
Summary

The contents of this report have allowed the consultant to make judgments on alternatives to be eliminated from further analysis and those to be continued as practical alternatives in the M-15 Environmental Assessment process. The consultant recommends the following:

- Dropping non-auto options that depend on transit, telecommuting, demand management, TSM and paving gravel roads as they do not address the need for more transportation capacity in the corridor whereby widening M-15 can be avoided.
- Eliminating the bypasses of Goodrich and Lake Louise and the Irish Road alternative as their impacts are sufficiently negative even though they each divert some traffic from some sections of M-15.
- Eliminating the widening of M-15 to a wide boulevard as its potential impacts on displacements (197 homes) and wetlands (about 34 acres) are so major that another option(s) must be found. This is particularly the situation in the wetlands area as public sentiment and state and federal regulations render the M-15 wide boulevard an option that will have difficulty in gaining acceptance. Those regulations call for other less-impacting alternatives including those with design exceptions. The M-15 narrow boulevard may be considered one such option.
- Widening M-15 to five lanes or to a narrow boulevard are options that alleviate many of the impacts associated with all other alternatives. They are considered practical alternatives recommended to be carried forward into the next phases of the study along with the do-nothing alternative.

The meetings in October are intended to solicit public input on these recommendations. Following the digestion of that input, MDOT will decide the final list of practical alternatives. That decision will be announced over the Internet. Then the consultant will spend the next six months refining and evaluating these options. It is expected a public meeting(s) will be held in January 2001 to solicit additional input on the refinements of these options. The consultant's preferred course of action can be discussed with the people in the M-15 study area in late March/early April. Public reaction will affect how the final alternative will be chosen for presentation at a public hearing to be held in June 2001.