

## Appendix A: Public Participation Process Resources & Comments

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4. Kick-off Stakeholder Meetings Media Coverage and web posting snapshots
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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

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

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

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

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

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

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

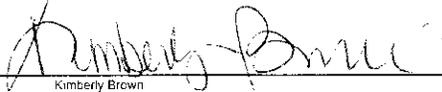
Grand Rapids Press  
155 Michigan St. NW., Grand Rapids, MI 49503

**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 GRESFA 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 back-room 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: lbcawnes@grpress.com

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**ACCESS COUNTY WIDE FOOD DRIVE**

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

**MOST-NEEDED ITEMS:**

- Pasta sauces, peanut butter
- Canned meats, fruits and vegetables
- Shampoo, toilet paper, diapers, toilet paper
- Soups, cereals, boxed dinners

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.

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

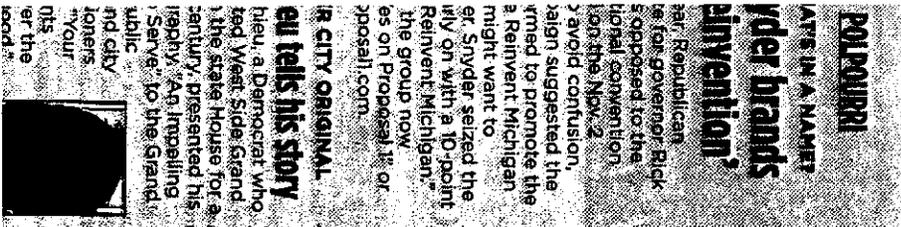
Street to I-96, the Rapid's downtown central bus station, even the current widening of I-196 through downtown Grand Rapids.

"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**  
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**Another success, with room to improve**  
 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. "Unless an artist is in a venue in the center where the 'circus' is, they are wasting their time," she said. While she liked the space she was in and has been treated "royally" by the staff at her venue, she said the existing system makes it hard for artists from outside Grand Rapids to find a good, high-traffic spot. "ArtPrize essentially gives artists

SEE IMPROVE, B10

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.

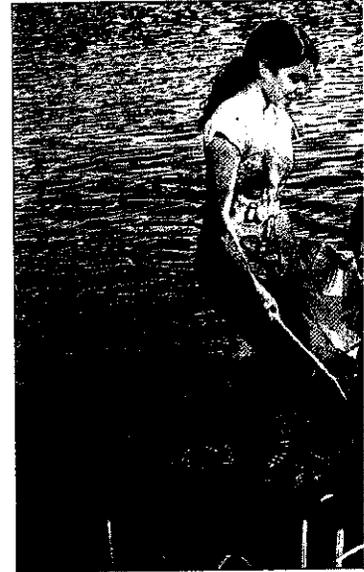
"(It) is a vital step in allowing federal funds to be spent in the Grand Rapids area on transportation projects," she said.

"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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## 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

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	PM2.5
Oct 12	Good
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**Engineering**

**FORMS**

[Overview](#) | [2009 Annual Report](#) | [Flood Insurance](#) | [Geographical Information System](#)  
[Schedule of Fees](#) | [Sewer/Water](#) | [Site Development](#) | [Soil Erosion Program](#)  
[Stormwater Program](#) | [Traffic](#) | [Trails and Greenways](#)

**Engineering > Transportation**

[Overview](#) | [Traffic Calming Program Flow Chart](#) | [Speed Limits Q&A](#)  
[Mast Arm Traffic Signal Policy](#)

[Printer Friendly](#)

**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**

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 Kopyndyk		
Steve Hartman		
Tim McAree		
FRANK KENNEDY		
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**

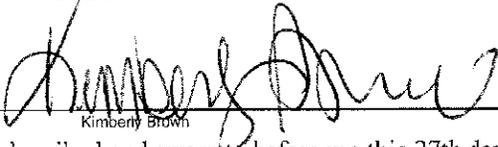
State of Michigan,) ss  
County of Kent)

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

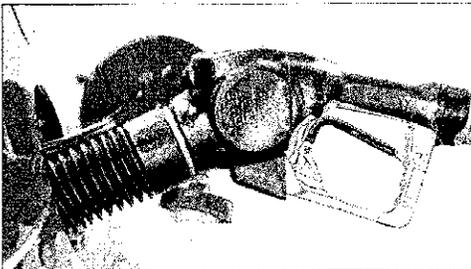
**NEW YORK** — The price of oil is poised for another run at \$100 a barrel after a global economic rebound sent it surging 34 percent since May. That could push gasoline prices to \$4 a gallon by summer in some parts of the country, experts say.

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 consumption is expected to rise 5 percent next year, but companies with less than 1 percent growth forecast for the U.S.

The benchmark oil for February delivery rose \$1.58 on Friday to \$94.20 a barrel on the New York Mercantile Exchange. It reached \$92.46 earlier in the day, the highest since Oct. 6, 2008. National gasoline pump prices rose average \$1.57 per gallon.

Gasoline expert Fred Benzell predicts 15 states — including Alaska, Hawaii, Connecticut and Rhode Island — will see gasoline prices top \$4 a gallon by November Day.



**Pumping up:** A gas pump operator in Houston, Texas, fills a customer's tank. Oil prices climbed to \$94.20 per barrel Friday as investors look for a rebound in global oil demand. Despite the oil, oil prices are set to rise and the year-end is expected to be higher than where they started — a clear sign that 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 as well," he said. "People are going to be in a state about this."

Higher oil prices have fattened oil company profits. Exxon Mobil Corp., Royal Dutch Shell, Chevron Corp. and BP are expected to earn \$8.8 billion for the full year, according to the analyst. BP was held responsible for the largest offshore oil spill in U.S. history and booked \$499 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 surprising," Oppenheim & Co. analyst Paul Ghirardelli said. "The Fed's a psychological aspect to it as well."

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 spurt came in late November as it became clear that Congress was likely to extend tax cuts for more than two 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, OPEC. Morgan Stanley estimates the rising 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 \$2.55 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, and the end of 2010 is close to 2009 at 44.4.

A-R-E Inc., another company hurt by its balance sheet, also was named as a state began to recover and debt burden eased to ease.

The Kalamazoo-based maker of communications equipment and software saw its shares increase 100 percent to close the year at \$5.50 after enough to rise to \$2.20 on its list.

Bob Boylen, a partner with the Grand Rapids investment firm Norris, Dennis & Fischer, said big gains by stocks that had been severely depressed in some ways overshadowed the impressive upticks by bigger companies such as Allegiant-based pharmaceutical maker Perrigo Co., automotive components maker Goetze Inc. and office furniture giant Steelcase Inc. and Herman Miller Inc.

"It's nice to see a 100 percent gain. I'm more interested with the stocks that have real solid footings under them," Boylen said.

"The fundamentals are really excellent. Ferrigo may not have been the biggest gainer, but they are just a very solid performer."

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"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 18. His family lived in the non-possible area by the time, but their daughter found a foster of away business models 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 took 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 profit.

After a year of working 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, and then moved to a restaurant.

Later, she would help run

other ventures, including real estate and tree-removal businesses. When she got married in the West Michigan Hispanic Chamber of Commerce, the opportunity to start into catering was a matter of.

"I here were a lot of other Hispanics — Salvadoran, Guatemalan, Mexican — in that area. And everyone loved Mexican food. We said, 'Why not start 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.

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, not," Martinez said.

"I'm a young Latina with two children and two dogs in my life. I can do this, and I provide jobs and private taxes, and contribute to my city and also volunteer with it, and I'm grateful that's growing. There is a lot of opportunity here."

Another project: Distributing the family's food specialties to area stores. That's a goal by this spring. She looks for all places to bundle all the parts on her list.

"People say, 'Oh, you're so young.' But they don't know their habit, not," Martinez said.

"I'm a young Latina with two children and two dogs in my life. I can do this, and I provide jobs and private taxes, and contribute to my city and also volunteer with it, and I'm grateful 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 Kloostermanhouse**, vice president.



Mark Evans, vice president of Grand Rapids Jaycees.

**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:

**2010-2011 Sewer Main Rehabilitation Project**

The project consists of rehabilitating 1.5 miles of 18" diameter sewer main located in the Grand Rapids area. The project is to be completed in 2010 and 2011. The project is to be completed in 2010 and 2011. The project is to be completed in 2010 and 2011.

Bids will be received until 10:00 a.m. on Wednesday, February 24, 2010, at the City of Grand Rapids, 1000 East Fulton Street, Grand Rapids, Michigan 49503. Bids will be opened at 10:00 a.m. on Wednesday, February 24, 2010, at the same location.

For more information, contact the City of Grand Rapids, Office of the City Engineer, 1000 East Fulton Street, Grand Rapids, Michigan 49503. Phone: (616) 973-3333. Fax: (616) 973-3334. Email: [ce@cityofgr.com](mailto:ce@cityofgr.com).

**CITY OF GRAND RAPIDS**

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Grand Rapids, Michigan

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**GVMC Opportunity for Public Comment**

Transportation such as roads, sidewalks, bike lanes, etc. are a part of our lives. Make your voice heard! The Grand Valley Metropolitan Council will hold a public hearing on the 2035 Long Range Transportation Plan. The hearing will be held on Wednesday, March 3, 2010, at 7:00 p.m. at the Grand Valley Metropolitan Council, 1000 East Fulton Street, Grand Rapids, Michigan 49503. The hearing will be held on Wednesday, March 3, 2010, at 7:00 p.m. at the Grand Valley Metropolitan Council, 1000 East Fulton Street, Grand Rapids, Michigan 49503.

January 17, 2011 9:00 a.m. to 11:00 a.m. Oakton Township Hall 3550 Oakton Road Oakton, VA 22650	January 17, 2011 6 p.m. to 8 p.m. City of Lowell, City Hall 201 East Main Street Lowell, MA 01850
January 18, 2011 9:30 a.m. to 11:30 a.m. City of Wyoming Public Library 3050 Wyoming Ave. SW Wyoming, MI 49559	January 18, 2011 1 p.m. to 3 p.m. GVMC Office 678 Front Ave., Suite 200 Grand Rapids, MI 49504
January 19, 2011 9 a.m. to 2 p.m. The Grand Valley Metropolitan Council 1000 East Fulton Street Grand Rapids, MI 49503	January 19, 2011 6 p.m. to 8 p.m. Alpena Township Hall 16231 Alpena Ave. Alpena, MI 49709
January 20, 2011 9 a.m. to 2 p.m. City of Grand Rapids 1515 East Main Street Grand Rapids, MI 49503	January 20, 2011 6 p.m. to 8 p.m. City of Muskegon, City Hall 2272 Central Blvd. Muskegon, MI 49542

For more information, contact the Grand Valley Metropolitan Council, 1000 East Fulton Street, Grand Rapids, Michigan 49503. Phone: (616) 973-3333. Fax: (616) 973-3334. Email: [info@gvmc.org](mailto:info@gvmc.org).

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

Allegan, Barry, Ionia, Kent, Montcalm, and Ottawa County

GVMC

### 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.

---

### 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**

<b>Jan 14</b>	<b>Good</b>
PM2.5	
<b>Jan 15</b>	<b>Good</b>
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

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 Equal Housing Opportunity

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

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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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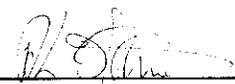
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30x :15 second commercials to run Saturday-Sunday 6a-12m  
Total Investment: **\$600**

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-Bruizing			
	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 Galloway			
	Mike Joyce			
	Morgan Joyce			



**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 Corbett			
	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 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
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## 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

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Andrea S. Dewey  
Transportation Planner  
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Grand Rapids, Michigan 49504  
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### 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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### 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  
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**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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Andrea S. Dewey  
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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  
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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?

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What aspect of the existing transportation system concerns you most?

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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

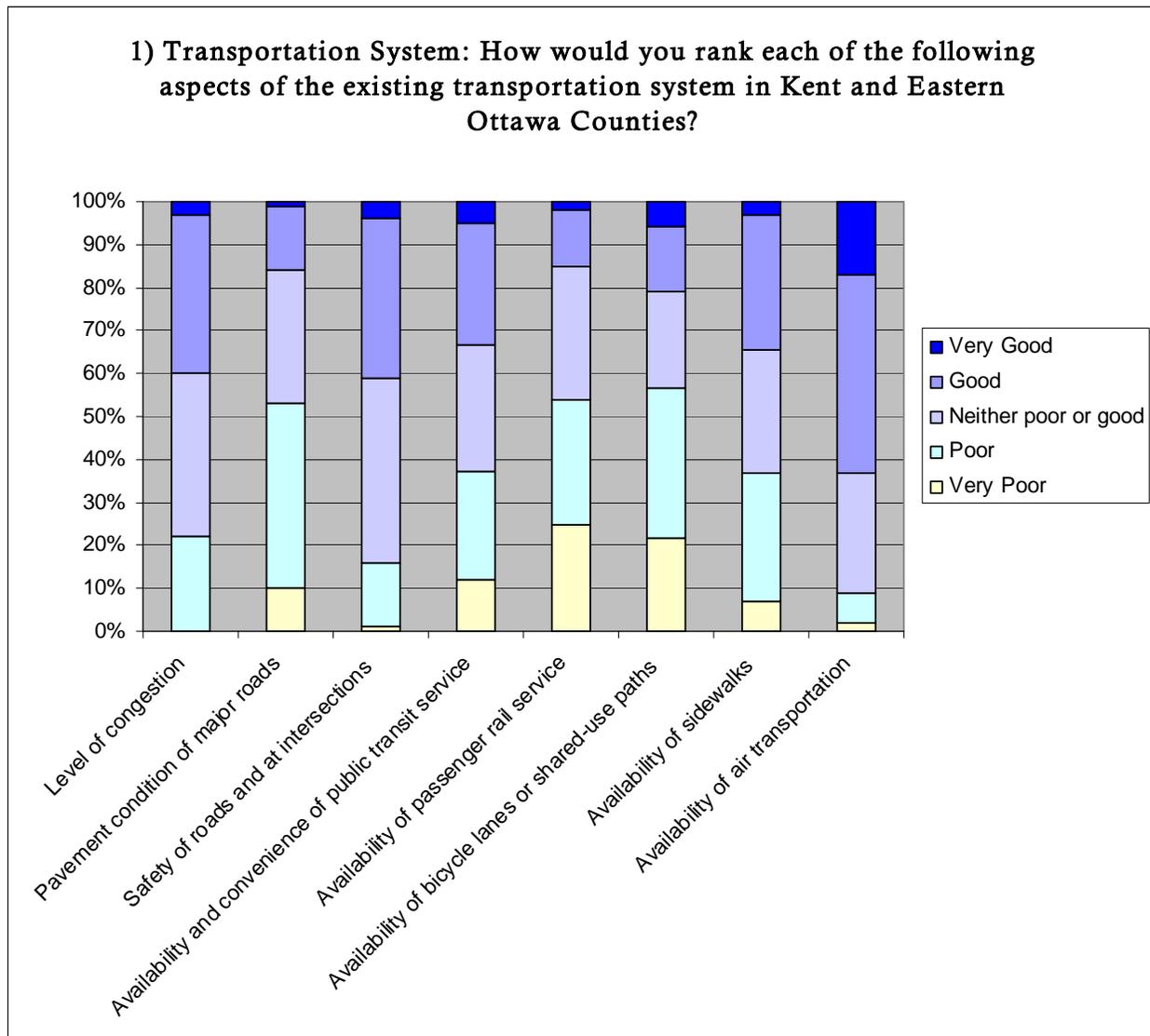
If you would like to be added to the Grand Valley Metropolitan Council (GVMC) ([www.gvmc.org](http://www.gvmc.org)) mailing list for transportation-related announcements, please provide us with your name, address, and email address. (Contact information will not be sold or shared.)

- Name
- Company
- Address 1
- Address 2
- City/Town
- State/Province
- Zip/Postal Code
- Country
- Email Address

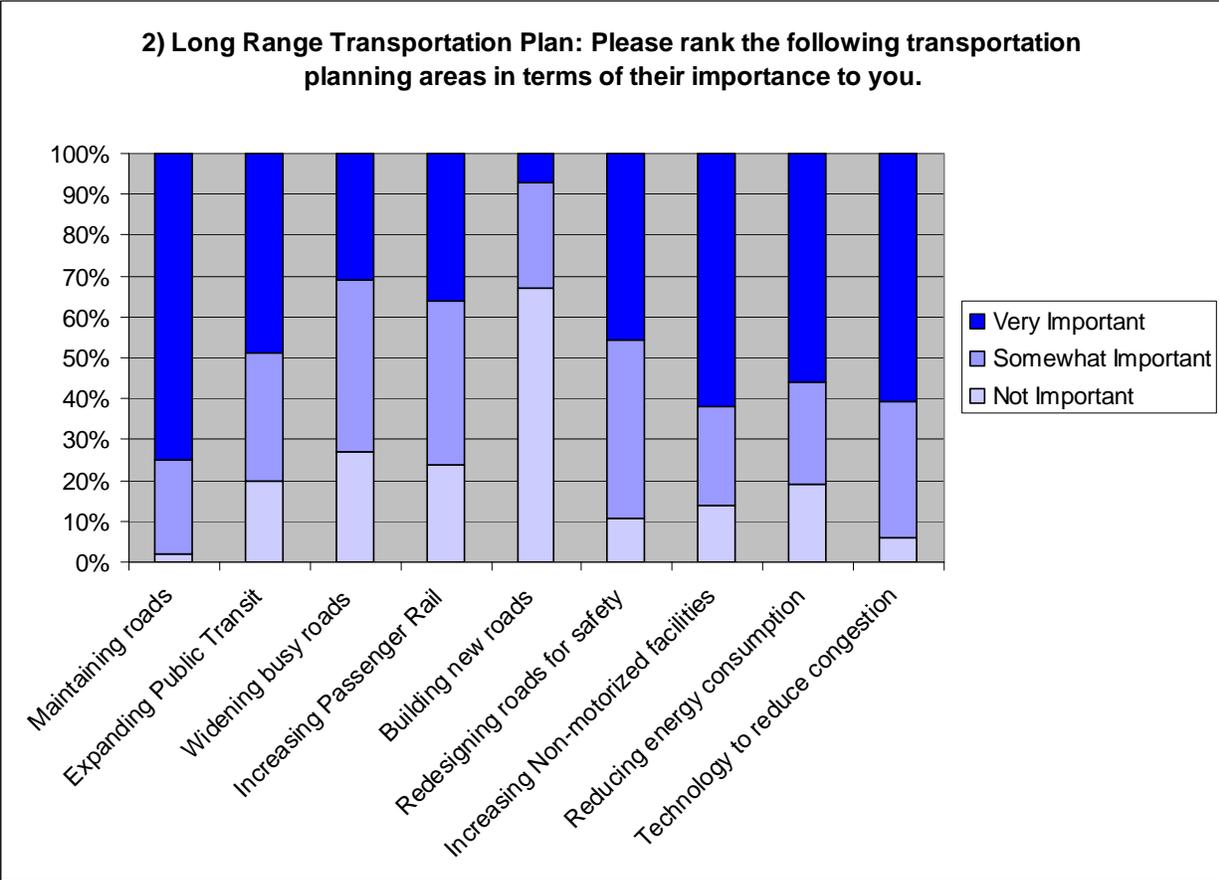
Thank you for taking the time to complete our survey!

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

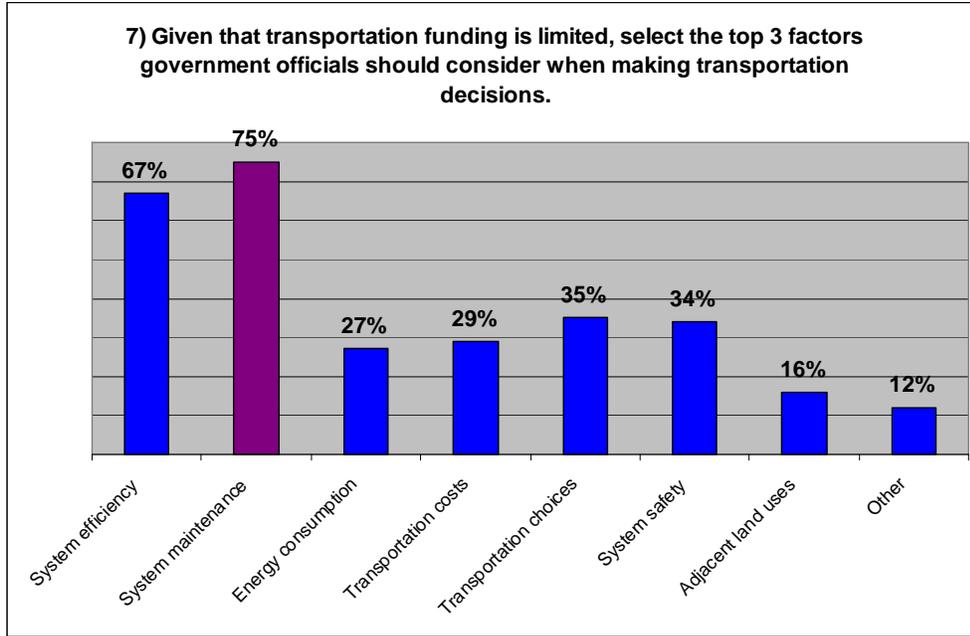
<b>Roadway Facilities: How important to you are each of the following aspects of area roadways?</b>			
	Not Im- portant	Somewhat Important	Very Im- portant
The condition and smoothness of roadway pavement	2%	35%	64%
Reduced congestion and increased traffic flow	6%	49%	44%
Adequate pavement markings, 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%

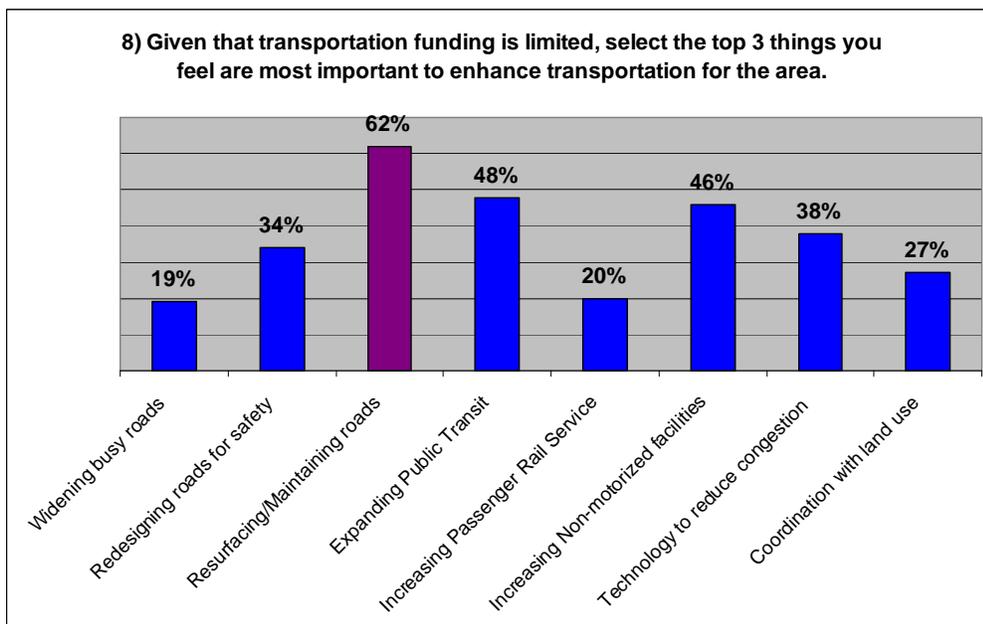
<b>Considering the diversity that exists in our community (age, income, etc.), do you think the existing transportation system meets the mobility needs of our citizens and businesses?</b>	
Yes	39%
No	61%

<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%

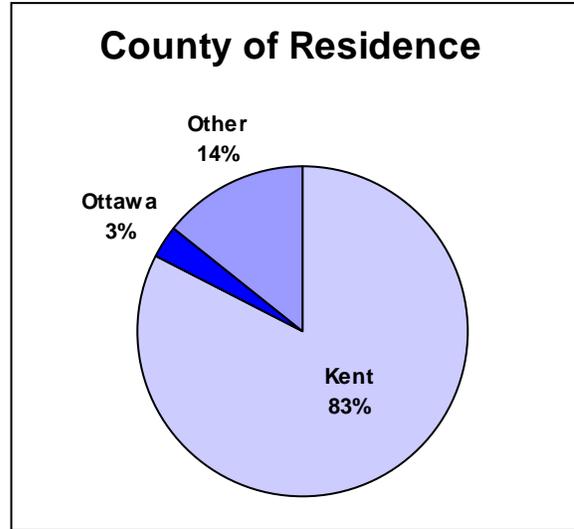


**2035 LONG RANGE TRANSPORTATION PLAN UPDATE**

<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



## GRAND VALLEY METROPOLITAN COUNCIL

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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**

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**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

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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.

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

**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 intersections 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.

## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

**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.

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### ***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

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## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

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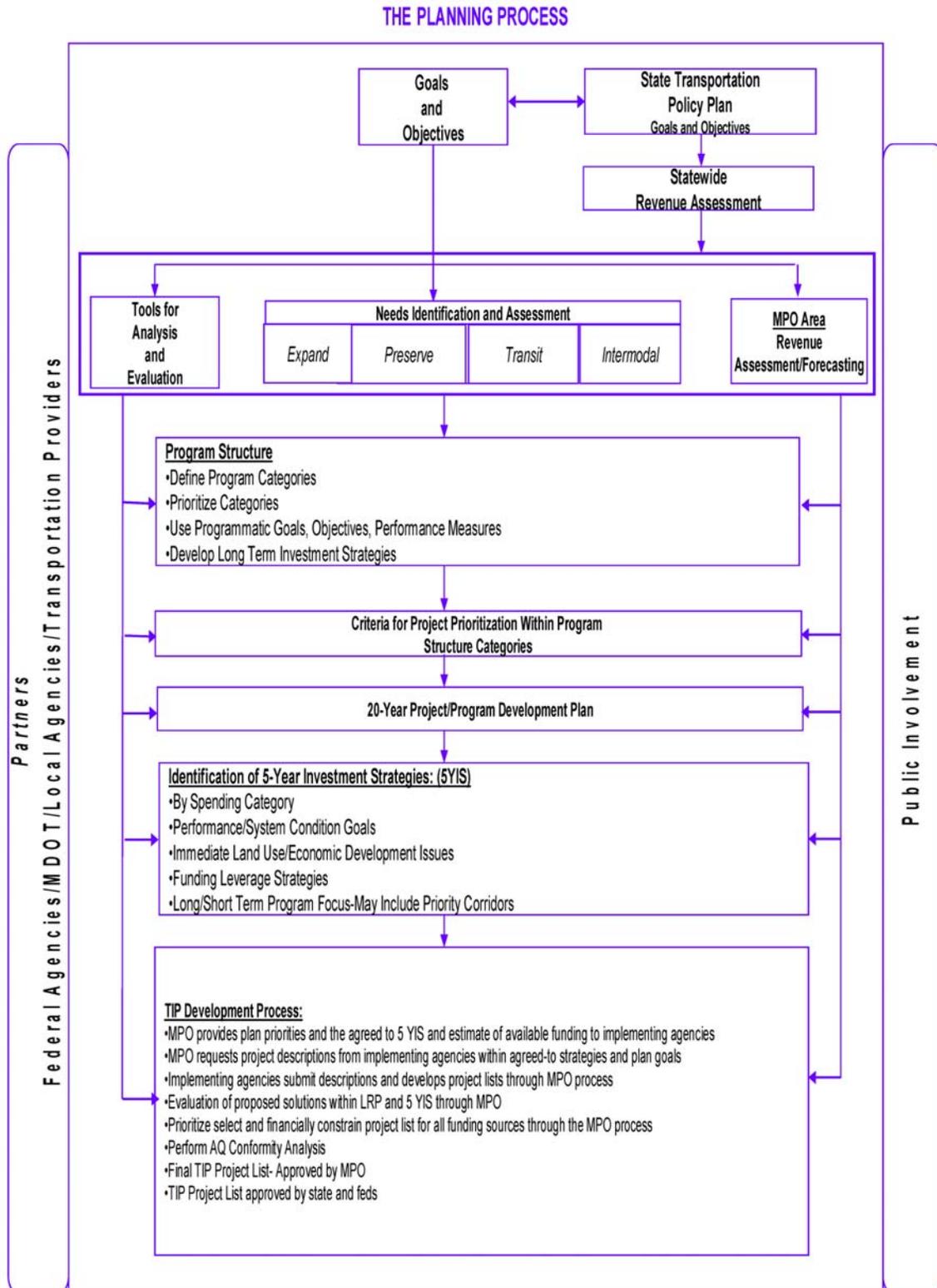
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# Appendix E: Planning Process Chart



## 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
Ball/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	Ball 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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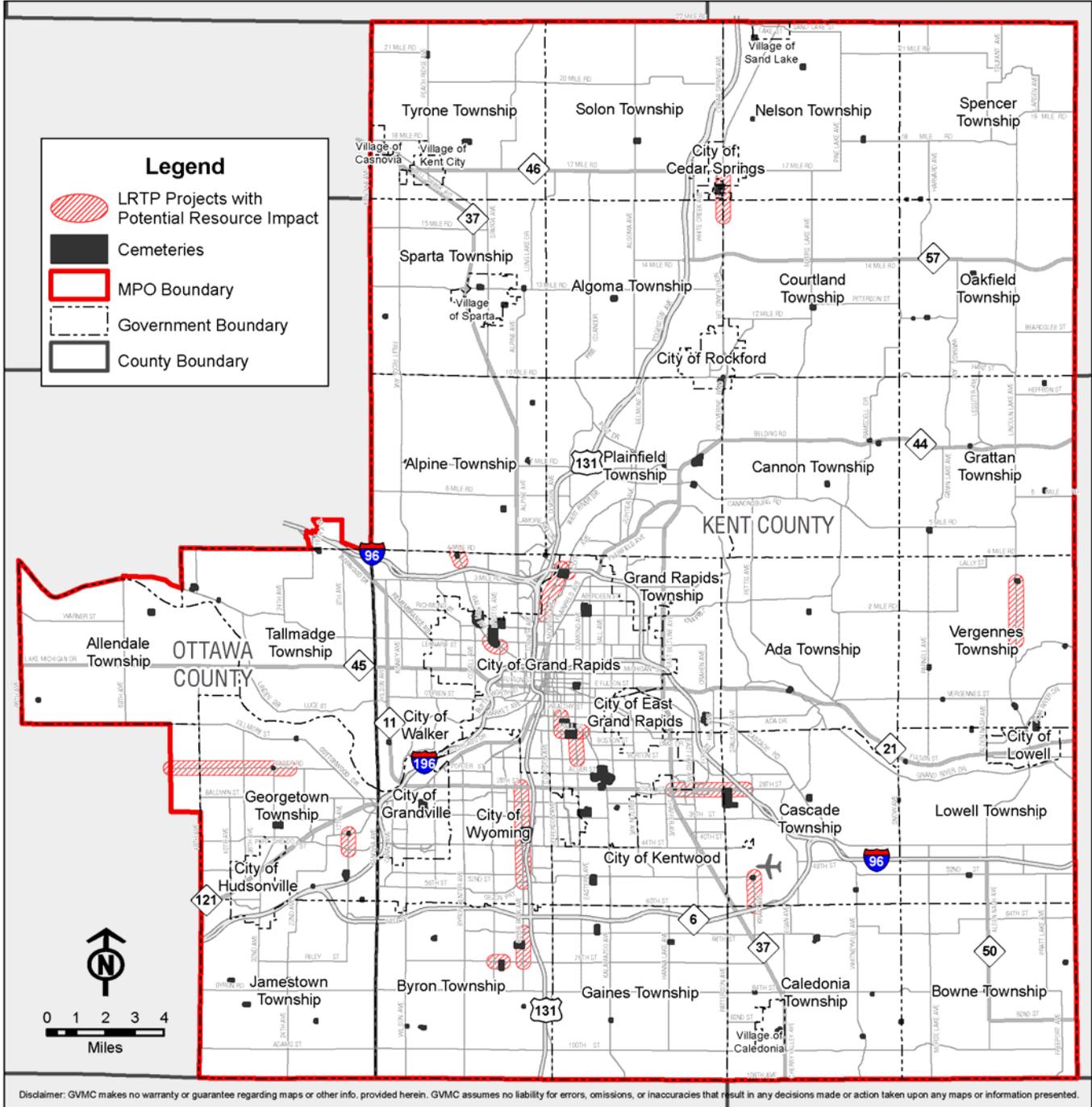
## Appendix H: Environmental Mitigation Maps

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

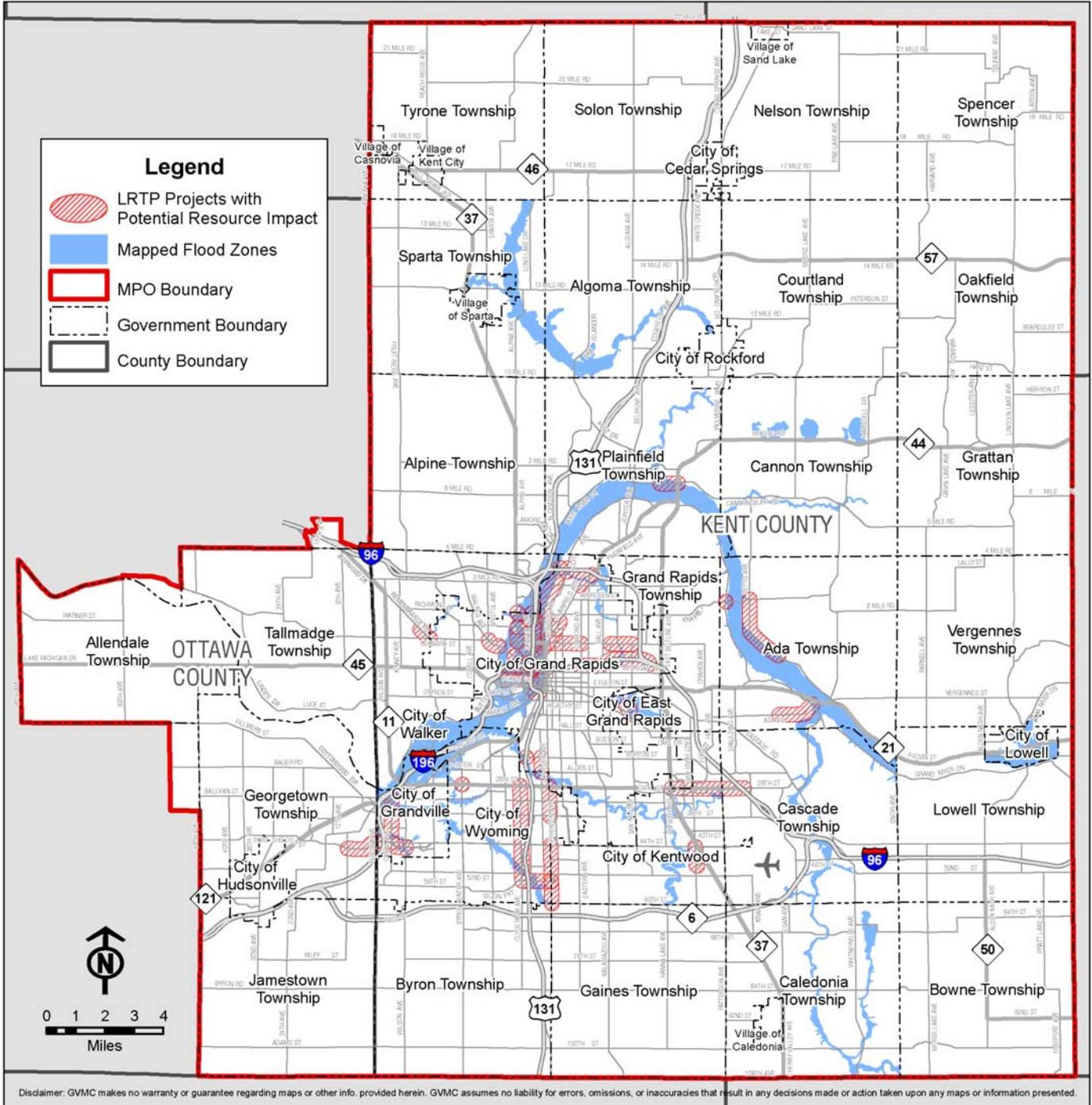
2035 LONG RANGE TRANSPORTATION PLAN UPDATE

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

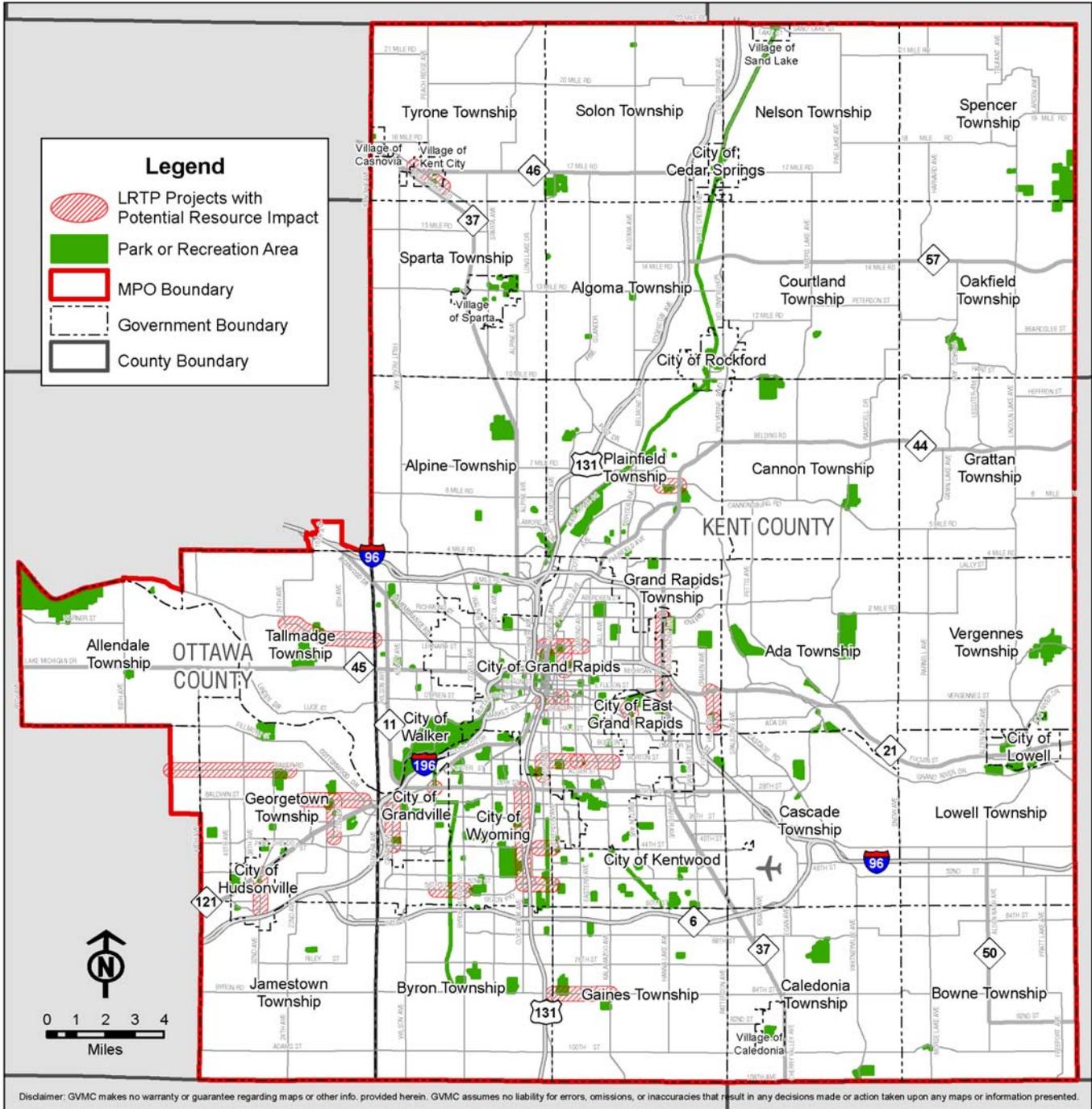
## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

### 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 exiting 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

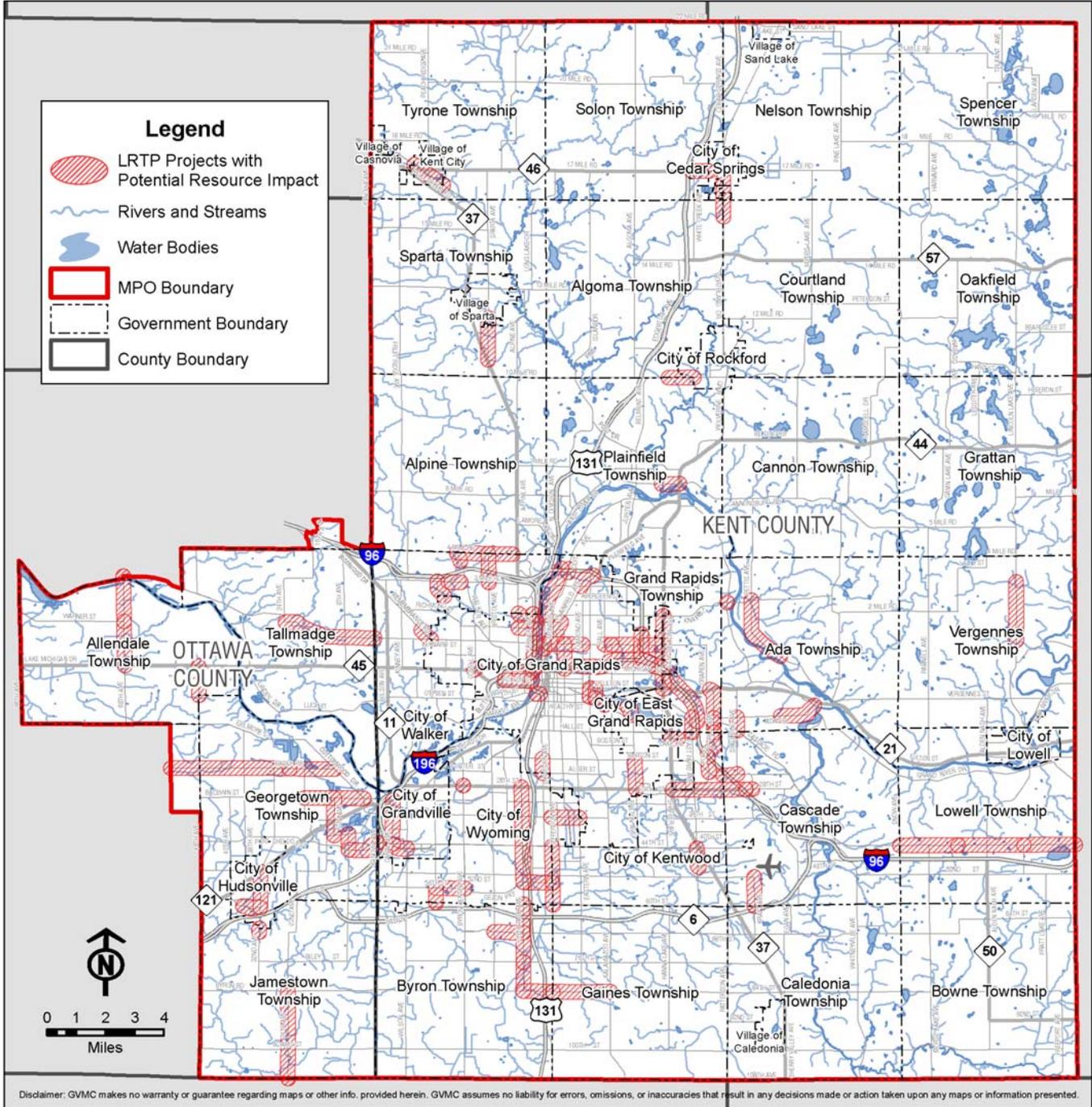
## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

### 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

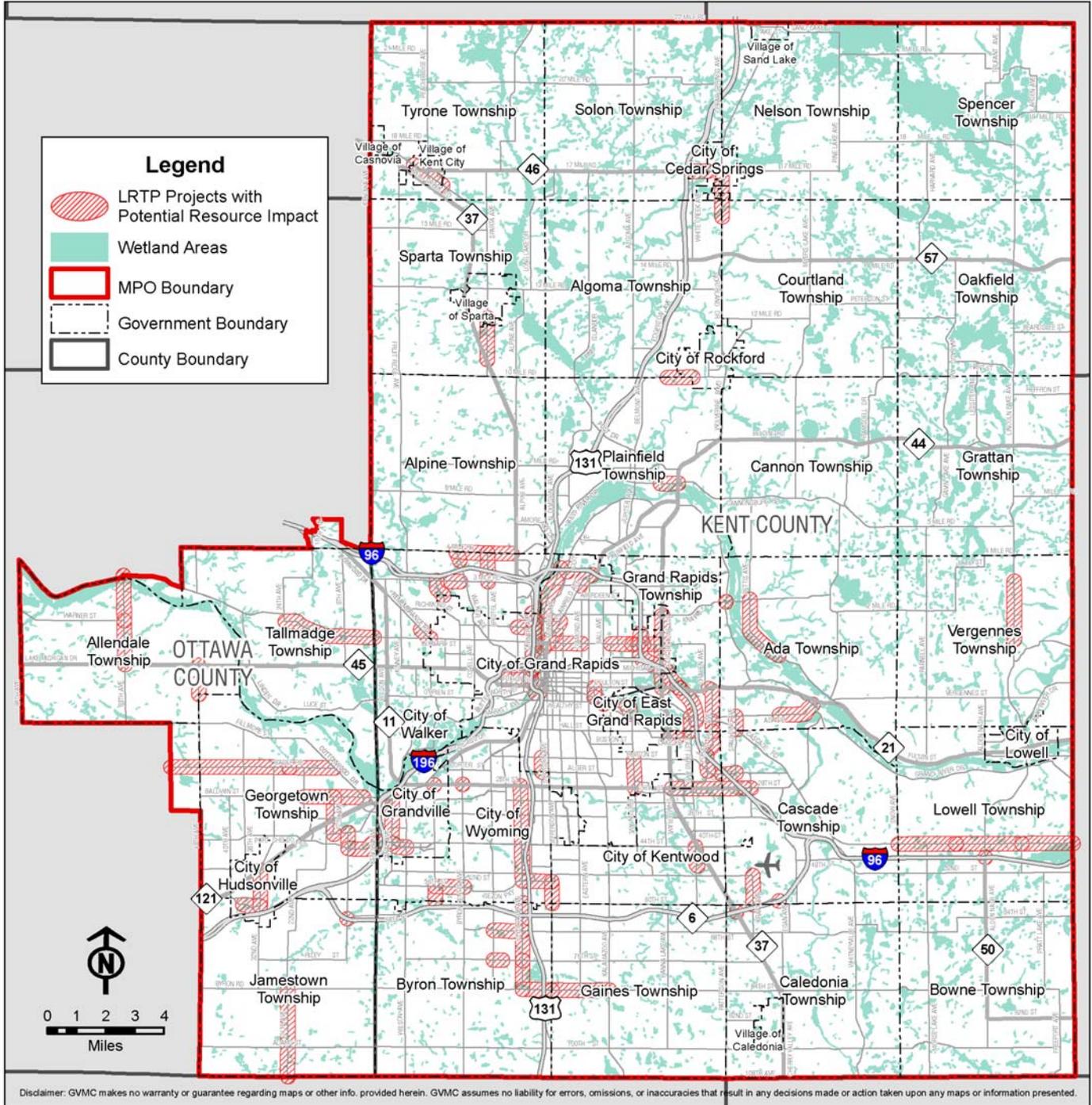
# 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

## 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	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—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 (1-5)	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

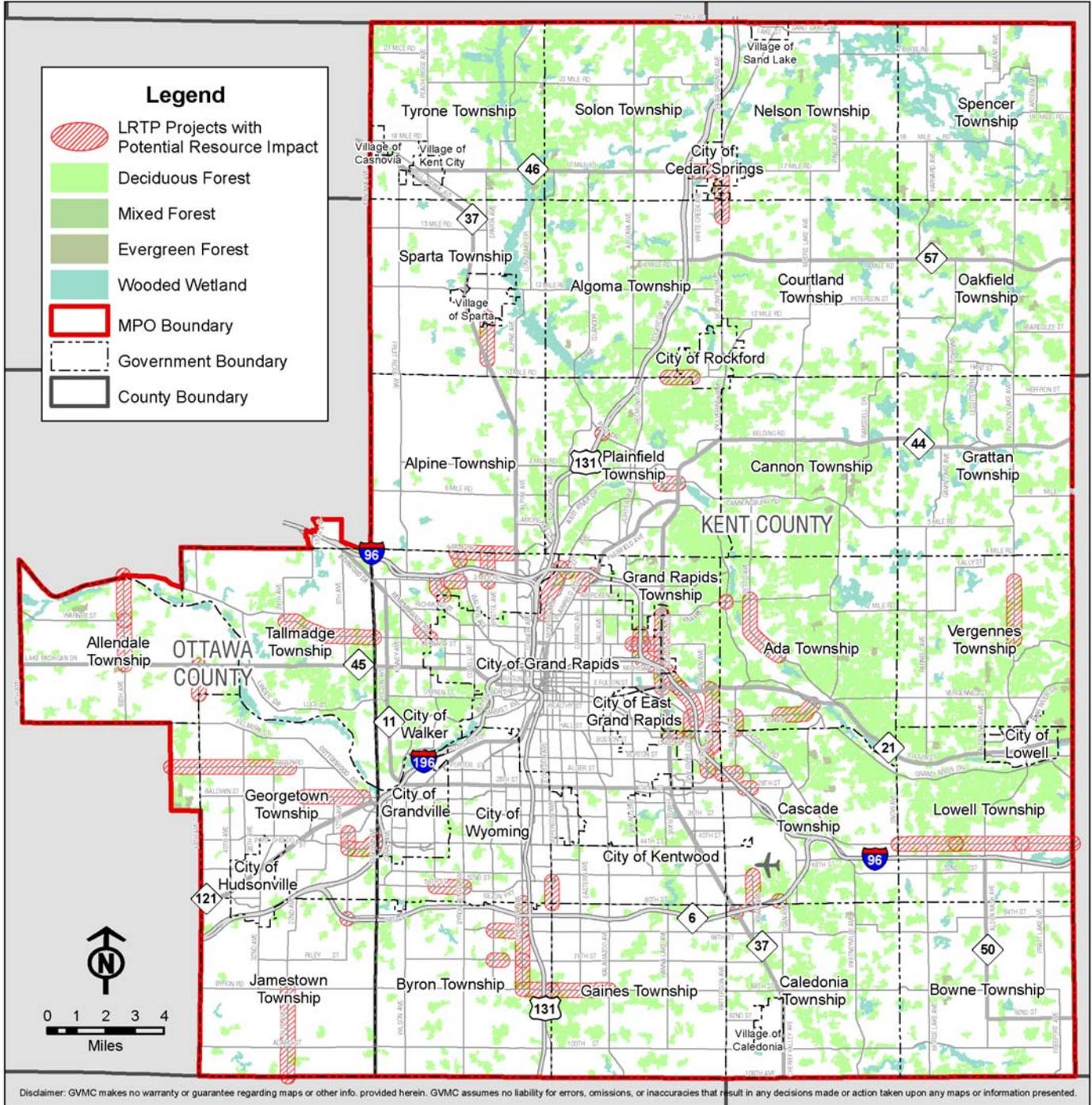
# 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

## 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	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 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

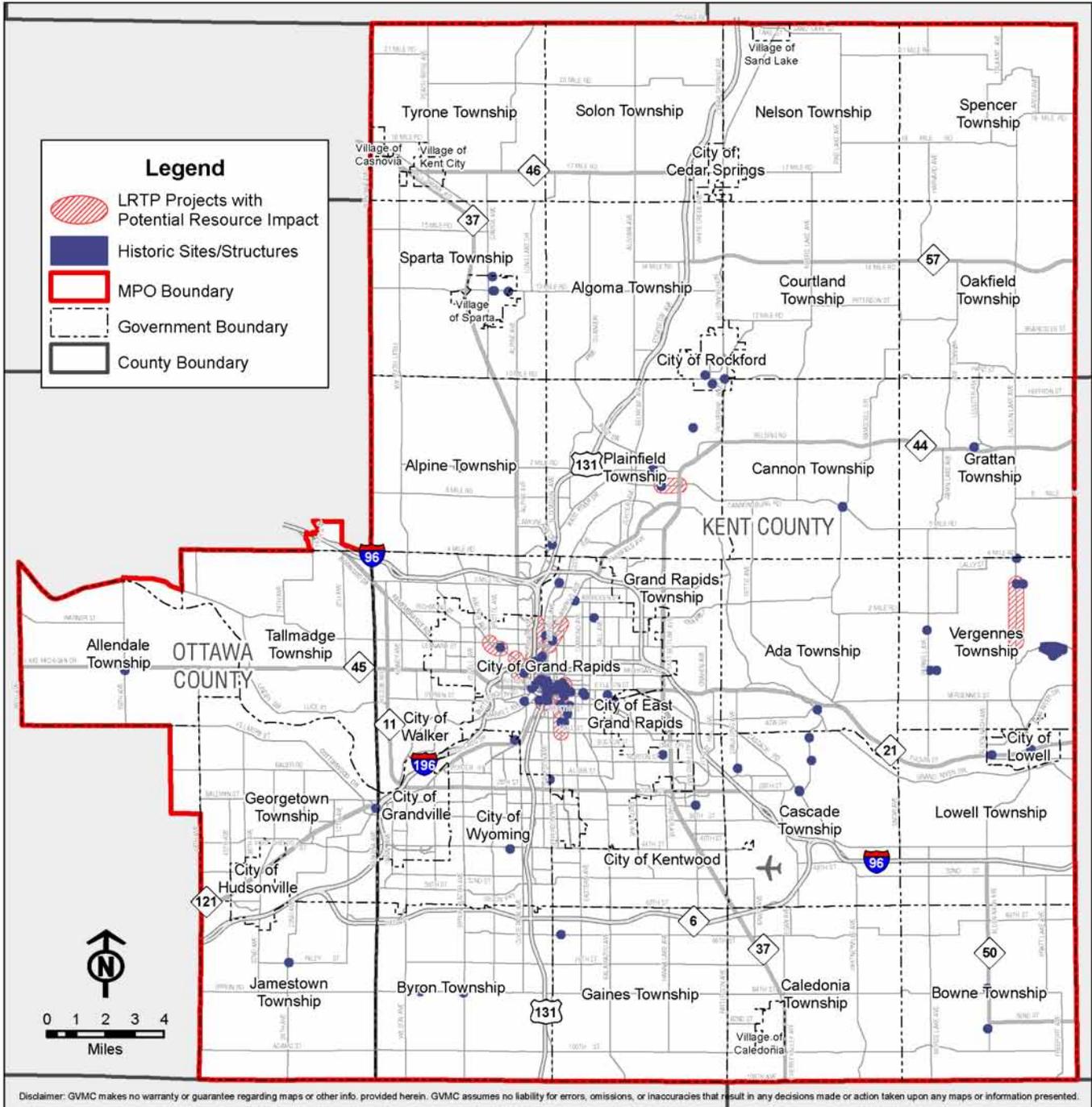
## 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

### 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

