

**DRAFT**

The Grand Valley Metropolitan Council

# ACTIVE TRANSPORTATION PLAN

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An Element of the 2050 Metropolitan Transportation Plan

Prepared by

**GVMC**

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Transportation Department  
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### **Special Accommodation and Contact Information**

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“Through coordination and collaboration amongst GVMC member jurisdictions, regional stakeholders, and the public, GVMC will continue to develop **interconnected, convenient, safe, equitable, and efficient** networks that support active transportation as an integral component of the regional transportation system.”

# ACKNOWLEDGMENTS

Thank you to the GVMC Nonmotorized Committee for their leadership and guidance. The Committee is represented by staff from:

Ada Township  
Algoma Township  
Allendale Township  
Alpine Township  
Association for the Blind and Visually Impaired  
Caledonia Charter Township  
Cannon Township  
Cascade Township  
City of Cedar Springs  
City of East Grand Rapids  
City of Grand Rapids  
City of Grandville  
City of Hudsonville  
City of Kentwood  
City of Lowell  
City of Walker  
City of Wyoming  
Courtland Township  
Disability Advocates of Kent County

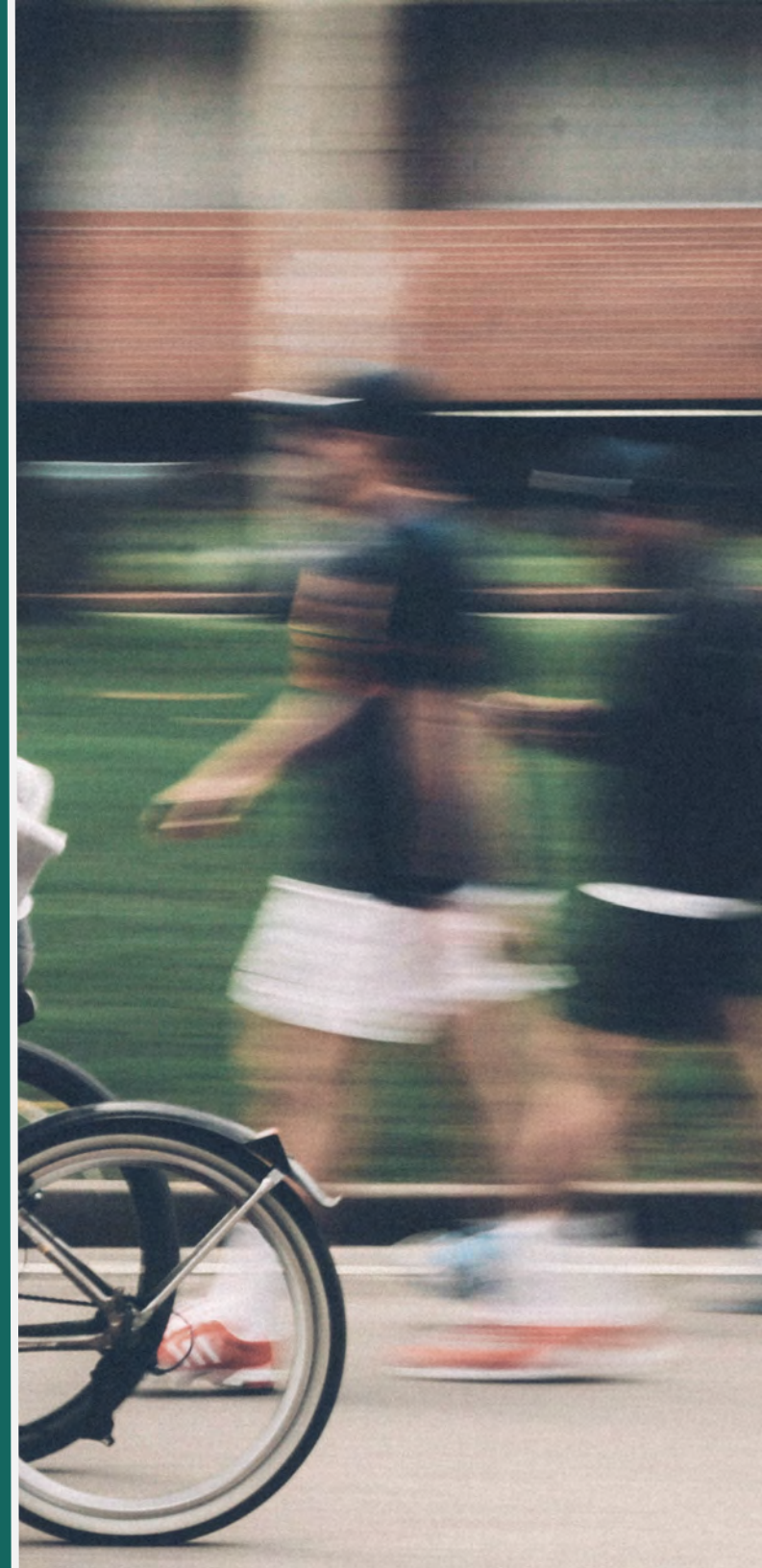
Friends of the White Pine Trail  
Gaines Township  
Georgetown Township  
Grand Rapids Public Museum  
Grand Rapids Charter Township  
Greater Grand Rapids Bicycle Coalition  
The Rapid  
Jamestown Township  
Kent County Parks  
Kent County Road Commission  
Ottawa County Road Commission  
Michigan Department of Transportation  
Medema Consulting  
Ottawa County  
Plainfield Township  
Prein and Newhof  
Tallmadge Township  
Village of Sand Lake  
Village of Sparta

Vriesman & Korhorn  
West Michigan Environmental Action Council  
West Michigan Trails and Greenways  
West Michigan Regional Planning Commission



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# INTRODUCTION



# ABOUT THE PLAN

The Grand Valley Metropolitan Council is the federally designated Metropolitan Planning Organization (MPO) for all of Kent County and five communities in eastern Ottawa County—Allendale, Tallmadge, Georgetown, and Jamestown Townships and the City of Hudsonville. In this capacity, GVMC must maintain a Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) to facilitate collaboration between local jurisdictions and determine investment priorities for federal transportation funds.

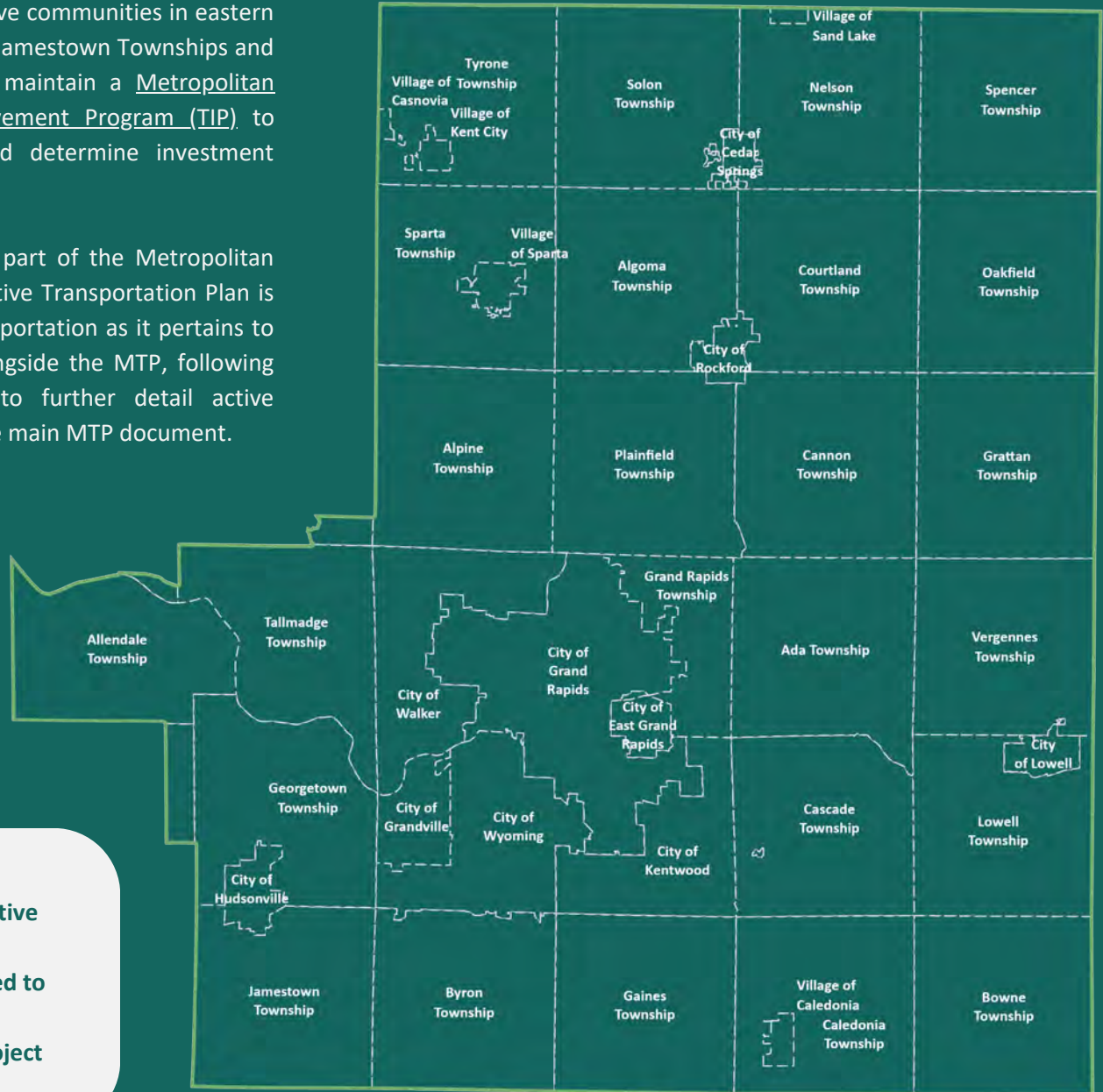
All modes of transportation are to be considered as a part of the Metropolitan Transportation Plan (MTP) development process. The Active Transportation Plan is an element of the 2050 MTP and focuses on active transportation as it pertains to the regional system. This document was developed alongside the MTP, following the same timeline and milestones, and is meant to further detail active transportation in the region outside what is covered in the main MTP document.

MPO's do not typically own, operate, or maintain the transportation systems in areas they serve. Instead, they primarily assist with the coordination, regional planning, technical support, and programming of federal funding. Many GVMC members and partner organizations have adopted their own nonmotorized or active transportation plans and often incorporate these elements into their planning documents such as master plans, recreation plans, or corridor plans.

## The purpose of this plan is to:

- Evaluate existing conditions and the region's active transportation needs
- Determine actionable strategies that can be used to address the needs
- Identify and evaluate potential projects and project priorities

# MPO PLANNING AREA



**For the purposes of this Plan, active transportation shall encompass human-powered modes of transportation such as walking and cycling in addition to the use of micromobility devices like personal or shared e-bikes and scooters.**

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The Federal Highway Administration broadly defines **micromobility** as “any small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles, electric scooters (e-scooters), and other small, lightweight, wheeled conveyances.”

Micromobility devices are growing in popularity. They often require some form of activity for use, provide the community with additional mobility and access, and therefore, will be considered alongside traditional “nonmotorized” modes of transportation in this plan.

# BENEFITS OF ACTIVE TRANSPORTATION



## Access and Mobility

A comprehensive and connected active transportation network promotes increased mobility and grants additional transportation access.



## Supports Transit

Active transportation facilities, especially sidewalks, provide access to transit networks and are critical for optimal transit efficiency.



## Air Quality

Active transportation helps reduce greenhouse gas emissions, dependence on oil, and helps improve air quality.



## Reduces Congestion

When people choose active transportation over single occupancy vehicle travel, they are contributing to a reduction in traffic congestion.



## Cost Savings

Active travel costs less than traveling by single occupancy vehicle. The cost of building and maintaining active transportation infrastructure is also less than roadway vehicle infrastructure.



## Economic Development

Contributes to the bicycle industry, increased property value, tourism, and overall quality of life.



## Quality of Life

Active transportation can enhance the quality of life within a community by increasing access to essential services, improving the environment, economy, and contributing to better health.



## Improved Health

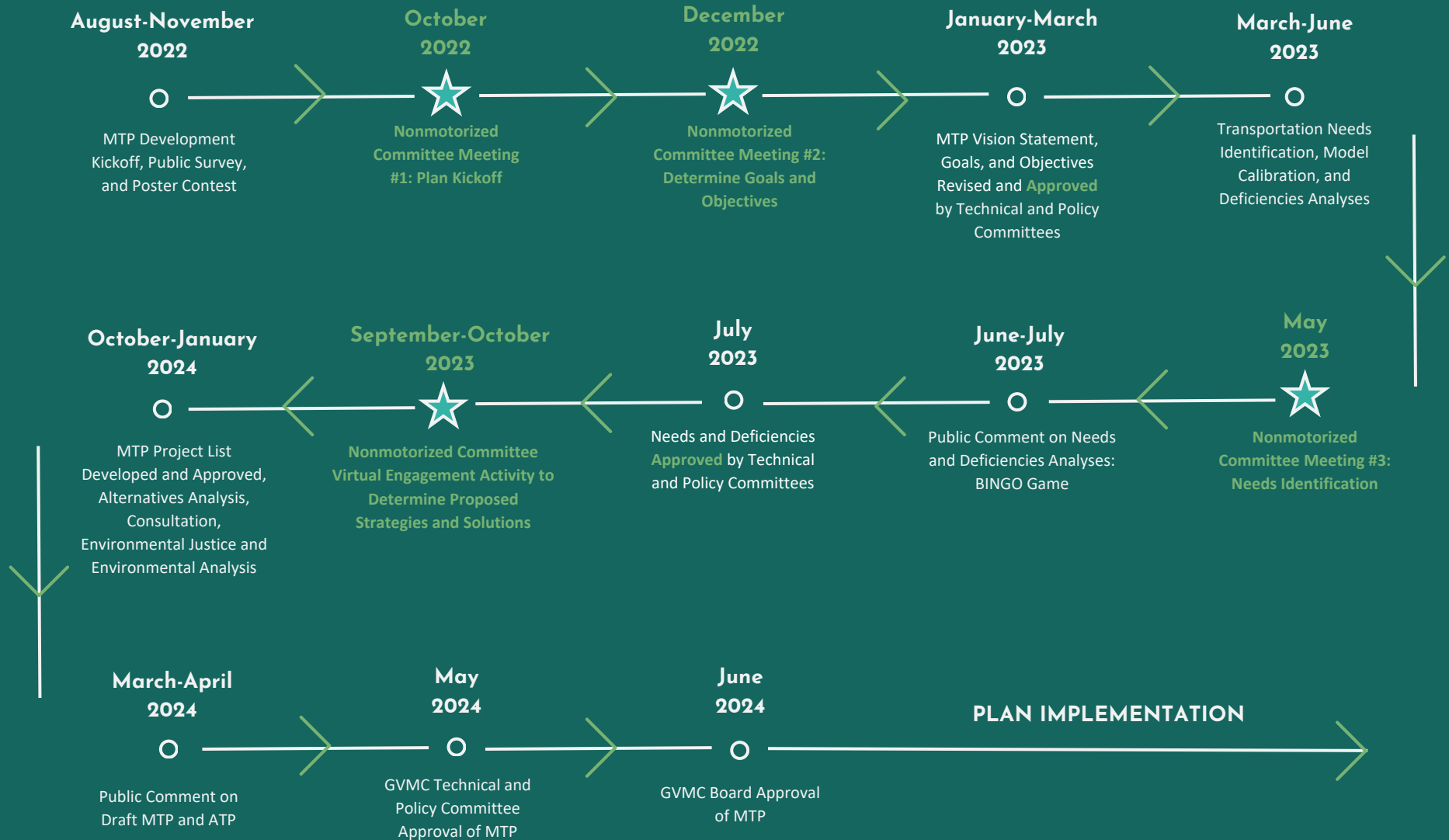
Land use and transportation planning that encourages and supports physical activity can battle the inactivity associated with poor health outcomes and make physical activity more accessible.



**PLAN DEVELOPMENT &  
SURVEY RESULTS**

# PLAN DEVELOPMENT

The Active Transportation Plan (ATP) was developed as an element of the 2050 MTP, following the same development milestones and public comment periods. While the MTP Steering Committee is the advisory body responsible for guiding MTP development, the Nonmotorized Committee also met periodically to review and inform this element of the plan.

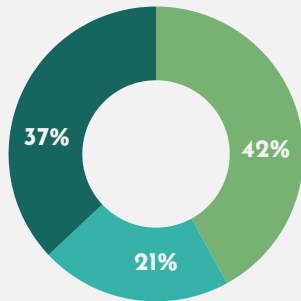




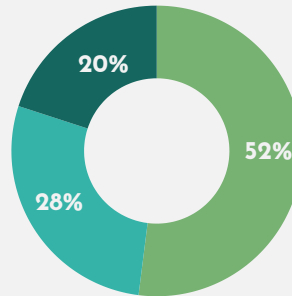
# SURVEY RESULTS

During the late summer and fall of 2022, GVMC conducted a public survey that was available in English and Spanish to help the MPO understand the public's thoughts on our transportation system and how they'd like to see future transportation resources invested. The survey closed on November 11th, 2022, receiving over 1,100 responses. Responses were taken into consideration as this plan was developed. Along with six additional questions related to other modes and components of the transportation system, survey participants were asked to evaluate the following elements of the active transportation network when taking the survey. The responses are summarized below:

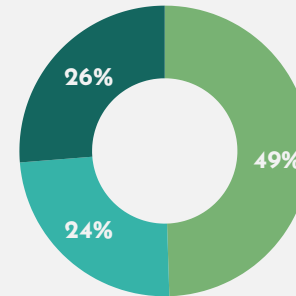
### Availability of Bike Facilities



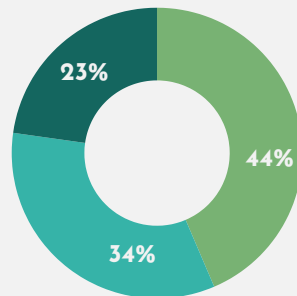
### Condition of Bike Facilities



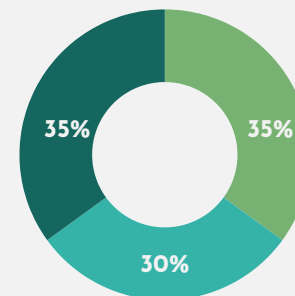
### Availability of Sidewalks



### Condition of Sidewalks



### Safety



Good or Very Good

Neither Good nor Poor

Poor or Very Poor

# WHAT DOES THE PUBLIC SAY ABOUT ACTIVE TRANSPORTATION?

In addition to the survey question, 165 comments related to active transportation infrastructure and travel were received. Three main themes emerged:

## #1: Improving Safety | 65 Comments

23 comments addressed the need for protected or separated infrastructure

15 comments addressed the need for bicycle safety

8 comments addressed the need for increased education and enforcement

6 comments addressed the need for pedestrian safety

3 comments addressed micromobility related issues

10 comments addressed general safety or a location specific concern

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## #2: Improving and Expanding the System | 57 Comments

25 comments addressed the need for expanding the system and adding facilities

19 comments addressed the need for improved connectivity

9 comments addressed the general need for improved systems

4 comments addressed the need for facilities maintenance

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## #3: Prioritization and Mode Shift | 28 Comments

No sub-categories. Comments addressed prioritizing active transportation modes and shifting away from single occupancy vehicles.

The remaining 15 comments were related to disinvestment and prioritization of vehicular roadway travel.

"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."

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

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

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

"Theres a lot of us older folks who would like buses and sidewalks to get places"

"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."

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

"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."

"Please prioritize walking, biking, and transit over cars."

"I'd love to see more connections between bike trails."

"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."

"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."

"Need more pedestrian friendly routes around all major shopping 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."

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

"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."

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

"Plow the sidewalks in the winter."

"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."

"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."

"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!"

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

All survey results and comments can be found in the Public and Stakeholder Engagement Companion Document of the MTP at [gvmc.org/mtp](http://gvmc.org/mtp)

A photograph of a person in a wheelchair being pushed by another person on a grassy field. The image is overlaid with a semi-transparent green filter. The person in the wheelchair is wearing a light-colored jacket and dark pants. The person pushing the wheelchair is wearing a light-colored shirt and dark pants. The text "GOALS AND OBJECTIVES" is centered over the image in a bold, white, sans-serif font.

# GOALS AND OBJECTIVES

# GOALS AND OBJECTIVES

The Nonmotorized Committee met on December 5th, 2022, to discuss and determine plan goals and objectives. GVMC staff led a working session using the 2014 plan goals and objectives, modified to include feedback from previous committee meetings and federal planning emphasis areas, as a starting point for the discussion. The 2050 MTP survey results were also used to inform the discussion. The determined goals and objectives were brought to the MTP Steering Committee next for consideration. While this plan has its own set of goals and objectives, it also aligns with the goals and objectives set for the 2050 MTP.

## Goal 1: Maintain and Preserve Existing Networks

**Objective #1:** Utilize asset management best practices to maximize the lifecycle of the active transportation system.

**Objective #2:** Continue to research and identify existing, new, and expanded funding sources for facility maintenance and preservation within our region.

**Objective #3:** Encourage and support local efforts to develop and implement facility maintenance plans.

## Goal 2: Improve and Expand Existing Networks

**Objective #1:** Identify, plan, and prioritize projects that will enhance and expand the existing networks of facilities by aligning and supporting regional, statewide, and federal priorities, plans, regulations, and which will contribute to continuous, coordinated, and safe regional networks.

**Objective #2:** Encourage local, county, and state roadway agencies to fully consider the needs of pedestrians, cyclists, and micromobility users in all projects.

**Objective #3:** Identify and provide information regarding existing and new funding sources for the development of facilities and work to increase funding for facility improvements and expansion within our region.

**Objective #4:** Account for climate resiliency as improvements and expansions to the system are made.

## Goal 3: Enhance Safety for All Users

**Objective #1:** Reduce the number of bicycle, pedestrian, and micromobility crashes, injuries, and fatalities.

**Objective #2:** Encourage the use of safe and consistent construction/design standards for new facilities that conform to regionally determined best practices.

**Objective #3:** Educate and inform the public on active transportation safety issues, including issues regarding new and emerging micromobility technologies that alter the use and function of shared facilities.

## Goal 4: Promote Equity, Access, and Mobility

**Objective #1:** Advance equity and support for underserved communities and meet the needs of people of all ages, abilities, and user types.

**Objective #2:** Identify projects that will enhance mobility and promote access to employment, shopping, schools, transit facilities, recreational facilities, and other key destinations.

**Objective #3:** Address sidewalk network gaps by working towards development of sidewalks on all major roads within the GVMC region and on-street facility gaps by working toward development of context appropriate facilities on all roads within the GVMC region.

**Objective #4:** Coordinate amongst MPO member jurisdictions to develop regionwide planning tools, standards, and guidance to promote a consistent experience for those traveling locally, between jurisdictions, and between modes.

## Goal 5: Provide Education and Encouragement Regarding Active Transportation, Micromobility, and New and Emerging Technology

**Objective #1:** Work with GVMC members, advocacy groups, and regional stakeholders to promote public awareness, acceptance, and utilization of active transportation to encourage mode shift from Single Occupancy Vehicles to active transportation to reduce congestion and promote both personal and environmental health within the MPO area.

**Objective #2:** Make information regarding the MPO planning and funding process easily accessible to all, including the public and regional stakeholders.

**Objective #3:** Provide information and education regarding new and emerging micromobility technologies to ensure the region is prepared for evolving vehicle and use types on facilities.





**REGIONAL  
CHARACTERISTICS AND  
EXISTING FACILITIES**



# REGIONAL CHARACTERISTICS



**The GVMC Planning Area is approximately 1,010 square miles**

The urbanized area accounts for approximately 53% of the total land area of the region, containing 76% of the region's roadways and 90% of the population. 65% of the area is categorized as agricultural or open space, 26% residential, 7% commercial or industrial, and 2.3% mixed use.



**Over 780,000 people live in the region and this number continues to grow**

Kent and Ottawa County populations are growing, with both of the counties experiencing growth each of the last ten years. It is predicted that the region's population will increase by over 91,000 by the year 2050, and households by 80,000.



**In addition to a growing population, jobs are predicted to grow by 106,000 by 2050**

Approximately 32% of these additional jobs are anticipated to be located within the City of Grand Rapids, but other large pockets of job growth are also expected in the City of Walker, City of Kentwood, City of Wyoming, Alpine Township, Allendale Township, Byron Township, Cascade Township, Gaines Township and Caledonia Township.



**The average travel time to work is 21 minutes, with 2.3% commuting by walking and .4% by bicycle**

The majority of the population, at 75%, commute by driving alone. 8.5% carpool, .8% take public transportation, and 4% use other means such as rideshare or motorcycle. The remaining work from home.

Please see [MTP Chapter 4: Identifying Household and Employment Growth](#), for more information on socioeconomic projections, including data sources, methodology, and growth maps.

## Population Characteristics

**Aging Population  
(65+ Years)**

**13.1%**

**Households with Persons  
with Disabilities**

**22.8%**

**Zero  
Vehicle Households**

**6.4%**

**Minority  
Population**

**21.2%**

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## Income and Employment

**Median Household  
Income**

**\$67,737**

**Low-Income  
Population**

**11.5%**

**Percentage of Population  
in Labor Force**

**68.4%**

**Retail Sales Per  
Capita**

**\$14,246**

Data Source: U.S. Census Bureau. 2019 American Community Survey 5-Year Estimates Data Profiles

# EVALUATING DEMAND FOR ACTIVE TRANSPORTATION

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## 2050 MTP Public Survey

In total, 1,109 surveys were submitted. Of the 595 comments provided in the open comment section 165, or 28%, were related to active transportation related issues in the region. This was the second most commented upon topic behind the 233 comments received regarding transit. Of the active transportation related comments submitted, 91% were in support of active transportation, expressing interest in improving safety, expanding the system, and prioritizing active transportation over single occupancy vehicle travel. A similar survey was conducted during the development of the 2045 MTP, with only 9.5% of the comments categorized as active transportation related, which demonstrates continuous and increased public support for investment in active transportation.

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## A Growing Project List

Demand is reflected in our growing project list. Since the development of the 2045 MTP in 2019, 130 new projects have been added by our members from throughout the planning region.

## Nonmotorized Counts

GVMC monitors nonmotorized travel through our Nonmotorized Count Program. Staff uses mobile bicycle and pedestrian counters to track facility use at locations throughout the region. Each spring, member jurisdictions submit count location requests and from May to October GVMC staff fulfill these count requests and provide the requestee with a detailed count report. This information is used to support grant applications, project planning, and to demonstrate facility use.

A total of 64 locations around the region were counted in 2022 and 2023. Each location was counted for 7 days. Looking at all count locations together, the average total weekly count on off-street shared use path facilities was 1,233 users, with a daily average of 178 users. For sidewalk facilities, the average total weekly count was approximately 898 users with a daily average of 134 users. Moving forward, GVMC staff will continue to monitor facility usage and travel trends through this program.

**A map of the counted locations and their associated data can be found at [gvmc.org/nonmotorized](https://gvmc.org/nonmotorized).**

## Socioeconomic Data

As noted on the previous page, the socioeconomic projections completed for the MTP show projected increases in population, households, and jobs through the year 2050. As the region grows so will the need for alternative modes of transportation; not only to meet the needs and preferences of a growing population, but to support safety, operations, and congestion management as the region changes.

Additionally, young, elderly, low-income, and persons with disabilities tend to rely more on active modes of transportation. These populations make up a significant portion of the overall GVMC area population with 6.4% of households in the region identifying as zero vehicle households.

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## Crash Data

Unfortunately, recent trends show an increase in the proportion of active transportation related crashes resulting in fatality or serious injury, signifying demand for increased and improved facilities and other safety planning measures.

# EXISTING NETWORK BY FACILITY TYPE

Active transportation infrastructure continues to grow throughout the GVMC region. As of 2023, there were approximately 3,200 miles of built facilities. This infrastructure was constructed primarily by local municipalities with the help of the Kent County Road Commission (KCRC), Ottawa County Road Commission (OCRC), Michigan Department of Transportation (MDOT), and Michigan Department of Natural Resources (DNR). The physical infrastructure of the active transportation network is composed of a variety of facility types and subtypes. To ensure consistency throughout the plan, the GVMC Nonmotorized Committee met ahead of plan development to review and update the infrastructure types and general descriptions. They are outlined below and on the following pages.

GVMC maintains a database of existing active transportation infrastructure in the region. In coordination with the Nonmotorized Committee, local units of government, regional partners, and the GVMC Regional Geographic Information System (REGIS), an update to the inventory was completed prior to plan development. This was an important part of the planning process, serving as the basis for geographic analyses and to benchmark past and future network expansion. More information on the inventory, including a link to view a map of the existing network, can be found on page 24.



## Off-Street Shared Use Paths

Over 380 Miles | 154 miles added since 2014

Off-street shared use paths are intended to accommodate a variety of user types. They are typically 8'-12' wide and physically separated from motor vehicle traffic by an open space or barrier and are located either within the road right-of-way parallel to the roadway or within an independent right-of-way. Shared use paths are more typical in suburban and rural areas where the distances to destinations are longer and are most often designed for two-way travel.



### Sidepath

Sidepaths are located immediately adjacent to a roadway. Sidepaths are desirable as they provide an element of separation from motor vehicles and should be considered where the adjacent roadway has relatively high volume and high-speed motor vehicle traffic that might discourage bicyclists.



### Trail

Unlike sidepaths, trails do not run adjacent to a roadway, and are oftentimes built through parks, preserves, and other greenspace. Rail-trails or greenways are considered a type of trail that make use of abandoned railroad rights-of-way. One example of this is the Frederik Meijer White Pine Trail.



## On-Street Bike Facilities

Over 130 Miles | 65 miles added since 2014

On-street bike facilities are a portion of the roadway, delineated by painted markings or physical infrastructure, that have been designated for shared or exclusive use by bicyclists. This includes various types of bike lanes, separated bike lanes (often called protected bike lanes or cycle tracks), marked shared lanes, and bicycle routes and boulevards.



### Standard Bike Lane

Standard bike lanes are established with appropriate pavement markings and signing to delineate the right-of-way assigned to bicyclists. Bike lanes are usually paired one-way facilities located on both sides of streets with moderate to heavy traffic volumes.



### Buffered Bike Lane

Buffered bike lanes are conventional bicycle lanes paired with a painted buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.



### Advisory Bike Lane

Advisory bike lanes demarcate a preferred space for bicyclists to operate on narrow streets that would otherwise be shared lanes. Unlike dedicated bicycle lanes, motor vehicle use is not prohibited in the advisory bike lane, and is expected on occasion when used by a motorist to safely pass oncoming traffic.



### Separated Bike Lane

Sometimes referred to as a cycle track, a separated bike lane combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. The facility is physically separated from motor traffic with vertical elements such as posts, parking, medians, or landscaping. They can be built as one or two way facilities.





## Marked Shared Lane

Pavement markings called “sharrows” are used to indicate shared lane routes and guide bicyclists to the safest on-street position for travel when the roadway is shared with motor vehicle traffic.



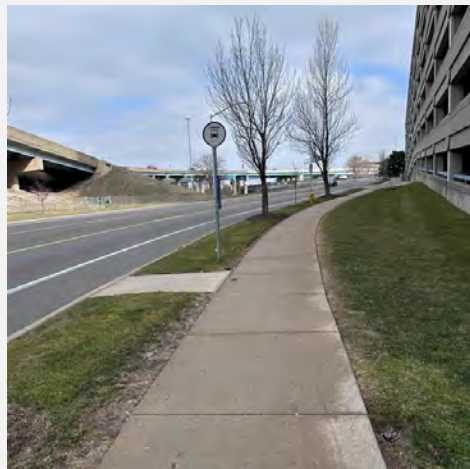
## Bicycle Route

A bicycle route or boulevard is a street that has been modified to accommodate through bicycle traffic and minimize motorized vehicle traffic by use of traffic calming features, wayfinding signs, shared lane markings, and crossing improvements. They are open to both bicycle and motor vehicle traffic and typically located on local streets with low traffic volumes.



## Sidewalks Over 2,700 Miles

Sidewalks are paved pathways paralleling a highway, road, or street and are intended for pedestrians. This type of facility is combined with crosswalks and their various associated treatments. Safe, convenient, accessible pedestrian sidewalks and access is especially important along all streets used for pedestrian access to essential services such as schools, parks, shopping areas, and transit stops.



## Sidewalk

Sidewalks are typically 4'-5' wide and made from concrete. Width and material may vary depending on location. Sidewalks are most common in areas of higher population density.



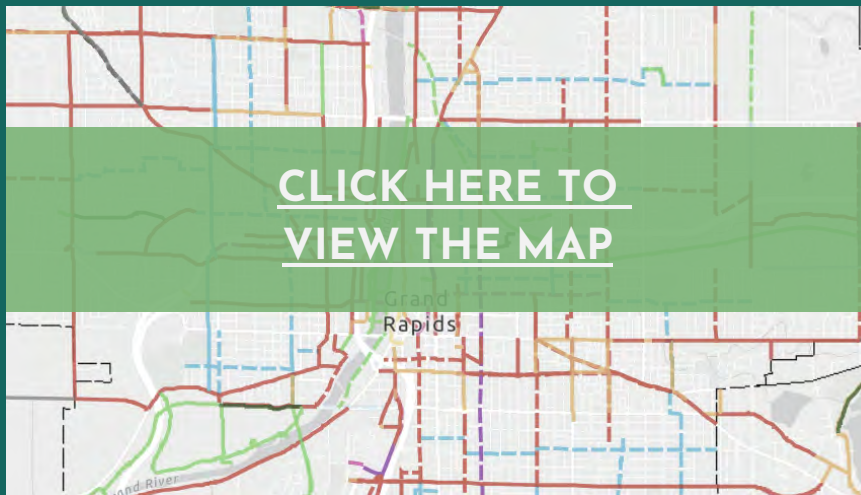
## Crosswalk

Crosswalks are designated, marked pedestrian crossing locations that are sometimes improved with various safety treatments such as signals, crossing beacons, refuge islands, or curb extensions.

# Nonmotorized Facilities Finder Online Mapping Application

The GVMC Nonmotorized Facilities Finder is a tool created by the Regional Geographic Information System (REGIS) to display GVMC’s inventory of existing and proposed active transportation facilities on an interactive map. This application can be used to:

- Learn more about the region’s existing facilities
- Locate projects listed in the GVMC illustrative nonmotorized needs list
- Identify gaps in the network(s)
- Support regional collaboration and planning work



GVMC staff works to maintain an updated inventory of regional facilities. However, because the level of detail in recording the location of facilities and participation varies from community to community, it is difficult to locate and record every facility. The data contained in the Nonmotorized Facilities Finder depicts GVMC’s current facilities inventory for our area, with the most recent update completed in early 2023. It can be found at [gvmc.org/nonmotorized](http://gvmc.org/nonmotorized).

## Network Completion Analysis

Goal 4, Objective 3 aims to “address sidewalk network gaps by working towards development of sidewalks on all major roads within the GVMC region and on-street facility gaps by working towards development of context appropriate facilities on all roads within the GVMC region.”

To benchmark this objective, staff completed an analysis to determine the percentage of major (all roads aside from those categorized as local, private, interstate, and freeway) and local roads, in both urban and rural areas, with completed pedestrian and bicycle networks.

The findings can be found below:

### Pedestrian Network Completion

Roadways with adjacent sidewalks or sidepaths:

Urban Area		Rural Area	
Major Roads	Local Roads	Major Roads	Local Roads
58%	50%	1%	1%

### Bicycle Network Completion

Roadways with on-street bicycle infrastructure or adjacent sidepaths:

Urban Area		Rural Area	
Major Roads	Local Roads	Major Roads	Local Roads
23%	3%	< 1%	< 1%

The data used to complete this analysis is from the GVMC inventory of existing facilities.



# MICROMOBILITY

The Federal Highway Administration (FHWA) broadly defines micromobility as “any small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles, electric scooters (e-scooters), and other small, lightweight, wheeled conveyances.” Electric-assist devices in particular are a relatively new and emerging mobility option that are rapidly gaining popularity for their ability to close first and last mile gaps to transit and other essential services, increase mobility, and expand transportation options for users of all ages and abilities. While these devices may be individually owned, most usage comes from shared systems deployed at the local level by private companies such as Lime, Spin, or Bird. Regulating these technologies has been a challenge at all levels and a coordinated approach will be necessary to ensure that this emerging technology is safely integrated into our existing systems.

## Trends

Micromobility is growing at both the national and local levels. According to a recent National Association of City Transportation Officials (NACTO) report, users in the United States and Canada took a combined 130 million trips in 2022 on shared micromobility systems, up from 125 million in 2021. Growth is being reported at the local level as well. According to Strava Metro data, reported e-bike rides have increased in Kent County each year for the last 5 years.

## City of Grand Rapids Bike and Scooter Share Program

In the summer of 2022, the City of Grand Rapids Board of Commissioners approved Lime to operate within a designated service area. This new service provides shared standing e-scooters and seated e-assist bikes within a 12-mile operating area, helping to fill gaps in the transportation network and providing a low-cost, on-demand travel option. Their fleets include about 800 scooters and 800 bikes. Lime offers a 30% discount on all rides that start in designated Equity Zones, concentrated in Grand Rapids Neighborhoods of Focus.

### Photos

Top: Lime e-bikes and scooters at a designated parking location in downtown Grand Rapids. Bottom: A social media post distributed by GVMC highlighting e-scooter safety tips.



### When Riding an Electric Scooter



Get the Gear



Stay Alert



Maintain  
Your Scooter



Practice



Ride the Right  
Way

**Stay Safe. Be Seen.**





# **NEEDS, STRATEGIES, AND SOLUTIONS**

# NEED IDENTIFICATION

The GVMC Nonmotorized Committee met three times from late 2022 to early 2023 to discuss plan-related topics, goals, and regional needs. At the May 23rd, 2023, meeting, the Committee met specifically to discuss the region’s needs related to active transportation. The illustrative nonmotorized needs list, listing project-level active transportation needs, was also updated at this time. These needs were incorporated into the 2050 MTP needs analysis and used to complete the MTP financial analysis and determine an investment strategy. A summary of the identified needs is as follows:

## Regional Needs

**Additional Funding to Address Regional Priorities and Goals**

**Regionwide Needs Identified in the Grand Region Nonmotorized Plan**

**Improved Safety for Pedestrians, Bicyclists, and Vulnerable Road Users**

**Education Regarding Active Transportation**

**Regional Coordination**

## Project-Level Needs

**Project-level needs are identified in the GVMC illustrative nonmotorized needs list**

The GVMC illustrative nonmotorized needs list is a list of active transportation projects developed by MPO member jurisdictions that are eligible for state or federal funding through the GVMC Transportation Improvement Program (TIP), but do not yet have allocated funding. The list is used to select active transportation projects for funding when developing the TIP and to determine regionwide needs when developing the MTP.

**This list was updated in early 2023 and contains 331 projects that would cost over \$315 million to construct. In total, this equates to 313 miles of proposed infrastructure.**

The following pages highlight the current conditions related to each of the identified needs and the strategies and solutions that can be implemented to address the needs, goals, and objectives identified in this plan. The strategies were drafted by GVMC staff in collaboration with the Nonmotorized Committee. An interactive comment board allowed committee members to provide feedback and add additional strategies over a comment period of two weeks. Comments were incorporated where applicable and are reflected in the lists on the following pages. Strategies are meant to be actionable and were developed based on what can be reasonably expected to be completed in upcoming years.



## **Additional Funding to Address Regional Priorities and Goals**

With limited funding, a continually growing list of projects, and the need to maintain existing facilities, additional funding remains a need for the region.



# CURRENT CONDITIONS

Although levels of funding shift over time, active transportation related needs have historically outweighed the funding available for project implementation. In order to properly address the determined priorities and goals outlined in this plan, increased funding is necessary.

## Funding for New Infrastructure

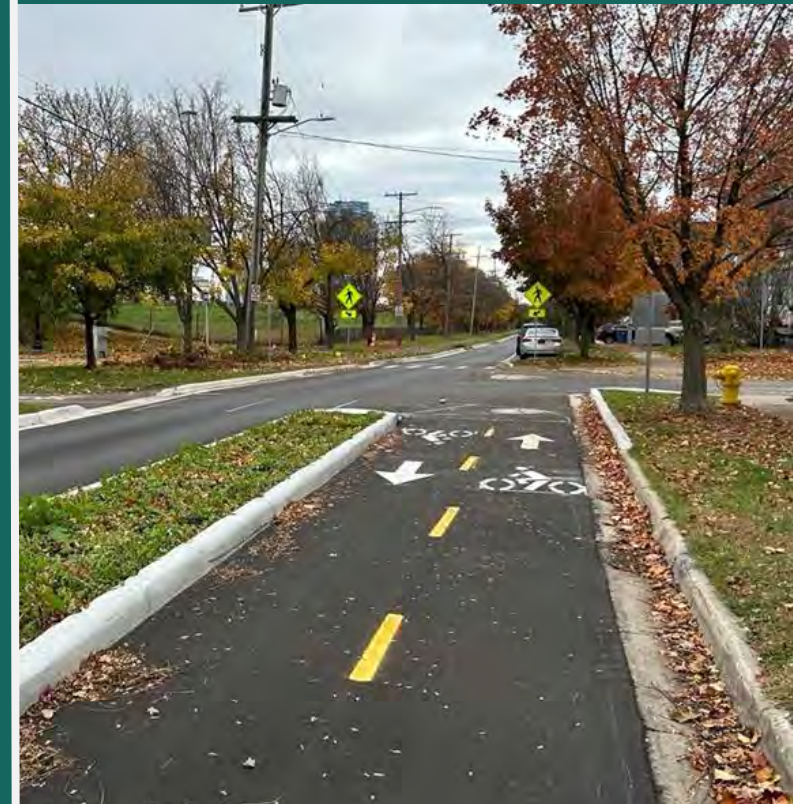
From FY2023-2026 the total amount spent, including local match and leveraging GVMC Transportation Alternatives Program (TAP) and Carbon Reduction Program (CRP) funding, is projected to total approximately \$4 million annually. Given the number and expense of projects and projected federal funding levels, it would take approximately 78 years to complete the current illustrative nonmotorized needs list using these sources alone. To complete this list in the next 10 years, using MPO funding only, it would require a total of \$31.3 million a year, or an additional \$27.3 million per year in federal funding. Because of the shortfall in federal funding, projects are often paid for by local funds entirely. The needs list continues to grow in both total number of projects and expense. Since the development of the 2045 MTP in 2019, 130 projects totaling over \$236.5 million have been added.

## Funding for Maintenance

The needs list primarily contains proposed new projects and does not account for the maintenance of existing facilities. As the list continues to grow and facilities are constructed, so does the need for additional funding to maintain the systems. Among the sources of funding available for active transportation, there is a marked lack of money for ongoing maintenance of facilities. Along with feasibility studies and engineering, regular maintenance is not typically paid for with the primary funding source for many facilities, the Transportation Alternatives Program (TAP). In the last ten years, approximately 220 miles of on-street bicycle infrastructure and off-street shared use paths have been constructed in the region. Sidewalk mileage continues to grow as well, with over 2,700 miles in total. All added infrastructure will eventually require maintenance.

### Photos

Top: Separated two-way bike lane in Grand Rapids. Bottom: City of Hudsonville's Buttermilk Creek pathway project (photo provided by the City of Hudsonville). Both projects were included in recent GVMC Transportation Improvement Programs.



# STRATEGIES AND SOLUTIONS

## STRATEGY

## IMPLEMENTATION

## DELIVERABLE

Research and identify funding sources, including those outside of GVMC's scope, for the development, preservation, and maintenance of active transportation facilities. Report this information out to the Nonmotorized Committee as it becomes available and create a GVMC hosted online resource library to list active transportation funding resources and grant opportunities.

GVMC staff with support from the Nonmotorized Committee

A resource library hosted on the GVMC website, updated regularly, to include new and updated information regarding funding resources, grant opportunities, and other information

Support members in sourcing additional funding by providing technical assistance on grant applications, letters of support where applicable, and any additional support on an as-needed basis.

GVMC staff

Technical assistance, letters of support, or other resources as needed

Continue to work with local transportation agencies, units of government, and partner organizations to encourage providing more federal, state, and local funding for active transportation in the GVMC MPO area.

GVMC staff and partner organizations

Facilitation of coordination meetings, committee discussions, and communication with legislators as opportunities arise



## **Regionwide Needs Identified in the Grand Region Nonmotorized Plan**

Regionwide needs identified in the Grand Region Nonmotorized Plan were identified as a need in GVMC's 2045 MTP. This plan identifies active transportation needs for multiple agencies and the Grand Region as a whole. Upon review of the list, many of the projects and priorities are yet to be addressed, and therefore remain a need in the 2050 MTP.

# CURRENT CONDITIONS

MDOT completed the [Grand Region Nonmotorized Plan](#) in 2017, and GVMC participated on the Core Plan Team. This plan identified active transportation needs for multiple agencies in the Grand Region, which includes 13 counties in West Michigan, as well as needs and priorities by county. This plan is scheduled to be updated sometime in the coming years. The following needs and priorities were identified during that planning process, and were updated to reflect the status at the time of MTP document development:

## Grand Region Needs

The Grand Region manages more than 4,300 lane-miles of state trunkline (US, M, and I routes) and 968 bridges in 13 counties: Allegan, Barry, Ionia, Kent, Lake, Mason, Mecosta, Montcalm, Muskegon, Newaygo, Oceana, Osceola, and Ottawa.

1. A coordinated and consistent nonmotorized wayfinding system. West Michigan Trails and Greenways, in collaboration with regional stakeholders, has developed a [Wayfinding Sign Concepts and Implementation Guide for West Michigan Trails and Bikeways](#) to assist in accomplishing this goal. At the time of document development, the guide has been completed, with the need for installation of the signage remaining.
2. Expansion of the “Driving Change” education program, including education on new and emerging travel modes
3. Communication and support regarding nonmotorized issues
4. Ongoing and long-term maintenance of the nonmotorized geographic information systems (GIS) database
5. Measurement of progress
6. Nonmotorized improvements on non-freeway state trunklines
7. Nonmotorized safety improvements such as increased lighting on unlit roadways and intersections

## GVMC Region Needs

1. Interurban/River to River Trail
2. Connect Fred Meijer Kenowa Trail to the Fred Meijer M-6 and Kent Trails
3. Improve surface condition of Fred Meijer Flat River Valley Trail north of Lowell
4. Improve connectivity of Fred Meijer Grand River Valley Rail Trail to downtown Lowell and Fred Meijer Flat River Valley Rail Trail
5. Plainfield Township trail millage goal of over 30 miles of nonmotorized facilities connecting to the White Pine State Trail and more
6. Connecting Fred Meijer Standale Trail to Fred Meijer Pioneer Trail in Walker
7. Modify route of North Country Trail to increase the amount of trail that is off-road
8. Nonmotorized bridge and/or nonmotorized facilities on the Forest Hill Avenue bridge over I-96 in Kentwood



9. Determine primary east-west nonmotorized corridor(s) between Grand Rapids and Lowell
10. Idema Explorers Trail along the Grand River in Ottawa County
11. Connecting North Bank Trail across Ottawa County connecting Spring Lake to Grand Rapids
12. 4-foot-wide paved shoulders along Leonard Street/Drive from 24th Ave to 148th Avenue
13. North-south connection between Kenowa Trail in Jamestown Township and Allegan

## Additional MDOT Grand Region Priorities

An active transportation priority of the MDOT Grand Region is identifying and addressing gaps in the network which involve changes to state highways, specifically bridge related gaps, and safety for all users of the transportation system. Most of these potential projects will involve partnerships with local communities. In addition to projects included in the needs list, MDOT has identified potential priority locations for future consideration:

1. Fruit Ridge Avenue over I-96 (For the bridge if funding is short, or for the local nonmotorized connections to the interchange bridge)
2. US-131 nonmotorized crossings in the PEL Study area (M-11 to Cherry Street)
3. M-45 crossing and routes in Allendale Township
4. Target locations along M-11 (28th Street)
5. M-21 (E. Fulton Street) over I-96
6. Maryland Avenue over I-96
7. M-44C (Plainfield Avenue)

### Photos

Top: This portion of the Fred Meijer Pioneer Trail in the City of Walker bridges a gap between two trail systems, the Musketawa Trail and the Fred Meijer White Pine Trail. This connection was originally identified as a need in the 2017 Grand Region Nonmotorized Plan and has since been completed. Bottom: Sidepath on Forest Hill Avenue in the City of Kentwood ending at the bridge over I-96. The need for connecting facilities here is listed above as #8 in the Grand Region Needs section.



# STRATEGIES AND SOLUTIONS

## STRATEGY

## IMPLEMENTATION

## DELIVERABLE

Monitor the progress on the needs identified in the Grand Region Nonmotorized Plan and participate in the development of the updated plan.

GVMC staff

GVMC staff will participate where relevant and provide updates to the Committee

Conduct a gap analysis to determine gaps in active transportation infrastructure on regional bridges, underpasses, and roadways. Work with MDOT to determine feasibility of future projects to address these gaps.

Coordination between GVMC staff and MDOT

Inventory of identified gaps and potential future projects

Screen all MDOT projects to be added to the TIP for active transportation component feasibility and coordinate with MDOT and local jurisdictions to determine potential applications.

GVMC staff with support from MDOT and local jurisdictions

At the time of TIP development, screen projects and facilitate coordination on identified projects



## **Improved Safety for Pedestrians, Bicyclists, and Vulnerable Road Users**

As the fatality and serious injury rate continues to grow for bicycle and pedestrian involved crashes in our region, the need to improve safety for pedestrians, bicyclists, and other vulnerable road users continues to be both a need and a priority for the region.

# CURRENT CONDITIONS

On average, 201 pedestrian and 164 bicycle crashes occur in the MPO region each year. Of this, an average of 45 pedestrian and 16 bicycle crashes result in a fatality or serious injury. While pedestrian and bicycle crashes account for a small portion of all crashes in the region at just 2%, vulnerable road users like pedestrians and cyclists are significantly more likely to suffer injuries or death as a result of a crash with a vehicle, with pedestrians 11 times more likely and cyclist 5 times more likely.

From 2012-2021, a total of 206,392 crashes occurred throughout the MPO region. 2,010 crashes, approximately 1% of total crashes, involved a pedestrian, and 1,639 crashes, approximately 1% of the crashes, involved a cyclist. Of the total crashes, 4,002 crashes, or 2%, resulted in a fatality or serious injury. However, looking at pedestrian crashes alone, 446, or 22%, resulted in a fatality or serious injury. Of the bicycle involved crashes, 160, or 10%, resulted in fatality or serious injury. While total number of bicycle and pedestrian crashes in the MPO area have trended downwards from 2012 to 2021, the proportion of crashes resulting in fatality or serious injury has trended upwards.

GVMC prioritizes safety in all aspects of our planning processes, including the selection of active transportation projects for inclusion in the TIP. One of the categories in which illustrative active transportation projects are scored is safety, receiving between one and three points for eliminating conflict points with vehicles and projected minimization of crashes, injuries, and fatalities. In addition to incorporating safety considerations into the planning and project selection processes, GVMC runs a safety education and outreach program, which is detailed further in the next section.

In the spring of 2023, the GVMC Safety Committee was assembled to help determine regional safety priorities and advise the development of the Regional Safety Action Plan, which was funded with a Safe Streets and Roads for All (SS4A) grant. This plan will identify regional safety projects and strategies that will help move the needle toward zero traffic deaths and serious injuries in the GVMC region. This plan will include all users of the transportation system and identify projects that will help meet the set goal.

## Photos

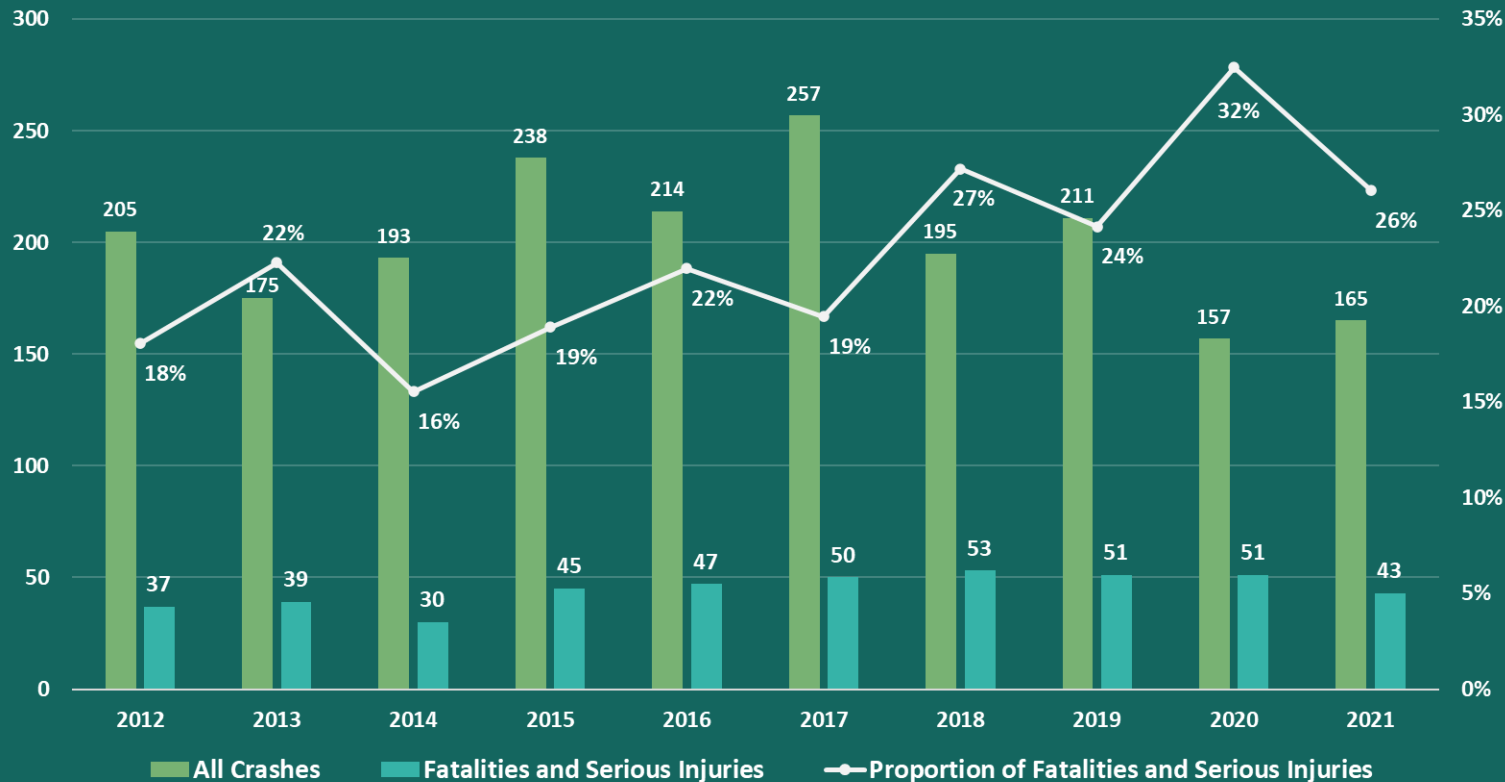
Top: A rectangular rapid flashing beacon, a common safety enhancing crossing improvement, in downtown Grand Rapids. Bottom: A social media post distributed by GVMC promoting our near-miss / traffic safety reporting tool. **Click on the photo to learn more and access the reporting form. It can also be found at [gvmc.org/nonmotorized](https://gvmc.org/nonmotorized).**





# PEDESTRIAN CRASH TRENDS (2012-2021)

Data Source: Michigan Office of Highway Safety crash data for years 2012 to 2021 from Roadsoft



2% of all crashes in the MPO area resulted in a fatality or serious injury while

**22%**

of all pedestrian involved crashes resulted in the same outcome



## Where Are These Crashes Occuring?

**71%**

at intersection areas

**27%**

at midblock locations

**2%**

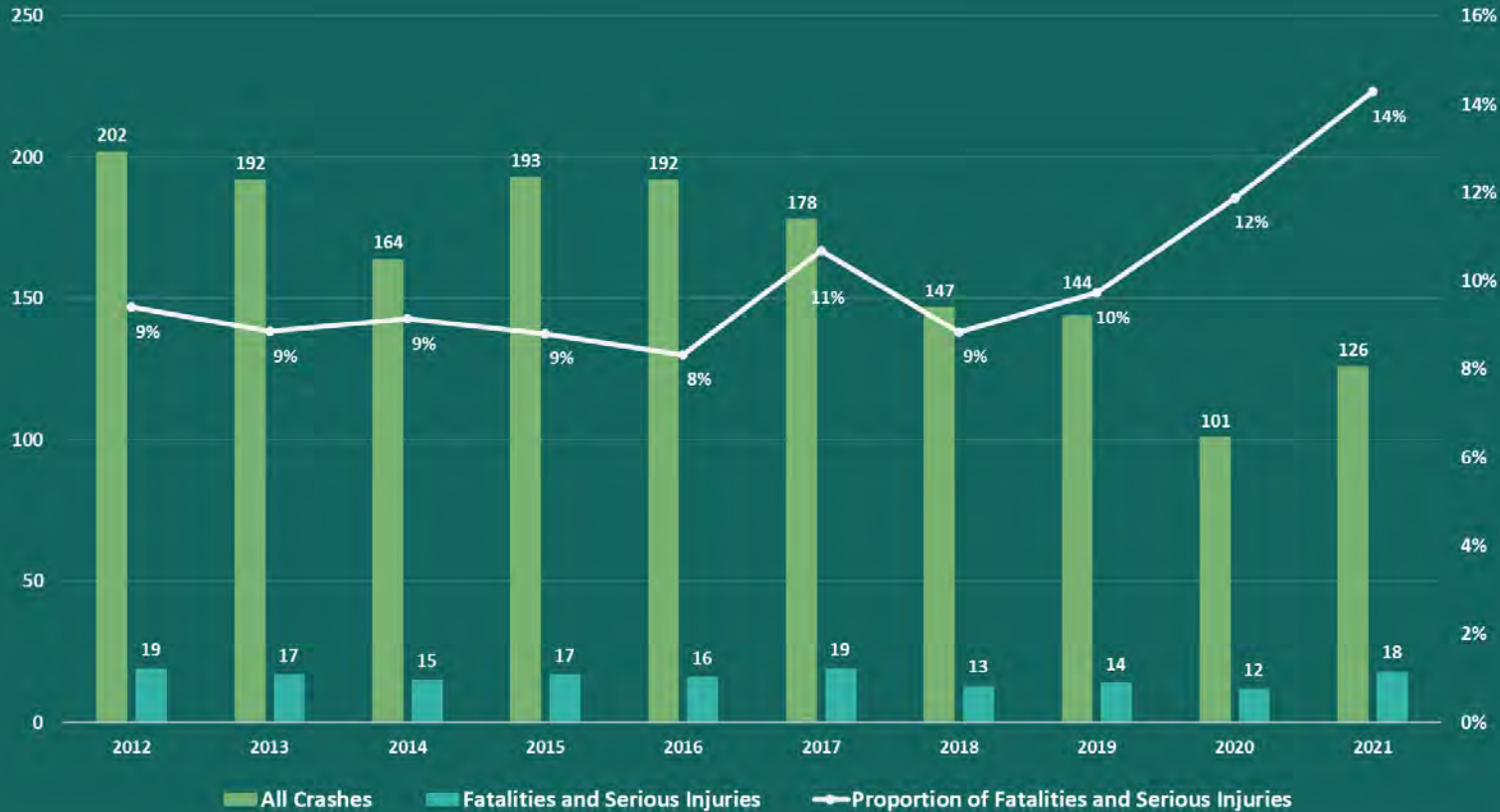
at interchange areas

## Interactive Pedestrian Crash Map

This map is updated on a yearly basis as new crash data is released and highlights crash locations by severity as well as the top 20 intersections by both total number of crashes and by crash rate (crashes per one million vehicles that enter the intersection). This resource can be used to identify hot spots and determine potential countermeasures. The map can be found at [gvmc.org/nonmotorized](http://gvmc.org/nonmotorized).

# BICYCLE CRASH TRENDS (2012-2021)

Data Source: Michigan Office of Highway Safety crash data for years 2012 to 2021 from Roadsoft



2% of all crashes in the MPO area resulted in a fatality or serious injury while

**10%**

of all bicycle involved crashes resulted in the same outcome



## Where Are These Crashes Occuring?

**80%**  
at  
intersection  
areas

**16%**  
at  
midblock  
locations

**4%**  
at  
interchange  
areas

## Interactive Bicycle Crash Map

This map is updated on a yearly basis as new crash data is released and highlights crash locations by severity as well as the top 20 intersections by both total number of crashes and by crash rate (crashes per one million vehicles that enter the intersection). This resource can be used to identify hot spots and determine potential countermeasures. The map can be found at [gvmc.org/nonmotorized](http://gvmc.org/nonmotorized).

# STRATEGIES AND SOLUTIONS

STRATEGY	IMPLEMENTATION	DELIVERABLE
<p>Report out information from GVMC's Near-Miss / Location of Concern application to member organizations and regional partners on a quarterly basis.</p>	<p>GVMC staff</p>	<p>Data collected from the public application will be provided in an online map viewer and as a shapefile to members and partners on a quarterly basis</p>
<p>Regularly evaluate bicycle and pedestrian crash locations and report this information out to relevant contacts for potential safety countermeasure implementation.</p>	<p>GVMC staff</p>	<p>When the annual crash data is released, the bicycle and pedestrian crash maps will be updated. GVMC staff will notify relevant contacts that the update has taken place</p>
<p>Additional coordination between the GVMC Nonmotorized Committee, Safety Committee, and Complete Streets Working Group. GVMC staff will report meeting outcomes to the Nonmotorized Committee and vice versa.</p>	<p>GVMC staff</p>	<p>Summaries, minutes, or other relevant information will be provided after meetings take place</p>
<p>Monitor development of the Regional Safety Action Plan and work towards implementation of any resulting active transportation related recommendations.</p>	<p>GVMC staff and partner organizations</p>	<p>To be determined based on action plan outcomes</p>



## **Education Regarding Active Transportation**

The networks within our region continue to grow and alternative modes of travel such as micromobility are gaining popularity. It is ever important to remain informed, and in turn, inform the public on safety, the rights and responsibilities assigned to each mode, appropriate use of facilities, and emerging technology.



# CURRENT CONDITIONS

Education regarding active transportation, specifically regarding safety, was identified as a need by the Nonmotorized Committee. The networks within our region continue to grow, and alternative modes of travel such as micromobility devices like e-bikes and e-scooters are gaining popularity. It is ever important to remain informed, and in turn, to inform the public on safety, the rights and responsibilities assigned to each mode, appropriate use of facilities, and emerging technology.

## Safety Education and Outreach

The GVMC Safety Education and Outreach Program aims to educate all users of our transportation system, including pedestrians, bicyclists, and motorists, about ways to stay safe and visible while on the road. The program includes public education media campaigns like PSA's, the distribution of free safety items, and providing safety information on social media, our website, and as brochures. By attending events and developing local partnerships, thousands of safety items have been distributed annually, including bike lights, reflective belts, reflective snap bracelets, and more, with the overarching goal of reducing traffic crashes and enhancing road safety through education and providing people with essential safety equipment. Furthermore, GVMC has been integrating media components such as Public Service Announcements (PSAs) on cable, streaming platforms, Spotify and YouTube, to advocate for traffic safety. More information can be found at [www.gvmc.org/safety-outreach](http://www.gvmc.org/safety-outreach).

## Additional Modal Education

Aside from safety, additional education at both the stakeholder and public levels regarding emerging technology, modal rights and responsibilities, and appropriate use of facilities is needed. Presently, GVMC does not have programs or campaigns dedicated to these topics. Additional education and programs have the potential to aid in promoting public awareness, acceptance, and utilization of active transportation to encourage mode shift from single occupancy vehicles to low impact transportation. In turn, this could help to reduce congestion and promote both personal and environmental health within the MPO area.

### Photos

Top: Laurel Joseph, Director of Transportation Planning, hands out free safety items at the Grand Rapids Santa Parade. Bottom: Reflective belt, snap bracelet, and bike light.



# STRATEGIES AND SOLUTIONS

## STRATEGY

## IMPLEMENTATION

## DELIVERABLE

Expand GVMC's Safety Education and Outreach Program to include additional information, including material from the State and Federal levels, on emerging micromobility devices, update materials as needed, and work with Committees to determine additional messaging. Provide these materials for local distribution.

GVMC staff with support from Committees

Updated safety education materials available for virtual and physical distribution

Explore options for a regionwide safety campaign similar to [Driving Change](#), expanded to include additional modes and current information.

GVMC staff with support from Nonmotorized Committee, MDOT, and other regional partners

While it cannot be guaranteed that a campaign will be feasible, staff will explore the option and report the findings to the Committee

Continually review existing laws and legislation regarding emerging technologies and devices and report out to member agencies as needed.

GVMC staff

Updates regarding any changes will be provided as needed and relevant information added to the resource library



## **Regional Coordination**

Enhanced coordination among MPO members would facilitate a more uniform user experience across jurisdictions and strengthen the regional network.



# CURRENT CONDITIONS

Just as road networks are often constructed, maintained, and funded by several different entities, active transportation facilities oftentimes cross jurisdictional boundaries while simultaneously varying in form and type of user served. In order to ensure compatible facilities a great deal of cooperation must take place between adjoining jurisdictions and among all the municipalities in a region. The complexity of building and maintaining a network of this sort requires partnerships between various state and local departments.

42 MPO members and regional stakeholder organizations are represented on the GVMC Nonmotorized Committee. Presently, the Committee primarily meets as needed to assist with plan development and project selection recommendations. However, a need that emerged from Committee discussion was increased regional collaboration amongst MPO members to facilitate a more consistent user experience across jurisdictions and to allow for early identification of cross-jurisdictional projects. A unified and normalized approach to issues such as design, facility and treatment implementation, and rules and regulations would contribute to more functional, consistent, and safer systems throughout the region. This need was echoed by the GVMC Safety Committee, and a proposed solution regarding the development of a regional working group to address these issues is detailed on the following page. A survey was sent out to the Nonmotorized Committee to gauge interest in a working group, with 100% of respondents answering that they are interested.

In addition to consistency, improved regional coordination would allow for early identification of cross-jurisdictional projects, resulting in the ability to add active transportation infrastructure to projects where not previously planned and the maximization of limited resources. Since those discussions, GVMC staff has worked to identify and highlight potential cross-jurisdictional projects in the illustrative nonmotorized needs list.

Over time, cross-jurisdictional coordination has improved with many jurisdictions working together to fill network gaps. The area continues to make investments in connecting the anticipated expansion of the region's active transportation network.

## Photos

Top: The Fred Meijer Standale Trail pedestrian tunnel in the City of Walker. Bottom: Cyclists on the Musketawa Trail. Photo provided by Mariah Bennett.





# STRATEGIES AND SOLUTIONS

## STRATEGY

## IMPLEMENTATION

## DELIVERABLE

From existing GVMC Committees, establish a regional working group that will work to coordinate a unified and normalized active transportation network by determining best practices and developing guidelines for items such as when to best use each type of crossing treatment or safety countermeasure, micromobility use, facility design, and any other topics as determined by the working group.

GVMC staff coordinated with working group serving as the lead

GVMC staff will coordinate the formation of the group and help facilitate meetings

Update and maintain the inventory of existing and proposed active transportation facilities

GVMC staff with support from Nonmotorized Committee

GVMC staff will update the inventory of facilities as needed and as updates are provided. Reminders will be sent out on an annual basis.

Determine meeting frequency and set schedule for regular Nonmotorized Committee meetings. Elect Committee chair and meet with them ahead of Committee meetings to review agenda items.

GVMC staff and Nonmotorized Committee

A schedule of Committee meetings and election of a chair

## STRATEGY

## IMPLEMENTATION

## DELIVERABLE

Screen all TIP projects for active transportation component applicability and report this information out to relevant contacts at the time of TIP development or other calls for projects.

GVMC staff with support from Nonmotorized Committee

Report containing information about any potential active transportation additions or connections

Encourage and support regional, statewide, and federal priorities, plans, and regulations.

GVMC staff

Technical assistance, letters of support, or other resources will be provided by GVMC staff as needed

Develop guidance and documentation on GVMC's active transportation planning and funding processes for the public and member agencies.

GVMC

Information will be added to the resource library



# ABOUT THE PROJECT LIST

# ABOUT

Project level active transportation needs are identified in GVMC’s illustrative nonmotorized needs list. The list contains active transportation related infrastructure projects developed by the MPO’s member jurisdictions, highlighting projects important to each community. The document is updated at the time of Transportation Improvement Program (TIP) or MTP development and changes as the desires of the communities and listed projects evolve. This list is used to select projects for federal funding when developing the TIP and was most recently updated and approved in July of 2023. In all, the list contains:



**off-street shared use paths  
projects totaling 175 miles**



**on-street bike facility  
projects totaling 123 miles**



**sidewalk projects  
totaling 15 miles**



**crossing improvement  
projects**

## Identifying Priorities

Jurisdictions were asked to rank their included projects by priority and this information is included in the list. The number of ranked projects was determined by total number of listed projects per jurisdiction. Projects listed after ranked projects are in no particular order. This added information is meant to help partners understand each jurisdiction’s current priorities. In total, this equates to 85 projects and \$132,441,229 in needed funding to complete all priority projects.

## Identifying Connections

Notes on potential cross-jurisdictional connections between existing facilities and other illustrative projects is included in the list to assist with regional coordination and planning. 92 projects have an identified existing or potential cross-jurisdictional connection. 15 would pass through multiple jurisdictions, 28 end at a jurisdictional boundary and would connect to an existing facility, 10 end at a jurisdictional boundary that connects to another illustrative project, and 39 end at a jurisdictional boundary with no connecting existing or illustrative projects.

## Support for Local Planning

It should be acknowledged that this list does not encompass all active transportation projects planned throughout the region. GVMC supports our members and regional partners in their efforts to enhance, expand, and connect the region’s active transportation networks through planning and funding at the local level. We are committed to supporting and assisting with these efforts where needed and recognize local plans, such as sidewalk, bicycle, and other active transportation related plans, as key pieces of the planning process that make the regional vision possible.



## Project Scoring

In 2013 the GVMC Nonmotorized Committee created a new evaluation process for projects submitted to be included in the illustrative nonmotorized needs list. Projects are scored based on a set of Committee determined evaluation factors. The factors and scoring mechanism change over time as requirements and priorities shift. The scoring system was designed to have minimal personal influence by the rater, with the physical location of the project being the primary determining factor for each project's score. In 2021, the Committee updated the evaluation criteria to align with federal performance measures and incorporate additional factors to align with the competitive scoring process required for programming regional Transportation Alternatives Program (TAP) funding. More information regarding project scoring can be found at [gvmc.org/nonmotorized](http://gvmc.org/nonmotorized).

## How Do Projects Support Regional Priorities and Goals?

The 7 evaluation factors reflect the active transportation priorities of the region and can be used to help measure how the proposed projects would assist the region in moving towards its goals. Projects are awarded **up to three points** per evaluation factor, based on multiple criteria per factor. A summary of how the projects in the list score can be found below. Individual project scores by evaluation factor can be found in the project list.



### Supports:

MTP Goal(s): 2, 4, and 7 | ATP Goal(s): 2

### MODE SHIFT

projects address mode shift by demonstrating projected measurable change in bicycling, walking, and/or transit.

**71%**

of projects received 3 points by being in an area with medium to high density of trip attractors and generators, bridging a gap to bus access, or being near a bus stop.

**91%**

received at least one point within this category.



### Supports:

MTP Goal(s): 1 and 6 | ATP Goal(s): 2 and 4

### CONNECTIVITY & CONTINUITY

projects address connectivity and continuity by filling gaps and allowing for the continuous flow of nonmotorized travel.

**40%**

of projects received 3 points for being located in an area with existing facilities found on either end of the proposed project, serving active transportation users if nothing currently exists, and allowing for continuous flow.

**96%**

received at least one point within this category.



### Supports:

MTP Goal(s): 3 | ATP Goal(s): 3

### SAFETY

projects address safety by eliminating conflict points with vehicles and projected minimization of crashes, injuries, and fatalities.

**26%**

of projects received 3 points for separation from motorized traffic, being located in an area of moderate to high bicycle and pedestrian crashes, and being located near a past pedestrian or bicycle crash resulting in a fatality or serious injury.

**95%**

received at least one point within this category.



**Supports:**

MTP Goal(s): 6 | ATP Goal(s): 4

**ADA & ACCESSIBILITY**

projects address ADA requirements and accessibility by improving network conditions for users with disabilities and/or aging populations.

**43%**

of projects received 3 points for being located in areas with higher than the regional average of persons 65 years of age or older and households with persons with disabilities.

**100%**

received at least one point within this category.



**Supports:**

MTP Goal(s): 6 and 7 | ATP Goal(s): 2 and 4

**ENVIRONMENTAL JUSTICE & RESOURCES**

projects address environmental justice and sensitive environmental resources by providing transportation for traditionally underserved communities and improving/mitigating impacts on sensitive environmental resources.

**73%**

of projects received 3 points for falling within an Environmental Justice Area and including elements that will improve or mitigate negative impacts on sensitive environmental resources.

**93%**

received at least one point within this category.



**Supports:**

MTP Goal(s): 1 and 6 | ATP Goal(s): 2 and 4

**REGIONAL FACILITIES**

projects are considered a regional facility if they allow for the continuous flow of regional or multijurisdictional travel.

**14%**

of projects received 3 points for bridging a gap from a localized system to a regional network, allowing for the continuous flow of travel between jurisdictions, and having been identified as a multijurisdictional need and receiving formal support as such.

**37%**

received at least one point within this category.



**Supports:**

MTP Goal(s): 2 | ATP Goal(s): 1

**PROJECT SUPPORT & READINESS**

projects address project support, readiness, and maintenance by demonstrating local support, readiness, and including a maintenance plan.

**35%**

of projects received 3 points for being included in a locally developed and improved plan, having gone through a feasibility study, and having an associated plan for maintenance.

**95%**

received at least one point within this category.



# FUNDING THE VISION

# MTP INVESTMENT PRIORITIES AND STRATEGY

An integral part of the MTP development process is using the collected public input, socio-economic data, goals and objectives, federal performance measures, the results of the modal needs and deficiencies analysis, and the financial analysis to determine how to best prioritize future investments in the region’s transportation system. MTP Chapter 7: Funding the Vision and Chapter 8: Investing in the Transportation System describe the processes of developing the investment priorities and strategies in detail. A summary of the outcomes of this process is as follows:

## Needs Analysis

GVMC worked with various stakeholders and Committees, including organizations representing transit, passenger rail, air travel, freight movement, and active modes of transportation and analyzed pavement condition, traffic congestion, and safety to complete a series of needs analyses. These analyses demonstrate where the transportation system is functioning below optimal levels and will be the foundation for proposing solutions to meet the needs.

## Financial Analysis

Using the needs analyses as a starting point, it was determined that a minimum of \$3.68 billion dollars will be needed to address all identified local roadway and transit needs, with only \$777.6 million in federal funding expected to be available for local programs over the life of the MTP.

## Investment Priorities

Investment priorities identify areas where limited future transportation funds should be allocated to meet the goals and objectives of the plan, make progress in addressing the needs and deficiencies identified during GVMC’s analysis, and achieve performance measure targets. The MTP Steering Committee elected to invest available funds according to a tiered system, with 1 being the highest priority. The priorities were then evaluated by the Transportation Programming Study Group (TPSG), and finally the Technical and Policy Committees. Through this process, improving active transportation options was identified as a priority.

<b>Tier 1</b>	Improving Safety (by Reducing Fatal and Serious Injury Crashes)   Improving Operations for All Modes
<b>Tier 2</b>	Maintaining the System in a State of Good Repair
<b>Tier 3</b>	Improving Active Transportation Options   Improving Transit
<b>Tier 4</b>	Exploring, Evaluating, and Coordinating New Transportation Technology



# Investment Strategy

After developing investment priorities, GVMC tasked the MTP Steering Committee, and later the Transportation Programming Study Group (TPSG), with determining an investment strategy for the plan, meaning how much of the expected funding should be allocated toward each of the identified investment priorities. Instead of allocating funding by amount, the TPSG instead determined how each of the fund sources could be used to fund future projects with the goal of addressing the investment priorities. The strategy is outlined below and will be used to develop the upcoming FY2026-2029 TIP.

FUND SOURCE	ELIGIBLE WORK	INVESTMENT PRIORITIES SUPPORTED
<p>Surface Transportation Program (STP)</p> <p>Urban, Rural, Flex, Kent County, Flex TMA</p>	<ul style="list-style-type: none"> <li>• Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, operational improvements on federal aid roads</li> <li>• Replacement, preservation, and other improvements on federal aid bridges</li> <li>• <b>Active transportation projects</b></li> <li>• Safety projects</li> <li>• Can be flexed to transit</li> </ul>	<ul style="list-style-type: none"> <li>• Improving Safety</li> <li>• Improving Operations for All Modes</li> <li>• Maintaining the System in a State of Good Repair</li> <li>• <b>Improving Active Transportation Options</b></li> <li>• Improving Transit</li> <li>• Exploring, Evaluating, and Coordinating New Transportation Technology</li> </ul>
<p>Congestion Mitigation and Air Quality (CMAQ)</p>	<ul style="list-style-type: none"> <li>• Signal System Operations</li> <li>• Intersection Improvements</li> <li>• Up to 50% flexed to transit</li> <li>• <b>Active transportation projects</b></li> <li>• Other eligible projects with emissions reduction benefits</li> </ul>	<ul style="list-style-type: none"> <li>• Improving Safety</li> <li>• Improving Operations for All Modes</li> <li>• <b>Improving Active Transportation Options</b></li> <li>• Improving Transit</li> <li>• Exploring, Evaluating, and Coordinating New Transportation Technology</li> </ul>
<p>Carbon Reduction Program (CRP)</p>	<ul style="list-style-type: none"> <li>• <b>Projects eligible for CMAQ funding except expansion/widening projects</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Same as CMAQ</b></li> </ul>

FUND SOURCE	ELIGIBLE WORK	INVESTMENT PRIORITIES SUPPORTED
<p>Transportation Alternatives Program (TAP)</p>	<ul style="list-style-type: none"> <li>• Active transportation projects – no location restrictions</li> <li>• Bicycle/pedestrian facility improvements on other road/bridge projects</li> <li>• Other eligible projects</li> </ul>	<ul style="list-style-type: none"> <li>• Improving Active Transportation Options</li> </ul>
<p>Category C (Kent County Only)</p>	<ul style="list-style-type: none"> <li>• Projects to reduce traffic congestion on federal aid eligible two-lane roads carrying over 10,000 vehicles per day or more than 25,000 on roads with more than two lanes <ul style="list-style-type: none"> <li>◦ Intersection improvements</li> <li>◦ Left turn lanes</li> <li>◦ Advanced traffic management systems</li> <li>◦ Adding travel lanes</li> </ul> </li> <li>• Resurfacing, rehabilitation, reconstruction projects on roads that have been previously expanded with Category C funding</li> </ul>	<ul style="list-style-type: none"> <li>• Improving Safety</li> <li>• Improving Operations for All Modes</li> <li>• Maintaining the System in a State of Good Repair</li> <li>• Exploring, Evaluating, and Coordinating New Transportation Technology</li> </ul>
<p>Federal Transit Administration (5307, 5339, 5310, etc.)</p>	<ul style="list-style-type: none"> <li>• Transit</li> </ul>	<ul style="list-style-type: none"> <li>• Improving Transit</li> </ul>

# FUNDING THE VISION

Federal transportation funding is programmed through GVMC's Transportation Improvement Program (TIP) development process in which projects are selected to receive funding. For the most part, federal transportation funds are flexible, giving state and local governments control over how to best invest in the transportation system. The GVMC Policies and Practices Document governs the selection of regional transportation projects and how federal and state dollars will be spent through the implementation of the MTP and TIP. The Policies and Practices document will be updated to reflect the 2050 MTP investment priorities and strategies and used to guide project selection in the upcoming FY2026-2029 TIP.

Federal surface transportation law provides flexibility to MPOs to fund active transportation improvements from a wide variety of federal programs. The Policies and Practices document as currently written states that "All non-motorized projects included in the GVMC Metropolitan Transportation Plan/Non-motorized Transportation Plan are eligible for funding as allowed under these applicable federal-aid categories." Historically, GVMC's active transportation projects are largely funded using Transportation Alternatives Program (TAP) funding and Carbon Reduction Program (CRP) funding.

Because of limited federal funding, active transportation projects are most often paid for at the local level or through alternative means like grants and nonprofit or private funding. Funding levels and sources for active transportation projects are often changing. **Current grant opportunities and funding sources, along with application deadlines and information, will be listed in the GVMC resource library (Link to be added once library is available). Please reach out to GVMC staff for additional technical assistance or support.**



# CONCLUSION AND IMPLEMENTATION



# CONCLUSION

By developing this plan, we have identified regionwide active transportation needs, solutions, and projects that will help the region move toward the goals and objectives. GVMC will continue to encourage active transportation as a viable mode of travel and support the activities of our members and regional partners. We will seek to leverage federal dollars from the available funding sources and implement proposed projects that will help the region meet our goals and build a system that meets the needs of people of all ages, abilities, and user types.

# IMPLEMENTATION

## Programming the FY2026-2029 TIP

The 2050 MTP investment strategy will be used to select projects for inclusion in the upcoming FY2026-2029 Transportation Improvement Program (TIP). The illustrative nonmotorized needs list will be used to select active transportation projects that will receive funding from the determined sources. For more information on the TIP development process, please visit [gvmc.org/tip](https://gvmc.org/tip).

## Implementing Strategies and Solutions

GVMC staff, in coordination with regional partners, will work toward addressing the identified goals, objectives, and needs by implementing the strategies and solutions outlined in this plan. GVMC staff will continue to monitor the status of active transportation in the region, updating relative data, documents, applications, and making adjustments and updates when necessary.

## Supporting Local Planning Initiatives

GVMC is committed to supporting and assisting our members and regional partners in their efforts to enhance, expand, and connect the region's active transportation networks.

# APPENDIX A: ILLUSTRATIVE NONMOTORIZED NEEDS LIST

The list is included as it was approved at time of plan development. Any future updates will be provided on the GVMC website at [gvmc.org/nonmotorized](http://gvmc.org/nonmotorized).

# GVMC Illustrative Nonmotorized Needs List

Approved July 19th, 2023

## About GVMC

The Grand Valley Metropolitan Council (GVMC) is the Metropolitan Planning Organization (MPO) for Kent and eastern Ottawa Counties. MPOs provide a comprehensive transportation planning and decision making process for their region which encompasses all modes of transportation and includes both short and long-range transportation planning.

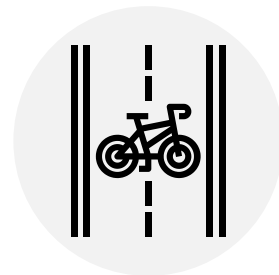
## What Is the Illustrative Nonmotorized Needs List?

The GVMC illustrative nonmotorized needs list is a regionwide list of active transportation projects developed by MPO member jurisdictions that are eligible for state or federal funding through the GVMC Transportation Improvement Program (TIP), but do not yet have allocated funding. The list is used to select projects for funding when developing the TIP and to determine regionwide active transportation needs when developing the Metropolitan Transportation Plan (MTP).

### Project types included in the list are:



Off-Street Shared Use Paths



On-Street Bike Facilities



Crossing Improvements



Sidewalks

The illustrative nonmotorized needs list is updated at the time of Transportation Improvement Program (TIP) development, which occurs every four years. The TIP identifies and lists all proposed transportation projects occurring in the MPO area that will be using state and federal funding over the course of four years, including active transportation projects.

### In order for a project to be eligible for funding through GVMC, it must first be listed in the illustrative nonmotorized needs list

The GVMC Policies and Practices Document governs the selection of regional transportation projects and how federal and state dollars will be spent through the implementation of the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). This document is updated prior to TIP development, informed by the priorities for future investment determined in the Metropolitan Transportation Plan (MTP), the region's long range plan. The MTP Steering Committee and the Transportation Programming Study Group (TPSG) use the investment priorities to determine investment strategy, which outlines how the priorities will be addressed by fund source. This is reflected in the Policies and Practices Document.

At present, active transportation projects are largely funded with the following funding sources through GVMC:

- Transportation Alternatives Program (TAP) Funding
- Congestion Mitigation and Air Quality (CMAQ) Funding
- Carbon Reduction Program (CRP) Funding

## How is the List Developed and Projects Selected for Funding?








1. MPO Member Jurisdictions Submit Eligible Projects
2. GVMC Staff Scores Projects Based on Committee Developed Evaluation Criteria
3. TPSG and Rural Subcommittees Use List of Scored Projects for TIP Project Selection
4. Selected Projects are Added to the Draft TIP List

The draft TIP list goes through a comprehensive approval process. More information can be found at: [gvmc.org/tip](http://gvmc.org/tip)

## Project Scoring

In 2013, the GVMC Nonmotorized Committee created a new evaluation process for projects submitted to be included in the illustrative nonmotorized needs list. The system was designed to have minimal personal influence by the rater, with the physical location of the project being the primary determining factor for each project's score. In 2021, the Committee updated the evaluation criteria to align with federal performance measures and incorporate additional factors to align with the competitive scoring process required for programming regional TAP funding. More information can be found [by clicking here](#).

In total, there are 7 factors, each with 3 possible points, for a total of 21 possible points awarded per project. The factors are as follows:

-  Mode Shift
-  Connectivity / Continuity
-  Safety
-  ADA/ Accessibility
-  Regional vs. Local Facility
-  Environmental Justice & Sensitive Environmental Resources
-  Project Support, Readiness, and Maintenance

### In addition to project information, the list includes:

Local Priority Rankings: Jurisdictions were asked to rank their included projects by priority. The number of ranked projects was determined by total number of listed projects. Projects listed after ranked projects are in no particular order.

Project Scores: Listed by factor and overall project score.

Cross-Jurisdictional Connections: Notes on potential cross-jurisdictional connections between existing facilities and other illustrative projects.

**GVMC Illustrative Nonmotorized Needs List  
(Approved 7/19/2023)**

Local Priority Ranking	NM ID	Project Information							Scores by Factor									Cross-Jurisdictional Connections	
		Job Name	Job Limits	Facility Type	Description	Agency	Length (Miles)	Total Estimated Cost	Mode Shift	Connectivity / Continuity	Safety	ADA / Accessibility	Regional vs Local Facility	EJ / Sensitive Environmental Resources	Support, Readiness, and Maintenance	Total Project Score	Code	Comment	
<b>Ada Township</b>																			
Not Ranked	2147	Ada, Cascade, GR Township and Kentwood Trail Connector	Hall St to Spaulding Ave	Off-Street Shared Use Path	Sharrows/Sidewalk/Shared Use Path	Ada Twp / KCRC	0.53	\$170,000	2	3	1	2	2	2	0	12	1: Project spans multiple jurisdictions including	Cascade Twp & City of Kentwood	
	2126	Honey Creek Trail (Ada-Cannon Conn.)	Knapp St to 4 Mile Rd	Off-Street Shared Use Path	Sidewalk	Ada Twp / KCRC	1.4	\$654,000	0	3	1	2	2	2	0	10	3: Project ends at jurisdictional boundary and connects to another illustrative project with the listed NM ID	NM ID: 2140	
	2127	Knapp St Bridge	Across the Grand River	Off-Street Shared Use Path	Pedestrian Bridge	Ada Twp / KCRC	N/A	\$7,500,000	0	3	1	1	2	2	0	9			
	2128	Spaulding Ave / Fulton St / Carl Dr	Ada Dr to Grand River Dr	Off-Street Shared Use Path	Sidewalk	Ada Twp / KCRC	1.61	\$820,000	2	3	2	2	1	2	0	12			
<b>Allendale Charter Township</b>																			
	2129	68th Ave Trail	Lake Michigan Dr to North Bank Trail & Green Way Trail	Off-Street Shared Use Path	Sidewalk	Allendale Twp / OCRC	3	\$450,000	0	3	2	3	1	2	0	11			
<b>Alpine Township</b>																			
	1	1643	Alpine Ave Sidewalk (Part 1)	Chris Ln to Marlene St	Sidewalk	Alpine Twp / KCRC	0.2	\$75,000	2	2	2	3	0	0	2	11			
	2	1655	Alpine Ave Sidewalk (Part 2)	6 Mile Rd to Chris Ln	Sidewalk	Alpine Twp / KCRC	0.3	\$145,000	2	2	2	3	0	0	2	11			
	3	1656	Lamoreaux Dr Sidewalk	Alpine Ave to Westgate Dr	Sidewalk	Alpine Twp / KCRC	0.4	\$180,000	3	0	2	2	0	3	3	13			
	4	2149	Alpine Twp Sports Park	1850 Alpine Church St	Sidewalk	Alpine Twp	0.5	\$225,000	0	0	1	3	0	3	3	10			
	5	2151	6 Mile Rd East of Alpine Ave (Part 2)	Alpine Ave to Biddeford Dr	Sidewalk	Alpine Twp / KCRC	0.5	\$300,000	1	0	2	3	0	1	2	9			
		1661	4 Mile Rd Shared Use Path	Peach Ridge Ave to Cordes Ave	Off-Street Shared Use Path	Alpine Twp / KCRC	2.0	\$1,500,000	1	3	1	3	0	2	1	11	4: Project ends at or borders jurisdictional boundary with	City of Walker	
		2148	4 Mile Rd Shared Use Path (Part 2)	Fruit Ridge Ave to Peach Ridge Ave	Off-Street Shared Use Path	Alpine Twp / KCRC	1.3	\$1,000,000	0	3	1	3	0	2	1	10	4: Project ends at or borders jurisdictional boundary with	City of Walker	
		2152	Cordes Ave	From sidewalk terminus on south side of Henze St to Brambleberry Dr on east side of Cordes Ave	Sidewalk	Alpine Twp / KCRC	0.2	\$90,000	1	2	2	3	0	2	2	12			
		2150	6 Mile Rd East of Alpine Ave (Part 1)	Alpine Ave to Rusche Dr	Sidewalk	Alpine Twp / KCRC	0.2	\$90,000	0	2	2	3	0	2	2	11			
<b>Byron Township</b>																			
Not Ranked	2134	76th St Trail	Railyard Dr to Byron Cener Ave	Off-Street Shared Use Path	Sidewalk	Byron Twp / KCRC	1	\$800,000	1	3	1	3	0	0	0	8			
	2137	84th St Sidewalk	Burlingame to Byron Commerce Drive, connecting Downtown Byron to Douglas Walker Park to Tanger Outlet Mall	Off-Street Shared Use Path	Sidewalk	Byron Twp / KCRC	1.4	\$375,000	1	2	1	3	0	2	0	9			
	2135	84th St Trail	Burlingame Ave to Existin Path in Douglas Walker Park	Off-Street Shared Use Path	Sidewalk	Byron Twp / KCRC	1	\$750,000	0	2	1	3	0	2	0	8			
	2138	Burlingame Avenue Sidewalk	Planters Row Dr to 76th Street	Sidewalk	Sidewalk	Byron Twp / KCRC	1.6	\$492,000	2	1	1	3	0	0	2	9			
<b>Caledonia Charter Township</b>																			
	1	1651	84th St	Cherry Valley to Alaska Ave	Off-Street Shared Use Path	Shared Use Path	Caledonia Twp / KCRC	1.5	\$1,900,000	0	1	2	3	0	0	3	9		
	2	1652	Thornapple River Dr (and Alaska Ave)	84th St to 68th St (and Park Entrance to 68th St)	Off-Street Shared Use Path	Shared Use Path	Caledonia Twp / KCRC	2.0	\$5,500,000	0	1	1	3	0	0	3	8		
	3	1654	Cherry Valley Ave	84th St to 68th St	Off-Street Shared Use Path	Shared Use Path	Caledonia Twp / KCRC	2.0	\$3,600,000	0	1	2	3	2	0	3	11		
	4	1667	South Campau Lake Loop	Whitneyville Rd, Garbow Dr to 76th St; 76th St, Whitneyville Rd to McCords Ave; McCords Ave, 76th St to DNR Boat Launch	Off-Street Shared Use Path	Shared Use Path	Caledonia Twp / KCRC	2.1	\$4,000,000	0	1	1	1	0	0	3	6		
	5	1670	Kraft Avenue	CalPlex to 76th St	Off-Street Shared Use Path	Shared Use Path	Caledonia Twp / KCRC	2.8	\$3,300,000	1	1	1	1	2	0	3	9	2: Project ends at jurisdictional boundary and connects to the listed existing facility	Village of Caledonia: Existing Trail
		1653	68th St	Cherry Valley Ave to Alaska Ave	Off-Street Shared Use Path	Shared Use Path	Caledonia Twp / KCRC	1.6	\$1,530,000	0	1	1	3	0	0	3	8		
		1669	76th St	Patterson Ave to Copper Corner Dr	Off-Street Shared Use Path	Shared Use Path	Caledonia Twp / KCRC	1.0	\$2,000,000	1	1	1	3	0	0	3	9	4: Project ends at or borders jurisdictional boundary with	Gaines Twp
		1681	Patterson Avenue	76th St to 84th St	Off-Street Shared Use Path	Shared Use Path	Caledonia Twp / KCRC	2.0	\$2,600,000	0	1	1	1	1	2	3	9	2: Project ends at jurisdictional boundary and connects to the listed existing facility	Gaines Township: Existing Trail
<b>Cannon Township</b>																			
	1	2275	Cannon Trail Connector	Luton Park (Hickory Dr) to Courtland Dr (near Meadow Ridge School)	Off-Street Shared Use Path	Sidewalk	Cannon Twp / KCRC	1.4	UNK	0	3	1	3	1	3	1	12		
	2	2140	Honey Creek Trail (Ada-Cannon Conn.)	4 Mile Rd to Cannonsburg Rd	Off-Street Shared Use Path	Sidewalk	Cannon Twp / KCRC	1.8	\$1,700,000	0	3	1	1	2	3	1	11	3: Project ends at jurisdictional boundary and connects to another illustrative project with the listed NM ID	NM ID: 2126
<b>Cascade Charter Township</b>																			
Not Ranked	2277	Cascade Rd Bridge	Across the Thornapple River	Off-Street Shared Use Path	Separated pedestrian path on Cascade Rd bridge	Cascade Twp / KCRC	N/A	\$500,000	3	3	2	3	1	2	3	17			
	2276	Cascade Rd Trail	36th St to Kenrob Dr	Off-Street Shared Use Path	Shared Use Path	Cascade Twp / KCRC	0.32	\$130,000	1	1	2	2	0	2	2	10			
	2278	Laraway Lake	Cascade Rd to Cascade Farms Dr	Off-Street Shared Use Path	Shared Use Path	Cascade Twp / KCRC	0.45	\$1,150,000	2	3	2	3	1	2	3	16			
<b>City of Grand Rapids</b>																			
	1	1547	Plaster Creek Trail	Buchanan Ave to Century Ave	Off-Street Shared Use Path	New Multi-Use Trail extending current trail to Century Ave. bikeway	City of Grand Rapids	1.2	\$5,068,800	3	3	3	2	2	3	1	17	1: Project spans multiple jurisdictions including	City of Grand Rapids / City of Wyoming
	2	N/A	Complete ADA Sidewalk Ramp Upgrades	Various	ADA Sidewalk Ramp	ADA Sidewalk Ramp with bulbouts (1,450 ramps)	City of Grand Rapids	\$4,000,000	N/A	N/A	1	1	N/A	1	2	5			
	3	2200	Clyde Park Ave Sidewalk Infill & Crossing Improvement	Belfield St SW to Kirtland St SW	Sidewalk	Construction of missing sidewalk and needed retaining walls on East side; crossing treatments to facilitate ped crossing across Clyde Park (transit access, bicycle system connectivity between GR and Wyoming)	City of Grand Rapids	0.13	\$200,000	3	2	3	2	0	3	3	16	2: Project ends at jurisdictional boundary and connects to the listed existing facility	City of Wyoming: Existing Sidewalk
	4	1516	Pearl St NW Separated Bicycle Facilities	Division Ave N to Lake Michigan Dr NW	On-Street Bike Facility	Separated bicycle lanes, bicycle signals, signs, markings	City of Grand Rapids	0.6	\$400,000	3	2	3	3	1	3	2	17		
	5	1587	McKee Ave SW / Kirtland St SW Bicycle Facilities	Clyde Park Ave SW to Buchanan Ave SW	On-Street Bike Facility	Shared traffic lanes, trail, signs, markings	City of Grand Rapids	0.8	UNK	3	1	3	3	0	3	3	16	3: Project ends at jurisdictional boundary and connects to another illustrative project with the listed NM ID	NM ID: 2268



**GVMC Illustrative Nonmotorized Needs List  
(Approved 7/19/2023)**

Local Priority Ranking	NM ID	Job Name	Job Limits	Facility Type	Description	Agency	Length (Miles)	Total Estimated Cost	Mode Shift	Connectivity / Continuity	Safety	ADA / Accessibility	Regional vs Local Facility	EJ / Sensitive Environmental Resources	Support, Readiness, and Maintenance	Total Project Score	Code	Comment
6	1564	Ionia Ave SE / SW Separated Bicycle Facilities	Lyon St NE to Fulton St W	On-Street Bike Facility	Separated bikeway(s); signage, intersection modifications; pavement markings	City of Grand Rapids	0.3	\$252,000	3	1	3	1	0	3	3	14		
7	1514	Mount Vernon Ave NW Separated Bicycle Facilities	Fulton St W to Bridge St NW	On-Street Bike Facility	Two-way separated bikeway with intersection signaling, signage, markings	City of Grand Rapids	0.5	\$620,000	3	2	3	3	0	3	3	17		
8	1577	3 Mile Rd Sidewalk (North Side)	Monroe Ave to West of Coit Ave	Sidewalk	Construction of sidewalk on north side of 3 Mile Road. This project supports the vision, goals and objectives (connectivity) of the City of Grand Rapids VITAL STREETS PLAN (2016)	City of Grand Rapids	0.2	\$295,625	3	2	1	2	0	2	3	13		
9	1537	Grand River Edges Trail (East) - Phase III	Fulton St to Wealthy St (with connection to Oxford St Trail and Kent Trails)	Off-Street Shared Use Path	Bicycle and Pedestrian Path - Includes a 12-foot wide path, lighting, ornamental fence, rest areas with a concrete overlook, benches, and landscaping. Flood protection improvements are proposed and may be incorporated into the project at additional cost. This Grand River Edges Trail project is integrated at various levels with the River Restoration Project.	City of Grand Rapids	0.8	\$10,560,000	3	3	3	2	2	3	1	17		
10	1586	Madison Ave Sidewalk	Colrain Street to 28th Street (west side)	Sidewalk	Construction of sidewalk along Madison Avenue. This project supports the vision, goals and objectives (connectivity) of the City of Grand Rapids VITAL STREETS PLAN (2016)	City of Grand Rapids	0.1	\$125,417	3	2	3	2	2	3	3	18	2: Project ends at jurisdictional boundary and connects to the listed existing facility	City of Wyoming: Existing Sidewalk
11	2195	Walker Ave Separated Bikeway - GR Segment	West of Richmond to Leonard	On-Street Bike Facility	Separated trail; separated bike lanes on each side of Walker (TBD)	City of Grand Rapids	1.2	\$1,798,246	3	3	3	3	3	3	2	20	3: Project ends at jurisdictional boundary and connects to another illustrative project with the listed NM ID	NM ID: 1602
12	1540	Lyon St NE Separated Bicycle Facilities	Division Ave N to Diamond Ave NE	On-Street Bike Facility	Separated bikeway(s); shared traffic lanes, route signage, intersection treatments; bicycle signals	City of Grand Rapids	1.5	\$658,000	3	2	3	1	0	3	3	15		
13	2159	Lyon St NE Bicycle Boulevard	Diamond Ave NE to Plymouth Ave NE	On-Street Bike Facility	Shared traffic lanes, route signage, intersection treatments; ped hybrid beacon at Fuller; trail widening near Fuller Park	City of Grand Rapids	1	\$154,000	3	1	3	3	0	3	3	16		
14	1519	Richmond St Sidewalk	Oakleigh Ave to Walker Ave	Sidewalk	Construction of sidewalk infill along Richmond Street. This project supports the vision, goals and objectives (connectivity) of the City of Grand Rapids VITAL STREETS PLAN (2016)	City of Grand Rapids	0.3	\$286,667	1	2	1	3	0	1	3	11		
15	1563	Highland Park Trail	College Ave to Grand Ave	Off-Street Shared Use Path	A connector trail route through Highland Park that will provide trail continuity from the Grand River Edges Trail to the Hastings St NM Path and the city's east bike and sidewalk network. The proposed project is part of the larger Highland Park Improvements and is identified in the CITY OF GRAND RAPIDS PARKS AND RECREATION STRATEGIC MASTER PLAN (2017).	City of Grand Rapids	0.4	\$1,689,600	3	3	3	1	0	3	3	16		
16	N/A	Planning Study: Extension of Plaster Creek Trail	Planning Study Only - East of the trailhead in Ken-O-Sha Park to east city limits, between Eastern and 28th Street, and west of Buchanan to Grand River	N/A	Planning Study - Shared Use Path	City of Grand Rapids	N/A	\$70,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
17	2197	Blaine Ave Sidewalk	Ramona St to Dickinson St	Sidewalk	Sidewalk	City of Grand Rapids		\$250,000	3	2	3	2	0	3	1	14		
18	1504	Century Ave / Ellsworth SW Separated Bicycle Facilities - Northern Segment	Grandville Ave SW to RR Crossing south of Logan St SW	On-Street Bike Facility	Separated bike facilities, intersection modifications, signs, markings	City of Grand Rapids	0.4	\$240,000	3	2	3	2	0	3	3	16		
19	1570	Plymouth Ave Trail Extension	Leonard St to Knapp St	Off-Street Shared Use Path	New Multi-Use Trail through Ball Perkins Park connecting the bike facility in Plymouth Ave (south of Leonard) to Knapp St. Also connecting to existing paths in the park to provide access to Ball Ave. and Perkins Ave.	City of Grand Rapids	0.9	\$3,801,600	3	3	3	3	0	3	3	18		
20	1576	29th St Sidewalk	Breton Ave to East City Limit	Sidewalk	Construction of sidewalk along 29th Street, including small section on north side in City of Kentwood. This project supports the vision, goals and objectives (connectivity) of the City of Grand Rapids VITAL STREETS PLAN (2016)	City of Grand Rapids	0.5	\$487,500	3	2	3	1	2	2	3	16	2: Project ends at jurisdictional boundary and connects to the listed existing facility	City of Kentwood: Existing Sidewalk
	2170	Knapp St / Diamond Ave NE Intersection	N/A	Crossing Improvement	Installation of traffic signal (or half signal) to accommodate pedestrian and bicycle crossings	City of Grand Rapids	N/A	\$270,000	3	3	2	2	0	3	2	15		
	1500	11th St NW Bicycle Boulevard	Garfield Ave NW to Turner Ave NW	On-Street Bike Facility	Shared traffic lanes, route signage, intersection modifications	City of Grand Rapids	1.0	\$133,840	3	2	2	2	0	3	3	15		
	1501	1st/2nd St NW Separated Bicycle Facilities (South Side of I-196)	Valley Ave NW to Turner Ave NW	On-Street Bike Facility	Separated bikeway(s), including intersection modifications, signage, markings	City of Grand Rapids	1.0	\$890,000	3	2	3	3	0	3	2	16		
	2230	32nd St SE Midblock Pedestrian Crossing / Traffic Calming-Streetscape	Kalamazoo Ave SE to East City Limit	Crossing Improvement	Construction of raised median and rapid flashing pedestrian crossing beacon, related curb/gutter and ADA ramp work	City of Grand Rapids	N/A	\$175,000	2	3	2	3	0	3	3	16		
	1658	4 Mile Rd Bicycle Lanes	Willow Dr NE to East City Limit	On-Street Bike Facility	Bicycle lanes; signs, markings	City of Grand Rapids	1.0	\$200,000	2	0	2	3	1	3	2	13	4: Project ends at or borders jurisdictional boundary with	Plainfield Twp
	2231	4th St NW Bicycle Boulevard	Valley Ave NW to Turner Ave NW	On-Street Bike Facility	Shared traffic lanes; intersection modifications	City of Grand Rapids	1.1	\$133,840	3	2	2	3	0	3	3	16		
	1525	6th St NW Bicycle Lanes	Broadway Ave NW to Front Ave NW	On-Street Bike Facility	Road diet and addition of bicycle lanes; signs, markings	City of Grand Rapids	0.2	\$5,506	3	2	2	2	1	3	3	16		
	2235	7th St / 8th St / 10th St / Atlantic St NW Bicycle Boulevard	Covell Rd NW to Garfield Ave NW	On-Street Bike Facility	Shared traffic lanes; intersection modifications; route signage/markings	City of Grand Rapids	1.15	\$66,424	3	2	2	3	0	3	2	15		
	1645	7th St NW Bicycle Lanes	Carpenter Ave NW to Covell Rd NW	On-Street Bike Facility	Bicycle lanes - new; signs, markings	City of Grand Rapids	0.9	\$90,000	3	1	0	3	0	1	2	10		
	1502	7th St Sidewalk	Collindale Ave to Covell Ave	Sidewalk	Construction of sidewalk along 7th Street. This project supports the vision, goals and objectives (connectivity) of the City of Grand Rapids VITAL STREETS PLAN (2016)	City of Grand Rapids	0.9	\$1,319,563	3	0	1	3	0	0	3	10		
	1526	Aberdeen St / Hollywood St / Sligh Blvd NE Bicycle Lanes / Boulevard	East City Limit to Monroe Ave NW	On-Street Bike Facility	Shared traffic lanes, intersection modifications, signage, pavement markings	City of Grand Rapids	2.4	\$212,837	3	2	0	3	0	3	2	13	4: Project ends at or borders jurisdictional boundary with	Grand Rapids Twp
	1595	Adams St SE Bicycle Facilities	Madison Ave SE to Plymouth Ave SE	On-Street Bike Facility	Bicycle facilities, intersection modifications	City of Grand Rapids	1.7	\$48,528	3	2	2	3	0	3	2	15		
	2229	Alger St SE Raised Bicycle Lanes	Madison Ave SE to Division Ave S	On-Street Bike Facility	Construction of raised bicycle lanes, including signs and markings	City of Grand Rapids	0.5	\$455,000	3	1	3	2	0	3	3	15	4: Project ends at or borders jurisdictional boundary with	City of Wyoming
	1592	Alger St SE Separated Bicycle Lanes	Kalamazoo Ave SE to Plymouth Ave SE	On-Street Bike Facility	Conversion of existing buffered bicycle lanes to separated bicycle lanes	City of Grand Rapids	1.6	\$645,000	3	2	3	3	0	3	2	16		
	2171	Alpine Ave / 11th St NW Pedestrian Crossing Improvements	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	2	2	2	0	3	1	13		

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	1503	Alten Ave NE Bicycle Lanes / Boulevard	Fulton St E to Michigan St NE	On-Street Bike Facility	Bicycle lanes, shared traffic lanes; intersection modifications; signs, markings	City of Grand Rapids	0.5	\$330,080	3	1	2	1	0	1	3	11		
	2161	Ann St / Lafayette Ave NE Pedestrian Crossing Improvements (school, general)	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	2	2	1	0	3	1	12		
	1527	Ann St NW / NE Bicycle Lanes	Monroe Ave NE to Walker City Limits	On-Street Bike Facility	Correct existing bicycle lanes, intersection modifications; road diet between Monroe and Turner for new bicycle lanes; reconstruction of trail crossing at Elizabeth St	City of Grand Rapids	1.6	\$304,500	3	2	3	3	0	3	2	16	4: Project ends at or borders jurisdictional boundary with	City of Walker
	1553	Ball Ave NE / Service Rd NE Bicycle Lanes	Leonard St NE to Plymouth Ave NE	On-Street Bike Facility	New bicycle lanes including construction of new shoulders on Service Rd NE construction; signs, markings	City of Grand Rapids	0.9	\$90,000	3	2	2	3	0	3	2	15		
	1554	Barclay Ave / Coit Ave / Matilda St NE Bicycle Lanes / Bicycle Boulevard	Lyon St NE to Clancy St NE	On-Street Bike Facility	Shared traffic lanes, intersection modifications, signage, pavement markings	City of Grand Rapids	0.9	\$70,748	3	1	2	1	0	3	2	12		
	1555	Blaine Ave Bicycle Boulevard	Griggs St SE to Walsh St SE	On-Street Bike Facility	Shared traffic lanes, intersection modifications, signage, pavement markings	City of Grand Rapids	1.2	\$474,590	3	2	2	3	0	3	2	15		
	1605	Boston St SE Bicycle Facilities	Fuller Ave SE to East City Limit	On-Street Bike Facility	Bicycle lanes/advisory bicycle lanes, intersection modifications, signage, pavement markings	City of Grand Rapids	1.2	\$34,256	3	2	2	3	1	3	2	16	2: Project ends at jurisdictional boundary and connects to the listed existing facility	City of East Grand Rapids: Existing Marked Shared Lane
	1622	Bradford St / Lydia St / Malta St / Short St NE Bicycle Boulevard	Coit Ave NE to Fuller Ave NE	On-Street Bike Facility	Shared traffic lanes, intersection modifications, signage, pavement markings	City of Grand Rapids	2.1	\$151,940	3	1	2	3	0	3	2	14		
	1663	Bradford St NE Bikeway - Eastern Segment	Leffingwell Ave NE to East City Limit	On-Street Bike Facility	Bicycle facilities - to be determined; signs, markings	City of Grand Rapids	1.3	\$126,000	2	0	0	2	2	1	2	9	2: Project ends at jurisdictional boundary and connects to the listed existing facility	Grand Rapids Twp: Existing Sidewalk
	2280	Bradford St NE Bikeway - Western Segment	Fuller Ave NE to Ball Ave NE	On-Street Bike Facility	Bicycle lanes or off-street trail - depends on ROW	City of Grand Rapids	0.5	\$150,000	3	1	3	3	0	3	1	14		
	1839	Breton Rd / Elliott St SE Pedestrian Crossing Improvements	Breton Rd / Elliott St SE Intersection	Crossing Improvement	Construction of raised median and pedestrian hybrid beacon, related curb/gutter and ADA work	City of Grand Rapids	N/A	\$268,500	3	2	0	3	0	3	3	14		
	2210	Bridge St / Scott Ave NW Pedestrian Crossing Improvements (general/BB)	N/A	Crossing Improvement	Installation of beacon crossing treatment, some curb modifications	City of Grand Rapids	N/A	\$70,000	3	3	2	3	0	3	1	15		
	2154	Buchanan Ave / Graham St SW Bikeway	Hall St SW to Graham St SW / Buchanan Ave to Ionia Ave SW	On-Street Bike Facility	Bicycle lanes, signage, shared lane markings, minor road widening	City of Grand Rapids	0.8	\$73,836	3	2	3	2	0	3	1	14		
	1578	Buchanan Ave Bicycle Lanes / Bikeway	Burton St SW to Hall St SW	On-Street Bike Facility	Bicycle lanes completed in both directions meeting current design standards; shared lane and trail segment near north of Hall to Graham; signs, markings	City of Grand Rapids	1.3	\$33,408	3	2	3	2	0	3	1	14		
	1637	Burritt St NW Bicycle Boulevard	Maynard Ave NW to Oakleigh Rd NW	On-Street Bike Facility	Shared traffic lanes, route signage/ markings	City of Grand Rapids	1	\$16,047	3	1	2	3	0	3	2	14		
	2198	Burritt St NW Sidewalk	Collindale Ave NW to Oakleigh Ave NW	Sidewalk	Construction of missing sidewalk, ramps; provides access to large neighborhood to the west and Shawmut Hills Elementary School between Collindale and Oakleigh	City of Grand Rapids	0.52	\$780,000	3	0	1	2	0	1	3	10		
	2181	Burton St / Union Ave SE (General/BB)	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	3	2	2	0	3	1	14		
	2179	Burton St SE / Blaine Ave SE Intersection	N/A	Crossing Improvement	Installation of traffic signal (or half signal) to accommodate pedestrian and bicycle crossings	City of Grand Rapids	N/A	\$270,000	3	3	2	1	0	3	1	13		
	1579	Burton St SE Bicycle Lanes / Pedestrian Hybrid Beacon Crossing	East Beltline to East Paris Ave	On-Street Bike Facility	Road diet on Burton St, addition of bicycle lanes; construction of midblock raised median refuge island and pedestrian hybrid beacon. Specific location TBD	City of Grand Rapids	0.8	\$308,539	3	2	2	2	2	3	2	16	2: Project ends at jurisdictional boundary and connects to the listed existing facility	City of Kentwood: Existing Sidewalk
	1528	Caledonia St / Spencer St NE Bicycle Boulevard	N Monroe Ave / Grand River Edges Trail to Ball St NE	On-Street Bike Facility	Shared traffic lanes, route signage, intersection treatments; connector trail construction; pedestrian hybrid beacon construction at Fuller Ave NE	City of Grand Rapids	2.2	\$323,843	3	2	2	3	0	3	2	15		
	2156	Carlton Ave SE / Arthur Ave NE Bicycle Boulevard	Fulton St E to Lyon St NE	On-Street Bike Facility	Shared traffic lanes, intersection modifications, signage, pavement markings	City of Grand Rapids	0.6	\$74,996	3	1	2	1	0	3	2	12		
	1627	Carrier Creek Trail / Union Ave NE Trail Connection	Coldbrook St NE to Union Ave NE	Off-Street Shared Use Path	Trail construction on existing footpaths; signs, markings	City of Grand Rapids	0.5	UNK	3	3	3	1	0	3	1	14		
	1580	Century Ave Sidewalk	Hall St to Franklin St	Sidewalk	Construction of sidewalk along Century Avenue on west side. This project supports the vision, goals and objectives (connectivity) of the City of Grand Rapids VITAL STREETS PLAN (2016)	City of Grand Rapids	0.5	\$501,667	3	2	3	2	0	3	3	16		
	1529	Century Ave SW Separated Bicycle Facilities - Southern Segment	Sheridan Ave SW to Burton SW	On-Street Bike Facility	Separated bicycle facilities; signs, markings; intersection modifications	City of Grand Rapids	1.6	\$700,000	3	1	3	2	0	3	3	15		
	2188	Cesar E Chavez Ave SW / Cordelia St SW Intersection	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	3	2	2	0	3	3	16		
	2189	Cesar E Chavez Ave SW / Stolpe St SW Intersection	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	3	2	2	0	3	3	16		
	1530	Cherry St SE Bicycle Lanes	LaGrave Ave SE to Lake Dr SE	On-Street Bike Facility	Bicycle lanes ; signs, markings	City of Grand Rapids	1.1	\$44,370	3	2	2	2	0	3	3	15		
	1639	Clancy St / Cedar St / Union Ave NE Bicycle Lanes/Bicycle Boulevard	Leonard St NE to Matilda St NE	On-Street Bike Facility	Shared traffic lanes, intersection modifications, signage, pavement markings	City of Grand Rapids	1.0	\$70,748	3	1	2	2	0	3	2	13		
	2199	Clyde Park Ave Sidewalk	Baylis St to north of Wisconsin	Sidewalk	0.05 miles of sidewalk and retaining wall on east side of Clyde Park.	City of Grand Rapids	0.1	\$75,000	3	2	3	2	0	3	3	16	2: Project ends at jurisdictional boundary and connects to the listed existing facility	City of Wyoming: Existing Sidewalk
	2220	Coit Ave Bicycle Lanes	Oakwood Ave NE to Plainfield Ave NE	On-Street Bike Facility	Bicycle lanes, shared lanes, signs, pavement markings, intersection modifications including mini roundabout Guild St NE	City of Grand Rapids	1.5	\$223,989	3	2	2	3	0	3	2	15		
	1531	Coit Ave Sidewalk	Sligh Blvd to 3 Mile Rd	Sidewalk	Construction of sidewalk along Coit Avenue. This project supports the vision, goals and objectives (connectivity) of the City of Grand Rapids VITAL STREETS PLAN (2016)	City of Grand Rapids	0.2	\$295,625	3	2	1	3	0	0	3	12		
	1624	Cottage Grove St / Union Ave SE Bicycle Boulevard	Buchanan Ave SE to Eastern Ave SE	On-Street Bike Facility	Shared traffic lanes, intersection modifications, signage, pavement markings	City of Grand Rapids	2.5	\$79,511	3	2	2	2	0	3	2	14		
	2175	Covell Rd / Milford St NW Pedestrian Crossing Improvements (school)	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	3	0	3	0	1	1	11		
	2174	Covell Rd / Tremont Blvd NW Pedestrian Crossing Improvements (trail/school/general)	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	1	1	2	0	1	1	9		
	1617	Crescent St Corridor Phase II	Division Ave / Crescent St Intersection to Ottawa Ave	Off-Street Shared Use Path	Streetscape Improvements - Pedestrian connectivity including brick pavement, landscaping (water quality elements), lighting.	City of Grand Rapids	0.1	\$1,178,100	3	3	3	1	0	3	1	14		
	1581	Crescent St NE Bicycle Boulevard	Ransom St NE to Diamond Ave NE	On-Street Bike Facility	Shared traffic lanes, signage, markings, intersection modifications	City of Grand Rapids	1.0	\$70,748	3	1	2	1	0	3	2	12		
	1664	Dean Lake Ave NE Bicycle Lanes	Knapp St NE to Aberdeen St NE	On-Street Bike Facility	Bicycle lanes; signs, markings	City of Grand Rapids	0.5	UNK	1	0	0	2	0	3	2	8	4: Project ends at or borders jurisdictional boundary with	Grand Rapids Twp

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	1532	Delaware/Commons/Alexander Bicycle Boulevard	Ionia Ave SW to East City Limit	On-Street Bike Facility	Shared traffic lanes, intersection modifications, signage, pavement markings	City of Grand Rapids	2.2	\$383,859	3	1	2	3	1	3	2	15	2: Project ends at jurisdictional boundary and connects to the listed existing facility	City of East Grand Rapids: Existing Marked Shared Lane
	1600	Diamond Ave SE / NE - Spring Ave NE Bicycle Facilities	Sherman St SE to 3 Mile Rd NE	On-Street Bike Facility	Bicycle lanes, shared traffic lanes, separated bikeways; intersection modifications	City of Grand Rapids	4.3	\$152,016	3	2	2	3	0	3	2	15		
	1533	Division Ave N Linear Park	I-196 to Mason St	On-Street Bike Facility	Construction of two-way bikeway and linear park. This project supports the vision, goals and objectives (connectivity) of the City of Grand Rapids VITAL STREETS PLAN (2016)	City of Grand Rapids	0.4	\$833,333	3	1	3	1	0	3	2	13		
	1626	Division Ave Phase II	Oakes St to Fulton St	Sidewalk	Streetscape Improvements on Division Avenue - Including ornamental lighting, sidewalk, landscaping.	City of Grand Rapids	0.2	\$1,000,000	3	0	3	2	0	3	3	14		
	1912	Division Ave S / Andre St SE Pedestrian Hybrid Beacon Crossing	Division Ave/ Andre St	Crossing Improvement	Construction of PHB, related curb/gutter and ADA work	City of Grand Rapids	N/A	\$374,850	3	3	2	2	1	3	3	17		
	2221	Division Ave S / Banner-Melville St SE Pedestrian Hybrid Beacon Crossing	Division Ave / Banner-Melville St	Crossing Improvement	Construction of PHB, related curb/gutter and ADA work	City of Grand Rapids	N/A	\$230,000	3	3	2	2	1	3	2	16		
	2222	Division Ave S / Dickinson St SE Pedestrian Hybrid Beacon Crossing	Division Ave / Dickinson St	Crossing Improvement	Construction of PHB, related curb/gutter and ADA work	City of Grand Rapids	N/A	\$230,000	3	3	2	1	1	3	2	15		
	2223	Division Ave S / Rose St SE Pedestrian Hybrid Beacon Crossing	Division Ave / Dickinson St	Crossing Improvement	Construction of PHB, related curb/gutter and ADA work	City of Grand Rapids	N/A	\$230,000	3	3	2	1	1	3	2	15		
	1608	Eastern Ave / Portland Ave NE Bicycle Lanes	Cherry St SE to Spencer St NE	On-Street Bike Facility	Construction of bicycle lanes, shared traffic lanes; intersection modifications; trail segment	City of Grand Rapids	2.1	\$450,000	3	2	2	3	0	3	2	15		
	1607	East-West Rail-with-Trail - Grand Rapids Segment	Bradford St NE to East City Limit	Off-Street Shared Use Path	Construction of a new rail-with-trail that parallels significant sections of the Michigan St corridor and I-196. Intersection crossing, signage, markings	City of Grand Rapids	3.8	\$2,247,700	3	3	3	3	2	3	1	18	3: Project ends at jurisdictional boundary and connects to another illustrative project with the listed NM ID	NM ID: 2256
	2201	Edison Park Ave NW Sidewalk	Lake Michigan Dr NW to Sibley St NW	Sidewalk	Construction of missing sidewalk, ramps; provides access to large neighborhood to the south and Holy Spirit Church/School and transit along Lake Michigan Dr to the north.	City of Grand Rapids	0.41	\$615,000	2	2	1	3	0	1	3	12		
	2178	Elmridge Dr NW Bicycle Lanes	Richmond St NW to Walker City Limits	On-Street Bike Facility	Bicycle lanes - new; signs, markings	City of Grand Rapids	1.2	\$21,085	1	2	0	3	2	3	2	13	2: Project ends at jurisdictional boundary and connects to the listed existing facility	City of Walker: Existing Paved Shoulder
	2190	Fremont Ave / Milwaukee Ave Bicycle Boulevard	Bridge St NW to 11th St NW	On-Street Bike Facility	Shared traffic lanes, route signage/ markings, intersection modifications; connector trail widening to I-196 tunnel	City of Grand Rapids	0.9	\$107,380	3	2	3	2	0	3	2	15		
	2236	Front Ave SW Bicycle Lanes and Transit Access Improvements	Butterworth St to Wealthy St	On-Street Bike Facility	Bicycle lanes; intersection modifications	City of Grand Rapids	0.35	\$112,500	3	2	2	2	1	3	3	16		
	2233	Fuller Ave / Cedar St NE Pedestrian Hybrid Beacon Crossing	Fuller Ave / Cedar St NE Intersection	Crossing Improvement	Construction of PHB, related curb/gutter and ADA work	City of Grand Rapids	N/A	\$151,390	3	3	2	2	0	3	2	15		
	1914	Fuller Ave / Spencer St NE Pedestrian Hybrid Beacon Crossing	Fuller Ave / Spencer St Intersection	Crossing Improvement	Construction of PHB, related curb/gutter and ADA work	City of Grand Rapids	N/A	\$151,390	3	3	2	1	0	3	2	14		
	2215	Fuller Ave NE / Northlawn St NE Intersection	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	3	0	3	0	1	2	12		
	2169	Fulton St E / Eastern Ave NE Offset Intersection	N/A	Crossing Improvement	Installation of beacon crossing treatments	City of Grand Rapids	N/A	\$108,000	3	3	2	1	0	3	2	14		
	2163	Fulton St E / Fitzhugh Ave Pedestrian Crossing Improvements (general/FSFM)	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	3	2	1	0	3	1	13		
	1915	Fulton St E / Gay Ave NE Pedestrian Hybrid Beacon Crossing	Fulton St / Gay Ave NE Intersection	Crossing Improvement	Construction of PHB, related curb/gutter and ADA work	City of Grand Rapids	N/A	\$151,390	3	3	2	1	0	3	3	15		
	2172	Fulton St W / Garfield Ave NW Pedestrian Crossing Improvements (BB/general/bus)	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	2	2	1	0	3	1	12		
	1560	Garfield Ave SW/NW Bicycle Boulevard	Wealthy St SW Fulton St; 2nd St to Richmond St NW	On-Street Bike Facility	Shared traffic lanes, signage, markings, intersection modifications	City of Grand Rapids	2.6	\$228,809	3	2	2	3	0	3	2	15		
	2155	Giddings Ave / Ethel Ave SE Bicycle Boulevard	MLK St SE to Wealthy St SE	On-Street Bike Facility	Bicycle lanes (one-way on each street); signage, pavement markings; three traffic circles	City of Grand Rapids	0.9	\$139,326	3	1	2	2	0	3	3	14		
	1613	Giddings Ave SE - Burton to MLK	Burton Ave SE to MLK St SE	On-Street Bike Facility	Shared traffic lanes, intersection modifications, signage, pavement markings	City of Grand Rapids	2.6	\$58,217	3	2	2	3	1	3	3	17		
	1612	Grand Ave / Hake St NE Bicycle Boulevard	Lyon St NE to Diamond Ave SE	On-Street Bike Facility	Shared traffic lanes, intersection modifications, signage, pavement markings	City of Grand Rapids	0.7	\$82,325	3	1	2	2	0	3	2	13		
	2016	Grand River Edges (East)	Under Ann St Bridge to Riverside Trailhead	Off-Street Shared Use Path	Shared Use Path	City of Grand Rapids	0.1	\$1,387,200	2	3	3	1	2	3	3	17		
	2015	Grand River Edges (East)	Leonard St Bridge Underpass	Off-Street Shared Use Path	Shared Use Path	City of Grand Rapids	0.1	\$1,382,200	3	3	3	1	2	3	3	18		
	1561	Grand River Edges Trail (West)	GVSU Front St Parking Lot (Watson Lot) to Pearl St	Off-Street Shared Use Path	Bicycle and Pedestrian Path - Improvements on the west bank of the Grand River, including bicycle and pedestrian path under West Fulton bridge, ramps, overlooks; landscaping, retaining wall, furnishings. Flood protection improvements are proposed and may be incorporated into the project at additional cost. This Grand River Edges Trail project is integrated at various levels with the River Revitalization Project and the GR FORWARD DOWNTOWN AND RIVER ACTION PLAN (2015) and THE RIVER FOR ALL GRAND RIVER CORRIDOR - IMPLEMENTATION PLAN AND RIVER TRAIL DESIGN GUIDELINES (2018)	City of Grand Rapids	0.4	\$19,008,000	3	2	3	3	2	3	3	19		
	1538	Griggs St SW / SE, Elliott St SE, Sylvan Ave SE, Englewood Ave SE Bicycle Blvd	Steele Ave SW to Breton Rd SE	On-Street Bike Facility	Shared traffic lanes, intersection modifications, signage, pavement markings; pedestrian hybrid beacon	City of Grand Rapids	3.9	\$848,794	3	2	2	3	1	3	3	17	1: Project spans multiple jurisdictions including	City of Grand Rapids & City of East Grand Rapids
	1508	Hall St SE Bicycle Lanes	Madison Ave to Jefferson St SE	On-Street Bike Facility	Bicycle lanes; intersection treatments; signs, markings	City of Grand Rapids	0.4	\$70,114	3	2	2	2	0	3	3	15		
	1562	Hall St SW Bicycle Lanes	Freeman Ave SW to US-131 Cut-off/Shamrock	On-Street Bike Facility	Bicycle lanes, signs, markings	City of Grand Rapids	0.9	\$31,024	3	1	2	2	0	3	2	13	2: Project ends at jurisdictional boundary and connects to the listed existing facility	City of Wyoming: Existing Standard Bike Lane
	1647	Hampshire / Norfolk / Woodcliff / Woodlawn Bicycle Boulevard	Burton St SE to East City Limit	On-Street Bike Facility	Shared traffic lanes, intersection modifications, signage, pavement markings; new trail segment on Hampshire between Woodlawn and Ridgewood (500 LF)	City of Grand Rapids	1.6	\$84,000	3	0	3	2	0	3	2	13	4: Project ends at or borders jurisdictional boundary with	City of East Grand Rapids

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	1509	Hastings St Non-Motorized Path - Phase 3 of 3	Livingston Ave to Division Ave	Off-Street Shared Use Path	This project is part of the MICHIGAN STREET CORRIDOR PLAN (2015) and the GR FORWARD PLAN (2015) and CITY OF GRAND RAPIDS BICYCLE ACTION PLAN (2019). Bicycle and Pedestrian Path - Project scope includes a 12 ft wide non-motorized pathway/elevated walkway with railing; ornamental lighting, retaining wall; landscaping; and site furniture.	City of Grand Rapids	0.5	\$25,000,000	3	3	3	1	1	3	1	15		
	2238	Highland Park Trail Connection under I-196	Harlan Ave NE to Lloyd Peterson Way (Highland Park)	Off-Street Shared Use Path	Rail with trail connection under I-196 connecting street/sidewalk network and Highland Park	City of Grand Rapids	0.3	\$375,000	3	3	3	2	0	3	1	15		
	1638	Indian Mill Creek Trail	Alpine Ave NW to Walker Ave NW	Off-Street Shared Use Path	Construction of new multi-use trail primarily along a former rail bed; intersection crossings; signage, markings	City of Grand Rapids	1.5	\$2,240,000	3	3	3	3	2	3	1	18	1: Project spans multiple jurisdictions including	City of Grand Rapids & City of Walker
	1623	Indian Village Bicycle Boulevard Network - Alger, Barfield, Birchcrest, Chesaning, Menominee, Mulford, Okemos, Onekama, Saginaw, Shawnee, Village, Woodcliff, Woodlawn, Woodmeadow	Plymouth Ave SE to Burton St SE	On-Street Bike Facility	Shared traffic lanes, intersection modifications, signage, pavement markings	City of Grand Rapids	4.0	\$322,950	3	1	2	3	0	3	2	14	3: Project ends at jurisdictional boundary and connects to another illustrative project with the listed NM ID	NM ID: 2089
	2157	Ionia Ave Bicycle Lanes	Fulton St W to Martin Luther King St SW	On-Street Bike Facility	Bicycle lanes; shared traffic lanes; intersection treatments;	City of Grand Rapids	1	\$52,464	3	2	3	2	0	3	3	16		
	1583	Ionia Ave SW Bicycle Boulevard / Trail	Franklin St SW to Stevens St SW	On-Street Bike Facility	Shared traffic lanes, signage, markings, intersection modifications; trail segment construction	City of Grand Rapids	0.8	\$102,376	3	2	3	2	0	3	2	15		
	1539	Jefferson Ave SE Bicycle Boulevard / Bicycle Lanes / Traffic Calming / Pedestrian Crossings	Alger St SE to Logan St SE	On-Street Bike Facility	Bicycle lanes; shared traffic lanes; intersection treatments; traffic calming	City of Grand Rapids	2.4	\$273,660	3	2	2	2	0	3	2	14		
	2180	Kalamazoo Ave / Evergreen St SW (School)	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	2	2	2	0	3	1	13		
	2208	Kalamazoo Ave SE Midblock Crossing	Between Alger St SE and 28th St SE	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	3	2	2	0	3	1	14		
	2158	Kalamazoo Ave SE / Griggs Ave SE Pedestrian / Bicycle Crossing	N/A	Crossing Improvement	Installation of traffic signal to accommodate pedestrian and bicycle crossings	City of Grand Rapids	N/A	\$270,000	3	2	2	2	0	3	2	14		
	1594	Kalamazoo Ave SE Bicycle Lanes / Separated Bicycle Facilities	Burton St SE to 44th St SE	On-Street Bike Facility	Separated bicycle facilities; signs, markings	City of Grand Rapids	3.0	\$1,462,500	3	2	3	3	2	3	1	17	2: Project ends at jurisdictional boundary and connects to the listed existing facility	City of Kentwood: Existing Trail & Existing Sidewalk
	1606	Ken-O-Sha Neighborhood Bicycle Boulevard Network - Eastern, 33rd, Brooklyn, Van Auken, Poinsettia, Giddings, Millbrook, Eastbrook, Dawes, Chamberlain, Kentridge	32nd St SE to 44th St SE	On-Street Bike Facility	Shared traffic lanes, intersection modifications, signage, pavement markings, trail segment; rapid flashing beacon crossing	City of Grand Rapids	2.7	\$291,330	3	1	2	3	0	3	2	14	4: Project ends at or borders jurisdictional boundary with	City of Kentwood and City of Wyoming
	1511	Kirtland St SW Pedestrian Hybrid Beacon / Pedestrian Crossing	Kirtland St / Buchanan Ave	Crossing Improvement	Removal of standard traffic signal; relocation of crossing to midblock location; construction of pedestrian hybrid beacon	City of Grand Rapids	N/A	\$216,490	3	2	2	2	0	3	2	14		
	2164	Lafayette Ave / Creston Plaza NE Intersection (general/park)	N/A	Crossing Improvement	Installation of beacon crossing treatment, curb extensions	City of Grand Rapids	N/A	\$75,000	3	3	2	2	0	3	1	14		
	1604	Lafayette Ave NE / SE Bicycle Facilities	Hastings St NE to Hall St SE	On-Street Bike Facility	Shared traffic lanes, intersection modifications, signage, pavement markings	City of Grand Rapids	2.1	\$145,980	3	2	2	2	0	3	2	14		
	1565	Lafayette Ave NE Bicycle Facilities	Plainfield Ave NE to Barnett St NE	On-Street Bike Facility	Bicycle lanes, shared traffic lanes, intersection modifications, signage, pavement markings	City of Grand Rapids	0.5	\$48,660	3	2	2	2	0	3	2	14		
	2182	Lake Dr / Carlton Ave SE Intersection	N/A	Crossing Improvement	Installation of traffic signal to accommodate pedestrian and bicycle crossings	City of Grand Rapids	N/A	\$270,000	3	2	2	1	0	3	3	14		
	1584	Lake Dr SE Bicycle Lanes and Pedestrian Crossing Improvements	Fulton St E to Genesee St SE	On-Street Bike Facility	Add new and upgrade existing bicycle lanes, intersection modifications, pedestrian crossing improvements at Dwight Ave, Calkins	City of Grand Rapids	1.2	\$150,000	3	2	2	1	1	3	3	15		
	1566	Lake Dr Sidewalk	Lake Drive 715 feet East of Woodshire Drive to E. Beltline Avenue	Sidewalk	Construction of sidewalk along Lake Drive. This project supports the vision, goals and objectives (connectivity) of the City of Grand Rapids VITAL STREETS PLAN (2016)	City of Grand Rapids	0.2	\$680,833	2	2	2	2	1	3	3	15	2: Project ends at jurisdictional boundary and connects to the listed existing facility	City of East Grand Rapids: Existing Sidewalk
	2202	Langley St SE / Oak Park Dr / Plymouth Ave SE Sidewalk Infill	Kendall St SE to 44th St SE	Sidewalk	Construction of missing sidewalks, ramps; provides access to many apartments, transit at Kalamazoo and 44th St.	City of Grand Rapids	0.77	\$1,500,000	3	2	3	3	0	3	3	17	2: Project ends at jurisdictional boundary and connects to the listed existing facility	City of Kentwood: Existing Sidewalk
	1618	Leffingwell Ave Trail / Underpass / Bicycle Lanes	Oak Industrial Dr NE to North city limit	Off-Street Shared Use Path	Trail, underpass structure, bicycle lanes; signs, markings	City of Grand Rapids	1.2	\$840,000	3	3	2	3	1	3	1	16	2: Project ends at jurisdictional boundary and connects to the listed existing facility	Grand Rapids Township: Existing Sidewalk
	2212	Leonard Ave NW / Maple Grove Dr NW Pedestrian Crossing Improvements	N/A	Crossing Improvement	Installation of beacon crossing treatment, raised median	City of Grand Rapids	N/A	\$70,000	3	3	0	3	0	1	1	11		
	2165	Leonard St / Carlton Ave NE Intersection	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	3	2	3	0	3	1	15		
	2166	Leonard St / Penn Ave NE Intersection	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	3	2	1	0	3	1	13		
	2219	Louis St NW Bicycle Lanes	Monroe Ave NW to Ionia Ave NW	On-Street Bike Facility	Remove turn lane, add new bicycle lanes; add green intersection boxes	City of Grand Rapids	0.3	\$32,262	3	1	2	1	0	3	2	12		
	2183	Madison Ave / Delaware St SE (General/BB)	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	2	2	2	0	3	3	15		
	2184	Madison Ave / Griggs-Dickinson (General/BB)	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	2	2	2	0	3	3	15		
	2218	Madison Ave SE Bicycle Lanes	Hall St SE to Adams St SE	On-Street Bike Facility	Bicycle lanes - new segment; signs, markings	City of Grand Rapids	0.3	\$60,200	3	2	2	2	0	3	2	14		
	2203	Martin Ave SE Sidewalk Infill	Winchell St SE to Burton St SE	Sidewalk	Construction of missing sidewalk along west side of Martin Ave; adjacent to senior and immigrant housing/support services, near planned new LIHTC housing development	City of Grand Rapids	0.18	\$250,000	3	2	3	1	0	3	3	15		
	2185	Martin Luther King St St / Benjamin Ave SE (School/Park)	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	2	2	2	0	3	3	15		
	1507	Martin Luther King St SW Bicycle Lanes Upgrades/Modifications	Division Ave S to Oakland St SW	On-Street Bike Facility	Bicycle lanes, shared traffic lanes; intersection modifications	City of Grand Rapids	0.6	\$34,077	3	2	3	2	0	3	3	16		
	2168	Maryland Ave / Oak Industrial Dr NE Intersection	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	3	1	3	0	1	2	13		
	1599	Maryland Ave NE Bicycle Lanes	Fulton St E to Leonard St NE	On-Street Bike Facility	Bicycle lanes - new and widening of existing segments; signs, markings	City of Grand Rapids	1.5	\$378,000	3	1	1	3	0	3	2	13	4: Project ends at or borders jurisdictional boundary with	City of East Grand Rapids
	1512	Maryland Ave Sidewalk	Fulton Street to Michigan St	Sidewalk	Construction of sidewalk along Maryland Avenue. This project supports the vision, goals and objectives (connectivity) of the City of Grand Rapids VITAL STREETS PLAN (2016)	City of Grand Rapids	0.5	\$698,750	3	2	2	3	0	1	3	14		
	2193	Maynard Ave NW Bicycle Lanes/Trail (TBD)	Brownwood Ave NW to Walker City Limit	On-Street Bike Facility	Bicycle lanes/shoulders OR trail (TBD)	City of Grand Rapids	0.9	\$150,000	3	1	2	3	0	3	1	13	4: Project ends at or borders jurisdictional boundary with	City of Walker



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Local Priority Ranking	NM ID	Job Name	Job Limits	Facility Type	Description	Agency	Length (Miles)	Total Estimated Cost	Mode Shift	Connectivity / Continuity	Safety	ADA / Accessibility	Regional vs Local Facility	EJ / Sensitive Environmental Resources	Support, Readiness, and Maintenance	Total Project Score	Code	Comment
	1513	Michigan St / Bridge St NW Separated Bicycle Lanes and Monroe Ave Bicycle Lanes (Michigan to I-196 overpass)	Monroe Ave NW to Mount Vernon Ave NW	On-Street Bike Facility	Separated bicycle lanes, bicycle lanes, signage, markings, intersection modifications	City of Grand Rapids	0.6	\$163,700	3	2	3	3	0	3	1	15		
	2162	Michigan St / Grand Ave NE Pedestrian Crossing Improvements (general)	N/A	Crossing Improvement	Installation of beacon crossing treatment, curb extensions	City of Grand Rapids	N/A	\$75,000	3	3	2	2	0	3	1	14		
	2217	Michigan St / Houseman Ave NE Pedestrian Crossing Improvements (general)	N/A	Crossing Improvement	Installation of beacon crossing treatment, curb extensions	City of Grand Rapids	N/A	\$75,000	3	3	2	2	0	3	1	14		
	2167	Michigan St / Lakeside Dr NE Intersection	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	3	1	3	0	1	1	12		
	2214	Michigan St Midblock Crossing	Between Fuller and Baynton Ave NE	Crossing Improvement	Installation of beacon crossing treatment, raised median	City of Grand Rapids	N/A	\$85,000	3	3	2	1	0	1	1	11		
	1541	Michigan St Sidewalk	Maryland Ave to Leffingwell Ave	Sidewalk	Construction of sidewalk along Michigan Street. This project supports the vision, goals and objectives (connectivity) of the City of Grand Rapids VITAL STREETS PLAN (2016)	City of Grand Rapids	0.5	\$559,896	3	2	2	3	0	1	3	14		
	2216	Monroe Ave NW midblock crossing near Veteran's Home/Riverside Park	South of Veteran's Home Driveway across Monroe Ave NW	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	3	1	2	0	3	1	13		
	1588	Monroe Ave Sidewalk	Guild St to Riverside Park Dr	Sidewalk	Sidewalk along west side of Monroe Avenue, ramp construction, crossing improvements. This project supports the vision, goals and objectives (connectivity) of the City of Grand Rapids VITAL STREETS PLAN (2016)	City of Grand Rapids	0.9	\$376,200	3	2	1	1	0	3	3	13		
	2160	N Division Ave / Plainfield Ave Bicycle Lanes	Coldbrook St NE to Carrier St NE	On-Street Bike Facility	Bicycle lanes, intersection treatments	City of Grand Rapids	0.7	\$64,000	3	2	2	2	0	3	3	15		
	1611	N Division Ave Separated Bicycle Lanes / Plainfield Ave Bicycle Lanes	Crescent St NE to Coldbrook St NE	On-Street Bike Facility	Separated bicycle lanes, signs, markings; Rapid Flashing Beacon crossing at Fairbanks St NW	City of Grand Rapids	1.2	UNK	3	2	3	1	0	3	3	15		
	1568	Neland Ave SE Bicycle Boulevard	Hall St SE to Logan St SE	On-Street Bike Facility	Shared traffic lanes, intersection modifications, signage, pavement markings, trail segment at Joe Taylor Park	City of Grand Rapids	0.9	\$64,000	3	2	2	3	0	3	2	15		
	1542	Nelson, Ottillia, Union, Hoyt, Andre, Aurora, Francis, Cutler Bicycle Boulevard and Trail	Alger St SE to Buchanan Ave SW	On-Street Bike Facility	Shared traffic lanes, intersection modifications, signage, pavement markings, trail segment at Burton Woods Park	City of Grand Rapids	2.8	\$413,097	3	2	3	3	0	3	2	16		
	2192	Nixon / 10th / Brownwood Bicycle Boulevard	Leonard St NW to Maynard Ave NW	On-Street Bike Facility	Shared traffic lanes, route signage/ markings	City of Grand Rapids	0.7	\$1,698	3	1	2	3	1	3	2	15	1: Project spans multiple jurisdictions including	City of Grand Rapids & City of Walker
	1629	Norwood Ave SE Sidewalk Infill	Lake Dr SE to 250' N of Logan St SE	Sidewalk	Construction of missing sidewalk; closure of long defunct driveway apron	City of Grand Rapids	0.1	\$124,500	3	2	3	1	0	3	3	15		
	1544	Oakes St SW / SE Bicycle Lanes	Market Ave SW to Jefferson St SE	On-Street Bike Facility	Bicycle lanes; intersection treatments/ modifications, possible bicycle signal at Division	City of Grand Rapids	0.5	\$84,631	3	2	2	2	0	3	2	14		
	2224	Oakleigh Ave / Richmond Ave NW Pedestrian / Bicycle Crossing	N/A	Crossing Improvement	Installation of beacon crossing treatment, possible curb line changes/refuge median	City of Grand Rapids	N/A	\$15,000	1	3	0	3	0	1	2	10		
	1545	Oakleigh Ave Shared Use Path	Leonard St to Richmond St	Off-Street Shared Use Path	Construction of a shared use path along Oakleigh Avenue. This project supports the vision, goals and objectives (connectivity) of the City of Grand Rapids VITAL STREETS PLAN (2016)	City of Grand Rapids	0.5	\$1,500,000	3	3	1	3	0	1	1	12		
	1546	Oakleigh Ave Sidewalk	Lake Michigan Dr to Leonard St	Sidewalk	Construction of sidewalk along Oakleigh Avenue. This project supports the vision, goals and objectives (connectivity) of the City of Grand Rapids VITAL STREETS PLAN (2016)	City of Grand Rapids	0.9	\$1,276,563	3	2	1	2	0	1	3	12		
	1609	Oxford Trail Access Switchback Upgrades	Oxford Trail to Chestnut St SW	Off-Street Shared Use Path	Modifications to existing Oxford Trail overpass to address multi-user access, safety and ADA	City of Grand Rapids	0.1	\$37,500	3	2	3	2	1	3	1	15		
	1630	Park / Elmdale / Lambertson Lake NE Bicycle Lanes/Boulevard	Monroe Ave N to East City Limit	On-Street Bike Facility	Shared traffic lanes, intersection modifications, signage, pavement markings, bicycle lanes	City of Grand Rapids	1.5	\$116,785	3	1	2	3	2	3	2	16	2: Project ends at jurisdictional boundary and connects to the listed existing facility	City of Walker: Existing Sidepath
	2237	Park St / Watson St SW Bicycle Boulevard	John Ball Park Ave to Lexington Ave SW	On-Street Bike Facility	Shared traffic lanes; intersection modifications; route signage/markings	City of Grand Rapids	1.2	\$326,810	3	1	2	2	1	3	3	15		
	1591	Paul Henry Trail Extension	44th St to Eastern Ave	Off-Street Shared Use Path	Non-Motorized Path - Includes a 12-foot wide non-motorized path, lighting, fencing, furnishings, landscaping, and intersection improvements.	City of Grand Rapids	1.5	\$6,336,000	3	3	3	3	2	3	1	18	2: Project ends at jurisdictional boundary and connects to the listed existing facility	City of Kentwood: Existing Trail
	1517	Pedestrian/Bicycle Pathway Tunnel	From existing eastside river walkway north of I-196 to Eastward to Bond Ave, and then south under I-196 through abandoned railroad tunnel, to Monroe and Ottawa Ave	Off-Street Shared Use Path	Repurpose an abandoned railroad tunnel for pedestrian/non-motorized use with connections to Monroe Ave, Bond Ave, and Ottawa Ave. The 1,750' path starts at River Edges Trail north of the I-196 freeway; goes east to Hastings Street; north of I-196 to Bond; turns south through the tunnel under I-196; then branches west to Monroe and east to Ottawa and Michigan.	City of Grand Rapids	0.3	\$1,280,000	3	3	3	1	1	2	1	14		
	2226	Perkins Ave NE Midblock Crossing to Ball Perkins Park	Between Terrace South and High Bluff	Crossing Improvement	Installation of beacon crossing treatment, possible curb line changes/refuge median	City of Grand Rapids	N/A	\$75,000	2	3	0	3	0	3	3	14		
	2225	Plainfield Ave NE / Carrier St NE Pedestrian Crossing	N/A	Crossing Improvement	Installation of beacon crossing treatment, possible curb line changes/refuge median	City of Grand Rapids	N/A	\$75,000	3	3	2	1	0	3	1	13		
	1569	Plaster Creek Trail	1,500' west of Kalamazoo Avenue to East City line	Off-Street Shared Use Path	New Multi-Use Trail	City of Grand Rapids	1.6	\$5,000,000	3	3	3	3	2	3	2	19	3: Project ends at jurisdictional boundary and connects to another illustrative project with the listed NM ID	NM ID: 2046
	2194	Plaster Creek Trail	Eastern Ave to 28th St	Off-Street Shared Use Path	Multi-use trail including underpass and/or at-grade crossing at 28th Street	City of Grand Rapids	0.4	\$2,450,000	3	3	3	1	1	3	3	17	4: Project ends at or borders jurisdictional boundary with	City of Wyoming
	2228	Plymouth Ave SE Bicycle Lanes	Alger St SE to 200' north of Burton St SE	On-Street Bike Facility	Bicycle lanes, signs	City of Grand Rapids	0.6	\$21,378	3	2	2	3	0	3	3	16		
	1619	Ransom Ave NE Bicycle Lanes, Pedestrian Crossing Improvements (Library St)	Crescent St NE to Fulton St E	On-Street Bike Facility	Bicycle lanes - new, revisions to existing lanes; curb extension(s) and RFB for at Library	City of Grand Rapids	0.4	\$101,141	3	1	2	1	0	3	3	13		
	1628	Richmond St NW Bicycle Lanes	Garfield Ave NW to McReynolds Ave NW	On-Street Bike Facility	Bicycle lanes - new; signs, markings	City of Grand Rapids	0.6	UNK	3	2	2	3	0	3	2	15		
	2234	Richmond St NW Bicycle Lanes	Covell Rd NW to Garfield Ave NW	On-Street Bike Facility	Widen existing bicycle lanes (too narrow)	City of Grand Rapids	1.0	\$150,000	2	2	2	3	0	3	1	13		
	1644	Richmond St NW Bicycle Lanes or Trail (TBD)	Covell Rd NW to Elmridge Dr NW	On-Street Bike Facility	Bicycle lanes - new; signs, markings	City of Grand Rapids	0.6	\$189,000	1	2	0	3	1	1	2	10	4: Project ends at or borders jurisdictional boundary with	City of Walker
	2173	Richmond St NW/ Seward Trail Pedestrian Crossing Improvements (trail)	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	3	1	2	0	3	1	13		
	2204	Ridgewood Ave SE Sidewalk	Burton St SE north to city limit with East Grand Rapids	Sidewalk	Construction of missing sidewalks, ramps; provides direct access to Our Savior School.	City of Grand Rapids	0.5	\$750,000	3	2	2	1	1	3	3	15	2: Project ends at jurisdictional boundary and connects to the listed existing facility	City of East Grand Rapids: Existing Sidewalk

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	2177	Seward Ave / 11th St NW Pedestrian Crossing Improvements (general/BB)	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	3	2	1	0	3	1	13		
	2176	Seward Ave / 4th St NW Pedestrian Crossing Improvements (general/BB)	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	3	2	2	0	3	1	14		
	2211	Seward Ave / 6th St or 7th St NW Pedestrian Crossing Improvements (general)	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	3	2	2	0	3	2	15		
	2187	Seward Ave / Douglas St SW Intersection	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	2	2	3	0	3	1	14		
	1572	Sheridan Ave SW / Caulfield Ave SW Bicycle Boulevard / Contraflow Bike Lane	Martin Luther King St to Hall St SW	On-Street Bike Facility	Shared traffic lanes, bicycle lanes, signs, marking, signal reconstruction/addition of bicycle signals	City of Grand Rapids	0.9	\$146,883	3	1	2	2	0	3	2	13		
	1521	Sherman St / Pleasant St / Buckley St Bicycle Boulevard	East Grand Rapids City Limit to Ionia Ave SW	On-Street Bike Facility	Shared traffic lanes, intersection modifications, signage, pavement markings	City of Grand Rapids	2.2	\$390,940	3	1	2	2	1	3	3	15	4: Project ends at or borders jurisdictional boundary with	City of East Grand Rapids
	1610	Sparks Dr SE Separated Bicycle Lanes	Lake Eastbrook Blvd SE to East Paris Ave SE	On-Street Bike Facility	Raised bicycle lanes or physically separated bike lanes	City of Grand Rapids	0.3	\$255,000	3	1	3	3	0	3	2	15	4: Project ends at or borders jurisdictional boundary with	City of Kentwood
	1636	Steele Ave SW Bicycle Lanes	Stevens St SW to Burton St SW	On-Street Bike Facility	Bicycle lanes; short trail connections to adjacent streets, signs, markings	City of Grand Rapids	0.9	\$75,000	3	1	2	2	0	3	2	13		
	1548	Stocking Ave NW Bicycle Lanes	Bridge St NW to Walker Ave NW	On-Street Bike Facility	Bicycle lanes - new; signs, markings	City of Grand Rapids	0.6	\$48,930	3	2	2	3	0	3	2	15		
	1621	Straight Ave NW Bicycle Boulevard	Wealthy St SW to Bridge St NW	On-Street Bike Facility	Shared traffic lanes, intersection modifications, signage, pavement markings	City of Grand Rapids	1.0	\$90,887	3	2	2	2	1	3	2	15		
	1603	Straight Ave Trail Connection to Oxford Trail	Wealthy St SW to Oxford Trail north of Grand River	Off-Street Shared Use Path	Removal of existing Oxford Trail segment intersecting Wealthy and construction of new segment north from trail to Straight Ave/Wealthy St intersection	City of Grand Rapids	0.2	\$45,000	3	3	3	2	1	3	2	17		
	1549	Tamarack Ave / NW Bicycle Boulevard	11th St NW to Thornapple Ct NW	On-Street Bike Facility	Shared traffic lanes, route signage/ markings, intersection modifications	City of Grand Rapids	1.1	\$90,887	3	1	3	3	0	3	2	15		
	1573	Turner Ave Separated Bicycle Facilities	Ann St to Walker City Limits	On-Street Bike Facility	Separated bikeway/lanes intersection signaling, signage, markings	City of Grand Rapids	0.2	\$42,500	2	1	3	2	1	2	2	13	4: Project ends at or borders jurisdictional boundary with	City of Walker
	2191	Turner Ave Separated Bicycle Facilities	Richmond St NW to Ann St NW	On-Street Bike Facility	Upgrade buffered bike lanes to separated bike lanes/bikeway	City of Grand Rapids	0.3	\$63,750	2	2	3	2	2	2	2	15		
	1574	Union Ave SE / NE Bicycle Lanes	Lyon St NE to Martin Luther King St SE	On-Street Bike Facility	Bicycle lanes - new; signs, markings	City of Grand Rapids	1.3	\$22,000	3	2	3	2	1	3	2	16		
	2206	Union Ave SE Bicycle Boulevard	Martin Luther King St SE to Hall St SE	On-Street Bike Facility	Shared traffic lanes, route signage/ markings	City of Grand Rapids	0.5	\$9,400	3	2	2	2	0	3	1	13		
	2213	Walker Ave / Pine St NW Pedestrian Crossing Improvements	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	3	2	2	0	3	1	14		
	2153	Walsh St SE Bicycle Boulevard	Union Ave SE to Brooklyn Ave SE	On-Street Bike Facility	Shared traffic lanes, intersection modifications, signage, pavement markings	City of Grand Rapids	0.6	\$139,920	3	1	2	3	0	3	2	14		
	1524	Wealthy St SW Bicycle Lanes / Separated Bicycle Lanes	Cesar E Chavez Ave SW to Butterworth St SW	On-Street Bike Facility	Separated bicycle lanes; bicycle lanes; intersection modifications	City of Grand Rapids	1	\$58,750	3	2	3	2	1	3	2	16		
	2186	Wealthy St SW/ Straight Ave SW Intersection	N/A	Crossing Improvement	Installation of beacon crossing treatment	City of Grand Rapids	N/A	\$54,000	3	3	2	2	0	3	3	16		
	2205	Winchell St SE Sidewalk Infill	Union Ave SE to Martin Ave SE	Sidewalk	Construction of missing sidewalk along north side of Winchell St; near to senior and immigrant housing/support services, planned new LIHTC housing development. Completes walk connection to Seymour Square business area on Eastern Ave to east.	City of Grand Rapids	0.15	\$250,000	3	2	3	1	0	3	3	15		
<b>City of Hudsonville</b>																		
1	2004	Buttermilk Trail	New Holland St to Highland Dr	Off-Street Shared Use Path	Shared Use Path	City of Hudsonville	0.35	\$342,000	2	3	2	2	1	3	2	15		
2	2002	Buttermilk Trail	Balsam Dr to Sunrise Park	Off-Street Shared Use Path	Shared Use Path	City of Hudsonville	0.6	\$861,000	2	2	1	2	0	1	2	10	4: Project ends at or borders jurisdictional boundary with	Georgetown Twp
3	2001	Buttermilk Creek Pathway	Prospect St to Oak St	Off-Street Shared Use Path	Shared Use Path	City of Hudsonville	0.29	\$1,109,000	2	3	2	2	0	3	2	14		
4	2003	Chicago Dr (South Side)	40th Ave to 32nd Ave	Off-Street Shared Use Path	Sidewalk	City of Hudsonville	1.07	\$583,000	2	3	2	2	0	3	2	14	4: Project ends at or borders jurisdictional boundary with	Georgetown Twp
<b>City of Kentwood</b>																		
1	2040	Forest Hill Trail Bridge	At I-96	Off-Street Shared Use Path	Pedestrian Bridge	City of Kentwood	UNK	\$3,000,000	2	3	1	2	2	2	3	15		
2	2258	44th / Walnut Hills	44th St / Walnut Hills	Crossing Improvement	Hawk Ped Hybrid Beacon	City of Kentwood	N/A	\$71,220	3	3	2	3	0	3	3	17		
3	2266	48th / Marlette	48th / Marlette	Crossing Improvement	Hawk Ped Hybrid Beacon	City of Kentwood	N/A	\$71,220	2	3	2	1	0	3	3	14		
4	2045	Saddleback Trail	Woodland Creek Apartments to East Paris	Off-Street Shared Use Path	Shared Use Path	City of Kentwood	0.63	\$96,000	2	3	2	2	1	3	2	15		
5	2046	Plaster Creek Trail	Breton to West City Limits	Off-Street Shared Use Path	Shared Use Path	City of Kentwood	0.43	\$85,000	3	3	2	3	3	2	2	18	3: Project ends at jurisdictional boundary and connects to another illustrative project with the listed NM ID	NM ID: 1569
	2050	48th St Trail	Eastern to Poinsettia Street	On-Street Bike Facility	Bike Lanes/Shared Lanes/Sidewalk Gaps	City of Kentwood	UNK	UNK	3	1	3	2	0	3	1	13		
	2260	52nd / Primrose	52nd / Primrose	Crossing Improvement	RectangularRapid Beacon	City of Kentwood	N/A	\$32,220	3	3	2	3	0	3	3	17		
	2024	52nd St Corridor Trail	Bailey's Grove Dr to East Paris	On-Street Bike Facility	Bike Lanes/Sharrows	City of Kentwood	0.42	\$10,000	1	1	1	1	0	3	1	8		
	2025	52nd St Corridor Trail	East Paris to Broadmoor	On-Street Bike Facility	Bike Lanes/Sharrows	City of Kentwood	0.63	\$15,000	2	1	1	1	0	3	1	9		
	2026	52nd St Corridor Trail	Broadmoor to Patterson	On-Street Bike Facility	Bike Lanes/Sharrows	City of Kentwood	0.38	\$10,000	1	2	1	1	1	3	1	10	2: Project ends at jurisdictional boundary and connects to the listed existing facility	Cascade Twp: Existing Paved Shoulder
	2027	52nd St Trail	Plaster Creek Trail to Bailey's Grove Dr	Off-Street Shared Use Path	Shared Use Path/Bike Lanes/Shared Lanes	City of Kentwood	N/A	\$100,000	1	2	1	1	1	3	1	10		
	2028	52nd St Trail	Breton to Plaster Creek Trail	Off-Street Shared Use Path	Shared Use Path	City of Kentwood	UNK	\$525,000	2	2	2	1	1	3	1	12		
	2259	Breton / Stanaback	Breton and Stanaback Park Trail	Crossing Improvement	Hawk Ped Hybrid Beacon	City of Kentwood	N/A	\$71,220	3	2	0	3	0	3	3	14		
	2062	Breton Trail	Paul Henry Trail to 52nd	Off-Street Shared Use Path	Shared Use Path	City of Kentwood	0.56	\$132,000	1	3	2	1	3	2	2	14	2: Project ends at jurisdictional boundary and connects to the listed existing facility	Gaines Twp: Existing Trail
	2049	Broadmoor Trail	Patterson to 32nd St	Off-Street Shared Use Path	Shared Use Path/Wide Shoulder	City of Kentwood	UNK	UNK	3	2	3	2	0	3	1	14	4: Project ends at or borders jurisdictional boundary with	Cascade Twp
	2263	Division / 43rd	Division / 43rd	Crossing Improvement	Hawk Ped Hybrid Beacon	City of Kentwood	N/A	\$71,220	3	3	2	2	0	3	3	16		
	2264	Division / Montebello	Division / Montebello	Crossing Improvement	Hawk Ped Hybrid Beacon	City of Kentwood	N/A	\$71,220	3	3	2	1	0	3	3	15		
	1680	East Paris to Calvin University Connection	East Paris to Calvin University	Off-Street Shared Use Path	Shared Use path	City of Kentwood	0.3	\$132,500	3	3	3	2	2	3	1	17	3: Project ends at jurisdictional boundary and connects to another illustrative project with the listed NM ID	NM ID: 1579 + Existing Sidewalk
	2265	Eastern / Springwood	Eastern / Springwood	Crossing Improvement	RectangularRapid Beacon	City of Kentwood	N/A	\$32,220	3	3	2	2	0	3	3	16		

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	2020	Eastern Ave Trail	44th to 60th Streets	On-Street Bike Facility	Bike Lanes/shared lanes	City of Kentwood	0.78	\$60,000	3	1	2	3	1	3	1	14	2: Project ends at jurisdictional boundary and connects to the listed existing facility	Gaines Twp: Existing Paved Shoulder
	2102	East-West Trail	Lamberts Park through Fisheries Park	Off-Street Shared Use Path	Shared Use Path	City of Kentwood	0.77	\$300,000	2	3	1	1	0	3	1	11		
	2099	East-West Trail- Lamberts Park	Walma Avenue, 2600 feet East	Off-Street Shared Use Path	Shared Use Path	City of Kentwood	0.57	\$65,000	3	3	2	1	0	3	1	13		
	2041	Forest Creek Dr / Consumers Energy Trail	East Paris to Patterson	Off-Street Shared Use Path	Shared Use Path	City of Kentwood	1	\$200,000	3	3	2	1	1	2	2	14	4: Project ends at or borders jurisdictional boundary with	Cascade Twp
	2262	Forest Hill / Orchard Cr / Hall	Forest Hill / Orchard Cr / Hall	Crossing Improvement	Hawk Ped Hybrid Beacon	City of Kentwood	N/A	\$71,220	2	3	0	1	0	3	3	12		
	2261	Kalamazoo / E-W Trail	Kal / E-W Trail	Crossing Improvement	Hawk Ped Hybrid Beacon	City of Kentwood	N/A	\$71,220	2	2	2	1	0	3	3	13		
	2042	Lake Eastbrook Blvd	28th to 32nd	On-Street Bike Facility	Bike Lanes	City of Kentwood	0.5	\$65,000	3	1	2	3	2	2	0	13	2: Project ends at jurisdictional boundary and connects to the listed existing facility	Grand Rapids Twp: Existing Sidepath
	2037	Patterson Avenue Trail - I	28th St to Burton St	Off-Street Shared Use Path	Sidepath	City of Kentwood	0.48	\$66,000	3	2	1	3	1	3	1	14	4: Project ends at or borders jurisdictional boundary with	Cascade Twp
	2036	Patterson Avenue Trail - II	36th St to 28th St	Off-Street Shared Use Path	Sidepath	City of Kentwood	1	\$132,000	3	2	1	2	1	3	1	13	4: Project ends at or borders jurisdictional boundary with	Cascade Twp
	2035	Patterson Avenue Trail - III	44th St to 36th St	Off-Street Shared Use Path	Sidepath	City of Kentwood	1	\$132,000	2	2	1	2	1	3	1	12	4: Project ends at or borders jurisdictional boundary with	Cascade Twp
	2034	Patterson Avenue Trail - IV	52nd St to 44th St	Off-Street Shared Use Path	Sidepath	City of Kentwood	1	\$132,000	2	2	1	1	1	3	1	11	4: Project ends at or borders jurisdictional boundary with	Cascade Twp
	2039	Patterson Trail Crossing	28th St	Crossing Improvement	Refuge Island	City of Kentwood	N/A	\$60,000	3	2	1	3	1	3	1	14		
	2032	Plaster Creek Trail	44th St to Shaffer	Off-Street Shared Use Path	Shared Use Path	City of Kentwood	1.31	\$250,000	2	3	2	3	1	3	2	16		
	2033	Plaster Creek Trail	Shaffer to Stanaback Park	Off-Street Shared Use Path	Shared Use Path	City of Kentwood	0.84	\$85,000	2	3	1	3	1	3	2	15		
	2105	Plaster Creek Trail	44th To 52nd Streets	Off-Street Shared Use Path	Shared Use Path	City of Kentwood	1.03	\$250,000	2	3	2	1	1	3	2	14		
	2106	Plaster Creek Trail	Paris Park Dr Extended to 52nd St	Off-Street Shared Use Path	Shared Use Path	City of Kentwood	0.88	\$250,000	1	3	2	1	2	3	2	14		
	2107	Plaster Creek Trail	Stanaback Park to Cross Creek Condos	Off-Street Shared Use Path	Shared Use Path	City of Kentwood	UNK	UNK	3	2	1	3	1	3	2	15	4: Project ends at or borders jurisdictional boundary with	City of Grand Rapids
	2089	Ridgemoor Trail	28th St to N City Limits	Off-Street Shared Use Path	Bike Lanes/Shared Lanes/Sidewalk	City of Kentwood	0.32	\$80,000	3	3	3	1	2	3	2	17	3: Project ends at jurisdictional boundary and connects to another illustrative project with the listed NM ID	NM ID: 1623 + Existing Sidewalk
	2043	Saddleback Trail	East Paris to Shaffer along 32nd St	Off-Street Shared Use Path	Sidepath	City of Kentwood	1	\$132,000	2	2	3	2	1	3	2	15		
	2044	Saddleback Trail	Patterson to Woodland Creek Apartments	Off-Street Shared Use Path	Shared Use Path	City of Kentwood	0.84	\$132,000	3	3	2	2	1	3	2	16	4: Project ends at or borders jurisdictional boundary with	Cascade Twp
	2031	Shaffer Trail	32nd to 44th St	On-Street Bike Facility	Bike Lanes/Shared Lanes	City of Kentwood	1.5	\$45,000	3	1	2	3	1	3	2	15		
	2257	Wing Ave	52nd St to 60th St	Sidewalk	Sidewalk	City of Kentwood	1	\$400,000	1	2	2	1	1	3	3	13	2: Project ends at jurisdictional boundary and connects to the listed existing facility	Gaines Twp: Existing Trail
<b>City of Walker</b>																		
1	1646	Fred Meijer Standale / Pioneer Trail Connector	North side of 3 Mile from Kinney to the current eastbound I-96 off-ramp	Off-Street Shared Use Path	Connect 2 regional trails over I-96 at Fruit Ridge Avenue	City of Walker/MDOT	0.15	\$330,000	1	3	2	1	3	3	3	16		
2	1677	Bristol Sidewalk - Northridge to Fred Meijer Pioneer Trail	Bristol, from Northridge south to Fred Mijer Pioneer Trail (3 Mile)	Sidewalk	Build sidewalk on west side of 3 Mile to connect Northridge with Fred Meijer Pioneer Trail	City of Walker	0.4	\$600,000	1	2	1	3	1	3	3	14		
3	1908	Regional Trail Network - Mid-block Crossing Enhancements	Five locations: See Below	Crossing Improvement	Provide consistent signal control, crossing islands, and warning signage for 5 midblock crossings on regional trail network	City of Walker	N/A	\$500,000										
	1908	Regional Trail Network - Mid-block Crossing Enhancements	Mid-block Crossing Enhancements: Fred Meijer Standale Trail at Remembrance	Crossing Improvement	Provide consistent signal control, crossing islands, and warning signage	City of Walker	N/A	Totaled Above	2	2	1	2	1	1	3	12		
	1908	Regional Trail Network - Mid-block Crossing Enhancements	Mid-block Crossing Enhancements: Fred Meijer Standale Trail at Leonard	Crossing Improvement	Provide consistent signal control, crossing islands, and warning signage	City of Walker	N/A	Totaled Above	3	2	1	3	1	1	3	14		
	1908	Regional Trail Network - Mid-block Crossing Enhancements	Mid-block Crossing Enhancements: Fred Meijer Standale Trail at Sunset Hills	Crossing Improvement	Provide consistent signal control, crossing islands, and warning signage	City of Walker	N/A	Totaled Above	1	2	1	1	1	3	3	12		
	1908	Regional Trail Network - Mid-block Crossing Enhancements	Mid-block Crossing Enhancements: Fred Meijer Standale Trail at O'Brien and Maynard	Crossing Improvement	Provide consistent signal control, crossing islands, and warning signage	City of Walker	N/A	Totaled Above	0	2	1	1	1	3	3	11		
	1908	Regional Trail Network - Mid-block Crossing Enhancements	Mid-block Crossing Enhancements: Kinney Trail at Kinney and Waldorf	Crossing Improvement	Provide consistent signal control, crossing islands, and warning signage	City of Walker	N/A	Totaled Above	1	2	2	1	1	3	3	13		
4	1602	Walker Ave Trail - 3 Mile to Leonard	Walker Ave, from Fred Meijer Pioneer Trail (3 Mile) to Leonard	Off-Street Shared Use Path	Construction of a non-motorized path along Walker Ave. This is a collaborative project between City of Walker, City of Grand Rapids, and Meijer Corporation. The proposed project supports the CITY OF GRAND RAPIDS BICYCLE ACTION PLAN (2019)	City of Walker / City of Grand Rapids	2.3	\$2,850,000	3	3	3	3	3	3	3	21	1: Project spans multiple jurisdictions including	City of Walker & City of Grand Rapids
<b>City of Wyoming</b>																		
1	2270	Kelvinator Trail	Burton St to Chicago Dr	Off-Street Shared Use Path	Shared Use Path	City of Wyoming	0.62	\$1,500,000	3	3	3	2	0	2	2	15	4: Project ends at or borders jurisdictional boundary with	City of Grand Rapids
2	2271	Michael Ave Bike Boulevard	Prairie Parkway to 28th St	On-Street Bike Facility	Shared Use Path	City of Wyoming	0.25	\$800,000	3	2	3	3	1	2	2	16		
3	2273	52nd St / Canal Sidepath Rehab	Clyde Park to Canal to NCL	Off-Street Shared Use Path	Shared Use Path	City of Wyoming	5	\$1,800,000	3	2	3	2	0	2	2	14		
4	2272	56th St Sidepath Rehab	Ivanrest Ave to Kenowa	Off-Street Shared Use Path	Shared Use Path	City of Wyoming	2	\$1,000,000	2	2	1	1	0	2	2	10	4: Project ends at or borders jurisdictional boundary with	Georgetown Twp
	2109	28 West Place / Hook Ave - Pedestrian Bridge	Hook Ave & 28th St Intersection	Off-Street Shared Use Path	Pedestrian Bridge	City of Wyoming	N/A	\$5,498,000	3	3	3	3	0	2	2	16		
	2114	28th St / Jenkins Ave - Pedestrian Bridge	28th St & Jenkins Avenue Intersection	Off-Street Shared Use Path	Pedestrian Bridge	City of Wyoming	N/A	\$5,498,000	3	1	3	3	1	2	2	15		
	2269	Grace Christian to Plaster Ck	Grace Christian to Clyde Park/Burton	Off-Street Shared Use Path	Shared Use Path	City of Wyoming	1	\$1,500,000	3	3	3	3	1	2	2	17	4: Project ends at or borders jurisdictional boundary with	City of Grand Rapids
	2274	Ivanrest Sidepath Rehab	NCL to SCL	Off-Street Shared Use Path	Shared Use Path	City of Wyoming	2	\$1,000,000	2	2	2	1	0	2	2	11		
	2112	Pinery Park to Grace Christian	Grace Christian to Dehoop, Along Dehoop to Pinery Park	Off-Street Shared Use Path	Shared Use Path	City of Wyoming	0.61	\$1,423,250	3	2	3	3	0	2	2	15		

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	2019	Pinery Park to Hook Ave	28th St & Hook Ave to Pinery Park	Off-Street Shared Use Path	Shared Use Path	City of Wyoming	0.42	\$1,845,625	3	3	3	2	0	2	2	15		
	2111	Pinery Park to Porter St	Pinery Park to Porter St & Burlingame Ave	Off-Street Shared Use Path	Shared Use Path	City of Wyoming	0.52	\$1,591,875	3	3	3	2	0	2	2	15		
	2268	Pinery Pk to Clyde Park	Pinery Pk to Clyde Park	Off-Street Shared Use Path	Shared Use Path	City of Wyoming	1.25	\$1,100,000	3	2	3	3	0	2	2	15	4: Project ends at or borders jurisdictional boundary with	City of Grand Rapids
	2267	Prairie Pkwy to Hook (Pedestrian Bridge)	Prairie Parkway to 28th West Place	Off-Street Shared Use Path	Shared Use Path	City of Wyoming	0.2	\$250,000	3	3	3	3	0	2	2	16		
<b>Courtland Township</b>																		
	2141	Myers Lake Trail	10 Mile Rd to 12 Mile Rd	Off-Street Shared Use Path	Sidewalk	Courtland Twp / KCRC	2.5	\$685,014	0	1	2	2	0	2	0	7	4: Project ends at or borders jurisdictional boundary with	Cannon Twp
<b>Gaines Charter Township</b>																		
1	2143	Township Trail (Electric Transmission ROW)	Gaines Township population Center to the Dutton Spur connecting to the Paul Henry Trail	Off-Street Shared Use Path	Shared Use Path	Gaines Twp / KCRC	0.3	\$2,500,000	2	3	2	3	2	3	1	16		
2	2142	Brewer Park / Prairie Wolf Park Connector	Connection between the two parks	Off-Street Shared Use Path	Shared Use Path	Gaines Twp / KCRC	3.5	\$2,000,000	0	1	1	2	1	3	1	9		
<b>Georgetown Charter Township</b>																		
	2281	36th Ave Connector	Harrison St / Apio Cir to 42nd Ave / Riester St	Off-Street Shared Use Path	Connecting Allendale and Hudsonville through Georgetown Township	Georgetown Township	6.2	\$2,618,880	2	3	3	3	2	3	1	17	2: Project ends at jurisdictional boundary and connects to the listed existing facility	City of Hudsonville: Existing Trail
<b>Jamestown Charter Township</b>																		
1	2006	32nd Ave Sidewalk	From Riley to Quincy St	Off-Street Shared Use Path	Sidewalk	Jamestown Twp / OCRC	1	\$800,000	1	3	2	1	1	0	2	10	2: Project ends at jurisdictional boundary and connects to the listed existing facility	City of Hudsonville: Existing Sidewalk
2	1671	8th Ave	Quincy St to Jackson St	Off-Street Shared Use Path	Sidewalk	Jamestown Twp / OCRC	1.1	\$715,000	0	1	2	3	0	0	1	7	4: Project ends at or borders jurisdictional boundary with	Georgetown Twp
3	1674	Quincy St	Angling Rd to 8th Ave	Off-Street Shared Use Path	Sidewalk	Jamestown Twp / OCRC	1.6	\$1,035,000	1	3	1	3	1	0	1	10		
4	1675	Ransom St	8th Ave to Kenowa Ave	Off-Street Shared Use Path	Sidewalk	Jamestown Twp / OCRC	1.0	\$675,000	0	1	2	3	0	0	1	7	4: Project ends at or borders jurisdictional boundary with	Byron Twp
5	1662	Jackson St	8th Ave to Kenowa Ave	Off-Street Shared Use Path	Sidewalk	Jamestown Twp / OCRC	1.0	\$670,000	1	1	2	3	0	2	2	11	4: Project ends at or borders jurisdictional boundary with	Byron Twp, City of Wyoming, Georgetown Twp
	2007	32nd Ave Sidewalk	From Riley to Forest Grove Elementary (Perry St)	Off-Street Shared Use Path	Sidewalk	Jamestown Twp / OCRC	2	\$1,600,000	1	1	2	1	0	2	2	9		
	2008	Angling Rd Connector	Quincy, Angling Rd, Jackson, 8th Ave, Barry St, to Kenowa Ave	On-Street Bike Facility	Paved Shoulder	Jamestown Twp / OCRC	3.75	\$169,000	0	2	1	3	1	0	2	9	1: Project spans multiple jurisdictions including	Jamestown Twp & Georgetown Twp
	1678	Perry St	Jamestown Shores Ct. to 32nd Ave	Sidewalk	Sidewalk	Jamestown Twp / OCRC	0.8	\$330,000	0	0	1	1	0	2	2	6		
<b>Kent County</b>																		
	1551	Fallasburg Covered Bridge	Bridge	Off-Street Shared Use Path	Bridge Preservation	Kent County	0.1	\$200,000	0	1	1	2	0	0	0	4		
<b>Kent County Parks</b>																		
1	2243	Grand River Greenway Trail - North Section	Cannonsburg and Townsend Park Trail Connection	Off-Street Shared Use Path	Shared Use Path	Kent County Parks	2	\$2,000,000	0	3	1	3	3	3	2	15		
2	2246	Grand River Greenway Trail - North Section	White Pine Trail to Northland Dr	Off-Street Shared Use Path	Shared Use Path	Kent County Parks	2.08	\$3,053,800	2	3	1	3	2	3	2	16		
3	2254	Grand River Greenway Trail - South Section: Rails with Trail	Railroad Right of Way, McGaw Park Trail to Lowell Footbridge	Off-Street Shared Use Path	Shared Use Path	Kent County Parks	5.2	\$6,025,000	0	3	1	2	3	3	2	14	1: Project spans multiple jurisdictions including	Cascade Twp & Lowell Twp
4	2245	Grand River Greenway Trail - South Section: Rails with Trail	Lowell Footbridge to Grand River Valley Rail Trail	Off-Street Shared Use Path	Shared Use Path	Kent County Parks	3.9	\$2,410,000	1	3	1	2	3	1	2	13	1: Project spans multiple jurisdictions including	City of Lowell & Lowell Twp
5	2247	Grand River Greenway Trail - North Section	Northland Dr to Egypt Valley	Off-Street Shared Use Path	Shared Use Path	Kent County Parks	3.79	\$4,003,800	1	3	2	3	3	1	2	15	1: Project spans multiple jurisdictions including	Cannon Twp & Plainfield Twp
	2249	Grand River Greenway Trail - North Section	City of Lowell to Lowell Regional Park and Fairgrounds	Off-Street Shared Use Path	Shared Use Path	Kent County Parks	4.5	\$4,500,000	0	3	1	2	3	1	2	12		
	2251	Grand River Greenway Trail - North Section	Egypt Valley to 3 Mile Rd	Off-Street Shared Use Path	Shared Use Path	Kent County Parks	4	\$4,926,970	0	3	1	3	3	3	2	15	1: Project spans multiple jurisdictions including	Ada Twp & Cannon Twp
	2252	Grand River Greenway Trail - North Section	Chief Hazy Cloud to Roselle Park Bridge	Off-Street Shared Use Path	Shared Use Path	Kent County Parks	UNK	\$5,500,000	0	3	1	1	3	3	2	13		
	2253	Grand River Greenway Trail - North Section	Bailey / Vergennes to Alden Nash and Existing Trail	Off-Street Shared Use Path	Shared Use Path	Kent County Parks	4.22	\$5,959,000	1	3	1	3	3	3	2	16	1: Project spans multiple jurisdictions including	Ada Twp & Vergennes Twp
	2242	Grand River Greenway Trail - South Section: Rails with Trail	River St, Bronson St to Thornapple River Dr	Off-Street Shared Use Path	Shared Use Path	Kent County Parks	0.09	\$55,000	1	3	1	2	3	1	2	13		
	2244	Grand River Greenway Trail - South Section: Rails with Trail	Utility Right of Way, M21 to Ada Drive	Off-Street Shared Use Path	Shared Use Path	Kent County Parks	0.98	\$2,072,000	2	3	2	1	3	3	2	16	1: Project spans multiple jurisdictions including	Ada Twp & Grand Rapids Twp
	2248	Grand River Greenway Trail - South Section: Rails with Trail	Legacy Park to McGaw Park Trail	Off-Street Shared Use Path	Shared Use Path	Kent County Parks	1.23	\$4,415,000	1	3	1	2	3	1	2	13		
	2256	Grand River Greenway Trail - South Section: Rails with Trail	Railroad Right of Way, River Edges Pathway to Spaulding / M21	Off-Street Shared Use Path	Shared Use Path	Kent County Parks	7.58	\$8,900,000	3	3	3	3	3	3	2	20	1: Project spans multiple jurisdictions including	City of Grand Rapids & Grand Rapids Twp
<b>Lowell Charter Township / Vergennes Township</b>																		
	2009	Fred Meijer Flat River Valley Rail Trail I	Railroad Corridor From Foreman Road North and East to the County Line	Off-Street Shared Use Path	Shared Use Path	Lowell Twp / Vergennes Twp / KCRC	8.46	\$2,312,840	2	2	2	2	3	3	3	17	1: Project spans multiple jurisdictions including	Lowell Twp, Vergennes Twp, & Grattan Twp
<b>MDOT</b>																		
Not Ranked	2145	M-44/M-37 NM Facility on Bridge	Over I-96	Off-Street Shared Use Path	NM Facility on existing bridge	MDOT	UNK	UNK	2	3	2	3	2	0	0	12		
	2146	US-131 Pedestrian Tunnel	Over Webster	Off-Street Shared Use Path	Pedestrian tunnels	MDOT	UNK	\$5,000,000	2	2	3	2	0	2	0	11		
	2279	US-131 Pedestrian Tunnel	Over 10th St	Off-Street Shared Use Path	Pedestrian tunnels	MDOT	UNK	\$5,000,000	3	2	3	2	0	2	0	12		
<b>Plainfield Charter Township</b>																		
1	1641	North Grand River Trail	North Side of Grand River, White Pine Trail to Northland Dr	Off-Street Shared Use Path	Shared Use Path	Plainfield Twp / KCRC	2.7	\$2,125,000	2	3	2	3	1	2	3	16		
2	1640	Ada Trail	Grand River Dr, East Beltline to 5 Mile Rd	Off-Street Shared Use Path	Shared Use Path	Plainfield Twp / KCRC	2.6	\$2,315,000	1	3	2	3	0	2	3	14		
3	1632	South Rogue River Trail	Jupiter Ave to Northland Dr	Off-Street Shared Use Path	Shared Use Path	Plainfield Twp / KCRC	1.7	\$2,375,000	2	3	1	3	1	2	3	15		
4	1631	Beltline Trail	West River Dr to 4 Mile (GR Township Connector)	Off-Street Shared Use Path	Shared Use Path	Plainfield Twp / KCRC	2.5	\$1,250,000	2	3	2	3	2	2	3	17	2: Project ends at jurisdictional boundary and connects to the listed existing facility	Grand Rapids Township: Existing Sidewalk



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5	1659	North Rogue River Trail	Rogue River Rd to Rogue River Park (KCPR) and White Pine Trail	Off-Street Shared Use Path	Shared Use Path	Plainfield Twp / KCRC	1.9	\$1,400,000	2	1	1	3	1	2	3	13		
	1668	10 Mile Trail	Belmont Ave to Premier Park	Off-Street Shared Use Path	Shared Use Path	Plainfield Twp / KCRC	0.9	\$815,000	0	3	2	3	0	2	3	13	4: Project ends at or borders jurisdictional boundary with	Algoma Twp
	1633	4 Mile Sidewalk	4 Mile, Dean Lake Ave Gap	Sidewalk	Sidewalk	Plainfield Twp / KCRC	0.3	\$100,000	2	0	2	2	1	2	3	12	2: Project ends at jurisdictional boundary and connects to the listed existing facility	Plainfield Twp: Existing Sidewalk
	1665	Comstock Park Trail Phase 1	Pine Island, West River Dr to 6 Mile Rd to Division Ave	Off-Street Shared Use Path	Shared Use Path	Plainfield Twp / KCRC	2.0	\$1,000,000	2	3	1	3	1	2	3	15	4: Project ends at or borders jurisdictional boundary with	Alpine Twp
	1648	Comstock Park Trail Phase 2	Pine Island, 6 Mile Rd to Post Dr	Off-Street Shared Use Path	Shared Use Path	Plainfield Twp / KCRC	3.2	\$2,000,000	1	1	2	3	0	0	3	10		
	1649	Northland Trail	West River Dr to M44 (Cannon Township Connector)	Off-Street Shared Use Path	Shared Use Path	Plainfield Twp / KCRC	2.1	\$1,375,000	2	3	2	3	0	2	3	15	4: Project ends at or borders jurisdictional boundary with	Cannon Twp
	1642	Northview Trail	Hunsberger Ave, Plainfield Ave to Airway St	Off-Street Shared Use Path	Shared Use Path	Plainfield Twp / KCRC	0.8	\$440,000	2	2	2	3	0	0	3	12		
	1650	Post Dr Trail	Pine Island Dr to Jupiter Ave North Trail	Off-Street Shared Use Path	Shared Use Path	Plainfield Twp / KCRC	1.9	\$940,000	1	1	2	2	1	2	3	12		
	1666	Premier Park Trail	10 Mile Rd through Premier Park to White Pine Trail	Off-Street Shared Use Path	Shared Use Path	Plainfield Twp / KCRC	0.8	\$625,000	0	1	2	3	1	2	3	12	4: Project ends at or borders jurisdictional boundary with	Algoma Twp
	1625	South Grand River Trail	Coit Ave, Jupiter Ave to Versluis Park	Off-Street Shared Use Path	Shared Use Path	Plainfield Twp / KCRC	2.0	\$1,000,000	2	3	2	3	0	2	3	15		