

COMMENT SUBMITTED VIA MDOT PROJECT WEBSITE (as of 11/01/22) https://www.michigan.gov/mdot/projects-studies/m-route-construction/m72-m22-rebuilding-project-grand-traverse-county	TOPIC CATEGORY					
	M-72/M-22 intersection operations	Bay Street access/ operations	Non-motorized access/safety	Cherry Bend/M-22 intersection operations	M-22 or Grandview Parkway Operations	General comments
As a life long Traverse City resident I have to encourage you to take the comments from groups like TART, Norte and Traverse Bicycling Club with a grain of salt. These people are trying to control the narrative and do not represent the community as a whole. They represent a minority who believe that there should be no motorized vehicles in the greater Traverse City area. Russ Soyring, former City Planner, has implemented a goal where Traverse City will only have roads with single travel lanes in each direction and speed limits no greater than 25 MPH. This was never brought to the citizens and is being leveraged on the state. I'm aware of it because I retired from the city after a 25 year career in the fire dept. We clashed with Mr. Soyring on a regular basis because his plans impede the ability of fire apparatus to respond in a timely fashion. He stated it was more important to implement his traffic measures than worry about the "few time" a fire truck needed to get around. The police dept has also eliminated their traffic enforcement along certain corridors to help justify the road diets they want implement. It would be nice if you would give more weight to that fact that commercial motor vehicles have to operate through these corridors. That is what I do for a living now. I refuse to operate a tractor trailer with 53' box in the Traverse City area because the roads cannot accommodate them. At Front and Division St, trucks have to use the full width of the sidewalk to head west and coming from the west going south on Division, I cannot tell you how many time I have watched trucks nearly tear down the utility pole on the corner because there is no space to maneuver. Your current rebuild plans are amplifying these problems by narrowing lanes, placing kick outs and islands. As drivers we are responsible for everything that happens with and to our vehicle. Traverse City is becoming too dangerous because of new designs being employed. I encourage other drivers I know to refuse/decline deliveries to Traverse City or charge extra because of the increased risk of damage to our vehicles. The truck driving school in Cadillac even refuses to bring their students to Traverse City because it is too dangerous. The danger comes from the congestion and lack on maneuvering space.					X	
Install a traffic signal on Bay Street to allow cars to enter M72 left or right (and continue on to M22). Do not put a no left turn island on Bay Street, because it helps reduce traffic at division/parkway!		X				
I would love to see better lanes for non motorized commuters. I bike on the east side of the road and find this a nice lane but sometime cars will be in that lane because they don't know it's not a lane for driving. I also understand that I am going against traffic which I don't usually do. Please help make these driving lanes more easy to see. Also cars from the left turn lane at the m72/m22 intersection tend to go straight (headed north) sometime which is not safe. Can we make it more clear that that lane is for left turns only?			X			
this is a great idea						X
it should be a 5 lane road.Bay street needs to have a light to enter m72. m72 needs to be a 5 lane rd. more homes businesses,traffic already bad					X	
PLEASE consider CONCEPT #2: ROUNDABOUT with Modification C AND CONCEPT #4. AM carline access for Immaculate Conception Elem. is at Elmwood Ave. The roundabout will substantially reduce wait times especially at heavy times or when cedar run is shut down for construction. Wait times were CRAZY in the morning this spring. 10 mins just to get thru the light. I hate the set up of the light with Bay St, M-72, & Grandview. It's confusing and unsafe for drivers and pedestrians. Bay St access from the north is necessary so putting it at elmwood is better for those dropping kids off at Immaculate Conceptions and Willow Hill as well as the many employees/patients from the north trying to get to the hospital.	X					
When is MDOT going to lower the speed limit down from 40mph on Division Street on the stretch from 14th to 6th St to maintain safety in this residential neighborhood and be consistent with the lower speed limit set from 6th to Grandview?						X
I would like to encourage improvement of pedestrian access from the Cherry Bend neighborhoods to the Elmwood Township Park, marina, Discovery Pier, and local businesses during the reconstruction process. Currently, there are no sidewalks that connect the Cherry Bend neighborhoods (west on Grandview Rd, Cherry Bend Rd) to the Elmwood Township Park, Elwood Marina, and Discovery Pier. In particular, pedestrian access to these vital township resources could be improved by installing sidewalks along BOTH sides of M-22 from Cherry Bend Road to Carter Road, and dedicated pedestrian crossings at the Elmwood Township Park and perhaps another location to the south. This is a very heavy use area by both commuters and pedestrians, making it very dangerous to cross the road to the parks and bay, or to walk along the road to access any of the businesses by foot. Sidewalks should also connect to the tunnel under M-22 near Center Pointe. We have a few "dead end" sidewalks that do not connect anywhere, as well as "sidewalks" that are small paved strips directly on the shoulder of the road with no buffer between pedestrians and traffic - sufficient to say both fairly useless! Please consider creating a walkable community, adhering to the Elmwood Township Master Plan, and helping get some pedestrain connectivity to our parks and businesses! Thanks!			X			
If a roundabout at m22/m72 intersection, how to accommodate 1) large number of gravel haulers, asphalt paving trucks inbound from M72 turning right onto grand view parkway and out bound from grand view parkway turning left onto m72 every day. 2) pedestrians crossing m72 and grand view parkway at the roundabout	X					
We are in favor of a round about at the convergence of M22 - M72 -Bayfront	X					
If you were able to do a pedestrian and biker count at the M22 and M72 intersection, I'm sure you would find it surprisingly high. For whichever design is chosen, Do not put pedestrians and bikers at a higher risk than today. Do not and bikers at greater risk than what we have today. A biker/ pedestrian crossing signal is absolutely necessary.			X			
I live off M22 in Greilickville. I am an avid walker & biker. I am for all the necessary upgrades to to M22/M72 EXCEPT ADDING roundabout. I am 100% supportive of roundabouts... in the right environment. The corner being talked about in NOT the right place for one. PLEASE PLEASE PLEASE do NOT put one in at the M22/M72 intersection.	X					
The tart trail needs to be moved so that it runs between Bay and Grandview Parkway crossing M72 west of the roundabout. The why on this: (1) putting a busy road 4 lane between the walkers, runners & bikers and the trail makes no sense. (2) That section section of the trail between Grandview and west bay is all but unwalkable / rideable because it is full of poles for signs and utilities if you can't walk the sidewalk hold a kids hand without getting tangled in a pole think again. (3) The trail between Bay and Grandview does not get buried by the snowplows and remains useful year round unlike most of the sidewalks in Traverse City. (4) the distance to the road is greater thus making the walk much more plesant			X			
We need a roundabout. The current intersections are dangerous.	X					
Interested to see plans for Elmwood. I really don't want to increase traffic right through the middle of the neighborhood-there are already 2 schools and a hospital nearby and the traffic from those commuters is enough		X				

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Consider how Slab town residences get North on M22 if Bay street is right turn only,along with Elmwood. Would require going south to try to get on Front St turning left, then left at Division, then Left at Grand View Parkway. It could be 15 minute just getting to the current intersection of M22 & M72		X				
After careful consideration of all draft proposals for this project, we are adamantly against concept #4 (access at Elmwood Ave). We are a quiet residential neighborhood and the increase of traffic/speed from the right turn in and out would be detrimental. We are very much in favor of the roundabout placed at M72/M22 with Bay Access and feel strongly this would be very beneficial.	X					
As a property owner on Elmwood Ave in TC since 2000, I applaud the work to be done on M-72 in 2025 (which I use daily). However, I am adamantly opposed to adding a cut-through off 72 onto Elmwood. A terrible idea to increase traffic through our quiet, residential, historic neighborhood.		X				
1. If you put a round about at the M-22/M-72 intersection, will the double bottom gravel trains be able to make the left turn from the Parkway to westbound M-72? 2) If you put a merge lane from Bay St. onto eastbound Parkway, will it work? Traffic often backs up past that point in both lanes from the light at Division? (3) Related to (2), if you put a "Michigan Left" lane to allow traffic from Bay St. to go west on the Parkway, will cars be able to get into it with the backups noted? (4) Traffic currently backs up on southbound M-22 from the light at M-72 all the way to Cherry Bend Rd. This happens in both the morning and late afternoon. Consideration should be given to making M-22 a 5 lane road from Cherry Bend south. This can be done using the current shoulder on the east side of the roadway and the shoulder or whatever you consider it to be on the west side. The TART Trail is so close you don't need bike lanes that are rarely , if ever, used.	X			X	X	
If you put a roundabout at the M-22/M-72 intersection and then put crosswalks for bikes and pedestrians, you will need a light. That means people will have to stop in the roundabout which defeats the purpose of the roundabout. It's also dangerous for all concerned. Right in/right out to Bay St. there seems to be better and the current cross walks work well.	X					
I do not feel that Elmwood should extend to Grandview, but access to Bay should remain from the north. Already twice this summer I've seen traffic backed up to M-72 from Division, and access to Bay from M-72 was essential. I don't imagine there's any possibility of Randolph connecting to M-72? I love roundabouts, but how will users of the TART trail cross M-22?		X				
Regarding the proposed concepts for M72/M22 intersection, I am solidly behind the "Roundabout Concept w/o Bay St access". Having driven the Parkway and Bay St for nearly 60 years, the intersections at M72/M22 AND at the Parkway and Division should be eliminated as dangerous. Consider turning Bay St into a two lane, one-way (W->E) with a merge lane from the Parkway to Bay Street at about Ramsdell and a merge lane from Bay St to the Parkway before the intersection at Division. This way, the Slabtown neighborhood streets will not be subject to excess traffic from the Parkway. And the current businesses would still have access. Some driveways will have to be rearranged. For those who need to patronize the businesses, they would merely use the M72/M22 roundabout to be on the right side of the Bay St alleyway. This would be similar to the turns along Woodward Ave. in Detroit. If the Parkway and Bay St were to be considered as one project, a lot of flexibility could be gained, as well as more area for the project.	X					
Southbound traffic on M-22 regularly sails through the intersection at Cherry Bend Road on the yellow light (often turns red!) making it a challenge for those northbound cars waiting to make a left turn at the light. The best upgrade to the traffic signal at Cherry Bend Road would be a left green arrow that would allow those turning left to do so before the light turns green for those headed north and south.				X		
I'm glad that MDOT and Traverse City are finally going to address the problems at the intersection of M-72 and M-22. This is long overdue and badly needed. Whatever plan is adopted must increase the efficiency and capacity of these two roads and their intersection. Frankly, I am deeply concerned at MDOT's propensity for building roundabouts as the solution to traffic congestion problems. While roundabouts of sufficient size can be effective in reducing traffic backups the problem at this intersection is the lack of available space. One of the significant problems with recently constructed roundabouts is that they are not large enough to handle large, semi-truck traffic. This kind of traffic is common at this intersection and I seriously question whether the available space at this sight is sufficient to allow an adequately sized roundabout. It is my considered hope that MDOT will give careful consideration to ALL possible solutions to the traffic issues at this intersection and ensure that any new construction does not, in any way, inhibit the flow of motor vehicles on either M-22 or M-72. The need for efficient flow of this traffic in the Traverse City area is growing, not shrinking, and it's time for all the government entities to recognize this fact and act accordingly. Failure to do so will result in total traffic gridlock in the coming years.	X					
Twenty five years ago when Mdot did last work on M22 from Cherry Bend to 72, The township was offered a four lane plan. My Brother in Law was trustee and his was the deciding vote against it. I know MDOT does not like four lanes but in my opinion if you don't this time you will see a problem forever on this stretch. I think it is reasonable to assume a 4 % increase in seasonal traffic for the next 25 years. That means a double of current traffic. I have ridden or driven this stretch for all of my 75 years. Widening this road is the only logical answer. Creating any round abouts here will only cause more confusion than all ready exist. Speed is not an issue on this stretch. It is traffic volumes					X	
Yes please						X
Concept #2B seems to be the best, however, I feel that it is important to maintain the TART trail along the south side of the road, as many people utilize this access point and park along Bay St. It is important that there is access from Bay St, as this is the access point for the neighborhood. Concept #1 does not allow the neighborhood easy access to the grocery store and won't do much from traffic flow anyhow. Concept #4 seems disastrous for our neighborhood. It will essentially reroute highway traffic into the neighborhood. This would destroy the feeling, safety and livability of the neighborhood, not to mention decrease home values. Concept #3 seems okay, but still there is no convenient access to the grocery store from the neighborhood and would be difficult to navigate with a trailer or boat.	X		X			

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Regarding Concept #1 People are presently accustomed to turning right, more or less, and getting into the innermost lane of M-72 in order to turn left and head north on M-22. The island depicted doesn't look like it would prevent driver's from attempting the same maneuver. Regarding Concept #2 My office is located on the east side of M-22 between M-72 and Cherry Bend Road. During the summer months, it is extremely difficult to make even a right hand turn onto M-22. A left turn almost always requires pulling into the left turn lane and waiting for the good graces of someone heading south to let you in. That is with the very tiny traffic breaks afforded by the traffic lights at the intersection of M-22 and M-72. It seems to me that a round-a-bout would eliminate even those breaks and create a continuous stream of traffic. Regarding Concept #3 I see nothing problematic with Concept #3 except for the difficulty it will create for people trying to turn right off Bay Street during peak traffic when there are very few breaks in the M-72 traffic heading east. It looks like there may still be room enough for people attempting to drive around the island in order to head west on M-72. Concept #4 Does this idea include closing Bay Street at M-72?	X	X				
Regarding proposed improvements to the M72/M22 intersection, I hereby resubmit the following for your consideration which I first submitted while serving as the Elmwood Township Supervisor sometime around 2008-2010. Gary Niemi would have been around during that time period. My concept involves the combination of an elevated concrete on and off ramp with the possible retention of portions of the existing intersection. Vehicles proceeding westbound onto M72 towards Empire would exit Grandview Parkway via an elevated 1 or 2 lane off ramp. Vehicles wishing to continue proceeding northbound on M22 from Grandview Parkway would simply continue straight under the elevated off ramp at the signalized intersection that currently exists. Vehicles proceeding westbound on M72 towards Empire would join the elevated on ramp at a point that best took into account the existing rise in elevation on M72 as you depart the existing intersection. Vehicles wishing to proceed eastbound towards TC off M22 would use the existing M22/M72 intersection, just as would those wishing to utilize Bay Street. Lastly, vehicles wishing to proceed eastbound onto the Parkway would exit M72 via either a 1 or 2 lane elevated exit ramp, and those wishing to proceed northbound on M22 off M72 would exit under or alongside the elevated off ramp and utilize the existing signalized intersection to do so. INo roundabout would be needed under this concept, and it's just a matter of time until elevated on and off ramps are needed to help deal with TC's growing population.	X				X	
My name is Jack Kelly. I just sent the MDOT TC Service Center a proposed concept for planned improvements to the M22/M72 intersection. Please send me a copy of my comments to kellycg@aol.com because I was using my iPad when I submitted my comments and my iPad didn't lend itself well to working with your we site at the time . What I mean by that is that was difficult for me to go back and forth when submitting my comments using the form on your website that I had at my disposal.						X
I prefer the Roundabout with Bay Access. I live in Elmwood Township and utilize Bay Street quite frequently. I would also like to see sidewalks on the Bay side of M-22 from M-72 to Cherry Bend Road.	X		X			
Bury all utilities underground. Keep all green space between Bay st and the Parkway. Make Bay st one lane one way. Enter from M 72 exit to Division.						X
I watch the traffic every day between Division Street and M-72. Cars constantly use Bay Street as a bypass. Our Thoughts are, we like the roundabout at M-72. Make Bay Street one lane, one way enter from Division Street and exit at the roundabout at M-72. Also at Darrow park on Bay St add diagonal parking. Bury the utility lines. Keep the green space between the Parkway and Bay Street. Moving the Parkway closer to Bay Street Will add noise to the neighborhood and decrease property values. Signage for no semi Jake / exhaust brakes.	X				X	
Do NOT allow ANY direct Parkway to Slabtown Neighborhood (Monroe, Elmwood, Spruce) connections. Any direct access from the Parkway to the existing neighborhood would be a disaster for one of the largest and oldest residential neighborhoods in Traverse City Safe and common sense bicycle crossing at roundabout at 72 - 22	X	X	X			
With many hours of observation, traffic uses Bay street as a bypass from the west to access a quick righthand turn onto Division st. Traffic entering Bay st from the east, Division st, do so for the purpose of accessing the Slabtown neighborhood via Wayne st. Proposed idea, Bay street made one lane one way. Enter Bay st from Division st and exit west end via proposed roundabout at M72, Tom's west bay. Also add Diagonal parking at Darrow park. This plan would limit cut through traffic and still allow good resident access to the Slabtown neighborhood. Also bury the power line and keep the maximum green space between the Parkway and Bay Street. A reduction in the green space will move traffic noise closer to the neighborhood ultimately reducing property values.		X				
We need bridges and tunnels for pedestrians. This is the most important crossing area in all of grand traverse county. We can't let the highway block access to the water.			X			
My concern is with the TART Trail crossings if a round-about is added at M-72 and M-22. I have almost been hit twice at this intersection while using the light properly. Many bikes cross this intersection daily. Many tourists who don't know the area are both driving cars and bikes. Have you considered routing a designated bike path up to Cherry Bend Road or installing a crossing light at Carter Road to keep the bikes away from the roundabout?			X			
I am very disappointed in the over population of Traverse city area						X
You need to take a chunk of land off each side of M22 from Toms to Cherry Bend Rd and make another lane for traffic. the traffic out here is insane and desperty needs another traffic lane. sidewalks are NOT needed, too dangerous to walk long M22 anyway the way people drive and obey traffic laws anymore. They can walk and bike on Tart Trail. It's a simply, common sense solution, we have lived in .Elmwood township over 50 years. Please consider this COMMON SENSE SOLUTION!! A overhead walkway, like on East Bay would be helpful and safer to the Elmwood Park. We. DEFINITELY NEED mother traffic one on M22 between Toms and Cherrybend Road, the lines are terrible most of the time!!! Also better instruction on Toms West Bay corner, people sit there and hesitate as to what to do, CONFUSING CORNERS if you don't live in area. I would sincerely hope you will consider this suggestion, solution for moving traffic is #1 on this section.	X		X		X	
Construction of ANY roundabout that this intersection will result in my NEVER driving through that intersection EVER again.. Your proposal diagrams are hard to visualize from a driver's, pedestrian, biker's perspective and of a small scale that details like one way access to Bay Street mean nothing.. No I don't want updates as my blood pressure is already too high	X					
The roundabout at the M-72/M-22 intersection is a great solution, but Bay street should should not have access to it. The roundabout will already have 4 entrances/exits. 5 is too many. Bay street traffic can go to Division street to access the parkway. It isn't that far.	X					
I'm all for the project EXCEPT I am NOT in favor of a roundabout at the corner of 22/72. Roundabouts are fine in certain areas, but I don't believe that location is appropriate.	X					
I am concerned that the round about will make it nearly impossible to go north or south when traveling on the TART trail at the M72 intersection. I believe a pedestrian/bike tunnel under M72 would be feasible as long as it was up the hill enough to avoid flooding. A tunnel location at these coordinates (44°46'30.5"N 85°38'38.2"W) would work, and you could use the exisiting sidewalk along M-72.			X			

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Can you please extend the tart trail on the north side up to Apache Trout Grill? It is a popular destination for bikers and so dangerous riding on the shoulder of the road			X			
Looking forward to seeing the designs and data. Would like to know how a round-a-bout that goes on to Bay Street would affect traffic in the neighborhood	X					
I have used this intersection for decades. Have your engineers? None of the proposed designs (https://www.michigan.gov/mdot/-/media/Project/Websites/MDOT/Projects-Studies/M-Route/M-72-M-22-Rebuilding-Project/Grandview-Parkway-Bay-Shore-Drive-Concept-Review-Discussion.pdf?rev=cb0ebdfdd0754ae494bd1ff75cb3cff9&hash=C422B76FCC7F78EECDA6C4EB8AE11E8B) seem to improve traffic flow. Medians and traffic barriers restrict traffic movement and therefore safe alternatives during emergencies. Medians and barriers impede snow removal and complicate road maintenance. Creating U-turn lanes for "indirect left-turns" is problematic because it will force that traffic to immediately change lanes and/or will create more traffic backup at or before the Parkway and 31 intersection as the left lane will become obstructed. RIRO at Bay will restrict flow of emergency vehicles from north on 22 to Munson Hospital, forcing them to go the long way, through the already problematic and congested Parkway and 31 intersection, and delaying them for potentially critical life-saving minutes -- preserving easy access to Munson is important. The proposed multi-lane roundabout would not fit between the existing building and the wetland. Situating the pedestrian crossings on the main roads going into the roundabout defeats the purpose of a roundabout (flow) because vehicle traffic will need to yield to the pedestrian, cycle, etc. traffic. What's wrong with the signal at Cherry Bend? These redesign plans seem like a huge waste of money that wouldn't solve anything and would only create more problems. Please make the sidewalks ADA-compliant and improve the road surface and drainage as possible to protect the sensitive ecology of the shore and wetlands but please don't mess with the traffic signal or pattern, it's not that bad. None of the "operational enhancements" proposed would be any improvement -- they would actually make the situation worse. Thank you for considering these criticisms.					X	
Please do not put in a round about here. That will be a nightmare	X					
Division street, needs a double left turn lane onto M-72, M-22						X
I think a round about here is a terrible idea as it will not be a safe traversing point for pedestrians & bikes. Get rid of Bay street access to M72, This is a HUGE congestion cause in this intersection. The amount of traffic coming from Leelanau county from 3:00pm on is insane as this is the only route to get into TC from Suttons Bay easily. There will be no gaps. I understand the beauty of the water that we have, but adding more Hawk signals will add to the congestion. Work on getting your lights timed properly and there will be access point to cross without impeding the east west traffic flow. Our city has the WORST timed lights of any city I've ever been to. The only way for you to get consistent green lights is to speed 8-10 mph over the posted speed limit. Traffic lights purpose is to control and ease traffic flow. This allows for safe pedestrian and bike traffic to cross with crosswalks, roundabouts have no place for non motorized traffic to cross and with the amount of traffic that goes through that intersection, I think it's a terrible Idea and a waste of space.	X	X				
After careful review of the latest summary at the September 29th public forum, I embrace the design for a roundabout and Tart Trail on the north side. Off Tuesday,ost concern is the pedestrian and cycling solutions shown. There MUST be a way to cross M22 without fear of misjudging the traffic. I would go as far as to eliminate the M72 crossing altogether and put a managed crossing at the entrance to Tom's market north of the intersection. If the crossing on M72 remains, it should be much farther from the roundabout and have a hawk signal or the like installed. Thanks for your work on this.	X		X			
I wanted to reiterate my concerns about M-22 access for the businesses on M-22 between M-72 and Cherry Bend Road. If the round-a-bout creates an uninterrupted stream of traffic, turning into or out of those businesses will be extremely difficult.					X	
Hello. Thank you for doing this important project. I strongly believe that there should continue to be a non-motorized trail on both sides of Grandview Parkway and M-72/M-22 through the City of Traverse City. There are many people who use the south side trail in order to get to the Leelanau Trail without crossing the highway. If there is only a trail on the north side of the road, then you are forcing all of those trail users to cross Grandview and M-22 twice in order to get back to Leelanau trail. This will make conditions worse for people on bike and foot who use the trail. I encourage you to keep the trail on both sides. As well, I will no longer use the trail if it is only on the north side.			X			
I attended the public meeting last week at the Elmwood Township offices, and have had more thoughts about the project. I feel that the roundabout for all four roads--Grandview, Bay, M-72, and M-22--is the right choice, but it will be busy most daylight hours and no doubt confusing to some drivers. Consequently, I don't think there should be two TART trail crossings near this intersection. One is enough. Why not eliminate the eastern crossing? Concrete paths for walking on the bay side could still be in place, but for those who want to get onto the TART from the park, they'd simply have to cross at one of the existing points further east. There will be enough confusing inputs for drivers negotiating the roundabout just having the one TART crossing to the west. Adding a second complicates matter unnecessarily.	X		X			
I believe that the option for the M72/M22 intersection that works best is the two lane roundabout without access to Bay ST. One of the biggest issues along M22 is the traffic backup southbound in peak summer times. With an efficient roundabout, the traffic flow would be continuous rather than batched by the signal timing. Putting the TART trail on the waterside of the Grandview Parkway is also a plus. I think that the connection to the Leelanau trail system should be pushed north, away from the proposed roundabout and a HAWK signal added at some point north of the roundabout. Look for a way to eliminate the need for pedestrian crossing at the roundabout altogether. If you eliminate Bay st access at the proposed roundabout, Bay st should be terminated at the last drive access for property along the street; make it a cul de sac. The land then could be made green space, etc.	X		X			
Due to M-72's road grade and traffic volume of gravel trains, semis, RVs, passenger vehicles and bicycles, have the Road Commissions, Elmer's and Rieth Riley shared their opinions on a roundabout? Has winter weather been considered during peak travel times, as vehicles try to hold their position on the downhill grade of M-72 waiting to enter a roundabout? Will bicyclists obey traffic right-of-way and yield when appropriate with a roundabout? Will Bay Street ingress and egress create even more delays for those sitting on the downhill lanes of M-72? Will those on the downhill lane of M-72 trying to access the shopping plaza, get a break in roundabout traffic to safely make their left turn? A roundabout at Cherry Bend could be a success. But, for safety and efficiency, we vote to keep a light system only at M-72 and M-22. We also wonder if an additional light at Bay Street that only operates at peak times would resolve safety issues for that intersection?	X					
I like the roundabout a lot, this intersection is currently a dangerous hot mess.	X					