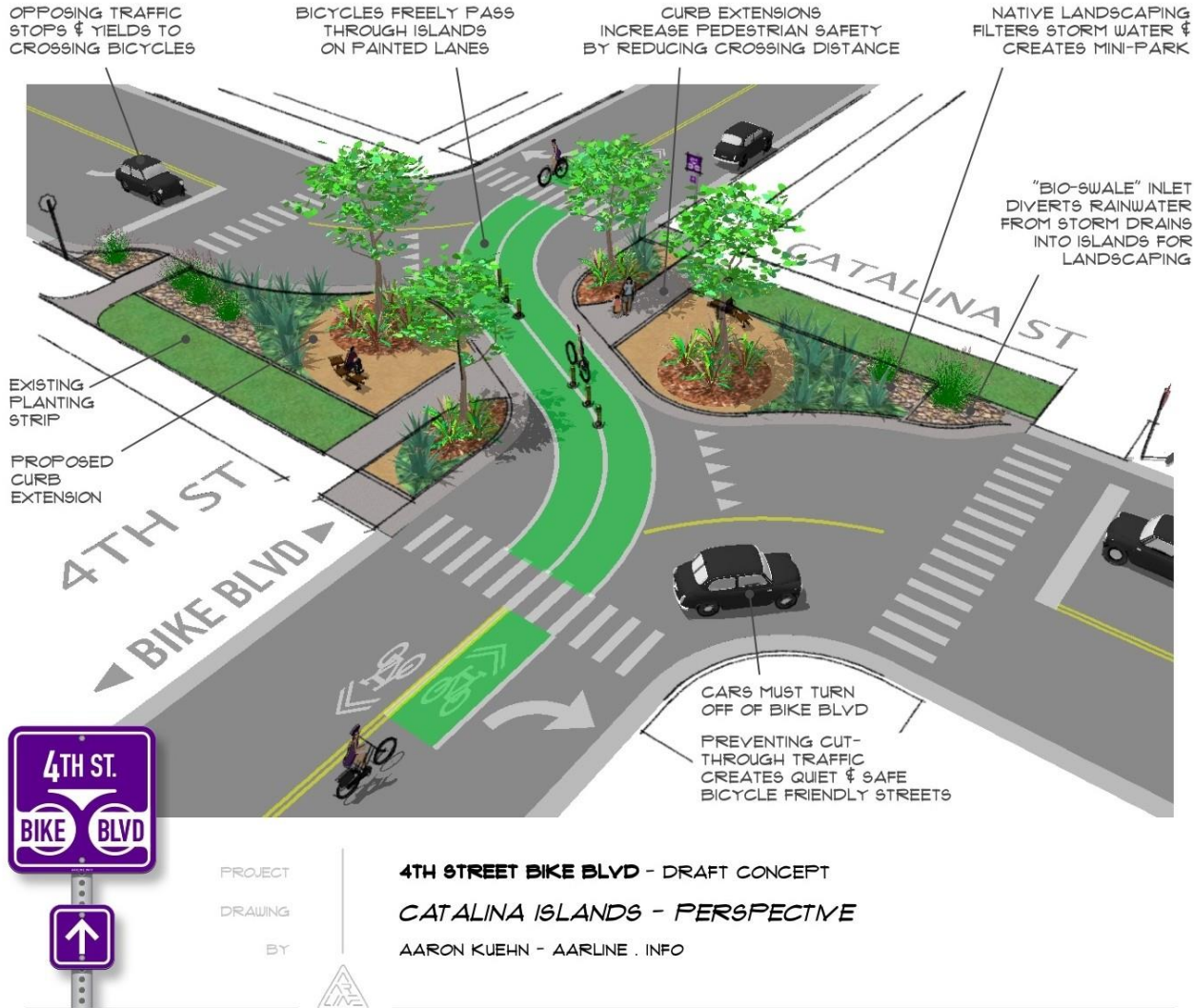
Belmar Traverse City

E FRONT ST PROJECT

TART-IN-TOWN TRAIL

EIGHT STREET TRAIL

BICYCLE BOULEVARD



E FRONT DESIGN CONCEPTS

CONCEPT A

CONCEPT A: PEDESTRIAN EMPHASIS

VISION: EAST FRONT STREET IS VIBRANT AND PEDESTRIAN-FRIENDLY, WITH WIDE SIDEWALKS, MULTIPLE PEDESTRIAN CROSSINGS, AND INVITING PUBLIC AMENITIES.

Design Goals:

- Create a walkable environment along East Front Street
 - Widen sidewalks
 - Provide mid-block crossings
- Increase activity
 - Provide sidewalk space for outdoor cafes and businesses
 - Create a plaza at Franklin and Railroad for events
- Strengthen connections between the Boardman neighborhood and the Boardman River
 - Install intersection speed tables at Wellington and Boardman
- Manage traffic into the Boardman neighborhood
 - Close Wellington seasonally (East Front to alley)
 - Reduce Franklin to one lane with parking
 - Make Boardman a two-way street
- Serve all modes of transportation
 - Create a bicycle boulevard on Washington Street for TART in Town
 - Use Wellington and Boardman as access streets between Washington and E Front
 - Bus bulb-outs
 - Make E Front between Boardman and Park 2-way to improve parking ramp access*

**Note: If E Front Street between Park and Boardman allows two-way traffic, then the section of State Street from Park to Boardman will also need to be converted to 2-way to allow for proper circulation in the city parking ramp. This does not mean that all of E Front Street or State Street in the rest of downtown would need to change. Additional discussions will must still occur with the community.*

CONCEPT A CROSS SECTION

ELEVATION AT WELLINGTON ST

2 WAY STREET

RIGHT OF WAY

66'



STREETSCAPE

15'

CURB ZONE

8'

TRAVEL LANE

20'

CURB ZONE

8'

STREETSCAPE

15'

ELEVATION AT PARK ST

RIGHT OF WAY

66'



STREETSCAPE

15'

CURB ZONE

8'

TRAVEL LANE

20'

CURB ZONE

8'

STREETSCAPE

15'

CONCEPT A: PEDESTRIAN EMPHASIS



RAISED INTERSECTIONS reinforce slow speeds and encourage motorists to yield to pedestrians at the crosswalk.

Design for **LOCAL STREETS** can combine storm water management features, curb extensions, vertical speed control elements, and bicycle facilities that encourage safe speeds and meter through traffic.



CURB EXTENSIONS increase the overall visibility of pedestrians by aligning them with the parking lane and reducing the crossing distance for pedestrians.

BULBOUTS can facilitate mid-block pedestrian crossings of low-volume streets.



BUS BULBS may be combined with amenities such as wayfinding, maple plantings, and trees to enhance the overall transit user experience.

When a **SPEED TABLE** coincides with a crossing or crosswalk, it should be designed as a raised crosswalk.



The **SIDEWALK** is the area where people interface with one another and with businesses most directly in an urban environment.

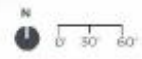
PARKLETS are typically applied where narrow or congested sidewalks prevent the installation of traditional sidewalk cafes.



A **GATEWAY SIGN** placed at the entrance and along the Downtown area. The signs may incorporate stone and metal to express local history with a progressive look to the future. The comprehensive look of the gateway signs will create a cohesive look for the various locations around town.



CONCEPT A
TRAVERSE CITY DOWNTOWN DEVELOPMENT AUTHORITY



PROJECT PARTNERS:
progressive ae

CONCEPT B

CONCEPT B: BICYCLE EMPHASIS

VISION: EAST FRONT STREET SERVES ALL MODES (BICYCLISTS, PEDESTRIANS, DRIVERS, AND TRANSIT RIDERS).

Design Goals

- Provide complete facilities that serve each mode
 - Cycletrack on East Front Street
 - Remove right-turn only lane on Park for a bike path that would connect to the alley along the river
 - Convert Park bike path into a loading area when Front St is closed for events
 - Widen sidewalk on the South side of East Front Street
 - Install floating bus stops
- Ensure the travel lane for each mode is clearly defined
 - Remove on-street parking on North side of street
 - No speed tables and limited bulb outs to avoid obstructing bicycles
- Mitigate for loss of on-street parking
 - Construct a new public parking lot at Franklin and Railroad
 - Revisit the City's neighborhood parking permit program
 - Consider the creation of a parking management district that leverages existing office parking during non-business hours

CONCEPT B CROSS SECTION



CONCEPT B: BICYCLE EMPHASIS



RAISED INTERSECTIONS reinforce slow speeds and encourage motorists to yield to pedestrians at the crosswalk.

Design for **LOCAL STREETS** can combine storm water management features, curb extensions, vertical speed control elements, and bicycle facilities that encourage safe speeds and meter through traffic.



CURB EXTENSIONS increase the overall visibility of pedestrians by aligning them with the parking lane and reducing the crossing distance for pedestrians.

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BUS BULBS may be combined with amenities such as wayfinding maps, plantings, and trees to enhance the overall transit user experience.

Where a **SPEED TABLE** coincides with a crossing or crosswalk, it should be designed as a raised crosswalk.



A **RAISED CYCLE TRACK** dedicates and protects spaces for cyclists in order to improve perceived comfort and safety.

The **SIDEWALK** is the area where people interface with one another and with businesses most directly in an urban.



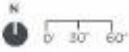
A **GATEWAY SIGN** placed at the entrance will mark the Downtown area. The sign may incorporate stone and metal to express local history with a progressive look to the future. The complementary bold shapes of the gateway sign will create a cohesive look for the various locations around town.

PARKLETS are typically applied where narrow or congested sidewalks prevent the installation of traditional sidewalk cafes.



CONCEPT B

TRAVERSE CITY DOWNTOWN DEVELOPMENT AUTHORITY



CONCEPT C

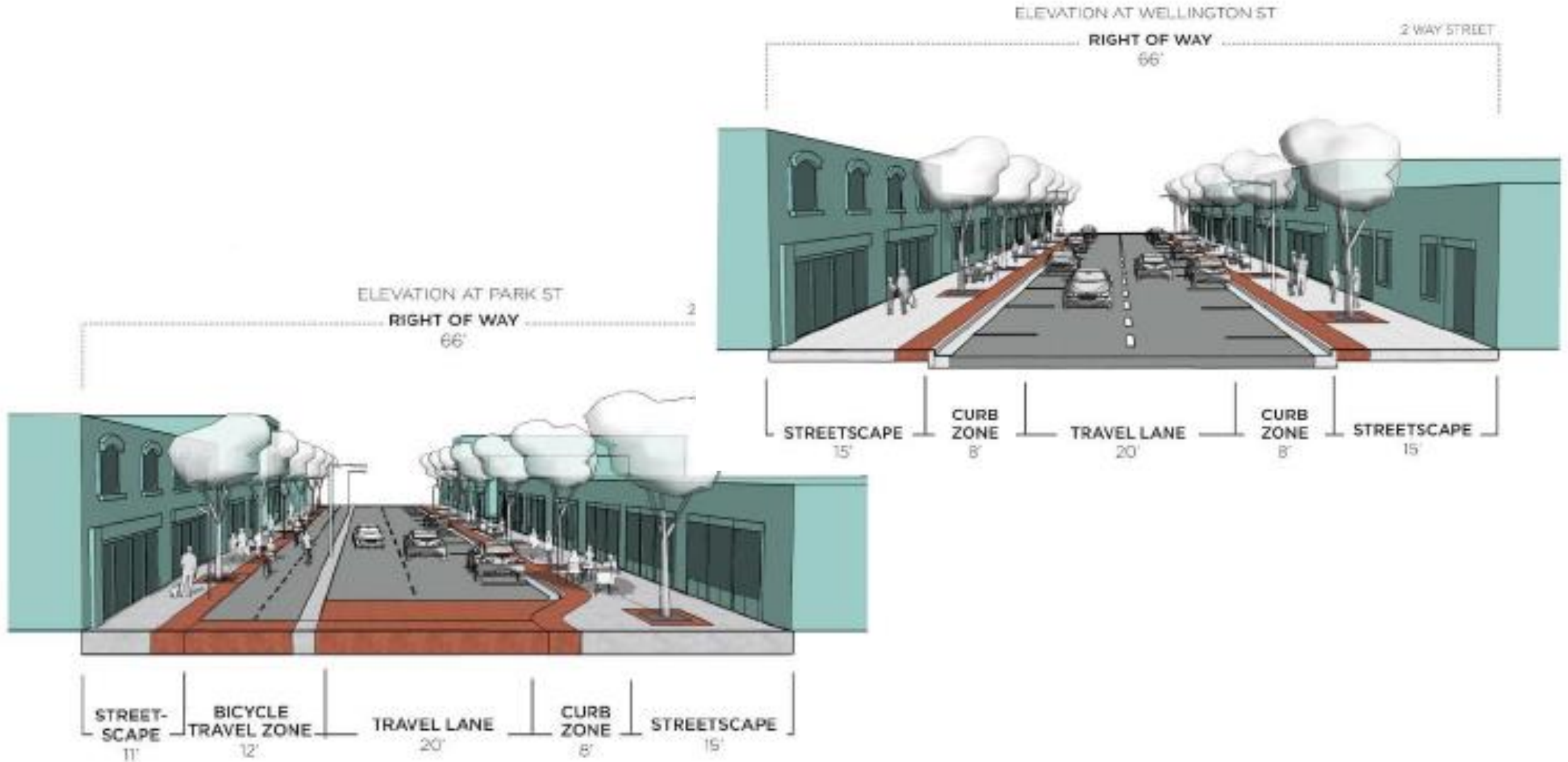
CONCEPT C: OUTDOOR SEATING, FLEX PARKING EMPHASIS

VISION: EAST FRONT STREET IS A FLEXIBLE PUBLIC SPACE, ABLE TO ADAPT TO THE SEASON AND ALWAYS WELCOMING NO MATTER HOW YOU TRAVEL THERE.

- Strengthen connections between the Boardman neighborhood and the Boardman River
 - Speed tables at Boardman and Wellington intersections
- Increase activity
 - Provide sidewalk space for outdoor cafes and businesses
 - Seasonal displacement of parking with flexible uses such as parklets with outdoor seating
 - Construct a new building at Franklin and Railroad
 - Close Wellington seasonally (East Front to alley)
- Create a walkable environment along East Front Street
 - Widen sidewalks and provide mid-block crossings
- Serve all modes of transportation
 - Route bicycles to alley behind businesses on South side of East Front
 - Where alley discontinues, on-street facilities are provided between Boardman and Park to route to alleys either along the Boardman River or to the south, behind the businesses on the 100 and 200 blocks of Front Street
 - Bus bulb-outs
 - Make E Front between Boardman and Park 2-way to improve parking ramp access^{3*}

**Note: If E Front Street between Park and Boardman allows two-way traffic, then the section of State Street from Park to Boardman will also need to be converted to 2-way to allow for proper circulation in the city parking ramp. This does not mean that all of E Front Street or State Street in the rest of downtown would need to change. Additional discussions will must still occur with the community.*

CONCEPT C CROSS SECTION



CONCEPT C: OUTDOOR SEATING, FLEX PARKING EMPHASIS



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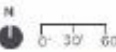


A **GATEWAY SIGN** placed at the entrance and, ideally, the destination. The sign may incorporate a logo and meter to create a history with a progressive look to the future. The complementary bold shapes of the gateway sign will create a reference base for the various localities around town.

PARKLETS are typically applied where narrow or congested sidewalks prevent the installation of traditional sidewalk cafes.



PROJECT PARTNERS:
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CONCEPT C

TRAVERSE CITY DOWNTOWN DEVELOPMENT AUTHORITY

CONCEPTS AT A GLANCE: COMPARISON

	Concept A		Concept B	Concept C	
Sidewalk width	Boardman-Franklin: 15 ft – both sides	Boardman-Park: 15 ft – both sides	Franklin-Park: 11 ft – north side 15 ft – south side	Boardman-Franklin: 15 ft – both sides	Boardman-Park: 11 ft – north side 15 ft – south side
Bicycle facilities	No dedicated bicycle facilities – bicycles encouraged to use Grandview Parkway and Washington Street (bike boulevard proposed)		Bicycle track on North side of street	Boardman-Franklin: Bicycles routed to use alley from Boardman	Boardman-Park: Bicycle track on North side of street
Parking	Franklin-Park: Street parking both sides		Franklin-Park: Street parking on South side	Boardman-Franklin: Street parking on both sides with seasonal closures for outdoor seating / parklets	Boardman-Park: Street parking on South side only
Speed tables	Speed table @ Wellington and Boardman			Speed table @ Wellington and Boardman	
Pedestrian crossings	Crossings at Park, Boardman, and Wellington Mid-block crossing between Boardman & Wellington; Mid-block crossing across from TART Trailhead		Crossings at Park, Boardman, and Wellington	Crossings at Park, Boardman, and Wellington Mid-block crossing between Boardman & Wellington Mid-block crossing across from TART Trailhead	
Transit	Bus stop bulb outs			Bus stop bulb outs	
Street closures	Wellington from Front to alley closed			Wellington from Front to alley closed	
Circulation	Boardman – 2-way E Front between Park and Franklin – 2-way* Franklin – 1-way from Front to alley going South		Franklin – 1-way from Front to alley going South	Boardman – 2-way E Front between Park and Franklin – 2-way* Franklin – 1-way from Front to alley going South	
Grandview-Front-Franklin interchange	Paver plaza – a flexible space for parking or a plaza able to host food trucks in the summer and snow storage in the winter		Parking lot proposed	New building site	
Park Street (North of Front)	No on-street parking Wider sidewalks on East side		No on-street parking Cycle track connector on West side of street – can also be used for loading zone when Front St. is closed	No on-street parking Wider sidewalks on East side	

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DISCUSSION

PROS AND CONS OF EACH APPROACH

Concept A – maximized pedestrian amenities

- Pros
 - Maximize pedestrian space; pedestrians ranked highest for mode to cater to on this street
 - Keeps parking on both sides of street
- Cons
 - ...

Concept B – bike facilities on Front

- Pros
 - ...
- Cons
 - Pedestrians ranked higher than bicyclists for the E Front redesign and this concept is less safe for pedestrians
 - We already have a nonmotorized trail on the Parkway (north of this corridor), as well as Washington Avenue being dedicated as the TART in Town (south of this corridor)
 - Many bicyclists would not feel safe on these facilities (level of comfort)

Concept C – a hybrid approach

- Pros
 - Seasonal displacement of parking for pedestrian-focused amenities like expanded outdoor seating
- Cons
 - ...

REPORT OUT

NEXT STEPS

- Survey to evaluate three concepts
- Select preferred design
- Complete engineering drawings



THANK YOU

We welcome your feedback, insights and inquiries.