

# **Appendix I: Public and Stakeholder Engagement Materials**

This section includes documentation of our efforts to engage the public as well as our consultation (or stakeholder) organizations. It also includes records of materials sent to home and business owners as part of our environmental justice (EJ) process. It is divided into four parts:

1. Survey summary
2. Public Participation Summary Report (including comments received)
3. Consultation Documentation (including comments received)
4. Environmental Justice materials

## Survey Summary and Comments Received

---

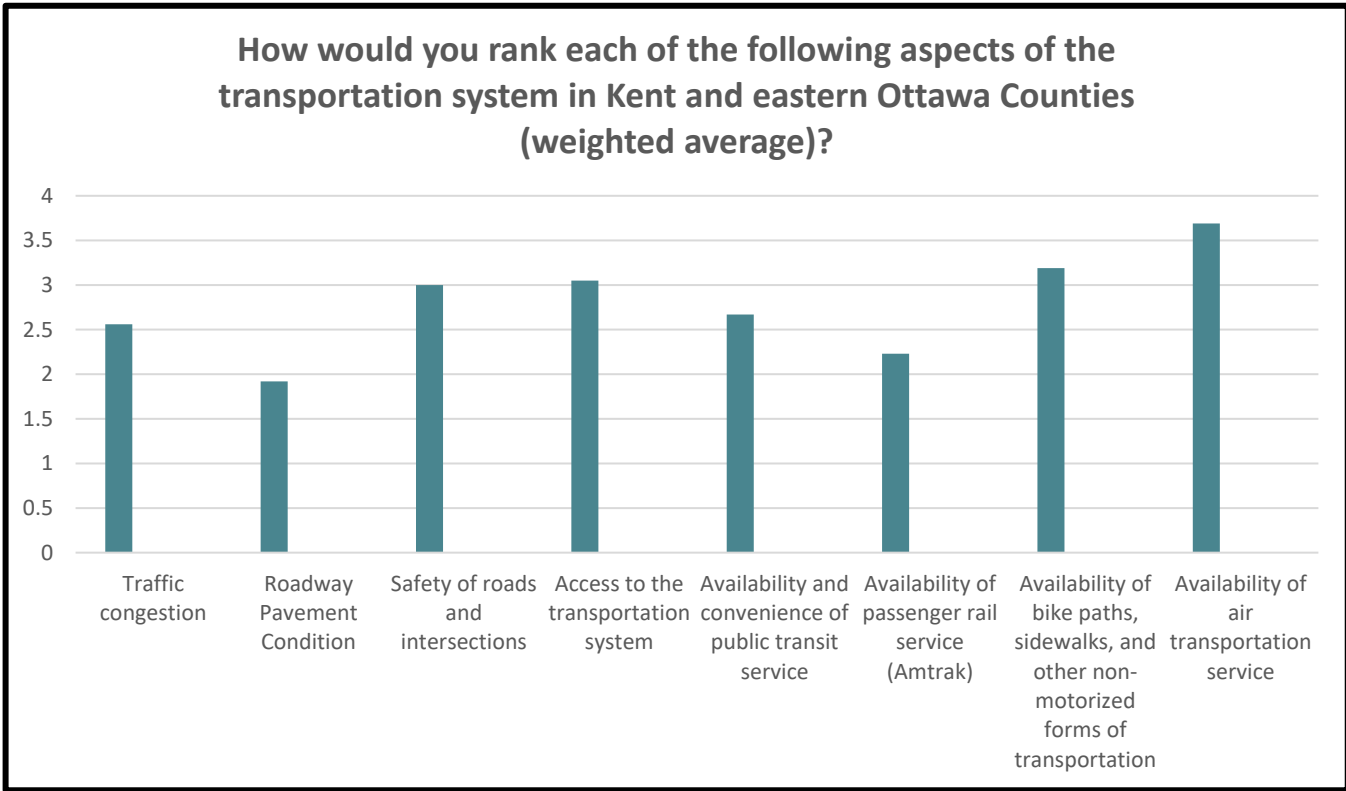
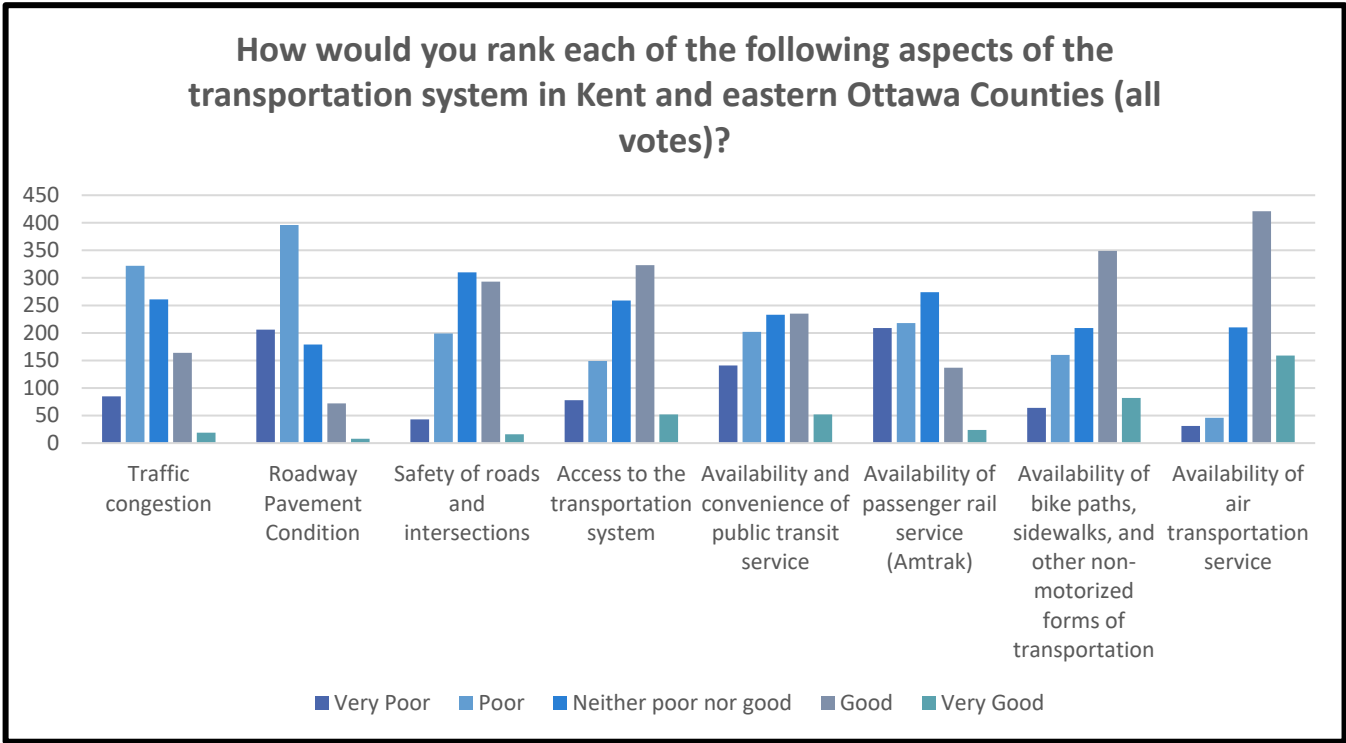
During the summer of 2019, GVMC staff developed a survey on Survey Monkey that asked the following questions:

- (1) How would you rank each of the following aspects of the transportation system in Kent and eastern Ottawa Counties?
- (2) Transportation funding for the area is limited. With that in mind, please select your top three priorities where you think we should be investing resources to enhance transportation for the area.
- (3) Do you agree or disagree with the following statement: I would be willing to pay more to improve the transportation system in the region through either a slight increase in the gas tax or a small local millage if the funds raised went directly to improving the transportation system in this area?
- (4) Are there other comments or concerns you think might help our efforts to develop a responsible Metropolitan Transportation Plan? For example, in your opinion, what are the worst three intersections in the area? Are there other priorities you think we should consider?
- (5) What is your zip code? (Please note: This information will be kept confidential and used to ensure that surveys have been received from a representative sample of West Michigan residents.)
- (6) What is your age group?
- (7) What is your yearly household income?
- (8) How many people live in your household?
- (9) Please enter your contact information below to be added to our public involvement list to receive transportation-related news and updates for our area. (Please note: This information will not be sold to other organizations. Updates are infrequent, and you will only be contacted with transportation-related developments that may interest or impact you.)
- (10) Would you like to be entered into our drawing to receive a \$25 Meijer gift card? If so, please enter your name and contact information below (if not already entered above).

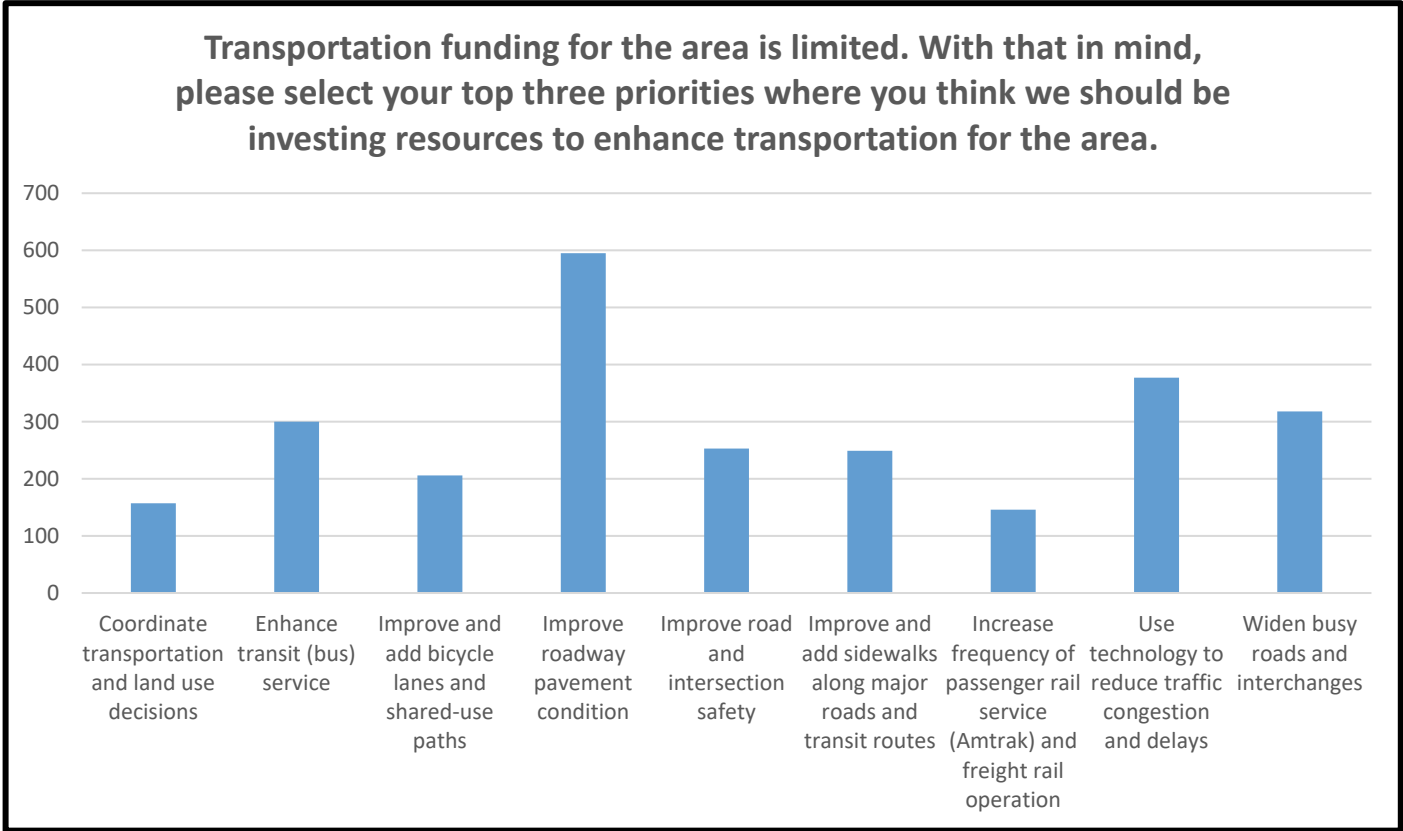
The survey garnered 867 responses. To ensure that the survey was representative of all members of the public, GVMC reached out to all of our local jurisdictions as well as The Rapid, LINC UP, local neighborhood associations and Disability Advocates and asked them to post the survey on their social media and/or web pages. GVMC boosted the survey on Facebook four times. In all, the survey was shared 86 times on Facebook. GVMC also purchased an iPad that staff used as a kiosk at Rapid Central Station between 3-5 pm on August 22, at The Travelers Vocal Band concert in Sparta on August 7, and at the Metro Cruise event in Wyoming on August 24 so that interested members of the public could fill out the survey on the spot. GVMC assisted two individuals who identified themselves as being illiterate to fill out the survey in Sparta. Lastly, GVMC printed approximately 30 copies of the survey for Senior Neighbors so that their clients who do not have internet access were still able to participate. Staff was able to manually enter the data into Survey Monkey. The charts and maps that follow include summary data from the survey. This section concludes with the public comments received as a result of the survey.

Survey Response Data

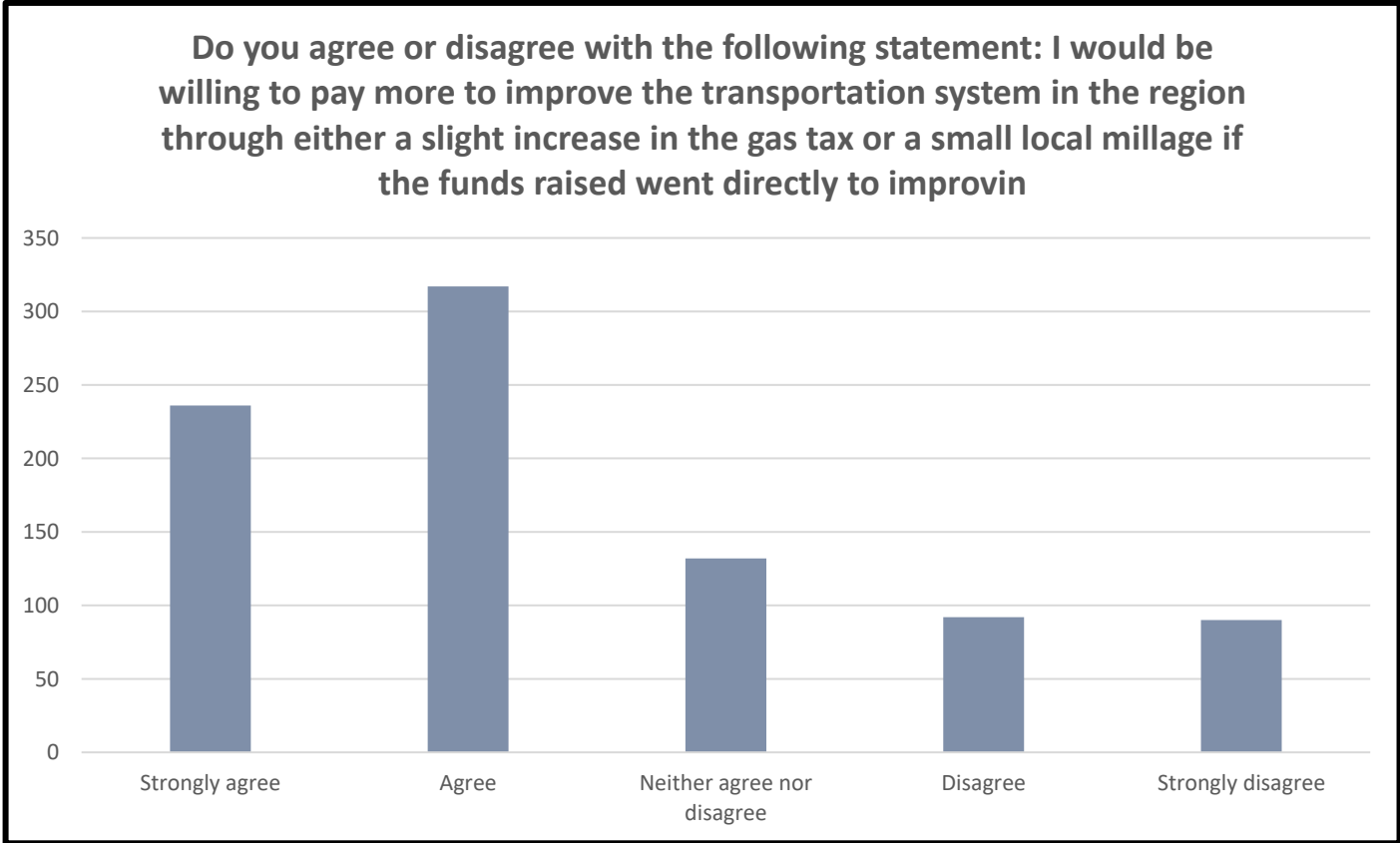
Question 1:



**Question 2:**



**Question 3:**



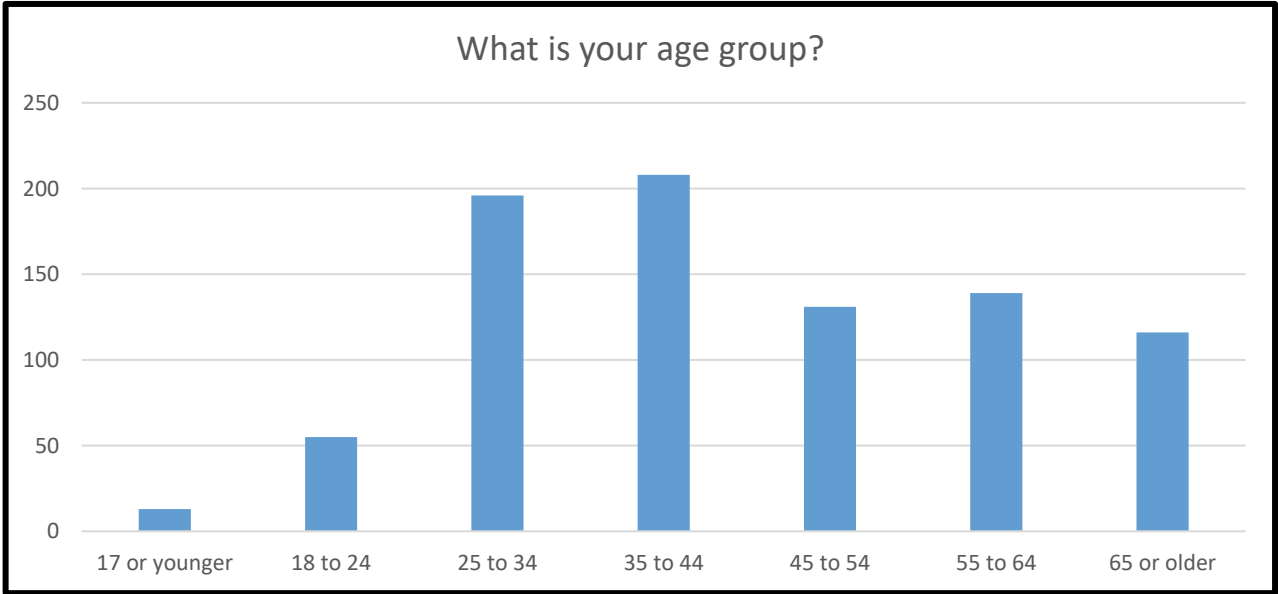
**Question 4:** Are there other comments or concerns you think might help our efforts to develop a responsible Metropolitan Transportation Plan? For example, in your opinion, what are the worst three intersections in the area? Are there other priorities you think we should consider?

All comments received are included in the comments section of this appendix.

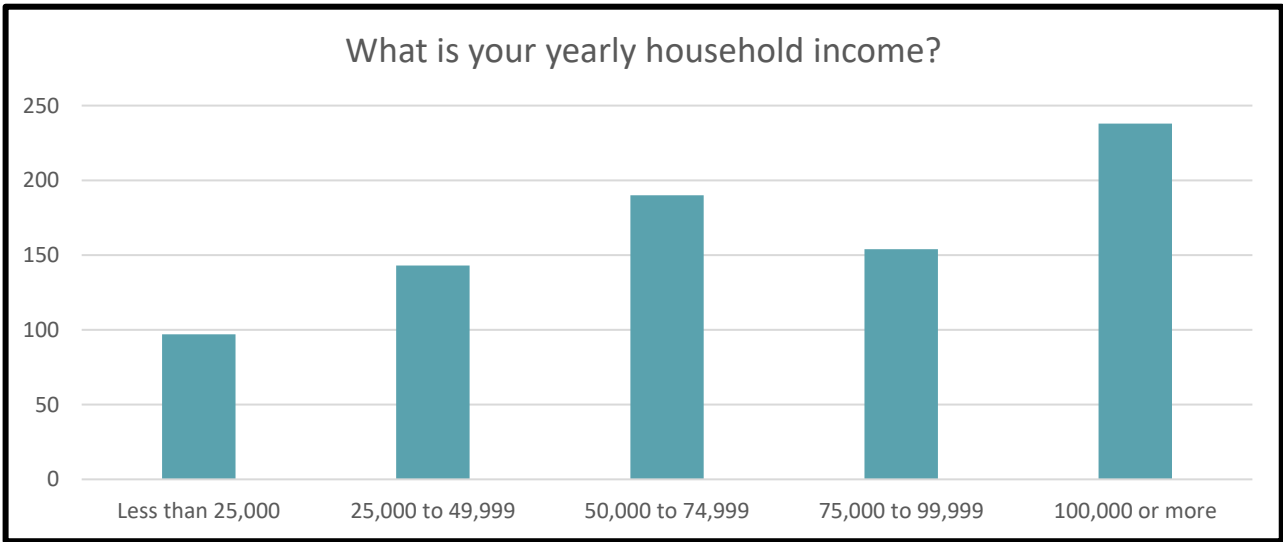
**Question 5:** What is your zip code?

Please see Map 30 on page 258.

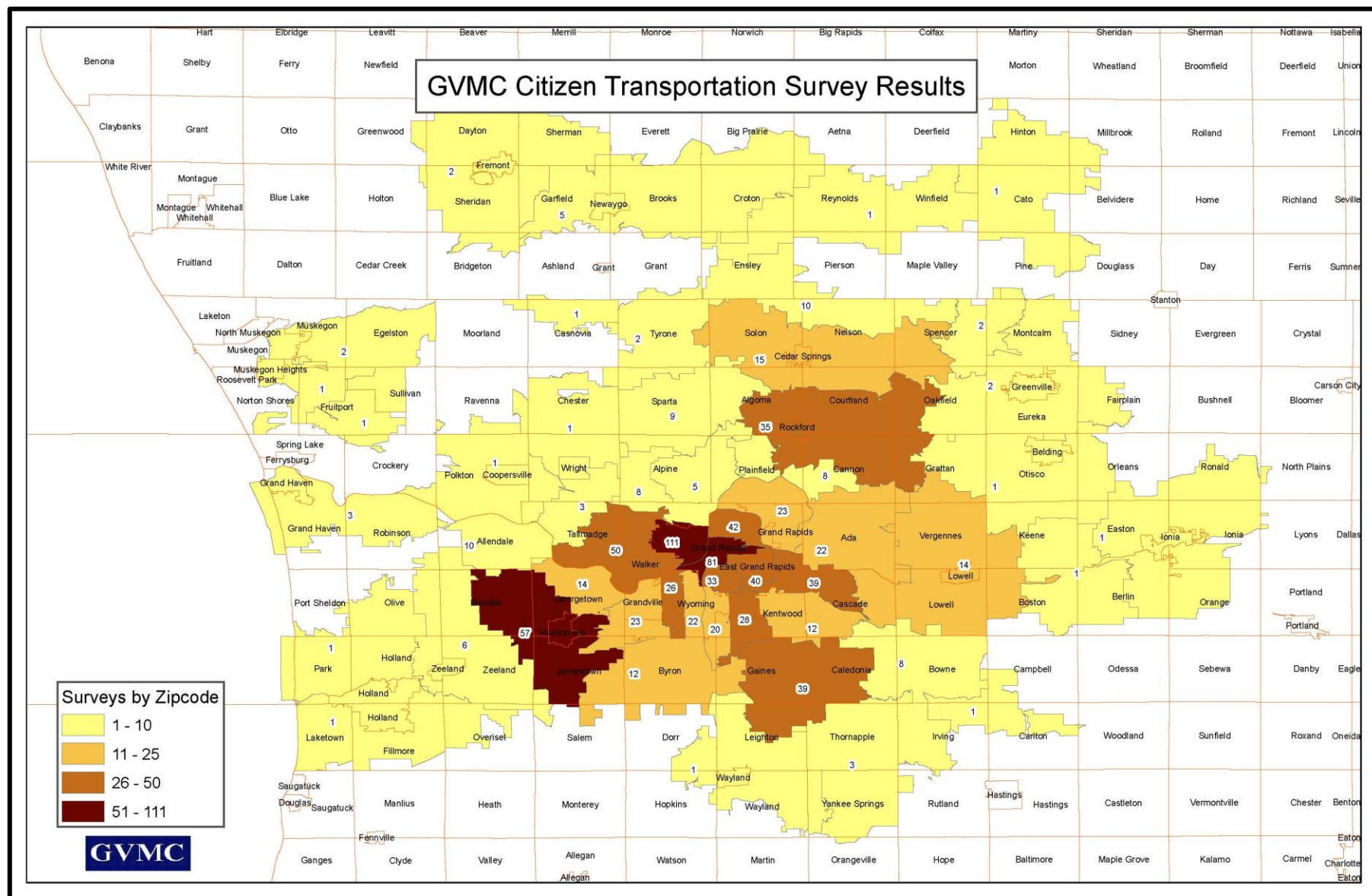
**Question 6:**



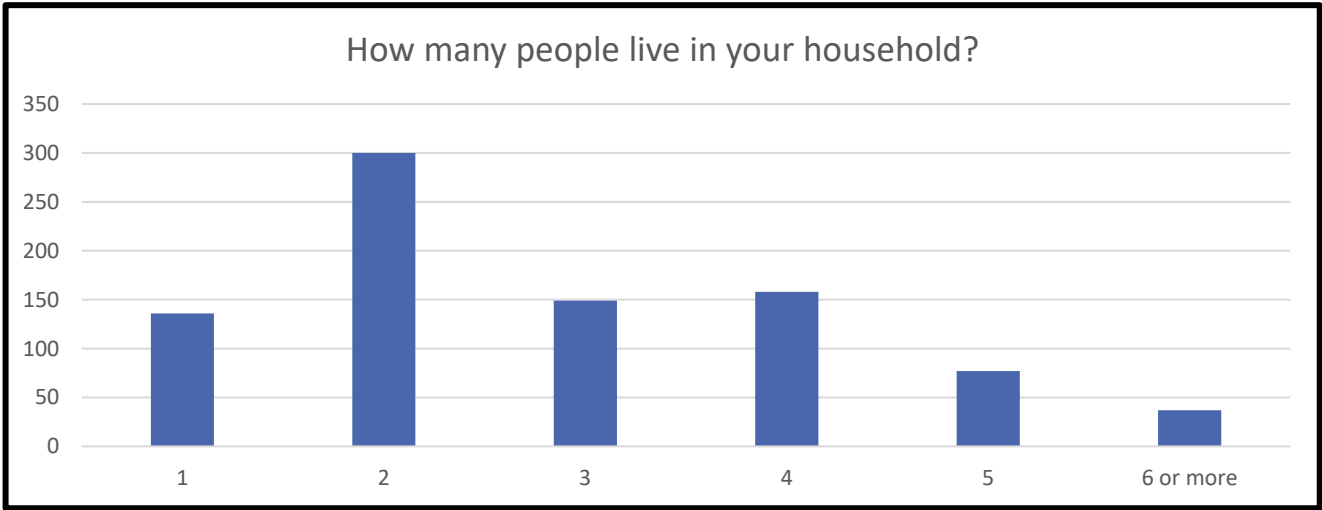
**Question 7:**



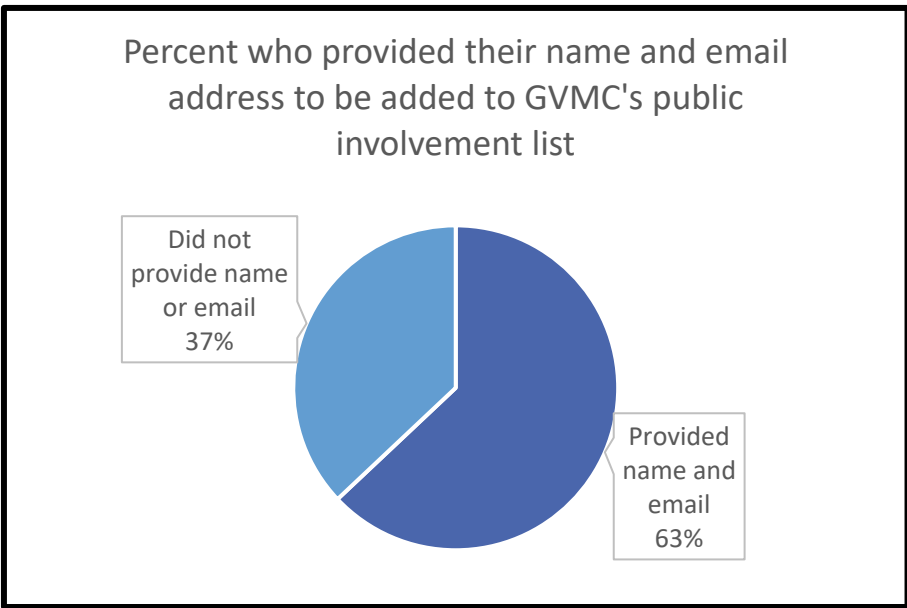
**Map 30: GVMC Survey Responses by Zip Code Area**



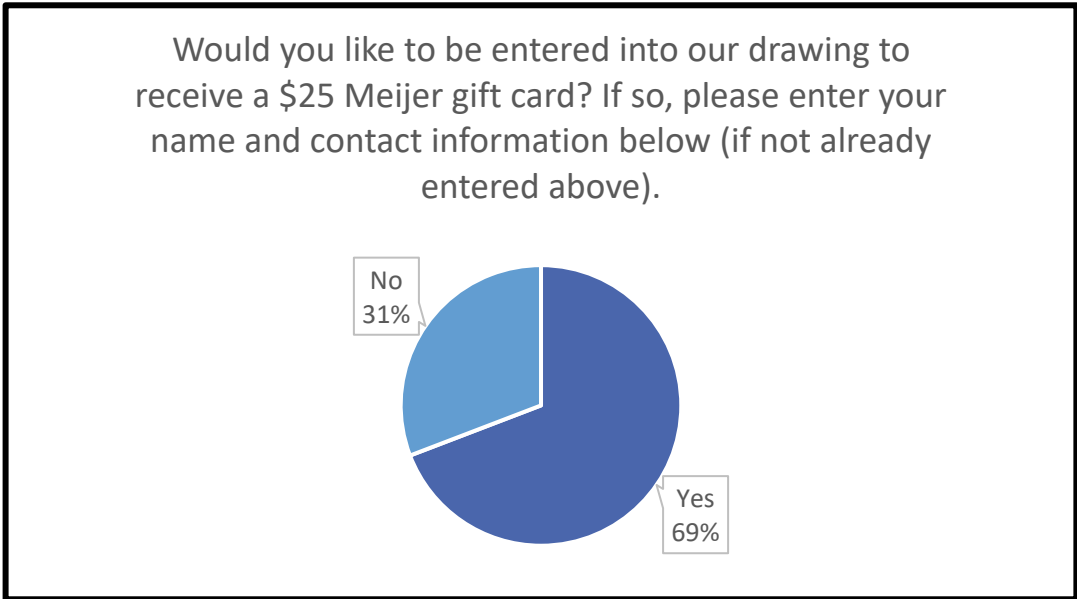
**Question 8:**



**Question 9:** Please enter your contact information below to be added to our public involvement list to receive transportation-related news and updates for our area. (Please note: This information will not be sold to other organizations. Updates are infrequent, and you will only be contacted with transportation-related developments that may interest or impact you.)



**Question 10:**



# Public Participation Summary Report

---

The Grand Valley Metropolitan Council (GVMC) is committed to ensuring that citizen input contributes to transportation problem identification through public comment periods, public meetings, and review of the draft document, and that public involvement is a cornerstone of the transportation planning process. GVMC, as the Metropolitan Planning Organization (MPO), is also federally required to explicitly set forth public participation policies. The standards for this process are found in Title 23, Code of Federal Regulations, Part 450, and in Title 49, Code of Federal Regulations, Part 613, which require that the public have reasonable opportunity to comment on transportation plans and programs. These policies are laid out in the Public Participation Plan (PPP), which can be found on GVMC's website. The PPP describes all of the public participation goals and requirements for GVMC, including specific details regarding how GVMC will invite the public into the MTP development process. These guidelines were followed by staff throughout the development of the 2045 MTP.

## The MTP Public Participation Process Overview

The MTP development process began with a re-evaluation and update of the Public Participation Plan (PPP) with input sought from the Technical and Policy Committees and the general public. Staff reviewed past public participation practices to evaluate which worked well and investigated new practices which could improve our efforts. Several new outreach methods were added, including placing more emphasis on social media and email to reach the public and collaborating with other regional partners, such as MDOT, The Rapid, and LINC UP, which allowed us to expand our outreach much further than previous plans. The updated Public Participation Plan was approved by the GVMC Policy Committee in November 2018.

Per GVMC's Public Participation Plan (PPP), we reached out to the public at four different milestones during the development of the MTP, which included:

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

GVMC maintains an extensive interested citizen/agencies list, or "public participation mailing list," that is used to provide information and notice to the public on transportation planning activities. This list, which was converted from a direct mail to email format since the development of the last MTP, includes many representatives, such as elected officials, academic institutions, chambers of commerce, libraries, area media, neighborhood associations, government agencies, and transportation service providers. This list is maintained in Mailchimp and currently contains over 2,500 interested individuals.

To provide the public with fast, easy access to all information related to the MTP update, staff updated [gvmc.org](http://gvmc.org) throughout the planning process. This included ensuring that announcements for all public participation opportunities, the MTP survey, other relevant background information, and past planning documents were all posted on our website. GVMC also utilized our own Facebook and Twitter presence to make details related to the document's development available to the public and asked The Rapid and LINC UP to share all of our MTP Facebook posts, which expanded our reach.

## Incorporation of Comments

All public comments received during the development of the document can be found at the end of this section, with the exception of the public survey comments, which are at the beginning of this appendix. All submitted public comments were provided to the GVMC Technical and Policy Committees for consideration, and in some instances the inquirer was directed to the respective road or transit agency for more project-specific details.



This committee review aided staff during the process, helping to make decisions regarding the plan along the way. All comments received were reviewed and incorporated into the MTP when and where appropriate.

In addition to the public meetings, opportunities for public comment are available at monthly Technical Committee, Policy Committee, and GVMC Board meetings. Agendas and minutes for these meetings are regularly posted on [gvmc.org](http://gvmc.org).

### Evaluating our Outreach Process

GVMC staff will evaluate public participation efforts for this document through our Public Participation Plan (PPP) update process, which will identify areas of success and areas that can be improved upon for future plan development.

## Public Involvement Efforts by Major Milestones

### 1.) Kickoff to MTP Development

GVMC staff notified the public that the development of the 2045 MTP was beginning between June 6 and 10, 2019, in the following ways:

- (1) Adding a notice and detailed MTP information to [www.gvmc.org](http://www.gvmc.org); notice appeared on “Latest Developments” and MTP page
- (2) Sending an email to the interested citizen/agency list
- (3) Posting on GVMC’s Facebook page and Twitter and asking The Rapid and LINC UP to share the post on their social media pages
- (4) Submitting a press release to GVMC’s media contact list, which was also posted online

At this point, GVMC also developed and circulated an online survey through Survey Monkey to gain feedback from the public about transportation needs and priorities. GVMC posted this link on our social media pages and reached out to all member jurisdictions, asking that they would share the link with their followers as well. In all, the survey was shared on Facebook 86 times, and GVMC also paid to boost the survey on Facebook to garner more responses. GVMC staff gave hard copies of the survey to Senior Neighbors to distribute to clients without internet access, and GVMC purchased an iPad that staff could use as a survey kiosk. GVMC staff brought the iPad to a concert in Sparta on August 7, 2019 and had a table at Rapid Central Station on August 22, 2019, and interested members of the public were able to fill out the survey in person at both locations. GVMC also ordered 1,000 bright yellow snap bracelets that advertised the survey and gave them out as thank you gifts to those taking the survey and to the public at a variety of Clean Air Action events that staff was attending.

867 surveys were completed, and nearly 2/3 of the respondents asked to be added to GVMC’s public involvement list. The survey and results were discussed earlier in this appendix.

The table below describes the number of people reached through each outreach method at this milestone:

Outreach Method	Members of the public reached
Facebook Page (3 posts)	17,942 + 11,420 + 207 = 29,569 people
Email Opens	423
Twitter impressions	205
Pageviews on <a href="http://gvmc.org">gvmc.org</a> under “Latest Developments” from June 6-30, 2019	11
Press Release (sent by PR firm, outreach unknown)*	Unknown
<b>Total</b>	30,208

*Please note: the press release was not picked up by area media.*

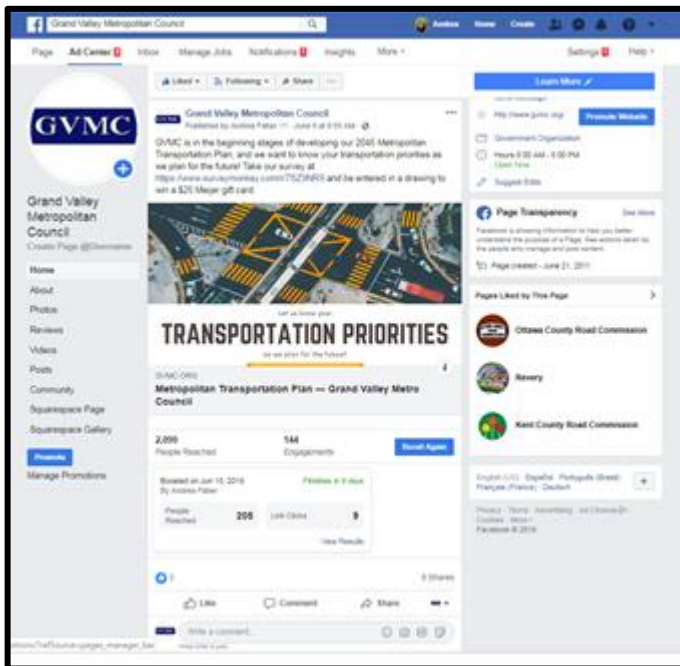
**Comments Received: 1**

## Sampling of Outreach Materials

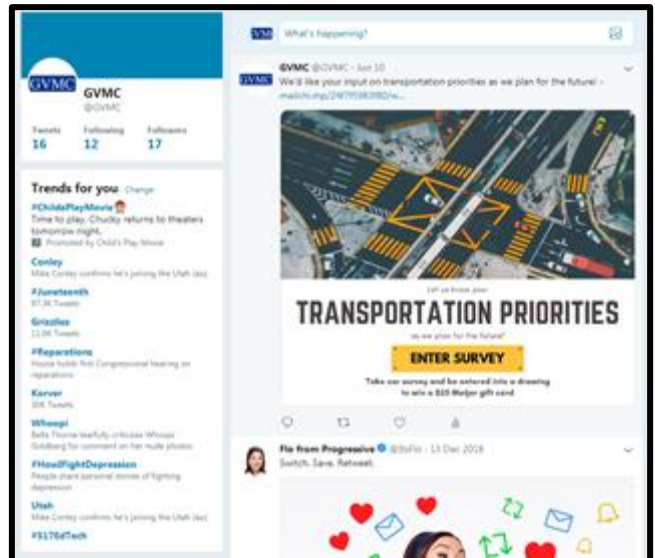
### Web Posting about MTP Kickoff and Survey



### MTP Kickoff Facebook Post



### MTP Kickoff Tweet





**GRAND VALLEY METROPOLITAN COUNCIL**

ADA TOWNSHIP • ALGOMA TOWNSHIP • ALLENDALE TOWNSHIP • ALPINE TOWNSHIP • BELDING • BYRON TOWNSHIP • CALEDONIA • CALEDONIA TOWNSHIP • CANNON TOWNSHIP • CASCADE TOWNSHIP  
CEDAR SPRINGS • COOPERSVILLE • COURTLAND TOWNSHIP • EAST GRAND RAPIDS • GAINES TOWNSHIP • GEORGETOWN TOWNSHIP • GRAND RAPIDS • GRAND RAPIDS TOWNSHIP • GRANDVILLE  
GREENVILLE • HASTINGS • HUDSONVILLE • IONIA • JAMESTOWN TOWNSHIP • KENT COUNTY • KENTWOOD • LOWELL • LOWELL TOWNSHIP • MIDDLEVILLE • NELSON TOWNSHIP  
OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SAND LAKE • SPARTA • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

**Media Release**

Contact: Andrea Faber, Transportation Planner  
Phone: 616-776-7603  
E-mail: [andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)

FOR IMMEDIATE RELEASE  
June 10, 2019

## GVMC to Develop 2045 Metropolitan Transportation Plan

**Grand Rapids, Mich.** - The Grand Valley Metropolitan Council (GVMC) is seeking input from Kent and Ottawa County residents to identify regional transportation priorities for the next 25 years. The feedback will assist in the development of the 2045 Metropolitan Transportation Plan (MTP) for the Grand Rapids region. GVMC is required by federal law to update the MTP every four years. All modes of transportation will be assessed in the MTP, including road conditions, traffic congestion, safety, freight movement, passenger rail, air travel, nonmotorized transportation and public transit.

“At GVMC, we are looking to bring multiple users and stakeholders together to tell us what they need from our regional transportation network,” said John Weiss, executive director of GVMC. “Public input is critical for us to ensure regional mobility is moving forward to serve businesses and residents from Kent and Ottawa Counties.”

To provide input visit [gvmc.org/mtp](http://gvmc.org/mtp) to complete a brief survey. All survey respondents will be entered in a drawing to win one of two \$25 Meijer gift cards. Additionally, the public will be able to submit comments in person, online, over the phone, or by mail, at any time during the development of the MTP. GVMC staff will also participate in local events this summer to allow the opportunity for in-person feedback. To stay informed about the effort and receive updates, sign up for regular updates at [gvmc.org/public-involvement](http://gvmc.org/public-involvement).

###

*The Grand Valley Metro Council (GVMC) is a council of governments dedicated to enhancing the quality of life of the people of our metropolitan area through collaboration among regional partners. For more information on GVMC, please visit [gvmc.org](http://gvmc.org).*

**MTP Kickoff Email**

**Andrea Faber**

---

**From:** Grand Valley Metropolitan Council <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)>  
**Sent:** Monday, June 10, 2019 10:09 AM  
**To:** Andrea Faber  
**Subject:** We'd like your input on transportation priorities as we plan for the future!



[View this email in your browser](#)

## Let Us Know Your Transportation Priorities as We Plan for the Future!

The Grand Valley Metro Council (GVMC) is pleased to announce that it has begun developing the 2045 Metropolitan Transportation Plan (MTP) for the Grand Rapids region, which outlines funding and priorities for all modes of transportation for the next 25 years. As part of the MTP development process, we will be evaluating road conditions, congestion, safety, freight movement, passenger rail, air travel, nonmotorized, transit, and other modes of transportation, along with input from the public.

So please take our [survey](#) and let us know your priorities as we plan for the future and spread the word. Everyone who completes the survey will be entered into a drawing to win one of two \$25 Meijer gift cards.



Let us know your

# TRANSPORTATION PRIORITIES

as we plan for the future!

**ENTER SURVEY**

**Take our survey and be entered into a drawing  
to win a \$25 Meijer gift card**

GVMC will keep the public informed during the development of the plan, which is expected to be completed by March of 2020, and offer numerous opportunities for area residents to get involved in the planning process or provide input. GVMC staff will send out email updates to our Interested Citizen/Agency Group, hold public meetings, and have a presence at community events to get feedback from the public. To join our mailing list, please visit our [website](#). The public will be able to submit comments in person, online, over the phone, or by mail, at any time during the development of the MTP.

For additional information on the MTP development effort, please visit [gvmc.org/mtp](http://gvmc.org/mtp) or contact [Andrea Faber](#) at (616) 776-7603.





---

*Copyright © 2019 Grand Valley Metro Council, All rights reserved.*

You are receiving this email because you opted in via our website or because you or someone at your organization expressed interest in receiving our updates.

**Our mailing address is:**

Grand Valley Metro Council 678  
Front Ave NW Ste 200 Grand  
Rapids, MI 49504-5335

[Add us to your address book](#)

Want to change how you receive these emails?  
You can update your preferences or unsubscribe from

## 2.) Pre-Programming Collaboration

Once the comprehensive needs and deficiencies analyses were completed, GVMC invited the public to comment on them in the following ways:

- Posting a notice and detailed information on [www.gvmc.org](http://www.gvmc.org)
- Sending an email to the interested citizen/agency list
- Posting on social media
- Submitting a press release to GVMC's media contact list and posting it online

GVMC made this information available to the public on Thursday, September 26. The public was asked to comment on the identified modal needs on or before October 15, for a total comment period of 20 days.

The table below describes the number of people reached through each outreach method at this milestone:

Outreach Method	Members of the public reached
Facebook (People Reached)	1,684
Email Opens	749
Twitter Impressions	113
Pageviews on gvmc.org under "Latest Developments" (Sept. 26 – October 15, 2019)	8
Press Release*	11
<b>Total:</b>	<b>2,565</b>

*Please note: the press release was not picked up by area media.*

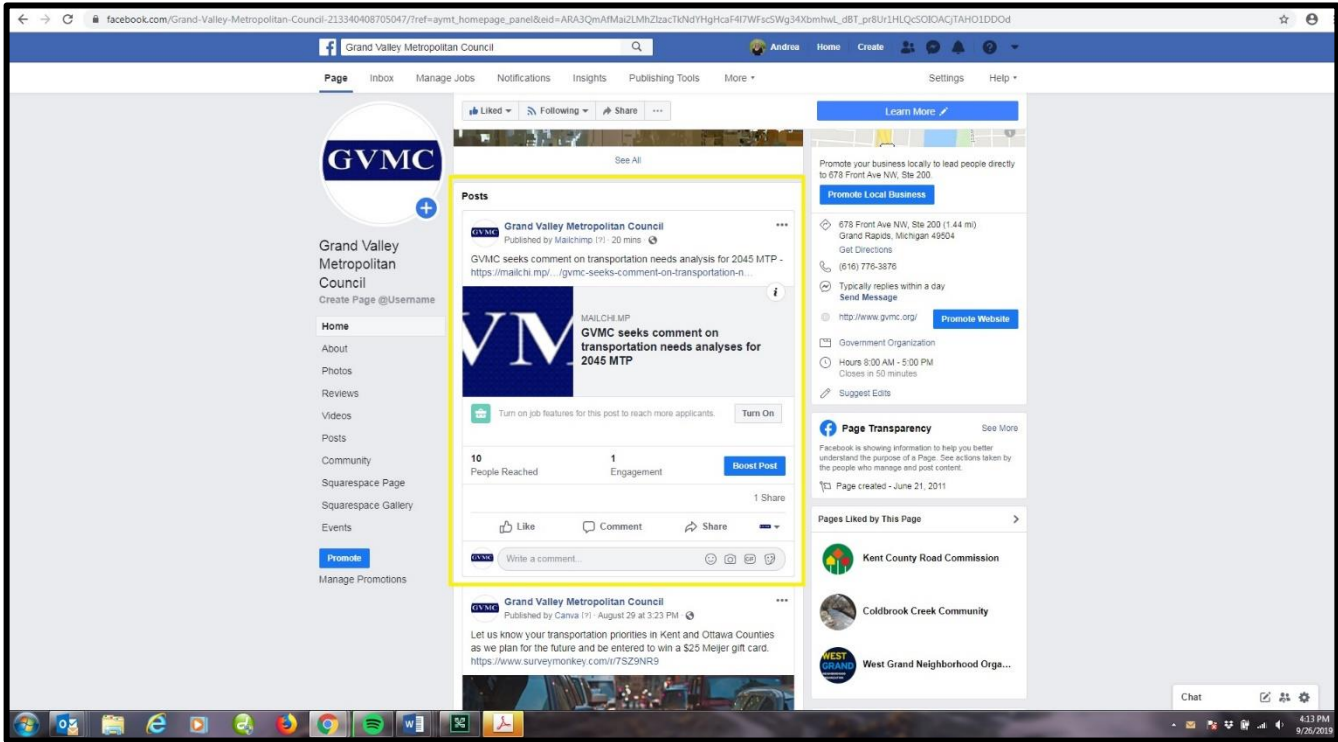
**Comments received: 9**

### Sampling of Outreach Materials

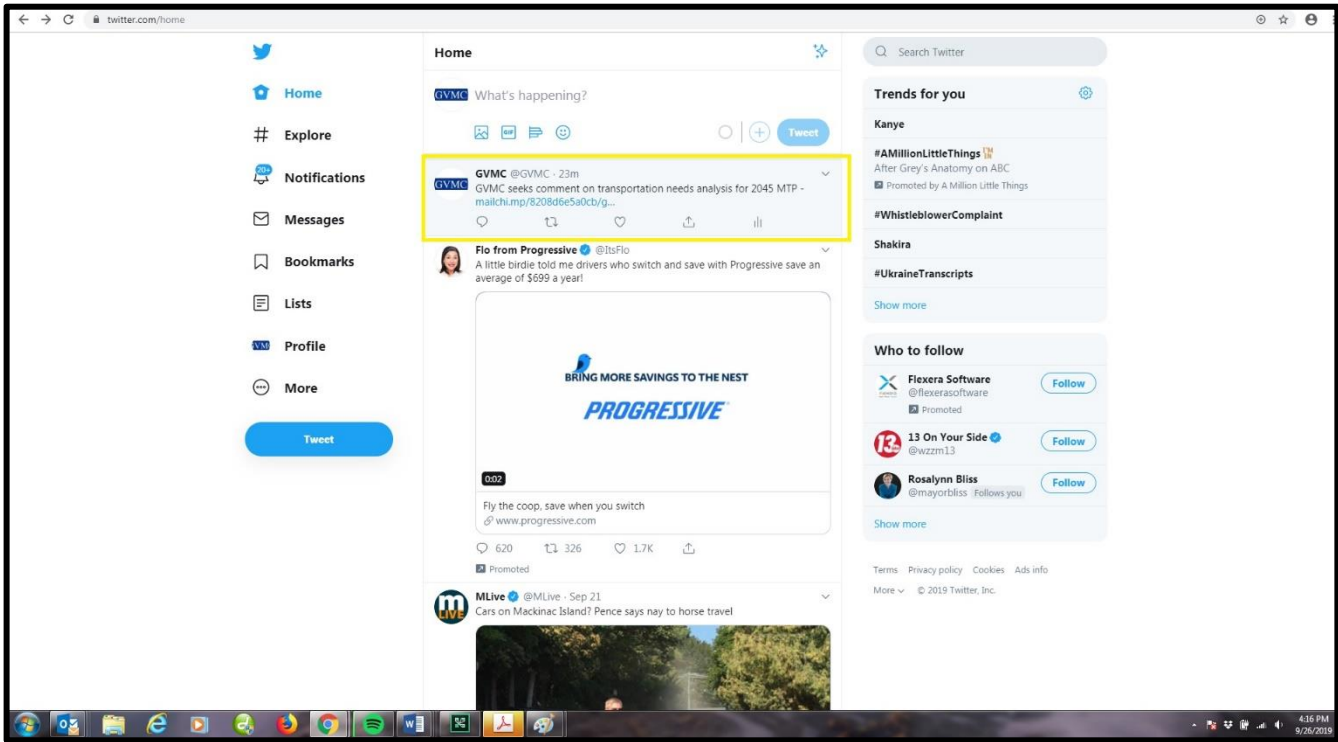
#### Web Posting of Public Comment Opportunity for Needs Analysis



Facebook Post Advertising Public Comment Period for Needs Analysis



Tweet Advertising Public Comment Period for Needs Analysis







## GRAND VALLEY METROPOLITAN COUNCIL

ADA TOWNSHIP • ALGOMA TOWNSHIP • ALLENDALE TOWNSHIP • ALPINE TOWNSHIP • BELDING • BYRON TOWNSHIP • CALEDONIA • CALEDONIA TOWNSHIP • CANNON TOWNSHIP • CASCADE TOWNSHIP  
CEDAR SPRINGS • COOPERSVILLE • COURTLAND TOWNSHIP • EAST GRAND RAPIDS • GAINES TOWNSHIP • GEORGETOWN TOWNSHIP • GRAND RAPIDS • GRAND RAPIDS TOWNSHIP • GRANDVILLE  
GREENVILLE • HASTINGS • HUDSONVILLE • IONIA • JAMESTOWN TOWNSHIP • KENT COUNTY • KENTWOOD • LOWELL • LOWELL TOWNSHIP • MIDDLEVILLE • NELSON TOWNSHIP  
OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SAND LAKE • SPARTA • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

## Media Release

Contact: Andrea Faber, Transportation Planner  
Phone: 616-776-7603  
E-mail: [andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)

FOR IMMEDIATE RELEASE  
September 30, 2019

## GVMC Invites Public Comment on Future Transportation Needs

**Grand Rapids, Mich.** - The Grand Valley Metropolitan Council (GVMC) invites Kent and eastern Ottawa County residents to comment on the findings of GVMC's transportation needs analysis. To determine current and future transportation need by mode, GVMC worked with various stakeholders from organizations representing transit, passenger rail, air travel, freight movement, and nonmotorized modes of transportation. GVMC also analyzed pavement condition, traffic congestion, and safety for all users of the transportation system. This analysis will be the basis for proposing solutions to meet the current and forecasted transportation needs by mode for the 2045 Metropolitan Transportation Plan (MTP). GVMC is required by federal law to update the MTP every four years. "At GVMC, we are looking to bring multiple users and stakeholders together to tell us what they need from our regional transportation network," said John Weiss, executive director of GVMC. "Public input is critical for us to ensure regional mobility is moving forward to serve businesses and residents from Kent and Ottawa Counties." To view the results of the needs analysis, please visit [gvmc.org/mtp](http://gvmc.org/mtp). Hard copies are available at GVMC's office. Comments will be accepted through Tuesday, October 15. Interested citizens can submit comments in person, online, over the phone, or by mail. To stay informed about the effort, sign up for regular updates at [gvmc.org/public-involvement](http://gvmc.org/public-involvement).

Individuals with disabilities requiring auxiliary aids for services and those requiring an interpreter or translation service should contact Andrea Faber by phone at (616) 776-7603 or email at [andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org) for assistance.

###

*The Grand Valley Metro Council (GVMC) is a council of governments dedicated to enhancing the quality of life of the people of our metropolitan area through collaboration among regional partners. For more information on GVMC, please visit [gvmc.org](http://gvmc.org).*

**From:** Grand Valley Metropolitan Council <andrea.faber@gvmc.org>  
**Sent:** Thursday, September 26, 2019 3:53 PM  
**To:** Andrea Faber  
**Subject:** GVMC seeks comment on transportation needs analyses for 2045 MTP

[View this email in your browser](#)



## GVMC Invites Public Comment on Future Transportation Needs

GVMC invites Kent and eastern Ottawa County residents to comment on the findings of GVMC's transportation needs analysis. To determine current and future transportation needs by mode, GVMC worked with various stakeholders from organizations representing transit, passenger rail, air travel, freight movement, and nonmotorized modes of transportation. GVMC also analyzed pavement and bridge condition, traffic congestion, and safety for all users of the transportation system. This analysis will be the basis for proposing solutions to meet the current and forecasted transportation needs by mode for the 2045 Metropolitan Transportation Plan (MTP). Results of the analysis by mode are below.

- [Pavement Condition](#)
- [Safety](#)
- [Congestion \(corresponding map\)](#)
- [Nonmotorized](#)
- [Transit](#)
- [Freight Movement](#)
- [Air Travel](#)
- [Passenger Rail](#)
- [Bridge](#)

Hard copies of the mode analyses are available at GVMC's office. **Comments will be accepted through Tuesday, October 15.** Interested citizens can submit comments in the following ways:

- In person at GVMC's office
- [Online](#) using the "Submit a Comment" button
- Over the phone by calling 616.776.7603
- [Email](#)
- Or by mail

GVMC's office is located at 678 Front Ave. NW, Suite 200, Grand Rapids, MI 49504. Comments should be directed to Andrea Faber.

---

To stay informed about the effort, sign up for regular updates on our [Public Involvement Page](#).

Individuals with disabilities requiring auxiliary aids or services and those requiring an interpreter or translation service should contact Andrea Faber by phone at (616) 776-7603 or [email](#) for assistance.



*Copyright © 2019 Grand Valley Metro Council, All rights reserved.*

You are receiving this email because you opted in via our website or because you or someone at your organization expressed interest in receiving our updates.

**Our mailing address is:**

Grand Valley Metro Council 678 Front Ave NW Ste 200  
Grand Rapids, MI 49504-5335

[Add us to your address book](#)

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#).

### 3.) Draft MTP, environmental justice, and air quality results (if applicable) completed and available for public comment

Once the draft MTP document, environmental justice, and air quality results were available, GVMC invited the public to comment on them in the following ways:

- Posting a notice and detailed information on [www.gvmc.org](http://www.gvmc.org)
- Sending an email to the interested citizen/agency list and a direct mailing to the environmental justice mailing list
- Posting on social media (Facebook and Twitter), and sharing the Facebook post with The Rapid and LINC UP
- Publishing a newspaper advertisement in English in The Grand Rapids Times and in Spanish in El Vocero
- Distributing copies of the draft MTP document to all libraries within the MPO area and links to the MTP document to all jurisdictions within the MPO area
- Submitting a press release to GVMC's media contact list and posting it online

Notices included an invitation to attend a public meeting on Monday, February 10 at 5:30 pm at Rapid Central Station. GVMC made this information available to the public between Wednesday, January 29 and Friday, January 31. The public comment period officially started on Saturday, February 1, and the public was asked to comment on the document before Monday, March 2. The comment period lasted 31 days total.

The table below describes the number of people reached through each outreach method at this milestone.

Outreach Method	Members of the public reached/impressions
Facebook (People Reached)	6,107
Twitter impressions	92
Direct mailing to environmental justice list	327
Email opens	513
The Grand Rapids Times circulation	6,000
El Vocero circulation	5,000
Pageviews on gvmc.org under "Latest Developments" (January 29 – March 2)	1,168
Copies of the document to libraries and links to jurisdictions	unknown
Press release email opens*	8
<b>Total:</b>	<b>19,215</b>

*\*Please note: the press release was not picked up by area media for coverage, but an announcement was made during the morning news on WOOD TV 8 about the public meeting.*

**Comments received: 20**

**Sampling of Outreach Materials**

## Web Posting of Public Comment Opportunity for Needs Analysis

gvmc.org/latest-developments/2020/1/29/make-your-voice-heard-and-comment-on-draft-2045-metropolitan-transportation-plan-mtp

Select Language

# GVMC

HOME GVMC WM REGIONAL PROSPERITY ALLIANCE TRANSPORTATION - MPO REGIS ENVIRONMENTAL PROGRAMS

Make your voice heard, and comment on draft 2045 Metropolitan Transportation Plan (MTP)!

JANUARY 29, 2020

The state of the transportation system, including road condition, traffic congestion, public transit, sidewalks, bike paths, nonmotorized trails, passenger rail and air travel, impacts everyone. GVMC has recently completed a draft of the 2045 Metropolitan Transportation Plan (MTP), which includes transportation projects and investment priorities for all modes of transportation in Kent and eastern Ottawa Counties for the next 25 years, and we want to know your feedback.

The document is available at [www.gvmc.org/mtp](http://www.gvmc.org/mtp), along with information on how to provide comments and details about our upcoming public meeting where you can learn more about the MTP and share your comments in person.

To view the corresponding press release, please click [here](#).

f t in

Amendment to City of Grand Rapids Hall Street Project - Colorado to Sylvan Reconstruction

## Grand Valley Metropolitan Council

(616) 776-3876 | Fax (616) 774-9292  
678 Front Ave. N.W., Suite 200  
Grand Rapids, MI 49504

[home](#) | [about](#) | [news](#) | [contact](#)

## Facebook Post Advertising Public Comment Period for Needs Analysis

https://www.facebook.com/Grand-Valley-Metropolitan-Council-213340408705047/?eid=AR8w3qTJkLN5A5xW-aIWhaZQ-Z0ouyRa95c

Grand Valley Metropolitan Council

Make your voice heard!

GVMC has recently completed the draft 2045 Metropolitan Transportation Plan (MTP), which includes transportation projects and investment priorities for all modes of transportation in Kent and eastern Ottawa Counties for the next 25 years, and we want to know your feedback.

The document is available at [www.gvmc.org/mtp](http://www.gvmc.org/mtp), along with information on how to provide comments and details about our upcoming public meeting where you can learn more about the MTP and share your comments in person.

2045 Metropolitan Transportation Plan

MAY 7, 2020

GRAND VALLEY METRO COUNCIL

Boost your post to reach more of the people who matter to you. Click here to get started.

Learn More

Peris: There's a Good Here! 927 Members • 4 posts a day

The Indie Flea GR... 256 Members • 5 posts a week

No Rating Yet

# GVMC

ABOUT GRAND VALLEY METROPOLITAN COUNCIL

Our Story

Grand Valley Metropolitan Council (GVMC) is a regional alliance of governmental units in the Grand R...

See More

Page Tips

Create a Group for Your Page

Help your audience connect in a group. Groups are separate spaces for people to have discussions, plan events, share photos and more. You can interact with people in the group as your Page or yourself.

Know Friends Who Might Like Your Page?

Invite friends to like Grand Valley Metropolitan Council and help you connect with more people.

How to Create Effective Posts

Short, visual posts created for the right audience are more successful.

See All Page Tips

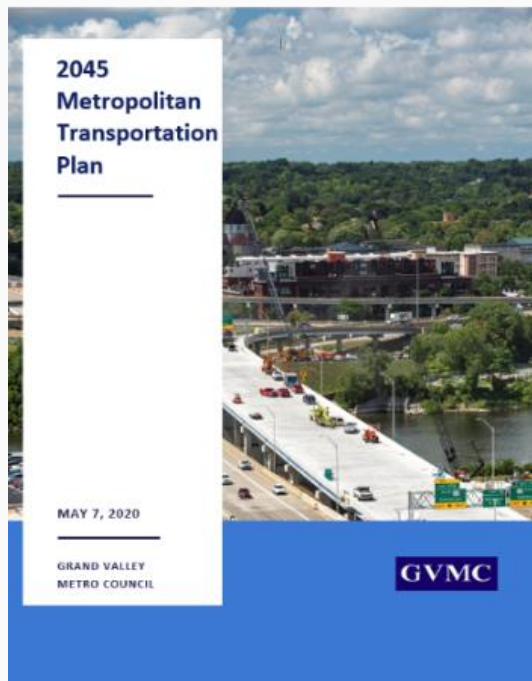
## Tweet Advertising Public Comment Period for Needs Analysis

The screenshot shows a Twitter home page in a web browser. The browser's address bar displays "twitter.com/home". A notification at the top left states "Google Chrome isn't your default browser" with a "Set as default" button. The Twitter interface includes a left sidebar with navigation options: Home, Explore, Notifications, Messages, Bookmarks, Lists, Profile, and More. The main content area, titled "Home", shows a tweet from "GVMC" (@GVMC) posted 25 seconds ago. This tweet is highlighted with a yellow rectangular box. The tweet text reads: "Make your voice heard! Comment on GVMC's draft 2045 Metropolitan Transportation Plan (MTP), which includes transportation projects and investment priorities for Kent and eastern Ottawa County for the next 25 years. Learn more at [gvmc.org/mtp/](https://gvmc.org/mtp/)". Below the text are icons for replies, retweets, and likes. The tweet is marked as "Promoted". Below the highlighted tweet, another tweet from "Mayan Buzz Coffee Bar" is visible. The right sidebar features "Trends for you" with categories like "Trending in United States" (including #coronavirus), "World news", "MLB - Trending" (including Kris Bryant), "Food - Trending" (including Popeyes), and "Entertainment - Trending" (including #EndTheStigma). A "Who to follow" section is also present. The Windows taskbar at the bottom shows the search bar and various application icons. The system clock in the bottom right corner indicates the time is 4:15 PM on 1/29/2020.



### **Make Your Voice Heard!**

The state of the transportation system, including road condition, traffic congestion, public transit, sidewalks, bike paths, nonmotorized trails, passenger rail and air travel, impacts everyone. GVMC has recently completed a draft of the [2045 Metropolitan Transportation Plan \(MTP\)](#), which includes transportation projects and investment priorities for all modes of transportation in Kent and eastern Ottawa Counties for the next 25 years, and we want to know your feedback.



The draft 2045 MTP is open for public comment from February 1<sup>st</sup> through March 2<sup>nd</sup> and can be found [online](#). Hard copies are available at area libraries and GVMC's office, located at:

678 Front Ave. NW  
Suite 200  
Grand Rapids, MI 49504

Please send your comments to Andrea Faber by [email](#), phone: (616) 776-7603, or submit them [online](#). Comments can also be mailed to GVMC (see address above) or given in person. **Comments must be received by Monday, March 2<sup>nd</sup>, 2020, for consideration.**

A public meeting will also be held **Monday, February 10, 2020 at 5:30 pm at Rapid Central Station, located at:**

**250 Grandville Ave. SW  
Grand Rapids, MI 49503**

GVMC staff will be on hand to discuss the MTP document and take comments.

*Individuals with disabilities requiring auxiliary aids for services and those in need of translation or*



*interpreter assistance should contact Andrea Faber (see contact information above) to request accommodations for the meeting by Wednesday, February 5, 2020.*



---

*Copyright © 2020 Grand Valley Metro Council, All rights reserved.*

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#).



## GRAND VALLEY METROPOLITAN COUNCIL

ADA TOWNSHIP • ALGOMA TOWNSHIP • ALLENDALE TOWNSHIP • ALPINE TOWNSHIP • BELDING • BYRON TOWNSHIP • CALEDONIA • CALEDONIA TOWNSHIP • CANNON TOWNSHIP • CASCADE TOWNSHIP  
CEDAR SPRINGS • COOPERSVILLE • COURTLAND TOWNSHIP • EAST GRAND RAPIDS • GAINES TOWNSHIP • GEORGETOWN TOWNSHIP • GRAND RAPIDS • GRAND RAPIDS TOWNSHIP • GRANDVILLE  
GREENVILLE • HASTINGS • HUDSONVILLE • IONIA • JAMESTOWN TOWNSHIP • KENT COUNTY • KENTWOOD • LOWELL • LOWELL TOWNSHIP • MIDDLEVILLE • NELSON TOWNSHIP  
OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SAND LAKE • SPARTA • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

## Media Release

Contact: Andrea Faber, Transportation Planner  
Phone: 616-776-7603  
E-mail: [andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)

FOR IMMEDIATE RELEASE  
January 30, 2020

## GVMC Invites Public to Comment on Draft 2045 Metropolitan Transportation Plan (MTP)

**Grand Rapids, MI** – The Grand Valley Metropolitan Council (GVMC) invites Kent and eastern Ottawa County residents to comment on the draft 2045 Metropolitan Transportation Plan (MTP) and is hosting a meeting to present the document and gather comments from the public. This meeting will take place:

**Date: Monday, February 10, 2020**

**Time: 5:30 pm**

**Location: Rapid Central Station (250 Grandville Ave SW, Grand Rapids, 49503)**

The draft 2045 MTP outlines transportation projects and funding priorities for the next 25 years and addresses all aspects of the system, including road conditions, traffic congestion, safety, freight movement, passenger rail, air travel, non-motorized transportation, and public transit. Financial projections show that \$6.8 billion is expected to be available in transportation funding from local, state and federal sources over the next 25 years. The draft 2045 MTP document represents months of work and was developed in collaboration with GVMC Committee members, stakeholders, and the public. GVMC is required by federal law to update the MTP every four years.

“At GVMC, we are looking to bring multiple users and stakeholders together to tell us what they need from our regional transportation network,” said John Weiss, executive director of GVMC. “Public input is critical for us to ensure regional mobility is moving forward to serve businesses and residents from Kent and Ottawa Counties.”

To view the draft 2045 MTP, please visit [www.gvmc.org/mtp](http://www.gvmc.org/mtp). Hard copies are also available at GVMC’s office and at libraries within Kent and eastern Ottawa County. The official public comment period will run from February 1<sup>st</sup> through March 2<sup>nd</sup>, 2020. Interested citizens can submit comments in person, online, over the phone, or by mail or email. To stay informed about the effort, sign up for regular updates at [www.gvmc.org/public-involvement](http://www.gvmc.org/public-involvement).

Individuals with disabilities requiring auxiliary aids for services and those requiring an interpreter or translation service should contact Andrea Faber for assistance.

###

*The Grand Valley Metro Council (GVMC) is a council of governments dedicated to enhancing the quality of life of the people of our metropolitan area through collaboration among regional partners. For more information on GVMC, please visit [www.gvmc.org](http://www.gvmc.org).*

# Manifestante desafían el frío y realizan protestan contra la guerra

Por Wilson Vargas



Comité de Grand Rapids contra la Guerra de Irán, Monumento al Soldado

**GRAND RAPIDS, MICHIGAN (EVH).** Después que el presidente Donald Trump ordenó un ataque con drones contra el general iraní Qassem Soleimani, y ahora desde que Irán contraatacó con misiles balísticos, el Comité contra la Guerra de Grand Rapids ha estado protestando en contra de un posible conflicto bélico.

"Nos unimos a un día nacional de protesta para decir: ¡No hay guerra de Estados Unidos

contra Irán! ". dijo Bárbara Howard, representante del Comité contra la Guerra de Irán.

Manifestó que la gente está harta de las guerras interminables que Trump prometió detener. Estados Unidos necesita abandonar el Medio Oriente y dejar que la gente de esos países decida su propio destino.

"El asesinato de Trump del respetado general iraní Soleimani fue

indignante. Creemos que es bueno que Trump retrocediera rápidamente de una guerra regional", dijo Howard

Y continuó: "Es el momento de que las tropas estadounidenses abandonen Irak, incluido los 3,000 soldados que Trump acaba de enviar. Eso es claramente lo que el pueblo de Irak quiere, y también la gente de los Estados Unidos".

Bajo un intenso frío los manifestantes contra la guerra se reunieron el pasado sábado 25 de enero en la esquina de la calle Fulton y Division Ave, bajo el Monumento al Soldado de la Unión.

Diversos oradores hablaron en el mitin que se inició a las 1:00pm y concluyó después de las dos de la tarde.

## GVMC invita al público a comentar sobre el borrador del Plan de Transporte Metropolitano 2045

**GRAND RAPIDS, MICHIGAN (EVH).** El Consejo Metropolitano de Grand Valley (GVMC) invita a los residentes de Kent y del este del condado de Ottawa a comentar sobre el borrador del Plan de Transporte Metropolitano (MTP) 2045 y está organizando una reunión para presentar el documento y obtener comentarios del público.

La reunión tendrá lugar el lunes 10 de febrero del 2020 a las 5:30 pm en la estación central rápida (250 Grandville Ave SW, Grand Rapids, 49503)

El borrador del 2045 MTP describe los proyectos de transporte y las prioridades de financiación para los próximos 25 años y aborda todos los aspectos del sistema, incluidas las condiciones de la carretera, la congestión del tráfico, la seguridad, el movimiento de mercancías, el ferrocarril de pasajeros, los viajes aéreos, el transporte no motorizado y el transporte público.

Las proyecciones financieras muestran que se espera que \$ 6.8 mil millones estén disponibles en fondos de transporte de fuentes locales, estatales y federales durante los próximos 25 años. El borrador del documento MTP 2045



representa meses de trabajo y fue desarrollado en colaboración con los miembros del Comité GVMC, las partes interesadas y el público. La ley federal exige que GVMC actualice el MTP cada cuatro años.

"En GVMC, buscamos reunir a múltiples usuarios y partes interesadas para decirnos lo que necesitan de nuestra red de transporte regional", dijo John Weiss, director ejecutivo de GVMC. "El aporte público es fundamental para garantizar que la movilidad regional avance para servir a las empresas y residentes de los condados de Kent y Ottawa".

Para ver el borrador del 2045 MTP, visite [www.gvmc.org/mtp](http://www.gvmc.org/mtp). Las

copias impresas también están disponibles en la oficina de GVMC y en las bibliotecas dentro de Kent y el este del condado de Ottawa.

El período oficial de comentarios públicos se extenderá del 1 de febrero al 2 de marzo del 2020. Los ciudadanos interesados pueden enviar comentarios en persona, en línea, por teléfono, por correo o correo electrónico.

Para mantenerse informado sobre el esfuerzo, regístrese para recibir actualizaciones periódicas visite la página web [www.gvmc.org/public-involvement](http://www.gvmc.org/public-involvement).

Las personas con discapacidades que requieran ayudas auxiliares para los servicios y

aquellas que requieran un intérprete o servicio

de traducción deben comunicarse con Andrea

Faber para obtener ayuda.

**¿FUISTE ARRESTADO?**  
**¿FUISTE ACUSADO DE UN CRIMEN?**  
**¿TIENES UN CASO DE INMIGRACIÓN?**

**HENDRICKS WATKINS SANDOVAL**  
ATTORNEYS AT LAW

**¡USTED TIENE DERECHOS!**

**Teresa M. Hendricks**  
Abogada

**Daniel C. Watkins**  
Abogado

**José A. Sandoval**  
Abogado

**¿Por qué elegirnos?**

Tenemos amplia experiencia en representar ante las Cortes Federales, Estatales y de Inmigración tanto en delitos graves como menores. Contamos con más de 50 años de experiencia combinada.

**Conoce nuestros servicios:**

**Inmigración:**

- Corte de Inmigración
- Deportaciones
- Asilo
- Peticion Familiar
- U-Visa
- Ciudadanía
- Renovación de Residencia
- Renovación de (DACA)

**Defensa Criminal:**

- Delito Menor
- Felonia (Federal o Estatal)
- Manejando en Estado de Ebriedad (DUI/OVI)
- Manejar sin Licencia o con Licencia suspendida
- Orden de Arresto

**Daños Personales:**

- Accidente de Auto
- Accidentes Fatales

**Derecho familiar y más...**

**1115 Taylor Ave. NW Suite 110, Grand Rapids, MI 49503**

**616-956-1900**  
**¡Llame hoy para su consulta!**

**Eunice A. Villarreal**  
Gerente de Oficina



## Trump firma nuevo acuerdo comercial con México y Canadá

Por KEVIN FREKING y PAUL WISEMAN



El presidente Donald Trump habla después de firmar un proyecto de ley para actualizar el acuerdo comercial con México y Canadá, el miércoles 29 de enero de 2020, en Washington. Lo acompañan, de izquierda a derecha, el asesor del presidente Jared Kushner, el vicepresidente Mike Pence, el jefe de la bancada republicana en la Cámara de Representantes Steve Scalise, el representante comercial de Estados Unidos Robert Lighthizer y el líder de la minoría demócrata en la Cámara de Representantes Kevin McCarthy, entre otros. (AP Foto: Evan Vucci)

WASHINGTON (AP)

El presidente Donald Trump firmó el miércoles un pacto que reescribió las reglas del comercio con México y Canadá, asegurando que reemplaza la "pesadilla" de un acuerdo que data de la era de Bill Clinton y que mantendrá los empleos, la riqueza y el crecimiento en Estados Unidos.

Trump hizo de la renegociación del antiguo Tratado de Libre Comercio de América del Norte (TLCAN) una prioridad durante su campaña de 2016, aunque los expertos en comercio dicen que será modesto el impacto del nuevo Tratado entre México, Estados Unidos y Canadá (T-MEC).

"Este es un acuerdo de vanguardia que protege, defiende y sirve al gran pueblo de nuestro país", dijo Trump en una ceremonia de firma al aire libre en la Casa Blanca, donde la lista de invitados incluía a más de 70 miembros republicanos del Congreso, pero a ningún legislador demócrata.

**"JUNTOS ESTAMOS CONSTRUYENDO UN GLORIOSO FUTURO QUE SE LEVANTA, CREE, SE CONSTRUYE Y SE HACE AQUÍ MISMO EN EL GLORIOSO ESTADOS UNIDOS", AGREGÓ. TRUMP HABLO**

"Juntos estamos construyendo un glorioso futuro que se levanta, crece, se construye y se hace aquí mismo en el glorioso Estados Unidos", agregó. Trump habló cuando faltan 10 meses para las elecciones en las que busca reelegirse y mientras él está siendo sujeto de un juicio político.

Canadá y México son los dos principales mercados de exportación de

los bienes estadounidenses. Se espera que el nuevo pacto, junto con la firma de un acuerdo de "Fase Uno" con China, reduzca las tensiones comerciales que contribuyeron a frenar el crecimiento económico a nivel mundial.

Los gobiernos de Estados Unidos, México y Canadá firmaron el acuerdo a finales de 2018. La legislación que lo implementa recibió un apoyo abrumador y bipartidista en el Congreso después de varios meses de negociaciones entre los legisladores demócratas y el gobierno de Trump.

El TLCAN, que entró en vigencia en 1994, derribó las barreras comerciales entre los tres países de América del Norte y el comercio entre ellos aumentó, pero Trump y otros críticos dijeron que el TLCAN alentó a las fábricas a abandonar Estados Unidos y reubicarse en México para aprovechar la mano de obra con salarios más bajos.

Trump amenazó con

abandonar el TLCAN si no podía obtener un mejor trato comercial para Estados Unidos, creando incertidumbre sobre el comercio regional.

El negociador comercial estadounidense, Robert Lighthizer, presionó por un pacto renovado que traiga empleos fabriles a Estados Unidos. El nuevo acuerdo requiere que los fabricantes de automóviles obtengan el 75% de su contenido de producción (en compa-

ración con el 62,5% en el TLCAN) de América del Norte para calificar para los beneficios libres de impuestos del pacto. Eso significa que debe haber más contenido del auto que se haya fabricado en alguno de los tres países de América del Norte, en lugar de partes importadas de sitios más baratos como China y de otros lugares.

El T-MEC estipula que al menos el 40% de los vehículos también tendrían que originarse en

lugares donde los trabajadores ganen al menos 16 dólares por hora. Eso beneficiaría a Estados Unidos y Canadá, no a México, donde a los trabajadores de ensamblaje de automóviles se les paga una fracción de esa cantidad.

### 75 POR CIENTO

El negociador comercial estadounidense, Robert Lighthizer, presionó por un pacto renovado que traiga empleos fabriles a Estados Unidos. El nuevo acuerdo requiere que los fabricantes de automóviles obtengan el 75% de su contenido de producción (en comparación con el 62,5% en el TLCAN) de América del Norte para calificar para los beneficios libres de impuestos del pacto.

## ¡Haz oír tu voz!

GVMC

El estado del sistema de transporte, incluidas las condiciones de la carretera, la congestión del tráfico, el transporte público, las aceras, los senderos para bicicletas, los senderos no motorizados, el tren de pasajeros y el transporte aéreo, impacta a todos. GVMC ha completado recientemente un borrador del Plan de Transporte Metropolitano (MTP) 2045, que incluye proyectos de transporte y prioridades de inversión para todos los modos de transporte en los condados de Kent y el este de Ottawa durante los próximos 25 años, y queremos conocer sus comentarios.

El borrador del 2045 MTP está abierto para comentarios públicos del 1 de febrero al 2 de marzo y se puede encontrar en línea en [www.gvmc.org/mtp](http://www.gvmc.org/mtp).

Las copias impresas están disponibles en las bibliotecas del área y en la oficina de GVMC, ubicada en 678 Front Ave. NW • Suite 200 • Grand Rapids • MI • 49504.

Envíe sus comentarios a Andrea Faber por correo electrónico: [andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org), teléfono: (616) 776-7603, o envíelos en línea en [www.gvmc.org/mtp](http://www.gvmc.org/mtp).

Los comentarios también se pueden enviar por correo a GVMC (ver dirección arriba) o en persona. Los comentarios deben recibirse antes del lunes 2 de marzo de 2020 para su consideración.

También se llevará a cabo una reunión pública el lunes 10 de febrero de 2020 a las 5:30 pm en la estación central del The Rapid, ubicada en 250 Grandville Ave. SW, Grand Rapids, MI 49503. El personal de GVMC estará disponible para discutir el documento MTP y tomar comentarios.

Las personas con discapacidades que requieren ayudas auxiliares para los servicios y aquellas que requieren un intérprete o servicio de traducción para asistir a la reunión pública deben comunicarse con Andrea Faber por teléfono al (616) 776-7603 o por correo electrónico a [andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org) antes del miércoles 5 de febrero, 2020, para solicitar alojamiento.



# Local Attorney Faces Formal Complaint With The Attorney Grievance Commission And The Local GR Bar Association

The Grand Rapids Times

**K**evin Dengel has maintained his innocence since his arrest while working for the Grand Rapids Public Schools. He has stated several times, that Paul Mitchell, his November 2013 Trial Attorney, failed him by not submitting exculpatory evidence. Dengel was convicted in November 2013.

Later after his release, he testified at a Michigan Civil Rights Hearing held in Grand Rapids, in March, 2019.

During his testimony, Dengel made the following statement: "Telephone records were entered into Michigan state records on June 3, 2015 as evidence that I could not have 'tapped' two minors in the same 45 minutes on April 8, 2013.

"I had had a major surgery on March 26, 2013. I returned to Sherwood Middle School on April 8, 2013, medically disabled, and healing from the surgery. I had trouble walking and was using three different pain medications.

"The standard healing time from a lateral internal sphincterotomy is 4 - 6 weeks.

"I was back at Sherwood Middle School within 14 days. I was trying to conserve my remaining sick days, so I would not miss financial compensation.

"Paul Mitchell decided not to submit telephone records, which spanned for exactly a 60 minute time period on April 8, 2013. The telephone records place me in an enclosed classroom (in the classroom of a former co - worker). The telephone records span from Rotation 1 thru Rotation 5.

"On April 8, 2013 Sherwood Middle School was teaching the 6th thru 8th grade students strategies to make Sherwood Middle School a better school. There was a rotational exercise going on within Sherwood Middle School on April 8, 2013. The accusers in this case were rotating through six stops within the school.

An example of a rotational stop would be the Gym, Hallway, Computer Lab, Sherwood Middle Cafeteria, etc, etc.

Maria Lewis alleged that I "brushed" the top region of her chest while walking by her during Rotation 2.

Chynice Guydon decided support the allegations of her close friend Maria Lewis. No adult witnesses have come forward to state that they observed Kevin Dengel near Maria Lewis on April 8, 2013 (in

the Sherwood Middle hallway / Rotation 2).

Ashley Gray (a close friend) of Maria Lewis "stated" that Kevin Dengel tapped her rear end at Rotation 5 or Rotation 6 when she was at the Sherwood Middle School drinking fountain. These allegations were made within the same 45 minutes as the allegations of Maria Lewis."

The telephone records of Kevin Dengel span from Rotation 1 through Rotation 5. He did not have a rotational schedule on April 8, 2013. He did not have a rotational schedule, because his medical injury exempted him from attending Positive Behavior in School on April 8, 2013. He has maintained his innocence.

"My telephone records began at 10:30 AM thru 11:31 AM on April 8, 2013. Ashley Gray would've been "tapped" at exactly 11:30AM. There is 0% probability, that a disabled person would find her and tap her rear end in eight minutes.

I had no idea where Ashley Gray was located on April 8, 2013.

He has told the Grand Rapids Times, that Maria Lewis and Ashley Gray fabricated allegations against him.

"It is a fact that I worked with Joel Hugen," he said. "I did not have an idea where Maria Lewis and Ashley Gray were located in Sherwood Middle School on April 8, 2013. I was medically disabled, and did not have a rotational schedule to know the location of Maria Lewis and Ashley Gray on April 8, 2013.

Kevin Dengel stated to the Grand Rapids Times that he was wrongly convicted in November 2013 because Paul

*"On April 8, 2013 Sherwood Middle School was teaching the 6th thru 8th grade students strategies to make Sherwood Middle School a better school. There was a rotational exercise going on within Sherwood Middle School on April 8, 2013. The accusers in this case were rotating through six stops within the school.*

*An example of a rotational stop would be the Gym, Hallway, Computer Lab, Sherwood Middle Cafeteria, etc, etc.*

Mitchell never submitted the telephone or medical records at the November 2013 Trial.

He spoke at a March 2019 Michigan Civil Rights hearing about his wrongful conviction in November 2013 and filed a formal complaint against the November 2013 Trial Attorney with the Michigan Attorney

Grievance Commission in December 2017.

The Michigan Attorney Grievance Commission (located in Detroit, Michigan) conducted an 18-month investigation against Paul Mitchell.

Dengel filed a formal complaint alleging "improper conduct" by Attorney Paul

Mitchell, who was under a lengthy investigation, but did not face a suspension or loss of his Michigan law license. Kevin was notified of the decision in August 2019.

Mr. Dengel then filed another, more recent, complaint with the Grand Rapids Bar Association in November 2019. He asserted to the Grand Rapids Bar Association President that Paul Mitchell should not be allowed to practice law in the State of Michigan.

He reported to The Grand Rapids Times that he has contacted the Detroit ACLU and Michigan Department of Civil Rights about his May 2013 false arrest by the Grand Rapids Police.

He also stated that he had met with Grand Rapids Police Chief, Eric Payne in August 2019. Brandon Davis (the interim Grand Rapids Director of Oversight and Public Accountability) was at the meeting. Dengel informed Police Chief Eric Payne that four minors wrote false police reports in April 2013. Their names are: all of the following: Maria Lewis, Ashley Gray, Chynice Guydon and Autumn Guydon.



**Make your voice heard!** The state of the transportation system, including road condition, traffic congestion, public transit, sidewalks, bike paths, nonmotorized trails, passenger rail and air travel, impacts everyone. GVMC has recently completed a draft of the 2045 Metropolitan Transportation Plan (MTP), which includes transportation projects and investment priorities for all modes of transportation in Kent and eastern Ottawa Counties for the next 25 years, and we want to know your feedback.

The draft 2045 MTP is open for public comment from February 1st through March 2nd and can be found online at [www.gvmc.org/mtp](http://www.gvmc.org/mtp). Hard copies are available at area libraries and GVMC's office, located at 678 Front Ave. NW • Suite 200 • Grand Rapids • MI • 49504.

Please send your comments to Andrea Faber by email: [andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org), phone: (616) 776-7603, or submit them online at [www.gvmc.org/mtp](http://www.gvmc.org/mtp). Comments can also be mailed to GVMC (see address above) or given in person. Comments must be received by Monday, March 2nd, 2020, for consideration.

A public meeting will also be held Monday, February 10, 2020 at 5:30 pm at Rapid Central Station, located at 250 Grandville Ave. SW, Grand Rapids, MI 49503. GVMC staff will be on hand to discuss the MTP document and take comments.

Individuals with disabilities requiring auxiliary aids for services and those in need of translation or interpreter assistance should contact Andrea Faber (see contact information above) to request accommodations for the meeting by Wednesday, February 5, 2020.

Public Meeting Sign – In Sheet



**Grand Valley Metropolitan Council**

Transportation Division

2045 Metropolitan Transportation Plan Public Meeting

Monday, February 10

Rapid Central Station, 250 Grandville Ave SW, Grand Rapids, Michigan 49503

Sign-In Sheet

NAME	ADDRESS	PHONE	EMAIL	JOIN OUR MAILING LIST?	
				Yes	No
Anna Kornaelje				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Tina Kent				<input type="checkbox"/>	<input type="checkbox"/>
Colleen Kach				<input type="checkbox"/>	<input type="checkbox"/>
David Hast				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Kevin Wisselink				<input type="checkbox"/>	<input type="checkbox"/>
Brad Eldridge				<input type="checkbox"/>	<input type="checkbox"/>
Tim Dye				<input type="checkbox"/>	<input type="checkbox"/>
Dennis Kent				<input type="checkbox"/>	<input type="checkbox"/>
Laura St. Laurent				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Natalie Toulon				<input checked="" type="checkbox"/>	<input type="checkbox"/>

NAME	ADDRESS	PHONE	EMAIL	JOIN OUR MAILING LIST?	
				Yes	No
Douglas Pepper				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Chad Frederick				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Brad Danc				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Laurel Joseph				<input type="checkbox"/>	<input type="checkbox"/>
Andrea Faber				<input type="checkbox"/>	<input type="checkbox"/>
George Yang				<input type="checkbox"/>	<input type="checkbox"/>
mika Zongz				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>



#### 4.) Adoption of draft document

Once the draft MTP was complete, GVMC staff brought the document to the Technical and Policy Committees for approval and then to the GVMC Board for final approval. Public comment opportunities were made available at all three public meetings. The public was notified of these comment opportunities in the following ways:

- Posting a notice and detailed information on [www.gvmc.org](http://www.gvmc.org)
- Posting on social media (Facebook and Twitter), and sharing the Facebook post with The Rapid and LINC UP
- Submitting a press release to GVMC's media contact list and posting it online

Notices were distributed on February 27 and included an invitation to attend the March 4, 2020 Technical Committee meeting, the March 18 Policy Committee meeting, and the May 7, 2020 GVMC Board meeting. The March 18 Policy Committee meeting was cancelled on Monday, March 16 due to the COVID-19 pandemic and postponed until April 15. All previous postings were updated the next day to reflect the new meeting date. Because of the continuation of the COVID-19 pandemic and shelter in place orders, it was later deemed necessary to hold the April Policy Committee meeting electronically. The Technical Committee was also invited to attend, making this new meeting a joint Technical/Policy Committee meeting. On April 8, 2020, a week before the April 15 meeting, a notice of the electronic meeting was posted on [www.gvmc.org](http://www.gvmc.org) under "latest developments," as well as on the MTP page, the calendar on our homepage, and on the Committee Minutes and Agendas page. This notice included instructions on how to participate in the meeting and how the public could comment. GVMC also promoted the meeting on Facebook and Twitter. Samples of the original and revised notices are on the following pages. It was also later decided to hold the May 7 Board meeting electronically, and electronic meeting notices were posted on GVMC's website on the Latest Developments page, on the calendar on our homepage, and on the MTP page a minimum of one week prior to the meeting.

The public was also encouraged to submit comments in person, online, by phone, by mail or email, or in person if they wished to comment but were unable to make it to the meetings. The length of the comment period between the Technical Committee meeting on March 4 and the Board meeting on May 7 where final approval was requested was 64 days.

The table below describes the number of people reached through each outreach method at this milestone.

Outreach Method	Members of the public reached
Original Facebook Post	645
Revised Facebook Post	87
Original Twitter "Tweet" (in impressions)	13
Revised Twitter "Tweet" (in impressions)	33
MTP Pageviews on <a href="http://gvmc.org">gvmc.org</a> (February 27 – May 7)	468
(MTP Pageviews on <a href="http://gvmc.org">gvmc.org</a> under "Latest Developments" (April 8 – May 7))	(118)
Press release email opens*	13
<b>Total:</b>	<b>1,259</b>

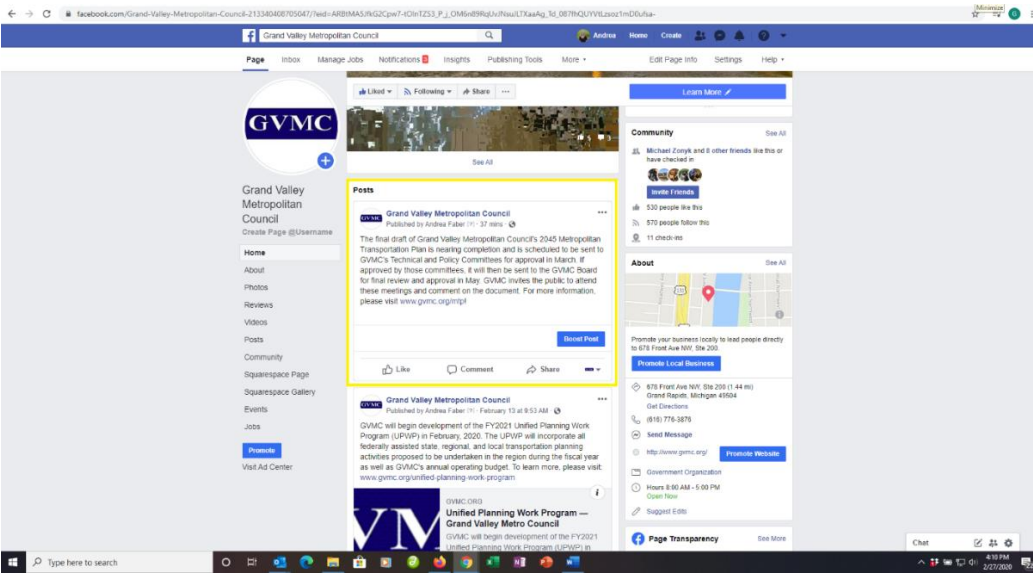
*\*Please note: the press release was not picked up by area media for coverage.*

**Comments received: 2**

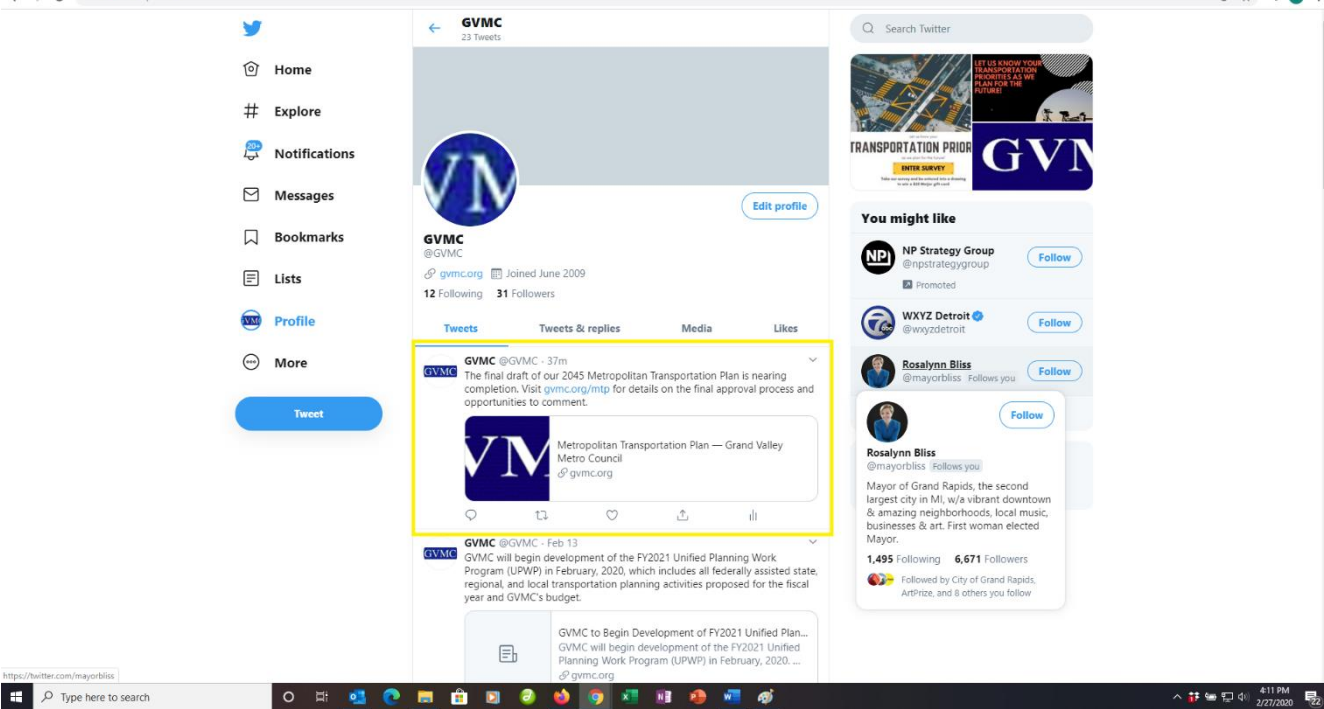


Sampling of Outreach Materials

Original Facebook Post Advertising Adoption of Draft Document



Original Tweet Advertising Adoption of Draft Document



gvmc.org/mtp

# GVMC 2045 Metropolitan Transportation Plan (MTP)

MTP FINAL APPROVAL PROCESS AND SCHEDULE

SUBMIT A COMMENT

The final draft of Grand Valley Metropolitan Council's 2045 Metropolitan Transportation Plan is nearing completion and is scheduled to be sent to GVMC's Technical and Policy Committees for approval in March. If approved by those committees, it will then be sent to the GVMC Board for final review and approval in May. GVMC invites the public to attend these meetings and comment on the document. The times, dates, and locations for all meetings are below.

**GVMC Technical Committee**

Wednesday, March 4 @ 9:30 am

Kent County Road Commission

1500 Scribner NW

Grand Rapids, MI 49504

**GVMC Policy Committee**

Wednesday, March 18 @ 9:30 am

Kent County Road Commission

1500 Scribner NW

Grand Rapids, MI 49504

**GVMC Board**

Thursday, May 7 @ 8:30 am

Kent County Building

300 Monroe Ave NW

Grand Rapids, MI 49503

Links to the draft 2045 MTP are below. Hard copies are also available at GVMC's office.

[Draft 2045 MTP Chapters 1-5](#)

[Draft 2045 MTP Chapters 6-11](#)

[Appendix to Draft 2045 MTP](#)

Interested citizens can submit comments in person, online, over the phone, or by mail or email as well. To stay informed about GVMC's planning efforts, sign up for regular updates above. Individuals with disabilities requiring auxiliary aids or services and those requiring an interpreter or translation service should contact [Andrea Faber](#) for assistance.

Subscribe to Our Mailing List

Email Address \*

First Name

Last Name

Company

GVMC Mailing List

☐ Newsletter

☐ Public Involvement

Subscribe

Type here to search

4:13 PM

2/27/2020

286

GVMC 2045 Metropolitan Transportation Plan



## GRAND VALLEY METROPOLITAN COUNCIL

ADA TOWNSHIP • ALGOMA TOWNSHIP • ALLENDALE TOWNSHIP • ALPINE TOWNSHIP • BELDING • BYRON TOWNSHIP • CALEDONIA • CALEDONIA TOWNSHIP • CANNON TOWNSHIP • CASCADE TOWNSHIP  
CEDAR SPRINGS • COOPERSVILLE • COURTLAND TOWNSHIP • EAST GRAND RAPIDS • GAINES TOWNSHIP • GEORGETOWN TOWNSHIP • GRAND RAPIDS • GRAND RAPIDS TOWNSHIP • GRANDVILLE  
GREENVILLE • HASTINGS • HUDSONVILLE • IONIA • JAMESTOWN TOWNSHIP • KENT COUNTY • KENTWOOD • LOWELL • LOWELL TOWNSHIP • MIDDLEVILLE • NELSON TOWNSHIP  
OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SAND LAKE • SPARTA • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

### Media Release

Contact: Andrea Faber, Transportation Planner

Phone: 616-776-7603

E-mail: [andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)

FOR IMMEDIATE RELEASE

February 27, 2020

## Upcoming Public Comment Opportunities for Draft 2045 Metropolitan Transportation Plan (MTP)

**Grand Rapids, MI** – The final draft of Grand Valley Metropolitan Council’s 2045 Metropolitan Transportation Plan is nearing completion and is scheduled to be sent to GVMC’s Technical and Policy Committees for approval in March. If approved by those committees, it will then be sent to the GVMC Board for final review and approval in May. GVMC invites the public to attend these meetings and comment on the document. The times, dates, and locations for all meetings are below.

Committee Name	Meeting Date	Meeting Time	Location
GVMC Technical Committee	Wednesday, March 4	9:30 am	Kent County Road Commission 1500 Scribner NW Grand Rapids, MI 49504
GVMC Policy Committee	Wednesday, March 18	9:30 am	Kent County Road Commission 1500 Scribner NW Grand Rapids, MI 49504
GVMC Board	Thursday, May 7	8:30 am	Kent County Building 300 Monroe Ave NW Grand Rapids, MI 49503

The draft 2045 MTP outlines transportation projects and funding priorities for the next 25 years and addresses all aspects of the system, including road conditions, traffic congestion, safety, freight movement, passenger rail, air travel, non-motorized transportation, and public transit. Financial projections show that \$6.8 billion is expected to be available in transportation funding from local, state and federal sources over the next 25 years. The draft 2045 MTP document represents months of work and was developed in collaboration with GVMC Committee members, stakeholders, and the public. GVMC is required by federal law to update the MTP every four years.

To view the draft 2045 MTP, please visit [www.gvmc.org/mtp](http://www.gvmc.org/mtp). Hard copies are also available at GVMC’s office. Interested citizens can also submit comments in person, online, over the phone, or by mail or email. To stay informed about GVMC’s planning efforts, sign up for regular updates at [www.gvmc.org/public-involvement](http://www.gvmc.org/public-involvement).

Individuals with disabilities requiring auxiliary aids for services and those requiring an interpreter or translation service should contact Andrea Faber for assistance.

###

*The Grand Valley Metro Council (GVMC) is a council of governments dedicated to enhancing the quality of life of the people of our metropolitan area through collaboration among regional partners. For more information on GVMC, please visit [www.gvmc.org](http://www.gvmc.org).*

## Updated Web Post on Latest Developments Page Advertising Notice of Electronic Meeting

April 15 Joint Technical and Policy Committee Meeting to be Held Electronically

gvmc.org/latest-developments/2020/4/8/april-15-joint-technical-and-policy-committee-meeting-to-be-held-electronically

**GVMC**

HOME GVMC WE REGIONAL PROPERTY ALLIANCE TRANSPORTATION - MTP REGIONS ENVIRONMENTAL PROGRAMS

April 15 Joint Technical and Policy Committee Meeting to be Held Electronically

APRIL 8, 2020

### NOTICE OF ELECTRONIC MEETING

Due to Governor Whitmer's Executive Order 2020-21 requiring nonessential personnel to stay at home, to avoid unneeded personal contact, and to otherwise minimize the spread of the COVID-19 virus during the pandemic, and in accordance with Executive Order 2020-15 allowing electronic meetings, the first Technical/Policy Committee meeting scheduled for Wednesday, April 15 at 9:30 am will be held electronically. A copy of the full agenda for this meeting is available [here](#).

#### Participate Via GoToMeeting

The meeting will be conducted electronically. Those wishing to participate in the meeting may join the GoToMeeting online or by phone.

**TO JOIN ONLINE (COMPUTER, TABLET, OR SMARTPHONE):**

[Join the Meeting](#) (Computer, Tablet, or Smartphone)

New to GoToMeeting? Get the app now and be ready when the meeting starts: [Join the Meeting](#) (Computer, Tablet, or Smartphone)

**TO JOIN BY PHONE:**

Those wishing to participate by phone may call:

- United States: +1 800 240-2071
- For supported devices, use the "Join" button below to join instantly:  
One touch: [+1 800 240 2071 480507211](#)
- When prompted, enter the meeting access code: 480-907-211, followed by the # sign.

#### Provide Public Comment

Those wishing to comment on agenda items or to raise other issues to the GVMC Technical and Policy Committees may submit comments by e-mail, on meeting day, or by phone prior to the meeting. Public comment will also be sought during the meeting, and input may be provided online or over the phone at that time. All comments received will be provided in full to all Technical and Policy Committee members.

#### EMAIL AND PHONE COMMENTS

Submit your comments and questions: [Email/Phone Comments](#)

Phone: 800-240-2071

Submit your comments and questions: [Email/Phone Comments](#)

#### ONLINE

Comments can be submitted on [gvmc.org](#) using the "Submit a comment" button on all GVMC Transportation Plan documents.

#### IN GOTO MEETING

Follow the instructions above to join the GoToMeeting, and when public input is requested, provide your comments on the chat pad or over the phone.

#### Special Accommodations

Individuals with disabilities requiring auxiliary aids or services and those requiring interpreter or translation assistance should contact Andrea Faber by Thursday, April 8, to request accommodations. See contact information above.

## Updated Web Post on MTP Page Advertising Notice of Electronic Meeting

gvmc.org/mtp

# GVMC 2045 Metropolitan Transportation Plan (MTP)

### MTP FINAL APPROVAL PROCESS AND SCHEDULE

[SUBMIT A COMMENT](#)

The final draft of Grand Valley Metropolitan Council's 2045 Metropolitan Transportation Plan is nearing completion and is scheduled to be sent to GVMC's Technical Committee in March and the Policy Committee in April. If approved by those committees, it will then be sent to the GVMC Board for final review and approval in May. GVMC invites the public to attend these meetings and comment on the document. The times, dates, and locations for all meetings are below.

**GVMC Technical Committee**  
Wednesday, March 4 @ 9:30 am  
Kent County Road Commission  
1500 Scribner NW  
Grand Rapids, MI 49504

**GVMC Policy Committee**  
Wednesday, April 15 @ 9:30 am  
Virtual meeting; please view our [Notice of Electronic Meeting](#) announcement for details.

**GVMC Board**  
Thursday, May 7 @ 8:30 am  
Kent County Building  
Virtual meeting; please view our [Notice of Electronic Meeting](#) announcement for details.

Links to the draft 2045 MTP are below. Hard copies are also available at GVMC's office.

[Draft 2045 MTP Chapters 1-5](#)  
[Draft 2045 MTP Chapters 6-11](#)  
[Appendix to Draft 2045 MTP](#)

Interested citizens can submit comments online, over the phone, or by mail or email as well. To stay informed about GVMC's planning efforts, sign up for regular updates above. Individuals with disabilities requiring auxiliary aids or services and those requiring an interpreter or translation service should contact [Andrea Faber](#) for assistance.

#### Subscribe to Our Mailing List

\* indicates required

Email Address \*

First Name

Last Name

Company

**GVMC Mailing List**

☐ Newsletter

☐ Public Involvement

[Subscribe](#)

## Updated Facebook Post Advertising Electronic Meeting

facebook.com/Grand-Valley-Metropolitan-Council-213340408705047/?eid=ARBWcBMC7wdnjRibCtF2qdECzRbkW6dQQFzDz9hw07qc\_olMCzTolxpFbXpnxsM4HjRA\_xz2n0rlc...

Grand Valley Metropolitan Council

Published by Andrea Faber · April 8 at 2:12 PM

GVMC will host our joint Tech/Policy Committee meeting virtually at 9:30 am on Wednesday, April 15. This will allow GVMC to move forward with our work during the COVID-19 emergency while protecting everyone's health, safety and welfare. There will be several opportunities during the meeting for the public to comment, so please join us over the phone or online. Click the link below to learn how you can participate: <https://www.gvmc.org/.../april-15-joint-technical-and-policy-...>

**GVMC**

GVMC.ORG  
April 15 Joint Technical and Policy Committee Meeting to be Held Electronically — Grand Valley Metro Council

87 People Reached 9 Engagements

Like Comment Share

533 people like this  
574 people follow this  
11 check-ins

**About**

Promote your business locally to lead people directly to 678 Front Ave NW, Ste 200.  
[Promote Local Business](#)

678 Front Ave NW, Ste 200 (8.47 mi)  
Grand Rapids, Michigan 49504  
Get Directions  
(616) 779-3876  
Send Message  
<http://www.gvmc.org/>  
[Promote Website](#)

Government Organization  
Hours 8:00 AM - 5:00 PM  
Open Now  
Suggest Edits

**Page Transparency**  
Facebook is showing information to help you better understand the purpose of a Page. See actions taken by the people who manage and post content.

## Updated Tweet Advertising Electronic Meeting

twitter.com/GVMC

**GVMC**  
25 Tweets

**GVMC**  
@GVMC  
[gvmc.org](http://gvmc.org) Joined June 2009  
12 Following 33 Followers

**Tweets** Tweets & replies Media Likes

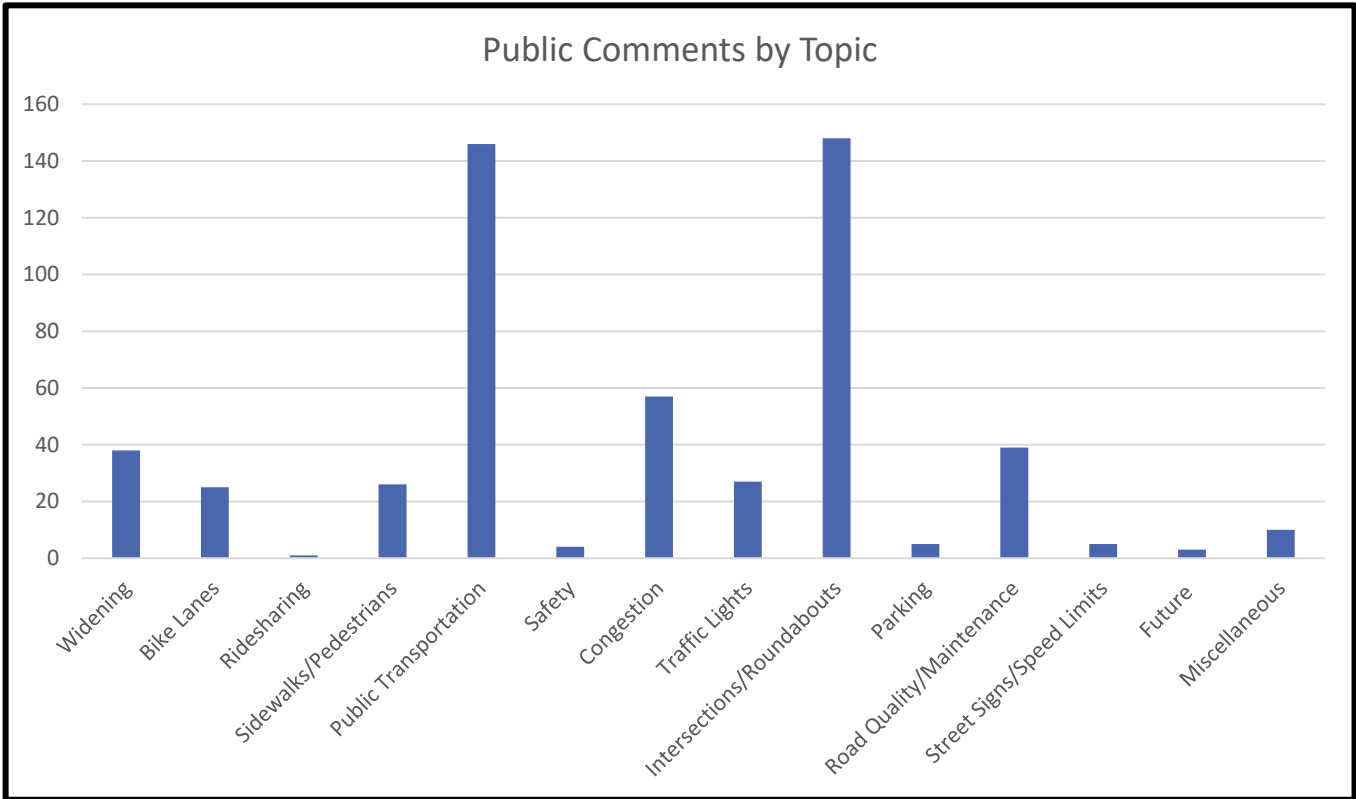
**GVMC** @GVMC · Apr 8  
GVMC will host our joint Tech/Policy Committee meeting virtually at 9:30 am on Wednesday, April 15. There will be several opportunities during the meeting for the public to comment, so please join us over the phone or online:

**April 15 Joint Technical and Policy Committee Meeting to be Held Electronically — Grand Valley Metro Council**  
NOTICE OF ELECTRONIC MEETING Due to Governor Whitmer's Executive Order 2020-21 requiring ...  
[gvmc.org](http://gvmc.org)

# Comments Received By Milestone

## Survey Comments

Question 4 of GVMC’s survey asked: “Are there other comments or concerns you think might help our efforts to develop a responsible Metropolitan Transportation Plan? For example, in your opinion, what are the worst three intersections in the area? Are there other priorities you think we should consider?” Overwhelmingly, the public responded, with 534 providing comments on numerous topics. As seen in the chart below, the two areas that received the highest numbers of comments were “intersections/roundabouts” with 148 comments and “public transportation” with 146 comments. Please note that some of the comments, however, may have covered multiple areas.



The comments below are organized by topic. To maintain the spirit of how they were written, these comments have not been edited. Comments that are underlined relate to the subject topic heading but are requesting the opposite action.

### Widening (38)

JeffersonandFultonintersecetion. US131 should be wider at least one more lane each way.

Please refrain from widening roads although many will suggest it! Per urban studies courses in college it is actually proven that traffic drops when less lanes are utilized in urban environments.

Pettis and Knapp is horrendous during drop off and pick up time at FHE; making it really difficult for those trying to get to work to make it through. Oddly, the hold up seems to be the intersection at Grand River Drive and Knapp. If the left turn lanes for those heading south on Grand River (turning left onto Knapp from Grand River) and ESPECIALLY those heading south onto Grand River from Knapp were longer (road widened further back so that the left turn lane was longer) it could reduce that congestion. Bigger problem, and likely affecting

many more commuters each day is the East Beltline between Knapp and I-96 (arguably, even beyond) - it would be a huge project, but an additional lane or perhaps an adjustment of some other kind there would really help improve things.

There are terrible bottlenecks along the East Beltline and in the locale I call the Grandville-Georgetown Township- Wyoming panhandle squeeze

Alpine ave needs a bypass, starting at 6-mile through the rural fields of Alpine township to connect with a Wilson ave Parkway.

I96 from M6 to Coopersville should be 3 lanes in each direction

M11 from Grandville to Remembrance Rd. is a ridiculously under built. 2 lane expressways (96-196) are under built.

US 131 between 28th Street and 10 Mile Road needs to be expanded and redesigned. 131 needs to be 3 lanes from Dorr to Rockford. Ideally (I know there is not much funding) it would be 3 lanes from Kalamazoo to Rockford. Our highway infrastructure is stuck 25 years behind our population growth.

Wilson Ave. Needs to be 4 lanes from Lake Michigan Dr. to 28th St.

96 at Cascade is still horrible at 5pm rush, even after all the money was spent. There needs to be a third lane there, and the on ramp/merge lane from Cascade needs to have a barrier or something to make people wait to merge until after they're up to speed.

We need more lanes on roads - especially 196 from Holland to GR - it's a nightmare during morning and evening rush hours.

Trunk / arteries that are now trying to carry far more traffic than originally intended need to be re-strategized (for example, Wilson from Lk Mich Dr to 196

96 needs three lanes east past 28th Street.

Expanding 131 through GR where it is only 2 lanes to 3 or more lanes, especially north of downtown by 96 exit is vital. The growth of GR, people traveling for work, and increased tourism in Michigan warrants this.

Public transportation needs to serve outlying low income communities, such as Lowell, Cedar Springs, Kent City, etc. Low income areas also need wider shoulders on main roads for bicycling. It seems the wider section of Grand River Dr. ends at the border of Lowell and Cascade Twp. A lot of funding seems to support the wealthier neighborhoods.

The narrowing of some busy roads is making traffic congestion worse, not better. I don't see a need to narrow a wide open street to 2 lanes when it used to be 5 lanes and no bicycles are using the empty blacktop that used to be shared with cars and bikes. The traffic signals in Grand Rapids are horrible, especially on Leonard St and Michigan St. It's unsafe at intersections on these roads because cars and trucks make risky moves when the lights turn yellow because they have been waiting for 10 minutes and don't want to wait anymore. In addition, the intersections are so busy that people walk in-between cars and its dangerous. I can't afford to live in Grand Rapids so I have to drive in to town from a smaller community that is more affordable but farther away. I don't want to have to add more time to my commute because traffic is backed up on a narrow street. I have a family and want to spend time with them, not stopped on the road in downtown Grand Rapids.

Please widen roadways and retiming lights

No more widening. Fix what we have and focus on active transportation modes.



Wilson and Lake Michigan, with apartments and stores being g added to the area the intersection is only going to get worse. WILSON ave. needs to be widen, between Lake Michigan and 28 street.

M11 Grandville to Walker needs to be widened

Wilson ave through Walker needs to be widen

28th Street should be widened. On ramps onto 131 south at Burton and wealthy streets should be lengthened.

Interstate 96 westbound from 28th Street in Cascade Township to Fulton St in Grand Rapids Township should be widened to three lanes from two. This way by adding an additional lane it could alleviate traffic backups that are on that stretch of I-96. Also, on northbound US-131 from 28th street in Wyoming to Franklin Street in Grand Rapids should have a High Occupancy Vehicle lane on the left side so that way they can alleviate traffic or possibly add an additional lane to the right.

Alpine at 3 mile and 4 mile are horrible. Alpine should be widen

Improvement is needed in the Caledonia area. M-37 from 68th to 100th gets very congested is is extremely dangerous. It really needs to be widened.

All of M37 south of 76th Street. Please widen it as this area has grown considerably and with the road always busy, people take dangerous risks to merge into traffic. Whitneyville at 68th: please add a light or roundabout. Please add a light that is sensor-based on M37 just north of 84th at Adventures Daycare. There will be a bad accident here, it is just a matter of time. A light here will also help the emergency crews when on a call as the township office is also right there.

M-37 from 60th Street south to 108th Street (county boundary) is in desperate need of widening, intersection reconfiguration, and Michigan turns, etc. Congestion is at critical stage during rush hour for that corridor.

M37 through Caledonia is SO horridly congested. It NEEDS help. A 5 minute drive takes 15/20 during peak hours and it won't be long til someone gets killed through there. It needs to be widened to 4 lanes plus a turn lane. The roads canNOT sustain the massive and sudden population boom in Caledonia.

I live in Caledonia and the area of M-37 (Broadmoor/Cherry Valley) between 76th and 100th is abhorrent. Traffic is nearly always backed up for miles. The road needs to be widened significantly.

Broadmoor needs to be widened from 68th street to 108<sup>th</sup>

Please consider widening I-96 through Grand Rapids, especially from 36th street through 131. It is too congested during peak times!

We should not be widening or building new roads when we cannot afford to maintain what we have. Invest money into improving what we have and alternative modes of transportation which are cheaper for all of us. I would be willing to pay more in taxes for a better bus system.

Address old pavements & congestion on US-131 south of downtown. Congestion on I-196/I-96 Widen M-11 28th St to Remembrance

M37 from M6 to Middleville desperately needs to be widened. It is impossible for emergency vehicles to service this area with the current amount of traffic.

Eastern Kent County is too congested. We need widening of roads, especially m 21 between Lowell and Ada. Bumper to bumper during rush hour.

I am thankful for the reconfigurations at the I-96/I-196/E. Beltline interchange. Beyond that, for the fastest growing part of the state, highway infrastructure is sorely lacking relative to the east side of the state. If I-75/I-69 in Flint has four and three lanes respectively, US -131 should be 4 lanes in metro Grand Rapids and 3 lanes

in the rest of Kent County. I-196 should be three lanes from Hudsonville (if not Holland) all the way through to I-96. Wilson Avenue from Johnson Park to Remembrance Road has enough congestion to warrant four lanes or divided highway. Particularly now with a large development going up at Lake Michigan Drive. Thank you.

M37 traffic. Need to add another lane from 76th street south. Amazon traffic is going to add to the congestion.

Trying to go through Caledonia on M37 is horrible, mainly the intersection of M37 and 84th Street. M37 needs more lanes in this area.

## **Bike Lanes (25)**

The spectrum of individual questions is too broad. By example, transit is pretty good in southwestern Kent County, but really limited in the northern and eastern parts of the county, and fairly limited in eastern Ottawa County. Amtrak service is not convenient to passengers. Widening roads should not be an option in almost any case, because it means that someone has built a major development outside of existing infrastructure. As roads are improved, especially in rural areas, shoulders that can accommodate bicycles should be planned wherever reasonably possible.

The largest contributor to congestion has been seldom used bike lanes on both sides of city streets. Many streets used to hold up to 4 lanes in a pinch, but now are barely two lanes wide. NO MORE BIKE LANES

Bike paths need to be OUT of the road space and share with pedestrians (see Holland area or the trailways near Millennium for example). Too little, too close is being stolen from traffic lanes making it unsafe for cyclists and congesting traffic further. Need direct, nonstop shuttles from park/ride lots in high-traffic outlying areas like Rockford and Byron Center into downtown that doesn't stop 100 times along the way so more people will use them and ease congestion on highways for through traffic. Fewer people will use them if it takes a long time because of all the stops, like Silver Line. They want in/out, fast commutes.

Please improve biking accessibility, biking safety and pathways that are not on streets. More biking will decrease wear and tear on streets, it's environmentally friendly, and could solve many of our local commute problems—but it is dangerous here and there are not great pathways that connect the regional areas.

## NO MORE BKIE LANES!!

I think we've made a lot of improvements in the bike-ability and walkability of roads in grand rapids but there's still a long way to go. Ther is also too much road in many places (alpine, 28th, beltline, etc.) where the number of lanes does not contribute to decreased congestion. If a big push was made to make public transit more reliable and timely, more residents would be willing to try it.

As more housing is developed within a 2-mile radius of downtown GR, I feel more bicycle/shared lanes need to go in. With parking not increasing as rapidly as housing, more accessibility for bikes would help those of us who live close to downtown (within the 2 mile radius) but are too scared to bike. Why do we continue to use non-sustainable materials for roadways? I know solar plate roads are incredibly expensive, but is there really no affordable alternative? Bad intersections in the region: College and Crescent

Creating protected/ separated bike lanes when roads need to be redone. At the least having something similar to division. Sharerows and bike Lane's are great and all but only work for small portion of possible riders. I see many women and children and elderly only use large paved bike paths or sidewalks for their bicycling needs because of safety concerns.

Get the bicycles off the roads. They are a danger to the autos and themselves. They need their own paths and need to help pay for them.

We need to quit giving up traffic lanes to bicyclists who refuse to use common sense and follow the rules of the road.

I know the city has promoted the idea that drivers and bicyclists need to safely share the road, but I think this needs more emphasis. I live near Leonard NW and it's still dangerous to use the bike lanes here. I know someone who was hospitalized last year after being struck by a car while riding his bike in the bike lane on Leonard near Oakleigh.

Add bicycle and electric bike gathering places for commuters to park and bike. REMOVE snow from bike lanes and other non-motorized paths so commuting can be year round (cf. Minneapolis).

Separate bike lanes , safer for cyclists .

Bike lanes that prioritize bike safety — bike highways.

Bike paths are a MUST!

I wish that there was a better option for me to travel via bike from west of downtown. Lake Michigan Drive is unsafe and O'Brien is suggested, but still doesn't have adequate bike lanes. Besides that, it's more the rerouting of traffic that makes it very difficult from construction.

I would like to have more bike lanes, paths, to be safer for biking .

We need a more complete bike route system that connects residential areas with work and commercial areas. Recreation paths and a few scattered bike lanes are not enough to get the casual bike rider to move up to bike commuter.

More bike paths!

Adding bike lanes, where there isn't room for them is UNSAFE. Ex: The one on Walker, south of Leonard is bad. Cars drive partly in it to avoid the numerous holes and it suddenly ends.

Maintaining the bike paths that are ON the roads (not the trail paths) would be really helpful. Many are so bad that we get forced into traffic lanes.

Linking all of the bike paths would be a great project.

Move the bike lanes to the old railroad trails and get them off our streets. Improve the safety of all.

We need an overall mobility plan to address bike commuting at longer distances. I'd like to see some protected bike corridors on suburban roads.

Linking all of the bike paths would be a great project.

## **Ridesharing (1)**

Public transportation will never be widely accepted. Creating spots for Uber carpooling and promoting electric vehicles

## **Sidewalks/Pedestrians (26)**

The intersections of Wilson and Lake Michigan Dr and Wilson and Leonard are becoming increasingly more dangerous with all of the new businesses and apartments being developed. Fruit Ridge overpass needs some serious updates. It should be widened with sidewalks for all of the pedestrians that utilize it.

I think it would be nice to have better cross walks by schools.

The Woodland Mall transit center does not have any safe passage to cross 28TH street. It is very dangerous. It would be nearly impossible to walk to the nearest current street light to safely cross the road. Some type of safety system must be set up for pedestrians to cross directly from the Woodland Mall transit stop across the

opposite side of 28TH street. The bus needs to run on time because no one can afford to be late for work or miss a DR appointment due to a late bus.

Focus on moving people rather than vehicles.

Improved provisions to allow non-motorized traffic to safely cross state trunk lines and freeways

I'd love a shared use path that follows Chicago drive from Zeeland to where sidewalks start in Jenison!

Increase safety through added sidewalks and tech. Need additional funding from users.

In Jenison and Hudsonville there are many main roads that have higher speeds and larger traffic volume with no sidewalks. This is very dangerous and we have had multiple deaths and injuries because of this. This is something that needs to be taken care of now.

The Hudsonville, Jenison, Grandville area is in great need of accessible public transit into Grand Rapids. Also, Hudsonville is in need of a safer way for pedestrians to cross Chicago Drive.

There needs to be sidewalk from Tammarron Ave SE to Cascade Road. You should also correct ie. straighten the crosswalk across Laraway Lake Dr. SE and Cascade Road. We just lost a 6 year old boy there and it is a needed change.

Bicycle and pedestrian access is abysmal. Dangerous place to ride and walk.

Weston/Ionia by Van andel needs a 4 way stop and/or crosswalk for after event pedestrian traffic; I feel like there are other places that need crosswalks, left turn lanes - pay attention to accidents and tickets and traffic patterns to determine those. Pedestrians walk in the street in places where there are no sidewalks - very dangerous.

Trying to get from Grandville into Jenison by bike on Chicago Dr underneath the highway is terrible. The Jenison side of Chicago Dr is terrible, too (no shoulder, high traffic). I think every road project should take cyclist and pedestrian safety and access into account. 28th / Eastern is bad, too. There are cars that turn on red, even when a pedestrian or cyclist is present and attempting to cross. Perhaps signs that say "No turn on red when pedestrian present" might help. East Beltline & I-96 is also really nasty for pedestrians and cyclists. Very narrow shoulder, cars coming from many different directions. There are nice sidepaths north of the highway, and some nice bike lanes on roads off East Beltline just south of the highway, so it's nasty that there is the hurdle of the highway.

The intersection of Plainfield Ave and Leonard is terrible. Our Corridor Improvement District recently invited City of GR and DGRI staff to experience it. While we stood there, very few pedestrians even used the crosswalk because the angles of the street put the crosswalk at a bad vantage point to see vehicles coming. A new bicycle lane on Division ends at Leonard, and the intersection is scary for bicyclists to cross. One could argue the intersection is meant for trucks, but even trucks have trouble with the angles and jump onto the sidewalk, which makes it even worse for pedestrians. As a result, pedestrians routinely jaywalk just outside of the intersection, which is very unsafe.

There needs to be a much greater concern for public non-motorized transit (via walking, biking, etc). There is little availability of pedestrian friendly transit.

Pedestrian safety is one of my top concerns. We need to stop building roads so cars can drive fast and than it's extremely dangerous for people to walk.

More signage for pedestrian crossings, more protected bike lanes.

pedestrian safety as a top priority; traffic calming measures; smart traffic lights

Improving safety of pedestrian crosswalks

Wealthy and Division slow traffic for pedestrians, 28th and East Beltline, Lake Mi Drive and Wilson all too busy fast for pedestrians to cross, road diets traffic calming

I think there are several improvements that could be made to Fulton st W between the zoo and 131 to increase pedestrian safety. Eg buffers between the sidewalks and roads, road diet to slow down traffic, transparent street walls

One of the worst intersections for pedestrians: Lake Michigan, Bridge, and Covell in NW Grand Rapids

Hall Street/Grandville Avenue (needs a left turn arrow from Hall Street turning south on to Grandville Ave)  
Franklin Street entrance on to US131 Northbound (dangerous merge due to lack of visibility of oncoming traffic) Business curve on Grandville Ave near Chicago Drive/Clyde park is very congested and difficult for pedestrians to cross

Regional planning efforts need to shift away from the auto dependent system by daily needs and services within closer proximity to residential areas while encouraging increased pedestrian or bicycle options.

Investigate ways to limit crossing over busy lanes like what is being done at 96 and the Beltline east bound for places like Alpine and 96 for the north exit.

Bike lanes and sidewalks abruptly end on busy roads leaving cyclists to ride along side aggressive drivers.

### **Public Transportation (146)**

County-Wide Public Transit. People who depend on transit cannot get to the townships and people living in the townships have limited access to transit.

With regard to the new Laker Line, wish it provided for pickup/dropoff closer to GRCC.

Our roads need to be repaired with quality materials not just the cheapest bid. Amtrak is a great option to travel to Chicago. The schedule should be expanded and promoted.

Extending service time on the weekends would be great!! Some of us work the weekends 2nd shift. Its hard to find a ride every weekend.

We need more options besides a car outside of the 6 cities.

Prioritize decisions that minimize sprawl and maximize the ability of citizens to live without owning a car.

Any consideration of widening roadways in our modern era of a crumbling road network that is already too expensive would be a very poor choice. The only sustainable options are pedestrian, bike, and mass transportation.

Consider universal design: what works for those who cannot drive because they are too young, too old or disabled, will also make the system better for everyone.

More frequent service is needed for the rapid. There are several routes that only run every 60 minutes on Saturday and several routes don't run at all on Sunday.

The east side of MI partners more with ride share services to aid people with disabilities to travel in a more timely manner and with more flexibility. It would be lovely to see more partnerships like this in west MI.

I think 28th street in general is pretty busy, often congested. The timing of lights should be increased, especially for left turn signals. The M6 corridor between Kalamazoo and Broadmoor is in pretty rough shape too, and I think the eastbound side is in worse condition, I avoid it when I can. It should be replaced. The bus system is spotty after 44th street too, where I live in far SE Kentwood there are no stops at all. I see a lot of

pedestrian traffic in and around between 60th and 68th on Kalamazoo Ave. I often wonder how much foot traffic could be alleviated if there was a bus service that far south that stop in places other than Meijer in Gaines Twp.

Grand Rapids needs a plan to deal with the increase in congestion that includes bus rapid transit, better access to Amtrak and land use planning that accommodates public over private use.

The intersections of Michigan Ave and Fuller and Wilson and Lake Michigan. Make a bus system that connects to areas close to GR like Grandville and Hudsonville for commuters so traffic congestion could decrease.

The creation of a light-rail system could alleviate traffic congestion and reduce greenhouse gas emissions.

More Amtrak times

Trams

Downtown congestion is crazy after 4. The East Beltline is also whacked. Maybe a busline from Rockford & back would help.

Subways/trains

We need a high speed train from Grand Rapids to Holland

I want to be able to have access to a nearby train station so I can get to GR easier and not need to drive.

An integrated transit system that prioritizes public transit and ride sharing above single occupant vehicles where possible reduces congestion and pollution, and improves community.

Light rail/interurban would help anticipate the congestion issues inevitably coming to our region. Expanding suburban bus services to connect to business and economic development in SE Kent County is needed for an economy where owning an automobile is less affordable.

Michigan and Ottawa, Leonard and 131, and Cherry and Fulton. I think bus transit is great, but it adds to the road congestion. I would love a train system more similar to Chicago

Light rail from coopersville into gr, holland to gr, rockford to gr, and wayland to gr. The bus takes too long, and too many transfers. The highways are overcrowded and I hate paying for parking. But things are too far apart currently, and the Amtrak station is in a bad spot.

Michigan and Fuller intersection is a nightmare from 2:30pm - 7:00pm M-F. Put in a rapid bus line from Cascade area down Cascade road then Fulton St. with parking lots west of East Beltline and west of I96. Run the Michigan Street Bus later so second shift can ride it. Have GRCC students ride for free like GVSU.

You are part of the Allendale community. Your students often have a say in voting in our community for board members. I would like to see a better relationship with the college and the people who live in Allendale. You use our children in the schools in Allendale to help teach your students. Perhaps you can work on a parking solution for us in return. Our children go to your college. But they still have to pay a big fee for parking. Isn't there anyway that you can provide Allendale with some kind of transportation area to park that doesn't charge of that much to send our kids to your college just from our community?

Stop expanding highways, stop building parking at GRR, add more passenger rail (between GR and Holland, GR and Lansing, GR and GRR)

As the city has decided to make Michigan a bottleneck, it need a highway exit on Eastern. Also the hospitals and college need to route there parking directly from the offramps. The public transportation system we have is useless and not worth investing any more in.



My concern isn't necessarily with dangerous intersections as that should be MDOT's and local municipality's responsibilities, I believe if the Rapid can get buses running every 15mins on most routes throughout the day along with improved nonmotorized networks (bike lanes) I think we'll see more people shift to those methods. Advocating for reduced auto lanes for bus and bike lanes would go a long way and I hope GVMC takes every step necessary to push for these improvements.

Time and money needs to go into light rail or other public transit options. Network linking lighter rail to rail is the way to go. Less expanding of roads. No more Insane intersections like the new one at cascade and 96. Seriously??

Other public transportation options besides busses. All intersections have become dangerous due to the amount of people running red lights and texting while driving.

The worst intersection is Fuller/Lake. Priority needs to be on taking cars off the road, or preventing more cars from joining the roads. More public transit would solve this. It is also a missed opportunity that there is no rail service from the airport to downtown, or even out to Allendale, Holland, or Muskegon

It would be nice if there was a public transportation option to connect downtown and the airport. Also anything we can do to make tail path intersections along main roads safer.

The city's bus system is very good, but we need some type of subway system to get around the city without traffic. Subways would clear up the streets. It would also be nice if you could get to Grand Haven, Holland, Lansing, and Kalamazoo via train multiple times a day. Improvements don't need to be made to buses, intersections, or walkways, but rather invested in train travel.

4 mile and Alpine in Kent Co. is a bad intersection Before expanding bus service ensure the resources (bus operators, mechanics & supporting personnel) are available and trained since recruiting qualified mechanics is tough in this area.

Let's move beyond standard bike lanes and trails. The region needs to be looking at true separated bikeways, bike boulevards, bike accessible/safe intersections and consistent year round access to these networks. More sidewalks, transit stop improvements, and more transit service (frequency, 7 days a week, later service, companion services to address second/third shifters) is needed. Improve resources going to support carpooling/ride sharing, vanpooling, car share, bike share, etc. Major regional corridors need to be person accessible, not just car accessible (e.g., 28th St, 44th St, 56th, 60th, etc. Plainfield, Leonard, Lake Michigan Drive, E. Fulton, Knapp, Cascade, E. BELTLINE/Broadmoor, Burton, etc. Lots of jobs that people cannot get to in this region because they demand the ownership/availability of a car to get to/from them.

Continue to fund and increase more public transportation, accessibility and frequent times to be available is key.

It's either Gold and Lake Michigan Drive or National and Lake Michigan Drive, that is very dangerous. There is very poor visibility at this corner. Please take into account air pollution and prioritize public transit over private.

While I know community feedback is valuable, I'd hope that your research is specified to people who might actually depend on the MTP. A suburban family in Caledonia with 2 cars can't possibly care about public transit.

encourage car pooling, more mass transit beyond city

The Rapid has greatly expanded its free services, which is great, but those services are focused on downtown visitors, most of whom have other transportation options. I would rather have tax dollars subsidizing residents for whom public transit is a NEED, not just a convenience or novelty.

I like the commuter bus line idea, and would love to see rail transport, as well as further commuter bus options.

Public transit is complicated and time consuming.

Wealthy and 131 area is the worst. Think improvements to a public transportation option is what will make the Grand Rapids area more accessible.

Michigan and college is horrible. Please get some public transportation from Lowell to GR!

I think stressing mass transit and bicycle lanes is not necessary.

bike pathway connectors. public transport to the SE corners where manufacturing is prominent.

Elderly population will be a bigger piece of the pie in the future; good public transport will help the transition to them no longer driving. Public transport could be replaced with self-driving cars.

For the buses city transportation should go forward out each buses to both street because there are were the jobs are at, and all of us don't have cars

Increasing the reach and reliability of public transportation should be a top priority. Alternatively, a program could be implemented to assist residents with the cost of purchasing a vehicle.

Public transportation and last mile service need vast improvement. I live in the city of Grand Rapids but to use the bus I need to walk 1.6 miles to the nearest bus stop. That effectively excludes use of public transit for me as an option. I dislike driving but the time to walk that distance takes too long. I would love to see more frequent stops and ensure distances to bus stops are not so far to exclude use.

An increase in transportation between the Holland and Grand rapids area would be nice

Senior transportation to and from home to appointments.

Create regional transportation system. Develop a true master plan for development that reflects true traffic volumes.

We need a public transportation system from the lake shore to Grand Rapids.

Research indicates that Frequency is a huge factor in public transit. Consider the possibility of expanding night running hours of the Rapids in areas (for night shift workers) and adding more frequency in the bus lines even if it requires more little busses between bigger busloads.

I would like to see the community heavily invest in public and transport and recreational trails for transportation.

It would be nice to have more loop style bus lines so that it would be possible to go to more destinations without having to go to the transit center first, which adds time to most trips.

We need light rail to take cars off the street and establish a firm foundation for public transit in the region. Bussing is not the answer.

Michigan and College, E beltline and 28th, Michigan and Fuller. We need to give the development of a public transportation system top priority. Light rail should be a goal. Electrically powered vehicles should be encouraged.

Public transit needs to extend further into northeast Kent County. Road construction projects need to be better coordinated so traffic impacts are better managed. Kent County suburbs are not walkable.

We should be able to use transfers on any bus including the one you boarded!

Yes to transit, including passenger rail. There is a high quality railway between downtown Grand Rapids and GRR airport. There are high quality railways between downtown Grand Rapids and Holland, Sparta, Ada, and others. We can't afford to stay in a 1950s transportation mindset.

There needs to be a shift from just pavement management. Also, we need to limit the funding to capacity increasing projects. I would like to see more funding directly suballocated to Grand Rapids to address the more complex transportation system for the region.

Moving further in integrating more mass transit and bicycle areas. We need to get less cars on the road by making alternatives convenient and affordable

The northern section of the greater Grand Rapids area has been completely ignored by mass transit. One Rapid bus goes to the Knapp Meijer and one within 2 miles (south) of the Plainfield Meijer. For anyone living in that entire area of the region, it makes mass transit limited or not an option at all. Stops at Meijer Gardens, and routes going further north on East Beltline, and Plainfield would provide more options for residents in those areas.

Public transport to rural areas maybe a stop in each town.

I think thinking innovatively in regards to the climate crisis is paramount while considering any responsible transportation plans. We need to be thinking about how we can lessen our negative impact and be thinking about the future.

Roads are not the way of the future, especially with climate change. Invest more in public transit for urban and suburban and rural areas. More busses, bike routes, and rails could make GR a leader in progressive transit policy.

Less money spent on pupils transportation. Lots of working individuals do not use nor will ever use

I think you should consider extending times of certain buses for ppl who work over nights in the major business districts. Like the cluster of factories on 28th and 44th clay Ave etc. Many ppl have to refuse work for lack of transportation.

We need to be funding and building separated bike lanes like some of the ones the City of GR has started to build and other cities have as well. Regular bike lanes are not enough. More money should go to increase transit service, especially given the amount of development. Any way to get some dollars from all of these new developments? We cannot support everyone driving cars not to mention many cannot. The interstates here should have lanes for carpooling and transit at least in the peak hours. More people need to travel together in the same vehicles. More carpooling, vanpooling is needed and employers need to flex their work scheduling to lessen the load at peak times.

Public transportation to the lakeshore would be great.

I don't think anyone can accurately predict what our transportation needs will be 25 years from now. I think car ownership will actually drop, and if it does, we would be wasting money on road projects other than maintenance.

All GR metro communities should participate through funding and having available the services of the Interurban Transit System (RAPID). There shouldn't be a township nor a community who "opts out" as this disadvantages both the folks who live in the township or community and those who need to travel to the township or community. I don't know how we reach this buy in consensus but we need to be there.

you can not build more lanes all the time to solve the transportation issues.

Develop/Promote transit options for concert goers from suburbs at Van andel arena

It is my goal to be car free by the end of this year so I am mostly interested in bike paths, bus and other public transportation.

I would like to see light rail in downtown gr.

Pearl & US 131 southbound exit - horrible layout! Byron Center & 44th - ALWAYS backed up How about some routes from one side/end of the city to the other that DON'T go through central station? I'd take the bus from Wyoming to Alpine but my trip, counting transfers, would take about 90 minutes. It takes 20 minutes in my car on a TERRIBLE traffic day. I can't justify 70 more minutes. I think light rail needs consideration, from one side/end of the city to the other, and between area cities. I think Nike rentals downtown & Millenium Park would be cool.

Look at the bad roads in smaller towns like Lowell, Mi. North Monroe Street in particular. Semi's often use it to get to Attwood. Extend or develop the transportation system to outlying towns

Grand Rapids as a whole needs more investment in our local roadways, interstate, and public transit. Our road capacities around the local MSA were meant for populations that we haven't seen in 50 years. All interstates within Grand Rapids should be at least 3 lanes to handle demand. East Beltline needs addressed. Lake Michigan Drive will need increased capacity for future development, along with the new Laker Line. Furthermore Grand Rapids needs to invest more in regional transit, either buses, trams, light rail, doesn't matter. The Rapid is improving, but it is nowhere near what the region needs in efficiency, frequency, and ease of use. One short term suggestion is cross-town routes. We shouldn't have to go downtown to get from Rivertown to Woodland malls.

Definitely need more transportation for the seniors, not enough buses or vans right now for their appointments

Senior Transportation needs more funding. We have RideLink, but not enough vehicles or drivers to serve all Seniors who need transport. They are isolated in their homes and need help. The medical facilities and Dr offices need to think about this when they plan for a new location.

E Beltline needs more lanes, fix the horrible pot holes in city and m6, another method of public transportation in county such as a train line that runs throughout the county.

Longer distance transportation between Lansing, GR, Holland, and Muskegon areas that connect to local transit hubs. More transportation options in industrial areas for employers.

If we do not coordinate regional land use policy with our regional transportation improvement program, our region will fail economically, fiscally, and environmentally.

Please prioritize transit, walking, and biking. Our region is choked with cars and we need to reduce car use to make our community safer, healthier, and less polluted.

Link the rapid system with shoreline communities like Muskegon, Holland, Grand Haven. It would require the rapid to go to Jenison or Hudsonville and Holland's transportation system to come east. That would make for a true regional system.

Transportation for seniors and no-senior who are disabled.

Continuing to try to get people onto public transportation, such as actual light rail, might help the amount of traffic on the roads. The roads are too small for all the cars!

An east west BRT line in Kent county. Linkage of Ottawa and Kent public transit systems

1) Spend extra money up front to do quality road reconstruction. Don't hire the cheapest bidder just to have to fix everything again in 5-10 years. 2) One Amtrak train per day to Chicago is extremely limiting - especially

with such extreme departure/arrival times (6am and 11:30pm). I understand that Kalamazoo's 4 daily trains result from being on the Detroit-Chicago route, but it's frustrating not to have at least one other option from GR. 3) Improve bicycle infrastructure - especially connectivity. A trail system is only as strong as its weakest point. If I take the M-6 trail across town and have to ride on 68th Street, a 5-6 lane road, across numerous freeway on/off ramps, that represents a poor transportation network. Build a separate bridge over M-6, like Adams Street over I-196 in southern Ottawa County.

I think the greatest and most sustainable impact would be to prioritize land-use planning/growth around existing transportation facilities.

Airport-Downtown GR bus service, regional transportation, and increasing density

Better public transportation would help to alleviate affordable housing if a better public mass transit system is implemented.

There needs to be park and ride lots that can allow Those not on at public transportation route or from out of town to park and ride public transportation into the downtown area or to the campuses

Allocate more funding for new or improved multi-modal transportation efforts such as the West Michigan Express. Seek support and funding for new i-196 interchange at 48th Ave.

Our regional planning organization needs to focus on mobility like transit, ped safety, and bikeways. Think sustainably and long term.

Just fix the roads and make public transportation better on the weekends especially

Independent light rail system between metro area.

I would love to see a light rail system that connects cities in West Michigan. Like from Grand Rapids to Holland.

Bridge and Scribner/Turner is terribly congested 131 is constantly backed up through Grand Rapids both northbound and southbound Perhaps visit the feasibility of a light rail system

I think we need, and will need more in the future, light rail to Kalamazoo, Muskegon, Lansing , Ann Arbor (Detroit, although you can get there once you get to Kazoo or Ann Arbor) (Toledo would get you to Amtrak Chicago-DC route)

I think we should really consider light rail.

We need to increase mobility from northern Kent County into Grand Rapids. An express commuter bus system or light rail inter-urban commuter system which can take a large number of cars off the overcrowded street system.

Light rail between cities

I would love to see a light rail system someday that links the GR suburbs and Airport to downtown. Something that can get you downtown within 10-15 minutes from Rockford, Ada/Lowell, GRR, etc. Buses are too slow and will get even slower as traffic increases. Also, would love to see bicycle highways similar to Minneapolis. Plowed and salted in the winter. They could run down the middle of 96, 196 and 131. Even better if they were heated/covered but that is probably a pipe dream

I would be willing to pay a millage for light rail or express options that link the suburbs with downtown. Bus routes that have been developed (going to Cascade for example) take way too long to get to/from downtown, making it undesirable to use.

I think designing more Rapids routes to be BRT would be efficient. Start with the routes that already have the landing, the 12 (even though that's a low passenger route most times) and maybe eventually phase out the 1 because division and the SL run the same route.

As far as passenger rail the new hours for Amtrak aren't necessarily better than the old; also it would be nice to be able to take a train East from GR and not just to the Lakeshore and Chicago. Extended days and hours for bus service is good, but doesn't totally make it a better option than a car because the frequency of service is low. Until we get the density required to increase frequency of all services (including sometimes air) my car is my best option for all the coming and going I have to do throughout the day. Increasing density is not necessarily the best option the quality of the life (including low cost of living) that this metropolitan area enjoys.

Plant trees to shade bus stops. There are times when you have to wait 20 minutes for a bus while standing in the blazing sun. A perfect example is the #6 bus stop at Fulton and Union. The Waters House Apartments just upgraded landscaping at that stop. It's begging for a shade tree there because there is no bus shelter. Trees must be cheaper than constructing bus shelters.

Division and Franklin, 28th and Division, Running buses that don't run Sundays

Run (buses) later on Sundays

Extend the Rapid bus into Plainfield township

My insurance company provides a cab for me to get around but I have to call in advance. More options for traveling would be good. When I lived in Detroit it was easier. There were bus stops everywhere.

I think we're long overdue for a direct downtown to the airport service. Either by bus or the railroad that already goes by both.

Increase walkability and bus service.

The condition of the pavement is horrific. There's a lack of accessibility to the bus system in Ottawa county and the time it would takes to ride a bus into the city would be extremely long

More convenient amtrack and bussing options to Kalamazoo Chicago Detroit etc

One of the worst interactions is Chicago Drive and 80th street. Bus or train service from Holland to GR with stops in between in Zeeland, Hudsonville, Jenison, Grandville would be wonderful.

I wish there was more bus service outside the city of GR and GVSU---maybe connecting northern and eastern Kent county to the systems

Would love to see some sort of commuter plan for people coming from the north--rockford, belmont, comstock park. It is congested everyday. I would def ride a bus or take a commuter train if available.

Need to start thinking big future. Rail between GR, Muskegon and Holland. Have rail system within GR similar to Atlanta and use buses to feed the cross of railines

We need a commuter train from holland to grand rapids and vise versa. Please use rail and not buses.

Expand park and ride options for Allendale and surrounding areas to reduce the need to drive to GVSU and park to catch a bus downtown. Also, coordinate bus schedule or arrange for call ahead van pickup to match Amtrak schedule. Students who attend GVSU are falsely promised access to Amtrak to a Chicago but no busses run early enough to get to the station and taxi/Uber is expensive

Would love to see longer hours of service for buses



Bus system that would link the Grand Rapids system to Rockford/Cedar Springs

We live off Ann and Monroe. The Dash bus stops at Monroe and Leonard. No busses come through this area and many people make the long walk to Plainfield avenue to #11 bus. We need a bus down this way.

Have the busses run 24 hours a day

Many areas are underserved by the bus system such as northern kent county. An expanded bus network would get more ridership and reduce car traffic

Bike lanes exist where little to no bicycle traffic occurs. Bus system needs longer hours at night. As a business operator we cannot hire, or lose workers who are bus riders due to the bus routes shutting down early on the weekend evenings. I would pay more in millage, not a gas tax

Add more bus routes.

Extending bus route times and adding regular routes on Sunday (ie some buses do not run on Sunday)

the silverline stop at Wealthy (several times cars almost hit the bus trying to turn or merge in front of it); Burton and Eastern; Madison and Hall

Subway system...buses take way too long in traffic especially going from one end of town to the other.

Running busses later on SATURDAY and SUNDAY!!! For 2nd shift people!!! And 1am MONDAY thur FRIDAY for 2nd shift, not everyone gets out at 10/11!! Also, EARLIER in the MORNING, some people have to b to work by 5am, especially factory people!!

Get more commuter buses out to the edges of the county. Also, make crossing Fulton st safe again near Aquinas. It took too many years to get the active crosswalk on Michigan, lets get the East Fulton area secure in a more timely manner.

More bike repair stations - the ones DGRI has are not maintained- air pumps do not work. 2. Expand free bus service 3 Make sure bus stops make sense in the real world like how far do you have to carry two full bags of groceries from the store to the bus stop

Burton and 131 is dangerous. Alpine and 4 Mile are too congested. I would like more accessible bus routes so people don't have to walk so far to get on a bus and this could encourage bus usage. I live about 10 houses from a bus route and it is very handy.

I would like to see regional rail a possibility in the future. While I understand that would be a huge undertaking and expense, if I had the opportunity to take a rail system to my job that is 45min away rather than drive, I would.

We need rail service to Lansing, Detroit, and up north.

Begin thinking about a modern rail system. See if discussion can be broadened to adjacent counties and build a rail system like they have in Europe.

I think commuter rail between Grand Rapids and Holland should be a major priority. Utilize existing rail or right of ways to connect these two population centers.

We need a rail system going from the Grand rapids metro area to the metro Detroit area. A direct route....

I think access to computer rail should be a considered a necessity as the region grows and access to downtown from the suburbs is more limited.

## **Safety (4)**

We need to use technology to improve traffic flow during peak hours. We need to direct traffic during peak hours and not just hold traffic while one or two pedestrians cross intersections during events. We need to hold bicyclists, pedestrians and others accountable for following traffic rules and being ticketed when not. Bicyclists should be required to pay for licensing and be inspected for lights, safety skills, etc. just like a driver is required to pass a test, follow rules, etc. Points should be given for bicyclists who ride through red lights and stop signs, pass a vehicle along their side, etc. I love the momentum in creating an environment where we share the road. We need to focus on safety and currently I feel the responsibility for safety is dumped on motorists. More money should be spent on education and public safety officers needs to enforce policies to help all of us.

The area bus stop are make shift homeless shelters cause major issue

Improve safety at 44th St and 8th Ave between Grandville and Jenison Add an exit at I-196 and 48th Ave in Jamestown Township Add lanes to 48th Ave Link bus service to Hudsonville

Speed limits are not enforced and that puts people on bikes and walking in a lot of danger

## **Congestion (57)**

Broadmoor/East Beltline needs congestion help two areas: from 28th to Burton and at I-96. Also, MDOT needs to be working on the 131 corridor from 28th to West River. The difficulty and cost do not make the problem go away. Planning, innovation and investment is the way to improve the situation.

Better coordination of road closures for construction and detours around downtown to reduce lengthy congestion backups

I think 131 traffic is frustrating

Eliminate the left lane on and off ramps on 131 downtown. Figure out why there are constant slow downs on the expressways downtown when there are no accidents or other problems. There is not enough traffic in GR to cause any kind of traffic jam yet they always occur

High volume traffic times should be studied, certain areas are terrible and should not be.

Highway on ramps in Grand Rapids often are both on the right and left lanes. 3 merging traffic directions is a challenge for many. Coming from Chicago we have a traffic problem there but your not dodging merging traffic from highways like 131 and on ramps thru downtown just one side is exit or on ramps.

Southbound M37 between 68th & 76th is road rage alley. The zipper works until some entitled 4wd diesel truck owner goes barreling up the left lane to insert him/herself into a non existent gap in the right lane. No number of lane ends/merge signs will get through their thick head. There aren't enough KCSD deputies in Caledonia due to choices made by our Township, which leaves the drivers to believe there are no consequences.

I think right now there is an issue trying to get from the eastside to the Westside around north downtown area because of how the roads are made under 131 with the 2 lanes turning into 1 lane with a turn lane.

Byron Center Ave and 84th Street is becoming very congested with only one lane coming from the north (previously had two) and west. And 84th and Tanger is very bad. Many traffic delays there too, causing blocked sidestreets and soon to be restaurants .

M37 north of Grand Rapids is very congested!

Our small, rural area just south and just north of 8th street has grown significantly and the roads that are used to get in and out of our area are congested and dangerous during certain times of the day.

Living on the south side of town, 28th street is particularly congested - but 131 is my pet peeve. With MDOT's help, I'd like to see a reconsideration of the overpasses/underpasses on 131 from Burton through Ann; it's a hodgepodge of strange exits (15 mph turns on Burton and Ann's exits), access roads (Franklin), narrow dangerous overpasses (Wealthy), and an ill-conceived weave lane (Pearl on-ramp/EB 196 off-ramp). Some of these are probably going to be difficult or impossible to fix due to real estate issues, but some of them can be fixed if given resources.

I consistently run into the same traffic jams across the area. Funds in Ottawa County seem to be ample, and the roads are in pretty good shape... Kent is worse.

Forget about more bike lanes. They have been a huge reason there is congestion on roads formerly not congested. And, for God's sake, don't close all access at the same damned time. I have to drive south to Wealthy from Michigan St. in order to get home to a house between Bridge and Leonard. Most days I cannot get home in under 40 minutes - it is a 7 minute trip.

Road rage alley M37 south bound beginning north of 76th and continuing to 84th is an ongoing conflict with those who can obey traffic signs and those who are oblivious or perhaps just bound and determined to insert themselves into a non-existent space. Our KCSD coverage is too thin and everyone knows it.

M21 in eastern Kent County is terrible. Over congested and dangerous. May new sub divisions along that road with no turn lanes. Needs more through lanes and turn lanes and an overall improvement in pavement conditions, it is like driving down a washboard.

East Beltline and Alpine Ave are congestion nightmares. Something should be done to improve traffic flow.

The roads are good enough but the 2 way street through Caledonia is a nightmare during rush hour it takes forever to get through

28th and Division during the AM rush hour. Sometimes you have to sit through THREE red lights because the right lane is only for the bus stop. Needs some thought as to how to improve the congestion at that corner. Also the highways downtown are extremely congested at rush hour -- the SilverLine bus was supposed to be a solution, and I tried that but it takes twice as long as simply driving my car downtown & parking, once you consider driving from my house to the bus stop on Division, waiting for the bus, and the longer drive time due to stops, of course, and it didn't save much money, and there were unsavory characters on the bus and I didn't feel secure.

Worst three intersections in the area: 36th and Eastern, particularly around the railroad tracks. 28th and Burlingame in terms of congestion. 28th and DeHoop in terms of congestion.

need better 131 alternatives to reduce congestion

We don't need any more bike lanes. Where 4-lane roads have been reduced to 2 plus bike lanes, the congestion is unbelievable (Bridge St., Leonard NW, Burton SE). I very seldom see anyone using these lanes. Also, with the mandate to leave 5 feet between a car and bike, the car is perilously close to the oncoming traffic.

The exchange between 196 and 131 on the northwest corner of the city is white knuckle every time. The timing between entrances and exits is sooo short. There is also a lot of congestion on eastbound Baldwin in Jenison in the morning.

Something MUST be done about the congestion at Leonard and Turner under the viaduct!!!! This is HORRIBLE!

Highway congestion going in and out of downtown GR is horrible especially to the north. Could a bypass be built from Grandville area (196) to I-96 north between Standale and Allendale - this would relieve congestion on Wilson Avenue north and bypass downtown area.

Fuller and 196 congestion. Close lane westbound on ramp at peak hours.

In general, the roadway's are in poor condition. With potholes, poor/no shoulders and increasing congestion due to growth, an better understanding of how to improve the roadways or intersections is needed.

The congestion has exploded. And going anywhere between 4-6 is horrible.

Traffic congestion is out of control!

The connection between Kent and Ottawa county is terrible: Lake Michigan Drive is horrendous through the Standale area through the lower Westside to downtown, and the connection to Fulton near the Zoo. Yet, the Laker Line is only going to make this worse! The congestion at LMD and Wilson is horrendous and only will be worse when apartments open up and people start living in them. The traffic signals do not do justice to the overly heavy traffic. Wilson is backed up from Meijer past O'Brien on a daily basis. A two lane road for that number of cars is ludacris! Along with the traffic light at Wilson and Leonard NOT having left turn arrows!

With the growth of the population in Western Michigan. A serious thought must be given to the upcoming needs or congestion on the roads will be terrible

M37 between 76th and 84th in Caledonia is horrible with it being 1 lane each way in the afternoon. With that area expanding, there needs to be more lanes added to ease congestion.

Extend bus system further out (to Caledonia, for example). Also, M37 congestion between 76th and 84th st.

Congestion on M37 between Caledonia and Middleville is a nightmare

Adding people to communities without considering roads and traffic seems to be a problem. Developers should be paying to ease congestion.

Adding people to communities without considering roads and traffic seems to be a problem. Developers should be paying to ease congestion.

M-37 Traffic congestion Northbound through Caledonia in the morning during the school year and congestion South from 76th to 84th along M-37 during afternoon traffic year round. Kalamazoo Ave at the M-6 interchange is always a mess.

Based in Caledonia, our major congestion is at 84th street and Broadmore

M-37 congestion from M-6 down to and thru Caledonia. This is a fast growing area and needs attention.

The traffic congestion along M37 in Caledonia is terrible. The roadway should have 4 lanes from 76th street to 100th street.

Downtown is getting bad. Too much congestion. Growing too fast for the infrastructure and taking away parking is becoming a big problem.

US 131 congestion during rush hour seems unsafe, with frequent accidents

Consider the impact of having multiple construction projects open at one time. The traffic and congestion this summer has been brutal. It seems like every major highway has detours and delays.

There is traffic congestion because of lack of lane space. Roads were not designed for bike lanes and bus lanes. The addition of those two items has created more congestion and confusion than anything else.

Congestion is bad when nearing the Lake Michigan/Fulton split at the expressway entrance ramp

Traffic congestion is very localized and based on frame of reference. For instance, I live in Byron Center and the 84th/Byron Center Ave intersection can be extremely busy for the peak periods of the day, but not at all busy otherwise. Outside of that, the SW corner of Kent County isn't bad compared to the 28th Street/E Beltline corridor. It's hard to compare congestion area-to-area and even time of day. If people only moved

their commute times a lot could change. Focus on road condition first and foremost (i.e. new road paving technologies and materials, requiring developers to repair larger cross sections of impacted roads, constant maintenance vs as-needed), then on non-motorized and recreation uses.

Road conditions need to be improved, sidewalks need to be improved for mobility challenged individuals (including better snow removal or sidewalks that auto melt snow), interceptions need to be safer including better visibility and lights that change automatically to adjust for increased traffic flow. Michigan hill west of Coit and the exit to I96 is totally unacceptable since the last change. Many intersections are prone to regular accidents due to congestion and/or lack of visibility. The city has growing pains and managing traffic will help.

Taking away traffic lanes to add bike lanes causes horrible traffic snarls and congestion. The amount of motor vehicles vs bikes is overwhelmingly more. Bike lanes are rarely used. Bikes should be allowed to ride on sidewalks (Sidelanes) just like on trails in the area.

More than enough bike lanes and the inconvenience of dealing with the "Laker" line and it's Division Ave cousin. Put the bus stops out of the travel lanes. Creates too much congestion for already busy roads.

Address congestion from North 131 and at Cascade on 96.

congestion on Broadmoor Avenue / Cherry Valley (M37) south of 68th Street. Intersection with 76th Street, 84th Street, and 92nd Street.

Reduce rush hour congestion with buses to suburban areas in early AM and PM.

The history of MDOT decisions, use of Federal grants and not have the foresight years ago is a current disaster. Northland Dr and the Grand River MDOT decision to rebuild the bridge and install a bike path. I have never seen a biker on the path and traffic is backed up to 5 Mile in the winter? There are many more, Safety Grant Money for intersections and we don't see the need for RIGHT TURN LANES. 45% or more of all traffic turns right in the right lane? GR Signal manages much of our signals, INVEST MORE, they are making great strides and John and his team always have limited human capital and funds. Why is this hard to understand with administrators in GR, Is it because most people were born on a farm in MARNE? A few years ago, I attended a meeting at MDOT GR Regional and had to explain Highway "fly-overs" to Senior Engineers with MDOT. Do we even have the skill set in the right positions? Years ago, we adopted a "pay it forward" for invest and bond out for roads locally in the County/city/municipalities, State Gov, lowest bid, they don't bond and tax? Whats wrong with this picture? We are stuck in the past and Lansing, old time ways are killing our ability. People need to stand up and take charge and provider greater leadership to the need of infrastructure.

US131 northward and southward out of GRR is a total mess. Clogged, congested and congealed a lot of the daylight hours and especially at the normal rush hour times and weekends. I avoid it now at all costs and just go another way. Amtrak service to the east needs to be addressed, possibly by going south to Kalamazoo to connect with the Wolverine Service or on the CSX line direct to Lansing and Detroit. 28th and the East Belt are also clogged much of the time and we also avoid that by using other routes to the east to get towards the South Kent area.

48th Ave from Chicago Dr to GVSU and Wilson from Grandville to Standale need to be addressed. They are both way to busy for a 2 lane road.

Plainfield near 196 gets very busy during rush hours

Easier access to schools for walking kids across busy streets. Alpine between 4mile and the highway

### **Traffic Lights (27)**

Eliminate congestion on the Beltline by coordinating lights and eliminating Michigan lefts, replacing with left turn lanes and green arrow traffic signals.

Broadmoor/m37/Cherry Valley through southern Kent county has turned into a traffic nightmare. Between congestion, accidents, and bad traffic light timing around M-6, it's bad all the way to 100th street.

Bridge street from Turner to Seward. Eliminate left turns, better signage for US-131 only lanes. Leonard Street from Monroe to Alpine. Congestion is near insane levels! Please consider using technology to extend the light timing sequences during heavy traffic volume. for instance, keep the lights for north and southbound East Beltline green longer during heavy traffic volume. there are so many cars during rush hour that only a few cars can make it thru the light before having to stop again. Also, FIX THE POTHOLEES!!!

Use of technology to time better for less congestion and ensuring safe roads and speed limits strongly enforced. There is always room for improvement which takes a lot of money and time. No one should ever expect things to be better over night.

Bicycle paths on main roadways are causing auto traffic congestion due to restricted roadway for autos. East Beltline , between Burton and Leonard, traffic congestion during morning and afternoon rush hour. Seems like traffic lights could be better timed.

The lights at intersections need to be timed better, especially during heavy travel times. Grand Rapids needs a better network of paved bike paths and protected bike lanes.

Use better materials for road repairs to help them last longer. Also, lengthen the left turn light at Byron Center and 44th Street intersection. I avoid that intersection regularly during busier times so I don't have to sit through 3 light cycles.

Improve/coordinate timing of lights at intersections.

coordinating traffic light sequences differently at different times of day to keep traffic flowing. Coordinate construction projects to leave more alternative options for traffic. Please more Traffic Circles! When used correctly they can be very efficient, especially where 3 roads come together or at intersections with weird angles, like the Lake Michigan/Fulton meet, various spots on Lake drive like Fulton/Lake/Union or at some spots on State st. Also, Or similar spots on Wealthy/Jefferson, wealthy/Lafayette those seem to work very well. I am a big proponent of Traffic circles.

Most lights should remain blinking before 5am. There are a number of lights downtown that are not, even though there's almost no cars on the road.

A stoplight at Bauer and Cottonwood because it is impossible to walk/ bike anywhere because cottonwood is so busy and there is no place to cross except at baldwin

Add traffic light at belding rd and Ramsdell dr, flatten some hills on Ramsdell to reduce blind hills and increase visibility from driveways

Wilson and Lake Michigan Drive. Drivers run red lights continuously and because the stop light is so long there are many people who aren't paying attention when the light turns green because they have turned to their phones.

Alpine north of 96 needs improvement. That may mean expansion or perhaps changing the lights there or adding some rear access on the east.

The exit from I-196 to Chicago drive West is dangerous when it's really busy with the light right there as you come off the highway and people cutting in front of you wanting to turn right at the light.

Please add more streetlights

There are some traffic lights on 32nd in Hudsonville that you can't tell what color it is unless it's red. Is that on purpose?



Bad traffic on 32nd in Hudsonville by new Meijer, maybe add light.

Heading west on Michigan Avenue towards Bridge Street is a nightmare....turning two lanes into one lane at the light under the bridge is no good. There needs to be better signage alerting drivers that the left lane is for left turns only.

Traffic backups on the Bridge St. and Leonard St. bridges is bad during rush hour. Stop lights with sensors need to be able to more accurately detect bicycles.

Wilson & Richmond - must have light!!! 2. Ironwood (Rememberance) and Three Mile 3. Walker and Leonard Lake Michigan Drive & Collindale...need turn lights on Collindale.

Broadmoor Avenue through Caledonia seems to be getting busier and busier. The light at 84th St. and Broadmoor is often a 5+ minute wait.

I live in Chatham Woods Condos in SE Grand Rapids. In the past few years there have been four hotels, a car repair company and two other venues built and it is near impossible to get out of our complex often. But, instead, a traffic light is put in at the new YMCA which is just one venue!!! We have lots of elderly residents still able to drive but are scared to get out of the complex due especially for the reculous soccer parents coming from MVP along with all the new venues. It is not if but when will there be a fatal accident there. Seems the YMCA is more important than hundreds of condo residents. Obvious no study was done and a light gets added with connections and politics.

Pearl street exit ramp, Bridge street - too congested, need better timing of lights or more lanes

The series of stoplights traveling north down Broadmoor, stretching from M6 to 28th street are poorly timed, creating continuous stop and go through that stretch.

Fuller is always busy and is always nothing but traffic within 2 miles of downtown. There's also so many side roads and one ways in central downtown that don't have appropriate lights or lanes for left turns and too many lights when there should be stop signs.

### **Intersections/Roundabouts (148)**

Worst intersections: Michigan Ave Hill (all intersections for congestion). Leonard at 131 for congestion. Ramsdell and 10 miles need 4 way stop.

— Leonard at US-131 was supposedly improved, but is terrible especially for people unfamiliar with pathways.  
— Again, supposedly improved but the path from downtown to Bridge St. or to turn off Bridge St. toward expressway is poorly marked and congested. Fancy lighting overhead is distracting and confusing for many. —  
Many downtown intersections and streets around rush hour. Rush hour is extended because of backups.

Access from 2nd & 3rd tier suburbs

Michigan and Layette, Diamond and Michigan, and the last one is Michigan and college

Well busy intersection could be cared up

8th ave and port Sheldon needs a protected left turn when headed south on 8th ave coming from westbound port sheldon.

Ironwood/Remembrance Road and Johnson/3 MilYou certainly should consider the prospect of electric autonomous vehicles of all sorts, and how we are going to accommodate them. They could be cars, scooters, delivery vehicles, etc., but they are likely to occur quickly and without regard to previous statutes, as occurred with Uber/Lyft.

Adams St in Jamestown has (per Ottawa County's study) some of the worst accident rates in both Kent & Ottawa.

Market and Cherry in GR. All of Michigan Ave (Medical Mile),

We need more roundabouts. Especially at intersections where the angle is particularly sharp (I.e. Chicago drive and Wilson)

More round-a-bouts

Aside from some dangerous intersections, I think major roads should have Cat Eye tech embedded in the pavement. It would increase road visibility and safety.

Worst intersections: 8th Ave & 44th Street in Ottawa, Byron Center Ave & 44th Street in Kent, James & US31 in Ottawa (Holland).

I would like to see more roundabouts used when the time comes to reconfigure intersections. They appear to be safer for drivers, pedestrians and cyclists as well as a long term cost savings over a traditional intersection with traffic signals.

Round about improve traffic flow but are very difficult for pedestrians to cross, especially visually impaired pedestrians. Bus services need to go further out in Kent County.

Longer cross walk times at intersection.

The Michigan street hill area is extremely hard to navigate.

Fulton/Ottawa Cherry/Market Michigan/Coit

Leonard NW and Turner NW. Bridge St NW and Turner NW. Baldwin and Cottonwood.

The "no turn on red" restriction at Thornapple River Drive and Cascade should be removed. It's senseless, and causes needless delays.

The worst is the Bridge Street corridor from Monroe to Stocking.

28 th St / Eastern Burton/Breton 28 th /Kalamazoo

Wealthy/ Division Fuller/ Fulton Wealthy/ 131 Pretty much all streets into/out of downtown are pretty bad at rush hour.

Worst major corridors. Alpine 3 mile to Lamoraux Wilson from 3 Mile to 28th Street. Burton from Breton to US 131.

Right turn lanes could be added to allow better traffic flow through traffic signals at certain times of day. E.g. 32nd and Schaffer could have more traffic flowing through that intersection. Traffic circles instead of signals could be used, however a proper training campaign needs to be done - people don't know how to drive in them (they don't flow into the approach, they stop instead, unnecessarily)

Fix the existing roads before more are added. Intersections would be safer if people would pay attention, put down their phones, stop speeding & quit running lights. Basic courtesy would go a long way.

Intersections along US 31 in Holland are very dangerous. Good work with Zeeland Chicago drive intersection. Relocate Lake Michigan Drive on-ramp or make the merge longer. Increase merge distances on highways to avoid possible accidents due to massive speed differential

Worst intersection 44th Byron Center

44th and Division

Bridge Street west of 131 M21 at Hudson in Lowell Every intersection around Spectrum Downtown

Worst intersections are 28th and Division and 28th and DeHoop/Michael

One of the worst intersections in my opinion is Byron Center and 52nd St. The light going north and south on BC is so much longer than the light going east/west on 52nd, causing 52nd to back up pretty bad. The traffic going north/south and east/west is pretty even, and the light timing should reflect that. Currently, I would say that the north/south green light is at least 3 times longer than the east/west green lights. Not to mention, 52nd St is one lane through that light so half the cars get through as the other direction.

3 worst intersections: 28th/Burlingame; 44th/Byron Center; Clyde Park/52nd (by Meijer)

any intersection on 54th street from Clyde Park to Division Ave

TRACK INTERSECTIONS WITH MOST ACCIDENTS AND FOCUS ATTENTION ON THOSE

More roundabouts. Some intersections are pretty dangerous and could be much more simplified through traffic circles

Concern with commuter system between GR and Holland would be access to stops along the route and the distance to desired travel destination. I think the worst intersection in Grand Rapids is 28th and Div Worst intersections: Lake & Fuller, Hall & Buchanan, 32nd & Clyde Park intersection, traffic along 28th street in general is stressful.

One of the worst intersections in Byron Township is 84th St. and Clyde Park Avenue. Maybe a turn signal would help.

Improve traffic flow along Patterson and at intersection of Patterson and Broadmoor. Improve traffic flow along 28th and 44th streets. Better cross town commuting options.

More routes across the grand river should be available between Walker and Grandville. Wilson Ave cannot handle the strain of being the only major roadway that serves this purpose. South of 28th, roads like Ivanrest and Wilson need a left turn lane to prevent a left lane driver from having to react quickly when a car in front brakes to turn. A problematic intersection is at 84th and 131. There is a lot of traffic coming from eastbound 84th as well as from Tanger Outlets, therefore there should be an easier way than a left turn for EB traffic to enter northbound.

Worst Intersections 1. Wealthy and 131 2. Cascade and 196 3. 44th Street and Division

Some bad intersections are E. Beltline and Knapp, 28th and Beltline and Alpine and 96 Interchange

many rural intersections in northern kent county. Shaner/12 Mile is one example, but really all of the intersections in that area are terribly dangerous.

Install more roundabouts in intersections.

Vernon Ave and Pearl St heading south on Vernon to Pearl, at the intersection there should be a lane specifically for the onramp. Currently the onramp lane is also to turn left onto Pearl

worst intersections: Bridge between the river and Lexington. Wealthy ave 131 overpass. Leonard/Plainfield. we need automated traffic enforcement, especially speed cameras. it's a nightmare out there.

Pretty much every intersection on Leonard from Fuller to Covell, especially at College and Turner.

Worst intersections: Cascade Road SE & Laraway Lake Dr SE

There should be an ALL stop option at some intersections.

One of the worst intersections: chesterfield and Wilson. Lots of accidents.

In the city of gr, they have decreased the amount of traffic Lanes to accommodate cyclists and in doing so they added island in the center of roads, some of these are too close to intersections that have no left turn light and during peak rush times the people turning left back up into the straight lane because they back up beyond the island and then no one goes anywhere... Also, some intersections are have very limited visibility ( O'Brien and covell)

Standale is a nightmare with all these college kids. Traffic and busses everywhere. Now, added bus stop things cause it to be very difficult to see when waiting to pull out of an intersection. If you are in a car it is impossible. Very scary to do blindly.

The intersections at Leonard and 131 are all terrible and dangerous. And Richmond by Alpine is so congested after the local factories get out at 3 and again at rush hours that drivers will pull into the oncoming traffic lane and drive 3 blocks to get I to one of the turn lanes causing very dangerous driving conditions. Other terrible intersections are from 131 on and off 196, especially when you are trying to pull into the Greenridge shopping area and others are exiting the expressway onto Alpine.

Going West bound onto Lake Michigan Dr from Fulton or Lake Michigan Drive. It's a very dangerous intersection & even worse in the winter.

Safety at I intersections is needed.

The intersection of Collindale and Lake Michigan Dr. There should be a left turn light on Collindale turning left onto Lk Michigan Dr. When it is really busy only 1 or 2 cars can go through, and that backs traffic up, and causes a mess on Collindale. Both Ways

The intersection where Lake Michigan dr meets Fulton st is a nightmare. It should be a roundabout. When traveling east bound on lake michigan drive, its impossible to see cars coming around the corner from Fulton. It makes it very dangerous to turn left to continue on Lake Michigan drive.

Patterson/68th (Amazon facility) got L turn lights for some directions but not Patterson Northbound turning L onto 68th. Why only do half??? Kraft Ave by Cal schools needs work, and M37 SB 76th to Middleville is soo congested during rush hours, with intersection at 108th especially dangerous w no turn lane or traffic control.

Cascade Rd as it passes through the intersection of 28th St and Thornapple River Rd is way too fast and dangerous. The road should either be narrowed and the speed limit reduced or turnabouts put in to slow traffic down.

Lake Michigan Drive & Covell is very bad at busy times due to the extremely short connection to Bridge & Covell. Another bad intersection is Leonard & US-131. Most of the bad intersections I can think of are partly due to the fact that the roads involved are too small for the traffic volume involved.

Worst intersections: Lake Michigan Drive and 8th Ave, Wealthy and 131, Leonard and 131

Downtown GR intersections that don't have turning lanes are problematic because cars block the box so others can't turn or proceed through the intersections. Tree's and shrubs are also an issue in the grand Rapids area. You can't confidently enter traffic because your line of vision is blocked by over growth.

1.) West River and northland dr during rush hours 2.) Wealthy and US-131 3.) Lincoln lake and M-44 needs to be a controlled intersection

1) Lake Michigan/i-196/Fulton should be reimagined similar to the i-96/1-196 overhaul currently underway. 2.) Market St from downtown to i-196 needs a ton of work. 3.) Utilize roundabouts more

Worst 3 intersections; Division and Fulton Madison and Hall Ann and Monroe

With new restaurants and stops opening up near 28th st. and Broadmoor, the intersections are pretty horrible. Pedestrians are forced to walk quite a ways, for example between Breton and Broadmoor, to cross 28th st. Say, between the Woodland mall and Qdoba near Shaffer.

Worst intersections: Michigan-Bridge St. intersection, Traffic light pattern at Wealthy St. to 131 ramps  
Driver education about roundabouts and cycling laws    Enforced speeding laws to help with traffic flow and safety

Worst three intersections: -Fuller and Lake Dr. -Wealthy and Lake -Fuller and Fulton (need more green arrows for turning)

Lake Michigan Drive is a death trap. Students drive way over posted speed limits. Roundabouts in a few key locations would help. Speed cameras would as well. The cost is high but would easily pay for themselves after a few months of camera proven traffic violations. Regarding roundabouts, I know they are unpopular, but they provide speed reduction and safer intersections. The one at Wilson and Remembrance is a great example of how this concept has saved lives and reduced speed and yet keeps traffic moving smoothly.

Intersections anywhere on 44th street east or west 2. Major intersections on 28th street east or west 3. Intersections on Chicago Drive in Grandville, such as Wilson and Canal.

intersections along 28th street - Breton, Beltline, Kalamazoo, etc

The Monroe Ave NW and Anne St. intersection is a nightmare for bikers. Also, more education is needed for driver AND bikers in order for them to share the road safely.

36th and Division    Franking and BS.W.    Clay and 44<sup>th</sup>

Fulton and Division

LEONARD

28TH and division eastern and 100th eastern and 84th

Wealthy/131    Division/28TH

28TH st and burlingame

28TH and Clyde park

Division, Michigan

Michigan/College.....is by far the worst at this time. The availability of service should extend past 9pm on Saturday. Also, longer hours on Sunday. More service in Ottawa county.

Division, Wealthy, 28<sup>th</sup>

college/michigan    28th/e. paris/sparks etc.    fulton/fuller

Leonard NE and Beltline

East Beltline from 28th to Burton    28th and Division

Completely redo the Burton st on ramp going north. WORST design EVER! Very dangerous! I almost got my car smushed by a semi truck and pray to god that a car doesn't head on hit me every time!

44th St & Kalamazoo Ave    44th St & Breton    28th St & East Beltline

Beltline and 28th, burton and breton.

Improve sidewalk and non motorized options outside of travel lanes. Improve ped crossings on major streets like 28th and Alpine Ave

28th at 131, Burton at 131, Wealthy at 131

Burlingame and 28th, Plainfield and east beltline. Burton on ramp to s 131.

Lincoln Lake Road and Belding Road is the worst. Cascade Road an Spaulding Bridge Street and Seward

Chicago drive leading towards hallstreet. Awful.. basically anything after downtown grandville leading into wyoming is awful as far as road damage/potholes

28th at Breton 28th at East Paris 28th at Clyde Park

28th at Eastern 28th at Madison Division at 28th

Fuller and Lake Drive Cherry at Lake Drive

Beltline, west river road

DIVISION. 28TH ST. 44TH ST. RIVERTOWN

54th and 131/Clyde Park 131 through GR is too small and in poor condition Need more roundabouts

28th St is often the worst part to me of driving in Grand Rapids. Always congested and the lack of left turn availability is bad

Knapp St @ East Beltline

28th Street at Hotel Ave.; Burton and Division SE; Leonard and US-131 NW.

Pearl and Monroe, East Beltline and 28th St, Alpine, and 96 east/west bound

I-96 Westbound necks down to 1 uphill lane at Alpine Avenue. This lane slows to 30 -40 mph at times.

Bridge & Covell Leonard & Walker Sidewalk on Oakleigh

Wilson Avenue from I96 to Lake Michigan drive needs attention.

14 mile and Northland drive 18 mile and Northland drive 14 mile Rd East of Northland drive to Montcalm county line. There are also concerns with northern Kent county. We don't need to be taxed for advancement with Kent/ Ottawa county agenda.

4mile and alpine

Wilson Ave in Walker needs an increase in the number of lanes as it is highly congested.

44th and 8th in Georgetown township

Wilson and lake Michigan dr. Also Wilson and Leonard

Leonard St from Seward to Fuller is always a pain, especially with interstate construction this year

Cherry and Division, Grand Rapids, MI. 131 to 96 W onto Alpine, Grand Rapids, MI. 131 to 96 E exit off S Curve, Grand Rapids, MI

Grandville and Wealthy southbound needs a left turn lane.

M11 is a death trap. Way over congested 60-65 mph 2 lane road.



131 is always terrible between 28th and Ann. The 131 off ramp to Pearl is consistently gridlocked during rush hour - Pearl, Fulton, and Bridge should all be one way of alternating directions (ex: Fulton is eastbound, Pearl is westbound, Bridge is eastbound)

Lake Michigan and Wilson highly congested at times

fuller and fulton 28th and eastern

On ramp from Lane to WB I 196 is very inadequate.

Beltline and 28th College and Michigan M6 and Broadmoor

28th street

Michigan street alpine fulton street nw

Wilson & Lk MI Dr, Division & Wealthy, Covell & Leonard

Division, Alpine , 28th street

M-11 / Lake Michigan Drive Alpine / 4 Mile

131 and Wealthy

Getting on wb 196 from e beltline. 28th st traffic

M37 & 84th street, Turner & Bridge, 131 & 196. Traffic in Caledonia on M37 is terrible!

M-37- south towards Caledonia= congested!!

92nd and Kraft Johnson and Kraft Where M37 goes down to 2 lanes around 76th Street

108th Street and M37 84th Street and M37 (that is ALWAYS BACKED UP.. I have wasted a good year of my life sitting in traffic there.

Ivanrest and 28th. Broadway and Leonard. Ivanrest and 44th all horrible road conditions

Alpine NW at slyva NW is a concerned area with the flow of heavy traffic from noon to 7:30 pm on a regular daily basis it doesn't matter if it's construction going around Alpine is bad it take 10 minutes to make a left on to Alpine NW from slyva NW we shouldn't have to take tammerack to Richmond to get on to Alpine I have lived on jennette Ave NW for 15 year's please make Alpine like 44th Street SW much much better less traffic than Alpine NW

Lake Michigan split off to Fulton. How are there not accidents constantly. Terrible lines of sight and the exit eastbound from 196 needs to have a longer barrier so people don't cut over to try getting into left turn lane to Lake Michigan instead of following the sign and going right onto Fulton

Broadmoor and 84th Broadmoor and m-6 Whitneyville and 60th

32nd Ave and M-6.

Thornapple River Drive and Ada Drive (downtown Ada), get rid of Michigan lefts or mark them larger (signs often blocked by larger trucks), coordinate closures better (96 East traffic is diverted to Leonard and Leonard is closed to thru traffic while Fulton and Burton and Cascade roads all have closures going eastbound also)

28th and East Beltline. Alpine corridor north of I-96, M6 road conditions.

Waverly and Chicago Dr

Division and Madison Ransom & Fulton

Wilson Ave

Wilson and 44th 48th ave and Port Sheldon in Hudsonville

Fuller-Leonard, Michigan-Fuller

Beltline and 96 Beltline and 28th Street Plainfield and 96

Throughout Cascade and nearby SE area

Fulton and Forest Hill Ave East beltline and Leonard East beltline and 28th

More roundabouts, some sort of main east to west road. 28th street is too congested.

Leonard and Plainfield is not a great location. Division and Fulton and Monroe/Market and Fulton.

We need a roundabout

Add a lane on 44th at Byron Center. Add a lane on 131 from GR to Cedar Springs.

### **Parking (5)**

Some areas downtown Grand Rapids the streetside parking blocks my view from being able to see if there is oncoming traffic before I turn onto Monroe for ex. When I turn from Mason right onto Monroe it is impossible to know if I am making a safe turn and have to guess, which is awful.

Public hearings in all thirty Grand Rapids neighborhoods. Tax parking lots at big box shopping malls.

Parking lots or structures downtown are important for those coming into the city. Those who cannot use public transportation to commute to work should also be considered.

Pearl x Monroe 2. Lake Michigan x Fulton West 3. Michigan x College If more bike lanes are a top priority I would suggest moving parking to in-between traffic and bike lanes giving the cyclists more room between them and traffic. Also encourage larger lanes for bikes to pass by congested traffic.

Add parking in downtown Grand Rapids. It is extremely difficult to access anything downtown and we no longer go because of lack of parking

### **Road Quality/Maintenance (39)**

Intersections are not the problem. Roads that are woefully out dated are a problem that should be top priority. With the money we are already paying in taxes.

Pavement condition is appalling. Street signs are often small and hard to find when approaching intersections. Smart lights that sense when there are cars waiting would be a huge help.

I think US 131 should be torn down and moved out of the city. Also the transportation plan should go closely with land use decisions, and you should prioritize giving people options other than driving to get to work and stores, as the city grows. Also focus on walkability - Grand Rapids makes an appearance in this Ted Talk at 17:00. <https://www.youtube.com/watch?v=6cL5Nud8d7w>

As much as I understand that we want to promote "alternative" forms of transportation (bike paths, public transportation, etc.) we need to recognize that those go largely unused in many cases. I also understand that widening and expanding roads isn't scalable in the long term, but we're nowhere near the size of a city where it makes sense to focus more on alternatives rather than on roads. Metro GR is largely suburban and automobiles are our primary form of transport. While I understand that transportation is woefully underfunded, I believe that residents will be much more likely to approve additional funding once it's been demonstrated that funding in other niche areas of government (read: pork spending, special interests, social

programs that affect small numbers of residents) are redirected to things that affect just about everyone (such as roads).

More emphasis on car transportation, not buses, not sidewalks, not bike lanes.

Focus on urban complete street priorities-not just getting cars to and from the freeways. So many downtown streets have now been closed or cutoff in the name of freeway access so that it is now difficult to get around downtown

Needs to be a left turn signal at on 21 down town when you want to turn north

Our freeway system needs to be reconsidered. 131 and 196 cleave GR in two. Ideally, these would be lowered to grade and connections across these freeways would be reestablished and strengthened.

The major one is road repair

I don't think we need more or wider roads. We need to maintain and use the ones we have better.

Yes, I have noticed in the City of Wyoming during the Winter the sidewalks become almost impassible. Even though the City plows our sidewalks. For people trying to take the bus this becomes a serious impediment . I've also noticed that the bus stop access is also not kept clear

Speed up the time it takes to finish up these road construction projects—consider getting a third shift working.

Stop doing construction everywhere start and finish something before start 10 other projects.

Construction is crazy, but I don't mind it as long as it makes a positive change. Sometimes after construction the manhole cover stays low causing a pothole or a speed bump. Then people try to avoid those.

Better planning for construction projects. Not all east-west roads should be worked on at the same time.

Better detours out of and around downtown during highway construction

Black/dark pavement options for roads and sidewalks increase temperatures in the city. There are options we could explore as alternatives to dark pavement that the city might be interested in investing in. Also, the city needs trash bins along roads and sidewalks. There is a lot of harmful litter leaking into the wildlife that would easily be prevented by high-traffic areas being properly equipped with receptacles.

Improve roadway's in senior projects

Fix damn roads

I have been a paramedic for 23 years in Kent County. I know there have been improvements in road conditions. There is still a long way to go in roads around the hospitals and neighborhood roadways. The constant tearing up roads for new buildings create more bumps in roads for bad repairs. How many of our decision makes have been in pain and had to take an ambulance. Try spending your day in an office that feels every bump in the road. Hard to take care of people that way.

When you fix a road and it's bad again in just a few years. I am not willing to pay anything

#3 above - I'd vote for tax increases for fixing pot holes, but NOT if the Grand Rapids government would be spending them, because they've diverted most of the funds they had to screwing up automobile traffic instead of fixing the roads!

Stop wasting so much of our tax dollars on The Rapid and spend the money on fixing the roads!

The east Beltline is annoying, because of rush hour and if there is an accident, there is no other way to go.— and also plan construction better. If one road is being worked on, then don't work on three other roads in the

same area at the same time. People need to be able to go places without every alternate route having construction at the same time. And just get it done . Don't work on it for a day, then not for a week.

We pay enough already. We need to make sure the taxes we pay are being used for the roads

Pot holes are terrible everywhere, but especially bad on the north west side of GR.

We need to be active at the state to change the statute related to setting speeds for roads and streets

Just fix the roads

I think funding for turn around's should stop right away. Our bridges and roads are in terrible shape and the millions that are going for these is totally irresponsible. Our roads should be first priority not these stupid turn around's.

Waverly road in Holland is bad as well as the off ramp at 196 and m40. Which I don't understand why they can't fill the pot holes when they just redid the highway there. I've blown out struts and wheel bearings.

I feel a general urgency for filling potholes and repairing existing roadways is greatly needed in the Grand Rapids area. Ann Street off of Alpine went months after winter without repair and required heavy swerving to avoid very deep and dangerous potholes, some over a foot wide and several inches deep.

Just fix the roads No more to talk about If the tax money went to the roads and not switched to other areas it wouldn't be this bad Raise sales tax to cover roads how hard is this to figure out !

Coordinate construction projects between municipalities so there is not detours and roads closed everywhere at same time. Ann & Monroe Leonard and Scribner

I've lived on the east coast. We do not have a problem with too much traffic on our streets. The problems we need to fix now if possible is our pot holes and building the roads to cheaply to begin with. M6 perfect example!

Better communication/collaboration between the various governmental units when planning road work. It feels as though you are, by design, trying to force us out of our cars. Perhaps you need to find out why we prefer our cars.

Really just the road conditions— finding something other than salt to help in winters, potholes need to be better managed/filled, and just overall conditions of the road pavement.

Navigation across the grand river is hectic whenever there is an accident or construction

I know people who work for the city in road planning or whatever it is called. The people at the top are career bureaucrats and all they want is more money for their pet projects. Example one actually quoted to me a statistic that up to 20%-30% of people have a visual impairment that requires the bumps on every street corner crossing. A simple trip to the mall would prove this grossly incorrect. There is way too much bloat and misspending. Prioritize working roadways before the fluff.

The highway system needs much improvement

### **Street Signs/Speed Limits (5)**

Residential areas with people speeding (more speedbumps) Noise Issues with drivers after 8 PM - Motorcycles or large truck engine revving Clearer signage for one way streets

Speed limit on Lake Michigan Michigan needs to be reduced through Allendale

There needs to be a "hidden driveways" sign on the hill where it is 35mph between Whitneyville and Alaska, on 68th st. Turning Left onto Whitneyville from 68th st is sometimes impossible. M37 going into Caledonia is literally a joke.

have a more realistic approach to setting speed limits in developing areas..and truck routes. The State Police should not be regulating speeds on newly developing rural areas.

better street signs. cant see them half the time

### **Future (3)**

Given the impact of climate change by 2050 changes in technology, it would be important to think and plan for a totally different transportation model.

I would like to see more coordination with the various road users, including personal vehicles, public transit and bicycle users in order to provide the greatest safety for all concerned. A 25-year plan should factor all current modes of travel and anticipate future opportunities like self-operating and electric vehicles.

We cannot develop without assessing the cost it will pose to future generations. Without a cohesive land use vision, our infrastructure costs will only rise.

### **Miscellaneous (10)**

I am already considering moving because of the taxes and additional proposed taxes in Grand Rapids. Don't ask for more in taxes.

Consider the outlying areas such as Newaygo

Make improvements for people like my wife who is in wheelchair

Motor scooters for downtown use!

come up with a better solution than concrete or asphalt. how about recycling tires?

Fulton St in Downtown is killing the accessibility and walkability of downtown. I would consider making it one lane in each direction with a middle turn lane that can be used for refuge islands. Additionally Township regulates new subdivision roads however counties pay for them. This is unsustainable fiscally. When the maintenance is due the houses on the street do not pay enough into the pot to pay for the maintenance on their street. We need to require a higher density to pay for the maintenance or require higher fees from those with larger lots.

Consider plans to work with Water/Sewer Utilities to coordinate-condition assessments as part of corridor planning. 2. Are bridge conditions as much a concern in the GVMC area as elsewhere in Michigan? Understand there's only one funding source specific to Bridges, and demand is much higher than what is available. 3. Preservation of Non-motorized pathway facilities: lots of grants go into development, hopeful these investments are kept up as poor trail pavement conditions can be hazardous to users.

In regards to the previous question, new funding should come through a millage/corporate taxes rather than a gas tax which would disproportionately harm working class people. As someone who uses the Rapid, we need much higher frequency of service and more routes.

No to a gas tax as that can be permanent, millage I'm ok with if it has an end or renewal date.

You need to get commuters thinking 15 years ahead.

## Kickoff to MTP Development

One comment received online:

---

06/10/2019 22:05:37

It is time - perhaps past time - to extend transit countywide. Any future planning must take into consideration the needs of elderly, millennials, and - increasingly - business commuters who have options for mobility, to use public transportation. We stand at the threshold of astounding developments in public transportation. Let's begin planning for those developments today.

George Heartwell

---

## Pre-Programming Collaboration

9 comments received via email or online submittal

---

### Andrea Faber

---

**From:** Lynee Wells  
**Sent:** Monday, September 30, 2019 11:38 AM  
**To:** Andrea Faber  
**Cc:** Laurel Joseph  
**Subject:** Re: October Technical Committee Agenda

Thank you. Perhaps we can chat because I have standing commitments each Wednesday morning.

These matters are very important and I'd like to see us set our standards to exceed that of MDOT. We can be more aspirational about saving lives than MDOT. And I'm also thinking that as a funding agency, we can influence our member communities/projects by setting high standards or priorities for non-motorized facilities. Perhaps there is a funding point system that offers more points for projects that have these facilities.

I'm looking for solutions. Would this be a solution? If not, do you have any solutions you can offer that would get us to a safer, better, more robust non-motorized, multi-modal region?

On Sep 30, 2019, at 11:07 AM, Andrea Faber <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)> wrote:

Lynee,

Thank you for being engaged in the planning process, reviewing the agenda materials, and offering your feedback. I apologize for my delay in reply. I was out of the office on Friday, as were some of my coworkers involved in developing the materials you commented on, and I wanted to touch base with them before replying to your email. We did meet this morning to discuss your comments, and here is our formal response:

To your first point, we absolutely agree that more funding is needed for pedestrian infrastructure. GVMC maintains a lengthy list of unfunded bike and pedestrian projects in our non-motorized plan. But this gets at a larger issue—the lack of resources currently available to improve all modes of transportation. How available funding is spent is ultimately the responsibility of the TPSG Committee, which selects projects based on available funding, and the Technical and Policy Committees, who approve them. These projects become part of the TIP, which the Board approves in its final draft state.



Historically, the Committees have opted to use federal STP funding for fixing roads and funded non-motorized projects with TAP funds. Currently, the vast majority of projects in our TIP are preservation because of the dire state of pavement condition in our region. We receive approximately \$10 million a year in federal funding, but it would take \$33 million to adequately address pavement condition. Also, please note that we only fund non-motorized facilities that are connected and serve a transportation purpose. Facilities that are recreational are not eligible for federal funding.

To your second point, bike and pedestrian safety is absolutely warranted—and part of the federal performance measure requirements—which we support. The state set targets for non-motorized fatalities and serious injuries that were also adopted by the Technical and Policy Committees last year. This is an annual target, and the state has recently adopted new numbers, which should be going to our Technical and Policy Committees for review/support in November. My coworker, George Yang, is working on an analysis to see how our current area crash rates compare to the rates proposed by the state. Please note that this target is different than the goals and objectives in our long range plan. If the Committee agrees to support the state safety targets, it simply means that we affirm the work that MDOT is doing to improve safety across the state and that our projects will, to the extent possible, help support their targets in light of available funding. The numbers tend to be higher than what is hoped for as a buffer because there are consequences for not meeting the proposed targets, and factors outside of facility design, such as drunk and distracted driving, have a heavy influence on crash rates.

Please note that when we developed the vision statement for our 2045 long range transportation plan, safety was a large part of the discussion. Safety is part of the vision statement, and one of the goals is to enhance safety. A corresponding objective is below:

*Improve safety of the transportation system for motorized and non-motorized users in support of federal performance measures by identifying and prioritizing projects that will reduce the likelihood or severity of crashes and incorporating safety improvements with all transportation projects where feasible and practical*

Our next Technical Committee meeting is this Wednesday, October 2, at 9:30 am at the KCRC. You are welcome to bring up your points during the meeting, or I would be happy to print out copies of your email and discuss the points one by one with the Committee members. Please let me know if you have any additional comments or questions, and if you plan to attend the meeting.

Thank you again for your input.

Sincerely,

Andrea

---

**From:** Lynee Wells

**Sent:** Monday, September 30, 2019 9:03 AM

**To:** Andrea Faber <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)>; Laurel Joseph <[laurel.joseph@gvmc.org](mailto:laurel.joseph@gvmc.org)>

**Subject:** Re: October Technical Committee Agenda

Hi-

Just want to verify this is received and included in your comment matrix. When is the next meeting so I can attend and make my case?

Thanks! Lynee

--

Hello-

Thank you for sending this also for comment.

I have two comments on the items for discussion. I've attached the screen shots.

1. The change to the non-motorized language to me sets us back as a region in terms of bike and non-motorized facilities. Instead of adding language that GVMC doesn't do anything with these facilities why aren't we encouraging our members to do MORE of them? This language should be edited and more funds allocated towards bike and pedestrian infrastructure, and not more signs and campaigns. Only through the physical changes of the streets and roads will we effect change. And we cannot continue with bike lanes. These need to be on or off street but protected facilities. We also need more money for pedestrian infrastructure.

2. I disagree that bike and pedestrian safety is NOT warranted. I'd argue it is completely warranted when you consider a street or roadway as a WHOLE and not just an intersection or small segment. Add up the crashes/incidents on all of East Beltline which as zero/or very few crosswalks. Maybe there is a correlation? Add up the incidents on 28th at each measured intersection. This tells us much more than just one intersection at one place on a multi-mile long roadway.

I'd appreciate these comments addressed and shared with our committee.

Also, I'd like to circle back on the safety targets which I mentioned at a GVMC Board meeting about the TIP. I was told we can be more aggressive and aspirational...meaning not accept steady increases. Is this target going to be adjusted in this document so we are moving the needle towards less incidents and fewer deaths year after year? If this is our goal then we need to tie funding to designs that build a safer and slower street, and preferably a truly complete street.

Thank you for your time and attention. I do appreciate being involved and am very passionate about this work.

Lynee

---

## Andrea Faber

---

**From:** todd roesler  
**Sent:** Tuesday, October 01, 2019 10:34 AM  
**To:** Andrea Faber  
**Subject:** Re: GVMC seeks comment on transportation needs analyses for 2045 MTP

1:00pm. Is this the same one I did already.

My iPhone

On Oct 1, 2019, at 09:22, Andrea Faber <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)> wrote:

10:00 am or 1:00 pm work well for me. Do you have a preference?

Andrea

**From:** todd roesler  
**Sent:** Monday, September 30, 2019 7:43 PM  
**To:** Andrea Faber <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)>  
**Subject:** Re: GVMC seeks comment on transportation needs analyses for 2045 MTP

Thursday works, What time is best for you?

Todd Roesler *Realtor*  
Coldwell Banker  
Schmidt 2168  
Wealthy St SE  
East Grand  
Rapids, MI  
49506

[www.coldwellbankerluxury.com/specialist/todd-roesler](http://www.coldwellbankerluxury.com/specialist/todd-roesler)

On Mon, Sep 30, 2019 at 11:12 AM Andrea Faber <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)> wrote:

Todd,

I'm free all day tomorrow, Wednesday afternoon, Thursday, and Friday morning. What works for you?

Andrea

---

**From:** todd roesler  
**Sent:** Thursday, September 26, 2019 5:12 PM  
**To:** Andrea Faber <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)>  
**Subject:** Re: GVMC seeks comment on transportation needs analyses for 2045 MTP

Yes, what time do you open?

My iPhone

On Sep 26, 2019, at 16:55, Andrea Faber <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)> wrote:

No problem, Todd. Are you available next week to come into the office?

Andrea

---

**From:** todd roesler  
**Sent:** Thursday, September 26, 2019 4:52 PM  
**To:** Andrea Faber <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)>  
**Subject:** Re: GVMC seeks comment on transportation needs analyses for 2045 MTP

Thank you!

I'd love to do it in person.

Todd Roesler

Coldwell Banker Schmidt  
My iPhone

---

**Andrea Faber**

---

**From:** Andrea Faber  
**Sent:** Tuesday, October 01, 2019 9:27 AM  
**To:** dsupervisor  
**Subject:** RE: October Technical Committee Agenda

Absolutely, Kelly. That's what we're here for. If you have any additional feedback, please feel free to send it along.

Andrea

---

**From:** dsupervisor  
[mailto:dsupervisor@algotatwp.org] **Sent:**  
Monday, September 30, 2019 5:08 PM  
**To:** Andrea Faber <andrea.faber@gvmc.org>  
**Subject:** RE: October Technical Committee  
Agenda

Ok good to hear these were just examples!

I did see that they were gleaned from another source. Thank you for taking in my feedback.

Kelly

----- Original message -----

From: Andrea Faber  
<[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)> Date: 9/30/19  
4:07 PM (GMT-05:00)  
To: Kelly Sheeran  
<[dsupervisor@algotatwp.org](mailto:dsupervisor@algotatwp.org)> Cc: George  
Yang <[yangg@gvmc.org](mailto:yangg@gvmc.org)>  
Subject: RE: October Technical Committee Agenda  
Kelly,

You are absolutely in-line with providing input! We are looking for feedback and appreciate your interest and engagement in the planning process.

I talked with George Yang, my coworker who completed the safety analysis, to make sure I was interpreting it correctly, and please be assured that the safety items with the asterisk below are being provided for information only at this point. I believe these items all came from Appendix C of the report. George included these items so that the Committee would have a frame of reference about what is being done/has been done in other areas of the country to address safety and whether or not it is effective. The items that are being presented as proposals are at the beginning of the report. This section does include references to cell phone use under the "Drunk/Distracted/Young Driver Awareness

Program.” We fully agree with you that curbing distracted driving is of high importance. The question for us right now is how to address distracted driving at the MPO level.

Thank you for sharing your thoughts, and please let me know if you have any other comments or questions!

Sincerely,

Andrea

---

**From:** Kelly Sheeran [<mailto:dsupervisor@algotatwp.org>]

**Sent:** Monday, September 30, 2019 1:16 PM

**To:** Andrea Faber <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)>

**Subject:** RE: October Technical Committee Agenda

Andrea,

I’m sorry to say I can’t make this one. After reading through the Agenda, I have some concerns about the amount of policing proposed for safety. More than a few of those options are really over-kill, and the option I think is most important doesn’t seem to be there, namely what will be done about cell phone and electronic use. I realize these are proposals, so I’m hoping I’m not out of line here with my input.

\*\*\* In terms of Safety, the following items are not, in my opinion worth the financial input:

\*Drunk Driving Checkpoints. These have been tried in many states with little to low return on investment.

\*Speed Cameras. Intrusive, and we don’t have more manpower to deal with the offender in real time. (I wish we could ticket every car in my residential neighborhood who speeds, but it feels really Big Brotherly).

\*Motorcycle Helmets. The voters of Michigan already shot down an initiative on this. Insurance companies couldn’t make it happen, I don’t think we should.

\*Instead of higher seat belt fines, higher fines for cell phone/tablet use. We’d make billions unfortunately.

Those are my beefs, if appropriate at this point. If not, disregard! Lol.

Thank you!

Kelly

---

**From:** Andrea Faber

<[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)> **Sent:** Tuesday,

October 22, 2019 4:52 PM

**To:** Brianne Czyzio

**Subject:** RE: Comments on the 2045

MTP

Hi Brianne,

While the comment period for the needs and deficiencies analysis for the Metropolitan Transportation Plan (MTP) has concluded, you are still welcome to submit comments on the MTP at any time during the development of the document. You can submit your comments now, in any way you choose (email, online portal, in person, etc.), or wait until the next official comment period, which will be when the draft MTP document is available for public comment. We expect that comment period to take place in February. Please let me know if you have any additional questions.

Andrea

---

**From:** Brianne Czyzio

**Sent:** Tuesday, October 22, 2019 4:07 PM

**To:** Andrea Faber <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)>

**Subject:** Comments on the 2045 MTP

Good Afternoon, Andrea.

I am reaching out because I have a group of people who are interested in submitting comments on GVMC's 2045 Metropolitan Transportation Plan.

In reviewing your website, it states that the comments will be accepted through Tuesday, the 15<sup>th</sup>. I understand this is now past the deadline, but I am wondering if you would be willing to accept comments on the 2045 Metropolitan Transportation Plan if I have members of the group submit them through the online portal or email by the end of the day this Friday, the 25<sup>th</sup>.

I understand that your team may be moving forward and no longer able to accept comments.  
Thank you for your consideration,

Brianne Czyzio Robach  
(she/her/hers)

*Administrative Assistant*

*Kent County Essential Needs Task Force Grand Rapids Area Coalition to End Homelessness* Heart of West Michigan  
United Way

118 Commerce Ave SW | Grand Rapids, MI  
49503 616.752.8621 |



---

***Note: the comments that follow were submitted online and responded to via email, phone, or through in person meetings when possible:***

**09/26/2019 16:24:44**

"Hello,

I have a couple of comments about the MTP from the perspective of a commuter cyclist:

It is noted in the safety section that there aren't noted improvements needed for non-motorized transport from a safety perspective; however, many of these places people don't bike or walk because they are not safe. Identifying places that aren't safe and for all intents and purposes exclude cyclists and pedestrians from using the roads is important.

Some more specific thoughts to increase cycling/pedestrian safety:

Address lack of laws governing sprinklers watering sidewalks. There are times I have to stand in the road while waiting to cross in order to avoid being watered, including at the corner of 28th and East Beltline. When I contacted local municipalities about such places, it seems it's illegal to water the road, but there are no regulations against watering the sidewalks. This is ridiculous.

All roads crossing highways should be made accessible, at least by means of a reasonable shoulder, to cyclists or pedestrians. Burton St bridge over I-96 is scary to navigate by bike, especially during rush hour, but there's no way to bypass it. This is especially a shame, since there are nice bike sidepaths right nearby, but you can't get to them. Because this bridge is scary and unsafe, I take 28th St, which has its own difficulties.

Better signage or something to make it safer for pedestrians and cyclists at highway entrances. When I ride down 28th St and cross the I-96 highway entrances and exits, drivers are not looking for me. Even when I have a pedestrian crossing signal, I often cannot cross. I end up ignoring the light/crossing signal and just crossing when I see no one is coming rather than worrying about drivers not watching for me. A cyclist should not have to choose between safety and obeying the law. Perhaps a simple ""Watch for pedestrians,"" ""No turn on red when pedestrians present,"" or ""No turn on red"" signs that light up when a pedestrian pressing a signal might help.

Thank you!"

Laura Muresan

---

**09/27/2019 19:31:20**

Hello thanks for the invitation.

I have been a GR & East GR resident for most of my life. I love having the Rapid buses so convenient to my area. I car is my main mode of transportation but I gladly ride the Rapid bus whenever I work or volunteer downtown. I will NOT pay to park. It's easy on & off & gets me some exercise walking to & from the stops. I feel safe at the Transit Central Station during the day but would not go there at night. I am OK picking up the bus at night in the central business district of downtown.

Debbie Roper

---

**09/27/2019 20:55:39**

I like what is called out under each category of transportation.

I drive on 131 every day for work getting on at Franklin. The short on ramps cause so many back ups and accidents. Those really need to be fixed.

I would also love a rail line from GR to Detroit. The two largest cities in Michigan should be better connected.

I would happily pay higher taxes for better roads.

Scott Floria

---

**09/28/2019 6:34:55**

Past the time for expanding the system to three lanes in every direction out of city. Especially, hell highway going east to

Lansing. Three lanes north to at least sand lake. Three lanes west to us31. And south to at least portage. If Brighton and Howell can have a well kept highway system it is time for the second largest city to have one too.

Michael Cheslock

---

10/15/2019 14:47:15

- (1) I would like to have a matrix of all comments received and actions/responses to the comments.
- (2) Add a section about the need to correlate transportation investments to safety improvements, create a point system. Add language about amending the Policies and Practices for Programming Projects to this needs assessment so we can tee up amending this and better tie projects to measurable goals.
- (3) Add a potential mode shift goal, perhaps state what the City of Grand Rapids has and expand upon this discussion in the document for the region.
- (4) Add a section about our region's desire for safety targets showing a decrease in fatalities and serious injuries...set a goal for a reduction. Include a discussion about the need for this in the document.
- (5) There is nothing about new mobility in this document.
- (6) Add a section about legislative and policy changes at the state level that are contributing to unsafe driving conditions, for example the 80th percentile way of setting speeds

This document seems VERY rushed, and it really should have a 3rd party team of consultants working on this and bringing the very best thinking from a national level to this process.

Lynee Wells

---

---

## **Draft MTP, Environmental Justice, and Air Quality Results (if applicable) Completed and Available for Public Comment**

***20 comments received in person, by email, or online submittal***

---

**From:** Andrea Faber  
**Sent:** Monday, February 17, 2020 1:58 PM  
**To:** Jonathan Miner  
**Subject:** RE: Comments on 2045 Metropolitan Transportation Plan

Jonathan,

Thank you for your comments on the draft 2045 MTP. We appreciate you taking the time to review the document and offer detailed and thoughtful feedback.

Please know that we share many of your concerns. For instance, we agree that employers should allow their employees to work from home, and we account for telecommuting within our travel demand model. In addition, we promote telecommuting through our Clean Air Action program. We are also aware of the challenges and potential benefits autonomous vehicles may bring to our region. Autonomous vehicles were addressed throughout the MTP development process, and their impact on the future of the transportation system continues to be debated at the local level. However, as advanced technology becomes more mainstream, the MPO, local units of government, and stakeholders will need to work together to prepare needed infrastructure and address their impact. We modified our goals for this MTP to specifically include the



objective to “Prepare for new and emerging operation and propulsion technology in support of the goals and objectives of the MTP” because we recognize the part autonomous vehicles will likely play in the future of transportation planning. Other concerns voiced in your email are unfortunately beyond the reach of our organization. For instance, while we agree that zipper merging is more efficient, we are unable to mandate it to our members.

As for the plan being sensitive and flexible, please be assured that it is intended to be so. The plan is updated every four years, so two years from now, we will begin work on developing the next edition. The plan is also a snapshot in time of where we are currently and where we might expect to be in the future. Because the future has many uncertainties, we recognize that what transportation looks like in 2045 may be different from what we see or envision today.

I hope that this email addresses your concerns. Your comments will be included in an appendix of the MTP document and will also be shared with local decisionmakers.

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

Sincerely,

Andrea Faber  
Transportation Planner  
Grand Valley Metro Council  
678 Front Avenue NW  
Suite 200  
Grand Rapids, MI 49504  
(ph): 616.776.7603  
(fax): 616.774.9292

**From:** Jonathan Miner  
**Sent:** Saturday, February 15, 2020 11:33 AM  
**To:** Andrea Faber <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)>  
**Subject:** Comments on 2045 Metropolitan Transportation Plan

Andrea Faber;

I live in Rockford and our city posted the 2045 MTP and invited the public to comment. My comments follow a brief personal background.

I am an avid bicyclist and environmentalist. I am on the Planning Commission in Rockford, an active member of the West Michigan Environmental Action Council, and former board member of the Greater Grand Rapids Bicycle Coalition.

The MTP seems to be quite a comprehensive plan and I applaud the effort. Great work! Please consider the following comments:

1. Due to a convergence of technologies and substantial needs and benefits, I believe that electric autonomous vehicles (cars, not only buses) will be the norm, not the exception before 2045. Think of it as electric autonomous Uber. The MTP should plan more for that.
2. Given #1, there will be an increase in the use of bus and rail transportation between major towns and cities. Robo-Uber to the train station, take the train to Chicago, Robo-Uber to your destination.
3. We should encourage and even incentivize local companies to expand work-from-home to reduce the number of commuters. Tax breaks perhaps. This would be money well spent.
4. History shows that widening streets results in more cars. Don't widen streets (other than adding bike lanes) and people will make better choices like biking, bus, or moving closer to work.
5. There is a bill in the US House of Representatives to put a fee on carbon. If it passes, the cost of fuel will increase and people will be discouraged from driving a car alone. I hope the plan is sensitive to this and flexible.
6. Regarding your survey of people about autonomous vehicles showing "negative impact" and "lack of understanding", I recommend ignoring it. I don't think many people can properly envision the situation and the benefits.
7. Finally, please TEACH and enforce the Zipper Merge when we have lane closures (which your list of projects foretells). Zipper Merging is more efficient and reduces road rage IF IT IS UNIFORMLY PRACTICED.

Thank you for the opportunity to provide input to this good plan.

Jonathan Miner  
205 E Main St  
Rockford, MI 49341  
(616) 272-8118

***Note: the comments that follow were submitted online and acknowledged through an email response.***

**01/31/2020 8:06:58**

M-37 from 76th to Caledonia needs to be widened to 4 lanes. Traffic is always backed up for a mile going to work and home. I always take the county roads to avoid it, and now those roads are getting very busy.

Jonathan Roodvoets

---

**01/31/2020 8:38:02**

Good morning. PLEASE consider widening M37 through Caledonia. I live 20 minutes from my sons' bus stop (84th and Broadmoor) and we have to leave the house an hour early in order to not miss the bus. We sit at the bus stop for upwards of 30 minutes most mornings. However, if we leave the house only 5-10 minutes later, we end up sitting in bottlenecked traffic headed north on M37 for a solid 20-30 minutes and come dangerously close to missing the bus. We have missed it before due to backed up traffic. I cannot miss work so we leave early and sit and wait. In the afternoons, traffic headed south is just as slow once you get past 76th street. I know I am one of many who is frustrated with traffic through Caledonia, so please keep this in mind as a much needed project.

Thank you,  
Stephanie Metz

**02/06/2020 20:22:09**

I am seeing too many empty buses in the p.m hours, time to cut back on the schedules and save the tax payers some money

Jim Mantakounis

---

**02/10/2020 6:46:42**

Please do NOT spend any time considering rail service for the metro area. Even the most successful programs, (e.g. Metro) never operate in the black.

Emajeane Brown

---

**02/10/2020 6:47:19**

Currently, the traffic speed far exceeds the posted limits on M45 especially between Covell Avenue NW and into OTTAWA County east of the entrance to GVSU campus.

2 new traffic signals along M45 , one at Maynard NW and M45 and the other at CUMINGS Avenue at M45 are ignored often. Early in the day 7AM-9AM and 4PM to 6PM drivers run the red lights both eastbound and west bound.

ALSO the speed on Wilson avenue that crosses M45 north and south bound traffic is extreme. Since the new apartments at Wilson and M45 are up and running the speed has increased excessively. The traffic light at Meijer gas station and WILSON does little to deter the 50-60 mile per hour traffic.

Please consider these concerns while trying to improve road conditions. Thank you.

Mary Thomson

---

**02/27/2020 9:57:05**

Greetings,

I've read through the transportation draft and have several general comments:

\* I'm not convinced that the transportation plan adequately weighs the full scale of costs/benefits of investing in transportation infrastructure. The plan appears to start out with the mindset that additional development is fully necessary, opposed to looking at additional investment in transportation infrastructure through a lens of benefit to travelers (and business) vs costs to the environment. It would be interesting to more thoroughly consider environmental costs in the lifecycle of transportation system improvements. While I doubt, and wouldn't necessarily suggest, that this would mean less investment in our transportation system, but I do think it could frame how investments are prioritized or selected (e.g. public transportation).

\* I appreciate the consideration for improved developments and capacity around the GRR airport. This is an

important asset in our community and the forethought to how it connects with the larger system is important.

\* I find it troubling that the baseline for capacity in our transportation system is fixed to the original design of a road. I suspect that over time development of both vehicles and driver behavior change. I would prefer to see capacity levels assessed based on a more dynamic system.

\* The plan discusses the need for additional investment in public transportation without thoroughly establishing a funding plan or the full role public transportation could play in curbing demand on our transportation system.

\* The plan fails to take into account any impact of induced demand on improvements to the transportation system.

\* What role does development patterns play into transportation plan? Is there a role for regional leadership in future development to help manage how/where jobs and homes develop to manage congestion and roadway capacity? This seems to be an important area to explore.

Lee Mueller

---

**02/27/2020 12:23:15**

After reading portions of this plan, I am very disheartened and disappointed in the efforts of this committee to put forth a plan that will address climate change and limiting greenhouse gases in the future. This plan is clearly unacceptable. There seem to be very few changes from the current plan. Adding more roads for single occupant vehicles appears to be overriding concern of this report. In the 200 page report there are only six pages that discuss the current transit system and few updates or changes are mentioned. There is no mention at all of massively increasing the size of the system i.e. systems that can carry large amounts of people to various parts of Kent and eastern Ottawa counties. The report gives short shrift to the pending effects of climate change and the effects greenhouse gases will have on the inhabitants of these counties. Automobiles are not the singular answer for solving transportation problems in our region. We need big IDEAS that include mass transportation that will allow people to move around the counties safely and in an environmentally sound way. This plan has failed the citizens of Kent/Ottawa counties and needs to be restructured for the betterment of all for the foreseeable future. Greenhouses gases will be the death of this planet!!!!

John Chronowski

---

**02/27/2020 13:08:30**

I am extremely concerned about the lack of vision this plan has toward climate change. As the second largest city in Michigan we have a responsibility to lead in an attempt to create more sustainable way to exist. This plan focuses on a transportation system built around roads and single-occupant vehicles at a time when would should be expanding ways to share rides. We have to take action toward creating a plan that will reduce green house gases. This plan hardly even concerns itself about climate change other than mentioning it briefly with regard to

pot holes. Seriously? This plan as it stands is unacceptable.

Aaron Brossiet

---

**02/27/2020 13:34:26**

It is astounding to me how little is included in this plan to address the imminent need to address the transition to more public transportation that we must make as we stare climate crisis in the face. What we need is an improved and expanded public transportation system, not more of single-occupant vehicles that are not sustainable and will not be how we are getting around in the near future. Please be more forward-thinking. We are already late to the game on this.

Thank you,

Rachael Koeson

---

**02/27/2020 14:49:13**

This plan is about maintaining a transportation system built around roads and single-occupant vehicles and doesn't recommend any increase in public transit, which is needed to fight climate change. Please, for the sake of the future go back to the drawing board and incorporate the climate emergency into their planning.

Jared Boot

---

**02/27/2020 15:39:16**

I would strongly urge that this plan be reconsidered to address climate change more significantly. There is little mention about the impact that future climate changes will have on our transportation --nor plans for configuring ways that our region will respond to climate changes that interfere with our roads and bridges. This seems to me to be a plan continuing the status quo --and it is doubtful that will be the case. How will GVMC and this plan address what lies before us?

Thomas McWhertor

---

**02/28/2020 14:56:49**

The Rapid bus system needs to be massively increased if our city and region is to take any meaningful action on greenhouse gases and on the economic, labor, housing, and other equity issues that are strongly connected to whether or not a person has good transportation. This plan only once mentions climate change and has a short section on little modifications for the bus system. Not acceptable. We need to move to a far more robust bus system so that people can take it to work and play. So that people choose to ride the bus rather than drive. And, of course, many people don't have the luxury of driving. Emphasizing cars, roads, and parking ramps is fiscally unsound. I ride the #50 to work 5 days a week; if I had to drive to work, I would not have accepted the job at GVSU. More businesses and corporations should be strongly encouraged to help subsidize particular buses, too.

Diane Rayor

---

**02/28/2020 15:19:42**

With only minor mention of the possible impact of climate change in the document, the plan as proposed does not consider or address efforts to promote less CO2 emissions in the Grand Rapids area OR long term impacts related to continued focus on single user transportation. No consideration for installing electric charging stations downtown to promote less CO2 generated by visitors and residents OR significant increases in existing transportation offerings - i.e., bus routes. This plan is lacking in vision and recognition of climate change which will continue to impact Grand Rapids and the surrounding area in the years to come. Absent consideration for, and anticipation of, existing, ongoing efforts on the part of stakeholders to reduce their CO2 emissions, the plan is fundamentally flawed in its current state.

Andrew Topper

---

**02/29/2020 15:48:23**

The GVMC's 2045 Metropolitan Transportation Plan lacks any strategy or vision to increase the size and scope of "The Rapid" bus system, or any significant alternatives to single-occupant vehicles. The plan barely recognizes the existence of climate change, and looks to the next 25 years as if nothing has changed or will change in the world. The plan wrongly prioritizes single-occupant vehicles and roads over all else.

Instead of following the dangerous path of laid out by this plan, we in Kent and Ottawa Counties must instead commit to, and find the resources for, a massive increase in the bus system and a decrease in the use of single-occupant vehicles by a corresponding rate. Picture "The Rapid" ten or twenty times as large, with all-electric buses running every 5-10 minutes most hours of the day, seven days a week, and with highly-expanded coverage. Picture "last mile" vehicles like minivans that reach areas that buses can't, and into more rural areas. Picture that our buses will be full of riders, because we will have disincentivized cars by doing such things as converting many roads to public-transit-only, or by reversing the ready and cheap availability of parking.

Your plan is without vision for our region, and does not see us in West Michigan as participating in the responsible changes that must occur locally, statewide, nationally, and globally. Given the continuing increase in greenhouse gas emissions (particularly from urban areas) and the subsequent warming of the planet and resulting disasters that are already happening, the GVMC's 2045 Metropolitan Transportation Plan is irresponsible—even, arguably, immoral. This draft should be discarded. You need to go back to the drawing board.

David Hast

---

**03/01/2020 9:28:23**

This plan is unacceptable

The problem with the plan is simple: It proposes to change pretty much nothing for the next 25 years in the area covered. It is about a transportation system built around roads and single-occupant vehicles. It pretends there is no climate crisis and that we can continue down our current path. As a recent past president of the West Michigan

Environmental Action Council, I find this approach breath-takingly myopic.

The section on Transit is six pages out of the 200 page report. It mentions some little tweaks and improvements to the existing system, but nowhere is there any discussion of massively increasing the size of the system... as must happen if our city and region is to take any meaningful action on greenhouse gases, as well as meaningful action on the economic, labor, housing, and other equity issues that are strongly connected to whether or not a person has good transportation. I am a resident of a central-city GR neighborhood that makes every effort to use public transit when able, but find it very inconvenient and infrequent. With this plan you can help change that, if you will be so bold. Make a plan for the world you want your children and grand-children to live in.

Christine Helms-Maletic

---

**03/01/2020 12:31:25**

Hello,

As a new resident to the area and a young person who plans to reside in Grand Rapids and contribute to its economy and community for decades to come, I write to register my disappointment with this plan. This is in large part because it ignores the pressing reality of climate change and the need to innovate and revamp our transportation system in order to avoid the worst effects.

The problem with the plan is simple: It proposes to change pretty much nothing for the next 25 years in the area covered (all of Kent County and parts of eastern Ottawa County). It is about a transportation system built around roads and single-occupant vehicles. It pretends there is no climate crisis and that we can continue down our current path. (Climate change is mentioned in one paragraph, in regards to potholes.)

The section on Transit (i.e. The Rapid bus system) is six pages out of the 200 page report. It mentions some little tweaks and improvements to the existing system, but nowhere is there any discussion of massively increasing the size of the system... as must happen if our city and region is to take any meaningful action on greenhouse gases, as well as meaningful action on the economic, labor, housing, and other equity issues that are strongly connected to whether or not a person has good transportation.

I do not think Grand Rapids or Kent County should endorse this plan and I advocate with them not to do so.

Nathan Rauh-Bieri  
Grand Rapids

---

**03/02/2020 18:11:02**

Please try to reduce spending on widening roads and building new roads. We can achieve the safety and sustainability goals of the 2045 plan only if we focus on existing roads and investing in public transit, walking, and cycling. Thank you for all your work on this plan.

Patrick Miner



2045 Metropolitan Transportation Plan (MTP)  
Public Comment Form

Project:

\_\_\_\_\_

Comments:

As a member of Grand Rapids Climate Action, I'm so excited to see a plan to increase and improve public transport. It is crucial to reduce our carbon footprint. ~~A~~ A transport system with increased routes and reduced waiting times is also very important from a social justice standpoint as well. At GRCA, we want to support these efforts as citizens. Please reach out to us if we can help support you or other transportation issues. We look forward to working with you and learning more! Best regards, Anna  
GRclimateaction.org

Anna  
First Name

Kornelje  
Last Name

Email

1. Would you like to be added to our mailing list?

☒ Yes

☐ No

2. How did you hear about today's public meeting?

Email forward

Grand Valley Metro Council  
678 Front Ave N.W. Suite 200 Grand Rapids, MI 49504  
Phone: 776-3876 Fax: 774-9292





2045 Metropolitan Transportation Plan (MTP)  
Public Comment Form

Project:

W/A

Comments:

My family takes the bus almost every single day and we are big fans of the Rapid. Thank you for all you do to make the Rapid service awesome. However, myself and my family feel very strongly that the Rapid service needs to be expanded drastically to respond to climate change. None of my friends or neighbors take the bus regularly (one person I know does, actually, but that's it). Meanwhile car emissions are at an historic high. This cannot continue if we want to escape widespread dire effects of climate change. The public of Grand Rapids needs to be educated on the Rapid in a consistent + widespread manner. Simply put, people don't know how to use the Rapid →

Natalie

First Name

Tomlin

Last Name

Email

1. Would you like to be added to our mailing list?

☒ Yes

☐ No

2. How did you hear about today's public meeting?

GF Climate

Grand Valley Metro Council  
678 Front Ave N.W. Suite 200 Grand Rapids, MI 49504  
Phone: 776-3876 Fax: 774-9292

and we live in a car-centric city. The current plan continues the status quo as a car-centric city. There needs to be education for the public, not to mention a drastic expansion of service.

~~the~~ I would be more than happy to be involved in this process.

Thank you for listening

GR Climate Action

***The following concerns were voiced during the question and answer section of the public meeting on February 10:***

- There is a need to educate the public about moving away from Single Occupant Vehicles (SOVs).
- Grand Valley students do not want to take transit.
- More survey responses are needed to make areawide decisions and revisions should be made to improve it.
- There is a need to collaborate more with GVSU.
- The document should be radically changed because it:
  - Is SOV dominant
  - Ignores the climate emergency and emissions/green house gases
  - Needs to include a paradigm shift
  - Needs to include The Rapid being funded at 10 times the current level
  - Needs to consider transit the dominant means of travel and the way we discuss transit is the document is a “side-mode” in the plan
- We should improve the connection between land use and transportation, and transportation should drive land use versus land use driving transportation.

All concerns listed above were responded to by staff. After the meeting, GVMC staff also reviewed the document to see if changes were warranted. Staff determined that changes did not need to be made at this time.

## **Adoption of Draft Document**

***2 comments received in person, by email, or online submittal***

---

**From:** Michael Zonyk <zonykm@gvmc.org>  
**Sent:** Tuesday, March 17, 2020 1:23 PM  
**To:** Michelle Lazar; Joe Platte  
**Cc:** Andrea Faber <andrea.faber@gvmc.org>; Laurel Joseph <laurel.joseph@gvmc.org>  
**Subject:** RE: GVMC 2045 MTP population table question

Good Catch! The estimates are summarized by MDOT TAZ which are separate from GVMC's Traffic Analysis Zones and it looks like I missed one of Cascades TAZ Geographies. Attached is the updated table that we'll update the plan with ASAP. Thanks for letting us know.

**From:** Andrea Faber  
**Sent:** Tuesday, March 17, 2020 12:45 PM  
**To:** Laurel Joseph <[laurel.joseph@gvmc.org](mailto:laurel.joseph@gvmc.org)>; Michael Zonyk <[zonykm@gvmc.org](mailto:zonykm@gvmc.org)>  
**Subject:** FW: GVMC 2045 MTP population table question

Can you please help me answer these questions?

Andrea

**From:** Lazar, Michelle  
**Sent:** Tuesday, March 17, 2020 12:33 PM  
**To:** Andrea Faber <[andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)>  
**Cc:** Platte, Joe  
**Subject:** GVMC 2045 MTP population table question

Hi Andrea,

We are in the process of updating the Grand Rapids Metropolitan Area Comprehensive Master Plan for Water and Sewer Services.

This is the 2020 update to the 2015 CMP.

Last summer we sent out letters to the customer communities requesting current population estimates. When I checked the GVMC website at that time, only the previous 2040 MTP was posted. Now I see there is a draft report for 2045 MPT.

I have a few questions regarding Appendix D: Population Projections  
(I have not checked every community yet.)

Cascade Township shows a Census 2010 population of 9,270.

## Appendix D: Population

The table below describes population growth in even years from 2010 to 2045.

Jurisdiction	County	Census	BASE YEAR	MDOT
		POP10	POP15	POP20
Ada Twp	Kent	13,142	14,256	14,854
Algoma Twp	Kent	9,932	11,283	11,947
Alpine Twp	Kent	13,336	13,871	14,523
Bowne Twp	Kent	3,084	3,303	3,414
Byron Twp	Kent	20,317	22,561	24,286
Caledonia Twp	Kent	12,332	13,845	15,591
Cannon Twp	Kent	13,336	14,393	14,957
Cascade Twp	Kent	9,270	10,061	10,880
Cascade Springs				

The 2010 population for Cascade should be 17,134

**Cascade charter township, Kent County, Mich**

Population

Census 2010 Total Population ▼

**17,134** Source: 2010 Demographic Profile

**Popular tables for this geography:**

2010 Census

- General Population and Housing Characteristics (Population, Age, Sex, and Hispanic or Latino Origin)

The MDOT values do not appear to take into account the Census Estimates.

For example, in Appendix D, City of Grand Rapids 2020 at 195,094.

Gaines Twp	Kent	25,146	26,353	27,934	29,271	30,3
Grand Rapids Ch Twp	Kent	16,661	18,045	18,832	19,447	19,9
Grand Rapids City	Kent	188,040	195,094	202,958	208,969	213,
Grandville City	Kent	15,378	15,949	16,454	16,807	17,0
Grattan Twp	Kent	3,621	3,833	3,979	4,088	4,16

Census Estimate 2018 is higher at 200,217

Grand Rapids city, Michigan

Population

2018 Population Estimate (as of July 1, 2018)

**200,217** Source: 2018 Population Estimates

Popular tables for this geography:

2010 Census

- General Population and Housing Characteristics (Populat
- Race and Hispanic or Latino Origin
- Hispanic or Latino by Type (Mexican, Puerto Rican, ...)
- Households and Families (Relationships, Children, Househ

Do you know where MDOT got its numbers?

I don't see a source for the values in the Appendix D table. Please point it out if I've missed it!

Thank you,  
Michelle

**Michelle C. Lazar, PE, GISP | Geographic Information Systems Manager**  
Fishbeck | [fishbeck.com](http://fishbeck.com)

*\* For your reference, my email and company name have changed. \**

---

**From:** Laurel Joseph <laurel.joseph@gvmc.org>  
**Sent:** Friday, March 27, 2020 10:17 AM  
**To:** Lynee Wells  
**Subject:** RE: Ped fatalities

Hi Lynée,

Thanks for the info! I'll forward it to Andrea to see where we can put it at this point. We are in final review of the document, so I'm not sure how much big content can be changed, but at the very least we will get it into the appendix with other feedback so we can revisit it moving forward.

Thanks again. Hope you are staying safe and well!

Laurel Joseph, AICP  
Director of Transportation Planning  
Grand Valley Metro Council  
678 Front Ave NW, Suite 200  
Grand Rapids, MI 49504  
616.776.7610  
[laurel.joseph@gvmc.org](mailto:laurel.joseph@gvmc.org)

**From:** Lynee Wells  
**Sent:** Thursday, March 26, 2020 2:45 PM  
**To:** Laurel Joseph <[laurel.joseph@gvmc.org](mailto:laurel.joseph@gvmc.org)>  
**Subject:** Ped fatalities

<https://ghsa.org/resources/news-releases/pedestrians20>

Can any of this be included in the draft plan you are working on? Maybe it already is....maybe it is too late.

Hope all is well at home 😊

Lynée Wells, AICP  
Founder + CEO  
Aligned Planning

## **Consultation Outreach Materials**

---

The consultation period for the 2045 MTP was from Friday, November 22, through Wednesday, January 8, for a total of 48 days. The original email sent to the consultation agencies is located on page 346. One comment was received during the consultation period, which is located on page 348.

Per our Consultation Plan, GVMC also met the following special requests from consultation agencies during the document's development: (1) GVMC notified the Michigan State Police by email on December 10, 2019, of the safety projects in the 2045 MTP project list (there were none identified), and (2) GVMC notified MDEGLE, MDNR, Michigan Department of Health and Human Services, and the Michigan Department of Agriculture and Rural Development by email on February 13, 2020, that the draft 2045 MTP was complete and available for public comment. These emails are located starting on page 349.

### **Consultation Email**

The consultation email is located on the following page.

[View this email in your browser](#)



Grand Valley Metropolitan Council (GVMC) is asking federal, state, tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, transportation/transit services, economic development, human services, historic preservation, and land use planning to review GVMC's draft lists of projects for the [2045 Metropolitan Transportation Plan \(MTP\)](#) as well as the [corresponding map](#) and compare these projects to their own long-range planning goals and documents to ensure that there are no conflicts as part of GVMC's consultation process for the document.

The project lists include:

- [2024-2025 project list](#)
- [2026-2035 project list](#)
- [2036-2045 project list](#)
- [Local illustrative list](#) (unfunded projects from local jurisdictions)
- [Nonmotorized illustrative list](#) (unfunded nonmotorized projects from local jurisdictions)
- [MDOT illustrative list](#) (unfunded projects from MDOT)
- [The Rapid's illustrative list](#) (unfunded projects from The Rapid)

Projects in the MTP include road resurfacing/reconstruction projects from our previously approved FY2020-2023 Transportation Improvement Program (TIP), as well as the project lists for years 2024-2045, which include expand and improve projects that lead to capacity increases. Projects not specifically listed that appear on the map are merely reconstruction or planned overlay projects and are for information only. Unfunded illustrative projects are not included on the map, as funding is not yet committed to them. While the MTP does list priority transportation projects in Kent and eastern Ottawa County, the inclusion of a specific project does not guarantee construction.



The purpose of the consultation process is to meaningfully engage stakeholder agencies in a conversation to not only address their needs, but to be supportive of their goals and initiatives as well. This consultation process is not meant to replace other regulatory agencies' responsibilities under federal laws and regulations and does not supersede any existing programmatic agreement, memorandum of understanding or other collaboration tools.

**Please respond with your feedback on or before January 8, 2020.**

Comments should be directed to [Andrea Faber](#) and may be submitted by [email](#), phone (616.776.7603), online using the "[Submit a Comment](#)" button, or in person at GVMC's office (678 Front Ave. NW, Suite 200, Grand Rapids, MI 49504).

Your comments are an important part of the transportation planning process. They will be shared with local road agencies and jurisdictions and will be included in an appendix of the final MTP document. Thank you for your participation.

*Individuals with disabilities requiring auxiliary aids or services and those in need of translation or interpreter assistance to participate in the consultation process should contact [Andrea Faber](#) to request accommodations.*



---

*Copyright © 2019 Grand Valley Metro Council, All rights reserved.*

Want to change how you receive these emails?  
You can [update your preferences](#) or [unsubscribe from this list](#).

## Consultation Feedback

---

### Andrea Faber

**From:** Roy Hawkins  
**Sent:** Tuesday, December 10, 2019 9:29 AM  
**To:** Andrea Faber  
**Subject:** RE: Reminder to provide feedback on GVMC's 2045 MTP project list

Andrea:

I reviewed the documents and see nothing of concern. It looks fine to me.

If you have nay other questions please do not hesitate to give me a call. Roy



Roy D. Hawkins, R.L.A., Airport Planning Engineer  
Gerald R. Ford International Airport  
Authority 5500 44th Street SE | Grand  
Rapids, MI 49512-4055 616.233.6022 -  
voice | 616.233.6025 - fax



## Consultation Special Request Emails

### *Email to Michigan State Police*

**Andrea Faber**

---

**From:** Andrea Faber  
**Sent:** Tuesday, December 10, 2019 5:28 PM  
**To:** [REDACTED]@michigan.gov  
**Cc:** [REDACTED]@michigan.gov  
**Subject:** Opportunity to comment on projects in GVMC's 2045 MTP

Anne,

I have a note in my files that the Michigan State Police has requested that we flag safety projects in the project lists of our short-range and long-range planning documents during the consultation process. You likely received our recent [email](#) about the consultation period for the project lists for our 2045 Metropolitan Transportation Plan (MTP), our long-range planning document, which included links to all of our project lists. Please know that none of the projects on the list have been identified as safety projects.

If you have any questions or feedback about the MTP project list, please feel free to contact me.

Sincerely,

Andrea Faber  
Transportation Planner  
Grand Valley Metro Council  
678 Front Avenue NW  
Suite 200  
Grand Rapids, MI 49504  
(ph): 616.776.7603  
(fax): 616.774.9292

**Email to MDEGLE, MDNR, Michigan Department of Health and Human Services, and the Michigan Department of Agriculture and Rural Development**

**Andrea Faber**

---

**From:** Andrea Faber  
**Sent:** Thursday, February 13, 2020 4:43 PM  
**Subject:** Draft 2045 Metropolitan Transportation Plan (MTP) is available for comment

You are receiving this email because you are included on GVMC's list of consultation organizations, and our records indicate that you have requested to review copies of our draft transportation documents when they are available. Currently, the first draft of GVMC's long-range transportation plan, the 2045 Metropolitan Transportation Plan (MTP), has been completed and is open for public comment. Links to the document are below.

[Draft 2045 MTP: Chapters 1-5](#)  
[Draft 2045 MTP: Chapters 6-11](#)  
[Draft 2045 MTP: Appendices](#)

We welcome you to comment on the document before the public comment period closes on March 2<sup>nd</sup>, 2020. At that time, all comments received will be considered and the document will be updated accordingly. The draft 2045 MTP will go to our Technical Committee on March 4<sup>th</sup> for approval, our Policy Committee on March 18<sup>th</sup> for approval, and the GVMC Board on May 7 for approval. There will be public comment opportunities at all three meetings, and the document will not become final until approved by the GVMC Board.

All comments and questions about the document should be directed to Andrea Faber, Transportation Planner, and can be submitted in any of the following ways:

- Email: [andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org)
- Phone: (616) 776-7603
- Online: [www.gvmc.org/mtp](http://www.gvmc.org/mtp) (use the "submit a comment" button)
- In person or by mail at the following address:

Grand Valley Metropolitan Council  
678 Front Ave. NW  
Suite 200  
Grand Rapids, MI 49504

*Individuals with disabilities requiring auxiliary aids for services and those in need of translation assistance should contact Andrea Faber to request accommodations.*


Please do not hesitate to reach out with questions.

Thank you for your help!

Sincerely,

Andrea Faber  
Transportation Planner  
Grand Valley Metro Council  
678 Front Avenue NW  
Suite 200  
Grand Rapids, MI 49504  
(ph): 616.776.7603  
(fax): 616.774.9292

# Environmental Justice Mailing Materials



## We'd Like Your Input


**You are receiving this notice because you or your business may be impacted by a project in the draft 2045 Metropolitan Transportation Plan (MTP) between 2020 and 2045.** The draft 2045 MTP includes transportation projects and priorities for Kent and eastern Ottawa Counties for the next 25 years. To view the document, please visit [www.gvmc.org/mtp](http://www.gvmc.org/mtp). Hard copies are available at area libraries and at GVMC's office, located at 678 Front Ave. NW • Suite 200 • Grand Rapids • MI • 49504.


GVMC's draft 2045 MTP is open for public comment from February 1st through March 2nd, 2020. **Comments must be received by March 2, 2020, for consideration.** Please send your comments to Andrea Faber by email: [andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org) or phone: (616) 776-7603, or submit them online at [gvmc.org/mtp](http://gvmc.org/mtp). Comments can also be mailed to GVMC (see address above) or given in person.

A public meeting will be held on **Monday, February 10, at 5:30 pm at Rapid Central Station (250 Grandville Ave. SW • Grand Rapids • MI • 49503) to discuss the document.**

*Individuals with disabilities requiring auxiliary aids for services and those in need of translation or interpreter assistance should contact Andrea Faber to request accommodations for the meeting by Wednesday, February 5, 2020.*

*Action on your part is not required.*





**678 Front Avenue NW  
Suite 200  
Grand Rapids, MI 49504**

Presort  
First-Class  
U.S. Postage  
PAID  
Flint, MI  
Permit No. 512