

# Appendix A: Historical Information

## History of Transportation Planning Past and Present

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Beginning in 1961 with the establishment of the Kent County Planning Commission, comprehensive planning in the Grand Rapids area was done by the Kent County Planning Department. In the Mid-1960's, this agency began a comprehensive land use/transportation planning program encompassing the entire sphere of planning related activities in the Grand Rapids area. This program was designed to fulfill requirements of the Federal Aid Highway Act of 1962 as well as other federal, state and local planning requirements.

In 1964, the Grand Rapids and Environs Transportation Study (GRET) Technical and Policy Committees were established. GRET was formed to guide and direct the planning and development of the transportation infrastructure in the metropolitan area. Membership in GRET originally included Grand Rapids, Wyoming, Walker, East Grand Rapids, Grandville, Kent County, Ottawa County, Kent County Road Commission, Ottawa County Road Commission, Michigan Department of State Highways, and the Federal Highway Administration. In 1967, the City of Kentwood was admitted. In 1974, the City of Rockford was added to the list of participants. Other participants included the Grand Rapids Area Transit Authority (now the Interurban Transit Partnership also known as The Rapid), the Grand Rapids Chamber of Commerce, and the Kent County Department of Aeronautics.

In 1966, the Kent-Ottawa Regional Planning Commission was formed because of a requirement by the Department of Housing and Urban Development that an agency be in existence to undertake comprehensive planning for the region. From 1966 to 1972, the Kent County Planning Commission and the Kent-Ottawa Regional Planning Commission (generally utilizing staff from the Kent County Planning Department) worked together within the broad conceptual framework provided by the comprehensive development plan for the region. Through an agreement with the GRET Policy Committee, the Kent-Ottawa Planning Commission served as staff for the Metropolitan Planning Organization (MPO), carrying out all transportation related planning activities for the designated study area.

The Kent-Ottawa Regional Planning Commission became the official, independent, metropolitan planning agency responsible for coordinating all planning activities, in 1972, for the Kent-Ottawa Region, and was the coordinating agency for all transportation planning activities within the GRET Study Area.

In 1974, the Kent-Ottawa Regional Planning Commission was dissolved and a new nine county region was formed by executive order of the Governor of the State of Michigan. The West Michigan Regional Planning Commission (WMRPC) was formed and given the responsibility for coordinating the GRET Transportation Program. This relationship lasted until July 1990, when the State of Michigan, in conjunction with the GRET Policy Committee, withdrew the MPO designation from the WMRPC. In October 1990, the GRET Policy Committee recommended the Grand Valley Metropolitan Council as the MPO for the Grand Rapids Metropolitan Area.

For a historical look back at Urban Transportation Planning on a national scale go to:

<http://ntl.bts.gov/DOCS/UTP.html>

## History of the Gerald R. Ford International Airport

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In the late 1950s, due to urban encroachment of development and the advent of heavier turbojet aircraft, local officials commissioned a study to identify a new location for the airport. The study revealed that the Kent County Airport should be relocated from the existing site located north of 44th Street between Jefferson and Eastern Avenues to a new location in Cascade Township east of Patterson Avenue off 44th Street. With financial backing of a taxpayer approved millage and bond issue, the new Kent County Airport was constructed on the 1,800 acre site and opened in late 1963.

This “new” airport provided a 6,600 foot east-west air carrier Runway 8R/26L, complete with an Instrument Landing System (ILS), and a 3,400 foot north-south general aviation Runway 18/36. The 1970’s saw construction of a 4,000 parallel east-west general aviation Runway 8L/26R. Two subsequent runway extensions brought the primary use Runway 8R/26L to a length of 10,000 feet. At 10,000 feet long the primary Runway 8R/26L is capable of handling all aircraft except the recently produced Airbus 380 double-decker aircraft. In 1997 the Airport finished construction of a new \$70 million north-south air carrier Runway 17/35. In the year 1999 the Airport saw construction of the new Air Cargo and Trade Center located on the Airport’s east side. Also in 1999, the Kent County Board of Commissioners took action renaming the Kent County International Airport the Gerald R. Ford International Airport. This was done in honor of Grand Rapids resident, longtime airport supporter, and the 36th President of the United States, Gerald R. Ford.

In the year 2000 and 2001, the Airport completed a \$50 million major renovation of the passenger terminal building and a \$32 million reconstruction of the primary east-west Runway 8R/26L. In 2002 the Airport expanded the parking facilities by adding a 100-space express shuttle parking lot preparation for the construction of a future parking structure. Also in 2002 the Airport became the first airport in the nation to screen 100% of checked baggage or explosives using new technology explosive detection machines. In 2003 the Airport marked the 40th anniversary at the current Cascade location. In 2004 the Airport recognized its importance as the “Gateway to West Michigan” with the construction of significant landscape improvements to the John J. Oostema Boulevard entrance drive to the Airport. Also in 2004 the Airport set a record for the passengers served in one year exceeding the two million passenger mark (2,150,125). In the mid 2000’s the Airport completed many infrastructure projects which included several perimeter security roads, taxiway reconstruction projects, and the expansion of parking facilities.

In 2009 the Airport completed the largest construction project in airport history (over \$120,000,000). The award-winning project is known as the Terminal Area and Parking Improvement Program, which included road and utility infrastructure improvements, a 5,000 space parking structure, a canopy over the Terminal Drive between the parking structure and the terminal building, and enclosed pedestrian crosswalks connecting the terminal building to the parking structure.

## Appendix B: Glossary of Terms

**ACCESS** - The ability to enter or leave a residence, business, or parcel of land from a roadway by way of a connecting driveway. Alternatively, it means the opportunity to reach a given point within a certain time frame, or without being impeded by physical, social, or economic barriers.

**ACCESS MANAGEMENT** - Limiting the ability of traffic to enter, leave, or cross thoroughfares; regulating the spacing and design of driveways, medians, intersections, and traffic signals to promote the efficient flow of through traffic.

**ACCESSIBILITY** - The ability to reach destinations, activities, and services.

**ADA: Americans with Disabilities Act** - A set of guidelines passed in 1990 to assure a minimum level of accessibility to buildings and facilities for individuals with disabilities; Title III of the legislation deals with public accommodations.

**ALLOCATION** - An administrative distribution of funds among States which do not have statutory distribution formulas

**APPORTIONMENT** – A division or assignment of funds based on prescribed formulas in the law and consisting of divided authorized obligation authority for a specific program among the States.

**ARTERIAL** - A controlled access highway designed for through traffic (longer trips, higher volume and speed); arterials are typically on a continuous route and are often divided; the right-of-way is usually 120 feet.

**AUTONOMOUS VEHICLES** - A vehicle that has features that allow the vehicle to guide itself without human interaction. Examples include cruise control, self-parking, and lane centering. Autonomous vehicles may also be referred to as a driverless vehicle.

**BASE YEAR** - The year which serves as a starting point of data used in a study.

**BICYCLE LANE** - Portion of the street designated by striping, signing, or pavement markings for preferential or exclusive use by bicyclists. Bike lanes are established with appropriate pavement markings and signing to delineate the right of way assigned to bicyclists and motorists, and to provide more predictable movements by each. Bike lanes are usually paired one-way facilities located on both sides of streets with moderate to heavy traffic volumes. Steeply sloped streets can have bike lanes on one side for climbing, while it may not be necessary to stripe lanes on the downhill side because bicycle speeds approach motor vehicles on these sections. The minimum width of a bike lane is 4 feet in most areas, or 5 feet when adjacent to on-street parking or if measured from the curb face. Bicycle lane design at intersections must be treated carefully to minimize conflicts between bicycle and auto movements.

**BOULEVARD** - A wide street, usually with a median or promenade, lined with trees.

**BRIDGE** - A structure that stands 20 feet or greater in length.

**BRT: Bus Rapid Transit** - A transportation system that, through improvements to infrastructure, vehicles and scheduling, uses buses to provide a service that is of similar quality to light-rail systems.

**BUFFER** - Portion of the roadway between the curb or edge of the pavement and the sidewalk; used to separate pedestrians and vehicles. Buffers often include landscaping, trees, or utility poles.

**CAA: Clean Air Act of 1990 and Amendments** - Federal legislation that sets standards for air quality levels.

**CL: City Limits or County Line** – City Limits or alternatively County Line, depending on what is the most logical project limit.

**CMAQ: Congestion Mitigation and Air Quality Improvement Program** - Program which directs funding to projects that contribute to meeting national air quality standards.

**CO: Carbon Monoxide** - A colorless, odorless, tasteless, gas that impedes the oxygenation of blood. CO is formed, in large part, by incomplete combustion of fuel.

**COLLECTOR** - A two- to four-lane roadway providing mobility and access. Collector streets can be found in residential neighborhoods, commercial and industrial areas, and central business districts. Collectors usually have minimal access control, and the right-of-way is typically 80 feet. Collectors are designed to move traffic from local roads to secondary arterials.

**CONFORMITY** - Compliance of any transportation plan with air quality control plans.

**CONGESTION MANAGEMENT PROCESS (CMP)** - One of six management systems originally required by ISTEA and subsequent transportation legislation. Future highway projects that significantly increase capacity for single occupant vehicles (SOV) should be part of a CMP or those projects may be ineligible for federal funding.

**CONGESTION MITIGATION/AIR QUALITY (CMAQ)** - A Categorical federal aid funding program created with the ISTEA. Directs funding to projects that contribute to meeting National air quality standards. CMAQ funds generally cannot be used for projects that result in the construction of new capacity available to SOV use.

**CONNECTED VEHICLE** - A vehicle or a device that communicates with other vehicles and/or other devices alongside the roadway. Examples include in-vehicle navigation and sending/receiving road condition information.

**CORRIDOR** - Transportation pathway allowing movement between activity centers; a corridor may encompass single or multiple transportation routes and facilities, adjacent land uses, and the connecting street network.

**CROSSWALK** - Marked portion of the street designated for pedestrian crossing, either mid-block or at an intersection. The most common markings are double parallel lines, ladder, and zebra stripes.

**DEMAND RESPONSIVE** - Transit services that can be variably routed and timed to meet the changing needs of the user on an as-needed basis.

**DENSITY** - The number of dwelling units, buildings, or persons per unit of land, usually per acre (expressed as du/ac).

**EMISSIONS BUDGET** - The part of the State Implementation Plan that identifies allowable emissions levels, mandated by the National Ambient Air Quality Standards, for certain pollutants.

**ENVIRONMENTAL IMPACT STATEMENT (EIS)** - Reports which details any adverse economic, social, environmental effects of a proposed transportation project that the federal government funds.

**ENVIRONMENTAL JUSTICE (EJ)** - Refers to Executive Order 12898 which seeks to address disproportionately high and adverse human health or environmental effects in Federal programs or policies on minority and low income populations.

**EPA: Environmental Protection Agency** - Federal source agency of environmental and air quality regulations affecting transportation.

**EXPENDITURES** - Disbursement of funds for repayment of obligations occurred.

**FHWA: Federal Highway Administration** - Federal agency within the United States Department of Transportation that deals with roadway and highway issues.

**FREEWAY** - A divided highway for through traffic with full access control and interchanges at selected public roads.

**FTA: Federal Transit Administration** - Federal agency within the United States Department of Transportation that deals with transit issues.

**FUNCTIONAL CLASSIFICATION** - A system for classifying streets and highways based on the nature of service they are intended to provide.

**FY: Fiscal Year** - Year in which public and private agencies use for conducting business; it usually differs from the calendar year. Most State and Federal agencies use an October 1 through September 30 fiscal year.

**GIS: Geographic Information System** - Computer mapping capabilities used to provide information.

**GRETS: Grand Rapids and Environs Transportation Study** - Previous designation of the Grand Rapids Metropolitan Planning Organization (MPO).

**GREENWAY** - A protected open-space area following a natural or man-made linear feature; greenways are often used for recreation, transportation, conservation, and to link amenities.

**GVMC: Grand Valley Metropolitan Council** - Agency that serves as the Metropolitan Planning Organization (MPO) for the Grand Rapids area. The Council is made up of members, all local units of government, that want to work cooperatively on issues that have a multi-jurisdictional or regional scope. Those issues include transportation, the environment, economics, and those with social impact.

**HIGHWAY PERFORMANCE MONITORING SYSTEM (HPMS)** - A federal database of roadway characteristics and traffic information for pre-selected roadway segments throughout the entire MPO Study Area.

**IAWG: Inter-Agency Work Group** - Group consisting of Federal, State, and MPO staffs that meet periodically to discuss transportation project development and its relationship to air quality on both a short and long-range basis.

**INFRASTRUCTURE** - The built facilities required to serve a community's development and operational needs, e.g. roads, water, and sewer systems.

**INTERMODAL** - Refers to connections between modes of transportation.

**INTERSECTION** - The area where two or more roadways join or cross including the roadway and roadside facilities.

**INTERSTATE SYSTEM** - The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. The Interstate System also connects the U.S. to internationally significant routes in the Mexico and Canada.

**ITP: Interurban Transit Partnership** - Agency responsible for providing public transportation and transit service in the Grand Rapids area, also known as The Rapid.

**ITS: Intelligent Transportation System** - Technologies that focus on monitoring, guiding, or operating motorized vehicles.

**LAND USE** - The way in which a parcel of land is used or occupied, i.e. the types of buildings or activities, and/or the purpose for which it is designed, arranged, intended, or maintained.

**LOS: Level of Service** - A qualitative rating system used to describe the adequacy of the road network at a specific intersection or street segment, based on factors including travel time, freedom to maneuver, driver comfort, and interruptions; LOS A is used to describe the best traffic conditions while LOS F denotes gridlock. LOS can also be used to describe transit and bicycle/pedestrian networks.

**MAP-21: Moving Ahead for Progress** – (Current federal legislation) -MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery

**MDEGLE: Michigan Department of Environment, Great Lakes, and Energy** - State agency dedicated to environmental improvements and policies that impact public health and natural resources such as air quality, water quality, and waste management.

**MDOT: Michigan Department of Transportation** - State agency responsible for monitoring and improving the transportation system in Michigan.

**MOBILITY** - Movement of people or goods within the transportation system.

**MODE** - Form of transportation, such as automobile, transit, bicycle, and walking.

**MODEL** - A mathematical and geometric projection of activity and interactions in the transportation system of an area.

**MPO: Metropolitan Planning Organization** - A federally required planning entity responsible for transportation planning and project selection in its region; every urbanized area with a population over 50,000 should have an MPO, designated by the governor. The Grand Valley Metropolitan Council (GVMC) is the MPO for the Grand Rapids area.

**MSA: Metropolitan Statistical Area** - U.S. Census determination which delineates the boundaries of the Metropolitan area.

**MULTIMODAL** - A system or corridor providing a range of transportation options including walking, bicycling, driving, and transit.

**MUTCD: Manual on Uniform Traffic Control Devices** - The MUTCD defines the standards used for the installation and maintenance of traffic control devices (signs, signals, and pavement markings) nationwide; the manual is published by the Federal Highway Administration.

**NAAQS: National Ambient Air Quality Standards** - Standards set forth through the Clean Air Act which monitor air quality.

**NETWORK** - A graphic and/or mathematical representation of multimodal paths in a transportation system.

**NATIONAL FUNCTION CLASSIFICATION SYSTEM (NFC):** FHWA developed the NFC method for all public roads to delineate higher facility functions that emphasize mobility and moving traffic, from roads that have lower functions that might access residential properties, for example. The values are listed from the highest class to the lowest, which include: Interstate, Other Freeways, Other Principal Arterials, Minor Arterials, Major Collectors, Minor Collectors, and Local. Roads classified as local are not on the NFC Federal-aid system. The NFC system is intended to group roadways with similar characteristics and travel patterns, such as mobility on the system, access points to and from the system, as well as the function of the roadway itself (local trips, intercity and regional trips, freight, etc.).

**NATIONAL HIGHWAY SYSTEM (NHS):** Included in the NHS are public roads defined by the NFC as Interstate, Other Freeways, and Other Principal Arterials (both state and local facilities). FHWA defines this system as important to the nation's economy, defense, and mobility. All NHS roads must comply with applicable Federal regulations, including: design standards, contract administration, State-FHWA oversight procedures, Highway Performance Monitoring System (HPMS) reporting, National Bridge Inventory reporting, national performance measure targets and data collection, and outdoor advertisement/junkyard control. Not all NFC roads are classed as part of NHS.

**NON-RECURRING CONGESTION** - Unexpected or unusual congestion caused by unpredictable or transient events, such as accidents, inclement weather, or construction.

**ON-STREET PARKING** - Space for parking cars within the street right-of-way; on-street parking can improve access to nearby land uses, create a buffer between pedestrians and vehicles, and help reduce traffic speeds by narrowing the perceived right-of-way.

**OXIDES OF NITROGEN (NOX)** - A byproduct of processes employing a high temperature combustion. Power plants, industrial boilers, and motor vehicles are all principle sources of NoX.

**PARATRANSIT** - Services which serve the special needs of persons that standard mass transit services would serve with difficulty, or not at all.

**PARTICULATE MATTER** - Particulate Matter less than or equal to 10 microns. Consists of matter suspended in the atmosphere such as dust, chemicals, etc.

**PEAK HOUR** - The 60-minute period in the morning and evening in which the largest volume of travel is experienced.

**PERSON-TRIP** - A trip made by one person from one origin to one destination

**PMS or PaMS: Pavement Management System** - A system used to monitor and evaluate pavement conditions on the road network.

**PPP: Public Participation Plan** - Plan developed by GVMC that dictates how public involvement will be incorporated into the transportation planning process.

**PROVIDER** - An agency that causes clients to be transported, as opposed to an agency whose role is limited to funding programs.

**RECONSTRUCTION** - When a distressed road requires a subgrade fix, a complete reconstruction is required. This type of project brings the roadway back to dirt temporarily in order to add a new road base. Reconstruction projects can last several months or longer and may involve significant delays to the traveling public. Reconstruction projects also cost more than a standard rehabilitation or preservation project. However, the fix life of a reconstruction project is much longer than rehabilitation or preservation maintenance projects.

**RECURRING CONGESTION** - The relatively predictable congestion caused by routine traffic volumes operating in a typical environment.

**REGION** - An entire metropolitan area including designated urban and rural subregions.

**REGIONALLY SIGNIFICANT** - A project that is on a facility which serves regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network. Said project also offers an alternative to regional highway travel.

**RESURFACING** - Restoring pavement by addressing surface issues and adding a fresh layer of asphalt. For concert surfaces, this can be in the form of joint replacements, diamond grinding, inlay or other rehabilitation fixes. Resurfacing projects are also known as overlay projects. Resurfacing projects, as well as other

rehabilitation or capital preventative maintenance projects, such as crack sealing, are short term, cost less than reconstruction, and have less impact on travel delays.”

**REVERSE COMMUTE** - Commuting against the main direction of traffic or a commute from the central city to the suburbs.

**ROAD DIET** - Narrowing a roadway by reducing the number of lanes or lane width; a traffic calming strategy used to reduce vehicle speeds. Road diets are often conversions of four-lane undivided roads into three lanes (two through lanes and a center two-way left turn lane (TWLTL). The ROW of the fourth lane may be used for bicycle lanes, sidewalks, and/or on-street parking.

**ROADWAY** - A thoroughfare at least twenty feet in width that has been dedicated to the public for transportation use; a section of the right-of-way that has been designed, improved, surfaced, or is typically used for motor vehicle travel.

**ROUNDBABOUT** - A traffic calming device in which vehicles follow a circular path around a central island; upon approaching the roundabout, vehicles are expected to yield to traffic already in the circle.

**ROW: Rights-of-Way** - Public strip of land on which streets, sidewalks, alleys, transit and railroad lines, and public utilities are built.

**SHARED LANE** - A wide outside/curb or shared lane (WCL) is the lane nearest the curb and is wider than a standard (12-foot) lane, providing additional space so that the lane may be shared more comfortably by motor vehicles and bicycles. These lanes should be about 14 feet wide, as lanes wider than 15 feet can encourage the operation of two motor vehicles side by side. If lanes become too wide, some motorists may also assume parallel parking is allowed, constricting the travel lane for bikes.

**SHARED USE PATH** - A path physically separated from motorized vehicular traffic by an open space or barrier located either within the highway right-of-way or within an independent right-of-way. Shared use paths may be used by pedestrians, bicyclists, skaters, wheelchair users, runners, and other nonmotorized users.

**SHOULDER** - The portion of the roadway to the right of the rightmost travel lane, excluding curbs, buffers, and sidewalks; shoulders can be paved, gravel, dirt, or grass, and serve a number of different purposes, (bicycle and pedestrian travel, structural roadway support, space for emergency vehicles to pass, stopped/disabled vehicle pull-off, space for vehicles to slow and turn right) typically dictated by their width and composition.

**SHUTTLE** - Usually a service provided with a vehicle seating twenty or more passengers that connects major trip destinations and origins on a fixed-route or route-deviation basis.

**SIDEPATH** - A type of multi-use path running adjacent and parallel to a roadway, like an extra wide sidewalk. Sidepaths have special design challenges, as motor vehicles may not expect bikes to be entering an intersection from outside the travel lanes. AASHTO discourages two-way paths located immediately adjacent to roadways due to the operational and safety issues that can occur. Sidepaths should not be considered a substitute for street improvements even when the path is located adjacent to a highway, as many bicyclists find these paths less convenient than on-street facilities, particularly for utilitarian trips.

**SIDEWALK** - A paved pathway paralleling a highway, road, or street that is intended for pedestrians. Most sidewalks are separated from the curb by trees, grass, landscaping, lights, or other streetscape elements and are most common in areas of higher land use densities.

**SIP: State Implementation Plan** - Required documents prepared by States and submitted to EPA for approval. SIPs identify state actions and programs to implement designated responsibilities under the Clean Air Act and subsequent amendments.

**SOV: Single Occupancy Vehicle** - The use of vehicle to get one person to a destination.

**STIP: State Transportation Improvement Program** - The compilation of Transportation Improvement Programs (TIPs) from around the State.

**STPU: Surface Transportation Program-Urban** - Federal funding category geared specifically to urbanized areas.

**STPR: Surface Transportation Program-Rural** - Federal funding category geared specifically to rural areas.

**TAZ: Traffic Analysis Zone** - The smallest geographically designated area for analysis of transportation activity.

**TDM: Transportation Demand Management** - Process used to monitor and evaluate the need of the transportation network relative to the number of users, and the total amount of usage the transportation network will receive.

**TEDF: Transportation Economic Development Funds** - This program has different lettered categories A through F that provide competitive statewide funding for roadways of different types that serve economic development purposes.

**TIP: Transportation Improvement Program** - A short-term, three-year program of transportation projects which are expected to be federally funded; these projects are drawn from and should be consistent with the Long Range Transportation Plan.

**TMA: Transportation Management Area** - An MPO with over 200,000 population. All transportation plans for these areas must be based on a continuing and comprehensive planning process carried out by the MPO in cooperation with the States and transit operators.

**TOD: Transit Oriented Development** - Development in which land uses are designed and sited to maximize transit ridership and the use of alternative forms of transportation; TOD's are typically also mixed-use developments.

**TRAFFIC COLLISION** - A vehicle colliding into another vehicle, pedestrian, animal, road debris, or other geographical or architectural obstacle. Traffic collisions can result in injury, property damage, and death.

**TRANSIT** - Passenger transportation service provided to the general public along established routes with fixed or variable schedules at published fares.

**TRAVEL TIME** - Customarily calculated as the time it takes to travel from A door-to-door.

**TSM: Transportation System Management** - The element of a TIP that proposes non-capital-intensive steps toward the improvement of a transportation system.

**URBANIZED AREA** - An area which contains a city of 50,000 or more in population plus adjacent surrounding areas having a density of at least 1,000 people per square mile as determined by the U.S. Census.

**USDOT: United States Department of Transportation** - The principal direct federal funding and regulating agency for transportation facilities and programs.

**VOC: Volatile Organic Compounds** - Chemicals that are generated through the combustion of fossil fuels, industrial processes, and vegetation. VOCs are an ingredient in ground level ozone and smog.

**VMT: Vehicle Miles Traveled** - The number of vehicle miles traveled within a specified geographic area during a given period of time; one vehicle traveling one mile constitutes one vehicle mile, regardless of its size or the number of passengers.

**WMCAC: West Michigan Clean Air Coalition** - A partnership of business, academia, government, industry, and the non-profit sector in Kent, Ottawa, and Muskegon counties working together to achieve cleaner air in the region.

**WMEAC: West Michigan Environmental Action Council** - A non-profit environmental advocacy and education organization founded in 1968.

**YOE: Year of Expenditure** - Project costs in the LRTP Project list must be inflated to the year or range of years that the project will be constructed.

**ZONING** - Classification system based on permitted and prohibited land uses, densities, and intensities used to promote land use compatibility.

# Appendix C: Committee Members

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# Appendix D: List of Capacity Deficient Facilities

This list coincides with Map 25 on page 109.

Road Name	From	To	Length (Mile)	Jurisdiction
Ada Dr SE	Thornapple River Dr SE	E Fulton St SE	0.16	Ada Twp
Knapp St NE	Grand River Dr NE	Pettis Ave NE	0.82	Ada Twp
Pettis Ave NE	Fulton	Vergennes St SE	0.06	Ada Twp
10 Mile Rd NW	Belmont Ave	Wolven Ave NE	0.85	Algoma Twp
10 Mile Rd NW	Wolven Ave NE	Rogue Ridge Dr NE	0.34	Algoma Twp
10 Mile Rd NW	Algoma Ave NE	Belmont Ave	0.41	Algoma Twp
4 Mile Rd NW	Hendershot Ave NW	Indian Creek RDG NW	0.76	Alpine Twp
4 Mile Rd NW	York View Dr NW	City/Twp Line	0.32	Alpine Twp
4 Mile Rd NW	Bristol Ave NW	Cordes	0.49	Alpine Twp
Port Sheldon St	Van Dam Ave	48th Ave	0.27	Blendon Twp
Cannonsburg Rd	Shawkoto Trl NE	Myers Lake Ave	1.12	Cannon Twp
Cannonsburg Rd	Chauncey Dr NE	Pettis	1.04	Cannon Twp
28th St SE/M 11	W I 96/W 28th RAMP	Meijer Dr SE	0.21	Cascade Twp
Burton St SE	Patterson Ave SE	S Quail Crest Dr SE	0.31	Cascade Twp
Cascade Rd SE	Leyton Dr SE	Hidden Hills Ave	0.43	Cascade Twp
Cascade Rd SE	Old 28th St SE	Thorncrest Dr SE	0.22	Cascade Twp
Patterson Ave SE	South Complex Dr SE	CSX Transportation	0.16	Cascade Twp
Patterson Ave SE	37th St SE	36th St SE	0.13	Cascade Twp
Thornapple River Dr SE	48th St SE	Kraft Ave	2.43	Cascade Twp
48th Ave	48th/W I 96 RAMP	Ironwood Dr	0.23	City of Coopersville
Lake Dr SE	Plymouth Ave SE	Laurel Ave SE	0.23	City of East Grand Rapids
Plymouth Ave SE	San Lu Rae Dr SE	Lake Dr SE	0.25	City of East Grand Rapids
1st St NW	E I 196/1st RAMP	1st/E I 196 RAMP	0.05	City of Grand Rapids
29th St SE	Breton Rd SE	City/Twp Line	0.48	City of Grand Rapids
2nd St NW	Lane Ave NW	W I 196/2nd RAMP	0.08	City of Grand Rapids
Breton Rd SE	28th St SE	Woodmeadow Dr	0.22	City of Grand Rapids
Bridge St NW	Lexington Ave NW	N US 131/E I 196 RAMP	0.26	City of Grand Rapids
Burton St SW	Towner Ave SW	Stafford Ave SW	0.12	City of Grand Rapids
Burton St SW	Clyde Park Ave	Century Ave SW	0.12	City of Grand Rapids
Burton St SW	Plymouth Ave SE	Breton Rd SE	0.74	City of Grand Rapids
Burton St SW	Breton Rd SE	East Beltline Ave SE	1.23	City of Grand Rapids
Cherry St SW	Division/S US 131 RAMP	Ionia Ave SW	0.05	City of Grand Rapids
College Ave NE	Michigan St NE	E I 196/College RAMP	0.07	City of Grand Rapids
Diamond Ave NE	Lyon St NE	Michigan St NE	0.18	City of Grand Rapids
E Fulton St	Fuller Ave NE	Maryland Ave SE	1.48	City of Grand Rapids
Eastern Ave SE	Burton St SE	Griggs St SE	0.22	City of Grand Rapids
Eastern Ave SE	Alexander St SE	Wealthy St SE	0.74	City of Grand Rapids
Eastern Ave SE	Evergreen St SE	Hancock St SE	0.26	City of Grand Rapids
Eastern Ave SE	Cherry St SE	Lake Dr SE	0.10	City of Grand Rapids
Eastern Ave SE	28th St SE	Alger St SE	0.51	City of Grand Rapids
Franklin St SE	S Division Ave	Cornwall Ave SE & Rinquette Pl SE	0.04	City of Grand Rapids
Fuller Ave NE	Michigan St NE	Maybelle St NE	0.51	City of Grand Rapids
Godfrey Ave SW	City/Twp Line	Hall St SW	0.14	City of Grand Rapids
Grandville Ave SW	Ellsworth Ave SW	N US 131	0.14	City of Grand Rapids
Hall St SE	Eastern Ave	Kalamazoo Ave SE	0.33	City of Grand Rapids

Road Name	From	To	Length (Mile)	Jurisdiction
Hall St SE	Division	Jefferson Ave	0.18	City of Grand Rapids
Hall St SE	S US 131	Grandville Ave	0.22	City of Grand Rapids
Ionia Ave SW	Cherry St SW	Oakes St SW	0.09	City of Grand Rapids
Ionia Ave SW	Michigan St NW	Ionia/E I 196 RAMP	0.01	City of Grand Rapids
Kalamazoo Ave SE	Ardmore St SE	Griggs St SE	0.21	City of Grand Rapids
Lake Dr SE	Carlton Ave SE	Atlas Ave SE	0.12	City of Grand Rapids
Lake Michigan Dr NW	Seward Ave NW	Mount Vernon Ave NW	0.11	City of Grand Rapids
Leonard St NW	Broadway Ave NW	Turner Ave NW	0.06	City of Grand Rapids
Leonard St NW	Lancaster Ave NW	Clovercrest Ave NW	0.10	City of Grand Rapids
Leonard St NW	Barber Ter NW	Collindale Ave NW	0.14	City of Grand Rapids
Market Ave SW	Godfrey Ave SW	Wealthy St SW	0.17	City of Grand Rapids
Maryland Ave NE	W I 196	Leonard St NE	0.52	City of Grand Rapids
Michigan St NE	Fuller Ave NE	Baynton Ave NE	0.40	City of Grand Rapids
Michigan St NE	Michigan Pl NE	Benson Ave NE	0.11	City of Grand Rapids
Monroe Ave NW	Michigan St NW	Trowbridge St NW	0.23	City of Grand Rapids
Monroe Ave NW	Pearl St NW	Lyon St NW	0.06	City of Grand Rapids
N Park St NE	Monroe Ave NE	Briggs Blvd NE	0.05	City of Grand Rapids
Pearl St NW	Mount Vernon Ave NW	Scribner Ave NW	0.05	City of Grand Rapids
Plainfield Ave NE	Carrier St NE	Coit Ave NE	0.25	City of Grand Rapids
Plymouth Ave NE	Service Rd NE	Matilda St NE	0.16	City of Grand Rapids
Stocking Ave NW	E I 196	4th St NW	0.15	City of Grand Rapids
Turner Ave NW	Bridge St NW	1st St NW	0.08	City of Grand Rapids
Turner Ave NW	SB US 131 RAMP	Lake Michigan Dr NW	0.03	City of Grand Rapids
W Fulton St	Monroe Ave NW	Ottawa Ave NW	0.15	City of Grand Rapids
Walker Ave NW	Richmond St NW	Blueberry Dr NW	0.19	City of Grand Rapids
Wealthy St SE	S Division Ave	Jefferson Ave SE	0.17	City of Grand Rapids
Wealthy St SE	Front St	Straight St	0.15	City of Grand Rapids
Wealthy St SE	S US 131	S Division Ave	0.22	City of Grand Rapids
36th St SW	E I 196	Fairlanes Ave SW	0.24	City of Grandville
44th St SW	Kenowa Ave SW	Rivertown Pkwy	0.53	City of Grandville
44th St SW	Macatawa Dr	City/Twp Line	0.33	City of Grandville
32nd Ave	Enterprise Dr	Corporate Grove	0.14	City of Hudsonville
29th St SE	Shaffer Ave SE	Broadmoor Ave SE	0.29	City of Kentwood
32nd St SE	Hampton Downs Dr SE	Shaffer Ave SE	0.46	City of Kentwood
44th St SE	East Paris Ave SE	Broadmoor Ave	0.07	City of Kentwood
52nd St SE	Kellogg Woods Dr	Madison Ave SE	0.24	City of Kentwood
52nd St SE	Southglow Ct SE	Mildred Ave SE	0.12	City of Kentwood
Breton Rd SE	52nd St SE	Rum Creek Dr SE	0.19	City of Kentwood
East Paris Ave SE	52nd St SE	60th St SE	1.00	City of Kentwood
Lincoln Lake Ave	Grand River Dr SE	Bowes Rd SE	0.27	City of Lowell
10 Mile Rd NE	Wolverine Blvd	Courtland Dr NE	0.28	City of Rockford
Fruit Ridge Ave	3 Mile Rd NW	W I 96 Ramp	0.17	City of Walker
32nd St SW	Prospect Ave SE	Madison Ave SE	0.06	City of Wyoming
44th St SW	Crooked Tree Rd	Byron Center Ave	0.39	City of Wyoming
52nd St SW	Olsen Springs Ct	Clyde Park Ave	0.16	City of Wyoming
54th St SW	Clyde Park Ave	N US 131/54th RAMP	0.32	City of Wyoming
56th St SW	Kent Trl	Bayberry Farms Dr SW	0.23	City of Wyoming
Godfrey Ave SW	Chicago Dr SW	Liberty St SW	0.47	City of Wyoming
10 Mile Rd NE	Myers Lake Ave	Brower Lake Rd	0.82	Courtland Twp
10 Mile Rd NE	Shaner Ave NE	Pleasant Mdws	0.37	Courtland Twp
10 Mile Rd NE	Courtland Dr NE	Courtland Dr NE	0.11	Courtland Twp
68th St SE	Hanna Lake Ave	Hammond Ave SE	0.28	Gaines Twp
Kalamazoo Ave SE	W M 6/NB Kalamazoo RAMP	Auditorium Dr	0.13	Gaines Twp

Road Name	From	To	Length (Mile)	Jurisdiction
Kalamazoo Ave SE	68th St SE	NB Kalamazoo/E M 6 RAMP	0.36	Gaines Twp
44th St	Gleneagle Highlands Dr	8th Ave	0.18	Georgetown Twp
Baldwin St	Cottonwood Dr	Main St	0.16	Georgetown Twp
Cottonwood Dr	Port Sheldon	Baldwin	0.88	Georgetown Twp
Port Sheldon St	18th	44th St	0.16	Georgetown Twp
Port Sheldon St	Center Industrial	CSX Transportation	0.12	Georgetown Twp
Tyler St SW	Cottonwood Dr	Kenowa Ave	0.25	Georgetown Twp
Road Name	From	To	Length (Mile)	Jurisdiction
Dean Lake Ave NE	3 Mile Rd NE	Elmer Dr NE	0.34	Grand Rapids Twp
Robinson Rd SE	Lakeside Dr SE	Maryland Ave SE	0.34	Grand Rapids Twp
8th Ave	Quincy	E M 6	0.29	Jamestown Twp
14 Mile Rd NE	S US 131	White Creek Ave NE	0.16	MDOT
28th St SE/M 11	Northern Dr SE	W I 96/W 28th RAMP	0.48	MDOT
28th St SE/M 11	Clyde Park Ave	Broadmoor Ave SE	5.19	MDOT
28th St SW/M 11	W I 196	Chicago Dr	0.64	MDOT
68th Ave	Leonard St	Hayes St	0.97	MDOT
Alpine Ave NW	Alpine/E I 96 RAMP	4 Mile Rd NW	0.94	MDOT
Belding Rd NE	Fox Meadow Dr	Barkley Creek Dr NE	0.43	MDOT
Belding Rd NE	Wolverine Blvd	Courtland Dr NE	0.11	MDOT
Broadmoor Ave SE NB/M 37	Barden Dr SE	44th St SE	0.55	MDOT
Broadmoor Ave	Cherry Valley Ave	1062' North of 76th St	1.53	MDOT
Burton St SW	Century Ave SW	Towner Ave SW	0.26	MDOT
Cherry Valley Ave	N M 37	Cherry Meadow Dr SE	2.56	MDOT
Chicago Dr SW	Cottonwood Dr	Chicago/28th Cutoff	2.17	MDOT
E Beline Ave NE	E Fulton St	Michigan St	0.43	MDOT
E Beline Ave NE SB	Knapp St	W I 96/Beltline RAMP	1.64	MDOT
E Beline Ave SE SB/M 37	E Fulton St	Burton St SE	2.51	MDOT
E Beline Ave SE	E Mall Dr SE	Lake Eastbrook Blvd SE	0.21	MDOT
E Beltline Ave NE NB/M 37	E Fulton St	Michigan St	0.44	MDOT
E Beltline Ave NE NB/M 44	Bradford St NE	Knapp St NE	1.60	MDOT
E Beltline Ave NE NB/M 44	786' South of Bradford	Bradford St NE	0.15	MDOT
E Beltline Ave NE SB	4 Mile Rd NE	3 Mile Rd NE	1.03	MDOT
E Beltline Ave SE NB	Burton Ridge Rd	E Fulton St	2.64	MDOT
E Fulton St SE	1629' West of Bennett St	Hawthorne Hills Dr SE	1.68	MDOT
E Fulton St SE	Ada Dr SE	Pettis Ave SE	0.60	MDOT
E I 196	E I 196/28th RAMP	Wilson Ave SW	0.17	MDOT
E I 196	W Fulton St /W I 196 RAMP	Bridge St NW	0.39	MDOT
E I 196	I 196 Crossover	Butterworth St SW	0.38	MDOT
E I 196	E I 196/28th RAMP	W I 196/28th RAMP	0.19	MDOT
Road Name	From	To	Length (Mile)	Jurisdiction
E I 196	Baldwin/E I 196 RAMP	Baldwin/E I 196 RAMP	0.24	MDOT
E I 196	Lane Ave NW	1st/E I 196 RAMP	0.22	MDOT
E I 196	E I 196/32nd RAMP	32nd Ave	0.39	MDOT
E I 196	E I 196/Lake Michigan RAMP	Lake Michigan/E I 196 RAMP	0.18	MDOT
E I 196	I 196 Crossover	E I 196/28th RAMP	0.24	MDOT
E I 196	N US 131	Monroe Ave NW	0.30	MDOT

Road Name	From	To	Length (Mile)	Jurisdiction
E I 196	48th Ave	I 196 Crossover	1.48	MDOT
E I 196	Chicago/W I 196	I 196 Crossover	1.04	MDOT
E I 196	I 196 Crossover	City/Twp Line	0.29	MDOT
E I 196	E I 196/Market RAMP	Market/E I 196 RAMP	0.21	MDOT
E I 196	I 196 Crossover	E I 196/Chicago Dr	1.10	MDOT
E I 96	E I 96/Alpine RAMP	Alpine/E I 96 RAMP	0.21	MDOT
E I 96	E I 96/Beltline RAMP	E Fulton St	1.17	MDOT
E I 96	E I 196	E I 96/Beltline RAMP	0.20	MDOT
E I 96	Leonard/E I 96 RAMP	W I 196	0.30	MDOT
E I 96	E Fulton St	E I 96/E 28th RAMP	4.03	MDOT
E I 96	I 96 Crossover	Morse Lake Ave SE	0.98	MDOT
E I 96	Coit Ave NE	Cheney Ave NE	0.37	MDOT
E I 96	I 96 Crossover	24th Ave	2.58	MDOT
E I 96	E I 96/16th RAMP	8th/E I 96 RAMP	0.51	MDOT
E I 96	E I 96/Walker RAMP	Walker/E I 96 RAMP	0.64	MDOT
E I 96	Walker Rest Area RAMP	Coopersville and Marne Railway	2.57	MDOT
E I 96	City/Twp Line	I 96 Crossover	0.90	MDOT
E I 96	Bristol Ave NW	I 96 Crossovers	0.24	MDOT
E I 96	Dean Lake Ave NE	3 Mile Rd NE	0.24	MDOT
E M 6	Byron Center Ave SW	N Byron Center/E M 6 RAMP	0.43	MDOT
E M 6	Wilson Ave SW	N Wilson/E M 6 RAMP	0.41	MDOT
E M 6	E M 6/Byron Center RAMP	S Byron Center/E M 6 RAMP	0.37	MDOT
Ironwood Dr	E I 96	Hayes St	0.28	MDOT
Lake Michigan Dr NW/ M 45	14th Ave	8th Ave	1.77	MDOT
Lake Michigan Dr NW/ M 45	Marsh Ridge Dr NW	W I 196/Lake Michigan RAMP	1.74	MDOT
Lake Michigan Dr NW/ M 45	Lasalle Ave NW	Wilson Ave NW	0.31	MDOT
Lake Michigan Dr NW/ M 45	Tallmadge Woods Dr NW	Mountain Ash Ave NW	0.31	MDOT
Leonard St NW	Grand Rapids Eastern Railroad	Front Ave NW	0.19	MDOT
N US 131	28th St SW	Wealthy St	3.02	MDOT
N US 131	Pine Island Dr NE	US 131 Crossover	1.83	MDOT
N US 131	84th St SW	76th St SW	1.02	MDOT
N US 131	54th St SW	44th St SW	1.06	MDOT
N US 131	36th St SW	28th St SW	0.80	MDOT
N US 131	Wealthy	I 196	1.35	MDOT
N US 131	I 196	Leonard St NE	0.82	MDOT
N US 131	Ann St	River St	3.54	MDOT
N US 131/W I 96	N US 131	S US 131	0.19	MDOT
N US 131/W I 96	N US 131/I 96 & N US 131/E I 96 RAMP	E I 96	0.19	MDOT
Northland Dr NE	W River Dr NE	Wolverine Blvd NE	1.20	MDOT
Northland Dr NE	Webber Ave NE & Northland/Plainfield Cutoff	Rogue River Rd NE & 7 Mile Rd NE	1.01	MDOT
Plainfield Ave NE	W I 96/Plainfield RAMP	4 Mile Rd NE	0.61	MDOT
S Division Ave	Crescent St NW	Newberry St NW	0.55	MDOT
S US 131	N Park St NE	Richmond St NW	2.44	MDOT
S US 131	10 Mile/S US 131 RAMP	Post Dr NE	1.53	MDOT

Road Name	From	To	Length (Mile)	Jurisdiction
S US 131	Richmond St NW	I 196	1.32	MDOT
S US 131	76th ST SW	84th St	1.01	MDOT
S US 131	I196	Wealthy	1.36	MDOT
S US 131	Wealthy St	28th St SW	3.02	MDOT
S US 131	28th St SW	36th St SW	1.01	MDOT
S US 131	44th St	54th St	1.20	MDOT
W Fulton St	Winter Ave NW	Front Ave NW	0.16	MDOT
W I 196	Market Ave SW	I 196 Crossover	0.47	MDOT
W I 196	Lake Michigan/W I 196 RAMP	Lake Michigan/E I 196 RAMP	0.17	MDOT
W I 196	W Fulton/W I 196 RAMP	W I 196/Lake Michigan RAMP	0.14	MDOT
W I 196	48th Ave	I 196 Crossover	1.44	MDOT
W I 196	Baldwin/E I 196 RAMP	I 196 Crossover	0.50	MDOT
W I 196	I 196 Crossover	Chicago/W I 196	1.04	MDOT
W I 196	W I 196/Lake Michigan RAMP	Bridge St NW	0.32	MDOT
W I 196	Wilson Ave SW	W I 196/28th RAMP	0.46	MDOT
W I 196	Lane Ave NW	W I 196/2nd RAMP	0.22	MDOT
W I 96	28th/W I 96 RAMP	Cascade/W I 96 RAMP	3.00	MDOT
W I 96	W I 196	Beltline/W I 96 RAMP	0.28	MDOT
W I 96	I 96 Crossover	Morse Lake Ave SE	0.98	MDOT
W I 96	Bristol Ave NW	I 96 Crossovers	0.24	MDOT
W I 96	Coit Ave NE	Cheney Ave NE	0.37	MDOT
W I 96	Thornapple River Dr SE	E M 6/W I 96 RAMP	0.36	MDOT
W I 96	W I 96/16th RAMP	W M 11	0.82	MDOT
W I 96	W I 96/Fruit Ridge RAMP	Coopersville and Marne Railway	1.03	MDOT
W I 96	Walker Ave NW	W I 96/Walker RAMP	0.28	MDOT
W I 96	36th/W I 96 RAMP	W I 96/36th RAMP	0.32	MDOT
W I 96	W I 96/36th RAMP	I 96 crossover	0.28	MDOT
W M 11	W I 96	E I 96	0.21	MDOT
W M 6	Ivanrest Ave SW	M 6 Crossover	0.14	MDOT
Wilson Ave NW/M 11	Remembrance	Lake Michigan Dr NW	2.48	MDOT
Wilson Ave SW/M 11	Riverbend Dr SW	Walleye Dr SW	0.21	MDOT
Wilson Ave SW/M 11	Hall St SW	Riverbend Dr SW	0.53	MDOT
Wilson Ave SW/M 11	Johnson Park SW	Butterworth St SW	0.25	MDOT
Wilson Ave SW/M 11	Walleye Dr SW	Burton St SW	0.29	MDOT
Wilson Ave SW/M 11	O Brien Rd SW & Wilson Ave NW	Fennessey St SW	0.15	MDOT
Wilson Ave SW/M 11	Burton St SW	Johnson Park SW	0.72	MDOT
Wilson Ave SW/M 11	Drakewood SW	Hall St SW	0.68	MDOT
Wilson Ave SW/M 11	Lake Michigan Dr NW	O Brien Rd SW & Wilson Ave NW	1.00	MDOT
Cannonsburg Rd NE	Northland Dr NE	Chauncey Dr NE	1.65	Plainfield Twp
West River Dr NE	Marquette Rail	School St NE	0.33	Plainfield Twp
68th Ave	Hayes St	68th/E I 96	1.62	Polkton Twp
13 Mile Rd NE	Alpine Ave NW	N Division Ave	0.75	Sparta Twp

# Appendix E: Top Fatality/Serious Injury Intersections and Segments

This appendix includes the tables below and concludes with a list of traffic crash interventions.

- (1) Top 20 Pedestrian Fatality/Serious Injury Intersections (2013-2017)
- (2) Top 20 Pedestrian Fatality/Serious Injury Segments (2013-2017)
- (3) Top 20 Bicycle Fatality/Serious Injury Intersections (2013-2017)
- (4) Top 20 Bicycle Fatality/Serious Injury Segments (2013-2017)

*Note: Tables 1 and 3 correspond with Map 14 on page 75.*

- (5) Top 20 Crash Intersections Ranked by Number of Fatalities(K) and Serious Injuries(A) from 2014-2018
- (6) Top 20 Crash Intersections Ranked by Rate of Fatalities(K) and Serious Injuries(A) from 2014-2018
- (7) Top 20 Crash Segments Ranked by Number of Fatalities(K) and Serious Injuries (A) from 2014-2018
- (8) Top 20 Crash Segments Ranked by Rate of Fatalities(K) and Serious Injuries (A) from 2014-2018

## Top 20 Pedestrian Fatality/Serious Injury Intersections (2013-2017)

Rank	Intersection	Number of Fatalities and Serious Injuries
1	Ransom Ave NE & E Fulton St	2
2	Chesterfield Blvd NW & Wilson Ave NW	2
3	28th St SE & Eastern Ave SE	2
4	Sally Dr & Baldwin St	1
5	Oakwood Ave NE & Ann St NE	1
6	Fuller Ave NE & Maybelle St NE	1
7	Prospect Ave NE & E Fulton St & Prospect Ave SE	1
8	Grandville Ave SW & Stone St SW	1
9	Franklin St SE & Major Pl SE	1
10	White Ave NW & Morgan St NW	1
11	Byron Center Ave SW & Holliday Dr SW	1
12	S Division Ave & Home St SE & Home St SW	1
13	Jefferson Ave SE & Wealthy St SE	1
14	48th St SE & Madison Ave SE	1
15	Madison Ave SE & Hall St SE	1
16	Madison Ave SE & Brown St SE	1
17	44th St SE & S Division Ave & 44th St SW	1
18	Michigan St NE & Fuller Ave NE	1
19	Cascade Rd SE & Hall St SE	1
20	Mount Vernon Ave NW & W Fulton St & Mount Vernon Ave SW	1

## Top 20 Pedestrian Fatality/Serious Injury Segments (2013-2017)

Rank	Segment	From	To	Number of Fatalities and Serious Injuries
1	28th St	Madison Ave	Jefferson Ave	4
2	Leonard St	Ball Ave	Plymouth Ave	3
3	28th St	Eastern Ave	Plaster Creek Trail	3
4	Wilson Ave	Chesterfield Blvd	W Grand Blvd	3
5	Alpine Ave	4 mile Rd	Alpenhorn Dr	2
6	East Beltline Ave	E Mall Dr	Lake Eastbrook Blvd	2
7	Fulton St	Mt. Vernoon Ave	Watson St	2
8	28th St	Division Ave	Buchanan Ave	2
9	54th St	Division Ave	Haughey Ave	2
10	Adams St	40th Ave	48th Ave	2
11	Fulton St	Ransom Ave	Jefferson Ave	2
12	44th St	Canal	Kenowa	1
13	Ottawa Ave	Lyon St	Pearl St	1
14	Snow Ave	Cascade Rd	36th st	1
15	Breton Rd	29th St	29 St	1
16	Madison Ave	Dickinson St	Brown St	1
17	Kellogg Woods Dr	52th ST	54 St	1
18	Division Ave	Home St	Rena St SW	1
19	28 <sup>th</sup> St.	Clyde Park Ave.	Tennyson Dr.	1
20	Scribner Ave	Pearl St.	Bridge St.	1

## Top 20 Bicycle Fatality/Serious Injury Intersections (2013-2017)

Rank	Intersection	Number of Fatalities and Serious Injuries
1	Lafayette Ave NE & E Fulton St & Lafayette Ave SE	2
2	Knapp St NW & Monroe Ave NW	2
3	W River Dr NE & Unlabeled Roadway & Ball Park Dr NE	1
4	Fuller Ave NE & Unlabeled Roadway	1
5	92nd St SE & Hanna Lake Ave SE	1
6	Ransom Ave NE & Fountain St NE	1
7	13 Mile Rd NE & High Lake Dr NE	1
8	Leonard St NW & Powers Ave NW	1
9	Kalamazoo Ave SE & Lancashire Dr SE	1
10	36th St SW & Hubal Ave SW	1
11	S Division Ave & 60th St SE & 60th St SW	1
12	100th St SE & Alaska Ave SE	1
13	S Division Ave & 28th St SE & 28th St SW	1
14	Balsam Dr & Oak St	1
15	20th Ave & Baldwin St	1
16	Kenowa Ave SW & 44th St SW & 44th St	1
17	Crofton St SW & Roosevelt Ave SW	1

18	Prospect Ave NE & E Fulton St & Prospect Ave SE	1
19	Madison Ave SE & Delaware St SE	1
20	44th St SW & Spartan Industrial Dr SW	1

### Top 20 Bicycle Fatality/Serious Injury Segments (2013-2017)

Rank	Segment	From	To	Number of Fatalities and Serious Injuries
1	54th St	Division Ave	Haughey Ave	2
2	Fulton St	Laffayette Ave	Prospect Ave	2
3	28th St	Birchcrest Dr		1
4	54th St	Haughey Ave	Averill Ave	1
5	Monroe Ave	Knapp St	Elmwood St	1
6	Stafford Ave	Burton St	Griggs St	1
7	Fulton St	Jefferson	Ransom	1
8	52nd St	Stauffer Ave	Pillar Creek Ave	1
9	64th Ave	Pierce St	Allendale Public School	1
10	Plainfield Ave	Rockvalley Dr	Rockhill Dr	1
11	Cannonsburg Rd	Chauney Dr	Bear Creek Trail	1
12	Division Ave	Newberry St	Fairbanks St	1
13	Belding Rd	Fox Meadow Dr	Barkley Creek Dr	1
14	36th St	Clay Ave	N US 131 Ramp	1
15	3rd St	Seward Ave	Davis Ave	1
16	Front Ave	Leonard St	10th St	1
17	Hanna Lake Ave	92nd St	100th St	1
18	Kalamazoo Ave	32nd St	Lancashire	1
19	Broadview Dr	Ronson Ave	Hollyhock Dr	1
20	Baldwin St	20th Ave	Fairlawn Ave	1

## Top 20 Crash Intersections Ranked by Number of Fatalities(K) and Serious Injuries(A) from 2014-2018

No	Intersection Name	Township	Total Crash	Pedestrian Crash	Fatality (K)	Serious Injury(A)	Number of K+A
1	28th Ave & Baldwin St	Georgetown Twp	65	0	0	12	12
2	E M 6 & E I 196	Georgetown Twp	12	0	1	8	9
3	Northland Dr NE & 14 Mile Rd NE	Courtland Twp	64	0	3	5	8
4	28th St SE & Eastern Ave SE	Grand Rapids	229	6	0	8	8
5	Buchanan Ave SW & 32nd St SW	Wyoming	31	0	0	8	8
6	15 Mile Rd NW & M 37 NW	Sparta	11	0	2	5	7
7	Wilson Ave NW & Leonard St NW	Walker	70	1	1	6	7
8	S Division Ave & Cutler St SW	Grand Rapids	29	2	0	7	7
9	28 <sup>th</sup> St SW & Byron Center Ave SW	Wyoming	45	0	1	6	7
10	60th St SE & East Paris Ave SE	Kentwood	45	0	1	6	7
11	Lake Michigan Dr & 8th Ave	Tallmadge Twp	87	0	0	7	7
12	6 Mile Rd NW & Fruit Ridge Ave	Alpine Twp	15	0	2	4	6
13	3 Mile Rd NE & E Beltline Ave NE	Grand Rapids Twp	29	0	0	6	6
14	Burlingame Ave SW & 28th St SW	Wyoming	183	3	1	5	6
15	17 Mile Rd NE & Pine Island Dr NE	Solon Twp	20	0	1	4	5
16	Belding Rd NE & Ramsdell Dr NE	Cannon TWP	38	0	0	5	5
17	Knapp St NE & E Beltline Ave NE	Grand Rapids	114	3	1	4	5
18	Chicago Dr SW & Lee St SW	Wyoming	28	0	0	5	5
19	28 <sup>th</sup> St & Clyde Park Ave	Wyoming	176	3	1	4	5
20	28 <sup>th</sup> St & Madison Ave SE	Grand Rapids	136	0	0	5	5

## Top 20 Crash Intersections Ranked by Rate of Fatalities(K) and Serious Injuries(A) from 2014-2018

No	Intersection Name	Township	Total Crash	Pedestrian Crash	Number of K+A	K+A/Million
1	Pratt Lake Ave SE & 64th St SE	Bowne Twp	2	0	4	1.508
2	17 Mile Rd NE & Pine Island Dr NE	Solon Twp	20	0	5	0.483
3	6 Mile Rd NW & Fruit Ridge Ave	Alpine Twp	15	0	6	0.458
4	15 Mile Rd NW & M 37 NW	Sparta Twp	11	0	7	0.37
5	60th St SE & East Paris Ave SE	Kentwood	45	0	7	0.354
6	Belding Rd NE & Ramsdell Dr NE	Cannon Twp	38	0	5	0.288
7	28th Ave & Baldwin St	Georgetown Twp	65	0	12	0.282
8	Patterson Ave SE & 68th St SE	Gaines Twp	36	0	5	0.243
9	Buchanan Ave SW & 32nd St SW	Wyoming	31	0	8	0.241
10	Lee St SW & Chicago Dr SW	Wyoming	28	0	5	0.18
11	10 Mile Rd NW & M 37 NW	Alpine Twp	31	0	4	0.173
12	Wilson Ave NW & Leonard St NW	Walker	70	1	7	0.17
13	M 37 NW & W Division St NW & 13 Mile Rd NW	Sparta Twp	33	0	4	0.159
14	14 Mile Rd NE & Myers Lake Ave NE	Courtland Twp	36	0	4	0.144
15	3 Mile Rd NE & E Beltline Ave NE	Grand Rapids Twp	29	0	6	0.143
16	48th St SE & S Division Ave	Wyoming	54	3	4	0.112
17	28th St SW & Byron Center Ave SW	Wyoming	144	1	7	0.106
18	Jefferson Ave SE & E Fulton St	Grand Rapids	41	4	4	0.097
19	28th St SE & Eastern Ave SE	Grand Rapids	229	6	8	0.086
20	Burlingame Ave SW & 28th St SW	Wyoming	183	3	6	0.082

## Top 20 Crash Segments Ranked by Number of Fatalities(K) and Serious Injuries (A) from 2014-2018

NO.	Segment	From	To	Township	Total Crash	Pedestrian Crash	Fatality (K)	Serious Injury(A)	Number of K+A
1	M 37 NW	Oconnor St	15 Mile Rd NW	Sparta Twp	23	0	4	6	10
2	E I 196	E M 6	W M 6	Georgetown	12	0	1	8	9
3	14 Mile Rd NE	Northland Dr	14 Mile Ct NE	Courtland	41	0	4	5	9
4	14 Mile Rd NE	Lappley Ave	Wabasis Ave	Oakfield Twp	21	0	3	6	9
5	28th St SE	City/Twp Line	Eastern Ave SE	Grand Rapids	167	4	1	7	8
6	M 37 NW	15 Mile Rd	City/Twp Line	Sparta Twp	12	0	1	7	8
7	Broadmoor Ave SE	Valley Point West Dr SE	76th St SE	Caledonia Twp	64	0	0	7	7
8	28th Ave	Baldwin St	Lark St	Georgetown	11	0	0	7	7
9	N US 131	N US 131/Wealthy RAMP	Wealthy St SW	Grand Rapids	150	0	0	7	7
10	60th St SE	East Paris Ave	Patterson Ave	Kentwood	45	0	0	7	7
11	E Fulton St SE	Hawthorne Hills Dr SE	City/Twp Line	Ada Twp	12	0	0	6	6
12	S Division Ave	Cutler St SW	Burton St SW	Grand Rapids	59	2	0	6	6
13	28th St SE	Jefferson Ave	Madison Ave	Grand Rapids	73	4	2	4	6
14	Buchanan Ave SW	Avonlea St SW	32nd St SW	Wyoming	9	0	0	6	6
15	Coit Ave NE	Hubbard St	Elmdale St NE	Grand Rapids	3	0	0	6	6
16	S US 131	Wealthy St SW	S US 131/Wealthy ramp	Grand Rapids	144	0	0	6	6
17	S US 131	US 131 Crossover	Ball Park Dr NE	Plainfield Twp	68	0	0	6	6
18	14 Mile Rd NE	Stout Ave NE	Myers Lake Ave	Courtland	23	0	1	5	6
19	14 Mile Rd NE	Henrietta Dr NE	Wellman Ave NE	Oakfield Twp	3	0	1	5	6
20	W I 96	Morse Lake Ave SE	I 96 Crossover	Lowell Twp	38	0	0	6	6

## Top 20 Crash Segments Ranked by Rate of Fatalities(K) and Serious Injuries (A) from 2014-2018

NO.	Segment	From	To	Length	Township	Total Crash	Fatality (K)	Serious Injuries(A)	K+A	K+A/Million VMT
1	E Waterloo St	Stanley St	Ball Creek Rd	0.014	Casnovia	1	0	2	2	62.5
2	Courtland Dr	11 Mile Rd	Richter Pl NE	0.026	Rockford	2	0	2	2	35.088
3	Trufant Ave	Henley Dr	San Monica St	0.063	Spencer Twp	1	0	1	1	21.277
4	Lee St SW	Burlingame Ave SW	Delwood Ave SW	0.054	Wyoming	1	0	1	1	18.519
5	32nd St SE	Jefferson Ave SE	Jefferson Ave SE	0.007	Wyoming	6	0	2	2	16.393
6	Roger B Chaffee Blvd	36th St SE	36th/Memorial Cutoff	0.026	Wyoming	6	0	2	2	13.423
7	11 Mile Rd NE	Pheasant Trl	Ramsdell Dr	0.429	Courtland T	2	0	2	2	12.5
8	Baldwin St	Pete Ave	Sally Dr	0.004	Georgetown	7	0	2	2	10.753
9	Chicago Dr SW	Lee St SW	Plastico Ave	0.007	Wyoming	13	0	2	2	10.582
10	Buchanan Ave	Avonlea St	32nd St SW	0.063	Wyoming	9	0	6	6	10.582
11	36th St SW	Perry Ave SW	Perry Ave SW	0.005	Wyoming	6	0	1	1	10.204
12	3rd St NW	Davis Ave NW	Seward Ave NW	0.094	Grand Rapids	3	0	1	1	9.709
13	Broadway Ave	8th St NW	9th St NW	0.062	Grand Rapids	3	2	0	2	9.132
14	Butterworth St SW	Indiana Ave SW	Straight Ave SW	0.072	Grand Rapids	12	0	2	2	7.576
15	Leonard St NW	Hamilton Ave NW	Hamilton Ave NW	0.004	Grand Rapids	6	0	1	1	7.194
16	Rivertown Pkwy SW	Wilson Ave SW	Wilson Ave SW	0.006	Grandville	5	0	1	1	6.803
17	Clay Ave SW	44th St SW	Claythorn St	0.04	Wyoming	6	0	3	3	6.772
18	17 Mile Rd NE	Pine Island Dr NE	Hanna Ave NE	0.049	Solon Twp	12	1	2	3	6.757
19	Butterworth St SW	Lane Ave SW	Gunnison Ave SW	0.048	Grand Rapids	6	0	1	1	5.682
20	S Division Ave	City/Twp Line	Thurston St SW & S Division Ave SW	0.006	Wyoming	3	0	1	1	5.435

## Traffic Crash Interventions

Name of Intervention	Description	Effectiveness	Use	Currently Used in Michigan?
<b>Automated red-light camera enforcement (red-light camera)</b>	<i>Red-light cameras</i> , is used to capture an image of a vehicle whose driver fails to stop for a red light. Tickets are generally sent to offenders by mail.	5	Medium	No
<b>Automated speed-camera enforcement (speed camera)</b>	Speed cameras captures an image of a vehicle whose driver is driving in excess of the posted speed limit. Unlike red-light cameras, which are deployed only at intersections, mobile speed cameras are often used to cover multiple road segments.	5	Medium	No
<b>Alcohol interlocks</b>	Alcohol interlocks, also called ignition interlocks, are devices that prevent a vehicle from starting until the driver has blown into a tube and determined that his or her BAC is below the allowable level set by the state (0.02 in most jurisdictions). This intervention calls for interlocks to be installed on the vehicles of convicted repeat DWI offenders, as well as high-BAC and first offenders, depending on state legislation.	5	Medium	No
<b>Sobriety checkpoints</b>	At a sobriety checkpoint, teams of police officers stop cars at a specific location to check drivers for alcohol levels. States generally publicize such events to discourage drivers from drinking, particularly during times when drunk driving is more common than usual (such as holiday weekends).	5	Medium	No
<b>Saturation patrols</b>	Saturation patrols consist of an increased police presence in selected locations where they patrol the area looking for suspicious driving behavior. In contrast to sobriety checkpoints, they do not stop every vehicle	4	High	No
<b>Bicycle helmet laws for children(bicycle helmet)</b>	To reduce the likelihood of trauma to the head and its related consequences, bicycle helmet laws mandate the use of helmets by children while they are riding bicycles.	5	Medium	No

Name of Intervention	Description	Effectiveness	Use	Currently Used in Michigan?
<b>Universal motorcycle helmet laws(motorcycle helmet)</b>	This law requires all motorcyclists, regardless of age or experience level, to wear a helmet the meets safety standards set by DOT. These laws contrast with partial helmet laws, which typically apply only to riders below a certain age.	5	Medium	No
<b>Primary enforcement of seat belt laws</b>	States with seat belt laws vary in their enforcement. A primary law allows police to ticket an offender exclusively for not wearing a seat belt. A secondary law allows police to write a ticket for not wearing a seat belt only if the driver has been pulled over for a different offense.	5	Medium	Yes
<b>High-visibility enforcement for seat belts and child restraint laws</b>	High-visibility enforcement is a technique that combines intense enforcement over a fixed period (for example, one or two weeks) with a publicity campaign. A campaign focused on restraint use generally includes all forms of restraints: seat belts, child safety seats, and booster seats.	5	Medium	No
<b>License plate impoundment</b>	This intervention requires a driver who has been convicted of DWI to surrender the vehicle’s license plate, which is either impounded or destroyed. In some jurisdictions, the license plate is not physically removed; rather, officers place stickers on the license plate to indicate that it is invalid. The stickers are designed so that, if someone tries to remove them, they leave a visible pattern on the plate. Because it is relatively easy for police to observe whether a vehicle has a license plate or the stickers, this intervention deters convicted DWI offenders from driving that vehicle.	4	Medium	Yes
<b>Limits on diversion and plea agreements</b>	Although all states have penalties for DWI, many states have additional programs that allow some offenders to be diverted out of the normal procedures or to plead guilty to a lesser offense and receive a lighter sanction. These programs are most often targeted at first-time offenders, with the goal of reducing the DWI case load by diverting people who are thought to be unlikely to reoffend. Limits on diversion and plea	4	Medium	Yes

Name of Intervention	Description	Effectiveness	Use	Currently Used in Michigan?
	agreements would increase the number of DWI arrestees convicted of more-serious DWI-related charges.			
<b>Vehicle impoundment</b>	This intervention results in the vehicle of a DWI offender being confiscated for a period of time and stored in a public impound lot. An offender can either reclaim or surrender his or her vehicle when the impoundment period ends.	4	Medium	No
<b>In-person license renewal</b>	This intervention requires all drivers over age 70 to renew their driver's licenses in person at a department of motor vehicles instead of using mail-in or online renewal	2	Medium	No
<b>Higher seat belt fines</b>	This intervention adds \$75 to a state's existing fine, which represents a significant increase over existing seat belt fines in most states.	4	Low	No

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# Appendix F: Illustrative Project Lists

## Illustrative Project List – Local Road Agencies and Jurisdictions

Responsible Agency	Project Name	Limits	Description	Anticipated Year of Construction
City of Walker	Fruit Ridge Ave NW	3 Mile Rd NW to W I 96 Ramp	Interchange redesign	2024-2025
City of Grand Rapids	College Ave NE	Michigan St NE to E I 196/College RAMP	Reconstruction of College/Michigan intersection; signal upgrades	2024-2025
City of Grand Rapids	E Fulton St	Fuller Ave NE to Maryland Ave SE	Reconstruction	2024-2025
City of Grand Rapids	Franklin St SE	S Division Ave to Cornwall Ave SE & Rinquette Pl SE	Reconstruction	2024-2025
City of Grand Rapids	Godfrey Ave SW	City/Twp Line to Hall St SW	Reconstruction	2024-2025
KCRC	Kalamazoo Avenue	68th St. to Auditorium Dr.	Widen	2026-2035
KCRC	Knapp Street (including Bridge)	Grand River Dr. to Pettis Ave.	Widen	2026-2035
KCRC	Pettis Avenue	Honey Creek Ave. to Fulton St.	Widen	2026-2035
City of Hudsonville	32nd Ave	Enterprise Dr. to Corporate Grove	Further Study	2026-2035
KCRC	4 Mile Road	Hendershot Ave. to Walker Ave.	Widen	2036-2045
KCRC	Cascade Road (Includes Bridge)	Old 28th St. to Hidden Hills Ave.	Widen	2036-2045
KCRC	Burton Street (NOT including MDOT Bridge)	Patterson Ave. to Spaulding Ave.	Widen	2036-2045
KCRC	Hudson Street (includes Bridge)	Grand River Dr. to Bowes Rd.	Widen	2036-2045

## MDOT Illustrative (Unfunded Needs) Project List

Roadway	From Location	To Location	Conceptual Alternative	Estimated Cost (\$ Million) *
US-131	Hall Street to	Wealthy Street/Market Avenue vicinity	Add Weave-Merge (W/M) or limited through lanes, operational improvements, expanded ITS, interchange modifications, enhanced local street connections & nonmotorized access/Pending PEL Study results	\$200 - \$300
US-131	M-11 (28th Street)	Hall Street	Add W/M lanes, interchange modifications, and/or ITS improvements/Pending PEL Study results	\$10 - \$30
M-11 (Wilson Ave)	I-196	Remembrance Road	Operational Improvements/Widen to 3 and/or 5 lanes/Pending further study	\$80 - \$100
I-96	At Fruit Ridge Avenue		Bridge widening, interchange improvement w/ Nonmotorized facility, in partnership with city of	\$20
M-11 (Remembrance Road/Ironwood Drive)	Wilson Avenue	I-96	Operational improvements/ Pending further study	N/A
M-37 (Broadmoor Avenue)	100th Street	North of 76th Street	Monitor traffic operations, corridor study; operational improvements and/or additional lanes/ Pending further study results	\$20 - \$40
US-131	Ann Street/I-96	10 Mile Road	Add additional through lanes / Operational Improvements expanded ITS, including Flex Route options/Pending further study	\$50 - \$150
I-196	44th Street	US-131	Corridor Study/Add through or add W/M lanes/Bridge replacements, Operational Improvements and/or expanded ITS	\$50 - \$200
I-96	Cascade Road	M-11 (28th Street)	Add through or W/M lanes, expended ITS/ Pending further study	N/A
I-96	M-11 (28th St)	M-6 Interchange	Monitor I-96 and M-6 traffic operations, operational improvements and coordination w/ GRF Int'l Airport plans	N/A
I-96	M-44Connector (Plainfield Avenue)	Leonard Street	Continue to monitor traffic operations, W/M lanes, expanded ITS/Pending further study	N/A
US-131	South County Line	76th Street	Continue to monitor traffic operations, possible additional through or W/M lanes, expanded ITS/Pending further study	\$20 - \$50
US-131	36th Street	M-11 (28th Street)	Monitor traffic operations, continue ITS expansion, possible W/M lanes/Pending further study	\$15
US-131	54th Street	44th Street	Monitor traffic operations, continue ITS expansion, possible W/M lanes/Pending further study	\$10
US-131	Leonard Street	I-96 Interchange	Monitor traffic operations, continue ITS expansion, possible operational improvements/Pending further study	N/A

Roadway	From Location	To Location	Conceptual Alternative	Roadway
I-96	Walker Avenue	M-44 Connector (Plainfield Ave)	Add W/M lanes, operational improvements/expanded ITS/Pending further study	N/A
I-96	At Forest Hill Avenue		Bridge replacement, including Nonmotorized facility, in coordination with city of Kentwood	\$10
I-96	At Burton Street		Bridge replacement, widening, including Nonmotorized facility, in coordination with KCRC Burton Street improvements	\$10
M-21 (E. Fulton Street)	Pettis Avenue	City of Lowell	Operational improvements/Pending further study	N/A
M-37 (East Beltline)	North of Lake Eastbrook Boulevard	M-21 (E. Fulton Street)	Monitor traffic operations/Operational improvements, ITS/ Pending further study	N/A
M-37 (Alpine Avenue)	I-96	6 Mile Road	Corridor study/Operational improvements, and access management/Pending further study and coordination with Walker and Alpine Township studies	N/A
M-11 (28th Street)	Burlingame Avenue	US-131	Operational improvements and access management, in coordination with Wyoming redevelopment plans	N/A
M-44 (Northland Drive)	M-44 Connector (Plainfield Ave)	West River Drive	Monitor traffic operations/Operational improvements, ITS/Pending further study	N/A
M-44 (Northland Drive)	West River Drive	Wolverine Boulevard/ Belding Road	Monitor traffic operations/Operational improvements/Pending further study	N/A
M-44 (East Beltline)	Knapp Street	M-44 Connector (Plainfield Avenue)	Monitor traffic operations/Operational improvements, ITS/Pending further study	N/A
M-6	At 48th Street		New Interchange/ Pending further study and coordination with KCRC & GRF Int'l Airport plans	\$25
M-57	US-131	Montcalm Avenue	Monitor traffic operations, operational improvements/Pending further study	N/A

\* Estimates include applicable preservation costs along with improvement costs

#### Other unfunded state and local projects/studies

1. Regional Rail Freight Study
2. East Beltline Transit Feasibility Study
3. North Kent County Freight Access Study
4. Development of Land Use Model
5. WMX - Holland to Grand Rapids transit service
6. Grand Rapids-Detroit/Chicago Rail Passenger Service-Alternative Analysis

# ITP-The Rapid Illustrative Transit Projects

Project	Facility Type	Conceptual Improvement	Est Total Cost
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2020	\$141,950.00
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2021	\$430,000.00
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2022	\$430,000.00
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2023	\$410,000.00
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2024	\$385,000.00
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2025	\$392,700.00
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2026	\$400,554.00
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2027	\$416,576.16
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2028	\$433,239.21
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2029	\$450,568.77
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2030	\$468,591.53
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2031	\$487,335.19
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2032	\$506,828.59
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2033	\$527,101.74
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2034	\$548,185.81
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2035	\$570,113.24
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2036	\$592,917.77
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2037	\$616,634.48
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2038	\$641,299.86
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2039	\$666,951.85
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2040	\$693,629.93
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2041	\$721,375.12
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2042	\$750,230.13
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2043	\$780,239.34
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2044	\$811,448.91
Miscellaneous Capital Needs	Transit	Miscellaneous Capital Needs in 2045	\$843,906.86
Bus Rapid Transit Construction	Transit	Bus Rapid Transit Construction in 2020	\$45,000,000.00
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2020	\$4,995,000.00
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2021	\$6,795,000.00
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2022	\$2,790,000.00
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2023	\$954,000.00
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2024	\$1,030,320.00
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2025	\$1,133,352.00
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2026	\$1,246,687.20
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2027	\$1,371,355.92
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2028	\$1,508,491.51
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2029	\$1,659,340.66
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2030	\$1,825,274.73
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2031	\$2,007,802.20
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2032	\$2,208,582.42
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2033	\$2,429,440.66

Project	Facility Type	Conceptual Improvement	Est Total Cost
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2034	\$2,672,384.73
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2035	\$2,939,623.20
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2036	\$3,233,585.53
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2037	\$3,556,944.08
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2038	\$3,912,638.49
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2039	\$4,303,902.33
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2040	\$4,734,292.57
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2041	\$5,207,721.82
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2042	\$5,728,494.01
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2043	\$6,301,343.41
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2044	\$6,931,477.75
Facility Expansion/Maintenance	Transit	Facility Expansion/Maintenance in 2045	\$7,624,625.52
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2020	\$5,320,000.00
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2021	\$7,200,603.00
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2022	\$6,010,009.00
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2023	\$7,451,099.00
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2024	\$8,688,011.00
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2025	\$8,861,771.22
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2026	\$9,039,006.64
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2027	\$9,219,786.78
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2028	\$9,404,182.51
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2029	\$9,592,266.16
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2030	\$9,784,111.49
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2031	\$9,979,793.72
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2032	\$10,179,389.59
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2033	\$10,382,977.38
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2034	\$10,590,636.93
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2035	\$11,014,262.41
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2036	\$11,234,547.66
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2037	\$11,459,238.61
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2038	\$11,688,423.38
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2039	\$11,922,191.85
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2040	\$12,160,635.69
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2041	\$12,403,848.40
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2042	\$12,651,925.37
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2043	\$12,904,963.87
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2044	\$13,163,063.15
Replacement of fixed-route buses	Transit	Replacement of fixed route buses in 2045	\$13,426,324.41
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2020	\$760,000.00
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2021	\$900,000.00
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2022	\$1,260,000.00
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2023	\$1,320,000.00
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2024	\$805,000.00

Project	Facility Type	Conceptual Improvement	Est Total Cost
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2025	\$821,100.00
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2026	\$837,522.00
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2027	\$854,272.44
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2028	\$871,357.89
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2029	\$888,785.05
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2030	\$906,560.75
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2031	\$924,691.96
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2032	\$943,185.80
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2033	\$962,049.52
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2034	\$981,290.51
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2035	\$1,000,916.32
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2036	\$1,020,934.64
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2037	\$1,041,353.34
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2038	\$1,062,180.40
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2039	\$1,083,424.01
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2040	\$1,105,092.49
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2041	\$1,127,194.34
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2042	\$1,149,738.23
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2043	\$1,172,732.99
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2044	\$1,196,187.65
Replacement of paratransit buses	Transit	Replacement of paratransit buses in 2045	\$1,220,111.41
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2020	\$125,000.00
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2021	\$125,000.00
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2022	\$125,000.00
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2023	\$125,000.00
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2024	\$125,000.00
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2025	\$127,500.00
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2026	\$130,050.00
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2027	\$132,651.00
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2028	\$135,304.02
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2029	\$138,010.10
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2030	\$140,770.30
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2031	\$143,585.71
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2032	\$146,457.42
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2033	\$149,386.57
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2034	\$152,374.30
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2035	\$155,421.79
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2036	\$158,530.22
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2037	\$161,700.83
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2038	\$164,934.85
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2039	\$168,233.54
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2040	\$171,598.21
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2041	\$175,030.18

Project	Facility Type	Conceptual Improvement	Est Total Cost
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2042	\$178,530.78
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2043	\$182,101.40
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2044	\$185,743.42
Replacement of vanpool vehicles	Transit	Replacement of vanpool vehicles in 2045	\$189,458.29
Information Technology Needs	Transit	Information Technology Needs in 2020	\$1,315,977.00
Information Technology Needs	Transit	Information Technology Needs in 2021	\$474,023.00
Information Technology Needs	Transit	Information Technology Needs in 2022	\$2,145,000.00
Information Technology Needs	Transit	Information Technology Needs in 2023	\$1,050,000.00
Information Technology Needs	Transit	Information Technology Needs in 2024	\$2,300,000.00
Information Technology Needs	Transit	Information Technology Needs in 2025	\$2,315,000.00
Information Technology Needs	Transit	Information Technology Needs in 2026	\$780,300.00
Information Technology Needs	Transit	Information Technology Needs in 2027	\$819,315.00
Information Technology Needs	Transit	Information Technology Needs in 2028	\$835,701.30
Information Technology Needs	Transit	Information Technology Needs in 2029	\$852,415.33
Information Technology Needs	Transit	Information Technology Needs in 2030	\$869,463.63
Information Technology Needs	Transit	Information Technology Needs in 2031	\$886,852.91
Information Technology Needs	Transit	Information Technology Needs in 2032	\$904,589.96
Information Technology Needs	Transit	Information Technology Needs in 2033	\$922,681.76
Information Technology Needs	Transit	Information Technology Needs in 2034	\$941,135.40
Information Technology Needs	Transit	Information Technology Needs in 2035	\$959,958.11
Information Technology Needs	Transit	Information Technology Needs in 2036	\$979,157.27
Information Technology Needs	Transit	Information Technology Needs in 2037	\$998,740.41
Information Technology Needs	Transit	Information Technology Needs in 2038	\$1,018,715.22
Information Technology Needs	Transit	Information Technology Needs in 2039	\$1,039,089.53
Information Technology Needs	Transit	Information Technology Needs in 2040	\$1,059,871.32
Information Technology Needs	Transit	Information Technology Needs in 2041	\$1,081,068.74
Information Technology Needs	Transit	Information Technology Needs in 2042	\$1,102,690.12
Information Technology Needs	Transit	Information Technology Needs in 2043	\$1,124,743.92
Information Technology Needs	Transit	Information Technology Needs in 2044	\$1,147,238.80
Information Technology Needs	Transit	Information Technology Needs in 2045	\$1,170,183.57
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2020	\$2,019,500.00
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2021	\$1,969,500.00
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2022	\$1,919,500.00
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2023	\$1,819,500.00
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2024	\$1,719,500.00
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2025	\$1,753,890.00
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2026	\$1,788,967.80
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2027	\$1,824,747.16
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2028	\$1,861,242.10
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2029	\$1,898,466.94
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2030	\$1,936,436.28
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2031	\$1,975,165.01
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2032	\$2,014,668.31

Project	Facility Type	Conceptual Improvement	Est Total Cost
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2033	\$2,054,961.67
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2034	\$2,096,060.91
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2035	\$2,137,982.12
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2036	\$2,180,741.77
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2037	\$2,224,356.60
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2038	\$2,268,843.73
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2039	\$2,314,220.61
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2040	\$2,360,505.02
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2041	\$2,407,715.12
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2042	\$2,455,869.42
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2043	\$2,504,986.81
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2044	\$2,555,086.55
Bus Maintenance Capital Needs	Transit	Bus Maintenance Capital Needs in 2045	\$2,606,188.28
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2020	\$2,700,000.00
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2021	\$2,500,000.00
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2022	\$2,000,000.00
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2023	\$2,000,000.00
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2024	\$2,000,000.00
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2025	\$2,040,000.00
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2026	\$2,080,800.00
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2027	\$2,122,416.00
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2028	\$2,164,864.32
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2029	\$2,208,161.61
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2030	\$2,252,324.84
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2031	\$2,297,371.34
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2032	\$2,343,318.76
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2033	\$2,390,185.14
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2034	\$2,437,988.84
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2035	\$2,486,748.62
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2036	\$2,536,483.59
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2037	\$2,587,213.26
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2038	\$2,638,957.53
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2039	\$2,691,736.68
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2040	\$2,745,571.41
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2041	\$2,800,482.84
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2042	\$2,856,492.50
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2043	\$2,913,622.35
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2044	\$2,971,894.79
Capitalized Operating Expense	Transit	Capitalized Operating Expense in 2045	\$3,031,332.69
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2023	\$750,000.00
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2024	\$772,500.00
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2025	\$795,675.00
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2026	\$819,545.25

Project	Facility Type	Conceptual Improvement	Est Total Cost
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2027	\$844,131.61
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2028	\$869,455.56
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2029	\$895,539.22
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2030	\$922,405.40
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2031	\$950,077.56
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2032	\$978,579.89
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2033	\$1,007,937.28
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2034	\$1,038,175.40
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2035	\$1,069,320.67
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2036	\$1,101,400.29
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2037	\$1,134,442.29
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2038	\$1,168,475.56
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2039	\$1,203,529.83
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2040	\$1,239,635.72
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2041	\$1,276,824.80
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2042	\$1,315,129.54
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2043	\$1,354,583.43
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2044	\$1,395,220.93
Transit Vehicle Expansion	Transit	Transit Vehicle Expansion in 2045	\$1,437,077.56
<b>TOTAL:</b>			<b>\$615,980,327.48</b>

# Nonmotorized Illustrative List of Projects

Proposed Projects by Jurisdiction	Project Name	Project Scope	Facility Type	Length (Miles)	Priority (5-15)	Cost (Funded)
Ada Township	Argo Drive	Hall Street to Cascade Road	Sharrows/Sidewalk/Shared Use Path	0.53	13	\$170,000
Ada Township	Honey Creek Trail (Ada-Cannon Conn.)	Knapp St to 4 Mile Rd	Sidewalk	1.4	7	\$654,000
Ada Township	Knapp St Bridge	Across the Grand River	Pedestrian Bridge	n/a	8	\$1,770,000
Ada Township	Spaulding Ave/Fulton St/Carl Dr	Ada Dr to Grand River Dr	Sidewalk	1.61	12	\$820,000
Allendale Township	68th Avenue Trail	Lake Michigan Dr to North Bank Trail & Green Way Trail	Sidewalk	3	6	\$450,000
Alpine Township	4 Mile Rd Sidewalk	Yorkview Dr to West River	Sidewalk	0.32	13	\$150,000
Alpine Township	4 Miles Rd Sidewalk	Hachmuth to Yorkland (north side only)	Sidewalk	0.32	13	\$140,000
Alpine Township	Lamoreaux Drive Sidewalk	Alpine to Westgate (north side only)	Sidewalk	0.39	10	\$180,000
Byron Township	100th St Trail	Division Ave to Burlingame St	Sidewalk	2	7	\$1,500,000
Byron Township	64th St Sidewalks	Byron Center Ave to Estates Dr	Sidewalk	1.4	9	\$750,000
Byron Township	68th Street Trail	Kenowa Avenue to Byron Center Avenue - Connecting Fred Meijer Kenowa Trail to Kent Trails and Byron Center Avenue	Shared Use Path	3	10	\$2,900,000
Byron Township	76th St Trail	Railyard Dr to Byron Cener Ave	Sidewalk	1	9	\$800,000
Byron Township	84th St Trail	Burlingame Ave to Existin Path in Douglas Walker Park	Sidewalk	1	8	\$750,000
Byron Township	84th St Trail	Eldora Dr to West Middle School	Sidewalk	0.4	7	\$300,000
Byron Township	84th Street Sidewalk	Burlingame to Byron Commerce Drive, connecting Downtown Byron to Douglas Walker Park to Tanger Outlet Mall	Sidewalk	1.4	7	\$375,000
Byron Township	Burlingame Ave Trail	100th St to 84th St	Sidewalk	2	7	\$1,500,000
Byron Township	Burlingame Avenue Sidewalk	Planters Row Drive to 76th Street	Sidewalk	1.6	7	\$492,000
Byron Township	Whistlestop Park Trail (76th St Trail)	Kent Trail to Whistlestop Park - Connecting Kent Trail to Bicentennial Park and Whistlestop Park	Sidewalk	0.9	7	\$470,000
Caledonia Township	84th Street	Cherry Valley to Alaska Ave	Shared Use Path	1.5	9	\$1,281,500
Caledonia Township	Alaska Avenue	84th Street to 68th Street	Shared Use Path	2	7	\$1,696,000
Caledonia Township	Caledonia Trail Phase 1B	84th St to Paul Henry Trail	Sidewalk/Bike Path	2.05	10	\$1,551,816
Caledonia Township	Campau Lake Loop	68th Street, Alaska Avenue to Whitneyville Road; Whitneyville Road, 76th Street to 66th Street; 66th Street, Whitneyville Road to McCords Avenue; McCords Avenue, 66th Street to 76th Street and 76th Street, McCords Avenue to Whitneyville Road	Shared Use Path	5.1	6	\$3,191,000
Cannon Township	Honey Creek Trail (Ada-Cannon Conn.)	4 Mile Rd to Cannonsburg Rd	Sidewalk	1.76	7	\$1,700,000
Cascade Township	Burton St Bridge/Trail	Pedestrian Path across I-96 Overpass to Patterson Avenue	Pedestrian Bridge/Sidewalk	n/a	11	\$2,150,000
City of Grand Rapids	Hastings Street Nonmotorized Path, Phase 2	Coit Avenue to College Avenue	Nonmotorized Path		14	\$1,093,651
City of Grand Rapids	3 Mile Rd	Fuller Ave to East City Limits	Bike Lanes	0.75	11	\$308,913
City of Grand Rapids	3 Mile Rd	Monroe Ave to Coit Ave; and Northwood St to Plainfield Ave	Sidewalk (South Side)	0.45	12	\$476,885
City of Grand Rapids	44th St Sidewalk	Eastern Ave to Trade Drive	Sidewalk (north side)	0.45	13	\$732,449
City of Grand Rapids	Century Ave Cycle Track	Burton St to Franklin St; Pleasant Ave to Grandville Ave	Separated Bikeway	1.5	13	To Be Determined
City of Grand Rapids	Crescent St Corridor Phase II	Division Ave & Crescent St Intersection to Ottawa Ave	Pedestrian Improvments	0.05	14	\$1,155,000
City of Grand Rapids	Crescent St Corridor Phase III	Ottawa Ave to Monroe Ave	Pedestrian Improvments	0.11	14	\$1,530,000
City of Grand Rapids	Dean Lake Ave	Knapp St to Aberdeen St	Paved Shoulder	0.5	11	\$36,000
City of Grand Rapids	Division Ave Phase II	Oakes St to Fulton St	Streetscape Improvements	0.17	15	\$750,000
City of Grand Rapids	Division Ave Separated Bike Lanes	Monroe Center to Leonard St	Bike Lane	1.5	12	To Be Determined
City of Grand Rapids	Grand River Edges (East)	Caledonia to Ann Street	Shared Use Path	6	6	\$1,925,739
City of Grand Rapids	Grand River Edges (East)	Under Ann St Bridge to Riverside Trailhead	Shared Use Path		13	\$900,000
City of Grand Rapids	Grand River Edges (East)	Fulton St South to US-131	Shared Use Path	0.42	13	\$375,000
City of Grand Rapids	Grand River Edges (East)	Leonard St Bridge to Caledonia St	Shared Use Path	0.75	15	\$2,616,429
City of Grand Rapids	Grand River Edges (East)	US-131 to Wealthy St with connection to Oxford St Trail and Kent Trails	Shared Use Path	0.14	13	\$375,000
City of Grand Rapids	Grand River Walkway (West)	West bank of the River under and around Fulton St	Shared Use Path	0.78	15	\$1,312,500
City of Grand Rapids	Hastings Street Nonmotorized Path, Phase 3	Livingston Avenue to Division Avenue	Nonmotorized Path	0.5	10	\$2,173,340
City of Grand Rapids	Highland Park Trail	College Ave to Grand Ave	Nonmotorized Path	0.7	10	To Be Determined
City of Grand Rapids	Ken-O-Sha Drive	Eastern Ave to 1850 ft. east	Sidewalk - north side	0.35	10	\$224,793
City of Grand Rapids	Lyon St Bikeway	Separated bikeway(s) from Division to Diamond; shared street conditions from Diamond to Plymouth (markings, signage, traffic calming); intersection improvements at Fuller Avenue, Diamond, Division, College, Lafayette, Houseman; trail widening between Fuller and Benjamin	Separated bikeways, shared lane markings, intersection improvements, trail widening, signage	2.52	13	\$582,265
City of Grand Rapids	Maryland Ave	Fulton St to Michigan St	Paved Shoulder	0.5	13	\$31,500
City of Grand Rapids	Monroe Avenue - Guild St to Riverside Park Dr	Sidewalk (west side of street), ramp construction, crossing improvements	Sidewalk	0.88	13	\$451,440
City of Grand Rapids	Mount Vernon Separated Bikeway	W. Fulton St. to Bridge St.	Separated Bikeway, Intersection and Signals work; Minor widening; pavement markings/signs	0.5	12	TBD
City of Grand Rapids	Paul Henrey Trail Extension	44th St to 36th St	Shared Use Path	1.45	15	\$712,500
City of Grand Rapids	Pearl Street Separated Bike Lanes	N. Division to Lake Michigan Dr./Mount Vernon	Separated Bike Lanes	0.6	13	\$304,500
City of Grand Rapids	Pedestrian/Bicycle Pathway Tunnel	North of I-196 to Bond Ave; south under I-196 abandoned railroad tunnel (Ottawa Ave EB exit); to Monroe Ave and Ottawa Ave	Shared Use Path		11	\$729,000
City of Grand Rapids	Plainfield Ave	I-96 to 390' N of Salem Dr	Sidewalk	1	14	\$496,900
City of Grand Rapids	Plaster Creek Trail	Division to Kirtland	New Multi-Use Trail	1.0	12	\$410,861
City of Grand Rapids	Plaster Creek Trail	Kalamazoo Avenue to East City Line	New Multi-Use Trail	1.3	12	\$645,970
City of Grand Rapids	Plaster Creek Trail	Buchanan Ave to Burton St	Shared Use Path	1.04	14	\$247,500
City of Grand Rapids	Plaster Creek Trail	Planning Study Only East of Kalamazoo Ave and west of Division Ave	Shared Use Path Planning Study	n/a	n/a	\$50,000
City of Grand Rapids	Plaster Creek Trail underpass of US 131	Kirtland to Century via McKee and Burton	New Multi-Use Trail, shared street, intersection improvements	0.55	12	\$55,000

Proposed Projects by Jurisdiction	Project Name	Project Scope	Facility Type	Length (Miles)	Priority (5-15)	Cost (Funded)
City of Grand Rapids	Plymouth Ave. Trail Extension	Leonard St to Knapp; proposed trail to Ball; proposed trail to Perkins	New Multi-Use Trail	1.5	11	\$371,250
City of Grand Rapids	Richmond St Bike Lanes	Acacia Drive to Oakleigh Ave	Bike Lane/Paved Shoulder	0.27	10	\$97,500
City of Grand Rapids	Richmond St Bike Lanes	Oakleigh Ave to Howell-Alpine Ave	Bike Lane/Paved Shoulder	2	11	\$407,495
City of Grand Rapids	Seward Ave to Grand Walk, Musketawa, White Pine	Planning Study Only	Shared Use Path Planning Study	n/a	n/a	\$25,000
City of Grand Rapids	Turner Ave Separated Bikeway/Trail	Bridge Street to 11th Street; 11th Street - Turner to Seward	Separated Bikeway; trail segment; removal of roadway between 2nd and 3rd; intersection, signals work; pavement markings/signs	1.1	12	TBD
City of Grand Rapids	Walker Ave & Stocking Ave Bikeway	Bridge St to North City Limits	Bike Lanes/Sharrows,/Widening	2.88	12	\$320,000
City of Grand Rapids/Wyoming	Eastern Ave Sidewalk	44th St to 36th St (east side only)	Sidewalk		15	\$408,197
City of Hudsonville	32nd Avenue, west side	Allen Street to Veteran's Park	Sidewalk	0.13	11	\$105,000
City of Hudsonville	Buttermilk Creek Pathway	New Holland St to Allen St	Shared Use Path	0.63	10	\$216,000
City of Hudsonville	Buttermilk Creek Pathway	Prospect St to Oak St	Shared Use Path	0.29	11	\$800,000
City of Hudsonville	Buttermilk Creek Pathway	Prospect St to Van Buren St	Shared Use Path	0.29	11	\$450,000
City of Hudsonville	Buttermilk Creek Pathway	Prospect St to Van Buren St	Shared Use Path	0.29	11	\$150,000
City of Hudsonville	Buttermilk Trail	Balsam Dr to Sunrise Park	Shared Use Path	0.6	7	\$456,000
City of Hudsonville	Buttermilk Trail	New Holland St to Highland Dr	Shared Use Path	0.35	9	\$192,000
City of Hudsonville	Chicago Drive, south side	40th Ave to 32nd Ave	Sidewalk	1.07	10	\$583,000
City of Kentwood	32nd Street	Shaffer to Breton	Sidewalk		14	
City of Kentwood	32nd Street Trail	Shaffer to W City Limits	Bike Lanes/Shared Lanes		13	
City of Kentwood	48th Street Trail	Eastern to Poinsettia Street	Bike Lanes/Shared Lanes/Sidewalk Gaps		11	
City of Kentwood	52 <sup>nd</sup> Street corridor Trail	Bailey's Grove Drive to East Paris	Bike Lanes/Sharrows	0.42	10	\$10,000
City of Kentwood	52 <sup>nd</sup> Street corridor Trail	Broadmoor to Patterson	Bike Lanes/Sharrows	0.38	7	\$10,000
City of Kentwood	52 <sup>nd</sup> Street corridor Trail	East Paris to Broadmoor	Bike Lanes/Sharrows	0.63	10	\$15,000
City of Kentwood	52nd Street Trail	Plaster Creek Trail to Bailey's Grove Drive	Shared Use Path/Bike Lanes/Shared Lanes		8	\$100,000
City of Kentwood	52nd Street Trail	Breton to Plaster Creek Trail	Shared Use Path		n/a	\$525,000
City of Kentwood	52nd Street Trail	Kalamazoo Ave to Breton Ave	Shared Use Path		n/a	\$800,000
City of Kentwood	54th Street	E of Kelekont thru Mick	Sidewalk		n/a	
City of Kentwood	54th Street	Kimball to Newcastle	Sidewalk		n/a	
City of Kentwood	56th St Connection	Eastern to Kellogg Woods Park	Shared Use Path/Sidewalk		n/a	
City of Kentwood	58th Street	Division to Madison	Sidewalk		n/a	
City of Kentwood	Andover	Primrose to Heyboer	Sidewalk		n/a	
City of Kentwood	Andrew	Kalamazoo to eastern terminus	Sidewalk		n/a	
City of Kentwood	Applewood	44th St to Innwood	Sidewalk		n/a	
City of Kentwood	Ash	Andrew to Rondo	Sidewalk		n/a	
City of Kentwood	Bayham	Innwood to Embro	Sidewalk		n/a	
City of Kentwood	Blaine	Edgelawn to 52nd St	Sidewalk		n/a	
City of Kentwood	Bransford Street	To Sarafis Park Donation	Cul de sac and Sidewalk		n/a	
City of Kentwood	Breton Creek Drive trail extension	To Sarafis Park Donation	Sidewalk		n/a	
City of Kentwood	Breton Trail	52 <sup>nd</sup> to 60 <sup>th</sup> Streets	Shared Use Path	0.56	13	\$132,000
City of Kentwood	Bridle Creek	Kalamazoo to Maple Creek	Sidewalk		n/a	
City of Kentwood	Broadmoor Trail	Patterson to 32nd St	Shared Use Path/Wide Shoulder		9	
City of Kentwood	Brookcross	Ridgebrook to Christie	Sidewalk		n/a	
City of Kentwood	Brookmark	Cheryl to Kalamazoo	Sidewalk		n/a	
City of Kentwood	Burton Trail	Forest Hill to Patterson	Side Path		11	
City of Kentwood	Calvin College Trail	East Paris to W. City Limits	Shared Use Path	0.5	11	\$40,000
City of Kentwood	Calvin Trail - East Paris Connector	Burton to East Campus Drive	Shared Use Path		12	
City of Kentwood	Creekview	Bridle Creek to Creekridge	Sidewalk		n/a	
City of Kentwood	Curwood	Pickett to 100' North	Sidewalk		n/a	
City of Kentwood	Daniel	Division to eastern terminus	Sidewalk		n/a	
City of Kentwood	Division Ave	44 <sup>th</sup> to N City Limits	Bike Lanes/Shared Lanes	0.25	13	\$10,000
City of Kentwood	Division Ave	48 <sup>th</sup> to 44 <sup>th</sup>	Bike Lanes/Shared Lanes	0.5	14	\$15,000
City of Kentwood	Division Ave	54 <sup>th</sup> to 48 <sup>th</sup>	Bike Lanes/Shared Lanes	0.75	13	\$25,000
City of Kentwood	Division Ave	54 <sup>th</sup> to 60 <sup>th</sup>	Bike Lanes	0.75	14	\$160,000
City of Kentwood	Eastern Avenue Trail	44 <sup>th</sup> to 60 <sup>th</sup> Streets	Bike Lanes/shared lanes	0.78	14	\$60,000
City of Kentwood	East-West Trail	Lamberts Park through Fisheries Park	Shared Use Path	0.77	12	\$300,000
City of Kentwood	East-West Trail Connector	400 blk 48 <sup>th</sup> St south to East-West Trail along Heyboer Drain	Shared Use Path	0.25	14	\$40,000
City of Kentwood	East-West Trail Connector	Fisheries Park to 52 <sup>nd</sup> Street - Wildflower Creek Sub.	Sharrows	0.27	11	\$10,000
City of Kentwood	East-West Trail Crossing	5000 Block of Division	Refuge Island	n/a	14	\$30,000
City of Kentwood	East-West Trail- Lamberts Park	Walma Avenue, 2600 feet East	Shared Use Path	0.57	13	\$65,000
City of Kentwood	East-West Trail Neighborhood Connector- Lamberst Park Segment	Loop North of Trail, Adjacent to Kentwood Acre and Springbrook	Shared Use Path		7	
City of Kentwood	East-West Trail North Connector	Kentwood Acres/Springbrook Subdivisions via trail connector off Windy Wood to E-W Trail	Shared Use Path		7	
City of Kentwood	East-West Trail Wetlands Boardwalk- Lamberst Park Segment	Loop South of Trail, East of Lamberts Park	Shared Use Path		7	
City of Kentwood	Edgelawn	Springwood to Blaine	Sidewalk		n/a	
City of Kentwood	Embro	Stauffer to northern terminus	Sidewalk		n/a	
City of Kentwood	Forest Creek Drive/ Cons. Energy Trail	East Paris to Patterson	Shared Use Path	1	12	\$200,000
City of Kentwood	Forest Hill Trail Bridge	At I-96	Pedestrian Bridge	n/a	14	\$2,000,000
City of Kentwood	Gerda	Rondo to east terminus	Sidewalk		n/a	
City of Kentwood	Heyboer	52nd St to Andover	Sidewalk		n/a	
City of Kentwood	Highlander	Applewood to Larkwood	Sidewalk		n/a	
City of Kentwood	Innwood	Stauffer to Embro	Sidewalk		n/a	
City of Kentwood	Jefferson Connection	Nancy to Kellogg Woods Park	Sidewalk		n/a	
City of Kentwood	Juanita	Jeffrey to Gentian	Sidewalk		n/a	

Proposed Projects by Jurisdiction	Project Name	Project Scope	Facility Type	Length (Miles)	Priority (5-15)	Cost (Funded)
City of Kentwood	Kalazao Ave	160 Ft north of Sunny Creek to 52nd St	Shared Use Path		n/a	\$120,000
City of Kentwood	Kimball	52nd St to 54th St	Sidewalk		n/a	
City of Kentwood	Kimball	Marwood to Pickett	Sidewalk		n/a	
City of Kentwood	Lake Eastbrook Boulevard	28 <sup>th</sup> to 32 <sup>nd</sup>	Bike Lanes	0.5	15	\$65,000
City of Kentwood	Larkwood	Innwood to Timberwood	Sidewalk		n/a	
City of Kentwood	Madison	52nd St to Andover	Sidewalk		n/a	
City of Kentwood	Madison Ave	56th St to 52nd St-west side	Sidewalk		n/a	
City of Kentwood	Madison Ave	Majestic to 56th Street-west side	Sidewalk		n/a	
City of Kentwood	Mapleview	1216 Mapleview to Newcastle	Sidewalk		n/a	
City of Kentwood	Marwood	Kalamazoo to Kimball	Sidewalk		n/a	
City of Kentwood	Meadow Lake Drive Connection	To Fisheries Trust Park	Sidewalk/Shared Use Path		8	
City of Kentwood	Morningside	44th St to southern terminus	Sidewalk		n/a	
City of Kentwood	Newcastle	52nd St to Brookwood School	Sidewalk		n/a	
City of Kentwood	Newcastle	Mapleview to Rondo	Sidewalk		n/a	
City of Kentwood	Nonmotorized Crack Seal	10 Miles of Existing Facilities	Maint. on Sidepath/Shared Use Path	10	n/a	\$20,000
City of Kentwood	Patterson Avenue Trail - I	28 <sup>th</sup> St to Burton Street	Side Path	0.48	14	\$66,000
City of Kentwood	Patterson Avenue Trail - II	36 <sup>th</sup> Street to 28 <sup>th</sup> Street	Side Path	1	14	\$132,000
City of Kentwood	Patterson Avenue Trail - III	44 <sup>th</sup> St to 36 <sup>th</sup> Street	Side Path	1	10	\$132,000
City of Kentwood	Patterson Avenue Trail - IV	52 <sup>nd</sup> St to 44 <sup>th</sup> St	Side Path	1	9	\$132,000
City of Kentwood	Patterson Trail Crossing	28 <sup>th</sup> Street	Refuge Island	n/a	15	\$60,000
City of Kentwood	Pickett	Kimball to Curwood	Sidewalk		n/a	
City of Kentwood	Pinetree Ave	60th St to Gentian Dr	Sidewalk	0.67	14	\$196,852
City of Kentwood	Plaster Creek Trail	Breton to West City Limits	Shared Use Path	0.43	14	\$85,000
City of Kentwood	Plaster Creek Trail	44 <sup>th</sup> St to Shaffer	Shared Use Path	1.31	12	\$250,000
City of Kentwood	Plaster Creek Trail	44 <sup>th</sup> To 52 <sup>nd</sup> Streets	Shared Use Path	1.03	11	\$250,000
City of Kentwood	Plaster Creek Trail	Paris Park Dr Extended to 52 <sup>nd</sup> Street	Shared Use Path	0.88	12	\$250,000
City of Kentwood	Plaster Creek Trail	Shaffer to Stanaback Park	Shared Use Path	0.84	11	\$85,000
City of Kentwood	Plaster Creek Trail	Stanaback Park to Cross Creek Condos	Shared Use Path		11	
City of Kentwood	Primrose	Andover to 52nd St	Sidewalk		n/a	
City of Kentwood	Promise/Secret Connection	To north side of Discovery Elementary	Sidewalk/Shared Use Path		9	
City of Kentwood	Radcliff Avenue	28th to 29th Street	Sidewalk	0.12	13	\$38,400
City of Kentwood	Ridgebrook Dr/Brookcross Dr	60th St to Brookcross/Ridgebrook to Christie	Sidewalk	0.96	14	\$90,000
City of Kentwood	Ridgemoor Trail	28 <sup>th</sup> Street to N City Limits	Bike Lanes/Shared Lanes/Sidewalk	0.32	13	\$80,000
City of Kentwood	Rondo	Kalamazoo to Ash	Sidewalk		n/a	
City of Kentwood	Rondo	Newcastle to Kalamazoo	Sidewalk		n/a	
City of Kentwood	Saddleback Trail	52 <sup>nd</sup> St to Plaster Creek Trail via Shaffer	Bike Lane	0.72	13	\$30,000
City of Kentwood	Saddleback Trail	East Paris to Shaffer along 32 <sup>nd</sup> St	Side Path	1	13	\$132,000
City of Kentwood	Saddleback Trail	Patterson to Woodland Creek Apartments	Shared Use Path	0.84	14	\$132,000
City of Kentwood	Saddleback Trail	Woodland Creek Apartments to East Paris	Shared Use Path	0.63	14	\$96,000
City of Kentwood	Shaffer Trail	32 <sup>nd</sup> to 44 <sup>th</sup> Streets	Bike Lanes/Shared Lanes	1.5	11	\$45,000
City of Kentwood	Sluyter	Division to eastern terminus	Sidewalk		n/a	
City of Kentwood	Springwood	Eastern to Greenboro	Sidewalk		n/a	
City of Kentwood	Stauffer	Embro, 130' east	Sidewalk		n/a	
City of Kentwood	Stauffer Trail	44 <sup>th</sup> To 52 <sup>nd</sup> Streets	Bike Lanes/Shared Lanes	1.3	12	\$45,000
City of Kentwood	Sunny Creek	Kalamazoo to eastern terminus	Sidewalk		n/a	
City of Kentwood	Terry St	Morningside to 500' south	Sidewalk		n/a	
City of Kentwood	Timberwood	Larkwood to Applewood	Sidewalk		n/a	
City of Kentwood	Wayside	Forest Lake to Forest Hill	Sidewalk		n/a	
City of Kentwood	Wingate Drive	Shaffer Avenue to Existing	Sidewalk	0.25	n/a	\$172,500
City of Lowell	Fred Meijer River Valley Trail Connector	Connecting Flat River Valley Rail Trails through the City of Lowell	Shared Use Path/Bike Lane/Bike Route	2	11	\$5,173,000
City of Lowell/Lowell Township	Fred Meijer Flat River Valley Rail Trail II	Railroad Corridor from Jackson St East to the County Line	Shared Use Path	1	8	\$200,000
City of Lowell/Vergennes Township	Fred Meijer Flat River Valley Rail Trail I	Railroad Corridor From Foreman Road North and East to the County Line	Shared Use Path	8.46	8	\$2,312,840
City of Walker	Fred Meijer Pioneer / Standale Trail Connector	.25 Miles W of Kinney along 3 Mile Rd to Fred Meijer Pioneer Trail	Shared Use Path	2	10	\$630,000
City of Walker	Fruit Ridge Trail	3 Mile Rd to Fred Meijer Pioneer Trail	Shared Use Path	0.5	9	\$500,000
City of Walker	Kinney Ave Trail	City Central Park and Waldorf St east to Kinney Ave, north to 3 Mile Rd, and east to Fruit Ridge Ave	Shared Use Path	0.85	10	\$800,000
City of Walker/City of Grand Rapids	Remembrance Rd & Leonard St	Remembrance from Walker Village Dr to Fred Meijer Standale Trail, Leonard St from Fred Meijer Standale Trail to Remembrance Rd (connecting to Grand Rapids bike lanes)	Bike Lanes	0.75	11	\$15,000
City of Walker	Standale Trail Crossings	Crossings for Remembrance and Leonard along the Standale Trail	Crossing Signals	n/a	13	\$60,000
City of Walker	Walker Ave Bike Lanes	3 Mile Rd (Fred Meijer Pioneer Trail) to south City Limit (connecting to Grand Rapids bike lanes)	Bike Lanes	1	9	\$20,000
City of Wyoming	Buck Creek Trail/Kent Trail Connection	Byron Center Ave to Kent Trails	Shared Use Path/Refuge Island	0.72	14	\$560,000
City of Wyoming	Frog Hollow/M-6 Trail Connection	Frog Hollow park to the M-6 Trail	Shared Use Path	0.1	13	\$87,201
City of Wyoming	Plaster Creek Trail	Buchanan Ave to Division	Shared Use Path	0.25	13	\$550,000
City of Wyoming	Widen & Resurface Interurban Trail	Kellogsville Park to 32nd Street	Shared Use Path/Bike Route/Sharrows	4.55	15	\$534,311
Courtland Township	Myers Lake Trail	10 Mile Rd to 12 Mile Rd	Sidepath	2.5	11	\$685,014
Gaines Township	Brewer Park/Prairie Wolf Park Connector	Connection between the two parks	Shared Use Path	0.36	5	\$150,000
Gaines Township	Dutton Spur to Paul Henry Trail	From Dutton /68th St to Existing trail	Shared Use Path	1.06	8	\$250,000
Gaines Township	Township Trail (Electric Transmission ROW)	Gaines Township population Center to the Dutton Spur connecting to the Paul Henry Trail	Shared Use Path	2.46	10	\$500,000
Georgetown Township	12th Avenue - Grand River Greenway Trail Phase III	10th Ave/Golfside to 12th Avenue	Sidepath	1.608	11	\$433,345
Georgetown Township	42nd Ave - Eas Side	Between Pierce St & Park Trail Head - on East Side of 42nd Ave	Sidepath	0.923	8	\$310,624
Georgetown Township	Cottonwood Dr - Grand River Greenway Trail Phase III	1000' NW of Baldwin, Cottonwood Dr to 10th Ave and Golfside	Roadside Facilities	1.354	13	\$552,572

Proposed Projects by Jurisdiction	Project Name	Project Scope	Facility Type	Length (Miles)	Priority (5-15)	Cost (Funded)
Grand Rapids Township	Craven Valley Park Trail	Existing Trail near Leonard to Knapp Court	Shared Use Path	0.8	9	\$2,100,000
Jamestown Township	24th Ave Shoulder	Quincy St to Greenly St	Paved shoulder	0.5	10	\$21,120
Jamestown Township	24th Ave Sidewalks	Outback St to Riley St	Sidewalk	0.82	6	\$200,000
Jamestown Township	32nd Ave Sidepath	From Riley to Forest Grove Elementary (Perry St)	Sidepath	2	8	\$1,600,000
Jamestown Township	32nd Ave Sidepath	From Riley to Quincy St	Sidepath	1	10	\$800,000
Jamestown Township	Angling Rd connector	Quincy, Angling Rd, Jackson, 8th Ave, Barry St, to Kenowa Ave	Paved Shoulder	3.75	7	\$169,000
Jamestown Township	Greenly St connector	Sun Ridge Dr to 24th Ave	Sidepath	0.7	9	\$140,000
Kent County Parks	Fred Meijer Pioneer Trail - Phase 2	3 Mile Rd and Alpine Ave to West River Dr and Landkamp St - Easement	NM Trail	0.172	14	\$446,821
Kent County Parks	Fred Meijer Pioneer Trail - Phase 5	West River Dr -Landkamp St to North Park St	NM Trail	1.389	14	\$1,700,000
Nelson Township	17 Mile Rd	East of Cedar Springs to Ritchie Ave; Ritchie Ave from 17 Mile S to S of Becker St	Sidepath	1.1	7	\$330,000
Plainfield Township	10 Mile Trail	Belmont Avenue to Premier Park	Sidepath	0.9	8	\$650,000
Plainfield Township	4 Mile Sidewalk	4 Mile Road, Dean Lake Avenue -gap	Sidewalk	0.2	10	\$80,000
Plainfield Township	Ada Trail	Grand River Drive, East Beltline to Ada Twp border	Sidepath	2.6	7	\$1,500,000
Plainfield Township	Airway Street	Airway Street, Plainfield Avenue to Hunsberger Avenue/Northview HS	Sidewalk	0.6	11	\$150,000
Plainfield Township	Beltline Trail	West River Drive to 4 Mile (GR twp connector)	Sidepath	2.5	11	\$1,000,000
Plainfield Township	Coit Sidewalk	Woodworth Street to 4 Mile Road	Sidewalk	0.7	11	\$200,000
Plainfield Township	Comstock Park Trail	Phase 1 - Pine Island, West River Drive to 6 Mile Road to Division Avenue	Sidepath	2	8	\$800,00
Plainfield Township	Comstock Park Trail	Phase 2 - Pine Island drive, 6 Mile Road to Post Drive	Sidepath	3.2	8	\$1,600,000
Plainfield Township	North Grand River Trail	North side of the Grand River, White Pine Trail to Northland Drive	Shared Use Path	2.7	7	\$1,700,000
Plainfield Township	North Rogue River Trail	Rogue River Road to Rogue River Park (KCPR) to White Pine Trail	Sidepath	1.9	8	\$1,500,000
Plainfield Township	Northland Trail	West River Drive to M-44 (Belding Road/Cannon Twp connector)	Sidepath	2.1	9	\$1,100,000
Plainfield Township	Northview Trail	Hunsberger Avenue, Plainfield Avenue to Airway Street (Northview HS campus)	Sidepath	0.8	10	\$350,000
Plainfield Township	Post Drive Trail	Pine Island Drive to Jupiter Avenue North Trail	Shared Use Path	1.9	7	\$750,000
Plainfield Township	Premier Park Trail	10 Mile Road through Premier Park to White Pine Trail	Shared Use Path	0.8	6	\$500,000
Plainfield Township	Rockford Trail	Rogue River Road to White Pine Trail (Jericho Avenue connection)	Shared Use Path	2.7	8	\$1,200,000
Plainfield Township	South Grand River Trail	Coit Avenue, Jupiter Avenue to Plainfield Avenue to Versluis Park	Shared Use Path	2	10	\$800,000
Plainfield Township	South Rogue River Trail	Jupiter Avenue to Northland Drive	Shared Use Path	1.7	8	\$800,000
Tallmadge Township	Lake Michigan Ave Sidewalk	1st Avenue to 3rd Avenue	Sidewalk	0.2	6	\$50,000
Village of Sand Lake	Lake St Streetscape	5th St to Northland Drive	Streetscaping/Sidewalk/Sidepath	0.13	7	\$350,000

# Appendix G: System Performance Report

Federal transportation legislation establishes a performance-based planning framework and target setting requirements for States and Metropolitan Planning Organizations (MPOs). These are designed to focus the federal-aid program on national goals, which include safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays.

GVMC developed its performance management processes in response to changes in transportation planning expectations articulated in law through the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America’s Surface Transportation (FAST) Act. Coordination with the Michigan Department of Transportation (MDOT) and Metropolitan Planning Organizations (MPOs) across Michigan were key in this development process.

This system performance report will evaluate the condition and performance of the transportation system with respect to the performance targets. Each of the measurement and target sections include a description of the policies and plans that inform GVMC’s approach to target attainment and a description of GVMC’s efforts to integrate the targets into project development and programming for the MTP and TIP.

## Safety

The Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States and MPOs to establish targets for calendar year 2019 and annually thereafter for five safety performance measures based on five-year rolling averages for:

- Number of fatalities
- Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of serious injuries
- Rate of serious injuries per 100 million VMT
- Number of nonmotorized fatalities and nonmotorized serious injuries

GVMC has elected to support State targets for the current reporting cycle. The table below shows the statewide baseline measures and targets supported by GVMC.

Michigan State Safety Targets for Calendar Year 2020		
Measure (5-year rolling average)	Baseline Condition (2014-2018)	2020 Targets (2016-2020)
Number of Fatalities	987.4	999.4
Rate of Fatalities per 100 million VMT	0.99	0.97
Number of Serious Injuries	5,415.6	5,520.4
Rate of Serious Injury per 100 million VMT	5.41	5.34
Number of Nonmotorized (Pedestrians and Bicycle) Fatalities & Serious Injuries	742.4	735.8

GVMC will contribute to achieving these statewide targets through the following actions:

- Implement the West Michigan Traffic Safety Plan and GVMC Traffic Safety Plan.
- Prioritize safety in GVMC’s “Policies and Practices for Programming Projects” document.
  - Policy states that safety enhancements will be considered with all projects
- Provide safety deficiency information to local jurisdictions to utilize during project selection processes.
- Support local applications for federal safety funds administered by MDOT.
- Support educational campaigns that promote safe driving, bicycling, and walking and safe interactions among modes.

These actions correspond with MDOT’s actions to meet these targets:

- Address trunkline locations with correctable fatality and serious injury crashes by selecting cost-effective safety improvements, as identified in Michigan’s Strategic Highway Safety Plan (SHSP).
- Ensure all proposed safety improvements are supported by the MDOT Region’s Toward Zero Death Implementation Plan.
- Direct federal safety funds administered to local roads to projects that are supported by a local road safety plan or are addressed by means of a low-cost safety project.

## Pavement and Bridge Condition

Federal rules on performance management measures for pavement and bridge require establishment of two- and four-year performance targets to be achieved beginning in 2018 for the following performance measures:

### Pavement

- Percent of interstate pavement in good condition
- Percent of interstate pavement in poor condition
- Percent of non-interstate National Highway System (NHS) in good condition
- Percent of non-interstate NHS in poor condition

### Bridge

- Percent National Highway System (NHS) deck area in good condition
- Percent NHS deck area in poor condition

GVMC staff participated in coordination meetings during MDOT’s statewide target development process and GVMC Committees elected to support State targets for this reporting period. The table below shows the statewide baseline condition and targets supported by GVMC.

Michigan State Pavement and Bridge Conditions Targets		
Measure	Baseline Condition	State Target
Percent of pavements on the Interstate system in “good” condition	56.8% (2017)	4-year: 9% decrease to 47.8%
Percent of pavements on the Interstate system in “poor” condition	5.2% (2017)	4-year: 4.8% increase to 10%
Percent of pavements on the Non-Interstate NHS in “good” condition	49.7% (2017)	2-year: 3% decrease to 46.7% 4-year: 6% decrease to 43.7%
Percent of pavements on the Non-Interstate NHS in “poor” condition	18.6% (2017)	2-year: 3% increase to 21.6% 4-year: 6% increase to 24.6%
Percent of NHS bridges classified as in “good” condition	33% (2018)	26.2%
Percent of NHS bridges classified as in “poor” condition	10% (2018)	7.0%

GVMC will contribute to achieving these statewide targets through the following actions:

- Provide pavement deficiency information to local jurisdictions to utilize during project selection processes.
- Implement road projects that make the most cost-effective use of resources while focusing on maintenance to maximize the life of existing roads.
- Support the development of local asset management plans that are regularly monitored, updated, and coordinated with other infrastructure systems.
- Implement construction projects that make the most cost-effective use of resources with a focus on maintenance to maximize the life of existing bridges.

These actions correspond with MDOT's actions to meet these targets:

- For highways and most bridges, develop investment strategies that use life cycle planning, performance gap analysis, risk analysis, and anticipated available funding.
- For the 48 bridges covered by the Big Bridge Program, considering that these bridges have outsized capital and preservation costs, develop a strategy that preserves these bridges in continuously good or fair condition.
- Compare results of analysis with goals and objectives set by the State Transportation Commission.
- Embed the selected investment strategy in the Highway Call for Projects through describing the mix of fixes, investment levels, and funding targets that corresponds to the investment strategy.
- Communicate the selected investment strategy to the public through the annual Five-Year Transportation Program.

## System Performance/Freight

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The federal rules on performance management measures for travel time reliability require establishment of two- and four-year performance targets to be achieved beginning in 2018 for the following performance measures:

- Level of travel time reliability of the interstate
- Level of travel time reliability of the non-interstate NHS
- Freight reliability measure of the interstate

The level of travel time reliability for both the NHS interstate and non-interstate NHS measures the percentage of person-miles traveled considered to be reliable. The roads are considered reliable when the difference between normal travel time and congested travel time is below 50 percent. Baseline data from 2017 and 2018 reveals Michigan's interstate highways and non-interstate highways have been around 85 percent reliable, meaning 85 percent of person-miles traveled are meeting the federally established thresholds. The freight reliability measure measures the same reliability; however, the longer travel time is calculated using the 95th percentile travel time.

GVMC staff participated in coordination meetings during MDOT's statewide target development process and GVMC Committees elected to support State targets for this reporting period. The table on page 249 shows baseline condition and targets supported by GVMC.

Michigan State System Performance/Freight Targets		
Measure	Baseline Condition	State Target
Interstate Travel Time Reliability	85.5% (2018)	2- and 4-year: 75%
Non-Interstate NHS Travel Time Reliability	85.8% (2018)	4-year: 70%
Freight Reliability	1.49 (2018)	2- and 4-year: 1.75

GVMC will contribute to achieving these statewide targets through the following actions:

- Provide reliability deficiency information to local jurisdictions to utilize during project selection processes.
- Monitor congestion levels, prioritize congested locations, and implement treatments.
- Use data to inform projects for inclusion in the short- and long-term planning process.
- Conduct an annual analysis of congestion performance target setting and program adjustments.

These actions correspond with MDOT’s actions to meet these targets:

- Monitor performance measures and consider system performance as a factor in the decision-making process for transportation investments.
- Evaluate project types and funding templates that can impact travel reliability, such as capacity changes, operational changes, safety projects that have operational impacts, and pavement projects that change the condition from poor to good or fair.

## Transit Asset Management

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Federal surface transportation legislation mandated that the Federal Transit Administration (FTA) develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The Transit Asset Management (TAM) Final Rule 49 CFR part 625 became effective Oct. 1, 2016, and established four performance measures:

- Rolling Stock - Percentage of revenue vehicles exceeding Useful Life Benchmark (ULB)
- Equipment - Percentage of non-revenue vehicles exceeding ULB
- Facilities - Percentage of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale
- Infrastructure - Percentage of track segments under performance restriction (only applies to rail fixed guideway systems – not applicable in the GVMC region)

Though GVMC received agency-level State of Good Repair (SGR) targets from The Rapid in 2017 – which were approved and supported by the Technical and Policy Committees in September of 2017 – FTA recommends that MPOs adopt a single set of region-level targets for each asset class that are developed in coordination with the region’s public transportation providers.

Therefore, staff engaged the public transit providers in a coordination process to cooperatively develop a single set of regional SGR targets after GVMC received updated targets from The Rapid, as well as targets from MDOT (applicable to MDOT Section 5311 and 5310 subrecipients) and Hope Network. Through this coordination process, the following region-level targets were developed and adopted by the GVMC Committees:

<b>Transit Asset Management (TAM) Targets</b>				
<b>Asset Class</b>	<b>Sub-Class</b>	<b>Performance Measure</b>	<b>Approximate Baseline Condition</b>	<b>Target</b>
Rolling Stock	Large Bus	Age: Percentage that have met or exceeding their Useful Life Benchmark (ULB)	0% exceeding ULB	Not more than 15%
	Small Bus	Age: Percentage that have met or exceeding their Useful Life Benchmark (ULB)	14% exceeding ULB	Not more than 10%
	Sedan/SUV	Age: Percentage that have met or exceeding their Useful Life Benchmark (ULB)	0% exceeding ULB	Not more than 10%
Equipment	Service Vehicles	Age: Percentage that have met or exceeding their Useful Life Benchmark (ULB)	25% exceeding ULB	Not more than 20%
	Maintenance Equipment	Condition: Percentage of equipment and facilities with a condition rating adequate or below on the FTA Transit Economic Requirements Model Scale	0% below target	Not more than 20%
	Building Subsystems	Condition: Percentage of equipment and facilities with a condition rating adequate or below on the FTA Transit Economic Requirements Model Scale	0% below target	Not more than 10%
Facilities	All fixed facilities	Condition: Percentage of equipment and facilities with a condition rating adequate or below on the FTA Transit Economic Requirements Model Scale	25% below target	Not more than 10%

These targets do not impact individual agency TAM requirements, but simply allow the MPO to assess region-wide transit state of good repair performance in our planning processes. These targets will be reevaluated and updated during each future update to the MTP.

Current condition for small bus and service vehicle asset classes reflect the current fleet situation where some vehicles do remain in service for a short time past their stated useful life. The Rapid will also begin a project in FY2020 to replace their main maintenance building, which is currently in poor condition. This will bring the overall condition back to 100% meeting the target.

GVMC will contribute to achieving these targets through the following actions:

- Coordinate with transit providers to implement TAM plans
- Coordinate with transit providers to update TAM targets
- Incorporate capital expenditures leveraging federal funding into the Transportation Improvement Program

# Appendix H: Public and Stakeholder Engagement Materials

This section includes documentation of our efforts to engage the public as well as our consultation (or stakeholder) organizations. It also includes records of materials sent to home and business owners as part of our environmental justice (EJ) process. It is divided into four parts:

1. Survey summary and comments
2. Public Participation Summary Report (including comments received)
3. Consultation Documentation (including comments received)
4. Environmental Justice materials

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## Survey Summary and Comments Received

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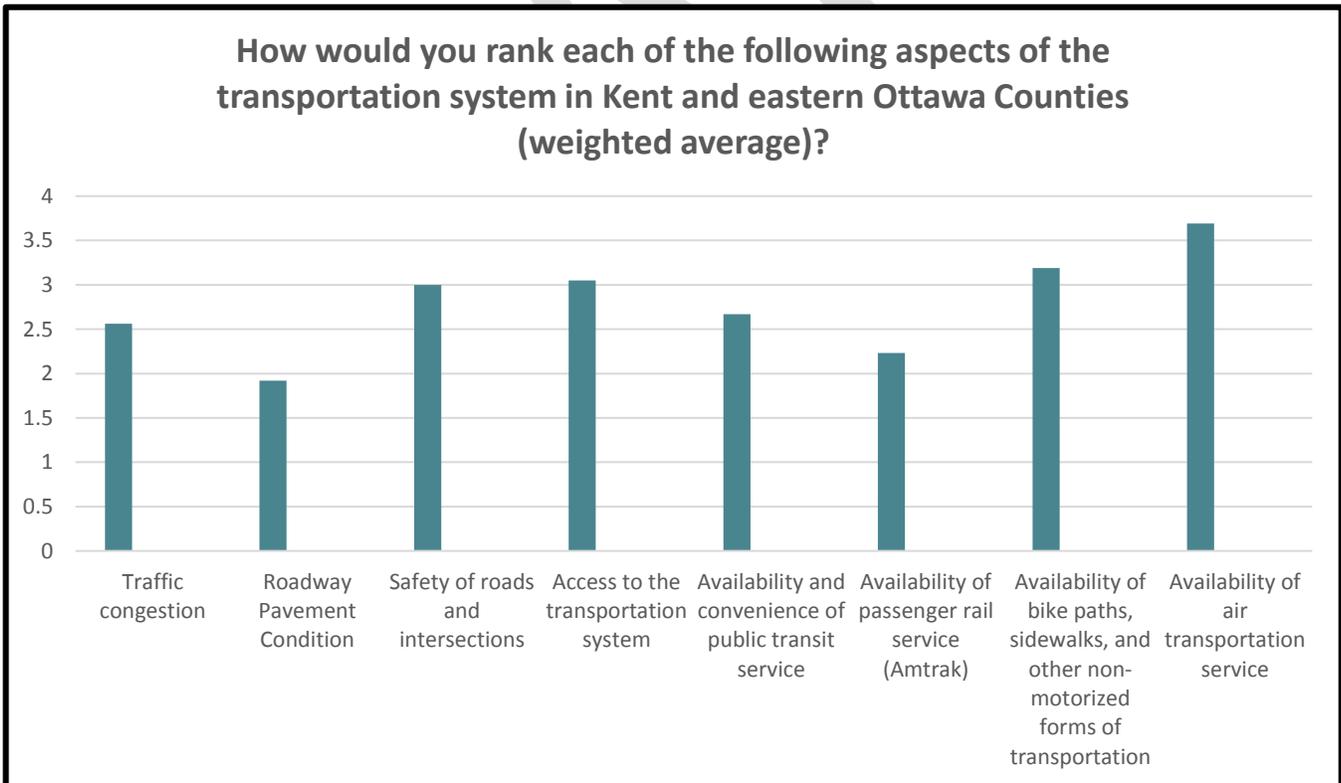
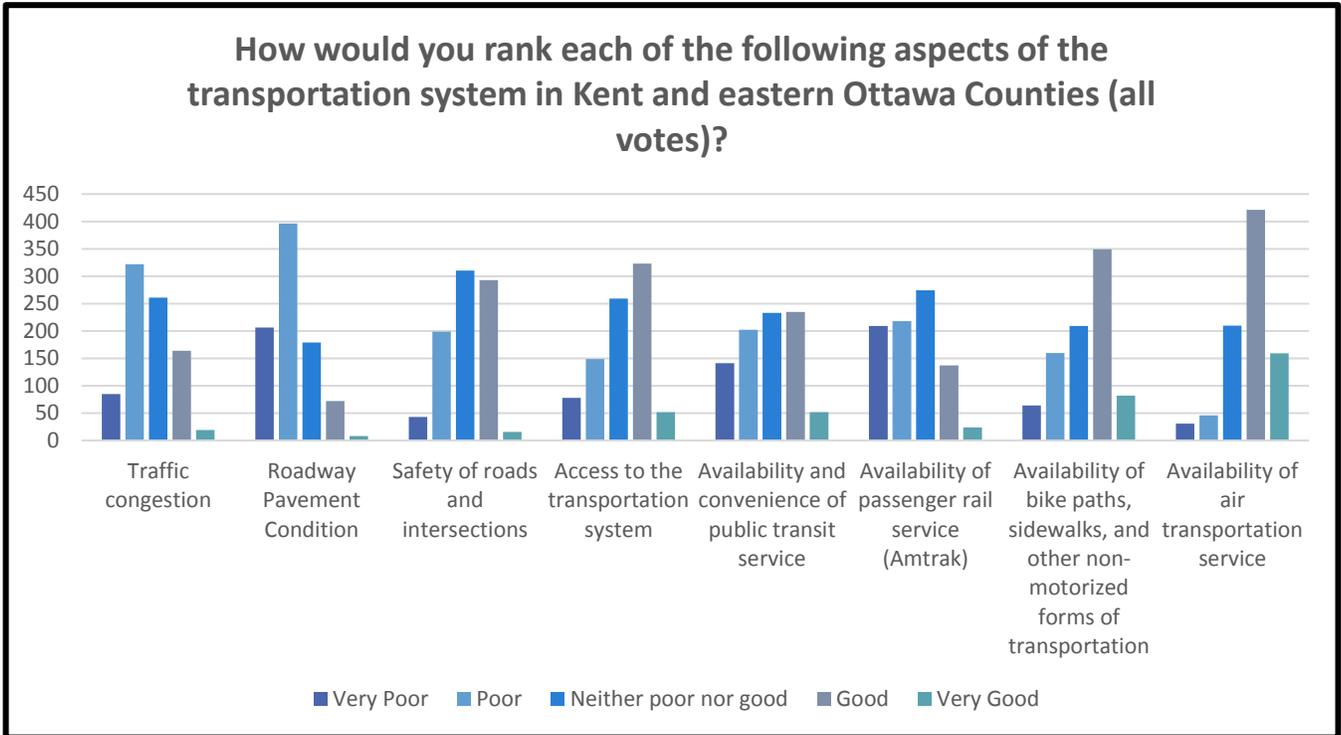
During the summer of 2019, GVMC staff developed a survey on using Survey Monkey that asked the following questions:

- (1) How would you rank each of the following aspects of the transportation system in Kent and eastern Ottawa Counties?
- (2) Transportation funding for the area is limited. With that in mind, please select your top three priorities where you think we should be investing resources to enhance transportation for the area.
- (3) Do you agree or disagree with the following statement: I would be willing to pay more to improve the transportation system in the region through either a slight increase in the gas tax or a small local millage if the funds raised went directly to improving the transportation system in this area?
- (4) Are there other comments or concerns you think might help our efforts to develop a responsible Metropolitan Transportation Plan? For example, in your opinion, what are the worst three intersections in the area? Are there other priorities you think we should consider?
- (5) What is your zip code? (Please note: This information will be kept confidential and used to ensure that surveys have been received from a representative sample of West Michigan residents.)
- (6) What is your age group?
- (7) What is your yearly household income?
- (8) How many people live in your household?
- (9) Please enter your contact information below to be added to our public involvement list to receive transportation-related news and updates for our area. (Please note: This information will not be sold to other organizations. Updates are infrequent, and you will only be contacted with transportation-related developments that may interest or impact you.)
- (10) Would you like to be entered into our drawing to receive a \$25 Meijer gift card? If so, please enter your name and contact information below (if not already entered above).

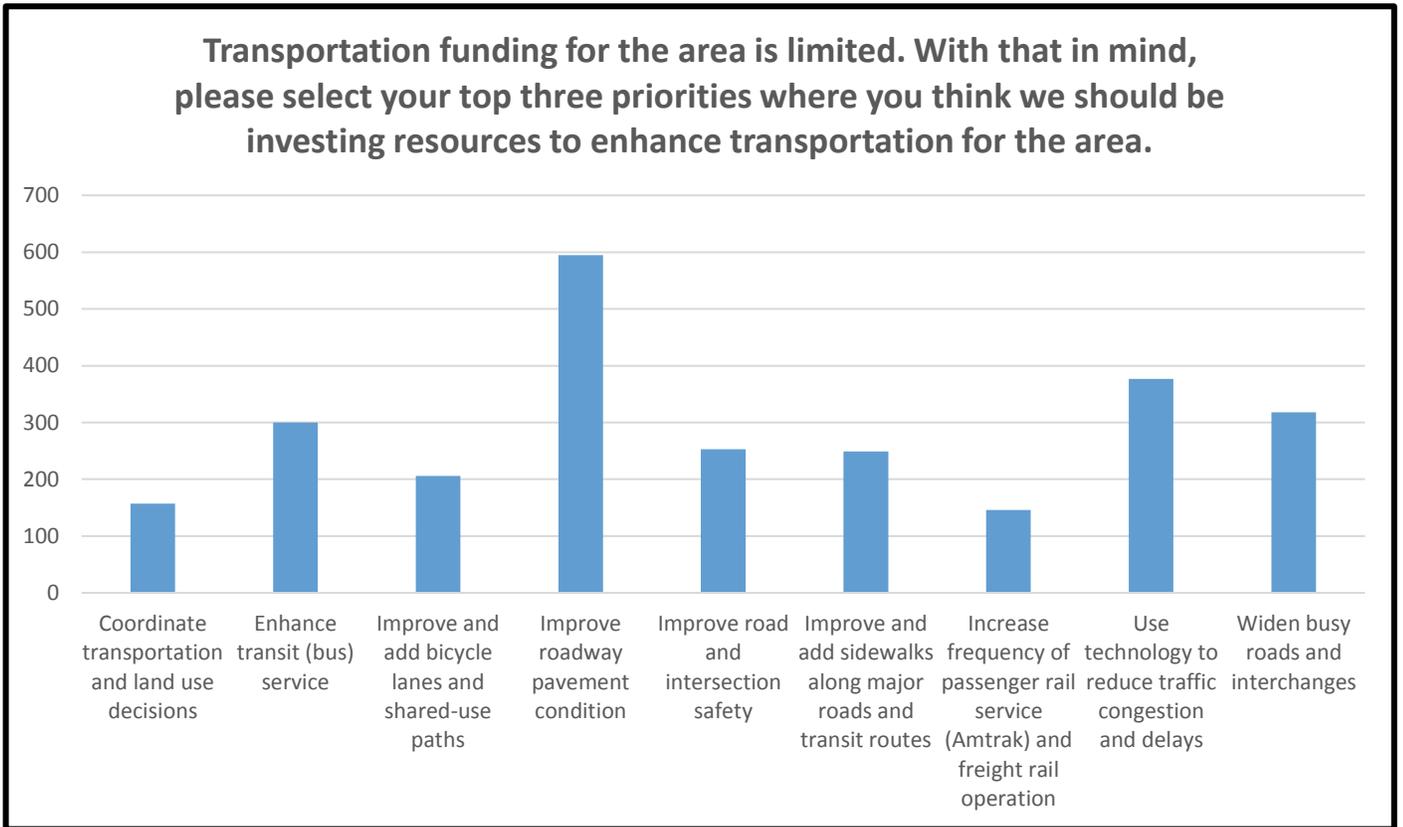
The survey garnered 867 responses. To ensure that the survey was representative of all members of the public, GVMC reached out to all of our local jurisdictions and asked them to post the survey on their social media and/or web pages. GVMC also purchased an iPad that allowed staff to use the iPad as a kiosk at Rapid Central Station, at a concert in Sparta, and at the Metro Cruise event in Wyoming so that interested members of the public could fill out the survey on the spot. GVMC assisted two individuals who identified themselves as being illiterate to fill out the survey in Sparta. Lastly, GVMC printed approximately 30 copies of the survey for Senior Neighbors so that their clients who do not have internet access were still able to participate. Staff was able to manually enter the data into Survey Monkey. The charts and maps that follow include summary data from the survey. This section concludes with the public comments received as a result of the survey.

# Survey Response Data

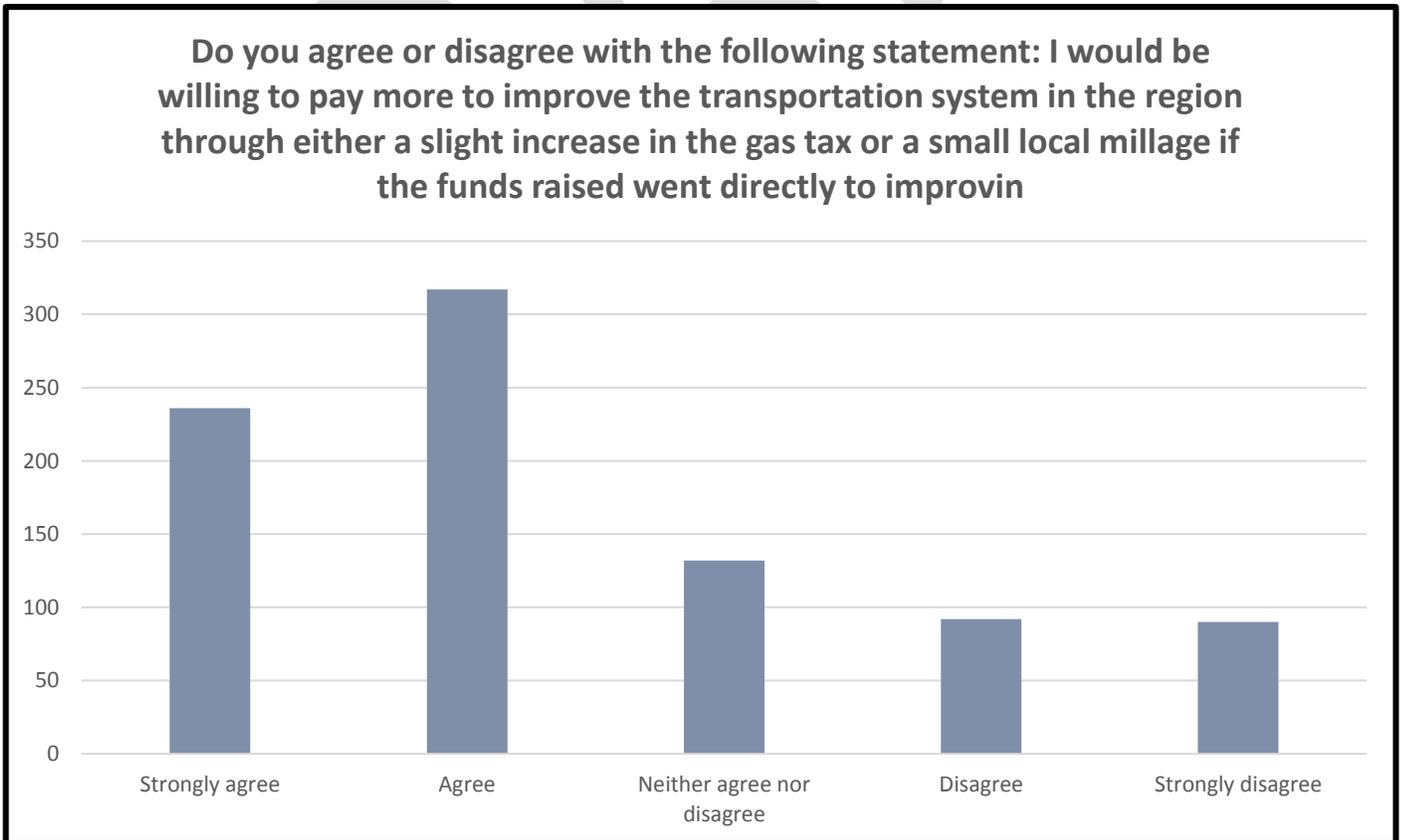
## Question 1:



**Question 2:**



**Question 3:**



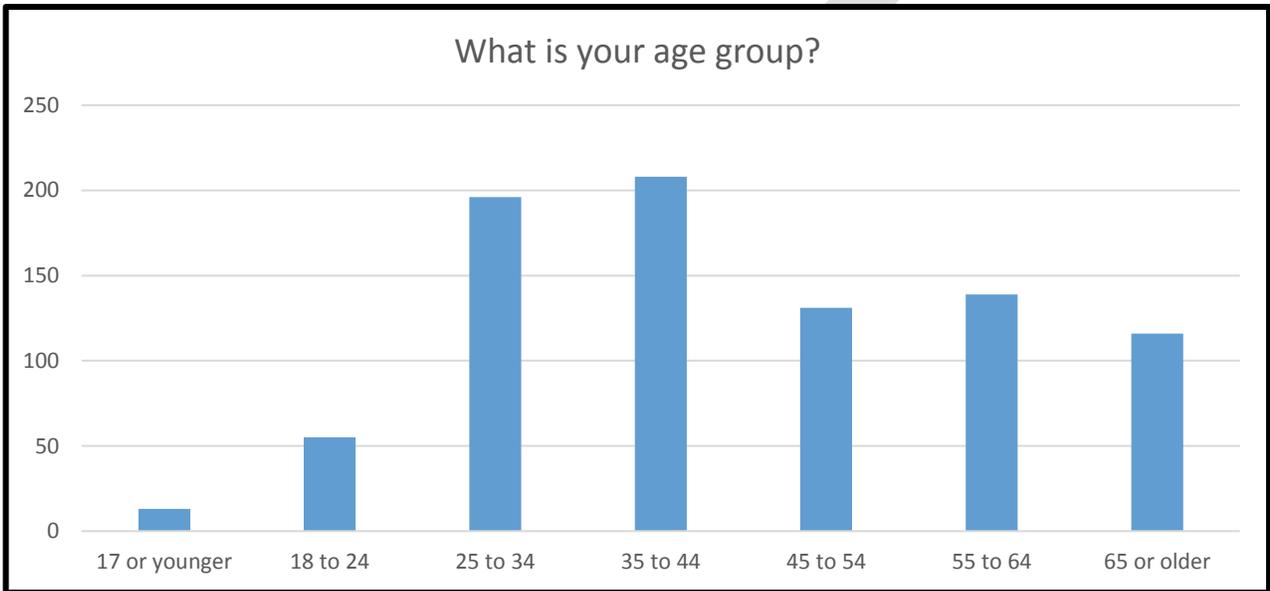
**Question 4:** Are there other comments or concerns you think might help our efforts to develop a responsible Metropolitan Transportation Plan? For example, in your opinion, what are the worst three intersections in the area? Are there other priorities you think we should consider?

All comments received are included in the comments section of this appendix.

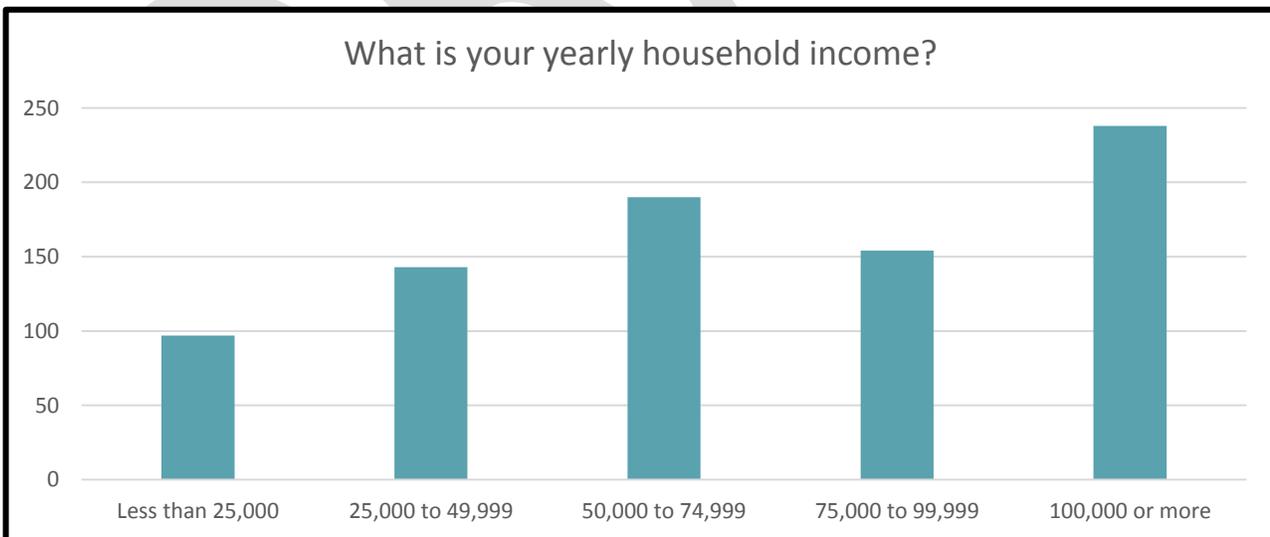
**Question 5:** What is your zip code?

Please see Map 30 on page 256.

**Question 6:**

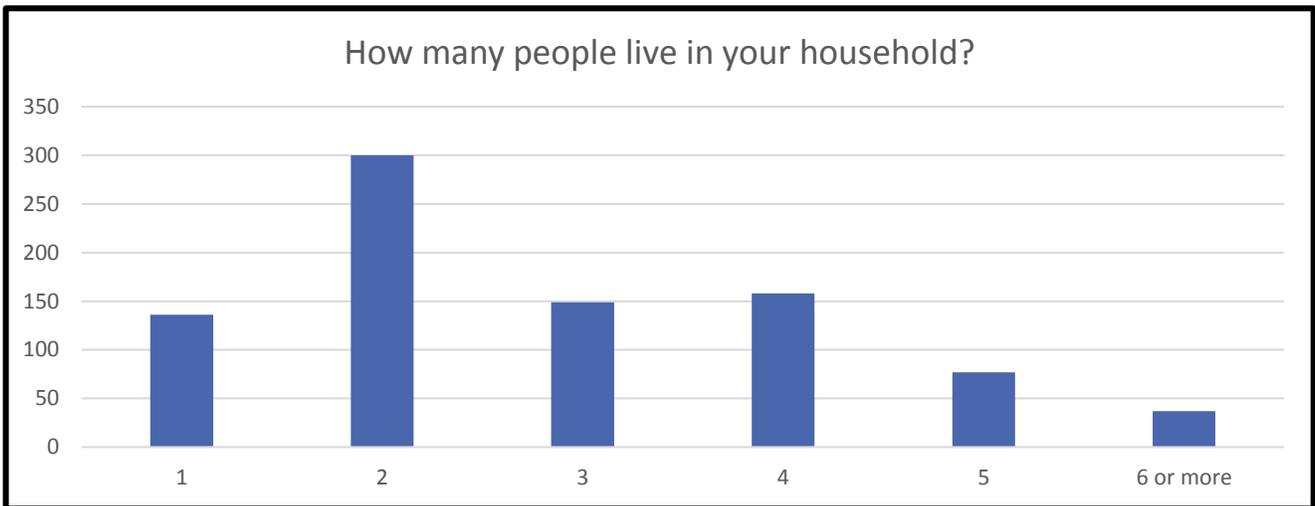


**Question 7:**

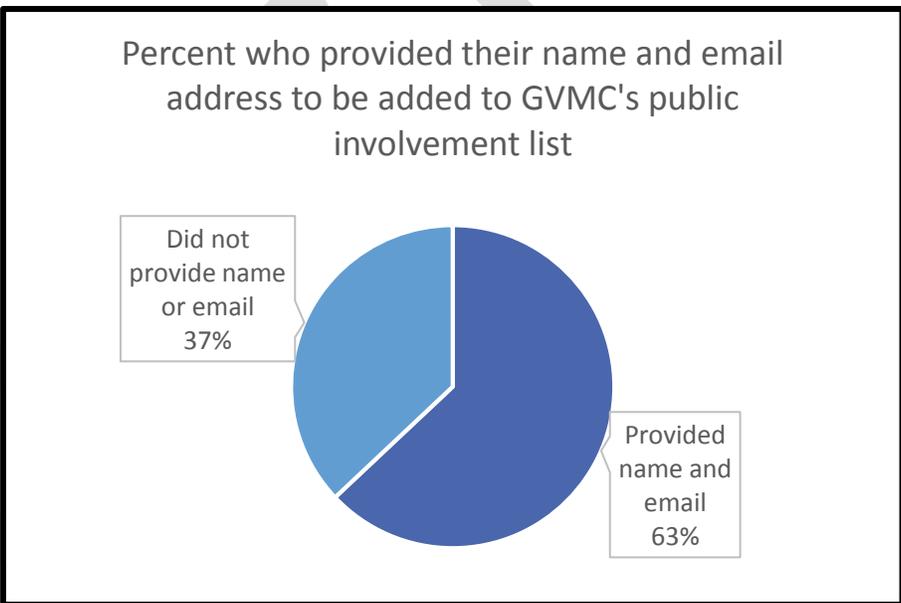




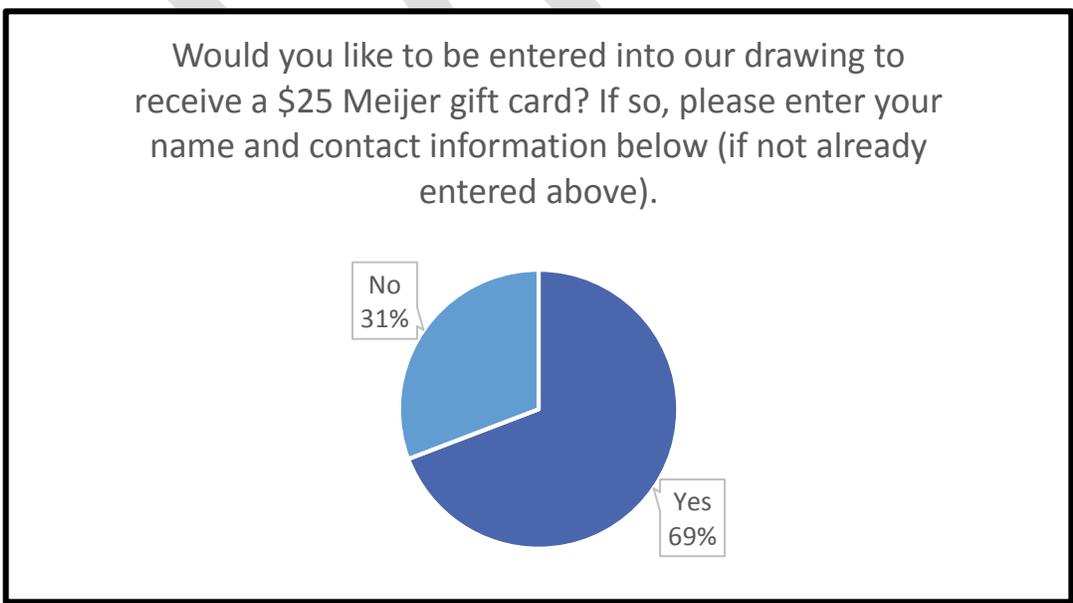
**Question 8:**



**Question 9:** Please enter your contact information below to be added to our public involvement list to receive transportation-related news and updates for our area. (Please note: This information will not be sold to other organizations. Updates are infrequent, and you will only be contacted with transportation-related developments that may interest or impact you.)



**Question 10:**



# Public Participation Summary Report

---

The Grand Valley Metropolitan Council (GVMC) is committed to ensuring that citizen input contributes to transportation problem identification through public comment periods, public meetings, and review of the draft document, and that public involvement is a cornerstone of the transportation planning process. GVMC, as the Metropolitan Planning Organization (MPO), is also federally required to explicitly set forth public participation policies. The standards for this process are found in Title 23, Code of Federal Regulations, Part 450, and in Title 49, Code of Federal Regulations, Part 613, which require that the public have reasonable opportunity to comment on transportation plans and programs. These policies are laid out in the Public Participation Plan (PPP), which can be found on GVMC's website. The PPP describes all of the public participation goals and requirements for GVMC, including specific details regarding how GVMC will invite the public into the MTP development process. These guidelines were followed by staff throughout the development of the 2045 MTP.

## The MTP Public Participation Process Overview

The MTP development process began with a re-evaluation and update of the Public Participation Plan (PPP) with input sought from the Technical and Policy Committees and the general public. Staff reviewed past public participation practices to evaluate which worked well and investigated new practices which could improve our efforts. Several new outreach methods were added, including placing more emphasis on social media and email to reach the public and collaborating with other regional partners, such as MDOT, The Rapid, and LINC Up, which allowed us to expand our outreach much further than previous plans. The updated Public Participation Plan was approved by the GVMC Policy Committee in November 2018.

Per GVMC's Public Participation Plan (PPP), we reached out to the public at four different milestones during the development of the MTP, which included:

1. The kickoff to the MTP's development
2. Pre-programming collaboration
3. Draft MTP, environmental justice, and air quality results (if applicable) completed and available for public comment
4. Adoption of draft document

GVMC maintains an extensive interested citizen/agencies list, or "public participation mailing list," that is used to provide information and notice to the public on transportation planning activities. This list, which was converted from a direct mail to email format since the development of the last MTP, includes many representatives, such as elected officials, academic institutions, chambers of commerce, libraries, area media, neighborhood associations, government agencies, and transportation service providers. This list is maintained in Mailchimp and currently contains over 2,500 interested individuals.

To provide the public with fast, easy access to all information related to the MTP update, staff updated [gvmc.org](http://gvmc.org) throughout the planning process. This included ensuring that announcements for all public participation opportunities, the MTP survey, other relevant background information, and past planning documents were all posted on our website. GVMC also utilized our own Facebook and Twitter presence to make details related to the document's development available to the public and asked The Rapid and Linc Up to share all of our MTP Facebook posts, which expanded our reach.

## Incorporation of Comments

All public comments received during the development of the document can be found at the end of this section, with the exception of the public survey comments, which are at the beginning of this appendix. All submitted public comments were provided to the GVMC Technical and Policy Committees for consideration, and in some instances the inquirer was directed to the respective road or transit agency for more project-specific details.

This committee review aided staff during the process, helping to make decisions regarding the plan along the way. All comments received were reviewed and incorporated into the MTP when and where appropriate.

In addition to the public meetings, opportunities for public comment are available at monthly Technical Committee, Policy Committee, and GVMC Board meetings. Agendas and minutes for these meetings are regularly posted on gvmc.org.

**Evaluating our Outreach Process**

GVMC staff will evaluate public participation efforts for this document through our Public Participation Plan (PPP) update process, which will identify areas of success and areas that can be improved upon for future plan development.

**Public Involvement Efforts by Major Milestones**

**1.) Kickoff to MTP Development**

GVMC staff notified the public that the development of the 2045 MTP was beginning between June 6 and 10, 2019, in the following ways:

- (1) Adding a notice and detailed MTP information to [www.gvmc.org](http://www.gvmc.org); notice appeared on “Latest Developments” and MTP page
- (2) Sending an email to the interested citizen/agency list
- (3) Posting on GVMC’s Facebook page and Twitter and asking The Rapid and LINC Up to share the post on their social media pages
- (4) Submitting a press release to GVMC’s media contact list, which was also posted online

At this point, GVMC also developed and circulated an online survey through Survey Monkey to gain feedback from the public about transportation needs and priorities. GVMC posted this link on our social media pages and reached out to all member jurisdictions, asking that they would share the link with their followers as well. In all, the survey was shared on Facebook 86 times, and GVMC also paid to boost the survey on Facebook to garner more responses. GVMC staff gave hard copies of the survey to Senior Neighbors to distribute to clients without internet access, and GVMC purchased an iPad that staff could use as a survey kiosk. GVMC staff brought the iPad to a concert in Sparta on August 7, 2019 and had a table at Rapid Central Station on August 22, 2019, and interested members of the public were able to fill out the survey in person at both locations. GVMC also ordered 1,000 bright yellow snap bracelets that advertised the survey and gave them out as thank you gifts to those taking the survey and to the public at a variety of Clean Air Action events that staff was attending.

867 surveys were completed, and nearly 2/3 of the respondents asked to be added to GVMC’s public involvement list. The survey and results were discussed earlier in this appendix.

The table below describes the number of people reached through each outreach method at this milestone:

Outreach Method	Members of the public reached
Facebook Page (3 posts)	17,942 + 11,420 + 207 = 29,569 people
Email Opens	423
Twitter impressions	205
Pageviews on gvmc.org under “Latest Developments” from June 6-30, 2019	11
Press Release (sent by PR firm, outreach unknown)*	Unknown
<b>Total</b>	<b>30,208</b>

*Please note: the press release was not picked up by area media.*

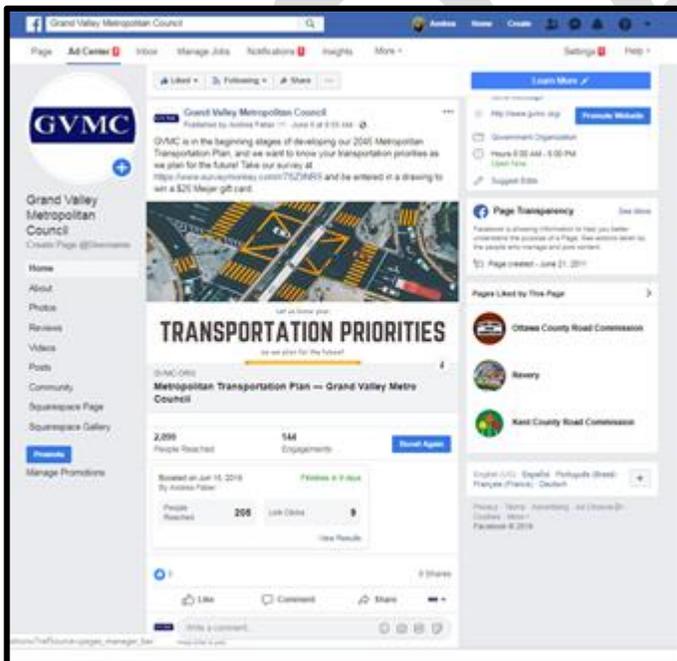
**Comments Received: 1**

# Sampling of Outreach Materials

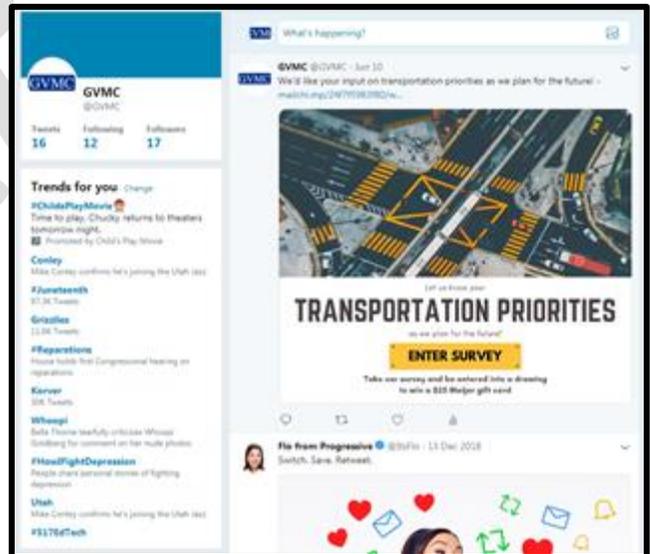
## Web Posting about MTP Kickoff and Survey



MTP Kickoff Facebook Post



MTP Kickoff Tweet





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GREENVILLE • HASTINGS • HUDSONVILLE • IONIA • JAMESTOWN TOWNSHIP • KENT COUNTY • KENTWOOD • LOWELL • LOWELL TOWNSHIP • MIDDLEVILLE • NELSON TOWNSHIP  
OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SAND LAKE • SPARTA • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

**Media Release**

Contact: Andrea Faber, Transportation Planner  
Phone: 616-776-7603  
E-mail: [andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)

FOR IMMEDIATE RELEASE  
June 10, 2019

**GVMC to Develop 2045 Metropolitan Transportation Plan**

**Grand Rapids, Mich.** - The Grand Valley Metropolitan Council (GVMC) is seeking input from Kent and Ottawa County residents to identify regional transportation priorities for the next 25 years. The feedback will assist in the development of the 2045 Metropolitan Transportation Plan (MTP) for the Grand Rapids region. GVMC is required by federal law to update the MTP every four years. All modes of transportation will be assessed in the MTP, including road conditions, traffic congestion, safety, freight movement, passenger rail, air travel, nonmotorized transportation and public transit.

“At GVMC, we are looking to bring multiple users and stakeholders together to tell us what they need from our regional transportation network,” said John Weiss, executive director of GVMC. “Public input is critical for us to ensure regional mobility is moving forward to serve businesses and residents from Kent and Ottawa Counties.”

To provide input visit [gvmc.org/mtp](http://gvmc.org/mtp) to complete a brief survey. All survey respondents will be entered in a drawing to win one of two \$25 Meijer gift cards. Additionally, the public will be able to submit comments in person, online, over the phone, or by mail, at any time during the development of the MTP. GVMC staff will also participate in local events this summer to allow the opportunity for in-person feedback. To stay informed about the effort and receive updates, sign up for regular updates at [gvmc.org/public-involvement](http://gvmc.org/public-involvement).

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*The Grand Valley Metro Council (GVMC) is a council of governments dedicated to enhancing the quality of life of the people of our metropolitan area through collaboration among regional partners. For more information on GVMC, please visit [gvmc.org](http://gvmc.org).*

**MTP Kickoff Email**

**Andrea Faber**

---

**From:** Grand Valley Metropolitan Council <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)>  
**Sent:** Monday, June 10, 2019 10:09 AM  
**To:** Andrea Faber  
**Subject:** We'd like your input on transportation priorities as we plan for the future!



[View this email in your browser](#)

## Let Us Know Your Transportation Priorities as We Plan for the Future!

The Grand Valley Metro Council (GVMC) is pleased to announce that it has begun developing the 2045 Metropolitan Transportation Plan (MTP) for the Grand Rapids region, which outlines funding and priorities for all modes of transportation for the next 25 years. As part of the MTP development process, we will be evaluating road conditions, congestion, safety, freight movement, passenger rail, air travel, nonmotorized, transit, and other modes of transportation, along with input from the public.

So please take our [survey](#) and let us know your priorities as we plan for the future and spread the word. Everyone who completes the survey will be entered into a drawing to win one of two \$25 Meijer gift cards.



Let us know your

# TRANSPORTATION PRIORITIES

as we plan for the future!

**ENTER SURVEY**

**Take our survey and be entered into a drawing  
to win a \$25 Meijer gift card**

GVMC will keep the public informed during the development of the plan, which is expected to be completed by March of 2020, and offer numerous opportunities for area residents to get involved in the planning process or provide input. GVMC staff will send out email updates to our Interested Citizen/Agency Group, hold public meetings, and have a presence at community events to get feedback from the public. To join our mailing list, please visit our [website](#). The public will be able to submit comments in person, online, over the phone, or by mail, at any time during the development of the MTP.

For additional information on the MTP development effort, please visit [gvmc.org/mtp](http://gvmc.org/mtp) or contact [Andrea Faber](#) at (616) 776-7603.



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## 2.) Pre-Programming Collaboration

Once the comprehensive needs and deficiencies analyses were completed, GVMC invited the public to comment on them in the following ways:

- Posting a notice and detailed information on [www.gvmc.org](http://www.gvmc.org)
- Sending an email to the interested citizen/agency list
- Posting on social media
- Submitting a press release to GVMC’s media contact list and posting it online

GVMC made this information available to the public on Thursday, September 26. The public was asked to comment on the identified modal needs on or before October 15, for a total comment period of 20 days.

The table below describes the number of people reached through each outreach method at this milestone:

Outreach Method	Members of the public reached
Facebook (People Reached)	1,684
Email Opens	749
Twitter Impressions	113
Pageviews on gvmc.org under “Latest Developments” (Sept. 26 – October 15, 2019)	8
Press Release*	11
<b>Total:</b>	<b>2,565</b>

Please note: the press release was not picked up by area media.

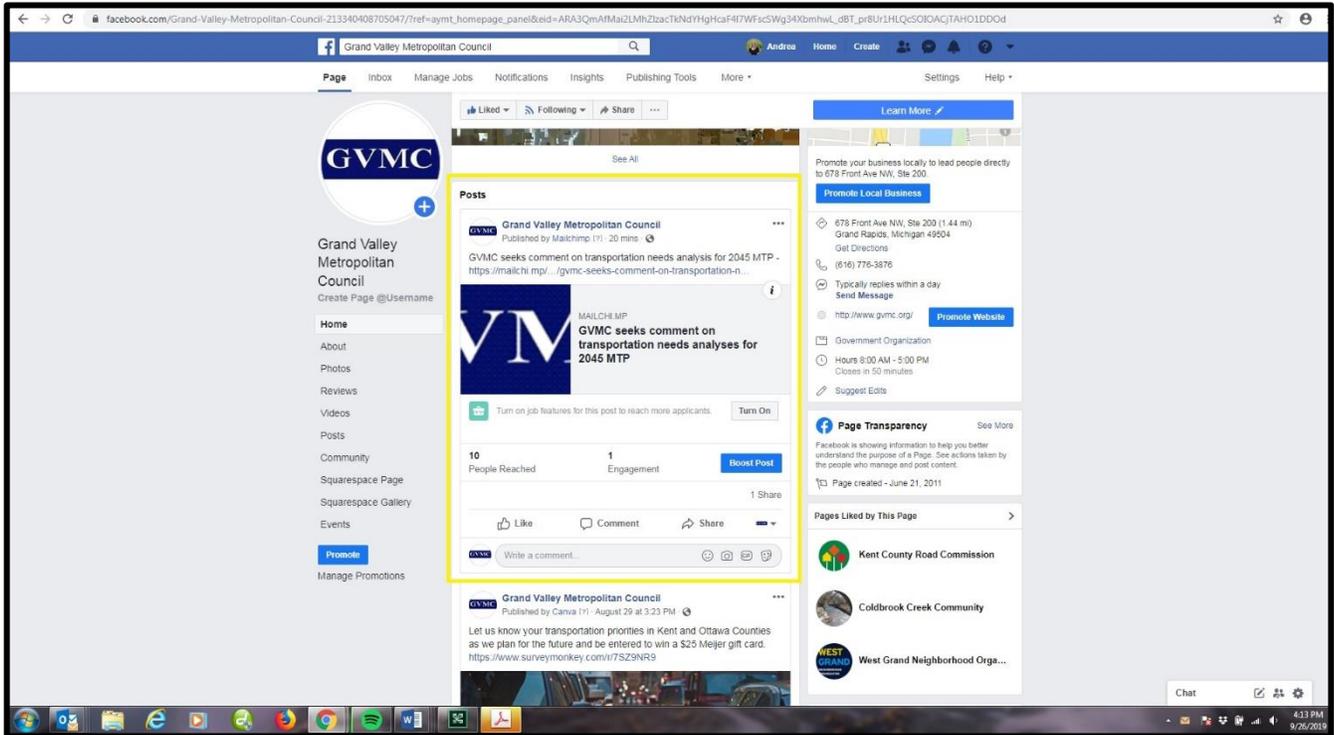
Comments received: 9

### Sampling of Outreach Materials

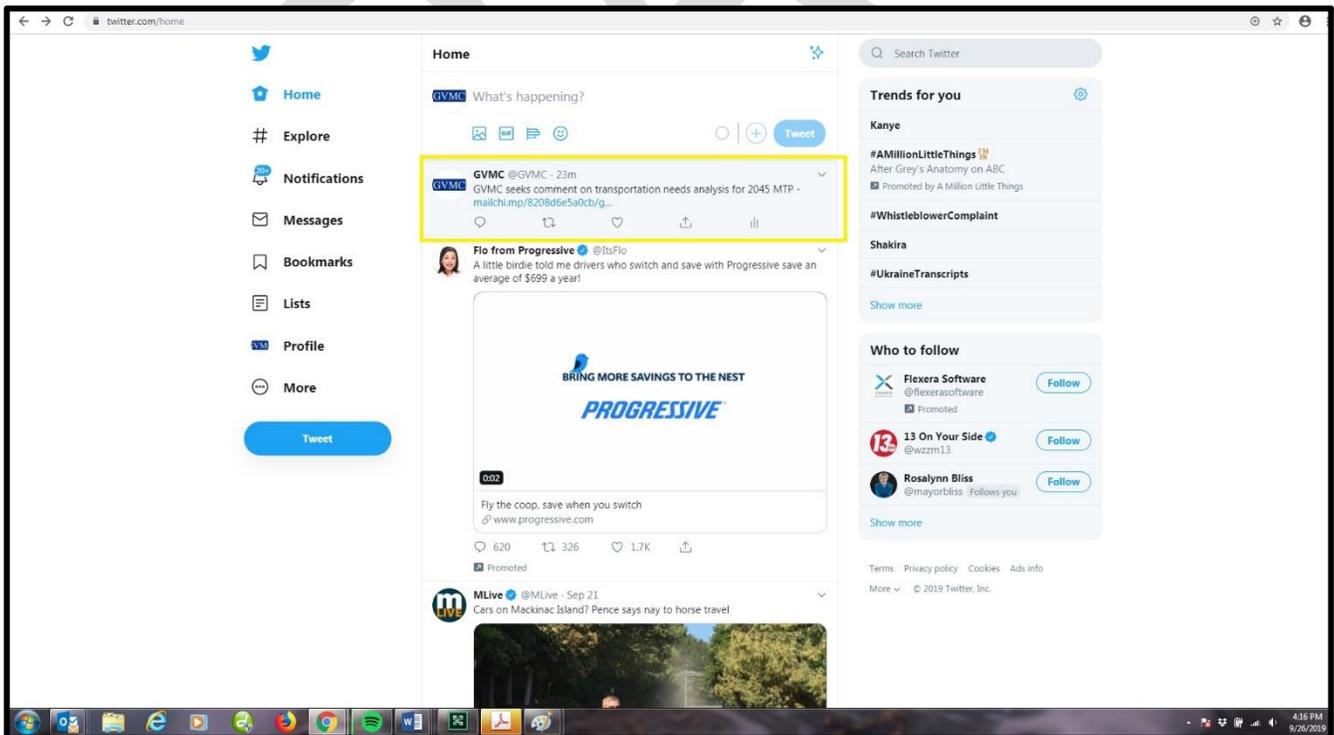
#### Web Posting of Public Comment Opportunity for Needs Analysis

The screenshot shows a web browser window displaying the GVMC website. The page title is "Let Us Know Your Input on Identified Transportation Needs as We Plan for the Future!". The date is "SEPTEMBER 26, 2019". The main text invites residents to comment on the findings of GVMC's transportation needs analysis. It mentions that GVMC worked with various stakeholders and analyzed pavement and bridge condition, traffic congestion, and safety. It provides a link to the "MTP page" for more information. There is a section for "Comments will be accepted through Tuesday, October 15" and another for accessibility services. At the bottom, there are social media icons for Facebook, Twitter, LinkedIn, and YouTube, along with a "NEXT" button and a link to "GVMC Posts Transportation Planner Position". The footer includes the GVMC logo, contact information (616) 776-3876, and a navigation menu with links for home, about, news, and contact.

Facebook post advertising public comment period for needs analysis



Tweet advertising public comment period for needs analysis





## GRAND VALLEY METROPOLITAN COUNCIL

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CEDAR SPRINGS • COOPERSVILLE • COURTLAND TOWNSHIP • EAST GRAND RAPIDS • GAINES TOWNSHIP • GEORGETOWN TOWNSHIP • GRAND RAPIDS • GRAND RAPIDS TOWNSHIP • GRANDVILLE  
GREENVILLE • HASTINGS • HUDSONVILLE • IONIA • JAMESTOWN TOWNSHIP • KENT COUNTY • KENTWOOD • LOWELL • LOWELL TOWNSHIP • MIDDLEVILLE • NELSON TOWNSHIP  
OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SAND LAKE • SPARTA • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

### Media Release

Contact: Andrea Faber, Transportation Planner  
Phone: 616-776-7603  
E-mail: [andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)

FOR IMMEDIATE RELEASE  
September 30, 2019

## GVMC Invites Public Comment on Future Transportation Needs

**Grand Rapids, Mich.** - The Grand Valley Metropolitan Council (GVMC) invites Kent and eastern Ottawa County residents to comment on the findings of GVMC's transportation needs analysis. To determine current and future transportation need by mode, GVMC worked with various stakeholders from organizations representing transit, passenger rail, air travel, freight movement, and nonmotorized modes of transportation. GVMC also analyzed pavement condition, traffic congestion, and safety for all users of the transportation system. This analysis will be the basis for proposing solutions to meet the current and forecasted transportation needs by mode for the 2045 Metropolitan Transportation Plan (MTP). GVMC is required by federal law to update the MTP every four years. "At GVMC, we are looking to bring multiple users and stakeholders together to tell us what they need from our regional transportation network," said John Weiss, executive director of GVMC. "Public input is critical for us to ensure regional mobility is moving forward to serve businesses and residents from Kent and Ottawa Counties." To view the results of the needs analysis, please visit [gvmc.org/mtp](http://gvmc.org/mtp). Hard copies are available at GVMC's office. Comments will be accepted through Tuesday, October 15. Interested citizens can submit comments in person, online, over the phone, or by mail. To stay informed about the effort, sign up for regular updates at [gvmc.org/public-involvement](http://gvmc.org/public-involvement).

Individuals with disabilities requiring auxiliary aids for services and those requiring an interpreter or translation service should contact Andrea Faber by phone at (616) 776-7603 or email at [andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org) for assistance.

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*The Grand Valley Metro Council (GVMC) is a council of governments dedicated to enhancing the quality of life of the people of our metropolitan area through collaboration among regional partners. For more information on GVMC, please visit [gvmc.org](http://gvmc.org).*

DRAFT

**From:** Grand Valley Metropolitan Council <andrea.faber@gvmc.org>  
**Sent:** Thursday, September 26, 2019 3:53 PM  
**To:** Andrea Faber  
**Subject:** GVMC seeks comment on transportation needs analyses for 2045 MTP

[View this email in your browser](#)



## GVMC Invites Public Comment on Future Transportation Needs

GVMC invites Kent and eastern Ottawa County residents to comment on the findings of GVMC's transportation needs analysis. To determine current and future transportation needs by mode, GVMC worked with various stakeholders from organizations representing transit, passenger rail, air travel, freight movement, and nonmotorized modes of transportation. GVMC also analyzed pavement and bridge condition, traffic congestion, and safety for all users of the transportation system. This analysis will be the basis for proposing solutions to meet the current and forecasted transportation needs by mode for the 2045 Metropolitan Transportation Plan (MTP). Results of the analysis by mode are below.

- [Pavement Condition](#)
- [Safety](#)
- [Congestion \(\*corresponding map\*\)](#)
- [Nonmotorized](#)
- [Transit](#)
- [Freight Movement](#)
- [Air Travel](#)
- [Passenger Rail](#)
- [Bridge](#)

Hard copies of the mode analyses are available at GVMC's office. **Comments will be accepted through Tuesday, October 15.** Interested citizens can submit comments in the following ways:

- In person at GVMC's office
- [Online](#) using the "Submit a Comment" button
- Over the phone by calling 616.776.7603
- [Email](#)
- Or by mail

GVMC's office is located at 678 Front Ave. NW, Suite 200, Grand Rapids, MI 49504. Comments should be directed to Andrea Faber.

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To stay informed about the effort, sign up for regular updates on our [Public Involvement Page](#).

Individuals with disabilities requiring auxiliary aids or services and those requiring an interpreter or translation service should contact Andrea Faber by phone at (616) 776-7603 or [email](#) for assistance.



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**3.) Draft MTP, environmental justice, and air quality results (if applicable) completed and available for public comment**

To be written. Comment period won't take place until late January

**4.) Adoption of draft document**

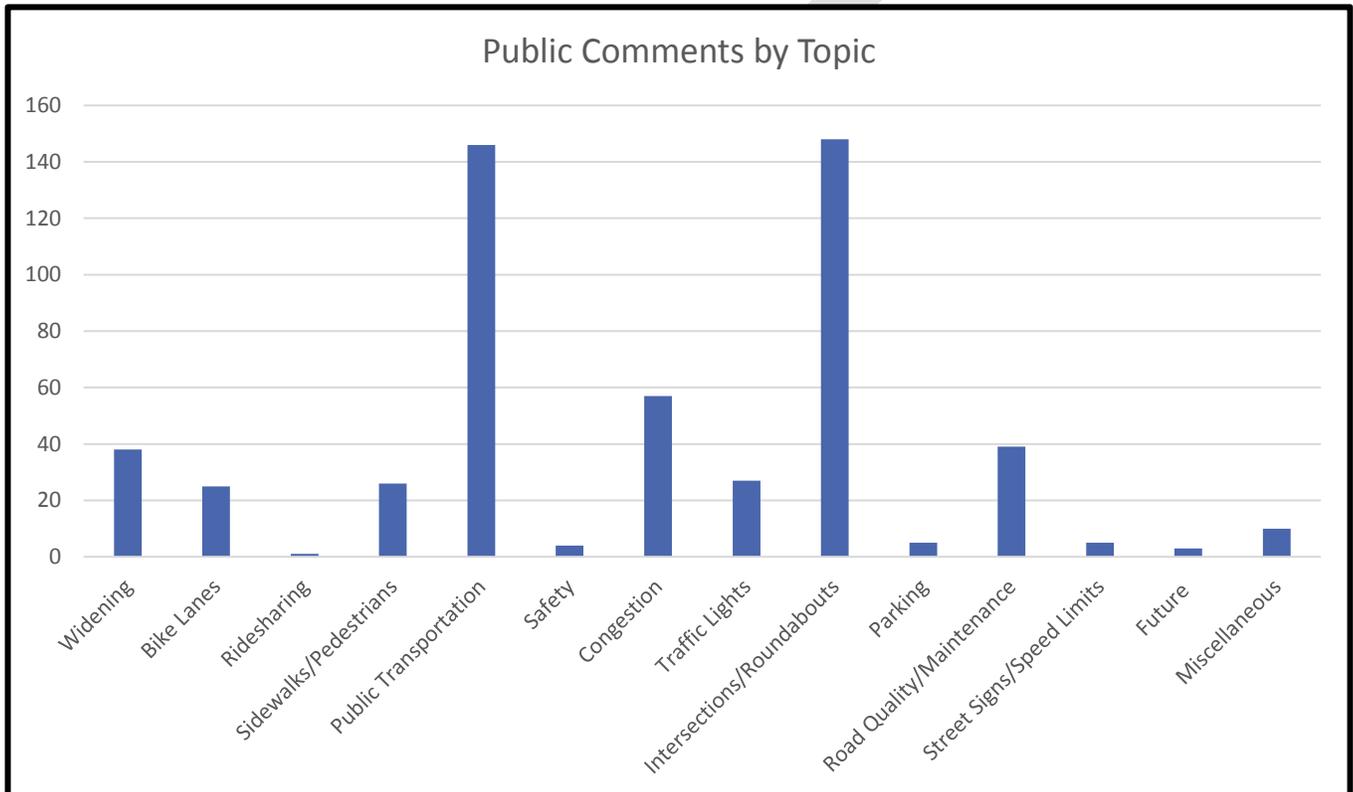
To be written. Comment period won't take place until March-May

DRAFT

# Comments Received By Milestone

## Survey Comments

Question 4 of GVMC’s survey asked: “Are there other comments or concerns you think might help our efforts to develop a responsible Metropolitan Transportation Plan? For example, in your opinion, what are the worst three intersections in the area? Are there other priorities you think we should consider?” Overwhelmingly, the public responded, with 534 providing comments on numerous topics. As seen in the chart below, the two areas that received the highest numbers of comments were “intersections/roundabouts” with 148 comments and “public transportation” with 146 comments. Please note that some of the comments, however, may have covered multiple areas.



The comments below are organized by topic. To maintain the spirit of how they were written, these comments have not been edited. Comments that are underlined relate to the subject topic heading but are requesting the opposite action.

### Widening (38)

JeffersonandFultonintersecetion. US131 should be wider at least one more lane each way.

Please refrain from widening roads although many will suggest it! Per urban studies courses in college it is actually proven that traffic drops when less lanes are utilized in urban environments.

Pettis and Knapp is horrendous during drop off and pick up time at FHE; making it really difficult for those trying to get to work to make it through. Oddly, the hold up seems to be the intersection at Grand River Drive and Knapp. If the left turn lanes for those heading south on Grand River (turning left onto Knapp from Grand River) and ESPECIALLY those heading south onto Grand River from Knapp were longer (road widened further back so that the left turn lane was longer) it could reduce that congestion. Bigger problem, and likely affecting

many more commuters each day is the East Beltline between Knapp and I-96 (arguably, even beyond) - it would be a huge project, but an additional lane or perhaps an adjustment of some other kind there would really help improve things.

There are terrible bottlenecks along the East Beltline and in the locale I call the Grandville-Georgetown Township- Wyoming panhandle squeeze

Alpine ave needs a bypass, starting at 6-mile through the rural fields of Alpine township to connect with a Wilson ave Parkway.

I96 from M6 to Coopersville should be 3 lanes in each direction

M11 from Grandville to Remembrance Rd. is a ridiculously under built. 2 lane expressways (96-196) are under built.

US 131 between 28th Street and 10 Mile Road needs to be expanded and redesigned. 131 needs to be 3 lanes from Dorr to Rockford. Ideally (I know there is not much funding) it would be 3 lanes from Kalamazoo to Rockford. Our highway infrastructure is stuck 25 years behind our population growth.

Wilson Ave. Needs to be 4 lanes from Lake Michigan Dr. to 28th St.

96 at Cascade is still horrible at 5pm rush, even after all the money was spent. There needs to be a third lane there, and the on ramp/merge lane from Cascade needs to have a barrier or something to make people wait to merge until after they're up to speed.

We need more lanes on roads - especially 196 from Holland to GR - it's a nightmare during morning and evening rush hours.

Trunk / arteries that are now trying to carry far more traffic than originally intended need to be re-strategized (for example, Wilson from Lk Mich Dr to 196

96 needs three lanes east past 28th Street.

Expanding 131 through GR where it is only 2 lanes to 3 or more lanes, especially north of downtown by 96 exit is vital. The growth of GR, people traveling for work, and increased tourism in Michigan warrants this.

Public transportation needs to serve outlying low income communities, such as Lowell, Cedar Springs, Kent City, etc. Low income areas also need wider shoulders on main roads for bicycling. It seems the wider section of Grand River Dr. ends at the border of Lowell and Cascade Twp. A lot of funding seems to support the wealthier neighborhoods.

The narrowing of some busy roads is making traffic congestion worse, not better. I don't see a need to narrow a wide open street to 2 lanes when it used to be 5 lanes and no bicycles are using the empty blacktop that used to be shared with cars and bikes. The traffic signals in Grand Rapids are horrible, especially on Leonard St and Michigan St. It's unsafe at intersections on these roads because cars and trucks make risky moves when the lights turn yellow because they have been waiting for 10 minutes and don't want to wait anymore. In addition, the intersections are so busy that people walk in-between cars and its dangerous. I can't afford to live in Grand Rapids so I have to drive in to town from a smaller community that is more affordable but farther away. I don't want to have to add more time to my commute because traffic is backed up on a narrow street. I have a family and want to spend time with them, not stopped on the road in downtown Grand Rapids.

Please widen roadways and retiming lights

No more widening. Fix what we have and focus on active transportation modes.

Wilson and Lake Michigan, with apartments and stores being added to the area the intersection is only going to get worse. WILSON ave. needs to be widened, between Lake Michigan and 28 street.

M11 Grandville to Walker needs to be widened

Wilson ave through Walker needs to be widened

28th Street should be widened. On ramps onto 131 south at Burton and wealthy streets should be lengthened.

Interstate 96 westbound from 28th Street in Cascade Township to Fulton St in Grand Rapids Township should be widened to three lanes from two. This way by adding an additional lane it could alleviate traffic backups that are on that stretch of I-96. Also, on northbound US-131 from 28th street in Wyoming to Franklin Street in Grand Rapids should have a High Occupancy Vehicle lane on the left side so that way they can alleviate traffic or possibly add an additional lane to the right.

Alpine at 3 mile and 4 mile are horrible. Alpine should be widened

Improvement is needed in the Caledonia area. M-37 from 68th to 100th gets very congested is is extremely dangerous. It really needs to be widened.

All of M37 south of 76th Street. Please widen it as this area has grown considerably and with the road always busy, people take dangerous risks to merge into traffic. Whitneyville at 68th: please add a light or roundabout. Please add a light that is sensor-based on M37 just north of 84th at Adventures Daycare. There will be a bad accident here, it is just a matter of time. A light here will also help the emergency crews when on a call as the township office is also right there.

M-37 from 60th Street south to 108th Street (county boundary) is in desperate need of widening, intersection reconfiguration, and Michigan turns, etc. Congestion is at critical stage during rush hour for that corridor.

M37 through Caledonia is SO horridly congested. It NEEDS help. A 5 minute drive takes 15/20 during peak hours and it won't be long til someone gets killed through there. It needs to be widened to 4 lanes plus a turn lane. The roads canNOT sustain the massive and sudden population boom in Caledonia.

I live in Caledonia and the area of M-37 (Broadmoor/Cherry Valley) between 76th and 100th is abhorrent. Traffic is nearly always backed up for miles. The road needs to be widened significantly.

Broadmoor needs to be widened from 68th street to 108<sup>th</sup>

Please consider widening I-96 through Grand Rapids, especially from 36th street through 131. It is too congested during peak times!

We should not be widening or building new roads when we cannot afford to maintain what we have. Invest money into improving what we have and alternative modes of transportation which are cheaper for all of us. I would be willing to pay more in taxes for a better bus system.

Address old pavements & congestion on US-131 south of downtown. Congestion on I-196/I-96 Widen M-11 28th St to Remembrance

M37 from M6 to Middleville desperately needs to be widened. It is impossible for emergency vehicles to service this area with the current amount of traffic.

Eastern Kent County is too congested. We need widening of roads, especially m 21 between Lowell and Ada. Bumper to bumper during rush hour.

I am thankful for the reconfigurations at the I-96/I-196/E. Beltline interchange. Beyond that, for the fastest growing part of the state, highway infrastructure is sorely lacking relative to the east side of the state. If I-75/I-69 in Flint has four and three lanes respectively, US -131 should be 4 lanes in metro Grand Rapids and 3 lanes

in the rest of Kent County. I-196 should be three lanes from Hudsonville (if not Holland) all the way through to I-96. Wilson Avenue from Johnson Park to Remembrance Road has enough congestion to warrant four lanes or divided highway. Particularly now with a large development going up at Lake Michigan Drive. Thank you.

M37 traffic. Need to add another lane from 76th street south. Amazon traffic is going to add to the congestion.

Trying to go through Caledonia on M37 is horrible, mainly the intersection of M37 and 84th Street. M37 needs more lanes in this area.

## **Bike Lanes (25)**

The spectrum of individual questions is too broad. By example, transit is pretty good in southwestern Kent County, but really limited in the northern and eastern parts of the county, and fairly limited in eastern Ottawa County. Amtrak service is not convenient to passengers. Widening roads should not be an option in almost any case, because it means that someone has built a major development outside of existing infrastructure. As roads are improved, especially in rural areas, shoulders that can accommodate bicycles should be planned wherever reasonably possible.

The largest contributor to congestion has been seldom used bike lanes on both sides of city streets. Many streets used to hold up to 4 lanes in a pinch, but now are barely two lanes wide. NO MORE BIKE LANES

Bike paths need to be OUT of the road space and share with pedestrians (see Holland area or the trailways near Millennium for example). Too little, too close is being stolen from traffic lanes making it unsafe for cyclists and congesting traffic further. Need direct, nonstop shuttles from park/ride lots in high-traffic outlying areas like Rockford and Byron Center into downtown that doesn't stop 100 times along the way so more people will use them and ease congestion on highways for through traffic. Fewer people will use them if it takes a long time because of all the stops, like Silver Line. They want in/out, fast commutes.

Please improve biking accessibility, biking safety and pathways that are not on streets. More biking will decrease wear and tear on streets, it's environmentally friendly, and could solve many of our local commute problems—but it is dangerous here and there are not great pathways that connect the regional areas.

### NO MORE BKIE LANES!!

I think we've made a lot of improvements in the bike-ability and walkability of roads in grand rapids but there's still a long way to go. Ther is also too much road in many places (alpine, 28th, beltline, etc.) where the number of lanes does not contribute to decreased congestion. If a big push was made to make public transit more reliable and timely, more residents would be willing to try it.

As more housing is developed within a 2-mile radius of downtown GR, I feel more bicycle/shared lanes need to go in. With parking not increasing as rapidly as housing, more accessibility for bikes would help those of us who live close to downtown (within the 2 mile radius) but are too scared to bike. Why do we continue to use non-sustainable materials for roadways? I know solar plate roads are incredibly expensive, but is there really no affordable alternative? Bad intersections in the region: College and Crescent

Creating protected/ separated bike lanes when roads need to be redone. At the least having something similar to division. Sharerows and bike Lane's are great and all but only work for small portion of possible riders. I see many women and children and elderly only use large paved bike paths or sidewalks for their bicycling needs because of safety concerns.

Get the bicycles off the roads. They are a danger to the autos and themselves. They need their own paths and need to help pay for them.

We need to quit giving up traffic lanes to bicyclists who refuse to use common sense and follow the rules of the road.

I know the city has promoted the idea that drivers and bicyclists need to safely share the road, but I think this needs more emphasis. I live near Leonard NW and it's still dangerous to use the bike lanes here. I know someone who was hospitalized last year after being struck by a car while riding his bike in the bike lane on Leonard near Oakleigh.

Add bicycle and electric bike gathering places for commuters to park and bike. REMOVE snow from bike lanes and other non-motorized paths so commuting can be year round (cf. Minneapolis).

Separate bike lanes , safer for cyclists .

Bike lanes that prioritize bike safety — bike highways.

Bike paths are a MUST!

I wish that there was a better option for me to travel via bike from west of downtown. Lake Michigan Drive is unsafe and O'Brien is suggested, but still doesn't have adequate bike lanes. Besides that, it's more the rerouting of traffic that makes it very difficult from construction.

I would like to have more bike lanes, paths, to be safer for biking .

We need a more complete bike route system that connects residential areas with work and commercial areas. Recreation paths and a few scattered bike lanes are not enough to get the casual bike rider to move up to bike commuter.

More bike paths!

Adding bike lanes, where their isn't room for them is UNSAFE. Ex: The on Walker, south of Leonard is bad. Cars drive partly in it to avoid the numerous holes and it suddenly ends.

Maintaining the bike paths that are ON the roads (not the trail paths) would be really helpful. Many are so bad that we get forced into traffic lanes.

Linking all of the bike paths would be a great project.

Move the bike lanes to the old railroad trails and get them off our streets. Improve the safety of all.

We need an overall mobility plan to address bike commuting at longer distances. I'd like to see some protected bike corridors on suburban roads.

Linking all of the bike paths would be a great project.

### **Ridesharing (1)**

Public transportation will never be widely accepted. Creating spots for Uber carpooling and promoting electric vehicles

### **Sidewalks/Pedestrians (26)**

The intersections of Wilson and Lake Michigan Dr and Wilson and Leonard are becoming increasingly more dangerous with all of the new businesses and apartments being developed. Fruit Ridge overpass needs some serious updates. It should be widened with sidewalks for all of the pedestrians that utilize it.

I think it would be nice to have better cross walks by schools.

The Woodland Map transit center does not have any safe passage to cross 28TH street. It is very dangerous. It would be nearly impossible to walk to the nearest current street light to safety cross the road. Some type of safety system must be set up for pedestrians to cross directly from the Woodland Mall transit stop across the

opposite side of 28TH street. THE bus needs to run on time because no one can afford to be late for work or miss a DR appointment due to a late bus.

Focus on moving people rather than vehicles.

Improved provisions to allow non-motorized traffic to safely cross state trunk lines and freeways

I'd love a shared use path that follows Chicago drive from Zeeland to where sidewalks start in Jenison!

Increase safety through added sidewalks and tech. Need additional funding from users.

In Jenison and Hudsonville there are many main roads that have higher speeds and larger traffic volume with no sidewalks. This is very dangerous and we have had multiple deaths and injuries because of this. This is something that needs to be taken care of now.

The Hudsonville, Jenison, Grandville area is in great need of accessible public transit into Grand Rapids. Also, Hudsonville is in need of a safer way for pedestrians to cross Chicago Drive.

There needs to be sidewalk from Tammarron Ave SE to Cascade Road. You should also correct ie. straighten the crosswalk across Laraway Lake Dr. SE and Cascade Road. We just lost a 6 year old boy there and it is a needed change.

Bicycle and pedestrian access is abysmal. Dangerous place to ride and walk.

Weston/Ionia by Van andel needs a 4 way stop and/or crosswalk for after event pedestrian traffic; I feel like there are other places that need crosswalks, left turn lanes - pay attention to accidents and tickets and traffic patterns to determine those. Pedestrians walk in the street in places where there are no sidewalks - very dangerous.

Trying to get from Grandville into Jenison by bike on Chicago Dr underneath the highway is terrible. The Jenison side of Chicago Dr is terrible, too (no shoulder, high traffic). I think every road project should take cyclist and pedestrian safety and access into account. 28th / Eastern is bad, too. There are cars that turn on red, even when a pedestrian or cyclist is present and attempting to cross. Perhaps signs that say "No turn on red when pedestrian present" might help. East Beltline & I-96 is also really nasty for pedestrians and cyclists. Very narrow shoulder, cars coming from many different directions. There are nice sidepaths north of the highway, and some nice bike lanes on roads off East Beltline just south of the highway, so it's nasty that there is the hurdle of the highway.

The intersection of Plainfield Ave and Leonard is terrible. Our Corridor Improvement District recently invited City of GR and DGRI staff to experience it. While we stood there, very few pedestrians even used the crosswalk because the angles of the street put the crosswalk at a bad vantage point to see vehicles coming. A new bicycle lane on Division ends at Leonard, and the intersection is scary for bicyclists to cross. One could argue the intersection is meant for trucks, but even trucks have trouble with the angles and jump onto the sidewalk, which makes it even worse for pedestrians. As a result, pedestrians routinely jaywalk just outside of the intersection, which is very unsafe.

There needs to be a much greater concern for public non-motorized transit (via walking, biking, etc). There is little availability of pedestrian friendly transit.

Pedestrian safety is one of my top concerns. We need to stop building roads so cars can drive fast and than it's extremely dangerous for people to walk.

More signage for pedestrian crossings, more protected bike lanes.

pedestrian safety as a top priority; traffic calming measures; smart traffic lights

Improving safety of pedestrian crosswalks

Wealthy and Division slow traffic for pedestrians, 28th and East Beltline, Lake Mi Drive and Wilson all too busy fast for pedestrians to cross, road diets traffic calming

I think there are several improvements that could be made to Fulton st W between the zoo and 131 to increase pedestrian safety. Eg buffers between the sidewalks and roads, road diet to slow down traffic, transparent street walls

One of the worst intersections for pedestrians: Lake Michigan, Bridge, and Covell in NW Grand Rapids

Hall Street/Grandville Avenue (needs a left turn arrow from Hall Street turning south on to Grandville Ave)  
Franklin Street entrance on to US131 Northbound (dangerous merge due to lack of visibility of oncoming traffic) Business curve on Grandville Ave near Chicago Drive/Clyde park is very congested and difficult for pedestrians to cross

Regional planning efforts need to shift away from the auto dependent system by daily needs and services within closer proximity to residential areas while encouraging increased pedestrian or bicycle options.

Investigate ways to limit crossing over busy lanes like what is being done at 96 and the Beltline east bound for places like Alpine and 96 for the north exit.

Bike lanes and sidewalks abruptly end on busy roads leaving cyclists to ride along side aggressive drivers.

### **Public Transportation (146)**

County-Wide Public Transit. People who depend on transit cannot get to the townships and people living in the townships have limited access to transit.

With regard to the new Laker Line, wish it provided for pickup/dropoff closer to GRCC.

Our roads need to be repaired with quality materials not just the cheapest bid. Amtrak is a great option to travel to Chicago. The schedule should be expanded and promoted.

Extending service time on the weekends would be great!! Some of us work the weekends 2nd shift. Its hard to find a ride every weekend.

We need more options besides a car outside of the 6 cities.

Prioritize decisions that minimize sprawl and maximize the ability of citizens to live without owning a car.

Any consideration of widening roadways in our modern era of a crumbling road network that is already too expensive would be a very poor choice. The only sustainable options are pedestrian, bike, and mass transportation.

Consider universal design: what works for those who cannot drive because they are too young, too old or disabled, will also make the system better for everyone.

More frequent service is needed for the rapid. There are several routes that only run every 60 minutes on Saturday and several routes don't run at all on Sunday.

The east side of MI partners more with ride share services to aid people with disabilities to travel in a more timely manner and with more flexibility. It would be lovely to see more partnerships like this in west MI.

I think 28th street in general is pretty busy, often congested. The timing of lights should be increased, especially for left turn signals. The M6 corridor between Kalamazoo and Broadmoor is in pretty rough shape too, and I think the eastbound side is in worse condition, I avoid it when I can. It should be replaced. The bus system is spotty after 44th street too, where I live in far SE Kentwood there are no stops at all. I see a lot of

pedestrian traffic in and around between 60th and 68th on Kalamazoo Ave. I often wonder how much foot traffic could be alleviated if there was a bus service that far south that stop in places other than Meijer in Gaines Twp.

Grand Rapids needs a plan to deal with the increase in congestion that includes bus rapid transit, better access to Amtrak and land use planning that accommodates public over private use.

The intersections of Michigan Ave and Fuller and Wilson and Lake Michigan. Make a bus system that connects to areas close to GR like Grandville and Hudsonville for commuters so traffic congestion could decrease.

The creation of a light-rail system could alleviate traffic congestion and reduce greenhouse gas emissions.

More Amtrak times

Trams

Downtown congestion is crazy after 4. The East Beltline is also whacked. Maybe a busline from Rockford & back would help.

Subways/trains

We need a high speed train from Grand Rapids to Holland

I want to be able to have access to a nearby train station so I can get to GR easier and not need to drive.

An integrated transit system that prioritizes public transit and ride sharing above single occupant vehicles where possible reduces congestion and pollution, and improves community.

Light rail/interurban would help anticipate the congestion issues inevitably coming to our region. Expanding suburban bus services to connect to business and economic development in SE Kent County is needed for an economy where owning an automobile is less affordable.

Michigan and Ottawa, Leonard and 131, and Cherry and Fulton. I think bus transit is great, but it adds to the road congestion. I would love a train system more similar to Chicago

Light rail from coopersville into gr, holland to gr, rockford to gr, and wayland to gr. The bus takes too long, and too many transfers. The highways are overcrowded and I hate paying for parking. But things are too far apart currently, and the Amtrak station is in a bad spot.

Michigan and Fuller intersection is a nightmare from 2:30pm - 7:00pm M-F. Put in a rapid bus line from Cascade area down Cascade road then Fulton St. with parking lots west of East Beltline and west of I96. Run the Michigan Street Bus later so second shift can ride it. Have GRCC students ride for free like GVSU.

You are part of the Allendale community. Your students often have a say in voting in our community for board members. I would like to see a better relationship with the college and the people who live in Allendale. You use our children in the schools in Allendale to help teach your students. Perhaps you can work on a parking solution for us in return. Our children go to your college. But they still have to pay a big fee for parking. Isn't there anyway that you can provide Allendale with some kind of transportation area to park that doesn't charge of that much to send our kids to your college just from our community?

Stop expanding highways, stop building parking at GRR, add more passenger rail (between GR and Holland, GR and Lansing, GR and GRR)

As the city has decided to make Michigan a bottleneck, it need a highway exit on Eastern. Also the hospitals and college need to route there parking directly from the offramps. The public transportation system we have is useless and not worth investing any more in.

My concern isn't necessarily with dangerous intersections as that should be MDOT's and local municipality's responsibilities, I believe if the Rapid can get buses running every 15mins on most routes throughout the day along with improved nonmotorized networks (bike lanes) I think we'll see more people shift to those methods. Advocating for reduced auto lanes for bus and bike lanes would go a long way and I hope GVMC takes every step necessary to push for these improvements.

Time and money needs to go into light rail or other public transit options. Network linking lighter rail to rail is the way to go. Less expanding of roads. No more Insane intersections like the new one at cascade and 96. Seriously??

Other public transportation options besides busses. All intersections have become dangerous due to the amount of people running red lights and texting while driving.

The worst intersection is Fuller/Lake. Priority needs to be on taking cars off the road, or preventing more cars from joining the roads. More public transit would solve this. It is also a missed opportunity that there is no rail service from the airport to downtown, or even out to Allendale, Holland, or Muskegon

It would be nice if there was a public transportation option to connect downtown and the airport. Also anything we can do to make tail path intersections along main roads safer.

The city's bus system is very good, but we need some type of subway system to get around the city without traffic. Subways would clear up the streets. It would also be nice if you could get to Grand Haven, Holland, Lansing, and Kalamazoo via train multiple times a day. Improvements don't need to be made to buses, intersections, or walkways, but rather invested in train travel.

4 mile and Alpine in Kent Co. is a bad intersection Before expanding bus service ensure the resources (bus operators, mechanics & supporting personnel) are available and trained since recruiting qualified mechanics is tough in this area.

Let's move beyond standard bike lanes and trails. The region needs to be looking at true separated bikeways, bike boulevards, bike accessible/safe intersections and consistent year round access to these networks. More sidewalks, transit stop improvements, and more transit service (frequency, 7 days a week, later service, companion services to address second/third shifters) is needed. Improve resources going to support carpooling/ride sharing, vanpooling, car share, bike share, etc. Major regional corridors need to be person accessible, not just car accessible (e.g., 28th St, 44th St, 56th, 60th, etc. Plainfield, Leonard, Lake Michigan Drive, E. Fulton, Knapp, Cascade, E. BELTLINE/Broadmoor, Burton, etc. Lots of jobs that people cannot get to in this region because they demand the ownership/availability of a car to get to/from them.

Continue to fund and increase more public transportation, accessibility and frequent times to be available is key.

It's either Gold and Lake Michigan Drive or National and Lake Michigan Drive, that is very dangerous. There is very poor visibility at this corner. Please take into account air pollution and prioritize public transit over private.

While I know community feedback is valuable, I'd hope that your research is specified to people who might actually depend on the MTP. A suburban family in Caledonia with 2 cars can't possibly care about public transit.

encourage car pooling, more mass transit beyond city

The Rapid has greatly expanded its free services, which is great, but those services are focused on downtown visitors, most of whom have other transportation options. I would rather have tax dollars subsidizing residents for whom public transit is a NEED, not just a convenience or novelty.

I like the commuter bus line idea, and would love to see rail transport, as well as further commuter bus options.

Public transit is complicated and time consuming.

Wealthy and 131 area is the worst. Think improvements to a public transportation option is what will make the Grand Rapids area more accessible.

Michigan and college is horrible. Please get some public transportation from Lowell to GR!

I think stressing mass transit and bicycle lanes is not necessary.

bike pathway connectors. public transport to the SE corners where manufacturing is prominent.

Elderly population will be a bigger piece of the pie in the future; good public transport will help the transition to them no longer driving. Public transport could be replaced with self-driving cars.

For the buses city transportation should go forward out each buses to both street because there are were the jobs are at, and all of us don't have cars

Increasing the reach and reliability of public transportation should be a top priority. Alternatively, a program could be implemented to assist residents with the cost of purchasing a vehicle.

Public transportation and last mile service need vast improvement. I live in the city of Grand Rapids but to use the bus I need to walk 1.6 miles to the nearest bus stop. That effectively excludes use of public transit for me as an option. I dislike driving but the time to walk that distance takes too long. I would love to see more frequent stops and ensure distances to bus stops are not so far to exclude use.

An increase in transportation between the Holland and Grand rapids area would be nice

Senior transportation to and from home to appointments.

Create regional transportation system. Develop a true master plan for development that reflects true traffic volumes.

We need a public transportation system from the lake shore to Grand Rapids.

Research indicates that Frequency is a huge factor in public transit. Consider the possibility of expanding night running hours of the Rapids in areas (for night shift workers) and adding more frequency in the bus lines even if it requires more little busses between bigger busloads.

I would like to see the community heavily invest in public and transport and recreational trails for transportation.

It would be nice to have more loop style bus lines so that it would be possible to go to more destinations without having to go to the transit center first, which adds time to most trips.

We need light rail to take cars off the street and establish a firm foundation for public transit in the region. Bussing is not the answer.

Michigan and College, E beltline and 28th, Michigan and Fuller. We need to give the development of a public transportation system top priority. Light rail should be a goal. Electrically powered vehicles should be encouraged.

Public transit needs to extend further into northeast Kent County. Road construction projects need to be better coordinated so traffic impacts are better managed. Kent County suburbs are not walkable.

We should be able to use transfers on any bus including the one you boarded!

Yes to transit, including passenger rail. There is a high quality railway between downtown Grand Rapids and GRR airport. There are high quality railways between downtown Grand Rapids and Holland, Sparta, Ada, and others. We can't afford to stay in a 1950s transportation mindset.

There needs to be a shift from just pavement management. Also, we need to limit the funding to capacity increasing projects. I would like to see more funding directly suballocated to Grand Rapids to address the more complex transportation system for the region.

Moving further in integrating more mass transit and bicycle areas. We need to get less cars on the road by making alternatives convenient and affordable

The northern section of the greater Grand Rapids area has been completely ignored by mass transit. One Rapid bus goes to the Knapp Meijer and one within 2 miles (south) of the Plainfield Meijer. For anyone living in that entire area of the region, it makes mass transit limited or not an option at all. Stops at Meijer Gardens, and routes going further north on East Beltline, and Plainfield would provide more options for residents in those areas.

Public transport to rural areas maybe a stop in each town.

I think thinking innovatively in regards to the climate crisis is paramount while considering any responsible transportation plans. We need to be thinking about how we can lessen our negative impact and be thinking about the future.

Roads are not the way of the future, especially with climate change. Invest more in public transit for urban and suburban and rural areas. More busses, bike routes, and rails could make GR a leader in progressive transit policy.

Less money spent on pupils transportation. Lots of working individuals do not use nor will ever use

I think you should consider extending times of certain buses for ppl who work over nights in the major business districts. Like the cluster of factories on 28th and 44th clay Ave etc. Many ppl have to refuse work for lack of transportation.

We need to be funding and building separated bike lanes like some of the ones the City of GR has started to build and other cities have as well. Regular bike lanes are not enough. More money should go to increase transit service, especially given the amount of development. Any way to get some dollars from all of these new developments? We cannot support everyone driving cars not to mention many cannot. The interstates here should have lanes for carpooling and transit at least in the peak hours. More people need to travel together in the same vehicles. More carpooling, vanpooling is needed and employers need to flex their work scheduling to lessen the load at peak times.

Public transportation to the lakeshore would be great.

I don't think anyone can accurately predict what our transportation needs will be 25 years from now. I think car ownership will actually drop, and if it does, we would be wasting money on road projects other than maintenance.

All GR metro communities should participate through funding and having available the services of the Interurban Transit System (RAPID). There shouldn't be a township nor a community who "opts out" as this disadvantages both the folks who live in the township or community and those who need to travel to the township or community. I don't know how we reach this buy in consensus but we need to be there.

you can not build more lanes all the time to solve the transportation issues.

Develop/Promote transit options for concert goers from suburbs at Van andel arena

It is my goal to be car free by the end of this year so I am mostly interested in bike paths, bus and other public transportation.

I would like to see light rail in downtown gr.

Pearl & US 131 southbound exit - horrible layout! Byron Center & 44th - ALWAYS backed up How about some routes from one side/end of the city to the other that DON'T go through central station? I'd take the bus from Wyoming to Alpine but my trip, counting transfers, would take about 90 minutes. It takes 20 minutes in my car on a TERRIBLE traffic day. I can't justify 70 more minutes. I think light rail needs consideration, from one side/end of the city to the other, and between area cities. I think Nike rentals downtown & Millenium Park would be cool.

Look at the bad roads in smaller towns like Lowell, Mi. North Monroe Street in particular. Semi's often use it to get to Attwood. Extend or develop the transportation system to outlying towns

Grand Rapids as a whole needs more investment in our local roadways, interstate, and public transit. Our road capacities around the local MSA were meant for populations that we haven't seen in 50 years. All interstates within Grand Rapids should be at least 3 lanes to handle demand. East Beltline needs addressed. Lake Michigan Drive will need increased capacity for future development, along with the new Laker Line. Furthermore Grand Rapids needs to invest more in regional transit, either buses, trams, light rail, doesn't matter. The Rapid is improving, but it is nowhere near what the region needs in efficiency, frequency, and ease of use. One short term suggestion is cross-town routes. We shouldn't have to go downtown to get from Rivertown to Woodland malls.

Definitely need more transportation for the seniors, not enough buses or vans right now for their appointments

Senior Transportation needs more funding. We have RideLink, but not enough vehicles or drivers to serve all Seniors who need transport. They are isolated in their homes and need help. The medical facilities and Dr offices need to think about this when they plan for a new location.

E Beltline needs more lanes, fix the horrible pot holes in city and m6, another method of public transportation in county such as a train line that runs throughout the county.

Longer distance transportation between Lansing, GR, Holland, and Muskegon areas that connect to local transit hubs. More transportation options in industrial areas for employers.

If we do not coordinate regional land use policy with our regional transportation improvement program, our region will fail economically, fiscally, and environmentally.

Please prioritize transit, walking, and biking. Our region is choked with cars and we need to reduce car use to make our community safer, healthier, and less polluted.

Link the rapid system with shoreline communities like Muskegon, Holland, Grand Haven. It would require the rapid to go to Jenison or Hudsonville and Holland's transportation system to come east. That would make for a true regional system.

Transportation for seniors and no-senior who are disabled.

Continuing to try to get people onto public transportation, such as actual light rail, might help the amount of traffic on the roads. The roads are too small for all the cars!

An east west BRT line in Kent county. Linkage of Ottawa and Kent public transit systems

1) Spend extra money up front to do quality road reconstruction. Don't hire the cheapest bidder just to have to fix everything again in 5-10 years. 2) One Amtrak train per day to Chicago is extremely limiting - especially

with such extreme departure/arrival times (6am and 11:30pm). I understand that Kalamazoo's 4 daily trains result from being on the Detroit-Chicago route, but it's frustrating not to have at least one other option from GR. 3) Improve bicycle infrastructure - especially connectivity. A trail system is only as strong as its weakest point. If I take the M-6 trail across town and have to ride on 68th Street, a 5-6 lane road, across numerous freeway on/off ramps, that represents a poor transportation network. Build a separate bridge over M-6, like Adams Street over I-196 in southern Ottawa County.

I think the greatest and most sustainable impact would be to prioritize land-use planning/growth around existing transportation facilities.

Airport-Downtown GR bus service, regional transportation, and increasing density

Better public transportation would help to alleviate affordable housing if a better public mass transit system is implemented.

There needs to be park and ride lots that can allow Those not on at public transportation route or from out of town to park and ride public transportation into the downtown area or to the campuses

Allocate more funding for new or improved multi-modal transportation efforts such as the West Michigan Express. Seek support and funding for new i-196 interchange at 48th Ave.

Our regional planning organization needs to focus on mobility like transit, ped safety, and bikeways. Think sustainably and long term.

Just fix the roads and make public transportation better on the weekends especially

Independent light rail system between metro area.

I would love to see a light rail system that connects cities in West Michigan. Like from Grand Rapids to Holland.

Bridge and Scribner/Turner is terribly congested 131 is constantly backed up through Grand Rapids both northbound and southbound Perhaps visit the feasibility of a light rail system

I think we need, and will need more in the future, light rail to Kalamazoo, Muskegon, Lansing , Ann Arbor (Detroit, although you can get there once you get to Kazoo or Ann Arbor) (Toledo would get you to Amtrak Chicago-DC route)

I think we should really consider light rail.

We need to increase mobility from northern Kent County into Grand Rapids. An express commuter bus system or light rail inter-urban commuter system which can take a large number of cars off the overcrowded street system.

Light rail between cities

I would love to see a light rail system someday that links the GR suburbs and Airport to downtown. Something that can get you downtown within 10-15 minutes from Rockford, Ada/Lowell, GRR, etc. Buses are too slow and will get even slower as traffic increases. Also, would love to see bicycle highways similar to Minneapolis. Plowed and salted in the winter. They could run down the middle of 96, 196 and 131. Even better if they were heated/covered but that is probably a pipe dream

I would be willing to pay a millage for light rail or express options that link the suburbs with downtown. Bus routes that have been developed (going to Cascade for example) take way too long to get to/from downtown, making it undesirable to use.

I think designing more Rapids routes to be BRT would be efficient. Start with the routes that already have the landing, the 12 (even though that's a low passenger route most times) and maybe eventually phase out the 1 because division and the SL run the same route.

As far as passenger rail the new hours for Amtrak aren't necessarily better than the old; also it would be nice to be able to take a train East from GR and not just to the Lakeshore and Chicago. Extended days and hours for bus service is good, but doesn't totally make it a better option than a car because the frequency of service is low. Until we get the density required to increase frequency of all services (including sometimes air) my car is my best option for all the coming and going I have to do throughout the day. Increasing density is not necessarily the best option the quality of the life (including low cost of living) that this metropolitan area enjoys.

Plant trees to shade bus stops. There are times when you have to wait 20 minutes for a bus while standing in the blazing sun. A perfect example is the #6 bus stop at Fulton and Union. The Waters House Apartments just upgraded landscaping at that stop. It's begging for a shade tree there because there is no bus shelter. Trees must be cheaper than constructing bus shelters.

Division and Franklin, 28th and Division, Running buses that don't run Sundays

Run (buses) later on Sundays

Extend the Rapid bus into Plainfield township

My insurance company provides a cab for me to get around but I have to call in advance. More options for traveling would be good. When I lived in Detroit it was easier. There were bus stops everywhere.

I think we're long overdue for a direct downtown to the airport service. Either by bus or the railroad that already goes by both.

Increase walkability and bus service.

The condition of the pavement is horrific. There's a lack of accessibility to the bus system in Ottawa county and the time it would takes to ride a bus into the city would be extremely long

More convenient amtrack and bussing options to Kalamazoo Chicago Detroit etc

One of the worst interactions is Chicago Drive and 80th street. Bus or train service from Holland to GR with stops in between in Zeeland, Hudsonville, Jenison, Grandville would be wonderful.

I wish there was more bus service outside the city of GR and GVsU—maybe connecting northern and eastern Kent county to the systems

Would love to see some sort of commuter plan for people coming from the north--rockford, belmont, comstock park. It is congested everyday. I would def ride a bus or take a commuter train if available.

Need to start thinking big future. Rail between GR, Muskegon and Holland. Have rail system within GR similar to Atlanta and use buses to feed the cross of railines

We need a commuter train from holland to grand rapids and vise versa. Please use rail and not buses.

Expand park and ride options for Allendale and surrounding areas to reduce the need to drive to GVSU and park to catch a bus downtown. Also, coordinate bus schedule or arrange for call ahead van pickup to match Amtrak schedule. Students who attend GVSU are falsely promised access to Amtrak to a Chicago but no busses run early enough to get to the station and taxi/Uber is expensive

Would love to see longer hours of service for buses

Bus system that would link the Grand Rapids system to Rockford/Cedar Springs

We live off Ann and Monroe. The Dash bus stops at Monroe and Leonard. No busses come through this area and many people make the long walk to Plainfield avenue to #11 bus. We need a bus down this way.

Have the busses run 24 hours a day

Many areas are underserved by the bus system such as northern kent county. An expanded bus network would get more ridership and reduce car traffic

Bike lanes exist where little to no bicycle traffic occurs. Bus system needs longer hours at night. As a business operator we cannot hire, or lose workers who are bus riders due to the bus routes shutting down early on the weekend evenings. I would pay more in millage, not a gas tax

Add more bus routes.

Extending bus route times and adding regular routes on Sunday (ie some buses do not run on Sunday)

the silverline stop at Wealthy (several times cars almost hit the bus trying to turn or merge in front of it); Burton and Eastern; Madison and Hall

Subway system...buses take way too long in traffic especially going from one end of town to the other.

Running busses later on SATURDAY and SUNDAY!!! For 2nd shift people!!! And 1am MONDAY thur FRIDAY for 2nd shift, not everyone gets out at 10/11!! Also, EARLIER in the MORNING, some people have to b to work by 5am, especially factory people!!

Get more commuter buses out to the edges of the county. Also, make crossing Fulton st safe again near Aquinas. It took too many years to get the active crosswalk on Michigan, lets get the East Fulton area secure in a more timely manner.

More bike repair stations - the ones DGRI has are not maintained- air pumps do not work. 2. Expand free bus service 3 Make sure bus stops make sense in the real world like how far do you have to carry two full bags of groceries from the store to the bus stop

Burton and 131 is dangerous. Alpine and 4 Mile are too congested. I would like more accessible bus routes so people don't have to walk so far to get on a bus and this could encourage bus usage. I live about 10 houses from a bus route and it is very handy.

I would like to see regional rail a possibility in the future. While I understand that would be a huge undertaking and expense, if I had the opportunity to take a rail system to my job that is 45min away rather than drive, I would.

We need rail service to Lansing, Detroit, and up north.

Begin thinking about a modern rail system. See if discussion can be broadened to adjacent counties and build a rail system like they have in Europe.

I think commuter rail between Grand Rapids and Holland should be a major priority. Utilize existing rail or right of ways to connect these two population centers.

We need a rail system going from the Grand rapids metro area to the metro Detroit area. A direct route....

I think access to computer rail should be a considered a necessity as the region grows and access to downtown from the suburbs is more limited.

## **Safety (4)**

We need to use technology to improve traffic flow during peak hours. We need to direct traffic during peak hours and not just hold traffic while one or two pedestrians cross intersections during events. We need to hold bicyclists, pedestrians and others accountable for following traffic rules and being ticketed when not. Bicyclists should be required to pay for licensing and be inspected for lights, safety skills, etc. just like a driver is required to pass a test, follow rules, etc. Points should be given for bicyclists who ride through red lights and stop signs, pass a vehicle along their side, etc. I love the momentum in creating an environment where we share the road. We need to focus on safety and currently I feel the responsibility for safety is dumped on motorists. More money should be spent on education and public safety officers needs to enforce policies to help all of us.

The area bus stop are make shift homeless shelters cause major issue

Improve safety at 44th St and 8th Ave between Grandville and Jenison Add an exit at I-196 and 48th Ave in Jamestown Township Add lanes to 48th Ave Link bus service to Hudsonville

Speed limits are not enforced and that puts people on bikes and walking in a lot of danger

## **Congestion (57)**

Broadmoor/East Beltline needs congestion help two areas: from 28th to Burton and at I-96. Also, MDOT needs to be working on the 131 corridor from 28th to West River. The difficulty and cost do not make the problem go away. Planning, innovation and investment is the way to improve the situation.

Better coordination of road closures for construction and detours around downtown to reduce lengthy congestion backups

I think 131 traffic is frustrating

Eliminate the left lane on and off ramps on 131 downtown. Figure out why there are constant slow downs on the expressways downtown when there are no accidents or other problems. There is not enough traffic in GR to cause any kind of traffic jam yet they always occur

High volume traffic times should be studied, certain areas are terrible and should not be.

Highway on ramps in Grand Rapids often are both on the right and left lanes. 3 merging traffic directions is a challenge for many. Coming from Chicago we have a traffic problem them but your not dodging merging traffic from highways like 131 and on ramps thru downtown just one side is exit or on ramps.

Southbound M37 between 68th & 76th is road rage alley. The zipper works until some entitled 4wd diesel truck owner goes barreling up the left lane to insert him/herself into a non existent gap in the right lane. No number of lane ends/merge signs will get through their thick head. There aren't enough KCSO deputies in Caledonia due to choices made by our Township, which leaves the drivers to believe there are no consequences.

I think right now there is an issue trying to get from the eastside to the Westside around north downtown area because of how the roads are made under 131 with the 2 lanes turning into 1 lane with a turn lane.

Byron Center Ave and 84th Street is becoming very congested with only one lane coming from the north (previously had two) and west. And 84th and Tanger is very bad. Many traffic delays there too, causing blocked sidestreets and soon to be restaurants .

M37 north of Grand Rapids is very congested!

Our small, rural area just south and just north of 8th street has grown significantly and the roads that are used to get in and out of our area are congested and dangerous during certain times of the day.

Living on the south side of town, 28th street is particularly congested - but 131 is my pet peeve. With MDOT's help, I'd like to see a reconsideration of the overpasses/underpasses on 131 from Burton through Ann; it's a hodgepodge of strange exits (15 mph turns on Burton and Ann's exits), access roads (Franklin), narrow dangerous overpasses (Wealthy), and an ill-conceived weave lane (Pearl on-ramp/EB 196 off-ramp). Some of these are probably going to be difficult or impossible to fix due to real estate issues, but some of them can be fixed if given resources.

I consistently run into the same traffic jams across the area. Funds in Ottawa County seem to be ample, and the roads are in pretty good shape... Kent is worse.

Forget about more bike lanes. They have been a huge reason there is congestion on roads formerly not congested. And, for God's sake, don't close all access at the same damned time. I have to drive south to Wealthy from Michigan St. in order to get home to a house between Bridge and Leonard. Most days I cannot get home in under 40 minutes - it is a 7 minute trip.

Road rage alley M37 south bound beginning north of 76th and continuing to 84th is an ongoing conflict with those who can obey traffic signs and those who are oblivious or perhaps just bound and determined to insert themselves into a non-existent space. Our KCSD coverage is too thin and everyone knows it.

M21 in eastern Kent County is terrible. Over congested and dangerous. May new sub divisions along that road with no turn lanes. Needs more through lanes and turn lanes and an overall improvement in pavement conditions, it is like driving down a washboard.

East Beltline and Alpine Ave are congestion nightmares. Something should be done to improve traffic flow.

The roads are good enough but the 2 way street though Caledonia is a nightmare during rush hour it takes forever to get through

28th and Division during the AM rush hour. Sometimes you have to sit through THREE red lights because the right lane is only for the bus stop. Needs some thought as to how to improve the congestion at that corner. Also the highways downtown are extremely congested at rush hour -- the SilverLine bus was supposed to be a solution, and I tried that but it takes twice as long as simply driving my car downtown & parking, once you consider driving from my house to the bus stop on Division, waiting for the bus, and the longer drive time due to stops, of course, and it didn't save much money, and there were unsavory characters on the bus and I didn't feel secure.

Worst three intersections in the area: 36th and Eastern, particularly around the railroad tracks. 28th and Burlingame in terms of congestion. 28th and DeHoop in terms of congestion.

need better 131 alternatives to reduce congestion

We don't need any more bike lanes. Where 4-lane roads have been reduced to 2 plus bike lanes, the congestion is unbelievable (Bridge St., Leonard NW, Burton SE). I very seldom see anyone using these lanes. Also, with the mandate to leave 5 feet between a car and bike, the car is perilously close to the oncoming traffic.

The exchange between 196 and 131 on the northwest corner of the city is white knuckle every time. The timing between entrances and exits is sooo short. There is also a lot of congestion on eastbound Baldwin in Jenison in the morning.

Something MUST be done about the congestion at Leonard and Turner under the viaduct!!!! This is HORRIBLE!

Highway congestion going in and out of downtown GR is horrible especially to the north. Could a bypass be built from Grandville area (196) to 196 north between Standale and Allendale - this would relieve congestion on Wilson Avenue north and bypass downtown area.

Fuller and 196 congestion. Close lane westbound on ramp at peak hours.

In general, the roadway's are in poor condition. With potholes, poor/no shoulders and increasing congestion due to growth, an better understanding of how to improve the roadways or intersections is needed.

The congestion has exploded. And going anywhere between 4-6 is horrible.

Traffic congestion is out of control!

The connection between Kent and Ottawa county is terrible: Lake Michigan Drive is horrendous through the Standale area through the lower Westside to downtown, and the connection to Fulton near the Zoo. Yet, the Laker Line is only going to make this worse! The congestion at LMD and Wilson is horrendous and only will be worse when apartments open up and people start living in them. The traffic signals do not do justice to the overly heavy traffic. Wilson is backed up from Meijer past O'Brien on a daily basis. A two lane road for that number of cars is ludacris! Along with the traffic light at Wilson and Leonard NOT having left turn arrows!

With the growth of the population b in Western Michigan. A serious thought must be given to the upcoming needs or congestion on the roads will be terrible

M37 between 76th and 84th in Caledonia is horrible with it being 1 lane each way in the afternoon. With that area expanding, there needs to be more lanes added to ease congestion.

Extend bus system further out (to Caledonia, for example). Also, M37 congestion between 76th and 84th st.

Congestion on M37 between Caledonia and Middleville is a nightmare

Adding people to communities without considering roads and traffic seems to be a problem. Developers should be paying to ease congestion.

Adding people to communities without considering roads and traffic seems to be a problem. Developers should be paying to ease congestion.

M-37 Traffic congestion Norhbound through Caledonia in the morning during the school year and congestion South from 76th to 84th along M-37 durin afternoon traffic year round. Kalamazoo Ave at the M-6 interchange is always a mess.

Based in Caledonia, our major congestion is at 84th street and Broadmore

M-37 congestion from m-6 down to and thru Caledonia. This is a fast growing area and needs attention.

The traffic congestion along M37 in Caledonia is terrible. The roadway should have 4 lanes from 76th street to 100th street.

Downtown is getting bad. Too much congestion. Growing too fast for the infrastructure and taking away parking is becoming a big problem.

US 131 congestion during rush hour seems unsafe, with frequent accidents

Consider the impact of having multiple construction projects open at one time. The traffic and congestion this summer has been brutal. It seems like every major highway has detours and delays.

There is traffic congestion because of lack if lane space. Roads were not designed for bike lanes and bus lanes. The addition of those two items has created more congestion and confusion than anything else.

Congestion is bad when nearing the Lake Michigan/Fulton split at the expressway entrance ramp

Traffic congestion is very localized and based on frame of reference. For instance, I live in Byron Center and the 84th/Byron Center Ave intersection can be extremely busy for the peak periods of the day, but not at all busy otherwise. Outside of that, the SW corner of Kent County isn't bad compared to the 28th Street/E Beltline corridor. It's hard to compare congestion area-to-area and even time of day. If people only moved

their commute times a lot could change. Focus on road condition first and foremost (i.e. new road paving technologies and materials, requiring developers to repair larger cross sections of impacted roads, constant maintenance vs as-needed), then on non-motorized and recreation uses.

Road conditions need to be improved, sidewalks need to be improved for mobility challenged individuals (including better snow removal or sidewalks that auto melt snow), interceptions need to be safer including better visibility and lights that change automatically to adjust for increased traffic flow. Michigan hill west of Coit and the exit to I96 is totally unacceptable since the last change. Many intersections are prone to regular accidents due to congestion and/or lack of visibility. The city has growing pains and managing traffic will help.

Taking away traffic lanes to add bike lanes causes horrible traffic snarls and congestion. The amount of motor vehicles vs bikes is overwhelmingly more. Bike lanes are rarely used. Bikes should be allowed to ride on sidewalks (Sidelanes) just like on trails in the area.

More than enough bike lanes and the inconvenience of dealing with the "Laker" line and it's Division Ave cousin. Put the bus stops out of the travel lanes. Creates too much congestion for already busy roads.

Address congestion from North 131 and at Cascade on 96.

congestion on Broadmoor Avenue / Cherry Valley (M37) south of 68th Street. Intersection with 76th Street, 84th Street, and 92nd Street.

Reduce rush hour congestion with buses to suburban areas in early AM and PM.

The history of MDOT decisions, use of Federal grants and not have the foresight years ago is a current disaster. Northland Dr and the Grand River MDOT decision to rebuild the bridge and install a bike path. I have never seen a biker on the path and traffic is backed up to 5 Mile in the winter? There are many more, Safety Grant Money for intersections and we don't see the need for RIGHT TURN LANES. 45% or more of all traffic turns right in the right lane? GR Signal manages much of our signals, INVEST MORE, they are making great strides and John and his team always have limited human capital and funds. Why is this hard to understand with administrators in GR, Is it because most people were born on a farm in MARNE? A few years ago, I attended a meeting at MDOT GR Regional and had to explain Highway "fly-overs" to Senior Engineers with MDOT. Do we even have the skill set in the right positions? Years ago, we adopted a "pay it forward" for invest and bond out for roads locally in the County/city/municipalities, State Gov, lowest bid, they don't bond and tax? Whats wrong with this picture? We are stuck in the past and Lansing, old time ways are killing our ability. People need to stand up and take charge and provider greater leadership to the need of infrastructure.

US131 northward and southward out of GRR is a total mess. Clogged, congested and congealed a lot of the daylight hours and especially at the normal rush hour times and weekends. I avoid it now at all costs and just go another way. Amtrak service to the east needs to be addressed, possibly by going south to Kalamazoo to connect with the Wolverine Service or on the CSX line direct to Lansing and Detroit. 28th and the East Belt are also clogged much of the time and we also avoid that by using other routes to the east to get towards the South Kent area.

48th Ave from Chicago Dr to GVSU and Wilson from Grandville to Standale need to be addressed. They are both way to busy for a 2 lane road.

Plainfield near 196 gets very busy during rush hours

Easier access to schools for walking kids across busy streets. Alpine between 4mile and the highway

### **Traffic Lights (27)**

Eliminate congestion on the Beltline by coordinating lights and eliminating Michigan lefts, replacing with left turn lanes and green arrow traffic signals.

Broadmoor/m37/Cherry Valley through southern Kent county has turned into a traffic nightmare. Between congestion, accidents, and bad traffic light timing around M-6, it's bad all the way to 100th street.

Bridge street from Turner to Seward. Eliminate left turns, better signage for US-131 only lanes. Leonard Street from Monroe to Alpine. Congestion is near insane levels! Please consider using technology to extend the light timing sequences during heavy traffic volume. for instance, keep the lights for north and southbound East Beltline green longer during heavy traffic volume. there are so many cars during rush hour that only a few cars can make it thru the light before having to stop again. Also, FIX THE POTHOLES!!!

Use of technology to time better for less congestion and ensuring safe roads and speed limits strongly enforced. There is always room for improvement which takes a lot of money and time. No one should ever expect things to be better over night.

Bicycle paths on main roadways are causing auto traffic congestion due to restricted roadway for autos. East Beltline , between Burton and Leonard, traffic congestion during morning and afternoon rush hour. Seems like traffic lights could be better timed.

The lights at intersections need to be timed better, especially during heavy travel times. Grand Rapids needs a better network of paved bike paths and protected bike lanes.

Use better materials for road repairs to help them last longer. Also, lengthen the left turn light at Byron Center and 44th Street intersection. I avoid that intersection regularly during busier times so I don't have to sit through 3 light cycles.

Improve/coordinate timing of lights at intersections.

coordinating traffic light sequences differently at different times of day to keep traffic flowing. Coordinate construction projects to leave more alternative options for traffic. Please more Traffic Circles! When used correctly they can be very efficient, especially where 3 roads come together or at intersections with weird angles, like the Lake Michigan/Fulton meet, various spots on Lake drive like Fulton/Lake/Union or at some spots on State st. Also, Or similar spots on Wealthy/Jefferson, wealthy/Lafayette those seem to work very well. I am a big proponent of Traffic circles.

Most lights should remain blinking before 5am. There are a number of lights downtown that are not, even though there's almost no cars on the road.

A stoplight at Bauer and Cottonwood because it is impossible to walk/ bike anywhere because cottonwood is so busy and there is no place to cross except at baldwin

Add traffic light at belding rd and Ramsdell dr, flatten some hills on Ramsdell to reduce blind hills and increase visibility from driveways

Wilson and Lake Michigan Drive. Drivers run red lights continuously and because the stop light is so long there are many people who aren't paying attention when the light turns green because they have turned to their phones.

Alpine north of 96 needs improvement. That may mean expansion or perhaps changing the lights there or adding some rear access on the east.

The exit from I-196 to Chicago drive West is dangerous when it's really busy with the light right there as you come off the highway and people cutting in front of you wanting to turn right at the light.

Please add more streetlights

There are some traffic lights on 32nd in Hudsonville that you can't tell what color it is unless it's red. Is that on purpose?

Bad traffic on 32nd in Hudsonville by new Meijer, maybe add light.

Heading west on Michigan Avenue towards Bridge Street is a nightmare....turning two lanes into one lane at the light under the bridge is no good. There needs to be better signage alerting drivers that the left lane is for left turns only.

Traffic backups on the Bridge St. and Leonard St. bridges is bad during rush hour. Stop lights with sensors need to be able to more accurately detect bicycles.

Wilson & Richmond - must have light!!! 2. Ironwood (Rememberance) and Three Mile 3. Walker and Leonard Lake Michigan Drive & Collindale...need turn lights on Collindale.

Broadmoor Avenue through Caledonia seems to be getting busier and busier. The light at 84th St. and Broadmoor is often a 5+ minute wait.

I live in Chatham Woods Condos in SE Grand Rapids. In the past few years there have been four hotels, a car repair company and two other venues built and it is near impossible to get out of our complex often. But, instead, a traffic light is put in at the new YMCA which is just one venue!!! We have lots of elderly residents still able to drive but are scared to get out of the complex due especially for the reculous soccer parents coming from MVP along with all the new venues. It is not if but when will there be a fatal accident there. Seems the YMCA is more important than hundreds of condo residents. Obvious no study was done and a light gets added with connections and politics.

Pearl street exit ramp, Bridge street - too congested, need better timing of lights or more lanes

The series of stoplights traveling north down Broadmoor, stretching from M6 to 28th street are poorly timed, creating continuous stop and go through that stretch.

Fuller is always busy and is always nothing but traffic within 2 miles of downtown. There's also so many side roads and one ways in central downtown that don't have appropriate lights or lanes for left turns and too many lights when there should be stop signs.

### **Intersections/Roundabouts (148)**

Worst intersections: Michigan Ave Hill (all intersections for congestion). Leonard at 131 for congestion. Ramsdell and 10 miles need 4 way stop.

- Leonard at US-131 was supposedly improved, but is terrible especially for people unfamiliar with pathways.
- Again, supposedly improved but the path from downtown to Bridge St. or to turn off Bridge St. toward expressway is poorly marked and congested. Fancy lighting overhead is distracting and confusing for many.
- Many downtown intersections and streets around rush hour. Rush hour is extended because of backups.

Access from 2nd & 3rd tier suburbs

Michigan and Layette, Diamond and Michigan, and the last one is Michigan and college

Well busy intersection could be cared up

8th ave and port Sheldon needs a protected left turn when headed south on 8th ave coming from westbound port sheldon.

Ironwood/Remembrance Road and Johnson/3 MilYou certainly should consider the prospect of electric autonomous vehicles of all sorts, and how we are going to accommodate them. They could be cars, scooters, delivery vehicles, etc., but they are likely to occur quickly and without regard to previous statutes, as occurred with Uber/Lyft.

Adams St in Jamestown has (per Ottawa County's study) some of the worst accident rates in both Kent & Ottawa.

Market and Cherry in GR. All of Michigan Ave (Medical Mile),

We need more roundabouts. Especially at intersections where the angle is particularly sharp (I.e. Chicago drive and Wilson)

More round-a-bouts

Aside from some dangerous intersections, I think major roads should have Cat Eye tech embedded in the pavement. It would increase road visibility and safety.

Worst intersections: 8th Ave & 44th Street in Ottawa, Byron Center Ave & 44th Street in Kent, James & US31 in Ottawa (Holland).

I would like to see more roundabouts used when the time comes to reconfigure intersections. They appear to be safer for drivers, pedestrians and cyclists as well as a long term cost savings over a traditional intersection with traffic signals.

Round about improve traffic flow but are very difficult for pedestrians to cross, especially visually impaired pedestrians. Bus services need to go further out in Kent County.

Longer cross walk times at intersection.

The Michigan street hill area is extremely hard to navigate.

Fulton/Ottawa Cherry/Market Michigan/Coit

Leonard NW and Turner NW. Bridge St NW and Turner NW. Baldwin and Cottonwood.

The "no turn on red" restriction at Thornapple River Drive and Cascade should be removed. It's senseless, and causes needless delays.

The worst is the Bridge Street corridor from Monroe to Stocking.

28 th St / Eastern Burton/Breton 28 th /Kalamazoo

Wealthy/ Division Fuller/ Fulton Wealthy/ 131 Pretty much all streets into/out of downtown are pretty bad at rush hour.

Worst major corridors. Alpine 3 mile to Lamoraux Wilson from 3 Mile to 28th Street. Burton from Breton to US 131.

Right turn lanes could be added to allow better traffic flow through traffic signals at certain times of day. E.g. 32nd and Schaffer could have more traffic flowing through that intersection. Traffic circles instead of signals could be used, however a proper training campaign needs to be done - people don't know how to drive in them (they don't flow into the approach, they stop instead, unnecessarily)

Fix the existing roads before more are added. Intersections would be safer if people would pay attention, put down their phones, stop speeding & quit running lights. Basic courtesy would go a long way.

Intersections along US 31 in holland are very dangerous. Good work with zeeland Chicago drive intersection. Relocate lake Michigan Drive on-ramp or make the merge longer. Increase merge distances on highways to avoid possible accidents due to massive speed differential

Worst intersection 44th byron center

44th and Division

Bridge Street west of 131 M21 at Hudson in Lowell Every intersection around Spectrum Downtown

Worst intersections are 28th and Division and 28th and DeHoop/Michael

One of the worst intersections in my opinion is Byron Center and 52nd St. The light going north and south on BC is so much longer than the light going east/west on 52nd, causing 52nd to back up pretty bad. The traffic going north/south and east/west is pretty even, and the light timing should reflect that. Currently, I would say that the north/south green light is at least 3 times longer than the east/west green lights. Not to mention, 52nd St is one lane through that light so half the cars get through as the other direction.

3 worst intersections: 28th/Burlingame; 44th/Byron Center; Clyde Park/52nd (by Meijer)

any intersection on 54th street from Clyde Park to Division Ave

TRACK INTERSECTIONS WITH MOST ACCIDENTS AND FOCUS ATTENTION ON THOSE

More roundabouts. Some intersections are pretty dangerous and could be much more simplified through traffic circles

Concern with commuter system between GR and Holland would be access to stops along the route and the distance to desired travel destination. I think the worst intersection in Grand Rapids is 28th and Div Worst intersections: Lake & Fuller, Hall & Buchanan, 32nd & Clyde Park intersection, traffic along 28th street in general is stressful.

One of the worst intersections in Byron Township is 84th St. and Clyde Park Avenue. Maybe a turn signal would help.

Improve traffic flow along Patterson and at intersection of Patterson and Broadmoor. Improve traffic flow along 28th and 44th streets. Better cross town commuting options.

More routes across the grand river should be available between Walker and Grandville. Wilson Ave cannot handle the strain of being the only major roadway that serves this purpose. South of 28th, roads like Ivanrest and Wilson need a left turn lane to prevent a left lane driver from having to react quickly when a car in front brakes to turn. A problematic intersection is at 84th and 131. There is a lot of traffic coming from eastbound 84th as well as from Tanger Outlets, therefore there should be an easier way than a left turn for EB traffic to enter northbound.

Worst Intersections 1. Wealthy and 131 2. Cascade and 196 3. 44th Street and Division

Some bad intersections are E. Beltline and Knapp, 28th and Beltline and Alpine and 96 Interchange

many rural intersections in northern kent county. Shaner/12 Mile is one example, but really all of the intersections in that area are terribly dangerous.

Install more roundabouts in intersections.

Vernon Ave and Pearl St heading south on Vernon to Pearl, at the intersection there should be a lane specifically for the onramp. Currently the onramp lane is also to turn left onto Pearl

worst intersections: Bridge between the river and Lexington. Wealthy ave 131 overpass. Leonard/Plainfield. we need automated traffic enforcement, especially speed cameras. it's a nightmare out there.

Pretty much every intersection on Leonard from Fuller to Covell, especially at College and Turner.

Worst intersections: Cascade Road SE & Laraway Lake Dr SE

There should be an ALL stop option at some intersections.

One of the worst intersections: chesterfield and Wilson. Lots of accidents.

In the city of gr, they have decreased the amount of traffic lanes to accommodate cyclists and in doing so they added island in the center of roads, some of these are too close to intersections that have no left turn light and during peak rush times the people turning left back up into the straight lane because they back up beyond the island and then no one goes anywhere... Also, some intersections are have very limited visibility ( O'Brien and covell)

Standale is a nightmare with all these college kids. Traffic and busses everywhere. Now, added bus stop things cause it to be very difficult to see when waiting to pull out of an intersection. If you are in a car it is impossible. Very scary to do blindly.

The intersections at Leonard and 131 are all terrible and dangerous. And Richmond by Alpine is so congested after the local factories get out at 3 and again at rush hours that drivers will pull into the oncoming traffic lane and drive 3 blocks to get I to one of the turn lanes causing very dangerous driving conditions. Other terrible intersections are from 131 on and off 196, especially when you are trying to pull into the Greenridge shopping area and others are exiting the expressway onto Alpine.

Going West bound onto Lake Michigan Dr from Fulton or Lake Michigan Drive. It's a very dangerous intersection & even worse in the winter.

Safety at I intersections is needed.

The intersection of Collindale and Lake Michigan Dr. There should be a left turn light on Collindale turning left onto Lk Michigan Dr. When it is really busy only 1 or 2 cars can go through, and that backs traffic up, and causes a mess on Collindale. Both Ways

The intersection where Lake Michigan dr meets Fulton st is a nightmare. It should be a roundabout. When traveling east bound on lake michigan drive, its impossible to see cars coming around the corner from Fulton. It makes it very dangerous to turn left to continue on Lake Michigan drive.

Patterson/68th (Amazon facility) got L turn lights for some directions but not Patterson Northbound turning L onto 68th. Why only do half??? Kraft Ave by Cal schools needs work, and M37 SB 76th to Middleville is soo congested during rush hours, with intersection at 108th especially dangerous w no turn lane or traffic control.

Cascade Rd as it passes through the intersection of 28th St and Thornapple River Rd is way too fast and dangerous. The road should either be narrowed and the speed limit reduced or turnabouts put in to slow traffic down.

Lake Michigan Drive & Covell is very bad at busy times due to the extremely short connection to Bridge & Covell. Another bad intersection is Leonard & US-131. Most of the bad intersections I can think of are partly due to the fact that the roads involved are too small for the traffic volume involved.

Worst intersections: Lake Michigan Drive and 8th Ave, Wealthy and 131, Leonard and 131

Downtown GR intersections that don't have turning lanes are problematic because cars block the box so others can can't turn or proceed through the intersections. Tree's and shrubs are also and issue in the grand Rapids area. You can't confidently enter traffic because you line of vision is blocked by over growth.

1.) West River and northland dr during rush hours 2.) Wealthy and US-131 3.) Lincoln lake and M-44 needs to be a controlled intersection

1) Lake Michigan/i-196/Fulton should be reimagined similar to the i-96/1-196 overhaul currently underway. 2.) Market St from downtown to i-196 needs a ton of work. 3.) Utilize roundabouts more

Worst 3 intersections; Division and Fulton Madison and Hall Ann and Monroe

With new restaurants and stops opening up near 28th st. and Broadmoor, the intersections are pretty horrible. Pedestrians are forced to walk quite a ways, for example between Breton and Broadmoor, to cross 28th st. Say, between the Woodland mall and Qdoba near Shaffer.

Worst intersections: Michigan-Bridge St. intersection, Traffic light pattern at Wealthy St. to 131 ramps  
Driver education about roundabouts and cycling laws Enforced speeding laws to help with traffic flow and safety

Worst three intersections: -Fuller and Lake Dr. -Wealthy and Lake -Fuller and Fulton (need more green arrows for turning)

Lake Michigan Drive is a death trap. Students drive way over posted speed limits. Roundabouts in a few key locations would help. Speed cameras would as well. The cost is high but would easily pay for themselves after a few months of camera proven traffic violations. Regarding roundabouts, I know they are unpopular, but they provide speed reduction and safer intersections. The one at Wilson and Remembrance is a great example of how this concept has saved lives and reduced speed and yet keeps traffic moving smoothly.

Intersections anywhere on 44th street east or west 2. Major intersections on 28th street east or west 3. Intersections on Chicago Drive in Grandville, such as Wilson and Canal.

intersections along 28th street - Breton, Beltline, Kalamazoo, etc

The Monroe Ave NW and Anne St. intersection is a nightmare for bikers. Also, more education is needed for driver AND bikers in order for them to share the road safely.

36th and Division Franking and BS.W. Clay and 44<sup>th</sup>

Fulton and Division

LEONARD

28TH and division eastern and 100th eastern and 84th

Wealthy/131 Division/28TH

28TH st and burlingame

28TH and Clyde park

Division, Michigan

Michigan/College.....is by far the worst at this time. The availability of service should extend past 9pm on Saturday. Also, longer hours on Sunday. More service in Ottawa county.

Division, Wealthy, 28<sup>th</sup>

college/michigan 28th/e. paris/sparks etc. fulton/fuller

Leonard NE and Beltline

East Beltline from 28th to Burton 28th and Division

Completely redo the Burton st on ramp going north. WORST design EVER! Very dangerous! I almost got my car smushed by a semi truck and pray to god that a car doesn't head on hit me every time!

44th St & Kalamazoo Ave 44th St & Breton 28th St & East Beltline

Beltline and 28th, burton and breton.

Improve sidewalk and non motorized options outside of travel lanes. Improve ped crossings on major streets like 28th and Alpine Ave

28th at 131, Burton at 131, Wealthy at 131

Burlingame and 28th, Plainfield and east beltline. Burton on ramp to s 131.

Lincoln Lake Road and Belding Road is the worst. Cascade Road an Spaulding Bridge Street and Seward

Chicago drive leading towards hallstreet. Awful.. basically anything after downtown grandville leading into wyoming is awful as far as road damage/potholes

28th at Breton 28th at East Paris 28th at Clyde Park

28th at Eastern 28th at Madison Division at 28th

Fuller and Lake Drive Cherry at Lake Drive

Beltline, west river road

DIVISION. 28TH ST. 44TH ST. RIVERTOWN

54th and 131/Clyde Park 131 through GR is too small and in poor condition Need more roundabouts

28th St is often the worst part to me of driving in Grand Rapids. Always congested and the lack of left turn availability is bad

Knapp St @ East Beltline

28th Street at Hotel Ave.; Burton and Division SE; Leonard and US-131 NW.

Pearl and Monroe, East Beltline and 28th St, Alpine, and 96 east/west bound

I-96 Westbound necks down to 1 uphill lane at Alpine Avenue. This lane slows to 30 -40 mph at times.

Bridge & Covell Leonard & Walker Sidewalk on Oakleigh

Wilson Avenue from I96 to Lake Michigan drive needs attention.

14 mile and Northland drive 18 mile and Northland drive 14 mile Rd East of Northland drive to Montcalm county line. There are also concerns with northern Kent county. We don't need to be taxed for advancement with Kent/ Ottawa county agenda.

4mile and alpine

Wilson Ave in Walker needs an increase in the number of lanes as it is highly congested.

44th and 8th in Georgetown township

Wilson and lake Michigan dr. Also Wilson and Leonard

Leonard St from Seward to Fuller is always a pain, especially with interstate construction this year

Cherry and Division, Grand Rapids, MI. 131 to 96 W onto Alpine, Grand Rapids, MI. 131 to 96 E exit off S Curve, Grand Rapids, MI

Grandville and Wealthy southbound needs a left turn lane.

M11 is a death trap. Way over congested 60-65 mph 2 lane road.

131 is always terrible between 28th and Ann. The 131 off ramp to Pearl is consistently gridlocked during rush hour - Pearl, Fulton, and Bridge should all be one way of alternating directions (ex: Fulton is eastbound, Pearl is westbound, Bridge is eastbound)

Lake Michigan and Wilson highly congested at times

fuller and fulton 28th and eastern

On ramp from Lane to WB I 196 is very inadequate.

Beltline and 28th College and Michigan M6 and Broadmoor

28th street

Michigan street alpine fulton street nw

Wilson & Lk MI Dr, Division & Wealthy, Covell & Leonard

Division, Alpine , 28th street

M-11 / Lake Michigan Drive Alpine / 4 Mile

131 and Wealthy

Getting on wb 196 from e beltline. 28th st traffic

M37 & 84th street, Turner & Bridge, 131 & 196. Traffic in Caledonia on M37 is terrible!

M-37- south towards Caledonia= congested!!

92nd and Kraft Johnson and Kraft Where M37 goes down to 2 lanes around 76th Street

108th Street and M37 84th Street and M37 (that is ALWAYS BACKED UP.. I have wasted a good year of my life sitting in traffic there.

Ivanrest and 28th. Broadway and Leonard. Ivanrest and 44th all horrible road conditions

Alpine NW at slyva NW is a concerned area with the flow of heavy traffic from noon to 7:30 pm on a regular daily basis it doesn't matter if it's construction going around Alpine is bad it take 10 minutes to make a left on to Alpine NW from slyva NW we shouldn't have to take tammerack to Richmond to get on to Alpine I have lived on jennette Ave NW for 15 year's please make Alpine like 44th Street SW much much better less traffic than Alpine NW

Lake Michigan split off to Fulton. How are there not accidents constantly. Terrible lines of sight and the exit eastbound from 196 needs to have a longer barrier so people don't cut over to try getting into left turn lane to Lake Michigan instead of following the sign and going right onto Fulton

Broadmoor and 84th Broadmoor and m-6 Whitneyville and 60th

32nd Ave and M-6.

Thornapple River Drive and Ada Drive (downtown Ada), get rid of Michigan lefts or mark them larger (signs often blocked by larger trucks), coordinate closures better (96 East traffic is diverted to Leonard and Leonard is closed to thru traffic while Fulton and Burton and Cascade roads all have closures going eastbound also)

28th and East Beltline. Alpine corridor north of I-96, M6 road conditions.

Waverly and Chicago Dr

Division and Madison Ransom & Fulton

Wilson Ave

Wilson and 44th 48th ave and Port Sheldon in Hudsonville

Fuller-Leonard, Michigan-Fuller

Beltline and 96 Beltline and 28th Street Plainfield and 96

Throughout Cascade and nearby SE area

Fulton and Forest Hill Ave East beltline and Leonard East beltline and 28th

More roundabouts, some sort of main east to west road. 28th street is too congested.

Leonard and Plainfield is not a great location. Division and Fulton and Monroe/Market and Fulton.

We need a roundabout

Add a lane on 44th at Byron Center. Add a lane on 131 from GR to Cedar Springs.

### **Parking (5)**

Some areas downtown Grand Rapids the streetside parking blocks my view from being able to see if there is oncoming traffic before I turn onto Monroe for ex. When I turn from Mason right onto Monroe it is impossible to know if I am making a safe turn and have to guess, which is awful.

Public hearings in all thirty Grand Rapids neighborhoods. Tax parking lots at big box shopping malls.

Parking lots or structures downtown are important for those coming into the city. Those who cannot use public transportation to commute to work should also be considered.

Pearl x Monroe 2. Lake Michigan x Fulton West 3. Michigan x College If more bike lanes are a top priority I would suggest moving parking to in-between traffic and bike lanes giving the cyclists more room between them and traffic. Also encourage larger lanes for bikes to pass by congested traffic.

Add parking in downtown Grand Rapids. It is extremely difficult to access anything downtown and we no longer go because of lack of parking

### **Road Quality/Maintenance (39)**

Intersections are not the problem. Roads that are woefully out dated are a problem that should be top priority. With the money we are already paying in taxes.

Pavement condition is appalling. Street signs are often small and hard to find when approaching intersections. Smart lights that sense when there are cars waiting would be a huge help.

I think US 131 should be torn down and moved out of the city. Also the transportation plan should go closely with land use decisions, and you should prioritize giving people options other than driving to get to work and stores, as the city grows. Also focus on walkability - Grand Rapids makes an appearance in this Ted Talk at 17:00. <https://www.youtube.com/watch?v=6cL5Nud8d7w>

As much as I understand that we want to promote "alternative" forms of transportation (bike paths, public transportation, etc.) we need to recognize that those go largely unused in many cases. I also understand that widening and expanding roads isn't scalable in the long term, but we're nowhere near the size of a city where it makes sense to focus more on alternatives rather than on roads. Metro GR is largely suburban and automobiles are our primary form of transport. While I understand that transportation is woefully underfunded, I believe that residents will be much more likely to approve additional funding once it's been demonstrated that funding in other niche areas of government (read: pork spending, special interests, social

programs that affect small numbers of residents) are redirected to things that affect just about everyone (such as roads).

More emphasis on car transportation, not buses, not sidewalks, not bike lanes.

Focus on urban complete street priorities-not just getting cars to and from the freeways. So many downtown streets have now been closed or cutoff in the name of freeway access so that it is now difficult to get around downtown

Needs to be a left turn signal at on 21 down town when you want to turn north

Our freeway system needs to be reconsidered. 131 and 196 cleave GR in two. Ideally, these would be lowered to grade and connections across these freeways would be reestablished and strengthened.

The major one is road repair

I don't think we need more or wider roads. We need to maintain and use the ones we have better.

Yes, I have noticed in the City of Wyoming during the Winter the sidewalks become almost impassible. Even though the City plows our sidewalks. For people trying to take the bus this becomes a serious impediment . I've also noticed that the bus stop access is also not kept clear

Speed up the time it takes to finish up these road construction projects—consider getting a third shift working.

Stop doing construction everywhere start and finish something before start 10 other projects.

Construction is crazy, but I don't mind it as long as it makes a positive change. Sometimes after construction the manhole cover stays low causing a pothole or a speed bump. Then people try to avoid those.

Better planning for construction projects. Not all east-west roads should be worked on at the same time.

Better detours out of and around downtown during highway construction

Black/dark pavement options for roads and sidewalks increase temperatures in the city. There are options we could explore as alternatives to dark pavement that the city might be interested in investing in. Also, the city needs trash bins along roads and sidewalks. There is a lot of harmful litter leaking into the wildlife that would easily be prevented by high-traffic areas being properly equipped with receptacles.

Improve roadway's in senior projects

Fix damn roads

I have been a paramedic for 23 years in Kent County. I know there have been improvements in road conditions. There is still a long way to go in roads around the hospitals and neighborhood roadways. The constant tearing up roads for new buildings create more bumps in roads for bad repairs. How many of our decision makes have been in pain and had to take an ambulance. Try spending your day in an office that feels every bump in the road. Hard to take care of people that way.

When you fix a road and it's bad again in just a few years. I am not willing to pay anything

#3 above - I'd vote for tax increases for fixing pot holes, but NOT if the Grand Rapids government would be spending them, because they've diverted most of the funds they had to screwing up automobile traffic instead of fixing the roads!

Stop wasting so much of our tax dollars on The Rapid and spend the money on fixing the roads!

The east Beltline is annoying, because of rush hour and if there is an accident, there is no other way to go.— and also plan construction better. If one road is being worked on, then don't work on three other roads in the

same area at the same time. People need to be able to go places without every alternate route having construction at the same time. And just get it done . Don't work on it for a day, then not for a week.

We pay enough already. We need to make sure the taxes we pay are being used for the roads

Pot holes are terrible everywhere, but especially bad on the north west side of GR.

We need to be active at the state to change the statute related to setting speeds for roads and streets

Just fix the roads

I think funding for turn around's should stop right away. Our bridges and roads are in terrible shape and the millions that are going for these is totally irresponsible. Our roads should be first priority not these stupid turn around's.

Waverly road in Holland is bad as well as the off ramp at 196 and m40. Which I don't understand why they can't fill the pot holes when they just redid the highway there. I've blown out struts and wheel bearings.

I feel a general urgency for filling potholes and repairing existing roadways is greatly needed in the Grand Rapids area. Ann Street off of Alpine went months after winter without repair and required heavy swerving to avoid very deep and dangerous potholes, some over a foot wide and several inches deep.

Just fix the roads No more to talk about If the tax money went to the roads and not switched to other areas it wouldn't be this bad Raise sales tax to cover roads how hard is this to figure out !

Coordinate construction projects between municipalities so there is not detours and roads closed everywhere at same time. Ann & Monroe Leonard and Scribner

I've lived on the east coast. We do not have a problem with too much traffic on our streets. The problems we need to fix now if possible is our pot holes and building the roads to cheaply to begin with. M6 perfect example!

Better communication/collaboration between the various governmental units when planning road work. It feels as though you are, by design, trying to force us out of our cars. Perhaps you need to find out why we prefer our cars.

Really just the road conditions— finding something other than salt to help in winters, potholes need to be better managed/filled, and just overall conditions of the road pavement.

Navigation across the grand river is hectic whenever there is an accident or construction

I know people who work for the city in road planning or whatever it is called. The people at the top are career bureaucrats and all they want is more money for their pet projects. Example one actually quoted to me a statistic that up to 20%-30% of people have a visual impairment that requires the bumps on every street corner crossing. A simple trip to the mall would prove this grossly incorrect. There is way too much bloat and misspending. Prioritize working roadways before the fluff.

The highway system needs much improvement

### **Street Signs/Speed Limits (5)**

Residential areas with people speeding (more speedbumps) Noise Issues with drivers after 8 PM - Motorcycles or large truck engine revving Clearer signage for one way streets

Speed limit on Lake Michigan Michigan needs to be reduced through Allendale

There needs to be a "hidden driveways" sign on the hill where it is 35mph between Whitneyville and Alaska, on 68th st. Turning Left onto Whitneyville from 68th st is sometimes impossible. M37 going into Caledonia is literally a joke.

have a more realistic approach to setting speed limits in developing areas..and truck routes. The State Police should not be regulating speeds on newly developing rural areas.

better street signs. cant see them half the time

### **Future (3)**

Given the impact of climate change by 2050 changes in technology, it would be important to think and plan for a totally different transportation model.

I would like to see more coordination with the various road users, including personal vehicles, public transit and bicycle users in order to provide the greatest safety for all concerned. A 25-year plan should factor all current modes of travel and anticipate future opportunities like self-operating and electric vehicles.

We cannot develop without assessing the cost it will pose to future generations. Without a cohesive land use vision, our infrastructure costs will only rise.

### **Miscellaneous (10)**

I am already considering moving because of the taxes and additional proposed taxes in Grand Rapids. Don't ask for more in taxes.

Consider the outlying areas such as Newaygo

Make improvements for people like my wife who is in wheelchair

Motor scooters for downtown use!

come up with a better solution than concrete or asphalt. how about recycling tires?

Fulton St in Downtown is killing the accessibility and walkability of downtown. I would consider making it one lane in each direction with a middle turn lane that can be used for refuge islands. Additionally Township regulates new subdivision roads however counties pay for them. This is unsustainable fiscally. When the maintenance is due the houses on the street do not pay enough into the pot to pay for the maintenance on their street. We need to require a higher density to pay for the maintenance or require higher fees from those with larger lots.

Consider plans to work with Water/Sewer Utilities to coordinate-condition assessments as part of corridor planning. 2. Are bridge conditions as much a concern in the GVMC area as elsewhere in Michigan? Understand there's only one funding source specific to Bridges, and demand is much higher than what is available. 3. Preservation of Non-motorized pathway facilities: lots of grants go into development, hopeful these investments are kept up as poor trail pavement conditions can be hazardous to users.

In regards to the previous question, new funding should come through a millage/corporate taxes rather than a gas tax which would disproportionately harm working class people. As someone who uses the Rapid, we need much higher frequency of service and more routes.

No to a gas tax as that can be permanent, millage I'm ok with if it has an end or renewal date.

You need to get commuters thinking 15 years ahead.

## Kickoff to MTP Development

One comment received online:

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06/10/2019 22:05:37

It is time - perhaps past time - to extend transit countywide. Any future planning must take into consideration the needs of elderly, millennials, and - increasingly - business commuters who have options for mobility, to use public transportation. We stand at the threshold of astounding developments in public transportation. Let's begin planning for those developments today.

George Heartwell

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## Pre-Programming Collaboration

9 comments received via email or online submittal

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### Andrea Faber

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**From:** Lynee Wells  
**Sent:** Monday, September 30, 2019 11:38 AM  
**To:** Andrea Faber  
**Cc:** Laurel Joseph  
**Subject:** Re: October Technical Committee Agenda

Thank you. Perhaps we can chat because I have standing commitments each Wednesday morning.

These matters are very important and I'd like to see us set our standards to exceed that of MDOT. We can be more aspirational about saving lives than MDOT. And I'm also thinking that as a funding agency, we can influence our member communities/projects by setting high standards or priorities for non-motorized facilities. Perhaps there is a funding point system that offers more points for projects that have these facilities.

I'm looking for solutions. Would this be a solution? If not, do you have any solutions you can offer that would get us to a safer, better, more robust non-motorized, multi-modal region?

On Sep 30, 2019, at 11:07 AM, Andrea Faber <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)> wrote:

Lynee,

Thank you for being engaged in the planning process, reviewing the agenda materials, and offering your feedback. I apologize for my delay in reply. I was out of the office on Friday, as were some of my coworkers involved in developing the materials you commented on, and I wanted to touch base with them before replying to your email. We did meet this morning to discuss your comments, and here is our formal response:

To your first point, we absolutely agree that more funding is needed for pedestrian infrastructure. GVMC maintains a lengthy list of unfunded bike and pedestrian projects in our non-motorized plan. But this gets at a larger issue—the lack of resources currently available to improve all modes of transportation. How available funding is spent is ultimately the responsibility of the TPSG Committee, which selects projects based on available funding, and the Technical and Policy Committees, who approve them. These projects become part of the TIP, which the Board approves in its final draft state.

Historically, the Committees have opted to use federal STP funding for fixing roads and funded non-motorized projects with TAP funds. Currently, the vast majority of projects in our TIP are preservation because of the dire state of pavement condition in our region. We receive approximately \$10 million a year in federal funding, but it would take \$33 million to adequately address pavement condition. Also, please note that we only fund non-motorized facilities that are connected and serve a transportation purpose. Facilities that are recreational are not eligible for federal funding.

To your second point, bike and pedestrian safety is absolutely warranted—and part of the federal performance measure requirements—which we support. The state set targets for non-motorized fatalities and serious injuries that were also adopted by the Technical and Policy Committees last year. This is an annual target, and the state has recently adopted new numbers, which should be going to our Technical and Policy Committees for review/support in November. My coworker, George Yang, is working on an analysis to see how our current area crash rates compare to the rates proposed by the state. Please note that this target is different than the goals and objectives in our long range plan. If the Committee agrees to support the state safety targets, it simply means that we affirm the work that MDOT is doing to improve safety across the state and that our projects will, to the extent possible, help support their targets in light of available funding. The numbers tend to be higher than what is hoped for as a buffer because there are consequences for not meeting the proposed targets, and factors outside of facility design, such as drunk and distracted driving, have a heavy influence on crash rates.

Please note that when we developed the vision statement for our 2045 long range transportation plan, safety was a large part of the discussion. Safety is part of the vision statement, and one of the goals is to enhance safety. A corresponding objective is below:

*Improve safety of the transportation system for motorized and non-motorized users in support of federal performance measures by identifying and prioritizing projects that will reduce the likelihood or severity of crashes and incorporating safety improvements with all transportation projects where feasible and practical*

Our next Technical Committee meeting is this Wednesday, October 2, at 9:30 am at the KCRC. You are welcome to bring up your points during the meeting, or I would be happy to print out copies of your email and discuss the points one by one with the Committee members. Please let me know if you have any additional comments or questions, and if you plan to attend the meeting.

Thank you again for your input.

Sincerely,

Andrea

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**From:** Lynee Wells

**Sent:** Monday, September 30, 2019 9:03 AM

**To:** Andrea Faber <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)>; Laurel Joseph <[laurel.joseph@gvmc.org](mailto:laurel.joseph@gvmc.org)>

**Subject:** Re: October Technical Committee Agenda

Hi-

Just want to verify this is received and included in your comment matrix. When is the next meeting so I can attend and make my case?

Thanks! Lynee

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Hello-

Thank you for sending this also for comment.

I have two comments on the items for discussion. I've attached the screen shots.

1. The change to the non-motorized language to me sets us back as a region in terms of bike and non-motorized facilities. Instead of adding language that GVMC doesn't do anything with these facilities why aren't we encouraging our members to do MORE of them? This language should be edited and more funds allocated towards bike and pedestrian infrastructure, and not more signs and campaigns. Only through the physical changes of the streets and roads will we effect change. And we cannot continue with bike lanes. These need to be on or off street but protected facilities. We also need more money for pedestrian infrastructure.

2. I disagree that bike and pedestrian safety is NOT warranted. I'd argue it is completely warranted when you consider a street or roadway as a WHOLE and not just an intersection or small segment. Add up the crashes/incidents on all of East Beltline which as zero/or very few crosswalks. Maybe there is a correlation? Add up the incidents on 28th at each measured intersection. This tells us much more than just one intersection at one place on a multi-mile long roadway.

I'd appreciate these comments addressed and shared with our committee.

Also, I'd like to circle back on the safety targets which I mentioned at a GVMC Board meeting about the TIP. I was told we can be more aggressive and aspirational...meaning not accept steady increases. Is this target going to be adjusted in this document so we are moving the needle towards less incidents and fewer deaths year after year? If this is our goal then we need to tie funding to designs that build a safer and slower street, and preferably a truly complete street.

Thank you for your time and attention. I do appreciate being involved and am very passionate about this work.

Lynee

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## Andrea Faber

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**From:** todd roesler  
**Sent:** Tuesday, October 01, 2019 10:34 AM  
**To:** Andrea Faber  
**Subject:** Re: GVMC seeks comment on transportation needs analyses for 2045 MTP

1:00pm. Is this the same one I did already.

My iPhone

On Oct 1, 2019, at 09:22, Andrea Faber <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)> wrote:

10:00 am or 1:00 pm work well for me. Do you have a preference?

Andrea

**From:** todd roesler  
**Sent:** Monday, September 30, 2019 7:43 PM  
**To:** Andrea Faber <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)>  
**Subject:** Re: GVMC seeks comment on transportation needs analyses for 2045 MTP

Thursday works, What time is best for you?

Todd Roesler *Realtor*  
Coldwell Banker  
Schmidt 2168  
Wealthy St SE  
East Grand  
Rapids, MI  
49506

[www.coldwellbankerluxury.com/specialist/todd-roesler](http://www.coldwellbankerluxury.com/specialist/todd-roesler)

On Mon, Sep 30, 2019 at 11:12 AM Andrea Faber <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)> wrote:

Todd,

I'm free all day tomorrow, Wednesday afternoon, Thursday, and Friday morning. What works for you?

Andrea

---

**From:** todd roesler  
**Sent:** Thursday, September 26, 2019 5:12 PM  
**To:** Andrea Faber <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)>  
**Subject:** Re: GVMC seeks comment on transportation needs analyses for 2045 MTP

Yes, what time do you open?

My iPhone

On Sep 26, 2019, at 16:55, Andrea Faber <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)> wrote:

No problem, Todd. Are you available next week to come into the office?

Andrea

---

**From:** todd roesler  
**Sent:** Thursday, September 26, 2019 4:52 PM  
**To:** Andrea Faber <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)>  
**Subject:** Re: GVMC seeks comment on transportation needs analyses for 2045 MTP

Thank you!

I'd love to do it in person.

Todd Roesler

Coldwell Banker Schmidt  
My iPhone

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**Andrea Faber**

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**From:** Andrea Faber  
**Sent:** Tuesday, October 01, 2019 9:27 AM  
**To:** dsupervisor  
**Subject:** RE: October Technical Committee Agenda

Absolutely, Kelly. That's what we're here for. If you have any additional feedback, please feel free to send it along.

Andrea

---

**From:** dsupervisor  
[mailto:dsupervisor@algotatwp.org] **Sent:**  
Monday, September 30, 2019 5:08 PM  
**To:** Andrea Faber <andrea.faber@gvmc.org>  
**Subject:** RE: October Technical Committee  
Agenda

Ok good to hear these were just examples!

I did see that they were gleaned from another source. Thank you for taking in my feedback.

Kelly

----- Original message -----

**From:** Andrea Faber  
<[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)> **Date:** 9/30/19  
4:07 PM (GMT-05:00)  
**To:** Kelly Sheeran  
<[dsupervisor@algotatwp.org](mailto:dsupervisor@algotatwp.org)> **Cc:** George  
Yang <[yangg@gvmc.org](mailto:yangg@gvmc.org)>  
**Subject:** RE: October Technical Committee Agenda  
Kelly,

You are absolutely in-line with providing input! We are looking for feedback and appreciate your interest and engagement in the planning process.

I talked with George Yang, my coworker who completed the safety analysis, to make sure I was interpreting it correctly, and please be assured that the safety items with the asterisk below are being provided for information only at this point. I believe these items all came from Appendix C of the report. George included these items so that the Committee would have a frame of reference about what is being done/has been done in other areas of the country to address safety and whether or not it is effective. The items that are being presented as proposals are at the beginning of the report. This section does include references to cell phone use under the "Drunk/Distracted/Young Driver Awareness

Program.” We fully agree with you that curbing distracted driving is of high importance. The question for us right now is how to address distracted driving at the MPO level.

Thank you for sharing your thoughts, and please let me know if you have any other comments or questions!

Sincerely,

Andrea

---

**From:** Kelly Sheeran [<mailto:dsupervisor@algotatwp.org>]  
**Sent:** Monday, September 30, 2019 1:16 PM  
**To:** Andrea Faber <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)>  
**Subject:** RE: October Technical Committee Agenda

Andrea,

I’m sorry to say I can’t make this one. After reading through the Agenda, I have some concerns about the amount of policing proposed for safety. More than a few of those options are really over-kill, and the option I think is most important doesn’t seem to be there, namely what will be done about cell phone and electronic use. I realize these are proposals, so I’m hoping I’m not out of line here with my input.

\*\*\* In terms of Safety, the following items are not, in my opinion worth the financial input:

\*Drunk Driving Checkpoints. These have been tried in many states with little to low return on investment.

\*Speed Cameras. Intrusive, and we don’t have more manpower to deal with the offender in real time. (I wish we could ticket every car in my residential neighborhood who speeds, but it feels really Big Brotherly).

\*Motorcycle Helmets. The voters of Michigan already shot down an initiative on this. Insurance companies couldn’t make it happen, I don’t think we should.

\*Instead of higher seat belt fines, higher fines for cell phone/tablet use. We’d make billions unfortunately.

Those are my beefs, if appropriate at this point. If not, disregard! Lol.

Thank you!

Kelly

---

**From:** Andrea Faber  
<[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)> **Sent:** Tuesday,  
October 22, 2019 4:52 PM  
**To:** Brianne Czyzio  
**Subject:** RE: Comments on the 2045

MTP

Hi Brianne,

While the comment period for the needs and deficiencies analysis for the Metropolitan Transportation Plan (MTP) has concluded, you are still welcome to submit comments on the MTP at any time during the development of the document. You can submit your comments now, in any way you choose (email, online portal, in person, etc.), or wait until the next official comment period, which will be when the draft MTP document is available for public comment. We expect that comment period to take place in February. Please let me know if you have any additional questions.

Andrea

---

**From:** Brianne Czyzio  
**Sent:** Tuesday, October 22, 2019 4:07 PM  
**To:** Andrea Faber <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)>  
**Subject:** Comments on the 2045 MTP

Good Afternoon, Andrea.

I am reaching out because I have a group of people who are interested in submitting comments on GVMC's 2045 Metropolitan Transportation Plan.

In reviewing your website, it states that the comments will be accepted through Tuesday, the 15<sup>th</sup>. I understand this is now past the deadline, but I am wondering if you would be willing to accept comments on the 2045 Metropolitan Transportation Plan if I have members of the group submit them through the online portal or email by the end of the day this Friday, the 25<sup>th</sup>.

I understand that your team may be moving forward and no longer able to accept comments. Thank you for your consideration,

Brianne Czyzio Robach  
(she/her/hers)  
*Administrative Assistant*  
*Kent County Essential Needs Task Force Grand Rapids Area Coalition to End Homelessness* Heart of West Michigan  
United Way  
118 Commerce Ave SW | Grand Rapids, MI  
49503 616.752.8621 |



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***Note: the comments that follow were submitted online and responded to via email, phone, or through in person meetings when possible:***

**09/26/2019 16:24:44**

"Hello,

I have a couple of comments about the MTP from the perspective of a commuter cyclist:

It is noted in the safety section that there aren't noted improvements needed for non-motorized transport from a safety perspective; however, many of these places people don't bike or walk because they are not safe. Identifying places that aren't safe and for all intents and purposes exclude cyclists and pedestrians from using the roads is important.

Some more specific thoughts to increase cycling/pedestrian safety:

Address lack of laws governing sprinklers watering sidewalks. There are times I have to stand in the road while waiting to cross in order to avoid being watered, including at the corner of 28th and East Beltline. When I contacted local municipalities about such places, it seems it's illegal to water the road, but there are no regulations against watering the sidewalks. This is ridiculous.

All roads crossing highways should be made accessible, at least by means of a reasonable shoulder, to cyclists or pedestrians. Burton St bridge over I-96 is scary to navigate by bike, especially during rush hour, but there's no way to bypass it. This is especially a shame, since there are nice bike sidepaths right nearby, but you can't get to them. Because this bridge is scary and unsafe, I take 28th St, which has its own difficulties.

Better signage or something to make it safer for pedestrians and cyclists at highway entrances. When I ride down 28th St and cross the I-96 highway entrances and exits, drivers are not looking for me. Even when I have a pedestrian crossing signal, I often cannot cross. I end up ignoring the light/crossing signal and just crossing when I see no one is coming rather than worrying about drivers not watching for me. A cyclist should not have to choose between safety and obeying the law. Perhaps a simple "Watch for pedestrians," "No turn on red when pedestrians present," or "No turn on red" signs that light up when a pedestrian pressing a signal might help.

Thank you!"

Laura Muresan

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**09/27/2019 19:31:20**

Hello thanks for the invitation.

I have been a GR & East GR resident for most of my life. I love having the Rapid buses so convenient to my area. I car is my main mode of transportation but I gladly ride the Rapid bus whenever I work or volunteer downtown. I will NOT pay to park. It's easy on & off & gets me some exercise walking to & from the stops. I feel safe at the Transit Central Station during the day but would not go there at night. I am OK picking up the bus at night in the central business district of downtown.

Debbie Roper

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**09/27/2019 20:55:39**

I like what is called out under each category of transportation.

I drive on 131 every day for work getting on at Franklin. The short on ramps cause so many back ups and accidents. Those really need to be fixed.

I would also love a rail line from GR to Detroit. The two largest cities in Michigan should be better connected.

I would happily pay higher taxes for better roads.

Scott Floria

---

**09/28/2019 6:34:55**

Past the time for expanding the system to three lanes in every direction out of city. Especially, hell highway going east to

Lansing. Three lanes north to at least sand lake. Three lanes west to us31. And south to at least portage. If Brighton and Howell can have a well kept highway system it is time for the second largest city to have one too.

Michael Cheslock

---

**10/15/2019 14:47:15**

- (1) I would like to have a matrix of all comments received and actions/responses to the comments.
- (2) Add a section about the need to correlate transportation investments to safety improvements, create a point system. Add language about amending the Policies and Practices for Programming Projects to this needs assessment so we can tee up amending this and better tie projects to measurable goals.
- (3) Add a potential mode shift goal, perhaps state what the City of Grand Rapids has and expand upon this discussion in the document for the region.
- (4) Add a section about our region's desire for safety targets showing a decrease in fatalities and serious injuries...set a goal for a reduction. Include a discussion about the need for this in the document.
- (5) There is nothing about new mobility in this document.
- (6) Add a section about legislative and policy changes at the state level that are contributing to unsafe driving conditions, for example the 80th percentile way of setting speeds

This document seems VERY rushed, and it really should have a 3rd party team of consultants working on this and bringing the very best thinking from a national level to this process.

Lynnee Wells

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DRAFT

## Consultation Outreach Materials

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The consultation period for the 2045 MTP was from Friday, November 22, through Wednesday, January 8, for a total of 48 days. The original email sent to the consultation agencies is located on page 313. One comment was received during the consultation period, which is located on page 315.

### Consultation Email

The consultation email is located on the following page.

DRAFT

[View this email in your browser](#)



Grand Valley Metropolitan Council (GVMC) is asking federal, state, tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, transportation/transit services, economic development, human services, historic preservation, and land use planning to review GVMC's draft lists of projects for the [2045 Metropolitan Transportation Plan \(MTP\)](#) as well as the [corresponding map](#) and compare these projects to their own long-range planning goals and documents to ensure that there are no conflicts as part of GVMC's consultation process for the document.

The project lists include:

- [2024-2025 project list](#)
- [2026-2035 project list](#)
- [2036-2045 project list](#)
- [Local illustrative list](#) (unfunded projects from local jurisdictions)
- [Nonmotorized illustrative list](#) (unfunded nonmotorized projects from local jurisdictions)
- [MDOT illustrative list](#) (unfunded projects from MDOT)
- [The Rapid's illustrative list](#) (unfunded projects from The Rapid)

Projects in the MTP include road resurfacing/reconstruction projects from our previously approved FY2020-2023 Transportation Improvement Program (TIP), as well as the project lists for years 2024-2045, which include expand and improve projects that lead to capacity increases. Projects not specifically listed that appear on the map are merely reconstruction or planned overlay projects and are for information only. Unfunded illustrative projects are not included on the map, as funding is not yet committed to them. While the MTP does list priority transportation projects in Kent and eastern Ottawa County, the inclusion of a specific project does not guarantee construction.

The purpose of the consultation process is to meaningfully engage stakeholder agencies in a conversation to not only address their needs, but to be supportive of their goals and initiatives as well. This consultation process is not meant to replace other regulatory agencies' responsibilities under federal laws and regulations and does not supersede any existing programmatic agreement, memorandum of understanding or other collaboration tools.

**Please respond with your feedback on or before January 8, 2020.**

Comments should be directed to [Andrea Faber](#) and may be submitted by [email](#), phone (616.776.7603), online using the "[Submit a Comment](#)" button, or in person at GVMC's office (678 Front Ave. NW, Suite 200, Grand Rapids, MI 49504).

Your comments are an important part of the transportation planning process. They will be shared with local road agencies and jurisdictions and will be included in an appendix of the final MTP document. Thank you for your participation.

*Individuals with disabilities requiring auxiliary aids or services and those in need of translation or interpreter assistance to participate in the consultation process should contact [Andrea Faber](#) to request accommodations.*



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Want to change how you receive these emails?  
You can [update your preferences](#) or [unsubscribe from this list](#).

## Consultation Feedback

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### Andrea Faber

**From:** Roy Hawkins <RHawkins@grr.org>  
**Sent:** Tuesday, December 10, 2019 9:29 AM  
**To:** Andrea Faber  
**Subject:** RE: Reminder to provide feedback on GVMC's 2045 MTP project list

Andrea:

I reviewed the documents and see nothing of concern. It looks fine to me.

If you have nay other questions please do not hesitate to give me a call. Roy



Roy D. Hawkins, R.L.A., Airport Planning Engineer  
Gerald R. Ford International Airport  
Authority 5500 44th Street SE | Grand  
Rapids, MI 49512-4055 616.233.6022 -  
voice | 616.233.6025 - fax



# Environmental Justice Mailing Materials

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Available in January

DRAFT

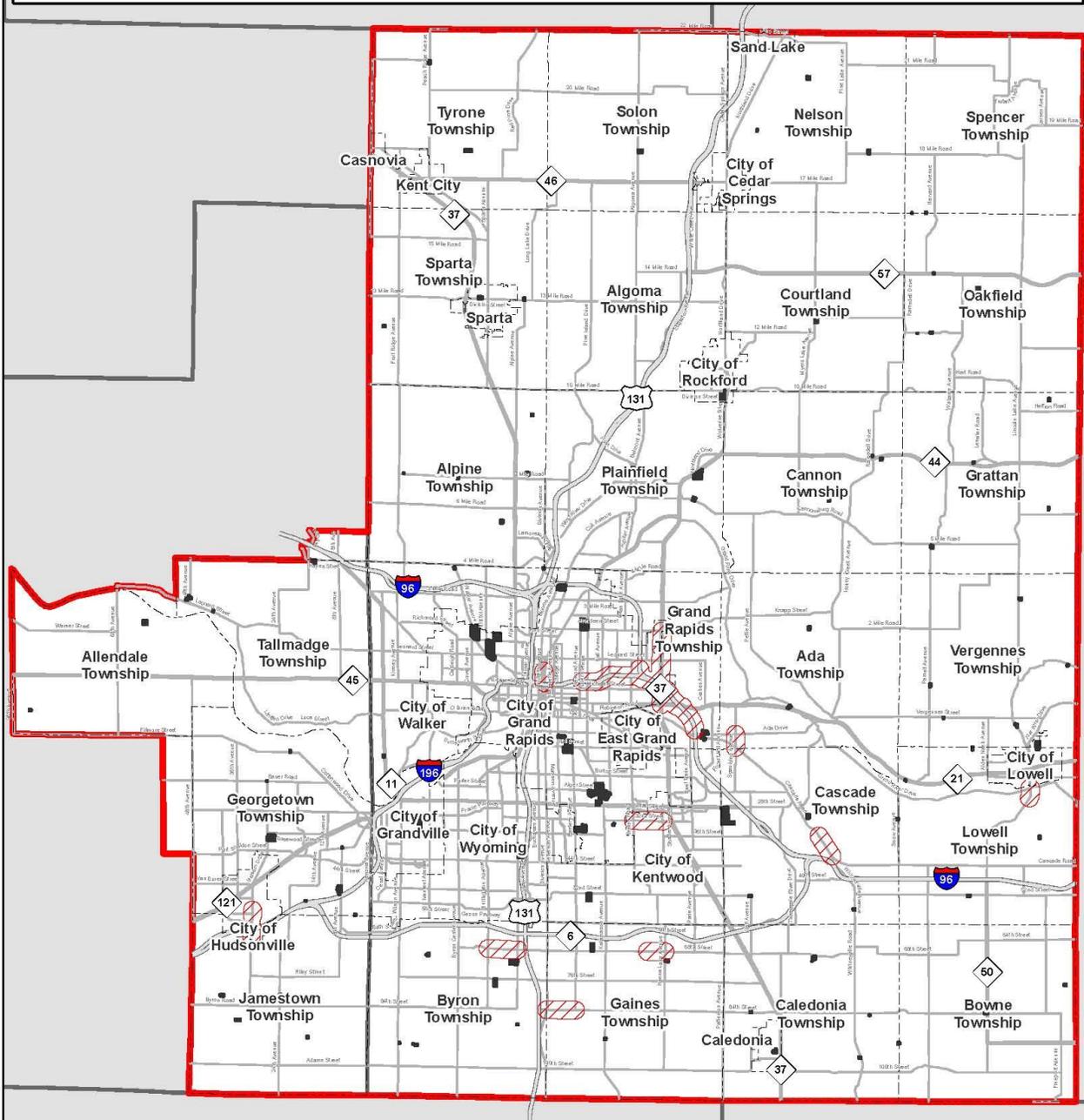
# Appendix I: Environmental Mitigation Maps

This appendix contains the following environmental mitigation maps, which are referenced in Chapter 9:

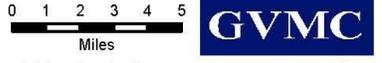
1. Cemeteries
2. Flood zones
3. Historic Sites and Structures
4. Parks
5. Water Features
6. Wetlands
7. Woodlands

DRAFT

# Environmental Mitigation: Cemeteries



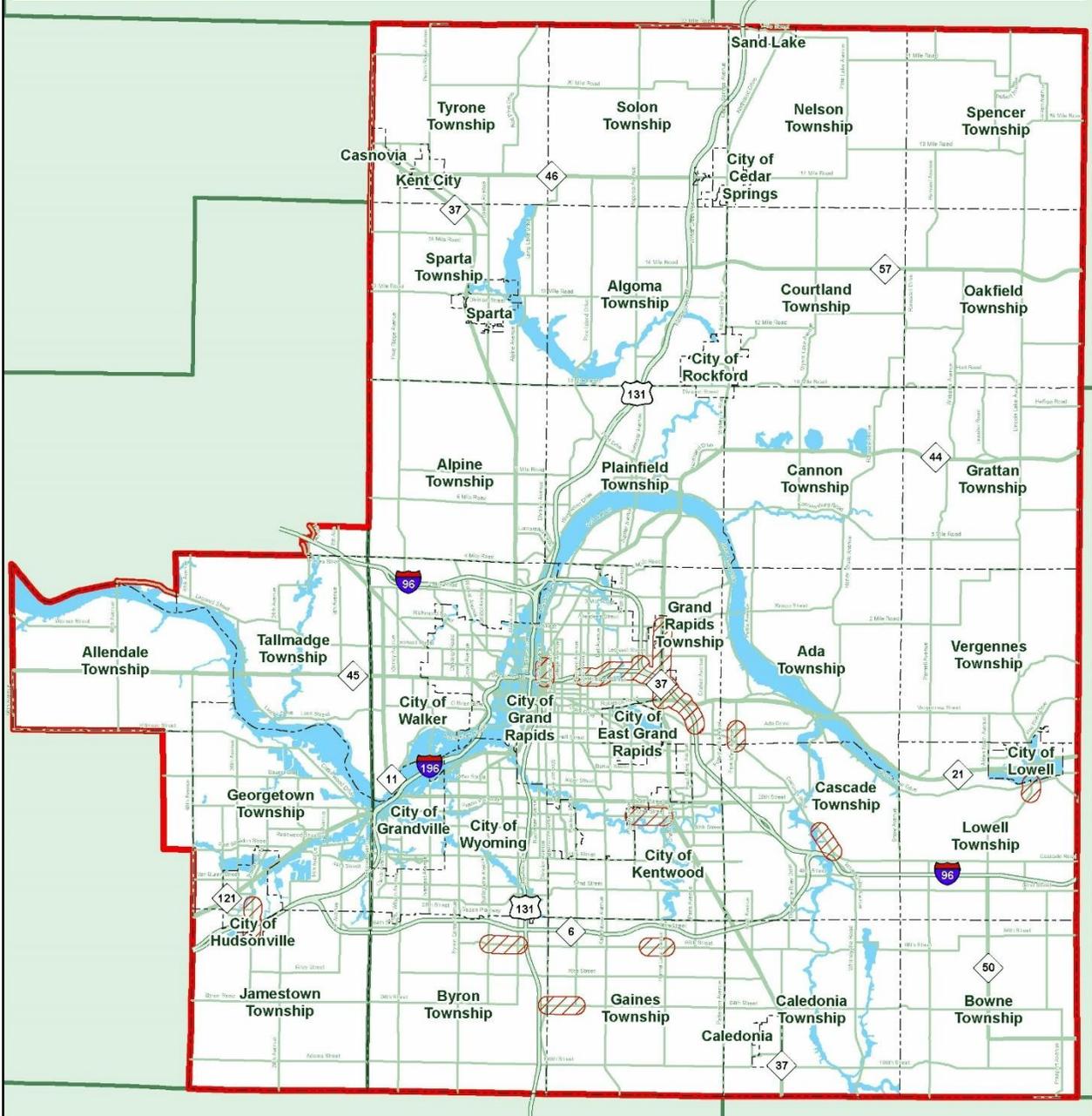
EM Analysis Layers	Other Map Features
Expand/Widen Buffer	Government Unit
Cemeteries	MPO Boundary
	County Boundary



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Map 31: Environmental Mitigation: Cemeteries

# Environmental Mitigation: Flood Zones



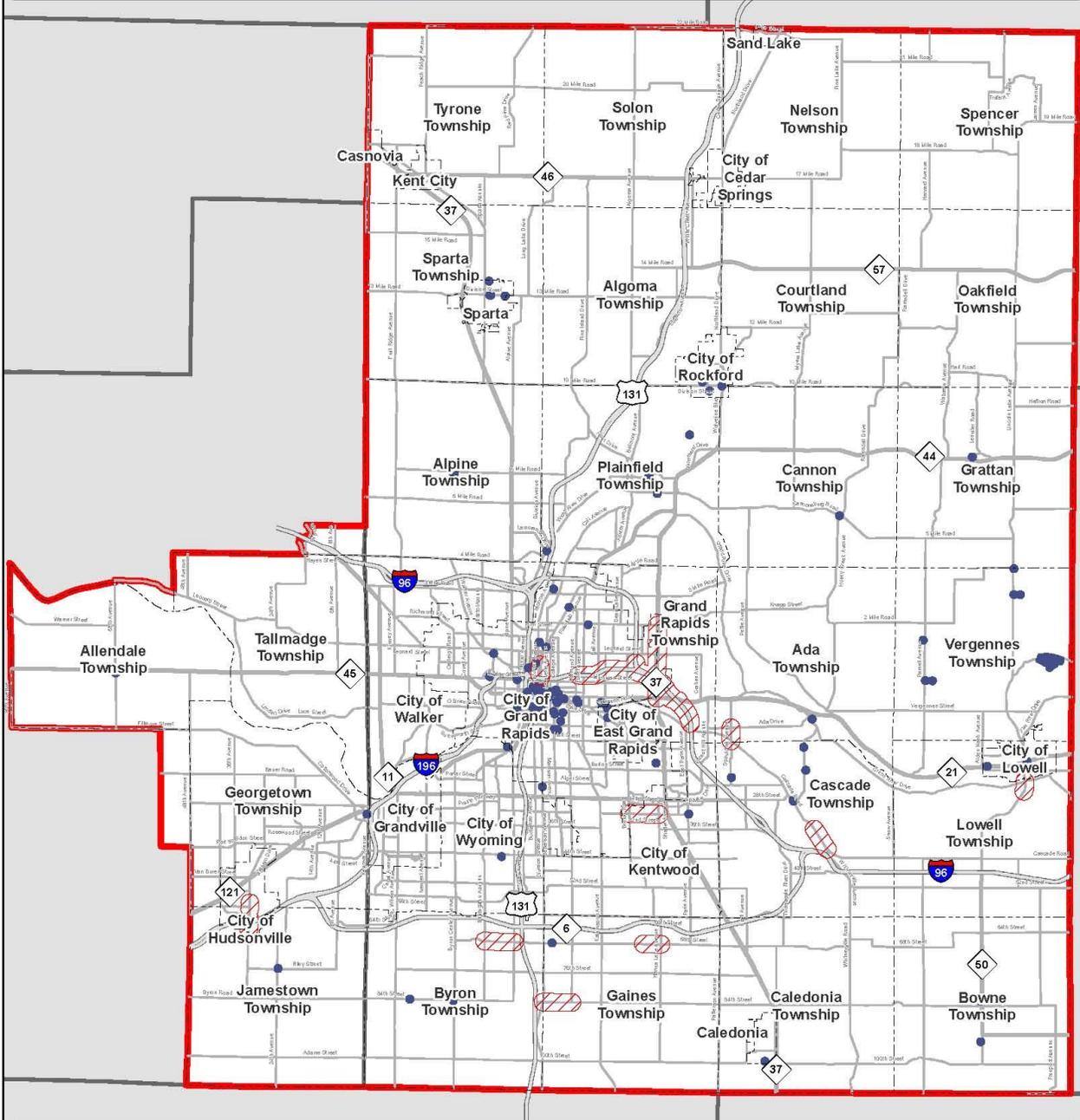
EM Analysis Layers	Other Map Features
Expand/Widen Buffer	Government Unit
FEMA Flood Zones	MPO Boundary
	County Boundary

0 1 2 3 4 5  
Miles

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Map 32: Environmental Mitigation: Flood Zones

# Environmental Mitigation: Historic Sites



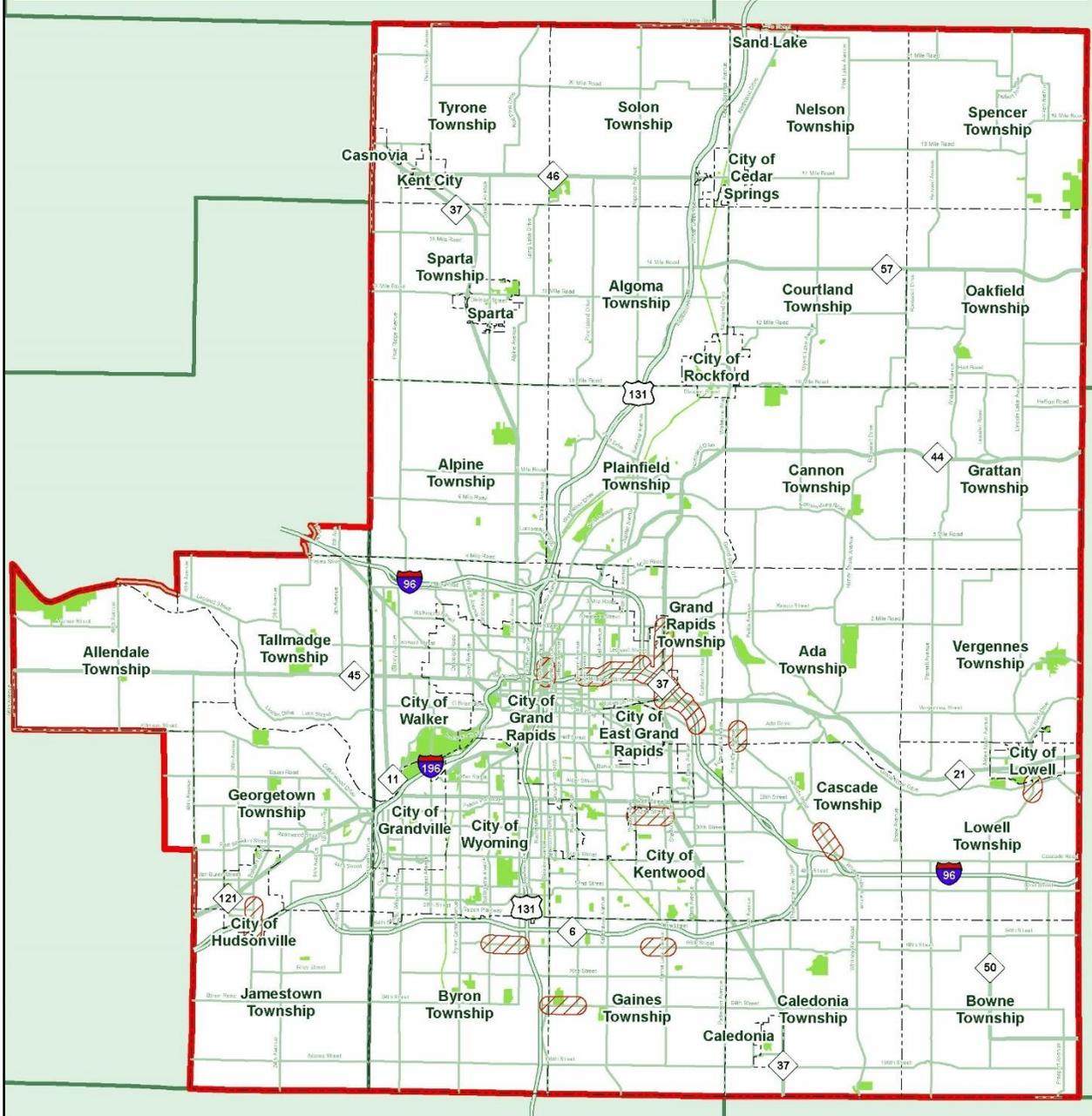
EM Analysis Layers	Other Map Features
Expand/Widen Buffer	Government Unit
Historic Sites	MPO Boundary
	County Boundary

0 1 2 3 4 5  
Miles

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Map 33: Environmental Mitigation: Historic Sites

# Environmental Mitigation: Parks



EM Analysis Layers	Other Map Features
Expand/Widen Buffer	Government Unit
Parks	MPO Boundary
	County Boundary

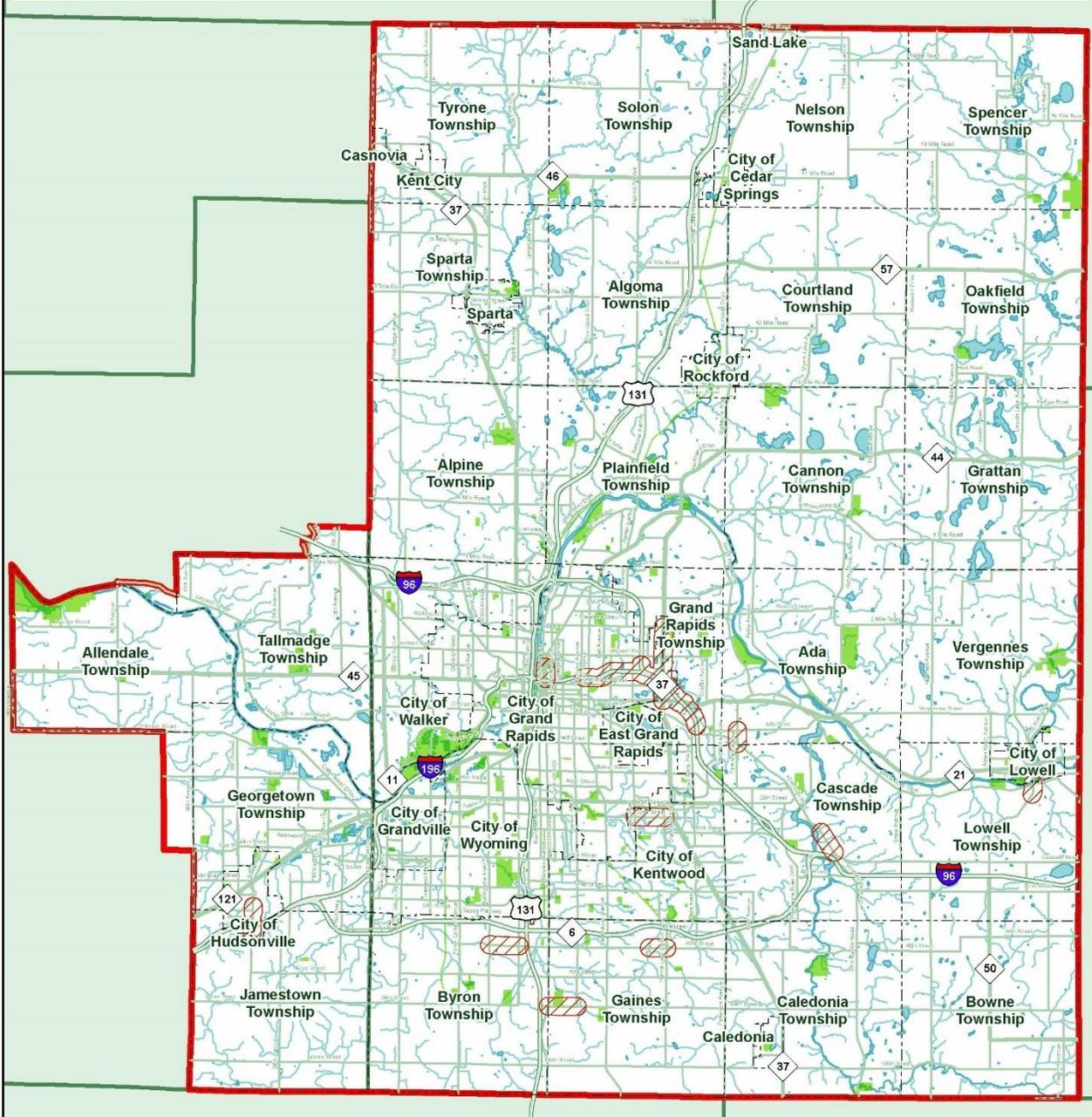
0 1 2 3 4 5  
Miles

**GVMC**

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Map 34: Environmental Mitigation: Parks

# Environmental Mitigation: Water Features



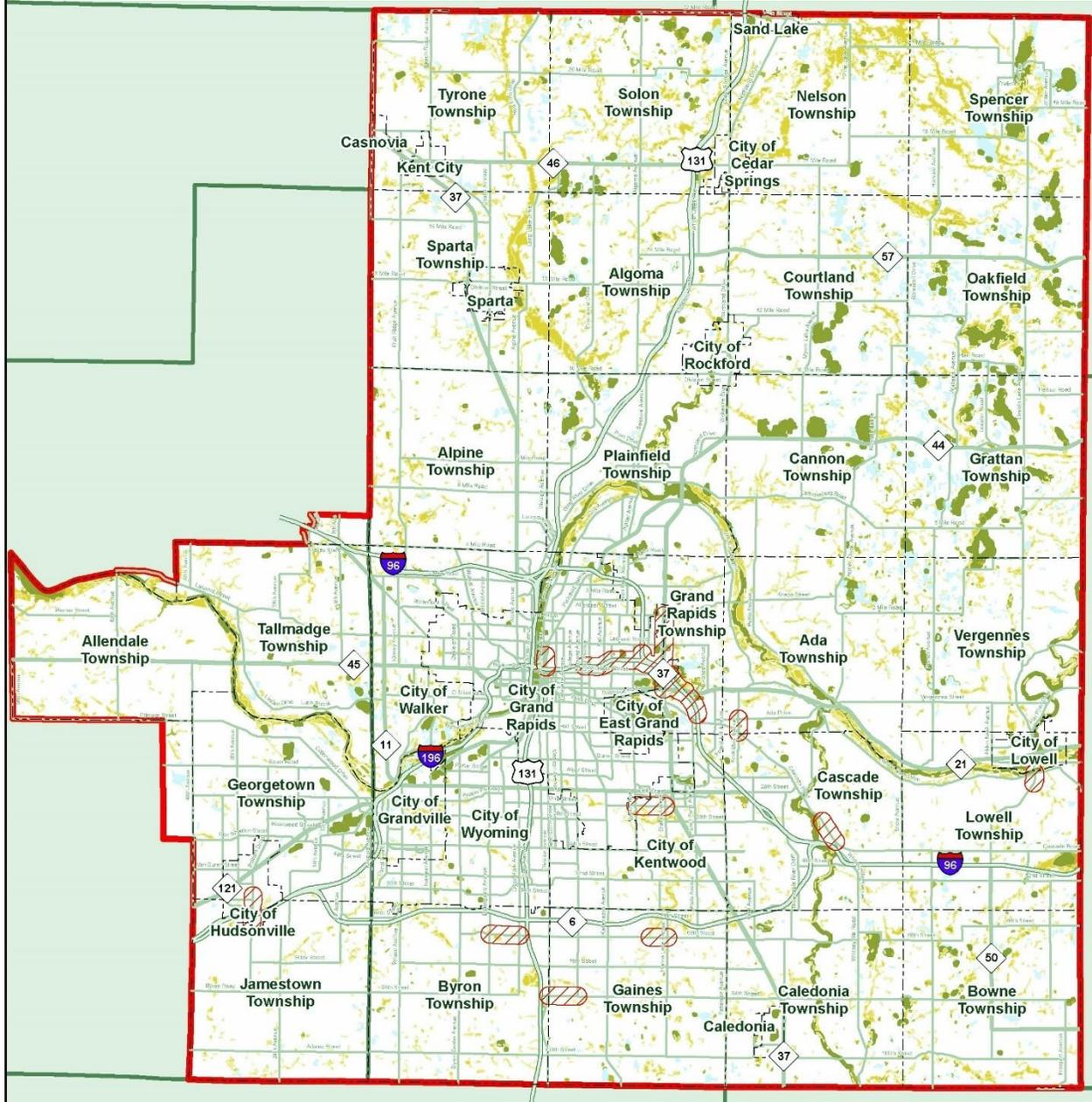
EM Analysis Layers	Other Map Features
Expand/Widen Buffer	Government Unit
Rivers and Streams	MPO Boundary
Water Bodies	County Boundary
	Rivers and Streams

0 1 2 3 4 5  
Miles

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Map 35: Environmental Mitigation: Water Features

# Environmental Mitigation: Wetlands



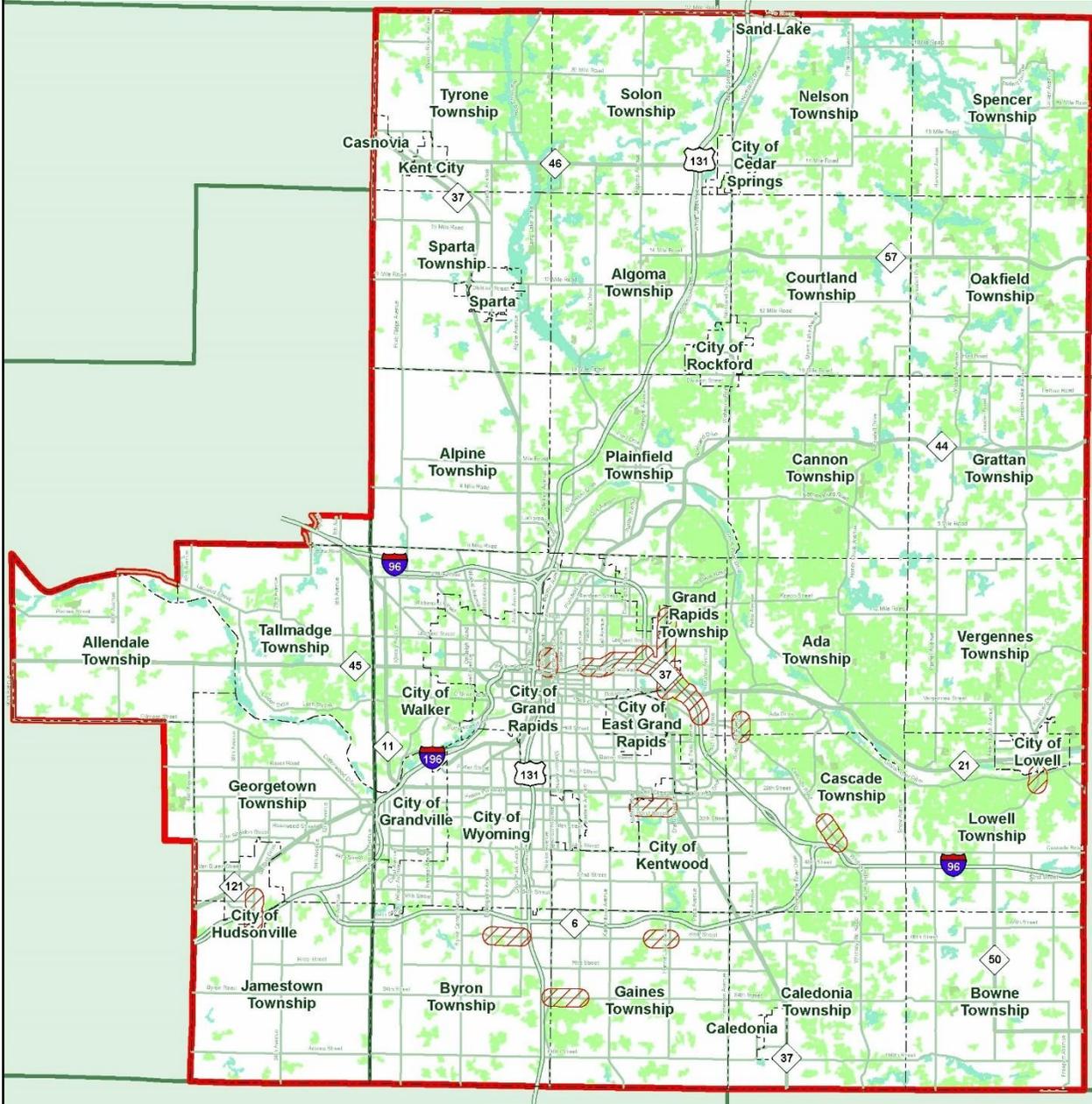
- | EM Analysis Layers           | Other Map Features |
|------------------------------|--------------------|
| Expand/Widen Buffer          | Government Unit    |
| Intermittent Exposed/Covered | MPO Boundary       |
| Temp/Seasonally Flooded      | County Boundary    |
| Semipermanently Flooded      |                    |
| Permanently Flooded          |                    |



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Map 36: Environmental Mitigation: Wetlands

# Environmental Mitigation: Woodlands



Map 37: Environmental Mitigation: Woodlands