



Fiscal Year 2011-2014
State Transportation Improvement Program

PUBLIC REVIEW AND COMMENTS
SUMMARY REPORT

October 2010

Public Review of Michigan's FY 2011-2014 State Transportation Improvement Program

Public involvement is one of the fundamental requirements of federal law governing transportation planning. The Michigan Department of Transportation (MDOT) allows for multiple opportunities for the public to express their views on transportation needs and services. These opportunities are specified in MDOT's [Michigan Statewide Planning Process Participation Plan](#). As stated in the introduction, "This participation plan provides direction for effective participation in the development of Michigan's transportation plans and programs. For our customers, this participation plan describes opportunities for involvement in determining the statewide focus and priorities for transportation investments in Michigan."

The State Transportation Improvement Program (STIP) is the final product of multiple planning processes that each solicit public input at the local, regional and state levels. While transportation planning is a continuous and ongoing process, it is essentially initiated with the development of the State Long Range Transportation Plan and further refined through the Five-Year Transportation Program (5YTP) development process. The STIP is the final planning document preceding the actual construction or implementation of projects.

The purpose of this document is to report on the public's review and comments on the preliminary FY 2011-2014 STIP. Key activities are outlined below.

Summary of FY 2011-2014 STIP Public Participation Activities

- | | |
|------------------|--|
| April 29, 2010 | News Release: MDOT to move forward with plans for a reduced 2011-2014 road and bridge program (see Appendix E of FY 2011-2014 STIP). |
| May 3, 2010 | MDOT <i>Monday Memo</i> : MDOT moving forward with a reduced 2011-2014 road and bridge program. |
| May 14, 2010 | Reduced program project list posted to MDOT Web-site. |
| May 21, 2010 | Additional projects if funds become available (illustrative) list posted to MDOT Web-site. |
| June 23, 2010 | News Release: MDOT asks rural communities to comment on draft State Transportation Improvement Program (STIP) (see Appendix E of STIP). |
| June - July 2010 | <ul style="list-style-type: none">- State Planning and Development Regions mail meeting announcements to their membership.- Public meeting invitation fliers sent to targeted MDOT staff to pass on to their stakeholders.- Public meeting invitation fliers sent to special interest (stakeholder) groups to pass on to their membership (see Appendix G of FY 2011-2014 STIP). |
| July 13-22, 2010 | Ten public meetings held around the state. |

August 16, 2010 Draft FY 2011-2014 STIP document posted to MDOT Web-site.

September 29, 2010 FY 2011-2014 STIP document as submitted to FHWA on August 30-31, 2010 (with four updated appendices) posted to MDOT Web-site.

This report is divided into two parts: public comments that were received at MDOT's Central Office in Lansing and public comments received at the ten public meetings held throughout the state. Since public participation is a continuous and ongoing element of transportation planning, MDOT will continue to accept and address comments as they are received.

Comments Received at the MDOT Central Office

For electronically submitted comments, MDOT provides an automated forwarding function to the staff who responds to the comments, as well as an automated reply to the sender. The Web-site's auto response is below:

From: MDOT-STIP-Comments
To: [Customer]
Date: [Date received]
Subject: Re: [Customer's subject] Automatic Reply

Thank you for writing us concerning MDOT's Preliminary State Transportation Improvement Plan. Your comments have been forwarded to the team responsible for this document. Any questions you may have will be addressed by a team member shortly. Your input is important to the planning process. We appreciate you taking the time to review and comment on this preliminary plan.

Following is a summary of all comments received via e-mail, phone calls or letters to MDOT's central office, and the responses provided by MDOT as of October 15, 2010. A total of 15 comments were received at the central office. One comment regarded a local road, 12 comments related to transportation systems under state jurisdiction and two were general questions about the meetings. The number in parentheses in the comment summary table refers to the comment number and is linked to the comment and response.

Summary of STIP Public Comments Received at the Central Office

Type	Comment	Response
Local Jurisdiction	Replace Thornapple River bridge in Middleville, Barry County. (2)	The TSC advised this is scheduled for FY 2011 per Local Agency Programs.
Total: 1		
State Jurisdiction	Transit match funds needed too. (1)	We anticipate a shortfall in funds available to match federal transit funds awarded to local transit agencies in

Type	Comment	Response
State Jurisdiction (cont.) Total: 12		FY2011. The exact amount will depend on the dollar amount of federal funds awarded, especially through the competitive grant programs.
	Save money by eliminating roundabouts, implementing construction guarantees & using latest pothole technology. (3)	MDOT experts responded to each suggestion.
	Implement Complete Streets concepts. (4)	With the passage of Public Acts 134 & 135 MDOT is forming an interdisciplinary team to integrate Complete Streets into the planning process.
	Construct center left turn lane at M-15 and Green Road, Genesee County. (5-6)	The project is scheduled for FY 2011 in the reduced program.
	Widen M-24 from Pratt Road south to the Lapeer/Oakland County line to eliminate bottleneck. (7)	The governor deferred part of this capacity increase project so only half the route was widened to four lanes. Caller advised that he'd call the Region/TSC offices too.
	Resurface US-12 and reconstruct M-99 in Jonesville, Hillsdale County. (8-9-10)	Both projects are scheduled for FY 2011 if more funds become available.
	Implement Complete Streets concepts. (11)	With the passage of Public Acts 134 & 135 MDOT is forming an interdisciplinary team to integrate Complete Streets into the planning process.
	M-179 (Chief Noonday Trail) Heritage Route signing issues in Yankee Springs Township, Barry County (12)	The TSC and the interim Heritage Route program coordinator talked to the caller about his concerns.
Misc. Total: 2	Who is the target audience? (13)	The Public Involvement/Hearings Officer responded to the caller's questions.
	What is the intent of these meetings? (14)	The Public Involvement/Hearings Officer responded to the caller's questions.

The following pages provide all the comments that MDOT received at MDOT's Central Office on the preliminary FY 2011-2014 STIP.

COMMENT 1**Subject: Matching Transit Money**

From: "Frank L" <frank.l@dakc.us>

6/25/2010 12:56PM

To: MDOT-STIP-Comments@michigan.gov**Subject:** matching money

Actually we don't need \$84 million in state revenues, we need \$110 million. You are not counting the revenue that is necessary to match transit dollars. In my opinion the transit dollars are more important.

Frank Lynn
DAKC, Housing Specialist

RESPONSE 1

From: Sharon Edgar
To: frank.l@dakc.us
CC: Kim; Lindstrom, Amy; Parsons, Bob
Date: 6/25/2010 3:43PM
Subject: Response to your Comment on Matching Funds

Hello Frank,

I was asked to respond to your comment below in response to the notice that MDOT sent out regarding state road and bridge projects and priorities for 2011-14. Your comment is essentially correct and we appreciate you putting this comment on the record.

As the document you received noted, the information it provided was specific to the road and bridge program. MDOT is directly responsible for the state road and bridge program and we have to reflect the entire program in planning documents. With the anticipated shortfall in match for federal highway funds, MDOT is obligated to show exactly what the impact will be on the programs we, as a department, directly deliver.

With a shortfall in transit matching funds, a large portion of the impact is on local transit system and each individual transit agency needs to demonstrate how the shortfall will impact their specific local system. Since most of the federal transit funds needed to be matched do not "pass through" MDOT, it is not possible for MDOT to demonstrate the exact impact of the match shortfall. However, we are acutely aware of the shortfall. MDOT's 2010-2014 Five Year Program clearly documents that state revenues are falling short of the need for all modes, including the local transit component of Michigan's transportation system. A companion document MDOT released with our 2010-2014 Five Year Program, entitled "Financial Crisis Key Messages" notes that the ... *"Passenger Transportation Program has seen steady revenue declines for several years. Programs have been cut and reduced to divert available revenues to maintaining essential services. Capital investments have been deferred to maintain operating programs, yet funding still has not kept pace with the rising cost of doing business. There has not been adequate*

capital match since 2005 and millions of dollars in capital investment has been lost as a result. Projected revenues in the Five-Year Program are not enough to even maintain the current level of passenger services provided." If you want to review this document you can access it via this link:

http://www.michigan.gov/documents/mdot/MDOT_FinalFinCrisis_KeyMessages_Feb2010_309658_7.pdf

Since FY2005, MDOT has been using toll revenue credits and remaining CTF bond proceeds (from 2002 and 2003 bond issues) to plug the gap in transit matching funds, but these "stop-gap" measures are coming to an end. We anticipate a shortfall in funds available to match federal transit funds awarded to local transit agencies in FY2011. The exact amount will depend on the dollar amount of federal funds awarded. Since there are more "discretionary" federal funds in the transit programs (i.e., funds awarded annually via competitive processes) than in the highway programs, it is much more difficult to project out exactly what the shortfall will be and exactly when the shortfall happen (i.e., 2011 or 2012).

Thank you for your comment and for taking an active role in helping ensure a quality transportation system. Please feel free to contact me if you have any other questions or comments

Sharon Edgar, Administrator
Bureau of Passenger Transportation
Michigan Department of Transportation

COMMENT 2 **Subject:** **Village Can't Maintain Major Streets with Reduced Funding**

From: "Village of Middleville, MI" <Middleville@charterinternet.com>
To: <MDOT-STIP-Comments@michigan.gov>
Date: 06/29/2010 4:12PM
Subject: Reduced Funding.

The Village of Middleville, Barry County, Southwest Michigan, population 3,000 does not even have enough money from Act 51 to maintain the major streets. The Village had to levy 2 Mills this year in order to make have enough money for necessary repairs. We cannot keep going like this.

Our Bridge over the Thornapple River was built in 1929 and is on the replacement list for 2011. This bridge is in disrepair and is deteriorating every day. What will happen?

Geoff Moffat
Village Manager

269-795-3385
Middleville - "Crossroads to the Future"
Web site: www.middleville.govoffice.com

RESPONSE 2

From: Mark Dionise
To: Middleville@charterinternet.com
CC: Latham, Jason; Lindstrom, Amy; Parsons, Bob; Small, Marsha
Date: 7/12/2010 9:48AM
Subject: Reduced Funding STIP Question

Mr. Moffat,

Your question below was forwarded to me for response.

I have discussed the funding of the Thornapple River bridge with staff of the Local Agency Programs (LAP) office of MDOT. They indicate funding is still anticipated to be available for this project in 2011.

If you have any further questions or desire more detail, I would recommend you contact either Mr. Rudy Cadena or Mr. Ron Boomer of MDOT LAP at (517) 373-9590.

I don't believe I have had the opportunity to meet you yet, I look forward to doing so in the future,

Mark A. Dionise, P.E.
Manager
Marshall Transportation Service Center
(269) 789-0592

COMMENT 3 Subject: Money Saved By These Three Suggestions

From: Frances Yager
To: <MDOT-STIP-Comments@michigan.gov>
Date: 06/30/2010 12:03PM
Subject: money saved by

You can save a lot of money and time that would be better spent on resurface of roads if you stop building those unneeded and sore spots of round about's especially in busy areas. The timing of the light system would still keep the traffic moving and we would not have to deal with the round about which you need to stop at before you enter if you see a car coming anyway!!! This is a system that really did not work well over in Europe and we sure do not need to waste any dollars on this type of system!!!

Also hold the paving contractors accountable for the system that they work on to last a number of years and look into new systems that a person right here in Michigan (Popular Science Mag) has come up with to stop chuck holes that are not even being filled anyway in a timely manner.

RESPONSE 3

From: Amy Lindstrom 9/7/2010 2:31PM
To: Yager, Frances
CC: Gedaoun, Imad; Palmer, Stephen; Parsons, Bob; Wieferrich, Brad
Subject: Re: money saved by

Dear Frances Yager,

Thank you for your interest in MDOT's State Transportation Improvement Program for 2011-2014. I apologize that it has taken so long to respond to your specific comments; I just discovered that I had not sent you the responses that I had obtained. My profuse apologies!

You provided suggestions for saving money by eliminating roundabouts, obtaining construction guarantees and using the latest pothole filling technology. I asked different areas of MDOT to prepare a brief response on each topic pertinent to their area of expertise. Our Traffic and Safety Division responded to your comments on roundabouts:

Traffic congestion and motor crashes are widespread problems, especially in urban areas. Roundabouts, used in place of STOP signs and traffic signals, are a type of circular intersection that can significantly improve traffic flow and safety. Where roundabouts have been installed, motor vehicle crashes have declined and traffic flow improved, thus reducing vehicle delays, fuel consumption and air pollution. Recently, the department constructed two roundabouts at the terminals of I-75/M-81 interchange and removed the existing signals. A two-lane bridge was constructed with the roundabout option versus a five-lane bridge if we signalized the two terminals. The two roundabouts improved traffic flow and decreased crashes at the two terminals. Also, the department developed an evaluation matrix to help designers evaluate and compare different types of intersection designs. In the early days, Europe constructed many traffic circles. These traffic circles are different from the modern roundabouts. These differences make travel speeds in modern roundabouts slower than speeds in traffic circles. Because of the higher speeds in the traffic circles, many were equipped with traffic signals or STOP signs. If you have any questions on this topic, please call Imad Gedaoun, Geometric Design Supervising Engineer, at (517) 335-2986.

MDOT's Bureau of Highway Development responded to your comments on construction guarantees:

Michigan's Public Act 79 of 1997 provides that MDOT shall, where possible, secure full replacement warranties of not less than five years on State trunkline projects. In response to the requirements of this law, MDOT identified specific types of road and bridge maintenance, reconstruction, and rehabilitation projects that would include warranties.

In general, MDOT's Rehabilitate and Reconstruct (R&R) Paving Projects have five (5) year Materials & Workmanship warranties. The contractor is responsible for correcting deficiencies in the pavement caused by materials and workmanship. They are not responsible for design related deficiencies.

MDOT's Road Preventive Maintenance Projects have two (2) year performance warranties for surface seals (chip seals, crack treatment, etc) and a three (3) year Materials and Workmanship warranty for one course HMA overlays and one course HMA mill and overlay projects. For the Performance warranties, the contractor assumes more responsibility for pavement performance and has some control over materials, workmanship and certain aspects of design. MDOT's bridge painting warranty is a two (2) year performance warranty. The length of the warranty is relative to the expected life of the fix.

The first warranty was in 1996. The number of pavement warranty projects grew quickly during the first few years and has stabilized over the past several years. Recently MDOT has averaged 167 pavement warranties and 26 bridge warranties per year (average from 2005-2009). Most bridge warranties cover more than one structure so the actual number of bridges warranted is higher. Corrective action has been required on approximately five (5) percent of pavement warranties. For bridge painting projects, the number is over 50 percent.

If you have any questions on this topic, please call Brad Wieferich, Engineer of Design, at (517) 373-0030.

I asked our Engineer of Construction and Technology to respond to your comments on pothole technology. I will forward a response upon receipt.

I hope this information is of value to you. Your input into the development of MDOT's 2011-2014 transportation program is appreciated. If you have any questions or further comment, please don't hesitate to contact me.

- Amy

Amy Lindstrom
State Transportation Improvement Program
Michigan Department of Transportation
(517) 335-1510
lindstroma@michigan.gov
www.michigan.gov/stip



Think Green. Please print this e-mail only if necessary

From: Amy Lindstrom 9/21/2010 9:53AM
To: Yager, Frances
CC: Palmer, Stephen; Parsons, Bob
Subject: Re: money saved by (follow-up)

Dear Frances Yager,

This is follow-up to your third suggestion to the MI Department of Transportation on how to save money. Steve Palmer, MDOT's Pavement Operations Engineer, has responded to your comments on pothole technology:

MDOT continuously researches and tests for better ways to prevent and fill potholes in both asphalt and concrete. We partner with American Association of State Highway and Transportation Officials (AASHTO), universities, the Transportation Research Board, on related research on construction and maintenance of pavements. A good example of this is MDOT's participation with Dr. Li's research on self healing concrete being conducted at the University of Michigan.

As you may be aware, Michigan experiences several freeze-thaw cycles in a given year, which contribute to the breakup of the highways and bridges. MDOT maintenance crews are continuously looking for new ways to do business. A great example of this is the Southwest Region's use of a portable hot mix asphalt plant for patching potholes in the late winter and early spring, when the asphalt plants aren't in operation. Although the initial costs of this additional equipment is typically higher than traditional "cold patch", we have seen longer patch life as a result.

If you have any questions on this topic, please contact Steve Palmer, Pavement Operations Engineer, at (517) 322-5769. We thank you for your interest in Michigan's transportation system and welcome your input.

- Amy

Amy Lindstrom
State Transportation Improvement Program
Michigan Department of Transportation
(517) 335-1510
lindstroma@michigan.gov
www.michigan.gov/stip



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COMMENT 4 **Subject:** **Complete Streets**

From: Barbara Schmid
To: <MDOT-STIP-Comments@michigan.gov>
Date: 07/07/2010 11:03AM
Subject: public comment

Dear Mr. Parsons,

I live in Kent County and would request that transportation planners and decision makers employ the Complete Streets philosophy when making any changes to existing road infrastructure throughout Michigan.

While multi-use paths are beneficial to some user groups, commuting and recreational cyclists are safer in cycling lanes. Bicycle lanes are also easier to maintain and are less costly.

It would make no sense to resurface or change intersections and interchanges without considering citizens who prefer non-motorized transportation to improve their health and the environment. This applies to rural roads as well, many of which are in a terrible state of disrepair.

I have no doubt local bike-ped groups would provide information on which roads are the most traveled connectors.

Thank you,
Barbara Schmid
1949 Beard Dr. SE
Grand Rapids MI 49546

RESPONSE 4

From: Amy Lindstrom
To: Schmid, Barbara
Date: 09/07/2010 1:49PM
Subject: Re: public comment
CC: DeBruyn, Joshua; Parsons, Bob; Redmond, Steve

Dear Ms Schmid,

Thank you for comment on the Complete Streets approach to transportation planning as part of the FY 2011-2014 State Transportation Improvement Program. I apologize that it has taken so long to respond to your specific comment.

MDOT attempts to address all modes of transportation including walking and bicycling. Balancing these needs in terms of mobility and safety requires an understanding of the local needs, the individual road segment as well as how the road supports the needs of the larger region. Since the 2005 adoption of our Context Sensitive Solutions (CSS) approach to developing transportation projects, MDOT has engaged local residents and units of government regarding construction projects within affected communities. In recent years a more pro-active approach to including bike, pedestrian, and transit considerations, referred to as

Complete Streets has emerged at both the national and state level. With the recent enactment of Public Acts 134 and 135, MDOT will be convening an interdisciplinary work group to identify and examine how the new Complete Streets law will affect our processes and resources and adapt accordingly. We are confident that these new laws will help us refine our process to deliver an integrated multi-modal transportation program that better serves our customers needs.

Thank you for taking the time to express your interest and areas of concern. If you have any questions or further comment, please don't hesitate to contact me.

- Amy

Amy Lindstrom
State Transportation Improvement Program
Michigan Department of Transportation
(517) 335-1510
lindstroma@michigan.gov
www.michigan.gov/stip



Think Green. Please print this e-mail only if necessary

COMMENT 5 **Subject:** **M-15 at Green Road, Genesee Co.**

From: "Kautman-Jones, Shirley" <skjones@atlastownship.org> 7/7/2010 11:09AM
To: MDOT-STIP-Comments@michigan.gov
CC: Sidge, Jakki
Subject: M-15 at Green Road project

To whom it may concern:

The project for a center turn lane at M-15 and Green Road in Atlas Township/Genesee County remains on the reduced project STIP list (priorities). We appreciate the continued funding for this project and encourage you to keep it as a priority as you move forward. This is a very dangerous intersection that has claimed several lives in our community.

We understand the difficulties and challenges your agency faces in these uncertain economic times, but please keep this project as a priority. I am not able to attend the public meeting(s) on July 14th or 22nd, so please enter this email as a public comment into the record for the meeting(s).

Thanking you in advance,

Shirley Kautman-Jones

Shirley Kautman-Jones
Atlas Township Supervisor



**P.O. Box 277
Goodrich, MI 48438
(810)636-2548
(810)636-6244 FAX**

RESPONSE 5

From: Bob Parsons
To: Kautman-Jones, Shirley
CC: Sidge, Jakki
Date: 7/8/2010 8:53AM
Subject: Re: M-15 at Green Road project

Dear Shirley: Thank you for your call yesterday and for putting your comments in writing. They will be considered as we move forward with the final list. Sincerely, Bob

Robert H. Parsons
Public Involvement/Hearings Officer
Bureau of Transportation Planning
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909
(517) 373-9534
parsonsb@michigan.gov

"Seek first to understand,
then to be understood."
Stephen R. Covey

From: Amy Lindstrom 7/9/2010 2:40PM
To: Kautman-Jones, Shirley
CC: Hemmingsen, Michael; Parsons, Bob; Ranck, Robert Jr.; Williams, Olatunbosun
Subject: Re: M-15 at Green Road project

Dear Shirley Kautman-Jones,

Thank you for your comment on the M-15 at Green Road center turn lane project in Genesee County that is included on the proposed FY 2011-2014 reduced STIP project list. Your comment has been incorporated into the official record for the public meetings that we are conducting statewide. Thank you for your input.

Sincerely,
- Amy

Amy Lindstrom
State Transportation Improvement Program
Michigan Department of Transportation
(517) 335-1510
lindstroma@michigan.gov
www.michigan.gov/stip



Think Green. Please print this e-mail only if necessary.

COMMENT 6 **Subject:** **M-15 at Green Road, Genesee Co.**

From: Jakki Sidge <goodrichadmin@hotmail.com>
To: <mdot-stip-comments@michigan.gov>
Date: 07/07/2010 1:00PM
Subject: M-15 at Green Road

To Whom It May Concern:

Please accept this email as comment on the MDOT list of projects. I encourage MDOT to complete the turn lane at M-15 and Green Road in Genesee County, Atlas Township, Village of Goodrich. This is a very important project to our area because the intersection is dangerous. Thank you.

Jakki Sidge, Administrator
Village of Goodrich
7338 South State
Goodrich, Michigan 48438
Phone: 810.636.2570
Fax: 810.636.8886

RESPONSE 6

From: Bob Parsons
To: Kautman-Jones, Shirley
CC: Sidge, Jakki
Date: 7/8/2010 8:53AM
Subject: Re: M-15 at Green Road project

Dear Shirley: Thank you for your call yesterday and for putting your comments in writing. They will be considered as we move forward with the final list. Sincerely, Bob

Robert H. Parsons
Public Involvement/Hearings Officer
Bureau of Transportation Planning

Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909
(517) 373-9534
parsonsb@michigan.gov

"Seek first to understand,
then to be understood."

Stephen R. Covey

From: Amy Lindstrom
To: Sidge, Jakki
Date: 07/09/2010 4:13PM
Subject: Re: M-15 at Green Road
CC: Hemmingsen, Michael; Parsons, Bob; Ranck, Robert Jr.; Williams, Olatunbosun

Dear Jakki Sidge,

Thank you for your comment on the M-15 at Green Road center turn lane project in Genesee County that is included on the proposed FY 2011-2014 reduced STIP project list. I know Bob Parsons copied you on his response to Shirley Kautman-Jones yesterday, however, I wanted to let you know that your comment has been incorporated into the official record for the public meetings that we are conducting statewide. Thank you for your input.

Sincerely,

- Amy

Amy Lindstrom
State Transportation Improvement Program
Michigan Department of Transportation
(517) 335-1510
lindstroma@michigan.gov
www.michigan.gov/stip



Think Green. Please print this e-mail only if necessary.

COMMENT 7 **Subject:** **M-24 in Lapeer Co**

Bob Parsons received a phone message on July 8, 2010 from Bill Butler stating that he would like to discuss the proposed project list.

RESPONSE 7

Amy Lindstrom called Metamora Twp. resident Bill Butler on July 8, 2010:

Mr. Butler has tried for 30 years to get M-24 in Lapeer Co. widened to four lanes. The governor deferred part of the capacity increase project and only half the route was widened to four lanes. M-24 is now four lanes from I-69 to Pratt Rd., two lanes from Pratt Rd. to the Oakland Co. line and four lanes in Oakland Co., creating a bottleneck in both directions. I told him I appreciated his input and that I'd pass his comments on to the STIP team and to the local MDOT office. He said he'd call the local MDOT officials again.

COMMENT 8 **Subject:** **M-99 and US-12, Hillsdale Co.**

From: "Adam Smith" <manager@jonesville.org>
To: <MDOT-STIP-Comments@michigan.gov>
Date: 07/08/2010 9:20AM
Subject: Hillsdale County

To Whom It May Concern:

I would encourage you to include the resurfacing of US 12 in Hillsdale County within the village limits of Jonesville as well as reconstruction of M-99 from US 12 south through Jonesville to the City of Hillsdale.

Thank you for your time and consideration.

Adam R. Smith, Manager
Village of Jonesville
265 E. Chicago St.
Jonesville, MI 49250
(517) 849-2104 office
(517) 849-9037 fax
manager@jonesville.org

RESPONSE 8

From: Kari Martin
To: Martin, Kari
CC: Lindstrom, Amy; Lott, Paul; Parsons, Bob
BC: "Adam Smith" manager@jonesville.org
"David/Cecilia Steel/Education Associates of MI, LLC"
Gerald Arno
Date: 7/12/2010 11:20AM
Subject: M-99 and US-12 in the Village of Jonesville

Thank you for your interest in MDOT's transportation program for 2011-2014. The MDOT University Region has programmed a series of three projects in Jonesville for 2011 under MDOT's Capital Preventive

Maintenance (CPM) Program. However, due to the current statewide transportation funding crisis and the existing lack of sufficient transportation revenue for 2011, the projects will be removed from MDOT's program unless additional transportation revenue is obtained through an act of the legislature.

Due to declining state gas tax and vehicle registration revenues, MDOT is faced with a shortfall of at least \$84 million to match available federal transportation funding beginning in 2011. To keep potential projects moving through the federal approval process in time for the 2011 construction season, MDOT is submitting two programs with the hopes that the Michigan legislature acts to establish a mechanism to make state funds available to match federal dollars. One program, a reduced transportation program, would remove approximately \$600 million in projects per year and would eliminate the projects in Jonesville. The other program, a fully-funded transportation program, would include \$1.25 billion in projects per year, would include the ability to match federal aid and would include the projects in Jonesville.

In 2011, one concrete restoration project and 2 resurfacing projects totaling \$1.8 million will be removed from the transportation program in the Village of Jonesville until sufficient transportation funds are obtained. The removed projects are a concrete pavement restoration along M-99 north of Arch Street to US-12, a milling and resurfacing along M-99 between US-12 and Strait Court, and a milling and resurfacing along US-12 from the west village limits to the east village limits.

For more information and to discuss these issues further, MDOT staff are holding a public open house regarding the Statewide Transportation Improvement Program (STIP) on July 20 between 4:00 pm and 7:00 pm at the City of Adrian Commission Chambers located at 159 E. Maumee Street in downtown Adrian.

Thank you.

Kari Martin
MDOT University Region Planner
4701 West Michigan Avenue
Jackson, MI 49201

Phone: 517.750.0407
Fax: 517.750.4397

COMMENT 9 **Subject:** **M-99 and US-12, Hillsdale Co.**

From: "David/Cecilia Steel/Education Associates of MI, LLC" <d.ste7/8/2010 2:02PM
To: MDOT-STIP-Comments@michigan.gov
Subject: request for resurfacing M-99 and US 12 within the Village of Jonesville

Both major highways in the Village of Jonesville (US 12 and M-99) need resurfacing. Please give this resurfacing request your serious consideration. Thank you.

David Steel
Jonesville Village President

RESPONSE 9

Same as Response 8.

COMMENT 10 **Subject:** **M-99 and US-12, Hillsdale Co.**

From: Gerald Arno
To: <MDOT-STIP-Comments@michigan.gov>
Date: 07/09/2010 8:42AM
Subject: Hillsdale County

To Whom It May Concern:

I would encourage you to include the resurfacing of US 12 in Hillsdale County within the village limits of Jonesville as well as reconstruction of M-99 from US 12 south through Jonesville to the City of Hillsdale.

Thank you for your time and consideration.

President Pro-Tem
Village of Jonesville

Gerald Arno

RESPONSE 10

Same as Response 8.

COMMENT 11 **Subject:** **Complete Streets**



Cherry Capital Cycling Club
PO Box 1807
Traverse City, MI 49685
www.CherryCapitalCyclingClub.org

Mr. Bob Parsons
Public Involvement and Hearings Officer
Michigan Department of Transportation
P.O. Box 30050, Lansing, MI 48909.

July 13, 2010

Dear Mr. Parsons:

On behalf of the Cherry Capital Cycling Club, based in Traverse City and serving the Grand Traverse Region, its Board of Directors and its members I offer the following input regarding State Transportation Improvement Program. This input reflects the fundamental design of the road infrastructure and the quality of those designs. It is possible that this input falls out of the intent MDOT has for the STIP meetings. However, it is critically important to how the vehicular infrastructure is designed and built and how it serves the needs of the public in the short and long term.

As you know, the Michigan House of Representatives overwhelmingly approved the Complete Streets legislation (HR 6151 and HR 6152). It is imperative that MDOT take into consideration the Complete Streets initiative in its designs and construction. To help in those efforts the Cherry Capital Cycling Club urges MDOT to consider the following:

- Develop a network plan for bike routes and roadways with bike lanes, i.e. those roads must connect to each other to permit connections for cyclists.
- Specific to GT Region, we expect that road design and construction are consistent with The Grand Vision. Note that MDOT supports the Grand Vision process.
- Focus on State Scenic Heritage Routes for bike lanes etc. Specifically, M-37 on Old Mission Peninsula and M-22 in Leelanau County.
- Same for scenic beauty (Torch Lake area, Great Lakes Circle Routes).
- Rumble strips to right of fog line should not be designed and constructed to impede safe travel by bicyclists. The current shoulder configuration of M-66 and M-72 make riding those roads less safe.
- "Chip coat" is not a cost effective method for extending road surface life. The loose gravel results in chipping of windshields, cuts bicycle tires, often presents safety issues due to excessive loose gravel on shoulders where cyclists ride. The extended life of the road surface is marginal at best since the top coat wears down to the original surface within two years (M-37 is such an example).
- Include "Bike Belong" signage on highways wherever possible. Those signs have more impact than "Share the Road".



Cherry Capital Cycling Club
PO Box 1807
Traverse City, MI 49685
www.CherryCapitalCyclingClub.org

- Focus on areas near villages and cities (crossings, speed limits, wide shoulders) for appropriate signage to increase safety.
- Get common on signage. The Federal and MDOT MUTCD's are not in agreement and it should not require up to a year to get common.
- Urge the State Legislature to require the 3' passing rule that is currently law in about half the states requiring motorists to pass bicycles with a minimum 3' clearance.
- Review and refine the definition of bicycles. Michigan's definition has not been reviewed and updated in about 70 years. Use Colorado as a contemporary example.

Several members of the Safety and Education Team of the Cherry Capital Cycling Club attended today's MDOT STIP meeting in Traverse City and discussed the above with MDOT personnel. We understand the critical condition of Michigan's and MDOT's financial position. Therefore we urge MDOT to continue to look critically at areas where savings are possible. One area that should be addressed is the design criteria for all MDOT responsible areas. There are a number of examples where the application of "standard" rules and design criteria offer no value to the taxpayers. One such example is the requirement for curb installation. Two examples I can cite are the cement curbs recently installed at the northern terminus of M-37 for the parking lot extension and the exit and entrance ramps at the intersection of US-131 and M-115. Neither area has any curbs beyond the curves. I am able to elaborate if necessary.

You may contact me either via e-mail (fred_schaafsma@hotmail.com) or via phone on (231) 223-9446 or (231) 642-7957. The Cherry Capital Cycling Club offers its assistance through the Safety and Education Team.

Sincerely,

A handwritten signature in black ink, appearing to read "Fred Schaafsma".

Fred Schaafsma
Director, Safety and Education
Member Board of Directors

Cc. CCCC Board of Directors
CCCC Safety and Education Team
Rep. Wayne Schmidt, 104th District
Ms. Rise L. Rasch, MDOT
Mr. David Langhorst, MDOT
Ms. Linda Atkinson, State Transportation Commission

RESPONSE 11

From: Bob Parsons
To: fred_schaafsma
Date: 7/19/2010 3:47PM
Subject: Letter received
Attachments: Letter-Cherry Capital Cycling Club.pdf

Mr. Schaafsma: We have received your letter dated July 13. Thank you for taking time to attend the public meeting and comment on the 2011-14 STIP. You covered a lot of ground in your letter and we want to prepare a suitable response. You should hear from me or someone else shortly. If I can be of further assistance, please let me know. Sincerely, Bob Parsons

Robert H. Parsons
Public Involvement/Hearings Officer
Bureau of Transportation Planning
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909
(517) 373-9534
parsonsb@michigan.gov

"Seek first to understand,
then to be understood."
Stephen R. Covey

From: Amy Lindstrom
To: fred_schaafsma
Date: 09/07/2010 2:10PM
Subject: Re: Letter received (from Cherry Capital Cycling Club)
CC: DeBruyn, Joshua; Langhorst, David; Parsons, Bob; Rasch, Rise
Attachments: Letter-Cherry Capital Cycling Club.pdf

Dear Mr. Schaafsma,

Thank you for comments on the Complete Streets approach to transportation planning as part of the FY 2011-2014 State Transportation Improvement Program. I apologize that it has taken so long to respond to your specific comments.

MDOT attempts to address all modes of transportation including walking and bicycling. Balancing these needs in terms of mobility and safety requires an understanding of the local needs, the individual road segment as well as how the road supports the needs of the larger region. Since the 2005 adoption of our Context Sensitive Solutions (CSS) approach to developing transportation projects, MDOT has engaged local residents and units of government regarding construction projects within affected communities. In recent years a more pro-active approach to including bike, pedestrian, and transit considerations, referred to as Complete Streets has emerged at both the national and state level. With the recent enactment of Public Acts 134 and 135, MDOT will be convening an interdisciplinary work group to identify and examine how the new Complete Streets law will affect our processes and resources and adapt accordingly. We are confident that these new laws will help us refine our process to deliver an integrated multi-modal transportation program that better serves our customers needs.

Thank you for taking the time to express your interest and areas of concern. If you have any questions or further comment, please don't hesitate to contact me.

- Amy

Amy Lindstrom
State Transportation Improvement Program
Michigan Department of Transportation
(517) 335-1510
lindstroma@michigan.gov
www.michigan.gov/stip



Think Green. Please print this e-mail only if necessary

COMMENT 12 **Subject:** **M-179 in Yankee Springs, Barry Co.**

From: Bob Parsons
To: Dionise, Mark
CC: Lindstrom, Amy
Date: 7/13/2010 5:35PM
Subject: Inquiry on M-179 in Yankee Springs

Mark: I received a call today from Bob Lippert, Zoning Administrator for Yankee Springs Township in Barry County. He is trying to implement a sign ordinance there along M-179. He would like to talk with someone from your TSC. He said he thinks some signs for businesses are not in compliance with our roadside sign regulation (?). Could you or someone in your office please call him at 269-795-9091. His inquiry resulted from our STIP meeting notice. Thanks. Bob

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From: Bob Parsons
To: Berquist, Susan
CC: Lindstrom, Amy
Date: 7/13/2010 5:42PM
Subject: Inquiry on M-179 in Yankee Springs

Susan: I received a call today from Bob Lippert, Zoning Administrator for Yankee Springs Township in Barry County. He is trying to implement a sign ordinance there along M-179. He would like to talk with

someone about the Heritage Route program that runs through the town (Chief Noonday Trail) to see if there is anything that the program can do to encourage businesses to follow a certain signage standard in an effort to beautify their community. I told him I wasn't aware of any enforcement aspects of the heritage Route Program. Could you please call him at 269-795-9091. His inquiry resulted from our STIP meeting notice. Thanks. Bob

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"Seek first to understand,
then to be understood."
Stephen R. Covey

RESPONSE 12

A Marshall TSC representative, as well as the interim Heritage Route program coordinator, talked to the caller about his concerns.

COMMENT 13 Subject: Purpose of Public Meetings

Harold Alfred of Alfred Construction called Bob Parsons to ask if the meetings are targeted for contractors like a meeting he recently saw advertised (regarding the type and duration of work, how to submit a bid, etc.); he's looking for work.

RESPONSE 13

Bob Parsons explained the intent of the STIP meetings.

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Stephen R. Covey

From: Bob Parsons
To: Burchell, Linda; Ranck, Robert Jr.; Reithel, Jay
CC: Lindstrom, Amy; Small, Marsha
Date: 8/2/2010 4:04PM
Subject: Comments from a Truck Driver

Hi, I spoke with a Ron Byelich of Houghton Lake late last Friday regarding our state roads. He called me in response to the rural STIP meetings and had a few things he wanted to bring to our attention. I told him I would pass his concerns on to the appropriate people in the field. This item falls within your region. His phone number is _____ if you care to follow up with him. Thanks, Bob

US-127 at Clare

Although the condition is good overall, Ron says there is a big bump on the northbound side of US-127 at a bridge just before the welcome center. he said the bridge is slightly higher than the road abutting it, creating a bump that rattles his rig every time he passes over it. He said he has to believe that other truckers experience it too.

From: Bob Parsons
To: Burchell, Linda; Ranck, Robert Jr.; Reithel, Jay
CC: Lindstrom, Amy; Small, Marsha
Date: 8/2/2010 4:18PM
Subject: Trucker Comments - US-127 near M-57

Hi, Here is another comment from Ron Byelich that should have been included in my previous E-mail. It concerns the railroad tracks that cross US-127 just north of the M-57 interchange. His phone number is _____ if you care to follow up with him. He said the tracks are considerably higher than the roadway and it really shakes his rig when he drives over it. He also said the green traffic light that is always on is very bright and the angle is blinding for truckers. He wondered if anything could be done to adjust the angle so it is easier on the eyes.

Thanks, Bob

RESPONSE 15

The two Regions and/or appropriate TSCs called Mr. Byelich to discuss his concerns.

Summary of Comments Received at STIP Public Meetings

A statewide news release was issued on June 23, 2010 announcing ten public meetings around the state to encourage public comment on future road and bridge projects in rural areas of Michigan. To promote more public input as well as attendance at the public meetings, MDOT solicited the help of the State Planning and Development Regions, MDOT program specialists, and state and regional special interest groups. The State Planning and Development Regions mailed meeting announcements to their membership, MDOT staff passed on public meeting invitation fliers to their contacts and special interest groups were encouraged to pass on public meeting invitation fliers to their membership and other stakeholders.

The public meetings were held around the state in July 2010 to share the information in the STIP document, the proposed project lists (reduced and if more funds become available) and the financial crisis facing MDOT.

STIP Public Meeting Participation Summary

MDOT Region	Number of Meetings	Number of Attendees	Number of Written Comments
Superior	3	21	6
North	2	36	8
Bay	1	4	0
Grand	1	10	0
University	2	20	8
Southwest	1	7	3
Total	10	98	25

The following pages provide all the comments that MDOT received in writing at MDOT's public meetings held around the state on the preliminary FY 2011-2014 STIP.

Superior Region STIP Public Meetings (3)

Kincheloe

July 13, 2010

Kinross Township Hall

Attendees: 5

Written Comments: 1

"I-75 business spur is terrible! Would like to see more communication on possible cooperative road and bridge projects with the tribe."

Escanaba

July 14, 2010

Heirman Center, Bay College

Attendees: 9

Written Comments: 2

"Good presentation by all the Escanaba MDOT office personnel. I just wish the legislators would provide more road funds so we in Michigan could receive more federal match monies."

"(Ewing's question: Why isn't the state helping maintain Ewing's roads?) Ewing Township covers an area of 49 square miles or about 30,000 acres. The State of Michigan has at least 12,000 acres, mostly forested. Much product is harvested and the township receives no report as to revenue realized. P.I.L.T. payments have been frozen at 2004 level and swamp tax has just been reduced 12%. The township is maintaining the roads."

Bruce Crossing

July 15, 2010

Tulppo's Restaurant

Attendees: 7

Written Comments: 3

"Thank you for the informational session. It is disappointing that the legislature has not acted on increasing the gas tax to support important projects that are critical to our economy. Once again, thank you for what you do."

"Good Roads = Good Impressions = Good & More Economic Development
My questions were answered - hope that the state can match federal funds fully."

"Is it in the plan at some future date to have a 4 lane highway from Marquette to L'Anse?"

North Region STIP Public Meetings (2)

Traverse City

July 13, 2010

Grand Traverse Co. MI Works! Service Center

Attendees: 18

Written Comments: 5

"I urge MDOT to plan for upgrading of M-22 (Leelanau County) from M-204 south to Thorson [Thoreson] Rd. It has been over 30 years since it has been totally reconditioned!! I live just off this road year round & ride my bike to work in Leland. There is no shoulder for road biking this I must ride in the car lane. very dangerous. This western section of M-22 (Northport south to

Benzie County) has been worked on extensively over the years with certain areas having new asphalt applied two times and still the section mentioned has never been addressed! This is a designated Heritage route - very scenic for tourism upon which our county relies. Consideration of the project would benefit motorists & bicyclists!!! Please, before I'm too old to bike I'd like to see it happen!"

"South on M-22 from M-204 to Thoerson [Thoreson] Rd. - should be considered for resurfacing - it's been over 30 yrs since last significant surfacing - the shoulders have deteriorated or gone - I'm a cyclist and Leelanau County resident and can't safely cycle on this section. It would be such a boom for Leelanau County to promote safe cycling for motorist and cyclist alike."

"No speed on any trunkline traveling through an urban (highly populated area) should exceed 25 MPH. We are "cities" first and roadways second. All children/older adults deserve to have safe access to their community regardless of age or physical ability."

"The reduction in ITS for traffic management is a mistake. In our seasonal tourism congested areas improving flow through sections of our state road - using technology - camera - sensor - variable & adaptive signal and speed control for ingress-egress management - these need to be prioritized and funded from non traditional sources."

"Grand Vision and many local plans as well as Complete Streets recommends the construction of bike lanes and improved pedestrian crossings. I support the movement to improve safety for non-motorized vehicles as well as the safety of older adults and children. We need to slow traffic down in many places. Too many people are being killed and injured by high speed traffic."

Gaylord

July 14, 2010

MDOT North Region Office

Attendees: 18

Written Comments: 3

"Develop state highways with complete streets in mind. Paved shoulders might work in many places but closer to towns/suburban areas bike paths/multi-use paths and/or sidewalks. Please consider using road diets on US-31 both south (west) of Bayview in Bear Creek Twp."

Two letters were submitted from the Charter Township of Oscoda (Downtown Development Authority Community Development Coordinator and Township Supervisor) in support of US-23 reconstruction in 2012. (A third letter, dated July 27, 2010, was received from the Oscoda Township Superintendent along with a resolution from the township Board of Trustees.)

Bay Region STIP Public Meeting (1)

Saginaw July 14, 2010 MDOT Bay Region Office

Attendees: 4
Written Comments: 0

Grand Region STIP Public Meeting (1)

Greenville July 15, 2010 Montcalm Community College M-TEC

Attendees: 10
Written Comments: 0

University Region STIP Public Meetings (2)

Adrian July 20, 2010 City of Adrian Commission Chambers

Attendees: 6
Written Comments: 0

Corunna July 22, 2010 Shiawassee County Road Commission

Attendees: 14
Written Comments: 8

"Would like to see signal lights on M-52 and M-21 time reset in city of Owosso."

"M-52 - M-21 keep on track."

"Non-motorized routes for walking biking, exercise rail to trail."

"Would love to see N M-52 be a 3 lane configuration when it is done."

"Bridges on Ruppert Rd. and Locke Rd." [south of Perry]

"M-47 Lang[man? Laingsburg? Lansing?] Rd. state highway from M-52 west to Woodbury Rd.
When will work start?"

"Response time to maintenance requests (LTSC?)"

" Corunna needs 2nd bridge over Shiawassee - M-71 business bypass to M-21."

Southwest Region STIP Public Meeting (1)

Adrian

July 20, 2010

City of Adrian Commission Chambers

Attendees: 7

Written Comments: 3

"Michigan needs the public and our legislators to fundamentally change the perception of how roads are funded in Michigan. We need leadership in Lansing that has the political will to invest in highway funding by changing how roads and infrastructure is funded by 1) changing how taxes are collected a the pump so that the increased funds are allocated to roads 2) change the registration fee for vehicles to obtain increased funding 3) create diesel tax parity. The way diesel taxes are collected does not make sense. 4) Build toll roads and lanes. This will require changing some laws that currently prohibit construction of toll roads. 5) Get the media on board with increased road and infrastructure funding. There needs to be highway funding and planning that looks at least ten years down the road. Look at where we are at now and where we need to be in ten years minimum."

"I-94 needs to be 3 lanes each way from 9th St. east to I-69."

"The legislature needs to become brave enough to be proud of increasing the transportation user fee and preserving the transportation system of the state, and creating thousands of good paying jobs in the process. Same applies to the federal level."

MDOT will continue to accept and address all comments as they are received. You may comment on this report in several ways:

- Visit MDOT's [STIP Web site](http://www.michigan.gov/stip) at www.michigan.gov/stip and select the MDOT-STIP-Comments@michigan.gov link to send an e-mail to us.
- Send an e-mail directly to MDOT-STIP-Comments@michigan.gov.
- Contact the appropriate MDOT Region Office, MDOT Transportation Service Center, MPO or Rural Task Force (Appendix A, B and C of the FY 2011-2014 STIP).
- Visit or contact MDOT's Central Office:

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