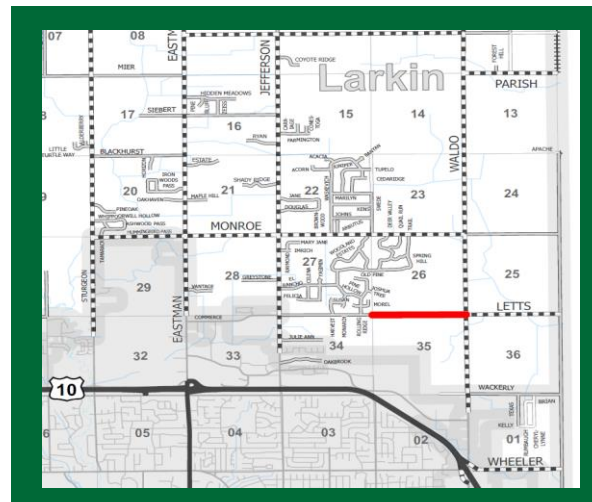




LETTS ROAD CONNECTOR STUDY PUBLIC OPEN HOUSE

February 12, 2024



127 South Main Street, Mt. Pleasant, MI 48858 | (989) 772-2138



STAKEHOLDERS

- **Residents**
- **Midland County Road Commission**
- **Larkin Township**
- **Midland Area Transportation Study (MATS)**
- **Midland County**
 - Sheriff
 - Emergency Services
 - County Connection
- **Bay County Road Commission**
- **City of Midland**
 - Engineering
 - Planning and Community Development
 - Water Services
 - Emergency Services
 - Dial-A-Ride
- **Consumers Energy**
- **Dow**

Overview of the Letts Road Connector Study

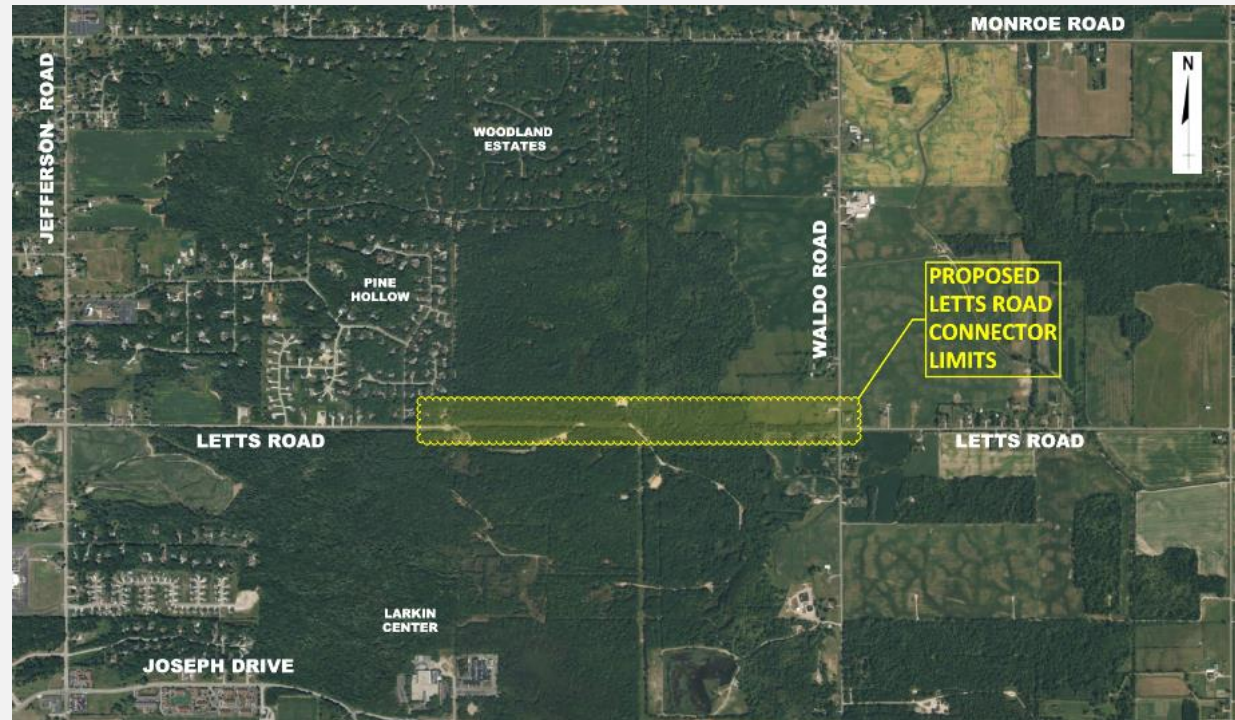


STUDY AREA

- Cul-de-sac one mile east of Jefferson Road to Waldo Road

STUDY PURPOSE

- Evaluate potential redevelopment of a through roadway connecting Jefferson Road to Waldo Road
- Review impacts to:
 - Adjacent residences, businesses, and properties
 - Environment
 - Surrounding transportation network
- Develop conceptual designs and alternatives that:
 - Enhance vehicular and non-motorized flow
 - Improve safety
 - Improve connectivity in Larkin Township Midland County, and the Great Lakes Bay Region



Transportation Planning Process Overview



The Transportation Planning Process is a cooperative process engaging all users of a transportation system, including the business community, residents, community groups, environmental organizations, and the general public.

- The local Metropolitan Planning Organization (MPO), or **MATS** for the Midland area, is responsible for:
 - Monitoring existing conditions
 - Forecasting future population and employment growth, including assessing projected land uses in the region and identifying major growth corridors.
 - **Identifying current and projected future transportation needs.**
 - Analyzing various improvement strategies to address those needs.
 - Developing long-range and short-range programs of improvement alternatives.
 - Estimating costs of improvements, both financial and environmental.
 - Developing a financial and environmental plan for securing sufficient funding and mitigating impacts of implementing strategies.

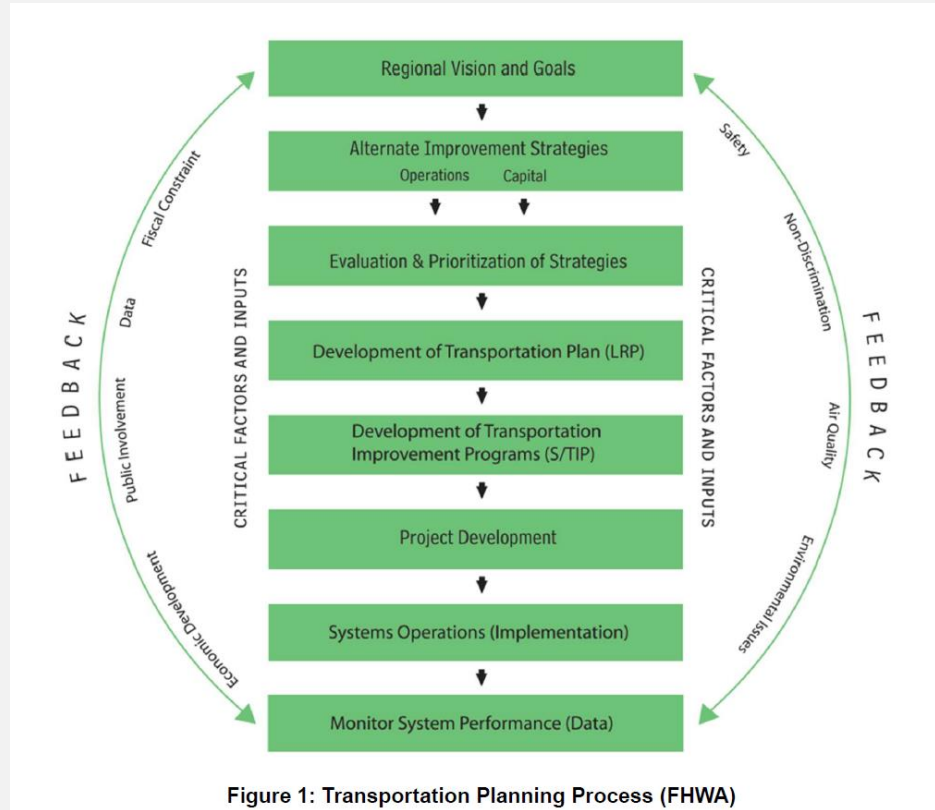


Figure 1: Transportation Planning Process (FHWA)

Transportation Planning Process Overview

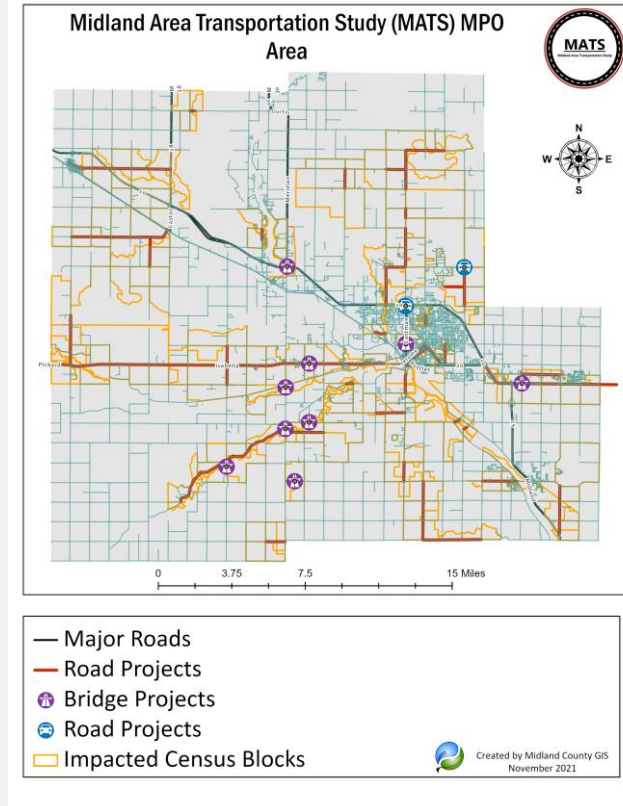


MATS, per federal regulations, is charged with developing a Metropolitan Transportation Plan (MTP) or Long-Range Transportation Plan (LRTP) to determine how the region plans to invest in the transportation system.

In Midland County this plan is the Towards 2045 LRTP and includes:

- Policies, strategies, and projects for the future.
- A systems level approach considering roadways, transit, non-motorized, and intermodal connections.
- Projected demand over 20 years
- Regional land use, development, housing, and employment goals and plans
- Cost estimates and reasonably available financial sources for operation, maintenance, and capital investment

MATS will not take the lead in implementing transportation projects but will provide an overall coordination role in planning and programming funds for projects and operations.



SPECIFIC GOALS OF TOWARDS 2045 LRTP

- Preserving the existing infrastructure
- Developing a multi-modal transportation network
- Enhancing accessibility, efficiency, and mobility
- Promoting connectivity/integration between varying modes
- Improving overall safety and security of the system
- Mitigating environmental impacts
- Supporting economic vitality

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- Developed by MATS to identify projects and strategies it plans to undertake in the next four years
- All projects requiring federal funding must be in the TIP
- Current TIP is for 2023-2026 time period
- The TIP must be realistic in terms of available funding and not a wish-list of projects
- The TIP must be consistent with the LRTP
- Determination of projects in the TIP is the responsibility of the MATS Technical Committee and MATS staff

Why is the Letts Road Connector being studied?

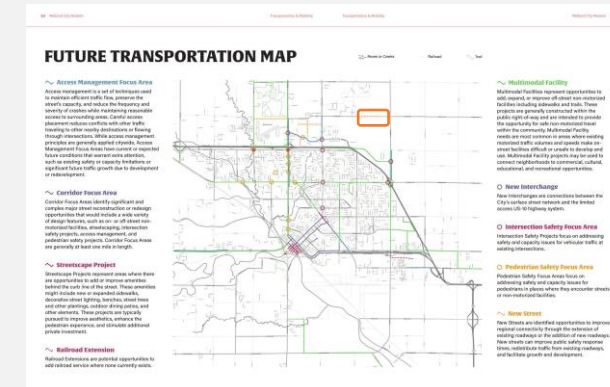


MIDLAND AREA TRANSPORTATION STUDY (MATS) 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)

- Coordination between Midland, Saginaw and Bay counties with interrelated travel
- Overall, traffic operations at a region-wide level are acceptable
- No-build and Build 2045 scenarios were modeled in the LRTP
 - Build 2045 Scenario looked at ALL potential network enhancements including a potential Letts Road Connector that was identified through extensive dialogue with local agencies in the MATS area
 - Letts Road and Commerce Drive extensions were identified as providing east-west travel if not traveling to Midland Mall area and improve connectivity
 - A large number of comments were received, including several in opposition

CITY OF MIDLAND MODERN MASTERPLAN (2023 DRAFT)

- Identified the Letts Road Connector as an opportunity to improve mobility, response times for emergency responders, and facilitate growth and development



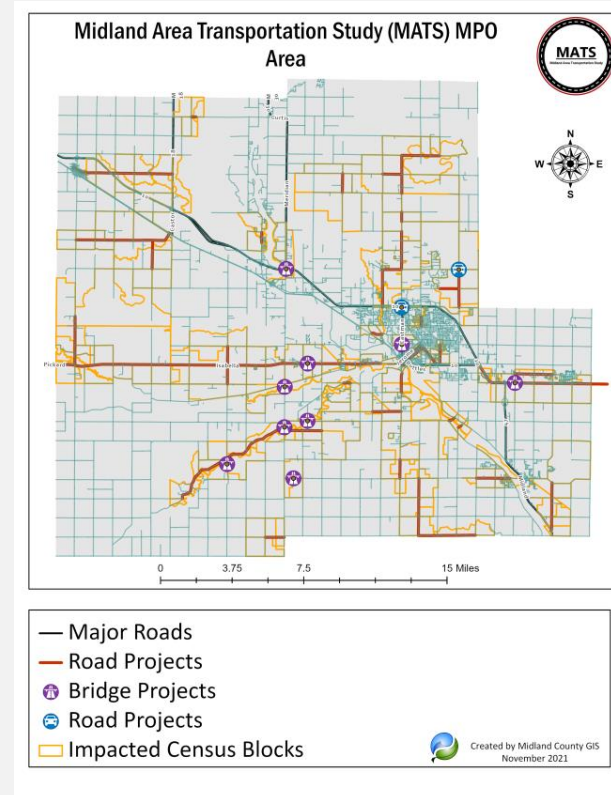
As a potential project, the feasibility of the Letts Road connector is now being studied

Why is the Letts Road Connector being studied?



In 2023, the Midland County Road Commission began the study of the Letts Road Connector as a standalone project to:

- Isolate the project's impacts
- Refine cost estimates and alternatives
- Obtain more focused public input
- Provide an additional tool to be utilized during the development of short-term and long-term transportation plans in the future
- Determine the project's ultimate feasibility



Corridor and Surrounding Area Background



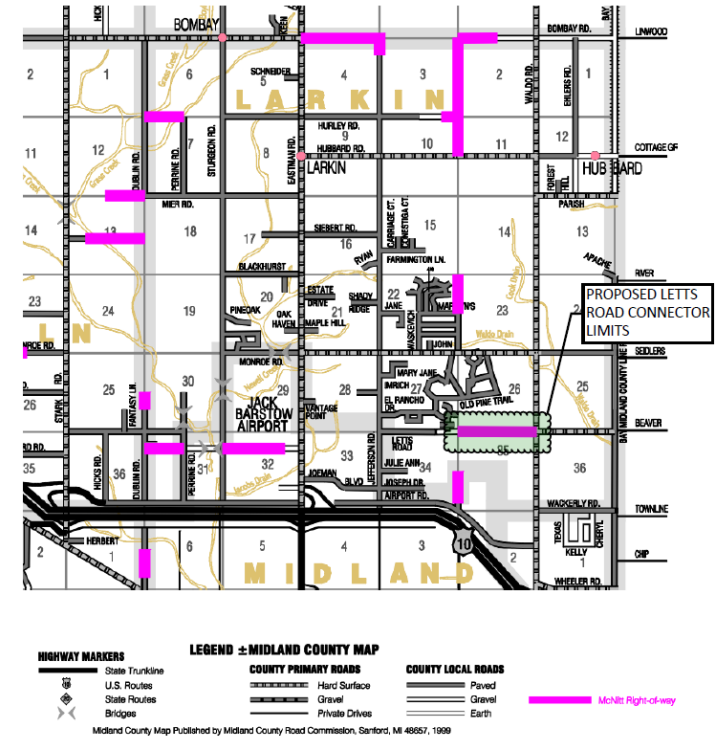
LETTS ROAD RIGHT OF WAY ESTABLISHED IN 1934

- In 1931, the McNitt Act was passed (Public Act 130 of 1931) and 1,269 township roads were placed under the jurisdiction of their respective County Road Commissions
- Letts Road, between Waldo Road and Jefferson Roads, was accepted by the Midland County Road Commission on February 24, 1934.

DEVELOPMENT OF SURROUNDING AREA

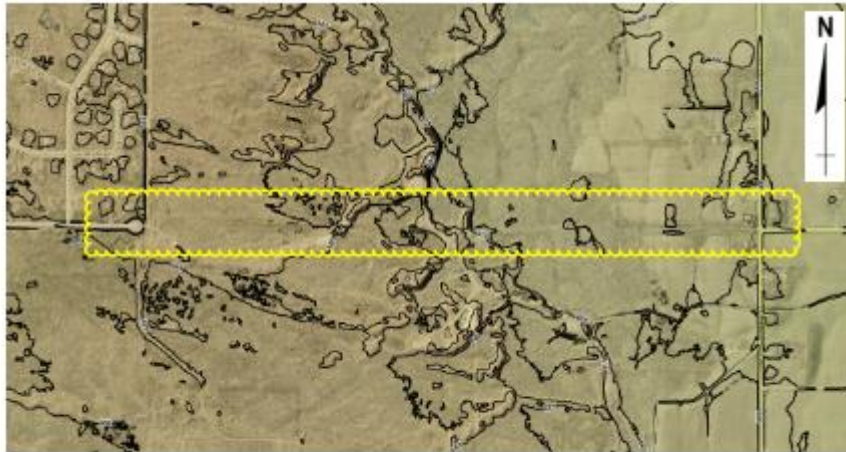
- Woodland Estates – beginning in mid 1980's
- Midland Mall completed 1991
- Meijer opened 1992
- Diamond Drive constructed in 2000
- Jefferson Road widening completed in 2005
- Commerce Drive completed in 2007
- Pine Hollow Estates
 - Pine Hollow No. 1 – platted 2000
 - Pine Hollow No. 5 – platted 2011
- Copper Leaf & Iron Leaf Condominiums – beginning 2016

MIDLAND COUNTY ROAD COMMISSION McNITT RIGHT-OF-WAY



SURROUNDING AREA OF LETTS ROAD EXTENSION

- Adjacent land uses
 - Pine Hollow Estates
 - Dow property
 - Consumers Energy property and electric corridor
 - Wetlands
 - Agricultural property

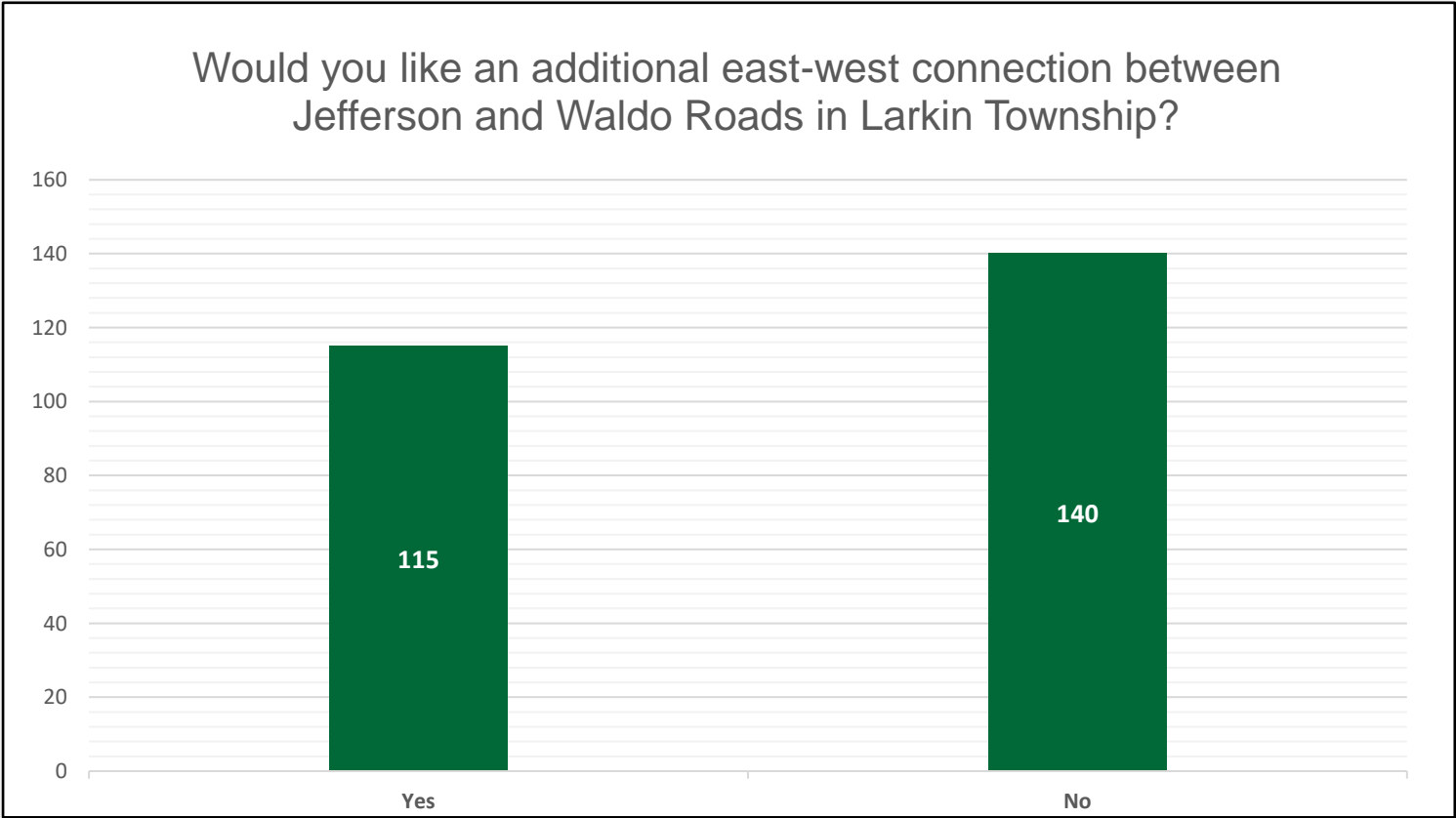


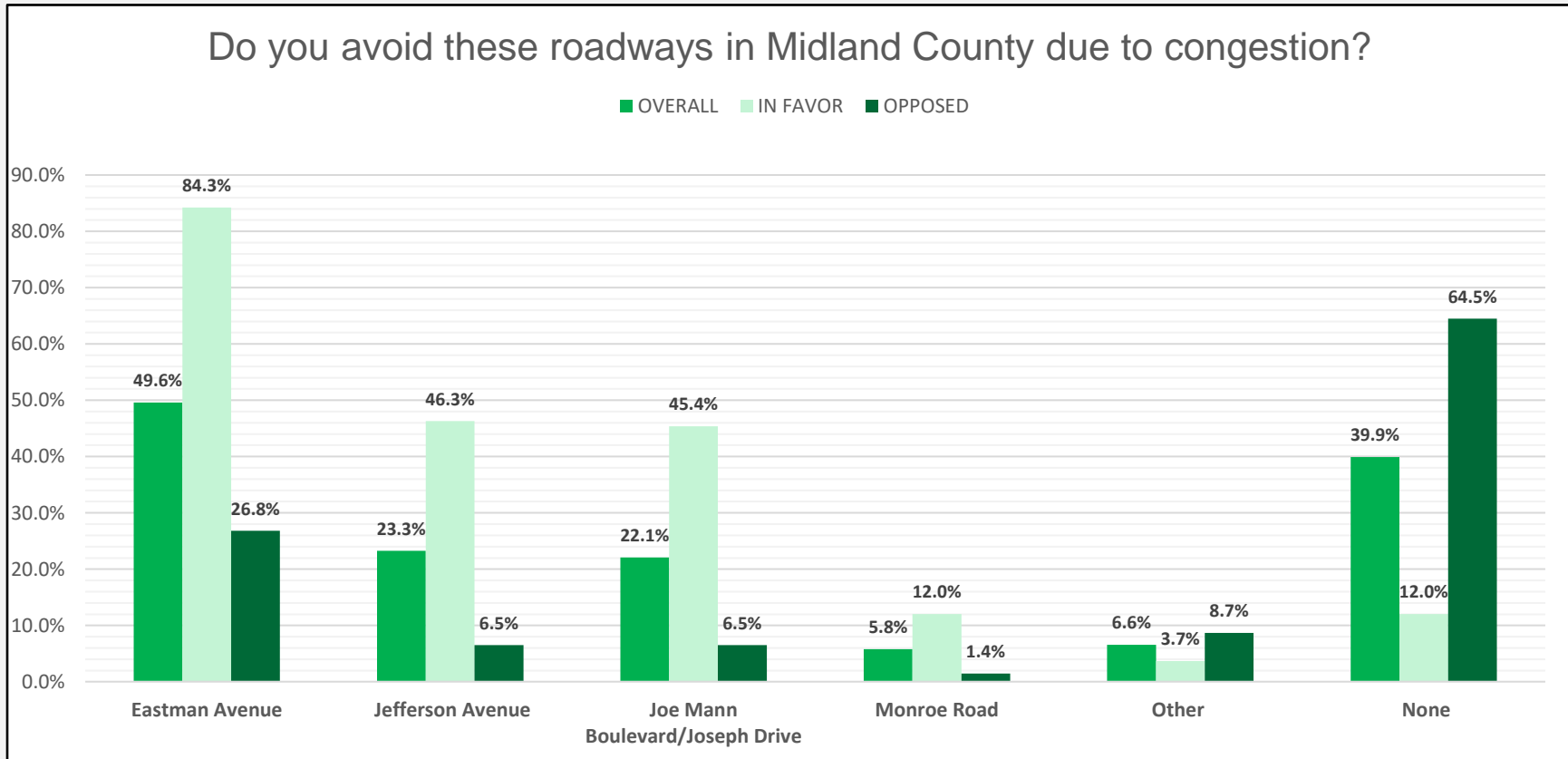
SURROUNDING TOPOGRAPHY

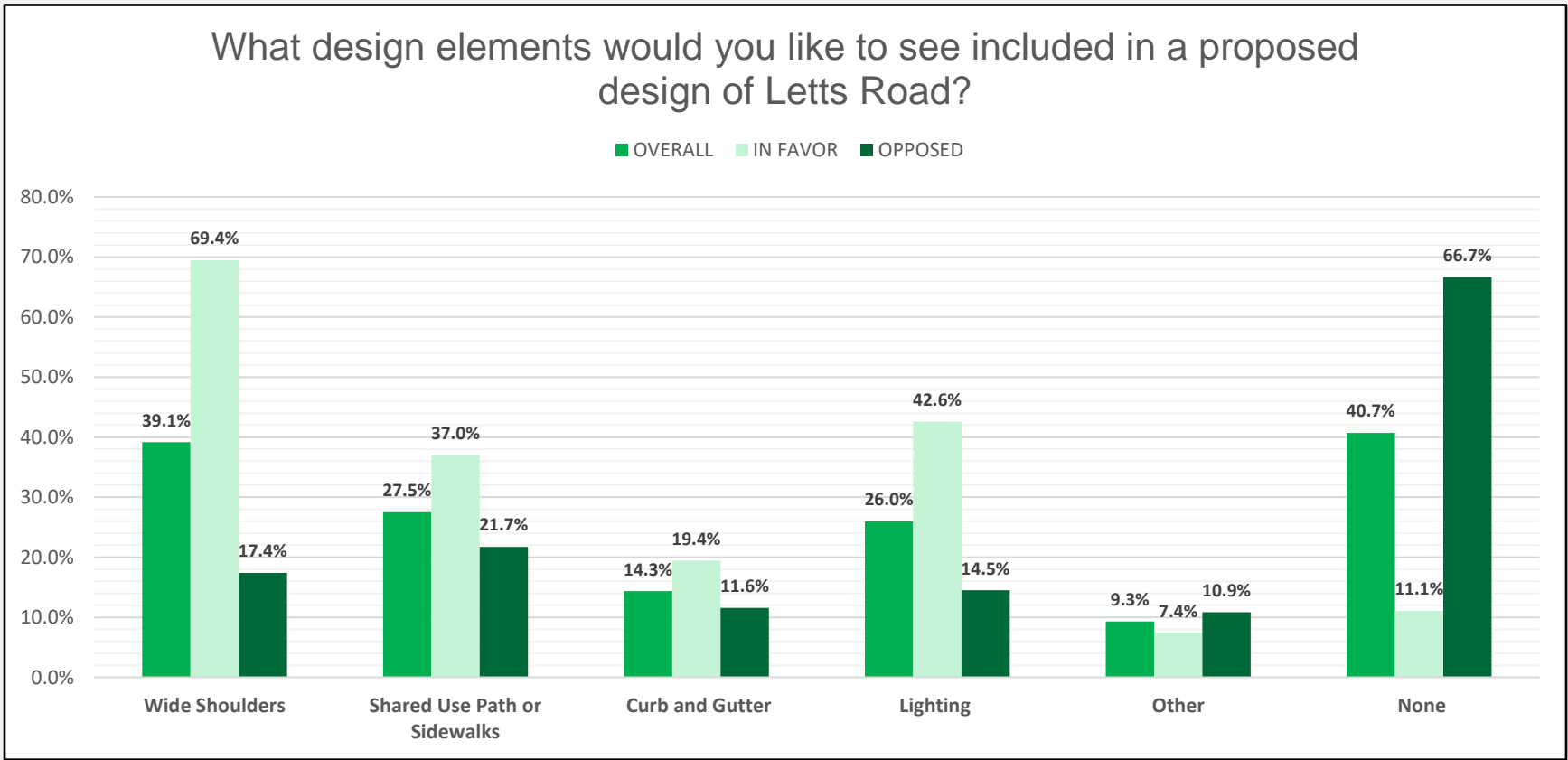


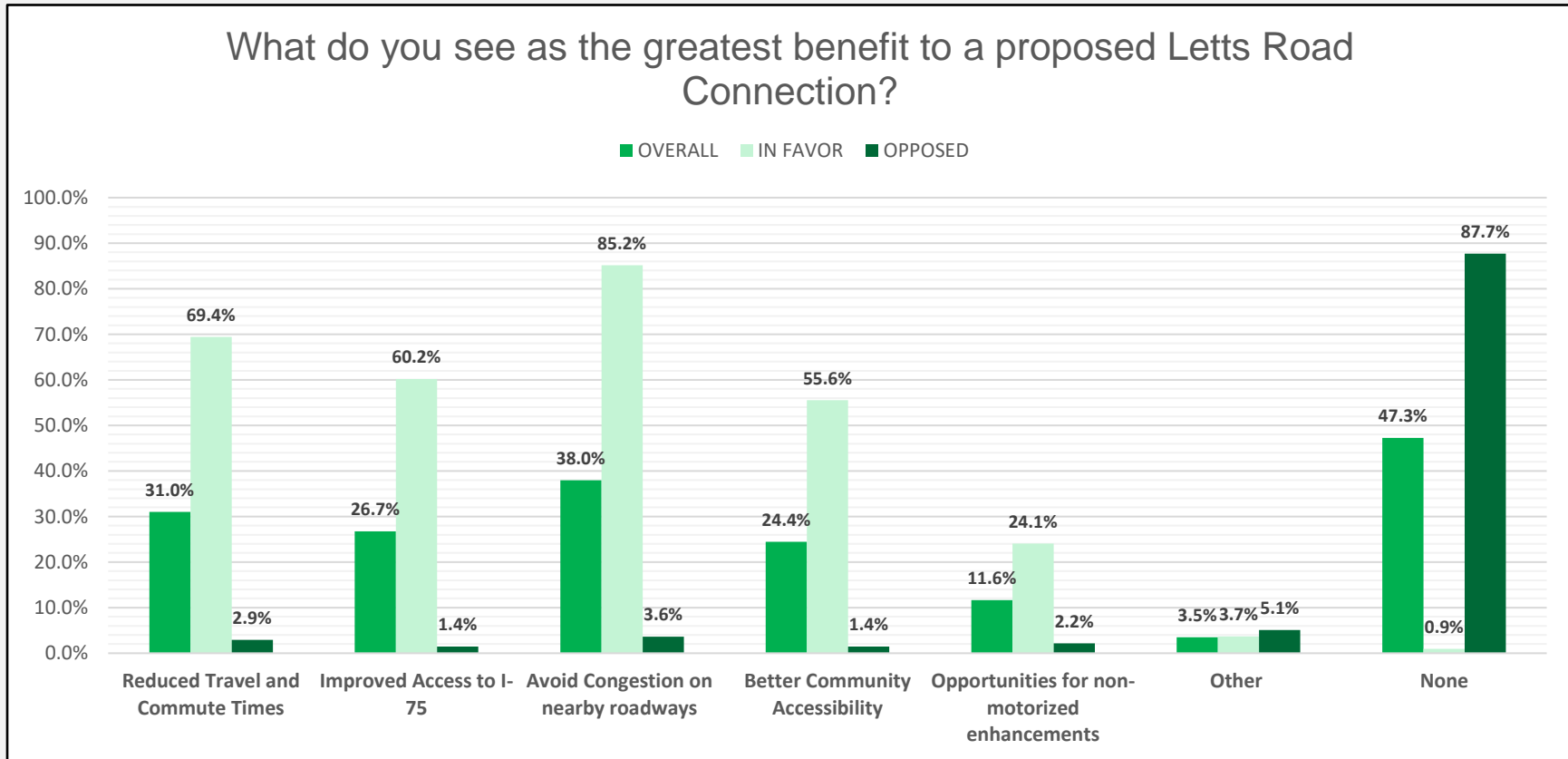
SURROUNDING PARCELS

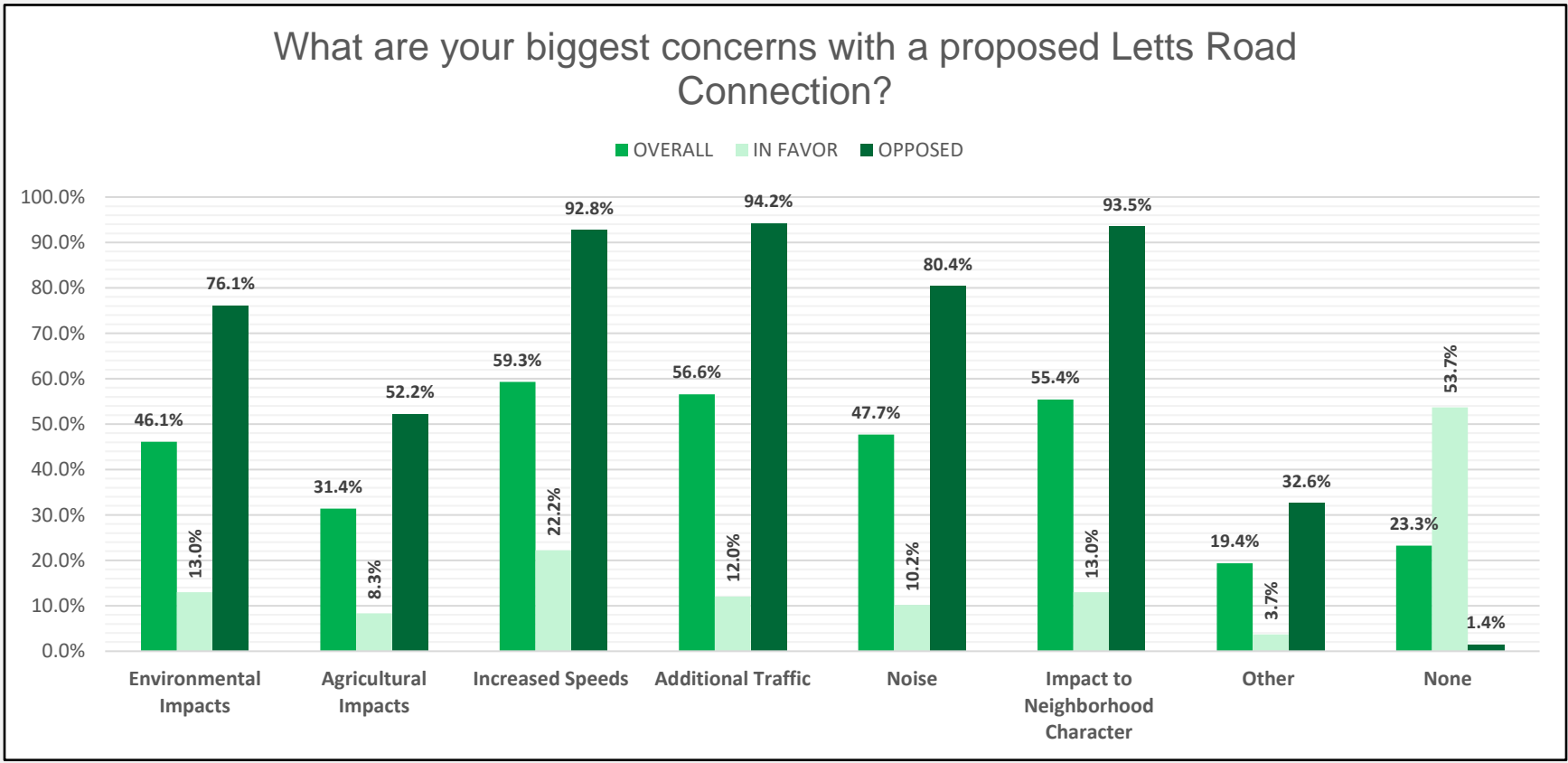
- Future land use
 - Primarily for residential with commercial and agricultural
- Future infrastructure improvements for consideration
 - Water main, Sanitary sewer
 - Regional Connectivity to I-75
 - Midland Urban Growth Area policies

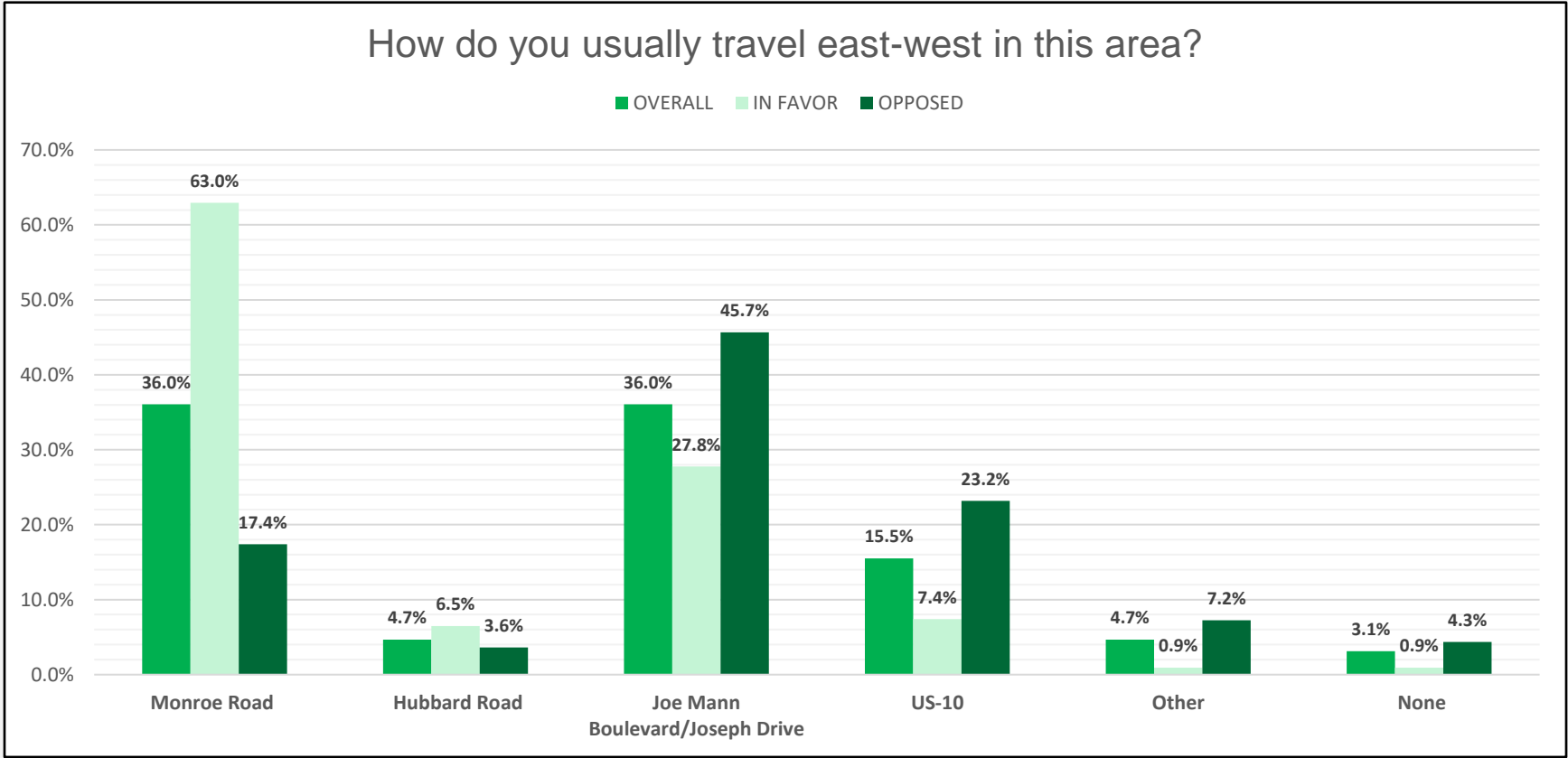


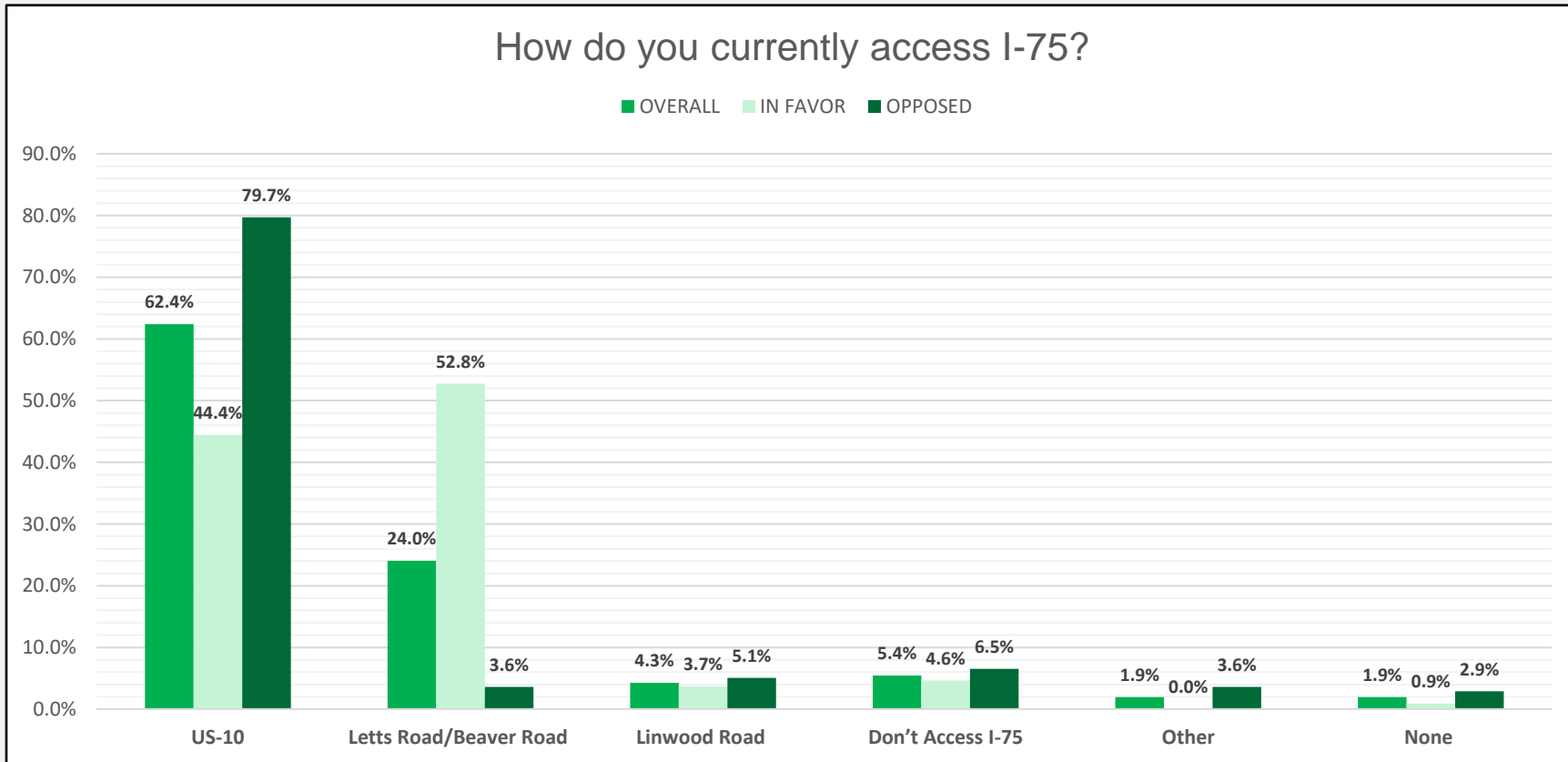


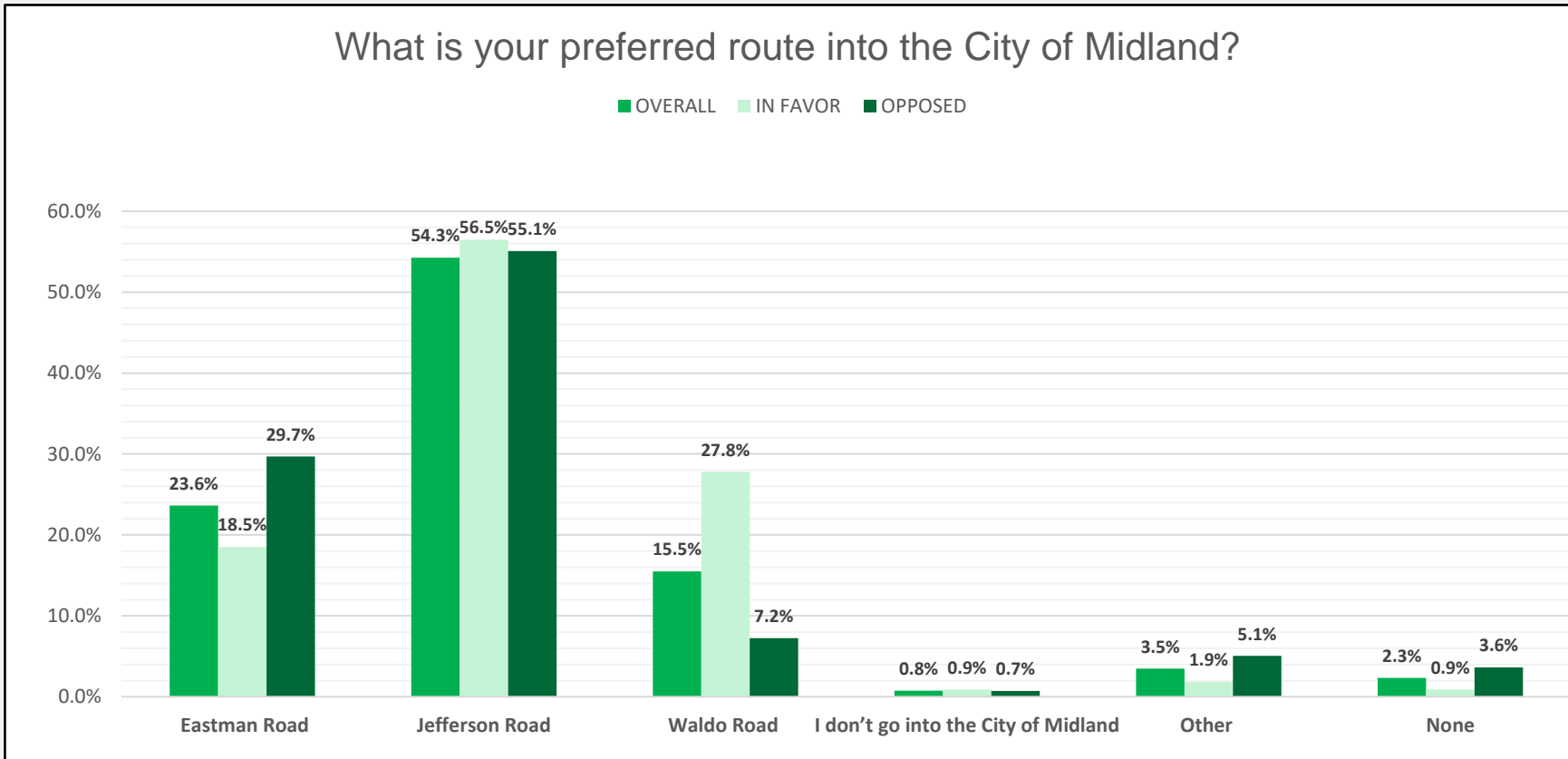












STAKEHOLDER INPUT – DECEMBER 2023

- Safety and accessibility should be a priority.
- New roadway would provide improved access to Consumers Energy high voltage lines
- New roadway would provide an additional alternative route when construction activities impact traffic on other nearby roadways.
- Another east-west connection would improve emergency response time.
- Wetland impacts are a concern.
- Consistent with Midland City Modern Plan
- Although congestion may not be a major issue now, it may be in the future; safety and accessibility are a concern now.
- Significant expansion of water main system is needed to connect to any water main facilities on Letts Road (note that Letts Road is within MUGA boundary).

STAKEHOLDER INPUT – DECEMBER 2023 (CONT'D)

- Concerns with Letts/Commerce/Jefferson intersection were noted.
- Beaver Road will likely need upgrades, and possibly wider shoulders if there is traffic growth
- County Connection serves many clients in this area, especially due to school of choice, so increased connectivity would be a benefit.
- Overall, the Letts Road Connector would provide better long-term commercial access.
- Planning for non-motorized amenities to be part of the roadway now or in the future is desirable.
- To construct the Shared Use Path outside of the existing ROW, donated easements are needed
- A curb and gutter cross section might be preferred long-term as area might continue to become more residential.
- Improvements at the Letts/Commerce/Jefferson intersection are desirable

COLLECTION OF SUPPLEMENTAL DATA WAS COMPLICATED DUE TO AREA CONSTRUCTION

- Waldo Road and Monroe Road roundabout
- Eastbound US-10 reconstruction

TRAFFIC IS GENERALLY STABLE OR DECREASING WITH A FEW EXCEPTIONS

- Letts Road – 781 vehicles per day (2024), 796 VPD (2023)
- Jefferson Road south of Monroe – 4,246 VPD (2024), 5,782 VPD (2016)
- Commerce Drive – 1,952 VPD (2024), 2,324 VPD (2022)
- Monroe Road – **4,136 VPD (2023)**, 2,674 (2016)
- Diamond Drive – 3,857 VPD (2024), 3,823 VPD (2016)
- Waldo Road south of Diamond – 6,354 VPD (2024), 7,124 VPD (2016)
- Eastman north of Airport – **29,724 VPD (2022)**, 26,266 VPD (2016)
- Joe Mann east of Eastman – **12,653 VPD (2022)**, 11,964 VDP (2016)

MODELED TRAFFIC CAPACITIES

- 2-way, 2-lane
 - 2,600 – 3,900 vehicles per hour
 - 15,600 vehicles per day
- 2-way, 4-lane
 - 6,000 – 9,000 vehicles per hour
 - 72,000 vehicles per day



POPULATION DATA

	1980	1990	2000	2010	2020	Change
Larkin Township	3,303	3,588	4,514	5,136	5,331	161%
City of Midland	37,035	38,053	41,685	41,863	42,547	115%
Midland County	73,578	75,651	82,874	83,629	83,494	113%
Bay County	119,881	111,723	110,157	107,771	103,856	87%
Saginaw County	228,059	221,946	210,039	200,169	190,124	83%
Midland, Saginaw and Bay Counties	421,518	409,320	403,070	391,569	377,474	90%



REVIEW OF CRASH DATA (2018 – 2022)

	Crashes	Fatalities	Type A Injuries	Type B Injuries	Type C Injuries	Most Frequent Crash Type
Letts Road/Jefferson Road Intersection	6	0	0	0	4	Angle
Letts Road/Waldo Road Intersection	1	0	0	0	1	Runoff
Monroe Road/Jefferson Road Intersection	3	0	0	0	1	Angle
Waldo Road/Monroe Road Intersection	6	1	1	2	3	Angle
Monroe Road from Jefferson to Waldo	2	0	1	0	0	Overturn, Angle
Jefferson Road from Joe Mann to Monroe	1	0	0	0	0	Runoff
Waldo Road from Diamond to Monroe	0	0	0	0	0	N/A
Jefferson Avenue and Joe Mann Boulevard Intersection	28	0	0	1	10	Angle, Rear-End
Diamond Drive and Waldo Road Intersection	10	0	0	0	4	Angl

INITIAL ALTERNATIVES CONSIDER:

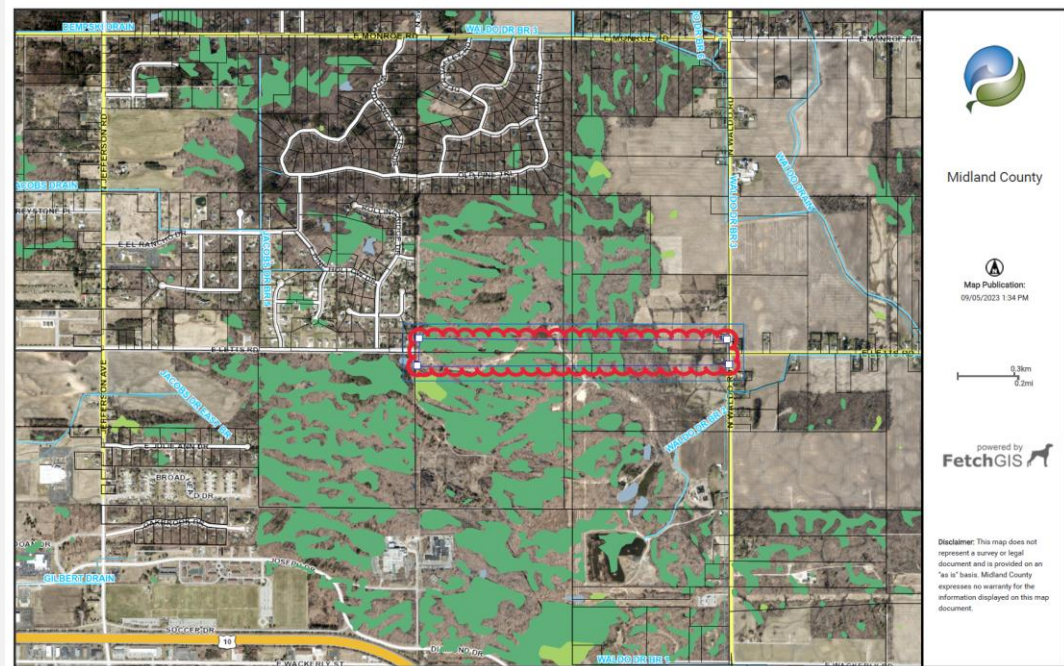
- Wetlands
 - Approximately 40% of new undeveloped corridor is wetlands
- Endangered Species
 - Two federally listed species (Eastern Massasauga Rattlesnake, Monarch Butterfly)
 - Three state listed species (Northern Long-eared Bat, Tricolored Bat, Red Knot Bird)
 - Blanding's Turtle is not a federally listed species. It is a State of Michigan species of Special Concern (rare or uncertain, not legally protected)





INITIAL ALTERNATIVES CONSIDER:

- Right of Way
 - Existing right-of-way is 66 feet
- Utilities
 - Consumers Energy high voltage
 - Water main and sanitary sewer at Letts Road and Jefferson Road intersection
- Midland Urban Growth Area (MUGA)
 - Two-mile band around 1969 City Limits addressing municipal services outside of boundaries
 - Modified in Larkin Township in 1991
 - The Letts Road corridor IS within the MUGA boundary



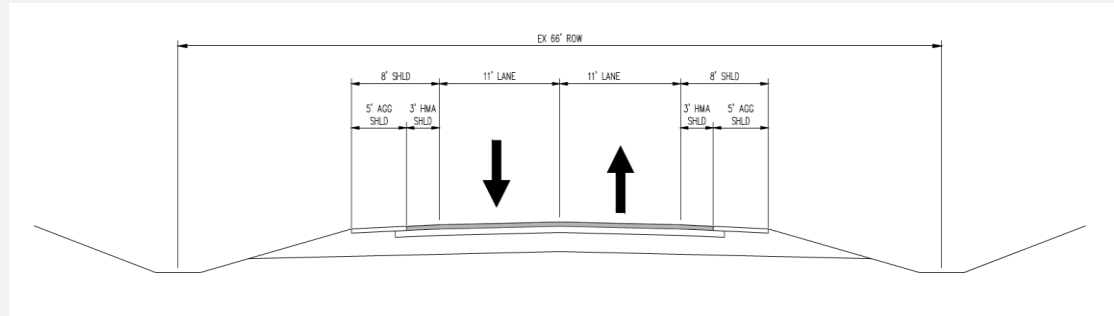
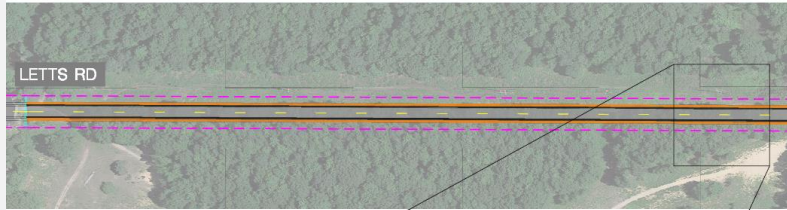
FOUR LETTS ROAD CONNECTOR ALTERNATIVES

- No-build
 - With considerations to improve the Letts Road/Commerce Drive and Jefferson Road intersection
- 2 lane roadway with 3-foot paved shoulder
- 2 lane roadway with 7-foot paved shoulder
 - Could potentially be converted to a curb and gutter cross section matching Commerce Drive and Jefferson Road
- 2 lane roadway with 3-foot paved shoulder and 10-foot shared use path
 - Shared use path could be located within road right-of-way or future easement

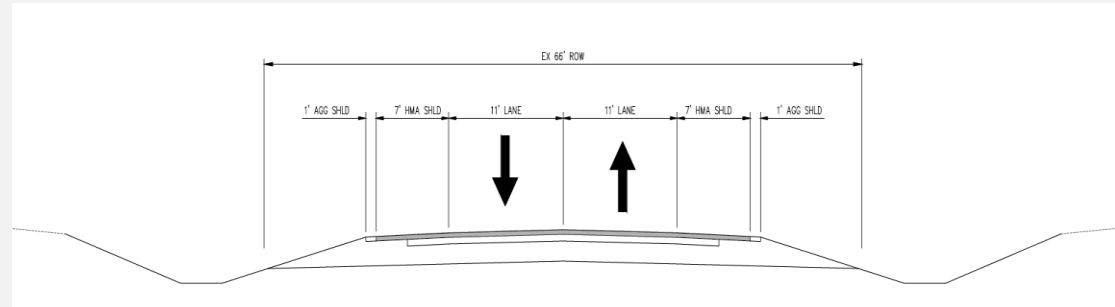
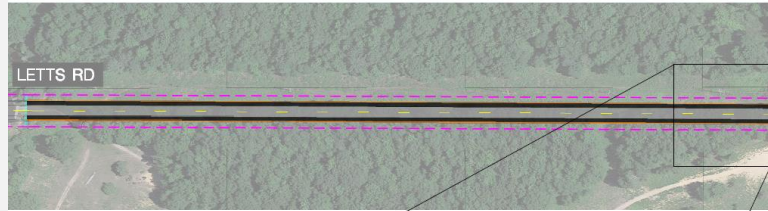
INTERSECTION IMPROVEMENTS

- Jefferson Road
 - Only east leg
 - Roundabout
- Waldo Road
 - Only west leg
 - Roundabout

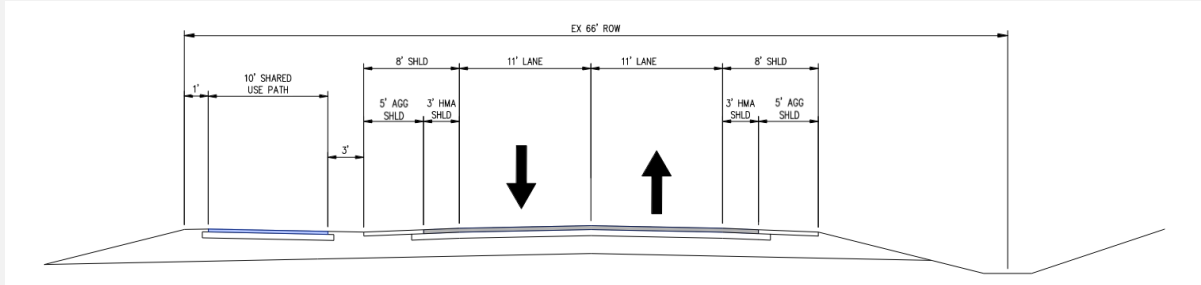
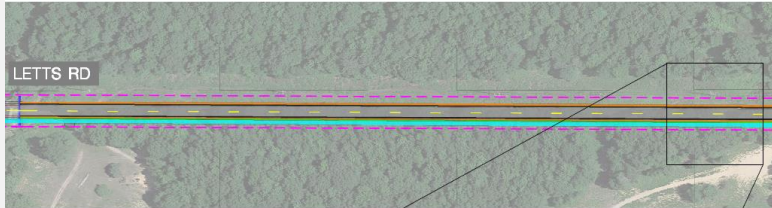
2 Lanes with 3 ft. paved shoulder



2 Lanes with 7 ft. paved shoulder



2 Lanes with 3 ft. paved shoulder and 10 ft. shared use path



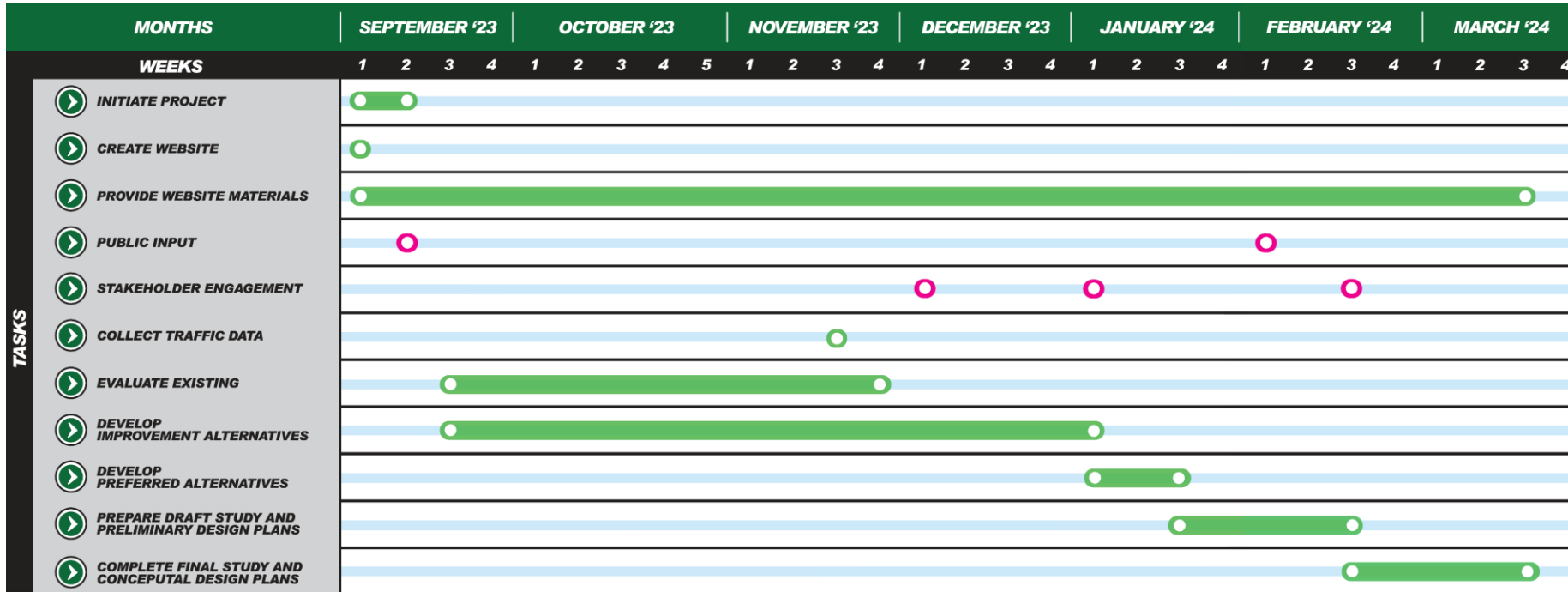


- FOLLOW UP STAKEHOLDER MEETINGS
- TRAFFIC ANALYSIS
 - Additional Traffic Modeling
- SECOND PUBLIC SURVEY
- INCORPORATE FEEDBACK
- DEVELOPMENT OF PREFERRED ALTERNATIVE
- PREPARATION OF SUMMARY REPORT

For additional information and to provide feedback visit:
www.midlandroads.com/letts



Schedule





LARGE-FIRM RESOURCES. PERSONAL ATTENTION

SINCE 1962