



GRAND VALLEY METROPOLITAN COUNCIL

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**TECHNICAL/POLICY COMMITTEE MEETING**

**Wednesday, February 17, 2021**

**9:30 AM**

**REMOTE MEETING USING ZOOM**

<https://zoom.us/j/97159187392?pwd=UDJ2bVpoR3BJTXA1aUFnZmsremxmQT09>

Webinar ID: 971 5918 7392 | Passcode: 074790

+1 301.715.8592 | ACCESS CODE: 074790

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**AGENDA**

- I. **ROLL CALL AND INTRODUCTIONS**
- II. **APPROVAL OF MINUTES**—Defer action until Committees have separate meetings in March 2021.
- III. **OPPORTUNITY FOR PUBLIC COMMENT**
- IV. **TIP AMENDMENTS**—**ACTION:** On behalf of Grand Rapids amendments/modifications to the FY2020-2023 TIP are being requested.  
**Please refer to Item IV: Attachment A**
- V. **PROPOSALS FOR ILLUSTRATIVE LIST OF PLANNING STUDIES**—**INFORMATION/DISCUSSION:** The committee will review and discuss member proposals for planning studies to be compiled into an illustrative list of planning work to be considered for inclusion in future year UPWPs.  
**Please refer to Item V: Attachment A**
- VI. **OTHER BUSINESS**
- VII. **ADJOURNMENT**



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**MEMORANDUM**

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**DATE:** February 10, 2021

**TO:** Technical and Policy Committees

**FROM:** Laurel Joseph, Director of Transportation Planning

**RE:** **FY2020-2023 Transportation Improvement Program**

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On behalf of Grand Rapids, the following amendments/modifications to the FY2020-2023 TIP are being requested. Here are the specific requests:

- The City of Grand Rapids is requesting to increase the local and total budgets for a FY2021 resurfacing project, which has triggered a threshold increase amendment for the FY2021 Local Road GPA. The federal funding associated with this project will not change (please see attachments).

If you have any questions, please do not hesitate to contact me at (616) 776-7610 or [laurel.joseph@gvmc.org](mailto:laurel.joseph@gvmc.org).

FY 2020-2023 Transportation Improvement Program

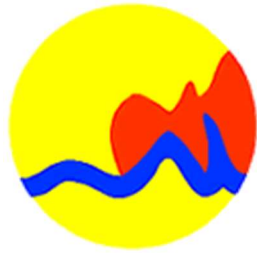
February 2021 Amendment/Modifications

Fiscal Year	Job#	GPA Type	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Fed Amount	State Amount	Local Amount	Total Amount	Federal Amendment Type
2021	130608	Local Road	Grand Rapids	Ottawa Ave	Fulton Street to Michigan Street	0.532	Road Rehab	Rotomill and Resurface	CON	\$254,813	\$0	\$1,608,964	\$1,863,777	GPA over or over 25%

February 2021 - Pending GPAs

Fiscal Year	MPO	Job Type	GPA Name	GPA Status	Current Threshold Amount	Total Usage Amount	Total Proposed Amount	Comment
2021	GVMC	Local	Local Road	Proposed	\$11,446,546	\$12,492,780	\$1,051,253	Last federally approved threshold was \$9,350,500

OFFICE OF  
CITY  
ENGINEER



# CITY OF GRAND RAPIDS

February 4, 2021

Dear Mr. Zonyk,

The City of Grand Rapids is scheduled to receive Surface Transportation Program – Urban (STPU) grant funds for Ottawa Avenue – Fulton Street to Michigan Street in FY2021. The estimated costs of the project have been found higher than the amount in JobNet. We ask that the following changes be made to the project information in the Transportation Improvement Program:

FY2021 STP-U

**CURRENTLY PROGRAMMED**

Ottawa Avenue Fulton Street to Michigan Street

**Project Description**

Milling and two course  
asphalt resurfacing

**Length**

0.532

**Federal**

\$284,000

**Local**

\$ 71,000

**Total Cost**

\$ 355,000

**REQUESTED PROGRAM CHANGE**

Ottawa Avenue Fulton Street to Michigan Street

Milling and two course  
asphalt resurfacing

0.532

\$284,000

\$1,579,777

\$1,863,777

Participating  
Non-Participating

\$1,406,253  
\$ 457,524

Please let us know if you have any questions. Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rick DeVries'.

Rick DeVries, P.E.  
Assistant City Engineer

cc: Laurel Joseph  
Kristin Bennett

Eric DeLong  
Tim Burkman

Karyn Ferrick  
Breese Stam

Josh Naramore





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**MEMORANDUM**

---

**DATE:** February 10, 2021

**TO:** Technical and Policy Committees

**FROM:** Laurel Joseph, Director of Transportation Planning

**RE:** **Proposals for Illustrative List of Transportation Planning Studies**

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GVMC staff is in the process of developing the draft FY2022 Unified Planning Work Program (UPWP), which incorporates all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the region during the fiscal year as well as GVMC's annual operating budget. It provides a process for the coordination and collaboration of transportation planning activities in the study area and is required as a basis and condition for all federal funding assistance for transportation planning. See the current year UPWP [here](#).

In order to make sure the MPO continues to expand our planning programs in ways that serve the members and benefit the region, staff has requested proposals for planning work that members would like to see GVMC participate in in the coming years and incorporate into future year UPWPs as funding constraints allow. Because the revenue picture for future years is unknown, these proposals will be compiled into an illustrative list of planning projects/studies that staff will draw upon when developing the FY2022 UPWP and future year work programs.

As suggested by the Policy Committee, the Technical and Policy Committee members have the opportunity to review the proposals submitted (attached) and will discuss these proposals at the combined Technical/Policy Committee meeting on February 17. Discussion may include recommendations for combining/separating proposals, indicating general priority for tackling the work requested, etc. This discussion will further inform staff's efforts to develop upcoming planning work programs.

If you have any questions, please do not hesitate to contact me at (616) 776-7610 or [laurel.joseph@gvmc.org](mailto:laurel.joseph@gvmc.org).

# GVMC Planning Project Proposal Form

**Project Name:** Ford Airport - Secondary Access **Submitted by (Name and Agency):** Gerald R. Ford International Airport Authority

**Project Description (type, location, etc.):** \_\_\_\_\_ **Submittal Contact (Email):** cries@grr.org

In line with the 2020 GVMC "2045 Metropolitan Transportation Plan" and air transportation need #1 (chapter 5), a feasibility study for an additional, secondary access route to the airport is necessary. Specifically, alternatives to relieve capacity and safety/security constraints of a single entry to the terminal facilities will be evaluated. The feasibility study will incorporate considerations for regional access including Kent County Road Commission needs and opportunity for a multi-modal connection via rail adjacent to the airport.

**Total Project Cost:** \$75,000

## Federal Planning Factors – check all that apply to this project:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency     | <input checked="" type="checkbox"/> Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns |
| <input type="checkbox"/> Increase the security of the transportation system for motorized and nonmotorized users  | <input type="checkbox"/> Increase the safety of the transportation system for motorized and non-motorized users   |
| <input checked="" type="checkbox"/> Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation | <input checked="" type="checkbox"/> Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight   |
| <input checked="" type="checkbox"/> Promote efficient system management and operation   | <input checked="" type="checkbox"/> Enhance travel and tourism  |
| <input checked="" type="checkbox"/> Increase the accessibility and mobility of people and freight   | <input checked="" type="checkbox"/> Emphasize the preservation of the existing transportation system  |

## Please describe how this project would address the applicable planning factors.

Annually, the airport contributes over \$3B of economic impact to the region. Traffic flow and access constraints limit both airport expansion and redundancy of access for support, and provide limitations and strain on the surrounding roadway system. To preserve the existing system and promote growth, safety, and security improvements, a secondary access route to airport terminal infrastructure is necessary. This infrastructure will further separate cargo and passenger vehicle movements and provide opportunity for rail connectivity. A feasibility study is necessary to evaluate alignments, justify and summarize the needs and value, and will further efforts of the December 2000 "I-96/Airport Area Access Study, Draft EIS".

**This project ties into federal performance-based planning and programming requirements.**

**Please explain:**

**This project relates to a recommendation from the MTP and/or other on-going MPO planning work.**

**Please explain:** MTP Chapter 5, page 40-need #1. In addition, MDOT and KCRC support this study.

[Link to MTP](#) (see Chapt. 11 for Recommendations) | [Link to Current UPWP](#)

**Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.**

This study represents a continuation of airport, MDOT, and KCRC efforts and pairs well with evaluation of alternatives for an additional highway connection off of M-6 with access to airport cargo and passenger facilities and numerous logistics companies located in the vicinity of the airport. Beyond capacity enhancements, secondary airport access is necessary for safety and operational improvements (regional customers, employees, business freight, etc.). Further, the current FAA approved Airport Layout Plan depicts long term airport improvements which will benefit the region; understanding the alignment, likelihood, timing, and impacts of roadway improvements is essential to both regional and airport planning efforts.

**Gerald R. Ford International Airport Authority**  
**Secondary Access Planning Considerations**  
**February 2021**

**Please describe how this project would address the applicable planning factors**

Several of the specific federal planning factors are addressed individually below. In summary, the study of direct access via I-96 would allow for a comparison of enhancing Patterson Avenue and other arterials currently serving the airport's public access versus providing a more dedicated access linking to I-96. Environmental impacts could be assessed and quantified, as well as the impacts with and without the project (East Side Access) with respect to traffic conditions of the roadways in the vicinity of the airport.

1. The project would support economic vitality by providing the airport with a better connection to I-96, reducing the reliance on arterial roadways. We understand that businesses examine airport air service offerings and inter-connectivity in their evaluations regarding where to locate facilities. East Side Access could also allow for future development in the area north of Runway 8L/26R and south of the railroad right-of-way.
2. The project improves resiliency and reliability as it provides a second access point directly to the airport from the region's interstate network. While the greatest population density exists to the west, many motorists do travel via I-96 and M-6 to access the airport. As the airport activity grows (as it has), we expect interstate access to be prudent to keep pace with demand. Additionally, a second access point to the airport provides redundancy in the event of traffic accidents or other events blocking primary airport access from Patterson Avenue SE.
3. The project provides for efficient system management and operation by informing the tradeoffs between (a) enhancing the M-6 and arterials such as 44<sup>th</sup> Street SE and Patterson Avenue SE or (b) providing direct access to the airport via I-96.
4. The project provides an opportunity to evaluate the accessibility and mobility of freight between the region and the airport, again evaluating the use of arterials versus direct access via I-96. Additionally, future bus rapid transit could be provided on a route that provides direct and convenient access to and from the Airport.
5. In terms of protecting and enhancing the environment and promoting energy conservation, the study would allow the comparison of metrics such as VMT and travel time for the existing network versus one that includes direct access via I-96).
6. Finally, the project could preserve the existing transportation system in that it may delay the need to enhance the arterials currently serving the airport. In other words, the east side access may delay the need for additional capacity on Patterson, other roadways west of the Airport, and associated intersections and freeway interchanges.

**Project relates to a recommendation from the MTP or other on-going MPO planning work**

The MTP calls for "Ensuring accessibility" stating, "Maintaining easy access to all facilities during busy travel times can be a challenge." Airport access via I-96 would seem to mitigate long-term traffic demand impacts to Patterson Avenue, 44<sup>th</sup> Street, and arterials serving the airport and the development that surrounds it to the west. Further, the MTP prioritizes "Congestion management" and this planning study would inform decisions regarding potential congestion on roadways surrounding the airport. In addition, the MTP articulates a goal to "Further develop an efficient multimodal system." The study

could include evaluation of land adjacent to the airport that could be used to establish a connection using another mode of transport to the airport.

Additionally, the 2045 GVMC Metropolitan Transportation Plan issued in May 2020 identified an additional access route to the Airport as a primary need to support air transportation in the region. The proposed solution recommends developing an access route to GFIAA's passenger terminal along Patterson Avenue north of Oostema Boulevard.

#### **Additional comments about how this project will benefit the region**

The Airport's current Airport Layout Plan (ALP) on file with the FAA depicts long term improvements to the north side of the airport, including a replacement for Runway 8L-26R which would be more capable and eventually will be necessary to accommodate demand. The existing and future Runway 8L-26R, as well as future East Side Access improvements are all located on the north side of the airport. Understanding the timing, likelihood, alignment, and impacts associated with this potential improvement will enable the Authority to make informed decisions regarding land on the northern half of the airport, as they relate to air cargo, general aviation, and other ancillary development that would also benefit the region. Even if the East Side Access is constructed several years in the future, the planning study would deliver value to the airport in terms of information that could drive further economic and social benefits to the community and region.

# GVMC Planning Project Proposal Form

**Project Name:** East Side Airport Area Access Study **Submitted by (Name and Agency):** Dennis Kent/MDOT

**Project Description (type, location, etc.):** \_\_\_\_\_ **Submittal Contact (Email):** kentd@michigan.gov

This is a continuation and a more focused follow-up to previous MPO studies which resulted in the new I-96/36th Street interchange. This study will identify needs, evaluate access options and assess impacts to the local and state transportation network, east of the GR Ford International Airport. Growth at the Airport, land use and travel pattern changes, and multi-modal cargo transportation needs in the study area will be considered. In addition to the Airport, residents and businesses in the surrounding area have identified challenges to accessing the freeways from county roads. Conceptual improvement options will be identified, resulting in more detailed subsequent planning, alternative analysis, NEPA and engineering activities.

**Total Project Cost:** \$100,000

## Federal Planning Factors – check all that apply to this project:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency | <input checked="" type="checkbox"/> Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns |
| <input type="checkbox"/> Increase the security of the transportation system for motorized and nonmotorized users  | <input type="checkbox"/> Increase the safety of the transportation system for motorized and non-motorized users   |
| <input type="checkbox"/> Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation        | <input checked="" type="checkbox"/> Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight   |
| <input checked="" type="checkbox"/> Promote efficient system management and operation   | <input checked="" type="checkbox"/> Enhance travel and tourism  |
| <input checked="" type="checkbox"/> Increase the accessibility and mobility of people and freight   | <input type="checkbox"/> Emphasize the preservation of the existing transportation system   |

## Please describe how this project would address the applicable planning factors.

This study will identify additional access options for increasing freight traffic on the east and south sides of the Airport, identify more efficient connections between air and highway modes, and consider the feasibility of rail freight connections. Intermodal transportation was identified as an area of interest by the GVMC Freight Stakeholder Group. The study will identify options for improved connections to the existing freeway system, to support economic development, as well as existing and planned residential and commercial areas in eastern Kent County. Travel and tourism could be enhanced by providing more efficient access to the airport, which has more flight options, for travellers east of the metro area. Efficient transportation into and around the airport will support the vitality of the region and enhance the global competitiveness of the MPO area.

- This project ties into federal performance-based planning and programming requirements.**  
**Please explain:** Access improvements will enhance system performance and travel time reliability of the transportation system, for people and freight, and provide more efficient options for freight transportation and distribution businesses on the east side of the Airport, potentially eliminating some existing bottlenecks, improving overall system safety.
- This project relates to a recommendation from the MTP and/or other on-going MPO planning work.**  
**Please explain:** Freeway access improvements, east of the airport are included in the MTP Illustrative Projects list. The GVMC Freight Stakeholders Group identified intermodal access improvements as an area of interest during the development of the 2045 MTP.

[Link to MTP](#) (see Chapt. 11 for Recommendations) | [Link to Current UPWP](#)

**Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.**

This study can be coordinated with the study proposal from the GRF International Airport.

# GVMC Planning Project Proposal Form

**Project Name:** Regional non-motorized traffic counting **Submitted by (Name and Agency):** Josh Naramore, City of Grand Rapids

**Project Description (type, location, etc.):** **Submittal Contact (Email):** jnaramore@grcity.us

Establish a regional data collection process/standard for bicycle, pedestrian and trail data collection based on NCHRP and other guidance. Fund purchase of equipment to regularly collect data for GVMC communities. Supports non-motorized data inputs for the regional traffic demand model, which is sparse now; could REGIS serve as the repository for the data.

**Total Project Cost:** ~\$100,000, but could be scaled

**Federal Planning Factors – check all that apply to this project:**

- |  |   |
|--|---|
| <input type="checkbox"/> Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency     | <input checked="" type="checkbox"/> Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns |
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| <input checked="" type="checkbox"/> Increase the accessibility and mobility of people and freight  | <input checked="" type="checkbox"/> Emphasize the preservation of the existing transportation system  |

**Please describe how this project would address the applicable planning factors.**

There is an overabundance of resources spent annually collecting motor vehicle traffic count data across the region. There needs to be more resources put into non-motorized data collection and standardization to understand impacts of investments. It helps understand the use of the existing transportation system and guide future investments. It also will inform economic recovery and activity as part of COVID recovery in looking at non-motorized activity.

**This project ties into federal performance-based planning and programming requirements.**

**Please explain:** Data collection and performance

**This project relates to a recommendation from the MTP and/or other on-going MPO planning work.**

**Please explain:** Recommendation 3: Work to improve the condition and operation of the existing transportation system. Recommendation 4: Work to create a mode shift from single occupancy vehicles (SOVs) to more active forms of transportation

[Link to MTP](#) (see Chapt. 11 for Recommendations) | [Link to Current UPWP](#)

**Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.**

# GVMC Planning Project Proposal Form

**Project Name:** Regional TDM Strategy **Submitted by (Name and Agency):** Josh Naramore, City of Grand Rapids

**Project Description (type, location, etc.):** \_\_\_\_\_ **Submittal Contact (Email):** jnaramore@grcity.us

Develop a coordinated regional transportation demand management strategy that includes recommend funding sources, lead agencies, realistic mode shift goals and outlines implementation strategies for cities and the Rapid to implement.

**Total Project Cost:** ~\$250,000

**Federal Planning Factors** – check all that apply to this project:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency | <input checked="" type="checkbox"/> Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns |
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| <input checked="" type="checkbox"/> Promote efficient system management and operation   | <input checked="" type="checkbox"/> Enhance travel and tourism  |
| <input type="checkbox"/> Increase the accessibility and mobility of people and freight  | <input type="checkbox"/> Emphasize the preservation of the existing transportation system   |

**Please describe how this project would address the applicable planning factors.**

A regional strategy for TDM would help work to lower transportation for employees and employers. It also helps to use the existing transportation system with carpooling, vanpooling, telecommuting and transit use. All of this is even more important in the post-COVID world.

**This project ties into federal performance-based planning and programming requirements.**

**Please explain:**

**This project relates to a recommendation from the MTP and/or other on-going MPO planning work.**

**Please explain:** Recommendation 4: Work to create a mode shift from single occupancy vehicles (SOVs) to more active forms of transportation

[Link to MTP](#) (see Chapt. 11 for Recommendations) | [Link to Current UPWP](#)

**Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.**



# GVMC Planning Project Proposal Form

**Project Name:** West Michigan Express **Submitted by (Name and Agency):** Dan Strikwerda, Hudsonville

**Project Description (type, location, etc.):** \_\_\_\_\_ **Submittal Contact (Email):** dstrikwe@hudsonville.org

Modeling/Analysis to determine public transportation need for the Grand Rapids to Holland corridor to evaluate the potential change in ridership needs due to the impact of COVID.

**Total Project Cost:** \$50,000

**Federal Planning Factors** – check all that apply to this project:

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency | <input type="checkbox"/> Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns |
| <input type="checkbox"/> Increase the security of the transportation system for motorized and nonmotorized users  | <input type="checkbox"/> Increase the safety of the transportation system for motorized and non-motorized users  |
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| <input type="checkbox"/> Promote efficient system management and operation  | <input checked="" type="checkbox"/> Enhance travel and tourism   |
| <input checked="" type="checkbox"/> Increase the accessibility and mobility of people and freight   | <input type="checkbox"/> Emphasize the preservation of the existing transportation system  |

**Please describe how this project would address the applicable planning factors.**

Having a robust public transportation system is viewed as a positive indicator of a healthy metropolitan area providing a significant competitive advantage for economic development, talent attraction and job creation. Previously a need was shown for this connection between the Holland and Grand Rapids public transportation systems, and in particular to get people to and from jobs.

**This project ties into federal performance-based planning and programming requirements.**

**Please explain:** An updated analysis is needed to reevaluate need post COVID. GVMC assisted with the initial study.

**This project relates to a recommendation from the MTP and/or other on-going MPO planning work.**

**Please explain:** The WMX is listed as a proposed solution for the need of "Improving and Expanding Transit Service in the Urbanized Area". The WMX has potential to support the Midwest Regional Rail Initiative.

[Link to MTP](#) (see Chapt. 11 for Recommendations) | [Link to Current UPWP](#)

**Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.**

A previous study with support from GVMC, MACC and all the cities along this corridor already showed a need to get employees to jobs. To keep this project moving forward this need has to be reevaluated. There was also support from The Rapid, The Right Place, state representatives and many other key companies and organizations.



# GVMC Planning Project Proposal Form

**Project Name:** Transit Master Plan **Submitted by (Name and Agency):** ITP

**Project Description (type, location, etc.):** \_\_\_\_\_ **Submittal Contact (Email):** nmonoyios@ridetherapid.org

Initiate an updated Transit Master Plan (TMP). A new TMP will maximize the value that public transportation has as an MPO Planning priority and identify the strategic direction for public transportation over the next 20 years. In addition to the existing TMP being over ten (10) years old, the emergence from the pandemic will require a comprehensive and exhaustive assessment to provide a up-to-date blueprint for the most effective and efficient regional transit provisions. Combining this TMP with other updated regional smart growth strategies will ensure the greatest impact public transportation can have for our region with our unified commitment to competitive and sustainable growth.

**Total Project Cost:** \$600,000

**Federal Planning Factors – check all that apply to this project:**

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency     | <input checked="" type="checkbox"/> Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns |
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| <input checked="" type="checkbox"/> Promote efficient system management and operation   | <input checked="" type="checkbox"/> Enhance travel and tourism  |
| <input checked="" type="checkbox"/> Increase the accessibility and mobility of people and freight   | <input checked="" type="checkbox"/> Emphasize the preservation of the existing transportation system  |

**Please describe how this project would address the applicable planning factors.**

An updated TMP would optimize our regional economic, environmental, and social equity goals as we emerge from the regional impacts of the pandemic. Introducing a master planning process that invites a continuing, cooperating, and comprehensive (3C) regional framework will demonstrate our unified commitment to the prioritized value that safe and accessible transit has for our MPO service area.

**This project ties into federal performance-based planning and programming requirements.**

**Please explain:** An updated TMP would optimize many performance goals by reducing traffic congestion (and contributing to safer streets), improve the efficiency of the existing transportation system, and improve the environment

**This project relates to a recommendation from the MTP and/or other on-going MPO planning work.**

**Please explain:** A TMP will recommend increases to transportation funding (Rec. #1), improve the condition of the existing transportation system (Rec. #3) and encourage mode shift (Rec. #4)

[Link to MTP](#) (see Chapt. 11 for Recommendations) | [Link to Current UPWP](#)

**Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.**

Ultimately, the initiation of an updated TMP addresses many of the goals and objectives identified by the MPO. Optimizing our public transportation infrastructure is essential for sustainable regional growth

# GVMC Planning Project Proposal Form

**Project Name:** Division Avenue Bus Lane Extension Study **Submitted by (Name and Agency):** City of Kentwood

**Project Description (type, location, etc.):** \_\_\_\_\_ **Submittal Contact (Email):** schweizert@kentwood.us

The Division United Study is anticipated to recommend the extension of the existing bus lanes along the Silverline route at least as far south as 54th Street. It may be desirable to assess the utility and compliance with the current bus lane demarcations along the existing Silverline route as well as evaluate the prospect of the bus lane extension. The transportation elements analyzed should include non-motorized (pedestrian and bicycle), existing transit, and existing and proposed traffic operations for passenger and freight vehicle movements.

**Total Project Cost:** Estimate to be provided

Proposed by Kentwood to be rolled in with ITP Transit Master Plan

**Federal Planning Factors – check all that apply to this project:**

- |   |   |
|---|---|
| <input type="checkbox"/> Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency                | <input checked="" type="checkbox"/> Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns |
| <input type="checkbox"/> Increase the security of the transportation system for motorized and nonmotorized users  | <input checked="" type="checkbox"/> Increase the safety of the transportation system for motorized and non-motorized users  |
| <input checked="" type="checkbox"/> Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation | <input checked="" type="checkbox"/> Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight   |
| <input checked="" type="checkbox"/> Promote efficient system management and operation   | <input type="checkbox"/> Enhance travel and tourism   |
| <input checked="" type="checkbox"/> Increase the accessibility and mobility of people and freight   | <input checked="" type="checkbox"/> Emphasize the preservation of the existing transportation system  |

**Please describe how this project would address the applicable planning factors.**

We want to be assured that improvements to the efficiency of transit is not at the expense of the other transportation modes in the corridor. US 131 is the primary freight route into and through the area and Division Avenue is an important parallel route to supplement north-south freight movement.

**This project ties into federal performance-based planning and programming requirements.**

**Please explain:** Mitigation of congestion

**This project relates to a recommendation from the MTP and/or other on-going MPO planning work.**

**Please explain:** Goal 1: Further Develop an Efficient Multi-Modal System

[Link to MTP](#) (see Chapt. 11 for Recommendations) | [Link to Current UPWP](#)

**Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.**

See separate draft scope and estimate to follow

# GVMC Planning Project Proposal Form

**Project Name:** 100TH ST Extension **Submitted by (Name and Agency):** Kent CRC

**Project Description (type, location, etc.):** **Submittal Contact (Email):** rsprague@kentcountyroads.net

Study the traffic impacts of extending 100th Street east from Kraft Avenue to Duncan Lake Avenue and upgrading 100th Street between Duncan Lake Avenue and Kinsey Street to provide Primary Road connection to M-37 (Cherry Valley Avenue)

**Total Project Cost:** \$50,000

**Federal Planning Factors** – check all that apply to this project:

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency | <input type="checkbox"/> Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns |
| <input type="checkbox"/> Increase the security of the transportation system for motorized and nonmotorized users  | <input type="checkbox"/> Increase the safety of the transportation system for motorized and non-motorized users  |
| <input type="checkbox"/> Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation        | <input type="checkbox"/> Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight   |
| <input type="checkbox"/> Promote efficient system management and operation  | <input type="checkbox"/> Enhance travel and tourism  |
| <input checked="" type="checkbox"/> Increase the accessibility and mobility of people and freight   | <input type="checkbox"/> Emphasize the preservation of the existing transportation system  |

**Please describe how this project would address the applicable planning factors.**

The extension of 100th Street east of Kraft Avenue has been on the "some day" list at the road commission since 1998. Previously supported by Village of Caledonia and Caledonia Township.

**This project ties into federal performance-based planning and programming requirements.**

**Please explain:**

**This project relates to a recommendation from the MTP and/or other on-going MPO planning work.**

**Please explain:** Recommendation #3 - Work to improve the condition and operation of the existing system

[Link to MTP](#) (see Chapt. 11 for Recommendations) | [Link to Current UPWP](#)

**Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.**

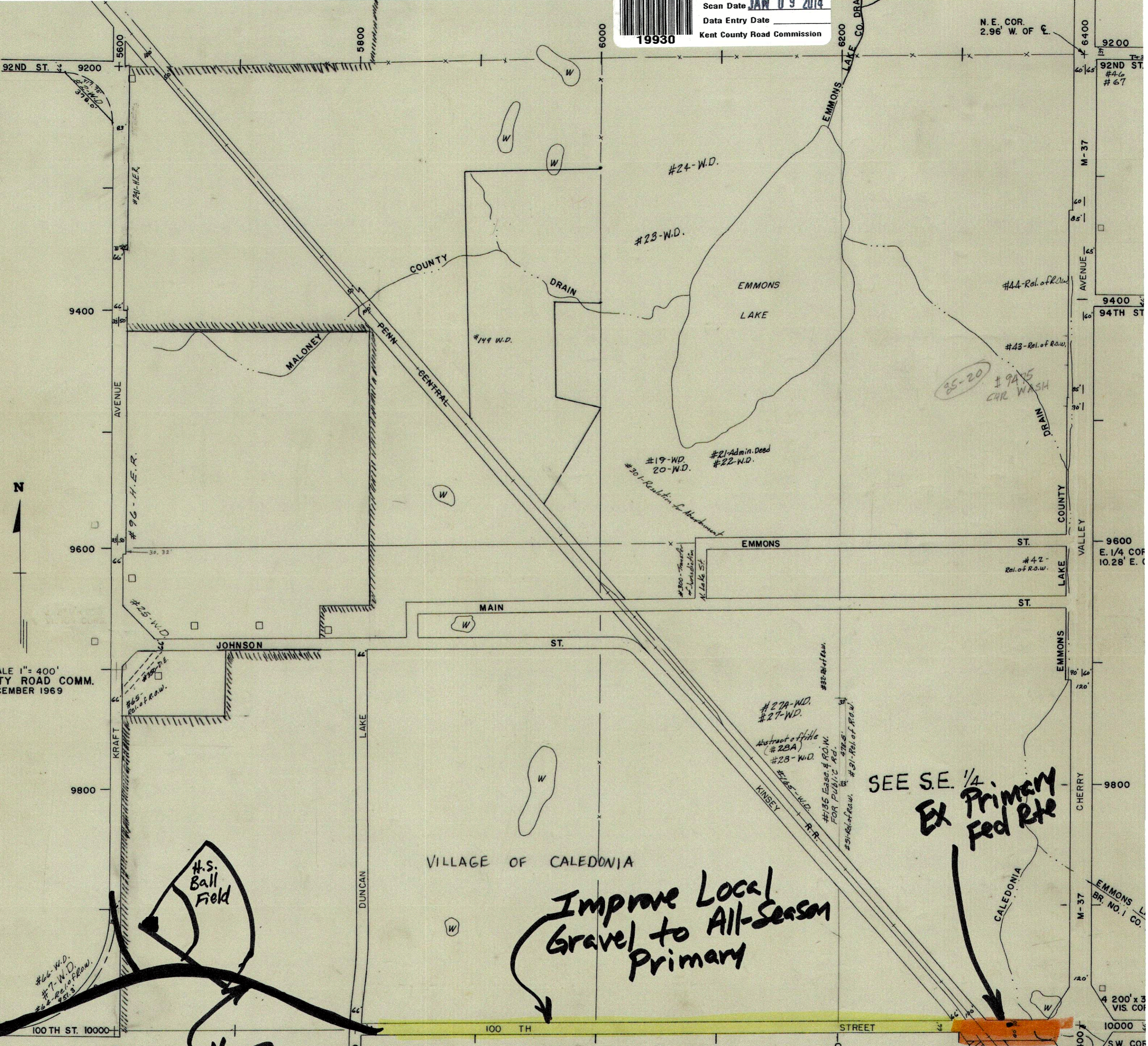
Even though this would be a new segment of county roadway, it is expected that it would improve the capacity and efficiency of the surrounding M-37 (Cherry Valley Ave) 84th Street, Johnson Street Kinsey Street and existing 100th Street.





Scan Date JAN 09 2014  
Data Entry Date  
Kent County Road Commission

N. E. COR.  
2.96' W. OF E.



SCALE 1" = 400'  
KENT COUNTY ROAD COMM.  
DECEMBER 1969

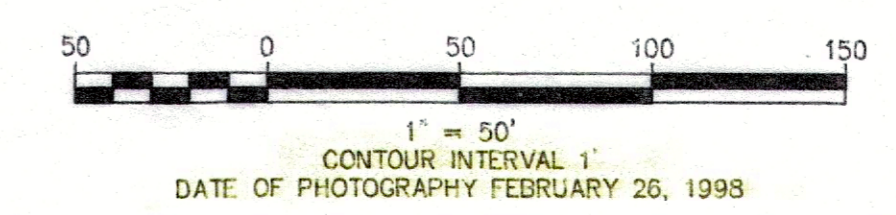
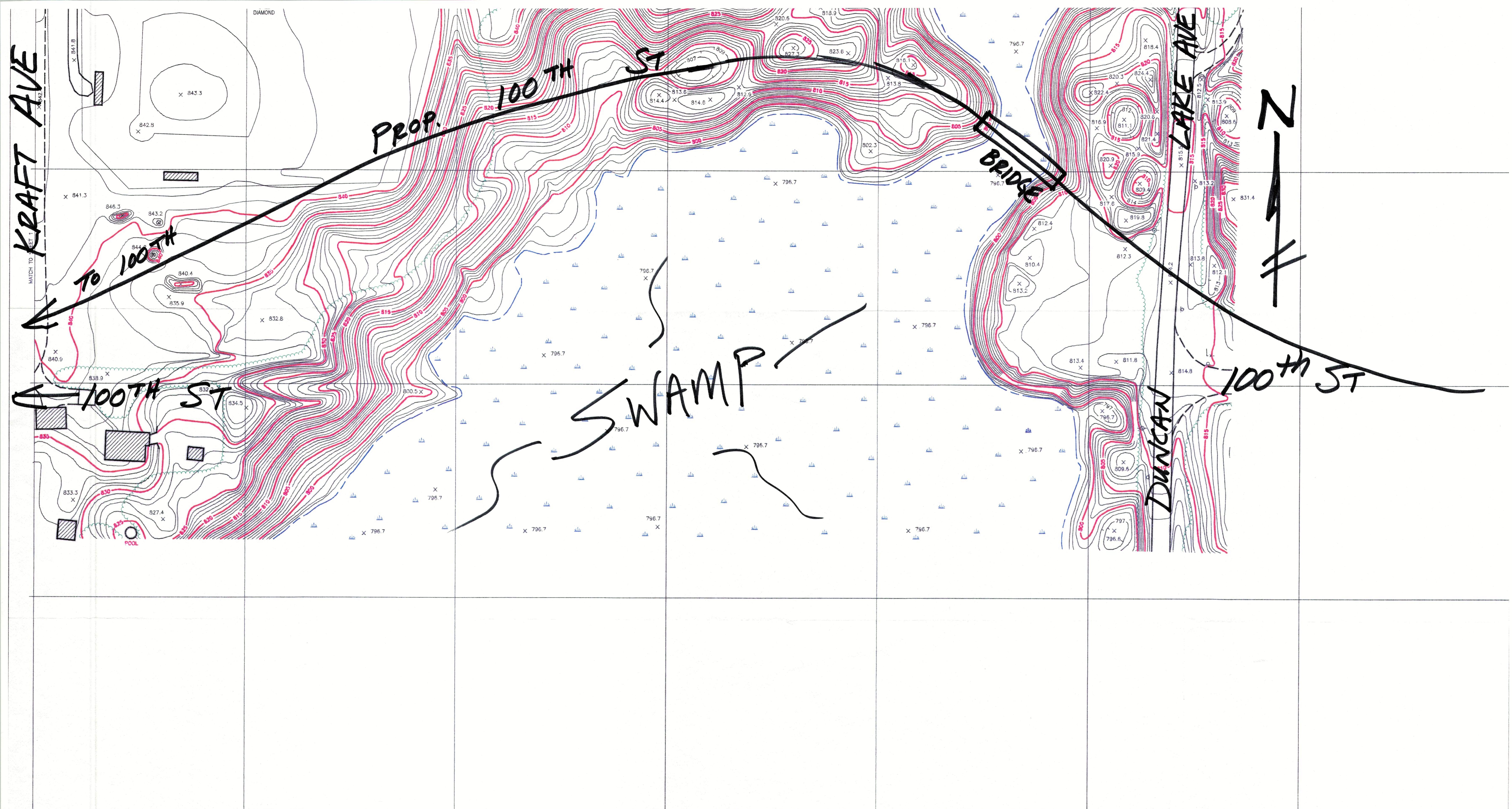
*H.S. Ball Field*  
**100th St Connector**  
LAKE

**Improve Local Gravel to All-Season Primary**

**SEE SE. 1/4 Ex Primary Fed Rte**

**SECTION NO. 29**  
T. 5 N., R. 10 W.  
**CALEDONIA TWP.**







# GVMC Planning Project Proposal Form

**Project Name:** Kraft - M37 Connector **Submitted by (Name and Agency):** KCRC/Caledonia Village

**Project Description (type, location, etc.):** **Submittal Contact (Email):** rsprague@kentcountyroads.net

Study the traffic impacts of constructing a new public street between Kraft Avenue and M-37 (Cherry Valley Avenue)

**Total Project Cost:** \$40,000

**Federal Planning Factors** – check all that apply to this project:

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency | <input type="checkbox"/> Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns |
| <input type="checkbox"/> Increase the security of the transportation system for motorized and nonmotorized users  | <input type="checkbox"/> Increase the safety of the transportation system for motorized and non-motorized users  |
| <input type="checkbox"/> Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation        | <input checked="" type="checkbox"/> Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight  |
| <input type="checkbox"/> Promote efficient system management and operation  | <input type="checkbox"/> Enhance travel and tourism  |
| <input checked="" type="checkbox"/> Increase the accessibility and mobility of people and freight   | <input type="checkbox"/> Emphasize the preservation of the existing transportation system  |

**Please describe how this project would address the applicable planning factors.**

**This project ties into federal performance-based planning and programming requirements.**

**Please explain:**

**This project relates to a recommendation from the MTP and/or other on-going MPO planning work.**

**Please explain:** Rec #2 Improve safety for school traffic / school buses & Recommendation #3

[Link to MTP](#) (see Chapt. 11 for Recommendations) | [Link to Current UPWP](#)

**Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.**

Providing an alternate east - west route between Kraft Avenue and M-37 has potential to reduce congestion on existing M-37 (Cherry Valley Avenue) and 84th Street Intersection. It may also allow for more efficient School bus and school related travel to and from Caledonia Schools Complex.



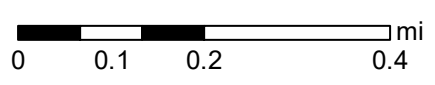


# Kraft Connector

February 04, 2021



Kent County, MI makes no warranty, expressed or implied, regarding the accuracy, completeness or usefulness of information presented. Users of this information assume all liability for its fitness for a particular use.





# GVMC Planning Project Proposal Form

**Project Name:** East Beltline Zoning Advisory Board **Submitted by (Name and Agency):** City of Kentwood

**Project Description (type, location, etc.):** \_\_\_\_\_ **Submittal Contact (Email):** schweitzert@kentwood.us

Propose to consider resurrecting review board involving all the East Beltline communities from Caledonia Township and Village to the south to Grand Rapids and Plainfield Township to the north. The intent would be to partner with KCRC and MDOT to review development proposals in the corridor in an effort to collectively and consistently balance land use and transportation design considerations.

**Total Project Cost:** Part time GVMC staffing to administer

**Federal Planning Factors – check all that apply to this project:**

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency | <input type="checkbox"/> Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns |
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| <input type="checkbox"/> Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation        | <input checked="" type="checkbox"/> Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight  |
| <input checked="" type="checkbox"/> Promote efficient system management and operation   | <input type="checkbox"/> Enhance travel and tourism  |
| <input checked="" type="checkbox"/> Increase the accessibility and mobility of people and freight   | <input checked="" type="checkbox"/> Emphasize the preservation of the existing transportation system   |

**Please describe how this project would address the applicable planning factors.**

As stated above, the intent would be to have the local communities partner with KCRC and MDOT to review development proposals in the corridor in an effort to collectively and consistently balance land use and transportation design considerations. Thoughtful land use and traffic design decisions should maintain and improve the safety and vitality of this corridor as well as increase the accessibility and mobility of freight and people.

**This project ties into federal performance-based planning and programming requirements.**

**Please explain:** Mitigation of congestion

**This project relates to a recommendation from the MTP and/or other on-going MPO planning work.**

**Please explain:** Goal 4 Implement and Strengthen Land Use and Transportation Policies

[Link to MTP](#) (see Chapt. 11 for Recommendations) | [Link to Current UPWP](#)

**Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.**

I feel the agencies and communities currently coordinate and communicate quite well in this corridor. But I believe there is potential to use this forum to more effectively draw upon the collective expertise of these stakeholders while improving the development process.



# GVMC Planning Project Proposal Form

**Project Name:** M-11 (Wilson Avenue) Corridor Study **Submitted by (Name and Agency):** Dennis Kent/MDOT

**Project Description (type, location, etc.):** \_\_\_\_\_ **Submittal Contact (Email):** kentd@michigan.gov

Generally from I-196 north to the Remembrance Road Round-About, and west to I-96 in Walker and eastern Ottawa County; the study will include local parallel and cross streets as well M-11, and identify needs, improvement options and priorities, which could include transit and non-motorized improvements, as well as state and local roadway improvement options.

**Total Project Cost:** \$75,000

**Federal Planning Factors** – check all that apply to this project:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency | <input checked="" type="checkbox"/> Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns |
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| <input checked="" type="checkbox"/> Promote efficient system management and operation   | <input type="checkbox"/> Enhance travel and tourism   |
| <input checked="" type="checkbox"/> Increase the accessibility and mobility of people and freight   | <input checked="" type="checkbox"/> Emphasize the preservation of the existing transportation system  |

**Please describe how this project would address the applicable planning factors.**

This study will evaluate the local and state trunkline system conditions and needs in Walker on eastern Ottawa County to identify short-term and long-term actions to address and support growth and development occurring in the study area. Improvements options will be evaluated to determine how well they address needs identified and anticipated travel pattern changes, as well as the resulting travel time reliability challenges in the study area. Non-Motorized system gaps and accommodating for future transit expansion will be considered. It is expected that improvements will be prioritized and coordinated with system preservation projects to maximize construction efficiency and minimize overall delays to the travelling public.

**This project ties into federal performance-based planning and programming requirements.**

**Please explain:** Improvements in the corridor study area will support travel time reliability, safety, and system preservation target, by coordinating improvements with future preservation projects.

**This project relates to a recommendation from the MTP and/or other on-going MPO planning work.**

**Please explain:** M-11 improvements are included on the Illustrative Projects list in the MTP

[Link to MTP](#) (see Chapt. 11 for Recommendations) | [Link to Current UPWP](#)

**Please provide additional comments about how this project will benefit the GVMC region and/or other information you'd like to include.**

This study will help to identify strategies to improve regional travel in the western part of the metro area and support state and local coordination.