

**Notice  
City Commission  
Joint Study Session  
with the Downtown Development  
Authority Board of Directors  
(Study Session to immediately follow the  
Special Meeting)**



**7:00 pm**

**Monday, October 9, 2023**

**Training Room, Second Floor,**

**Governmental Center,**

**400 Boardman Avenue,**

**Traverse City, Michigan**

The City of Traverse City does not discriminate on the basis of disability in the admission to, access to, treatment in, or employment in, its programs or activities. Steve Brock, Interim Assistant City Manager, 400 Boardman Avenue, Traverse City, Michigan 49684, phone 231-922-4440, TDD/TTY 231-922-4412, VRS 231-421-7008, has been designated to coordinate compliance with the non-discrimination requirements contained in Section 35.107 of the Department of Justice regulations. Information concerning the provisions of the Americans with Disabilities Act, and the rights provided thereunder, are available from the ADA Coordinator.

If you are planning to attend and you have a disability requiring any special assistance at the meeting and/or if you have any concerns, please immediately notify the ADA Coordinator.

The City Commission for the City of Traverse City is committed to a dialog that is constructive, respectful and civil. We ask that all individuals interacting verbally or in writing with the Commission honor these values.

At the request of Interim City Manager Nate Geinzer, City Clerk Benjamin Marentette has called this Study Session.

City Commission:

c/o Benjamin Marentette, MBA, MMC, City Clerk

(231) 922-4480

Email: [tcclerk@traversecitymi.gov](mailto:tcclerk@traversecitymi.gov)

Web: [www.traversecitymi.gov](http://www.traversecitymi.gov)

400 Boardman Avenue

Traverse City, MI 49684

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*The mission of the Traverse City City Commission is to guide the preservation and development of the City's infrastructure, services, and planning based on extensive participation by its citizens coupled with the expertise of the city's staff. The Commission will both lead and serve Traverse City in developing a vision for sustainability and the future that is rooted in the hopes and input of its citizens and organizations, as well as cooperation from surrounding units of government.*

# Welcome to the Traverse City Commission Study Session!

## Agenda

Any interested person or group may address the City Commission on any agenda item when recognized by the presiding officer or upon request of any Commissioner. Also, any interested person or group may address the City Commission on any matter of City concern not on the Agenda during the agenda item designated Public Comment. The comment of any member of the public or any special interest group may be limited in time. Such limitation shall not be less than three minutes unless otherwise explained by the presiding officer, subject to appeal by the Commission.

Page

### ROLL CALL

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#### TOPICS FOR DISCUSSION

- |     |  |            |
|-----|--|------------|
| (1) | Discussion regarding Moving Downtown Forward Tax Increment Financing (TIF) (Jean Derenzy, Nate Geinzer)<br><a href="#">Moving Downtown Forward Initiative - Pdf</a>  | 5 -<br>31  |
| (2) | Discussion regarding Grandview Parkway Project pedestrian and bicycle safety. (Steve Brock, Kyle Kobylski)<br><a href="#">Grandview Parkway Segment 1 Presentation - Pdf</a>   | 33 -<br>48 |
| (3) | Consideration of entering into closed session regarding an attorney-client communication in connection with 326 Land Development Co. v City of Traverse City. (Lauren Tribble-Laucht)<br><br>that the City Commission enter into closed session immediately following the public comment portion of the agenda to discuss an attorney-client privileged communication and possible trial and settlement strategy in connection with 326 Land Company v. City of Traverse City, as authorized by MCL 15.268(e) and (h).<br><a href="#">Closed Session Regarding 326 Land v. Traverse City - Pdf</a> | 49         |
| (4) | Public Comment.  |            |
| (5) | Adjournment.   |            |



# CITY COMMISSION

## GOALS & OBJECTIVES

### 2022-2023

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#### **HOUSING & HOMELESSNESS**

Increase opportunities for more diverse housing through public and private options.



#### **ACCESS & MOBILITY**

Invest in multi-modal mobility strategies and existing and future infrastructure so that individuals of all ages, abilities and income have a network of complete, barrier free, safe, year round access to our community's amenities and basic needs.



#### **CONNECTING PEOPLE WITH EACH OTHER AND NATURE**

Invest in facilities and amenities in order to create vibrant City spaces that connect all people to nature and to each other.



#### **ECONOMIC DEVELOPMENT**

The City will foster economic development by adopting a growth mentality and by conserving and maintaining natural resources. It will work with partners to invest in and maintain amenities that support a wide variety of industries, build the workforce, and attract well-paying jobs with the region's future in mind.



#### **WATER SYSTEMS**

Proactively and consistently maintain, conserve, and manage water and water systems to reduce harm to the systems themselves as well as public health and safety.



#### **CLIMATE CHANGE**

Address climate within all of our City priorities, goals, policies, and actions.



## Communication to the City Commission

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**TO:** City Commission; Downtown Development Authority Board of Directors

**COPY:** Jean Derenzy, Downtown Development Authority CEO

**FROM:** Nate Geinzer, Interim City Manager

**MEMO DATE:** October 5, 2023

**SUBJECT:** Moving Downtown Forward Initiative

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**EXECUTIVE SUMMARY:**

Attached please find a memo from Downtown Development Authority CEO Jean Derenzy regarding the Moving Downtown Forward Initiative that will be the topic of discussion.



# Memorandum

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**TO:** City Commission, DDA Board of Directors & Nate Geinzer,  
Interim City Manager

**COPY:**

**FROM:** Jean Derenzy, CEO

**MEMO DATE:** September 29, 2023

**SUBJECT:** Executive Summary: Moving Downtown Forward TIF Plan

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**EXECUTIVE SUMMARY:**

Over the last several months, the Downtown Development Authority (DDA) Board of Directors has been working on an amended TIF-97 plan. Through the amendment, the DDA is proposing that the plan be renamed the "Moving Downtown Forward TIF Plan" (MDF TIF Plan).

There are 3 main questions relating to Tax Increment Financing (TIF):

Why extend TIF?

- TIF is the ONLY municipal revenue sharing tool that utilizes funds from other regional taxing partners.
- TIF-97's regional taxing partners contribute \$1.7 million to downtown infrastructure and maintenance.
- TIF Plan duration is 30 years until amended.
- TIF protects Traverse City residents by allowing non-city residents to share in the cost of the downtown district maintenance and upkeep that is utilized by 50,000 non-residents daily.
- As a destination and regional hub, it is reasonable that the city explores financing tools that allow for the sharing of the cost of major infrastructure, maintenance and upkeep.
- Downtown serves as a regional hub, accommodating a daily workforce of 5,200 individuals.
- The city, its residents, and our regional taxing partners have invested; we need to protect and support that investment into the future.

Why extend TIF now:

- TIF-97 is scheduled to expire in 2027.
- There are only two budget cycles left in the current TIF-97 Plan.



- Without TIF, the financial burden of downtown maintenance and upkeep rests solely on city residents.
- The city needs to know well in advance of the 2027 budget cycle if TIF no longer exists in order to address a \$1.7 million+ deficit no longer realized from regional taxing partners.
- We have been strategic, diligent, and thoughtful in our approach to the new TIF plan and want to be sure we have ample time to plan for the emerging needs of the city.

What is the new the approach for TIF and why:

- The DDA and our regional taxing partners have come up with a new plan to help meet the emerging needs and expanding financial demands of Traverse City:
  - Adding a provision in the MDF TIF Plan that would transfer the first six years (1997 to 2004) of tax growth back to the regional taxing partners, as well as transfer half of the inflationary growth of each future year of the new MDF TIF.
  - This will begin once the TIF Plan is amended/extended.
  - 1997 through 2004 tax revenue capture totals approximately \$1.4 million; this amount would go back to the regional taxing partners *annually*.
- This new approach is an innovating and adjusting to changing the landscape in the city.
- We have worked to identify emerging needs in the Moving Downtown Forward Plan, and this allows us to support the city as they work to address those needs.

The “Moving Downtown Forward TIF Plan” memorandum (attached) aims to offer a comprehensive insight into the history of TIF 97, the process of amending the TIF plan, highlight potential projects for the new MDF TIF Plan, explain innovative strategies in collaboration with our taxing partners, and describe the mechanics of tax increment financing and a proposed extension of the new TIF plan. Your input into the approach outlined is appreciated during this study session.





Downtown Development Authority  
303 E. State Street  
Traverse City, MI 49684  
jean@downtowntc.com  
231-922-2050

## Memorandum

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To: City Commission  
Downtown Development Board of Directors  
Nate Geinzer, Interim City Manager

From: Jean Derenzy, DDA CEO  
Scott Howard, DDA Attorney

Date: September 29, 2023

Subject: Moving Downtown Forward TIF Plan

Over the last several months, the Downtown Development Authority (DDA) Board of Directors has been working on an amended TIF-97 plan. Through the amendment, the DDA is proposing that the plan be renamed the "Moving Downtown Forward TIF Plan" (MDF TIF Plan).

There are two formal components that create the Financing Plan:

1. The TIF Plan identifies what the tax capture will be used for. If a project is not contained within the TIF Plan, the project cannot be funded by TIF.
2. The Development Plan describes the cost, location and resources needed for the implementation of the community improvements that are to take place in the Development District.

This memorandum aims to offer a comprehensive insight into the history of TIF 97, the process of amending the TIF plan, highlight potential projects for the new MDF TIF Plan, explain innovative strategies in collaboration with our taxing partners, and describe the mechanics of tax increment financing and a proposed extension of the new TIF plan.

### **History of TIF-97 and How TIF Works**

Tax Increment Financing (TIF) embodies the concept of harnessing appreciation of property tax revenue within specified boundaries. Under TIF-97, the property tax generated within the district at the time of the TIF formation is set as the "baseline." As development occurs within the TIF District, the property values appreciate, generating additional tax revenue. Additional revenue above the baseline is captured by the city to fund the public infrastructure projects identified in the city approved TIF Plan. The TIF tool is used by municipalities throughout Michigan and nationwide to support and grow their downtown.

TIF-97 (and the accompanying TIF-97 Plan) was established by the city in 1997 to develop, construct and maintain community infrastructure that supports and promotes economic development. The TIF-97 District is identified in green on the attached map (Attachment A).

Statutorily, a TIF Plan has maximum lifespan of 30 years. TIF-97 is scheduled to sunset in 2027. In order to continue to finance long-term community infrastructure projects and services, and help the community realize a shared vision for downtown's future, TIF-97 must be extended. TIF is the ONLY municipal revenue sharing tool that utilizes funds from other regional taxing partners. This allows for widespread regional support to fund downtown public infrastructure projects that the entire region benefits from.

Only tax revenues originating within this designated boundary are captured and subsequently reinvested into public infrastructure and maintenance. The capture includes taxing jurisdiction partners such as Grand Traverse County, Bay Area Transportation Authority, Northwestern Michigan College, Traverse City and Garfield Township Recreational Authority, Grand Traverse Road Commission, and Grand Traverse Conservation District. These partners help foster a cooperative sharing of costs for the upkeep of vital public infrastructure within the district. All property owners within this district also contribute two mills, strengthening the financial framework supporting the DDA's operations. Traverse City's TIF allocation is channeled towards maintaining and enhancing the infrastructure that serves the broader regional community, as is typical of a thriving Downtown. It's crucial to recognize that the DDA District's economic footprint extends regionally, bolstering employment of over 5,200 individuals who work downtown.

The TIF-97 Plan has been amended four separate times over the last 26 years to add additional projects and activities. However, no additional time was added to the Plan for execution and implementation of additional projects.

#### **TIF-97 Amendment Process Overview**

The process for amending a Tax Increment Financing (TIF) Plan adheres to statutory guidelines, with detailed steps outlined in Attachment B. It is important to note that the MDF TIF Plan amendment encompasses crucial bonding endeavors, most notably for the West End Mixed-Use Development and various phases of development for the Lower Boardman/Ottaway Riverwalk.

#### **Proposed Public Infrastructure Projects for the Moving Downtown Forward TIF Plan**

Attachment C is a comprehensive list of potential MDF TIF Plan projects. While these projects are not exhaustive, they prominently feature those eligible for potential bonding, marked with an asterisk. The TIF Plan will delineate specific debt obligations. Identified projects include the West End Mixed-Use Development (a mobility hub that includes a parking, retail, and a housing component), Lower Boardman/Ottaway Riverwalk, and the district-wide snowmelt system. There are additional non-bonded projects that are critical to the health and vibrancy of Downtown; these include maintenance of sidewalks and crosswalks, decorative lighting, placemaking elements, holiday lights, composting opportunities, a retail incubator, façade improvements, the farmer's market, Rotary Square and more. These projects, identified as non-bonded, will be financed through TIF, grants, special assessments, alternative funding mechanisms, or a combination thereof.

#### **Eligible Projects and Activities**

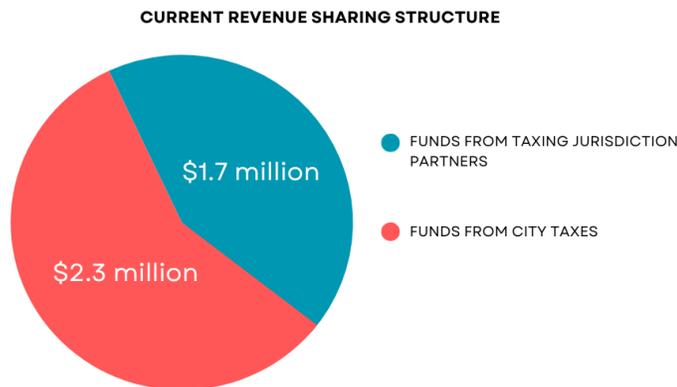
Beyond the project list, the MDF TIF Plan encompasses an array of eligible projects and activities under Public Act 57. These projects include, but are not limited to, a retail incubator, façade improvements, marketing initiatives, administrative functions, legal considerations, maintenance efforts, and essential police services.

A continued need that has been identified in the region is housing. Act 57 also allows the DDA to partner with non-profit organizations, public housing commissions and private developers to provide new affordable workforce housing opportunities downtown, including the utilization of state/local incentives approved by the city. A final product may include public/private partnerships for the housing component of the West End Mixed Use Development.

### New Approach for Tax Capture

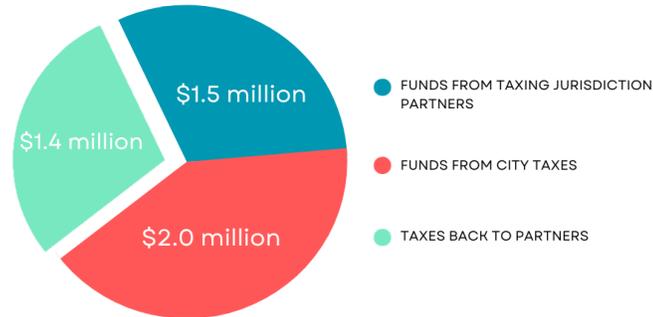
As previously discussed, property owners located within the TIF-97 District contribute an additional two mills above taxes assessed on the rest of the city. The total mills paid by Downtown District property owners equates to 53-cents on the dollar of TIF funding, with the remaining 47-cents coming from the regional taxing partners. These partners benefit from having a strong and healthy downtown and share in the cost of community improvements that are enjoyed by the region. Last year, the contribution from TIF-97 from the regional taxing partners totaled just over \$1.7 million.

The graph below visually underscores what shifting financial responsibilities the city would realize without TIF. As affirmed by our taxing jurisdiction partners, they have continually invested in and supported the vibrancy of our regional downtown hub. This commitment extends to preserving and safeguarding the community investments that highlight the undeniable benefits a thriving downtown confers upon all taxing jurisdictions.



In this MDF TIF Plan, the DDA and taxing partners are proposing an innovative fund-sharing arrangement. This arrangement would allow regional taxing partners to capture a portion of the incremental tax revenue gains from the last 26-years of TIF. The DDA, in collaboration with our taxing jurisdictions partners, are considering adding a provision in the MDF TIF Plan that would transfer the first six years (1997 to 2004) of DDA captured revenue back to the regional taxing partners, as well as transferring half of the inflationary growth of each future year of the new Moving Downtown Forward TIF. This will begin once the TIF Plan is amended/extended. 1997 through 2004 tax revenue capture totals roughly \$1.4 million; this amount would go back to the regional taxing jurisdictions annually.

**FUTURE PROPOSED REVENUE SHARING STRUCTURE**



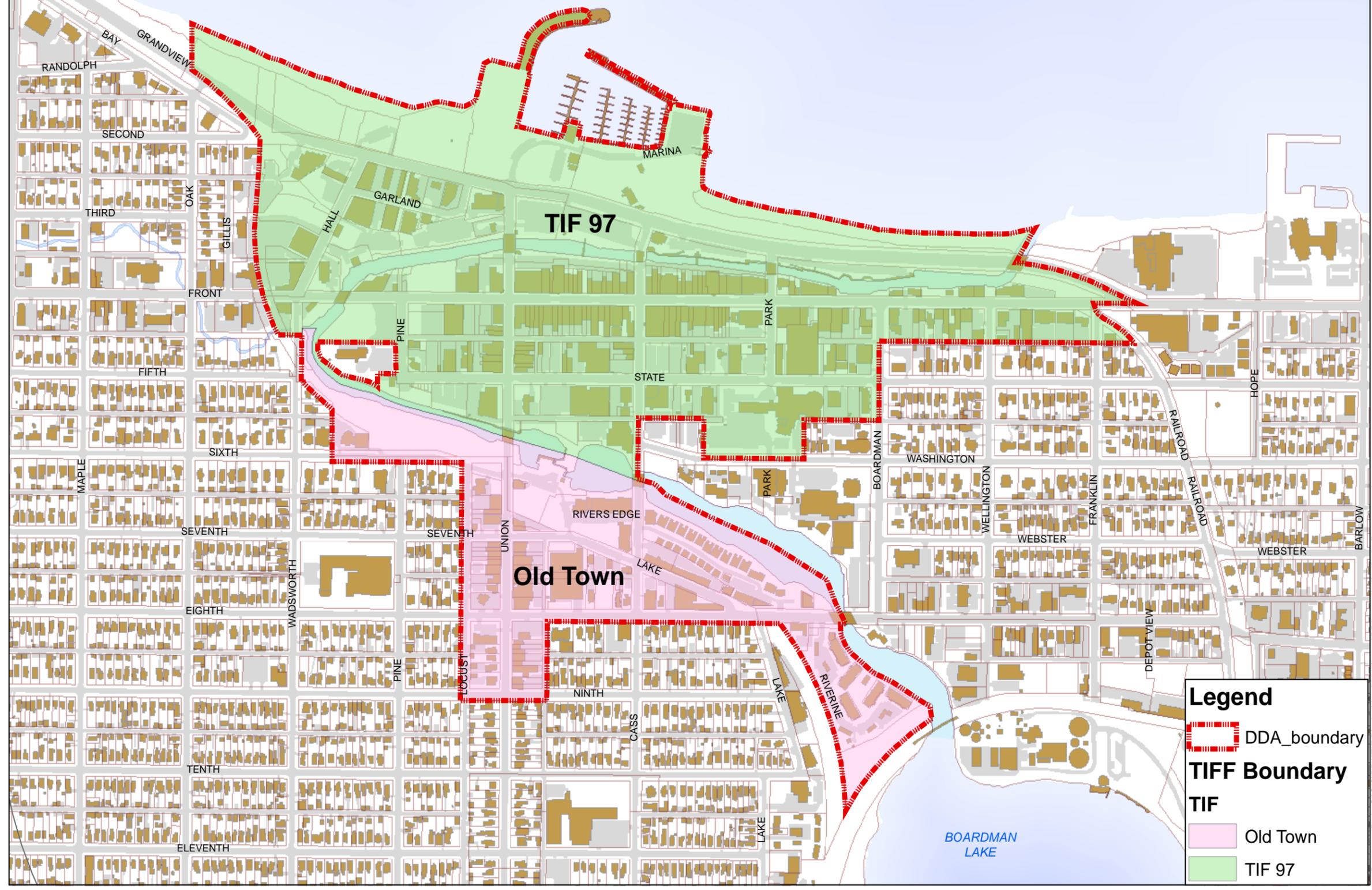
**Conclusion**

In contrast to previous TIF Plan amendments, which appended activities without extending the plan's timeline, our approach to this plan is to establish a foundation for sustainable growth. It seeks to align the DDA's guiding principles with the city's goals, as well as approaches that work collaboratively with taxing jurisdictions. The entire region shares common interests and goals for success. As we evaluate best steps forward, it is important for the DDA to work with our partners to identify new and shifting priorities.

As we embark on this transformative journey to strengthen, improve and protect the investments in downtown, we invite your collaboration, insights, and feedback to ensure the success of the "Moving Downtown Forward" TIF Plan. Together, we have the potential to make our city's future brighter than ever before.

Attachment A.

WEST ARM  
GRAND TRAVERSE BAY



TIF 97

Old Town

**Legend**

- DDA\_boundary
- TIFF Boundary**
- TIF**
- Old Town
- TIF 97

**DDA DISTRICT MAP**

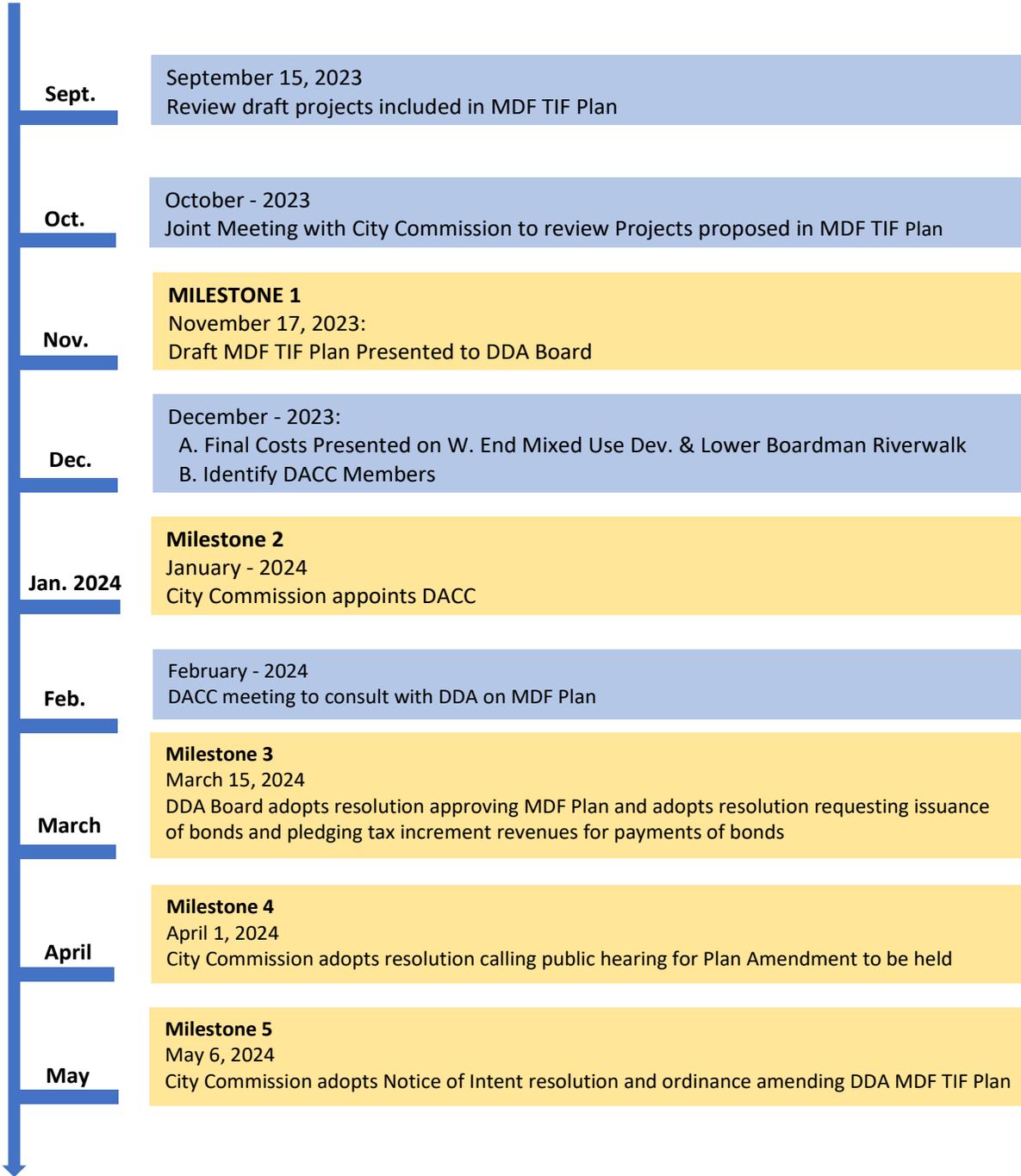
Document Path: G:\GIS\DDATIF District Maps\2017\maps\DDA one\_half\_mile\_buffer\_zone.mxd

1 inch = 500 feet  
8-02-17  
JPT

This map is based on digital databases from the City of Traverse City. Traverse City cannot accept any responsibility for errors, omissions or positional accuracy. There are no warranties expressed or implied.

MILESTONES/TIMELINE OF ADOPTION OF MDF TIF PLAN AND PROJECT BONDING

ATTACHMENT B



**Legend**

MDF - Moving Downtown Forward

DACC - Development Area Citizens Council. 9 residents that reside in the TIF District



**Attachment C**  
**MOVING DOWNTOWN FORWARD TIF PLAN**  
**WORKING PROJECT LIST**

Project	Costs	Date Anticipated To start
West End Mixed – Use Development	Cost to be identified by December 2023	2025/2026
Lower Boardman/Ottaway River Phase 1	Cost to be identified by December 2023	2025/2026
Lower Boardman/Ottaway River Remaining Phases	Cost still to be determined	2028
Farmers Market	\$5,000,000	2025
District Heating and Cooling System (snowmelt)	\$20,000,000	
Rotary Square	\$10,000,000	2025
TART Trail Improvement		2025/2026
Open Space Improvements		TBD
Lot G and Lot O Redevelopment		2027
Crosswalks/Intersections	\$5,000,000	2026 -- 2036
Sidewalk Improvements		2030 - 2042
Street Repair / Improvements		2027 - 2042

**Additional Activities Allowed Under Act 57**

- Retail incubator
- Composting Program
- Improve housing choices in Development Area by partnering with housing non-profits with capacity to provide workforce housing; partner with employers on workforce housing needs and opportunities
- Infrastructure Payments for public improvements including parking and land acquisition
- The necessary and appropriate demolition expenses as defined by the Authority
- Reasonable, necessary and appropriate administrative, legal, professional and personnel expenses, including District police services, of the Authority related specifically to the development area
- Maintenance within the District
- Utility and alley improvements
- Advance Climate Action, Sustainability, Renewable Energy, Energy Efficiency, and Resiliency
- Public Infrastructure Improvements
- Public Art Installation
- Bridge Repairs (Union, Cass, Park and West Front Street)
- Pedestrian Bridge Repairs/Replacement
- Brownfield eligible expenses reimbursed to the Grand Traverse County Redevelopment Authority



# MOVING DOWNTOWN FORWARD TIF PLAN

Amending TIF-97 to Support and Maintain a Strong and Prosperous Future



## What is Tax Increment Financing (TIF)?

Tax Increment Financing (TIF) embodies the concept of harnessing appreciation of property tax revenue within specified boundaries.



TIF is used to develop, construct and maintain community infrastructure that supports and promotes economic development.



The TIF tool is used by municipalities throughout Michigan and the nation to support and grow their downtown.



# How does TIF work?

The property tax generated within the district at the time of the TIF formation is set as the “baseline.”

As development occurs within the TIF District, the property values appreciate, generating additional tax revenue.

The additional revenue above the baseline is captured by the city to fund the public infrastructure projects identified in the city approved TIF Plan.



# TIF Districts





# Why Was TIF Established?

TIF is the ONLY municipal revenue sharing tool that utilizes funds from other regional taxing partners.

This allows for widespread regional support to fund downtown public infrastructure projects that the entire region benefits from.

The taxing partners help foster a cooperative sharing of costs for the upkeep of vital public infrastructure within the district.



# What TIF has paid for



Bridge Reconstruction



Public Restrooms



Clinch Park



Streetscape Improvements



Pedestrian Bridge



Hardy Parking Structure



Heated Sidewalks



# Common Myths Associated with TIF

## 1. “TIF Raises the Taxes of City Residents”

False - TIF captures property tax revenue **only** on the incremental increases of assessed values **within the TIF District**

## 2. “TIF Funds Are Given to Private Developers”

False - TIF dollars **CANNOT** be used to directly fund private developers. TIF dollars can only be used to fund public infrastructure that leverage and support private investment

## 3. “The City Needs to Recapture TIF Funds to fund Basic Services”

If the city walks away from TIF, it will only keep 53-cents on the dollar while assuming 100% of the obligation for downtown maintenance and improvements. Walking away from regional funding places millions of public infrastructure projects solely in the hands of the city’s roughly 15,000 residents

## 4. Promise that TIF will end after

False - Statutorily TIF can only have a maximum life-span of 30 years with the ability to amend and add additional time.



# What is the DDA Proposing?

## One.

Amend the current TIF-97 Plan to include new infrastructure and continued maintenance of Downtown. In the amendment process, TIF-97 would be renamed the **Moving Downtown Forward TIF (MDF TIF)**

## Two.

Extend the duration of TIF for an additional 30 years

## Three.

Create a new approach for tax capture



# Moving Downtown Forward TIF Infrastructure Projects

West End Mixed Use Development

Lower Boardman/Ottaway Riverwalk

Permanent Farmers Market Shed

District-Wide Snowmelt System

Rotary Square

Mobility Improvements

Open Space Improvements

Lot G and Lot O Redevelopment

Retail Incubator

Composting Program



# Moving Downtown Forward TIF Maintenance and Placemaking Amenities

Sidewalk and Street Maintenance

Improvements

Bridge Improvements

Way-Finding Signage

Streetscaping

Daily Maintenance Operations and Cleaning

Trash Removal

Holiday Lights

Planters and Landscaping



## Other Eligible Projects and Activities

Beyond the project list, the MDF TIF Plan encompasses an array of eligible projects and activities under Public Act 57. These projects include, but are not limited to:

Partnering with Housing Non-Profits to

Provide Attainable Housing

Utility and Alley Improvements

Public Art

Renewable Energy and Energy Efficiency

Retail Incubator

Composting Program



Future Retail Incubator

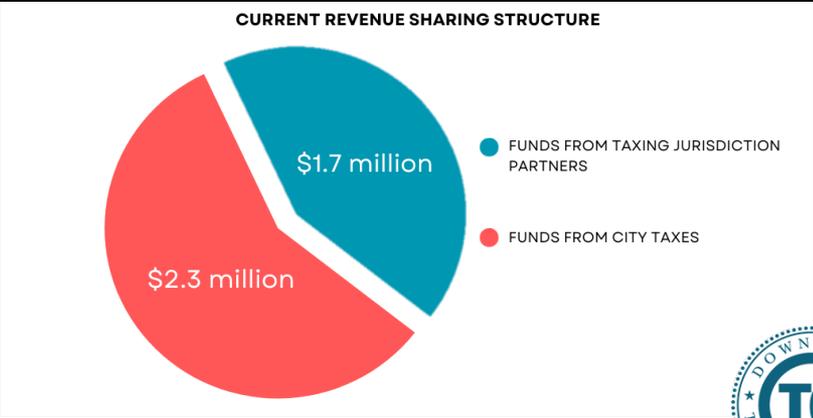


# Current Tax Capture Approach

The total increment capture paid by Downtown District property owners equates to 53-cents on the dollar of TIF funding, with the remaining 47-cents coming from the regional taxing partners.

These partners benefit from having a strong and healthy downtown and share in the cost of community improvements that are enjoyed by the region.

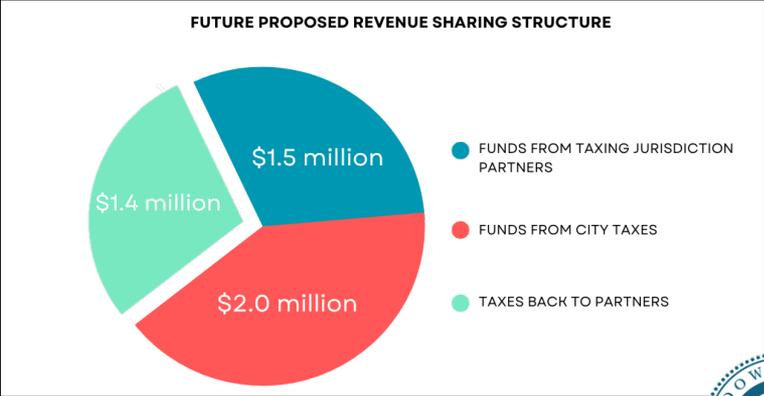
This graph visually underscores what shifting financial responsibilities the city would realize without TIF.



# New Approach for Tax Capture

In this MDF TIF Plan, the DDA and taxing partners are proposing an innovative fund-sharing arrangement. This arrangement would transfer the first seven years (1997 to 2004) of DDA captured revenue back to the regional taxing partners, in addition to sharing inflationary growth of each future year of the new Moving Downtown Forward TIF

This will begin once the TIF Plan is amended/extended. 1997 through 2004 tax revenue capture totals roughly \$1.4 million; this amount would go back to the regional taxing jurisdictions annually in addition to inflationary growth.



# What Challenges Does the MDF TIF Plan Address?

Despite Its Vitality, Downtown has Vulnerabilities

- Retaining and supporting small, independent and distinctive businesses
- Availability of attainable housing for the workforce; attracting and retaining population
- How new infrastructure and investment in Downtown can support sustainability in all of its dimensions –economic, environmental, and equity
- Protecting and preserving a vital Downtown in the uncertain times ahead



# What Challenges Does the MDF TIF Plan Address?

Despite Its Vitality, Downtown has Vulnerabilities

- Downtown Traverse City serves as the economic anchor not only for the City, but for the region
- Downtown isn't 'done' - the community has clear priorities for Downtown moving forward
- Downtown continues to need a champion to implement and finance these shared priorities
- If TIF-97 goes away, City of Traverse City taxpayers will bear 100% of the financial burden of implementing and maintaining needed capital improvements as well as all downtown maintenance costs and more.



# Why is the DDA Proposing this Amendment Now?

TIF-97 is scheduled to sunset in 2027

Lack of clarity creates significant financial uncertainty for the city's operations and capital budget.

To continue financing long-term community infrastructure projects and services, and help the community realize a shared vision for downtown's future





# Discussion





## Communication to the City Commission

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**TO:** City Commission

**COPY:** Art Krueger, Director of Municipal Utilities, Alex Yockey, City Engineering, Kyle Kobylski, City Engineer, Colleen Paveglio, Communications Manager

**FROM:** Nate Geinzer, Interim City Manager

**MEMO DATE:** September 28, 2023

**SUBJECT:** Grandview Parkway Segment 1 Presentation

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**EXECUTIVE SUMMARY:**

In September 2023, pre-construction work began on MDOT's project to rebuild the 2-mile section of US-31/M-37/M-72 (Grandview Parkway/Front Street), Division to Garfield. Following a discussion at the September 18, 2023 City Commission meeting, staff has been working closely with MDOT to address inquiries regarding detours and access as it pertains to multi-modal transportation. An overview of Segment 1 will be provided at the meeting.

During Segment 1, there will be a detour in effect for approximately 8 weeks, from March 13, 2024, to mid-May 2024, weather permitting. Eastbound traffic will be maintained on the northernmost lane of the existing road until it is detoured up Peninsula Drive. The detour for westbound traffic will continue to be Eighth Street. The change in detour was made this past summer and considered a number of factors, including, improved worker safety, reducing conflicts between workers and the motoring public, keeping the project on schedule, and saving \$396,130 in the City's utility infrastructure improvements that are taking place simultaneously.

The City's Engineering staff and Communications Manager have been working closely with MDOT's Communications Team and project lead Engineer to disseminate information to the public. This project will be significant and staff is committed to serving as a liaison to keep the public informed throughout the process.

Should the Commission have any additional questions moving forward, we would be happy to discuss. We think it may be helpful to do one more overview presentation in February or early March prior to the project kick off if there is interest from the Commission.



CITY OF  
TRAVERSE CITY

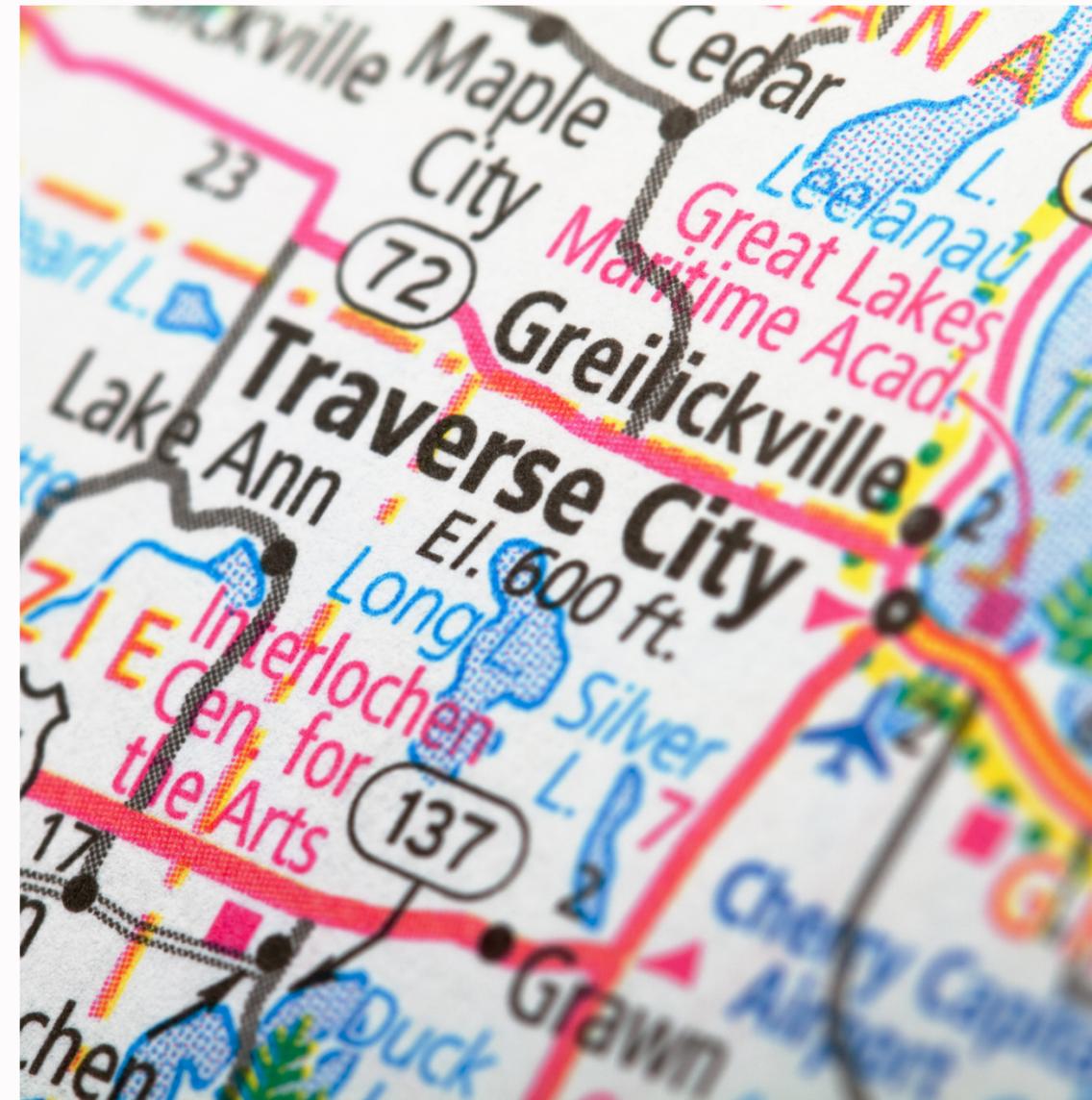
# MDOT GRANDVIEW PARKWAY PROJECT

Report to City Commission

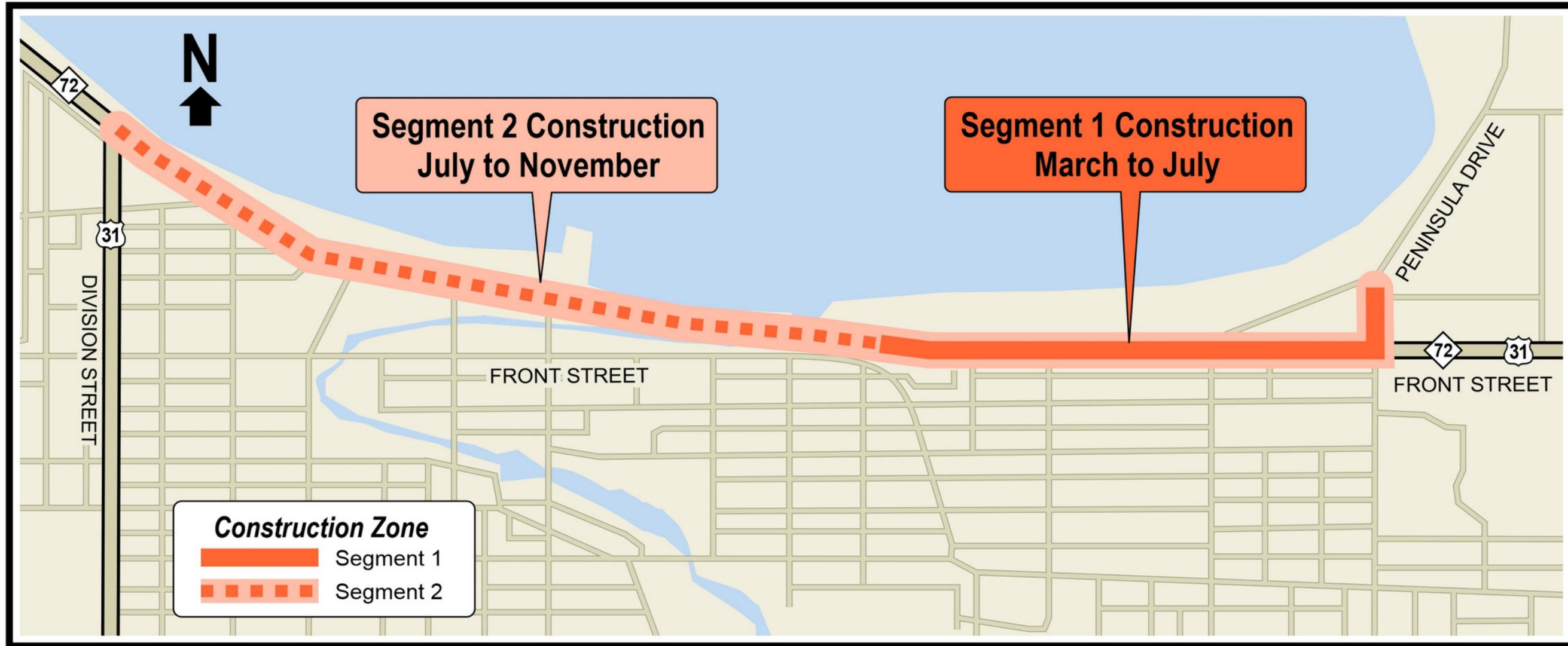


# TODAY'S DISCUSSION

- Project Overview
- Segment 1
- Traffic Control Measures
- Pedestrian Access & Detours
- Traffic Control Opportunities
- Traffic Volumes & Impacts
- Special Circumstances
- Community Outreach



# PROJECT SCOPE



# PROJECT OVERVIEW

## MDOT 2-MILE REBUILD

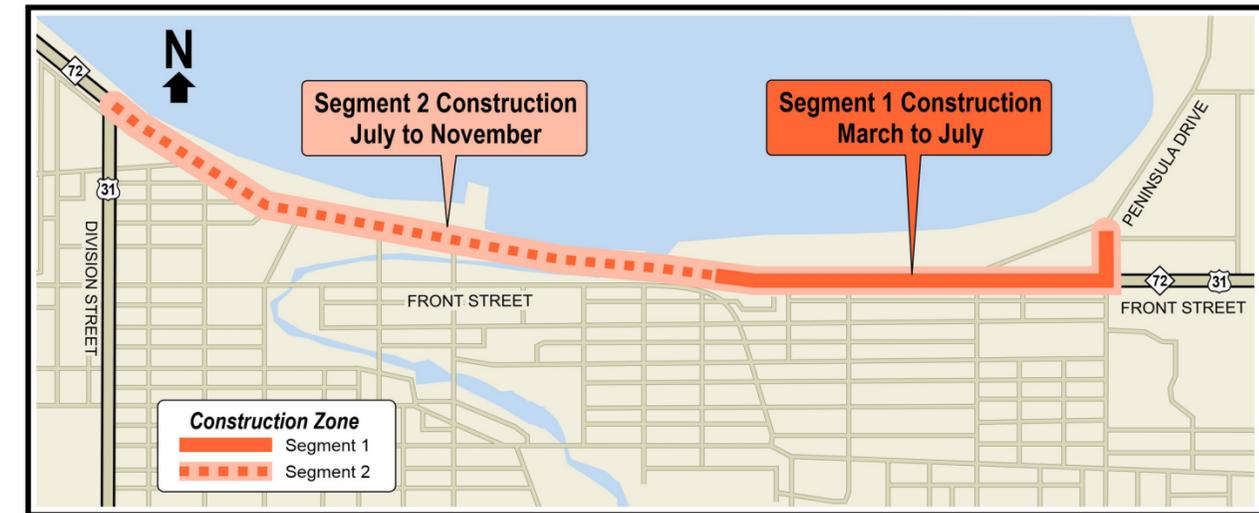
- US-31/M-37/M-72 (Grandview Parkway/Front Street)
  - Division to Garfield

## TWO PROJECT SEGMENTS

- Garfield Avenue to Front Street: March - July 2024
- Front Street to Division Street: July - November 2024

## CITY PARTICIPATION

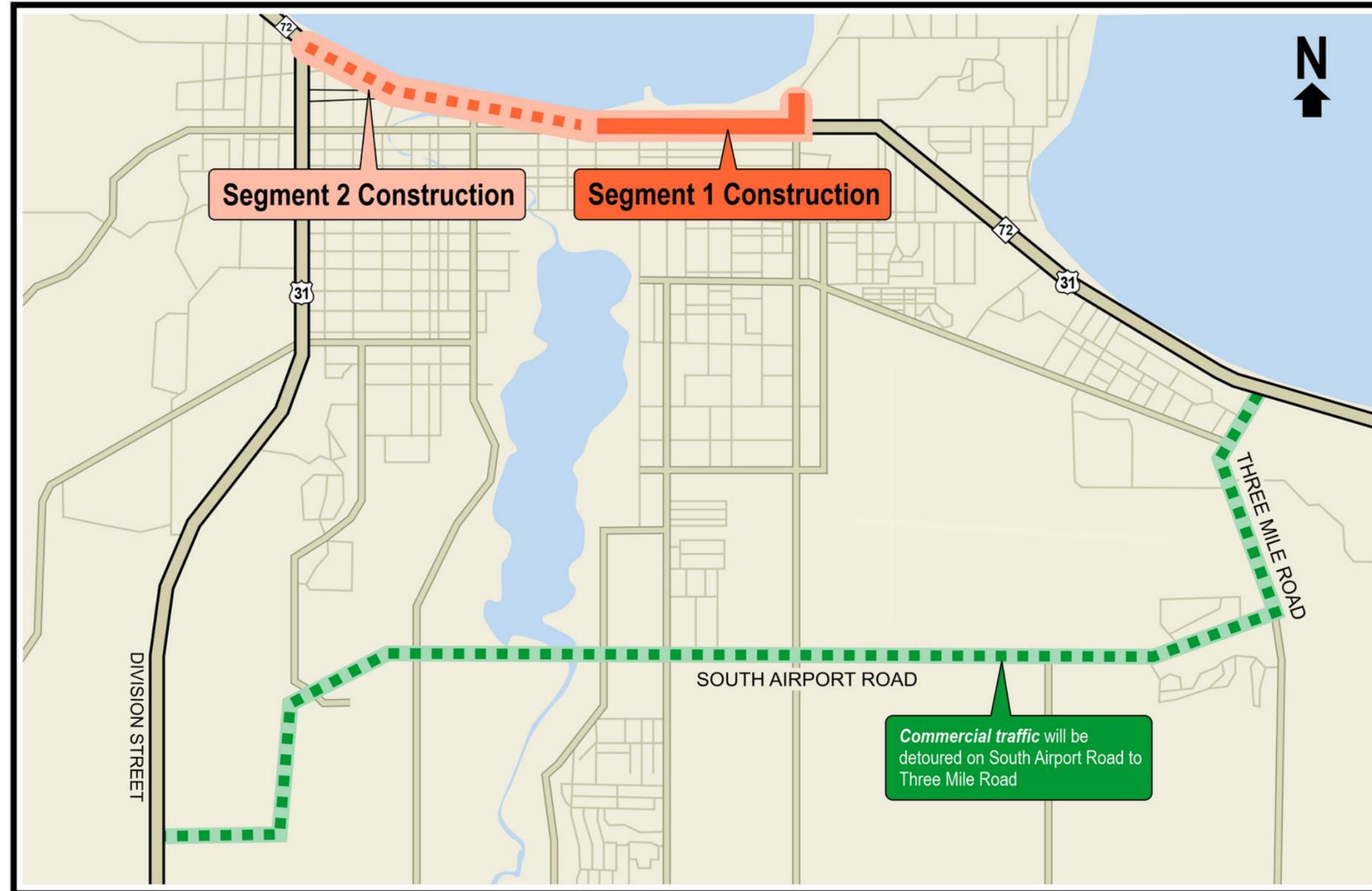
- \$3.2 million investment in utility upgrades
  - New 12" watermain replacing 6"
  - Sewer upgrades, removing 9" and routing to 24"
  - Eliminating joints in water service lines in highway



## MDOT PROJECT ELEMENTS

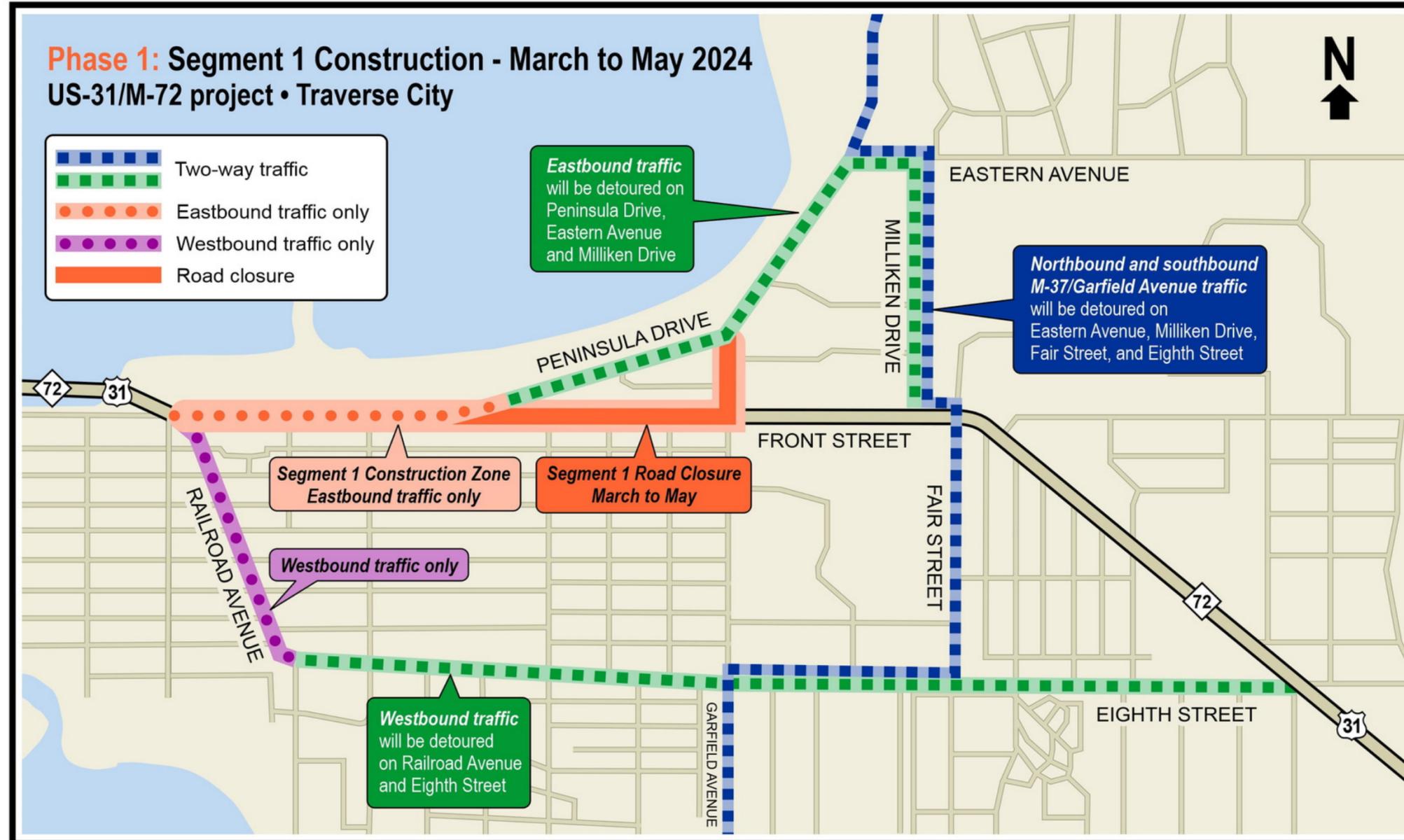
- Operational enhancements at the intersections of Division Street, Hall Street, Front Street, and Peninsula Drive
- Drainage improvements
- Infrastructure for potential future HAWK at Oak and at Rose
- Americans with Disabilities Act upgrades
- Repairs to Murchie Bridge
- New signage and pavement markings

# COMMERCIAL DETOUR



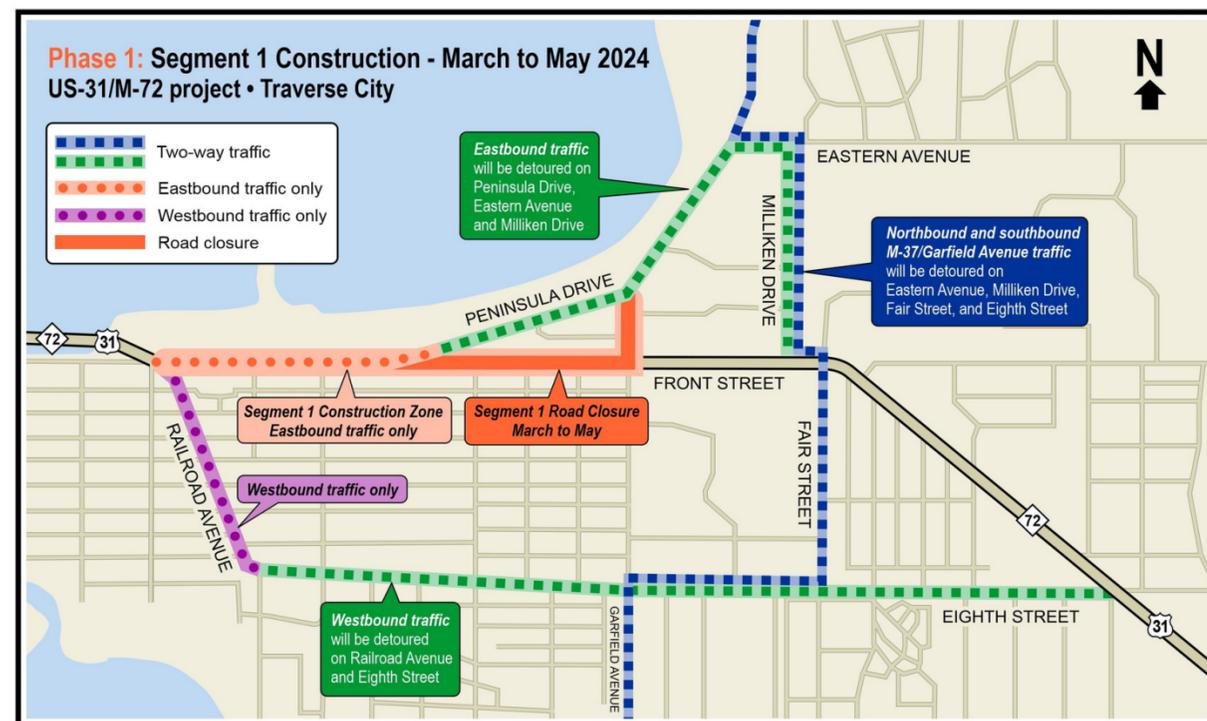
# SEGMENT 1, PHASE 1

Map Update: State to E. Front will accommodate westbound traffic only



# SEGMENT 1

## Phase 1

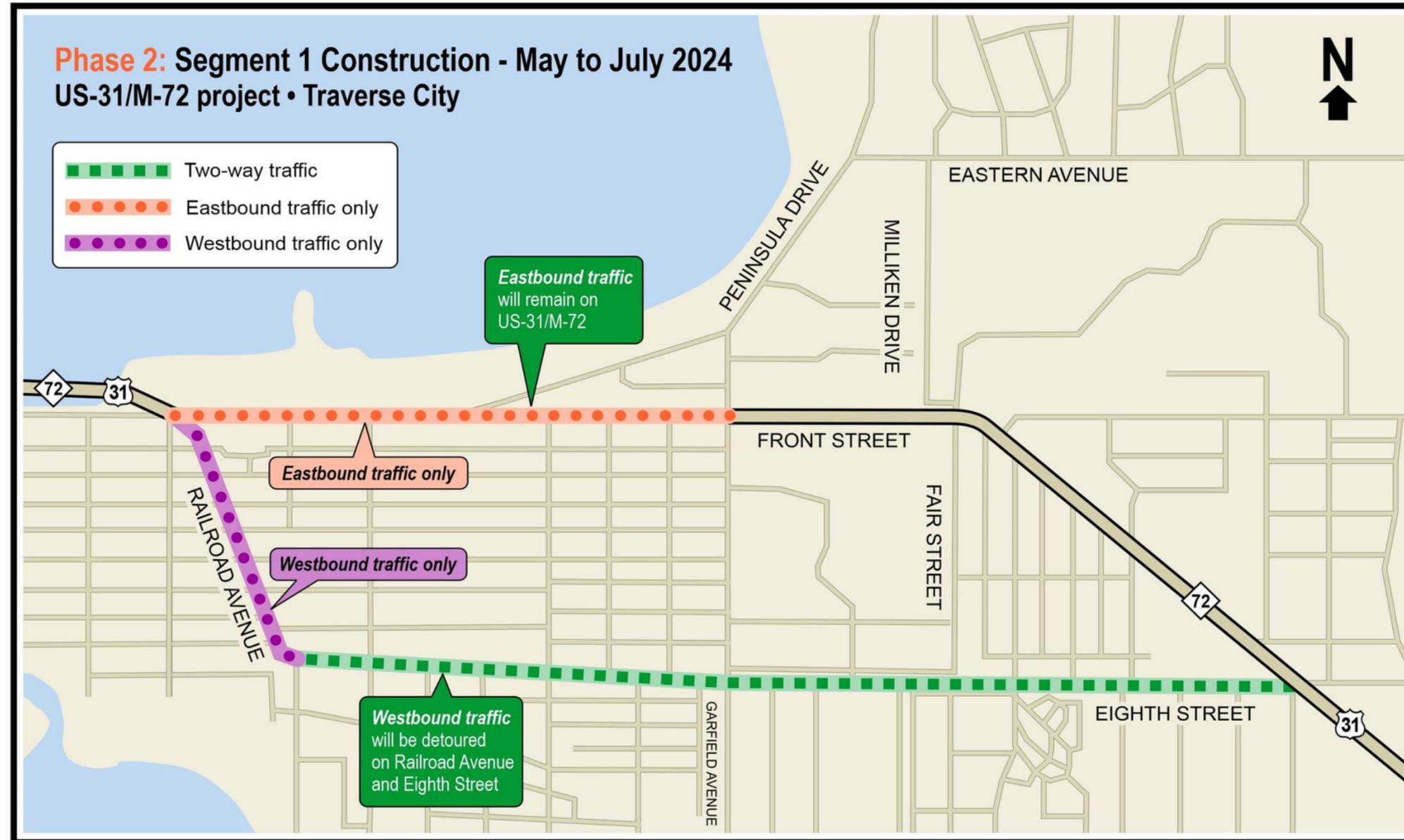


## PENINSULA DRIVE DETOUR & FULL CLOSURE TO GARFIELD INTERSECTION

- March to May: 8 weeks, weather permitting
- Detour
  - Eastbound traffic: Maintained on the northern most lane of the existing road until it is detoured on Peninsula Drive, returning via Milliken
  - Southbound and northbound: Detoured on Milliken and Fair Street
  - Westbound traffic: Detoured along Eighth Street and return via Railroad
- The change in detour considered many factors
  - \$396,130 cost savings to City for utility work
  - Provides more assurances that project will stay on schedule due to March start
  - Workzone safety improved by reducing conflicts

# SEGMENT 1, PHASE 2

Map Update: State to E. Front will accommodate westbound traffic only



# TRAFFIC CONTROL MEASURES



## MDOT MONITORING

- Adjustments related to the timing on traffic signals based on real time vehicular and pedestrian traffic volumes
  - Example: Traffic signals at Milliken and at Fair
- Additional traffic measures will be discussed and monitored, including Fair and E. Eighth Street.

## TEMPORARY TRAFFIC SIGNALS

- Milliken & E. Front Street
- Railroad Avenue & Washington Street
- Modification to Signal at Railroad Avenue/E. Front Street/Grandview

## REMOVAL & ADDITION OF EXISTING STOP SIGNS

- Removal
  - Milliken & E. Front Street
  - Railroad Avenue & Washington Street
  - State Street and Railroad Avenue: north and south side
  - Peninsula Drive and Garfield
- Addition
  - Eastern & Milliken: All Way Stop

# PEDESTRIAN ACCESS AND DETOURS

## PEDESTRIAN/NON-MOTORIZED DETOURING DURING ALL PHASES

- All intersections under construction will provide necessary temporary routing, signed, for pedestrians.

## PEDESTRIAN MAPS

- Pedestrian detours published on project page on City's website
  - Detours will change due to the project evolving during each phase
- Pedestrian maps are in development for Segment 1, Phase 1 by MDOT
  - Including Garfield intersection
  - Collateral/communication will be developed specifically for school commuting



## MURCHIE BRIDGE & TART TRAIL

- Work will close access to the TART below Murchie Bridge at a point during the project
  - A date is to be determined
  - A detour is planned and will be clearly marked

# TRAFFIC CONTROL OPPORTUNITIES

## Bicycle & Pedestrian Access & Safety



### TOOLS

- Temporary traffic signals will have pedestrian signalization with countdown
- Eighth Street and Munson Avenue
  - Dedicated left turn light and phase improves pedestrian safety
- City to place speed feedback signs, compact and mobile, to promote traffic calming



### OPPORTUNITIES

- Enhanced signage/Illuminated signage
  - Examples: E. Eighth and Fair, W. Front and Pine
- Markings
  - Will work with contractor to review existing crosswalk markings as soon as possible in spring



### CROSSWALK SIGNAGE

- Recommending curb-mounted crosswalk signage at all marked and uncontrolled crossings on detour routes
  - 12 locations/24 signs: Placed at start of construction in the spring
- Unmarked crossings will be addressed on a case-by-case basis

# TRAFFIC VOLUMES AND IMPACT

## TRAFFIC VOLUMES ON DETOUR ROUTES

- Detours are selected primarily on route
  - Modeling was performed by MDOT consultant AECOM, and requested by the City

## ADDITIONAL DETAILS & CONSIDERATIONS

- Trunkline traffic is split with eastbound and westbound on separate routes
- Highest detour impact occurs when traffic volumes are seasonally lowest
- Effects of detour will be reduced as the project progresses, and eliminated in Phase 2

## ALTERNATE ROUTES

- May become more attractive for users to bypass, deviate, avoid, or change mode



## OTHER TRAFFIC CHARACTERISTICS

- Higher volumes promotes maneuvers and crossings to occur at controlled areas
- Congestion reduces overall speeds
- Slower traffic is safer for all users

## MITIGATING TRAFFIC IMPACT OPPORTUNITIES

- Promoting alternative transportation options
  - Public transit, non-motorized transportation, and carpooling

# SPECIAL CIRCUMSTANCES

## Identifying and Providing Solutions



- ✓ **BARDON'S & CUPPA JOE**  
Access at Garfield during Segment 1, Phase 1 will be maintained by placing barricades north of driveways
- ✓ **NAWBIN & RESIDENCE**  
Access will be maintained by a crossing at Gilbert Street
- ✓ **TACO BELL**  
Contractor working with business to maintain access along E. Front or solution for alley access
- ✓ **PARKING & ACCESS ON RAILROAD**  
Based to meeting with Boardman Neighborhood, City working with Parking Services to provide solution

# COMMUNITY OUTREACH

- **MDOT Virtual Meetings**

MDOT hosted virtual meetings in February 2022

- **MDOT Project Webpage**

- **Boardman/Oak Park & Traverse Heights Neighborhood Association Meetings**

MDOT, Elmer's, and a City Engineering representative attended Neighborhood Association Meetings in September 2023

- **TCAPS Meetings**

MDOT to meet with TCAPS in October 2023 to discuss pedestrian/non-motorized detours for school commuters and increased volume along Milliken and Eastern

- **Winter Open House**

MDOT will host an Open House in winter 2024

- **Neighborhood Notifications**

City mailed approximately 1,500 letters to neighborhood residents affected by pre-construction work and notified Peninsula Drive residents of change in detour

- **Additional City Communications**

City project webpage, City social media, Bay Brief, and Public Service Announcements when major changes are taking place

**THANK  
YOU**





## Communication to the City Commission

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**TO:** City Commission  
**COPY:**  
**FROM:** Lauren Tribble-Laucht, Attorney  
**MEMO DATE:** October 4, 2023  
**SUBJECT:** Closed Session Regarding 326 Land v. Traverse City

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**EXECUTIVE SUMMARY:**

The City's defense counsel in this matter has provided an attorney-client memorandum to the City Commission under separate cover. I recommend that the City Commission enter into closed session for the purpose of discussing that communication as well as possible trial and settlement strategy in this matter. If the City Commission wishes to do so, the following motion would be appropriate (a roll call vote is required):

**RECOMMENDATION:**

that the City Commission enter into closed session immediately following the public comment portion of the agenda to discuss an attorney-client privileged communication and possible trial and settlement strategy in connection with 326 Land Company v. City of Traverse City, as authorized by MCL 15.268(e) and (h).