

PUBLIC & STAKEHOLDER ENGAGEMENT

PART 2: COMMENTS



A COMPANION
DOCUMENT OF
THE 2050 MTP



Public and Stakeholder Comments

Public Comments by Milestone

This section includes comments we received from our efforts to engage the public as well as our consultation (stakeholder) organizations, divided by milestone:

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

The Kickoff to the MTP's Development

Comments via Squarespace form responding to MTP kickoff email

From: [Andrea Faber](#)
To: [REDACTED]
Subject: RE: Form Submission - Submit a Comment - Please prioritize rail
Date: Wednesday, August 10, 2022 10:09:00 AM

Thanks, [REDACTED]. Your comment comes at a great time. We are getting ready to start developing our next Metropolitan Transportation Plan, which will include transportation projects and investment priorities through the year 2050. We will consider all public comments as we write the document, share them with our Transportation Committee members, who will be working with us to develop the document, and include them in the appendix.

If you are not already on our mailing list, you can sign up for updates and more opportunities to be involved [here](#).

GVMC is also working with a consultant to develop a regional transportation demand management (TDM) plan for our planning area. If you're interested, you can learn more [here](#).

Sincerely,

Andrea Faber
Transportation Planner
Grand Valley Metro Council
678 Front Avenue NW
Suite 200
Grand Rapids, MI 49504
(ph): 616.776.7603

From: Squarespace <form-submission@squarespace.info>
Sent: Wednesday, August 10, 2022 8:26 AM
To: Andrea Faber <andrea.faber@gvmc.org>
Subject: Form Submission - Submit a Comment - Please prioritize rail

Sent via form submission from [Grand Valley Metro Council](#)

Name: [REDACTED]

Email Address: [REDACTED]

Subject: Please prioritize rail

Message: Subject says it all! Rail is the future as our population grows. It is much greener and more efficient than cars/EVs and will ensure that our great city is not plagued by traffic in the years to come.

Thanks,

[REDACTED]

Page: Freight

:

Does this submission look like spam? [Report it here.](#)

From: [Andrea Faber](#)
To: [REDACTED]
Subject: RE: FW: Form Submission - Submit a Comment - Public transport
Date: Wednesday, August 24, 2022 3:56:00 PM

Thanks, [REDACTED]. I'll send your comments to The Rapid for their consideration and share them with our Transportation Committees during the development of the 2050 MTP as well.

Andrea

From: [REDACTED]
Sent: Wednesday, August 24, 2022 11:01 AM
To: Andrea Faber <andrea.faber@gvmc.org>
Subject: Re: FW: Form Submission - Submit a Comment - Public transport

Thank you! I lived in Costa Rica for a while, a developing country, and their transport is a million times better than here. We could easily make improvements by buying bussing and reconstituting one way streets for biking/walking rather than purchasing more militarized police vehicles.

Thank you,

[REDACTED]
Citizen on foot.

On Wed, Aug 24, 2022 at 10:43 AM Andrea Faber <andrea.faber@gvmc.org> wrote:

Hi [REDACTED]

Thanks for reaching out to us about your public transportation concerns. I've forwarded your comments on to The Rapid, so you may receive a response from them also. During the development of the last Metropolitan Transportation Plan (MTP), transit was determined to be one of the top five priority areas for future investment. As we begin the process to develop this MTP, we will continue to have conversations about how to invest future resources in our transportation system, and these conversations will include transit. Your feedback, along with the additional public comments we receive, will be considered throughout the development of the document.

Sincerely,

Andrea Faber
Transportation Planner
Grand Valley Metro Council
[678 Front Avenue NW](#)
[Suite 200](#)
[Grand Rapids, MI](#)

Sent via form submission from [Grand Valley Metro Council](#)

Name: [REDACTED]

Email Address: [REDACTED]

Subject: Public transport

Message: We MUST invest in public transport, or there will be no servers, janitors, teachers, etc. that allow franc rapids to offer the services and goods that it currently offers. The same goes with housing. If we are all too poor to get to work and to live in the city - you don't get to go out to eat. Fix this shit NOW.

Page: MTP

:

Does this submission look like spam? [Report it here.](#)

From: [Andrea Faber](#)
To: [REDACTED]
Subject: RE: GRR North Entrance
Date: Monday, February 20, 2023 4:31:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thanks for your comments about the MTP and the Airport Access Study. Your feedback has been passed along to our Airport Access Study consultant team, and we are currently in the development phase of the 2050 MTP, so your comments will be included in that document and considered as we continue to update that plan as well.

If you have any questions or further feedback, please feel free to reach out.

Sincerely,

Andrea Faber
Transportation Planner
Grand Valley Metro Council
678 Front Avenue NW
Suite 200
Grand Rapids, MI 49504
(ph): 616.776.7603

From: [REDACTED]
Sent: Friday, February 17, 2023 4:32 PM
To: Andrea Faber <andrea.faber@gvmc.org>
Subject: GRR North Entrance

Andrea,

Under the category of Ford Airport Access Improvements and the MTP, I've always thought the Airport should develop a North entrance/exit to speed connections to I-96 and M6. This would take traffic off Patterson, 28th, 36th and Broadmoar and shorten the drive time for most West Michigan residents by avoiding these busy streets and traffic lights.

I realize the North Runway is in the way and tunnelling may be necessary, but the next time the North Runway is rebuilt, this may make sense. In addition, IF commuter rail would ever connect GRR to downtown, keeping that idea in mind while redesigning the North end of the airport could also make sense.

I drive through this exit every day, and its easy to see an entrance to GRR when your sitting at the 36th street exit, looking south towards the airport.

[REDACTED]



From: [Andrea Faber](#)
To: [REDACTED]
Subject: FW: Form Submission - Submit a Comment - DO NOT BUILD MORE ROADS
Date: Monday, November 7, 2022 3:32:00 PM

Hi [REDACTED],

Thank you for submitting a comment for our MTP. We always appreciate it when the public is involved in our transportation planning process.

Your comment will be shared with staff from the City of Grand Rapids as well as other members of our Technical and Policy Committees as part of the MTP development process.

If you haven't taken our MTP survey yet, we would greatly appreciate you doing so! Here is a link: <https://www.surveymonkey.com/r/29WCNBO>

Please let me know if you have any further questions.

Thanks again for your interest and engagement in this process!

Sincerely,

Andrea Faber
Transportation Planner
Grand Valley Metro Council
678 Front Avenue NW
Suite 200
Grand Rapids, MI 49504
(ph): 616.776.7603

From: Squarespace <form-submission@squarespace.info>

Sent: Tuesday, November 1, 2022 6:18 PM

To: Andrea Faber <andrea.faber@gvmc.org>

Subject: Form Submission - Submit a Comment - DO NOT BUILD MORE ROADS

[Link](#)

Sent via form submission from [Grand Valley Metro Council](#)

Name: [REDACTED]

Email Address: [REDACTED]

Subject: DO NOT BUILD MORE ROADS

Message: Grand Rapids has a lot of potential and natural beauty that should be better appreciated. As the world changes GR has the ability to change for the better, to be a city of the future. The city should be looking to transform the infrastructure to have less roads. NOT BUILDING MORE ROADS! improvements take time, there will be many job opportunities to REMOVE roads, increase public transportation to have more routes and be frequent and dependable and affordable and build up green space and focus on dedicated bicycle lanes and increased green space and park space.

More roads/lanes more cars are foolish solutions of a bygone era.

Detroit is moving forward with plans to REDUCE its lanes, why isnt Grand Rapids following suit?

Page: MTP

: Please add me to your mailing list

Does this submission look like spam? [Report it here.](#)

From: [Andrea Faber](#)
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Form Submission - Submit a Comment - Transportation
Date: Friday, September 30, 2022 2:03:33 PM

Hi [REDACTED]

Thank you for your comments about public transportation in Jamestown Township. We will pass your comments along to our committee members, who will be making transportation investment decisions for the future. I've also CC'd [REDACTED] on this email. She is an employee of The Rapid and may be able to provide more insight into future public transportation plans that may impact your area.

Andrea

From: Squarespace <form-submission@squarespace.info>
Sent: Thursday, September 29, 2022 6:05 PM
To: Andrea Faber <andrea.faber@gvmc.org>
Subject: Form Submission - Submit a Comment - Transportation

Sent via form submission from [Grand Valley Metro Council](#)

Name: [REDACTED]

Email Address: [REDACTED]

Subject: Transportation

Message: There is no need for a public transportation system in Jamestown Twp. Let us be the hometown community we've always been. A transportation system wouldn't improve the community as residents have their own means of transportation already.

Page: MTP

:

Does this submission look like spam? [Report it here.](#)

From: [Andrea Faber](#)
To: [REDACTED]
Subject: RE: Transportation survey
Date: Thursday, August 18, 2022 4:04:00 PM

[REDACTED],

Thank you for taking the time to complete the survey! As we dig deeper into the Metropolitan Transportation Plan development process, we will be looking at passenger rail, air quality issues, etc., and the topics you mention below will therefore likely be a part of these conversations. It's always good to hear from people who are interested in certain elements of the transportation system throughout the process, so I hope you continue to stay engaged. We will have multiple opportunities to participate.

Andrea

From: [REDACTED]
Sent: Tuesday, August 16, 2022 2:02 PM
To: Andrea Faber <andrea.faber@gvmc.org>
Subject: Transportation survey

Hello Andrea:

Thank you for the opportunity to take the County transportation survey. Depending on the number you receive, mine may not be difficult to find due to my comments (implementing commuter rail, roundabouts, and diverging diamonds) .

Welcome any thoughts or comments you may have.

[REDACTED]

From: [Andrea Faber](#)
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: GVMC Newsletter
Date: Wednesday, August 24, 2022 2:26:00 PM

[REDACTED],

On this email, I've CC'd [REDACTED] and [REDACTED] with the City of Grand Rapids. I'm not sure if they hold focus groups or how they engage citizens in their project development processes, but they should be able to direct you to opportunities for you to participate further.

We always appreciate it when citizens are engaged in the transportation planning process, so thank you for being one of those people.

Andrea

From: [REDACTED]
Sent: Wednesday, August 24, 2022 1:33 PM
To: Andrea Faber <andrea.faber@gvmc.org>
Subject: Re: GVMC Newsletter

Wow, thanks for your quick response. I would be glad to share further on these two intersections if they are interested.

On Wednesday, August 24, 2022 at 09:50:07 AM EDT, Andrea Faber <andrea.faber@gvmc.org> wrote:

Hi [REDACTED],

Thanks for sharing your concerns with us about these intersections. I've forwarded your comment to the City of Grand Rapids for their consideration as well, and their response is below.

City staff has not reviewed the Leonard/Walker intersection for a roundabout, but we can add this to our intersection review list for possible future changes. Staff did review the Richmond/Walker intersection within the past few years in response to requests from residents and as part of a preliminary design for a trail along Walker Ave. Because of the angle of these streets where they intersect, a roundabout is difficult to fit into that footprint. Additionally, the cemetery adjacent to the intersection has a number of gravesites fairly close to the road there, which create more constraints for a roundabout.

Thank you for your suggestions.

GVMC will also include this comment in our next Metropolitan Transportation Plan.

Andrea Faber
Transportation Planner
Grand Valley Metro Council
678 Front Avenue NW

Suite 200

Grand Rapids, MI 49504
(ph): 616.776.7603

From: [REDACTED]
Sent: Tuesday, August 23, 2022 9:00 AM
To: Andrea Faber <andrea.faber@gvmc.org>
Subject: GVMC Newsletter

Consider traffic circles at the intersections of Leonard and Walker and Richmond and Walker. So dangerous.

[REDACTED]

[REDACTED]

[REDACTED]

From: [Andrea Faber](#)
To: [REDACTED]
Subject: RE: Form Submission - Submit a Comment - Mejorar transporte ruta 24
Date: Wednesday, September 14, 2022 3:22:00 PM

Hola [REDACTED],

Gracias por sus comentarios sobre la ruta 24. Enviaré sus comentarios a The Rapid, y es posible que puedan ayudarlo aún más.

También incluiremos su comentario como parte del apéndice de nuestro Plan de Transporte Metropolitano 2050. Si tiene alguna pregunta adicional, comuníquese conmigo.

Sinceramente,

Andrea Faber
Transportation Planner/planificador de transporte
Grand Valley Metro Council
678 Front Avenue NW
Suite 200
Grand Rapids, MI 49504
(ph): 616.776.7603

From: Squarespace <form-submission@squarespace.info>

Sent: Wednesday, September 14, 2022 11:29 AM

To: Andrea Faber <andrea.faber@gvmc.org>

Subject: Form Submission - Submit a Comment - Mejorar transporte ruta 24

--

Sent via form submission from [Grand Valley Metro Council](#)

Name: [REDACTED]

Email Address: [REDACTED]

Subject: Mejorar transporte ruta 24

Message: Buenos días, favor mejorar transporte de la ruta 24 para que viaje los domingos, y que esa misma ruta los sábados, viaje cada 1/2 hora en vez de 1 hora, gracias

Page: MTP

: Please add me to your mailing list

Does this submission look like spam? [Report it here.](#)

Comments from the Public Survey

Comments from the public survey are categorized using the following tags and included in the following order:

- Accessibility, ADA, and Equity
- Air Travel
- Bridge
- Congestion Management
- Connectivity
- Environmental Issues
- Freight
- Miscellaneous
- N/A
- Nonmotorized
- Passenger Rail
- Pavement Condition
- Resiliency
- Safety
- Technology
- Transit

Accessibility, ADA, and Equity

LONG WALKS TO BUS STOPS IN RESIDENTIAL AREAS MAKES FOR EXTREME FRUSTRATION IN USING PUBLIC TRANSPORTATION. HALF MILE WALK AND SPEND \$3.50 WITHIN 1 AND A HALF MILES TO CATCH 2 BUSES. NOT ECONOMICAL SAFE OR CONSIDERS HEALTH AND DISABILITIES OF NON ADA CLIENTELE

Tags: Accessibility, ADA, and Equity, Safety, Transit

“I live downtown and I’m getting older. I need to know more about the public transportation opportunities available to me, but there’s no publicity, no instructions, no mailers, no maps, no details about how to even use/pay for bus commuting. A detailed mailer to downtown residents would be HUGE RESOURCE. Please send one out!”

Tags: Accessibility, ADA, and Equity, Transit

“If we are truly looking 25 years ahead, we need to be divesting in cars and car infrastructure, and investing in green, sustainable, accessible transportation. “

Tags: Accessibility, ADA, and Equity, Resiliency

All proposed improvements to transportation need to be take into consideration the needs of older adults and persons with disabilities. Proposed transportation improvements need to consider how the population will be using them. These changes should go beyond the minimum guidelines the ADA to include the widest possible use by the disability and senior populations.

Tags: Accessibility, ADA, and Equity

“expand bus routes, particularly to north”

Tags: Accessibility, ADA, and Equity, Transit

“It’s very hard to judge the availability or condition of public transportation, sidewalks, electric car charging, bus stops and bike paths when Sparta Twp. doesn’t have any of those things. At all. Anywhere. “

Tags: Accessibility, ADA, and Equity

I think the public transit is only available to Grand Rapids residents and if you are elderly or disabled they are especially inconvenient. I would love to see a low-cost Uber type service for the elderly where they could call up a car on demand for rides both ways instead of getting to their appointment having to wait several hours for a ride home or have no one show up and be stranded.

Tags: Transit, Accessibility, ADA, and Equity

“I would really appreciate having more bus routes in eastern Ottawa! I’m a student at GVSU and want to ride the bus more, but the only routes nearby are LakerLine. Maybe from public/central buildings to supermarkets? Baldwin St would be great for public transport, in my opinion. :)”

Tags: Accessibility, ADA, and Equity, Transit

“I take classes at Grand Valley in downtown GR, and I would love to utilize the bus line if it didn’t take almost an hour to get downtown when I can make the drive in 10-15 min.

Very limited access to public transportation. I want to utilize the public transportation in my area but the bus lines never run where I need to go.

I’ve had to make many repairs to my car over the past two years (~\$800 for wheel/rim damage, suspension damage, sway bar damage, etc.) because of the size of the unavoidable potholes on my commute to work: US131, I196, 44th St., Rivertown parkway, Chicago Dr., Pt. Sheldon, others. My car is older (2003) so I try to avoid the potholes, but there are so many I just can’t avoid them all. “

Tags: Accessibility, ADA, and Equity, Pavement Condition, Transit

Sparta needs buses and sidewalks

Tags: Accessibility, ADA, and Equity, Nonmotorized, Transit, Connectivity

theres alot of us older folks who would like buses and sidewalks to get places

Tags: Transit, Accessibility, ADA, and Equity, Nonmotorized

The rest of the County want to feel connected too! There are still many very isolated areas with absolutely no public or nonmotorized transportation as an option

Tags: Nonmotorized, Accessibility, ADA, and Equity, Transit

The sidewalk infrastructure is very poor in my area. In many spots there is no sidewalk at all which makes it incredibly difficult to get around without a vehicle.

Tags: Nonmotorized, Accessibility, ADA, and Equity

Increasing the number of bus stops and decreasing the distance between them would increase the accessibility of the bus transit system. Many disabled and elderly people rely on the bus transit system and cannot walk a mile or more to their nearest bus stop.

Tags: Transit, Accessibility, ADA, and Equity

“Most of the northwest portion of the county has no connection to Grand Rapids or the rest of the county outside of basic, narrow roads (which are not safe unless in motorized vehicles). There are no public connected trails, few sidewalks, no buses, taxis or public transportation of any kind and the roads are not designed for anything other than motorized travel. “

Tags: Accessibility, ADA, and Equity, Transit, Connectivity, Nonmotorized

Free home pickup transportation for Seniors and Disabled.

Tags: Transit, Accessibility, ADA, and Equity

“My personal answers for neither good or bad were chosen as I did not have personal knowledge of the conditions or access which the question related to.

As a nurse who cares for Medicaid, the northern region of Kent County is poorly served by public transportation. The Go-Bus is interesting in that the bus can be late, but the person can never be and the tolerance of late is at times a minute, before the driver leaves. This is a true fact. Also, the Go-Bus does not go beyond into the north area (Rockford, Sparta, and Cedar Springs for example) and many folks do not have family to assist them and are becoming socially isolated. This is also a true fact.

The Rapid transport system is a nice one, but many folks can trust the fact that if trying to schedule a medical appointment and then calling a few days before, which they are instructed to do, there are no seats available. There needs to be more attention to the north verses the one stop by the unemployment office.”

Tags: Accessibility, ADA, and Equity, Transit

“We are in a rural setting, and wonder if there is any talk about expanding into rural areas with smaller vans, to help the older folks, and help seniors with funding their rides!”

Tags: Accessibility, ADA, and Equity

Promote an equitable people first transportation plan.

Tags: Accessibility, ADA, and Equity

“We need higher density of traffic calming infrastructure on main streets passing through residential areas. Streetcars/rail lines on major roads such as 28th street would increase safety, equitable access, and reduce congestion. Finally, we need better education for drivers on bicycle safety. “

Tags: Safety, Passenger rail, Congestion Management, Accessibility, ADA, and Equity

Expand public transportation to all of Plainfield Township and other surrounding townships to further access to employment and resources within GR.

Tags: Accessibility, ADA, and Equity, Transit

Us handicapped people can't park near restaurants that use their parking for social zones

Tags: Accessibility, ADA, and Equity

“De-incentivize auto use. Grand Rapids is still an emerging city with space and time to create intrastate for the future reality of higher populations and climate change. Please expand biking access and ease, public transit (a rail system ideally) and stop subsidizing the damage cars do to our lives (road deaths, pollution, ever expanding lanes of traffic, etc) with tax payer money. People who drive cars (myself included) should start having to pay the true cost for doing so. “

Tags: Accessibility, ADA, and Equity, Nonmotorized, Congestion Management, Transit, Passenger rail

More equitable access to transportation

Tags: Accessibility, ADA, and Equity

We need more bike paths in Byron Center. Also create more access to park paths. Eastern needs road work badly and it's unsafe for bikers or walkers since there are no shoulders or sidewalks! Traffic is awful on this road.

Tags: Accessibility, ADA, and Equity, Safety, Nonmotorized

“In the city of Grand Rapids, the city is taking away on street parking for bicycle lanes, while permitting new construction with less than one private parking spot per unit. Are we going to be like New York City, where you have to park 2 to 3 blocks away from your residence, because of no private parking, and eliminating on street parking because of new bike lanes? I am talking of State Street, in GR, where the city wants to take out parking on the north side of the street, for a very limited use bike lane, while permitting 345 State, and 200 Madison apartments less than 1 spot per unit parking? Bike lanes, sometimes do not make sense! Also, Lake Drive, east of Atlas, eliminating parking for a bike lane, where businesses and apartments have no parking any more, on their side of the street? Bike lanes should not cut out on street parking! Why are bicycles get priority over other transportation, such as cars, motorcycles, and scooters? The old, handicapped, and medically challenged, who cannot ride a bike, is getting discriminated against, in reducing parking for

them. Also, buses should have turn in lanes at bus stops on busy streets, like Lake Michigan Drive, Fulton, 28th Street, so they do not restrict the flow of traffic, and that they should be parallel to the curb, when they stop at a bus stop. They should not be allowed to stop at a 45 degree angle, to stop traffic behind them. “

Tags: Accessibility, ADA, and Equity, Transit, Nonmotorized

“I encourage the committee to learn from our European partners. There are several examples where massive changes were made to improve air quality, safety and accessibility. How? By making fewer lanes and fewer highways. In turn, you increase bicycle infrastructure, public transportation and walkability. Also must ensure that essential services (grocery store, pharmacy are within a reasonable distance to allow for access without a car). More highways and lanes is not the answer (look at Houston). Thank you. “

Tags: Transit, Nonmotorized, Resiliency, Safety, Accessibility, ADA, and Equity, Congestion Management

“Need more ways to get over the river, the Fulton/Monroe construction has been horrible for west siders to get downtown. Also can't have too many construction projects at the same time, because the projects run out of good workers to hire. Bad workers cause projects to be done slowly and poorly, and the projects get completed over budget and behind schedule

Tags: Miscellaneous, Accessibility, ADA, and Equity

Would love to have any public transit in eastern Ottawa county. It is so hard for families who have transportation needs including disabled adults.

Tags: Transit, Accessibility, ADA, and Equity

“With the transition to electric autos, taxation should move from a per gallon gas tax to a per mile usage fee by cars, trucks, and private buses.

Bicycle lanes should be separated now like is seen in Ann Arbor, Detroit, Chicago, Minneapolis, Austin, Pittsburgh, etc. Trails are great but locations for them are much more limited than repurposing our extensive network of roads/bridges.

Improved train service would be desirable for shorter distance routes - intercity within MI, to/from Chicago, etc.

Safety, then access/mobility for ALL users should be the priorities for our transportation system in West Michigan.

We should learn from the pandemic that flexible scheduling and working from home are good ways to help build back capacity into our transportation system that can be used for better bicycling, transit, etc.”

Tags: Miscellaneous, Nonmotorized, Accessibility, ADA, and Equity, Congestion Management, Passenger rail

Expanding access to GO!Bus - streamlined (and accessible) application process and expanded service area would increase the equity in transportation to all people

Tags: Transit, Accessibility, ADA, and Equity

“In an ideal system, roads would be used for public services, emergency services and logistics transport. Public travel in Michigan should look like investment in developing high-speed trains (i.e. not current Amtrak) for long distance travel, say up North, or to Chicago, and within cities, deprioritizing car travel and bringing back the tram (huge emphasis on bringing the tram back) would be a huge benefit to the city. Also, having various tram lines outside of downtown would give public transit priority over car dependency and make the city more accessible for those who cannot drive and have disabilities. In addition, intercity transportation should be a huge priority. Bring rail lines to Holland, to Kalamazoo, to Lansing, to Detroit. All cities should be connected by rail. If they already exist, retool and improve the trains and tracks to make the system more efficient. Bring on a board of civil engineers to create efficient proposals that prioritize community needs. “

Tags: Accessibility, ADA, and Equity, Passenger rail

Land use and zoning have direct impacts on mobility needs. Transportation systems should include perspectives on access to necessary services through multiple modes (measured in travel time). Levels of services should be considered beyond just vehicle capacity and pavement condition.

Tags: Pavement Condition, Accessibility, ADA, and Equity

“There are no viable options for people with disabilities to get to appointments without family transportation. Services that are available are either very costly or people don't quality for them.

Ready Ride is out there, but you need to be a veteran or the cost is astronomical. Good Samaritan is out of reach as far as cost. No Max busses or Rapid transport in eastern Ottawa County. “

Tags: Accessibility, ADA, and Equity, Transit

“There is not a one size fits all for our region. The plan should be right sized to accounts for the diverse needs of the community both urban and rural. There is also not sufficient requests for feedback on impact of vehicular traffic on air, water quality, heat deserts caused by too much concrete, and environmental justice surrounding transportation. “

Tags: Resiliency, Environmental Issues, Accessibility, ADA, and Equity

1. Increase access to bus transportation within the city of Grand Rapids 2. Pave alleys in the inner city of Grand Rapids

Tags: Miscellaneous, Accessibility, ADA, and Equity, Transit

Small communities north of GR have no public transport

Tags: Transit, Accessibility, ADA, and Equity

Please visit the communities in question. Try to make it around the city using only the bus system. Someone should be able to make from one of the city to the other.

Tags: Transit, Accessibility, ADA, and Equity

“Currently Grand Rapids is a car-centric city, because of this it creates quite limited public transportation access and walkability. Public transportation and pedestrian traffic are treated as a second classes compared to cars and is on a lower priority overall. This creates issues primarily with access, reliability and most importantly safety.”

Tags: Nonmotorized, Transit, Safety, Accessibility, ADA, and Equity

Our city has to improve the bus schedules and accessibility for people who don't own a car but have non traditional work schedules

Tags: Accessibility, ADA, and Equity, Transit

“Out of necessity, I've ridden the Rapid bus year round for many years. It's not easy, but it was doable. Making the routes more accessible has the potential to encourage more people to ride year round, which would reduce carbon emissions and reduce traffic in the city.”

Tags: Resiliency, Transit, Accessibility, ADA, and Equity, Congestion Management

There is no public transportation at all in eastern Ottawa county. My adult daughter is handicapped and cannot drive but would be able to take public transportation if it were available. That being said there also is not a bus stop within a half mile of where she works in Kent county.

Tags: Transit, Accessibility, ADA, and Equity

“Public transit lines within the Urban Grand Rapids area are underdeveloped, busses run late and are infrequent enough to discourage ridership. Bus lines are limited in scope and should be expanded reach every part of the city and out into some neighboring cities and villages.”

Tags: Accessibility, ADA, and Equity, Transit

“Lack of available public transportation outside of the major cities in Kent and Ottawa counties limits where Housing Choice Voucher holders may live, thus removing their ““choice”” of where they can live. We need to expand the availability of public transportation to all areas of both counties so people may live in areas with better opportunities for quality education, jobs, grocery store access, recreation/ green spaces. “

Tags: Accessibility, ADA, and Equity, Transit

Transportation for those with disabilities is very poor! Expensive and very inconvenient.

Tags: Accessibility, ADA, and Equity

Increase focus on communication across communities and advocacy groups to decrease disjointed and wasteful efforts

Tags: Accessibility, ADA, and Equity, Miscellaneous

“Safety first. Residents who do not have transportation need reliable and safe transportation that is on time and has security present.

Walking and bike trails need to feel safe for solo walkers and bikers at all times. Could there be a number to call if walkers or bikers don’t feel safe when they are on these trails?”

Tags: Accessibility, ADA, and Equity, Safety, Nonmotorized

“I would love to see far more accessibility to light rail, rail, and bus service. That would help increase ridership and reduce the number of cars on the road. Thank you for this survey and your efforts.”

Tags: Accessibility, ADA, and Equity, Congestion Management, Passenger rail, Transit

Expand access to scooter and e bikes into downtown adjacent neighborhoods. This could also go for Dash or autonomous vehicles.

Tags: Transit, Accessibility, ADA, and Equity, Technology

“In outer neighborhoods such as Shawmut Hills, bus routes are too far away for disabled and elderly to access.”

Tags: Accessibility, ADA, and Equity, Transit

“Monies allotted in the past and present should be applied to maintaining and restoring present existing resources. Bus schedules /stops reinstated that were cut back, residential streets are in poor condition being constantly patched instead of replaced. Existing roads first over new builds. Federal funds take care of our highways.

Our downtown has absorbed a lot of funding from whatever source. Reserve funding for areas used for residential use like city streets. Can handicapped funding be drawn from other resources. We need more handicapped parking and less priority parking like take out or wait parking monopolizing the handicaped space. Quality of work monitored better. Instead of lowest bidder how about second lowest or best recommended for workmanship and longevity for money. Just some thoughts.”

Tags: Pavement Condition, Accessibility, ADA, and Equity, Transit

“There needs to be more access to buses outside of GR, more access to trains, and other systems constructed to help improve public transportation and reduce vehicle use. There needs to be several routes and options to encourage the use of these transportation methods by all.”

Tags: Passenger rail, Accessibility, ADA, and Equity, Transit

“There should be more done to enhance and support the development of the nonmotorized and transit aspects of the system - programming, facility maintenance, the development of new, safer facilities. Equity in access is key, along with incentives (or de-incentivizing) for these modes. There should be incentives for people to not drive single-occupancy cars (gas or electric). Electric vehicles will not be the answer to making the transportation system better or more sustainable. Making daily trips to places like work, groceries, and school is imperative to the success of the investments made in transit and the nonmotorized networks within the large transportation system in West Michigan. “

Tags: Nonmotorized, Transit, Safety, Accessibility, ADA, and Equity

“If you prioritize people over cars and corporations we all win. If you increase transportation for marginalized, more jobs and more taxes could happen. I love the ebikes and scooters, but they were introduced without infrastructure to support them. Let’s get people out of their cars for 3 seasons and I’ll bet cars will decrease! Unfortunately I had to take a job 20 miles away. But if I had a safe route for an e-bike to Rockford I’d consider it! “

Tags: Nonmotorized, Accessibility, ADA, and Equity

“Public transportation is very “unfriendly” to people with mobility issues in terms of getting from home/work/store to bus stop. Bus stops at the far edge of parking lots, forcing people to navigate through snowy/icy parking areas to bus stops. Relying on business/home owners to clear snow from bus stops. Very few seating areas at stops. Not at all easy for the mobility-challenged. Door-to-door services that cannot be relied on to pick people up on time and are very expensive.”

Tags: Transit, Accessibility, ADA, and Equity

“Is there any conversation about transportation between the 2 counties, particularly for low income seniors (60+)? Or any kind of transportation from Grand Rapids to Holland/Grand Haven?”

Tags: Accessibility, ADA, and Equity, Miscellaneous

“#7 bus route CUT all weekend stops at walker city hall stop leaving disabled residents LIKE ME zero opportunity to go ANYWHERE because walker village and walker and remembrance stops are WAY too far to walk safely and it is an EGREGIOUS abuse of funding to NOT ALLOW SERVICE to working disabled riders LIKE ME! But taking almost a YEAR to renew my ADA pass is flat out targeted whistle blower retaliation against campaign workers LIKE ME and lets face it I WILL NEVER STOP REPORTING this ABUSE of the disabled who cannot live independently without the bus that WAS running 7 days a week when I moved here, demographic discrimination is a career ending mistake for whoever approved THAT very spiteful and intended HARM it has caused me EVER SINCE! FIX this problem NOW or I will be forced to make it VERY PUBLIC with my dearest friends community an international disability advocacy service! “

Tags: Accessibility, ADA, and Equity, Transit

I do not have any public bus service routes in eastern Ottawa county. The closest they get is Walmart in Grandville and the intersection of Prairie and Wilson. Would like service extended to Meijer in Jenison or Hudsonville.

Tags: Accessibility, ADA, and Equity, Transit

“Need to address transportation issues for our Elders who do not live in the City that is both affordable and reasonable (ie, pickup windows within a few minutes rather than hours). We want to keep seniors in their homes no matter where they live, but sometimes health issues prevent them from driving. “

Tags: Accessibility, ADA, and Equity

“Those of us with disabilities need paratransit options which provide direct transportation from pick-up to destination in a more timely manner. Also, both countywide and inter-county transportation options are very much needed. “

Tags: Transit, Accessibility, ADA, and Equity

“Need significant improvements in nonmotorized access from one side of US-131 to the other, Wealthy Street being an obvious candidate for significant improvement by rebuilding 131 and re-aligning Wealthy to go under the highway instead of over it.”

Tags: Miscellaneous, Accessibility, ADA, and Equity, Nonmotorized

“1) More/better/faster mass transit availability, both urban transit as well as train (Amtrak etc) service. 2) Recondition and/or refigure US131 corridor through GR (even though construction would be a major, but temporary, headache for

me). Local/express lanes and/or better frontage roads, removing lesser used entry/exit points, and reconfigure curved highways in the most traffic dense areas. 3) We have WAAAYYYY too many traffic signals. More roundabouts and/or reconfigured access to major thruways would help traffic move. 4) We need vastly better infrastructure for newer technologies such as electric car charging. 5) I will be past safe driving age as this plan matures, so improvements to senior citizen mobility, either by better local transit and self driving infrastructure, would make the community better/safer as the population ages.”

Tags: Technology, Accessibility, ADA, and Equity, Miscellaneous, Passenger rail, Transit, Congestion Management

Air Travel

“Amtrak service is very limited - only one early morning departure to Chicago and one late-night arrival from Chicago. A few years ago, there was talk of building a “coast-to-coast” rail network that went from the Lakeshore through Grand Rapids and Lansing into Metro Detroit - whatever happened to that?”

Let’s improve public transit between Grand Rapids and Holland. For example, we could have passenger-rail service between GR and Holland a few times a day using the Amtrak rail (with perhaps a stop or two along the way, such as in Jenison). In addition to that, the ITP and the MAX (Holland bus system) should coordinate for bus service between Holland and GR. Maybe these could happen a few times a day (maybe every half-hour during rush hour, every hour or two the rest of the day, etc.)

Grand Rapids is a focus city for Allegiant - which seems great, until you realize Allegiant has some of the strictest policies of any airline (even among ultra-low-cost carriers).

How about a daily air service between GRR and LAX?”

Tags: Transit, Air Travel, Passenger rail

“We need more EV infrastructure but we should also be looking beyond that. The GRR airport is a nice option but hopefully a few more direct flights can be added. Beyond that, other mass transportation options need to become much more convenient and widespread so that people are inclined to use them instead of driving.”

Tags: Transit, Air Travel, Technology

“There really needs to be:

1. A more robust transport system from GVSU in Allendale into GR. The Laker Line is a big improvement but its availability drops a lot when students are away.
2. More options for getting to the airport that aren’t cars. A light rail from Walker to GRR would be amazing — even a dedicated Rapid line to/from the airport like the Laker Line or the Silver Line, connecting with those two lines in downtown GR, would be awesome. “

Tags: Transit, Passenger rail, Air Travel

“- Airport needs more direct flights, the connections are unreliable.

- Parking needs to be removed and driving should be less convenient so we have less reliance on cars. surface parking lots are a cancer.

- bus and other mass transit should be expanded. it would be great to have a reliable transit system. we dont. it’s not worth taking the bus if it takes 3 hrs to get somewhere.

- additional personal options, like the lime scooters and biking are beneficial and they should be incentivized more.”

Tags: Air Travel, Nonmotorized, Transit

“The area needs better and more frequent public transportation options to and from the airport and throughout the surrounding areas. The area desperately needs more protected bike infrastructure. Consideration of light rail routes through downtown Grand Rapids, to areas of interest, and the airport would be worthwhile investments. All of these things would contribute to the ease of traffic congestion which would also help to ensure the quality of the roads is maintained for longer if less vehicles are on the roads. We have a long way to go to provide the residents with what they need but we also have so much great opportunity to do so.”

Tags: Air Travel, Pavement Condition, Congestion Management, Safety, Nonmotorized, Transit, Passenger rail

“Grand Rapids, like most US cities, is now utterly addicted to and dependent on the single driver car, as the US itself (as past President GW Bush said, is ““addicted to oil””). The solution is to treat that like other kinds of addiction: limit access to the substance; treat it like a disease condition; manage the symptoms.

In Grand Rapids, like most other US cities, what is required are the mass availability of initially bus routes (on every 2nd street, running every 15 minutes rain, hail, snow, or shine - reliability and regularity is key). At the same time, the city requires a large-scale, long term infrastructure redevelopment prioritizing light rail/street cars, notably with access to Amtrak (which itself requires a far greater schedule) and to the airport.

Of course, major urban highways that bi-sect downtowns are now recognized as the single greatest tragedy to have befallen US cities in the 20th century. Both Route 131 and 196 should be replaced by a major rail axis that runs through downtowns, out through Allendale, and splits to Holland and Grand Haven. Trams lines then travel north-south to intersect with the major rail axis, with two tram lines along Fulton and Leonard. to provide coverage.

These rail lines are supplemented by bus service, dedicated bike lanes, and pedestrian walkways and spaces.

Costs will be high, not least because such projects were not started 40 years ago, as they should have been. For the next decade at least, increased gas taxes, registration taxes, and imposing a congestion charge on travel along the highways and through downtown (especially around 9am and 5pm).

For major urban examples, take a fact-finding mission to Toronto.

Ideas like driverless cars, or indeed any ““cars”” are exactly what needs to be cut down on. It is the car, or more exactly the total dependency on the car, that ruined US cities. “

Tags: Nonmotorized, Air Travel, Passenger rail, Transit, Congestion Management

Keep improving the airport and find ways to add additional services to Amtrak.

Tags: Air Travel, Passenger rail

Easier access to shared ride services or taxis to get to public transportation or airport

Tags: Transit, Air Travel

“Rail from the airport to the city center of Grand Rapids would be a game changer. As an Uber driver, the amount of people from out of town on business that I drive that route for is astronomical. Use existing rail, electrify it, and the people will use it. Maybe someday it could be expanded to the lakeshore (Grand Haven/Holland) to increase the accessibility for travel in both ways (the Beach Express!).”

Tags: Passenger rail, Air Travel

Only one entrance to GRR airport

Tags: Air Travel

“1. Provide public transportation to and from the airport from many different parts of the county. This would drive a lot more business to hotels, restaurants, and entertainment. It would also make it more convenient and ““green”” for residents to commute to and from the airport.

2. Consider more roundabouts in appropriate places. Saves unnecessary idling and is much safer in the right circumstances.”

Tags: Resiliency, Transit, Air Travel, Safety

Investment in our airport is crucial - we need a new tower.

Tags: Air Travel

“Need to focus bus transit on increasing frequency, maybe using smaller buses. Also connect radial bus routes in a ring around Grand Rapids. Daily intracity routes would be great and a direct line from the airport to downtown.

Finally, we need a holistic approach to bike routes. So much of the network outside of the rails-to-trails projects is disjointed. It would be a real help to convene a working group of local jurisdictions to try and come up with a solid plan for connections.

Need massive investment in charging stations! Best to place them at places that are attractive to wait for an hour. “

Tags: Technology, Transit, Resiliency, Nonmotorized, Air Travel

Prioritize frequency of service over cost of transit. Reduce the time to get to the airport via public transit. Redesign roads to compel stricter adherence of motorists to maximum speeds.

Tags: Air Travel, Transit, Safety

Bridge

Include walking/biking paths across all bridges to improve walk ability and bike ability

Tags: Nonmotorized, Bridge

Bridge Condition needs to be a focus of funding. Incentives for bridge presentation work

Tags: Bridge

Congestion Management

Feel like population has quickly outgrown what roadways were designed for. Have not kept up with population change to what roadways can handle.

Tags: Congestion Management

“Congestion and roadway improvements is an urgent need, as well as intersection safety. “

Tags: Congestion Management, Pavement Condition, Safety

Congestion during prime travel time is my primary concern and improving the on ramps to the freeways is second in my mind.

Tags: Pavement Condition, Congestion Management

“Please prioritize walking, biking, and transit over cars. Please change traffic laws to prioritize pedestrian safety, like banning right turns on red at all intersections. Reduce traffic lanes on as many multi-lane roads as possible by converting them to bike and bus-only lanes. Focus on creating effective, high volume transit corridors with 15 minute or less headways during the day rather than an expansive and unreliable network. Long term, build a light rail network in downtown and lobby MDOT to demolish all freeways within urban areas.”

Tags: Safety, Congestion Management, Transit, Passenger rail, Nonmotorized

“Make it easier to use public transit than to own a personal vehicle (maintenance, fuel, insurance, etc). Light electric rail system to circumvent traffic congestion and increase reliability. “

Tags: Congestion Management, Transit, Passenger rail

Give use more lanes of traffic for car travel

Tags: Congestion Management

“The ongoing work to reduce the vehicle capacity of downtown streets is very concerning. If people cannot drive into and out of downtown relatively easily, then businesses, restaurants, entertainment, etc. are going to suffer.”

Tags: Congestion Management

“We need higher density of traffic calming infrastructure on main streets passing through residential areas. Streetcars/rail lines on major roads such as 28th street would increase safety, equitable access, and reduce congestion. Finally, we need better education for drivers on bicycle safety. “

Tags: Accessibility, ADA, and Equity, Safety, Congestion Management, Passenger rail

“De-incentivize auto use. Grand Rapids is still an emerging city with space and time to create intrastate for the future reality of higher populations and climate change. Please expand biking access and ease, public transit (a rail system ideally) and stop subsidizing the damage cars do to our lives (road deaths, pollution, ever expanding lanes of traffic, etc) with tax payer money. People who drive cars (myself included) should start having to pay the true cost for doing so. “

Tags: Nonmotorized, Accessibility, ADA, and Equity, Congestion Management, Transit, Passenger rail

Improving public transit and bike/walking options will lead to less cars on the road.

Tags: Nonmotorized, Congestion Management, Transit

Walk ability is key supported by public transportation. Busses are great but other public transportation options would be good to support the travel of greater distances. To reduce congestion on the roads due to cars you want to invest in taking cars off the roads so funding public transportation will help with that.

Tags: Nonmotorized, Congestion Management, Transit

Our roadways are crumbling. Grand Rapids Metro area is growing at a faster pace than in the past and the need to add public transportation and extra lanes to accommodate extra cars on the road should be a high priority.

Tags: Pavement Condition, Congestion Management, Transit

A light rail line connecting Grand Haven/Holland through Allendale and into GR would be a dream. GV students could commute by rail avoiding much of the congestion that can arise on that route. In addition, much of Lake Michigan Drive’s traffic could be reduced by providing a rail route. The traffic on that roadway has grown excessively in the past five years and is looking untenable as it is the major, if not only, east/west route for many commuting communities.”

Tags: Congestion Management, Passenger rail

“131 is unsustainable as the city grows - minor incidents causing massive congestion, tiny on-ramps causing highway breaking, and short turn lanes backing up main roads for 1+ blocks.”

Tags: Congestion Management, Miscellaneous

" the EB 196, 96 merge in NE side of GR

Needs to get fixed. 3 lanes to 1 lane creates backups. Also, 131 from downtown to 28th street needs better driving conditions and another lane that makes it easy for motorists to enter and exit the highway. "

Tags: Congestion Management, Pavement Condition

"Traffic has become terrible in the last couple years. Drivers are super aggressive and dangerous and there seems to be little police presence doing traffic patrolling. This is an important factor for transportation and I would enjoy seeing something done. Between the poor road condition, traffic congestion and angry drivers it is a nightmare commuting to work. "

Tags: Safety, Congestion Management, Pavement Condition

"Buses are not the solution.

There needs to be some type of North beltline running between Grandville and the north of the city. To get to Grandville, Holland, or anywhere on that end of town I have to go all the way downtown and then back out, which further clutters the disaster that is 131. I literally chose where I lived so I would never have to drive on 131 for any regular commute because it is that congested.

Also, I really wish there was some type of commuter rail system downtown, or to get downtown. The parking down there is a mess, and I would love to be able to just take a simple train from a spot outside the city center to downtown."

Tags: Miscellaneous, Congestion Management, Transit, Passenger rail

The traffic congestion effects the bus transit systems negatively.

Tags: Congestion Management, Transit

"The rating of Q#1 for Congestion as ""poor"" ""good"" or ""very good"" is really awkward. These questions seem biased towards answers that would relate to congestion management - the solution for which is typically road widening. There are no questions about transportation demand management. There is also no mention in the funding question about prioritizing the funding that is spent differently than it is today, or how local funds are leveraged. GVMC needs to focus more on the land use-transportation relationship and how community development patterns are affecting our transportation system."

Tags: Miscellaneous, Congestion Management

"I encourage the committee to learn from our European partners. There are several examples where massive changes were made to improve air quality, safety and accessibility. How? By making fewer lanes and fewer highways. In turn, you increase bicycle infrastructure, public transportation and walkability. Also must ensure that essential services (grocery

store, pharmacy are within a reasonable distance to allow for access without a car). More highways and lanes is not the answer (look at Houston). Thank you. “

Tags: Congestion Management, Transit, Nonmotorized, Accessibility, ADA, and Equity, Safety, Resiliency

Please continue to evaluate 32nd ave. The school traffic and highway traffic is beyond what it can handle. It needs a middle turn lane sooooo badly

Tags: Congestion Management

“Need a transport system for people that live outside Grand Rapids city limits. Holland, Grand Haven, Belmont, Rockford. Train system? That would help with congestion, road use, gas use and safety.”

Tags: Passenger rail, Congestion Management, Safety

“Need a transport system for people that live outside Grand Rapids city limits. Holland, Grand Haven, Belmont, Rockford. Train system? That would help with congestion, road use, gas use and safety.”

Tags: Pavement Condition, Safety, Passenger rail, Congestion Management

“Stop widening roads. It creates more congestion.

There should be a line that travels up and down Leonard and Fulton etc. should not take transfers and over an hour to go from W of the river to E.

Street cars!”

Tags: Transit, Passenger rail, Congestion Management

“This might be biased coming from someone who lives in Wyoming, but I think the biggest issue with congestion is the absurd way that 131 is set up, especially Northbound. Changing Hynes Avenue and possibly removing an exit or two would alleviate congestion with on-and-off-ramps.

Going forward, electric charging infrastructure should be a definite focus. “

Tags: Technology, Congestion Management

“As a resident of the city of Grand Rapids, my vote for intracity transport is to prioritize public transit and nonmotorized transit alternatives. I would oppose any potential freeway widening initiatives within the Grand Rapids city ‘core,’ and instead focus on providing multi-modal transit throughout the city. Congestion decreases when alternate options are available, not when initiatives designed at prioritizing automobile transit are implemented. Although infrastructure for

electric and driverless vehicles is important, especially in the context of climate change, we must not view these developing technologies as a panacea for current traffic issues. The best way to combat the effects of climate change in the region is to decrease vehicle-miles traveled, and therefore reduce total emissions, and the best way to accomplish this goal is by providing affordable, reliable, and efficient public transit and alternate routes for multi-modal transportation.”

Tags: Transit, Resiliency, Congestion Management

“Need better coordination of repair projects, commonly overlap freeway w/ local project magnifying traffic impacts (e.g. closures also on normal detour paths). Eliminate Michigan U-turns, annoying and fail to work when congestion is high.”

Tags: Congestion Management, Miscellaneous

More investment into the rapid. Add bike lanes for traffic calming. Reduce car dependency.

Tags: Transit, Nonmotorized, Congestion Management

“The Grand Rapids area needs much more (and much more convenient) public transportation. Rail lines within the city should be a top priority (see Charlotte North Carolina’s light rail system), followed by vastly increased bus stops, routes, and timeliness. Affordable, accessible, convenient, and efficient public transportation would solve GR’s traffic congestion issues on top of all other benefits.”

Tags: Passenger rail, Transit, Congestion Management

“The area needs better and more frequent public transportation options to and from the airport and throughout the surrounding areas. The area desperately needs more protected bike infrastructure. Consideration of light rail routes through downtown Grand Rapids, to areas of interest, and the airport would be worthwhile investments. All of these things would contribute to the ease of traffic congestion which would also help to ensure the quality of the roads is maintained for longer if less vehicles are on the roads. We have a long way to go to provide the residents with what they need but we also have so much great opportunity to do so.”

Tags: Congestion Management, Nonmotorized, Safety, Pavement Condition, Transit, Passenger rail, Air Travel

Widen Wilson Ave through Walker.

Tags: Congestion Management

“With the transition to electric autos, taxation should move from a per gallon gas tax to a per mile usage fee by cars, trucks, and private buses.

Bicycle lanes should be separated now like is seen in Ann Arbor, Detroit, Chicago, Minneapolis, Austin, Pittsburgh, etc. Trails are great but locations for them are much more limited than repurposing our extensive network of roads/bridges.

Improved train service would be desirable for shorter distance routes - intercity within MI, to/from Chicago, etc.

Safety, then access/mobility for ALL users should be the priorities for our transportation system in West Michigan.

We should learn from the pandemic that flexible scheduling and working from home are good ways to help build back capacity into our transportation system that can be used for better bicycling, transit, etc.”

Tags: Congestion Management, Accessibility, ADA, and Equity, Passenger rail, Nonmotorized, Miscellaneous

In order to lower congestion to current roadways a West side loop North to South should be a priority.

Tags: Congestion Management

“building more highways does not equal less congestion, instead increase efficiency of public transportation, rail, city to city travel”

Tags: Transit, Congestion Management, Passenger rail

“It would be worth using funding mechanisms such as tolls, congestion pricing, or revenue from parking to pay for public transit options. It might also be worth investing in educating the public/marketing to them on the power of public transit to shift the mindsets in West Michigan toward a better public transit infrastructure. “

Tags: Congestion Management, Transit

“Grand Rapids, like most US cities, is now utterly addicted to and dependent on the single driver car, as the US itself (as past President GW Bush said, is ““addicted to oil”). The solution is to treat that like other kinds of addiction: limit access to the substance; treat it like a disease condition; manage the symptoms. “

In Grand Rapids, like most other US cities, what is required are the mass availability of initially bus routes (on every 2nd street, running every 15 minutes rain, hail, snow, or shine - reliability and regularity is key). At the same time, the city requires a large-scale, long term infrastructure redevelopment prioritizing light rail/street cars, notably with access to Amtrak (which itself requires a far greater schedule) and to the airport.

Of course, major urban highways that bi-sect downtowns are now recognized as the single greatest tragedy to have befallen US cities in the 20th century. Both Route 131 and 196 should be replaced by a major rail axis that runs through downtowns, out through Allendale, and splits to Holland and Grand Haven. Trams lines then travel north-south to intersect with the major rail axis, with two tram lines along Fulton and Leonard. to provide coverage.

These rail lines are supplemented by bus service, dedicated bike lanes, and pedestrian walkways and spaces.

Costs will be high, not least because such projects were not started 40 years ago, as they should have been. For the next decade at least, increased gas taxes, registration taxes, and imposing a congestion charge on travel along the highways and through downtown (especially around 9am and 5pm).

For major urban examples, take a fact-finding mission to Toronto.

Ideas like driverless cars, or indeed any “cars” are exactly what needs to be cut down on. It is the car, or more exactly the total dependency on the car, that ruined US cities. “

Tags: Transit, Passenger rail, Air Travel, Congestion Management, Nonmotorized

“More transit of all types are sorely needed for our metro area. As a new Kent County home-owner, I would like to see plans for express bus routes, light rail development, and an increased Amtrak schedule. Congestion charge for downtown during the evening rush hour would also be a wonderful show of leadership to begin to take steps to fight climate change.”

Tags: Congestion Management, Passenger rail, Transit

“It’s disappointing that existing rail lines, amtrak and freight, are not being used for light rail. Busses are prone to suffer from traffic congestion and are terrible for cross town trips. Adding a light rail option would increase resilience of our transit system, and induce demand to ease congestion on roads. “

Tags: Passenger rail, Transit, Congestion Management

“stop adding lanes to roads in an attempt to reduce congestion, it doesn’t help and reduces safety of drivers and nonmotorized road users”

Tags: Nonmotorized, Congestion Management, Safety

“With the increasing population of the area, further options to create reliable public transportation options to reduce traffic on the roads (bus, rail, nonmotorized)”

Tags: Congestion Management, Passenger rail, Transit, Nonmotorized

“Future growth, school bus routes, congestion related to pick up and drop off lines at schools, future high school locations, future use for land, left turn lanes or lights for crossing streets with no right of way”

Tags: Safety, Congestion Management

The question about congestion is confusing. Is Poor that there is too much congestion or too little?

Tags: Congestion Management

Improve north/south traffic corridors in Cascade Township. Spaulding Avenue very crowded

Tags: Congestion Management

“bikes don’t use the bike paths, they ride on the road. They hold up the farm equipment (rural) and cause congestion. There should be rules about bikes using the bike paths when available to keep the drivers, bikers, and farmers safe.”

Tags: Safety, Congestion Management, Nonmotorized

When executing projects - ensure they actually improve conditions - example: Baldwin/Cottonwood intersection is far more dangerous and congested than before the millions spent.

Tags: Congestion Management, Safety

Continued quick road clean-up after storms and accidents.

Tags: Congestion Management

I support bringing back the tram! Within downtown there aren’t many short to medium distance transportation options besides Ubers and other things that contribute to roadway congestion. The tram could be electric powered and help the city’s carbon footprint

Tags: Passenger rail, Congestion Management, Resiliency

“Bike lane safety is a huge issue. I see far too many cars driving in - even parking in (!!) - bike lanes. I think improved public transportation/bus routes combined with higher gas taxes could make riding the bus more appealing to those who currently drive, reducing congestion and is more sustainable”

Tags: Congestion Management, Safety, Transit, Nonmotorized

“Out of necessity, I’ve ridden the Rapid bus year round for many years. It’s not easy, but it was doable. Making the routes more accessible has the potential to encourage more people to ride year round, which would reduce carbon emissions and reduce traffic in the city.”

Tags: Congestion Management, Accessibility, ADA, and Equity, Resiliency, Transit

“Improving public transportation, bikepaths, and sidewalks will reduce congestion and allow the city to grow. Adding more car lanes won’t solve the transportation issue the city is facing. Please study the data driven arguments ““Strong Towns”” and ““Not Just Bikes”” put forward.

Also putting a bike lane in the middle of a traffic lane and parked car lane is so silly. Put the parked car lane next to the traffic lane so there is a wall of parked cars between moving traffic and cyclists/pedestrians.

Parking minimums are outdated and no longer needed. Forcing parking minimums devotes more infrastructure to cars which take up more space and doesn’t allow for dense cities. If parking is harder but it is easier to bus, bike, walk to a location the problem of accessibility that is trying to be solved by parking minimums will solve itself and the city can grow far denser.

I know it’s hard to believe but if you plow it they will ride. The severity of winter is not a indicator of wether or not people bike during the winter, if the bike infrastructure is maintained during winter is a indicator of wether or not people cycle in the winter.”

Tags: Safety, Nonmotorized, Transit, Congestion Management

“car-centric planning and inflexible zoning are going to continue to cause traffic congestion, housing shortages, and climate issues. we need to have better public transit and safer pedestrian/bicycle routes”

Tags: Nonmotorized, Safety, Resiliency, Congestion Management, Transit

“We need to stop mixing bicycles with vehicle traffic, it is inherently dangerous and stupid. They need their own routes and if streets have to be used it should be on less travelled streets. The City in particular has to STOP designing roads to increase congestion which is related to the bicycle lanes. They also have to stop installing islands, they are dangerous especially since their maintenance is HORRIBLE. Signs are frequently down so motorists have little if any notice that the damn things are there. Several motorcyclists have already DIED hitting the damn things. More money needs to be dedicated to both urban and interurban mass transit. There is no mass transit out of GR except Amtrak and the limited bus routes. I don’t think you can get to Lansing or Muskegon from GR. “

Tags: Safety, Nonmotorized, Passenger rail, Congestion Management

“I would love to see far more accessibility to light rail, rail, and bus service. That would help increase ridership and reduce the number of cars on the road. Thank you for this survey and your efforts.”

Tags: Accessibility, ADA, and Equity, Passenger rail, Transit, Congestion Management

Reduce number of vehicles in metro area by improving alternative transportation outside of core city. Make it easier for more areas to use mass transit.

Tags: Congestion Management, Transit

“If the work day was skewed so that the rush hour is more spread out, the transportation system would meet the needs of the community. As currently scheduled, all of the car traffic occurs at the same hours.”

Tags: Congestion Management

The roads are still an issue. Are substandard materials being used? The bus routes/times should be adjusted when there are big events so they are available to more people. Lane signs are confusing. They should be on top of the signals instead of to the side so they can be seen more easily to give drivers time to get into the correct lane. Need more left turn signals on busy roads. Roundabouts/traffic circles are dangerous. Expand Amtrak to go to east & north side of state from GR. The road diet isn't working. People passing using the middle lane. Start ticketing traffic offenders! Hard to use the bus when you don't feel safe walking to or waiting at the stop. Really need to lower the crime rate in this town.

Tags: Congestion Management, Pavement Condition, Miscellaneous, Passenger rail, Transit, Safety

“Providing light rail or other, more climate friendly options is not even listed here! Why are we not looking at more forward-thinking options to run alongside our major roads (28th Street, etc.). Lightrail systems are so smooth, offer greater options for jobs for those in areas that need transit to areas with jobs, and, appreciate the need to sustain the environment - including helping to reduce traffic and get cars off the road!”

Tags: Congestion Management, Resiliency, Passenger rail

I've seen (mainly in GR proper) car lanes closed for bike traffic. This only creates more congestion. It would be better and safer to move the bike traffic to a side road. I also see a lot of empty Rapid buses. It seems like the Rapid resources could be utilized better.

Tags: Transit, Congestion Management, Safety, Nonmotorized

To reduce congestion: 1) sync the lights to accommodate inbound/outbound traffic during appropriate rush hour times 2). Eliminate the road diets.

Tags: Congestion Management

“Street parking in many residential areas makes it impossible for two way traffic to pass. I am often times trying to duck behind parked cars to let other drivers pass.

Bicyclists are in the way of traffic even with bike lanes. Most NEVER follow the rules of the road. It's a wonder more people do not get hit.

Traffic congestion is frustrating. I find myself in bumper to bumper traffic in most roads that need to be wider but there's no room. “

Tags: Miscellaneous, Nonmotorized, Congestion Management

“too many bike lanes are causing too much congestion on streets that never were congested prior to bike lanes. I have considered moving OUT OF Grand Rapids because of the bike lanes.

Tags: Congestion Management, Nonmotorized

“We need to be like Europe and replace most of our stop signs with roundabouts, esp in residential areas. We waste incredible time and energy forcing vehicles to stop when there are no other cars anywhere close (this happens both in city and rural.). We stop for air. We stop for no reason. We can’t let planners put in stop signs just bc someone thinks that maybe someday there maybe-might-be a child somewhere on the block. Roundabouts keep traffic moving. Other countries have proven them effective and safe. England has very few stop signs. Sometimes their roundabouts are no more than a circle painted in the intersection. The one on Lake Michigan Drive and Lane is a start, and good for adding one in the Collindale construction. The one at Wilson and Remembrance is a bit complex but it keeps the traffic moving pretty smoothly. I used to sit through multiple lights there waiting for a left turn. So. Disallow installing stop signs as a first resort, and start removing them where they exist. You don’t need expensive construction to have a roundabout! They’re needed where we’re more crowded to keep traffic flowing cheaply. And we need to replace stop signs with yield signs where we’re not crowded just to be reasonable - can you think of a reason that someone on 8 Mile road has to come to a complete stop at Fruit Ridge when there’s not a car on FR within a half a mile? We stop for air. Roundabouts and yield signs. Just tell us who has the right of way, and we’ll sort it out!”

Tags: Safety, Congestion Management

“Tax the rich and companies, the wealth gap is 1.2 million of the 1% to 47,000 to the 99%. Stop making the working class pick up the bill for all projects. The state makes money off of investments, use that money, use the money we already have but are wasting somewhere else. Also, a lot more people would ride bikes and or scooters if they felt safer on the roads. Medians between the car lane and the bike lane would be a big improvement. Change out intersection lights for safer round about options.

Don’t widen road because it encourages lazy driving and therefore texting because people aren’t afraid of hitting anything. Make being on you phone and driving illegal. I hope you have success in your project, good luck and thanks for helping.”

Tags: Safety, Nonmotorized, Miscellaneous, Congestion Management

Focus on safety of the street system for all modes of transportation including ped/bike over building greater vehicle capacity on roadways.

Tags: Congestion Management, Nonmotorized, Safety

Beltline Avenue in Grand Rapids is congested and unsafe. It is a major thoroughfare and should have 3 lanes in both directions. I also believe 131 north should be expanded to 3 lanes to at least Cedar Springs. I can’t understand why we are not expanding the number of lanes like other metro areas our size?

Tags: Safety, Congestion Management

“US 131 needs big improvements from M6 to 14 Mile Rd.. Need to repave the entire stretch with something that will last a long time, (not easy in Mich. I know). Then, either more lanes and better on and off ramps. driving in GR is a nightmare with all the bike lanes moving in and out of car traffic.”

Tags: Nonmotorized, Pavement Condition, Congestion Management

“Do not fall into the trap of thinking more lanes and wider roads are the answer.

Increasing reliance on public transit, both quality and availability is the best way to reduce emissions and congestion at the same time. Where possible, remove car access, remove parking lots, and restore the natural and/or walkable spaces.

Where that is not possible add buses and/or high speed rail. You could even bring in monorail or trolleys in certain places.

No one wants to see or smell thousands of cars. Reducing personal vehicle use will also reduce accidents.

Finally, switch to electric wherever possible. There is no excuse to making a city dependent on oil/gas to contain use operating. But more important than that, invest in clean energy production as well. More dams where ecologically beneficial, more wind turbines where possible, and please, for the love of all that is sacred, please add nuclear! Don't listen to the oil/gas industries to gauge the safety of nuclear. Follow other countries' research if you don't want to do your own!

I want a clean, quiet, walkable, and safe city.”

Tags: Passenger rail, Transit, Safety, Nonmotorized, Resiliency, Technology, Congestion Management

Use the funds we have now. We pay the highest fuel tax and the road is a wreck! I have an idea to consult with those that design airport runways or the German autobahn you drive 150 MPH on that. I don't see the airport runway trashed the way the roads are and for the money already invest the typical we don't spend we lose the fund mentality gets the public lame result but hey more taxes is always the and never the solution! And for the love get a new ouija board the one M-DOT uses now to organize and fix the D#\$m roads is broke.! Or better yet surround Lansing with road construction and give them a drunken snake path to get to work and I bet the decision making process would improve. Metro cruise this weekend and hey lets tear up 28th street jackasses all summer this could have been done BUT NOOOOOO let's wait and inconvenience the public more in hope of somehow convincing the public you need more money! At least the road crew works the night a small concession more of a defensive move so the crew dosnt get run down. How about license and insurance on bike so when the morons blow thru intersections without stopping or ride filling the entire lane can help fund the right to use the roads the GAS TAX is supposed to pay for? How old is M6 that road is trashed who engineered that thing they need to be fired. My kids old play dough is tougher than that road. Traffic study 8th AVE between 44th and M6 the traffic during work and school is a disaster. They finally did something with the traffic light at 8th and 44th after countless accidents somebody must have died to get that done and the traffic at peak is worse now!

Tags: Congestion Management, Nonmotorized, Safety, Pavement Condition, Miscellaneous

Road diets and bike lanes are increasing congestion in many areas. Rampant disrespect for law enforcement is making driving more dangerous for everyone.

Tags: Congestion Management, Safety

“Need freeway Loop on the north, and east side of the city. Also need to address Plainfield, Beltline traffic ie the Plainfield bridge!. Need to put freeway from about Post road east then loop it on east side of town to Cascade Road area and join 96.”

Tags: Miscellaneous, Congestion Management

Build a north/south bypass around Grand Rapids. M6 to Rockford

Tags: Congestion Management, Miscellaneous

“M37 from 68 street to 100 street can not be made wider soon enough.

There are no bus stops in the Caledonia area.”

Tags: Transit, Congestion Management

Tax businesses more. Tax the wealthy more. Petition to take funds from GRPD’s massive budget and use it for public infrastructure. Let’s get less cars on the road!

Tags: Congestion Management, Miscellaneous

“I would personally (I also speak for others) would love to see more bike lanes or sidewalks. If more of these are available, maybe more people would commute which would help reduce a number of things-congestion, safety issues, greenhouse gases, cyclist getting injured from cars, etc. “

Tags: Nonmotorized, Congestion Management, Resiliency, Safety

“A regional commuter rail system should be implemented; it is expensive but worth it! Congestion along routes such as 131 and the Beltline point to this need. Also, more roundabouts and diverging diamond intersections/interchanges should be installed wherever possible to help provide better traffic flow, reduce conflict points, and ultimately to reduce congestion and air pollution. Carmel, Indiana has done so and benefitted significantly. Let’s make it happen! Thank you!”

Tags: Resiliency, Passenger rail, Congestion Management

Prior to covid shutdown prime time congestion on our highways were reaching gridlock. This should be addressed.

Tags: Congestion Management

“We should be striving for no serious injuries and deaths on our streets. Connections between urban and suburban areas need to be better and consistent, especially bicycling and walking facilities. Pedestrian access, even to transit, is quite poor unless you are in GR, Wyoming, and parts of Kentwood. Require all major developments to develop and implement travel management plans for their staff and operations. No mention of intercity bus service, van or carpooling, other small vehicles like scooters/skateboards. We’re more interested in technology that manages traffic for safety reasons over driverless cars. Expand incentives for transit access, electric bicycle rebates, etc. “

Tags: Safety, Nonmotorized, Congestion Management, Transit, Technology, Connectivity

“Current priorities are placed with walkers and as a result the roads stink! The current concepts of traffic control is not designed with Michigan Winters!! Road Striping appears to be designed /laid out by a child!! FYI: When one restricts traffic flow on the major roads, you increase traffic on residential roads!! Clearly this is no longer understood.”

Tags: Nonmotorized, Congestion Management, Miscellaneous

A BETTER S. BOUND ON RAMP ON S.BOUND 131 @ WEALTHY. EXPAND 131 TO 3 LANES FROM I-96 TO ROCKFORD.

Tags: Congestion Management

“1) More/better/faster mass transit availability, both urban transit as well as train (Amtrak etc) service. 2) Recondition and/or refigure US131 corridor through GR (even though construction would be a major, but temporary, headache for me). Local/express lanes and/or better frontage roads, removing lesser used entry/exit points, and reconfigure curved highways in the most traffic dense areas. 3) We have WAAAYYYYY too many traffic signals. More roundabouts and/or reconfigured access to major thruways would help traffic move. 4) We need vastly better infrastructure for newer technologies such as electric car charging. 5) I will be past safe driving age as this plan matures, so improvements to senior citizen mobility, either by better local transit and self driving infrastructure, would make the community better/safer as the population ages.”

Tags: Passenger rail, Technology, Miscellaneous, Transit, Congestion Management, Accessibility, ADA, and Equity

“Please do not invest in more automobile, electric or autonomous, technology as the issues with the roads are too many drivers. Please invest in alternative transportation methods (buses, rail networks, bicycle paths, walking paths, etc.) to get less drivers on the road. Please also invest in road diets and converting roads to boulevards with medians, also add more roads with curves and trees/plants to natural encourage safer driving when driving is necessary. The solution isn’t newer and fancier cars, it’s less cars altogether.”

Tags: Congestion Management, Miscellaneous, Technology, Passenger rail, Safety, Nonmotorized, Transit

“We cannot get rid of congestion by building more roads. Let’s make biking and public transportation attractive, safe, and convenient so people will want to use it. Bus service stops far too early on weekends, making it hard to live car-free. Lack of trees by bus stops, shelters, and benches make the wait for a bus seem longer.

There need to be more safe ways for people on foot or bike to cross highways, railroad tracks, and stroads (or get rid of the stroads altogether). “

Tags: Nonmotorized, Transit, Congestion Management, Safety

“light rail along 131 to ease traffic/congestion, resident incentives for public transportation usage”

Tags: Passenger rail, Congestion Management

Connectivity

Sparta needs buses and sidewalks

Tags: Accessibility, ADA, and Equity, Transit, Connectivity, Nonmotorized

The rest of the County want to feel connected too! There are still many very isolated areas with absolutely no public or nonmotorized transportation as an option

Tags: Transit, Nonmotorized, Connectivity

“Most of the northwest portion of the county has no connection to Grand Rapids or the rest of the county outside of basic, narrow roads (which are not safe unless in motorized vehicles). There are no public connected trails, few sidewalks, no buses, taxis or public transportation of any kind and the roads are not designed for anything other than motorized travel. “

Tags: Nonmotorized, Accessibility, ADA, and Equity, Transit, Connectivity

I'd love to see more connections between bike trails and extension of bus lines into Plainfield & Rockford. Especially bus lines to airport and downtown/Amtrack station.

Tags: Transit, Nonmotorized, Connectivity

New trails to connect nonmotorized traffic from rural areas to the city

Tags: Nonmotorized, Connectivity

“I'm a cyclist that frequently uses the bike infrastructure in Grand Rapids and the surrounding areas. While I appreciate the number of bike lanes and trails through the local parks and nature areas, I feel that there needs to be more focus on the quality of our bike infrastructure. Many bike lanes are too narrow, have no separation from auto traffic, and frequently are cluttered with debris. This can create dangerous situations and deters non-sport cyclists from using spaces that are supposed to be dedicated to them. There are a few examples of good bike infrastructure locally (along Monroe by Riverside Park, Century from Franklin to Logan, and Alger St), but these types of bike lanes are not common and do not form a cohesive network. If we are serious about becoming a community where the average citizen feels comfortable using a bike as a means of transportation, these issues need to be addressed.”

Tags: Nonmotorized, Connectivity

“I'm a cyclist that frequently uses the bike infrastructure in Grand Rapids and the surrounding areas. While I appreciate the number of bike lanes and trails through the local parks and nature areas, I feel that there needs to be more focus on

the quality of our bike infrastructure. Many bike lanes are too narrow, have no separation from auto traffic, and frequently are cluttered with debris. This can create dangerous situations and deters non-sport cyclists from using spaces that are supposed to be dedicated to them. There are a few examples of good bike infrastructure locally (along Monroe by Riverside Park, Century from Franklin to Logan, and Alger St), but these types of bike lanes are not common and do not form a cohesive network. If we are serious about becoming a community where the average citizen feels comfortable using a bike as a means of transportation, these issues need to be addressed.”

Tags: Nonmotorized, Safety, Connectivity

“Connect the bike/pedestrian paths, improve public transport to surrounding communities bi-directional on regular schedule, and encourage smart and innovative approaches and technology. Let’s make Grand Rapids a desirable place to attract the next generation to stay and help west Michigan grown to a leader in transportation.”

Tags: Nonmotorized, Transit, Technology, Connectivity

“There is so little connectivity within MI beyond car and air (which is unsustainable) . With hazardous travel conditions for a good portion of the year, rail should be considered. The ferry systems have been doing ok with offering an alternative to driving around the lake, so why aren’t we exploring other land options?”

Tags: Passenger rail, Connectivity

“There are a lot of good sections of nonmotorized path but more connections are needed, especially between Holland and Grand Rapids. Same thing with public transportation. The Holland and Grand Rapids areas are in good shape but there is a gap in the system with the Hudsonville area is missing out.”

Tags: Nonmotorized, Transit, Connectivity

Need more nonmotorized multi-use trails and better connections of them especially to urban areas.

Tags: Connectivity, Nonmotorized

“We live east of the east beltline, across from Meijer gardens and pay a considerable amount of taxes. Our area has been forgotten - poor pavement condition on the streets, no snow plowing, and no sidewalks so we are cut off from other neighborhoods or the sidewalk infrastructure on main streets. We already pay \$12k a year in city taxes. Start providing services - it shouldn’t cost more than this.”

Tags: Nonmotorized, Pavement Condition, Connectivity

“Our large, busy neighborhood near Cascade park currently lacks sidewalks as well as a safe connection to the large bike path network in our township/area. We would love to be able to walk or bike to nearby businesses but currently feel cut off from a safe way to do that. We would love for the county or state to provide funding for these improvements!”

Tags: Nonmotorized, Connectivity

Connecting regional non motorized paths is my top priority. Would love to see trail from Ann St. past Richmond Park to Musketawa Trail near Walker.

Tags: Connectivity, Nonmotorized

“We should be thinking ahead with the growth of areas like GRT and Ada. These are two growing areas where walkability is limited and having, bike paths/sidewalks are not widespread, and car dependent development is happening. How do we make these communities better connected together, and with Grand Rapids?”

Tags: Nonmotorized, Connectivity

“Creating more bike paths, and connecting the existing ones would be great. Also, making the existing bike lanes more safe by adding some barriers to separate them from the car traffic. Another priority would be to make safer bike lanes that pass major highways and busy intersections.”

Tags: Nonmotorized, Safety, Connectivity

“We should be striving for no serious injuries and deaths on our streets. Connections between urban and suburban areas need to be better and consistent, especially bicycling and walking facilities. Pedestrian access, even to transit, is quite poor unless you are in GR, Wyoming, and parts of Kentwood. Require all major developments to develop and implement travel management plans for their staff and operations. No mention of intercity bus service, van or carpooling, other small vehicles like scooters/skateboards. We’re more interested in technology that manages traffic for safety reasons over driverless cars. Expand incentives for transit access, electric bicycle rebates, etc. “

Tags: Nonmotorized, Safety, Congestion Management, Transit, Technology, Connectivity

Environmental Issues

“There is not a one size fits all for our region. The plan should be right sized to accounts for the diverse needs of the community both urban and rural. There is also not sufficient requests for feedback on impact of vehicular traffic on air, water quality, heat deserts caused by too much concrete, and environmental justice surrounding transportation. “

Tags: Accessibility, ADA, and Equity, Resiliency, Environmental Issues

“Sharrows and painted bike lines are not enough to ensure cyclists’ safety or induce demand. De-prioritizing on street parking and creating safe, logical, protected bike paths will create better micromobility, induce demand for fossil fuel free transportation methods, and reduce cyclist deaths. We need separate, curbed bike lanes or bollards to achieve this.

Also consideration should be given to increasing the frequency of bus services to achive a 10 minute or less peak demand schedule. Frequency is key to incentivizing commuters to utilize the bus system.

Lastly green stormwater infrastructure should be default in any new transportation projects regardless of the percent increase in impermeable surface area from prior conditions. This is critical to achieve a resilient and safe transportation network in the face of climate change.”

Tags: Nonmotorized, Safety, Resiliency, Environmental Issues, Transit

Freight

You neglected to address the impact of oversized semi tractors. Enforcement of existing truck routes warrants a loose rating. If considering taxes semis need to pay more of their fair share

Tags: Freight

Please do something about commercial trucks on our rural roads!!

Tags: Freight

keep commercial trucks off of rural roads

Tags: Freight

Less long distance trucks damaging roads. More rail transit of Products

Tags: Freight

Miscellaneous

Prioritize finishing construction rather than leaving roads closed for literally a year

Tags: Miscellaneous

I feel like taxes have already gone up in order to improve the roads. Can we use those designated funds for what their designated for?

Tags: Pavement Condition, Miscellaneous

The East side of the state seems to have a very overbuilt infrastructure as they continue to lose population. West Michigan is gaining population and our infrastructure improvements (or maybe share of the cash) doesn't seem to keep up.

Tags: Miscellaneous

Good work

Tags: Miscellaneous

“Village of Sand Lake/Nelson Twp is so corrupt. Ask them what happened to the \$300,000 Covid money the State gave them. Ironically the reps all have BRAND NEW VEHICLES! Also our President of the Village committed voter fraud, pled guilty and given a slap on hand, AND SHE IS STILL ABLE TO HOLD OFFICE. We need honesty before funding. “

Tags: Miscellaneous

“Get bikes off the road, give back parking spots downtown, taxes are way too high, those 1% of people that ride bikes should pay for the paths most of us have to work”

Tags: Miscellaneous, Nonmotorized

“It would be nice if the road projects were planned better. For instance, don't overlap two highway projects at once. Or, ensure first and second options for travel are not under construction at the same time. Example: If someone were traveling from the SW side to the NE side of GR and 196 is under construction, 131 will be jammed full of cars. Don't also work on 131 or Division/Clyde Park/Chicago Dr at the same time”

Tags: Miscellaneous

“131 is unsustainable as the city grows - minor incidents causing massive congestion, tiny on-ramps causing highway breaking, and short turn lanes backing up main roads for 1+ blocks.”

Tags: Congestion Management, Miscellaneous

More roundabouts

Tags: Miscellaneous

More roundabouts

Tags: Safety, Miscellaneous

“Some secondary roads need resurfacing not repatching.

Eastern should be 45 mph south to 84th. The area has grown immensely and there is a school there.

Parking for school pickup at local schools. Kalamazoo & 76th. Eastern & 84th. “

Tags: Miscellaneous, Pavement Condition, Safety

” the EB 196, 96 merge in NE side of GR

Tags: Miscellaneous

This survey is difficult to answer. Answers are different depending on the jurisdiction.

Tags: Miscellaneous

“Buses are not the solution.

There needs to be some type of North beltline running between Grandville and the north of the city. To get to Grandville, Holland, or anywhere on that end of town I have to go all the way downtown and then back out, which further clutters the disaster that is 131. I literally chose where I lived so I would never have to drive on 131 for any regular commute because it is that congested.

Also, I really wish there was some type of commuter rail system downtown, or to get downtown. The parking down there is a mess, and I would love to be able to just take a simple train from a spot outside the city center to downtown.”

Tags: Miscellaneous, Passenger rail, Transit, Congestion Management

“The rating of Q#1 for Congestion as ““poor”” ““good”” or ““very good”” is really awkward. These questions seem biased towards answers that would relate to congestion management - the solution for which is typically road widening. There are no questions about transportation demand management. There is also no mention in the funding question about prioritizing the funding that is spent differently than it is today, or how local funds are leveraged. GVMC needs to focus more on the land use-transportation relationship and how community development patterns are affecting our transportation system.”

Tags: Miscellaneous, Congestion Management

Love GR but would love more areas that didn't allow cars at all. An example no cars allowed on Wealthy between Charles and Union

Tags: Miscellaneous, Resiliency

Answers to all of these items are dependent on where you live. The whole question of electric vehicles drives me crazy - our electric grid cannot fully support us as it currently exists - how do we add further use to it? Major costly additions paid by consumers?

Tags: Technology, Miscellaneous

Create tolls for heavy tourist bypasses

Tags: Miscellaneous

“Need more ways to get over the river, the Fulton/Monroe construction has been horrible for west siders to get downtown. Also can't have too many construction projects at the same time, because the projects run out of good workers to hire. Bad workers cause projects to be done slowly and poorly, and the projects get completed over budget and behind schedule

Tags: Accessibility, ADA, and Equity, Miscellaneous

I appreciate the surveys and planning ahead for future needs. Good job counties and state of Michigan!

Tags: Miscellaneous

“I think it would be nice to stop adding parking to the downtown area. Lots could be used for housing, business, etc. if there were parking areas on the outskirts of town with frequent shuttles in to downtown.”

Tags: Miscellaneous

“Need better coordination of repair projects, commonly overlap freeway w/ local project magnifying traffic impacts (e.g. closures also on normal detour paths). Eliminate Michigan U-turns, annoying and fail to work when congestion is high.”

Tags: Miscellaneous, Congestion Management

Less cars

Tags: Miscellaneous, Resiliency

“Roadway beautification and maintenance, or a plan for maintenance with neighborhood associations or businesses or local units of government. “

Tags: Miscellaneous, Pavement Condition

“Fewer traffic lights, more roundabouts. The traffic signal installations have gotten out of control. A road near my office has 7 traffic signals in one 2 mile long stretch.”

Tags: Safety, Miscellaneous

The users should fund add'l transportation needs and not burden the general public with add'l taxation

Tags: Miscellaneous

“With the transition to electric autos, taxation should move from a per gallon gas tax to a per mile usage fee by cars, trucks, and private buses.

Bicycle lanes should be separated now like is seen in Ann Arbor, Detroit, Chicago, Minneapolis, Austin, Pittsburgh, etc. Trails are great but locations for them are much more limited than repurposing our extensive network of roads/bridges.

Improved train service would be desirable for shorter distance routes - intercity within MI, to/from Chicago, etc.

Safety, then access/mobility for ALL users should be the priorities for our transportation system in West Michigan.

We should learn from the pandemic that flexible scheduling and working from home are good ways to help build back capacity into our transportation system that can be used for better bicycling, transit, etc.”

Tags: Accessibility, ADA, and Equity, Miscellaneous, Passenger rail, Congestion Management, Nonmotorized

We really need to work on countywide transportation and possibly transportation that will go into neighboring counties would also be nice.

Tags: Miscellaneous

“Any action that increases the convenience of car travel should be avoided at all costs. There is no place in a civil society for more cars, electric, driverless, or otherwise. It is far past time to get out of a car-centric transportation paradigm and into a world where car ownership and operation is not a requirement for participation in society.”

Tags: Miscellaneous, Resiliency

No complaints at this time.

Tags: Miscellaneous

Trying to see.

Tags: Miscellaneous

1. Increase access to bus transportation within the city of Grand Rapids 2. Pave alleys in the inner city of Grand Rapids

Tags: Transit, Miscellaneous, Accessibility, ADA, and Equity

Plow sidewalks

Tags: Nonmotorized, Miscellaneous

Remember rural areas.

Tags: Miscellaneous

ASAP

Tags: Miscellaneous

“We need to increase density and eliminate parking minimums. This will help support urban amenities, which will make alternative forms of transportation more viable. “

Tags: Miscellaneous

Dependence on cars is a false freedom.

Tags: Miscellaneous

Funding and cost to riders

Tags: Miscellaneous

Please read the book “happy city” ...it would be a shame to make these decisions without reading that great research

Tags: Miscellaneous

“As for funding, the State needs to stop wasting money on crazy pet projects. “

Tags: Miscellaneous

Do raise any more taxes. The state has received far more money for the projects to begin with an was poorly utilized.

Tags: Miscellaneous

“public transit and bicycle infrastructure is the most important. so focusing on cars and start focusing on people. buses, bikes, and trains should be given funding without raising taxes; reallocate tax revenue from things like the incredibly overfunded police department and use it for what your citizens are actually asking for. “

Tags: Nonmotorized, Transit, Miscellaneous

Parking is always an issue. Years ago I worked at the city newspaper and my fellow reporters called the top guy the “parking czar”. But merchants on the older streets need it. Streets like wealthy from EGR to downtown are absolutely treacherous with all the parking on such a busy thoroughfare. And of course the potholes. Years ago I read of a cement product in the WSJ. It was a cement that when cracked would bleed a cement substance and self-repair. Now that’s what our roads need. Hubcap cost \$60 last spring. And it was PLASTIC. Good grief.

Tags: Safety, Miscellaneous, Pavement Condition

“Reduce need to transportation, especially the single occupancy vehicle, through better planning and zoning policy. Improve quality of the pedestrian experience so that people will value it and not avoid it. “

Tags: Miscellaneous, Nonmotorized

There is not enough service and not enough being done to make life without a car easier. Rail transport would greatly benefit the city.

Tags: Passenger rail, Miscellaneous

Increase funding however possible

Tags: Miscellaneous

“Develop more funding partnerships for improvements, including the private sector”

Tags: Miscellaneous

Increase focus on communication across communities and advocacy groups to decrease disjointed and wasteful efforts

Tags: Miscellaneous, Accessibility, ADA, and Equity

Sanitation.

Tags: Miscellaneous

I think the times of transportation.

Tags: Miscellaneous

There should be way more security at festivals.

Tags: Miscellaneous

MDOT could be better about using crack filling to extend pavement lives. The highway message boards are generally a waste of money.

Tags: Miscellaneous, Pavement Condition

The roads are still an issue. Are substandard materials being used? The bus routes/times should be adjusted when there are big events so they are available to more people. Lane signs are confusing. They should be on top of the signals instead of to the side so they can be seen more easily to give drivers time to get into the correct lane. Need more left turn signals

on busy roads. Roundabouts/traffic circles are dangerous. Expand Amtrak to go to east & north side of state from GR. The road diet isn't working. People passing using the middle lane. Start ticketing traffic offenders! Hard to use the bus when you don't feel safe walking to or waiting at the stop. Really need to lower the crime rate in this town.

Tags: Miscellaneous, Passenger rail, Transit, Pavement Condition, Congestion Management, Safety

Trim the trees over sidewalks.

Tags: Miscellaneous

Stop making it hard to drive cars. I don't want to go downtown anymore because of how many parking spots are being removed. We will never be a community that only takes public transportation. We like our cars and the convenience of just driving downtown.

Tags: Miscellaneous, Transit

It seems that land use planning with higher densities would be helpful.

Tags: Miscellaneous

Make the light at turner & Leonard longer! When I'm on turner to get onto 131 I have to wait through 3 lights to cross Leonard nearly every time and I have to now leave earlier just to give extra time to sit there. It's such a busy intersection.

Tags: Miscellaneous

"Living along Bridge Street up the hill from Lincoln Park, I'd love some onstreet parking. The bus runs regularly and the bus stops seem conveniently located. The bike paths here seem fairly useless as no one uses them and Bridge is so hilly. Parking would be used much more frequently.

In terms of Kent and Ottawa counties, I believe that we should prioritize innovative and climate conscious transportation solutions. We should be looking to other technologically advanced countries for inspiration. "

Tags: Nonmotorized, Miscellaneous, Transit, Resiliency

Use the money that is coming from our taxes to do with the roads what is meant to be done. Don't ask taxpayers for more money when they are using the money we are already paying.

Tags: Miscellaneous

“Street parking in many residential areas makes it impossible for two way traffic to pass. I am often times trying to duck behind parked cars to let other drivers pass.

Bicyclists are in the way of traffic even with bike lanes. Most NEVER follow the rules of the road. It’s a wonder more people do not get hit.

Traffic congestion is frustrating. I find myself in bumper to bumper traffic in most roads that need to be wider but there’s no room. “

Tags: Congestion Management, Nonmotorized, Miscellaneous

“Tax the rich and companies, the wealth gap is 1.2 million of the 1% to 47,000 to the 99%. Stop making the working class pick up the bill for all projects. The state makes money off of investments, use that money, use the money we already have but are wasting somewhere else. Also, a lot more people would ride bikes and or scooters if they felt safer on the roads. Medians between the car lane and the bike lane would be a big improvement. Change out intersection lights for safer round about options. Don’t widen road because it encourages lazy driving and therefore texting because people aren’t afraid of hitting anything. Make being on you phone and driving illegal. I hope you have success in your project, good luck and thanks for helping.”

Tags: Nonmotorized, Safety, Congestion Management, Miscellaneous

“MDOT AND CITY COUNTY’S NEED TO BOND OUT LIKE THEY DID FOR THE CVB, SPECTRUM HEALTH FOR BILLIONS, AND TELL THE TRUTH. “

Tags: Miscellaneous

Focus and priorities should be to high growth areas in the cities and townships

Tags: Miscellaneous

“Who ever builds the roads should guarantee them for ten years, or fix them for free. Also, plan for twenty years in the future like they do in Alabama. Roads should be slanted the correct way on curves to hold your car on the road and water should NEVER puddle up on the pavement. “

Tags: Pavement Condition, Miscellaneous

“I want to get rid of my car! I live in a city for god’s sake, I really shouldn’t need a car.”

Tags: Miscellaneous

“Focus on transportation for people, not cars. “

Tags: Miscellaneous

“We have money. Figure it out (to be blunt). Enough with taxes and a donation fund sounds ridiculous.

Tags: Miscellaneous

Use the funds we have now. We pay the highest fuel tax and the road is a wreck! I have an Idea to consult with those that design airport runways or the German autobahn you drive 150 MPH on that. I don't see the airport runway trashed the way the roads are and for the money already invest the typical we don't spend we lose the fund mentality gets the public lame result but hey more taxes is always the and never the solution! And for the love get a new ouija board the one M-DOT uses now to organize and fix the D#\$m roads is broke.! Or better yet surround Lansing with road construction and give them a drunken snake path to get to work and I bet the decision making process would Improve. Metro cruise this weekend and hey lets tear up 28th street jackasses all summer this could have been done BUT NOOOOOO let's wait and inconvenience the public more in hope of somehow convincing the public you need more money! At least the road crew works the night a small concession more of a defensive move so the crew dosnt get run down. How about license and insurnce on bike so when the morons blow thru intersections without stopping or ride filling the entire lane can help fund the right to use the roads the GAS TAX is supposed to pay for? How old is M6 that road is trashed who engineered that thing they need to be fired. My kids old play dough is tougher than that road. Traffic study 8th AVE between 44th and M6 the traffic during work and School is a disaster. They finally did something with the traffic light at 8th and 44th after countless accidents somebody must have died to get that done and the traffic at peak is worse now!

Tags: Nonmotorized, Miscellaneous, Pavement Condition, Congestion Management, Safety

“Electric vehicle use during Michigan winters makes no sense. Accidents, pile-ups, street plowing, etc, etc. require gas powered vehicles because gas can be transported to disabled vehicles. Electricity is more expensive than gas. In this economy, governmental agencies need to stop pushing (personal) electric vehicles and stop giving incentives to purchase them. Use the funds for public transportation. “

Tags: Transit, Safety, Miscellaneous, Technology

Solns need to be region-wide without local communities opting out or turning a blind eye to obvious problems.

Tags: Miscellaneous

“Need freeway Loop on the north, and east side of the city. Also need to address Plainfield, Beltline traffic ie the Plainfield bridge!. Need to put freeway from about Post road east then loop it on east side of town to Cascade Road area and join 96.”

Tags: Congestion Management, Miscellaneous

Plow the sidewalks in the winter. Ticket people that park across sidewalks. This past summer part of Kent Trails was under construction and the rerouted the bike riders onto some very busy streets. They should consult the people who actually use the trails.

Tags: Nonmotorized, Miscellaneous

As more and more electric vehicles come on line something other than increasing the gas tax needs to be done. Electric vehicles are much heavier and must pay their fair share.

Tags: Technology, Miscellaneous

“Is there any conversation about transportation between the 2 counties, particularly for low income seniors (60+)? Or any kind of transportation from Grand Rapids to Holland/Grand Haven?”

Tags: Miscellaneous, Accessibility, ADA, and Equity

Build a north/south bypass around Grand Rapids. M6 to Rockford

Tags: Congestion Management, Miscellaneous

“Increasing funding for public transportation should be a TOP priority. This includes funding an infrastructure that supports public transit - shaded sidewalks, safe intersections and proper street lighting. “

Tags: Nonmotorized, Transit, Miscellaneous, Safety

“Vehicular travel continues and will continue to be primary and should be viewed as such impeding vehicular travel or investment in it by prioritizing pedestrian, bike, etc should be avoided”

Tags: Nonmotorized, Miscellaneous

“We need better, more reliable public transit. And easier access to resources for alternatives to the gas powered automobile. We should also be heavily investing in self driving infrastructure. “

Tags: Miscellaneous, Technology, Transit

“It takes a very long time to get to must places in Grand Rapids. Ending up downtown Most the time is very time consuming and is one reason I rarely ride the bus. Also, would be helpful to have routes in the Belmont area. “

Tags: Transit, Miscellaneous

Tax businesses more. Tax the wealthy more. Petition to take funds from GRPD's massive budget and use it for public infrastructure. Let's get less cars on the road!

Tags: Congestion Management, Miscellaneous

We have to do better with local and residential roads. More traffic light access to the 'M' roads like M-57. maybe work on expressways two years. then local roads the third.

Tags: Miscellaneous

Raise the state sales tax on everything sold in Michigan and designate those funds for transportation and infrastructure only

Tags: Miscellaneous

I would like to see a bigger emphasis on higher quality materials being used for surface and sub-surface roadwork.

Tags: Miscellaneous

"Need significant improvements in nonmotorized access from one side of US-131 to the other, Wealthy Street being an obvious candidate for significant improvement by rebuilding 131 and re-aligning Wealthy to go under the highway instead of over it."

Tags: Nonmotorized, Accessibility, ADA, and Equity, Miscellaneous

"There seems to be much less investment on the way I west side and the south side of town, cycling is not safe in these areas"

Tags: Miscellaneous, Nonmotorized

Remove the S-Curve and let our city breath

Tags: Miscellaneous

"Current priorities are placed with walkers and as a result the roads stink! The current concepts of traffic control is not designed with Michigan Winters!! Road Striping appears to be designed /laid out by a child!! FYI: When one restricts traffic flow on the major roads, you increase traffic on residential roads!! Clearly this is no longer understood."

Tags: Congestion Management, Nonmotorized, Miscellaneous

“1) More/better/faster mass transit availability, both urban transit as well as train (Amtrak etc) service. 2) Recondition and/or refigure US131 corridor through GR (even though construction would be a major, but temporary, headache for me). Local/express lanes and/or better frontage roads, removing lesser used entry/exit points, and reconfigure curved highways in the most traffic dense areas. 3) We have WAAAYYYY too many traffic signals. More roundabouts and/or reconfigured access to major thruways would help traffic move. 4) We need vastly better infrastructure for newer technologies such as electric car charging. 5) I will be past safe driving age as this plan matures, so improvements to senior citizen mobility, either by better local transit and self driving infrastructure, would make the community better/safer as the population ages.”

Tags: Transit, Accessibility, ADA, and Equity, Technology, Congestion Management, Miscellaneous, Passenger rail

Focus on ROADS

Tags: Miscellaneous

“Please do not invest in more automobile, electric or autonomous, technology as the issues with the roads are too many drivers. Please invest in alternative transportation methods (buses, rail networks, bicycle paths, walking paths, etc.) to get less drivers on the road. Please also invest in road diets and converting roads to boulevards with medians, also add more roads with curves and trees/plants to natural encourage safer driving when driving is necessary. The solution isn’t newer and fancier cars, it’s less cars altogether.”

Tags: Nonmotorized, Congestion Management, Transit, Passenger rail, Miscellaneous, Technology, Safety

N/A

Responses with "N/A," "No," "None," or similar: 76 comments received

Nonmotorized

“In our more urban areas, we need to treat pedestrian, bike, and public transit modes as a priority instead of vehicle traffic. Especially around urban and suburban schools, the safety of pedestrian traffic is far more important than traffic flow. “

Tags: Transit, Nonmotorized, Safety

Better Bike and Bus Infrastructure

Tags: Transit, Nonmotorized

Sparta needs buses and sidewalks

Tags: Nonmotorized, Accessibility, ADA, and Equity, Transit

Sparta needs buses and sidewalks

Tags: Nonmotorized, Accessibility, ADA, and Equity, Transit, Connectivity

theres alot of us older folks who would like buses and sidewalks to get places

Tags: Nonmotorized, Transit, Accessibility, ADA, and Equity

The rest of the County want to feel connected too! There are still many very isolated areas with absolutely no public or nonmotorized transportation as an option

Tags: Connectivity, Nonmotorized, Transit

The rest of the County want to feel connected too! There are still many very isolated areas with absolutely no public or nonmotorized transportation as an option

Tags: Accessibility, ADA, and Equity, Transit, Nonmotorized

The sidewalk infrastructure is very poor in my area. In many spots there is no sidewalk at all which makes it incredibly difficult to get around without a vehicle.

Tags: Nonmotorized, Accessibility, ADA, and Equity

“Please prioritize walking, biking, and transit over cars. Please change traffic laws to prioritize pedestrian safety, like banning right turns on red at all intersections. Reduce traffic lanes on as many multi-lane roads as possible by converting them to bike and bus-only lanes. Focus on creating effective, high volume transit corridors with 15 minute or less headways during the day rather than an expansive and unreliable network. Long term, build a light rail network in downtown and lobby MDOT to demolish all freeways within urban areas.”

Tags: Nonmotorized, Safety, Congestion Management, Transit, Passenger rail

“Most of the northwest portion of the county has no connection to Grand Rapids or the rest of the county outside of basic, narrow roads (which are not safe unless in motorized vehicles). There are no public connected trails, few sidewalks, no buses, taxis or public transportation of any kind and the roads are not designed for anything other than motorized travel. “

Tags: Transit, Connectivity, Nonmotorized, Accessibility, ADA, and Equity

“Please think creatively and outside the box: increased public transportation, bikeways, shared cars/transportation units. Give us green spaces with available public transportation improvement. TY.”

Tags: Nonmotorized, Transit

“The bike infrastructure needs drastic improvement. I have been a bicycle commuter for over 10 years. While there have been some improvements in lanes, they are not at all sufficient.

Example: bike lanes should be on the right side of parallel parked cars, not on the left. Car lane - Parallel Parked Cars - Bikes. E-bikes and e-scooters now clog up the bike lane with non-serious commuters and pose a huge danger to regular commuters. Over the last 10 years I have had very minimal issues until the introduction of scooters in our city. Since then I have been hit by a car and hit by scooters on three different occasions. These accidents have resulted in many broken bones and concussion.

The situation out there for bike lanes discourages more people from commuting on bike. “

Tags: Safety, Nonmotorized

Less car centric design. More viable transportation options with transit and cycling. Increase rail options.

Tags: Passenger rail, Transit, Nonmotorized

“Major concern: Safety of walkers & bicyclists along Grand River Dr from Ada Twnshp line to E Beltline in Plainfield Twnshp, Kent Co. A bike path was approved by voters a few years ago, however, no action taking place on the project. “

Tags: Safety, Nonmotorized

I'd love to see more connections between bike trails and extension of bus lines into Plainfield & Rockford. Especially bus lines to airport and downtown/Amtrack station.

Tags: Connectivity, Transit, Nonmotorized

Solve the problem of having cyclists and scooter users traveling on sidewalks. This is a serious issue in the Grand Rapids downtown area.

Tags: Safety, Nonmotorized

Stop spending money on buses and bike paths for the wealthy fix our roads

Tags: Nonmotorized, Pavement Condition

Focus on cars only rich white people have the time to bike

Tags: Nonmotorized

"Get bikes off the road, give back parking spots downtown, taxes are way too high, those 1% of people that ride bikes should pay for the paths most of us have to work"

Tags: Miscellaneous, Nonmotorized

"De-incentivize auto use. Grand Rapids is still an emerging city with space and time to create intrastate for the future reality of higher populations and climate change. Please expand biking access and ease, public transit (a rail system ideally) and stop subsidizing the damage cars do to our lives (road deaths, pollution, ever expanding lanes of traffic, etc) with tax payer money. People who drive cars (myself included) should start having to pay the true cost for doing so. "

Tags: Congestion Management, Nonmotorized, Passenger rail, Transit, Accessibility, ADA, and Equity

"As an ev driver, more charging stations should be available. Barriers between cars and bike lanes would also be nice. "

Tags: Safety, Nonmotorized, Technology

We really need bike lanes. My son should be able to ride to City HS but the lack of bike lanes and unsafe intersections make the ride too scary for him. It's very difficult for me to take my kids on bike rides. Also with the new electric bikes available we could avoid using the car and go much farther with bike lanes.

We are a city; bikes should be a main mode of transportation. We also desperately need charging stations for electric cars in the outer areas of the city where you can't avoid driving.

Tags: Technology, Safety, Nonmotorized

"Better signage/education for bike safety. Bikers should always ride in the roads. Drivers share road. Bike laws, etc. Ticket bikers for blowing red lights!"

Tags: Nonmotorized, Safety

Improving public transit and bike/walking options will lead to less cars on the road.

Tags: Nonmotorized, Transit, Congestion Management

Intersections on streets that big schools are on. Hunsberger Ave 49525 is treacherous when school is starting and ending each day. No pedestrian crossing over Plainfield Ave at Hunsberger.

Tags: Safety, Nonmotorized

Walk ability is key supported by public transportation. Busses are great but other public transportation options would be good to support the travel of greater distances. To reduce congestion on the roads due to cars you want to invest in taking cars off the roads so funding public transportation will help with that.

Tags: Nonmotorized, Congestion Management, Transit

We need more nonmotorized and public transportation options outside of the city

Tags: Nonmotorized, Transit

"Please please please reduce car-dependent infrastructure. Focus on dedicated bus and bike lanes, mixed-use zoning, and maybe bring back street cars?"

Tags: Passenger rail, Transit, Nonmotorized

We need more bike paths in Byron Center. Also create more access to park paths. Eastern needs road work badly and it's unsafe for bikers or walkers since there are no shoulders or sidewalks! Traffic is awful on this road.

Tags: Nonmotorized, Accessibility, ADA, and Equity, Safety

New trails to connect nonmotorized traffic from rural areas to the city

Tags: Connectivity, Nonmotorized

“Roadway improvements are a key to being able to increase safety, not only for gas vehicles, but also bicyclists. However, I see areas on a daily basis that make bicycle traffic unsafe. Consideration for widening sidewalk areas to allow for bike traffic should be explored, rather than having bicycle lanes in the roadway. “

Tags: Nonmotorized, Safety

Bike lanes along/on Plainfield Ave would be a car/bike accident waiting to happen. Too dangerous.

Tags: Nonmotorized, Safety

“I think the majority of available sidewalks is quite low for as much traffic and population the area has. Biking, segways, motorized bicycles are becoming much more popular. However there are tons of roads with any sidewalk, bike path or even a shoulder big enough to support pedestrian traffic safely from residential neighborhoods to shops restaurants events etc. Let’s me honest-electric vechiles are here but are less than 1% of the cars on the road. The average person cannot afford an electric car today.. nor does any state including ours have an infrastructure to support a million electric vehicles. Having alternative means of transportation and a solid bus, pedestrian , walk, and bike routes that are expanded out to neighborhoods would be awesome. “

Tags: Nonmotorized, Safety, Technology

“In the city of Grand Rapids, the city is taking away on street parking for bicycle lanes, while permitting new construction with less than one private parking spot per unit. Are we going to be like New York City, where you have to park 2 to 3 blocks away from your residence, because of no private parking, and eliminating on street parking because of new bike lanes? I am talking of State Street, in GR, where the city wants to take out parking on the north side of the street, for a very limited use bike lane, while permitting 345 State, and 200 Madison apartments less than 1 spot per unit parking? Bike lanes, sometimes do not make sense! Also, Lake Drive, east of Atlas, eliminating parking for a bike lane, where businesses and apartments have no parking any more, on their side of the street? Bike lanes should not cut out on street parking! Why are bicycles get priority over other transportation, such as cars, motorcycles, and scooters? The old, handicapped, and medically challenged, who cannot ride a bike, is getting discriminated against, in reducing parking for them. Also, buses should have turn in lanes at bus stops on busy streets, like Lake Michigan Drive, Fulton, 28th Street, so they do not restrict the flow of traffic, and that they should be parallel to the curb, when they stop at a bus stop. They should not be allowed to stop at a 45 degree angle, to stop traffic behind them. “

Tags: Nonmotorized, Accessibility, ADA, and Equity, Transit

“I think GR will be seeing higher rates of biking to work, but only if you fund more bike lanes. Doesn’t have to be everywhere, of course, but it wouldn’t hurt to put out a survey and send the word out to local bike shops. For example, if I got an e-bike, and I live off Plainfield Ave, I would be able to bike down Plainfield Ave all the way to where it intersects

with Monroe, and get to downtown. It's a great route and I encourage more bike lanes along the Plainfield Corridor, parts of the East Beltline (around Calvin University and the Private colleges), near the GR Zoo and such."

Tags: Nonmotorized

"Moving away from personal vehicle use is one of the best ways we can fight climate change. This metro area currently does very little to work towards this. The ""bike lanes"" (road shoulders with a bike symbol painted in them) are completely unsafe and unmaintained, and there is no incentive for people with means to consider using the bus system. The best bike lane in the area is on Monroe next to Riverside Park, which already has a very wide multi-use path that bikes can use. We need bike lanes that are fully protected if we want anyone to even consider switching from a personal vehicle to a sustainable mode of transportation. And e-vehicles are not a solution here, since electricity is still widely generated by fossil fuels."

Tags: Nonmotorized, Safety, Transit

Please help to create a pedestrian crossing over Northland Dr North of Grand River in Plainfield.

Tags: Nonmotorized

"Large sidewalks or paved paths next to a road are not bicycle infrastructure. They are more dangerous when riding through intersections or past cross-streets, have poor pavement quality (roots, cracks, curbs), obstacles, and are often coated with wet, slippery leaves. Additionally, bike lanes that are filled with broken glass, detritus, potholes, or unplowed snow are essentially useless."

Tags: Nonmotorized

"I encourage the committee to learn from our European partners. There are several examples where massive changes were made to improve air quality, safety and accessibility. How? By making fewer lanes and fewer highways. In turn, you increase bicycle infrastructure, public transportation and walkability. Also must ensure that essential services (grocery store, pharmacy are within a reasonable distance to allow for access without a car). More highways and lanes is not the answer (look at Houston). Thank you. "

Tags: Nonmotorized, Accessibility, ADA, and Equity, Safety, Resiliency, Congestion Management, Transit

"The more walkable the city, the better off we will be in the long run. Reliance on fossil fuels is killing us. "

Tags: Nonmotorized, Resiliency

It would be nice to have bike paths and bike lanes that extend outside the metropolitan area of GR. The roads are very dangerous for bikers.

Tags: Nonmotorized, Safety

PAINT IS NOT INFRASTRUCTURE! Protected bike lines should connect throughout the city. Buses should have decent routes and frequency — people would take the bus more if it wasn't an hour for a 15 minute ride.

Tags: Nonmotorized, Safety, Transit

Build more bike paths

Tags: Nonmotorized

“Grand rapids area is on the verge of being a perfect place to bike, but the bike lanes are simply not safe/not there at all.”

Tags: Nonmotorized, Safety

Just for considerations to be made to keep the walk/bike infrastructure maintained through winter.

Tags: Nonmotorized

Vehicle infrastructure should be prioritized above bicycle and pedestrian infrastructure as we are a northern community where a significant portion of the year those options are not practical and individuals will need to utilize vehicles.

Tags: Nonmotorized

“If trying to address environmental concerns, consider HOV lanes/increased carpool lots on major highways (ex. 131) and encourage alternative modes of transportation (biking, walking) when appropriate. Electric vehicles are not a cost-effective strategy for the average citizen and still require fossil fuels in production. Driverless vehicles are not safe or readily available and would be a poor investment of public funds. With inflation currently already having detrimental effects on the middle/lower socioeconomic classes, increasing taxes would be tone-deaf to the needs of citizens.”

Tags: Nonmotorized, Resiliency, Technology

“I live in the suburbs, where the buses don't run. We need to expand routes, add streamlined routes, add safe bike lanes, add speed bumps to residential areas where people find cut-throughs and go up to 50 mph in a 25 mph zone.”

Tags: Safety, Nonmotorized, Transit

“there’s too much focus on automobiles. we need to make services available to pedestrians, cyclists, and public transit. get rid of stroads and add more busses and bike lanes.”

Tags: Nonmotorized, Transit

Would be nice to have protected sidewalks and bike paths on major roads. In general I would like options other than driving everywhere.

Tags: Nonmotorized, Safety

More investment into the rapid. Add bike lanes for traffic calming. Reduce car dependency.

Tags: Nonmotorized, Congestion Management, Transit

More investment into the rapid. Add bike lanes for traffic calming. Reduce car dependency.

Tags: Nonmotorized, Transit

Prioritize public transportation and bike/pedestrian

Tags: Nonmotorized, Transit

“- Airport needs more direct flights, the connections are unreliable.

- Parking needs to be removed and driving should be less convenient so we have less reliance on cars. surface parking lots are a cancer.

- bus and other mass transit should be expanded. it would be great to have a reliable transit system. we dont. it’s not worth taking the bus if it takes 3 hrs to get somewhere.

- additional personal options, like the lime scooters and biking are beneficial and they should be incentivized more.”

Tags: Transit, Air Travel, Nonmotorized

“I truly do not understand the concept of retro-fitting major roads for bike travel. In general, I think automobiles and bikes do not belong on the same road. Its dangerous. Designated side-roads should be used for bike travel. Want to ride your bike to downtown? Use side roads, not main roads heavily used by autos. “

Tags: Nonmotorized, Safety

“We need walkable cities. Parking structures on the outside of the city, and a good fast rail/tram/subway/bus system to get people across the city. “

Tags: Passenger rail, Transit, Nonmotorized

“I’m a cyclist that frequently uses the bike infrastructure in Grand Rapids and the surrounding areas. While I appreciate the number of bike lanes and trails through the local parks and nature areas, I feel that there needs to be more focus on the quality of our bike infrastructure. Many bike lanes are too narrow, have no separation from auto traffic, and frequently are cluttered with debris. This can create dangerous situations and deters non-sport cyclists from using spaces that are supposed to be dedicated to them. There are a few examples of good bike infrastructure locally (along Monroe by Riverside Park, Century from Franklin to Logan, and Alger St), but these types of bike lanes are not common and do not form a cohesive network. If we are serious about becoming a community where the average citizen feels comfortable using a bike as a means of transportation, these issues need to be addressed.”

Tags: Nonmotorized, Connectivity

“I’m a cyclist that frequently uses the bike infrastructure in Grand Rapids and the surrounding areas. While I appreciate the number of bike lanes and trails through the local parks and nature areas, I feel that there needs to be more focus on the quality of our bike infrastructure. Many bike lanes are too narrow, have no separation from auto traffic, and frequently are cluttered with debris. This can create dangerous situations and deters non-sport cyclists from using spaces that are supposed to be dedicated to them. There are a few examples of good bike infrastructure locally (along Monroe by Riverside Park, Century from Franklin to Logan, and Alger St), but these types of bike lanes are not common and do not form a cohesive network. If we are serious about becoming a community where the average citizen feels comfortable using a bike as a means of transportation, these issues need to be addressed.”

Tags: Safety, Connectivity, Nonmotorized

“The area needs better and more frequent public transportation options to and from the airport and throughout the surrounding areas. The area desperately needs more protected bike infrastructure. Consideration of light rail routes through downtown Grand Rapids, to areas of interest, and the airport would be worthwhile investments. All of these things would contribute to the ease of traffic congestion which would also help to ensure the quality of the roads is maintained for longer if less vehicles are on the roads. We have a long way to go to provide the residents with what they need but we also have so much great opportunity to do so.”

Tags: Air Travel, Safety, Nonmotorized, Congestion Management, Pavement Condition, Transit, Passenger rail

“1) The bus/rail link in GR does not work well due to scheduling. The train leaves early in the morning and arrives late at night when bus service is minimal, practically non-existent. 2) I think the construction of bike paths, physically separated from the street in high traffic areas should be prioritized over the painting of bike lanes. 3) The percentage of bus stops with shelters is woefully low. 4) I received a grant to study the bicycle infrastructure of Amsterdam and Copenhagen a few years ago and would be glad to share the information and images I collected on bike lanes, bike paths, bike amenities and regulations in these cities if anyone is interested. Lee Hardy, lhardy@calvin.edu”

Tags: Transit, Nonmotorized, Passenger rail

“With the transition to electric autos, taxation should move from a per gallon gas tax to a per mile usage fee by cars, trucks, and private buses.

Bicycle lanes should be separated now like is seen in Ann Arbor, Detroit, Chicago, Minneapolis, Austin, Pittsburgh, etc. Trails are great but locations for them are much more limited than repurposing our extensive network of roads/bridges.

Improved train service would be desirable for shorter distance routes - intercity within MI, to/from Chicago, etc.

Safety, then access/mobility for ALL users should be the priorities for our transportation system in West Michigan.

We should learn from the pandemic that flexible scheduling and working from home are good ways to help build back capacity into our transportation system that can be used for better bicycling, transit, etc.”

Tags: Miscellaneous, Accessibility, ADA, and Equity, Passenger rail, Congestion Management, Nonmotorized

Pedestrian safety is an issue

Tags: Safety, Nonmotorized

Shared pedestrian and bike paths don't work with high speed ebikes and scooters. They need their own lane in the street for pedestrian safety. It's not a walkable city if it's unsafe to walk.

Tags: Safety, Nonmotorized

“Grand Rapids, like most US cities, is now utterly addicted to and dependent on the single driver car, as the US itself (as past President GW Bush said, is ““addicted to oil””). The solution is to treat that like other kinds of addiction: limit access to the substance; treat it like a disease condition; manage the symptoms.

In Grand Rapids, like most other US cities, what is required are the mass availability of initially bus routes (on every 2nd street, running every 15 minutes rain, hail, snow, or shine - reliability and regularity is key). At the same time, the city requires a large-scale, long term infrastructure redevelopment prioritizing light rail/street cars, notably with access to Amtrak (which itself requires a far greater schedule) and to the airport.

Of course, major urban highways that bi-sect downtowns are now recognized as the single greatest tragedy to have befallen US cities in the 20th century. Both Route 131 and 196 should be replaced by a major rail axis that runs through downtowns, out through Allendale, and splits to Holland and Grand Haven. Trams lines then travel north-south to intersect with the major rail axis, with two tram lines along Fulton and Leonard. to provide coverage.

These rail lines are supplemented by bus service, dedicated bike lanes, and pedestrian walkways and spaces.

Costs will be high, not least because such projects were not started 40 years ago, as they should have been. For the next decade at least, increased gas taxes, registration taxes, and imposing a congestion charge on travel along the highways and through downtown (especially around 9am and 5pm).

For major urban examples, take a fact-finding mission to Toronto.

Ideas like driverless cars, or indeed any “cars” are exactly what needs to be cut down on. It is the car, or more exactly the total dependency on the car, that ruined US cities. “

Tags: Air Travel, Nonmotorized, Congestion Management, Transit, Passenger rail

“Bikes and runners dont belong on roads without bike lanes. Even bike lanes seem scary, unprotected biker inches from passing cars/trucks/busses. Drivers who cant put their phones down. And bike lanes don’t seen worthwhile in our northern state, were its snow-covered/cold for such long periods throughout the year. Time and money would be best spent on EV infrastructure and autonomous vehicle tech enablement.”

Tags: Technology, Nonmotorized

“stop adding lanes to roads in an attempt to reduce congestion, it doesn’t help and reduces safety of drivers and nonmotorized road users”

Tags: Nonmotorized, Safety, Congestion Management

Plow sidewalks

Tags: Nonmotorized, Miscellaneous

“Start taxing bike riders or require a bike plate. Why should they get all these nice paths, while all tax payers are footing the bill? Also make public transportation for available for outlying areas. “

Tags: Nonmotorized, Transit

“Connect the bike/pedestrian paths, improve public transport to surrounding communities bi-directional on regular schedule, and encourage smart and innovative approaches and technology. Let’s make Grand Rapids a desirable place to attract the next generation to stay and help west Michigan grown to a leader in transportation.”

Tags: Technology, Transit, Nonmotorized, Connectivity

“As someone who walks, jogs, bikes and does family activities for both commuting purposes and pleasure I think planners often overlook how pathways and bike lanes are an afterthought or check box and don’t make them truly safe or functional. If you’re not going to make it practical and safe to use maybe rethink how it’s being used.”

Tags: Nonmotorized, Safety

“Increased efforts at bicycle safety education for both drivers and bicyclists. Continued efforts at making bicycle lanes and trails safe and convenient. Increased efforts toward public awareness of the benefits of carpooling, public transit, and alternative (environmentally responsible) transportation methods. Increased efforts toward making all of the above more convenient (carpool lots, expanded bus routes, etc).

Of course, convenience and education are dependent on funding, which is often dependent on tax increases or re-allotment, which is often dependent on voter approval, which is often dependent on convenience and education ... “

Tags: Transit, Nonmotorized, Safety, Resiliency

“With the increasing population of the area, further options to create reliable public transportation options to reduce traffic on the roads (bus, rail, nonmotorized)”

Tags: Nonmotorized, Congestion Management, Transit, Passenger rail

Increasing the safe bike paths.

Tags: Nonmotorized, Safety

Include walking/biking paths across all bridges to improve walk ability and bike ability

Tags: Nonmotorized, Bridge

“Safety is very important, but also the realization that gas is not the future. Please keep adding to electric solutions and bike lanes and bike stops and to aid their commutes.”

Tags: Safety, Nonmotorized, Technology

“would love to see more bike paths/bus routes to Hudsonville, something to connect to Grandville would be appreciated”

Tags: Transit, Nonmotorized

Grand Rapids is not dense enough for a metro. focus on improving the bus system and bike lanes.

Tags: Transit, Nonmotorized

Shared path and sidewalk availability is misframed solely as a transportation need; it is primarily and critically a public safety requirement for children as well as all individuals requiring nonmotorized mobility

Tags: Nonmotorized, Safety

“The bike lanes along Lake Drive are ridiculous. Cars are not going to go away, and they just encourage risky behavior. And sidewalks along Burton St. SE? Who do you think is going to walk there? How much did that cost? “

Tags: Nonmotorized

“Concerning bike paths, keep them separate from cars, as an cyclists, to go from Jenison to Home Depot is terrifying. I went on a 70 mile bike ride on 10/1, the trails were so poor that the pot holes broke a spoke and knocked my chain off. I try and ride year around like they do in the Netherlands, Finland and Germany. Its not weather that prevents winter cycling but painted bike lanes next to cars, full of snow. “

Tags: Nonmotorized, Safety

“Currently Grand Rapids is a car-centric city, because of this it creates quite limited public transportation access and walkability. Public transportation and pedestrian traffic are treated as a second classes compared to cars and is on a lower priority overall. This creates issues primarily with access, reliability and most importantly safety.”

Tags: Accessibility, ADA, and Equity, Nonmotorized, Safety, Transit

“bikes don’t use the bike paths, they ride on the road. They hold up the farm equipment (rural) and cause congestion. There should be rules about bikes using the bike paths when available to keep the drivers, bikers, and farmers safe.”

Tags: Congestion Management, Safety, Nonmotorized

“De-stigmatize the bus, add more bus stops in Kentwood, transportation from Rockford to GR select few times a day, distinguished bike lanes for rider safety”

Tags: Nonmotorized, Safety, Transit

“We NEED a focus on biking infrastructure and walkability, and greater investment into public transit. “

Tags: Nonmotorized, Transit

Protected bike lanes— I feel very unsafe when biking to work. I would feel more safe biking if bike lanes were protected. I'd be less likely To drive places if I could safely bike.

Tags: Nonmotorized

Create more walkable communities. Create safer biking conditions and more bike paths

Tags: Nonmotorized, Safety

“i love, enjoy, and rely on public transport. please add more sidewalks and improve bus service (frequency ?) “

Tags: Transit, Nonmotorized

“Bike lane safety is a huge issue. I see far too many cars driving in - even parking in (!!) - bike lanes. I think improved public transportation/bus routes combined with higher gas taxes could make riding the bus more appealing to those who currently drive, reducing congestion and is more sustainable”

Tags: Safety, Congestion Management, Transit, Nonmotorized

Bike paths! More public transportation for all. Less car infrastructure. Bus system is good. Bus and bikes tulle the city. Restore the train from Muskegon to GR.

Tags: Passenger rail, Transit, Nonmotorized

More robust/safer bike lanes and bike trails to get through town would be great. More DASH stops in the residential parts of town would also be incredibly useful.

Tags: Transit, Safety, Nonmotorized

“Sharrows and painted bike lines are not enough to ensure cyclists' safety or induce demand. De-prioritizing on street parking and creating safe, logical, protected bike paths will create better micromobility, induce demand for fossil fuel free transportation methods, and reduce cyclist deaths. We need separate, curbed bike lanes or bollards to achieve this.

Also consideration should be given to increasing the frequency of bus services to achive a 10 minute or less peak demand schedule. Frequency is key to incentivizing commuters to utilize the bus system.

Lastly green stormwater infrastructure should be default in any new transportation projects regardless of the percent increase in impermeable surface area from prior conditions. This is critical to achieve a resilient and safe transportation network in the face of climate change.”

Tags: Safety, Nonmotorized, Resiliency, Environmental Issues, Transit

Keep bikes on paths and out of the roadway. I know it’s their right. It’s just stupid to ride in the road

Tags: Safety, Nonmotorized

“I commute solely by bicycle and bus for environmental reasons. I would love to see more dedicated bike paths & lanes, as well as educating drivers about bicycle laws.

It would also be nice if the bus system went a little later in the evening to match up with the Amtrak route. I can take the bus to meet the train in the morning, but on the way home, the bus stops running before the train returns.

It would also be great in the future to see train service to Lansing & Detroit, or even up north, and a more frequent train between Holland and Grand Rapids.”

Tags: Passenger rail, Safety, Transit, Nonmotorized

Please provide more education to motorists about pedestrians and bike safety.

Tags: Safety, Nonmotorized

“Improving public transportation, bikepaths, and sidewalks will reduce congestion and allow the city to grow. Adding more car lanes won’t solve the transportation issue the city is facing. Please study the data driven arguments ““Strong Towns”” and ““Not Just Bikes”” put forward.

Also putting a bike lane in the middle of a traffic lane and parked car lane is so silly. Put the parked car lane next to the traffic lane so there is a wall of parked cars between moving traffic and cyclists/pedestrians.

Parking minimums are outdated and no longer needed. Forcing parking minimums devotes more infrastructure to cars which take up more space and doesn’t allow for dense cities. If parking is harder but it is easier to bus, bike, walk to a location the problem of accessibility that is trying to be solved by parking minimums will solve itself and the city can grow far denser.

I know it’s hard to believe but if you plow it they will ride. The severity of winter is not a indicator of wether or not people bike during the winter, if the bike infrastructure is maintained during winter is a indicator of wether or not people cycle in the winter.”

Tags: Transit, Safety, Congestion Management, Nonmotorized

“public transit and bicycle infrastructure is the most important. so focusing on cars and start focusing on people. buses, bikes, and trains should be given funding without raising taxes; reallocate tax revenue from things like the incredibly overfunded police department and use it for what your citizens are actually asking for. “

Tags: Nonmotorized, Transit, Miscellaneous

“Reduce need to transportation, especially the single occupancy vehicle, through better planning and zoning policy. Improve quality of the pedestrian experience so that people will value it and not avoid it. “

Tags: Nonmotorized, Miscellaneous

This city isn't very walkable. The pedestrian crosswalks signs and arrows? Cars do not expect to have to stop for pedestrians in those. I walk miles every day and use them but I do it knowing full well that I'm risking my life and I have close calls almost every day. The busy/fast areas like Diamond near Malta should have a button to press that lights up the pedestrian signs to make motorists more aware. More motorist education is definitely needed.

Tags: Nonmotorized, Safety

“It seems like Ottawa county does a great job at providing wide bike paths that can be used to travel for a long ways, but Kent county is severely lacking”

Tags: Nonmotorized

“car-centric planning and inflexible zoning are going to continue to cause traffic congestion, housing shortages, and climate issues. we need to have better public transit and safer pedestrian/bicycle routes”

Tags: Nonmotorized, Safety, Resiliency, Congestion Management, Transit

“There are a lot of good sections of nonmotorized path but more connections are needed, especially between Holland and Grand Rapids. Same thing with public transportation. The Holland and Grand Rapids areas are in good shape but there is a gap in the system with the Hudsonville area is missing out.”

Tags: Nonmotorized, Transit, Connectivity

“Dealing with climate change should involve multiple factors: electrify motor vehicles, more transit, and denser development in urbanized areas to reduce trip distances.

Demand for non motorized infrastructure appears to be driven by recreation in the suburbs, and is very important for increasing safety”

Tags: Nonmotorized, Resiliency, Transit, Safety

Need more nonmotorized multi-use trails and better connections of them especially to urban areas.

Tags: Connectivity, Nonmotorized

“I think Walkability should be considered in new facilities and upgrades of old ones. I live just north of Woodland Mall—hundreds of new apartments but poor walkability other than door to car or car to store! Terrifying intersections to cross the E Beltline, little shade, no benches, incomplete sidewalks. Would love to stroll over to the mall for a coffee or to shop, but it’s a long, harrowing walk. Could be turned into a friendly area with water features, maybe tables under umbrellas—maybe even grills so people could cook out (and trash disposal of course). Maybe a stop for food trucks, or an outdoor cafe/ice cream shop. Probably less parking needed in future (even now), so create green space, recreation, maybe toilet facilities (like in the parks—not port-a-potties). I bet there are other spaces that could be enhanced similarly around the city.

Create ice skating for the winter, like at Rosa Parks. The ice cream shop could turn to coffee, cocoa, and hot cider.”

Tags: Nonmotorized, Safety

“Safety first. Residents who do not have transportation need reliable and safe transportation that is on time and has security present.

Walking and bike trails need to feel safe for solo walkers and bikers at all times. Could there be a number to call if walkers or bikers don’t feel safe when they are on these trails?”

Tags: Nonmotorized, Accessibility, ADA, and Equity, Safety

We are way too auto dependent. Infrastructure needs to change. More busing routes and bike paths. Promotion of a better way for get to work would be helpful other than driving.

Tags: Transit, Nonmotorized

“We need to stop mixing bicycles with vehicle traffic, it is inherently dangerous and stupid. They need their own routes and if streets have to be used it should be on less travelled streets. The City in particular has to STOP designing roads to increase congestion which is related to the bicycle lanes. They also have to stop installing islands, they are dangerous especially since their maintenance is HORRIBLE. Signs are frequently down so motorists have little if any notice that the damn things are there. Several motorcyclists have already DIED hitting the damn things. More money needs to be

dedicated to both urban and interurban mass transit. There is no mass transit out of GR except Amtrak and the limited bus routes. I don’t think you can get to Lansing or Muskegon from GR. “

Tags: Passenger rail, Congestion Management, Safety, Nonmotorized

“Too many issues exist regarding current roads. From traffic lights that are placed in a non visible fashion to roundabouts that are unnecessary yet neglect where a round about would be great and warranted, to stop signs that are not visible and no white stop line on the road (causing accidents), trees covering street signs and then there is the parking issue that makes a logistical traffic nightmare. Money from gas tax should NOT be spent on any non motorized projects, including sidewalks, bike lanes, etc.

Additionally, the harassment of vehicular traffic downtown by illegal activities is atrocious and makes it difficult at best to be downtown.”

Tags: Safety, Nonmotorized

“We need more separated Bike paths, such as that found on Monroe St, GR. Bus routes need to run at both higher frequency and at more hours. One of the best ways to increase transit ridership is to make said mode of transportation more convenient to use.”

Tags: Transit, Nonmotorized, Safety

“We live east of the east beltline, across from Meijer gardens and pay a considerable amount of taxes. Our area has been forgotten - poor pavement condition on the streets, no snow plowing, and no sidewalks so we are cut off from other neighborhoods or the sidewalk infrastructure on main streets. We already pay \$12k a year in city taxes. Start providing services - it shouldn't cost more than this.”

Tags: Connectivity, Pavement Condition, Nonmotorized

“I would love to see increased safety for existing bike lanes, as well as expanded access to such lanes. “

Tags: Nonmotorized, Safety

This is a difficult surgery for people who don't travel county wide or take advantage of bike lanes and/or public transit. I wouldn't trust people that live in the townships to have an objective opinion regarding public transportation

Tags: Nonmotorized, Transit

Make sure there are safe crosswalks by schools-there is a lack of “safety's” helping children (that is why a lot of people drive their children to school-unsafe to walk).

Tags: Nonmotorized, Safety

“Too many bike lanes are along major car roads (eg Fulton, Lake, Hall, Wealthy) so bikes are too close to cars. There should be more protected or separated bike lanes or make bike routes along less traveled roads.”

Tags: Nonmotorized, Safety

I make regular use of bike lanes and would love for there to be more of them.

Tags: Nonmotorized

More rail would be wonderful. Biking safety is not well addressed.

Tags: Safety, Passenger rail, Nonmotorized

“I would think having awnings at each bus stop would be nice especially for the very cold winter months.

Also, not sure if there can be a rule (or law) where bicyclists need to use the (expensive) bike paths, especially on very narrow roads where they could easily be hit... “

Tags: Resiliency, Safety, Nonmotorized

“Work on bike path for thornapple

Fix all the pot hole the governor said she was fixing “

Tags: Nonmotorized, Pavement Condition

“Our large,busy neighborhood near Cascade park currently lacks sidewalks as well as a safe connection to the large bike path network in our township/area. We would love to be able to walk or bike to nearby businesses but currently feel cut off from a safe way to do that. We would love for the county or state to provide funding for these improvements!”

Tags: Connectivity, Nonmotorized

I’ve seen (mainly in GR proper) car lanes closed for bike traffic. This only creates more congestion. It would be better and safer to move the bike traffic to a side road. I also see a lot of empty Rapid buses. It seems like the Rapid resources could be utilized better.

Tags: Transit, Congestion Management, Safety, Nonmotorized

“I would like to see amtrak have train routes that go north, to traverse city, mackinac, etc. More bike routes, especially on busy roads such as fulton, division, etc.”

Tags: Passenger rail, Nonmotorized

“Sidewalks aren’t safe for cyclists. Drivers routinely block them and, frequently, a lack of visibility makes it difficult for cyclists to anticipate when a sidewalk is about to be obstructed. Cyclists play russian roulette at every driveway.”

Tags: Safety, Nonmotorized

“Make Grand Rapids a more biking and walking friendly place. Look into the videos on YouTube by Not Just Bikes

<https://youtu.be/VVUeqxXwCA0>”

Tags: Nonmotorized

“It would be nice to have rail options around town and neighboring cities. I would love to get from Bridge Street to Wealthy without taking the city bus. Also, I feel unsafe riding my bike on roads so would like more bike paths around town “

Tags: Passenger rail, Nonmotorized, Transit

Bike paths are not being used. Riders are on the road right next to the bike paths

Tags: Nonmotorized

“Living along Bridge Street up the hill from Lincoln Park, I’d love some onstreet parking. The bus runs regularly and the bus stops seem conveniently located. The bike paths here seem fairly useless as no one uses them and Bridge is so hilly. Parking would be used much more frequently.

In terms of Kent and Ottawa counties, I believe that we should prioritize innovative and climate conscious transportation solutions. We should be looking to other technologically advanced countries for inspiration. “

Tags: Transit, Nonmotorized, Resiliency, Miscellaneous

“Street parking in many residential areas makes it impossible for two way traffic to pass. I am often times trying to duck behind parked cars to let other drivers pass.

Bicyclists are in the way of traffic even with bike lanes. Most NEVER follow the rules of the road. It’s a wonder more people do not get hit.

Traffic congestion is frustrating. I find myself in bumper to bumper traffic in most roads that need to be wider but there’s no room. “

Tags: Congestion Management, Miscellaneous, Nonmotorized

“too many bike lanes are causing too much congestion on streets that never were congested prior to bike lanes. I have considered moving OUT OF Grand Rapids because of the bike lanes.

Tags: Nonmotorized, Congestion Management

The city needs to become more bike friendly and have better public transit. I'm scared to ride my bike downtown because of potholes in bike lanes and lack of bike lanes.

Tags: Safety, Nonmotorized, Pavement Condition, Transit

Less bike routes on the road. So many are unused and disrupts the important flow of traffic. Such a waste of money. I NEVER see anybody using them Especially in the winter.

Tags: Nonmotorized

“Tax the rich and companies, the wealth gap is 1.2 million of the 1% to 47,000 to the 99%. Stop making the working class pick up the bill for all projects. The state makes money off of investments, use that money, use the money we already have but are wasting somewhere else. Also, a lot more people would ride bikes and or scooters if they felt safer on the roads. Medians between the car lane and the bike lane would be a big improvement. Change out intersection lights for safer round about options. Don't widen road because it encourages lazy driving and therefore texting because people aren't afraid of hitting anything. Make being on you phone and driving illegal. I hope you have success in your project, good luck and thanks for helping.”

Tags: Nonmotorized, Safety, Congestion Management, Miscellaneous

Focus on safety of the street system for all modes of transportation including ped/bike over building greater vehicle capacity on roadways.

Tags: Nonmotorized, Safety, Congestion Management

As a bike rider I do not feel safe riding in streets in GR

Tags: Safety, Nonmotorized

“There should be more done to enhance and support the development of the nonmotorized and transit aspects of the system - programming, facility maintenance, the development of new, safer facilities. Equity in access is key, along with incentives (or de-incentivizing) for these modes. There should be incentives for people to not drive single-occupancy cars (gas or electric). Electric vehicles will not be the answer to making the transportation system better or more sustainable. Making daily trips to places like work, groceries, and school is imperative to the success of the investments made in transit and the nonmotorized networks within the large transportation system in West Michigan. “

Tags: Accessibility, ADA, and Equity, Transit, Nonmotorized, Safety

Enforce bikers following vehicle laws when riding in road. It's out of hand. Bikers should have never been able to use the road.

Tags: Nonmotorized

"US 131 needs big improvements from M6 to 14 Mile Rd.. Need to repave the entire stretch with something that will last a long time, (not easy in Mich. I know). Then, either more lanes and better on and off ramps. driving in GR is a nightmare with all the bike lanes moving in and out of car traffic."

Tags: Pavement Condition, Nonmotorized, Congestion Management

"So my answers come from the lens of a person who largely uses a bike and The Rapid for transportation. These methods work well within the City of Grand Rapids but become more difficult outside of the city limits. Kentwood, Wyoming, and Grandville do not enjoy the same transportation benefits as the City of Grand Rapids and have less safe cycling routes available."

Tags: Nonmotorized, Safety, Transit

"If you prioritize people over cars and corporations we all win. If you increase transportation for marginalized, more jobs and more taxes could happen. I love the ebikes and scooters, but they were introduced without infrastructure to support them. Let's get people out of their cars for 3 seasons and I'll bet cars will decrease! Unfortunately I had to take a job 20 miles away. But if I had a safe route for an e-bike to Rockford I'd consider it! "

Tags: Accessibility, ADA, and Equity, Nonmotorized

More bike lanes/trails-people will use them!

Tags: Nonmotorized

Connecting regional non motorized paths is my top priority. Would love to see trail from Ann St. past Richmond Park to Musketawa Trail near Walker.

Tags: Connectivity, Nonmotorized

"Do not fall into the trap of thinking more lanes and wider roads are the answer.

Increasing reliance on public transit, both quality and availability is the best way to reduce emissions and congestion at the same time. Where possible, remove car access, remove parking lots, and restore the natural and/or walkable spaces.

Where that is not possible add buses and/or high speed rail. You could even bring in monorail or trolleys in certain places.

No one wants to see or smell thousands of cars. Reducing personal vehicle use will also reduce accidents.

Finally, switch to electric wherever possible. There is no excuse to making a city dependent on oil/gas to contain ue operating. But more important than that, invest in clean energy production as well. More dams where ecologically beneficial, more wind turbines where possible, and please, for the love of all that is sacred, please add nuclear! Don't listen to the oil/gas industries to Guage the safety of nuclear. Follow other countries' research if you don't want to do your own!

I want a clean, quiet, walkable, and safe city.”

Tags: Transit, Congestion Management, Resiliency, Safety, Nonmotorized, Passenger rail, Technology

“Need more pedestrian friendly routes around all major shopping areas. For example, East Beltline and 28th Street is very dangerous. All along 28th, in fact, is super dangerous for pedestrians. “

Tags: Safety, Nonmotorized

Use the funds we have now. We pay the highest fuel tax and the road is a wreck! I have an Idea to consult with those that design airport runways or the German autobahn you drive 150 MPH on that. I don't see the airport runway trashed the way the roads are and for the money already invest the typical we don't spend we lose the fund mentality gets the public lame result but hey more taxes is always the and never the solution! And for the love get a new ouija board the one M-DOT uses now to organize and fix the D#\$m roads is broke.! Or better yet surround Lansing with road construction and give them a drunken snake path to get to work and I bet the decision making process would Improve. Metro cruise this weekend and hey lets tear up 28th street jackasses all summer this could have been done BUT NOOOOOO let's wait and inconvenience the public more in hope of somehow convincing the public you need more money! At least the road crew works the night a small concession more of a defensive move so the crew dosnt get run down. How about license and insurnce on bike so when the morons blow thru intersections without stopping or ride filling the entire lane can help fund the right to use the roads the GAS TAX is supposed to pay for? How old is M6 that road is trashed who engineered that thing they need to be fired.

My kids old play dough is tougher than that road. Traffic study 8th AVE between 44th and M6 the traffic during work and School is a disaster. They finally did something with the traffic light at 8th and 44th after countless accidents somebody must have died to get that done and the traffic at peak is worse now!

Tags: Congestion Management, Safety, Nonmotorized, Miscellaneous, Pavement Condition

I would like to ride my bike to work but there isn't a safe crossing across Northland Drive in Belmont.

Tags: Safety, Nonmotorized

Plow the sidewalks in the winter. Ticket people that park across sidewalks. This past summer part of Kent Trails was under construction and the rerouted the bike riders onto some very busy streets. They should consult the people who actually use the trails.

Tags: Nonmotorized, Miscellaneous

“As our community needs to grow, the solution can’t be more roads and personalized automobiles. We need to diversify our transit options and make things like biking and busing more of a viable option through better bike paths, bus frequency and expanding routes.”

Tags: Nonmotorized, Transit

“We need high speed rail, a robust bus system, and much more nonmotorized and small-motored roadways”

Tags: Nonmotorized, Transit, Passenger rail

“We should be thinking ahead with the growth of areas like GRT and Ada. These are two growing areas where walkability is limited and having, bike paths/sidewalks are not widespread, and car dependent development is happening. How do we make these communities better connected together, and with Grand Rapids?”

Tags: Nonmotorized, Connectivity

“Increasing funding for public transportation should be a TOP priority. This includes funding an infrastructure that supports public transit - shaded sidewalks, safe intersections and proper street lighting. “

Tags: Transit, Safety, Nonmotorized, Miscellaneous

“I have been pleased with the increase in striped bike lanes in the City of Grand Rapids in the past year or two. I don’t think striped bike lanes are safe for high speed roads (e.g. M-37) and there’s a need for separated bike lanes there. I would love love love to commute by bike to work, but I would have to go on the Beltline and 60th St. It’s just not safe (like, at all). Separated/protected bike lanes would help, and I’d be the first car off the road (on my bike instead) on nice-weather days.”

Tags: Safety, Nonmotorized

Hudsonville is an island locked out of public transportation and non motorized options out of town.

Tags: Nonmotorized, Transit

“Vehicular travel continues and will continue to be primary and should be viewed as such impeding vehicular travel or investment in it by prioritizing pedestrian, bike, etc should be avoided”

Tags: Nonmotorized, Miscellaneous

“I live in the SE quadrant of GR, bus service is fairly good and I can get to work downtown using the bus/walking and it only takes a few minutes longer than driving. Living in other quadrants, the bus service isn’t nearly as convenient, especially the west side. Crossing quadrants is also more difficult, i.e. going from NW to SW, SE, NE, etc. Especially crossing the river outside of downtown.”

Tags: Nonmotorized, Transit

“Creating more bike paths, and connecting the existing ones would be great. Also, making the existing bike lanes more safe by adding some barriers to separate them from the car traffic. Another priority would be to make safer bike lanes that pass major highways and busy intersections.”

Tags: Safety, Nonmotorized, Connectivity

“Focusing on walkable city spaces and bike lanes instead of roads for cars is necessary, in my opinion, for the future of transportation. Y’all can really make a difference with the climate crisis by encouraging people to walk/bike more and use cars less.”

Tags: Nonmotorized, Resiliency

“Modernizing the bus system seems like a manageable first step in such a plan. The retail partnerships that supply Wave bus cards are weak and make it hard to purchase or replace a Wave card. Last I checked, one was unable to obtain a card from central station on weekends. Furthermore, unlike in other cities, it is not possible to pay for a second person with one’s Wave card, making it harder to ride the bus with others who do so less often.

Indian Trails and Greyhound also need updates. While other bus services like Megabus or rail like Amtrak have not been requiring paper tickets for over a decade, Indian Trails and Greyhound have yet to catch up. Neither offers a bike rack, so bikes can only be transported once partially broken down and for an extra \$30. Amtrak charges \$10 for bikes and requires those who bring them to board last as well as de-train last. As someone whose main mode of transportation is a bicycle, this makes it more challenging traveling to other cities, as I often arrive bike-less.

Our intercity bus system is still weak from the pandemic. There are no buses in the morning to Lansing from Grand Rapids, so commuting there for work by bus is impossible (though the rideshare program is appreciated). The earliest one can arrive is 1:25, but the latest one must return to Grand Rapids is 4:25, so a round trip in one day is nearly impossible. The former evening buses no longer run.

Grand Rapids to Kalamazoo is similarly difficult. The morning bus no longer exists, and the return buses are timed so that a round trip within one day is no longer possible.

Despite the popularity of Lake Michigan in the summer months, the closest bus that regular travels there stops in Allendale. The Greyhound route that used to run to Muskegon once per day (and connect to the ferry to Milwaukee) no longer exists.

Our region is missing the amenities present for years in other Michigan areas like Zip Car (Lansing, Ann Arbor, Flint, Detroit) and we have lost transportation options like the Megabus, which operated in Grand Rapids until 2016.

Many residents I've spoken with in Grand Rapids are unfamiliar with the Rapid and the DASH and it is not uncommon to meet people who have never taken the bus and are intimidated by it. I have cyclist friends who do not know how to put their bike on the bus rack. Last I checked DASH ridership is at 60%, so it seems much needs to be done to orient the public on buses. In Chicago there is a practice bus bike rack mounted to a downtown building where one can mount their bike. Small solutions like that can really help people.

Overall, this region has an entrenched driving culture, which I imagine it will be difficult to overcome. It is a difficult region to live in without a car for most people, but there are many small changes that could make that easier. In the last year the Rapid #11 bus by my house has begun running every 15 minutes, and that has been a wonderful change. "

Tags: Nonmotorized, Transit, Passenger rail

"I would personally (I also speak for others) would love to see more bike lanes or sidewalks. If more of these are available, maybe more people would commute which would help reduce a number of things-congestion, safety issues, greenhouse gases, cyclist getting injured from cars, etc. "

Tags: Congestion Management, Resiliency, Safety, Nonmotorized

"Bicycle infrastructure is crap. Not just physically but the entire approach in GR. Teach drivers, cyclists and pedestrian to use infrastructure in alignment with the universal traffic code."

Tags: Safety, Nonmotorized

Non motorized commuters face incredibly dangerous conditions and situations because of increasing driver carelessness/aggression. More education and enforcement needs to happen for drivers to allow for more alternative transportation options to become safer.

Tags: Safety, Nonmotorized

"Need to focus bus transit on increasing frequency, maybe using smaller buses. Also connect radial bus routes in a ring around Grand Rapids. Daily intracity routes would be great and a direct line from the airport to downtown.

Finally, we need a holistic approach to bike routes. So much of the network outside of the rails-to-trails projects is disjointed. It would be a real help to convene a working group of local jurisdictions to try and come up with a solid plan for connections.

Need massive investment in charging stations! Best to place them at places that are attractive to wait for an hour. "

Tags: Resiliency, Nonmotorized, Transit, Air Travel, Technology

“Need significant improvements in nonmotorized access from one side of US-131 to the other, Wealthy Street being an obvious candidate for significant improvement by rebuilding 131 and re-aligning Wealthy to go under the highway instead of over it.”

Tags: Nonmotorized, Accessibility, ADA, and Equity, Miscellaneous

“There seems to be much less investment on the way I west side and the south side of town, cycling is not safe in these areas”

Tags: Miscellaneous, Nonmotorized

Please include building and maintaining road shoulders for bike safety on roads that don't yet have a dedicated bike lane. Driver education is also key to pedestrian & bicycle success.

Tags: Safety, Nonmotorized

“We should be striving for no serious injuries and deaths on our streets. Connections between urban and suburban areas need to be better and consistent, especially bicycling and walking facilities. Pedestrian access, even to transit, is quite poor unless you are in GR, Wyoming, and parts of Kentwood. Require all major developments to develop and implement travel management plans for their staff and operations. No mention of intercity bus service, van or carpooling, other small vehicles like scooters/skateboards. We're more interested in technology that manages traffic for safety reasons over driverless cars. Expand incentives for transit access, electric bicycle rebates, etc. “

Tags: Transit, Technology, Connectivity, Congestion Management, Safety, Nonmotorized

“mass transit (buses) has been notoriously spotty in the region. Integration of regions, of connections is critical (Silver Line to GVSU is a good example btw). Some corridors (Burton SE) desperately need better bike management. With that, working with colleges to provide bike connections to and from their student resident areas (not all live on campus) would be another important plus. “

Tags: Nonmotorized, Transit

We need safe bicycle routes throughout the city that are separated from the road. Please look at how it's done in Europe. Because of climate change bicycling is even more important! Bicycling also promotes personal health

Tags: Safety, Nonmotorized, Resiliency

“Tough to answer between what’s happening downtown vs. Easter Ottawa county. These are vastly different environments. I live in Georgetown Township, but it has little transit service availability. Conversely, downtown is overplaying its priority on bikes and walkability at the complete expense of normal transportation. “

Tags: Nonmotorized, Transit

“Current priorities are placed with walkers and as a result the roads stink! The current concepts of traffic control is not designed with Michigan Winters!! Road Striping appears to be designed /laid out by a child!! FYI: When one restricts traffic flow on the major roads, you increase traffic on residential roads!! Clearly this is no longer understood.”

Tags: Congestion Management, Nonmotorized, Miscellaneous

A bike path and/or sidewalk is very much needed on Collindale NW between lake Michigan Drive and Leonard St. Elderly people walk up and down this street at their peril.

Tags: Nonmotorized, Safety

“Please do not invest in more automobile, electric or autonomous, technology as the issues with the roads are too many drivers. Please invest in alternative transportation methods (buses, rail networks, bicycle paths, walking paths, etc.) to get less drivers on the road. Please also invest in road diets and converting roads to boulevards with medians, also add more roads with curves and trees/plants to natural encourage safer driving when driving is necessary. The solution isn’t newer and fancier cars, it’s less cars altogether.”

Tags: Technology, Miscellaneous, Passenger rail, Transit, Congestion Management, Safety, Nonmotorized

“We cannot get rid of congestion by building more roads. Let’s make biking and public transportation attractive, safe, and convenient so people will want to use it. Bus service stops far too early on weekends, making it hard to live car-free. Lack of trees by bus stops, shelters, and benches make the wait for a bus seem longer.

There need to be more safe ways for people on foot or bike to cross highways, railroad tracks, and stroads (or get rid of the stroads altogether). “

Tags: Transit, Congestion Management, Safety, Nonmotorized

Passenger Rail

“Amtrak service is very limited - only one early morning departure to Chicago and one late-night arrival from Chicago. A few years ago, there was talk of building a “coast-to-coast” rail network that went from the Lakeshore through Grand Rapids and Lansing into Metro Detroit - whatever happened to that?”

Let’s improve public transit between Grand Rapids and Holland. For example, we could have passenger-rail service between GR and Holland a few times a day using the Amtrak rail (with perhaps a stop or two along the way, such as in Jenison). In addition to that, the ITP and the MAX (Holland bus system) should coordinate for bus service between Holland and GR. Maybe these could happen a few times a day (maybe every half-hour during rush hour, every hour or two the rest of the day, etc.)

Grand Rapids is a focus city for Allegiant - which seems great, until you realize Allegiant has some of the strictest policies of any airline (even among ultra-low-cost carriers).

How about a daily air service between GRR and LAX?”

Tags: Passenger rail, Air Travel, Transit

Improved Railways - why don’t we have a bullet train?!

Tags: Passenger rail

Add more roofs and seating on bus stops. Free public transit. Trollies.

Tags: Passenger rail, Transit

“Please prioritize walking, biking, and transit over cars. Please change traffic laws to prioritize pedestrian safety, like banning right turns on red at all intersections. Reduce traffic lanes on as many multi-lane roads as possible by converting them to bike and bus-only lanes. Focus on creating effective, high volume transit corridors with 15 minute or less headways during the day rather than an expansive and unreliable network. Long term, build a light rail network in downtown and lobby MDOT to demolish all freeways within urban areas.”

Tags: Nonmotorized, Safety, Congestion Management, Transit, Passenger rail

Less car centric design. More viable transportation options with transit and cycling. Increase rail options.

Tags: Nonmotorized, Transit, Passenger rail

“Make it easier to use public transit than to own a personal vehicle (maintenance, fuel, insurance, etc). Light electric rail system to circumvent traffic congestion and increase reliability. “

Tags: Congestion Management, Transit, Passenger rail

“Public transit is key. More busing and local trains from suburban bus hubs to downtown and back could free up a lot of traffic! Spoke and hub model works for airlines, why not buses?”

Tags: Passenger rail, Transit

We should be adding train/bus routes between GR and the surrounding communities like Lowell or Rockford. Soing so would help bring these residents into GR bolstering the county economy.

Tags: Transit, Passenger rail

“Streetcar service extension to Monroe and Plainfield. A little more service coverage to the north. There is a dedicated route on Michigan, but a route on Leonard to connect both sides would be helpful. It takes about 10 minutes to get from Leonard/Fuller to Leonard/Alpine by car, but 45+ minutes to get from either side to the bus station and back out, with a major lack of service between College and US131”

Tags: Transit, Passenger rail

Streetcars or a light rail system in the Wyoming and division street corridor

Tags: Passenger rail

“We need higher density of traffic calming infrastructure on main streets passing through residential areas. Streetcars/rail lines on major roads such as 28th street would increase safety, equitable access, and reduce congestion. Finally, we need better education for drivers on bicycle safety. “

Tags: Safety, Accessibility, ADA, and Equity, Congestion Management, Passenger rail

“There really needs to be:

1. A more robust transport system from GVSU in Allendale into GR. The Laker Line is a big improvement but its availability drops a lot when students are away.
2. More options for getting to the airport that aren't cars. A light rail from Walker to GRR would be amazing — even a dedicated Rapid line to/from the airport like the Laker Line or the Silver Line, connecting with those two lines in downtown GR, would be awesome. “

Tags: Transit, Passenger rail, Air Travel

“De-incentivize auto use. Grand Rapids is still an emerging city with space and time to create intrastate for the future reality of higher populations and climate change. Please expand biking access and ease, public transit (a rail system

ideally) and stop subsidizing the damage cars do to our lives (road deaths, pollution, ever expanding lanes of traffic, etc) with tax payer money. People who drive cars (myself included) should start having to pay the true cost for doing so. “

Tags: Transit, Passenger rail, Nonmotorized, Accessibility, ADA, and Equity, Congestion Management

“Bus is unreliable, we need either streetcar or rail system! “

Tags: Passenger rail, Transit

The city should consider putting in place infrastructure for light rail. Possibly repurposing old tracks not in use or building above existing tracks. Better to be proactive than reactive

Tags: Passenger rail

Light Rail?

Tags: Passenger rail

We need the West Michigan Express!

Tags: Passenger rail

A light rail line connecting Grand Haven/Holland through Allendale and into GR would be a dream. GV students could commute by rail avoiding much of the congestion that can arise on that route. In addition, much of Lake Michigan Drive’s traffic could be reduced by providing a rail route. The traffic on that roadway has grown excessively in the past five years and is looking untenable as it is the major, if not only, east/west route for many commuting communities.”

Tags: Congestion Management, Passenger rail

“Please please please reduce car-dependent infrastructure. Focus on dedicated bus and bike lanes, mixed-use zoning, and maybe bring back street cars?”

Tags: Nonmotorized, Transit, Passenger rail

RAIL trans option should be implemented to major city destinations

Tags: Passenger rail

“I would love a rail system to Traverse City, Detroit, or literally anywhere other than just Chicago. I would also love more departure and arrival times added to the Chicago Amtrak route. “

Tags: Passenger rail

Electric rail system is the only thing that I would support to improve transportation and help the climate.

Tags: Passenger rail, Resiliency

Build a public railway

Tags: Passenger rail

Investing in high speed train systems and enhancing our current train system (Amtrak) is vital to connecting places and people across the Midwest and locally.

Tags: Passenger rail

Would like to see more train/ rail options

Tags: Passenger rail

investing in transportation technology HAS to include rail.

Tags: Passenger rail, Technology

“Buses are not the solution.

There needs to be some type of North beltline running between Grandville and the north of the city. To get to Grandville, Holland, or anywhere on that end of town I have to go all the way downtown and then back out, which further clutters the disaster that is 131. I literally chose where I lived so I would never have to drive on 131 for any regular commute because it is that congested.

Also, I really wish there was some type of commuter rail system downtown, or to get downtown. The parking down there is a mess, and I would love to be able to just take a simple train from a spot outside the city center to downtown.”

Tags: Transit, Congestion Management, Miscellaneous, Passenger rail

“We need a more robust, frequent and reliable public transit system. Public rail transit or some other alternative to buses on the road is a must.”

Tags: Passenger rail, Transit

“light rail from airport to downtown, grocery at major bus terminal, light rail to surrounding communities lake shore in summer”

Tags: Passenger rail, Transit

Intercity rail is essential.

Tags: Passenger rail

Downtown light rail with airport service would really move this area forward

Tags: Passenger rail

i'd prefer my money go to a start of light rail system.

Tags: Passenger rail

“Would like to see an increase in the options for public transit (light rail, more bus routes, etc.)”

Tags: Transit, Passenger rail

I would like to see a rail system connecting the counties and neighborhoods to downtown and the airport.

Tags: Passenger rail

“The Silverline Bus needs to go farther south, at least to Tanger Mall on 84th Street. The Amtrak station is poorly lit, especially if you are leaving at 6 am. “

Tags: Transit, Passenger rail

“Need a transport system for people that live outside Grand Rapids city limits. Holland, Grand Haven, Belmont, Rockford. Train system? That would help with congestion, road use, gas use and safety.”

Tags: Safety, Congestion Management, Passenger rail

Investing in public transportation is a net good for Grand Rapids

Tags: Passenger rail, Transit

“Stop widening roads. It creates more congestion.

There should be a line that travels up and down Leonard and Fulton etc. should not take transfers and over an hour to go from W of the river to E.

Street cars!”

Tags: Passenger rail, Transit, Congestion Management

More busses and rail please. The best way to reduce traffic is to have fewer cars. Public transit needs to be as convenient and cheap as driving a car

Tags: Transit, Passenger rail

High speed or direct rail to airport from downtown/western areas of GR. City is too car centric and public transportation options are way too inconvenient. A 15 minute drive by car can be a 1.5-2 hour bus trip.

Tags: Transit, Passenger rail

“The Grand Rapids area needs much more (and much more convenient) public transportation. Rail lines within the city should be a top priority (see Charlotte North Carolina’s light rail system), followed by vastly increased bus stops, routes, and timeliness. Affordable, accessible, convenient, and efficient public transportation would solve GR’s traffic congestion issues on top of all other benefits.”

Tags: Transit, Passenger rail, Congestion Management

“If logistically possible, Grand Rapids could greatly benefit from a light rail or similar system, as well as more public transportation options to Lansing and the coast.”

Tags: Passenger rail, Transit

“We need walkable cities. Parking structures on the outside of the city, and a good fast rail/tram/subway/bus system to get people across the city. “

Tags: Nonmotorized, Passenger rail, Transit

“The area needs better and more frequent public transportation options to and from the airport and throughout the surrounding areas. The area desperately needs more protected bike infrastructure. Consideration of light rail routes through downtown Grand Rapids, to areas of interest, and the airport would be worthwhile investments. All of these things would contribute to the ease of traffic congestion which would also help to ensure the quality of the roads is maintained for longer if less vehicles are on the roads. We have a long way to go to provide the residents with what the need but we also have so much great opportunity to do so.”

Tags: Nonmotorized, Transit, Air Travel, Pavement Condition, Congestion Management, Safety, Passenger rail

“1) The bus/rail link in GR does not work well due to scheduling. The train leaves early in the morning and arrives late at night when bus service is minimal, practically non-existent. 2) I think the construction of bikes paths, physically separated from the street in high traffic areas should be prioritized over the painting of bike lanes. 3) The percentage of bus stops with shelters is woefully low. 4) I received a grant to study the bicycle infrastructure of Amsterdam and Copenhagen a few years ago and would be glad to share the information and images I collected on bike lanes, bike paths, bike amenities and regulations in these cities if anyone is interested. Lee Hardy, lhardy@calvin.edu”

Tags: Transit, Nonmotorized, Passenger rail

“With the transition to electric autos, taxation should move from a per gallon gas tax to a per mile usage fee by cars, trucks, and private buses.

Bicycle lanes should be separated now like is seen in Ann Arbor, Detroit, Chicago, Minneapolis, Austin, Pittsburgh, etc. Trails are great but locations for them are much more limited than repurposing our extensive network of roads/bridges.

Improved train service would be desirable for shorter distance routes - intercity within MI, to/from Chicago, etc.

Safety, then access/mobility for ALL users should be the priorities for our transportation system in West Michigan.

We should learn from the pandemic that flexible scheduling and working from home are good ways to help build back capacity into our transportation system that can be used for better bicycling, transit, etc.”

Tags: Congestion Management, Miscellaneous, Passenger rail, Accessibility, ADA, and Equity, Nonmotorized

I would love to see trains from Grand Rapids to Ann Arbor/Detroit and a later time leaving for Chicago or a second train. Or electric buses with more comfortable -wider seats to other major cities with easy to find information and spreading the word about them.

Tags: Passenger rail, Transit

“building more highways does not equal less congestion, instead increase efficiency of public transportation, rail, city to city travel”

Tags: Transit, Passenger rail, Congestion Management

“In an ideal system, roads would be used for public services, emergency services and logistics transport. Public travel in Michigan should look like investment in developing high-speed trains (i.e. not current Amtrak) for long distance travel, say up North, or to Chicago, and within cities, deprioritizing car travel and bringing back the tram (huge emphasis on bringing the tram back) would be a huge benefit to the city. Also, having various tram lines outside of downtown would give public transit priority over car dependency and make the city more accessible for those who cannot drive and have disabilities. In addition, intercity transportation should be a huge priority. Bring rail lines to Holland, to Kalamazoo, to Lansing, to Detroit. All cities should be connected by rail. If they already exist, retool and improve the trains and tracks to make the system more efficient. Bring on a board of civil engineers to create efficient proposals that prioritize community needs. “

Tags: Passenger rail, Accessibility, ADA, and Equity

“Remote worker who frequently travels to Chicago, Detroit, and Milwaukee. Would love better Amtrak service, including a line from Muskegon to Detroit. It’s only logical. But most importantly, please stop subsidizing unsustainable forms of transportation and start thinking long-term. WestMI will never be a success story without robust public transit. Thank you.”

Tags: Transit, Passenger rail

“Grand Rapids, like most US cities, is now utterly addicted to and dependent on the single driver car, as the US itself (as past President GW Bush said, is ““addicted to oil””). The solution is to treat that like other kinds of addiction: limit access to the substance; treat it like a disease condition; manage the symptoms.

In Grand Rapids, like most other US cities, what is required are the mass availability of initially bus routes (on every 2nd street, running every 15 minutes rain, hail, snow, or shine - reliability and regularity is key). At the same time, the city requires a large-scale, long term infrastructure redevelopment prioritizing light rail/street cars, notably with access to Amtrak (which itself requires a far greater schedule) and to the airport.

Of course, major urban highways that bi-sect downtowns are now recognized as the single greatest tragedy to have befallen US cities in the 20th century. Both Route 131 and 196 should be replaced by a major rail axis that runs through downtowns, out through Allendale, and splits to Holland and Grand Haven. Trams lines then travel north-south to intersect with the major rail axis, with two tram lines along Fulton and Leonard. to provide coverage.

These rail lines are supplemented by bus service, dedicated bike lanes, and pedestrian walkways and spaces.

Costs will be high, not least because such projects were not started 40 years ago, as they should have been. For the next decade at least, increased gas taxes, registration taxes, and imposing a congestion charge on travel along the highways and through downtown (especially around 9am and 5pm).

For major urban examples, take a fact-finding mission to Toronto.

Ideas like driverless cars, or indeed any “cars” are exactly what needs to be cut down on. It is the car, or more exactly the total dependency on the car, that ruined US cities. “

Tags: Congestion Management, Transit, Passenger rail, Air Travel, Nonmotorized

“More transit of all types are sorely needed for our metro area. As a new Kent County home-owner, I would like to see plans for express bus routes, light rail development, and an increased Amtrak schedule. Congestion charge for downtown during the evening rush hour would also be a wonderful show of leadership to begin to take steps to fight climate change.”

Tags: Transit, Passenger rail, Congestion Management

Elevated Train system or more express bus routes

Tags: Passenger rail

“We need a transportation system from Grand Rapids to the Lakeshore (Muskegon, Grand Haven & Holland)”

Tags: Passenger rail, Transit

“It’s disappointing that existing rail lines, amtrak and freight, are not being used for light rail. Busses are prone to suffer from traffic congestion and are terrible for cross town trips. Adding a light rail option would increase resilience of our transit system, and induce demand to ease congestion on roads. “

Tags: Passenger rail, Transit, Congestion Management

Why did we spend millions of dollars for a brand new train station that’s only used once a day? Pitiful....

Tags: Passenger rail

Keep improving the airport and find ways to add additional services to Amtrak.

Tags: Passenger rail

“Has a light rail system been discussed? 28th st, Beltline, 44th, Plainfield, Michigan, Lake Michigan seem to be obvious routes to connect major points in the city and outlying areas. I lived in Vancouver, BC. The light rail system is fantastic and fast. I could probably get on board with extra taxes for developing light rail.”

Tags: Passenger rail

“With the increasing population of the area, further options to create reliable public transportation options to reduce traffic on the roads (bus, rail, nonmotorized)”

Tags: Nonmotorized, Congestion Management, Transit, Passenger rail

No tangible bus or train service outside of GR.

Tags: Transit, Passenger rail

“There is so little connectivity within MI beyond car and air (which is unsustainable) . With hazardous travel conditions for a good portion of the year, rail should be considered. The ferry systems have been doing ok with offering an alternative to driving around the lake, so why aren’t we exploring other land options?”

Tags: Passenger rail, Connectivity

I support bringing back the tram! Within downtown there aren’t many short to medium distance transportation options besides Ubers and other things that contribute to roadway congestion. The tram could be electric powered and help the city’s carbon footprint

Tags: Passenger rail, Congestion Management, Resiliency

Bike paths! More public transportation for all. Less car infrastructure. Bus system is good. Bus and bikes tulle the city. Restore the train from Muskegon to GR.

Tags: Transit, Nonmotorized, Passenger rail

“I commute solely by bicycle and bus for environmental reasons. I would love to see more dedicated bike paths & lanes, as well as educating drivers about bicycle laws.

It would also be nice if the bus system went a little later in the evening to match up with the Amtrak route. I can take the bus to meet the train in the morning, but on the way home, the bus stops running before the train returns.

It would also be great in the future to see train service to Lansing & Detroit, or even up north, and a more frequent train between Holland and Grand Rapids.”

Tags: Safety, Transit, Passenger rail, Nonmotorized

Better intercity train connections are needed. Would love to see increased frequency of Pere Marquette to Chicago and added passenger rail service to Detroit.

Tags: Passenger rail

“Very glad to see this survey. The Rapid bus system is great, but desperately needs more coverage and better schedules. I would ideally love to see dedicated priority bus lanes and smart traffic lights for buses. I think the Amtrak line to Chicago would be amazing if it had more trains every day.”

Tags: Transit, Passenger rail

There is not enough service and not enough being done to make life without a car easier. Rail transport would greatly benefit the city.

Tags: Passenger rail, Miscellaneous

“Light rail to connect regional communities.

Gas taxes are poor strategy as electric cars come online and vehicles get better mileage.

Electric vehicles are also problematic with environmental concerns and electrical grids under pressure and powered by fossil fuels.

Appreciate the solar panels being utilized for signage and lighting on roadways.”

Tags: Resiliency, Technology, Passenger rail

We need a Grand Haven to Grand Rapids to Lansing to Detroit Amtrak transit. This would greatly increase tourist options and opportunities.

Tags: Passenger rail

“Rail from the airport to the city center of Grand Rapids would be a game changer. As an Uber driver, the amount of people from out of town on business that I drive that route for is astronomical. Use existing rail, electrify it, and the people will use it. Maybe someday it could be expanded to the lakeshore (Grand Haven/Holland) to increase the accessibility for travel in both ways (the Beach Express!).”

Tags: Air Travel, Passenger rail

“I wish passengers could take the train to more places, like a European system. “

Tags: Passenger rail

“We need to stop mixing bicycles with vehicle traffic, it is inherently dangerous and stupid. They need their own routes and if streets have to be used it should be on less travelled streets. The City in particular has to STOP designing roads to increase congestion which is related to the bicycle lanes. They also have to stop installing islands, they are dangerous especially since their maintenance is HORRIBLE. Signs are frequently down so motorists have little if any notice that the damn things are there. Several motorcyclists have already DIED hitting the damn things. More money needs to be dedicated to both urban and interurban mass transit. There is no mass transit out of GR except Amtrak and the limited bus routes. I don't think you can get to Lansing or Muskegon from GR. “

Tags: Passenger rail, Nonmotorized, Safety, Congestion Management

“I would love to see far more accessibility to light rail, rail, and bus service. That would help increase ridership and reduce the number of cars on the road. Thank you for this survey and your efforts.”

Tags: Transit, Accessibility, ADA, and Equity, Congestion Management, Passenger rail

More rail would be wonderful. Biking safety is not well addressed.

Tags: Passenger rail, Nonmotorized, Safety

The roads are still an issue. Are substandard materials being used? The bus routes/times should be adjusted when there are big events so they are available to more people. Lane signs are confusing. They should be on top of the signals instead of to the side so they can be seen more easily to give drivers time to get into the correct lane. Need more left turn signals on busy roads. Roundabouts/traffic circles are dangerous. Expand Amtrak to go to east & north side of state from GR. The road diet isn't working. People passing using the middle lane. Start ticketing traffic offenders! Hard to use the bus when you don't feel safe walking to or waiting at the stop. Really need to lower the crime rate in this town.

Tags: Transit, Congestion Management, Safety, Pavement Condition, Miscellaneous, Passenger rail

“Providing light rail or other, more climate friendly options is not even listed here! Why are we not looking at more forward-thinking options to run alongside our major roads (28th Street, etc.). Lightrail systems are so smooth, offer greater options for jobs for those in areas that need transit to areas with jobs, and, appreciates the need to sustain the environment - including helping to reduce traffic and get cars off the road!”

Tags: Congestion Management, Resiliency, Passenger rail

“Please, please invest in light rail and increased Amtrak frequencies. “

Tags: Passenger rail

Get transportation from Grand Rapids to Holland so that residents who don't have vehicles can go to events like tulip time.

Tags: Passenger rail, Transit

“I would like to see amtrak have train routes that go north, to traverse city, mackinac, etc. More bike routes, especially on busy roads such as fulton, division, etc.”

Tags: Nonmotorized, Passenger rail

“Rail system that connects bedroom communities to the city and allows people to get around the city without sacrificing too much time. I'd love to take public transportation to/from work, but when it's a 15 minute trip by car and 45 minutes to an hour by bus, I'm going to choose the car every day. Maybe get more bus fueling stations so you can have routes straight up and down Leonard, Michigan, Fulton, etc. A fast rail system would be fantastic “

Tags: Passenger rail, Transit

“It would be nice to have rail options around town and neighboring cities. I would love to get from Bridge Street to Wealthy without taking the city bus. Also, I feel unsafe riding my bike on roads so would like more bike paths around town “

Tags: Nonmotorized, Passenger rail, Transit

“Would love to interurban rail routes, GR to lakeshore”

Tags: Passenger rail

“There needs to be more access to buses outside of GR, more access to trains, and other systems constructed to help improve public transportation and reduce vehicle use. There needs to be several routes and options to encourage the use of these transportation methods by all.”

Tags: Transit, Passenger rail, Accessibility, ADA, and Equity

The Go Bus systems that assists non-drivers and elderly is very unpredictable. A light rail systems needs to be studied and pre-construction planning also needs advancement.

Tags: Transit, Passenger rail

We need a rail system in Grand Rapids along 131 and 96. It would be a dream if the suburbs were connected to downtown via rail.

Tags: Passenger rail

“I feel that, if the Grand Rapids/Muskegon/Holland Megalapolis wants to grow, the area needs to embrace more rail-based transit in the area.”

Tags: Passenger rail, Transit

“Do not fall into the trap of thinking more lanes and wider roads are the answer.

Increasing reliance on public transit, both quality and availability is the best way to reduce emissions and congestion at the same time. Where possible, remove car access, remove parking lots, and restore the natural and/or walkable spaces.

Where that is not possible add buses and/or high speed rail. You could even bring in monorail or trolleys in certain places.

No one wants to see or smell thousands of cars. Reducing personal vehicle use will also reduce accidents.

Finally, switch to electric wherever possible. There is no excuse to making a city dependent on oil/gas to contain ue operating. But more important than that, invest in clean energy production as well. More dams where ecologically beneficial, more wind turbines where possible, and please, for the love of all that is sacred, please add nuclear! Don't listen to the oil/gas industries to Guage the safety of nuclear. Follow other countries' research if you don't want to do your own!

I want a clean, quiet, walkable, and safe city.”

Tags: Passenger rail, Transit, Resiliency, Congestion Management, Technology, Nonmotorized, Safety

“I would like to see public transportation expanded to outlying communities. It would take time for people to adjust, but that will never happen if it isn't available. If gas prices remain high more people will look to public transportation. I would love to eventually see metro service to Grand Rapids, Grand Haven, Holland, and Muskegon. “

Tags: Passenger rail, Transit

“Stop building roads, recent interstate investments are contrary to any rational goals (safety, climate, pollution). I know you won't listen, that you will just continue building out infrastructure in order to increase the vehicle miles traveled of

personal vehicles. You will almost certainly throw money down the hole of non-existent technologies rather than develop solutions today with proven solutions (bus, bike, & rail). Honestly, I have no idea why anyone bothers filling out your surveys.”

Tags: Resiliency, Passenger rail, Safety, Transit

“We need high speed rail, a robust bus system, and much more nonmotorized and small-motored roadways”

Tags: Passenger rail, Transit, Nonmotorized

“Expanding public transportation to allow people to access areas that are not currently accessible through routes like bus. Especially, out towards industrial areas of town where jobs are available, can do a lot for improving peoples abilities to navigate economic issues. Connecting them with more options for labor and possibilities to improve income.

Expanding our bus system, adding trolley system, or even expanding rail could do so much.”

Tags: Passenger rail, Transit

Amtrak needs track and signal improvement. Improve connections in Amtrak from Grand Rapids.

Tags: Passenger rail

“Modernizing the bus system seems like a manageable first step in such a plan. The retail partnerships that supply Wave bus cards are weak and make it hard to purchase or replace a Wave card. Last I checked, one was unable to obtain a card from central station on weekends. Furthermore, unlike in other cities, it is not possible to pay for a second person with one’s Wave card, making it harder to ride the bus with others who do so less often.

Indian Trails and Greyhound also need updates. While other bus services like Megabus or rail like Amtrak have not been requiring paper tickets for over a decade, Indian Trails and Greyhound have yet to catch up. Neither offers a bike rack, so bikes can only be transported once partially broken down and for an extra \$30. Amtrak charges \$10 for bikes and requires those who bring them to board last as well as de-train last. As someone whose main mode of transportation is a bicycle, this makes it more challenging traveling to other cities, as I often arrive bike-less.

Our intercity bus system is still weak from the pandemic. There are no buses in the morning to Lansing from Grand Rapids, so commuting there for work by bus is impossible (though the rideshare program is appreciated). The earliest one can arrive is 1:25, but the latest one must return to Grand Rapids is 4:25, so a round trip in one day is nearly impossible. The former evening buses no longer run.

Grand Rapids to Kalamazoo is similarly difficult. The morning bus no longer exists, and the return buses are timed so that a round trip within one day is no longer possible.

Despite the popularity of Lake Michigan in the summer months, the closest bus that regular travels there stops in Allendale. The Greyhound route that used to run to Muskegon once per day (and connect to the ferry to Milwaukee) no longer exists.

Our region is missing the amenities present for years in other Michigan areas like Zip Car (Lansing, Ann Arbor, Flint, Detroit) and we have lost transportation options like the Megabus, which operated in Grand Rapids until 2016.

Many residents I've spoken with in Grand Rapids are unfamiliar with the Rapid and the DASH and it is not uncommon to meet people who have never taken the bus and are intimidated by it. I have cyclist friends who do not know how to put their bike on the bus rack. Last I checked DASH ridership is at 60%, so it seems much needs to be done to orient the public on buses. In Chicago there is a practice bus bike rack mounted to a downtown building where one can mount their bike. Small solutions like that can really help people.

Overall, this region has an entrenched driving culture, which I imagine it will be difficult to overcome. It is a difficult region to live in without a car for most people, but there are many small changes that could make that easier. In the last year the Rapid #11 bus by my house has begun running every 15 minutes, and that has been a wonderful change. "

Tags: Nonmotorized, Transit, Passenger rail

We need to look into passenger/commuter rail from Grand Rapids to Lansing and Detroit. Support from you would be huge.

Tags: Passenger rail

"A regional commuter rail system should be implemented; it is expensive but worth it! Congestion along routes such as 131 and the Beltline point to this need. Also, more roundabouts and diverging diamond intersections/interchanges should be installed wherever possible to help provide better traffic flow, reduce conflict points, and ultimately to reduce congestion and air pollution. Carmel, Indiana has done so and benefitted significantly. Let's make it happen! Thank you!"

Tags: Resiliency, Congestion Management, Passenger rail

Investment in commuter rail or a light rail network

Tags: Passenger rail

"1) More/better/faster mass transit availability, both urban transit as well as train (Amtrak etc) service. 2) Recondition and/or refigure US131 corridor through GR (even though construction would be a major, but temporary, headache for me). Local/express lanes and/or better frontage roads, removing lesser used entry/exit points, and reconfigure curved highways in the most traffic dense areas. 3) We have WAAAYYYY too many traffic signals. More roundabouts and/or reconfigured access to major thruways would help traffic move. 4) We need vastly better infrastructure for newer

technologies such as electric car charging. 5) I will be past safe driving age as this plan matures, so improvements to senior citizen mobility, either by better local transit and self driving infrastructure, would make the community better/safer as the population ages.”

Tags: Passenger rail, Technology, Miscellaneous, Transit, Congestion Management, Accessibility, ADA, and Equity

the use of metro trains like larger cities have

Tags: Passenger rail

“Please do not invest in more automobile, electric or autonomous, technology as the issues with the roads are too many drivers. Please invest in alternative transportation methods (buses, rail networks, bicycle paths, walking paths, etc.) to get less drivers on the road. Please also invest in road diets and converting roads to boulevards with medians, also add more roads with curves and trees/plants to natural encourage safer driving when driving is necessary. The solution isn’t newer and fancier cars, it’s less cars altogether.”

Tags: Congestion Management, Safety, Nonmotorized, Technology, Miscellaneous, Passenger rail, Transit

“Commuter rail from Holland to GR would answer a lot of issues. If not rail, silverline type bus HOWEVER need it to end downtown/medical mile not bus station or Division Ave. end at station or Division would take longer and negate any motivation to take it. Rail would be better to miss all the traffic congestion. “

Tags: Passenger rail, Transit

“light rail along 131 to ease traffic/congestion, resident incentives for public transportation usage”

Tags: Passenger rail, Congestion Management

Pavement Condition

the roads are bad - everything else doesn't exist here

Tags: Pavement Condition

Road conditions are terrible

Tags: Pavement Condition

“Congestion and roadway improvements is an urgent need, as well as intersection safety. “

Tags: Congestion Management, Pavement Condition, Safety

I feel like taxes have already gone up in order to improve the roads. Can we use those designated funds for what their designated for?

Tags: Pavement Condition, Miscellaneous

“I take classes at Grand Valley in downtown GR, and I would love to utilize the bus line if it didn't take almost an hour to get downtown when I can make the drive in 10-15 min.

Very limited access to public transportation. I want to utilize the public transportation in my area but the bus lines never run where I need to go.

I've had to make many repairs to my car over the past two years (~\$800 for wheel/rim damage, suspension damage, sway bar damage, etc.) because of the size of the unavoidable potholes on my commute to work: US131, I196, 44th St., Rivertown parkway, Chicago Dr., Pt. Sheldon, others. My car is older (2003) so I try to avoid the potholes, but there are so many I just can't avoid them all. “

Tags: Transit, Accessibility, ADA, and Equity, Pavement Condition

Congestion during prime travel time is my primary concern and improving the on ramps to the freeways is second in my mind.

Tags: Congestion Management, Pavement Condition

“Quickly and inefficiently patching our roads can no longer be a solution; the roads immediately downtown GR are

unacceptable and dangerous. We can't even see lines on some streets (Ionia Ave NW). If cars can't see them, then certainly our bikers and walkers can't either. "

Tags: Pavement Condition, Safety

Stop spending money on buses and bike paths for the wealthy fix our roads

Tags: Pavement Condition, Nonmotorized

Your roads suck donkey balls

Tags: Pavement Condition

Our roadways are crumbling. Grand Rapids Metro area is growing at a faster pace than in the past and the need to add public transportation and extra lanes to accommodate extra cars on the road should be a high priority.

Tags: Pavement Condition, Transit, Congestion Management

Thrilled you are offering this opportunity for improvement. Our roads are terrible.

Tags: Pavement Condition

"Some secondary roads need resurfacing not repatching.

Eastern should be 45 mph south to 84th. The area has grown immensely and there is a school there.

Parking for school pickup at local schools. Kalamazoo & 76th. Eastern & 84th. "

Tags: Pavement Condition, Safety, Miscellaneous

" the EB 196, 96 merge in NE side of GR

Needs to get fixed. 3 lanes to 1 lane creates backups. Also, 131 from downtown to 28th street needs better driving conditions and another lane that makes it easy for motorists to enter and exit the highway. "

Tags: Pavement Condition, Congestion Management

"Traffic has become terrible in the last couple years. Drivers are super aggressive and dangerous and there seems to be little police presence doing traffic patrolling. This is an important factor for transportation and I would enjoy seeing

something done. Between the poor road condition, traffic congestion and angry drivers it is a nightmare commuting to work. “

Tags: Congestion Management, Safety, Pavement Condition

“Need a transport system for people that live outside Grand Rapids city limits. Holland, Grand Haven, Belmont, Rockford. Train system? That would help with congestion, road use, gas use and safety.”

Tags: Safety, Congestion Management, Pavement Condition, Passenger rail

Thought our roads being fixed was suppose to come out of gas tax?

Tags: Pavement Condition

“The area needs better and more frequent public transportation options to and from the airport and throughout the surrounding areas. The area desperately needs more protected bike infrastructure. Consideration of light rail routes through downtown Grand Rapids, to areas of interest, and the airport would be worthwhile investments. All of these things would contribute to the ease of traffic congestion which would also help to ensure the quality of the roads is maintained for longer if less vehicles are on the roads. We have a long way to go to provide the residents with what the need but we also have so much great opportunity to do so.”

Tags: Air Travel, Passenger rail, Transit, Pavement Condition, Congestion Management, Safety, Nonmotorized

“Roadway beautification and maintenance, or a plan for maintenance with neighborhood associations or businesses or local units of government. “

Tags: Pavement Condition, Miscellaneous

Land use and zoning have direct impacts on mobility needs. Transportation systems should include perspectives on access to necessary services through multiple modes (measured in travel time). Levels of services should be considered beyond just vehicle capacity and pavement condition.

Tags: Pavement Condition, Accessibility, ADA, and Equity

A commuter train system from Ada to Holland is a next 10 year must have.

Tags: Pavement Condition

"I do not think there is a climate issue AT ALL and therefore not germane to any of these questions. I do think there is a pothole issue all the time, a consequence of historically normal Michigan winters. I would like to see more enclosed bus shelters for people who have to use the bus during inclement weather."

Tags: Resiliency, Transit, Pavement Condition

Parking is always an issue. Years ago I worked at the city newspaper and my fellow reporters called the top guy the "parking czar". But merchants on the older streets need it. Streets like wealthy from EGR to downtown are absolutely treacherous with all the parking on such a busy thoroughfare. And of course the potholes. Years ago I read of a cement product in the WSJ. It was a cement that when cracked would bleed a cement substance and self-repair. Now that's what our roads need. Hubcap cost \$60 last spring. And it was PLASTIC. Good grief.

Tags: Miscellaneous, Safety, Pavement Condition

"Make all intersections safer. Cascade and buttrick are awful. Buttrick and bolt are awful. Bolt dr and peace park the road is washing out because of a grave pit that should be inspect with OSHA

Tags: Safety, Pavement Condition

Road conditions are important for commercial and tourism. Investment needs to continue while investigating other technologies which may prolong pavement life.

Tags: Technology, Pavement Condition

"We live east of the east beltline, across from Meijer gardens and pay a considerable amount of taxes. Our area has been forgotten - poor pavement condition on the streets, no snow plowing, and no sidewalks so we are cut off from other neighborhoods or the sidewalk infrastructure on main streets. We already pay \$12k a year in city taxes. Start providing services - it shouldn't cost more than this."

Tags: Connectivity, Pavement Condition, Nonmotorized

MDOT could be better about using crack filling to extend pavement lives. The highway message boards are generally a waste of money.

Tags: Pavement Condition, Miscellaneous

"Work on bike path for thornapple

Fix all the pot hole the governor said she was fixing "

Tags: Nonmotorized, Pavement Condition

The roads are still an issue. Are substandard materials being used? The bus routes/times should be adjusted when there are big events so they are available to more people. Lane signs are confusing. They should be on top of the signals instead of to the side so they can be seen more easily to give drivers time to get into the correct lane. Need more left turn signals on busy roads. Roundabouts/traffic circles are dangerous. Expand Amtrak to go to east & north side of state from GR. The road diet isn't working. People passing using the middle lane. Start ticketing traffic offenders! Hard to use the bus when you don't feel safe walking to or waiting at the stop. Really need to lower the crime rate in this town.

Tags: Pavement Condition, Transit, Passenger rail, Miscellaneous, Safety, Congestion Management

Improve the roads before we worry about green busing for people that don't have their own transportation!

Tags: Pavement Condition

I do not support raising taxes to fund these initiatives. The biggest improvements should focus on pavement conditions.

Tags: Pavement Condition

"Monies allotted in the past and present should be applied to maintaining and restoring present existing resources. Bus schedules /stops reinstated that were cut back, residential streets are in poor condition being constantly patched instead of replaced. Existing roads first over new builds. Federal funds take care of our highways.

Our downtown has absorbed a lot of funding from whatever source. Reserve funding for areas used for residential use like city streets. Can handicapped funding be drawn from other resources. We need more handicapped parking and less priority parking like take out or wait parking monopolizing the handicapped space. Quality of work monitored better. Instead of lowest bidder how about second lowest or best recommended for workmanship and longevity for money. Just some thoughts."

Tags: Accessibility, ADA, and Equity, Pavement Condition, Transit

The city needs to become more bike friendly and have better public transit. I'm scared to ride my bike downtown because of potholes in bike lanes and lack of bike lanes.

Tags: Safety, Pavement Condition, Transit, Nonmotorized

"US 131 needs big improvements from M6 to 14 Mile Rd.. Need to repave the entire stretch with something that will last a long time, (not easy in Mich. I know). Then, either more lanes and better on and off ramps. Driving in GR is a nightmare with all the bike lanes moving in and out of car traffic."

Tags: Nonmotorized, Pavement Condition, Congestion Management

“Who ever builds the roads should guarantee them for ten years, or fix them for free. Also, plan for twenty years in the future like they do in Alabama. Roads should be slanted the correct way on curves to hold your car on the road and water should NEVER puddle up on the pavement. “

Tags: Miscellaneous, Pavement Condition

Use the funds we have now. We pay the highest fuel tax and the road is a wreck! I have an Idea to consult with those that design airport runways or the German autobahn you drive 150 MPH on that. I don't see the airport runway trashed the way the roads are and for the money already invest the typical we don't spend we lose the fund mentality gets the public lame result but hey more taxes is always the and never the solution! And for the love get a new ouija board the one M-DOT uses now to organize and fix the D#\$m roads is broke.! Or better yet surround Lansing with road construction and give them a drunken snake path to get to work and I bet the decision making process would Improve. Metro cruise this weekend and hey lets tear up 28th street jackasses all summer this could have been done BUT NOOOOOO let's wait and inconvenience the public more in hope of somehow convincing the public you need more money! At least the road crew works the night a small concession more of a defensive move so the crew dosnt get run down. How about license and insurnce on bike so when the morons blow thru intersections without stopping or ride filling the entire lane can help fund the right to use the roads the GAS TAX is supposed to pay for? How old is M6 that road is trashed who engineered that thing they need to be fired.

My kids old play dough is tougher than that road. Traffic study 8th AVE between 44th and M6 the traffic during work and School is a disaster. They finally did something with the traffic light at 8th and 44th after countless accidents somebody must have died to get that done and the traffic at peak is worse now!

Tags: Nonmotorized, Safety, Congestion Management, Pavement Condition, Miscellaneous

Fix the pot holes. MI roads are the worst I've seen

Tags: Pavement Condition

Fix the damn roads!

Tags: Pavement Condition

Resiliency

“If we are truly looking 25 years ahead, we need to be divesting in cars and car infrastructure, and investing in green, sustainable, accessible transportation. “

Tags: Resiliency, Accessibility, ADA, and Equity

“A large request, but I feel growing concern over the environmental impacts of the transportation system and how it is contributing to global climate change. “

Tags: Resiliency

Keep sustainability as the focus of new technologies

Tags: Technology, Resiliency

“We should be investing in all green Green transport - green buses, trains, safe bike routes, electric vehicle charging, electric school buses, BIG tax breaks/stipends for people to buy electric vehicles.”

Tags: Resiliency

Electric rail system is the only thing that I would support to improve transportation and help the climate.

Tags: Passenger rail, Resiliency

“I encourage the committee to learn from our European partners. There are several examples where massive changes were made to improve air quality, safety and accessibility. How? By making fewer lanes and fewer highways. In turn, you increase bicycle infrastructure, public transportation and walkability. Also must ensure that essential services (grocery store, pharmacy are within a reasonable distance to allow for access without a car). More highways and lanes is not the answer (look at Houston). Thank you. “

Tags: Transit, Nonmotorized, Accessibility, ADA, and Equity, Safety, Resiliency, Congestion Management

Love GR but would love more areas that didn't allow cars at all. An example no cars allowed on Wealthy between Charles and Union

Tags: Resiliency, Miscellaneous

“The more walkable the city, the better off we will be in the long run. Reliance on fossil fuels is killing us. “

Tags: Nonmotorized, Resiliency

“If trying to address environmental concerns, consider HOV lanes/increased carpool lots on major highways (ex. 131) and encourage alternative modes of transportation (biking, walking) when appropriate. Electric vehicles are not a cost-effective strategy for the average citizen and still require fossil fuels in production. Driverless vehicles are not safe or readily available and would be a poor investment of public funds. With inflation currently already having detrimental effects on the middle/lower socioeconomic classes, increasing taxes would be tone-deaf to the needs of citizens. “

Tags: Nonmotorized, Resiliency, Technology

“As a resident of the city of Grand Rapids, my vote for intracity transport is to prioritize public transit and nonmotorized transit alternatives. I would oppose any potential freeway widening initiatives within the Grand Rapids city ‘core,’ and instead focus on providing multi-modal transit throughout the city. Congestion decreases when alternate options are available, not when initiatives designed at prioritizing automobile transit are implemented. Although infrastructure for electric and driverless vehicles is important, especially in the context of climate change, we must not view these developing technologies as a panacea for current traffic issues. The best way to combat the effects of climate change in the region is to decrease vehicle-miles traveled, and therefore reduce total emissions, and the best way to accomplish this goal is by providing affordable, reliable, and efficient public transit and alternate routes for multi-modal transportation.”

Tags: Resiliency, Congestion Management, Transit

Less cars

Tags: Resiliency, Miscellaneous

“Any action that increases the convenience of car travel should be avoided at all costs. There is no place in a civil society for more cars, electric, driverless, or otherwise. It is far past time to get out of a car-centric transportation paradigm and into a world where car ownership and operation is not a requirement for participation in society.”

Tags: Miscellaneous, Resiliency

“There is not a one size fits all for our region. The plan should be right sized to accounts for the diverse needs of the community both urban and rural. There is also not sufficient requests for feedback on impact of vehicular traffic on air, water quality, heat deserts caused by too much concrete, and environmental justice surrounding transportation. “

Tags: Accessibility, ADA, and Equity, Resiliency, Environmental Issues

“Increased efforts at bicycle safety education for both drivers and bicyclists. Continued efforts at making bicycle lanes and trails safe and convenient. Increased efforts toward public awareness of the benefits of carpooling, public transit, and alternative (environmentally responsible) transportation methods. Increased efforts toward making all of the above more convenient (carpool lots, expanded bus routes, etc).

Of course, convenience and education are dependent on funding, which is often dependent on tax increases or re-allotment, which is often dependent on voter approval, which is often dependent on convenience and education ... “

Tags: Nonmotorized, Safety, Resiliency, Transit

I believe cars should go the way of the dinosaurs. We need more and better public transportation to fight climate change and reinforce our communities.

Tags: Resiliency, Transit

“I do not think there is a climate issue AT ALL and therefore not germane to any of these questions. I do think there is a pothole issue all the time, a consequence of historically normal Michigan winters. I would like to see more enclosed bus shelters for people who have to use the bus during inclement weather.”

Tags: Transit, Resiliency, Pavement Condition

Look to other communities - both in US and elsewhere - that are trying new approaches and anticipating where transportation needs will be changing as technology changes and climate change accelerates.

Tags: Technology, Resiliency

I support bringing back the tram! Within downtown there aren't many short to medium distance transportation options besides Ubers and other things that contribute to roadway congestion. The tram could be electric powered and help the city's carbon footprint

Tags: Passenger rail, Resiliency, Congestion Management

“Out of necessity, I've ridden the Rapid bus year round for many years. It's not easy, but it was doable. Making the routes more accessible has the potential to encourage more people to ride year round, which would reduce carbon emissions and reduce traffic in the city.”

Tags: Transit, Accessibility, ADA, and Equity, Resiliency, Congestion Management

“Sharrows and painted bike lines are not enough to ensure cyclists’ safety or induce demand. De-prioritizing on street parking and creating safe, logical, protected bike paths will create better micromobility, induce demand for fossil fuel free transportation methods, and reduce cyclist deaths. We need separate, curbed bike lanes or bollards to achieve this.

Also consideration should be given to increasing the frequency of bus services to achieve a 10 minute or less peak demand schedule. Frequency is key to incentivizing commuters to utilize the bus system.

Lastly green stormwater infrastructure should be default in any new transportation projects regardless of the percent increase in impermeable surface area from prior conditions. This is critical to achieve a resilient and safe transportation network in the face of climate change.”

Tags: Environmental Issues, Nonmotorized, Safety, Resiliency, Transit

“car-centric planning and inflexible zoning are going to continue to cause traffic congestion, housing shortages, and climate issues. we need to have better public transit and safer pedestrian/bicycle routes”

Tags: Safety, Nonmotorized, Resiliency, Congestion Management, Transit

“Light rail to connect regional communities.

Gas taxes are poor strategy as electric cars come online and vehicles get better mileage.

Electric vehicles are also problematic with environmental concerns and electrical grids under pressure and powered by fossil fuels.

Appreciate the solar panels being utilized for signage and lighting on roadways.”

Tags: Passenger rail, Technology, Resiliency

“Dealing with climate change should involve multiple factors: electrify motor vehicles, more transit, and denser development in urbanized areas to reduce trip distances.

Demand for non motorized infrastructure appears to be driven by recreation in the suburbs, and is very important for increasing safety”

Tags: Nonmotorized, Safety, Resiliency, Transit

Go green.

Tags: Resiliency

Adapting to climate change should be priority number one.

Tags: Resiliency

“I would think having awnings at each bus stop would be nice especially for the very cold winter months.

Also, not sure if there can be a rule (or law) where bicyclists need to use the (expensive) bike paths, especially on very narrow roads where they could easily be hit... “

Tags: Nonmotorized, Safety, Resiliency

“Providing light rail or other, more climate friendly options is not even listed here! Why are we not looking at more forward-thinking options to run alongside our major roads (28th Street, etc.). Lightrail systems are so smooth, offer greater options for jobs for those in areas that need transit to areas with jobs, and, appreciates the need to sustain the environment - including helping to reduce traffic and get cars off the road!”

Tags: Resiliency, Congestion Management, Passenger rail

“1. Provide public transportation to and from the airport from many different parts of the county. This would drive a lot more business to hotels, restaurants, and entertainment. It would also make it more convenient and ““green”” for residents to commute to and from the airport.

2. Consider more roundabouts in appropriate places. Saves unnecessary idling and is much safer in the right circumstances.”

Tags: Safety, Air Travel, Transit, Resiliency

“The issue of climate change should play a central role in deciding how to plan for the future.

Tags: Resiliency

“Living along Bridge Street up the hill from Lincoln Park, I’d love some onstreet parking. The bus runs regularly and the bus stops seem conveniently located. The bike paths here seem fairly useless as no one uses them and Bridge is so hilly. Parking would be used much more frequently.

In terms of Kent and Ottawa counties, I believe that we should prioritize innovative and climate conscious transportation solutions. We should be looking to other technologically advanced countries for inspiration. “

Tags: Miscellaneous, Transit, Resiliency, Nonmotorized

“Do not fall into the trap of thinking more lanes and wider roads are the answer.

Increasing reliance on public transit, both quality and availability is the best way to reduce emissions and congestion at the same time. Where possible, remove car access, remove parking lots, and restore the natural and/or walkable spaces.

Where that is not possible add buses and/or high speed rail. You could even bring in monorail or trolleys in certain places.

No one wants to see or smell thousands of cars. Reducing personal vehicle use will also reduce accidents.

Finally, switch to electric wherever possible. There is no excuse to making a city dependent on oil/gas to contain use operating. But more important than that, invest in clean energy production as well. More dams where ecologically beneficial, more wind turbines where possible, and please, for the love of all that is sacred, please add nuclear! Don't listen to the oil/gas industries to gauge the safety of nuclear. Follow other countries' research if you don't want to do your own!

I want a clean, quiet, walkable, and safe city."

Tags: Resiliency, Nonmotorized, Safety, Congestion Management, Transit, Passenger rail, Technology

"Stop building roads, recent interstate investments are contrary to any rational goals (safety, climate, pollution). I know you won't listen, that you will just continue building out infrastructure in order to increase the vehicle miles traveled of personal vehicles. You will almost certainly throw money down the hole of non-existent technologies rather than develop solutions today with proven solutions (bus, bike, & rail). Honestly, I have no idea why anyone bothers filling out your surveys."

Tags: Safety, Resiliency, Transit, Passenger rail

"Focusing on walkable city spaces and bike lanes instead of roads for cars is necessary, in my opinion, for the future of transportation. Y'all can really make a difference with the climate crisis by encouraging people to walk/bike more and use cars less."

Tags: Nonmotorized, Resiliency

"I would personally (I also speak for others) would love to see more bike lanes or sidewalks. If more of these are available, maybe more people would commute which would help reduce a number of things-congestion, safety issues, greenhouse gases, cyclist getting injured from cars, etc. "

Tags: Nonmotorized, Safety, Resiliency, Congestion Management

"Need to focus bus transit on increasing frequency, maybe using smaller buses. Also connect radial bus routes in a ring around Grand Rapids. Daily intracity routes would be great and a direct line from the airport to downtown.

Finally, we need a holistic approach to bike routes. So much of the network outside of the rails-to-trails projects is disjointed. It would be a real help to convene a working group of local jurisdictions to try and come up with a solid plan for connections.

Need massive investment in charging stations! Best to place them at places that are attractive to wait for an hour. “

Tags: Resiliency, Air Travel, Technology, Nonmotorized, Transit

“A regional commuter rail system should be implemented; it is expensive but worth it! Congestion along routes such as 131 and the Beltline point to this need. Also, more roundabouts and diverging diamond intersections/interchanges should be installed wherever possible to help provide better traffic flow, reduce conflict points, and ultimately to reduce congestion and air pollution. Carmel, Indiana has done so and benefitted significantly. Let’s make it happen! Thank you!”

Tags: Resiliency, Congestion Management, Passenger rail

We need safe bicycle routes throughout the city that are separated from the road. Please look at how it’s done in Europe. Because of climate change bicycling is even more important! Bicycling also promotes personal health

Tags: Nonmotorized, Safety, Resiliency

Safety

LONG WALKS TO BUS STOPS IN RESIDENTIAL AREAS MAKES FOR EXTREME FRUSTRATION IN USING PUBLIC TRANSPORTATION. HALF MILE WALK AND SPEND \$3.50 WITHIN 1 AND A HALF MILES TO CATCH 2 BUSES. NOT ECONOMICAL SAFE OR CONSIDERS HEALTH AND DISABILITIES OF NON ADA CLIENTELE

Tags: Transit, Safety, Accessibility, ADA, and Equity

“In our more urban areas, we need to treat pedestrian, bike, and public transit modes as a priority instead of vehicle traffic. Especially around urban and suburban schools, the safety of pedestrian traffic is far more important than traffic flow. “

Tags: Nonmotorized, Safety, Transit

“Congestion and roadway improvements is an urgent need, as well as intersection safety. “

Tags: Safety, Congestion Management, Pavement Condition

“Please prioritize walking, biking, and transit over cars. Please change traffic laws to prioritize pedestrian safety, like banning right turns on red at all intersections. Reduce traffic lanes on as many multi-lane roads as possible by converting them to bike and bus-only lanes. Focus on creating effective, high volume transit corridors with 15 minute or less headways during the day rather than an expansive and unreliable network. Long term, build a light rail network in downtown and lobby MDOT to demolish all freeways within urban areas.”

Tags: Nonmotorized, Safety, Congestion Management, Transit, Passenger rail

“The bike infrastructure needs drastic improvement. I have been a bicycle commuter for over 10 years. While there have been some improvements in lanes, they are not at all sufficient.

Example: bike lanes should be on the right side of parallel parked cars, not on the left. Car lane - Parallel Parked Cars - Bikes. E-bikes and e-scooters now clog up the bike lane with non-serious commuters and pose a huge danger to regular commuters. Over the last 10 years I have had very minimal issues until the introduction of scooters in our city. Since then I have been hit by a car and hit by scooters on three different occasions. These accidents have resulted in many broken bones and concussion.

The situation out there for bike lanes discourages more people from commuting on bike. “

Tags: Safety, Nonmotorized

“Major concern: Safety of walkers & bicyclists along Grand River Dr from Ada Twnshp line to E Beltline in Plainfield Twnshp, Kent Co. A bike path was approved by voters a few years ago, however, no action taking place on the project. “

Tags: Nonmotorized, Safety

“Quickly and inefficiently patching our roads can no longer be a solution; the roads immediately downtown GR are unacceptable and dangerous. We can’t even see lines on some streets (Ionia Ave NW). If cars can’t see them, then certainly our bikers and walkers can’t either. “

Tags: Safety, Pavement Condition

Solve the problem of having cyclists and scooter users traveling on sidewalks. This is a serious issue in the Grand Rapids downtown area.

Tags: Nonmotorized, Safety

“We need higher density of traffic calming infrastructure on main streets passing through residential areas. Streetcars/rail lines on major roads such as 28th street would increase safety, equitable access, and reduce congestion. Finally, we need better education for drivers on bicycle safety. “

Tags: Safety, Accessibility, ADA, and Equity, Congestion Management, Passenger rail

“As an ev driver, more charging stations should be available. Barriers between cars and bike lanes would also be nice. “

Tags: Safety, Nonmotorized, Technology

We really need bike lanes. My son should be able to ride to City HS but the lack of bike lanes and unsafe intersections make the ride too scary for him. It’s very difficult for me to take my kids on bike rides. Also with the new electric bikes available we could avoid using the car and go much farther with bike lanes. We are a city; bikes should be a main mode of transportation. We also desperately need charging stations for electric cars in the outer areas of the city where you can’t avoid driving.

Tags: Safety, Technology, Nonmotorized

“Better signage/education for bike safety. Bikers should always ride in the roads. Drivers share road. Bike laws, etc. Ticket bikers for blowing red lights!”

Tags: Nonmotorized, Safety

Intersections on streets that big schools are on. Hunsberger Ave 49525 is treacherous when school is starting and ending each day. No pedestrian crossing over Plainfield Ave at Hunsberger.

Tags: Nonmotorized, Safety

We need more bike paths in Byron Center. Also create more access to park paths. Eastern needs road work badly and it's unsafe for bikers or walkers since there are no shoulders or sidewalks! Traffic is awful on this road.

Tags: Nonmotorized, Accessibility, ADA, and Equity, Safety

“Roadway improvements are a key to being able to increase safety, not only for gas vehicles, but also bicyclists. However, I see areas on a daily basis that make bicycle traffic unsafe. Consideration for widening sidewalk areas to allow for bike traffic should be explored, rather than having bicycle lanes in the roadway. “

Tags: Nonmotorized, Safety

Enforce “no turn on red” Daily I see many cars disobeying that sign. Maybe it should be lighted??

Tags: Safety

Bike lanes along/on Plainfield Ave would be a car/bike accident waiting to happen. Too dangerous.

Tags: Nonmotorized, Safety

More roundabouts

Tags: Safety, Miscellaneous

“I believe that affordable, individual electronic transportation devices such as e-bikes, scooters and hoverboards will play an ever larger role in shorter commutes in the future. Current roadways and sidewalks will not be safe for that form of transportation. “

Tags: Safety, Technology

“I think the majority of available sidewalks is quite low for as much traffic and population the area has. Biking, segways, motorized bicycles are becoming much more popular. However there are tons of roads with any sidewalk, bike path or even a shoulder big enough to support pedestrian traffic safely from residential neighborhoods to shops restaurants events etc. Let's me honest-electric vechiles are here but are less than 1% of the cars on the road. The average person cannot afford an electric car today.. nor does any state including ours have an infrastructure to support a million electric vehicles. Having alternative means of transportation and a solid bus, pedestrian , walk, and bike routes that are expanded out to neighborhoods would be awesome. “

Tags: Nonmotorized, Safety, Technology

“Some secondary roads need resurfacing not repatching.

Eastern should be 45 mph south to 84th. The area has grown immensely and there is a school there.

Parking for school pickup at local schools. Kalamazoo & 76th. Eastern & 84th. “

Tags: Safety, Pavement Condition, Miscellaneous

“Traffic has become terrible in the last couple years. Drivers are super aggressive and dangerous and there seems to be little police presence doing traffic patrolling. This is an important factor for transportation and I would enjoy seeing something done. Between the poor road condition, traffic congestion and angry drivers it is a nightmare commuting to work. “

Tags: Pavement Condition, Congestion Management, Safety

“Moving away from personal vehicle use is one of the best ways we can fight climate change. This metro area currently does very little to work towards this. The ““bike lanes”” (road shoulders with a bike symbol painted in them) are completely unsafe and unmaintained, and there is no incentive for people with means to consider using the bus system. The best bike lane in the area is on Monroe next to Riverside Park, which already has a very wide multi-use path that bikes can use. We need bike lanes that are fully protected if we want anyone to even consider switching from a personal vehicle to a sustainable mode of transportation. And e-vehicles are not a solution here, since electricity is still widely generated by fossil fuels.”

Tags: Nonmotorized, Safety, Transit

“I encourage the committee to learn from our European partners. There are several examples where massive changes were made to improve air quality, safety and accessibility. How? By making fewer lanes and fewer highways. In turn, you increase bicycle infrastructure, public transportation and walkability. Also must ensure that essential services (grocery store, pharmacy are within a reasonable distance to allow for access without a car). More highways and lanes is not the answer (look at Houston). Thank you. “

Tags: Resiliency, Congestion Management, Transit, Safety, Accessibility, ADA, and Equity, Nonmotorized

It would be nice to have bike paths and bike lanes that extend outside the metropolitan area of GR. The roads are very dangerous for bikers.

Tags: Safety, Nonmotorized

PAINT IS NOT INFRASTRUCTURE! Protected bike lines should connect throughout the city. Buses should have decent routes and frequency — people would take the bus more if it wasn't an hour for a 15 minute ride.

Tags: Safety, Transit, Nonmotorized

My main concern is the intersection on Belding Road with Courtland Road just off of the Northway in Rockford. That intersection has become very difficult and dangerous

Tags: Safety

“Grand rapids area is on the verge of being a perfect place to bike, but the bike lanes are simply not safe/not there at all.”

Tags: Nonmotorized, Safety

“Need a transport system for people that live outside Grand Rapids city limits. Holland, Grand Haven, Belmont, Rockford. Train system? That would help with congestion, road use, gas use and safety.”

Tags: Safety, Congestion Management, Passenger rail

“Need a transport system for people that live outside Grand Rapids city limits. Holland, Grand Haven, Belmont, Rockford. Train system? That would help with congestion, road use, gas use and safety.”

Tags: Pavement Condition, Congestion Management, Safety, Passenger rail

“I live in the suburbs, where the buses don't run. We need to expand routes, add streamlined routes, add safe bike lanes, add speed bumps to residential areas where people find cut-throughs and go up to 50 mph in a 25 mph zone. “

Tags: Transit, Nonmotorized, Safety

Would be nice to have protected sidewalks and bike paths on major roads. In general I would like options other than driving everywhere.

Tags: Nonmotorized, Safety

“I truly do not understand the concept of retro-fitting major roads for bike travel. In general, I think automobiles and bikes do not belong on the same road. Its dangerous. Designated side-roads should be used for bike travel. Want to ride your bike to downtown? Use side roads, not main roads heavily used by autos. “

Tags: Safety, Nonmotorized

“I’m a cyclist that frequently uses the bike infrastructure in Grand Rapids and the surrounding areas. While I appreciate the number of bike lanes and trails through the local parks and nature areas, I feel that there needs to be more focus on the quality of our bike infrastructure. Many bike lanes are too narrow, have no separation from auto traffic, and frequently are cluttered with debris. This can create dangerous situations and deters non-sport cyclists from using spaces that are supposed to be dedicated to them. There are a few examples of good bike infrastructure locally (along Monroe by Riverside Park, Century from Franklin to Logan, and Alger St), but these types of bike lanes are not common and do not form a cohesive network. If we are serious about becoming a community where the average citizen feels comfortable using a bike as a means of transportation, these issues need to be addressed.”

Tags: Nonmotorized, Safety, Connectivity

“The area needs better and more frequent public transportation options to and from the airport and throughout the surrounding areas. The area desperately needs more protected bike infrastructure. Consideration of light rail routes through downtown Grand Rapids, to areas of interest, and the airport would be worthwhile investments. All of these things would contribute to the ease of traffic congestion which would also help to ensure the quality of the roads is maintained for longer if less vehicles are on the roads.

We have a long way to go to provide the residents with what the need but we also have so much great opportunity to do so.”

Tags: Air Travel, Safety, Congestion Management, Pavement Condition, Transit, Passenger rail, Nonmotorized

“Fewer traffic lights, more roundabouts. The traffic signal installations have gotten out of control. A road near my office has 7 traffic signals in one 2 mile long stretch.”

Tags: Miscellaneous, Safety

Pedestrian safety is an issue

Tags: Safety, Nonmotorized

Shared pedestrian and bike paths don’t work with high speed ebikes and scooters. They need their own lane in the street for pedestrian safety. It’s not a walkable city if it’s unsafe to walk.

Tags: Nonmotorized, Safety

“stop adding lanes to roads in an attempt to reduce congestion, it doesn’t help and reduces safety of drivers and nonmotorized road users”

Tags: Safety, Congestion Management, Nonmotorized

“As someone who walks, jogs, bikes and does family activities for both commuting purposes and pleasure I think planners often overlook how pathways and bike lanes are an afterthought or check box and don’t make them truly safe or functional. If you’re not going to make it practical and safe to use maybe rethink how it’s being used.”

Tags: Nonmotorized, Safety

“Increased efforts at bicycle safety education for both drivers and bicyclists. Continued efforts at making bicycle lanes and trails safe and convenient. Increased efforts toward public awareness of the benefits of carpooling, public transit, and alternative (environmentally responsible) transportation methods. Increased efforts toward making all of the above more convenient (carpool lots, expanded bus routes, etc).

Of course, convenience and education are dependent on funding, which is often dependent on tax increases or re-allotment, which is often dependent on voter approval, which is often dependent on convenience and education ... “

Tags: Transit, Safety, Resiliency, Nonmotorized

“Future growth, school bus routes, congestion related to pick up and drop off lines at schools, future high school locations, future use for land, left turn lanes or lights for crossing streets with no right of way”

Tags: Safety, Congestion Management

Increasing the safe bike paths.

Tags: Safety, Nonmotorized

Remove onstreet parking Along Wealthy and James. Impossible to turn out onto Wealthy safely

Tags: Safety

“Safety is very important, but also the realization that gas is not the future. Please keep adding to electric solutions and bike lanes and bike stops and to aid their commutes.”

Tags: Nonmotorized, Safety, Technology

Hiring more police to monitor traffic safety.

Tags: Safety

Shared path and sidewalk availability is misframed solely as a transportation need; it is primarily and critically a public safety requirement for children as well as all individuals requiring nonmotorized mobility

Tags: Nonmotorized, Safety

“Concerning bike paths, keep them separate from cars, as an cyclists, to go from Jenison to Home Depot is terrifying. I went on a 70 mile bike ride on 10/1, the trails were so poor that the pot holes broke a spoke and knocked my chain off. I try and ride year around like they do in the Netherlands, Finland and Germany. Its not weather that prevents winter cycling but painted bike lanes next to cars, full of snow. “

Tags: Nonmotorized, Safety

“Currently Grand Rapids is a car-centric city, because of this it creates quite limited public transportation access and walkability. Public transportation and pedestrian traffic are treated as a second classes compared to cars and is on a lower priority overall. This creates issues primarily with access, reliability and most importantly safety.”

Tags: Transit, Nonmotorized, Accessibility, ADA, and Equity, Safety

“bikes don’t use the bike paths, they ride on the road. They hold up the farm equipment (rural) and cause congestion. There should be rules about bikes using the bike paths when available to keep the drivers, bikers, and farmers safe.”

Tags: Congestion Management, Nonmotorized, Safety

When executing projects - ensure they actually improve conditions - example: Baldwin/Cottonwood intersection is far more dangerous and congested than before the millions spent.

Tags: Congestion Management, Safety

“De-stigmatize the bus, add more bus stops in Kentwood, transportation from Rockford to GR select few times a day, distinguished bike lanes for rider safety”

Tags: Safety, Transit, Nonmotorized

Create more walkable communities. Create safer biking conditions and more bike paths

Tags: Nonmotorized, Safety

“Bike lane safety is a huge issue. I see far too many cars driving in - even parking in (!!)- bike lanes. I think improved public transportation/bus routes combined with higher gas taxes could make riding the bus more appealing to those who currently drive, reducing congestion and is more sustainable”

Tags: Transit, Safety, Congestion Management, Nonmotorized

More robust/safer bike lanes and bike trails to get through town would be great. More DASH stops in the residential parts of town would also be incredibly useful.

Tags: Safety, Nonmotorized, Transit

“Sharrows and painted bike lines are not enough to ensure cyclists’ safety or induce demand. De-prioritizing on street parking and creating safe, logical, protected bike paths will create better micromobility, induce demand for fossil fuel free transportation methods, and reduce cyclist deaths. We need separate, curbed bike lanes or bollards to achieve this.

Also consideration should be given to increasing the frequency of bus services to achieve a 10 minute or less peak demand schedule. Frequency is key to incentivizing commuters to utilize the bus system.

Lastly green stormwater infrastructure should be default in any new transportation projects regardless of the percent increase in impermeable surface area from prior conditions. This is critical to achieve a resilient and safe transportation network in the face of climate change.”

Tags: Nonmotorized, Safety, Resiliency, Environmental Issues, Transit

Keep bikes on paths and out of the roadway. I know it’s their right. It’s just stupid to ride in the road

Tags: Safety, Nonmotorized

“The Rapid should go all the way up and down Leonard Ave and other thorough fare streets rather than going to the station for transfer. The 50 takes the GVSU kids up and down Lake MI, why can’t we expect the same for our GRPS scholars? It isn’t safe to require kids to wait near the underpass at 131 as that is where most of the homeless population live. “

Tags: Safety, Transit

“I commute solely by bicycle and bus for environmental reasons. I would love to see more dedicated bike paths & lanes, as well as educating drivers about bicycle laws.

It would also be nice if the bus system went a little later in the evening to match up with the Amtrak route. I can take the bus to meet the train in the morning, but on the way home, the bus stops running before the train returns.

It would also be great in the future to see train service to Lansing & Detroit, or even up north, and a more frequent train between Holland and Grand Rapids.”

Tags: Passenger rail, Nonmotorized, Safety, Transit

Please provide more education to motorists about pedestrians and bike safety.

Tags: Nonmotorized, Safety

“Improving public transportation, bikepaths, and sidewalks will reduce congestion and allow the city to grow. Adding more car lanes won’t solve the transportation issue the city is facing. Please study the data driven arguments ““Strong Towns”” and ““Not Just Bikes”” put forward.

Also putting a bike lane in the middle of a traffic lane and parked car lane is so silly. Put the parked car lane next to the traffic lane so there is a wall of parked cars between moving traffic and cyclists/pedestrians.

Parking minimums are outdated and no longer needed. Forcing parking minimums devotes more infrastructure to cars which take up more space and doesn’t allow for dense cities. If parking is harder but it is easier to bus, bike, walk to a location the problem of accessibility that is trying to be solved by parking minimums will solve itself and the city can grow far denser.

I know it’s hard to believe but if you plow it they will ride. The severity of winter is not a indicator of wether or not people bike during the winter, if the bike infrastructure is maintained during winter is a indicator of wether or not people cycle in the winter.”

Tags: Transit, Nonmotorized, Safety, Congestion Management

Parking is always an issue. Years ago I worked at the city newspaper and my fellow reporters called the top guy the “parking czar”. But merchants on the older streets need it. Streets like wealthy from EGR to downtown are absolutely treacherous with all the parking on such a busy thoroughfare. And of course the potholes. Years ago I read of a cement product in the WSJ. It was a cement that when cracked would bleed a cement substance and self-repair.

Now that’s what our roads need. Hubcap cost \$60 last spring. And it was PLASTIC. Good grief.

Tags: Safety, Miscellaneous, Pavement Condition

This city isn’t very walkable. The pedestrian crosswalks signs and arrows? Cars do not expect to have to stop for pedestrians in those. I walk miles every day and use them but I do it knowing full well that I’m risking my life and I have close calls almost every day. The busy/fast areas like Diamond near Malta should have a button to press that lights up the pedestrian signs to make motorists more aware. More motorist education is definitely needed.

Tags: Safety, Nonmotorized

“car-centric planning and inflexible zoning are going to continue to cause traffic congestion, housing shortages, and climate issues. we need to have better public transit and safer pedestrian/bicycle routes”

Tags: Safety, Congestion Management, Nonmotorized, Resiliency, Transit

“Make all intersections safer. Cascade and buttrick are awful. Buttrick and bolt are awful. Bolt dr and peace park the road is washing out because of a grave pit that should be inspect with OSHA

Tags: Safety, Pavement Condition

“Dealing with climate change should involve multiple factors: electrify motor vehicles, more transit, and denser development in urbanized areas to reduce trip distances.

Demand for non motorized infrastructure appears to be driven by recreation in the suburbs, and is very important for increasing safety”

Tags: Resiliency, Transit, Nonmotorized, Safety

“I think Walkability should be considered in new facilities and upgrades of old ones. I live just north of Woodland Mall—hundreds of new apartments but poor walkability other than door to car or car to store! Terrifying intersections to cross the E Beltline, little shade, no benches, incomplete sidewalks. Would love to stroll over to the mall for a coffee or to shop, but it’s a long, harrowing walk. Could be turned into a friendly area with water features, maybe tables under umbrellas—maybe even grills so people could cook out (and trash disposal of course). Maybe a stop for food trucks, or an outdoor cafe/ice cream shop. Probably less parking needed in future (even now), so create green space, recreation, maybe toilet facilities (like in the parks—not port-a-potties). I bet there are other spaces that could be enhanced similarly around the city.

Create ice skating for the winter, like at Rosa Parks. The ice cream shop could turn to coffee, cocoa, and hot cider.”

Tags: Nonmotorized, Safety

“Safety first. Residents who do not have transportation need reliable and safe transportation that is on time and has security present.

Walking and bike trails need to feel safe for solo walkers and bikers at all times. Could there be a number to call if walkers or bikers don’t feel safe when they are on these trails?”

Tags: Accessibility, ADA, and Equity, Safety, Nonmotorized

“We need to stop mixing bicycles with vehicle traffic, it is inherently dangerous and stupid. They need their own routes and if streets have to be used it should be on less travelled streets. The City in particular has to STOP designing roads to increase congestion which is related to the bicycle lanes. They also have to stop installing islands, they are dangerous

especially since their maintenance is HORRIBLE. Signs are frequently down so motorists have little if any notice that the damn things are there. Several motorcyclists have already DIED hitting the damn things. More money needs to be dedicated to both urban and interurban mass transit. There is no mass transit out of GR except Amtrak and the limited bus routes. I don't think you can get to Lansing or Muskegon from GR. "

Tags: Congestion Management, Nonmotorized, Safety, Passenger rail

"Too many issues exist regarding current roads. From traffic lights that are placed in a non visible fashion to roundabouts that are unnecessary yet neglect where a round about would be great and warranted, to stop signs that are not visible and no white stop line on the road (causing accidents), trees covering street signs and then there is the parking issue that makes a logistical traffic nightmare. Money from gas tax should NOT be spent on any non motorized projects, including sidewalks, bike lanes, etc.

Additionally, the harassment of vehicular traffic downtown by illegal activities is atrocious and makes it difficult at best to be downtown."

Tags: Nonmotorized, Safety

Roundabouts at intersections hard to use

Tags: Safety

The Lime and other electric bikes and scooters need to stop them riding on sidewalk.

Tags: Safety

"We need more separated Bike paths, such as that found on Monroe St, GR. Bus routes need to run at both higher frequency and at more hours. One of the best ways to increase transit ridership is to make said mode of transportation more convenient to use."

Tags: Safety, Nonmotorized, Transit

"I would love to see increased safety for existing bike lanes, as well as expanded access to such lanes. "

Tags: Nonmotorized, Safety

Consider speed regulation measures to increase safety for all

Tags: Safety

Make sure there are safe crosswalks by schools-there is a lack of “safety’s” helping children (that is why a lot of people drive their children to school-unsafe to walk).

Tags: Safety, Nonmotorized

“Too many bike lanes are along major car roads (eg Fulton, Lake, Hall, Wealthy) so bikes are too close to cars. There should be more protected or separated bike lanes or make bike routes along less traveled roads.”

Tags: Nonmotorized, Safety

More rail would be wonderful. Biking safety is not well addressed.

Tags: Passenger rail, Safety, Nonmotorized

“I would think having awnings at each bus stop would be nice especially for the very cold winter months.

Also, not sure if there can be a rule (or law) where bicyclists need to use the (expensive) bike paths, especially on very narrow roads where they could easily be hit... “

Tags: Resiliency, Nonmotorized, Safety

The roads are still an issue. Are substandard materials being used? The bus routes/times should be adjusted when there are big events so they are available to more people. Lane signs are confusing. They should be on top of the signals instead of to the side so they can be seen more easily to give drivers time to get into the correct lane. Need more left turn signals on busy roads. Roundabouts/traffic circles are dangerous. Expand Amtrak to go to east & north side of state from GR. The road diet isn't working. People passing using the middle lane. Start ticketing traffic offenders! Hard to use the bus when you don't feel safe walking to or waiting at the stop. Really need to lower the crime rate in this town.

Tags: Pavement Condition, Transit, Miscellaneous, Passenger rail, Congestion Management, Safety

I've seen (mainly in GR proper) car lanes closed for bike traffic. This only creates more congestion. It would be better and safer to move the bike traffic to a side road. I also see a lot of empty Rapid buses. It seems like the Rapid resources could be utilized better.

Tags: Congestion Management, Nonmotorized, Safety, Transit

“Sidewalks aren't safe for cyclists. Drivers routinely block them and, frequently, a lack of visibility makes it difficult for cyclists to anticipate when a sidewalk is about to be obstructed. Cyclists play russian roulette at every driveway.”

Tags: Nonmotorized, Safety

“1. Provide public transportation to and from the airport from many different parts of the county. This would drive a lot more business to hotels, restaurants, and entertainment. It would also make it more convenient and ““green”” for residents to commute to and from the airport.

2. Consider more roundabouts in appropriate places. Saves unnecessary idling and is much safer in the right circumstances.”

Tags: Resiliency, Transit, Safety, Air Travel

“Remove small roundabouts like at 4th and Valley, N.W. It is a hazard with scraping expensive wheels on and very slippery in Winter. It is very hard to navigate. The newer narrower street entrances near 1st St. and Walker, N.W. are unsafe for the same reasons. The longer freeway entrances are helpful for safety. The Beltline entrance going to 196 west could be improved for those heading downtown. The northbound 131 entrance to 196 west is also difficult.”

Tags: Safety

When school is in progress at grand valley Lake Michigan drive and Wilson are unbearable! In the last week I have witnessed three accidents on LMD alone one was a 5 car ordeal! Something needs to be done! The new lights have helped a little but definitely not a solution!

Tags: Safety

“Work with the local police departments to increase the enforcement of speed limits and other traffic laws. The speed limits are set at pretty good speeds around town, but 10-20 mph over the speed limit causes unsafe situations.”

Tags: Safety

The intersection at Pearl st nw and Mt Vernon Ave nw needs to have clear road markings and overhead signage. Some intersections have lane signs too close to the intersection and don't provide enough notice to be able to change lanes in a safe manner. The light at Lake Michigan Drive and Straight Ave nw needs to be a four way stop due to the amount of accidents we have there and the cars that park too close to that intersection and block our views.

Tags: Safety

Get MDOT cooperation please. State roads like M11 are unsafe in many areas.

Tags: Safety

"I am a special needs student with a car, bike and ability to walk but, I love the bus. I choose the bus over my other forms of transportation 90% of the time. I love all my bus drivers and I want pedestrians and public transportation officials to be super safe. A lot of the hardest workers with the most demanding jobs walk or ride the bus to work. Their safety is beyond important to me. By riding the bus, I learned that I'm blessed to choose my mode of transportation however, many people can't. People with less options should be offered more by our community. I also try to call the Rapid with some concerns I hear however, I never hear back. I am concerned about trash cans at the bus stops. There aren't trash cans at every stop. I would enjoy seeing more so guiding loose trash to the can would be easier. "

Tags: Safety, Transit

"We need to be like Europe and replace most of our stop signs with roundabouts, esp in residential areas. We waste incredible time and energy forcing vehicles to stop when there are no other cars anywhere close (this happens both in city and rural.). We stop for air. We stop for no reason. We can't let planners put in stop signs just bc someone thinks that maybe someday there maybe-might-be a child somewhere on the block. Roundabouts keep traffic moving. Other countries have proven them effective and safe. England has very few stop signs. Sometimes their roundabouts are no more than a circle painted in the intersection. The one on Lake Michigan Drive and Lane is a start, and good for adding one in the Collindale construction. The one at Wilson and Remembrance is a bit complex but it keeps the traffic moving pretty smoothly. I used to sit through multiple lights there waiting for a left turn. So. Disallow installing stop signs as a first resort, and start removing them where they exist. You don't need expensive construction to have a roundabout! They're needed where we're more crowded to keep traffic flowing cheaply. And we need to replace stop signs with yield signs where we're not crowded just to be reasonable - can you think of a reason that someone on 8 Mile road has to come to a complete stop at Fruit Ridge when there's not a car on FR within a half a mile? We stop for air. Roundabouts and yield signs. Just tell us who has the right of way, age we'll sort it out!"

Tags: Safety, Congestion Management

Side streets in neighborhoods are becoming dangerous with speeding cars. Ex. Lincoln Ave NW

Tags: Safety

The city needs to become more bike friendly and have better public transit. I'm scared to ride my bike downtown because of potholes in bike lanes and lack of bike lanes.

Tags: Pavement Condition, Nonmotorized, Safety, Transit

No more roundabouts. Many corners and intersections have been ruined with unnecessary roundabouts. They've created more complicated areas where better marked roads and signs could have been implicated instead

Tags: Safety

"Tax the rich and companies, the wealth gap is 1.2 million of the 1% to 47,000 to the 99%. Stop making the working class pick up the bill for all projects. The state makes money off of investments, use that money, use the money we already

have but are wasting somewhere else. Also, a lot more people would ride bikes and or scooters if they felt safer on the roads. Medians between the car lane and the bike lane would be a big improvement. Change out intersection lights for safer round about options.

Don't widen road because it encourages lazy driving and therefore texting because people aren't afraid of hitting anything. Make being on you phone and driving illegal. I hope you have success in your project, good luck and thanks for helping."

Tags: Nonmotorized, Safety, Miscellaneous, Congestion Management

Focus on safety of the street system for all modes of transportation including ped/bike over building greater vehicle capacity on roadways.

Tags: Nonmotorized, Safety, Congestion Management

Beltline Avenue in Grand Rapids is congested and unsafe. It is a major thoroughfare and should have 3 lanes in both directions. I also believe 131 north should be expanded to 3 lanes to at least Cedar Springs. I can't understand why we are not expanding the number of lanes like other metro areas our size?

Tags: Congestion Management, Safety

As a bike rider I do not feel safe riding in streets in GR

Tags: Safety, Nonmotorized

"There should be more done to enhance and support the development of the nonmotorized and transit aspects of the system - programming, facility maintenance, the development of new, safer facilities. Equity in access is key, along with incentives (or de-incentivizing) for these modes. There should be incentives for people to not drive single-occupancy cars (gas or electric). Electric vehicles will not be the answer to making the transportation system better or more sustainable. Making daily trips to places like work, groceries, and school is imperative to the success of the investments made in transit and the nonmotorized networks within the large transportation system in West Michigan. "

Tags: Safety, Transit, Nonmotorized, Accessibility, ADA, and Equity

"So my answers come from the lens of a person who largely uses a bike and The Rapid for transportation. These methods work well within the City of Grand Rapids but become more difficult outside of the city limits. Kentwood, Wyoming, and Grandville do not enjoy the same transportation benefits as the City of Grand Rapids and have less safe cycling routes available."

Tags: Safety, Nonmotorized, Transit

"I do not drive due issues of safety and public transit, i.e. The Rapid Bus system, not being available within Ottawa county has been a large obstacle for me for years (10+). I heard there were plans to look into getting The Rapid bus system into Ottawa County and I would like to encourage you to continue to, or consider pursuing, getting Ottawa county added to the Rapid's route. thanks"

Tags: Safety, Transit

"Do not fall into the trap of thinking more lanes and wider roads are the answer.

Increasing reliance on public transit, both quality and availability is the best way to reduce emissions and congestion at the same time. Where possible, remove car access, remove parking lots, and restore the natural and/or walkable spaces.

Where that is not possible add buses and/or high speed rail. You could even bring in monorail or trolleys in certain places.

No one wants to see or smell thousands of cars. Reducing personal vehicle use will also reduce accidents.

Finally, switch to electric wherever possible. There is no excuse to making a city dependent on oil/gas to contain it operating. But more important than that, invest in clean energy production as well. More dams where ecologically beneficial, more wind turbines where possible, and please, for the love of all that is sacred, please add nuclear! Don't listen to the oil/gas industries to gauge the safety of nuclear. Follow other countries' research if you don't want to do your own!

I want a clean, quiet, walkable, and safe city."

Tags: Nonmotorized, Safety, Resiliency, Congestion Management, Transit, Passenger rail, Technology

"Need more pedestrian friendly routes around all major shopping areas. For example, East Beltline and 28th Street is very dangerous. All along 28th, in fact, is super dangerous for pedestrians. "

Tags: Safety, Nonmotorized

Use the funds we have now. We pay the highest fuel tax and the road is a wreck! I have an idea to consult with those that design airport runways or the German autobahn you drive 150 MPH on that. I don't see the airport runway trashed the way the roads are and for the money already invest the typical we don't spend we lose the fund mentality gets the public lame result but hey more taxes is always the and never the solution! And for the love get a new ouija board the one M-DOT uses now to organize and fix the D#\$m roads is broke.! Or better yet surround Lansing with road construction and give them a drunken snake path to get to work and I bet the decision making process would improve. Metro cruise this weekend and hey lets tear up 28th street jackasses all summer this could have been done BUT NOOOOOO let's wait and inconvenience the public more in hope of somehow convincing the public you need more money! At least the road crew works the night a small concession more of a defensive move so the crew doesn't get run down. How about license and insurance on bike so when the morons blow thru intersections without stopping or ride filling the entire lane can help fund the right to use the roads the GAS TAX is supposed to pay for? How old is M6 that road is trashed who engineered that thing they need to be fired. My kids old play dough is tougher than that road. Traffic study 8th AVE between 44th and M6 the traffic during work and school is a disaster. They finally did something with the

traffic light at 8th and 44th after countless accidents somebody must have died to get that done and the traffic at peak is worse now!

Tags: Nonmotorized, Safety, Congestion Management, Pavement Condition, Miscellaneous

Road diets and bike lines are increasing congestion in many areas. Rampant disrespect for law enforcement is making driving more dangerous for everyone.

Tags: Safety, Congestion Management

“Electric vehicle use during Michigan winters makes no sense. Accidents, pile-ups, street plowing, etc, etc. require gas powered vehicles because gas can be transported to disabled vehicles. Electricity is more expensive than gas. In this economy, governmental agencies need to stop pushing (personal) electric vehicles and stop giving incentives to purchase them. Use the funds for public transportation. “

Tags: Transit, Miscellaneous, Technology, Safety

I would like to ride my bike to work but there isn't a safe crossing across Northland Drive in Belmont.

Tags: Nonmotorized, Safety

Look into stop lights and lights at intersections as drivers are distracted and 4 way stops are not as safe as they used to be

Tags: Safety

“Stop building roads, recent interstate investments are contrary to any rational goals (safety, climate, pollution). I know you won't listen, that you will just continue building out infrastructure in order to increase the vehicle miles traveled of personal vehicles. You will almost certainly throw money down the hole of non-existent technologies rather than develop solutions today with proven solutions (bus, bike, & rail). Honestly, I have no idea why anyone bothers filling out your surveys.”

Tags: Passenger rail, Safety, Resiliency, Transit

“Increasing funding for public transportation should be a TOP priority. This includes funding an infrastructure that supports public transit - shaded sidewalks, safe intersections and proper street lighting. “

Tags: Miscellaneous, Transit, Safety, Nonmotorized

"I have been pleased with the increase in striped bike lanes in the City of Grand Rapids in the past year or two. I don't think striped bike lanes are safe for high speed roads (e.g. M-37) and there's a need for separated bike lanes there. I would love love love to commute by bike to work, but I would have to go on the Beltline and 60th St. It's just not safe (like, at all). Separated/protected bike lanes would help, and I'd be the first car off the road (on my bike instead) on nice-weather days."

Tags: Nonmotorized, Safety

At 7 Mile Rd NW and Division crossing roads there are stop signs on both sides of Division but none on 7 Mile. We have seen quite a few serious accidents occur there - at the very least it should be a 4 way stop.

Tags: Safety

"Creating more bike paths, and connecting the existing ones would be great. Also, making the existing bike lanes more safe by adding some barriers to separate them from the car traffic. Another priority would be to make safer bike lanes that pass major highways and busy intersections."

Tags: Connectivity, Nonmotorized, Safety

We need a left turn light at Leonard and Wilson!!!!!!

Tags: Safety

"I would personally (I also speak for others) would love to see more bike lanes or sidewalks. If more of these are available, maybe more people would commute which would help reduce a number of things-congestion, safety issues, greenhouse gases, cyclist getting injured from cars, etc. "

Tags: Congestion Management, Nonmotorized, Safety, Resiliency

"Bicycle infrastructure is crap. Not just physically but the entire approach in GR. Teach drivers, cyclists and pedestrian to use infrastructure in alignment with the universal traffic code."

Tags: Nonmotorized, Safety

Non motorized commuters face incredibly dangerous conditions and situations because of increasing driver carelessness/aggression. More education and enforcement needs to happen for drivers to allow for more alternative transportation options to become safer.

Tags: Nonmotorized, Safety

Please include building and maintaining road shoulders for bike safety on roads that don't yet have a dedicated bike lane. Driver education is also key to pedestrian & bicycle success.

Tags: Nonmotorized, Safety

Prioritize frequency of service over cost of transit. Reduce the time to get to the airport via public transit. Redesign roads to compel stricter adherence of motorists to maximum speeds.

Tags: Safety, Transit, Air Travel

"We should be striving for no serious injuries and deaths on our streets. Connections between urban and suburban areas need to be better and consistent, especially bicycling and walking facilities. Pedestrian access, even to transit, is quite poor unless you are in GR, Wyoming, and parts of Kentwood. Require all major developments to develop and implement travel management plans for their staff and operations.

No mention of intercity bus service, van or carpooling, other small vehicles like scooters/skateboards. We're more interested in technology that manages traffic for safety reasons over driverless cars. Expand incentives for transit access, electric bicycle rebates, etc. "

Tags: Connectivity, Nonmotorized, Safety, Congestion Management, Transit, Technology

We need safe bicycle routes throughout the city that are separated from the road. Please look at how it's done in Europe. Because of climate change bicycling is even more important! Bicycling also promotes personal health

Tags: Nonmotorized, Safety, Resiliency

A bike path and/or sidewalk is very much needed on Collindale NW between lake Michigan Drive and Leonard St. Elderly people walk up and down this street at their peril.

Tags: Nonmotorized, Safety

"Please do not invest in more automobile, electric or autonomous, technology as the issues with the roads are too many drivers. Please invest in alternative transportation methods (buses, rail networks, bicycle paths, walking paths, etc.) to get less drivers on the road. Please also invest in road diets and converting roads to boulevards with medians, also add more roads with curves and trees/plants to natural encourage safer driving when driving is necessary. The solution isn't newer and fancier cars, it's less cars altogether."

Tags: Miscellaneous, Technology, Passenger rail, Nonmotorized, Safety, Congestion Management, Transit

“We cannot get rid of congestion by building more roads. Let’s make biking and public transportation attractive, safe, and convenient so people will want to use it. Bus service stops far too early on weekends, making it hard to live car-free. Lack of trees by bus stops, shelters, and benches make the wait for a bus seem longer.

There need to be more safe ways for people on foot or bike to cross highways, railroad tracks, and stroads (or get rid of the stroads altogether). “

Tags: Nonmotorized, Transit, Congestion Management, Safety

Technology

Keep sustainability as the focus of new technologies

Tags: Resiliency, Technology

We don't need a bunch of electric car charging stuff. It's not going to come to fruition. Doesn't make any sense

Tags: Technology

"We need more EV infrastructure but we should also be looking beyond that. The GRR airport is a nice option but hopefully a few more direct flights can be added. Beyond that, other mass transportation options need to become much more convenient and widespread so that people are inclined to use them instead of driving."

Tags: Technology, Transit, Air Travel

Improving access to Electrical vehicle charging is of primary importance in emerging tech. NOT driverless vehicles. Takes away jobs and just one more way our humanity is being sucked out of our communities.

Tags: Technology

"As an ev driver, more charging stations should be available. Barriers between cars and bike lanes would also be nice. "

Tags: Nonmotorized, Safety, Technology

Public charging stations around the city would be great

Tags: Technology

We really need bike lanes. My son should be able to ride to City HS but the lack of bike lanes and unsafe intersections make the ride too scary for him. It's very difficult for me to take my kids on bike rides. Also with the new electric bikes available we could avoid using the car and go much farther with bike lanes. We are a city; bikes should be a main mode of transportation. We also desperately need charging stations for electric cars in the outer areas of the city where you can't avoid driving.

Tags: Safety, Nonmotorized, Technology

“I believe that affordable, individual electronic transportation devices such as e-bikes, scooters and hoverboards will play an ever larger role in shorter commutes in the future. Current roadways and sidewalks will not be safe for that form of transportation. “

Tags: Safety, Technology

“I think the majority of available sidewalks is quite low for as much traffic and population the area has. Biking, segways, motorized bicycles are becoming much more popular. However there are tons of roads with any sidewalk, bike path or even a shoulder big enough to support pedestrian traffic safely from residential neighborhoods to shops restaurants events etc. Let’s me honest-electric vechiles are here but are less than 1% of the cars on the road. The average person cannot afford an electric car today.. nor does any state including ours have an infrastructure to support a million electric vehicles. Having alternative means of transportation and a solid bus, pedestrian , walk, and bike routes that are expanded out to neighborhoods would be awesome. “

Tags: Nonmotorized, Safety, Technology

More support for EV Charging

Tags: Technology

investing in transportation technology HAS to include rail.

Tags: Passenger rail, Technology

Answers to all of these items are dependent on where you live. The whole question of electric vehicles drives me crazy - our electric grid cannot fully support us as it currently exists - how do we add further use to it? Major costly additions paid by consumers?

Tags: Technology

Answers to all of these items are dependent on where you live. The whole question of electric vehicles drives me crazy - our electric grid cannot fully support us as it currently exists - how do we add further use to it? Major costly additions paid by consumers?

Tags: Miscellaneous, Technology

“If trying to address environmental concerns, consider HOV lanes/increased carpool lots on major highways (ex. 131) and encourage alternative modes of transportation (biking, walking) when appropriate. Electric vehicles are not a cost-effective strategy for the average citizen and still require fossil fuels in production. Driverless vehicles are not safe or

readily available and would be a poor investment of public funds. With inflation currently already having detrimental effects on the middle/lower socioeconomic classes, increasing taxes would be tone-deaf to the needs of citizens. “

Tags: Nonmotorized, Resiliency, Technology

“This might be biased coming from someone who lives in Wyoming, but I think the biggest issue with congestion is the absurd way that 131 is set up, especially Northbound. Changing Hynes Avenue and possibly removing an exit or two would alleviate congestion with on-and off-ramps.

Going forward, electric charging infrastructure should be a definite focus. “

Tags: Congestion Management, Technology

Do not invest money in EV at this time.

Tags: Technology

“Bikes and runners dont belong on roads without bike lanes. Even bike lanes seem scary, unprotected biker inches from passing cars/trucks/busses. Drivers who cant put their phones down. And bike lanes don't seen worthwhile in our northern state, were its snow-covered/cold for such long periods throughout the year. Time and money would be best spent on EV infrastructure and autonomous vehicle tech enablement.”

Tags: Technology, Nonmotorized

Rush to EV's is premature. Is an immature technology that does not come close to offering the same capabilities or value as an ICE vehicle.

Tags: Technology

I like the Lime E-bikes and would like to see more E-car charging locales.

Tags: Technology

“Connect the bike/pedestrian paths, improve public transport to surrounding communities bi-directional on regular schedule, and encourage smart and innovative approaches and technology. Let's make Grand Rapids a desirable place to attract the next generation to stay and help west Michigan grown to a leader in transportation.”

Tags: Connectivity, Technology, Transit, Nonmotorized

“Safety is very important, but also the realization that gas is not the future. Please keep adding to electric solutions and bike lanes and bike stops and to aid their commutes.”

Tags: Technology, Nonmotorized, Safety

Look to other communities - both in US and elsewhere - that are trying new approaches and anticipating where transportation needs will be changing as technology changes and climate change accelerates.

Tags: Technology, Resiliency

“Light rail to connect regional communities.

Gas taxes are poor strategy as electric cars come online and vehicles get better mileage.

Electric vehicles are also problematic with environmental concerns and electrical grids under pressure and powered by fossil fuels.

Appreciate the solar panels being utilized for signage and lighting on roadways.”

Tags: Technology, Resiliency, Passenger rail

Road conditions are important for commercial and tourism. Investment needs to continue while investigating other technologies which may prolong pavement life.

Tags: Technology, Pavement Condition

More EV chargers.

Tags: Technology

A better charging network for EV vehicles.

Tags: Technology

Expand access to scooter and e bikes into downtown adjacent neighborhoods. This could also go for Dash or autonomous vehicles.

Tags: Technology, Accessibility, ADA, and Equity, Transit

“Do not fall into the trap of thinking more lanes and wider roads are the answer.

Increasing reliance on public transit, both quality and availability is the best way to reduce emissions and congestion at the same time. Where possible, remove car access, remove parking lots, and restore the natural and/or walkable spaces.

Where that is not possible add buses and/or high speed rail. You could even bring in monorail or trolleys in certain places.

No one wants to see or smell thousands of cars. Reducing personal vehicle use will also reduce accidents.

Finally, switch to electric wherever possible. There is no excuse to making a city dependent on oil/gas to contain use operating. But more important than that, invest in clean energy production as well. More dams where ecologically beneficial, more wind turbines where possible, and please, for the love of all that is sacred, please add nuclear! Don't listen to the oil/gas industries to gauge the safety of nuclear. Follow other countries' research if you don't want to do your own!

I want a clean, quiet, walkable, and safe city.”

Tags: Passenger rail, Technology, Resiliency, Congestion Management, Transit, Nonmotorized, Safety

“Electric vehicle use during Michigan winters makes no sense. Accidents, pile-ups, street plowing, etc, etc. require gas powered vehicles because gas can be transported to disabled vehicles. Electricity is more expensive than gas. In this economy, governmental agencies need to stop pushing (personal) electric vehicles and stop giving incentives to purchase them. Use the funds for public transportation. “

Tags: Miscellaneous, Technology, Safety, Transit

As more and more electric vehicles come on line something other than increasing the gas tax needs to be done. Electric vehicles are much heavier and must pay their fair share.

Tags: Miscellaneous, Technology

“We need better, more reliable public transit. And easier access to resources for alternatives to the gas powered automobile. We should also be heavily investing in self driving infrastructure. “

Tags: Technology, Transit, Miscellaneous

Electrify Grand Rapids

Tags: Technology

“Need to focus bus transit on increasing frequency, maybe using smaller buses. Also connect radial bus routes in a ring around Grand Rapids. Daily intracity routes would be great and a direct line from the airport to downtown.

Finally, we need a holistic approach to bike routes. So much of the network outside of the rails-to-trails projects is disjointed. It would be a real help to convene a working group of local jurisdictions to try and come up with a solid plan for connections.

Need massive investment in charging stations! Best to place them at places that are attractive to wait for an hour. “

Tags: Technology, Nonmotorized, Resiliency, Transit, Air Travel

“We should be striving for no serious injuries and deaths on our streets. Connections between urban and suburban areas need to be better and consistent, especially bicycling and walking facilities. Pedestrian access, even to transit, is quite poor unless you are in GR, Wyoming, and parts of Kentwood. Require all major developments to develop and implement travel management plans for their staff and operations. No mention of intercity bus service, van or carpooling, other small vehicles like scooters/skateboards. We’re more interested in technology that manages traffic for safety reasons over driverless cars. Expand incentives for transit access, electric bicycle rebates, etc. “

Tags: Congestion Management, Transit, Technology, Connectivity, Safety, Nonmotorized

“Invest in autonomous transportation. Instead of owning personal vehicles that need garages and street parking, move to a just in time vehical ordering delivey transportation system. Need a box truck, convertible, mini van or winnebago order from the public transportation system (yet to be created) lol”

Tags: Technology

“1) More/better/faster mass transit availability, both urban transit as well as train (Amtrak etc) service. 2) Recondition and/or refigure US131 corridor through GR (even though construction would be a major, but temporary, headache for me). Local/express lanes and/or better frontage roads, removing lesser used entry/exit points, and reconfigure curved highways in the most traffic dense areas. 3) We have WAAAYYYYY too many traffic signals. More roundabouts and/or reconfigured access to major thruways would help traffic move. 4) We need vastly better infrastructure for newer technologies such as electric car charging. 5) I will be past safe driving age as this plan matures, so improvements to senior citizen mobility, either by better local transit and self driving infrastructure, would make the community better/safer as the population ages.”

Tags: Transit, Passenger rail, Miscellaneous, Technology, Congestion Management, Accessibility, ADA, and Equity

“Please do not invest in more automobile, electric or autonomous, technology as the issues with the roads are too many drivers. Please invest in alternative transportation methods (buses, rail networks, bicycle paths, walking paths, etc.) to get less drivers on the road. Please also invest in road diets and converting roads to boulevards with medians, also add more roads with curves and trees/plants to natural encourage safer driving when driving is necessary. The solution isn’t newer and fancier cars, it’s less cars altogether.”

Tags: Congestion Management, Transit, Passenger rail, Miscellaneous, Technology, Nonmotorized, Safety

Transit

“Amtrak service is very limited - only one early morning departure to Chicago and one late-night arrival from Chicago. A few years ago, there was talk of building a “coast-to-coast” rail network that went from the Lakeshore through Grand Rapids and Lansing into Metro Detroit - whatever happened to that?”

Let’s improve public transit between Grand Rapids and Holland. For example, we could have passenger-rail service between GR and Holland a few times a day using the Amtrak rail (with perhaps a stop or two along the way, such as in Jenison). In addition to that, the ITP and the MAX (Holland bus system) should coordinate for bus service between Holland and GR. Maybe these could happen a few times a day (maybe every half-hour during rush hour, every hour or two the rest of the day, etc.)

Grand Rapids is a focus city for Allegiant - which seems great, until you realize Allegiant has some of the strictest policies of any airline (even among ultra-low-cost carriers).

How about a daily air service between GRR and LAX?”

Tags: Transit, Air Travel, Passenger rail

LONG WALKS TO BUS STOPS IN RESIDENTIAL AREAS MAKES FOR EXTREME FRUSTRATION IN USING PUBLIC TRANSPORTATION. HALF MILE WALK AND SPEND \$3.50 WITHIN 1 AND A HALF MILES TO CATCH 2 BUSES. NOT ECONOMICAL SAFE OR CONSIDERS HEALTH AND DISABILITIES OF NON ADA CLIENTELE

Tags: Transit, Accessibility, ADA, and Equity, Safety

“I live downtown and I’m getting older. I need to know more about the public transportation opportunities available to me, but there’s no publicity, no instructions, no mailers, no maps, no details about how to even use/pay for bus commuting. A detailed mailer to downtown residents would be HUGE RESOURCE. Please send one out!”

Tags: Transit, Accessibility, ADA, and Equity

Lack of public transportation once outside of the GR Metro area (minus the GVSU Laker Line). Having a dial a ride option would be helpful.

Tags: Transit

“In our more urban areas, we need to treat pedestrian, bike, and public transit modes as a priority instead of vehicle traffic. Especially around urban and suburban schools, the safety of pedestrian traffic is far more important than traffic flow. “

Tags: Nonmotorized, Safety, Transit

“expand bus routes, particularly to north”

Tags: Accessibility, ADA, and Equity, Transit

Better Bike and Bus Infrastructure

Tags: Nonmotorized, Transit

Bring back the Michigan st bus so all of us that live over on bridge and take the bus to the hospital again

Tags: Transit

I think the public transit is only available to Grand Rapids residents and if you are elderly or disabled they are especially inconvenient. I would love to see a low-cost Uber type service for the elderly where they could call up a car on demand for rides both ways instead of getting to their appointment having to wait several hours for a ride home or have no one show up and be stranded.

Tags: Transit, Accessibility, ADA, and Equity

“I would really appreciate having more bus routes in eastern Ottawa! I’m a student at GVSU and want to ride the bus more, but the only routes nearby are LakerLine. Maybe from public/central buildings to supermarkets? Baldwin St would be great for public transport, in my opinion. :)”

Tags: Transit, Accessibility, ADA, and Equity

“I take classes at Grand Valley in downtown GR, and I would love to utilize the bus line if it didn’t take almost an hour to get downtown when I can make the drive in 10-15 min.

Very limited access to public transportation. I want to utilize the public transportation in my area but the bus lines never run where I need to go.

I’ve had to make many repairs to my car over the past two years (~\$800 for wheel/rim damage, suspension damage, sway bar damage, etc.) because of the size of the unavoidable potholes on my commute to work: US131, I196, 44th St., Rivertown parkway, Chicago Dr., Pt. Sheldon, others. My car is older (2003) so I try to avoid the potholes, but there are so many I just can’t avoid them all. “

Tags: Accessibility, ADA, and Equity, Transit, Pavement Condition

Sparta needs buses and sidewalks

Tags: Nonmotorized, Accessibility, ADA, and Equity, Transit

Sparta needs buses and sidewalks

Tags: Transit, Nonmotorized, Accessibility, ADA, and Equity, Connectivity

theres alot of us older folks who would like buses and sidewalks to get places

Tags: Transit, Accessibility, ADA, and Equity, Nonmotorized

The rest of the County want to feel connected too! There are still many very isolated areas with absolutely no public or nonmotorized transportation as an option

Tags: Connectivity, Nonmotorized, Transit

The rest of the County want to feel connected too! There are still many very isolated areas with absolutely no public or nonmotorized transportation as an option

Tags: Transit, Nonmotorized, Accessibility, ADA, and Equity

Add more roofs and seating on bus stops. Free public transit. Trollies.

Tags: Transit, Passenger rail

Increasing the number of bus stops and decreasing the distance between them would increase the accessibility of the bus transit system. Many disabled and elderly people rely on the bus transit system and cannot walk a mile or more to their nearest bus stop.

Tags: Accessibility, ADA, and Equity, Transit

“Please prioritize walking, biking, and transit over cars. Please change traffic laws to prioritize pedestrian safety, like banning right turns on red at all intersections. Reduce traffic lanes on as many multi-lane roads as possible by converting them to bike and bus-only lanes. Focus on creating effective, high volume transit corridors with 15 minute or less headways during the day rather than an expansive and unreliable network. Long term, build a light rail network in downtown and lobby MDOT to demolish all freeways within urban areas.”

Tags: Safety, Nonmotorized, Congestion Management, Transit, Passenger rail

“Most of the northwest portion of the county has no connection to Grand Rapids or the rest of the county outside of basic, narrow roads (which are not safe unless in motorized vehicles). There are no public connected trails, few

sidewalks, no buses, taxis or public transportation of any kind and the roads are not designed for anything other than motorized travel. “

Tags: Transit, Nonmotorized, Accessibility, ADA, and Equity, Connectivity

“Please think creatively and outside the box: increased public transportation, bikeways, shared cars/transportation units. Give us green spaces with available public transportation improvement. TY.”

Tags: Transit, Nonmotorized

Keep buses off our suburban roads

Tags: Transit

Less car centric design. More viable transportation options with transit and cycling. Increase rail options.

Tags: Transit, Passenger rail, Nonmotorized

“Make it easier to use public transit than to own a personal vehicle (maintenance, fuel, insurance, etc). Light electric rail system to circumvent traffic congestion and increase reliability. “

Tags: Transit, Passenger rail, Congestion Management

“Public transit is key. More busing and local trains from suburban bus hubs to downtown and back could free up a lot of traffic! Spoke and hub model works for airlines, why not buses?”

Tags: Passenger rail, Transit

“Public transit is key. More busing and local trains from suburban bus hubs to downtown and back could free up a lot of traffic! Spoke and hub model works for airlines, why not buses?”

Tags: Passenger rail, Transit

Free home pickup transportation for Seniors and Disabled.

Tags: Accessibility, ADA, and Equity, Transit

“My personal answers for neither good or bad were chosen as I did not have personal knowledge of the conditions or access which the question related to.

As a nurse who cares for Medicaid, the northern region of Kent County is poorly served by public transportation. The Go-Bus is interesting in that the bus can be late, but the person can never be and the tolerance of late is at times a minute, before the driver leaves. This is a true fact. Also, the Go-Bus does not go beyond into the north area (Rockford, Sparta, and Cedar Springs for example) and many folks do not have family to assist them and are becoming socially isolated. This is also a true fact.

The Rapid transport system is a nice one, but many folks can trust the fact that if trying to schedule a medical appointment and then calling a few days before, which they are instructed to do, there are no seats available. There needs to be more attention to the north verses the one stop by the unemployment office.”

Tags: Accessibility, ADA, and Equity, Transit

We should be adding train/bus routes between GR and the surrounding communities like Lowell or Rockford. Soing so would help bring these residents into GR bolstering the county economy.

Tags: Passenger rail, Transit

I’d love to see more connections between bike trails and extension of bus lines into Plainfield & Rockford. Especially bus lines to airport and downtown/Amtrack station.

Tags: Transit, Connectivity, Nonmotorized

Dash bus has been unreliable. It must be convenient and reliable for people to use it.

Tags: Transit

“Streetcar service extension to Monroe and Plainfield. A little more service coverage to the north. There is a dedicated route on Michigan, but a route on Leonard to connect both sides would be helpful. It takes about 10 minutes to get from Leonard/Fuller to Leonard/Alpine by car, but 45+ minutes to get from either side to the bus station and back out, with a major lack of service between College and US131”

Tags: Passenger rail, Transit

“We need more EV infrastructure but we should also be looking beyond that. The GRR airport is a nice option but hopefully a few more direct flights can be added. Beyond that, other mass transportation options need to become much more convenient and widespread so that people are inclined to use them instead of driving.”

Tags: Technology, Air Travel, Transit

No one wants to ride your buses. Why do you think most people that ride them wish to buy a car. Only wealthy work from people want to ride the bus

Tags: Transit

Expand public transportation to all of Plainfield Township and other surrounding townships to further access to employment and resources within GR.

Tags: Accessibility, ADA, and Equity, Transit

“There really needs to be:

1. A more robust transport system from GVSU in Allendale into GR. The Laker Line is a big improvement but its availability drops a lot when students are away.
2. More options for getting to the airport that aren't cars. A light rail from Walker to GRR would be amazing — even a dedicated Rapid line to/from the airport like the Laker Line or the Silver Line, connecting with those two lines in downtown GR, would be awesome. “

Tags: Transit, Air Travel, Passenger rail

“De-incentivize auto use. Grand Rapids is still an emerging city with space and time to create intrastate for the future reality of higher populations and climate change. Please expand biking access and ease, public transit (a rail system ideally) and stop subsidizing the damage cars do to our lives (road deaths, pollution, ever expanding lanes of traffic, etc) with tax payer money. People who drive cars (myself included) should start having to pay the true cost for doing so. “

Tags: Passenger rail, Nonmotorized, Accessibility, ADA, and Equity, Congestion Management, Transit

“Bus is unreliable, we need either streetcar or rail system! “

Tags: Passenger rail, Transit

Improving public transit and bike/walking options will lead to less cars on the road.

Tags: Transit, Nonmotorized, Congestion Management

Walk ability is key supported by public transportation. Busses are great but other public transportation options would be good to support the travel of greater distances. To reduce congestion on the roads due to cars you want to invest in taking cars off the roads so funding public transportation will help with that.

Tags: Congestion Management, Transit, Nonmotorized

“As someone who lives in the “suburbs,” I’d use public transportation into GR if there were park n ride lots at the ends of the bus lines.”

Tags: Transit

We need more nonmotorized an public transportation options outside of the city

Tags: Transit, Nonmotorized

Our roadways are crumbling. Grand Rapids Metro area is growing at a faster pace than in the past and the need to add public transportation and extra lanes to accommodate extra cars on the road should be a high priority.

Tags: Congestion Management, Transit, Pavement Condition

“Please please please reduce car-dependent infrastructure. Focus on dedicated bus and bike lanes, mixed-use zoning, and maybe bring back street cars?”

Tags: Passenger rail, Transit, Nonmotorized

“Focus on public transportation, improve transport between downtown and the airport, create more access points at the boundaries so that suburban travelers can easily use the bus system. “

Tags: Transit

“Shelters of the bus stops would help as most of them are lacking in shelters or even seats, it’s the lack of consistency between stops that highlight issues of them being more a after thought “

Tags: Transit

“In the city of Grand Rapids, the city is taking away on street parking for bicycle lanes, while permitting new construction with less than one private parking spot per unit. Are we going to be like New York City, where you have to park 2 to 3 blocks away from your residence, because of no private parking, and eliminating on street parking because of new bike lanes? I am talking of State Street, in GR, where the city wants to take out parking on the north side of the street, for a very limited use bike lane, while permitting 345 State, and 200 Madison apartments less than 1 spot per unit parking? Bike lanes, sometimes do not make sense! Also, Lake Drive, east of Atlas, eliminating parking for a bike lane, where businesses and apartments have no parking any more, on their side of the street? Bike lanes should not cut out on street parking! Why are bicycles get priority over other transportation, such as cars, motorcycles, and scooters? The old, handicapped, and medically challenged, who cannot ride a bike, is getting discriminated against, in reducing parking for them. Also, buses should have turn in lanes at bus stops on busy streets, like Lake Michigan Drive, Fulton, 28th Street, so

they do not restrict the flow of traffic, and that they should be parallel to the curb, when they stop at a bus stop. They should not be allowed to stop at a 45 degree angle, to stop traffic behind them. “

Tags: Transit, Nonmotorized, Accessibility, ADA, and Equity

More Busses that run at more times of the day/night!

Tags: Transit

“Moving away from personal vehicle use is one of the best ways we can fight climate change. This metro area currently does very little to work towards this. The ““bike lanes”” (road shoulders with a bike symbol painted in them) are completely unsafe and unmaintained, and there is no incentive for people with means to consider using the bus system. The best bike lane in the area is on Monroe next to Riverside Park, which already has a very wide multi-use path that bikes can use. We need bike lanes that are fully protected if we want anyone to even consider switching from a personal vehicle to a sustainable mode of transportation. And e-vehicles are not a solution here, since electricity is still widely generated by fossil fuels.”

Tags: Nonmotorized, Safety, Transit

More public transit would be great!

Tags: Transit

“Buses are not the solution.

There needs to be some type of North beltline running between Grandville and the north of the city. To get to Grandville, Holland, or anywhere on that end of town I have to go all the way downtown and then back out, which further clutters the disaster that is 131. I literally chose where I lived so I would never have to drive on 131 for any regular commute because it is that congested.

Also, I really wish there was some type of commuter rail system downtown, or to get downtown. The parking down there is a mess, and I would love to be able to just take a simple train from a spot outside the city center to downtown.”

Tags: Transit, Congestion Management, Passenger rail, Miscellaneous

The traffic congestion effects the bus transit systems negatively.

Tags: Congestion Management, Transit

“We need a more robust, frequent and reliable public transit system. Public rail transit or some other alternative to buses on the road is a must.”

Tags: Transit, Passenger rail

Bus transportation county wide with car parking from outlying areas.

Tags: Transit

“I encourage the committee to learn from our European partners. There are several examples where massive changes were made to improve air quality, safety and accessibility. How? By making fewer lanes and fewer highways. In turn, you increase bicycle infrastructure, public transportation and walkability. Also must ensure that essential services (grocery store, pharmacy are within a reasonable distance to allow for access without a car). More highways and lanes is not the answer (look at Houston). Thank you. “

Tags: Resiliency, Safety, Transit, Congestion Management, Nonmotorized, Accessibility, ADA, and Equity

“light rail from airport to downtown, grocery at major bus terminal, light rail to surrounding communities lake shore in summer”

Tags: Transit, Passenger rail

The bus system in GR is pathetic. People can't get to work for their AM shifts and can't get him for off shifts. It doesn't run long enough or frequent enough to be useful

Tags: Transit

PAINT IS NOT INFRASTRUCTURE! Protected bike lines should connect throughout the city. Buses should have decent routes and frequency — people would take the bus more if it wasn't an hour for a 15 minute ride.

Tags: Nonmotorized, Transit, Safety

The future of travel is not individualized it's going to be mass transit. Expansion and investment into Grand Rapids bus system would be huge.

Tags: Transit

“Would like to see an increase in the options for public transit (light rail, more bus routes, etc.)”

Tags: Transit, Passenger rail

“The Silverline Bus needs to go farther south, at least to Tanger Mall on 84th Street. The Amtrak station is poorly lit, especially if you are leaving at 6 am. “

Tags: Passenger rail, Transit

More bus transportation from GR to townships especially to Plainfield and Alpine

Tags: Transit

Investing in public transportation is a net good for Grand Rapids

Tags: Transit, Passenger rail

Investing in public transportation is a net good for Grand Rapids

Tags: Transit

“I live in the suburbs, where the buses don’t run. We need to expand routes, add streamlined routes, add safe bike lanes, add speed bumps to residential areas where people find cut-throughs and go up to 50 mph in a 25 mph zone. “

Tags: Transit, Nonmotorized, Safety

Would love to have any public transit in eastern Ottawa county. It is so hard for families who have transportation needs including disabled adults.

Tags: Transit

Would love to have any public transit in eastern Ottawa county. It is so hard for families who have transportation needs including disabled adults.

Tags: Transit, Accessibility, ADA, and Equity

“Stop widening roads. It creates more congestion.

There should be a line that travels up and down Leonard and Fulton etc. should not take transfers and over an hour to go from W of the river to E.

Street cars!"

Tags: Passenger rail, Transit, Congestion Management

"there's too much focus on automobiles. we need to make services available to pedestrians, cyclists, and public transit. get rid of roads and add more busses and bike lanes."

Tags: Transit, Nonmotorized

More busses and rail please. The best way to reduce traffic is to have fewer cars. Public transit needs to be as convenient and cheap as driving a car

Tags: Transit, Passenger rail

I think more bus lines would be nice for further locations.

Tags: Transit

"As a resident of the city of Grand Rapids, my vote for intracity transport is to prioritize public transit and nonmotorized transit alternatives. I would oppose any potential freeway widening initiatives within the Grand Rapids city 'core,' and instead focus on providing multi-modal transit throughout the city. Congestion decreases when alternate options are available, not when initiatives designed at prioritizing automobile transit are implemented. Although infrastructure for electric and driverless vehicles is important, especially in the context of climate change, we must not view these developing technologies as a panacea for current traffic issues. The best way to combat the effects of climate change in the region is to decrease vehicle-miles traveled, and therefore reduce total emissions, and the best way to accomplish this goal is by providing affordable, reliable, and efficient public transit and alternate routes for multi-modal transportation."

Tags: Transit, Resiliency, Congestion Management

High speed or direct rail to airport from downtown/western areas of GR. City is too car centric and public transportation options are way too inconvenient. A 15 minute drive by car can be a 1.5-2 hour bus trip.

Tags: Passenger rail, Transit

More investment into the rapid. Add bike lanes for traffic calming. Reduce car dependency.

Tags: Nonmotorized, Congestion Management, Transit

More investment into the rapid. Add bike lanes for traffic calming. Reduce car dependency.

Tags: Nonmotorized, Transit

We need more regular bus schedules and to expand stops. It is so hard to get around the city if you don't have a car and/or are poor.

Tags: Transit

Prioritize public transportation and bike/pedestrian

Tags: Nonmotorized, Transit

“The Grand Rapids area needs much more (and much more convenient) public transportation. Rail lines within the city should be a top priority (see Charlotte North Carolina’s light rail system), followed by vastly increased bus stops, routes, and timeliness. Affordable, accessible, convenient, and efficient public transportation would solve GR’s traffic congestion issues on top of all other benefits.”

Tags: Congestion Management, Transit, Passenger rail

“- Airport needs more direct flights, the connections are unreliable.

- Parking needs to be removed and driving should be less convenient so we have less reliance on cars. surface parking lots are a cancer.

- bus and other mass transit should be expanded. it would be great to have a reliable transit system. we dont. it's not worth taking the bus if it takes 3 hrs to get somewhere.

- additional personal options, like the lime scooters and biking are beneficial and they should be incentivized more.”

Tags: Nonmotorized, Transit, Air Travel

“If logistically possible, Grand Rapids could greatly benefit from a light rail or similar system, as well as more public transportation options to Lansing and the coast.”

Tags: Transit, Passenger rail

“We need walkable cities. Parking structures on the outside of the city, and a good fast rail/tram/subway/bus system to get people across the city. “

Tags: Passenger rail, Nonmotorized, Transit

“The area needs better and more frequent public transportation options to and from the airport and throughout the surrounding areas. The area desperately needs more protected bike infrastructure. Consideration of light rail routes through downtown Grand Rapids, to areas of interest, and the airport would be worthwhile investments. All of these things would contribute to the ease of traffic congestion which would also help to ensure the quality of the roads is maintained for longer if less vehicles are on the roads. We have a long way to go to provide the residents with what the need but we also have so much great opportunity to do so.”

Tags: Transit, Congestion Management, Air Travel, Passenger rail, Pavement Condition, Nonmotorized, Safety

“I ride the Rapid to work downtown every day from Kentwood. I cannot believe they are going to install the fare boxes on the buses. That defeats the whole purpose of an ““express bus service””. It is not the fare enforcement officers slowing the bus down, it is the people who refuse to pay or don’t pay until the bus is there and then some bus drivers will wait until the people go through the process of buying their tickets before the bus continues on its way. Other bus drivers will see you walking up to the station to tap your card and take off any way.”

Tags: Transit

“1) The bus/rail link in GR does not work well due to scheduling. The train leaves early in the morning and arrives late at night when bus service is minimal, practically non-existent. 2) I think the construction of bikes paths, physically separated from the street in high traffic areas should be prioritized over the painting of bike lanes. 3) The percentage of bus stops with shelters is woefully low. 4) I received a grant to study the bicycle infrastructure of Amsterdam and Copenhagen a few years ago and would be glad to share the information and images I collected on bike lanes, bike paths, bike amenities and regulations in these cities if anyone is interested. Lee Hardy, lhardy@calvin.edu”

Tags: Transit, Nonmotorized, Passenger rail

Maintenance at the bus stops. They are dirty. Trash is rarely emptied. It is unfair to place upkeep on the local municipalities.

Tags: Transit

I would love to see trains from Grand Rapids to Ann Arbor/Detroit and a later time leaving for Chicago or a second train. Or electric buses with more comfortable -wider seats to other major cities with easy to find information and spreading the word about them.

Tags: Transit, Passenger rail

Expanding access to GO!Bus - streamlined (and accessible) application process and expanded service area would increase the equity in transportation to all people

Tags: Transit, Accessibility, ADA, and Equity

I'm always for expanding the bus routes

Tags: Transit

"building more highways does not equal less congestion, instead increase efficiency of public transportation, rail, city to city travel"

Tags: Transit, Passenger rail, Congestion Management

"It would be worth using funding mechanisms such as tolls, congestion pricing, or revenue from parking to pay for public transit options. It might also be worth investing in educating the public/marketing to them on the power of public transit to shift the mindsets in West Michigan toward a better public transit infrastructure. "

Tags: Congestion Management, Transit

"Remote worker who frequently travels to Chicago, Detroit, and Milwaukee. Would love better Amtrak service, including a line from Muskegon to Detroit. It's only logical. But most importantly, please stop subsidizing unsustainable forms of transportation and start thinking long-term. WestMI will never be a success story without robust public transit. Thank you."

Tags: Passenger rail, Transit

Convenient Transportation to downtown Grand Rapids would be much appreciated. Especially for concerts and sporting events.

Tags: Transit

"There are no viable options for people with disabilities to get to appointments without family transportation. Services that are available are either very costly or people don't quality for them.

Ready Ride is out there, but you need to be a veteran or the cost is astronomical. Good Samaritan is out of reach as far as cost. No Max busses or Rapid transport in eastern Ottawa County. "

Tags: Accessibility, ADA, and Equity, Transit

“Grand Rapids, like most US cities, is now utterly addicted to and dependent on the single driver car, as the US itself (as past President GW Bush said, is ““addicted to oil””). The solution is to treat that like other kinds of addiction: limit access to the substance; treat it like a disease condition; manage the symptoms.

In Grand Rapids, like most other US cities, what is required are the mass availability of initially bus routes (on every 2nd street, running every 15 minutes rain, hail, snow, or shine - reliability and regularity is key). At the same time, the city requires a large-scale, long term infrastructure redevelopment prioritizing light rail/street cars, notably with access to Amtrak (which itself requires a far greater schedule) and to the airport.

Of course, major urban highways that bi-sect downtowns are now recognized as the single greatest tragedy to have befallen US cities in the 20th century. Both Route 131 and 196 should be replaced by a major rail axis that runs through downtowns, out through Allendale, and splits to Holland and Grand Haven. Trams lines then travel north-south to intersect with the major rail axis, with two tram lines along Fulton and Leonard. to provide coverage.

These rail lines are supplemented by bus service, dedicated bike lanes, and pedestrian walkways and spaces.

Costs will be high, not least because such projects were not started 40 years ago, as they should have been. For the next decade at least, increased gas taxes, registration taxes, and imposing a congestion charge on travel along the highways and through downtown (especially around 9am and 5pm).

For major urban examples, take a fact-finding mission to Toronto.

Ideas like driverless cars, or indeed any ““cars”” are exactly what needs to be cut down on. It is the car, or more exactly the total dependency on the car, that ruined US cities. “

Tags: Nonmotorized, Air Travel, Passenger rail, Transit, Congestion Management

“More transit of all types are sorely needed for our metro area. As a new Kent County home-owner, I would like to see plans for express bus routes, light rail development, and an increased Amtrak schedule. Congestion charge for downtown during the evening rush hour would also be a wonderful show of leadership to begin to take steps to fight climate change.”

Tags: Passenger rail, Transit, Congestion Management

Elevated Train system or more express bus routes

Tags: Transit, Passenger rail

“We need a transportation system from Grand Rapids to the Lakeshore (Muskegon, Grand Haven & Holland)”

Tags: Transit, Passenger rail

2 times the bus did not come at all. No. 15 bus. Early evening bus.

Tags: Transit

“The Rapid question presupposes that the current bus structure is successful and should be expanded. It is not. It’s a big almost empty bus constantly moving along 28th St—guzzling gas, adding to traffic congestion, and wearing down roads.

Public transportation in theory is wonderful, but your question presupposes it is successful in its current form.

If you really want to dig into the topic and have a real discussion—ask real questions and be willing to really look at its effectiveness in its current form.

Tags: Transit

The busses should run 24 hours.

Tags: Transit

“It’s disappointing that existing rail lines, amtrak and freight, are not being used for light rail. Busses are prone to suffer from traffic congestion and are terrible for cross town trips. Adding a light rail option would increase resilience of our transit system, and induce demand to ease congestion on roads. “

Tags: Congestion Management, Transit, Passenger rail

It’s tremendously exhausting when bus routes get redesigned in busy areas and so many stops are eliminated. And it’s inconvenient. See the area by Centerpoint.

Tags: Transit

I think busses should run until 2 am to help prevent drinking and driving and to help people who work night shift get around

Tags: Transit

Buses run longer at night possibly 24 hrs a day

Tags: Transit

1. Increase access to bus transportation within the city of Grand Rapids 2. Pave alleys in the inner city of Grand Rapids

Tags: Miscellaneous, Transit, Accessibility, ADA, and Equity

Small communities north of GR have no public transport

Tags: Transit, Accessibility, ADA, and Equity

“Start taxing bike riders or require a bike plate. Why should they get all these nice paths, while all tax payers are footing the bill? Also make public transportation for available for outlying areas. “

Tags: Nonmotorized, Transit

Try getting more hybrid buses or electric buses the ones we have seem pretty old.

Tags: Transit

“The transportation bus system is necessary to have, but there are usually very few people riding. It seems it would be less expensive to use vans on most routes versus the price to use and maintain large buses. Another option would be to give credit for citizens to use Uber, Lyft or taxi services. Continually expanding and spending on a bus system in GR is wasteful. There should be less expensive alternatives.”

Tags: Transit

Keep the bus clean.

Tags: Transit

“Connect the bike/pedestrian paths, improve public transport to surrounding communities bi-directional on regular schedule, and encourage smart and innovative approaches and technology. Let’s make Grand Rapids a desirable place to attract the next generation to stay and help west Michigan grown to a leader in transportation.”

Tags: Nonmotorized, Transit, Technology, Connectivity

“Increased efforts at bicycle safety education for both drivers and bicyclists. Continued efforts at making bicycle lanes and trails safe and convenient. Increased efforts toward public awareness of the benefits of carpooling, public transit, and alternative (environmentally responsible) transportation methods. Increased efforts toward making all of the above more convenient (carpool lots, expanded bus routes, etc).

Of course, convenience and education are dependent on funding, which is often dependent on tax increases or re-allotment, which is often dependent on voter approval, which is often dependent on convenience and education ... “

Tags: Transit, Nonmotorized, Safety, Resiliency

“With the increasing population of the area, further options to create reliable public transportation options to reduce traffic on the roads (bus, rail, nonmotorized)”

Tags: Transit, Nonmotorized, Congestion Management, Passenger rail

Please visit the communities in question. Try to make it around the city using only the bus system. Someone should be able to make from one of the city to the other.

Tags: Accessibility, ADA, and Equity, Transit

Our public transportation system is lacking

Tags: Transit

keep the bus service coming into Cascade. it is important for our residents for transportation.

Tags: Transit

I believe cars should go the way of the dinosaurs. We need more and better public transportation to fight climate change and reinforce our communities.

Tags: Resiliency, Transit

“would love to see more bike paths/bus routes to Hudsonville, something to connect to Grandville would be appreciated”

Tags: Nonmotorized, Transit

Grand Rapids is not dense enough for a metro. focus on improving the bus system and bike lanes.

Tags: Transit, Nonmotorized

“Currently Grand Rapids is a car-centric city, because of this it creates quite limited public transportation access and walkability. Public transportation and pedestrian traffic are treated as a second classes compared to cars and is on a lower priority overall. This creates issues primarily with access, reliability and most importantly safety.”

Tags: Transit, Nonmotorized, Accessibility, ADA, and Equity, Safety

Start charging a quarter (25cents) for each ride on the Dash busses. No current rider would quit riding because of that. You could use it to tip the driver at the end of each shift. It could INCREASE ridership. It might deter the downtown homeless from riding around for no reason.

Tags: Transit

“De-stigmatize the bus, add more bus stops in Kentwood, transportation from Rockford to GR select few times a day, distinguished bike lanes for rider safety”

Tags: Safety, Nonmotorized, Transit

I'd like to see more bus routes run more frequently.

Tags: Transit

No tangible bus or train service outside of GR.

Tags: Transit, Passenger rail

“We NEED a focus on biking infrastructure and walkability, and greater investment into public transit. “

Tags: Nonmotorized, Transit

“I do not think there is a climate issue AT ALL and therefore not germane to any of these questions. I do think there is a pothole issue all the time, a consequence of historically normal Michigan winters. I would like to see more enclosed bus shelters for people who have to use the bus during inclement weather.”

Tags: Pavement Condition, Transit, Resiliency

“i love, enjoy, and rely on public transport. please add more sidewalks and improve bus service (frequency ?) “

Tags: Transit, Nonmotorized

Our city has to improve the bus schedules and accessibility for people who don't own a car but have non traditional work schedules

Tags: Transit, Accessibility, ADA, and Equity

“Bike lane safety is a huge issue. I see far too many cars driving in - even parking in (!!)- bike lanes. I think improved public transportation/bus routes combined with higher gas taxes could make riding the bus more appealing to those who currently drive, reducing congestion and is more sustainable”

Tags: Congestion Management, Safety, Nonmotorized, Transit

“Out of necessity, I’ve ridden the Rapid bus year round for many years. It’s not easy, but it was doable. Making the routes more accessible has the potential to encourage more people to ride year round, which would reduce carbon emissions and reduce traffic in the city.”

Tags: Transit, Accessibility, ADA, and Equity, Resiliency, Congestion Management

Bike paths! More public transportation for all. Less car infrastructure. Bus system is good. Bus and bikes rule the city. Restore the train from Muskegon to GR.

Tags: Passenger rail, Transit, Nonmotorized

More robust/safer bike lanes and bike trails to get through town would be great. More DASH stops in the residential parts of town would also be incredibly useful.

Tags: Nonmotorized, Safety, Transit

“Sharrows and painted bike lines are not enough to ensure cyclists’ safety or induce demand. De-prioritizing on street parking and creating safe, logical, protected bike paths will create better micromobility, induce demand for fossil fuel free transportation methods, and reduce cyclist deaths. We need separate, curbed bike lanes or bollards to achieve this.

Also consideration should be given to increasing the frequency of bus services to achieve a 10 minute or less peak demand schedule. Frequency is key to incentivizing commuters to utilize the bus system.

Lastly green stormwater infrastructure should be default in any new transportation projects regardless of the percent increase in impermeable surface area from prior conditions. This is critical to achieve a resilient and safe transportation network in the face of climate change.”

Tags: Resiliency, Environmental Issues, Transit, Nonmotorized, Safety

There is no public transportation at all in eastern Ottawa county. My adult daughter is handicapped and cannot drive but would be able to take public transportation if it were available. That being said there also is not a bus stop within a half mile of where she works in Kent county.

Tags: Accessibility, ADA, and Equity, Transit

“The Rapid should go all the way up and down Leonard Ave and other thorough fare streets rather than going to the station for transfer. The 50 takes the GVSU kids up and down Lake MI, why can’t we expect the same for our GRPS scholars? It isn’t safe to require kids to wait near the underpass at 131 as that is where most of the homeless population live. “

Tags: Safety, Transit

“I commute solely by bicycle and bus for environmental reasons. I would love to see more dedicated bike paths & lanes, as well as educating drivers about bicycle laws.

It would also be nice if the bus system went a little later in the evening to match up with the Amtrak route. I can take the bus to meet the train in the morning, but on the way home, the bus stops running before the train returns.

It would also be great in the future to see train service to Lansing & Detroit, or even up north, and a more frequent train between Holland and Grand Rapids.”

Tags: Nonmotorized, Transit, Passenger rail, Safety

“Improving public transportation, bikepaths, and sidewalks will reduce congestion and allow the city to grow. Adding more car lanes won’t solve the transportation issue the city is facing. Please study the data driven arguments ““Strong Towns”” and ““Not Just Bikes”” put forward.

Also putting a bike lane in the middle of a traffic lane and parked car lane is so silly. Put the parked car lane next to the traffic lane so there is a wall of parked cars between moving traffic and cyclists/pedestrians.

Parking minimums are outdated and no longer needed. Forcing parking minimums devotes more infrastructure to cars which take up more space and doesn’t allow for dense cites. If parking is harder but it is easier to bus, bike, walk to a location the problem of accessibility that is trying to be solved by parking minimums will solve itself and the city can grow far denser.

I know it’s hard to believe but if you plow it they will ride. The severity of winter is not a indicator of wether or not people bike during the winter, if the bike infrastructure is maintained during winter is a indicator of wether or not people cycle in the winter.”

Tags: Congestion Management, Safety, Nonmotorized, Transit

“public transit and bicycle infrastructure is the most important. so focusing on cars and start focusing on people. buses, bikes, and trains should be given funding without raising taxes; reallocate tax revenue from things like the incredibly overfunded police department and use it for what your citizens are actually asking for. “

Tags: Transit, Nonmotorized, Miscellaneous

“Very glad to see this survey. The Rapid bus system is great, but desperately needs more coverage and better schedules. I would ideally love to see dedicated priority bus lanes and smart traffic lights for buses. I think the Amtrak line to Chicago would be amazing if it had more trains every day.”

Tags: Transit, Passenger rail

we just need to invest more into the transportation system especially in public transportation

Tags: Transit

“car-centric planning and inflexible zoning are going to continue to cause traffic congestion, housing shortages, and climate issues. we need to have better public transit and safer pedestrian/bicycle routes”

Tags: Nonmotorized, Resiliency, Safety, Transit, Congestion Management

“Public transit lines within the Urban Grand Rapids area are underdeveloped, busses run late and are infrequent enough to discourage ridership. Bus lines are limited in scope and should be expanded reach every part of the city and out into some neighboring cities and villages.”

Tags: Accessibility, ADA, and Equity, Transit

“Lack of available public transportation outside of the major cities in Kent and Ottawa counties limits where Housing Choice Voucher holders may live, thus removing their “choice” of where they can live. We need to expand the availability of public transportation to all areas of both counties so people may live in areas with better opportunities for quality education, jobs, grocery store access, recreation/ green spaces. “

Tags: Accessibility, ADA, and Equity, Transit

Easier access to shared ride services or taxis to get to public transportation or airport

Tags: Air Travel, Transit

“bus schedule hours for weekends and night. Having car pooling or vanpooling service for businesses. Wheels to work was popular but too expensive and not enough drivers, create a better option for employers in the area. Create a company carpool service for big employers like Spectrum Health, vehicle auto repair support for employees that live in rural areas that require a vehicle to get to work, school, daycare”

Tags: Transit

“There are a lot of good sections of nonmotorized path but more connections are needed, especially between Holland and Grand Rapids. Same thing with public transportation. The Holland and Grand Rapids areas are in good shape but there is a gap in the system with the Hudsonville area is missing out.”

Tags: Connectivity, Nonmotorized, Transit

We are so far behind in this area. Mass transit should truly be something our state begins to invest in. But we have the BIG THREE here in Michigan for the auto industry and that may be a conflict for those decision makers in legislation. I have never understood why we have not invested in tolls or mass transit throughout the years or why the people mover in Detroit was left to die out. Hoping that is brought back to life and able to be expanded as they continue to revive the east side of the state! Let's bring mass transit to west Michigan - through Lansing - and to the D! How awesome would that be!!!

Tags: Transit

“Dealing with climate change should involve multiple factors: electrify motor vehicles, more transit, and denser development in urbanized areas to reduce trip distances.

Demand for non motorized infrastructure appears to be driven by recreation in the suburbs, and is very important for increasing safety”

Tags: Resiliency, Safety, Transit, Nonmotorized

“We need to revisit true mass transit options in the major E/W N/S corridors along M21, 96, 196, and 131 - and even look at the Beltline/Broadmoor and 28th Street.”

Tags: Transit

Assess public bus usage and adjust schedule according to the number of riders.

Tags: Transit

“I believe that completely dedicated bus lanes whether that be the Laker Line or the Lines that go throughout the city should be just for bus for more consistently to make taking the bus more convenient. Until more methods of transportation can be included within the area, there should also be bus servicing from suburb to suburb like from Allendale to Jenison.”

Tags: Transit

We are way too auto dependent. Infrastructure needs to change. More busing routes and bike paths. Promotion of a better way for get to work would be helpful other than driving.

Tags: Transit, Nonmotorized

“I would love to see far more accessibility to light rail, rail, and bus service. That would help increase ridership and reduce the number of cars on the road. Thank you for this survey and your efforts.”

Tags: Transit, Passenger rail, Accessibility, ADA, and Equity, Congestion Management

Being on time or running late.

Tags: Transit

Programs for specific things - ie single mom rides.

Tags: Transit

“We need more separated Bike paths, such as that found on Monroe St, GR. Bus routes need to run at both higher frequency and at more hours. One of the best ways to increase transit ridership is to make said mode of transportation more convenient to use.”

Tags: Safety, Transit, Nonmotorized

Bus service in Ottawa County. Extend into Allendale proper and not just GVSU.

Tags: Transit

“I VERY strongly feel the HUGE city buses should be slowly removed from service and replaced with smaller passenger vans - more in number, obviously - that could/would provide better, more frequent stops and much faster service. This would be SO much more user friendly & such an improvement and I feel most likely much more cost effective. Will you please consider this?”

Tags: Transit

“Because of the lack of frequent buses it makes it hard to transfer buses efficiently, this can’t use effectively for transportation.”

Tags: Transit

This is a difficult surgery for people who don't travel county wide or take advantage of bike lanes and/or public transit. I wouldn't trust people that live in the townships to have an objective opinion regarding public transportation

Tags: Transit, Nonmotorized

Reduce number of vehicles in metro area by improving alternative transportation outside of core city. Make it easier for more areas to use mass transit.

Tags: Transit, Congestion Management

Offer 24 hour bus services so that pedestrians can get to jobs.

Tags: Transit

I do not notice public transit options readily available in my neighborhood. It would be nice to have a public transport option(s) that are accessible and timely. Thanks!

Tags: Transit

The roads are still an issue. Are substandard materials being used? The bus routes/times should be adjusted when there are big events so they are available to more people. Lane signs are confusing. They should be on top of the signals instead of to the side so they can be seen more easily to give drivers time to get into the correct lane. Need more left turn signals on busy roads. Roundabouts/traffic circles are dangerous. Expand Amtrak to go to east & north side of state from GR. The road diet isn't working. People passing using the middle lane. Start ticketing traffic offenders! Hard to use the bus when you don't feel safe walking to or waiting at the stop. Really need to lower the crime rate in this town.

Tags: Transit, Passenger rail, Miscellaneous, Pavement Condition, Congestion Management, Safety

Increased advertising/awareness of public transportation systems we have in place

Tags: Transit

More routes

Tags: Transit

Stop making it hard to drive cars. I don't want to go downtown anymore because of how many parking spots are being removed. We will never be a community that only takes public transportation. We like our cars and the convenience of just driving downtown.

Tags: Transit, Miscellaneous

I've seen (mainly in GR proper) car lanes closed for bike traffic. This only creates more congestion. It would be better and safer to move the bike traffic to a side road. I also see a lot of empty Rapid buses. It seems like the Rapid resources could be utilized better.

Tags: Transit, Congestion Management, Safety, Nonmotorized

Get transportation from Grand Rapids to Holland so that residents who don't have vehicles can go to events like tulip time.

Tags: Passenger rail, Transit

Increasing the frequency of bus routes as well as the ability to make transfers without going to central station would be beneficial towards those using it

Tags: Transit

"1. Provide public transportation to and from the airport from many different parts of the county. This would drive a lot more business to hotels, restaurants, and entertainment. It would also make it more convenient and "green" for residents to commute to and from the airport.

2. Consider more roundabouts in appropriate places. Saves unnecessary idling and is much safer in the right circumstances."

Tags: Transit, Safety, Resiliency, Air Travel

"Working as an employer in downtown Grand Rapids, I was always appalled by the scarcity of bus availability past 5pm. My employees often had to walk long distances home from work, after 11pm, most especially on the weekends. Yet, our city hosted had events that required employees to work far past that time. "

Tags: Transit

"Rail system that connects bedroom communities to the city and allows people to get around the city without sacrificing too much time. I'd love to take public transportation to/from work, but when it's a 15 minute trip by car and 45 minutes to an hour by bus, I'm going to choose the car every day. Maybe get more bus fueling stations so you can have routes straight up and down Leonard, Michigan, Fulton, etc. A fast rail system would be fantastic "

Tags: Passenger rail, Transit

“Increase bus service, smaller buses more times”

Tags: Transit

“It would be nice to have rail options around town and neighboring cities. I would love to get from Bridge Street to Wealthy without taking the city bus. Also, I feel unsafe riding my bike on roads so would like more bike paths around town “

Tags: Transit, Nonmotorized, Passenger rail

Expand access to scooter and e bikes into downtown adjacent neighborhoods. This could also go for Dash or autonomous vehicles.

Tags: Technology, Transit, Accessibility, ADA, and Equity

“Living along Bridge Street up the hill from Lincoln Park, I’d love some onstreet parking. The bus runs regularly and the bus stops seem conveniently located. The bike paths here seem fairly useless as no one uses them and Bridge is so hilly. Parking would be used much more frequently.

In terms of Kent and Ottawa counties, I believe that we should prioritize innovative and climate conscious transportation solutions. We should be looking to other technologically advanced countries for inspiration. “

Tags: Miscellaneous, Resiliency, Transit, Nonmotorized

“In outer neighborhoods such as Shawmut Hills, bus routes are too far away for disabled and elderly to access.”

Tags: Accessibility, ADA, and Equity, Transit

I hope we will develop a robust and low cost to riders bus system.

Tags: Transit

“Monies allotted in the past and present should be applied to maintaining and restoring present existing resources. Bus schedules /stops reinstated that were cut back, residential streets are in poor condition being constantly patched instead of replaced. Existing roads first over new builds. Federal funds take care of our highways.

Our downtown has absorbed a lot of funding from whatever source. Reserve funding for areas used for residential use like city streets. Can handicapped funding be drawn from other resources. We need more handicapped parking and less priority parking like take out or wait parking monopolizing the handicapped space. Quality of work monitored better.

Instead of lowest bidder how about second lowest or best recommended for workmanship and longevity for money. Just some thoughts.”

Tags: Transit, Accessibility, ADA, and Equity, Pavement Condition

“I am a special needs student with a car, bike and ability to walk but, I love the bus. I choose the bus over my other forms of transportation 90% of the time. I love all my bus drivers and I want pedestrians and public transportation officials to be super safe. A lot of the hardest workers with the most demanding jobs walk or ride the bus to work. Their safety is beyond important to me. By riding the bus, I learned that I’m blessed to choose my mode of transportation however, many people can’t. People with less options should be offered more by our community. I also try to call the Rapid with some concerns I hear however, I never hear back. I am concerned about trash cans at the bus stops. There aren’t trash cans at every stop. I would enjoy seeing more so guiding loose trash to the can would be easier. “

Tags: Transit, Safety

Need option to go to grcc from the west side without having to change busses at central Station.

Tags: Transit

We already subsidize The Rapid bus service through property taxes. I live in Walker and there isn’t a bus route within 2 miles of my home. Bus service is needed along 3 Mile Rd.

Tags: Transit

add runs on Holidays and Late nights .

Tags: Transit

The lakers transit is mostly empty all of the Summer months! This seems ridiculous! It would be interesting to know the stats on the amount of buses as well as the amount of times they run at less than 10 % capacity!

Tags: Transit

Bus system with a required return to main terminal just to get across town is frustrating. It takes more than twice as long as just driving to get from Leonard (west side) to Leonard east side. Why are there no cross town hubs that don’t require returning to downtown just to transfer and get back on route. I’m sure the same applies to people wanting to go north / south across town

Tags: Transit

The city needs to become more bike friendly and have better public transit. I'm scared to ride my bike downtown because of potholes in bike lanes and lack of bike lanes.

Tags: Safety, Nonmotorized, Pavement Condition, Transit

"There needs to be more access to buses outside of GR, more access to trains, and other systems constructed to help improve public transportation and reduce vehicle use. There needs to be several routes and options to encourage the use of these transportation methods by all."

Tags: Accessibility, ADA, and Equity, Transit, Passenger rail

The Go Bus systems that assists non-drivers and elderly is very unpredictable. A light rail systems needs to be studied and pre-construction planning also needs advancement.

Tags: Transit, Passenger rail

"There should be more done to enhance and support the development of the nonmotorized and transit aspects of the system - programming, facility maintenance, the development of new, safer facilities. Equity in access is key, along with incentives (or de-incentivizing) for these modes. There should be incentives for people to not drive single-occupancy cars (gas or electric). Electric vehicles will not be the answer to making the transportation system better or more sustainable. Making daily trips to places like work, groceries, and school is imperative to the success of the investments made in transit and the nonmotorized networks within the large transportation system in West Michigan. "

Tags: Accessibility, ADA, and Equity, Safety, Transit, Nonmotorized

I would like public transit to become a more attractive option than driving for those who typically take their car everywhere.

Tags: Transit

"So my answers come from the lens of a person who largely uses a bike and The Rapid for transportation. These methods work well within the City of Grand Rapids but become more difficult outside of the city limits. Kentwood, Wyoming, and Grandville do not enjoy the same transportation benefits as the City of Grand Rapids and have less safe cycling routes available."

Tags: Transit, Nonmotorized, Safety

"I feel that, if the Grand Rapids/Muskegon/Holland Megalapolis wants to grow, the area needs to embrace more rail-based transit in the area."

Tags: Passenger rail, Transit

“I do not drive due issues of safety and public transit, i.e. The Rapid Bus system, not being available within Ottawa county has been a large obstacle for me for years (10+). I heard there were plans to look into getting The Rapid bus system into Ottawa County and I would like to encourage you to continue to, or consider pursuing, getting Ottawa county added to the Rapid’s route. thanks”

Tags: Transit, Safety

Adding routes to Jenison and Hudsonville

Tags: Transit

“Do not fall into the trap of thinking more lanes and wider roads are the answer.

Increasing reliance on public transit, both quality and availability is the best way to reduce emissions and congestion at the same time. Where possible, remove car access, remove parking lots, and restore the natural and/or walkable spaces.

Where that is not possible add buses and/or high speed rail. You could even bring in monorail or trolleys in certain places.

No one wants to see or smell thousands of cars. Reducing personal vehicle use will also reduce accidents.

Finally, switch to electric wherever possible. There is no excuse to making a city dependent on oil/gas to contain use operating. But more important than that, invest in clean energy production as well. More dams where ecologically beneficial, more wind turbines where possible, and please, for the love of all that is sacred, please add nuclear! Don’t listen to the oil/gas industries to Gauge the safety of nuclear. Follow other countries’ research if you don’t want to do your own!

I want a clean, quiet, walkable, and safe city.”

Tags: Transit, Technology, Passenger rail, Safety, Resiliency, Congestion Management, Nonmotorized

“Public transportation is very “unfriendly” to people with mobility issues in terms of getting from home/work/store to bus stop. Bus stops at the far edge of parking lots, forcing people to navigate through snowy/icy parking areas to bus stops. Relying on business/home owners to clear snow from bus stops. Very few seating areas at stops. Not at all easy for the mobility-challenged. Door-to-door services that cannot be relied on to pick people up on time and are very expensive.”

Tags: Accessibility, ADA, and Equity, Transit

I believe that we should look into trying to get more transit oriented development implemented into the city

Tags: Transit

“Electric vehicle use during Michigan winters makes no sense. Accidents, pile-ups, street plowing, etc, etc. require gas powered vehicles because gas can be transported to disabled vehicles. Electricity is more expensive than gas. In this economy, governmental agencies need to stop pushing (personal) electric vehicles and stop giving incentives to purchase them. Use the funds for public transportation. “

Tags: Safety, Technology, Miscellaneous, Transit

Kent County tax dollars should not be spent on commuter services to Ottawa County before bringing public transportation to North Kent.

Tags: Transit

“I would like to see public transportation expanded to outlying communities. It would take time for people to adjust, but that will never happen if it isn’t available. If gas prices remain high more people will look to public transportation. I would love to eventually see metro service to Grand Rapids, Grand Haven, Holland, and Muskegon. “

Tags: Transit, Passenger rail

“Bus service needs to extend further into the suburbs. We live near Cascade Rd and Forest Hill Ave, and it’s ridiculous we can’t conveniently take a bus downtown or to the airport.”

Tags: Transit

“As our community needs to grow, the solution can’t be more roads and personalized automobiles. We need to diversify our transit options and make things like biking and busing more of a viable option through better bike paths, bus frequency and expanding routes.”

Tags: Transit, Nonmotorized

“Stop building roads, recent interstate investments are contrary to any rational goals (safety, climate, pollution). I know you won’t listen, that you will just continue building out infrastructure in order to increase the vehicle miles traveled of personal vehicles. You will almost certainly throw money down the hole of non-existent technologies rather than develop solutions today with proven solutions (bus, bike, & rail). Honestly, I have no idea why anyone bothers filling out your surveys.”

Tags: Transit, Safety, Resiliency, Passenger rail

“M37 from 68 street to 100 street can not be made wider soon enough.

There are no bus stops in the Caledonia area.”

Tags: Congestion Management, Transit

There are far too many bus stops in suburban areas which drastically slow down the transit system and make the timing unreliable.

Tags: Transit

“We need high speed rail, a robust bus system, and much more nonmotorized and small-motored roadways”

Tags: Passenger rail, Nonmotorized, Transit

“Increasing funding for public transportation should be a TOP priority. This includes funding an infrastructure that supports public transit - shaded sidewalks, safe intersections and proper street lighting. “

Tags: Nonmotorized, Miscellaneous, Transit, Safety

Hudsonville is an island locked out of public transportation and non motorized options out of town.

Tags: Transit, Nonmotorized

Please consider expanding bus routes and hours of service.

Tags: Transit

“We need better, more reliable public transit. And easier access to resources for alternatives to the gas powered automobile. We should also be heavily investing in self driving infrastructure. “

Tags: Transit, Miscellaneous, Technology

“I live in the SE quadrant of GR, bus service is fairly good and I can get to work downtown using the bus/walking and it only takes a few minutes longer than driving. Living in other quadrants, the bus service isn't nearly as convenient, especially the west side. Crossing quadrants is also more difficult, i.e. going from NW to SW, SE, NE, etc. Especially crossing the river outside of downtown.”

Tags: Nonmotorized, Transit

“#7 bus route CUT all weekend stops at walker city hall stop leaving disabled residents LIKE ME zero opportunity to go ANYWHERE because walker village and walker and remembrance stops are WAY too far to walk safely and it is an EGREGIOUS abuse of funding to NOT ALLOW SERVICE to working disabled riders LIKE ME! But taking almost a YEAR to renew my ADA pass is flat out targeted whistle blower retaliation against campaign workers LIKE ME and lets face it I WILL NEVER STOP REPORTING this ABUSE of the disabled who cannot live independently without the bus that WAS running 7 days a week when I moved here, demographic discrimination is a career ending mistake for whoever approved THAT very spiteful and intended HARM it has caused me EVER

SINCE! FIX this problem NOW or I will be forced to make it VERY PUBLIC with my dearest friends community an international disability advocacy service! “

Tags: Accessibility, ADA, and Equity, Transit

“Expanding public transportation to allow people to access areas that are not currently accessible through routes like bus. Especially, out towards industrial areas of town where jobs are available, can do a lot for improving peoples abilities to navigate economic issues. Connecting them with more options for labor and possibilities to improve income.

Expanding our bus system, adding trolley system, or even expanding rail could do so much.”

Tags: Passenger rail, Transit

I do not have any public bus service routes in eastern Ottawa county. The closest they get is Walmart in Grandville and the intersection of Prairie and Wilson. Would like service extended to Meijer in Jenison or Hudsonville.

Tags: Accessibility, ADA, and Equity, Transit

“It takes a very long time to get to must places in Grand Rapids. Ending up downtown Most the time is very time consuming and is one reason I rarely ride the bus. Also, would be helpful to have routes in the Belmont area. “

Tags: Transit, Miscellaneous

“Modernizing the bus system seems like an manageable first step in such a plan. The retail partnerships that supply Wave bus cards are weak and make it hard to purchase or replace a Wave card. Last I checked, one was unable to obtain a card from central station on weekends. Furthermore, unlike in other cities, it is not possible to pay for a second person with one’s Wave card, making it harder to ride the bus with others who do so less often.

Indian Trails and Greyhound also need updates. While other bus services like Megabus or rail like Amtrak have not been requiring paper tickets for over a decade, Indian Trails and Greyhound have yet to catch up. Neither offers a bike rack, so bikes can only be transported once partially broken down and for an extra \$30. Amtrak charges \$10 for bikes and requires those who bring them to board last as well as de-train last. As someone whose main mode of transportation is a bicycle, this makes it more challenging traveling to other cities, as I often arrive bike-less.

Our intercity bus system is still weak from the pandemic. There are no buses in the morning to Lansing from Grand Rapids, so commuting their for work by bus is impossible (though the rideshare program is appreciated). The earliest one

can arrive is 1:25, but the latest one must return to Grand Rapids is 4:25, so a round trip in one day is nearly impossible. The former evening buses no longer run.

Grand Rapids to Kalamazoo is similarly difficult. The morning bus no longer exists, and the return buses are timed so that a round trip within one day is no longer possible.

Despite the popularity of Lake Michigan in the summer months, the closest bus that regular travels there stops in Allendale. The Greyhound route that used to run to Muskegon once per day (and connect to the ferry to Milwaukee) no longer exists.

Our region is missing the amenities present for years in other Michigan areas like Zip Car (Lansing, Ann Arbor, Flint, Detroit) and we have lost transportation options like the Megabus, which operated in Grand Rapids until 2016.

Many residents I've spoken with in Grand Rapids are unfamiliar with the Rapid and the DASH and it is not uncommon to meet people who have never taken the bus and are intimidated by it. I have cyclist friends who do not know how to put their bike on the bus rack. Last I checked DASH ridership is at 60%, so it seems much needs to be done to orient the public on buses. In Chicago there is a practice bus bike rack mounted to a downtown building where one can mount their bike. Small solutions like that can really help people.

Overall, this region has an entrenched driving culture, which I imagine it will be difficult to overcome. It is a difficult region to live in without a car for most people, but there are many small changes that could make that easier. In the last year the Rapid #11 bus by my house has begun running every 15 minutes, and that has been a wonderful change. "

Tags: Passenger rail, Transit, Nonmotorized

"I feel like I speak for a lot of people when I say that metro GR cannot afford any more half-ass projects. The Silver and Laker lines are well and good, but they do not stack up to how well they could have been if the projects were implemented to their fullest extent. At this point there is no advantage to riding our bus lines. Even in regards to our supposed ""BRT"" lines where they must sit in the same traffic as everyone else because they do not have dedicated bus lanes. It is a popular opinion that the only ones that ride the bus are those that cannot afford otherwise. This needs to change if Grand Rapids wants to become a real transit city. This means dedicated, enforced, bust lanes, increased scheduling, and different modes of transit in the city. Hopefully by 2050 these problems will be addressed.

Thank you"

Tags: Transit

"Need to focus bus transit on increasing frequency, maybe using smaller buses. Also connect radial bus routes in a ring around Grand Rapids. Daily intracity routes would be great and a direct line from the airport to downtown.

Finally, we need a holistic approach to bike routes. So much of the network outside of the rails-to-trails projects is disjointed. It would be a real help to convene a working group of local jurisdictions to try and come up with a solid plan for connections.

Need massive investment in charging stations! Best to place them at places that are attractive to wait for an hour. "

Tags: Resiliency, Air Travel, Technology, Nonmotorized, Transit

The frequency of the buses should be improved as soon as the pandemic is over. Especially in the evenings and on the weekends. We should be waiting no more than a half hour. I would really like to see fifteen minutes during rush hours.

Tags: Transit

“Those of us with disabilities need paratransit options which provide direct transportation from pick-up to destination in a more timely manner. Also, both countywide and inter-county transportation options are very much needed. “

Tags: Accessibility, ADA, and Equity, Transit

I'd love to see creative mass transit solutions

Tags: Transit

Prioritize frequency of service over cost of transit. Reduce the time to get to the airport via public transit. Redesign roads to compel stricter adherence of motorists to maximum speeds.

Tags: Safety, Air Travel, Transit

“Commuting and Rideshare options like MichiVan need expanded and better promoted. As for Georgetown Township, the current Township Board shows no inclination to expand public transportation.”

Tags: Transit

“We should be striving for no serious injuries and deaths on our streets. Connections between urban and suburban areas need to be better and consistent, especially bicycling and walking facilities. Pedestrian access, even to transit, is quite poor unless you are in GR, Wyoming, and parts of Kentwood. Require all major developments to develop and implement travel management plans for their staff and operations. No mention of intercity bus service, van or carpooling, other small vehicles like scooters/skateboards. We're more interested in technology that manages traffic for safety reasons over driverless cars. Expand incentives for transit access, electric bicycle rebates, etc. “

Tags: Congestion Management, Connectivity, Technology, Nonmotorized, Safety, Transit

“mass transit (buses) has been notoriously spotty in the region. Integration of regions, of connections is critical (Silver Line to GVSU is a good example btw). Some corridors (Burton SE) desperately need better bike management. With that, working with colleges to provide bike connections to and from their student resident areas (not all live on campus) would be another important plus. “

Tags: Nonmotorized, Transit

“Tough to answer between what’s happening downtown vs. Easter Ottawa county. These are vastly different environments. I live in Georgetown Township, but it has little transit service availability. Conversely, downtown is overplaying its priority on bikes and walkability at the complete expense of normal transportation. “

Tags: Transit, Nonmotorized

More operating funding for transit services.

Tags: Transit

“1) More/better/faster mass transit availability, both urban transit as well as train (Amtrak etc) service. 2) Recondition and/or refigure US131 corridor through GR (even though construction would be a major, but temporary, headache for me). Local/express lanes and/or better frontage roads, removing lesser used entry/exit points, and reconfigure curved highways in the most traffic dense areas. 3) We have WAAAYYYYY too many traffic signals. More roundabouts and/or reconfigured access to major thruways would help traffic move. 4) We need vastly better infrastructure for newer technologies such as electric car charging. 5) I will be past safe driving age as this plan matures, so improvements to senior citizen mobility, either by better local transit and self driving infrastructure, would make the community better/safer as the population ages.”

Tags: Congestion Management, Accessibility, ADA, and Equity, Technology, Miscellaneous, Passenger rail, Transit

“Please do not invest in more automobile, electric or autonomous, technology as the issues with the roads are too many drivers. Please invest in alternative transportation methods (buses, rail networks, bicycle paths, walking paths, etc.) to get less drivers on the road. Please also invest in road diets and converting roads to boulevards with medians, also add more roads with curves and trees/plants to natural encourage safer driving when driving is necessary. The solution isn’t newer and fancier cars, it’s less cars altogether.”

Tags: Congestion Management, Safety, Nonmotorized, Technology, Miscellaneous, Passenger rail, Transit

“We cannot get rid of congestion by building more roads. Let’s make biking and public transportation attractive, safe, and convenient so people will want to use it. Bus service stops far too early on weekends, making it hard to live car-free. Lack of trees by bus stops, shelters, and benches make the wait for a bus seem longer.

There need to be more safe ways for people on foot or bike to cross highways, railroad tracks, and stroads (or get rid of the stroads altogether). “

Tags: Nonmotorized, Transit, Congestion Management, Safety

Increase new bus route

Tags: Transit

“Commuter rail from Holland to GR would answer a lot of issues. If not rail, silverline type bus HOWEVER need it to end downtown/medical mile not bus station or Division Ave. end at station or Division would take longer and negate any motivation to take it. Rail would be better to miss all the traffic congestion. “

Tags: Transit, Passenger rail

Pre-Programming Collaboration

Comments from the MTP Bingo & Email Submissions

(Bingo participant) Having a series of maps identifying the location of the Illustrative Nonmotorized Needs would be extremely helpful to planners, the public, and stakeholders.

(Bingo participant) Bingo Thanks for such a creative way to grow involvement! Thanks to you and your team for coming up with such a creative, engaging way to promote involvement! Fun, and educational 😊

(Bingo participant) You cannot estimate the desire for a bridge by counting how many people swim across a river. When you build infrastructure that requires an automobile you make people auto-dependent (and poorer). It is time to get serious about all the other solutions to mobility.

(Bingo participant) Driver education and behavior changes need to increase to make roads safer for sharing with cyclists, pedestrians, etc. Increased communication across diverse channels/modes and increased enforcement by police would go a long way to improving the safety of our roads.

Thank you for working to improve transportation options in GR! 😊

(Bingo participant) The Transit and non-motorized needs assessment are missing strategies to create the behavioral changes needed to improve safety and decrease use of SOV. Community based social marketing and modern TDM programs and policies need to be incorporated into planning efforts beyond traditional marketing techniques which have proven to be ineffective with behavioral changes related to health and environment.

We need more investment and programming using community based social marketing/techniques to advance TDM activities and engagement.

(Bingo participant) The safety phone personalities and Déjà Vu videos are great! The message is very clear.

(Bingo participant) In reviewing the analysis, find that they align well to my experience; in particular, these needs align to my experience: the lack of transit options between the airport and the city center including bus and taxi, the concerns around truck traffic near Cesar Chavez School, need for additional bike lanes, need for driver education regarding bicycle awareness, the coast to coast rail service linking Detroit and Holland and specifically Lansing and Grand Rapids - I would love a train to be able to get to work in Lansing, The improvements to the schedule and access via the Midwest regional rail initiative, and more than one trip a day to Chicago. Lastly, the local bus system needs greater frequency. One additional piece is the need for alignment with the residential zoning policies around parking. With good functioning public transit, individual residences do not need to have parking as a zoning requirement. This adds unnecessary barriers at a time when we have a housing shortage.

Bus options need to be frequent, reliable, and consistent. We also need to stop requiring parking with housing. I-9: Please stop expanding the highways to more lanes. It makes driving worse.

In your quest to provide a quality, safe experience to bicyclists on the Grand Rapids bike routes, may I suggest you clean them up. The roads are laden with potholes and debris that doesn't support a safe, healthy option. I'm sure you know what I mean, but doing something about it would show you really want to improve the quality of the experience and you are invested in making gr a bike friendly city.

(Bingo participant) I'd like to see roads rebuilt that have the highest MVA rates & deaths. Speed limit on S-curve reduced to 55mph limit. Sheldon Ave. needs resurfaced desperately & Robinson Rd. between Lk Dr. & Plymouth Ave.

(Bingo participant) Expand ITP into townships. 2nd Amtrak train each day.

I submitted a printed copy of my MTP bingo card yesterday, July 11. I made two comments, which wanted to expand on: The ITP/Rapid should expand into the townships. I'm especially thinking of Cascade, Grand Rapids, Plainfield, and Alpine townships, but it might also make sense for others to join as well.

I like to see a second daily Amtrak trip to and from Chicago - preferably a midday arrival followed by a midday departure. Amtrak service to Lansing and Detroit is also something I'd use occasionally.

Thanks!

(Bingo participant) I like the bus service between Holland & GR is in the works. I would also like to see service to & from Muskegon. I would like to see an emphasis on funding specifically protected bike lane projects in the region.

(Bingo participant) There are some exciting passenger rail ideas in the needs analysis, but I was surprised at how utilizing the existing trains from Kalamazoo to Chicago is not mentioned in the plan, which instead mentions the possibility of a new transfer in New Buffalo. Currently Kalamazoo runs four Amtrak trains per day to Chicago, and only one of them, the 9pm, is accessible to travelers from Grand Rapids through a connecting bus. Grand Rapids no longer runs any morning buses to Kalamazoo, though it has in the recent past, so there is no way to catch the 9:16am, 10:26am, and 12:28pm buses from Kalamazoo to Chicago. I see this often in our state, buses and passenger rail times that are not coordinated to allow for transfers. It seems cost effective to leverage the transit options we already have.

(Bingo participant) Sorry if this is kind of long!

I'm glad The Rapid shared your bingo card facebook post, because I had never heard of GVMC before! There are so many great resources on your website, and I enjoyed looking at the 4-year TIP and construction map. It's exciting that Grand Rapids is constantly upgrading roads, along with the many new building construction projects across the city. I've lived in the area for 12 years, and wow has it grown!

Environmental justice and sustainable transportation are very important to me. I actually just moved from Midtown to

the West Side, and one big reason is I LOVE the Laker Line, it's such an amazing connection between GVSU and downtown GR. I work at GVSU and ride the bus to work 90% of the time (even though I do have a car). The frequent service and late night hours make it a much better experience for me than most other Rapid buses.

I also bike a lot, both for fun and to commute, and I appreciate the continued addition of bike lanes and other bike infrastructure. I enjoy living closer to the Kent Trails now. Oh, and the Lime scooters/bikes are great!

As for passenger rail, I wish Amtrak trains were an affordable and reasonable option for travel. It's usually cheaper and faster to fly if you're going somewhere other than Chicago/Detroit, but I hope that changes in the coming years/decades. I would love to ride Amtrak to NYC but it's a 36 hour trip and it's more expensive than a 2-hour flight. It doesn't make sense.

I know there's one train a day for GRR-CHI but the departure and arrival times are pretty inconvenient for me. Could there be a passenger train that connects GR and the South Shore Line, that runs multiple times per day? Grand Rapids to Kalamazoo to South Bend? I ride the SSL frequently because it runs all day and is rarely delayed, but it still involves a 2 hour drive. Chicago is such an important transit hub and I don't think the GRR-CHI Amtrak train is adequate for people without a car.

Overall I'm happy with transportation options in Grand Rapids and the surrounding area! It's exciting to see what y'all are working on. Thanks for the opportunity to share feedback. :)

I posted my bingo card on Instagram as well: (Link removed for privacy)

I've skimmed through -- so it's possible I missed something -- but as a frequent biker and sometimes bus user eager for better, clean transit solutions, I have some feedback:

The number one issue that prevents people from bike commuting is feeling safe as a biker. Lines-only give people a false sense of security and drivers are very inconsistent with how close they get, or just flat-out driving in bike lanes. We need separated lanes if we want any chance of increasing bike-commuting. So many people love to bike but just only do it if they strap their bike to their car and find a non-motorized trail. PLEASE prioritize this. This is so much more important than an education campaign or challenge.

We need bus service every 10-15 minutes. Frequency is a major barrier to making it a usable system. I think a lot more people would see it as a viable way to get to work or other places if it was frequent. I feel like for so long the burden has been on people to just "plan ahead" to spend an extra half an hour or more to wait for buses, but in reality this just makes it so inconvenient that it's not a viable transit solution for too many people. And we most definitely need to make the switch to an electric fleet with integrated HEPA filtration (for internal bus air quality).

Yes yes yes to adding a train from GR to New Buffalo. We need more than a 6am (or whatever incredibly early hour that train leaves GR). We also need to look at upgrading our rail connections so they are higher speed and zero emissions.

(Bingo participant) The needs analyses include some good projects (WMExpress), but still fall short of what's needed. I was especially disappointed to see that the nonmotorized plan talks about safety, but makes no mention of the need for protected cycleways. Overall, the MTP is too car-centric, and is financially unsustainable.

Expanded upon comment below:

The needs analyses include some good projects, (e.g. West Michigan Express), but still fall short of what's needed.

The transit needs section was vague, with little to no details provided around specific areas/routes in need of increased service. The Zero-Emission Bus Program is a good long term goal, but will carry high costs while having minimal effects on modeshare/ ridership, and should therefore come secondary to funding for increased service.

I was especially disappointed to see that the nonmotorized plan talks about the need for improvements to safety, but makes no mention of protected cycleways, which are one of the most cost-effective interventions possible for increasing active mobility modeshare.

The congestion and pavement condition analyses don't seem to factor in potential changes in transportation demand due to modeshift, much less the ways that investment can encourage/discourage modeshift. The inclusion of "additional lanes" as a potential method for relieving congestion, despite the wealth of evidence to the contrary, is especially concerning, and needs to be addressed.

Overall, the needs analyses seem to assume / plan for a mostly car-centric future for West Michigan, and will help ensure that today's issues around safety and funding will continue to affect the region in the coming decades.

Response to MTP Bingo & Email Submissions

From: [Andrea Faber](#)
Bcc: [REDACTED]
Subject: Thank you for playing MTP Bingo and/or submitting a comment on our 2050 MTP needs analysis
Date: Monday, July 24, 2023 11:54:00 AM

Thank you for submitting a comment about our needs analysis for our 2050 Metropolitan Transportation Plan (MTP), either through the MTP bingo game or email/online submission. This email is to acknowledge that your comment, or comments, have been received. GVMC staff has reviewed these comments and presented them to the GVMC Technical and Policy Committees on Wednesday, July 19, for consideration prior to the approval of the needs analysis.

During the public comment period for the needs analysis, we received multiple thoughtful comments full of rich feedback. All comments received have been recorded in the 2050 Metropolitan Transportation Plan's public involvement appendix and will be incorporated into the body of the document (most likely in the modal needs chapters of the plan) when possible.

If you played MTP Bingo, please remember to pick up your summer fun safety kit at GVMC. Grand prize winners were notified late last week, and prizes have been mailed. Congratulations to those who won one of our five grand prizes!

We hope you remain involved in the development of the 2050 MTP. You can stay informed about MTP developments and public comment opportunities by:

- [Signing up for our mailing list](#)
- Following us on social media ([Facebook](#), [Instagram](#), [Nextdoor](#), and [Twitter](#))
- [Visiting our website](#)

If you have any questions or would like additional information, please feel free to contact me.

Sincerely,

Andrea Faber
Transportation Planner
Grand Valley Metro Council
678 Front Avenue NW
Suite 200
Grand Rapids, MI 49504
(ph): 616.776.7603

Additional Comments and Responses:

Andrea Faber

From: Andrea Faber
Sent: Monday, October 23, 2023 10:33 AM
To: 'Janelle Rai'; Gayle Mccrath
Subject: RE: Public Comment for 2050 Metro Transportation Plan

Janelle,

Thank you for your participation in our transportation planning process by providing such thorough feedback about our 2050 MTP! We always appreciate it when members of the local community are engaged in the transportation planning process.

Many of your comments mirror other feedback we have received so far about the document. Your comments below will be included in the document itself and shared with our members who ultimately choose the transportation projects for our region.

If you have any questions, please feel free to reach out.

Sincerely,

Andrea Faber
Transportation Planner
Grand Valley Metro Council
678 Front Avenue NW
Suite 200
Grand Rapids, MI 49504
(ph): 616.776.7603
(fax): 616.774.9292

From: Janelle Rai [REDACTED]
Sent: Monday, October 23, 2023 10:08 AM
To: Andrea Faber <andrea.faber@gvmc.org>; Gayle Mccrath <mccrathg@gvmc.org>
Subject: Public Comment for 2050 Metro Transportation Plan

Hello Andrea and Gayle,

The *2050 GVMC Metro Transportation Plan* should include long-term, game changing goals for Kent and Ottawa Counties. Two items that are of the utmost importance to our region include (1) protected bicycle infrastructure along every road and (2) robust public transit, which includes bus rapid transit and passenger rail. Both are crucial for solving congestion. It has been proven over and over that widening roads does not solve congestion, nor is it sustainable for municipal budgets in the long run. To truly solve congestion, we need balanced transportation. We need *options* for ways to travel. Having the option to travel safely by bicycle, bus, train, foot, or car is real freedom – only being able to travel by car is not. Both Kent and Ottawa counties are very car dependent, and this fails to address the diversity of needs of residents in both regions.

We are all non-car drivers at some point. A transportation system that fails to recognize the impact of this is an utter disgrace. Cars are expensive. The fuel, the maintenance, the insurance, the risk of accident all add up to a hefty sum. If

you are middle class or higher, this is doable, but anyone poorer will have trouble footing the bill. Transportation is often the second highest expense in a household. Our car dependent infrastructure has set up a paywall for poorer residents. We have created the situation where if you cannot drive a car, you cannot get around. So for those you cannot afford a car, tough luck. You need to scrape together the money in order to be able to go to school, feed yourself, bring your kids to daycare, go to work, etcetera. This impacts the next generation acutely: How many kids are missing out on first job and internship opportunities because they cannot travel to them? Investing in protected bicycle infrastructure, bus rapid transit, and passenger rail would allow residents, for whom cars are too expensive, to put money back into their households. This would have an astounding impact on lifting households out of poverty. We need to be removing barriers to allow residents to escape poverty. With rising inflation and cost of living, many residents are two left turns away from homelessness.

Many residents are non-car drivers because they physically cannot drive a car. This group of residents is made up of those who are too young, too old, or physically disabled. Their transportation needs are not addressed in Ottawa and Kent Counties. This is because of failed investment in protected bicycle infrastructure, public transit, and bad land use policies. Transit and land use go hand in hand. You cannot have one without good changes in the other. If funding was secured from the \$44B allocated to rail projects in the 2021 Infrastructure Bill, a network of passenger rail lines was implemented, but land use policies were not changed, all would be for nothing. Put yourself in the shoes of a wheelchair user who would benefit from passenger rail. How would you get to your destination if after exiting a train station, you had to roll past seas and seas of parking lots, across a seven lane road with cars zooming past at 60mph, and along a very long sidewalk beside a residential neighborhood? We cannot continue sprawling development. Rail and bus transit is unsuccessful when paired with conventional zoning. We need to throw away this outdated, detrimental form of zoning and implement mixed-use zoning instead, which separates development by form, not function. We need walkable neighborhoods.

This previous point has impacted me personally. My grandmother lives in Hudsonville, MI. She lives in an area where if she cannot drive, she cannot get around. She is incredibly social and active for a woman of 87, but she will start missing out on memories with friends and family when she can no longer drive a car. If there was a passenger rail line connecting Hudsonville to Kalamazoo, she would be able to see her grand- and great-grandchildren, but since there is no way for her to travel long distances, she cannot visit her family. This is not unique to her. The isolation of our elderly citizens is rooted in car dependent infrastructure. When we age out of the ability to drive and are left with no other options, we are stuck. We are no longer free to travel around. This is not the fate of elderly citizens in the Netherlands, Germany, or any other European country. It is unique to car dependent North America. We need to face this fact and address it. Public transit and protected bicycle infrastructure are worth the investment. We need to build infrastructure that prevents isolation, fragmentation, and fosters familial relationships. Bus rapid transit and passenger rail are not novelty, cute forms of transit only found in Europe. They are solutions to real social and economic problems facing Kent and Ottawa County residents.

We need to update our infrastructure priorities, but we need to do it correctly. This is especially true for bicycle infrastructure. A line of paint to signify a bicycle lane is not infrastructure. Paint, is not infrastructure, and it does not protect a vulnerable bicyclist from a car. If we implement bicycle lanes, we need to provide a physical barrier to protect bicycles from cars and to protect cars from being slowed down by bicyclists. The Netherlands does this extremely well. There, bicycle infrastructure was not implemented overnight. It started with updating bicycle infrastructure design guidelines for the traffic engineers. Then when a street was due to be resurfaced, that street would be brought up to the latest standard. The recently implemented bicycle lanes in Grand Rapids and Kalamazoo are clearly an afterthought. While good intentions are there, just given the presence of any nod to bicycle infrastructure, the thoroughness of implementation is not. There is no excuse for this. Protected bicycle infrastructure is one of the cheapest forms of infrastructure. Critics need only to compare this to the enormous costs of road widening projects. In the face of the current \$40M plan to widen M-37, for example, bicycle infrastructure is nothing.

Lastly, and arguably most importantly, do not forget that behavior is not a fundamental constant of the universe. It comes from the things we build. The reason people drive everywhere is because we only build infrastructure for cars. The most used form of transportation is the most convenient. To make a real, positive impact in the *2050 GVMC Metro*

Transportation Plan, we should *not* be making projections of current behavior. We should be working towards the world we want to live in. We need to be updating our traffic engineering methodologies to incorporate future goals. If we only rely on traffic engineering models that tell us we need to build more of the same thing -- more lanes, more freeways, more car infrastructure because everyone drives a car -- we are doomed.

Sincerely,

Janelle Rai

EIT

Structural Engineer

o 616.719.4256



Mel Trotter Listening Session Comments

February 14, 2023

10:00 am

"I think you all did a very good job with your presentation. Explain as well. I would recommend any company to allow you all to come in to share what you've shared with us.

God Bless"

"More information to businesses and medical centers. Unsafe bus stops. More information. Cover. Transits (Scan cates) first couple weeks. 28th Street."

"Need help with finding a part job. My wife was disable from kidney failer. I had to stop work because she had every problem that comes with kidney failer so I had to stop and take care of her 24 hours a day when she passed. I had no job or a place to stay because we were in disabe apartment so I had to leave. I got ssl retirement os \$555 a month. So I need a part time job and a way to get to work. Bus doesn't go every where so I need help."

"Transportation Issues"

"Transportation Issues:

- Some stops there is a lot of illicit activity and I don't feel safe*
- It's hard to come by information about services that may provide bus fare*
- Bus stops all need overhead protection from snow, rain etc. while waiting on the stop*

Greatest issue is I don't feel safe at certain stops especially from Division and Wealthy to Division and 28th Street! especially Burton and Division!"

February 14, 2023

4:00 pm

"Extended Riding Times:

I would like to see The Rapid extend the times you are able Ride. That way I would be able to accept employment and be able to get to and back from an employer. Especially for 1st and 2nd shifts."

"More bus at the 2 by the airport – schedule more times around factory hours

7:00 – 3:00 pm

3 – 11:00 pm

11:00 – 7:00 am"

"P&G at 50 Cottage Grove GRM would like a early bus and a late bus. Shift friendly bus at time for 3rd and 2nd shift.

Thank you"

"This is the second largest city in Michigan I think Grand Rapids should run 24 hr a day"

"A mini van service that can take people to their work and could get paid thru check or fair that could work for the people 24 hours per day to cover all shifts."

February 21, 2023

3:00 pm

"Needing more safety, helping with housing and transportation."

"Solar heated bus stopz Marketing commercials to inspire to ride"

"I'm over-all very happy with the transportation service. Yet would like the return of enclosed bus-stops due the winter – weather. The enclosure ones are still needed. Loss of routes phased out, around school areas are needed I feel to see returned."

"Bus stops/Safety

Safety on the streets is a concern. And more bus shelters are needed."

"Great work"

"Could you put a bus that goes east-west on Michigan Street from Corewell Health to Plymouth Ave. This route previously existed.

Is it possible to have a pass/Go Bus that runs 24 hours for people whose shift ends when buses normally don't run."

"36th Bus please add one 24 hour please

44th Street Bus need 24 hour for people who work

A bus going all the way to 76th Street please"

"The dash needs to expand area. They need to do 24 hr a day around the industrial"

"The Michigan Street bus, 44th Street bus should run on Sunday for dialy workers"

"24 hour transportation free for working class, kids, teens, and disabled going to school or home

Crowdfunding to help the residents trying to live better... If GVMC needs a better way to pay to help the people listed above then we could get all the workers & compensated disabled residents to round up a percentage of their funds to create a crowd fund that will be invested/flipped within business sales for multimillion dollar profits that will make everyone more money than traditional lifetime statistics."

"Fixing the transportation infrastructure:

Replace the rusted train bridges at 28th Street and Division Ave. Reduce the speed limit downtown GR so that the buses for the Dash don't have to gun the engine on the side streets. 45 miles and hour is too high and too dangerous. Replace the broken sidewalks in downtown G.R. Repaint the crosswalks stripes in G.R.

The West Michigan needs a location at the transit center that has bicycle lockers for rental coin operated. Bike racks are unreliable."

Draft MTP, Environmental Justice, and Air Quality Results (if applicable) Completed and Available for Public Comment

Comments and responses for electronic comment submissions

Andrea Faber

From: Andrea Faber
Sent: Tuesday, April 2, 2024 4:34 PM
To: 'B F'
Subject: RE: GVMC MTP input

Hello Monte,

Thank you for providing such detailed feedback about our draft 2050 Metropolitan Transportation Plan (MTP). We always appreciate it when members of the public engage with our transportation planning process, and even more so when they provide such thoughtful input. So, thank you!

I have passed along your comments to my contacts at MDOT who may respond to you with additional information about the highway/road improvements you've referenced below. We will also include your feedback in the 2050 MTP Public Involvement Companion Document along with all of the other comments we receive. All feedback will be provided to our transportation committee members, including representatives from county road commissions, villages, townships, and cities in Kent and eastern Ottawa counties, for consideration before they are asked to approve the document.

If you have any additional questions or comments, please feel free to reach out!

Sincerely,

Andrea Faber
Transportation Planner
Grand Valley Metro Council
678 Front Avenue NW
Suite 200
Grand Rapids, MI 49504
(ph): 616.776.7603
(fax): 616.774.9292

From: [REDACTED]
Sent: Tuesday, March 26, 2024 2:12 PM
To: Andrea Faber <andrea.faber@gvmc.org>
Subject: GVMC MTP input

Hello -

I hope this finds you well. I kind of nerd out on these things and am unable to attend the upcoming meeting and to be honest, a lot of information to dig through to find where the proper place to give input/suggestions. I hope these suggestions can be considered. First I see great potential in the area as far as Transportation goes, partially because there is a lot to be desired but also the potential to capitalize on some of the uniqueness being "off the beaten path" on a peninsula with a growing population and tourism and also being in the "auto capital" that is Michigan. I see it breaking down into Roadways, Air travel, Rail, River and non-motorized although you may view it differently, I see a lot of room for improvement that I would like to comment on each one with the idea that theres not just one solution, they all need to be improved.

Roads; Mainly boil down to widening freeways especially the 2 lane ones in urban and suburban areas so 131 should be widened south to at least 100th street which I heard is being planed but also north to Rockford. i-96 from Fulton to m-6 and Plainfield to FruitRidge. 196 from downtown all the way to Holland and M6 at least between Broodmoor and Wilson. These seem like bare minimal upgrades to just get up to par. There's many opportunities for safety upgrades such as eliminating some of the left lane exits, adding barriers, lighting, sound walls and more weave/merge lanes as well. Also secondary roads such as 28th, 44th, East Beltline and Alpie should all be widened. And finally there are several areas in the inner cities that have opportunities to extend main throughfares that should have been completed decades ago to complete the "grids". And briefly about the EV infrastructure, the map of a handful of DCQC in the area is outright pathetic, there should be 10x as many options if MI truly wants to remain an "automotive capital"

Air Travel; I have followed the Airport study and seemingly the airport is addressing most of the issues such as expand capacity to eventually add more destinations and options, which is great but the biggest impact of the access study seems to be the direct connection with I96, something which does not seem to be a priority. Also the image of the proposed routed doesn't even seem as direct as it could be. (See image attached of something that would shave off even more time/milage and be minimally disruptive especially if the north runway is being rebuilt at some point. Also I like the idea of better public transport connections to the airport including the possibility of rail connection which seems unlikely but possible (See below)

Rail; Can certainly be improved with more Amtrak and or regional lines heading to Muskegon, Lansing (and Detroit), Kalamazoo or north to Traverse City. The easiest/cheapest option may be a regional rail from GR, Granville, Jenison, Zeeland, Holland. There could possibly be a streetcar type lightrail from downtown, eastown, EGR, Calvin, Woodland and airport but the existing rail lines dont go near populated places so street/light rail could work but would be slower and costlier. (see attachment)

River; This might be outside your scope but I feel GRAND Rapids is missing out on a huge opportunity to not only "restore the rapids" but also the proposed dredging project out to Lake MI. These two projects combines would be an opportunity to clean up the old mess, restore it to its "former glories" and provide recreational and transportation opportunities to whitewater, fishing boat access, party and recreation and even commercial boats for a very unique opportunity very few other cities have. Seems like a blown opportunity to really capitalize on the name sake

Non-motorized; I would like to see both sides of the river the entire length of the city limits with non-motorized path as well as the entire length of Lake MI drive out to the lakeshore again to capitalize on the unique opportunities here.

Sorry to be so long winded but wanted to voice some thoughts, ideas, and suggestions that could be considered to enhance transportation in the area in every way possible.

Regards,
Monte

Andrea Faber

From: Andrea Faber
Sent: Thursday, April 11, 2024 1:38 PM
To: Neil Rogers
Subject: RE: GVMC plans for bikes

Neil,

Thank you so much for your comment about bike lanes and nonmotorized trails. I have passed your comment along to our committee members from Walker and Ada, and I think it's safe to say it made several people's days to know their hard work on their nonmotorized systems was appreciated.

I will also include your comment in our 2050 Metropolitan Transportation Plan (MTP) and pass it along to the rest of our transportation Committee members. Several of these Committee members also serve on our Nonmotorized Committee, which works on improving our nonmotorized system across the area.

If you have any additional questions or comments about our 2050 MTP, please let me know.

Thanks for your interest and engagement in the 2050 MTP development process. I wish you and your son all the best in your future biking adventures.

Sincerely,

Andrea Faber
Transportation Planner
Grand Valley Metro Council
678 Front Avenue NW
Suite 200
Grand Rapids, MI 49504
(ph): 616.776.7603

From: Neil Rogers [REDACTED]
Sent: Tuesday, April 9, 2024 2:18 PM
To: Andrea Faber <andrea.faber@gvmc.org>
Subject: GVMC plans for bikes

As an active biker, who shares this activity with our youngest son with Down syndrome and autism, there is a part of this plan I am following closely.

I think what Walker and Ada has done is a great pattern for the other townships and cities to copy. I usually avoid roads with bike lanes, as I used to have to move too much to stay in them (70 pound child leaning the bike on a tag a long.) As now we have a special needs trailer and are either too wide or no area for cars to legally to pass on places like Plainfield, our nearest major road.

We road up the hill from alpine to Bristol on Sunday, on the separated trail. Would have never done it if it was like Plainfield or the redone part of Fuller.

I have been tracking the pedestrian/bike death locations, excluding intoxication on car or pedestrian, a lot of these

that have been happening on the shared roads, so more shared roads will only increase this. Following the example of Walker, doubling the size of the sidewalk on one side, would reduce the pedestrian deaths.

I would love for us to be able to easily bike from NE GR to my in-laws by m6/8th avenue, as an example. I'm fortunate because I can take side streets to Monroe and get on the separated trail from there. Wish more was like that.

Thanks

Neil Rogers

Attached: my son in his trailer





2050 Metropolitan Transportation Plan Public Comment Form

Project/Topic:

Comments:

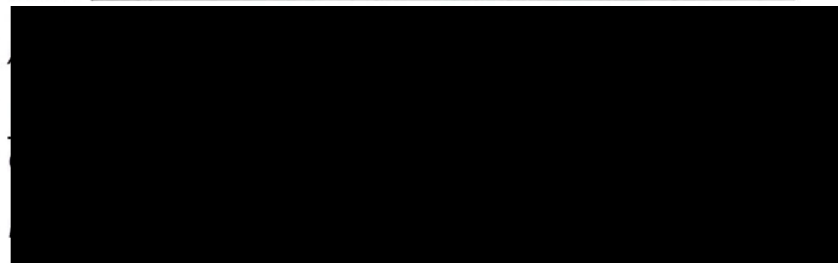
Needs - Intra Bus route connecting west side to Medical Mile ~~Cherry Hill~~ Fuller to Cherry and back to Trinity Health back to westside ie. an east west DASH

2. Changing stations (public) ~~where~~

3. Train station should be located to more user friendly walkable location like the westside

4. Bus routes should bring people where they need to go. For example westside bus route does not bring people to Bridge Street Market It brings them to Meyer standale.

Name: John Schultz



Would you like to be added to our electronic mailing list?

Yes

No



2050 Metropolitan Transportation Plan Public Comment Form

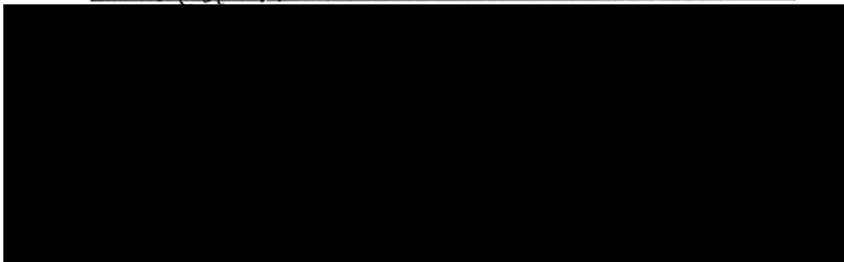
Project/Topic:

Safety on state roads/hwys.

Comments:

As a cyclist/pedestrian, I feel like the most dangerous spots are of MDOT roads (M-11, M-37, etc) and at highway crossings. Especially in heavily-populated areas, ~~and~~ near shopping, and by bus stops, there should be better ways to cross, including pedestrian priority signals at intersections, and more closely-spaced crosswalks with pedestrian refuges. This would do much more to help cyclists and pedestrians than more trails. The crossings are the weak links. The city of GR seems more responsive to these

Name: Laura Muresan



Would you like to be added to our electronic mailing list?

Yes

No

already on it.

issues. Municipalities should have more say about M-roads going through their jurisdictions.



2050 Metropolitan Transportation Plan Public Comment Form

Project/Topic:

Transit.

Comments:

Overall plans look great. Funding is always a limiting factor. I'd love to see train connectors to Lansing (which connects to Port Huron & then to Toronto, et al.), to Kalamazoo (connect to Detroit) to tie into other regional plans like Detroit's plan to ~~re~~open train to NYC.

Love to see more connectors to existing bicycle trails.

Love to see expanded bus service to outer suburbs. and to airports.

Name: Tim McAree



Would you like to be added to our electronic mailing list?

Yes

No

Grand Valley Metro Council
678 Front Ave NW, Suite 200, Grand Rapids, MI 49504
Phone: 616.776.7603

Comments/Questions from Virtual Meeting Chat Pod (answered live)

Janelle Rai 10:51 AM

We want trains, not widened roads. How is GVMC pursuing grants that fund this infrastructure for both capital and operating funding? Also, how is GVMC working with the Rapid on transportation demand modeling?

This question has been answered live

David DeTavernier 11:00 AM

Do you see MDOT working with the same level of passion as GVMC to deviate away from single-occupancy vehicles?

This question has been answered live

Janelle Rai 11:00 AM

Does GVMC use appropriate traffic demand software that can capture multiple modes of transit, not just Synchro? There's a planning tool called a regional demand model which attempts to make driving harder, thus allowing for mode shift. However, stochastic (probability) (synchro, simtraffic) modeling doesn't consider this. However deterministic (user path defined) software such as vissim and vistro do incorporate this but the inputs are user defined and require assumptions.

This question has been answered live

Janelle Rai 11:07 AM

Can you talk about GVMC's role in planning a complete, protected bicycle network across multiple jurisdictions?

This question has been answered live

Janelle Rai 11:10 AM

Can you talk about how unmet demand is captured in traffic demand modeling? If you can't make a trip via a certain mode of transit, that trip will never be made, so it's not going to be included in your demand modeling. This leads to inequalities in our transportation system.

This question has been answered live

Janelle Rai 11:14 AM

MDOT owned roads in Grand Rapids don't ever seem to have bicycle lanes or bus only lanes. Why is this? Is it because of the parameters MDOT must follow in their road designs?

This question has been answered live

David DeTavernier 11:18 AM

Are you working directly (or are having open conversations in action) with the current GA 2.0 projects?

This question has been answered live

Janelle Rai 11:18 AM

How does GVMC funnel grant funding through to other organizations? Can you talk about this organizational structure?

This question has been answered live

Janelle Rai 11:24 AM

I'd like to live in a place where I can get around by bicycle and train. I'd like to replace my car trips with an active mode of transportation, so I can stay healthy. This doesn't exist in Michigan. Would GVMC be the organization which would start investment in such transit options? The entity that starts investment in transit options that don't yet exist is fuzzy to me.

This question has been answered live

David DeTavernier 11:28 AM

But is there funding for a half-billion-dollar flex lane on i-96? Seems silly to say it's primarily a funding thing.

This question has been answered live

Janelle Rai 11:31 AM

Following up with that, with so many comments on wanting light-rail, what entity would start the process for becoming shovel ready?

This question has been answered live

Janelle Rai 11:38 AM

It sounds like we won't get nice things like light-rail. This is really disappointing. A lot of people who don't take public transit look down on buses but would take a train in a heartbeat. There's a class element to the perception of different modes. Will this perception sentiment be captured in the master plan?

This question has been answered live

David DeTavernier 11:42 AM

Apologies if this is already in your master plan, but what initiatives will you take to create a safe and welcoming environment for bus stops, and are there specific areas you plan on upgrading bus stops? (similar to how they are in downtown)

This question has been answered live

Janelle Rai 11:47 AM

When looking at a transportation system holistically, is GVMC and MDOT concerned with moving cars or moving people? Personal vehicles are the least efficient mode of transportation. Does GVMC and MDOT make recommendations for investment in bicycle, rail, and bus infrastructure? These modes are much more efficient at moving people.

Laurel Joseph - GVMC (You) 11:48 AM

Yes, we look at recommendations for all modes.

Adoption of Draft Document

Comments and responses for electronic comment submissions

To be completed after 6/6/2024

Consultation Comments

Andrea Faber

From: Squarespace <form-submission@squarespace.info>
Sent: Thursday, December 21, 2023 2:31 PM
To: Andrea Faber
Subject: Form Submission - Submit a Comment - GVMC's 2050 MTP project list Review

Sent via form submission from [Grand Valley Metro Council](#)

Name: Brandon Jutz

Email Address: [REDACTED]

Subject: GVMC's 2050 MTP project list Review

Message: The Midwest Region of the U.S. Fish & Wildlife Service (Service) has reviewed the 2050 MTP project list. While the Service has FmHa easements in the area it doesn't look like the proposed project would impact our work or generate new traffic to or through these lands. As you develop your projects more fully please be sure to follow all necessary permitting and review processes. Thank you for allowing us to review your plan!

Page: MTP

:

[Manage Submissions](#)

Does this submission look like spam? [Report it here.](#)