

General Statement Regarding Plan Elements

Our contract with the city is to translate the city's adopted Envision8th plan (http://www.traversecitymi.gov/downloads/envision_eighth_20170217.pdf) into buildable engineering plans. So what is shown on our plan documents and other materials are elements that appear in the Envision8th plan. This reconstruction project also includes substantial upgrades to major city infrastructure below the street, including a new 24" watermain to improve the hydraulic performance of the city system and replacement of a sewer line.

Frequent Questions Received During Outreach Meetings

- 1) *Do we need a cycle track? The TART Trail is very close to this project already.*
This reconstruction project is to implement elements of the city's adopted Envision 8th Street Plan. That plan calls for a cycle track in this area so we have included it in our layout.
- 2) *How is this cycle track going to tie into the larger TART system?*
We had two focus group meetings with biking group representatives, and we will continue discussion/outreach throughout the project. Our project scope only includes the project area along 8th Street from Boardman to Railroad so we are only addressing that area.
- 3) *Can we make the intersections roundabouts?*
This reconstruction project is to implement elements of the city's adopted Envision 8th Street Plan. The Envision8th plan does not have roundabouts.
- 4) *Can we square up the intersection of Woodmere and Railroad so it's safer?*
The current project scope covers complete street reconstruction of 8th from Boardman Avenue to Railroad. The city's Capital Improvements Plan is the best resource for the timeline of other major city projects and any other future phases of Envision8th.
- 5) *How will you plan for BATA stops?*
The stops are planned at approximately the same location as current. We conducted a BATA focus group with major street stakeholders (including BATA, Kate Redman, Safe Harbor, and others). The Bata stop locations may be of pull-off style, that has yet to be determined.
- 6) *How will 54' semi-trucks be able to use the street?*
The lane widths shown on the reconstruction plan are the same as they are at present. Trucks will have the option of turning onto side streets and serving businesses from the back (as they do downtown). For example, most south-side properties can receive deliveries off Station Street. North-side properties can receive deliveries from the upgraded alley that runs from Boardman to Franklin.

Update Jan. 18, 2019 – As per questions from Trav. Heights meeting, the reconstructed roadway does include sufficient allowance for all current traffic – including snow plows and emergency



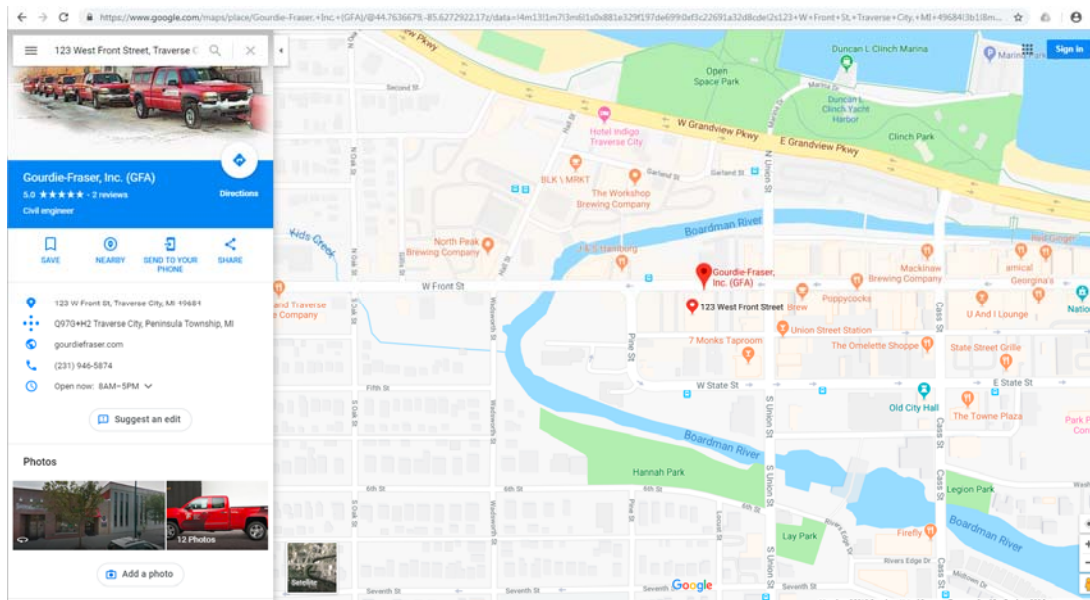
vehicles. In the case of stopped traffic, EMS vehicles will use the center lane – driving over the mid-block cross-walk refuges.

7) *If I don't have a driveway will my address change?*

No. Your address will stay the same. There are existing properties on 8th without driveways.

8) *How will people find me when they use Google maps if I don't have a driveway?*

We'll use our office (downtown on Front Street), as an example. It's one-way, we do not have a driveway or a parking lot. Here is how we look on Google Maps:



One can see the overall layout of downtown, and the one-way street in front of our building – as well as the side streets and alleys. Google Maps provides directions to our street address, once there people have to use the overall map and/or look around for available parking. (Our fleet of trucks load up for the day between 7-7:30 am off the alley behind our building – even in the midst of Cherry Festival! Our office has been in the same few blocks downtown for 70 years.)

9) *What about signals at Wellington and Franklin? We really want signals in those locations.*

Traffic engineers use standard sets of numbers to determine if a location requires (“warrants”) a signal. These are based on the Michigan Manual on Uniform Traffic Control Devices – the MMUTCD for short. At present neither Wellington nor Franklin meet that standard with 8th Street’s current or reconstructed configuration. *This could change in the future if properties in this area redevelop into higher density uses. At that time the city could add upgraded signals at those intersections.*

(continued)





Current density on 8th St



Future as depicted in Envision8th

It is worth noting that the development density as the corridor currently exists is substantially different than the heavy density projected in Envision8th (comparison pictures above). Our team has recommended installing the underground infrastructure to support future advanced signalization, so it can easily be added when density increases to the point upgraded signals are warranted. We have also recommended flashing beacons (similar to those at Front St and Elmwood Ave) to assist pedestrian mobility.

At present the city has the option to decide how it wants to handle controls at the improved Wellington and Franklin intersections, and what will fit the project budget. Options could include: the “Stop for Pedestrians in Crosswalk” seasonal signs (such as are used downtown); a flashing pedestrian-activated crosswalk (such as on Front Street near Elmwood Ave.); or other means. The signalization is still under discussion.

For a good overview of facts related to the signals we would encourage you to watch the video of our presentation to the city commission at their work session on Monday, January 28.

<http://www.upnorthmedia.org/watchgovtv.asp?sdbfid=11653>

10) What data was used for the signal study?

Our team used traffic data provided by the city (<http://www.traversecitymi.gov/engtraffic.asp>), as well as some additional November 2018 counts.

11) How will this updated 8th Street tie into downtown and other areas of Traverse City?

One goal of the Traverse City DDA is to foster prosperity and cooperation throughout its districts. The NBLD is a fledgling group at present, and plans will develop over time to build closer links between current and new DDA districts. A map of existing districts is provided on the following page.



12) *I'm a property owner in the district. What if I want to talk to someone about this further?*

We'll be scheduling meetings with property owners individually over the next few weeks (postcards mailed in early Jan.). If you have questions or would like to schedule a time to meet please email Heather Brady, project communications assistant (heather@gfa.tc).

13) *More people should be able to weigh in on this, when will they get a chance?*

We have conducted focus group sessions with cycling groups and BATA, as well as neighborhood associations that touch the project area. Please see the project website (<http://traversecitymi.gov>) for a full list of meetings and a copy of the materials provided.

Dec. 17/Jan. 21 – North Boardman Lake District Meeting

Dec. 18 – TART/NORTE

Jan. 2 – Midtown Neighborhood Board of Directors

Jan. 14 – Boardman Neighborhood

Jan. 21 – Traverse Heights Neighborhood

Jan. 28 – City Commission

Jan. 29 – Old Towne Neighborhood

Notes on the plan are/were collected at each meeting, summarized and shared with the city steering committee. Any future meetings will be added to the project schedule on the project website.

14) *Is the project over budget?*

When we started the project the city provided some background documentation, including a consultant's cost estimate for this portion of the Envision8th Plan. This original cost estimate was used in the city's capital improvements plan as the project budget.

When we started laying out the project and estimating quantities, we found some discrepancies between the original estimate and our updated estimate. Our team did some value engineering to try and bring the two estimates closer together. At this time we believe we are close, and that we can work with the city to manage the cost of the project.

15) *Will this look like the new West Front Street?*

No. Envision8th calls for its own look and style, which includes a partnership with TCLP on the lighting. Our team conducted a photometric study of the street, which will optimize lighting levels for changing conditions along the street. (For example, cross-walks and intersections will be a bit brighter than the sidewalk lighting.) The lights themselves will be more of a traditional style.



Concept Illustration 8th Street Reconstruction 2019



16) *When can we see this again?*

We are working on updating plans, and expect to have 60% stage engineering drawings back to the city commission around the end of February.

