

# GRAND VALLEY METROPOLITAN COUNCIL 2035 LONG RANGE TRANSPORTATION PLAN

MARCH 4, 2011



US-131 AT THE I-196 INTERCHANGE IN DOWNTOWN GRAND RAPIDS



# GRAND VALLEY METROPOLITAN COUNCIL 2035 LONG RANGE TRANSPORTATION PLAN

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PREPARED BY THE



GRAND VALLEY METROPOLITAN COUNCIL  
TRANSPORTATION DEPARTMENT  
678 FRONT AVENUE N.W., SUITE 200  
GRAND RAPIDS, MICHIGAN 49504  
(616) 776-7638 • FAX: (616) 774-9292  
[HTTP://WWW.GVMC.ORG/TRANSPORTATION](http://www.gvmc.org/transportation)

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**Cover photograph:** Looking north through the US-131 & I-196 interchange in downtown Grand Rapids, Michigan. Photo by Mark Vander Maas.

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## Contact Information

For more information about this document or the long-range transportation planning process, please contact:

Andrea S. Dewey, Transportation Planner  
Grand Valley Metropolitan Council  
678 Front Avenue NW, Suite 200  
Grand Rapids, Michigan 49504  
Telephone: (616) 776-7601  
Facsimile: (616) 774-9292  
andrea.dewey@gvmc.org  
<http://www.gvmc.org>

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## Executive Summary

The Grand Valley Metropolitan Council, as the Metropolitan Planning Organization (MPO) for Kent and Eastern Ottawa Counties, is responsible for the development of a multi-modal Long Range Transportation Plan (LRTP). The purpose of the LRTP is to ensure that transportation investments in our area enhance the movement of people and freight efficiently, effectively, and safely. The LRTP must be approved by the Michigan Department of Transportation, Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency in order for federal transportation dollars to be expended in our area. The LRTP must also be fiscally constrained, project specific, take into consideration public opinion and environmental justice, and meet established air quality standards. This LRTP has a 25-year horizon, balancing transportation investments through the year 2035.

The primary finding of the 2035 Long Range Transportation Plan is that the needs of the transportation system in our region surpass the resources available to address them. Examples include a 131% increase in ridership on The Rapid since 2000, over a quarter of the pavement on the Federal-Aid system requires an overlay or complete reconstruction, and millions of dollars of non-motorized transportation needs have been identified. The funding available for these improvements is projected to increase between 4.04% and 4.89% a year, but with project costs projected to increase at a similar rate, there is simply not enough funding to address all of the transportation objectives.

The LRTP Project List in Chapter 16 was developed to address the deficiencies identified in the plan and are limited by estimated future revenues. The first four years (2011–2014) of the LRTP Project List are equivalent to the Transportation Improvement Program project list and demonstrate the short-term transportation projects identified for funding in this region. See Figure 1 for the anticipated distribution of TIP funds between 2011 and 2014. Other individual projects listed in the LRTP Project list reflect the projected transportation capacity deficiencies.

When the illustrative projects—those which cannot be included in the LRTP Project List because they do not have funding identified and/or are considered “financially unconstrained”—are included, there is a projected 1.1 billion shortfall in funds over the life of the plan. The shortfall total is only for those projects that have identified projected costs associated with them. Thus, the total funding shortfall over the life the LRTP is likely closer to \$2 or 3 billion. Fundamental changes at the local, state, and federal levels of government are required to adequately fund the transportation infrastructure we rely on for the movement of people, goods, and services.

**Figure 1 – Anticipated Distribution of Transportation Funds (2011–2014)**

Category	Amount	Percent	Examples of Projects
Congestion Relief	\$17,212,582	9.0%	Traffic signal updates, add lanes
Preservation	\$57,594,425	30.2%	Pavement overlay, road reconstruction
Safety	\$5,224,991	2.7%	Intersection improvements, pavement markings
Transit	\$75,297,466	39.5%	Purchase buses, construction of service center
ITS	\$136,930	0.1%	Pavement sensors, freeway cameras
Transportation Enhancement	\$7,922,134	4.2%	Construction of shared-use paths, bicycle facilities, street-scaping
Congestion Mitigation & Air Quality	\$24,659,722	12.9%	Addition of left turn lanes, weave/merge lanes on freeways, new bicycle facilities, bus replacement
Small Urban	\$1,426,310	0.7%	Projects in areas with pop. between 5,000 and 50,000
Planning Studies	\$1,002,000	0.5%	Transit need studies, etc.

## Chapter 1: Introduction

The Grand Valley Metropolitan Council Metropolitan Planning Organization (MPO) area consists of all of Kent County, including the Cities of Grand Rapids, Wyoming, Kentwood, Walker, Grandville, East Grand Rapids, Rockford, Cedar Springs, and Lowell. In addition, eastern Ottawa County is represented by the City of Hudsonville, and the townships of Jamestown, Georgetown, Allendale, and Tallmadge.

The 2000 Census defined urban area for the Grand Rapids Metropolitan area shows growth into two additional townships in Ottawa County: Blendon and Wright. A map depicting the MPO study area and the 2000 Census defined urban area follows on page 9.

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### Transportation Planning in Grand Rapids Past and Present

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 (GRETTS) Technical and Policy Committees were established. GRETTS was formed to guide and direct the planning and development of the transportation infrastructure in the metropolitan area. Membership in GRETTS 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 include 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 GRETTS 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 GRETTS Study Area.

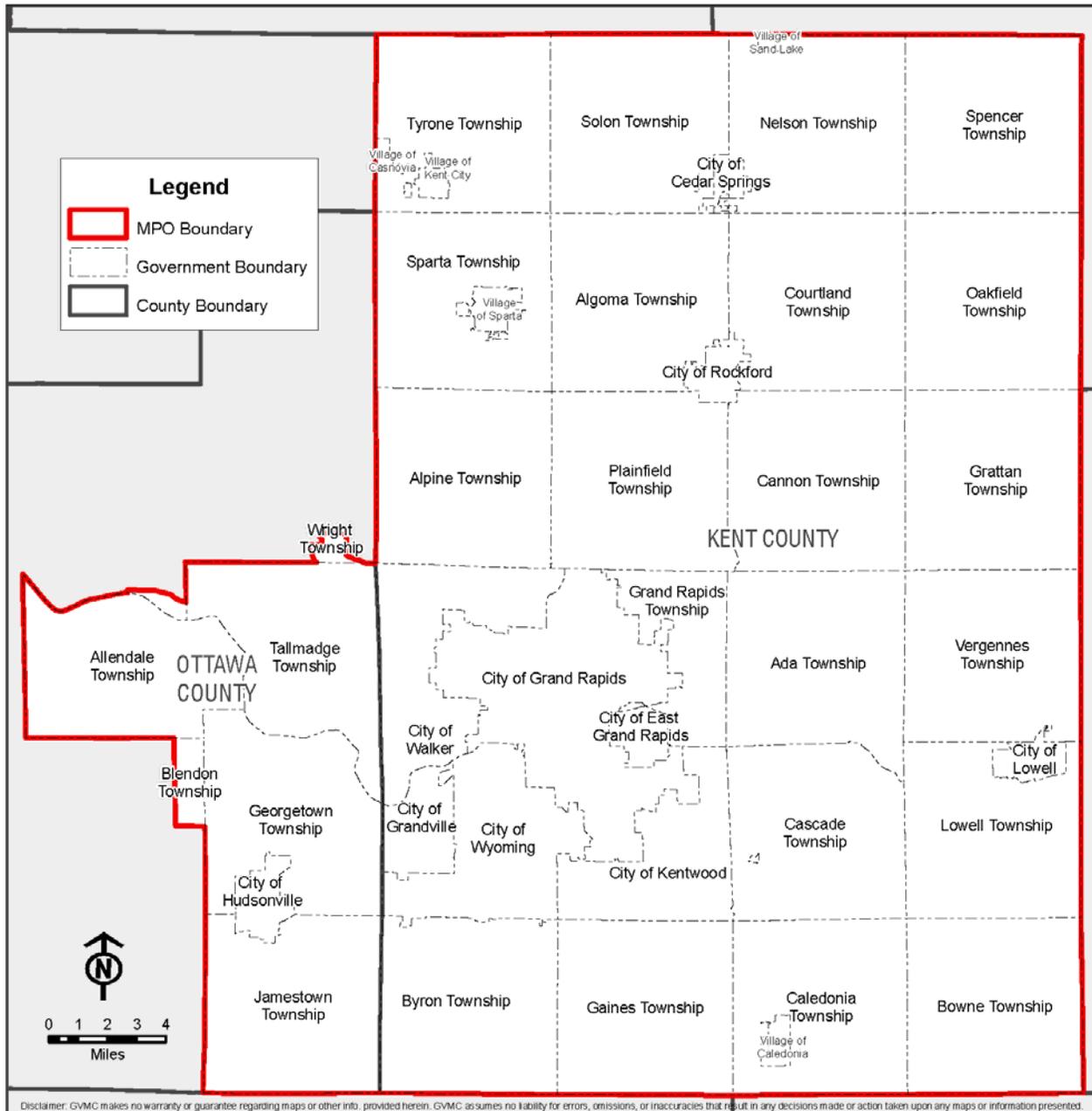
In 1974, the Kent-Ottawa Regional Planning Commission was dissolved and a new nine county region was formed by executive order of the Governor of the State of Michigan. The West Michigan Regional Planning Commission (WMRPC) was formed and given the responsibility for coordinating the GRETTS Transportation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

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the WMRPC. In October 1990, the GRETS Policy Committee recommended the Grand Valley Metropolitan Council as the MPO for the Grand Rapids Metropolitan Area.

### Metropolitan Planning Organization Area

#### GVMC 2035 Long Range Transportation Plan



Map 1 – MPO Boundary Map

The Grand Valley Metropolitan Council (GVMC), as the currently designated MPO for the Grand Rapids Metropolitan Area, is responsible for carrying out all transportation-related planning activities for the designated study area. Those duties include preparation of a Unified Work Program (UWP), Transportation Improvement Program (TIP), and the development and maintenance of the Long Range Transportation Plan (LRTP).

The 2035 Long Range Transportation Plan (LRTP) update is a vital step in allowing federal funds to be spent in the Grand Rapids area on transportation projects. Without a federally approved LRTP in place, federal transportation dollars cannot be expended. The LRTP looks at the most recent data available to assess transportation needs and priorities for the region, including items such as traffic volumes, population, employment, and financial forecasts. As the region changes over time, the transportation infrastructure must change as well to accommodate for the growth in West Michigan. The development and interpretation of the data for the area leads to informed analysis, identification, and prioritization of transportation-related projects and programs.



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## **Purpose of the Long Range Transportation Plan**

Since the inception of the Kent County Planning Commission in 1961, officials in the Grand Rapids area have been committed to developing and maintaining a comprehensive transportation planning process that included the long-range planning of transportation infrastructure.

In 1974, GRETS completed a comprehensive long-range transportation plan with a terminal year of 1990. Between 1974 and 1988, no long-range plans were completed. In the fall of 1989, GRETS approved the 2010 Long Range Transportation Plan. This plan represented the first effort in more than 15 years to provide a comprehensive long-range transportation plan for the metropolitan area. Subsequently, there have been plans developed for 2015, 2020, 2025, 2030, and 2035. This document is an update to the 2035 LRTP.

### **Federal Transportation Legislation, Past and Present**

On December 18, 1991, the United States Congress passed the Intermodal Surface Transportation Efficiency Act (ISTEA). ISTEA would forever change the way transportation planning was undertaken in urbanized areas. ISTEA required that areas with a population of more than 50,000 update their long-range transportation plans at least every three years. In the fall of 1994, largely in response to ISTEA, the GVMC completed and approved an update to the 2010 Long Range Transportation Plan. This plan would cover transportation improvements through the year 2015.

The Transportation Equity Act for the 21st Century (TEA-21) was enacted June 9, 1998 as Public Law 105-178. TEA-21 authorizes the Federal surface transportation programs for highways, high-

way safety, and transit for the 6-year period from 1998-2003. TEA-21 continued to emphasize increased awareness to a cooperative and comprehensive planning process that ISTEA had begun in 1991.

On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure. SAFETEA-LU expired in 2009 and is under extension until new federal transportation legislation can be approved by Congress.

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### **SAFETEA-LU New Emphasis Areas**

The passage of SAFETEA-LU has resulted in many changes to the transportation planning process. The more significant changes include:

#### **Changing from a Public Involvement Plan/Process to a Participation Plan/Process.**

Since the enactment of ISTEA in 1991, MPOs have been required to develop and utilize a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing metropolitan transportation plans. SAFETEA-LU expands the public involvement provisions by requiring MPOs to develop and utilize “participation plans” that are developed in consultation with an expanded list of “interested parties.” The previous requirement for a “Public Involvement Plan” was introduced through the rulemaking process; the new requirement for a “Participation Plan” is now in law.

Previously existing requirements were largely retained. Additional emphasis was placed on extensive stakeholder “participation” to:

- Hold public meetings at convenient and accessible locations and times,
- Employ visualization techniques to describe metropolitan transportation plans (MTP) and TIPs, and
- Make public information available in electronically accessible formats and means (such as the World Wide Web).

#### **Requirement to consider environmental mitigation in transportation planning.**

SAFETEA-LU requires that the adopted metropolitan transportation plan contain a discussion of potential environmental mitigation activities (area-wide, not project specific). This is a new requirement and should be developed in consultation with Federal, State, and Tribal regulatory agencies responsible for land management, wildlife, and other environmental issues. The interaction with other agencies to achieve environmental mitigation is a logical part of the larger “Consultation” effort discussed in the next section.

#### **Requirement of increased consultation with a diverse array of agencies and officials responsible for other planning activities affected by transportation.**

Metropolitan planning under SAFETEA-LU requires increased consultation with a diverse array of agencies and officials responsible for other planning activities affected by transportation. It is sug-

gested that contacts with State, local, Indian Tribes, and private agencies responsible for the following areas be contacted:

- Economic growth and development
- Environmental protection
- Airport operators
- Freight movement
- Land use management
- Natural resources
- Conservation
- Historical preservation
- Human Services Transportation Providers

### **Changing from a Congestion Management System/Plan to a Congestion Management Process.**

This planning process change in Transportation Management Areas (TMAs-MPOs with a population of 200,000 persons and larger of which the Grand Rapids area is one) requires making the Congestion Management Process (CMP) a more integral part of developing the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).

The steps toward integration include a common set of performance measures and, a common set of goals and objectives between the CMP, the LRTP, and the transportation systems operational and management strategies for a region. Items such as the regional Intelligent Transportation System (ITS) architecture and the prioritization process for improvement to be included in the plan and TIP



should be consistent and seamless with the CMP. As part of developing the CMP, planners should be working in collaboration with others in the region, including public transportation operators, and State and local operations staff.

The requirement to use the CMP in TMAs designated as non-attainment for ozone or carbon monoxide to identify, evaluate, and program any project that would result in a significant increase in the carrying capacity for single occupant vehicles (SOVs) continues. Such evaluation must address the inability of all reasonable travel demand reduction and operational management strategies (including multimodal) to satisfy the need prior to choosing the SOV option.

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### SAFETEA-LU Planning Factors

The passage of SAFETEA-LU requires certain factors to be considered as part of the regional transportation planning process for all metropolitan areas. In general, these factors address social, environmental and land use issues as related to the transportation system (see Figure 2). The planning factors within SAFETEA-LU shape the development of goals and objectives for the Long Range Transportation Plan. Likewise, they also guide the policies and practices that the GVMC, as the MPO, follows for carrying out the transportation planning process.

**Figure 2 – SAFETEA-LU Planning Factors**

Factor 1	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
Factor 2	Increase the safety of the transportation system for motorized and non-motorized users.
Factor 3	Increase the security of the transportation system for motorized and non-motorized users.
Factor 4	Increase the accessibility and mobility options available to people and for freight.
Factor 5	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.
Factor 6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
Factor 7	Promote efficient system management and operation.
Factor 8	Emphasize the preservation of the existing transportation system.

# Chapter 2: Long Range Transportation Planning Process

## Introduction

This 2035 Long Range Transportation Plan (LRTP) Update document is the culmination of efforts which began in 2009. The development of a comprehensive transportation plan for any Metropolitan Planning Organization (MPO) is a complex and lengthy process (see Figure 3). Drawing on the success of the development process that was used for the 2035 Long Range Transportation Plan, Grand Valley Metropolitan Council (GVMC) staff worked closely with the Grand Rapids area’s transit provider, the Interurban Transit Partnership (ITP/The Rapid), and the State of Michigan in the Michigan Department of Transportation (MDOT). Meetings were held with staff from the three agencies to discuss plan coordination and public involvement. The aim was to improve coordination and outreach among the three major transportation planning agencies in the Grand Rapids metro area. The figure below illustrates the process followed to complete the 2035 Long Range Plan. See Appendix E for a detailed chart depicting the planning process.

LRTP Development Timeline	
2009 Base Year Socio-Economic Data Developed	July–August 2009
Meetings with MPO Members, ITP, MDOT (Subregional)	September–October 2009
2035 Socio-Economic Data Developed	November–December 2009
Travel Demand Model Calibration	January–February 2010
Public Participation Plan Update, Public Comments	February–April 2010
Goals and Objectives Reviewed	March–April 2010
Transportation Needs Subcommittees – Need Identification	May–July 2010
Deficiency Analysis	July–August 2010
LRTP Kickoff Meetings	October 2010
Transportation Alternatives Analyzed	January–November 2010
Deficiencies Approved by Committees	October 2010
Financial Analysis	October–November 2010
Inter-agency Workgroup Air Quality Projects Approved	November 2010
Environmental Justice Analysis	November 2010
Environmental Mitigation Analysis	November–December 2010
Air Quality Analysis	November–December 2010
Consultation	December 2010
Presentation of Draft LRTP, Public Comment Period, Meetings	January 2011
Committee Approval of LRTP	February 2011
GVMC Metropolitan Council Board Approval of LRTP	March 2011

**Figure 3 – LRTP Development Timeline**

### MPO Committee Representation/2035 Long Range Transportation Plan Oversight

The Grand Valley Metropolitan Council’s transportation committees are comprised of membership that represents all modes of transportation throughout the local transportation community. Local governments from the MPO Study Area include 10 cities and 25 townships, which are all eligible to participate. Additionally, the Kent and Ottawa County Road Commissions, the Interurban Transit Partnership/The Rapid, Gerald R. Ford International Airport, Grand Rapids Area Chamber of Commerce, the West Michigan Environmental Action Council, and the Michigan Department of Transportation participate in the MPO process as well.

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There are four primary committees that impact the transportation planning and decision making process in the Grand Rapids Metropolitan Area. The Transportation Programming Study Group (TPSG) is an ad-hoc committee of the Technical Committee that is charged with making programming decisions about specific transportation projects through the short-range Transportation Improvement Program. The TPSG only deals with programming issues. All other issues that need to be considered are brought first to the Technical Committee and subsequently make their way “up” the committee structure that you see in Figure 4. The Technical Committee is exactly what the name would imply. The representative from each of the member agencies/communities has an expertise in the technical areas of the transportation process. The Policy Committee is made up of representatives of each member agency who have a policy development responsibility in their respective agencies/communities. Most members are elected officials or appointed by the elected officials of their agency/community. The Grand Valley Metropolitan Council Board (GVMC Board) is usually the last committee to take action on transportation issues within the Grand Rapids Metropolitan Area. The GVMC Board is made up of the chief elected officials (and/or their designee) for the member agencies. Some of the GVMC Board members are participating in the Policy Committee so there is often a familiarity with transportation issues and discussions at this level.

### Transportation Planning Study Group (Ad Hoc) Members

- City of Cedar Springs
- City of East Grand Rapids
- City of Grand Rapids
- City of Grandville
- City of Hudsonville
- City of Kentwood
- City of Lowell
- City of Rockford
- City of Walker
- City of Wyoming
- Federal Highway Administration\*
- Gerald R. Ford International Airport
- Grand Rapids Chamber of Commerce\*
- Hope Network\*
- ITP/The Rapid
- Kent County Road Commission
- Kent County townships (1 vote)
- Michigan Department of Transportation
- Ottawa County Road Commission
- Ottawa County townships (1 vote)
- Village of Sparta

\*Non-Voting Members

### Technical Committee

- Ada Township
- Algoma Township
- Allendale Township
- Alpine Township
- American Red Cross\*
- Byron Township
- Caledonia Township
- Cannon Township
- Cascade Charter Township
- City of Cedar Springs
- City of East Grand Rapids
- City of Grand Rapids
- City of Grandville
- City of Hudsonville
- City of Kentwood
- City of Lowell
- City of Rockford
- City of Walker
- City of Wyoming
- Courtland Township
- Federal Highway Administration\*
- Federal Transit Administration\*
- Gaines Charter Township
- Georgetown Charter Township
- Gerald R. Ford International Airport
- Grand Rapids Chamber of Commerce\*
- Grand Rapids Charter Township
- Hope Network\*
- ITP/The Rapid
- Jamestown Township
- Kent County Board of Commissioners
- Kent County Road Commission
- Michigan Association of Counties\*
- Michigan Department of Transportation
- Ottawa County Board of Commissioners
- Ottawa County Road Commission

- Plainfield Charter Township
- Tallmadge Township
- Village of Caledonia\*

- Village of Sparta
  - West Michigan Env. Action Council\*
- \*Non-Voting Members

**Policy Committee**

- Ada Township
- Algoma Township
- Allendale Township
- Alpine Township
- Byron Township
- Caledonia Charter Township
- Cannon Township
- Cascade Charter Township
- City of Cedar Springs
- City of East Grand Rapids
- City of Grand Rapids
- City of Grandville
- City of Hudsonville
- City of Kentwood
- City of Lowell
- City of Rockford
- City of Walker
- City of Wyoming
- Courtland Township

- Federal Highway Administration\*
- Gaines Charter Township
- Georgetown Charter Township
- Gerald R. Ford International Airport
- Grand Rapids Chamber of Commerce\*
- Grand Rapids Charter Township
- ITP/The Rapid
- Jamestown Township
- Kent County Board of Commissioners
- Kent County Road Commission
- Michigan Department of Transportation
- Ottawa County Board of Commissioners
- Ottawa County Road Commission
- Plainfield Township
- Tallmadge Township
- Village of Sparta
- West Michigan Env. Action Council\*

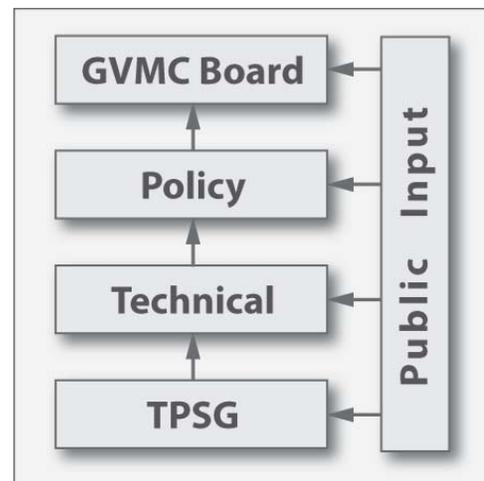
\*Non-Voting Members

For Technical and Policy Committee member contact information see Appendix D. Figure 4 represents the MPO Committee structure for the Grand Rapids metropolitan area. Public participation is provided for and encouraged at all of the committee meetings:

**Technical Committee** meets at 9:30 a.m. the first Wednesday of the month at the Kent County Road Commission, 1500 Scribner Ave. NE, Grand Rapids, Michigan.

**Policy Committee** meets at 9:30 a.m. the third Wednesday of the month at the Kent County Road Commission, 1500 Scribner Ave. NE, Grand Rapids, Michigan.

**GVMC Board** meets at 8:30 a.m. the first Thursday of the month at the Kent County Administration Building, 300 Monroe Ave. NW, Grand Rapids, Michigan.



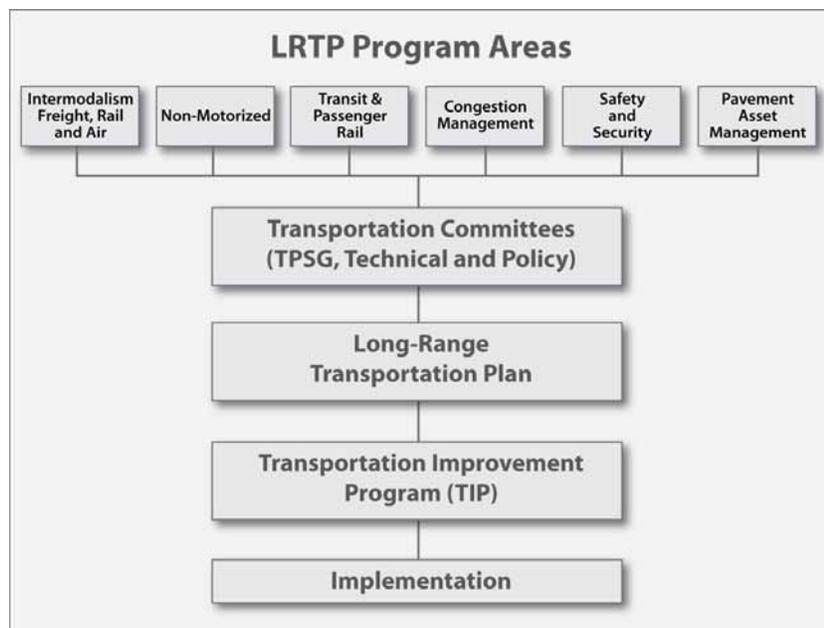
**Figure 4 – MPO Committee Structure**

**Intermodal Focus**

In order to develop a truly intermodal long-range plan, issues related to more than roadways needed to be addressed. SAFETEA-LU requires that long-range transportation plans be multi-modal in nature, meaning they address all modes of transportation: transit, rail, air, non-motorized, and roads. It has been common practice throughout the transportation planning profession to concentrate on roads to the detriment of other modes of transportation. Therefore, GVMC staff has put a process in place to integrate all modes of travel pertinent to the metropolitan area.

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

For the development of the 2035 LRTP Update, six additional Subcommittees met to identify needs by program area including: Intermodal, Freight, Rail & Air; Non-Motorized; Transit & Passenger Rail; Congestion Management; Safety & Operations; and Pavement Asset Management. These six Subcommittees were made up of members of the Technical and Policy Committees as well as interested organizations and individuals that have technical expertise that contributes to our understanding of regional transportation needs. These Subcommittees met to identify the financially unconstrained needs by program area to provide information and resources to the Technical and Policy Committee's decision making process. Figure 5 outlines the various program areas that were established for the development of the long-range plan.



interested organizations and individuals that have technical expertise that contributes to our understanding of regional transportation needs. These Subcommittees met to identify the financially unconstrained needs by program area to provide information and resources to the Technical and Policy Committee's decision making process. Figure 5 outlines the various program areas that were established for the development of the long-range plan.

**Figure 5 – Long Range Transportation Plan Program Areas**

### Intermodal Issues, Freight, Rail and Air ('Freight Subcommittee')

Freight movement issues are being studied by staff in partnership with the Michigan Department of Transportation, the Right Place Inc., and various trucking, rail, storage, and major employers in the region. Drawing on their inherent knowledge of issues facing freight shippers and carriers in the area, a basic understanding of the issues was established at the subcommittee meeting July 15, 2010. Representatives from the freight community as well as road agencies and private sector businesses responsible for large freight movements were brought together for the first time in a number of years. Several very pointed concerns were raised from the various representatives present at the meeting, especially concerns about the complexity and culture of the railroad companies. The subcommittee was encouraged by the neutrality of GVMC and expressed a desire to continue working to improve freight conditions in our area. This effort is in its incubatory stages and specific needs have not been identified to the point where they can be listed in the Long Range Transportation Plan.

Air related issues are addressed in conjunction with the region's largest provider of services, the Gerald R. Ford International Airport (GRFIA). GRFIA staff has seats and voting privileges on both the GVMC Transportation Technical and Policy Committees and participate actively in the transportation planning process. GVMC Transportation staff served as a member of the Airport Master Plan committee during its most recent update.

### Non-Motorized

The GVMC Non-Motorized Transportation Committee, made up of governmental and citizen representatives, continues to meet. The committee has developed a 2009 draft Non-Motorized Transportation Plan element for incorporation in the LRTP for the area which includes a list of non-motorized projects to guide the development of a comprehensive network for the area. On June 24

and July 22, 2010, GVMC staff conducted Non-Motorized Committee meetings as part of the development of the Long Range Transportation Plan (LRTP). The Non-Motorized Committee is a standing committee and is composed of 59 members from jurisdictions across the MPO, MDOT, ITP/The Rapid, trail “friends” groups, Disability Advocates of Kent County, and other non-motorized transportation advocacy organizations.

The Non-Motorized Committee is currently revisiting the MPO Policies and Practices to encourage the use of less traditional federal funding sources for these types of projects. The committee is also working to develop the types of non-motorized facilities that will be officially recognized by the MPO by setting fundamental criteria for project consideration. Additionally, the Committee is continuing to revise prioritization criteria for non-motorized projects, including such elements as: access to schools, employment, parks, high use potential, funded maintenance plans, cost, and quality of life benefits. The Committee hopes to have criteria in place should additional funds come to the area, as part of the Rails-to-Trails effort or other means, to systematically address the development of a non-motorized transportation network.

GVMC continues to make substantial improvements to the Draft Non-Motorized Plan element. Indeed GVMC was commended for this document by the Federal Highway Administration and the Federal Transit Administration at its regular Federal certification held in June, 2010.

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## Transit & Passenger Rail

GVMC staff works very closely with the regional transit provider, ITP/The Rapid, to assess long-range transit needs and incorporate those needs into the planning process (see Chapter 10). Transit programs continue to be an ongoing priority of GVMC and the two agencies meet regularly to identify, discuss, and plan for public transportation needs in the Grand Rapids urbanized area. Additionally, GVMC, in cooperation with ITP/The Rapid, successfully applied for and received a Service Development New Technology grant from the Michigan Department of Transportation to conduct a transit needs assessment for Kent County. The purpose of the Kent County Transit Needs Assessment (KCTNA) is to complete an assessment of the unmet need and demand for transit in Kent County, particularly those parts of Kent County that are not currently served by The Rapid. The information collected as part of this study will provide information about the potential expansion of transit service beyond the current scope of existing transit service providers in the county. The primary goals of the KCTNA are to:

- a) Examine the current transit use and service provided and identify gaps in service,
- b) Anticipate future transit demand by identifying areas that may need transit to meet demand and,
- c) If a latent demand is identified, to identify options and financial implications of future public transportation service.

In December, 2009, RLS & Associates, Inc. was selected as the consultant to perform the KCTNA. Final presentations for the study are anticipated in spring 2011.

Passenger Rail issues are also being studied by GVMC as a member of the WESTRAIN Collaborative. The focus of WESTRAIN is to secure and maintain passenger rail service from Grand Rapids, Michigan, to Chicago, Illinois. The WESTRAIN Committee is instrumental in working closely with MDOT and AMTRAK to maintain seven-day per week service on the *Pere Marquette* line between the two cities. Currently, the WESTRAIN Committee meets on a quarterly basis to discuss and implement effective marketing of passenger rail service. Another accomplishment of the WESTRAIN Collaborative is the continuation of minor restoration projects on the AMTRAK station in Grand Rapids.

GVMC staff conducted the first “ad hoc” Transit & Passenger Rail Subcommittee meeting as part of the development of the Long Range Transportation Plan on June 25, 2010. Participants at this meeting included five transit service agencies (of the nine invited) as well as MDOT, local jurisdictions, colleges/universities, and other rail and environmental advocacy groups. The group collectively discussed challenges to transit and passenger rail, which touched particularly on improving transit linkages to other modes (airport, Amtrak, Greyhound), adding another daily departure on the *Pere Marquette*, improving connections between land-use decisions and transit, development of a bus rapid transit route to Allendale, and overwhelming service demands on paratransit providers.

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## Congestion Management

Over the years, corridor congestion has received the most attention due to the fact that it is the most visible and, in most cases, most costly to rectify. As time has passed and the area has grown, many congestion issues have emerged or have been created by poor land use decisions. 28th Street, Alpine Avenue, the US-131 S-Curve, access to the airport and I-196 in downtown are just a short list of congestion-related issues that the area has been faced with. While some of these congestion issues are still active, many have been alleviated through the implementation of various very costly fixes.

The completion of M-6 (South Beltline Freeway), the reconstruction of the US-131 S-Curve, the recent reconstruction of I-196 (Gerald R. Ford Freeway), and the new access to the airport via 36th Street are a few of the improvements that have been made in recent years to address some of the worst congestion issues in the region.

While these congestion issues are corridor based and were relatively predictable, there are other sources of congestion that are just now getting attention on a regional basis. Accidents, bad weather, construction and planned events (concerts, downtown festivals and conventions) are often referred to as non-recurring congestion due to their relatively unpredictable nature. Another source of congestion experienced in the region is attributed to intersections and poorly timed corridors.

Viable solutions that address previously defined goals have been developed through the GVMC Congestion Management Process for which more information can be found in Chapter 8.

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## Safety

One of the primary focuses of federal SAFETEA-LU legislation was the increased emphasis on improving safety as the acronym implies.

GVMC has developed a comprehensive safety plan for the region. The GVMC Strategic Safety Planning Process was developed as an effort to identify and address safety-related issues in the region. Over the past five years traffic crashes have cost the residents of the region an estimated average of \$550 million each year. According to a AAA study completed in 2008, traffic crashes cost the residents of the GVMC region in excess of five times the cost of traffic congestion (5.44:1). With these statistics in mind, GVMC has undertaken an effort to focus planning resources on traffic crashes in an effort to minimize the impact they have on the economy of the region as well as the loss of human life.

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## Security

In addition to safety, security and contingency plans are another SAFETEA-LU focus area. MDOT has a statewide Emergency Management Steering Committee in place to address Homeland Security Issues. Any threats or potential threats identified by the federal Department of Homeland Security (DHS) or Michigan State Police (MSP) are then communicated to MDOT field staff to monitor spe-

cific or categories of targeted facilities, structures, etc. Monitoring can be accomplished visually by MDOT staff, local law enforcement, or using the ITS cameras which are now covering a greater portion of the state transportation system. Any unusual activities observed are reported to the MSP and/or the federal DHS. State of Michigan efforts are also coordinated with the Federal Highway Administration (FHWA) and DHS activities. In addition, any potential threats identified to local facilities are communicated to local officials and/or law enforcement agencies. These focused efforts will ensure that security issues are integrated into the GVMC overall transportation planning process

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## **Pavement Asset Management**

For nearly 15 years GVMC has maintained a Pavement Asset Management System (PaMS) for the federal-aid system in the region. The GVMC PaMS is a full-size Ford® van equipped with state-of-the-art electronic pavement scanners, high-resolution still cameras, Global Positioning System (GPS) components and computers. Operated by experienced transportation planners from the GVMC Transportation Department, the equipment is used throughout the GVMC transportation study area to ascertain pavement conditions and enable local road agencies and the Michigan Department of Transportation (MDOT) to better manage roads, bridges and other elements of our region's surface transportation network. The GVMC PaMS van was the first mobile, semi-automated, advanced technology system to be used to gather and analyze road condition data in Michigan.

During the development of the LRTP, the GVMC PaMS committee has worked on a plan to maximize the use of all available funding that comes to this area for the purposes of maintaining and, where possible, improving the system.

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## **Citizens**

GVMC continues to make citizen participation in the transportation process a priority. As part of the passage of SAFETEA-LU, fairly significant changes were made to the GVMC Public Involvement process. The Public Involvement Plan was changed to a Public Participation Plan. Certain elements of the Plan were updated to reflect new emphasis areas in the new legislation, which was revisited at the beginning of the 2035 LRTP update process.

GVMC continues to make substantial improvements to the inclusion of the public in the transportation planning process. At its regular Federal certification held in July 2006, GVMC was commended by FHWA and the Federal Transit Administration (FTA) on its public participation process.

## Chapter 3: Goals and Objectives

Goals and objectives are extremely useful in the planning process as they provide the necessary direction and basic framework upon which future decisions can be made. The goals and objectives of the Long Range Transportation Plan (LRTP) will contribute strongly to the selection and evaluation of alternatives in the transportation system. As goals embody a desired state of affairs to be realized through future efforts, the transportation goals and objectives embraced by GVMC will affect an overall design for the 2035 LRTP. These goals and objectives also influence the development of the short range Transportation Improvement Program, and indeed are meant to guide the entire regional transportation planning process.

The goals and objectives of the Long Range Transportation Plan are revisited with each LRTP development cycle and are developed and approved by GVMC Transportation Committees. Several of the goals and objectives are more specific than the final LRTP conclusions can support. However, this specificity will become important during subsequent studies which will be completed after the LRTP is adopted. It may appear that some of the goals and objectives compete or conflict with each other. This occurs because the list that is presented below is comprehensive in nature and is designed to accommodate several different types of situations. When applying these goals and objectives to any effort, decision-makers will need to find balance between different goals and different objectives. The goals and objectives are not ranked or listed in order of importance; however, they are related to the SAFETEA-LU factors as demonstrated in Figure 6.

Applicable policy statements related to the goals and objectives are listed in Appendix C of this document. The policy statements are intended to provide the structure and guidelines for transportation planning in the area. In addition, the policy statements improve the overall transportation planning practices currently in use in the area. The combination of the LRTP goals, objectives, and policies will help guide the implementation of the 2035 Long Range Transportation Plan.

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### Vision Statement

The 2035 LRTP establishes a vision of how the future multimodal transportation system will serve the people and businesses of Kent and eastern Ottawa counties. The vision statement, adopted by the GVMC Policy Committee in March, 2010, is as follows:

Establish a sustainable multimodal transportation system for the mobility and accessibility of people, goods, and services; it will provide an integrated system that is safe, environmentally sound, socially equitable, economically viable, and developed through cooperation and collaboration.

To achieve this vision, the transportation system must be well maintained and the region's agencies and jurisdictions must work cooperatively to develop strategies to effectively distribute transportation funding. As such, the following goals are supported by several measurable objectives that are described in association with specific transportation components.

## Goals and Objectives

### Goal 1: Accessibility, Mobility, Intermodalism, and Efficiency

Provide access to employment, housing, services, and recreation for people regardless of physical limitations or economic status. Design a transportation system that allows the efficient movement of motor vehicles, buses, pedestrians, bicyclists, buses, trains, and air and freight carriers through the area.

Enhance the integration and connectivity of the transportation system, across and between modes.

Make the best use of existing transportation facilities by integrating systems, improving traffic operations and safety, and providing accurate real-time information to increase system-wide efficiency.

- Objective 1a: Maintain and enhance a roadway system comprised of existing or expanded free-ways, major regional arterials and principal arterials that provide regional and state-wide connectivity for the movement of people and goods.
- Objective 1b: Support local streets and roadways that are consistent with community goals and provide access to and from residential and non-residential areas throughout the region.
- Objective 1c: Encourage the expansion of safe, efficient, and convenient public transportation system coverage to areas with supportive land use patterns and population or employment characteristics.
- Objective 1d: Sustain and develop the interconnected regional network of non-motorized transportation facilities to provide access to employment, services, schools, and other destinations.
- Objective 1e: Expand opportunities for rail and air transportation for passengers and freight and maintain Gerald R. Ford International Airport's important role in connecting the Greater Grand Rapids area to the rest of the nation and the world.
- Objective 1f: Encourage the coordination and integration of existing modes of transportation and promote the development of new intermodal transportation connections, facilities, and services to facilitate the movement of goods throughout the region.
- Objective 1g: Provide mobility and accessibility through the transportation system for all people, particularly those that are transportation disadvantaged, and minimize transportation barriers which disadvantage mobility-limited people.
- Objective 1h: Improve transportation system productivity by addressing capacity deficient roadways and funding improvements that provide sufficient capacity for the movement of people and goods throughout the region.
- Objective 1i: Employ the Congestion Management Process to systematically monitor, measure, and diagnose and recommend management alternatives for current and future congestion on our region's multi-modal transportation system.
- Objective 1j: Enhance mobility and strengthen corridor efficiency by reducing overall travel time and delay by providing adequate intersection capacity and through continued investment in signal timing and progression efforts.
- Objective 1k: Deploy and adapt Intelligent Transportation Systems (ITS) concepts such as vehicle flow treatments, national real-time system information programs, transit monitoring

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systems, and real time automated incident detection technologies, to improve the reliability and efficiency of the transportation system.

Objective 11: Utilize Travel Demand Management practices to manage future traffic growth, improve system efficiency, and mitigate congestion.

Objective 1m: Promote and encourage the use of transit, ridesharing, carpooling, vanpooling, and non-motorized travel, and the spread of travel demand to non-critical times of the day.

### Goal 2: System Preservation

Assure the preservation and maintenance of existing facilities and work to educate decision-makers about the need for adequate transportation funding.

Objective 2a: Allocate transportation funds to cost-effectively maintain existing infrastructure so as to protect the serviceability of previous investments.

Objective 2b: Develop and apply transportation management principles and techniques, in cooperation with state and local agencies, to identify, assess, and maintain existing transportation infrastructure and maximize road maintenance budgets.

Objective 2c: Encourage effective and proper maintenance of state and local transportation facilities.

Objective 2d: Prioritize roadway projects that improve existing facilities over those that develop new roadways and encourage the use of existing right-of-ways for the development and expansion of the transportation system.

Objective 2e: Cooperatively work with local, state, and federal officials to educate decision-makers about transportation funding needs.

### Goal 3: Safety, Security and Reliability

Improve the safety and reliability of the transportation system for motorized and non-motorized users.

Improve security measures to protect the region from natural and human threats.

Objective 3a: Identify, prioritize, and design projects on existing and future facilities that will reduce the likelihood or severity of crashes involving motor vehicles, trains, bicycles, and pedestrians.

Objective 3b: Employ the use of standard traffic control devices, standards, and practices to increase system efficiency, safety, and reliability.

Objective 3c: Support the installation, operation, upgrading, and timely maintenance of system infrastructure, including regional Intelligent Transportation Systems (ITS) to reduce the potential for secondary traffic incidents and non-reoccurring congestion within the region.

Objective 3d: Collaborate with communities, public schools, and MDOT to regionally plan for safe bicycle and pedestrian routes for students to travel to and from home and school.

Objective 3e: Encourage the multiple and safe use of transportation rights-of-way by different modes, including non-motorized transportation.

Objective 3f: Coordinate with various safety and security agencies, such as the US Department of Homeland Security and the Federal Emergency Management Agency, to ensure development of safe, secure transport routes throughout the region and their connection with routes beyond the region.

**Goal 4: Land Use and Transportation**

Strengthen the link between transportation and land use policies to encourage people and businesses to live and work in a manner that reduces dependence on single occupancy vehicles.

- Objective 4a: Integrate land use and transportation by encouraging land use patterns that provide efficient, compact uses of land that facilitate a reduced number and length of trips.
- Objective 4b: Coordinate local land use and master planning with the preservation of current and future right-of-way and transportation system improvements, including land uses adjacent to fixed transportation facilities.
- Objective 4c: Develop transportation services to be consistent with adopted community land use plans, water quality management plans, housing plans, and recreation/open space plans.
- Objective 4d: Develop transportation plan data and projections using accurate local land use data and regional population and employment forecasts.
- Objective 4e: Evaluate all reasonable land use development alternatives and transportation improvement strategies before pursuing major expansion to roadways. Consider all mobility options and operational strategies in congested corridors before adding capacity for general purpose lanes or building new facilities.
- Objective 4f: Manage access (curb cuts on arterials or interchanges on freeways) to improve the efficiency and flow of traffic in accordance with MDOT Access Management Program along state highways, and encourage local governments to develop similar standards for non-state roadways.

**Goal 5: Public Participation, Intergovernmental Coordination, Equity and Fiscal Responsibility**

Provide information to the public to allow active participation in the transportation decision-making process.

Equitably fund transportation based on need and benefit. Coordinate and design transportation improvements for all modes to assure the expenditure of resources in the most cost-effective manner.

Implement transportation improvements that foster economic development and vitality and link centers of employment, education, medical facilities, and neighborhoods.

- Objective 5a: Foster environmental justice through the maintenance of a planning process that does not unfairly affect any one segment of our community, regardless of race, color, national origin, age, sex, disability, religion or income.
- Objective 5b: Provide early and continuing opportunities for public engagement in transportation plans, projects, and programs, particularly for those in the community traditionally underserved by the transportation planning process.

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- Objective 5c: Allow for timely public review and comment at key decision points in the transportation planning and project development process and consider all public input in the GVMC transportation public participation process.
- Objective 5d: Promote a balanced transportation system and support the economic viability, competitiveness, productivity, and efficiency of West Michigan through directed investment in improvements across modes.
- Objective 5e: Support transportation improvements that are cost-effective, realistic, reliable, equitable, and maximize the long-term cost/benefits by considering the overall life cycle costs.
- Objective 5f: Enhance intergovernmental coordination and cooperation for improving multimodal transportation planning.
- Objective 5g: Coordinate local, regional, state, federal and private transportation investments to maximize opportunities and benefits of joint study, design, and construction of projects.
- Objective 5h: Minimize capital and operating costs through transportation improvements for all modes.

### Goal 6: Environmental Quality, Livability and Sustainability

Improve air quality, water quality, reduce vehicular emissions and minimize impacts to the natural environment, social well-being, and cultural heritage. Reduce the demand for single-occupant motor vehicle travel, and conserve energy.

- Objective 6a: Minimize air, noise, and water pollutant emissions and concentrations.
- Objective 6b: Prioritize projects and programs that contribute to the achievement of federal air quality standards.
- Objective 6c: Encourage projects and programs that use low-polluting fuels and alternative fuel and engine technology in vehicles and vehicle fleets.
- Objective 6d: Develop the transportation system to minimize disruption of existing neighborhoods, households, prime farmlands, natural habitats, and open spaces.
- Objective 6e: Minimize negative effects of improvements to the transportation system on commercial and industrial facilities as well as historical sites and recreational, cultural, religious and educational activities.
- Objective 6f: Provide a wide variety of transportation facilities as alternatives to the single-occupant vehicle, including bus rapid transit, fixed-route, demand response, senior and disabled person transit service, and bicycle and pedestrian facilities.
- Objective 6g: Focus roadway, transit, and non-motorized improvements in the urbanized area and encourage transportation projects that directly serve designated urban centers and transit oriented development.
- Objective 6h: Prioritize transportation projects which reduce the frequency and length of trips, minimize the energy resources consumed for transportation, and promote a sustainable transportation system.

Figure 6 – Relating SAFETEA-LU Factors to LRTP Goals

SAFETEA-LU Planning Factors	Relevant LRTP Goals	LRTP Incorporation of SAFETEA-LU Planning Factors
1) Support the economic vitality of the United States, the States, non-metropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity and efficiency	Goal 1 Goal 3 Goal 4 Goal 5 Goal 6	The projects contained in this plan preserve and enhance access (by all modes) to major employment centers.
2) Increase the safety of the transportation system for motorized and non-motorized users.	Goal 3 Goal 6	Safety improvements for all modes are encouraged in this plan, such as crash reductions at intersections, along corridors, and for different user groups like seniors, bicyclists, and pedestrians.
3) Increase the security of the transportation system for motorized and non-motorized users.	Goal 3	GVMC is employing ITS strategies to increase the security of the transportation system.
4) Increase the accessibility and mobility options available to people and for freight.	Goal 1 Goal 3 Goal 4 Goal 5 Goal 6	Mobility options for non-motorized, transit, and roadway users are increased under this plan. Accessibility is improved, but it is recognized that additional activities should be considered to increase the accessibility of the transportation system for all users.
5) 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.	Goal 3 Goal 4 Goal 5 Goal 6	The LRTP seeks to minimize any negative environmental impacts as a result of programs/projects. The implementation of the programs/projects contained in this plan will reduce gaps in the system and a reduction in the number of congested miles. Consistency is achieved by developing the LRTP in conjunction with GVMC members, road agencies, ITP/The Rapid, and MDOT, and by increasing the accuracy of socio-economic data input into the Transportation Model.
6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	Goal 1 Goal 4 Goal 5 Goal 6	The programs/projects in the plan seek to enhance connectivity and integration between modes, for example transit and non-motorized.
7) Promote efficient system management and operation.	Goal 1 Goal 2 Goal 4 Goal 5 Goal 6	The programs/projects in this plan were developed with GVMC members, state and local transportation providers, and the general public. Such input helps ensure that the system is efficiently managed and operated and the projects proposed support the continuation of a system that is efficiently managed and operated.
8) Emphasize the preservation of the existing transportation system.	Goal 2 Goal 4 Goal 6	The LRTP considered preservation of the existing transportation system through the financial analysis that identified funds for maintenance activities. Also the project list contained preservation projects and dedicated funds for system preservation.

## Chapter 4: Public Participation Process

The Grand Valley Metropolitan Council (GVMC) is committed to ensuring that citizen input will figure prominently throughout the planning processes and contribute to transportation problem identification through public comment periods, public meetings, and review of the draft document. 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 requires 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 the GVMC website.

The Public Participation Plan document describes all of the public participation goals and requirements for GVMC, including specific details regarding the development of the Long Range Transportation Plan (LRTP). These guidelines were followed by staff throughout the development of the 2035 LRTP. The update of the 2035 LRTP was a lengthy process—nearly two years in the making—that involves a variety of public outreach tools, including a citizen survey, public service announcements, direct mailings, and public meetings.

### Public Participation Mailing List

GVMC maintains an extensive public participation mailing list that is used to provide information and notice to the public on transportation planning activities. The Interested Citizens/Organizations list 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 continually maintained and updated regularly and can be found in full in Appendix A.

The list of interested cities and agencies broken down by the type and numbers of contacts includes:

- Businesses .....39
- Chambers of Commerce ..... 9
- Community Organizations (incl. non-profits, faith-based organizations, etc.).....46
- Concerned Citizens .....95
- Downtown Development Authorities (DDAs) .....12
- Educational Organizations .....21
- Elected Officials .....32
- Environmental Organizations .....12
- Governmental Entities and Organizations.....34
- Historical Organizations ..... 3
- Media .....12
- Neighborhood Organizations.....38
- Non-Motorized Advocacy Groups..... 9
- Organizations Serving the Disabled .....30
- Organizations Serving Senior Citizens .....16
- Transportation (including air, rail, transit, MDOT, etc.).....83
- Tribal Organizations..... 4
- Total .....495

## Public Participation Outreach

The LRTP process began with a re-evaluation and update of the Public Participation Plan with input sought from the Technical and Policy Committees. Staff reviewed past public participation practices to understand which worked well and discover new practices which could improve our efforts. The updated Public Participation Plan was approved by the GVMC Policy Committee on May 19, 2010.

Staff developed an online Citizen Survey to gain public opinion regarding the LRTP update. Questions focused on those portions of the transportation system most important to them. The survey was advertised as part of the initial round of LRTP public meetings, the “Kick-off,” as well as in the *Grand Rapids Press*, on the GVMC website, through a direct postcard mailing, and emailed to GVMC digital contacts. A summary of the survey results appears in Appendix A.

To provide the public with fast, easy access to all things related to the LRTP update, staff maintained the gvmc.org website through the planning process. This included posting announcements for all public participation opportunities, the LRTP survey, and other relevant background information and past planning documents.

The update of the 2035 LRTP began with eight Kick-off Meetings (two per day, two hours each) October 11-14, 2010. These meetings were held at eight different locations through Kent and Eastern Ottawa Counties to provide geographic balance and convenience. The Kick-off meetings were scheduled at various times of the day, at ADA accessible venues, and three of the locations were specifically located along fixed-route bus service lines to increase ease of access. Postcard invitations to the Kick-off Meetings were sent to our entire Interested Citizens/Organizations list consisting of 495 individuals and organizations who are interested in transportation planning related information. The Kick-off Meeting invitation, which included information on the online survey, was also posted on our website and published in the *Grand Rapids Press* on October 7, 2010.

Displayed at each of the eight Kick-off Meetings were materials, such as Title VI pamphlets, MDOT maps, ITP/The Rapid Transit Master Plan brochures, State Rail Plan brochures, as well as large area maps and transit system maps. For each meeting, staff made a short PowerPoint presentation on the development of the LRTP, the various analyses that are part of the document, and the other public involvement opportunities available. Public Comment Sheets and GVMC contact information were made available at the meetings for those who did not wish to speak to staff in person, and public comments will be accepted throughout the LRTP development process.

**Figure 7 – LRTP Meeting Schedule**

Meeting Location (*Locations accessible by fixed route buses.)	Time	Kick-off Dates
Gaines Township Hall	9–11 am	October 11, 2010
Wyoming Public Library*	6–8 pm	October 11, 2010
GVMC Offices*	1–3 pm	October 12, 2010
Lowell City Hall	6–8 pm	October 12, 2010
The Rapid Central Station*	10 am–12 pm	October 13, 2010
Algoma Township Hall	6–8 pm	October 13, 2010
Georgetown Township	1–3 pm	October 14, 2010
Hudsonville City Hall	6–8 pm	October 14, 2010

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

Meeting Location (*Locations accessible by fixed route buses.)	Time	Draft Review Meeting Dates
Gaines Township Hall	9–11 am	January 17, 2011
Lowell City Hall	6–8 pm	January 17, 2011
Wyoming Public Library*	9:30–11:30 am	January 18, 2011
GVMC Offices*	1–3 pm	January 18, 2011
The Rapid Central Station*	10 am–12 pm	January 19, 2011
Algoma Township Hall	6–8 pm	January 19, 2011
Georgetown Township	1–3 pm	January 20, 2011
Hudsonville City Hall	6–8 pm	January 20, 2011

The update of the 2035 LRTP also incorporated a subcommittee process that invited detailed and technical comments for each planning area (Congestion; Intermodal, Freight, Rail, & Air; Non-motorized; Pavement Asset Management; Safety & Security; and Transit & Passenger Rail.) Organizations, businesses, advocacy groups, and individual experts all provided a cross-section of data for each program to better define and narrow the transportation “needs” for the area.

Once the transportation deficiencies were identified and the Draft LRTP document was complete, a 30-day public comment period was held from January 1-30, 2011. Notices of the public comment period were posted in the *Grand Rapids Press* on January 1, 2011 and sent to all on the Interested Citizens/Agencies List. Throughout the 30-day public comment period, the draft document was made available for the public to view in hard-copy format at nearly every local unit of government, the Kent and Ottawa County Road Commissions, ITP/The Rapid, MDOT offices, local libraries, as well as on the GVMC website. In addition, the Draft 2035 LRTP was available at the GVMC offices with staff available to respond directly to any public questions or concerns.

All public comments received during the Kick-off Meetings, as well as during the official public comment period, including comments received at the public meetings, can be found in Appendix A. All public comments received 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.

Between January 12 and 20, 2011, eight public meetings for the Draft 2035 LRTP Update were held at the same variety of times and locations as the Kick-off meetings (see Figure 7). The Draft 2035 LRTP Project List, Air Quality Conformity Findings, Environmental Justice, and Environmental Mitigation Analysis results were described at these meetings during a staff PowerPoint presentation. The Draft Review Meetings were also held at various times of the day, at ADA accessible venues, and three of the locations are specifically located along fixed-route bus service lines to increase ease of access. Invitations were sent to our entire Interested Citizens/Agencies List, which included information on how to access the document, Air Quality Conformity Findings, and other related documents. Concurrent with the meeting announcement mailing, the meeting information, methods for making public comment, and related information (Air Quality Conformity Analysis, Environmental Justice Analysis, and draft project lists) were posted on the GVMC website and published in the *Grand Rapids Press*. GVMC also purchased thirty 15-second public service announcements on a major radio station to better publicize the LRTP Draft Review Meetings.

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 the [gvmc.org](http://gvmc.org) website.

All documents, events, and public comment opportunities were published on the GVMC website throughout the LRTP development process and were also made public through paid advertisements and press releases to local media. Additionally, to provide ample time for staff to incorporate com-

ments received, GVMC Board approval is not anticipated until 32 days (March 4, 2011) after the close of the public comment period.

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## Conclusion

Throughout the 2035 LRTP development, all pertinent public participation information was taken to the GVMC Technical and Policy Committees for their review and consideration. 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 LRTP when and where appropriate. Specifically, all written public comments were recorded in Appendix A along with staff responses. An evaluation of the 2035 LRTP public participation efforts will be made through our Public Participation Plan process to identify areas of success and areas that can be improved upon for future plan development.



## Chapter 5: Consultation

A new addition from the current federal transportation legislation, SAFETEA-LU, to transportation planning is the Consultation Process. This is considered to be a separate and discrete process from the general public participation process and is meant as a way to better consider the needs of “consulted” agencies. There are specific requirements that outline what types of agencies or stakeholders need to be consulted during the transportation planning process and the type of information that needs to be shared with these interested parties. It is suggested that contacts with State, local, Indian Tribes, and private agencies responsible for the following areas be contacted:

- Economic growth and development
- Environmental protection
- Airport operators
- Freight movement
- Land use management
- Natural resources
- Conservation
- Historical preservation
- Human service transportation providers

The overarching goal of this process is to eliminate or minimize conflicts with other agencies’ plans, programs, or policies as they relate to the Long Range Transportation Plan. By consulting with agencies such as Tribal organizations or land use management agencies during the development of the LRTP, these groups can compare the LRTP project lists and maps with other natural or historic resource inventories. GVMC will also be able to compare the Draft LRTP to any documents received and make adjustments as necessary to achieve greater compatibility.

The consultation process that GVMC undertook is based on recommendations from the Federal Highway Administration and the Michigan Department of Transportation.

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### Consultation Agency List

The organizations from the Interested Citizens/Agencies list that GVMC maintains for transportation public participation was used as a starting point for the consultation process, as this list encompasses many of the types of agencies and contacts targeted for this process. The Consultation List is as follows:

- ACSET-Latin American Services, Grand Rapids, Michigan
- ACSET-West Side Complex, Grand Rapids, Michigan
- Aero Med-Air Medical Transport, Grand Rapids, Michigan
- Air Ambulance by Life EMS, Grand Rapids, Michigan
- Allendale Township DDA, Allendale, Michigan
- AMB-U-CAB by G.R. Veterans, Grand Rapids, Michigan
- Ambucab Neighbors International Transport, Grand Rapids, Michigan
- Ambulance Service By American, Grand Rapids, Michigan
- American Red Cross - Lois Brinks, Muskegon, Michigan
- American Red Cross of Greater Grand Rapids - Mark Burgess, Grand Rapids, Michigan
- Amtrak, Chicago, Illinois
- Annis Water Resources Institute, Muskegon, Michigan
- Area Agency on Aging of Western Michigan, Grand Rapids, Michigan

- Arts Council of Greater Grand Rapids, Grand Rapids, Michigan
- Association for the Blind & Visually Impaired - Amy B. Schreiner, Grand Rapids, Michigan
- Association for the Blind & Visually Impaired - Michelle E Cameron, Grand Rapids, Mich.
- Association for the Blind & Visually Impaired - Rosemary Ramos, Grand Rapids, Michigan
- Blandford Nature Center, Grand Rapids, Michigan
- Byron Township DDA, Byron Center, Michigan
- Calder City Taxi, Grand Rapids, Michigan
- Cascade Charter Township DDA, Grand Rapids, Michigan
- Cedar Springs DDA, Cedar Springs, Michigan
- Cherry Hill Historic District, Grand Rapids, Michigan
- City of Grand Rapids - Connie Bohatch, Grand Rapids, Michigan
- City of Grand Rapids Economic Development - Kara Wood, Grand Rapids, Michigan
- City of Grandville DDA, Grandville, Michigan
- City of Hudsonville DDA, Hudsonville, Michigan
- City of Rockford DDA, Rockford, Michigan
- City of Wyoming DDA, Wyoming, Michigan
- Columbian Distribution, Grand Rapids, Michigan
- Comstock Park DDA, Comstock Park, Michigan
- Conrail, Grand Rapids, Michigan
- Con-Way Central Express Inc., Grand Rapids, Michigan
- CSX Transportation, Grand Rapids, Michigan
- Cutlerville-Gaines Chamber of Commerce - Robin Halstead, Grand Rapids, Michigan
- Disability Advocates - Dave Bulkowski, Grand Rapids, Michigan
- Dwelling Place, Grand Rapids, Michigan
- Environmental Protection Agency - Region 5, Chicago, Illinois
- EPA, Office of Federal Activities, NEPA, Washington, DC
- Fair Housing Center of West Michigan, Grand Rapids, Michigan
- Faith in Motion, Grand Rapids, Michigan
- Federal Aviation Administration - Great Lakes Region, Romulus, Michigan
- Federal Highway Administration, Michigan Division - Sarah Van Buren, Lansing, Michigan
- Fish-For-My-People, Grand Rapids, Michigan
- Friends of the White Pine Trail - David Heyboer, Belmont, Michigan
- Friends of the White Pine Trail - January Preoli, Belmont, Michigan
- Friends of the White Pine Trail - Richard Granse, Belmont, Michigan
- Friends of Transit, Grand Rapids, Michigan
- Gainey Transportation Services, Grand Rapids, Michigan
- Genesis Non-Profit Housing Corporation, Grand Rapids, Michigan
- Gerald R. Ford International Airport - Roy Hawkins, Grand Rapids, Michigan
- Gerald R. Ford International Airport, Grand Rapids, Michigan
- Grand Action, Grand Rapids, Michigan
- Grand Rapids Air Pollution Control, Grand Rapids, Michigan
- Grand Rapids Area Chamber of Commerce - Jeanne Englehart, Grand Rapids, Michigan
- Grand Rapids Area Coalition to End Homelessness, Grand Rapids, Michigan
- Grand Rapids Audubon Club, Grand Rapids, Michigan
- Grand Rapids Convention & Visitors Bureau, Grand Rapids, Michigan
- Grand Rapids DDA, Grand Rapids, Michigan
- Grassmid Transport, Zeeland, Michigan
- Greyhound Bus Lines, Grand Rapids, Michigan

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- GROW, Grand Rapids, Michigan
- Habitat for Humanity of Kent County - Mary Buikema, Grand Rapids, Michigan
- Hispanic Center of West Michigan, Grand Rapids, Michigan
- Historic Preservation, Grand Rapids, Michigan
- Hope Network - Joan Konyndyk, Grand Rapids, Michigan
- Indian Trails Motorcoach, Grand Rapids, Michigan
- Inner City Christian Federation, Grand Rapids, Michigan
- ITP - The Rapid, Grand Rapids, Michigan
- Izaak Walton League - Dwight Lydell Chapter - Ron Waybrant, Belmont, Michigan
- John Ball Park Community Association, Grand Rapids, Michigan
- John Ball Zoo, Grand Rapids, Michigan
- Kent Conservation District, Grand Rapids, Michigan
- Kent County - Mary Hollinrake, Grand Rapids, Michigan
- Kent County - Ron Stonehouse, Grand Rapids, Michigan
- Kent County Community Development & Housing Commission - Linda Likely, Grand Rapids, Michigan
- Kent County Dept. of Human Services, Grand Rapids, Michigan
- Kent County Dept. of Parks, Grand Rapids, Michigan
- Kent County Dept. of Public Works - Curt Kempainen, Grand Rapids, Michigan
- Kent County Dept. of Social Services, Grand Rapids, Michigan
- Kent County Drain Commission - Bill Byl, Grand Rapids, Michigan
- Kent County Farm Service Agency, Grand Rapids, Michigan
- Kent County Home Repair Services, Grand Rapids, Michigan
- Kent County, Michigan State University Extension, Grand Rapids, Michigan
- Kent Intermediate School District, Grand Rapids, Michigan
- Land Conservancy of West Michigan - Peter Homeyer, Grand Rapids, Michigan
- Land Conservancy of West Michigan, Grand Rapids, Michigan
- LGROW - Brian Donovan, E. Grand Rapids, Michigan
- Little River Band of Ottawa Indians - Dan Shepard, Manistee, Michigan
- MARP, Grandville, Michigan
- Match-E-Be-Nash-She-Wish Band of Potawatomi Indians - Monte Davis, Dorr, Michigan
- Mercy Ambulance Service, Grand Rapids, Michigan
- Michigan Dept. of Agriculture, Lansing, Michigan
- Michigan Dept. of Community Health, Lansing, Michigan
- Michigan Dept. of Natural Resources & Environment, Grand Rapids, Michigan
- Michigan Dept. of Transportation - Dennis Kent, Grand Rapids, Michigan
- Michigan Dept. of Transportation - Passenger Transportation Division - Dean Peterson, Lansing, Michigan
- Michigan Dept. of Transportation - Sandra Cornell-Howe, Lansing, Michigan
- Michigan Dept. of Transportation - Steve Redmond, Grand Rapids, Michigan
- Michigan Dept. of Transportation - Therese Cody, Lansing, Michigan
- Michigan Economic Development Corporation, Lansing, Michigan
- Michigan Historical Center, Lansing, Michigan
- Michigan Housing Development Authority, Lansing, Michigan
- Michigan Land Use Institute, Traverse City, Michigan
- Michigan State Historic Preservation Office, Lansing, Michigan
- Michigan United Conservation Clubs, Grand Rapids, Michigan
- Mid-Michigan Railroad Co. - Jack Bixby, Vassar, Michigan

- Native American Community Services - Betty Shelby, Grand Rapids, Michigan
- Norfolk Southern Corporation, Grand Rapids, Michigan
- North Country Trail-West Chapter, Grand Rapids, Michigan
- Nottawaseppi Huron Band of Potawatomi, Fulton, Michigan
- Ottawa County Dept. of Parks & Recreation - John Scholtz, West Olive, Michigan
- Ottawa County Drain Commission, West Olive, Michigan
- Ottawa County Farm Bureau, Allendale, Michigan
- Pioneer Resources - Tiffany Bowman, Muskegon, Michigan
- Ready Ride Transportation, Inc., Wyoming, Michigan
- Rental Property Owners Assn., Grand Rapids, Michigan
- Riverview Aviation, Jenison, Michigan
- Roadway Express, Wyoming, Michigan
- Rockford Area Chamber of Commerce, Rockford, Michigan
- Sierra Club - Mackinac Chapter, Lansing, Michigan
- Standale DDA, Walker, Michigan
- Sunshine Transportation, Grand Rapids, Michigan
- Take Pride! Community, Grand Rapids, Michigan
- The ARC Kent County, Grand Rapids, Michigan
- The Rapid Wheelmen, Grand Rapids, Michigan
- The Right Place, Inc., Grand Rapids, Michigan
- The TLC Group, Inc., Holland, Michigan
- Thornapple Trail Assn., Middleville, Michigan
- Towne Air Freight Inc., Grand Rapids, Michigan
- U.S. Army Corps of Engineering, Detroit District, Detroit, Michigan
- U.S. Department of Agriculture - Michigan State Office, East Lansing, Michigan
- U.S. Dept. of Agriculture - Natural Resource of Conservation Service, East Lansing, Mich.
- U.S. Dept. of Commerce - National Oceanic & Atmospheric Administration, Washington, DC
- U.S. Dept. of Housing & Urban Development - Steven Spencer, Detroit, Michigan
- U.S. Dept. of Housing & Urban Development, Detroit Office, Detroit, Michigan
- U.S. Fish & Wildlife Service, East Lansing, Michigan
- U.S. Geological Survey - Lansing District Office, Lansing, Michigan
- United Growth for Kent County, Grand Rapids, Michigan
- United Methodist Community House, Grand Rapids, Michigan
- Village of Sparta DDA, Sparta, Michigan
- West Michigan Environmental Action Council, Grand Rapids, Michigan
- West Michigan Mountain Biking Association - Nate Phelps, Grand Rapids, Michigan
- West Michigan Regional Planning Commission - Dave Bee, Grand Rapids, Michigan
- West Michigan Strategic Alliance, Grand Rapids, Michigan
- West Michigan Trails & Greenways Coalition, Comstock Park, Michigan
- West Side Connection, Grand Rapids, Michigan
- Wyoming-Kentwood Chamber of Commerce - John Crawford, Wyoming, Michigan

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### Consultation Agency Notification

For those agencies targeted for consultation, a process of notification and information was chosen. The following materials were sent to the consulted agencies on December 1, 2010:

- a letter explaining the consultation process, the Long Range Transportation Planning process, and the role of the Grand Valley Metropolitan Council
- an invitation to a meeting on December 16, 2010, from 2 to 4 p.m. at the GVMC Offices (678 Front Ave. NW, Suite 200)
- directions on how to provide input on the planning process and the project list, as well as how to contact GVMC staff
- the 2035 LRTP Project List
- a map of the LRTP projects

The Consulted Agencies were contacted prior to the general Public Participation comment period in order to provide additional time for their review and to give GVMC the opportunity to make changes to the LRTP before the official public comment period begins. The Consulted Agencies' public comment period was December 1–30, 2010.

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### Consultation Meeting

GVMC hosted a Consultation meeting on December 16, 2010 at the GVMC Offices (678 Front Ave. NW, Suite 200, Grand Rapids, Michigan) to provide a formal opportunity for GVMC to directly speak with consulted agencies and to gain their input on the proposed LRTP prior to its public release. At the meeting, the Draft LRTP document and project list were reviewed and discussed with regard to other ongoing land use, environmental, or community plans, to explore how the transportation projects or programs might interact. Consulted agencies were encouraged to submit their plans and program information to GVMC for consideration during the LRTP planning process. Notes were taken during the meeting and were submitted to the Technical and Policy Committees for their review. These notes also appear in Appendix A.

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### Documentation of Consultation

The intent of the consultation requirement is to exchange information with the consulted agencies and compare plans, maps, and inventories developed with the LRTP to ensure compatibility. To document this exchange, a list of the agencies contacted and when, the consultation mailing materials, notes from the consultation meeting, comments from consulted agencies, and documentation of a comparison of any plans received to the Draft LRTP may be found in Appendix A.

These agencies and organizations were contacted a total of four times during the course of LRTP development, including an invitation to the Consultation Meeting in December 2010.

As a result of the consultation outreach, GVMC received one phone call and official correspondence from three state and federal agencies.

The phone call was from the Grand Rapids Audubon Club. The President, Edward Bolt, expressed concern over the potential impact of widening projects on reducing bird habitat. Staff encouraged him to examine the project list and let us know of any project-level issues that could be communicated to the Transportation Committees.

The first consultation letter from the State of Michigan Department of Agriculture was a reiteration of their response to the 2011-2014 TIP Project List related to concern about the potential impact of projects on properties enrolled in the Natural Resources and Environmental Protection Act and on established county drains. Until more detailed project-level plans are submitted, the Dept. of Agriculture can not anticipate the specific impacts on the drainage facilities.

The second consultation letter from U.S. Fish and Wildlife reminds agencies of the consideration required for impacts to Endangered Species as well as the Migratory Bird Treaty Act. Proposed projects that may impact habitat used by migratory birds for nesting should be constructed prior to spring nesting or after the breeding season has concluded. Development that would impact wetlands may require a permit.

The third consultation letter from the U.S. Army Corps of Engineers indicated that the LRTP project list is under additional review and that a jurisdictional determination will be mailed at a later time to address whether a Department of the Army permit may be required for a given project. Projects within floodplains will need proper floodplain determination, and coordination with the Michigan Department of Natural Resources and Environment is encouraged.

The comments received as part of the Consultation process were provided to the Technical and Policy Committees for their consideration and are included in Appendix A of this document.

## Chapter 6: Socio-Economic Data Projections

One of the most important elements in the development of a transportation plan is an assessment of population and employment data for the region. Socio-Economic (SE) data forecasts are essentially an inventory of what currently exists in terms of population and employment and what will exist for the Year 2035. For the LRTP, GVMC transportation and land use staff, in collaboration with the Transportation Committees and local jurisdictions, collected population and employment projections through the year 2035 for use in the transportation model.

Population and employment projections developed by GVMC for the 2035 Long Range Transportation Plan used nationally recognized data sources such as U.S. Census Data, American Community Survey (ACS) data, Claritas Business Facts data, and Regional Economic Model Inc. (REMI) data as the basis for projections. Local information such as building permits and examining the accuracy of employer data helped to refine the national data sets and better reflect regional trends. Together the population and employment projections are referred to as the socio-economic projections, and they serve as the basis for projecting future travel patterns and for identifying current and future deficiencies in the transportation system.

The SE data collected is recorded by Traffic Analysis Zone (TAZ), as this is the unit used in the Transportation Planning Model. The boundary of a TAZ is usually a major street or highway, body of water, or any other major physical feature, and there are approximately 864 of them in the area (see Map 2). The TAZs allow for the transportation network to be divided up into smaller pieces having similar transportation characteristics to allow for more effective analysis of travel patterns and a better simulation of future transportation activities.

Population and employment information is populated into the Transportation Planning Model by TAZ to help understand the number of trips produced and attracted to each zone. With information about the number of trips by zone, the model can calculate those road segments anticipated to be over capacity (capacity deficient) in the future. It is important to keep in mind that GVMC is responsible for modeling for some areas beyond the MPO boundaries by the Michigan Department of Transportation (MDOT). These areas, including Blendon, Polkton, Wright, and Chester Townships and the City of Coopersville, are not part of any MPO, but they were included in the SE data collection process. (See the Subregional Map 3.)

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### 2009 Base Year Data

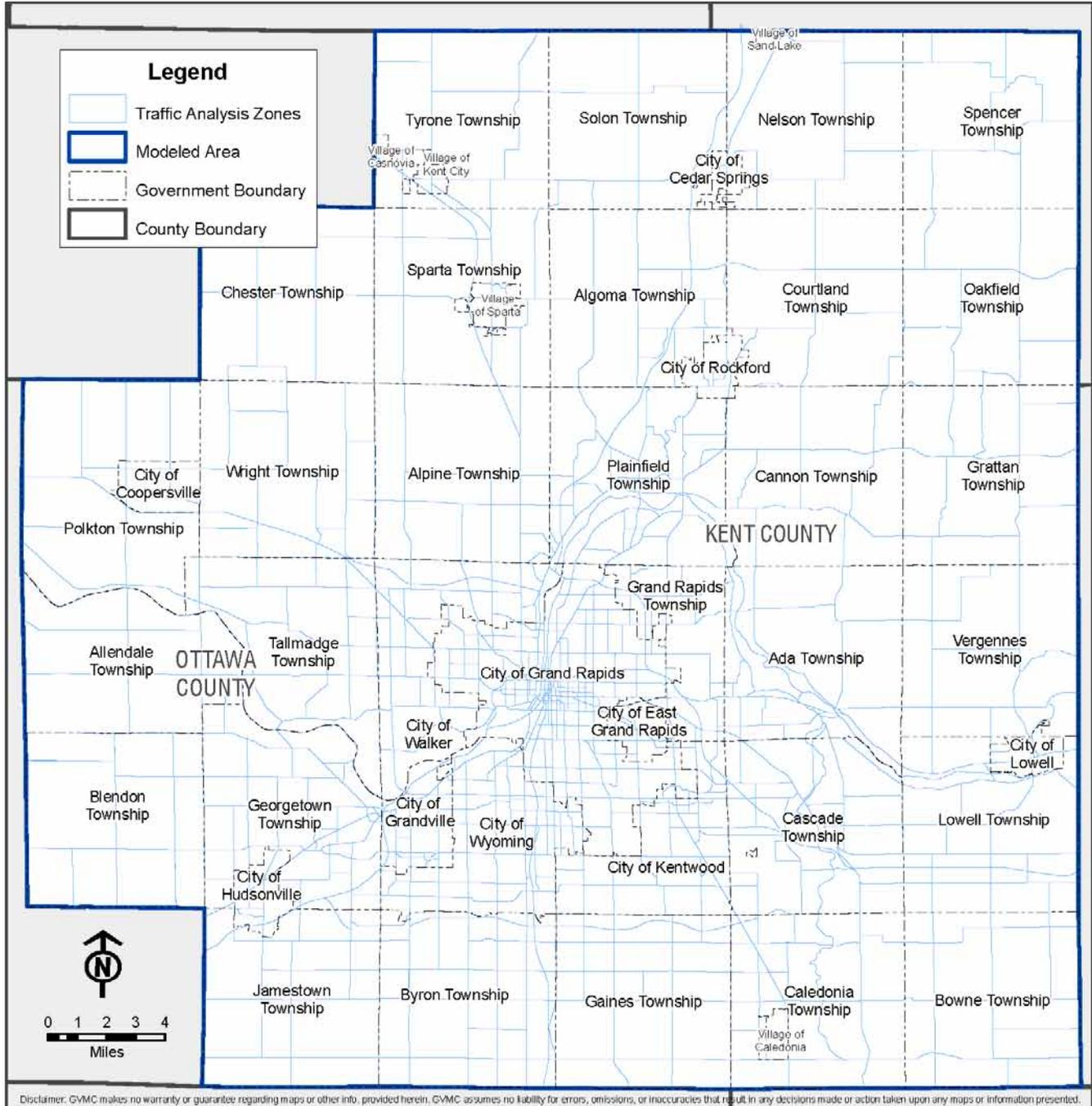
To initiate the SE data process, staff first established a 2009 base for population and employment, from which projections into the outer years of the LRTP could be made from. Much of this work was conducted with assistance from GIS software, as this data is geographical in nature.

#### Population – 2009

Since the last census was completed nearly 10 years ago, staff has worked with U.S. Census population estimates for 2008 as well as 2005-2007 American Community Survey (ACS) Census data to establish a 2009 base population at the Traffic Analysis Zone level throughout the MPO (see Map 4).

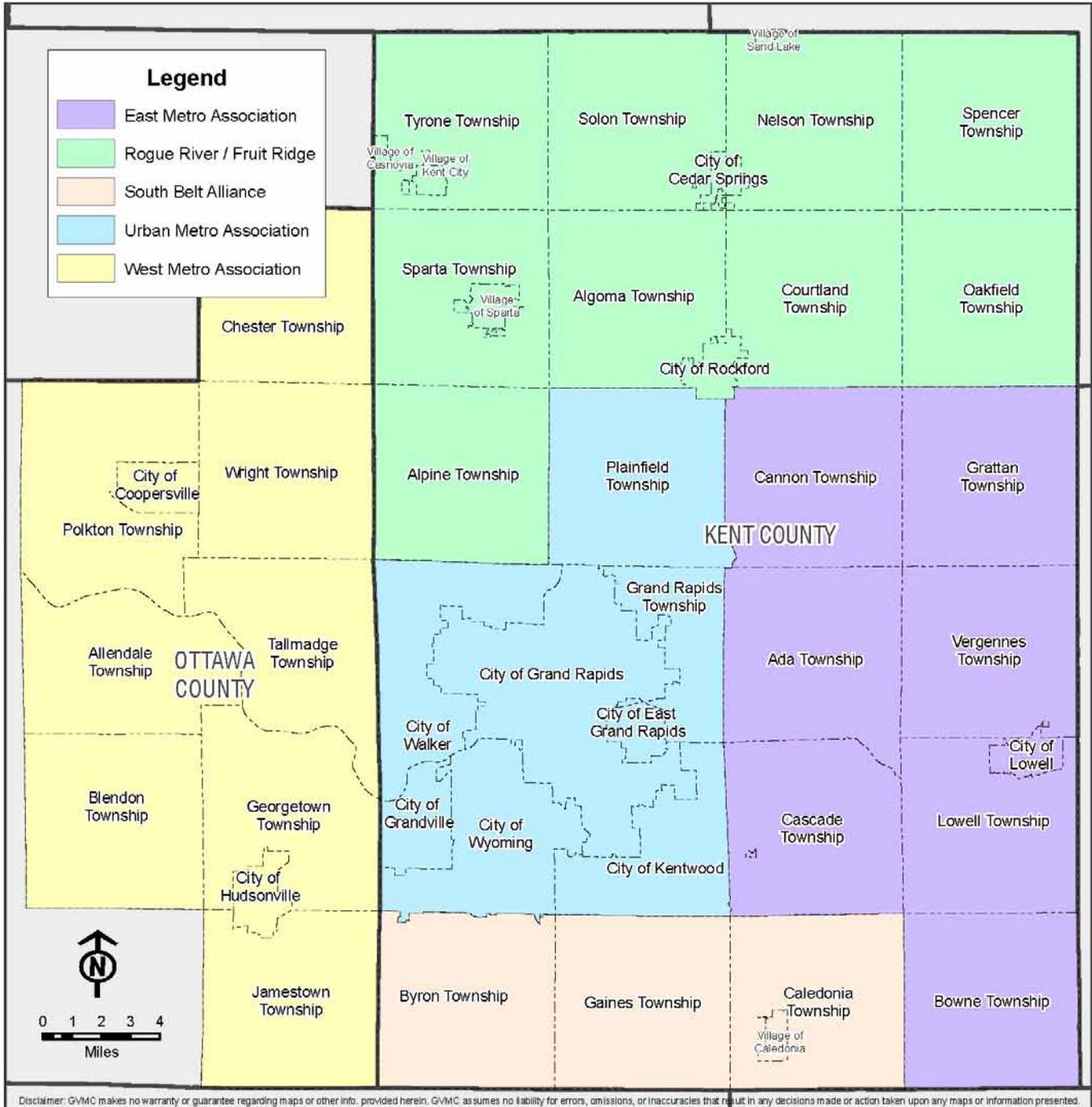
# Traffic Analysis Zones

## GVMC 2035 Long Range Transportation Plan



Map 2 – TAZ Map

## Subregional Planning Associations GVMC 2035 Long Range Transportation Plan



Map 3 – Subregional Planning Association Groups Map

### Methodology

Staff compared the U.S. Census population estimate for 2008 with the 2000 Census population to get the population change. The change in each jurisdiction was then divided by the number of years (8) and projected that difference to create a population estimate for 2009. At this point, staff used the 2009 population projection developed, as compared with the 2000 Census figures, to determine the projected change in population.

Once staff had 2009 estimates, the population change from 2000 could be examined by jurisdiction and TAZs were identified that significantly increased or decreased. Within those jurisdictions that showed an increase in population, the difference (between 2000 and 2009) was allocated into those TAZs that showed growth or were known to have development. Unassigned growth was distributed to the remaining TAZs weighted by the population densities from the 2000 census within each jurisdiction. If a jurisdiction experienced a decrease in population, the population change was similarly dispersed by TAZ.

### Retail/Non-Retail Employment – 2009

In order to have a picture of employment by TAZ in 2009, staff relied on data purchased from Claritas, as has been done for the last several LRTPs. Claritas is a source of accurate, up-to-date demographic data about the population, consumer behavior, consumer spending, households and businesses within any specific geographic area.

### Methodology

The Claritas data comes in the form of geographic point data, where each point represents a record of information for each business as well as the name of the business, address, number of employees by type (either “retail” or “other”), etc. By geographically joining the TAZ layer with the Claritas point file, staff could summarize the business by TAZ number and summate to determine the number of retail and non-retail employees in each TAZ, as depicted in Map 5.

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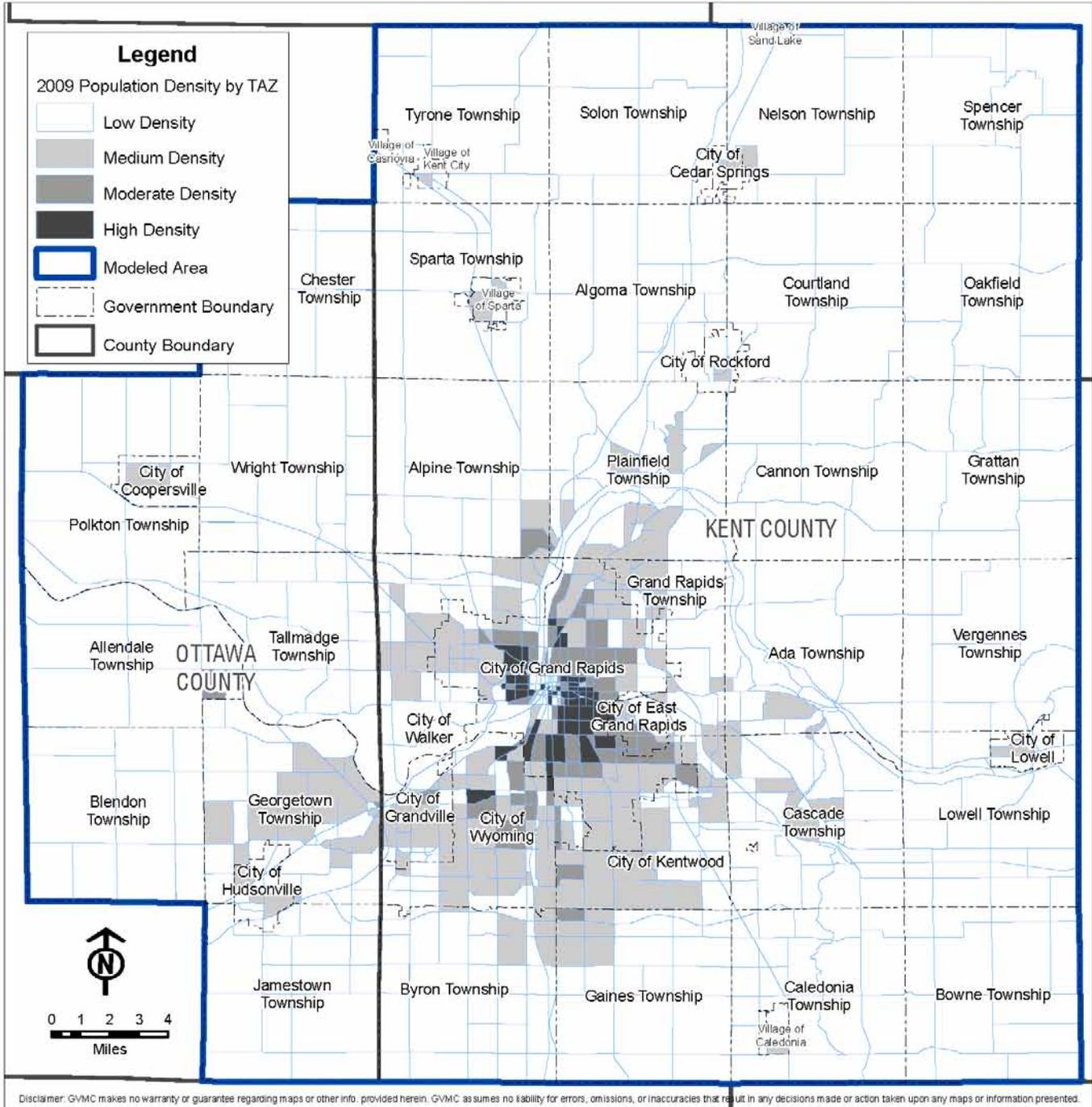
## Subregional Process

For the 2035 Long Range Transportation Plan Update, a slightly different data collection and projection process was used for the socio-economic data. Instead of collecting the information from a small number of local representatives without input from neighboring communities, each MPO jurisdiction was assigned to one of five subregions. This new methodology is intended to 1) supply the transportation model with more realistic and accurate projections for SE data, 2) assure the broadest participation possible from every MPO jurisdiction and relate transportation decisions between jurisdictions better, and 3) further align the transportation planning process with future land use.

Staff met with each of the MPO jurisdictions on a sub-regional basis with representatives from planning, engineering, public works, as well as elected officials. At these five subregional meetings (one meeting for each subregion), staff explained exactly what socio-economic data we must collect for the transportation model and LRTP, reviewed results from the previous Planning Department Framework study, summarized new REMI population and employment projections for the county, and showed how much land-area would be required for the additional residents/employees. At each subregional meeting, the groups narrowed down the total population and employment projections for their area and simultaneously thought about the style of development that the growth would take. Each group worked together to lay “chips” for population and employment of various land use types (such as two acre lot subdivision style development or infill mixed use development) on a base map. The base map depicted information as varied as zoning layers, where sewer is available, to data about the most fertile cropland—to assist the jurisdictions in their decision making.

# Population Concentration 2009

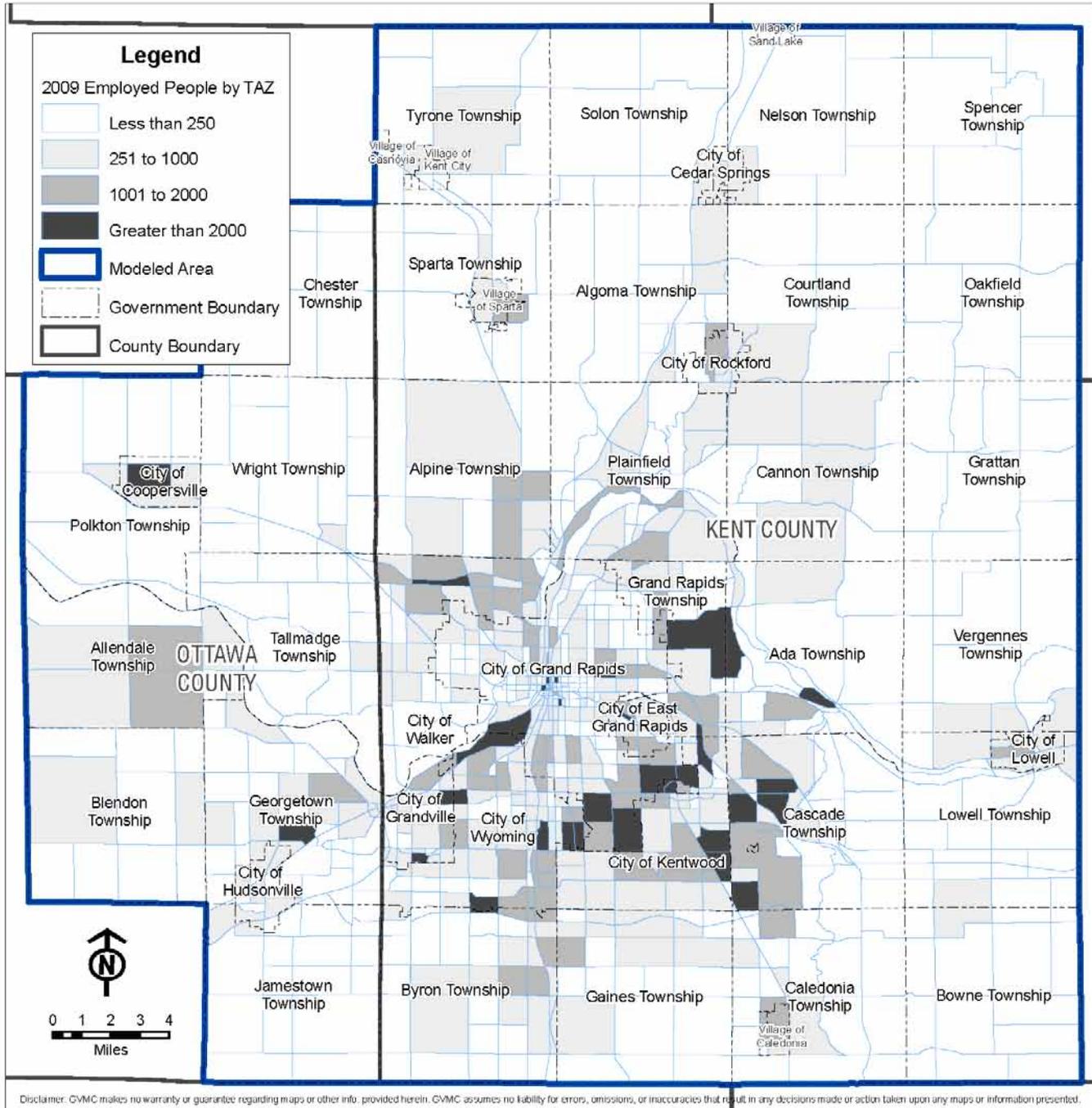
## GVMC 2035 Long Range Transportation Plan



Map 4 – Current Areas of Population Concentration

# Employment Concentration 2009

## GVMC 2035 Long Range Transportation Plan



Map 5 – Current Areas of Employment Concentration

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

In the end, the base maps with chips indicated both the style/density of development as well as the geographic location of population increase. Employment numbers were generated alongside population using the same “chip” methodology. These maps were then photographed and overlaid in GIS with the TAZ boundaries. Staff was able to derive population and employment numbers from these maps with minimal modifications.

By holding meetings at a subregional basis, jurisdictions gained a better sense of neighboring growth and transportation needs for collaborative transportation and land use decisions. If a local jurisdiction had private concerns, staff was available to meet individually.

### Population – 2035

The University of Michigan Regional Economic Model Inc. (REMI) is a great source of information for countywide population projections in Michigan. For Kent and eastern Ottawa counties, REMI projects a population increase of 135,000 people over the next 26 years. During the subregional meetings, each subregion agreed on what percentage of the growth they felt would or should occur for every subregion. As with previous studies, the subregions were in agreement for the most part about where growth would occur; and after all of the subregional meetings were concluded, staff summarized the meeting input to arrive at basic percentages by subregion (see Figure 8).

**Figure 8 – Subregional Population Distribution**

Subregion	% Future Pop. Increase	Additional Pop. Growth 2009-2035
<b>Rogue River/Fruit Ridge</b> (Tyrone, Solon, Sparta, Alpine, Algoma, Nelson, Courtland, Spencer and Oakfield townships; Villages of Casnovia, Kent City, Sparta; Cities of Cedar Springs and Rockford)	11%	14,850
<b>East Metro</b> (Cannon, Grattan, Ada, Vergennes, Cascade, Lowell and Bowne townships; City of Lowell)	14%	18,900
<b>West Metro</b> (Chester, Polkton, Wright, Allendale, Tallmadge, Blendon, Georgetown and Jamestown townships, Cities of Coopersville and Hudsonville)	17%	22,950
<b>South Belt</b> (Byron, Gaines and Caledonia townships; Village of Caledonia)	19%	25,650
<b>Urban Metro</b> (Plainfield and Grand Rapids townships; Cities of Grand Rapids, Walker, East Grand Rapids, Grandville, Wyoming and Kentwood)	39%	52,650
<b>Total</b>	100%	135,000

### Methodology

As described above, each subregion geographically placed their growth upon the base maps and that information was converted to GIS in order to derive population numbers by TAZ. Map 6 demonstrates the projected population change. Staff made three modifications to the population data as it was recorded at the subregional meetings.

1. Some of the subregional meetings had enough participation that multiple maps were created. For those subregions staff aggregated the mapped data into a single map.
2. Staff allocated one-third of the total population growth, or 45,900, to be distributed to every TAZ based on the individual TAZ's growth rate from 2000 to 2009. The remaining two-thirds of the growth was distributed to the TAZs based on the geographic placement provided through the subregional process. The rationalization behind the allocation of one-third “ambient” or “natural” growth to every TAZ based on its historic growth rate is because:
  - a. While every jurisdiction was invited, not every jurisdiction participated in the subregional meetings;
  - b. It is unrealistic to expect vast geographic areas as having zero growth over the next 26 years, as some of the maps indicated.

3. Staff weighted the increase in population more heavily in the last 10 years (2025-2035). This was done simply because the further into the future one projects, the more uncertain the projections.

### **Retail/Non-Retail Employment – 2035**

Using population growth rates and information from REMI, it is estimated that the area will see an increase of approximately 74,000 jobs between 2009 and 2035. Of these jobs, about 14% will be retail, 81% will be office jobs, and about 4% will be other non-retail jobs. It is anticipated that there will be about 15% fewer industrial jobs between 2009 and 2035.

### **Methodology**

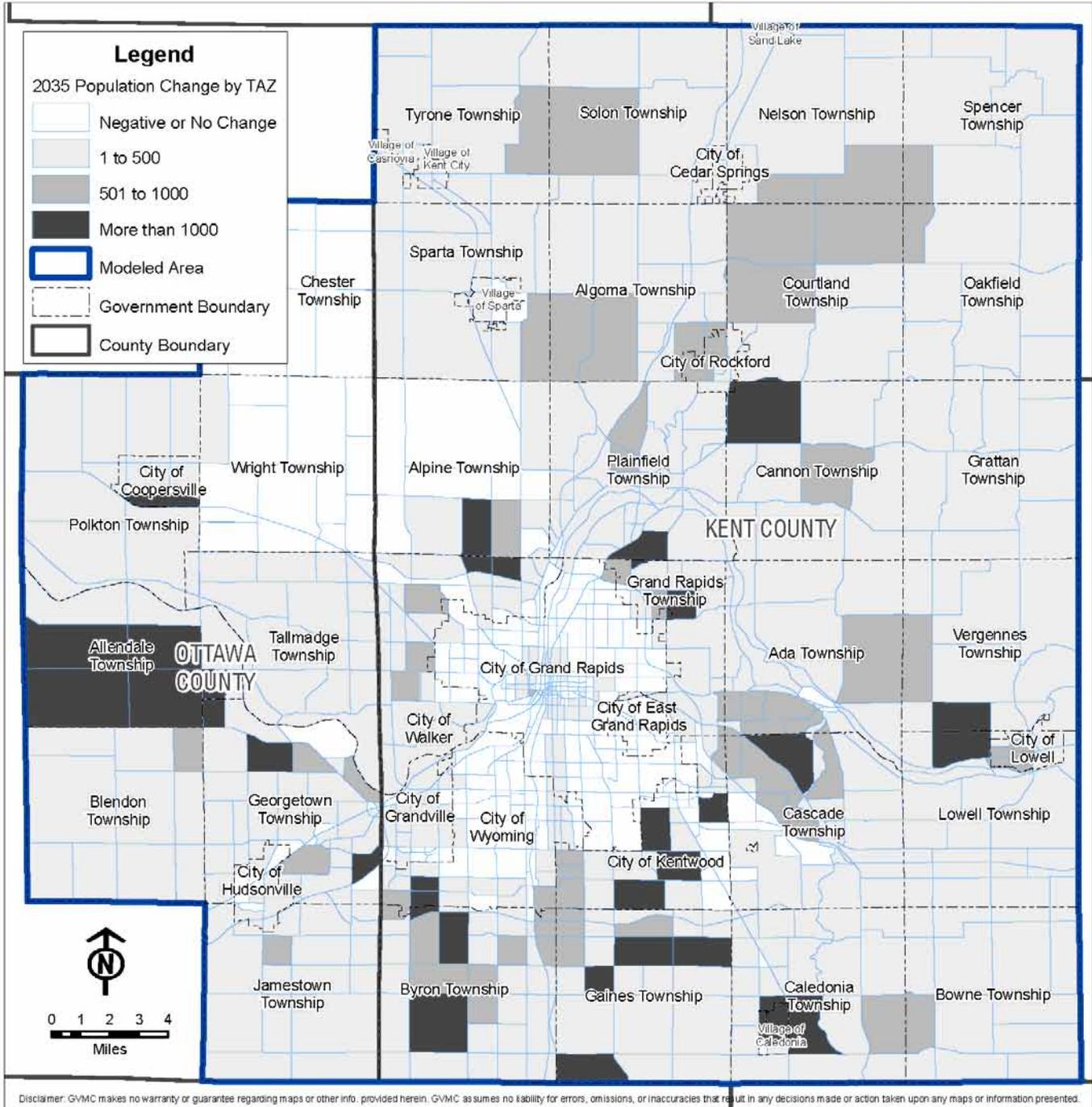
Through the subregional meeting process population placement, jurisdictions also placed where they anticipated job growth to occur. In addition to employment “chips,” some of the population development styles, such as “Infill neighborhood” or “Town Center,” included both population and employment totals within a single “chip.” To the employment data provided through the subregional process, staff made three modifications.

1. As described above, when multiple maps were created, staff consolidated the information (both population and employment) into a single map.
2. Two-thirds of the employment growth between 2009 and 2035, or 49,299 jobs, were distributed as “ambient” or “natural” employment growth to every TAZ based on the percentage of total employment that TAZ had in 2009. Again, the “natural” employment distribution was incorporated because:
  - a. Some jurisdictions chose not to participate
  - b. It is unrealistic to expect vast geographic areas as having zero growth
  - c. The Subregional meeting process, as designed by GVMC Planning for previous growth scenarios, is strongest for recording population growth/style
3. The remaining one-third, or 24,723, jobs were distributed to the TAZs based on the geographic placement provided through the subregional process
4. Staff weighted the increase in employment more heavily in the last 10 years of the plan to track population growth and because projections far into the future are increasingly uncertain.

Map 7 demonstrates the projected employment change. Once the SE data was prepared, it was forwarded to the GVMC Technical and Policy Committees for review and revision. Every jurisdiction was given the opportunity to adjust the TAZ population and employment projections for accuracy. Once approved the SE data was incorporated into the Transportation Modeling Process.

# Population Change Projection 2035

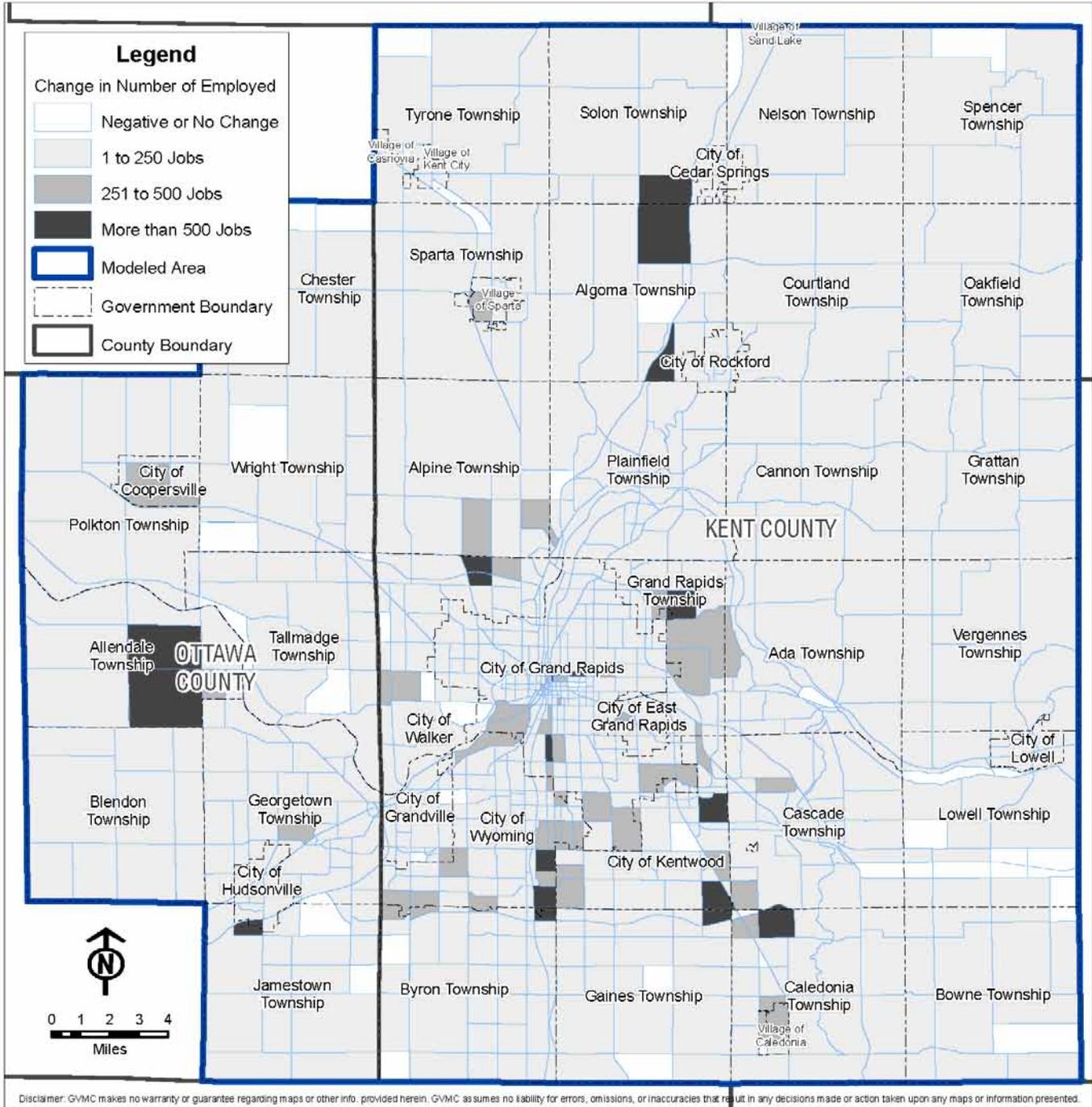
## GVMC 2035 Long Range Transportation Plan



Map 6 – Population in 2035

# Employment Change Projection 2035

## GVMC 2035 Long Range Transportation Plan



Map 7 – Employment in 2035

## Chapter 7: Transportation Modeling Process

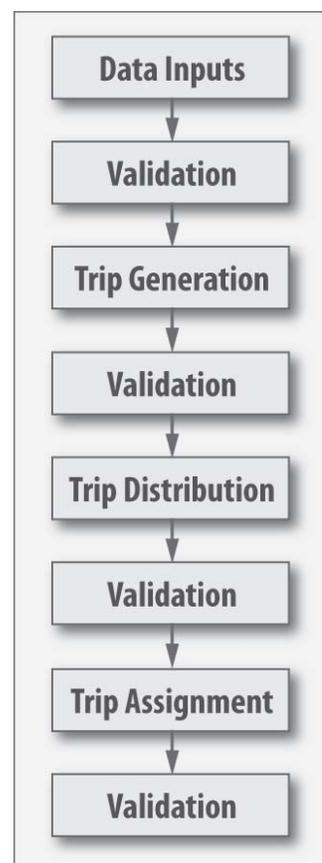
### GVMC Travel Demand Model

Once all of the socio-economic data, including population, employment, dwelling units, income group, etc., has been gathered and the most recent traffic counts are compiled, a transportation model is then used to project where roadway deficiencies are likely to occur by the year 2035. Information on current highway geometric is gathered and included in the model. Information such as number of lanes, capacity, roadway length, traffic count and speed are included in modeling calculations. The GVMC travel demand model steps appear in Figure 9 and are summarized as follows:

- Network and traffic analysis zone (TAZ) definition and development. The GVMC roadway network was established based upon the approved National Functional Classification for the region. Every facility that is eligible for federal funding has been included in the model. The Traffic Analysis Zone (TAZ) is the geographic unit used for trip making data in the model. TAZs are used to divide the entire region into manageable “zones” to which socioeconomic data can be associated. (See TAZ Map in Chapter 6.)
- External Trips. External trips are trips with at least one trip end outside of the model area. External stations are determined by GVMC and the Michigan Department of Transportation (MDOT) staff to represent the major roadways that lead into and out of the GVMC model area.
- Trip generation. Trip generation forecasts the number of motorized personal trips produced and attracted in each TAZ in the study area. Socioeconomic data are used to estimate the number of personal motorized trips within the study area.
- Trip distribution. Trip distribution procedure determines the destination of the trips produced in each zone and distributes the trips to all other zones in the study area.
- Trip assignment. Trip assignment procedure determines the street network paths that the distributed trips will take. The assigned traffic volume on each link can then be compared with observed traffic counts to validate the travel demand model.

The results of the Grand Rapids regional model represent calibration to the year 2009. The last full calibration was completed in 2009. Based on discussions between GVMC and MDOT staff, four townships in Ottawa County have been added into GVMC’s model area. Therefore, the model network and TAZs have been rebuilt to accommodate the changes. Thus, the socio-economic data was collected for an area larger than the MPO boundaries, including Chester, Polkton, Wright, and Blendon Townships. (See Subregional Map in Chapter 6.)

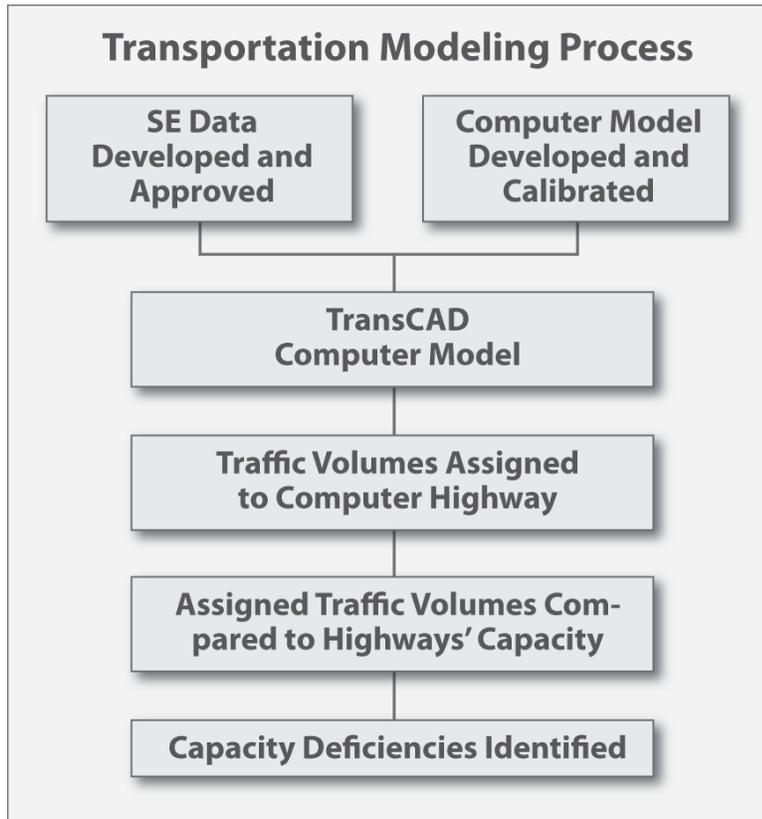
#### Figure 9 – Reasonableness Check Process



The GVMC travel demand model deploys TransCAD software to develop a four-step modeling process. GVMC Transportation staff maintains a stand-alone document called the Model Calibration Report. This report provides documentation and technical details of the model calibration process. The report also provides a more detailed look at the modeling process. In addition, a reason-

ableness check is performed after each individual modeling step instead of a reasonableness check based on the overall results of the travel model. The advantage of this approach is that it can reduce aggregation errors in each modeling step. Figure 10 shows the process of reasonableness check.

The primary goal of the model calibration is to replicate existing traffic conditions for the base year, and then determine a deficiency list (road segments anticipated to be over capacity) for current and future planning. Model results are used to develop the Congestion Management Process as well as the Long Range Transportation Plan. As the analysis in the calibration report indicates, the GVMC model accomplishes this with a high level of accuracy. The model calibration result demonstrates that the GVMC model exceeds the calibration criteria established by the Federal Highway Administration (FHWA) and the MDOT and the much stricter standards traditionally used by GVMC staff. Based upon the calibration results presented in the calibration report, the GVMC model is understood to be fully calibrated and will serve as an accurate tool for highway transportation planning within the study area for the future years. The calibration report can be found on the GVMC website.



After deficiencies have been identified through the modeling process, GVMC staff use the GVMC Congestion Management Process (CMP) to determine the best strategy for addressing each identified congested location. A preferred group of alternatives are identified at this stage and an air quality analysis is completed to confirm that the activities proposed in the LRTP are not detrimental to air quality conditions in the metropolitan area. A more in depth explanation of the process used to make this determination is contained in the Air Quality Conformity Analysis in Chapter 17 and in Appendix F.

Figure 10 summarizes the Transportation Modeling Process undertaken in the Grand Rapids metropolitan area.

**Figure 10 – Transportation Modeling Process**

## Chapter 8: Congestion Management Process

The Congestion Management Process (CMP) is intended to be a systematic way of monitoring, measuring and diagnosing the causes of current and future congestion on a region’s multi-modal transportation systems; evaluating and recommending alternative strategies to manage or mitigate current and future regional congestion; and monitoring and evaluating the performance of strategies implemented to manage or mitigate congestion.

### Background

Federal transportation legislation (SAFETEA-LU) requires Metropolitan Planning Organizations to develop and implement a Congestion Management Process (CMP) as part of the metropolitan transportation planning process (23 CFR 500).

In Transportation Management Areas that are in non-attainment for ozone or carbon monoxide (CO) standards, Federal funds may not be expended for any new project that will significantly increase the carrying capacity for single-occupant vehicles (SOVs) unless the project results from a CMP. For the Grand Rapids area, a significant increase in carrying capacity for SOVs is defined as a project that adds one or more through-travel lanes for a distance in excess of one mile or more on a roadway classified as a Collector or higher on the Federal functional class map for the area.

In the early 1990s MPO staff developed a CMP (then called Congestion Management System CMS) to meet the federal regulations and serve the transportation planning needs of the urban area. The CMP includes an ongoing method to provide information on the performance of the transportation system and on alternative strategies to alleviate congestion and enhance mobility. The CMP emphasizes effective management of existing facilities through use of travel demand and operational management strategies. In cases where these methods are deemed ineffective to resolve the congestion issue of a corridor, capacity enhancing projects may be selected as the preferred alternative.

GVMC MPO Road Mileage	
Federal-Aid Roadways .....	1,564 miles
State Trunkline Highway.....	268.0 miles
State Trunkline Freeway .....	110.6 miles
Interstate Highways.....	54.6 miles
Non-Interstate Freeways.....	56.1 miles
State Trunkline Non-Freeway .....	157.4 miles

### Congestion Defined

Highway congestion is caused when traffic demand approaches or exceeds the available capacity of the highway system. Though this concept is easy to understand, congestion can vary significantly from day to day because traffic demand and available highway capacity are constantly changing. Traffic demands vary significantly by time of day, day of the week, and season of the year, and are also subject to significant fluctuations due to recreational travel, special events, and emergencies (e.g. accidents and evacuations). Available highway capacity, which is often viewed as being fixed, also varies constantly, being frequently reduced by incidents (e.g., crashes and disabled vehicles), work zones, adverse weather, and other causes.

To add even more complexity, the definition of highway congestion also varies significantly from time to time and place to place based on user expectations. An intersection that may seem very congested in a rural community may not even register as an annoyance in a large metropolitan area. A level of congestion that users expect during peak commute periods may be unacceptable if experi-



enced on Sunday morning. Because of this, congestion is difficult to define precisely in a mathematical sense—it actually represents the difference between the highway system performance that users expect and how the system actually performs.

Commonly used measures to assess congestion are—level of service, speed, travel time, and delay. However, travelers have indicated that more important than the severity, magnitude, or quantity of congestion is the reliability of the highway system. People in a large metropolitan area may accept a 20 mile freeway trip taking 40 minutes during the peak period, so long as this predicted travel time is reliable and is not 25 minutes one day and two hours the next. This focus on reliability is particularly prevalent in the freight community, where the value of time under certain just-in-time delivery circumstances may exceed \$5 per minute.

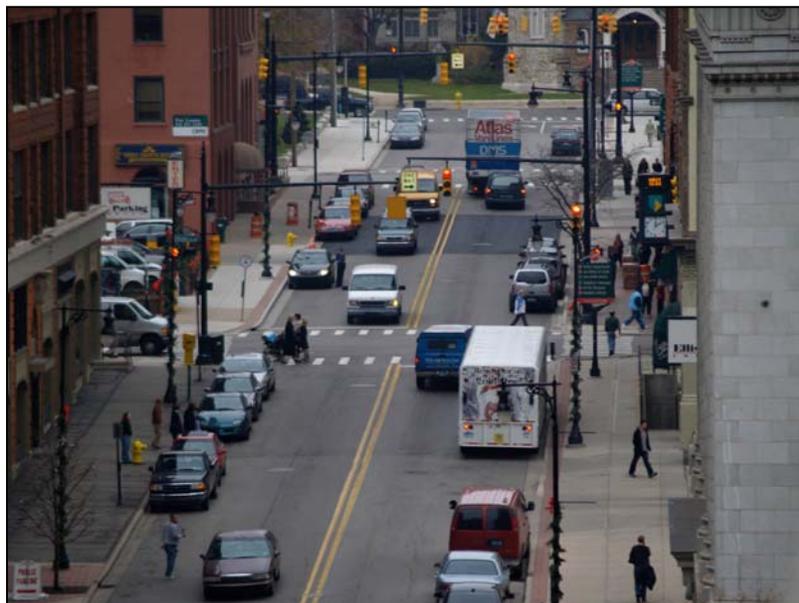
The ability to identify and measure different types of congestion is key to developing appropriate responses. Recurring congestion is defined as the relatively predictable congestion caused by routine traffic volumes operating in a typical environment. Non-recurring congestion is defined as unexpected or unusual congestion caused by unpredictable or transient events, such as accidents, inclement weather, or construction. The CMP includes a third category, Corridor Progression, to address congestion caused within corridors at localized intersections.

### Recurring Congestion

GVMC determines a roadway to be congested when the total number of vehicles exceeds the number of vehicles that roadway was designed to safely carry. For instance, a two-lane road in a suburban area may be designed to carry 13,200 vehicles per day. When the count reaches an average volume of 13,201 vehicles per day, that facility is deemed “congested.” This does not mean that adding capacity will occur; merely, the facility will be flagged as deficient and studied further to determine a means to alleviate that congested situation.

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In most situations, a remedy somewhat less than added capacity is selected as the preferred alternative. This represents a change of focus from past years when a widening project may have been the only solution considered. GVMC is taking this conservative approach in an effort to provide a transportation infrastructure that is as sustainable as possible and still meets the demands of the traveling public.



Future (2035) Volume is determined using a travel demand model built on the TransCAD platform. Information regarding projected population and employment statistics are fed into the model. TransCAD uses this information to project traffic volumes/demand on each of the federal-aid facilities in the region. Additional information on the model can be found in Chapter 7.

Staff processes the model output and develops a list of facilities that are expected to be deficient by the year 2035. This list is the basis for programming corridor-related capacity deficiencies on the network that are included in

the 2035 Long Range Transportation Plan. This deficiency list is then analyzed to determine the most efficient sustainable options for alleviating the congested conditions projected to occur in the future.

### Corridor Progression/Operations

In many instances the roadway facility has not exceeded its designed capacity, yet congestion will be experienced. Most times this congestion is caused by delay experienced at signalized intersections. Individual road segments can operate as they were designed, only to have a poorly timed signal cause unnecessary delay to the traveling public. GVMC has begun a program to track travel time on major corridors to determine the level of congestion on the corridor level caused by sources other than roadway capacity.

While corridor progression is vital to keeping people and goods moving efficiently, individual intersections may need both geometric and technological upgrades to maximize efficiency. With nearly 600 signalized intersections in the region and the lack of a comprehensive inventory, it is difficult to establish a complete determination of need. In lieu of an inventory, GVMC will strive to maximize efficiencies along these corridors of significance. Through focused investment, these key corridors can be upgraded and will move people and goods as efficiently as possible.

The primary operational cost for the system is signalized intersections. There are three primary costs that have traditionally been funded through the MPO: upgrades of the physical signals, including the heads, controller boxes, detectors, etc; communications upgrades; and optimizing the signals to work in unison, moving people and goods throughout the area as efficiently as possible. Upgrades and communications investments are done on the entire federal-aid system. The optimization efforts are focused on key transportation corridors throughout the region.

**Signal/Corridor Upgrades**

As is the case with the entire transportation system, signal equipment wears out or becomes obsolete and needs replacement or upgrading. There are several hundred signalized intersections on the federal-aid system in the area. The reliability of this equipment is crucial to the continued and efficient operation of the transportation system. Typically one or two corridors can be upgraded in a year’s time. Over the period of 15–20 years most of the major corridors can be retrofit with the latest technology.

**Communications Upgrades**

The ability for the individual intersection controllers to communicate with other controllers and a centralized control center is important to maintaining traffic flow in the region. Technology is being deployed that will allow for improved signal timing and real time operation of the signal system in times of planned and unplanned events that are outside the normal operating conditions of the system. These communications upgrades will make the system more responsive to real time demand.

**Corridor Progression/Signal Optimization**

The third piece in the transportation operations puzzle is Corridor Progression/Signal Optimization. This process determines an optimized signal timing plan that utilizes all available technology and data to allow the corridor to operate as efficiently as possible and allow for maximum capacity, possibly eliminating the need for costly added through lanes. GVMC has supported these efforts for nearly a decade. As travel patterns change over time, these efforts will need to continue to maintain the maximum efficiency of the system. GVMC monitors corridors of significance semi-annually through the use of a Travel Time Index (TTI) effort.

**Non-Recurring Congestion**

Non-recurring congestion includes the development and deployment of strategies designed to mitigate traffic congestion due to non-recurring causes, such as crashes, disabled vehicles, work zones, adverse weather events, and planned special events. Approximately half of all congestion is caused by temporary disruptions that take away part of the roadway from use—or “non-recurring” congestion.



The three main causes of non-recurring congestion are: incidents ranging from a flat tire to an overturned hazardous material truck (25 percent of congestion), work zones (10 percent of congestion), and weather (15 percent of congestion). Non-recurring events dramatically reduce the available capacity and reliability of the entire transportation system. This is the type of congestion that surprises the traveling public. We plan for a trip of 20 minutes and we experience a trip of 40 minutes. Travelers and shippers are especially sensitive to the unanticipated disruptions to tightly scheduled personal activities and manufacturing distribution procedures. Aggressive management of temporary disruptions, such as incidents, work zones, weather, and special events, can reduce the impacts of these disruptions and return the system to “full capacity.”

In recent years a great deal of time and funding has been dedicated to this form of congestion. The deployment of Intelligent Transportation Systems (ITS) that includes cameras and automated detection on the freeways and main arterials has greatly advanced the area’s capabilities when it comes to detecting and responding to non-recurring congestion.

Another tool in addressing non-recurring congestion is the implementation of a courtesy patrol. To improve the safety and efficiency of the freeway system, many cities and states have implemented a Freeway Service Patrol (FSP). Although the name, hours of service, operational procedures, and equipment may vary from one location to the next, the goal remains the same: to clear incidents as

quickly as possible and reduce the likelihood of congestion and secondary incidents. The services provided vary depending on the situation and typically range from providing assistance to emergency responders at the scene of a crash to changing a flat tire or providing gas to a stranded motorist.

In 2007, the MDOT completed a feasibility study to determine if a service of this nature was warranted for the GVMC area. The findings of that report indicate that an initial overall return on investment could be as high as 5:1 with a very conservative service in place.

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## CMP Characteristics

The 2010 GVMC Congestion Management Process consists of eight major characteristics. These characteristics include:

- Develop Congestion Management Objectives
- Identify Area of Application
- Define System of Interest
- Develop Performance Measures
- Institute System Performance Monitoring Plan
- Identify/Evaluate Strategies
- Implement Strategies/Improvements
- Monitor Effectiveness

### 1. Congestion Management Objectives

Historically, GVMC has relied on measures that related to capital improvements, such as volume to capacity (V/C) and level of service (LOS). This revision of the CMP does not completely abandon that traditional approach. Current and future V/C and LOS are measures that GVMC will continue to monitor. This new GVMC CMP places a new emphasis on operations oriented measures.

Operations oriented measures are intended to focus on the experience of the system users. This approach is able to address non-recurring congestion where the traditional approach could not. This shift in focus allows for a transition from facility oriented measures, such as traffic counts and speed, to trip related, user oriented measures such as mobility. GVMC and its member transportation facility providers will strive to improve system performance by enhancing Mobility, Reliability, Productivity and Safety.

The following are objectives designed to address many types of congestion on many types of facilities:

- Objective 1: Improve transportation system productivity by addressing capacity deficient miles on the federal-aid system by funding improvements that provide sufficient capacity for the movement of people and goods throughout the region. Capacity is defined as 24-hour highway capacity or daily seats available on transit.
- Objective 2: Enhance mobility by reducing overall travel times and delays along “corridors of significance” by providing adequate intersection capacity for the throughput of people and freight and by strengthening the efficiency of corridor operations through continued investment in signal timing/progression efforts.
- Objective 3: Increase the reliability of the transportation system and reduce travel delay caused by incidents by continuing enhancement of real time automated incident detection technologies and working toward improved response protocol when incidents are identified.



## 2. Areas of Application

For each of the three CMP objectives, “Areas of Application” must be determined. An Area of Application is the geographic area that the CMP process will be applied. At a minimum the Area of Application should be the MPO study area. For the GVMC CMP this Area of Application has been determined to be all of Kent County and the eastern portions of Ottawa County including Allendale, Georgetown, Jamestown and Tallmadge Townships as well as the City of Hudsonville.

## 3. Systems of Interest

A “System of Interest” is the specific transportation subset within the Area of Application that will be the focus of a particular portion of the CMP. Traditionally, the entire MPO Metropolitan Area Boundary (MAB) would be the area of focus for the CMP. In the past this approach was sufficient. For many parts of the new CMP the entire transportation system within the region will serve as the System of Interest. Due to the exorbitant costs associated with the types of data required for this enhanced CMP, a subset of the entire area in some cases is deemed a more practical approach.

For Objective 1 (Improve transportation system productivity by addressing capacity deficient miles on the federal-aid system) the System of Interest is defined by the transportation system in the entire MPO MAB.

For Objective 2 (Enhance mobility by reducing overall travel times and delays along “corridors of significance”) the System of Interest includes a listing titled “Corridors of Significance.”

For Objective 3 (Increase the reliability of the transportation system and reduce travel delay caused by incidents) the System of Interest is defined by the corridors which have closed circuit video sur-

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veillance capabilities and MDOT operations center coverage. As the coverage expands, this area will be redefined with CMP updates.

### 4. Performance Measures

The use of performance measures to assess the effectiveness and efficiency of the transportation network and of operations has greatly increased in recent years. Rather than using highly technical measures, such as level of service, measures such as speed, travel time, and delay are used to describe mobility and access at various levels, from the entire regional system to particular corridors of significance, and even intersection level.

The GVMC CMP defines performance measures for each of the three objectives as follows:

For Objective 1 (Improve transportation system productivity by addressing capacity deficient miles on the federal-aid system) there will be two performance measures. The primary performance measure will be the total number of capacity deficient miles on the federal-aid network. The second performance measure will be the Vehicle Miles Traveled (VMT) by congestion level.

For Objective 2 (Enhance mobility by reducing overall travel times and delays along “corridors of significance”) there are two performance measures. The first performance measure is the overall level of service for each of the specified intersections within the “corridors of significance.” For an intersection to be selected for further analysis, it would be rated at a LOS of “D” or worse. At LOS there is significant delay experienced. The second performance measure is travel time along identified corridors of significance subdivided by major cross streets.

For Objective 3 (Increase the reliability of the transportation system and reduce travel delay caused by incidents) the performance measure will be the incident clearance times registered by the MDOT ITS Operations Center.

### 5. System Performance Monitoring Plan

Historically, the availability of data has been the greatest challenge when determining if performance measures are meeting their mark. With the advent of ITS technology for freeway and arterial management, detector data is increasingly available for major facilities in many metropolitan areas. The GVMC area is no different. Beginning in 2010, the Grand Rapids metropolitan area will roll out the first of many phases of real time traffic detection. By the time the project is complete, most of the



urban freeways will be instrumented with detection at a minimum of one mile increments. Over time this technology will be placed at strategic locations on many of the area’s major arterial corridors.

The Final Rule on Metropolitan Transportation Planning calls for “a coordinated program for data collection and system performance monitoring to assess the extent of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented

actions.”

Since the mid-1980s when the MPO was known as GRETS, the area has been a leader in the collection and dissemination of transportation-related data. Currently, GVMC maintains a traffic count

database that includes nearly 2,000 locations. Each of the links in the modeled federal-aid network are counted a minimum of every three years.

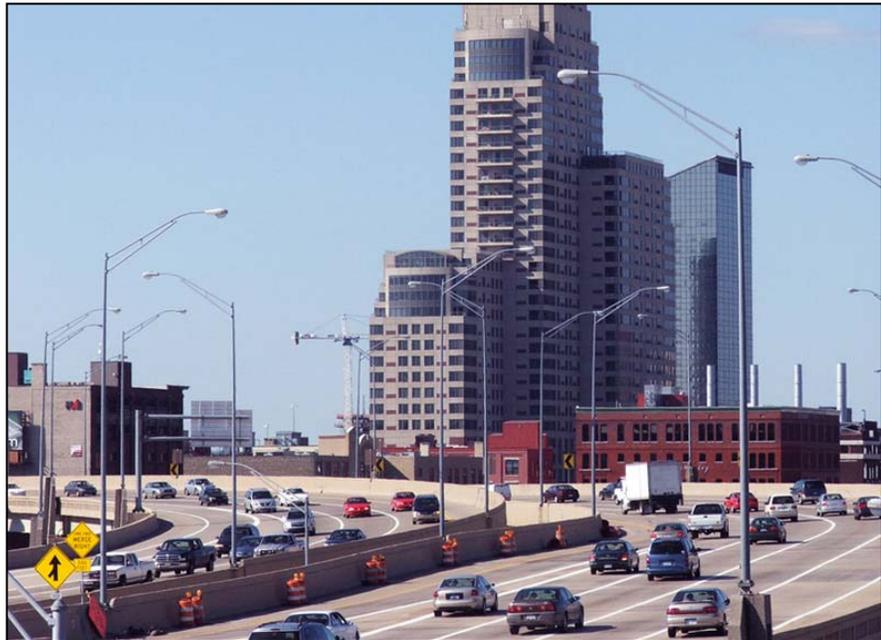
For Objective 1 (Improve transportation system productivity by addressing capacity deficient miles on the federal-aid system) there will be a two-fold approach to the performance monitoring plan. The first step will be to maintain the traffic count database on the entire network. Count data will be collected at each location in the modeled network. Second, GVMC will maintain a transportation travel demand model to project the impact of transportation and development projects on the congestion levels of the transportation system.

For Objective 2 (Enhance mobility by reducing overall travel times and delays along “corridors of significance”) the performance monitoring plan will involve collecting travel times for each of the identified “Corridors of Significance.” In addition, intersections within the “Corridors of Significance” that exceed LOS “D” will be flagged for review. This review will take place as updates are made to the signal progression plans (every 5–7 years). A report will be generated for each MPO Long Range Plan (every 3–4 years) that identifies deficient intersections, efforts made to alleviate congested conditions, and the results of those efforts.

For Objective 3 (Increase the reliability of the transportation system and reduce travel delay caused by incidents) the performance measure will be average clearance times as noted by the MDOT ITS/Operations Center. In the past year MDOT has begun a process where incidents are monitored for clearance time efficiency. Reports are generated monthly that detail detected incidents within view of the camera network available to the center. These reports will be the basis of the monitoring plan. As the camera coverage expands so too will the coverage of the reporting.

## 6. Identify/Evaluate Strategies

Selection of the appropriate performance measures, analytical tools, and available data enables the identification of congested locations. Congestion may be recurring or non-recurring; the CMP should be capable of analyzing both types of congestion. Recurring congestion, which takes place at predictable intervals at particular locations, can generally be traced to a specific cause, such as a physical bottleneck or to conditions such as sun glare. Causes of non-recurring congestion may be more difficult to isolate, and solutions may require non-traditional strategies.



The GVMC CMP provides information about a wide range of congestion management strategies applicable to the Grand Rapids area. Using a CMP “cafeteria plan,” the MPO committees can select the appropriate solution for recurring congested locations.

GVMC CMP strategies include:

- A. Highway Projects
- B. Transit Projects
- C. Intelligent Transportation System (ITS) and Transportation System Management (TSM) Strategies
- D. Transportation Demand Management (TDM) Strategies
- E. Land Development Strategies
- F. Bicycle and Pedestrian Projects
- G. Access Management Strategies

### **A. Highway Projects**

The Long Range Transportation Plan for the area presents the potential highway infrastructure projects that may be applicable for the Grand Rapids area. The regional travel model is the primary analysis tool to assess transportation impacts.

### **B. Transit Projects**

Transit services and infrastructure projects have traditionally been implemented in regions to provide an alternative to automobile travel, potentially reducing peak-period congestion and improving mobility and accessibility for commuters. The new ITP Master Plan, currently under development, will present the transit projects that may be applicable for the area. These projects will tend to reduce system-wide VMT in relatively small increments but do improve corridor and system-wide accessibility, improve roadway travel times, and decrease congestion on the roadway system.

### **C. Intelligent Transportation System (ITS) and Transportation System Management (TSM)**

Intelligent Transportation System (ITS) and Transportation System Management (TSM) strategies have traditionally focused on improving the operation of the transportation system without major capital investment and cost. While ITS strategies may be costly compared to more traditional TSM strategies, their relative congestion reduction impacts can be significant. The CMP Technical Report contains the ITS and TSM strategies that may be applicable for the Grand Rapids area. The strategies identified in that document can build upon current ITS initiatives in the region, such as the traffic signal coordination program

### **D. TDM Measures**

Transportation Demand Management (TDM) strategies are used to reduce travel during the peak commute period. They are also used to help the area meet air quality conformity standards and are intended to provide ways to provide congestion relief/mobility improvements without high cost infrastructure projects. The CMP Technical Report presents the TDM strategies that may be applicable for the region. These strategies can potentially build upon current initiatives being implemented in the region, such as the local ride share program funded through the MPO.

### **E. Land Development Strategies**

Land development strategies have been used in some areas to manage transportation demand on the system and to help agencies meet air quality conformity standards. Land development strategies can include limits on the amount and location of development until certain service standards are met, or policies that encourage development patterns better served by public transportation and non-motorized modes. The Grand Valley Metropolitan Council Blueprint strives to work with local jurisdictions to plan for land development strategies that strike an appropriate balance between land use and transportation.

## F. Bicycle and Pedestrian Projects

Non-motorized modes of transportation, such as biking and walking, are often overlooked as alternatives for alleviating congestion. Investments in these modes can increase safety and mobility in a cost-efficient manner, while providing a zero-emission alternative to motorized modes. The strategies listed can be implemented in the area with relatively little cost, but tend to have local rather than system-wide impacts. The effectiveness of an investment in non-motorized travel depends heavily on coordination with local land use policies and connections with other modes, such as transit, for longer distance travel. Safety and aesthetics should also be emphasized in the design of bicycle and pedestrian facilities in order to increase their attractiveness.

## G. Access Management

Access management is a broad concept that can include everything from curb cut restrictions on local arterials to minimum interchange spacing on freeways. Restricting turning movements on local arterials can reduce accidents and prevent turning vehicles from impeding traffic flow. Similarly, eliminating merge points and weaving sections at freeway interchanges increases the capacity of the facility. The access management strategies listed in the CMP Technical Document are applicable to the area and can be used in either the modification or original design of a facility.

## 7. Implement Strategies/Improvements

This step involves the implementation and management of the defined strategies. GVMC will work closely with its member operating agencies that have participated in the CMP process throughout the implementation of congestion management strategies and activities. It is at this point that information gathered through the CMP process will be applied to establish priorities in the Long Range Transportation Plan and Transportation Improvement Program thereby facilitating the implementation of the congestion management process. This ensures a linkage between the CMP and funding decisions.

### Integration into MPO Planning Process

The GVMC CMP is only one component of the overall metropolitan planning process. It is integrated with the LRTP, Transportation Improvement Program (TIP), Major Investment Studies (MIS), and Corridor Studies through its data and analysis functions. These relationships are summarized below.

#### Relationship to the LRTP

The GVMC CMP is related to the development of the regional LRTP in three ways:

- The CMP provides system performance information which may be used by GVMC staff to identify corridors or segments for detailed analysis in Corridor or Major Investment Studies, as recommended by the LRTP; and
- The CMP Cafeteria Plan provides alternative congestion management strategies for consideration in MIS and Corridor Studies, which ultimately provide recommendations for preferred strategies to be incorporated into the LRTP.
- The CMP provides system performance information for local jurisdictions which sponsor improvements. This information may influence their recommended projects for corporation in the LRTP.

#### Relationship to the TIP

The GVMC CMP is related to the development of the regional Transportation Improvement Program in three ways:

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- The CMP provides system performance information for project sponsors, which may influence their recommended projects for incorporation in the TIP;
- The CMP provides system performance information for use by GVMC in evaluating projects nominated for inclusion in the TIP; and
- The CMP provides information about alternative congestion management strategies considered for SOV capacity projects to be advanced using federal funds.

### Relationship to Major Investment Studies (MIS) and Other Special Studies

The GVMC CMP is related to the development of MIS and Corridor Studies in two ways:

- The CMP provides system performance information which may be used by GVMC to identify corridors or segments for detailed analysis in Corridor or Major Investment Studies; and
- The CMP Cafeteria Plan provides alternative congestion management strategies for consideration in MIS and Corridor Studies. When traffic congestion is referenced in the Purpose and Need statement for a MIS, the MIS should consider the congestion management strategies included in the GVMC CMP Cafeteria Plan as a starting point for the development of alternative strategies. This does not preclude the MIS from considering other strategies that may not be in the CMP Cafeteria Plan, nor does it require that the MIS select a strategy from the CMP Cafeteria Plan as the preferred alternative.

### Relationship to the Regional Intelligent Transportation Systems (ITS) Architecture

All ITS strategies implemented from the CMP Cafeteria Plan will be consistent with the Regional ITS Architecture. GVMC will ensure that both the Regional ITS Architecture and the CMP Cafeteria Plan are reviewed for consistency and reconciled as necessary when either is updated.

### Regionally Significant Projects not in CMP

Occasionally, regionally significant projects on facilities not included on the CMP network are considered for implementation. Due to the fact that all federal-aid urban facilities in the study area are included in the GVMC CMP, only new facilities would fall into the category of regionally significant facilities not in the CMP. In these cases CMP cafeteria options are followed as described below:

An analysis of alternatives, including TDM and TSM, is conducted in the context of a Major Investment Study, Corridor Study or development of a NEPA Environmental Document to develop the preferred strategy for the project;

The development of alternatives for the MIS, Corridor Study or NEPA Document includes a review of the strategies catalogued in the GVMC CMP cafeteria plan;

The documentation of the study describes how the CMP cafeteria plan strategies were addressed in the development of the preferred strategy.

## 8. Monitoring Strategy Effectiveness

GVMC, as administrators of the CMP, will periodically evaluate the effectiveness of strategies identified through the CMP. GVMC will continue to utilize the performance measures developed through the CMP to determine the effectiveness of the selected strategies. In assessing the degree to which the CMP strategies addressed the problems of congestion, GVMC will also examine the issue of how well, and to what extent, the strategies were implemented, and consider factors that may have contributed to the success or failure of the selected projects or programs. This evaluation will take place prior to each full update of the region's Long Range Transportation Plan.

This approach will require a plan to collect pre-implementation data, as well as make preparations for an ongoing monitoring process. This ongoing monitoring should isolate even marginal changes in system performance that may be associated with the improvement.

Based on the feedback from the assessment process, GVMC will make appropriate adjustments. These adjustments may be with respect to the strategies considered, or may reflect back to the performance measures used; the data collection and management component of the process; or the analytical methods and tools applied. The CMP will be subject not only to periodic review, but to a timetable for upgrading the tools and methods to keep pace with current practice.

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## **CMP Capacity Needs Lists**

The full GVMC Congestion Management Process is available in our office or on the [gvmc.org](http://gvmc.org) website. This technical document contains detailed maps, photos, segment data, and preferred alternatives for each road segment addressed in the CMP. The report also contains a list of signalized intersections with capacity-related needs. It is available on the GVMC website.



## Chapter 9: Pavement Management System

For more than 100 years the municipalities in the Grand Rapids metropolitan area have been developing, improving, and maintaining a viable transportation system for the residents and businesses to use for the expressed purpose of efficiently moving people and goods throughout the region and beyond. To assist in the monitoring of the roadway infrastructure, the Grand Valley Metropolitan Council has made a conscious decision to be a national leader in the field of pavement management and was one of the first MPOs in the United States to employ a pavement management system.

### Pavement Management System History

In 1995, a subcommittee of the GVMC Technical Committee was formed to evaluate various needs associated with developing a pavement management system for the area. The PaMS (Pavement Management System) Committee, with the assistance of a consultant, decided that the PAVER system was the most efficient and cost effective platform for the PaMS. PAVER was originally developed by the Army Corps of Engineers, through funding provided by the U.S. Air Force, as an airport runway condition system and later modified to include highway conditions. PAVER measures for 38 unique distress types: 19 for concrete and 19 for asphalt. The PaMS data was gathered over a period of two years. Initial data gathering began in the summer of 1996. The remainder of the network data was gathered in the summer of 1997. Data was updated regularly in order to keep the system current.

A unique aspect of the PaMS development was that each road-providing member was given the opportunity to have data gathered on their local street system at the same cost as was provided to GVMC. In addition, training was provided on the process of pavement condition data gathering and the use of the PAVER software. Funding was allocated through GVMC to provide software, training, and technical support to any local road-provider who would like to include local roads in their surveys. Through participation on the PaMS Committee, a community was given the opportunity to maintain their own database in regard to which roadway segments have had maintenance work implemented. GVMC staff will be responsible for the maintenance of the entire system on an annual basis. Annually, staff gathered maintenance records or PaMS databases from each of the road providing jurisdictions. Then when the PAVER database was updated, new condition information could be derived.

Beginning in 1998 and running through 2005, the GVMC began gathering information on one-third of the system every year, so that the entire functionally classified system will be surveyed at least once every three years. Data was manually collected in the field by consultant staff physically walking each segment and manually measuring distresses. Data was collected at a rate of up to eight miles per day. While this system served its purpose for local members, there were some drawbacks, including cost per mile, which by 2005 had grown to \$235 per mile. Also, data was gathered using a sampling system which reflected about 10 percent of the entire federal-aid network.

### Pavement Condition Index

The data gathered through this process served to identify the PCI (pavement condition index) for every segment of the federal-aid roadway system in the Grand Rapids metro area. The PCI is the basic measurement of the PaMS and gives a relative numeric value from 0 (for a roadway that has reached complete failure) to 100 (for an excellent or new roadway). The numeric score is based on the number and type of cracks and imperfections found by visual surface inspection. To maintain

consistency, the same inspector(s) conducts the inspection systematically under similar conditions on the selected sample units of pavement.

Thresholds were set by the GVMC Transportation Committees to identify roadways that were eligible for resurfacing projects (70 PCI or lower) and reconstruction projects (45 PCI or lower) (see Figure 11).

CONDITION	PCI	GVMC PROJECT ELIGIBILITY	PCI
EXCELLENT	100	ROUTINE	100
VERY GOOD	86		71
GOOD	85		70
GOOD	71	OVERLAY	46
FAIR	56		45
FAIR	55	RECONSTRUCT	
POOR	41		
POOR	40		
SERIOUS	26		
SERIOUS	25		
FAILED	11		
FAILED	10		
FAILED	0		0

Staff generates a master database/list of the PCI ratings for every segment on the network. When the project programming is done in the Grand Rapids area through the development of the Transportation Improvement Program, only segments which qualify based on their PCI can be selected for federal-aid funding. All eligible segments are identified by GVMC staff, and the Transportation Programming Study Group selects which segments will be included in the program.

Figure 11 – Pavement Condition Index (PCI) and MPO Programming Eligibility

## Pavement Management Vehicle

In 2005, GVMC staff began a comprehensive review of the Pavement Management System with a list of goals/issues in mind, including reducing the cost of data gathering for both the federal-aid/MPO network and individual local jurisdictions. Other goals include improving efficiency and flexibility, generating consistent data between jurisdictions, improving safety in the data collection process, and maintaining current management systems. The recommendation by GVMC staff was the purchase of a semi-automated vehicle (about the size of a cargo van) specially equipped to perform pavement management duties. The system that was selected is equipped to produce digital

downward line scan images of the pavement that reveal distresses down to one millimeter in size. Data can be collected at highway speeds up to 65 miles per hour and processed manually in the office on a specially designed computer system. The system also has the ability to collect digital photographs (straight forward and side right-of-way views) every 25 feet of the network. This allows for a wide variety of analysis in a controlled office setting rather than sending staff into the field and exposing them to potential harm. The side right-of-way views allow for the measurement of other roadside assets, including signs, guardrail, non-motorized facilities, utilities, and geometric configuration at sub-meter accuracy.



The ability to collect familiar PAVER data was also cited as an important factor in using the semi-automated vehicle. The vehicle was purchased from a vendor in the Tampa, Florida area. Staff took possession of the van in spring of 2006.

Beyond the safety and other benefits listed above, the benefits of the semi-automated system also included long-term cost effectiveness. Rather than collecting 350 miles per year at \$235 per mile, upwards of 4,000 miles could be collected annually at costs of less than \$100 per mile. The projected savings for member agencies amounted to approximately \$75,000 per year on the local road system. The quantity of data processed has also changed greatly as previously, data was collected at eight miles per day. The semi-automated system collects up to 50 miles of data a day and the data can be processed in the office at a rate of six to eight miles per hour. Most importantly, 4,000 plus miles of the roadway system (federal-aid and local) can be surveyed in a given year.

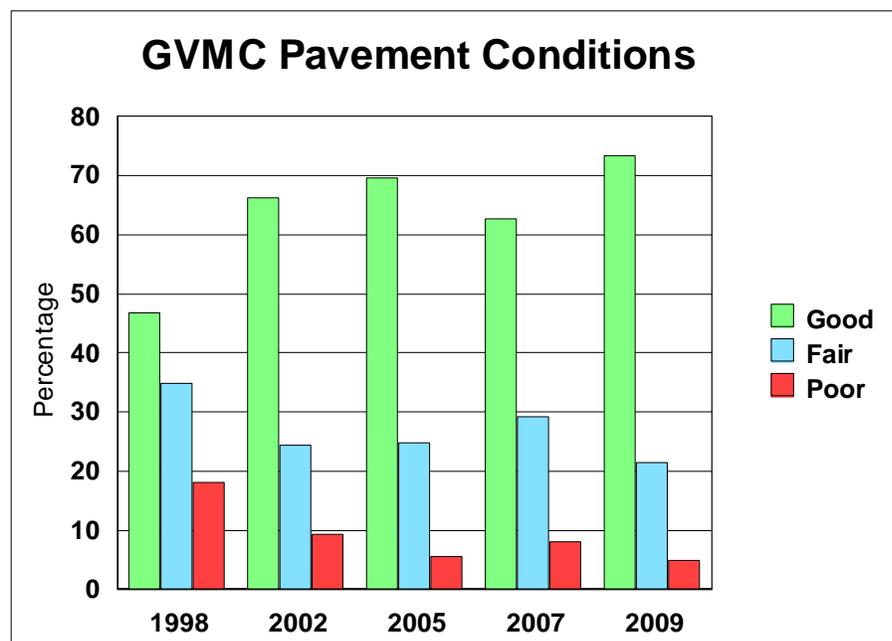


Figure 12 summarizes recent pavement condition information for GVMC. Map 8 depicts the PCI rating for the federal-aid system. The GVMC Pavement Management System will continue to be an invaluable tool for managing and keeping a close inventory on pavement conditions throughout the metropolitan area. The PaMS will provide local decision makers with the data necessary to make well-informed decisions on roadway condition improvements.

**Figure 12 – GVMC Pavement Conditions 1998-2009**

Pavement Condition Comparison 1998-2009				
PCI	1988	2002	2005	2009
71-100	46.87%	66.37%	69.65%	73.46%
41-70	34.97%	24.34%	24.74%	21.56%
0-40	18.16%	9.29%	5.61%	4.98%

## Pavement Infrastructure Need

Recently, the GVMC PaMS committee has been working on a plan to maximize the use of all available funding that comes to this area for the purposes of maintaining and, where possible, improving the system. The goal of this effort was to determine the absolute need for maintaining the system at various levels of condition for the next 25 years.

Currently, 36 percent of the entire non-trunkline (all the roads maintained by jurisdictions other than MDOT) federal-aid system in the GVMC area is in poor condition. If the current investment levels and trends are continued through 2035, 58 percent of the system is projected to be in poor condition.

To maintain the system in its current state, it is estimated that the investment in the system will need to nearly double to \$21,500,000. To get the system up to a 90 percent overall good or fair condition, which is considered somewhat less than ideal, it will require an investment of triple the current investment, or \$33,000,000 per year. (See Figure 13)



## Value of the Federal-aid System

If the local federal-aid system were in pristine condition, it would be worth an estimated \$3.15 billion. In its current condition, the system is worth an estimated \$1.92 billion. If current investment trends are continued into the future, by 2035 the system will have lost in excess of 60 percent of its estimated asset value to this community. This \$1.9 billion loss is on top of the estimated \$275 million that is projected to be invested over the next 25 years, so the total loss to the system is in excess of \$2 billion, as shown in Figure 13.

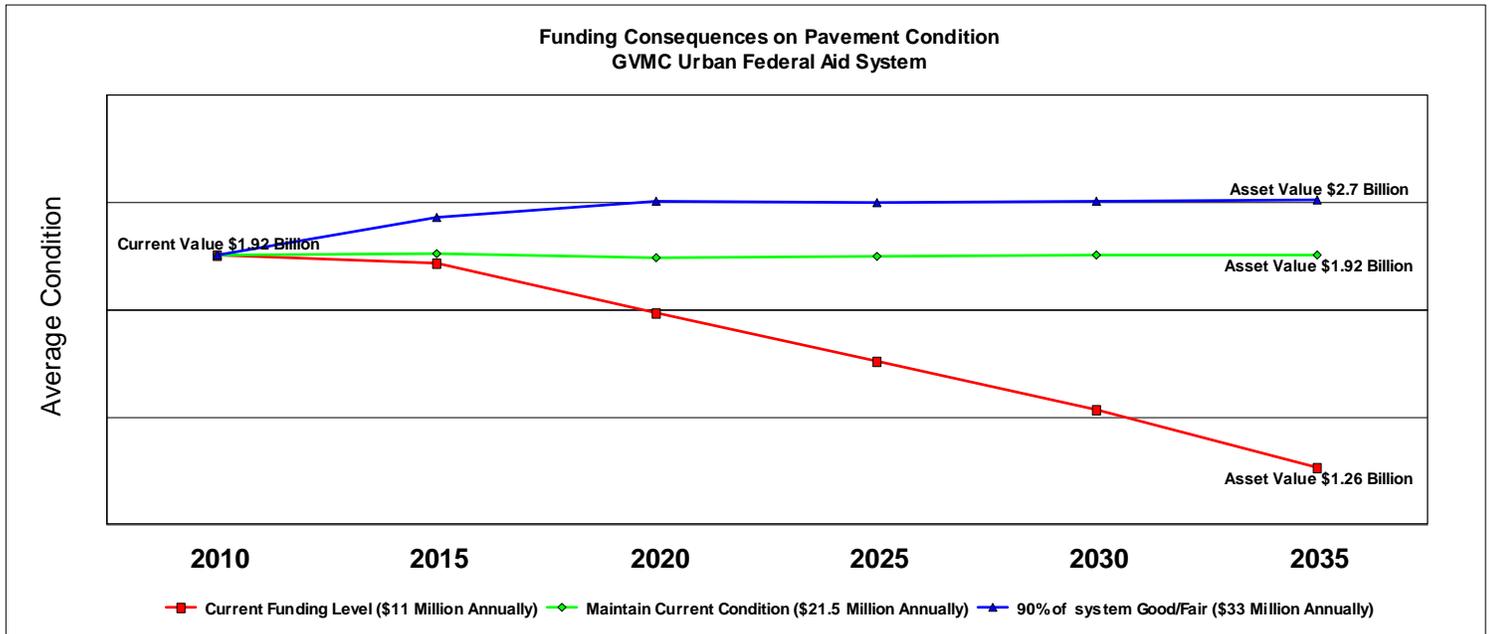


Figure 13 – Funding Consequences on GVMC Pavement Condition

## Chapter 10: Transit & Transportation Demand Management (TDM)

### Transit History in Grand Rapids

Grand Rapids has a long history of public transportation dating back over 130 years. The earliest years consisted of horse-drawn carriages that began in the mid-1870s. Public transportation eventually evolved into a comprehensive electric interurban streetcar system beginning in the early 1890s that became the pride of the city and represented the “glory years” of transit in Grand Rapids. Nevertheless, certain federal, state, and local policies dating back to the end of WWII culminated in the significant and widespread disinvestment of U.S. cities and transit infrastructure. Consequently, both the



investment in public transportation and corresponding ridership began to decline dramatically. Grand Rapids was no different; the streetcar system was converted to rubber-tired buses by 1935. In order to maintain public transit services that had historically been operated by private companies, the Grand Rapids Transit Authority was formed by the City of Grand Rapids in 1963. The Grand Rapids Transit Authority leased assets from Grand Rapids City Coach Lines (CCL), a private management company, and retained them to manage and operate the transit system. Nevertheless, by the mid-1960s the Grand Rapids Transit Authority experienced a significant decline in both passengers and revenues, as did most transit systems in the country. By 1968, the City of Grand Rapids began underwriting the area’s transit system with payments in order to keep the essential transit services alive. The State of Michigan began offering financial operating assistance to the City for the operation of the transit system in 1972 and the Federal government followed suit beginning in 1974.

In July 1978, the Grand Rapids Area Transit Authority (GRATA) was created in an effort to provide effective cross-jurisdictional public transportation services. GRATA was a voluntary association of local governments established to provide public transportation services to the cities of East Grand Rapids, Grand Rapids, Grandville, Kentwood, Walker, and Wyoming and the townships of Byron and Gaines. Service was also provided on a contract basis to the townships of Ada, Alpine, Cascade, and Plainfield.

In January, 2000, the Interurban Transit Partnership (ITP) was formed by the cities of Grand Rapids, East Grand Rapids, Grandville, Kentwood, Walker and Wyoming under Act 196 of the Public Acts of the State of Michigan. The creation of ITP allowed for the expansion of public transportation in the Grand Rapids area. Shortly after incorporating under Act 196, ITP chose the name *The Rapid* to distinguish the services it provides and promote easier identification of a transit service “brand-name.” Act 196 allows *The Rapid* to ask voters for a millage election to support the funding of public transportation. On April 11, 2000, a 0.75 mill millage election was successfully passed by a 65% (2 to 1) margin. The result was the implementation of a six-point improvement plan in the six cities beginning in October 2000.

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

In November 2003, voters in the six-city region passed an increase in the mill-rate for *The Rapid*. The new 0.95 millage rate replaced the pre-existing 0.75 rate approved by voters in 2000. The 0.2 mill increase covered decreased State Operating Assistance and generated revenues that were invested in modest service enhancements. These service improvements included frequency improvements, additional evening service, and additional weekend service.

*The Rapid* embarked on a Comprehensive Operational Analysis (COA) of The Rapid's services beginning in May 2005. The product of the COA was both a Phase 1 (near-term) and a Phase 2 (short-range) implementation plan. The Phase 1 plan was designed to provide *The Rapid* with an efficient base transit system from which to continue to improve service levels and performance in the near future with little cost increase. The Rapid Board implemented the Phase 1 improvements, with enhanced services coming into effect in May 2007.

The Phase 2 plan was designed to build upon the Phase 1 plan and included expanded system area coverage. In addition to service alignment and service level improvements, transit passenger facility improvements were included to improve system attractiveness and ease of system use. Phase 2 required an additional \$2,246,219. Therefore, in May 2007, *The Rapid* Board went to the community with a millage renewal request that included a 0.17 increase in the current 0.95 property tax millage to pay for the Phase 2 improvements. The millage was approved by the area voters and improvements were implemented in August 2007.

As a result of continued investment in public transit services, infrastructure, and passenger amenities, *The Rapid* continues to out-pace most transit systems in the United States with a substantial growth in ridership. FY 2010 ridership (9.7 million rides) has increased 131% since *The Rapid* was formed in FY 2000 (4.2 million rides).

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## Description of Existing Service, Travel Demand Management Strategies & Special Projects

### The Rapid Transit Master Plan (TMP)

A **Transit Master Plan**, or TMP, is a comprehensive, 20-year plan that guides the future development of The Rapid transit system, primarily for its current service area of the cities of East Grand Rapids, Grand Rapids, Grandville, Kentwood, Walker and Wyoming.

The plan also helps The Rapid understand how our system stacks up against those of comparable cities, identify what we can learn from those systems, ways we can enhance our transit system and services, and how we can improve service, attract and retain riders, increase efficiencies, and lower costs based on peer best practices.

Three scenarios were developed varying in scope of transit investment and cost, with Scenario A being the least aggressive and Scenario C being the most aggressive. Based on the responses from the public and the Mobile Metro 2030 Task Force (MMTF), which assisted in the development of the TMP, the Project Team developed a "Preferred" Scenario that matches the vision of Scenario C but at a cost closer to Scenario B. The "Preferred" Scenario incorporates the span of service improvements from Scenario A, most of the frequency improvements from Scenarios A and B, develops Bus Rapid Transit on The Rapid's two most successful transit corridors and includes the full Regional Express Bus program from Scenario C as well as a Modern Streetcar starter network that would connect the West Side, downtown Grand Rapids and Medical Mile, laying the foundation for future streetcar expansion projects (West Grand, East Grand Rapids). The "Preferred" Scenario would also include improvements to the Go!Bus system, including extension of Go!Bus service to new service areas, development of an Accessibility Improvement Plan, and same day booking service (subject to space available). In presenting the recommendation on behalf of the Task Force, Bob Roth, president of RoMan Manufacturing and Chair of the MMTF urged the Board to adopt the "Preferred"

Scenario and encouraged them not to lose sight of the vision in Scenario C so that additional projects could be reincorporated at a later date.

Both the annual 2030 operating and maintenance costs and the aggregated FY 2011-2030 capital cost for the “Preferred” Scenario are roughly double today’s costs after adjusting for inflation. Fortunately, the millage would not have to double. Since some of the new services and service improvements would occur outside current Rapid boundaries, they would be funded as contracted services. The State of Michigan is also considering an increase in the motor vehicle fuel sales tax, from 19 to 27 cents per gallon, and some of that increase could help supplement local transit funding. Any remaining deficit would need to be funded through local sources, either as millage or as local contributions for the streetcar services. Without these additional contributions though, the “Preferred” Scenario would require an increase in the local millage rate from 1.12 mills to approximately 2.00 mills.

A more detailed description of the service improvements incorporated in the TMP may be found on The Rapid’s website.

### **Fixed-Route Services**

The Rapid currently operates 28 fixed-routes that provide service to the Grand Rapids Area serving the cities of Grand Rapids, East Grand Rapids, Grandville, Kentwood, Walker and Wyoming and the townships of Byron, Gaines, Cascade and Alpine. The Rapid’s fixed-route system is currently a radial system with three cross-town routes; the radial hub for routes is Rapid Central Station in downtown Grand Rapids. The Rapid also operates service out to Grand Valley State’s Pew Campus in Allendale and runs circulator fixed routes in the Allendale area. Service frequencies are 15–30 minutes during weekday peak hours (6:15 AM – 8:45 AM and 3:45 PM – 6:15 PM) and 30–60 minutes during off-peak hours.

### **Aquinas College, Calvin College and Kendall College Service**

Aquinas College and Calvin College subsidize their student's fare when riding The Rapid. The student pays a reduced fare and the college is billed the difference between the student payment and the full student fare price of 90-cents. Kendall College provides a semester pass to its students, and compensates The Rapid at the student rate of 90-cents a ride.

### **Spectrum Health**

In 2007, Spectrum Health began a program where their staff can ride for free on The Rapid’s fixed route bus system by showing their ID badge. Spectrum Health reimburses The Rapid at a contract rate based on the previous year’s ridership. In FY 2010, there were 57,718 rides taken by Spectrum employees in this program.

### **The Rapid Specialized Services**

*The Rapid*, in its role as regional coordinator for specialized transportation service, receives an annual allocation from the State of Michigan for Specialized Services Operating Assistance. Specialized Services Operating Assistance funds are used by human service agencies to provide demand response service that is beyond The Rapid’s service area and/or hours.

The Rapid brings these human service agencies together on a bi-monthly basis to assist them in the coordination of service, to help prevent duplication of service, and to share information.

Six agencies receive funding under this program. Hope Network, which is the second largest provider of transportation in the MPO, offers transportation for persons with disabilities. Hope Network operates 120 vehicles per day, with approximately 60 buses operating in Kent County. In 2009, Hope Network provided 249,472 trips and served 4,314 individuals throughout Kent County. Other transportation providers that receive funding under this program include the American Red Cross,

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

which provides transportation to medical services for seniors and persons with disabilities. The Area Community Service Employment and Training Council (ACSET) offers transportation to seniors and persons with disabilities for their clients at their site in Cedar Springs. Senior Neighbors offers transportation for seniors at their sites in Sparta, Lowell and Grandville. Goodwill offers transportation for persons with disabilities for employment purposes, and Community Mental Health provides funding for mental health transportation services throughout Kent County.

### **Paratransit Service**

The Rapid provides GO!Bus service to seniors and persons with disabilities who meet the Americans with Disabilities Act (ADA) guidelines. This service operates door to door on advance reservations and offers wheelchair lift equipped vehicles. The GO! Bus service area includes the entire fixed-route service area and is also offered by contract to eligible residents of Ada and Cascade townships as well as parts of Alpine, Byron and Gaines Townships that are outside the ¾ mile ADA transit zone and under contract with The Rapid.

The Rapid manages and oversees GO!Bus, including user eligibility, trip reservations, scheduling, and service monitoring. Trip delivery is competitively procured every three to five years. However, the 70 vehicles are provided by The Rapid. The fleet of GO! Bus vehicles are made up of cutaway buses. The current provider of trip delivery for GO! Bus is MV Transportation.

### **Supportive Housing Program (SHP) and GAP Program**

The City of Grand Rapids contracts with The Rapid to provide transportation service for homeless persons participating in the Homeless Assistance programs. The GAP Program is basically for persons who fall through the cracks (or gaps) in assistance available. GAP supplies service to area churches and shelters, while the SHP Program is for individuals and families in Transitional Housing and emergency shelters. The Rapid has a contract to provide the following:

1. Mobility assessment, training and coordination
2. Bus tickets and passes

### **Community Mental Health**

Kent County Community Mental Health Department (CMH) contracts with The Rapid to provide transportation services for persons with mental or developmental disabilities.

### **Travel Training**

The Rapid offers the Travel Training Program that teaches individuals with disabilities to ride public transportation independently. The training process includes a series of steps which include close instructor assistance at the beginning with gradual fading assistance as the student demonstrates readiness. Participants generally include persons with developmental disabilities. The training includes route training, landmark identification, appropriate social behavior, safety and emergency training, parent, guardian, and case manager consultation, street crossing, stranger awareness, and follow-up training. Travel training is available to other groups such as senior citizens and refugees relocating to the area as time is available.

### **RideLink**

RideLink is a collaboration between five providing agencies (Hope Network of West Michigan, Red Cross, Senior Neighbors, United Methodist Community House and ACSET) to provide low cost shared rides to persons age 60 and older throughout Kent County. The Rapid operates the call center and schedules the trips with the area providers. The program is monitored by the Area Agency on Aging of West Michigan since the majority of the funds used to provide the service come from the Kent County Senior Millage.

## Business Transportation Services

The Rapid has provided assistance to individuals and employers in arranging shared ride transportation through the Business Transportation Services since 1990. Business Transportation Services includes rideshare, carpooling, and GreenRide programs. Cumulatively, The Rapid's rideshare program reduces 11 million miles traveled annually. Furthermore, The Rapid continues to complete outreach to area employers and represents The Rapid at area employer fairs and other events.

The Rideshare program includes carpooling, vanpooling and any other sustainability-based program that helps remove single occupant vehicles from the roads. Currently, The Rapid has twenty-one (21) RapidVan vanpools in operation. The 21 vans in operation save 850,000 vehicle miles traveled annually.

The carpool program is enhanced by the GreenRide online carpool matching program. GreenRide software is online-based and provides immediate, confidential carpooling results to registrants. The more user-friendly and comprehensive software has resulted in The Rapid's carpooling program growing to over 6,000 registrants, which is more than double its previous size. The GreenRide program also has an employer component that allows area companies to sign up for a separate portal allowing their employees to only ride with each other. Spectrum Health, Farmers Insurance, Hawthorth, Perrigo, Amway, Grand Valley State University and Grand Rapids Community College are currently in the employer program. The employers pay a \$500 fee to The Rapid annually to help offset website expenses.

The Rapid is also pursuing the creation of a local employer transportation association, The Rapid's Employer Connection (TREC). The purpose of this new body will be to keep local employers informed about transportation options through The Rapid and provide incentives for employers and their employees to find alternatives to the single occupancy automobile. The Rapid is currently surveying local employers about what they would like to see in such a group and plan to launch it early in 2011.

## Grand Valley State University Service

The Rapid first entered into contract with Grand Valley State University for the provision of transit route service beginning in August 2000. The services that The Rapid provides are as follows:

- **Campus Connector:** This is a limited-stop, fixed-route bus providing connections between the GVSU Allendale and Downtown Campuses. The Campus Connector route has proved to be so successful that the service frequency has had to be continually upgraded. In FY 2001, the route operated every 30 minutes. Because of overcrowding, the frequency of service has continually been upgraded to the point where, in FY 2010, the frequency of service was improved to every 7–8 minutes.
- **GVSU Health Sciences/DASH to the Hill Shuttle:** The former DASH to the Hill route was modified effective in August 2003 to also serve the GVSU Center for Health Sciences Building on Michigan Avenue. Service operated every four to seven minutes on weekdays.
- **Off-Campus Apartment Shuttles:** The Rapid operates two circulator shuttle fixed routes that operate between GVSU's Pew Campus and the off-campus apartments.

The Rapid also provides GVSU students, staff and faculty up to 1,000 free rides/day on the remainder of its fixed route system. They ride free on all GVSU purchased routes. In FY 2010, there were 2,686,290 rides taken on the GVSU purchased routes.

## Grand Rapids Community College

The Rapid operates a downtown circulator shuttle between Grand Rapids Community College's two downtown campuses. All GRCC students, staff and faculty can ride free on the route. In FY 2010, there were 89,174 rides taken on this route.

### Bus Rapid Transit System Update

Since the original publication of the Long Range Transportation Plan, the Federal Transit Administration (FTA) has announced their approval of the Grand Rapids South Corridor Bus Rapid Transit (BRT) project proposal. The project has been determined by the FTA to meet criteria to advance into project development. Specifically, the project calls for the development of a Bus Rapid Transit system in the South Division Corridor. The project will serve the Division Avenue corridor from 60th Street to Wealthy Street as well the Saint Mary's campus, Michigan Hill Medical Corridor, downtown Grand Rapids and Rapid Central Station. The project length is 9.6 miles, with 18 transit stations. A total of 10 hybrid electric low floor buses would be required providing a service frequency of 10 minutes during peak and 15 minutes off peak. The total projected cost is estimated to be approximately \$40 million (80% Federal, 20% State match. The operating funds are expected to be locally funded through a millage). Construction of the BRT system is estimated to begin in late 2011 or early 2012 with a target public opening in 2013 or early 2014. With FTA approval, the BRT project has moved from the illustrative list of the 2035 LRTP and is included as a project.

### Streetcar Update

From 2003 to 2007, ITP/The Rapid conducted an Alternatives Analysis in order to implement high capacity transit in Grand Rapids. The Rapid's Alternatives Analysis identified two projects that formed a "first steps" strategy. One "first step" project identified was the South Division Bus Rapid Transit (BRT) project. The second project identified was a downtown streetcar circulator, just under two miles in length and located in downtown Grand Rapids. A study body, the Public Transportation Tomorrow (PTT) Task Force, was formed comprising of community leaders under the aegis of *The Rapid*. The Task Force undertook a study to determine the feasibility of a streetcar system in greater Grand Rapids. In June 2008, The Rapid approved the Feasibility Report as recommended by the PTT. The Report reviewed ridership potential, development potential, and possible alignments and destinations that might need to be served by such a system. Additionally, the Report identifies the need for the construction of the first segment of a streetcar system in Grand Rapids under a public/private partnership process, much like the Portland model. The Report also identified the first alignment, the cost and the economic development potential of the service, ridership projections, as well as a timeline for construction based upon a financing model. A Streetcar Nonprofit Committee operating under a Non-Profit organization continues to oversee the activities related to funding and construction of the initial 1.7-mile corridor as well as future extensions. In 2011, The Rapid will be conducting environmental analysis and further technical assessment of the Streetcar route based upon the recommendations of the completed Feasibility study.

### Amtrak Rail Relocation/Station Improvement

The existing Grand Rapids Amtrak Station is located in the northeast quadrant of the intersection of Market Street and Wealthy Street in southwest Grand Rapids. This location has served Amtrak's *Pere Marquette* Line for over 20 years. However, there are two disadvantages with this existing location. First, when passengers are boarding or alighting, either Market Street or Wealthy Street (or both) are blocked. As the morning train is scheduled during the rush hour, significant traffic delays occur. Second, after passengers alight at night, the train must be repositioned near Ann Street, three miles from the station. The train is cleaned and stored overnight at the Ann Street location. Repositioning adds cost of both labor and fuel to the operation of the *Pere Marquette* Line.

Opening of Central Station by The Rapid, the local transit agency, created an opportunity to relocate the Amtrak Station to just south of Central Station. Central Station is already intermodal with local bus routes and regional buses. Relocation of the Amtrak Station will add regional rail to the intermodal menu. In addition to the intermodal benefits (including passengers being able to reach the Amtrak Station by local bus instead of driving to the station), the location would not block any traffic when passengers are boarding or alighting, and the train can be stored at the new location, saving

crew time and fuel. The new location also will allow for an electric power hook-up for the train so that the diesel engine does not need to run to supply electricity for cleaning at night.

The total estimated cost of this Project is \$4,259,000. The Federal Railroad Administration (FRA) grant provided for this project is \$3,800,000, or 89.2228 percent, of the total cost, while the remaining match by The Rapid is an in-kind land contribution. In addition, The Grand Rapids Downtown Development Authority (DDA) has provided \$850,000 to purchase two parcels and build a new station at the new location close to the Central Station. For additional information about passenger rail and the station relocation see Chapter 11.

## Chapter 11: Rail Transportation and Freight

There are approximately 3,600 total miles of active railroad lines in the State of Michigan. Freight service is provided by four Class I railroads—Canadian National (CN), Canadian Pacific (CP), CSX Transportation, and Norfolk Southern (NS)—and 24 regional or shortline railroads. Passenger service is provided by Amtrak on 521 of the total miles of railroad.

Approximately 2,990 miles (83%) of railroad lines in Michigan are owned by private freight railroad companies, 530 miles (15%) are owned by the State of Michigan, and 80 miles (less than 1%) are owned by Amtrak. The state owned lines are mostly light density lines in northern Michigan purchased from Penn Central to avoid rail abandonments that would have left some regions of Michigan without any rail service. These lines are operated primarily by shortline railroads and haul natural resource products, agricultural, and other products, in the affected regions. These rail lines, purchased during 1970-1980, are, for the most part, subject to mandatory divestiture policy by state statute. The objective of the policy is to return the lines to the private sector.

The Grand Rapids Metropolitan Area is fortunate to have six freight rail companies—Grand Rapids Eastern Railroad (GRE), Marquette Rail (MQT), CSX Transportation, Mid-Michigan Railroad (MM), Grand Elk Railroad (GDLK), the Coopersville and Marne Railroad—and one passenger rail option, the Amtrak *Pere Marquette*. There are approximately 128 miles of operational track in the metropolitan area. However, several major corridors have been abandoned within the past decade and have been converted for use by non-motorized travel (rail-trails) (see Map 13).

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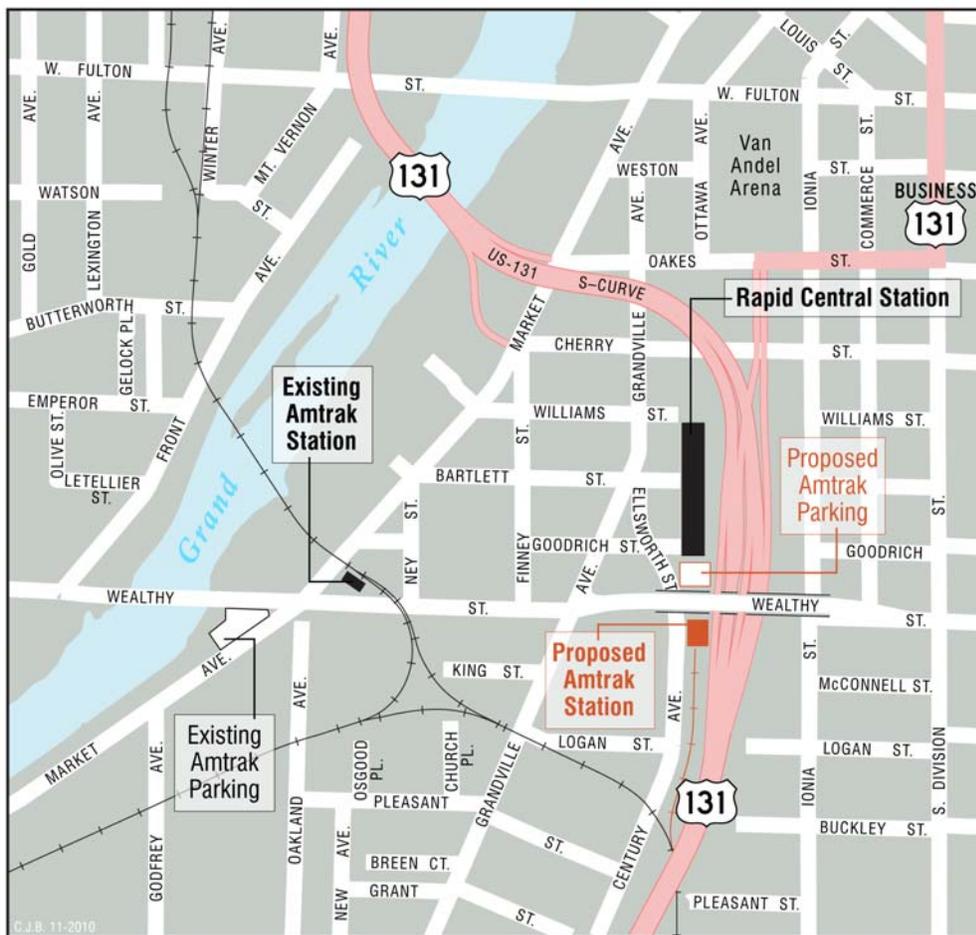
### Passenger Rail – Amtrak *Pere Marquette*

There are currently three passenger rail routes in Michigan: the *Wolverine* (Chicago-Detroit/Pontiac), the *Blue Water* (Chicago-Port Huron), and the *Pere Marquette* (Chicago-Grand Rapids). Refer to Map 10 for the Michigan Intercity Passenger Rail System. Michigan passenger rail service is provided by the National Railroad Passenger Corporation (Amtrak), which was created by the passage of the National Railway Passenger Service Act by Congress in 1970. Thirteen states, including Michigan, contract with Amtrak for the operation of trains to supplement the national Amtrak network, extending passenger rail service and/or increasing frequencies on national routes. This operating assistance helps to provide some of Michigan's heaviest travel corridors and population centers with intercity passenger rail service.

The *Pere Marquette* passenger rail service, which runs roundtrip between Grand Rapids and Chicago seven days-a-week, celebrated its 25th anniversary in 2009. Like the *Blue Water*, the *Pere Marquette* is operated by Amtrak at the request of the State of Michigan, which provides an operating subsidy for service. Between Fiscal Year (FY) 2004 and 2006, the Amtrak operating subsidy provided by the State of Michigan was \$7.1 for both the *Blue Water* and the *Pere Marquette*. However, between FY 2006 and 2009, the operating subsidy hovered at around \$6.2 million annually, a 12 percent decrease from previous contract years. Despite the subsidy decrease, Amtrak state supported routes continued to experience increases in ridership and revenues. In 2010, nearly 102,000 people rode the *Pere Marquette*, a slight dip from 2009 that may be attributed to ending service to and from New Buffalo along the line (see Figure 14). The route showed a 3.3% increase in ticket revenue from the previous year (see Figure 15). An \$8.2 million operating subsidy is estimated for FY 2010 for both the *Pere Marquette* and the *Blue Water*. It is hoped that continued Michigan Department of Transportation funding, through the state legislature, will provide for a better and more viable national passenger rail system.

The *Pere Marquette* operates over rail lines owned by CSX, as is typical of most Amtrak operations throughout the nation. The freight railroads used by Amtrak generally allow maximum speeds of 65-79 mph. Freight railroad ownership of the rail lines with the resulting control of dispatching duties has caused problems with on-time performance of passenger trains. Michigan's peninsular geography also poses challenges for railroad economics (both passenger and freight), since most of the rail lines must be supported by traffic originating or terminating in Michigan.

The *Pere Marquette* in Grand Rapids is currently located at the corner of Market and Wealthy Streets; however ITP/The Rapid is slated to include the Amtrak Station as part of their intermodal transportation center, Rapid Central Station. In 2007, ITP/The Rapid purchased several parcels south of Rapid Central Station for the station relocation; and then in 2009, Congressman Vern Ehlers assisted in securing \$3.8 million in an appropriations bill. Those grant funds have been secured from the Federal Railroad Administration by MDOT and will be used to build a new 1,700-foot rail spur connecting from the existing CSX mainline to what is now a commuter parking lot south of Rapid Central Station. In November 2010, the Grand Rapids Downtown Development Authority approved an \$850,000 outlay to ITP/The Rapid to pay for design and construction of the station and platform, and for additional property acquisition. The new station will allow Amtrak to store its trains on-site at Rapid Central Station and is estimated to reduce the arrival trip time by 5 to 7 minutes. Design and construction of the new spur and station is expected to take between 12 and 18 months and may be complete as early as mid-2012. This new rail spur should be constructed so as not to preclude possible future connections to the Grand Elk line south to Kalamazoo to connect to the developing Michigan high speed rail corridor.

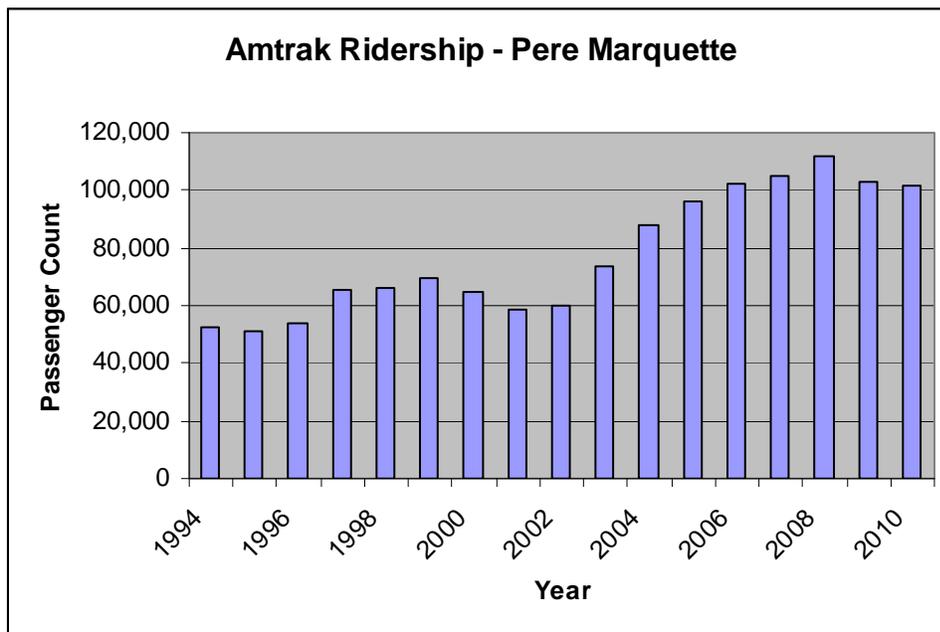


Map 9 – Proposed Amtrak Station Map

## WESTRAIN

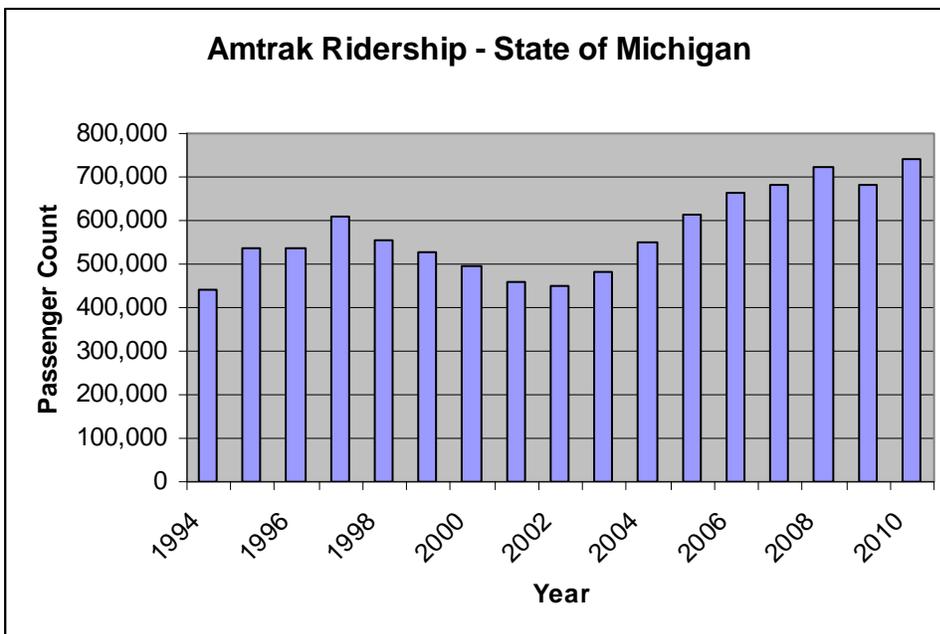
Passenger rail issues are currently being studied by the WESTRAIN Collaborative. The WESTRAIN Collaborative is a group of agencies working to further rail issues in West Michigan. Members include the Michigan Department of Transportation, the Grand Valley Metropolitan Council, the Macatawa Area Coordinating Council, the Grand Rapids Area Chamber of Commerce, the Holland Chamber of Commerce, the Cornerstone Alliance in St. Joseph, and the Southwest Michigan Planning Commission. The focus of WESTRAIN is to secure and maintain passenger rail service from Grand Rapids to communities along the *Pere Marquette* line to Chicago, Illinois and beyond. During Amtrak budget cuts in 1995, service on the *Pere Marquette* line serving Chicago was cut to Thursday through Sunday. The WESTRAIN Committee was instrumental in

lobbying MDOT and Amtrak to restore daily service on the *Pere Marquette*.



Upper Left: Source: Michigan Department of Transportation

**Figure 14 – AM-TRAK Ridership *Pere Marquette* Line 1994-2010**

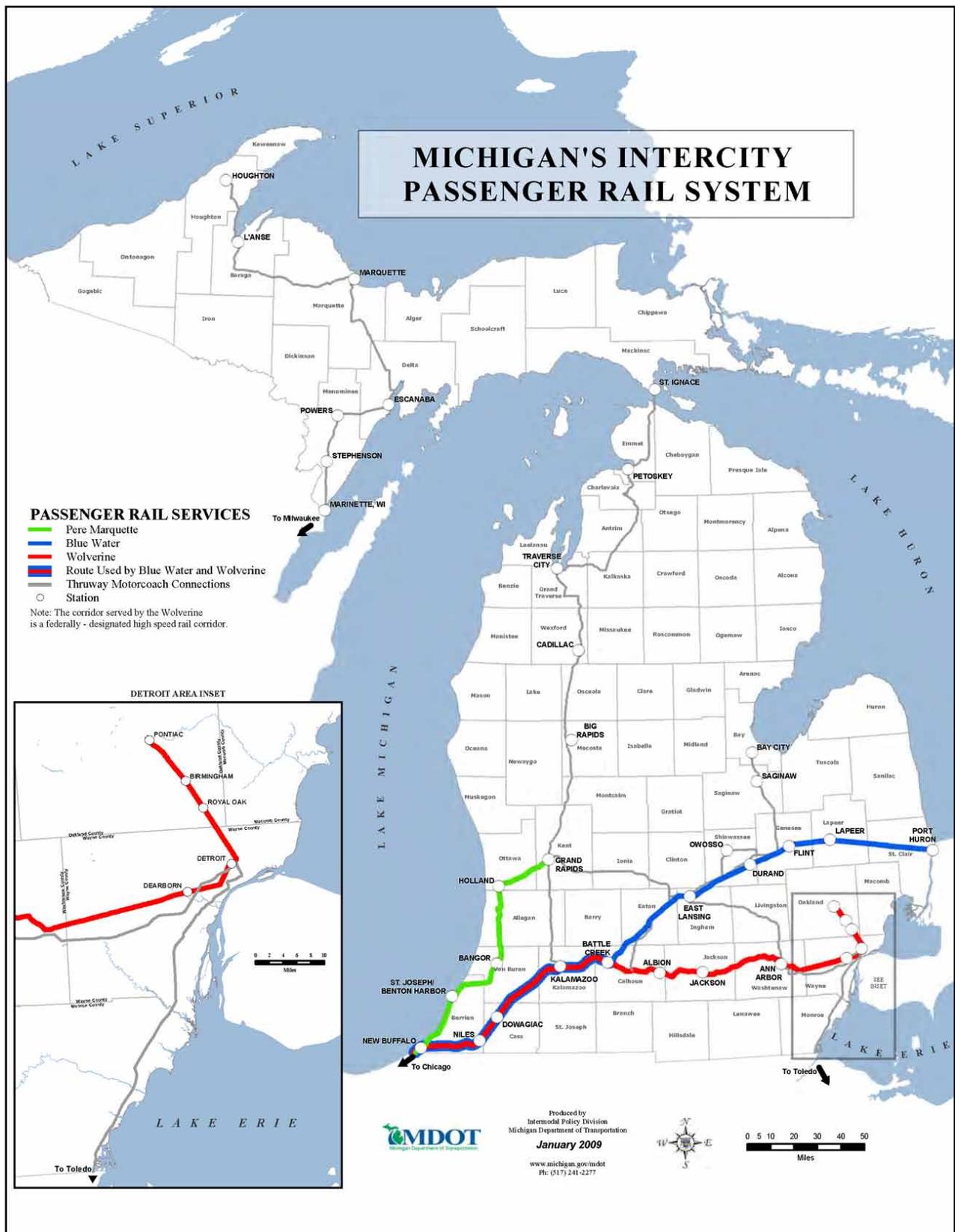


Lower Left: Source: Michigan Department of Transportation

**Figure 15 – AM-TRAK Ridership State of Michigan 1994-2010**

The WESTRAIN Collaborative has also worked closely with Amtrak on a number of initiatives to increase awareness of and traffic on the *Pere Marquette* rail line. Utilizing special promotions, giveaways, and other marketing strategies, WESTRAIN serves to continue to help attract new riders to the passenger rail experience.

In 2007 the WESTRAIN Collaborative, in conjunction with Amtrak and the City of Grand Rapids, completed minor maintenance and renovations to the Market Street Amtrak station. A \$50,000 grant from the Michigan Department of Transportation provided funds to update the exterior of the station, including the addition of a secure flagpole, new pavement and striping, increased outdoor seating, new paint, new security fencing for the propane tank, and a new illuminated clock in the building's cupola. These minor improvements are important maintenance for the *Pere Marquette* line facility which saw over 101,000 passengers in 2010.



Source: Michigan Department of Transportation

Map 10 – Michigan Statewide Intercity Passenger Rail Routes and Stations

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## Midwest Regional Rail Initiative

The Midwest Regional Rail Initiative (MWRRI) is a cooperative effort between Amtrak, the Federal Railroad Administration, and nine states—Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin—to develop an improved and expanded passenger rail system in the Midwest (see Map 11).

In September 2004, MWRRI released a report conducted by their consultant, Transportation Economics & Management Systems, Inc., which outlines a new vision for passenger rail travel in the Midwest. This vision is a transportation plan known as the Midwest Regional Rail System (MWRRS), a 3,000-mile rail network serving nearly 60 million people.

MWRRS would operate as a hub-and-spoke system providing through-service in Chicago to locations throughout the Midwest. Trains operating at speeds up to 110 mph would link Chicago with Milwaukee, Madison and Minneapolis; Des Moines and Omaha; St. Louis and Kansas City; Indianapolis and Cincinnati; Grand Rapids and Detroit; Toledo and Cleveland; as well as many smaller cities and towns. Increased speeds and service efficiencies would reduce travel times dramatically. The Chicago-Detroit trip, for example, would drop from the current five hours, thirty-six minutes to less than four, Chicago-Twin Cities from the current eight plus to less than six, and St. Louis-Kansas City from five hours, 40 minutes to just over four hours. The nearly eight-plus-hour Chicago-Cincinnati trip would be cut in half.

These efficiencies would be achieved through state-of-the-art train communication and control systems, highway/railroad grade crossing safety enhancements, and rehabilitation of existing and construction of new track and sidings. In addition to travel time reductions, the system would feature additional frequencies—as many as 17 daily roundtrips between Chicago and Milwaukee (including Amtrak's current long-distance trains).

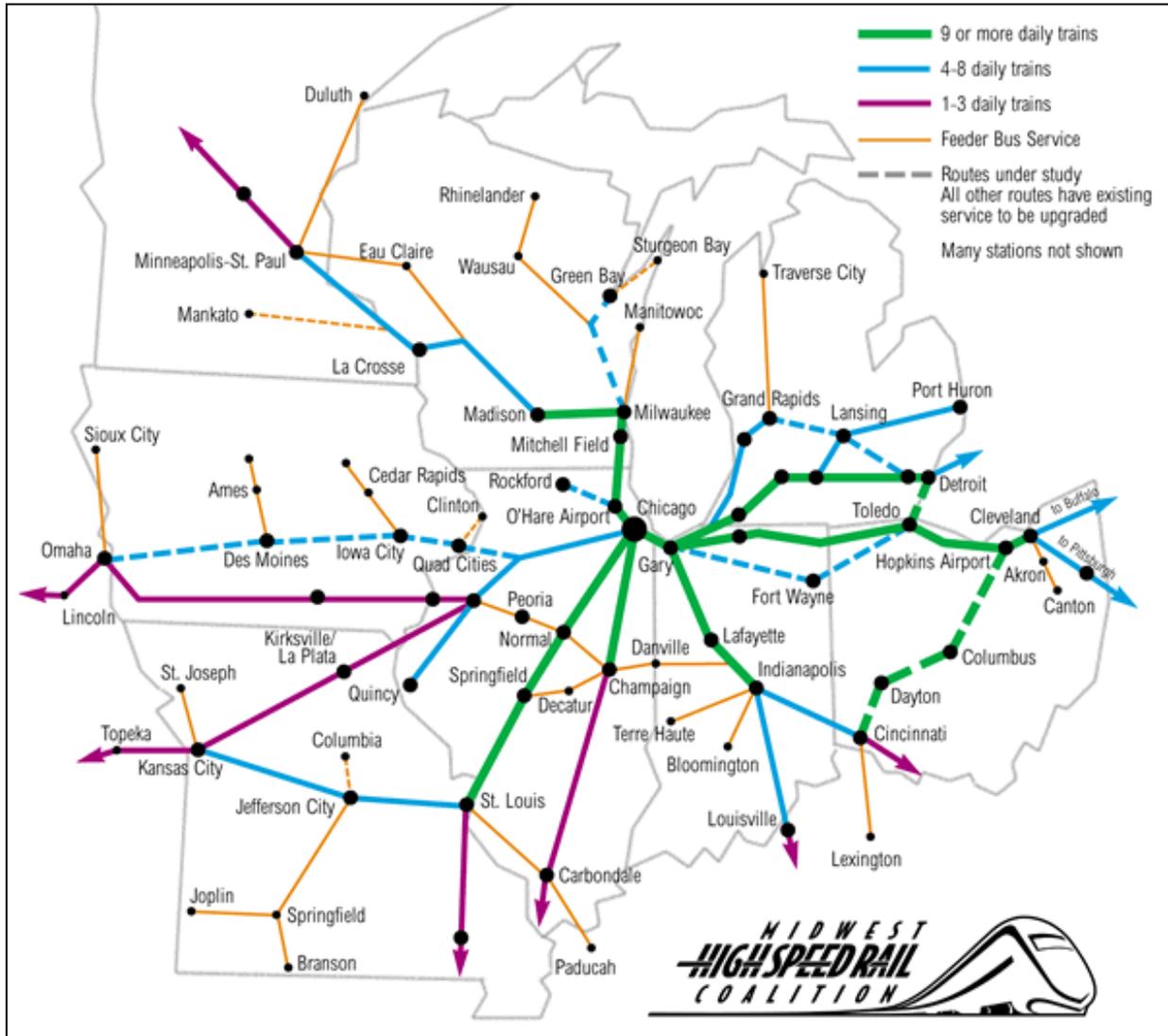
Over 63 new trainsets would provide passengers with modern and spacious facilities and offer on-board amenities for business and leisure travelers. Ridership on the entire system is projected to skyrocket from the current 1.5 million passengers per year to 13.6 million passengers annually in 2025.

The total capital investment for the MWRRS, including infrastructure and rolling stock, is estimated to be \$7.7 billion (in 2002 dollars). The rolling stock for the entire system will cost approximately \$1.1 billion. Infrastructure improvements required to implement the MWRRS are estimated to cost \$6.6 billion, or about \$2 million per mile. This compares favorably with typical highway costs of \$10 million per mile.

The funding plan consists of a mix of funding sources, including federal loans and grants, state funding, general funds, and capital and revenue generated from system-related activities, such as joint development proceeds. Federal funding will be the primary source of capital funds. MWRRS funding is based on the establishment of an 80/20 federal/state funding program similar to those that already exist for highways; implementation will remain the responsibility of the states. The State of Michigan would contribute \$873 million for infrastructure and \$234 million for train equipment.

As technologies have emerged and priorities have changed, a second initiative has surfaced that is specifically focusing on the feasibility of high speed rail.





Source: Michigan Department of Transportation

Map 12 – Midwest High Speed Rail Coalition Map

## Midwest High Speed Rail Coalition Vision for a Midwest Network

The above map shows the vision of the Midwest High Speed Rail Coalition. This group of nearly 1,700 members, including individuals, chambers of commerce, municipalities, and corporations throughout the Midwest, works in conjunction with the Midwest Regional Rail Initiative to promote high speed rail service. Key to the success of an advanced rail network are: frequent service, convenient schedules, and competitive travel times. An initial system based on the Midwest Regional Rail Initiative (see Map 12) would serve all primary and secondary population centers, including over 200 cities with directly served airports. Additionally, well integrated bus connections, in coordination with Greyhound, will extend the reach of the system. Trains would travel up to 110 mph on primary corridors. Frequencies and speeds could be increased as the network gains ridership.

## Michigan State Rail Plan



MDOT is developing the Michigan State Rail Plan to identify current and future needs for the Michigan rail system and define long-range strategies to direct future federal and state investments for both passenger and freight rail. The plan will meet the requirements established by the federal Passenger Rail Investment and Improvement Act of 2008

(PRIIA) making Michigan eligible for new federal funding programs developed by the act for passenger rail services.

A consultant has been hired to develop the plan and will address issues such as: long term sources of capital and operating funds to maintain and improve existing passenger rail service, and freight rail line abandonment and the declining demand for freight rail services. An initial round of public meetings was held in September 2010 for the State Rail Plan, and the study is expected to be complete in June 2011.

## Freight Rail and Trucking

The U.S. Transportation system moved, on average, 53 million tons worth \$36 billion each day in 2002. By 2008, tonnage increased by an estimated 11.2% to 58.9 billion tons per day. Moving all of these goods requires a vast number of vehicles and vessels as evidenced by a 56 percent increase in the number of commercial trucks between 1980 and 2007. Since 1980 the number of rail freight cars has declined with improved utilization and deployment of larger cars.

This being said, truck traffic remains a relatively small share of highway traffic as a whole. In 2007, commercial trucks accounted for about eight percent of highway vehicle miles traveled nationally, with most freight trucks using the Interstate System. The figure below indicates that the level of commercial traffic on area highways is similar to the national average.

Road Segment	Highest Segment – Average Daily Traffic	Highest Segment – Average Daily Commercial Traffic	Commercial Traffic (%)
I-196 — I-96 west to M-121/Chicago Dr	66,800	3,500	5%
US-131 — I-96 north to Kent county line	51,200	3,200	6%
US-131 — M-6 north to I-96	104,900	6,400	6%
US-131 — M-6 south to Kent county line	43,200	4,800	11%
M-6 — I-96 to I-196	50,400	4,600	9%
I-96 — I-196 west to Kent county line	54,900	3,100	6%
I-96 — Kent county line east to I-196	63,300	3,900	6%

Source: Michigan Department of Transportation

Figure 16 – Percent of Commercial Traffic on Area Highways



Source: Michigan Department of Transportation

Map 13 – State of Michigan Rail Map

### Freight Improvements

The GVMC interfaces with rail and truck freight/shipping interests through the Public Participation Plan mailing list, through the Intermodal, Freight, Rail, & Air Subcommittee, and by meeting with some of the area's largest employers/shippers through MDOT meetings that are specifically geared toward the freight community. In total, 85 of the 128 projects identified in the LRTP Project list fall upon the locally or nationally identified freight network, which consists of all-season roads and locally/nationally defined truck routes. When the 2030 Long Range Transportation Plan was developed, a list of priorities emerged through meetings and input from these sources, including:

- The expedited completion of the M-6 South Beltline Freeway
- The relocation and improvement of US-131 south to the Indiana/Michigan border
- Improved access to the Gerald R. Ford International Airport
- Improved rail and roadway access to smaller urban areas in Michigan, such as Grand Haven, Battle Creek, and Mount Pleasant
- Bridge improvements along I-196 and US-131
- Improved maintenance of existing traffic during construction times and completing more construction activities during off-peak hours

Since then, the M-6 South Beltline Corridor through the southern part of Kent County was completed ahead of schedule and was opened to traffic in the Fall of 2005. Completion of the M-6 Corridor cost over \$650 million, a tremendous investment in our region's highway infrastructure. Completion of this freeway has improved freight transportation, travel times, and access to the industrial and commercial areas in the southern metro area.

The relocation and improvement of US-131 south of Kalamazoo to the Michigan/Indiana state border has generated substantial discussion. MDOT originally studied this corridor and selected a no-build option. After considerable input from local stakeholders, MDOT has reconsidered the no-build option, and an environmental assessment (EA) on the corridor was completed in 2010. The Preferred Alternative selected for this corridor identifies a \$31 million (2007 dollars) project which generally keeps the roadway alignment within the existing US-131 corridor with the exception of a two-lane non-freeway bypass of the Village of Constantine. This is expected to improve travel times and access to Indiana Toll Road (I-80/I-90) for US-131 communities, including Grand Rapids, and relieve congestion in Constantine.

While the roadway system in the region carries the majority of goods and products produced and consumed in this area, there are other modes of freight movement used. Rail and air transport are also very viable modes for the movement of goods, and intermodal and storage facilities round out a family of freight options. Improvements by the railroad sector are more difficult to document as the majority of rail is privately owned. However, in the fall of 2006, access to the Gerald R. Ford International Airport was improved through the completion of the 36th Street interchange at I-96 and the extension of 36th Street, from Kraft Avenue to Thornapple River Drive, that ties in with the interchange and local road network. This project cost \$35 million and provides a more direct access to the airport/air freight operations on the east side and the many industries and employers surrounding the airport property.

The other items mentioned above remain a priority with area freight stakeholders. In 2010, using American Recovery and Reinvestment Act funds, MDOT completely reconstructed and replaced several bridges on I-196 between the Grand River and Fuller Avenue for a total project cost of approximately \$40 million. The Fuller Avenue bridge over I-196 and interchange improvements are scheduled for 2011 for a total project cost of approximately \$7.8 million. The Burton, Franklin, and Hall Street bridges over US-131 are also scheduled for improvements in 2011. Bridge improvements over area highways will likely occur on an incremental basis over the next 25 years. Other regionally significant freight-related projects include improvements to the I-96 Chicago Drive/Baldwin Inter-

change and vicinity for \$44 million completed in 2009 and the US-131 and 44th Street Interchange completed in 2009 for \$13.5 million. Loop ramps were also added at the US-131 and 10 Mile Road and the I-96 and Walker Avenue interchanges. Additional operational improvements are being considered along congested segments of US-131, including weave/merge lanes between 36th Street and 44th Street and from US-131BR/Leonard Street to Ann Street. Map 15 illustrates the location of LRTP projects in relation to the existing regional freight network. Eighty-five of 128 LRTP projects are located on the freight network.

## Freight Interests

It is difficult to secure freight-related data for planning decisions because much of this information is proprietary and thus kept private. In general, GVMC relies on our members to suggest freight-related projects and often considers projects that improve roadway capacity as serving to enhance freight access. To address freight issues, GVMC uses our Congestion Management Program, which incorporates performance measures for the total number of capacity deficient miles on the freight network. GVMC also maintains an Area Freight Network Map which lists the state and county truck routes, all season routes, rail lines, intermodal facilities (such as the Gerald R. Ford International Airport), and major employers/shippers. By overlaying the projects identified in the Long Range Transportation Plan, it is relatively simple to discern which projects serve to facilitate freight movement (see Map 15). GVMC is also working with the ten cities and two road commissions to expand the traffic count program to better record commercial traffic. Over the past few years GVMC has phased out the old counting equipment and purchased new software to initiate more comprehensive commercial traffic counting in 2011.

GVMC staff is exploring other options for connecting with the freight community to better plan for their needs and enhance the economic competitiveness of our region. In 2006, as the last LRTP was being developed, GVMC was able to partner with MDOT Grand Region staff to co-host a meeting specifically geared to the largest employers in West Michigan. GVMC used the opportunity to explain the transportation planning process, share project information for the local federal-aid network, share contact information for other MPOs in Michigan, and establish contacts for some of the larger employers in the Grand Rapids area.

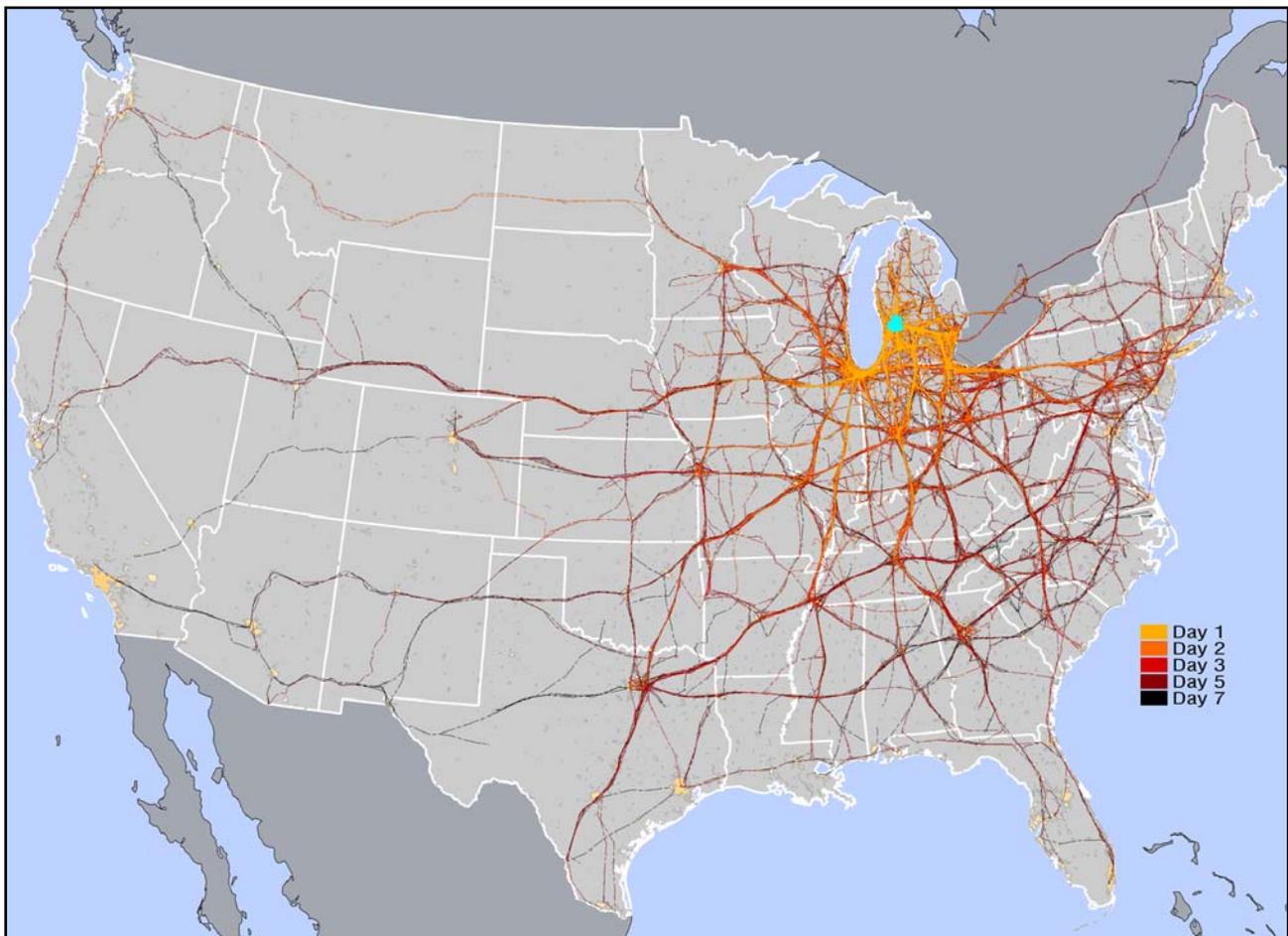


During the development of the 2035 LRTP Update, GVMC organized an Intermodal, Freight, Rail, & Air Subcommittee (a.k.a. Freight Subcommittee) with assistance from The Right Place, Inc, an

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

economic development organization in Grand Rapids. This Subcommittee was charged with assisting in the identification of specific routes of interest; access issues; needed capacity improvements on commonly used routes; intersection, interchange and bridge improvements; and intermodal transfer issues. The meeting provided an opportunity for freight and logistics representatives to share their concerns and express transportation-related needs. Each attendee was given a background sheet explaining the MPO's role, contact information, and recent freight-related achievements. Representatives from Meijer, Amway, Michigan Natural Storage, Michigan Rail Storage, the Grand Rapids Chamber, MDOT, and others participated and provided staff with organizational background information and shipping practices. Several attendees expressed concern with:

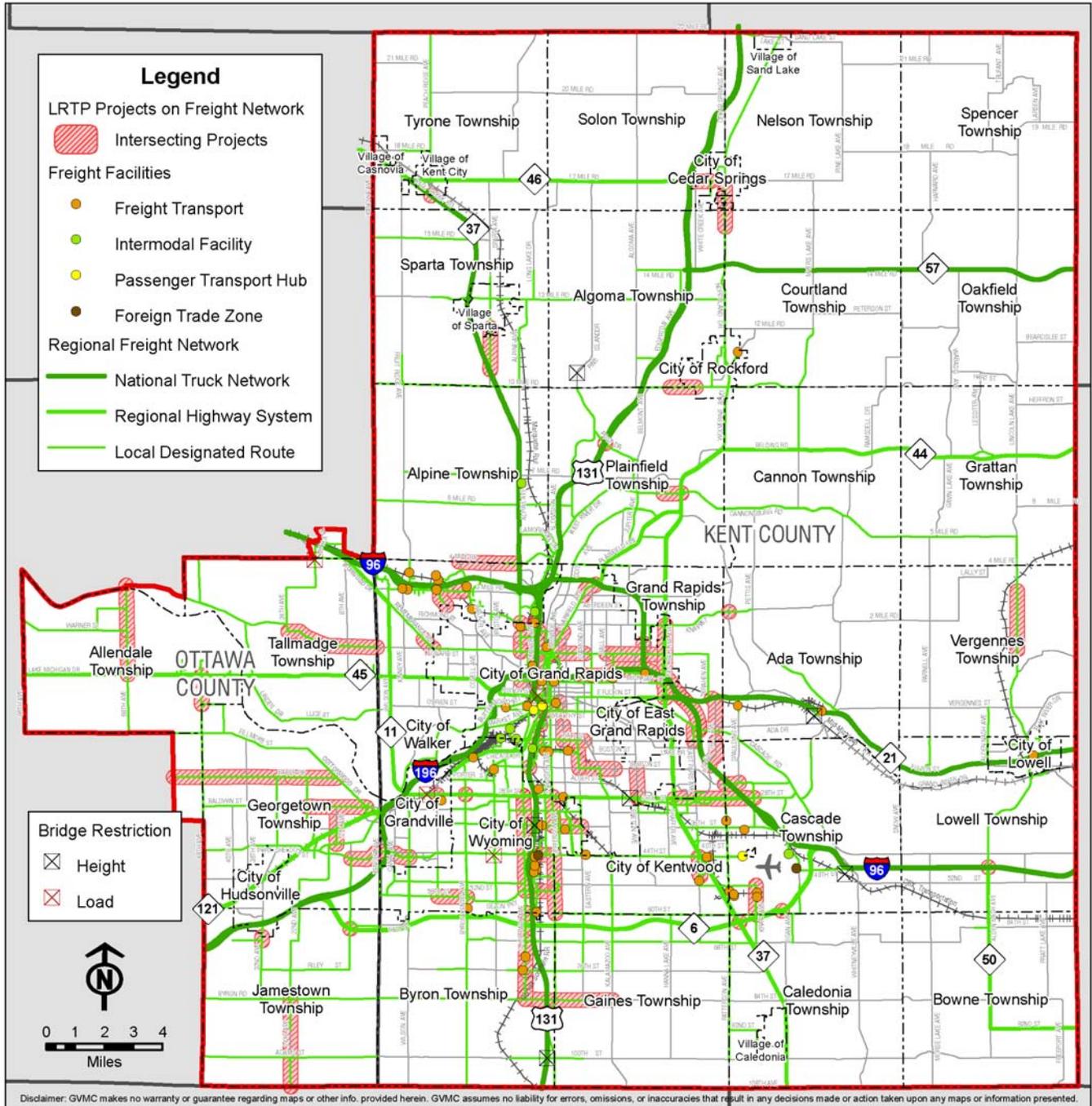
- conflicting rail/trucking infrastructure, resulting in delays and safety concerns
- aging or poorly maintained rail infrastructure
- cost differentials between rail and trucking freight movements; railroads often price to be just under trucking costs, thus limiting the incentive to switch to rail
- weight restrictions during the spring on area roadways vs. "all season" roads
- communication difficulties businesses experience with the rail industry
- limitations of short-line railroad companies compared to Class I (e.g. Grand Elk vs. CSX)
- shortages and availability issues with rail equipment needed to move various commodities
- intermodal and storage facility limitations
- preservation of the rail corridors and spurs, particularly related to the Gerald R. Ford International Airport



Map 14 – Movement of 500 Tagged Trucks from Grand Rapids over seven days, October 2009

# L RTP Projects: Regional Freight Network

## GVMC 2035 Long Range Transportation Plan



Map 15 – Regional Freight Network Map overlaid with L RTP Projects

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

GVMC staff also worked with The Right Place Program and the MDOT Grand Region to identify and address various rail freight issues in the metro area. Some specific issues include the sale or leasing of Class I line to short-line railroads. This includes the recent sale of the Norfolk Southern line from Grand Rapids to Kalamazoo to the Grand Elk Railroad, and the Grand Rapids to Ludington/Manistee to Marquette Rail. In addition, the future ownership of the CSX lines east and west from Grand Rapids needs to be monitored. Generally, short-line railroads can provide improved customer service to their on-line customers and may have connections to multiple Class I railroads. However, the smaller railroads may not, on their own, be able to develop longer distance freight movements as economically as a Class I with a national network.

There has been on-going interest among some shippers to develop improved intermodal opportunities with the metro area railroads. In addition, the DIFT (Detroit Intermodal Freight Terminal) intermodal project in Detroit and the CREATE (Chicago Region Environmental and Transportation Efficiency Program) program in Chicago directly affect intermodal potential in Grand Rapids. There are several bulk commodity distribution facilities in the MPO area, but not container (COFC/TOFC) facilities. At this point, it has been more efficient for industries in the area to truck commodities in containers to and from intermodal train yards in Detroit and Chicago, where there are multiple routing options. Fuel prices make that routing less desirable and cost effective in the future. The objective is to make efficient use of the existing rail infrastructure in the MPO area and identify opportunities to develop public/private partnerships to enhance the system. On a smaller scale, MDOT rail loans and grants have been provided by MDOT to construct or improve siding to industries located on the existing rail corridors in the MPO area.

This information will be provided to the State Rail Plan to help identify rail-related freight transportation issues in the MPO area. The MPO will also monitor and implement any policies and programs resulting from the State Rail Plan. If feasible, any additional use of the rail system can reduce truck traffic on the MPO road and highway network, and improve operations and mobility for the system. The efficient use of all transportation modes will also help to encourage economic development and promote sustainable land use patterns.

GVMC staff is looking at options to improve information about freight in our region, including conducting a relatively comprehensive freight study and survey. This study would be used to determine desired routes, specific system deficiencies, commercial safety issues, and the potential for enhanced intermodalism in the freight community. Staff is also exploring the development of a sustainable freight network, developed in conjunction with the GVMC Pavement Asset Management and Freight Committees, which would incorporate acceptable levels of congestion, condition, as well as coordinated routing.

GVMC staff will continue to work with area rail/truck freight interests and consider the issues and priorities put forward by those groups and incorporate those items into the transportation planning process. GVMC also intends to continue to work with State and Federal partners to improve the level of analysis that takes place related to freight levels within the Grand Rapids area.

## Chapter 12: Air Transportation

This section outlines operations at the Gerald R. Ford International Airport (GRFIA), formerly known as the Kent County International Airport.

### History

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, long-time 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 know 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.

### Airfield Configuration and Information

Currently, the airport makes use of three runways. The Primary air carrier runway (8R/26L) is 10,000 feet long. The secondary air carrier runway (17/35) is 8,500 feet long, and the north general aviation runway (8L/26R) is 5,000 feet in length.

## **2035 LONG RANGE TRANSPORTATION PLAN UPDATE**

The airfield has approximately 1,550,000 square yards of pavement which equates to enough concrete to construct a two-lane road (10 inches thick) from Grand Rapids to the Mackinac Bridge.

The Airport maintenance staff maintains approximately 2,000 acres of grass on the airfield. This is the equivalent of 1,515 football fields—including end zones. In an “average winter” the same staff removes approximately 83,000,000 cubic feet of snow from airfield pavement surfaces. This is enough to fill 20,000 Olympic-sized swimming pools.

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### **Passenger Air Transportation**

In 2004, the Gerald R. Ford International Airport (GRFIA) posted a record 2,150,125 passengers. In 2010 several low cost carriers began operations at GRFIA. With the additional seats it appears that GRFIA will exceed the 2004 record.

Currently, GRFIA is the 89th busiest primary commercial service airport in the nation. Nine passenger airlines serve GRFIA with 126 daily scheduled nonstop flights to and from 24 major market destinations.

#### **Recent and Future Activities**

As noted, in 2004, the landscape on Oostema Boulevard was improved to reflect the West Michigan environment and act as the “Gateway to West Michigan.” The landscape was further enhanced as part of the Terminal Area & Parking Improvement Program completed in 2010. Also, in 2010 the pavement on Oostema Boulevard was reconstructed in cooperation with the Kent County Road Commission and the Michigan Department of Transportation. In 2009 the Airport began adding new and replacing old Passenger Loading Bridges (PLBs) on both concourses. In the spring of 2011 the final five PLBs will be added giving GRFIA 13 new PLBs which will provide that all important first impression experience for those traveling to and from West Michigan. Anticipating further growth GRFIA is planning for the addition of several more passenger boarding gates on Concourse B.

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### **Airport Property Information**

The Airport covers nearly 3,200 acres (over five square miles), an area almost as large as the city of Grandville and a bit larger than East Grand Rapids. There is over 12 miles of fence surrounding the perimeter of the Airport property. That’s enough to stretch from the Airport to downtown Grand Rapids. The Airport’s passenger terminal building is just over 240,850 square feet, with over 170,000 square feet open to the public. There are two concourses and 13 gates in the passenger terminal building. The Airport also provides approximately 9,600 public parking spaces.

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### **Air Freight/Shipping Transportation**

On October 5, 1999, a dedication ceremony welcomed the new 47-acre Air Cargo and Trade Center. The facility triples GRFIA’s cargo handling capabilities with 150,000 square feet of warehouse, processing, and office space surrounded by 680,000 square feet of aircraft ramp spaces, 14 aircraft parking positions, and 61 truck bays.

Currently, there are two cargo airlines located at GRFIA which handle approximately 209,000 pounds of air cargo each day or more than 105 tons per day. More than 76 million pounds of air cargo passed through GRFIA in 2009.

### Recent and Future Activities

The Airport Gateway was recently overhauled in 2004, thanks in part to a Transportation Enhancement grant secured through the Grand Valley Metropolitan Council, the Michigan Department of Transportation, and the U.S. Department of Transportation. Changes to the gateway include additional overhead directional signage, new trees and shrubbery, and native plants and grasses that represent West Michigan's natural environment. The airport added 750 additional spaces to its express shuttle parking lot in 2004 as well to complete the "facelift."

A new Cell Phone Lot was opened to the public in October 2006. The lot is designed as a convenient, safe and legal way for those motorists waiting for passengers to arrive. Motorists can wait just outside the airport entrance while waiting for their passengers to arrive and contact them via cell phone. Motorists can avoid continuously circling the interior airport loop or paying to park in the airport parking areas. The lot has 15 spots and a 30-minute time limit.

A new parking structure will be coming to Airport property with construction slated to begin in 2007 and lasting two years. The new structure will have approximately 4,900 parking stalls, for a net increase of 3,900 stalls. The structure will be a ground level and three upper levels on the west and a ground level and two upper levels on the east, because of control tower to airfield pavement line of sight restrictions, with a footprint of approximately 1,200 feet by 350 feet. There will be two pedestrian bridges from the structure to the terminal building, with both escalators and elevators at the terminal to access the ticketing level. A canopy will extend from above the upper level of the structure to above the terminal roof, approximately 600 feet long. The structure will have a terra cotta paneling system and glass enclosed stair/elevator cores. An entry/welcome plaza will be constructed prior to the structure entries, along with roadway and utility improvements. The project is expected to cost about \$120,000,000.

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## General Airport Information

- Gerald R. Ford International Airport is managed and operated by the Kent County Department of Aeronautics. The Kent County Aeronautics Board is a six-member body appointed by the Kent County Board of Commissioners with responsibility for policy setting and general oversight of the airport.
- More than 1,800 people work at the airport, the majority being employed by airport tenants.
- Replacement value of the airport, its property, and facilities is estimated at \$550,000,000.
- The airport has its own police, fire, and maintenance departments.
- The airport generates over \$880 million annually in economic activity throughout its West Michigan 13-county service area.
- The airport is financially self-supporting and requires no funding from property taxes, general funds, or special taxes. Airport operations and improvements generate local net airport revenue, rather than spend valuable tax dollars.
- GRFIA's capital requirements are met through various sources, including earned surpluses, revenue bonds, passenger facility charges, and grants under the federal Airport Improvement Program and the Michigan State Aviation Grant Program. Operational requirements are met through rates and charges assessed to airport tenants and airport patrons for the use of airport services and facilities.

## Chapter 13: Non-Motorized Transportation

Federal statute requires metropolitan areas of a certain size, such as the Greater Grand Rapids area, to effectively plan an integrated and intermodal transportation system that includes pedestrian and bicycle facilities. The GVMC is therefore responsible for developing a non-motorized transportation plan element as a part of its Long Range Transportation Planning process. Additionally, bicycle and pedestrian projects using Federal-aid transportation funds must be included in the MPO Transportation Improvement Program (TIP).

The Non-Motorized element identifies existing facilities, regionally-significant projects, enhances cooperation and coordination between jurisdictions for non-motorized facility development, addresses some of the challenges to non-motorized transportation facility development, and provides prioritization guidelines and funding information.

The GVMC originally developed bicycle and pedestrian plans approved in 1996 and 1997, respectively. Subsequently, non-motorized transportation issues were integrated into a single comprehensive document. In 2006 and 2009, Draft Non-Motorized Transportation Plans were completed. While neither document was ever formally adopted, many of the prioritized projects have since been completed. The current GVMC Draft Non-Motorized Plan serves as an integral foundation of the GVMC Long Range Transportation Plan.

The Non-Motorized Plan was divided into four segments. An inventory of the existing non-motorized facilities was made to help identify network deficiencies and improvement opportunities. The GVMC Non-Motorized Transportation Committee then developed a selection methodology and project list to provide a basis for future investment. Research was conducted into the various options for non-motorized transportation funding as a resource to those striving to increase these types of transportation investments. In addition to funding options for non-motorized facilities, there exist related policy decisions that may enhance the accessibility and development of pedestrian and bicycle transportation options.

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### Benefits of Non-Motorized Transportation

Non-motorized transportation consists of pedestrian and bicycle travel. As technology has changed, an increasing array of options for movement of people and goods have presented themselves and non-motorized transportation has become one of many options. In the past century, pedestrian and bicycle transportation had switched from a utilitarian to a more recreational mode for most people. This is partly why transportation investments have been strongly focused on the continued development of roads for automobiles. Now as the benefits of non-motorized transportation resurface, increasing attention is returning to enhancing the non-motorized transportation option. To provide for the most efficient network possible, these types of facilities must be included in transportation plans.

### Transportation and Accessibility Options

Non-motorized facilities give people the option to walk, bike or use public transit if they choose. A comprehensive non-motorized network is crucial to the mobility of many older, home-bound Americans lacking transportation options. Beyond the aging populace, there is a social equity component to the provision of alternate forms of transportation. A more complete non-motorized network increases the viability of pedestrian and bicycle transportation as options and provides a mode for those unable or unwilling to use motorized vehicles. Furthermore, in areas where low-income or minority populations live, the demand for non-motorized options may be greater.

## Transit Support

For those who use transit as their preferred mode of travel and those for which it is the only option, non-motorized facilities support the transit system by providing access to transit stops. Walking and biking facilities tying into the transit network are critical for optimal efficiency of the transit system.

## Air Quality

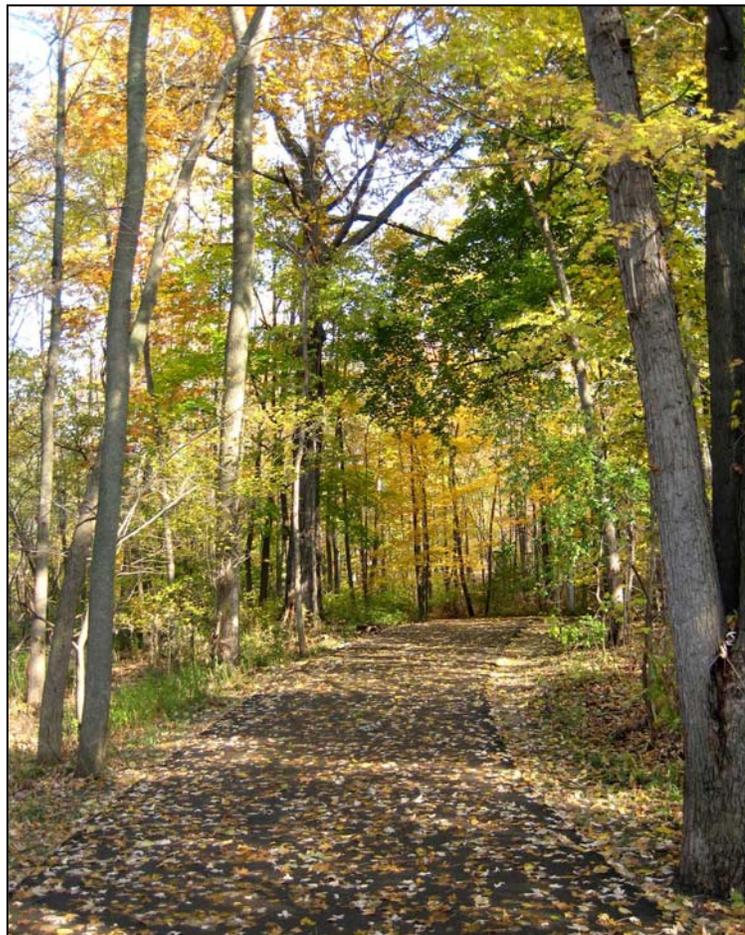
Regional air quality is an issue for West Michigan. The majority of the ground-level ozone pollution is caused by motor vehicles. Poor air quality due to vehicle emissions contributes to respiratory problems, especially for the very young and elderly. An improved non-motorized system gives residents the opportunity to use a non-polluting form of transportation for some trips and simultaneously reduces pollutants detrimental to human health as well as regional air quality attainment status. We can reduce greenhouse gas emissions, reduce our dependence on oil, save money, and improve regional air quality by using alternative forms of transportation such as bicycling and walking.

## Economic

In Grand Rapids, the estimated cost per traveler for traffic congestion is \$315 every year. Every private automobile removed from the road reduces the overall traffic congestion for an area, and while some trips are not suited to non-motorized transportation, many trips could be diverted to this mode.

The cost of owning and operating a new vehicle continues to rise, especially as fuel prices continue to increase. The cost of operating a bicycle, however, is anywhere from 1-2% of the cost of vehicle operation, with fuel cost increases having almost no impact on that amount. Aside from the personal cost savings, the infrastructure cost savings of building and maintaining non-motorized options as opposed to roads is dramatic.

Expanding non-motorized transportation also brings an economic development component with regard to the bicycle industry—a multi-billion dollar industry and a major contributor to the nation’s economy—as well as increases in property values, tourism and the overall quality of life of a community. Non-motorized transportation facilities are used as a centerpiece to attract home buyers as well as focal points in chamber of commerce advertising campaigns. A great deal of tourism in the State of Michigan is derived from the value of our trail systems. While the focus of this element is bicycle transportation, recreational use of non-motorized facilities in our state is an important revenue generator. Above all, non-motorized options promote the connections that offer access to the jobs and shopping that make a community more attractive to both business and prospective employees.



### Health

More than a quarter of Michiganders are considered obese. This expensive and largely preventable condition can be battled through land use and transportation planning that encourages and supports physical activity. By offering non-motorized transportation options, physical activity can be incorporated into everyday activities. The provision of a transportation system which both connects people with destinations and is a means of achieving a healthier lifestyle is paramount. Walking or bicycling to work, school, church, or for pleasure is a convenient way people can incorporate exercise into their daily lives and improve their health.

### Quality of Life

An improved non-motorized system reduces water and noise pollution associated with automobile use by shifting short trips from automobiles to pedestrian options. More non-motorized transportation options could also reduce the need for parking spaces, improve safety for current users—especially the young, old, and disabled, foster community connection and interaction, and reduce our dependence on fossil fuels. Non-motorized transportation, in addition to being an alternative to the automobile, indirectly enhances the quality of life for a community.

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## Obstacles to Non-Motorized Transportation

While pedestrian and bicycle transportation has been illustrated as a viable choice, people utilizing non-motorized modes of transportation still experience a number of deterrents and obstacles. These obstacles include cross-jurisdictional cooperation, coordination among multiple users, lack of adequate facilities, seasonal weather, demand, time and distance, land use patterns, funding, safety, maintenance, and liability.

In order to ensure compatible facilities, a great deal of cooperation must take place between adjoining jurisdictions and among all the municipalities in a region. The complexity of building and maintaining a network of this sort requires partnerships between various state and local departments.

There is a lack of unified public sentiment for a particular form of non-motorized facility. Disparate groups each petition for “their” type of facility. The non-motorized advocacy community lacks a single voice or organization. Thus, competition exists not just between road and non-motorized advocates, but between non-motorized groups as well. The divided non-motorized lobby weakens its overall impact and ability to secure transportation dollars for projects.

Adequate facilities are lacking in many areas, like sidewalks, safe intersections, transit accessibility, bicycle lanes, bicycle parking and storage, and shared-use paths. In particular, bridge crossings in key areas, especially over and beneath limited-access highways, are a significant impediment to safe pedestrian movements.

Seasonal weather, such as cold, heat, humidity, rain, wind and snow, can hamper bicycling and pedestrian commutes. However, people can and do elect to bicycle in the warmer months, walk in the winter, or utilize sidewalks to public transportation stops when the weather becomes inclement. Municipalities can make non-motorized options more appealing, especially in the winter months, with regular snow plowing and other weather-related maintenance initiatives.

Non-motorized transportation currently makes up a very small percentage of trips taken. Some studies, however, suggest the use of alternative modes would increase dramatically if facilities were provided. Competition among projects for priority within the transportation improvement program requires a quantitative basis to demonstrate that all projects, including non-motorized ones, are essential and can reach measurable objectives. Within the MPO, non-motorized planning objectives are identified by the respective jurisdictions and these projects, facilities and plans are assumed to be

representative of local demand. The reasoning remains that with more facilities, more people would take advantage of these transportation modes and rely less on the automobile.

While time and distance are perceived as obstacles to non-motorized transportation, the short distances of most commutes indicate one could walk or bicycle to destinations instead of driving a vehicle without adding significant time to their journey. Non-motorized transportation is an option that may often only add a few extra minutes, and the benefit of exercise, to the vast majority of short trips.

The density and pattern of land use greatly influences the amount of non-motorized trips. Mixed-use developments encourage more walking trips as more destinations are located within a reasonable distance. While current zoning regulations grouping similar uses together increases land use compatibility, it discourages efficient and direct pedestrian or bicycle trips. Typical suburban travel characteristics break up non-motorized routes and heighten traffic levels for non-motorized travelers. Developers, planners, and government agencies are recognizing the value of designing for “walkability”—the idea of location-efficiency—having the ability and convenience of using non-motorized modes to get to work, school, or social centers.

The cost of non-motorized facilities may be the chief deterrent to their inclusion in area road rights-of-way. Funding is limited by the historic emphasis on automobile travel, as the most demanded mode of transportation, and the perception non-motorized travel is solely recreational and, thus, ineligible for federal transportation money. Federal surface transportation law provides flexibility to organizations like the GVMC to fund bicycle and pedestrian improvements from a wide variety of programs. However, the federal funding opportunities for non-motorized projects are limited locally by the GVMC Committees. For example, the GVMC Committees have restricted the use of federal funding for sidewalks to only those road reconstruction projects where the existing sidewalk is removed but not for new sidewalk facility construction, a restriction that the federal government does not place on Surface Transportation Program funds. The GVMC Non-Motorized Committee is working to open up some federal funding categories, such as Congestion Mitigation/Air Quality (CMAQ) funds, for non-motorized projects that serve a transportation purpose.

Safety is extremely important in the development of non-motorized facilities. While, nationwide, almost 12% of all traffic fatalities were bicyclists or pedestrians, that number reaches nearly 18% in Michigan. Indeed, over 100 people were killed in incidents between bicyclists or pedestrians and motor vehicles over a decade within the GVMC region. Improving the safety features of our non-motorized network will not only protect current users, but non-motorized options will be more desirable, attracting more trips to these modes.

Among the many sources of funding available for non-motorized transportation, there is a marked lack of money for ongoing maintenance of facilities. Regular maintenance, feasibility studies and engineering cannot be paid for with Transportation Enhancement (TE) grants, the primary funding source for many non-motorized facilities. While some communities may be supportive of constructing pedestrian and bicycle resources, they may be deterred by the associated ongoing maintenance costs.

Local jurisdictions are often hesitant to include bicycle lanes within their non-motorized transportation plans and street improvements due to the perceived threat of legal action. Within the last decade, court decisions have increasingly protected the liability of road agencies. Municipalities and road commissions are required to repair and maintain only; there is no general duty to make roads “safe,” and there is no liability for whatever form or design a facility might take. In fact, by offering dedicated bicycle lanes, municipalities are not only free from liability for the design, but they are arguably providing a safer means of travel for both bicyclists and motorists.

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### Existing Non-Motorized Transportation Network

The greater Grand Rapids metropolitan area has over 1,000 miles of non-motorized infrastructure. These resources were constructed primarily by local municipalities assisted by county and state road agencies and the state natural resource department. The existing infrastructure is a tremendous resource for our community and represents millions of dollars of investment in non-motorized transportation, the majority of which was locally planned and funded.

#### Non-Motorized Facility Types

The American Association of State Highway and Transportation Officials (AASHTO) is considered the source for guidance and standards on the development of bicycle and non-motorized facilities. Each type of facility provides different opportunities for the non-motoring public:

**Sidewalks** – paved pathways paralleling a highway, road, or street and intended for pedestrians, typically from four to five and up to eight feet wide and made from concrete and/or other materials, depending on their location.

**Shared Use Paths** – generally serve corridors not served by streets and highways, or where wide utility or former railroad rights-of-way exist, permitting such facilities to be constructed away from the influence of parallel streets. Shared use paths offer opportunities not provided by the road system, like recreation or, in some instances, as direct commuter routes if cross flow by motor vehicles and pedestrians is minimized.

**Bicycle Lanes** – established with appropriate pavement markings and signing along streets in corridors with existing significant bicycle demand and where distinct needs are served by such facilities. Bike lanes improve conditions for bicyclists on the streets, delineating the right-of-way assigned to bicyclists and motorists and providing for predictable movements by each. They also increase the total capacities of highways carrying mixed bicycle and motor vehicle traffic.

**Signed Shared Roadway** – designated by bike route signs, serving to provide continuity to other bicycle facilities or designate preferred routes through high-demand corridors. As with bike lanes, signing of shared roadways indicates to bicyclists particular advantages exist to using these routes compared with other routes. This means responsible agencies have taken actions to assume that these routes are suitable shared routes and will be maintained consistent with the needs of bicyclists. Signing also serves to advise vehicle drivers that bicycles may be present.

**Shared Roadways (No Bikeway Designation)** – Most bicycle travel in the United States occurs on streets and highways without bikeway designations. Signing may be unnecessary or unwarranted because a community's existing street system is already fully adequate for efficient bicycle travel, or the streets and highways are unsuitable for bicycle travel, or it may be inappropriate to designate some routes as they may not be considered high bicycle demand corridors.

**Bicycle Centers and Staging Areas** – auxiliary facilities that increase the convenience and effectiveness of non-motorized transportation. Bicycle centers may offer indoor bicycle parking facilities, lockers, showers, snack bars, bicycle repair and rentals, and other amenities intended to encourage bicycling. Non-motorized staging areas typically have designated motorized vehicle parking areas for accessing non-motorized networks.

**Pedestrian Bridges or Refuges** - Occasionally significant crossings in a non-motorized network over railroads, water, other roads, or freeways, present major impediments. Many options exist to provide pedestrian access over these obstacles. Several local bridge crossings have been identified where a dedicated crossing or bridge modification for pedestrians would complete a network gap, increasing the attractiveness and safety of non-motorized travel.

**Existing Non-Motorized Facilities**

An extensive inventory of existing facilities already exists in the GVMC MPO area (see Figure 17). The resources already on the ground in the Grand Rapids area are a regional accomplishment and a basis for a larger and more integrated non-motorized transportation network. GVMC staff has worked with area jurisdictions to develop a comprehensive non-motorized facility inventory including sidewalk facilities along Federal-Aid eligible roadways, shared use paths, signed shared roadways or bicycle routes and lanes, as well as Federal-Aid eligible roads with wide paved shoulders. Maps of these facilities are produced by GVMC Transportation using data collected from federal, state, regional, county and local units of government (see Map 16).



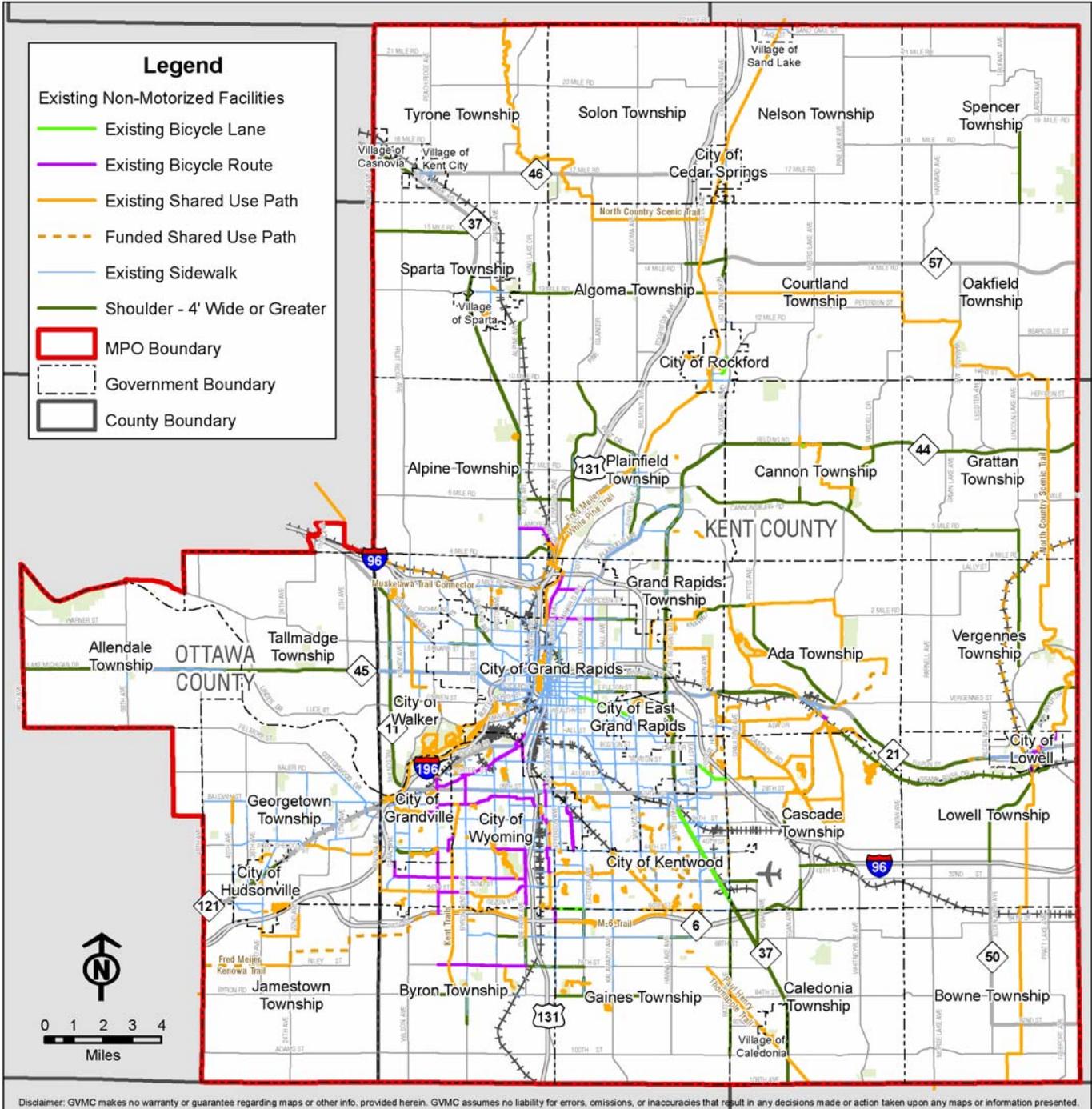
## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

Figure 17 – Existing Non-Motorized Facilities

Jurisdiction	PEDESTRIAN		BICYCLE			TOTAL
	Side-walk	Shared-Use Path	Bicycle Lane	Bicycle Route	4-foot Shoulders	Total Miles Existing Facilities
Ada Township	4.86	14.17	0.00	0.00	0.00	19.03
Algoma Township	0.00	0.00	0.00	0.00	0.00	0
Allendale Township	7.42	0.00	0.00	0.00	0.00	0
Alpine Township	4.15	0.00	0.00	0.00	0.00	4.15
Bowne Township	0.00	0.00	0.00	0.00	0.00	0
Byron Township	13.43	2.95	0.00	0.00	0.00	16.38
Caledonia Township	1.59	0.13	0.00	0.00	0.00	1.72
Cannon Township	0.43	3.94	0.04	0.00	0.00	4.41
Cascade Township	2.92	23.81	0.00	0.00	0.00	26.73
City of Cedar Springs	4.14	0.00	0.00	0.00	0.00	4.14
City of East Grand Rapids	17.82	0.00	0.77	0.00	0.00	18.59
City of Grand Rapids	227.69	13.47	1.03	0.00	7.42	249.61
City of Grandville	27.15	5.53	0.00	0.61	0.00	33.29
City of Hudsonville	14.49	1.05	0.00	0.00	0.00	15.54
City of Kentwood	78.55	12.77	0.00	0.00	0.00	91.32
City of Lowell	7.72	0.07	0.00	0.00	0.00	7.79
City of Rockford	4.83	0.56	0.59	0.00	0.00	5.98
City of Walker	28.55	7.16	0.00	0.00	0.74	35.71
City of Wyoming	93.92	14.11	0.00	7.30	0.00	115.33
Courtland Township	0.13	0.00	0.00	0.00	0.00	0.13
Gaines Township	15.09	0.45	0.00	0.00	0.00	15.54
Georgetown Township	36.03	0.00	0.00	0.00	0.00	36.03
Grand Rapids Township	7.34	9.58	0.00	0.00	0.00	16.92
Grattan Township	0.04	0.00	0.00	0.00	0.00	0.04
Jamestown Township	0.00	6.93	0.98	0.00	0.00	7.91
Kent City, Village of	0.00	0.00	0.00	0.00	0.00	0.00
Kent County Parks/KCRC	0.00	59.92	0.00	0.64	111.39	171.95
Lowell Township	0.56	0.64	0.00	0.00	0.00	1.20
Nelson Township	1.44	0.00	0.00	0.00	0.00	1.44
Oakfield Township	0.00	0.00	0.00	0.00	0.00	0.00
Plainfield Township	19.49	1.95	0.00	0.00	0.00	21.44
Solon Township	0.00	0.00	0.00	0.00	0.00	0.00
Sparta Township	0.00	0.00	0.00	0.00	0.00	0.00
Spencer Township	0.00	0.00	0.00	0.00	0.00	0.00
Tallmadge Township	0.00	0.00	0.00	0.00	0.00	0.00
Tyrone Township	2.87	0.00	0.00	0.00	0.00	2.87
Vergennes Township	0.00	0.00	0.00	0.00	0.00	0.00
Village of Caledonia	0.00	0.00	0.00	0.00	0.00	0.00
Village of Casnovia	0.00	0.00	0.00	0.00	0.00	0.00
Village of Sparta	4.12	0.33	0.00	0.00	0.00	4.45
Mich. Dept. of Nat. Resources	0.00	63.56	0.00	0.00	0.00	63.56
Mich. Dept. of Transportation	0.00	0.00	0.00	0.00	100.87	100.87
<b>TOTAL MILES</b>	<b>626.77</b>	<b>243.08</b>	<b>3.41</b>	<b>8.55</b>	<b>220.42</b>	<b>1,094.07</b>
NOTE: Mileage recorded by maintenance organization. Therefore some jurisdictions have local facilities that are listed under Kent County.						

# Existing and Funded Non-Motorized Facilities

## GVMC 2035 Long Range Transportation Plan



Map 16 – Existing Non-Motorized Facility Map

### Existing Policy Context

At the Federal and State levels, policy and existing legislation support continued development of non-motorized transportation options.

#### Federal

Federal transportation policy is to increase non-motorized transportation and to simultaneously reduce the number of non-motorized users killed or injured in traffic crashes. This policy is a high priority for the U.S. Department of Transportation (DOT). Improving conditions and safety for bicycling and walking embodies the spirit and intent of Federal surface transportation law and policy to create an integrated, intermodal transportation system which provides travelers with a real choice of transportation modes.

#### State

Act 51 of the Michigan Public Acts of 1951 distributes nearly \$2 billion per year in state transportation revenues to the state transportation department, county road commissions, and municipalities for maintenance and construction of roads and support of transit systems. Section 10k states a reasonable amount of funds distributed to all levels of government shall be expended for the construction or improvement of non-motorized transportation services and facilities. This money can be used for adding sidewalks, paving shoulders for bicyclists and other facility development, redevelopment or repair.

#### Local

The GVMC 2035 Long Range Transportation Plan (LRTP) lays out non-motorized transportation goals for our region. Goal 1d states: “Sustain and develop the interconnected regional network of non-motorized transportation facilities to provide access to employment, services, schools, and other destinations.” LRTP goals carry over the federal and state level themes of non-motorized transportation encouragement. However, GVMC does not have a specific policy laid out for non-motorized transportation. The lack of policy at the local level hinders dedicated investment in these modes of transportation.

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### Non-Motorized Transportation Improvements

The primary focus of the non-motorized portion of the Long Range Transportation Plan is threefold: to identify regionally significant priority projects, to enhance cooperation and coordination between jurisdictions for facility development, and thirdly, to address some of the challenges to non-motorized transportation facility development. Similar to both the Long Range Transportation Plan and the Transportation Improvement Program (TIP), the Grand Valley Metropolitan Council Non-Motorized Transportation Committee worked together to identify priority non-motorized projects for our MPO area.

#### Committee Makeup

A Non-Motorized Transportation Committee guides GVMC staff and directs the planning process. Representatives from local units of government, members of the GVMC Transportation Committees, advocacy groups, concerned citizens, and other stakeholders are invited to be members of the committee. Other members include local bicycle club members, MDOT, disability advocates, local environmental advocates, trail advocates, professional planners, media representatives, bicycle enthusiasts, and those who rely on non-motorized transportation as their primary mode of travel. All meetings of this group are open to the public.

In addition to providing GVMC staff with the latest information and maps of non-motorized facilities and local proposals, meetings serve to identify partnership opportunities with neighboring jurisdictions and provide opportunities for coordination of resources and plans. Through the Non-Motorized Transportation Committee, previous bicycle and pedestrian planning efforts are analyzed, network deficiencies selected, and a general course of action prescribed for addressing area priorities.

### **Study Process and Project Evaluation Criteria**

The Non-Motorized Transportation Committee first examined the location of existing non-motorized facilities, then mapped proposed and funded projects alongside existing facilities to locate system breaks (see Figure 18 and Map 17). Parallel to the identification of system deficiencies, the Non-Motorized Transportation Committee developed project evaluation criteria.

After agreeing on basic evaluation criteria for reviewing projects, each jurisdiction examined projects, screening each according to the evaluation system and refining their local lists of projects accordingly. This process uses a system of tiers to review projects based on their level of performance. The highest tier evaluation criteria were based on providing connections to major regional destinations or bringing continuity to the system by completing a gap. The second tier was based more on potential use, local support, the feasibility of construction, and overall cost effectiveness. The final tier focused on social equity for all user groups, possible use by commuters in lieu of the automobile, and aesthetics. The tier system developed by the Non-Motorized Transportation Committee is representative of the diverse nature and potential importance of these types of non-motorized projects.

The resultant Non-Motorized Transportation Improvement Project List far exceeds the historic levels of funding for non-motorized transportation projects within the MPO area. Indeed, the levels of funding provided for non-motorized modes of transportation are inconsistent over time and vary with competition between projects for grant funds. The total cost to implement all of the projects is estimated at nearly \$90 million. Based on historical federal and state funding for non-motorized facilities in the MPO, approximately \$1 million in Transportation Enhancement funds are spent yearly on non-motorized projects. As such, it will take decades for the non-motorized project list to be completed. Fortunately, many local communities are constructing non-motorized facilities entirely with local funds as their residents increasingly demand transportation options.

A list of illustrative Non-Motorized projects for the region can be found in Appendix G.



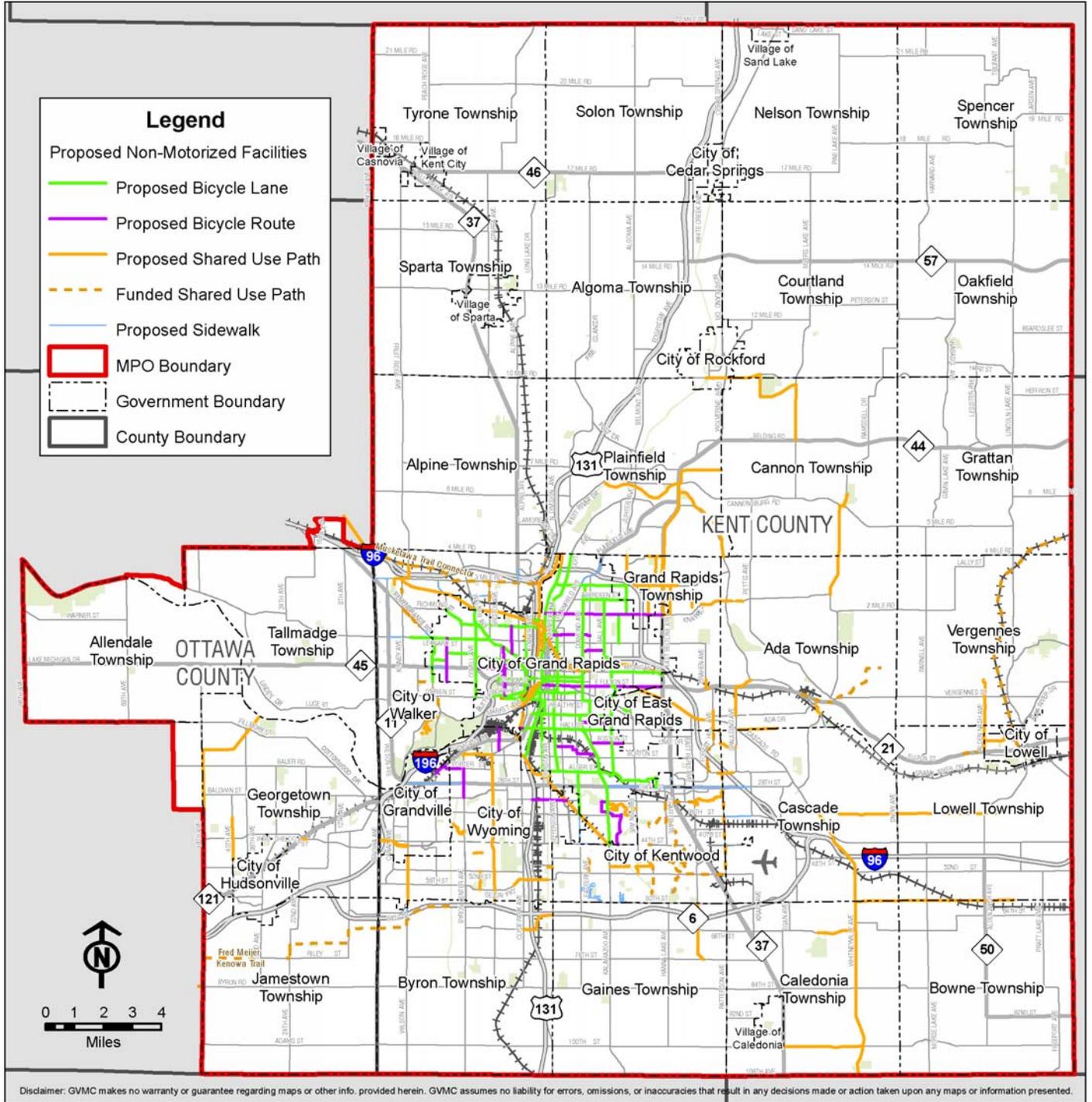
## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

Jurisdiction	PEDESTRIAN		BICYCLE		TOTAL
	Sidewalk	Shared-Use Path	Bicycle Lane	Bicycle Route	Total Miles Proposed Facilities
Ada Township	0.00	5.34	0.00	0.00	5.34
Algoma Township	0.00	0.00	0.00	0.00	0.00
Allendale Township	0.00	0.00	0.00	0.00	0.00
Alpine Township	0.00	0.00	0.00	0.00	0.00
Bowne Township	0.00	0.00	0.00	0.00	0.00
Byron Township	0.51	1.38	0.00	0.00	1.89
Caledonia Township	0.00	10.24	0.00	0.00	10.24
Cannon Township	0.00	8.29	0.00	0.00	8.29
Cascade Township	3.71	6.23	0.00	0.00	9.94
City of Cedar Springs	0.00	0.00	0.00	0.00	0.00
City of East Grand Rapids	0.00	0.00	0.00	0.00	0.00
City of Grand Rapids	8.49	17.67	78.86	21.89	126.91
City of Grandville	2.62	2.05	0.00	0.65	5.32
City of Hudsonville	0.00	0.00	0.00	0.00	0.00
City of Kentwood	2.96	18.36	0.00	0.00	21.32
City of Lowell	0.00	1.34	0.00	0.00	1.34
City of Rockford	0.00	0.00	0.00	0.00	0.00
City of Walker	8.43	15.80	1.00	0.00	25.23
City of Wyoming	0.85	15.52	0.00	14.23	30.60
Courtland Township	0.00	0.00	0.00	0.00	0.00
Gaines Township	0.00	2.01	0.00	0.00	2.01
Georgetown Township	0.00	7.14	0.00	0.00	7.14
Grand Rapids Township	0.36	13.55	0.00	0.00	13.91
Grattan Township	0.00	0.00	0.00	0.00	0.00
Jamestown Township	0.00	0.00	0.00	0.00	0.00
Kent City, Village of	0.00	0.00	0.00	0.00	0.00
Kent County	0.00	16.21	0.00	0.00	16.21
Lowell Township	0.00	4.57	0.00	0.00	4.57
Nelson Township	0.00	0.00	0.00	0.00	0.00
Oakfield Township	0.00	0.00	0.00	0.00	0.00
Plainfield Township	0.00	10.30	0.00	0.00	10.30
Solon Township	0.00	0.00	0.00	0.00	0.00
Sparta Township	0.00	0.00	0.00	0.00	0.00
Spencer Township	0.00	0.00	0.00	0.00	0.00
Tallmadge Township	0.00	0.00	0.00	0.00	0.00
Tyrone Township	0.00	0.00	0.00	0.00	0.00
Vergennes Township	0.00	0.00	0.00	0.00	0.00
Village of Caledonia	0.00	0.00	0.00	0.00	0.00
Village of Casnovia	0.00	0.00	0.00	0.00	0.00
Village of Sparta	0.00	0.00	0.00	0.00	0.00
Mich. Dept. of Natural Resources	0.00	0.00	0.00	0.00	0.00
Mich. Dept. of Transportation	0.00	0.00	0.00	0.00	0.00
<b>TOTAL MILES</b>	<b>27.93</b>	<b>156.00</b>	<b>79.86</b>	<b>36.77</b>	<b>300.56</b>

Figure 18 – Planned Non-Motorized Facilities

# Proposed Non-Motorized Facilities

## GVMC 2035 Long Range Transportation Plan



Map 17 – Planned Non-Motorized Facility Map

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### Non-Motorized Transportation Funding Options

Cost is the primary deterrent to the development of non-motorized modes of transportation. Much of the funding comes from local jurisdictions, but several federal and state funding sources are available for facility development. Bicycle and pedestrian projects are eligible for funding from nearly all major federal-aid, highway, transit, safety, and other programs.

Transportation Enhancement (TE) funds are the most often used type of funding for non-motorized projects within the GVMC MPO area, beyond locally-raised money. TE funds in Michigan are competitively awarded to municipalities, and about 50% of TE grants are used for the construction of non-motorized type facilities. In addition, our MPO has recently been awarded High Priority Project funding for trails. The GVMC Non-Motorized Committee is exploring opening up CMAQ funding for these types of projects as is often done in other areas. For more information about transportation funding sources see Chapter 17; the leading sources of non-motorized project funding include:

#### Federal Funding Sources

- Highway Bridge Replacement and Rehabilitation Program
- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)
- Highway Safety Improvement Program (HSIP)
- Safe Routes to School Program (SR2S)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Recreational Trails Program
- Transportation and Community and System Preservation Pilot Program

#### State Funding Sources

- Department of Transportation: Michigan Transportation Fund Act 51 – Section 10K
- Department of Natural Resources & Environment: Michigan Natural Resources Trust Fund
- Department of Housing and Urban Development: Community Development Block Grants

#### Non-Profit Organization Funding Sources

- West Michigan Trails & Greenways Coalition
- Rails-to-Trails 2010 Campaign
- American Hiking Society National Trails Fund

#### Other Miscellaneous Funding Sources

- Millage
- Special Assessment
- General Funds
- Private Sources
- Foundations

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### Study Recommendations

The project list developed and included in the “Illustrative” LRTP list (see Appendix G) provides a framework for moving forward with improvements recommended and endorsed by the local municipalities. With this information and an understanding of available funding sources, the next task is finding a variety of strategies to implement the plan. While the focus is transportation planning,

some land use planning tools can be useful for finding solutions to the ever-tightening rights-of-way and the spectrum of demands on our transportation system.

## **Land Use Planning Concepts that Encourage Non-Motorized Transportation**

### **Subdivision Ordinances and Site Plan Review**

Many governments have some implicit ordinance standards providing for pedestrian facilities. Specific language in ordinances on pedestrian access and circulation for new developments or redevelopments helps divert some of the financial burden of providing non-motorized facilities from governments to developers. The provision of sidewalks, shared-use paths, or even bike lane rights-of-way can be a condition of development. This way the physical placement of these facilities could be planned for and a municipality could ensure continuity to the system as it is developed.

### **Mixed Use and Transit Oriented Development**

Many local planning agencies have incorporated mixed-use zoning ordinances and codes into their municipal ordinances. The concept of mixed-use zoning is to enable development that combines different land use types (such as residential and commercial) into a pre-defined area. This variety of uses can allow shorter trips to be made by individuals, thus decreasing automobile demand. These areas vary in size—from a single parcel to an entire neighborhood—and in how they accommodate pedestrian and bicycle travel.

### **Development Density**

The density of residential and employment development greatly influences pedestrian and bicycle travel. Generally, the higher the density of development, the shorter the distance individuals must travel for certain types of trips. This in turn increases the attractiveness of making trips by walking or bicycling.

### **Complete Streets**

In 2000, the Federal Highway Administration (FHWA) provided the following guidance: “Bicycling and walking facilities will be incorporated into all new transportation projects unless exceptional circumstances exist.” To provide these “complete streets,” communities have been evaluating their roads, often adopting a complete street policy to ensure the entire right-of-way is routinely designed and operated to enable safe access for all users. Then in July, 2010, Governor Granholm signed legislation creating Public Acts 134 and 135, directing the Michigan Department of Transportation to develop a “Complete Streets” policy and revising Act 51 to require advance cooperation and coordination between transportation and local government agencies.

A complete street works for all travel modes, including motorists, transit, bicyclists, pedestrians and wheelchairs. A complete street policy produces safe roads convenient for all users. The process of creating complete streets is leading planners and engineers across the country to approach street design in fundamentally new ways—incorporating non-motorized elements during road improvements instead of retrofitting a roadway later. The Complete Streets movement represents a convergence of several existing trends such as multimodalism and walkability and may help to improve accessibility for all modes of transportation.

### **Education and Encouragement**

Programs to encourage walking and bicycling can greatly change travel habits. Publicity campaigns, signs and maps, and changes in policies regarding parking and employee incentives are all resources. Local governments can offer incentives or recognition to employees that encourage the use of alternative modes of transportation, while private sector employers can offer employees incentives to

take advantage of alternative modes for commuting. Police departments can offer training to motorists, bicyclists, and pedestrians as part of an awareness campaign.

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### Future Efforts

The Grand Valley Metropolitan Council will continue to encourage pedestrian and bicycle travel as an alternative mode of transportation. A variety of products and activities are possible to further these non-motorized-oriented goals. Future products could include:

- A region-wide non-motorized map highlighting bicycling and pedestrian routes and shared-use trails through the GVMC area. Such a map would be kept up-to-date by constantly revising the underlying bicycle and pedestrian facility data.
- An online application for the viewing and distribution of this information.
- A bicycle and pedestrian planning page within the GVMC website with news, maps, events, and information with regional significance.
- Informational brochures on particular pedestrian and bicycle topics published or distributed by the GVMC.

Similarly, future activities may include:

- GVMC facilitation of and participation in regional forums, ad hoc committees, or work-groups as issues pertaining to pedestrian and bicycle transportation arise.
- GVMC participation in regional efforts, as necessary, aiding in the implementation of the specific projects and policies of the Non-Motorized Transportation Plan element of the Long Range Transportation Plan.
- Continued refinement and evaluation of the Transportation Improvement Program (TIP) funding process as it pertains to pedestrian and bicycle projects.
- Participation in multi-community pedestrian, bicycle, and transit connectivity efforts and activities.
- Assisting jurisdictions in cooperative non-motorized transportation planning efforts, especially with regard to closing gaps in the current system.
- Supporting Transportation Enhancement grant applications by Act 51 agencies in the GVMC area.

Walking and bicycling are important elements of an integrated, intermodal transportation system. Constructing sidewalks, striping bike lanes, building shared-use paths, installing bicycle parking at transit stops, educating children to ride and walk safely, and installing curb cuts and ramps for wheelchairs, all contribute to our national transportation goals of safety, mobility, economic growth, enhancement of communities and the natural environment.

## Chapter 14: Safety Management System

SAFETEA-LU, passed in 2005, raises the stature of the highway safety program by establishing highway safety improvement as a core program, tied to strategic safety planning and performance. SAFETEA-LU devotes additional resources and supports innovative approaches to reducing highway fatalities and injuries. It also requires MPOs to consider the State Strategic Highway Safety Plan (SHSP) when developing their transportation plans. In 2010, GVMC produced a Strategic Safety Planning Process technical document which can be found in full on the GVMC website. A summary of the major elements and conclusions is incorporated into the Long Range Transportation Plan.

There are currently several Traffic Safety Committees in the State of Michigan sponsored by the Office of Highway Safety Planning and AAA Michigan. In 2005, The Grand Valley Traffic Safety Committee (TSC) was formed through the involvement of the GVMC. The TSC consists of agencies in Kent, Ottawa and Allegan counties. The goal of this committee is to bring traffic safety professionals together on a regular basis to exchange information on best practices being utilized in their individual agencies and to maximize the resources available to them. GVMC also supports a local Safety Committee that was supportive in development of the Strategic Safety Planning Process technical document.

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### Definition of a Traffic Crash

A traffic collision can be defined as when a vehicle collides with another vehicle, pedestrian, animal, road debris, or other geographical or architectural obstacle. Traffic collisions can result in injury, property damage, and death. Studies suggest that there are four basic causes for traffic crashes: equipment failure, roadway design, poor roadway maintenance, and driver behavior. Over 95% of crashes can be attributed to some degree of driver behavior combined with one of the other three factors.

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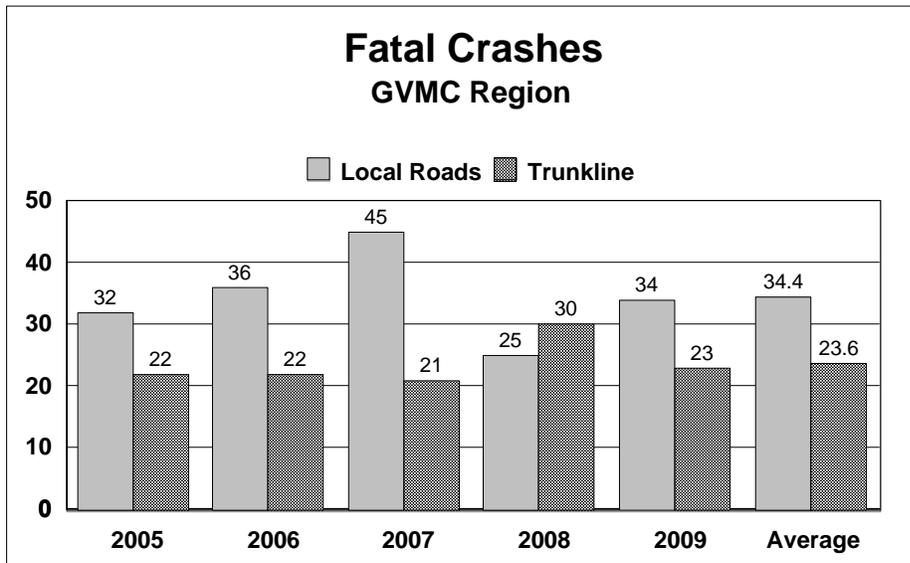
### Background

According to the National Highway Traffic Safety Administration, 33,963 people died in U.S. motor vehicle crashes in 2009. Nationwide, motor vehicle traffic crashes are the eighth leading cause of death among Americans of all ages and the number one cause of death for every age from three through 33.

In the GVMC study area there are an average of more than 21,000 traffic accidents each year. Of these 21,000 accidents, 4,200 include an injury, and unfortunately, an average of 76 fatal traffic accidents occur each year. Nearly one-third of all fatal crashes in the GVMC region since 2005 have involved an impaired driver. Over the past five years traffic crashes have cost the residents of the region an estimated average of \$550 million each year. According to a AAA study completed in 2008, traffic crashes cost the residents of the GVMC region in excess of five times the cost of traffic congestion (5.44:1).

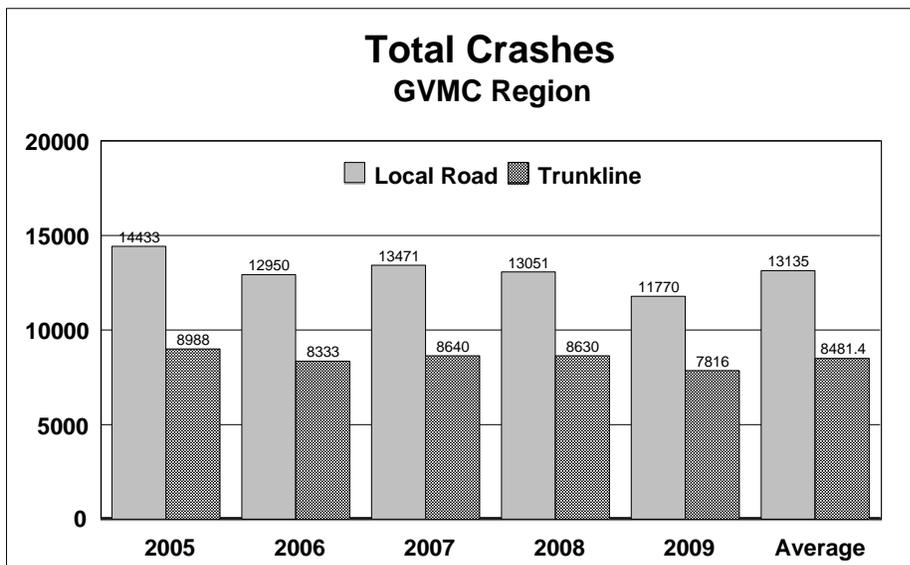
With these statistics in mind, GVMC has undertaken an effort to focus planning resources on traffic crashes in an effort to minimize the impact they have on the economy of the region as well as the loss of human life. This focused effort will ensure that safety planning is integrated into the GVMC overall transportation planning process.

The major difference between most safety plans and this process is that GVMC will identify locations where countermeasures can be implemented to help reduce the number of accidents. This analysis will be the basis for the use of federal funding for safety related improvements.



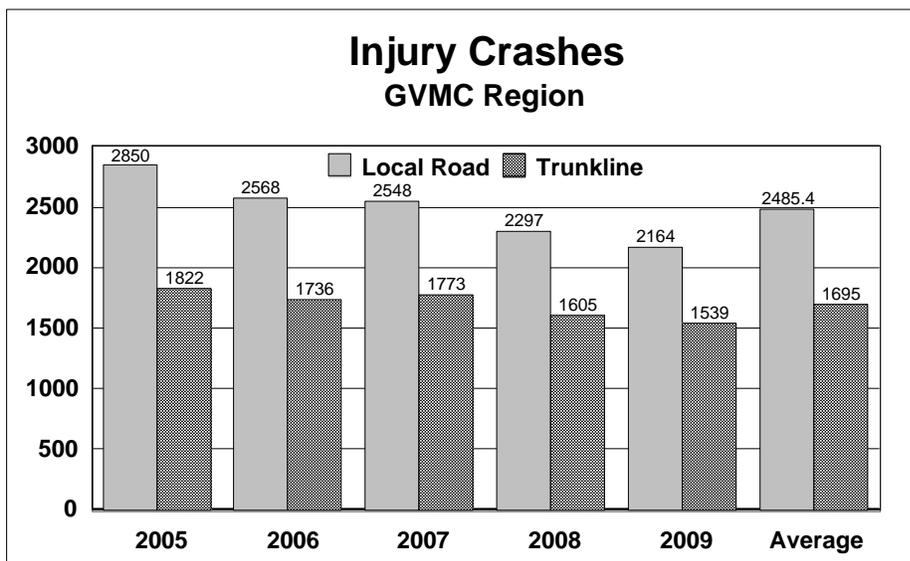
**Figure 19 – Total Fatal Crashes 2005–2009**

Includes alcohol, speeding and deer crash data



**Figure 20 – Total Crashes 2005–2009**

Includes alcohol, speeding and deer crash data



**Figure 21 – Total Injury Crashes 2005–2009**

Includes alcohol, speeding and deer crash data

**Traffic Crashes by Jurisdiction**

Local Governments	2004	2005	2006	2007	2008	2009
Ada Township	422	412	370	430	380	327
Algoma Township	398	372	380	376	403	350
Allendale Township	371	400	327	376	393	368
Alpine Township	442	454	386	380	368	333
Bowne Township	123	116	97	102	101	109
Byron Township	663	631	518	619	642	626
Caledonia Township	468	448	368	403	395	363
Cannon Township	321	291	282	286	280	263
Cascade Township	849	824	737	844	767	655
Casnovia, Village of	9	7	3	4	3	5
Cedar Springs, City of	95	79	86	90	64	64
Courtland Township	210	206	224	176	211	187
East Grand Rapids, City of	187	201	175	190	174	158
Gaines Township	483	478	469	514	504	434
Georgetown Township	972	981	822	949	850	828
Grand Rapids, City of	9103	7432	6927	7280	6840	6257
Grand Rapids Township	719	649	610	602	604	563
Grandville, City of	1027	815	784	717	891	726
Grattan Township	153	177	121	114	118	125
Hudsonville, City of	200	161	149	184	184	165
Jamestown Township	192	176	151	190	196	165
Kent City, Village of	19	18	19	13	18	10
Kentwood, City of	1652	1373	1214	1253	1262	1055
Lowell, City of	376	369	341	353	366	322
Nelson Township	144	149	159	137	137	129
Oakfield Township	170	174	143	154	166	154
Plainfield Township	1206	1076	887	1018	1004	824
Rockford, City of	156	152	135	141	150	121
Sand Lake, Village of	17	8	10	9	9	4
Solon Township	215	190	196	158	183	172
Sparta Township	284	273	229	237	221	209
Spencer Township	117	106	94	89	91	91
Tallmadge Township	314	256	297	281	278	245
Tyrone Township	142	142	136	114	111	115
Vergennes Township	167	149	154	158	145	130
Walker, City of	1580	1463	1332	1275	1166	1086
Wyoming, City of	2480	2213	1951	1895	2006	1848

**Figure 22 – Total Number of Traffic Crashes by GVMC Jurisdiction (2004–2009)**

**Six Basic Elements**

The GVMC Strategic Safety Planning Process is built upon six basic elements. For five emphasis areas, these elements are addressed in the Strategic Safety Planning Process technical document.

1. Local Policy/Objectives – The development of localized objectives that place focus on each element of the safety program.
2. Data Collection – Provides information to support decisions for identifying the safety inventory, needs, and countermeasures, and monitoring the results of safety decisions (system performance).

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

3. Data Analysis - Converts field data into usable information to assist decision makers in identifying safety needs and countermeasures, and monitoring the results of their decisions.
4. Project Prioritization/Program Development – Includes final prioritizing of transportation safety needs, selecting cost effective solutions.
5. Program Implementation – Carries out funded projects resulting in safety enhancements and educational, enforcement, and emergency programs
6. Performance Monitoring/Annual Report – Measures and analyzes results of transportation safety decisions, countermeasures, and programs; provides information from which “out year” efforts are forecast and evaluated, and future work programs are developed. GVMC will produce an annual safety report that outlines progress made from safety planning efforts, the results of safety system work efforts, expenditures, and system performance.

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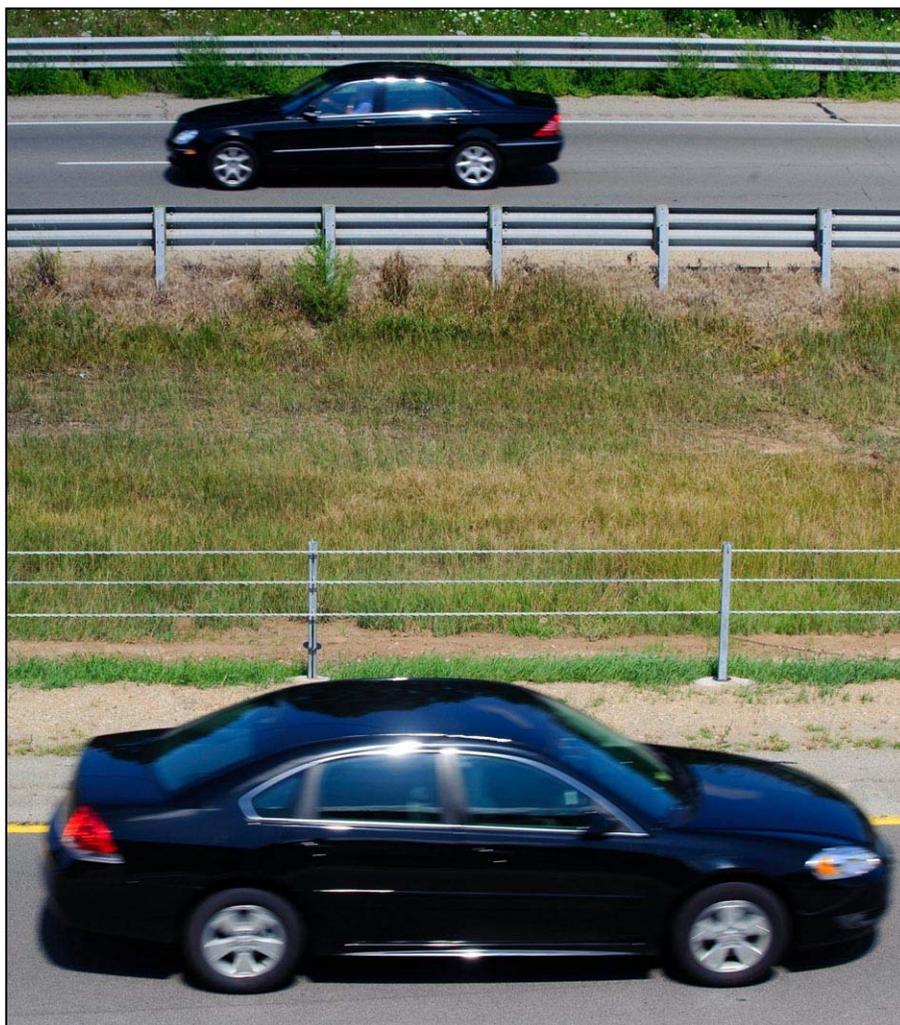
### Emphasis Areas

Research in transportation safety has shown that nearly every crash is preventable. In most regions, the largest contributing factor in crashes is behavior. Every time a person gets into a car, there is an opportunity to make that trip as safe as possible by obeying traffic laws, focusing on the task of driving, not driving when distracted or too fatigued or impaired by alcohol and other drugs, and wearing a safety belt.

For the purposes of this effort, GVMC will focus on five emphasis areas not related to driver behavior. Areas that GVMC will place planning emphasis on will focus on infrastructure components. The areas of emphasis will include intersection safety, corridor safety, pedestrian and bikes, senior mobility and safety, and car/deer conflicts.

#### Intersection Safety

Intersections are the place in the transportation system where all roadway users – cars, trucks, buses, and vulnerable road users (pedestrians, bicyclists, and motorcyclists) converge creating potential for conflict. Research indicates low-cost safety improvements such as improved sight distance,



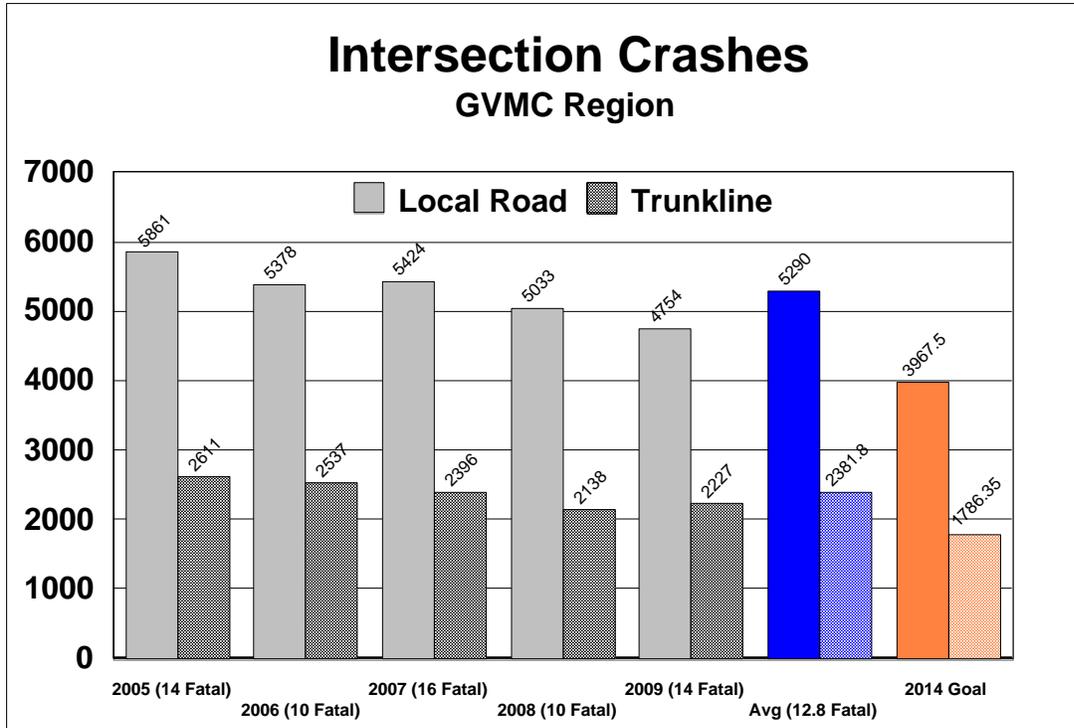


Figure 23 – Intersection Crashes

channelization, signage, and other infrastructure treatments can produce positive results. While these infrastructure improvements can improve safety, it is often the behavior of the road user that can cause a crash, e.g., speeding, red light and stop sign running, failure to use a pedestrian crosswalk, etc.

In the GVMC study region there were 6,981 intersection crashes in 2009 representing 35.6 percent of all the reported crashes. Nationally, intersection crashes accounted for 21% of all fatalities. The GVMC region appears to exceed the ratio of accidents at intersections reported at the national, state and regional level (35.6% to 29% respectively). In 2009, these intersection crashes within the GVMC region resulted in 14 fatalities (28% of all roadway fatalities in the region) and 1,706 injuries (46% of all roadway injuries in the region). Again the GVMC region exceeds the statewide and regional ratios for injuries (42%).

The GVMC region contains in excess of 600 signalized intersections. Advanced computer and software systems allow for basic analysis of a broad set of data related to accidents at signalized intersections. The total number of fatal and injury crashes at an intersection was established for every intersection region-wide with at least two reported fatal or injury crashes. Locations were ranked, in descending order (the most severe ranked 1), by the total number of fatal and injury crashes at the location. The annual loss attributed to the 46 signalized intersections with worsening crash trends is in excess of \$56 million. While some of this can be attributed to factors that cannot be designed for, these 46 intersections should receive priority for designated federal funding through the MPO process. In many cases low cost countermeasures can be applied to reduce the cost of crashes at these locations in the coming years.

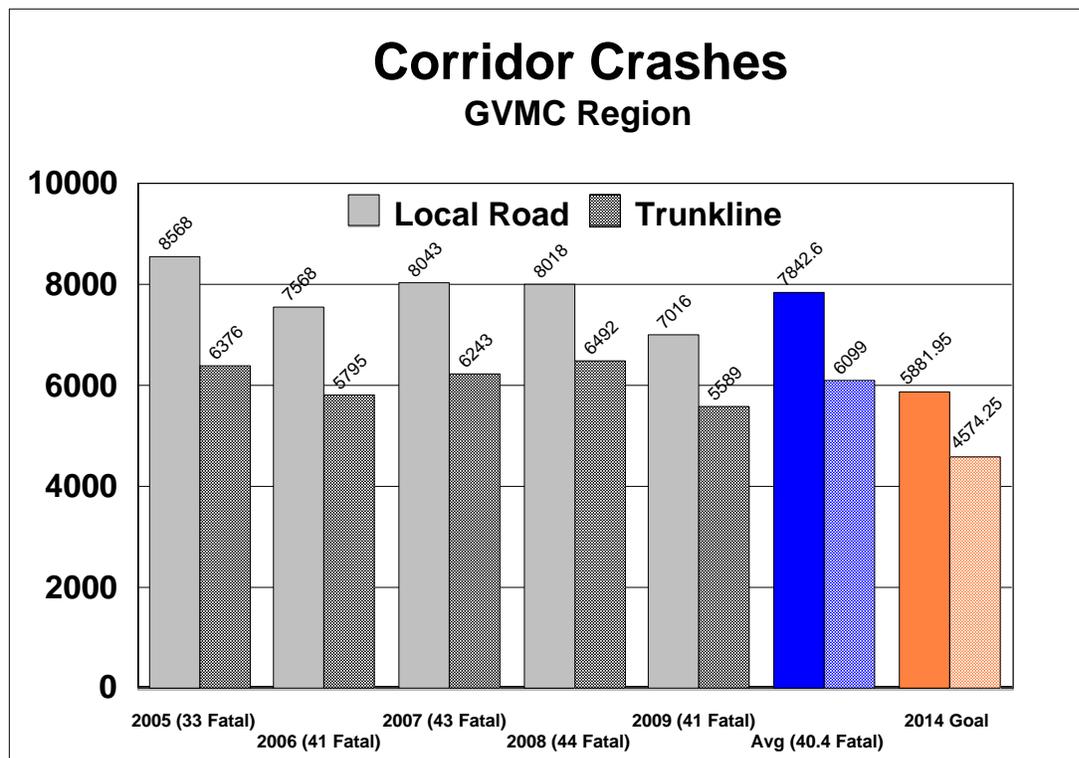


Figure 24 – Corridor Crashes

### Corridor Safety

Away from the influence of intersections 65% (12,605) of all crashes occur in the GVMC region. Of this 65%, 13% (2,522) were car/deer crashes, 4% involved alcohol or drugs, and 1% involved fleeing law enforcement. For analysis purposes these types of accidents were removed, leaving 10,336 accidents in 2009 within travel corridors in the GVMC planning region.

These corridor crashes within the GVMC region resulted in 41 fatalities (72% of all roadway fatalities in the region) and 1,997 injuries (54% of all roadway injuries in the region). The GVMC region rate for corridor crashes is lower than the statewide (71%) and regional (70%) ratios for crashes within corridors.

The GVMC region contains in excess of 5,000 miles of public streets and highways. Within these 5,000 miles there are nearly 1,600 miles designated as “federal-aid eligible.” Between 2007 and 2009 there were 63,177 reported accidents in the GVMC study region. Of these, nearly 80% were on the federal-aid road network. While the federal-aid network represents approximately 32% of the total road mileage in the region, it carries nearly 90% of the total miles traveled. It stands to reason that a high percentage of the accidents occur on the federal-aid system. For this reason and the fact that the MPO is required to limit planning efforts to the federal-aid network, corridor accident analysis will be limited to the federal-aid system. The full safety report contains a complete list of each federal-aid segment in the GVMC study area ordered by crash rate.

For the purposes of this planning effort, GVMC has identified five primary types of accidents that occur in greater numbers in the region as focal points for narrowing the list of 1,600 centerline miles down to a list that can be further analyzed. These accident types are: rear end (30.1%), angle (17.2%), fixed object (12.9%), sideswipe (11.4%), and bike/pedestrian (1.5%).

For corridors, GVMC employed a ranking process similar to the one used for intersections. Region-wide crash data for the years 2007-2009 were used. A database was created containing crashes located outside the 158 foot (0.03 miles) buffer considered to be the area of influence at each signalized intersection. Individual corridor segments were created based on logical segmentation. This logical segmentation follows the same methodology used for the GVMC congestion management and condition analyses. Logical segmentation allows for programming and implementation by segmenting the network into segments that can be reasonably improved over time. It is also helpful to carry out this analysis to reveal any anomalies that may exist from unusual changes in traffic patterns that were the result of construction detours or other temporary conditions that changed the normal expected conditions for a designated corridor. GVMC tracks road closures and compares these closures/detours. Every effort is made to determine and note where possible when these anomalies occur.



The annual loss attributed to the road segments on the federal-aid system is in excess of \$500 million. In many cases low cost countermeasures can be applied to reduce the cost of crashes at these locations in the coming years. The Michigan Department of Transportation Safety Programs Unit has developed a widely used spreadsheet that depicts benefits that can be expected through the implementation of a variety of improvements. This list of countermeasures and expected benefits can be found in the Strategic Safety Planning Process technical document.

Based on current trends in the region, the predominant segment crash type is rear end crashes. According to the Michigan Department of Transportation Safety Programs Unit, rear end crashes can be reduced by up to 80% with the installation of a center turn lane. Most other accident types that occur in the region, fixed object, sideswipe and head on, typically have causes not based in roadway geometry. For this reason further analysis will focus on rear end crashes.

To identify segments where the introduction of a center turn has the potential for the reduction of rear end crashes, GVMC selected crashes that occurred between 2007 and 2009 that were rear end crashes. These crashes were further reduced by eliminating behavior-related crashes that involved alcohol and excessive speed. The remaining accidents were located along their respective corridors.

The addition of a center turn lane to all facilities would be an approach that could lead to improved corridor safety. However, this is not a luxury that is financially, environmentally, or socially viable. Adding a center turn lane can increase the cost of maintaining a facility between 20% and 33% annually, not to mention the cost (nearly \$900,000 per mile) of the initial construction. With tightening budgets, stagnant funding levels and increasing construction costs being experienced by each of the GVMC member communities, a set of thresholds was created to guide the implementation of center turn lanes on federal-aid facilities using federal funding. These thresholds can be used as a guide for programming road improvements.

The recommended threshold for the addition of a center turn is based on the rate of return on investment. A new asphalt pavement can be expected to last between seven and 20 years provided that the facility is properly maintained. GVMC typically experiences a 12-year lifecycle for new reconstruction on asphalt roads. Twelve years will be the period used for this cost benefit analysis.

For this analysis the return on investment is based on an initial construction cost of \$900,000. Additional maintenance costs of \$42,000 (two crack filling treatments and one light overlay) for the additional lane are added to the calculation. The theoretical cost of \$942,000 is determined to be the base “cost” of the additional center turn lane. For the addition of the center turn lane to be justified, the expected benefits of that additional lane should exceed \$942,000 (\$78,500 annually) over a 12-year period.

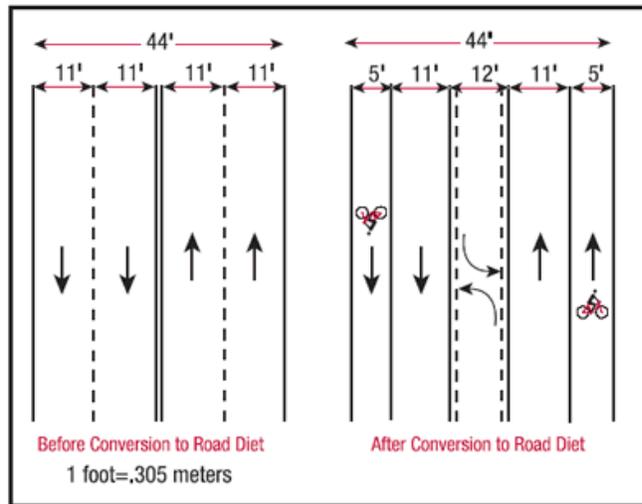


Figure 25 – 32nd Street, Grand Rapids, before and after non-invasive center turn lane treatment.

The Strategic Safety Planning Process technical document contains the results of the analysis completed for rear end segment crashes and outlines segments that would be good candidates for center turn lane implementation. Many of the segments identified currently have sufficient pavement width to accommodate a center turn lane without the additional expense of widening. The MPO encourages consideration of these segments when road resurfacing projects are undertaken.

There is a growing trend in recent years to convert 4 lane facilities with less than 18,000 ADT down to a three-lane configuration. The term “road diet” has been coined for the process of this roadway conversion. In many cases four lanes have excess capacity and are not “community friendly.” Road diets are often conversions of four lane undivided roads into three lanes (two through lanes and a center turn lane), as shown below. The fourth

lane may be converted to bicycle lanes, sidewalks, and/or on-street parking. In other words, existing space is reallocated; the overall area remains the same.



A recent study completed by the Federal Highway Administration revealed that crash rates can be reduced by as much as 6% when a road diet is implemented. It should be noted that in this study crash severity was not impacted. More information on this report can be found at:

<http://www.tfhr.gov/safety/hsis/pubs/04082/index.htm>

Figure 26 – Road Diet Diagram

### Senior Mobility and Safety

Approximately 13% of the people in the GVMC area are over the age of 65. Based on currently available data, 90% of elderly residents use a passenger vehicle as their primary source of transportation with 70% doing the driving themselves. According to the Michigan Secretary of State there are nearly 70,000 licensed drivers in the GVMC area over the age of 65. This represents nearly 15% of the total number of licensed drivers. By 2035, the elderly population in the GVMC area is expected to nearly double to 177,500 and make up more than 20% of the population.

While the data shows elderly drivers are quite responsible (e.g., have higher safety belt usage, lower alcohol related crash rates), national fatality rates per 100 million vehicle miles traveled (VMT) for the oldest drivers mirror the high rates for teen drivers. Plus, the inherent frailty of older drivers reduces their chances of surviving a crash once it occurs. Crash data between 2005 and 2009 shows that older drivers are involved in only 19 percent of total GVMC area crashes but 26 percent of fatal crashes.

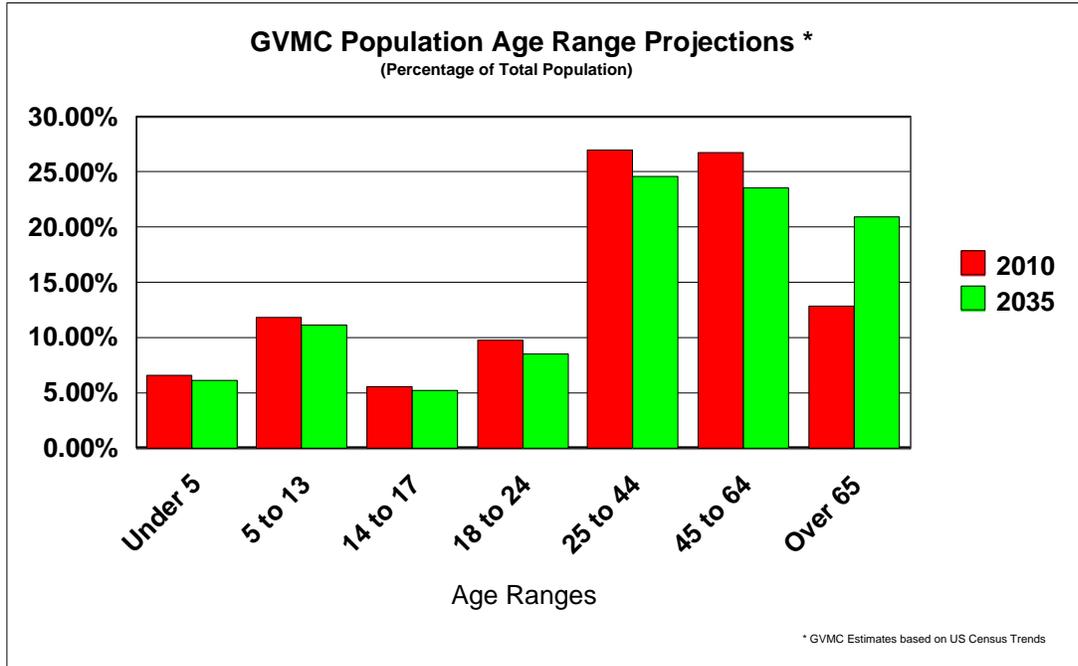


Figure 27 – GVMC Population Age Range Projections

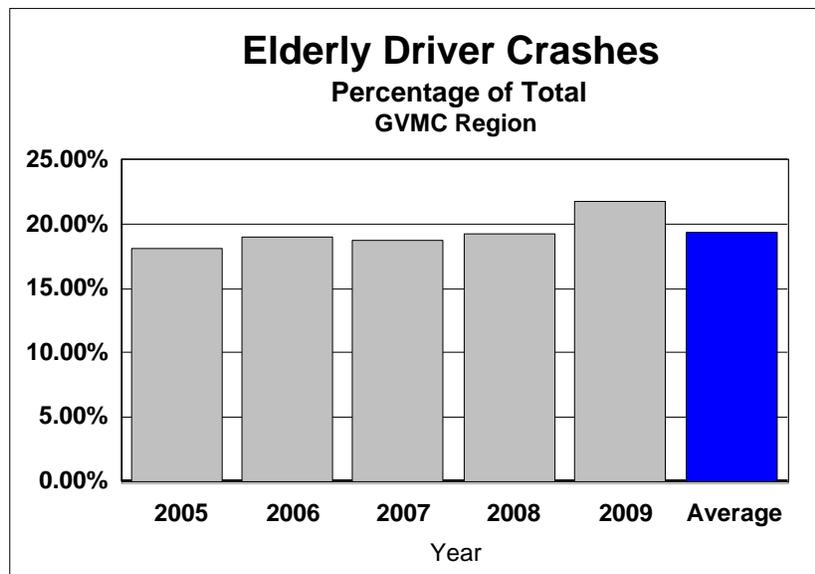


Figure 28 – Elderly Driver Crashes

Roadway design can play a key role in enhancing safe driving for the elderly. Much of the existing road system was designed and built with standards that did not take into account the needs of an aging population. While retrofitting the entire highway system to accommodate elderly drivers is ideal, financial realities dictate that other approaches are warranted.

A recently released report entitled Guidance for Implementa-

tion of the AASHTO Strategic Highway Safety Plan compiled promising strategies to improve the roadway/driving environment to better accommodate the special needs of older drivers.

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These include:

- Provide advance warning signs to inform drivers of existing or potentially hazardous conditions on or adjacent to the road.
- Provide advance guide signs and street name signs to give older drivers additional time to make necessary lane changes and route selection decisions, and reduce or avoid excessive or sudden braking behavior.
- Increase size and letter height of roadway signs to better accommodate reduced visual acuity of older drivers.
- Provide longer clearance intervals at signalized intersections to accommodate slower perception reaction times of older drivers.
- Provide more protected left turn signal phases at high-volume intersections to avoid difficulties older drivers have with determining acceptable gaps.
- Improve lighting at intersections, horizontal curves, and railroad grade crossings to help older drivers compensate for reduced visual acuity
- Improve roadway delineation so older drivers have better visual cues to recognize pavement markings.
- Improve traffic control at work zones to improve driver expectancy by providing adequate notice to drivers describing the condition ahead, the location, and the required response.

While only one-quarter of all travel occurs at night, about half of the traffic fatalities occur during nighttime hours. To address this disparity, the Federal Highway Administration has adopted new traffic sign retroreflectivity requirements. Published on December 21, 2007, and effective January 22, 2008, this final rule supplements the Manual on Uniform Traffic Control Devices (MUTCD) requirements for maintenance of sign retroreflectivity. The rule provides additional requirements, guidance, and clarification. The new rule encourages flexibility to allow agencies to choose a maintenance method that best fits their specific conditions.

Agencies have until January 2012 to establish and implement a sign assessment or management method to maintain minimum levels of sign retroreflectivity. The compliance date for meeting the minimum retroreflectivity requirements for regulatory, warning, and ground mounted guide signs is January 2015. For overhead guide signs and street name signs, the compliance date is January 2018.

Federal STP funding can be used for sign replacement to meet the new standards. GVMC does not restrict the use of federal funding for sign replacement.

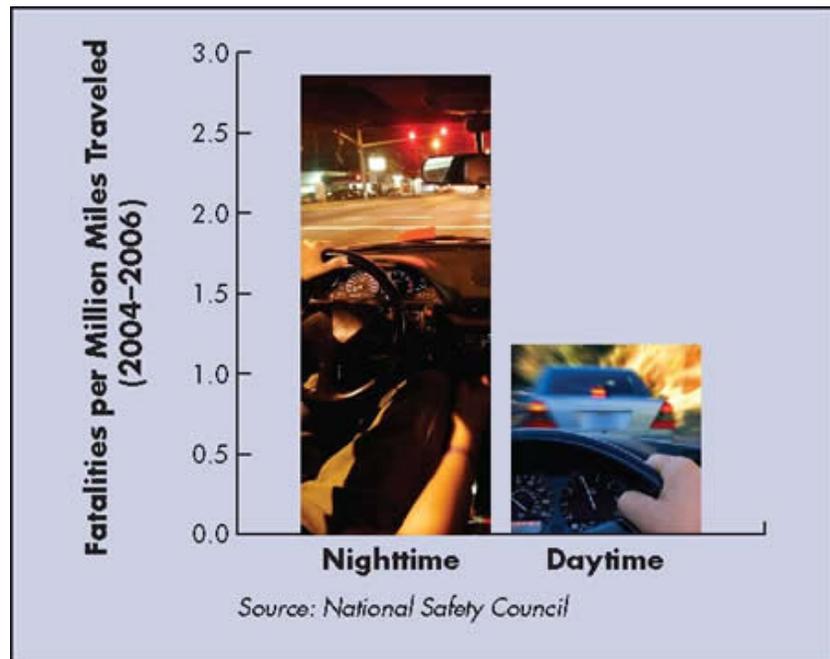
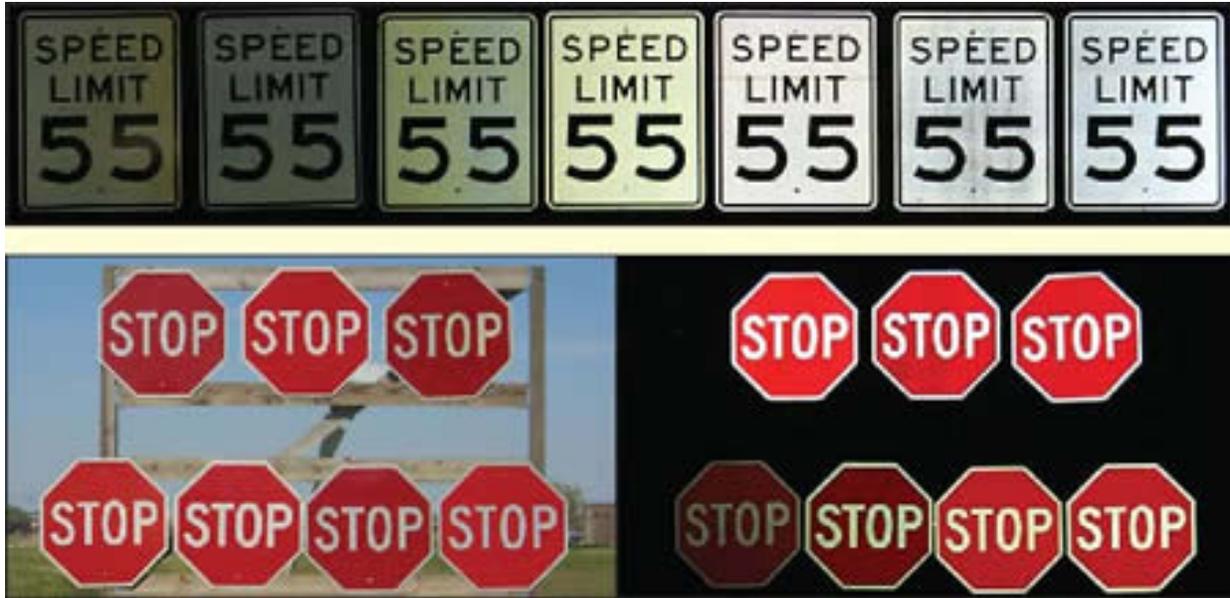


Figure 29 – Crash Fatalities, Nighttime versus Daytime Driving



**Pedestrian and Bicycle Safety**

Nearly every trip begins and ends with walking. With this in mind GVMC is placing a renewed emphasis on providing support to local communities with a focus on non-motorized transportation safety.

On average there is nearly one crash per day that involves a motor vehicle and bike or pedestrian in the GVMC study area. Fortunately only a very few end in a tragic death.

Although it is often lumped into the same “non-motorized” category, bicycle and pedestrian safety requires analysis by specific mode as the causes and often the fault for crashes vary greatly between bikes and pedestrians.



According to the National Center for Statistics and Analysis, the average age of cyclists killed in the United States in traffic crashes in 1998 was 32; in 2008 the average age of those killed was 41. In contrast, in 1998 the average age of those injured was 24 and the average age of those injured in 2008 was 31.

In the GVMC area in 2009, 60% of the 206 reported bicycle/motor vehicle crashes were cited as being the fault of the bicycle operator. The primary causes for crashes where bicycle operators were at fault were excessive speed and ignoring traffic control devices. The primary cause for crashes where vehicles were at fault was failing to yield when entering the roadway either at driveways or side streets. Many drivers cited not seeing the bicyclist.

Pedestrian/motor vehicle crashes reported (164 total) revealed a different story in terms of definable fault. More than 60% of the reported crashes were determined to be the fault of the motor vehicle operator, while less than 40% were crashes where the pedestrian was determined to be at fault. The primary area for the cause of these crashes seemed to be when a motor vehicle was making a legal right turn on red. Of the primary causes for crashes where the pedestrian was at fault the primary cause was not using a crosswalk or cutting between cars.

While this document focuses on improvements that can be made to the transportation system to improve safety, analysis in this area seems to lead to the need for more education in terms of the possible interactions between motor vehicles and the non-motorized traveler. Better awareness by the

traveling public of the other modes may lead to reducing the crash rates. This is not to say that geometric upgrades in existing and future roadways that are designed to improve safety for non-motorized travels will not be beneficial. But increased education would also appear to have an impact as well.

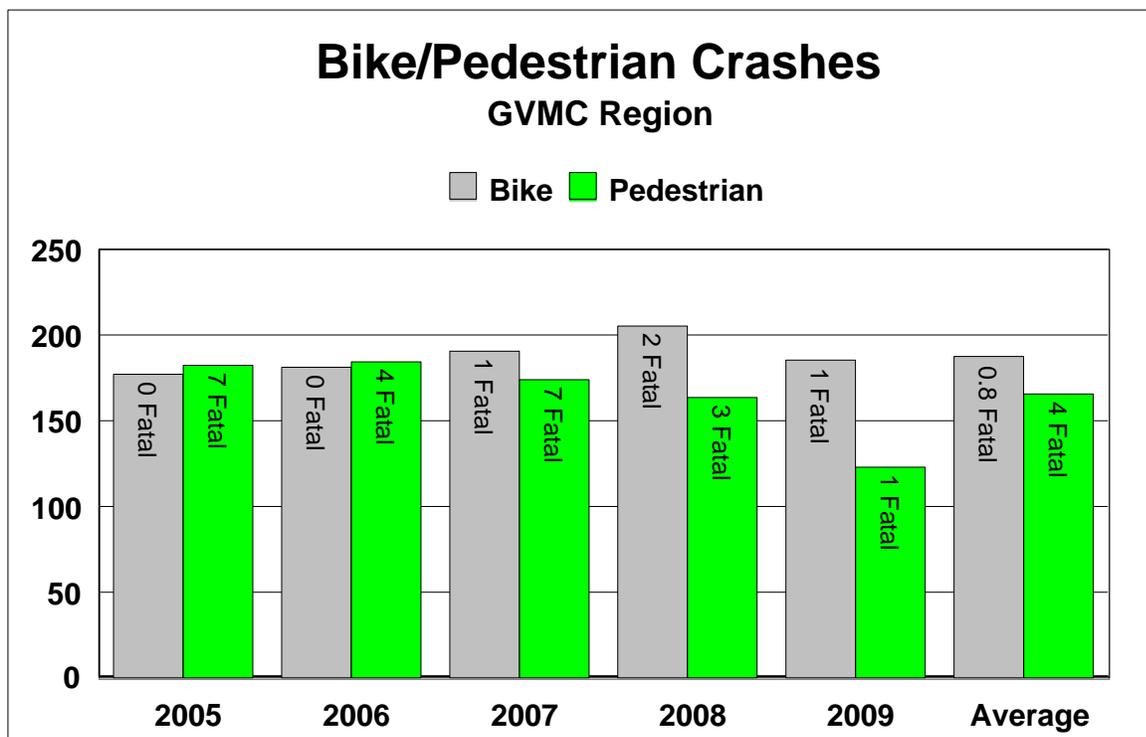


Figure 30 – Bike/Pedestrian Crashes in GVMC Region, 2005–2009

### Deer Crashes

In Michigan in 2009, there were 61,486 reported vehicle-deer crashes with 10 motorists killed. About 80 percent of all car-deer crashes take place on two-lane roads between dusk and dawn. Vehicle-deer crashes are costly. In Michigan, vehicle-deer crashes cost at least \$130 million per year; the average insurance claim is about \$2,100 in damage, usually to the front of the vehicle, which often leaves it un-drivable. The total number of vehicle-deer crashes, by county, is provided below. The five counties with the most vehicle-deer crashes in 2009 were: Kent (2,164), Oakland (1,947), Jackson (1,877), Calhoun (1,659) and Montcalm (1,641).

Kent County, because of its physical size, amount of travel and areas that are conducive to supporting large deer populations perennially, leads the state in the number of car/deer crashes. In 2009, car/deer crashes represented nearly 13% of all traffic crashes in the GVMC study region.

Unfortunately, there are no proven methods to reduce the number of these kinds of accidents. Deer whistles, fences and reflective barriers have not proven as an effective means for reducing the conflicts between motor vehicles and deer. The best approach to minimizing the impact of these unfortunate occurrences is to minimize the severity. Often to avoid hitting a deer in the roadway a motorist will react by swerving. Often this action can have more severe consequences when the vehicle leaves the road or swerves into the path of another vehicle.

Education efforts are underway to bring light to this issue. The Michigan Deer Crash Coalition (MDCC) was established in 1996. The mission of the MDCC is to mitigate both the frequency and severity of vehicle-deer crashes through public information, education, and research.

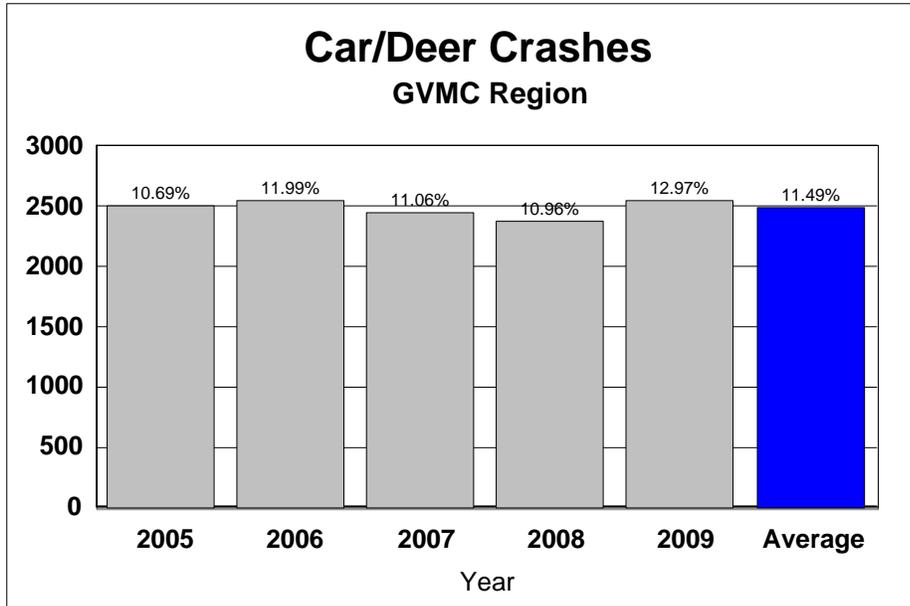


Figure 31 – Car/Deer Crashes in the GVMC Region, 2005–2009

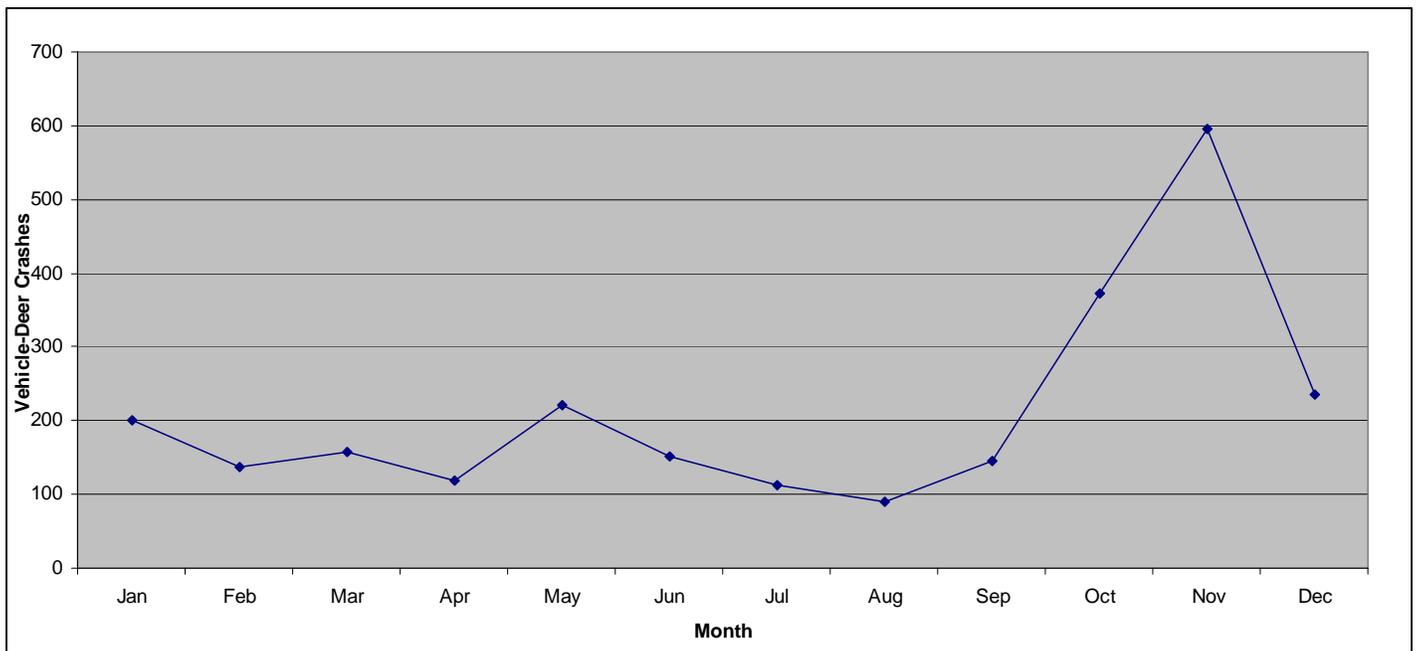


Figure 32 – 2009 Michigan Car/Deer Crashes by Month

## Chapter 15: Intelligent Transportation System

Technically there is no widely accepted definition of ITS, in part because it is ever-evolving. One definition adopted by the Intelligent Society of America reads: “People using technology in transportation to save lives, time and money.” The US Department of Transportation’s ITS Joint Program Office circulated a more formal definition. It reads: “Intelligent Transportation Systems (ITS) collect, store, process and distribute information relating to the movement of people and goods. Examples include systems for traffic management, public transportation management, emergency management, traveler information, advanced vehicle control and safety, commercial vehicle operations, electronic payment and railroad crossing safety.”

Regardless of how it is defined, each community with a robust ITS can reap the benefits of technology without a major investment in physical infrastructure. In the GVMC area, ITS has been under development for nearly a decade. The results of this deployment can be seen on most of the major freeways and corridors in the region.

### Elements of the GVMC ITS

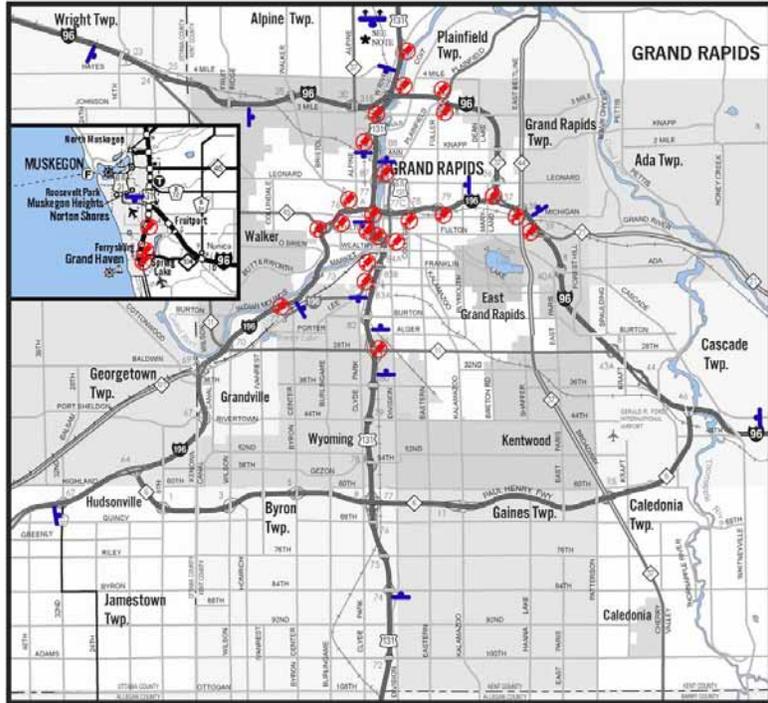
The GVMC area has deployed ITS in many forms. Some of these ITS deployments can readily be seen on the freeway system in the region. Others are not so obvious, but all contribute to a system that has the potential to save lives and money. The best way to demonstrate how ITS has had an impact in the area is to outline a hypothetical situation. All of the elements in bold in the following paragraphs are pieces of the overall ITS for the GVMC region. These elements, when used in concert with one another, provide an efficient ITS for the region.

At 7:13 a.m. on a Monday morning, a semi-truck jack knifes in the S-Curve along southbound US-131 in downtown Grand Rapids. This truck is carrying unknown materials that spill onto the freeway. Traffic immediately begins to back up as a result. **Speed Detection** installed along the corridor detects a sudden slowing of speed. Personnel at the **West Michigan Traffic Management Center (WMTMC)**, operated by the Michigan Department of Transportation (MDOT), are notified automatically of the situation within moments of the incident. Using **Freeway HD Traffic Cameras** that communicate via **Fiber Optic Network**, images of the scene are viewed by the staff at the WMTMC. Upon recognition that this is a major incident, WMTMC staff immediately begin sending information on the incident to the emergency responder dispatchers and the travelling public via **Dynamic Message Signs**, **MiDrive website** <http://www.michigan.gov/drive> and **local media outlets** that the section of US-131 in the S-Curve is impassible and there is a spill of materials that may be hazardous. All of this can happen even before emergency response personnel are on the scene. Sharing this information with the traveling public before they begin their trip will allow them to plan an alternate route. Notifying those already in the corridor that there is an incident ahead and they should expect sudden backups can, in many cases, eliminate secondary collisions due to a sudden slowing of traffic. These secondary incidents are often more severe, causing damage to property and loss of life.

Upon arrival at the primary incident, emergency responders determine that the S-Curve in both directions should be closed to protect the public from the unidentified spilled materials. Immediately, a pre-planned **Incident Management Process** is put into action that will detour traffic from the freeway onto the local street system and around the incident. The **Grand Rapids Traffic Control Center (GRTOC)**, operated by the City of Grand Rapids, is informed of the situation. Using a predetermined **Alternate Signal Timing Plan** to handle the diverted freeway traffic, the GRTOC changes signal timing on effected arterial corridors. In addition, GRTOC staff uses **Arterial HD Traffic Cameras** to manually and remotely manage “hot spots” for the duration of the incident, minimizing delays as

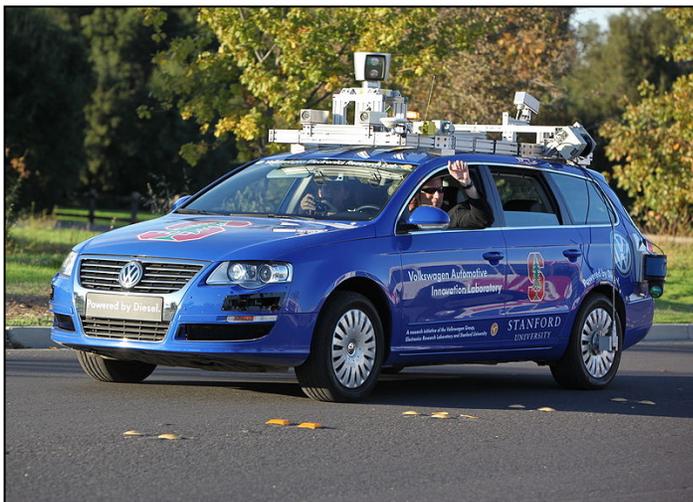
much as possible. The use of this remote traffic control can, in many cases, eliminate the need for law enforcement personnel being present at each of the highly traveled intersections, saving money and making it a safer situation. During the incident, dispatchers can also view the cameras and determine the most efficient response to save lives, time and money. Having the right equipment and personnel dispatched to the scene initially saves time during clearance and gets the freeway open sooner.

While the situation outlined above thankfully is a relatively rare occurrence, these conditions do, from time to time, present themselves. On average the WMTMC will identify and log 100 incidents per month. The associated map outlines the physical elements along the freeway system in the region.



## The Future of ITS

While the area has come a long way in the past decade, much still needs to be done. Communications along the freeways system in the region are quite comprehensive. Major arterials such as M-11/28th Street, 44th Street, and M-37/Alpine Ave, have been instrumented with cameras and signal communications. Many of the heavily traveled corridors in the region still have not been instrumented. In the coming years the collective partners in the region will be working toward complete coverage. As technologies continue to develop and ITS evolves, many new technologies may be implemented.



Examples of this include: in-car driver warning that a signal is about to turn red; in-car advisory to the driver that a work zone is ahead; and emergency vehicles given priority access to an intersection by sending a wireless signal to the area traffic-control mechanism. Other benefits may include warnings of potential collision (e.g., “no left turn”) or vehicles that brake without human intervention when an obstacle is sensed; vehicles that can message each other about dangerous roadway conditions ahead; and buses that “drive themselves” along specially engineered routes.

## Chapter 16: Transportation Project List

Once the socio-economic (SE) data was incorporated into the Transportation Model and congestion deficiencies were identified, GVMC staff worked with the Technical and Policy Transportation Committees to address the projected deficiencies for all modes of transportation using the Congestion Management Process. Projects that would help improve accessibility, decrease congestion, and preserve the current infrastructure through the year 2035 were considered. The list of proposed projects relates to those roadways on the federal-aid road network, as these are the only road projects eligible for federal funds. The LRTP Project List must also include “regionally significant” projects, regardless of the funding source.

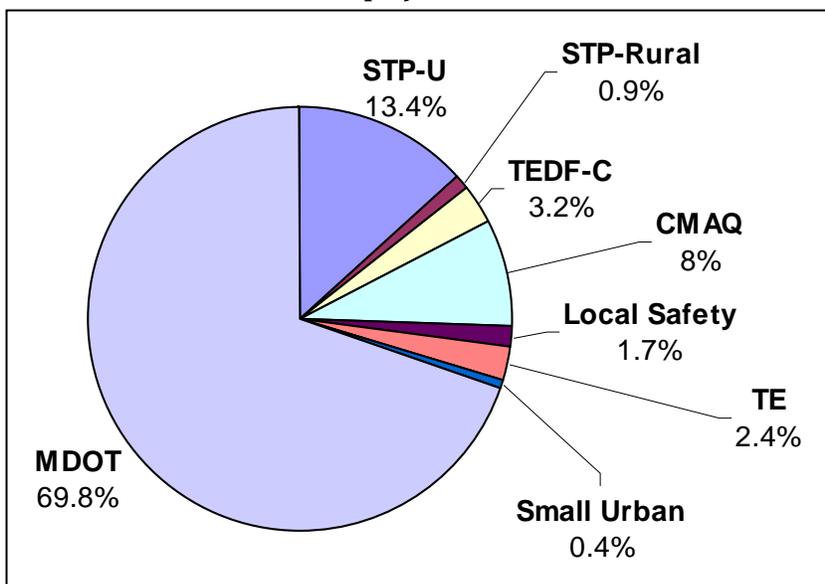
Revenues were projected for each of the funding categories available, and project costs are listed in the year or range of years that they will be expended (YOE), per federal reporting requirements. (See Chapter 17 for more information about Revenue projections and YOE calculations.) The LRTP deals with fiscal years, not calendar years.

The first four years (2011–2014) of the LRTP Project List are equivalent to the Transportation Improvement Program project list and demonstrate the short-term transportation projects identified for funding in this region. Other individual projects listed in the LRTP Project list reflect the projected transportation deficiencies, and these are grouped in year ranges required by the Air Quality Conformity Analysis process.

The project list also contains line item expenses related to the different funding categories, particularly those funding categories where precise funding levels are not available in advance (CMAQ) or where the funding is competitive (e.g., TE, Safety, Small Urban), and thus, projects cannot be programmed until the funds are awarded (see Figure 33). As future projects in these programs are selected for funding, those projects will be amended into the GVMC Transportation Improvement Program (TIP). For more information about the types of transportation projects are eligible for each of these funding source, please see the following chapter’s Financial Analysis.

An illustrative list of projects is located in Appendix G. The illustrative list includes several transit, non-motorized, and MDOT projects that cannot be included in the Project List because funding for these projects is not assured.

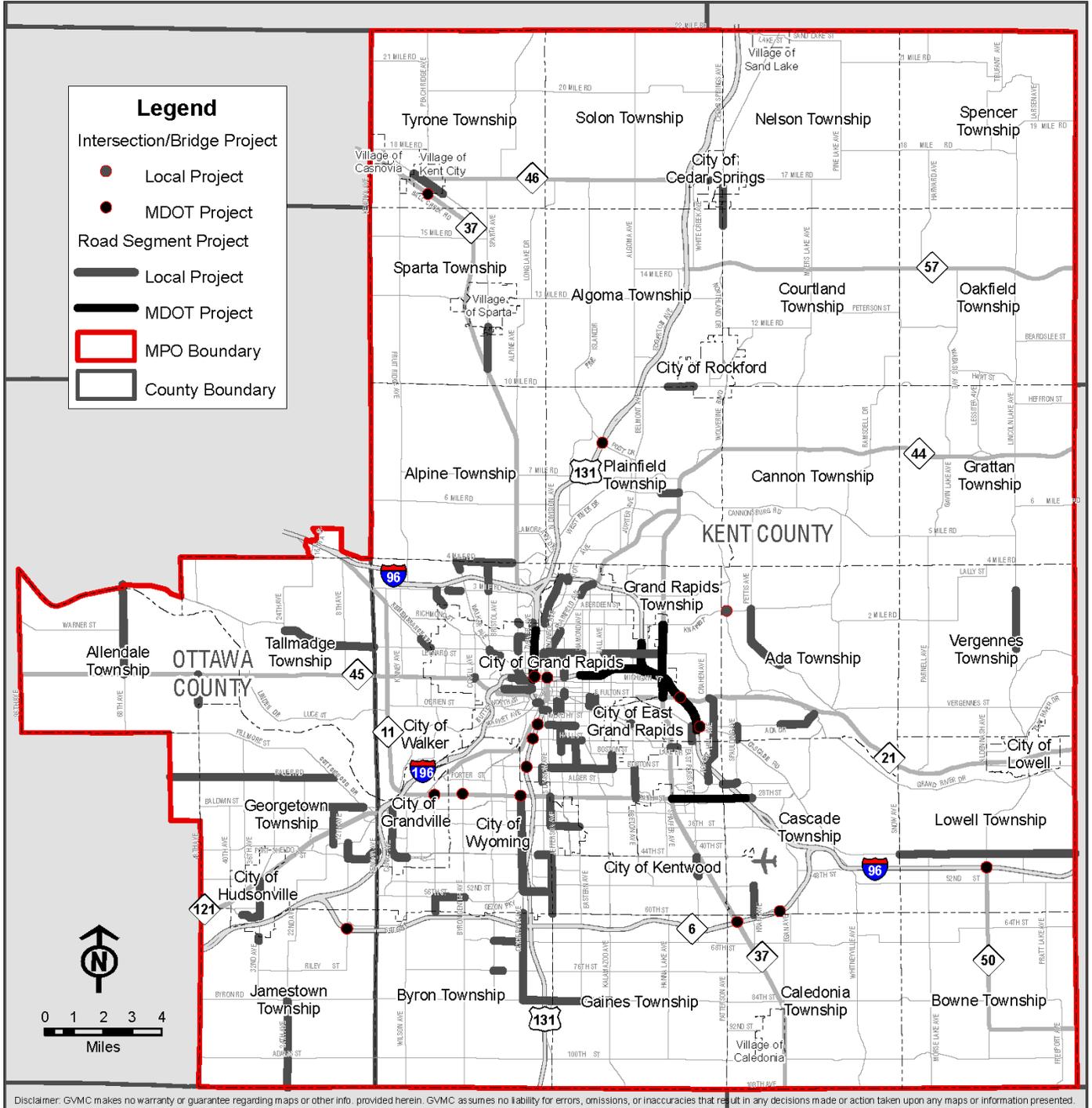
(For example, transit funding may rely on future millages to pass.) The LRTP Project List must show financial constraint, meaning that expenditures cannot exceed revenues for any year of the LRTP. The Illustrative List is not required to be financially constrained, and those projects with uncertain funding are thus recorded.



**Figure 33 – 2035 LRTP Funding Categories**

# L RTP Projects

## GVMC 2035 Long Range Transportation Plan



Map 18 – 2035 LRTP Project Map

## 2035 Long Range Transportation Plan Project List

Figure 34 – 2035 Project List

FY 2011–2014 STP-U \$33,366,064 Federal Available

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EXEMPT?	LENGTH	
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH					
Hall St	Kalamazoo Ave	Eastern Ave	City of Grand Rapids	Rotomill/resurface existing roadway by 2011	\$133,722								\$56,278	\$190,000	Preservation	Yes	0.20
Plymouth Ave	Burton St	Boston St	City of Grand Rapids	Reconstruct existing roadway by 2011	\$999,396								\$420,604	\$1,420,000	Preservation	Yes	0.50
Lafayette Ave	Wealthy St	State St	City of Grand Rapids	Reconstruct existing roadway by 2011	\$654,534								\$275,466	\$930,000	Preservation	Yes	0.33
Breton Ave	M-11/28th St	Burton St	City of Grand Rapids	Resurface existing roadway by 2011	\$622,863								\$262,137	\$885,000	Preservation	Yes	1.00
Cherry St	Market Ave	Grandville Ave	City of Grand Rapids	Resurface existing roadway by 2011	\$70,380								\$29,620	\$100,000	Preservation	Yes	0.12
College Ave	Fountain St	Fulton St	City of Grand Rapids	Resurface existing roadway by 2011	\$98,532								\$41,468	\$140,000	Preservation	Yes	0.16
Hall St	Madison Ave	Eastern Ave	City of Grand Rapids	Resurface existing roadway by 2011	\$235,773								\$99,227	\$335,000	Preservation	Yes	0.50
Madison Ave	Wealthy St	Cherry St	City of Grand Rapids	Resurface existing roadway by 2011	\$161,874								\$68,126	\$230,000	Preservation	Yes	0.20
Monroe Ave	Ottawa Ave	US-131BR/Leonard St	City of Grand Rapids	Resurface existing roadway by 2011	\$102,051								\$42,949	\$145,000	Preservation	Yes	0.25
Coit Ave	Kendalwood Dr	North Park St	City of Grand Rapids	Rotomill/resurface existing roadway by 2011	\$77,418								\$32,582	\$110,000	Preservation	Yes	0.17
1st/2nd St	Lane Ave	Stocking Ave	City of Grand Rapids	Rotomill/resurface existing roadway by 2011	\$70,380								\$29,620	\$100,000	Preservation	Yes	0.23
Forest Hill Ave	I-96	Burton St	City of Kentwood	Reconstruct and add turn lanes and curb and gutter by 2011 (AC)	\$884,519								\$415,481	\$1,300,000	Preservation	Yes	0.54
Forest Hill Ave	I-96	North city limit	City of Kentwood	Reconstruct and add turn lanes and curb and gutter by 2011 (AC)	\$1,428,840								\$671,160	\$2,100,000	Preservation	Yes	0.92
Bristol Ave	4 Mile Rd	3 Mile Rd	City of Walker	Resurface existing roadway by 2011	\$246,330								\$103,670	\$350,000	Preservation	Yes	0.98
Ada Dr	Fox Hollow Ave	Thornapple River Dr	KCRC–Grand Rapids Twp	Resurface existing roadway by 2011	\$230,495								\$97,006	\$327,501	Preservation	Yes	1.31
Forest Hill Ave	Cascade Rd	Ada Dr	KCRC–Ada Twp	Resurface existing roadway by 2011	\$211,140								\$88,860	\$300,000	Preservation	Yes	0.25
Clyde Park Ave	60th St	68th St	KCRC–Byron Twp	Resurface existing roadway by 2011	\$422,280								\$177,720	\$600,000	Preservation	Yes	1.00
Sparta Ave	M-37	12 Mile Rd	KCRC–Sparta Twp	Resurface existing roadway by 2011	\$703,800								\$296,200	\$1,000,000	Preservation	Yes	1.45
West River Dr	Rogue River bridge	M-44/Northland Dr	KCRC–Plainfield Twp	Reconstruct and Add Center Turn Lane (4-5) by 2011	\$1,184,280								\$498,414	\$1,682,694	Widen	No	0.75
8th Ave	Port Sheldon St	44th St	OCRC–Georgetown Twp	Reconstruct and Add Center Turn Lane (2-3) by 2011	\$404,685								\$170,315	\$575,000	Preservation	Yes	0.54
12th Ave	Port Sheldon St	Baldwin St	OCRC–Georgetown Twp	Resurface existing roadway by 2011	\$253,368								\$106,632	\$360,000	Preservation	Yes	1.28
A-37/24th Ave	Byron Rd	Ottoan St	OCRC–Jamestown Twp	Resurface existing roadway by 2011	\$362,457								\$152,543	\$515,000	Preservation	Yes	3.00
Burton St	Division Ave	Eastern Ave	City of Grand Rapids	Resurface existing roadway by 2012	\$561,661								\$268,339	\$830,000	Preservation	Yes	0.95
Burton St	Eastern Ave	Plymouth Ave	City of Grand Rapids	Resurface existing roadway by 2012	\$727,453								\$347,548	\$1,075,001	Preservation	Yes	1.22
Plainfield Ave	3 Mile Rd	I-96	City of Grand Rapids	Resurface existing roadway by 2012	\$541,360								\$258,640	\$800,000	Preservation	Yes	0.60
Plainfield Ave	US-131BR/Leonard St	Ann St	City of Grand Rapids	Resurface existing roadway by 2012	\$490,608								\$234,393	\$725,001	Preservation	Yes	0.85
Rivertown Pkwy	Wilson Ave	Canal Ave	City of Grandville	Resurface existing roadway by 2012	\$406,020								\$193,980	\$600,000	Preservation	Yes	0.44
36th St	A-45/Division Ave	Eastern Ave	City of Wyoming	Resurface existing roadway by 2012	\$480,457								\$229,543	\$710,000	Preservation	Yes	1.00
54th St	Clyde Park Ave	A-45/Division Ave	City of Wyoming	Resurface existing roadway by 2012	\$527,826								\$252,174	\$780,000	Preservation	Yes	1.00
Clyde Park Ave	M-11/28th St	54th St	City of Wyoming	Resurface existing roadway by 2012	\$1,285,730								\$614,270	\$1,900,000	Preservation	Yes	3.25
17 Mile Rd	US-131 Ramps	West St	KCRC–Solon Twp	Resurface existing roadway by 2012	\$338,350								\$161,650	\$500,000	Preservation	Yes	0.60
84th St	Clyde Park Ave	A-45/Division Ave	KCRC–Byron Twp	Resurface existing roadway by 2012	\$676,700								\$323,300	\$1,000,000	Preservation	Yes	1.00
Clyde Park Ave	76th St	84th St	KCRC–Byron Twp	Resurface existing roadway by 2012	\$338,350								\$162,000	\$500,350	Preservation	Yes	1.00
Pettis Ave	Knapp St	Egypt Valley Ave	KCRC–Ada Twp	Resurface existing roadway by 2012	\$351,884								\$168,116	\$520,000	Preservation	Yes	2.38
32nd Ave	M-121/Chicago Dr	Highland Dr	City of Hudsonville	Resurface existing roadway by 2012	\$363,388								\$173,612	\$537,000	Preservation	Yes	1.23
Bauer Rd	56th Ave	24th Ave	OCRC–Georgetown Twp	Resurface existing roadway by 2012	\$866,176								\$413,824	\$1,280,000	Preservation	Yes	4.00
Leonard St	Ball Ave	Plymouth Ave	City of Grand Rapids	Resurface existing roadway by 2013	\$149,688								\$70,312	\$220,000	Preservation	Yes	0.25
Leonard St	I-96 EB Ramps	I-96 WB Ramps	City of Grand Rapids	Resurface existing roadway by 2013	\$125,874								\$59,126	\$185,000	Preservation	Yes	0.20
Leonard St	I-96 WB Ramps	M-44/East Beltline Ave	City of Grand Rapids	Resurface existing roadway by 2013	\$387,828								\$182,172	\$570,000	Preservation	Yes	0.63
Leonard St	Maryland Ave	I-96 EB Ramps	City of Grand Rapids	Resurface existing roadway by 2013	\$122,472								\$57,528	\$180,000	Preservation	Yes	0.20
Leonard St	Plymouth Ave	Maryland Ave	City of Grand Rapids	Resurface existing roadway by 2013	\$455,868								\$214,132	\$670,000	Preservation	Yes	0.74
Monroe Ave	Knapp St	North Park St	City of Grand Rapids	Resurface existing roadway by 2013	\$918,540								\$431,460	\$1,350,000	Preservation	Yes	1.69
Elmridge Dr	3 Mile Rd	South city limit	City of Walker	Reconstruct existing roadway by 2012	\$748,440								\$351,560	\$1,100,000	Preservation	Yes	0.59
Division Ave	M-11/28th St	36th St	City of Wyoming	Resurface existing roadway by 2013	\$578,340								\$271,660	\$850,000	Preservation	Yes	1.00
Division Ave	44th St	54th St	City of Wyoming	Resurface existing roadway by 2013	\$714,420								\$335,580	\$1,050,000	Preservation	Yes	1.25
Ivanrest Ave	North city limit	56th St	City of Wyoming	Resurface existing roadway by 2013	\$289,170								\$135,830	\$425,000	Preservation	Yes	1.00
76th St	Sierrafield Dr	Burlingame Ave	KCRC–Byron Twp	Resurface existing roadway by 2013	\$88,452								\$41,548	\$130,000	Preservation	Yes	0.31
Kraft Ave	52nd St	60th St	KCRC–Cascade Twp	Resurface and reconstruct existing roadway by 2013	\$442,260								\$207,740	\$650,000	Preservation	Yes	1.00
Highland Dr	32nd Ave	Creek View Dr	City of Hudsonville	Resurface existing roadway by 2013	\$92,534								\$43,466	\$136,000	Preservation	Yes	0.63
Baldwin St	20th Ave	Cottonwood Dr	OCRC–Georgetown Twp	Resurface existing roadway by 2013	\$612,360								\$287,640	\$900,000	Preservation	Yes	2.00
Leonard St	24th Ave	Kenowa Ave	OCRC–Tallmadge Twp	Resurface existing roadway by 2013	\$740,275								\$347,725	\$1,088,000	Preservation	Yes	3.40
Lakeside Dr	Greenwood Dr	Wealthy St	City of East Grand Rapids	Reconstruct existing roadway by 2014	\$381,500								\$163,500	\$545,000	Preservation	Yes	0.36
Ann St	Alpine Ave	Voorheis Ave	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	\$52,500								\$22,500	\$75,000	Preservation	Yes	0.10
Buchanan Ave	Alger St	Burton St	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	\$218,750								\$93,750	\$312,500	Preservation	Yes	0.49
Carlton Ave	Lake Dr	Fulton St	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	\$151,200								\$64,800	\$216,000	Preservation	Yes	0.35
Lake Dr	M-37/East Beltline Ave	East city limit	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	\$109,200								\$46,800	\$156,000	Preservation	Yes	0.25
Lake Michigan Dr	Garfield Ave	US-131	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	\$437,500								\$187,500	\$625,000	Preservation	Yes	1.06
Richmond St	Alpine Ave	Scribner Ave	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	\$262,500								\$112,500	\$375,000	Preservation	Yes	0.58
Turner Ave	Ann St	US-131 SB Ramps	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	\$117,600								\$50,400	\$168,000	Preservation	Yes	0.27
Wealthy St	US-131	Division Ave	City of Grand Rapids	Reconstruct existing roadway by 2014	\$787,500								\$337,500	\$1,125,000	Preservation	Yes	0.18
Canal Ave	Chicago Dr	44th St	City of Grandville	Resurface existing roadway by 2014	\$525,000								\$225,000	\$750,000	Preservation	Yes	1.50
Division Ave	54th St	60th St	City of Kentwood	Reconstruct and partial blvd. by 2014 (AC)	\$149,521								\$1,530,479	\$1,680,000	Widen	No	0.75
East Paris Ave	44th St	Barden Dr	City of Kentwood	Reconstruct existing roadway by 2014	\$505,400								\$216,600	\$722,000	Preservation	Yes	0.66
Remembrance Rd	Leonard St	Walker Village Dr	City of Walker	Resurface and reconstruct existing roadway by 2014	\$595,000								\$255,000	\$850,000	Preservation	Yes	0.48
44th St	Stafford Ave	Division Ave	City of Wyoming	Reconstruct existing roadway by 2014	\$1,470,000								\$630,000	\$2,100,000	Preservation	Yes	0.60

**GRAND VALLEY METROPOLITAN COUNCIL**

28th St	Kraft Ave	I-96 Ramps	KCRC—Cascade Twp	Resurface existing roadway by 2014	\$280,000								\$120,000	\$400,000	Preservation	Yes	0.30
68th St	Clyde Park Ave	Burlingame Ave	KCRC—Byron Twp	Resurface existing roadway by 2014	\$350,000								\$150,000	\$500,000	Preservation	Yes	1.00
84th St	A-45/Division Ave	Kalamazoo Ave	KCRC—Gaines Twp	Resurface existing roadway by 2014	\$560,000								\$240,000	\$800,000	Preservation	Yes	2.00
East Paris Ave	Cascade Rd	Kentwood city limit	KCRC—Grand Rapids Twp	Resurface existing roadway by 2014	\$350,000								\$150,000	\$500,000	Preservation	Yes	0.50
44th St	8th Ave	Kenowa Ave	OCRC—Georgetown Twp	Rotomill/resurface existing roadway by 2014	\$455,700								\$195,300	\$651,000	Preservation	Yes	1.00
Bauer Rd	24th Ave	Cottonwood Dr	OCRC—Georgetown Twp	Resurface existing roadway by 2014	\$369,600								\$158,400	\$528,000	Preservation	Yes	1.50
Planning Studies	Area-wide		GVMC	Pavement Management System by 2011	\$140,000								\$35,000	\$175,000	Study	Yes	N/A
Planning Studies	Area-wide		GVMC	Congestion Management System by 2011	\$80,000								\$20,000	\$100,000	Study	Yes	N/A
Planning Studies	Area-wide		GVMC	GIS Maintenance by 2011	\$30,000								\$8,000	\$38,000	Study	Yes	N/A
Planning Studies	Area-wide		GVMC	Studies by 2012	\$250,000								\$63,000	\$313,000	Study	Yes	N/A
Planning Studies	Area-wide		GVMC	Studies by 2013	\$150,000								\$38,000	\$188,000	Study	Yes	N/A
Planning Studies	Area-wide		GVMC	Studies by 2014	\$150,000								\$38,000	\$188,000	Study	Yes	N/A
Preservation Projects (Reconstruction/ Resurfacing)	Area-wide		Various	Various	\$455,992								\$113,998	\$569,990	Preservation	Yes	N/A
<b>Total</b>					<b>\$33,366,064</b>								<b>\$16,240,973</b>	<b>\$49,607,037</b>			

**FY 2011–2014 STP-R** **\$2,266,072 Federal Available**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH	
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH					
Hope Network	Kent County	Hope Network	Hope Network, Inc.	Purchase high top van by 2011		\$32,000							\$8,000	\$40,000	Transit	Yes	N/A
Lincoln Lake Ave	McPherson St	3 Mile Rd	KCRC—Vergennes Twp	Resurface existing roadway by 2011		\$508,039							\$127,010	\$635,049	Preservation	Yes	2.00
Cutaway Small Bus	Rural Area	Hope Network	Hope Network, Inc.	Purchase small cutaway bus by 2012		\$54,400							\$13,600	\$68,000	Transit	Yes	N/A
Paratransit Van	Rural Area	ITP	ITP/The Rapid	Purchase Paratransit van by 2012		\$68,673							\$17,168	\$85,841	Transit	Yes	N/A
Cascade Rd	Snow Ave	Timpson Ave	KCRC—Lowell Twp	Resurface existing roadway by 2012		\$434,247							\$203,888	\$638,135	Preservation	Yes	2.00
Cascade Rd	Timpson Ave	Seqwun Ave	KCRC—Lowell Twp	Resurface existing roadway by 2013		\$575,154							\$143,788	\$718,942	Preservation	Yes	2.25
Cascade Rd	Seqwun Ave	County line	KCRC—Lowell Twp	Resurface existing roadway and remove bridge by 2014		\$573,559							\$143,390	\$716,949	Preservation	Yes	1.75
Ball Creek Rd	NW village limit	Rusco St	Village of Kent City	Resurface existing roadway by 2014		\$20,000							\$20,000	\$40,000	Preservation	Yes	1.22
<b>Total</b>						<b>\$2,266,072</b>							<b>\$676,844</b>	<b>\$2,942,916</b>			

**FY 2011–2014 EDF-C** **\$8,525,456 Federal Available**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH	
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH					
10 Mile Rd	West of Wolven Ave	Chilsdale Ave	KCRC—Algoma Twp	Reconstruct and widen to 5 lanes (2-5) by 2011			\$1,596,600						\$403,400	\$2,000,000	Widen	No	1.29
4 Mile Rd	Walker Ave	Old Orchard Ave	KCRC—Alpine Twp	Reconstruct and Add Center Turn Lane (2-3) by 2014			\$2,188,288						\$547,072	\$2,735,360	Widen	No	1.90
Clyde Park Ave	.10 miles N of 76th St	.10 miles S of 68th St	KCRC—Byron Twp	Reconstruct and Add Center Turn Lane (2-3) by 2012			\$832,000						\$314,288	\$1,146,288	Widen	No	0.80
Forest Hill Ave	Kentwood city limit	Cascade Rd	KCRC—Grand Rapids Twp	Reconstruct and Add Center Turn Lane (2-3) by 2011			\$478,980						\$121,020	\$600,000	Widen	No	0.35
Forest Hill Ave	Ada Dr	M-21/E Fulton St	KCRC—Grand Rapids Twp	Reconstruct and Add Center Turn Lane (2-3) by 2012			\$1,280,000						\$338,240	\$1,618,240	Widen	No	1.05
Northland Dr	Indian Lakes Rd	South St	KCRC—Algoma Twp	Reconstruct and Add Center Turn Lane (2-3) - Access Management by 2013			\$1,600,000						\$400,000	\$2,000,000	Widen	No	1.20
Knapp St	at Grand River Dr		KCRC—Ada Twp	Add turn lanes at the intersection by 2013			\$440,000						\$110,000	\$550,000	Widen	No	0.10
ITS Projects TBD	Area-wide		City of Grand Rapids	ITS Activities by 2013			\$109,544						\$27,386	\$136,930	ITS	Yes	N/A
Eligible Projects Addressing Congestion TBD	Area-wide		Various	Various			\$44						\$11	\$55		Yes	N/A
<b>Total</b>							<b>\$8,525,456</b>						<b>\$2,261,417</b>	<b>\$10,786,873</b>			

**FY 2011–2014 MDOT** **\$186,525,495**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH	
					MDOT PROJECTS	ESTIMATED LOCAL MATCH	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED STP-R					ESTIMATED STP-U
M-37	at Peach Ridge Ave		MDOT	Crack sealing by 2011	\$8,185								\$1,815	\$10,000	Preservation	Yes	0.10
M-6	at M-37/Broadmoor Ave and 60th St		MDOT	Crack sealing by 2011	\$9,495								\$2,105	\$11,600	Preservation	Yes	0.20
US-131	at Post Dr		MDOT	Resurface by 2011	\$22,263								\$4,937	\$27,200	Preservation	Yes	0.10
US-131	under Franklin, Burton, and Hall Sts		MDOT	Partial and full bridge deck replacement by 2011	\$3,040,729								\$589,988	\$3,630,717	Preservation	Yes	0.30
I-96	under M-50/Alden Nash Ave		MDOT	Bridge replacement preliminary engineering by 2011	\$187,200								\$20,800	\$208,000	Preservation	Yes	0.10
M-11/28th St	M-37/East Beltline Ave	I-96	MDOT	Mill, joints, resurface and concrete reconstruction by 2011	\$40,925								\$9,075	\$50,000	Preservation	Yes	2.30
I-96 WB	Cascade Rd/I-96 WB On-ramp		MDOT	Ramp reconstruction by 2012	\$270,000								\$30,000	\$300,000	Preservation	Yes	0.43
M-6	at 8th Ave NE Quadrant		MDOT	Crack sealing by 2011	\$9,822								\$2,178	\$12,000	Preservation	Yes	0.10
M-11/28th St	at Clyde Park Ave		MDOT	Intersection reconstruction by 2013	\$491,100								\$108,900	\$600,000	Preservation	Yes	0.10
M-11/28th St	at Ivanrest Ave and Byron Center Ave		MDOT	Intersection reconstruction by 2013	\$942,094								\$208,906	\$1,151,000	Preservation	Yes	0.20
US-131	I-196	Ann St	MDOT	Replace Freeway Lighting by 2014	\$818,500								\$181,500	\$1,000,000	Preservation	Yes	N/A
Countywide	Grand River Watershed		MDOT	Wetland Mitigation Bank Site by 2014	\$400,000								\$100,000	\$500,000	Preservation	Yes	N/A
US-131	US-131BR/Leonard St	Ann St	MDOT	Add NB weave/merge lanes by 2014	\$3,200,000								\$800,000	\$4,000,000	Widen	No	0.75
Trunkline Projects TBD	Area-wide		MDOT	Various	\$177,085,182								\$44,271,296	\$221,356,478		Yes	N/A
<b>TOTAL</b>					<b>\$186,525,495</b>								<b>\$46,331,500</b>	<b>\$232,856,995</b>			

**2035 LONG RANGE TRANSPORTATION PLAN UPDATE**

**FY 2011–2014 TRANSIT**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES							ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH		
											TRANSIT CAPITAL REVENUES*						
Misc. Capital Needs	Area-wide		ITP/The Rapid										\$15,454,182	\$15,454,182	Transit	Yes	N/A
Bus Rapid Transit (BRT) Capitol - Division Ave	60th St	Rapid Central Station	ITP/The Rapid	Bus Rapid Transit System									\$36,941,000	\$36,941,000	Transit	Yes	N/A
Facility Expansion/ Maintenance Needs	Area-wide		ITP/The Rapid										\$19,537,813	\$19,537,813	Transit	Yes	N/A
Replacement of Fixed Route Buses	Area-wide		ITP/The Rapid										\$7,379,109	\$7,379,109	Transit	Yes	N/A
Expansion of Fixed Route Buses	Area-wide		ITP/The Rapid										\$3,813,769	\$3,813,769	Transit	Yes	N/A
Replacement of Paratransit Vehicles	Area-wide		ITP/The Rapid										\$1,734,503	\$1,734,503	Transit	Yes	N/A
Capitalized Operating Expense	Area-wide		ITP/The Rapid										\$2,712,813	\$2,712,813	Transit	Yes	N/A
<b>TOTAL</b>													<b>\$87,573,189</b>	<b>\$87,573,189</b>			

\*Refer to ITP/The Rapid Financial Constraint Table

**FY 2011–2014 CMAQ \$19,727,773 Estimated Federal Award**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES							ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH		
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN					ESTIMATED LOCAL MATCH	
Eligible CMAQ Projects TBD	Area-wide		Various					\$19,727,773					\$4,931,949	\$24,659,722	Air Quality	Yes	N/A
<b>TOTAL</b>								<b>\$19,727,773</b>					<b>\$4,931,949</b>	<b>\$24,659,722</b>			

**FY 2011–2014 TE \$5,889,707 Estimated Federal Award**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES							ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH		
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN					ESTIMATED LOCAL MATCH	
Non-Motorized Projects TBD	Area-wide		Various	Various							\$2,800,000		\$560,000	\$3,360,000	Non-Motorized	Yes	N/A
Other TE Eligible Projects TBD	Area-wide		Various	Various							\$3,089,707		\$1,472,427	\$4,562,134		Yes	N/A
<b>TOTAL</b>											<b>\$5,889,707</b>		<b>\$2,032,427</b>	<b>\$7,922,134</b>			

**FY 2011–2014 SAFETY \$4,179,993 Estimated Federal Award**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES							ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH		
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN					ESTIMATED LOCAL MATCH	
Market Ave	Alger St and Market Ave		City of Grand Rapids	Guardrail upgrades by 2011							\$37,600		\$9,400	\$47,000	Safety	Yes	N/A
Lincoln Lake Ave	4 various locations		KCRC	Signal modernization by 2011							\$272,000		\$68,000	\$340,000	Safety	Yes	N/A
Eligible Safety Projects TBD	Area-wide		Various	Various							\$3,870,393		\$967,598	\$4,837,991	Safety	Yes	N/A
<b>TOTAL</b>											<b>\$4,179,993</b>		<b>\$1,044,998</b>	<b>\$5,224,991</b>			

**FY 2011–2014 SMALL URBAN \$1,141,048 Estimated Federal Award**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES							ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH			
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN					ESTIMATED LOCAL MATCH		
Eligible Small Urban Project TBD	Area-wide		Various	Various									\$1,141,048	\$285,262	\$1,426,310		Yes	N/A
<b>TOTAL</b>													<b>\$1,141,048</b>	<b>\$285,262</b>	<b>\$1,426,310</b>			

**FY 2015–2018 STP-U \$39,446,545 Federal Available**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES							ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH		
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN					ESTIMATED LOCAL MATCH	
A-37/32nd Ave	Quincy St	City limit	OCRC–Jamestown Twp	Reconstruct and widen to 5 lanes (Comm. Dev) by 2018 (3-5) by 2018	\$365,160								\$91,290	\$456,450	Widen	No	0.14
College Ave	I-196	Leonard St	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3) by 2018	\$841,157								\$210,289	\$1,051,446	Widen	No	0.89
Lake Dr	Fuller Ave	Carleton Ave	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3) by 2018	\$197,461								\$49,365	\$246,826	Widen	No	0.21
Lake Michigan Dr	US-131	Garfield Ave	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3) by 2018	\$997,629								\$249,407	\$1,247,036	Widen	No	1.06
Leonard St	Plainfield Ave	Diamond Ave	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes (2-3) by 2018	\$1,081,289								\$270,322	\$1,351,611	Widen	No	1.14

**GRAND VALLEY METROPOLITAN COUNCIL**

Madison Ave	Cottage Grove St	Hall St	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3) by 2018	\$373,033								\$93,258	\$466,291	Widen	No	0.39
Madison Ave	Hall St	Franklin St	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3) by 2018	\$475,703								\$118,926	\$594,629	Widen	No	0.50
Stocking Ave	Bridge St	7th St	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3) by 2018	\$566,711								\$141,678	\$708,389	Widen	No	0.60
Planning Studies TBD	Area-wide		GVMC	Transportation Planning Studies	\$859,200								\$214,800	\$1,074,000	Study	Yes	N/A
Eligible Safety Projects TBD	Area-wide		Various	Various	\$644,400								\$161,100	\$805,500	Safety	Yes	N/A
Preservation Projects (Reconstruction/Resurfacing) TBD	Area-wide		Various	Various	\$33,044,802								\$722,385	\$33,767,187	Preservation	Yes	N/A
<b>TOTAL</b>					<b>\$39,446,545</b>								<b>\$2,322,820</b>	<b>\$41,769,365</b>			

**FY 2015–2018 STP-R \$2,679,030 Federal Available**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH	
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH					
Eligible Rural Projects TBD	Eligible Areas		Various	Various		\$2,679,030							\$669,758	\$3,348,788		Yes	N/A
<b>TOTAL</b>						<b>\$2,679,030</b>							<b>\$669,758</b>	<b>\$3,348,788</b>			

**FY 2015–2018 EDF-C \$9,789,684 Federal Available**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH	
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH					
3 Mile Rd	West of Walker Ave	Indian Mill Creek	City of Walker	Widen to 4 lanes with RR bridge improvement by 2018			\$3,264,960						\$816,240	\$4,081,200	Widen	No	0.35
Burton St	Spaulding Ave	Patterson Ave	KCRC–Cascade Twp	Reconstruct and Add Center Turn Lane (2-3) (Constrained by I-96 Overpass) by 2018			\$1,023,258						\$255,815	\$1,279,073	Widen	No	0.50
Eligible Projects Addressing Congestion TBD	Area-wide		Various in Kent Co.	Various			\$5,501,466						\$1,375,367	\$6,876,833		Yes	N/A
<b>TOTAL</b>							<b>\$9,789,684</b>						<b>\$2,447,422</b>	<b>\$12,237,106</b>			

**FY 2015–2018 MDOT \$200,695,837**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH		
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH					MDOT PROJECTS	ESTIMATED NON-FEDERAL
I-196	WB over the Grand River	US-131	MDOT	Extend WB to SB off ramp to complete US-131 to Fuller Ave segment by 2018									\$16,000,000	\$4,000,000	\$20,000,000	Widen	No	0.25
US-131	US-131BR/Leonard St	Ann St	MDOT	Add SB weave/merge lanes by 2018									\$3,200,000	\$800,000	\$4,000,000	Widen	No	0.75
I-196	Fuller Ave	I-96	MDOT	Rehabilitation of exiting road and bridges by 2018									\$21,840,000	\$5,460,000	\$27,300,000	Preservation	No	2.00
Trunkline Projects TBD	Area-wide		MDOT	Various									\$159,655,837	\$39,913,959	\$199,569,796		Yes	N/A
<b>TOTAL</b>													<b>\$200,695,837</b>	<b>\$50,173,959</b>	<b>\$250,869,796</b>			

**FY 2015–2018 TRANSIT**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH	
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH					TRANSIT CAPITAL REVENUES*
Misc. Capital Needs	Area-wide		ITP/The Rapid										\$17,455,132	\$17,455,132	Transit	Yes	N/A
Facility Expansion/Maintenance Needs	Area-wide		ITP/The Rapid										\$2,235,903	\$2,235,903	Transit	Yes	N/A
Replacement of Fixed Route Buses	Area-wide		ITP/The Rapid										\$15,168,735	\$15,168,735	Transit	Yes	N/A
Replacement of Paratransit Vehicles	Area-wide		ITP/The Rapid										\$5,108,986	\$5,108,986	Transit	Yes	N/A
Capitalized Operating Expenses	Area-wide		ITP/The Rapid										\$2,235,903	\$2,235,903	Transit	Yes	N/A
<b>TOTAL</b>													<b>\$42,204,659</b>	<b>\$42,204,659</b>			

\*Refer to ITP/The Rapid Financial Constraint Table

**FY 2015–2018 CMAQ \$23,603,561 Estimated Federal Award**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH	
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH					
Eligible CMAQ Projects TBD			Various					\$23,603,561					\$5,900,890	\$29,504,451	Air Quality	Yes	N/A
<b>TOTAL</b>								<b>\$23,603,561</b>					<b>\$5,900,890</b>	<b>\$29,504,451</b>			

**2035 LONG RANGE TRANSPORTATION PLAN UPDATE**

**FY 2015–2018 TE \$7,046,820 Estimated Federal Award**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH	
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH					
Eligible Non-Motorized Projects TBD	Area-wide		Various	Various							\$3,241,537		\$810,384	\$4,051,921	Non-Motorized	Yes	N/A
Other TE Eligible Projects TBD	Area-wide		Various	Various							\$3,805,283		\$951,321	\$4,756,604		Yes	N/A
<b>TOTAL</b>											<b>\$7,046,820</b>		<b>\$1,761,705</b>	<b>\$8,808,525</b>			

**FY 2015–2018 SAFETY \$5,001,210 Estimated Federal Award**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH	
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH					
Eligible Safety Projects TBD	Area-wide		Various	Various						\$5,001,210			\$1,250,303	\$6,251,513	Safety	Yes	N/A
<b>TOTAL</b>										<b>\$5,001,210</b>			<b>\$1,250,303</b>	<b>\$6,251,513</b>			

**FY 2015–2018 SMALL URBAN \$1,317,934 Estimated Federal Award**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH	
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH					
Eligible Small Urban Project TBD	Area-wide		Various	Various								\$1,317,934	\$329,484	\$1,647,418		Yes	N/A
<b>TOTAL</b>												<b>\$1,317,934</b>	<b>\$329,484</b>	<b>\$1,647,418</b>			

**FY 2019–2025 STP-U \$90,041,745 Federal Available**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH		
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH						
48th Ave	Pierce St	M-45/Lake Michigan Dr	OCRC–Allendale Twp	Reconstruct to continuous 3 lanes with Non-Motorized Lanes (2-3) by 2025	\$1,536,399								\$384,100	\$1,920,499	Widen	No	1.01	
68th Ave	M-45/Lake Michigan Dr	Warner St	OCRC–Allendale Twp	Reconstruct and Add Center Turn Lane (2-3) by 2025	\$3,660,784								\$915,196	\$4,575,980	Widen	No	1.51	
68th Ave	Warner Ave	Leonard St	OCRC–Allendale Twp	Reconstruct and Add Center Turn Lane (2-3) by 2025	\$3,770,149								\$942,537	\$4,712,686	Widen	No	1.55	
Alpine Ave	Leonard St	Richmond St	City of Grand Rapids	Reconfigure within Existing ROW to 4 lanes - Enhance Transit Capacity (2-4) by 2025	\$493,243								\$123,311	\$616,554	Widen	No	0.50	
Bridge St	Covell Ave	M-45/Lake Michigan Dr	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes (2-3) by 2025	\$75,155								\$18,789	\$93,944	Widen	No	0.08	
Bridge St	Mount Vernon Ave	Straight Ave	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes (2-3) by 2025	\$434,813								\$108,703	\$543,516	Widen	No	0.44	
Eastern Ave	Hall St	Burton St	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3) by 2025	\$943,163								\$235,791	\$1,178,954	Widen	No	0.95	
Franklin St	Eastern Ave	Madison Ave	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3) by 2025	\$491,290								\$122,823	\$614,113	Widen	No	0.50	
Franklin St	Madison Ave	Division Ave	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3) by 2025	\$423,420								\$105,855	\$529,275	Widen	No	0.43	
Fuller Ave	Lake Dr	Fulton St	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes (2-3) by 2025	\$292,065								\$73,016	\$365,081	Widen	No	0.30	
Lake Dr	Carleton Ave	City limit	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3) by 2025	\$368,452								\$92,113	\$460,565	Widen	No	0.37	
Walker Ave	Valley Ave	Leonard St	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes (2-3) by 2025	\$437,802								\$109,451	\$547,253	Widen	No	0.44	
Planning Studies TBD					\$898,400									\$224,600	\$1,123,000	Study	Yes	N/A
Eligible Safety Projects TBD	Area-wide		Various	Various	\$673,800									\$168,450	\$842,250	Safety	Yes	N/A
Preservation Projects (Reconstruction/Resurfacing) TBD	Area-wide		Various	Various	\$75,542,810									\$18,885,703	\$94,428,513	Preservation	Yes	
<b>TOTAL</b>					<b>\$90,041,745</b>									<b>\$22,510,437</b>	<b>\$112,552,182</b>			

**FY 2019–2025 STP-R \$6,115,226 Federal Available**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH		
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH						
Eligible Rural Projects TBD	Eligible Areas		Various	Various		\$6,115,226								\$1,528,807	\$7,644,033		Yes	N/A
<b>TOTAL</b>						<b>\$6,115,226</b>								<b>\$1,528,807</b>	<b>\$7,644,033</b>			

**FY 2019–2025 EDF-C \$21,922,783 Federal Available**

FUNDING SOURCES

**GRAND VALLEY METROPOLITAN COUNCIL**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH	ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH
56th St	Ivanrest Ave	Byron Center Ave	City of Wyoming	Reconstruct and Add Center Turn Lane (2-3) by 2025			\$1,530,057					\$382,514	\$1,912,571	Widen	No	1.00
Spaulding Ave	Ada Dr	Cascade Rd	KCRC-Ada Twp	Reconstruct and Add Center Turn Lane (2-3) by 2025			\$718,720					\$179,680	\$898,400	Widen	No	0.45
Walker Ave	North Ridge Dr	4 Mile Rd	City of Walker	Reconstruct and Add Center Turn Lane (2-3) by 2025			\$953,231					\$238,308	\$1,191,539	Widen	No	0.32
Eligible Projects Addressing Congestion TBD	Area-wide		Various in Kent Co.	Various			\$18,720,775					\$4,680,194	\$23,400,969		Yes	N/A
<b>TOTAL</b>							<b>\$21,922,783</b>					<b>\$5,480,696</b>	<b>\$27,403,479</b>			

**FY 2019-2025 MDOT \$662,707,164**

FUNDING SOURCES																
PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH	ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH
M-44/M-37/East Beltline Ave	Knapp St	M-21/E Fulton St	MDOT	Preserve and widen from 2 to 3 lanes in each direction by 2025						\$35,040,000		\$8,760,000	\$43,800,000	Widen/Preserve	No	2.50
I-96	at M-21/E Fulton St		MDOT	Add additional ramps by 2025						\$11,680,000		\$2,920,000	\$14,600,000	Widen	No	0.25
I-196	Fuller Ave	I-96	MDOT	Preserve and widen from 2 to 3 lanes in each direction, add weave merge lanes by 2025						\$32,400,000		\$8,100,000	\$40,500,000	Widen/Preserve	No	2.00
Trunkline Projects TBD	Area-wide		MDOT	Various						\$583,587,164		\$145,896,791	\$729,483,955		Yes	N/A
<b>TOTAL</b>										<b>\$662,707,164</b>		<b>\$165,676,791</b>	<b>\$828,383,955</b>			

**FY 2019-2025 TRANSIT**

FUNDING SOURCES																
PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH	ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH
Misc. Capital Needs	Area-wide		ITP/The Rapid										\$33,577,210	Transit	Yes	N/A
Facility Expansion/Maintenance Needs	Area-wide		ITP/The Rapid										\$4,485,761	Transit	Yes	N/A
Replacement of Fixed Route Buses	Area-wide		ITP/The Rapid										\$45,748,532	Transit	Yes	N/A
Replacement of Paratransit Vehicles	Area-wide		ITP/The Rapid										\$10,921,168	Transit	Yes	N/A
Capitalized Operating Expenses	Area-wide		ITP/The Rapid										\$4,485,761	Transit	Yes	N/A
<b>TOTAL</b>													<b>\$99,218,432</b>			

\*Refer to ITP/The Rapid Financial Constraint Table

**FY 2019-2025 CMAQ \$53,878,125 Estimated Federal Award**

FUNDING SOURCES																
PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH	ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH
Eligible CMAQ Projects TBD	Area-wide		Various	Various				\$53,878,125					\$13,469,533	Air Quality	Yes	N/A
<b>TOTAL</b>								<b>\$53,878,125</b>					<b>\$13,469,533</b>			

**FY 2019-2025 TE \$16,085,261 Estimated Federal Award**

FUNDING SOURCES																
PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH	ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH
Eligible Non-Motorized Projects TBD	Area-wide		Various	Various						\$7,399,220		\$1,849,805	\$9,249,025	Non-Motorized	Yes	N/A
Other TE Eligible Projects TBD	Area-wide		Various	Various						\$8,686,041		\$2,171,510	\$10,857,551		Yes	N/A
<b>TOTAL</b>										<b>\$16,085,261</b>		<b>\$4,021,315</b>	<b>\$20,106,576</b>			

**FY 2019-2025 SAFETY \$11,415,896 Estimated Federal Award**

FUNDING SOURCES																
PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH	ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH
Eligible Safety Projects TBD	Area-wide		Various	Various					\$11,415,896				\$2,853,974	Safety	Yes	N/A
<b>TOTAL</b>									<b>\$11,415,896</b>				<b>\$2,853,974</b>			

**FY 2019-2025 SMALL URBAN \$2,873,886 Estimated Federal Award**

FUNDING SOURCES																
PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH	ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH
Eligible Safety Projects TBD	Area-wide		Various	Various									\$2,873,886			
<b>TOTAL</b>													<b>\$2,873,886</b>			

**2035 LONG RANGE TRANSPORTATION PLAN UPDATE**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH	
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH					
Eligible Small Urban Project TBD	Area-wide		Various	Various								\$2,873,886	\$718,472	\$3,592,358		Yes	N/A
<b>TOTAL</b>												<b>\$2,873,886</b>	<b>\$718,472</b>	<b>\$3,592,358</b>			

**FY 2026–2035 STP-U \$193,947,046 Federal Available**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH	
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH					
Planning Studies TBD					\$2,364,000								\$591,000	\$2,955,000	Study	Yes	N/A
Eligible Safety Projects TBD	Area-wide		Various	Various	\$1,773,000								\$443,250	\$2,216,250	Safety	Yes	N/A
Preservation Projects (Reconstruction/Resurfacing) TBD	Area-wide		Various	Various	\$189,810,046								\$47,452,512	\$237,262,558	Preservation	Yes	N/A
<b>TOTAL</b>					<b>\$193,947,046</b>								<b>\$48,486,762</b>	<b>\$242,433,808</b>			

**FY 2026–2035 STP-R \$13,172,002 Federal Available**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH	
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH					
Eligible Rural Projects TBD	Eligible Areas		Various	Various		\$13,172,002							\$3,293,001	\$16,465,003		Yes	N/A
<b>TOTAL</b>						<b>\$13,172,002</b>							<b>\$3,293,001</b>	<b>\$16,465,003</b>			

**FY 2026–2035 EDF-C \$45,891,089 Federal Available**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH	
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH					
Eligible Projects Addressing Congestion TBD	Area-wide		Various in Kent Co.	Various			\$45,891,089						\$11,472,772	\$57,363,861		Yes	N/A
<b>TOTAL</b>							<b>\$45,891,089</b>						<b>\$11,472,772</b>	<b>\$57,363,861</b>			

**FY 2026–2035 MDOT \$1,269,041,504**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH			
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH					MDOT PROJECTS	ESTIMATED NON-FEDERAL	
I-96	Leonard St	Cascade Rd	MDOT	Operational improvements; add ramps, CD lanes with I-96/I-196 interchange and widen per EA by 2035										\$320,000,000	\$80,000,000	\$400,000,000	Widen/Preserve	No	3.75
I-196	Ottawa Ave	US-131BR/Division Ave	MDOT	Add WB to NB ramp from I-196 to US-131BR/Division Ave from the Ottawa Ave WB off ramp by 2035										\$32,400,000	\$8,100,000	\$40,500,000	Widen	No	0.10
Trunkline Projects TBD	Area-wide		MDOT	Various										\$916,641,504	\$229,160,376	\$1,145,801,880			N/A
<b>TOTAL</b>														<b>\$1,269,041,504</b>	<b>\$317,260,376</b>	<b>\$1,586,301,880</b>			

**FY 2026–2035 TRANSIT**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH		
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH					Transit Capital Revenues*	
Misc. Capital Needs	Area-wide		ITP/The Rapid											\$59,246,363	\$59,246,363	Transit	Yes	N/A
Facility Expansion/Maintenance Needs	Area-wide		ITP/The Rapid											\$7,915,043	\$7,915,043	Transit	Yes	N/A
Replacement of Fixed Route Buses	Area-wide		ITP/The Rapid											\$69,560,912	\$69,560,912	Transit	Yes	N/A
Replacement of Paratransit Vehicles	Area-wide		ITP/The Rapid											\$16,074,482	\$16,074,482	Transit	Yes	N/A
Capitalized Operating Expenses	Area-wide		ITP/The Rapid											\$7,915,043	\$7,915,043	Transit	Yes	N/A
<b>TOTAL</b>														<b>\$160,711,843</b>	<b>\$160,711,843</b>			

\*Refer to ITP/The Rapid Financial Constraint Table

**FY 2026–2035 CMAQ \$116,051,761 Estimated Federal Award**

**GRAND VALLEY METROPOLITAN COUNCIL**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH	
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH					
Eligible CMAQ Projects TBD	Area-wide		Various	Various				\$116,051,761					\$29,012,940	\$145,064,701		Yes	N/A
<b>TOTAL</b>								<b>\$116,051,761</b>					<b>\$29,012,940</b>	<b>\$145,064,701</b>			

**FY 2026–2035 TE**                      **\$34,647,138 Estimated Federal Award**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH	
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH					
Eligible Non-Motorized Projects TBD	Area-wide		Various	Various						\$15,937,683			\$3,984,421	\$19,922,104	Non-Motorized	Yes	N/A
Other TE Eligible Projects TBD	Area-wide		Various	Various						\$18,709,455			\$4,677,364	\$23,386,819		Yes	N/A
<b>TOTAL</b>										<b>\$34,647,138</b>			<b>\$8,661,785</b>	<b>\$43,308,923</b>			

**FY 2026–2035 SAFETY**                      **\$24,589,475 Estimated Federal Award**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH	
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH					
Eligible Safety Projects TBD	Area-wide		Various	Various						\$24,589,475			\$6,147,369	\$30,736,844		Yes	N/A
<b>TOTAL</b>										<b>\$24,589,475</b>			<b>\$6,147,369</b>	<b>\$30,736,844</b>			

**FY 2026–2035 SMALL URBAN**                      **\$5,767,920 Estimated Federal Award**

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES								ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EX-EMPT?	LENGTH	
					ESTIMATED STP-U	ESTIMATED STP-R	ESTIMATED EDF-C	ESTIMATED CMAQ	ESTIMATED SAFETY	ESTIMATED TE	ESTIMATED SMALL URBAN	ESTIMATED LOCAL MATCH					
Eligible Small Urban Project TBD	Area-wide		Various	Various								\$5,767,920	\$1,441,980	\$7,209,900		Yes	N/A
<b>TOTAL</b>												<b>\$5,767,920</b>	<b>\$1,441,980</b>	<b>\$7,209,900</b>			

\* Project costs are estimates. Final costs will be determined upon final design. Funding is committed for these projects through construction.

# Chapter 17: Plan Evaluation and Analyses

## Effectiveness of the LRTP

It is important to evaluate whether implementation of the LRTP will bring our area closer to the area goals and objectives outlined in Chapter 3. To evaluate the LRTP, measures of effectiveness were used, both quantitative and qualitative. Listed below are the LRTP Goals and a discussion of how well the LRTP fulfills each of them.

LRTP Goals	Discussion of Effectiveness
<p><b>Goal 1: Accessibility, Mobility, Intermodalism, and Efficiency</b></p> <p>Provide access to employment, housing, services, and recreation for people regardless of physical limitations or economic status. Design a transportation system that allows the efficient movement of motor vehicles, buses, pedestrians, bicyclists, buses, trains, and air and freight carriers through the area.</p> <p>Enhance the integration and connectivity of the transportation system, across and between modes.</p> <p>Make the best use of existing transportation facilities by integrating systems, improving traffic operations and safety and providing accurate real-time information, to increase system-wide efficiency.</p>	<p>GVMC strives to alleviate all identified current and future congestion in the region and works with local jurisdictions to find a balance between congested conditions and the implications (financial, social, and environmental costs) of addressing them. A total of 64.67 miles of the local federal-aid system were identified as capacity deficient using the GVMC capacity analysis process. Of those 67.64 miles, only 2.93 miles have been selected for widening more than the addition of a center turn lane. This represents only a quarter-of-one-percent of the local federal-aid roadways in the MPO. Widening projects are regionally coordinated to reduce duplication and increase efficiency.</p> <p>The implementation of the proposed projects increases continuous service and needed capacity. The non-motorized element and achievements, as well as potential future transit expansions such as the BRT along Division Ave., together lay a foundation for improvements to the transportation system for those who cannot or chose not to use private automobiles.</p>
<p><b>Goal 2: System Preservation</b></p> <p>Assure the preservation and maintenance of existing facilities and work to educate decision-makers about the need for adequate transportation funding.</p>	<p>The LRTP identifies in the financial section \$1,412,664,317 in local and MDOT funds over the life of the plan that will be used to operate and maintain the transportation system. Additionally, \$444,892,683 is identified in total dedicated preservation projects in the Project List.</p>
<p><b>Goal 3: Safety, Security, and Reliability</b></p> <p>Improve the safety and reliability of the transportation system for motorized and non-motorized users.</p> <p>Improve security measures to protect the region from natural and human threats.</p>	<p>The Strategic Safety Planning Process technical document incorporated into the LRTP contains the results of the analysis completed for intersections, corridors, senior safety, pedestrian/bicycle safety, and car/deer crashes. It outlines projects and programs that would improve the safety of the transportation system.</p> <p>GVMC improves system security by coordinating planning activities with local law enforcement/security agencies.</p>
<p><b>Goal 4: Land Use and Transportation</b></p> <p>Strengthen the link between transportation and land use policies to encourage people and businesses to live and work in a manner that reduces dependence on single occupancy vehicles.</p>	<p>Projects contained in the LRTP will have impacts on land use adjacent to them. Local jurisdictions were consulted during the development of SE data used in the Transportation Model that projected capacity deficiencies which were later selected as projects for the LRTP. Therefore, local land use plans better informed the data used to develop transportation projects.</p>
<p><b>Goal 5: Public Participation, Intergovernmental Cooperation, Equity, and Fiscal Responsibility</b></p> <p>Provide information to the public to allow active participation in the transportation decision-making process.</p> <p>Equitably fund transportation based on need and</p>	<p>The LRTP was developed in cooperation with all the GVMC local jurisdictions, local road agencies, ITP/The Rapid, the Michigan Department of Transportation, private sector partners, and the general public. The LRTP followed the adopted Public Participation Plan to actively engage the general public in the decision-making process and worked through a series of modal subcommittees in addition to the regular transportation committees to identify transpor-</p>

<p>benefit. Coordinate and design transportation improvements for all modes to assure the expenditure of resources in the most cost-effective manner. Implement transportation improvements that foster economic development and vitality, and link centers of employment, education, medical facilities, and neighborhoods.</p>	<p>tation needs for the effective expenditure of resources.</p> <p>The LRTP was developed in consultation with other environmental and interested agencies to ensure consistency between planning documents.</p> <p>The LRTP also contains several projects that are adjacent to commercial areas and/or will facilitate traffic circulation and access to major employment centers.</p>
<p><b>Goal 6: Environmental Quality, Livability, and Sustainability</b></p> <p>Improve air quality, water quality, reduce vehicular emissions and minimize impacts to the natural environment, social well-being, and cultural heritage. Reduce the demand for single-occupant motor vehicle travel, and conserve energy.</p>	<p>The projects in the LRTP were subjected to an Air Quality Conformity Analysis to assure that the emissions generated from LRTP projects are within the emission budgets which mandate lower emissions for VOC and NO<sub>x</sub> as established by the U.S. EPA, MDNRE, and contained in the State Implementation Plan. The LRTP also contains an Environmental Mitigation analysis to suggest system level mitigation techniques for transportation projects.</p>

## Financial Analysis

The Long Range Transportation Plan is a visionary document, one that forecasts the transportation needs of the area and ways to meet that need. The LRTP Project List is also required to be financially constrained by federal SAFETEA-LU legislation. This means that expenditures must not exceed revenues for the area. Using methodology cooperatively developed with MDOT and the Michigan Transportation Planning Association (MTPA), revenues are forecasted for the duration of the plan from federal, state, and local sources.

### Transportation Financing

The development and maintenance of the transportation system is primarily financed through user fees (gas/diesel tax and vehicle registration fees). Local funds are also increasingly important as user fee revenues have decreased over the years. Currently, the state road gas tax is \$0.19 per gallon and the federal tax is \$0.184 per gallon. This federal gas tax has not been increased since 1993 and it is not indexed for inflation, so over time the same tax collects less revenue.

### Federal Funding

SAFETEA-LU provides funding programs for system improvements. On the road side, of the various federal programs, only a few are particularly relevant for our region, including the Surface Transportation Program (STP), which provides funds for the urban and rural areas of the region and for communities of between 5,000 and 50,000 in population. STP also includes a Transportation Enhancement Fund for streetscaping and other non-motorized projects. There is also the Transportation Economic Development Fund (TEDF) Category A and C, which provides funds for the financing of roadways for area economic development purposes and for the alleviation of roadway congestion. Due to our “Maintenance” status for the National Ambient Air Quality Standards (NAAQS), our area is also eligible for Congestion Mitigation/Air Quality Program (CMAQ), which funds projects designed to improve air quality and reduce congestion.

For the most part, Federal transportation funds are flexible, giving state and local governments control over how to best invest in the transportation system. Indeed, Kent and Eastern Ottawa Counties (the GVMC MPO area) have special discretion because it is considered a Transportation Management Area (TMA). TMAs are areas of population greater than 200,000 and have a set aside of federal STP funds. Other TMAs in Michigan include the urbanized areas of Ann Arbor, Detroit, Flint, Grand Rapids, Lansing/East Lansing, and parts of South Bend (Niles) and Toledo (City of Monroe) that spill over into Michigan. In Michigan the entire set aside for TMAs is reserved for spending on local jurisdiction facilities.

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

Public transit systems are funded through a combination of federal, state, and local subsidies, combined with fare box and other operating revenue. At one time, federal, state, and local sources each contributed about one third of the annual operating budget for transit, but over the last decade, the Federal government has reduced transit operating assistance, and it is anticipated that this funding will eventually be eliminated. The current funding strategy calls for passenger user fees to increase to cover 50% of the operating cost and state and local subsidies to cover the other 50%. The Federal government is expected to continue to support transit capital projects.

### State Funding

Collection and distribution of gasoline and diesel fuel taxes in Michigan are regulated under State Act 51 of 1951. Michigan's fuel tax is collected at the refinery and deposited into the Michigan Transportation Fund (MTF). Federal taxes are placed in the Federal Highway Trust Fund, with the exception of \$0.025 that is used for deficit reduction and \$0.01 which pays for clean-up of leaking underground storage tanks. Vehicle registration fees collected by the state are also deposited in the MTF. Most states, as well as the federal government, earmark all or some portion of the taxes collected for support of highways and transit improvements. MTF dollars are distributed to MDOT, the county road commissions, cities and villages, and the Comprehensive Transportation Fund (CTF). The CTF was established to fund public transit. This fund also receives funding from the State of Michigan general fund.

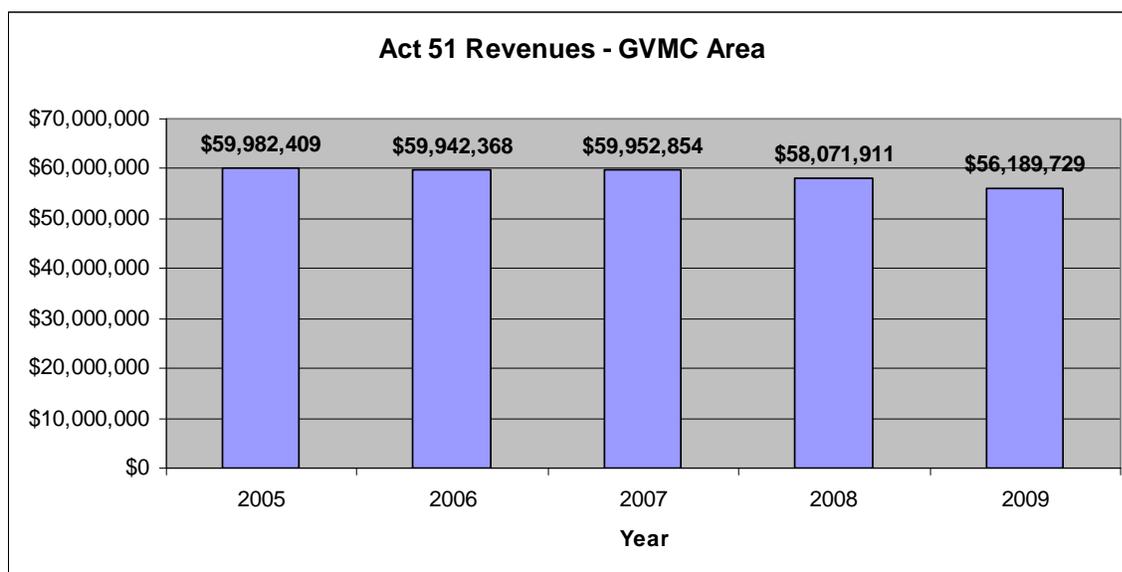


Figure 35 – Act 51 Revenues for the GVMC Area, 2005–2009

### Local Funding

The cities and county road commissions use MTF allocations (“Act 51 funds”) for transportation projects. Cities and villages often allocate additional funding for transportation improvements. Typical sources at the local level include the community's general fund, transportation millages, general obligation bonds, contributions from county governments and other communities, tax increment financing, and special assessment districts. Some communities also accumulate interest on MTF revenue after it has been distributed to them.

The county road commissions supplement their budgets through contributions from townships. Some enter into maintenance agreements with MDOT for work on state trunklines within the county. Private funds are another source of funding, and usually involve developers paying for the construction of access drives or roadways leading to their developments.

## Federal Transportation Funding Sources

Following is a brief description of the programs utilized by local road agencies.

### Surface Transportation Program (ST/STP)

STP is used by state and local jurisdictions for road and transit projects. Local projects are eligible for funding from the annual allocation of STP Funds to the Metropolitan Planning Organization (MPO). Road projects must be located on roads functionally classified as a rural major collector or higher. Ten percent of the STP fund is set aside for the Transportation Enhancement fund program. The remaining funds are used statewide or distributed to the MPO for use in the urbanized areas (STPU), rural areas (STPR), and small cities in rural areas with a population of 5,000 to 50,000 people (STP-Small Urban).



### STP-Urban (STU/STP-U)

Projects are selected by the Transportation Programming Study Group (a subcommittee of the Technical Committee) and recommended to the GVMC Technical and Policy Committees with the final stop at the GVMC Board for approval. These projects include resurfacing, capacity improvements, reconstruction, lane widening, new roads, intersection improvements and corridor studies. Transit projects are also eligible for STP funds.

### STP-Small Urban Program

The Small Urban Program is funded with a state set aside of federal STP funds for urban areas between 5,000 and 50,000 population. Approximately 50 cities share this program and submit project requests to the MDOT for their possible selection. The Census defined Urbanized Area for Lowell (located in eastern Kent County) is the only area eligible for these funds in the Grand Rapids metropolitan area.

### STP-Rural

Outside of metropolitan areas, the Rural Task Forces decide how to spend the Rural STP and Transportation Economic Development Fund Category D (TEDF-D) programs (TEDF programs are explained in the next section). In the Urbanized areas, STP-Rural projects are programmed through the MPO process. The Rural STP program is created with a state set aside of federal funds. Groups of nearby counties meet together in Rural Task Forces to prioritize their transportation investments.

Functionally classified roads outside the urbanized area boundary are eligible for STP-Rural program funds. Transit providers in the rural area are also eligible for STP-R funds for projects such as bus replacement or rehabilitation; communication and maintenance equipment; operational support equipment and items related to services under the American Disability Act.

In Kent County, the Village of Caledonia, the Village of Sand Lake, the Village of Kent City and the Village of Casnovia are eligible recipients of these road funds. The Interurban Transit Partnership (ITP/The Rapid) selects transit projects in the rural area from the established specialized services committee and the Kent County Road Commission represents townships in rural Kent County. Ottawa County projects are selected by the Ottawa County Rural Task Force. Selected projects that are located within the MPO area must be included in the Grand Valley Metropolitan Council's Transportation Improvement Program document.

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

### Transportation Economic Development Fund

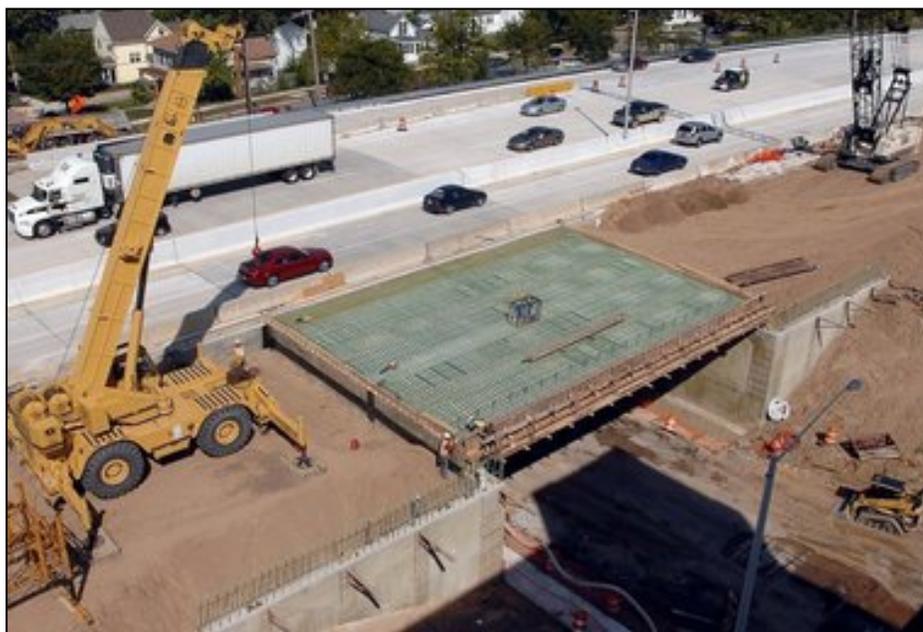
The Transportation Economic Development Fund (TEDF) was created through state enabling legislation in 1987 to alleviate transportation related barriers to economic development. The program mission continues to be to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve quality of life in the state. The program is divided into five categories. GVMC's metropolitan planning program is most impacted by Category C.

<b>Category A (EDA)</b>	Road Projects related to target industries and redevelopment.
<b>Category C (EDFC/EDC/EDCF)</b>	Traffic congestion relief in urban counties.
<b>Category D (EDD/EDDF)</b>	Improvements in rural counties to create an all season network.
<b>Category E</b>	Improvements related to the commercial forest industry.
<b>Category F (EDF/EDFF)</b>	Road improvements in cities and rural counties.

The EDCF program is established in state law with a set aside of state and federal funds for urban county congestion relief. The recipients include Kent, Genesee, Macomb, Oakland, and Wayne counties.

### STP-Enhancement (STE/TE)

Ten percent of Michigan's STP funding is set aside for Transportation Enhancement Activities (STE). These monies are designated specifically for the enhancement of the intermodal transportation network on projects such as landscaping, installing bicycle paths, historic preservation and mitigation of storm water run-off. Once these projects are selected they will be amended into the Transportation Improvement Program.



### Highway Safety Improvement Program (HSIP)

SAFETEA-LU represents a change in the way Safety funds are distributed as previous legislation (TEA-21) allocated ten percent of STP funds for local safety projects statewide. The Safety program (HSIP), which is now a stand alone core program, allows for items such as upgrading traffic signs and signals, replacement of guardrail or eliminating the need for guardrail, replacement of bridge railing and approach guardrail, removing roadside obstacles, and small intersection improvements.

### **Congestion Mitigation/Air Quality (CMAQ/CM/CMG/)**

Congestion Mitigation/Air Quality funds are federal funds which link transportation to the Clean Air Act Amendments. These funds are used to implement transportation control measures which demonstrate emission and/or congestion reductions for areas in non-attainment of NAAQS standards or those considered to be “Maintenance” areas for NAAQS standards. Previously, the State of Michigan had received an annual allocation for use in the Grand Rapids, Muskegon and Detroit areas. Changes in the way air quality is measured in Michigan has resulted in 25 counties now being eligible for CM funding.

The types of projects funded in the Grand Rapids area include, but are not limited to, bus replacements, intersection improvements, ridesharing programs and Clean Air Action day awareness program, free bus rides on Clean Air Action days, and non-motorized facilities. As part of project selection, the projected volatile organic compounds (VOCs) and nitrogen oxide (NOx) reductions are analyzed. These emissions are the precursors of ozone which impact the West Michigan region.

### **Federal Transit Funding Sources**

**Section 5303 - Metropolitan Planning:** These programs provide funding to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan areas and statewide. Metropolitan Planning Organizations (MPO) and stated departments of transportation are eligible recipients.

**Section 5307 - Urbanized Area Formula:** Formula grant program for urbanized areas over 50,000 in population. Funds are apportioned to urbanized areas utilizing a formula based on population, population density, and other factors associated with transit service and ridership.

**Section 5309 - Capital Programs (New Starts, Bus & Bus Facilities):** Provides discretionary capital assistance for the establishment and improvement of busways systems and upgrading of bus systems (buses, bus related equipment, and facilities).

**Section 5310 - Capital:** This program provides capital funds for transportation purposes to private, nonprofit corporations and associations, and public agencies for the specific purpose of assisting them in providing transportation services meeting the special needs of elderly persons and persons with disabilities. Public agencies are eligible to receive funding under this program if they have been approved by the state to coordinate services for elderly persons and persons with disabilities, and if they certify to the state that no non-profit corporations or associations are readily available in the area to provide service. Capital expenses may include vehicles, maintenance equipment, computers and communication equipment.

**Section 5311 – Non-Urbanized Area Formula Program:** This is a formula assistance program used to provide federal funding to all legal bodies that provide general public transportation non-urbanized areas of the state. Funds may be used of capital, operating, and administrative assistance

**Section 5311 (f) - Intercity Bus Capital Program:** MDOT is required to spend a portion of its Section 5311 apportionment “to carry out a program for the development and support of intercity bus transportation.” The portion required for intercity bus transportation is not less than 15 percent. The requirement is in effect unless the Governor certifies that Michigan’s intercity bus service needs are being adequately met. Assistance under Section 5311 (f) must support intercity bus service in non-urbanized areas.

**Transportation Enhancement Program:** Enhancement to new or existing transit facilities such as landscaping or the improvement of pedestrian access would qualify for enhancement funds, as would any type of preservation, rehabilitation, and operation of legitimate historic transit facilities.

**Congestion Mitigation and Air Quality Improvement Program (CM):** Directs funds toward transportation projects in Clean Air Act non-attainment areas for ozone and carbon monoxide.

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**Urban Area Program:** Transportation Management Areas with a population over 200,000 are eligible for transit capital funding through TMA-Surface Transportation Program (ST) and Transportation Economic Development Fund Category C (EDC) federal funds.

### Other Transportation Funding Sources

Other funding sources available to agencies within the metropolitan planning process include the following:

**Local Rail/Highway Crossing Program** - The rail crossing program is funded with a set aside of state and federal funds for the purpose of improving safety at rail/highway crossings.

**State Park Access Program (SPA)** - The SPA program is a state set aside of federal STP funds for the purpose of improving local roads that serve state parks.

**Recreational Trails Program (NRT)** - The Recreational Trails program is a federal program for the purpose of providing improvements for motorized and non-motorized recreational trail users.

**State Trunkline Programs** - The state trunkline system is nearly 10,000 miles of the most heavily traveled roads in the state of Michigan. They are all funded from the pool of state and federal funds available to MDOT for the maintenance of the state trunkline system. State trunkline programs include:

- **Rehabilitate and Reconstruct Program** - The Rehabilitate and Reconstruct program's purpose is to improve the pavement condition and ride quality on the system.
- **Trunkline Bridge Program** - The bridge program provides for the inventory, inspection, analysis and emergency repair of trunkline bridges.
- **Capital Preventive Maintenance (CPM) Program for Highways and Bridges** - The CPM program's purpose is to extend the life of pavement and prevent costly repairs in the future.
- **Capacity Improvements** - Capacity improvements include the widening and resurfacing or reconstructing of roads with the purpose of relieving urban congestion and improving level of service along the most important commercial thoroughfares.
- **New Roads** - The new roads program includes construction of new roads on new alignments in order to improve system continuity, relieve congestion, and continue Michigan's economic vitality.
- **Preliminary Engineering (PE)** - PE includes funding for preliminary studies, surveys, drafting, and engineering work necessary to begin the development of road projects.

**State Rail/Highway Crossing Program** - the rail crossing program is funded with a statutory set aside of state and federal funds for the purpose of improving safety at rail/highway crossings. Projects were not selected in time to be included in the S/TIP and will need to be amended in once they are selected.

**Revenue Forecast Methodology**

To determine the amount of revenue for the GVMC MPO area through Fiscal Year 2035, the following methodology was cooperatively developed and approved by the Michigan Transportation Planning Association (MTPA) and MDOT.

**Figure 36 – Revenue Estimation Growth Rates**

<b>Federal Fund Growth Rates</b>	
Baseline	2009
No Growth	2010–2011
3.2% Annual Growth Rate	2012–2013
4.89% Annual Growth Rate	2014–2035
<b>Non-Federal Funds</b>	
Baseline	2009
1% Annual Growth Rate	2010–2011
2% Annual Growth Rate	2012–2013
4.04% Annual Growth Rate	2014–2035

These growth rates were developed by the MDOT Statewide Planning Division. The interim growth rates developed reflect the current economic conditions, as demonstrated by no-growth and/or conservative growth rates between the base year of 2009 and 2011. Thereafter, MDOT used historical state highway revenue and federal obligations over a 20-year period (1985–2004) to calculate the annual revenue growth rates at 90 percent of the historical growth rate. These growth rates are consistent with the current Michigan Long Range Transportation Plan.

For the Federal Highway Programs, the revenue estimates were taken directly from the 2011–2014 Transportation Improvement Program. Beginning in 2015, the annual federal growth rates approved by MDOT and MTPA (Figure 36 above) were applied to the federal categories, with the exception of CMAQ funds, where the starting figure was 2011, or the last known distribution of CMAQ funds. For the competitive programs, awards for 2009 and 2010 were used as a starting point for Safety and Small Urban, and a three year average was used as a starting point for Transportation Enhancement, upon which the growth rates were applied.

For the State Programs, Capital Improvement & New Roads, and Preserve, revenue estimates were derived by MDOT and supplied to GVMC in five-year increments.

The Local Program funds, consists of a Local Act 51 revenue estimate of funds available to match federal funds and other local funds. The Act 51 road agencies (Kent and Ottawa County Road Commissions, Cities, and Villages) use about 33% of their MTF (Act 51 funds) for operation and maintenance of their systems. A percentage of the remaining Act 51 funds is then available to match federal transportation funds for road projects like adding a center turn lane or reconstructing a road. GVMC also collected from the Act 51 road agencies the average amount of Other Local funds used on transportation projects from sources such as general funds, transportation millages, municipal bonds, and special assessments. The Non-Federal growth rates were applied to the Act 51 funds available as federal match and Other Local Funds in order to grow these revenues into the future. The Act 51 Funds Available to Match Federal Dollars are used for the usual 20% match required for programs like STP-Urban and Transportation Enhancement.

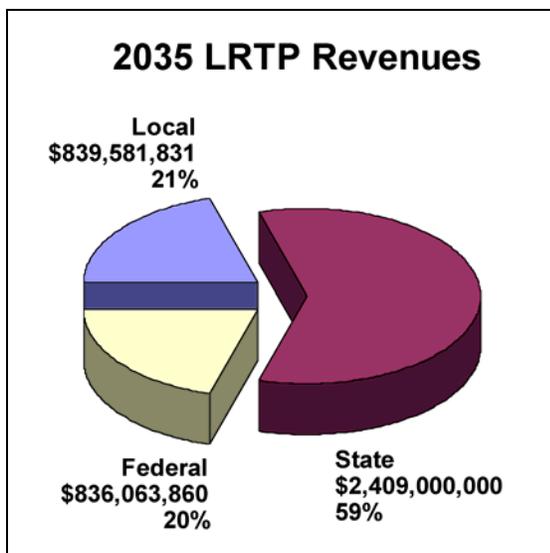


Figure 37 – 2035 LRTP Revenues (\$4.08 Billion)

The Other Local Funds represent resources that the local jurisdictions use to supplement their Act 51 dollars for local projects. These funds were not used in the fiscal constraint breakdown as matching funds. These figures are purely informational. Local road agencies expend local funds on their own transportation projects, without the use of federal funds. These projects are generally not considered “regionally significant,” for example, the repaving of a road torn up to repair water and sewer lines. Because these projects are not regionally significant, they are not required to be listed as projects in the LRTP. In the event a project is found to be regionally significant, it would move through the MPO planning process and be included in subsequent Transportation Improvement Programs.

Transit revenues are based on The Rapid’s FY 2011 adopted budget with 2.5 percent annual inflation carried through 2035. State operating assistance is assumed at 30 percent for the life of the plan. 5307 fund projections are based on FY 2011 anticipated allocation and each year fluctuates because of individual year capital needs expenditure (formula funds may carry over from year to year). Other than 18 million in American Recovery and Reinvestment Act funds in FY 2011 for the Wealthy Street operations and maintenance facility expansion, no additional 5309 discretionary funds are assumed for the life of the plan. Very Small Starts/New Starts funding are assumed for the Silverline Bus Rapid Transit project. CMAQ fund projections are based on previous allocations with 2.5 percent annual inflation. Local capital funds are based on FY 2011 anticipated expenses with 2.5 percent annual inflation.

**Operations & Maintenance**

SAFETEA-LU legislation (23 CFR 450.324(h)) requires that the financial plan for the LRTP must include system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation. Indeed, preservation of the transportation system is a LRTP goal (see Chapter 3). For this reason, GVMC collected estimates from the Act 51 road implementing agencies in the Grand Rapids area as well as MDOT for annual Operations and Maintenance fund allocations. Operations and Maintenance funds are used for items such as snow plowing, mowing, pothole patching, crack sealing, signage, and other expenses deemed necessary to operate and maintain the overall transportation network. These funds are not available to be used as a local match for federal transportation dollars. The chart below shows O&M projected costs/expenditures over the life of the plan. The same growth rates were applied to project O&M into the future.

2011-2035 Operations and Maintenance Costs/Expenditures	2011-2014	2015-2018	2019-2025	2026-2035	TOTAL
Operations & Maintenance - Local Jurisdictions (Act 51 funds)	\$79,273,964	\$91,563,090	\$199,662,391	\$400,724,539	\$771,223,985
Operations & Maintenance - MDOT	\$59,165,443	\$68,337,328	\$149,016,314	\$299,077,324	\$575,596,409
TOTAL	\$138,439,407	\$159,900,418	\$348,678,706	\$699,801,863	\$1,346,820,394

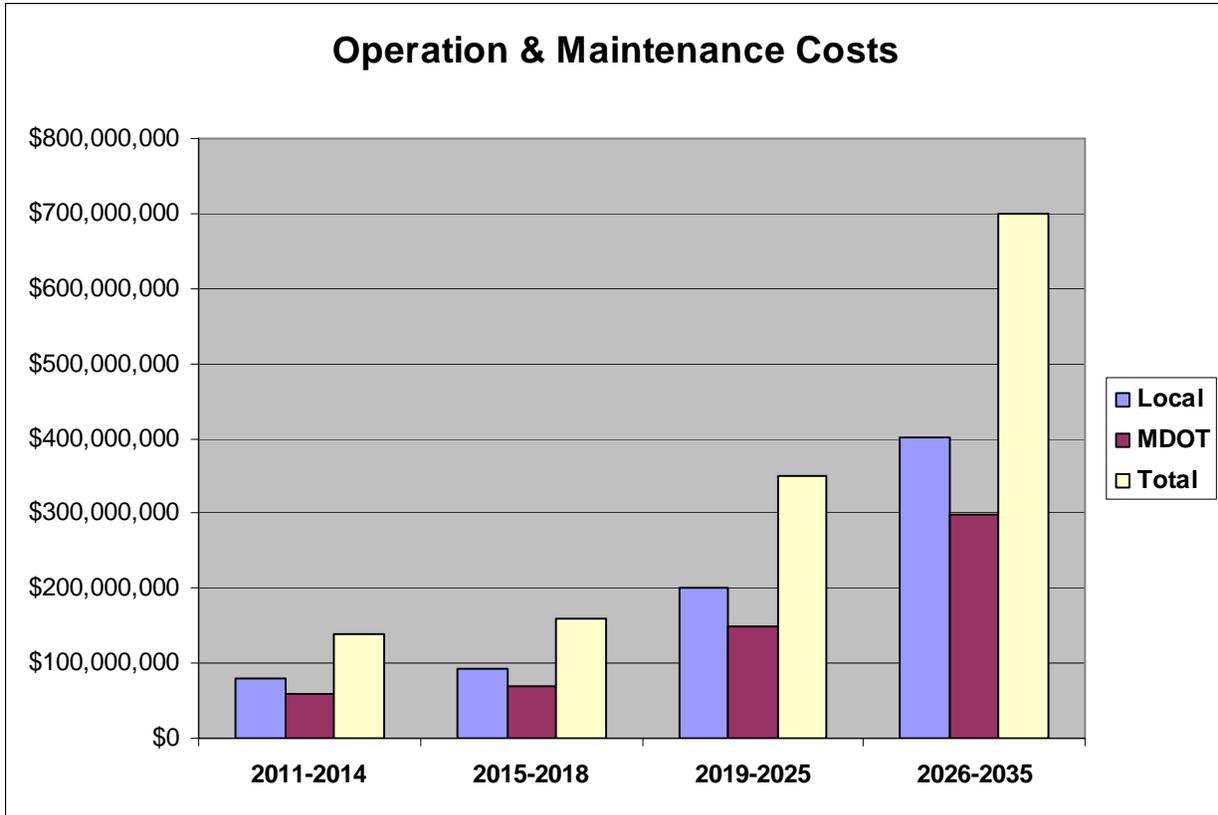


Figure 38 – Operation & Maintenance Costs, 2011–2035.

**Expenditure Forecast Methodology**

SAFTEA-LU legislation requires that the project costs listed in the LRTP are recorded in the year they will be expended (YOE). Revenue estimates from all sources are inflated per prescribed growth rates and similarly costs must be inflated so that comparisons may be drawn.

The expenditure information for projects in FY2011-2014 comes from the Transportation Improvement Program (TIP) and are understood to be inflated by the jurisdictions that submitted them. For projects that were programmed as part of the LRTP, GVMC used inflation rates recommended by the Michigan Department of Transportation (MDOT).

An annual inflation rate of 4% was anticipated for the years 2014-2018 and an annual inflation rate of 3.3% was anticipated for the remainder of the Plan’s duration, 2019-2035. The LRTP projects are listed in year groupings however, and the precise year of expenditure or construction is unknown. To overcome this, staff calculated average inflation rates for each grouping of years based on the annual inflation rates recommended. The average inflation rate applied to projects between 2014 and 2018 was calculated to be 7.4%. For 2019-2025 the average inflation rate applied was 12.3%, and for 2026-2035 the average inflation rate applied was 18.2%. For each range of project years, the average inflation rate was applied, including the compounding factor from the previous time period.

MDOT YOY project costs for projects that appear in the LRTP Project list are derived from the Annual Financial Plan, as required under section 1305 of TEA-21 as amended by SAFETEA-LU.

Only those transit projects considered to be “financially constrained” are included in the LRTP Project List, Therefore transit projects included in The Rapid’s Transit Master Plan (TMP) are instead listed in the LRTP Illustrative Project List. A “constrained” vision of transit was developed based on The Rapid’s current operating environment in 2011, which was projected to grow 2.5 percent annually. The Silverline Bus Rapid Transit (BRT) operating expense is based on the latest BRT finance

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plan (November 2, 2010) and is assumed to begin operation in late 2013. The capital expenses for the first five years are based on The Rapid's five-year capital plan. The out-years (2016-2035) assume 2.5 percent annual inflation. Replacement needs and schedule for the fixed-route and paratransit vehicles are based on rolling stock inventory and vehicle age. Construction of the Silverline BRT is anticipated to begin late 2011, with the bulk of construction occurring in 2012 and 2013, ending in 2014. Completion of The Rapid's operations and maintenance facility is included in 2011.

In addition to reflecting the inflated project cost estimates in the LRTP Project List, the inflated project cost estimates were incorporated into the expenditure table, and estimates of both revenues and expenditures are provided through the year 2035.

All known sources of revenue and estimated project costs have been included in the following financial tables. These tables demonstrate that the total expenditures in the LRTP Project List do not exceed estimated revenues.

## Revenue & Expenditure Tables

Figure 39 – Revenue and Expenditure Table, 2011–2014

Funding Category	Total 2009–2010	2011 - 2014			
		Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments
<b>Federal Highway Programs–MPO Program</b>					
<i>Anticipated</i>					
STP-Urban – Federal	\$16,180,000	\$33,366,064	\$16,240,973	\$49,607,037	\$49,607,037
STP-Rural – Federal	\$1,168,334	\$2,266,072	\$676,844	\$2,942,916	\$2,942,916
TEDF- C – State and Federal	\$3,438,124	\$8,525,456	\$2,261,417	\$10,786,873	\$10,786,873
CMAQ – Federal	\$9,358,832	\$19,727,773	\$4,931,949	\$24,659,722	\$24,659,722
<i>MPO Program Anticipated Subtotal</i>	<i>\$30,145,290</i>	<i>\$63,885,365</i>	<i>\$24,111,183</i>	<i>\$87,996,548</i>	<i>\$87,996,548</i>
<i>Competitive</i>					
Local Safety – Federal	\$2,200,400	\$4,179,993	\$1,044,998	\$5,224,991	\$5,224,991
Local Transportation Enhancement – Federal	\$2,795,220	\$5,889,707	\$2,032,427	\$7,922,134	\$7,922,134
Small Urban – Federal	\$542,700	\$1,141,048	\$285,262	\$1,426,310	\$1,426,310
<i>MPO Program Competitive Subtotal</i>	<i>\$5,538,320</i>	<i>\$11,210,748</i>	<i>\$3,362,687</i>	<i>\$14,573,435</i>	<i>\$14,573,435</i>
<b>TOTAL MPO Program Anticipated &amp; Competitive</b>	<b>\$35,683,610</b>	<b>\$75,096,113</b>	<b>\$27,473,870</b>	<b>\$102,569,983</b>	<b>\$102,569,983</b>
<b>Local Program</b>					
Act 51 Funds Available to Match Federal Dollars – Local	\$14,399,128		\$30,274,727		
Other Funds – Local	\$24,733,567		\$52,003,285		
<i>Local Program Subtotal</i>	<i>\$39,132,695</i>		<i>\$82,278,011</i>		
<i>Local Overmatch</i>			\$2,800,857		
<b>State Program</b>					
MDOT IC/New Roads & Preservation – State	\$90,030,000	\$186,525,495	\$46,331,500	\$232,856,995	\$232,856,995
<i>State Program Subtotal</i>	<i>\$90,030,000</i>	<i>\$186,525,495</i>	<i>\$46,331,500</i>	<i>\$232,856,995</i>	<i>\$232,856,995</i>

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**Figure 40 – Revenue and Expenditure Table, 2015–2018**

Funding Category	2015 - 2018			
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments
<b>Federal Highway Programs–MPO Program</b>				
<i>Anticipated</i>				
STP-Urban – Federal	\$39,446,545	\$2,322,820	\$41,769,365	\$41,769,365
STP-Rural – Federal	\$2,679,030	\$669,758	\$3,348,788	\$3,348,788
TEDF- C – State and Federal	\$9,789,684	\$2,447,422	\$12,237,106	\$12,237,106
CMAQ – Federal	\$23,603,561	\$5,900,890	\$29,504,451	\$29,504,451
<i>MPO Program Anticipated Subtotal</i>	<i>\$75,518,820</i>	<i>\$11,340,890</i>	<i>\$86,859,710</i>	<i>\$86,859,710</i>
<i>Competitive</i>				
Local Safety – Federal	\$5,001,210	\$1,250,303	\$6,251,513	\$6,251,513
Local Transportation Enhancement – Federal	\$7,046,820	\$1,761,705	\$8,808,525	\$8,808,525
Small Urban – Federal	\$1,317,934	\$329,484	\$1,647,418	\$1,647,418
<i>MPO Program Competitive Subtotal</i>	<i>\$13,365,964</i>	<i>\$3,341,492</i>	<i>\$16,707,456</i>	<i>\$16,707,456</i>
<b>TOTAL MPO Program Anticipated &amp; Competitive</b>	<b>\$88,884,784</b>	<b>\$14,682,382</b>	<b>\$103,567,166</b>	<b>\$103,567,166</b>
<b>Local Program</b>				
Act 51 Funds Available to Match Federal Dollars – Local		\$34,967,944		
Other Funds – Local		\$60,064,884		
<i>Local Program Subtotal</i>		<i>\$95,032,828</i>		
<i>Local Overmatch</i>		\$20,285,562		
<b>State Program</b>				
MDOT IC/New Roads & Preservation – State	\$200,695,837	\$50,173,959	\$250,869,796	\$250,869,796
<i>State Program Subtotal</i>	<i>\$200,695,837</i>	<i>\$50,173,959</i>	<i>\$250,869,796</i>	<i>\$250,869,796</i>

Figure 41 – Revenue and Expenditure Table, 2019–2025

Funding Category	2019 - 2025			
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments
<b>Federal Highway Programs–MPO Program</b>				
<i>Anticipated</i>				
STP-Urban – Federal	\$90,041,745	\$22,510,437	\$112,552,182	\$112,552,182
STP-Rural – Federal	\$6,115,226	\$1,528,807	\$7,644,033	\$7,644,033
TEDF- C – State and Federal	\$21,922,783	\$5,480,696	\$27,403,479	\$27,403,479
CMAQ – Federal	\$53,878,125	\$13,469,533	\$67,347,658	\$67,347,658
<i>MPO Program Anticipated Subtotal</i>	<i>\$171,957,879</i>	<i>\$42,989,473</i>	<i>\$214,947,352</i>	<i>\$214,947,352</i>
<i>Competitive</i>				
Local Safety – Federal	\$11,415,896	\$2,853,974	\$14,269,870	\$14,269,870
Local Transportation Enhancement – Federal	\$16,085,261	\$4,021,315	\$20,106,576	\$20,106,576
Small Urban – Federal	\$2,873,886	\$718,472	\$3,592,358	\$3,592,358
<i>MPO Program Competitive Subtotal</i>	<i>\$30,375,043</i>	<i>\$7,593,761</i>	<i>\$37,968,804</i>	<i>\$37,968,804</i>
<b>TOTAL MPO Program Anticipated &amp; Competitive</b>	<b>\$202,332,922</b>	<b>\$50,583,234</b>	<b>\$252,916,156</b>	<b>\$252,916,156</b>
<b>Local Program</b>				
Act 51 Funds Available to Match Federal Dollars – Local		\$76,251,067		
Other Funds – Local		\$130,977,432		
<i>Local Program Subtotal</i>		<i>\$207,228,499</i>		
<i>Local Overmatch</i>		\$25,667,834		
<b>State Program</b>				
MDOT IC/New Roads & Preservation – State	\$662,707,164	\$165,676,791	\$828,383,955	\$828,383,955
<i>State Program Subtotal</i>	<i>\$662,707,164</i>	<i>\$165,676,791</i>	<i>\$828,383,955</i>	<i>\$828,383,955</i>

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Figure 42 – Revenue and Expenditure Table, 2026–2035

Funding Category	2026 - 2035				Total
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	
<b>Federal Highway Programs–MPO Program</b>					
<i>Anticipated</i>					
STP-Urban – Federal	\$193,947,046	\$48,486,762	\$242,433,808	\$242,433,808	\$372,981,400
STP-Rural – Federal	\$13,172,002	\$3,293,001	\$16,465,003	\$16,465,003	\$25,400,664
TEDF- C – State and Federal	\$45,891,089	\$11,472,772	\$57,363,861	\$57,363,861	\$89,567,136
CMAQ – Federal	\$116,051,761	\$29,012,940	\$145,064,701	\$145,064,701	\$222,620,052
<i>MPO Program Anticipated Subtotal</i>	<i>\$369,061,898</i>	<i>\$92,265,475</i>	<i>\$461,327,373</i>	<i>\$461,327,373</i>	<i>\$710,569,252</i>
<i>Competitive</i>					
Local Safety – Federal	\$24,589,475	\$6,147,369	\$30,736,844	\$30,736,844	\$47,386,974
Local Transportation Enhancement – Federal	\$34,647,138	\$8,661,785	\$43,308,923	\$43,308,923	\$66,464,146
Small Urban – Federal	\$5,767,920	\$1,441,980	\$7,209,900	\$7,209,900	\$11,643,488
<i>MPO Program Competitive Subtotal</i>	<i>\$65,004,533</i>	<i>\$16,251,134</i>	<i>\$81,255,667</i>	<i>\$81,255,667</i>	<i>\$125,494,608</i>
<b>TOTAL MPO Program Anticipated &amp; Competitive</b>	<b>\$434,066,431</b>	<b>\$108,516,609</b>	<b>\$542,583,040</b>	<b>\$542,583,040</b>	<b>\$836,063,860</b>
<b>Local Program</b>					
Act 51 Funds Avail. to Match Fed. Dollars – Local		\$153,036,701			\$308,929,568
Other Funds – Local		\$262,873,096			\$530,652,263
<i>Local Program Subtotal</i>		<i>\$415,909,797</i>			<i>\$839,581,831</i>
<i>Local Overmatch</i>		\$44,520,092			\$93,274,345
<b>State Program</b>					
MDOT IC/New Roads & Preservation – State	\$1,269,041,504	\$317,260,376	\$1,586,301,880	\$1,586,301,880	\$2,409,000,000
<i>State Program Subtotal</i>	<i>\$1,269,041,504</i>	<i>\$317,260,376</i>	<i>\$1,586,301,880</i>	<i>\$1,586,301,880</i>	<i>\$2,409,000,000</i>

Figure 43 – Transit Revenue and Expenditure Table

<b>Transit Expenditures</b>					
<b>Operating</b>	<b>2011–2014</b>	<b>2015–2018</b>	<b>2019–2025</b>	<b>2026–2035</b>	<b>Total 2011–2035</b>
Labor and Fringes	\$80,406,385	\$88,753,604	\$178,061,197	\$314,185,674	\$661,406,860
Bus Rapid Transit (BRT)	\$3,369,392	\$10,848,537	\$21,764,790	\$38,403,568	\$74,386,287
Services, Casualty/Liability, & Transfers	\$12,363,409	\$13,646,891	\$27,378,963	\$48,309,672	\$101,698,935
Materials, Supplies, Utilities	\$19,335,217	\$21,342,462	\$42,818,141	\$75,551,814	\$159,047,635
Purchased Transportation	\$27,982,989	\$30,887,984	\$61,968,766	\$109,342,737	\$230,182,476
<b>Total Operating Expenses</b>	<b>\$143,457,392</b>	<b>\$165,479,478</b>	<b>\$331,991,857</b>	<b>\$585,793,465</b>	<b>\$1,226,722,193</b>
					<b>Total</b>
<b>Capital</b>	<b>2011–2014</b>	<b>2015–2018</b>	<b>2019–2025</b>	<b>2026–2035</b>	<b>Total 2011–2035</b>
Miscellaneous Capital Needs	\$15,454,182	\$17,455,132	\$33,577,210	\$59,246,363	\$125,732,888
Bus Rapid Transit (BRT)	\$36,941,000	\$0	\$0	\$0	\$36,941,000
Facility Expansion/Maintenance Needs	\$19,537,813	\$2,235,903	\$4,485,761	\$7,915,043	\$34,174,519
Replacement of fixed-route buses (Number)		\$36	\$97	\$115	\$248
Repl./addition of fixed-route buses (Cost)	\$7,379,109	\$15,168,735	\$45,748,532	\$69,560,912	\$137,857,288
Expansion of fixed-route buses (Number)		\$0	\$0	\$0	\$0
Expansion of fixed-route buses (Cost)	\$3,813,769	\$0	\$0	\$0	\$3,813,769
Replacement of Paratransit Vehicles (Num-		\$68	\$123	\$144	\$335
Replacement of Paratransit Vehicles (Cost)	\$1,734,503	\$5,108,986	\$10,921,168	\$16,074,482	\$33,839,139
Capitalized Operating Expense	\$2,712,813	\$2,235,903	\$4,485,761	\$7,915,043	\$17,349,519
<b>Total Capital Needs</b>	<b>\$87,573,188</b>	<b>\$42,204,658</b>	<b>\$99,218,433</b>	<b>\$160,711,843</b>	<b>\$389,708,122</b>
					<b>Total</b>
	<b>2011–2014</b>	<b>2015–2018</b>	<b>2019–2025</b>	<b>2026–2035</b>	<b>Total 2011–2035</b>
Total Operating Expenditures	\$143,457,392	\$165,479,478	\$331,991,857	\$585,793,465	\$1,226,722,193
Total Capital Needs	\$87,573,188	\$42,204,658	\$99,218,433	\$160,711,843	\$389,708,122
<b>Grand Total</b>	<b>\$231,030,581</b>	<b>\$207,684,136</b>	<b>\$431,210,290</b>	<b>\$746,505,308</b>	<b>\$1,616,430,314</b>
<b>Transit Revenues</b>					
<b>Operating</b>	<b>2011–2014</b>	<b>2015–2018</b>	<b>2019–2025</b>	<b>2026–2035</b>	<b>Total 2011–2035</b>
Passenger Fares	\$22,804,050	\$26,597,275	\$53,360,566	\$94,153,727	\$196,915,618
Sale of Transportation Services	\$22,439,995	\$24,769,556	\$49,693,720	\$87,683,646	\$184,586,917
Property Taxes	\$50,734,302	\$61,704,665	\$123,794,483	\$218,433,065	\$454,666,515
State Operating Assistance	\$40,210,474	\$44,384,839	\$89,046,723	\$157,121,289	\$330,763,325
Interest, Advertising, and Miscellaneous	\$2,387,277	\$2,635,107	\$5,286,662	\$9,328,218	\$19,637,264
Capitalized Operating Expense	\$4,881,295	\$5,388,036	\$10,809,703	\$19,073,520	\$40,152,554
<b>Total Operating Revenues</b>	<b>\$143,457,392</b>	<b>\$165,479,478</b>	<b>\$331,991,857</b>	<b>\$585,793,465</b>	<b>\$1,226,722,194</b>
					<b>Total</b>
<b>Capital</b>	<b>2011–2014</b>	<b>2015–2018</b>	<b>2019–2025</b>	<b>2026–2035</b>	<b>Total 2011–2035</b>
5307 Federal Apportionments	\$27,119,925	\$36,120,970	\$87,015,112	\$139,183,979	\$289,439,986
5309 Federal Discretionary	\$18,000,000	\$0	\$0	\$0	\$18,000,000
Very Small Starts	\$36,941,000	\$0	\$0	\$0	\$36,941,000
Congestion, Mitigation & Air Quality	\$3,427,956	\$3,783,822	\$7,591,261	\$13,394,640	\$28,197,678
Local Capital	\$2,076,258	\$2,291,800	\$4,597,905	\$8,112,919	\$17,078,882
<b>Total Capital Revenues</b>	<b>\$87,573,189</b>	<b>\$42,204,658</b>	<b>\$99,218,433</b>	<b>\$160,711,843</b>	<b>\$389,708,121</b>
					<b>Total</b>
	<b>2011–2014</b>	<b>2015–2018</b>	<b>2019–2025</b>	<b>2026–2035</b>	<b>Total 2011–2035</b>
Total Operating Revenues	\$143,457,392	\$165,479,478	\$331,991,857	\$585,793,465	\$1,226,722,194
Total Capital Revenues	\$87,573,189	\$42,204,658	\$99,218,433	\$160,711,843	\$389,708,121
<b>Grand Total</b>	<b>\$231,030,581</b>	<b>\$207,684,136</b>	<b>\$431,210,290</b>	<b>\$746,505,308</b>	<b>\$1,616,430,315</b>

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### Air Quality Conformity Analysis

Transportation planning must take into account the effects that automobiles, trucks, and buses have on air quality. Vehicle emissions account for 40% of ozone producing hydrocarbon emissions in metropolitan areas. Thus, GVMC strives to meet the needs of the transportation system while minimizing the effects the system has on air quality. The U.S. Environmental Protection Agency (EPA) and the Michigan Department of Natural Resources and Environment (MDNRE), as well as other state and federal transportation agencies, have put in place regulations, guidelines and tools for transportation planning agencies to use in improving air quality.

#### Ozone

Ozone (O<sub>3</sub>) is a colorless and odorless gas composed of three oxygen atoms. It is created through a chemical reaction when volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>) react with sunlight. In the stratosphere (10 miles above the earth's surface), ozone provides an important thin protective shield that blocks the sun's harmful rays (UV-A and UV-B). However, at ground level, ozone is a health threatening air pollutant. Ground level ozone pollution damages crops, forests, and some materials like rubber and plastics. Exposure to elevated levels of ozone can cause adverse health effects, including eye irritation, decreased vision, increased asthma and chronic lung disease incidence, coughing, dizziness, nausea, and reduced heart and lung capacity. Children, the elderly, those with respiratory ailments, and people who exercise vigorously are especially sensitive to ozone air pollution.

The primary sources of the component chemicals that combine to create ozone (VOCs and NO<sub>x</sub>) are from industrial emissions and electric utilities, motor vehicle exhaust, gasoline vapors, and chemical solvents. Ozone can be carried hundreds of miles away from its source by winds, and therefore, even rural areas can be affected by ozone.

#### Ozone Monitoring

The Clean Air Act (CAA) requires the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for six criteria pollutants, including ozone. Under the CAA, as amended in 1990, each state must develop a plan describing how it will attain and maintain the NAAQS. This plan is called the State Implementation Plan (SIP) and is required under Section 110 of the CAA (40 CFR Part 51, Subparts F & G). In general, the SIP is a collection of programs including:

- a monitoring program, which is a collection of monitoring devices which provide actual measurements of the concentrations of pollutants in the air, to identify whether an area is meeting the air quality standards
- air quality calculations and computer modeling, which are used to predict future trends and the effects of emission reduction strategies
- emissions inventories, which describe the sources and categories of emissions to the air for a given pollutant, and how much is emitted by each source or source agency

One of the key effects of the Clean Air Act of 1990 (as amended) has been that no new roadway facilities can be built unless other congestion management programs have been established within the metropolitan planning area which offset the increased level of air pollution likely to result from the new facility. In addition, a plan must be established which results in improved air quality from the levels observed in 1990, not just stabilized levels.

A network of five air quality monitoring stations, located in Evans, Grand Rapids, Holland, Jenison, and Muskegon, continually monitor ozone levels in West Michigan. The MDNRE and the EPA average the data from these monitors over eight hours and compare it to the NAAQS. At each moni-

toring station, the fourth highest eight-hour value averaged over three years is not to exceed 75 parts per billion (ppb). If over three years, the average of the highest ozone values is over 75 ppb, the NAAQS is violated.

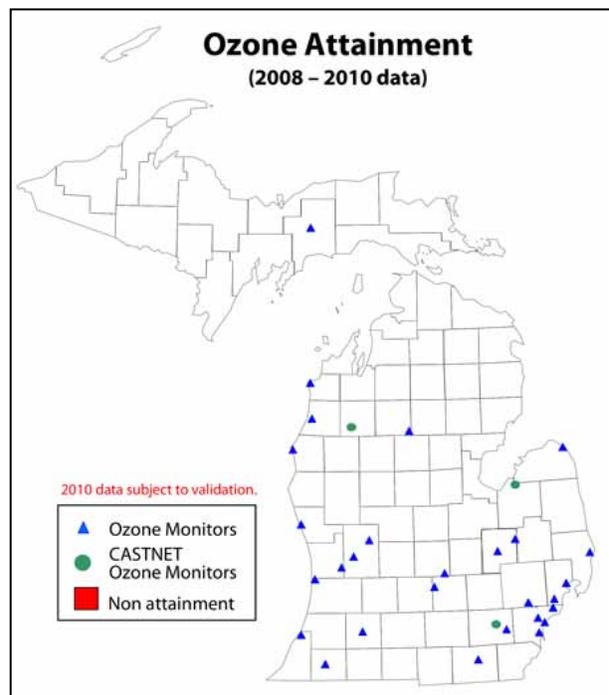
**Ozone Standards**

The EPA and MDNRE monitor air pollution levels and work with local community government and planning agencies to develop plans to bring areas in violation of air quality standards into compliance. Between 1978 and 1994, Kent, Ottawa, Muskegon, and Allegan Counties were designated as non-attainment areas because ozone levels exceeded the standard. But over 20 years of emission control efforts resulted in the West Michigan counties meeting the 1-hour ozone standard. The improvement in air quality qualified these areas to be redesignated as “attainment areas.” The Kent and Ottawa County area, which comprise the GVMC MPO area, was redesignated as attainment in 1996, and as of June 15, 2005, all areas in Michigan are no longer subject to the 1-hour ozone standard.

In 1997, the EPA adopted a more stringent 8-hour ozone standard. The 8-hour standard was considered more protective of public health for population groups especially sensitive to air pollution. Designations for the 8-hour ozone standard were made by the EPA on June 15, 2004. In West Michigan, Kent, Ottawa, Muskegon, and Allegan were all designated as non-attainment. Since 1997, overall air quality has improved in West Michigan, and in response to requests by the state of Michigan, the EPA has redesignated Kent, Ottawa, and Muskegon Counties as attainment for the 1997 8-hour ozone standard.

While Kent and Ottawa Counties are considered to be in attainment for ozone, the area is still considered a “maintenance” area. The Clean Air Act Amendments of 1990 require that all transportation plans and investments in non-attainment and maintenance areas to be subject to an air quality conformity determination. The purpose of this determination is to demonstrate that the Long Range Transportation Plan (LRTP) conforms to the intent and purpose of the State Implementation Plan (SIP) to achieve and maintain clean air and meet National Ambient Air Quality Standards. Therefore, the LRTP must demonstrate that the implementation of these projects do not result in greater transportation-related mobile source emissions than the air quality budget in the SIP.

Furthermore, all LRTP projects must be reviewed for air quality conformity by the Interagency Work Group (IAWG). The IAWG meets to review projects for the LRTP, selects air quality analysis years, and shares information on air quality issues, including new legislation and conformity regulations.



**Primer on Air Quality Conformity Analyses**

Projects that add capacity to the transportation system, such as widening a roadway from two to five lanes or building a new regionally significant road, are determined by the IAWG to undergo air quality analysis. Projects that must undergo air quality analysis are first analyzed with the travel demand model and then with the air quality emissions model. The 2035 LRTP travel demand model

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and air quality emissions model analysis years are 2009 (base year of the calibrated model), 2014 (last year of the current TIP), 2018 (Budget year, the last year of the 10 year maintenance plan – 10 years since the attainment area was redesignated), 2025 (interim year), and 2035 (out year of the LRTP). These years were selected by the IAWG for the Air Quality Analysis. Travel demand model runs with the new widening or expansion projects are completed for all the analysis years and the outputs of vehicle miles traveled, vehicle hours traveled, and average speed are summed by National Functional Classification. This data is merged with data from Ottawa and Muskegon Counties and Highway Performance Monitoring System (HPMS) data for use in the MOBILE 6.2 air quality modeling program. MOBILE 6.2 produces a total VOC and NOx emissions for our area which is compared against the attainment budget. Air quality emissions must be below the attainment budget levels in order to be in conformity with air quality regulations.

The conformity determination for GVMC considered the following factors:

1. The adopted plan supports the intention of the SIP, in that the projects identified make progress toward achieving and maintaining the NAAQS. This is accomplished through congestion reduction projects and encouraging alternatives to the single-occupant-vehicle, such as transit and ridesharing.
2. No Long Range Transportation Plan goal, directive, recommendation, or project identified will adversely affect SIP requirements or commitments.
3. The Long Range Transportation Plan provides for the expeditious implementation of plan elements.
4. A determination was made through the quantitative conformity analysis that the Long Range Transportation Plan will contribute to reductions in annual Volatile Organic Compounds (VOCs) and Nitrous Oxides (NOx) emissions in the maintenance area.
5. A determination was made through the quantitative conformity analysis that the Long Range Transportation Plan does not increase the frequency or severity of the NAAQS for the Grand Rapids ozone maintenance area.

For more information on the Air Quality Analysis, see Appendix F. This appendix demonstrates the calculated emissions of the proposed transportation improvements along with the budgeted emissions set by the State and Federal environmental agencies.

### LRTP Air Quality Analysis Project List

On November 3, 2010, the Interagency Work Group (IAWG) reviewed the projects recommended for inclusion in the 2035 LRTP Update. GVMC staff prepared the following list of projects that should undergo air quality conformity analysis which the IAWG committee concurred with:

No	Street Name	From—To	Lgth	Jurisdiction	LRTP Phase	Preferred Alternative	Lns	Functional Class
1	10 Mile Rd	West of Wolven—Chilsdale Ave	1.69	KCRC—Algoma Twp	2011–2014	Reconstruct and widen to 5 lanes (2-5)	2	Urb.Principal Arterial
2	Forest Hill Ave	Cascade Rd—Twp limit	0.35	KCRC—Grand Rapids Twp	2011–2014	Reconstruct and Add Center Turn lane (2-3)	2	Urb. Collector
3	West River Dr	Rogue R. bridge—M-44/Northland	0.75	KCRC—Plainfield Twp	2011–2014	Reconstruct and Add Center Turn lane (4-5)	4	Urb. Minor Arterial
4	8th Ave	Port Sheldon St—44th St	0.54	OCRC—Georgetown Twp	2011–2014	Reconstruct and Add Center Turn lane (2-3)	2	Urb. Collector
5	Clyde Park Ave	68th St—76th St	1.00	KCRC—Byron Twp	2011–2014	Reconstruct and Add Center Turn lane (2-3)	2	Urb. Minor Arterial
6	Forest Hill Ave	M-21/E Fulton St—Ada Dr	1.05	KCRC—Grand Rapids Twp	2011–2014	Reconstruct and Add Center Turn lane (2-3)	2	Urb. Collector
7	Northland Dr	Indian Lakes Rd—South St	1.20	KCRC—Nelson Twp	2011–2014	Reconstruct and Add Center Turn lane (2-3) - Access Management	2	Urb. Minor Arterial
8	Knapp St	at Grand River Dr	0.10	KCRC—Ada Twp	2011–2014	Add turn lanes at the intersection	2	Urb. Minor Arterial
9	4 Mile Rd	Walker Ave—Old Orchard Ave	0.57	KCRC—Alpine Twp	2011–2014	Reconstruct and Add Center Turn lane (2-3)	2	Urb. Minor Arterial
10	Division Ave	54th St—60th St	0.75	City of Wyoming	2011–2014	Reconstruct to 4 Lane Divided (4-4b)	4	Urb.Principal Arterial
11	3 Mile Rd	West of Walker Av—Indian Mill Cr	0.35	City of Walker	2015–2018	Widen to 4 lanes with RR bridge improvement	2	Urb. Minor Arterial
12	32nd Ave	Quincy St—City limit	0.14	OCRC—Jamestown Twp	2015–2018	Reconstruct and widen to 5 lanes (Comm. Dev) by 2018 (3-5)	3	Urb. Minor Arterial
13	Burton St	Spaulding Ave—Patterson Ave	0.50	KCRC—Cascade Twp	2015–2018	Reconstruct and Add Center Turn lane (2-3) (Constrained by I-96 Overpass)	2	Urb. Minor Arterial
14	College Ave	I-196—Leonard St	0.89	City of Grand Rapids	2015–2018	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	2	Urb. Minor Arterial

15	Lake Dr	Fuller Ave—Carleton Ave	0.21	City of Grand Rapids	2015–2018	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	2	Urb. Minor Arterial
16	Lake Michigan Dr	US-131—Garfield Ave	1.06	City of Grand Rapids	2015–2018	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	2	Urb. Minor Arterial
17	Leonard St	Plainfield Ave—Diamond Ave	1.14	City of Grand Rapids	2015–2018	Reconfigure within Existing ROW to 3 lanes (2-3)	2	Urb. Principal Arterial
18	Madison Ave	Cottage Grove St—Hall St	0.39	City of Grand Rapids	2015–2018	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	2	Urb. Minor Arterial
19	Madison Ave	Hall St—Franklin St	0.50	City of Grand Rapids	2015–2018	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	2	Urb. Minor Arterial
20	Stocking Ave	Bridge St—7th St	0.60	City of Grand Rapids	2015–2018	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	2	Urb. Minor Arterial
21	48th Ave	Pierce St—M-45/Lake Mich Dr	1.01	OCRC—Allendale Twp	2019–2025	Reconstruct to Continuous 3 lanes with Non-motorized lanes (2-3)	2	Urb. Minor Arterial
22	56th St	Ivanrest Ave—Byron Center Ave	1.00	City of Wyoming	2019–2025	Reconstruct and Add Center Turn lane (2-3)	2	Urb. Minor Arterial
23	68th Ave	M-45/Lake Mich Dr—Warner St	1.51	OCRC—Allendale Twp	2019–2025	Reconstruct and Add Center Turn lane (2-3)	2	Urb. Minor Arterial
24	68th Ave	Warner Ave—Leonard St	1.55	OCRC—Allendale Twp	2019–2025	Reconstruct and Add Center Turn lane (2-3)	2	Urb. Minor Arterial
25	Alpine Ave	Leonard St—Richmond St	0.50	City of Grand Rapids	2019–2025	Reconfigure within Existing ROW to 4 lanes - Enhance Transit Capacity (2-4)	2	Urb. Principal Arterial
26	Bridge St	Covell Ave—M-45/Lake Mich Dr	0.08	City of Grand Rapids	2019–2025	Reconfigure within Existing ROW to 3 lanes (2-3)	2	Urb. Minor Arterial
27	Bridge St	Mt Vernon Ave—Straight Ave	0.44	City of Grand Rapids	2019–2025	Reconfigure within Existing ROW to 3 lanes (2-3)	2	Urb. Minor Arterial
28	Eastern Ave	Hall St—Burton St	0.95	City of Grand Rapids	2019–2025	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	2	Urb. Minor Arterial
29	Franklin St	Eastern Ave—Madison Ave	0.50	City of Grand Rapids	2019–2025	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	2	Urb. Minor Arterial
30	Franklin St	Madison Ave—Division Ave	0.43	City of Grand Rapids	2019–2025	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	3	Urb. Minor Arterial
31	Fuller Ave	Lake Dr—Fulton St	0.30	City of Grand Rapids	2019–2025	Reconfigure within Existing ROW to 3 lanes (2-3)	2	Urb. Minor Arterial
32	Lake Dr	Carleton Ave—City limit	0.37	City of Grand Rapids	2019–2025	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	2	Urb. Minor Arterial
33	Spaulding Ave	Ada Dr—Cascade Rd	0.45	KCRC—Ada Twp	2019–2025	Reconstruct and Add Center Turn lane (2-3)	2	Urb. Minor Arterial
34	Walker Ave	Valley Ave—Leonard St	0.44	City of Grand Rapids	2019–2025	Reconfigure within Existing ROW to 3 lanes (2-3)	2	Urb. Minor Arterial
35	Walker Ave	North Ridge Dr—4 Mile Rd	0.32	City of Walker	2019–2025	Reconstruct and Add Center Turn lane (2-3)	2	Urb. Minor Arterial
<b>Michigan Department of Transportation</b>								
No	Street Name	From—To	Lgth	Jurisdiction	L RTP Phase	Preferred Alternative		Functional Class
36	I-196	at Fuller	0.25	MDOT	2011–2014	Bridge replacement in 2011		Urban Freeway
37	US-131	US-131BR/Leonard St—Ann St	0.50	MDOT	2011–2014	Add NB weave/merge lanes		Urban Freeway
38	US-131	US-131BR/Leonard St—Ann St	0.50	MDOT	2011–2014	Add SB weave/merge lanes		Urban Freeway
39	I-196	WB over the Grand River—US-131	0.25	MDOT	2015–2018	Extend WB to SB off ramp to complete US-131 to Fuller Avenue segment		Urban Freeway
40	I-196	Fuller Ave—I-96	2.00	MDOT	2015–2018	Rehabilitation of existing road and bridges		Urban Freeway
41	M-44/M-37/ East Beltline	Knapp St—M-21/E Fulton St	2.50	MDOT	2019–2025	Preserve and widen from 2 to 3 lanes in each direction - 2019-2025		Urb. Principal Arterial
42	I-96	at M-21/E Fulton St	0.25	MDOT	2019–2025	Add additional ramps		Urban Freeway
43	I-196	Fuller Ave—I-96	2.00	MDOT	2019–2025	Preserve and widen to 2 to 3 lanes in each direction, add WM lanes-2019-2025		Urban Freeway
44	I-96	Leonard St—Cascade Rd	3.50	MDOT	2026–2035	Operational Improvements; add ramps and collector distributor lanes with I-96/I-196 interchange, and widen per the EA and LRTP projects.		Urban Freeway
45	I-196	Ottawa Ave—US-131BR/Division	0.10	MDOT	2026–2035	Add WB to NB ramp from I-196 to Division from the Ottawa WB offramp		Urban Freeway

**Figure 44 – LRTP Air Quality Analysis Project List**

A full list of all the 2035 LRTP projects may be found in Chapter 16.

## Environmental Justice Analysis

GVMC serves as the primary forum where MDOT, ITP/The Rapid, local jurisdictions, and the general public develop our area’s transportation plans and programs. In this capacity, GVMC recognizes the diversity of Kent and Eastern Ottawa County citizens and communities and their transportation needs and works diligently to ensure that all people have access to the transportation planning process, especially those that have traditionally been under-represented. GVMC adheres to publicly approved guidelines of the Public Participation Plan through which all citizens, regardless of race, color, gender, age, physical ability, or national origin are guaranteed full opportunity to participate in programs, plans and processes, including the development of the 2035 LRTP.

**What is Environmental Justice (EJ)?**

In 1964, the Civil Rights Act under Title VI was enacted and stated that “No Person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The Civil Rights Restoration Act of 1987 broadened the scope of Title VI, clarified the intent, and expanded the definition of the terms “programs and activities” to include all programs and activities of Federal-aid recipients, sub-recipients and contractors, whether such programs are Federally assisted or not.

In 1994, an Executive Order (Number 12898) directed every Federal agency, including the U.S. Department of Transportation (U.S. DOT), to identify and address the effects of all programs, policies, and activities on “minority populations and/or low-income populations.” This Order was consistent with Title VI in considering fundamental environmental justice principles affecting low income and minority populations. The three fundamental environmental justice principles are:

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

In 1997, the U.S. DOT issued an Order that summarized and expanded on environmental justice requirements. The U.S. DOT Order applies to all transportation planning policy decisions and activities undertaken, funded, or approved by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Metropolitan Planning Organizations (MPO) among other U.S. DOT components. Also, the U.S. DOT Order specifically identifies five population groups in its emphasis on environmental justice requirements.

**Environmental Justice and Transportation Planning**

GVMC conducted an environmental justice analysis for the proposed projects in the 2035 LRTP. The analysis undertaken by GVMC supports principles and requirements of Title VI of the Civil Rights Act of 1964, the Executive Order 12898 (E.O.), and the 1997 U.S. Department of Transportation’s Order to Address environmental justice. In order to address the three environmental justice principles, the following summary approach was taken by staff according to guidelines developed by the U.S. DOT, FHWA, and FTA:

- Step 1: Delineation and mapping of Minority Areas
- Step 2: Delineation and mapping of Low Income Areas
- Step 3: Analysis of Impacts on Minority Areas
- Step 4: Analysis of Impacts on Low Income Areas

Identified Population Groups	Total MPO Population	Kent County Threshold %	Ottawa County Threshold %
Black/ African American	52,170	8.9%	1%
Hispanic	41,512	7%	6.5%
Asian	11,054	1.9%	2.1%
American Indian & Alaskan Native	3,331	.5%	.4%
Native Hawaiian or Other Pacific Islander	313	.1%	0%
Low Income	53,611	8.9%	5.5%

**Figure 45 – Threshold Percentages**

### Step 1 – Delineation and mapping of Minority Areas

The Federal Office of Management and Budget's (OMB) 1997 Policy Directive 15, Revisions to the Standards for the Classification of Federal Data on Race and Ethnicity, established five minimum categories for data on race. Therefore, to conduct the Minority EJ analysis, GVMC used the following categories for race:

- Black/African American
- Hispanic
- Asian
- American Indian and Alaskan Native
- Native Hawaiian or Other Pacific Islander

In order to determine the effects of any Federal-aid transportation project, it was necessary to identify areas within the MPO in which the levels of identified population groups meet or surpass the average levels for the area.

Using the latest U.S. Census data available (2000) and utilizing Geographic Information Systems software, GVMC determined "Threshold Percentages" for each of the minority population groups based on the average level of each minority group in the region (see Figure 45). Threshold percentages were derived from summary data on file from the U.S. Census for both Kent and Ottawa Counties. Maps of those areas where identified minority populations are concentrated were developed based on Census Block Group level data. These areas of concentration in which the percentage of identified persons exceeds the Threshold Percentages of each unique minority group were determined to be EJ Areas.

### Step 2 – Delineation and mapping of Low Income Areas

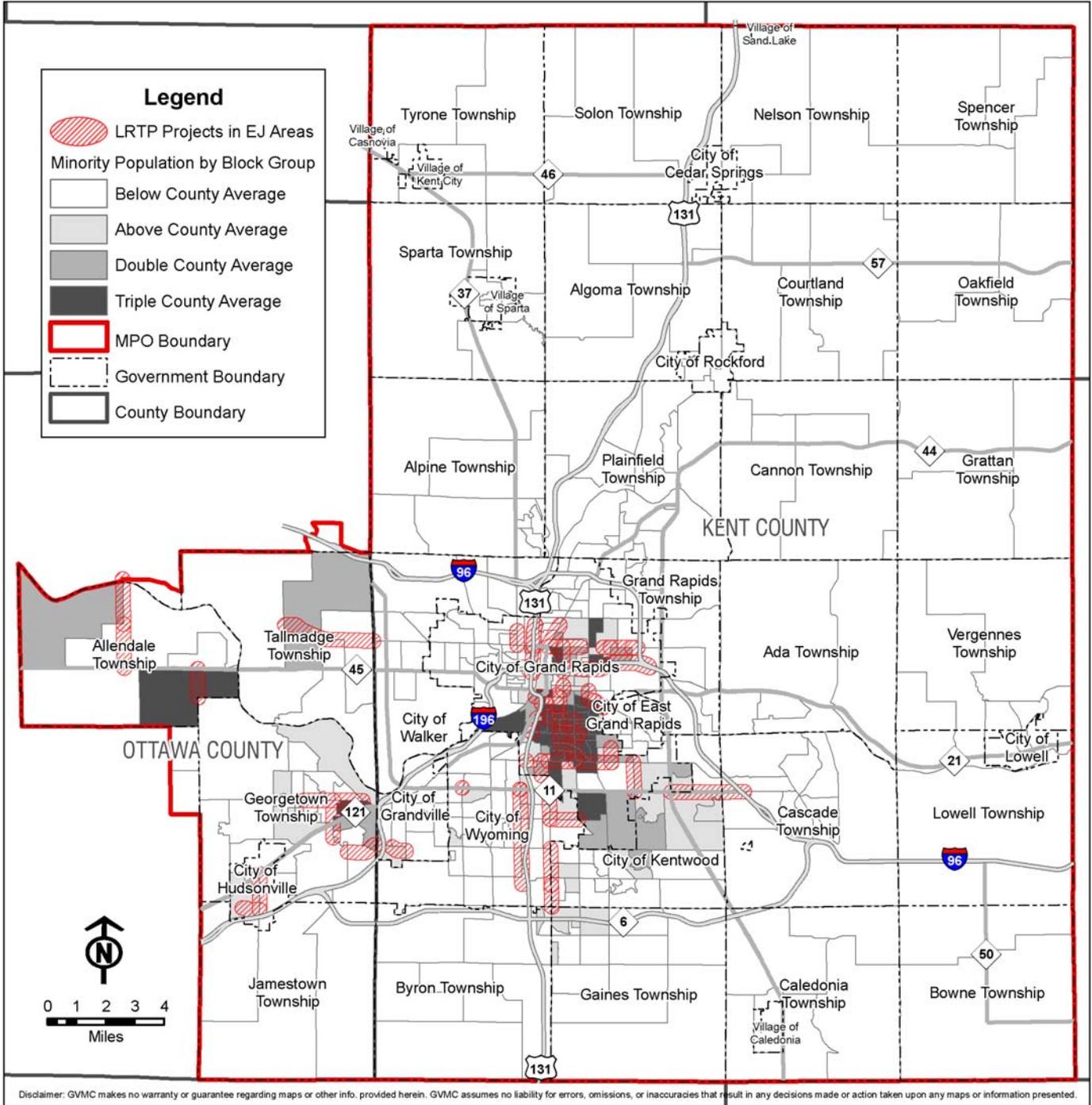
The Federal Office of Management and Budget's (OMB) 1997 Policy Directive 15 defines low-income as "a person whose household income... is at or below the U.S. Department of Health Services poverty guidelines."

In order to determine the effects of any Federal-aid transportation project, it was necessary to identify areas within the MPO in which the levels of identified population groups meet or surpass the average levels for the area.

Using the latest U.S. Census data available (2000) and utilizing Geographic Information Systems software, GVMC determined the percentage of those individuals at or below poverty level. The total individuals in each block group were divided by the total population of each block group to get a percentage at or below poverty for each block group. Using figures derived from the U.S. Census summary files, a "Threshold Percentage" was identified for the low income population group based on the average poverty level for the region (see Figure 45). The Threshold percentage was derived from summary data on file from the U.S. Census for both Kent and Ottawa Counties. A map of those areas where income is at or below poverty was developed based on Census Block Group level data. The areas in which the percentage of identified persons exceeds the low income Threshold Percentage were determined to be EJ Areas.

# Environmental Justice Analysis: African American Minorities

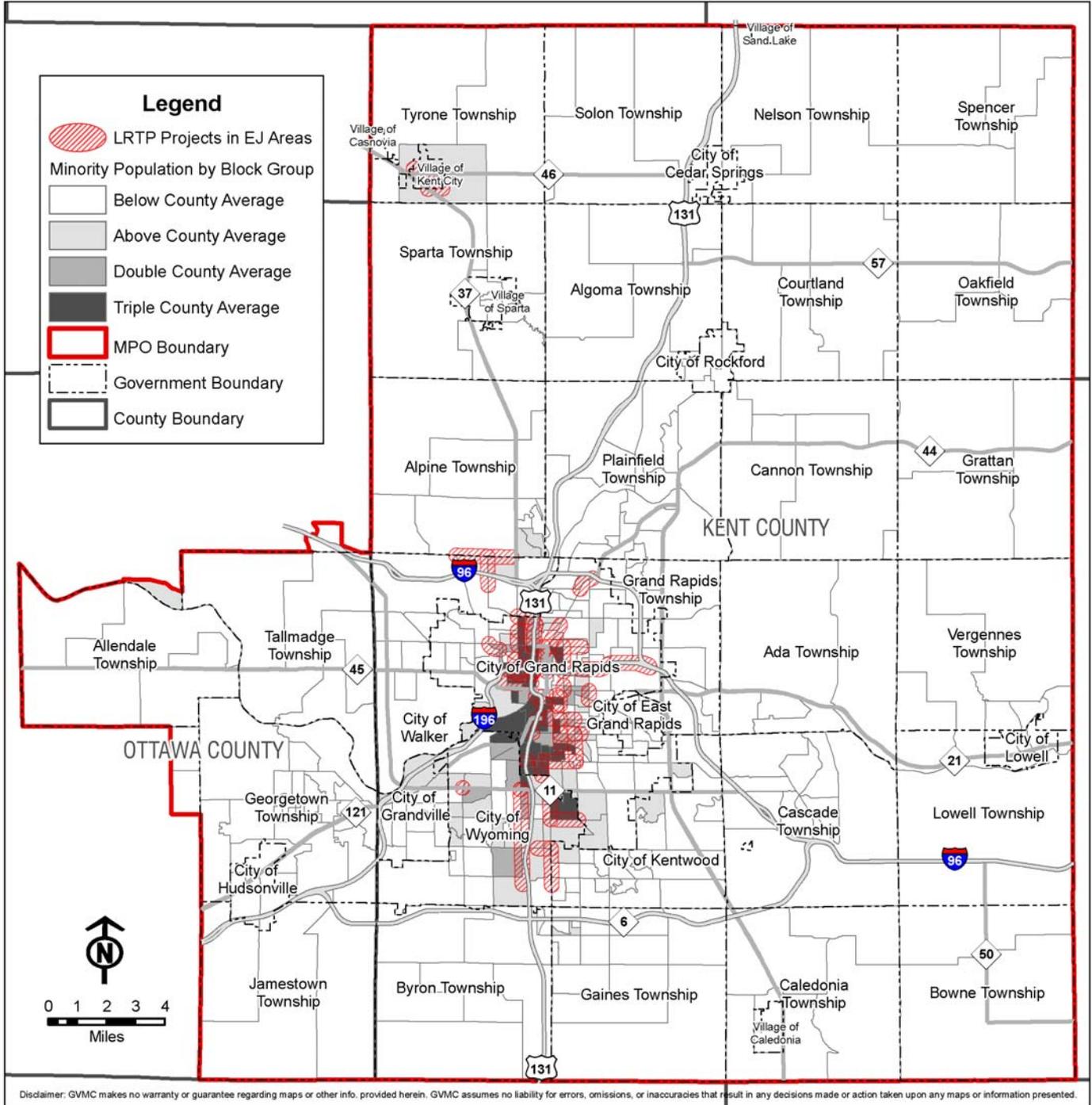
## GVMC 2035 Long Range Transportation Plan



Map 19 – Minority Environmental Justice Map – Black/African American

# Environmental Justice Analysis: Hispanic Minorities

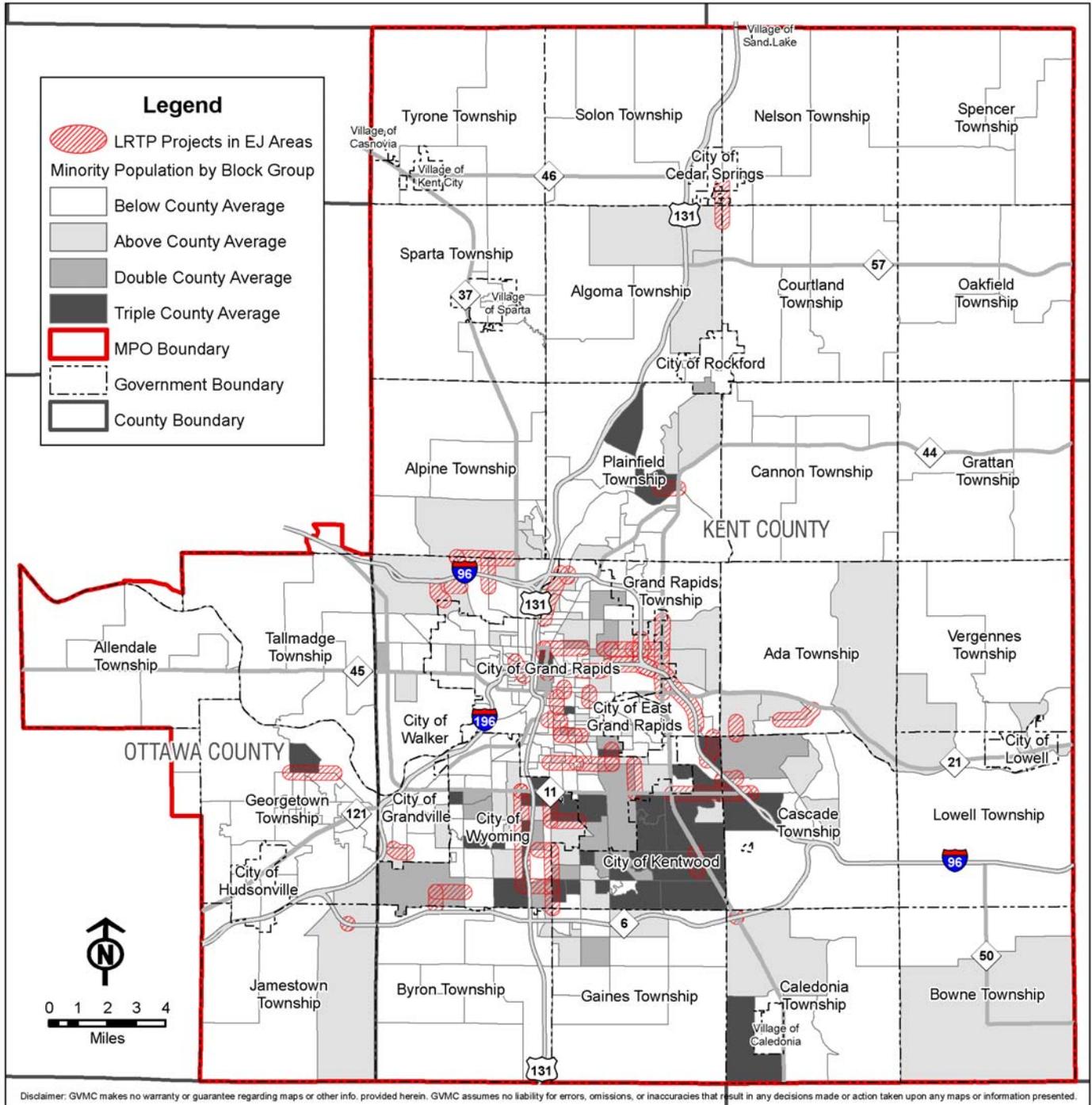
## GVMC 2035 Long Range Transportation Plan



Map 20 – Minority Environmental Justice Map – Hispanic

# Environmental Justice Analysis: Asian Minorities

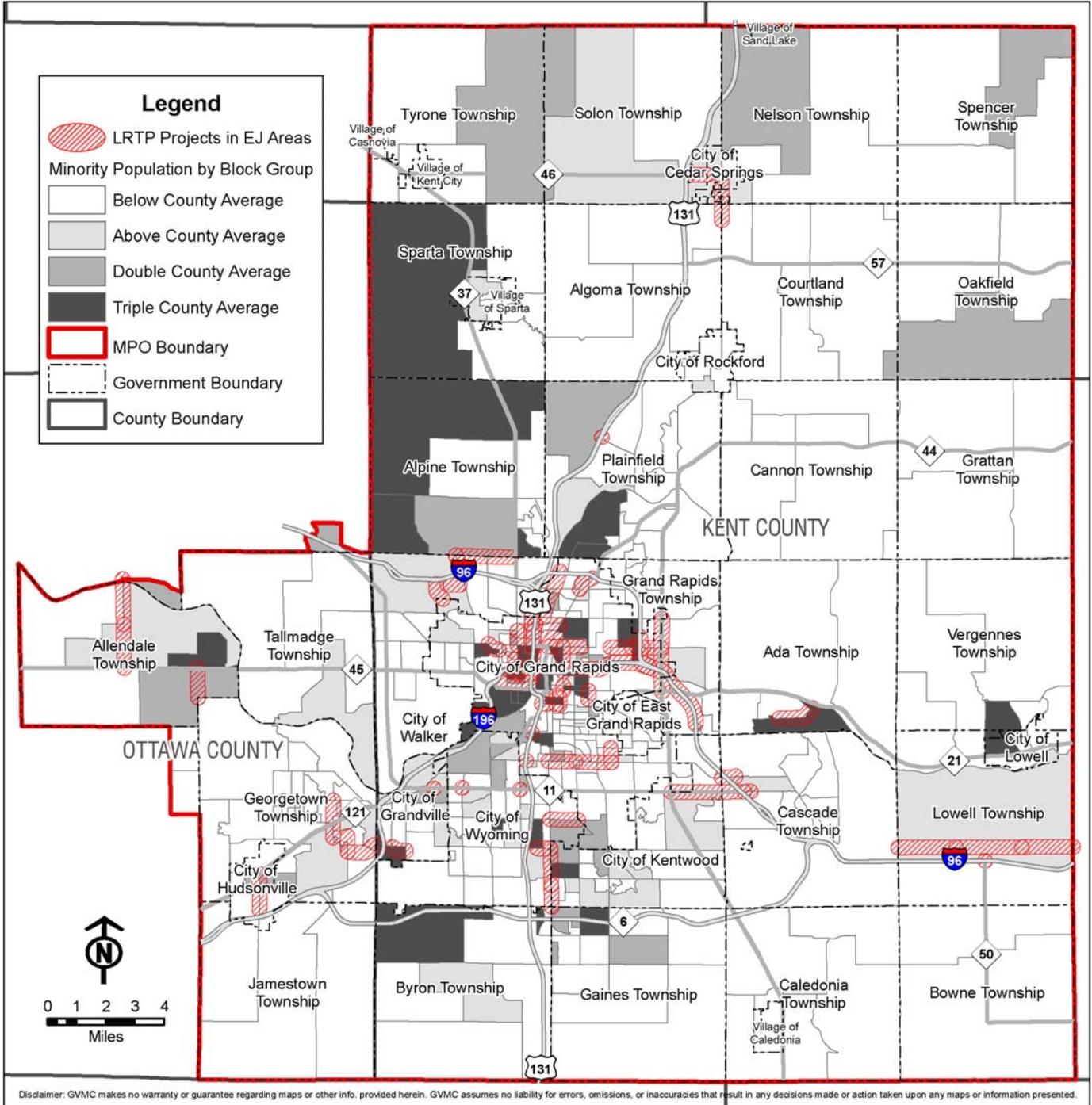
## GVMC 2035 Long Range Transportation Plan



Map 21 – Minority Environmental Justice Map – Asian

# Environmental Justice Analysis: American Indian and Alaskan Native Minorities

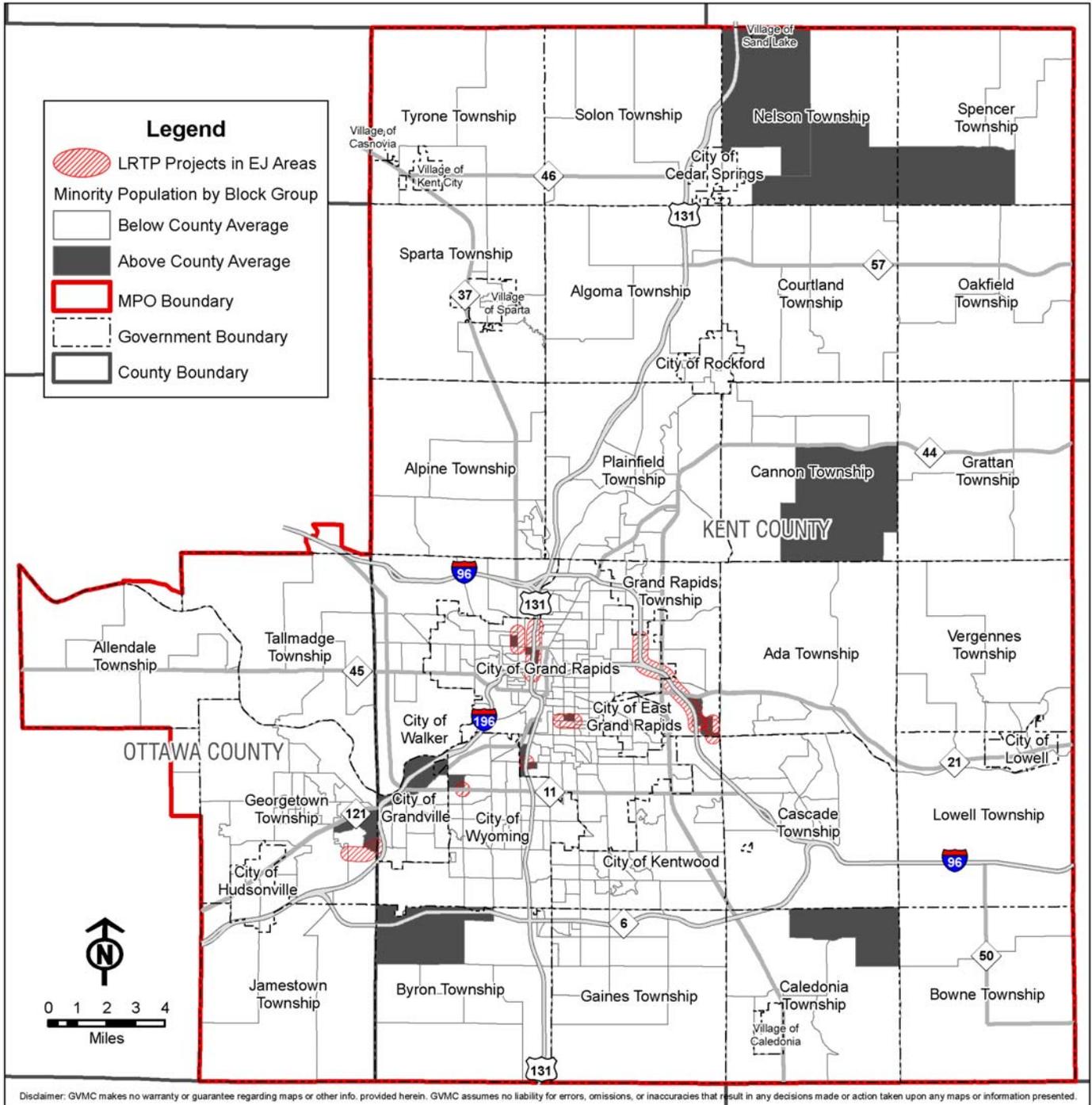
## GVMC 2035 Long Range Transportation Plan



Map 22 – Minority Environmental Justice Map – American Indian or Alaskan Native

# Environmental Justice Analysis: Native Hawaiian or Other Pacific Islander Minorities

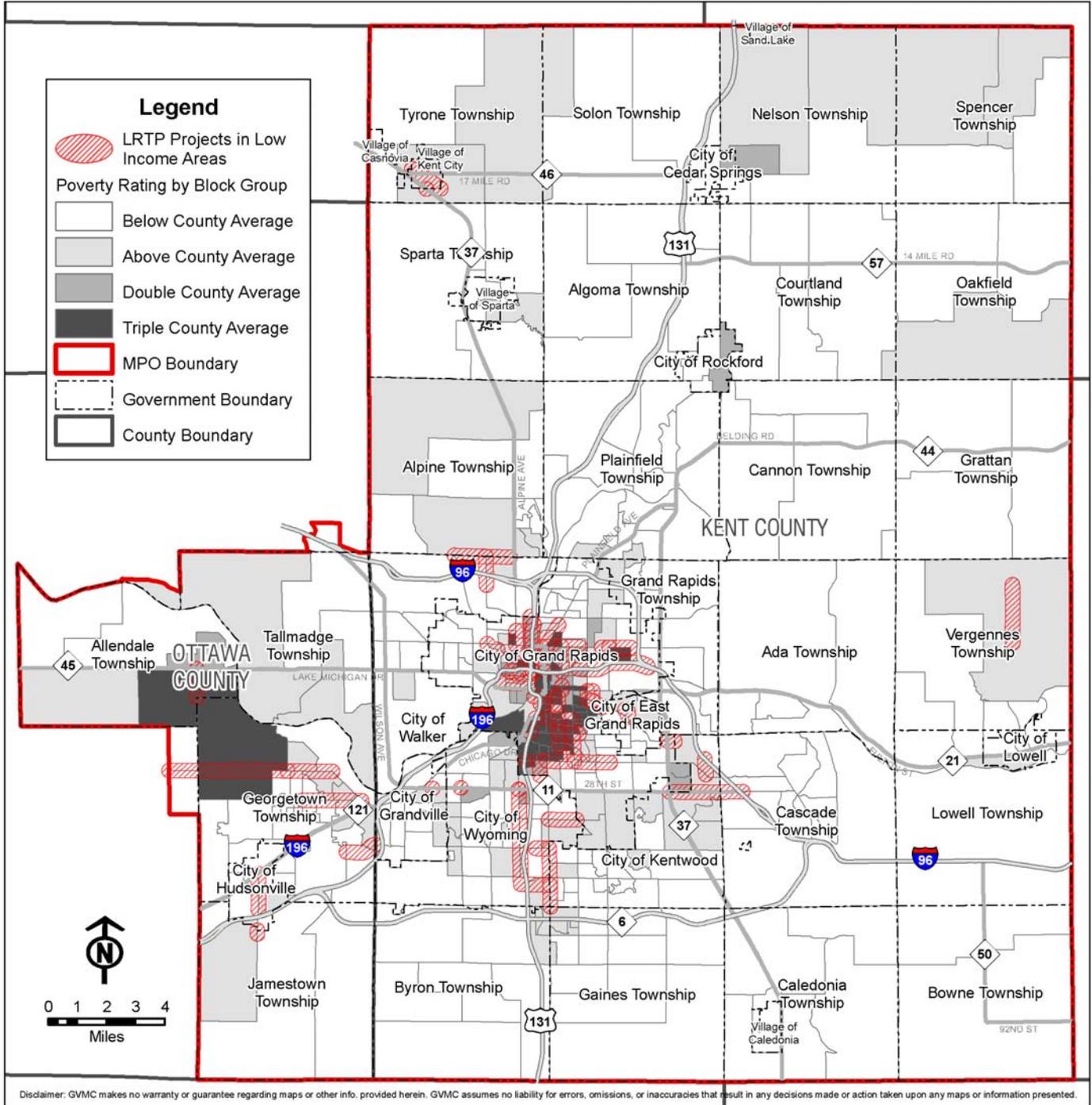
## GVMC 2035 Long Range Transportation Plan



Map 23 – Minority Environmental Justice Map – Hawaiian or Pacific Islander

# Environmental Justice Analysis: Low Income Areas

## GVMC 2035 Long Range Transportation Plan



Map 24 – Poverty Environmental Justice Map

### Step 3 – Analysis of Impacts on Minority Areas

Once the areas in which the percentage of identified persons exceeds the Threshold Percentages for each minority group were identified, the projects contained in the LRTP were analyzed in relation to each minority group. Analysis of potential project impacts on the minority groups is focused on three criteria:

- Disproportionately high and adverse human health and environmental impacts to minority areas
- Minimizing/blocking access of minority areas to the transportation system
- Neglect of the transportation system in minority areas or a reduction or delay in the receipt of benefits to those areas

Using the delineated Environmental Justice Areas for each minority group, GVMC was able to geographically overlay the 2035 LRTP projects to identify those projects in EJ Areas by minority group. A project was considered to be within an EJ Area if 50 percent or more of the project length or service area was within the EJ boundaries and if a project was on the boundary of the EJ area. These projects were then assessed using the three criteria above.

#### *Disproportionately high and adverse human health and environmental impacts to minority areas*

There are 128 widening and preservation projects in the LRTP Project List. The percentage of projects that fall in a minority group EJ area ranges from 8 percent to 49 percent; on average approximately 35 percent of the LRTP projects fall in a minority group EJ area. To see exactly which projects fall in which EJ area, by minority group, see Figures 47 through 51. The same LRTP projects often overlap multiple minority group EJ areas. Generally, the proportion of widening to preservation projects that fall in a minority group EJ area is consistent across groups at around 36 percent widening type projects and 64 percent preservation (resurfacing/reconstruction) type projects.

Some of the widening projects are in residential areas within EJ boundaries for the minority groups. These projects are anticipated to have minimal (if any) impacts in terms of noise, right-of-way takings, or pollution. Some widening projects are in predominantly commercial areas. Impacts related to I-96 widening are documented in the Environmental Assessment developed for the project. Environmental impacts on all projects will be mitigated according to federal and state laws. Therefore, it was determined that there are no disproportionately high or adverse human health impacts.

Environmental Justice Project List: Black/African American								
Fiscal Year	Project	From	To	Jurisdiction	Total Project Cost	Project Type	Length	County
2011-2014	12th Avenue	Port Sheldon Street	Baldwin Street	OCRC - Georgetown Twp	\$360,000	Preservation	1.28	Ottawa
2011-2014	32nd Avenue	M-121	Highland Drive	City of Hudsonville	\$537,000	Preservation	1.23	Ottawa
2011-2014	36th Street	Division Avenue	Eastern Avenue	City of Wyoming	\$710,000	Preservation	1.00	Kent
2011-2014	44th Street	8th Avenue	Kenowa Avenue	OCRC - Georgetown Twp	\$651,000	Preservation	1.00	Ottawa
2011-2014	Baldwin Street	20th Avenue	Cottonwood Drive	OCRC - Georgetown Twp	\$900,000	Preservation	2.00	Ottawa
2011-2014	Breton Avenue	28th Street	Burton Street	City of Grand Rapids	\$885,000	Preservation	1.00	Kent
2011-2014	Buchanan Avenue	Alger Street	Burton Street	City of Grand Rapids	\$312,500	Preservation	0.49	Kent
2011-2014	Burton Street	Division Avenue	Eastern Avenue	City of Grand Rapids	\$830,000	Preservation	0.95	Kent
2011-2014	Burton Street	Eastern Avenue	Plymouth Avenue	City of Grand Rapids	\$1,075,001	Preservation	1.22	Kent
2011-2014	Cherry Street	Market	Grandville	City of Grand Rapids	\$100,000	Preservation	0.12	Kent
2011-2014	Clyde Park Avenue	28th Street	54th Street	City of Wyoming	\$1,900,000	Preservation	3.25	Kent
2011-2014	College Avenue	Fountain	Fulton Street	City of Grand Rapids	\$140,000	Preservation	0.16	Kent
2011-2014	Division Avenue	28th Street (M-11)	36th Street	City of Wyoming	\$850,000	Preservation	1.00	Kent
2011-2014	Division Avenue	44th Street	54th Street	City of Wyoming	\$1,050,000	Preservation	1.25	Kent
2011-2014	Hall Street	Kalamazoo Avenue	Eastern Avenue	City of Grand Rapids	\$190,000	Preservation	0.20	Kent
2011-2014	Hall Street	Madison	Eastern Avenue	City of Grand Rapids	\$335,000	Preservation	0.50	Kent
2011-2014	Highland Drive	32nd Avenue	Creek View Drive	City of Hudsonville	\$136,000	Preservation	0.63	Ottawa
2011-2014	Lafayette Avenue	Wealthy Street	State Street	City of Grand Rapids	\$930,000	Preservation	0.33	Kent
2011-2014	Leonard Street	Ball Avenue	Plymouth Avenue	City of Grand Rapids	\$220,000	Preservation	0.25	Kent
2011-2014	Leonard Street	Maryland Avenue	I-96 EB Ramps	City of Grand Rapids	\$180,000	Preservation	0.20	Kent
2011-2014	Leonard Street	Plymouth Avenue	Maryland Avenue	City of Grand Rapids	\$670,000	Preservation	0.74	Kent
2011-2014	Leonard Street	24th Avenue	Kenowa Avenue	OCRC - Tallmadge Twp	\$1,088,000	Preservation	3.40	Ottawa
2011-2014	M-11	M-37	I-96	MDOT	\$50,000	Preservation	0.00	Kent
2011-2014	Madison Avenue	Wealthy Street	Cherry	City of Grand Rapids	\$230,000	Preservation	0.20	Kent
2011-2014	Plainfield Avenue	Leonard Street	Ann Street	City of Grand Rapids	\$725,001	Preservation	0.85	Kent
2011-2014	Plymouth Avenue	Burton Street	Boston Street	City of Grand Rapids	\$1,420,000	Preservation	0.50	Kent
2011-2014	Rivertown Parkway	Wilson Avenue	Canal Avenue	City of Grandville	\$600,000	Preservation	0.44	Kent
2011-2014	US-131	I-196 North to	Ann Street	MDOT	\$1,000,000	Preservation	0.00	Kent
2011-2014	Wealthy Street	US-131	Division Avenue	City of Grand Rapids	\$1,125,000	Preservation	0.18	Kent
2011-2014	M-11	at Clyde Park Avenue		MDOT	\$600,000	Preservation	0.00	Kent
2011-2014	M-11	at Ivanrest and Byron Center Avenues		MDOT	\$1,151,000	Preservation	0.00	Kent
2011-2014	US-131	under Franklin, Burton, and Hall Streets		MDOT	\$3,630,717	Preservation	0.00	Kent
2015-2018	I-196	Fuller	I-96/I-196 Junction	MDOT	\$25,000,000	Preservation	2.00	Kent
2011-2014	Division Avenue	54th Street	60th Street	City of Kentwood	\$1,680,000	Widen	0.75	Kent
2011-2014	US-131 NB	Leonard	Ann Street	MDOT	\$4,000,000	Widen	0.50	Kent
2015-2018	College Avenue	I-196	Leonard Street	City of Grand Rapids	\$1,223,750	Widen	0.89	Kent
2015-2018	Lake Drive	Fuller Avenue	Carleton Avenue	City of Grand Rapids	\$287,275	Widen	0.21	Kent
2015-2018	Leonard Street	Plainfield Avenue	Diamond Avenue	City of Grand Rapids	\$1,573,104	Widen	1.14	Kent
2015-2018	Madison Avenue	Cottage Grove Street	Hall Street	City of Grand Rapids	\$542,704	Widen	0.39	Kent
2015-2018	Madison Avenue	Hall Street	Franklin Street	City of Grand Rapids	\$692,073	Widen	0.50	Kent
2015-2018	US-131 SB	Leonard	Ann Street	MDOT	\$4,000,000	Widen	0.50	Kent
2019-2025	48th Avenue	Pierce Street	M-45	OCRC - Allendale Twp	\$1,920,499	Widen	1.01	Ottawa
2019-2025	68th Avenue	M-45	Warner Street	OCRC - Allendale Twp	\$4,575,980	Widen	1.51	Ottawa
2019-2025	68th Avenue	Warner Avenue	Leonard Street	OCRC - Allendale Twp	\$4,712,686	Widen	1.55	Ottawa
2019-2025	Alpine Avenue	Leonard Street	Richmond Street	City of Grand Rapids	\$616,554	Widen	0.50	Kent
2019-2025	Eastern Avenue	Hall Street	Burton Street	City of Grand Rapids	\$1,178,954	Widen	0.95	Kent
2019-2025	Franklin Street	Eastern Avenue	Madison Avenue	City of Grand Rapids	\$614,113	Widen	0.50	Kent
2019-2025	Franklin Street	Madison Avenue	Division Avenue	City of Grand Rapids	\$529,275	Widen	0.43	Kent
2019-2025	Fuller Avenue	Lake Drive	Fulton Street	City of Grand Rapids	\$365,081	Widen	0.30	Kent
2019-2025	Lake Drive	Carleton Avenue	City Limits	City of Grand Rapids	\$460,565	Widen	0.37	Kent
2019-2025	I-196	Fuller	I-96/I-196 Junction	MDOT	\$40,500,000	Widen/Preserve	2.00	Kent
<b>Total</b>					<b>\$119,053,832</b>			

Figure 46 – LRTP Projects Flagged in EJ Areas – Black/African American

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

Environmental Justice Project List: Hispanic								
Fiscal Year	Project	From	To	Jurisdiction	Total Project Cost	Project Type	Length	County
2011-2014	1st/2nd Street	Lane	Stocking	City of Grand Rapids	\$100,000	Preservation	0.23	Kent
2011-2014	36th Street	Division Avenue	Eastern Avenue	City of Wyoming	\$710,000	Preservation	1.00	Kent
2011-2014	44th Street	Stafford Avenue	Division Avenue	City of Wyoming	\$2,100,000	Preservation	0.60	Kent
2011-2014	Ann Street	Alpine Avenue	Voorheis Avenue	City of Grand Rapids	\$75,000	Preservation	0.10	Kent
2011-2014	Ball Creek Road	Kent City NW Village Limit	Rusco Street	Village of Kent City	\$40,000	Preservation	1.22	Kent
2011-2014	Bristol Avenue	4 Mile Road	3 Mile Road	City of Walker	\$350,000	Preservation	0.98	Kent
2011-2014	Buchanan Avenue	Alger Street	Burton Street	City of Grand Rapids	\$312,500	Preservation	0.49	Kent
2011-2014	Burton Street	Division Avenue	Eastern Avenue	City of Grand Rapids	\$830,000	Preservation	0.95	Kent
2011-2014	Cherry Street	Market	Grandville	City of Grand Rapids	\$100,000	Preservation	0.12	Kent
2011-2014	Clyde Park Avenue	28th Street	54th Street	City of Wyoming	\$1,900,000	Preservation	3.25	Kent
2011-2014	College Avenue	Fountain	Fulton Street	City of Grand Rapids	\$140,000	Preservation	0.16	Kent
2011-2014	Division Avenue	28th Street (M-11)	36th Street	City of Wyoming	\$850,000	Preservation	1.00	Kent
2011-2014	Division Avenue	44th Street	54th Street	City of Wyoming	\$1,050,000	Preservation	1.25	Kent
2011-2014	Hall Street	Kalamazoo Avenue	Eastern Avenue	City of Grand Rapids	\$190,000	Preservation	0.20	Kent
2011-2014	Hall Street	Madison	Eastern Avenue	City of Grand Rapids	\$335,000	Preservation	0.50	Kent
2011-2014	Lafayette Avenue	Wealthy Street	State Street	City of Grand Rapids	\$930,000	Preservation	0.33	Kent
2011-2014	Lake Michigan Drive	Garfield Avenue	US-131	City of Grand Rapids	\$625,000	Preservation	1.06	Kent
2011-2014	Madison Avenue	Wealthy Street	Cherry	City of Grand Rapids	\$230,000	Preservation	0.20	Kent
2011-2014	Monroe Avenue	Ottawa	Leonard	City of Grand Rapids	\$145,000	Preservation	0.25	Kent
2011-2014	Plainfield Avenue	3 Mile Road	I-96	City of Grand Rapids	\$800,000	Preservation	0.60	Kent
2011-2014	Plainfield Avenue	Leonard Street	Ann Street	City of Grand Rapids	\$725,001	Preservation	0.85	Kent
2011-2014	Richmond Street	Alpine Avenue	Scribner Avenue	City of Grand Rapids	\$375,000	Preservation	0.58	Kent
2011-2014	Turner Avenue	Ann Street	US-131 SB Ramps	City of Grand Rapids	\$168,000	Preservation	0.27	Kent
2011-2014	US-131	I-196 North to	Ann Street	MDOT	\$1,000,000	Preservation	0.00	Kent
2011-2014	Wealthy Street	US-131	Division Avenue	City of Grand Rapids	\$1,125,000	Preservation	0.18	Kent
2015-2018	I-196	Fuller	I-96/I-196 Junction	MDOT	\$27,300,000	Preservation	2.00	Kent
2011-2014	M-11	at Clyde Park Avenue		MDOT	\$600,000	Preservation	0.00	Kent
2011-2014	M-11	at Ivanrest and Byron Center Avenues		MDOT	\$1,151,000	Preservation	0.00	Kent
2011-2014	M-37	at Peach Ridge Avenue		MDOT	\$10,000	Preservation	0.00	Kent
2011-2014	US-131	under Franklin, Burton, and Hall Streets		MDOT	\$3,630,717	Preservation	0.00	Kent
2011-2014	4 Mile Road	Walker Avenue	Old Orchard Avenue	KCRC - Alpine Twp	\$2,735,360	Widen	1.90	Kent
2019-2025	Alpine Avenue	Leonard Street	Richmond Street	City of Grand Rapids	\$616,554	Widen	0.50	Kent
2019-2025	Bridge Street	Mt Vernon Avenue	Straight Avenue	City of Grand Rapids	\$543,516	Widen	0.44	Kent
2015-2018	College Avenue	I-196	Leonard Street	City of Grand Rapids	\$1,223,750	Widen	0.89	Kent
2019-2025	Eastern Avenue	Hall Street	Burton Street	City of Grand Rapids	\$1,178,954	Widen	0.95	Kent
2019-2025	Franklin Street	Eastern Avenue	Madison Avenue	City of Grand Rapids	\$614,113	Widen	0.50	Kent
2019-2025	Franklin Street	Madison Avenue	Division Avenue	City of Grand Rapids	\$529,275	Widen	0.43	Kent
2019-2025	Fuller Avenue	Lake Drive	Fulton Street	City of Grand Rapids	\$365,081	Widen	0.30	Kent
2015-2018	Lake Michigan Drive	US-131	Garfield Avenue	City of Grand Rapids	\$1,451,393	Widen	1.06	Kent
2015-2018	Leonard Street	Plainfield Avenue	Diamond Avenue	City of Grand Rapids	\$1,573,104	Widen	1.14	Kent
2015-2018	Madison Avenue	Cottage Grove Street	Hall Street	City of Grand Rapids	\$542,704	Widen	0.39	Kent
2015-2018	Madison Avenue	Hall Street	Franklin Street	City of Grand Rapids	\$692,073	Widen	0.50	Kent
2015-2018	Stocking Avenue	Bridge Street	7th Street	City of Grand Rapids	\$824,475	Widen	0.60	Kent
2011-2014	US-131 NB	Leonard	Ann Street	MDOT	\$4,000,000	Widen	0.50	Kent
2015-2018	US-131 SB	Leonard	Ann Street	MDOT	\$4,000,000	Widen	0.50	Kent
2019-2025	Walker Avenue	Valley Avenue	Leonard Street	City of Grand Rapids	\$547,253	Widen	0.44	Kent
2015-2018	I-196	WB over the Grand River	US-131	MDOT	\$20,000,000	Widen	0.25	Kent
2026-2035	I-196	Ottawa	Division	MDOT	\$40,500,000	Widen	0.10	Kent
2019-2025	I-196	Fuller	I-96/I-196 Junction	MDOT	\$40,500,000	Widen/Preserve	2.00	Kent
					<b>Total</b>	<b>\$170,334,823</b>		

Figure 47 – LRTP Projects Flagged in EJ Areas – Hispanic

Environmental Justice Project List: Asian								
Fiscal Year	Project	From	To	Jurisdiction	Total Project Cost	Project Type	Length	County
2011-2014	28th Street	Kraft Avenue	I-96 Ramps	KCRC - Cascade Twp	\$400,000	Preservation	0.30	Kent
2011-2014	36th Street	Division Avenue	Eastern Avenue	City of Wyoming	\$710,000	Preservation	1.00	Kent
2011-2014	44th Street	Stafford Avenue	Division Avenue	City of Wyoming	\$2,100,000	Preservation	0.60	Kent
2011-2014	54th Street	Clyde Park Avenue	Division Avenue	City of Wyoming	\$780,000	Preservation	1.00	Kent
2011-2014	Ada Drive	Fox Hollow	Thornapple River Drive	KCRC - Grand Rapids Twp	\$327,501	Preservation	1.31	Kent
2011-2014	Bauer Road	24th Avenue	Cottonwood Drive	OCRC - Georgetown Twp	\$528,000	Preservation	1.50	Ottawa
2011-2014	Breton Avenue	28th Street	Burton Street	City of Grand Rapids	\$885,000	Preservation	1.00	Kent
2011-2014	Bristol Avenue	4 Mile Road	3 Mile Road	City of Walker	\$350,000	Preservation	0.98	Kent
2011-2014	Burton Street	Division Avenue	Eastern Avenue	City of Grand Rapids	\$830,000	Preservation	0.95	Kent
2011-2014	Burton Street	Eastern Avenue	Plymouth Avenue	City of Grand Rapids	\$1,075,001	Preservation	1.22	Kent
2011-2014	Clyde Park Avenue	28th Street	54th Street	City of Wyoming	\$1,900,000	Preservation	3.25	Kent
2011-2014	Coit Avenue	Kendalwood	North Park Street	City of Grand Rapids	\$110,000	Preservation	0.17	Kent
2011-2014	College Avenue	Fountain	Fulton Street	City of Grand Rapids	\$140,000	Preservation	0.16	Kent
2011-2014	Division Avenue	28th Street (M-11)	36th Street	City of Wyoming	\$850,000	Preservation	1.00	Kent
2011-2014	Division Avenue	44th Street	54th Street	City of Wyoming	\$1,050,000	Preservation	1.25	Kent
2011-2014	East Paris Avenue	44th Street	Barden Drive	City of Kentwood	\$722,000	Preservation	0.66	Kent
2011-2014	Elmridge Drive	3 Mile Road	South City Limit	City of Walker	\$1,100,000	Preservation	0.59	Kent
2011-2014	Forest Hill Avenue	I-96	North City Limit	City of Kentwood	\$2,100,000	Preservation	0.92	Kent
2011-2014	Hall Street	Kalamazoo Avenue	Eastern Avenue	City of Grand Rapids	\$190,000	Preservation	0.20	Kent
2011-2014	Hall Street	Madison	Eastern Avenue	City of Grand Rapids	\$335,000	Preservation	0.50	Kent
2011-2014	Ivanrest Avenue	North City Limit	56th Street	City of Wyoming	\$425,000	Preservation	1.00	Kent
2011-2014	Lafayette Avenue	Wealthy Street	State Street	City of Grand Rapids	\$930,000	Preservation	0.33	Kent
2011-2014	Leonard Street	Ball Avenue	Plymouth Avenue	City of Grand Rapids	\$220,000	Preservation	0.25	Kent
2011-2014	Leonard Street	I-96 EB Ramps	I-96 WB Ramps	City of Grand Rapids	\$185,000	Preservation	0.20	Kent
2011-2014	Leonard Street	I-96 WB Ramps	East Beltline	City of Grand Rapids	\$570,000	Preservation	0.63	Kent
2011-2014	Leonard Street	Maryland Avenue	I-96 EB Ramps	City of Grand Rapids	\$180,000	Preservation	0.20	Kent
2011-2014	Leonard Street	Plymouth Avenue	Maryland Avenue	City of Grand Rapids	\$670,000	Preservation	0.74	Kent
2011-2014	M-11	M-37	I-96	MDOT	\$50,000	Preservation	0.00	Kent
2011-2014	Monroe Avenue	Ottawa	Leonard	City of Grand Rapids	\$145,000	Preservation	0.25	Kent
2011-2014	Monroe Avenue	Knapp Street	North Park Street	City of Grand Rapids	\$1,350,000	Preservation	1.69	Kent
2011-2014	Plymouth Avenue	Burton Street	Boston Street	City of Grand Rapids	\$1,420,000	Preservation	0.50	Kent
2011-2014	Rivertown Parkway	Wilson Avenue	Canal Avenue	City of Grandville	\$600,000	Preservation	0.44	Kent
2015-2018	I-196	Fuller	I-96/I-196 Junction	MDOT	\$27,300,000	Preservation	2.00	Kent
2011-2014	M-11	at Clyde Park Avenue		MDOT	\$600,000	Preservation	0.00	Kent
2011-2014	M-6	at M-37 and 60th Street		MDOT	\$11,600	Preservation	0.00	Kent
2011-2014	M-6	At 8th Avenue VE Quadrant		MDOT	\$12,000	Preservation	0.00	Kent
2015-2018	3 Mile Road	West of Walker	Indian Mill Creek	City of Walker	\$4,750,000	Widen	0.35	Kent
2011-2014	4 Mile Road	Walker Avenue	Old Orchard Avenue	KCRC - Alpine Twp	\$2,735,360	Widen	1.90	Kent
2019-2025	56th Street	Ivanrest Avenue SW	Byron Center Avenue SW	City of Wyoming	\$1,912,571	Widen	1.00	Kent
2015-2018	Burton Street	Spaulding Avenue	Patterson Avenue	KCRC - Cascade Twp	\$1,488,679	Widen	0.50	Kent
2011-2014	Division Avenue	54th Street	60th Street	City of Kentwood	\$1,680,000	Widen	0.75	Kent
2019-2025	Franklin Street	Madison Avenue	Division Avenue	City of Grand Rapids	\$529,275	Widen	0.43	Kent
2019-2025	Fuller Avenue	Lake Drive	Fulton Street	City of Grand Rapids	\$365,081	Widen	0.30	Kent
2015-2018	Leonard Street	Plainfield Avenue	Diamond Avenue	City of Grand Rapids	\$1,573,104	Widen	1.14	Kent
2015-2018	Madison Avenue	Hall Street	Franklin Street	City of Grand Rapids	\$692,073	Widen	0.50	Kent
2011-2014	Northland Drive	Indian Lakes Road	South Street	KCRC - Algoma Twp	\$2,000,000	Widen	1.20	Kent
2019-2025	Spaulding Avenue	Ada Drive	Cascade Road	KCRC - Ada Twp	\$898,400	Widen	0.45	Kent
2015-2018	Stocking Avenue	Bridge Street	7th Street	City of Grand Rapids	\$824,475	Widen	0.60	Kent
2019-2025	Walker Avenue	North Ridge Drive	4 Mile Road	City of Walker	\$1,191,539	Widen	0.32	Kent
2011-2014	West River Drive	The Rogue River	M-44	KCRC - Plainfield Twp	\$1,682,694	Widen	0.75	Kent
2026-2035	I-196	Ottawa	Division	MDOT	\$40,500,000	Widen	0.10	Kent
2019-2025	I-196	Fuller	I-96/I-196 Junction	MDOT	\$40,500,000	Widen/Preserve	2.00	Kent
2026-2035	I-96	Leonard	Cascade Road	MDOT	\$400,000,000	Widen/Preserve	3.75	Kent
2019-2025	M-44/M-37	Knapp	M-21 (Fulton Street)	MDOT	\$43,800,000	Widen/Preserve	2.50	Kent
<b>Total</b>					<b>\$598,274,353</b>			

Figure 48 – LRTP Projects Flagged in EJ Areas – Asian

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

Environmental Justice Project List: American Indian or Alaskan Native								
Fiscal Year	Project	From	To	Jurisdiction	Total Project Cost	Project Type	Length	County
2011-2014	12th Avenue	Port Sheldon Street	Baldwin Street	OCRC - Georgetown Twp	\$360,000	Preservation	1.28	Ottawa
2011-2014	17 Mile Road	US-131 Ramps	West Street	KCRC - Solon Twp	\$500,000	Preservation	0.60	Kent
2011-2014	1st/ 2nd Street	Lane	Stocking	City of Grand Rapids	\$100,000	Preservation	0.23	Kent
2011-2014	28th Street	Kraft Avenue	I-96 Ramps	KCRC - Cascade Twp	\$400,000	Preservation	0.30	Kent
2011-2014	32nd Avenue	M-121	Highland Drive	City of Hudsonville	\$537,000	Preservation	1.23	Ottawa
2011-2014	36th Street	Division Avenue	Eastern Avenue	City of Wyoming	\$710,000	Preservation	1.00	Kent
2011-2014	44th Street	Stafford Avenue	Division Avenue	City of Wyoming	\$2,100,000	Preservation	0.60	Kent
2011-2014	44th Street	8th Avenue	Kenowa Avenue	OCRC - Georgetown Twp	\$651,000	Preservation	1.00	Ottawa
2011-2014	8th Avenue	Port Sheldon Street	44th Street	OCRC - Georgetown Twp	\$575,000	Preservation	0.54	Ottawa
2011-2014	Ada Drive	Fox Hollow	Thornapple River Drive	KCRC - Grand Rapids Twp	\$327,501	Preservation	1.31	Kent
2011-2014	Burton Street	Division Avenue	Eastern Avenue	City of Grand Rapids	\$830,000	Preservation	0.95	Kent
2011-2014	Burton Street	Eastern Avenue	Plymouth Avenue	City of Grand Rapids	\$1,075,001	Preservation	1.22	Kent
2011-2014	Cascade Road	Snow Avenue	Timpson Avenue	KCRC - Lowell Twp	\$638,135	Preservation	2.00	Kent
2011-2014	Cascade Road	Timpson Avenue	Segwun Avenue	KCRC - Lowell Twp	\$718,942	Preservation	2.25	Kent
2011-2014	Cascade Road	Segwun Avenue	County Line	KCRC - Lowell Twp	\$716,949	Preservation	1.75	Kent
2011-2014	College Avenue	Fountain	Fulton Street	City of Grand Rapids	\$140,000	Preservation	0.16	Kent
2011-2014	Division Avenue	44th Street	54th Street	City of Wyoming	\$1,050,000	Preservation	1.25	Kent
2011-2014	Elmridge Drive	3 Mile Road	South City Limit	City of Walker	\$1,100,000	Preservation	0.59	Kent
2011-2014	Lafayette Avenue	Wealthy Street	State Street	City of Grand Rapids	\$930,000	Preservation	0.33	Kent
2011-2014	Lake Michigan Drive	Garfield Avenue	US-131	City of Grand Rapids	\$625,000	Preservation	1.06	Kent
2011-2014	Leonard Street	I-96 EB Ramps	I-96 WB Ramps	City of Grand Rapids	\$185,000	Preservation	0.20	Kent
2011-2014	Leonard Street	I-96 WB Ramps	East Beltline	City of Grand Rapids	\$570,000	Preservation	0.63	Kent
2011-2014	Leonard Street	Maryland Avenue	I-96 EB Ramps	City of Grand Rapids	\$180,000	Preservation	0.20	Kent
2011-2014	Leonard Street	Plymouth Avenue	Maryland Avenue	City of Grand Rapids	\$670,000	Preservation	0.74	Kent
2011-2014	M-11	M-37	I-96	MDOT	\$50,000	Preservation	0.00	Kent
2011-2014	Madison Avenue	Wealthy Street	Cherry	City of Grand Rapids	\$230,000	Preservation	0.20	Kent
2011-2014	Monroe Avenue	Knapp Street	North Park Street	City of Grand Rapids	\$1,350,000	Preservation	1.69	Kent
2011-2014	Plainfield Avenue	3 Mile Road	I-96	City of Grand Rapids	\$800,000	Preservation	0.60	Kent
2011-2014	Plainfield Avenue	Leonard Street	Ann Street	City of Grand Rapids	\$725,001	Preservation	0.85	Kent
2011-2014	Plymouth Avenue	Burton Street	Boston Street	City of Grand Rapids	\$1,420,000	Preservation	0.50	Kent
2011-2014	Richmond Street	Alpine Avenue	Scribner Avenue	City of Grand Rapids	\$375,000	Preservation	0.58	Kent
2011-2014	Rivertown Parkway	Wilson Avenue	Canal Avenue	City of Grandville	\$600,000	Preservation	0.44	Kent
2011-2014	Tuner Avenue	Ann Street	US-131 SB Ramps	City of Grand Rapids	\$168,000	Preservation	0.27	Kent
2011-2014	US-131	I-196 North to	Ann Street	MDOT	\$1,000,000	Preservation	0.00	Kent
2011-2014	Wealthy Street	US-131	Division Avenue	City of Grand Rapids	\$1,125,000	Preservation	0.18	Kent
2015-2018	I-196	Fuller	I-96/I-196 Junction	MDOT	\$25,000,000	Preservation	2.00	Kent
2011-2014	I-96	under M-50		MDOT	\$208,000	Preservation	0.00	Kent
2011-2014	M-11	at Clyde Park Avenue		MDOT	\$600,000	Preservation	0.00	Kent
2011-2014	M-11	at Ivanrest and Byron Center Avenues		MDOT	\$1,151,000	Preservation	0.00	Kent
2011-2014	US-131	at Post Road		MDOT	\$27,200	Preservation	0.00	Kent
2011-2014	US-131	under Franklin, Burton, and Hall Streets		MDOT	\$3,630,717	Preservation	0.00	Kent
2015-2018	3 Mile Road	West of Walker	Indian Mill Creek	City of Walker	\$4,750,000	Widen	0.35	Kent
2011-2014	4 Mile Road	Walker Avenue	Old Orchard Avenue	KCRC - Alpine Twp	\$2,735,360	Widen	1.90	Kent
2019-2025	48th Avenue	Pierce Street	M-45	OCRC - Allendale Twp	\$1,920,499	Widen	1.01	Ottawa
2019-2025	68th Avenue	M-45	Warner Street	OCRC - Allendale Twp	\$915,196	Widen	1.51	Ottawa
2019-2025	68th Avenue	Warner Avenue	Leonard Street	OCRC - Allendale Twp	\$942,537	Widen	1.55	Ottawa
2019-2025	Alpine Avenue	Leonard Street	Richmond Street	City of Grand Rapids	\$123,311	Widen	0.50	Kent
2019-2025	Bridge Street	Mt Vernon Avenue	Straight Avenue	City of Grand Rapids	\$108,703	Widen	0.44	Kent
2015-2018	Burton Street	Spaulding Avenue	Patterson Avenue	KCRC - Cascade Twp	\$1,488,679	Widen	0.50	Kent
2015-2018	College Avenue	I-196	Leonard Street	City of Grand Rapids	\$1,223,750	Widen	0.89	Kent
2011-2014	Division Avenue	54th Street	60th Street	City of Kentwood	\$1,680,000	Widen	0.75	Kent
2019-2025	Fuller Avenue	Lake Drive	Fulton Street	City of Grand Rapids	\$365,081	Widen	0.30	Kent
2015-2018	Lake Michigan Drive	US-131	Garfield Avenue	City of Grand Rapids	\$1,451,393	Widen	1.06	Kent
2015-2018	Leonard Street	Plainfield Avenue	Diamond Avenue	City of Grand Rapids	\$1,573,104	Widen	1.14	Kent
2011-2014	Northland Drive	Indian Lakes Road	South Street	KCRC - Algoma Twp	\$2,000,000	Widen	1.20	Kent
2015-2018	Stocking Avenue	Bridge Street	7th Street	City of Grand Rapids	\$824,475	Widen	0.60	Kent
2011-2014	US-131 NB	Leonard	Ann Street	MDOT	\$4,000,000	Widen	0.50	Kent
2015-2018	US-131 SB	Leonard	Ann Street	MDOT	\$4,000,000	Widen	0.50	Kent
2019-2025	Walker Avenue	Valley Avenue	Leonard Street	City of Grand Rapids	\$547,253	Widen	0.44	Kent
2019-2025	Walker Avenue	North Ridge Drive	4 Mile Road	City of Walker	\$1,191,539	Widen	0.32	Kent
2019-2025	I-196	Fuller	I-96/I-196 Junction	MDOT	\$40,500,000	Widen/Preserve	2.00	Kent
2026-2035	I-96	Leonard	Cascade Road	MDOT	\$400,000,000	Widen/Preserve	3.75	Kent
2019-2025	M-44/M-37	Knapp	M-21 (Fulton Street)	MDOT	\$43,800,000	Widen/Preserve	2.50	Kent
<b>Total</b>					<b>\$570,290,326</b>			

Figure 49 – LRTP Projects Flagged in EJ Areas – American Indian or Alaskan Native

Environmental Justice Project List: Hawaiian or Pacific Islander								
Fiscal Year	Project	From	To	Jurisdiction	Total Project Cost	Project Type	Length	County
2011-2014	44th Street	8th Avenue	Kenowa Avenue	OCRC - Georgetown Twp	\$651,000	Preservation	1.00	Ottawa
2011-2014	Forest Hill Avenue	Cascade Road	Ada Drive	KCRC - Ada Twp	\$300,000	Preservation	0.25	Kent
2011-2014	US-131	I-196 North to	Ann Street	MDOT	\$1,000,000	Preservation	0.00	Kent
2011-2014	I-96 WB	Cascade Road/I-96 WB On-ramp		MDOT	\$300,000	Preservation	0.00	Kent
2011-2014	M-11	at Ivanrest and Byron Center Avenues		MDOT	\$1,151,000	Preservation	0.00	Kent
2011-2014	US-131	under Franklin, Burton, and Hall Streets		MDOT	\$3,630,717	Preservation	0.00	Kent
2019-2025	Alpine Avenue	Leonard Street	Richmond Street	City of Grand Rapids	\$123,311	Widen	0.50	Kent
2011-2014	Forest Hill Avenue	North City Limits (Kentwood)	Cascade	KCRC - Grand Rapids Twp	\$600,000	Widen	0.35	Kent
2019-2025	Franklin Street	Eastern Avenue	Madison Avenue	City of Grand Rapids	\$614,113	Widen	0.50	Kent
2026-2035	I-96	Leonard	Cascade Road	MDOT	\$400,000,000	Widen/Preserve	3.75	Kent
<b>Total</b>					<b>\$408,370,141</b>			

Figure 50 – LRTP Projects Flagged in EJ Areas – Hawaiian or Pacific Islander

*Minimizing/blocking access of minority areas to the transportation system*

Minimizing access can be characterized as the permanent closing of streets or interchanges in order to accomplish the projects contained in the LRTP. While temporary closures will be necessary as part of the construction process for many projects, no permanent closures are intended as a result of implementing the proposed projects. Therefore, it has been determined that there is no blockage of access to the transportation system or loss of mobility as a result of implementing the LRTP projects.

Projects which are an expansion of the transportation system (widening) may have potential adverse impacts to the community through the displacement or relocation of individuals, economic hardship and/or a lack of sense of community. On average the percentage of widening projects located in EJ areas (36%) is highly comparable to the percentage of widening projects throughout the MPO area (33%). The same conclusion may be made for preservation projects which are anticipated to have minor impacts on the community and will not result in the displacement of residents. In addition, both widening and preservation projects will improve travel time and access for the residents and provide a measure of congestion relief.

*Neglect of the transportation system in minority areas or otherwise reduce or delay the receipt of benefits to those areas*

The GVMC MPO area is approximately 1,015.17 square miles. The Environmental Justice areas for the five minority groups and low income, taken together, account for approximately 571.11 square miles, or 57 percent of the entire GVMC MPO area. The square mile of EJ area for each individual minority group in the MPO area can be found in Figure 52. On average about 35 percent of the LRTP projects fall in an EJ area for a minority group.

Furthermore, for purposes of this analysis, staff makes the assumption that the improvement of the condition of the transportation system through preservation projects, transit projects, non-motorized projects, safety projects (etc), is improving the overall well-being of the community.

Access to public transit by residents in Environmental Justice areas was also analyzed. Using 2000 Census information, it was concluded that transit or paratransit service is geographically accessible to approximately 452,500 people in the MPO (such as the contractual agreements that the Rapid maintains with five townships). The public transit (ITP-The Rapid) service area, which comprises the Cities of Grand Rapids, Walker, Kentwood, Wyoming, Grandville and East Grand Rapids as well as contractual agreements for routes to Allendale GVSU campus, and paratransit service agreements in Ada, Alpine, Byron, Cascade, and Gaines townships, covers approximately 32 percent of the MPO. About 31 percent of the MPO EJ areas are within the Rapid service areas. None of the projects contained in the LRTP restrict access of residents to public transit services (fixed route or demand response). Thus, it has been determined that there is no neglect, reduction, or delay in the receipt of transportation benefits by those residing in minority EJ areas.

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Population Group	Area (sq mi)	Pct. of Total MPO Area	No. of Projects	Pct. of Total Projects	Percent Widening	Percent Preservation	Total Expenditure
MPO Total	1015.17	100%	128	100%	33%	67%	\$713,613,997
Black/African American	62.43	6.15%	51	40%	35%	65%	\$119,053,832
Hispanic	40.39	3.98%	49	38%	39%	61%	\$170,334,823
Asian	187.03	18.42%	54	42%	33%	67%	\$598,274,353
American Indian & Alaskan Native	248.93	24.52%	63	49%	35%	65%	\$570,290,326
Native Hawaiian or Other Pacific Islander	62.47	6.15%	10	8%	40%	60%	\$408,370,141
Low Income	237.37	23.38%	66	52%	36%	64%	\$180,732,462

**Figure 51 – EJ Area Statistics**

### Step 4 – Analysis of Impacts on Low Income Areas

Once the areas in which the percentage of identified persons exceeds the Threshold Percentages for people at or below poverty was identified, the projects contained in the LRTP were analyzed in relation to those low-income areas. Analysis of potential project impacts on the minority groups is focused on three criteria:

- Disproportionately high and adverse human health and environmental impacts to low income areas
- Minimizing/blocking access of low income areas to the transportation system
- Neglect of the transportation system in low income areas or a reduction or delay in the receipt of benefits to those areas

Using the delineated Environmental Justice Areas identified as at or below poverty, GVMC was able to geographically overlay the 2035 LRTP projects to identify those projects in low income EJ Areas. A project was considered to be within a low income EJ Area if 50 percent or more of the project length or service area was within the Low Income EJ boundaries and/or if a project was on the boundary of the low income EJ area. These projects were then assessed using the three criteria above.

#### *Disproportionately high and adverse human health and environmental impacts to low income areas*

Of the 128 widening and preservation projects contained in the LRTP Project List, 66 or 52 percent are in low income EJ areas. To see exactly which projects fall in the low income EJ area, see Figure 53. Approximately 36 percent of the projects in low income EJ areas are widening and 64 percent are preservation type projects. These percentages are consistent across all the EJ groups analyzed, as well as the MPO at large. The widening projects are anticipated to have minimal impact in terms of noise, right-of-way takings, or pollution. Some widening projects are in predominately commercial areas. Impacts related to the I-96 project are documented in the Environmental Assessment developed for the project. Environmental impacts on all projects will be mitigated according to federal and state laws. Therefore, it has been determined that there are no disproportionately high and adverse human health effects.

#### *Minimizing/blocking access of low income areas to the transportation system*

Minimizing access can be characterized as the permanent closing of streets or interchanges in order to accomplish the projects contained in the LRTP. While temporary closures will be necessary as part of the construction process for many projects, no permanent closures are intended as a result of implementing the proposed projects. Therefore, it has been determined that there is no blockage of access to the transportation system or loss of mobility as a result of implementing the LRTP projects.

Projects which are an expansion of the transportation system (widening) may have potential adverse impacts to the community through the displacement or relocation of individuals, economic hardship and/or a lack of sense of community. The percentage of widening projects located in low income EJ areas (36%) is highly comparable to the percentage of widening projects through the MPO area (33%). The same conclusion may be made for preservation projects which are anticipated to have minor impacts on the community and will not result in the displacement of residents. In addition, both widening and preservation projects will improve travel time and access for the residents and provide a measure of congestion relief.

*Neglect of the transportation system in low income areas or otherwise reduce or delay the receipt of benefits to those areas*

The GVMC MPO area is approximately 1,015.17 square miles. The low income Environmental Justice areas mapped are approximately 237.37 square miles, or 23 percent of the entire GVMC MPO area. The low income Environmental Justice analysis found that 52 percent of the LRTP projects (66 of 128 total projects) are located within low income Environmental Justice Areas and 48 percent of the projects fall outside the low income Environmental Justice Areas (62 projects).

Furthermore, for purposes of this analysis, staff makes the assumption that the improvement of the condition of the transportation system through preservation projects, transit projects, non-motorized projects, safety projects (etc), is improving the overall well-being of the community.

Access to public transit by residents in Environmental Justice areas was also analyzed. Using 2000 Census information, it was concluded that transit or paratransit service is geographically accessible to approximately 452,500 people in the MPO (such as the contractual agreements that the Rapid maintains with five townships). The public transit (ITP-The Rapid) service area, which comprises the cities of Grand Rapids, Walker, Kentwood, Wyoming, Grandville and East Grand Rapids as well as contractual agreements for routes to Allendale GVSU campus, and paratransit service agreements in Ada, Alpine, Byron, Cascade, and Gaines townships, covers approximately 32 percent of the MPO. About 31 percent of the MPO EJ areas are within the Rapid service areas. None of the projects contained in the LRTP restrict access of residents to public transit services (fixed route or demand response). Thus, it has been determined that there is no neglect, reduction, or delay in the receipt of transportation benefits by those residing in low income EJ areas.

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Environmental Justice Project List: Low Income								
Fiscal Year	Project	From	To	Jurisdiction	Total Project Cost	Project Type	Length	County
2011-2014	1st/2nd Street	Lane	Stocking	City of Grand Rapids	\$100,000	Preservation	0.23	Kent
2011-2014	32nd Avenue	M-121	Highland Drive	City of Hudsonville	\$537,000	Preservation	1.23	Ottawa
2011-2014	36th Street	Division Avenue	Eastern Avenue	City of Wyoming	\$710,000	Preservation	1.00	Kent
2011-2014	44th Street	Stafford Avenue	Division Avenue	City of Wyoming	\$2,100,000	Preservation	0.60	Kent
2011-2014	44th Street	8th Avenue	Kenowa Avenue	OCRC - Georgetown Twp	\$651,000	Preservation	1.00	Ottawa
2011-2014	54th Street	Clyde Park Avenue	Division Avenue	City of Wyoming	\$780,000	Preservation	1.00	Kent
2011-2014	Baldwin Street	20th Avenue	Cottonwood Drive	OCRC - Georgetown Twp	\$900,000	Preservation	2.00	Ottawa
2011-2014	Ball Creek Road	Kent City NW Village Limit	Rusco Street	Village of Kent City	\$40,000	Preservation	1.22	Kent
2011-2014	Bauer Road	56th Avenue	24th Avenue	OCRC - Georgetown Twp	\$1,280,000	Preservation	4.00	Ottawa
2011-2014	Bauer Road	24th Avenue	Cottonwood Drive	OCRC - Georgetown Twp	\$528,000	Preservation	1.50	Ottawa
2011-2014	Bristol Avenue	4 Mile Road	3 Mile Road	City of Walker	\$350,000	Preservation	0.98	Kent
2011-2014	Buchanan Avenue	Alger Street	Burton Street	City of Grand Rapids	\$312,500	Preservation	0.49	Kent
2011-2014	Burton Street	Division Avenue	Eastern Avenue	City of Grand Rapids	\$830,000	Preservation	0.95	Kent
2011-2014	Burton Street	Eastern Avenue	Plymouth Avenue	City of Grand Rapids	\$1,075,001	Preservation	1.22	Kent
2011-2014	Carlton Avenue	Lake Drive	Fulton Street	City of Grand Rapids	\$216,000	Preservation	0.35	Kent
2011-2014	Cherry Street	Market	Grandville	City of Grand Rapids	\$100,000	Preservation	0.12	Kent
2011-2014	Clyde Park Avenue	28th Street	54th Street	City of Wyoming	\$1,900,000	Preservation	3.25	Kent
2011-2014	College Avenue	Fountain	Fulton Street	City of Grand Rapids	\$140,000	Preservation	0.16	Kent
2011-2014	Division Avenue	44th Street	54th Street	City of Wyoming	\$1,050,000	Preservation	1.25	Kent
2011-2014	Forest Hill Avenue	I-96	Burton Street	City of Kentwood	\$1,300,000	Preservation	0.54	Kent
2011-2014	Hall Street	Kalamazoo Avenue	Eastern Avenue	City of Grand Rapids	\$190,000	Preservation	0.20	Kent
2011-2014	Hall Street	Madison	Eastern Avenue	City of Grand Rapids	\$335,000	Preservation	0.50	Kent
2011-2014	Lafayette Avenue	Wealthy Street	State Street	City of Grand Rapids	\$930,000	Preservation	0.33	Kent
2011-2014	Lake Drive	East Beltline	East City Limit	City of Grand Rapids	\$156,000	Preservation	0.25	Kent
2011-2014	Lake Michigan Drive	Garfield Avenue	US-131	City of Grand Rapids	\$625,000	Preservation	1.06	Kent
2011-2014	Lakeside Drive	Greenwood Drive	Wealthy Street	City of East Grand Rapids	\$545,000	Preservation	0.36	Kent
2011-2014	Leonard Street	Ball Avenue	Plymouth Avenue	City of Grand Rapids	\$220,000	Preservation	0.25	Kent
2011-2014	Leonard Street	Plymouth Avenue	Maryland Avenue	City of Grand Rapids	\$670,000	Preservation	0.74	Kent
2011-2014	Lincoln Lake Ave SE	McPherson	3 Mile Road	KCRC - Vergennes Twp	\$635,049	Preservation	2.00	Kent
2011-2014	M-11	M-37	I-96	MDOT	\$50,000	Preservation	0.00	Kent
2011-2014	Madison Avenue	Wealthy Street	Cherry	City of Grand Rapids	\$230,000	Preservation	0.20	Kent
2011-2014	Monroe Avenue	Ottawa	Leonard	City of Grand Rapids	\$145,000	Preservation	0.25	Kent
2011-2014	Plainfield Avenue	Leonard Street	Ann Street	City of Grand Rapids	\$725,001	Preservation	0.85	Kent
2011-2014	Richmond Street	Alpine Avenue	Scribner Avenue	City of Grand Rapids	\$375,000	Preservation	0.58	Kent
2011-2014	Turner Avenue	Ann Street	US-131 SB Ramps	City of Grand Rapids	\$168,000	Preservation	0.27	Kent
2011-2014	US-131	I-196 North to	Ann Street	MDOT	\$1,000,000	Preservation	0.00	Kent
2011-2014	Wealthy Street	US-131	Division Avenue	City of Grand Rapids	\$1,125,000	Preservation	0.18	Kent
2015-2018	I-196	Fuller	I-96/I-196 Junction	MDOT	\$25,000,000	Preservation	2.00	Kent
2011-2014	M-11	at Clyde Park Avenue		MDOT	\$600,000	Preservation	0.00	Kent
2011-2014	M-11	at Ivanrest and Byron Center Avenues		MDOT	\$1,151,000	Preservation	0.00	Kent
2011-2014	M-37	at Peach Ridge Avenue		MDOT	\$10,000	Preservation	0.00	Kent
2011-2014	US-131	under Franklin, Burton, and Hall Streets		MDOT	\$3,630,717	Preservation	0.00	Kent
2015-2018	32nd Avenue	Quincy Street	City Limits	OCRC - Jamestown Twp	\$531,250	Widen	0.14	Ottawa
2011-2014	4 Mile Road	Walker Avenue	Old Orchard Avenue	KCRC - Alpine Twp	\$2,735,360	Widen	1.90	Kent
2019-2025	48th Avenue	Pierce Street	M-45	OCRC - Allendale Twp	\$1,920,499	Widen	1.01	Ottawa
2019-2025	Alpine Avenue	Leonard Street	Richmond Street	City of Grand Rapids	\$616,554	Widen	0.50	Kent
2019-2025	Bridge Street	Mt Vernon Avenue	Straight Avenue	City of Grand Rapids	\$543,516	Widen	0.44	Kent
2015-2018	College Avenue	I-196	Leonard Street	City of Grand Rapids	\$1,223,750	Widen	0.89	Kent
2011-2014	Division Avenue	54th Street	60th Street	City of Kentwood	\$1,680,000	Widen	0.75	Kent
2019-2025	Eastern Avenue	Hall Street	Burton Street	City of Grand Rapids	\$1,178,954	Widen	0.95	Kent
2019-2025	Franklin Street	Eastern Avenue	Madison Avenue	City of Grand Rapids	\$614,113	Widen	0.50	Kent
2019-2025	Franklin Street	Madison Avenue	Division Avenue	City of Grand Rapids	\$529,275	Widen	0.43	Kent
2019-2025	Fuller Avenue	Lake Drive	Fulton Street	City of Grand Rapids	\$365,081	Widen	0.30	Kent
2015-2018	Lake Drive	Fuller Avenue	Carleton Avenue	City of Grand Rapids	\$287,275	Widen	0.21	Kent
2019-2025	Lake Drive	Carleton Avenue	City Limits	City of Grand Rapids	\$460,565	Widen	0.37	Kent
2015-2018	Lake Michigan Drive	US-131	Garfield Avenue	City of Grand Rapids	\$1,451,393	Widen	1.06	Kent
2015-2018	Leonard Street	Plainfield Avenue	Diamond Avenue	City of Grand Rapids	\$1,573,104	Widen	1.14	Kent
2015-2018	Madison Avenue	Cottage Grove Street	Hall Street	City of Grand Rapids	\$542,704	Widen	0.39	Kent
2015-2018	Madison Avenue	Hall Street	Franklin Street	City of Grand Rapids	\$692,073	Widen	0.50	Kent
2015-2018	Stocking Avenue	Bridge Street	7th Street	City of Grand Rapids	\$824,475	Widen	0.60	Kent
2011-2014	US-131 NB	Leonard	Ann Street	MDOT	\$4,000,000	Widen	0.50	Kent
2015-2018	US-131 SB	Leonard	Ann Street	MDOT	\$4,000,000	Widen	0.50	Kent
2019-2025	Walker Avenue	Valley Avenue	Leonard Street	City of Grand Rapids	\$547,253	Widen	0.44	Kent
2015-2018	I-196	WB over the Grand River	US-131	MDOT	\$20,000,000	Widen	0.25	Kent
2026-2035	I-196	Ottawa	Division	MDOT	\$40,500,000	Widen	0.10	Kent
2019-2025	I-196	Fuller	I-96/I-196 Junction	MDOT	\$40,500,000	Widen/Preserve	2.00	Kent
<b>Total</b>					<b>\$180,732,462</b>			

Figure 52 – LRTP Projects Flagged in Environmental Justice Areas – Low Income

### Accessibility Analysis

As part of the Environmental Justice Analysis, staff examined the level of accessibility to transportation within the MPO area as a result of the projects in the LRTP. It has been concluded that accessibility would not be reduced by the 2035 LRTP projects. While temporary closures will be necessary as part of the construction process for many projects, no permanent closures are intended as a result of implementing the proposed projects. There is no blockage of access to the transportation system or loss of mobility as a result of implementing the LRTP projects beyond what is typical during con-

struction. In addition, both the widening and preservation projects will improve travel time and access for the residents and provide a measure of congestion relief.

<b>Geography</b>	<b>2000 Census Population</b>
State of Michigan	9,938,444
Kent County	574,335
Ottawa County – Allendale Twp	13,042
Ottawa County – Georgetown Twp	41,659
Ottawa County – City of Hudsonville	7,160
Ottawa County – Jamestown Twp	6,881
GVMC MPO	648,139

**Figure 53 – Population Statistics**

**Conclusion**

In total, 109 of the 128 projects identified in the LRTP are represented in an EJ area – both minority and low income. The Environmental Justice areas for the five minority groups and low income, taken together, account for approximately 571.11 square miles, or 57 percent of the entire GVMC MPO area. The analyses of the impacts on residents in Environmental Justice areas for the five minority groups and for the low income population as a result of implementing the projects contained in the LRTP resulted in the following findings:

- No disproportionately high and adverse human health impacts
- No blockage/minimization of access to the transportation system or loss of mobility
- No neglect, reduction, or delay in the receipt of transportation benefits or restriction of access to public transit services
- No restriction of access to public transit services

These findings demonstrate that implementing the projects contained in this LRTP do not result in violations of Executive Order 12898 and the principles of environmental justice.

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**Environmentally Sensitive Resource Mitigation Analysis**

Transportation infrastructure and its users, by their very nature, impact the physical landscape, including the natural environment. With this in mind it is important to take this impact into consideration when planning, designing, constructing, and maintaining a transportation system. The goal being to balance transportation needs with environmental protection, and constructing and maintaining a system that minimizes negative impacts where impacts cannot be avoided.

Federal transportation legislation dictates a series of requirements for transportation plans. The current federal legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), lists a requirement for the “discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. This discussion shall be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.”

The GVMC has developed a three-step process for addressing the technical aspects of the SAFETEA-LU legislation:

- Defining and creating an inventory of environmentally sensitive resources

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- Identifying and assessing likely impacts on these areas from transportation projects
- Addressing possible mitigation at the system-wide level

Essentially, the purpose of this process is to identify possible impacts on environmentally sensitive resources, list useful guidelines for mitigating these impacts, and provide all of this information to implementation agencies and officials for use in transportation decision-making. This analysis was performed at a regional level only and is not intended to provide detailed design alternatives or impacts at the project level. However, it is anticipated that the data collected will be useful in those project-level activities.

### Environmentally Sensitive Resources

Seven environmentally sensitive resources were defined by the GVMC for the purpose of this study. It is important to note that not all resources have been included in this analysis. Only those resources that had data readily available in digital format for Geographic Information System mapping, and those resources where the data were reasonably up-to-date were included. Environmentally sensitive resources not included in this analysis may deserve attention at the project level; however, for the purposes of this system-wide report, fewer environmentally sensitive resources were analyzed. The resources analyzed included:

- Water features – lakes, ponds, rivers and streams
- Wetlands
- Flood zones
- Woodlands
- Parks and recreation areas
- Cemeteries
- Historic sites

### Methodology

Once the environmentally sensitive resources were defined and identified, the GVMC analyzed the likelihood of possible impacts from planned 2035 Projects. With the assistance of GVMC-REGIS (Regional Geographic Information System) staff, software, and data, the 2035 projects were mapped and buffered to display an area around each project that could possibly be affected. The size of the buffer used varied by project type and environmental resource, specifically:

- Water features – lakes, ponds, rivers and streams: 1/4 mile buffer (1,320 feet)
- Wetlands: 1/4 mile buffer (1,320 feet)
- Flood zones: 1/4 mile buffer (1,320 feet)
- Woodlands: 1/4 mile buffer (1,320 feet)
- Parks and recreation areas: 250 feet
- Cemeteries: 250 feet
- Historic sites: 250 feet

The next step taken was the intersection of the project buffers with each environmentally sensitive resource. Where a project buffer and environmentally sensitive resource were found to intersect, an impact was considered possible; however, it is important to understand that no additional analysis of possible impacts was performed for the purposes of this report. It is possible that although an environmentally sensitive resource intersects with a buffer, no impact could be present; it is also possible that environmentally sensitive resources beyond the mapped buffer could be impacted by a project. This assessment simply draws attention to possible areas of concern that should be further examined at the project level.

Maps for each of the seven environmentally sensitive resources were produced to display at a system-wide level those projects with potential impact. All seven maps may be found in Appendix H1-H7. Please note, however, this is a DRAFT document and Appendix H is incomplete at this time.

### **Guidelines for Mitigating 2035 Project Impacts**

In general, the purpose of this report is to draw attention to those projects that could potentially impact environmentally sensitive resources, as well as to provide guidelines for consideration with respect to transportation projects. Overall guidelines are provided for consideration for all types of projects regardless of the resource impacted. These guidelines are introduced for reference purposes only. The GVMC has no authority to require implementation of the guidelines listed. However, they represent best management practices and should only serve to enhance the quality of the transportation planning process. The implementation of these guidelines may also assist in a jurisdiction's compliance with other regulatory mandates and for this reason should be implemented where appropriate.

### **Overall Guidelines**

Regardless of the type of project or resource that may be impacted, these guidelines deserve consideration during the planning, design, construction, and maintenance of transportation projects. Implementation of these guidelines will help to ensure good planning practice that is in accord with overall environmental protection objectives.

### **Planning and Design Guidelines**

- Utilize Context Sensitive Solution (CSS) principles as early as possible in project development and throughout the planning process. CSS is a process that considers the entire context within which a transportation project takes place, including financial limitations and safety issues. This method involves all stakeholders in a collaborative and interdisciplinary approach to developing transportation projects.
- Identify the area of potential impact related to each transportation project, including the immediate project area as well as other related project development areas.
- Perform an inventory to determine if any environmentally sensitive resources could be impacted by the project per the National Environmental Policy Act (NEPA) of 1969.
- Investigate as to whether a County Hazard Mitigation Plan exists, and if the plan speaks to the impacted resources in question. (A County Hazard Mitigation Plan is a required for a county to be eligible to receive federal Hazard Mitigation Grant funds in order to protect communities from a variety of hazards, including those to the natural environment.
- Coordinate design and construction with local plans, such as watershed management plans, community recreation plans, preservation plans, cemetery preservation plans, local community master plans and non-motorized plans.
- Organize and conduct a meeting with local community officials, contractors/subcontractors, and relevant stakeholders prior to construction to discuss environmental protection issues, form goals, and communicate any special requirements for the project.
- Avoid impacts, as possible, to environmental resources by limiting project magnitude or re-designing the project.
- Where impacts are unavoidable, mitigate them to the extent possible as required through local, state, and federal regulations and laws.
- Incorporate storm water management into the site design.
- Reduce the use of culverts where possible.

### Construction and Maintenance Guidelines

- Include all special requirements that address environmentally sensitive resources into plans and estimates used by contractors and subcontractors. Bring attention to the types of activities prohibited in environmentally sensitive areas.
- Minimize construction and staging areas and clearly mark boundaries.
  - Install flagging or fencing around sensitive areas to prevent intrusion
- Utilize the least intrusive construction techniques and materials.
- Avoid disturbing the site as much as possible including:
  - Protecting established vegetation and habitat
    - If vegetation is damaged or removed during construction, replace with native species as soon as possible.
    - Protect the tree and drip zone during construction (where the majority of the tree's root system is located.)
  - Implementing sediment and erosion control techniques
    - Minimize extent and duration of exposed bare ground.
    - Establish vegetation immediately after grading is complete.
    - Prevent tracking of sediment onto paved surfaces.
    - Do not stockpile materials in sensitive areas.
  - Protecting water quality
    - Prevent direct runoff of water containing sediments.
    - Sweep streets to reduce sediment entering the storm drainage system.
    - Block/control storm drains to prevent construction debris from polluting waterways.
    - Implement salt management techniques.
  - Protecting cultural/historic resources
    - Prevent the disturbance of soil/material near cultural resources.
  - Minimizing noise and vibrations
  - Providing for solid waste disposal
    - Properly handle, store, and dispose of hazardous materials and use the least hazardous materials when possible.
    - Implement spill control and clean up and dry clean up methods as appropriate, never letting a spill enter the storm drainage system or waterways.
- Whenever possible keep construction activities away from wildlife crossings and corridors.
- Order and organize construction activities to reduce land disturbances.
- Conscientious consideration of the unearthing of archeological remains when using heavy equipment.
- Avoid equipment maintenance, fueling, and leaks, as well as the spraying down of equipment near sensitive areas.
- Incorporate Integrated Pest Management techniques if pesticides are used during maintenance.

- Conduct on-site monitoring during and immediately after construction to ensure environmental resources are protected as planned.

**Environmental Mitigation Consultation**

With the resources that could potentially be impacted identified and mapped, the next step was notification of those organizations considered to be concerned with the potential environmental impacts of LRTP projects.

Using the Interested Citizens/Agencies List as a starting point, staff refined this list to those organizations and agencies targeted for environmental mitigation outreach (ex. natural resource agencies, environmental protection agencies, and conservation agencies).

The Environmental Mitigation Organizations were sent the following materials:

- a letter explaining the environmental mitigation process, the LRTP planning process, and information about the role of the Grand Valley Metropolitan Council
- a listing of the DRAFT 2035 LRTP Project list
- a listing of the DRAFT 2035 LRTP Projects with possible impacts along with which resource they could impact
- directions on how to provide input on the planning process, how to submit comments on the LRTP Project List, and how to contact GVMC staff

The environmental mitigation maps produced for this analysis were also posted on the GVMC website for the organizations to view or download as necessary. These maps, along with the Environmental Mitigation mailing materials and comments, may be found in Appendix A and Appendix H.

The Environmental Mitigation List follows:

- Annis Water Resources Institute, Muskegon, Michigan
- Blandford Nature Center, Grand Rapids, Michigan
- Cherry Hill Historic District, Grand Rapids, Michigan
- Federal Highway Administration, Michigan Division – Sarah Van Buren, Lansing, Mich.
- Friends of the White Pine Trail – David Heyboer, Belmont, Michigan
- Grand Rapids Air Pollution Control, Grand Rapids, Michigan
- Grand Rapids Audubon Club, Grand Rapids, Michigan
- Historic Preservation, Grand Rapids, Michigan
- Izaak Walton League, Dwight Lydell Chapter – Ron Waybrant, Belmont, Michigan
- John Ball Park Community Association, Grand Rapids, Michigan
- John Ball Zoo, Grand Rapids, Michigan
- Kent Conservation District, Grand Rapids, Michigan
- Kent County Dept. of Parks, Grand Rapids, Michigan
- Kent County Drain Commission – Bill Byl, Grand Rapids, Michigan
- Kent County Farm Service Agency, Grand Rapids, Michigan
- Land Conservancy of West Michigan – Peter Homeyer, Grand Rapids, Michigan
- LGROW – Brian Donovan, E. Grand Rapids, Michigan
- Little River Band of Ottawa Indians – Dan Shepard, Manistee, Michigan
- Match-E-Be-Nash-She-Wish Band of Potawatomi Indians – Monte Davis, Dorr, Michigan
- Michigan Dept. of Agriculture, Lansing, Michigan
- Michigan Dept. of Community Health, Lansing, Michigan
- Michigan Dept. of Natural Resources & Environment, Grand Rapids, Michigan
- Michigan Dept. of Transportation – Sandra Cornell-Howe, Lansing, Michigan
- Michigan Dept. Transportation – Dennis Kent, Grand Rapids, Michigan

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- Michigan Historical Center, Lansing, Michigan
- Michigan Land Use Institute, Traverse City, Michigan
- Michigan State Historic Preservation Office, Lansing, Michigan
- Michigan United Conservation Clubs, Grand Rapids, Michigan
- Native American Community Services – Betty Shelby, Grand Rapids, Michigan
- Nottawaseppi Huron Band of Potawatomi, Fulton, Michigan
- Ottawa County Dept. of Parks & Recreation – John Scholtz, West Olive, Michigan
- Ottawa County Drain Commission, West Olive, Michigan
- Ottawa County Farm Bureau, Allendale, Michigan
- Sierra Club-Mackinac Chapter, Lansing, Michigan
- U.S. Army Corps of Engineering, Detroit District, Detroit, Michigan
- U.S. Dept. of Agriculture - Michigan State Office, East Lansing, Michigan
- U.S. Dept. of Agriculture - Natural Resource of Conservation Service, East Lansing, Mich.
- U.S. Dept. of Commerce - National Oceanic & Atmospheric Administration, Washington, DC
- U.S. Dept. of Housing & Urban Development, Detroit Office, Detroit, Michigan
- U.S. Environmental Protection Agency - Region 5, Chicago, Illinois
- U.S. Environmental Protection Agency, Office of Federal Activities, NEPA, Washington, DC
- U.S. Fish & Wildlife Service, East Lansing, Michigan
- U.S. Geological Survey - Lansing District Office, Lansing, Michigan
- West Michigan Environmental Action Council, Grand Rapids, Michigan
- West Michigan Regional Planning Commission – Dave Bee, Grand Rapids, Michigan
- West Michigan Strategic Alliance, Grand Rapids, Michigan
- West Michigan Trails & Greenways Coalition, Comstock Park, Michigan

The following is a breakdown of the various types of organizations and entities contacted as part of the environmental mitigation process, including the numbers of each type:

▪ Businesses .....	2
▪ Chambers of Commerce .....	0
▪ Community Organizations (incl. non-profits, faith-based organizations, etc.).....	6
▪ Concerned Citizens .....	0
▪ Downtown Development Authorities (DDAs).....	0
▪ Educational Organizations .....	1
▪ Elected Officials .....	0
▪ Environmental Organizations .....	9
▪ Governmental Entities and Organizations.....	15
▪ Historical Organizations .....	3
▪ Media .....	0
▪ Neighborhood Organizations.....	1
▪ Non-Motorized Advocacy Groups.....	2
▪ Organizations Serving the Disabled .....	0
▪ Organizations Serving Senior Citizens .....	0
▪ Transportation (including air, rail, transit, MDOT, etc.).....	4
▪ Tribal Organizations.....	4
▪ Total .....	47

## **Conclusion**

As stated previously, the purpose of this process is to identify possible impacts on environmentally sensitive resources, list useful guidelines for mitigating these impacts, and provide all of this information to implementation agencies and officials for use in transportation decision-making. The comments received from the implementation agencies and officials have been included in and forwarded to the implementing agencies. The Grand Valley Metropolitan Council will continue to use the environmental mitigation methodology to communicate with the appropriate local, state, and federal agencies to minimize the impact that transportation improvements have on the environment.

## **Sources**

Regional Geographic Information System (REGIS), Grand Valley Metropolitan Council.

SEMCOG. Integrating Environmental Issues in the Transportation Planning Process: Guidelines for Road and Transit Agencies. January 2007

AASHTO Center for Environmental Excellence. Environmental Stewardship Practices, Procedures, and Policies for Highway Construction and Maintenance.

[www.environment.transportation.org/environmental\\_issues/construc\\_maint\\_prac/compendium/manual/](http://www.environment.transportation.org/environmental_issues/construc_maint_prac/compendium/manual/)

## Appendix A: Public Participation Process Resources & Comments

1. Interested Citizens & Organizations List
2. *Grand Rapids Press* Affidavit of Publication – Kick-off Stakeholder Meetings
3. Kick-off Stakeholder Meetings Mailing Materials
4. Kick-off Stakeholder Meetings Media Coverage and web posting snapshots
5. Kick-off Stakeholder Meetings Sign-In Sheets
6. *Grand Rapids Press* Affidavit of Publication – Final Draft Review Meetings
7. Final Draft Review Meetings Mailing Materials
8. Final Draft Review Meetings Media Coverage and web posting snapshots
9. Final Draft Review Radio Public Service Announcement Information
10. Final Draft Review Meetings Sign-In Sheets
11. Kick-off and Final Draft Review Meeting Staff Notes
12. Public Comments and Staff Responses
13. Citizen Survey
14. Summary of Survey Information
15. Consultation Mailing Materials
16. Consultation Meeting Staff Notes
17. Consultation Comments and Staff Responses
18. Environmental Mitigation Mailing Materials

1. Interested Citizens and Organizations List

Last Name	First Name	Organization	City	St.
		4-C Regional Child Care	Grand Rapids	MI
		A Better Grand Rapids Limousine Svc.	Grand Rapids	MI
		A Prestige Service	Grand Rapids	MI
Simon	Sandy	AAA of Michigan	Grand Rapids	MI
		AARP Foundation	Grand Rapids	MI
Schlanderer	Bruce	ACCESS	Grand Rapids	MI
Drake	Beverly	ACSET Council	Grand Rapids	MI
		ACSET-Latin American Services	Grand Rapids	MI
Ramirez	Rebecca	ACSET-Latin American Services Program	Grand Rapids	MI
		ACSET-West Side Complex	Grand Rapids	MI
Wygarden	Mike	Advance Newspapers	Jenison	MI
		Aero Med-Air Medical Transport	Grand Rapids	MI
		Air Ambulance by Life EMS	Grand Rapids	MI
		Alger Heights Neighborhood Assn.	Grand Rapids	MI
Hoemke	Dennis	Algoma Township	Rockford	MI
Hanes	Kathy	Allendale Lifelong Learners	Allendale	MI
		Allendale Township DDA	Allendale	MI
		AMB-U-CAB by G.R. Veterans	Grand Rapids	MI
		Ambucab Neighbors International Transport	Grand Rapids	MI
		Ambulance Service By American	Grand Rapids	MI
		American Cancer Society	Grand Rapids	MI
		American Civil Liberties Union	Grand Rapids	MI
Marks	Lisa	American Red Cross	Grand Rapids	MI
Brinks	Lois	American Red Cross	Muskegon	MI
Burgess	Mark	American Red Cross of Greater Grand Rapids	Grand Rapids	MI
		Amtrak	Chicago	IL
James	Derrick	Amtrak	Chicago	IL
Davison	Chuck	Amway Corporation	Ada	MI
		Amway Hotel	Grand Rapids	MI
		Annis Water Resources Institute	Muskegon	MI
		Aquinas College	Grand Rapids	MI
		Area Agency on Aging	Grand Rapids	MI
		Area Agency on Aging of Western Michigan	Grand Rapids	MI
Ghoston-Jones	Sandra	Area Agency on Aging of Western Michigan	Grand Rapids	MI
Gray	Richard W.	Area Community Service Employment and Training Council	Grand Rapids	MI
		Arts Council of Greater Grand Rapids	Grand Rapids	MI
Ramos	Rosemary	Association for the Blind & Visually Impaired	Grand Rapids	MI
Cameron	Michelle E	Association for the Blind & Visually Impaired	Grand Rapids	MI
Schreiner	Amy B.	Association for the Blind & Visually Impaired	Grand Rapids	MI
		Baxter Community Center	Grand Rapids	MI
		Baxter Neighborhood Association	Grand Rapids	MI
		Bethany Christian Services	Grand Rapids	MI
		Big Brothers Big Sisters	Grand Rapids	MI
Rose	Judy	Black Hills Citizens for a Better Community	Grand Rapids	MI
		Black Hills Citizens Group	Grand Rapids	MI
		Blandford Nature Center	Grand Rapids	MI
Wenger	Christian	Bowne Township	Alto	MI
Brann	Tommy	Brann's Sizzlin Steaks and Sports Grille	Wyoming	MI

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Last Name	First Name	Organization	City	St.
		Byron Township DDA	Byron Center	MI
Kolenda	Tammy	Byron Twp. Senior Program	Byron Center	MI
		Calder City Taxi	Grand Rapids	MI
		Caledonia Charter Township	Caledonia	MI
Fitzgerald	Elleen	Calvary Church	Grand Rapids	MI
		Calvin College	Grand Rapids	MI
MacGregor	Peter	Cannon Township	Rockford	MI
Cousins	Bill	Cascade Charter Township	Grand Rapids	MI
		Cascade Charter Township DDA	Grand Rapids	MI
		Catholic Social Services	Grand Rapids	MI
		Cedar Rock Community Action Agency	Rockford	MI
		Cedar Springs DDA	Cedar Springs	MI
		Cherry Hill Historic District	Grand Rapids	MI
Burns	Christine	City of Cedar Springs	Cedar Springs	MI
Bartman	Cindy	City of East Grand Rapids	East Grand Rapids	MI
Bohatch	Connie	City of Grand Rapids	Grand Rapids	MI
Heartwell	George	City of Grand Rapids	Grand Rapids	MI
Ritsema	Pamela	City of Grand Rapids	Grand Rapids	MI
Fowler	Jay	City of Grand Rapids DDA	Grand Rapids	MI
Wood	Kara	City of Grand Rapids Economic Development	Grand Rapids	MI
Buck	James	City of Grandville	Grandville	MI
		City of Grandville DDA	Grandville	MI
		City of Hudsonville DDA	Hudsonville	MI
Root	Rick	City of Kentwood	Kentwood	MI
Myers	Charles	City of Lowell	Lowell	MI
Rogers	Janiece	City of Rockford	Rockford	MI
		City of Rockford DDA	Rockford	MI
Verheulen	Rob	City of Walker	Walker	MI
		City of Wyoming DDA	Wyoming	MI
		Columbian Distribution	Grand Rapids	MI
		Columbian Logistics	Grand Rapids	MI
Visscher	Michelle	Commission for the Blind	Grand Rapids	MI
		Comstock Park DDA	Comstock Park	MI
Dutmer	Casey	Concerned Citizens for Improved Transportation	Wyoming	MI
		Conrail	Grand Rapids	MI
		Con-Way Central Express Inc.	Grand Rapids	MI
Ricard	Jerry	Coopersville and Marne Railway	Coopersville	MI
		Cornerstone & Baptist Seminary	Grand Rapids	MI
		Corporate Angel Network	White Plains	NY
Porter	Chuck	Courtland Township	Rockford	MI
		Creston Neighborhood Association	Grand Rapids	MI
Fehsenfeld	Tom	Crystal Flash	Grand Rapids	MI
		CSX Railroad	Jacksonville	FL
		CSX Transportation	Grand Rapids	MI
Halstead	Robin	Cutlerville-Gaines Chamber of Commerce	Grand Rapids	MI
Flechsigg	Randolph	Davenport University	Grand Rapids	MI
Bulkowski	Dave	Disability Advocates	Grand Rapids	MI
Sibley	Joe	Disability Advocates of Kent County	Grand Rapids	MI
Dutmer	Casey	Disability Advocates of Kent County	Grand Rapids	MI
		Dwelling Place	Grand Rapids	MI
Sturtevant	Dennis	Dwelling Place of Grand Rapids	Grand Rapids	MI

**GRAND VALLEY METROPOLITAN COUNCIL**

Last Name	First Name	Organization	City	St.
		East Hills Council of Neighbors	Grand Rapids	MI
		East Hills Neighborhood Association	Grand Rapids	MI
		Easter Seals Michigan	Grand Rapids	MI
Benjamin	Pamela	Eastown Neighborhood Assn.	East Grand Rapids	MI
		Environmental Protection Agency - Region 5	Chicago	IL
		EPA, Office of Federal Activities, NEPA	Washington	DC
		Fair Housing Center of West Michigan	Grand Rapids	MI
		Faith in Motion	Grand Rapids	MI
		Family Outreach Program	Grand Rapids	MI
		February Fourteen Inc.	Grand Rapids	MI
		Federal Aviation Administration - Great Lakes Region	Romulus	MI
Van Buren	Sarah	Federal Highway Administration, MI Division	Lansing	MI
		Fish and Wildlife Service	East Lansing	MI
		Fish-For-My-People	Grand Rapids	MI
Asbury	Beth	Foremost Insurance	Caledonia	MI
Kubiszewski	Jean	Forest Hills Senior Center	Grand Rapids	MI
Fredricks	Ben	Fredricks Design, Inc.	Grand Haven	MI
Heyboer	David	Friends of the White Pine Trail	Belmont	MI
Granse	Richard	Friends of the White Pine Trail	Belmont	MI
Preoli	Jan	Friends of the White Pine Trail	Belmont	MI
		Friends of Transit	Grand Rapids	MI
		Fulton Heights Neighborhood Association	Grand Rapids	MI
		G.R. Ford International Airport	Grand Rapids	MI
Tilma	Thomas	Gaines Charter Township	Caledonia	MI
		Gainey Transportation Services	Grand Rapids	MI
		Garfield Park Neighborhood Assn.	E. Grand Rapids	MI
Reyes	Esther	Garfield Park Neighborhoods Association	Grand Rapids	MI
		Genesis Non-Profit Housing Corporation	Grand Rapids	MI
Haverdink	Pam	Georgetown Seniors	Jenison	MI
		Gerontology Network Service	Grand Rapids	MI
Crosby	Kathy	Goodwill Industries	Grandville	MI
		Gra-Bell Truck Line Inc.	Holland	MI
		Grand Action	Grand Rapids	MI
Gordon	Rodney	Grand Elk Railroad	Kalamazoo	MI
Glass	Scott	Grand Health Partners	Grand Rapids	MI
		Grand Rapids Air Pollution Control	Grand Rapids	MI
		Grand Rapids Area Center for Ecumenism	Grand Rapids	MI
Johnston	Andy	Grand Rapids Area Chamber of Commerce	Grand Rapids	MI
Glass	Chris	Grand Rapids Area Chamber of Commerce	Grand Rapids	MI
Englehart	Jeanne	Grand Rapids Area Chamber of Commerce	Grand Rapids	MI
		Grand Rapids Area Coalition to End Homelessness	Grand Rapids	MI
		Grand Rapids Audubon Club	Grand Rapids	MI
Valade	Carol	Grand Rapids Business Journal	Grand Rapids	MI
Ender	Steven	Grand Rapids Community College	Grand Rapids	MI
Mumaw	Patti	Grand Rapids Community College	Grand Rapids	MI
		Grand Rapids Community College	Grand Rapids	MI
		Grand Rapids Community Foundation	Grand Rapids	MI
		Grand Rapids Convention and Visitors Bureau	Grand Rapids	MI
		Grand Rapids Downtown Development Authority	Grand Rapids	MI
Fowler	Jay	Grand Rapids Downtown Development Authority	Grand Rapids	MI
Bixby	Jack	Grand Rapids Eastern Railroad	Vassar	MI

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Last Name	First Name	Organization	City	St.
Cranson	Jeff	<i>Grand Rapids Press</i>	Grand Rapids	MI
		Grand Rapids Public Schools	Grand Rapids	MI
Hoskins	Kenneth	Grand Rapids Public Schools	Grand Rapids	MI
Pulliam	Patricia	Grand Rapids Times	Grand Rapids	MI
		Grand Rapids Towing	Grand Rapids	MI
Borum	Larry	Grand Rapids Urban League	Grand Rapids	MI
Small	Doug	Grand Rapids Visitors & Convention Bureau	Grand Raids	MI
		Grand Rapids Youth Commonwealth	Grand Rapids	MI
Babson	Erin	Grand Valley State University	Grand Rapids	MI
Koches	John	Grand Valley State University	Muskegon	MI
Haas	Thomas J.	Grand Valley State University	Allendale	MI
Moyer	James	Grand Valley State University	Allendale	MI
		Grassmid Transport	Zeeland	MI
Force	Frank	Grattan Township	Belding	MI
McCurren	Kevin	Greater Grand Rapids Bicycling Coalition	Grand Rapids	MI
		Greyhound Bus Lines	Grand Rapids	MI
Jordan	Robert	Greyhound Lines, Inc.	Detroit	MI
Hawkins	Roy	GRFIA	Grand Rapids	MI
		GROW	Grand Rapids	MI
Shaffer	Bill	Guiding Light Mission	Grand Rapids	MI
Buikema	Mary	Habitat for Humanity of Kent County	Grand Rapids	MI
		Hampton Meadows	Kentwood	MI
		HCSS Home Care Services Staffing, Inc.	Grand Rapids	MI
		Health Care Associates	Grandville	MI
		Health Care Associates of G.R.	Grandville	MI
Kehoe	Nancy	Heart of West Michigan United Way	Grand Rapids	MI
Pekich	Barbara	Heartside Ministry	Grand Rapids	MI
		Heartside/Downtown Neighborhood Association	Grand Rapids	MI
		Heritage Hill Association	Grand Rapids	MI
		Highland Park Association	Grand Rapids	MI
		Hispanic Center of West Michigan	Grand Rapids	MI
Gonzales-Cortes	Martha	Hispanic Center of Western Michigan	Grand Rapids	MI
		Historic Preservation	Grand Rapids	MI
Bouck	David	Hope Network	Wyoming	MI
Hartman	Steve	Hope Network	Grand Rapids	MI
Hydorn	Sue	Hope Network	Grand Rapids	MI
Irvine	Ron	Hope Network	Grand Rapids	MI
James	John	Hope Network	Grand Rapids	MI
Lieffers	Ross	Hope Network	Grand Rapids	MI
McMullan	Gloria	Hope Network	Grand Rapids	MI
Konyndyk	Joan	Hope Network	Grand Rapids	MI
Rosa	Ben	Hope Network	Grand Rapids	MI
Ajim	Luther	Hope Network	Grand Rapids	MI
		Hospice of Michigan	Ada	MI
		Hospital & Rehabilitation Center	Grand Rapids	MI
		Indian Trails Motorcoach	Grand Rapids	MI
Cushman	Chad	Indian Trails Motorcoach	Owosso	MI
		Inner City Christian Federation	Grand Rapids	MI
Venema	Conrad	ITP - The Rapid	Grand Rapids	MI
Jaiyeoba	Taiwo	ITP - The Rapid	Grand Rapids	MI
Hoekstra	Jan	ITP - The Rapid	Grand Rapids	MI

**GRAND VALLEY METROPOLITAN COUNCIL**

Last Name	First Name	Organization	City	St.
		ITP - The Rapid	Grand Rapids	MI
Varga	Peter	ITP - The Rapid	Grand Rapids	MI
		ITT Technical Institute	Wyoming	MI
Waybrant	Ron	Izaak Walton League - Dwight Lydell Chapter	Belmont	MI
Miedema	Jim	Jamestown Township	Jamestown	MI
		John Ball Park Community Association	Grand Rapids	MI
		John Ball Zoo	Grand Rapids	MI
		Kendall College of Art/Design	Grand Rapids	MI
		Kent Community Hospital	Grand Rapids	MI
		Kent Conservation District	Grand Rapids	MI
Hollinrake	Mary	Kent County	Grand Rapids	MI
Stonehouse	Ron	Kent County	Grand Rapids	MI
Mayhue	Paul	Kent County Commissioner	Grand Rapids	MI
Likely	Linda	Kent County Community Development & Housing Commission	Grand Rapids	MI
Pierre	Monique	Kent County Community Development Dept.	Grand Rapids	MI
Selander	Thomas	Kent County Department of Human Services	Grand Rapids	MI
Kemppainen	Curt	Kent County Dept. of Public Works	Grand Rapids	MI
Byl	Bill	Kent County Drain Commission	Grand Rapids	MI
		Kent County Farm Service Agency	Grand Rapids	MI
Bierman	Wanda	Kent County Health Department	Grand Rapids	MI
Sefton	Sue	Kent County Health Department	Grand Rapids	MI
		Kent County Home Repair Services	Grand Rapids	MI
		Kent County Parks Department	Grand Rapids	MI
Byle	Tom	Kent County Road Commission	Grand Rapids	MI
		Kent County Social Services	Grand Rapids	MI
Hunsburger	Jerry	Kent Intermediate School District	Grand Rapids	MI
Koehler	Ronald	Kent Intermediate School District	Grand Rapids	MI
Savage	John	Kent Intermediate School District	Grand Rapids	MI
		Kent Michigan State University Extension	Grand Rapids	MI
Howard	Melinda	Kentwood Estates	Kentwood	MI
Smith	Rosa L.	Kentwood Pines N.A.	Kentwood	MI
		Land Conservancy of West Michigan	Grand Rapids	MI
Homeyer	Peter	Land Conservancy of West Michigan	Grand Rapids	MI
Warners	John D	Leisure South Condominiums	Kentwood	MI
		Lesbian & Gay Community Network	Grand Rapids	MI
Donovan	Brian	LGROW	E. Grand Rapids	MI
		Life EMS	Grand Rapids	MI
Shepard	Dan	Little River Band of Ottawa Indians	Manistee	MI
Blumm	Paula	Lowell Charter Township	Lowell	MI
		Mackinac Chapter-Sierra Club	Lansing	MI
		MARP	Grandville	MI
Ruble	Kevin	Marquette Rail Corporation	Ludington	MI
		Mary Free Bed Hospital & Rehabilitation Center	Grand Rapids	MI
		Masselink Brothers, Inc.	Grand Rapids	MI
Davis	Monte	Match-E-Be-Nash-She-Wish Band of Potawatomi Indians	Dorr	MI
		MC Smith & Associates	Grand Rapids	MI
Peterson	Dean	MDOT-Passenger Trans. Division	Lansing	MI
		Meadowlawn Neighborhood Assn.	Kentwood	MI
Murray	Mark	Meijer, Inc.	Grand Rapids	MI
		Mercy Ambulance Service	Grand Rapids	MI

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Last Name	First Name	Organization	City	St.
		Metro Cab	Kentwood	MI
		Metropolitan Hospital	Wyoming	MI
		MI Housing Development Authority	Lansing	MI
		MI Assn. For the Blind & Visually Impaired	Grand Rapids	MI
		MI Black Expo	Grand Rapids	MI
Cody	Therese	MI Department of Transportation	Lansing	MI
Cornell-Howe	Sandra	MI Dept. of Transportation	Lansing	MI
Kent	Dennis	MI Dept. of Transportation	Grand Rapids	MI
Redmond	Steve	MI Dept. of Transportation	Grand Rapids	MI
		MI United Conservation Club	Grand Rapids	MI
Langdon	John	Michigan Association of Railroad Passengers	Holland	MI
Waalkes	Steven	Michigan Concrete Paving Association	Grand Rapids	MI
		Michigan Department of Natural Resources and Environment	Grand Rapids	MI
		Michigan Dept. of Agriculture	Lansing	MI
		Michigan Dept. of Community Health	Lansing	MI
		Michigan Dept. of Natural Resources	Lansing	MI
		Michigan Economic Development Corporation	Lansing	MI
		Michigan Historical Center	Lansing	MI
		Michigan Land Use Institute	Traverse City	MI
Pietrowski	Jim	Michigan Natural Storage	Grand Rapids	MI
		Michigan Oaks Neighborhood Assn.	Grand Rapids	MI
		Michigan Rail and Storage	Comstock Park	MI
Bixby	Jack	Mid-Michigan Railroad Co.	Vassar	MI
		Midtown Neighborhood Association	Grand Rapids	MI
		Millbrook Neighborhood Assn.	Grand Rapids	MI
		NAACP	Grand Rapids	MI
		Nationwide Transportation Services	Grand Rapids	MI
Shelby	Betty	Native American Community Services	Grand Rapids	MI
Rozeboom	Becky	Neighborhood Associations Overview Map Information	Grand Rapids	MI
		Neighbors of Belknap Lookout	Grand Rapids	MI
Bishop	Dorothy	Nelson Township	Sand Lake	MI
		Norfolk Southern Corporation	Grand Rapids	MI
		North County Trails-West Chapter	Grand Rapids	MI
		North End Neighborhood Assn.	Grand Rapids	MI
		Nottawaseppi Huron Band of Potawatomi	Fulton	MI
Bulten	Tom	Oakdale Neighbors Information	Grand Rapids	MI
Dean	William	Oakfield Township	Rockford	MI
		Old Farm Estates Neighborhood Assn.	Kentwood	MI
Krueger	Daniel	Ottawa County	Grand Haven	MI
Rycenga	Roger	Ottawa County Commissioner	Allendale	MI
		Ottawa County Drain Commission	West Olive	MI
		Ottawa County Farm Bureau	Allendale	MI
Schoon	Mary Kay	Ottawa County Michigan Works!	Holland	MI
Stock	Mike	Ottawa County Michigan Works!/Community Action Agency	Holland	MI
Scholtz	John	Ottawa County Parks & Recreation	West Olive	MI
Rubley	Kent	Ottawa County Road Commission	Grand Haven	MI
		Ottawa Hills Neighborhood Assn.	Grand Rapids	MI
		Parker Motor Freight	Jackson	MI
		Paws for a Cause	Moline	MI
Pettis	Edie	Pettis Farms	Wauchula	FL

**GRAND VALLEY METROPOLITAN COUNCIL**

Last Name	First Name	Organization	City	St.
		Pine Rest Christian Hospital	Grand Rapids	MI
Bowman	Tiffany	Pioneer Resources	Muskegon	MI
Medema	Dave	Pondera Advisors LLC	Grand Rapids	MI
Williams	Paul & Joan	Princeton Estates	Kentwood	MI
		Project Rehab	E. Grand Rapids	MI
Lawrence	Keith W.	Rainbow Enterprises	Hastings	MI
		Ready Ride Transportation, Inc.	Wyoming	MI
		Rental Property Owners Assn.	Grand Rapids	MI
		Retired & Senior Volunteer Program	Grand Rapids	MI
		Ridgemoor Neighborhood Association	Grand Rapids	MI
		Riverview Aviation	Jenison	MI
		Roadway Express	Wyoming	MI
		Robinson Cartage Co.	Wyoming	MI
		Rockford Area Chamber of Commerce	Rockford	MI
		Roosevelt Park Neighborhood Assn.	Grand Rapids	MI
		S.J. Wisinski & Co.	Grand Rapids	MI
		Saint Mary's Hospital	Grand Rapids	MI
		Salvation Army	Grand Rapids	MI
Cummings	Sam	Second Story Properties	Grand Rapids	MI
Barnes	Robert	Senior Neighbors	Grand Rapids	MI
Roth	Marcia	Senior Neighbors	Lowell	MI
Oosterbaan	Tom	Senior Neighbors	Grand Rapids	MI
Ellick	Robert	Solon Township	Cedar Springs	MI
Sandifer	Tim	South East Community Association	Grand Rapids	MI
		South Hill Neighborhood Association	Grand Rapids	MI
		South West Area Neighbors	Grand Rapids	MI
		Spare Tire Bike Shop	Grand Rapids	MI
Bergman	Dale	Sparta Township	Sparta	MI
		Spectrum Health	Grand Rapids	MI
		Spectrum Health--PANC	Grand Rapids	MI
Knapp	Jeff	Spencer Township	Gowen	MI
		Sprinter Services, Inc.	Grandville	MI
		St. Mary's Health Services	Grand Rapids	MI
		Standale DDA	Walker	MI
		State Historic Preservation Office	Lansing	MI
Cloyd	Brian	Steelcase, Inc.	Grand Rapids	MI
Losey	James	Sunshine Transportation	Grand Rapids	MI
		Sunshine Transportation	Grand Rapids	MI
		Take Pride! Community	Grand Rapids	MI
VanEss	Toby	Tallmadge Township	Grand Rapids	MI
		The ARC Kent County	Grand Rapids	MI
Wisselink	Kevin	The Rapid	Grand Rapids	MI
		The Rapid Wheelmen	Grand Rapids	MI
		The Right Place, Inc.	Grand Rapids	MI
		The TLC Group, Inc.	Holland	MI
		Thornapple Trail Assn.	Middleville	MI
Grant	Lolita	Touchstone Innovare	Grand Rapids	MI
Norlin	Wayne	Tower Pinkster	Grand Rapids	MI
Van Dam	Tom	Tower Pinkster	Grand Rapids	MI
		Towne Air Freight Inc.	Grand Rapids	MI
Stark	Ione	Tyrone Township	Kent City	MI

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

Last Name	First Name	Organization	City	St.
		U.S. Army Corps of Engineering, Detroit District	Detroit	MI
		U.S. Dept. of Agriculture - Natural Resource of Conservation Service	East Lansing	MI
		U.S. Dept. of Commerce - National Oceanic & Atmospheric Administration	Washington	DC
Spencer	Steven	U.S. Dept. of Housing & Urban Development	Detroit	MI
		U.S. Dept. of Housing & Urban Development, Detroit Office	Detroit	MI
Swets	Jeffrey	Unique Concepts and Design Inc.	Grand Rapids	MI
		United Growth for Kent County	Grand Rapids	MI
		United Methodist Community House	Grand Rapids	MI
Crandall-Rice	Bev	United Methodist Community House	Grand Rapids	MI
		United Parcel Service	Wyoming	MI
		USDA-Michigan State Office	East Lansing	MI
		USGS - Lansing District Office	Lansing	MI
		Van's Delivery Service, Inc.	Walker	MI
		Vans Logistics Service	Grand Rapids	MI
Wittenbach	Tim	Vergennes Township	Lowell	MI
		Veterans and Yellow Cab Co.	Grand Rapids	MI
		Village Bike Shop	Cascade	MI
Kahrs	Rand	Village of Casnovia	Casnovia	MI
Petruska	John	Village of Kent City	Kent City	MI
Dewey	David	Village of Sand Lake	Sand Lake	MI
		Village of Sparta DDA	Sparta	MI
		Walnut Hills Condo #2 Association	Kentwood	MI
DeYonker	Alex	Warner, Norcross & Judd, LLP	Grand Rapids	MI
Sanford	Rob	WCUZ Radio News	Grand Rapids	MI
		West Grand Neighborhood Association	Grand Rapids	MI
Hood	Rachael	West MI Environmental Action Council	Grand Rapids	MI
Sevensma	Norm	West MI Environmental Action Council	E. Grand Rapids	MI
		West Michigan Environmental Action Council	Grand Rapids	MI
Sanchez	Carlos	West Michigan Hispanic Chamber of Commerce	Grand Rapids	MI
Phelps	Nate	West Michigan Mountain Biking Association	Grand Rapids	MI
Bee	Dave	West Michigan Regional Planning Commission	Grand Rapids	MI
Isely	Elaine	West Michigan Strategic Alliance	Grand Rapids	MI
		West Michigan Trails & Greenways Coalition	Comstock Park	MI
		West Side Connection	Grand Rapids	MI
		Western Michigan University - Grand Rapids	Grand Rapids	MI
		WGRD AM/FM News Department	Grand Rapids	MI
		WGVU AM/FM News Department	Grand Rapids	MI
Haddix	Susan	Windmill Pointe	Kentwood	MI
		Wings of Mercy	Holland	MI
		WOOD Radio News	Grand Rapids	MI
Sapakie	Rebecca	WOOD TV 8	Grand Rapids	MI
		WWMT Channel 3 (CBS)	Kalamazoo	MI
		WXMI Channel 17 (FOX)	Grand Rapids	MI
Crawford	John	Wyoming - Kentwood Chamber Of Commerce	Wyoming	MI
Winther	Art	Wyoming City Attorney's Office	Wyoming	MI
Remenap	Molly	Wyoming Senior Center	Wyoming	MI
		Wyoming Senior Citizens	Wyoming	MI
Tang	Stanton	WZZM TV 13	Grand Rapids	MI
		YMCA/YWCA	Grand Rapids	MI

**GRAND VALLEY METROPOLITAN COUNCIL**

Last Name	First Name	Organization	City	St.
Klooster	Jonathan		Grand Rapids	MI
Brauer	Linda		Rockford	MI
Dryg	Fred		Grand Rapids	MI
Dustin	Diane		Grand Rapids	MI
Green	Sarah		Grand Rapids	MI
Jousma	Sherry		Comstock Park	MI
Kooistra	Becky		Lowell	MI
Kruzich	Michael		Grand Rapids	MI
Lewis	Jamie		Grand Rapids	MI
Marsh	Gail		Grand Rapids	MI
Mates	Bob		Grand Rapids	MI
Mates	Dorie		Grand Rapids	MI
McKown	Linda		Sand Lake	MI
McKown	Robert		Sand Lake	MI
Mellema	Robin		Grand Rapids	MI
Stanton	James		East Grand Rapids	MI
Bower	Rae		Grand Rapids	MI
Schmid	Barbara		Grand Rapids	MI
Helmer	Alice		Sparta	MI
Bouwens	Dr. Eric		Kentwood	MI
Borck	Judith		Grand Rapids	MI
Oakes	Christina		Rockford	MI
Peterson	Vicki		Lowell	MI
Polkauski	Don		Grand Rapids	MI
Ringelberg	Earl		Grand Rapids	MI
Soper	Ken		Caledonia	MI
Vanderlaan	Jim		Caledonia	MI
Steve	VanderZiel		Lowell	MI
Vanderwal	Malaina		Caledonia	MI
Wilson	Dianna		Coral	MI
Yarrington	Wendy		Caledonia	MI
Vanvolkinburg	Bonnie		Caledonia	MI
Steenwyk	James L.		Dorr	MI
Kamp	Jalyn		Muskegon	MI
Hoekstra	Doug		Wyoming	MI
Haslem	Roxanne		Grand Rapids	MI
Anderson	Dave		Ada	MI
DeVries	Ryan		Grand Rapids	MI
Ayres	Steven		Comstock Park	MI
King	Adam		Jenison	MI
Schofield	Steve		Cedar Springs	MI
Smith	Drew		Grand Rapids	MI
Vis	Jerry		Byron Center	MI
Schroeder	David		Grand Rapids	MI
Schauberger	Eric		Wyoming	MI
Reynolds	Donna		Grand Rapids	MI
Hudson	Gabe		Byron Center	MI
Christians	James		Rockford	MI
Angeles	Aaron		Grand Rapids	MI
Luben	Roger		Coopersville	MI
Van Dyke	Christie		Grand Rapids	MI

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

Last Name	First Name	Organization	City	St.
Miller	Ron		Grand Rapids	MI
Lusky	Michele		Rockford	MI
VanKoevering	Karen		Grand Rapids	MI
Stacey	Greg		Grandville	MI
Young	Robert		Grand Rapids	MI
Cok	Steven		Grand Rapids	MI
Steinhardt	George & Julia		Grand Rapids	MI
Nederveld	Gary		Grand Rapids	MI
Carson	Jim		Grand Rapids	MI
Rapin	Mike		Allendale	MI
Wiersma	Sam		Grand Rapids	MI
Cobb	Jeff		Zeeland	MI
Coutchie	Fred		Ada	MI
Faber	Mary		Grand Rapids	MI
Dykhouse	David		Denver	CO
Crosby	Andrew		Grand Rapids	MI
Buning	Jordan		Hudsonville	MI
Walczewski	Dee		Walker	MI
Eisen	Scott		Hudsonville	MI
Lamoreaux	Cal		Middleville	MI
Egeler	Paul		Grand Rapids	MI
Hoogerhyde	Daniel		Grand Rapids	MI
Schichtel	Barbara Nan		Grand Rapids	MI
Piehl	Eric		Ada	MI
Ricketts	Katie		Grand Rapids	MI
Frederick	Michelle		Grand Rapids	MI
Dickinson	Amy		Holland	MI
Trostle	Adora		Walker	MI
Hoffman	Mort		Grand Rapids	MI
Kuhn	Katherine		Grand Rapids	MI
Logie	Susie		Grand Rapids	MI
Ray	Kathleen		Comstock Park	MI
Faass	Don		Grand Rapids	MI
McDonald	Tom		Grand Rapids	MI
Radlick	Ken & Maureen		Grand Rapids	MI
Sawyer	Keary		Grand Rapids	MI
Lanning	Ray B.		Grand Rapids	MI
Taliaferro	Debra		Grand Rapids	MI
Cooper	R. Dennis		Byron Center	MI
Jozwiak	Allan		Sparta	MI
Lomashewich	Jerry		Cedar Springs	MI
McAree	Timothy		Rockford	MI
Saca-Baker	R		Grand Rapids	MI

2. Grand Rapids Press Affidavit of Publication – Kick-off Stakeholder Meetings

Grand Rapids Press  
155 Michigan St. NW., Grand Rapids, MI 49503

**AFFIDAVIT OF PUBLICATION**

State of Michigan,) ss  
County of Kent)  
Kimberly Brown being duly sworn, deposes and says that he/she is principal clerk of the Grand Rapids Press; that said Grand Rapids Press is a newspaper published and circulated in the County of Kent, and the attached notice has been duly published in said newspaper on the following dates:

October 07, 2010

Customer Name:  
**GRAND VALLEY METRO LEGAL ADS**

  
Kimberly Brown

Subscribed and sworn to before me this 5th day of November A.D. 2010

  
Susan J. Ford, NOTARY PUBLIC IN AND FOR THE COUNTY OF KENT, STATE OF MICHIGAN

My Commission Expires: February 5, 2014

Folios   1   Times \$   442.80    
Affidavit \$   0.00    
Words/Lines \$   442.80  

SUSAN J. FORD  
Notary Public, State of Michigan  
County of Kent  
My Commission Expires: 02/05/2014  
Acting in the County of Kent

**AFFIDAVIT OF PUBLICATION  
GRAND RAPIDS PRESS  
GRAND RAPIDS, MICHIGAN**

**IN THE MATTER OF**

GRAND VALLEY METRO LEGAL ADS  
ANDREA DEWEY  
678 FRONT AVE NW  
STE 200  
GRAND RAPIDS MI 49504

Received and filed this 5th day of November A.D. 2010

We'd Like Your Input

0003876948

# Teacher arrested in park sex sting

Police say case does not involve juveniles

BY JOHN TUNISON  
THE GRAND RAPIDS PRESS

ADA TOWNSHIP — A Forest Hills Eastern High School civics and theater teacher has been placed on paid leave after being arrested this week in an undercover police sting at Seidman Park set up to stop illegal sexual activity.

Charles Glover, 45, was arrested in the park on Conservation Drive NE and Honey Creek Avenue about 2 p.m. Tuesday.

Kent County Sheriff's Lt. Kevin Kelley said police were conducting an undercover operation there because of a reported problem with illegal sexual activity between men.

Glover is charged with fourth-degree criminal sexual

conduct. He was arraigned Wednesday in Kent County District Court. He was released from jail after paying 10 percent of a \$2,000 bond.

An undercover officer was in the park when Glover showed up on Tuesday, Kelley said.

"He just approached the officer. There was a conversation. There was an act that was referenced and then the arrest occurred," he said.

Fourth-degree criminal sexual conduct involves touching. The incident did not involve juveniles, police said.

Glover could not be reached for comment.

Forest Hills Superintendent Dan Behm said Glover has been placed on paid administrative leave while the district awaits the outcome of the criminal investigation.

Glover has been employed by the district since 2004, when he was hired to fill teaching positions created with the opening of the district's Eastern High School.

Behm said the district became aware of the incident Wednesday.

E-mail: jtunison@grpress.com

# TRIAL SUSPECT AT FIRST DENIED ROLE

CONTINUED FROM A3

could not, Malmberg told detectives John Purtee and Jana Forner.

The jury, expected to decide Malmberg's fate sometime next week, likely will hear today the part of the recording in which the alleged killer admits he placed his knee on Jozlynn and suffocated her.

Defense attorney Jeffrey Kirchhoff does not contest that fact but argues Malmberg did not intend to injure the girl, who was throwing a temper tantrum about 6:30 p.m. on Feb. 22.

In the Feb. 25 recordings played in court, Malmberg is heard telling detectives how he bagged Jozlynn's body, stored it in a garage and later dropped her corpse in a Dumpster outside a party at his home.

Before the disclosure, the 40-year-old denied he had anything to do with Jozlynn's disappearance.

"I know what I'm charged with," he says in an interview with Grand Rapids Police Capt. Jeff Hertel and Lt. Paul Warwick. "I didn't do nothin'. I love Jozlynn like she's my own daughter."

"What bothers me is my daughter is missing and you're in here (expletive) with me."

After changing his tune and giving police the staircase story, Malmberg disputes Purtee's suggestion he could have hurt the child before disposing of her body.

Purtee and Forner talk with him about how they are trying to recover Jozlynn's body. If that happens, they tell him, a pathologist would be able to find other injuries, and they invite him to explain himself.

"What are you going to say?" Malmberg responds.

E-mail: bolters@grpress.com

# SEIDMAN BUILDING TO INCLUDE FAMILY IDEAS

CONTINUED FROM A3

create the ones we will have," DeVos told a small gathering in the shadow of the warehouse.

DeVos said Seidman had talked for years about expanding the college's presence downtown, and the pair once toured properties along the Grand River with then-GVSU President Arend Lubbers.

"Lubbers was the person I called the builder," but he was also the "hit-man-upper," joked DeVos, a long-time donor. "I used to get my name on buildings cheap, but the price has gone up a great deal."

The university's foundation has privately raised \$20 million for the business school, which is to be designed by the nationally known architectural firm of Robert A.M. Stern.

But DeVos said he asked architects to include some ideas he always thought by Seidman and his wife, Sally, over the years they had been an economic adviser to President Gerald R. Ford and chairman of the Federal Deposit Insurance Corporation during the Ronald Reagan and George H.W. Bush administrations. In 1998, he formed a committee that led to the birth of GVSU.

"Bill was a man of vision and wisdom," DeVos said. "He was the one pushing for the university to have a downtown presence."

DeVos said the donors included Mike and Ed DeVries, who sold the warehouse to GVSU trustees for \$4.42 million after leaders threatened use of eminent domain to obtain the property — after some convincing.

"I told them they don't want to have that go through the courts," DeVos said after the

THE BUZZ

## On Bill Seidman

Rich DeVos said Seidman was a man of vision and wisdom, with a serious and mischievous side.

**SEIDMAN:** "Bill started getting involved in Washington, and I asked him why he wanted to go that. 'You have to,' he told me. 'They can make you or break you.' ... And he was right. Now we have a health bill that's mostly a gold bill. It's an attempt to control the gold movement."

**MISCHIEVOUS:** "We spent a lot of time together at Marquette and we'd throw a football around. He'd always throw long passes to where the nannies were laying on Doug (his son Doug DeVos) could go out and catch them. Doug enjoyed that."

event. "They stepped up and got a good price for the building, then donated some of that back."

GVSU President Thomas Haas said he was not aware of the Seidman family's ties to the site.

"I think we'll have to save something from that site now and incorporate it into the project," Haas said after the event. "That was a very special story."

The four-story warehouse there, formerly used by A&P, is to be demolished, and antennas of three cell phone providers that lease space on the warehouse roof will be moved to other university properties.

E-mail: dmurray@grpress.com

# DRIVERS STALEMATE PARTLY INVOLVES PAY

CONTINUED FROM A3

tributes \$200 per month toward their health insurance premiums, Stephens said.

Public school employees do not have a legal right to strike but, as employees of a private company, those covered by the transit contract could strike.

"So far, negotiations have resulted in tentative agreements on dozens of topics," Patrick Dean said. "Dean has also proposed wage and benefit increases guaranteed over the next five years."

The company remains confident it can reach an agreement with GRESPA and still provide safe and economical transportation to Grand Rapids Public Schools, Dean said.

The stalemate is over pay, insurance and the role of seniority in filling openings, Stephens said.

The union is advocating for a contract comparable with Michigan contracts of the world's largest private school bus transportation company, First Student Inc., a British company that operates 60,000

buses in North America.

First Student's contract with Troy Public Schools, for example, pays drivers with five years on the job \$16.40 an hour. The top wage on Dean's proposed wage scale is \$16.46 an hour, but it would take a driver 35 years to achieve that.

Kellie Dean said it is not fair to compare his company, which runs about 900 buses in Michigan only, with First Student. He also objects to comparing Grand Rapids with Troy.

Dean has contracts with intermediate school districts in Kent, Ottawa, Ingham and Eaton counties.

E-mail: kreinstadler@grpress.com

# FERRY ISLAND MAYOR SAYS CHOICE NOT YET MADE

CONTINUED FROM A3

and Mackinac City. That led some to conclude an inside deal was in the works, in which the city would grant Arnold exclusive rights to furnish ferry service.

This has stirred opposition from state House Speaker Andy Dillon and Senate Majority Leader Michael Bishop, who sent a letter opposing it to city leaders.

Michigan Chamber of Commerce CEO and President Richard Studley warned any

"government-approved monopoly would be unnecessary, inappropriate and potentially very damaging" to the island economy and that of Mackinac City and St. Ignace.

The suit alleges Wyran "attempted to monopolize the ferry boat service to Mackinac Island through threats, intimidation and inappropriate backroom deals."

It said Wyran told Shepler's it "had to sell its business to Wyran."

Mackinac Island Mayor

Margaret Doud said there has been no decision to award service to any single ferry operator.

"There has been no decision made at all," she said. "They are just jumping to conclusions."

Doud said the "very disappointed" by the suit.

"The bottom line is, they are asking the city for a franchise, and before we can make a decision, they slap us with a lawsuit."

E-mail: bccanews@grpress.com

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The annual Access Food Drive is scheduled for Saturday, Oct. 9

Here's how you can help feed families in West Michigan:

If you received a grocery bag inside your Grand Rapids Press on Tuesday, Oct. 5, please fill it with any of the MOST-NEEDED ITEMS listed below, and place it on your front porch by 9 a.m. on Saturday, Oct. 9. You may also take it to any drop-off sites.

If you don't receive a grocery bag in your Press on Oct. 5, please use any grocery bag you have on hand and fill it with any of the MOST-NEEDED ITEMS. Then take it to any of the drop-off sites on Saturday, Oct. 9.

**Saturday, Oct. 9 Begins at 9a.m.**

**FRONT DOOR PICK-UP IN:**

49503, 49504, 49505, 49506, 49507, 49508, 49509, 49519, 49512 & 49548

Drop-off sites for all areas: All Kent County D&W and Family Fare stores. For additional drop-off sites please visit our website at:

www.accessofwestmichigan.org or call 774-2175

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# Critical-dune issue tabled

THE GRAND RAPIDS PRESS

**SAUGATUCK TOWNSHIP** — For the fifth straight month, the Township Board tabled a state request to expand a critical dune on the north shore of the Kalamazoo River.

The Department of Natural Resources and Environment wants to designate an additional 500 feet of the dune at the base, but by law only has authority over half the amount.

The Township Board must approve the second 250-foot DNRE officials say the critical dune was incorrectly surveyed and is asking for a total

of 25 acres to be designated as part of it.

Complicating the request is that the dune sits partially on land owned by billionaire Anthony McClelland, who wants to develop the dune property and 600 acres into a residential resort.

McClelland already has lawsuits against the township over restrictive zoning of the land, which would prohibit his plans that include a small hotel and marina.

"In the state ready to be sued on this," Clerk Jane Wright asked during discussion of the DNRE request.

**GVMC**

We'd Like Your Input!

The Grand Valley Metropolitan Council (GVMC) is beginning development of the 2035 Long Range Transportation Plan (LRTP) and needs your input before transportation work in Kent and Eastern Cheyenne Counties. Please consider attending any of eight public open-house meetings, scheduled between October 11-14, 2010.

**October 11, 2010** 8 a.m. to 11 a.m. Gates Township Hall, 8555 Kalamazoo Ave., Colchester, MI 49734  
8 p.m. to 10 p.m. City of Wyoming Public Library, 2550 Walnut Ave. SW, Wyoming, MI 49790

**October 12, 2010** 1 p.m. to 3 p.m. City of Holland, 1100 W. Front Ave., Suite 200, Grand Rapids, MI 49504  
8 p.m. to 10 p.m. City of Grand Rapids, 301 East Main Street, Grand Rapids, MI 49503

**October 13, 2010** 11 a.m. to 12 p.m. The Grand Central Station Conference Room 300, 88 North Ave. SW, Grand Rapids, MI 49503  
8 p.m. to 10 p.m. Allegre Township Hall 10321 Allegre Ave., Holland, MI 49424

**October 14, 2010** 1 p.m. to 2 p.m. Georgetown Township Hall 1515 Babcock Street, Jenison, MI 49429  
8 p.m. to 10 p.m. City of Hudsonville, City Hall 2275 Central Blvd., Hudsonville, MI 49426

For more information or to view the current LRTP, go to [www.gvmc.org](http://www.gvmc.org). Individuals and businesses requesting meeting materials should contact GVMC no later than October 8, 2010.

If you are unable to attend, written comments will be accepted throughout the development of the LRTP until January 30, 2011. Send written comments to the Grand Valley Metropolitan Council, 7 Trust Ave NW, Suite 200, Grand Rapids, Michigan 49504 or email [info@www.gvmc.org](mailto:info@www.gvmc.org) or call 1816 776-7601.

Interested in transportation issues but can't make it to a meeting? Take our online survey! [www.gvmc.org](http://www.gvmc.org)

3. Kick-off Stakeholder Meetings Mailing Materials

**GVMC** **We'd Like Your Input!**

The Grand Valley Metropolitan Council (GVMC) is beginning development of the 2035 **Long Range Transportation Plan (LRTP)** and needs your input about future transportation needs in our region. Please consider attending any of eight kick-off meetings, scheduled between October 11-14, 2010. For information about times and locations or to view the current LRTP, go to [www.gvmc.org](http://www.gvmc.org).

If you are unable to attend, written comments will be accepted throughout the development of the LRTP until January 30, 2011. Send written comments to the Grand Valley Metropolitan Council, 678 Front Ave NW, Suite 200, Grand Rapids, Michigan 49504 or e-mail Andrea Dewey at [andrea.dewey@gvmc.org](mailto:andrea.dewey@gvmc.org) or call (616) 776-7601.

**Can't make it to a meeting?**

Take our online survey!

[www.gvmc.org](http://www.gvmc.org)

Individuals with disabilities requiring auxiliary aids for services should contact GVMC no later than October 7, 2010.

---

GVMC is the Metropolitan Planning Organization for Kent and eastern Ottawa Counties. • [www.gvmc.org](http://www.gvmc.org)



Grand Valley Metropolitan Council  
678 Front Ave NW, Suite 200  
Grand Rapids, Michigan 49504

**We'd Like  
Your Input!**

Questions? Call  
(616) 776-7601  
or visit us online  
[www.gvmc.org](http://www.gvmc.org)

4. Kick-off Stakeholder Meetings Media Coverage and web posting snapshots

OCTOBER 10, 2010

GRAND RIVER GETS A GOOD CLEANING, B2

# REGION

THE GRAND RAPIDS PRESS

ADA TO ZEELAND B3  
 ORT CHARLES B6  
 WEATHER B10

SECTION  
**B**

## Let's hear it for transportation WEST MICHIGAN PLANNERS SEEK COMMENTS ON THE FUTURE OF OUR ROADS, TRAILS, MORE

BY KYLA KING  
 THE GRAND RAPIDS PRESS

Whether you comment in person or online, West Michigan transportation planners want to hear what you would like to see happen to roads, mass transit, and bicycle and pedestrian trails now and well into the future. Grand Valley Metro Council this week is holding eight public meetings

designed to get resident input on a 25-year long-range transportation plan. Anyone who cannot attend is being encouraged to take a survey online.

And, in case you think nothing comes of these meetings, Metro Council planners say that, without them, the area would not have accomplished a South Beltline (M-6) freeway, a 36th Street SE interchange on I-96, an interchange from Baldwin

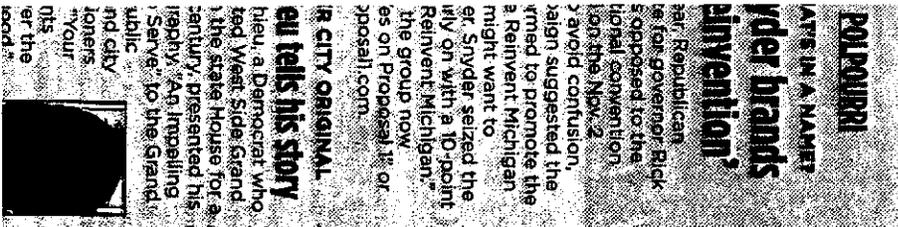
Street to I-96, the Rapid's downtown central bus station, even the current widening of I-196 through downtown Grand Rapids.

"We want to hear from the public what their priorities are," said Abed Imani, transportation director for the Metro Council. "I don't want to build a freeway that everybody in that neighborhood is going to hate." The meetings are part of Metro

Council's planning process that works with The Rapid Public mass transit system and the Michigan Department of Transportation to identify and target projects for state and federal funding.

The plan examines roads, public transit, pedestrian and bicycle facilities, rail, and air and is updated every four years to represent the long-term

SEE COMMENTS, B2



**PALMQUIRI**  
**ARTS IN A NAME**  
**Yder brands**  
**'Invention'**  
 A Republican  
 for governor, Rick  
 Spang, to the  
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 aimed to promote the  
 a Reinvent Michigan  
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 et. Snyder seized the  
 on with a 10-point  
 Reinvent Michigan.  
 the group now  
 es on Proposal 1" or  
 pposals.com.  
**IR CITY ORIGINAL.**

**ou tells his story**  
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 the state House for a  
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**BY TROY REMINK**  
 THE GRAND RAPIDS PRESS

**GRAND RAPIDS** — Probably this year's biggest non-SteamPig-related ArtPrize complaint has been that artists outside the City Center — or the competitors' "ground zero" — basically have to set

themselves on fire to get noticed. Press reporter Rachael Recker delved into this issue earlier. Artist Timmy Graham said the traffic at his venue did not justify his expense in shipping his work to Grand Rapids, and that he probably would not return.

Chicago sculptor Ruth Aizuss Migdal e-mailed me and said she would not return unless changes were made to the venue system. Her entry, "Whirling Dervish," is on display outside Cathedral Square, one of the ArtPrize Exhibition Centers.

SEE IMPROVE, B10

## Another success, with room to improve



**Latest art**

# COMMENTS FUNDING REMAINS AN ISSUE

CONTINUED FROM B1  
vision for Kent and eastern Ot-  
tawa counties.

The process is being watched closely by folks such as David Bulkowski, executive director of Disability Advocates of Kent County and a member of Concerned Citizens for Improved Transit. Observers also note that Michigan was in danger of losing nearly \$500 million in federal road funds until this month, when lawmakers came up with a plan to raise \$84 million needed for matching funds.

"People put these plans and visions together, but we still see most of the money going to roads and mostly roads," Bulkowski said. "We're going to want to see the continued evolution in seeing public transportation as a full partner in our transportation option list."

Itani said that is exactly the kind of feedback Metro Council is hoping to get.

"If, for example, they want us to invest more in transit, they need to tell us," Itani said. "We don't live in a bubble here, when we try to improve the system. We do it because we think the public wants us to do these things."

But, he cautions, funding is an issue for which projects are completed.

"If things fall off the plan or do not get done, it's not because we don't want to do it, it's because we don't have the resources to do it," he said.

Jennifer Kalczuk, spokeswoman for The Rapid mass

## IF YOU GO

### State your case

The public is invited to eight open houses this week to discuss transportation planning. If you cannot attend, visit [gvmc.org](http://gvmc.org) to take a survey. Here are the meetings, with locations served by fixed-route bus service noted by an asterisk.

#### Monday

- 9 to 11 a.m., Gaines Township Hall, 8555 Kalamazoo Ave. SE
- \*6 to 8 p.m., Wyoming Public Library, 3350 Michael Ave. SW

#### Tuesday

- \*1 to 3 p.m., Grand Valley

Metro Council offices, 678 Front Ave. NW, Suite 200, Grand Rapids  
 \* 6 to 8 p.m., Lowell City Hall, 301 E. Main St.

#### Wednesday

- \*10 a.m. to noon, Rapid Central Station, 300 Ellsworth Ave. SW, Grand Rapids
- \* 6 to 8 p.m., Algoma Township Hall, 10531 Algoma Ave. NE

#### Thursday

- 1 to 3 p.m., Georgetown Township Hall, 1515 Baldwin St.
- \* 6 to 8 p.m., Hudsonville City Hall, 3275 Central Blvd.

## CONNECT

- [gvmc.org](http://gvmc.org) (to take the survey)
- [ridetherapid.org](http://ridetherapid.org)
- [michigan.gov/mdot](http://michigan.gov/mdot)
- <http://bit.ly/9bvWSA> (state transportation improvement project)

transit system in Grand Rapids, said elements of Metro Council's previous long-range transportation plans have included development of the Rapid Central Station that opened in 2004, and system improvements such as increased service frequency and additional routes.

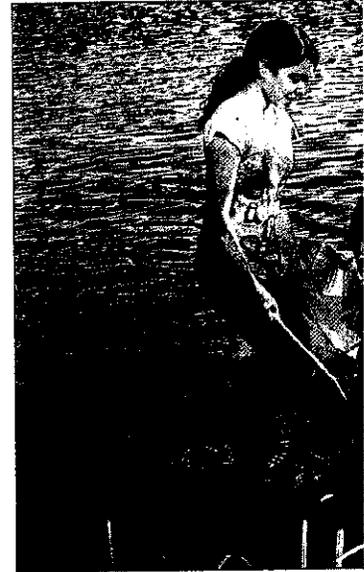
"(It) is a vital step in allowing federal funds to be spent in the Grand Rapids area on transportation projects," she said.

"Without a federally approved plan in place, federal transportation dollars cannot be spent."

Kalczuk said the plan also provides valuable transportation data about traffic volumes, population, employment and financial forecasts.

"(It) forms the basis for what The Rapid and other agencies in the region us to prepare their own studies," she said.

E-mail: [kking@grpress.com](mailto:kking@grpress.com)



Friends of the Grand: Ana Moreno, 12, through the Grand River with a trash k annual Grand River cleanup in downto

# Grand River g

BY KAITLIN SHAWGO  
THE GRAND RAPIDS PRESS

GRAND RAPIDS — About 200 people came out in Saturday's warm, sunny weather to pull trash, tires, bicycles and other odds and ends from a 10-mile stretch of the Grand River.

Mayor George Heartwell said his group found lots of fishing gear and fast food containers, water bottles and at least 450 cigarette butts.

"I keep hoping each year we'll go out and won't find

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The best rates always point North!

## Liquid High Yield Money Market

Drink up the great rate today!  
Business or Personal

**1.40%** py\*

Minimum Balance \$100,000.00

Northpointe Compass CD

About 80 tons of

THE GRAND RAPIDS PRESS

GRAND RAPIDS — More than 1,000 volunteers brought in an estimated 80 tons of donated food for ACCESS of West Michigan's food drive on Saturday, program

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Experience Our



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## Welcome

Grand Valley Metropolitan Council (GVMC) is an alliance of governmental units in the Grand Rapids, Michigan metropolitan area that are appointed to plan for the growth and development, improve the quality of the communities life, and coordinate governmental services.

## Latest Developments



- **Long Range Transportation Plan (LRTP) Survey** - GVMC is conducting a transportation survey as part of the development of the [Long Range Transportation Plan](#). Please take a few moments to take our survey by [clicking here](#).
- **Long Range Transportation Plan (LRTP) Public Stakeholder Meetings** - GVMC is currently developing the 2035 LRTP update and needs your input about future transportation priorities for our region. Please consider attending any of **eight kick-off meetings**, scheduled between October 11-14, 2010. For information about meeting times and locations or to view the current LRTP, [click here](#) (link to LRTP page). Written comments will be accepted through Jan. 30, 2011 or you can [email](#) or call [Andrea Dewey](#) at 616-776-7601.
- **State Rail Plan Public Meetings** ([click here for link](#)) - The Michigan Department of Transportation will be hosting a public meeting to encourage comment and participation in the development of the [Michigan State Rail Plan](#) on **Weds. September 29, 2010**, anytime between 4:00-7:30pm, at the **Grand Rapids TSC Offices** (2660 Leonard Street NE, Grand Rapids). This plan will help build a long-term vision for passenger and freight rail transportation throughout the State of Michigan. Please attend and spread the word!
- **Americans with Disabilities Act Training** ([click here for flyer](#)) - On Thursday, **September 30th from 8:00am-5:00pm**, the City of Walker and the Grand Valley Metropolitan Council will be hosting an **Americans with Disability Act training** opportunity. The Michigan Department of Transportation, in conjunction with FHWA, the U.S. Access Board, and the Association of Pedestrian and Bicycle Professionals, has put together this free one-day workshop to offer information about accessibility guidelines and FHWA ADA policies, among other resources. Contact Frank Wash at [fwash@ci.walker.mi.us](mailto:fwash@ci.walker.mi.us) or 616-791-6850 to register
- **Draft FY 2011-2014 Transportation Improvement Program (TIP) Needs Your Input!** - The TIP document, which describes area transportation projects for the next four years, is available for public comment. [Click here](#) or visit the GVMC office to see a copy. A public meeting to review the TIP and accept comment is scheduled:  
**Time:** 6:00 p.m.  
**Date:** Thursday, July 29, 2010  
**Place:** Grand Valley Metropolitan Council  
 678 Front Ave NW, Suite 200  
 Grand Rapids, Michigan 49504

If you are unable to attend the meeting, written comments will be accepted through August 3, 2010. Send written comments to the GVMC address above or e-mail [Darrell Robinson](mailto:Darrell.Robinson@GVMC.org) or call (616) 776-7609. Individuals with disabilities requiring auxiliary aids for services to attend should contact GVMC no later than July 27, 2010.

- **Special GVMC Executive Board Meeting June 23, 3:30 at the GVMC offices.**
- **July GVMC Board Meeting Date has been moved from the 1st to the 12th and will be held at the Prince Center 1800 East Beltline at 10:30**
- **Kent County Transit Needs Assessment Public Meetings** - GVMC will host a series of **five public focus group meetings** during the week of June 14, 2010 to discuss the unmet transportation needs and the benefits of public transportation for the local community. This is the Kent County Transit Needs Assessment's first round of public meetings and the purpose is to gain input and insight from the community about unmet transportation needs that could be addressed through public transportation. You are invited and encouraged to attend and bring your friends and clients to tell us about the unmet transportation needs and gaps in service for suburban/rural Kent County. Your input is very important at this early stage in the study process, please attend!
- **GVMC Growing Communities Conference June 10, 2010.**  
**Choosing Our Future: Innovations and Adaptations for Sustaining Community.**  
[Click here for Rothwell Presentation.](#)  
[Click here for Danahill Presentation.](#)

## Popular Links

- Agencies & Committees
- Construction
- GVMC Location
- Job Openings
- Meeting Minutes
- Meeting Schedule
- REGIS Mapping Services
- Traffic Accidents
- Traffic Counts

GVMC Board Meetings can be seen on GRTV Charter Communications Channel 24 the second Tuesday and Thursday of the month at 7:00 p.m. Plus, starting November 17th on Roguview Community TV (RCTV) Charter Communications Channel 22 on Mondays at 11:00 a.m. and 7:30 p.m.

## Grand Rapids, MI

### Air Quality Forecast

Oct 11	Good
	PM2.5
Oct 12	Good
	PM2.5

Source: Michigan DEQ  
By: STI





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**Transportation**

Please make a selection from above. For additional information, please contact City Engineer [Scott Conners](#) (616)791-6792 or Staff Engineer [Travis Mabry](#) (616)791-6148.

**GVMC Long Range Transportation Plan Meetings**

[click here for income tax forms](#)



The City of Walker, Michigan  
4243 Remembrance Rd. NW  
Walker, MI 49534  
City Hall Hours:  
7:30am - 5:30pm  
Mon - Thurs  
(Closed Fri)

The Grand Valley Metropolitan Council (GVMC) is beginning development of the 2035 Long Range Transportation Plan (LRTP) and needs your input about future transportation needs in our region. Please consider attending any of eight kick-off meetings, scheduled between October 11-14, 2010. For more information or to view the current LRTP, go to [www.gvmc.org](http://www.gvmc.org).

[Click here](#) to see a map of all the meeting locations.

<p>October 11, 2010 9:00am to 11:00am Gaines Township Hall 8555 Kalamazoo Ave. Caledonia, MI 49316</p>	<p>October 11, 2010 6:00pm to 8:00pm City of Wyoming Public Library 3350 Michael Ave. SW Wyoming, MI 49509</p>
<p>October 12, 2010 1:00pm to 3:00pm GVMC Offices 678 Front Ave., Suite 200 Grand Rapids, MI 49504</p>	<p>October 12, 2010 6:00pm to 8:00pm City of Lowell, City Hall 301 East Main Street Lowell, MI 49331</p>
<p>October 13, 2010 10:00am to 12:00pm The Rapid Central Station Conference Room 300 Ellsworth Ave. SW Grand Rapids, MI 49503</p>	<p>October 13, 2010 6:00pm to 8:00pm Algoma Township Hall 10531 Algoma Ave. Rockford, MI 49341</p>
<p>October 14, 2010 1:00pm to 3:00pm Georgetown Township Hall 1515 Baldwin Street Jenison, MI 49429</p>	<p>October 14, 2010 6:00pm to 8:00pm City of Hudsonville, City Hall 3275 Central Blvd. Hudsonville, MI 49426</p>

If you are unable to attend, written comments will be accepted throughout the development of the LRTP until January 30, 2011. Send written comments to the Grand Valley Metropolitan Council, 678 Front Ave NW, Suite 200, Grand Rapids, Michigan 49504 or e-mail [Andrea Dewey](mailto:Andrea.Dewey) at or call (616)776-7601.

Individuals with disabilities requiring auxiliary aids for services should contact GVMC no later than October 7, 2010.

Can't make it to a meeting?  
Take our online survey by [clicking here](#) or visiting [www.gvmc.org](http://www.gvmc.org)

# 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

**From:** David Bulkowski [jocelyn@dakc.ccsend.com] on behalf of David Bulkowski [dave.b@dakc.us]  
**Sent:** Friday, October 08, 2010 6:31 PM  
**To:** Andrea Dewey  
**Subject:** Getting There Together Weekly--The Glorious Day Edition--October 8, 2010  
 Having trouble viewing this email? [Click here](#)



October 8, 2010

## Getting There Together Weekly The Glorious Day Edition

### In This Week's Edition

- A Day with the Candidates
- A Day in the Future
- A Day on the Rails
- A Day that is Today
- A Day to Face Book

### Quick Links

- [Kenttransit.com](http://Kenttransit.com)
- [The Kent County Transit Needs Assessment](#)
- 
- [The Rapid](#)
- 
- [Drive MI](#)
- [Complete Streets](#)
- 
- [About DAKC](#)

### Donate Now

[Support DAKC](#)

[Join Our Mailing List!](#)

Folks,

What a glorious day!

I'm not just talking about the continuation of our fantastic weather. I am feeling good because I got to ride the bus today. And, contrary to misguided opinions, the bus was full! Both directions--heading into downtown at 9:00am and the outbound at 3:45pm.

And in between the two bus rides, actually three if you count the transfer (and that bus was full, too), I got to talk transit for the majority of the time.

What a glorious day!

Part of the transit conversations, actually just listening on my part (believe it or not), happened at our candidate forums for the Michigan House and Senate races. We hosted six candidates for the House and one for the Senate. It is always interesting to get to know the candidates and for them to get to know us. And, regardless of who wins, we look forward to working with him or her.

These were filmed at the GRTV studios and were moderated by Jeff Cranson of the Grand Rapids Press. Once I get the broadcast schedule, I'll pass that on. Also, you likely will also be able to see the candidates thoughts on transportation issues via the Internet. Those details will be sent along when available.

All the bus riding and listening to candidates has gotten me thinking about the increases in transit service that I want to see and how much more we need to develop our sidewalks and other infrastructure to better support public transportation.

I am going to take these thoughts and more with me next week to the Metro Council's kick-off meetings for the development of the 2035 Long Range Transportation Plan.

The meeting places and times are as follows:

<b>October 11, 2010</b> 9 a.m. to 11 a.m. Gaines Township Hall 8555 Kalamazoo Ave. Caledonia, MI 49316	<b>October 11, 2010</b> 6 p.m. to 8 p.m. City of Wyoming Public Library 3350 Michael Ave. SW
--	---

<b>October 12, 2010</b> 1 p.m. to 3 p.m. GVMC Offices 678 Front Ave., Suite 200 Grand Rapids, MI 49504	<b>Wyoming, MI 49509</b> <b>October 12, 2010</b> 6 p.m. to 8 p.m. City of Lowell, City Hall 301 East Main Street Lowell, MI 49331
<b>October 13, 2010</b> 10 a.m. to 12 p.m. The Rapid Central Station Conference Room 300 Ellsworth Ave. SW Grand Rapids, MI 49503	<b>October 13, 2010</b> 6 p.m. to 8 p.m. Algoma Township Hall 10531 Algoma Ave. Rockford, MI 49341
<b>October 14, 2010</b> 1 p.m. to 3 p.m. Georgetown Township Hall 1515 Baldwin Street Jenison, MI 49429	<b>October 14, 2010</b> 6 p.m. to 8 p.m. City of Hudsonville, City Hall 3275 Central Blvd. Hudsonville, MI 49426

If you are unable to attend in person, you can let them know what you think about future transportation needs in our region by clicking on [this link](#) to take you to an [on-line survey you can complete](#).

5. Kick-off Stakeholder Meetings Sign-In Sheets



**Grand Valley Metropolitan Council**

Transportation Division  
 Long Range Transportation Plan Kickoff Meeting  
 Monday, October 11, 2010  
 Gaines Township Hall  
 Sign-In Sheet

NAME	ADDRESS	PHONE OR E-MAIL
KENNETH E MULL		
Joe Petersen		
Gabe Hydson		
and (K. Howard)		



**Grand Valley Metropolitan Council**

Transportation Division  
 Long Range Transportation Plan Kickoff Meeting  
 Monday, October 11, 2010  
 Wyoming Public Library  
 Sign-In Sheet

NAME	ADDRESS	PHONE OR E-MAIL
Kathy Verbrugge		
Christopher Bessert		



**Grand Valley Metropolitan Council**

Transportation Division  
 Long Range Transportation Plan Kickoff Meeting  
 Tuesday, October 12, 2010  
 Grand Valley Metropolitan Council Offices  
 Sign-In Sheet

NAME	ADDRESS	PHONE OR E-MAIL
Chip Hurley		
Jean Konyndyk		
Steve Hartman		
Tim McAree		
FRANK KYLE		
Eric KANDER		
RINA SYLVA BAKER		
Jim Schaak		
Thomas Tilma		
Steve Redmond		
Suzanne Schultz		



**Grand Valley Metropolitan Council**

Transportation Division  
 Long Range Transportation Plan Kickoff Meeting  
 Tuesday, October 12, 2010  
 City of Lowell, City Hall  
 Sign-In Sheet

NAME	ADDRESS	PHONE OR E-MAIL
Roy Hawkins		
DENNIS KEW T		



**Grand Valley Metropolitan Council**

Transportation Division  
 Long Range Transportation Plan Kickoff Meeting  
 Wednesday, October 13, 2010  
 ITP/The Rapid Conference Room  
 Sign-In Sheet

NAME	ADDRESS	PHONE OR E-MAIL
John Livingston		
ANDREW CROSBY		
Erin Babson		
Tawo Jaiyamba		
Conrad Venema		
Peter Vaska		
JENNIS KENT		



**Grand Valley Metropolitan Council**

Transportation Division  
 Long Range Transportation Plan Kickoff Meeting  
 Wednesday, October 13, 2010  
 Algoma Township Hall  
 Sign-In Sheet

NAME	ADDRESS	PHONE OR E-MAIL
Ferry Lomishelwich		
ALLAN JORWIAK		



**Grand Valley Metropolitan Council**

Transportation Division  
 Long Range Transportation Plan Kickoff Meeting  
 Thursday, October 14, 2010  
 Georgetown Township  
 Sign-In Sheet

NAME	ADDRESS	PHONE OR E-MAIL
Steve Smith		
Del Smith		
Dan Carlton		
DANIEL Schelma		
D. DALE MOHR		
Bill DeVries		
Dennis + Chair Cooper		
John Moore		



**Grand Valley Metropolitan Council**

Transportation Division  
 Long Range Transportation Plan Kickoff Meeting  
 Thursday, October 14, 2010  
 City of Hudsonville  
 Sign-In Sheet

NAME	ADDRESS	PHONE OR E-MAIL
Russ Lewis		
Paul Egeler		
Devin Kent		
Jim Holcroft		

6. Grand Rapids Press Affidavit of Publication – Final Draft Review Meetings

Grand Rapids Press  
155 Michigan St. NW., Grand Rapids, MI 49503

**AFFIDAVIT OF PUBLICATION**

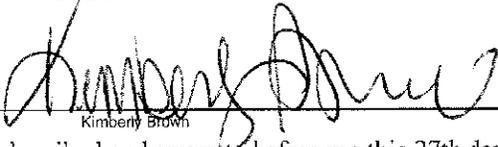
State of Michigan,) ss  
County of Kent)

Kimberly Brown being duly sworn, deposes and says that he/she is principal clerk of the Grand Rapids Press; that said Grand Rapids Press is a newspaper published and circulated in the County of Kent, and the attached notice has been duly published in said newspaper on the following dates:

January 01, 2011

Customer Name:

**GRAND VALLEY METRO LEGAL ADS**

  
Kimberly Brown

Subscribed and sworn to before me this 27th day of January A.D. 2011

  
Sheryl L. DeVriendt, NOTARY PUBLIC IN AND FOR THE COUNTY OF KENT, STATE OF MICHIGAN

My Commission Expires: August 13, 2014

Folios 1 Times \$ 703.80  
Affidavit \$ 0.00  
Words/Lines \$ 703.80

SHERYL L. DeVRIENDT  
Notary Public, State of Michigan  
County of Kent  
My Commission Expires: 08/13/2014  
Acting in the County of Kent

**AFFIDAVIT OF PUBLICATION  
GRAND RAPIDS PRESS  
GRAND RAPIDS, MICHIGAN**

**IN THE MATTER OF**

GRAND VALLEY METRO LEGAL ADS  
ANDREA DEWEY  
678 FRONT AVE NW  
STE 200  
GRAND RAPIDS MI 49504

Received and filed this 27th day of January A.D. 2011

# Experts predict \$4 gasoline by summer

BY CHRIS KAHN  
THE GRAND RAPIDS BUSINESS JOURNAL

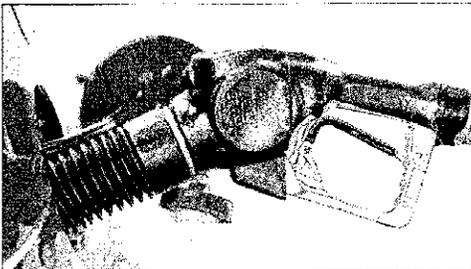
**NEW YORK** — The price of oil is poised for another run at \$100 a barrel after a global economic rebound sent it surging 34 percent since May. That could push gasoline prices to \$4 a gallon by summer in some parts of the country, experts say.

Flying, shipping a package and enjoying a pizza all likely would get more expensive next year if that happens and companies pass along higher energy costs. Some economists are raising energy prices will slow economic growth.

The U.S. is the world's largest oil consumer, but prices are spiking because of a global economic rebound in oil-consuming developing countries, especially China. China's oil competition is expected to rise 5 percent next year, but companies with less than 1 percent growth forecast for the U.S.

Crude oil hit its February delivery peak at \$118.48 per barrel on the New York Mercantile Exchange. It reached \$97.46 earlier in the day, the highest since Oct. 6, 2008. National gasoline pump prices rose average \$1.57 per gallon.

Gasoline export from the U.S. is expected to rise 15 percent, including Alaska, Hawaii, Connecticut and Rhode Island, will see gasoline prices top \$4 a gallon by November, Day.



**Pumping up:** Gas pump prices in Grand Rapids. Oil prices climbed to \$91.38 per barrel Friday as investors look for a rebound in oil prices. The global economy has returned to growth, followed by the worst recession since World War II.

"A dollar more per gallon isn't that much — probably about \$700 more per year for each car owner. But there's a psychological aspect to it," he said. "People are going to be in a panic about this."

Higher oil prices have fattened company profits. Excluding HP Inc., the four other major U.S. oil companies posted combined profits of \$59.7 billion in the first nine months of the year, a 49 percent increase from the year before. Exxon Mobil Corp., Royal Dutch Shell, Chevron Corp. and BP, SA are expected to earn \$8.8 billion for the full year.

The oil price spike is being held responsible for the larger offshore oil spill in U.S. waters and looked \$49.9 billion in charges related to the disaster, including special expenses such as the Gulf of Mexico spill, analysts say. The company will still earn \$2.2 billion in 2010.

"There's nothing in this industry that's not being hit by the oil price," said analyst David Chen of Citigroup. "The price of energy and other commodities shifted into higher gear in late August when Federal Reserve Chairman Ben Bernanke signaled that the central bank was prepared to stimulate the economy by buying government bonds. The \$200 billion program didn't start until November, but speculators had already starting bidding up the value of asset classes such as oil."

A further oil price spike came in late November as it became clear that Congress was likely to extend tax cuts for many years. Tax cuts set to expire at the end of the year.

The Organization of Petroleum Exporting Countries is capable of raising output, if it needs to, by more than five million barrels per day, said Morgan Stanley. Analysts estimate the rise energy needs of China

and other emerging economies will consume about half of that amount over the next two years. That could create supply pressure similar to that that preceded the price spike of 2008, when oil rose to \$147 a barrel.

John Hofmeister, former president of Shell Oil and author of "Why We Hate The Oil Companies," predicts American gas will pay \$5 per gallon for gasoline by 2012. Other experts say that's a long shot.

"That price will close to \$300" per barrel, analyst and trader Stephen Sotnick said. "We can see it, but we would also see a global depression."

Heating oil for January delivery rose 50 cents to settle at \$2.52 per gallon and gasoline for January delivery added 14 cents to settle at \$2.52 per gallon.

In London, Brent crude increased \$1.05 to settle at \$94.72 per gallon.

# STOCKS MARKETS REFLECT ECONOMY

**CONTINUED FROM B1**

The fundamentals are really excellent. Ferrigo may not have been the biggest gainer, but they are just a very solid performer."

Ferrigo's 40 percent gain was more than four times that of the average of 10 other auto stocks.

The Standard & Poor's 500 stock index and the Dow Jones industrial average rose about 1 percent for the year, including dividends.

The Nasdaq composite index, meanwhile, rose about 6 percent for the year after dividends.

Boyer said he credits management at both companies and a heritage of quality management in West Michigan for 2009's impressive stock rebounds.

He thinks this year could bring another set of double digit increases for many stocks in the economy, but he's not as bullish as he was in 2009. He expects the S&P 500 to rise about 10 percent.

Boyer, a partner with the Grand Rapids investment firm Norris, Dennis & Fischer, also was named as a state legislator to recover and debt burden seemed to ease.

The Kalamazoo-based maker of communications equipment and software saw its shares increase 10 percent to close the year at \$5.50, up enough to reach \$5.2 on its way.

Bob Boylen, a partner with the Grand Rapids investment firm Norris, Dennis & Fischer, also was named as a state legislator to recover and debt burden seemed to ease.

The Kalamazoo-based maker of communications equipment and software saw its shares increase 10 percent to close the year at \$5.50, up enough to reach \$5.2 on its way.

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**MORE**

• **At 500:** The S&P 500 stock index rose 1.1 percent to 1,164.12.

• **At 30:** The Dow Jones industrial average rose 1.1 percent to 10,000.00.

• **At 100:** The Nasdaq composite index rose 1.1 percent to 2,500.00.

• **At 10:** The Russell 2000 index rose 1.1 percent to 2,500.00.

"The one thing with percentage is when you're comparing them off lower numbers, they can lead to pretty high percentage changes," he said.

"Next year, it could possibly work to our advantage."

— The Associated Press  
Continued on this page.

# ENTREPRENEUR 'SELLING TACOS LIKE THERE WAS NO TOMORROW'

CONTINUED FROM B1

He was 15. Manuel was in the family used in the non-possible area by the time, but her daughter found a form of away business model in the market.

"They were my mentors," she said. "As I got more involved with my family, I started seeing that these people don't sleep."

Instead, they had down full-time jobs during the week, then sold Hispanic music on CDs at the Mexican flea market every weekend.

Her mother-in-law was such a great cook, Martinez urged her to try that talent for a while.

After a year of teaching her mother-in-law, she agreed to try the taco-making business. They started selling from street carts at the Plaza International, 2000 S. Division Ave. in East Grand Rapids, Michigan.

Later, she would help run other ventures, including real estate and tree-removal, out of that place," Martinez said.

Another year, another opportunity — this time, a vacant restaurant for lease at 1627 S. Division.

"I here were a lot of other Hispanics — Salvadoran, Guatemalan, Mexican — in that area. And everyone loved Mexican food. We said, why not open a restaurant?"

Although they had little experience in running a restaurant, every member of the family took on a role while keeping their day jobs.

"We knew we had a good product, but we didn't know everything that went into running a business," Martinez said. "I had an education in the fundamentals of running a business, like building blocks. I had to learn that by myself."

Now, she's the mother of two and, like the rest of the family, runs her business full-time.

On Monday, the Martinez family banquets in third century. Liquiera, at 375 S. Division in Westland, Michigan. All three businesses are on South Division, a rugged business district in a tough economy, the Martinez family is devoted to the marketplace potential there.

In her spare time, Martinez is president of MI RAZA, an association of community, supporting

Hispanics and minorities for anti-discrimination classes, training and events.

"Everything I needed when I was younger is in this neighborhood. But they don't know that's their habit," Martinez said.

Another project: Distributing the family's food specialties to area stores. That's a goal by this spring. She hopes four or five places to handle all the calls on her line.

"People say, 'Oh, you're so young.' But they don't know their own habit," Martinez said.

"I'm a young Latina with two children and two dogs in the U.S. If I can do this, and provide jobs and provide taxes, and contribute to my city and also volunteer, that's an organization that's growing. There is a lot of opportunity here."

ESMAIL.BAUER@grpress.com

# NAMES AND FACES IN BUSINESS

**Personal changes**

Mark Evans named Principal Financial Group's Michigan Business Center as a financial services representative.

**Groups and organizations**

The Grand Rapids Jaycees elected **Enally Baranowski**, president; **Matthew Scerifano**, board chairman; **Mandi Johnson**, executive vice president; **Charles Krohn**, vice president; **Marybeth Schaefer**, vice president; community development; **Marla Kloosterman**, vice president.

**Individual development**

**Chris Van Bergen**, vice president, and **Allen Erko**, secretary.

**Mark Evans** announced his resignation to Anne and Edna in Business, The Grand Rapids Press, 85 Michigan St., NW, Grand Rapids, MI 49503, or fax 222-5408. E-mail evans and photos (head and shoulders, minimum 200 dpi) to [namesandfaces@grpress.com](mailto:namesandfaces@grpress.com)

**CITY OF GRAND RAPIDS**

**OFFICE OF THE CITY ENGINEER**  
Grand Rapids, Michigan

**INVITATION TO BID**

The City of Grand Rapids is seeking bids for the following project:

**2010-0001: Grand Rapids Water Treatment Plant**

The City of Grand Rapids is seeking bids for the following project:

**2010-0002: Grand Rapids Water Treatment Plant**

The City of Grand Rapids is seeking bids for the following project:

**2010-0003: Grand Rapids Water Treatment Plant**

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The City of

7. Final Draft Review Meetings Mailing Materials



GRAND VALLEY METROPOLITAN COUNCIL

ALGOMA TOWNSHIP • ALLENDALE TOWNSHIP • ALPINE TOWNSHIP • BELDING • BYRON TOWNSHIP • CALEDONIA TOWNSHIP • CANNON TOWNSHIP • CASCADE TOWNSHIP • CEDAR SPRINGS • COOPERSVILLE • COURTLAND TOWNSHIP • EAST GRAND RAPIDS • GAINES TOWNSHIP • GEORGETOWN TOWNSHIP • GRAND RAPID • GRAND RAPIDS TOWNSHIP • GRANDVILLE • GREENVILLE • HASTINGS • HUDSONVILLE • IONIA • JAMESTOWN TOWNSHIP • KENT COUNTY • KENTWOOD • LOWELL • MIDDLEVILLE • OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SPARTA • SPARTA TOWNSHIP • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

MEMORANDUM

DATE: December 22, 2010
TO: Interested Citizens and Organizations
FROM: Andrea Dewey, Transportation Planner
RE: Request for Comment on the Draft 2035 Long Range Transportation Plan and Projects

The Grand Valley Metropolitan Council (GVMC) is developing an update to the 2035 Long Range Transportation Plan. This federally-mandated document lays out the transportation investment priorities for the next 25 years in Kent and eastern Ottawa Counties. All modes of transportation are addressed in this document, from bicycle lanes and sidewalks, to roadway expansions, and passenger rail service.

The Draft 2035 Long Range Transportation Plan (LRTP) document is available for public comment from January 1 to January 30, 2011. During this time GVMC staff will be hosting eight public meetings to review the Draft LRTP at various locations throughout the region. Please consider attending one of the following:

- January 17 – Gaines Township Hall, 9-11 a.m.
January 17 – Lowell City Hall, 6-8 p.m.
January 18 – Wyoming Public Library, 9:30-11:30 a.m.
January 18 – GVMC Offices, 1-3 p.m.
January 19 – The Rapid Central Station, Conference Room, 1-3 p.m.
January 19 – Algoma Township Hall, 6-8 p.m.
January 20 – Georgetown Township Hall, 1-3 p.m.
January 20 – Hudsonville City Hall, 6-8 p.m.

The Draft LRTP document is available for review online at http://www.gvmc.org/transportation/longrangeplan.shtml. Hardcopies of the document are also available for public review at the GVMC offices, at nearly every municipal office in the GVMC area, at the Kent and Ottawa County Road Commission Offices, the Michigan Department of Transportation Grand Region offices, and all area libraries.

Your input and feedback is an important part of the transportation planning process. Please direct any comments or questions you may have to:

Mail: Grand Valley Metropolitan Council
Attn: Andrea Dewey
678 Front Ave NW, Suite 200
Grand Rapids, MI 49504
Email: andrea.dewey@gvmc.org
Phone: (616) 776-7601
Fax: (616) 774-9292

Sincerely,
Andrea Dewey, Transportation Planner

## 8. Final Draft Review Meetings Media Coverage and web posting snapshots

Grand Valley Metropolitan Council  GVMC  
Allegan, Barry, Ionia, Kent, Montcalm, and Ottawa County

Home  
About GVMC  
Legislative  
Blueprint  
Transportation  
About the MPO  
MPO Activities  
Get INVOLVED  
Mapping Services

REGIS  
Land Use  
Natural Resources  
Clean Air Action

News  
Calendar  
Public Education  
Links  
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Contact Us



### GVMC Long-Range Transportation Plan (LRTP)

The Grand Valley Metropolitan Council (GVMC), as the Metropolitan Planning Organization (MPO) for the greater Grand Rapids area, is required to prepare a Long-Range Transportation Plan (LRTP) and to update that Plan every four years. As the current Plan was approved by the Federal Highway Administration (FHWA) in June 2007, GVMC is currently in the process of updating its 2035 Long-Range Transportation Plan. Included below are links to the various LRTP documents as well as information on how to make your voice heard.

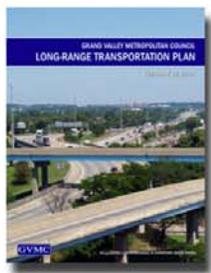
Jump to: [2035 GVMC LRTP Update \(Draft\)](#) | [2035 GVMC LRTP](#) | [Public Involvement](#) | [Consultation & Environmental Mitigation](#)

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### 2035 GVMC Long-Range Transportation Plan Update (Draft)

Download or view the **Draft** 2035 GVMC Long-Range Transportation Plan publicly released for review on January 1, 2011. (Make note of the document file size of the document below, as some may be quite large.) The LRTP document is available as an Adobe PDF file, which requires the free [Adobe Reader application](#) to view.

- [Entire Draft LRTP Update document](#) (including all maps and appendices) (22.3 MB)
- [Body of Draft LRTP Update document](#) (not including appendices) (11.7 MB)
- [Appendices of Draft LRTP Update document](#) (appendices only) (10.7 MB)
- [Draft LRTP Update Executive Summary](#)
- [Draft LRTP Update Project List](#) (0.20 MB)
- [Draft LRTP Update Air Quality Conformity Analysis Results](#) (0.20 MB)
- Other related documents:
  - [GVMC Congestion Management Process \(CMP\) document](#) (13 MB)
  - [GVMC Model Calibration Report](#) (3.70 MB)
  - [GVMC Safety Plan](#) (2.3 MB)



The Draft Long-Range Transportation Plan is available to view at nearly every municipality in Kent and Eastern Ottawa County, as well as all area libraries, MDOT, ITP/The Rapid, and Road Commission Offices. A hardcopy is also available at the GVMC Offices (678 Front Ave NW, Suite 200, Grand Rapids, MI 49504). A hardcopy document can be purchased for a nominal charge to cover duplication and document assembly costs. Contact [Andrea Dewey](#) for more information.

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### 2035 GVMC Long-Range Transportation Plan

Download or view the current 2035 GVMC Long-Range Transportation Plan approved by the Federal Highway Administration (FHWA) June 27, 2007 and amended four times: February 7, 2008, April 2, 2009, March 4, 2010, and June 3, 2010. (Make note of the document file size of the document below, as some may be quite large.) The LRTP document is available as an Adobe PDF file, which requires the free [Adobe Reader application](#) to view.

- [Entire document](#) (including appendices) (14 MB)
- [Body of document](#) (without appendices) (1.3 MB)
- [LRTP Appendices only](#) (17.3 MB)



The Long-Range Transportation Plan is available as a hardcopy document for a nominal charge to cover duplication and document assembly costs. Contact [Andrea Dewey](#) for more information.

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### Public Involvement

The GVMC is committed to ensuring that citizen input will figure prominently throughout the planning processes and contribute to transportation problem identification through public comment periods, public meetings, and review of the draft LRTP document. Federal statute requires the public have reasonable opportunity to comment on transportation plans and programs. In accordance with the [Public Participation Plan](#), GVMC encourages early and ongoing public participation through a series of stakeholder meetings, press releases, direct mailings, and web postings. The following are some of the ways you can become involved and let your voice be heard:

#### Online Survey

GVMC conducted the [GVMC 2035 LRTP Update Online Survey](#) between October 29, 2010 and November 29, 2010. Thank you to those who participated. Survey results will be provided to the GVMC Transportation Committees and included in the LRTP Appendix.

Stakeholder Meetings

The second round of eight Stakeholder Meetings for the development of the 2035 Long Range Transportation Plan Update, which include a short presentation about the planning process, discussion of the Air Quality Conformity Analysis Results, and an opportunity to answer questions, will be held in January at a variety of locations around the region. Individuals with disabilities requiring auxiliary aids for services for the January 17–20 meetings should contact GVMC no later than January 12, 2011. Meeting locations marked with an asterisk (\*) are accessible by fixed-route bus service.

January 17, 2011	January 18, 2011	January 19, 2011	January 20, 2011
<p><b>9 am – 11 am</b> Gaines Township Hall 8555 Kalamazoo Ave SE Caledonia, Michigan 49316</p>	<p><b>9:30am – 11:30 am</b> Kent District Library Wyoming Branch* 3350 Michael Ave SW Wyoming, Michigan 49509</p>	<p><b>1 pm – 3 pm</b> The Rapid Central Station Conference Room* 300 Ellsworth Ave SW Grand Rapids, Michigan 49503</p>	<p><b>1 pm – 3 pm</b> Georgetown Township Hall 1515 Baldwin St Jenison, Michigan 49429</p>
<p><b>6 pm – 8 pm</b> Lowell City Hall 301 E Main St Lowell, Michigan 49331</p>	<p><b>1 pm – 3 pm</b> Grand Valley Metropolitan Council* 678 Front Ave NW, Suite 200 Grand Rapids, Michigan 49504</p>	<p><b>6 pm – 8 pm</b> Algoma Township Hall 10531 Algoma Ave NW Rockford, Michigan 49341</p>	<p><b>6 pm – 8 pm</b> Hudsonville City Hall 3275 Central Blvd Hudsonville, Michigan 49426</p>

Contact GVMC Transportation Staff

The GVMC staff is looking for comments and input throughout the Long Range Transportation Plan updating process and looks forward to discussing regional transportation priorities. Please contact [Andrea Dewey](#), GVMC Transportation Planner, at (616) 776-7601 with your comments and questions by January 30, 2011. You may also send written comments to: Grand Valley Metropolitan Council, 678 Front Ave NW, Suite 200, Grand Rapids, Michigan 49504.

If you are interested in receiving mail or e-mail notifications about transportation issues in Kent and eastern Ottawa counties, contact [Andrea Dewey](#) with your name and mailing address and/or e-mail address.

Consultation & Environmental Mitigation

CONSULTATION

In the spirit of cooperation and collaboration, and acknowledging the critical role that a number of agencies play in achieving the goals of the transportation industry, GVMC is consulting with agencies responsible for environmental protection, historical preservation, natural resources management, transportation/transit services, economic development, human services, and land use planning.

Consulted agencies are asked to review the [links above](#) to access the [Draft LRTP document](#) and [Draft Project List](#) and compare these materials to their own planning documents. The purpose of this consultation process is to meaningfully engage consulted agencies in a “two-way” conversation to not only address the needs of transportation agencies, but to be supportive of resources and regulatory agencies’ and planning organizations’ goals and initiatives.

- [List of Consultation Agencies](#)
- [Example of materials sent to Consultation Agencies](#)

ENVIRONMENTAL MITIGATION

As part of the development of the LRTP, GVMC overlaid the [Draft LRTP transportation projects](#) with various sensitive resources geographically to identify possible impacts. The [LRTP document](#) also contains a list of useful guidelines for mitigating these impacts. Please review the maps and links below for information on Draft LRTP transportation projects with potential environmental or cultural impacts.

- [List of Environmental Mitigation Agencies](#)
- [Example of materials sent to Environmental Mitigation Agencies](#)
- Environmental Mitigation Maps & Project Lists (all maps and project lists are [PDF](#))
  - Cemeteries: [Map](#) • [Project List](#)
  - Flood Zones: [Map](#) • [Project List](#)
  - Historic Sites: [Map](#) • [Project List](#)
  - Parks: [Map](#) • [Project List](#)
  - Water Features: [Map](#) • [Project List](#)
  - Wetlands: [Map](#) • [Project List](#)
  - Woodlands: [Map](#) • [Project List](#)

CONSULTATION & ENVIRONMENTAL MITIGATION MEETING

Consulted organizations and agencies were invited to attend a meeting with GVMC Transportation Planning staff at the GVMC Offices in mid-December.

To submit comments or resources for comparison please contact Andrea Dewey, Transportation Planner at (616) 776-7601, [andrea.dewey@gvmc.org](mailto:andrea.dewey@gvmc.org), or mail to GVMC, Re: LRTP, 678 Front Ave NW, Suite 200, Grand Rapids, Michigan 49504.



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### Welcome

Grand Valley Metropolitan Council (GVMC) is an alliance of governmental units in the Grand Rapids, Michigan metropolitan area that are appointed to plan for the growth and development, improve the quality of the communities life, and coordinate governmental services.

### Latest Developments



- **2035 Long Range Transportation Plan (LRTP) Comment Period and Public Stakeholder Meetings** - GVMC is currently developing the [2035 LRTP update](#) and invites public comment on the draft document and on the Air Quality Conformity Analysis results. Please consider attending any of [Draft Review meetings](#), scheduled between January 17-20, 2011. For information about meeting times and locations or to view the Draft 2035 LRTP document, visit the [LRTP page](#) or visit GVMC offices. Comments will be accepted through Jan. 30, 2011. Please feel free to [email](#) or call [Andrea Dewey, Transportation Planner](#), at 616-776-7601 with comments or questions.
- **State Rail Plan Public Meetings** - The Michigan Department of Transportation will be hosting a public meeting to encourage comment and participation in the development of the [Michigan State Rail Plan](#) on Weds. **September 29, 2010**, anytime between 4:00-7:30pm, at the [Grand Rapids TSC Offices](#) (2660 Leonard Street NE, Grand Rapids). This plan will help build a long-term vision for passenger and freight rail transportation throughout the State of Michigan. Please attend and spread the word!
- **Michigan By Rail Public Forum** - Please consider attending one of 16 public forums taking place across the state to engage citizens in a vision for the future of Michigan's freight and passenger rail system. **Thursday, October 14, 6-8 pm at the Rapid Central Station** (250 Grandville Ave SW, Grand Rapids). [Click here](#) for the invitation flyer.
- **Special GVMC Executive Board Meeting June 23, 3:30 at the GVMC offices.**
- **July GVMC Board Meeting Date has been moved from the 1st to the 12th and will be held at the Prince Center 1800 East Beltline at 10:30**
- **Kent County Transit Needs Assessment Public Meetings** - GVMC will host a series of [five public focus group meetings](#) during the week of June 14, 2010 to discuss the unmet transportation needs and the benefits of public transportation for the local community. This is the Kent County Transit Needs Assessment's first round of public meetings and the purpose is to gain input and insight from the community about unmet transportation needs that could be addressed through public transportation. You are invited and encouraged to attend and bring your friends and clients to tell us about the unmet transportation needs and gaps in service for suburban/rural Kent County. Your input is very important at this early stage in the study process, please attend!
- **GVMC Growing Communities Conference June 10, 2010. Choosing Our Future: Innovations and Adaptations for Sustaining Community. [Click here for Rothwell Presentation.](#) [Click here for Bosnjak Presentaion.](#)**

With the last two years proving to be among our most challenging ever, there is no room left in most governmental, institutional and private sector budgets for new program areas and ambitious new initiatives. And yet, with all indications suggesting that we are indeed heading into an era of widespread change at all levels of community life, the need still remains to be open to new ideas and be ready to engage and adopt the best of them. With this in mind, we intend to accomplish two specific goals this year: 1) to open up minds to new possibilities and 2) to clearly see the best ways and in what directions to move. We'll start the day by taking a closer look at current economic trends in Michigan and follow that up with a facilitated open dialog in our plenary session inviting the wealth of knowledge held by our conference to be shared. Morning breakfasts will then cover topics requested by our survey respondents such as

### Popular Links

- [Agencies & Committees](#)
- [Construction](#)
- [GVMC Location](#)
- [Job Openings](#)
- [Meeting Minutes](#)
- [Meeting Schedule](#)
- [REGIS Mapping Services](#)
- [Traffic Accidents](#)
- [Traffic Counts](#)

GVMC Board Meetings can be seen on GRTV Charter Communications Channel 24 the second Tuesday and Thursday of the month at 7:00 p.m. Plus, starting November 17th on Rogueview Community TV (RCTV) Charter Communications Channel 22 on Mondays at 11:00 a.m. and 7:30 p.m.

Grand Rapids, MI

**Air Quality Forecast**

Jan 14	Good
PM2.5	
Jan 15	Good
PM2.5	

Source: Michigan DEQ  
By: STI

Public input still needed for West Michigan transit, trail plans | MLive.com  
[http://www.mlive.com/news/grand-rapids/index.ssf/2010/12/public\\_input...](http://www.mlive.com/news/grand-rapids/index.ssf/2010/12/public_input...)

Home > Grand Rapids News > Transportation

## Public input still needed for West Michigan transit, trail plans

Published: Thursday, December 30, 2010, 8:00 AM



By Kyla King | The Grand Rapids Press

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GRAND RAPIDS — If you have an opinion on what West Michigan transportation leaders should focus on as they draft plans that could affect local roads, transit and trails in the future, now is the time to speak up.

The second phase of an effort to update a 25-year long-range transportation plan begins in January with a new round of open houses to gather final comments from area residents.

In October, the Grand Valley Metro Council, along with The Rapid mass transit bus system and the Michigan Department of Transportation, kicked off an effort to gather input on a plan that will eventually be submitted to the federal government. In January, the public will get a chance to review a draft and share input.

"We've been getting good response so far," said Abed Itani, Metro Council's transportation director. "This is (close to) the final document. It's not done."

At the meetings, the public also will be able to view a summary of air quality findings and have the opportunity ask questions.

The plan looks at roads, public transit, pedestrian and bicycle facilities, rail and air, and is updated every four years to represent the long-term vision for Kent and eastern Ottawa counties.

Itani said it will eventually be submitted to the federal government and used to determine which transportation-related projects and initiatives are funded.

### IF YOU GO

The public is invited to comment on a draft long-range transportation plan for the Grand Rapids area. Comments will be accepted through Jan. 30, 2011.

To see a copy of the proposed plan visit:  
<http://www.gvmc.org/transportation/longrangeplan.shtml>

Hardcopies of the plan are available for review at most municipal offices, libraries in Kent and Eastern Ottawa Counties, as well as Road Commission Offices, Rapid Central Station, Michigan Department of Transportation Offices and Grand Valley Metro Council Offices.

Public meetings are set for:

January 17  
 -- 9-11 a.m. at Gaines Township Hall, 8555 Kalamazoo Ave. SE

-- 6-8 p.m. at Lowell's City Hall, 301 E. Main St.

January 18  
 -- 9:30-11:30 a.m. in the \*Kent District Library's Wyoming branch, 3350 Michael Ave. SW

-- 1-3 p.m. at \*GVMC offices, 678 Front Ave., Suite 200 in Grand Rapids.

January 19  
 -- 10 a.m. to noon at \*The Rapid Central Station's conference room, 300 Ellsworth Ave. SW.

-- 6-8 p.m. at Algoma Township Hall, 10531 Algoma Ave.

January 20  
 -- 1-3 p.m. at Georgetown Township Hall, 1515 Baldwin St.

-- 6-8 p.m. at Hudsonville's City Hall, 3275 Central Blvd.

\* Locations accessible by fixed-route bus service. Individuals with disabilities requiring auxiliary aids for services should contact GVMC no later than January 12.

E-mail Kyla King: [kking@grpress.com](mailto:kking@grpress.com) and follow her on Twitter at [twitter.com/KYLking](http://twitter.com/KYLking)

1/3/2011 4:31 PM

Rapid Growth  Tuesday, January 25, 2011 | Follow Us:    

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A BIRD'S EYE VIEW OF GRAND RAPIDS FROM EASY ROTOR HELICOPTER - BRIAN KELLY | [SHOW PHOTO](#)

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## ...development news

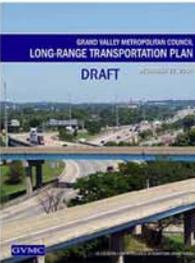
### Grand Valley Metro Council sets 25-year West Michigan transportation plan, seeks public input

THURSDAY, JANUARY 20, 2011

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The [Grand Valley Metropolitan Council](#) (GVMC) has developed a road map for the area's long-term transportation needs, outlining projects to improve transit over the next 25 years.

The GVMC created the [2035 Long Range Transportation Plan](#) to secure federal funding for everything from bike lanes to road resurfacing to bridge repair in Kent and Ottawa counties. The plan involves dozens of objectives, including ways to develop the region's non-motorized transportation network to improve user access to jobs, services and schools.

Most of the projects are those that are most critical to public safety, including street and sidewalk resurfacing initiatives and road widening projects.

Large-scale projects, like reconfiguring the intersection of I-96 and I-196 for a full range of movement, are included in the plan but won't begin until 2025.

The GVMC's Metropolitan Planning Organization is hosting a [series of public open houses](#) to gather public sentiment on the plan, with the last two scheduled for Thursday, Jan. 20. An afternoon session will be held from 1 – 3 p.m. at Georgetown Township Hall in Jenison, and another from 6 – 8 p.m. at Hudsonville City Hall. The group will accept comments from residents for consideration in the plan until Jan. 30, 2011.

"We'll discuss the major features of the transportation system, offer steps and conclusions, and have time for people to give comments," says Andrea Dewey, transportation planner for GVMC, who will be joined by representatives from The Rapid and the Michigan Department of Transportation. "Anyone can come to learn and get a better idea of what is going on."

Dewey encourages public involvement and grassroots support because the transportation initiatives outlined in the plan require \$26 to \$33 million annually, while only about \$15 million in federal funding will be provided. The plan does not factor in expansions such as additional routes for The Rapid, non-motorized projects and other initiatives that are based on competitive state funding and grants.

Source: Andrea Dewey, Grand Valley Metropolitan Council  
Writer: Kelly Quintanilla

GIVE US YOUR EMAIL AND WE WILL GIVE YOU OUR WEEKLY ONLINE MAGAZINE. FAIR?

GIVE US YOUR EMAIL AND WE WILL GIVE YOU OUR WEEKLY ONLINE MAGAZINE. FAIR?

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Andrea Dewey

From: David Bulkowski [jocelyn@dakc.ccsend.com] on behalf of David Bulkowski [dave.b@dakc.us]
Sent: Monday, January 03, 2011 10:56 PM
To: Andrea Dewey
Subject: Getting There Together Weekly--The Year in Review Edition--January 3, 2011



January 3, 2011

Getting There Together Weekly
The Year in Review Edition

In This Week's Edition

- The Rapid Review
The County-wide Review
The State Review
The Action Step

Quick Links

Kenttransit.com

The Kent County Transit Needs Assessment

The Rapid

Drive MI

Complete Streets

About DAKC

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Folks,

Happy New Year!

As our perspective of 2010 begins to shrink in the rear view mirror (and the haze of the holiday vacation clears), it is time to take a quick review in preparation for a whole lot of action in 2011. The subtitle for this edition is, "two steps forward, one step backward."

First, we start by looking at the work of The Rapid. 2010 saw many improvements to service, such as the trip planner. Most importantly, The Rapid Board approved its Transit Master Plan, a long range plan out to 2030. The request for funding the first step of this solid proposal will be before voters in either May or November 2011. Read up now on what they proposed way back in 2010; you'll have many chances to educate your family, friends and neighbors in 2011 on the many reasons to vote "Yes."

Next, let's take a wider perspective and gander at the work being led by the Metro Council. Remember, they are working on the Kent County Transit Needs Assessment--KCTNA. Two technical memos are available at their website. In the coming month or two, the KCTNA consultants will release the third technical memo which is where the proverbial rubber will hit the road, literally. That is to say, they will be recommending service options, service levels, funding scenarios and possible governance structures. I guess I can only recommend some more reading. Here I point you to technical memo 1 & 2. The required action for 2011 will be a conversation with your county commissioner (along with your family, friends and neighbors).

As for the step backward, I ask you to look closely at the mirror and know that this one reads, "Objects are smaller than they appear." The object I direct you towards is Lansing-based legislative action and, boy, a whole lot of very little was accomplished in our fair capitol.

I will simply leave you with my conclusion--doing nothing is far worse than the cynical legislative commentator would suggest. You see, Michigan's transportation budget is broke. Don't believe me? Check out the Michigan Department of Transportation budget for this fiscal year and within it you'll see how Michigan had to borrow \$40 million to capture available federal dollars. The situation will only get worse if we do not act soon to increase our state's transportation revenue.

I promised a short review, so I will quiet my frustrations with Lansing and point you to a more comprehensive transit-year-in-review compiled by our friends at Transit Riders United: "Four Steps Forward, Three Steps Back."

With all this talk of review, I must share one action step for the coming weeks. As I have noted in the fall, the Metro Council is currently developing the 2035 Long Range Transportation Plan update and they are inviting public comment on the draft document and on the Air Quality Conformity Analysis results. Please consider attending any of Draft Review meetings, scheduled between January 17-20, 2011. For information about meeting times and locations or to view the Draft 2035 Long Range Transportation Plan document, visit the Long Range Transportation Plan page or visit the Metro Council offices. Comments will be accepted through Jan. 30, 2011.

Cheers to 2010! And get ready for a fun-filled, action-packed 2011!

All for today.

Dave

David Bulkowski, J.D.
Executive Director
Disability Advocates of Kent County
Empowering Independence
3600 Carmelot SE
Grand Rapids, MI 49546
(616) 949-1100, ext. 228; dave.b@dakc.us



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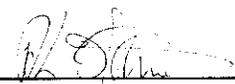
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Email Marketing by





**January Marketing Campaign:** January 15<sup>th</sup>-16<sup>th</sup>  
30x :15 second commercials to run Saturday-Sunday 6a-12m  
Total Investment: **\$600**

Accepted By:   
Andrea Faber



Lisa O'Callaghan  
Citadel Grand Rapids  
60 Monroe Center, NW  
Grand Rapids, MI 49503  
616-855-8351  
Lisa.ocfallaghan@citcomm.comcom



9. Final Draft Review Radio Public Service Announcement Information

10. Final Draft Review Meetings Sign-In Sheets



**Grand Valley Metropolitan Council**

Transportation Division  
 Long Range Transportation Plan Final Draft Review Meeting  
 Monday, January 17, 2011  
 Gaines Township  
 Sign-In Sheet  
*Please Print Clearly*

Please <input checked="" type="checkbox"/> to be added the GVMC mailing list	Name	Address	E-mail Address	How did you hear about the meeting? (Ex: radio, newspaper website)
	Cathy Hudson			
	Phil Kooker			
	Dennis Thura Corp			
	Timothy J. Janda			
	Steve Belmont			



**Grand Valley Metropolitan Council**

Transportation Division  
 Long Range Transportation Plan Final Draft Review Meeting  
 Monday, January 17, 2011  
 City of Lowell  
 Sign-In Sheet  
*Please Print Clearly*

Please <input checked="" type="checkbox"/> to be added the GVMC mailing list	Name	Address	E-mail Address	How did you hear about the meeting? (Ex: radio, newspaper website)
	Emily Kershner			
	Scott Kershner			
	Morgan Toule			
	Mike Toule			
	Jim Hodges			
	Rob Chalk			
	ZOB BEAMAN			
	LENNIS KENT			
	TYLER KENT			



**Grand Valley Metropolitan Council**

Transportation Division  
 Long Range Transportation Plan Final Draft Review Meeting  
 Tuesday, January 18, 2011  
 City of Wyoming, Public Library  
 Sign-In Sheet  
*Please Print Clearly*

Please <input checked="" type="checkbox"/> to be added the GVMC mailing list	Name	Address	E-mail Address	How did you hear about the meeting? (Ex: radio, newspaper website)
	Steve Redmond			
	Conrad Verema			



**Grand Valley Metropolitan Council**

Transportation Division  
 Long Range Transportation Plan Final Draft Review Meeting  
 Tuesday, January 18, 2011  
 GVMC Offices  
 Sign-In Sheet  
*Please Print Clearly*

Please <input checked="" type="checkbox"/> to be added the GVMC mailing list	Name	Address	E-mail Address	How did you hear about the meeting? (Ex: radio, newspaper website)
	Paul Eggle			
<input checked="" type="checkbox"/>	Barb Eggle - Britney			
	BILL COVENS			
	Jeff Swetz			
	Tarini Jainyoban			
	Jim Bachmaier			



**Grand Valley Metropolitan Council**

Transportation Division  
 Long Range Transportation Plan Final Draft Review Meeting  
 Wednesday, January 19, 2011  
 ITP/The Rapid Conference Room  
 Sign-In Sheet

*Please Print Clearly*

Please <input checked="" type="checkbox"/> to be added the GVMC mailing list	Name	Address	E-mail Address	How did you hear about the meeting? (Ex: radio, newspaper website)
	Tyler Nickerson			
	Steve Robinson			
	Conrad Herrera			
	Marvin J. Lukwien			



**Grand Valley Metropolitan Council**

Transportation Division  
 Long Range Transportation Plan Final Draft Review Meeting  
 Wednesday, January 19, 2011  
 Algoma Township  
 Sign-In Sheet

*Please Print Clearly*

Please <input checked="" type="checkbox"/> to be added the GVMC mailing list	Name	Address	E-mail Address	How did you hear about the meeting? (Ex: radio, newspaper)
	MIAN JORDAN			
	John Galtman			
	Mike Taylor			
	Morgan Taylor			



**Grand Valley Metropolitan Council**

Transportation Division  
 Long Range Transportation Plan Final Draft Review Meeting  
 Thursday, January 20, 2011  
 Georgetown Township  
 Sign-In Sheet  
*Please Print Clearly*

Please <input checked="" type="checkbox"/> to be added the GVMC mailing list	Name	Address	E-mail Address	How did you hear about the meeting? (Ex: radio, newspaper, website)
	Sarah Green			
	Steve Redmond			
	PAUL GEERLINGS			
	Bill DeVries			



**Grand Valley Metropolitan Council**

Transportation Division  
 Long Range Transportation Plan Final Draft Review Meeting  
 Thursday, January 20, 2011  
 City of Hudsonville  
 Sign-In Sheet  
*Please Print Clearly*

Please <input checked="" type="checkbox"/> to be added the GVMC mailing list	Name	Address	E-mail Address	How did you hear about the meeting? (Ex: radio, newspaper, website)
	Christopher Bisset			
	Steve Redmond			
<input checked="" type="checkbox"/>	Bob LeBlond			
	Don Strimling			

## 11. Kick-off and Final Draft Review Meeting Staff Notes

### Kick-off

- Implement Complete Streets concepts – more bike lanes and paths
- We need a faster train to Chicago
- More money for trails
- Motorcycles should be given more attention as transportation option – reduces congestions, parking space, damage to roads, and emissions
- Sound walls should be added to “complete” the M-6 corridor
- Bus Rapid Transit is not appropriate for our area, tax dollars being spent unnecessarily
- There should be a suburban rail stop in Hudsonville for the Pere Marquette
- 3 Mile and I-96 is neglected, consider adding an interchange here
- There should be more suburban rail stops along the Pere Marquette, particularly between Holland and Grand Rapids
- We need alternatives to driving
- Widening roads is more costly to maintain, transit is more economical and would draw more people to our region
- There should be a second train daily from Chicago and a Grand Rapids to Detroit rail connection
- Bike Rental programs could be introduced to encourage bicycling in Grand Rapids in coordination with Grand Rapids Parking Services
- We need increased accessibility at transit stops, for example more sidewalks along 28<sup>th</sup> Street
- There should be fewer transit stops, but these should be equipped properly with benches, covered seating, landing pads for wheelchairs
- Narrower lanes should be considered to accommodate bicycle lanes and make bicycle travel safer
- Amtrak service is unreliable
- We need to stop expending highway trust fund resources on transit, this money is for highways
- US 131 should be completed to the Mackinac Bridge
- 31 South to I-94 should be paved
- Rush hour traffic on US 131 in downtown Grand Rapids is unacceptable
- 13 Mile Road – stop sign should be added at Pine Island and Division
- Myers Lake Avenue needs at M-57 needs a traffic light
- Bulb outs are constricting to bicycle commuters and side-paths introduce safety concerns because each driveway becomes an intersection
- There needs to be more park-n-ride connections to transit
- BRT along Division Avenue is inappropriate
  - Businesses along Division are not doing well
  - Who will develop along Division when the BRT is built?
  - People will just take US 131
- Why aren't there shops and economic activity at the Rapid Central Station?
  - Can't even buy a newspaper there
  - Great location for a library
  - Should lease space to encourage more economic activity, safety
  - Information booth at the Rapid only open from 9-5 – not conducive to a “world class” transit system
- Shopping buses should be considered so that people don't have to spend \$7-14 on a taxi to go grocery shopping

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

- The Rapid should better prioritize internally so that money can be better spent on increasing the number and frequency of stops
- Can't get off the bus in Ottawa County
- Can't take the bus to Millennium Park
- Low income community is not well represented for transit decisions – potential Environmental Justice issue
- Operation issues with the bus – 1 minute separating Division and 28<sup>th</sup> Street buses, does not allow for transfers and sometimes the bus drivers won't wait
- The Rapid's department heads are not accessible, an individual is only allowed to report one complaint every 30 days, and comments at board meetings are restricted to 1-3 minutes

### Final Draft Review

- Would like a public bridge in Gaines Township to connect Earl Brewer Park to 79<sup>th</sup> Street
- Would like to see a non-motorized trail: Hanna Lake south from 60<sup>th</sup> Street to 68<sup>th</sup>, east on 68<sup>th</sup> to Hammond, then south through town to 76<sup>th</sup> and east on 76<sup>th</sup> just past East Paris to Thornapple River
- Questioned the necessity of doing an Environmental Justice Analysis
- Discussed tolling roads as a funding option in Michigan as well as declining gas tax revenue
- Asked how they could support getting transit service to the Georgetown/Jenison area so they could connect to the Rapid system in Grandville
- Questioned whether there was local support for high speed rail
- Expressed an interest in increasing the number of bicycle lanes and the use of bikes as a form of transportation.
- Expressed a desire for improved transit access to the Grand Rapids Community College, particularly because of the parking concerns and for accessing satellite campuses in places like Holland.
- Expressed concern for the lack of transportation alternatives for seniors and the disabled
- Discussed the cost of a parking spaces, possible reductions in the availability of downtown parking, and increased costs of downtown Grand Rapids parking as motivation for accessing transit.

12. Public Comments and Staff Responses – through December 22, 2010

Comment 1:

From: Andy Retberg  
Sent: Monday, October 11, 2010 1:22 PM  
To: Andrea Dewey  
Subject: GVMC Website: Non-Motorized Inquiry

Good afternoon Andrea,

I heard something on the radio this morning regarding an open meeting to provide feedback on the planning of non-motorized pathways in the greater Grand Rapids area. I didn't catch the full name of the organization hosting it, but at one time thought it was the GVMC. Is this correct and if so, could you let me know when and where those meetings are taking place?

Thanks so much and have a great day!

Andy Retberg, M.Ed.  
Exercise Physiologist

Response 1:

From: Andrea Dewey  
Sent: Monday, October 11, 2010 1:32 PM  
To: 'Andy Retberg'  
Subject: RE: GVMC Website: Non-Motorized Inquiry

Hi Andy,

Below is info. about the Grand Valley Metropolitan Council's Long Range Transportation Plan meetings this week. You can also find a little story on it from the [Grand Rapids Press](#). If you can't attend a meeting, you can always email your comments or take our [survey](#).

Thanks,  
Andrea

**GVMC Would Like Your Input!**

The Grand Valley Metropolitan Council (GVMC) is beginning development of the 2035 **Long Range Transportation Plan (LRTP)** and needs your input about future transportation needs in our region. Please consider attending any of eight kick-off meetings, scheduled between October 11-14, 2010. For more information or to view the current LRTP, go to [www.gvmc.org](http://www.gvmc.org).

Click [here](#) to see a map of all the meeting locations.

<b>October 11, 2010</b> 9 a.m. to 11 a.m. Gaines Township Hall 8555 Kalamazoo Ave. Caledonia, MI 49316	<b>October 11, 2010</b> 6 p.m. to 8 p.m. City of Wyoming Public Library 3350 Michael Ave. SW Wyoming, MI 49509
--	--

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

<b>October 12, 2010</b> 1 p.m. to 3 p.m. GVMC Offices 678 Front Ave. NW, Suite 200 Grand Rapids, MI 49504	<b>October 12, 2010</b> 6 p.m. to 8 p.m. City of Lowell, City Hall 301 East Main Street Lowell, MI 49331
<b>October 13, 2010</b> 10 a.m. to 12 p.m. The Rapid Central Station Conference Room 300 Ellsworth Ave. SW Grand Rapids, MI 49503	<b>October 13, 2010</b> 6 p.m. to 8 p.m. Algoma Township Hall 10531 Algoma Ave. Rockford, MI 49341
<b>October 14, 2010</b> 1 p.m. to 3 p.m. Georgetown Township Hall 1515 Baldwin Street Jenison, MI 49429	<b>October 14, 2010</b> 6 p.m. to 8 p.m. City of Hudsonville, City Hall 3275 Central Blvd. Hudsonville, MI 49426

If you are unable to attend, written comments will be accepted throughout the development of the LRTP until January 30, 2011. Send written comments to the Grand Valley Metropolitan Council, 678 Front Ave NW, Suite 200, Grand Rapids, Michigan 49504 or e-mail Andrea Dewey at [andrea.dewey@gvmc.org](mailto:andrea.dewey@gvmc.org) or call (616) 776-7601.

Individuals with disabilities requiring auxiliary aids for services should contact GVMC no later than October 7, 2010.

**Can't make it to a meeting?**  
Take our online survey by clicking [HERE](#) or visiting  
[www.gvmc.org](http://www.gvmc.org)

Thank you,  
Andrea Dewey

--

Andrea S. Dewey  
Transportation Planner  
Grand Valley Metropolitan Council (GVMC)  
678 Front Avenue NW, Suite 200  
Grand Rapids, Michigan 49504  
(616) 776-7601  
(616) 776-9292 – fax  
[www.gvmc.org](http://www.gvmc.org)

### Comment 2:

**From:** Couthie Appraisal Service  
**Sent:** Tuesday, October 12, 2010 9:15 AM  
**To:** Andrea Dewey  
**Subject:** long use plan bus routes

Hello Andrea,

This is something I've been thinking about a long time but don't know how to promote it. For public transportation, the most logical thing to do would be to rework Kalamazoo and Fuller into a main artery and have that be the main line for buses or whatever. Give it limited access, maybe every 2 miles and some speed. Then use a trolley or some other system that runs loops off of this that can run cheaply and frequently to the is main line. IT would need a cross route like 28th st or 44th.

The goal of this type of system and route would be to make travel time competitive with driving. This route is very close to a high number of residential neighborhoods of all types. Riders would have to change stations more, but it could greatly reduce the amount of time it takes to get across town from a number of different points. My understanding is that the largest employment center in Grand Rapids is around the airport, how attractive is it really for people to use public transportation to get to work? I have known various people who have used the buses, and the biggest complaint is the time it takes. The shorter the travel time, the less important comfort becomes.

P.S.

I know planners are working to slow down traffic, but if you want to promote urban sprawl, make sure it takes as long to get to Ottawa Hills as it does to Cedar Springs from downtown. I know it takes less time to get to Middleville from the airport area than Ottawa Hills.

Thank you for your time

Fred Coutchie

#### Response 2:

From: Andrea Dewey

Sent: Monday, October 18, 2010 4:06 PM

To: 'Coutchie Appraisal Service'

Subject: RE: long use plan bus routes

Dear Mr. Coutchie,

Thank you for taking the time to email me with your comments for the Grand Valley Metropolitan Council's Long Range Transportation Plan. With regard to your transit suggestions, I am going to forward your comments along to *The Rapid* for their consideration. Earlier this year, *The Rapid* concluded the development of the Transit Master Plan, which lays out their goals through 2030. The GVMC Long Range Transportation Plan document, which addresses all modes of transportation, including public transit, will incorporate many of the elements of *The Rapid's* Transit Master Plan.

As you are probably aware, *The Rapid* is moving forward with plans to make the Division Ave (Route 1) the "main line" for their Bus Rapid Transit system, which would operate very much like a light rail system. Route 2 (Kalamazoo) is proposed to be extended to the Gaines Marketplace Shopping Center at Kalamazoo Ave and Marketplace Drive. The overall plan includes increased transit service frequencies and expanded hours of service to make it more competitive with single-occupant vehicle travel and reduce travel times to make transit a more attractive option for commuting.

They are looking at limited-stop bus service between Gerald R. Ford International Airport and downtown Grand Rapids, similar to the recently discontinued Air Porter service, with potential interim stops at Woodland Mall and the MDOT Grand Rapids-Kentwood Park and Ride lot at the I-196/East Beltline Ave. interchange. Also, the Transit Master Plan includes the addition of regional express bus service to serve commuter travel between residential areas outside *The Rapid's* current service area and the Medical Mile and downtown Grand Rapids.

For more information about the Transit Master Plan and the Preferred 2030 Scenario that *The Rapid* has laid out, visit: <http://rapidtmp.org/>

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

To keep updated on the development of the GVMC Long Range Transportation Plan, visit:  
[www.gvmc.org](http://www.gvmc.org)

If you have any other comments or suggestions, please feel free to email or call.

Thanks again for your email,

Andrea

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Transportation Planner  
Grand Valley Metropolitan Council (GVMC)  
678 Front Avenue NW, Suite 200  
Grand Rapids, Michigan 49504  
(616) 776-7601  
(616) 776-9292 – fax  
[www.gvmc.org](http://www.gvmc.org)

### Comment 3:

**From:** Bouwens  
**Sent:** Tuesday, October 12, 2010 9:31 PM  
**To:** Andrea Dewey  
**Subject:** A family physician's prescription for transportation

## Rx for Transportation – a doctor speaks out

I am writing as a family physician, urban dweller, and resident of West Michigan.

I am keenly aware that we are facing twin crises in the next couple of decades: an unsustainable transportation system and the obesity – chronic disease epidemic.

Our transportation system faces severe financial challenges in the next 25 years. Tax receipts will almost certainly fall as loss of income and loss of manufacturing continues to affect state and local budgets. Populations will grow or shift. And suburban sprawl will continue to place new demands on road construction, while older roads age and require increasing maintenance, without any way to pay for them.

Likewise, as a physician, I am aware that we face severe challenges with health. Our health care costs rise at 16% a year, numbers of uninsured rise, and costs are passed on to employees with increased copays, restrictive insurance policies, and high deductibles. A wave of obesity threatens our populace with chronic disease: diabetes, hypertension, heart disease, and stroke. Our longevity gains of the past decades are threatened with declining life expectancies, decreased well-being and financial collapse secondary to medical expenses.

Both of the above scenarios could appear grim, or even hopeless.

But the two problems are related, and their two solutions are also related.

**Rx:** As a family physician, my prescription for Grand Valley Metropolitan Council is to greatly increase the emphasis on pedestrian and bicycle elements of our road and paths, both in multi-use non motorized paths and in on-road transportation routes by bike. In the US 80% of all trips in cars are 2 miles or less. If we could divert a proportion of these trips to bike or walking, we could reduce the car traffic, decrease the need for road construction, improve fitness, and decrease the costs illness, pollution road construction.

The CDC has recognized these goals on a national level. Children in our country are increasingly obese with little or no physical activity. The average young person spends 2.5 hours per day watching television. In it's Healthy people 2010 objectives, the CDC set goals of increasing children's trips to school by foot from 31% to 50% and by bicycle from 2.4 to 5.0%. Therefore, the CDC is currently engaged in a "kids Walk to School Program"

Grand Rapids, it could be argued already has a nice system of trails: Kent Trails, the White Pine Trail, Muskatawa Trail, and Millenium Park. We can all be proud of having received a Bronze award from the League of American Bicyclists this past year for having made these steps forward in promoting cycling. There is one problem: **The trails do not go where people want to go!** While laudably fostering cycling as **recreation** they do not recognize the need to foster more cycling as **transportation**.

The Grand Rapids metropolitan area is sorely behind other cities in the area of bicycle transportation. Most roads in our metropolitan area are only marginally safe for cyclists. Why is this? We have build systems of large fast arterial roads in our suburbs and side streets that end in cul-de-sacs. We force all the traffic onto a few fast, crowded streets with no bike facilities.

I have been fortunate to come from a family of bike commuters. My father commuted to his work downtown Kalamazoo from the 1940's to the 1970's. I took up the practice in the 1970's and have been commuting to my medical practice in Kentwood since 1995. I currently ride 9 miles each way from the East Hills neighborhood in Grand Rapids to my medical practice on Breton Rd.

Kentwood, like so many other inner ring suburbs is a nightmare for cyclists. Four-lane roads moving at 45-50 mph. Traffic that beeps their horns and yell "get on the sidewalk".

But getting on the sidewalk is even worse. Frantic drivers don't stop at the sidewalk when then rush out into the moving traffic, their eyes glued to the oncoming traffic on the left. A pedestrian or cyclist approaching from their right is invisible to them.

You may hear engineers say, we don't have funds for bike lanes; we just can't afford it. There are not enough people here who would use them. We will be liable for lawsuits if we build them. If you think these are true, then maybe you should travel outside of Michigan and see what is going on in Indianapolis, Chicago, and Minneapolis where bike lanes and routes dot the landscape. These, by the way are also the "cool cities" we are trying to emulate. The reason being: having a walkable, bikeable urban landscape with greenspace is necessary to have a "Cool City" that will attract young educated families.

Having a bikeable, walkable city is not a luxurious add-on, it is necessary to maintain our competitiveness as an urban destination and place to work, and it is necessary to improve our public health and reduce our burden of chronic disease.

Start planning for trips by bike and foot, and start planning for less big, new roads.

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

Sincerely,

Eric Bouwens, M.D.

### Response 3:

**From:** Andrea Dewey  
**Sent:** Sunday, October 24, 2010 10:13 AM  
**To:** 'Bouwens'  
**Subject:** RE: A family physician's prescription for transportation

Dr. Bouwens,

I would like to thank you for taking the time to craft such an insightful letter with regard to our Long Range Transportation Plan (LRTP). Indeed, many of the topics you mentioned are addressed in a draft Non-Motorized Plan I helped draft for GVMC last year. Components of this document will be incorporated into the LRTP itself. In the Non-Motorized Plan, we have included bicycle and pedestrian projects which serve a "transportation" functions, with on-road bicycle lanes an excellent example. You can review this document online at <http://www.gvmc.org/transportation/nonmotorized.shtml> .

We consider all modes of transportation in our planning efforts and the public's desire for additional and integrated non-motorized options are becoming increasingly clear to our members. As an example, our Non-Motorized Committee is looking at new federal funding sources for non-motorized projects. Our Technical and Policy Committees are examining Complete Streets legislation, looking to tie some of that into the process we use to select projects. Overall, reducing the number of vehicle miles travelled is a constant effort in our goal of maintaining a more sustainable transportation system. Nowadays, widening roads is the last option considered and done only when those roads are deemed "deficient" in our travel demand model.

Your points about our local trail system are correct in that while they are wonderful additions to our community, they do tend to be more recreational in nature. While we can be proud of our area's 200+ mile system of "shared-use paths" and Michigan's No.1 ranking in rail-trail mileage (2,478 miles -- more than Minnesota's 2,309 and Wisconsin's 1,788 miles), more emphasis can be placed on improving the "transportation"-oriented non-motorized system. Unfortunately, it's difficult to plan non-motorized facilities due to the variety of needs, purposes and abilities of potential users. Families with kids, for example, have historically preferred rail-trails and shared-use paths separated from traffic, while more experienced riders tend to want be highly visible to drivers and ride with traffic to avoid driveways.

As for riding on sidewalks, your points are right on the money. It is inappropriate and very unsafe for bicyclists to ride on the sidewalk, especially against the flow of traffic. Indeed, the City of Grand Rapids has made it illegal for adults (those over the age of 16) to ride on the sidewalk at all!

Your points connecting how our cities and streets are planned to the obesity epidemic are also now coming to the USDOT's attention. Work at the federal level is helping to better connect the dots. Rest assured, your powerful and well-reasoned letter will be both incorporated into our LRTP document and distributed to those on our MPO Technical and Policy committees for their consideration. Thank you, again, for taking the time to contact us with your comments and be sure to check out our website at <http://www.gvmc.org> as we continue developing the Plan. If you have any other comments or suggestions, please feel free to email or call.

Thank You,  
Andrea

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Andrea S. Dewey  
Transportation Planner  
Grand Valley Metropolitan Council (GVMC)  
678 Front Avenue NW, Suite 200  
Grand Rapids, Michigan 49504  
(616) 776-7601  
(616) 776-9292 – fax  
[www.gvmc.org](http://www.gvmc.org)

**Comment 4:**

From: Anthony Urbanski  
Sent: Sunday, October 10, 2010 12:08 PM  
To: Gayle Mccrath  
Subject: GVMC Website General Question

I recommend a mono rail service provided in GR to connect the hotels downtown with the museums, civic theatre, restaurants, zoo & meijer gardens. This would make meijer garden & the zoo more easily accessible to families in the city who don't own cars as well as making these places accessible to tourists who are not familiar with the city or our bus system.

**Response 4:**

**From:** Andrea Dewey  
**Sent:** Wednesday, November 03, 2010 9:28 AM  
**To:** Anthony Urbanski  
**Subject:** RE: GVMC Website General Question

Dear Mr. Urbanski,

Thank you for taking the time to email your comments for the Grand Valley Metropolitan Council's (GVMC) Long Range Transportation Plan (LRTP). With regard to your transit suggestions, I will forward your comments to *The Rapid* for their consideration. Earlier this year *The Rapid* concluded the development of the Transit Master Plan which lays out their goals through 2030. The GVMC Long Range Transportation Plan document, which addresses all modes of transportation, including public transit, will incorporate many of the elements of *The Rapid's* Transit Master Plan.

To my knowledge, *The Rapid* is not pursuing mono rail service as you describe it, but they are investigating a potential modern streetcar system in downtown Grand Rapids that could certainly make the hotels, restaurants, museums, etc. more easily accessible. Their Transit Master Plan describes that the service for the streetcar would be one line between Rapid Central Station, downtown Grand Rapids and North Monroe and a second line that would connect DASH parking lots and the Grand Valley State University Pew Campus on the west bank of the Grand River with downtown Grand Rapids and then extend up Medical Mile. The two streetcar routes would effectively replace circulator service currently provided by DASH and the GVSU CHS Express, and would provide a core downtown network that future extensions could tie into. Both modern streetcar routes are proposed

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

to operated with 7.5-minute service during the weekday peak period and 15-minute service during weekday off peak, weekday evening, weekend and holiday periods.

For more information about the Transit Master Plan for *The Rapid*, visit: <http://rapidtmp.org/>

If you would like to stay updated on the development of the GVMC Long Range Transportation Plan, visit: <http://www.gvmc.org> The Draft LRTP document will be available for public comment in January, 2011 and GVMC will be hosting another round of public meetings in January also if you would like to speak with staff in person.

Once again, we appreciate you taking the time to email your comments. Please feel free to contact me if you have any other questions or comments.

Thank you,

Andrea

--

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### Comment 5:

**From:** Tom & Linda Kramer  
**Sent:** Saturday, October 16, 2010 9:07 PM  
**To:** Andrea Dewey  
**Subject:** Transportation Planning Meeting / "5 Mile Stretch" Proposal

It is with much regret that I was unable to attend any of the meetings of Oct. 11-14 regarding transportation needs.

Therefore, I am contacting you to express opinions and recommendations regarding the needs on Metro expressways, in particular I-96.

As a frequent user of most all Metro expressways, sections of I-96 are in the biggest need for improvement. I travel from west of Marne to Lansing several days per week and would like to submit the following:

A. Although the prioritized areas range west of the Walker exit to east of the M-6 interchange, the approximate **5 MILE STRETCH OF WESTBOUND I-96/I-196** from just east of Cascade exit to just west of the I-96/I-196 split, should be given highest priority.

B. This area is in need of redesign and the addition of a third lane.

C. The East Beltline interchange is within this area and should receive the focus of attention to eliminate the problems associated with the "weave".

D. The **root cause** of the problems during peak hours for the entire area is the southbound Beltline entrance to westbound I-96. The entrance ramp should be extended westward and separated until the curve northward, thus eliminating vehicles from crossing to I-196.

E. A new entrance ramp should be constructed. Either elevate over I-96 and return to surface west of the split;, or, convert the existing entrance to a hybrid by splitting into two lanes.

The right lane would return to surface and be extended in length westward, remaining separated until the curve in I-96 bends northward, therefore eliminating traffic from crossing to I-196. This also allows for more time to correctly accelerate to expressway speed. The left lane would **remain elevated and cross OVER westbound I-96** and return to surface with an entrance ramp in the median. A left side entrance can be mitigated by the extension of the ramp length (possibly starting an additional lane until Fuller exit).

\* By addressing the root cause and changing the southbound Beltline entrance to the HYBRID split entrance is a failsafe improvement to eliminate the weave and the multitude of accidents caused upstream.

Thank you for the opportunity to express these views. We all want to improve safety in this area. Improving traffic flow will be the by-product of a great design.

Tom Kramer

#### Response 5:

**From:** Andrea Dewey  
**Sent:** Monday, November 15, 2010 9:41 AM  
**To:** Tom Kramer  
**Cc:** Dennis Kent  
**Subject:** Re: Transportation Planning Meeting / "5 Mile Stretch" Proposal

Dear Mr. Kramer:

Thank you for taking the time to email your comments for the Grand Valley Metropolitan Council's (GVMC) Long Range Transportation Plan (LRTP). The following information was provided by the Michigan Department of Transportation (MDOT) regarding your question:

In 2006, MDOT completed an Environmental Assessment (EA) for the highway segments of: I-196 between US-131 and the I-96/I-196 Junction; I-96 between Leonard Street and Cascade Road; and M-37/M-44 (the East Beltline) between M-21 and Knapp Street. The EA identified long term improvements for the corridors. Those improvements are described and illustrated on the following link to the MDOT website.

[http://www.michigan.gov/mdot/0,1607,7-151-9621\\_11058-219706--,00.html](http://www.michigan.gov/mdot/0,1607,7-151-9621_11058-219706--,00.html)

The EA is a federal document required before any major improvements can be constructed. It includes a Preferred Alternative for the segments being studied, such as: adding a third lane on I-196, I-96 and the East Beltline, improving interchanges, and separating through and local traffic movements in the vicinity of the I-96/I-196/ East Beltline junction area. These proposed improvements are very similar to some of your suggestions.

The EA identifies the social, environmental and economic impacts from improvements recommended in the Preferred Alternative, and any mitigation measures needed. The improvements analyzed in the EA are also required by federal regulations to be financially constrained over a 20-25

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

year time-frame. This financial requirement limits the extent of improvements that can be cleared through the EA process. Once the EA is approved by the Federal Highway Administration, the Preferred alternative is included in the Metropolitan Planning Organization (Grand Valley Metropolitan Council) Long Range Transportation Plan (LRTP). The improvements from the I-196/I-96/East Beltline EA are included in the current LRTP, and will be included in the 2035 LRTP Update currently being developed by GVMC.

Federal approval of the EA and the GVMC Long Range Transportation Plan allows MDOT to move forward with the major improvements identified in both documents. These approvals allowed MDOT to construct the improvements to I-196 between the Grand River and Fuller Avenue, and to take advantage of the federal funds made available through American Recovery and Reinvestment Act. However, due to statewide financial issues at this time, progress on additional major improvements along I-196, I-96 and the East Beltline are not included in the current MDOT Five Year Program.

I hope this helps answer some of your questions. Please feel free to contact either myself at [andrea.dewey@gvmc.org](mailto:andrea.dewey@gvmc.org) or 616-776-7601 or Dennis Kent, MDOT Grand Region Planner, at [kentd@michigan.gov](mailto:kentd@michigan.gov) if you have other concerns. If you would like to stay updated on the development of the GVMC Long Range Transportation Plan, visit: <http://www.gvmc.org> The Draft LRTP document, including the project list, will be available for public comment in January, 2011 and GVMC will be hosting another round of public meetings then as well if you would like to speak with staff in person. Thanks again; we appreciate your comments.

Sincerely,  
Andrea

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### Follow Up Email

From: Tom & Linda Kramer  
Sent: Tuesday, November 16, 2010 8:14 AM  
To: Andrea Dewey  
Subject: E.A. I-96, Leonard to Beltline and I-196 split

Andrea and Dennis,

Thank you for your very thorough response.

WOW!!! Kudos to the design team for capturing the essence of the

area. The design of separation and isolation of the westbound-through / Muskegon-bound traffic with the use of "Express Lane Techniques" is a stroke of genius and a perfect application. Separation and use of barriers is the key to splitting the traffic and provides for fail-safe safety. Thank you for recognizing and acknowledging the similarities in the two plans; which, I would not have submitted if I had known of the "Preferred Alternative".

If the recently completed I-196 project was known as "THE FIX" maybe this project could be referred to as "THE NEW SPLIT". Starting construction tomorrow WOULD NOT BE SOON ENOUGH!

Thanks again,

Tom

**Comment 6:**

**From:** Bouwens  
**Sent:** Thursday, October 28, 2010 9:04 PM  
**To:** Andrea Dewey  
**Subject:** Re: A family physician's prescription for transportation

Thank you , Andrea, for you kind note and bringing me up to date with developments.

I was glad to see how many forward thinking people there are involved in the effort.

It seems that one of the greatest barriers to carrying out these projects is the cost. Easily we run up projected costs in the 100 million dollar range.

However, as I drive and ride through town, I see completed projects that were expensive but did not include cyclists in the planning project, where money was seemingly thrown away. Two potentially good cycling roads that were recently completely redeveloped are

32nd street between Breton and Kalamazoo

and

Kalamazoo between 28th and Burton.

Both feature wide 2 lane roads with more space than is required for cars.

So what did the engineers come up with?

32nd street features a 3 lane road. Two lanes for cars and a central lane for left turns. The middle lane is so seldom used! And no bike lane. It would have been so easy to have but 2 bike lanes , along side 2 car lanes. It would have cost no more money.

Kalamazoo is another beauty. It feature numerous lanes for various turns at the light. There's a left turn lane, a lane for driving straight, and even a right turn lane. Then , to slow down traffic, they build central islands with gardens ( weeds 1 year later) and narrowed the lanes a bit. No bike lane. The engineering was expensive.

I would suggest that a bike friendly plan could have cost the same or LESS than the plan chosen,

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

merely by making different choices of where to draw the lines. We would not need expensive bumpouts and central islands, very expensive features indeed.

My reason for bringing this up is this: if we put our hopes for a bike and pedestrian friendly streets solely into "projects" then we put ourselves in competition for the dollars against other powerful interests. We will never get enough money to do all these projects. But if we make every project conform to certain standards, the engineers will begin to factor that into their plans, and it will cease to be an "us versus them" game, where cyclists will probably lose.

Thanks again for your attention and work on this issue.

Sincerely,

Eric Bouwens.

### Response 6:

**From:** Andrea Dewey  
**Sent:** Wednesday, December 22, 2010 1:40 AM  
**To:** 'Bouwens'  
**Cc:** Andrea Dewey  
**Subject:** RE: A family physician's prescription for transportation

Dear Dr. Bouwens,

I apologize for the delay in my response, but I did want to address some of the points from your email. In terms of transportation funding, the gulf between the resources necessary to maintain and improve the transportation infrastructure of the region and the funding available, continues to widen each year. Indeed this is the biggest issue facing decision-makers in the very new future – how to sustain the transportation infrastructure with dwindling resources.

In the course of developing the LRTP, one of the main conclusions is that need surpasses resources for every mode. Non-motorized transportation needs are between \$75 and \$95 million dollars alone over the next 25 years, at least \$41 million more than the projected Transportation Enhancement non-motorized funds anticipated to be awarded in our area. To simply sustain the pavement in “good” condition on the federal-aid road network we are short nearly \$26 million every year.

Incorporating non-motorized projects into road resurfacing and reconstruction projects (allowing more federal transportation funding categories to be spent on non-motorized projects) continues to be a focus of the GVMC Non-motorized Committee. A great deal of effort has gone into developing an inventory of both existing and planned non-motorized investments so that improvements can be linked to reconstruction projects. The details regarding which federal funding categories would be available for non-motorized project expenses are being actively discussed by the transportation committees. This precise issue is a Committee priority, particularly in light of the newly passed Complete Streets legislation.

MDOT is compelled by law to consider Complete Streets issues with regard to any MDOT projects. In addition, the City of Grand Rapids is currently developing a Complete Streets policy similar to other cities across the state. Complete Streets ordinances would legally support non-motorized or bicycle plans to create a comprehensive transportation system. However, no other municipality or Road Commission in the region has a Complete Streets ordinance or resolution at this time.

With regard to the center turn lane project on 32nd Street – generally center turn lanes are added to decrease rear end collisions and decrease emissions. Widening projects over 1 mile in length, even

the addition of center turn lanes, are not lightly considered by the MPO, and require air quality conformity determination among other requirements. Turning lanes at intersections are added for the same reasons – to improve safety and to reduce vehicle emissions.

Unfortunately bike lanes involve more than just repainting lanes – adding bike lane lines and signage or chevron “sharrow” symbols are just part of the cost. Sometimes there is not enough right-of-way, particularly in heavily developed areas, to widen the road to accommodate bike lanes. Sometimes the “crown” of the road and other design elements need to be modified for drainage. Sometimes adding an individual bike lane that is disconnected from a real network can be confusing or even dangerous for both bicyclists and motorists. When the City of Grand Rapids is making tough choices about whether to repaint the “Stop” lines at intersections verses cross walks or edge lines in different areas, it is easy to see that just striping bike lanes is not an simple decision for municipalities. They have to do more with fewer resources. That being said, I understand your concern that the relative expense of road facility improvements verses investments in non-motorized infrastructure are unequal. GVMC is striving to create the most sustainable transportation system for our region, and non-motorized facilities are understood to be an ever increasing component of that system.

Once again I appreciate your well reasoned comments and encourage you to look over the Draft LRTP document and project list on our website – [gvmc.org](http://gvmc.org). The Illustrative Project list in the LRTP appendix has a list of the region’s non-motorized projects for your consideration. Comments on the Draft LRTP will be accepted through January 30th and GVMC will be hosting eight meetings Jan 17-20 to gather public input on the Draft document. If you have any other questions or comments, please don’t hesitate to email or call.

Thanks,

Andrea

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Andrea S. Dewey  
Transportation Planner  
Grand Valley Metropolitan Council (GVMC)  
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[www.gvmc.org](http://www.gvmc.org)

13. Citizen Survey



## Long Range Transportation Plan Survey

Launched: September 29, 2010  
 Closed: November 29, 2010  
 Visits: 452  
 Completes: 218

The Grand Valley Metropolitan Council (GVMC) Metropolitan Planning Organization is conducting a major update of the Long Range Transportation Plan (LRTP) through the year 2035. The LRTP is updated every four years and represents the 25-year vision for the transportation system in Kent and Eastern Ottawa Counties. All modes of transportation are examined, including the road network, public transit, pedestrian and bicycle facilities, rail, and air. The 2035 LRTP update is anticipated to be approved by GVMC in March 2011. For more information about GVMC and the LRTP visit [www.gvmc.org](http://www.gvmc.org)

This survey has been developed to engage you in a discussion about transportation-related improvements for Kent and Eastern Ottawa Counties and will take about 10 minutes to complete. If you need assistance, please call us at (616) 776-7601 or email Andrea Dewey, GVMC Transportation Planner, at [andrea.dewey@gvmc.org](mailto:andrea.dewey@gvmc.org). In addition to the survey, please feel free to submit comments at any time to the number/email above. Let us know your opinions about transportation in our region!

Transportation System: How would you rank each of the following aspects of the existing transportation system in Kent and Eastern Ottawa Counties?

	Very Poor	Poor	Neither poor or good	Good	Very Good
The level of traffic congestion on major roads	<input type="radio"/>				
Pavement condition of major roads	<input type="radio"/>				
Safety of roads and at intersections	<input type="radio"/>				
Availability and convenience of public transit service (e.g. The Rapid)	<input type="radio"/>				
Availability of passenger rail service (Amtrak Pere Marquette)	<input type="radio"/>				
Availability of bicycle lanes or shared-use paths (sometimes called trails or bikeways)	<input type="radio"/>				
Availability of sidewalks	<input type="radio"/>				
Availability of air transportation	<input type="radio"/>				

Long Range Transportation Plan: Please rank the following transportation planning areas in terms of their importance to you.

	Not Important	Somewhat Important	Very Important
Resurfacing and maintaining the condition of existing roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expanding public transit (e.g. The Rapid) service area, hours, frequency, and convenience	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Widening busy roads and interchanges to reduce traffic congestion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increasing the frequency of passenger rail service (e.g. Amtrak Pere Marquette)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Building new roads in outlying/less developed areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Redesigning roads, traffic signs and signals to improve traffic safety and reduce crashes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Repairing existing and building new non-motorized facilities (i.e. shared-use paths, trails, bike lanes, sidewalks)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reducing energy consumption and air pollution from motor vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Using technology to reduce traffic congestion and delays	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Roadway Facilities: How important to you are each of the following aspects of area roadways?

	Not Important	Somewhat Important	Very Important
The condition and smoothness of roadway pavement	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduced congestion and increased traffic flow	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adequate pavement markings, intersection lighting, and signs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adequate lane and shoulder widths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Transit & Passenger Rail Facilities: How important to you are the following aspects of transit (e.g. The Rapid) and passenger rail (e.g. Amtrak Pere Marquette) service?

	Not Important	Somewhat Important	Very Important
The areas served by fixed-route bus service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The frequency of buses and hours of operation for fixed-route bus service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus service for seniors and people with disabilities (e.g. Go!Bus or County Connect)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The availability of bus shelters, benches, and concrete landing pads for wheelchairs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Amtrak Pere Marquette train service between Grand Rapids and Chicago	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Bicycle & Pedestrian Facilities: How important to you are the following aspects of sidewalks and bicycle facilities?

	Not Important	Somewhat Important	Very Important
Enhanced safety of sidewalk crosswalks at major intersections	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Completion of gaps between existing sections of sidewalk along major roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The widening of shoulders for bicyclists or addition of marked	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

bicycle lanes on roads  
Repair existing and construct new  
shared-use paths (trails) for walking  
and biking to school or employment

Considering the diversity that exists in our community (age, income, etc.), do you think the existing transportation system meets the mobility needs of our citizens and businesses?

- Yes
- No
- If no, please explain

Given that transportation funding is limited, select the top 3 factors that government officials should consider when making transportation decisions.

- Efficiency of the transportation system (including roads, rail, transit, non-motorized, and air)
- Maintenance of the entire transportation system (including roads, rail, transit, non-motorized, and air)
- Energy consumption and air pollution from motor vehicles
- Transportation costs and affordability
- Transportation choices and variety of options
- Safety of the transportation system
- Planned use of the land adjacent to transportation systems
- Other, please specify

Given that transportation funding is limited, select the top 3 things you feel are most important to enhance transportation for the area.

- Widening busy roads and interchanges to reduce traffic congestion
- Redesigning roads, traffic signs and signals to improve traffic safety and reduce crashes
- Resurfacing and maintaining the condition of existing roads
- Expanding public transit (e.g. The Rapid) service area, hours, frequency, and convenience
- Increasing the frequency of passenger rail service (e.g. Amtrak Pere Marquette)
- Repairing existing and building new non-motorized facilities (i.e. shared-use paths, trails, bike lanes, sidewalks)
- Using technology to reduce traffic congestion and delays
- Coordinating transportation and land use decisions

What aspect of the existing transportation system do you appreciate most?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

What aspect of the existing transportation system concerns you most?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Are there other comments you think might help our efforts to develop a responsible Long Range Transportation Plan?

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To help ensure we reach a broad range of community members, please provide the following information:

- City/Township of residence
- City/Township of employment
- Number of people in your household 16 or older
- Number of cars in the household

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What is your gender?

- Male
- Female

What is your age group?

- 20 or younger
- 21 - 44
- 45 - 59
- 60 or older

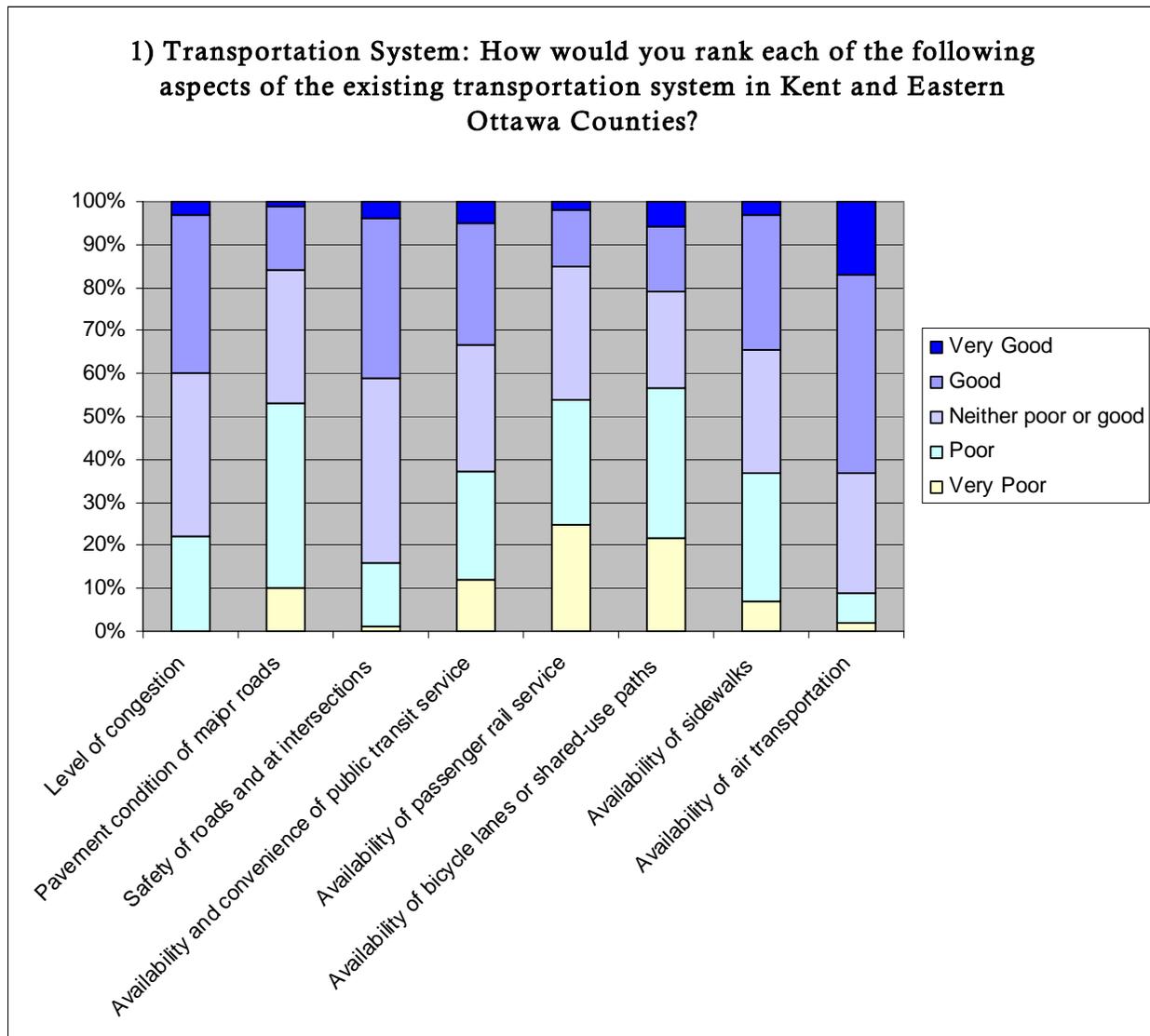
If you would like to be added to the Grand Valley Metropolitan Council (GVMC) ([www.gvmc.org](http://www.gvmc.org)) mailing list for transportation-related announcements, please provide us with your name, address, and email address. (Contact information will not be sold or shared.)

- Name
- Company
- Address 1
- Address 2
- City/Town
- State/Province
- Zip/Postal Code
- Country
- Email Address

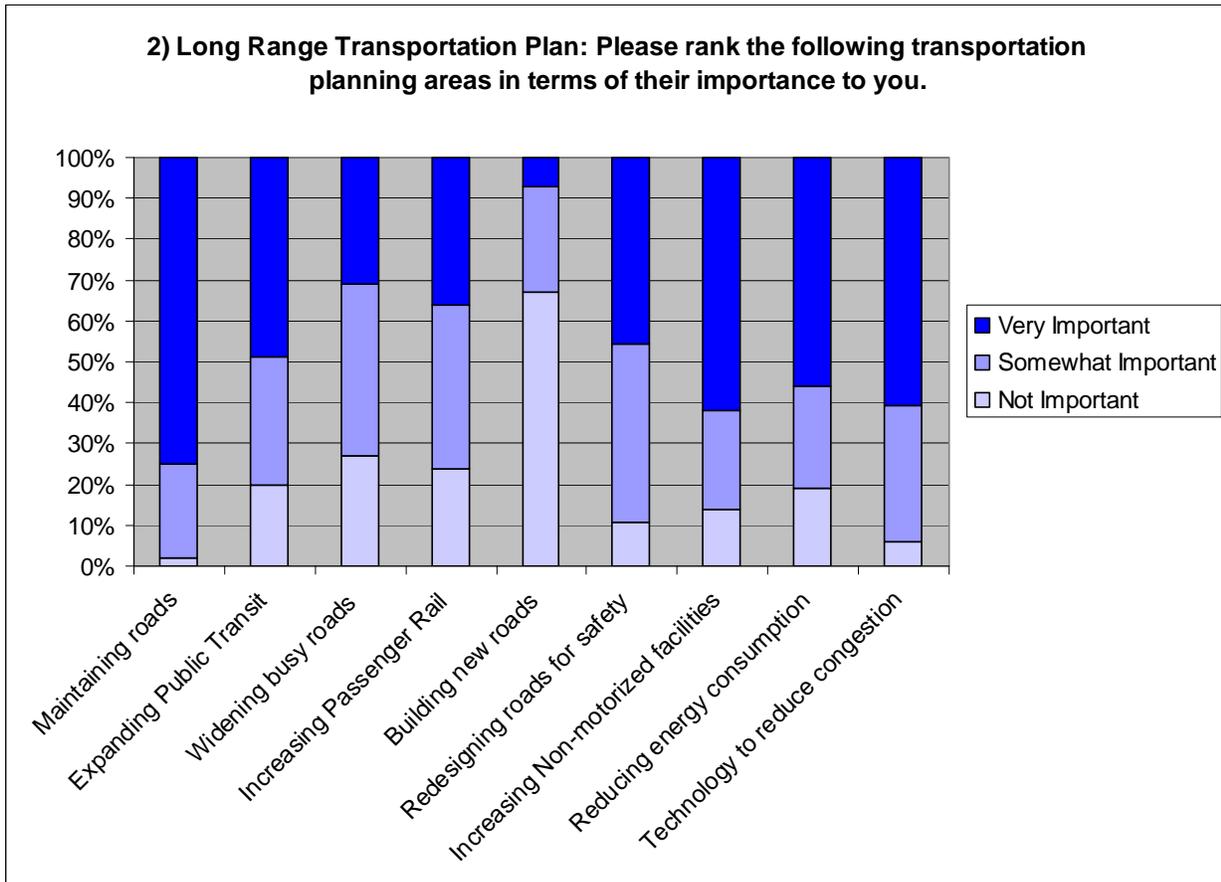
Thank you for taking the time to complete our survey!

14. Summary of Survey Information

Transportation System: How would you rank each of the following aspects of the existing transportation system in Kent and Eastern Ottawa Counties?					
	Very Poor	Poor	Neither poor or good	Good	Very Good
Level of congestion	0%	22%	38%	37%	3%
Pavement condition of major roads	10%	43%	31%	15%	1%
Safety of roads and at intersections	1%	15%	43%	37%	4%
Availability and convenience of public transit service	12%	25%	29%	28%	5%
Availability of passenger rail service	25%	29%	31%	13%	2%
Availability of bicycle lanes or shared-use paths	22%	35%	23%	15%	6%
Availability of sidewalks	7%	30%	29%	32%	3%
Availability of air transportation	2%	7%	28%	46%	17%



Long Range Transportation Plan: Please rank the following transportation planning areas in terms of their importance to you.			
	Not Important	Somewhat Important	Very Important
Resurfacing and maintaining the condition of existing roads	2%	23%	75%
Expanding public transit (e.g. The Rapid) service area, hours, frequency, and convenience	20%	31%	49%
Widening busy roads and interchanges to reduce traffic congestion	27%	42%	31%
Increasing the frequency of passenger rail service (e.g. Amtrak <i>Pere Marquette</i> )	24%	40%	36%
Building new roads in outlying/less developed areas	67%	26%	7%
Redesigning roads, traffic signs and signals to improve traffic safety and reduce crashes	11%	44%	46%
Repairing existing and building new non-motorized facilities (i.e. shared-use paths, trails, bike lanes, sidewalks)	14%	24%	62%
Reducing energy consumption and air pollution from motor vehicles	19%	25%	56%
Using technology to reduce traffic congestion and delays	6%	33%	60%



## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

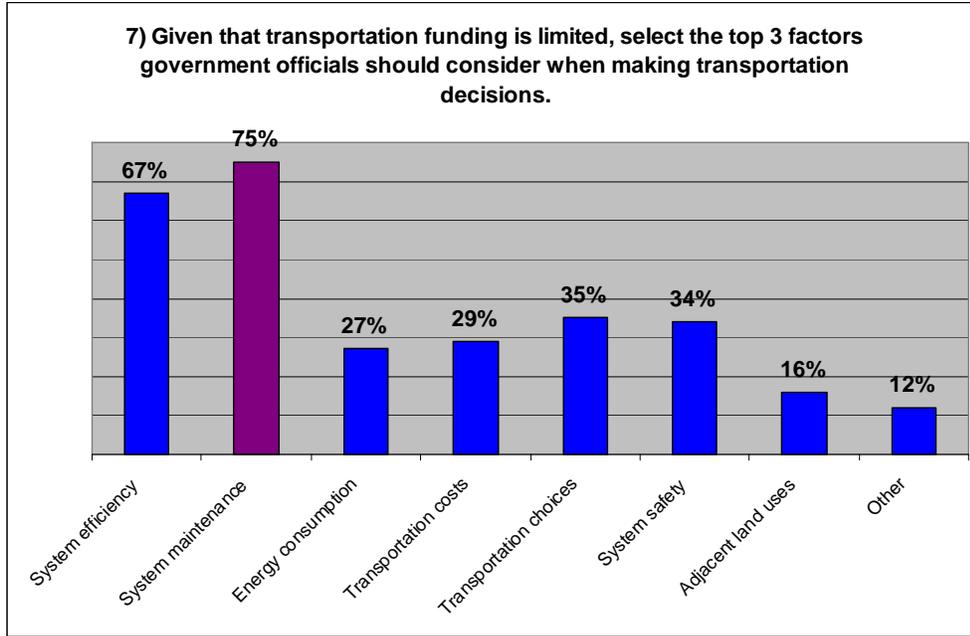
<b>Roadway Facilities: How important to you are each of the following aspects of area roadways?</b>			
	Not Im- portant	Somewhat Important	Very Im- portant
The condition and smoothness of roadway pavement	2%	35%	64%
Reduced congestion and increased traffic flow	6%	49%	44%
Adequate pavement markings, intersection lighting, and signs	6%	37%	56%
Adequate lane and shoulder widths	10%	44%	47%

<b>Transit &amp; Passenger Rail Facilities: How important to you are the following aspects of transit (e.g. The Rapid) and passenger rail (e.g. Amtrak Pere Marquette) service?</b>			
	Not Im- portant	Somewhat Important	Very Im- portant
The areas served by fixed-route bus service	17%	42%	41%
The frequency of buses and hours of operation for fixed-route bus service	19%	35%	46%
Bus service for seniors and people with disabilities (e.g. Go!Bus or County Connect)	14%	39%	47%
The availability of bus shelters, benches, and concrete landing pads for wheelchairs	19%	40%	42%
The Amtrak Pere Marquette train service between Grand Rapids and Chicago	20%	41%	38%

<b>Bicycle &amp; Pedestrian Facilities: How important to you are the following aspects of sidewalks and bicycle facilities?</b>			
	Not Im- portant	Somewhat Important	Very Im- portant
Enhanced safety of sidewalk crosswalks at major intersections	13%	31%	56%
Completion of gaps between existing sections of sidewalk along major roads	11%	26%	63%
The widening of shoulders for bicyclists or addition of marked bicycle lanes on roads	13%	28%	59%
Repair existing and construct new shared-use paths (trails) for walking and biking to school or employment	11%	26%	63%

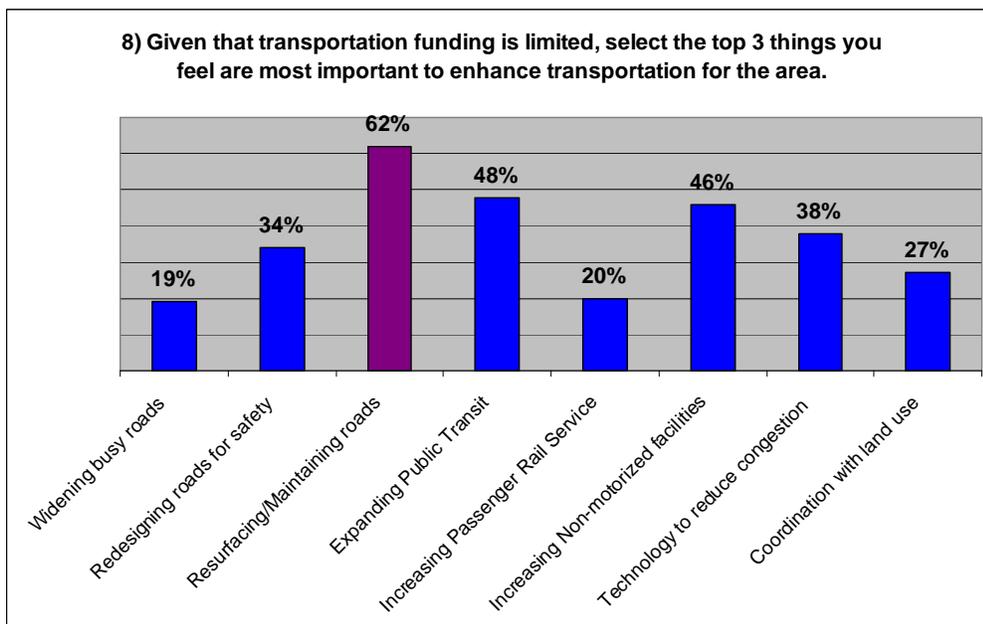
<b>Considering the diversity that exists in our community (age, income, etc.), do you think the existing transportation system meets the mobility needs of our citizens and businesses?</b>	
Yes	39%
No	61%

<b>Given that transportation funding is limited, select the top 3 factors that government officials should consider when making transportation decisions.</b>	
Efficiency of the transportation system (including roads, rail, transit, non-motorized, and air)	67%
Maintenance of the entire transportation system (including roads, rail, transit, non-motorized, and air)	75%
Energy consumption and air pollution from motor vehicles	27%
Transportation costs and affordability	29%
Transportation choices and variety of options	35%
Safety of the transportation system	34%
Planned use of the land adjacent to transportation systems	16%
Other	12%



**Given that transportation funding is limited, select the top 3 things you feel are most important to enhance transportation for the area.**

Widening busy roads and interchanges to reduce traffic congestion	19%
Redesigning roads, traffic signs and signals to improve traffic safety and reduce crashes	34%
Resurfacing and maintaining the condition of existing roads	62%
Expanding public transit (e.g. The Rapid) service area, hours, frequency, and convenience	48%
Increasing the frequency of passenger rail service (e.g. Amtrak Pere Marquette)	20%
Repairing existing and building new non-motorized facilities (i.e. shared-use paths, trails, bike lanes, sidewalks)	46%
Using technology to reduce traffic congestion and delays	38%
Coordinating transportation and land use decisions	27%

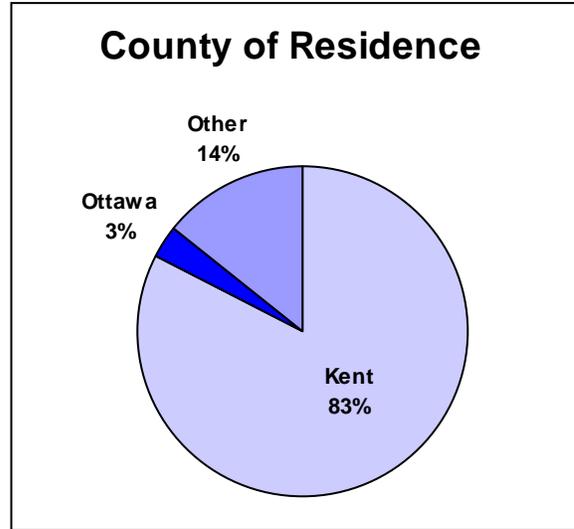


**2035 LONG RANGE TRANSPORTATION PLAN UPDATE**

<b>What is your gender?</b>	
Male	67%
Female	33%

<b>What is your age group?</b>	
20 or younger	0%
21 - 44	34%
45 - 59	41%
60 or older	24%

<b>County of Residence</b>	
Kent	170
Ottawa	7
Other	29
Total	206



15. Consultation Mailing Materials



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MEMORANDUM

**DATE:** December 1, 2010  
**TO:** Consulted Organizations and Agencies  
**FROM:** Andrea Dewey, Transportation Planner  
**RE:** Request for Consultation on Draft 2035 Long Range Transportation Plan and Projects

In the spirit of cooperation and collaboration, and acknowledging the critical role that a number of agencies play in achieving the goals of the transportation industry, the Grand Valley Metropolitan Council (GVMC) is consulting with 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

Consulted agencies are asked to review the Draft LRTP document (available at <http://www.gvmc.org/transportation/longrangeplan.shtml>) and Draft Project List and map (enclosed) and compare these materials to their own planning documents. The purpose of this consultation process is to meaningfully engage consulted agencies in a “two-way” conversation to not only address the needs of transportation agencies, but to be supportive of resources and regulatory agencies’ and planning organizations’ goals and initiatives.

Projects in the LRTP include road resurfacing/reconstruction and road widening projects, as well as transit related projects. Enclosed are the Draft LRTP Project List and a corresponding map for locating projects. While the LRTP does list the implementation priorities for transportation projects in Kent and Eastern Ottawa County, the inclusion of a specific project does not guarantee construction. The entire Draft LRTP document is available through our website at: <http://www.gvmc.org/transportation/longrangeplan.shtml>.

**Consultation Meeting:** Consulted organizations are also invited to a meeting on **December 16, 2010 from 2-4 p.m.** at the GVMC Offices (678 Front Ave NW, Suite 200, Grand Rapids, MI 49504) with GVMC staff to share/compare planning information to better assure compatibility. 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 other collaboration tool.

**Please respond on or before December 30, 2010:** Your comments are an important part of the transportation planning process and will be incorporated into the document itself, whenever feasible, and also be included in the LRTP Appendix. Without appropriate feedback, it is difficult for our organization to foresee potential issues, therefore, lack of comment on your part will be viewed as endorsement. Thank you in advance for your comments and participation. Comments may be directed to:

Mail: Grand Valley Metropolitan Council  
 Attn: Andrea Dewey  
 678 Front Ave, Suite 200  
 Grand Rapids, MI 49504  
 Email: [andrea.dewey@gvmc.org](mailto:andrea.dewey@gvmc.org)  
 Phone: (616) 776-7601  
 Fax: (616) 774-9292

Sincerely,  
 Andrea Dewey, Transportation Planner  
 Enclosures

678 FRONT AVENUE • SUITE 200 • GRAND RAPIDS, MICHIGAN 49504 • PH. 616 77-METRO (776-3876) • FAX 774-9292 • WWW.GVMC.ORG



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## 2035 Long Range Transportation Plan Update - Additional Consultation Information

### *What is GVMC?*

The Grand Valley Metropolitan Council (GVMC) is the Metropolitan Planning Organization (MPO) for Kent and Eastern Ottawa Counties in western Michigan. GVMC is required by federal legislation to provide coordinating transportation planning and is made up of various governmental agencies, including:

- Federal Highway Administration (FHWA)
- Michigan Department of Transportation (MDOT)
- Kent County Road Commission
- Ottawa County Road Commission
- Cities of Cedar Springs, East Grand Rapids, Grand Rapids, Grandville, Hudsonville, Kentwood, Lowell, Rockford, Walker, and Wyoming
- The Townships of Spencer, Nelson, Solon, Tyrone, Sparta, Algoma, Courtland, Oakfield, Grattan, Cannon, Plainfield, Alpine, Ada, Vergennes, Lowell, Bowne, Caledonia, Gains, Byron, Jamestown, Georgetown, Blendon, Tallmadge, Allendale
- The Villages of Casnovia, Sparta, Caledonia
- The Rapid/Interurban Transit Partnership
- Gerald R. Ford International Airport

These agencies are represented on the GVMC's Transportation Committees, meetings of which are open to the public. More information on the meeting schedules for GVMC Committees can be found at [www.gvmc.org](http://www.gvmc.org)

GVMC's transportation program is funded by planning funds from the Federal Highway Administration, the Federal Transit Administration, the Michigan Department of Transportation, and local dues.

### *What is the 2035 Long Range Transportation Plan Update?*

The 2035 Long Range Transportation Plan Update (LRTP) is a federally mandated document that provides a strategy and methodology to outline planned transportation improvements through the year 2035.

The Long Range Transportation Plan:

- Covers a minimum 20-year horizon
- Is updated every four years
- Encompasses all modes of transportation
- Uses the most recent data available to assess transportation needs and priorities
- Is realistic in terms of projected available funding – it is not a “wish list” of projects
- Conforms with the State Implementation Plan for air quality purposes
- Is required for federal transportation dollars to be expended in our area
- Is developed in accordance with joint regulations from the Federal Highway Administration and the Federal Transit Administration

The 2035 LRTP Update is being developed by GVMC with the assistance of the GVMC Technical and Policy Committees. These committees consist of representatives from local governments, road, and

transit agencies. To view the current adopted LRTP, please go to <http://www.gvmc.org/transportation/longrangeplan.shtml>.

***Why are we consulting your organization?***

The purpose of this consultation process is to meaningfully engage the consulted agencies in the transportation planning process, and to exchange information to not only address the needs of transportation agencies, but to be supportive of resource and regulatory agencies' and planning organizations' goals and initiatives. This "two way" conversation is consistent with federal and state requirements for the development of the Long Range Transportation Plan (SAFEEA-LU: reference 23 U.S.C. 134(i)(2)(B), 23 U.S.C. 135(F)(4), 23 U.S.C. 134(i)(4), and 23 U.S.C. 135(f)(2)(D)), but 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 tool. All projects will be processed through the National Environmental Policy Act of 1969 (NEPA).

GVMC will use the consultation process to better inform the transportation decision-making process, to take into account environmental, community, and economic goals through the life cycle of any given transportation project, from the planning state through development, design, construction, and maintenance. Possible issues and environmental concerns are brought to the forefront through consultation by:

- 1) Improving agency understanding of transportation projects at an early (planning stage), as well as keeping the agency informed about a project.
- 2) Improving the projects' proponent's understanding of other agency's regulatory requirements.
- 3) Helping resolve differences and improve transportation decisions.
- 4) Reducing the time, effort, and cost to implement transportation improvements.

To view the Draft 2035 LRTP Document and Project List please visit: <http://www.gvmc.org/transportation/longrangeplan.shtml>. At the bottom of this webpage you will also find a list of the agencies and organizations contacted as part of the Consultation and Environmental Mitigation processes. Seven Environmental Mitigation maps (Cemeteries, Flood Zones, Historic Sites, Parks, Water Features, Wetlands, and Woodlands) and corresponding lists of LRTP projects with potential impact, may also be found at the bottom of this webpage.

**Consultation Meeting**

A meeting is scheduled for **December 16, 2010** from 2-4 p.m. at the GVMC Offices (678 Front Ave NW, Suite 200, Grand Rapids, MI 49504) for consulted agencies to meet with GVMC staff and share/compare planning information to better assure compatibility.

If your organization cannot attend the meeting, GVMC is available to answer questions and provide additional information for proposed projects. Please contact Andrea Dewey at [andrea.dewey@gvmc.org](mailto:andrea.dewey@gvmc.org) or by calling (616) 776-7601.

Please mail written comments and documentation to:

GVMC  
Attn: Andrea Dewey  
678 Front Ave NW, Suite 200  
Grand Rapids, MI 49504

Comments received will be incorporated into the decision making and approval process for the 2035 LRTP and will be included in the document itself.



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MEMORANDUM

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**DATE:** December 21, 2010  
**TO:** Consulted Organizations and Agencies  
**FROM:** Andrea Dewey, Transportation Planner  
**RE:** **REMINDER: Request for Consultation on Draft 2035 Long Range Transportation Plan**

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The Grand Valley Metropolitan Council (GVMC) contacted you at the beginning of December regarding the Draft Long Range Transportation Plan (LRTP) document and Project List. This is a follow-up memo to encourage consulted agencies to submit plans/initiatives to GVMC for our review and in turn examine the Draft LRTP document and project list.

As the Metropolitan Planning Organization for Kent and eastern Ottawa Counties in West Michigan, GVMC is responsible for developing a 25-year plan for transportation investments in the region. The LRTP will guide the expenditure of federal funds among major transportation system components—transit, pavement, congestion relief, safety, non-motorized, and other road projects. To foster cooperation in this process, GVMC is consulting with 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. The purpose of this consultation process is to meaningfully engage consulted agencies in a “two-way” conversation to not only address the needs of transportation agencies, but to be supportive of resources and regulatory agencies’ and planning organizations’ goals and initiatives. 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 other collaboration tool.

We ask that you review the Draft LRTP document and Draft Project List (available at <http://www.gvmc.org/transportation/longrangeplan.shtml>) and compare these materials to your own planning documents. If your agency has policies, plans, or initiatives GVMC should consider when developing the LRTP, we want to hear from you. This planning document will be available for comment through **January 30, 2011**. You are encouraged to interact directly with GVMC, submit information, or contact staff for more information.

Your comments are an important part of the transportation planning process and will be incorporated into the document itself, whenever feasible, and also be included in the LRTP Appendix. Without appropriate feedback, it is difficult for our organization to foresee potential issues; therefore, lack of comment on your part will be viewed as endorsement. Thank you in advance for your participation. Comments may be directed to:

Mail: Grand Valley Metropolitan Council  
Attn: Andrea Dewey  
678 Front Ave, Suite 200  
Grand Rapids, MI 49504  
Email: [andrea.dewey@gvmc.org](mailto:andrea.dewey@gvmc.org)  
Phone: (616) 776-7601  
Fax: (616) 774-9292

Sincerely,  
Andrea Dewey, Transportation Planner

**GRAND VALLEY METROPOLITAN COUNCIL**

<b>Organization - Name, City, State</b>	<b>Kick-off Mailing</b>	<b>Consulta-tion Mailing</b>	<b>Attended Consultation Meeting</b>	<b>Follow-up Consultation Mailing</b>	<b>Draft LRTP Mailing</b>
ACSET-Latin American Services, Grand Rapids, MI	•	•		•	•
ACSET-West Side Complex, Grand Rapids, MI	•	•		•	•
Aero Med-Air Medical Transport, Grand Rapids, MI	•	•		•	•
Air Ambulance by Life EMS, Grand Rapids, MI	•	•		•	•
Allendale Township DDA, Allendale, MI	•	•		•	•
AMB-U-CAB by G.R. Veterans, Grand Rapids, MI	•	•		•	•
Ambucab Neighbors International Transport, Grand Rapids, MI	•	•		•	•
Ambulance Service By American, Grand Rapids, MI	•	•		•	•
American Red Cross - Lisa Marks, Grand Rapids, MI	•	•		•	•
American Red Cross - Lois Brinks, Muskegon, MI	•	•		•	•
American Red Cross of Greater Grand Rapids - Mark Burgess, Grand Rapids, MI	•	•		•	•
Amtrak, Chicago, IL	•	•		•	•
Annis Water Resources Institute, Muskegon, MI	•	•		•	•
Area Agency on Aging of Western Michigan, Grand Rapids, MI	•	•		•	•
Arts Council of Greater Grand Rapids, Grand Rapids, MI	•	•		•	•
Association for the Blind & Visually Impaired - Amy B. Schreiner, Grand Rapids, MI	•	•		•	•
Association for the Blind & Visually Impaired - Michelle E Cameron, Grand Rapids, MI	•	•		•	•
Association for the Blind & Visually Impaired - Rosemary Ramos, Grand Rapids, MI	•	•		•	•
Blandford Nature Center, Grand Rapids, MI	•	•		•	•
Byron Township DDA, Byron Center, MI	•	•		•	•
Calder City Taxi, Grand Rapids, MI	•	•		•	•
Cascade Charter Township DDA, Grand Rapids, MI	•	•		•	•
Cedar Springs DDA, Cedar Springs, MI	•	•		•	•
Cherry Hill Historic District, Grand Rapids, MI	•	•		•	•
City of Grand Rapids - Connie Bohatch, Grand Rapids, MI	•	•		•	•
City of Grand Rapids Economic Development - Kara Wood, Grand Rapids, MI	•	•		•	•
City of Grandville DDA, Grandville, MI	•	•		•	•
City of Hudsonville DDA, Hudsonville, MI	•	•		•	•
City of Rockford DDA, Rockford, MI	•	•		•	•
City of Wyoming DDA, Wyoming, MI	•	•		•	•
Columbian Distribution, Grand Rapids, MI	•	•		•	•
Comstock Park DDA, Comstock Park, MI	•	•		•	•
Conrail, Grand Rapids, MI	•	•		•	•
Con-Way Central Express Inc., Grand Rapids, MI	•	•		•	•
CSX Transportation, Grand Rapids, MI	•	•		•	•
Cutlerville-Gaines Chamber of Commerce - Robin Halstead, Grand Rapids, MI	•	•		•	•
Disability Advocates - Dave Bulkowski, Grand Rapids, MI	•	•		•	•
Dwelling Place, Grand Rapids, MI	•	•		•	•
Environmental Protection Agency - Region 5, Chicago, IL	•	•		•	•
EPA, Office of Federal Activities, NEPA, Washington, DC	•	•		•	•
Fair Housing Center of West Michigan, Grand Rapids, MI	•	•		•	•
Faith in Motion, Grand Rapids, MI	•	•		•	•
Federal Aviation Administraion - Great Lakes Region, Romulus, MI	•	•		•	•
Federal Highway Administration, Michigan Division - Sarah Van Buren, Lansing, MI	•	•		•	•
Fish-For-My-People, Grand Rapids, MI	•	•		•	•
Friends of the White Pine Trail - David Heyboer, Belmont, MI	•	•		•	•
Friends of the White Pine Trail - Jan Preoli, Belmont, MI	•	•		•	•
Friends of the White Pine Trail - Richard Granse, Belmont, MI	•	•		•	•
Friends of Transit, Grand Rapids, MI	•	•		•	•

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

Organization - Name, City, State	Kick-off Mailing	Consulta-tion Mailing	Attended Consultation Meeting	Follow-up Consultation Mailing	Draft LRTP Mailing
Gainey Transportation Services, Grand Rapids, MI	•	•		•	•
Genesis Non-Profit Housing Corporation, Grand Rapids, MI	•	•		•	•
Gerald R. Ford International Airport - Roy Hawkins, Grand Rapids, MI	•	•		•	•
Gerald R. Ford International Airport, Grand Rapids, MI	•	•		•	•
Grand Action, Grand Rapids, MI	•	•		•	•
Grand Rapids Air Pollution Control, Grand Rapids, MI	•	•		•	•
Grand Rapids Area Chamber of Commerce - Jeanne Englehart, Grand Rapids, MI	•	•		•	•
Grand Rapids Area Coalition to End Homelessness, Grand Rapids, MI	•	•		•	•
Grand Rapids Audubon Club, Grand Rapids, MI	•	•		•	•
Grand Rapids Convention & Visitors Bureau, Grand Rapids, MI	•	•		•	•
Grand Rapids DDA, Grand Rapids, MI	•	•		•	•
Grassmid Transport, Zeeland, MI	•	•		•	•
Greyhound Bus Lines, Grand Rapids, MI	•	•		•	•
GROW, Grand Rapids, MI	•	•		•	•
Habitat for Humanity of Kent County - Mary Buikema, Grand Rapids, MI	•	•		•	•
Hispanic Center of West Michigan, Grand Rapids, MI	•	•		•	•
Historic Preservation, Grand Rapids, MI	•	•		•	•
Hope Network - Joan Konyndyk, Grand Rapids, MI	•	•	•	•	•
Indian Trails Motorcoach, Grand Rapids, MI	•	•		•	•
Inner City Christian Federation, Grand Rapids, MI	•	•		•	•
ITP - The Rapid, Grand Rapids, MI	•	•	•	•	•
Izaak Walton League - Dwight Lydell Chapter - Ron Waybrant, Belmont, MI	•	•		•	•
John Ball Park Community Association, Grand Rapids, MI	•	•		•	•
John Ball Zoo, Grand Rapids, MI	•	•		•	•
Kent Conservation District, Grand Rapids, MI	•	•		•	•
Kent County - Mary Hollinrake, Grand Rapids, MI	•	•		•	•
Kent County - Ron Stonehouse, Grand Rapids, MI	•	•		•	•
Kent County Community Development & Housing Commission - Linda Likely, Grand Rapids, MI	•	•		•	•
Kent County Dept. of Human Services, Grand Rapids, MI	•	•	•	•	•
Kent County Dept. of Parks, Grand Rapids, MI	•	•		•	•
Kent County Dept. of Public Works - Curt Kempainen, Grand Rapids, MI	•	•		•	•
Kent County Dept. of Social Services, Grand Rapids, MI	•	•		•	•
Kent County Drain Commission - Bill Byl, Grand Rapids, MI	•	•		•	•
Kent County Farm Service Agency, Grand Rapids, MI	•	•		•	•
Kent County Home Repair Services, Grand Rapids, MI	•	•		•	•
Kent County, Michigan State University Extension, Grand Rapids, MI	•	•		•	•
Kent Intermediate School District, Grand Rapids, MI	•	•	•	•	•
Land Conservancy of West Michigan - Peter Homeyer, Grand Rapids, MI	•	•		•	•
Land Conservancy of West Michigan, Grand Rapids, MI	•	•		•	•
LGROW - Brian Donovan, E. Grand Rapids, MI	•	•		•	•
Little River Band of Ottawa Indians - Dan Shepard, Manistee, MI	•	•		•	•
MARP, Grandville, MI	•	•		•	•
Match-E-Be-Nash-She-Wish Band of Potawatomi Indians - Monte Davis, Dorr, MI	•	•		•	•
Mercy Ambulance Service, Grand Rapids, MI	•	•		•	•
Michigan Dept. of Agriculture, Lansing, MI	•	•		•	•
Michigan Dept. of Community Health, Lansing, MI	•	•		•	•

**GRAND VALLEY METROPOLITAN COUNCIL**

<b>Organization - Name, City, State</b>	<b>Kick-off Mailing</b>	<b>Consulation Mailing</b>	<b>Attended Consultation Meeting</b>	<b>Follow-up Consultation Mailing</b>	<b>Draft LRTP Mailing</b>
Michigan Dept. of Natural Resources & Environment, Grand Rapids, MI	•	•		•	•
Michigan Dept. of Transportation - Dennis Kent, Grand Rapids, MI	•	•		•	•
Michigan Dept. of Transportation - Passenger Trans. Division - Dean Peterson, Lansing, MI	•	•		•	•
Michigan Dept. of Transportation - Sandra Cornell-Howe, Lansing, MI	•	•		•	•
Michigan Dept. of Transportation - Steve Redmond, Grand Rapids, MI	•	•		•	•
Michigan Dept. of Transportation - Therese Cody, Lansing, MI	•	•		•	•
Michigan Economic Development Corporation, Lansing, MI	•	•		•	•
Michigan Historical Center, Lansing, MI	•	•		•	•
Michigan Housing Development Authority, Lansing, MI	•	•		•	•
Michigan Land Use Institute, Traverse City, MI	•	•		•	•
Michigan State Historic Preservation Office, Lansing, MI	•	•		•	•
Michigan United Conservation Clubs, Grand Rapids, MI	•	•		•	•
Mid-Michigan Railroad Co. - Jack Bixby, Vassar, MI	•	•		•	•
Native American Community Services - Betty Shelby, Grand Rapids, MI	•	•		•	•
Norfolk Southern Corporation, Grand Rapids, MI	•	•		•	•
North Country Trail-West Chapter, Grand Rapids, MI	•	•		•	•
Nottawaseppi Huron Band of Potawatomi, Fulton, MI	•	•		•	•
Ottawa County Dept. of Parks & Recreation - John Scholtz, West Olive, MI	•	•		•	•
Ottawa County Drain Commission, West Olive, MI	•	•		•	•
Ottawa County Farm Bureau, Allendale, MI	•	•		•	•
Pioneer Resources - Tiffany Bowman, Muskegon, MI	•	•		•	•
Ready Ride Transportation, Inc., Wyoming, MI	•	•		•	•
Rental Property Owners Assn., Grand Rapids, MI	•	•		•	•
Riverview Aviation, Jenison, MI	•	•		•	•
Roadway Express, Wyoming, MI	•	•		•	•
Rockford Area Chamber of Commerce, Rockford, MI	•	•		•	•
Sierra Club - Mackinac Chapter, Lansing, MI	•	•		•	•
Standale DDA, Walker, MI	•	•		•	•
Sunshine Transportation, Grand Rapids, MI	•	•		•	•
Take Pride! Community, Grand Rapids, MI	•	•		•	•
The ARC Kent County, Grand Rapids, MI	•	•		•	•
The Rapid Wheelmen, Grand Rapids, MI	•	•		•	•
The Right Place, Inc., Grand Rapids, MI	•	•		•	•
The TLC Group, Inc., Holland, MI	•	•		•	•
Thornapple Trail Assn., Middleville, MI	•	•		•	•
Towne Air Freight Inc., Grand Rapids, MI	•	•		•	•
U.S. Army Corps of Engineering, Detroit District, Detroit, MI	•	•		•	•
U.S. Department of Agriculture - Michigan State Office, East Lansing, MI	•	•		•	•
U.S. Dept. of Agriculture - Natural Resource of Conservation Service, East Lansing, MI	•	•		•	•
U.S. Dept. of Commerce - National Oceanic & Atmospheric Administration, Washington, DC	•	•		•	•
U.S. Dept. of Housing & Urban Development - Steven Spencer, Detroit, MI	•	•		•	•
U.S. Dept. of Housing & Urban Development, Detroit Office, Detroit, MI	•	•		•	•
U.S. Fish & Wildlife Service, East Lansing, MI	•	•		•	•
U.S. Geological Survey - Lansing District Office, Lansing, MI	•	•		•	•
United Growth for Kent County, Grand Rapids, MI	•	•		•	•

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

Organization - Name, City, State	Kick-off Mailing	Consulta- tion Mailing	Attended Consultation Meeting	Follow-up Consultation Mailing	Draft LRTP Mailing
United Methodist Community House, Grand Rapids, MI	•	•		•	•
Village of Sparta DDA, Sparta, MI	•	•		•	•
West Michigan Environmental Action Council, Grand Rapids, MI	•	•		•	•
West Michigan Mountain Biking Association - Nate Phelps, Grand Rapids, MI	•	•		•	•
West Michigan Regional Planning Commission - Dave Bee, Grand Rapids, MI	•	•		•	•
West Michigan Strategic Alliance, Grand Rapids, MI	•	•	•	•	•
West Michigan Trails & Greenways Coalition, Comstock Park, MI	•	•		•	•
West Side Connection, Grand Rapids, MI	•	•		•	•
Wyoming-Kentwood Chamber of Commerce - John Crawford, Wyoming, MI	•	•		•	•

**16. Consultation Meeting Staff Notes**

- Investigate how to enhance bicycle commuting
- Encourage implementation of Complete Streets concepts – more bike lanes and paths
- Encourage road agencies to consider impacts on green infrastructure, waste water management systems
- KISD buses are unable to make some “Michigan Left” turns, particularly on 44<sup>th</sup> Street between Eastern and Breton.
  - Buses have to loop around a residential area in order to turn left, wasting time and money
- KISD has campuses around the metropolitan area with 40-50 buses per day, are the local jurisdictions considering this ever increasing bus traffic in their transportation decisions?

### 17. Consultation Comments and Staff Responses

Staff received one phone Consultation Comment and three Consultation Letters which follow:

- 1) December 20, 2010 – State of Michigan Department of Agriculture
- 2) December 27, 2010 – United States Department of the Interior, Fish and Wildlife Service
- 3) December 29, 2010 – United States Department of the Army, Corps of Engineers

#### Consultation Phone Comment and Staff Response

**December 29, 2010 12:00 p.m.**

Edward Bolt, President of the Grand Rapids Audubon Club, called regarding the LRTP Update. He requested to be added to the Consultation List as he was forwarded the LRTP comment period information from one of his members. He expressed concern over widening projects that could potentially reduce bird habitat and expressed support for the Rapid's Transit Master Plan projects.

Staff responded by assuring his future inclusion in our Public Participation notification lists. Staff also explained that this LRTP has no new roads and fewer widening projects than the LRTP from even just four years ago, but encouraged him to examine the project list on our website as well as the Environmental Mitigation maps posted on the website to get a better picture of the types of projects and their locations. Staff encouraged him to inform us of any project-level issues that we could then communicate to our Transportation Committees and to the respective jurisdiction. Staff also collected contact information in order to include Mr. Bolt on all of our contact lists regarding LRTP and TIP development.



JENNIFER M. GRANHOLM  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF AGRICULTURE  
LANSING

DON KOIVISTO  
DIRECTOR

December 20, 2010

Ms. Andrea Dewey  
Transportation Planner  
Grand Valley Metropolitan Council  
678 Front Ave., Suite 200  
Grand Rapids, MI 49504

Re: GVMC Draft 2035 Long Range Transportation Plan and Projects

Dear Ms. Dewey:

The Michigan Department of Agriculture (MDA) received your request for comments on the Grand Valley Metropolitan Council (GVMC) Draft 2035 Long Range Transportation Plan and Projects. Reiterating our response on the GVMC 2010-2014 TIP List of Candidate Projects, our primary concern as it relates to any proposed transportation projects would be the potential impacts these projects could have on properties enrolled under Part 361 of the Natural Resources and Environmental Protection Act, PA 451 of 1994 (formerly PA 116 of 1974, the Farmland and Open Space Preservation Act) and on established intra- and inter-county drains.

It is expected that these projects, including widening, will be completed within already existing right-of-ways and would not impact Part 361 properties. If, however, any proposed projects will impact lands outside of the currently established right-of-way, MDA will want to review the project specific plan to determine if there might be any Part 361 impact.

It is likely that some proposed projects could impact intra- or inter-county drains either directly through construction or indirectly due to increased volume of storm water delivered to these systems. Until more detailed plans are presented, we cannot anticipate specific impacts to these facilities.

The offices of the Kent and Ottawa County Drain Commissioners should be able to provide you with the most comprehensive maps of drain infrastructure within their respective counties. I encourage you to work closely with these offices during your planning process and to coordinate your work with anticipated drain maintenance and improvement. Otherwise, with the basic overview provided in the plan list, staff does not anticipate additional social, economic and/or environmental impacts from the proposed projects, as they relate to agriculture and the various functions of the MDA.

We appreciate being included as part of the SAFETEA-LU process. Feel free to contact me at 517-241-3933, if I can be of further assistance.

Sincerely,

Abigail Eaton  
Environmental Resource Specialist  
Environmental Stewardship Division



IN REPLY REFER TO:

United States Department of the Interior

FISH AND WILDLIFE SERVICE  
East Lansing Field Office (ES)  
2651 Coolidge Road, Suite 101  
East Lansing, Michigan 48823-6316

December 27, 2010

Ms. Andrea Dewey  
Grand Valley Metropolitan Council  
678 Front Avenue, Suite 200  
Grand Rapids, Michigan 49504

Re: Consultation on Draft 2035 Long Range Transportation Plan and Projects

Dear Ms. Dewey:

Thank you for your letter of December 1, 2010, for the above referenced project. We have reviewed the information you provided and offer the following comments.

Endangered Species

Section 7 of the Endangered Species Act of 1973, as amended (ESA) requires federal agencies, or their designees, to consider impacts to federally listed threatened and endangered species for all federally funded, constructed, permitted, or licensed projects. For additional information about the section 7 consultation process, please refer to our endangered species and technical assistance website, located at <http://www.fws.gov/midwest/endangered/section7/index.htm>.

Migratory Birds

Under the Migratory Bird Treaty Act of 1918, as amended (MBTA), it is unlawful to take, capture, kill, or possess migratory birds, their nests, eggs, or young. For proposed projects that may contain habitat suitable for nesting by migratory bird species, we recommend you schedule construction activities or remove potential habitat or nesting structures before the initiation of spring nesting or after the end of the breeding season in order to avoid take of migratory birds, eggs, young, and/or active nests.

Although no longer federally listed under the ESA, the bald eagle continues to receive protection under the Bald and Golden Eagle Protection Act (BGEPA) as well as the MBTA. The National Bald Eagle Management Guidelines offer guidance on minimizing potential disturbances. For more information, please visit <http://www.fws.gov/migratorybirds/baldeagle.htm>.

Wetlands

Pursuant to the federal Clean Water Act, the U.S. Army Corps of Engineers or the State of Michigan regulate certain activities in wetlands. Development that would impact wetlands may require a permit for which this office may have review authority. In the review of these permit applications, we may concur (with or without stipulations) or object to permit issuance depending whether the proposed work may impact public trust fish and wildlife resources. We encourage you to avoid and minimize impacts to wetlands to the maximum extent feasible. For more information on the location of wetlands, please visit the National Wetland Inventory (NWI) wetland map website (National Map Viewer) at <http://nmviewage.cr.usgs.gov/viewer.htm>.

We appreciate the opportunity to provide these comments at this early stage of project planning. Please direct any questions to Barbara Hosler of this office at 517-351-6326.

Sincerely,

for John V. Dingledine  
Acting Field Supervisor



DEPARTMENT OF THE ARMY  
DETROIT DISTRICT, CORPS OF ENGINEERS  
BOX 1027  
DETROIT, MICHIGAN 48231-1027

IN REPLY REFER TO:

December 29, 2010

Planning Office  
Environmental Analysis Branch

Ms. Andrea Dewey  
Grand Valley Metropolitan Council  
678 Front Avenue Northwest, Suite 200  
Grand Rapids, MI 49504

Dear Ms. Dewey:

This letter responds to your December 1, 2010, correspondence requesting comments on proposed transportation improvements in and near Grand Rapids, Michigan, in Kent and Ottawa Counties. In accordance with our responsibilities, the following comments are provided pursuant to our regulatory program and civil works/floodplain management program.

Our Regulatory Office will review your project proposal for regulatory compliance pursuant to Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act, and will provide a jurisdictional determination (JD) in a separate mailing. The JD will address whether a Department of the Army permit may be required for the project. No activities under the Corps of Engineers' regulatory jurisdiction may commence without prior Corps' authorization.

Our civil works program does not include any current plans to develop waterways in the vicinity of your project; nor do we have any current or proposed flood control studies or projects for the area described in your letter.

Review of the applicable Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps indicates that locations and other details on the proposed transportation improvements would need a proper floodplain effects determination. We recommend that you coordinate the proposed action with the Michigan Department of Natural Resources and Environment (MDNRE) regarding the applicability of a State floodplain permit prior to construction. MDNRE permits are required for any filling, grading, or occupation below the 100-year floodplain elevation. In addition, the Federal Emergency Management Agency is revising their National Flood Insurance Maps for Kent County in accordance with the present state of flood control works along the Grand River. If you obtain information indicating that any of the project features would in fact impact the flood plain, you should consider other sites. This would be consistent with current Federal policy to formulate projects that, to the extent possible, avoid or minimize adverse impacts associated with use of the floodplain.

We appreciate the opportunity to comment on the proposed transportation improvements in and near Grand Rapids, Michigan, in Kent and Ottawa Counties. Questions regarding our regulatory program should be directed to Mr. Donald Reinke, Chief, Compliance and Enforcement Branch, Regulatory Office, at 313-226-1322. Any other questions may be directed to me at 313-226-7590.

Sincerely,

Paul Allerding, Acting Chief  
Environmental Analysis Branch

Copies furnished:  
Mr. Donald Reinke, Corps, Regulatory Office, Detroit, MI

18. Environmental Mitigation Mailing Materials



GRAND VALLEY METROPOLITAN COUNCIL

ALGOMA TOWNSHIP • ALLENDALE TOWNSHIP • ALPINE TOWNSHIP • BELDING • BYRON TOWNSHIP • CALEDONIA TOWNSHIP • CANNON TOWNSHIP • CASCADE TOWNSHIP • 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 • MIDDLEVILLE • OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SPARTA • SPARTA TOWNSHIP • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

**MEMORANDUM**

**DATE:** December 1, 2010  
**TO:** Environmental Organizations and Agencies  
**FROM:** Andrea Dewey, Transportation Planner  
**RE:** Request for Consultation on Draft 2035 Long Range Transportation Plan and Projects

The Grand Valley Metropolitan Council (GVMC), as the Metropolitan Planning Organizations for Kent and Eastern Ottawa Counties in western Michigan, as part of the development of the 2035 Long Range Transportation Plan Update, is seeking input with regard to possible environmental and cultural impacts from planned transportation improvements.

Consulted environmental agencies are asked to review the Draft LRTP document, Draft Project List and map, and the Environmental Mitigation materials, and compare these materials to their own plans, programs, and policies. The purpose of this notification is to promote cooperation and consultation in the transportation planning process with 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. All projects will be processed in accordance with the National Environmental Policy Act of 1969 (NEPA).

Enclosed are the Draft LRTP Project List and a corresponding map for locating projects. While the LRTP does list the implementation priorities for transportation projects in Kent and Eastern Ottawa County, the inclusion of a specific project does not guarantee construction. To access the Draft LRTP document and the Environmental Mitigation materials, including seven "sensitive resource" maps and those LRTP projects with potential impacts, visit <http://www.gvmc.org/transportation/longrangeplan.shtml>.

**Consultation Meeting:** Consulted organizations, including environmental organizations and agencies, are also invited to a meeting on **December 16, 2010 from 2-4 p.m.** at the GVMC Offices (678 Front Ave NW, Suite 200, Grand Rapids, MI 49504) with GVMC staff to share/compare planning information to better assure coordination. 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 tool. The objective is to improve linkages between the planning and environmental processes.

**Please respond on or before December 30, 2010:** Your comments are an important part of the transportation planning process and will be incorporated into the document itself, whenever feasible, and also be included in the LRTP Appendix. Without appropriate feedback, it is difficult for our organization to foresee potential issues, therefore, lack of comment on your part will be viewed as endorsement. Thank you in advance for your comments and participation. Comments may be directed to:

Mail: Grand Valley Metropolitan Council  
Attn: Andrea Dewey  
678 Front Ave, Suite 200  
Grand Rapids, MI 49504  
Email: [andrea.dewey@gvmc.org](mailto:andrea.dewey@gvmc.org)  
Phone: (616) 776-7601  
Fax: (616) 774-9292

Sincerely,  
Andrea Dewey, Transportation Planner  
Enclosures



GRAND VALLEY METROPOLITAN COUNCIL

ALGOMA TOWNSHIP • ALLENDALE TOWNSHIP • ALPINE TOWNSHIP • BELDING • BYRON TOWNSHIP • CALEDONIA TOWNSHIP • CANNON TOWNSHIP • CASCADE TOWNSHIP • 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 • MIDDLEVILLE • OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SPARTA • SPARTA TOWNSHIP • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

**2035 Long Range Transportation Plan Update - Additional Consultation Information**

*What is GVMC?*

The Grand Valley Metropolitan Council (GVMC) is the Metropolitan Planning Organization (MPO) for Kent and Eastern Ottawa Counties in western Michigan. GVMC is required by federal legislation to provide coordinating transportation planning and is made up of various governmental agencies, including:

- Federal Highway Administration (FHWA)
- Michigan Department of Transportation (MDOT)
- Kent County Road Commission
- Ottawa County Road Commission
- Cities of Cedar Springs, East Grand Rapids, Grand Rapids, Grandville, Hudsonville, Kentwood, Lowell, Rockford, Walker, and Wyoming
- The Townships of Spencer, Nelson, Solon, Tyrone, Sparta, Algoma, Courtland, Oakfield, Grattan, Cannon, Plainfield, Alpine, Ada, Vergennes, Lowell, Bowne, Caledonia, Gains, Byron, Jamestown, Georgetown, Blendon, Tallmadge, Allendale
- The Villages of Casnovia, Sparta, Caledonia
- The Rapid/Interurban Transit Partnership
- Gerald R. Ford International Airport

These agencies are represented on the GVMC’s Transportation Committees, meetings of which are open to the public. More information on the meeting schedules for GVMC Committees can be found at [www.gvmc.org](http://www.gvmc.org)

GVMC’s transportation program is funded by planning funds from the Federal Highway Administration, the Federal Transit Administration, the Michigan Department of Transportation, and local dues.

*What is the 2035 Long Range Transportation Plan Update?*

The 2035 Long Range Transportation Plan Update (LRTP) is a federally mandated document that provides a strategy and methodology to outline planned transportation improvements through the year 2035.

The Long Range Transportation Plan:

- Covers a minimum 20-year horizon
- Is updated every four years
- Encompasses all modes of transportation
- Uses the most recent data available to assess transportation needs and priorities
- Is realistic in terms of projected available funding – it is not a “wish list” of projects
- Conforms with the State Implementation Plan for air quality purposes
- Is required for federal transportation dollars to be expended in our area
- Is developed in accordance with joint regulations from the Federal Highway Administration and the Federal Transit Administration

The 2035 LRTP Update is being developed by GVMC with the assistance of the GVMC Technical and Policy Committees. These committees consist of representatives from local governments, road, and

transit agencies. To view the current adopted LRTP, please go to <http://www.gvmc.org/transportation/longrangeplan.shtml>.

### ***Why are we consulting your organization?***

The purpose of this consultation process is to meaningfully engage the consulted agencies in the transportation planning process, and to exchange information to not only address the needs of transportation agencies, but to be supportive of resource and regulatory agencies' and planning organizations' goals and initiatives. This "two way" conversation is consistent with federal and state requirements for the development of the Long Range Transportation Plan (SAFEEA-LU: reference 23 U.S.C. 134(i)(2)(B), 23 U.S.C. 135(F)(4), 23 U.S.C. 134(i)(4), and 23 U.S.C. 135(f)(2)(D)), but 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 tool. All projects will be processed through the National Environmental Policy Act of 1969 (NEPA).

GVMC will use the consultation process to better inform the transportation decision-making process, to take into account environmental, community, and economic goals through the life cycle of any given transportation project, from the planning stage through development, design, construction, and maintenance. Possible issues and environmental concerns are brought to the forefront through consultation by:

- 1) Improving agency understanding of transportation projects at an early (planning stage), as well as keeping the agency informed about a project.
- 2) Improving the projects' proponent's understanding of other agency's regulatory requirements.
- 3) Helping resolve differences and improve transportation decisions.
- 4) Reducing the time, effort, and cost to implement transportation improvements.

To view the Draft 2035 LRTP Document and Project List please visit:

<http://www.gvmc.org/transportation/longrangeplan.shtml>. At the bottom of this webpage you will also find a list of the agencies and organizations contacted as part of the Consultation and Environmental Mitigation processes. Seven Environmental Mitigation maps (Cemeteries, Flood Zones, Historic Sites, Parks, Water Features, Wetlands, and Woodlands) and corresponding lists of LRTP projects with potential impact, may also be found at the bottom of this webpage.

### **Consultation Meeting**

A meeting is scheduled for **December 16, 2010** from **2-4 p.m.** at the GVMC Offices (678 Front Ave NW, Suite 200, Grand Rapids, MI 49504) for consulted agencies to meet with GVMC staff and share/compare planning information to better assure compatibility.

If your organization cannot attend the meeting, GVMC is available to answer questions and provide additional information for proposed projects. Please contact Andrea Dewey at [andrea.dewey@gvmc.org](mailto:andrea.dewey@gvmc.org) or by calling (616) 776-7601.

Please mail written comments and documentation to:

GVMC  
Attn: Andrea Dewey  
678 Front Ave NW, Suite 200  
Grand Rapids, MI 49504

Comments received will be incorporated into the decision making and approval process for the 2035 LRTP and will be included in the document itself.

## Appendix B: Glossary of Terms

**AASHTO: American Association of State and Highway Transportation Officials** - a nonprofit, non-partisan association representing highway and transportation departments in the 50 states, the District of Columbia, and Puerto Rico. It represents all five transportation modes: air, highways, public transportation, rail, and water. Its primary goal is to foster the development, operation, and maintenance of an integrated national transportation system.

**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.

**ADT: Average Daily Traffic** - The average number of vehicles passing a specific point on a roadway during 24 hour period.

**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.

**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.

**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.

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**BULBOUT** - An extension of the sidewalk or curb line into the parking lane to reduce the effective street width. Also known as curb bulb-outs or neckdowns, curb extensions significantly improve pedestrian crossings by reducing the pedestrian crossing distance, visually and physically narrowing the roadway, improving the ability of pedestrians and motorists to see each other, and reducing the time that pedestrians are in the street. Curb extensions are only appropriate where there is an on-street parking lane. Curb extensions should not extend more than 6 feet from the curb, and must not extend into travel lanes, bicycle lanes or shoulders. The turning needs of larger vehicles, such as school buses, need to be considered in curb extension design.

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

**CONTRACT AUTHORITY** - Budget authority that permits obligations to be made in advance of appropriations.

**CONTROLLED INTERSECTION** - Intersection with a traffic light or other traffic control device.

**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.

**CURB EXTENSION** - An extension of the sidewalk or curb line into the parking lane to reduce the effective street width. Also known as curb bulb-outs or neckdowns, curb extensions significantly improve pedestrian crossings by reducing the pedestrian crossing distance, visually and physically narrowing the roadway, improving the ability of pedestrians and motorists to see each other, and reducing the time that pedestrians are in the street. Curb extensions are only appropriate where there is an on-street parking lane. Curb extensions should not extend more than 6 feet from the curb, and must not extend into travel lanes, bicycle lanes or shoulders. The turning needs of larger vehicles, such as school buses, need to be considered in curb extension design.

**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).

**EASEMENT** - Contractual agreement allowing temporary or permanent access through and/or use of a property.

**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** - Reports which details any adverse economic, social, environmental effects of a proposed transportation project that the federal government funds.

**ENVIRONMENTAL JUSTICE** - 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.

**EXPRESSWAY** - A divided highway, typically with a 150-200 foot right-of-way, with full or partial access control and interchanges at selected public roads. Expressways may also have at-grade interchanges spaced at 1500-2000 foot intervals.

**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.

**GRATA: Grand Rapids Area Transit Authority** - Now known as the Interurban Transit Partnership, it is the agency responsible for providing public transit service in the Grand Rapids area.

**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** - A federal database of roadway characteristics and traffic information for pre-selected roadway segments throughout the entire MPO Study Area.

**LAWG: 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.

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**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.

**ISTEA: Intermodal Surface Transportation Efficiency Act Of 1991** - Federal legislation that reconstructed funding for the transportation program and opened up the transportation planning process to the public. ISTEA was replaced by newer federal transportation legislation, SAFETEA-LU, in August, 2005.

**ITE: Institute of Transportation Engineers** - An international association of transportation professionals that supports transportation-related education, research, professional development, public awareness programs, and facilitates the exchange of professional information.

**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.

**KCRC: Kent County Road Commission** - Agency responsible for road maintenance and construction in townships, villages, and other unincorporated parts of Kent County.

**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.

**LOCAL STREET** - Primary role is providing access to adjacent properties; local streets have low levels of mobility and serve residential, commercial, and industrial areas.

**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.

**LRTP: Long Range Transportation Plan** - A document that provides a strategy and methodology for an area's long-range transportation needs. The Plan must have at least a twenty-year window and must be updated every four years.

**MAJOR THOROUGHFARE** - Major, multimodal streets in urban areas (arterials and collectors) which are designed to complement and support adjacent land uses.

**MDNRE: Michigan Department of Natural Resources and Environment** - 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.

**MIRIS: Michigan Resource Information System** - State level data base which contains information on a number of items including roads, land cover, and natural resources.

**MIXED-USE ZONING** - Zoning allowing several types of uses (e.g. residential, commercial, office, and/or retail) within a single building or development. The uses can be mixed vertically, with differ-

ent uses stacked in a single building, or horizontally, with different uses adjacent to or near each other.

**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.

**OCRC: Ottawa County Road Commission** - Agency responsible for road maintenance and construction in townships, villages, and other unincorporated parts of the county.

**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.

**PEDESTRIAN-ORIENTED** - A built environment that emphasizes and is conducive to walking between destinations. A pedestrian-friendly environment may include sidewalks, buffers, street trees, benches, fountains, transit stops, pedestrian-oriented signs and lighting, public art, and buildings that are visually interesting with high levels of transparency and articulation.

**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.

**PPM: Parts Per Million** - A measurement used in relating concentrations of matter, such as ozone in the atmosphere.

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

**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.

**PTMS: Public Transportation Management System** - A system which allows for the monitoring and evaluation of the public transportation system for an area.

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

**REGIS: Regional Geographic Information System** - Geographic Information System being utilized in the Grand Rapids area through the Grand Valley Metropolitan Council. (See Geographic Information System for more information)

**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.

**RESCISSION** - Legislative action to cancel the obligation of unused budget authority previously provided by Congress before the time when the authority would have otherwise lapsed.

**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.

**SAFE ROUTES TO SCHOOL** - Programs designed to encourage and enable children to safely walk and bike to school. These programs often include education, encouragement and enforcement efforts in conjunction with a variety of site-specific engineering measures designed to improve safety for bicycling and walking. See [www.saferoutesinfo.org](http://www.saferoutesinfo.org) and <http://safety.fhwa.dot.gov/saferoutes/> for more information.

**SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users** - \$286.4 federal transportation legislation that governs the United States federal surface transportation spending. It was signed into law by President George W. Bush on August 10, 2005 and will expire September 30, 2009.

**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 ROADWAY** - A roadway that is open to both bicycle and motor vehicle travel - may be an existing roadway, street with wide curb/outside lanes, or road with paved shoulders. Shared roadways typically have no bikeway designation, but should be designed and constructed under the assumption that they will be used by bicyclists.

**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 non-motorized users.

**SHARROW** - A chevron-style roadway lane marking that indicates that the lane is shared by bicyclists and other vehicles. Sharrows are used when the road lane is not wide enough to accommodate both a traffic lane and a dedicated bicycle lane.

**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.

**SIGNED SHARED ROADWAY** - A shared roadway that has been designated with signing as a preferred route for bicycle use to provide continuity to other bicycle facilities, or to designate preferred routes through high-demand corridors.

**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.

**SMSA: Standard Metropolitan Statistical Area** - A U.S. Census delineation for larger metropolitan areas in the U.S.

**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.

**STREETScape** - The elements within and along the street right-of-way that define its appearance, identity, and functionality, including adjacent buildings and land uses, street furniture, landscaping, trees, sidewalks, and pavement treatments, among others.

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

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

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

**TCM: Transportation Control Measure** - Local actions to adjust traffic patterns or reduce vehicle use to reduce air pollution.

**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 CALMING** - Transportation techniques, facilities, or programs designed to slow the movement of motor vehicles. Traffic calming typically involves changes in street alignment, installation of barriers and other physical measures to reduce traffic speeds and/or cut-through volumes in the interest of safety, livability, and other public interests. Physical treatments may include speed tables, raised crosswalks, textured pavement, roundabouts, chicanes, curb extensions, partial roadway closures, diagonal diverters and median barriers.

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

**TRANSIT DEPENDENT** - Persons who must rely on public transit or paratransit for most or all of their transportation needs.

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

**UWP: Unified Work Program** - Annual document prepared by the MPO that outlines transportation work tasks and products that will be completed and produced for the upcoming fiscal year.

**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.

**WIDE OUTSIDE 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.

**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: Policies and Practices for Programming Projects**

# **Policies and Practices for Programming Projects**

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**Draft May 12, 2004**

**Adding/programming new projects/revised project limits to the TIP and LRTP Section**

**Updated February 7, 2008**

## Capacity deficient project eligibility

### **Previously Stated Goal:**

The MPO shall make efforts to reduce system-wide congestion and travel times.

### **TIP Committee recommended Strategy/Practice:**

In Kent County, the MPO shall use all available TEDF funding to improve capacity of facilities that are rated or are projected to be rated Level Of Service (LOS) E and F. In Ottawa County, the MPO shall use available federal funding to improve capacity of facilities that are rated or are projected to be rated Level Of Service (LOS) E and F. These projects must be listed in the MPO's Long Range Transportation Plan prior to implementation through the TIP process. The funding ratios for capacity deficient projects should be set at 80% federal/EDFC with a required 20% local match. The committees may alter this ratio to accommodate funding shortfalls. STP funding may be used for capacity improvement projects in Kent County if the necessity exists to do so due to financial constraint demonstrated in the Long Range Plan.

Explanation: If a facility has a 24 hour capacity of 24,000, and a 24 hour traffic volume of 18,000, then the V/C Ratio would be 0.75. Using the scale below, this facility would not be eligible for federal funding for the purpose of widening or adding capacity.

#### LOS Scale

V/C 0.00 - 0.25 = LOS A

V/C 0.26 - 0.50 = LOS B

V/C 0.51 - 0.75 = LOS C

V/C 0.76 - 1.00 = LOS D

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V/C 1.01 - 1.25 = LOS E

V/C 1.26 - 9.99 = LOS F

Capacity Deficient
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A comprehensive Roadway Infrastructure Management System (RIMS) will be developed and used as an inventory for all federal-aid roadways within the MPO boundary. The information contained in RIMS will be developed by MPO staff, reviewed by each jurisdiction, and approved through the MPO process. RIMS will be updated as information becomes available. All Long Range Plan projects (state and local) will come from RIMS. Data for RIMS will be acquired through various sources, including but not limited to local data submittal, the GVMC traffic count program, MDOT's traffic count program, etc.

All capacity and bridge improvement projects programmed in the TIP will be designed to reduce the congested or projected congested situation through the time period of the Long Range Plan. No improve/expand or bridge projects will be programmed that do not address current and future congestion through the life of the Long Range Plan.

Only projects that increase capacity by adding lanes (thru lanes, center turn lanes, and/or boulevard) should be funded using EDFC funding. Projects that widen existing lanes should not be funded EDFC funds.

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

GVMC staff will work to develop an improved scope and description of project including specific termini, proposed typical cross section and if required, work on existing structures.

New transit routes to be included in the TIP that receive federal funding, must be first justified by current and accurate facts and figures identifying the need, the demand, and funding for such services. A commitment to continue the proposed service beyond the scope of the federal funding must also in place if rider ship meets projections.

Projects located in the high priority corridors will be noted on the deficient project pool listing.

Capacity improvement projects shall include in the project as a participating cost any/all elements of planned ITS deployment.

All projects require consideration of Social and Environmental (S/E) impacts through the federal NEPA process. Minor projects, generally within the existing right-of-way, are usually classified as Categorical Exclusions. Projects which add capacity to an existing road or transit facility, and/or involve construction of a new transportation facility often require an Environmental Assessment (EA). The purpose of the EA is to identify the S/E effects of the proposed project and any mitigation required. If, through the EA process, significant S/E impacts are identified, an Environmental Impact Statement (EIS) is required. The EIS quantifies all S/E impacts associated with major projects, and identifies the required mitigation measures to address the impacts identified. Extensive public involvement, including a public hearing, and federal/state regulatory agency review, are included in both the EA and EIS processes. Proposed projects involving new or modified access to the Interstate system also require the completion of an Interchange Justification Report (IJR), to assess traffic impacts on the Interstate highway system.

The EA, EIS, and IJR processes may occur prior to inclusion of a project in the MPO LRP, or may occurs as part of the TIP project implementation process, depending on the scope of the proposed project.

***This item was passed by the TIP and Technical committees to accept the Capacity Deficient Project Eligibility proposed strategy/practice as submitted.***

## Condition deficient project eligibility

### ***Previously Stated Goal:***

To maintain and improve the system-wide pavement condition.

### ***Proposed Strategy/Practice:***

The MPO will maintain a Pavement Management System (PaMS). This system will include all necessary data to reasonably manage and improve the pavement condition of the federal-aid network. MPO staff will update 1/3 of the entire system condition data annually. This data will be reviewed by local agency staff. Any discrepancies noted by local agency staff will be reviewed by MPO staff. MPO staff will make the final Pavement Condition Index (PCI) determination. Once complete the condition data will be incorporated into the Roadway Infrastructure Management System (RIMS).

The MPO shall program federal funds according to the following criteria:

#### PCI Investment Scale

PCI 0 - 45 eligible for Reconstruction

PCI 0 - 70 eligible for Major Overlay

The MPO shall divide equally all available STP (or similar) funding between major reconstruction and major overlay projects. Major reconstruction projects are defined as complete removal of the existing roadway and replacement. Major overlay is defined as removal, if necessary, of the top layer of pavement and replacement.

Match ratios for reconstruction projects will be set at 50% federal with a required 50% match. Alternative match ratios may be applied for facilities on the high priority network.

#### Suggested Match Ratio for Overlay Projects

<u>ADT Range</u>	<u>Match Ratio (fed/local)</u>
25,000 & Over	80/20
10,000 – 24,999	70/30
5,000 – 9,999	60/40
Under 5,000	50/50

Projects should not be programmed on facilities that are scheduled for major water, sewer, or utility work, as these facilities will be reconstructed as part of the utility project. Federal transportation funding should not be used to subsidize water, sewer, and other major utility projects.

Projects that receive funding through the MPO process should be designed and constructed to assure a long lasting improved condition.

MPO staff will work with MDOT staff to develop a system-wide inventory that includes state trunk lines.

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

Condition improvement projects shall include in the project description (as a participating cost) any/all elements of planned ITS deployment.

***Staff recommended tabling the discussion until the consultant (SME) completes a Non Destructive Testing Study which will determine the condition of the base of the roadway. The consultant will also be able to give the committee recommendations as to how monies could be spent on projects to get “the most bang for the buck” (total reconstruction vs. overlays).***

# Functional Classification

## ***Current Policy/Practice***

Currently there is no policy to determine how roads are classified.

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## ***TIP Committee recommended Policy/Practice:***

- 1.) Grandfather in the existing system.
- 2.) Classify facilities as County Primary or City Major roads according to Act 51 designation.
- 3.) Use the following table prepared as proposed recommended thresholds for consideration:

<b>NFC #</b>	<b>Facility Type</b>	<b>Current Low Volume</b>	<b>Current High Volume</b>	<b>Current Average Volume</b>	<b>Proposed Minimum Threshold*</b>
1	Rural Interstate	31,000	38,000	35,000	
2	Rural Freeway	26,000	51,000	41,000	
6	Rural Minor Arterial	2,100	23,000	8,700	5,000
7	Rural Major Collector	500	13,000	4,400	2,500
8	Rural Minor Collector	500	12,000	2,000	1,500
11	Urban Interstate	31,000	90,000	56,500	
12	Urban Freeway	44,000	129,000	95,500	
14	Urban Principal Arterial	4,000	55,000	23,300	25,000
16	Urban Minor Arterial	1,500	47,000	11,800	10,000
17	Urban Collector	750	17,000	5,000	5,000
	All Classes	500	129,000	13,000	

\* Facilities not yet constructed would have to be modeled to determine out year volume (nearest modeled year).

Note: The above represent only volume thresholds. Other criteria must also be evaluated to determine regional significance of a roadway facility.

***This item was passed by the TIP and Technical committees to accept the Functional Classification proposed strategy/practice as submitted.***

## **High Priority Corridors**

### ***Current Policy/Practice***

The current policy/practice is reviewed on a case by case basis.

---

### ***TIP Committee recommended Policy/Practice:***

#### **Facilities Must:**

- Be continuous
- Provide connectivity
- Provide alternative routing during emergency situations
- Serve a regionally significant purpose
- Serve major activity centers
- Serve intermodal facilities
- Serve regional medical facilities
- Be a Minor Arterial or above

***The TIP and Technical committees recommend using the criteria developed for High Priority Corridors on a case by case basis to determine if a High Priority Corridor is eligible for special funding.***

## **Obligation Authority issues**

### ***Current Policies/Practices***

Carry over projects (where possible) have priority to be funded in the next year of the TIP.

---

### ***TIP Committee recommended Policy/Practice:***

- Encourage the use of Advance Construction (in the second and third year of the TIP) (STP-Urban funds only).
- Goal to have projects obligated by April 1<sup>st</sup>
- If a project cannot be obligated in the first year that projects drops to the second or third year and the advance construction project(s) are converted (paid for) in the first year.
- Preferably the third year of the TIP contains easily built projects (several overlay projects).
- Monthly project tracking.

***The TIP and Technical Committees recommend establishing a practice to increase the use of Advance Construct projects, and establish the goal that all projects are obligated by April 1<sup>st</sup>. Staff will also distribute to the committee a project tracking sheet on a monthly basis.***

## **Adding/programming new projects/revised project limits to the TIP and LRTP**

### ***Current Policies/Practices***

Below, more specific information is provided /recommended to augment the existing policies/practices for TIP and LRTP revisions.

---

#### **TIP Committee recommended Policy/Practice:**

There are two actions that are covered by this policy/practice, administrative adjustments/modifications and TIP/LRTP Amendments.

#### **Administrative Adjustments/Modifications**

Administrative adjustments/modifications will be considered when any of the following is proposed to an existing project:

- Minor changes in cost (20% or less, plus financial constraint must be maintained)
- Minor changes in scope
- Changes in funding source within the same funding source type (i.e. federal to federal, state to state, local to local)
- Corrections to minor listing errors that don't change cost or scope
- Revisions that cause projects to switch years while maintaining financial constraint

Administrative adjustments/modifications do not require Federal approval. GVMC practice is that administrative adjustments require Technical and Policy Committee approval only. GVMC Board approval is not required.

In the event that an administrative adjustment/modification must be considered immediately, staff will have the authority to implement that adjustment with permission from the Chairpersons of the Technical and Policy Committees and the requesting agency impacted by the adjustment. If the Chairperson from either committee is not available, permission for the Vice-Chairperson will be sought.

Administrative adjustments/modifications will be communicated to MDOT and FHWA in a timely fashion.

#### **Amendments**

Amendments require federal approval and are characterized by one of the following proposed changes:

- Adding a new project
- Deleting a project

- Major cost change to a project
- Changing non-Federally funded project to Federally funded project
- Major changes in project design concept or design scope
- Changing an existing project to an advance construction project
- Moving an illustrative project into the body of the TIP/LRTP document

Existing MPO, State and Federal processes will be followed for proposed TIP Amendments in the areas of air quality conformity, financial constraint, public participation, and environmental justice.

TIP Amendments require the approval of the Technical Committee, Policy Committee, and the GVMC Board. Committee approved amendments will be forwarded to MDOT via electronic format and hard copy with updated project sheets, financial constraint documentation, and proof of MPO action. MDOT will then forward the changes to FHWA.

In the event that an amendment item must be taken directly to the GVMC Board because of timing purposes, permission must be obtained from the Chairpersons of both the Technical and Policy Committee to move the action forward. If the Chairperson from either committee is not available, permission for the Vice-Chairperson will be sought.

**Adding/Amending New Projects to an Existing TIP**

- Resurfacing Project -** Should be listed in the Pavement Management System deficiency list with a PCI of 70 and below.
- Reconstruction Project -** Should be listed in the Pavement Management System deficiency list with a PCI of 45 and below.
- Expand & Widen Proj. -** Should be listed in the Congestion Management System capacity deficiency list and be listed in the Long Range Transportation Plan.
- ITS Project -** Should be recommended by the ITS committee.
- Transit Project -** Should be listed in the 5 years Short Range Public Transportation Plan or in the Long Range Public Transportation Plan.
- Buses -** All buses should come from the Fleet Replacement Plan.

**Procedure for Adding New Project(s) -**

A call for projects will be sent to all transportation providers, project(s) will be selected through the project selection process exercised by the Technical and Policy Committees.

**Adding/Amending New Projects to an Existing Long Range Transportation Plan**

- Reconstruction Project -** Should be listed in the Pavement Management System deficiency list with a PCI of 45 and below.
- Expand & Widen Proj. -** Should be listed in the Congestion Management System capacity deficiency list. Project should be regionally significant.
- ITS Project -** Should be recommended by the ITS committee.

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**Transit Project -** Should be listed in the 5 years Short Range Public Transportation Plan or in the Long Range Public Transportation Plan.

### **Procedure for Adding New Project(s) -**

A call for projects will be sent to all transportation providers, project(s) will be selected through the project selection process exercised by the Programming, Technical and Policy Committees.

## **Advance Construction**

### ***Current Policies/Practices***

When the TIP program is developed it needs to be financially constrained.

The conversion of advance construction projects is the 1<sup>st</sup> priority.

---

### ***TIP Committee recommended Policy/Practice:***

When the TIP program is developed it needs to be financially constrained.

The conversion of advance construction projects is the 1<sup>st</sup> priority.

Allow advance construction within the three year TIP and the Illustrative program

***The TIP and Technical Committees recommend that the use of Advance Construction be restricted to the first 3 years of the TIP and the 2 Illustrative years; that there are no limits on the dollar amount and the number of Advance Construct projects allowed, and that once the TIP is developed it will be financially constrained.***

## **CMAQ Program issues**

### ***Current Policies/Practices***

Traditionally busses, intersections and the Ozone Action Program are funded with this program.  
MDOT/Local split of the funds (MDOT gets 50% of the CMAQ funds off the top).

---

### ***TIP Committee recommended Policy/Practice:***

Eliminate the 50/50 split of CMAQ funds allocated to this MPO between MDOT and the local jurisdictions.  
With the CMAQ funds allocated to the MPO, the TIP Committee will rank all CMAQ eligible projects based on emission reduction/cost benefit basis. (Competitive based on emissions).

Develop and have in place a consistent and improved statewide evaluation process of CMAQ projects.

All new transit route projects need to show a demonstration of need and that service will continue beyond a 3 year commitment if rider-ship meets projections.

Agreement for CMAQ funding in West Michigan

1. MDOT will do the East/West estimating of funding split.
2. MDOT will provide estimates of funding available for each MPO (GVMC, MACC, WMSRDC) and rural Ottawa County based on population using the 2000 Census data.
3. Working through the TIP development process the MPO and MDOT representatives will cooperatively distribute the funds to local and state eligible projects.
4. MDOT will provide a time line with the estimates for completion of task #3.
5. All parties will meet to discuss all projects and compile the CMAQ program.
6. MDOT makes the final decisions to reach financial constraint of the final program.
7. This entire agreement will be re-evaluated when the USEPA takes action on the 8 hour standard.

***This item was passed by the TIP and Technical committees to accept the proposed policy/practice as submitted.***

## **Funding Sidewalks**

### ***Current Policy/Practice***

Use of Federal Funds under the current policy/practice is not allowed to build sidewalks.

---

### ***TIP Committee recommended Policy/Practice:***

*The TIP Committee recommended a change in the policy/practice to allow the use of Federal funds to build sidewalks. The Technical Committee recommended further discussion on this item.*

## **Regional Non Motorized Facilities**

### ***Current Policies/Practices***

Encourage the use of the Enhancement program and local funds to build non motorized facilities.

---

### ***TIP Committee recommended Policy/Practice:***

Enhancement and local funds will be used to build non motorized facilities.

***The TIP Committee recommends continuing the practice of using Enhancement Funds to build non motorized facilities.***

## **Funding Right of Way (ROW) with federal funding**

### ***Current Policy/Practice***

Use of Federal funds is not allowed unless the committee deems a corridor with a high priority a special case as identified by the MPO.

---

### ***TIP Committee recommended Policy/Practice:***

Eliminate Federal/State funding of ROW. An exception may be approved by the TIP Committee if a jurisdiction requests to use ROW funds for a large or expensive project.

***The TIP Committee recommends continuing the practice of not allowing the funding of right-of-way except on a case by case basis.***

## **Funding Engineering costs**

### ***Current Policy/Practice***

There is no current policy or practice in the use of Federal Funds for engineering costs.

---

### ***TIP Committee recommended Policy/Practice:***

No Federal/State funds for Engineering.

Encourage local jurisdictions staff to work on future year projects, get programming into MDOT early in the fiscal year and obligate projects in a timely basis.

***The TIP committee recommends continuing the current practice of not funding Engineering Costs – that restricts Federal Funds from being used for Engineering Costs by local jurisdictions.***

## Appendix D: Committee Members

### Ada Township

Policy Committee Representative: George Haga (ghaga@adatownshipmi.com)  
 Technical Committee Representative: Steve Groenenboom (sgroenenboom@mbce.com)  
 7330 Thornapple River Dr, PO Box 370  
 Ada, Michigan 49301  
 (616) 676-9191

### Algoma Township

Policy Committee Representative: Dennis Hoemke (supervisor@algomatwp.org)  
 Technical Committee Representative: Dennis Hoemke  
 10531 Algoma Ave NE  
 Rockford, Michigan 49341  
 (616) 866-1583

### Allendale Township

Policy Committee Representative: Jerry Alkema (jalkema@altelco.net)  
 Technical Committee Representative: Jerry Alkema  
 6676 Lake Michigan Dr, PO Box 539  
 Allendale, Michigan 49401  
 (616) 895-6295

### Alpine Township

Policy Committee Representative: Alex Arends (a.arends@alpinetwp.org)  
 Technical Committee Representative: Alex Arends  
 5255 Alpine Ave NW  
 Comstock Park, Michigan 49341  
 (616) 784-1262

### Byron Township

Policy Committee Representative: Audrey Nevins (anevins2003@aol.com)  
 Technical Committee Representative: Audrey Nevins  
 8085 Byron Center Ave SW  
 Byron Center, Michigan 49315  
 Phone (616) 878-1222

### Caledonia Township

Policy Committee Representative: Bryan Harrison (bharrison@caledoniatownship.org)  
 Technical Committee Representative:  
 8495 Woodland Forest Dr SE  
 Alto, Michigan 49302  
 (616) 891-0070

### Caledonia, Village of

Policy Committee Representative:  
 Technical Committee Representative: Sandy Ayres (sandya@villageofcaledonia.org)  
 250 Maple St  
 Caledonia, Michigan 49316  
 (616) 891-9384

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### **Cannon Township**

Policy Committee Representative: Dick Davies (rrd8565@gmail.com)  
Technical Committee Representative: Dick Davies  
6878 Belding Rd NE  
Rockford, Michigan 49341  
Phone (616) 874-6966

### **Cascade Township**

Policy Committee Representative: Steve Peterson (speterson@cascadetwp.com)  
Technical Committee Representative: Steve Peterson  
2865 Thornhills Dr SE  
Grand Rapids, Michigan 49546  
Phone (616) 949-1500

### **Cedar Springs, City of**

Policy Committee Representative: Christine Burns (manager@wingsisp.com)  
Technical Committee Representative: Mike Berrevoets (mlberrevoets@ftch.com)  
66 S. Main St, PO Box 310  
Cedar Springs, Michigan 49319  
(616) 696-1330

### **Courtland Township**

Policy Committee Representative: Chuck Porter (CJPGrainFarm@aol.com)  
Technical Committee Representative: Chuck Porter  
7450 14 Mile Rd NE  
Rockford, Michigan 49341  
(616) 866-0622

### **East Grand Rapids, City of**

Policy Committee Representative: Ken Feldt (kfeldt@eastgr.org)  
Technical Committee Representative: Ken Feldt  
750 Lakeside Dr SE  
East Grand Rapids, Michigan 49506  
(616) 940-4817

### **Gaines Charter Township**

Policy Committee Representative: Don Hilton, Sr. (dhilton@twp.gaines.mi.us)  
Technical Committee Representative: Tim Haagsma (thaagsma@kentcountyroads.net)  
8555 Kalamazoo Ave SE  
Caledonia, Michigan 49316  
(616) 698-6640

### **Georgetown Township**

Policy Committee Representative: Dan Carlton (DCarlton@georgetown-mi.gov)  
Technical Committee Representative: Dan Carlton  
1515 Baldwin St, PO Box 769  
Jenison, Michigan 49429  
(616) 457-2340

### **Gerald R. Ford International Airport**

Policy Committee Representative: Jim Koslosky (jkoslosky@grr.org)  
Technical Committee Representative: Roy Hawkins (rhawkins@grr.org)  
5500 44th St SE  
Grand Rapids, Michigan 49512  
(616) 233-6000

**Grand Rapids, City of**

Policy Committee Representative: Eric DeLong (edelong@grcity.us)  
Mark DeClercq- alternate (mdeclercq@grcity.us)  
Technical Committee Representative: Rick DeVries (rdevries@grcity.us)  
Chris Zull (czull@grcity.us)  
300 Monroe Ave NW  
Grand Rapids, Michigan 49503  
(616) 456-3060

**Grand Rapids Township**

Policy Committee Representative: Mike DeVries (mdevries@grandrapidstwp.org)  
Technical Committee Representative: Mike DeVries  
1836 East Beltline Ave NE  
Grand Rapids, Michigan 49505  
(616) 361-7391

**Grandville, City of**

Policy Committee Representative: Ken Krombeen (krombeenk@cityofgrandville.com)  
Technical Committee Representative: Ron Carr (carr@cityofgrandville.com)  
3195 Wilson Ave SW  
Grandville, Michigan 49418  
(616) 531-3030

**Hudsonville, City of**

Policy Committee Representative: Don VanDoeselaar  
Technical Committee Representative: Dan Strikwerda (dstrikwe@hudsonville.org)  
3275 Central Blvd  
Hudsonville, Michigan 49426  
(616) 669-0200

**Interurban Transit Partnership – The Rapid**

Policy Committee Representative: Peter Varga (pvarga@ridetherapid.org)  
Technical Committee Representative: Taiwo Jaiyeoba (tjaiyeoba@ridetherapid.org)  
300 Ellsworth St SW  
Grand Rapids, Michigan 49503  
(616) 456-7514

**Jamestown Township**

Policy Committee Representative: Jim Miedema (jmiedema@twp.jamestown.mi.us)  
Technical Committee Representative: Jim Miedema  
2380 Riley St  
Jamestown, Michigan 49427  
(616) 896-8376

**Kent County Board of Commissioners**

Policy Committee Representative: Dick Bulkowski (dick@steepletowncenter.org)  
Technical Committee Representative: Wayne Harrall (wharrall@kentcountyroads.net)  
300 Monroe Ave NW  
Grand Rapids, Michigan 49503  
(616) 336-3550

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### **Kent County Road Commission**

Policy Committee Representative: Jon Rice (jrice@KentCountyRoads.net)  
Technical Committee Representative: Steve Warren (swarren@kentcountyroads.net)  
1500 Scribner Ave NW  
Grand Rapids, Michigan 49504  
(616) 242-6960

### **Kentwood, City of**

Policy Committee Representative: Rich Houtteman (HouttemanR@ci.kentwood.mi.us)  
Technical Committee Representative: Terry Schweitzer (schweitt@ci.kentwood.mi.us)  
4900 Breton Ave SE  
Kentwood, Michigan 49518  
Phone (616) 554-0770

### **Lowell, City of**

Policy Committee Representative: Dave Pasquale (dpasquale@ci.lowell.mi.us)  
Technical Committee Representative: Dan DesJarden (robinsb@triton.net)  
301 E Main St  
Lowell, Michigan 49331  
(616) 897-8457

### **Michigan Department of Transportation**

Policy Committee Representative: Dal McBurrows (mcburrowsd@michigan.gov)  
Technical Committee Representative: Sandra Cornell-Howe (cornell-howes@michigan.gov)  
Van Wagoner Building  
425 W Ottawa St, PO Box 30050  
Lansing, Michigan 48909  
(517) 373-2090

### **Ottawa County Board of Commissioners**

Policy Committee Representative: Jim Holtrop (jholtrop@co.ottawa.mi.us)  
Technical Committee Representative: Jim Holtrop  
12220 Fillmore St, Room 310  
West Olive, Michigan 49460  
(616) 669-6060

### **Ottawa County Road Commission**

Policy Committee Representative: Larry Bruursema  
Technical Committee Representative: Brett Laughlin (BALaughlin@ottawacorc.com)  
14110 Lakeshore Dr, PO Box 739  
Grand Haven, Michigan 49417  
(616) 842-5400

### **Plainfield Charter Township**

Policy Committee Representative: Bob Homan (homan@plainfieldchartertp.org)  
Technical Committee Representative: Bob Homan  
6161 Belmont Ave NE  
Belmont, Michigan 49306  
(616) 364-8466

### **Rockford, City of**

Policy Committee Representative: Jeff Dood (jdood@rockford.mi.us)  
Technical Committee Representative: Jamie Davies  
7 S Monroe St, PO Box 561  
Rockford, Michigan 49341  
(616) 866-1537

**Sparta, Village of**

Policy Committee Representative: Sharon DeLange (sidelange@chartermi.net)  
Technical Committee Representative: Sharon Delange  
156 E Division St  
Sparta, Michigan 49345  
(616) 887-8251

**Tallmadge Township**

Policy Committee Representative: Toby VanEss (tvaness@tallmadge.com)  
Technical Committee Representative: Toby VanEss  
O-1451 Leonard St NW  
Grand Rapids, Michigan 49544  
(616) 677-1248

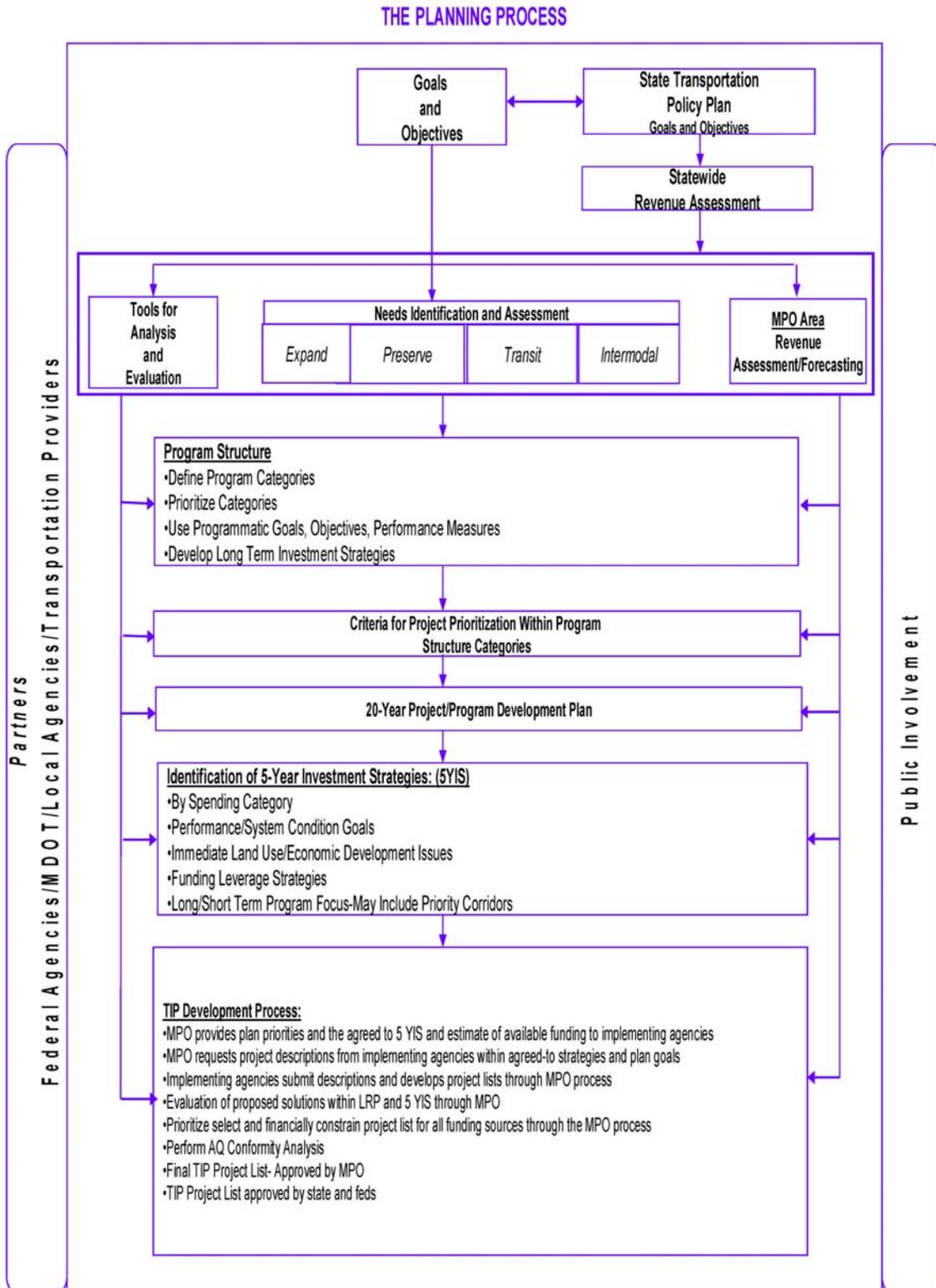
**Walker, City of**

Policy Committee Representative: Darrel Schmalzel(dschmalz@ci.walker.mi.us)  
Technical Committee Representative: Scott Conners (sconners@ci.walker.mi.us)  
4243 Remembrance Rd NW  
Walker, Michigan 49534  
(616) 784-9090

**Wyoming, City of**

Policy Committee Representatives: Rich Pastoor (pastoorr@wyomingmi.gov)  
Jack Poll (pollj@wyomingmi.gov)  
Technical Committee Representative: Bill Dooley (dooleyb@wyomingmi.gov)  
Tim Cochran (cochran@wyomingmi.gov)  
1155 28th St, PO Box 905  
Grand Rapids, Michigan 49509  
(616) 530-7226

# Appendix E: Planning Process Chart



## Appendix F: Air Quality Conformity Analysis Results

An air quality analysis is performed on the new 2035 Long Range Transportation Plan (LRTP) to determine the impact of proposed transportation projects on vehicle emissions. The Federal Highway Administration (FHWA) and the United States Environmental Protection Agency (USEPA) require that a new LRTP or any significant changes of projects in the LRTP do not result in mobile source emissions greater than the current emission budget assigned for the Grand Rapids Metropolitan Area in the State Implementation Plan (SIP).

The Grand Rapids Metropolitan Area was previously designated as a Maintenance Area for Ozone under the one-hour rule. The new eight-hour designations administered by the USEPA have tied both Kent and Ottawa counties under the more lenient sub-part 1 “Basic” non-attainment classification. The new designation still requires careful monitoring of air quality in the region. Therefore, the LRTP air quality conformity analysis examines changes in Volatile Organic Compounds (VOCs) and Oxides of Nitrogen (NO<sub>x</sub>). The emission levels are then compared to numerical emission budgets developed by the state in the regional maintenance plan.

### Air Quality Assessment Criteria

The LRTP conformity demonstration was made in compliance with all applicable conformity requirements. The Transportation Plan satisfies the following conformity criteria and procedures set forth in the USEPA’s Transportation Conformity Rule:

1. The conformity demonstration was based on the latest planning assumptions.
2. The conformity demonstration was based on the latest emission model available.
3. The conformity demonstration was made according to the consultation procedures of the final conformity rule and the implementation plan revision.
4. The determination was made that the new LRTP does not increase the frequency or severity of the existing violation of the National Ambient Air Quality Standards (NAAQS) for which the area is designated in non-attainment. Completing the components of the Transportation Plan does not increase emissions over the emission budget.

### Background

The following documentation describes the best practices available for the travel demand estimation and analysis in Kent and Ottawa Counties. The Grand Valley Metropolitan Council (GVMC), the Macatawa Area Coordinating Council (MACC), and the West Michigan Shoreline Regional Development Commission (WestPlan) have approved socioeconomic data for 2009, 2014, 2018, 2025 and 2035. This data is the basis for forecasting travel demand in the respective study areas, which in turn generates the inputs required for air quality conformity analysis. These inputs are the amount of travel expressed as Vehicle Miles of Travel (VMT) and average speed by National Functional Classification (NFC) or a combination of similar functional classified facilities grouped together to address the new Mobile 6.2 model input data structure. One of the latest travel demand forecasting technologies available, the TransCad model has been used in all urban area travel demand forecasting efforts. However, air quality conformity analysis must be performed on a county wide basis, and the urban area travel demand forecast models cover all of Kent and a portion of Ottawa Counties.

The VMT and speed data generated by the TransCad model for the GVMC, MACC, and WestPlan areas, and county wide Highway Performance Monitoring System (HPMS) VMT figures provide the basis for the estimation of present and future VMT and speeds by NFC for the entire counties. The air quality conformity analysis performed for the 2035 LRTP includes the following assumptions:

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1. Emission budget for VOC of 40.70tons/day, based on Federal Register Vol. 72, No.94, May 16, 2007, Sec 52.1174
2. Emission budget for NOx of 97.87 tons/day, based on Federal Register Vol. 72, No. 94, May 16, 2007, Sec 52.1174
3. Projects are included in year 2014, 2018, 2025, or 2035 depending when they could be built, and open to traffic.
4. Include off model credits from 1995-2000 approved CMAQ projects and Transit fleet turn-over.
5. No Inspection/Maintenance (I/M) Program.

### Modeling Procedures

GVMC has developed and calibrated the travel demand model (TransCad) which covers all of Kent and the eastern part of Ottawa Counties. The travel demand model uses the standard four-step transportation planning process:

1. Trip generation model
2. Trip distribution model
3. Mode choice model
4. Highway assignment model

The trip generation model uses a combination of local and QRS (NCHRP 187) trip generation rates. The trip generation variables used in the model are Dwelling units, Retail Employment, and Non-Retail Employment. The trip distribution model uses the standard model to estimate origin/destination tables. It also uses Friction Factors for trip attractiveness. The mode choice model is a single mode model. It uses vehicle occupancy rate to estimate vehicle trips on the network. Transit trips are estimated separately using different post processing methods. The trip assignment model uses two different techniques, all-or- nothing and capacity restrained algorithms. The model was calibrated according to the strict calibration standards used by MDOT and suggested by FHWA. The network is coded to output information based on area type, facility type, number of lanes, speeds, national functional classification, capacity, street names, and vehicle assignment. The MACC and WestPlan have similar models which were developed and calibrated by the Michigan Department of Transportation (MDOT).

### Model Data

The modeled VMT and speeds for the portions of each study area within Kent and Ottawa Counties are summarized in Tables 1 and 2. The overall modeled speeds by NFC are determined by dividing total VMT by total VHT generated by the travel demand models. In some instances, where modeled speeds are unrealistic, speeds were adjusted to reflect real time speeds.

Table 1 – Kent County Vehicle Miles of Travel and Speeds for Analysis Years

<b>KENT COUNTY</b>	<b>HPMS</b>	<b>MODELED</b>	<b>NORMALIZED</b>	<b>2009</b>
<b>2009</b>	<b>2009 VMT</b>	<b>2009 VMT</b>	<b>2009 VMT</b>	<b>SPEED</b>
<b>NFC</b>				
Rural Interstate/Freeway	388,200	373,729	388,200	67.38
Rural Major & Minor Arterial/Collector/Local Street	1,712,357	1,690,312	1,712,357	41.20
Urban Interstate/Freeway	4,560,448	4,838,290	4,560,448	56.44
Urban Principal & Minor Arterial/Collector/Local Street	9,817,488	7,729,728	9,817,488	37.35
<b>TOTALS</b>	<b>16,478,493</b>	<b>14,632,059</b>	<b>16,478,493</b>	
<b>KENT COUNTY</b>	<b>HPMS</b>	<b>MODELED</b>	<b>NORMALIZED</b>	<b>2014</b>
<b>2014</b>	<b>2009 VMT</b>	<b>2014 VMT</b>	<b>2014 VMT</b>	<b>SPEED</b>
<b>NFC</b>				
Rural Interstate/Freeway	388,200	381,962	396,508	67.25
Rural Major & Minor Arterial/Collector/Local Street	1,712,357	1,754,621	1,771,252	41.05
Urban Interstate/Freeway	4,560,448	4,973,963	4,686,861	56.25
Urban Principal & Minor Arterial/Collector/Local Street	9,817,488	7,986,229	10,172,727	37.28
<b>TOTALS</b>	<b>16,478,493</b>	<b>15,096,775</b>	<b>17,027,348</b>	
<b>KENT COUNTY</b>	<b>HPMS</b>	<b>MODELED</b>	<b>NORMALIZED</b>	<b>2018</b>
<b>2018</b>	<b>2009 VMT</b>	<b>2018 VMT</b>	<b>2018 VMT</b>	<b>SPEED</b>
<b>NFC</b>				
Rural Interstate/Freeway	388,200	391,253	406,268	66.95
Rural Major & Minor Arterial/Collector/Local Street	1,712,357	1,809,184	1,809,655	40.94
Urban Interstate/Freeway	4,560,448	5,095,870	4,800,917	56.05
Urban Principal & Minor Arterial/Collector/Local Street	9,817,488	8,179,789	10,432,529	37.21
<b>TOTALS</b>	<b>16,478,493</b>	<b>15,476,096</b>	<b>17,449,369</b>	
<b>KENT COUNTY</b>	<b>HPMS</b>	<b>MODELED</b>	<b>NORMALIZED</b>	<b>2025</b>
<b>2025</b>	<b>2009 VMT</b>	<b>2025 VMT</b>	<b>2025 VMT</b>	<b>SPEED</b>
<b>NFC</b>				
Rural Interstate/Freeway	388,200	410,124	426,317	66.68
Rural Major & Minor Arterial/Collector/Local Street	1,712,357	1,888,333	1,885,242	40.88
Urban Interstate/Freeway	4,560,448	5,348,673	5,040,258	55.87
Urban Principal & Minor Arterial/Collector/Local Street	9,817,488	8,499,315	10,873,199	37.21
<b>TOTALS</b>	<b>16,478,493</b>	<b>16,146,445</b>	<b>18,225,015</b>	
<b>KENT COUNTY</b>	<b>HPMS</b>	<b>MODELED</b>	<b>NORMALIZED</b>	<b>2035</b>
<b>2035</b>	<b>2009 VMT</b>	<b>2035 VMT</b>	<b>2035 VMT</b>	<b>SPEED</b>
<b>NFC</b>				
Rural Interstate/Freeway	388,200	446,701	464,633	66.60
Rural Major & Minor Arterial/Collector/Local Street	1,712,357	2,093,607	2,065,488	40.75
Urban Interstate/Freeway	4,560,448	5,865,432	5,525,907	55.21
Urban Principal & Minor Arterial/Collector/Local Street	9,817,488	9,286,679	11,953,077	36.94
<b>TOTALS</b>	<b>16,478,493</b>	<b>17,692,419</b>	<b>20,009,105</b>	

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Table 2 – Ottawa County Vehicle Miles of Travel and Speeds for Analysis Years

<b>OTTAWA COUNTY</b>	<b>HPMS</b>	<b>MODELED</b>	<b>NORMALIZED</b>	<b>2009</b>
<b>2009</b>	<b>2009 VMT</b>	<b>2009 VMT</b>	<b>2009 VMT</b>	<b>SPEED</b>
<b>NFC</b>				
Rural Interstate/Freeway	1,018,097	933,992	1,018,097	60.40
Rural Major & Minor Arterial/Collector/Local Street	803,908	831,946	803,908	43.58
Urban Interstate/Freeway	649,622	743,297	649,622	60.65
Urban Principal & Minor Arterial/Collector/Local Street	3,559,803	3,224,954	3,559,803	32.63
<b>TOTALS</b>	<b>6,031,430</b>	<b>5,734,189</b>	<b>6,031,430</b>	
<b>OTTAWA COUNTY</b>	<b>HPMS</b>	<b>MODELED</b>	<b>NORMALIZED</b>	<b>2014</b>
<b>2014</b>	<b>2009 VMT</b>	<b>2014 VMT</b>	<b>2014 VMT</b>	<b>SPEED</b>
<b>NFC</b>				
Rural Interstate/Freeway	1,018,097	1,278,555	1,078,807	60.20
Rural Major & Minor Arterial/Collector/Local Street	803,908	1,326,211	815,178	43.63
Urban Interstate/Freeway	649,622	488,822	681,853	60.80
Urban Principal & Minor Arterial/Collector/Local Street	3,559,803	3,020,128	3,672,807	32.68
<b>TOTALS</b>	<b>6,031,430</b>	<b>6,113,716</b>	<b>6,248,645</b>	
<b>OTTAWA COUNTY</b>	<b>HPMS</b>	<b>MODELED</b>	<b>NORMALIZED</b>	<b>2018</b>
<b>2018</b>	<b>2009 VMT</b>	<b>2018 VMT</b>	<b>2018 VMT</b>	<b>SPEED</b>
<b>NFC</b>				
Rural Interstate/Freeway	1,018,097	1,005,260	1,097,695	58.80
Rural Major & Minor Arterial/Collector/Local Street	803,908	946,445	895,187	43.93
Urban Interstate/Freeway	649,622	792,433	693,374	60.85
Urban Principal & Minor Arterial/Collector/Local Street	3,559,803	3,404,799	3,749,527	32.65
<b>TOTALS</b>	<b>6,031,430</b>	<b>6,148,937</b>	<b>6,435,783</b>	
<b>OTTAWA COUNTY</b>	<b>HPMS</b>	<b>MODELED</b>	<b>NORMALIZED</b>	<b>2025</b>
<b>2025</b>	<b>2009 VMT</b>	<b>2025 VMT</b>	<b>2025 VMT</b>	<b>SPEED</b>
<b>NFC</b>				
Rural Interstate/Freeway	1,018,097	1,059,743	1,156,777	58.40
Rural Major & Minor Arterial/Collector/Local Street	803,908	992,191	938,339	43.53
Urban Interstate/Freeway	649,622	821,479	719,613	60.70
Urban Principal & Minor Arterial/Collector/Local Street	3,559,803	3,549,404	3,914,456	32.63
<b>TOTALS</b>	<b>6,031,430</b>	<b>6,422,817</b>	<b>6,729,185</b>	
<b>OTTAWA COUNTY</b>	<b>HPMS</b>	<b>MODELED</b>	<b>NORMALIZED</b>	<b>2035</b>
<b>2035</b>	<b>2009 VMT</b>	<b>2035 VMT</b>	<b>2035 VMT</b>	<b>SPEED</b>
<b>NFC</b>				
Rural Interstate/Freeway	1,018,097	1,131,141	1,234,266	57.75
Rural Major & Minor Arterial/Collector/Local Street	803,908	1,087,391	1,033,329	43.05
Urban Interstate/Freeway	649,622	898,690	786,326	60.20
Urban Principal & Minor Arterial/Collector/Local Street	3,559,803	3,900,395	4,303,982	32.33
<b>TOTALS</b>	<b>6,031,430</b>	<b>7,017,617</b>	<b>7,357,903</b>	

### Highway Performance Monitoring System (HPMS) Data

HPMS data provides estimates of 2009 VMT for the entire Kent and Ottawa counties, stratified by NFC. The model is based in 2009 and the 8-hour budget is based on the 2009 base model. The 2009 HPMS VMT distribution was normalized to 2009, 2014, 2018, 2025, and 2035 distribution among the functional classes. Thus, the 2009 total HPMS VMT remained the same while the distribution changed to reflect what it would have been had the 2009 NFC coding been identical in the model.

The Environmental Protection Agency (EPA) and the United States Department of Transportation (USDOT) have both endorsed HPMS as the appropriate source of VMT estimates. HPMS is the FHWA's annual program to collect roadway data in all 50 states to assess the condition of the highway system in terms of traffic congestion, accessibility, and pavement condition. The FHWA requires counts to determine the area wide VMT for all urban areas. MDOT supplements the counts outside the urbanized area with additional counts in small cities, rural areas, and especially in rural areas of counties with non-attainment status. These supplemental counts follow the same random selection procedures as those inside the urban areas.

The HPMS data used is from MDOT's Universe file and is stratified by NFC. MDOT is currently undertaking a data improvement process to update the HPMS universe, non-sample traffic data. Shown in Tables 1 and 2 are the 2009 HPMS VMT estimates for Kent and Ottawa Counties.

### Methodology to Scale Total Model VMT to HPMS VMT

The base year modeled VMT from the GVMC, WestPlan, and MACC models are combined and compared to the 2009 HPMS VMT for each functional class. The HPMS data by NFC by county for the base year (calibrated year) of the travel demand models is obtained from MDOT. The VMT by NFC from the three urban models base year are added together to generate a "county-wide" travel demand model VMT by NFC for the base year. Then, the base year HPMS VMT by NFC is divided by the base year "county-wide" travel demand model VMT for corresponding NFC. These divisions produce ratios, proportions, or "factors" for each NFC. For each conformity analysis year, these factors are multiplied to each travel demand model's VMT to produce a scaled VMT by NFC. For each year, the scaled travel demand model's VMT by NFC are aggregated to a "county-wide" total. Thus the VMT is aggregated so each NFC has a county-wide total. Then the scaled VMT by NFC are collapsed into four groups to meet the requirements of MOBILE 6.2. These groups are: 1) rural interstate, 2) rural major & minor arterials/collectors/local streets, 3) urban interstate/freeway, and 4) urban principal & minor arterials/collectors/ local streets. This is done for all interim and future analysis years. To get scaled VHT (Vehicle Hours of Travel) the factors developed above are applied to each travel demand model's VHT by NFC. The process follows the same steps and arrives at VHT by NFC collapsed into four groups. Next, to arrive at a speed, each individual group VMT is divided by the corresponding VHT. Thus, achieving the variables needed to express demand for travel within a county, VMT and speed, as required for input into MOBILE 6.2.

The speeds on un-modeled rural links are assumed to be the same as the speeds on modeled rural links. In addition, these speeds in rural Ottawa County are assumed to be constant over time, as substantial excess capacity generally exists on rural roads.

### Conformity Analysis

GVMC staff combined Mobile 6.2 output for each VOC and NO<sub>x</sub> to get a total for each compound for the maintenance area. The conformity is performed using the MOBILE 6.2 program. MOBILE 6.2 is a computer program that estimates volatile organic compounds (VOC), carbon monoxide (CO), and oxides of nitrogen (NO<sub>x</sub>) emission factors for gasoline-fueled and diesel highway motor vehicles. The model was developed by the United States Environmental Protection Agency (USEPA). MOBILE 6.2 calculates emission factors for eight individual vehicle types in two regions of the country. MOBILE 6.2 emission factor estimates depend on various conditions such as average travel speed, operating modes, fuel volatility, and mileage accrual rates. Many of the variables affect-

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ing vehicle emissions can be specified by the user. The analyses cover 2009, 2014, 2018, 2025, and 2035. The analysis is based on comparing the total emissions from the Long Range Transportation Plan and the Transportation Improvement Program projects to the official emission budget in the SIP and a calculated budget by Mobile 6.2, and the analysis does not include an I/M Program. Tables 3 and 6 reflect the emissions of VOC and NOx with the implementation of projects included in the Long Range Transportation Plan and the Transportation Improvement Program.

Table 3 – Kent County Year 2009, 2014, 2018, 2025 & 2035 VOC & NOX Emissions

Functional Classification	Base Year	VOC (kg/day)	NOx (kg/day)
Rural Interstate/Freeway	2009	314.33	754.04
Rural Major & Minor Arterial/Collector/Local Street	2009	1,547.36	2,265.92
Urban Interstate/Freeway	2009	3,819.47	7,761.89
Urban Principal & Minor Arterial/Collector/Local Street	2009	9,096.39	12,765.54
<b>TOTALS</b>		<b>14,777.55</b>	<b>23,547.39</b>
<hr/>			
Functional Classification	Base Year	VOC (kg/day)	NOx (kg/day)
Rural Interstate/Freeway	2014	224.12	430.49
Rural Major & Minor Arterial/Collector/Local Street	2014	1,099.43	1,372.91
Urban Interstate/Freeway	2014	2,722.55	4,521.36
Urban Principal & Minor Arterial/Collector/Local Street	2014	6,463.87	7,762.81
<b>TOTALS</b>		<b>10,509.98</b>	<b>14,087.57</b>
<hr/>			
Functional Classification	Base Year	VOC (kg/day)	NOx (kg/day)
Rural Interstate/Freeway	2018	185.94	294.38
Rural Major & Minor Arterial/Collector/Local Street	2018	909.53	975.31
Urban Interstate/Freeway	2018	2,256.65	3,128.10
Urban Principal & Minor Arterial/Collector/Local Street	2018	5,368.23	5,547.61
<b>TOTALS</b>		<b>8,720.36</b>	<b>9,945.41</b>
<hr/>			
Functional Classification	Base Year	VOC (kg/day)	NOx (kg/day)
Rural Interstate/Freeway	2025	148.55	200.69
Rural Major & Minor Arterial/Collector/Local Street	2025	726.96	711.82
Urban Interstate/Freeway	2025	1,807.60	2,191.14
Urban Principal & Minor Arterial/Collector/Local Street	2025	4,305.75	4,057.53
<b>TOTALS</b>		<b>6,988.86</b>	<b>7,161.17</b>
<hr/>			
Functional Classification	Base Year	VOC (kg/day)	NOx (kg/day)
Rural Interstate/Freeway	2035	155.74	174.07
Rural Major & Minor Arterial/Collector/Local Street	2035	768.62	653.67
Urban Interstate/Freeway	2035	1,910.64	1,944.22
Urban Principal & Minor Arterial/Collector/Local Street	2035	4,574.54	3,744.31
<b>TOTALS</b>		<b>7,409.54</b>	<b>6,516.26</b>

Table 4 – Ottawa County Year 2009, 2014, 2018, 2025 & 2035 VOC & NOX Emissions

<b>Functional Classification</b>	<b>Budget Year</b>	<b>VOC (kg/day)</b>	<b>NOx (kg/day)</b>
Rural Interstate/Freeway	2009	835.60	1,788.89
Rural Major & Minor Arterial/Collector/Local Street	2009	715.97	1,081.54
Urban Interstate/Freeway	2009	536.39	1,231.45
Urban Principal & Minor Arterial/Collector/Local Street	2009	3,437.07	4,611.63
TOTALS		5,525.03	8,713.52
<hr/>			
<b>Functional Classification</b>	<b>Budget Year</b>	<b>VOC (kg/day)</b>	<b>NOx (kg/day)</b>
Rural Interstate/Freeway	2014	616.09	1,066.63
Rural Major & Minor Arterial/Collector/Local Street	2014	498.90	641.72
Urban Interstate/Freeway	2014	391.87	724.87
Urban Principal & Minor Arterial/Collector/Local Street	2014	2,422.48	2,795.60
TOTALS		3,929.34	5,228.81
<hr/>			
<b>Functional Classification</b>	<b>Budget Year</b>	<b>VOC (kg/day)</b>	<b>NOx (kg/day)</b>
Rural Interstate/Freeway	2018	508.82	717.83
Rural Major & Minor Arterial/Collector/Local Street	2018	442.09	490.76
Urban Interstate/Freeway	2018	322.60	493.97
Urban Principal & Minor Arterial/Collector/Local Street	2018	2,005.63	1,992.05
TOTALS		3,279.137	3,694.610
<hr/>			
<b>Functional Classification</b>	<b>Budget Year</b>	<b>VOC (kg/day)</b>	<b>NOx (kg/day)</b>
Rural Interstate/Freeway	2025	408.58	501.36
Rural Major & Minor Arterial/Collector/Local Street	2025	355.55	358.81
Urban Interstate/Freeway	2025	255.33	335.54
Urban Principal & Minor Arterial/Collector/Local Street	2025	1,619.08	1,462.40
TOTALS		2,638.55	2,658.12
<hr/>			
<b>Functional Classification</b>	<b>Budget Year</b>	<b>VOC (kg/day)</b>	<b>NOx (kg/day)</b>
Rural Interstate/Freeway	2035	420.17	432.05
Rural Major & Minor Arterial/Collector/Local Street	2035	378.43	330.32
Urban Interstate/Freeway	2035	268.70	291.82
Urban Principal & Minor Arterial/Collector/Local Street	2035	1,723.49	1,354.11
TOTALS		2,790.78	2,408.30

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Table 5 – Conformity Analysis Total Results Tons/Day

Model Year	Total VOC Before Credit (tons/day)	Total NOx Before Credit (tons/day)	VOC Credits (tons/day)	NOx Credits (tons/day)	Adjusted VOC (tons/day)	Adjusted NOx (tons/day)	VOC Emission Budget (tons/day)	NOx Emission Budget (tons/day)
2009 W/O IM	22.380	35.562	-0.19	-0.17	22.19	35.39	40.7	97.87
2014 W/O IM	15.917	21.293	-0.19	-0.17	15.73	21.12	40.7	97.87
2018 W/O IM	13.227	15.036	-0.19	-0.17	13.04	14.87	40.7	97.87
2025 W/O IM	10.613	10.824	-0.19	-0.17	10.42	10.65	40.7	97.87
2035 W/O IM	11.244	9.838	-0.19	-0.17	11.05	9.67	40.7	97.87

Table 6 – Conformity Analysis Total Results Kgs/Day

Model Year	Total VOC Before Credit (tons/day)	Total NOx Before Credit (tons/day)	VOC Credits (tons/day)	NOx Credits (tons/day)	Adjusted VOC (tons/day)	Adjusted NOx (tons/day)	VOC Emission Budget (tons/day)	NOx Emission Budget (tons/day)
2009 W/O IM	20,302.584	32,260.906	-168.73	-154.22	20,133.85	32,106.69	36,921.57	88,784.14
2014 W/O IM	14,439.320	19,316.379	-168.73	-154.22	14,270.59	19,162.16	36,921.57	88,784.14
2018 W/O IM	11,999.493	13,640.017	-168.73	-154.22	11,830.76	13,485.80	36,921.57	88,784.14
2025 W/O IM	9,627.408	9,819.283	-168.73	-154.22	9,458.68	9,665.06	36,921.57	88,784.14
2035 W/O IM	10,200.322	8,924.563	-168.73	-154.22	10,031.59	8,770.34	36,921.57	88,784.14

### Conclusion

Tables 3 through 6 clearly indicate that implementing the proposed projects of the new 2035 Long Range Transportation Plan will result in lower emissions than the emission budgets approved by the EPA as listed in the Federal Register for each of the milestone years. Consequently, the Grand Valley Metropolitan Council, West Michigan Shoreline Regional Development Commission (West-Plan), and the Macatawa Area Coordinating Council's 2035 LRTPs comply with the transportation plan conformity criteria contained in the USDOT/USEPA Conformity Guidance, and therefore meet the requirement of the CAAA and related SAFETEA-LU provisions.

Example Air Quality Runs

Sample Output File

ID: OTTAWA COUNTY 2018 ACTION FOR 2035 LRTP 12/20/2010  
 File: C:\DATA\MOBILE62\TESTRUN\OTTAWA\OT18.TB1

Printed: 12/20/2010

File	Run	Scenario	Year	Pollutant	VType	GM Mile	GM Day	Starts	Ends	Miles	MPG	VMT
1	1	1	2018	1	1	0.3471	10.118	7.2800	5.3799	29.1514	24.10	0.286212
1	1	1	2018	1	2	0.4275	14.882	8.0600	5.7548	34.8103	18.51	0.100219
1	1	1	2018	1	3	0.4678	16.285	8.0600	5.7548	34.8103	18.51	0.333626
1	1	1	2018	1	4	0.7700	26.157	8.0600	5.7548	33.9707	14.22	0.102082
1	1	1	2018	1	5	0.8047	27.337	8.0600	5.7548	33.9707	14.22	0.046944
1	1	1	2018	1	6	0.4230	15.293	6.8800	4.9123	36.1569	10.13	0.030552
1	1	1	2018	1	7	0.7816	28.573	6.8800	4.9123	36.5565	9.39	0.001083
1	1	1	2018	1	8	1.0978	33.635	6.8800	4.9123	30.6389	9.34	0.000307
1	1	1	2018	1	9	1.1445	35.520	6.8800	4.9123	31.0361	8.01	0.001044
1	1	1	2018	1	10	1.1560	35.665	6.8800	4.9123	30.8515	8.13	0.002258
1	1	1	2018	1	11	1.2440	38.055	6.8800	4.9123	30.5896	7.45	0.000928
1	1	1	2018	1	12	1.3344	40.252	6.8800	4.9123	30.1659	7.06	0.000003
1	1	1	2018	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	1	1	2018	1	14	0.0539	1.580	7.2800	5.1979	29.3272	32.40	0.000257
1	1	1	2018	1	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	1	1	2018	1	16	0.0731	3.073	6.6500	4.7481	42.0156	12.96	0.009045
1	1	1	2018	1	17	0.0808	3.541	6.6500	4.7481	43.8549	11.66	0.002814
1	1	1	2018	1	18	0.1043	5.218	6.6500	4.7481	50.0473	10.20	0.002975
1	1	1	2018	1	19	0.1149	5.795	6.6500	4.7481	50.4478	9.88	0.001426
1	1	1	2018	1	20	0.1374	7.603	6.6500	4.7481	55.3547	8.71	0.006646

Sample Output File

ID: KENT COUNTY 2009 BASE 2035 LRTP 12/14/2010  
 File: C:\DATA\MOBILE62\TESTRUN\KENT\KENT09.TB1

Printed: 12/14/2010

File	Run	Scenario	Year	Pollutant	VType	GM Mile	GM Day	Starts	Ends	Miles	MPG	VMT
1	1	1	2009	1	21	0.2671	14.915	6.6500	4.7481	55.8355	7.52	0.009391
1	1	1	2009	1	22	0.2723	29.502	6.6500	4.7481	108.3296	6.56	0.011229
1	1	1	2009	1	23	0.3270	54.676	6.6500	4.7481	167.2209	6.25	0.040017
1	1	1	2009	1	24	3.0425	30.733	1.3500	0.9639	10.1013	50.00	0.005480
1	1	1	2009	1	25	3.6847	100.335	6.8800	4.9123	27.2301	6.29	0.000202
1	1	1	2009	1	26	0.1976	19.162	6.6500	4.7481	96.9596	4.34	0.000948
1	1	1	2009	1	27	0.3932	10.708	6.6500	4.7481	27.2301	6.20	0.001780
1	1	1	2009	1	28	0.3534	14.037	8.0600	5.7548	39.7228	17.03	0.001902
1	1	1	2009	3	1	0.6502	18.954	7.2800	5.3799	29.1528	24.09	0.359696
1	1	1	2009	3	2	0.6460	22.492	8.0600	5.7548	34.8158	18.58	0.087789
1	1	1	2009	3	3	0.8786	30.588	8.0600	5.7548	34.8158	18.58	0.292250
1	1	1	2009	3	4	1.1110	37.738	8.0600	5.7548	33.9682	14.30	0.089434
1	1	1	2009	3	5	1.4115	47.945	8.0600	5.7548	33.9682	14.30	0.041127
1	1	1	2009	3	6	2.9144	106.014	6.8800	4.9123	36.3765	10.07	0.030046
1	1	1	2009	3	7	3.0727	113.789	6.8800	4.9123	37.0322	9.34	0.001047
1	1	1	2009	3	8	4.5482	103.210	6.8800	4.9123	22.6926	9.09	0.000362
1	1	1	2009	3	9	4.0360	116.207	6.8800	4.9123	28.7928	7.95	0.001078
1	1	1	2009	3	10	3.9294	115.994	6.8800	4.9123	29.5197	8.04	0.002305
1	1	1	2009	3	11	4.5250	129.161	6.8800	4.9123	28.5439	7.37	0.000962
1	1	1	2009	3	12	5.3037	135.523	6.8800	4.9123	25.5526	6.95	0.000003

# Appendix G: Illustrative Project List

An identifiable component of this plan is the list of major projects that will be undertaken over the next twenty five plus years (LRTP Project List in Chapter 16). The selection of transportation projects is based on technical analyses performed by GVMC Transportation staff, the agency staff owning the facility, and careful deliberation of the members of the GVMC Transportation Committees. The level of funding for each program and range of years is determined by comprehensive financial analysis from data submitted by local, county, and regional transportation agencies and the Michigan Department of Transportation (MDOT). Infrastructure projects, while designed to improve areas where improvements are made, have a regional impact as well. The objective is for the cumulative effect of the projects identified in this Plan to result in a more efficient and effective regional transportation system for the people of the Grand Rapids area.

Chapter 16 in the LRTP includes major projects that have identified transportation deficiencies, are financially constrained and expected to be constructed within the funding available over the life of the plan. Many have been through the National Environmental Policy Act (NEPA) environmental clearance process and have a federally approved Environmental Impact Statement (EIS) or environmental Assessment (EA).

Those projects which are identified as deficiencies, but do not have dedicated funding, are contained in the Illustrative Projects list below. MDOT projects that have not gone through the NEPA process, ITP/The Rapid projects that are considered “financially unconstrained” because funding is not yet secured, as well as Non-Motorized projects which do not have identified funding, are all examples of the types of projects that comprise the Illustrative Project List.

The Illustrative Projects have “conceptual improvements” indicated and estimated costs identified, when available, for each segment. These conceptual improvements will not become committed projects until further study is completed, including moving through the MPO transportation planning process, funding is committed, and, as required, progressing through federal NEPA process. In many cases, the Illustrative projects will require further study of feasible alternatives. Several project cost estimates are not available; therefore the \$1.1 billion funding shortfall over the life of the LRTP is a conservative estimate.

### US-131/I-96 Corridor Study

The purpose of the study is to prepare a planning level analysis of the physical condition and traffic operational characteristics of the US-131 and I-96 freeways in the Grand Rapids area and to identify practical modifications and improvements that will be needed over approximately the next 40 years. The study will analyze and recommend improvement alternatives that can be implemented in logical segments as funding allows, as well as assist with local development coordination efforts. This study will follow the federal Planning and Environmental Linkages (PEL) process.

The freeway corridor segments to be studied are: US-131 from the 100th Street north to M-57; and I-96 from Fruit Ridge Avenue east to Leonard Street. Adjacent local transportation system impacts will also be considered.

The primary objectives of this study are to:

- Summarize the existing physical infrastructure and operational deficiencies
- Analyze existing, year 2020, and 2035 traffic volumes or beyond if available
- Provide planning level cost estimates for proposed improvements
- Provide planning level constructability and maintenance of traffic plans

- Conduct conceptual screening of the natural, physical and socio-economic impacts, and evaluate sustainable land use planning scenarios with the MPO, following the PEL process.
- Identify and review alternatives with local stakeholders, resource agencies and the public.
- Develop a combination of Transportation System Management (TSM), Intelligent Transportation Systems (ITS), integrated transportation options, low capital and/or high capital improvement alternatives
- Identify real, constructible projects that will fit into future funding strategies
- Develop and prioritize a project phasing plan for final build out of the recommended improvements for the corridor

The findings of this study will be considered conceptual and will be included in future MPO Long Range Transportation Plans as Illustrative Projects. Preservation strategies will be developed to accommodate short-term operational improvements and to not preclude long-term capacity improvement plans, future adjacent land-use plans, and feasible multi modal options. Logical segment alternative recommendations will be included in future MPO LRTP’s based on funding availability, as well as statewide and MPO priorities, and will follow the federal NEPA environmental clearance process.

<b>Illustrative MDOT Projects</b>						
Project	From	To	Jurisdiction	Facility Type	Conceptual Improvement	Est Total Cost
M-11 (Wilson Ave)	I-196	Remembrance Rd	MDOT	Road	Operation Improvements/Widen to 5 Lanes	\$50,000,000
US-131	Ann St	Leonard St	MDOT	Road	Add weave/merge lanes both directions/expanded ITS	\$15,000,000
US-131	I-96	10 Mile Rd	MDOT	Road	Add additional thru lanes in both directions/expanded ITS	\$50,000,000
I-96	Walker Ave	Plainfield Ave	MDOT	Road	Add weave/merge lanes/operational improvements/expanded ITS	\$35,000,000
US-131	Wealthy St	28th St	MDOT	Road	Add weave/merge lanes/operational improvements/expanded ITS	\$50,000,000
I-196	US-131	M-45 (Lake Michigan Dr)	MDOT	Road	Widen to 6 lanes or add weave/merge lanes, expanded ITS	N/A
I-96	Cascade Rd	M-11 (28th St)	MDOT	Road	Add collector/distributor or weave lanes in coordination with airport access study	N/A
I-96	M-11 (28th St)	M-6 Interchange	MDOT	Road	Monitor traffic operations, M-6 traffic, and airport access alternatives	N/A
I-196	Chicago Dr	44th St	MDOT	Road	Continue to monitor traffic operations and Rivertown traffic	N/A
I-196	44th St	M-6 Interchange	MDOT	Road	Continue to monitor traffic operations and Rivertown traffic	N/A
I-196	M-6 Interchange	32nd Ave	MDOT	Road	Continue to monitor traffic operations and M-6 traffic, ITS	N/A
I-96	US-131	M-44 (Plainfield Ave)	MDOT	Road	Add weave/merge lanes, expanded ITS	N/A
I-96	M-44C (Plainfield Ave)	Leonard St	MDOT	Road	Continue to monitor traffic operation, ITS	N/A
I-96	M-6 Interchange	East County Line	MDOT	Road	Monitor traffic operations, M-6 traffic, and expanded ITS	N/A
US-131	South County Line	76th St	MDOT	Road	Continue to monitor traffic operations, expanded ITS	N/A
US-131	36th St	28th St	MDOT	Road	Monitor traffic operations, continue ITS expansion	N/A
US-131	I-96 Interchange	Leonard St	MDOT	Road	Monitor traffic operations, continue ITS expansion	N/A
US-131	10 Mile Rd	14 Mile Rd	MDOT	Road	Monitor traffic operations, continue ITS expansion	N/A
M-11 (28th St)	Breton Ave	East Beltline	MDOT	Road	Operational improvements and access management	N/A
M-11 (28th St)	Buchanan Ave	Division Ave	MDOT	Road	Operational improvements and access management	N/A
M-11 (28th St)	Burlingame Ave	Michael/DeHoop Ave	MDOT	Road	Operational improvements and access management	N/A
M-11 (28th St)	Byron Center Ave	Burlingame Ave	MDOT	Road	Operational improvements and access management	N/A
M-11 (28th St)	Clyde Park Ave	Buchanan Ave	MDOT	Road	Operational improvements and access management	N/A
M-11 (28th St)	Division Ave	Madison Ave	MDOT	Road	Operational improvements and access management	N/A
M-11 (28th St)	East Beltline	Lake Eastbrook Ave	MDOT	Road	Operational improvements and access management	N/A
M-11 (28th St)	East Paris Ave	Patterson Ave	MDOT	Road	Operational improvements and access management	N/A
M-11 (28th St)	Eastern Ave	Kalamazoo Ave	MDOT	Road	Operational improvements and access management	N/A
M-11 (28th St)	I-196	Ivanrest Ave	MDOT	Road	Operational improvements and access management	N/A
M-11 (28th St)	Ivanrest Ave	Byron Center Ave	MDOT	Road	Operational improvements and access management	N/A
M-11 (28th St)	Kalamazoo Ave	Breton Ave	MDOT	Road	Operational improvements and access management	N/A
M-11 (28th St)	Lake Eastbrook Ave	East Paris Ave	MDOT	Road	Operational improvements and access management	N/A
M-11 (28th St)	Madison Ave	Eastern Ave	MDOT	Road	Operational improvements and access management	N/A
M-11 (28th St)	Michael/DeHoop Ave	Clyde Park Ave	MDOT	Road	Operational improvements and access management	N/A
M-11 (28th St)	Patterson Ave	I-96	MDOT	Road	Operational improvements and access management	N/A
M-21 (Fulton St)	Pettis Ave	Alden Nash Ave	MDOT	Road	Corridor study/operational improvements	N/A
M-37 (Alpine Ave)	South of 6 Mile	I-96	MDOT	Road	Corridor study/operational improvements, and access management	N/A
M-37 (Broadmoor Ave)	28th St	32nd St bridges	MDOT	Road	Monitor traffic operations, increased TSM, possible ITS	N/A
M-37 (Broadmoor Ave)	92nd Ave	County Line	MDOT	Road	Monitor traffic operations, increased TSM, possible ITS	N/A
M-37 (Broadmoor Ave)	North of 76th St	92nd Ave	MDOT	Road	Monitor traffic operations, corridor study/operational improvements, and access management	N/A
M-37 (East Beltline)	28th St	North of Lake Eastbrook	MDOT	Road	Monitor traffic operations, increased TSM, possible ITS	N/A
M-37 (East Beltline)	North of Lake Eastbrook	M-21 (Fulton St)	MDOT	Road	Monitor traffic operations, increased TSM, possible ITS	N/A
M-44 (Belding Rd)	Wolverine Blvd	Myers Lake Ave	MDOT	Road	Monitor traffic operations, increased TSM, possible ITS	N/A
M-44 (Northland Dr)	Plainfield Ave	Belding Rd	MDOT	Road	Monitor traffic operations/operational improvements, increased TSM, possible ITS	N/A
M-44C (Plainfield Ave)	North of I-96	Jupiter Ave Extension	MDOT	Road	Monitor traffic operations, increased TSM, possible ITS	N/A
M-57 (14 Mile Rd)	East of US-131	Northland Dr	MDOT	Road	Monitor traffic operations/operational improvements, increased TSM, possible ITS	N/A
<b>Illustrative MDOT Total</b>						<b>\$200,000,000</b>

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

Illustrative Non-Motorized Projects						
Project	From	To	Jurisdiction	Facility Type	Conceptual Improvement	Est Total Cost
3 Mile Rd	The Grand River	Dean Lake Ave	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$30,000
Aberdeen St	Diamond Ave	Dean Lake Ave	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$20,000
Alger St, Saginaw, Radcliff	Buchanan Ave	Woodland Mall	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$55,000
Bail/Plymouth	Aberdeen St	Alger St	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$75,000
Buchanan Ave	Alger to Wealthy St	The Rapid	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$40,000
Burrit, 7th, 4th, Lyon, Fountain, Fulton	Maynard	the Grand River	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$120,000
Century Ave/US-131	Wealthy St	Burton St	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$30,000
Coit Ave, Lafayette Ave, Jefferson Ave	4 Mile Rd	City of Wyoming city limit	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$270,000
Dean Lake Ave	Knapp St	3 Mile Rd	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$15,000
Diamond Ave, Fuller Ave & Kalamazoo Ave	3 Mile Rd	44th St	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$150,000
Eastern Ave	36th St	Alger St	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$20,000
Fountain St	Diamond Ave	Monroe Ave	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$20,000
Franklin St	Grandville Ave	E. Grand Rapids city limit	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$15,000
Hall St	Godfrey Ave	E. Grand Rapids city limit	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$75,000
Heritage/Legacy Trail	Millennium Park	Reeds Lake	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$750,000
Lake Michigan Dr	Grand River	I-196	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$15,000
Leonard St - Extent 2	Walker Ave	Maynard Ave	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$25,000
Lyon St	Diamond Ave	Monroe Ave	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$20,000
Michigan St	Plymouth Ave	E. Beltline	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$35,000
Richmond St	Grand River	City of Walker city limit	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$75,000
Seward Ave Extension	Ann St to Kent Trails along Ann, Seward, Lexington, Butterworth		City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$2,500,000
Stocking/Walker Ave	Seward	Richmond St	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$25,000
Walker Ave & Covell Ave	City of Walker CL	O'Brien St	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$30,000
Maynard Ave	Leonard St	Standale Trail	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$15,000
Perkins Ave	Leonard St	Knapp St	City of Grand Rapids	Bicycle Lane	Add Bicycle Lane	\$15,000
Monroe/Market Ave	I-96	Wealthy St	City of Grand Rapids / Disability Advocates	Bicycle Lane	Add Bicycle Lane	\$180,000
Leonard St - Extent 1	Standale Trail Consumers easement	City of Walker city limit	City of Walker	Bicycle Lane	Add Bicycle Lane	\$10,000
Boston	Kalamazoo Ave	E. Grand Rapids city limit	City of Grand Rapids	Bicycle Route	Add Bicycle Route	\$20,000
Knapp St	Monroe Ave	E. Beltline	City of Grand Rapids	Bicycle Route	Add Bicycle Route	\$60,000
Cedar	Diamond Ave	Bail Ave	City of Grand Rapids	Bicycle Route	Add Bicycle Route	\$10,000
Dickinson, Linden, Griggs & Elliott	Jefferson Ave	Kalamazoo Ave	City of Grand Rapids	Bicycle Route	Add Bicycle Route	\$20,000
Fulton St	Monroe Ave	E. Beltline	City of Grand Rapids	Bicycle Route	Add Bicycle Route	\$35,000
Garfield Ave	Walker Ave	Wealthy St	City of Grand Rapids	Bicycle Route	Add Bicycle Route	\$20,000
Kentridge, Chamberlain, Eastbrook, Yorkshire, Giddings	32nd St	44th St	City of Grand Rapids	Bicycle Route	Add Bicycle Route	\$15,000
Spencer	Plainfield Ave	Fuller Ave	City of Grand Rapids	Bicycle Route	Add Bicycle Route	\$15,000
Alexander	Kalamazoo Ave	Plymouth Ave	City of Grand Rapids	Bicycle Route	Add Bicycle Route	\$15,000
Bridge St	Garfield Ave	Covell Ave	City of Grand Rapids	Bicycle Route	Add Bicycle Route	\$15,000
Collindale Ave	Leonard St	City of Grand Rapids city limit	City of Grand Rapids	Bicycle Route	Add Bicycle Route	\$15,000
Tamarack Ave	Walker Ave	Richmond Park	City of Grand Rapids	Bicycle Route	Add Bicycle Route	\$20,000
Hanna/Judd Ave	Lee St	City of Grand Rapids city limit	City of Wyoming	Bicycle Route	Add Bicycle Route	N/A
Porter St Route	Winfield	City of Grand Rapids city limit	City of Wyoming	Bicycle Route	Add Bicycle Route	N/A
Porter St Route	East City Limits Along Porter then SW on Chicago		City of Grandville	Bicycle Route	Add Bicycle Route	N/A
32nd St Route	Paul Henry Trail	Buchanan Ave	City of Wyoming	Bicycle Route	Add Bicycle Route	N/A
Hall St Route	Godfrey to Plaster Creek Phase III		City of Grand Rapids	Bicycle Route	Add Bicycle Route	N/A
Byron Center Trail - Kent Trails	Prairie Parkway	Porter St	City of Wyoming	Bicycle Route	Add Bicycle Route	\$600,000
Ivanrest Ave Trail	M-6 Trail	Rivertown Parkway	City of Wyoming	Bicycle Route	Add Bicycle Route	\$40,000
Lee St Trail Enhancement - Kent Trails	Byron Center Ave	Clyde Park Ave	City of Wyoming	Bicycle Route	Add Bicycle Route	\$300,000
Prairie Pkwy Extension	Kent Trails to future Paul Henry Thornapple Trail extension at Madison Ave./32nd St		City of Wyoming	Shared-Use Path	Add Shared-Use Path	\$90,000
Georgetown Consumers Energy ROW Trail	44th St	Grand River County Park	Georgetown Twp	Shared-Use Path	Add Shared-Use Path	N/A
Burton St Connector	Patterson	East to Township Trails	Cascade Twp / Disability Advocates	Shared-Use Path	Add Shared-Use Path	N/A
CMR/Grand Rapids Eastern Railroad Corridor	Grand River	E. Beltline	City of Grand Rapids	Shared-Use Path	Add Shared-Use Path	\$3,000,000
Plaster Creek Trail Phase III	Division Ave	Oxford St	City of Grand Rapids / City of Wyoming / Disability Advocates	Shared-Use Path	Add Shared-Use Path	\$2,500,000
Grand River Edges (E Side)	4 Mile Rd	Millennium Park	City of Grand Rapids / Disability Advocates	Shared-Use Path	Add Shared-Use Path	\$7,500,000
Grand River Edges (W Side)	4 Mile Rd	Millennium Park	City of Grand Rapids / Disability Advocates	Shared-Use Path	Add Shared-Use Path	\$7,500,000
Paul Henry Thornapple Trail Extension I	44th St	36th St	City of Grand Rapids / Kent County Parks / Disability Advocates	Shared-Use Path	Add Shared-Use Path	\$1,500,000
City Hall/Frederik Meijer 3 Mile Trail Connection	Fredrick Meijer Standale Trail	Fredrick Meijer 3 Mile Trail	City of Walker	Shared-Use Path	Add Shared-Use Path	\$2,300,000
Forest Hill Ave/Ada Dr	Kentwood CL	Ada Dr	Grand Rapids Twp	Shared-Use Path	Add Shared-Use Path	\$150,000
Forest Hill Ave/Burton St	Patterson	I-96	City of Kentwood / Disability Advocates	Shared-Use Path	Add Shared-Use Path	\$525,000
Forest Hill Ave/Burton St	I-96	Hall St	City of Kentwood / Disability Advocates	Shared-Use Path	Add Shared-Use Path	N/A
Plaster Creek Trail	Stanaback Park	Shaffer Ave	City of Kentwood	Shared-Use Path	Add Shared-Use Path	\$890,000
East-West Trail III	Kalamazoo Ave	Paul Henry Trail	City of Kentwood	Shared-Use Path	Add Shared-Use Path	\$475,000
Shaffer-Patterson II	East Paris	Patterson Ave	City of Kentwood	Shared-Use Path	Add Shared-Use Path	\$580,000
East-West Trail IV	52nd St/Stauffer	Breton Ave	City of Kentwood	Shared-Use Path	Add Shared-Use Path	\$265,000
Shaffer-Patterson I	Shaffer	East Paris Ave	City of Kentwood	Shared-Use Path	Add Shared-Use Path	\$450,000
Breton Ave Trail - Phase I	Future Lamberts Park	Paul Henry Trail	City of Kentwood	Shared-Use Path	Add Shared-Use Path	\$400,000
Musketawa Trail Extension/3 Mile Trail	White Pine Trail	Musketawa Trail	City of Walker / Grand Rapids	Shared-Use Path	Add Shared-Use Path	\$6,500,000
Buck Creek Trail	Lemery Park	Kent Trails	City of Wyoming	Shared-Use Path	Add Shared-Use Path	\$600,000
Burlingame Ave Trail	Burton St	Gezon Parkway	City of Wyoming	Shared-Use Path	Add Shared-Use Path	\$1,200,000
Burton St Trail	Byron Center Ave	Burlingame Ave	City of Wyoming	Shared-Use Path	Add Shared-Use Path	\$800,000
Gezon Park Trail Extension	56th St to Trail & from Trail N of 52nd	Kentwood Trails	City of Wyoming	Shared-Use Path	Add Shared-Use Path	\$450,000
Gezon Parkway Trail Enhancement	Kenowa Ave	56th St	City of Wyoming	Shared-Use Path	Add Shared-Use Path	N/A
Paul Henry Thornapple Trail Extension II	Eastern Ave	Buchanan Ave	City of Wyoming / City of Grand Rapids	Shared-Use Path	Add Shared-Use Path	\$950,000

**GRAND VALLEY METROPOLITAN COUNCIL**

Township Trails	Dean Lake, Bird, East Beltline, Leffingwell, Dunnigan, 3 Mile, 4 Mile, Macquire		Grand Rapids Twp	Shared-Use Path	Add Shared-Use Path	N/A
Cascade Rd	Reeds Lake	Forest Hill	Grand Rapids Twp / Ada Twp / Disability Advocates	Shared-Use Path	Add Shared-Use Path	\$700,000
Paul Henry Thornapple Trail	60th St	76th St	Kent County Parks / Disability Advocates	Shared-Use Path	Add Shared-Use Path	\$1,000,000
Greenville Ionia Rails-to-Trails	Ionia, Lowell, Belding railroad corridor		Kent County Parks / Lowell, Ionia, Belding	Shared-Use Path	Add Shared-Use Path	\$4,910,000
M-6 Kent Trails Connector with Phase III	Division Ave M-6	Kent Trails	Kent County Parks / MDOT	Shared-Use Path	Add Shared-Use Path	\$750,000
East Beltway Trail	Connect M-6/Paul Henry Trail	White Pine Trail	Kentwood; Cascade, Ada, Grand Rapids, Plainfield Twps, City of Grand Rapids/West Michigan Trails & Greenways Coalition	Shared-Use Path	Add Shared-Use Path	\$4,000,000
Nature Preserve Pathway	Chateau	Sheri Lynn	City of Wyoming	Shared-Use Path	Add Shared-Use Path	N/A
Lowell Area Path	Alden Nash from N of Main	N of Vergennes	City of Lowell, Kent County	Shared-Use Path	Add Shared-Use Path	N/A
Grandwalk Greenway Trail	3 Mile Connector	Grand River	City of Walker / Grand Rapids	Shared-Use Path	Add Shared-Use Path	N/A
44th St / Rivertown Pkwy	Ottawa CL	Wilson Ave	City of Grandville / Disability Advocates	Shared-Use Path	Add Shared-Use Path	\$400,000
Bretton Ave Trail - Phase II	Paul Henry Trail	60th	City of Kentwood	Shared-Use Path	Add Shared-Use Path	N/A
Lamberts Park Trail	Plaster Creek	Wilma	City of Kentwood	Shared Use Path	Add Shared-Use Path	N/A
Medowbrook Trail	Forest Hill Ave	East CL	City of Kentwood	Shared Use Path	Add Shared-Use Path	N/A
Paris Park Trail	60th St	Paris Park	City of Kentwood	Shared Use Path	Add Shared-Use Path	N/A
Plaster Creek Trail - Phase V	52nd St	Paris Park	City of Kentwood	Shared Use Path	Add Shared-Use Path	N/A
Plaster Creek Trail - Phase IV	West CL	Bretton Ave	City of Kentwood	Shared Use Path	Add Shared-Use Path	N/A
Plaster Creek Trail - Phase IV	Kalamazoo Ave	East CL	City of Grand Rapids	Shared Use Path	Add Shared-Use Path	N/A
36th St Connector	Buttrick	White Pine Trail	Kent County / Lowell TWP/ Cascade TWP	Shared Use Path	Add Shared-Use Path	N/A
Gee Dr Trail	550' S of Foreman	Alden Nash Ave	City of Lowell, Kent County	Shared Use Path	Add Shared-Use Path	N/A
Egypt Valley Trail	Along Honey Creek from 4 Mile	Knapp St	Ada Township	Shared Use Path	Add Shared-Use Path	N/A
Egypt Valley Trail	Along Honey Creek Cannonsburg & Ramsdell	Cannon Trail	Cannon Township	Shared Use Path	Add Shared-Use Path	N/A
60th St Connector	Whitneyville	North Country Trail	Kent County	Shared Use Path	Add Shared-Use Path	N/A
Knapp St Trail	Watercrest	Knapp Valley	Ada Township / Grand Rapids Township	Shared Use Path	Add Shared-Use Path	N/A
Versluis Park Trail	Along Grand River Dr	Walnut Park	Plainfield Twp	Shared Use Path	Add Shared-Use Path	N/A
7 Mile Trail	From Courtland W to Northland Dr then S to Cannonsburg		Plainfield Twp	Shared Use Path	Add Shared-Use Path	N/A
Port Sheldon Connector	From Chicago Dr East to Existing Non-Motorized		Georgetown Twp	Shared Use Path	Add Shared-Use Path	N/A
Knapp Township Trails Connector	From East Beltline Easterly	Township Trails	Grand Rapids Township	Shared Use Path	Add Shared-Use Path	N/A
40th Ave Trail	City Limits	North to Acadia	Georgetown Twp	Shared Use Path	Add Shared-Use Path	N/A
Whitneyville Trail - Extent 1	Whitneyville from 60th	36th St	Cascade Twp/Kent County	Shared Use Path	Add Shared-Use Path	N/A
Hall St Trails - Hall St	Hall St from Cascade	Fox Hollow	Ada Twp	Shared Use Path	Add Shared-Use Path	N/A
Township Trail	EW from Patterson	to Spaulding between Hall & Burton	Cascade Twp	Shared Use Path	Add Shared-Use Path	N/A
Fulton St, Carl	From Proposed Spaulding Trail	Existing Grand River Trail	Ada Twp	Shared Use Path	Add Shared-Use Path	N/A
Spaulding Ave Trail	Ada Dr	Fulton St	Ada Twp	Shared Use Path	Add Shared-Use Path	N/A
Thornapple River Trail	River	Buttrick	Ada Twp	Shared Use Path	Add Shared-Use Path	N/A
Whitneyville Trail - Extent 2	108th	60th St	Caledonia Township/Kent County	Shared Use Path	Add Shared-Use Path	N/A
68th St Trail	Thornapple River	Whitneyville	Caledonia Township/Kent County	Shared Use Path	Add Shared-Use Path	N/A
100th St Trail	Paul Henry Trail	Whitneyville	Caledonia Township/Kent County	Shared Use Path	Add Shared-Use Path	N/A
County Trail	10 Mile, Kies, Myers Lake		Cannon Twp / Courland Twp / City of Rockford / Kent County	Shared Use Path	Add Shared-Use Path	N/A
Seward Ave Extension	Seward Ave & along RR Corridor		City of Grand Rapids	Shared Use Path	Add Shared-Use Path	N/A
Wilson Ave Trail	Wilson Ave from Rivertown	M-6	City of Wyoming	Shared Use Path	Add Shared-Use Path	N/A
36th St	Patterson	Kraft	Cascade Twp / Disability Advocates	Sidewalk	Add Sidewalk	\$1,200,000
Lookout Park / Division Streetscape	Belknap Hill	Newberry	City of Grand Rapids	Sidewalk	Add Sidewalk	\$1,000,000
Lake Michigan Dr - Extent 1	Collindale Ave	west CL	City of Grand Rapids	Sidewalk	Add Sidewalk	\$1,000,000
28th St - Extent 1	Kalamazoo Ave	Patterson Ave	City of Grand Rapids / City of Kentwood / MDOT / Disability Advocates	Sidewalk	Add Sidewalk	\$5,600,000
Plainfield Ave	3 Mile	north to CL	City of Grand Rapids / Disability Advocates	Sidewalk	Add Sidewalk	\$1,500,000
28th St - Extent 2	Wilson	Byron Center Ave	City of Grandville / City of Wyoming / Disability Advocates	Sidewalk	Add Sidewalk	\$800,000
Eastern Ave	36th St	44th St	City of Wyoming / City of Grand Rapids / Disability Advocates	Sidewalk	Add Sidewalk	\$400,000
44th St	Eastern Ave	Fuller Ave	Disability Advocates	Sidewalk	Add Sidewalk	\$200,000
Alpine Ave	3 Mile Highway Pedestrian Access		Disability Advocates	Sidewalk	Add Sidewalk	\$200,000
Kinney	3 Mile	Waldorf	City of Walker	Sidewalk	Add Sidewalk	\$125,000
Remembrance Rd - Extent 1	Walker Village	Kinney	City of Walker	Sidewalk	Add Sidewalk	\$295,000
Waldorf	Bristol	Walker	City of Walker	Sidewalk	Add Sidewalk	N/A
Bristol	Pannell	3 Mile Rd	City of Walker	Sidewalk	Add Sidewalk	\$200,000
Lake Michigan Dr - Extent 2	Lincoln Lawns	CL	City of Walker	Sidewalk	Add Sidewalk	\$300,000
Elmridge	3 Mile	CL	City of Walker	Sidewalk	Add Sidewalk	\$75,000
Leonard	Wilson	Kinney	City of Walker	Sidewalk	Add Sidewalk	\$150,000
Remembrance Rd - Extent 2	Mullins	Leonard St	City of Walker	Sidewalk	Add Sidewalk	\$150,000
3 Mile - Extent 1	Kinney	Wilson Ave	City of Walker	Sidewalk	Add Sidewalk	\$100,000
3 Mile - Extent 2	Wilson	Remembrance Rd	City of Walker	Sidewalk	Add Sidewalk	\$75,000
28th St - Extent 3	Patterson	Kraft	Cascade Twp / MDOT	Sidewalk	Add Sidewalk	N/A
Wilson Ave	64th St	M-6 Trail	City of Wyoming / Byron Township	Sidewalk	Add Sidewalk	N/A
Plainfield Ave Connector	Lamberton Lake	4 Mile	Grand Rapids Twp	Sidewalk	Add Sidewalk	N/A
Frederik Meijer White Pine Trail Staging Area			City of Cedar Springs	Staging Area	Paved parking & restrm	\$194,000
M-6 Staging Area	Phase III		Kent County Parks	Staging Area	Paved parking & restrm	\$250,000
Paul Henry Thornapple Staging Area	Paris Park		Kent County Parks	Staging Area	Paved parking & restrm	\$300,000
Kent Trails Staging Area	84th St		Kent County Parks	Staging Area	Paved parking & restrm	\$300,000
Knapp St Pedestrian Bridge Grand River	Grand River		Ada Township	Pedestrian Bridge	Add Pedestrian Bridge	\$1,500,000
Burton St Pedestrian Bridge	196		Cascade Twp	Pedestrian Bridge	Add Pedestrian Bridge	\$1,300,000
Knapp St Pedestrian Bridge I-96	196		City of Grand Rapids	Pedestrian Bridge	Add Pedestrian Bridge	\$1,300,000
Forest Hill Pedestrian Bridge	196		City of Kentwood	Pedestrian Bridge	Add Pedestrian Bridge	\$1,300,000
Lake Michigan Dr Pedestrian Bridge	Lake Michigan Dr, connects Fredrick Meijer Standale Trail		City of Walker	Pedestrian Bridge	Add Pedestrian Bridge	\$1,500,000
Greenville / Ionia Rails-to-Trails Pedestrian Bridge	Ionia, Lowell, Belding railroad corridor bridge		Kent County Parks / Ionia	Pedestrian Bridge	Add Pedestrian Bridge	\$400,000
<b>Illustrative Non-Motorized Total</b>						<b>\$77,929,000</b>
<b>Difference between Illustrative Non-Motorized and Project List TE awards</b>						<b>\$41,345,950</b>

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

Illustrative Transit Projects				
Project	Jurisdiction	Facility Type	Conceptual Improvement	Est Total Cost
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2011	\$3,894,484
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2012	\$2,003,759
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2013	\$3,650,185
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2014	\$5,905,754
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2015	\$4,749,178
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2016	\$4,131,178
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2017	\$4,234,457
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2018	\$4,340,319
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2019	\$4,448,827
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2020	\$4,560,048
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2021	\$4,674,049
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2022	\$4,790,900
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2023	\$4,910,672
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2024	\$5,033,439
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2025	\$5,159,275
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2026	\$5,288,257
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2027	\$5,420,464
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2028	\$5,555,975
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2029	\$5,694,875
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2030	\$5,837,246
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2031	\$5,983,178
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2032	\$6,132,757
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2033	\$6,286,076
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2034	\$6,443,228
Misc. Capital Needs	ITP/The Rapid	Transit	Miscellaneous Capital Needs by 2035	\$6,604,308
Streetcar and Streetcar facilities	ITP/The Rapid	Transit	Streetcar and streetcar facilities by 2018	\$95,094,860
Streetcar and Streetcar facilities	ITP/The Rapid	Transit	Streetcar and streetcar facilities by 2023	\$53,795,553
Streetcar and Streetcar facilities	ITP/The Rapid	Transit	Streetcar and streetcar facilities by 2028	\$60,864,730
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2011	\$18,000,000
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2012	\$500,000
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2013	\$512,500
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2014	\$525,313
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2015	\$538,445
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2016	\$551,906
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2017	\$565,704
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2018	\$579,847
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2019	\$594,343
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2020	\$609,201
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2021	\$624,431
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2022	\$640,042
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2023	\$656,043
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2024	\$672,444
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2025	\$689,256
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2026	\$706,487
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2027	\$724,149
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2028	\$742,253
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2029	\$760,809
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2030	\$779,829
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2031	\$799,325
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2032	\$819,308
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2033	\$839,791
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2034	\$860,786
Facility Expansion/Maintenance	ITP/The Rapid	Transit	Facility expansion and maintenance needs by 2035	\$882,305
Replacement of fixed-route buses	ITP/The Rapid	Transit	12 buses by 2011	\$4,356,000
Replacement of fixed-route buses	ITP/The Rapid	Transit	3 buses by 2012	\$1,116,225
Replacement of fixed-route buses	ITP/The Rapid	Transit	5 buses by 2013	\$1,906,884
Replacement of fixed-route buses	ITP/The Rapid	Transit	13 buses by 2016	\$5,339,115
Replacement of fixed-route buses	ITP/The Rapid	Transit	9 buses by 2017	\$3,788,718
Replacement of fixed-route buses	ITP/The Rapid	Transit	14 buses by 2018	\$6,040,901
Replacement of fixed-route buses	ITP/The Rapid	Transit	16 buses by 2019	\$7,076,484
Replacement of fixed-route buses	ITP/The Rapid	Transit	7 buses by 2020	\$3,173,361
Replacement of fixed-route buses	ITP/The Rapid	Transit	44 buses by 2021	\$20,445,510
Replacement of fixed-route buses	ITP/The Rapid	Transit	12 buses by 2023	\$5,858,336
Replacement of fixed-route buses	ITP/The Rapid	Transit	12 buses by 2024	\$6,004,794
Replacement of fixed-route buses	ITP/The Rapid	Transit	17 buses by 2025	\$8,719,461
Replacement of fixed-route buses	ITP/The Rapid	Transit	6 buses by 2026	\$3,154,393
Replacement of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2027	\$1,077,751
Replacement of fixed-route buses	ITP/The Rapid	Transit	15 buses by 2028	\$8,285,211
Replacement of fixed-route buses	ITP/The Rapid	Transit	11 buses by 2029	\$6,227,717
Replacement of fixed-route buses	ITP/The Rapid	Transit	16 buses by 2030	\$9,284,960
Replacement of fixed-route buses	ITP/The Rapid	Transit	18 buses by 2031	\$10,706,720
Replacement of fixed-route buses	ITP/The Rapid	Transit	9 buses by 2032	\$5,487,194
Replacement of fixed-route buses	ITP/The Rapid	Transit	46 buses by 2033	\$28,746,799
Replacement of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2034	\$1,281,107
Replacement of fixed-route buses	ITP/The Rapid	Transit	14 buses by 2035	\$9,191,945
Expansion of fixed-route buses	ITP/The Rapid	Transit	9 buses by 2012	\$3,348,675
Expansion of fixed-route buses	ITP/The Rapid	Transit	12 buses by 2013	\$4,576,523
Expansion of fixed-route buses	ITP/The Rapid	Transit	6 buses by 2014	\$2,345,468
Expansion of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2015	\$801,368
Expansion of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2016	\$821,402
Expansion of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2017	\$841,937
Expansion of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2018	\$862,986
Expansion of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2019	\$884,561

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Expansion of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2020	\$906,675
Expansion of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2021	\$929,341
Expansion of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2022	\$952,575
Expansion of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2023	\$976,389
Expansion of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2024	\$1,000,799
Expansion of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2025	\$1,025,819
Expansion of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2026	\$1,051,464
Expansion of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2027	\$1,077,751
Expansion of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2028	\$1,104,695
Expansion of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2029	\$1,132,312
Expansion of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2030	\$1,160,620
Expansion of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2031	\$1,189,636
Expansion of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2032	\$1,219,376
Expansion of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2033	\$1,249,861
Expansion of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2034	\$1,281,107
Expansion of fixed-route buses	ITP/The Rapid	Transit	2 buses by 2035	\$1,313,135
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	3 vehicles by 2011	\$200,820
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	12 vehicles by 2012	\$823,362
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	6 vehicles by 2013	\$421,973
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	4 vehicles by 2014	\$288,348
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	47 vehicles by 2015	\$3,472,794
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	3 vehicles by 2016	\$227,209
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	14 vehicles by 2017	\$1,086,818
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	8 vehicles by 2018	\$636,565
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	6 vehicles by 2019	\$489,359
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	49 vehicles by 2020	\$4,096,345
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	5 vehicles by 2021	\$428,444
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	16 vehicles by 2022	\$1,405,297
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	10 vehicles by 2023	\$900,269
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	8 vehicles by 2024	\$738,220
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	51 vehicles by 2025	\$4,823,808
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	7 vehicles by 2026	\$678,644
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	18 vehicles by 2027	\$1,788,711
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	12 vehicles by 2028	\$1,222,286
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	10 vehicles by 2029	\$1,044,036
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	53 vehicles by 2030	\$5,671,723
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	9 vehicles by 2031	\$987,201
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	20 vehicles by 2032	\$2,248,624
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	14 vehicles by 2033	\$1,613,388
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	12 vehicles by 2034	\$1,417,476
Replacement of Paratransit Vehicles	ITP/The Rapid	Transit	55 vehicles by 2035	\$1,313,135
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2012	\$137,227
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2013	\$140,658
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2014	\$144,174
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2015	\$147,778
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2016	\$151,473
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2017	\$155,260
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2018	\$159,141
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2019	\$163,120
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2020	\$167,198
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2021	\$171,378
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2022	\$175,662
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2023	\$180,054
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2024	\$184,555
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2025	\$189,169
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2026	\$193,898
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2027	\$198,746
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2028	\$203,714
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2029	\$208,807
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2030	\$214,027
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2031	\$219,378
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2032	\$224,862
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2033	\$230,484
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2034	\$236,246
Expansion of Paratransit Vehicles	ITP/The Rapid	Transit	2 vehicles by 2035	\$242,152
			<b>Illustrative Transit Total</b>	<b>\$601,450,625</b>
			<b>Difference between Illustrative Transit and Project List Transit Project Costs</b>	<b>\$211,742,503</b>

<b>Illustrative Preservation Costs</b>				
<b>Project</b>	<b>Jurisdiction</b>	<b>Facility Type</b>	<b>Conceptual Improvement</b>	<b>Est Total Cost</b>
2011-2014 Preservation - Required for "Good" Condition	Various			\$57,436,661
2015-2018 Preservation - Required for "Good" Condition				\$91,888,436
2019-2025 Preservation - Required for "Good" Condition				\$179,576,025
2026-2035 Preservation - Required for "Good" Condition				\$312,667,459

			<b>Total Illustrative Needs Estimate</b>	<b>\$1,094,657,034</b>
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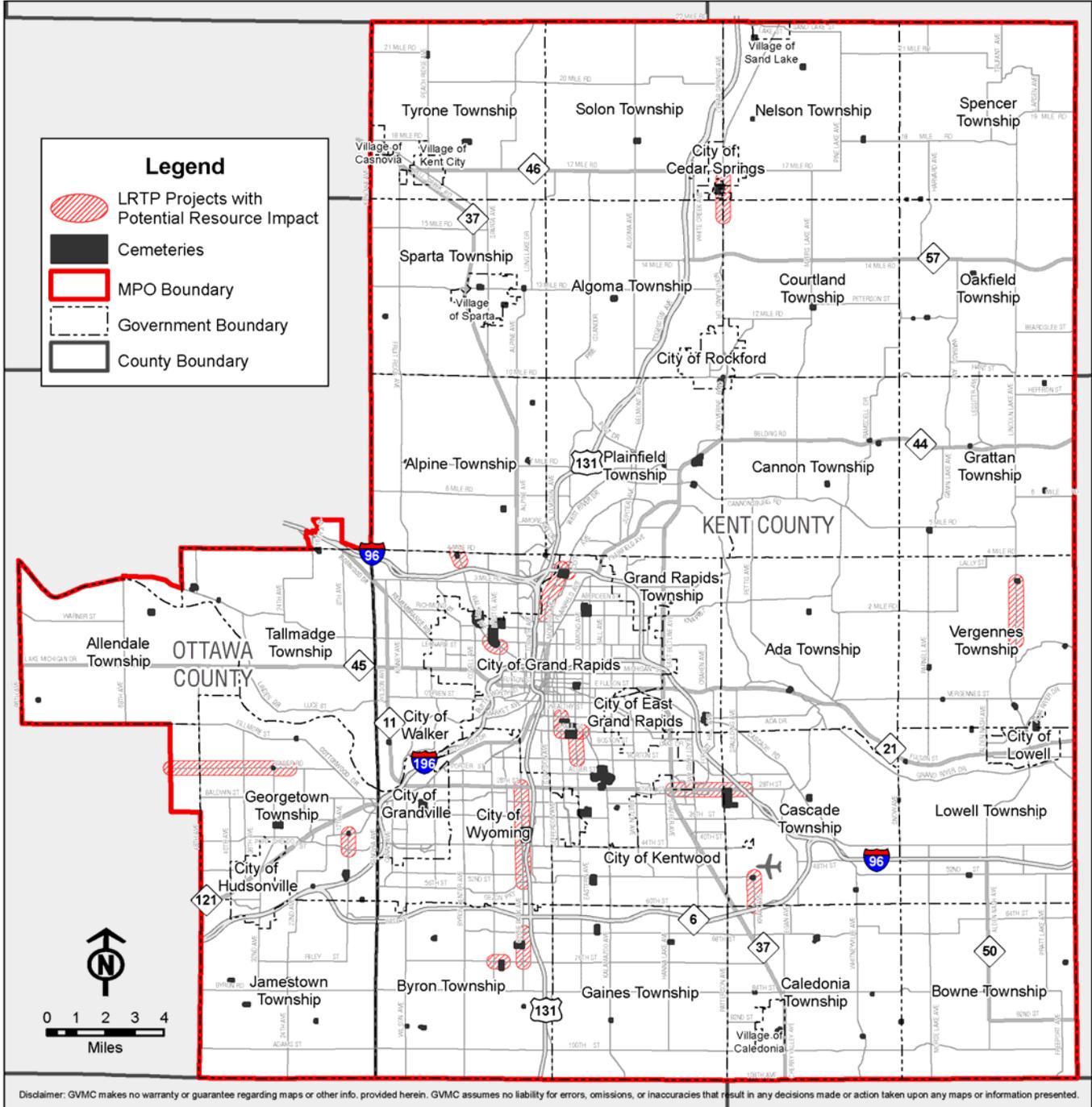
## Appendix H: Environmental Mitigation Maps

This appendix contains the following seven Environmental Mitigation maps and accompanying tables of related information:

1. Cemeteries
2. Flood Zones
3. Parks
4. Water Features
5. Wetlands
6. Woodlands
7. Historic Sites and Structures

# Environmental Mitigation Analysis: Cemeteries

## GVMC 2035 Long Range Transportation Plan



Map 25 – Environmental Mitigation Map: Cemeteries

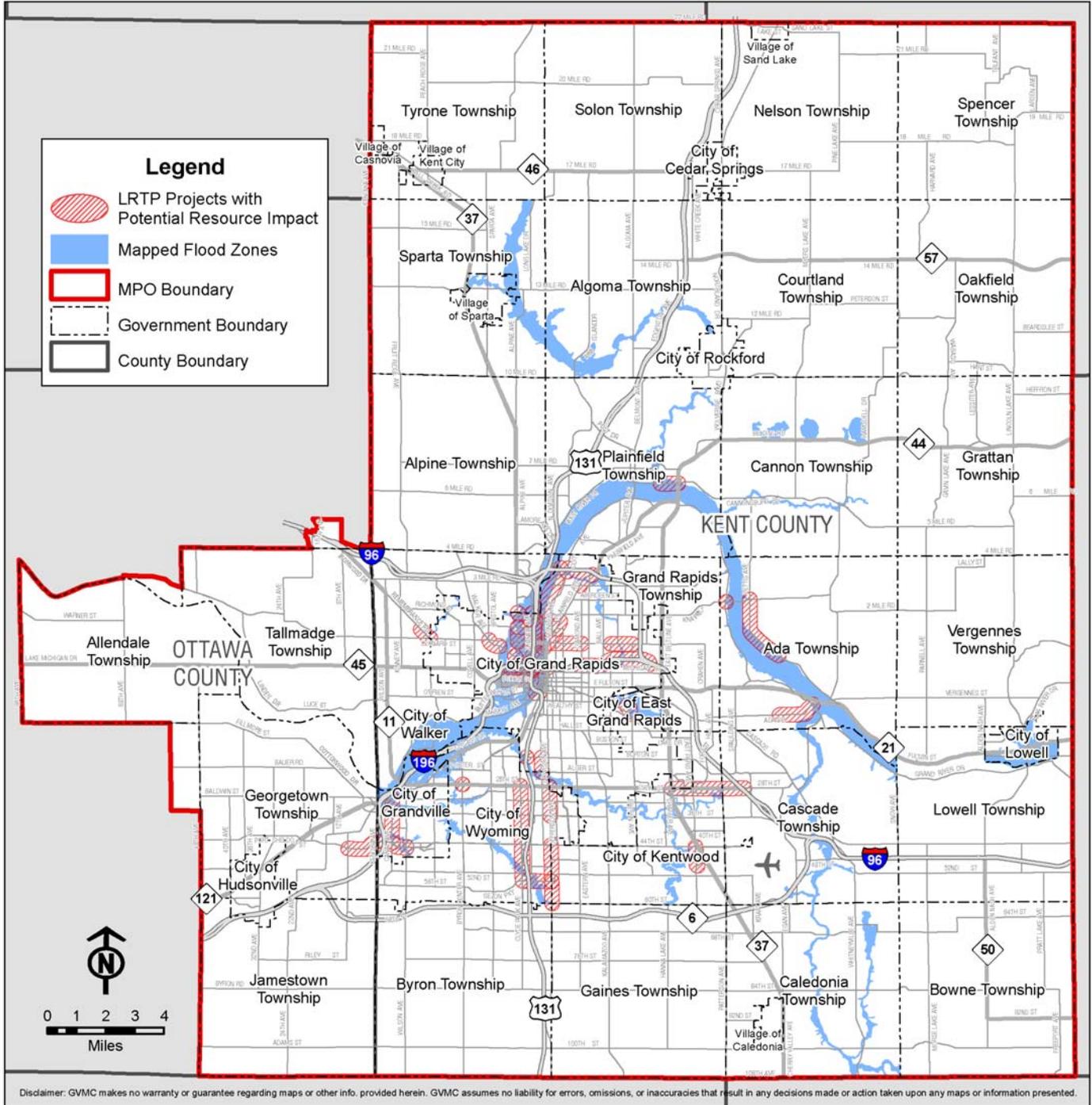
2035 LONG RANGE TRANSPORTATION PLAN UPDATE

Environmental Mitigation Flagged Projects: Cemeteries

Project	From—To	Jurisdiction	Possible Alternative	Project Type	Length	County	Cemetery Name
2011-2014							
76th St	Sierrafield Dr—Burlingame Ave	KCRC—Byron Twp	Resurface existing roadway by 2013	Preservation	0.31	Kent	Winchester Cem.
8th Ave	Port Sheldon St—44th St	OCRC—Georgetown Twp	Reconstruct and Add Center Turn Lane (2-3) by 2011	Preservation	0.54	Ottawa	Jenison Cem.
Bauer Rd	56th Ave—24th Ave	OCRC—Georgetown Twp	Resurface existing roadway by 2012	Preservation	4.00	Ottawa	Lowing Cem.
Clyde Park Ave	28th St—54th St	City of Wyoming	Resurface existing roadway by 2012	Preservation	3.25	Kent	Resurrection Cem.
Coyte Park Ave	0.1 mi N of 76th St—0.1 mi S of 68th St	KCRC—Byron Twp	Reconstruct and Add Center Turn Lane (2-3) by 2012	Widen	0.80	Kent	Kent Memorial Gardens
Coit Ave	Kendalwood Dr—North Park St	City of Grand Rapids	Rotomill/resurface existing roadway by 2011	Preservation	0.17	Kent	Veteran's Cem.
Hail St	Kalamazoo Ave—Eastern Ave	City of Grand Rapids	Rotomill/resurface existing roadway by 2011	Preservation	0.20	Kent	Oakhill Cem.
Hail St	Madison—Eastern Ave	City of Grand Rapids	Resurface existing roadway by 2011	Preservation	0.50	Kent	Oakhill Cem.
Kraft Ave	52nd St—60th St	KCRC—Cascade Twp	Resurface and reconstruct existing roadway by 2013	Preservation	1.00	Kent	St. Mary's Cem.
Lincoln Lake Ave	McPherson St—3 Mile Rd	KCRC—Vergennes Twp	Resurface existing roadway by 2011	Preservation	2.00	Kent	Alton Cem.
M-11/28th St	M-37/East Beltline—196	M/DOT	Mill, joints, resurface and concrete reconstruction by 2011	Preservation	0.00	Kent	Chapel Hill Mem. Garden
Monroe Ave	Knapp St—North Park St	City of Grand Rapids	Resurface existing roadway by 2013	Preservation	1.69	Kent	Veteran's Cem.
Northland Dr	Indian Lakes Rd—South St	KCRC—Algoma Twp	Reconstruct and Add Center Turn Lane (2-3) - Access Management by 2013	Widen	1.20	Kent	Elmwood Cem.
2015-2018							
Madison Ave	Hall St—Franklin St	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	Widen	0.50	Kent	St. Andrew's Cem.
2019-2025							
Eastern Ave	Hall St—Burton St	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	Widen	0.95	Kent	Oakhill Cem.
Walker Ave	Valley Ave—Leonard St	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes (2-3)	Widen	0.44	Kent	Greenwood & Mt. Calvary Cem.
Walker Ave	North Ridge Dr—4 Mile Rd	City of Walker	Reconstruct and Add Center Turn Lane (2-3)	Widen	0.32	Kent	Brooklawn Cem.

# Environmental Mitigation Analysis: Flood Zones

## GVMC 2035 Long Range Transportation Plan



Map 26 – Environmental Mitigation Map: Flood Zones

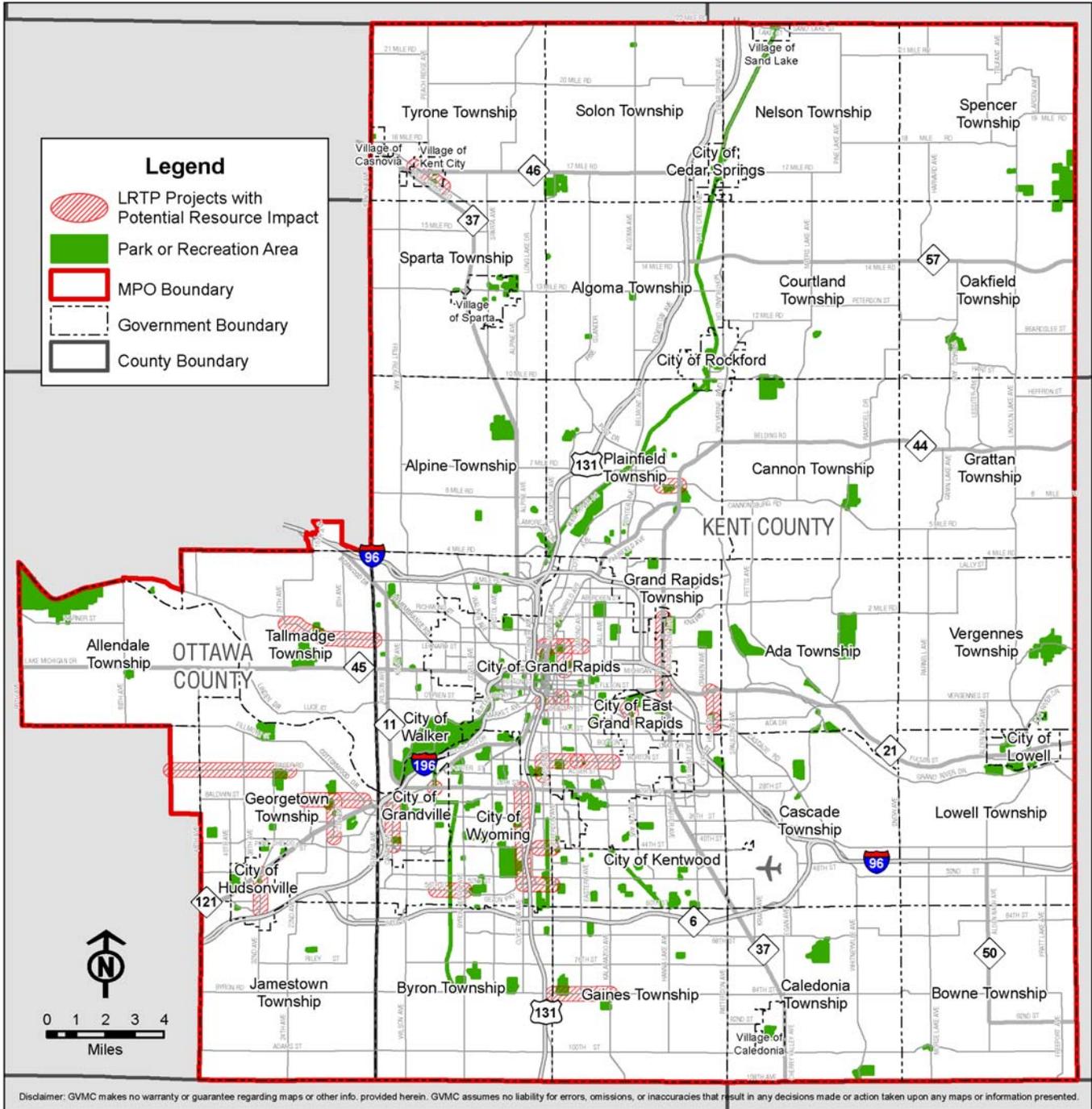
## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

### Environmental Mitigation Flagged Projects: Flood Zones

Project	From—To	Jurisdiction	Possible Alternative	Project Type	Length	County
2011-2014						
Knapp St	at Grand River Dr	KCRC—Ada Twp	Add turn lanes at the intersection by 2013	Widen	0.10	Kent
M-11/28th St	at Ivanrest and Byron Center Aves	MDOT	Intersection reconstruction by 2013	Preservation	0.00	Kent
US-131	under Franklin, Burton & Hall Sts	MDOT	Partial and full bridge deck replacement by 2011	Preservation	0.00	Kent
1st/2nd St	Lane Ave—Stocking Ave	City of Grand Rapids	Rotomill/resurface existing roadway by 2011	Preservation	0.23	Kent
44th St	8th Ave—Kenowa Ave	OCRC—Georgetown Twp	Rotomill/resurface existing roadway by 2014	Preservation	1.00	Ottawa
54th St	Clyde Park Ave—Division Ave	City of Wyoming	Resurface existing roadway by 2012	Preservation	1.00	Kent
Ada Dr	Fox Hollow Ave—Thornapple River Dr	KCRC—Grand Rapids Twp	Resurface existing roadway by 2011	Preservation	1.31	Kent
Ann St	Alpine Ave—Voorheis Ave	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	Preservation	0.10	Kent
Buchanan Ave	Alger St—Burton St	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	Preservation	0.49	Kent
Canal Ave	Chicago Dr—44th St	City of Grandville	Resurface existing roadway by 2014	Preservation	1.50	Kent
Cherry St	Market Ave—Grandville Ave	City of Grand Rapids	Resurface existing roadway by 2011	Preservation	0.12	Kent
Clyde Park Ave	M-11/28th St—54th St	City of Wyoming	Resurface existing roadway by 2012	Preservation	3.25	Kent
Coit Ave	Kendalwood Dr—North Park St	City of Grand Rapids	Rotomill/resurface existing roadway by 2011	Preservation	0.17	Kent
Division Ave	M-11/28th St—36th St	City of Wyoming	Resurface existing roadway by 2013	Preservation	1.00	Kent
Division Ave	44th St—54th St	City of Wyoming	Resurface existing roadway by 2013	Preservation	1.25	Kent
Division Ave	54th St—60th St	City of Kentwood	Reconstruct and partial blvd. by 2014 (AC)	Widen	0.75	Kent
East Paris Ave	44th St—Barden Dr	City of Kentwood	Reconstruct existing roadway by 2014	Preservation	0.66	Kent
Lake Michigan Dr	Garfield Ave—US-131	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	Preservation	1.06	Kent
Lakeside Dr	Greenwood Dr—Wealthy St	City of East Grand Rapids	Reconstruct existing roadway by 2014	Preservation	0.36	Kent
Leonard St	Plymouth Ave—Maryland Ave	City of Grand Rapids	Resurface existing roadway by 2013	Preservation	0.74	Kent
M-11/28th St	M-37/East Beltline—I-96	MDOT	Mill, joints, resurface and concrete reconstruction by 2011	Preservation	0.00	Kent
Monroe Ave	Ottawa Ave—US-131BR/Leonard St	City of Grand Rapids	Resurface existing roadway by 2011	Preservation	0.25	Kent
Monroe Ave	Knapp St—North Park St	City of Grand Rapids	Resurface existing roadway by 2013	Preservation	1.69	Kent
Pettis Ave	Knapp St—Egypt Valley Ave	KCRC—Ada Twp	Resurface existing roadway by 2012	Preservation	2.38	Kent
Plainfield Ave	3 Mile Rd—I-96	City of Grand Rapids	Resurface existing roadway by 2012	Preservation	0.60	Kent
Plainfield Ave	US-131BR/Leonard St—Ann St	City of Grand Rapids	Resurface existing roadway by 2012	Preservation	0.85	Kent
Remembrance Rd	Leonard St—Walker Village Dr	City of Walker	Resurface and reconstruct existing roadway by 2014	Preservation	0.48	Kent
Richmond St	Alpine Ave—Scribner Ave	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	Preservation	0.58	Kent
Rivertown Pkwy	Wilson Ave—Canal Ave	City of Grandville	Resurface existing roadway by 2012	Preservation	0.44	Kent
Turner Ave	Ann St—US-131 SB Ramps	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	Preservation	0.27	Kent
US-131	I-196—Ann St	MDOT	Replace Freeway Lighting	Preservation	0.00	Kent
US-131 NB	US-131BR/Leonard St—Ann St	MDOT	Add NB and SB weave/merge lanes by 2011	Widen	0.50	Kent
West River Dr	Rogue River bridge—M-44/Northland Dr	KCRC—Plainfield Twp	Reconstruct and Add Center Turn Lane (4-5) by 2011	Widen	0.75	Kent
2015-2018						
I-196	WB over the Grand River—US-131	MDOT	Extend WB to SB off ramp to complete US-131 to Fuller Avenue segment by 2015	Widen	0.25	Kent
I-196	Fuller Ave—I-96	MDOT	Rehabilitation of existing road and bridges by 2018	Preservation	2.00	Kent
Lake Michigan Dr	US-131—Garfield Ave	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	Widen	1.06	Kent
Leonard St	Plainfield Ave—Diamond Ave	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes (2-3)	Widen	1.14	Kent
Stocking Ave	Bridge St—7th St	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	Widen	0.60	Kent
US-131 SB	US-131BR/Leonard St—Ann St	MDOT	Add NB and SB weave/merge lanes by 2011	Widen	0.50	Kent
2019-2025						
Alpine Ave	Leonard St—Richmond St	City of Grand Rapids	Reconfigure within Existing ROW to 4 lanes - Enhance Transit Capacity (2-4)	Widen	0.50	Kent
Bridge St	Mount Vernon Ave—Straight Ave	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes (2-3)	Widen	0.44	Kent
I-196	Fuller Ave—I-96	MDOT	Preserve and widen from 2 to 3 lanes in each direction, add weave merge lanes by 2025	Widen/Preserve	2.00	Kent
Walker Ave	Valley Ave—Leonard St	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes (2-3)	Widen	0.44	Kent
2026-2035						
I-196	Ottawa Ave—Division	MDOT	Add WB to NB ramp from I-196 to Division from the Ottawa WB offramp by 2035	Widen	0.10	Kent

# Environmental Mitigation Analysis: Parks

## GVMC 2035 Long Range Transportation Plan



Map 27 – Environmental Mitigation Map: Parks

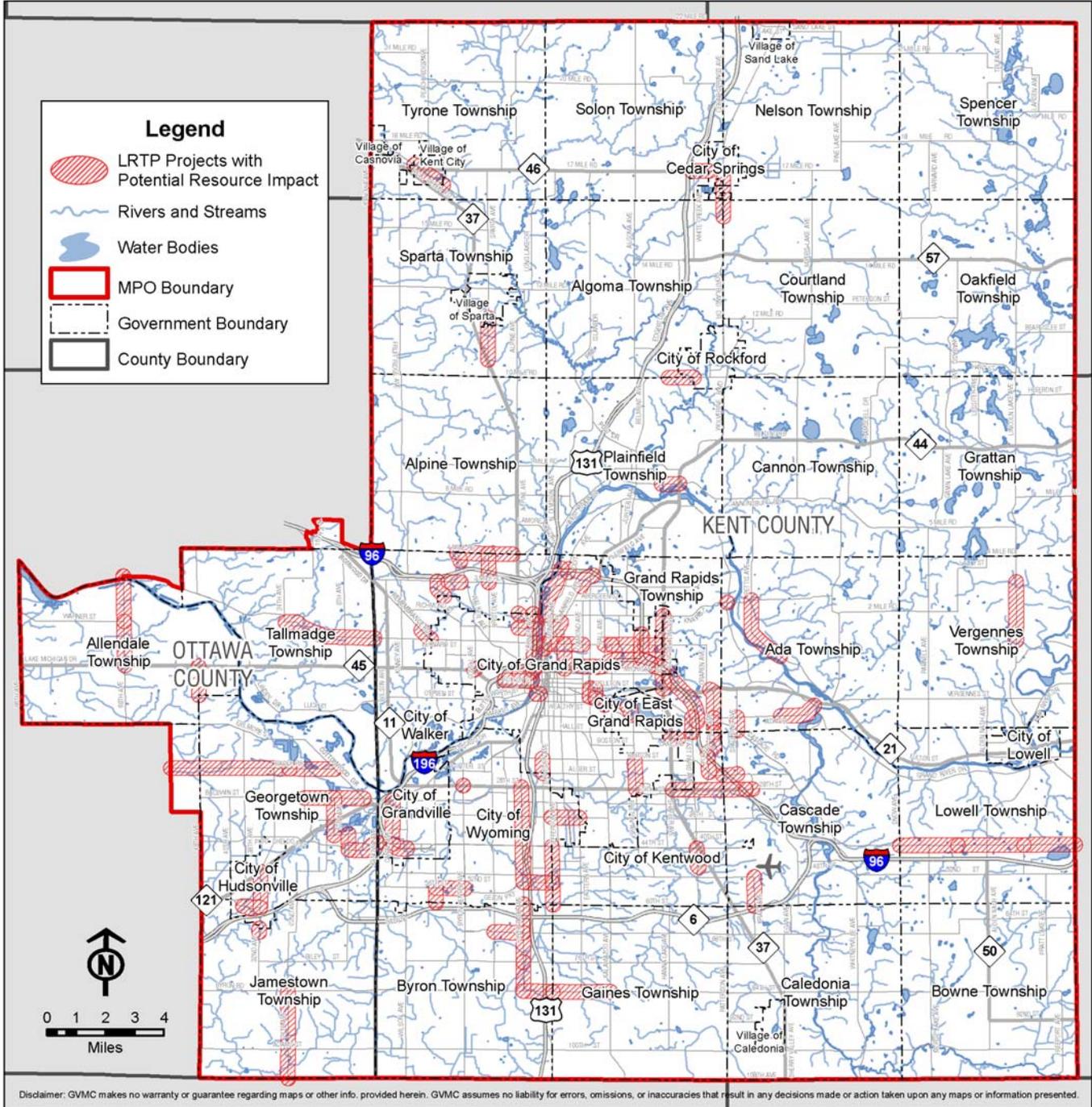
## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

### Environmental Mitigation Flagged Projects: Parks

Project	From—To	Jurisdiction	Possible Alternative	Project Type	Length	County	Park Name
2011-2014							
12th Ave	Port Sheldon St—Baldwin St	OCRC-Georgetown Twp	Resurface existing roadway by 2011	Preservation	1.28	Ottawa	Pioneer Park
32nd Ave	M-121/Chicago Dr—Highland Dr	City of Hudsonville	Resurface existing roadway by 2012	Preservation	1.23	Ottawa	Veteran's Park, Heritage Park
44th St	Stafford Ave—Division Ave	City of Wyoming	Reconstruct existing roadway by 2014	Preservation	0.60	Kent	Interurban Trail
54th St	Clyde Park Ave—Division Ave	City of Wyoming	Resurface existing roadway by 2012	Preservation	1.00	Kent	Interurban Trail
84th St	Division Ave—Kalamazoo Ave	KCRC-Gaines Twp	Resurface existing roadway by 2014	Preservation	2.00	Kent	Earle Brewer Co. Park, Prairie Wolf Park
Baldwin St	20th Ave—Cottonwood Dr	OCRC-Georgetown Twp	Resurface existing roadway by 2013	Preservation	2.00	Ottawa	Woodcrest Park
Ball Creek Rd	NW village limit - Rusco St	Village of Kent City	Resurface existing roadway by 2014	Preservation	1.22	Kent	Ball Creek Park
Bauer Rd	56th Ave—24th Ave	OCRC-Georgetown Twp	Resurface existing roadway by 2012	Preservation	4.00	Ottawa	Hagar Park
Buchanan Ave	Alger St - Burton St	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	Preservation	0.49	Kent	Plaster Creek Family Park
Burton St	Division Ave—Eastern Ave	City of Grand Rapids	Resurface existing roadway by 2012	Preservation	0.95	Kent	Garfield Park
Burton St	Eastern Ave - Plymouth Ave	City of Grand Rapids	Resurface existing roadway by 2012	Preservation	1.22	Kent	Cheeseboro Park
Canal Ave	Chicago Dr—44th St	City of Grandville	Resurface existing roadway by 2014	Preservation	1.50	Kent	Heritage Park
Clyde Park Ave	28th St—54th St	City of Wyoming	Resurface existing roadway by 2012	Preservation	3.25	Kent	Lions Park, Linus C Palmer Park
Forest Hill Ave	Cascade Rd—Ada Dr	KCRC-Ada Twp	Resurface existing roadway by 2011	Preservation	0.25	Kent	Forest Hills Association Park
Forest Hill Ave	Ada Dr—M-21/E Fulton St	KCRC-Grand Rapids Twp	Reconstruct and Add Center Turn Lane (2-3) by 2012	Widen	1.05	Kent	Forest Hills Association Park
Lakeside Dr	Greenwood Dr—Wealthy St	City of East Grand Rapids	Reconstruct existing roadway by 2014	Preservation	0.36	Kent	Remington Park, Waterfront Park, & John A Collins
Leonard St	24th Ave—Kenowa Ave	OCRC-Tallmadge Twp	Resurface existing roadway by 2013	Preservation	3.40	Ottawa	Tallmadge Twp Park
Madison Ave	Wealthy St—Cherry	City of Grand Rapids	Resurface existing roadway by 2011	Preservation	0.20	Kent	Foster Park
Monroe Ave	Ottawa Ave—Leonard	City of Grand Rapids	Resurface existing roadway by 2011	Preservation	0.25	Kent	Canal Street Park
Wealthy St	US-131—Division Ave	City of Grand Rapids	Reconstruct existing roadway by 2014	Preservation	0.18	Kent	Heartside Park
West River Dr	Rogue River bridge—M-44/Northland Dr	KCRC-Plainfield Twp	Reconstruct and Add Center Turn Lane (4-5) by 2011	Widen	0.75	Kent	DNR Boat Launch
M-11/28th St	at Ivanrest and Byron Center Aves	MDOT	Intersection reconstruction by 2013	Preservation	0.00	Kent	Kent Trails
2015-2018							
College Ave	I-196—Leonard St	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	Widen	0.89	Kent	Highland Park, Mary Waters Park
Leonard St	Plainfield Ave—Diamond Ave	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes (2-3)	Widen	1.14	Kent	Mary Waters Park
2019-2025							
56th St	Ivanrest Ave SW—Byron Center Ave	City of Wyoming	Reconstruct and Add Center Turn Lane (2-3)	Widen	1.00	Kent	Kent Trails
M-44/M-37/East Beltline	Knapp St—M-21/E Fulton St	MDOT	Preserve and widen from 2 to 3 lanes in each direction by 2020	Widen/Preserve	2.50	Kent	Grand Rapids Twp Park

# Environmental Mitigation Analysis: Hydrologic Features

## GVMC 2035 Long Range Transportation Plan



Map 28 – Environmental Mitigation Map: Water Features

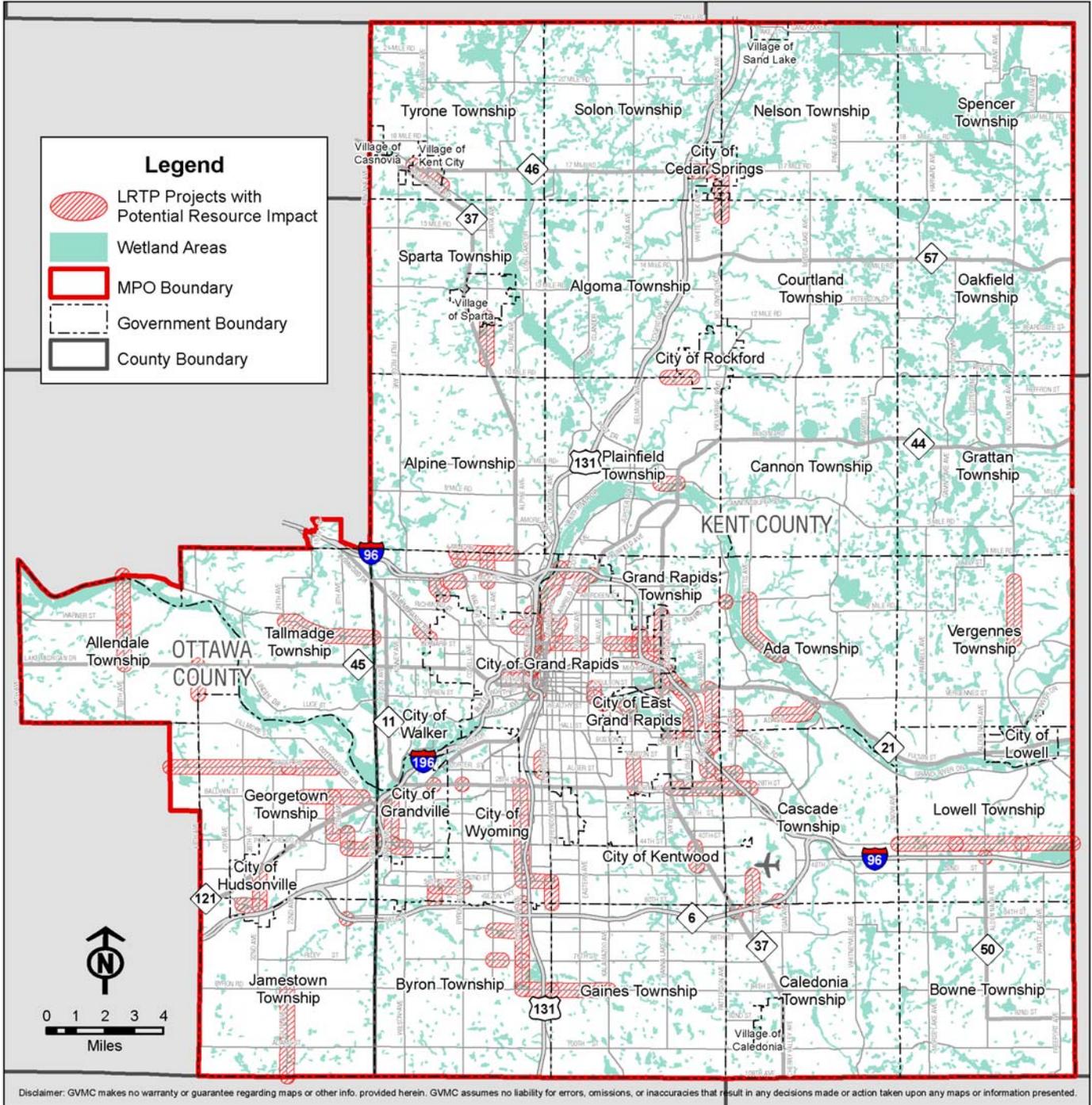
# 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

## Environmental Mitigation Flagged Projects: Water Features

Project	From—To	Jurisdiction	Possible Alternative	Project Type	Length	County
2011-2014						
10 Mile Rd	West of Wolves Ave—Chiltdale Ave	KCRC-Algoma Twp	Reconstruct and widen to 5 lanes (2-5) by 2011	Widen	1.29	Kent
12th Ave	Port Sheldon St—Baldwin St	OCRC-Georgetown Twp	Resurface existing roadway by 2011	Preservation	1.28	Ottawa
17 Mile Rd	US-131 Ramps—West St	KCRC-Solon Twp	Resurface existing roadway by 2012	Preservation	0.60	Kent
A-37/24th St	Byron Rd—Ontagon St	OCRC-Jamestown Twp	Resurface existing roadway by 2011	Preservation	3.80	Ottawa
28th St	Kraft Ave—196 Ramps	KCRC-Cascade Twp	Resurface existing roadway by 2014	Preservation	0.30	Kent
32nd Ave	M-121/Chicago Dr—Highland Dr	City of Hudsonville	Resurface existing roadway by 2012	Preservation	1.23	Ottawa
36th St	Division Ave—Eastern Ave	City of Wyoming	Resurface existing roadway by 2012	Preservation	1.00	Kent
4 Mile Rd	Walker Ave—Old Orchard Ave	KCRC-Alpine Twp	Reconstruct and Add Center Turn Lane (2-3) by 2014	Widen	1.90	Kent
44th St	8th Ave—Kenowa Ave	OCRC-Georgetown Twp	Rotomill/resurface existing roadway by 2014	Preservation	1.00	Ottawa
54th St	Clyde Park Ave—Division Ave	City of Wyoming	Resurface existing roadway by 2012	Preservation	1.00	Kent
68th St	Clyde Park Ave—Burlingame Ave	KCRC-Byron Twp	Resurface existing roadway by 2014	Preservation	1.00	Kent
84th St	Clyde Park Ave—Division Ave	KCRC-Byron Twp	Resurface existing roadway by 2012	Preservation	1.00	Kent
84th St	Division Ave—Kalamazoo Ave	KCRC-Gaines Twp	Resurface existing roadway by 2014	Preservation	2.00	Kent
8th Ave	Port Sheldon St—44th St	OCRC-Georgetown Twp	Reconstruct and Add Center Turn Lane (2-3) by 2011	Preservation	0.54	Ottawa
Ada Dr	Fox Hollow Ave—Thornapple River Dr	KCRC-Grand Rapids Twp	Resurface existing roadway by 2011	Preservation	1.31	Kent
Ann St	Alpine Ave—Vooches Ave	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	Preservation	0.10	Kent
Baldwin St	29th Ave—Cottonwood Dr	OCRC-Georgetown Twp	Resurface existing roadway by 2013	Preservation	2.00	Ottawa
Ball Creek Rd	NW village limit—Russo St	Village of Kent City	Resurface existing roadway by 2014	Preservation	1.22	Kent
Bauer Rd	56th Ave—24th Ave	OCRC-Georgetown Twp	Resurface existing roadway by 2012	Preservation	4.00	Ottawa
Bauer Rd	24th Ave—Cottonwood Dr	OCRC-Georgetown Twp	Resurface existing roadway by 2014	Preservation	1.50	Ottawa
Bretton Ave	28th St—Burton St	City of Grand Rapids	Resurface existing roadway by 2011	Preservation	1.00	Kent
Bristol Ave	4 Mile Rd—3 Mile Rd	City of Walker	Resurface existing roadway by 2011	Preservation	0.98	Kent
Buchanan Ave	Alger St—Burton St	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	Preservation	0.49	Kent
Canal Ave	Chicago Dr—44th St	City of Grandville	Resurface existing roadway by 2014	Preservation	1.50	Kent
Carlton Ave	Lake Dr—Fulton St	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	Preservation	0.35	Kent
Cascade Rd	Snow Ave—Timpson Ave	KCRC-Lowell Twp	Resurface existing roadway by 2012	Preservation	2.00	Kent
Cascade Rd	Timpson Ave—Sepwan Ave	KCRC-Lowell Twp	Resurface existing roadway by 2013	Preservation	2.25	Kent
Cascade Rd	Sepwan Ave—County line	KCRC-Lowell Twp	Resurface existing roadway and remove bridge by 2014	Preservation	1.75	Kent
Cherry St	Market—Grandville	City of Grand Rapids	Resurface existing roadway by 2011	Preservation	0.12	Kent
Clyde Park Ave	60th St—68th St	KCRC-Byron Twp	Resurface existing roadway by 2011	Preservation	1.00	Kent
Clyde Park Ave	28th St—54th St	City of Wyoming	Resurface existing roadway by 2012	Preservation	3.25	Kent
Clyde Park Ave	76th St—84th St	KCRC-Byron Twp	Resurface existing roadway by 2012	Preservation	1.00	Kent
Clyde Park Ave	0.1 mi N of 76th St—0.1 mi S of 68th St	KCRC-Byron Twp	Reconstruct and Add Center Turn Lane (2-3) by 2012	Widen	0.80	Kent
Coit Ave	Kendalwood Dr—North Park St	City of Grand Rapids	Rotomill/resurface existing roadway by 2011	Preservation	0.17	Kent
Division Ave	44th St—54th St	City of Wyoming	Resurface existing roadway by 2013	Preservation	1.25	Kent
Division Ave	54th St—60th St	City of Kentwood	Reconstruct and partial blvd. by 2014 (AC)	Widen	0.75	Kent
East Paris Ave	44th St—Barden Dr	City of Kentwood	Reconstruct existing roadway by 2014	Preservation	0.66	Kent
East Paris Ave	Cascade Rd—City limit	KCRC-Grand Rapids Twp	Resurface existing roadway by 2014	Preservation	0.59	Kent
Elmidge Dr	3 Mile Rd—South city limit	City of Walker	Reconstruct existing roadway by 2012	Preservation	0.59	Kent
Forest Hill Ave	1-96—Burton St	City of Kentwood	Reconstruct and add turn lanes and curb and gutter by 2011 (AC)	Preservation	0.54	Kent
Forest Hill Ave	1-96—North City Limit	City of Kentwood	Reconstruct and add turn lanes and curb and gutter by 2011 (AC)	Preservation	0.92	Kent
Forest Hill Ave	Cascade Rd—Ada Dr	KCRC-Ada Twp	Resurface existing roadway by 2011	Preservation	0.25	Kent
Forest Hill Ave	Kentwood city limit—Cascade Rd	KCRC-Grand Rapids Twp	Reconstruct and Add Center Turn Lane (2-3) by 2011	Widen	0.35	Kent
Forest Hill Ave	Ada Dr—M-21/E Fulton Ave	KCRC-Grand Rapids Twp	Reconstruct and Add Center Turn Lane (2-3) by 2012	Widen	1.05	Kent
Highland Dr	32nd Ave—Creek View Dr	City of Hudsonville	Resurface existing roadway by 2013	Preservation	0.63	Ottawa
Ivanrest Ave	North city limit—56th St	City of Wyoming	Resurface existing roadway by 2013	Preservation	1.00	Kent
Kraft Ave	52nd St—60th St	KCRC-Cascade Twp	Resurface and reconstruct existing roadway by 2013	Preservation	1.00	Kent
Lake Dr	M-37/East Beltline Ave—East city limit	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	Preservation	0.25	Kent
Lake Michigan Dr	Garfield Ave—US-131	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	Preservation	1.06	Kent
Lakeside Dr	Greenwood Dr—Wealthy St	City of East Grand Rapids	Reconstruct existing roadway by 2014	Preservation	0.36	Kent
Leonard St	Ball Ave—Plymouth Ave	City of Grand Rapids	Resurface existing roadway by 2013	Preservation	0.25	Kent
Leonard St	1-96 WB Ramps—M-44/East Beltline Ave	City of Grand Rapids	Resurface existing roadway by 2013	Preservation	0.63	Kent
Leonard St	Plymouth Ave—Maryland Ave	City of Grand Rapids	Resurface existing roadway by 2013	Preservation	0.74	Kent
Leonard St	24th Ave—Kenowa Ave	OCRC-Tallmadge Twp	Resurface existing roadway by 2013	Preservation	3.40	Ottawa
Lincoln Lake Ave	McPherson St—3 Mile Rd	KCRC-Vergennes Twp	Resurface existing roadway by 2011	Preservation	2.00	Kent
M-11/28th St	M-37/East Beltline Ave—1-96	MDOT	Mill, joints, resurface and concrete reconstruction by 2011	Preservation	0.00	Kent
Monroe Ave	Ottawa Ave—Leonard	City of Grand Rapids	Resurface existing roadway by 2011	Preservation	0.25	Kent
Monroe Ave	Knapp St—North Park St	City of Grand Rapids	Resurface existing roadway by 2013	Preservation	1.69	Kent
Northland Dr	Indian Lakes Rd—South St	KCRC-Algoma Twp	Reconstruct and Add Center Turn Lane (2-3) - Access Management by 2013	Widen	1.20	Kent
Pettis Ave	Knapp St—Eggy Valley Ave	KCRC-Ada Twp	Resurface existing roadway by 2012	Preservation	2.38	Kent
Plainfield Ave	3 Mile Rd—1-96	City of Grand Rapids	Resurface existing roadway by 2012	Preservation	0.60	Kent
Plainfield Ave	US-131BR/Leonard St—Ann St	City of Grand Rapids	Resurface existing roadway by 2012	Preservation	0.85	Kent
Remembrance Rd	Leonard St—Walker Village Dr	City of Walker	Resurface and reconstruct existing roadway by 2014	Preservation	0.48	Kent
Richmond St	Alpine Ave—Scribner Ave	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	Preservation	0.58	Kent
Rivertown Pkwy	Wilson Ave—Canal Ave	City of Grandville	Resurface existing roadway by 2012	Preservation	0.44	Kent
Sparta Ave	M-37—12 Mile Rd	KCRC-Sparta Twp	Resurface existing roadway by 2011	Preservation	1.45	Kent
Turner Ave	Ann St—US-131 SB Ramps	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	Preservation	0.27	Kent
US-131	1-96—Ann St	MDOT	Replace Freeway Lighting	Preservation	0.00	Kent
US-131 NB	US-131BR/Leonard St—Ann St	MDOT	Add NB and SB weave/merge lanes by 2011	Widen	0.50	Kent
West River Dr	Rogue River bridge—M-44/Northland Dr at Grand River Dr	KCRC-Plainfield Twp	Reconstruct and Add Center Turn Lane (4-5) by 2011	Widen	0.75	Kent
Knapp St	at Grand River Dr	KCRC-Ada Twp	Add turn lanes at the intersection by 2013	Widen	0.10	Kent
M-11/28th St	at Ivanrest & Byron Center Aves	MDOT	Intersection reconstruction by 2013	Preservation	0.00	Kent
2015-2018						
3 Mile Rd	West of Walker Ave—Indian Mill Creek	City of Walker	Widen to 4 lanes with RR bridge improvement	Widen	0.35	Kent
32nd Ave	Quincy St—City limit	OCRC-Jamestown Twp	Reconstruct and widen to 5 lanes (Comm. Dev) by 2018 (3-5)	Widen	0.14	Ottawa
Burton St	Spaulding Ave—Patterson Ave	KCRC-Cascade Twp	Reconstruct and Add Center Turn Lane (2-3) (Constrained by I-96 Overpass)	Widen	0.50	Kent
College Ave	1-96—Leonard St	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	Widen	0.89	Kent
Lake Dr	Fuller Ave—Carlton Ave	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	Widen	0.21	Kent
Lake Michigan Dr	US-131—Garfield Ave	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	Widen	1.06	Kent
Leonard St	Plainfield Ave—Diamond Ave	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes (2-3)	Widen	1.14	Kent
Leonard St	Plainfield Ave—Diamond Ave	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes (2-3)	Widen	1.14	Kent
Leonard St	Plainfield Ave—Diamond Ave	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes (2-3)	Widen	1.14	Kent
US-131 SB	US-131BR/Leonard St—Ann St	MDOT	Add NB and SB weave/merge lanes by 2011	Widen	0.50	Kent
1-96	WB over the Grand River—US-131	MDOT	Extend WB to SB off ramp to complete US-131 to Fuller Avenue segment by 2015	Widen	0.25	Kent
1-96	Fuller Ave—1-96	MDOT	Rehabilitation of existing road and bridges by 2018	Preservation	2.00	Kent
2019-2025						
48th Ave	Pierce St—M-45/Lake Mich. Dr	OCRC-Allendale Twp	Reconstruct to continuous 3 lanes with Non-Motorized Lanes (2-1-3)	Widen	1.01	Ottawa
56th St	Ivanrest Ave—Byron Center Ave	City of Wyoming	Reconstruct and Add Center Turn Lane (2-3)	Widen	1.00	Kent
68th St	M-45/Lake Mich. Dr—Warner St	OCRC-Allendale Twp	Reconstruct and Add Center Turn Lane (2-3)	Widen	1.51	Ottawa
68th St	Warner Ave—Leonard St	OCRC-Allendale Twp	Reconstruct and Add Center Turn Lane (2-3)	Widen	1.55	Ottawa
Bridge St	Covell Ave—Lake Michigan Dr	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes (2-3)	Widen	0.08	Kent
Bridge St	Mount Vernon Ave—Straight Ave	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes (2-3)	Widen	0.44	Kent
Fuller Ave	Lake Dr—Fulton St	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes (2-3)	Widen	0.30	Kent
1-96	Fuller Ave—1-96	MDOT	Preserve and widen from 2 to 3 lanes in each direction, add weave merge lanes by 2025	Widen/Preserve	2.00	Kent
Lake Dr	Carlton Ave—City limit	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	Widen	0.37	Kent
M-44/M-37/East Beltline	Knapp St—M-21/E Fulton Ave	MDOT	Preserve and widen from 2 to 3 lanes in each direction by 2020	Widen/Preserve	2.50	Kent
Spaulding Ave	Ada Dr—Cascade Rd	KCRC-Ada Twp	Reconstruct and Add Center Turn Lane (2-3)	Widen	0.45	Kent
Walker Ave	North Ridge Dr—4 Mile Rd	City of Walker	Reconstruct and Add Center Turn Lane (2-3)	Widen	0.32	Kent
2026-2035						
1-96	Leonard St—Cascade Rd	MDOT	Operational improvements: add ramps, collector distributor lanes with I-96/1-96 interchange, and widen per the EA and L RTP projects by 2030	Widen/Preserve	3.75	Kent

# Environmental Mitigation Analysis: Wetlands

## GVMC 2035 Long Range Transportation Plan



Map 29 – Environmental Mitigation Map: Wetlands

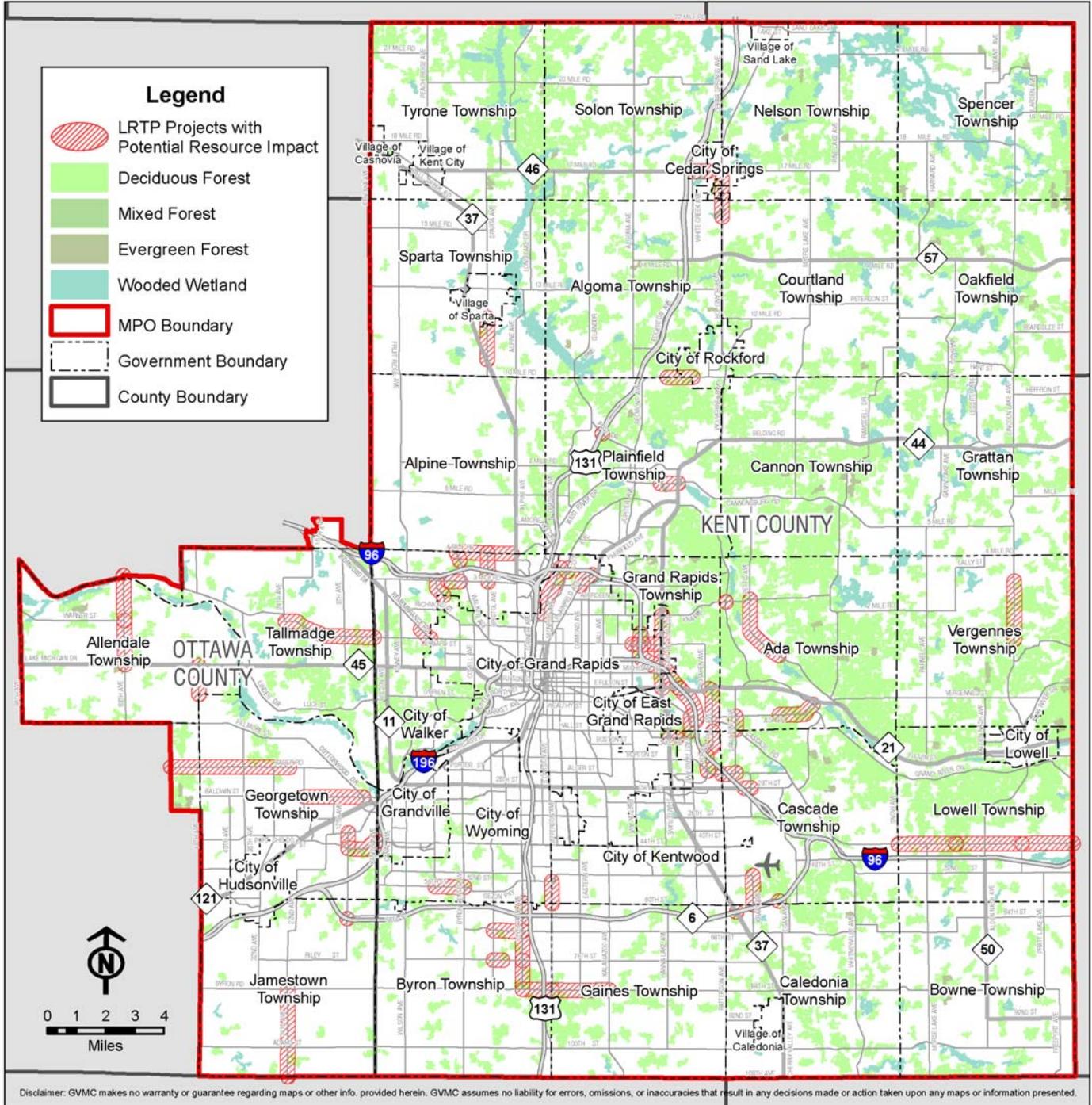
# 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

## Environmental Mitigation Flagged Projects: Wetlands

Project	From-To	Jurisdiction	Possible Alternative	Project Type	Length	County
2011-2014						
10 Mile Rd	West of Wolven—Chilsdale Ave	KCRC-Algoma Twp	Reconstruct and widen to 5 lanes (2-5) by 2011	Widen	1.29	Kent
12th Ave	Port Sheldon St—Baldwin St	OCRC-Georgetown Twp	Resurface existing roadway by 2011	Preservation	1.28	Ottawa
17 Mile Rd	US-131 Ramps—West St	KCRC-Solon Twp	Resurface existing roadway by 2012	Preservation	0.60	Kent
A-37/24th St	Byron Rd—Ottogant St	OCRC-Jamestown Twp	Resurface existing roadway by 2011	Preservation	3.00	Ottawa
28th St	Kraft Ave—1-96 Ramps	KCRC-Cascade Twp	Resurface existing roadway by 2014	Preservation	0.30	Kent
32nd Ave	M-121/Chicago Dr—Highland Dr	City of Hudsonville	Resurface existing roadway by 2012	Preservation	1.23	Ottawa
4 Mile Rd	Walker Ave—Old Orchard Ave	KCRC-Alpine Twp	Reconstruct and Add Center Turn Lane (2-3) by 2014	Widen	1.90	Kent
44th St	8th Ave—Kenowa Ave	OCRC-Georgetown Twp	Rotomill/resurface existing roadway by 2014	Preservation	1.00	Ottawa
54th St	Clyde Park Ave—Division Ave	City of Wyoming	Resurface existing roadway by 2012	Preservation	1.00	Kent
68th St	Clyde Park Ave—Burlingame Ave	KCRC-Byron Twp	Resurface existing roadway by 2014	Preservation	1.00	Kent
76th St	Sierrafield Dr—Burlingame Ave	KCRC-Byron Twp	Resurface existing roadway by 2013	Preservation	0.31	Kent
84th St	Clyde Park Ave—Division Ave	KCRC-Byron Twp	Resurface existing roadway by 2012	Preservation	1.00	Kent
84th St	Division Ave—Kalamazoo Ave	KCRC-Gaines Twp	Resurface existing roadway by 2014	Preservation	2.00	Kent
8th Ave	Port Sheldon St—44th St	OCRC-Georgetown Twp	Reconstruct and Add Center Turn Lane (2-3) by 2011	Preservation	0.54	Ottawa
Ada Dr	Fox Hollow Ave—Thornapple River Dr	KCRC-Grand Rapids Twp	Resurface existing roadway by 2011	Preservation	1.31	Kent
Baldwin St	20th Ave—Cottonwood Dr	OCRC-Georgetown Twp	Resurface existing roadway by 2013	Preservation	2.00	Ottawa
Ball Creek Rd	NW village limit—Rusco St	Village of Kent City	Resurface existing roadway by 2014	Preservation	1.22	Kent
Bauer Rd	56th Ave—24th Ave	OCRC-Georgetown Twp	Resurface existing roadway by 2012	Preservation	4.00	Ottawa
Bauer Rd	24th Ave—Cottonwood Dr	OCRC-Georgetown Twp	Resurface existing roadway by 2014	Preservation	1.50	Ottawa
Bretton Ave	28th St—Burton St	City of Grand Rapids	Resurface existing roadway by 2011	Preservation	1.00	Kent
Bristol Ave	4 Mile Rd—3 Mile Rd	City of Walker	Resurface existing roadway by 2011	Preservation	0.98	Kent
Buchanan Ave	Alger St—Burton St	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	Preservation	0.49	Kent
Canal Ave	Chicago Dr—44th St	City of Grandville	Resurface existing roadway by 2014	Preservation	1.50	Kent
Carlton Ave	Lake Dr—Fulton St	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	Preservation	0.35	Kent
Cascade Rd	Snow Ave—Timpson Ave	KCRC-Lowell Twp	Resurface existing roadway by 2012	Preservation	2.00	Kent
Cascade Rd	Timpson Ave—Segun Ave	KCRC-Lowell Twp	Resurface existing roadway by 2013	Preservation	2.25	Kent
Cascade Rd	Segun Ave—County line	KCRC-Lowell Twp	Resurface existing roadway and remove bridge by 2014	Preservation	1.75	Kent
Cherry St	Market Ave—Grandville Ave	City of Grand Rapids	Resurface existing roadway by 2011	Preservation	0.12	Kent
Clyde Park Ave	60th St—68th St	KCRC-Byron Twp	Resurface existing roadway by 2011	Preservation	1.00	Kent
Clyde Park Ave	28th St—54th St	City of Wyoming	Resurface existing roadway by 2012	Preservation	3.25	Kent
Clyde Park Ave	76th St—84th St	KCRC-Byron Twp	Resurface existing roadway by 2012	Preservation	1.00	Kent
Clyde Park Ave	0.1 mi N of 76th St—0.1 mi S of 68th St	KCRC-Byron Twp	Reconstruct and Add Center Turn Lane (2-3) by 2012	Widen	0.80	Kent
Coit Ave	Kendalwood Ave—North Park St	City of Grand Rapids	Rotomill/resurface existing roadway by 2011	Preservation	0.17	Kent
Division Ave	54th St—60th St	City of Kentwood	Reconstruct and partial blvd by 2014 (AC)	Widen	0.75	Kent
East Paris Ave	44th St—Barden Dr	City of Kentwood	Reconstruct existing roadway by 2014	Preservation	0.66	Kent
East Paris Ave	Cascade Rd—Kentwood city limit	KCRC-Grand Rapids Twp	Resurface existing roadway by 2014	Preservation	0.50	Kent
Elmridge Dr	3 Mile Rd—South city limit	City of Walker	Reconstruct existing roadway by 2012	Preservation	0.59	Kent
Forest Hill Ave	I-96—Burton St	City of Kentwood	Reconstruct and add turn lanes and curb and gutter by 2011 (AC)	Preservation	0.54	Kent
Forest Hill Ave	I-96—North city limit	City of Kentwood	Reconstruct and add turn lanes and curb and gutter by 2011 (AC)	Preservation	0.92	Kent
Forest Hill Ave	Kentwood city limit—Cascade	KCRC-Grand Rapids Twp	Reconstruct and Add Center Turn Lane (2-3) by 2011	Widen	0.35	Kent
Forest Hill Ave	Ada Dr—M-21/E Fulton St	KCRC-Grand Rapids Twp	Reconstruct and Add Center Turn Lane (2-3) by 2012	Widen	1.05	Kent
Highland Dr	32nd Ave—Creek View Dr	City of Hudsonville	Resurface existing roadway by 2013	Preservation	0.63	Ottawa
Ivanrest Ave	North city limit—56th St	City of Wyoming	Resurface existing roadway by 2013	Preservation	1.00	Kent
Kraft Ave	52nd St—60th St	KCRC-Cascade Twp	Resurface and reconstruct existing roadway by 2013	Preservation	1.00	Kent
Lake Dr	East Beltline—East city limit	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	Preservation	0.25	Kent
Lake Michigan Dr	Garfield Ave—US-131	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	Preservation	1.06	Kent
Lakeside Dr	Greenwood Dr—Wealthy St	City of East Grand Rapids	Reconstruct existing roadway by 2014	Preservation	0.36	Kent
Leonard St	I-96 EB Ramps—1-96 WB Ramps	City of Grand Rapids	Resurface existing roadway by 2013	Preservation	0.20	Kent
Leonard St	I-96 WB Ramps—M-44/East Beltline Ave	City of Grand Rapids	Resurface existing roadway by 2013	Preservation	0.63	Kent
Leonard St	Maryland Ave—1-96 EB Ramps	City of Grand Rapids	Resurface existing roadway by 2013	Preservation	0.20	Kent
Leonard St	Plymouth Ave—Maryland Ave	City of Grand Rapids	Resurface existing roadway by 2013	Preservation	0.74	Kent
Leonard St	24th Ave—Kenowa Ave	OCRC-Tallmadge Twp	Resurface existing roadway by 2013	Preservation	3.40	Ottawa
Lincoln Lake Ave	McPherson St—3 Mile Rd	KCRC-Vergennes Twp	Resurface existing roadway by 2011	Preservation	2.00	Kent
M-11/28th St	M-37/East Beltline Ave—1-96	MDOT	Mill, joints, resurface and concrete reconstruction by 2011	Preservation	0.00	Kent
Monroe Ave	Ottawa Ave—US-131BR/Leonard St	City of Grand Rapids	Resurface existing roadway by 2011	Preservation	0.25	Kent
Monroe Ave	Knapp St—North Park St	City of Grand Rapids	Resurface existing roadway by 2013	Preservation	1.69	Kent
Northland Dr	Indian Lakes Rd—South St	KCRC-Algoma Twp	Reconstruct and Add Center Turn Lane (2-3) - Access Management by 2013	Widen	1.20	Kent
Pettis Ave	Knapp St—Egypt Valley Ave	KCRC-Ada Twp	Resurface existing roadway by 2012	Preservation	2.38	Kent
Plainfield Ave	3 Mile Rd—1-96	City of Grand Rapids	Resurface existing roadway by 2012	Preservation	0.60	Kent
Plainfield Ave	US-131BR/Leonard St—Ann St	City of Grand Rapids	Resurface existing roadway by 2012	Preservation	0.85	Kent
Remembrance Rd	Leonard St—Walker Village Dr	City of Walker	Resurface and reconstruct existing roadway by 2014	Preservation	0.48	Kent
Richmond St	Alpine Ave—Scribner Ave	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	Preservation	0.58	Kent
Rivertown Pkwy	Wilson Ave—Canal Ave	City of Grandville	Resurface existing roadway by 2012	Preservation	0.44	Kent
Sparta Ave	M-37—12 Mile Rd	KCRC-Sparta Twp	Resurface existing roadway by 2011	Preservation	1.45	Kent
Turner Ave	Ann St—US-131 SB Ramps	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	Preservation	0.27	Kent
US-131	I-96—Ann St	MDOT	Replace Freeway Lighting	Preservation	0.00	Kent
US-131 NB	US-131BR/Leonard St—Ann St	MDOT	Add NB and SB weave/merge lanes by 2011	Widen	0.50	Kent
West River Dr	Rogue River bridge—M-44/Northland Dr	KCRC-Plainfield Twp	Reconstruct and Add Center Turn Lane (4-5) by 2011	Widen	0.75	Kent
I-96	under M-50/Alden Nash Ave	MDOT	Bridge replacement preliminary engineering by 2011	Preservation	0.00	Kent
Knapp St	at Grand River Dr	KCRC-Ada Twp	Add turn lanes at the intersection by 2013	Widen	0.10	Kent
M-11	at Ivanrest & Byron Center Aves	MDOT	Intersection reconstruction by 2013	Preservation	0.00	Kent
M-6	at M-37/Broadmoor Ave and 60th St	MDOT	Crack sealing by 2011	Preservation	0.00	Kent
M-6	at 8th Ave NE quadrant	MDOT	Crack sealing by 2011	Preservation	0.00	Ottawa
2015-2018						
3 Mile Rd	West of Walker Ave—Indian Mill Creek	City of Walker	Widen to 4 lanes with RR bridge improvement	Widen	0.35	Kent
Burton St	Spaulding Ave—Patterson Ave	KCRC-Cascade Twp	Reconstruct and Add Center Turn Lane (2-3) (Constrained by I-96 Overpass)	Widen	0.50	Kent
Lake Michigan Dr	US-131—Garfield Ave	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	Widen	1.06	Kent
Leonard St	Plainfield Ave—Diamond Ave	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes (2-3)	Widen	1.14	Kent
US-131 SB	US-131BR/Leonard St—Ann St	MDOT	Add NB and SB weave/merge lanes by 2011	Widen	0.50	Kent
I-96	WB over the Grand River—US-131	MDOT	Extend WB to SB off ramp to complete US-131 to Fuller Avenue segment by 2015	Widen	0.25	Kent
I-96	Fuller Ave—1-96	MDOT	Rehabilitation of exiting road and bridges by 2018	Preservation	2.00	Kent
2019-2025						
48th Ave	Pierce St—M-45/Lake Mich. Dr	OCRC-Allendale Twp	Reconstruct to continuous 3 lanes with Non-Motorized Lanes (2-3)	Widen	1.01	Ottawa
56th St	Ivanrest Ave—Byron Center Ave	City of Wyoming	Reconstruct and Add Center Turn Lane (2-3)	Widen	1.00	Kent
68th Ave	M-45/Lake Mich. Dr—Warner St	OCRC-Allendale Twp	Reconstruct and Add Center Turn Lane (2-3)	Widen	1.51	Ottawa
68th Ave	Warner Ave—Leonard St	OCRC-Allendale Twp	Reconstruct and Add Center Turn Lane (2-3)	Widen	1.55	Ottawa
Bridge St	Mount Vernon Ave—Straight Ave	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes (2-3)	Widen	0.44	Kent
I-96	Fuller Ave—1-96	MDOT	Preserve and widen from 2 to 3 lanes in each direction, add weave merge lanes by 2025	Widen/Preserve	2.00	Kent
Lake Dr	Carleton Ave—City limit	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	Widen	0.37	Kent
M-44/M-37/East Beltline	Knapp St—M-21/E Fulton St	MDOT	Preserve and widen from 2 to 3 lanes in each direction by 2020	Widen/Preserve	2.50	Kent
Spaulding Ave	Ada Dr—Cascade Rd	KCRC-Ada Twp	Reconstruct and Add Center Turn Lane (2-3)	Widen	0.45	Kent
Walker Ave	North Ridge Dr—4 Mile Rd	City of Walker	Reconstruct and Add Center Turn Lane (2-3)	Widen	0.32	Kent
I-96	at M-21/E Fulton St	MDOT	Add additional ramps by 2020	Widen	0.25	Kent
2026-2035						
I-96	Leonard St—Cascade Rd	MDOT	Operational improvements; add ramps, collector distributor lanes with I-96/I-196 interchange, and widen per the EA and LRTP projects by 2030	Widen/Preserve	3.75	Kent

# Environmental Mitigation Analysis: Woodlands

## GVMC 2035 Long Range Transportation Plan



Map 30 – Environmental Mitigation Map: Woodlands

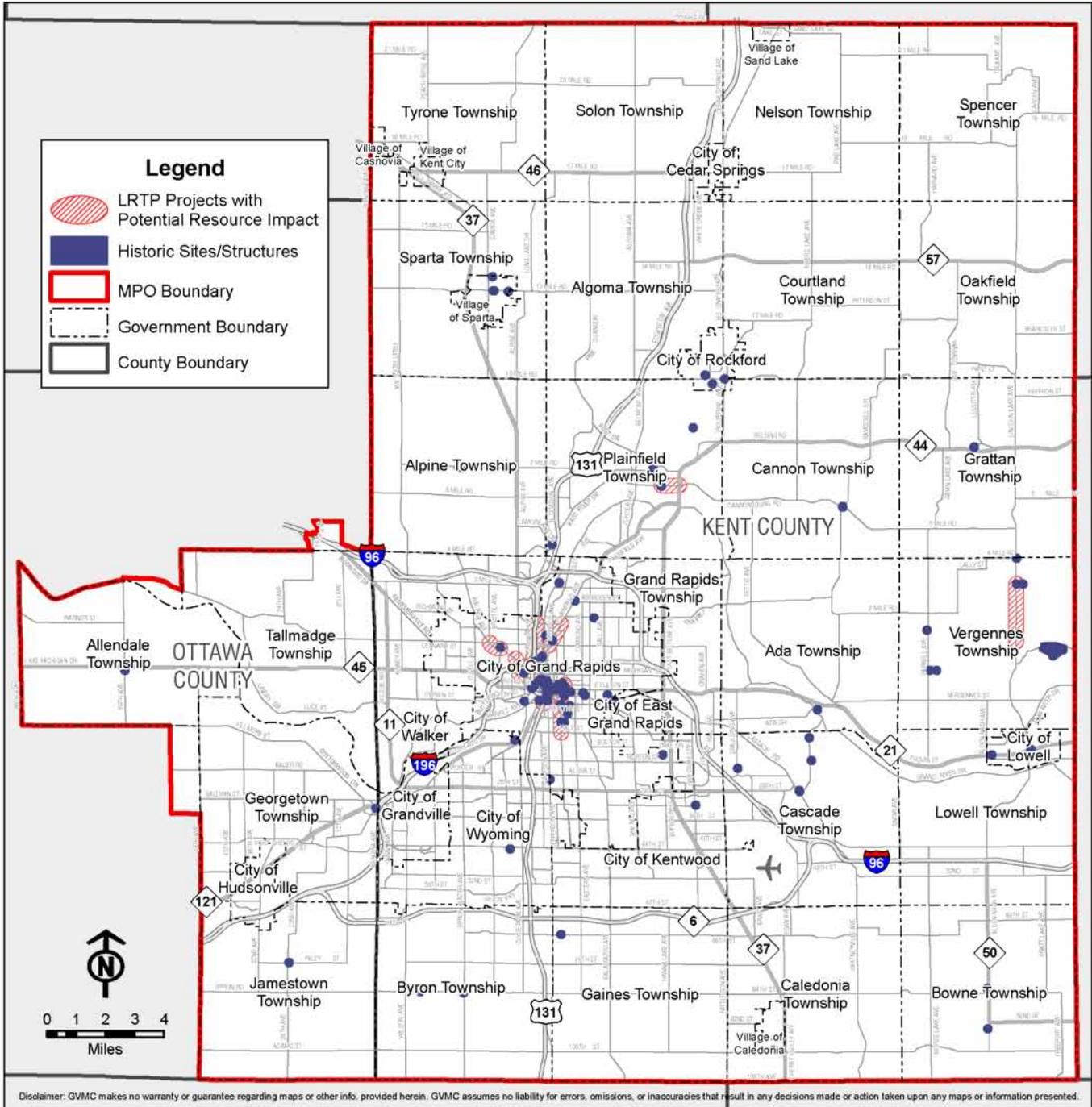
## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

### Environmental Mitigation Flagged Projects: Woodlands

Project	From—To	Jurisdiction	Possible Alternative	Project Type	Length	County
2011-2014						
A-37/24th St	Byron Rd—Ottogon St	OCRC-Jamestown Twp	Resurface existing roadway by 2011	Preservation	3.00	Ottawa
44th St	8th Ave—Kenowa Ave	OCRC-Georgetown Twp	Rotomill/resurface existing roadway by 2014	Preservation	1.00	Ottawa
8th Ave	Port Sheldon St—44th St	OCRC-Georgetown Twp	Reconstruct and Add Center Turn Lane (2-3) by 2011	Preservation	0.54	Ottawa
Baldwin St	20th Ave—Cottonwood Dr	OCRC-Georgetown Twp	Resurface existing roadway by 2013	Preservation	2.00	Ottawa
Bauer Rd	56th Ave—24th Ave	OCRC-Georgetown Twp	Resurface existing roadway by 2012	Preservation	4.00	Ottawa
Leonard St	24th Ave—Kenowa Ave	OCRC-Tallmadge Twp	Resurface existing roadway by 2013	Preservation	3.40	Ottawa
M-6	at 8th Ave NE quadrant	MDOT	Crack sealing by 2011	Preservation	0.00	Ottawa
10 Mile Rd	West of Wolven Ave—Chilsdale Ave	KCRC-Algoma Twp	Reconstruct and widen to 5 lanes (2-5) by 2011	Widen	1.29	Kent
17 Mile Rd	US-131 Ramps—West St	KCRC-Solon Twp	Resurface existing roadway by 2012	Preservation	0.60	Kent
28th St	Kraft Ave—I-96 Ramps	KCRC-Cascade Twp	Resurface existing roadway by 2014	Preservation	0.30	Kent
4 Mile Rd	Walker Ave—Old Orchard Ave	KCRC-Alpine Twp	Reconstruct and Add Center Turn Lane (2-3) by 2014	Widen	1.90	Kent
68th St	Clyde Park Ave—Burlingame Ave	KCRC-Byron Twp	Resurface existing roadway by 2014	Preservation	1.00	Kent
76th St	Sierrafield Dr—Burlingame Ave	KCRC-Byron Twp	Resurface existing roadway by 2013	Preservation	0.31	Kent
84th St	Clyde Park Ave—Division Ave	KCRC-Byron Twp	Resurface existing roadway by 2012	Preservation	1.00	Kent
84th St	Division Ave—Kalamazoo Ave	KCRC-Gaines Twp	Resurface existing roadway by 2014	Preservation	2.00	Kent
Ada Dr	Fox Hollow Ave—Thornapple River Dr	KCRC-Grand Rapids Twp	Resurface existing roadway by 2011	Preservation	1.31	Kent
Bristol Ave	4 Mile Rd—3 Mile Rd	City of Walker	Resurface existing roadway by 2011	Preservation	0.98	Kent
Cascade Rd	Snow Ave—Timpson Ave	KCRC-Lowell Twp	Resurface existing roadway by 2012	Preservation	2.00	Kent
Cascade Rd	Timpson Ave—Segwun Ave	KCRC-Lowell Twp	Resurface existing roadway by 2013	Preservation	2.25	Kent
Cascade Rd	Segwun Ave—County line	KCRC-Lowell Twp	Resurface existing roadway and remove bridge by 2014	Preservation	1.75	Kent
Clyde Park Ave	60th St—68th St	KCRC-Byron Twp	Resurface existing roadway by 2011	Preservation	1.00	Kent
Clyde Park Ave	76th St—84th St	KCRC-Byron Twp	Resurface existing roadway by 2012	Preservation	1.00	Kent
Clyde Park Ave	0.1 mi N of 76th St—0.1 mi S of 68th St	KCRC-Byron Twp	Reconstruct and Add Center Turn Lane (2-3) by 2012	Widen	0.80	Kent
Coit Ave	Kendalwood Dr—North Park St	City of Grand Rapids	Rotomill/resurface existing roadway by 2011	Preservation	0.17	Kent
Division Ave	54th St—60th St	City of Kentwood	Reconstruct and partial blvd. by 2014 (AC)	Widen	0.75	Kent
East Paris Ave	Cascade Rd—Kentwood city limit	KCRC-Grand Rapids Twp	Resurface existing roadway by 2014	Preservation	0.50	Kent
Elmridge Dr	3 Mile Rd—South city limit	City of Walker	Reconstruct existing roadway by 2012	Preservation	0.59	Kent
Forest Hill Ave	I-96—Burton St	City of Kentwood	Reconstruct and add turn lanes and curb and gutter by 2011 (AC)	Preservation	0.54	Kent
Forest Hill Ave	I-96—North city limit	City of Kentwood	Reconstruct and add turn lanes and curb and gutter by 2011 (AC)	Preservation	0.92	Kent
Forest Hill Ave	Ada Dr—M-21/E Fulton St	KCRC-Grand Rapids Twp	Reconstruct and Add Center Turn Lane (2-3) by 2012	Widen	1.05	Kent
Kraft Ave	52nd St—60th St	KCRC-Cascade Twp	Resurface and reconstruct existing roadway by 2013	Preservation	1.00	Kent
Lake Dr	M-37/East Beltline Ave—East City Limit	City of Grand Rapids	Rotomill/resurface existing roadway by 2014	Preservation	0.25	Kent
Leonard St	I-96 EB Ramps—I-96 WB Ramps	City of Grand Rapids	Resurface existing roadway by 2013	Preservation	0.20	Kent
Leonard St	I-96 WB Ramps—M-44/East Beltline Ave	City of Grand Rapids	Resurface existing roadway by 2013	Preservation	0.63	Kent
Leonard St	Maryland Ave—I-96 EB Ramps	City of Grand Rapids	Resurface existing roadway by 2013	Preservation	0.20	Kent
Lincoln Lake Ave SE	McPherson St—3 Mile Rd	KCRC-Vergennes Twp	Resurface existing roadway by 2011	Preservation	2.00	Kent
Monroe Ave	Knapp St—North Park St	City of Grand Rapids	Resurface existing roadway by 2013	Preservation	1.69	Kent
Northland Dr	Indian Lakes Rd—South St	KCRC-Algoma Twp	Reconstruct and Add Center Turn Lane (2-3) - Access Management by 2013	Widen	1.20	Kent
Pettis Ave	Knapp St—Egypt Valley Ave	KCRC-Ada Twp	Resurface existing roadway by 2012	Preservation	2.38	Kent
Plainfield Ave	3 Mile Rd—I-96	City of Grand Rapids	Resurface existing roadway by 2012	Preservation	0.60	Kent
Remembrance Rd	Leonard St—Walker Village Dr	City of Walker	Resurface and reconstruct existing roadway by 2014	Preservation	0.48	Kent
Sparta Ave	M-37—12 Mile Rd	KCRC-Sparta Twp	Resurface existing roadway by 2011	Preservation	1.45	Kent
West River Dr	Rogue River bridge—M-44/Northland Dr	KCRC-Plainfield Twp	Reconstruct and Add Center Turn Lane (4-5) by 2011	Widen	0.75	Kent
Knapp St	at Grand River Dr	KCRC-Ada Twp	Add turn lanes at the intersection by 2013	Widen	0.10	Kent
M-6	at M-37/Broadmoor Ave and 60th St	MDOT	Crack sealing by 2011	Preservation	0.00	Kent
US-131	at Post Dr	MDOT	Resurface by 2011	Preservation	0.00	Kent
2015-2018						
3 Mile Rd	West of Walker Ave—Indian Mill Creek	City of Walker	Widen to 4 lanes with RR bridge improvement	Widen	0.35	Kent
Burton St	Spaulding Ave—Patterson Ave	KCRC-Cascade Twp	Reconstruct and Add Center Turn Lane (2-3) (Constrained by I-96 Overpass)	Widen	0.50	Kent
2019-2025						
48th Ave	Pierce St—M-45/Lake Mich. Dr	OCRC-Allendale Twp	Reconstruct to continuous 3 lanes with Non-Motorized Lanes (2-3)	Widen	1.01	Ottawa
68th Ave	M-45/Lake Mich. Dr—Warner St	OCRC-Allendale Twp	Reconstruct and Add Center Turn Lane (2-3)	Widen	1.51	Ottawa
68th Ave	Warner Ave—Leonard St	OCRC-Allendale Twp	Reconstruct and Add Center Turn Lane (2-3)	Widen	1.55	Ottawa
56th St	Ivanrest Ave—Byron Center Ave	City of Wyoming	Reconstruct and Add Center Turn Lane (2-3)	Widen	1.00	Kent
M-44/M-37/East Beltline	Knapp St—M-21/E Fulton St	MDOT	Preserve and widen from 2 to 3 lanes in each direction by 2020	Widen/Preserve	2.50	Kent
Spaulding Ave	Ada Dr—Cascade Rd	KCRC-Ada Twp	Reconstruct and Add Center Turn Lane (2-3)	Widen	0.45	Kent
Walker Ave	North Ridge Dr—4 Mile Rd	City of Walker	Reconstruct and Add Center Turn Lane (2-3)	Widen	0.32	Kent
I-96	at M-21/E Fulton St	MDOT	Add additional ramps by 2020	Widen	0.25	Kent
2026-2035						
I-96	Leonard St—Cascade Rd	MDOT	Operational improvements; add ramps, collector distributor lanes with I-96/I-196 interchange, and widen per the EA and LRTP projects by 2030	Widen/Preserve	3.75	Kent

# Environmental Mitigation Analysis: Historic Sites & Structures

## GVMC 2035 Long Range Transportation Plan



Map 31 – Environmental Mitigation Map: Historic Sites & Structures

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

### Environmental Mitigation Flagged Projects: Historic Sites and Structures

Environmental Mitigation Project List: Historic Sites							
Project	From—To	Jurisdiction	Possible Alternative	Project Type	Length	County	Historic Site Possibly Impacted
2011–2014							
College Ave	Fountain St—Fulton St	City of Grand Rapids	Resurface existing roadway by 2011	Preservation	0.16	Kent	Central Reformed Church and GR Central High School
Lincoln Lake Ave	McPherson St—3 Mile Rd	KCRC–Vergennes Twp	Resurface existing roadway by 2011	Preservation	2.00	Kent	Alton Pioneer Village
Madison Ave	Wealthy St—Cherry St	City of Grand Rapids	Resurface existing roadway by 2011	Preservation	0.20	Kent	Historic House
Plainfield Ave	US-131BR / Leonard St—Ann St	City of Grand Rapids	Resurface existing roadway by 2012	Preservation	0.85	Kent	Maurice Shanahan House
US-131	I-196—Ann St	MDOT	Replace Freeway Lighting	Preservation	0.00	Kent	Eliphalet H. Turner House
Wealthy St	US-131—Division Ave	City of Grand Rapids	Reconstruct existing roadway by 2014	Preservation	0.18	Kent	Heartside Historic District and The Herkimer
West River Dr	Rogue River br.—M-44/Northland Dr	KCRC–Plainfield Twp	Reconstruct and Add Center Turn Lane (4-5) by 2011	Widen	0.75	Kent	Hyser House
2015–2018							
Madison Ave	Hall St—Franklin St	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	Widen	0.50	Kent	St Andrews Cemetary
Stocking Ave	Bridge St—7th St	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes - Enhance Transit Capacity (2-3)	Widen	0.60	Kent	Rauser Sausage Factory
2019–2025							
Bridge St	Mount Vernon Ave—Straight Ave	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes (2-3)	Widen	0.44	Kent	Rauser Sausage Factory
Walker Ave	Valley Ave—Leonard St	City of Grand Rapids	Reconfigure within Existing ROW to 3 lanes (2-3)	Widen	0.44	Kent	Villa Maria

