US 31 M-37 Division Street PEL Public Comments Received in June and July 2015:

1. (10th and Division) Would not like a median in front of their house blocking a left turn into their driveway which is their only access – do not have an alley access. Snow builds and melts in their driveway creating a big bump and they have to slow way down to stop and turn, so they feel that it is safer to turn left from the north instead of turning right from the south because of rear end collisions and the speed people are driving at their section of road.
   Suggests a left turn lane from 14th to 9th Street – when they go to pick up their children at Central Grade School, they turn left from 9th instead of 8th Street.
   Totally appreciate giving them the opportunity to have input.

2. (16th St) We want to go on record as supporting a boulevard type of street with limited cut through access into neighborhoods. A double turn lane from 14th street onto Division going South would help. We are absolutely opposed to roundabouts!!!!! This is a town that has thousands of visitors and a retirement population. Traffic lights are understood by all and do work. I have had to use a wheelchair for mobility for 63 years, and find that traffic lights do work well if streets are constructed correctly. A bypass around Traverse City, at least as far out as Chums corner should be done prior to major work on Division St.

3. (Leelanau County) I am <u>against any roundabouts</u> on Division street in Traverse City. I have <u>lived here for 70 years</u>. <u>I live in Leelanau County</u> (and I am on the Road Commission) and traffic backups <u>affect our county.</u> The scoring/ratings for all options did not include: 1) ferocious <u>wind and snow</u> on Grandview (that alone is a deal breaker for keeping a cumbersome roundabout cleared) 2) our seasons only permit <u>walking and bikes for a few good months</u> but the roundabout would be there all the time 3) the roundabouts would be barriers for the <u>movement of heavy loads</u> for our infrastructure.

   Traffic <u>lights</u> are <u>needed</u> to <u>space/break traffic</u>. I sat for 30 minutes on Grandview and Division and <u>witnessed no pedestrian or bike backups</u>....what is the problem with lights??? Pedestrians and bikers <u>cannot cross a roundabout</u>....constant traffic, with no traffic light breaks for them. **The evaluations for <u>boulevards and traffic lights is the best</u>....go with those**

4. Reference four proposed roundabouts on US 31 in Traverse City I offer the following comments.
   1. The obvious solution to US 31 traffic flow problems in TC is to route <u>through</u> traffic AROUND TC via a by-pass [Like, Chum's Corners, Beitner Rd., Keystone Rd., Hammond Rd., Four or Five- mile Rd. etc.]. This route has been discussed frequently - but turned down by local downtown merchants. The proposed rework of US 31 via Division Street and Grandview Parkway in TC has some merit [added turn-out lanes vs. roundabouts].that should ease traffic flow. But I am concerned about the roundabout options being a benefit to pedestrian and bicycle traffic.
   2. In the roundabout options new sidewalks are proposed from existing paths to the edge of roadways that approach the roundabouts. Pedestrian or bicycle traffic would then be exposed to vehicle traffic [or are the pedestrian paths to be raised above the vehicle traffic? (steps vs. ramps?)]. Pedestrian traffic signals near the roundabouts would totally defeat the whole roundabout traffic flow plan. MDOT requires vehicle traffic to yield to pedestrians at roundabouts.
   3. I foresee huge traffic back-ups at these roundabouts as left-turn vehicles slow to merge with other traffic in navigating the "compact" circles [that are constrained by existing buildings].
   4. Further, I am concerned about the frequency of roundabout collisions between vehicles while the public learns to merge and change lanes in those circles and that confusion may extend into the far future, until the US population is educated to roundabout use. I appreciate that your road design decisions will not be easy and I am prepared to live with the consensus decisions.

5. (Suttons Bay) For the sake of sanity, safety and sense, please spare Traverse City from a plague of roundabouts, beginning with the one proposed for W. Grandview Parkway and Division Street. There are others proposed but the volume of traffic at this location is the highest in the city. For casual traffic

volumes, in relatively and naturally sedate locations, roundabouts may, *may, may* work. But given the numbers of vehicles passing through this intersection, this concept fails a reality test. I have witnessed ***backups*** at entrances to these budding nightmares elsewhere…even under moderate traffic conditions. And it is amazing what inclement weather will do to offset the best of ill-conceived intentions. Think winter……..

Roundabouts are an excuse rather than a solution, stressful rather than calming and not at the least, a sideswiping, car damaging danger in heavily trafficked intersections. Having had the experience of passage through these disasters waiting to happen in New Hampshire (two years), Ireland (one month), Michigan, and a few other states, negotiating through them is always stressful and risky. They are costly *expedients* rather than permanent solutions to traffic management. A solution to the "traffic city" problem is the implementation of a long standing construction proposal for a much needed (Hammond Road) bypass of the city. This desperately needed bypass would eliminate -by conservative estimates made more than a few years ago by qualified engineers - about 18-20 per cent of through traffic along Division Street now….***and forever.***

Please do not let the momentum of what to some is a new and desirable concept, trample thoughtful, forward-looking and permanent solutions to the serious traffic issue in Traverse City. The Hammond Road bypass is a winner…forever.

6. The Grand Traverse Commons Joint Planning Commission passed a motion supporting elements of the Division Street concepts plans along with a comment as noted below:
   The GTC Joint Planning Commission supports the concept of roundabouts at 14th and 11th Streets and recommends that a flashing light be incorporated in the design elements to help identify when pedestrians are crossing these intersections.
   The GTC Joint Planning Commission also supports the street being designed to include a landscaped boulevard.
   This action was taken at the June 3 Joint Planning Commission meeting and passed unanimously.

7. (11th St) We DO NOT want roundabouts anywhere in T.C. We much prefer lights at intersections. It is safer and you really don't have to wait that long for a light. re: roundabouts:
   1. How can pedestrians cross the street safely in a roundabout?
   2. It's hard to maneuver in a roundabout. And you still have to yield to oncoming traffic. So you still have to wait.
   3. There is too much traffic in T.C. for a roundabout. The roundabout would have to be huge to maybe work. When an exit lane backs-up, traffic will stop as it does now and there will be no control as cars change lanes to avoid the back-up.
   4. Afraid there will be many more accidents due to people trying to change lanes or trying to drive in a roundabout. It'll be a free-for-all. Scary.
   We experienced roundabouts in Boston and it was a nightmare. We are against them.
   11th st. needs a light, as planned, for access to the Commons/Village. and a safe crossway for pedestrians to go to the Commons/Village.

8. Please add my name to the list of those opposed to the possible roundabout in the area of the Elk's lodge here in Traverse City, Mi.

9. I wish to express my concerns with constructing the roundabout at Division St and Bay Shore Dr in Traverse City. Not only will it make it very difficult for pedestrians and bikers on the TART Trail to cross Division it will make it difficult for patrons of the local businesses on Division to enter or leave the their respective parking lots due to the continuous traffic. Also the impact to the Elks Lodge on the corner's properly is substantial.

10. To continue my email, sorry for the two parter! I would hope you would consider the other proposal. Thank you for your time and consideration.

11. I am a resident of Slabtown (the west side of TC), born and raised here. I have watched this community grow and change, but with very little change in traffic control. The growth is making this city burst at the seams, I, recently, saw the proposed roundabout at Division and the bay. It is a good idea, however, I believe it is not sized quite right. Why would the Elks loose property, while the west side is bare and butts up to a dog park. I am sure the Elks pays huge property tax, while the other land sits vacant. Please reconsider the parameters of this project.

12. (Traverse City) We would like to express our enthusiastic support for the installation of roundabouts on Division Street or anywhere else in the city and county. We lived in the West Bloomfield, MI area for years and endured prolonged stops at major intersections on M5 and Pontiac Trail. After roundabouts were installed in these high-speed extremely high volume intersections our commuting time was significantly reduced, accidents decreased exponentially and cost savings to motorists and the community decreased substantially. We both have travelled extensively in Europe as well where roundabouts are commonplace. They are a very safe and efficient method of traffic control. We feel they have multiple benefits:

    1) **Safety**-
    Automobiles-Traffic slows to moderate speed and moves safely and evenly through intersections. The absence of traffic lights eliminates potentially dangerous high speed collisions as drivers run red lights or pull out in front of oncoming traffic. According to the Federal Highway Administration, roundabouts improve safety with more than 90% reductions in fatalities, 76% in reduction of injuries, 35% reductions in all crashes and slower speeds are generally safer for pedestrians and cyclists.*
    Pedestrians/Cyclists- Roundabouts allow for highly visible, safe crossings at normally dangerous intersections.
    Senior drivers- According to the Insurance Institute for Highway Safety: "Older drivers are more likely than other drivers to be wary of roundabouts but are particularly likely to benefit from them in terms of improved safety. Relative to other age groups, senior drivers are over-involved in crashes occurring at intersections. In 2013, 38% of fatal passenger vehicle crashes involving drivers 70 and older were intersection crashes, compared with 25 % of fatal crashes younger than 70". The elimination of right-of-way issues at roundabouts will significantly reduce failure to yield issues commonly found at traffic lights.

    2) **Infrastructure** - The elimination of traffic lights reduces perpetual maintenance of a system exposed to the elements. No electrical costs are required to operate system. Roundabout service life is approximately 25 years and a standard high-maintenance intersection typically 10 years. (Insurance Institute for Highway Safety)
    3) **Fuel savings** - The absence of traffic lights eliminates costly stop-and-go tie-ups at intersections and passes fuel savings directly to drivers with commensurate benefit of reduction of exhaust pollution while idling.
    4) **Time savings** - No traffic lights lower waiting time at lights providing a significant time savings to motorists.
    5) **Community values** - Quieter and more aesthetically pleasing than standard traffic light intersections.
    6) **Attitudes** - According to the Insurance Institute for Highway Safety attitudes before installation were around 30% in favor of roundabouts but after 1 year in service public support increased to 70% on average.
    We would highly recommend a review of the Insurance Institute for Highway Safety and Federal Highway Administration for summary of the benefits of roundabouts.

13. (Business Randolph St) I just saw the proposed plan for a roundabout at this intersection. ARE YOU KIDDING ME? people in this town have trouble driving straight much less a roundabout. this will be dangerous at best! If pedestrian traffic is the reason it is wrong thinking. accidents will happen. there is a reason that we were all taught not to play in traffic! Now, on to taking private land to do this is absurd! Why was the useless

disease infested dog park not effected? the Elks do so much good for the community and under your proposal the road would be within feet of the patio(can't wait for that lawsuit). I have never agreed that ANYONE can take land that is not theirs. My profession is to protect individual property rights! and intend to do just that with this issue. it is appalling that anyone would think that a roundabout is a good idea for Traverse City MI.

14. Mam I am writing to voice my concerns regarding the roundabout being considered at the corner of Division and Bayshore dr. My main concern is the impact on the Elks lodge property. Not only will it reduce the parking and the loss of a gorgeous pine tree but also the egress and ingress of the parking lots out to Division. In addition what will be the impact on the TART trail for both pedestrians and bicyclists. If the roundabout has to be implemented would it be possible to swing it more to the west thereby having less of an impact on the Elks property .

15. (Traverse City) I have viewed the plan for a proposed roundabout for the intersection of Grandview Parkway and Division Street in Traverse City and do not believe that to be a good solution for that location. I have driven roundabouts and believe that, at that particular intersection, one would be dangerous and confusing. I question the sensibility of any roundabouts for Division Street. A possible exception might be one at the intersection of Eleventh Street where there is no traffic light. I have lived in and around Traverse City all of my life and have watched its growth from a small town to a regional hub, with the amount of traffic growing exponentially, far beyond the capability of the infrastructure. It is a certainty that the city will continue to grow and continue to attract a greater influx of visitors, drawn to the area through more and more national media attention. I believe that a partial, and *necessary,* solution to lessening traffic in the city is a bypass route proposed several years ago, connecting Hartman and Hammond Roads. Although it would not solve *all* of the traffic problems in Traverse City, I hope that the proposal will be revisited soon and action taken to accomplish the project.

16. (Williamsburg) Was at the Traverse City Library and saw the information boards about the proposals for putting roundabouts at 5 busy intersections in Traverse City. I researched this with my friends. Some of us know of roundabouts from Europe and other areas. Mostly areas with more room for these types of road constructions, and with weather that does not turn to blizzards and snow storms for a considerable amount of time, causing dangerous driving where it is difficult to see road lanes (or impossible!),and other cares, and very slippery. People that I have talked with in the U.S. who have lived in areas where these have been put in have reported an increase in accidents as people get used to them for at least a year, and then with people who come into the area and are not used to driving them. We are a tourist area in Northern Michigan. So in our short time of good weather, we are over-crowded with visitors. To have them thrown into a situation where they would have to try to navigate FIVE of these roundabouts while trying to figure out where they are going and where they should turn is a disaster waiting.....And I do not want my loved ones to be the ones injured or killed in this disaster. Personally, I would do anything I could to avoid going through those areas with roundabouts, and therefore use the streets in the inner neighborhoods, as many people that I have spoken with have also said they would do. And, I have driven in roundabouts. That is why I would do this! They do NOT seem safer than lights.

17. (Sixth St) I wanted to take a moment to submit my comments on the various options presented for this project. I'd like to start with the Boulevard Alternatives. I think **the proposed boulevard is an excellent idea** through the entire plan area. It would eliminate left hand turns across Division, both from Division and the Central Neighborhood alleys. At the particularly bad 6th Street intersection it would completely eliminate left hand turns and cross traffic. Moving this turning traffic into the more controlled 7th Street intersection area will make for a far safer roadway and should end the constant fender benders.
Also, the addition of a median will greatly enhance the aesthetics of this entire stretch. It should create a much more attractive primary entrance into Traverse City than what exists today and hopefully soften the roadway so that it blends better with the surrounding neighborhoods. The addition of neighborhood scale lighting and sidewalks to a boulevard would also help.

Regarding the various intersection alternatives. I think the roundabout alternative would be effective at 14th. This high traffic intersection would benefit greatly from this type of design, particularly to move traffic from westbound 14th Street during peak periods. Also, this intersection sees little pedestrian traffic.
Regarding the Parkway intersection, I think the "Boulevard with Signal" option is the best option. I think that a roundabout would move traffic better, but given the heavy pedestrian traffic and the significant driver distractions at that location (the bay, pedestrians, TART trail, airshows, etc.)I don't believe it would be a safe alternative.
For the 7th Street and 11th Street intersections my preference would be the "Boulevard with Signal" option. Although these intersections would also benefit from the "Safety and Operational Improvements" option presented. Adding a signal at 11th Street would allow turning traffic a chance to make their turns (both from Division and onto Division) during peak traffic times which should reduce accidents. A signal would also allow for another pedestrian crossing option from the Central Neighborhood into the Commons area, which is needed.

Planning should include a left hand turn lane from northbound Division onto Randolph Street to provide access to Slabtown neighborhood, schools, businesses, parks and Hickory Hills all of which are accessed from that street.
I'd like to thank you and the project team for your work on this project. I have attended most of the sessions and I feel that the process has been a positive one to this point.

18. (Arrowhead Dr) Round-a-bouts require driver courtesy and cooperation. Unfortunately Traverse City has little of either. Division Street is a major artery and we cannot change that no matter how much we would like traffic calming, bump outs, round-a-bouts, etc. what we really need is traffic speed enforcement which is sorely lacking and always has been for decades. If speeders could be assured of tickets we would see a dramatic slow down of speeding vehicles. Division Street re-do will probably be the most challenging project for TC and MDOT. I wish your design team the best.

19. (8th St) Hi I've reviewed all the plans... -I hate the roundabouts...totally disagree they would help anything...being alongside a semi on a roundabout is scary. the one at 37/115 is indeed "slowing", but much less used than this stretch of Division. absolutely horrible idea in light of the amount of traffic this stretch gets... As you can see from my address. I live in the 2nd block east of Division. been here 30+ years(lived in the 500 block of 7th prior to 8th)...just wanted you to note my experience with this area…
-a light at 11th would be major improvement and "calming"
-sidewalks on both sides of Division would be wonderful. IF cleared during winter....
-the median..? what's really needed is a turn lane the whole stretch gets congested/backed up by south traffic trying to turn onto the east numbered streets, and the north bound turning onto Sixth and Randolph...huge amount of lane changing to avoid "turners" and lastly...
I totally disagree with the one block 2way of 7th...didn't see a note about why this is being considered. (school buses?) but whatever...it's nuts. on 8th I see a steady stream of ?tourists/elders? going the wrong way, on my one way street. having 7th go thru to Maple is going to increase this mistake. I'd personally be greatly benefitted by being allowed to turn left onto Division from 7th.

20. (Holland Circle) We all know the constraints and concerns and I appreciate the study and thought that is gone into this project. I highly encourage the use of the median/boulevard design to limit the turns to and from US31/Division to signaled intersections only. Pedestrians should be directed to use those same signaled intersections. I drive this route every day and see the accidents that occur are usually from vehicles turning in/out; because of limited breaks in traffic, this causes very risky maneuvering by vehicles turning onto and off from secondary streets (City streets, alleys, residences and commercial entrances). Left turn lanes at said signals will significantly reduce the back up of traffic.
Roundabouts are generally dismissed by the community and I agree, they don't fit the need along this road. In most views, the layout encroaches onto buildings and/or property and will hardly handle many commercial trucking turning paths.

The intersection of US31 & Grandview could be handled by using the right only on Bay Street. Pedestrian traffic can be routed to new crossing on Grandview (signaled, if needed).

21. (12th St) Leaving just a few houses down from Division on W 12th Street, we are directly effected by whatever decision is made, so I'd like to comment that our family would like to have a light installed at the intersection of W 11th and Division St and left turns eliminated. We would also like to see (however unrealistic it may be) the heavy traffic (semis, large trucks) provided a different route option and restricted from the Division corridor. We have reviewed several concepts of improving the Division St displayed at the TC public library, and like Options 2 of each display.

22. (Rapid City) Are you guys crazy? We aren't in Europe! No one knows how to drive on roundabouts. I don't care what the studies say, they are an accident waiting to happen and we have all tourists here who are lost to start with. This is a terrrrrrrible decision. Put a left hand turn lane and call it a day. It is riculous and a waste of taxpayer money.

23. (Traverse City) Roundabouts on Division? Noooooooooooo Way , anyone here or tourists? They don't know how to use them. They have them in Sedona Az and it is a total mess. Everyone is going to take the side streets to avoid them. boy will that tick off the residents on those streets.

24. (Fern St) Please do not install roundabouts in any major intersection or on a major roadway in Traverse City. Traffic is horrendous already and many people do not have consideration or patience. Installing a roundabout would increase confusion, frustration, and a lot more complaining about the city streets.

25. (Spruce St) I like the roundabout at 14th. Roundabouts at 11th and 7th cut into people's property, which I don't like. However, something needs to be done at both streets to make them safe for pedestrians and bikers and to make entry into the commons/hospital easier for northbound traffic. I'm not sure how the roundabout works at front. In the image, it looks like it cuts through buildings. It doesn't appear there is space there for a roundabout. I like the roundabout at Grandview Parkway except it isn't clear what happens to Bay Street in that plan.

26. (Thorncreek Dr) Question, if round abouts are put in on division St.....how will the semi's that go through these road maneuver through these? won't that be asking for more problems? Won't the concept of round abouts create more gridlock in these areas than what is already there? It needs to be looked into before deciding. It's like having a 4 way stop at these intersections and think it will work. it won't.

27. In summary, anything that would bring more traffic onto Seventh Street would reduce the quality of life for the residents of not only that street but several streets within the neighborhood. Therefore, I strongly object to making the 600 block of Seventh Street two-way. I also strongly urge MDOT or the City of Traverse City to fix the traffic flow at the intersection by having parking on both sides of the street and one lane of traffic going straight (west) or turning right at the light. It would cost nothing.

28. Regarding the Division Street Boulevard: A left turn lane at Eighth Street would allow westbound traffic from Seventh Street to turn right (south) on to Division then left (east) on to Eighth Street as it does now. Cars also have the option of turning left (north) on to Division and then east on to Sixth Street as they do now.

29. (Team Elmers) Thank you for the opportunity to provide feedback on the Division Street corridor and how it will impact our truck drivers. We appreciate the MDOT's feedback process and understand they will take all aspects into consideration to allow the construction of a road system with the greatest movement and the least amount of delays, in the safest manner possible for all users. MDOT design engineers are aware of some of these needs, as represented by the design options. Our thoughts are as follows; Separation of Bicycle/Pedestrian traffic from vehicular traffic, designated turn lane, clearly marked pedestrian crossings, wide lanes to allow truck maneuverability, traffic signals, and should a round-about be installed, proper radii

to accommodate truck traffic's ability to stay in their lane without requiring the truck to travel up onto a curb/concrete relief section.
Our major focus is Safety and Efficient Use.
Separation of all bicycle and pedestrian traffic from vehicle traffic is preferred, allowing all to travel in a safe manner. Pedestrian tunnel or bridge crossings at Grandview Parkway, 11th and 14th is preferred. We appreciate the designated turn lane. Our drivers are frequently cut-off by drivers changing lanes to avoid stopped traffic that is turning left. Reviewing the options put forth by MDOT, and taking examples from other round-about structures constructed in the area, most recently Mesick at M-115, we strongly advise a large enough corridor to safely maneuver truck traffic around any round about. The Mesick construction is small for truck traffic to maneuver in a single lane, leaving scuff marks along the curb and back concrete section from the truck tires traveling up and onto the concrete section. We understand this is designed as such. In the Division Street corridor a similar design will lead to spillage from farm trucks taking fruit to processors. In the event of a double lane round about, if not designed properly, drifting of truck trailers into other lanes will occur during turn radius. In addition, blind spots of commercial trucks while navigating a round-about in the pedestrian crossing area is a concern. Please ensure the corridor can accommodate commercial traffic, including double truck (train) traffic a minimum of 80 ft long, special permitted loads range up to 100 ft or more long. Also, our fleet has some pieces at 9 ft 10 inches wide and 14 ft wide that travel that corridor with special permitted loads.
We appreciate the opportunity to voice our concerns.
And to clarify, the special permitted load for 9 ft 10 inches wide (our 110 ton crane) is permitted every week and travels the corridor frequently. It is not a once in a while occurrence.

30. Traverse City Elks Lodge #323; 625 Bay Street; Traverse City, MI
Elks Lodge #323 was established in Traverse City, MI in 1895 making the Lodge the oldest and largest fraternal organization in Northwest Lower Michigan. It is currently the largest membership Lodge in Michigan, boasting a membership of over 1300 local Members. The Lodge was originally located in downtown Traverse City in the 200 Block of East Front Street. From humble beginnings it grew to a membership of nearly 2,000 gentlemen in the 1950's and early 1960's. The membership list of the Lodge has always read like a Who's Who of Traverse City and the gentlemen and families that shaped our community. Even today, prominent business owners and civic leaders continue to be Members of the Lodge and either have or do hold leadership positions within the organization. In 1962 the original three and a half story Lodge downtown burned leaving only the ground floor retail space intact. The membership shared space with several other organizations until the original Osteopathic Hospital was purchased and renovated to accommodate the Lodge. The Lodge moved into its current facility in 1965 with the first complete Lodge year being 1966-1967 with Gerald Oleson as the Lodge Exalted Ruler (President). In the 1970's a modest addition was added to the building to give it the current footprint of roughly 11,000 square feet. When originally purchased the Lodge owned the entire block it sits on including where the Law Offices of Smith & Johnson and the now empty credit union building sit. From the time of the fire in 1962 to the move to the current location membership fell to around 1,000 Members. The membership levels hovered around the 1,000 mark until the mid to late 2000's. Since 2008 the Lodge membership has grown to over 1,300 men and women. The membership roll continues to read like a Who's Who of regional business, industry and government icons.
Following are a few facts about Traverse City Elks Lodge #323:
- Established in 1895, over 10,000 local individuals have become Members of the Lodge. The current membership is 1344.
- Since relocating to 625 Bay Street in 1965, the Lodge has paid in excess of $1,000,000 to the City of Traverse City in Property Taxes, not including Personal Property Taxes.
- For the last 25 years the Club Facility of the Lodge, including a full-service restaurant and lounge, has averaged over $900,000 in annual revenue resulting in sales tax paid to the State of Michigan in excess of $1,350,000 during that time. From 1895 to date it would be safe to say the Lodge has paid well over

$5,000,000 to the State in sales taxes. By law the Lodge cannot serve the general public in our Lounge and must rely on its members for all of its revenue.

- The Club Facility operates with a fully paid staff providing meaningful employment for 32 people year around with payroll and benefits of approximately $400,000 per year for a 25 year total of $10,000,000.
- The Lodges annual payments to TCL&P and to the City for water and sewer are in excess of $45,000.
- The Benevolent and Protective Order of Elks is dedicated to serving the youth and veterans of the communities in which we operate. In the 120 years since the organization of Lodge #323, the Members have contributed in excess of $2,000,000 to the community in support of youth and veterans in the Traverse City area. We are one of only two Lodges in the country to have an endowment fund dedicated to assisting the youth in the area we serve.
- Nationally, the Benevolent and Protective Order of Elks provides more scholarships to graduating high school seniors than any other organization other than the Federal Government. This year scholarships from the Grand Lodge totaled nearly $4,000,000. Several students living in our service area won scholarship, including one for a four-year total of $20,000.
- As recently as five years ago the Lodge agreed to contribute $18,000 to the City of Traverse City to aid in the rebuilding of Bay Street which eliminated flooding and standing water on Bay Street each time there was rainfall of any significance. The parking in front of the Lodge is a result of that rebuilding of Bay Street.
- This year the Lodge also allowed the City, without complaint, to extend the sidewalk and Right of Way along Division Street to Bay Street taking a significant amount of green space away from the Lodge adjacent to Division Street.
- Because of the generosity of our Members and the due diligence of our Officers, each year the Lodge provides a dinner for all of the Eagle Scouts and Gold Award Scouts in the area, has a dinner and ceremony in support of our area Law Enforcement Officers and other First Responders, holds a public Flag Day Ceremony on the lawn of the Lodge with participation by most Veterans and Law Enforcement organizations as well as Air Station Traverse City, US Coast Guard, hosts a Veteran's Day ceremony and dinner for all veterans in the area and hosts a Halloween Party each year for challenged children of the area to Trick or Treat in the safety of the Lodge.
- Each Thanksgiving the Lodge gives away 100 meal baskets and recently received a $10,000 grant from the Elks National Foundation to extend that giving to three times a year. Additionally, the Lodge has a 'Care Packs for Kids' program that provides weekend meals for 30 disadvantaged elementary school children who may otherwise not have sufficient food to eat over the weekend.

In addition to the events the Lodge hosts and participates in we also support our local economy in other ways. About seven years ago Springfield Roofing installed a new roof on the entire building at a cost of $72,000, which the Lodge paid for with cash. Two years ago new windows were installed in the entire facility by a local vendor at a cost of $20,000. Currently we are wrapping up a complete redecorating of the interior of the facility which cost $150,000 and utilized the services and expertise of six local contractors. The Lodge also hires out lawn service, snowplowing and daily interior cleaning of the facility resulting in annualized expenses for contract services of approximately $40,000. Five years ago the Lodge installed a patio at a cost of about $10,000 including the fence and furnishings. It is the belief of the Lodge and its Members that should a 'roundabout' as described in the above captioned alternative be built as currently designed, that our membership would fall off, our restaurant and lounge business would be negatively affected and our ability to provide the benevolence to the community at a level currently seen would cease to exist. The Lodge utilizes our green space for member and community gatherings including the public Flag Day Ceremony as well as viewings for air shows and other events held over and on Grand Traverse Bay. We also allow other non-profit organizations to use our facilities and grounds for weekly meetings and

fundraisers. Without the revenue generated by our club facility and benefit golf outing the Lodge would not be able to continue supporting holiday baskets for the needy or the 'Care Pack' weekend food program for disadvantaged elementary students. It is our belief that this would have a marked negative impact on the community as a whole and those who are served specifically. Of particular interest to our membership is the fact that it appears that very little land for the proposed roundabout is being taken from the 'Dog Park' that serves such a small minority of the local population with little or no benefit to the citizenry as a whole. With 1344 Members, the Lodge is dependent on all the parking we can have. Eliminating the parking along Bay Street would put an undue strain on the remaining parking both in our lot and on the streets around the Lodge, adding further confusion to those who travel Bay Street. Parking has been and continues to be an issue with the city for new projects and eliminating street parking at any point in the city is likely to cause problems someplace close by. The parking along Bay Street is also used extensively during the National Cherry Festival, the Traverse City Film Festival and other regional events. Eliminating even the nominal number of parking spaces currently located on Bay Street would cause further congestion in other parts of the city. There have been discussions off and on for years concerning the closure of Bay Street due to its proximity to both Division Street and Grandview Parkway. It is both dangerous and difficult to exit Bay Street onto Division at any time of the year but particularly so during the high traffic months. Visitors to the area often turn onto Bay Street thinking it is the Parkway only to find they must make yet another turn to re-enter Grandview Parkway.

Several years ago new crosswalks and crossing lights were installed on both Division and Grandview Parkway. Since the new crosswalks were installed it seems there have been far fewer incidents of pedestrian vehicle mishaps and people, both pedestrians and drivers, have become accustomed to the crossing procedure. We fail to see how three crossing areas without lights are going to make it safer and easier for pedestrian traffic to cross either Division Street or Grandview Parkway as well as keeping traffic moving into and through a roundabout. At some point traffic is going to have to stop to allow for pedestrian traffic to cross.

It is the opinion of many of our Members that any redesign of Division Street would be unnecessary if Grand Traverse County and the State of Michigan had moved forward with a by-pass around the city beginning as far south as Chum's Corner or as far north as Hartman Road. Much of the traffic seen on Division Street could have been rerouted to less congested areas and all of the time, money and energy put into developing models for 'traffic calming' would not have been necessary.

From the standpoint of local economic impact, Traverse City Elks Lodge #323 contributes in excess of $1,000,000 annually to the local economy. It is estimated that if the proposed roundabout were to truly happen as proposed, our membership would drop off considerably resulting in a reduced need for personnel in the restaurant/lounge, reduced usage of the facilities by other non-profits because we would not have the means of providing for them and our local benevolence would drop off considerably.

The Membership of Traverse City Elks Lodge #323 urges MDOT and the State of Michigan to seriously consider the local economic impact of the current roundabout proposal and find an alternative that is much better suited to our region and the area in particular.

31. (Seventh Street) While I understand that traffic needs to move along on Division Street, I also believe that any plan should have the least negative effect on the residents of the bordering neighborhoods.

    I am a resident of Seventh Street and am most concerned as to how the proposed changes on Division Street, impact the historic Central Neighborhood, its residents, and in particular Seventh Street residents, therefore I will limit my comments to traffic flow and pedestrian movement in are around Seventh Street.

    The light at Seventh and Division has always negatively impacted the quality of life on Seventh Street. The light has proved to be a magnet for traffic with traffic counts showing that cars traveling along Seventh Street far out number the counts of any other east west street in the neighborhood. If the neighborhood is to function as a grid as many have often said, then each of the other streets needs to carry some of the traffic. Therefor a traffic light at 11th Street would accomplish that. Seventh Street has functioned as a one way street with a no left (southbound turn) on to Division Street. It is a confusing and therefore dangerous intersection. If the light remains, then there should be one lane of traffic that either goes straight or turns

right. The current configuration often sees cars in the right lane go straight instead of turning, while cars in the left lane are angling toward the right to go straight. Confusing enough? It's even worse for cyclists. Changing the 600 block to two way traffic would jeopardize the quality of life on Seventh, Maple, 6th and 8th Streets even more because it would bring remarkably increased traffic into that block and cars would be forced to turn onto Maple, then either 6th or 8th Streets. or any other east west street for that matter. The no left at Seventh and Division was put in as a traffic calming safeguard for the residents of Seventh Street. Otherwise even more traffic would use the only neighborhood light to go straight west, south or north. That's too much for a residential street with more and more children in the neighborhood.

32. (Cedar Run) I live in Traverse City and am wondering---who came up with such a hair-brained idea of putting a round-about at the end of Division and the Parkway. I guess if you don't live here and are never at that intersection at any time of the day--that person should see what the traffic is like. And, how would people trying to cross to the water ever get across?? That is not a very much thought of problem, is it?
    And, then there is the problem of people trying to make a left turn to go back into everything is in the G.T Common area. What is so hard about extending the left turn lane farther north from Fourteenth Street? Gee, the west side of Division--- the land is vacant???
    And then, the traffic on Division is busy all the time. Big trucks, motorhomes pulling cars, boats or small trailers sure would have an interesting time making turns--especially on roundabouts!
    I hope who makes these decisions really thinks about the people who live here.

33. (Former Exulted Ruler of Elks) I am writing to express my concern regarding the proposed roundabout for the intersection at Division and the Parkway. This is a heavily used bicycle and pedestrian/recreational area. Currently, traffic signals effectively control crossings and allow shared use by all concerns. Changing this to a roundabout would eliminate signals and interfere with recreational traffic. This intersection is next to Grand Traverse Bay and often has white-out conditions in the winter. Traffic lights are at best barely visible at times, but effectively control the flow of traffic. Doing away with lights would cause a great deal of confusion when visibility is significantly impaired by blowing snow. Our City has been committed to developing bay side public parks, which are heavily used. This roundabout would destroy the character of our community. Roundabouts will force traffic into nearby neighborhood streets as drivers seek routes to avoid roundabouts. I drive this section everyday, and have never witnessed an accident at this intersection. Please use our tax dollars to fix roads that are in need of repair. Do not destroy the character of our community by pursuing this project.

34. (Traverse City) Noticeably missing from your pictorials at the Traverse Area District Library – Woodmere Branch—is any graphic representation of a couple of semis with 105’ trailers going through the roundabout outer lane at the same time that either a tiny car or a tourist with a 5th wheel camper is in the inner lane. Just exactly how many feet are lost in the inner lane when that semi with the 105’ trailer goes though the outer lane, hugging the inner lane? Why don’t you ever show it graphically? Why don’t you ask people what they will feel like with that semi and trailer next to them? How does their panic reaction increase the accident risk in your model? Why don’t you include this the information in these pictorials?

35. My Comments on Redesign of Traffic Management: Basic Assumptions
    1. Division Street is a Major Hwy in a largely residential setting in 2015.
    2. Its Highway designation dates to a time before the kind of traffic pressure that exists now.
    3. Repurposing (which continues) at Grand Traverse Commons has already resulted in high westerly use of the Division and 11th intersection.
    4. Significant expansion of the Munson campus is ongoing.
    5. Problems to be addressed exist because use has and will continue to outgrow capacity limits.
    6. Alternative road(s) access to Grand Traverse Commons and Munson’s campus are in place.

    Comments on Presented Design Alternatives
    1. Boulevard Alternative:

a. The idea of a boulevard is a very good idea for several reasons. Providing improved pedestrian safety and visual esthetics is overdue.
b. Limiting left turns is a good idea to enhance efficient traffic flow.
c. Adding traffic signals and turn lanes to service them uses up space that is not available. It also intensifies traffic noise and vibration for neighborhoods and their residents.

2. Roundabout VS Traffic Signal:
   a. Except for the roundabout proposal at 14th there is no space without significant, additional cost.
   b. I can't conceive of a roundabout I would drive through with semi tractor-trailer rigs.
   c. Roundabouts seem to facilitate smooth traffic flow when all the streets at the intersection carry similar traffic load.
   d. Addition of turning lanes at 7th Street will improve traffic flow at the existing traffic light.

Suggestions

1. Address the regional demands of funneling large amounts of traffic that is traveling through the area with little local purpose.
   a. Install signs to direct heavy trucks and others passing through to use alternative, existing routes such as Beitner-Keystone-Hammond to Four Mile and Airport to Three Mile. Improvements to these roads for increased traffic load are significantly less intrusive than attempting to upgrade Division to accommodate everyone's needs-which is folly at best.
   b. Eliminate left turns from all directions on 13th through 8th streets and 3rd through Bay streets. Reduce speed limit from 14th Street north to the Parkway. Traffic flow will improve as will pedestrian safety.
   c. Build a regional By-Pass around the greater Traverse City area to make a long term solution.

I am a resident of Grand Traverse County and travel Division Street on a regular basis and have for most of my life. My hope is the governmental agencies of this region can come together to coordinate effective planning and ultimately revision to the transient traffic patterns which have largely evolved by default for this growing area.

36. The Village Condominium Association (VCA) is a Site Condominium Association formed by the owners of the residences, commercial and retail units that make up Building 50 and its environs at the Grand Traverse Commons. We live, work and play at the Commons, and the flow of traffic around our campus impacts our businesses and quality of life. Our association members have participated in the Open Houses you have hosted and have carefully considered the potential improvements and conceptual design alternatives. The following are our comments on the May 2015 conceptual corridor designs as presented by MDOT.

Eleventh Street Intersection

MDOT Planners have proposed untangling traffic in the study area of U.S. 31/M-37 by easing the ability to turn left at major intersections from either the Northbound or Southbound lanes of Division Street. All of the alternatives would free up traffic flow on Division. The VCA's focus, however, is on congestion in and out of the Commons, in particular on the west side of Eleventh Street. Unlike our Central Neighborhood neighbors to the East who hope to limit access to their residential streets, we at the Commons appreciate the necessity of low-speed traffic around our campus. As reflected in MDOT's traffic analysis, the Eleventh Street intersection is the most congested of those studied in the 1.2-mile corridor. The Eleventh Street/Division intersection is a major conduit for some of the 3700 Munson Medical Center employees and those visiting Munson's 391 patients; the 400 employees of the Grand Traverse Pavilions and those visiting their 300 residents; the 450 workers at the Commons, approximately 350 residents and thousands of visitors to our festivals, shops and restaurants. Additionally, employees of the State of Michigan building at the corner of Elmwood and Eleventh and school traffic accessing the TBAISD and Greenspire buildings use the route. It is important to the Commons that our community members and visitors be able safely both to enter and exit the Commons at Division Street. Of the four alternatives presented for the Eleventh Street intersection, ONLY the roundabout allows for eastbound vehicles exiting the Commons to safely turn north on Division. There is no provision under the other alternatives for even a left turn lane, much less a signal, from eastbound Eleventh Street into the intersection. At certain times of the day, the eastbound lane on Eleventh Street backs up significantly – at Munson shift changes, when employees from the State Office Building

finish their work day and when the Greenspire and TBAISD school traffic exits at the end of the school day. The VCA strongly supports the Roundabout Alternative at the intersection of Eleventh and Division, with the addition of an activated pedestrian crossing signal for pedestrian and bicycle safety. The roundabout must be sized to accommodate busses, double bottom gravel trucks, motorhomes and trailers that would need to maneuver through the intersection. In community discussions of the Division Street corridor prior to the PEL Process, a plan for a roundabout at this intersection was located further to the west than the conceptual design presented at the May 14, 2015 Open House. Siting the roundabout further west into parkland would avoid the need to intrude into the historic structures on the east side of Division and remove the "red flag" against this alternative. We recommend that the MDOT and its consultants consider this revision to their alternatives for Eleventh Street. If the "red flag" cannot be remedied to implement a roundabout at Eleventh Street, the VCA supports a signal with the addition of a left turn lane and left turn signal from Eleventh Street into Division. The VCA does not support limiting turns at the intersection. A left turn signal from Eleventh should relieve some concerns of the Central Neighborhood that traffic from the Commons will use their streets as a cut through. The "boulevard" barriers shown on this proposed alternative would promote traffic flow on Division by limiting the ability of vehicles to turn off this major thoroughfare; however, these barriers would funnel traffic turns to Eleventh and Seventh Street. While this may be a desired effect from a highway planners' point of view, it would negatively impact the neighborhoods. Why not dilute traffic headed into the Central Neighborhood by allowing more turning points off of Division, thereby spreading the cars through the grid, rather than channeling them into a few overloaded streets? If this suggestion slows traffic on Division, creating more of a small town street character rather than a highway buzz, so much the better.

Seventh Street

Although the Seventh Street intersection is not in the Commons, it greatly affects vehicular flow through and around our property. While a roundabout would be preferable at the intersection, there is no option to avoid historic properties, as there would be at Eleventh Street. The VCA therefore supports the Alternative Proposal to change the first block of 8th and 7th Streets east of Division to 2-way traffic with northbound and southbound left turns, in order to provide easier ingress and egress to and from the Munson campus, and consequently, the Commons.

Fourteenth Street

The VCA strongly supports the Roundabout Alternative at Fourteenth Street. There appear to be no "red flags" for this alternative. The intersection is a major pedestrian and bicycle crossing, with individuals and groups headed through the intersection toward the Village trails, the Mall Trail and the Buffalo Ridge Trail. The alternative should be amended to provide for an activated pedestrian crossing signal for pedestrian and bicycle safety.

Grandview Parkway

The VCA supports the Roundabout Alternative at Grandview Parkway, again with the addition of activated crossing signals for pedestrians and bicyclists. During the summer months this intersection can see large crowds attempting to cross to reach festival sites. Planners may want to do a traffic count at this intersection during the Cherry Festival and TCFF film festivals in 2015 before reaching a final determination.

Front Street

The VCA supports the Safety and Operational Improvements Alternative for the Front Street intersection.

Conclusion

The VCA appreciates the willingness of MDOT and its consultants to receive input on the proposed alternatives for renewing Division Street from Grandview Parkway to Fourteenth Street. We hope our comments are useful to the process and wish you success in a complicated endeavor.

37. I just wanted to drop you a note in regard to the proposed work at the intersection of US-31/M-37/M-72 in Traverse City. Either of the first to proposals would be a more proper fit for the corner. The proposed round-about would not. The round-about would en-crouch to heavily on the Elks property who I am a member of. We just spent in access of $30,000 for the assessment to the improvements on Bay Street in front of the building which would all be removed from the round-about and block the view of a very valued property. There is also the walking trail on the bay side of the road that would be disrupted from this

round-about. This just doesn't seem the place to try and squeeze in a round-about. Thank you for reading my rambling. NO on the round-about!

38. (Northport) We have been made aware that the State is considering making a round-about at this intersection. All I could think is there would be many accidents until people became use to such a situation. My memory goes back to the round-about in Brighton, MI at Lee Road and what an issue that was for people to adjust to that kind of situation. Lots of accidents happened, I was told. If there are traffic accidents at this intersection due to a new traffic flow, it would cause many problems with diverting traffic until the accident was cleared. I would agree that the current traffic light and traffic flow isn't the greatest but the round-about seems even worse than what we already have going.

39. (11th St)
    1. 40 mph is TOO FAST for a road/street that is in the city limits and is in a large residential neighborhood. I would argue that it should be no more than 25 mph with crosswalks with signs for motorists to acknowledge that they are not the only ones using the street. You people do not live here and have no idea how unsafe and how fast it is. Your studies are unrealistic and need to listen to the majority of people who live and work around division. SLOW IT DOWN PLEASE!
    2. There is no POLICE patrolling the division. I once had a CITY cop tell me that it "polices" itself when there are accidents they come. The cop said it is too busy and fast therefore making it dangerous to set speed traps. To me that is ridiculous.
    3. I would love to see bike lanes. I work and live in town so I do not have to drive. I work at Munson and the Pavillions and it is dangerous crossing 11th street at certain times of the day. There is enough room at 11th that a roundabout would be feasible, slow down traffic and make it safer for pedestrians to cross. I love being able to walk and ride a bike all year long. I just wish it were safer. you could always build a tunnel under the road for pedestrians.
    4.I do not like the idea of a light unless 11th street was made one way going west like 7th street. there needs to be less traffic coming and going. No left turns would be nice as well unless an additional lane was placed.
    5. It is the entrance to one of the best places in Michigan and it is the ugliest roadways. It is an uninviting, loud, fast, and an ugly road. Something needs to happen and hopefully for the better sooner than later.

40. (19th Street) I have worked as an orientation and mobility specialist for 30 years and have concerns about the Division Street proposed changes. The proposal has been presented as a means of improving pedestrian traffic across Division Street. The roundabout option is rated as "acceptable" for pedestrians and bikes. There is no way that with the volume of traffic, especially during summer months, that there would be safe options for crossing without a traffic control. While my work has been with visually impaired persons, the concern for safety would certainly extend to children and seniors who are not able to quickly judge and act on pauses in traffic, even if any existed. The improved traffic flow should in no way be done at the cost of safe pedestrian use. I recognize that there has been much comment on people not liking roundabouts because they're "not used to them". As a user and instructor of roundabouts in the Grand Rapids area, I can assure you that familiarity does not impact safe pedestrian use. I encourage you to pursue the other options presented that would involve a traffic control. Thank you.

41. As a resident of Central Neighborhood and specifically 11th Street, my biggest concern with the various proposed alterations to Division is the intended or unintended affect it will have on making 11th Street a funnel for all traffic coming into the neighborhood and for drivers wanting an "easier" way to get across town. 11th Street is a thriving part of Central Neighborhood with many, many young children who play along its sidewalks and cross it daily to walk to school. In addition, many homes along this street in recent years have been brought back from rentals to once again be single family homes. Making 11th Street a defacto through street (which several of the proposals would eventually do), would not only endanger the many children who live along this street but would also lower property values in an area of steady growth...which in turn would lower revenue to the city. The street already has a safety issue with drivers

speeding down the hill from the Commons during the evening hours when traffic on Division is minimal. Please don't make it a 24 hour occurance by putting a through light at the intersection of 11th and Division. The better solution on the neighborhood side would be a light that would allow right in only from Division onto 11th and a right out only from 11th to Division. On the Commons side, the light would only allow right and left turns out but no through traffic. Those who needed to get into the neighborhood at 11th could turn around at the proposed 14th Street roundabout. I would also propose having a pedestrian activated signal at this 11th street light to make crossing to all the Commons has to offer an easier process. In the end, this type of configuration allows easier crossing of Division for pedestrians, better left turning capacity for traffic coming out of the Commons and a safer street and neighborhood for those of us on 11th Street. Thank you.

42. (Kitchen Choreography – Division) After reviewing the various proposals to rework US 31 along the Division St. Corridor I have a few items that I think should be taken note of. First I do not agree with widening the road at the expense of the bordering properties. Our buildings are already very close to the traffic and take quite a beating from the snow plows. Note how many of the homes have built concrete walls in their front yard to alleviate this. Also I don't believe that the danger to pedestrians crossing the street has been addressed. There is a growing community at the Grand Traverse Commons and it is getting very difficult to cross the street. Two schools are located on the Commons and 11th st. is in need of a light with a cross walk. It seems that this option is not being considered but I would like you to reconsider it. Another potential downside of these current proposals would be the effect it has on the Central neighborhood in that it would increase the amount of traffic cutting through off of Division St. I would be in favor of a "no left turn" from Division into the neighborhood to protect these areas. I am a concerned business/property owner (Historic Grand Traverse Commons Structure) directly on this proposed reconstruction and I am also a city resident and property owner at 703 S Union St. Hopefully the State and City can strike an acceptable balance between foot/bike traffic and our increased traffic flow. Thank you very much for your consideration.

43. (Traverse City) Definitely Yes on Blvd along Division Street*** -Yes on Roundabout at Front & Division -Yes on Roundabout at 14th & Division -Yes on Roundabout at 11th & Division. Would love if the Roundabout could work on Grandview & Division, but at the very minimum, the Blvd with Signals would be a great improvement. ***For those reluctant to embrace the Blvd along Division, promote a "Think Ahead, Plan Your Path" philosophy.

44. (Williamsburg) I fully support the five roundabouts which are proposed for Division St. in Traverse City, between the Parkway and 14th Street. The design for each roundabout is well planned and elegant. The roundabouts simultaneously address the longstanding issues concerning speeding, noise, pedestrian safety, and flow. I firmly believe the roundabouts will help to integrate the neighborhoods currently bisected by the current arrangement.

45. (Williamsburg) Having roundabouts at the intersections as proposed is the only proven solution to the significant and truly life-threatening scenarios pedestrians, bicyclists and yes, motorists face as they traverse Traverse City. Roundabouts work like nothing else will to improve traffic flow while at the same time protecting motorists from collisions and affording pedestrians and bicyclists with opportunities to utilize streets to travel without being continually threatened by cars, trucks, etc. that are speeding through intersections, sometimes failing to stop intentionally or simply due to human error inherent in driving. I have lived in several cities in the U.S. that extensively utilized roundabouts starting in the early 1980's, not to mention, many trips to France where roundabouts are the norm. Whereas here it seems like a foregone conclusion that the roundabouts will not be installed. . . why? because, after having lived in T.C. for nearly 25 years I can see that the cultural norm that prevails is to resist change. This societal norm is quite damaging in the long term. In conclusion, it is without question the roundabouts should be installed. In fact many more than just the five intersections you have identified should be treated with them. Why do I feel confident saying this. . . because they have a proven track record of working as intended. Thank-you for affording us the opportunity to comment. Thank-you for all of the hard work that has been done in planning

. . . it is amazing the number of hours spent trying to convince people of something that is so elegant in its design when all they really want is a good old fashioned stop sign/light.

46. (19th St)Three goals in mind with my comments: 1. Improve flow of traffic; 2. Maintain integrity of historic neighborhoods; 3. Reduce traffic volume.
    Roundabouts at Grandview, 11th, and 14th are FANTASTIC ideas! They will improve flow, reduce speeds, and provide improved safety at these intersections. It's tremendously important to eliminate stopped vehicles as much as possible. It's unrealistic to place roundabouts at 7th or Front Streets. Existing residential and commercial structures, especially at Front St. which are new builds will most likely make this unfeasible. To reduce speeds, utilizing the boulevard concept, roundabouts, and a new, reduced speed limit will do the trick. This will reduce noise and increase pedestrian safety for crossing Division St.
    Speaking of pedestrian safety, one thing missing from these design plans is dedicated pedestrian crossings between the major intersections of 11th, 7th, Front, or Grandview Pkwy. Is this a realistic goal? Or are the pedestrian crossings at those major intersections enough to provide adequate access between the Central Neighborhood and the Commons area?
    In the bigger picture, reducing traffic volume on Division between 14th and Grandview Pkwy would be great. The only way I see this happening is to provide improved access to existing alternative routes, and to establish new ones.
    As a local resident, I notice that much of the snarls in traffic occur at 14th because of the long timing of the traffic signal, and at 11th St. due to left-turning vehicles.
    Much of the traffic sitting at 14th is trying to turn right onto eastbound 14th St. This feeds to Union and Cass Sts. that run downtown. Improving access to, and improving flow on 14th St. will reduce some volume on Division.
    But in my opinion, establishing a re-designated US-31 around the perimeter of Traverse City will reduce traffic volume. And it wouldn't take much. Rather than have US-31 turn northbound at Chums Corners/M-37 junction, have it proceed straight through on Beitner Rd. to Keystone Rd. to Hammond Rd. From there, it would proceed eastbound on Hammond Rd. to either 3 Mile or 4 Mile Rds. Then it would re-connect with existing US-31 North in East Bay Twp.
    This combination of roads is already used by locals who know the area. However, for commercial and tourist traffic it is not well known. Providing a signed, improved alternate route around Traverse City will help reduce traffic volume in the Division St. area.
    And forget the notion of a bypass at Hartman Rd. that would connect to Hammond. In my view there is too much cost and not enough public support for this option.
    Thanks for consideration.

47. (Randolph) We are owners of Sleder's Tavern which is one block off of Division, next to Immaculate Conception. Our back parking lot empties on to Division. With the proposed round-about at the bay, with continuous flow from the bay going south, can you tell me how our guests, employees and neighbors will be able to make a right hand turn on to Division, (not even considering a left hand turn) from Randolph in July and August? That intersection is a six week problem that is doable for the rest of the year considering it is a major highway.

48. (11th) You may or may not be aware that 11th street is part of the expanded historic Central Neighborhood district in Traverse City. Residents of Central Neighborhood are very protective of quality of life issues in the neighborhood in general, and obviously I'm particularly interested as my family resides on 11th street. Reviewing the options proposed, it appears the best way to make improvements without harming the integrity of our neighborhood would be the Safety Improvements option. Also, I'm wondering if you can share more about the process that remains to reach a decision on any of the proposed options. We would welcome the opportunity to participate further in this discussion and help shape positive improvements while preserving quality of life. Thank you.

49. I am contacting you about the idea of a round-about on intersection of division and parkway. Hoping you can explain a few questions. 1. with lights within blocks of purposed round-about what will stop traffic backups from the other lights. I work at Sleders and see backups every work day year round. 2. What is the plan for cars to get back on Division from any side street? 3. How do bikers, or walkers cross Division? There have been a number of accidents on Division between Parkway and front already from people trying to get on Division this summer. I would like to give you my idea. left turn lanes, with left turn signals. You won't have people jumping lanes, won't have to take chance of beating the car coming at them. At Sleders we have probably 50 cars cut through our parking lot to get on to Division and that is not when school is happening. There is no way to make a left unless off hours and you are very lucky.

50. I WISH TO ASK THAT THE PROPERTY BELONGING TO THE ELKS CLUB OF TRAVERSE CITY NOT BE INCLUDED IN ANY PLANS TO BUILD A "ROUND ABOUT" NOW OR IN THE FUTURE. THANK YOU

51. I think putting a roundabout on division and us 31/72/37/parkway is going to make more problems than helping!!! There is already backups from front street light, not going to be better when having continuous flow of traffic. Not to mention trying to make a left in that couple of blocks.

52. I am strongly opposed to roundabouts period. But this one especially would affect the Traverse City Elks Lodge by removing a major portion of our parking lot. That corner works just fine the way it is.

53. I would like to know whom we may address displeasure concerning a 'proposed' roundabout at Division St. & M-31-37 in Traverse City, MI? We are very distressed that the Elks Lodge # 323 will lose its' Handicapped drive-up with entrance to the front door, 20-30 parking spaces, walkway areas, very large established maple & pine trees-which assist us all in the process of phytoremediation & ingesting carbon dioxide. Please let us know whom we may speak with.

54. As a member of the Traverse City Elks Lodge I wish to oppose the installation of a roundabout at the intersection of US-31 Division St. and the Parkway in Traverse City. The addition of two turning lanes going West along the parkway and one lane East is preferable.

55. Would love to see roundabouts at Division and 14th and Division and the Parkway. Not sure if this can be done without a roundabout at Front and/or 11th? Seems as though there isn't enough room at Front for a roundabout without some major changes to abutting properties---at least not until they are proven successful elsewhere?

56. Reading some of the comments made regarding this amusing. I would just like to say first, I believe your responsibility is to move vehicles efficiently and effectively. I do not support any round-a-bouts in this corridor. This town suffers from not enough capacity on the current road system and a minority of people trying to exclude vehicles from the city. If a more global look at the traffic was done, you would find they are creating more problems than solving. Local planners keep talking about keeping traffic out of neighborhoods. That is exactly where they drove cars after reconstruction of Elmwood Ave, Eighth St. restriping, State St. redesign and it will happen some more with the completion of W. Front St. redesign. They are looking for you to do the same thing along Division St. They even believe the name creates conflict between the two sides of town. A minority of our population is west of Division St. Evening and night traffic flows smoothly down Division St. every day of the week. It is daytime summer traffic that cause the congestion because the town is over capacity. Is MDOT going to repay the city all of our plowing expenses each winter for the round-a-bouts? How are emergency service supposed to handle traffic when a collision occurs at the round-about? Will it be large enough to reduce to one lane or will they have to redirect? Your other round-a-bouts are littered with skid marks and car parts. So someone has experience answering this. After living in Japan for 2 years with every size and shape of round-a-bout, they are no better that the current system. Accidents there caused the round-a-bout to be shut down leaving you no place to go. The blvd concept works well on Grandview Prky. The biggest issue is an accident that results in complete closure.

People cross the street getting to the beach fairly easily. The last person I know to be hit and or killed was the intoxicated male that walked into traffic. The couple on Division had blame placed on the pedestrian not the vehicle operator. You're trying to engineer stupid out of people and it will not work. Don't buy into this fantasy that Traverse City can be a community of bikes and walkers like Mackinaw Island. People here have to use cars/trucks as a means of transportation and business.

57. Reading through the comments, the majority seem to reflect the incompatibility of state and federal highways with a residential area. Lower speed limits, more bike baths, alternate truck routes, less traffic in the neighborhood are being asked for. Your staff in Traverse City insists that we can't look outside this corridor. Do you have data that demonstrates success with roundabouts on highways in residential areas?