

US 31/M-37 Division Street PEL Public Comments Week Ending 10.31.14

1. Email

I appreciated attending the first public input meeting. I enjoyed speaking with the MDOT staff person in charge of historical resources (sorry I can't remember her name), and with Todd Davis, from CDM.

I would like the new design to accomplish the following:

1. Reduce the speed of motorized traffic. Thereby increasing safety and reducing noise.
2. Increase the safety and convenience of crossing Division Street on foot and by bicycle.
3. Increase the safety and convenience of access along Division Street for pedestrians and cyclists.

I would like the new design to not accomplish the following:

1. Increase the carrying capacity of the street to move motorized traffic.
2. Encroach on the park land west of Division.

My hope is that a *Road Diet* will be seriously considered as one alternative design. A Road Diet could accomplish the above criteria, if sufficient attention to detail is provided at multiple pedestrian crossings, and sidewalks are built. I know the volume of traffic on Division is near the limit of what a Road Diet has successfully handled in other cities, but if designed properly, it could work. We have a wonderful opportunity to observe a Road Diet trial now underway on 8th Street as we think about the future.

Thank you for the opportunity to provide input,

2. Email

I was unable to attend the last meeting regarding the Division St. redesign, due to work commitments, but I want to give some input and, hopefully, get on your mailing list. By way of introduction, I am the Traverse City attorney who filed suit to challenge the City referendum results on the Division St. parkland give-away. My purpose in that suit was to question the certified results giving approval based on less than the 60% majority requirement. I felt the process was flawed. I understand we will have another chance to argue the parkland issue before the City Commission when the redesign is finally brought to the Commission.

My purpose in writing to you today is simply to urge you to do the best you can to facilitate a meaningful discussion process about this vital street. I emphasize the word "street". if you can urge your staff to keep that word foremost in their minds, I believe your efforts will have the best chance of success. Division is a street, not a connector, not a highway. As your staff envisions this project, perhaps it can periodically close its eyes, broaden its view from engineering to culture, and ask the question, "Does our design look like a street?" Is the pavement a canyon with wide lanes and few trees, or is it a street-scape? Are there viable bike lanes? Is there sidewalk on both sides; if not, are there multiple crossings for the residents of Central Neighborhood and Slabtown to cross? Do you see safe ways for grade school children on bikes to cross? Are there speed dampeners? Do you see bicyclists? How fast are the cars going, and what can you do to assure this street, which bisects quiet, high quality neighborhoods, will not degrade those neighborhoods with traffic-leak, high speed travel, increase in ambient noise, or canyoning?

Clearly, a majority of Traverse voters want that street redesigned. They voted to give you a chance. Equally clearly, the Commission members promised they would give your design careful consideration — and take public input — before voting on the plan. You have a green light to do the right thing. But there is some remaining political opposition that will carry their disappointment over the vote total into the City Commission, if the design is not fully vetted and thoughtfully designed with the City neighborhood residents foremost in mind.

Traverse City is a micropolitan — one of the extremely high quality, small urban centers that are coming re-defining the American Dream. Our vision is scaled urban life that blends smoothly into surrounding nature. We seek daily access from work to play, from City to woods, from downtown to rural life. Streets are an important part of our lifestyle. We in Traverse have fought very diligently and reached consensus very diligently over land use issues. So far, the City has thrived as it has re-invented itself into a food-wine-downtown-walkable-bikeable-waterfront-farmers market-festival-coffee-beer-books-beach mecca. Our population is growing younger, our career opportunities are more technological, our self-image is one of excellence, and our predisposition is to organize opposition to any civic degradation.

You and your staff are going to redesign the entry-way to Traverse City, the micropolitan center of Northern Michigan. What you do with Division will set the expectations for how drivers, bikers and walkers access and co-exist with the City neighborhoods. It's not a way to move cars; it's a way to enter and enjoy the City.

This project is a chance to work with vision and a strong community aesthetic — to produce a plan that would cap any designer's career and serve as a model for other small cities. It's your chance to introduce Traverse, as a partner of yours, to many others. I hope you seize the opportunity, enjoy it, and learn with us how to envision Division Street as it would be at its very best — trees, bike lanes, sidewalks, pedestrians, acceptable noise levels, minimal risks in crossing, negligible side-street incursions, an aesthetic sense harmonized with the bordering neighborhood life, a sense of arrival and not a sense of by-pass.

Thank you for your consideration. I would appreciate being included in your public email notices.

3. Website

Comment: Do roundabouts where the lights are currently located. this will decrease the speed, and allow for constant movement . This will create safer intersections, for pedestrians and cars. Less pollution with cars not idling. Great fuel economy, improved aesthetics, no lights to maintain so reduced costs, and less accidents

Comments:

Name:

Issues:

#1 volume of traffic – Division Street is a major Michigan and United States highway that bi-sects Traverse City. Everyone traveling north/south or east/west must travel on Division Street. Given the regional growth, the volume of traffic that must pass through a residential district of the City is huge. It is time to provide those who do not wish to visit Traverse City the opportunity to by-pass Traverse City.

#2 speed of traffic – If we had a by-pass (see Comments below), Division Street should be reduced to three lanes with one for travel in each direction and a left turn lane, as well as bike lanes. A treed median for safe pedestrian crossing would also be a plus. Without a by-pass, roundabouts at 14th, 7 1/2 or 8th, Front Street and the Parkway may improve traffic flow while reducing speed.

#3 lack of connectivity between the east and west sides of Division Street – It is extremely dangerous to cross Division Street even at the marked intersections. Reducing the number of lanes and clearly marking “pedestrian priority” intersections would help. Roundabouts would help. A reduced speed limit will only help if drivers are forced to drive more slowly.

Other comments:

M-37 should be rerouted east on South Airport Road to Garfield and then north on Garfield. US 31 should be rerouted east on Keystone Road/Hammond around the City to 4 or 5 Mile Road and then back to its current location through Acme.

Thank you for engaging in this process and help us to improve this roadway to make it safer and better for all users.

US 31/M-37 (Division St.) PEL

Public Information Session 1

What issues or concerns do you have with the Division Street corridor, and what would you like to see addressed in the future along this stretch of roadway (please prioritize)?

#1 Lets make Division St a boulevard with a center island giving people crossing
Division an area to stop and wait till traffic clears to finish getting across the
street. if necessary.

#2 _____

#3 Lets do a round-a-bout at 14th and Division and another at Front St and Division
and if necessary one at Division and 11th and Division and 7th. This should slow
the traffic and keep the big noisy trucks off Division.

Other comments relating to the US 31/M-37 (Division Street) PEL area:

Please place this form in a comment box, or see reverse side for other options.

Comment: At the onset of this process there are two suggestions that I'd raise for consideration - (1) providing a right turn lane on to Silver Lake Rd for southbound traffic, (2) Enhance the entrance into the Grand Traverse Commons. I look forward to learning more and will offer other comments/suggestions as the process progresses. Thank you.

US 31/M-37 (Division St.) PEL

Public Information Session 1

What issues or concerns do you have with the Division Street corridor, and what would you like to see addressed in the future along this stretch of roadway (please prioritize)?

#1 _____

#2 _____

#3 _____

Other comments relating to the US 31/M-37 (Division Street) PEL area:

Please place this form in a comment box, or see reverse side for other options.

US 31/M-37 (Division St.) PEL

Public Information Session 1

What issues or concerns do you have with the Division Street corridor, and what would you like to see addressed in the future along this stretch of roadway (please prioritize)?

#1 11th + Division Intersection (center left turn lane or similar treatment)

#2 Wide sidewalks (buffered by lawn area if possible) w/ ADA ramps @ intersections

#3 Match pedestrian signals w/ traffic signals so that pedestrians do not have to push the button to get the "walk" signal

Other comments relating to the US 31/M-37 (Division Street) PEL area:

Please place this form in a comment box, or see reverse side for other options.



Comment: The project scope should introduce alternative transit.

I was informed, via the Village at Grand Traverse Commons newsletter, that I could email you comments responding to the below question:

"What issues or concerns do you have with the Division Street corridor, and what would you like to see addressed in the future along this stretch of roadway?"

As someone who owns a condo in the Commons and works downtown, I experience every day what a division Division Street creates. I think the issues with the street are rather obvious – two few crossing places with stop lights, traffic going 20 + mph too fast, and what I would consider (even after having lived in Manhattan for 8 years and Chicago for 2) the *most dangerous* pedestrian crossing ever at Grandview Parkway and Division.

Please, please do not ignore the intersection at Grandview Parkway and Division. I honestly fear for my own life and that of my children every time I cross there (which is often). It isn't the drivers fault, I don't blame speed or people not paying attention. The curves of the road in the turns make it natural that drivers don't notice the pedestrians. For solutions, I'll go from most ideal to least:

- (1) Allow pedestrians and bikers to go under, instead of over, the road, like the tunnel at Cass. Especially given that this is a TART trail connection, that would make the most sense, despite I'm sure the high cost;
- (2) Square off the roadway so that the intersection includes only right angles;
- (3) Do not allow right turns on red.

I think a light at 11th St. would be a natural fit. It would automatically slow down traffic flow and divert traffic that could be using alternative routes. It would likely ease some of the congestion that occurs at another terrible intersection, that of Medical Campus Drive and Cottageview, which sees almost all of the hospital traffic.

There is no good reason the speed limit shouldn't be 25 miles per hour, which I think would be a good change for Grandview Parkway as well.

I'm all for sidewalks, so if the road is redone, those should be included, but, to be honest, I don't think people want to walk up and down Division, at least not anymore, they just want to safely get across it.

Thank you for your consideration of my comments. I will be excited to see this process progress.

Best Regards,

What issues or concerns do you have with the Division Street corridor, and what would you like to see addressed in the future along this stretch of roadway (please prioritize)?

#1 **Slow down** Excess speed causes more injuries and death than nearly any other thing. Please lower the speed limit at EVERY city limit to 25mph citywide (city limit to city limit).. This is seen in other places, and it would be beneficial if we implemented it here as well (and enforce it).

#2 **More pedestrian crossings** need to be placed at each block with a pedestrian right of way, zebra stripping and flashing lights when pedestrians are crossing (and just prior to crossing) to get motor vehicle drivers attention.

#3 **Longer Crossing Times** As one of the many people suffering from death or (lifelong) injury due to this corridor, I must state emphatically, that the crossing times for pedestrians are way too short. We need crossing times that will enable even grandma with her walker, or somebody on crutches, to have enough time to safely cross with time to spare. Our number one concern ought to be public safety and accessibility, not volume of traffic.

Other comments relating to the US 31/M-37 (Division Street) PEL area:

I suppose to a hammer, everything looks like a nail, but the fact is, we are a community of people. We range in age and skill from just learning to walk, to slowing down with age, or from injury. No bicyclist, or pedestrian, should ever be considered as any less valid as a user, or access that is more restricted or less safe.

It is an unfortunate reality that a highway is built through our town, but that doesn't mean that we can't slow traffic down for an extra few minutes, in order to assure that all modes of use are being respected and accommodated.

Please place this form in a comment box, or see reverse side for other options.

US 31/M-37 (Division St.) PEL

Public Information Session 1

What issues or concerns do you have with the Division Street corridor, and what would you like to see addressed in the future along this stretch of roadway (please prioritize)?

- #1 I use my bicycle to commute to work at Munson. Crossing Division St. is the most dangerous part of my commute - please provide safe bike/pedestrian crossings that align with "TART across town" routes.
- #2 A nicer "welcome to TC" "gateway" as you come from the South. Also, a "gateway" with "welcome" to the Commons from Division
- #3 Try a roundabout at one of the crossings.

Other comments relating to the US 31/M-37 (Division Street) PEL area:

Please place this form in a comment box, or see reverse side for other options.

US 31/M-37 (Division St.) PEL

Public Information Session 1

What issues or concerns do you have with the Division Street corridor, and what would you like to see addressed in the future along this stretch of roadway (please prioritize)?

#1 11th Street grid lock - A ^{stop} light needs to be installed. Any turning from or to 11th Street almost an impossible task.

#2 Left hand turn lane stretching from 14th to 72/31 Corner. Extra lane could be obtained from West side of Division.

#3

Other comments relating to the US 31/M-37 (Division Street) PEL area:

I love our City and am by and large impressed with its development. The homeless shelter issue is a concern. While I agree in helping those in need I do NOT want to attract more because we are so "nice and friendly". And I feel there is a marked difference between

Please place this form in a comment box, or see reverse side for other options.

homeless of or due to "unfortunate circumstances" and "Chronically, Clinically" homeless. I feel the shelter you are about to build will help and encourage the homeless but do little to help those of unfortunate Circumstance.



US 31/M-37 (Division St.) PEL

Public Information Session 1

→ Division St. needs a left-turn lane.

What issues or concerns do you have with the Division Street corridor, and what would you like to see addressed in the future along this stretch of roadway (please prioritize)?

#1 Division Street needs a left turn lane. This isn't a problem for me, per se, because I know to stay in the right-hand lane. But those unfamiliar with [Division St. get stuck behind someone turning left.

#2 It is impossible to ride a bike on Division St. There is no sidewalk path directly south of Front St. and Division.

#3 It feels very dangerous to cross Division as a pedestrian

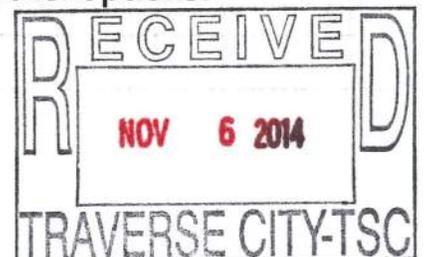
Other comments relating to the US 31/M-37 (Division Street) PEL area:

There should be better signage for Munson and the Village Center

I wish there was a crosswalk bridge over Division

My highest priority would be bike lanes.

Please place this form in a comment box, or see reverse side for other options.



US 31/M-37 (Division St.) PEL

Public Information Session 1

What issues or concerns do you have with the Division Street corridor, and what would you like to see addressed in the future along this stretch of roadway (please prioritize)?

#1 "NO" TRAFFIC LIGHT OR "ROUNDAABOUT" AT 11TH STREET & DIVISION. THIS WOULD ONLY CREATE MORE TRAFFIC ON 11TH ST.

#2 BETTER MONITORING w/ POLICE ON SPEEDING IN MORNING WITH MUNSON EMPLOYEES CUTTING THRU NEIGHBORHOOD TO

① #3 BLOCK OFF ENDS OF 11TH. GET TO WORK, MAKE BOTH SIDES OF 11TH STREET RIGHT TURN ONLY TO REDUCE # OF ACCIDENTS.

Other comments relating to the US 31/M-37 (Division Street) PEL area:

NEED PEDESTRIAN OVERPASS TO GET ACROSS DIVISION BETWEEN 14TH & 7TH STREETS FOR WALKING OR BIKING.

DISCOURAGE MUNSON EMPLOYEES & SURROUNDING MEDICAL OFFICE STAFF FROM CUTTING THRU CENTRAL NEIGHBORHOOD.

Please place this form in a comment box, or see reverse side for other options.

THANK YOU!

NOV 2 2011