

Blank Comment Form

Contact Info and Future Public Input Sessions

US 31/M-37 (Division Street) PEL

Contact Info

Comments can be mailed or e-mailed to:

Patty O'Donnell, MDOT Project Manager

MDOT Traverse City TSC

2084 US-31 South, Ste. B

Traverse City, MI 49685

ODonnellP@michigan.gov

(231) 941-1986 office

(989) 614-4229 cell



Web

Comments can be submitted thru the project website:

<http://www.michigan.gov/mdot/>

select: *Projects and Programs--*

Studies--

Planning and Environmental Link (PEL) Studies

or follow this web link:

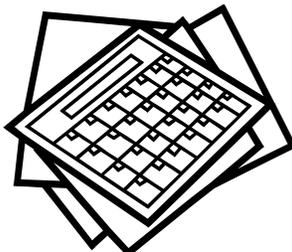
http://www.michigan.gov/mdot/0,4616,7-151-9621_11058---,00.html

Social Media



Find us on Twitter @MDOT_Traverse

Future Public Input Sessions



Preferred Alternative -- Summer 2015

Completed Comment Forms

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

- ① if boulevard on 11th eliminates entry into 2nd, 3rd streets from S bound 11th → then need to have roundabout on Parkway + Division to allow slabtown residents to exit from Bay St. to go E on the Parkway. Getting out of Slabtown is difficult onto Division.
- ② Yes - I prefer a roundabout at 14 + Division and at the Parkway and Division. They are safer, slow traffic and are better for pedestrians! Roundabouts everywhere would be great! maybe there are federal \$ to purchase homes from individuals on 11th + Div. (if they desire) to make room for roundabouts.
- ③ If near end accidents are predominate accidents at all intersections → then please lower speed limit on Division. There is no reason

Please place this form in a comment box or see the second page for other options.

to have a 40 mph speed limit! The reason MDT gives - that 40 is what people drive - makes absolutely no sense - please use your education on this one.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

- ④ - Do not have R turn on red at Div. + the Parkway → when going E and then turn S on division. This is unsafe for pedestrians, does not leave any traffic breaks for Slabtown residents to exit on to Division from Randolph.
- ⑤ 11th + Division - having L turn lanes is very dangerous as people drive way too fast going thru that area. It might negatively impact the Central neighborhood as it may invite too much traffic at 11th.
- ⑥ a Boulevard can be good but current display does not offer ~~many~~ a variety of options to enter Central neighborhood, thus putting more weight on 8th + 11th. Boulevard
- Please place this form in a comment box or see the second page for other options.
- on Woodmere has worked well and there are many turn openings.
- ⑦ Reduce Speed, Reduce Speed, Reduce Speed!

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

⑦ continued- reduce speed - relocate MPH signage as the 30 mph sign on E side of division just S of 7th st. is very hard to see.

I have NEVER seen any speed violations enforced on Division. People are clearly driving along Division.

Thank you very much - Good luck to us all-

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

MY BIGGEST CONCERN IS NOT MAKING ELEVENTH STREET THE "NEW THOROLONGHANE" LIKE 7TH & 8TH STREETS ARE NOW. I HAVE CONCERNS THAT A TRAFFIC LIGHT @ 11TH WOULD PULL MORE & MORE MILLINSON EMPLOYEES & COMMONS CUSTOMERS TOWARD OUR STREET. WE CURRENTLY HAVE A LOT OF ^{MMC} EMPLOYEES RACING DOWN 11TH ST. TO GET TO WORK IN THE MORNINGS. I DO NOT WANT OTHER STREETS LOSING ACCESS OFF DIVISION SO ALL WILL COME TO 11TH ST. TO GET TO OTHER STREETS IF A BARRIER IS PUT DOWN THE MIDDLE OF DIVISION.

CONT.

Please place this form in a comment box or see the second page for other options.

NEXT
PAGE

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

(BOTH SIDES) PERHAPS A SIMPLE RIGHT TURN ONLY ONTO DIVISION FROM 11TH ST. WOULD ELIMINATE 98% OF ACCIDENTS AT 11TH & DIVISION AS OPPOSED TO A TRAFFIC LIGHT & BUILD AN OVERHEAD WALKWAY TO CONNECT 11TH & THE COMMONS FOR SAFETY OF PEDESTRIANS. WE WOULD LIKE TO REDUCE TRAFFIC & SPEEDERS ON 11TH ST. & KEEP OUR STREET SAFE FOR CHILDREN & FAMILIES.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

I want more bikes! I want more walkers,
anything that you use with your feet!
|||||||! I want NO CARS Alowd!!!!
|||||||! |||||! |||||! ONLY horses
and bikers and anything you use with feet!
|||
''''

Please place this form in a comment box or see the second page for other options.



US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

Move the highway out of the residential areas - Anything else is just silly.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

- > We don't see any of the three options as good options.
- > Division parallels our RESIDENTIAL neighborhood.
- > The "no left-turn" option is the only option that would leave our neighborhood alone.
- > The traffic is already too heavy on 11th St.
- > We are firmly against a traffic light on 11th St. and a Roundabout isn't much better.
- > We currently have a 15 small children living in the 500 block of 11th St.
- > If you are concerned about the dangers at 11th & Division consider the danger of our children playing in front of 11th St. becomes as traveled as 4th St.

Please place this form in a comment box or see the second page for other options.

- > We strongly oppose a traffic light or roundabout unless you block traffic from 11th St. at all.
- > Try the "NO LEFT TURNS" option first.



US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

- Please, No Roundabouts. They are expensive.
- Put a traffic light at 4th St.
- A divider is fine but consider a center turn lane if possible to widen the street.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

- I would like to see more pedestrian crossings, both mid-block crossings and crossings that don't stop traffic but notify motorists that pedestrians are present.

- I don't think additional lanes need to be added, even if a boulevard is installed. Traffic heading north to Munson/Conant should be directed to use Franke Rd/Silver Drive.

- I would like to see bus stop bump outs for BARTL's Interlocken Village loop route that runs along Division.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

Solve the Hospital entrance problem first
6000 + employees on 3 shifts from the
region

Entry (elevated) through parking @ about
8th/9th alley & allow ground cleared for
parkway, check etc. Measure to avoid
max # of trees, Not parallel - two roads
connect to Round a point only to west of east
row.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

More roundabouts!!!

Please place this form in a comment box or see the second page for other options.



US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

- ① Request Roundabout options on all intersections to slow down traffic while keeping it moving (i.e. not stop and go with traffic lights).
 - ② Front Street - If Roundabout not selected prefer option with medians
 - ③ Like Boulevard styles with medians between in intersection.
 - ④ ~~At~~ At Division & 7th: If Roundabout not selected and 7th street remains one-way please add an Eastbound (counter-flow) bike lane.
- Please place this form in a comment box or see the second page for other options.

Thank!

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

• Roundabout at 14th - yes, please!

• Roundabout at M-72/Parkway - like it.

• Do not inhibit pedestrian crossings at non-signalized streets! 6th gets a lot of pedestrian flow

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

1 concern.

Heavy traffic on Division Deteriorating
or contributing to deterioration of
NEIGHBORHOOD along ROAD.

Will T.C. look like (Flint) with
continuing deterioration?

protective wall? sound/privacy?

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

- I love the traffic flow with roundabouts - if they can work for large trucks & fire equipment and bicycle riders.
- Sidewalks are needed on BOTH sides of Division St.
- Do all you can to enhance the beauty of Division St. with tree plantings.
- With the boulevard option the limiting of left turns makes sense to improve traffic flow.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

I love the Blvd option, but a light will be needed at
11th St.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

As an 11th St resident I object to current plans that make 11th St a main east-west thoroughfare.

Closing all streets except 14th, 11th, 7th & Front to left turns directs all traffic to 11th St.

A grid street system is designed to distribute traffic evenly throughout the neighborhood, this makes 11th a main street. More should be done to protect the character of the neighborhood. No left turns should be allowed at 11th & Division, the boulevards prevent left turns

Please place this form in a comment box or see the second page for other options.

except at 11th

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

I want cars to slow down on
division because we saw our neighbors dog
get hit by a car. also I was
home alone and my grandma was
shopping with my little brother and they
said they would be back in 30 min.
but in about 20 min I heard
a car crash and I thought it might
of been my grandma and brother.
It was about 2 hours and they still
werent back. A few min. later they
walked in and my grandma said there
was a car crash right in front
them.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

The designs presented today still seem to be about
moving automobiles at high speeds over the
community concerns about access & safety for
people on foot or bike. I was hoping to see
a re-imagined Division St. Instead the proposed
designs are designed to forgive bad behavior
associated w/ driving cars: high speeds, changing
lanes, and high speed turns. I do like roundabouts
but not when they are built out of scale to
the context of urban living.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

TRAFFIC LIGHT AT ELEVENTH FIVE IF COMING FROM
THE EAST ON 11th RIGHT TURN ONLY ONTO DIVISION.
RIGHT TURN ONLY FROM N BOUND DIVISION
NO THRU TRAFFIC EAST-WEST ON ELEVENTH
LEFT TURN ONTO ELEVENTH FROM NORTH BOUND DIVISION
TOWARD THE WEST, RIGHT TURN ONTO ELEVENTH
(WEST BOUND) FROM SOUTHBOUND DIVISION.
EASTBOUND ELEVENTH AT DIVISION, LEFT AND
RIGHT TURNS

PLEASE SAVE OUR NEIGHBORHOODS

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

make it slow down because it's very
dangerous.

Please place this form in a comment box or see the second page for other options.



US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

No to the roundabout options

I do not want 2 way E. of Division -

Yes to allowing a left turn W. onto 7th -

Keep 7th E. of Division 1 way.

I like the boulevards

No traffic E. bound on 11th - Traffic light... yes

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

Eleventh and Division:

In favor of a light that allows only
right hand turns onto Division from
Eleventh Street - No CROSS TRAFFIC!
(From E & W Eleventh across Division)
Also would like to see a pedestrian
crossing light at intersection (across Division)

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

- 1) There must be several pedestrian overpasses along Division; at 11th, 14th and Front streets.
- 2) US 31 should be rerouted around the city & NOT go through it.
- 3) Handicapped crossings are needed on Division as well.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

Any options that increase the flow of traffic down 11th St. is not a desirable option. We are

* A neighborhood - we are not blocks of businesses *
like 8th St. I see that 11th St is now eligible to be designated as a historical neighborhood. Come up with a better plan than splintering the neighborhood.

The gentleman at the easel proposing 11th St options was insulting. When a neighbor stated that you are throwing the residents of 11th St under the bus - he threw back, "But isn't saving lives more important?"

Get a new plan that does not destroy our neighborhood! Stop taking the "easy" way out and please start listening to the tax paying residents.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

I have heard a lot of comments about
the impact on the local cherry
farmers. The design shows stacks
stacked 2 high with trucks full of cherries
and water and sometimes a truck pulled
behind. There are very concerns about the
slope of the road and their cherry crops
how will it be in addition?

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

Well Done

Slow traffic down on Division

Make crossing Division more user friendly for cyclists + walkers.

Limit right turns onto 11th from Division.

Slow traffic flow + speed on 11th.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

Support all traffic circles

Need more options for crossing Division
between Front + Grandview

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

Support all traffic circles

Please place this form in a comment box or see the second page for other options.



US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

Thank you for bringing this forward. Michigan has always been the safest of young children on roads. Traffic is low many but speeds of 35+ are reached and I have seen several near misses with high speeds will not be sufficient so I am concerned with increasing traffic volume significantly. I think a good compromise is options 1 & 2 have a light but do not allow thru traffic by putting the connection between 10 roads can pass and people can turn into the commons but not a connection thru the light.

on Division and parkway roundabout. I would like to see a way to stop traffic for pedestrians just

Please place this form in a comment box or see the second page for other options.

on cross walk and signs. People ignore them and the

pedestrians are not high enough

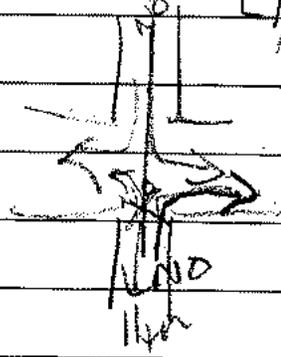


US 31/M-37 (Division St.) PEL

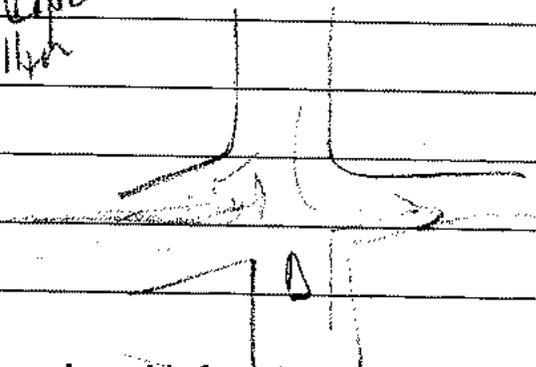
Public Input Session 3

What do you think about the design alternatives presented at today's open house?

Light at ITH for ^{people} crossing probably a good idea. Need to NOT Allow west traveling Traffic on ITH to go left into Division. Also NO entrance for East bound Traffic into ITH - into the C. Nelson Loop road. L/R Turn into Division only no straight.



would love to be included



Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

I like the roundabout
at 14th Div and the
light at 11th. Medians
look good too. Thanks.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

widening of street is good... necessary
light at 11th St. good

I question roundabout at 14th —

People seem confused by it.

Lights are simpler

Be another's enough room for one if
you see it. Small roundabouts
are bad

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

THE ROUNDABOUTS AT 14TH & 11TH JUST MAKE
GOOD SENSE; THEY WORK, THEY ARE
ATTRACTIVE, AND THEY ARE IN USE
IN ALL PROGRESSIVE COMMUNITIES.
DO IT!

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

Roundabouts seem the best,
Having used them in various places
around town easier to keep traffic
moving, attractive!
Roundabouts especially 14th, 11th, Division
Great entrance to city

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

I'm in favor of slowing down Division St. traffic, adding roundabouts where possible, and adding protected pedestrian crossings on 11th St. and elsewhere (utilizing the proposed medians); more protected bike lanes would be great as well. Thanks!

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

- I prefer the round-about pattern at 14th, 11th & Grandview
- Parkway - Township can do it - we'll figure it out.
- Please make pedestrian crossings a priority!
- Option 2 (if only crosswalks) is not enough to decrease ped/auto conflicts.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

while I AM NOT THRILLED WITH A
LIGHT AT ELEVENTH ST. I UNDERSTAND
THE NECESSITY. I WOULD LIKE TO SEE
A BARRIER TO THROUGH TRAFFIC THAT
WOULD CROSS US 31 TO THE EAST
CUTTING THROUGH OUR NEIGHBORHOOD.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

Build Roundabouts where ever possible,
at least at Parkway, Seventh, Corleuts

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

14TH ST ROUNDABOUT IS MY PREFERENCE AS LONG AS ADEQUATE PEDESTRIAN CROSSINGS (SAFE!) ARE POSSIBLE

11TH ST: I BELIEVE THIS SHOULD BE A FULLY FUNCTIONAL INTERSECTION ALLOWING ALL TURNING MOTIONS & SAFE PED./BIKE CROSSING ROUNDABOUT PREFERRED; SIGNAL OK

7TH: 2 WAY TRAFFIC ON 1ST BLOCKS OF 7TH - 8TH FOR SAFER MORE INTUITIVE ~~TRAFFIC~~ VEHICLE & BIKE TRAVEL FRONT MORE LEFT TURN STORAGE

GRANDVIEW: ROUNDABOUT WITH SAFE PED./BIKE CROSSING

* BOULEVARDS SEEMS TO BE GOOD AS PROPOSED

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

- 1) 14th St = ~~Roundabout~~ Roundabout
- 2) 11th St = Right Turn only w/ caution signal
- 3) 7th St = Safety & Operational Improvements w/ signal
- 4) Front = Blvd w/ signal
- 5) Grandview Hwy = Roundabout

Pedestrian Crosswalks @ Round-a-bouts

+ 11th St + Seventh St + Front St

w/ push button activated lights to stop traffic
exception to Round-a-bouts

* BATA = public bus stops @ 11th St + 7th St
place ~~at~~ just past intersections northbound
& southbound.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

① VERY MUCH IN FAVOR OF SIGNAL AT 11TH,
CURRENTLY VERY DANGEROUS INTERSECTION

② NOT IN FAVOR OF BOULEVARD IF IT PREVENTS
LEFT TURNS ONTO 13TH, 12TH, 10TH STREETS,
AS IT WILL FORCE RESIDENTS TO USE 11TH
STREET, ~~AND~~ INCREASING TRAFFIC TREMENDOUSLY

③ MAY BE POSSIBLE TO ALLEVIATE PROBLEM
② IF LEFT TURN FROM DIV. TO 11TH
PROHIBITED, ~~OR~~

~~PLEASE~~ FEEL FREE

Please place this form in a comment box or see the second page for other options.

TO CONTACT ME FOR CLARIFICATION



IF NOT CLEAR

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

1. I believe roundabouts are not the answer, i.e. Michigan drivers and summer visitors are not competent roundabout drivers.

2. Consider diverting bicycles from the street from 14th to the lake. Perhaps a bypass 1 block east could remove them from the problem.

3. Give encouragement to drivers going west to divert some ^{traffic} around this area.

Please place this form in a comment box or see the second page for other options.

I object to the bias -
labelling the 10-1/4h as
part of
the

US 31/M-37 (Division St.) PEL

Public Input Session 3

historical

What do you think about the design alternatives presented at today's open house?

I ♥ Roundabouts!

Roundabouts would help -

- slow traffic

- allow pedestrians to cross

- even out traffic flow

- improve safety

use them on Silver Lake

11th

7th

Front

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

I HAVE BEEN VERY INVOLVED AS A CONCERNED
CITIZEN IN THE ACME/VGT/MEIVERS PROJECT
WHICH HAS 3 ROUNDABOUTS.

I AGREE WITH THE PREFERRED ALTERNATIVES
1. ROUNDABOUTS @ 14th & GRANDVIEW &
BLVD WITH LIGHTS @ 7th & 11th.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

For all alternatives, including Alternative 1, consider what is involved in long-term maintenance of each alternative. For example, installing roundabouts requires a significant good design & excellent planning that is always available. Some that need to be placed in a winter already constructed roads we may not want to go at a close the expensive much maintenance.

It would need to look more favorably on choice the solid buffer lights and road boundaries.

Thank you for having this session. It was very informative.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

- ① The signal (with left turn arrows part of the lighted signal) at Eleventh is the preferred action. The proposed roundabout at Eleventh would take too much of the historic parkland.
- ② Same concerns about the 14th Street roundabout. The design shown increases the size of the intersecting streets, the 2-lane circle eats into the natural area, the pedestrian accommodation is confusing & likely to be ignored without "pedestrian in crosswalk" warning lights. (Can be self-actuated)
- ③ Seven the street as currently one-way is fine, but need better pedestrian/biker crossing.
- ④ The "boulevard barriers" on Division are not helpful to dispersing traffic along numerous paths. Instead, they will funnel cars along available streets where left turns are available.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

Like the roundabouts at 14th & parkway,
or having a stop light in between 14th & 20th
15th

signals
Boulevard between 20th & 13th
They could all be green
new West
approach

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

Happy to see more sidewalks, would like to see more crosswalks/safe crossing options. More people crossing = more community!
Not scared of roundabouts - as long as they're built the correct way and not compromised by NAD.

Things that would make crossing divisions/parkway more pedestrian-friendly would be welcome - Hate having to push buttons to be able to cross - just generally, unfortunately.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

This Design only benefits cars!
Boulevards only increased speed.
There is no room for widening
at the road end of 77th +
Division. There is no plans
for development or sidewalks
or other features we would
to change the character of
the road from 1st + 2nd to
speed from Grand Ave to
1st St

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

CORNER of
10th Street/Oak
We don't want ~~traffic~~
traffic cutting the

What do you think about the design alternatives presented at today's open house?

I think a True round-about @ 10th/Silver
Oak Road is a great idea with speeds
of 30 mph and no more to the Parkway.
Too many large trucks are racing as well as
autos on Division.

A beautiful boulevard on Division is
great.

Autos traveling through the ^{historic} Central Neighbor-
hood East ~~West~~ and West East should use
roads made for that kind of travel.
The Neighborhood is for families/people
living there. Home values, safety, road
conditions need to be maintained and kept
for the neighborhood owners!

Please place this form in a comment box or see the second page for other options.

An alternate main route needs to be built
around the city
through - North, East etc.



US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

Generally positive -
- Thank you.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

I am in favor of any measures that will allow for safer pedestrian crossing of Division, especially @ 11th St. If a light is installed there, I would encourage turn restrictions to minimize through traffic on 11th St through Central Neighborhood. The proposed medians on Division would limit access to Central Neighborhood + make it slightly easier to cross on a pedestrian which seems an acceptable trade-off for making it slightly harder to get home.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

ROUND ABOUT 14TH IS GREAT. ADDED BOULEVARDS IS NICE. FRONT + DIVISION IS A "NO-WINNER".

CONSIDERATION WITH LEFT ON REALIZATION OF ONE-WAY STREETS - WITH CAVEATS - AT SEVENTH - EAST BOUND PENETRATION OF CENTRAL NEIGHBORHOOD NEEDS TO CONTINUE, OR SEVENTH STREET IS DOOMED. 7TH + UNION COULD NOT HANDLE THE TRAFFIC. SIMILARLY, THE WEST-BOUND BARRICADE AT 8TH + UNION NEEDS TO STAY - ALLOWING FREE, TWO WAY CIRCULATION ON 7TH + 8TH ELSEWHERE ELSE.

ROUND ABOUT DESIGN @ PARKWAY IS WELL THOUGHT OUT, BUT RESISTANCE WILL BE HIGH.

ELEVENTH STREET ROUNDABOUT IS ATTRACTIVE!

ADD BOULEVARDS + TREES - TRAVERSE CITY SHOULD NOT BE THE HIGH-SPEED CONDUIT FOR THE AUTOMOBILE.

Please place this form in a comment box or see the second page for other options.

REDUCE SPEED, CALM THE STREETS, REDUCE THE NOISE,

THIS IS NOT
SAGINAW!

US 31/M-37 (Division St.) PEL

Public Input Session 3

What do you think about the design alternatives presented at today's open house?

1. Roundabouts are clearly effective at 14th st. of Grandview Hwy.
2. Roundabouts could be effective if located further west into park to maintain residences on east side.
3. Signals probably inevitable @ 4th and at front.
4. What happens @ Randolph?

Bicycle & Pedestrian Safety crossing at all Division Sts locations is a higher priority than motor traffic volume and speed.

Please place this form in a comment box or see the second page for other options.

Media Coverage



[MDOT](#) > [NEWS AND INFORMATION](#)

Third US-31/M-37 (Division Street) open house scheduled May 14

Contact: James Lake, MDOT Office of Communications,
LakeJ1@michigan.gov
989-732-3832, ext. 343
Agency: Transportation

WHAT:

Members of the community are invited to participate in the third public open house session for the Planning and Environmental Linkages (PEL) process for the 1.2 miles of US-31/M-37 (Division Street) from 14th Street/Silver Lake Road to Grandview Parkway.

In partnership with the US-31/M-37 Division Street Local Advisory Committee, the project team has developed conceptual alternatives and potential improvements for the corridor and associated intersections. These alternatives and improvements will be available for review and comment. Other project data will also be provided for review, including traffic and crash data, a constraints map, the alternative comparison data, and the Purpose and Need statement. Residents will have the opportunity to provide comments on the proposed concepts.

WHO:

Interested residents, business owners, commuters

WHEN:

Thursday, May 14, 2015
4-7 p.m.

WHERE:

Traverse City Governmental Center
Second Floor Training Room
400 Boardman Ave.
Traverse City

Special accommodations: 231-941-1986

BACKGROUND:

The Division Street PEL process is a collaborative and integrated approach to select future transportation improvements and

includes:

- Engaging the community, stakeholders, and resource agencies.
- Considering environmental, community and economic goals early in the process.
- Using the information, analysis and products that already have been and will be developed during the process to inform the environmental review process.
- Developing a purpose and need.
- Creating alternatives for the corridor that will have the least impact on the historic, cultural, environmental, and residential areas.
- Looking at the feasibility of each alternative, working toward the preferred alternative, and what fits the road and the community.

Download MDOT's Mi Drive traffic information app:

www.michigan.gov/drive

[Michigan.gov Home](#) | [MDOT Home](#) | [Site Map](#) | [FAQ](#) | [State Web Sites](#) | [Office of Regulatory Reinvention](#) | [Spending & Accountability](#)

[Policies](#) | [Michigan News](#) | [Michigan.gov Survey](#)

Copyright 2015 State of Michigan

[Listen Live](#) ▶[On Air Schedules](#)[Playlists](#)[Almanac](#)[Donate Now](#)

[IPR Station News](#)
[Listen to IPR News Radio? Please take our survey!](#)



[Classical Playlists](#)
[PLAY NOW: The Opposite of the Baby Crying](#)



[Metropolitan Opera](#)
[Emani](#)

Transportation

10:16 AM THU APRIL 2, 2015

MDOT to present options on Division Street redesign

By [AARON SELBIG](#) (/PEOPLE/AARON-SELBIG)

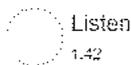
Division Street in Traverse City has long been considered one of the most dangerous roadways in the area. State transportation planners are working on a fix for the street. After collecting input from the public last year, the Michigan Department of Transportation plans to unveil several alternatives next month.



<http://mediad.publicbroadcasting.net/p/wiaa/files/201504/division.street.JPG>

In December, locals were invited to an open house to share their thoughts on a future redesign of Division Street.

Credit Aaron Selbig



MDOT planners say the public will get a look at new plans for Division Street next month

Locals in Traverse City have been calling for a re-design of Division Street for years. More than 25,000 vehicles pass along the trunk highway every day, often competing with pedestrians and bicyclists trying to cross it. State transportation officials say more than 400 accidents have occurred on Division Street over the last five years and improving safety is the number one priority.

"We've been hearing that for a decade or more," said City Commissioner Gary Howe, who sits on a committee that has been getting updates on the project from MDOT.

Howe is an advocate for pedestrians and bicyclists in the city. He says Division Street has become a problem for everyone.

"Even if you're driving, Division Street is the most dangerous street in Traverse City," he said.

Patty O'Donnell is the state planner in charge of the project. She says the consultants working on the plans heard loud and clear that locals want Division Street to be accommodating for both drivers and pedestrians. O'Donnell says the street is being examined intersection by intersection.

"The consultants then will lay out chosen alternatives for the whole roadway, towards the preferred alternative," said O'Donnell.

The preferred alternative will be the state's final plan for Division Street. It could include any combination of new traffic lights, turning lanes, medians or even roundabouts. The final plan is still a ways off – it's expected to be unveiled later this summer, after the next round of public comment.

TAGS: [Northern Michigan \(/term/northern-michigan-0\)](#) [transportation \(/term/transportation\)](#)
[michigan roads \(/term/michigan-roads\)](#) [roads \(/term/roads\)](#) [Traverse City \(/term/traverse-city\)](#)

Related Content:



Roads

[Division Street options to be unveiled by March \(/post/division-street-options-be-unveiled\)](#)

Transportation

[MDOT to hold public forum on Division Street improvements \(/post/mdot-hold-public-forum-division-street-improvements\)](#)



0 Comments

Interlochen

Login ▾

Recommend

Share

Sort by Best ▾



Start the discussion...

View My Profile

Be the first to comment.

View My Profile

Subscribe

Add Disqus to your site

Privacy

Sign Up

Email or Phone

Password

Log In

Keep me logged in

[Forgot your password?](#)



Grand Traverse County Road Commission

April 30 at 5:56am · Edited ·

NOTICE OF DIVISION STREET OPEN HOUSE: Third US-31/M-37 (Division Street) open house scheduled May 14

WHAT: Members of the community are invited to participate in the third public open house session for the Planning and Environmental Linkages (PEL) process for the 1.2 miles of US-31/M-37 (Division Street) from 14th Street/Silver Lake Road to Grandview Parkway.

In partnership with the US-31/M-37 Division Street Local Advisory Committee, the project team has developed conceptual alternatives and potential improvements for the corridor and associated intersections. These alternatives and improvements will be available for review and comment. Other project data will also be provided for review, including traffic and crash data, a constraints map, the alternative comparison data, and the Purpose and Need statement. Residents will have the opportunity to provide comments on the proposed concepts.

WHO: Interested residents, business owners, commuters

WHEN: Thursday, May 14, 2015, 4-7 p.m.

WHERE: Traverse City Governmental Center, Second Floor Training Room, 400 Boardman Ave., Traverse City

Special accommodations: 231-941-1986

BACKGROUND: The Division Street PEL process is a collaborative and integrated approach to select future transportation improvements and includes:

- Engaging the community, stakeholders, and resource agencies.
- Considering environmental, community and economic goals early in the process.
- Using the information, analysis and products that already have been and will be developed during the process to inform the environmental review process.
- Developing a purpose and need.
- Creating alternatives for the corridor that will have the least impact on the historic, cultural, environmental, and residential areas.
- Looking at the feasibility of each alternative, working toward the preferred alternative, and what fits the road and the community.

Download MDOT's Mi Drive traffic information app: www.michigan.gov/drive

MDOT Drive Redirect

MICHIGAN.GOV

[Like](#) · [Comment](#) · [Share](#)

Kim Rappleyea Schropp, Crampton John, Brian Wolf and 2 others like this.

1 share

English (US) · [Privacy](#) · [Terms](#) · [Cookies](#) · [Ad Choices](#) · [More](#)

Facebook © 2015

ROAD WORK

Paving a new way

Area residents will be able to view concepts for Division

BY BRIAN MCGILLIVARY
bmcgillivary@record-eagle.com

TRAVERSE CITY — Area residents will have the opportunity to pick from various design concepts for Division Street and each of its intersections at an upcoming open house to revamp and improve the section of U.S. 31 from Grandview Parkway to 14th Street.

The Michigan Department of Transportation and local advisory committee members will

present various design concepts for the 1.2-mile stretch of state highway during an open house today from 4 p.m. to 7 p.m. in the Governmental Center. Advisory committee members will then use those comments to put together a conceptual redesign of the street that will become the preferred alternative going forward.

"MDOT is at the table and they are listening, so if you have a concern about Division Street now is the time to come," said city Commissioner Gary Howe, a member of the advisory group. "I'll be interested just like everybody else to see what they have tomorrow."

SEE PAVE PAGE 2A

PAVE

*Area residents
will be able to
view concepts*

FROM PAGE 1A

State officials won't release information about the conceptual designs until the advisory committee can present them at the open house. Following the open house the design alternatives will be placed on the MDOT website with paper copies available in city offices. The public

will have several weeks to then submit comments to the advisory group.

Once advisory committee members settle on a preferred alternative it will go back to the public for final comment in this stage of the process, said Patty O'Donnell, an MDOT transportation planner in Traverse City.

Following the MDOT facilitated study it will fall to city officials to pursue funding for any street makeover, O'Donnell said. The preferred alternative would then have to go through even further review and comment if federal funds are used.

CLEARING THE RECORD

Because of a reporter's error, a story on Wednesday's Page Three should have identified Jim Bussell as a Traverse City police detective sergeant.

SHOPPING SURVEY



Enter to Win \$2,000

US-31/M-37 (Division Street) PEL Public Input Session 4 Summary

Meeting Details

Date of Meeting:	August 19 th , 2015
Location:	Kirkbride Hall The Village at Grand Traverse Commons 700 Cottageview Drive, Suite 200 Traverse City, MI 49684
Time:	4:00 p.m.-7:00 p.m. Presentations at 4:00, 5:00, and 6:00
Total # of Meeting Attendees:	161 attended

Communication

Postcards

Approximately 935 postcards with information about the purpose and location of the meeting were mailed to all of those on the mailing list. The mailing list was comprised of addresses located within three blocks of Division Street, addresses compiled from project meeting sign-in sheets, and addresses from project comment sheets. The postcard is below.

Press Release

The Michigan Department of Transportation (MDOT) issued a press release discussing the project and the meeting. The press release is included in the back of this summary.

Flyer

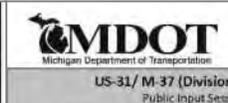
There was a flyer provided via email to the local advisory committee (LAC) to distribute to their respective groups. The flyer is located at the back of this summary.

Variable Message Sign

MDOT placed a variable message sign near the 11th street intersection of Division Street to advertise the meeting in hopes of attracting commuters. The sign was a success as a handful of meeting attendees indicated they attended do to the variable message sign. A photo of the variable message sign is below.

Email

Email notices were sent out to all the commenters' throughout the project that provided email addresses.

	<p align="center">US-31/ M-37 (Division Street) Planning and Environmental Linkages (PEL) Public Input Session 4</p>	 <p align="right"> <small>Traverse City TSC 3086 US-31 South, Suite B Traverse City, MI 49685 231-942-1586</small> </p>
 	<p align="center"> Wednesday August 19, 2015 4:00 PM – 7:00 PM Kirkbride Hall The Village at Grand Traverse Commons 700 Cottageview Drive, Suite 200 Traverse City, MI 49684 <small>This location is ADA accessible.</small> </p> <hr/> <p>The Division Street Local Advisory Committee invites you to attend the fourth public input session for the US-31/M-37 (Division Street) Planning and Environmental Linkages (PEL) Study of Division Street between 14th Street/Silver Lake Road and Grandview Parkway.</p> <p>The purpose of this public input session is to present the recommended design alternative options and potential improvements throughout the corridor and associated intersections.</p> <p>This session will be an open house format which will also include a brief overview presentation on the recommended design alternatives. Attendees will have the opportunity to address members of the project team following the presentation.</p> <p align="center">Presentations will begin at 4:00pm, 5:00pm, and 6:00pm</p> <p align="center">We hope to see you there!</p>	<p align="center"> US-31/ M-37 (Division Street) PEL Public Input Session 4 Wednesday, August 19 4:00pm – 7:00pm Kirkbride Hall The Village at Grand Traverse Commons 700 Cottageview Drive, Suite 200 Traverse City, MI 49684 </p> 



Open House Format

The Public Input Session was conducted using an open-house format that included three 15 minute presentations to introduce the preferred design alternatives at the top of every hour. The team members fielded questions and guided visitors through exhibits after each presentation.

Upon arrival, attendees were asked to sign the meeting register (attached) and were given a general comment form (attached). Attendees were encouraged to fill out and submit the comment forms and/or speak to a Study Team member concerning any questions they had about the project. All of the comments received before, during, and after public input session #4 are attached at the end of this summary.

In addition to the brief presentations and discussion with Study Team members, the public was given the opportunity to learn about the project through large exhibit boards. There were four boards on display repeated from the first three public input sessions and the five new boards which displayed the recommended design alternatives options.

What We Heard

During Public Input Session #4 the public was asked to provide feedback on the preferred design alternatives for the Division Street corridor and associated intersections. Generally, the feedback included concerns towards the use of roundabouts and the public’s ability to utilize them safely, as well as the pedestrians crossing at the roundabout during peak times. Such as “I am VERY strongly in favor of the modern roundabouts due to increased traffic flow, less sever accidents, and greatly improved pedestrian and biker safety at crossings”, compared to “Definitely no roundabouts – they are too confusing especially with heavy traffic.”

Another concern expressed by many was the expansion of the roadway near the Elks Club at Grandview Parkway. Specifically “Elks appear to have lost the drop off. Many elderly people use the drop off, especially in winter”.

The intersection at 11th was also a main concern of many residents. There was a landslide of opinions leaning towards the notion of restricting traffic, for example “How about a *must turn left or right* at light on 11th with no through traffic allowed.”

Although many comments received had multiple suggestions, most were in support of the team’s efforts and ideas for the preferred alternatives.

Exhibit Boards

Division Street PEL

Project Purpose and Need

Purpose:
The purpose of the US51/M-77 (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 Division Street between Grandview Parkway and 14th Street 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 Division Street
- Improve traffic mobility and operations
- Decrease crashes along the corridor







Exhibit Boards

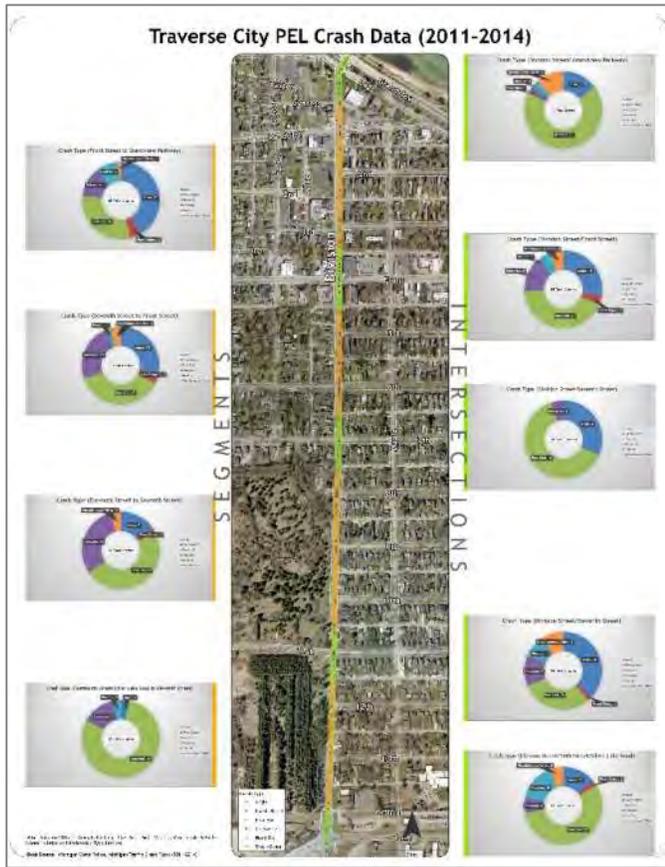


Exhibit Boards

Division Street PEL – Grandview Parkway



Preferred Alternative



Operational Improvements

- Proposed Right-of-Way
- Existing Pavement
- Proposed Sidewalk
- Proposed Setback
- Utility Right-of-Way
- Proposed Pavement
- Highway Right-of-Way
- Utility Right-of-Way

Division Street PEL – Eleventh Street



Preferred Alternative



Operational Improvements

- Proposed Right-of-Way
- Existing Pavement
- Proposed Sidewalk
- Proposed Setback
- Utility Right-of-Way
- Proposed Pavement
- Highway Right-of-Way
- Utility Right-of-Way

Division Street PEL – Fourteenth Street



Preferred Alternative



Operational Improvements

- Proposed Right-of-Way
- Existing Pavement
- Proposed Sidewalk
- Proposed Setback
- Utility Right-of-Way
- Proposed Pavement
- Highway Right-of-Way
- Utility Right-of-Way

Meeting Photos



Media Coverage

Local news organizations covered the meeting both before and after with news articles, and are listed below and attached.

- MDOT – Press Release
- City Of Traverse City – August 6, 2015
- The Record Eagle – August 6, 2015
- The Ticker News – August 7, 2015
- The Record Eagle – August 19, 2015
- 9&10 News – August 19, 2015
- Up North Live - TV 7&4 – August 19, 2015

Attachments

Press Release

Flyer

Meeting Register

Blank Comment Form

Completed Comment Forms

Media Coverage

Press Release



Fourth US-31/M-37 (Division Street) Open House Scheduled August 19, 2015

Contact: James Lake, MDOT Office of Communications,
LakeJ1@michigan.gov
989-732-3832, ext. 343
Agency: Transportation

WHAT:

Members of the community are invited to participate in the fourth public input session for the Planning and Environmental Linkages (PEL) process for the 1.2 miles of US-31/M-37 (Division Street) in Traverse City, from 14th Street/Silver Lake Road to Grandview Parkway.

In conjunction with the Local Advisory Committee, the project team has developed recommended design alternative options and potential improvements throughout the corridor and associated intersections. There will be several brief presentations throughout the evening to discuss these alternatives. Residents will have the opportunity to speak with members of the project team and provide comment during the meeting.

WHO:

Interested residents, business owners, commuters

WHEN:

Wednesday August 19, 2015
4 - 7 p.m.

WHERE:

Kirkbride Hall
The Village at Grand Traverse
Commons
700 Cottageview Drive, Suite 200
Traverse City, MI 49684

Special accommodations: 231-941-1986

BACKGROUND:

The Division Street PEL process is a collaborative and integrated approach to select future

transportation improvements and includes:

- Engaging the community, stakeholders, and resource agencies.
- Considering environmental, community and economic goals early in the process.
- Using the information, analysis and products that already have been and will be developed during the process to inform the environmental review process.
- Developing a purpose and need.
- Creating alternatives for the corridor that will have the least impact on historic, cultural, environmental, and residential areas.
- Looking at the feasibility of each alternative, working towards a preferred alternative and what fits the road and the community.

Roadway Work Zone Safety - We're All in This Together

Flyer

US-31/ M-37 Division Street Planning and Environmental Linkages (PEL) Public Input Session 4

Wednesday August 19, 2015

4:00 PM – 7:00 PM

Kirkbride Hall

The Village at Grand Traverse Commons

700 Cottageview Drive, Suite 200

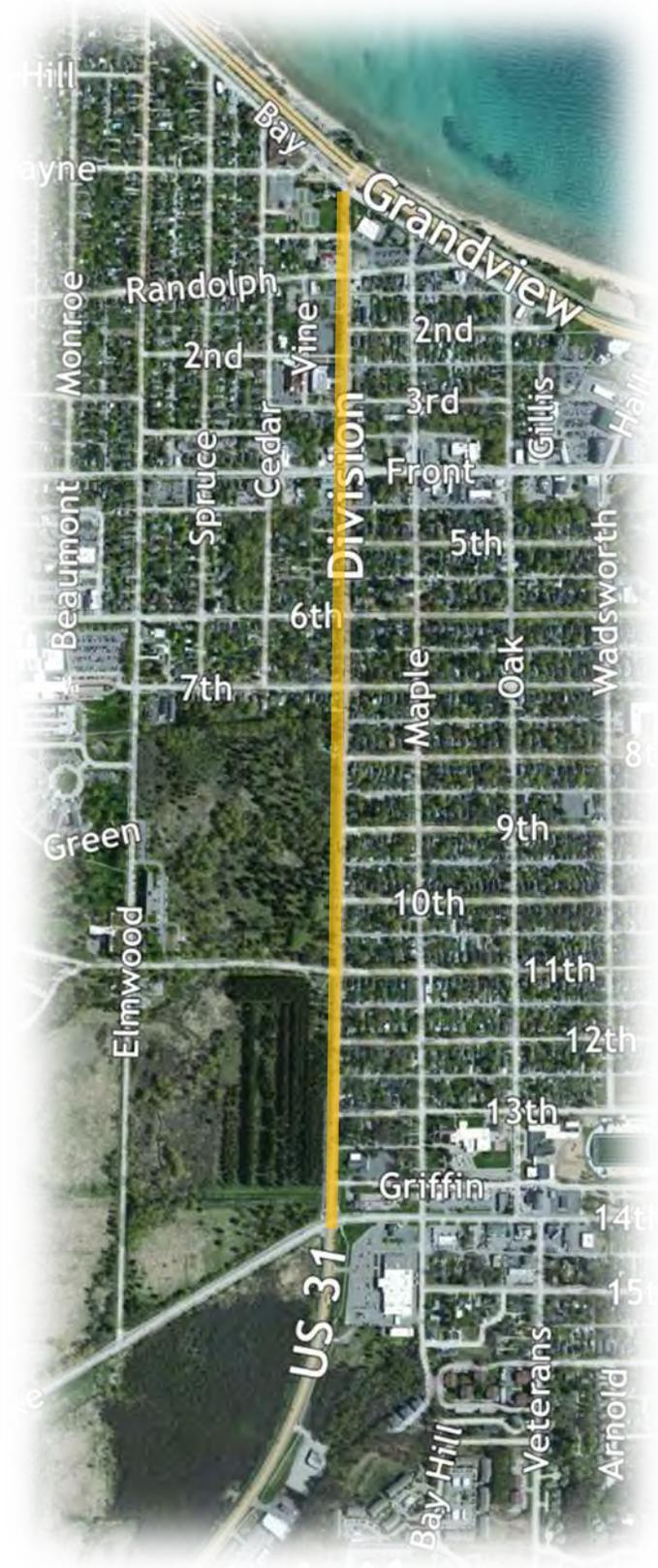
Traverse City, MI 49684

Kirkbride Hall is ADA accessible.

The Local Advisory Committee invites you to attend the Fourth public input session.

Recommended design alternative options and potential improvements throughout the corridor will be presented and on display.

This will be an open house format with a brief overview presentation at **4:00 pm, 5:00 pm, and 6:00 pm**



Meeting Register

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: US 31 M-37 Division Street Planning and Environmental Linkages Public Input	Location of Meeting: Grand Traverse Commons Traverse City	Date: August 19, 2015
--	---	---------------------------------

Please Print * Please Print * Please Print * Please Print

NAME Tom Auer			NAME		
ADDRESS 6757 Franklin Woods Dr			ADDRESS		
CITY T C	STATE MI	ZIP 49686	CITY	STATE	ZIP
EMAIL ADDRESS btauer2@gmail.com			EMAIL ADDRESS		
REPRESENTING SELF & PART INTERESTS			REPRESENTING		

NAME			NAME		
ADDRESS			ADDRESS		
CITY	STATE	ZIP	CITY	STATE	ZIP
EMAIL ADDRESS			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

NAME			NAME		
ADDRESS			ADDRESS		
CITY	STATE	ZIP	CITY	STATE	ZIP
EMAIL ADDRESS			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

Please Print * Please Print * Please Print * Please Print

①

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: US 31 M-37 Division Street Planning and Environmental Linkages Public Input	Location of Meeting: Grand Traverse Commons Traverse City	Date: August 19, 2015
--	---	---------------------------------

Please Print * Please Print * Please Print * Please Print

NAME DAVE GOODWIN			NAME		
ADDRESS 720 W 7TH ST			ADDRESS		
CITY TRAVERSE CITY	STATE MI	ZIP 49685	CITY	STATE	ZIP
EMAIL ADDRESS DCGOODWIN2@SBCGLOBAL.NET			EMAIL ADDRESS		
REPRESENTING SELF			REPRESENTING		

NAME CATHERINE GOODWIN			NAME		
ADDRESS 720 W 7TH ST			ADDRESS		
CITY TRAVERSE CITY	STATE MI	ZIP 49685	CITY	STATE	ZIP
EMAIL ADDRESS PG			EMAIL ADDRESS		
REPRESENTING SELF			REPRESENTING		

NAME			NAME		
ADDRESS			ADDRESS		
CITY	STATE	ZIP	CITY	STATE	ZIP
EMAIL ADDRESS			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

Please Print * Please Print * Please Print * Please Print

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: US 31 M-37 Division Street Planning and Environmental Linkages Public Input	Location of Meeting: Grand Traverse Commons Traverse City	Date: August 19, 2015
--	---	---------------------------------

Please Print * Please Print * Please Print * Please Print

NAME <i>Jim & Jan Anderson</i>			NAME		
ADDRESS			ADDRESS		
CITY	STATE	ZIP	CITY	STATE	ZIP
EMAIL ADDRESS			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		
NAME			NAME		
ADDRESS			ADDRESS		
CITY	STATE	ZIP	CITY	STATE	ZIP
EMAIL ADDRESS			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		
NAME			NAME		
ADDRESS			ADDRESS		
CITY	STATE	ZIP	CITY	STATE	ZIP
EMAIL ADDRESS			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

Please Print * Please Print * Please Print * Please Print

②

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: US 31 M-37 Division Street Planning and Environmental Linkages Public Input	Location of Meeting: Grand Traverse Commons Traverse City	Date: August 19, 2015
--	---	---------------------------------

Please Print * Please Print * Please Print * Please Print

NAME Kathleen Steeves			NAME Barbara Auer		
ADDRESS			ADDRESS		
6757 Franklin Woods			6757 Franklin Woods		
CITY	STATE	ZIP	CITY	STATE	ZIP
			T.C.	Mi.	49686
EMAIL ADDRESS			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

NAME JERRY FREELS			NAME		
ADDRESS			ADDRESS		
414 W. FIFTEENTH ST.			414 W. FIFTEENTH ST.		
CITY	STATE	ZIP	CITY	STATE	ZIP
TRAVERSE CITY	MI	49684			
EMAIL ADDRESS			EMAIL ADDRESS		
jFREELS@HOTMAIL.COM			jFREELS@HOTMAIL.COM		
REPRESENTING			REPRESENTING		

NAME Beth Sannister			NAME		
ADDRESS			ADDRESS		
601 Fitzhugh			601 Fitzhugh		
CITY	STATE	ZIP	CITY	STATE	ZIP
T.C.	MI	49684			
EMAIL ADDRESS			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

Please Print * Please Print * Please Print * Please Print

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: US 31 M-37 Division Street Planning and Environmental Linkages Public Input	Location of Meeting: Grand Traverse Commons Traverse City	Date: August 19, 2015
--	---	---------------------------------

Please Print * Please Print * Please Print * Please Print

NAME Scott LeBonte			NAME Dale Gauthier		
ADDRESS 536 W. 10th St.			ADDRESS 254 E. 9TH ST.		
CITY Traverse City	STATE MI	ZIP 49684	CITY T.C.	STATE Mi.	ZIP 49684
EMAIL ADDRESS sdlabonte@sbcglobal.net			EMAIL ADDRESS independance @ ABC.COM YAHOO.COM		
REPRESENTING			REPRESENTING		

NAME DAVE DEIK			NAME TOM MAIR		
ADDRESS 709 BASS LAKE ROAD			ADDRESS		
CITY TC	STATE MI	ZIP 49695	CITY	STATE	ZIP
EMAIL ADDRESS elevatedfusion56@yahoo.com			EMAIL ADDRESS TRAVERSE GREEN e YAHOO.COM		
REPRESENTING			REPRESENTING GREEN PARTY		

NAME AMY SHAMKOE			NAME Timothy Johnson		
ADDRESS 511 DEYOR VIEW #20			ADDRESS ST		
CITY T.C.	STATE MI	ZIP 49686	CITY Traverse City	STATE MI	ZIP
EMAIL ADDRESS AMY SHAMKOE @ GMAIL.COM			EMAIL ADDRESS johns795@gmail.com		
REPRESENTING SELF			REPRESENTING		

Please Print * Please Print * Please Print * Please Print

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: US 31 M-37 Division Street Planning and Environmental Linkages Public Input	Location of Meeting: Grand Traverse Commons Traverse City	Date: August 19, 2015
--	---	---------------------------------

Please Print * Please Print * Please Print * Please Print

NAME Deri LeRoi	NAME JIM WAGNER
ADDRESS 885 E. South Airport Rd	ADDRESS 417 5TH ST
CITY Traverse	CITY TC
STATE MI	STATE MI
ZIP 49686	ZIP 49684
EMAIL ADDRESS 1.fhtwish2@gmail.com	EMAIL ADDRESS jimwagner417@sbcglobal.net
REPRESENTING	REPRESENTING self

NAME Janet Kasper	NAME BILL PTAK
ADDRESS	ADDRESS 523 W. 12th ST
CITY	CITY T.C.
STATE	STATE MI
ZIP	ZIP 49684
EMAIL ADDRESS	EMAIL ADDRESS
REPRESENTING	REPRESENTING

NAME JAN WARREN	NAME Becky Crawford
ADDRESS	ADDRESS 1381 Farmington Dr
CITY	CITY TC
STATE	STATE MI
ZIP	ZIP 49686
EMAIL ADDRESS	EMAIL ADDRESS rl49686@charter.net
REPRESENTING	REPRESENTING Hand Surgery of Northern MI

Please Print * Please Print * Please Print * Please Print

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: US 31 M-37 Division Street Planning and Environmental Linkages Public Input	Location of Meeting: Grand Traverse Commons Traverse City	Date: August 19, 2015
--	---	---------------------------------

Please Print * Please Print * Please Print * Please Print

NAME John Roth	NAME Raymond R. MINERVA II
ADDRESS 9541 Amidon Drive	ADDRESS 830 830 COTYACVIEW
CITY Traverse City	CITY
STATE MI	STATE
ZIP 49685	ZIP
EMAIL ADDRESS JohnRoth38@aol.com	EMAIL ADDRESS
REPRESENTING TC Golf & CC.	REPRESENTING

NAME Julie Johnson	NAME SEamus SHINNERS
ADDRESS	ADDRESS 410 7th St.
CITY	CITY T.C.
STATE	STATE MI
ZIP	ZIP 49684
EMAIL ADDRESS	EMAIL ADDRESS MUSICMANSEAMUS@HOTMAIL.COM
REPRESENTING FCHA	REPRESENTING myself and Central Neigh. buhood ASSOC.

NAME Kay Muller	NAME Jeanne Easterday
ADDRESS 716 West 7th St.	ADDRESS 1011 Lake Ridge Dr #102
CITY Traverse City	CITY TC
STATE MI	STATE
ZIP 49684	ZIP 49684
EMAIL ADDRESS	EMAIL ADDRESS jeasterday@traversecitymi.go
REPRESENTING	REPRESENTING -TC

Please Print * Please Print * Please Print * Please Print

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: US 31 M-37 Division Street Planning and Environmental Linkages Public Input	Location of Meeting: Grand Traverse Commons Traverse City	Date: August 19, 2015
--	---	---------------------------------

Please Print * Please Print * Please Print * Please Print

NAME Lee Kurt	NAME RAY MINERVINI
ADDRESS PO Box 252	ADDRESS 830 COTTAGEVIEW DR
CITY TC	CITY TC
STATE MI	STATE MI
ZIP 49686	ZIP 49686
EMAIL ADDRESS TC@TART Julie@traversestrails.org	EMAIL ADDRESS Ray@THEVILLAGEofTC.com
REPRESENTING TART Trails, Inc.	REPRESENTING

NAME CAROL TURNER	NAME Bob Bolet
ADDRESS 925 HURON HILLS DR	ADDRESS 7398 Peninsula Dr
CITY TRAVERSE CITY	CITY T.C.
STATE MI	STATE MI
ZIP 49686	ZIP 49686
EMAIL ADDRESS	EMAIL ADDRESS
REPRESENTING TC RESIDENT	REPRESENTING

NAME JEFF TURNER	NAME Jane Dinnen
ADDRESS [Signature]	ADDRESS 604 W 8th St
CITY	CITY TC
STATE	STATE MI
ZIP	ZIP
EMAIL ADDRESS	EMAIL ADDRESS
REPRESENTING ELKS CLUB	REPRESENTING

Please Print * Please Print * Please Print * Please Print

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: US 31 M-37 Division Street Planning and Environmental Linkages Public Input	Location of Meeting: Grand Traverse Commons Traverse City	Date: August 19, 2015
--	---	---------------------------------

Please Print * Please Print * Please Print * Please Print

NAME ED FOUCH	NAME KRIS McLain
ADDRESS 6017 W 7 th	ADDRESS 110 Fairlane Drive
CITY TC	CITY TV
STATE MI	STATE MI
ZIP 49684	ZIP 49684
EMAIL ADDRESS	EMAIL ADDRESS kimclain76@gmail.com
REPRESENTING	REPRESENTING

NAME YUAN SHELLBY	NAME Debra Ross-Ford
ADDRESS do THE ART of WELLNESS	ADDRESS ? o Box 207
CITY TC	CITY Grawn
STATE MI	STATE MI
ZIP	ZIP 49637
EMAIL ADDRESS infoartofwellnesstc.com	EMAIL ADDRESS
REPRESENTING THE ART of WELLNESS & WEIGHT LOSS	REPRESENTING EIKS

NAME JIM HEFFNER	NAME Norm Nordford
ADDRESS 4030 BAY BERRY LN	ADDRESS PO Box 49
CITY WILLIAMSBURG	CITY OLD MISSION
STATE MI	STATE MI
ZIP 49690	ZIP 49673
EMAIL ADDRESS jheffgan@yahoo.com	EMAIL ADDRESS nnordford@gmail.com
REPRESENTING	REPRESENTING

Please Print * Please Print * Please Print * Please Print

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: US 31 M-37 Division Street Planning and Environmental Linkages Public Input	Location of Meeting: Grand Traverse Commons Traverse City	Date: August 19, 2015
--	---	---------------------------------

Please Print * Please Print * Please Print * Please Print

NAME Tim Edman			NAME Thomas H Evon		
ADDRESS 534 W. North St			ADDRESS		
CITY TC	STATE MI	ZIP 49684	CITY	STATE	ZIP
EMAIL ADDRESS			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

NAME Julia Wagner			NAME Mike Hornby		
ADDRESS 402 W. 11th St			ADDRESS 314 N. Elmwood Ave		
CITY Traverse City	STATE MI	ZIP 49684	CITY T.C.	STATE MI	ZIP 49684
EMAIL ADDRESS grdngrL402@Chartermi.net			EMAIL ADDRESS s-mhornby@charter.net		
REPRESENTING			REPRESENTING		

NAME Shirley Fortan			NAME Tana Wilsey		
ADDRESS 634 W. 12th			ADDRESS 1332 Milliken Ct		
CITY Traverse City	STATE MI	ZIP 49684	CITY TC	STATE MI	ZIP 49686
EMAIL ADDRESS			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

Please Print * Please Print * Please Print * Please Print

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: US 31 M-37 Division Street Planning and Environmental Linkages Public Input	Location of Meeting: Grand Traverse Commons Traverse City	Date: August 19, 2015
--	---	---------------------------------

Please Print * Please Print * Please Print * Please Print

NAME Ralph Cerny	NAME Thomas Walt (or Tom)
ADDRESS 707 Monroe St	ADDRESS
CITY TC	CITY
STATE	STATE
ZIP 49684	ZIP
EMAIL ADDRESS	EMAIL ADDRESS
REPRESENTING	REPRESENTING

NAME Richard Miller	NAME Mary Anne Ball
ADDRESS 410 S. OAK ST.	ADDRESS 12023 S Elk Run
CITY T.C.	CITY TC
STATE MI	STATE MI
ZIP 49684	ZIP 49684
EMAIL ADDRESS	EMAIL ADDRESS mab1938@gmail.com
REPRESENTING	REPRESENTING

NAME Jeffery Wm. Pataky	NAME Shirley + Dick Murray
ADDRESS 3233 Cass Street	ADDRESS 9087 S. Tottenham Dr.
CITY Traverse City	CITY TC
STATE MI	STATE MI
ZIP 49684	ZIP 49685
EMAIL ADDRESS patakyj@bata.net	EMAIL ADDRESS sgibsonmurray@gmail.com
REPRESENTING BATA	REPRESENTING ourselves

Please Print * Please Print * Please Print * Please Print

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: US 31 M-37 Division Street Planning and Environmental Linkages Public Input	Location of Meeting: Grand Traverse Commons Traverse City	Date: August 19, 2015
--	---	---------------------------------

Please Print * Please Print * Please Print * Please Print

NAME RONALD ROBBINS + MARY ROBB	NAME MARY JEAN McLEW
ADDRESS 3165 SILVER HILLS LN	ADDRESS 512 W. 8th
CITY TRAVERSE CITY	CITY TRAVERSE CITY
STATE MI	STATE MI
ZIP 49684	ZIP 49684
EMAIL ADDRESS zronrob@aol.com	EMAIL ADDRESS woolen@e-sbc.global.net
REPRESENTING SELF + KAPN Keg Inc	REPRESENTING

NAME Cristine Nichols	NAME ERIC GREBE
ADDRESS 426 5th ST	ADDRESS 1317 RANDOLPH ST
CITY TC	CITY TC
STATE MI	STATE MI
ZIP 49684	ZIP 49684
EMAIL ADDRESS	EMAIL ADDRESS EGREBE@A.H.NET
REPRESENTING	REPRESENTING SLABTOWN ASN.

NAME LINDA NASH	NAME DANIEL MYERS
ADDRESS 611 W FRONT	ADDRESS 541 W. 11th ST.
CITY TC	CITY TC
STATE MI	STATE MI
ZIP	ZIP 49684
EMAIL ADDRESS lnash.cj@gmail.com	EMAIL ADDRESS DMYERS@DAMLAWOFFICE.COM
REPRESENTING	REPRESENTING SELF (NEIGHBORHOOD RESIDENT)

Please Print * Please Print * Please Print * Please Print

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: US 31 M-37 Division Street Planning and Environmental Linkages Public Input	Location of Meeting: Grand Traverse Commons Traverse City	Date: August 19, 2015
--	---	---------------------------------

Please Print * Please Print * Please Print * Please Print

NAME Margaret Schaal	NAME Susan Kane
ADDRESS 1403 North Orchard	ADDRESS P.O. Box 5251 (Whim St.)
CITY Traverse City	CITY T.C.
STATE MI	STATE MI
ZIP 49684	ZIP 49686
EMAIL ADDRESS shermanpedro@gmail.com	EMAIL ADDRESS —
REPRESENTING self	REPRESENTING —
NAME Leslie Sickerterman	NAME MICHAEL + JEANNE HAYNES
ADDRESS 627 Sixth St	ADDRESS 422 N. MADISON ST
CITY TC	CITY TRAVERSE CITY
STATE MI	STATE MI
ZIP 49684	ZIP 49684
EMAIL ADDRESS lsickerterman@gmail.com	EMAIL ADDRESS mtz genie49@aol.com
REPRESENTING —	REPRESENTING —
NAME Kate Armstrong	NAME CHUCK ISETHEA
ADDRESS 415 W. Twelfth St	ADDRESS 540 W. 7 TH
CITY TC	CITY TC
STATE MI	STATE MI
ZIP 49684	ZIP 49684
EMAIL ADDRESS armstrong.kate@gmail.com	EMAIL ADDRESS cbethea@chartermi.net
REPRESENTING —	REPRESENTING LOCAL

Please Print * Please Print * Please Print * Please Print

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: US 31 M-37 Division Street Planning and Environmental Linkages Public Input	Location of Meeting: Grand Traverse Commons Traverse City	Date: August 19, 2015
--	---	---------------------------------

Please Print * Please Print * Please Print * Please Print

NAME Kearne Johnson			NAME Margaret Fergione		
ADDRESS 605 So. Division			ADDRESS 605 W. Seventh ST		
CITY Traverse City	STATE MI	ZIP 49684	CITY Traverse City	STATE MI	ZIP 49684
EMAIL ADDRESS			EMAIL ADDRESS		

REPRESENTING	REPRESENTING self
---------------------	-----------------------------

NAME Harve & Mary Norris			NAME Vi SOLOMONSON		
ADDRESS 6827 S West Bay Shore Dr			ADDRESS 1116 WAYNE ST		
CITY TC	STATE MI	ZIP 49684	CITY TRAVERSE CITY	STATE MI	ZIP 49684
EMAIL ADDRESS hnorris@charterni.net			EMAIL ADDRESS none		
REPRESENTING			REPRESENTING SLAB TOWN		

NAME BARBARA HEARSTEN			NAME Richard Rosa		
ADDRESS 1101 JEFFERSON			ADDRESS 421 Monroe		
CITY TC	STATE MI	ZIP 49684	CITY Traverse City	STATE MI	ZIP 49684
EMAIL ADDRESS			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

Please Print * Please Print * Please Print * Please Print

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: US 31 M-37 Division Street Planning and Environmental Linkages Public Input	Location of Meeting: Grand Traverse Commons Traverse City	Date: August 19, 2015
--	---	---------------------------------

Please Print * Please Print * Please Print * Please Print

NAME JENNIFER GASTON			NAME Mike Sleeman		
ADDRESS 9343 S MAJESTIC RDG.			ADDRESS 3680 Incochee Rd		
CITY TRAVERSE CITY	STATE MI	ZIP 49684	CITY T.C.	STATE MI	ZIP 49684
EMAIL ADDRESS JENGASTON1@GMAIL.COM			EMAIL ADDRESS msleeman43@hotmail.com		
REPRESENTING BUSINESS AT 2ND & DIVISION ^{625 2ND ST.}			REPRESENTING		

NAME KEVIN SUMMERS			NAME Mike & Angela Goodall		
ADDRESS 3785 Brook Drive			ADDRESS		
CITY Traverse City	STATE MI	ZIP 49684	CITY	STATE	ZIP
EMAIL ADDRESS ksummers@gmail.com			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

NAME Keps Soyring			NAME Jim Johnson		
ADDRESS			ADDRESS 6222 S WESTWOOD Pkwy		
CITY	STATE	ZIP	CITY Suttons Bay	STATE	ZIP
EMAIL ADDRESS			EMAIL ADDRESS Jimalo30@charter.net		
REPRESENTING city of Traverse			REPRESENTING ELKS LODGE # 323		

Please Print * Please Print * Please Print * Please Print

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: US 31 M-37 Division Street Planning and Environmental Linkages Public Input	Location of Meeting: Grand Traverse Commons Traverse City	Date: August 19, 2015
--	---	---------------------------------

Please Print * Please Print * Please Print * Please Print

NAME CHRISTINE GAUTHIER			NAME Rob Bacigalupi		
ADDRESS 254 E 9TH ST			ADDRESS 627 6TH		
CITY TC	STATE MI	ZIP 49684	CITY TC	STATE MI	ZIP 49684
EMAIL ADDRESS SCRAPNCHRIS1@qol.com			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

NAME Katarina Mike Duffman			NAME John Murphy		
ADDRESS			ADDRESS 705 Cherokee		
CITY	STATE	ZIP	CITY TC	STATE MI	ZIP 49684
EMAIL ADDRESS			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

NAME James			NAME John Popa		
ADDRESS			ADDRESS 7086 S. Crooked Creek		
CITY	STATE	ZIP	CITY TC	STATE MI	ZIP 49684
EMAIL ADDRESS			EMAIL ADDRESS JJ Popa@charter.net		
REPRESENTING MDOT			REPRESENTING SELF		

Please Print * Please Print * Please Print * Please Print

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: US 31 M-37 Division Street Planning and Environmental Linkages Public Input			Location of Meeting: Grand Traverse Commons Traverse City			Date: August 19, 2015					
Please Print * Please Print * Please Print * Please Print											
NAME Sgt Keith Gillis				NAME Barbara Sobimonski							
ADDRESS TRAVERSE CITY Police.				ADDRESS							
CITY			STATE		ZIP		CITY		STATE		ZIP
EMAIL ADDRESS						EMAIL ADDRESS					
REPRESENTING T.C. PD.						REPRESENTING RESIDENT glaston					
NAME Terry Husby				NAME Gloria Halligan							
ADDRESS ELKS				ADDRESS							
CITY			STATE		ZIP		CITY		STATE		ZIP 49686
EMAIL ADDRESS						EMAIL ADDRESS					
REPRESENTING ELKS						REPRESENTING resident					
NAME Peggy Camody				NAME Carol Hiekingen + 1							
ADDRESS 12065 S. ELK Run				ADDRESS 549 Lakewood Road							
CITY TC			STATE		ZIP		CITY Traverse City		STATE MI		ZIP 49685
EMAIL ADDRESS						EMAIL ADDRESS					
REPRESENTING						REPRESENTING					

Please Print * Please Print * Please Print * Please Print

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: US 31 M-37 Division Street Planning and Environmental Linkages Public Input	Location of Meeting: Grand Traverse Commons Traverse City	Date: August 19, 2015
--	---	---------------------------------

Please Print * Please Print * Please Print * Please Print

NAME Randy McClure	NAME Karen Garrison
ADDRESS 1297 Londolyn Ter	ADDRESS 12086 S. ELK RIDGE
CITY Traverse City	CITY Traverse City
STATE MI	STATE M.
ZIP 49686	ZIP 49684
EMAIL ADDRESS RMAC927@yahoo.com	EMAIL ADDRESS KKG50526mail.com
REPRESENTING	REPRESENTING

NAME Laurie L. Muellemith	NAME Beverly Cuthbert
ADDRESS 5800 Elm Rd	ADDRESS 1321 Terra Rd
CITY Buckley	CITY TC
STATE MI	STATE MI
ZIP 49620	ZIP 49686
EMAIL ADDRESS	EMAIL ADDRESS Bcuthberte@aol.com
REPRESENTING T.C. ELK'S LODGE #323	REPRESENTING

NAME ROJEK & SLADEK	NAME Aaron & Denise Edick
ADDRESS 1476 ANDREW PL.	ADDRESS 7302 E. Birch Point Rd
CITY TRAVERSE C. TY	CITY TC
STATE M.	STATE MI
ZIP 49686	ZIP 49686
EMAIL ADDRESS	EMAIL ADDRESS daedick@charter.net
REPRESENTING T.C. ELK'S LODGE #323	REPRESENTING

Please Print * Please Print * Please Print * Please Print

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: US 31 M-37 Division Street Planning and Environmental Linkages Public Input	Location of Meeting: Grand Traverse Commons Traverse City	Date: August 19, 2015
--	---	---------------------------------

Please Print * Please Print * Please Print * Please Print

NAME Harold Wilsey			NAME Michele Dillow		
ADDRESS 1332 MILLIKEN CT			ADDRESS 3133 College Terrace ct		
CITY T.C	STATE	ZIP 49686	CITY Traverse City	STATE MI	ZIP 49684
EMAIL ADDRESS			EMAIL ADDRESS		
REPRESENTING			REPRESENTING Self - Born Here		

NAME Jim & Sharon McDERMOTT			NAME Lanie McManus		
ADDRESS PO Box 534			ADDRESS 3845 W Grand D.		
CITY INTERLOCHEN	STATE MI	ZIP 49643	CITY Traverse City	STATE MI	ZIP 49684
EMAIL ADDRESS JHMcDERMOTT@Yahoo.com			EMAIL ADDRESS		
REPRESENTING			REPRESENTING		

NAME L. D. THORNBURG			NAME Max Boer		
ADDRESS 4824 E. Red OAKS DR			ADDRESS 3600 REEMIE SCHOOL ROAD.		
CITY T/C	STATE MI	ZIP 49685	CITY TC	STATE MI	ZIP 49684
EMAIL ADDRESS KAWAIKIDD@aol.com			EMAIL ADDRESS Max e TEMELMELS.COM		
REPRESENTING Elks Lodge #323			REPRESENTING TEAM ELKES		

Please Print * Please Print * Please Print * Please Print

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: US 31 M-37 Division Street Planning and Environmental Linkages Public Input	Location of Meeting: Grand Traverse Commons Traverse City	Date: August 19, 2015
--	---	---------------------------------

Please Print * Please Print * Please Print * Please Print

NAME Nyle Broad			NAME Barbara & George Paolacci		
ADDRESS 1216 Rose St			ADDRESS 7525 S. Bingham Rd. Dr.		
CITY Traverse City	STATE MI	ZIP 49686	CITY Traverse City	STATE MI	ZIP 49684
EMAIL ADDRESS nbroad@teamlmrs.com			EMAIL ADDRESS gpaolacci@yahoo.com		
REPRESENTING			REPRESENTING		

NAME Phyllis L. Bachman / Les Thurnberg			NAME Mike DeVries		
ADDRESS 4824 E. Red Oaks Dr.			ADDRESS		
CITY Traverse City	STATE MI	ZIP 49685	CITY	STATE	ZIP
EMAIL ADDRESS plbachman1@gmail.com			EMAIL ADDRESS		
REPRESENTING Elks Lodge #323			REPRESENTING		

NAME Bob Giles			NAME SAM + SUSAN BENDER		
ADDRESS 800 Cottageview - Apt 319			ADDRESS 678 W 11		
CITY TC	STATE MI	ZIP 49684	CITY T.C	STATE MI	ZIP 49684
EMAIL ADDRESS bobgiles79@gmail.com			EMAIL ADDRESS		
REPRESENTING			REPRESENTING SCS		

Please Print * Please Print * Please Print * Please Print

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: US 31 M-37 Division Street Planning and Environmental Linkages Public Input	Location of Meeting: Grand Traverse Commons Traverse City	Date: August 19, 2015
--	---	---------------------------------

Please Print * Please Print * Please Print * Please Print

NAME Ned & Julia Van Hamm	NAME Joe + Ellen Boyer
ADDRESS 10637 Old Morgan Trail	ADDRESS
CITY Traverse City	CITY
STATE MI	STATE
ZIP 49684	ZIP
EMAIL ADDRESS winstuart@gmail.com	EMAIL ADDRESS
REPRESENTING	REPRESENTING

NAME Nicole Hazen	NAME Jeanne Sloan
ADDRESS 701 Sixth	ADDRESS
CITY TC	CITY
STATE MI	STATE
ZIP 49684	ZIP
EMAIL ADDRESS nhazen75@yahoo.com	EMAIL ADDRESS
REPRESENTING	REPRESENTING

NAME KAREN NIELSEN	NAME JOE HAINES
ADDRESS 1223 RANDOLPH ST	ADDRESS 109 BOAGHEY ST
CITY TRAVERSE CITY	CITY TC
STATE MI	STATE MI
ZIP 49684	ZIP 49684
EMAIL ADDRESS karen.a.nielsen@gmail.com	EMAIL ADDRESS
REPRESENTING CITIZEN	REPRESENTING self

Please Print * Please Print * Please Print * Please Print

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. It will be kept separate from demographic information collected on Form 5400 -Title VI Public Involvement Survey.

Meeting Purpose: US 31 M-37 Division Street Planning and Environmental Linkages Public Input	Location of Meeting: Grand Traverse Commons Traverse City	Date: August 19, 2015
--	---	---------------------------------

Please Print * Please Print * Please Print * Please Print

NAME WINIFRED D SIMPSON			NAME FRED + HELEN ALTMAN		
ADDRESS 800 Cottageview Dr. #304			ADDRESS 715 E. STATE ST. #29		
CITY Traverse City	STATE MI	ZIP 49684	CITY TRAV. CITY	STATE MI	ZIP 49686
EMAIL ADDRESS Winniesimpson@icloud.com			EMAIL ADDRESS fredandhelena@verizon.net		
REPRESENTING Village Condo Ass'n			REPRESENTING SELVES		
NAME Jon Russell			NAME Angela Neumann		
ADDRESS 410 N. ELMWOOD			ADDRESS 909 W 7th Apt 190		
CITY T.C.	STATE Mich	ZIP 49684	CITY TC	STATE MI	ZIP
EMAIL ADDRESS tcphoto@aol.com			EMAIL ADDRESS		
REPRESENTING neighborhood			REPRESENTING		
NAME Tom & Sae Schmitt			NAME Harry Hubbell		
ADDRESS 535 W. 7			ADDRESS 5351 Blair Townhall		
CITY T.C.	STATE MI	ZIP 49684	CITY Grawn	STATE	ZIP 49637
EMAIL ADDRESS schmitttc@att.net			EMAIL ADDRESS harrybythebay@yahoo.com		
REPRESENTING			REPRESENTING		

Please Print * Please Print * Please Print * Please Print

Blank Comment Form

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Info

Comments can be mailed or e-mailed to:

Patty O'Donnell, MDOT Project Manager

MDOT Traverse City TSC

2084 US-31 South, Ste. B

Traverse City, MI 49685

ODonnellP@michigan.gov

(231) 941-1986 office

(989) 614-4229 cell

Web

Comments can be submitted thru the project website:

<http://www.michigan.gov/mdot/>

Select:

Projects and Programs --> Studies--> Planning and Environmental Link (PEL) Studies

Or follow this web link:

http://www.michigan.gov/mdot/0,4616,7-151-9621_11058---,00.html

Social Media

 Find us on Twitter @MDOT_Traverse

Completed Comment Forms

plbachman1@gmail.com

From: "Jeanine Easterday" <jeasterday@traverscitymi.gov>
Date: Wednesday, August 19, 2015 2:50 PM
To: <plbachman1@gmail.com>
Attach: Flyer (1).pdf
Subject: Re: Proposed 'roundabout' at Division & the Parkway

Thank you for your comments. They are very timely since I was planning to attend the public meeting being held tonight at Kirkbride Hall at the Village at Grand Traverse Commons. I will seek out answers to your questions and concerns tonight. I have also attached the flyer should you or others wish to attend.

On Wed, Aug 19, 2015 at 2:39 PM, <plbachman1@gmail.com> wrote:

Dear Ms. Easterday,

Many of us at the Elks Lodge # 323 were very distressed and shocked when we saw the proposed drawings for the proposed 'roundabout' for the intersection of the Parkway & M-31/37 in Traverse City.

The Elks Lodge and its' members have been very viable & responsible members of the community since the early 1920's and have maintained this marvelous building & beautifully landscaped property for many, many years. The environmental impact of placing a 'roundabout' at this intersection would greatly harm the wonderful entrance into the heart of Traverse City! The large, well established Maple trees, the lovely landscaping, and the gorgeous Blue Spruce evergreen tree have been an icon which has welcomed visitors to Traverse City for decades. The trees, already home to many birds, & small animals provide a buffer to the building and public areas & patio for shade, comfort, and beauty. They also provide a process referred to as 'photoremediation,' which was mentioned in late June in the TICKER/Business News. Since the BRA is thinking of planting a multitude of trees, why not leave these well-established trees where they are?

This proposed 'roundabout' would also cut off much of the side lot, which was recently installed with a new city sidewalk – connecting it to the Bay area. The proposed plan would butt right up next to the already existing patio of the Elks Lodge, again taking out any shade or beautiful landscaping – & replace it with cement. What kind of an entrance to Traverse City do you want to portray? Beauty or more cement?

The accessible entrance and circle drive in front of the Elks Lodge # 323 would also be removed, plus all of the parking for members in the front of the Lodge. Many times, I have assisted elderly members with their entrance in the front of the Lodge, as their drivers could drive up under the portico & easily drop them off for a lunch or evening with friends. To loose this accessibility would greatly diminish the lovely atmosphere and accessibility to the Lodge.

Several of us have worthwhile suggestions for an alternative plan. I do not know when the other three meetings of MDOT were, but certainly hope they will listen to others who were not able to attend those meetings.

Our ideas:

1. If necessary, make M-31 wider by one more lane – going to the WEST, instead of East into the Elks Lodge landscaping. The building which is on Bay Street, just south of the Parkway is EMPTY. To what purpose is it sitting there? The planners could use this land and the Dog Park land to widen the streets, and make a two lane right turn onto Grandview Parkway, going East, & a two lane turn lane onto Grandview Parkway, going West.

The intersection at the Bay could be moved North a bit to accommodate these lanes.

2. The Dog Park could be moved to an area near the Botanical Gardens – a great space for dogs to run & play! It could also be equipped with objects; such as concrete tubes, blocks, tent structures, & an obstacle course to jump through & play on!

3. Another idea is to move the intersection NORTH & do away with the bathroom at the beach. A lovely bathroom could be built on either side of the proposed intersection!

I certainly hope you and the others on the Planning Commission will listen to the many citizens who are VERY concerned about these proposals.

Thank you for your time,

Priscilla L. Bachman
Spousal Member of Elks Lodge # 323
4824 E. Red Oaks Drive
Traverse City, MI 49685
231.946.4313 Home
231.633.1890 Mobile

--

Jeanine Easterday
Traverse City Commission
231-947-0047

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

p 1 of 2

Name: Kate Armstrong

Address: 415 W. Twelfth St

City: TC State: MI Zip Code: 49634 E-Mail: armstrong.kate@qmw.com

Comments:

The following comments are in no particular order:

- ① I am concerned about the provisions for pedestrian + bike crossing through the Grandview Pkwy roundabout especially with the TART trail being routed through it. I frequently bike the trail from the Central Neighborhood + have been able to easily cross Division w/ the aid of the ped signal. I fear that it will be harder to cross w/o the breaks in traffic. The proposal also adds a crossing at Wayne St and is significantly less straight. Perhaps the TART trail could be realigned to cross the parkway west of that new intersection. I believe the trail has even been extended west of the beach parking lot on the north side of the parkway.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Katie Armstrong p2 of 2

Address: _____

City: _____ State: _____ Zip Code: _____ E-Mail: _____

Comments:

② As a resident of the Central Neighborhood, I ~~like~~ like the changes that might make it easier to cross Division as a pedestrian but am also concerned about the increased through-traffic on 11th that a traffic light would likely bring. For that reason, I think I would support the non-light improvements (especially the median + crosswalk) + would encourage turning restrictions to limit through traffic since there are other through streets. I understand through-traffic needs to move E-W in some way but it seems better

③ I understand the reason for reducing the median to smaller sections of Division but I am disappointed that more opportunities ~~to~~ for pedestrian crossings of Division St were omitted. For example, there is a crosswalk using the median @ 13th st + a similar median @ 12th st but no pedestrian crosswalk. It seems reasonable to assume that people are just going to try to cross at the end of their streets so it seems safer to include crosswalks @ least.

concerned on concerned streets like 14th of Front.

way but it seems better

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____ E-Mail: _____

Comments:

SUBSTANCE USE DISORDER IS A LARGELY GENETIC DISEASE WHICH AFFECTS 1 IN 3 HOUSEHOLDS. NO ONE CHOOSES THIS CONDITION.

PLEASE CONSIDER REFERRING TO INTOXICATED DRIVERS AS SUCH RATHER THAN STATING "A DRUNK." NO ONE IS THEIR DISORDER; INDIVIDUALS HAVE A DISORDER.

YES, OF COURSE, NOT ALL INTOXICATED DRIVERS SUFFER FROM S.U.D.; YET, IT IS NOT THE PLACE OF MDOT TO DETERMINE - NOR CONDEMN VIA PEJORATIVE VERBIAGE - THOSE DRIVERS.

THANK YOU FOR ADDRESSING THIS COMMON, DAMAGING IGNORANCE.

Please place this form in a comment box or see the second page for other options.

RESPECTFULLY,

- A S.U.D. COUNSELOR

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Randy McClure

Address: 1297 Londolyn

City: Traverse City State: Mi Zip Code: 49686 E-Mail: RMAC927@yahoo.com

Comments:

1. Elks appears to have lost the drop off.

Many elderly people use the drop off especially in winter.

That needs to be restored, and they lost many parking spots.

2. I like the roundabouts BUT! I don't like large trucks driving up mounds when they make a right turn. Make them big enough so trucks can pass.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: BARBARA HERSHEY

Address: 1101 Jefferson

City: TC State: M Zip Code: 49684 E-Mail: _____

Comments:

the 'TURN ABOUNTS' ARE RIDICULOUS
Esp on Parkway + Division - already the
deadliest intersection in the city - especially
in tourist season the main link to beaches &
TRAIL TRAILS

cannot imagine any other spot - there are
houses + commercial property all the
way from 14th - Bay

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Mary Norris

Address: _____

City: TC State: MI Zip Code: 49684 E-Mail: knorris@chartermi.net

Comments:

I liked the plan at 7th, 11th, & front street.
I liked the alternative plan at both 14th & Division
and Division & Grandview Parkway.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Debra Ross-Ford
Address: P O Box 207
City: Grawn State: MI Zip Code: 49637 E-Mail: dsr.ross@gmail.com.

Comments:

Potential Crosswalks - are they elevated or directly in the road?

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: LOUIS CEUBAK

Address: 793 N. S. Long LAKE

City: T. C. State: Zip Code: 49685 E-Mail: LOUCEU@AOL.COM

Comments:

PARKWAY INTERSECTION:

TWO LEFT TURN LANES N TO NW

TWO LEFT TURN LANES W TO S.

THIS MOVEMENT CAN BE ACCOMPLISHED WITHIN THE
R/W.

LESS STACKING & WAITING.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: WIM HEFFNER

Address: 4050 BAYBERRY LN

City: WILLIAMSBURG State: MI Zip Code: 49690 E-Mail: jhefgan@yahoo.com

Comments:

I APPRECIATE THE EXTENSIVE PUBLIC INPUT.
I AM VERY STRONGLY IN FAVOR OF MODERN
ROUNDABOUTS DUE TO INCREASE TRAFFIC FLOW,
LESS SEVERE ACCIDENTS, & GREATLY IMPROVED
PEDESTRIAN & BIKER SAFETY @ CROSSINGS!

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Thomas Walt

Address: 121 N. Spruce St.

City: Traverse City State: MI Zip Code: 49684 E-Mail: _____

Comments:

• Definitely no roundabouts - they are too confusing especially with heavy traffic.

• A light needs to be put in at 11th street.

• Everything else looks good

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: FRANK FORD

Address: P.O. Box 207

City: GAZON State: MI Zip Code: 49637 E-Mail: _____

Comments:

Roundabout in 37-31 corridor could be extended to H₂O's
edge making it part of the G.T. experience, with
walkway bordering on water's side.

I am in favor of the roundabout.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Cristine Nichols

Address: 426 5th St

City: TC State: MI Zip Code: 49684 E-Mail: cnichols426@gmail

Comments:

I am very impressed with the proposed alternatives
I like the roundabout at 14th/Division and
Division/Grandview.

I do find it is helpful to use a blinker to exit a
roundabout which helps ~~keep~~ people know when
to enter the roundabout (especially w/ 2 lanes).

I like the improvements at 7th Street!!!!

I also like the addition of a light at 11th
but at very least hope the ^{minimum} improvements
will be allowed.

I use this artery every day, if not several times
per day. I appreciate the care, listening,
consideration and expertise involved in
developing all phases of the recommendations.

Please place this form in a comment box or see the second page for other options.

THANK YOU!!!

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Sam Morford

Address: POB 49

City: GLD MISSION State: MI Zip Code: 49673 E-Mail: mmorford@gmail.com

Comments:

- ① This street became part of the NHS in the fifties. What has been done to move the NHS designation to other streets in place and less difficult to improve? I think it's time to end the NHS designation for US 31/M-37 (DIVISION ST). It seems to me that the proposal is to put "two bags full of traffic into a one bag street".
- ② Reduce the speed limit from 45 mph to 25 mph.
- ③ Allow no left hand turns from GRIFFIN ST TO 7th street (this recommendation is for both Division and the side streets)
- ④ Put a median in from Griffin to almost 7th

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Tom Evon

Address: 609 W ELEVENTH

City: Troy, MI State: MI Zip Code: 49684 E-Mail: tomEvonSR@yahoo.com

Comments:

NO THRU TRAFFIC EAST AND WEST ON ELEVENTH ST
AT DIVISION

NO LEFT TURN ON TO ELEVENTH ST FROM SOUTH BOUND
DIVISION.

RIGHT TURN ONLY, WEST BOUND ELEVENTH AT DIVISION
LEFT AND RIGHT TURN EAST BOUND ELEVENTH AT
DIVISION.

WE NEED NO MORE TRAFFIC IN OUR
NEIGHBORHOODS.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Karen Garrison

Address: 12086 S Elk Ridge

City: Traverse City State: Mi Zip Code: 49684 E-Mail: KKGSPG@gmail.com

Comments:

My concern is people & bikes getting acrossed
at Division and Parkway at the water.

I don't know if T.C. can take the construction
inconvenience at such major corridors.

I like the light at 11th St.

Not sure about 3th since the ambulances
need a side exit.

I think we should keep the greenspace!

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: SEAMUS SHINNERS

Address: 410 7th STREET

City: TRAVERSE CITY State: MICH Zip Code: 49684 E-Mail: MUSICMANSEAMUS@HOTMAIL

Comments:

YES ON 14th STREET ROUNDABOUT

YES ON GRANDVIEW PARKWAY/DIVISION STREET ROUNDABOUT

NO ON 2 WAY TRAFFIC ON 7th STREET, THIS WOULD BRING COMMERCIAL TRAFFIC INTO RESIDENTIAL NEIGHBORHOOD
7th STREET HAS A 2 TON WEIGHT LIMIT.

O.K. WITH LIGHT AT 11th AS LONG AS TRAFFIC HEADING EAST HAS TO TURN — NO THROUGH TRAFFIC FROM 11th → EAST.

IF ALLOWED THIS WOULD MAKE 11th STREET — A NEW 14th STREET

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: CAROL TURNER

Address: 925 HURON HILLS DR.

City: TRAVERSE CITY State: MI Zip Code: 49686 E-Mail: cat17@charter.net

Comments:

① NO ROUNDABOUTS! NOT GOOD FOR
OUR CITY AND OUR TRAFFIC

② 2 LEFT TURN LANES FROM 3~~1~~ ONTO
GRANDVIEW PARKWAY (TOWARD LEELANAU
COUNTY)

DK - TO CLOSE OFF BAY ST.
- LIGHT AT ELEVENTH ST

③ LEAVE ELKS CLUB ALONE

④ WHAT ABOUT "GOOD" PEDESTRIAN CROSS-
OVERS TO GET BAY AND ACROSS DIVISION ST.

⑤

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Shirley + Dick Murray
Address: 9087 S. Tottenham Dr.
City: TC State: MI Zip Code: 49685 E-Mail: sgibsonmurray@gmail.com

Comments:

We are totally for roundabouts and we respect the findings of MDOT. Why can't we go with what is preferable?

We noticed when the light was out at Division + Front for several days, drivers were sooo polite.

After tourists leave, the city is different, calmer.

When 8th Street was refigured, we lost a lot of mad drivers who were constantly changing lanes.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: JEFF THOMAS

Address: 915 ... duke

City: T.C. State: _____ Zip Code: 49686 E-Mail: _____

Comments:

You have 2 lanes that could be Left Turns
why make turn around there?

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

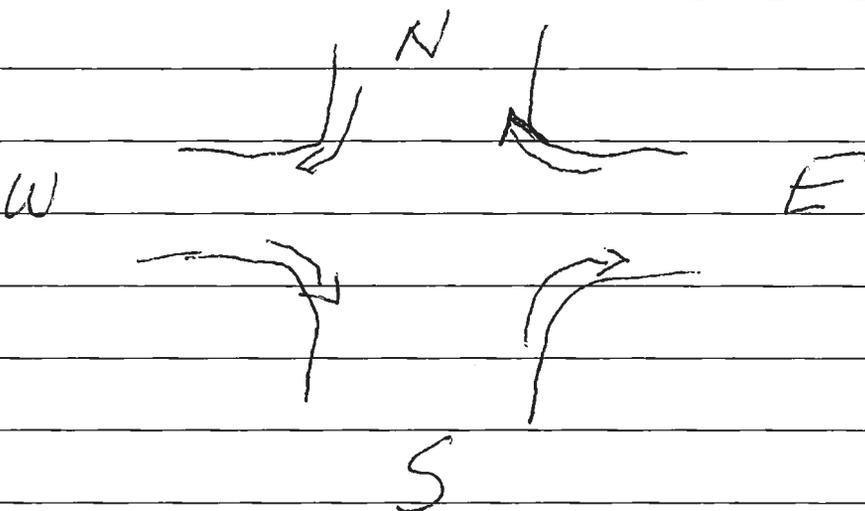
Name: Julia Wagner

Address: 402 W. 11th St

City: Traverse City State: MI Zip Code: 49684 E-Mail: grdngrh402@chartermi.net

Comments:

at the intersection of 11th and
Division - No through East To West
Traffic - PLEASE. It will change
a residential street into a main
thoroughfare. 11th street at Division
should be right turn only



Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Ralph Cerny

Address: 707 Mowroe St

City: E State: _____ Zip Code: _____ E-Mail: vmcerny@gmail.com

Comments:

1. Love the roundabout at 14th + Div !
They work in Fla.!

2. Love the proposed light at 11th . Essential Change !

3. Love the proposed light at 7th !
I was CEO at Munson Med. Center and had talked to Rise Rash about making changes at 7th to be the main entry into Munson - a huge source of traffic.

4. I think the roundabout at Grandview should wait to allow people time to become familiar with how roundabouts work.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Margaret Forgiore
Address: 605 W. Seventh
City: TC State: MI Zip Code: 49684 E-Mail: backhome@earthlink.net

Comments:

Do NOT make 7th St. two way from Division to
Maple! I live in that block, that would cause
enormous confusion! Keep the light. Allow turn to south onto Division.
11th go with island for pedestrian crossing - Stop entry from W. onto
(Make Bay St. accessible onto Division -) OK - I see... 11th

Have input on final disposition from affected
homeowners.

The acoustics are terrible here (Kübride)
garbled -

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Beverly Cuthbert

Address: 1321 Terra Rd

City: TC State: Zip Code: 49686 E-Mail: B.Cuthbert

Comments:

I'm a senior and have a lot of experience driving roundabouts all over the US+Canada. I find them very easy to negotiate & they keep traffic moving at a slower pace without back-ups.

I would suggest a pedestrian overhead crossing at both 14th + Grandview, if possible, so as to not stop ~~traffic~~ flow. Not sure how to make crossings handicap accessible.

There soon will be two roundabouts on M-72 so by the time funding is available for this project, many concerns should be a non-issue.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Michele Dillon

Address: 3133 College Terrace ct

City: TC State: Mi Zip Code: 49684 E-Mail: _____

Comments: Grandview Parkway

Who will teach drivers how to Drive on Roundabouts?

TRAVERSE City is a Destination city (area).

People come from all over the world to see the "View of the Bay." Doing A Round about By the Bay will only make the view more concrete, Black top, Concerned about environmental. Trucks ending up in the Bay. More GAS+Oil in Water. Cherry Trucks/18 wheelers will have accidents.
Suggest Put Cross walks over the Road with Ramps for ^{the} Handicap.

CE

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: STEVE MEACH

Address: 9027 N. TOTTENHAM DR

City: T.C. State: NM Zip Code: 49685 E-Mail: SFMEACH@YAHOO.COM

Comments:

STRONGLY IN FAVOR OF THE PROPOSED PLAN. BOTH ROUNDABOUTS
SHOULD BE BUILT. I LIKE THE MEDIANS, TURN LANES AND LIGHTS.
SEVEN M ST. S/B TWO WAY AT LEAST FOR A BLOCK OR TWO.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Greg Flickinger

Address: 549 Lakewood Rd.

City: Troy Mich State: Mi Zip Code: 49685 E-Mail: _____

Comments:

No Roundabout 14th St - Only Operational Improvements

11th Street - Preferred Alternative

7th St - Preferred Alternative Two Way Traffic

Front St - Preferred Alternative

Division St - Operational Improvements - No Roundabout

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: John Popa
Address: 7086 S. Crooked Creek
City: TC State: MI Zip Code: 49684 E-Mail: JJ Popa @ Charter .net

Comments:

0% Support For Any Roundabout

100% " " Design with a median

- There are NO bikes & Pedestrians
For 9 months of year

- Cannot keep all the access
open during winter months

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: maball

Address: 12023 S Elk Run

City: TC State: MJ Zip Code: 49684 E-Mail: mab1938@gmail.com

Comments:

what is needed is a bypass around TC on the far south side. Restrict vehicles driving through the Division Corridor - eliminate commercial vehicles and provide easier throughway for vehicles not wanting to be in the horrible traffic that TC is becoming famous for. ~~Allow~~^{provide} a choice route, "ByPass"

Patching up Division is only kicking the can down the road. Solve the problem now

And provide more than one artery into TC from the south and east.

TC has known of the problems of all the major highways converging at one location for years but has refused to plan for the future - - now it is almost too late

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: NED & JULIE VAN HAMM
Address: 10637 OLD MORGAN TRL
City: TC State: MI Zip Code: 49684 E-Mail: _____

Comments:

- CONTINUE YOUR EFFORTS!
- FULLY SUPPORT THE ROUNDABOUTS - IGNORE THE "SKY IS FALLING" CONTINGENT
- SUPPORT THE EXPANDED TOWN LINES
- STILL LOOK FOR A WAY TO DIVERT COMMERCIAL & "PASS THRU" TRAFFIC @ CHAM'S CORNER TOWARD 3 MILE ROAD

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: BILL PTAK

Address: 523 W. 12th

City: T.C. State: _____ Zip Code: _____ E-Mail: _____

Comments:

Looks great! QUESTION LIGHT @ 11th St.

WILL CAUSE MUCH TRAFFIC COMING

THROUGH NEIGHBORHOOD TO GET TO G.T.C.

WHICH IS REALLY BAD FOR CENTRAL

NEIGHBORHOOD. HOW ABOUT "MUST TURN

LEFT OR RT" @ LIGHT ON 11th @ NO

THROUGH TRAFFIC ALLOWED? BOTH WAYS ON

11th ACTUALLY.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Michial Rader
Address: 612 W. 11th St
City: TC State: MI Zip Code: 49684 E-Mail: Michialrader@gmail.com

Comments:

as a resident of 11th I feel I am in a very good position to observe traffic patterns & anticipate results of the proposal to place a light @ 11th & division with thru traffic - both East & West bound. In my opinion this proposal simply creates a new 14th St thru street which creates a division of the south end of the Central Neighborhood!!! As proposed - The Commons & Munson get all they could hope for - Central Neighbors & in particular 11th St residents get a heavy traffic street. What a trade off!! Seems ~~to~~ like one simply needs to follow the money & influence - Munson, Commons, 6th St have it - 11th does not. 11th can be used as a thru street - east / west corridor.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Dale Gurdlin

Address: 254 E. 9TH ST.

City: Traverse City State: Mi Zip Code: 49684 E-Mail: independance8@yahoo.com

Comments:

With traffic lights at Mejeus, Veterans
7th, 11th + Front St. I do not agree
with constant movement on 14th +
Grandview park way that these
roundabouts are realistic. I thought
alternative repairs are very good.
There definitely needs to be a light
on some sort of ped. crossing at
all intersections.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: DAVE DEIK

Address: 709 BASS LAKE ROAD

City: TRAVERSE CITY State: MI Zip Code: 49684 E-Mail: rlvatedfusion56@yahoo.com

Comments:

ALL OF THE "PREFERRED" CHANGES LOOK VERY GOOD IN MY OPINION. THE ONLY AREA I SEE AN ISSUE IS 11TH STREET COMING ^{EAST} FROM THE COMMONS TO DIVISION STREET. I DONT KNOW TRAFFIC COUNTS, BUT I WOULD ESTIMATE 75% OF TRAFFIC IS TURNING RIGHT TO GO SOUTH ON DIVISION. THE CURRENT "PREFERRED" PLAN IS FOR A LEFT TURN LANE AND A STRAIGHT/RIGHT TURN LANE. IT SEEMS TO ME THE GREATER NEED IS FOR A RIGHT TURN ONLY LANE AND A STRAIGHT/LEFT TURN LANE TO REDUCE THE BACK-UPS CAUSED BY THE HIGH VOLUME OF RIGHT TURNS. I DID DISCUSS THIS WITH BRIAN SMITH DURING THE ~~505TH~~ SESSION, AND WAS GIVEN THE IMPRESSION THIS MATTER HAS BEEN DISCUSSED AND IS STILL OPEN TO CHANGE

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Tom & Sae Schmidt

Address: 535 W. 7

City: T.C. State: MI Zip Code: 49684 E-Mail: schmidtte@att.net

Comments:

We are not in favor of making 7th St a way off Division St. It makes the street a direct cross town route.

We are not in favor of making 11th St a cross town route either. If a traffic light goes on 11th cars must turn north or south - Use 14th as a cross town route.

14th St Round about would be workable more so than the Parkway

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Leslie Sackterman

Address: 1027 Sixth St

City: TO State: _____ Zip Code: _____ E-Mail: lsackterman@gmail.com

Comments:

I appreciate having a dedicated center turn lane to lessen sideswipe accidents and people speeding up to avoid backups.

I also appreciate the addition of sidewalks along the east side of Division. However, the addition of the sidewalk will necessitate the removal of many mature trees w/in and along the ROW. Can this be better addressed? - These provide a lot of shade and some relief to the traffic!

I feel like the biggest result of these changes will be to speed up traffic. Heavy truck traffic now travels at alarming speeds at off hours -> Not pleasant to neighboring houses. Can the lane width be ~~more~~ choked down to lower speeds?

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Jane Dunen

Address: 604 W 8th St

City: TC State: _____ Zip Code: _____ E-Mail: _____

Comments:

① Speed on Division between lights/roundabouts
- very concerned that current methodology for determining speed limits could easily result in "sprints". "Sprinting" speeds/behaviors might exacerbate weaving & lessen safety.

② Homes on 7th (E of Division) would lose parking if two-way traffic & Sturn lane created. Few driveways on 7th & little parking option on alley.

Could you create just a bike lane for 1 block on 7th?

③ West bound traffic on 2nd & Randolph needs to be stopped by diverters allowing only N turns.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Angela N.

Address: West 7th

City: TC State: MI Zip Code: _____ E-Mail: _____

Comments:

Grandview - Prefer the "Operational Improvements"
No round about!

Front - Looks great! "Preferred Alt"

Seventh - LOVE "Preferred Alt" PLEASE
MAKE All of 7th 2 way!

Eleventh - I'm fine w/ the "Preferred Alt" But if
people don't want traffic in 11th, make 11th one
way... We Need a light into the commons!

Fourteenth - NO Round about! I like the
Operational Improvement!

Or make it 2 way for one block - something
though especially for bikes!

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Rob Bacigalupi
Address: 627 6TH
City: TC State: Mi Zip Code: 48684 E-Mail: robbacigalupi@mac.com

Comments:

Glad the median is gone at 6TH and glad to see a sidewalk along the east side of Division - a good amount of pedestrians there already. It will be a shame to lose mature trees along Division (or any trees for that matter) since they create side friction and slow down traffic. Please keep the design speed as low as possible - 25 mph would be great.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

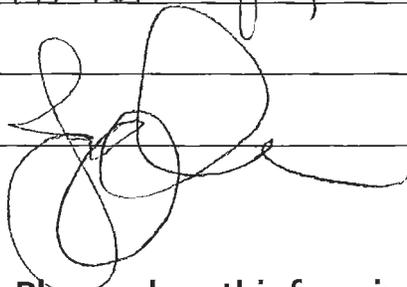
Name: JEN GASTON
Address: PROPERTY OWNER (A) 625 2ND ST.
City: TZ State: MI Zip Code: 49684 E-Mail: JENGASTON1(A)
GMAIL.COM

Comments:

I WOULD LIKE TO SEE A STOP LIGHT (A)
11TH ST.

PLEASE DO NOT WIDEN THE ROAD FROM
GRANDVIEW TO 11TH. AND DO NOT
PROHIBIT LEFT & RIGHT HAND TURNS
OFF OF US31 AS WE ALL NEED EASY
ACCESS TO HOMES & BUSINESS OFF
DIVISION.

THANK YOU,



Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: John Murphy
Address: 705 Cherokee
City: TC State: M. Zip Code: 49684 E-Mail: _____

Comments:

IF part of The consideration of The project involves The impact on Businesses why Does it take so much land from The ELKS - A Business + not from The redesigned Bay Street intersection?

What is going to Allow Pedestrians to cross The Parkway + Division St.

What is going to Help Traffic Flow w on 22/72 from Division St W?
currently Rush hr traffic Backs up from M72/M22 Intersection Back to Division St

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: KAREN NIELSEN

Address: 1223 RANDOLPH ST

City: TRAVERSE CITY State: MI Zip Code: 49684 E-Mail: karen.a.nielsen@gmail.com

Comments:

• CONSIDER USING SMART TRAFFIC SIGNALS TO FACILITATE FLOW DURING EVENTS, WEEKEND FLOWS AND OTHER SPECIAL BUBBLES OF USAGE

• PROVIDE FOR BREAKS IN SOUTHBOUND TRAFFIC AT RANDOLPH ST. SO SUBTOWN RESIDENTS ARE NOT "TRAPPED". ALSO, DO NOT ALLOW LEFT TURNS FROM RANDOLPH ONTO DIVISION. (OR ONLY AT LIMITED TIMES & SEASONS)

• PROVIDE BREAKS IN TRAFFIC SO PEDESTRIANS AND BICYCLISTS CAN CROSS WITH THE TRAIL TRAIL AT ELMWOOD.

• WILL ALL TRAFFIC LIGHTS ON DIVISION HAVE DEDICATED LEFT TURN CYCLES AS PART OF THE LIGHTS NORMAL OPERATION.

• INSTALL CAMERAS TO ENFORCE CARS GOING THRU INTERSECTIONS ON RED.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Jeanne Sloan

Address: 525 W 8th St

City: Traverse City State: MI Zip Code: 49684 E-Mail: jeanne.sloan@gmail.com

Comments:

- Absolutely hate the roundabouts at 14th and at Division

I believe this would result in increased hazardous driving in winter due to the side by side curving

And very important also pedestrian crossing at both 14th and the parkway would not be enhanced by the changes

- I do like the medians to help with left hand turns

- and the sidewalks!

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

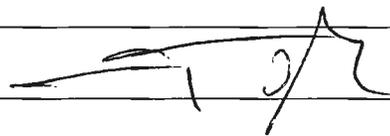
Name: TOM MAIR

Address: 612 15TH

City: _____ State: _____ Zip Code: _____ E-Mail: _____

Comments:

WEST END BEACH PARKING
THERE IS NO TART TRAIL
IN PARKING LOT



2313926121

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Kathy Nolan

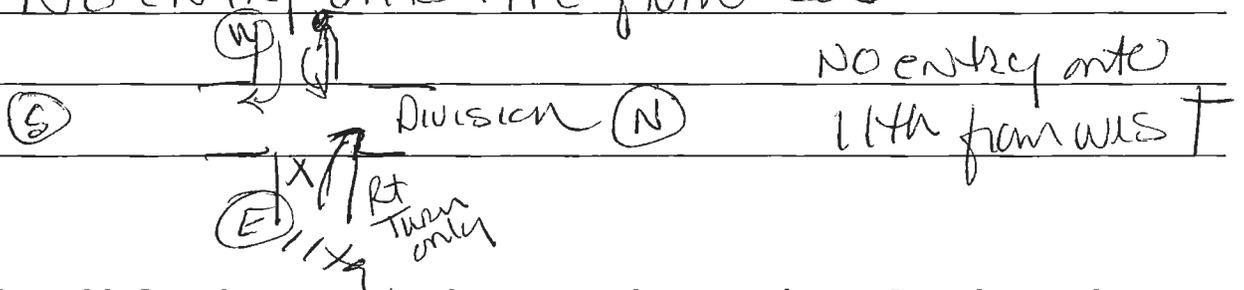
Address: 609 W 11th

City: TC State: Mi Zip Code: 49684 E-Mail: _____

Comments:

- ① I live on 11th ^{big} My concern is Traffic entering into the central neighborhood → coming east across 11th from Munson or the Commons.
- ② I agree they need a light at 11th to cross people and allow safe turns.
- ③ We ~~are~~ also have the Salvation Army on the corner of 11th + maple which greatly increases the traffic.
- ④ Traffic already travels too fast on 11th street. Need stop signs on the corners to make 4 way stops all along 11th.

make NO entry onto 11th from East



Please place this form in a comment box or see the second page for other options.

Love the Roundabouts

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: MIKE Sleeman

Address: 3680 Incochee Trl.

City: Tray City State: MI Zip Code: 49684 E-Mail: msleeman43@hotmail.com

Comments:

Thank you for holding these PEL meetings. You have a difficult job with Division St. in Traverse City; as your presenter said you have many constraints to overcome that limit your options about making this section of road more user friendly. But I generally approve your ideas so far, so keep up the good work. I'm sure on what you decide to finally do will be a big improvement over what we have now, from what I've seen.

I certainly hope we get the funding soon for this project. I live in an adjacent neighborhood and use this road often, so the sooner the better!

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: LINDA NASH

Address: 611 10th FRONT ST

City: IL State: _____ Zip Code: _____ E-Mail: lnash.gt@gmail.com

Comments:

I would like to see the traffic reduced from Silver Lake Rd to the Bay. As many neighborhoods with medians that are landscaped with trees & flowers making the neighborhood more attractive and elite and safer.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: TOM MAIR

Address: 612 15TH

City: _____ State: _____ Zip Code: _____ E-Mail: _____

Comments:

NEED CAUTION-WARNING SIGN
FOR EASTBOUND 7TH AT DIVISION INTERSECTION

DRIVERS HAVE NO IDEA WHICH LANE IS CROSSING
TOWARD MUNSON

TOM

231 3926121

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: RICHARD MICHAEL

Address: 910 S. OAK ST.

City: TC State: MI Zip Code: ~~49107~~ 491084 E-Mail: _____

Comments:

the present "preferred" proposals may be the best that can be proposed they certainly are the best that the needs require.

Safe pedestrian and cycle accommodation in all directions on BOTH sides of ALL streets (no exceptions) is the first and highest priority regardless of motorized traffic needs.

Pedestrians DO work ARE safer, and DO improve traffic flow.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: MARY ROBBINS
Address: 3165 SILVER HILLS LN
City: TRAVERSE CITY State: MI Zip Code: 49684 E-Mail: Maryrobbins1@charter.net

Comments:

Studies in Netherlands will not allow a roundabout to be built anywhere where the traffic count is higher than 500-1500 cars per hour. A "turbo" roundabout with high traffic count will not allow pedestrian / bicycle traffic to be built into the roundabout. 14th St. now has 20,000 - 40,000 cars per day. Peak would be minimum of 2000 cars per hour. This would mean no pedestrian or bicycle crossing. This effectively would create a dead area surrounding the whole roundabout. No one would be able to walk to grocery store, to the commons, create a neighborhood that is no longer a neighborhood.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: JIM WAGNER

Address: 417 5TH ST

City: TRAVERSE CITY State: MI Zip Code: 49684 E-Mail: jimwagner417@sbcglobal.net

Comments:

100% SUPPORT ROUNDABOUTS AT
DIVISION & PARKWAY AND AT
DIVISION & 14TH STREET
WONDERFUL DESIGNS!!

ALSO SUPPORT TRAFFIC LIGHTS @
7TH AND 11TH STREETS. HOWEVER,
I WOULD LIKE TO SEE A REDUCTION
IN THE NUMBER OF WAYS AUTO
TRAFFIC IS ALLOWED TO ENTER
7TH & 11TH EASTBOUND. AT & THEIR
RESPECTIVE DIVISION ST INTERSECTIONS

Thank you!

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Timothy Johnson

Address: _____

City: Traverse City State: MI Zip Code: _____ E-Mail: johns795@gmail.com

Comments:

Roundabouts are the latest fad in the US, but I seriously question if they speed up traffic flow. The discussion/presentation tonight promoted "traffic calming" as making the road so dangerous that a driver would be forced to go the intended speed limit, or face accident/injury. This seems silly. The idea of a road should be to allow traffic to flow as quickly as possible & as safely as possible. Drivers are much happier to occasionally wait for pedestrians if they can normally move along freely & quickly.

Roundabouts are a waste of our taxpayer money as are these continual studies.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Jerri LeRoi

Address: 885 S. Airport Rd E

City: Traverse State: ME Zip Code: 49686 E-Mail: lightwish2@gmail

Comments:

1. The largest growing population is the elderly and will have great difficulty with these roundabouts. It will be more difficult to enter ^{or exit} Division from the business.

The semis will not work well with automobiles as they will take up all the room making the rounds.

2. Turning 7th st into a two way will remove parking from the end many of these houses have more than 1 family and even if they have enough in the back there will be no place for any body to park if they come to visit.

The residents didn't like this idea a couple of years ago & we don't like it any better now.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: _____

John Popa

Address: _____

City: _____

State: _____

Zip Code: _____

E-Mail: _____

Comments:

Need To Consider Putting
The Roundabout Money
INTO a Bypass Bridge!!

1. The Two intersections are
only "yellow" in congestion

2. The Traffic Counts at
The intersection(s) would
be Reduced

3. TC TALUS Has recommended
it for over 20 yrs

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Jeanne Haynes

Address: 422 N. Madison St

City: TC State: MI Zip Code: 49684 E-Mail: genie49@aol.com

Comments:

1) approve of roundabout @ 14th Street

1a) = more sidewalks along Division - encourage foot ^{travel}

* 2) rest of project doesn't take into account the nature of TC. It is a heavy biking/walking community

A roundabout @ Grandview that doesn't stop traffic to allow pedestrians (families & children do NOT want to run across Pkwy) & bikes to cross is dangerous

My family crosses frequently. My husband & I are both bikers.

Tourists rent bikes in town & head out on the TRAIL

To suggest, as Todd did this evening, that cars "can't hit you in a crosswalk" is absurd!

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Ellen Boyer
Address: 722 Sixth St.
City: TC State: Mi. Zip Code: _____ E-Mail: _____

Comments:

1. I am opposed to the round a-bouts.
2. I am opposed to the medians that bring traffic down to one lane in a given direction.
3. I have lived at 722 6th St. for 30 years. Would appreciate the stop lights timed so pedestrians could walk across Division..
4. Yes, slow the traffic.
5. Yes. continue to work on an alternate route around T.C.

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: MICHAEL HAYNES

Address: 422 N. MADISON ST

City: TRAVERSE CITY State: MI Zip Code: 49684 E-Mail: whz1one@aol.com

Comments:

ROUNDABOUT IS HELPFUL AT 14TH STREET

HOWEVER WITH THE TRAIL CROSSING

AT GRANDVIEW & DIVISION, A ROUNDABOUT

MAKES IT MORE DANGEROUS FOR PEDESTRIANS

& BICYCLISTS, A PAINTED CROSSWALK

IS NOT SUFFICIENT TO STOP MOTORISTS.

THE CURRENT CROSSWALK AT ELMWOOD

IS A GOOD EXAMPLE, CROSSING WITH

SMALL CHILDREN TO THE BEACH AREA

SHOULD BE SAFE. THIS DESIGN IS NOT

SAFE.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____ E-Mail: _____

Comments:

No on Roundabouts!!!

Please place this form in a comment box or see the second page for other options.

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: Tom Evon

Address: 609 W 11th

City: T.C. State: _____ Zip Code: 49684 E-Mail: _____

Comments:

When all is perfect on Division

how you going to stop Grid Lock at

m 22 - m 72 west and Eastbound

Parkway

Just creating a bigger Problem

US 31/M-37 (Division St.) PEL

Public Input Session 4

Contact Information

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____ E-Mail: _____

Comments:

No common sense with roundabouts

Lets make people responsible
Red means Stop
Green means Go.

Roundabouts may be fine on a low
traffic roads NOT at 14th + Division

Please place this form in a comment box or see the second page for other options.

Media Coverage



CITY of
TRAVERSE CITY MICHIGAN

[\(default.asp\)](#)



[\(contact_us.asp\)](#)



<http://twitter.com/cityoftc>



<https://www.facebook.com/cityoftc>



http://www.wunderground.com/US/MI/Traverse_City.html

 MENU

[Home \(default.asp\)](#) > News

Division Street Public Input Session: August 19 4-7 p.m.

by Missy Luick

Thursday, August 6, 2015

Fourth US-31 M-37 Division Street Public Input Session

Wednesday, August 19th 4:00 pm to 7:00 pm

Kirkbride Hall, The Village at Grand Traverse Commons

The US-31/M-37/Division Street Local Advisory Committee has scheduled the fourth public input session for the US-31/M-37/Division Street Planning and Environmental Linkages (PEL) project for Division Street in Traverse City, from 14th Street/Silver Lake Road to Grandview Parkway. This event is being held at Kirkbride Hall at The Village at Grand Traverse Commons, 700 Cottageview Drive in Traverse City. All interested residents, motorists, pedestrians, bicyclists, business owners and others are invited to attend.

The purpose of this public input session is to present the recommended design alternative options and potential improvements for the corridor and associated intersections. This session will be an open house format that will include a brief presentation on the design alternatives that are being recommended. Attendees will have the opportunity to address members of the project team following the presentation. **The presentation will be given at 4:00 pm, 5:00 pm, and 6:00 p.m.**

Kirkbride Hall is ADA-accessible. Please see attached map for parking and hall entrance.

[Link to this Article \(news.asp?aid=270\)](http://www.traversecitymi.gov/news.asp?aid=270)

News Search

News Archive

May, 2014 ([news.asp?m=2014-5](http://www.traversecitymi.gov/news.asp?m=2014-5))
June, 2014 ([news.asp?m=2014-6](http://www.traversecitymi.gov/news.asp?m=2014-6))
July, 2014 ([news.asp?m=2014-7](http://www.traversecitymi.gov/news.asp?m=2014-7))

Division Street public input meeting planned

From staff reports | Posted: Thursday, August 6, 2015 10:08 am

TRAVERSE CITY — Transportation officials will hold a public input session to present designed alternative options and potential improvements to Division Street between 14th Street and Grandview Parkway.

The meeting is scheduled for Aug. 19, and project officials will offer presentations on the different design options and improvements at 4, 5 and 6 p.m.

The meeting will take place at Kirkbridge Hall at the Grand Traverse commons.

Traverse City News and Events
Thursday, August 13, 2015

[News](#) [Calendar](#) [Community](#) [Real Estate](#) [Classifieds](#) [About the Ticker](#) [Contact Us](#) [Search](#)

Today's News

[Share](#)

[Like](#) 15 people like this.

Division Street Input Wanted

August 7, 2015



Residents are invited to review design options and potential improvements for Division Street at a Michigan Department of Transportation (MDOT) open house on Wednesday, August 19 at Kirkbride Hall at The Village at Grand Traverse Commons. Officials will give a brief presentation on design alternatives for the corridor stretching from Fourteenth Street to Grandview Parkway.

Attendees will also have an opportunity to ask questions of project team members. The presentation will be given at 4pm, 5pm and 6pm.

The public input session is part of a MDOT [planning process](#) to examine the feasibility of design alternatives in the thoroughfare, with the goal of narrowing it down to a preferred alternative that could eventually be implemented on Division Street.

[Permalink](#)

More News



[Traverse Motors, Cherry Capital Sold](#)
Grand Traverse County



Sheriff's Office

[One Dead, Two Injured in Blair Township Crash](#)



[County Wants Payment Agreement With Tribe](#)



[Local Counties Chosen For Development Assistance](#)



[Pints & Politics: Aug. 24](#)



[Tribe Seeks Trust Status For Herkner Property](#)



[Financing Roundtable For Small Business Owners](#)



[Salvation Army Seeks Disaster Support](#)

MICHIGAN Wins HERE.

Tell us what you do in Michigan, and you could win a **\$1000 PRIZE.**

CHEMICAL BANK.
MICHIGAN BANKS HERE.

MEMBER FDIC MORE INFO.

CLICK FOR THE SIGN YOU WANT. THE AGENT YOU NEED.

SOLD

For Sale
RE/MAX
Real Estate

RE/MAX
BAYSHORE PROPERTIES

CENTENNIAL MEMBERSHIP INVITATION

1915-2015

Traverse City Golf & Country Club

Enjoy a Two-Month Private Club Experience

CMU in Traverse City

231.995.1756
Call or click today.

Drivers divided on Division roundabouts

Final design options to be presented today

BY BRIAN MCGILLIVARY
bmcgillivary@record-eagle.com

TRAVERSE CITY — State officials have received mixed — sometimes colorful — input about the options they presented to taxpayers for a proposed

reconstruction of Division Street.

And area residents will have one more opportunity to voice opinions about the most controversial alternative for the project — a modern traffic roundabout.

The Michigan Department of Transportation will present the final design alternatives for the stretch of state highway between Fourteenth Street and Grandview Parkway today

from 4-7 p.m. at Kirkbride Hall, 700 Cottageview Drive at the Village at Grand Traverse Commons. The state agency's preferred alternative calls for roundabouts where Division Street meets both Fourteenth Street and Grandview Parkway.

Patty O'Donnell, MDOT transportation planner, said comments to date show people are evenly split on roundabouts. Officials posted the comments with-

out names and opponents tended to have the more colorful opinions.

"Are you guys crazy?" wrote a Rapid City resident. "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."

SEE DRIVERS PAGE 2A

DRIVERS

Drivers divided on Division roundabouts

FROM PAGE 1A

A Traverse City resident wrote local drivers lack the necessary attributes to navigate roundabouts.

"Roundabouts require driver courtesy and cooperation," the resident wrote. "Unfortunately Traverse City has little of either."

But an equal number of people supported the traffic circles, citing studies or their own experiences. The

two city commissioners who sit on the study's advisory committee also want them on Division Street.

"Modern roundabouts designed well are a no-brainer to consider," said Commissioner Gary Howe. "But they don't always fit."

Howe said he's concerned the design might not work at Grandview Parkway — which has drawn the most objections.

Mayor Michael Estes had a similar opinion.

"I like a lot of what they are proposing and am 100 percent behind a roundabout at Fourteenth Street," Estes said. "As far as the parkway, ... I would like to see a roundabout but I don't see how that will address the traffic and pe-

destrian issues out there."

Consultants will make short presentations of their findings at 4 p.m., 5 p.m., and 6 p.m. with time after each presentation for questions and comments. O'Donnell said the presentation includes other options for some items such as the Grandview Parkway roundabout should the city reject the recommendation

or if it proves too difficult or impractical to accomplish.

A final report will follow the input session and city and MDOT officials later decide which designs should move forward.

"I would encourage people to still go and voice what their concerns are," Howe said. "It can still impact the final design."



MDOT One Step Closer To Fixing Division Street Problems

Posted: Aug 19, 2015 10:40 PM EDT
Updated: Aug 19, 2015 10:43 PM EDT

By Caroline Powers, Reporter [CONNECT](#)

Division Street has been a hot topic lately in Traverse City, and change may be on the way.

MDOT has been working for the past 11 months on developing changes to Division Street from Grandview Parkway to 14th Street.

Many say it's a dangerous corridor and changes need to happen.

Today, a public input and presentation was held to discuss these issues and possible fixes.

"Make Division Street better, to handle the congestion that has occurred," says Patty O'Donnell, MDOT North Region Planner.

Four public input sessions later, MDOT crews are one step closer to providing changes along Division Street that people feel are necessary.

"I think Division Street today is a broken street in that it's not very compatible with the neighborhoods it travels through. So we would like to do things to slow cars down and create more opportunities for pedestrians and bicyclists to travel along it and cross it," says Raymond Minervini.

Plans include adding improves crosswalks, left-hand turn lanes and traffic signals, but one intersection has been receiving a lot of attention.

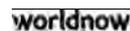
Officials say this intersection at 14th and Division is one of the leading intersections in Traverse City for accidents and injuries. MDOT says putting in a roundabout would help make the area safer for everyone.

"Roundabouts have a lot of long term benefits; in terms of pollution, they maintain traffic volumes while slowing cars and making it safer, as well as provide access for pedestrians and people on bikes," says City Commissioner Gary Howe.

While people see the roundabout at 14th Street as a positive along Division, there are some changes they still want to see.

"I'm hoping we'd have a signal at 11th street. There's some debate if the numbers warrant it, but I don't think it's a very safe place for pedestrians and bicyclists to cross," Minervini says.

MDOT plans on taking the public's suggestions to the local advisory committee before drafting up final plans to present to the city.



All content © Copyright 2000 - 2015 WorldNow and Heritage Broadcasting. All Rights Reserved.
For more information on this site, please read our [Privacy Policy](#) and [Terms of Service](#)

Tuesday, August 25, 2015

54° Light Drizzle

Hi: 65° | Lo: 56°



Some sunshine thru the clouds. Scattered showers will
[View Joe Charlevoix's Complete Forecast](#)



- Home
 - News
 - Sports
 - Weather
 - Neighborhood
 - Marketplace
 - Search
 - Subi
-
- City in Crisis
 - Stories
 - School Closings
 - MoneyWise
 - Your Health Matters
 - Fact Finder
 - Education Matters
 - Elections
 - Politics
 - Live Broadcast



Residents give feedback on future of Division Street corridor

by [Mara Thompson](#)

Posted: 08.19.2015 at 10:45 PM

Mara Thompson
Mara is a reporter for 7&4 News.
[read more »](#)

- [Friend Mara](#)
- [Follow Mara](#)
- [Contact Mara](#)
- [Mara's feed](#)

Read more: [Local, Division Street Corridor, MDOT, Division Street, Public Input Sessions, 14Th Street, Grandview Parkway, 7Th Street, Roundabouts, Added Lanes, Roads](#)

- [es](#)
- [send](#)
- [print](#)
- [save](#)

Recommend 38 17 38 4 12



TRAVERSE CITY – Wednesday night was the last chance for residents in Traverse City to voice their opinions about the future of Division Street.

The Michigan Department of Transportation held the last of four public input sessions for the project.

MDOT will go through the feedback they got today before coming up with their final report for the Division Street corridor.

The most recent design for Division Street includes roundabouts at both 14th Street and Grand View Parkway, added turn lanes on side streets and changing 7th Street into two way traffic.

But MDOT planners are welcoming feedback from people who know the corridor the best.

"I've gotten over 250 comments that we've reviewed and gone through and looked at what they were commenting on," said MDOT north region transportation planner, Patty O'Donnell. "We're tweaking certain things and so we've done that along the way."

Some residents are pleased with the changes they see, such as the roundabouts.

"I don't see the road rage, the traffic keeps flowing, if you miss your turn off you just go around again," said Chuck Bethea of Traverse City. "I am just all in favor of them and I think it would help with the congestion and the frustration a great deal here."

MDOT says their design will help move traffic along and increase safety, but it may take some getting used to.

"I think it could work but it would take a while for people to learn that's what we're going to do," said Tom Mair of Traverse City. "I don't think you're going to know what to do the first time you go through there."

Planners say the final design of the corridor should be complete by the end of September.



Follow Up North Live

Like 101k Follow

ADVERTISEMENT

Special Features

Team Bob's
Heating Tips

[View Details](#)



Best Bets Home&Garden

[View Details](#)



Best Bets Automotive

[View Details](#)

Find it, click it, use it... your neighborhood business guide.

Auto	Beauty
Culture & Entertainment	Financial Services
Gifts & Retail	Health & Wellness
Health Connections	Home & Garden
Recreation & Travel	Senior Living

ADVERTISEMENT

After they get the final plan in place, they must do environmental reviews and secure funding, so construction could still be years away.

RELATED LINKS

- [Michigan lawmakers adjourn without road funding deal](#)
- [Grand Traverse County roads free of tree debris](#)
- [MDOT fixing dangerous curve to improve safety conditions](#)

MORE TO EXPLORE



[Owner sells dealerships after 50 years in industry](#)



[Police looking for driver involved in hit and run](#)



[Motorcyclist killed after losing control, crashing into parked cars](#)

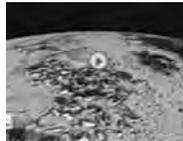
SPONSORED FROM AROUND THE WEB



[Who Will Replace Holly? Check out these girls that might have a chance?](#)
(Bunkers Paradise)



[Kim Zolciak Boasts About Her Thigh Gap--See the Pic!](#)
(E! Online)



[Amazing Brand New Images of Pluto](#)
(The Weather Channel on The Scene)

Recommended by

Latest Headlines



[CMU preparing new students with Leadership Safari](#)

With the start of college classes right around the corner, Central Michigan University is preparing its incoming freshman and transfer students to be ready for what's ahead. In its 19th year, CMU's Leadership Safari program started with less than 70 students and now there are more than 2,000 students participating.

[read more »](#)

[Hunters ready to kick off 2015 elk season](#)

[Village of Elk Rapids looks at ways to pay for debris removal](#)

[More clouds, showers, cool temperatures](#)

[DNR addresses access site parking concerns](#)

[Summer retreats for a few days with fall weather on tap](#)

[More stories »](#)

Video Headlines

[France train attack: Three Americans hailed as heroes for thwarting possible terrorist attack](#)

[China's Stock Market Plunges Again on Tuesday](#)

[10-Year-Old Boy Missing in Utah Forest Found Alive](#)

[Tropical Storm Erika Named, Watches Issued for Leeward Islands](#)

[Drone contraband prison plot foiled](#)

[More videos »](#)

Recommended for you



[Probe finds misuse of resources by two Michigan lawmakers](#)
www.upnorthlive.com



[Were Pokemon players planning a mass shooting?](#)
www.upnorthlive.com



[Neighbors fear racetrack will disrupt their 'peaceful' community](#)
www.upnorthlive.com

[AddThis](#)

Popular on Facebook

Appendix E

Project Comments Received Between PIS #1 and PIS #2

US 31/M-37 Division Street PEL Public Comments Week Ending 10.31.14

1. Email

I appreciated attending the first public input meeting. I enjoyed speaking with the MDOT staff person in charge of historical resources (sorry I can't remember her name), and with Todd Davis, from CDM.

I would like the new design to accomplish the following:

1. Reduce the speed of motorized traffic. Thereby increasing safety and reducing noise.
2. Increase the safety and convenience of crossing Division Street on foot and by bicycle.
3. Increase the safety and convenience of access along Division Street for pedestrians and cyclists.

I would like the new design to not accomplish the following:

1. Increase the carrying capacity of the street to move motorized traffic.
2. Encroach on the park land west of Division.

My hope is that a *Road Diet* will be seriously considered as one alternative design. A Road Diet could accomplish the above criteria, if sufficient attention to detail is provided at multiple pedestrian crossings, and sidewalks are built. I know the volume of traffic on Division is near the limit of what a Road Diet has successfully handled in other cities, but if designed properly, it could work. We have a wonderful opportunity to observe a Road Diet trial now underway on 8th Street as we think about the future.

Thank you for the opportunity to provide input,

2. Email

I was unable to attend the last meeting regarding the Division St. redesign, due to work commitments, but I want to give some input and, hopefully, get on your mailing list. By way of introduction, I am the Traverse City attorney who filed suit to challenge the City referendum results on the Division St. parkland give-away. My purpose in that suit was to question the certified results giving approval based on less than the 60% majority requirement. I felt the process was flawed. I understand we will have another chance to argue the parkland issue before the City Commission when the redesign is finally brought to the Commission.

My purpose in writing to you today is simply to urge you to do the best you can to facilitate a meaningful discussion process about this vital street. I emphasize the word "street". if you can urge your staff to keep that word foremost in their minds, I believe your efforts will have the best chance of success. Division is a street, not a connector, not a highway. As your staff envisions this project, perhaps it can periodically close its eyes, broaden its view from engineering to culture, and ask the question, "Does our design look like a street?" Is the pavement a canyon with wide lanes and few trees, or is it a street-scape? Are there viable bike lanes? Is there sidewalk on both sides; if not, are there multiple crossings for the residents of Central Neighborhood and Slabtown to cross? Do you see safe ways for grade school children on bikes to cross? Are there speed dampeners? Do you see bicyclists? How fast are the cars going, and what can you do to assure this street, which bisects quiet, high quality neighborhoods, will not degrade those neighborhoods with traffic-leak, high speed travel, increase in ambient noise, or canyoning?

Clearly, a majority of Traverse voters want that street redesigned. They voted to give you a chance. Equally clearly, the Commission members promised they would give your design careful consideration — and take public input — before voting on the plan. You have a green light to do the right thing. But there is some remaining political opposition that will carry their disappointment over the vote total into the City Commission, if the design is not fully vetted and thoughtfully designed with the City neighborhood residents foremost in mind.

Traverse City is a micropolitan — one of the extremely high quality, small urban centers that are coming re-defining the American Dream. Our vision is scaled urban life that blends smoothly into surrounding nature. We seek daily access from work to play, from City to woods, from downtown to rural life. Streets are an important part of our lifestyle. We in Traverse have fought very diligently and reached consensus very diligently over land use issues. So far, the City has thrived as it has re-invented itself into a food-wine-downtown-walkable-bikeable-waterfront-farmers market-festival-coffee-beer-books-beach mecca. Our population is growing younger, our career opportunities are more technological, our self-image is one of excellence, and our predisposition is to organize opposition to any civic degradation.

You and your staff are going to redesign the entry-way to Traverse City, the micropolitan center of Northern Michigan. What you do with Division will set the expectations for how drivers, bikers and walkers access and co-exist with the City neighborhoods. It's not a way to move cars; it's a way to enter and enjoy the City.

This project is a chance to work with vision and a strong community aesthetic — to produce a plan that would cap any designer's career and serve as a model for other small cities. It's your chance to introduce Traverse, as a partner of yours, to many others. I hope you seize the opportunity, enjoy it, and learn with us how to envision Division Street as it would be at its very best — trees, bike lanes, sidewalks, pedestrians, acceptable noise levels, minimal risks in crossing, negligible side-street incursions, an aesthetic sense harmonized with the bordering neighborhood life, a sense of arrival and not a sense of by-pass.

Thank you for your consideration. I would appreciate being included in your public email notices.

3. Website

Comment: Do roundabouts where the lights are currently located. this will decrease the speed, and allow for constant movement . This will create safer intersections, for pedestrians and cars. Less pollution with cars not idling. Great fuel economy, improved aesthetics, no lights to maintain so reduced costs, and less accidents

Comments:

Name:

Issues:

#1 volume of traffic – Division Street is a major Michigan and United States highway that bi-sects Traverse City. Everyone traveling north/south or east/west must travel on Division Street. Given the regional growth, the volume of traffic that must pass through a residential district of the City is huge. It is time to provide those who do not wish to visit Traverse City the opportunity to by-pass Traverse City.

#2 speed of traffic – If we had a by-pass (see Comments below), Division Street should be reduced to three lanes with one for travel in each direction and a left turn lane, as well as bike lanes. A treed median for safe pedestrian crossing would also be a plus. Without a by-pass, roundabouts at 14th, 7 1/2 or 8th, Front Street and the Parkway may improve traffic flow while reducing speed.

#3 lack of connectivity between the east and west sides of Division Street – It is extremely dangerous to cross Division Street even at the marked intersections. Reducing the number of lanes and clearly marking “pedestrian priority” intersections would help. Roundabouts would help. A reduced speed limit will only help if drivers are forced to drive more slowly.

Other comments:

M-37 should be rerouted east on South Airport Road to Garfield and then north on Garfield. US 31 should be rerouted east on Keystone Road/Hammond around the City to 4 or 5 Mile Road and then back to its current location through Acme.

Thank you for engaging in this process and help us to improve this roadway to make it safer and better for all users.

US 31/M-37 (Division St.) PEL

Public Information Session 1

What issues or concerns do you have with the Division Street corridor, and what would you like to see addressed in the future along this stretch of roadway (please prioritize)?

#1 Lets make Division St a boulevard with a center island giving people crossing
Division an area to stop and wait till traffic clears to finish getting across the
street. if necessary.

#2 _____

#3 Lets do a round-a-bout at 14th and Division and another at Front St and Division
and if necessary one at Division and 11th and Division and 7th. This should slow
the traffic and keep the big noisy trucks off Division.

Other comments relating to the US 31/M-37 (Division Street) PEL area:

Please place this form in a comment box, or see reverse side for other options.



Comment: At the onset of this process there are two suggestions that I'd raise for consideration - (1) providing a right turn lane on to Silver Lake Rd for southbound traffic, (2) Enhance the entrance into the Grand Traverse Commons. I look forward to learning more and will offer other comments/suggestions as the process progresses. Thank you.

US 31/M-37 (Division St.) PEL

Public Information Session 1

What issues or concerns do you have with the Division Street corridor, and what would you like to see addressed in the future along this stretch of roadway (please prioritize)?

#1 _____

#2 _____

#3 _____

Other comments relating to the US 31/M-37 (Division Street) PEL area:

Please place this form in a comment box, or see reverse side for other options.

US 31/M-37 (Division St.) PEL

Public Information Session 1

What issues or concerns do you have with the Division Street corridor, and what would you like to see addressed in the future along this stretch of roadway (please prioritize)?

- #1 11th + Division Intersection (center left turn lane or similar treatment)
- #2 Wide sidewalks (buffered by lawn area if possible) w/ ADA ramps @ intersections
- #3 Match pedestrian signals w/ traffic signals so that pedestrians do not have to push the button to get the "walk" signal

Other comments relating to the US 31/M-37 (Division Street) PEL area:

Please place this form in a comment box, or see reverse side for other options.

Comment: The project scope should introduce alternative transit.

I was informed, via the Village at Grand Traverse Commons newsletter, that I could email you comments responding to the below question:

"What issues or concerns do you have with the Division Street corridor, and what would you like to see addressed in the future along this stretch of roadway?"

As someone who owns a condo in the Commons and works downtown, I experience every day what a division Division Street creates. I think the issues with the street are rather obvious – two few crossing places with stop lights, traffic going 20 + mph too fast, and what I would consider (even after having lived in Manhattan for 8 years and Chicago for 2) the *most dangerous* pedestrian crossing ever at Grandview Parkway and Division.

Please, please do not ignore the intersection at Grandview Parkway and Division. I honestly fear for my own life and that of my children every time I cross there (which is often). It isn't the drivers fault, I don't blame speed or people not paying attention. The curves of the road in the turns make it natural that drivers don't notice the pedestrians. For solutions, I'll go from most ideal to least:

- (1) Allow pedestrians and bikers to go under, instead of over, the road, like the tunnel at Cass. Especially given that this is a TART trail connection, that would make the most sense, despite I'm sure the high cost;
- (2) Square off the roadway so that the intersection includes only right angles;
- (3) Do not allow right turns on red.

I think a light at 11th St. would be a natural fit. It would automatically slow down traffic flow and divert traffic that could be using alternative routes. It would likely ease some of the congestion that occurs at another terrible intersection, that of Medical Campus Drive and Cottageview, which sees almost all of the hospital traffic.

There is no good reason the speed limit shouldn't be 25 miles per hour, which I think would be a good change for Grandview Parkway as well.

I'm all for sidewalks, so if the road is redone, those should be included, but, to be honest, I don't think people want to walk up and down Division, at least not anymore, they just want to safely get across it.

Thank you for your consideration of my comments. I will be excited to see this process progress.

Best Regards,

What issues or concerns do you have with the Division Street corridor, and what would you like to see addressed in the future along this stretch of roadway (please prioritize)?

#1 **Slow down** Excess speed causes more injuries and death than nearly any other thing. Please lower the speed limit at EVERY city limit to 25mph citywide (city limit to city limit).. This is seen in other places, and it would be beneficial if we implemented it here as well (and enforce it).

#2 **More pedestrian crossings** need to be placed at each block with a pedestrian right of way, zebra stripping and flashing lights when pedestrians are crossing (and just prior to crossing) to get motor vehicle drivers attention.

#3 **Longer Crossing Times** As one of the many people suffering from death or (lifelong) injury due to this corridor, I must state emphatically, that the crossing times for pedestrians are way too short. We need crossing times that will enable even grandma with her walker, or somebody on crutches, to have enough time to safely cross with time to spare. Our number one concern ought to be public safety and accessibility, not volume of traffic.

Other comments relating to the US 31/M-37 (Division Street) PEL area:

I suppose to a hammer, everything looks like a nail, but the fact is, we are a community of people. We range in age and skill from just learning to walk, to slowing down with age, or from injury. No bicyclist, or pedestrian, should ever be considered as any less valid as a user, or access that is more restricted or less safe.

It is an unfortunate reality that a highway is built through our town, but that doesn't mean that we can't slow traffic down for an extra few minutes, in order to assure that all modes of use are being respected and accommodated.

Please place this form in a comment box, or see reverse side for other options.

US 31/M-37 (Division St.) PEL

Public Information Session 1

What issues or concerns do you have with the Division Street corridor, and what would you like to see addressed in the future along this stretch of roadway (please prioritize)?

- #1 I use my bicycle to commute to work at Munson. Crossing Division St. is the most dangerous part of my commute - please provide safe bike/pedestrian crossings that align with "TART across town" routes.
- #2 A nicer "welcome to TC" "gateway" as you come from the South. Also, a "gateway" with "welcome" to the Commons from Division
- #3 Try a roundabout at one of the crossings.

Other comments relating to the US 31/M-37 (Division Street) PEL area:

Please place this form in a comment box, or see reverse side for other options.

US 31/M-37 (Division St.) PEL

Public Information Session 1

What issues or concerns do you have with the Division Street corridor, and what would you like to see addressed in the future along this stretch of roadway (please prioritize)?

#1 11th Street grid lock - A ^{stop} light needs to be installed. Any turning from or to 11th Street almost an impossible task.

#2 Left hand turn lane stretching from 14th to 72/31 Corner. Extra lane could be obtained from West side of Division.

#3 _____

Other comments relating to the US 31/M-37 (Division Street) PEL area:

I love our City and am by and large impressed with its development. The homeless shelter issue is a concern. While I agree in helping those in need I do NOT want to attract more because we are so "nice and friendly". And I feel there is a marked difference between

Please place this form in a comment box, or see reverse side for other options.

homeless of or due to "unfortunate circumstances" and "chronically, clinically" homeless. I feel the shelter you are about to build will help and encourage the homeless but do little to help those of unfortunate circumstance.



US 31/M-37 (Division St.) PEL

Public Information Session 1

→ Division St. needs a left-turn lane.

What issues or concerns do you have with the Division Street corridor, and what would you like to see addressed in the future along this stretch of roadway (please prioritize)?

#1 Division Street needs a left turn lane. This isn't a problem for me, per se, because I know to stay in the right-hand lane. But those unfamiliar with [Division St. get stuck behind someone turning left.

#2 It is impossible to ride a bike on Division St. There is no sidewalk path directly south of Front St. and Division.

#3 It feels very dangerous to cross Division as a pedestrian

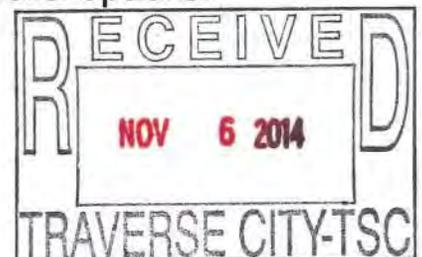
Other comments relating to the US 31/M-37 (Division Street) PEL area:

There should be better signage for Munson and the Village Center

I wish there was a crosswalk bridge over Division

My highest priority would be bike lanes.

Please place this form in a comment box, or see reverse side for other options.



US 31/M-37 (Division St.) PEL

Public Information Session 1

What issues or concerns do you have with the Division Street corridor, and what would you like to see addressed in the future along this stretch of roadway (please prioritize)?

#1 "NO" TRAFFIC LIGHT OR "ROUNDAABOUT" AT 11TH STREET & DIVISION. THIS WOULD ONLY CREATE MORE TRAFFIC ON 11TH ST.

#2 BETTER MONITORING w/ POLICE ON SPEEDING IN MORNING WITH MUNSON EMPLOYEES CUTTING THRU NEIGHBORHOOD TO

① #3 BLOCK OFF ENDS OF 11TH. GET TO WORK, MAKE BOTH SIDES OF 11TH STREET RIGHT TURN ONLY TO REDUCE # OF ACCIDENTS.

Other comments relating to the US 31/M-37 (Division Street) PEL area:

NEED PEDESTRIAN OVERPASS TO GET ACROSS DIVISION BETWEEN 14TH & 7TH STREETS FOR WALKING OR BIKING.

DISCOURAGE MUNSON EMPLOYEES & SURROUNDING MEDICAL OFFICE STAFF FROM CUTTING THRU CENTRAL NEIGHBORHOOD.

Please place this form in a comment box, or see reverse side for other options.

THANK YOU!

NOV 2 2011

EMAILS

November 13, 2014

I see a request to comment on Division Street. Can we do anything to make traffic flow around when people want to turn left. Can we add an extra lane for left turners like we have at Division and Front? Can we do that at 7th and 11th streets too?

Just an idea that seems the last intrusive. I like the park and greenery on the west side of Division and I know there are houses on the east side. So if we could ease traffic at those places, maybe traffic could keep going more easily and steadily.

Actually the best solution would be to ban cars, and we all bike and walk and use public busses.

November 13, 2014

I heard you might want some feedback on this stretch of road regarding improvements.

Here's a couple ideas!

The speed limit should be reduced after crossing over Silver Lk. Rd. while heading North. This area becomes a little more crowded and you're into the TC neighborhood area. With people turning left to go into The Village at Grand Traverse Commons, there's a lot of dodging in and out to get around left turners.

It would also be quite welcome to have a couple additional crosswalks with lights along the stretch between Silver Lk. Rd. and the bay. It is especially difficult to cross at The Dairy Lodge. There is also a party store in that area and both of these are frequented heavily (esp. in summer) with people darting in and out of traffic to cross Division. Dangerous!

I know it's fairly narrow through that area, but a bike lane would be great!

That's all I can think of. Thanks for asking!

November 14, 2014

Several comments: 1. please add a turn lane, 2. make this safer for pedestrians, and 3. slow traffic. Thank you for taking my comments.

November 14, 2014

SLOW DOWN TRAFFIC AND ADD ROUNDABOUTS.

November 17, 2014

Create an entrance to TC at the city limit south of 14th St - this will set the tone for the corridor and calm people down into a different mode. Set speed limit to 25mph throughout the corridor, 30mph max. Create roundabouts at 14th, 11th, and Grandview Parkway to allow for smooth, flowing traffic, not a race to the next light.

Thanks for doing this - I hope we get some action and not just talk like we have for the last 15 years.

US 31/M-37 (Division St.) PEL

Public Information Session 1

Comment Form

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____ Phone #: _____

What issues or concerns do you have with the Division Street corridor, and what would you like to see addressed in the future along this stretch of roadway (please prioritize)?

#1 _____ This is a major thoroughfare for North/South truck traffic. Improvements should be made to move trucks through more efficiently, avoiding congestion that results in long wait periods. This would have a positive environmental impact and a positive economic impact. We would support widening the road or creating a bypass.

#2 _____ Please take into consideration emergency services and the need to move vital personnel through this corridor.

#3 _____

Other comments relating to the US 31/M-37 (Division Street) PEL area:

Please place this form in a comment box, or see reverse side for other options.



US 31/M-37 Division Street PEL Public Comments Week Ending 11.24.14

1. Email

I can see how future growth in our area will necessitate a change to this corridor. From a resident's perspective, I would like to see both a widening of the street and a potential heavy truck by-pass. Moving goods across and out of town is important to business, and to separate it from tourism traffic would be convenient, although I'm sure costly.

I've heard others talk about the need to make the corridor a welcoming sight to tourists as they enter town. I think the focus should be on function without over spending on aesthetics.

It is clear that there needs to be better egress at 11th street with the Commons development only continuing to grow. That traffic bottleneck should be first addressed with a light. I'm not sure roundabouts are a good answer for those inexperienced with their operation.

I'm sure there's much to this debate and I unfortunately don't offer a very well educated stance on the subject. Good luck on the team, I'm sure you'll do well in protecting the interests of TC businesses, tourists, and residents.

Website

1. Comment: I urge you to develop roundabouts along Division St at 14th St, at Grandview Parkway, and possibly at Front St. This will greatly alleviate congestion and provide other benefits as well.
2. Comment: Whatever the design, it should encourage slow and STEADY traffic flow. Fewer stops for turning cars and stop lights. When traffic back up the side neighborhood streets get the overflow. By creating difficult pass-throughs would discourage that from happening. Example Monroe and Elmwood streets should not go all the way across from Bay St to Front. Make it more of a maze. Crossing by 11th street by bicycle or foot is almost impossible to do at times. The East side of Division north of 11th doesn't have a sidewalk that goes thru to get to a better crossing area.

US 31/M-37 (Division St.) PEL

Public Information Session 1

Comment Form

What issues or concerns do you have with the Division Street corridor, and what would you like to see addressed in the future along this stretch of roadway (please prioritize)?

#1 ~~A~~ Traffic Backups due to People turning left, weather traveling North or South. A left-hand turn lane, or other solution would be great.

#2 Pedestrian Crossing of Division as well as traveling that corridor is difficult at times. A good, usable sidewalk and clearly marked crossing locations would be wonderful.

#3 If you are going to do construction it would be great to deal with the storm water while you are at it. Using Low Impact Development to help filter road runoff before it enters water bodies would be epic.

Other comments relating to the US 31/M-37 (Division Street) PEL area:

Thank you for your time!

Please place this form in a comment box, or see reverse side for other options.

US 31/M-37 (Division St.) PEL

Public Information Session 1

Comment Form

What issues or concerns do you have with the Division Street corridor, and what would you like to see addressed in the future along this stretch of roadway (please prioritize)?

- #1 MOTORISTS TRAVELING NORTH ON DIVISION SHOULD
BE ALLOWED TO TURN LEFT INTO / ONTO SEVENTH
STREET FOR QUICK ACCESS TO EMERGENCY ROOM
#2 AT MUNSON MEDICAL CENTER

#3 _____

Other comments relating to the US 31/M-37 (Division Street) PEL area:

Please place this form in a comment box, or see reverse side for other options.

Appendix E

Project Comments Received Between PIS #2 and PIS #3

US 31/M-37 (Division St.) PEL

Public Information Session 2

Comment Form

What comments do you have related to the Purpose and Need Statement or the current constraints shown for the project?

VERY GOOD

Other comments relating to the US 31/M-37 (Division Street) PEL area:

RIGHT HAND TURN LANES AT SILVER LAKE
AND 14TH

Please place this form in a comment box, or see reverse side for other options.

SEND EMAIL COPY of P+N ✓

US 31 M-37 Division Street PEL Process Public Comments

Week of December 1, 2014

Emails:

1. Comment: Thanks for your work on this and for taking our comments. Please consider (1) sidewalks on both side of Division (2) a center turn lane along Division (3) eliminate turning restrictions from Division (4) Ban use of airbreaks within the city limits (5) enforce noise ordinance in re:loud music in passing cars -- this is worse than the trucks in the summertime (6) allow and encourage cut-through into the neighborhoods - that's what a grid system is for! As long as people don't speed through the neighborhoods. They are public roads maintained at great expense and should be used as roads. Don't put all the traffic burden on a few roads.
Thanks!

2. Comment: I have been a resident of Traverse City for most of my life. Division is one of the three main "arteries" that cross town and out of town traffic flow through. The city and county have used the idea of "traffic calming" on the other main cross roads as a way of getting people of slow down, and keep things "like they used to be." As a result, using roads like Grand-view Parkway, South Airport Road, and Munson Ave. (and recently 8th Street) have put work hour traffic to a standstill. Sadly this has not been a overall approach but done with public opinion one road at a time. The result seems to be that the locals who live on the road want that corridor as slow as possible, as opposed to as effective as possible. I simply ask that MDOT consider the flow of traffic and safety as their primary concern.

3. Comment: I think we need the Hammond Rd bypass to alleviate the traffic issues on Division St. downtown. As you know this will also mitigate traffic problems on Airport Road.

Week of December 8, 2014

Emails:

1. I'd LOOOVE to see visual information for non-motorized persons that expresses that the safest southern crossing is at 10th street. Just in case you aren't aware, Tenth is the street that the timing of the street lights actually creates a regular gap in vehicular traffic. It took me several years to find this out after I moved here. It is non-intuitive and I risked my life countless times at 11th and 14th streets. I think the situation got worse when the crosswalk paint was added to 11th. That is the exact WRONG place to cross that division of our small town.

2. Comment: Obviously, the limitations are severe. I would support an added center lane between 14th and 8th and a traffic signal at 11th. Also, improve/repave and widen the sidewalk on the west side to accommodate bikes and walkers. Also, install set one speed limit at 14th st northbound (35 is reasonable) and install a speed camera to catch violators. Also, install signage to prohibit "engine braking" between 14th and the Parkway (except in emergencies) to cut down on truck noise). You should also consider blocking (or prohibiting right turns from Division on to certain streets to prevent "cut throughs" into the neighborhood (e.g., 5th, 6th, maybe others). At Front and Division, given the disastrous decision to locate the CVS hard by the corner, I would still consider a right turn lane on the southeast corner extending the length of the bank to at least take some of that traffic, and one on the northeast corner in front of CVS to help a bit with the overload that will only get worse as Munson expands. With regards to 8 and a half street idea, that seems to make some sense if the EPA will agree. I

would not support encouraging the use of 6th street westbound from Division since that is not (yet) a heavily travelled street in that direction (it is eastbound in the evenings), and it is the site of many accidents already with no hope if having a left turn lane.

US 31 M-37 Division Street PEL Public Comments Week of December 15, 2014

Phone

1. Place all traffic lights on the sides of the intersections – like Chicago – on both sides of the road. This helps the motorist be aware of what is going on at the street level instead of overhead/sky regarding bicycles and pedestrians. The road crossings would be more friendly. Also, less clutter.

Email

1. Comment: I have been involved with the Division St issue for 10+ years, as President of Central Neighborhood and co-chair of the Division St Steering Committee.
First, set the speed limit from 14th St to Grandview Parkway at the same speed -- it should not be 40mph and then 30mph. In fact, it should be 25mph for the entire stretch of road, or 30mph at the most. Why is it necessary to have this be the fastest speed limit in the city? Division St borders a well-established neighborhood and currently the speed of the vehicles make crossing to the medical campus and much parkland is next to impossible. Charlevoix's US31 goes through its downtown at 25mph - why can't Traverse City have the same deal? Charlevoix's main drag is pleasant and sedate, with the traffic usually going much slower - how nice would that be?!? Changing the speed on this 1.25 mile section would not greatly diminish the travel time for those people going through the city and certainly make it much more enjoyable for all who live here.

I would also consider a modern roundabout at 14th and Division to provide a definite change to the southern entrance to the city. The roundabout would slow traffic down while providing for smooth flow and be much better. Consider a roundabout at 11th St for a better entrance to the Bldg 50/medical campus - better flow and calmer drivers. The NW corner of the intersection is not in the parkland and could ease the issue of parkland use issues.

Keep the lanes on Division St at 11ft - wider lanes only make the vehicles want to go faster and that is not what we want or need.

For all those who complain about rush hour traffic, it's called rush hour for a reason and the road shouldn't be built up to handle those situations. Just go to a moderate or large city to learn about traffic backups.

Thanks for considering these ideas.

Appendix E

Project Comments Received Between PIS #3 and PIS #4

Subject: Additional LAC Member Comments

Traverse City Area Chamber of Commerce:

- Seems to be a great desire to incorporate roundabouts into the corridor, and 14th street seems the best initial place for a roundabout.
- Would desire any plan with improved ingress and egress to the Commons and to Munson.
- Plans need to ensure that traffic flow would improve, and could accommodate large and small truck traffic. Most of the plans would seem to do this.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The speed limit should be lowered to 30 and enforced.

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

There must be either a tunnel or a bridge.

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

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

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

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

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

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

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

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

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

Traffic lights are needed to space/break traffic. I sat for 30 minutes on Grandview and Division and witnessed no pedestrian or bike backups....what is the problem with lights??? Pedestrians and bikers cannot cross a roundabout....constant traffic, with no traffic light breaks for them. **The evaluations for boulevards and traffic lights is the best....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 through 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 their respective parking lots due to the continuous traffic. Also the impact to the Elks Lodge on the corner's property 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 ricolous and a waste of taxpayer money.
23. (Traverse City) Roundabouts on Division? Nooooooooooooooooo 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 TCF 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 two proposals would be a more proper fit for the corner. The proposed round-about would not. The round-about would encroach heavily on the Elks property which I am a member of. We just spent in excess 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 "policed" 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 occurrence 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 than 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 paths, 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?

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.

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

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.

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.

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.

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.

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?

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.

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 paths, 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?

Appendix E

Project Comments Received After PIS #4

1. S. Spruce Street
Okay with roundabout at 14th and if doable, one at Grandview Parkway.
2. Rose Street
No roundabouts at all, especially at 14th St. Do not like driving them. Uses the 14th St. area a lot. Does not like the small circle on Webster St. Do an in-depth study on making the intersection better without a roundabout.
3. Sixth Street
My comment would be that some form of "hard" median should be considered, even if it is only a raised concrete divider. Sixth Street is a preferred cut thru for hospital traffic and a number of accidents and near misses at that intersection (Sixth and Division) are caused by drivers attempting to cross Division during peak traffic times to avoid the intersections with stoplights.
4. After attending last night's presentation I have several concerns about the proposal. The number one overriding issue is one of public safety. I don't feel that the proposal addresses in any way the issue of pedestrian or bicycle crossing at Grandview Parkway. The presenter, Todd, claimed that "no one can hit you if you are in a walkway." As we know, that is an absurdity. The proposal does not call for any traffic stoppage at that intersection. To imagine crossing with my grandchild is frightening. (Do I tell them - get ready, set, run?) As a bicyclist I know the intersection is a problem but this is not the solution. It will endanger anyone attempting to cross. Out of towners rent bikes in town in droves and head out in that direction to access the TART. I live west of Division and walk into town often in the evening for events. I do not look forward to dodging cars. Please reconsider at least this portion of the plan. The roundabout at 14th Street does not have the large number of bike and pedestrians crossing (at this time). It seems that it would indeed calm traffic, something we would all be glad to see.
I was also glad to see turning lanes proposed on Division. Once again, though, no mention of sidewalks on Division and increasing/encouraging foot traffic.
5. After attending the public hearing on the proposed changes to Division from 14th Street to Grandview, I wish to register my concerns. I live on Madison Street and frequently bicycle or walk into town along the TART. The proposed roundabout at Division and Grandview appears to increase the risk of injury to non-motorized users. Painted cross walks are not always respected, as we see at Elmwood crossing. Pedestrians must have a way to stop traffic in order to safely cross. Families from our neighborhood walk to many beaches and attractions of our city and should be able to be safe doing so.
6. I read with concern about MDOT leaning in favor of a round about at the Division/ Boulevard intersection. Aside from whether or not I am in favor of a round about I see the issues are not just that intersection. Why is traffic backed up from Tom's West Bay to Division or from Cherry bend to M72 in the summer? Because M22 along the bay is a disaster. It should have been four lane to start. The west shoulder (bike path) is a joke. Plows can't keep it clear in the winter and mail delivery is near impossible. A round about will have no improvement for traffic flow going north on division or west on the boulevard. There is absolutely no consideration given to these roads for the future which could easily see a 50% increase in traffic in 20 years. The more populated Leelanau

becomes the bigger the problem. The easiest solution for a few years would be to add a right turn lane on division going north with two dedicated left turn lanes and either a pedestrian bridge or tunnel. Forget the love affair with roundabouts. In my opinion the voters of TC should be asked to decide. Not planners from Florida or Lansing.

7. Red Oaks Drive

Many of us at the Elks Lodge # 323 were very distressed and shocked when we saw the proposed drawings for the proposed 'roundabout' for the intersection of the Parkway & M-31/37 in Traverse City. The Elks Lodge and its' members have been very viable & responsible members of the community since the early 1920's and have maintained this marvelous building & beautifully landscaped property for many, many years. The environmental impact of placing a 'roundabout' at this intersection would greatly harm the wonderful entrance into the heart of Traverse City! The large, well established Maple trees, the lovely landscaping, and the gorgeous Blue Spruce evergreen tree have been an icon which has welcomed visitors to Traverse City for decades. The trees, already home to many birds, & small animals provide a buffer to the building and public areas & patio for shade, comfort, and beauty. They also provide a process referred to as 'photoremediation,' which was mentioned in late June in the TICKER/Business News. Since the BRA is thinking of planting a multitude of trees, why not leave these well-established trees where they are? This proposed 'roundabout' would also cut off much of the side lot, which was recently installed with a new city sidewalk – connecting it to the Bay area. The proposed plan would butt right up next to the already existing patio of the Elks Lodge, again taking out any shade or beautiful landscaping – & replace it with cement. What kind of an entrance to Traverse City do you want to portray? Beauty or more cement? The accessible entrance and circle drive in front of the Elks Lodge # 323 would also be removed, plus all of the parking for members in the front of the Lodge. Many times, I have assisted elderly members with their entrance in the front of the Lodge, as their drivers could drive up under the portico & easily drop them off for a lunch or evening with friends. To loose this accessibility would greatly diminish the lovely atmosphere and accessibility to the Lodge. Several of us have worthwhile suggestions for an alternative plan. I do not know when the other three meetings of MDOT were, but certainly hope they will listen to others who were not able to attend those meetings.

Our ideas:

1. If necessary, make M-31 wider by one more lane – going to the WEST, instead of East into the Elks Lodge landscaping. The building which is on Bay Street, just south of the Parkway is EMPTY. To what purpose is it sitting there? The planners could use this land and the Dog Park land to widen the streets, and make a two lane right turn onto Grandview Parkway, going East, & a two lane turn lane onto Grandview Parkway, going West.
2. The intersection at the Bay could be moved North a bit to accommodate these lanes.
3. The Dog Park could be moved to an area near the Botanical Gardens – a great space for dogs to run & play! It could also be equipped with objects; such as concrete tubes, blocks, tent structures, & an obstacle course to jump through & play on!
4. Another idea is to move the intersection NORTH & do away with the bathroom at the beach. A lovely bathroom could be built on either side of the proposed intersection!

I certainly hope you and the others on the Planning Commission will listen to the many citizens who are VERY concerned about these proposals.

8. roundabouts do not belong in tourist towns.

9. I very much appreciate MDOTs presentation on August 18 in the Kirkbride Auditorium in Traverse City. I listened to the 6 o'clock talk that was clear and complete. We all were benefited by extensive displays, maps, and MDOT staff there to discuss questions. I don't think these changes can be made quick to satisfy me. Every day that goes by without another injury or a fatality in this stretch of Division Street is a blessing to you, me, and everyone in the Traverse City area. In the last 7 years I was the physician for two of the bicycle automobile accidents that occurred in that stretch. One was a man who bruised his left hip and had his bicycle damaged by a non-observant driver on northbound Division turning left onto the Parkway. The second was a lady biking in the rain and going south on the east side of Division to continue on crossing 14th Street. She was knocked off her bike by a non-observant elderly lady driving the rainy Friday night busy 5 o'clock traffic. That bicyclist suffered a difficult to heal T-12 spinal fracture that pained and totally disabled her for 3 years. Neither cyclist was wearing high visibility reflective clothing which might have helped, but better designs are long overdue as our town's continued growth marches on. I feel the people and the traffic flow would be benefited by installing both traffic circles simultaneously. There will be moaning from some and the inevitable learning curve for all of us. But I predict in the end MDOT will receive even more "kudos from the locals" than they recently received for their east side US 31 upgrade! Thank you very much for the work you do to make both these roadways more bikable and walkable too.

10. I'm a big fan of the Roundabouts at 14th St. and at the Bay. These will change the character of the corridor and greatly improve the flow of traffic while calming the drivers down. Currently, the speed change from 40mph to 30 mph midway in the corridor is very disruptive, because the vehicles are still driving like it is the strip mall scene of the township. We are a neighborhood and a park and the speed needs to be reduced to 30 mph when the Roundabout at 14th goes in. Such a change in approach will allow for a distinct change in the speed to a city residential area. Also, the 11th St intersection should limit/eliminate traffic across Division to/from the Commons. If it is not, then 11th will just become a new 14th street and will divide the Central Neighborhood. When the other studies were done, we were told that the two lots that the city took over on the NW corner of the 11th St intersection were available for use in changes, including a Roundabout. I think MDOT needs to look at shifting the intersection to the NW of the current location and make it a Roundabout. This would offset the intersection and help calm more traffic while keeping the flow smooth and improve access in and out of the Commons and hospital campuses. Perhaps, some of the east side of the road could be made into green space and park that would help shorten the sightline for vehicles and slow drivers down?

11. I have been unable to attend the public meetings, however, I have reviewed the proposed changes and wanted a chance to give my opinion. I strongly support adding turn lanes and traffic lights at all four intersections. Since moving to Cedar street in November 2014 I have commented several times to my husband how it seemed more logical for Division to be wider at the parkway with two left turn lanes westbound onto the parkway and 1-2 right turn lanes eastbound onto the parkway. I have also remarked regularly about the need for a left and right turn lane onto 11th, as well as a traffic light. In my experience, roundabouts are awful! I'm 30 and I caught quickly. When living in Metro Detroit, they started popping up everywhere. Unfortunately, only a few of them were logical, the others were installed simply because they are a trend in the world of city planning and civil engineering. A lot of people do not catch on. I can't tell you how many times I have watched people come to a complete stop in the middle of a roundabout because they are confused about where they are or think that they should let someone else in. Many people are confused by what

lanes exit to where and it takes slower speeds and extra caution to avoid confused drivers. It also seems very difficult for semis and other large trucks to navigate them, slowing down traffic while they make their way through, and there are a lot of trucks that come up Division. Roundabouts have their purpose defeated when traffic signals are added, but in such a high pedestrian area it seems dangerous to eliminate signals. I'm already terrified to cross the street to go to the beach because people often disregard the "yield to pedestrians" lights when turning at Division and Grandview Parkway. Lastly, adding roundabouts will completely close those intersections! It is hard enough to get around our quickly growing city as is. We cannot have several of our busiest intersections closed completely. Adding lanes and signals can be done without closed roads and detours. PLEASE, do not install roundabouts on Division! New metal poles like those at Franke and Silver Lake Rd look much better than the wires hanging across the road if it's aesthetics that are a concern.

12. 14th & Division: 2nd priority for roundabout. This seems to have pretty strong consensus; gateway to city makes sense; least concern for pedestrian crossing conflict.
 - 11th Street: 1st priority for median on north (southbound) left turn lane on south (northbound). Least expensive option to implement.
 - 7th Street: I do not favor a one block two-way street. Either two-way or one-way the entire length of the street. Personally, I favor two-way traffic on both 7th and 8th streets.
 - Front St: Based on comments, I don't think there are any options at this corner.
 - Grandview Parkway: Lowest priority. There is a lot of public conflict at this corner. While I would love to see Bay street closed to Division street access, right hand only turns could also work. If we do the roundabout at 14th first we can learn a lot about how to implement if desirable at the Parkway.

13. Unfortunately, I have not been able to attend the planning and public input meetings for the US-31 / M-37 Division Street project. I am enclosing my comments below and hope they still might be considered. I am in favor of the preferred alternative at 14th street. As a new resident of Traverse City that lives two blocks off Division on Twelfth St, I would very much like to see better pedestrian access to the Commons. I bought a house and have lived in Traverse City for the last year. While I commute to Interlochen for work, I lead an active lifestyle that involves biking and walking as much as possible when I return home. It is incredibly dangerous to cross Division at 12th St at this point in time. Although there are pedestrian walkways, no cars ever yield to people. In order to cross Division, one must sprint across four lanes of traffic. I'm curious how the pedestrian experience would differ between the preferred alternative and operational improvement at 11th street. I currently use the pedestrian island at Oak and Grandview Parkway to access Clinch Park beach. That crossing can be quite difficult at times but would be much harder without the island. I think that lowering the speed limit to 25mph from 14th street to Grandview Parkway would help immensely. I encourage you to keep pedestrian and bike traffic as a primary concern in the planning and decision making for these intersections.