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*

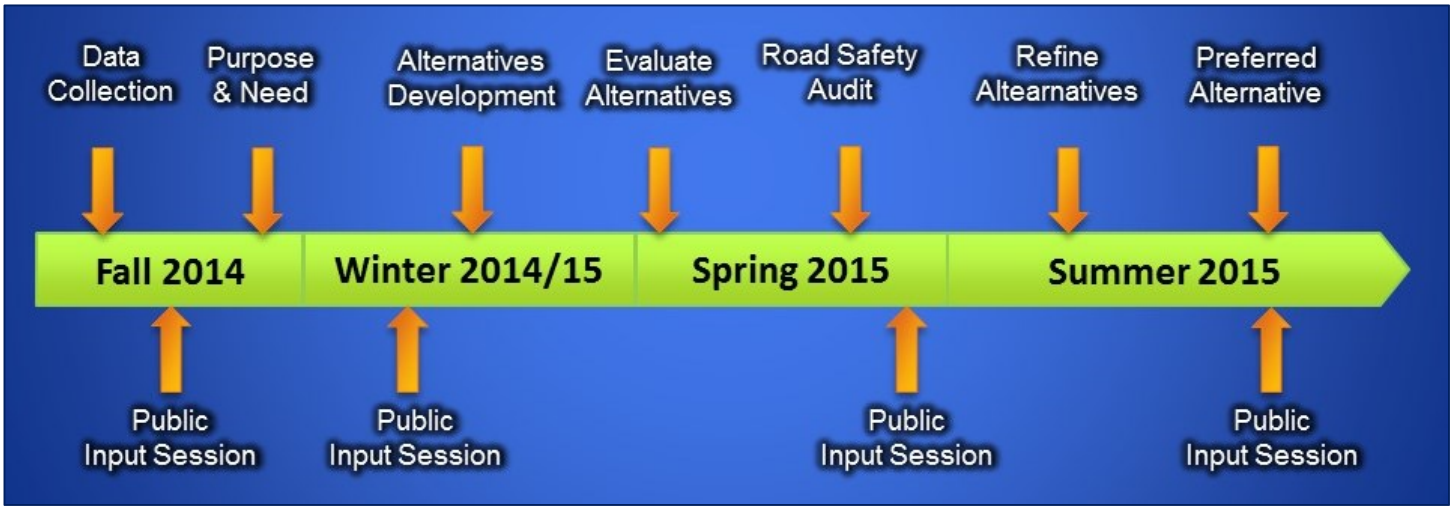
LAC and Public Meetings:

- **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 <u>tentative</u> 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**