

Appendix D

Local Advisory Committee Presentations



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
NORTH REGION OFFICE

RICK SNYDER
GOVERNOR

KIRK T. STEUDLE
DIRECTOR

US 31/M-37 Division Street Planning and Environmental Linkages Local Advisory Committee Roles and Responsibilities

The Michigan Department of Transportation (MDOT) has created a Division Street Planning and Environmental Linkages Local Advisory Committee which is made up of various elected and appointed officials, local government staff, community organizations and groups, and various agencies. The Committee is a representative form of public involvement that relies on delegates who bring the ideas and concerns of their respective groups to the table for discussion, and in turn communicate those discussions back to their groups. Each member will be asked over the next year to attend scheduled Local Advisory Committee meetings and attendance at the public input meetings will also be very helpful.

The Committee will:

- Please attend all meetings. If your appointed representative cannot attend a meeting, the designated alternate should attend.
- Commit to actively participate in this process to identify mutually agreeable solutions to anticipated project impacts that are associated with the proposed Division Street improvements.
- Provide an independent perspective to the project.
- Help provide two-way communications with your government, organization, group, or agency that you represent.
- Provide accurate input to the process on key issues.
- Please strive to avoid sidetracking, personality conflicts, and hidden agendas.
- Review and evaluate draft documents and reports in a timely manner.
- Provide feedback on public meeting format and the content that will shape the community's understanding of this process and to move forward on the outcome.

Contact Info: Patty O'Donnell
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(989) 614-4229

MDOT US 31/M-37 Division Street Planning and Environmental Linkages (PEL) Process

- Project Area: Division Street (US 31) from 14th Street to Grandview Parkway; 1.2 miles
- MDOT received MI Roads and Risk Reserve Funds to implement this PEL project.
- Planning and Environmental Linkages (PEL)
This is an approach to transportation decision-making that helps the State Department of Transportation, local governments and agencies consider environmental issues early in the transportation planning process and use the information and analysis conducted in planning to design.
 - a. Address complex environmental challenges early and avoid environmentally sensitive natural resources.
 - b. Design projects that meet mobility, environmental, and community needs.
 - c. Minimize duplication of efforts and data.

This project development process will include:

- a) Developing a purpose and need
 - b) Engaging the community, the resource agencies, and stakeholders, and
 - c) Decision making criteria that will be developed for evaluating project alternatives to arrive at recommendations that will have the least impact to the historic/cultural, environmental, and residential areas.
- The Process will use a collaborative and integrated approach to select future transportation improvements that:
 - 1) Consider environmental, community and economic goals.
 - 2) Uses the information, analysis and products developed during the process to inform the environmental review process.
 - 3) Develop a project purpose and need, and alternatives for the corridor, and
 - 4) Look at the feasibility of each alternative moving towards the preferred alternative.
 - The City has created several proposal concepts for Division Street over the years and this project will compile all the recommendations, utilize the stakeholders, the public, and experts to research and decide what fits this road and this community.

Meetings Schedule

Upcoming LAC Committee Meetings

LAC Meeting 1 - October 16

LAC Meeting 2 - November 19 (Wed.)

Tentative Schedule

LAC Meeting 3 - February 4 (Wed.)

LAC Meeting 4 - April 1 (Wed.)

LAC Meeting 5 - June 2 (Tues.)

LAC Meeting 6 - July 7 (Tues.)

LAC Meeting 7 - August 27 (Thurs.)

Upcoming Public Information Sessions/Open Houses

Meeting 1 - October 28

Tentative Schedule

Meeting 2 - December 10 (Wed.)

Meeting 3 - April 22 (Wed.)

Meeting 4 - June 23 (Tues.)

Division Street PEL

US31/M-37
Traverse City, Michigan



Local Advisory
Committee
(LAC)

Meeting 1



Division Street PEL

LAC Roles and Responsibilities



- Please attend all meetings.
- Commit to actively participate in this process to identify mutually agreeable solutions.
- Provide an independent perspective to the project.
- Facilitate two-way communications with your entity that you represent.
- Provide accurate input to the process on key issues.
- Strive to avoid sidetracking, personality conflicts, and hidden agendas.
- Review and evaluate draft documents and reports in a timely manner.
- Provide feedback on public meeting format and content.



Division Street PEL

Agenda for Today's Meeting



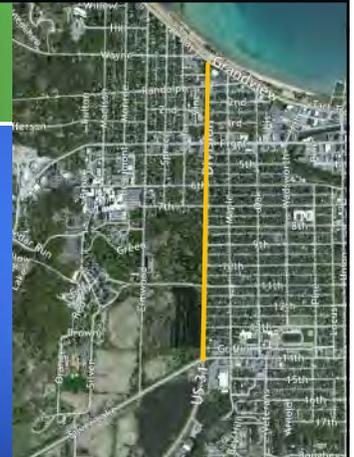
- LAC Roles and Responsibilities
- Project Overview
- Planning and Environmental Linkages (PEL)
- Schedule
- Work Items and Tasks
- Public Outreach
- Anticipated Outcomes
- LAC Member Comments
- Next Steps



Division Street PEL

Project Overview

14th Street
to
Grandview Parkway



Division Street PEL

What is A Planning and Environmental Linkage?



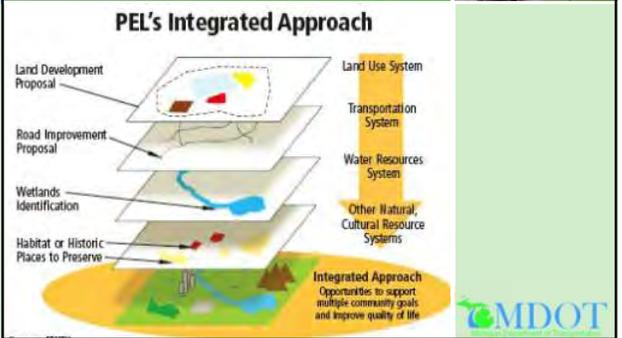
Planning and Environment Linkages (PEL) represent a *collaborative* and *integrated approach* to transportation decision-making that:

- considers environmental, community, and economic goals early in the transportation planning process
- uses the information, analysis, and products developed during planning to inform the environmental review process



Division Street PEL

Planning and Environmental Linkages (PEL) Process



Division Street PEL

Planning and Design



- Employ context sensitive solutions (CSS) & complete streets from earliest point possible
- CSS is collaborative, interdisciplinary and involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources.
- Early and frequent involvement of public, community officials, and others affected by the project is essential to successful delivery



Division Street PEL

Work Items & Tasks



- Data Gathering
- Prior Studies and Plans
- Safety Analysis
- Road Safety Audit
- Traffic Analysis

- Environmental Analysis
- Purpose and Need
- Alternatives Development



Division Street PEL

Project Schedule



Division Street PEL

LAC Committee Meetings



- LAC Meeting 1 - October 16
- LAC Meeting 2 - November 19 (Wed.)

TENTATIVE SCHEDULE

- LAC Meeting 3 - February 4 (Wed.)
- LAC Meeting 4 - April 1 (Wed.)
- LAC Meeting 5 - June 2 (Tues.)
- LAC Meeting 6 - July 7 (Tues.)
- LAC Meeting 7 - August 27 (Thurs.)



Division Street PEL

Public Information Sessions/Open Houses



- Meeting 1 - October 28 (Tues.)
 - Kickoff

TENTATIVE SCHEDULE

- Meeting 2 - December 10 (Wed.)
 - Prelim. purpose & need and compiled data
- Meeting 3 - April 22 (Wed.)
 - Prelim. alternatives and potential impacts
- Meeting 4 - June 23 (Tues.)
 - Preferred alternative



Division Street PEL

Public Outreach



- Public Input Sessions/ Open Houses
- MDOT Webpage – can place link on your websites
- Social Media
- Media Releases

- Reminders for LAC distribution
- Hotline Call Number



Division Street PEL

Anticipated Outcomes



- Community's chance to come together
- Approve a preferred transportation design alternative
- This is yours...



Division Street PEL

Comments and Discussion



LAC Member Comments...



Division Street PEL

Next Steps



PUBLIC INPUT SESSION/OPEN HOUSE

Tuesday, October 28th

4:00 to 7:00 PM

Traverse City Governmental Center

2nd Floor Training Room

NEXT LAC MEETING

Wednesday, November 19th

3:00 to 5:00 PM

Traverse City Governmental Center

2nd Floor Training Room



Division Street PEL

US31/M-37
Traverse City, Michigan



Local Advisory
Committee
(LAC)

Meeting 2



Division Street PEL

Review: LAC Roles and Responsibilities



- Please attend all meetings.
- Commit to actively participate in this process to identify mutually agreeable solutions.
- Provide an independent perspective to the project.
- Facilitate two-way communications with your entity that you represent.
- Provide accurate input to the process on key issues.
- Strive to avoid sidetracking, personality conflicts, and hidden agendas.
- Review and evaluate draft documents and reports in a timely manner.
- Provide feedback on public meeting format and content.



Division Street PEL

Agenda for Today's Meeting



- Data Collection Update
- Summary of Oct. 28 Public Input Session
- Division Street Steering Committee Recommendations
- Draft Purpose and Need Statement
- LAC Member Comments
- Next Steps



Division Street PEL

Data Collection Update



Traffic and Safety

- Calibrated existing traffic simulations models
 - AM, PM, and Off-Peak
- Evaluated intersection traffic operations
 - Existing and No-Build
- Conducted preliminary collision analysis; Jan. 2011 – Sept. 2014
 - 464 collisions over past four years
- Road Safety Audit Postponed



Division Street PEL

Data Collection Update

- Parks
- Historic Districts & Properties
- Wetlands
- Section 4(f) & 6(f)



Division Street PEL

Summary of Oct. 28 Public Input Session



- 4:00-7:00 pm
- Mailed out over 1000 postcards
- Open house format
- Approx. 62 attendees
- Media coverage



Division Street PEL Summary of Oct. 28 Public Input Session



- Enhanced map and comments are located on project website
- Common themes heard:
 - Need to reduce speeds
 - Pedestrian and bicycle safety
 - Difficult to cross Division Street, the road is a barrier
 - Need sidewalks on both sides of street
 - Worried about traffic using neighborhood streets to bypass Division
 - Generally favor roundabouts



Division Street PEL Division Street Steering Committee Recommendations



- Safer for motorist, bicyclists, and pedestrians to share, travel along and to cross
- Better fits the context of the city and it's neighborhoods
- Unites the east and west sides of the street, and
- Creates the environment and driver behavior to ensure that traffic speeds will be reduced to 30mph. This must be a demonstrable requirement.



Division Street PEL DRAFT Purpose and Need Statement



Purpose

The purpose of the US31/M-37 (Division Street) Planning and Environmental Linkages (PEL) is to improve safety and operations for all users of this designated National Highway System route while minimizing negative impacts and enhancing positive benefits to the neighborhoods, parks, businesses, and all users of the corridor.

This process will address Division Street between Grandview Parkway and 14th Street and will:

- Create a plan that meets the many interests of its users (drivers, pedestrians, bicyclists, commuters, commercial traffic, trucks, businesses, neighbors)
- Fit the context of Traverse City and the urban nature of the corridor
- Provide improved operations along Division Street
- Include traffic calming and complete streets design elements
- Improve non-motorized mobility along the corridor
- Be adaptable to future land use, accessibility, and transportation needs



Division Street PEL DRAFT Purpose and Need Statement



Need

- To support the continuing current and future development in the community
- Currently it is difficult for pedestrians, assisted device users, and bicyclists to cross Division Street
- Traffic congestion and declining operational levels
- Frequency of crashes along corridor
- To preserve and enhance the character of the area



Division Street PEL Comments and Discussion



LAC Member Comments...



Division Street PEL Next Steps



PUBLIC INPUT SESSION/OPEN HOUSE

Tuesday, December 9th
4:00 to 7:00 PM
Munson Medical Center
REMEC Meeting Room

NEXT LAC MEETING - tentative

Tuesday, February 3rd
3:00 to 5:00 PM
Traverse City Governmental Center
2nd Floor Training Room



Division Street PEL

US31/M-37
Traverse City, Michigan



Local Advisory
Committee
(LAC)

Meeting 3



Division Street PEL

Agenda for Today's Meeting

- Introductions
- Updates
 - Public Information Session 2
 - Project Status Report
 - Purpose and Need
- Traffic Analysis and Forecasting Methodology
- Historic Resources and Properties Within Corridor
- Range of Alternatives for Analysis
- Questions and/or Comments
- Next Steps



Division Street PEL

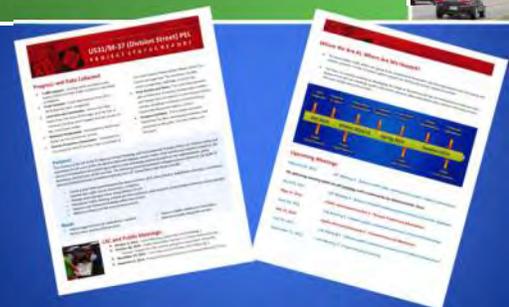
Summary Dec. 9th Public Input Session

- Munson Medical Center 4:00-7:00 pm
- Open house format - Approx. 61 attendees
- Presented Purpose and Need & Traffic/Crash Data



Division Street PEL

Project Status Report



- Road Safety Audit moved to spring



Division Street PEL

Purpose and Need Statement

Purpose:

- Create a plan that accommodates the many interests of its users (drivers, pedestrians, bicyclists, commuters, commercial traffic, trucks, businesses, residents)
- Create a plan that reflects the context of Traverse City and the urban setting of the corridor
- Provide improved operations along Division Street
- Provide for traffic calming, context sensitive solutions, and complete streets design elements where possible
- Improve non-motorized mobility within the corridor
- Minimize impacts on the natural environment



Division Street PEL

Project Schedule



Division Street PEL Traffic Analysis and Forecasting



Matt Hunter, PE, PTOE
CDM Smith



Division Street PEL Traffic Forecasting and Analysis



What is a Traffic Forecast?

- Predicted future traffic levels (2035) based on historical data

Why Develop a Traffic Forecast?

- Analyze future traffic conditions
- Provides the basis for the proposed improvements
 - Allows for context sensitive design
 - Assess costs vs benefits
- Measure of comparison to the existing and no-build conditions



Division Street PEL Traffic Forecasting and Analysis



How was the Forecast Developed?

- MDOT approves forecast methodology
- Used specific growth rates from the Statewide Travel Demand Model
 - Range from 0.74% - 0.98% per year (roadway segments)
- Validate data to verify model results are accurate
 - Count station: M-37 south of US-31 = 0.8% growth per year (2003 - 2013)



Division Street PEL Traffic Forecasting and Analysis



Forecast Results

- 0.74%-0.98% per year
- Intersection Counts (June 2013)
 - AM Peak Hour (7:45-8:45 am)
 - PM Peak Hour (4:30-5:30 pm)
 - Off-Peak Hour (next busiest hour)
- Project 2013 counts to 2035 volumes
- Analyze hourly operations (AM, PM, OP) using Synchro
 - Existing, No-Build, Alternatives



Division Street PEL Historic Resources



Sigrid Bergland
MDOT Historian



Division Street PEL Range of Alternatives



Alternatives Development Process.....

- ❖ Purpose and Need Statement

- ❖ and...



US-31/Division Corridor and Historic Properties



Why Treat Historic Properties Differently?

- Section 106 of the National Historic Preservation Act
- Section 4(f) of the Department of Transportation Act of 1966
- Both laws are triggered by any federal funding, permitting, etc.



Federal Historic Law Background



- Both laws passed in 1966
- Passage of the laws was a response to the demolition of historic buildings and neighborhoods for new highways
- State Historic Preservation Office (SHPO) established

Historic Property Identification



- Each law utilizes the National Register of Historic Places Criteria for Evaluation
- Eligible properties are treated the same as already listed properties
- Only a small percentage of the State of MI has ever been surveyed

National Register Criteria

- Association with significant historic events
- Association with lives of persons significant in the past
- Significant architecture, design and/or construction
- Likely to yield prehistoric or historic information



Historic District Boundary Criteria

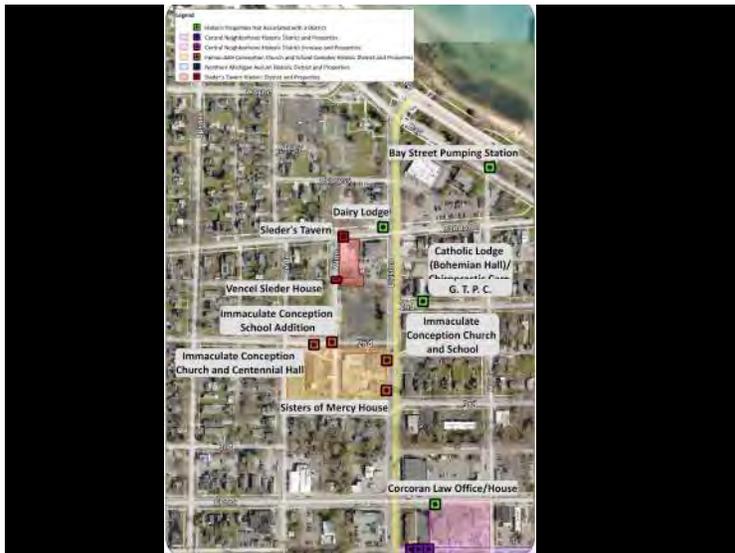
- Unified historically or aesthetically by plan or physical development
- Definable geographic area that can be distinguished from surrounding properties by changes such as density, scale, type, age, style . . . or documented differences in patterns of historic development or association



National Register Listed and Eligible Properties along Division



- New historic above-ground survey just completed
- Central Neighborhood Historic District boundaries are larger
- Two new historic districts identified
- Six individual historic properties identified on or adjacent to US-31/Division



Survey Example



- 636 West Eleventh St.
- Queen Anne-style house
 - Property includes a Carriage House
 - Both constructed about 1907
 - Lawyer John J. Tweddle built both buildings
 - Carriage House had an apartment above it originally
 - Carriage House was an auto repair shop in the 1930s, the family of the mechanic who owned the business lived above the shop
 - The Queen Anne-style elements of the house include multiple roof lines, decorative wood shingles, and circular porch
 - The Carriage House has its original weatherboard siding and decorative shingles
 - Each building has some special architectural features with the applique above the second-story window on the house, and the projecting cross gable on the carriage house
 - Both buildings retain a high level of integrity and contribute to the expanded Historic District boundaries

How Do the Laws Work?

- Avoidance is always the first and best alternative
- Must prove why avoidance is not possible
- Minimization is the mandated next step
- Section 4(f) has the most stringent language



Section 4(f) Basics

- Section 4(f) applies to both parks and historic properties
- The “prudent and feasible” test is a very high threshold
- When multiple properties will be impacted, must choose the alternative with the “least overall harm”



Northern MI Asylum Property (Grand Traverse Commons Park)

- Because this was formerly owned by the state, legislation was required to sell the property
- Most of the current park property has restrictions from that enabling legislation
- It will take time to address the restrictions if park property is needed





US31/M-37 (Division Street) PEL PROJECT STATUS REPORT

Progress and Data Collected

- **Traffic Analysis:** Existing traffic conditions and future (2035) No-Build traffic conditions have been completed.
- **Crash Analysis:** Crash data analysis from 2011-2014 data has been completed.
- **Land Uses and Constraints:** Various GIS data layers from the State of Michigan and the City of Traverse City have been mapped and are shown on the Constraints Exhibit.
- **Wetlands Delineation:** Completed by MDOT and shown on the Constraints Exhibit.
- **Historic Properties Assessment:** Completed by a consultant for MDOT and has been submitted to the State Historic Preservation Officer (SHPO) for review and approval. The inventory includes historic properties, buildings, and districts.
- **Prior Studies and Plans:** The team has reviewed and summarized 14 various master plans, studies, and reports that are relevant to the Division Street corridor including the Division Street Steering Committee Recommendations (2011).
- **Purpose and Need:** The Purpose and Need Statement has been developed, reviewed, and presented to the public for their review and comment.

Purpose:

The purpose of the US 31/M-37 (Division Street) Planning and Environmental Linkages (PEL) is to improve safety and operations for all users of this designated National Highway System route while minimizing negative impacts to the natural environmental and adjoining properties and enhancing positive benefits to the neighborhoods, parks, businesses, and all users of the corridor. This Planning and Environmental Linkages process addresses US 31/M-37 (Division Street) between Grandview Parkway and 14th Street/Silver Lake Road and will:

- *Create a plan that accommodates the many interests of its users (drivers, pedestrians, bicyclists, commuters, commercial traffic, trucks, businesses, residents)*
- *Provide improved operations along Division Street*
- *Provide for traffic calming, context sensitive solutions, and complete streets design elements where possible*
- *Improve non-motorized mobility within the corridor*
- *Minimize impacts on the natural environment*

Need:

- *Improve opportunities for pedestrians, assisted device users, and bicyclists to cross*
- *Improve traffic mobility and operations*
- *Decrease crashes along the corridor*



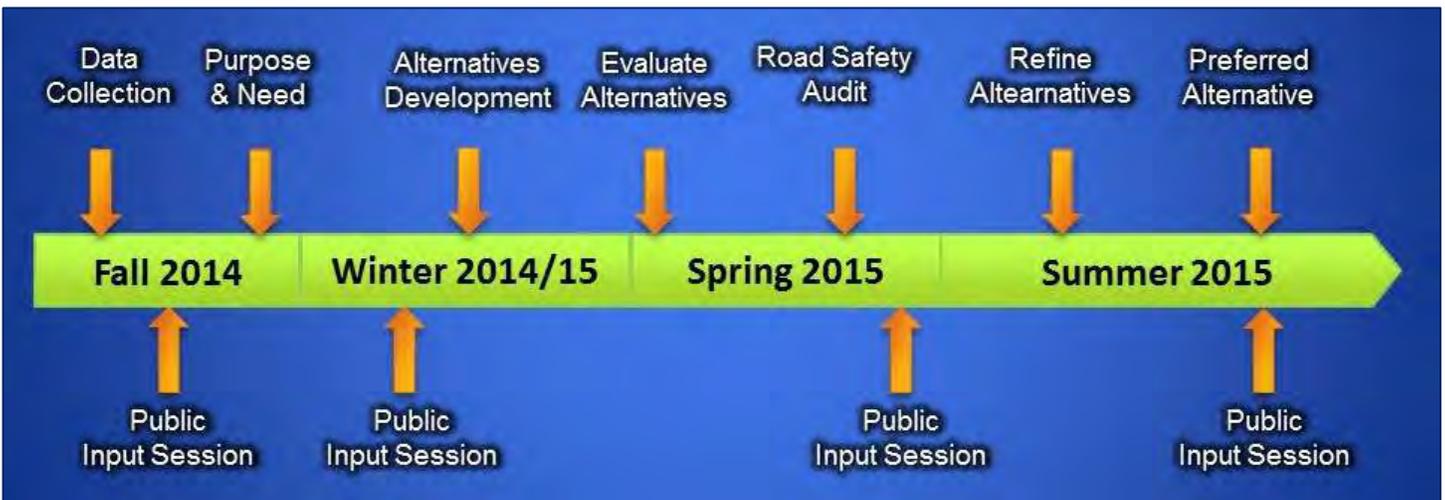
LAC and Public Meetings:

- ❖ **October 6, 2014** - Local Advisory Committee (LAC) Meeting 1
- ❖ **October 28, 2014** - Public Information Session 1 at Governmental Center
Purpose: Explain the PEL process and gather input from the public
- ❖ **November 19, 2014** - Local Advisory Committee (LAC) Meeting 2
- ❖ **December 9, 2014** - Public Information Session 2 at Munson Medical Center



Where We Are At, Where Are We Headed?

- The Road Safety Audit, which was going to be completed in November, has been postponed until the spring and warmer weather in order to better capture pedestrian and bicycle activity along the corridor.
- The Team is currently working on developing the range of alternatives for the corridor based on what we have learned from the LAC meetings, public information sessions, data collected to date, and the information from the prior studies along the corridor.



Upcoming Meetings

February 26, 2015 LAC Meeting 3 – Review traffic data, prior studies results, range of alternatives

The following meeting dates are all tentative until confirmed by the Administrative Team.

April 23, 2015 LAC Meeting 4 – Review refined Preliminary Alternatives and provide feedback

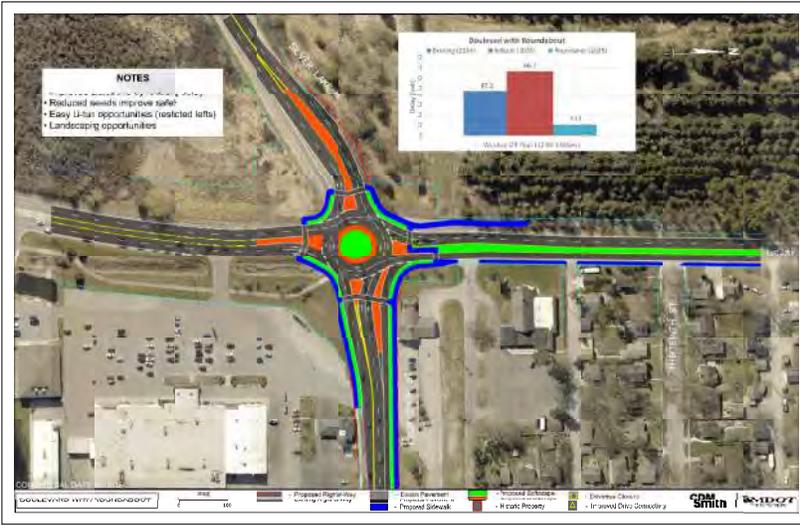
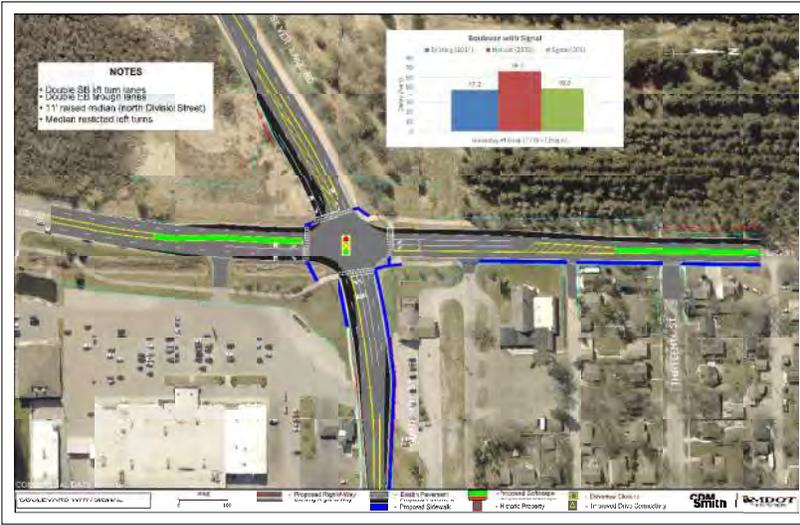
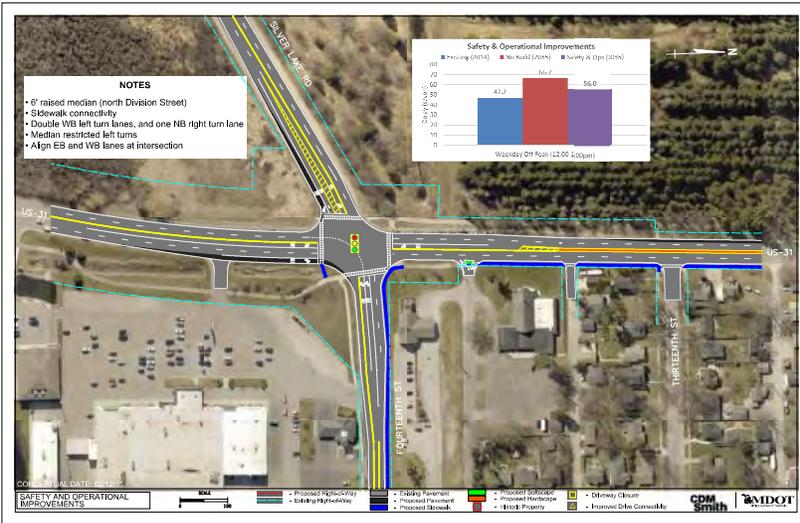
May 14, 2015 Public Information Session 3 – Present Preliminary Alternatives

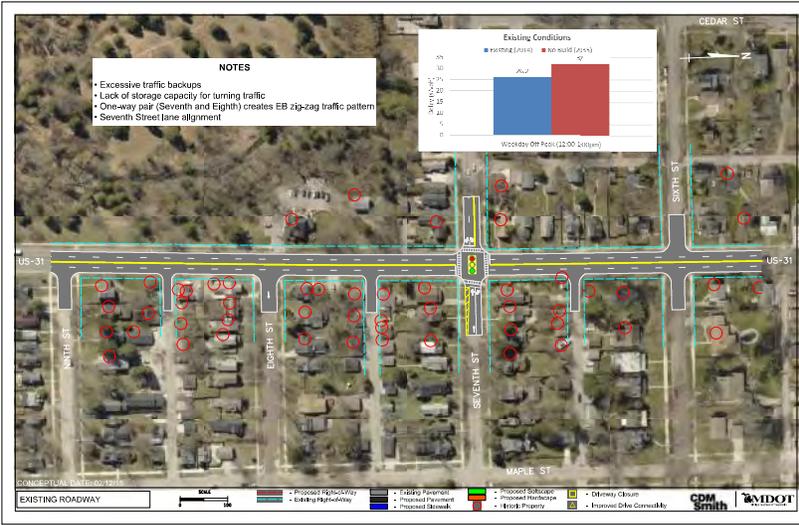
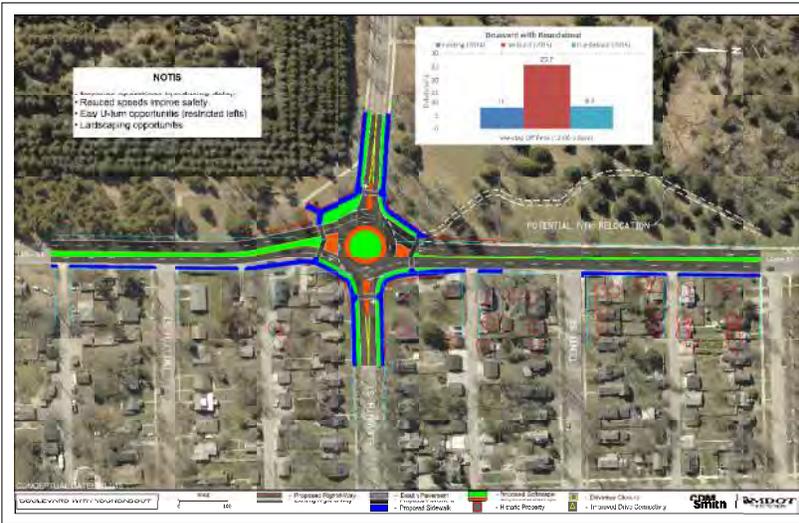
June 24, 2015 LAC Meeting 5 – Review public comments and select a Preferred Alternative

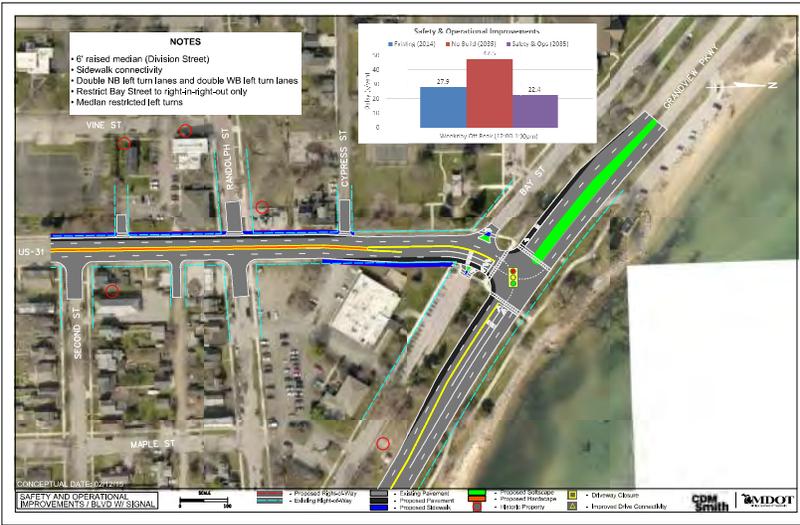
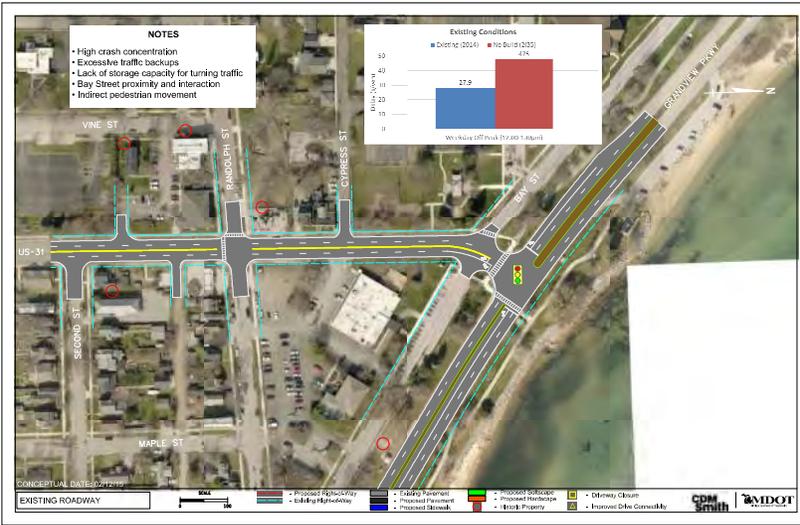
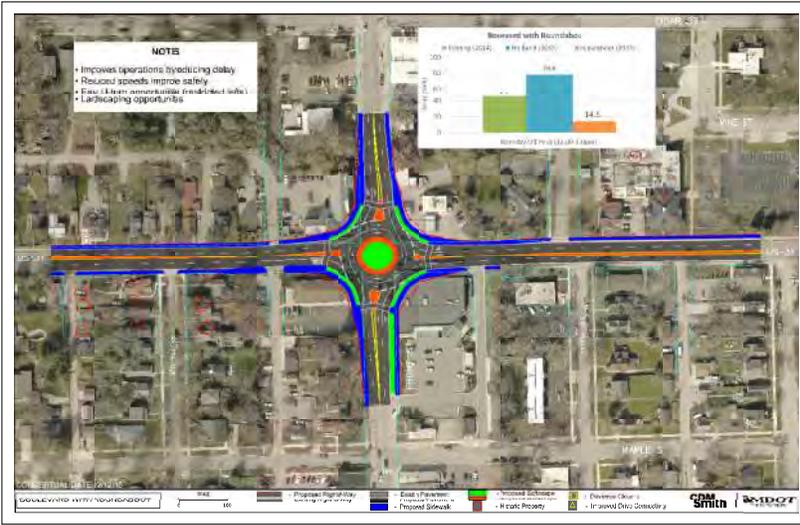
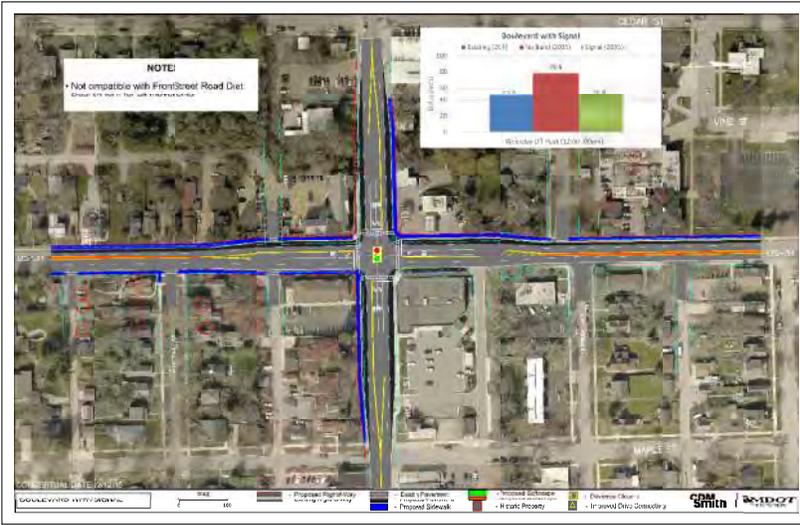
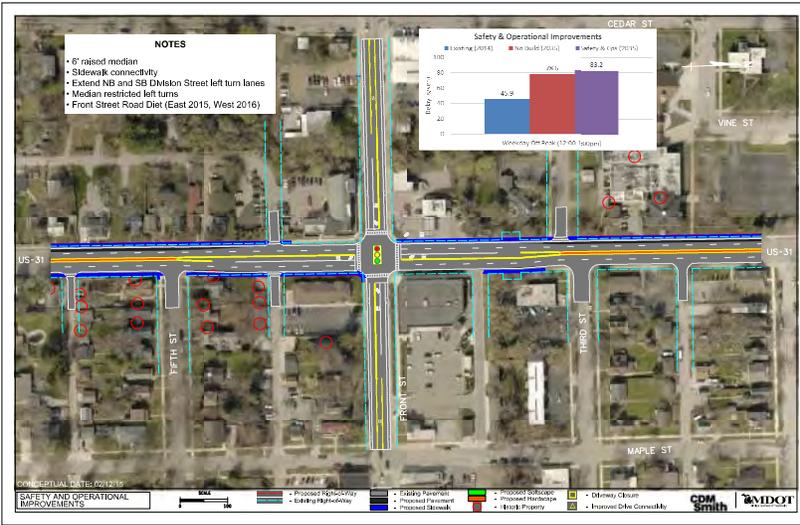
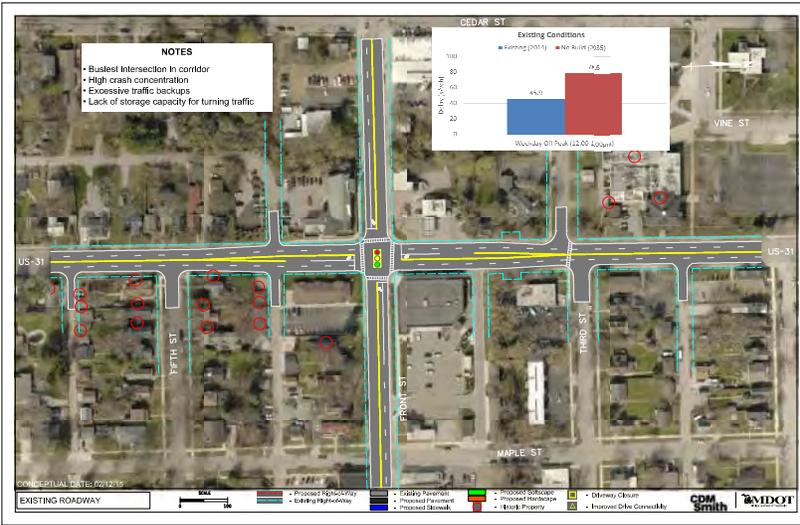
July 15, 2015 Public Information Session 4 – Present Preferred Alternative

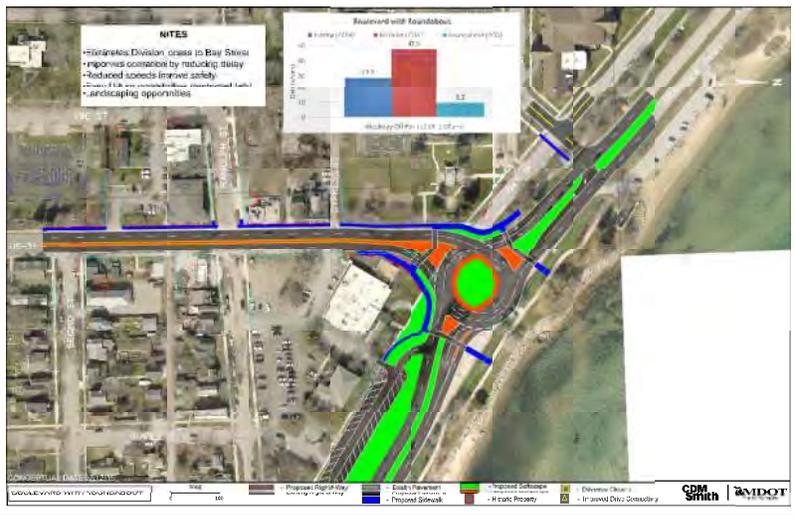
July 29, 2015 LAC Meeting 6 – Review public comments related to the Preferred Alternative

September 17, 2015 LAC Meeting 7 – Project wrap up meeting









LAC #3 Summary Memo
US-31/M-37 (Division Street) PEL

March 9, 2015

Dear LAC Committee Members,

Below is a summary of the key information shared, discussed, and presented at the LAC 3 meeting held Thursday, February 26th at the Traverse City Governmental Center. Three key items of specific importance made up the majority of the meeting discussion, and included:

- Traffic Forecasting and Analysis
- Historic Resources and Properties within the Corridor
- Range of Alternatives for Analysis

The presentation included the Traffic Forecasting and Analysis which was requested at LAC meeting 2. The presentation is attached.

Also presented was a very good description of the laws and analysis related to the historic resources located within and adjacent to the corridor. The presentation is attached. This is a very important issue for this project as the location of these historic districts and properties represent key constraints along the corridor due to potential historic impacts. The presentation also includes maps which show the location of historic properties and districts along the corridor.

Draft alternative concepts for five of the intersections and associated roadway segments along the corridor were presented. The purpose was to illustrate the range of alternatives to be considered and to obtain feedback from the committee to help steer the alternatives development. The alternatives presented fell into three basic categories:

- *Safety and Operational Improvements* - represents the minimum improvement needed to help increase the overall safety and operations of the intersection
- *Boulevard with Signal* - 11 foot median from 14th Street to 8th Street with a signal at key intersections
- *Boulevard with Roundabout* - same as above only using a roundabout instead of a traffic signal

All alternatives include a continuous sidewalk on the east side of Division Street between 14th and Grandview Parkway. This was a consistent message we heard at both public information sessions and at the prior LAC meetings.

At this time we are unable to provide you with the alternative concepts presented at the LAC 3 meeting due to them being only draft concepts. However, we have summarized the basics of each alternative along with the comments and feedback heard at last week's meeting into the following bullets for your consideration. We would like each of you to take the information below back to your respective governments, organizations, associations, and agencies to obtain additional feedback to provide to the MDOT Team. We would like your responses returned in two weeks so we can use this information to refine the concepts and make sure we are heading in the right direction. **Please respond via e-mail to Patty O'Donnell at odonnellp@michigan.gov by Friday, March 20th.**

Draft Alternatives from LAC Meeting 3

14th Street Intersection

- A two lane roundabout at this location was favored over a traffic signal.

Existing Issues
<ul style="list-style-type: none">• High crash concentration
<ul style="list-style-type: none">• Excessive traffic backups
<ul style="list-style-type: none">• Lack of storage capacity for turning traffic
Two-Lane Roundabout with Boulevard Alternative Improvements
<ul style="list-style-type: none">• Sidewalk connectivity on east side of Division Street
<ul style="list-style-type: none">• 11' raised median (north Division Street)
<ul style="list-style-type: none">• Median restricted left turns along Division Street
<ul style="list-style-type: none">• Improves operations by reducing delay
<ul style="list-style-type: none">• Reduces speeds and improves safety
<ul style="list-style-type: none">• Easy U-turn opportunities within the roundabout (because of restricted left turns)
<ul style="list-style-type: none">• Landscaping opportunities

11th Street Intersection

- A signal is favored at this location as it would allow all turning options and provide a signalized crossing for pedestrians.
- A roundabout at this location is not possible due to potential park impacts.

Existing Issues
<ul style="list-style-type: none">• Unsignalized and unrestricted movements
<ul style="list-style-type: none">• High crash concentration
<ul style="list-style-type: none">• Eleventh Street backups
<ul style="list-style-type: none">• Difficult pedestrian crossings
Boulevard With a Signal Alternative Improvements
<ul style="list-style-type: none">• Sidewalk connectivity on east side of Division Street
<ul style="list-style-type: none">• 11' raised median along Division Street
<ul style="list-style-type: none">• Add one northbound and one southbound left turn lane in each direction
<ul style="list-style-type: none">• Signalized intersection provides full access
<ul style="list-style-type: none">• Median restricted left turns

7th Street Intersection

- Switching 7th and 8th Streets to 2-way traffic which would eliminate the eastbound weave from 7th to 8th Street. This directional change could be limited to just one block on 7th (Division to Maple), not the entire length of the street, which would allow vehicles to travel east one block, and then turn south on Maple for one block to pick up eastbound 8th Street.

- The one-way westbound travel on 7th Street makes results in a difficult situation for bicyclists travelling east out of the medical campus as they have to weave on Division to continue east.
- A roundabout is not possible at this location due right-of-way constraints and the historic properties located near the intersection.

Existing Issues

- Excessive traffic backups
- Lack of storage capacity for turning traffic
- One-way pair (Seventh and Eighth) creates an eastbound zig-zag traffic pattern
- Seventh Street lane alignment

Boulevard With a Signal Alternative Improvements

- Sidewalk connectivity on the east side of Division Street
- 11' median south of Eighth Street
- Add one southbound left turn lane at Eighth Street
- 2-way traffic on Seventh Street
- Median restricted left turns

Front Street Intersection

- This intersection is constrained by new buildings and limited right-of-way.
- Most important improvement is to extend northbound and southbound left turning lanes as far as possible north and south to allow for maximum storage of vehicles during peak times.
- A roundabout is not possible at this location due to the right-of-way constraints.

Existing Issues

- Busiest intersection in the corridor
- High crash concentration
- Excessive traffic backups
- Lack of storage capacity for turning traffic

Boulevard With a Signal Alternative Improvements

- Sidewalk connectivity on the east side of Division Street
- 6' raised median to restrict left turns
- Front Street Road Diet (East 2015, West 2016) results in three lanes on Front Street

Grandview Parkway Intersection

- This intersection has a lot of pedestrian and vehicle volumes during the summer. Due to the proximity of Bay Street the intersection is especially complicated and congested.
- A roundabout at this location had mixed reviews by some due to the complexity of the intersection and the heavy pedestrian volumes in the summer.
- A signal solution was also viewed with mixed reviews due to the longer pedestrian crosswalk at Grandview due to the addition of a new westbound left turn lane.

- One suggestion was to provide a pedestrian only phase for this intersection (all traffic stops as pedestrians cross street).

Existing Issues

- High crash concentration
- Excessive traffic backups
- Lack of storage capacity for turning traffic
- Bay Street proximity and interaction
- Indirect pedestrian movements

Boulevard With a Signal Alternative Improvements

- Sidewalk connectivity on east side of Division Street
- 6' raised median to restrict left turns
- Double northbound left turn lanes and double westbound left turn lanes
- Restrict Bay Street to right-in-right-out only

Boulevard With a Roundabout Improvements

- Eliminates Division Street access to Bay Street
- Improves operations by reducing delay
- Reduces speeds and improves safety
- Easy U-turn opportunities within the roundabout (because of restricted left turns)
- Landscaping opportunities

General Comments

- Some expressed concerns about pedestrian crossings at proposed roundabouts (14th Street and Grandview Parkway) as it would appear to be more difficult to cross during heavy traffic volumes than at a standard signal intersection.
- Some concern that the boulevard section could encourage higher traffic speeds. Lanes are currently being shown as 11 feet wide, not 12 feet to discourage higher speeds along roadway and reduce potential right-of-way impacts.

Division Street PEL
 US31/M-37
 Traverse City, Michigan





Local Advisory Committee (LAC)
Meeting 4



Division Street PEL
Agenda for Today's Meeting



- Introductions
- Alternatives/LAC #3 Summary Memo Comments
- Public Information Session 3
 - Meeting Purpose and Message
 - Alternative Exhibits
- Questions and/or Comments
- Next Steps



Division Street PEL
LAC #3 Summary Memo



- Summary Memo e-mailed to entire LAC on March 9, 2015
- Received 9 responses



Division Street PEL
LAC #3 Summary Memo Comments



14th Street

- Most everyone favors a roundabout at this location

11th Street

- Most favor at least a signal in this location
- Some questions about the significance of the park constraints

7th Street

- Most favor considering directional changes on 7th and 8th Streets
- Potential concerns from neighborhood residents



Division Street PEL
LAC #3 Summary Memo Comments



Front Street

- Everyone seems fairly ok that nothing much can be done at this location other than extend NB and SB turn lanes as far as possible

Grandview Parkway

- Mixed reaction to possible solutions at this location
- Some are really opposed to roundabout, while others want roundabout considered but are somewhat skeptical, yet a few think a roundabout could be a good solution



Division Street PEL
Public Information Session 3



Meeting Purpose and Message

- Present the intersection alternatives and constraints
- Present the boulevard/median alternative
- Obtain feedback regarding alternatives
- Open house format – may include roundabout video station



Safety & Operational Improvements

Boulevard with Signals

Roundabouts

Division Street PEL – Fourteenth Street

Fourteenth Street Intersection

Comparison of Alternatives		14th Street Intersection			
		1 - No Build	2 - Safety & Operational Improvements	3 - 11' Baseline w/ Support	4 - Roundabouts
		● Poor	● Minimal	● Acceptable	● Good
Transportation Factors	Improves Vehicle Congestion	●	●	●	●
	Improves Safety (Crashes)	●	●	●	●
	Improves Bicyclist Mobility	●	●	●	●
	Improves Pedestrian Mobility	●	●	●	●
	Provides Traffic Calming	●	●	●	●
Environmental Factors	Minimizes Historic Properties/Resources Affected	●	●	●	●
	Minimizes ROW Impacts/Relocations	●	●	●	●
	Minimizes Parkland Impacts	●	●	●	●
	Minimizes Natural Environment Impacts	●	●	●	●
	Potential Fatal Flow/Red Flag	●	●	●	●
Satisfies Purpose & Need		●	●	●	●

Safety & Operational Improvements

Boulevard with Signals

Roundabouts

Division Street PEL – Eleventh Street

Eleventh Street Intersection

Comparison of Alternatives		11th Street Intersection			
		1 - No Build	2 - Safety & Operational Improvements	3 - 11' Baseline w/ Support	4 - Roundabouts
		● Poor	● Minimal	● Acceptable	● Good
Transportation Factors	Improves Vehicle Congestion	●	●	●	●
	Improves Safety (Crashes)	●	●	●	●
	Improves Bicyclist Mobility	●	●	●	●
	Improves Pedestrian Mobility	●	●	●	●
	Provides Traffic Calming	●	●	●	●
Environmental Factors	Minimizes Historic Properties/Resources Affected	●	●	●	●
	Minimizes ROW Impacts/Relocations	●	●	●	●
	Minimizes Parkland Impacts	●	●	●	●
	Minimizes Natural Environment Impacts	●	●	●	●
	Potential Fatal Flow/Red Flag	●	●	●	●
Satisfies Purpose & Need		●	●	●	●

Safety & Operational Improvements

Boulevard with Signals (Seventh St. 2-Way)

Roundabouts

Division Street PEL – Seventh Street

Seventh Street Intersection

Comparison of Alternatives		7th Street Intersection			
		1 - No Build	2 - Safety & Operational Improvements	3 - 11' Baseline w/ Support	4 - Roundabouts
		● Poor	● Minimal	● Acceptable	● Good
Transportation Factors	Improves Vehicle Congestion	●	●	●	●
	Improves Safety (Crashes)	●	●	●	●
	Improves Bicyclist Mobility	●	●	●	●
	Improves Pedestrian Mobility	●	●	●	●
	Provides Traffic Calming	●	●	●	●
Environmental Factors	Minimizes Historic Properties/Resources Affected	●	●	●	●
	Minimizes ROW Impacts/Relocations	●	●	●	●
	Minimizes Parkland Impacts	●	●	●	●
	Minimizes Natural Environment Impacts	●	●	●	●
	Potential Fatal Flow/Red Flag	●	●	●	●
Satisfies Purpose & Need		●	●	●	●

Safety & Operational Improvements

Comparison of Alternatives

Alternative	1 - No Build	2 - Signal & Operational Improvements	3 - Roundabout	4 - Roundabout
Improves Vehicle Congestion	●	●	●	●
Improves Safety (Crashes)	●	●	●	●
Improves Bicycle Mobility	●	●	●	●
Improves Pedestrian Mobility	●	●	●	●
Provides Traffic Calming	●	●	●	●
Minimizes Historic Properties/Resources Affected	●	●	●	●
Minimizes ROW Impacts/Reductions	●	●	●	●
Minimizes Parkland Impacts	●	●	●	●
Minimizes Natural Environment Impacts	●	●	●	●
Potential Final Flow/Red Flag	●	●	●	●
Satisfies Purpose & Need	●	●	●	●

Division Street PEL – Front Street

Legend: Proposed Right-of-Way, Existing Right-of-Way, Existing Pavement, Proposed Pavement, Proposed Sidewalk, Historic Property, Proposed Sidewalk, Proposed Right-of-Way, Proposed Pavement, Historic Property, Proposed Sidewalk, Proposed Right-of-Way, Proposed Pavement, Historic Property, Proposed Sidewalk.

Front Street Intersection

Comparison of Alternatives

Factor	Alternative	Front Street Intersection			
		1 - No Build	2 - Signal & Operational Improvements	3 - Roundabout	4 - Roundabout
Transportation Factors	Improves Vehicle Congestion	●	●	●	●
	Improves Safety (Crashes)	●	●	●	●
	Improves Bicycle Mobility	●	●	●	●
	Improves Pedestrian Mobility	●	●	●	●
	Provides Traffic Calming	●	●	●	●
Environmental Factors	Minimizes Historic Properties/Resources Affected	●	●	●	●
	Minimizes ROW Impacts/Reductions	●	●	●	●
	Minimizes Parkland Impacts	●	●	●	●
	Minimizes Natural Environment Impacts	●	●	●	●
Satisfies Purpose & Need	●	●	●	●	

Safety & Operational Improvements

Comparison of Alternatives

Alternative	1 - No Build	2 - Signal & Operational Improvements	3 - Roundabout	4 - Roundabout
Improves Vehicle Congestion	●	●	●	●
Improves Safety (Crashes)	●	●	●	●
Improves Bicycle Mobility	●	●	●	●
Improves Pedestrian Mobility	●	●	●	●
Provides Traffic Calming	●	●	●	●
Minimizes Historic Properties/Resources Affected	●	●	●	●
Minimizes ROW Impacts/Reductions	●	●	●	●
Minimizes Parkland Impacts	●	●	●	●
Minimizes Natural Environment Impacts	●	●	●	●
Potential Final Flow/Red Flag	●	●	●	●
Satisfies Purpose & Need	●	●	●	●

Division Street PEL – Grandview Parkway

Legend: Proposed Right-of-Way, Existing Right-of-Way, Existing Pavement, Proposed Pavement, Proposed Sidewalk, Historic Property, Proposed Sidewalk, Proposed Right-of-Way, Proposed Pavement, Historic Property, Proposed Sidewalk, Proposed Right-of-Way, Proposed Pavement, Historic Property, Proposed Sidewalk.

Grandview Parkway Intersection

Comparison of Alternatives

Factor	Alternative	Grandview Parkway Intersection			
		1 - No Build	2 - Signal & Operational Improvements	3 - Roundabout	4 - Roundabout
Transportation Factors	Improves Vehicle Congestion	●	●	●	●
	Improves Safety (Crashes)	●	●	●	●
	Improves Bicycle Mobility	●	●	●	●
	Improves Pedestrian Mobility	●	●	●	●
	Provides Traffic Calming	●	●	●	●
Environmental Factors	Minimizes Historic Properties/Resources Affected	●	●	●	●
	Minimizes ROW Impacts/Reductions	●	●	●	●
	Minimizes Parkland Impacts	●	●	●	●
	Minimizes Natural Environment Impacts	●	●	●	●
Satisfies Purpose & Need	●	●	●	●	

Division Street PEL Alternatives Exhibits

Boulevard/Median Exhibit

Division Street PEL Alternatives Exhibits

Boulevard/Median Exhibit

Division Street PEL
Questions and/or Comments
and Next Steps



Public Information Session 3

May 14th

4:00-7:00 pm

Governmental Center



Division Street PEL

LAC Meeting 5 - AGENDA

Traverse City Governmental Service



- Introductions
- Roundabout Video
- Public Information Session 3 and Comments Summary
- Road Safety Audit
- Alternatives Refinement
- Questions and Comments
- Next Steps
 - ☐ City Commission
 - ☐ Admin Team Meeting & LAC 6
 - ☐ PIM 4
 - ☐ Final Report



Division Street PEL

Roundabout Video



- Roundabout Video



Division Street PEL

PEL Process



PROJECT TO DATE RECAP

- PEL is FHWA/MDOT's process for developing an agreed upon solution
- Purpose and Need/Problem Statement
- Corridor Constraints
- Highway Function



Division Street PEL

Public Information Session 3 Summary and Comments



DETAILS

- Held May 14 at Traverse City Governmental Center
- Presented the range of alternatives and evaluation criteria
- Received approximately 150 comments
- Hand written, e-mails, phone calls & website
- Alternatives displayed at Gov. Center and library until June 15



Division Street PEL

Public Information Session 3 Summary and Comments



WHAT WE HEARD REGARDING THE ALTERNATIVES

- Boulevard option highly favored with some concerns regarding limiting the turn options at certain streets
- 14th Street roundabout favored with safe pedestrian and bicycle crossings
- 11th Street signal favored if there are eastbound through and turning restrictions provided
- 7th Street left turns from southbound and a split for and against 2-way traffic on 7th
- Grandview Parkway roundabout slightly favored, but concern over pedestrian and bicycle crossings and the impacts to the Elks property
- Same number for roundabouts and against roundabouts



Division Street PEL

Road Safety Audit



- “A formal, safety performance **examination** of an existing or future road or intersection by an **independent, multi-disciplinary RSA team**”
- Independent review of data
- Local law enforcement perspective
- Detailed field observations
 - All road users (car, bus, pedestrian, bicycle)
 - Several times a day (peak traffic, school traffic, dark)
- Countermeasures focus on short term and long term
 - Look beyond standards
 - Tailored improvements for specific issues



RSA Agenda Summary

Monday, June 1st

- Opening presentation/introductions (10:30 am)
- Dismiss project team
- Review data packages/discuss site issues
- Site visit begins (1:00 pm)
- School Peak Site Review (2:30-4:00 pm)
- PM Peak Hour Site Review (4:30-5:30 pm)
- Night visit (9:30-10:30 pm at site)

Tuesday, June 2nd

- Morning Peak hour site visit (7:00-9:00 am)
- TSC (9:00 am) – finalize recommendations and prepare closeout presentation
- Close out presentation (1:00 pm)

Crash Risk Assessment to Prioritize Safety Issues

Frequency Rating	Severity Rating			
	Low	Moderate	High	Extreme
Frequent	C	D	E	F
Occasional	B	C	D	E
Infrequent	A	B	C	D
Rare	A	A	B	C

Crash risk Ratings: A: Minimal Risk Level
 B: Low Risk Level
 C: Moderate Risk Level
 D: Significant Risk Level
 E: High Risk Level
 F: Extreme Risk Level

EXPECTED FREQUENCY	EXPECTED SEVERITY	RISK RATING	
Occasional	Extreme	High Risk Level	E
ISSUE: General issue <ul style="list-style-type: none"> • Non marked pedestrian crossings at several locations • Officer Maxon suggested pedestrian demand only at 11th, 7th, Front, and Grandview 			
SUGGESTION: Short Term: a) Perform pedestrian survey to identify need, b) where crossings kept add pavement markings and signing, c) remove ramps not needed, d) reflective strips on posts Note: special emphasis crosswalk on north side of intersection at 11th or possible RRFB Long Term: a) investigate enhanced facilities such as RRFB, b) stamped crosswalk or refuge islands			
EXPECTED FREQUENCY	EXPECTED SEVERITY	RISK RATING	
Frequent	High	High Risk Level	E
ISSUE: General issue <ul style="list-style-type: none"> • Lack of center left turn lane <ul style="list-style-type: none"> • Backups into adjacent signals. • Multiple rear end and sideswipe crashes • Poor left lane utilization 			
SUGGESTION: Short Term: N/A Long Term: a) Center left turn lane throughout corridor, b) restrict lefts with raised median			

EXPECTED FREQUENCY	EXPECTED SEVERITY	RISK RATING	
Occasional	High	Significant Risk Level	D
ISSUE: Grandview <ul style="list-style-type: none"> • WBL and NBL congestion • Access management issues at Bay St • Worn pavement markings • Pedestrian crossing challenges (Bay St) 			
SUGGESTION: Short Term: a) restrict Bay St movements (signing and/or channelizing islands), b) upgrade pavement markings (recessed), c) evaluate leading or exclusive pedestrian phase Long Term: a) dual NBL and WBL, b) close Bay St access to Division, c) roundabout			
EXPECTED FREQUENCY	EXPECTED SEVERITY	RISK RATING	
Occasional	Moderate	Moderate Risk Level	C
ISSUE: Intersection sight distance <ul style="list-style-type: none"> • Trees at SE 9th • Brick wall in SE 5th • Utility poles right behind curb 			
SUGGESTION: Short Term: trim/remove trees, Long Term: a) relocate wall if allowed, b) underground utilities			

EXPECTED FREQUENCY	EXPECTED SEVERITY	RISK RATING	C
Occasional	Moderate	Moderate Risk Level	
<p>ISSUE: 14th</p> <ul style="list-style-type: none"> EB and WB leg skew potentially leading to WB left turn crashes WB heavy congestion due to single lane to the east Officer Maxon reported heavy EBL congestion in the morning due to school traffic Some signal heads not centered on turn lanes Protected lefts preceding permitted leading to piggy backed left turns 			
 <p>SUGGESTION:</p> <p>Short Term: a) Align heads with lanes, b) explore signal phase change with thru and permitted lefts, followed by protected only lefts</p> <p>Long Term: Realign: a) Roundabout b) additional lane capacity for WBL and EBL</p>			

EXPECTED FREQUENCY	EXPECTED SEVERITY	RISK RATING	C
Occasional	Moderate	Moderate Risk Level	
<p>ISSUE: 11th</p> <ul style="list-style-type: none"> NB lefts backup to 14th EB congestion leading to lefts on 12th 			
 <p>SUGGESTION:</p> <p>Short Term: N/A</p> <p>Long Term: Signalize and provide center left turn lane</p>			

EXPECTED FREQUENCY	EXPECTED SEVERITY	RISK RATING	C
Occasional	Moderate	Moderate Risk Level	
 			
<p>ISSUE: 7th/8th</p> <ul style="list-style-type: none"> Confusing one way pair operation <ul style="list-style-type: none"> 50% EBR turns left onto 8th Misaligned EB and WB approach lanes Extra sidewalk ramp 			
<p>SUGGESTION:</p> <p>Short Term: a) guide markings & signing improve,</p> <p>Long Term: a) one block two-way, b) 7th/8th two-way for full length</p>			

EXPECTED FREQUENCY	EXPECTED SEVERITY	RISK RATING	C
Rare	Extreme	Moderate Risk Level	
<p>ISSUE: Front</p> <ul style="list-style-type: none"> Turning radius (NW and SE quads) Lack of storage for NB and SBL Major congestion. <ul style="list-style-type: none"> Lots of angle crashes Possible red light running Fully developed, with no space for expansion Non ADA sidewalk along west Division 			
 <p>SUGGESTION:</p> <p>Short Term: check whether correlation between night crashes and red-flash mode</p> <p>Long Term: a) increase turning radii, b) extent left turn lane as far as possible c) possible sidewalk easement</p>			

EXPECTED FREQUENCY	EXPECTED SEVERITY	RISK RATING	A
Rare	Moderate	Minimal Risk Level	
<p>ISSUE: General issue</p> <ul style="list-style-type: none"> Sections of sidewalk missing along NB Division Evidence of worn paths 			
 <p>SUGGESTION:</p> <p>Short Term: N/A</p> <p>Long Term: a) Add sidewalk along entire corridor</p>			

Division Street PEL Alternatives Refinement



- Made revisions based upon comments received
- Maximized boulevard median where possible
- Refined access to side streets
- Included turn/thru movement restrictions to 11th St. intersection
- Options at 11th, 7th and Grandview
- Would like feedback on changes and remaining options





- Image courtesy of Streetmix.net

Typical Cross Section between 14th and 8th Street with 11' median



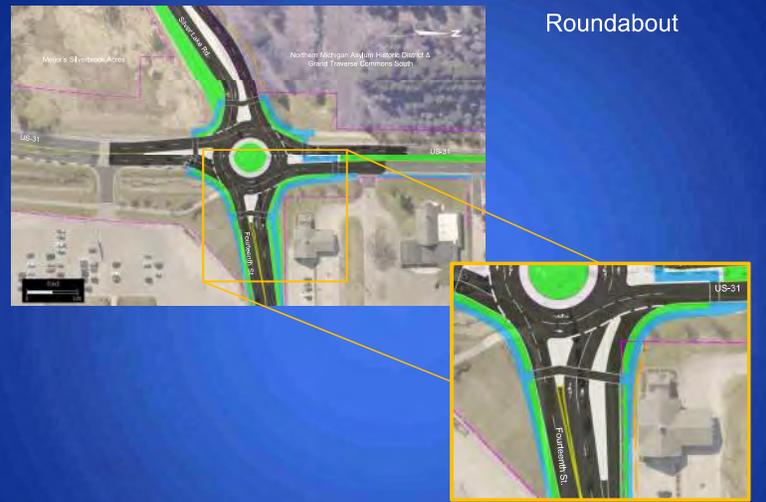
- Image courtesy of Streetmix.net

Typical Cross Section between 14th and 8th Street with 11' median and offset sidewalk



- Image courtesy of Streetmix.net

Typical Cross Section between 14th and 8th Street with 15' median



Roundabout

Division Street PEL – Fourteenth Street

- Proposed Right-of-Way
- Existing Pavement
- Proposed Sidewalk
- Proposed Softscape
- Existing Right-of-Way
- Proposed Pavement
- Historic Property
- Proposed Hardscape

Boulevard with Signal- Option A
Signal- Movement restrictions



Division Street PEL – Eleventh Street

- Proposed Right-of-Way
- Existing Pavement
- Proposed Sidewalk
- Proposed Softscape
- Existing Right-of-Way
- Proposed Pavement
- Historic Property
- Proposed Hardscape

Boulevard with Signal- Option B
Signal- No restrictions



Division Street PEL – Eleventh Street

- Proposed Right-of-Way
- Existing Pavement
- Proposed Sidewalk
- Proposed Softscape
- Existing Right-of-Way
- Proposed Pavement
- Historic Property
- Proposed Hardscape

Boulevard with Signal- Option C No signal



Division Street PEL – Eleventh Street

- Proposed Right-of-Way
- Existing Pavement
- Proposed Sidewalk
- Proposed Softscape
- Existing Right-of-Way
- Proposed Pavement
- Historic Property
- Proposed Hardscape

Boulevard with Signal - Option A Seventh St. 2-Way



Division Street PEL – Seventh Street

- Proposed Right-of-Way
- Existing Pavement
- Proposed Sidewalk
- Proposed Softscape
- Existing Right-of-Way
- Proposed Pavement
- Historic Property
- Proposed Hardscape

Safety & Operational Improvements- Option B



Division Street PEL – Seventh Street

- Proposed Right-of-Way
- Existing Pavement
- Proposed Sidewalk
- Proposed Softscape
- Existing Right-of-Way
- Proposed Pavement
- Historic Property
- Proposed Hardscape

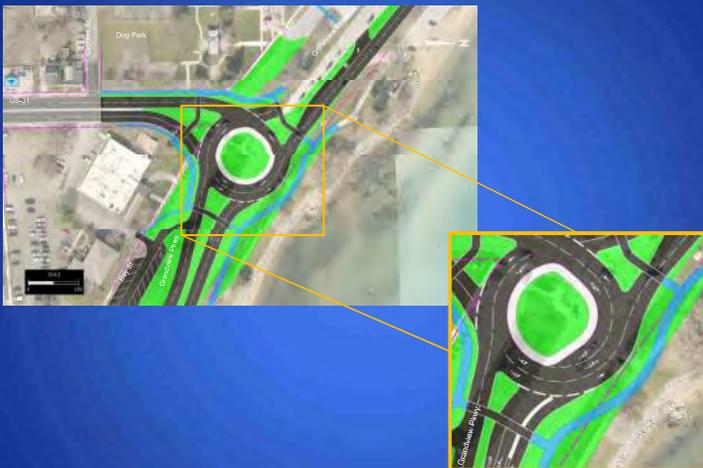
Safety & Operational Improvements



Division Street PEL – Front Street

- Proposed Right-of-Way
- Existing Pavement
- Proposed Sidewalk
- Proposed Softscape
- Existing Right-of-Way
- Proposed Pavement
- Historic Property
- Proposed Hardscape

Roundabout- Option A



Division Street PEL – Grandview Parkway

- Proposed Right-of-Way
- Existing Pavement
- Proposed Sidewalk
- Proposed Softscape
- Existing Right-of-Way
- Proposed Pavement
- Historic Property
- Proposed Hardscape

Safety & Operational Improvements- Option B



Division Street PEL – Grandview Parkway

- Proposed Right-of-Way
- Existing Pavement
- Proposed Sidewalk
- Proposed Softscape
- Existing Right-of-Way
- Proposed Pavement
- Historic Property
- Proposed Hardscape

Division Street PEL

Access Control Considerations



Goal: Improve safety by limiting access to specific locations
 – Raised median/center left turn lane

Median south of 7 th	Median north of 7 th
15' wide	6' wide
Access to/from Division at 14 th , 13 th , 12 th , 11 th (partial) 10 th , 9 th , 8 th Note: Left turns at signals only or side streets?	North of 7th no lefts allowed Note: Traffic added to adjacent signals
Alleys RIRO only	Side streets and alleys RIRO only
Options at 11 th and 7 th impact corridor operations	Hospital access moved to 7th



Division Street PEL

Outstanding Issues



ISSUES TO RESOLVE

- Median width (15' vs 11') south of 8th Street - SHPO input needed
- 11th Street Signal - warrant analysis
- 7th Street - 2-way from Division to Maple
- Grandview Parkway - Roundabout vs signal
- Will there be a median (4') north of 8th Street



Division Street PEL

Next Steps



- June 23 - LAC 5 meeting
- July 20 - City Commission
- August – Admin Team Meeting, LAC 6, and PIM 4 (presentation)
- September – prepare draft final report



Local Advisory Committee Meeting 6 Agenda

Date: Sept. 24, 2015
Time: 3:00 – 5:00 pm
Location: Traverse City Governmental Center

- 1) Introductions
- 2) Public Information Session 4 Summary
- 3) The Division Street Preferred Alternative
- 4) Questions and/or other Comments
- 5) Next Steps

No PowerPoint presentation was prepared for this meeting. Instead the Preferred Alternative was reviewed using the actual Microstation electronic files.

Division Street (US-31/M-37) PEL Local Advisory Committee - LAC Meetings and Public Meetings Attendance

	NAME	Association	Email	LAC #1 10.16.14	PIM #1 10.28.14	LAC #2 11.19.14	PIM #2 12.9.14	LAC #3 2.26.15	LAC #4 4.21.15	PIM #3 5.14.15	LAC #5 6.23.15	PIM#4 8.19.15	LAC #6 9.24.15
	Traverse City												
1	Michael Estes/Barbara Budros	Traverse City Commission	mestes@traversecitymi.gov	YES		YES		YES	YES	YES			YES
2	Gary Howe/Brian Haas	Traverse City Parks and Recreation	glhowe@traversecitymi.gov	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
3	Michael Callahan	Traverse City Historical Commission	gracie521@charter.net										
4	John Serratelli	Traverse City Planning Commission	jfskbs@gmail.com				YES	YES		YES	YES		
5	Scott Maxson/other staff	Traverse City Police Department	smaxson@traversecitymi.gov									YES	
6	Jim Tuller	Traverse City Fire Department	tcfire@tcfire.org							YES			
7	Carol Hale	Joint Planning Commission - City/Township	inchale@charter.net	YES		YES		YES		YES	YES		
8	Jerod Ottenwess-Penny Hill	Traverse City Assistant Manager	phill@traversecitymi.gov	YES		YES					YES		YES
	Garfield Township												
9	Molly Agostinelli/Chuck Korn	Garfield Township Recreation Authority	molly@mollyago.com	YES		YES			YES	YES	YES	YES/both	YES
	Grand Traverse County												
10	Jim Cook/Jim Johnson	Grand Traverse County Road Commission	jcook@gtcrc.org	YES		YES					YES		
11	Robert Barnes/Timothy Coggins	Grand Traverse Pavilions	Rbarnes@gt pavilions.org	YES	YES	YES	YES	YES	YES	YES	YES		YES
12	Chris Barsheff	Grand Traverse County Sheriff's Office	cbarsheff@gtsheriff.org	YES		YES					YES		
13	John Sych/Jean Derenzy	Grand Traverse County Planner	jsych@grandtraverse.org	YES				YES					
14	Herb Lemcool	Grand Traverse County Commissioner											
	Grand Traverse Band of Ottawa and Chippewa Indians												
15	Rob Kalbfleisch/Steve Feringa	Land and Roads Management Director	Rob.Kalbfleisch@gtbindians.com			YES							
	Schools												
16	Christine Thomas-Hill/Doug Partlo	Traverse City Area Public Schools	thomasch@tcaps.net	YES		YES		YES	YES		YES		YES
17	Rev. Robert Zagore	Trinity Lutheran	rzagore@tctrinity.org										
18	Aaron Biggar	Immaculate Conception School	abiggar@gtacs.org										
	Neighborhood Associations												
19	Seamus Shinnors	Central Neighborhood	musicmanseamus@hotmail.com	YES				YES	YES	YES	YES	YES	YES
20	Mike Gaines	Slabtown Neighborhood	smilezealot@sbcglobal.net	YES				YES					YES
21	Homer Nye	Kids Creek Commons	mang.nye@att.net			YES	YES		YES				YES
	Transportation Agencies												
22	Tom Menzel/Kelly Yaroch	BATA	menzelt@bata.net		YES	YES	YES	YES			YES-late/ stayed 15 min		
23	Julie Clark/Lee Kurt	TART Trails	julie@traversetrails.org	YES	YES	YES		YES	YES	YES	YES	YES	YES
24	Matt Skeels /Jim Carruthers	TC TALUS	jcarruthers@traversecitymi.gov	YES	YES	YES	YES	YES		YES	YES		YES
25	Jim Moore/Renee Louvierre-Mitchell	Disability Network	jim@disabilitynetwork.net	YES		YES				YES			
	Economic Development												
26	Steve Tongue/Doug Wipperman	Munson Medical Center	stongue@mhc.net	YES		YES		YES			YES		YES
27	Kent Wood	Traverse City Area Chamber of Commerce	kentw@tcchamber.org		YES	YES		YES					
28	Raymond Minervini II	The Village at Grand Traverse Commons	raymond@thevillageetc.com	YES		YES		YES		YES	YES	YES	YES
29	Brad Van Dommelen	TC Tourism	brad@traversecity.com			YES		YES	YES		YES		
	Environmental												
30	Christine Crissman/John Nelson	Watershed Center Grand Traverse Bay	crrissman@gtbay.org	YES		YES		YES	YES		YES		