



PENINSULA TOWNSHIP

13235 Center Road, Traverse City
MI 49686

www.peninsulatownship.com

Township Board Special Meeting
January 13, 2025, 3:00 p.m.
Township Hall
Minutes

1. **Call to Order** by Sanders at 3:01 p.m.

2. **Pledge**

3. **Roll Call**

Present: Sanger, Alexander, Sanders, Chown

Absent: Wunsch, Milliken, Clark

4. **Citizen Comments: none**

5. **Approve Agenda**

6. **Conflict of Interest**

7. **Consent Agenda: none**

8. **Business:**

1. Citizen discussion regarding the East Arm DNR Boat Launch

Sanders: we agree that the surface of the East Arm Boat Launch needs to be taken care of. This discussion is centered around the changes for capacity and the road ingress/egress.

Scott Phillips, 8348 East Shore Road: I was here December 16, so I'll try to make my comments not duplicative. I've also written to Maura [Sanders, township supervisor] and others in the township expressing my concerns about the project. Dave Murphy, my esteemed neighbor on East Shore Road, regrets he could not be here this afternoon but desires that his comments expressed in an email to the township be incorporated.

My comments today are to request that the township consider opposing the DNR's plan to create a new driveway onto East Shore Road. That driveway, though it creates just one new intersection, creates two much more dangerous intersections. One is the conflict with motorized and non-motorized traffic on East Shore Road where the driveway will exit onto East Shore. That introduces traffic patterns that heretofore have not existed. The new driveway creates a new, more dangerous intersection.

The second intersection that's impacted is East Shore Road to Center Road. East Shore Road does not intersect with Center Road at a 90-degree angle. It's an acute angle. It's difficult for those of us with just cars to see the sight line. There's a hill coming from the south. That sight line is limited by about 300 more feet than the existing driveway for the DNR boat launch. The existing ingress and egress from the boat launch is a superior location to the proposed driveway onto East Shore Road for those two reasons, which creates two more dangerous intersections that are not here today. On a personal level, with my house located adjacent to the boat launch, that driveway will increase traffic and noise around my property. For the township and the Grand Traverse County Road Commission, the proposed DNR driveway conflicts with important elements of the township's master plan. First, the master plan encourages developments that balance all land uses in the

township, residential, commercial, agricultural. In contrast, this DNR driveway doesn't consider any land uses beyond its own borders. For that reason, I think the it conflicts with the priorities and values of the master plan.

Three-minute limit reached; audience member donates their time.

Phillips: the master plan targets intersections along East Shore or Center Road that are not at a 90-degree angle. East Shore Road is at an acute angle that conflicts with the priorities of the township's master plan. Third, car parking is a problem already at the boat launch. On busy weekends, cars are looking for a place to park. My understanding is that, commensurate with these changes, the DNR proposes to prohibit car parking in the boat launch altogether. Obviously, the plan does not account for where those cars are going to go. The parking along Center Road is already a problem and beyond capacity. The DNR plan for this new driveway is deficient because it doesn't take into account the additional parking burden it causes. Fourth, eight out of 10 residents in the township prioritize and encourage non-motorized development in the township. As a result, the master plan places weight and priority where non-motorized uses exist. This driveway is a conflict with non-motorized traffic along East Shore Road, and therefore the plan conflicts with the master plan of the township. In summary, the driveway should be abandoned because it creates those two more dangerous intersections, it conflicts with the master plan in a number of areas, including balancing all uses beyond its borders and placing a priority on non-motorized transportation. The DNR plan also doesn't consider the financial impact on surrounding residential property values. I know that's not a particular concern to the township, but the plan obviously does create an impairment of residential use and conflicts with the master plan because it doesn't consider uses beyond its own borders. I appreciate your time.

Maureen Ascione, 8181 East Shore Road: thank you for meeting with us today. I speak on behalf of myself and other residents in the community who were not able to be here today, including Dave Murphy and Matt and Robin Furlong. This past November, just one resident, Scott, who lives closest to the launch, was notified by the DNR about plans to redesign the launch with a one-way exit onto East Shore Road. Since then, by word of mouth, an entire community has mobilized and expressed opposition, specifically to the East Shore Road exit. We have written to many of you as well as our state government officials expressing our concerns. We were encouraged to hear from State Representative Betsy Coffia's office and Senator John Damoose's office that the DNR is open to working with us. We appreciate the opportunity for public comment. Our main concerns are the safety of our neighborhood and community, increased flow of traffic down East Shore Road, and congestion at the end of East Shore Road. We have asked how this will improve traffic flow for boaters, given the limited space from the launch, time needed for tie downs, and then exiting onto East Shore Road, when there is space for one truck and boat trailer at the end of East Shore. In developing this remodel, it appears that the DNR did not initially take other interested parties into consideration besides the boating community. There was no consideration for how this will negatively impact the property values of our homes. There was no consideration for the safety of our neighborhood and the overall safety of the community, especially pedestrians and cyclists using East Shore Road for recreational purposes. In addition, there was no consideration as to how this will impair the enjoyment of our properties. At the December meeting, we heard a lot about how this redesign will benefit boaters. Specifically, it was mentioned that this plan will decrease fender benders and improve traffic flow within the launch. While we don't disagree that the launch needs significant repair, what evidence does the DNR have to show it is not just dumping these problems onto East Shore Road? At the December meeting, we were also shocked to hear that the redesign included the addition of just one parking space, which contradicts the DNR's goal of adding additional parking, specifically for vehicles using kayaks and paddle boards. This launch is

unique to other public launches in that it is sandwiched between two private homes. It is a small, shallow launch and does not accommodate large boats other than maybe a new pontoon boat. We ask that these unique factors be taken into consideration with the launch redesign. East Shore Road is a neighborhood where families and elderly residents cross the road to enjoy the beach, where children ride bikes and have lemonade stands. It is not a state highway. It was not designed to support launch traffic. We do not disagree that the launch needs to be remodeled but sincerely ask that the DNR keep the entrance and exit on Center Road. The negative impact of an East Shore Road exit will affect a much larger community than uses the boat launch in any given year. Thank you for your time and consideration.

Tim Hossack, 10623 North Long Lake Road: I'm here in support of the DNR boat launch. I represent 327 fishermen in the area. We use that launch heavily. We've been talking to the DNR for the last five years about repairing that launch. We've done several pothole fills, hot tar fills, dug out sand out of the launch area, picked up garbage there, had several events there. We use it pretty much all summer long, hundreds of hours per boat. We've talked to the DNR about the design, and they are very congenial. They have said, if the new egress route is too much of a problem, we could put a gate there if something happens that warrants shutting down that egress route. It sounds reasonable. We have had fender benders in there. We're jammed in pretty tight on a Saturday morning or Wednesday night. But these new spaces they're carving out, I don't want to say new, but they're renovating them, making them bigger. We do get one more truck and trailer parking spot. Through coordination with the DNR and years of discussion, it doesn't look like a whole lot is changing. They're not lighting it up like a football field. There's no extra bulldozing going on. Looks like everything's going to remain the same. So we're in support of it until something happens. Very few of us take East Shore Road up the coast to get to the launch. We're out on M 37. We haven't had an accident in our club. It's going on five years now, and that's hundreds of launches and loads and no issues. It's just the parking lot's a little congested and we'll continue to work with the DNR on that. But we are in support of the DNR and hope you guys make the right decision here. Thanks.

Pat Labelle, 741 Birchwood Avenue: we live two houses within the city limits. We have a park at Kewaunee and Birchwood. We have small children who cross over. They have parking on the west side of the road, which makes a hazard because you can't see in between, see what cars come up. We have high schoolers who speed along there, which we've complained about to the police. We have joggers, bikers, walkers. That road is used heavily. It's a beautiful road. It's winding. It's not designed to carry traffic. Center Road is designed to carry traffic. East Shore Road is not. It's local traffic, and I would hate to see that change. I really think we're risking the safety of our citizens, whether they're Peninsula Township residents or Traverse City residents, because they come through that neighborhood and the road is so windy. You can't see; you have to be careful and slow down. I see speeders from the high school when it lets out, which creates even more of an issue. The track team runs along East Shore Road. We have the race down East Shore Road. It's a residential area that should be kept as such. To gain one parking space is crazy. If they need to put a light there or a roundabout or redesign it, I'm all for it. We used the launch a number of times when we had our boat. It is tight in there; it does need something done. On the other hand, it shouldn't burden the residents and jeopardize the safety of the people who live along East Shore Road and Birchwood, which are the same. Thank you.

Pat Sharpnack, 12895 Bluff Road: a couple things hit me. I've backed boats into that launch many times, and with cars coming out to turn onto East Shore, you're going to be tied up with people trying to back their boats in and other people trying to exit. I've also pulled boats out, and nobody ever leaves, that I've seen, directly after pulling their boat out. They always pull into the parking lot

and do their tie downs, wash their boat off, whatever it is, which puts them headed north in the parking lot. If you have an exit only coming out East Shore, now they've got to figure out how to get turned around with all the other boat traffic and cars parked in there. That's my two cents.

Tom Brown, 1902 Iroquois Street, Traverse City: I use East Shore Drive four or five times a week. I get up in the morning and bike that route. Also, I use the boat launch more than probably most of the residents. I kayak. I pull my kayak on a trailer. That boat launch needs repair. Everybody's in agreement there. I feel the DNR has a plan to make things a little bit better for everyone. As far as the corner goes, I feel the traffic flow would be better for exiting the boat launch area coming out onto East Shore Drive and then coming up to Center Road because, at the current location, when you've got boaters trying to get out, they're blocking the exit, and you've got boaters trying to come in, and they're sitting out there on Center Road. That to me is more hazardous than them coming out onto [East Shore Road] and then exiting onto Center Road. That's just my opinion. I'm in agreement with the DNR that the launch and exit need to be improved. Thank you.

Nate Rousse, 8908 Sunset Circle: I live just off Wilson Road past the boat launch. I was asked by my fishing buddies to come and speak on this matter. I would say, I'm not into developing the peninsula. I'm about keeping it simple and mitigating all the chaos. I would think the wineries have increased the traffic on the peninsula, which should make this boat issue a non-matter, because the traffic is already crazy with all the wineries. But I would say, there does need to be some revamp. I don't know the answer, but the flow in and out of the boat launch, I probably fish there 50 times a season, and is not conducive to any sort of sensible in and out. You get log jammed at the exit. I don't know what the answer is. I've never had any of my buddies take East Shore Road with their boat coming out on the peninsula. Everyone takes Center Road. [East Shore] is barreled. There's no shoulder. It's a last resort for me to take East Shore Road to get in or out of the launch. I would think traffic would be confined on Center Road, but I can appreciate what the residents are saying. I'm sure having something go on next to your residence is probably an issue. I don't know what came first, the boat launch or their house, but I'm in favor of a redesign of the entrance and exit format. What that is, I don't know, but I would think that a couple 100 feet of turning onto East Shore Road isn't going to jeopardize people, but if something happened, by all means, I would support looking at that again. I'm a lifelong resident, been here since 1974. East Shore Road is very congested. I avoid it at all costs because of the cyclists and walkers. There's tight corners. There's no shoulder. I'm paranoid I'm going to hit somebody because it's so chaotic. I always avoid that road so I can appreciate what people are saying, but I just wanted to say, as a resident, that I think a redesign is definitely warranted. I don't know what the answer is, but I'm in support of something changing with the entrance and exit because it is bottle necked there.

Maureen Ascione [using another audience member's time]: I just want to say we fully support the fishing community. We personally have had no issues with the fishing community. We love watching them go in and out. It's the recreational boaters, maybe not from around here, we've had major issues with. They do take East Shore Road. They feel very entitled to pull right into our driveway, either pull over and just sit there or fix their boat or whatever they've got to do. So we fully support the fishing community. I just want to reiterate that the problem is the recreational boaters. Maybe they've been drinking all day, coming off the water...We personally have had very bad experiences that have led us to place cones and all sorts of contraptions at the end of our driveway to keep our children safe, to keep the recreational boaters with their huge boats from coming in and out. We would be in huge support of this launch being for the fishing community and for people kayaking and paddle boarding and maybe limiting it to such. Thank you.

Armen Shanafelt, 7402 East Shore Road: I don't have a ton to add but maybe I'd state it a little differently. Part of the issue is the boat launch, which doesn't work, but it kind of works in the

context that it is right now, on and off Center Road. Clearly there needs to be something done to the boat launch. The surface is not ideal. Traffic in the boat launch is not ideal. Center Road is not an ideal place to be turning into a boat launch, but neither is East Shore Road. The major issue then is safety overall. The real issue in this particular design and where we are today has been the lack of fully incorporating all the constituencies that are impacted by this design change. That's where the crux of the problem arises. I am supportive of people using the launch, but I do not want it to negatively impact residents as a consequence of the redesign. One question brought up was, do the spaces need to be as large as the standard? With smaller spaces, you get more in there; it provides an alternative for a different point of egress rather than onto East Shore Road. No question that the further north you are on East Shore Road, the easier it is to turn onto Center. With East Shore Road the egress, even if you force people to go out that way, to turn onto Central Road is creating a hazard that's just waiting for something awful to happen. I don't like the idea of, "It's okay until something happens." The simple fact that we can imagine it creates a liability and an expectation to find a solution that avoids it.

It's broader than just the boater community. It's several boater communities. It's the neighborhood. It's people who use East Shore Road who aren't boaters. Pedestrians, cyclists, everyone else you can think of who is impacted by these changes. There is a solution. I don't know what it is, but it doesn't look like what's being proposed.

Chris Noffsinger, 19739 Bronson Lake Road, Interlochen: I've been using this launch for 25-plus years. There's definitely a safety concern there. I've had issues several times pulling in and out. Something that hasn't been proposed, and I think would help a lot with the safety and the boat tie-down issues, is a floating pier. The DNR should be able to dredge and put a floating pier out there so people have the ability to store their stuff, take their stuff down through a walkway down there, versus just utilizing the entrance and exit, the two-hole ramp, because that's what ties the ramp up. People don't properly use that. They tie it up. They put their boats there. They sit there. They bring their coolers down. They bring their floating tubes down. They bring 10 kids, the whole family. The fishing community is in and out. We're pretty efficient. But I think if they have a floating pier, in the center, maybe down a little bit, it could help. With the way the water rises and falls, I've seen it in 25 years go from way up to really low four times.

I watched the entire Rails to Trails initiative go in over in Benzie County. I own a piece of property over there. There were no residences there. They put little signs up saying "Motorist Crossing," "Stop," "Yield," "Caution," etc. The community, I'm glad to hear them here, and I do believe we need to find a way to work together in a safe manner for non-motorized vehicles, the bikers, the walkers, people like that. Tourism in this community, that's what we thrive on.

Property values, let me address that real quick. When they put the boat launch in at Crystal Lake, everybody thought their property values were going to decrease. I haven't seen property values decrease because of a boat launch. If anything, they're not making any more property. Property values are going to continue to increase no matter whether we like it or not, no matter whether there's a boat launch there or not. But a safe boat launch that protects not only the community but residences and the fishermen and the recreational boat users who are trying to get in and out there safely...I think it's a huge advantage.

I have a long rig I can't necessarily pull out if I want to go back and turn south; I have to block [the road], and then people are waiting for me until somebody's nice enough to let me slide out. If I could just pull out onto East Shore, it would be a lot easier. I think the tie-down lanes would be very utilized if there were two of them, especially if they had a floating pier. Everybody could get their stuff squared away. Somebody could go and get the vehicle, load everybody up, and then they're ready to pull in, tie down, and go. It would make things a lot faster and safer. As far as our

fishing community, there's been several people who have put in a lot of time and effort to keep that launch working and used on a regular basis. It needs to be dredged. Thank you for your time.

Norvel Derickson, 1495 Newport Street, Garfield Township: I'm a frequent user of the East Bay and the Bower Harbor boat landings. I'm there probably five days a week in the summer. I am here to voice my support for the DNR plan. I feel that the new route for the exit from the boat landing onto East Shore Drive and then onto 31 is actually going to be safer than the current situation. As a person who has been stuck trying to get in and out of the existing boat landing, you have to wait for traffic and then people trying to get into the boat landing can't get in. They stop on the highway and wait for the opportunity to pull out. It'll be a lot safer having one road going out rather than the existing street plus boat landing. We're just going to have one entrance trying to get back on 37. I feel it's going to be safer that way. Thank you.

Michael Ascione, 8181 East Shore Road: I want to make several different points. For one, there's the toggling back and forth, the traffic and all of that with what's going to happen to East Shore. I think everyone in this room can say, if this happens, there's no question that East Shore will get more traffic. It's going to happen. I want to make sure that's out there. If you're putting it on East Shore, it will get more traffic. If you're pulling out off of East Shore Road compared to the launch, there's no question that East Shore is harder to pull off of. We know there's been a fatality there, at least one. I think there's more than that. If we at least could pull record on the traffic studies, on both of those entrances, see the proof, not an opinion...I pull out of that road every day, off East Shore. I can tell you, it is harder to pull out of East Shore than it is the launch because of the sight pattern of the hill.

The other thing I want to talk about is the launch. This launch is not conducive to large boats. The depth of the launch, the dredging...The launch is shallow. It's not conducive to large boats, and it's never going to be. Dredging, the other issue is, there's a lot of dirt that's been going south. We've seen it in front of the shoreline. It's something that needs to be talked about. If they're going to dredge that, something different has to happen. They can't keep pushing the dirt. Even if they do that, that launch is not still conducive because it's so shallow so far out.

The other thing I want to talk about is the parking. If we do put the exit out onto East Shore, a parking issue is going to happen. They're going to park in front of residences on East Shore Road. There's no shoulder; that will happen. Can we stop things like that?

No question it's going to be an issue. As a resident, I'm asking that the board get on board. Is the board's opinion to stop the launch from going onto East Shore? I think the launch can be designed without it. I think it can work. The engineer can do a good job. I think they can make this work without dumping it onto East Shore. I'm hoping the board stands behind the residents on this.

Susie Shipman, 14735 Shipman Road: I'm here as a member of the planning commission [PC] for the township and was part of the master plan process that started back in 2019 and continued on for years through COVID. What we learned was that the community's emphasis on safer, non-motorized transportation planning was even stronger than it had been in the previous survey more than a decade earlier. We saw incredible support for that. Out of the master plan update process, a small group of dedicated residents have continued meeting since 2021 to figure out how to find funding to carry out a community-wide Peninsula Township non-motorized transportation plan. In September of last year, we finally received enough funding from our second grant application to actually carry out that process. In December, the town board approved awarding a planning contract to a planning firm that will assist our community in creating that plan. This plan will benefit not only cyclists and pedestrians but people traveling on the roads in vehicles as well. It's going to benefit families looking at all sorts of different trail options in our community, and it's going to benefit our businesses and farmers by helping to address congestion on our roads.

In one of those grant applications, I made a video that included this very intersection at East Shore Road and Center Road as one of the most dangerous intersections, especially for cyclists, of which there are many thousands, who are up here using our roads on a daily basis. I happen to be one of them. I used that road because we had a fatality there, because it's a known issue for cyclists. There is so much traffic moving through there, and I know that the Cherry Capital Cycling Club has provided data regarding just how many people are making that turn at that corner, both coming and going. I think adding a vehicular intersection, in addition to Central Road and East Shore, is going to create safety issues. I would like to highlight the fact that, given that the township is going into a planning process that starts this month, a process that is so important for our community, that it's critical we don't make big changes of this sort until the township has a chance to go through that plan, to talk to all of our community members, to look at options that will help make our community safer. I would ask the DNR to just put a pause on this plan so that we can work on this in a logical fashion and do the best we can for our community.

Mark Nadolski, 10 West McKinley Road: I live on the northwest corner of McKinley at Center Road. I've lived there since 1973. In that time, I've seen at least six deaths on that corner and numerous accidents, many of them winding up in my yard. Just recently, I had a truck lined up upside down in my yard. This is a very dangerous corner. If it weren't for the fact that I'm living in an old 1901 schoolhouse, I'd have probably moved, but I love the community. I love where I'm at. East Shore Road, if these changes are made, is going to mirror what's happening on McKinley and Center Road. It's going to be a dangerous situation for the pedestrians, for the residents living there, for anybody using that intersection. There's a winery across the road that constantly has cars coming and going; it almost constitutes a cross section for that intersection. To have cars going down East Shore Road is going to be one of the major problems with this change. That is a road that has no side shoulders for bikers, walkers, community. I'm encouraging this board to encourage the DNR to abandon this plan. Improve the site if they want but leave the exit and entry where it is. I'm also president of Protect the Peninsula. Thank you.

Mike McMaster, 17220 Peninsula Drive: I've been a resident for 68 years. I use the boat launch all summer long. I think the plan is reasonable. I think the residents on East Shore have a valid issue. With my boat, a 35-foot-long trailer, 25-foot boat, suburban, there's no way I'm making a left hand turn on a right hand out of that launch ramp. I feel most of the boaters out here will have that same issue. So we're going to pull out, we're going slow, we're going to use the stop sign as everybody else is coming down East Shore. I don't think it's actually a burden on bikers, walkers, and so on on East Shore. I don't think. Most of us are going to go to Center Road. We're going to exit in the direction to get home. I feel the county road commission, the state highway commission, the DNR, soil and erosion have all been in on this project. They've all given it their okay. It sounds like they're in the permit stage. So it's all been already okayed by all those utilities. I feel that the launch needs repair. It needs to be taken care of. We should go on with the project.

Sanders: point of clarification, the road commission has not issued an okay or permit.

McMaster: so the DNR has provided this and they weren't in talks with the road commission?

Sanders: they're sitting right behind you.

Road Commission Representative: we have not received a request for a permit.

McMaster: were you in communication on building this project?

Road Commission Representative: no.

McMaster: how about the state highway?

Sanders: that launch would not exit onto a state highway.

McMaster: it already does exit.

Sanders: the proposed exit would have nothing to do with MDOT; it would have to do with the

road commission.

McMaster: okay, but the way we do it now is we're all going in and out on the state highway.

Pat Labelle, 771 Birchwood Avenue: another valid point is we have no paved shoulders. We have the bikers, the walkers, the joggers, all on that road. You have to consider how wide that road is and how much it is used all along there. You change it, we are going to get more traffic. On East Shore itself, look at the speed limit. Those are low speed limits, and it's because of safety. Some of those could even be reduced to 25 versus 35. I think it's 25 when you hit the city limits. It really is not safe to increase traffic on that road. I'm a city resident, but it's also for Peninsula Township.

Micheal Ascione [using another audience member's time]: I want to talk about the congestion. The big thing about redesigning is that when you think about when the busiest time the boat launch is being used, obviously, it's summertime. I want to reiterate that this isn't an opinion; I pull out of East Shore Road every day. In the summer, I can tell you right now, it is an issue to pull out of East Shore onto Center. There is a line sitting there, so you are backed out three or four cars sometimes.

The other thing is the whole point of having the East Shore exit: so it's easier for a boater, they say, to come out onto East Shore. But the second that road gets backed up and a boat has to stop, it's going to back the entire boat launch up so nobody can pull out. That definitely happens. There's no question about it. I pull out every day off that road. It will back up. A boater will not be able to pull out onto East Shore Road; it will be blocked from cars. So the boat launch will get backed up at those times. And when is it going to get backed up? When the boat launch is the busiest. If the boat launch weren't busy, no one would be putting money into it to redesign it. I think we can design this. The engineers can come up with something better.

Michele Zebell, 2616 Bowers Harbor Road: I'm not going to reiterate all the points that I think are valid. I'm thrilled there's access to the bay and opportunity for people to get on the water. One thing I would like to point out is that my understanding of the non-motorized trail is that not only are people using East Shore Road for walking, taking their children out on bikes, etc., but the hope is that it will be part of an access to the entire peninsula, that there will be a trail that will allow people to walk, ride, jog, out onto the peninsula. Where that trail will go, we don't know. That's why there's a study and the grant to help pay for it. If you're a boater and thinking, "Well, it doesn't matter because they're going to be on East Shore," we're hoping that trail will eventually be a gateway onto the peninsula, similar to the TART trail in town and what other communities in the area have. I commend the DNR – money is hard to find – that you have set aside money to improve this. It's wonderful, but I'm not sure it's meant for large boats, and I'm not sure that pulling onto East Shore Road isn't more of a safety issue than you might realize. Thank you.

Armen Shanafelt [borrowing audience member's time]: I wanted to exemplify a point that was made. In the summer, if this plan were in place, and even if boats and trailers did not turn left, they have to pull out pretty close to the stop sign on East Shore and then wait. In the summer, there's lots of traffic on Center Road. So the boat is there. And not only does it have the potential to back up the boat launch, but it also prevents everyone traveling north on East Shore Road from getting out. From a simple traffic flow pattern having an impact, a larger impact than exists today, on the ability for people who should be using East Shore Road in their vehicles to get out of that area, it's problematic. There's a practical reason, beyond the safety reason that also plays into this. I do think it's a broader constituency discussion, and there probably is a solution here. It's unclear to me that this is the appropriate solution for what's trying to be done.

Norvel Derickson: I've heard a lot of residents worry about traffic on East Shore Drive. I don't think boaters intend to drag our boats down East Shore because it's not a good way to go. It could be as simple as a sign on the landing, "Right Turn Only," out of the boat landing onto East Shore to get

onto Center, which is what, 100 feet from the end of the road? I don't think it's going to create traffic problems going down East Shore where it's going to interfere with hikers and bikers and residents. Boats are going to stay out of the neighborhood and get back on 37 as fast as possible. **Maureen Ascione [borrowing audience member's time]:** we would encourage the DNR to pause. We appreciate this time for public comment, but we really weren't notified. We found out in November, and it started this kind of grassroots movement. I took it upon myself and Dave Murphy to notify the larger community. I do think it's a good idea to pause. We were told that construction was set to begin in spring of 2025, which is coming upon us very shortly, without any of us really knowing, and the people who are going to be impacted by this really knowing. I agree with that statement, to pause and think about it. We do agree the launch is in really bad shape. There's a lot of dead space. Old trees and large grassy areas. The bathrooms could be moved closer to the fence and create more parking for kayaks or paddle boarders or just smaller vehicles. We fully support the DNR in its plans to remodel that. We fully support and love the fishing community. They are not the problem. We would actually love if it was just for the fishing community. I want to reiterate that we would appreciate it if plans would be paused and give us time or give the DNR time to think about this. Take another look at the launch and see if they can come up with a plan that we are confident will benefit the whole community, not just one smaller group of people, but the community as a whole.

9. Citizen Comments: none

10. Board Comments:

Sanger: seems to me that what's lacking here is a traffic study. I hear a lot about traffic, I hear a lot about concerns, but I don't have any numbers to look at that tell me car counts, truck counts, time of day counts, day of the week counts. It seems important. Available through the state police is the traffic crash data. It's called a UD 10 report. Again, I've not seen any information in terms of crash. Anytime there's a traffic crash, the UD 10 report is filed by law enforcement with the state. I find issues on both sides. The fishing community wants this. The neighbors are reasonable, yet in terms of making an analytical decision, I find data lacking.

Road Commission Representative: I do know the car counts if you are interested.

Sanders: can you send them to me and I can post them for the community?

Chown: the concept of a floating pier. I wonder if that is a viable alternative or component that could be included in the plan?

Michael Ascione: I think he just meant a floating dock so they can stage.

Chown: okay, out in the water, do a bunch of the stuff to organize before pulling the boat out. And how about the concept of a roundabout? I don't know if that's viable or not.

Sanders: that's on MDOT.

Chown: it's going to be necessary to work with MDOT if we're going to keep the exit and entrance on Center Road. I am a member of the non-motorized planning committee. The timing here is very interesting because we've been working for so long to come up with the resources to conduct this township-wide analysis of our needs and opportunities. We want and need to become a community that is safer for non-motorized travel. Our world needs it. Our community is asking for it. We just now finally have the money to embark on this analysis. East Shore Road is at the center of it. It's the crux of non-motorized in our community already. To do something like this that would dramatically impact that plan in this community at this time is troubling. I love our fishermen. I love our boaters. Our family launches boats on the peninsula all summer long. I know the DNR likes to have a standard that it brings all its launches up to. That's a lovely idea. I don't know that it's always practical, particularly at a launch as small as ours, where we have the dredging issues and the shallowness. We just can't launch the giant boats. I wonder if there's room for a little bit of

compromise in terms of the length of those parking spaces. I'd love to see a pause and a little more creativity, maybe bring somebody in who can keep all these interests and concerns in mind, knowing that we have to make some improvements and changes, understanding what the parameters are, and hopefully, introducing a little more flexibility.

Alexander: this is a boat launch typically used by fishermen and fishing boats. Thinking about the design, is it possible to keep those spaces a little more geared to that, knowing this is not going to be a large boat launch? It's difficult for larger boats to get in and out because of the dredging issue. Another consideration: why do we have to go out onto East Shore when it's already a safety concern? Why couldn't we redesign the launch to maybe have an exit and entrance both on Center Road? Shift it that way so there's a different configuration that would be taking East Shore and that acute angle out of it. The sight lines on Center are so much better. Another concern is that the public really wasn't informed about this process. With more time, maybe the public could have more input and work together with DNR. We're not saying we don't want this, but the safety considerations are important.

Sanders: we are all in agreement that the surfacing and everything else at that boat launch is a disaster and we all want it fixed. Right now, Peninsula Township [is] remaining neutral, but priority number one is citizen safety. That's our residents and also visitors to our township. Everyone wants to know what's going to happen next. We've had two great public input sessions. We have received an incredible amount of communication in the packets. Folks can continue to write letters. I will be sitting with Kasey Klein, the [DNR] district supervisor, discussing potential avenues to take from here.

Keep submitting information. We will be going after all the road study information, getting information from the road commission. I would expect communication flow from the township in the next couple weeks, maybe by the end of the month, with an update of where we're at. If we need to have another community session, we absolutely will.

Tom Gilmartin, 8179 East Shore Road: if you're going to do a traffic study, I would suggest doing it in the spring and summer so you can see a realistic picture of activity across East Shore Road. We have many children and families living on one side of East Shore and going across the road to enjoy the beaches. Do that in the summer and spring to get a better feel for what the traffic is like.

Chown: when Kasey [Kline] was present for the last meeting, we didn't have time to look at the DNR's plans for the boat launch at Bowers Harbor. I would like to see that and walk through it at some point soon and give the community an opportunity to do so as well. It may be that we want to have another public gathering with the DNR where we look at those plans specific to Bowers, but perhaps we'll also be in a position at that point to share current ideas about this launch as well.

Sanders: good idea. Kasey, we'll put that on our list.

Kasey Kline from audience: sure.

Sanders: we'll get a date on the calendar for that. I've been doing a lot of communicating on social media, and the township has been posting a lot, so keep a heads up and let your neighbor know when the next meeting is. If I get any update, I will be sure to blast that out so everybody knows what's going on.

11. Adjournment

Sanders moved to adjourn with a second by Chown.

Motion approved by consensus

Adjourned at 4:10 p.m.