

## US 31 M-37 Division Street PEL Public Comments Received in May 2015:

1. (11<sup>th</sup> St) This is a letter regarding the concern over the 11thSt/Division Street intersection. As a resident of west 11<sup>th</sup> Street and a frequent visitor of the Village Commons, I am strongly opposed to both a traffic light and roundabout, but understand and have experienced first hand the dangers of traffic on this road. First of all, I will state that traffic drives exceedingly TOO FAST, and not all drivers are focused only on the road. Out of respect and for the children and families of this residential district, the speed limit needs to be decreased tremendously. The speed limit for other residential areas is 25mph. Cars travel at speeds of 45mph and higher in this area. Please slow the speed limit down. Omitting all left turns in and out of 11<sup>th</sup> and Division Street would minimize traffic backup and accidents tenfold. Living on the corner of 11<sup>th</sup> Street and Division, I have witnessed multiple car crashes due to the confusion and lack of visibility on left hands turns. In addition, permitting 11<sup>th</sup> Street traffic to cross through Division is another possibility to consider. Also, the main entrance and exit of the Village Commons for car traffic does not have to be through 11<sup>th</sup> St. The main access to The Commons could be off of Silver Lake road through "The Barns" entrance. Here, there is more space, and less traffic congestion and confusion. Any traffic leaving of the Commons heading north could exit out of Elmwood street to 7<sup>th</sup> St, (where there is already a light) or beyond, or exit back out the south "Barn" entrance. The addition of a traffic light at 11<sup>th</sup> Street would add immense noise pollution as well as air pollution to the neighborhood. It would add to the congestion of traffic and backups, reducing the smooth and efficient maneuverability of the town. A traffic light at this intersection only encourages more traffic to this residential area, taking away from the quaint, safe feeling of our historical, family orientated neighborhood. It is not welcome.
2. (6<sup>th</sup> St) The most beneficial and efficient options are the round-a-bouts. They work extremely well in other cities where used (Grand Rapids, throughout Europe).
3. (Washington St.) We appreciate all of the information that MDOT is providing regarding Division Street, but are extremely disappointed in the alternatives presented. The overriding theme is to add road surface, add turn lanes, and improve the capacity to move cars. We are concerned that all of these alternatives increase the speed of automobiles and trucks with the resulting increase in noise. A free flowing design with a goal to minimize congestion invites higher speeds. This is not how we want people to come into our town. There appears to be a complete sidewalk network added, but can't we expect more than that? The added turn lanes at every intersection increase the distance that pedestrians have to cross, which increases exposure and decreases comfort no matter what sort of fancy bells and whistles are added at the intersections. Shouldn't there also be additional pedestrian crossings between signals, especially where a median is added? There are no improvements planned for cyclists along the corridor. The only improvement for cyclists is an easier crossing at 11th Street. Other communities are implementing creative solutions that encourage cycling. We would like to see a four to three conversion (Road Diet) considered as an alternative. A Road Diet meets two of the three needs in the "Division Street PEL, Project Purpose and Need." The only need it does not meet is the stated need to "improve traffic mobility" (and even then, only for automotive traffic, because bike and pedestrian traffic mobility would be improved and enhanced in many ways). As a community, do we really want to improve our capacity to move more cars, faster on this stretch of city street? A Road Diet on this street is near the upper margin of what other communities have successfully implemented. However, a Road Diet should be able to maintain existing auto traffic capacity, especially with proper operation of the traffic lights. **In our opinion, a Road Diet meets all of the six bullet points in the Purpose Statement better than no-build or any of the alternatives presented.** Our final comment has to do with process. The open house format is great to provide information, but serves to diffuse and water-down public opinion and input. We have a passionate community that cares about our city streets and neighborhoods, and that seems to be missing at this point.
4. (McNab Ct) I went to the 5/14/15 meeting. The blvd option was by far the best option. Being able to have left turn lane areas is vital, ie. west on 11th Street, east on 8th street and lengthen the left turn lanes at the intersections of Front Street. The double left turn lanes at the Pkwy intersection and 14th Street are prefect.

Finally, a signal will be needed at 11th Street, A) as the Commons area grows exponentially, vehicles will be using 11th Street more. B) allows residential traffic, both vehicular and pedestrian, to cross 11th Street to enter the Commons.

5. (Juniper St) No Round-a-bouts. the majority of the City has voted them down in past. To save much needed road dollars, install left turn lane at 11th with a light and call it good. Sidewalks are fine but cross with the light at Front, 7th and 11th would be best fix.
6. (542 W. 11<sup>th</sup>) Re: 11th Street intersection
  1. Light is needed at 11th. ASAP.
  2. To prevent excessive traffic and speed on 11th in Central Neighborhood, should limit turns at intersection as follows:
    - a. No left SB Division at 11th.
    - b. Turn left or right only (no straight through) EB 11th at Division.
    - c. Same WB 11th at Division -Turn left or right only (no straight through) .
    - d. NB Division allow right at 11th, left with light.This plan works especially well if there is a roundabout at 14th, as drivers on SB Division who need to get into the Central Neighborhood will be able to go through the roundabout, and return NB on Division to the appropriate street, where they may turn right, distributing neighborhood traffic more evenly, and diverting through traffic to the more commercial 14th Street. This will also encourage pedestrian and bicycle crossings at 11th, which is currently an unsafe crossing with no light and no attention paid by drivers to the crosswalk.
7. (12<sup>th</sup> St) How are the roundabouts user friendly for pedestrians to cross the streets? I would be in favor of traffic lights for that reason.
8. (6<sup>th</sup> St.) I don't have a strong opinion on the options for car traffic, but I did want to comment on my concerns regarding pedestrian and bike traffic. I am concerned with the possibility that a roundabout will go in at division and Grandview, thus eliminating the crosswalk that my family has to cross Grandview to get to the beach and Clinch park. Cars rarely stop for pedestrians. I have to stick my bike halfway into the road at the Front Street intersections in order to get cars to stop to allow my little kids cross the street. We need more push button activated crosswalks that will STOP traffic for bikers and pedestrians. We need this for crossing Division Street, for crossing Front Street, and especially for crossing Grandview Parkway....please please add them and don't take any lighted and safe pedestrian crosswalks away! We need the lights...if nothing else, a flashing yellow light just to warn cars that they need to slow and watch for pedestrians. Without the light the cars just don't stop for pedestrians. Sidewalks along division street all the way to Grandview would also be so nice for residents who like to walk. Thank you for taking comments and please send me information on future meetings and progress.
9. (Division St) I strongly favor roundabouts and the creation of sidewalks and bike lanes at all proposed locations, and certainly between 14th and 7th streets. The softscape in the middle of the streets is also really important for pedestrian safety and improving the ambiance of the 31 corridor to be more consistent with its location in residential neighborhoods. I support any design that maximizes softscape in the middle of the road and increased pedestrian/bicycle access along 31. There is a very strong need for an improvement at 11th street, as the intersection is clearly unsafe and difficult for traffic leaving the state hospital grounds. Thanks for your work.
10. (Webster St) Very thoughtful study - thank you. Thank you also for considering the restrictions on use of GT Commons Parkland - that requires a 3/5 vote of TC which has not occurred. In the alternatives for 14th, 11th and 7th I prefer the roundabouts. Three roundabouts will control traffic flow very well. I also prefer the roundabout for Grandview Parkway intersection.

11. (10<sup>th</sup> St) I attended the May 2015 public meeting for the US-31/37 redesign and do not see my comments posted online along with the others. I would like to give my input a second time. As a TC Central Neighborhood resident and homeowner, my greatest concern with "Division" is safety. It is well understood by residents that it is a 'highway', however it is also a road intersecting a residential neighborhood in a city with heavy pedestrian traffic and out-of-town visitors. I like the boulevard design. I am also in favor of roundabouts at both 14th and Grandview Parkway. I am most in favor of a reduced and consistent speed limit from 14th-Grandview Parkway with traffic calming measures. I was disheartened by my conversations with the MDOT reps at the meeting who I felt deflected any discussion of reducing speeds to the State Police and to driver responsibility. I left with the impression that moving cars through town was more important than safety and quality of life. Please consider the PEOPLE as well as the CARS when considering the options. Thank you.
12. (PO Box) Roundabouts at Grandview & 14th...PLEASE!!
13. (Rolling Meadows Dr) Remove the highways (31/37) from our residential streets to re-direct north/east/westbound traffic AROUND Traverse City. There is no way to put in a proper roundabout that a semi-truck can navigate safely (let alone one that can be properly cleaned with a City snowplow), without infringing on State park land and impacting taxpayer's properties. As a Travers City resident and former Central Neighborhood resident, I feel that the citizens directly impacted by these decisions are not being considered, and the powers-that-be have already decided "what's best" for those citizens and our City. Diverting the commercial and through traffic will thin out and slow down traffic through these corridors without the required massive restructuring of the existing corridor to install roundabouts, boulevards, or extra lights. Traverse City has a bad reputation among visitors, we are seen as a joke of a town and a nightmare to navigate, even without all the extra features described in these plans. PLEASE listen to the citizens over "special guest" designers who have their own, different vision of what Traverse City "should be". Thank you.
14. (Eastview) Keep traffic MOVING on Division/31 at any cost. Forget that idiotic 'traffic calming' idea. Gridlock and slowing traffic to a crawl does not "calm" anything. It has the opposite effect. Get that bypass going so the big long-haul trucks don't take up an entire green light, leaving residents & vacationers sitting behind wasting gas & time. Time that could be spent in the CAFES & SHOPS, not sitting at red lights! Put in more right-turn only lanes. Keep traffic flowing!! Forget the 'historic neighborhood' idea. Division is not a 'neighborhood' byway any longer. Who's kidding whom here? It's a major thoroughfare and needs to be improved as such.
15. (SE Division and Front Street corner landowner) If any improvements infringe on their property or affects the customers or hints of any inconvenience they will start litigation and it will last a long time.
16. (Fife Lake) Suggestions: move the light from 7<sup>th</sup> Street to 11<sup>th</sup> Street with a left turn lane for people traveling north to turn on Division to 11<sup>th</sup>. Need a right turn lane going south at 14<sup>th</sup> to turn on Silver Lake Road.
17. (Spruce St) I support reduced vehicle speeds and controls and lanes for turning vehicles, and if possible a pedestrian island to allow the road to be crossed in two stages.
18. (Acme) I would vote in favor of the roundabouts even though it will take time for drivers to learn to negotiate them. A smooth flowing traffic pattern would be better than the stop and go of traffic lights.
19. (Goldenrod Drive) I would prefer to see the options with the boulevard down Division St. No roundabouts. Roundabouts take up too much land. Traverse City is not large enough to warrant roundabouts. A boulevard is more inline with the boulevard on the Parkway - and would provide consistency through town.

20. (Lindhurst Drive) I ask that you make accommodation for the large trucks that must use this roadway. The road is so narrow at the corners that the trucks often have to run over the curbs/sidewalks, breaking them down. They need to get through Traverse City some how. I don't recommend roundabouts. I don't believe they're practical for a state highway. Perhaps a divided road with an island between north and south lanes, with trees, etc.? Sidewalks on both sides of the road would be great!
21. (Williamsburg) Three roundabout option has many problems with it. Not enough land to make it large enough. There is too much traffic flowing through in a short space to safely navigate. Semi trucks and campers being pulled through would have great difficulty as they do at the Mesick roundabout. You also have tourists throughout the year who are unfamiliar with the area which adds to the danger. Medians and green spaces and roundabouts are nightmares for snow removal. Timing our traffic signals would be a great help. Finally, do not put bike lanes on major streets unless bicyclists are going to be ticketed for moving violations. It is too dangerous.
22. (Locust St) I have witnessed the overwhelming confusion and congestion associated with roundabouts and do not concur that they calm traffic and/or ease congestion. I firmly believe they do the exact opposite...they create more congestion and confusion. We are a city of vacationers who will be completely confused by such roundabouts, hence causing accidents and hazards for both pedestrians and bicyclists. My preferences are the "boulevard with signal" for the 14th and Division, the Front and Division as well as the Parkway and Division intersections. I prefer the "Safety & Operational" options for both the 7th and Division intersection as well as the 11th and Division intersection. I have lived in Traverse City all my life, travel on Division Street on a daily basis (by car, by bike and walking) and am certain these are by far the best alternatives. My experience with roundabouts (Boston, MSU, Mesick) prove they are neither pedestrian friendly nor bike friendly as traffic never stops and automobile drivers have to be totally focused on maneuvering through the roundabout...leaving pedestrians and bicyclists to fend for themselves.
23. (Peninsula Dr) No commercial stores. Save the trees. Make it safe to cross somewhere between 14th and 7th. Regulate the speed limit. Very few people obey the speed limit in the 40mph and the 30mph zones. Heading north, there is no place to turn left except at 11th and that's nearly impossible. Fix that messed up corner heading west off of 7th. Most people don't seem to understand that you go straight from what appears to be a left hand turn lane.
24. (Tibbets Dr) While driving a car, I do not mind roundabouts, but as soon as I get in a vehicle with a trailer, they are worse than driving into a curvy driveway. My idea is to take the north bound traffic of division and make it run onto maple at 14th street. Then just make it all one way for each street and so it will function such as M46 in Saginaw where it splits onto 2 roads. Then on curvnt division, make one of the would be lanes a full bike trail/linear park from bay street to 14th where then it can bridge over and connect to the current path that runs on the east side of division south of 14th. To keep residents happy, install sound barriers and try to restrict traffic traveling between the nb and sb lanes by having front street be both directions, 7th and 8th be how they are now, and 12th and 13th function like 7th and 8th. Then the only land acquisition needed would be a small amount along 14th where the division would happen and at the north end of maple where you could put a large (big enough that a semi doesn't have to struggle to get through) round about. Then on the north end of the sb lane (division) place another round about. It would also be nice if these round about were controlled by some kind of traffic light system rather than yeild signs. I have this whole plan drawn up but I was not able to attend the meeting earlier this month. Thank you for your consideration. If you would like to see my idea, please contact me. Thank you.
25. (Slabtown, Wayne St) Eastbound on Grandview Pkwy at Division should not be able to turn right on red (south on Division). Reverting this to how it used to be makes the pedestrian crossing at that corner much safer, and creates gaps in traffic between Grandview and Front Street. Pedestrians and cars from the Slabtown neighborhood can then more easily cross Division. Stop lights and left turn lights elsewhere between Division & 14th would also help pedestrians cross that area.

26. (Wayne St) I like the boulevards designs with the left turn signals at 7th & 11th streets. I think this should also be installed at Randolph Street.
27. (Empire) Please reject all of the roundabout alternatives. A roundabout will work if there is only one lane entering the circle. A good example is at M-37 and M-115 outside Mesick. But, when you have two lanes entering the circle there will be mass confusion. If you need an example look at the roundabout near the Costco in Brighton where Whitmore Lake Road meets Lee Road. The body shops will thrive if you build a roundabout on a four lane highway.
28. (Ninth St) I was out of town for the public meeting but have looked at the alternatives. It is obvious that Roundabouts are not very feasible at Front or 7th street. I am very much in favor of having a Roundabout at 14th St first, as this is the southern entrance to our town and would make a statement that you are entering a different zone and drivers would slow down more effectively. Second, I think the Roundabout at Grandview Parkway would be wonderful and would vastly improve safety for all users of the intersection. Third, the Roundabout at 11th St. could be pushed to the northwest of the current intersection and not affect the homes on the east side of the road. The city owns two lots in that area that are not part of the original park of the Commons. By shifting the Roundabout over, there could be a separate single lane into 11th St from south to east that wouldn't be a part of the Roundabout - that would help the neighborhood fears of too much traffic as Building 50 and the Commons continues to be redeveloped. The offset nature of the Roundabout would also slow traffic down since vegetation could be used to buffer the approaches to the Roundabout and not get drivers in too much of a hurry. Last, CHANGE the speed limit on Division to 30mph. It is 30 from Grandview Parkway to 8th St, then 40 mph to 14th St. This change is unnecessary and induces more speed from the south, where the Township has a 45mph speed near the strip malls and development outside the city. 14th St is 25mph and appropriate for a neighborhood setting. Let's get it changed on Division St. to something that is reflective of our community, not just a speedy way through town. Thank you.
29. (Twin Oaks Dr) Left turn lane from 14th to 11th. No left turns except 11th or Front. ALL hospital traffic to enter off of Silver Lake.
30. (Woodland Dr) Looks like a roundabout at Grandview is a no-brainer and 14th also looks like a great solution. Let's do it!! I propose that all intersection prioritize safety first, pedestrian access second and bike access third - all of which support decreasing car congestion. If we can affect a conservation trade for any parklands affected, I think the people will support the efforts. I would personally work on garnering support for this.
31. (Tenth St) I strongly support the roundabouts as a way to improve flow, safety, aesthetics, function. The resistance to roundabouts is almost always because people aren't familiar enough with them. The roundabout at M37 and M115 is a huge improvement to the traffic flow.
32. This is a state highway for cars and trucks, not bicycles. Forget dropping traffic lanes and adding bike lanes. It's important for those on foot to have a sidewalk and better places to cross the road, safely. If you want to see the result of cutting driving lanes and adding bike lanes, go watch the traffic on 8th street for 1 hour!
33. (Seventh St) 1. Keep Seventh St one way from Union to Division- 2. I support adding a turn signal to make a left when going N on Division to get onto 7th to get to the Hospital 3. Keep the no left turn from 7th onto Division.
34. PLEASE NO ROUNDABOUTS!! They are so confusing, and with the large population of seniors in this community, it would be harmful. We recently moved from AA and Brighton area so I know from experience!!

35. (Beulah) I love the alternate plans that include roundabouts at 14th, 11th, 7th, Front, and Grandview Parkway. Roundabouts have been proven to be much more efficient movers of traffic and much safer than stop lights or stop signs. I have driven roundabouts in Sweden and in the UK (on the left side of the road) as well as growing up with a roundabout in Ohio. They are supremely easy to use. People are afraid of change, but they will easily get to love roundabouts once they are in.
36. (Keystone Rd) Roundabouts work with bicycles and very compact cars. Semis and SUV s are usually wrecked.
37. (Willow St) As a slabtown resident I am very frustrated with the current configuration. It is almost impossible most of the time to get onto the parkway to go in either direction from Slabtown. I try to use Bay street to enter and exit the neighborhood and I think the perfect solution would be a roundabout at Division, Bay and the Parkway. It will also make pedestrian and bike crossing safer and easier. I would support roundabouts at all of the major intersections on Division.
38. Dear Mayor and City Commissioners - Copy to Planning Commission Chair and Central, Kids Creek, and Slabtown Neighborhood Presidents - I am writing to express my family's opposition to the MDOT-posted alternative intersection proposals for Division Street. I understand these are only proposals, and that you and the State are gathering feedback, and I offer these comments in that spirit. These proposals appear uniformly designed to increase the traffic capacity of the street, through the addition of new pavement, wider intersections, and more turning lanes at multiple locations. This is exactly the wrong direction in which to head. As the historic Central, Kids Creek, and Slabtown neighborhoods continue to improve and prosper, it becomes more and more obvious that the highest and best use of these areas is traditionally residential. As a place for people to live, families to grow, and property values (and corresponding city tax base) to increase - all of which is happening in excess of anyone's expectations just a decade ago. The same could be said of all of the city neighborhoods, but these three are the ones that will be impacted by this project. Increasing the traffic capacity of a state highway running through this area is directly in conflict with the highest and best use of this area. We have a finite supply of 100-year-old neighborhoods. If we degrade them we will not be able to build new ones. This proposal puts the interests of people who do not live in the city and want to drive through more quickly over the interests of people who have chosen to invest everything they have in the city. Living five lots from Division and crossing it on foot on a regular basis I am aware that the present situation is far from optimal, but it is workable. The proposal MDOT is presenting would make it much worse. A couple additional specifics: I personally do not oppose a two-way, traffic calmed 7th Street. However, that is not what is being proposed. Instead, the Maple Block of 7th Street is proposed to expand to three lanes, converting it from a residential block to what would effectively be an on/off-ramp for US-31. This is consistent with MDOT's objectives to increase capacity and level of service, but contrary to every planning objective the City has expressed in the last decade. Why would we, as a city, possibly want to encourage more traffic to turn off a state highway and into a neighborhood? I personally support regional planning efforts to route traffic around the city, via bypass or otherwise. Let those who want to live in the suburban areas and drive four lane roads around the city have that option, instead of channeling them and the long-distance traffic through our neighborhoods. I understand that sometimes proposals gain momentum simply by being on the table for discussion for a long time. I also know from hours of meetings on Division/Grandview that MDOT's approach is to try and negotiate pedestrian safety for increased capacity and level of service, and this proposal appears consistent with that. I ask you to take a firm stand against increasing traffic capacity and expanding pavement in the Division Street corridor. I ask you to put the interests and property values of the residents of these neighborhoods over the interests of non-resident drivers in having a faster and more convenient route through town. This is not a close call. Thank you for your time and consideration.
39. (Elk Rapids) Thank you for the opportunity comment on the traffic problems in Traverse City. I am a native of Traverse City and do take an interest in what is transpiring here. Division Street is like 28th street in Grand Rapids. Personally I don't see round-a-bouts solving any problems. I do see the need for turning lanes,

properly timed lights and more traffic lights in that area to keep the bikers and walkers safe. They still need lights to cross the highway safely. I've noted new construction in Traverse City building as close to the roadways as possible, thereby precluding any room for turning lanes. I was under the impression that city planners should have at least a 20 year vision of what is happening in their communities. I don't see this as fact in Traverse City. No thought to roadway expansion is even being considered. With the influx of summer tourists and a cherry festival that lasts way too long, it's impossible for the "locals" to move through the city without traveling the neighborhood streets. The locals should not have to add an extra 30 minutes to their travel time just to get through the city. We need a bypass and we need it desperately. In truth, we need a freeway up here. Traverse City is no longer a small town. In years past, we could always tell when summer was over because of the decrease in traffic. This no longer happens as traffic is heavy all year round. No more studies as they are too expensive and result is wanting more studies. For many years these problems have been "under study," and nothing has been accomplished. Now, please do something that benefits the automobile drivers.

40. Hey there, Currently standing at the TC public library looking at proposed city improvements. I live and work downtown. My family has lived in TC for 25 years. I've worked in cities all over the country the passed 5. Recently returned from living in Los Angeles. I'm one of few Millennials who call TC a home. Year round. Huge fan of the roundabout on 7th street! Much needed w the hospital. An 11th street cut-through seems unnecessary but I can see how it would help alleviate 8th street. I just don't think this is addressing the root problem and only creates another 8th street style road. Improvements to 14th should really have a focus on connecting it to Cass and therefore South Airport as a major cut-through diagonally across the city. That would help alleviate 8th too. Just a resident's 2 cents.
41. I attended all 3 public viewings of your posters and Google Earth photos of Division Street. Here are my reactions:
1. Process — You need to engage in a public discussion, where your personnel present the plan and the public can react to the plan. I have attended each public viewing but I have yet to see a plan. I have yet to hear an engineer state a concept.
  2. Vision — Your posters have depicted various design options, but there is no statement of vision for Division Street. What do you think — is it a transit highway or is it a neighborhood street?
  3. Details — I cannot understand what you are planning:
    - a. one poster has a boulevard; is that your plan?
    - b. I advised you I did not think the turn-lane diagram for the entrance to 8th St. left enough room for the left-turning cars; is that your plan?
    - c. you indicated you might have eastbound 7th St. traffic continue across Division St. into Central Neighborhood and loop around to 8th St. If that is your plan, it is not good. Your plan should not allow any automobile traffic to enter Central Neighborhood.
    - d. there is no bike lane on Division St.
    - e. there is no pedestrian crossing o Division St.
    - f. what is the speed limit?
  4. I cannot tell whether you are seriously planning an 8 ½ St. If so, don't. Additional traffic avenues through the commons will destroy the natural Commons.
  5. Planting in the boulevard — you need to do that to moderate noise and exhaust and slow traffic.
  6. Vision — You are creating the entrance to Traverse City, and you should do something creative. This City deserves it.
  7. Traffic calming — what feature of your posters calms traffic? Please tell me.

(Second one) Thanks for taking the time to speak with me at the last two MDOT public events concerning the Division Street re-design. As you know, I started looking at the posters and diagrams with a lot of concern. At this point, I'm more or less unpersuaded that MDOT has come up with a plan that improves Division Street. Here are some specifics: There is no traffic calming. Saying a grassy median will cause traffic

to slow is wishful, or we're talking about different levels of speed. You indicated there can be no substantial trees or bushes. That means, at best, it will look like Grandview Parkway where drivers routinely go 45 mph. Widened turn lanes make it harder for pedestrians to cross streets. It will be like the corner at Division and Grandview Pkwy.

The lack of a pedestrian bridge or tunnel means the only place people can cross is at the lights.

There is a total lack of protection from cars dumping off Division and trusting through Central Neighborhood. Someone mentioned the idea of letting Eastbound 7th Street traffic cross into the Central Neighborhood (in other words change the one-way direction of 7th) to allow easier access to 8th St. That would be a calamity for Central Neighborhood. Please make sure Central does not become a transit neighborhood, because the noise and lack of safety will degrade the neighborhood.

The proposed left turn onto 8th St. is too short to allow all the cars that currently want to go East, and will back up cars into the main lane of travel.

You should make Division one lane each direction with a middle turn lane and median system, like Woodmere.

The speed limit should be lowered to 30 and enforced.

Significant trees should be planted in the median. They can be trimmed as they start to canopy.

There must be either a tunnel or a bridge.

An 8 ½ St. addition would be defeated by a City vote.

It may sound insincere to make all these criticisms and then thank you for your hard work, but I mean both sincerely. But keep trying. This is the entry to the City, and it is a key to two neighborhoods' lifestyle, and it is worth your time and effort and expense. I hope to review the next iteration and find some idealistic changes in the plan.

42. (Eleventh St) Please do not place a round-about in this intersection. Use a traffic light and crosswalk. I live on Eleventh Street and try to use it often as a driver and as a pedestrian. This location is the main entrance to the Grand Traverse Commons, a major and growing development, that merits a traffic light. There have been roundabouts in the Boardman neighborhood of Traverse City for many years and they do not work! People do not know how to use them. Boardman neighborhood intersections are slow and infrequent traffic. The traffic at Eleventh Street and Division is heavy and fast! The roundabout drawing on MDOT shows a crosswalk north and south of the roundabout. Still, there is no way for pedestrians to get the traffic to see them and stop! It also requires more hardscape and sidewalks to be added than if a light with crosswalk were used. This intersection has heavy traffic of many non-local cars that are not going to be used to dealing with a roundabout. This is dangerous.
43. I have lived on Traverse City's west side in slab town for the past 26 years. Every time I leave my home to go into town, whether by foot, bicycle or car, I have to figure out how I'm going to cross Division because of the congestion. What I've learned is that the best way to deal with Division Street is to not deal with Division Street, at all. By foot or bicycle, that is achieved easily; not so by car. The problem has been with us for so long without relief that it's difficult not to become cynical, sarcastic and negative about a solution. The problem seems to be one of traffic volume, too many cars for Division Street to handle. I can't see a redesign of the street handling the volume any better. At best, that would be a short term measure...I hesitate to say "solution." Motorists need an east-west alternative, a bypass. The problem with Division Street is just a glaring example infrastructure not accommodating growth.
44. As a citizen of Traverse City, I am concerned with the potential changes to Division Street. I have traveled on that street many, many times. Yes, it does become very congested at times. However, I think that the proposed changes will not directly solve the problem. I think it will make them worse. Some people in this town aren't the best of drivers to begin with. People go through a yellow light or red light faster than they do a green one. It doesn't matter what street it is, it is always a problem. By adding a roundabout to the intersection of Division and 14th Street/Silver Lake Rd., it will only make things worse. One of the biggest issues with that is the amount of traffic that goes through that intersection. By channeling it into one lane, that will back traffic up. There will be too much confusion as to who has the right of way. There will always

be one person who is in such a hurry trying to get through the intersection that someone will get seriously hurt or even killed if a roundabout is put in place, especially if the roundabout resembles the ones on Webster Street. The raised concrete will only serve as a launch pad should someone fly through there, not paying attention. If the addition of left turn lanes in certain areas is the way to go then so be it. Roundabouts are NOT the answer. Last year, 8th Street was transformed from a pretty busy four lane street (with no left turn lane) to a really super busy street with two lanes, a left turn lane, and two bike lanes that I have seen nobody using. Where are the bicyclists? They are on the sidewalk. The powers that be in this town said that there would be congestion at first (which there was) and that over time, once people got used to it, would subside. It hasn't. There are times during the day where cars are backed up for as far as the eye can see. That was a huge mistake on their part. Division is one of probably five of the busiest roads in Traverse City. Making drastic changes such as roundabouts or raised medians are only going to make things worse. Certainly adding bike lanes is adding to the recipe for disaster. I understand that people need to get places and a bike may be their only mode of transportation. If they want something, give them a bike path that runs parallel to Division. As far as pedestrian crossings go, take a good hard look at where people cross the most and give them the opportunity to cross the street whether it's a system of lights or whatever. Traverse City is a growing community. Traffic will only get worse. The use of roundabouts and raised medians is not the answer. Please take this letter into consideration when it comes time to make a decision.

45. Attached are photos we took when Division was built in 52. Prior to that it was a gravel city street. remember them pumping sand from the Bay to build up the parkway roadbed. That's why you have dark blue spots off shore. I lived on the corner of 2nd and Division from the time I was born (1946) until the house was sold in 2000. I am quite familiar with what it is like to have three 42 wheel gravel trains go by every morning at 6:30, thirty feet away from my bedroom. Hitting every expansion joint and man hole cover from Front to the Parkway. There is one thing the street has needed since the current volume of traffic started in the 70's. and that is a turn lane. At present you have a one lane highway in each direction with its own turn lane. It has been a problem for the past 40 years with nothing being done. The primary reason for this highway is for commerce, emergency vehicles, and in the event the military needed it to protect this country. It was not built for bicycles. Traverse City has one of the highest proportion of retirees of any city in the state. To install a round about would be a serious mistake. I am not talking about sunny Sunday afternoon traffic flow but what about rush hour in Dec when it is dark and you have a snow storm. You want to mix retirees just trying to get home with gravel trains, asphalt trucks, petroleum haulers and every other type of commercial vehicle that you obviously can't see through or around. Like them or not the stop light intersections are very maneuverable even in a storm. And they provide gaps for cars to enter the highway from side streets. The problem you have with Division is the same as what you have on East front all the way to 8th street. No turn lane. In the summer I do anything to avoid that stretch. By the time anything is done with Division, I will be at least 70 and I can assure you if a round about is built I will use any alley or side street avoid it.
46. (Elk Rapids) Increased population and tourism has made Traverse City one of the worst areas in Michigan to get around. With the resulting increase of traffic and having only three cross-town East West arteries being one of the primary causes. To solve part of the traffic problem what we need are additional left and right turn lanes at intersections, not roundabouts that slows traffic down. Timed traffic lights to promote a constant speed would be a big help too. In addition there are large areas of the US31 corridor that have no center-lane for turns in heavily used commercial areas. Not having a "turn lane" causes a whole main traffic lane to be stopped when someone is entering these businesses. The ultimate traffic problem solver, of course, is a Traverse City by-pass and a cross-town Hammond road extension. It seems like we spend a ton of money on "studies", have for years, with nothing being accomplished. It's time for the bureaucrats to make some common-sense decisions and start solving the problem. More traffic project studies are simply a waste of money to pro-long the inevitably needed by-pass and Hammond road extension. I have lived in the Traverse City area since 1960 and have watched the traffic problem grow exponentially with no serious action to solve increased traffic with foresight for growth. We have to think twenty to thirty or more years ahead in order develop solutions so we don't have a traffic mess like we currently have. But then "do

something" instead of having one more study and no action. Further, it borders on insanity to mix automobiles that weigh two tons with bicycles and pedestrian traffic on the same corridor for obvious reasons.

47. I am disgusted by continued attempts to foist roundabouts on our area. I have several objections to roundabouts, as follows: Problems removing snow: I am retired from the City of Traverse City Street Department. My main job for over 20 years was to remove the snow from the city's streets. Anyone who has lived here for decades knows the amount of snow we get is cyclical. If we get the amount of snow we got in the '70s, clearing snow from roundabouts would be problematic. Ability of drivers to deal with roundabouts: From what I have observed, driving for a living for decades, most drivers have trouble with proper lane usage and right of way, even without the complications of dealing with roundabouts. Especially given how many people who use our streets are from other cities and states, there will be confusion, and unnecessary accidents caused by roundabouts. Neighborhood traffic: Drivers will take alternate routes through residential areas to avoid the roundabouts. People who live in those areas, whose children walk and ride bikes on their streets, will NOT be happy with the results. Roundabouts are BAD for pedestrians and bike riders, not good. If the traffic does not come to a complete stop, there will be NO safe time for pedestrians and bikes to cross. They definitely won't be able to cross anywhere close to the roundabout. Plus, for people who walk with difficulty or are disabled, and have to use a wheelchair, a roundabout would prove an insurmountable obstacle. If anyone wanted to truly help pedestrians, and not just serve some hidden agenda, they would build a pedestrian bridge across busy streets such as Division and US-31 North, similar to the one on US-31 North at the State Park. A local radio personality is suggesting a tunnel under US-31 North for the same purpose. The tunnel between downtown Traverse City and the old zoo demonstrates why tunnels are not good, they are the lowest point, so they flood, they attract homeless people and muggers, and thus are not used by non-homeless people and people who do not wish to be mugged (or raped), and they stink because people urinate in them. At the very least, a tunnel would require regular cleaning, lighting, and monitoring via security cameras, which would not promise safety. Bridges do not cause the same problems. I strongly suspect that the people in Michigan government who are pushing roundabouts have some interest in the construction of roundabouts other than serving the public interest. Members of the public who think they want them, do not understand their negative impact.
48. (Hazelnut Ct) Respectfully, my opinions on any future changes to Division Street are as follows:
- (1) Boulevarding at the 14th Street entry to the city would alert drivers to the fact that a city is being entered and driving should be done accordingly. Possibly a 1-block boulevard to 13th street, then use the entire roadway for traffic. Treed landscaping would help too.
  - (2) Don't utilize "roundabouts". It is my impression this is a recent fad imported from southern states, that is much disliked in Michigan by citizens. See Brighton and Mesick in that regard. I have had road commission employees tell me there is great difficulty in plowing these in winter. In addition to being expensive (approx \$1M each) they are difficult and unfamiliar to local drivers and will be marked by frequent accidents. Advocates for the handicapped acknowledge great difficulty in finding a place to cross a roundabout thoroughfare safely.
  - (3) Be realistic with speed limits. Our City Planner, some Commissioners, and activists will push for the slowest possible speed limits as a matter of near-theology. They really won't be satisfied until traffic crawls at 20 mph everywhere in the city. Your role should be to remind them this is a state highway, that moves thousands of vehicles through Traverse City, many of which would prefer to even avoid the town. But until we have a bypass (Beitner to Hammond to 5-Mile to Acme) this is a HIGHWAY.
  - (4) At the risk of offending our aggressive biking lobby, you might consider bike routes on parallel streets to Division, using all the surface for vehicles. The "equal right to the streets" mantra will seem irrelevant the first time a cyclist is struck on what is, in fact, a busy route moving traffic, including hundreds of heavy trucks.
- Unfortunately, you may not hear similar comments in public sessions, which are most often attended by members of the Church of Slower Traffic, not the average citizens who simply want to get to work and play at reasonable speeds and safely.

49. (Omena) I am a strong supporter of roundabouts, especially one at Grandview Parkway and Division. Good luck.
50. (Bellaire) Roundabouts work well if there is only one lane of traffic in each direction, traffic is normally light in nature, and usually used by folks travelling the roundabout often. Roundabouts get confusing if two lanes of traffic on at least one of the roads exist, if traffic is heavy, and is travelled by folks not using it very often. I think Division Street in Traverse City qualifies as the latter, not the former.
51. I DO NOT want any roundabouts on Division Street in Traverse City. I DO NOT want them anywhere. People and groups who want to shove them down our throats do not have safety in mind. Add a light at Eleventh Street. At all the lights on Division add a no moving time and let pedestrians/bikers have 15-20 seconds every every 3-4 rounds of traffic flows. Having bikers on a roundabout with vehicles is far too dangerous for them. Sorry, but many, many bikers do not follow the laws as it is and I do not want them in a roundabout with me, if God forbid we have to have them. We, also, not need to take anymore land away from the nearby land owners.
52. (E. Grandview Ct) I have lived in Traverse City all my life, my family has over 100 years here, my comment on roundabouts is this-- the bottom line is Traverse City badly needs a bypass around the city, like Grand Rapids and Indianapolis, this is the common sense way to relieve traffic and congestion. Most people don't like the way roundabouts work!! Your plan needs more study. I bet half the traffic would be relieved with a bypass instead of all these other ideas. I can't imagine the big trucks that use division, fire trucks, emergency vehicles, going through roundabouts. A bypass is the most sensible way!!
53. I live at the corner of Tenth and Division Sts. Following are my thoughts/comments: Either a light or roundabout at 11<sup>th</sup> St would be a positive. Otherwise, consider no left turns from 11<sup>th</sup> onto Division. Ideally, there should be means of pedestrian crossing every 3 to 4 blocks. I like the plan for the 12' green median strips (and the 6' strips further north). These can facilitate pedestrian crossing of Division in stages (crossing 2 lanes/1 direction vs. 4 lanes/2 directions). I think, the green strips also are way more welcoming for guests coming into Traverse City than what we currently have. We need to be sure that whatever is planted in the green strips can be appropriately maintained so that it doesn't become shabby. I believe the plans with the median strips include hardscaping the dirt space currently between sidewalk and street. This is good as it is next to impossible for a homeowner to maintain those spaces along Division Street. It is not comfortable to be next to the highway pulling weeds or even mowing them down and a ton of sand/salt is deposited in the winter. It's just hard to get things planted that will grow there unless one is willing to go out at night when the traffic flow is calmer. I believe there should not be crosswalks without a timed light or pedestrian button for light to stop traffic. An exception may be when there is a sufficient median strip so that pedestrian needs be noticed by only 2 lanes of 1 direction traffic for safe crossing. The speed limit in front of our houses is 40mph. A few blocks north, the allowed speed is reduced to 35mph which continues along the bay front. Seems the reduced speed limit should be applied north of 14<sup>th</sup> St/Silver Lake through the city limits.