

**Packet for March 9, 2022,
Non-Motorized Committee
Meeting**

Long-term wishlist for non-motorized travel along M-37:

1) separated, parallel two-way recreation pathway from Carroll Road to Devil's Dive Road (along the southbound side). [Is there a way to have a spur along M-37 to Peninsula Market/Mapleton? I struggle with that because of the challenge of crossing M-37 safely...]

2) separated, parallel two-way recreation pathway from Swaney Road to the lighthouse (along the northbound side)

2) a) Slow vehicle speeds from Swaney Road or Old Mission Road north to the lighthouse

3) a wide (5 foot), smooth shoulder from East Shore Road to Bluff Road (along the northbound side is the top priority, wide smooth shoulder southbound side is second priority)

4) MDOT recognizes Peninsula Township's work to improve pedestrian and cyclist safety and connectivity

- Employ complete streets and "Safe Systems Approach" for entire M-37 corridor
- Include separated ped/cyclist facilities
- Lane width reduction

5) Offset crossings with segments of connecting pathways

1. Gray and Bluff
2. Bluewater/Seven Hills Road/Devil's Dive
3. Mapleton
4. Smokey Hollow

6) More generous curves for improved turning radius and line of site at intersections

7) Rumble strips under center line and fog line only so to not take up .

(look up bike-friendly rumble strips in small town and rural multi-model network DOT publication)

OR

if separated is simply not possible for 1 and 2, a bike lanes for all three locations that are an extension of the shoulder, but the bike lane is separated by a physical barrier from the roadway shoulder

In the interest of forging better, safer connections between OMP and TC:

1) a wide, smooth shoulder (or 'bike lane') from the south end of Peninsula Drive along the southbound lane to Bryant Park, and from Peninsula Drive along Eastern to the high school.

2) west side of Center Rd from intersection of East Shore south McKinley

Challenges:

maple tree replanting parallel to M-37

Questions for MDOT:

What is the schedule?

Resurfacing vs reconstruct? Is it better to wait a few years and do a more complete road project with additional cycling/pedestrian improvements.

Are shoulders being resurfaces, or just driving lanes?

How much wiggle room in the budget for widening of shoulder?

Is it too late to increase the project budget and add additional improvements?

Rebecca Chown

From: William Danly <wbdanly56@gmail.com>
Sent: Friday, February 4, 2022 9:01 AM
To: Susie Shipman; Rebecca Chown
Subject: Peninsula Township - Primary vs. local roads

Dear Ms. Shipman & Ms. Chown: Nice fact-filled meeting last night! It was good to hear from Chris Kushman at TART and Wayne Schoonover from the County Road Commission (GTCRC).

I'm following up on two items;

1. This morning, I checked the Township road maps on the Road Commissions website and, yes, the entire middle third of Peninsula Township is missing! I'm curious as to what the County has designated primary vs. local roads as this could impact their design standards, and give the Township some "wiggle room" re: road widths. Perhaps one of you could contact Wayne and ask him if he could provide the Township with current road maps that show primary vs. local status? A "road diet" (narrower paved section) goes a long way to calming traffic, reducing noise from motorists, and reducing construction and maintenance costs. I believe the GTCRC would be amenable to road diets on local streets, which could be combined with a 3' paved shoulder for a minimum bike lane (e.g. on Bluff Road).
2. There may be pending legislation at the State level that gives local units of government (i.e. Cities & Townships) more say so in how speed limits are set. I'm checking with our State-wide cycling advocacy group in Lansing (the League of Michigan Bicyclists), which follows pending legislation at the State Capital. Lower speed limits translate into safer roads and less injurious accidents.

Lastly, an article from this past December indicated that Center Road (M37) was to be "milled and resurfaced and ultra-thin overlay" in 2022 at a cost of \$3.3M. You'll have to find out exactly what this means, but I believe it will be a much smoother finished surface than "chip and seal" type construction. If the Road Commission could improve (& widen to 5'?) road shoulders in the Mapleton area, this could go a long way towards building the "Mapleton Loop"!

I appreciate being a part of the Townships planning its non-motorized improvements, and find that my old civil engineering skills are more helpful than my cycling club affiliation.

Please pass this email along to other Committee members as you wish.

Regards, Bill Danly
231-855-5186

Rebecca Chown

From: Sally Murray <assessor@peninsulatownship.com>
Sent: Tuesday, February 8, 2022 1:07 PM
To: 'Rebecca Chown'
Subject: BECKY, I FOUND IT!!

Importance: High

Becky—

I found it! It was in Iceland, of all places.
Check out this link—pretty inventive!! :D

https://www.google.com/search?q=3d+pedestrian+crossing+iceland&rlz=1C1GGRV_enUS751US751&oq=pedestrian+crossing+3d&aqs=chrome.3.69i57j0i22i3014.20509j1j15&sourceid=chrome&ie=UTF-8

Thank you,

Sally Murray, MAAO
Township Assessor
13235 Center Rd
Traverse City, MI 49686
231.223.7313 phone
231.223.7117 fax
Office Hours: Mon 7:30am-6:30pm & Tue-Thu 7:30am-5:00pm

Opportunity is missed by most people because it is dressed in overalls and looks like work. - Thomas Edison

Rebecca Chown

From: Dave Murphy <dgmurphy@charter.net>
Sent: Tuesday, February 8, 2022 3:01 PM
To: 'Chris Kushman'; 'Rebecca Chown'
Cc: 'Andy Valdmanis'; 'Armen Shanafelt'; 'Bill Danly'; 'Curt Peterson'; 'Isaiah Wunsch'; 'John Haine'; 'Matt McDonough'; planner@peninsulatownship.com; 'Susie Shipman'; 'Todd Wilson'
Subject: RE: FW: Funding Resources Through the Infrastructure Investment and Jobs Act

Thanks Chris.

And to be inclusive, although we absolutely should look at SRTS for Old Mission School, let's not forget that Eastern Elementary has at least as many Old Mission students & many are within the 2 mile zone. If SRTS applies beyond elementary age, then TC Central HS is next door to Eastern.

Dave

From: Chris Kushman [mailto:ckushman@traversetrails.org]
Sent: Tuesday, February 08, 2022 2:47 PM
To: Rebecca Chown <clerk@peninsulatownship.com>
Cc: Andy Valdmanis <sendvaldmanis@gmail.com>; Armen Shanafelt <abshanafelt@gmail.com>; Bill Danly <wbdanly56@gmail.com>; Curt Peterson <curtpete@gmail.com>; Dave Murphy <dgmurphy@charter.net>; Isaiah Wunsch <wunschis23@gmail.com>; John Haine <jshdiver@aol.com>; Matt McDonough <mattmcdonough44@gmail.com>; planner@peninsulatownship.com; Susie Shipman <shipman.parks@gmail.com>; Todd Wilson <magua@acegroup.cc>
Subject: Re: FW: Funding Resources Through the Infrastructure Investment and Jobs Act

Hi Rebecca,

Unfortunately, we (TART Trails) don't know a lot about the IJA process or funds yet as the details seem to be developing still. It's very likely they'll be focusing on shovel ready or projects that can be completed within the next four years. We are reaching out to a couple people to see if there are any updates.

I do have some understanding about the Safe Routes to School program and its ability to provide programming and infrastructure funding. The aim of SRTS is to help provide safe transportation alternatives for children living within a 1-2 mile radius to school. The process begins by mapping where each current student lives and then determining what can be implemented to help them walk, bike, or park and ride to school. SRTS will typically fund up to \$200,000 for each qualifying school (construction only - does not include engineering, etc). On its own, SRTS may be of limited help connecting students to the OMP School but could be beneficial when combined with a larger trail initiative. I'd be happy to expand on this when we meet next.

Trail development is like assembling a puzzle and there are two good pieces identified above.

I look forward to our next discussion.

Thank you,



Chris Kushman
Planning & Management Director

Office: 231-941-4300 Mobile: 906-440-0046

Website: traversetrails.org

Address: (mailing) PO Box 252, Traverse City, MI 49685 (physical)
148 E Front St, Traverse City, MI 49686



TART Trails staff can be found working at the office, from home or out on the trails. Are you interested in supporting happy, healthy, connected communities? Send us an email or give us a call and let's connect.

On Tue, Feb 8, 2022 at 11:26 AM Rebecca Chown <clerk@peninsulatownship.com> wrote:

Gang, check out these emails below. Can we utilize this info? Chris, can you help us navigate? We have a newly hired grant writer, Carl Ferguson...Should we ask him for his help or am I getting ahead of myself?

Becky

Rebecca Chown

Peninsula Township Clerk

13235 Center Road

Traverse City MI 49686

phone: 231-223-7321

fax: 231-223-7117

clerk@peninsulatownship.com

Office Hours: Mondays 7:30 a.m. to 6:30 p.m., Tuesdays–Thursdays 7:30 a.m. to 5:00 p.m., and closed Fridays–Sundays and holidays

From: Rob Manigold [<mailto:supervisor@peninsulatownship.com>]

Sent: Tuesday, February 8, 2022 8:47 AM

To: Becky Chown; Brad Bickle; David K. Sanger; Isaiah S. Wunsch; Margaret A. Achorn; Warren L. Wahl

Subject: FW: Funding Resources Through the Infrastructure Investment and Jobs Act

From: Fruge, Melissa (Stabenow) [mailto:Melissa_Fruge@stabenow.senate.gov]

Sent: Friday, February 4, 2022 10:04 AM

To: Rob Manigold

Subject: RE: Funding Resources Through the Infrastructure Investment and Jobs Act

I hope it helps. There are several programs in the IJA which address making travel safer, like the Safe Streets and Roads for All competitive grant or Fixing America's Surface Transportation Act block grants could be useful in what you're trying to do on OM. But, it looks like the FAST act will require some kind of a partnership between the townships, the County, non-profit groups, and other organizations. There's a school on the Peninsula so it's probably worth exploring the Safe Routes to School program too.

I don't think anything has really been announced about the Safe Streets and Roads program yet since this is a brand new initiative. Local units of government are also eligible to apply for RAISE grants and that may be another way to secure funding, but the application deadline is in April.

<https://www.fhwa.dot.gov/federal-aidessentials/index.cfm>

From: Rob Manigold <supervisor@peninsulatownship.com>
Sent: Thursday, February 3, 2022 3:20 PM
To: Fruge, Melissa (Stabenow) <Melissa_Fruge@stabenow.senate.gov>
Subject: RE: Funding Resources Through the Infrastructure Investment and Jobs Act

Thank you...Rob

From: Fruge, Melissa (Stabenow) [mailto:Melissa_Fruge@stabenow.senate.gov]
Sent: Thursday, February 3, 2022 11:59 AM
To: supervisor@peninsulatownship.com
Subject: Funding Resources Through the Infrastructure Investment and Jobs Act

Hi Rob,

Here are the links I mentioned in our phone call.

Our office put this information together as a helpful overview to Michigan specific investments.

<https://www.stabenow.senate.gov/imo/media/doc/Stabenow%20Transportation%20Funding%20Resources%20Handout%20-%2001.18.22.pdf>

Here is a resource which essentially explains what Bipartisan Infrastructure Law includes, https://www.transportation.gov/sites/dot.gov/files/2022-01/USDOT_BIL_Innovation_Fact_Sheet.pdf.

To better understand how the resources and projects created through Bipartisan Infrastructure Law will be interpreted and implemented by the Agency, visit https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/building_a_better_america-policy_framework.pdf.

More Michigan-specific information from the DoT can be found here, https://www.transportation.gov/sites/dot.gov/files/2022-01/BIL_Michigan.pdf.

For continually updated information about the IIJA specific to infrastructure can be found by visiting, <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>.

This link will help explain the discretionary grants process through the DOT's Rural Opportunities to Use Transportation for Economic Success program (ROUTES)

<https://www.transportation.gov/rural/grants/toolkit>.

And FINALLY, this week the White House released its guidebook to the Bipartisan Infrastructure Law and I found it to have some really helpful information, <https://www.whitehouse.gov/build/>.

Melissa Frugé
Regional Manager, Northern Michigan

U.S. Senator Debbie Stabenow
P: 231.929.1031



Date: February 9, 2022

To: Peninsula Township

From: Lew Seibold - 3195 Cherry Hill Rd., Traverse City, MI; Peninsula Township

Re: **Center Rd. - AG concerns and road infrastructure**

The health, safety and welfare is challenged by the conflict that occurs between motorized traffic, such as cars, trucks, agricultural equipment and non-motorized uses, such as bicycles and pedestrians. As the development of the peninsula has intensified the conflict between these use has only increased to a point beyond concern. I will offer some observations from the view of a citizen and an agricultural land owner and producer. My primary concern is maintaining a Farm to Market Road that moves all outputs and inputs from handling, processing and direct sales locations, while also maintaining the safe movement of customers seeking to purchase agricultural products and experiences, i.e. local commerce and tourism.

Most Agricultural producers have encountered less than desirable circumstances when moving equipment on Center Rd. I cringe every time I see or experience a bicyclist on one side and a oncoming car in the other lane as I try to "thread the needle" between them with a load of cherries on a trailer. There is little margin for error and some drivers may be compromised from working long hours during the harvest, or tourists compromised by willfully consuming the wines of the peninsula during a very intense and busy time. I have witnessed the collision of a forklift being rear-ended by a car near the Peninsula Township Hall. Fortunately, no one was injured in that accident.

I am all for expanding opportunity, promoting competition, and entrepreneurial endeavor, while recognizing that Old Mission Peninsula has a unique geography that demands some form of reasonable regulation for health, safety and general welfare. The draft of the new Master Plan is good in many respects and I support it and agree with the plan to consider an overlay transect type zoning for the corridor that is Center Rd (see #6 below). This would provide tools that are directed toward the land that borders the road and may not be applicable to AG zoned land that borders a side road or is exclusively surrounded by other AG zoned land.

Below are some specific and general areas of concern and considerations for the roadway:

1. **Build and Maintain a "Farm to Market" Roadway Infrastructure**

It may be time to revive the concept that the movement of agricultural inputs and outputs is important to food security, local well-being, and national interests. This "old" concept, started post WWII is more relevant, today. Old Mission Township has underscored the importance of farmland preservation, but the support of agricultural mobility and infrastructure is equally important.

Suggestions:

Use a farm oriented template (standard) to measure the performance of any proposals for roadways that transport agricultural products. This template should include normative standards for equipment movement; hauling of produce; and ingress and egress from processors, handlers and direct sellers. It should also include typical suppliers of goods and services to agricultural producers. This, by necessity and example, will include large semi-trailer trucks in the 70'-80' range. The template of this vehicle should be applied to all curves (horizontal alignments) and sight -lines in the township. Naturally this will lead to conflict with other goals related to lane width etc. The goal should be to optimize and harmonize the differences between the interests of pedestrians, bicyclists, automobiles, trucks, and equipment as much as possible but protect the livelihood of the local farmers.

This may also lead to conflict with adjacent municipalities but I encourage legislative and/or legal recourse to assure the access and free movement of goods and services through the City's portion of Center Rd. Producing agricultural land should have direct and free access to all potential markets and processing facilities.

2. Roadway between Lake Front Homes from Wilson Rd. to Gray Rd.

This area presents unique problems as there are a myriad of conflicts especially during the summer months. There are people who own homes on the West side of Center Rd. crossing to the East side of the roadway where they own water frontage. There are also bicyclist in this area because it is picturesque and interesting place to ride. Residents are also exiting and entering their driveways. Because agricultural equipment is slow or there are trucks with trailers negotiating curves with compromised sight-lines this area presents complexities.

Suggestions:

Because of load trailering there is a need for wide lanes. While the width may induce more speed, the traffic speed should be less in this area. Maybe consider separate bike/pedestrian paths, traffic "calming", and a place of refuge in the roadway center for those crossing two lanes of traffic from different directions. Slow-moving agricultural equipment and transports need room so as not to disrupt or impede the traffic flow. This is a complex area of real necessity with a narrow range of options.

3. The Overlook - Chateau Grand Traverse

This is an area that has spectacular views and even if one does not stop at the overlook there is an instinct to look around while driving. The sight lines are also truncated by the slope of the road in each direction. Further, an entrance into a winery is in this location.

Suggestions:

Consider reconfiguring the parking area so that it has one driveway in and out of the overlook. Also consider another viewing area on the East side of the road. A center median here would suggest an awareness for slowing down (because it is different) and allow for right turning into the viewing areas on each side. A left-turn lane could also be created for the turn into the winery in place of the median.

4. Peninsula Township Hall to Hogs Back Including Mapleton and Johnson Receiving Pad

This is a a busy area of farm stands, township offices, commercial uses, and a receiving station.

Suggestions:

The primary problem in this area is the angular entrance and exit from side roads such a Peninsula Dr., Bowers Harbor Rd. and Smokey Hollow Rd. These road alignments should conform to standards for approach to an intersecting roadway. Also, have wide enough lanes and shoulders to accommodate bicyclists/pedestrians and trailering of equipment and harvested produce through the curves on "Hogsback". Consider how to turn into and out of the Johnson Receiving Station. I support the study of a village center at Mapleton or in the area of Bowers Harbor close to the park but prefer the Bowers Harbor proximity because there is less potential conflicts with agricultural interests.

5. South Peninsula Township Border to Mari Vineyards

This stretch of road offers some opportunities because the Underwood development has limited the number of ingress and egress points. It also has some classic views of the peninsula.

Suggestions:

Consider making this a “parkway” type of road, which is a signatory entrance to the peninsula. Make sure that trucks and agricultural equipment can negotiate the roadway with adequate shoulders and separate paths for joggers and bicyclists. Maybe designed with some curbs and gutters since it is a suburban to rural (T2-T3) transitional zone.

6. Coordination of Roadway Design with Zoning

Opportunity to make the zoning and road design accomplish the same thing. Make a beautiful drive/ride/walk that is safe for all users. Be cognizant of need to help the farm stands and wineries to sell their product/experience and be easily identified along the roadway. There should be safe ingress and egress to roadside stands.

Suggestions:

For safety, keep signage requirements modest and singular so that the visual field isn't distracting. Consider car ingress and egress from businesses, wineries, and stands to be single point ingress and egress with designated parking and “turn arounds” outside of the ROW. Consider integrated or separate bike/pedestrian ways within this corridor. Maintain established view corridors. Look at changing the roadway design in accord with the issues and uses that occur in a particular location. Not the same roadway design the entire length of the peninsula. Consider setback and/or “build to” lines that are particular to this corridor. The draft version of the new Master Plan seems to suggest the development of this overlay zone. I think this should be pursued for feasibility. A Designer/Illustrator/Architect should be engaged to project how this overlay zone would work and to achieve what is good for all stakeholders.

7. Develop a non-motorized and pedestrian plan

The conflict between farm equipment, trucks, vehicles, and pedestrians/bicyclists has reached the point of being unsafe.

Suggestion:

Recognize that this is a point of major consensus in the Master Plan survey and we need to move ahead with implementing a plan soon.

Rebecca Chown

From: Llewellyn Seibold <lewseibold@icloud.com>
Sent: Thursday, February 10, 2022 7:01 PM
To: Rebecca Chown
Subject: Re: Citizen Comment Regarding Center Rd. - Agriculture Concerns

Rebecca,

Certainly. I have come to think that the preservation of the farm infrastructure, at all scales, is as important as the preservation of Agricultural lands on Old Mission Peninsula. *Farm to Market* and *Market to Farm* is the concept. Non-motorized mobility and safety is a significant part of a healthy residential and farm community.

The Best,

Lew Seibold
3195 Cherry Hill Rd.

On Feb 10, 2022, at 4:54 PM, Rebecca Chown <clerk@peninsulatownship.com> wrote:

Lew,

May I share this pdf with the non-motorized committee and also with several members of the ag citizens' committee?

Becky

Rebecca Chown
Peninsula Township Clerk
13235 Center Road
Traverse City MI 49686
phone: 231-223-7321
fax: 231-223-7117

clerk@peninsulatownship.com

Office Hours: Mondays 7:30 a.m. to 6:30 p.m., Tuesdays–Thursdays 7:30 a.m. to 5:00 p.m., and closed Fridays–Sundays and holidays

-----Original Message-----

From: Llewellyn Seibold [<mailto:lewseibold@icloud.com>]
Sent: Wednesday, February 9, 2022 9:38 AM
To: Rob Manigold; Rebecca Chown; Jenn Cram
Cc: Melzar Coulter
Subject: Citizen Comment Regarding Center Rd. - Agriculture Concerns

Peninsula Township,

Attached is a pdf that states my concerns about the use and safety of

agricultural infrastructure especially Center Rd. I understand that a meeting is scheduled with Mr. Coulter from MDOT for next week that is focused on this issue.

Could this be forwarded to the appropriate governing body, committee, and/or person(s)?

Thank you for your service and your consideration.

The Best,

Lew Seibold
3195 Cherry Hill Rd.
Peninsula Township

Rebecca Chown

From: Todd Wilson <magua@acegroup.cc>
Sent: Monday, February 14, 2022 12:11 PM
To: Rebecca Chown
Cc: Andy Valdmanis; Armen Shanafelt; Bill Danly; Chris Kushman; Curt Peterson; Dave Murphy; Isaiah Wunsch; John Haine; Matt McDonough; planner@peninsulatownship.com; Susie Shipman
Subject: Re: Citizen Comment Regarding Center Rd. - Agriculture Concerns

These are great suggestions from Lew.

Other options with specific USDOT speed, census, and roadway width criteria are provided in the Small Town and Rural Multimodal networks guide (<https://altago.com/wp-content/uploads/Small-Town-and-Rural-Multimodal-Networks-Guide.pdf>). Total 134 pp of great recommendations that MDOT should be familiar with:

(<https://altago.com/wp-content/uploads/Small-Town-and-Rural-Multimodal-Networks-Guide.pdf>)

Pages regarding options that would apply to the primary and secondary roadways with corresponding case studies are below:

Mixed Traffic Facilities (for narrow, low speed, low census roads)-e.g. East Shore, Neahtawanta, parts of Bluff Road

1. Yield Roadway pp 26-31/134

2. Bicycle Boulevard pp 32-39

LOWER COST

3. Advisory Shoulder pp 44-47

Visually Separated Facilities (for low to moderate traffic volumes)-e.g. parts of Peninsula Drive and all of Center

1. Paved Shoulder pp 50-57 Specific Rumble Strip and Pavement Marking Recommendations pp 53-54

2. Bike Lane pp 58-63

Physically Separated Facilities (for moderate to high traffic volumes and speed)-e.g. Center and especially a separate TART-like pathway

1. Sidepath pp 74-79

HIGHER COST

2. Shared Use Path pp 66-73

Road Crossing and Intersection Recommendations are also included in all sections.

See You at the next meeting,

Todd

On Feb 14, 2022, at 8:30 AM, Rebecca Chown <clerk@peninsulatownship.com> wrote:

Good morning to all,

Please see Lew Seibold's email below and also the attachment. I have his permission to share this with you.

He will likely attend our next non-motorized committee meeting.

Becky

Rebecca Chown
Peninsula Township Clerk
13235 Center Road
Traverse City MI 49686
phone: 231-223-7321
fax: 231-223-7117

clerk@peninsulatownship.com

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Lew Seibold

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2) separated, parallel two-way recreation pathway from Swaney Road to the lighthouse (along the northbound side)

2) a) Slow vehicle speeds from Swaney Road or Old Mission Road north to the lighthouse

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4) MDOT recognizes Peninsula Township's work to improve pedestrian and cyclist safety and connectivity

- Employ complete streets and "Safe Systems Approach" for entire M-37 corridor
- Include separated ped/cyclist facilities
- Lane width reduction

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6) More generous curves for improved turning radius and line of site at intersections

7) Rumble strips under center line and fog line only so to not take up .

(look up bike-friendly rumble strips in small town and rural multi-modal network DOT publication)

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if separated is simply not possible for 1 and 2, a bike lanes for all three locations that are an extension of the shoulder, but the bike lane is separated by a physical barrier from the roadway shoulder

In the interest of forging better, safer connections between OMP and TC:

1) a wide, smooth shoulder (or 'bike lane') from the south end of Peninsula Drive along the southbound lane to Bryant Park, and from Peninsula Drive along Eastern to the high school.

2) west side of Center Rd from intersection of East Shore south McKinley

Challenges:

maple tree replanting parallel to M-37

Questions for MDOT:

What is the schedule?

Resurfacing vs reconstruct? Is it better to wait a few years and do a more complete road project with additional cycling/pedestrian improvements.

Are shoulders being resurfaces, or just driving lanes?

How much wiggle room in the budget for widening of shoulder?

Is it too late to increase the project budget and add additional improvements?

March 2, 2022

Rebecca Chown

To: Rebecca Chown
Subject: RE: follow up to Dave's email on Gary Niemi of MDOT

Since Gary will be at the meeting, I'd like his thoughts about parking along Center across the street, west from the DNR boat launch.

As background for this group, Gary was on the Scenic Heritage Route Committee with me 10+ years ago when the group voted to ask the township to have discussions with MDOT about the safety of parking there. I'm assuming Gary voted in the affirmative with the group. Fishermen attended the township meeting & protested any limits on parking. That was before Mari's & the added traffic we've seen in recent years.

I certainly have nothing against fishermen. Bring me a fish any day. But all on that past committee had safety concerns about parking & crossing in that location. It's one of the busiest convergent points in the township with East Shore Road meeting Center, the boat launch, Underwood access, Bay East access, & now Mari's. So I'd just like Gary's current assessment of parking there.

Decades ago, there was discussion of MDOT moving the road west to make for more DNR boat launch parking. I'm assuming that's forever off the table with the Underwood development, but just putting it out there given ever increasing traffic & the wisdom of parking across from an attraction on a busy highway.

Thanks.

Dave

Rebecca Chown

From: jshdiver@aol.com
Sent: Thursday, March 3, 2022 5:13 AM
To: clerk@peninsulatownship.com; dgmurphy@charter.net; sendvaldmanis@gmail.com; abshanafelt@gmail.com; wbdanly56@gmail.com; ckushman@traversetrails.org; curtpete@gmail.com; Wunschis23@gmail.com; mattmcdonough44@gmail.com; planner@peninsulatownship.com; shipman.parks@gmail.com; magua@acegroup.cc
Cc: nancyrheller@gmail.com; lewseibold@icloud.com
Subject: Re: meeting question

Hello Rebecca & all Committee Members,

I joined this committee with a very narrow and singular purpose in mind. I want to see Blue Water Road made safer for pedestrians, cyclists & motorists by adding paved shoulders and preferably bike lanes. I've counted 9 mailboxes on the south side of the road which would need to be relocated. I realize this is but a small piece of a larger picture, and problem, that needs a solution.

Unfortunately, I will be unable to attend the meeting next Wednesday, as I will be out of town. This is a reoccurring scenario which keeps me from participating to the degree I feel is necessary. For that reason, I am resigning from the committee effective immediately.

I will continue to support the committee's larger picture and vision. Thank you for your time and commitment.

Sincerely, John Haine

-----Original Message-----

From: Rebecca Chown <clerk@peninsulatownship.com>
To: 'Dave Murphy' <dgmurphy@charter.net>; sendvaldmanis@gmail.com; 'Armen Shanafelt' <abshanafelt@gmail.com>; 'Bill Danly' <wbdanly56@gmail.com>; 'Chris Kushman' <ckushman@traversetrails.org>; 'Curt Peterson' <curtpete@gmail.com>; 'Isaiah Wunsch' <Wunschis23@gmail.com>; 'John Haine' <jshdiver@aol.com>; 'Matt McDonough' <mattmcdonough44@gmail.com>; planner@peninsulatownship.com; 'Susie Shipman' <shipman.parks@gmail.com>; 'Todd Wilson' <magua@acegroup.cc>
Cc: 'Nancy Heller' <nancyrheller@gmail.com>; 'Lew Seibold' <lewseibold@icloud.com>
Sent: Wed, Mar 2, 2022 8:57 am
Subject: RE: meeting question

Thank you, Dave. This is such an important topic. Let's all be ready with questions for Gary. He mentioned that he will bring at least one other MDOT employee with him and was under the impression that we would be a hostile group. I assured him that wasn't the case and told him the clerk would protect him.

See you all soon,

Becky

Rebecca Chown

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Office Hours: Mondays 7:30 a.m. to 6:30 p.m., Tuesdays–Thursdays 7:30 a.m. to 5:00 p.m., and closed Fridays–Sundays and holidays