

**From:** [Midland MPO](#)  
**To:** [Bryan Gillett](#)  
**Subject:** FW: Feedback on the Long Range Transportation Plan  
**Date:** Thursday, January 27, 2022 9:41:04 AM

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FYI

**From:** Shane Ladwein <shaneladwein@aol.com>  
**Sent:** Wednesday, January 26, 2022 7:26 PM  
**To:** Midland MPO <info@midlandmpo.com>; planning@larkintwp.com; art@midlandroads.com; shaneladwein@icloud.com  
**Subject:** Feedback on the Long Range Transportation Plan

Good evening to those tied to these email addresses.

It is my understanding that feedback is being requested on the LRTP by yesterday, the 25th. My apologies for being a day late. I trust my feedback is still beneficial or helpful in the shaping of the plan.

First, thank you for taking the time to develop a 20+ year plan. This certainly took some time and was not cheap to create. There is a lot of good information to consider and digest in a 80+ page document. This also makes it a bit difficult to determine, in my mind, what type of feedback to provide that would be compelling and meaningful for such a large and long-term plan. So, I'll just provide the following:

1. There clearly are good projects included in the overall plan for the community. Thank you.
2. Overall, as a citizen and taxpayer, I don't support all the projects included in the current plan.
3. The plan lacks information to support when it comes to the economic impact to the citizens. What does completing a plan like this do to taxes for the citizens over distinct years? Are taxes expected to go up or down based on cash outlays to do the work? Yes, there is a study on where funds come from in different government tranches, but there is also a section detailing projects that do not have sufficient funding. In road expansions, for instance, what does it do to home valuations on those roads? I find it hard to endorse a long-term plan when it is very challenging to understand the net economic impact of such spending on a *project-to-project basis*. Are there economic models completed for each project?
4. It sounds as if the report rightfully concludes that there are not any urgent needs when it comes to overwhelming traffic patterns in the studied zone and there are not really any forecasted over the next 10 years based on the economic conditions and population growth study conducted. This leads me to ask the question then why are there additional connectivity and road expansion investments, for example, included in the plan? What are these capital outlays expected to fix?
5. Also, based on information contained in the report, it looks like there are recommended projects by the taxpayers, such as a full on and off ramp project on Waldo for US-10. It is unclear to me as to why this project is not on the list, if the taxpayers are requesting it. A project like this would seem appropriate, amongst other things, to reduce the amount of congestion at the Eastman/US-10 interchange since citizens on the east side of the impacted zone could stay east, for instance, when accessing US-10 east bound or exiting US-10 west bound.
6. There is a study on the problematic car accident locations in the impacted zone, yet, it's hard to see investment linkages in the plan that are tied to specifically reducing those statistics. Furthermore, there is a specific project (amongst others) identified to install a \$750,000+ roundabout at the intersection of Monroe and Waldo tied to a safety concern. Where is that concern highlighted in the study? Wasn't in the top 10. Why is that intersection in need of such an investment relative to other like intersections (4-

way with 2-stop) in the impacted zone?

7. There is discussion on traffic congestion in the plan tied to the Eastman, Jefferson, and Midland Mall location. I have seen this living here the past 10+ years. However, if this is a 20 year forward plan, and the Mall as a central location for shopping has been in decline over the last 5-10 years outside of the pandemic impact, what is the expected disposition of the mall over the next 10 years and its impact on travel congestion in the area? Will traffic continue to decline? Your models must take into account forecasts such as this.

8. There are also roads I drive on a daily basis that are in need of maintenance and repair that are not in the 2022 or 2023 plan. Commerce drive between Eastman and the golf shop/range, for instance, is in need of significant repair. Most drivers I observe drive in the center lane for a more comfortable ride. Clearly, this is a safety concern. There are other roads as well that are in need of repair not in the plan.

Thank you taking into consideration my feedback in shaping of the LRTP. I appreciate your request for feedback.

All the best,  
Shane  
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