

Appendix

Chapter 16

Resolution approving the MACC 2045 Long Range Transportation Plan

Resolution #20-06

WHEREAS, the Macatawa Area Coordinating Council (MACC) is the designated Metropolitan Planning Organization (MPO) for the Holland/Zeeland area, and

WHEREAS, the development of a long range transportation plan is a requirement of both the Federal Transit Administration and the Federal Highway Administration, and

WHEREAS, the MACC 2045 Long Range Transportation Plan has been developed pursuant to USC 23 Section 134 as amended by public law 112-141, Fixing America's Surface Transportation Act, FAST Act, and

WHEREAS, it is necessary to document compliance with the FAST Act; and

WHEREAS, the MACC 2045 Long Range Transportation Plan identifies transportation facilities that should function as an integrated metropolitan transportation system, and

WHEREAS, the MACC 2045 Long Range Transportation Plan was developed in a manner that considered the planning factors referenced in Section 134 as amended by the FAST Act, and

WHEREAS, the MACC 2045 Long Range Transportation Plan includes a financial analysis that demonstrates how the projects that have been identified will be funded and indicates the resources that are reasonably expected to be made available to carry out the Plan, and

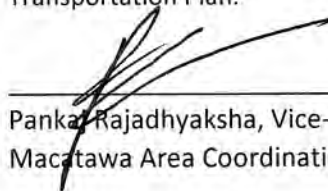
WHEREAS, the MACC 2045 Long Range Transportation Plan includes investment strategies and other measures necessary to ensure the preservation of the existing transportation system and includes projects that will enhance the efficiency of the existing transportation system to relieve vehicular congestion and improve the mobility of people and goods, and

WHEREAS, the MACC 2045 Long Range Transportation Plan was developed through a process that included input from private citizens, affected public agencies, private providers of transportation and other interested parties, and

WHEREAS, this Plan can be amended periodically upon request with the appropriate documentation supporting such a request.

WHEREAS, the MACC 2045 Long Range Transportation Plan remains valid and consistent with current and forecast conditions, has a planning horizon that exceeds 20 years, and is in keeping with all FAST Act requirements.

NOW THEREFORE BE IT RESOLVED, this day of February 24, 2020, the Policy Board of the Macatawa Area Coordinating Council/Metropolitan Planning Organization approves the MACC 2045 Long Range Transportation Plan.



Pankaj Rajadhyaksha, Vice-chair
Macatawa Area Coordinating Council Policy Board

02/24/2020
Date

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Appendix

A

List of Acronyms

List of Acronyms

5YTP: Five-Year Transportation Program
ACS: American Community Survey (Bureau of the Census)
CAA: Clean Air Act
CFR: Code of Federal Regulations
CMP: Congestion Management Process
DOT: Department of Transportation (U.S.)
E+C: Existing plus (+) Committed
EJ: Environmental Justice
EPA: Environmental Protection Agency (U.S.)
FAST-Act: Fixing America's Surface Transportation Act
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
FY: Fiscal Year
GIS: Geographic Information Systems
HPMS: Highway Performance Monitoring System
ITS: Intelligent Transportation Systems
LOS: Level of Service
LRTP: Long-Range Transportation Plan
MAP-21: Moving Ahead for Progress in the 21st Century Act
MDOT: Michigan Department of Transportation
MPA: Metropolitan Planning Area
MPO: Metropolitan Planning Organization
NAA: Nonattainment Area
PASER: Pavement Surface Evaluation Rating
PIP: Public Involvement Plan
RFP: Request for Proposal
SE: Socio-Economic
SIP: State Implementation Plan
SPS: Statewide Planning Section (MDOT)
STIP: Statewide Transportation Improvement Program
STPD: Statewide Transportation Planning Division (MDOT)
SUTA: Statewide and Urban Travel Analysis Section (MDOT)
TAC: MPO Technical Advisory Committee
TAZ: Traffic Analysis Zone
TDM: Transportation Demand Model
TIP: Transportation Improvement Program
TMA: Transportation Management Area
TMIS: Traffic Monitoring Information System
TSC: MDOT Transportation Service Center
USC: United States Code
V/C: Volume to Capacity
VHT: Vehicle Hours Traveled
VMT: Vehicle Miles Traveled

Appendix

B

Projects in the MACC from FY 2015-2019

Projects in the MACC from FY 2015 - 2019

Fiscal Year	Job#	Job Type	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Advance Construct	Phase	Federal Amount	State Amount	Local Amount	Total Amount	Fund Source
2015	126699	Local	Ottawa	Holland	Lincoln Avenue	At CSX Transportation, Inc., City of Holland	0.010	Railroad	Upgrade signals, circuitry, interconnections,gates		CON	\$624,378	\$69,376	\$0	\$693,754	STR
2015	120912	Local	Ottawa	MACC	Areawide	MACC MPO Area, Ottawa County	0.001	Contracts	2015 Clean Air Action Program		EPE	\$51,500	\$0	\$12,875	\$64,375	CM
2015	120913	Local	Ottawa	MACC	Areawide	MACC MPO Area, Ottawa County	0.001	Contracts	2016 Clean Air Action Program		EPE	\$32,500	\$0	\$8,125	\$40,625	CM
2015	123791	Local	Ottawa	Ottawa County	S Waverly Rd	16th Street and Waverly Road	0.751	Traffic Safety	Intersection improv., CLTL, improve sight distance		PE	\$6,726	\$0	\$1,681	\$8,407	STH
2015	123791	Local	Ottawa	Ottawa County	S Waverly Rd	16th Street and Waverly Road	0.751	Traffic Safety	Intersection improv., CLTL, improve sight distance		CON	\$470,915	\$0	\$117,729	\$588,643	HSIP
2015	124791	Local	Ottawa	Ottawa County	9th Street	Washington Ave. - 8th St. transition	1.239	Road Rehabilitation	Resurface		CON	\$1,446,652	\$0	\$5,664,290	\$7,110,942	STUL
2015	127603	Multi-Modal	Ottawa	MAX Transit	Areawide	MAX Service Area	0.000	P000-Capital	FY15 Section 5339		NI	\$143,633	\$35,908	\$0	\$179,541	5339
2015	127829	Multi-Modal	Ottawa	MAX Transit	Areawide	MAX Service Area	0.000	P004-Operating Assistance	FY16 Section 5317		NI	\$137,896	\$0	\$137,896	\$275,792	5317
2015	128252	Multi-Modal	Ottawa	MAX Transit	Areawide	MAX Service Area	0.000	P004-Operating Assistance	FY16 Specialized Services		NI	\$0	\$77,628	\$0	\$77,628	CTF
2015	107966	Trunkline	Van Buren	MDOT	I-196	Southwest Region	0.011	ITS Applications	RWIS Phase 1		CON	\$1,651,089	\$366,124	\$0	\$2,017,213	ST
2015	107969	Trunkline	Kalamazoo	MDOT	I-94	Saugatuck Rest Area	1.788	ITS Applications	I-94/I-196/US-131/I-69 DMS - D&B		PE	\$184,552	\$40,924	\$0	\$225,476	ST
2015	113388	Trunkline	Ottawa	MDOT	US-31 NB	At Bingham Street	0.209	Traffic Safety	Indirect Left Turn Lanes		PE	\$127,792	\$28,337	\$0	\$156,129	CM
2015	113391	Trunkline	Ottawa	MDOT	US-31	At Barry Street	0.227	Traffic Safety	Indirect Left Turn Lane		PE	\$102,822	\$22,800	\$0	\$125,622	CM
2015	122685	Trunkline	Ottawa	MDOT	I-196 BL	over the Black River	0.000	Bridge Rehabilitation	Deep Overlay, Railing Replacement		PE	\$43,968	\$9,750	\$0	\$53,718	NH
2015	122685	Trunkline	Ottawa	MDOT	I-196 BL	over the Black River	0.000	Bridge Rehabilitation	Deep Overlay, Railing Replacement		PE-S	\$53,203	\$11,798	\$0	\$65,000	NH
2015	123525	Trunkline	Allegan	MDOT	M-40	at Interchange Drive	0.679	Traffic Safety	Intersection Improvements with Traffic Signal		CON	\$1,497,399	\$153,289	\$13,089	\$1,663,777	HSIP
2015	123525	Trunkline	Allegan	MDOT	M-40	at Interchange Drive	0.679	Traffic Safety	Intersection Improvements with Traffic Signal		PE	\$197,727	\$20,229	\$1,740	\$219,697	HSIP
2015	123525	Trunkline	Allegan	MDOT	M-40	at Interchange Drive	0.679	Traffic Safety	Intersection Improvements with Traffic Signal		ROW	\$775,106	\$78,587	\$7,536	\$861,229	HSIP
2015	124085	Trunkline	Allegan	MDOT	M-40	I-196(EB) on/off ramp terminals north to Cabill Dr	0.414	Traffic Safety	Safety Improvements		PE	\$200,533	\$44,468	\$0	\$245,000	ST
2015	126137	Trunkline	Allegan	MDOT	US-131 (SB)	Grand Rapids TSC Wide	44.040	Road Capital Preventive Maintenance	HMA Crack Treatment (Fixed Price Variable Scope)		PE	\$19,186	\$4,254	\$0	\$23,440	NH
2015	127328	Trunkline	Ottawa	MDOT	US-31	R01 of 70013	0.344	Bridge Miscellaneous	Railroad Oversight		CON	\$33,844	\$7,505	\$0	\$41,349	ST
2015	128022	Trunkline	Allegan	MDOT	I-196 (WB)	from US-31 east to Allegan/Ottawa Co Line	6.296	Planning, Research & Design	Road and Bridge Scoping FY 2015		EPE	\$48,923	\$5,436	\$0	\$54,358	IM
2016	131433	Local	Ottawa	Holland	Area Wide	Downtown Holland.	0.001	Traffic Safety	Traffic volume projections		EPE	\$65,000	\$0	\$35,000	\$100,000	STUL
2016	131662	Local	Ottawa	Holland	24th Street	At CSX Transportation, City of Holland	0.009	Railroad	Upgrade flashers and install half-roadway gates		CON	\$167,500	\$18,611	\$0	\$186,111	STRH
2016	120914	Local	Ottawa	MACC	Areawide	MACC MPO Area, Ottawa County	0.001	Planning, Research & Design	2017 Clean Air Action Program		EPE	\$69,660	\$0	\$17,185	\$86,845	CM
2016	118537	Local	Ottawa	Ottawa County	Quincy Street	Over Black Creek	0.000	Bridge CPM	Preventative Maintenance		CON	\$27,068	\$5,075	\$1,692	\$33,835	BHO
2016	124452	Local	Ottawa	Ottawa County	Port Sheldon St	US-31 - 120th Ave	2.191	Road Rehabilitation	Resurface		CON	\$391,545	\$0	\$153,058	\$544,603	STUL
2016	124454	Local	Ottawa	Ottawa County	136th Ave	Riley St - Quincy St	1.002	Road Rehabilitation	Resurface		CON	\$706,332	\$0	\$2,182,890	\$2,889,221	STUL
2016	128645	Local	Ottawa	Ottawa County	Lakewood Boulevard	At CSX Transportation, Holland Township	0.237	Railroad	Install circuitry for preemption of traffic signal		CON	\$57,972	\$14,493	\$0	\$72,465	STRH
2016	119831	Multi-Modal	Ottawa	MAX Transit	Areawide	MAX Service Area	0.000	P000-Capital	Bus purchase		NI	\$0	\$72,000	\$0	\$72,000	5307
2016	128329	Multi-Modal	Ottawa	MAX Transit	Areawide	MAX Service Area	0.000	PYCR-Prior Year Credit LBO	FY16 Formula		NI	\$0	\$143,484	\$0	\$143,484	CTF
2016	128329	Multi-Modal	Ottawa	MAX Transit	Areawide	MAX Service Area	0.000	SP05-Local Bus Operating	FY16 Formula		NI	\$0	\$1,282,277	\$0	\$1,282,277	CTF
2016	131266	Multi-Modal	Ottawa	MAX Transit	Areawide	MAX Service Area	0.000	SP02-Bus Capital	FY16 Sections 5307/5339 Programs		NI	\$41,312	\$10,328	\$0	\$51,640	5339
2016	131267	Multi-Modal	Ottawa	MAX Transit	Areawide	MAX Service Area	0.000	SP02-Bus Capital	FY16 Sections 5307/5339 Programs		NI	\$23,929	\$5,982	\$0	\$29,911	5339
2016	88876	Trunkline	Ottawa	MDOT	US-31 NB	Lakewood Boulevard north to Quincy Street	2.902	Major Widening	HMA Reconstruction & Widen		CON	\$10,462,565	\$2,321,135	\$34,181	\$12,817,880	NH
2016	90076	Trunkline	Ottawa	MDOT	US-31 (NB)	8th St to Lakewood Blvd	1.175	Reconstruction	HMA Reconstruction		CON	\$4,171,082	\$924,979	\$7,842	\$5,103,903	NH
2016	90077	Trunkline	Ottawa	MDOT	US-31 (NB)	Lakewood Boulevard to Quincy Street	2.902	Reconstruction	HMA Reconstruction		CON	\$4,076,681	\$903,992	\$0	\$4,980,673	NH
2016	118582	Trunkline	Ottawa	MDOT	US-31	over the CSX Rail Road and Unnamed Creek	0.000	Bridge CPM	Deck Patch, Epoxy Overlay, Approach Replace		CON	\$297,852	\$66,048	\$0	\$363,900	NH
2016	118858	Trunkline	Ottawa	MDOT	US-31 SB	over the Black River	0.000	Bridge Rehabilitation	Deep overlay, beam repair, substructure patch		CON	\$1,026,109	\$227,537	\$0	\$1,253,646	NH
2016	118886	Trunkline	Ottawa	MDOT	US-31	over Lakewood Boulevard	0.000	Bridge CPM	Dk ptch, epoxy ovly, jnt repl, partial paint		CON	\$177,769	\$39,420	\$0	\$217,188	NH
2016	118887	Trunkline	Ottawa	MDOT	US-31	over I-196 BL	0.000	Bridge Rehabilitation	Deep overlay, rail replace, substructure repairs		CON	\$787,839	\$174,701	\$0	\$962,540	NH
2016	126137	Trunkline	Allegan	MDOT	US-131 (SB)	Grand Rapids TSC Wide	44.040	Road Capital Preventive Maintenance	HMA Crack Treatment (Fixed Price Variable Scope)		CON	\$654,647	\$145,166	\$0	\$799,813	NH
2016	131356	Trunkline	Allegan	MDOT	I-196	M-89 to US-31; Allegan/Ottawa Co Ln to 64th Ave	17.160	Planning, Research & Design	Road and Bridge Scoping FY 2016		EPE	\$126,163	\$14,379	\$0	\$140,542	IM
2017	123789	Local	Ottawa	Ottawa County	E 16th Street	16th Street @ Columbia Avenue	0.411	Traffic Safety	Install box span signal, ADA ramp upgrades		CON	\$180,278	\$0	\$45,070	\$225,348	HSIP
2017	130749	Local	Ottawa	Ottawa County	Adams St	88th Ave. - 64th Ave.	3.130	Road Rehabilitation	Resurface roadway. Add paved shoulders.	ACC 2018	CON	\$221,610	\$0	\$508,374	\$729,985	STUL
2017	120907	Local	Ottawa	Zeeland	160th Avenue	from James Street to Quincy Street	2.020	Roadside Facilities - Preserve	Construct non-motorized pathway		CON	\$335,390	\$0	\$218,003	\$553,393	CM
2017	124459	Local	Ottawa	Zeeland	Riley St	State St. - Fairview Rd.	1.006	Road Rehabilitation	Resurface		CON	\$198,966	\$0	\$70,705	\$269,671	STUL
2017	200768	Multi-Modal	Ottawa	MAX Transit	CSX Transportation	MAX Service Area	0.000	P004-Operating Assistance	FY17 Section 5310 Program		NI	\$56,000	\$14,000	\$0	\$70,000	5310
2017	201011	Multi-Modal	Ottawa	MAX Transit	CSX Transportation	MAX Service Area	0.000	1110-Bus Rolling Stock	Purchase replacement and service vehicles.		NI	\$0	\$0	\$0	\$0	5307
2017	201011	Multi-Modal	Ottawa	MAX Transit	CSX Transportation	MAX Service Area	0.000	SP10-State Match urban Agency	Purchase replacement and service vehicles.		NI	\$125,580	\$31,395	\$0	\$156,975	5307
2017	201012	Multi-Modal	Ottawa	MAX Transit	CSX Transportation	MAX Service Area	0.000	P000-Capital	Purchase replacement vehicles and office equipment.		NI	\$0	\$0	\$0	\$0	5307
2017	201012	Multi-Modal	Ottawa	MAX Transit	CSX Transportation	MAX Service Area	0.000	1110-Bus Rolling Stock	Purchase replacement vehicles and office equipment.		NI	\$0	\$0	\$0	\$0	5307
2017	201012	Multi-Modal	Ottawa	MAX Transit	CSX Transportation	MAX Service Area	0.000	SP10-State Match urban Agency	Purchase replacement vehicles and office equipment.		NI	\$178,704	\$44,676	\$0	\$223,380	5307
2017	201731	Multi-Modal	Ottawa	MAX Transit	Lincoln Ave	MAX Service Area	0.000	P003-Elderly and Disabled	To provide operating assistance for seniors and disabled individuals.		NI	\$0	\$0	\$0	\$0	5310
2017	201731	Multi-Modal	Ottawa	MAX Transit	Lincoln Ave	MAX Service Area	0.000	6470-New Freedom Projects	To provide operating assistance for seniors and disabled individuals.		NI	\$140,000	\$0	\$140,000	\$280,000	5310
2017	132179	Multi-Modal	Ottawa	MAX Transit	Areawide	MAX Service Area	0.000	1170-Other Capital Items (Bus)	FY17 Section 5310		NI	\$52,000	\$13,000	\$0	\$65,000	5310
2017	107969	Trunkline	Kalamazoo	MDOT	I-94	Saugatuck Rest Area	1.788	ITS Applications	I-94/I-196/US-131/I-69 DMS - D&B		CON	\$1,799,538	\$399,042	\$0	\$2,198,580	ST
2017	113388	Trunkline	Ottawa	MDOT	US-31 NB	At Bingham Street	0.209	Traffic Safety	Indirect Left Turn Lanes		CON	\$389,411	\$86,351	\$0	\$475,761	CM
2017	123859	Trunkline	Ottawa	MDOT	I-196 BL	I-196BL at 112th Ave	0.250	Traffic Safety	Construct indirect left turns		PE	\$45,000	\$5,000	\$0	\$50,000	HSIP
2017	124085	Trunkline	Allegan	MDOT	M-40	I-196(EB) on/off ramp terminals north to Cabill Dr	0.414	Traffic Safety	Safety Improvements		CON	\$1,239,010	\$269,155	\$105,878	\$1,614,042	ST
2018	130730	Local	Allegan	Allegan County	64th St	1000' south of 138th Avenue to 142nd Avenue	2.003	Road Rehabilitation	Resurface roadway		CON	\$348,923	\$0	\$141,750	\$490,673	STUL
2018	201073	Local	Allegan	CSX Transportation Inc	E 40th St	At CSX Transportation in the City of Holland, Allegan County	0.000	Railroad	install flashing light signals and half-roadway gates		CON	\$306,306	\$34,034	\$0	\$340,340	STRP
2018	201084	Local	Allegan	CSX Transportation Inc	Waverly Rd	At CSX Railroad in the City of Holland, Allegan County	0.000	Railroad	install flashing light signals and half-roadway gates		CON	\$374,377	\$41,597	\$0	\$415,974	STRP



Projects in the MACC from FY 2015 - 2019

Fiscal Year	Job#	Job Type	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Advance Construct	Phase	Federal Amount	State Amount	Local Amount	Total Amount	Fund Source
2018	130743	Local	Allegan	Holland	Lincoln Ave	32nd St. - US 31	0.532	New Facilities	Widen roadway 3'-4' for bike lanes		CON	\$61,861	\$0	\$182,489	\$244,350	STUL
2018	130743	Local	Allegan	Holland	Lincoln Ave	32nd St. - US 31	0.532	New Facilities	Widen roadway 3'-4' for bike lanes		CON	\$207,852	\$0	\$413,849	\$621,701	CM
2018	202336	Local	Allegan	Holland	Waverly Rd	At CSX Transportation in the City of Holland, Allegan County	0.000	Railroad	install median islands, raised curbs, and pavement markings		CON	\$90,426	\$10,047	\$0	\$100,474	STRH
2018	202195	Local	Ottawa	MACC	Douglas Ave	MACC MPO Area, Ottawa County	0.092	Planning, Research & Design	FY 2018 Clean Air Program		NI	\$60,000	\$0	\$15,000	\$75,000	CM
2018	202212	Local	Ottawa	MACC	Douglas Ave	Holland (MACC) MPO Area	0.092	Planning, Research & Design	Local data collection		NI	\$17,000	\$0	\$4,250	\$21,250	STUL
2018	201233	Local	Ottawa	Not Applicable	72nd Ave	M-121 near 72nd Avenue in Ottawa County	0.999	Railroad	widen shoulders on east and west approaches of M-121 to 72nd Avenue		PE	\$18,000	\$2,000	\$0	\$20,000	STRH
2018	130749	Local	Ottawa	Ottawa County	Adams St	88th Ave. - 64th Ave.	3.130	Road Rehabilitation	Resurface roadway. Add paved shoulders.	ACC 2018	CON	\$0	\$0	\$0	\$0	STUL
2018	130753	Local	Ottawa	Ottawa County	Adams Street	Quarterline Rd. to 96th Ave.	2.316	Road Rehabilitation	Resurface roadway		CON	\$494,703	\$0	\$179,892	\$674,595	STUL
2018	120916	Multi-Modal	Ottawa	MAX Transit	Areawide	MAX Service Area	0.000	SP10-State Match urban Agency	Bus purchase		NI	\$208,000	\$52,000	\$0	\$260,000	CM
2018	123944	Multi-Modal	Ottawa	MAX Transit	Areawide	MAX Service Area	0.000	1170-Other Capital Items (Bus)	Ridshare and vanpool coordination services		NI	\$15,000	\$0	\$0	\$15,000	CMG
2018	200788	Multi-Modal	Ottawa	MAX Transit	Lincoln Ave	MAX Service Area	0.000	6470-New Freedom Projects	Operating funds under the FY17 Section 5310/New Freedom program.		NI	\$140,000	\$0	\$140,000	\$280,000	5310
2018	202187	Multi-Modal	Ottawa	MAX Transit	Lincoln Ave	MAX Service Area	0.000	1170-Other Capital Items (Bus)	Mobility management under the FY18 Section 5310 program.		NI	\$56,000	\$14,000	\$0	\$70,000	5310
2018	203211	Multi-Modal	Ottawa	MAX Transit	Transit Operations	MAX Service Area	0.000	SP10-State Match urban Agency	Transit operating		NI	\$198,000	\$14,000	\$143,000	\$355,000	5310
2018	203673	Multi-Modal	Ottawa	MAX Transit	Lincoln Ave	MAX Service Area	0.000	SP10-State Match urban Agency	Purchase vehicles, rehabilitate facility, purchase support/shop equipment.		NI	\$219,252	\$54,813	\$0	\$274,065	5307
2018	203674	Multi-Modal	Ottawa	MAX Transit	Lincoln Ave	MAX Service Area	0.000	SP10-State Match urban Agency	Purchase replacement buses.		NI	\$168,875	\$42,219	\$0	\$211,094	5339
2018	203726	Multi-Modal	Ottawa	MAX Transit	Transit Capital	MAX Service Area	0.000	6410-5310 Projects	Purchase buses and upgrade passenger shelters.		NI	\$416,000	\$104,000	\$0	\$520,000	5310
2018	203762	Multi-Modal	Ottawa	MAX Transit	Transit Operating	MAX Service Area	0.000	6470-New Freedom Projects	Provide operating assistance.		NI	\$44,694	\$44,694	\$0	\$89,388	5310
2018	203774	Multi-Modal	Ottawa	MAX Transit	Transit Operating	MAX Service Area	0.000	1170-Other Capital Items (Bus)	Provide operating assistance and mobility management services.		NI	\$56,000	\$14,000	\$0	\$70,000	5310
2018	203774	Multi-Modal	Ottawa	MAX Transit	Transit Operating	MAX Service Area	0.000	6470-New Freedom Projects	Provide operating assistance and mobility management services.		NI	\$97,806	\$97,806	\$0	\$195,612	5310
2018	113391	Trunkline	Ottawa	MDOT	US-31	At Barry Street	0.227	Traffic Safety	Indirect Left Turn Lane		CON	\$324,737	\$72,010	\$0	\$396,747	CM
2018	128075	Trunkline	Allegan	MDOT	I-196 (WB)	CSX Railroad east to Allegan/Ottawa Co Line	2.086	Road Rehabilitation	Cold Mill, HMA Overlay		CON	\$1,437,997	\$159,777	\$0	\$1,597,775	IM
2018	132045	Trunkline	Muskegon	MDOT	Muskegon TSC Wide	US-31 in Port Sheldon Twp	20.202	Road Capital Preventive Maintenance	HMA Crack Treatment (FPVS)		CON	\$173,548	\$38,484	\$0	\$212,031	ST
2018	200662	Trunkline	Ottawa	MDOT	I-196	Allegan/Ottawa County Line east to Byron Road	3.960	Road Rehabilitation	Two Course Asphalt Resurfacing		CON	\$4,720,459	\$524,496	\$0	\$5,244,955	IM
2018	200968	Trunkline	Kent	MDOT	Regionwide	I-196	40.820	Traffic Safety	Upgrade freeway delineation		PE	\$10,386	\$1,154	\$0	\$11,540	HSIP
2018	200968	Trunkline	Kent	MDOT	Regionwide	I-196	40.820	Traffic Safety	Upgrade freeway delineation		CON	\$215,350	\$23,928	\$0	\$239,277	HSIP
2018	201467	Trunkline	Kent	MDOT	I-296 N	Ottawa Area	1.776	Traffic Safety	Long line pavement marking application		PE	\$1,604	\$178	\$0	\$1,782	HSIP
2018	201467	Trunkline	Kent	MDOT	I-296 N	Ottawa Area	1.776	Traffic Safety	Long line pavement marking application		CON	\$2,199,017	\$244,335	\$0	\$2,443,352	HSIP
2018	201471	Trunkline	Kent	MDOT	I-296 N	Ottawa Area	1.170	Traffic Safety	special pavement marking application		PE	\$5,708	\$634	\$0	\$6,343	HSIP
2018	201471	Trunkline	Kent	MDOT	I-296 N	Ottawa Area	1.170	Traffic Safety	special pavement marking application		CON	\$779,930	\$86,659	\$0	\$866,589	HSIP
2018	201572	Trunkline	Ottawa	MDOT	I-196 (BL)	Homestead Drive east to I-196	0.962	Traffic Safety	Intersection Improvements		CON	\$1,291,880	\$286,471	\$0	\$1,578,350	CM
2018	202765	Trunkline	Ottawa	MDOT	I-196	Byron Rd to Zeeland/Jamestown Twp Line	6.759	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay		CON	\$1,840,616	\$204,513	\$0	\$2,045,129	IM
2018	204722	Trunkline	Ottawa	MDOT	US-31	US-31 at Port Sheldon	0.000	Traffic Safety	Install dilemma zone system		CON	\$25,047	\$2,783	\$0	\$27,830	HSIP
2019	202041	Local	Ottawa	CSX Transportation Inc	72nd Ave	At CSX Transportation in Zeeland Township, Ottawa County	0.000	Railroad	extend crossing surface and relocate warning devices		CON	\$243,640	\$27,071	\$0	\$270,711	STRH
2019	130728	Local	Ottawa	Holland	Waverly Rd	16th St. - 48th St.	1.960	Road Rehabilitation	Resurface roadway	ACC 2020	CON	\$460,888	\$0	\$727,993	\$1,188,881	STUL
2019	202338	Local	Allegan	Holland	E 40th St	At CSX Transportation in the City of Holland, Allegan County	0.000	Railroad	realign and reinforce new storm drain system		CON	\$264,297	\$29,367	\$0	\$293,663	STRH
2019	204717	Local	Ottawa	MACC	Areawide	Macatawa Area Coordinating Council Areawide FY19 Clean Air Action Program	0.185	Planning, Research & Design	FY19 Clean Air Action Program Environmental Marketing and Outreach		NI	\$11,482	\$0	\$2,870	\$14,352	CM
2019	206111	Local	Ottawa	MACC	Douglas Ave	Areawide - Holland MPO	0.185	Planning, Research & Design	Data collection FY19		NI	\$8,360	\$0	\$1,854	\$10,214	PL
2019	206111	Local	Ottawa	MACC	Douglas Ave	Areawide - Holland MPO	0.185	Planning, Research & Design	Data collection FY19		NI	\$17,000	\$0	\$4,138	\$21,138	STUL
2019	201233	Local	Ottawa	Not Applicable	72nd Ave	M-121 near 72nd Avenue in Ottawa County	0.999	Railroad	widen shoulders on east and west approaches of M-121 to 72nd Avenue		CON	\$13,500	\$1,500	\$0	\$15,000	STRH
2019	201233	Local	Ottawa	Not Applicable	72nd Ave	M-121 near 72nd Avenue in Ottawa County	0.999	Railroad	widen shoulders on east and west approaches of M-121 to 72nd Avenue		CON	\$166,500	\$18,500	\$0	\$185,000	STRH
2019	129682	Local	Ottawa	Ottawa County	120th Avenue	120th Avenue from New Holland Street to Port Sheldon Street, Ottawa County	2.001	Road Rehabilitation	Road Rehabilitation		CON	\$261,839	\$0	\$558,589	\$820,428	STL
2019	205798	Local	Ottawa	Ottawa County	120th Ave	120th Ave. from James Street to Riley in Holland Charter Township	1.000	Road Capital Preventive Maintenance	Mill and resurface roadway		CON	\$100,133	\$0	\$350,467	\$450,600	STUL
2019	207443	Local	Ottawa	Ottawa County	Ottawa Beach Road	Ottawa Beach Rd, 4 locations between First Ave and Waukazoo, Ottawa County	0.078	Traffic Safety	Rapid rectangular flashing beacons and related sidewalk and markings	ACC 2020	CON	\$0	\$0	\$13,336	\$13,336	HSIP
2019	130732	Local	Ottawa	Zeeland	Washington Ave	Franklin St. - City Limits	0.296	Reconstruction	Reconstruct existing roadway		CON	\$1,114,987	\$0	\$278,747	\$1,393,734	STUL
2019	202855	Local	Ottawa	Zeeland	W Washington Avenue	W Washington Avenue at W Main Avenue	0.228	Traffic Safety	Roundabout construction		CON	\$0	\$402,107	\$0	\$402,107	EDF
2019	202855	Local	Ottawa	Zeeland	W Washington Avenue	W Washington Avenue at W Main Avenue	0.228	Traffic Safety	Roundabout construction		CON	\$689,327	\$0	\$507,804	\$1,197,131	HSIP
2019	131321	Multi-Modal	Ottawa	MAX Transit	Areawide	MAX Service Area	0.000	1110-Bus Rolling Stock	FY16 Section 5317		NI	\$636,480	\$159,120	\$0	\$795,600	5310
2019	203231	Multi-Modal	Ottawa	MAX Transit	Transit Operations	MAX Service Area	0.000	SP3000-operating except JARC and New Freedom	Transit operating support and capital needs.		NI	\$1,320,483	\$1,732,035	\$1,320,483	\$4,373,001	5307
2019	203237	Multi-Modal	Ottawa	MAX Transit	Transit Capital	MAX Service Area	0.000	SP1101-<30 foot replacement bus with or without lift	Replace Buses		NI	\$137,444	\$34,362	\$0	\$171,806	5339
2019	207919	Multi-Modal	Ottawa	MAX Transit	Transit Capital	MAX Service Area	0.000	P000-Capital	Mobility Management		NI	\$16,407	\$4,102	\$0	\$20,509	5310
2019	207921	Multi-Modal	Ottawa	MAX Transit	Transit Capital	MAX Service Area	0.000	SP1405-communication equipment	5307 Capital		NI	\$16,000	\$4,000	\$0	\$20,000	5307
2019	207921	Multi-Modal	Ottawa	MAX Transit	Transit Capital	MAX Service Area	0.000	SP1101-<30 foot replacement bus with or without lift	5307 Capital		NI	\$97,991	\$24,498	\$0	\$122,489	5307
2019	207923	Multi-Modal	Ottawa	MAX Transit	Transit Operating	MAX Service Area	0.000	P004-Operating Assistance	Twilight/Night Owl Operating Services		NI	\$63,351	\$0	\$63,351	\$126,702	5310
2019	208518	Multi-Modal	Ottawa	MAX Transit	Lincoln Ave	MAX Service Area	0.000	6410-5310 Projects	Purchase bus shelters under the FY18 Section 5310 program.		NI	\$8,000	\$2,000	\$0	\$10,000	5310



Projects in the MACC from FY 2015 - 2019

Fiscal Year	Job#	Job Type	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Advance Construct	Phase	Federal Amount	State Amount	Local Amount	Total Amount	Fund Source
2019	101615	Trunkline	Allegan	MDOT	I-196 (SB)	Saugatuck Rest Area	1.054	Roadside Facilities - Improve	Building Replacement/Site Work		CON	\$3,576,530	\$793,085	\$0	\$4,369,615	NH
2019	122685	Trunkline	Ottawa	MDOT	I-196 BL	over the Black River	0.000	Bridge Rehabilitation	Deep Overlay, Railing Replacement		CON	\$741,328	\$164,387	\$0	\$905,715	NH
2019	123859	Trunkline	Ottawa	MDOT	I-196 BL	I-196BL at 112th Ave	0.250	Traffic Safety	Construct indirect left turns		CON	\$663,851	\$73,761	\$0	\$737,613	HSIP
2019	203017	Trunkline	Kent	MDOT	Grand Region longitudinal pavement markings	Ottawa Area	1.089	Traffic Safety	Application of longitudinal pavement markings		CON	\$2,391,164	\$265,685	\$0	\$2,656,849	HSIP
2019	203018	Trunkline	Kent	MDOT	Grand Region special pavement markings	Ottawa Area	1.863	Traffic Safety	Application of special pavement markings		CON	\$493,303	\$54,811	\$0	\$548,114	HSIP
2019	203508	Trunkline	Kent	MDOT	Regionwide	Ottawa Area	1.362	Traffic Safety	Pavement marking retroreflectivity readings and condition assessment		CON	\$14,009	\$1,557	\$0	\$15,566	HSIP
2019	204668	Trunkline	Kalamazoo	MDOT	Various (14 Cantilevers in Kalamazoo TSC)	Signing Update	1.450	Traffic Safety	Signing Replacement		PE	\$100,000	\$0	\$0	\$100,000	STG
2019	207917	Trunkline	Ottawa	MDOT	I-196 BL	Waverly Road east to I-196	4.629	Road Capital Preventive Maintenance	Full Depth Concrete Pavement Repair		CON	\$212,189	\$47,052	\$0	\$259,241	NH
												\$66,608,691	\$14,218,272	\$14,534,700	\$95,361,662	

Appendix

C

2019 System Performance Report



2019

SYSTEM PERFORMANCE REPORT

SAFETY

CONDITION



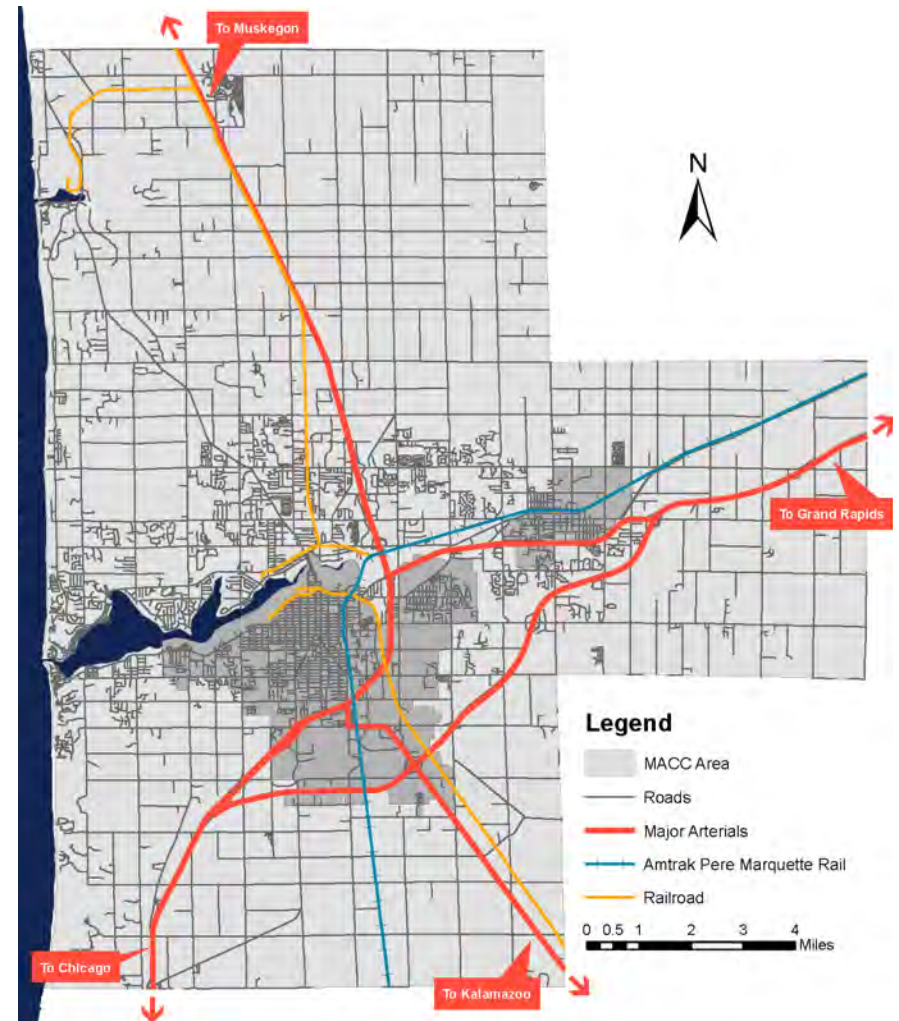
RELIABILITY

TRANSIT

MACC MPO Region

OVERVIEW

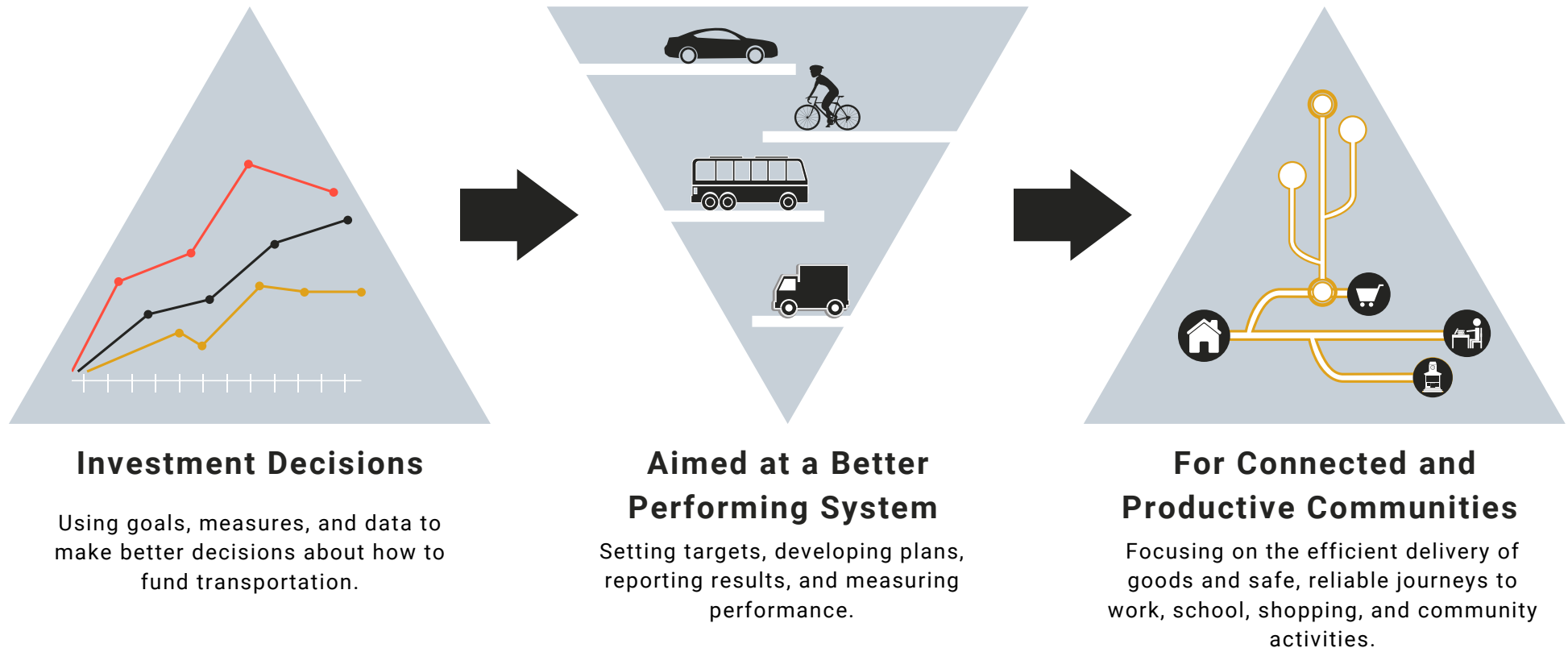
The Macatawa Area Coordinating Council (MACC) is a Metropolitan Planning Organization (MPO) that has a planning area that is approximately 200 square miles and includes fifteen members; seven townships, two cities, Allegan and Ottawa County Board of Commissioners, Allegan and Ottawa County Road Commissions, the Macatawa Area Express Transit Authority, and Michigan Department of Transportation. It's estimated that around 126,000 people live within the nine local units of government.



Performance Measures

OVERVIEW

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have set forth a Transportation Performance Management approach that can help organizations make smart investment decisions by basing funding on data and objective information. Performance measures at the local, regional, state, and federal levels are based on this type of approach.



Performance Categories

MACC TARGETS

The Macatawa Area Coordinating Council (MACC) is required to incorporate a performance-based approach when building the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP). The MACC has adopted four areas of performance targets that focus on safety, pavement and bridge condition, system reliability, and transit. It is the intention that any improvements made within the MACC area, that receive federal funding, will help support at least one of the targets set by the State of Michigan.



SAFETY

Looks at fatalities and serious injuries for motorists and non-motorized users.



BRIDGE & PAVEMENT

Examines pavement and bridge condition on interstate and non-interstate roads.



SYSTEM RELIABILITY

Looks at travel time reliability for users on interstate and non-interstate roads.



TRANSIT

Evaluates the condition of vehicles, equipment, and facilities.

Safety



ADOPTED TARGETS

The latest annual State targets for safety performance measures were released by the Michigan Department of Transportation on August 31, 2019 and were adopted by the MACC's Policy Board on January 6, 2020. Safety predictions are based on the current trends in the data and determined through models developed by the University of Michigan Transportation Institute. Higher than previous annual fatalities and serious injury numbers (2016 and 2017) have increased the five year rolling average. Final safety targets were developed after evaluating the correlation between traffic crashes, VMT, Gross Domestic Product (GDP) per capita, and other economic factors that impact travel. FHWA strongly suggests that targets should be based on trends and projections, and not be simply inspirational. There are currently 17 projects obligated in the MACC's FY20-23 TIP that are specifically geared toward the improvement of safety.

2020 Safety Performance Targets

Safety Performance Measures	Baseline (2014-2018)	2020 Target
Fatalities	987.4	999.4
Fatality Rate	0.99	0.97
Serious Injuries	5,415.6	5,520.4
Serious Injury Rate	5.41	5.34
Non-motorized Fatalities and Serious Injuries	742.4	735.8

Michigan State Safety Targets (Rate per 100 million VMT)

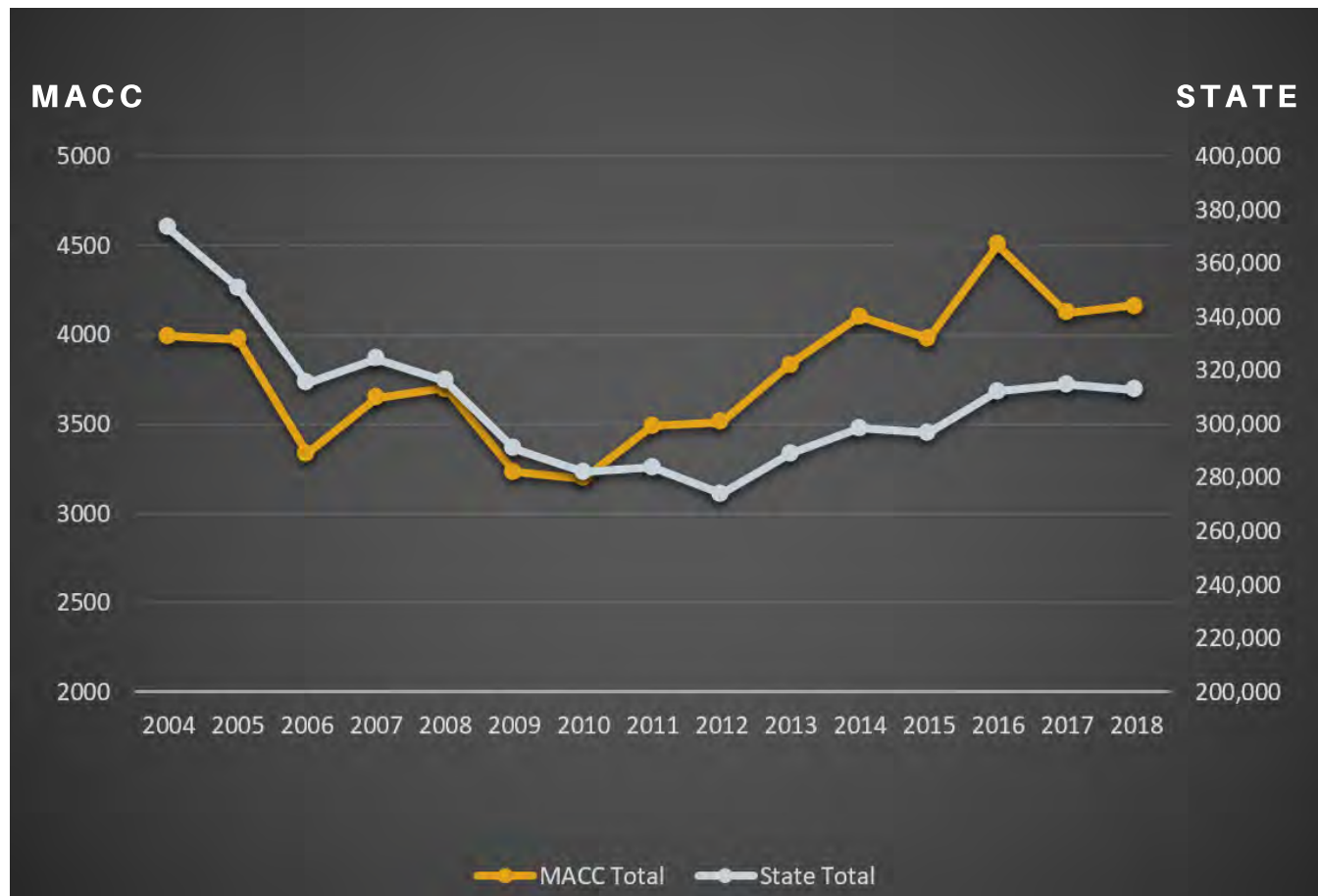
Safety



LOCAL & STATE CRASH TRENDS

The MACC completed a trend analysis based on crash data for years 2004 to 2018. This process involved identifying total crashes within the State of Michigan as well as the MACC area specifically. The number of fatalities and serious injuries was also analyzed. Information was obtained at michigantrafficcrashfacts.org.

Number of Crashes: MACC Area Compared to State Total



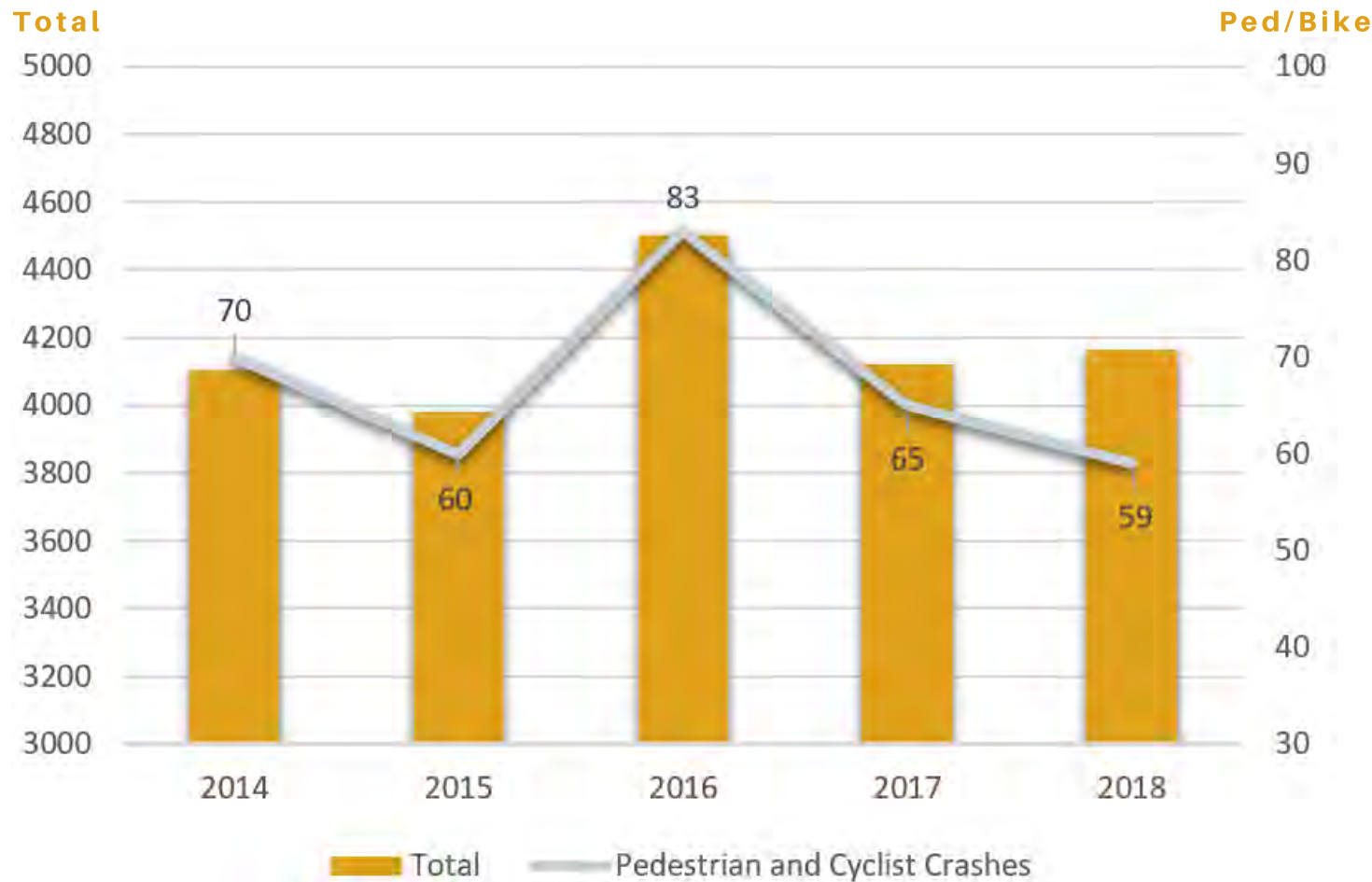
Safety



LOCAL CRASH TRENDS

The trend analysis shows that combined pedestrian and cyclist crashes followed a similar pattern to overall crashes in the MACC from 2014-2018. From 2016-2018 specifically, pedestrian and cyclist crashes have declined.

Number of Crashes in the MACC (2014-2018)



Year	Ped.	Bike
14'	22	48
15'	16	44
16'	26	57
17'	19	46
18'	21	38

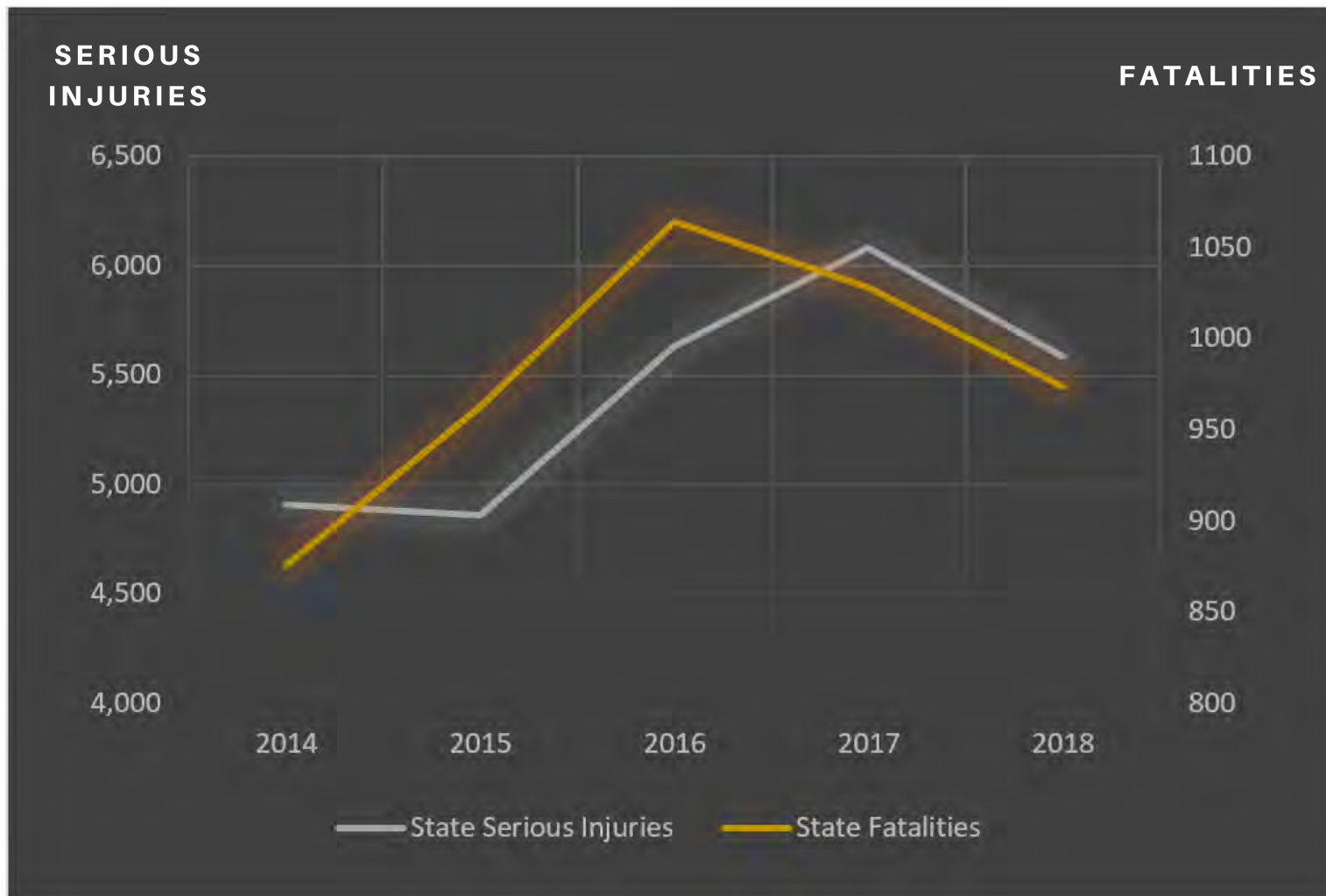
Safety



STATE-WIDE FATALITIES & SERIOUS INJURIES

From 2014-2018, there were 27,078 serious injuries and 4,905 fatalities associated with crashes in the State of Michigan. Pedestrians accounted for 8% of combined serious injuries and fatalities and Cyclists accounted for 3%. 2018 and current trends for 2019 show fatality numbers trending down.

Serious Injuries and Fatalities in Michigan (2014-2018)



Safety

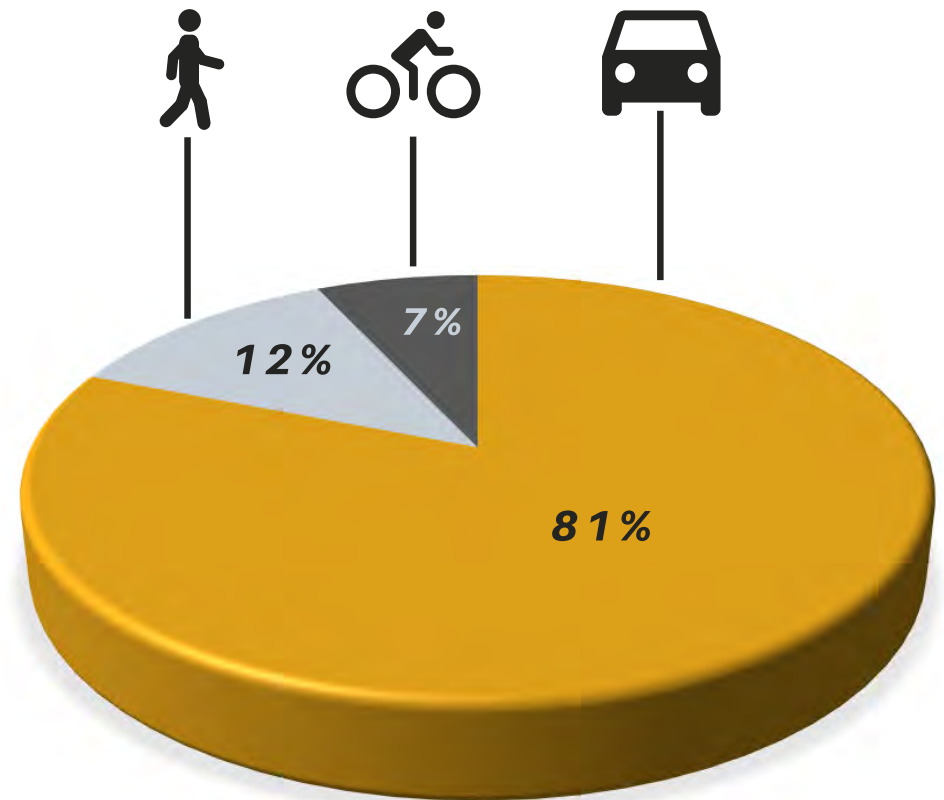


LOCAL FATALITIES

From 2014-2018, there have been 58 fatalities on the transportation system in the MACC area. Out of the 58, 11 of those killed were walking or riding a bicycle.

Number of Fatalities in the MACC Area (2014-2018)

Year	Ped.	BIke	Motorized	Total
14'	1	0	5	6
15'	1	1	4	6
16'	2	1	16	19
17'	1	1	9	11
18'	2	1	13	16
	7	4	47	58



Safety

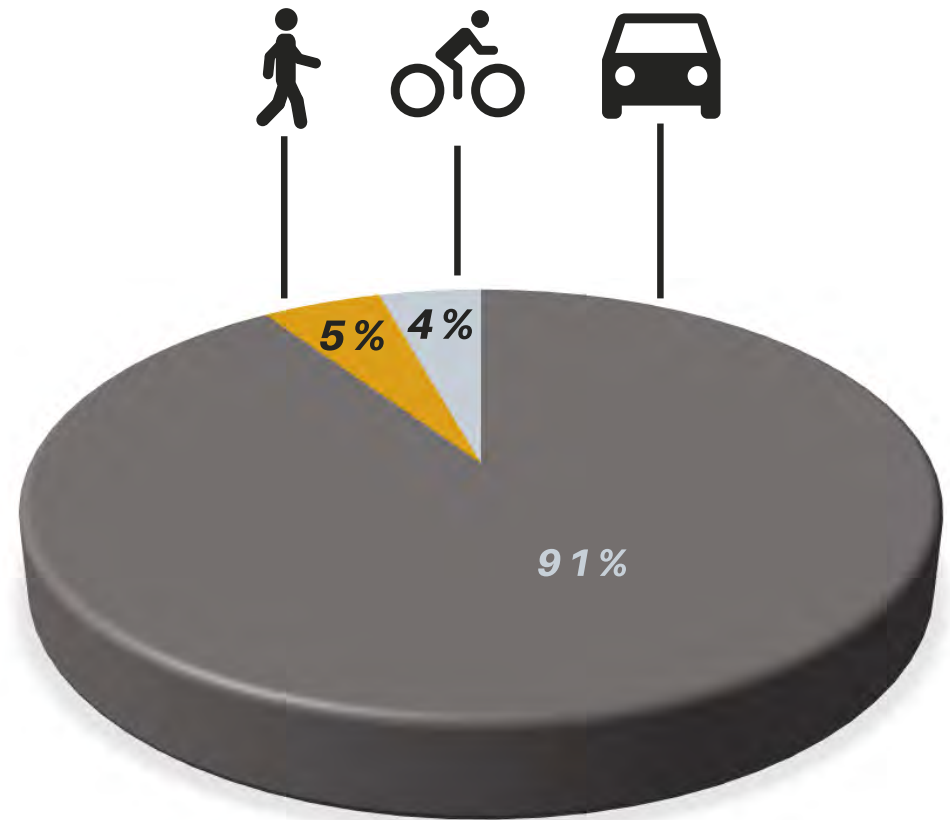


LOCAL SERIOUS INJURIES

From 2014-2018, out of the 4,166 crashes that occurred in the MACC area, 417 people ended up with serious injuries. Out of 417 people, 39 of those seriously injured were people who were walking or riding a bicycle.

Number of Serious Injuries in the MACC Area (2014-2018)

Year	Ped.	BIke	Motorized	Total
14'	2	4	63	69
15'	3	4	82	89
16'	4	3	83	90
17'	5	4	76	85
18'	7	3	74	84
	21	18	378	417



Pavement & Bridge Condition



ADOPTED TARGETS

The Michigan Department of Transportation (MDOT) has developed two-year and four-year targets for pavement condition for Interstates and for Non-Interstate National Highway System (NHS). The performance measures focus on pavement conditions that are good or poor. Metrics include an International Roughness Index (IRI), cracking, rutting, and faulting. MDOT has also developed a system to evaluate bridge condition. There are currently 24 projects obligated in the MACC's FY20-23 TIP that are specifically geared toward improving pavement and bridge condition.

Pavement Quality Targets

Pavement Performance Measure	Baseline Condition (2017)	2 yr. Target (2020)	4 yr. Target (2022)
% Interstate Pavement in Good Condition	56.8%	N/A	47.8%
% Interstate Pavement in Poor Condition	5.2%	N/A	10.0%
% Non-Interstate Pavement in Good Condition	49.7%	46.7%	43.7%
% Non-Interstate Pavement in Poor Condition	18.6%	21.6%	24.6%

Bridge Quality Targets

Bridge Performance Measure	Baseline Condition (2017)	2 yr. Target (2020)	4 yr. Target (2022)
% National Highway System Deck Area in Good Condition	32.7%	27.2%	26.2%
% National Highway System Deck Area in Poor Condition	9.8%	7.2%	7.0%

Pavement & Bridge Condition



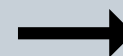
MACC PAVEMENT QUALITY

Since 2004, data on the Macatawa Area's federal-aid road system has been collected and inventoried. State of Michigan Act 51 (P.A. 499 2002, P.A. 199 2007) requires each local road agency to annually report the mileage and condition of the road and bridge system within their jurisdiction and report this data to the Transportation Asset Management Council (TAMC).

ABOUT PASER

Pavement Surface Evaluation and Rating (PASER) uses a visual inspection to evaluate pavement surface condition. It rates various types of pavement distress on a scale of 1-10 with 1 being the worst condition, and 10 being the best. PASER helps to predict the remaining service life of a road and the type of maintenance needed, therefore, helping to identify and prioritize future road projects in our community.

Data is gathered by three-person teams made up of one MDOT employee, one member of the local road agency, and one member from the regional planning agency. This team evaluates the pavement while driving and records the road surface type, number of lanes, and PASER rating of each road using a laptop and GPS receiver. Data is then stored and analyzed using a program called Roadsoft, developed by the Michigan Technological University's Center for Technology and Training.



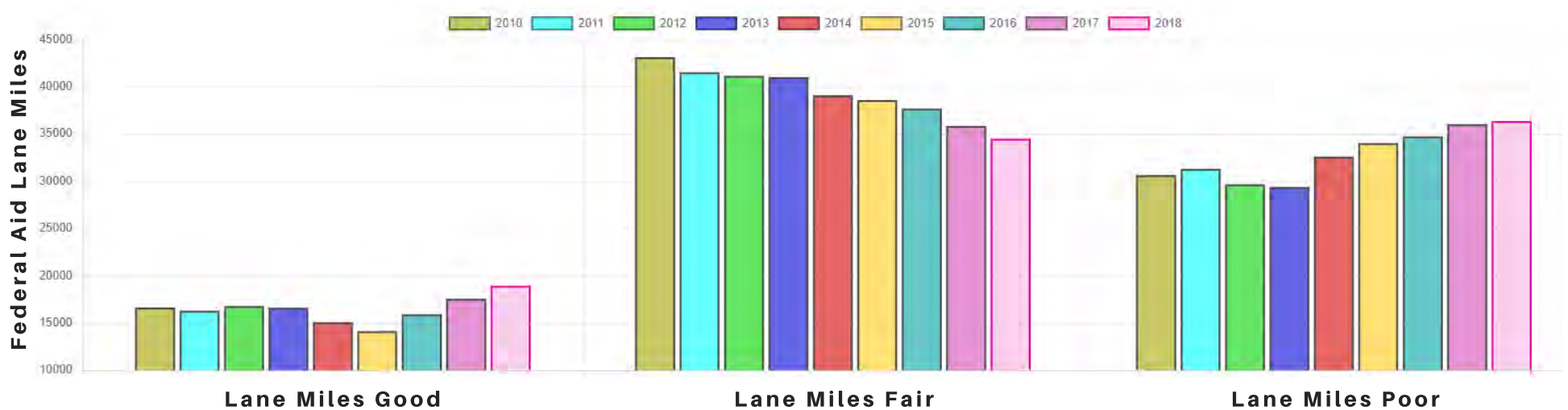
Pavement & Bridge Condition



STATE PAVEMENT QUALITY

Based on Michigan's 2018 Roads & Bridges Annual Report, poor pavements continue to increase and federal-aid roads in poor condition now surpass the number of miles in fair condition. The data below was supplied by Michigan's Transportation Asset Management Council.

**Pavement Condition Trends
State of Michigan**



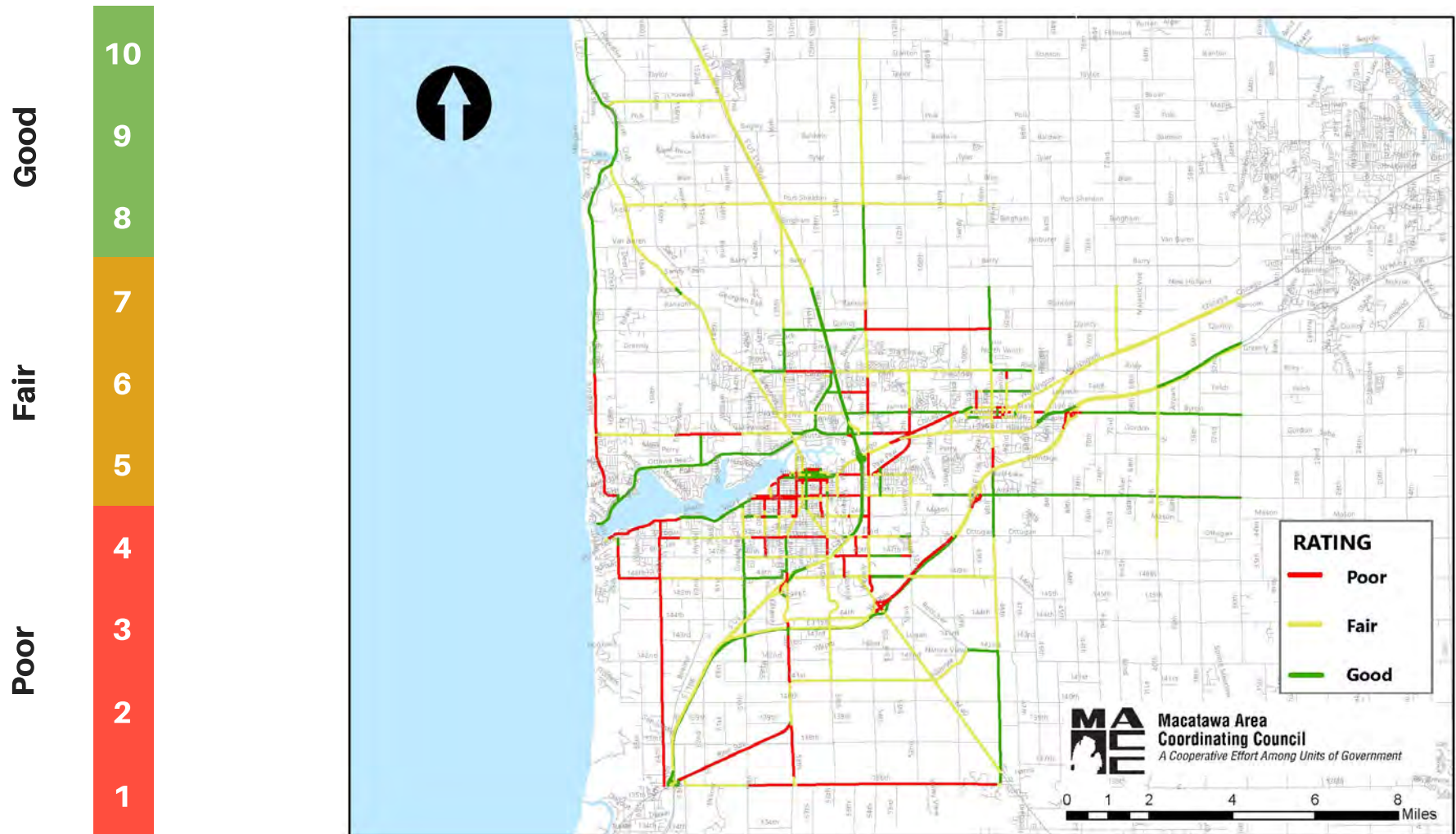
Pavement & Bridge Condition



MACC PAVEMENT QUALITY

Since the MACC alternates between counties each year, the map below represents roads that were rated in 2018 in Allegan County and 2019 rated roads in Ottawa County.

2018-2019 Federal-aid Pavement Condition



Pavement & Bridge Condition

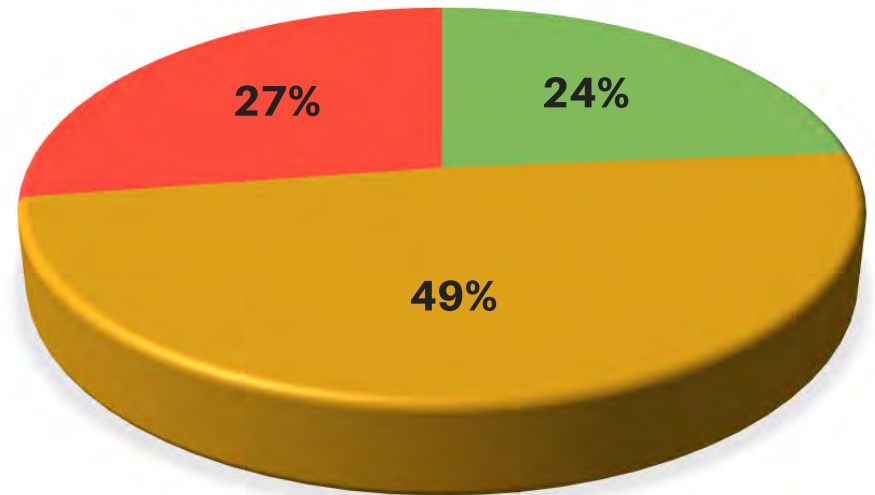
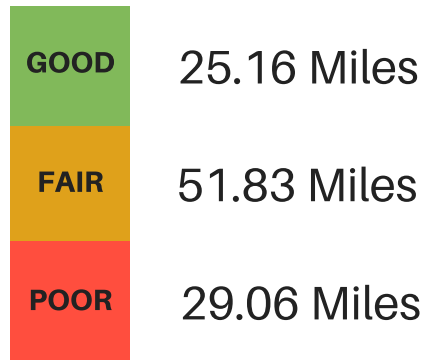


MACC PAVEMENT QUALITY

Alleghan County

2018 Federal-Aid Road Conditions

Alleghan County was not rated in 2019



10	9	8	7	6	5	4	3	2	1
0	17.464	7.694	26.300	13.083	12.445	24.483	4.581	0	0

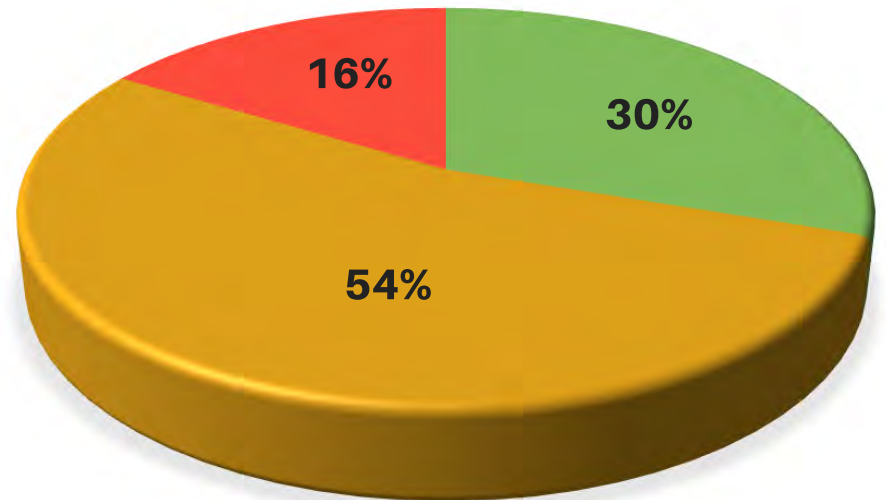
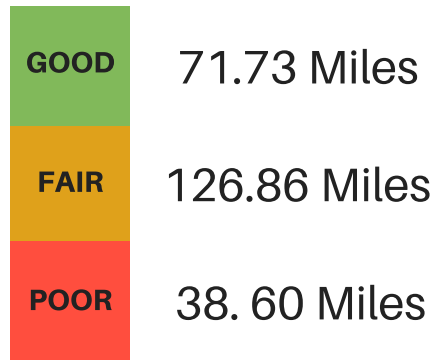
Pavement & Bridge Condition



MACC PAVEMENT QUALITY

Ottawa County

2019 Federal-Aid Road Conditions



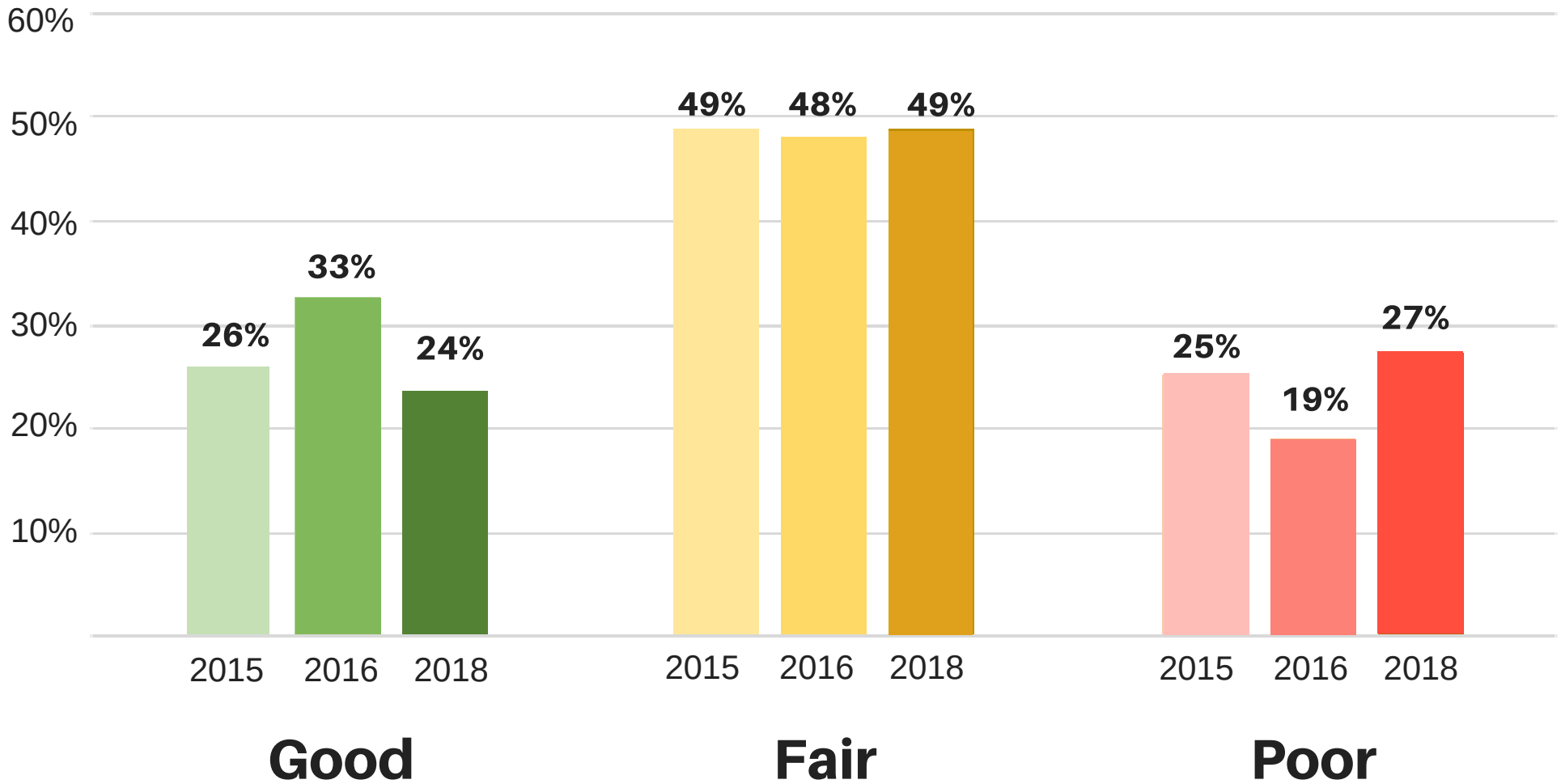
10	9	8	7	6	5	4	3	2	1
.397	24.852	46.477	34.967	69.243	22.649	18.549	19.385	.666	0

Pavement & Bridge Condition



MACC PAVEMENT QUALITY TRENDS - ALLEGAN

The pavement figures below for Allegan County include the portion of the City of Holland that is located within Ottawa County, Laketown Township, and Fillmore Township. Allegan County was not rated in 2017 or 2019.

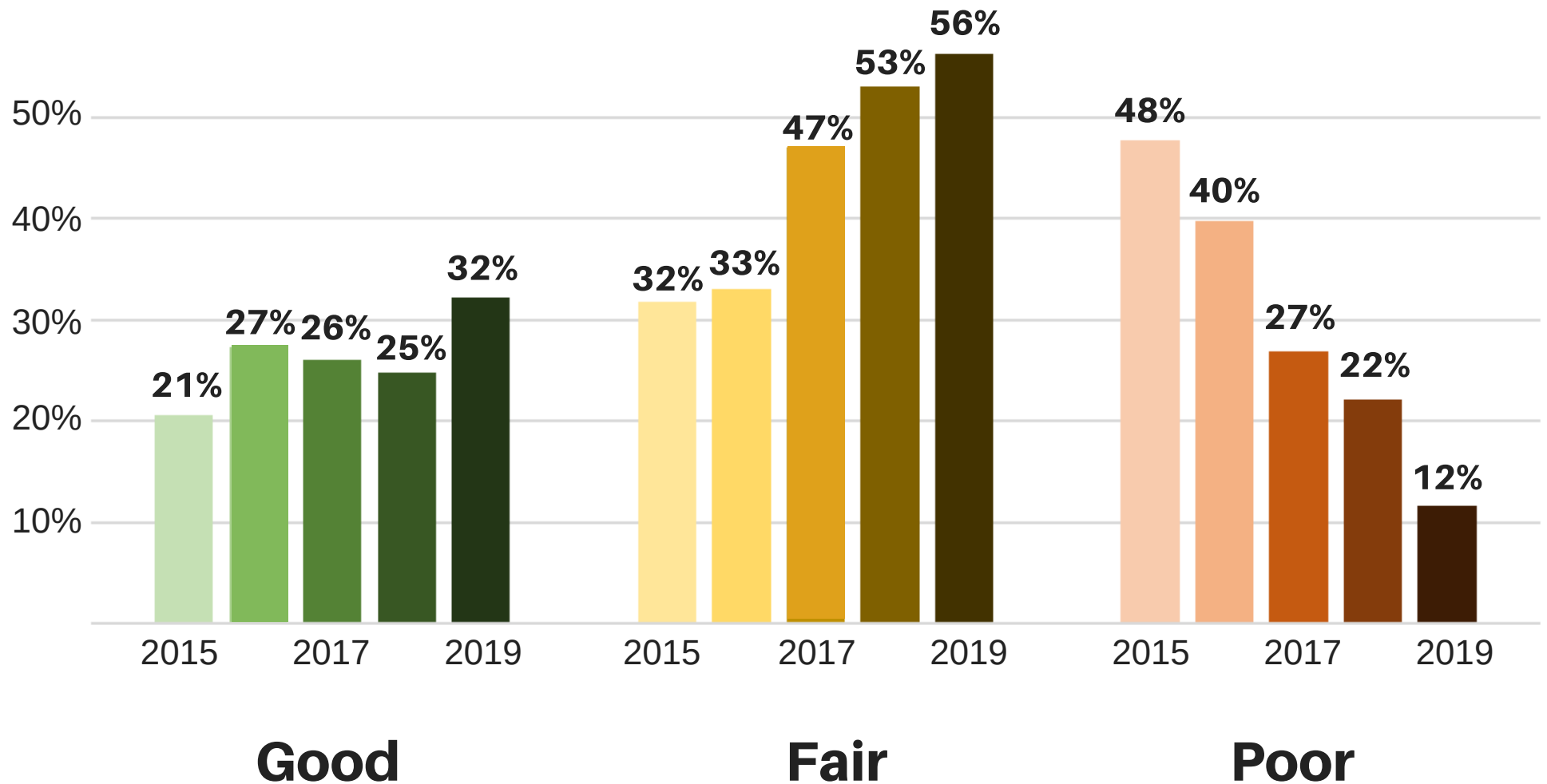


Pavement & Bridge Condition



MACC PAVEMENT QUALITY TRENDS - OTTAWA

The figures below for Ottawa County include Port Sheldon Township, Olive Township, Park Township, Holland Charter Township, the City of Zeeland, and Zeeland Charter Township. The portion of the City of Holland within Ottawa County is represented separately on the next page.

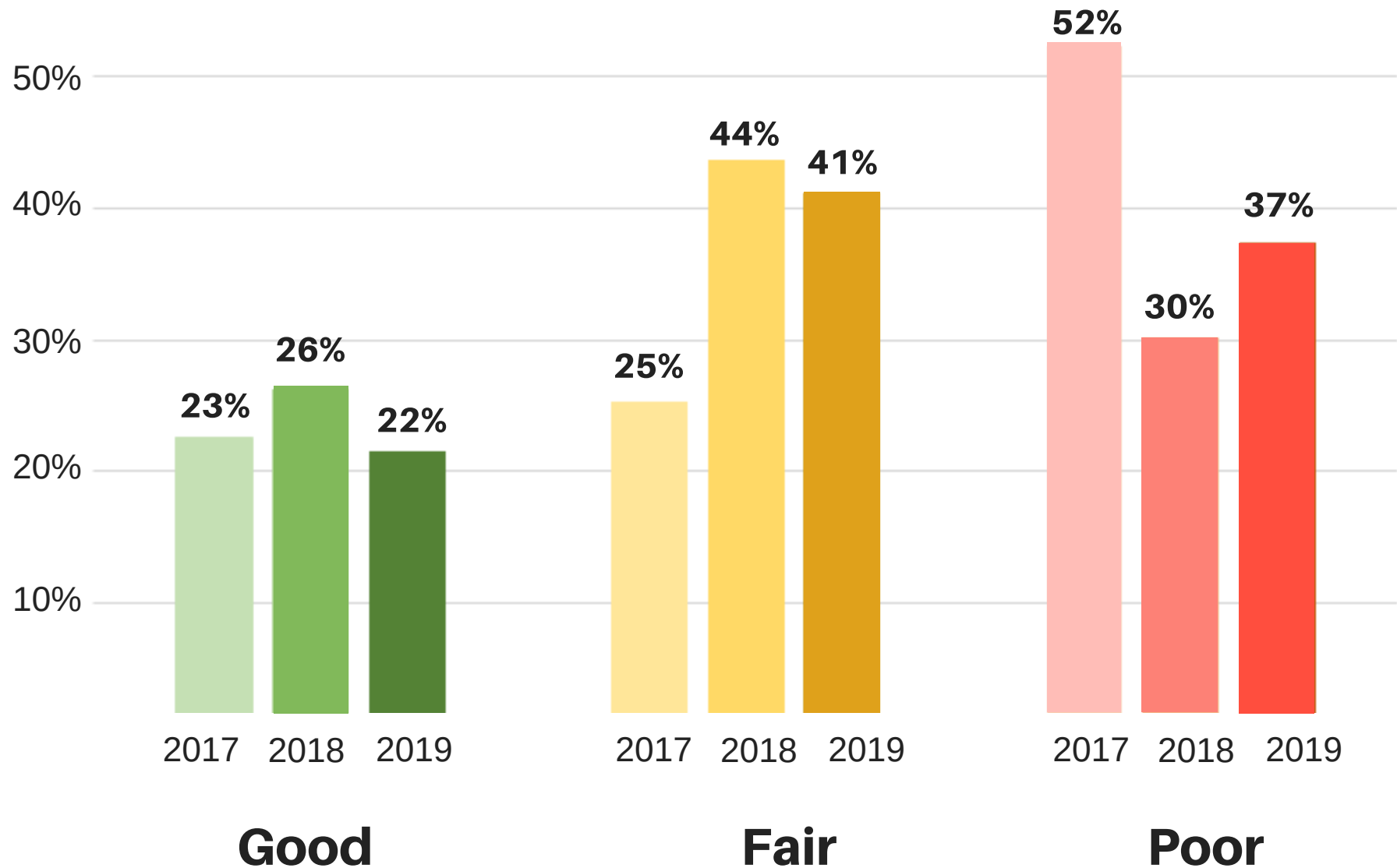


Pavement & Bridge Condition



MACC PAVEMENT QUALITY TRENDS - CITY OF HOLLAND

The percentages below represent ratings in the Ottawa County portion of the City of Holland from 2017-2019.



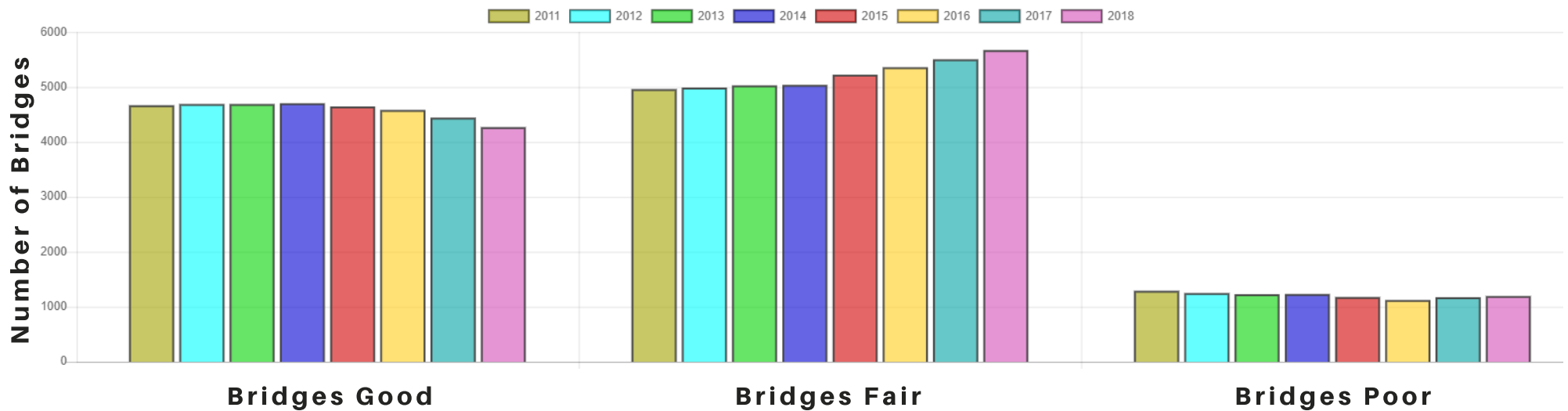
Pavement & Bridge Condition



STATE BRIDGE QUALITY

According to Michigan's 2018 Road and Bridges Annual Report, bridges in fair condition continue to increase, representing a need for preservation to prevent a further increase in poor bridges. The data below was supplied by Michigan's Transportation Asset Management Council.

Bridge Condition Trends State of Michigan



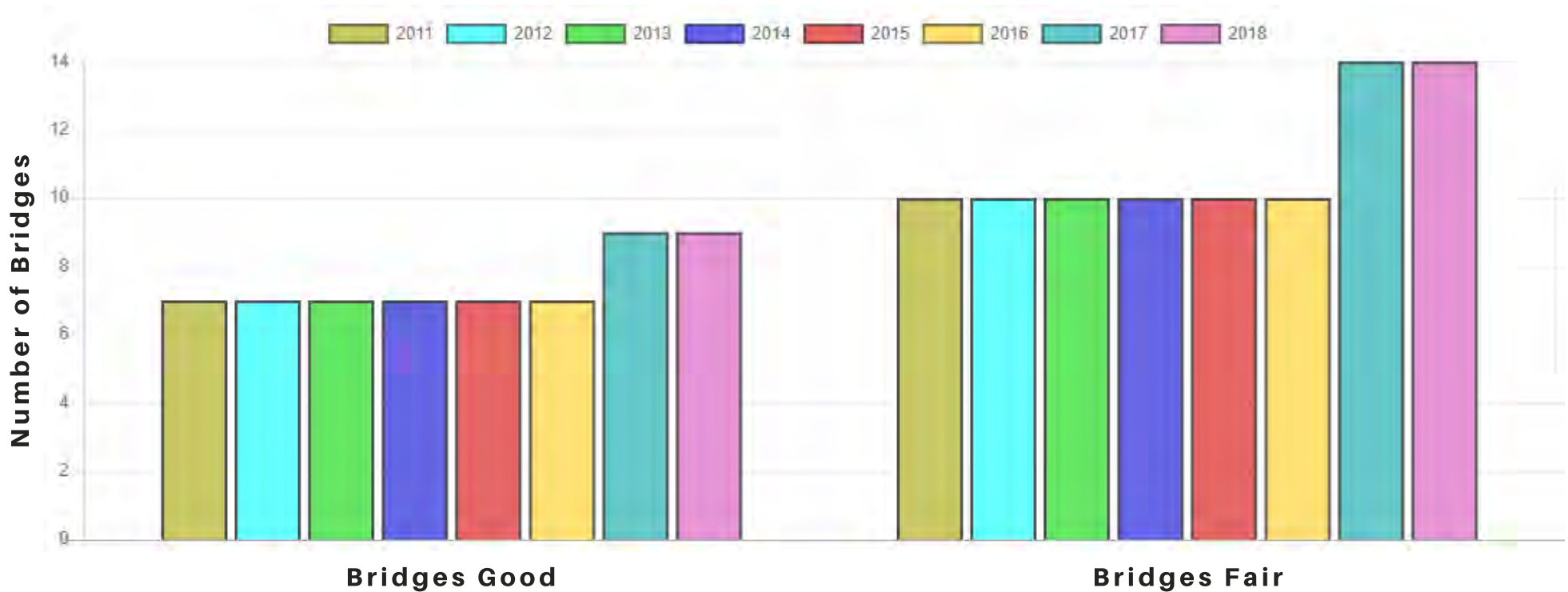
Pavement & Bridge Condition



LOCAL BRIDGE QUALITY

As of 2018, there are 23 bridges that are reported on in the State's system. In 2018, 61% of the 23 bridges were identified to be in fair condition and 39% in good condition. This data was supplied by Michigan's Transportation Asset Management Council.

**Bridge Condition Trends
State of Michigan**



System Reliability



ADOPTED TARGETS

Data on travel time is evaluated to see how it varies over time and to demonstrate consistency. To understand reliability as a measure it's important to highlight how it is different from congestion. Congestion occurs when there are too many vehicles at the same place at the same time (demand exceeds supply). An increase in congestion usually results in a decrease in “quality” of the driving experience. An increase in congestion relates to an increase in the “use of the system” and usually occurs during the “peak” periods of the day. Most travelers are accustomed to everyday congestion – they can plan for it. Time reliability relates to the consistency or dependability in travel time, and is measured from day to day, or across differing times of the day. Unreliable travel times usually occur during the “peak” periods of the day, and most travelers are less tolerant of “unexpected” delays – as they can’t plan for them. Note, due to longer travel times, the freight reliability measure is calculated using the 95th percentile travel time.

Reliability Targets

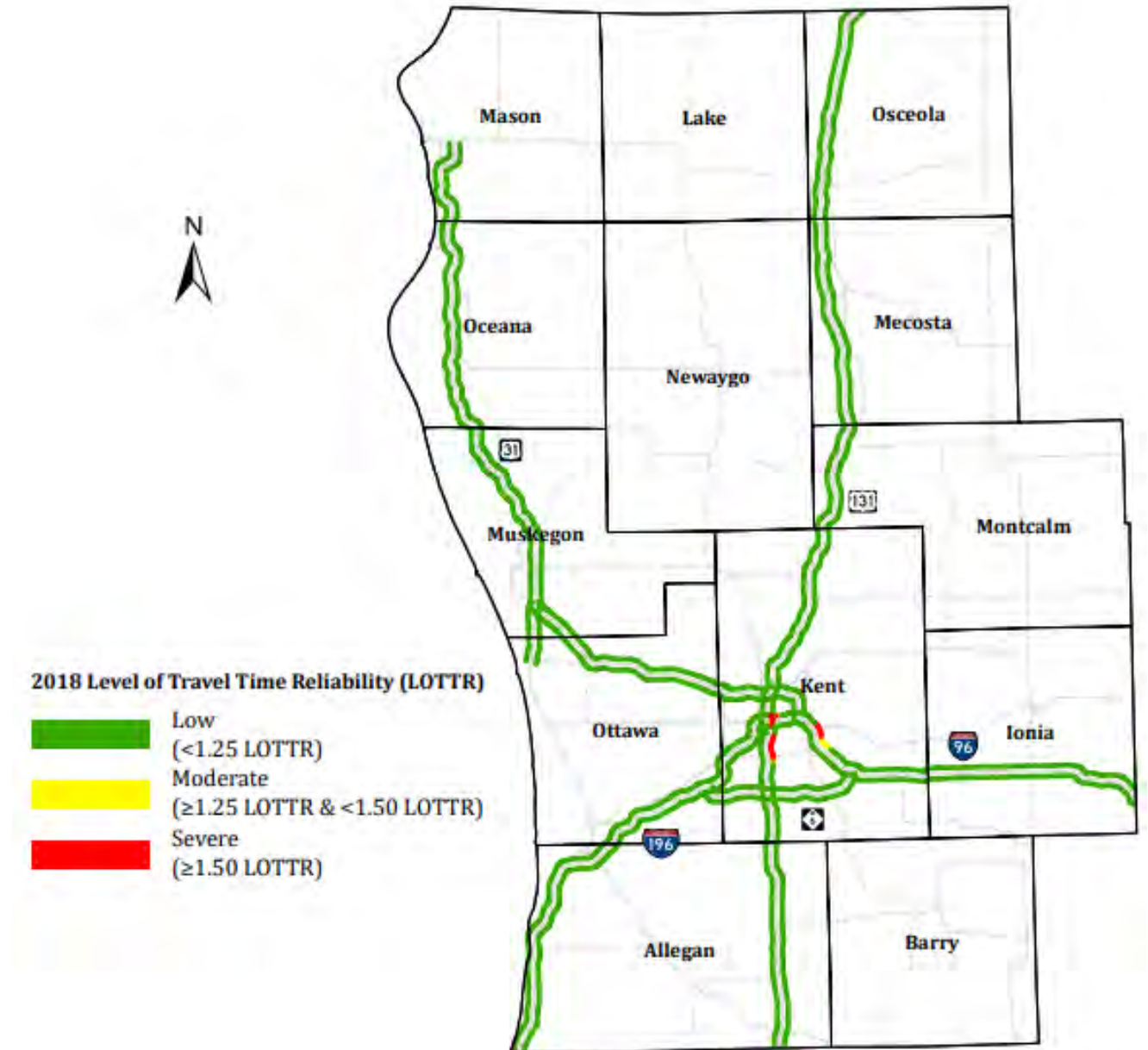
Measure	Baseline from Jan. 2017 to Apr. 2018	2 yr. Target (2020)	4 yr. Target (2022)
Interstate Travel Time Reliability	2017 - 85.2% 2018 - 84.9%	75%	75%
Non-Interstate Travel Time Reliability	2017 - 86.1% 2018 - 85.7%	N/A	70%
Freight Reliability	2017 - 1.38 2018 - 1.50	1.75	1.75

System Reliability



STATE RELIABILITY

The figure to the right displays the level of travel time reliability based on severity level in the Grand Region for weekdays between 4:00 pm - 8:00 pm. This performance metric depicts the consistency and dependability of road segments. To determine if a road has reliable travel times, a threshold value of 1.50 is utilized. Any value less than 1.50 would claim to have overall system reliability for travel times. Further information on reliability can be found in the 2018 Freeway Congestion and Reliability Report found on MDOT's website.



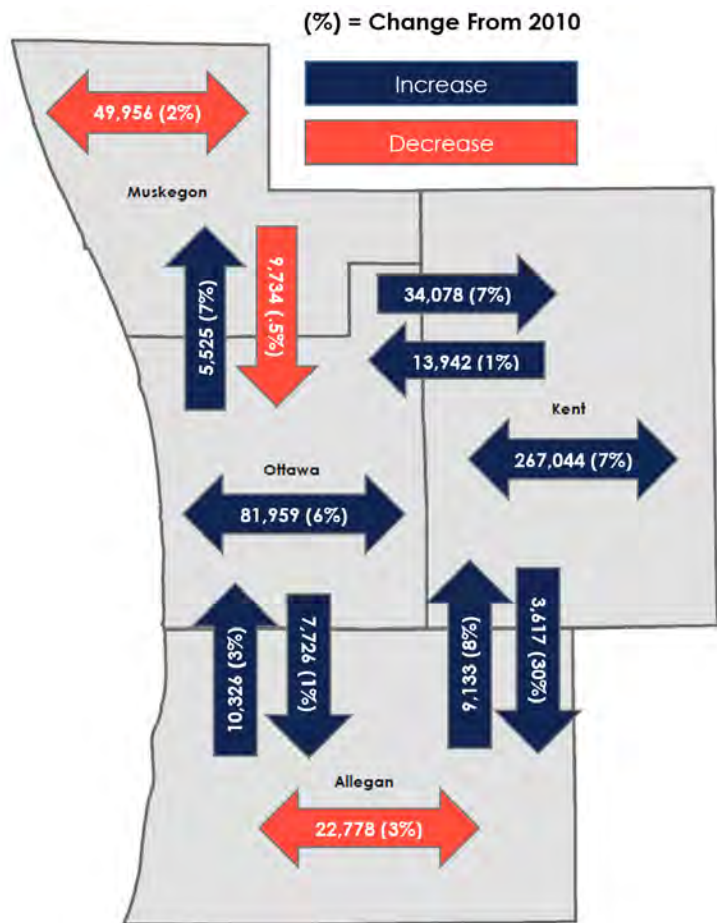
System Reliability



MACC TRAVEL PATTERNS

2015 County-to-County commute data, illustrates significant worker flows into and out of the MACC area to neighboring counties. Ottawa County draws 9,734 workers from Muskegon County, 10,326 workers from Allegan County and 13,942 workers from Kent County. Conversely, 5,525 Ottawa County workers travel to Muskegon County, 7,726 to Allegan County and 34,078 to Kent County.

County-to-County Commuting Flows (2015 data)



HOW DO PEOPLE GET TO WORK IN THE MACC AREA?



92.6%



.92%



3.4%



.53%



1.7%



.45%

System Reliability



MACC TRAVEL PATTERNS

The American Community Survey Data (ACS) provides information about the average commute times to work. The table below compares 2010 average commute times to work to 2015 average commute times to work. Overall, the 2015 average commute in the MACC Area is about 18.5 minutes, up from 17.9 minutes in 2010.

Average Commute Times to Work

Jurisdiction	2010 (In Minutes)	2015 (In Minutes)
Laketown Twp.	19.4	18.7
Fillmore Twp.	15.8	16.8
ParkTwp.	18.4	22.8
Holland Charter Twp.	17.4	16.5
Zeeland Charter Twp.	17.1	15.5
Port Sheldon Twp.	20.7	21.4
Olive Twp.	19.3	21.6
City of Zeeland	17.0	16.1
City of Holland	15.9	17.1

Transit



TYPES OF TARGETS

Transit performance targets include revenue vehicles, equipment, and facilities. Recording the condition of each asset helps transit agencies to achieve or maintain transit assets above marginal or poor condition ratings, known as maintaining a State of Good Repair (SGR). The Macatawa Area Express (MAX Transit) has federal dollars allocated each year over the four-year program of the MACC's FY20-23 TIP to target improvement of the transit system.

ROLLING STOCK



EQUIPMENT



FACILITIES



Transit



LOCAL TRANSIT AGENCY

Transit agencies are required to have a Transit Asset Management (TAM) plan and update the plan every four years. The agencies also need to track the asset conditions for rolling stock, equipment, and facilities. Since transit providers vary widely with the type and scale of assets, transit providers are instructed to individually create TAM plans. The following table shows MAX Transit's annual performance targets for fiscal year 2020.

MAX Transit Annual Performance Targets (FY2020)

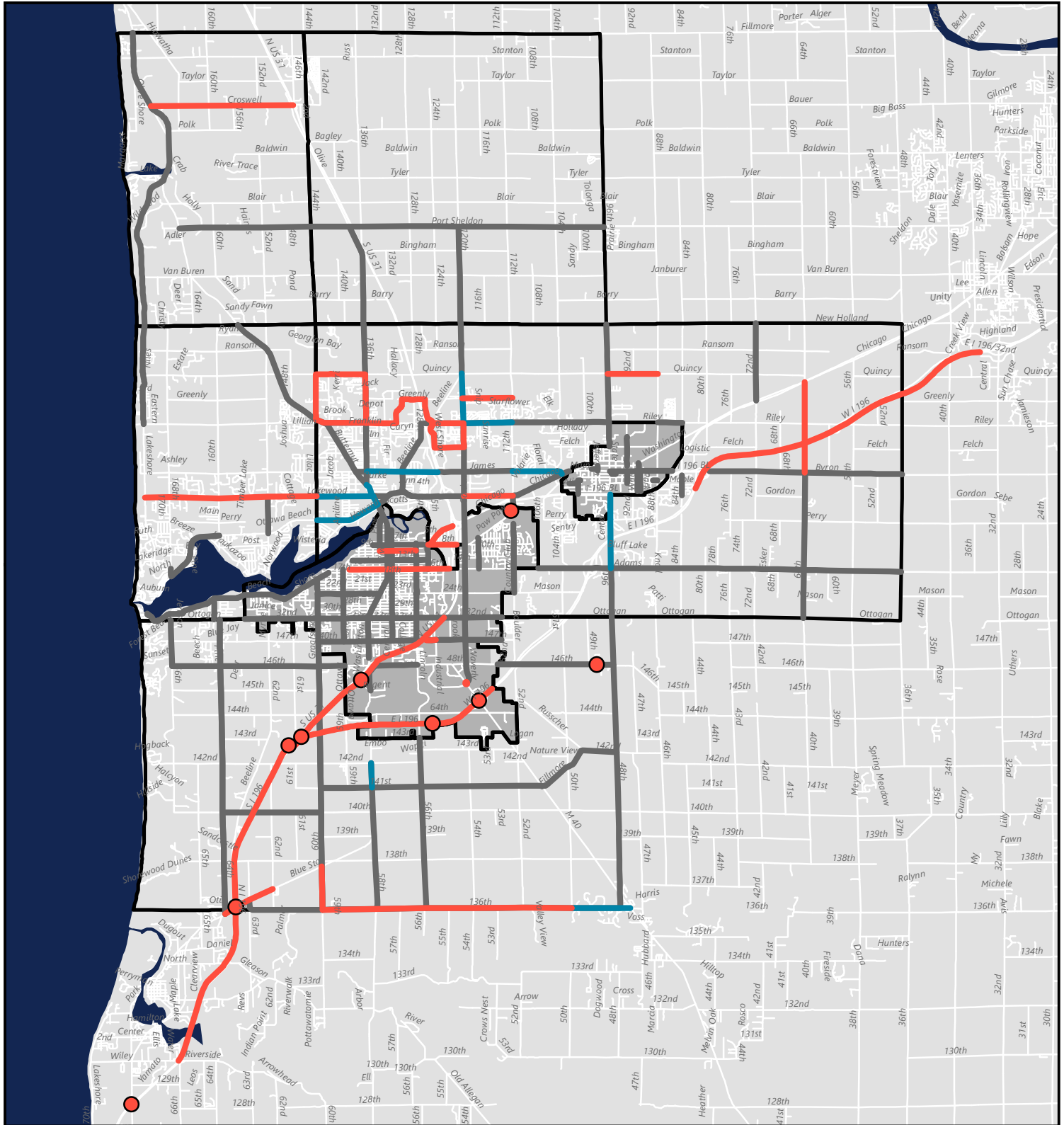
ASSET CATEGORY	PERFORMANCE MEASURE	FY2020 TARGET
Rolling Stock		
Bus	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	0%
Cutaway Bus		0%
Rubber-tire Vintage Trolley		100%
Van		0%
Equipment		
Non-Revenue/Service Automobile	Age - % of vehicles that have met or exceeded their ULB	50%
Non-Vehicle Equipment (>\$50,000)		0%
Facilities		
Maintenance	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) ₁₉₃ Scale	0%
Passenger Facilities		0%

Appendix

D

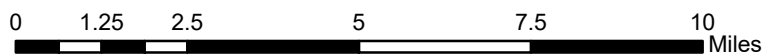
2045 LRTP Project Map

2045 Long Range Transportation Plan Projects



Legend

- FY 2020-2023 TIP Bridge Projects
- FY 2020-2023 TIP Road Projects
- Improve and Expand Projects
- All Other L RTP Projects
- MACC Planning Area
- City



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Appendix

E

2045 LRTP Illustrative Project List

MACC 2045 LRTP Illustrative Project List

 = Improve & Expand Jobs

Responsible Agency	Project Name	Limits	Project Description	Year Expected Open to Traffic	Length (Miles)	Total Estimated Job Cost (Current Year/2019)	Total Estimated Job Cost (Future Year, 4% growth)
ACRC	Blue Star Highway	58th Street to I-196	Resurface existing roadway	2020	2.30	\$828,060.00	\$861,182
City of Holland	16 th Street	US-31 to East City Limit	Resurface existing roadway	2020	1.60	\$1,000,000	\$1,040,000
City of Holland	Van Raalte Avenue	24th Street to 9 th Street	Reconstruct existing roadway	2020	1.00	\$750,000	\$780,000
City of Zeeland	Carlton Street	E. Washington to E. Main Street	Reconstruct existing roadway	2020	0.20	\$927,427	\$964,524
City of Zeeland	Lawrence	Lee to Dead End	Reconstruct existing roadway	2020	0.10	\$138,010	\$143,530
OCRC	Lakeshore Drive	Lakewood Blvd to Riley Street	Resurfacing + Shoulder	2020	1.50	\$677,624	\$704,729
OCRC	Riley Street	136th Ave to US-31	Resurfacing	2020	1.30	\$529,412	\$550,588
ACRC	146 th Avenue	66 th Street to 60 th Street	Resurface existing roadway	2021	3.00	\$192,110	\$207,786
ACRC	58 th Street	136 th Avenue to 139 th Avenue	Resurface existing roadway	2021	1.50	\$324,599	\$351,086
ACRC	66 th Street	Ottogan Street to 146 th Avenue	Resurface existing roadway	2021	1.00	\$230,752	\$249,581
City of Holland	10 th Street	Van Raalte Avenue to Lincoln Avenue	Resurface existing roadway	2021	1.20	\$1,500,000	\$1,622,400
City of Zeeland	Church Street	Lincoln Avenue to Washington Avenue	Reconstruct existing roadway	2021	0.40	\$1,236,570	\$1,337,474
OCRC	Lakeshore Drive	168th Ave to Lakewood Blvd	Resurfacing + Shoulder	2021	1.80	\$720,600	\$779,401
ACRC	141st Avenue	60 th Street to M-40	Resurface existing roadway	2022	4.60	\$780,585	\$878,052
ACRC	58th Street	139 th Avenue to City Limits	Resurface existing roadway	2022	2.00	\$517,813	\$582,469
ACRC	Blue Star Highway	142nd to 143rd Ave	Reconstruct, add continuous left turn lane	2022	0.50	\$882,353	\$992,527
City of Holland	Pine Avenue	9th Street to Michigan Avenue	Reconstruct existing roadway	2022	0.90	\$2,500,000	\$2,812,160
City of Zeeland	E. Garfield Avenue	N. Centennial Street to East and West Dead End	Reconstruct existing roadway	2022	0.20	\$226,336	\$254,597
OCRC	120th Avenue	Port Sheldon St to Fillmore St	Resurfacing	2022	4.00	\$1,598,348	\$1,797,924
ACRC	136th Avenue	58th to 54th Street	Resurface existing roadway	2023	2.00	\$411,822	\$481,773
ACRC	130th Avenue	54th Street to 48th Street	Resurface existing roadway	2023	3.00	\$614,973	\$719,431
City of Holland	Columbia Avenue	6 th Street to 24 th Street	Reconstruct existing roadway	2023	1.20	\$1,500,000	\$1,754,788
OCRC	Butternut Drive	New Holland St to Lakeshore Dr	Resurfacing	2023	3.50	\$1,194,887	\$1,397,849
OCRC	Ottawa Beach Road	160th Ave to 144th Ave	Improve and Expand 4 to 5 lanes	2035	2.10	\$2,122,533	\$3,975,465
City of Holland	17th Street	Southshore Drive to Pine Avenue	Resurface existing roadway	2020-2024	1.00	\$250,000	\$260,000
City of Holland	32nd Street	Waverly Road to Morningside Drive	Resurface existing roadway	2030-2034	0.80	\$400,000	\$615,782
City of Holland	8th Street	Dock Street to College Avenue	Resurface existing roadway	2030-2034	0.65	\$81,000	\$124,696
City of Holland	Chicago Drive	Fairbanks Avenue to US-31	Restore and rehabilitate	2030-2034	0.67	\$335,000	\$515,717
City of Holland	Columbia Avenue	E 24 th Street to Adams Street	Resurface existing roadway	2030-2034	0.50	\$125,000	\$192,432
City of Holland	E. 6th St	Central Avenue to Columbia Avenue	Resurface existing roadway	2030-2034	0.35	\$88,000	\$135,472
City of Holland	E. 8th St	Fairbanks Avenue to US-31	Resurface existing roadway	2030-2034	0.59	\$295,000	\$454,139
City of Holland	Kollen Park Drive	W 12 th Street to Dock Street	Resurface existing roadway	2030-2034	0.34	\$85,000	\$130,854
City of Holland	Lincoln Avenue	8 th Street to Adams Street	Resurface existing roadway	2030-2034	0.50	\$125,000	\$192,432

MACC 2045 LRTP Illustrative Project List

 = Improve & Expand Jobs

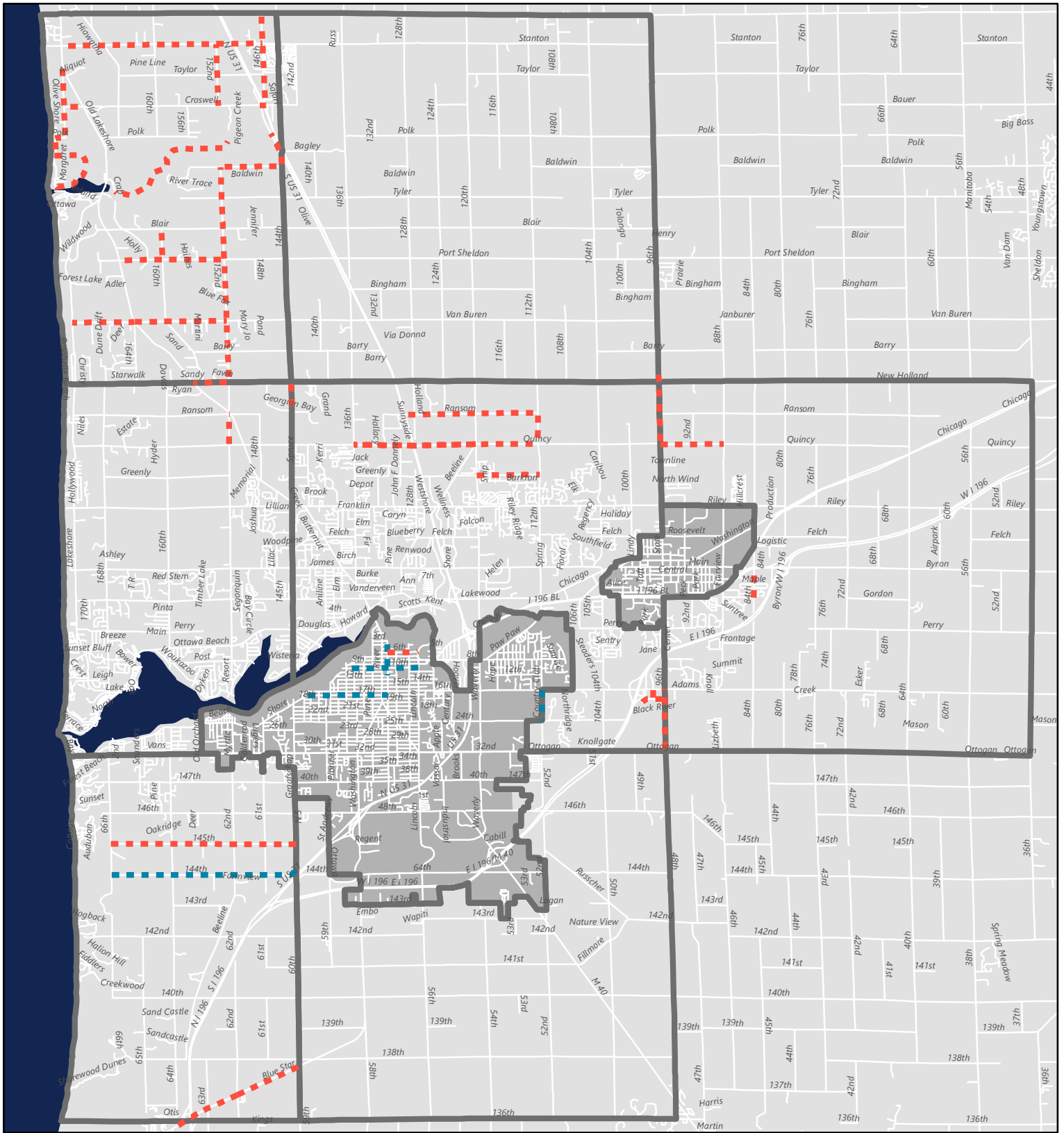
Responsible Agency	Project Name	Limits	Project Description	Year Expected Open to Traffic	Length (Miles)	Total Estimated Job Cost (Current Year/2019)	Total Estimated Job Cost (Future Year, 4% growth)
City of Holland	Ottawa Avenue	32 nd Street to Adams Street	Resurface existing roadway	2030-2034	1.00	\$250,000	\$384,864
City of Holland	Ottogan Street	Southshore Drive to 66th Street	Resurface existing roadway	2030-2034	0.25	\$133,000	\$204,747
City of Holland	Ottogan Street	City Limits to Lincoln Avenue	Resurface existing roadway	2030-2034	1.80	\$810,000	\$1,246,958
City of Holland	Paw Paw Drive	E 8 th Street to BL-196	Resurface existing roadway	2030-2034	1.30	\$325,000	\$500,323
City of Holland	Pine Avenue	City Limits (River Avenue Bridge) to W 23 rd Street	Resurface existing roadway	2030-2034	1.60	\$400,000	\$615,782
City of Holland	Southshore Drive	Maksaba Trail to Old Orchard Road	Resurface existing roadway	2030-2034	1.89	\$473,000	\$728,162
City of Holland	State Street	Lincoln Avenue/32nd Street to 19th Street	Resurface existing roadway	2030-2034	0.80	\$203,000	\$312,509
City of Holland	US-31	I-196 split to S. Washington Avenue	Pavement rehabilitation	2030-2034	1.50	\$200,000	\$307,891
City of Holland	US-31	8 th Street to 32 nd Street	Resurface existing roadway	2030-2034	2.50	\$100,000	\$153,945
City of Holland	US-31	8 th Street to Quincy Street	Resurface existing roadway	2030-2034	3.64	\$50,000	\$76,973
						\$26,132,813.98	\$32,392,995

Appendix

E

Proposed Non-Motorized Network

Non-Motorized Network: Proposed



Legend

 City

Type

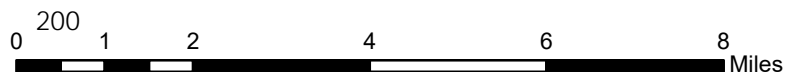
 On Street Bike Lane

 Shared Use Path



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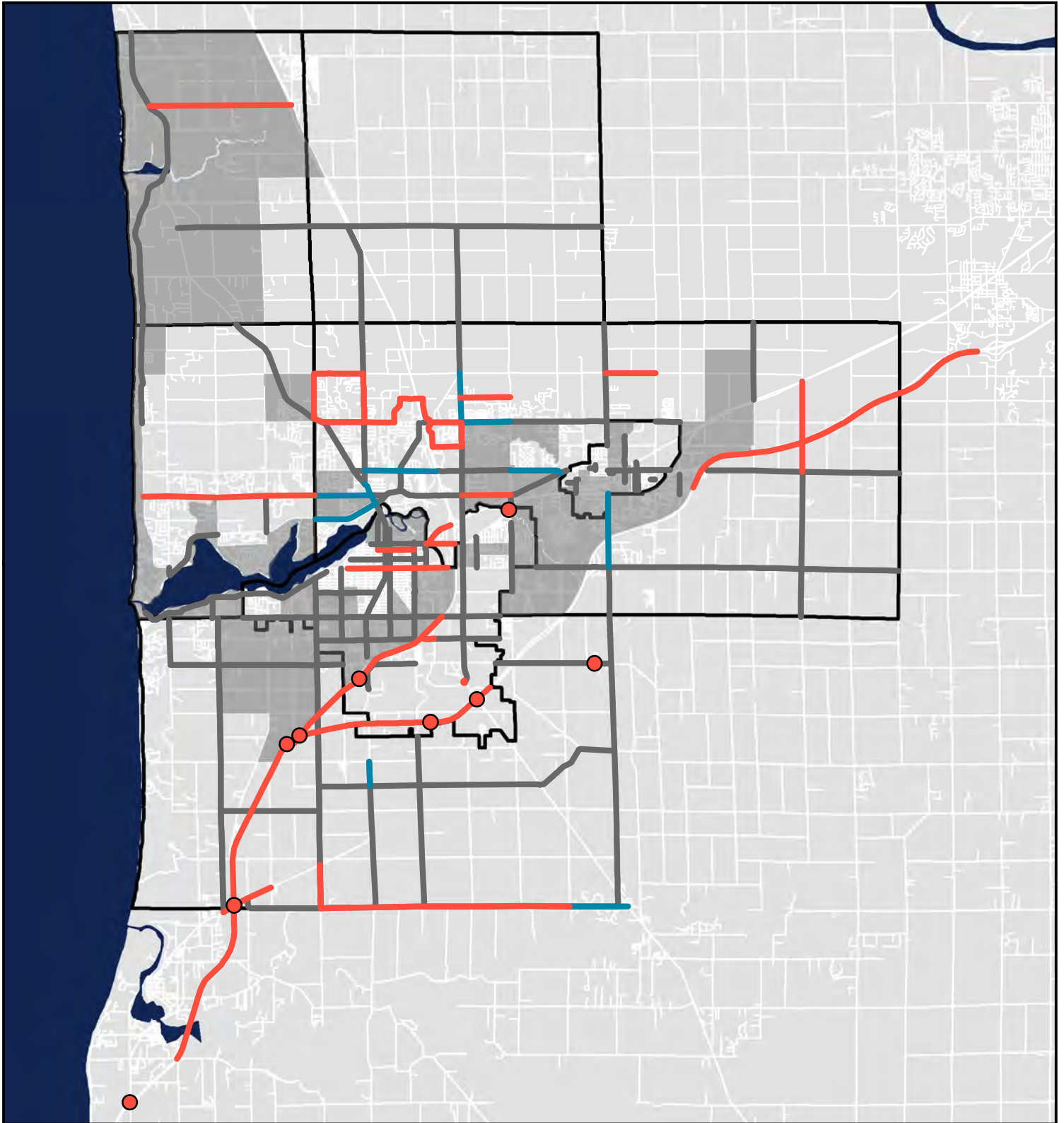


Appendix






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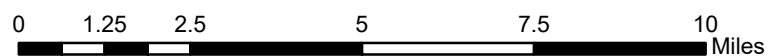
2045 LRTP EJ Maps

2045 Long Range Transportation Plan Projects and Aging Populations



Legend

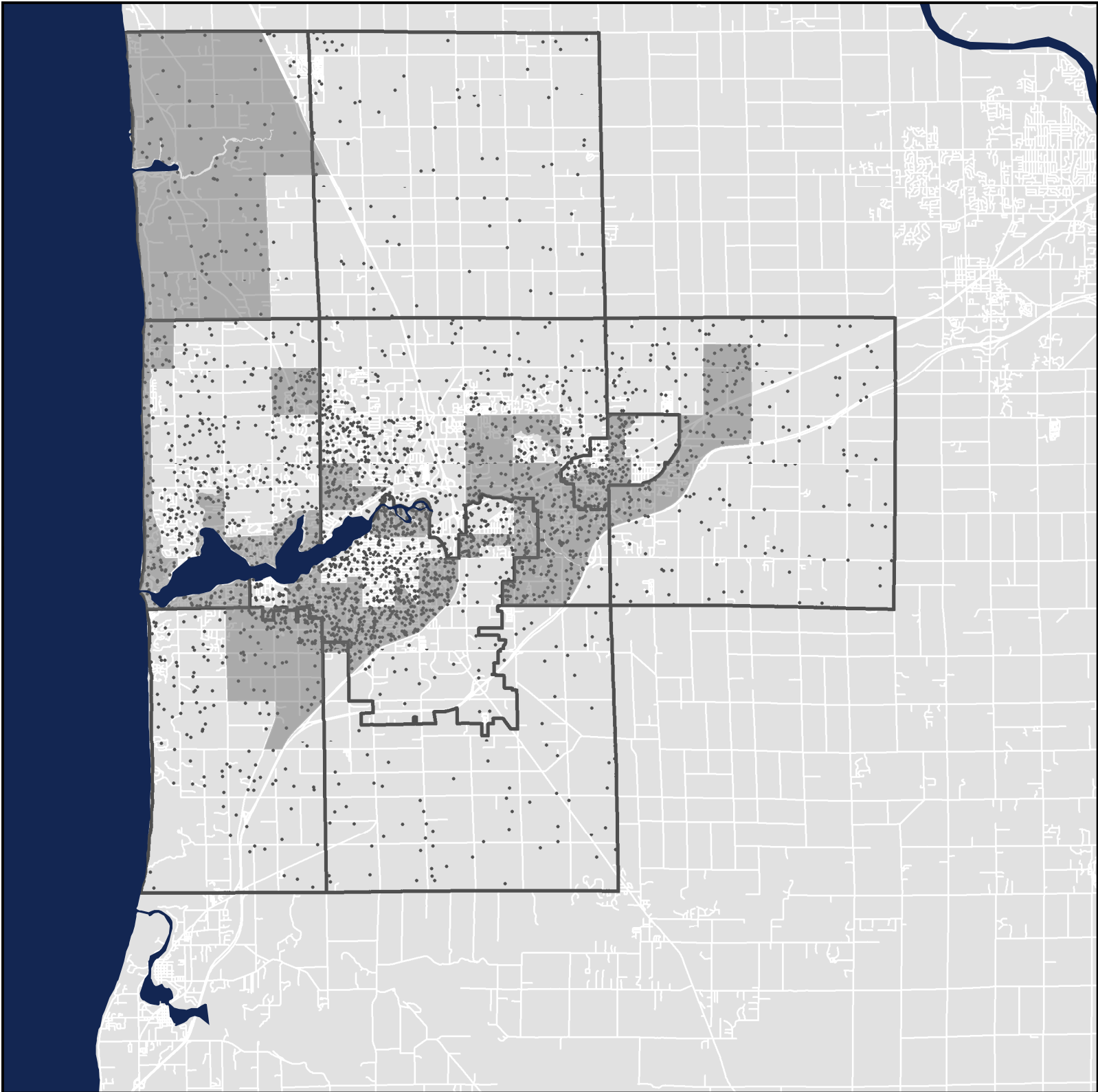
-  FY 2020-2023 TIP Bridge Projects
-  FY 2020-2023 TIP Road Projects
-  Improve and Expand Projects
-  All Other LRTP Projects
-  MACC Planning Area
-  Aging Population Area



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MACC Area Aging Populations



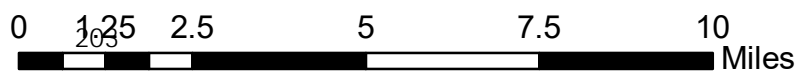
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-  MACC Planning Area
-  Aging Population Area

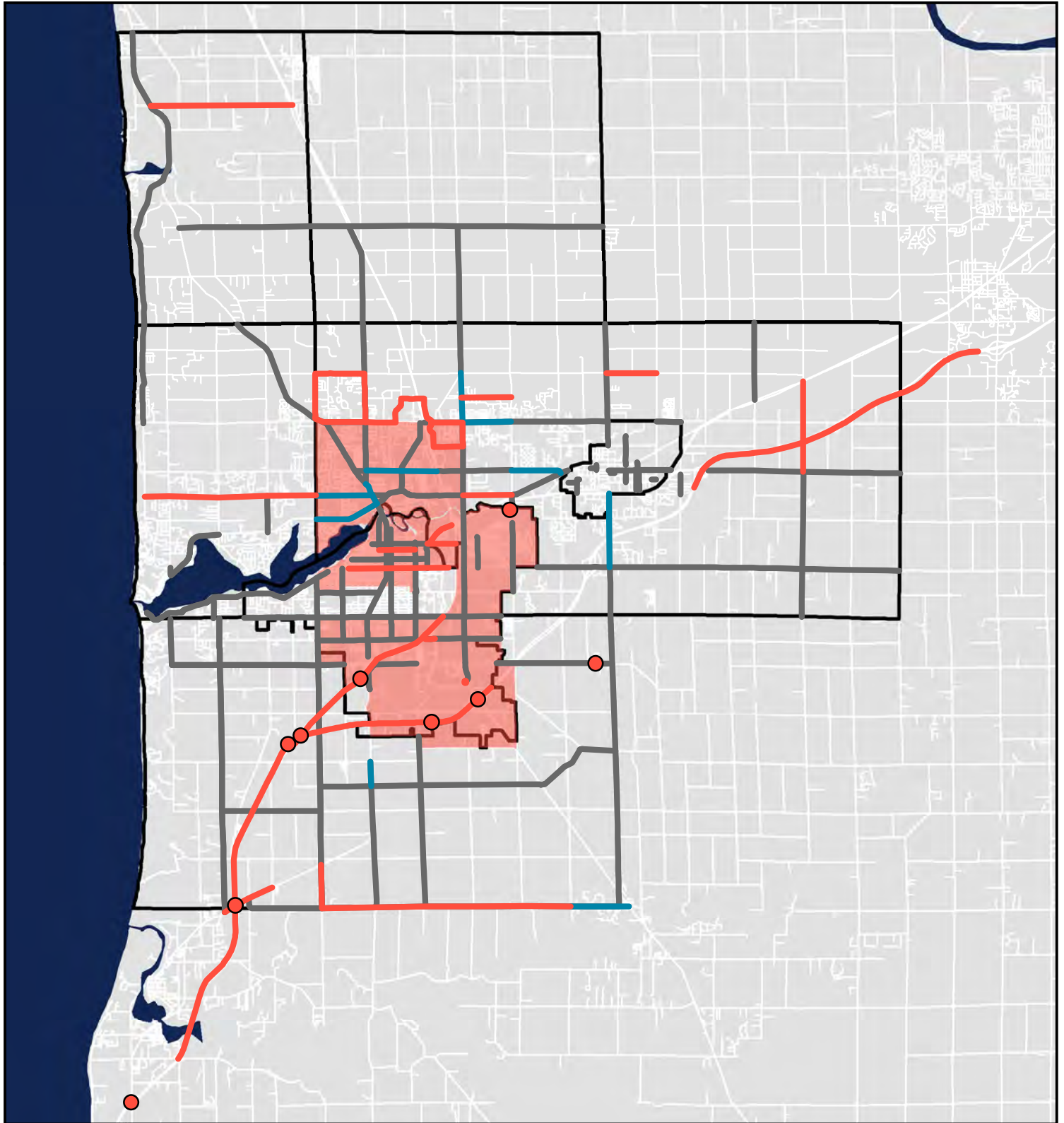
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




The aging population area represents block groups whose aging population is greater than the MACC area average of 14%

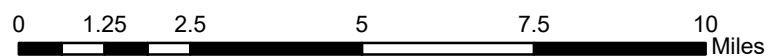


2045 Long Range Transportation Plan Projects and Low Income Populations



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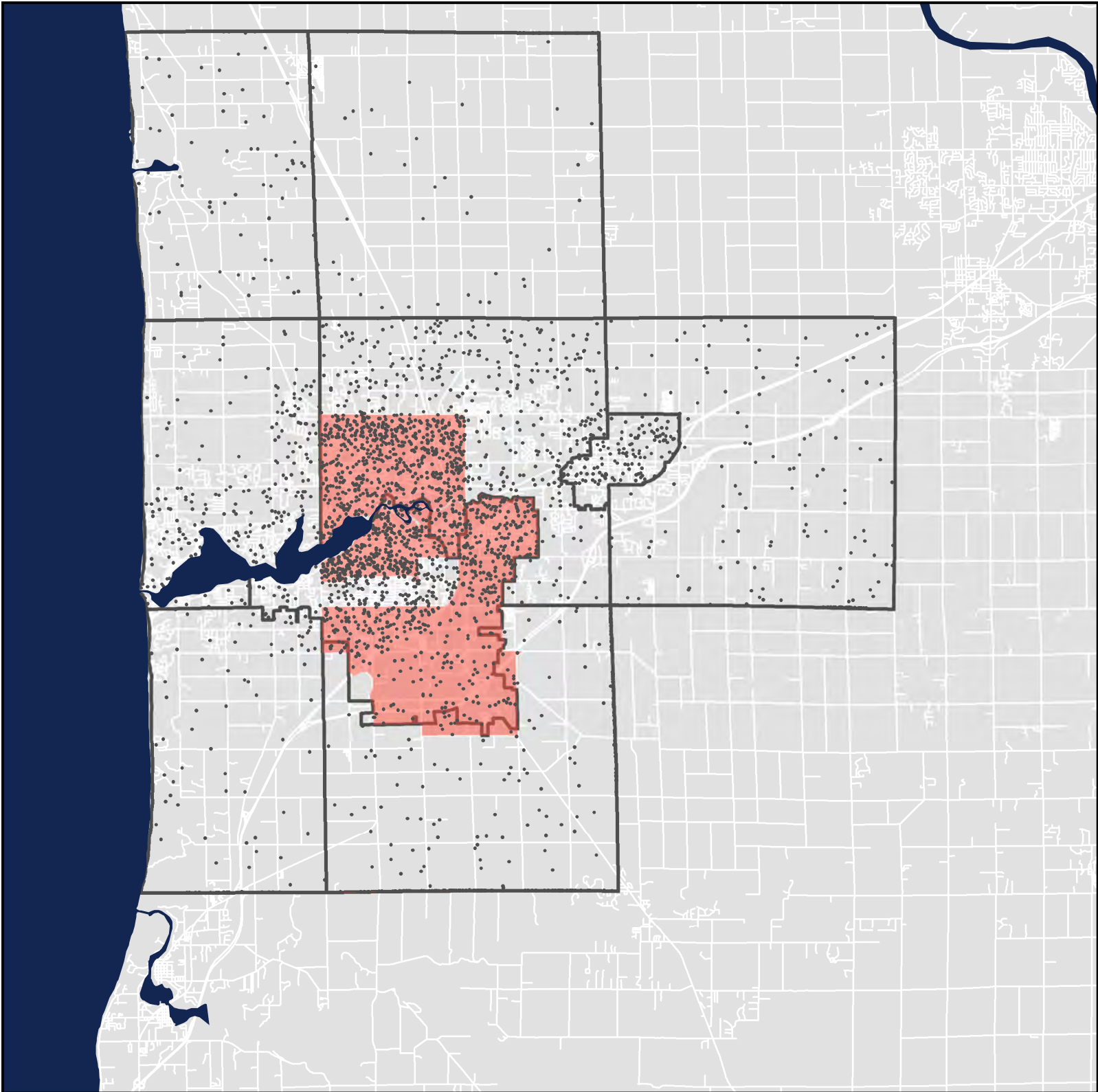
-  FY 2020-2023 TIP Bridge Projects
-  FY 2020-2023 TIP Road Projects
-  Improve and Expand Projects
-  All Other LRTP Projects
-  MACC Planning Area
-  Low Income Area



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MACC Area Low Income Populations



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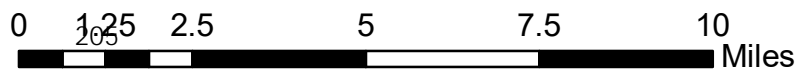
 MACC Planning Area

 Low Income Area

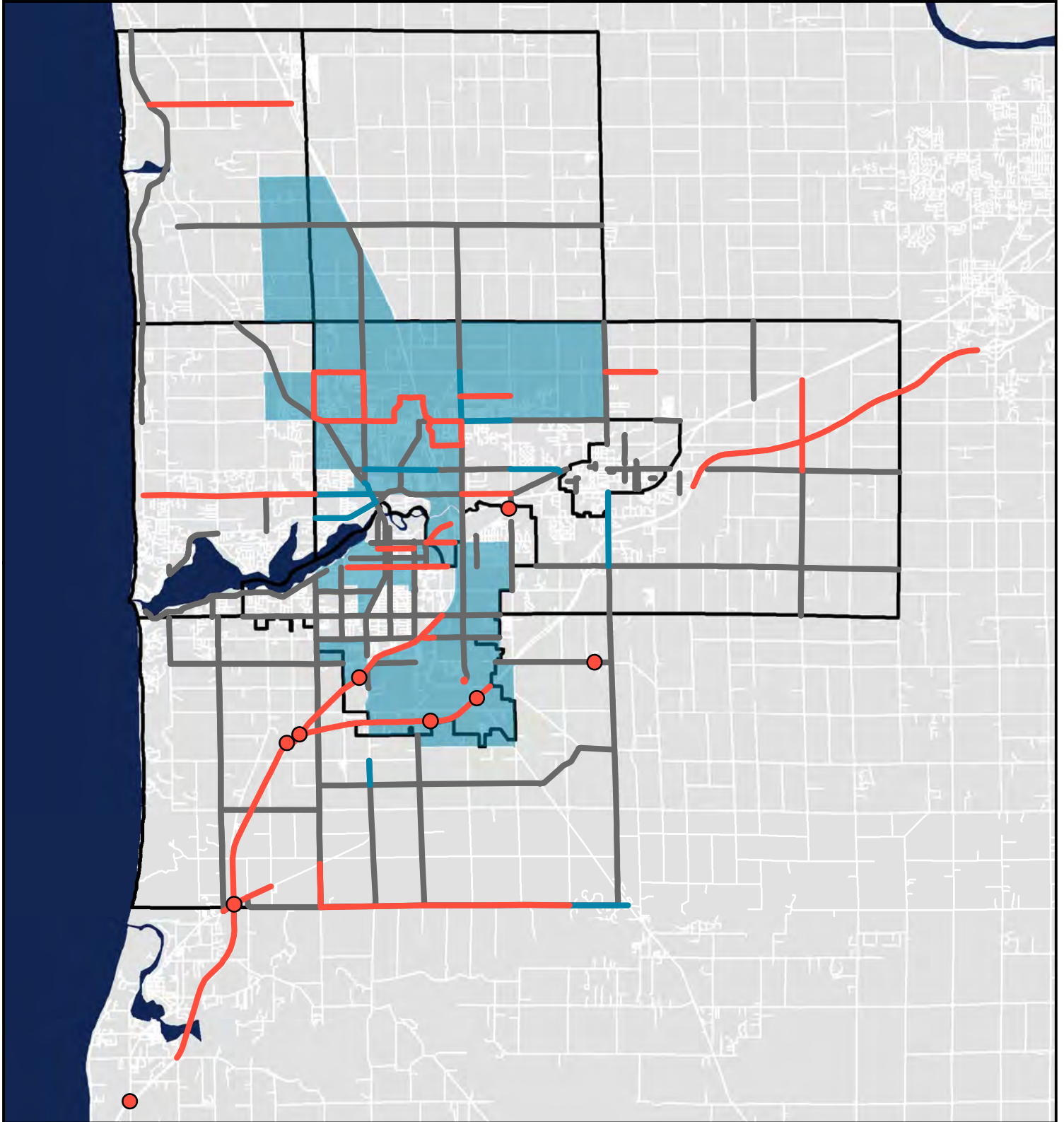
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The low income area represents census tracts whose low income population is greater than the MACC area average of 14%

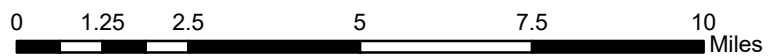


2045 Long Range Transportation Plan Projects and Minority Populations



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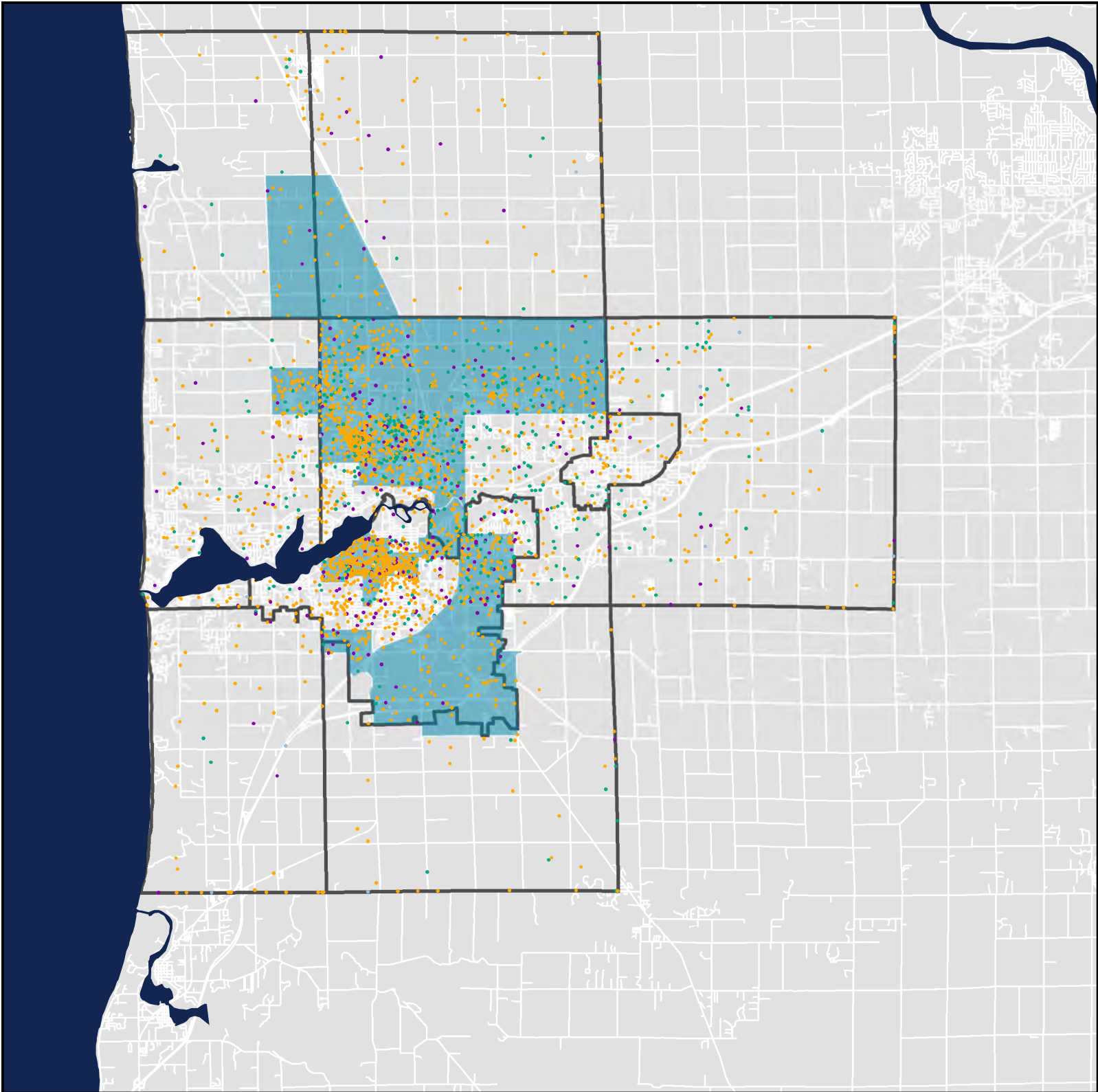
-  FY 2020-2023 TIP Bridge Projects
-  FY 2020-2023 TIP Road Projects
-  Improve and Expand Projects
-  All Other LRTP Projects
-  MACC Planning Area
-  Minority Area



Macatawa Area
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MACC Area Minority Populations



Legend

-  MACC Planning Area
-  Minority Area

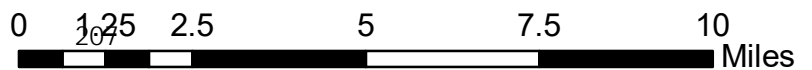
1 Dot = 10 Persons

-  Hispanic
-  Black
-  American Indian
-  Asian
-  Hawaiian



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The minority area represents block groups
whose minority population is greater than
the MACC area average of 25%

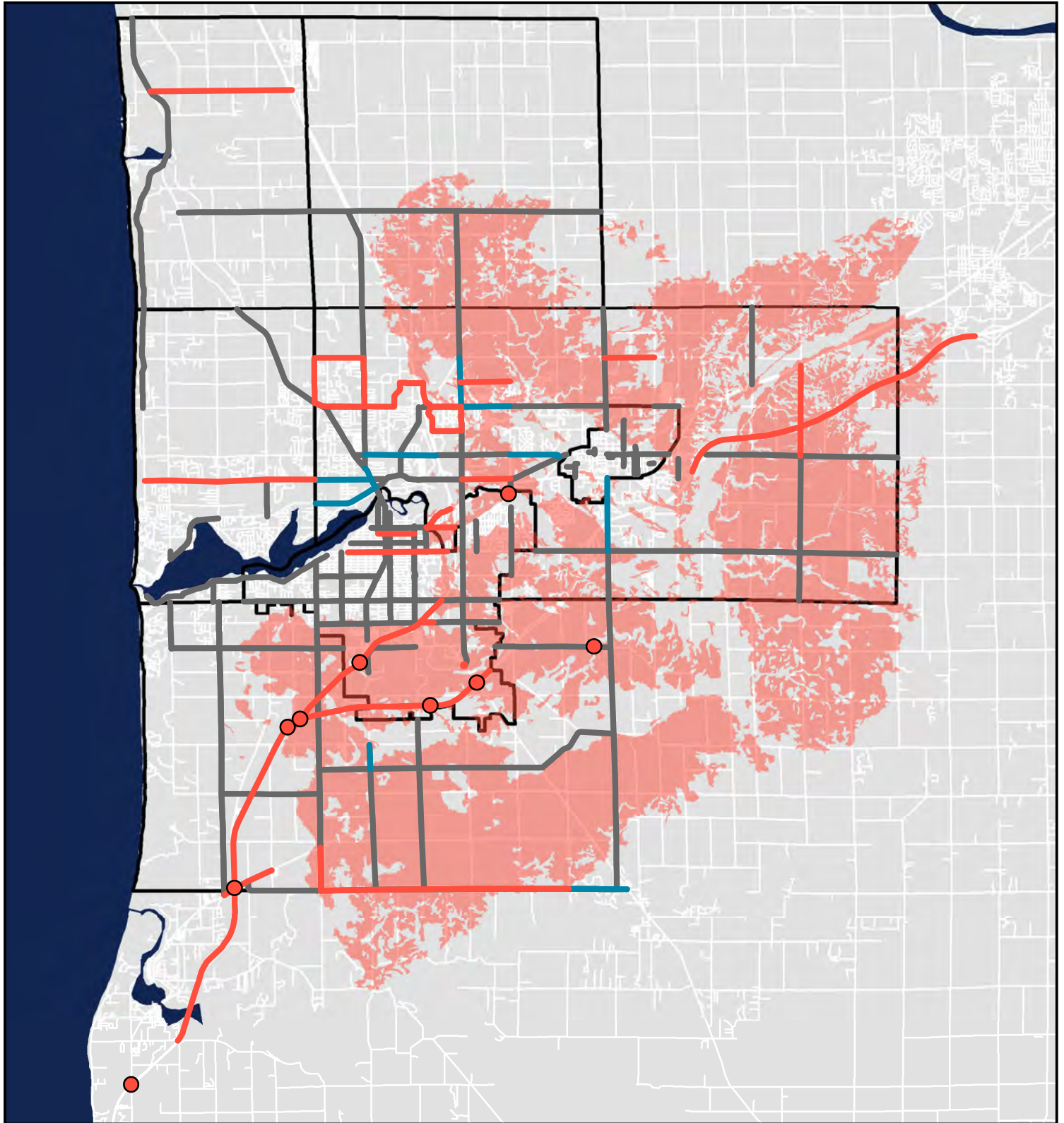


Appendix




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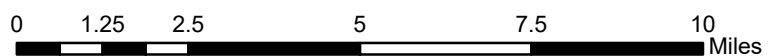
2045 LRTP Projects: Farm Soils & Wetlands

2045 Long Range Transportation Plan Projects and Prime and Unique Farm Soils



Legend

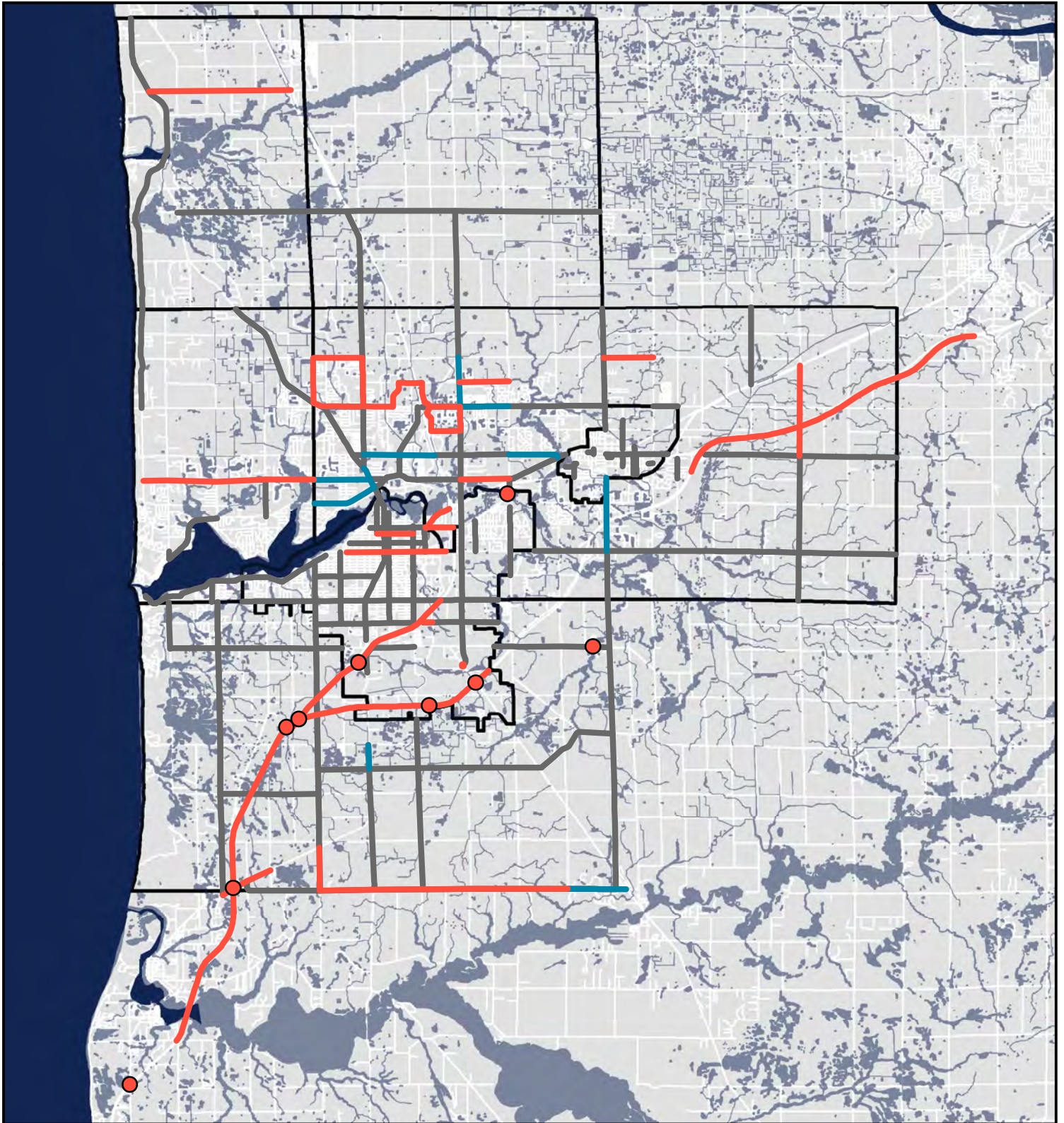
-  FY 2020-2023 TIP Bridge Projects
-  FY 2020-2023 TIP Road Projects
-  Improve and Expand Projects
-  All Other LRTP Projects
-  MACC Planning Area
-  Prime and Unique Farm Soils



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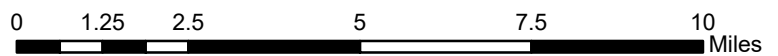


2045 Long Range Transportation Plan Projects and Wetlands



Legend

- FY 2020-2023 TIP Bridge Projects
- FY 2020-2023 TIP Road Projects
- Improve and Expand Projects
- All Other LRTP Projects
- MACC Planning Area
- Wetlands



Macatawa Area
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Appendix

!

Air Quality Analysis for Allegan County

**Air Quality Conformity Analysis
for
Allegan County, Michigan Nonattainment Area
February 24, 2020**

Final

Prepared by:
Michigan Department of Transportation
Statewide and Urban Travel Analysis Section
Van Wagoner Transportation Building
Lansing, MI 48909
WittID@Michigan.gov
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in cooperation with

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1.0 Conformity

1.1 Introduction

Transportation conformity provisions of the Clean Air Act Amendments require metropolitan planning organizations (MPOs) to make a determination that the Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and projects conform to the State Implementation Plan (SIP), and that regional emissions will not negatively impact the region's ability to meet the National Ambient Air Quality Standards (NAAQS).

Conformity to the SIP means that the region's LRTPs and TIPs 1) will not cause any new violations of the NAAQS; 2) will not increase the frequency or severity of existing violation; and 3) will not delay attaining the NAAQS. A demonstration is conducted by comparing emissions estimates generated from implementation of LRTPs and TIPs for analysis years to the motor vehicle emissions budgets (MVEBs) contained in the maintenance SIP.

The purpose of this report is to document the process and findings of the transportation conformity analysis for the nonattainment and maintenance areas.

1.2 Nonattainment and Maintenance Areas

Allegan County is partially an ozone nonattainment area and entirely an ozone maintenance area. Within the boundaries is part of the MPO Macatawa Area Coordinating Council (MACC), as well as rural projects contained in the State Transportation Improvement Program (STIP).

Findings of the transportation conformity analysis are for projects within Allegan County. Projects in the MACC 2020-2023 TIP and rural STIP have not changed since the previous analysis and are included in the modeling but not in the project list. Projects evaluated for this analysis are contained in:

- MACC 2045 LRTP.

1.3 Conformity Finding

The staff of the MACC finds that the LRTP and TIP conform to the SIP for the 2015 ozone standard and 1997 ozone standard based on the results of this conformity analysis. This report makes the determination that the region's transportation plan and programs satisfy all applicable criteria and procedures in the conformity regulations.

This conformity analysis document was subject to a public comment period of Jan. 6-Feb. 6, 2020. No comments were received. Comments received would have been recognized, considered, and a response provided.

The MPO policy committee made a formal conformity determination, through a resolution, at the MACC Policy Committee on Feb. 24, 2020.

1.4 Results of Conformity Analysis

Conformity is demonstrated when the analysis-year emissions are equal to or less than the SIP budget. For the 2015 and 1997 ozone standards, as shown in Table 1, the emissions results for the analysis years show that the volatile organic compounds (VOC) and nitrogen oxides (NOx) emissions are lower than the SIP budgets; thus, conformity for the ozone standards are demonstrated.

Table 1: Results of 2015 and 1997 Ozone Standard Conformity Analysis

Analysis Year	Emissions (tons/day)	
	VOC	NOx
SIP Budget	3.93	6.92
2020	2.28	3.66
2021	2.14	3.36
2025	1.84	2.46
2035	1.13	1.45
2045	0.98	1.28

2.0 Background and Attainment Status

2.1 Background

The federal Clean Air Act Amendments of 1990 (CAAA) established rules to improve the air, protect public health, and protect the environment. The act requires the U.S. Environmental Protection Agency (EPA) to set, review, and revise the National Ambient Air Quality Standards (NAAQS) periodically.

The Clean Air Act links together air quality planning and transportation planning through the transportation conformity process. Air quality planning is controlled by Michigan’s SIP, which includes the state’s plans for attaining or maintaining the NAAQS. The main transportation planning tools are the metropolitan LRTP and the metropolitan TIP. Transportation conformity ensures that federal funding and approval are given to highway and transit activities that are consistent with the SIP and that these activities will not affect Michigan’s ability to achieve the NAAQS.

Transportation activities that are subject to conformity are LRTPs, TIPs, and all non-exempt federal projects that receive Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funding or approval. The conformity process ensures emissions from LRTP, TIP, or projects are within acceptable levels specified within the SIP and meet the goals of the SIP.

Transportation conformity only applies to on-road sources and transportation-related pollutants: ozone, particulate matter (particulate sizes 2.5 and 10), nitrogen dioxide, and carbon monoxide.

In addition to emissions that are directly emitted, regulations specifically require certain precursor pollutants to be addressed. Precursor pollutants are those pollutants that contribute to the formation of other pollutants. For example, ozone is not directly emitted but created when NO_x and VOC react with sunlight.

When the EPA revises an NAAQS, all areas of the country are evaluated to determine if monitored levels of the pollutant are at or below the standard; these areas are classified as attainment. If the pollutant level is above the standard, these areas are classified as nonattainment. MPOs in areas classified as nonattainment or maintenance must conduct conformity analysis on their transportation programs.

2.2 Attainment Status

On April 15, 2004, the EPA issued final designations of areas not attaining the 1997 ozone NAAQS (also referred to as 1997 ozone standard). Allegan County was designated a nonattainment area.

On Sept. 24, 2010, the EPA redesignated the area attainment/maintenance, approving and finding adequate motor vehicle emissions budgets for VOC and NO_x for the year 2021. The area was placed into maintenance, requiring conformity emission to be compared to the MVEBs contained in the SIP, referred to as SIP budgets.

On July 20, 2012, the EPA designated all of Michigan as attainment for the strengthened 2008 ozone NAAQS.

On July 20, 2013, the EPA partially revoked the 1997 ozone standard, withdrawing the requirement to do transportation conformity for areas that were in maintenance. On April 6, 2015, the EPA completely revoked the 1997 ozone standard, which resulted in removal of all transportation conformity requirements.

On April 23, 2018, the FHWA started requiring areas in the country to conduct conformity if they were a maintenance area for the 1997 ozone standard and attainment for the 2008 ozone standard when the 1997 ozone NAAQS was revoked. This was to comply with the court's decision in *South Coast Air Quality Management District v. EPA*. Later, this was amended to require MPOs to have a conformity in place on Feb. 16, 2019, and conduct conformity going forward.

On Aug. 3, 2018, the EPA designated part of Allegan County as nonattainment for the strengthened 2015 ozone NAAQS (also referred to as 2015 ozone standard).

2.3 SIP Budgets

Allegan County has existing maintenance budgets from the 1997 ozone standard maintenance SIP. Regulations require use of these budgets to test both ozone standards. Emissions generated must be equal to or less than the SIP budgets, also referred to as MVEB. The MVEB is the portion of the total allowable emissions allocated to highway and transit vehicle use in the maintenance or nonattainment area. By showing emissions are below the MVEB, the LRTP and TIPs are conforming to the SIP. Conformity is conducted for the whole county until a budget is determined for the 2015 ozone nonattainment area.

3.0 Interagency Consultation

Consultation with federal, state, and local transportation authorities is conducted through the Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG). Issues discussed include evaluating and choosing emission models and methods, determining regionally significant project definition and projects, procedures for future MITC-IAWG meetings, and rules for reviewing projects.

A MITC-IAWG was held on Oct. 10, 2019, to review projects; individuals attended in person or by conference call. At the meetings, the Muskegon nonattainment area was also discussed since both MPO regions extend into Ottawa County, which is part of the Grand Rapids 1997 ozone maintenance area. A summary of the MITC-IAWG meeting and relevant interagency consultation correspondence related to this conformity is in Appendix A. A copy of this conformity analysis was sent to each MITC-IAWG member for review and comment.

4.0 Public Participation

The Public Participation Plan, adopted by the MPO Policy Committee, establishes the procedures by which the MPOs reach affected public agencies and the public. The same procedures were followed for this document, ensuring the public has an opportunity to review and comment before the MPO policy committee makes a determination.

A formal public comment period for the draft Air Quality Conformity Analysis was held from Jan. 6 to Feb. 6, 2020. Public comments received and responses to the comments are in Appendix B.

5.0 Projects Evaluated for the Conformity Analysis

All projects in the MACC 2045 LRTP were evaluated for inclusion in the analysis. Projects classified as non-exempt must be analyzed. Projects with exempt classification that can be modeled with the travel demand model were modeled. Appendix C includes a complete list of the projects

evaluated for inclusion in this analysis. Projects in the 2020-2023 TIPs have not changed since the previous analysis and are included in the modeling but not in the project lists.

6.0 Transportation Modeling

6.1 Travel Demand Forecasting Models

Nonattainment areas are established independent of MPO boundaries. The Allegan County nonattainment and maintenance area is covered by two travel demand forecasting models: the MACC travel demand model covering the urban portion and the statewide model covering the rural area of the county. Each of these models were developed in TransCAD modeling software, using the latest demographic and employment data available to generate estimates of travel, vehicle miles of travel (VMT), vehicles hours of travel (VHT), and speeds. Detailed documentation on each of these models is contained in separate documents available upon request.

6.1.2 MACC Model

The MACC model covers the greater Holland and Zeeland area, with half in Allegan County and half in Ottawa County. Only the Allegan County portion of the model is considered for this analysis. Developed by MDOT, this standard four-step model has a base year of 2015 and a horizon year of 2045. Each of the four steps - trip generation, trip distribution, mode choice, and traffic assignment - are checked for reasonableness against national standards. Final model validation verifies that the assigned volumes replicate actual traffic counts. The decennial 2010 census and 2015 ACS data were the sources of population and household base data. Future socio-economic data for the horizon and interim years were generated using the Community Viz scenario planning tool. Employment data was obtained from a private business database and verified with local knowledge. Along with the Community Viz scenario planning software, Regional Economic Models Inc. (REMI) economic and demographic forecast data were also used to estimate future growth. The University of Michigan and MDOT jointly develop county-specific forecast data for the REMI model.

6.1.3 Statewide Model

The statewide model developed by MDOT (completed in 2019) covers all counties in the state and was used for the non-urban parts of Allegan County. The model is an advanced trip-based model with short- and long-distance passenger trip generation, mode choice, trip distribution, and traffic assignment by four time-of-day periods, as well as freight models for multi- and single-unit trucks and other light commercial vehicles. The model has a base year of 2015 and forecasts traffic in five-year increments through 2045. Required interim analysis years are interpolated. The base year trip table is calibrated to match a passive origin and destination dataset for a typical fall weekday. Trip assignment uses an equilibrium method and base year volumes were validated against traffic counts using MDOT and FHWA standards. Future data is based on REMI economic and demographic forecasts.

6.1.4 Coding Travel Demand Model Links for NFC by Urban and Rural

For emission modeling, the National Functional Classification (NFC) system is used to determine the function of roads; however, after 2010 NFCs do not distinguish roads by urban and rural. The emission model, Motor Vehicle Emission Simulator (MOVES), requires roads to be classified as urban or rural. MOVES require roads to be grouped into one of four road types: rural restricted, rural unrestricted, urban restricted, and urban unrestricted. To determine a road's urban or rural status, roads within the adjusted census urban boundary were considered urban and those outside as rural. NFCs designated as interstate and other freeways are considered restricted while all others are considered unrestricted. The Michigan Geographic Framework (GIS digital base map) was used to combine NFC with adjusted census urban boundary to generate MOVES road types for the network.

6.1.5 Highway Performance Monitoring System (HPMS)

The EPA and FHWA endorse HPMS as the source of VMT estimates. The travel demand modeling VMT is aggregated by NFC road types for the county, then normalized to HPMS data for the base year/validation year of the travel demand model. Normalization factors were applied to all analysis years.

6.2 Analysis Years

Analysis years were determined by the MITC-IAWG. Projects requiring modeling are grouped into an analysis year based on the projects open-to-traffic date. Emissions are generated for each analysis year.

Analysis Year	Reason
2020	2015 ozone standard attainment year
2021	1997 ozone standard maintenance SIP budget
2025	Interim year (so analysis years not more than 10 years apart)
2035	Interim year (so analysis years not more than 10 years apart)
2045	Last year of MACC long-range transportation plan

7.0 Latest Planning Assumptions

7.1 Demographic Data

The most current and future assumptions developed or approved by the MPO were used in the development of the travel demand models. Table 2 shows base and future year population and employment by county from the travel demand models.

Table 2: Base and Future Year Population and Employment by County

County	Population		Employment	
	2015	2045	2015	2045
Allegan County	139,403	167,552	79,319	92,593

7.2 Vehicle Miles of Travel

Vehicle miles of travel (VMT) is one measure of travel. Current and future levels of travel and growth rates are provided in Table 3.

Table 3: Vehicle Miles of Travel and Growth Rate by County

	Analysis year					
	Base Year 2015	2020	2021	2025	2035	2045
Allegan County						
VMT	3,784,067	4,068,514	4,099,127	4,221,579	4,495,223	4,651,120
Growth Rate	1.00	1.08	1.08	1.12	1.19	1.23

7.3 Vehicle Hours Traveled

Vehicle hours traveled (VHT) is an indicator of congestion. Current and future levels are provided in Table 4.

Table 4: Vehicle Hours of Travel by County

	Analysis year					
	Base Year 2015	2020	2021	2025	2035	2045
Allegan County						
VHT	78,851	84,864	85,549	88,733	95,353	99,063

7.4 Transportation Control Measures

There are no transportation control measures (TCMs) identified in the applicable state implementation plan. Thus, no measures are included at this time.

8.0 Emission Modeling

8.1 MOVES Specifications

The EPA's MOVES version MOVES2014b was used to generate emissions. Ozone is formed in the presence of heat and sunlight, so the highest ozone concentrations are monitored during the summer. This conformity analysis involves generating a summer (July) weekday emissions to simulate the meteorology of a high-ozone summer day.

8.2 Road Type Distribution

HPMS data is used to create MOVES road-type distribution fractions. County-level HPMS passenger data is used for motorcycle and passenger vehicles, and commercial HPMS is used for trucks and buses. HPMS VMT is aggregated to MOVES road types, then converted to a fraction, generating a road-type distribution.

8.3 Average Speed

Speed distributions are created using a method developed by EPA for taking a single average speed and creating a distribution. The method generates an average speed fraction by MOVES road type, by day, by hour, and speed bin from speeds generated by the travel demand forecasting models. The same distribution is used for each vehicle type.

8.4 Ramp Fraction

The default VHT ramp fraction of 8 percent was used.

8.5 Average Weekday VMT to Annual VMT

Monthly VMT adjustment factors were obtained from MDOT's data collection area. The EPA's AADVMT Converter-Tool MOVES 2014 was used to convert annual average daily VMT to annual VMT, monthly VMT fractions, and daily VMT fractions. Hourly fractions use MOVES default data. For motorcycles, the monthly fractions use MOVES defaults since local data is limited. Future analysis years utilize the same fractions.

8.6 Vehicle Population

The source of the vehicle population is the Michigan Secretary of State (SOS) vehicle registration database of 2015. The database was supplemented with school bus data from the Michigan Department of Education and MDOT public transit bus data. The EPA's default distributions were used to determine intercity bus, refuse truck, single-unit truck, and combination truck categories. The SOS data must be converted to MOVES source (vehicle) types. Table 5 shows how vehicle body style combined with plate type and company code are used to obtain MOVES vehicle types.

Future year vehicle population is based on growth in VMT from base year to analysis year. The growth rate is applied to all MOVES vehicle types. Table 3 shows the VMT for each analysis year and growth rate.

8.7 Vehicle Age Distribution

MOVES requires vehicle age as one of the local data inputs. The Michigan SOS vehicle registration database of 2015 was the source of vehicle ages. Vehicles are assigned to an age group, from 0 to 30-plus, based on model year indicated in the SOS database, with 0 being the newest vehicles (2015 or newer) and each year is its own group until vehicles are 30 years and older, which are aggregated into the 30-plus group. The SOS database is sorted by MOVES vehicle types and age. For intercity buses, refuse trucks, single-unit trucks, and combination trucks, the EPA's default age distribution are used to calculate splits in population because of limited local numbers. Base year age distribution fractions were used for all future analysis years.

8.8 Other Local Data

The MOVES model allows input for other types of local data, if available. This conformity demonstration used default meteorology data since the budgets were developed using default data; thus, analysis should also. Lacking local data, defaults were used for hoteling (truck parking) and starts. The default fuel data is correct for Michigan.

9.0 Conclusion

Conformity has a two-step endorsement process. The MPOs must make a formal conformity determination through a resolution that the findings of this conformity analysis conform to the SIP; thus, emissions are at or below the budgets found in the SIP. Then FHWA, jointly with the FTA, after consultation with the EPA, issues a letter of concurrence with the determination.

The conformity analysis described here and conducted by MDOT, with support of the MACC, concludes that the MACC 2045 LRTP and 2020-2023 TIP, along with the projects in the 2020-2023 STIP, contained in the Allegan County conformity area meet all applicable requirements for conformity for the 2015 and 1997 ozone standards; thus, it is recommended FHWA support this conformity determination finding.

Table 5: MOVES Source Types from SOS Body Style, Plate Type, and Company Code

MOVES Source Type	SOS Body Style, Plate Type, and Company Code
11 – Motorcycles	Motorcycles
21 – Passenger Cars	Two-Door Four-Door Convertible Roadster Low-Speed
31 – Passenger Trucks	Station Wagon Pickup Van Hearse with Plate Type, Personal Ambulance with Plate Type, Personal Panel Van with Plate Type, Personal
32 – Light Commercial Trucks	Pickup Commercial or Company Van Commercial or Company Hearse Commercial or Company Ambulance Commercial or Company Panel Van Commercial or Company Utility Truck Wrecker
40 – Buses (MOVES: 41*, 42, 43)	Bus; Supplemented with Other Data Sources
50 – Single-Unit Trucks* (MOVES: 51, 52, 53)	Dump Truck Mixer Truck Stake Truck
54 – Motorhomes	Motorhome
60 – Combination Trucks* (MOVES: 61, 62)	Tractor Trailer Tanker

* The EPA default age distribution is applied to calculate individual MOVES Source Type categories.

Appendix A: Meeting Summary of the Interagency Workgroups

Summary of Meeting

Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG)
Allegan County Nonattainment Area
Muskegon County Nonattainment Area
For New 2045 Long Range Transportation Plans

2:30-3:30 p.m., Thursday, Oct. 10, 2019

Dory Conference Room, Third floor, Van Wagoner Transportation Building, Lansing, MI

<u>Name</u>	<u>Agency</u>
In attendance:	
Andrea Dewey	Federal Highway Administration (FHWA)
Breanna Bukowski	Michigan Department of Environment, Great Lakes, and Energy (EGLE)
Michael Leslie	Environmental Protection Agency (EPA)
Donna Wittl	Michigan Department of Transportation (MDOT)
Amy Haack	Muskegon MPO (WestPlan)
Brian Mulnix	WestPlan
Joel Fitzpatrick	WestPlan
Carolyn Ulstad	Holland MPO (MACC)
Dennis Kent	MDOT
Tyler Kent	MDOT
Jon Roberts	MDOT
Ryan Gladding	MDOT

Attendance at the meeting was in person or teleconferencing with web linking.

Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG) for two areas.

- 1) Muskegon County, 1997 ozone orphan maintenance and 2015 ozone nonattainment area
- 2) Allegan County, 1997 ozone orphan maintenance and 2015 ozone nonattainment area

Agenda:

- 1) Modeling assumptions
- 2) Review projects
- 3) Policies for reviewing projects: existing and new
- 4) Coordination between MACC and rural STIP for Allegan County
- 5) Status of limited orphan maintenance and orphan maintenance areas

With the overlapping MPO boundaries within the Grand Rapids limited orphan maintenance area, a joint MITC-IAWG is usually held for three areas. But since the Grand Rapids MPO did not have their 2045 LRTP project list completed, the other two areas held a joint meeting. The same meeting

summary is duplicated for each of the two areas, with only projects in that nonattainment area attached.

Modeling Assumptions

The group discussed and agreed on all the modeling assumptions that will be used for the conformity analyses, listed below.

Analysis Years:

Base Year	Reason
2015	Base year for analysis: validation year of travel demand models WestPlan, MACC, and Statewide model
Analysis Year	Reason
2020	2015 ozone standard attainment year
<u>2021</u>	1997 ozone standard maintenance budget year (<u>only Allegan County</u>)
2025	Interim year (so analysis years not more than 10 years apart)
2035	Interim year (so analysis years not more than 10 years apart)
2045	Last year of MACC and WestPlan long range transportation plans

MOVES Model: use MOVES2014b

Base template for MOVES Inputs:

- 2015 Highway Performance Monitoring System (HPMS)
- 2015 MI Secretary of State vehicle registration data and vehicle population and age distribution

Review of Projects:

- MACC: Allegan and Ottawa county projects for the LRTP
- WestPlan: Muskegon and Ottawa county projects for the LRTP

The group discussed the projects and agreed on analysis groupings and non-exempt status for all projects for the MACC. The Beach Road project in Ottawa County was removed from the list.

The group discussed the potential road changes around the casino in rural Allegan County. From the description, the group indicated the project would most likely be exempt.

The projects for the WestPlan were discussed. The Henry Street project was moved from analysis year 2040 to 2045. The group discussed the projects and agreed analysis years for the projects and exempt or non-exempt status.

Policies for Reviewing Projects: Existing and New

The existing policies were reviewed. The traffic circle policy was altered to include roundabouts, too. The auxiliary lane policy was changed from "if less than 1 mile" to "if 1 mile or less." This makes the policy consistent with the other policies. The policy on adding a center turn lane was changed from not

triggering a new conformity to if 1 mile or less will be exempt because the project will correct, improve or eliminate a hazardous feature. Several new policies were agreed to and a few policies that the group had agreed to in the past were stated for clarification. The new list of policies is included at the end of the summary.

The template statement for an amendment with projects that only have cost changes is also included at the end of this summary.

The question was asked if US-231 was included in the base travel demand models. It is in both travel demand models' base year. The travel demand modelers were asked how they keep track of modeled projects. The answer is that most keep a list of projects. The group discussed how indirect left turns are handled in the travel demand models. These types of changes should be brought to the IAWG to be discussed on an individual basis.

Coordination between MACC and Rural STIP for Allegan County

The coordination between the MACC and rural STIP amendment cycle was discussed. The MACC will contact Mark Kloha, MDOT, to get the projects from the rural STIP and thus provide all projects in Allegan County to the IAWG. The MACC has TIP amendments scheduled every month where the rural STIP only has amendments every other month.

Status of limited orphan maintenance and orphan maintenance areas

The Grand Rapids area (Ottawa and Kent counties) will soon be a limited orphan maintenance area (LOMA) for the 1997 ozone standard. With this new status, the MITC-IAWG for this area will only meet for new LRTPs and new TIPs. For amendments in Ottawa and Kent counties, the statement indicating these projects are in a LOMA should be attached to the amendment.

For Allegan and Muskegon county nonattainment areas, if the amendment is only for exempt projects, the MPOs will e-mail their individual projects to the MITC-IAWGs. A conference call will be needed to review non-exempt projects. In this case, both Muskegon County and Allegan County groups will be included; this will facilitate consistency.

Other

Andrea Dewey informed the group this was her last meeting, she is taking another position within FHWA on Oct. 13, 2019. Aaron Dawson will be taking responsibility for the MACC, WestPlan, and GVMC MPOs.

Summary of Meeting

Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG)
Allegan County Nonattainment Area
Muskegon County Nonattainment Area
For New 2045 Long Range Transportation Plans

10-11 a.m. (EST), Monday, Dec. 16, 2019

<u>Name</u>	<u>Agency</u>
In attendance:	
Aaron Dawson	Federal Highway Administration (FHWA)
Breanna Bukowski	Michigan Department of Environment, Great Lakes, and Energy (EGLE)
Michael Leslie	Environmental Protection Agency (EPA)
Donna Wittl	Michigan Department of Transportation (MDOT)
Amy Haack	Muskegon MPO (WestPlan)
Brian Mulnix	WestPlan
Joel Fitzpatrick	WestPlan
Laurel Joseph	Grand Rapids MPO (GVMC)
Andrea Faber	GVMC
George Yang	GVMC
Dennis Kent	MDOT
Tyler Kent	MDOT
Bill Loehle	MDOT
Jon Roberts	MDOT
Ryan Gladding	MDOT
Jeff Franklin	MDOT
Luke Walters	MDOT

Attendance at the meeting was teleconferencing only.

One project was reviewed by the group, job number 205376. This is a local project in Muskegon County that was reviewed by the group previously as a reconstruction only, however, it will be a four-lane conversion to two lanes. The new configuration was determined to be non-exempt and will be modeled in the 2025 analysis year.

**MITC-IAWG Policies for Reviewing Projects for
Allegan County Nonattainment Area and
Muskegon County Nonattainment Area**

Policies were reviewed and agreed to by the Michigan Transportation Conformity Interagency Workgroups (MITC-IAWG) for Allegan County nonattainment and maintenance area and Muskegon County nonattainment and maintenance area at the Oct. 10, 2019, meeting.

The Transportation Conformity State Implementation Plan memorandum of agreement defines roles, responsibilities, and regulations for interagency workgroups in Michigan.

Policies:

1. Definition of an air quality regionally significant project:
A transportation project on a facility that serves regional transportation needs (access to and from the areas) from outside the region, access to major activity centers (and new centers of activity malls, sporting, and transportation terminals), and would normally be included in the travel demand model. At a minimum, includes principal arterials (national functional classification 1, 2, and 3) and fixed guideway transit that offer an alternative to regional highway travel.
2. Traffic circles and roundabouts: exempt; intersection channelization project.
3. Auxiliary lanes if 1 mile or less: exempt; projects that correct, improve, or eliminate a hazardous location or feature. EPA/FHWA policy November 2017.
4. Ramp metering: exempt; projects that correct, improve, or eliminate a hazardous location or feature. EPA/FHWA policy November 2017.
5. Addition of right-turn lane or left-turn lane at an intersection, individual lane length less than half a mile: exempt; projects that correct, improve, or eliminate a hazardous feature; or not able to be modeled with the travel demand model.
6. Adding a center turn lane of 1 mile or less: exempt; projects that correct, improve, or eliminate a hazardous feature.
7. Road diets:
 - a. Four to three lanes: four through-lanes to two through-lanes with dual center left-turn lane if length is 1 mile or less: exempt; projects that correct, improve, or eliminate a hazardous location or feature.

- b. Other types of road diets must be discussed by the group to consider specific details to determine exempt or non-exempt status.
8. For amendments to only change the cost of a project or projects, the previous air quality status (exempt or non-exempt) will remain for each project. The MITC-IAWG will not need to review the project again. The MPO for TIP projects and MDOT for rural STIP projects will be responsible for ensuring that only the cost changed. A statement attached to the amendment when submitted will state only costs have changed. The statement will also list when the last time each project was reviewed by MITC-IAWG.
9. Moving a non-exempt project within an analysis year group can be done as part of an e-mail IAWG. The situation should be explained in the air quality comment field.
10. If a non-exempt project is part of an amendment, a conference call MITC-IAWG is required.
11. If all projects in the amendment are exempt, an MITC-IAWG can be conducted by e-mail.
12. Process to conduct a MITC-IAWG through e-mail:
 - a. The MPO will e-mail the IAWG requesting concurrence that all projects are exempt.
 - b. The IAWG members will have five business days, starting the day after the e-mail project list is sent to review. IAWG members are requested to respond whether they “concur” or “do not concur.” Only one response from each key agency of the IAWG is required.
 - c. The date of the IAWG will be the date the e-mail request is sent.
 - d. A basic e-mail format has been established.
13. All projects that can be modeled in the travel demand model will be modeled regardless of exempt status when a new conformity analysis is conducted.
14. Projects are grouped into analysis years based on the year the project will be open to traffic.

Template to be used with amendments with only cost changes.

**Transportation Improvement Program
Amendment for Projects with Only Cost Change**

(Insert MPO name or MDOT here)

Air Quality Conformity

2015 Ozone NAAQS Nonattainment and Maintenance Area for **(insert county here)**

Transportation conformity provisions of the Clean Air Act Amendments (CAAA) requires metropolitan planning organizations (MPOs) in nonattainment and maintenance areas to make a determination that the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP), conform to the State Implementation Plan (SIP), and that regional emissions will not negatively impact the region's ability to meet the National Ambient Air Quality Standards (NAAQS).

Conformity to the SIP means that the region's LRTPs and TIPs 1) will not cause any new violations of the NAAQS; 2) will not increase the frequency or severity of existing violation; and 3) will not delay attaining the NAAQS.

This amendment contains projects that are for cost change only. **(select one: The MPO or MDOT)** has reviewed the projects and determined that only cost changes are being made. These project/s were reviewed by the Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG) previously, and the current amendment will not change the existing conformity analysis. MITC-IAWG review is not required for this amendment.

Job Number

Last Date MITC-IAWG Reviewed

Appendix B: Public Comments and Responses

No comments were received.

Appendix C: Projects Evaluated for Conformity Analysis

The list of projects begins on the following page.

2045 MACC LONG-RANGE TRANSPORTATION PLAN

Fillmore Township				YEAR		ESTIMATED				
<u>Responsible Agency</u>	<u>LOCATION</u>	<u>LIMITS</u>		<u>MILES</u>	<u>OPEN</u>	<u>IMPROVEMENT TYPE</u>	<u>COST</u>	<u>Model Network</u>	<u>Air Quality</u>	<u>Air Quality Comments</u>
Allegan County Road Commission	Blue Star Highway	142nd	143rd	0.6	2022	Add Continuous Center Turn Lane	\$900,000	2025 - E+C	non-exempt	
Allegan County Road Commission	136th Avenue	50th	M-40	1.34	2025	Add Continuous Center Turn Lane	\$2,010,000	2025 - E+C+IE	non-exempt	
Allegan County Road Commission	Blue Star Highway	141st	142nd	0.5	2030	Add Continuous Center Turn Lane	\$750,000	2035 - E+C+IE	non-exempt	

Resolution to Accept the 2015 and 1997 Ozone NAAQS Conformity Analysis for the 2045 Long-Range Transportation Plan and 2020-2023 Transportation Improvement Program for the Macatawa Area Coordinating Council

Resolution #20-04

WHEREAS, the United States Environmental Protection Agency designated part of Allegan County, as a Nonattainment Area for the 2015 ozone national ambient air quality standards (NAAQS) in Aug 2018; and

WHEREAS, the United States Environmental Protection Agency designated all of Allegan County, as a maintenance area in Sept. 2010 for the 1997 ozone NAAQS; and

WHEREAS, per the court decision in South Coast II, beginning February 16, 2019, transportation conformity determinations for the 1997 ozone NAAQS will be needed for those areas that were maintenance areas when the 1997 ozone NAAQS was revoked and then attainment for the 2008 ozone NAAQS; and

WHEREAS, the 2015 Nonattainment Area is contained in the larger whole county 1997 maintenance area, the two areas hereafter will be referred to as the Allegan County Nonattainment Area; and

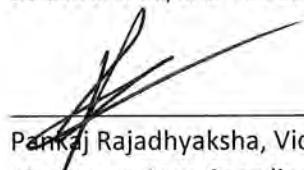
WHEREAS, the Macatawa Area Coordinating Council (MACC) is the designated Policy Board and Metropolitan Planning Organization for the urban area in Allegan County MI; and

WHEREAS, the conformity of the MACC 2045 Long-Range Transportation Plan and 2020-2023 Transportation Improvement Program (TIP) in Allegan County will be pending approval by the Federal Highway Administration after local action on the conformity analysis document by the MACC Policy Committee; and

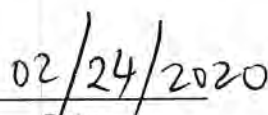
WHEREAS, the MACC 2045 Long-Range Transportation Plan and 2020-2023 Transportation Improvement Program (TIP) in Allegan County were analyzed in accordance with 40 CFR 51 for air quality conformity and the results of the conformity analysis conducted by the Michigan Department of Transportation demonstrates that the forecasted volatile organic compound (VOC) and nitrogen oxide (NOx) emissions for all analysis years are below the State Implementation Plan (SIP) budgets;

NOW THEREFORE BE IT RESOLVED, that the Policy Committee of MACC accepts the results of the 2015 and 1997 ozone conformity analysis for the Allegan County Nonattainment Area for the MACC 2045 Long-Range Transportation Plan and 2020-2023 Transportation Improvement Program; and

BE IT FURTHER RESOLVED, that the 2015 and 1997 Ozone Conformity Analysis for the Allegan County Nonattainment Area demonstrates conformity with the SIP for air quality as required by provisions of Title 40 CFR 51.390 and 93, and Title 23 CFR 450 and the South Coast II decision.



Pankaj Rajadhyaksha, Vice-chair
Macatawa Area Coordinating Council Policy Board



Date

Appendix

J

Air Quality Analysis for Ottawa County

Final

**Transportation Conformity Determination Report for
the 1997 Ozone NAAQS**

**Grand Rapids Orphan Maintenance Area
(Kent and Ottawa Counties)**

February 24, 2020

Prepared by:
Michigan Department of Transportation
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EXECUTIVE SUMMARY

As part of its transportation planning process, Macatawa Area Coordinating Council (MACC) completed the transportation conformity process for the MACC 2045 Long-Range Transportation Plan (LRTP) and 2020-2023 Transportation Improvement Program (TIP). This report documents that the MACC 2045 LRTP, as well as the Grand Valley Metro Council (GVMC) 2040 Metropolitan Transportation Plan (MTP), West Michigan Metropolitan Transportation Planning Program (WestPlan) 2040 LRTP and all three associated 2020-2023 TIPs, as well as the State Transportation Improvement Plan (STIP) in Ottawa County meet the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standard (NAAQS) or any interim milestones. 42 U.S.C. 7506(c)(1). United States Environmental Protection Agency’s (EPA) transportation conformity rules establish the criteria and procedures for determining whether MTPs, TIPs, and federally supported highway and transit projects conform to the SIP, 40 CFR Parts 51.390 and 93.

On Feb. 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations were required in these areas after Feb. 16, 2019. The Grand Rapids area (Kent and Ottawa counties) was in maintenance at the time of the 1997 ozone NAAQS revocation on April 6, 2015, and was also designated attainment for the 2008

ozone NAAQS on May 21, 2012. It was also designated attainment for the 2015 ozone NAAQS on Aug. 3, 2018. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS on the LRTPs and TIPs.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA's *Transportation Conformity Guidance for the South Coast II Court Decision* issued on Nov. 29, 2018.

1.0 BACKGROUND

1.1 TRANSPORTATION CONFORMITY PROCESS

The concept of transportation conformity was introduced in the CAA of 1977, which included a provision to ensure that transportation investments conform to a SIP for meeting the federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993 and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from LRTPs, TIPs, and projects are consistent with (“conform to”) the state’s air quality goals in the SIP. This document has been prepared for state and local officials who are involved in decision-making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that federally supported transportation activities are consistent with (“conform to”) the purpose of a state’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

1.2 CONFORMITY AREA

The conformity area consists of two counties: Kent and Ottawa. Within the boundary are the metropolitan planning organizations (MPOs) of GVMC (core city Grand Rapids), parts of the WestPlan (core city Muskegon), and MACC (core city Holland/Zeeland), as well as the rural projects contained in the STIP in Ottawa County.

Findings of the transportation conformity report are for transportation activities contained within the conformity area.

1.3 ATTAINMENT STATUS

On April 15, 2004, the EPA issued final designations of areas not attaining the 1997 ozone NAAQS. Kent and Ottawa counties were designated a nonattainment area.

On May 16, 2007, the EPA redesignated the area attainment, approving and finding adequate motor vehicle emissions budgets for volatile organic compounds (VOC) and nitrogen oxides (NO_x) for the year 2018. The area was placed into maintenance; this requires conformity emissions to be compared to the motor vehicle emission budgets contained in the SIP.

On July 20, 2012, the EPA designated all of Michigan as attainment for the strengthened 2008 ozone NAAQS.

On July 20, 2013, the EPA partially revoked the 1997 ozone NAAQS, revoking the requirement to do transportation conformity for areas that were in maintenance.

On April 6, 2015, the EPA completely revoked the 1997 ozone NAAQS, which resulted in removal of all transportation conformity requirements.

On April 23, 2018, FHWA began requiring areas in the country to conduct conformity if they were a maintenance area for the 1997

ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. This was to comply with the court's decision in *South Coast II*. The Grand Rapids conformity area was one of these areas. Later, this was amended to require MPOs to have a conformity in place on Feb. 16, 2019, and conduct conformity going forward.

On Aug. 3, 2018, the EPA designated both Kent and Ottawa counties as attainment for the strengthened 2015 ozone NAAQS.

On Dec. 4, 2019, the EPA proposed a rule that the Grand Rapids 1997 ozone maintenance area be considered for a limited maintenance plan for the area's second maintenance period. To be considered for a limited maintenance plan, the area must show the design value to be well below the NAAQS and the area's levels of air quality are unlikely to violate the NAAQS in the future. Areas with limited maintenance plans are not required to conduct emission modeling for conformity.

2.0 LONG-RANGE TRANSPORTATION PLAN OR METROPOLITAN TRANSPORTATION PLAN

The LRTP, also referred to as an MTP, is developed by the MPO to establish a long-term transportation plan. An LRTP is federally required for MPOs to receive federal funding and must provide a 20-year (or longer) horizon. Plans are required to be updated every four to five years. The purpose of an LRTP is to assess future needs of the area's transportation system and set goals to meet those needs. The planning process can enhance quality of life by fostering the mobility of people and freight in an effective and safe method.

Findings of the transportation conformity report are for transportation activities contained within the conformity area. The MACC is developing a new 2045 LRTP. This conformity report is to ensure that the part of the MACC in Ottawa County satisfies its obligation to the CAA. The 2040 LTRPs of GVMC and WestPlan have not changed since the previous analysis. This

analysis also includes all three areas' TIPs and their latest amendments. This report evaluates transportation activities contained in:

- MACC 2045 LRTP in Ottawa County,
- MACC 2020-2023 TIP in Ottawa County,
- GVMC 2040 MTP,
- GVMC 2020-2023 TIP,
- WestPlan 2040 LRTP in Ottawa County,
- WestPlan 2020-2023 TIP in Ottawa County, and
- STIP projects in Ottawa County.

3.0 TRANSPORTATION IMPROVEMENT PROGRAM

The TIP is a financially constrained four-year program covering the most immediate implementation priorities for transportation projects and strategies from the LRTP.

The TIP identifies proposed projects developed by local agencies in accordance with the joint regulations of the FHWA and the FTA. These regulations establish the TIP as the programming phase of the overall continuing, comprehensive, and cooperative planning process. This planning process includes local jurisdictions, transit agencies, and state and federal transportation officials.

All areas in Michigan are operating under 2020-2023 TIPs that were approved for use by FHWA and FTA on Oct. 1, 2019. Conformity for the Grand Rapids maintenance area was conducted on the 2020-2023 TIPs and associated LTRPs, and received a letter supporting the conformity findings from FHWA/FTA on Sep. 17, 2019.

4.0 TRANSPORTATION CONFORMITY DETERMINATION: GENERAL PROCESS

Per the court's decision in *South Coast II*, beginning Feb. 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended MTPs and TIPs. FHWA/FTA made its 1997 ozone NAAQS conformity determination for the 2040 LRTPs and 2020-2023 TIPs on Sept. 17, 2019. Conformity will now be required no less frequently than every four years. This conformity determination report will address transportation conformity for the new MACC 2045 LRTP, the 2020-2023 TIP contained in Ottawa County, and the existing GVMC and WestPlan LRTPs and 2020-2023 TIPs.

5.0 TRANSPORTATION CONFORMITY REQUIREMENTS

5.1 OVERVIEW

On Nov. 29, 2018, EPA issued the **Transportation Conformity Guidance for the South Coast II Court Decision**² (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012). The area was designated attainment for the 2008 ozone NAAQS on May 21, 2012, and Aug. 3, 2018, for the 2015 ozone NAAQS.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs includes: latest planning

¹ The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision," EPA-420-B-18-050, available on the web at www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation.

² Available from <https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf>

assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c)), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for an NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the MACC 2045 LRTP, WestPlan 2040 LRTP, GVMC 2040 MTP, all three 2020-2023 TIPs, and the rural STIP in Ottawa County can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110),
- Consultation (93.112),
- Transportation Control Measures (93.113), and
- Fiscal constraint (93.108).

5.2 LATEST PLANNING ASSUMPTIONS

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of the latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP.

The Michigan SIP does not include any TCMs (see also Section 5.4).

5.3 CONSULTATION REQUIREMENTS

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

Interagency consultation was conducted with MACC, WestPlan, GVMC, the Michigan Department of Transportation (MDOT), the Michigan Department of Environment, Great Lakes, and Energy (EGLE), FHWA, FTA, and EPA. A summary of the Michigan Transportation Interagency Workgroup (MITC-IAWG) meeting on Dec. 16, 2019, and relevant interagency consultation correspondence related to this conformity is in Appendix A. Interagency consultation was conducted consistent with Michigan's conformity SIP.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. The Public Participation Plan adopted by the MPO Policy Committee establishes the procedures by which the MPOs reach affected public agencies and the public. The same procedures were followed for this document, ensuring the public has an opportunity to review and comment before the MPOs make a determination.

A formal public comment period for this draft conformity report was held from Jan. 8 to Feb. 16, 2020, for the MACC. The documents for GVMC and WestPlan are unchanged since the last conformity analysis. Public comments received and responses to those comments will be in Appendix B.

The MACC policy committee made a formal conformity determination through a resolution on Feb. 24, 2020.

5.4 TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

The Michigan SIP does not include any TCMs.

5.5 FISCAL CONSTRAINT

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with the metropolitan planning regulations at 23 CFR part 450. The LRTPs and 2020-2023 TIPs are fiscally constrained, as demonstrated in:

- MACC 2045 LRTP, Chapter 11 Financial Resources Analysis,
- MACC 2023-2023 TIP, Financial Plan as updated to include the most current amendment,
- GVMC 2040 MTP as amended March 21, 2018, Chapter 19 Plan Evaluation and Analysis,
- GVMC 2023-2023 TIP, Financial Plan as updated to include the most current amendment,
- WestPlan 2040 LRTP, Chapter 13 Financial Resources Analysis,
- WestPlan 2023-2023 TIP, Financial Analysis as updated to include the most current amendment, and
- 2020-2023 STIP, including latest amendments for Ottawa County.

Excerpts of the financial constraint information from these documents is presented in Appendix C.

6.0 CONCLUSION

The conformity determination process completed for the MACC 2045 LRTP, GVMC 2040 MTP, WestPlan 2040 LRTP, all three 2020-2023 TIPs, and the 2020-2023 STIP for Ottawa County demonstrates that these planning documents meet the CAA and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Appendix A: Meeting Summary of Interagency Workgroups

Summary of Meeting

Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG)
Grand Rapids 1997 Ozone Orphan Maintenance Area
(Kent and Ottawa counties)
For New 2045 Long Range Transportation Plans

10-11 a.m. (EST), Monday, Dec. 16, 2019

Name

Agency

In attendance:

Aaron Dawson	Federal Highway Administration (FHWA)
Breanna Bukowski	Michigan Department of Environment, Great Lakes, and Energy (EGLE)
Michael Leslie	Environmental Protection Agency (EPA)
Donna Wittl	Michigan Department of Transportation (MDOT)
Amy Haack	West Michigan Metropolitan Transportation Planning Program (WestPlan)
Brian Mulnix	WestPlan
Joel Fitzpatrick	WestPlan
Laurel Joseph	Grand Valley Metro Council (GVMC)
Andrea Faber	GVMC
George Yang	GVMC
Dennis Kent	MDOT
Tyler Kent	MDOT
Bill Loehle	MDOT
Jon Roberts	MDOT
Ryan Gladding	MDOT
Jeff Franklin	MDOT
Luke Walters	MDOT

Attendance at the meeting was by teleconferencing only.

All three MPOs in the Grand Rapids 1997 Ozone Orphan Maintenance Area are developing new 2045 long-range transportation plans (LRTP). Projects for each area were discussed.

First discussed were projects for GVMC's new 2045 Metropolitan Transportation Plan, also referred to as a LRTP. Categories of projects that contain only costs, but not specific projects, cannot be classified as exempt or non-exempt. General categories should be labeled, to-be-

determined, once specific projects are identified. GVMC arranged projects into three groups:

- Years 2024-2025: This group only contained general categories.
- Years 2026-2035: Identified general categories and specific projects that were classified as non-exempt.
- Years 2036-2045: Identified general categories and one specific project that was classified as non-exempt. See list in Appendix C.

The MACC was unable to attend and gave Donna permission to represent the MPO if needed. The MACC 2045 LRTP projects in Ottawa County were reviewed. All projects were deemed non-exempt. See list in Appendix C.

WestPlan 2045 LRTP projects in Ottawa County were reviewed. One project was exempt; two projects were non-exempt. See list in Appendix C.

The group discussed what type of conformity document that should be used for the new LRTPs. The EPA published on Dec. 4, 2019, a proposed rule to make the Grand Rapids maintenance area a limited maintenance area. The proposed rule was in a public comment period, ending Jan. 3, 2020, when the IAWG meeting was held. Since the timing of the final adoption of the rule, making it a limited maintenance plan area, could be delayed and it was too late do a conformity analysis, the decision was made to use the template provided by FHWA for orphan maintenance areas based on the South Coast II court decision.

The group was asked if there were any questions on the guidance document distributed on Oct. 16, 2019. It was clarified that the guidance was for orphan maintenance areas and limited orphan maintenance areas in Michigan. No questions were asked.

A question was asked about when the new policies for reviewing projects in the Muskegon and Allegan nonattainment areas would be distributed. Donna stated it would be distributed with the Allegan County conformity analysis document due later in December.

An e-mail was sent to the MITC-IAWG for the Grand Rapids Maintenance Area on Jan. 2, 2020.

Re: Grand Rapids Maintenance Area conformity strategy for new 2045 LRTPs

Greetings MITC-IAWG for Grand Rapids Maintenance Area:

In order to keep everyone on the same page this e-mail is being sent. The Grand Rapids conformity document/s are being created. The document is very different than the conformity analysis documents that were used in the past for this area. The group discussed using this document at the interagency workgroup on Dec 16, 2019. Because the Grand Rapids limited orphan maintenance area (LOMA) rule issued by EPA is currently in a public comment period, and if by chance something causes rule to be delayed do not want the conformity document

based on Grand Rapids LOMA status. So, the Grand Rapids conformity document for all the new 2045 LRTPs will be written as an “orphan” maintenance area using FHWA’s guidance document template based on EPA’s guidance for the court decision in South Coast II.

Because of Michigan’s situation, this document is based very little on air quality issues. The key issue in the document is that the LRTPs and TIPs are financially constrained.

The whole conformity area needs to be considered every time a new conformity document is created and since the new LRTPs are due at different times (in the best situation all the plans would be due in the same month). In order to meet these different LRTP due dates, there will need to be two conformity documents (reports). See table below for details.

Conformity report	Report base	MPO	Public Comment Period	MPO Policy and Conformity report date of 2045 LRTP	Current 2040 expiration date	Board approval	Anticipated FHWA letter supporting conformity
First Report Dated Dec. 27, 2019	MACC 2045 WestPlan 20 LRTP GVMC 2040 2020-23 TIP STIP	MACC	Jan. 8 to Feb. 16, 2020	Feb. 24	April 27, 2020	N/A	Mid- to end of N
Second Report	MACC 2045 WestPlan 20 LRTP GVMC 2040 2020-23 TIP STIP	WestPlan	March 19 to 2020	April 15	June 17, 2020	N/A	Mid- to the end
		GVMC	Jan. 13 to Feb. 2020	March 18	May 7, 2020	May 7	

Questions, concerns, and corrections let me know.

Donna Wittl
 Conformity Specialist
 Statewide & Urban Travel Analysis Section
 Michigan Department of Transportation
 517-335-4620
WittlD@Michigan.gov

Appendix B: Public Comments and Responses

No comments were received.

Appendix C: Financial Constraint

Below are excerpts of financial constraint for the TIPs, STIP, and LRTPs.

MACC Financial Constraint for FY 2020 - 2023 TIP and 2045 LRTP

Macatawa Area Coordinating Council. (2020). Financial Resources Analysis. 2045 Long Range Transportation Plan Draft (pp. 116 - 120). Retrieved from

http://www.the-macc.org/wp-content/uploads/2045LRTP_Draft_2.6.20.pdf

Financial Constraint

The LRTP must be fiscally constrained; that is, the cost of projects programmed in the LRTP cannot exceed revenues “reasonably expected to be available” during the 26-year LRTP period. Funding for core transit programs such as Section 5307, Section 5339 and Section 5310 are expected to be available to the area based on historical trends of funding from similar programs in past federal surface transportation laws. Likewise, state funding from the state’s Comprehensive Transportation Fund (CTF), and local sources of revenue, such as farebox, general fund transfers, and mileages, are also expected to be available during the 26-year LRTP period.

Funds from other programs are generally awarded on a competitive basis and are therefore impossible to predict. Funds from federal competitive programs are not included in the revenue forecast. Funding for core programs such as CMAQ or STP that may be used for highways is also expected to be available to the MACC area based on historical trends of funding from past federal surface transportation laws. Likewise, state funding from the Michigan Transportation Fund (MTF) is also expected to be available during the 26-year period.

All federally funded projects must be in the LRTP. Additionally, any non-federally funded but regionally significant project must also be included. In these cases, project submitters demonstrate that funding is available and what sources of non-federal funding are to be utilized. Projects programmed in the LRTP are known as *commitments*. Commitments cannot exceed funds reasonably expected to be available. Projects must also be programmed in year of expenditure dollars, meaning that they must be adjusted for inflation to reflect the expected purchasing power of a dollar in the year the project is expected to be built.

The MTPA/Financial Work Group has decided on an annual inflation rate of 4 percent for projects over the plan period. This means that a project costing \$1 million in FY 2020 is expected to cost \$1.04 million in FY 2021, \$1.082 million in FY 2022, and so on. Since the amount of growth in available funding, around 2 percent, is forecasted to be less than the growth rate of project costs, around 4 percent, this means that likely not enough funds will be available to keep up with the rising costs of projects over the 26 years of this plan. The list of projects can be found in chapter 10.

Revenue and Expenditures for Federal/State Funded Programs

Table 20: Estimates of Revenue and Expenditures for FY 2020-2023

Federal/State Funded Programs (FY2020-2023/Current TIP Cycle)					
Anticipated Funding Source	Estimated Federal Revenue	Estimated State Revenue	Local Commitment	Total Revenue	Total Proposed Commitments
Local MPO Based Constraint					
CMAQ	\$1,335,000	\$163,250	\$1,396,000	\$2,894,250	\$2,894,250
STP – Small Urban	\$6,571,949	\$0	\$6,026,000	\$12,597,949	\$12,597,949
Local Projects from Statewide Sources					
Railroad Crossing Funds	\$292,500	\$32,500	\$0	\$325,000	\$325,000
Safety	\$56,530	\$0	\$0	\$56,530	\$56,530
STP – Flexible (Bridge)	\$3,979,200	\$553,600	\$441,200	\$4,974,000	\$4,974,000
MDOT Project Templates					
Traffic & Safety	\$1,778,895	\$182,657	\$0	\$1,961,552	\$1,961,552
Bridge Preservation	\$8,445,683	\$1,489,767	\$0	\$9,935,450	\$9,935,450
Bridge Replacement	\$830,777	\$184,223	\$0	\$1,015,000	\$1,015,000
Road Rehab & Reconstruction	\$58,907,002	\$7,384,132	\$56,867	\$66,348,001	\$66,348,001
Other	\$1,058,932	\$234,816	\$0	\$1,293,748	\$1,293,748
Transit Project Categories					
5307	\$5,737,896	\$6,843,614	\$4,991,505	\$17,573,015	\$17,573,015
5310	\$794,000	\$56,000	\$570,000	\$1,420,000	\$1,420,000
5339	\$569,445	\$142,361	\$0	\$711,806	\$711,806
Total	\$90,357,809	\$17,266,920	\$13,481,572	\$121,106,301	\$121,106,301
CONSTRAINED					

Table 21: Estimates of Revenue and Expenditures for FY 2024-2025

Federal/State Funded Programs (FY2024-2025)					
Anticipated Funding Source	Estimated Federal Revenue	Estimated State Revenue	Estimated Local Commitment	Estimated Total Revenue	Estimated Total Proposed Commitments
Local MPO Based Constraint					
STP – Small Urban	\$3,385,210	\$0	\$12,662,032.76	\$16,047,242.76	\$16,047,242.76
CMAQ	\$687,658.50	\$84,089.04	\$678,386.70	\$1,450,134.24	\$1,450,134.24
Total	\$4,072,868.50	\$84,089.04	\$13,340,419.46	\$17,497,377	\$17,497,377
CONSTRAINED					

Only STP and CMAQ funds are shown after 2023 (the current TIP cycle) since other forms of funding, such as HSIP safety funds, are awarded in a grant process and are not guaranteed every year. It is also important to point out that in order for funding to be constrained (revenues equaling project costs), the local STP match had to increase an additional \$9,648,182.66 over the 2024-2025-time frame. The funding gap, as explained before, is due to project costs being grown at a rate of 4 percent annually while revenues are only grown at 2 percent. Similar to local revenues in table 21, local STP commitment had to be increased an additional \$21,428,558.25 in 2026-2035 to prove fiscal constraint.

Table 22: Estimates of Revenue and Expenditures for FY 2026-2035

Federal/State Funded Programs (FY2026-2035)					
Anticipated Funding Source	Estimated Federal Revenue	Estimated State Revenue	Estimated Local Commitment	Estimated Total Revenue	Estimated Total Proposed Commitments
Local MPO Based Constraint					
STP – Small Urban	\$19,303,701	\$0	\$38,614,625.07	\$57,918,326.07	\$57,918,326.07
CMAQ	\$3,921,278.28	\$490,276.54	\$3,868,407.11	\$8,279,961.93	\$8,279,961.93
Total	\$23,224,979.28	\$490,276.54	\$42,483,032.18	\$66,198,288	\$66,198,288
CONSTRAINED					

Table 23: Estimates of Revenue and Expenditures for FY 2036-2045

Federal/State Funded Programs (FY2036-2045)					
Anticipated Funding Source	Estimated Federal Revenue	Estimated State Revenue	Estimated Local Commitment	Estimated Total Revenue	Total Proposed Commitments
Local MPO Based Constraint					
STP – Small Urban	\$24,226,008.81	\$0	\$17,541,581.50	\$41,767,590.31	\$41,767,590.31
CMAQ	\$4,921,176.62	\$652,017.39	\$4,854,823.68	\$10,428,017.69	\$10,428,017.69
Total	\$29,147,185.43	\$652,017.39	\$22,396,405.18	\$52,195,608	\$52,195,608
CONSTRAINED					

For the years 2036-2045, there was an additional \$4,026,811.31 in estimated revenue, likely due to fewer projects being proposed since it can be hard to predict local needs so far into the future. The additional funding available was used to reduce the local STP match.

Forecast for Federal and State Transit Funds

For FY 2020-2045, the federal revenue growth rate was set to 2 percent for transit funds. For state match funds, the growth rate will be the same as the federal growth rates and for the state operating assistance; the annual growth rate for predicted funds has been set to 1.43 percent. On the following table, funds that are apportioned to the transit agency are listed

(5307 and 5339); 5310 funding is not included, as the funds are apportioned to the state and then allocated based on annual applications. The information in table 24 was provided by MDOT’s Office of Passenger Transportation.

Table 24: MACC Annual Growth Rates for Transit and Revenue Projections

	Federal (formula) 5307	Federal (formula) 5339	State Match	State Operating	Total
Growth Rate*	2.00%	2.00%	2.00%	1.43%	N/A
FY 2019 Base Amount	\$1,434,474	\$137,445	\$62,859	\$1,590,047	\$3,224,825
FY 2020-2023	\$6,030,586.30	\$577,824.30	\$264,261.76	\$6,590,839.52	\$13,463,511.88
FY 2024-2025	\$3,199,225.92	\$306,535.78	\$140,190.86	\$3,438,477.94	\$7,084,430.50
FY 2026-2035	\$18,042,509.26	\$1,728,754.01	\$790,627.15	\$18,736,348.66	\$39,298,239.08
FY 2036-2045	\$21,993,718.11	\$2,107,341.50	\$963,770.08	\$21,594,801.39	\$46,659,631.08
	\$49,266,039.59	\$4,720,455.59	\$2,158,849.85	\$50,360,467.51	\$106,505,812.54

*Based on average 2008 - 2019, see 2019 growth rates - federal and state SLRP

While the 2045 LRTP’s project list does not identify specific projects past FY 2023 for transit, the MACC expects federal and state funding, as well as local funding, to be available due to historic trends. The MACC and MAX Transit are fully committed to working together to ensure that the system is maintained and enhanced over the life of the plan (2020-2045).

STIP Financial Constraint for FY 2020 - 2023

Michigan Department of Transportation. (2018, October 24). *Financial Chapter. State Transportation Improvement Program* (pp. 32). Retrieved from https://www.michigan.gov/documents/mdot/2020-2023_STIP_Draft_660694_7.pdf

Demonstration of Financial Constraint, FY 2020-2023

After determination of resources available for federal-aid highway and transit capital needs for FY 2020-2023, and matching those available resources to specific needs, a four-year program of projects is created within the context of the region’s transportation policies as contained in the 2020-2023 STIP. The list must be adjusted to each year’s YOE factor and then fiscally constrained to available revenues. Table 11 contains a summary of the cost of highway and transit projects programmed over

the four-year TIP period, matched to revenues available in that same period. This table shows that the FY 2020- 2023 TIP is fiscally constrained.

Note: O&M costs of the federal-aid highway system is included in the text of this chapter; however, these costs are not included in the TIP itself, as nearly all highway O&M costs are ineligible for federal-aid funding.

Table 11: Demonstration of Fiscal Constraint FY 2020-2023 TIP (millions of dollars)

	2020	2021	2022	2023
Highway Funding	\$1,586.7	1,409.8	\$1,416.9	\$1,498.3
Highway Programmed	\$1,583.9	\$1,420.4	\$1,215.4	\$1,130.9
Transit Funding	\$590	\$579.8	\$590.7	\$602.5
Transit Programmed	\$461.1	\$348.6	\$353.6	\$512.8
Total Funding	\$2,176.6	\$1,989.6	\$2,007.7	\$2,100.8
Total Programmed	\$2,045	\$1,769	\$1,569	\$1,643.7
Difference	\$131.7	\$220.6	\$438.7	\$457.1

WestPlan Financial Constraint 2040 LRTP

West Michigan Shoreline Regional Development Commission. (2015, June 17). Financial Resources Analysis. 2040 Long Range Transportation Plan (pp. 109). Retrieved from <https://wmsrdc.org/project/long-range-plan/>

Demonstration of Financial Constraint

This information is provided in order to present funding sources available in a summarized fashion. The information here is a summary of the preceding sections regarding federal, state, and local funding categories, as well as estimated expenses. Based on the analysis that was done with these estimates, the WestPlan MPO has determined that there is sufficient money to maintain the current system in the MPO area. The estimates also indicate that there is a significant balance in available funding for I/E projects. Based on this conclusion, the WestPlan LRTP is financially constrained.

**FIGURE 38: FEDERAL, STATE, AND LOCAL FUNDING
CATEGORY SUMMARY**

Total federal, state, and local revenues estimated to be available for roadway construction, transit capital/operating, and local road operations and maintenance	\$1,892,873,326
Expenditures for Long-Range Plan Improve and Expand Projects	(\$11,070,000)
Expenditures for Operations/Maintenance of State Trunkline Roads	(\$282,854,845)
Expenditures for Operations/Maintenance of Local Roads	(\$900,941,472)
Expenditures for Transit Projects/Operations/Maintenance of Transit	(\$394,907,887)
REMAINING BALANCE	\$303,099,122

WestPlan Financial Constraint FY 2020 - 2023 TIP

West Michigan Shoreline Regional Development Commission. (2019, June). Financial Analysis. FY 2020 - 2023 Transportation Improvement Program (pp. 7 - 8). Retrieved from <https://wmsrdc.org/wp-content/uploads/2019/08/2020-2023-TIP-Document-OFFICIAL-6.24.19.pdf>

Demonstration of Financial Constraint, FY 2020 through FY 2023

After determination of resources available for federal-aid highway and transit capital needs in the WestPlan MPO area from FY 2020 through FY 2023, and matching those available resources to specific needs, a four-year program of projects is created within the context of the region’s transportation policies as contained in the 2040 Regional Transportation Plan. The list must be adjusted to each year’s YOE factor and then fiscally constrained to available revenues. Table 2.4 contains a summary of the cost of highway and transit projects programmed over the four-year TIP period, matched to revenues available in that same period. This table shows that the FY 2020 through FY 2023 TIP is fiscally constrained. Note: Operations and maintenance costs of the federal-aid highway system are included in the text of this chapter. However, these costs are not included in the TIP itself, as nearly all highway operations and maintenance costs are ineligible for federal-aid funding.

Table 2.4: Demonstration of fiscal constraint, FY 2020 through FY 2023 TIP (millions of dollars).

	2020	2021	2022	2023
Highway Funding	14.7	14.1	14.5	14.2
Highway Programmed	14.1	14.1	14.5	14.2
Transit Funding	6.5	5.4	6.5	6.3
Transit Programmed	6.5	5.4	6.5	6.3
Total Funding	21.2	19.5	21	20.5
Total Programmed	20.6	19.5	21	20.5
Difference	.6	0	0	0

GVMC Financial Constraint FY 2020 - 2023 TIP

Grand Valley Metropolitan Council. (2019, September 26). *Financial Plan. FY 2020 - 2023 Transportation Improvement Program for the Grand Rapids Metropolitan Area* (pp. 32). Retrieved from

https://static1.squarespace.com/static/59dce13bb1ffb65b4d405588/t/5dcec13ef61572047690f172/1573830986173/GVMC_FY2020-2023TIP_Final_DocOnly.pdf

Demonstration of Financial Constraint, FY 2020 through FY 2023

After determination of resources available for federal-aid highway and transit capital needs within GVMC from FY 2020 through FY

2023, and matching those available resources to specific needs, a four-year program of projects is created within the context of the region’s transportation policies as contained in the 2040 Regional Transportation Plan.

Table 13 contains a summary of the cost of highway and transit projects programmed over the four-year TIP period, matched to revenues available in that same period. This table shows that the FY 2020 through FY 2023 TIP is fiscally constrained. Note: Operations and maintenance costs of the federal-aid highway system are included in the text of this chapter. However, these costs are not included in the TIP itself, as nearly all highway operations and maintenance costs are ineligible for federal-aid funding.

Table 13: Demonstration of Fiscal Constraint, FY 2020 through FY 2023 TIP (millions of dollars).

	2020	2021	2022	2023
Highway Funding	\$66.7	\$65.5	\$37.3	\$43.6
Highway Programmed	\$66.7	\$65.5	\$37.3	\$43.6
Transit Funding	\$16.1	\$15.6	\$15.9	\$14.9
Transit Programmed	\$16.1	\$15.6	\$15.9	\$14.9
Total Funding	\$82.8	\$82.1	\$53.2	\$58.5
Total Programmed	\$82.8	\$82.1	\$53.2	\$58.5
Difference	\$0	\$0	\$0	\$0

GVMC Financial Constraint 2040 MTP

Grand Valley Metropolitan Council. (2018, March 21). *Plan Evaluation and Analysis. 2040 Metropolitan Transportation Plan* (pp. 150 - 151). Retrieved from <https://static1.squarespace.com/static/59dce13bb1ffb65b4d405588/t/5b2165df1ae6cfedd22d6e00/1528915457488/2040+Draft+MTP+Document+2014+-+Final+-+4.20.15+-+Modified+11.15.2017+Amended+3.21.2018.pdf>

Demonstration of Fiscal Constraint

Projects programmed in the TIP/MTP are known as commitments. As mentioned previously, commitments cannot exceed funds reasonably expected to be available. Projects must also be programmed in year of expenditure dollars, meaning that they must be adjusted for inflation to reflect the estimated purchasing power of a dollar in the year the project is expected to be built. The MTPA/Financial Work Group has decided on an

annual inflation rate of 4 percent for projects over the MTP period. This means that a project costing \$100,000 in FY 2014 is expected to cost \$104,000 in FY 2015, \$108,160 in FY 2016, and \$112,486 in FY 2017 and so on. Since the amount of federal funds available is only expected to increase by 2 percent from 2014 through 2017 and then no growth for 2018 and 2019 then a 2.39 percent per year thereafter, and state funds by only 0.4 percent per year over the four-year TIP period and 2.16 percent thereafter, this means that less work can be done each year with available funding.

Figure 32 is known as a fiscal constraint demonstration. The demonstration is provided to MDOT, FHWA, and FTA in order to show that the cost of planned projects does not exceed the amount of funding reasonably expected to be available over the 26-year MTP period. This is a summary. To see a detailed list of projects, please refer to Chapter 18.

Figure 32: Summary Fiscal Constraint Demonstration for the FY 2014 through FY 2040 MTP Period

Table Number/Fund Source	Funding Amount Available	Amount Programmed	Net Balance
Table 1 - Federal Revenue	\$553,790,000	\$553,790,000	\$0.00
Table 2 - MTF	\$2,160,200,000	\$2,160,200,000	\$0.00
Table 3 - TEDF Category C & D	\$26,680,000	\$26,680,000	\$0.00
Table 4 - Preservation Revenue	\$1,416,380,000	\$1,416,380,000	\$0.00
Table 5 - O & M Funding	\$656,100,000	\$656,100,000	\$0.00
Total	\$ 4,813,150,000.00	\$ 4,813,150,000.00**	\$ 0.00

*Net Balance = Available funding less cost of programmed projects. A positive net balance means that available funding exceeds programmed project cost, a negative balance means that programmed project costs exceed available funding, and a zero net balance indicates that programmed project costs equal available funding.

Table 11 shows the summary financial constraint demonstration for transit. The demonstration is provided to MDOT, FHWA, and FTA in order to show that the cost of planned projects does not exceed the amount of funding reasonably expected to be available over the FY 2014 - 2040 MTP period.

Table 11: Transit Financial Constraint Demonstration

Table Number/Fund Source	Funding Amount Available	Table 10 - Capital & Operations	Net Balance
Table 7 - FTA Revenue	\$410,300,000	\$410,300,000	\$0.00
Table 8 - State Revenue	\$433,200,000	\$433,200,000	\$0.00
Table 9 - Local Revenue	\$1,697,200,000	\$1,697,200,000	\$0.00
Total	\$2,540,700,000	\$2,540,700,000	\$0.00

Appendix D: Projects Evaluated for Conformity

Attached are all the projects evaluated at the Dec. 16, 2019, MITC-IAWG. Of the projects evaluated, the MACC projects are the only projects included in this conformity report.

The list of projects starts on following page.

2045 MACC LONG-RANGE TRANSPORTATION PLAN Projects in Ottawa County

Projects evaluated at the MITC-IAWG Dec. 16, 2019

Holland Township												
Responsible Agency	LOCATION	LIMITS			MILES	YEAR	IMPROVEMENT TYPE	ESTIMATED		Model Network	Air Quality	Air Quality Comment
		OPEN	COST									
Ottawa County Road Commission	Lakewood Boulevard	144th Avenue	River Avenue	1.2	2024	Improve and Reduce 4 to 3 lanes	\$1,300,000		2025 - E+C+IE	non-exempt	Modeled as Lakewood Blvd will be reconstructed to a 3 lane section except the 5 lane section would remain.	
Ottawa County Road Commission	120th Avenue	Riley Street	Quincy Street	1.0	2030	Improve and Expand 2 to 5 lanes	\$1,750,000		2035 - E+C+IE	non-exempt		
Ottawa County Road Commission	James Street	136th Avenue	Beeline Road	0.8	2030	Improve and Expand 3 to 5 lanes	\$1,400,000		2035 - E+C+IE	non-exempt		
Ottawa County Road Commission	James Street	Beeline Road	US-31	0.7	2030	Improve and Expand 3 to 5 lanes	\$1,225,000		2035 - E+C+IE	non-exempt		
Ottawa County Road Commission	Riley Street	Butternut Drive	136th Avenue	0.8	2035	Improve and Expand 2 to 3 lanes	\$1,300,000		2035 - E+C+IE	non-exempt		
Ottawa County Road Commission	Douglas Avenue	144th Avenue	River Avenue	1.4	2035	Improve and Expand 4 to 5 lanes			2035 - E+C+IE	non-exempt		
Ottawa County Road Commission	James Street	112th Avenue	Chicago Drive	1.1	2040	Improve and Expand 2 to 3 lanes	\$1,980,000		2045 - E+C+IE	non-exempt		
Ottawa County Road Commission	Riley Street	120th Avenue	112th Avenue	1.0	2045	Improve and Expand 3 to 5 lanes	\$2,300,000		2045 - E+C+IE	non-exempt		
Ottawa County Road Commission	River Avenue	CSX Crossing	136th Avenue	0.4	2045	Improve and Expand 5 to 7 lanes	\$2,200,000		2045 - E+C+IE	non-exempt		
	LOCATION	LIMITS			MILES	OPEN	IMPROVEMENT TYPE	COST		Model Network		

Zeeland Township												
Responsible Agency	LOCATION	LIMITS			MILES	YEAR	IMPROVEMENT TYPE	ESTIMATED		Model Network	Air Quality	Air Quality Comment
		OPEN	COST									
Ottawa County Road Commission	96th Avenue	Adams Street	Perry Street	1.0	2035	Improve and Expand 2 to 3 lanes	\$1,640,000		2035 - E+C+IE	non-exempt		
Ottawa County Road Commission	96th Avenue	Perry Street	BL-196	0.5	2035	Improve and Expand 2 to 3 lanes	\$820,000		2035 - E+C+IE	non-exempt		

2045 WestPlan Long-Range Transportation Plan Projects in Ottawa County

Projects evaluated at the MITC-IAWG Dec. 16, 2019

Fiscal Year	Job Type	MPO	County	Region	Responsible Agency	Project Name	Limits	Length	Project Description	Phase	Total Estimated Amount	Air Quality	Air Quality Comment
2025	Local	WESTPLAN	Ottawa	Grand	Ferrysburg	West Spring Lake Road Bridge	Lake Road to 168th Avenue	447 feet	Replace bridge	CON	13000000	exempt	
2040	Local	WESTPLAN	Ottawa	Grand	Ottawa County	168th	Hayes Street to north of Comstock	0.8 miles	Reconstruct 2 to 3 lanes	CON	1400000	non-exempt	
2040	Local	WESTPLAN	Ottawa	Grand	Ottawa County	174th Avenue	Van Wagoner Rd to Wilson Street	1.5 miles	Reconstruct 2 to 3 lanes	CON	1800000	non-exempt	

2045 GVMC Metropolitan Transportation Plan Projects

Projects evaluated at the MITC-IAWG Dec. 16, 2019

FY2024-2025 STP Urban

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects to maintain the system in a state of good repair TBD			Various		\$ 24,405,438.00	\$ 19,524,350.40	\$ 4,881,087.60	TBD once exact project identified
Total Available:					\$ 24,405,438.00	\$ 19,524,350.40	\$ 4,881,087.60	
Total Cost:					\$ 24,405,438.00	\$ 19,524,350.40	\$ 4,881,087.60	
Total Remaining:					\$0	\$0	\$0	

FY2024-2025 STP FLEX

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible reconstruction, resurface, and expand and improve projects TBD			Various		\$ 3,314,668.50	\$ 2,651,734.80	\$ 662,933.70	TBD once exact project identified
Total Available:					\$ 3,314,668.50	\$ 2,651,734.80	\$ 662,933.70	
Total Cost:					\$ 3,314,668.50	\$ 2,651,734.80	\$ 662,933.70	
Total Remaining:					\$0	\$0	\$0	

FY2024-2025 STP Rural

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible rural projects TBD			Various		\$ 2,397,790.50	\$ 1,918,232.40	\$ 479,558.10	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 2,397,790.50	\$ 1,918,232.40	\$ 479,558.10	
Total Cost:					\$ 2,397,790.50	\$ 1,918,232.40	\$ 479,558.10	
Total Remaining:					\$0	\$0	\$0	

FY2024-2025 STP Small Urban

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible small urban project TBD			City of Lowell		\$ 468,750.00	\$ 375,000.00	\$ 93,750.00	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 468,750.00	\$ 375,000.00	\$ 93,750.00	
Total Cost:					\$ 468,750.00	\$ 375,000.00	\$ 93,750.00	
Total Remaining:					\$0	\$0	\$0	

FY2024-2025 NHPP

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible pavement preservation projects-NHS-TBD			Various		\$ 1,921,323.00	\$ 1,537,058.40	\$ 384,264.60	TBD once exact project identified
					\$ -	\$ -	\$ -	
					\$ -	\$ -	\$ -	
Total Available:					\$ 1,921,323.00	\$ 1,537,058.40	\$ 384,264.60	
Total Cost:					\$ 1,921,323.00	\$ 1,537,058.40	\$ 384,264.60	
Total Remaining:					\$0	\$0	\$0	

FY2024-2025 EDFC

Project	From	To	Jurisdiction	Length	Total Cost	State	Local Match	Air Quality Exempt?
Eligible projects addressing congestion TBD			Various		\$ 2,498,235.00	\$ 1,998,588.00	\$ 499,647.00	TBD once exact project identified
Total Available:					\$ 2,498,235.00	\$ 1,998,588.00	\$ 499,647.00	
Total Cost:					\$ 2,498,235.00	\$ 1,998,588.00	\$ 499,647.00	
Total Remaining:					\$0	\$0	\$0	

2045 GVMC Metropolitan Transportation Plan Projects

Projects evaluated at the MITC-IAWG Dec. 16, 2019

FY2024-2025 CMAQ

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible CMAQ projects TBD *			Various		\$ 6,419,212.26	\$ 5,135,369.81	\$ 1,283,842.45	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 6,419,212.26	\$ 5,135,369.81	\$ 1,283,842.45	
Total Cost:					\$ 6,419,212.26	\$ 5,135,369.81	\$ 1,283,842.45	
Total Remaining:					\$0	\$0	\$0	

*Includes transit and other eligible needs

FY2024-2025 TAP

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible nonmotorized projects TBD	TBD		Various		\$ 4,326,459.94	\$ 3,028,521.96	\$ 865,291.99	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 4,326,459.94	\$ 3,028,521.96	\$ 865,291.99	
Total Cost:					\$ 4,326,459.94	\$ 3,028,521.96	\$ 865,291.99	
Total Remaining:					\$0	\$0	\$0	

***FY2024-2025 MDOT**

Project	From	To	Jurisdiction	Length	Total Cost	Federal	State Match	Air Quality Exempt?	Project Description
Operations and Maintenance					\$ 30,108,283.50		\$ 30,108,283.50	TBD once exact project identified	Includes routine and winter state highway maintenance activities and operations (100% state funded)
Preservation					\$ 136,682,201.00	\$ 109,345,760.80	\$ 27,336,440.20	TBD once exact project identified	
					\$ -	\$ -	\$ -		
Total Available:					\$ 166,790,484.50	\$ 109,345,760.80	\$ 57,444,723.70		
Total Cost:					\$ 166,790,484.50	\$ 109,345,760.80	\$ 57,444,723.70		
Total Remaining:					\$0	\$0	\$0		

*Includes road rehabilitation and reconstruction, bridge replacement, capacity improvements, and operations and maintenance

Note: this list does not contain routine maintenance, road rehabilitation, or capital preventative maintenance programs and projects. Projects that do not alter existing roadway thru-lane capacities beyond one-half (0.50) continuous miles, as permitted by federal regulation (examples: 40 CFR §93.105, 40 CFR §93.122 (a) (1), etc.), are not necessarily included in this list. As required by annual appropriation acts from the State of Michigan Legislature, the Michigan Department of Transportation (MDOT) is required to program projects over a rolling five-year period and provide this list to the Legislature and other state offices and officials. This program is documented in the MDOT Five Year Transportation Program (5YTP). In addition to projects programmed in the latest MDOT 5YTP, environmentally cleared projects are provided in this list, but unless programmed within the most current MDOT 5YTP, no open-to-traffic date is scheduled; dates indicated below are approximate. Other factors, such as funding availability, public input, statewide priorities, weather conditions, and partnership opportunities, may affect proposed completion date of projects listed beyond calendar year 2019, or may change the order of what projects are completed.

FY2024-2025 Transit

Project	From	To	Jurisdiction	Length	Total Cost	Transit Capital Revenues	Air Quality Exempt?
Bus Maintenance Capital Needs					\$ 3,473,390.00	\$ 3,473,390.00	TBD once exact project identified
Facility Expansion/Maintenance Needs					\$ 1,605,900.00	\$ 1,605,900.00	TBD once exact project identified
IT Capital Needs					\$ 1,515,000.00	\$ 1,515,000.00	TBD once exact project identified
Replacement of fixed-route buses					\$ 17,549,782.00	\$ 17,549,782.00	TBD once exact project identified
Replacement of paratransit vehicles					\$ 1,626,100.00	\$ 1,626,100.00	TBD once exact project identified
Replacement of RapidVan vehicles					\$ 252,500.00	\$ 252,500.00	TBD once exact project identified
Capitalized Operating Expense					\$ 4,040,000.00	\$ 4,040,000.00	TBD once exact project identified
Miscellaneous Capital Needs					\$ 777,700.00	\$ 777,700.00	TBD once exact project identified
					\$ -	\$ -	
Total Available:					\$ 30,840,373.00	\$ 30,840,373.00	
Total Cost:					\$ 30,840,372.00	\$ 30,840,372.00	
Total Remaining:					\$ 1.00	\$ 1.00	

2045 GVMC Metropolitan Transportation Plan Projects

Projects evaluated at the MITC-IAWG Dec. 16, 2019

FY2026-2035 STP Urban								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects to maintain the system in a state of good repair TBD			Various		\$ 137,638,088.89	\$ 110,110,471.11	\$ 27,527,617.78	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 137,638,088.89	\$ 110,110,471.11	\$ 27,527,617.78	
Total Cost:					\$ 137,638,088.89	\$ 110,110,471.11	\$ 27,527,617.78	
Total Remaining:					\$0	\$0	\$0	

FY2026-2035 STP FLEX								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible reconstruction, resurface, and expand and improve projects TBD			Various		\$ 18,693,564.84	\$ 14,954,851.87	\$ 3,738,712.97	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 18,693,564.84	\$ 14,954,851.87	\$ 3,738,712.97	
Total Cost:					\$ 18,693,564.84	\$ 14,954,851.87	\$ 3,738,712.97	
Total Remaining:					\$0	\$0	\$0	

FY2026-2035 STP Rural								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible rural projects TBD			Various		\$ 13,522,695.31	\$ 10,818,156.25	\$ 2,704,539.06	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 13,522,695.31	\$ 10,818,156.25	\$ 2,704,539.06	
Total Cost:					\$ 13,522,695.31	\$ 10,818,156.25	\$ 2,704,539.06	
Total Remaining:					\$0	\$0	\$0	

FY2026-2035 STP Small Urban								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible small urban project TBD			City of Lowell		\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00	
Total Cost:					\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00	
Total Remaining:					\$0	\$0	\$0	

FY2026-2035 NHPP								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible pavement preservation projects-NHS TBD			Various		\$ 10,835,586.14	\$ 8,668,468.92	\$ 2,167,117.23	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 10,835,586.14	\$ 8,668,468.92	\$ 2,167,117.23	
Total Cost:					\$ 10,835,586.14	\$ 8,668,468.92	\$ 2,167,117.23	
Total Remaining:					\$0	\$0	\$0	

FY2026-2035 EDFC								
Project	From	To	Jurisdiction	Length	Total Cost	State	Local Match	Air Quality Exempt?
Eligible projects addressing congestion TBD	TBD				\$ 14,089,166.97	\$ 11,271,333.58	\$ 2,817,833.39	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 14,089,166.97	\$ 11,271,333.58	\$ 2,817,833.39	
Total Cost:					\$ 14,089,166.97	\$ 11,271,333.58	\$ 2,817,833.39	
Total Remaining:					\$0	\$0	\$0	

2045 GVMC Metropolitan Transportation Plan Projects

Projects evaluated at the MITC-IAWG Dec. 16, 2019

FY2026-2035 CMAQ

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible CMAQ projects TBD*	TBD		Various		\$ 36,202,100.01	\$ 28,961,680.01	\$ 7,240,420.00	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 36,202,100.01	\$ 28,961,680.01	\$ 7,240,420.00	
Total Cost:					\$ 36,202,100.01	\$ 28,961,680.01	\$ 7,240,420.00	
Total Remaining:					\$0	\$0	\$0	

*Includes transit and other eligible needs

FY2026-2035 TAP

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible nonmotorized projects TBD	TBD		Various		\$ 24,399,712.78	\$ 17,079,798.94	\$ 7,319,913.83	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 24,399,712.78	\$ 17,079,798.94	\$ 7,319,913.83	
Total Cost:					\$ 24,399,712.78	\$ 17,079,798.94	\$ 7,319,913.83	

2045 GVMC Metropolitan Transportation Plan Projects

Projects evaluated at the MITC-IAWG Dec. 16, 2019

						\$0	\$0	\$0		
*FY2026-2035 MDOT										
Project	From	To	Jurisdiction	Length	Total Cost	Federal	State Match	Air Quality Exempt?	Project Description	
Operations and maintenance			MDOT		\$ 169,800,134.00		\$ 169,800,134.00	TBD once exact project identified	Includes routine and winter state highway maintenance activities and operations (100% state funded)	
M-37/M-44 (East Beltline Ave)	M-21 (E. Fulton St)	Knapp St	MDOT		\$ 60,000,000.00	\$ 48,000,000.00	\$ 12,000,000.00	No	Addition of 1 thru-lane on NB and SB M-37/M-44 (East Beltline Ave) and reconstruction and widening of M-37/M-44 (East Beltline Ave) bridge over I-96.	
EB I-96 On-Ramp from Leonard St	Leonard St	EB I-96	MDOT					No	Relocate EB I-96 on-ramp from Leonard St to allow more space for merging between on-ramp and off-ramps to dedicated M-37/M-44 (East Beltline Ave) interchange and new EB I-96 to WB I-196 ramp. Existing weave-merge lane will tie in with relocated EB I-96 on-ramp from Leonard St.	
EB I-96 Off-Ramp to WB I-196	EB I-96 (south of Leonard St interchange)	WB I-196 (near Maryland Ave overpass)	MDOT					No	Construct new off-ramp from EB I-96 (south of Leonard St interchange) to WB I-196 (near Maryland Ave overpass). Provides new access to WB I-196.	
EB I-196 On-Ramp to WB I-96	EB I-196 (near Maryland Ave overpass)	WB I-96 (south of Leonard St interchange)	MDOT					No	Construct new on-ramp and bridges to WB I-96 (south of Leonard St interchange) from EB I-196 (near Maryland Ave overpass). Provides new access to WB I-96.	
WB I-96	M-37/M-44 (East Beltline Ave)	North of Leonard St	MDOT					No	Relocation of mainline WB I-96 closer to EB I-96 (new alignment completed in 2020). Old alignment will be replaced with WB I-96 / NB M-37 collector-distributor (CD). No change in total thru lanes.	
WB I-96 / NB M-37 Collector-Distributor	M-37/M-44 (East Beltline Ave)	North of Leonard St	MDOT					No	New CD lanes on I-96 EB/WB, I-196 to M-44/M-37: <ul style="list-style-type: none"> M-37/M-44 (East Beltline Ave) ramps to WB I-96 and WB I-196 will be directed to CD ramp first, then mainline system. This eliminates the cross-weaving between traffic exiting to WB I-196 from the M-37/M-44 (East Beltline Ave) interchange. CD will be used to access WB I-196 from WB I-96 CD will be used to access Leonard St from WB I-96 M-37/M-44 (East Beltline Ave) traffic will access Leonard St via the new WB I-96 CD. Addition of I-96 EB weave-merge lane between M-37/M-44 (East Beltline Ave.) and M-21 (E. Fulton St) and EB CD lanes between I-196 and M-37/M-44 	
**EB I-96	M-37/M-44 (East Beltline Ave)	M-21 (E. Fulton St)	MDOT		\$ 375,000,000.00	\$ 300,000,000.00	\$ 75,000,000.00	No	Construct new WB I-96 off-ramp to M-21 (E. Fulton St). This will include: <ul style="list-style-type: none"> New I-96 weave-merge lane between WB I-96 on-ramp from Cascade Rd to new WB I-96 off-ramp to M-21 (Fulton St) and M-21 modifications 	
WB I-96 Off-Ramp to M-21 (Fulton St)	WB I-96	M-21 (E. Fulton St)	MDOT		\$ 5,000,000.00	\$ 4,000,000.00	\$ 1,000,000.00	No		
***WB I-96	Cascade Rd	Bridge over Grand Rapids Eastern (GRE) Railroad, near M-37/M-44	MDOT					No	<ul style="list-style-type: none"> New thru-lane on EB/WB I-96 between Cascade Rd and bridge over GRE RR, near M-37/M-44 (East Beltline Ave). These lanes will tie in with new location of EB/WB I-96 and EB/WB I-96 CD lanes. 	
Preservation			MDOT		\$ 847,901,179.00	\$ 678,320,943.20	\$ 169,580,235.80	TBD once exact project identified	Includes road and bridge rehabilitation, reconstruction and/or replacement, CPM, traffic safety projects, and limited operational improvements	
Total Available:					\$ 1,457,701,313.00	\$ 1,030,320,943.20	\$ 427,380,369.80			
Total Cost:					\$ 1,457,701,313.00	\$ 1,030,320,943.20	\$ 427,380,369.80			
Total Remaining:					\$0	\$0	\$0			

**All EB I-96 and I-196 projects are included in the total listed for this project

***Cost is included in projects above

Note: this list does not contain routine maintenance, road rehabilitation, or capital preventative maintenance programs and projects. Projects that do not alter existing roadway thru-lane capacities beyond one-half (0.50) continuous miles, as permitted by federal regulation (examples: 40 CFR §93.105, 40 CFR §93.122 (a) (1), etc.), are not necessarily included in this list. As required by annual appropriation acts from the State of Michigan Legislature, the Michigan Department of Transportation (MDOT) is required to program projects over a rolling five-year period and provide this list to the Legislature and other state offices and officials. This program is documented in the MDOT Five Year Transportation Program (SYTP). In addition to projects programmed in the latest MDOT SYTP, environmentally cleared projects are provided in this list, but unless programmed within the most current MDOT SYTP, no open-to-traffic date is scheduled; dates indicated below are approximate. Other factors, such as funding availability, public input, statewide priorities, weather conditions, and partnership opportunities, may affect proposed completion date of projects listed beyond calendar year 2019, or may change the order of what projects are completed.

2045 GVMC Metropolitan Transportation Plan Projects

Projects evaluated at the MITC-IAWG Dec. 16, 2019

FY2026-2035 Transit								
Project	From	To	Jurisdiction	Length	Total Cost	Transit Capital Revenues	Air Quality Exempt?	
Bus Maintenance Capital Needs					\$ 19,588,698.00	\$ 19,588,698.00	TBD once exact project identified	
Facility Expansion/Maintenance Needs					\$ 9,056,712.00	\$ 9,056,712.00	TBD once exact project identified	
IT Capital Needs					\$ 8,544,068.00	\$ 8,544,068.00	TBD once exact project identified	
Replacement of fixed-route buses					\$ 98,974,602.00	\$ 98,974,602.00	TBD once exact project identified	
Replacement of paratransit vehicles					\$ 9,170,633.00	\$ 9,170,633.00	TBD once exact project identified	
Replacement of RapidVan vehicles					\$ 1,424,011.00	\$ 1,424,011.00	TBD once exact project identified	
Capitalized Operating Expense					\$ 22,784,180.00	\$ 22,784,180.00	TBD once exact project identified	
Miscellaneous Capital Needs					\$ 4,385,955.00	\$ 4,385,955.00	TBD once exact project identified	
					\$ -	\$ -		
Total Available:					\$ 173,928,859.00	\$ 173,928,859.00		
Total Cost:					\$ 173,928,859.00	\$ 173,928,859.00		
Total Remaining:					\$0	\$0		

FY2036-2045 STP Urban								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects to maintain the system in a state of good repair TBD			Various		\$ 167,780,062.33	\$ 134,224,049.86	\$ 33,556,012.47	TBD once exact project identified
					\$ -	\$ -	\$ -	
					\$ -	\$ -	\$ -	
Total Available:					\$ 167,780,062.33	\$ 134,224,049.86	\$ 33,556,012.47	
Total Cost:					\$ 167,780,062.33	\$ 134,224,049.86	\$ 33,556,012.47	
Total Remaining:					\$0	\$0	\$0	

FY2036-2045 STP FLEX								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible reconstruction, resurface, and expand and improve projects TBD			Various		\$ 22,787,351.23	\$ 18,229,880.98	\$ 4,557,470.25	TBD once exact project identified
					\$ -	\$ -	\$ -	
					\$ -	\$ -	\$ -	
Total Available:					\$ 22,787,351.23	\$ 18,229,880.98	\$ 4,557,470.25	
Total Cost:					\$ 22,787,351.23	\$ 18,229,880.98	\$ 4,557,470.25	
Total Remaining:					\$0	\$0	\$0	

FY2036-2045 STP Rural								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible rural projects TBD					\$ 16,484,090.13	\$ 13,187,272.10	\$ 3,296,818.03	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 16,484,090.13	\$ 13,187,272.10	\$ 3,296,818.03	
Total Cost:					\$ 16,484,090.13	\$ 13,187,272.10	\$ 3,296,818.03	
Total Remaining:					\$0	\$0	\$0	

FY2036-2045 STP Small Urban								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible small urban project TBD			City of Lowell		\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00	
Total Cost:					\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00	
Total Remaining:					\$0	\$0	\$0	

2045 GVMC Metropolitan Transportation Plan Projects

Projects evaluated at the MITC-IAWG Dec. 16, 2019

FY2036-2045 NHPP

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible pavement preservation projects-NHS TBD					\$ 13,208,519.05	\$ 10,566,815.24	\$ 2,641,703.81	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 13,208,519.05	\$ 10,566,815.24	\$ 2,641,703.81	
Total Cost:					\$ 13,208,519.05	\$ 10,566,815.24	\$ 2,641,703.81	
Total Remaining:					\$0	\$0	\$0	

FY2036-2045 EDFC

Project	From	To	Jurisdiction	Length	Total Cost	State	Local Match	Air Quality Exempt?
Eligible projects addressing congestion TBD			Various		\$ 15,266,325.26	\$ 13,739,692.74	\$ -	TBD once exact project identified
					\$ -	\$ -	\$ -	
					\$ -	\$ -	\$ -	
Total Available:					\$ 15,266,325.26	\$ 13,739,692.74	\$ -	
Total Cost:					\$ 15,266,325.26	\$ 13,739,692.74	\$ -	
Total Remaining:					\$0	\$0	\$0	

FY2036-2045 CMAQ

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible CMAQ projects TBD*					\$44,130,158	\$ 35,304,126.32	\$ 8,826,031.58	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$44,130,158	\$ 35,304,126.32	\$ 8,826,031.58	
Total Cost:					\$44,130,158	\$ 35,304,126.32	\$ 8,826,031.58	
Total Remaining:					\$0	\$0	\$0	

*Includes transit and other eligible needs

FY2036-2045 TAP

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible nonmotorized projects TBD					\$ 29,743,113.73	\$ 20,820,179.61	\$ 8,922,934.12	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 29,743,113.73	\$ 20,820,179.61	\$ 8,922,934.12	
Total Cost:					\$ 29,743,113.73	\$ 20,820,179.61	\$ 8,922,934.12	
Total Remaining:					\$0	\$0	\$0	

***FY2036-2045 MDOT**

Project	From	To	Jurisdiction	Length	Total Cost	Federal	State Match	Air Quality Exempt?	Project Description
Operations and maintenance					206,985,413.79		\$ 206,985,413.79	TBD once exact project identified	Includes routine and winter state highway maintenance activities and operations (100% state funded)
WB I-196 Off-Ramp to NB Division Ave; joint City of GR & MDOT project	WB I-196	Division Ave			\$ 25,000,000.00	\$ 20,000,000.00	\$ 5,000,000.00	No	
Preservation					\$ 1,246,526,083.00	\$ 997,220,866.40	\$ 249,305,216.60	TBD once exact project identified	
Total Available:					\$ 1,478,511,496.79	\$ 1,017,220,866.40	\$ 461,290,630.39		
Total Cost:					\$ 1,478,511,496.79	\$ 1,017,220,866.40	\$ 461,290,630.39		
Total Remaining:					\$0	\$0	\$0		

*Includes road rehabilitation and reconstruction, bridge replacement, capacity improvements, and operations and maintenance

Note: this list does not contain routine maintenance, road rehabilitation, or capital preventative maintenance programs and projects. Projects that do not alter existing roadway thru-lane capacities beyond one-half (0.50) continuous miles, as permitted by federal regulation (examples: 40 CFR §93.105, 40 CFR §93.122 (a) (1), etc.), are not necessarily included in this list. As required by annual appropriation acts from the State of Michigan Legislature, the Michigan Department of Transportation (MDOT) is required to program projects over a rolling five-year period and provide this list to the Legislature and other state offices and officials. This program is documented in the MDOT Five Year Transportation Program (SYTP). In addition to projects programmed in the latest MDOT SYTP, environmentally cleared projects are provided in this list, but unless programmed within the most current MDOT SYTP, no open-to-traffic date is scheduled; dates indicated below are approximate. Other factors, such as funding availability, public input, statewide priorities, weather conditions, and partnership opportunities, may affect proposed completion date of projects listed beyond calendar year 2019, or may change the order of what projects are completed.

2045 GVMC Metropolitan Transportation Plan Projects

Projects evaluated at the MITC-IAWG Dec. 16, 2019

FY2036-2045 Transit

Project	From	To	Jurisdiction	Length	Total Cost	Transit Capital Revenues	Air Quality Exempt?
Bus Maintenance Capital Needs					\$ 23,878,515.00	\$ 23,878,515.00	TBD once exact project identified
Facility Expansion/Maintenance Needs					\$ 11,040,081.00	\$ 11,040,081.00	TBD once exact project identified
IT Capital Needs					\$ 10,415,170.00	\$ 10,415,170.00	TBD once exact project identified
Replacement of fixed-route buses					\$ 120,649,486.00	\$ 120,649,486.00	TBD once exact project identified
Replacement of paratransit vehicles					\$ 11,178,948.00	\$ 11,178,948.00	TBD once exact project identified
Replacement of RapidVan vehicles					\$ 1,735,861.00	\$ 1,735,861.00	TBD once exact project identified
Capitalized Operating Expense					\$ 27,773,788.00	\$ 27,773,788.00	TBD once exact project identified
Miscellaneous Capital Needs					\$ 5,346,454.00	\$ 5,346,454.00	TBD once exact project identified
					\$ -	\$ -	
					\$ -	\$ -	
Total Available:					\$ 212,018,305.00	\$ 212,018,305.00	
Total Cost:					\$ 212,018,303.00	\$ 212,018,303.00	
Total Remaining:					\$ 2.00	\$ 2.00	

Resolution to Accept the Transportation Conformity Determination Report for the 1997 Ozone NAAQS for the Grand Rapids Orphan Maintenance Area for the Ottawa County part of the 2045 Long-Range Transportation Plan and 2020-2023 Transportation Improvement Program for the Macatawa Area Coordinating Council

Resolution #20-05

WHEREAS, per the court decision in South Coast II, beginning February 16, 2019, transportation conformity determinations for the 1997 ozone national ambient air quality standard (NAAQS) will be needed for those areas that were maintenance areas when the 1997 ozone NAAQS was revoked and then attainment for the 2008 and 2015 NAAQSs, referred as "orphan" areas; and

WHEREAS, in November 2018 the United States Environmental Protection Agency (EPA) promulgated guidance to assist in implementing the court decision in South Coast II, providing the requirements to demonstrate transportation conformity for areas that were "orphan" areas; and;

WHEREAS, the EPA designated the Grand Rapids nonattainment area of Kent and Ottawa counties as a maintenance area for the 1997 ozone NAAQS in May 2007 and attainment in July 2012 for the stricter 2008 ozone NAAQS and in August 2018 for the 2015 ozone NAAQS; and

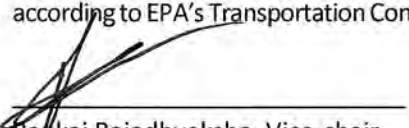
WHEREAS, the Grand Rapids maintenance area is deemed an "orphan" area, and the Macatawa Area Coordinating Council (MACC) is partially contained in the Grand Rapids orphan maintenance area; and

WHEREAS, the MACC is the designated Policy Board and Metropolitan Planning Organization for the Holland/Zeeland urban area; and

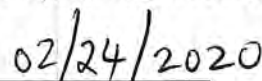
WHEREAS, the conformity of the MACC's 2045 Long-Range Transportation Plan including the 2020-2023 Transportation Improvement Program (TIP) in Ottawa County will be pending approval by the Federal Highway Administration after local action on the conformity report by the MACC Policy Board; and

NOW THEREFORE BE IT RESOLVED, that the Policy Board of the Macatawa Area Coordinating Council accepts the conclusions of the Transportation Conformity Determination Report for the 1997 Ozone NAAQS for the Grand Rapids orphan maintenance area for the MACC 2045 Long-Range Transportation Plan and 2020-2023 Transportation Improvement Program in Ottawa County; and

BE IT FURTHER RESOLVED, that the Transportation Conformity Determination Report for the 1997 Ozone NAAQS for the Grand Rapids orphan maintenance area demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS to conform to the State Implementation Plan as required by provisions of Title 40 CFR 51.390 and 93, and the South Coast II decision according to EPA's Transportation Conformity Guidance for the South Coast II Decision, and meets Title 23 CFR 450.



Pankaj Rajadhyaksha, Vice-chair
Macatawa Area Coordinating Council Policy Board



Date

Appendix

K

2045 LRTP Survey Outreach

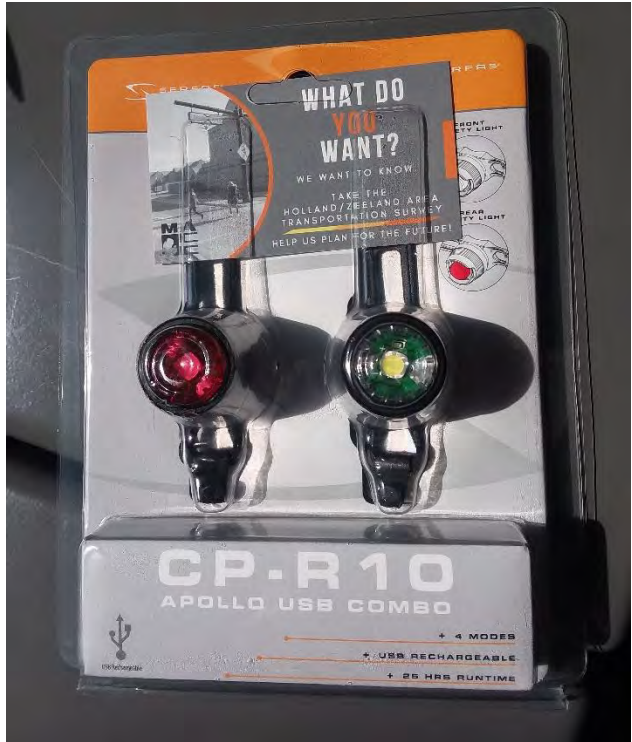
2045 LRTP Survey Outreach



Final/updated survey info. cards



Original survey info. cards



Survey cards were given out with bike lights. Lights were distributed through Community Action House, City of Holland Police, and at Community Kitchen in Holland



This notice for the survey was posted to the Green Commute page on Facebook

Help us plan for the future!



Take the Transportation Survey today!

HELP US PLAN FOR THE FUTURE!

Take the 2045 Transportation Survey!

Both of these graphics were posted to the home page of the MACC website

Posts



Cross Country Cycle

20 hrs · 🌐



Got a couple minutes to change our community's future? Take this survey! You can make Holland even more bike-friendly. 🤘🚲



SURVEYMONKEY.COM

Our Transportation Future

Take this survey powered by [surveymonkey.com](https://www.surveymonkey.com). Create your own...

👍 4

3 Shares

👍 Like

💬 Comment

➦ Share



A link to the survey was promoted by Cross Country Cycle



2045 TRANSPORTATION PLAN OPEN-HOUSE

SAVE THE DATE!

Come review our region's plan for transportation and let us know what's most important to you.

Thursday, January 16
MACC Office: 301 Douglas Ave
Noon-2:00 & 4:00-6:00 p.m.



The Macatawa Area Coordinating Council invites you to participate in the review of our region's plan for transportation at the 2045 Long Range Transportation Plan open-house.

The open-house will take place at the MACC office, 301 Douglas Ave, on Thursday, January 16th from Noon-2:00 and 4:00-6:00 p.m.

Light refreshments will be provided.

Your feedback is valued. Please take the 2045 Long Range Transportation Survey by clicking on the button below.

[2045 LRTP Survey](#)

Macatawa Area Coordinating Council | 301 Douglas Avenue, Holland, MI 49424

This post was sent out to every person on the MACC's Constant Contact email list

December 2019

MACC Monthly e-News

Click [here](#) to view this newsletter on our website

You are Invited

We want to hear from you!

MACC

2045 TRANSPORTATION PLAN OPEN-HOUSE

SAVE THE DATE!

Come review our region's plan for transportation and let us know what's most important to you.

Thursday, January 16
MACC Office: 301 Douglas Ave
Noon-2:00 & 4:00-6:00 p.m.

Your ideas can impact our community. We want to know your thoughts about transportation in the Holland/Zeeland area. What would you most like to see improved? Take the [2045 survey](#) today!

This post was sent out to every person signed up for MACC Monthly e-News in Constant Contact, it was also posted to the MACC's website

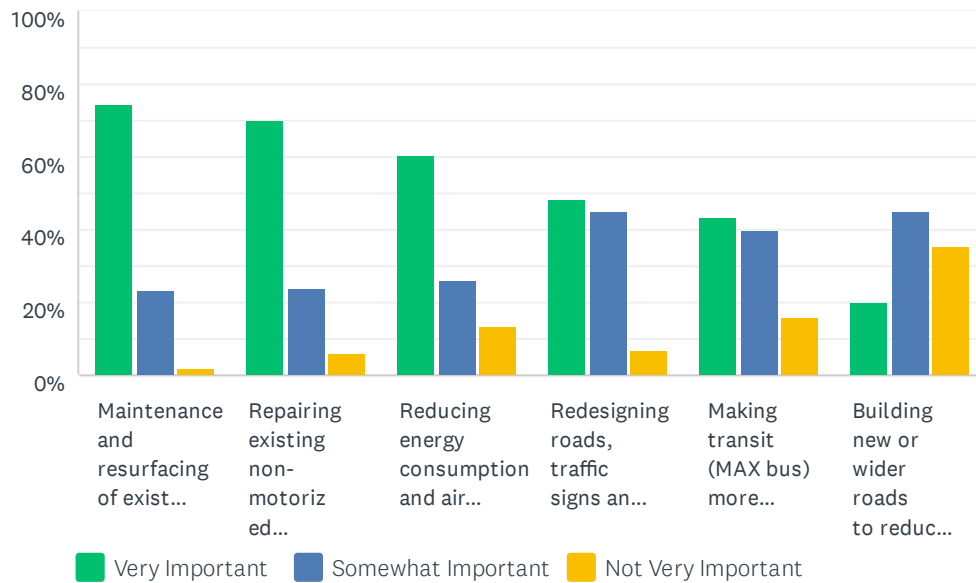
Appendix

L

2045 Survey Results

Q1 Please RATE the importance of each item by choosing whether it is Very Important, Somewhat Important, or Not Very Important.

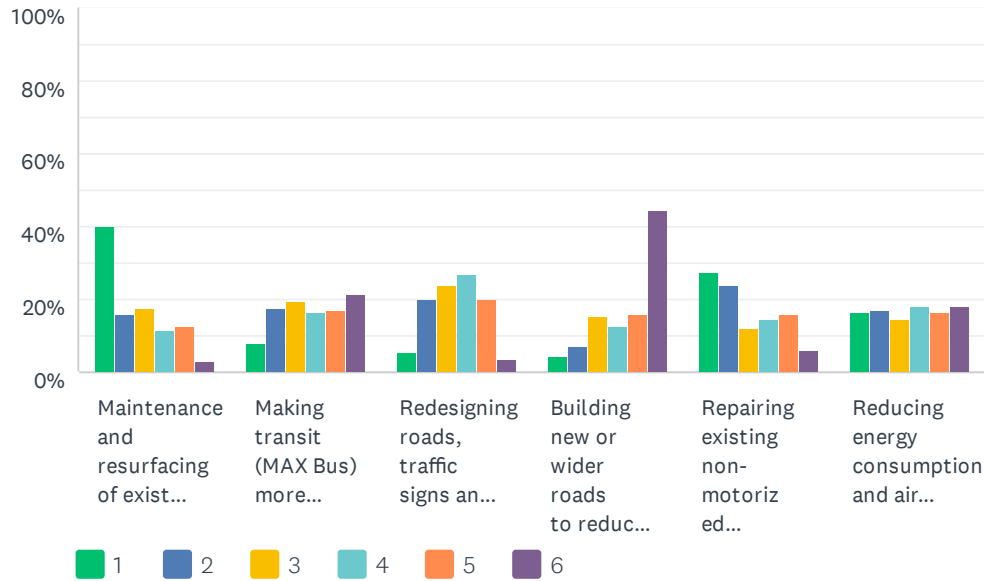
Answered: 241 Skipped: 2



	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT VERY IMPORTANT	TOTAL RESPONDENTS
Maintenance and resurfacing of existing roads.	74.27% 179	23.65% 57	2.07% 5	241
Repairing existing non-motorized facilities (i.e. sidewalks, shared use paths, bike lanes, etc.) and develop new paths and on-street routes which eliminate gaps in the system.	70.00% 168	24.17% 58	6.25% 15	240
Reducing energy consumption and air pollution from motor vehicles.	60.42% 145	26.25% 63	13.33% 32	240
Redesigning roads, traffic signs and signals to improve traffic safety and reduce crashes.	48.31% 114	44.92% 106	6.78% 16	236
Making transit (MAX bus) more convenient to use.	43.75% 105	40.00% 96	16.25% 39	240
Building new or wider roads to reduce traffic congestion.	20.17% 48	44.96% 107	35.29% 84	238

Q2 Please RANK the following items from 1-6 with "1" being the most important item to you, "2" being the second most important, "3" being the third most important, etc.

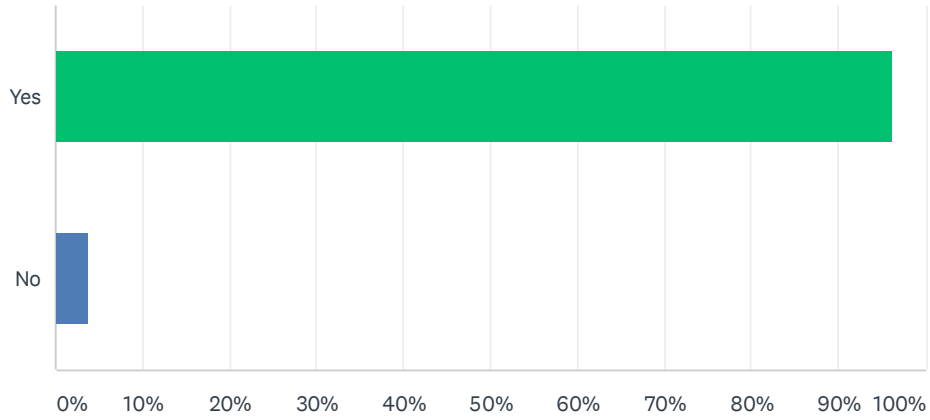
Answered: 241 Skipped: 2



	1	2	3	4	5	6	TOTAL	WEIGHTED AVERAGE
Maintenance and resurfacing of existing roads.	39.82% 90	15.93% 36	17.26% 39	11.50% 26	12.39% 28	3.10% 7	226	4.50
Making transit (MAX Bus) more convenient to use.	8.18% 18	17.73% 39	19.55% 43	16.36% 36	16.82% 37	21.36% 47	220	3.20
Redesigning roads, traffic signs and signals to improve traffic safety and reduce crashes.	5.43% 12	19.91% 44	23.98% 53	27.15% 60	19.91% 44	3.62% 8	221	3.53
Building new or wider roads to reduce traffic congestion.	4.68% 11	7.23% 17	15.32% 36	12.34% 29	16.17% 38	44.26% 104	235	2.39
Repairing existing non-motorized facilities (i.e. sidewalks, shared use paths, bike lanes, etc.) and develop new paths and on-street routes which eliminate gaps in the system.	27.63% 63	24.12% 55	11.84% 27	14.47% 33	15.79% 36	6.14% 14	228	4.15
Reducing energy consumption and air pollution from motor vehicles.	16.39% 39	16.81% 40	14.29% 34	18.07% 43	16.39% 39	18.07% 43	238	3.45

Q3 Do you own a vehicle?

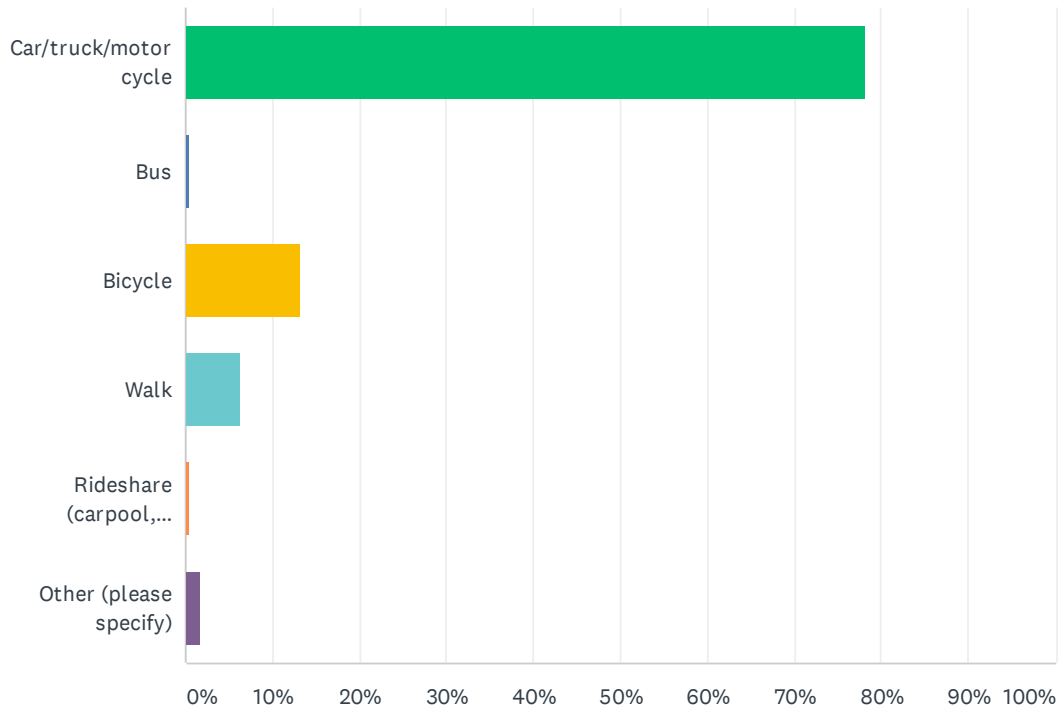
Answered: 240 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	96.25%	231
No	3.75%	9
TOTAL		240

Q4 How do you travel most often? (select only one)

Answered: 243 Skipped: 0

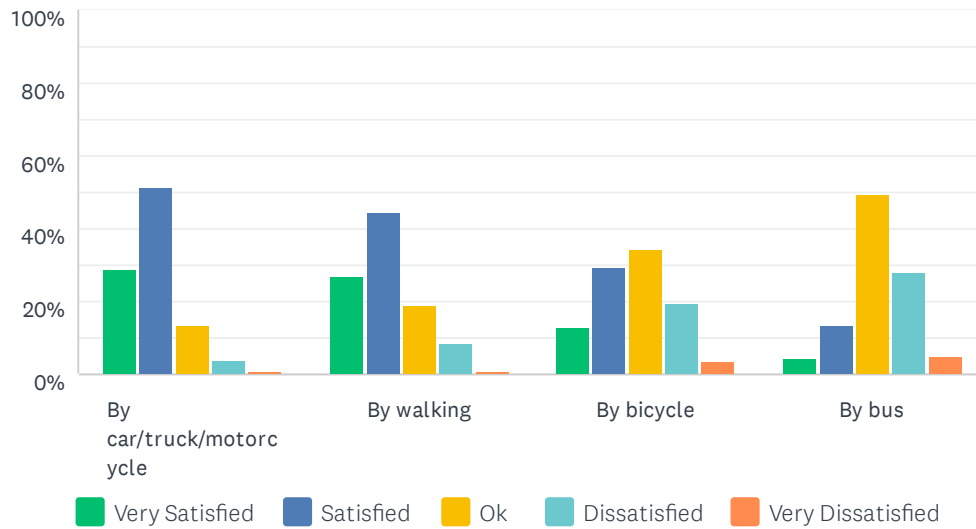


ANSWER CHOICES	RESPONSES	
Car/truck/motorcycle	78.19%	190
Bus	0.41%	1
Bicycle	13.17%	32
Walk	6.17%	15
Rideshare (carpool, vanpool, etc.)	0.41%	1
Other (please specify)	1.65%	4
TOTAL		243

#	OTHER (PLEASE SPECIFY)	DATE
1	EV	1/7/2020 11:18 AM
2	I rideshare once a week, drive alone the other three days	11/13/2019 3:49 PM
3	Bike in summer, truck in winter	1/31/2019 4:06 PM
4	During good weather I bike when I can, or else car	10/29/2018 11:45 AM

Q5 On most days, how satisfied are you with ease of travel?

Answered: 242 Skipped: 1



	VERY SATISFIED	SATISFIED	OK	DISSATISFIED	VERY DISSATISFIED	TOTAL
By car/truck/motorcycle	29.17% 70	51.67% 124	13.75% 33	4.17% 10	1.25% 3	240
By walking	27.15% 60	44.34% 98	19.00% 42	8.60% 19	0.90% 2	221
By bicycle	13.21% 28	29.72% 63	34.43% 73	19.34% 41	3.30% 7	212
By bus	4.27% 7	13.41% 22	49.39% 81	28.05% 46	4.88% 8	164

#	FURTHER COMMENTS?	DATE
1	I love MAX Transit!!!	1/28/2020 1:45 PM
2	I would like to ride my bike more often but often don't feel very safe on the road (sidewalks feel better, but I know statistically I would be more likely to get hit while on a sidewalk). Would love to see more roads with bike lanes or multi-use paths! I enjoyed riding the bus in Grand Rapids, I didn't have to put much thought into when the bus would be arriving since there would be a new one every 10/15 minutes. Besides the frequency issue in the Holland area, depending on which part of the route one boards the bus, it may be a 30-40 minute ride to get somewhere that may have taken only 5-10 minutes in a car. Overall, very happy we have a bus system! Not everyone is in a physical, financial, or other capacity to drive themselves.	1/28/2020 1:35 PM
3	Have not used MAX Transit because it is inconvenient.	1/28/2020 12:19 PM
4	Revamp the Max!	1/27/2020 8:21 PM
5	I go to Evergreen Commons several times a week from the northside. I might take a Max Bus if I did not have to walk a long way to get to a bus stop on the north side	1/16/2020 1:23 PM
6	If you could double the fixe routes it would take 30 minutes vs an hour to get anywhere.	1/8/2020 3:37 PM
7	I want a train. Holland to GR or GR to Detroit.	1/8/2020 11:16 AM
8	MAX's routes should be adjusted to "out-and-back" routes instead of circular routes for easing commuting between concentrations of residential areas and employment centers.	1/7/2020 4:07 PM
9	Bus 4x longer time than car	1/6/2020 9:37 PM
10	I live west of downtown and to get south or east, I have to take two buses. If there was an east/west route that did not have to go downtown, I would be willing to ride the bus to many more places	1/6/2020 9:32 PM
11	Need pedestrian bridge/bike bridge over highway 31 at 16th and/ or 8th street!	1/6/2020 9:20 PM
12	I've never used the bus	1/6/2020 8:05 PM
13	I don't use the Bus because its difficult, and more bike lanes would be safer.	1/6/2020 1:32 PM
14	Bus is not at all practical for me. I would use it if convenient.	1/6/2020 1:00 PM
15	how about a "not applicable answer choice"?	1/6/2020 11:10 AM
16	Max bus does reach my place of work but not where I live... so have not experienced MAX bus travel yet.	1/6/2020 10:59 AM
17	I don't travel by bike or bus enough to opine	1/6/2020 10:47 AM
18	Too much priority on auto and truck traffic and too many lousy, distracted drivers on the road.	1/6/2020 10:45 AM
19	Employ Uber or Lyft services by subdizing needy clients.	1/6/2020 10:44 AM
20	I commute daily by bicycle from Park Township to Zeeland - Unsafe crossings at US 31, dangerous side path/sidewalks, inattentive motorists, no on-street bicycle facilities...	1/6/2020 6:46 AM
21	I don't use the bus.	1/5/2020 3:07 PM
22	Having a bike path on the road on Butternut would be great. The sidewalk near the businesses have higher pedestrian traffic and cars don't see cyclists to give them right of way. Also put a No Turn on Red on Butternut and Riley corner please.	1/5/2020 2:40 PM
23	improved routing needed/electric buses would be a plus	12/25/2019 10:03 AM
24	It would be nice to allow traffic on US 31 to flow better through timing and length of green lights	12/24/2019 12:11 PM
25	Bike lanes could often be added for the cost of paint.	11/14/2019 3:33 PM
26	Don't travel by bus, dissatisfied that more of the city can't be reached on foot or by bike. Let's stop designing systems for cars and start designing them for people!	11/13/2019 5:44 PM
27	US-31 north of Holland is better after the big construction project but gets very congested once in town.	11/13/2019 3:49 PM

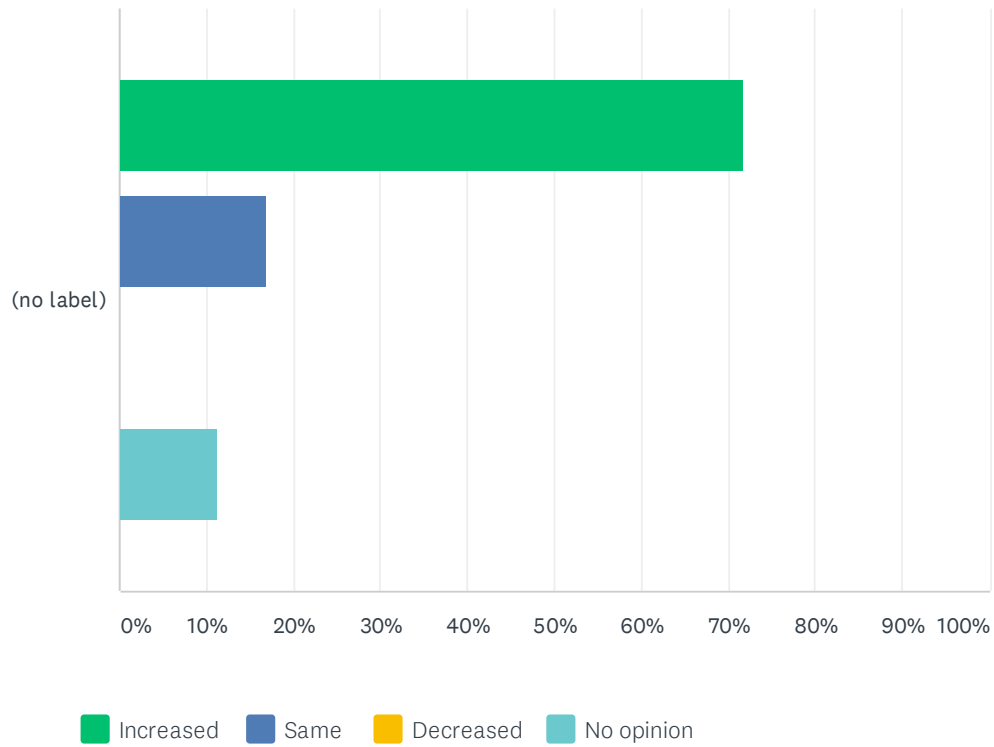
Our Transportation Future

SurveyMonkey

28	For those of us in rural areas, some of these don't really apply or aren't feasible, other than walking/biking for recreation. Therefore, I left them blank.	10/29/2019 11:05 AM
29	It's easy to get to Holland by vehicle, but is difficult to use local roads during rush hour or peak travel seasons	10/22/2019 9:33 AM
30	I don't use the bus so that is a moo point...it's like a cow's opinion...it's...moo	9/23/2019 8:28 AM
31	Busses are too infrequent for regular use. For my family to use them they would need to be at least every half hour.	8/29/2019 9:31 PM
32	I dont have bus service in Hudsonville	8/28/2019 1:13 PM
33	Need to increase MAX millage to increase frequency	8/28/2019 12:58 PM
34	Bike paths at railroad crossings need attention, and sidewalk bike routes need to be ground smooth.	8/28/2019 12:38 PM
35	There are too many cars on the road for me to be Very Satisfied with the ease of travel by bike.	8/28/2019 11:35 AM
36	I don't use the bus but my son is an ADA rider	8/28/2019 10:44 AM
37	Find a way to get Maxx bus to Holland State Park	8/28/2019 10:25 AM
38	should have a "N/A" response	8/28/2019 10:18 AM
39	I prefer to bicycle and bus to work, but there is not a direct route that goes up to West Olive from Holland	8/28/2019 9:39 AM
40	Rated pollution last because Holland can't make changes.	8/23/2019 8:08 PM
41	Holland is getting much easier to travel by bike. Bike lanes have reduced stress and fear for me as a driver and a cyclist.	7/23/2019 11:22 AM
42	There needs to be better timing of traffic lights throughout the community. This will help reduce idling (and frustration).	10/30/2018 7:09 AM
43	the bus does not come to Park Twp. If it did I would use it.	10/29/2018 4:26 PM
44	TEST	10/29/2018 12:57 PM
45	I would like to see improved pedestrian crossings and an increase in bike lanes and transit. If more improvements are made to the system, I will be more likely to use them.	10/29/2018 12:55 PM
46	should have a "N/A" response	10/29/2018 9:35 AM
47	Our transportation system is designed for cars, not people. We need to build the transportation system people want to use with everyone in mind. Instead of average daily trips as the gold standard, why not use a standard that looks a quality over quantity. Wider roads =faster cars=less safe. Consider adjacent homeowner experience BEFORE designing or planning to widen.	10/22/2018 10:42 PM
48	Northside holland is way better for bike and walk than in the city.	10/12/2018 7:57 PM
49	Sidewalks are very uneven	10/11/2018 4:56 PM
50	Non motorized paths need better maintenance.	10/11/2018 11:53 AM
51	More bike paths!	10/10/2018 4:48 PM
52	Would love for the bike paths to connect throughout the city.	10/10/2018 9:19 AM
53	Wider shoulders for safer bike riding on all new and repaired roads	10/9/2018 4:42 PM
54	Traveling by bicycle is becoming more and more dangerous. This needs to be addressed in the infrastructure.	10/9/2018 4:18 PM

Q6 Compared to 5 years ago, how has the amount of traffic changed? (select only one)

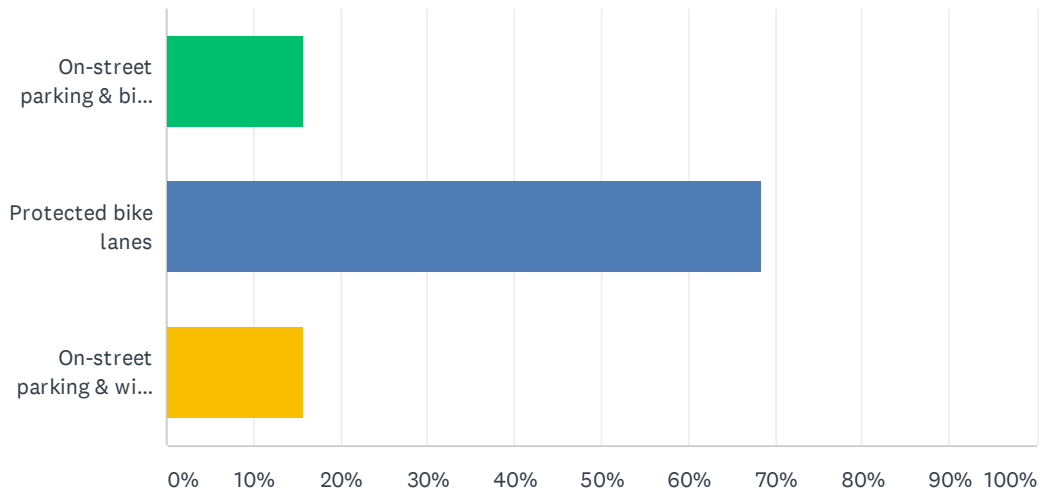
Answered: 241 Skipped: 2



	INCREASED	SAME	DECREASED	NO OPINION	TOTAL	WEIGHTED AVERAGE
(no label)	71.78% 173	17.01% 41	0.00% 0	11.20% 27	241	1.00

Q7 Looking at the different street cross sections for a one-way road, which do you prefer?

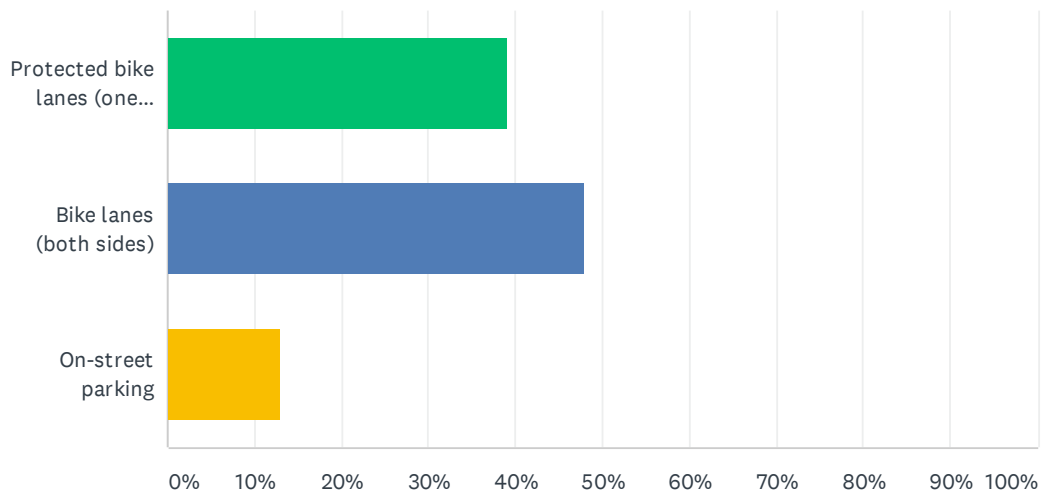
Answered: 235 Skipped: 8



ANSWER CHOICES	RESPONSES
On-street parking & bike sharrow	15.74% 37
Protected bike lanes	68.51% 161
On-street parking & wider sidewalk	15.74% 37
TOTAL	235

Q8 Looking at the different street cross sections for a two-way road, which do you prefer?

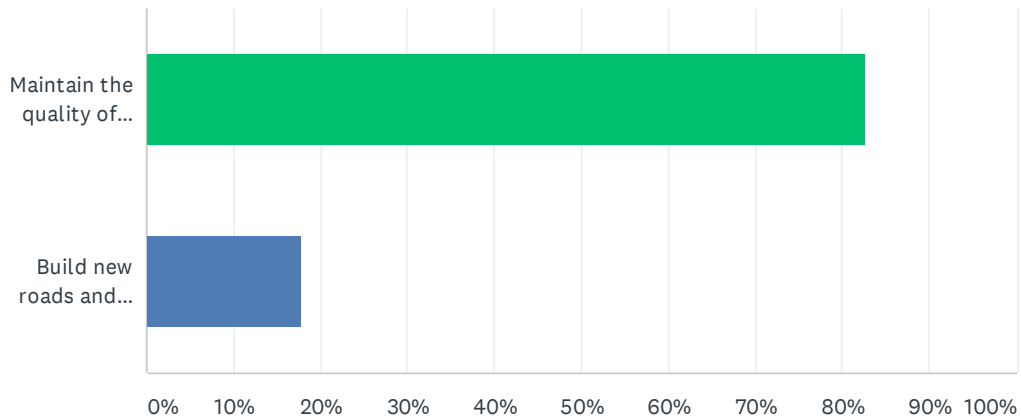
Answered: 230 Skipped: 13



ANSWER CHOICES	RESPONSES	
Protected bike lanes (one side)	39.13%	90
Bike lanes (both sides)	47.83%	110
On-street parking	13.04%	30
TOTAL		230

Q9 Please choose between each of the following statements. Check the statement which best reflects your position on the following subjects:

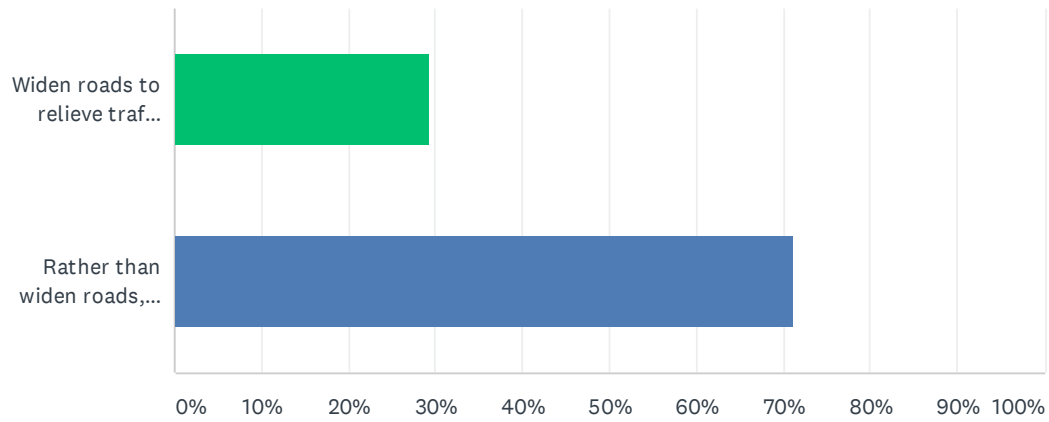
Answered: 236 Skipped: 7



ANSWER CHOICES	RESPONSES	
Maintain the quality of roadway and transit (bus) services in already developed areas OR	82.63%	195
Build new roads and expand transit (bus) service in outlying/less developed areas	17.80%	42
Total Respondents: 236		

Q10 Check the statement which best reflects your position on the following subjects:

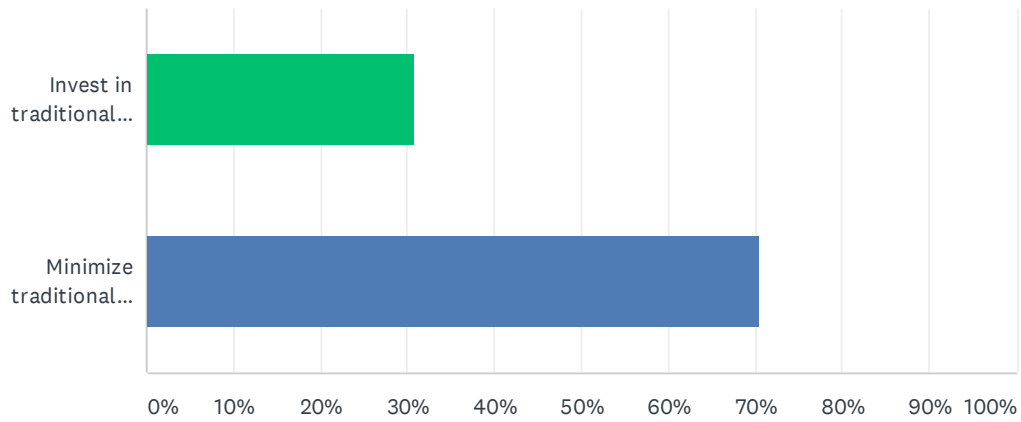
Answered: 239 Skipped: 4



ANSWER CHOICES	RESPONSES	
Widen roads to relieve traffic congestion OR	29.29%	70
Rather than widen roads, encourage car pooling/bus service/cycling to relieve congestion	71.13%	170
Total Respondents: 239		

Q11 Check the statement which best reflects your position on the following subjects:

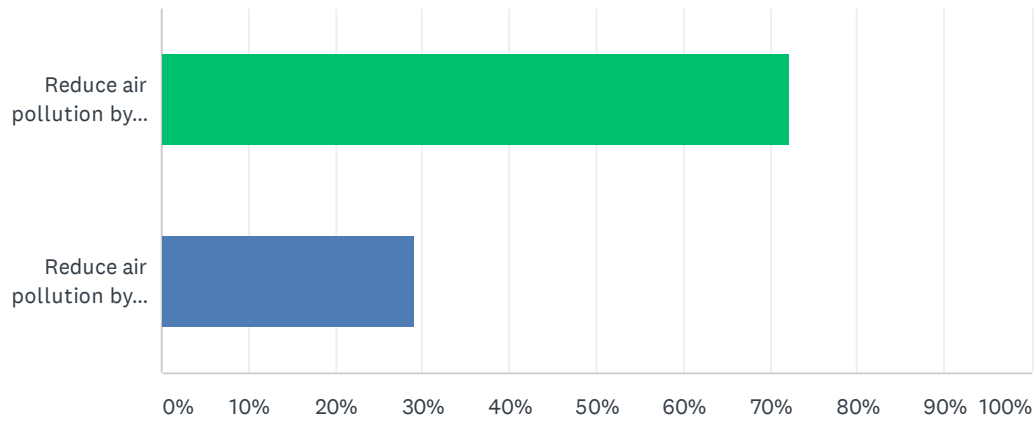
Answered: 238 Skipped: 5



ANSWER CHOICES	RESPONSES	
Invest in traditional road improvements such as widening roadways, adding turn lanes, and traffic lights OR	30.67%	73
Minimize traditional road improvements and encourage investing in high technology road improvements such as computerized traffic signal systems	70.59%	168
Total Respondents: 238		

Q12 Check the statement which best reflects your position on the following subjects:

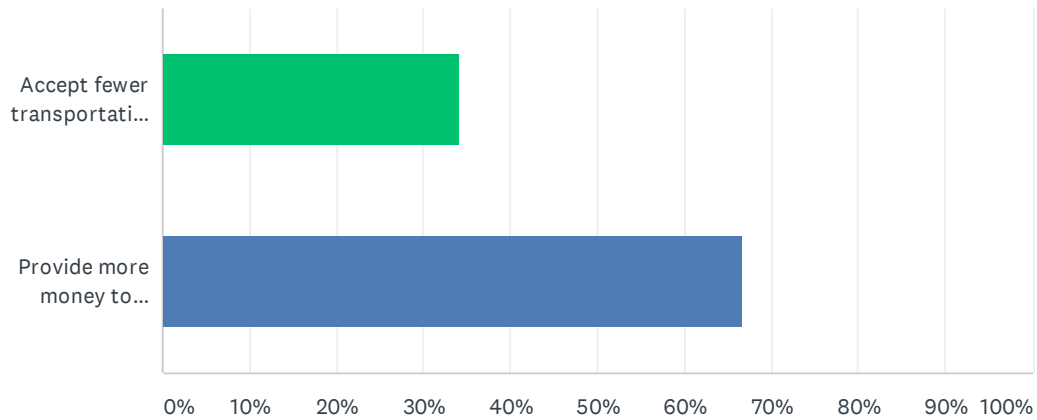
Answered: 227 Skipped: 16



ANSWER CHOICES	RESPONSES	
Reduce air pollution by limiting travel, driving less, increasing the use of transit and carpools OR	72.25%	164
Reduce air pollution by testing automobiles in alternate years and making needed repairs	29.07%	66
Total Respondents: 227		

Q13 Check the statement which best reflects your position on the following subjects:

Answered: 237 Skipped: 6



ANSWER CHOICES	RESPONSES	
Accept fewer transportation improvements in the Holland/Zeeland area as a result of limited dollars OR	34.18%	81
Provide more money to improve the transportation system through increased user fees or taxes	66.67%	158
Total Respondents: 237		

Q14 US-31

Answered: 96 Skipped: 147

#	RESPONSES	DATE
1	Rough stretches need to be repaired	1/28/2020 2:14 PM
2	Have full access between I-196 and US-31 at the junction south of Holland. Reconstruction of US-31 from S Washington to I-196 and improve the "spaghetti junction" of US-31, S Washington and Blue Star Hwy. Dip US-31 at 8th Street and/or 16th to allow for better E/W pedestrian/bicycle movements and facilitate better land use planning along the 8th and 16th Street corridors in the vicinity of US-31	1/28/2020 12:19 PM
3	Crossing US-31 on a bicycle is treacherous. Drivers turning right seldom look to their right and often turn when bikes and pedestrians have a crosswalk light. Also, many of the crosswalk buttons are out of reach for those with disabilities requiring wheelchair or mobility scooters, and disabled cyclists riding recumbents.	1/8/2020 7:28 PM
4	Improved Timing of traffic lights for those traveling either North or South.	1/8/2020 5:13 PM
5	coming north into Holland from 196, shifting onto 31, the pavement is crazy rough.	1/8/2020 3:34 PM
6	We need a subway/train.	1/8/2020 11:16 AM
7	Strongly unfriendly to pedestrians	1/7/2020 6:25 PM
8	Improve appearances and intersection design. Realize that the corridor is more than just a route to move traffic, but also a spine of the region.	1/7/2020 4:07 PM
9	There is no way to safely access this corridor by bike or walking. If you need to shop for something, you'll need to take the bus or a car, and the bus isn't convenient. The crosswalks are stressful because cars don't expect pedestrians/cyclists. Perhaps there could be a strategically-placed pedestrian bridge by one of the two Meijers, just to help connect the two sides of town?	1/7/2020 2:49 PM
10	Absolutely no bicycle accommodations	1/7/2020 2:25 PM
11	Limit left turns	1/7/2020 12:33 PM
12	Six lanes have helped tremendously.	1/7/2020 11:33 AM
13	Through traffic, particularly trucks, is proving dangerous	1/7/2020 11:18 AM
14	No	1/6/2020 9:37 PM
15	Need for safer non-motorized traffic crossing east-west	1/6/2020 9:20 PM
16	US 31 is fine.	1/6/2020 8:38 PM
17	Dangerous	1/6/2020 6:32 PM
18	More lanes, mass transit	1/6/2020 4:36 PM
19	Safety, congestion and pedestrian crossing big concern. Highway creates barrier.	1/6/2020 4:20 PM
20	the addition of a 3rd lane on the North side of Holland does a great deal of needed travel space	1/6/2020 3:59 PM
21	When they widened the road 3 years ago, it was nice to have a new surface and extra lane but the travel time increased because the lights in that section were no longer synced with the unimproved portion and once you hit a light, you continued to hit lights. I honestly changed jobs partly so I wouldn't have to deal with it. 31 should have a constant flow in both directions once you are on it.	1/6/2020 1:32 PM
22	Very good road	1/6/2020 11:44 AM
23	Hard to cross by walking/bike. I live by it and growing up always avoided crossing it even though there was good running/biking areas on the other (eastern) side.	1/6/2020 11:28 AM
24	check timing of signals	1/6/2020 11:10 AM
25	Wish there was a Max bus going thru our neighborhood... Timberline Acres... enter the community from West side (152nd Ave) on to Silver Fir Dr and then traversing the community to emerge at N 144th Ave or Riley St.	1/6/2020 10:59 AM
26	Intersections on 31 are not safe and I am concerned to drive on the road.	1/6/2020 10:51 AM

27	Dangerous to cross for pedestrians and bicycles at all intersections.	1/6/2020 10:45 AM
28	Add third right turn lane from 8th Street to Chicago Drive exit going North on US-31; Right turn lane to 8th Street would be extended to Chicago Drive exit for better traffic flow. A simple fix.\ that should have been done with the other construction on US-31.	1/6/2020 10:44 AM
29	Nice improvement to 3 lanes in busy area north of Lakewood	1/6/2020 10:41 AM
30	Overdevelopment and weird access points (Aldi) make it stressful and annoying to drive in/around. I hate Michigan left u-turns. I dread and avoid the "north side" area of US-31.	1/6/2020 10:40 AM
31	Unsafe/unfriendly to cross on bike or as pedestrian.	1/6/2020 10:31 AM
32	No safe crossings for cyclists - Explore above-grade or below grade crossings. Would you let a child cross anywhere?	1/6/2020 6:46 AM
33	This stretch of US-31 is the most dangerous and unhelpful to anyone traveling by bike or by foot. Crossings at any of the east-west intersections are too wide and the speeds of the vehicles are too high.	1/5/2020 9:55 PM
34	Too many stop lights with the Dutch left so I avoid when possible. Hurts gas mileage	1/5/2020 9:33 PM
35	Lights are timed poorly, especially on the south side of town. If driving north towards 16th or 8th, the light for those turning from south to north turns green, but the light at 16th or 8th stays red. These lights should be timed accordingly to improve traffic flow.	1/5/2020 8:31 PM
36	Need a pedestrian walkway over or under US-31 to get from East West safely.	1/5/2020 7:41 PM
37	Lights not being timed properly. NB31 has to stop at 8th street Michigan turn every time	1/5/2020 2:55 PM
38	Still busy but Better with 3 lanes in in each direction.	1/5/2020 2:18 PM
39	Timing of lights has been consistently poor in the last couple of years. Need better timed lights for N/S traffic.	1/3/2020 10:14 AM
40	Synchronize lights better	12/24/2019 12:11 PM
41	I wish there was a north-south bike path in between River and Waverly.	12/23/2019 8:49 AM
42	Tourists do not understand the.Michigan Left which creates increased travel hazards.	12/23/2019 8:15 AM
43	dangerous to cross for cyclists and pedestrians	12/23/2019 8:08 AM
44	No concerns; rarely utilize	12/16/2019 2:08 PM
45	Congested in Holland and unreliable. Once you are north of Holland, it smooths out and I feel much safer. The route is more reliable there IMO.	11/13/2019 3:49 PM
46	The US-31 is significant barrier and an imminent danger to pedestrian, bicycle or wheelchair access	11/13/2019 2:33 PM
47	US-31 should have been made a limited access highway years ago. Then M-231 would not have been a consideration. Even now, we can do the right thing by making that more of a highway, and less of a CLOG through Holland and Grand Haven. What a mess.	10/29/2019 11:05 AM
48	Stoplights slow the north/south flow of traffic too much.	10/22/2019 3:44 PM
49	Thank you for adding the extra lanes on 31 north of Holland. This area was very difficult to travel and congested. It is now more efficient, reliable, and safer to use.	10/22/2019 9:33 AM
50	too many ons and offs for speed and traffic. eliminate some michigan turns. improve adjacent north south roads to help keep local traffic off 31	10/2/2019 10:29 PM
51	Crossing 31 is like playing Frogger with a broken remote. It is terrifying. Bridges or tunnels are needed. Also, please reduce Michigan Lefts...ick.	9/23/2019 8:28 AM
52	optimize signal timing	9/19/2019 1:57 PM
53	need to create safer bike/pedestrian crossing at E 8th st / 16th st and others. Maybe under / over the highway.	9/17/2019 10:03 AM
54	Traffic signals at US-31 and Riley/thereabouts seem to be down more frequently than others. Going through during rush hour, especially in winter, when traffic signal is down is frustrating.	9/3/2019 8:35 AM

55	Better traffic signal control. Add more lanes south of 8th street.	8/29/2019 9:20 AM
56	Congested	8/28/2019 10:40 PM
57	Signals do not seem to timed to improve flow. Catch multiple reds.	8/28/2019 10:10 PM
58	North of Lakewood works well with latest improvements. Southern flows well but needs maintenance.	8/28/2019 2:51 PM
59	Yes, depending on the time, too much congestion for trying to get through town	8/28/2019 2:28 PM
60	This is a barrier to safe east-west travel for bikes and pedestrians.	8/28/2019 12:38 PM
61	After years of improvements, it is good now!	8/28/2019 12:21 PM
62	There needs to be a safer way to cross US-31 at all the major intersections.	8/28/2019 11:35 AM
63	Make improvements at this location to ease traffic if possible in other areas. I am not in favor of too many modifications to internal roads like 16th or Waverly.	8/28/2019 10:25 AM
64	add additional lanes from 8th st to James St, both ways	8/28/2019 10:18 AM
65	Widen roads, construct overpasses for foot/bike traffic, improve road quality. Too many cars and backups starting at M-40 to where roads widen.	8/23/2019 8:08 PM
66	No issues. Traffic flow is great.	7/23/2019 11:22 AM
67	OK	5/3/2019 9:07 AM
68	Pavement on south end of US-31 segment needs replacing. Traffic signal timing needs attention at 24th, 16th, 8th. Often requires semis to stop at each light.	5/2/2019 12:14 PM
69	Safety, is there a way to make pedestrian crossing more safe.	1/24/2019 11:32 AM
70	Should be widened south of 32nd Ave until it intersects S. Washington in Holland City	1/16/2019 4:09 PM
71	Ridiculously congested	12/6/2018 7:18 AM
72	MDOT work over the last few years has made this a pretty good stretch. Could still use a little help with bike/pedestrian crossings.	10/30/2018 11:20 AM
73	Safer access points for crossing by bike or walking.	10/30/2018 7:09 AM
74	It is in wonderful shape now! I do worry about pedestrians though.	10/29/2018 8:52 PM
75	recently repaired, but the promised aesthetics have not been put in place	10/29/2018 4:26 PM
76	I would like to see safer connections made at key intersections for pedestrian crossings.	10/29/2018 12:55 PM
77	The redo here seems to work well for vehicles, plenty of pedestrian accidents though.	10/29/2018 11:37 AM
78	Last widening helped traffic flow. Should have added a third lane northbound from chicago drive to Lakewood Blvd.	10/29/2018 9:35 AM
79	Need a third lane from James all the way down to 32nd. traffic gets congested after the Lakewood offramp as people think that it is a third lane and wait until the last minute to move over.	10/29/2018 9:32 AM
80	Ped/bike crossings remain challenging. Add paralleling bikeway.	10/29/2018 8:57 AM
81	Fin	10/29/2018 7:16 AM
82	Recent road improvements fall short of building a safe corridor by making it more of a drag strip with little to make you slow down. Speed limits are useless. Wide lanes make you feel invisible. No trees or landscape in medians make it ugly and add to speeds.	10/22/2018 10:42 PM
83	Traffic lights out of sync at Lincoln and central	10/14/2018 8:16 PM
84	Intersections are scary. Too many crashes and close calls. Wider lane options make people drive faster now.	10/12/2018 7:57 PM
85	The recent road widening project was amazingly helpful! I'd like to see it maintained well to keep it smooth. I wish it were three lanes all the way through Holland.	10/12/2018 10:12 AM

86	Computerized timing of lights both on US-31 and intersecting streets (and their adjacent lights) would bring great benefit. Demand lights would be great too as it seems to be a great waste to have two lanes of cars waiting for a red light with no cars crossing on the green signal.	10/12/2018 10:04 AM
87	No right turns on red.	10/11/2018 9:15 PM
88	The fact that you can't ever turn left in an intersection is irritating	10/11/2018 4:56 PM
89	too many trucks drive through red	10/11/2018 2:07 PM
90	This segment needs enforcement of traffic laws.	10/11/2018 12:17 PM
91	Consider what Indiana did to US31 north of Indianapolis, making overpasses at the signalized intersections.	10/11/2018 11:53 AM
92	More extra lanes	10/11/2018 11:39 AM
93	Congested any time of the day. Lights at the cross streets are never long enough. There is definitely not enough time for a biker or walker to cross 131 safely.	10/11/2018 10:04 AM
94	No concern	10/10/2018 4:48 PM
95	Crossing US-31 is very frustrating! The timing of the lights is only long enough to get about 6-7 cars through the intersection, and the intersections immediately prior to 31 are often backed up as well. I've sat through 5 cycles of the light without making it through the intersection. Smart lights would be helpful to keep traffic moving through the area at peak times.	10/10/2018 9:50 AM
96	The traffic on this section has increased and is becoming unsafe. Trying to cross this road on a bicycle is not safe and needs to be addressed.	10/9/2018 4:18 PM

Q15 16th Street

Answered: 78 Skipped: 165

#	RESPONSES	DATE
1	No complaints	1/28/2020 2:14 PM
2	16th and Waverly intersection is dangerous and consistently has a high number of crashes. Need to truly improve the design and safety of that intersection. Should look at bicycle route along 16th/Adams as the Adams bridge over I-196 sets up this corridor to be a major EW bike route.	1/28/2020 12:19 PM
3	Needs to be more bike friendly.	1/27/2020 8:21 PM
4	very daunting for bike travel	1/16/2020 3:18 PM
5	Too much congestion between Waverly and 31 - Speedway is a disaster there.	1/16/2020 3:07 PM
6	Improve timing of traffic lights for east and west bound traffic.	1/8/2020 5:13 PM
7	Speed in the core city is always an issue. Safe biking is really important.	1/8/2020 3:37 PM
8	We need a subway/train.	1/8/2020 11:16 AM
9	If we widen 16th Street, it seems like that would only congest traffic further. More supply=more demand. What if to widen it we include bike lanes to make it safer? I bike on the sidewalks because it is safer than the road, but I feel like I am then a hazard to pedestrians.	1/7/2020 2:49 PM
10	No bike lanes - sidewalk is not a bicycle option	1/7/2020 2:25 PM
11	No	1/6/2020 9:37 PM
12	The 4 way stop at Central Avenue at times of high traffic, just delays traffic getting through the stop light at River. Don't know the solution, but it is a bottleneck several times a day.	1/6/2020 9:32 PM
13	Much foot traffic without enough safe pedestrian zones, specifically around Meijer and west across highway 31	1/6/2020 9:20 PM
14	No problem. I try to drive after 9 and before 5, retired.	1/6/2020 8:38 PM
15	Ok	1/6/2020 6:32 PM
16	Mass transit more lanes	1/6/2020 4:36 PM
17	pedestrian crossing concerns - especially near retail centers.	1/6/2020 4:20 PM
18	I think that the most recent changes have been about as good as possible	1/6/2020 3:59 PM
19	Would be nice to have safer designated ways to get across 31 on 16th to get to meijer/waverly	1/6/2020 3:08 PM
20	Its slow getting through town and the 4 way stop at 16th and central is annoying. It would be great if this corridor could be improved for fast more seamless travel.	1/6/2020 1:32 PM
21	Good	1/6/2020 11:44 AM
22	Protected bike lanes should be added here because of the fast-moving traffic. This road is heavily used for commuting so having bike lanes here could show people who normally commute by a car that biking is an option that will be prioritized and can be safely used. Sidewalks are good. Driving conditions are good.	1/6/2020 11:28 AM
23	intersection with US31 is congested. poor timing of indirect left turn heading W on 16th to go N on US31. effectively takes three sequences of lights to complete movement	1/6/2020 11:10 AM
24	Crossing at the RR tracks should be bridged or underpassed. Trains make evacuation impossible.	1/6/2020 10:45 AM
25	The four way stop at 16th and Central should be replaced with a traffic light. Or some other improvement to make it more friendly to pedestrians and cyclists.	1/6/2020 10:36 AM
26	Not bike-friendly.	1/6/2020 10:31 AM
27	Needed increase of Bike safety here. Many places without sidewalks, and no bikes allowed on sidewalks forces cyclists to share a lane with 45-55mph traffic.	1/6/2020 10:13 AM
28	16th and Waverly are a congested mess with traffic lights contributing to the problem rather than helping to resolve.	1/6/2020 6:56 AM

29	Need designated north-south corridor for cyclists - Add on-street bike lanes to 16th street.	1/6/2020 6:46 AM
30	Don't really travel 16th street not in my route to places I go	1/5/2020 9:33 PM
31	Two lanes with center turn lane would be good.	1/5/2020 8:31 PM
32	Busy and risky traveling by bike. Limited options across US31	1/5/2020 8:24 PM
33	Need a pedestrian walkway over or under US-31 to get from East West safely.	1/5/2020 7:41 PM
34	Inadequate sidewalks along 16th make for dangerous walking/biking/driving. The sidewalk at 16th/31 abruptly ends... and is not at all adequate for safe walking or biking (not lit up enough, Not Visible enough to drivers).	1/5/2020 4:49 PM
35	Busy Can this be widened in town ?	1/5/2020 2:18 PM
36	16th St and River is one of the slowest/most infuriating intersections in town. Spent a good year or two of life waiting at that light. Way to improve East/West crossing?	1/3/2020 10:14 AM
37	Need to improve traffic lights on 16th and 17th streets. No need for 2 lights on Van Raalte. People race to make it through both, causing dangerous situations for walkers/bikers. Need to reduce light pollution in residential areas from blinking traffic lights when no traffic. Traffic only in limited time periods.	12/25/2019 10:03 AM
38	need a better way for pedestrians to cross. and area by menards is very congested.	12/23/2019 8:08 AM
39	16th, along with 8th, 24th and 32nd need bicycling infrastructure in order to encourage increased bicycling in place of motorized vehicle use.	12/16/2019 2:08 PM
40	I don't drive this too often, but it gets worse as you get closer to downtown. Too many crossings and intersections, and the road gets narrower. This is dangerous, especially in the winter!	11/13/2019 3:49 PM
41	Bicycle travel on 16th Street and similar corridors ranges from inconvenient to dangerous. Motor vehicles approaching 16th Street from the north or south on side streets or driveways drive over the sidewalk and up to 16th Street without looking for or yielding to bicycle traffic. A protected bicycle lane should be provided.	11/13/2019 2:33 PM
42	I like using 16th street between 196 and 31. Once you go past that, the road is to narrow. It causes a lot of backups during rush hour. I feel like it's very unsafe for cars to travel through there, but there is no other major road that direction that is safer. We need a safe east and west road option in Holland. That will benefit everyone.	10/22/2019 9:33 AM
43	bike lanes needed	10/2/2019 10:29 PM
44	16th st is very scary to ride a bike on, cars travel significantly over the speed limit. 16th st should have no on-street parking and should have a two way protected bike lane that connects south shore all the way to where it becomes divided by Meijer.	9/17/2019 10:03 AM
45	very congested, especially around school release times. Hard to cross at certain streets-- 16th and 17th st. because no lights...maybe add stop lights or stop signs	9/11/2019 2:21 PM
46	Pavement near pine is in poor condition	8/29/2019 9:31 PM
47	Add more lanes	8/29/2019 9:20 AM
48	Remove Brick crosswalks.	8/28/2019 10:40 PM
49	Traffic volume is too high	8/28/2019 10:18 PM
50	Congested. Don't see room to widen.	8/28/2019 2:51 PM
51	not too bad yet, but it could get to be a real problem	8/28/2019 2:28 PM
52	Hate the zig zag pattern. Very hard to navigate in snow at night.	8/28/2019 1:07 PM
53	After years of improvements, it is good now!	8/28/2019 12:21 PM
54	This is a great example of a road that needs protected bike lanes	8/28/2019 11:35 AM
55	fix congestion at Menards: re-time lights, limit development	8/28/2019 10:18 AM
56	Too many lane changes from 2 lanes, 3&4 lanes. Should be 4 lanes starting around the	8/23/2019 8:08 PM

	cemetery area going east.	
57	16th street sees a lot of bicycle and pedestrian traffic crossing Waverly and US-31. People wearing normal clothes are hard to see and we cant expect someone to wear an orange vest to walk to Meijer. It would be great to see bright, direct lighting over the crosswalk.	7/23/2019 11:22 AM
58	Next Year 16th Street will be resurfaced.	6/4/2019 3:40 PM
59	Don't use	5/3/2019 9:07 AM
60	Backs up at US-31. Consider extending 4-lane further west into town. Gas station at corner of 16th and US-31 is a source of considerable congestion.	5/2/2019 12:14 PM
61	We have allot of activity there and a major store there.... How can we make safer?	1/24/2019 11:32 AM
62	US 31 pedestrian crossing	1/16/2019 7:10 PM
63	Needs to be widened with two lanes each way from US 31 heading West until you reach Lincoln ave	1/16/2019 4:09 PM
64	I can avoid it	12/6/2018 7:18 AM
65	Still feels like a neighborhood street with a lot of traffic. There should be upgrades to make it a more obvious east-west throughway (or choose another street to do so.)	10/30/2018 11:20 AM
66	It can take a long time to get from the I-196 ramp to my house on Maple Ave if I hit the lights and often they are red when no one is coming the other direction. Especially at Pine Ave. Also the road is in bad shape at Pine Ave.	10/29/2018 8:52 PM
67	Overall, I'm quite happy with 16th Street.	10/29/2018 12:55 PM
68	I avoid this when possible. Paving is in poor shape, and I don't like the lane shifts.	10/29/2018 11:37 AM
69	Needs repavement in town.	10/29/2018 9:32 AM
70	By menards is a disaster, however by meijer the blvd. section is nice, it feels more human scale and safer. Trees are not the enemy.	10/22/2018 10:42 PM
71	Not a good road for anything.	10/12/2018 7:57 PM
72	I live on 16th street and many times it is difficult to exit. Also, using the crosswalk is hazardous because too many cars speed. The lights and speed limit signs are there, drivers just ignore them.	10/12/2018 10:12 AM
73	Timing of lights seems to be an issue here when traveling eastbound from Meijer to Menards. Very rare to not be stopped by at least one of the three lights only to be caught at the next one once the light turns green.	10/12/2018 10:04 AM
74	Fine	10/11/2018 4:56 PM
75	Improve the road surface, add bike lanes to the road.	10/11/2018 11:53 AM
76	n/a	10/11/2018 10:04 AM
77	New light at expressway exit was a waste of dollars and has increased traffic issues! I live east of the light and now avoid Holland and go to Hudsonville instead.	10/10/2018 4:48 PM
78	For the amount of traffic that flows on this road it should flow more efficiently. I'm not sure what would fix it but, timing the traffic lights to assist in traffic flow might help.	10/9/2018 4:18 PM

Q16 Waverly Road

Answered: 74 Skipped: 169

#	RESPONSES	DATE
1	No complaints	1/28/2020 2:14 PM
2	16th and Waverly intersection is dangerous and consistently has a high number of crashes. Need to truly improve the design and safety of that intersection.	1/28/2020 12:19 PM
3	all but impossible to cross for bikes, pedestrians, except at lengthy intervals	1/16/2020 3:18 PM
4	Good	1/8/2020 5:13 PM
5	We need a subway/train.	1/8/2020 11:16 AM
6	The sidewalks work sufficiently, thought I would appreciate bike lanes for commuting safely.	1/7/2020 2:49 PM
7	No bicycle accomodations	1/7/2020 2:25 PM
8	Need sidewalk on east side, north of 16th.	1/7/2020 11:18 AM
9	No	1/6/2020 9:37 PM
10	Pedestrian routes and safe bike routes need improvements	1/6/2020 9:20 PM
11	Bike lanes would be dangerous there.	1/6/2020 8:38 PM
12	Too busy	1/6/2020 6:32 PM
13	Mass transit	1/6/2020 4:36 PM
14	Again this road has been built to handle quite a bit of traffic, and I'm very happy with what has been done so far.	1/6/2020 3:59 PM
15	no complaints.	1/6/2020 1:32 PM
16	Very busy, slow moving	1/6/2020 11:44 AM
17	Protected bike lanes should be added here because of the fast-moving traffic. This road is heavily used for commuting so having bike lanes here could show people who normally commute by a car that biking is an option that will be prioritized and can be safely used. Sidewalks are good but not very walkable since buildings along this road are so spread out. Driving conditions are good.	1/6/2020 11:28 AM
18	The intersection at 24th and Waverly is frustrating. The light is long for 24th street travelers. I do see quite a few pedestrians and notice that not all four corners have amenities for them.	1/6/2020 10:40 AM
19	Waverly between 8th and 16th is a speed trap because the road design encourages med/high speeds but the speed limit is low (30/35). Redesign road to make it more likely for cars to slow down.	1/6/2020 10:38 AM
20	16th and Waverly are a congested mess with traffic lights contributing to the problem rather than helping to resolve.	1/6/2020 6:56 AM
21	Need designated north-south corridor for cyclists - Add on-street bike lanes to 120th - Do you need 4+ lanes on this street?	1/6/2020 6:46 AM
22	Needs improvements in some area rough	1/5/2020 9:33 PM
23	Better now that it's resurfaced.	1/5/2020 7:41 PM
24	Road is in poor condition	1/5/2020 6:20 PM
25	I'm wary of biking along eagerly... people are so impatient. The sidewalks are not safe for biking. we also need more signs to remind drivers not to turn right in front of a bicyclist.	1/5/2020 4:49 PM
26	Do not like the train crossing.	1/5/2020 2:18 PM
27	Concern for pedestrian/non-motorized traffic along corridor; better options for consistent north-south travel.	1/3/2020 10:14 AM
28	lights could be timed better. Takes a long time to travel this way.	12/23/2019 8:08 AM
29	Waverly Rd needs bicycling infrastructure in order to encourage increased bicycling in place of motorized vehicle use.	12/16/2019 2:08 PM

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30	I like this route because I can access local stores and it's nice to have a different route to take when there is an accident on US-31.	11/13/2019 3:49 PM
31	See comments regarding 16th Street.	11/13/2019 2:33 PM
32	Please DO NOT narrow this road like they do in Grand Rapids. This road is helpful when 31 is at a dead stop and I don't want the area to be even more congested because the road commission narrows it. I use it to access the local stores.	10/22/2019 9:33 AM
33	repave	10/2/2019 10:29 PM
34	Waverly could use more bike friendly options	9/23/2019 8:28 AM
35	Cars travel way to fast for safely riding a bike on street. Need protected bike lanes.	9/17/2019 10:03 AM
36	I don't often take Waverly/120th because turn lanes get backed up during my commute. I don't know if making turn lanes longer would help though.	9/3/2019 8:35 AM
37	Nothing can be done	8/29/2019 9:20 AM
38	Poor pavement	8/28/2019 10:40 PM
39	Wide lanes encourage speed which makes entry and exit from the side difficult	8/28/2019 10:18 PM
40	Too much traffic. I avoid if at all possible and horrible pavement.	8/28/2019 10:10 PM
41	Encourage drivers to obey speed limit	8/28/2019 3:37 PM
42	Needs center turn lane.	8/28/2019 2:51 PM
43	congested, but doesn't seem too bad as it is for shopping and not trying to get through town	8/28/2019 2:28 PM
44	Needs bike lane option added. There are few north south bike path or lane options on the west side of US31.	8/28/2019 1:13 PM
45	After years of improvements, it is good now!	8/28/2019 12:21 PM
46	This is a great example of a road that needs protected bike lanes	8/28/2019 11:35 AM
47	?????	8/28/2019 10:18 AM
48	Lots of congestion.	8/23/2019 8:08 PM
49	No issues driving. I would not ride a bike on Waverly due to safety concerns.	7/23/2019 11:22 AM
50	This year Waverly will be resurfaced.	6/4/2019 3:40 PM
51	Traffic volume and shared road space with bicyclist is a safety concern. There is limited road space.	5/22/2019 12:39 PM
52	Narrow poor pavement	5/3/2019 9:07 AM
53	Generally good. Lacks sidewalk between 8th and 16th on East side.	5/2/2019 12:14 PM
54	needs a huge overhaul for repairs/repaving from 32nd ave north to Chicago Dr	1/16/2019 4:09 PM
55	I try to avoid it when possible	12/6/2018 7:18 AM
56	TEST	10/29/2018 12:57 PM
57	I worry about the pedestrian crossing at 8th and if there may be some line-of-sight issues.	10/29/2018 12:55 PM
58	This section of Waverly should have at least 35 speed limit, 40 might even work.	10/29/2018 11:37 AM
59	eventually needs to be repaved	10/29/2018 9:35 AM
60	Not too bad. 8th street light needs to be Green longer for Waverly travel. Left turn onto Lakewood needs to be way longer.	10/29/2018 9:32 AM
61	Busy, but most of the time its fine.	10/22/2018 10:42 PM
62	Turning left onto the road is a challenge	10/14/2018 8:16 PM
63	Way too congested and only for vehicles. Would never bike there.	10/12/2018 7:57 PM

64	Too many drivers ignore the 35mph sections. I'd like to see the limit at 35 from top to bottom. Or, more tickets written so that there is less speeding through there.	10/12/2018 10:12 AM
65	The big bottlenecks seem to be at Chicago Drive and Lakewood. These two intersections also seem to have times when there are green lights (mostly on left turn) with no cars going through the intersection.	10/12/2018 10:04 AM
66	Turns only in green turn arrows. Get rid of turns on flashing yellow or red.	10/11/2018 9:15 PM
67	Fine	10/11/2018 4:56 PM
68	I avoid it	10/11/2018 12:17 PM
69	Non motorized paths or bike lanes.	10/11/2018 11:53 AM
70	Better light timing	10/11/2018 11:39 AM
71	People drive too slow on this road (under the 35-40 mph speed limit). Speed limits need to be raised. Also need better areas for bikers. Too many try to ride with traffic and get killed.	10/11/2018 10:04 AM
72	No concern	10/10/2018 4:48 PM
73	Needs to be wider	10/9/2018 4:42 PM
74	This road has gotten so busy I mostly avoid it as much as possible and seek alternate routes.	10/9/2018 4:18 PM

Q17 I-196

Answered: 67 Skipped: 176

#	RESPONSES	DATE
1	Interchange at east end of Zeeland is greatly improved.	1/28/2020 2:14 PM
2	Have full access between I-196 and US-31 at the junction south of Holland. Begin planning for the widening of the M-40 bridge overpass of I-196. Need partial cloverleaf of the same intersection for SB M-40 to enter EB I-196, and NB M-40 to enter WB I-196.	1/28/2020 12:19 PM
3	We need a subway/train.	1/8/2020 11:16 AM
4	Extremely unfriendly to pedestrians	1/7/2020 6:25 PM
5	I find the roads sufficient here. The unsafe things I see are mostly from those operating vehicles.	1/7/2020 2:49 PM
6	No public transportation from Holland are to Grand Rapids	1/7/2020 2:25 PM
7	Too many potholes	1/6/2020 9:37 PM
8	None	1/6/2020 9:20 PM
9	Just fine, better since they started putting remote cameras there for MI drive, to see if winter storms are too severe to travel.	1/6/2020 8:38 PM
10	Add intersection across Fairview for bikes/pedestrians; could even just be a light	1/6/2020 8:05 PM
11	Ok but busy	1/6/2020 6:32 PM
12	Mass transit	1/6/2020 4:36 PM
13	I think that this Highway is made for a speedier traffic around the Holland and Zeeland areas	1/6/2020 3:59 PM
14	Right lanes have some pot holes.	1/6/2020 1:32 PM
15	good	1/6/2020 11:44 AM
16	No concerns, except that the Waverly/Chicago drive intersection could be safer for walkers/bikers who want to cross I-196 and continue down Waverly.	1/6/2020 11:28 AM
17	badly needs repaving in some sections	1/6/2020 11:10 AM
18	Really lousy job of repaving and maintenance.	1/6/2020 10:45 AM
19	Road between Holland and Saugatuck!	1/6/2020 10:41 AM
20	Need to increase the number of lanes between Grandville and Zeeland exits	1/5/2020 9:33 PM
21	Still has some big pot holes. Needs to be resurfaced. I do use the pedestrian bridge at I-196 and Adams a lot and would like to see something like that over US-31.	1/5/2020 7:41 PM
22	I am happy to hear there may be commute options besides each person driving their own car to GR from Holland (or visa versa) being explored.	1/5/2020 5:47 PM
23	The new signal by Herman Miller is a disaster waiting to happen for bicyclists. If one is coming west down from the overpass, there's no way to alert drivers NOT to proceed to the intersection.... NO ONE looks for bicyclists. Could we have a bumper/roadway signal that is bike sensitive AND signage to make drivers give way to bicycles proceeding west?	1/5/2020 4:49 PM
24	Do not live on that side town and rarely us this area.	1/5/2020 2:18 PM
25	Poor pavement conditions, especially SB between M-40 and Saugatuck	1/3/2020 10:14 AM
26	Keep repairing as needed.	12/24/2019 12:11 PM
27	No concerns	12/16/2019 2:08 PM
28	The road is in poor condition on the southeast side of town. This should be a priority since it is a major economic road for the community	11/13/2019 3:49 PM
29	poor pavement	10/28/2019 9:24 AM
30	Some locations along this stretch are in really bad condition. I hope the road commission is going to work on repairing this soon. Is the road commission planning on extending US 231 south to Zeeland?	10/22/2019 9:33 AM

31	good now that redone	10/2/2019 10:29 PM
32	less construction would be nice...but we still need the roads maintained so...develop magic to satisfy my ridiculous requirements...	9/23/2019 8:28 AM
33	Pavement condition	9/19/2019 1:57 PM
34	Better maintenance	8/29/2019 9:20 AM
35	Speed relative to volume is excessive	8/28/2019 10:18 PM
36	Needs pavement repair in some sections.	8/28/2019 2:51 PM
37	I do not travel this often enough to comment	8/28/2019 2:28 PM
38	After years of improvements, it is good now!	8/28/2019 12:21 PM
39	Make improvements at this location to ease traffic if possible in other areas. I am not in favor of too many modifications to internal roads like 16th or Waverly.	8/28/2019 10:25 AM
40	repave, properly maintain road	8/28/2019 10:18 AM
41	Generally good where roads have been remade. Not alot of congestion during off hours further away from GR.	8/23/2019 8:08 PM
42	No issues. Traffic flow is great.	7/23/2019 11:22 AM
43	I know that MDOT has done some work on I196 but.... its still soooo bad even south of Holland.	6/4/2019 3:40 PM
44	needs rebuilding with 3 lanes in each direction	5/3/2019 9:07 AM
45	M-40 interchange is a great improvement! Well done. Should have advance warning sign on west southbound lane before overpass to alert drivers that the lane becomes a turn only lane.	5/2/2019 12:14 PM
46	The divide is troublesome	1/24/2019 11:32 AM
47	-	1/16/2019 4:09 PM
48	Normally not a problem for me.	12/6/2018 7:18 AM
49	Needs resurfacing	11/9/2018 5:01 PM
50	Wish there was an easier access path for vehicles. from the north side of Holland to the highway.	10/30/2018 7:09 AM
51	Crossing Douglas on foot is very difficult. The pedestrian crossings with a signal are about 1.5 miles apart from each other (river & 144th), making it unrealistic to cross at a safe place if you are starting from somewhere in between.	10/29/2018 12:55 PM
52	East of exit 55 is of course a battlefield. 53 to 55 could use some help too. The Exist 55 interchange necessitates being in the passing lane to accomodate merging traffic - could that merge lane be longer?	10/29/2018 11:37 AM
53	MDOT needs to finish rebuilding rest of deteriorating sections	10/29/2018 9:35 AM
54	Completely shot in both directions	10/29/2018 9:32 AM
55	No concerns.	10/22/2018 10:42 PM
56	What a poor quality road east of holland	10/14/2018 8:16 PM
57	Construction usually is the only cause for issues.	10/12/2018 7:57 PM
58	Eastbound I-196 past the Byron Road entrance ramp could benefit from a longer merge lane. This is a major squeeze point during the morning rush. The long entrance ramp merge lane from 16th to eastbound I-196 is awesome!	10/12/2018 10:04 AM
59	Resurface to Hudsonville from exit 55.	10/11/2018 9:15 PM
60	Fine	10/11/2018 4:56 PM
61	With road improvements happening it is hard to tell at this time. I am hoping that this area becomes much less congested once the improvements are done.	10/11/2018 1:38 PM

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62	Needs to be maintained.	10/11/2018 12:17 PM
63	Maintenancd of the pavement.	10/11/2018 11:53 AM
64	This highway is nothing but huge potholes with patches that last for a very limited time. I avoid this highway in our area at all costs.	10/11/2018 10:04 AM
65	Need a 64th street exit. Would ease traffics at Byron and Adams.	10/10/2018 4:48 PM
66	The lights don't seem to keep traffic flowing along 196 very smoothly, and the road is very rough.	10/10/2018 9:50 AM
67	No concerns.	10/9/2018 4:18 PM

Q18 Other roads you have concerns about?

Answered: 88 Skipped: 155

#	RESPONSES	DATE
1	State Street. Vehicles often speed on that road.	1/16/2020 3:19 PM
2	The 136th/Butternut to River route crossing Lakewood and Douglas for bikes and pedestrians is unsafe and difficult to use. Sidewalk cuts at River and Lakewood are poorly placed and the buttons for the crossing lights are difficult to access (inaccessible for wheelchairs)	1/16/2020 3:18 PM
3	Lakewood Blvd. Drivers often exceed the speed limit.	1/16/2020 1:23 PM
4	We need a subway/train.	1/8/2020 11:16 AM
5	Entire length of Riley Ave. very unfriendly to pedestrians. Reduce the posted speed limits.	1/7/2020 6:25 PM
6	River southbound (Pine Avenue) across the bridge is another one that's difficult for pedestrians/cyclists but still frequented by them as it's one of the more convenient ways to cross from the North Side to South Side. I don't have ideas, though, since part of the trouble is just Padnos being there, and I don't see a realistic way to resolve the conflict.	1/7/2020 2:49 PM
7	Very few bike lanes in this region	1/7/2020 2:25 PM
8	Waverly and 8th red flashing light does not turn yellow before becoming solid red	1/7/2020 12:33 PM
9	8th street and highway 31, Chicago drive/business route/ Lakewood Blvd intersections- no good suggestions	1/6/2020 9:20 PM
10	But how about having bike lanes, a sidewalk even, along Chicago Drive ?!?!?!? How about getting rid of the slalom gates on Pine at Padnos site? No one can get a kid cart thru that easily, and it is dangerous for a bike on the street there.	1/6/2020 8:38 PM
11	Sidewalks/bikelanes on all of Washington	1/6/2020 8:05 PM
12	Ottawa Beach Road. The speed limit is too high and there are not sufficient cross walks. The bike lane closer to the State Park is often blocked in the summer by people parked along the road.	1/6/2020 7:32 PM
13	Business 196	1/6/2020 6:32 PM
14	More mass transit	1/6/2020 4:36 PM
15	Riley Street, James Street, River Ave.	1/6/2020 4:20 PM
16	James street west of Van Omen Dr.could be opened upto Division Ave. to the West. But a bridge over the Railroad Tracks is needed, and also at Lakewood Blvd.and at Riley also. I thought that the "Coal train" was to be limited. I was Just west of Market last week one late afternoon and we had to wait for 16 or more minutes to pass. They should get a blockage ticket. I do know that the coal plant has a limited lifetime and that will fix a lot.	1/6/2020 3:59 PM
17	River avenue on bike. Lanes feel too tight to ride a bike, but sidewalk seems dangerous to pedestrians	1/6/2020 3:08 PM
18	Chicago Drive or Business 196 has a lot of timing issues with the lights as well.	1/6/2020 1:32 PM
19	River Avenue-with high water levels there is not an easy way to get side to side on the road in non-motorized vehicles. Lots of bikers and walkers cutting through traffic instead of going to intersections. River/Pine: Train tracks need repair, traffic flow needs to be revised.	1/6/2020 1:11 PM
20	The are around the intersection of Main Street/Business 196/Chicago Drive and I-196 can be awful.	1/6/2020 11:56 AM
21	Lakewood	1/6/2020 11:44 AM
22	Washington near where it approaches the highway. There are low-income neighborhoods off and around that road as well as a school nearby. This means a lot of people walking to school or perhaps the family fare/Walgreens. This should be a focus area for bike lanes and increased public transportation as well as making sure the sidewalks are practical and pleasant to walk along.	1/6/2020 11:28 AM
23	Downtown Holland is poorly engineered. We don't need dedicated bike lanes on 10th st, effectively eliminating parking. 9th st bike lanes are erratic and poorly designed	1/6/2020 11:10 AM
24	River Ave is highly contested, and causes a bottleneck in traffic flow from the north and south	1/6/2020 10:13 AM

	sides of the Macatawa Watershed.	
25	9th and River is now stupid with the right lane going East not dedicated to a right turn onto River. The change from one way to two along the civic center and parking on 9th now causes people to unnecessarily wait to turn onto river.	1/5/2020 9:33 PM
26	Would be nice if the railroad across River avenue were removed. Pine Ave corner may need to be raised to deal with high water.	1/5/2020 9:29 PM
27	Need a pedestrian walkway over or under Business loop 196/Chicago to get from North South safely.	1/5/2020 7:41 PM
28	More signage reminding drivers of Michigan's 3' rule for passing bikes?	1/5/2020 4:49 PM
29	Butternut and Riley northeast corner and Butternut/Ransom tri corner in North Holland	1/5/2020 2:40 PM
30	Lakeshore. Need last section widened and repaved.	1/5/2020 2:18 PM
31	No good non-motorized path along East 8th between Holland Heights and downtown. Better coordination between city and township could help this, or assistance for greenway trail route to better connect the two areas.	1/3/2020 10:14 AM
32	see comment on 16th/17th/18th applies to River to Van Raalte	12/25/2019 10:03 AM
33	I wish there was a north-south bike path in between River and Waverly.	12/23/2019 8:49 AM
34	lakewood needs better sidewalks/crosswalks for bikers.	12/23/2019 8:08 AM
35	As noted in item 15 above, 8th, 24th and 32nd in the City of Holland need bicycling infrastructure.	12/16/2019 2:08 PM
36	River and Douglas intersection, River and Pine Street needs to have a safe bike lane to travel on	11/14/2019 3:33 PM
37	I commute by bicycle from South side of Holland to Zeeland. I feel there is not an ideal route from Holland to Zeeland which avoids traffic/ favors bicycles. 8th street to Paw Paw and in to Zeeland is my route, would be nice if 8th street heading East was better equipped/ bicycle friendly.	11/13/2019 8:30 PM
38	East-West traffic on James Street is very slow with the timing of the lights. Crossing 31 takes a lot of time, the lights are poorly synced on most of the East-west crossings of 31.	11/13/2019 5:44 PM
39	Not a concern, but I like Ottawa Beach road. It's a great road for the tourists in our area and works very well as it is painted now.	11/13/2019 3:49 PM
40	Bicycle access from Holland Township to the City of Holland is dangerous and inconvenient, specifically the River and Lakewood intersection and the River and Douglas intersections. At River and Lakewood, the sidewalk access is constricted and does not provide adequate room to maneuver, and provides no room for two-way travel, either for bikes, pedestrians or other mobility vehicles. The buttons for pedestrian crossings are very difficult to reach on bike and totally inaccessible for wheelchair. Due to the volume of motor vehicles at these intersections, and the poorly designed crossings, these intersections are so dangerous for use by children and adolescents that they constitute an absolute barrier to travel.	11/13/2019 2:33 PM
41	120th Avenue north of Holland all the way to M-45. There has been a huge upswing in traffic since the M-231 bridge was built over the Grand River, and nothing has been done to alleviate the additional traffic. Poor planning.	10/29/2019 11:05 AM
42	7th, 8th and 9th street are very narrow, same with River and Pine. Please DO NOT narrow Ottawa Beach or Douglas.	10/22/2019 9:33 AM
43	Riley, 96th/State/48th, Business 196 near Zeeland	9/23/2019 8:28 AM
44	Riding between the city of Holland and park township is a huge pain. The gates that are across the bike path on need to go, they are the opposite of encouraging bike / pedestrian transit.	9/17/2019 10:03 AM
45	My street, W 22nd st., has very very fast traffic speeding by and a lack of stop signs to slow them down. Especially bad when HHS is in session. Need stop signs at more intersections such as Washington and W 22nd, Maple & W 22nd!!!	9/11/2019 2:21 PM
46	32nd Street West of Michigan Ave. Is increasingly congested with a high speed limit.	8/28/2019 10:40 PM

47	Holland at Pine & 7th: Westbound on 7th has 2 left turn lanes onto Pine. It's not unusual to be cut off by a vehicle from the inside left turn which didn't understand there were 2 vehicles turning	8/28/2019 10:18 PM
48	Far south end of 31 needs repair. Douglas/Ottawa Beach Rd needs a center turn lane for safety.	8/28/2019 2:51 PM
49	32nd street at major intersections South Washington from 32nd to 48th	8/28/2019 2:28 PM
50	Focus on people, not moving cars quickly, through downtown Holland.	8/28/2019 1:20 PM
51	Connect Greenly from dead end to Beeline Rd. More county roads with paved shoulders	8/28/2019 12:58 PM
52	Zeeland needs a safe way to cross the highway at Innocademy/Holland Hospital building. This intersection isn't even safe for people in cars. No thought was put into how to move people outside of cars around this area.	8/28/2019 11:35 AM
53	State Street. Heavy truck traffic, increase in auto traffic.	8/28/2019 10:44 AM
54	Bus Transportation option on 136th or 144th to Hemlock Crossing.	8/28/2019 9:39 AM
55	The clover leaf and I-196 near US 31 and South Washington very poor road-bed.	8/23/2019 8:08 PM
56	River. I do not feel safe biking from the South side to the north side usually. I typically move to the sidewalk by the old coal power plant if I need to ride West after crossing the bridge.	7/23/2019 11:22 AM
57	32nd st between Waverly and US31. Traffic volume and road sharing with bicyclist and motor vehicles.	5/22/2019 12:39 PM
58	Riley St. Between Butternut and Lake Shore. Poor pavement, narrow, speed limit is too high	5/3/2019 9:07 AM
59	Country Club, too much cut through, especially large trucks in a residential area	4/4/2019 6:14 AM
60	River Ave. It is difficult to cross River Ave as a walker, biker etc because of few traffic lights. Consider adding a light at 12th and River.	3/20/2019 12:24 PM
61	M-40 by the gas stations	1/24/2019 11:32 AM
62	fill all potholes	11/9/2018 5:01 PM
63	Lakewood and James have terrible timing for lights. After riding bikes from the north side into town there isn't a really good way to cross river at 3-7th streets.	10/30/2018 7:09 AM
64	Riley needs to be resurfaced	10/29/2018 4:26 PM
65	As a bicycle rider, moving thru town on #35. Difficult when there is congestion.	10/29/2018 3:43 PM
66	TEST	10/29/2018 12:57 PM
67	I would like to see a ped. crossing on River near the Herrick District Library and City Hall.	10/29/2018 12:55 PM
68	w 22nd st, between Van Raalte and Pine--- VERY busy during school times, lack of stop signs means lots of SPEEDING. Would like a stop sign at Washington and W 22nd.	10/29/2018 11:45 AM
69	Riley St from Lakeshore to Waverly	10/29/2018 9:35 AM
70	The new light on Adams and the i196 exit is not timed at all to the other nearby lights. It is typical now to hit 104th, i196, and then 96th ave lights right in a row now. It especially frustrating when you stop for the i196 one and there are no cars waiting for the light.	10/29/2018 9:32 AM
71	I had seen a plan showing James St. east of 112th being widened to 5 lanes in the future. This section of road is 100% residential and the houses are already close enough to the road. 5 lanes like west of 112th would ruin the road, and force people to move. The road gets busy but widening would only worsen it making it even harder for people in the neighborhoods north of James St. to access the bike path on the south side. The bike path is so nice and well used, if the road is widened at all it will make it impossible to cross James on foot or by bike. James St. should stay small and residential and reduce speed. Let old Chicago Dr. be the primary road that gets wider the R.O.W is wider and house back, and already industrial. James St. east of 112th should also not be a truck route. All truck traffic from Chicago drive at 104th should be forced to go on Old Chicago, and 112th to get north. Lastly James can't get wider because the train tracks on the east end make a major challenge.	10/22/2018 10:42 PM

72	Please consider a bike lane on 8th street between Chicago & US-31	10/20/2018 8:34 PM
73	Pine/River from Ottawa Beach in to 7th by the Civic Center—this is a mess. Too much traffic at rush hour times, train tracks are bad for bikes and cars and no bike lanes. River from 16th to 7th-Same as above, minus bad train tracks.	10/12/2018 7:57 PM
74	Resurfacing on James, it about knocks out my dentures driving down that road!	10/12/2018 10:12 AM
75	Intersection of 136th and Riley could use a left turn light with sensor. Morning rush, especially when school is in session creates a major backup on southbound 136th turning east on to Riley St.	10/12/2018 10:04 AM
76	River ave. Finish widening north to 136th and Butternut asap. Sync Lakewood and Douglas lights north/south.	10/11/2018 9:15 PM
77	Nope	10/11/2018 4:56 PM
78	Corner of River and Ottawa Beach. Not sure what "rocket scientist" thought of putting CVS on that corner with no left turn lane on Ottawa Beach.	10/11/2018 2:52 PM
79	traffic lights in Holland are poorly coordinated	10/11/2018 2:07 PM
80	It would be nice to see the bike path extended north on 144th from Georgian Bay to New Holland and across New Holland to 136th	10/11/2018 1:38 PM
81	M40	10/11/2018 12:52 PM
82	196 business loop needs enforcement.	10/11/2018 12:17 PM
83	Where space permits construct roundabouts instead of signals, where signals are needed use smart signals and synchronize them	10/11/2018 11:53 AM
84	Riley St. between 112th and 120th - people consistently use the left turn lane (for turning into subdivisions) as a passing lane. I have seen several cars pass and nearly hit oncoming vehicles already in the turn lane trying to turn into their homes.	10/11/2018 10:04 AM
85	The intersection at 136th and James Street should have a protected left turn lane (when traveling southbound on 136th and turning left onto James).	10/10/2018 9:50 AM
86	Need to be bike friendly	10/9/2018 11:11 PM
87	The top concern I have is 8th st east of Chicago Dr through Waverly. As a cyclist, this is a very unsettling road to ride on however, it is one of the only options to do so when traveling from Zeeland or Holland Heights. I think When the city tested protected bike lanes on this road it was amazing and fixed it. I do not see any reason why this needs to be 4 lanes across anymore. Also, the road surface is very uneven and provides its own challenges when riding it.	10/9/2018 4:18 PM
88	8th street between Lincoln Ave and Waverly is a critical part of my cycling commute, and frequently feels very unsafe when riding on a bike. The pop-up bike lanes in 2017 were a big help, but unfortunately haven't been permanently added.	10/9/2018 3:19 PM

Q19 Any other final comments or concerns you have regarding the current transportation system in the Holland/Zeeland area?

Answered: 102 Skipped: 141

#	RESPONSES	DATE
1	Some roads need work but otherwise very functional	1/28/2020 2:02 PM
2	I would encourage decision makers to invest more funds into non-motorized facilities. It can benefit our area by reducing traffic, improving air quality, personal health, more "safe routes to school," reduce wear-and-tear of paved roads, research also suggests that there are local financial benefits to adding cycling infrastructure. I would also encourage a more robust safety campaign similar to what Grand Rapids did to inform cyclist and drivers on rules of the road, etc. In addition, some area safety improvements seem to be needed on higher volume roads like US 31, Chicago Drive, Douglas/Ottawa Beach Road, and other wide multi-lane roads...many of these roads have limited pedestrian crossings and make it very dangerous to navigate on foot.	1/28/2020 1:35 PM
3	Need to challenge Townships to shift their land use planning paradigm from single use developments to mixed-use. Cannot continue to allocate constrained resources to "cleanup" traffic demand brought on by outdated land use planning practices.	1/28/2020 12:19 PM
4	Better bus service please.	1/27/2020 8:21 PM
5	Crossing US-31 by bike or as a pedestrian is all but lethal. No thought/effort has been made for access other than by motorized vehicles. The West Shore corridor is a death trap for pedestrians and bikes.	1/16/2020 3:18 PM
6	More Max Bus Stops on the Northside, and work to keep and expand the Reserve a Max Bus system. I want to continue to live in my home on the Northside as I age and it is likely I will want or need to take public transportation as I age.	1/16/2020 1:23 PM
7	I cannot stress enough about the dangers of drivers turning right at intersections with looking right for pedestrians and cyclists in the crosswalk. I would love to see more right hand turn lights or crosswalk signs that flash when the button is pushed. However, I would like to see these places were right turning drivers can see them.	1/8/2020 7:28 PM
8	Route 11 is really bad stewardship given the limited ridership. Better to link it to other routes or add more DR options.	1/8/2020 3:37 PM
9	We need a subway/train.	1/8/2020 11:16 AM
10	Encourage light rail, bus trans. and/or hubs in the tri-counties of Ottawa, Allegan, Grand Rapids.	1/7/2020 6:25 PM
11	With out being able to look at the costs, travel numbers, rider average times - it was hard to make a accurate answer -- it would propable change if I had them.	1/7/2020 4:20 PM
12	See note above regarding proposed changes to MAX bus routes.	1/7/2020 4:07 PM
13	It's honestly better than many other places I have lived, but I would love to see the bus system run at more convenient times and more places on the North Side. Pretty much only the people for whom it's a necessity use it because it's far less convenient than a car. Some education for the general public on how to use the bus if you're just getting started could be helpful. It can be stressful to figure out what you need and where to go ahead of time because you don't want to hold up the route by not knowing.	1/7/2020 2:49 PM
14	Bus service does not accommodate work hours for most companies.	1/7/2020 2:25 PM
15	Reduce intersections using Michigan left turns	1/7/2020 12:33 PM
16	I have been seeing a lot of slow-and-go at stop signs lately. It might be good to enforce them more, or educate.	1/7/2020 11:18 AM
17	Yes to public transportation between Grand Rapids and Hollland/Zeeland	1/6/2020 9:37 PM
18	Safety first!	1/6/2020 9:20 PM
19	Need a long term plan to have covered, all weather bike paths, sites zoned for this conversion gradually over time. Mount solar panels and collect water from these roofed over areas. call me if you have any questions, Bob, speedinput04@yahoo.com	1/6/2020 8:38 PM
20	If bikelane(s) can be added in a way that people feel safe to use them and biking is encouraged parking and congestion problems could be mostly be eliminated.	1/6/2020 8:05 PM

Our Transportation Future

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21	There should be an increase in bike lanes (not side paths)	1/6/2020 7:32 PM
22	It's not near as bad as Grand Rapids.	1/6/2020 6:32 PM
23	More mass transit options	1/6/2020 4:36 PM
24	Riley between 120th ave and east to Fairview would open that area for a better commute. Sooner than later.	1/6/2020 3:59 PM
25	I'd like to see traffic calming measures on neighborhood streets, particularly around parks.	1/6/2020 2:43 PM
26	The light on 22nd and River Street is absolutely the worst. It is only needed at rush bust runs all day. You are better off avoiding 22nd street if you want to turn onto or going across River, otherwise you end up sitting at a light for a minute with no traffic in sight.	1/6/2020 1:32 PM
27	Biking path options are good northside, but in and around town they are not very well handled. On road options (9th) are not respected by cars and need protection and/or expansion.	1/6/2020 1:11 PM
28	the advent of driverless electric cars for hire will reduce overall traffic and pollution, reducing the overall surface area assigned to vehicles, granting more space for bicycles and greenery.	1/6/2020 1:09 PM
29	None	1/6/2020 11:44 AM
30	Should be more public transportation up and down 16th, 24th, and 32nd from Graffscaap to 131. As a teenager, I worked at Bob Evans on 24th and 131 and had many coworkers who struggled to find a way home after there shift and ended up asking for rides or spending large portions of their paychecks on taxis.	1/6/2020 11:28 AM
31	Our current system works pretty well. Maintenance should be top priority, followed by improving bus service and walkability.	1/6/2020 10:47 AM
32	Holland is small enough that good, safe bike infrastructure could be really well used. Wish downtown especially wasn't so car-centric.	1/6/2020 10:46 AM
33	There are too many drivers who are distracted and many who disregard the rules of the road as all roads lack enforcement.	1/6/2020 10:45 AM
34	Your survey has a definite bias and should be revised. Multiple questions could not be answered.	1/6/2020 10:44 AM
35	More bike lanes!	1/6/2020 10:40 AM
36	More off-road bike/shared paths or protected (on-road) paths are needed.	1/6/2020 10:38 AM
37	More bike lanes!	1/6/2020 10:31 AM
38	Sidepaths are poor alternative for experienced cyclists - They increase conflict and danger at intersections. Why does Ottawa County insist on building poor infrastructure and not evaluate safer and modern alternatives?	1/6/2020 6:46 AM
39	The cities of Zeeland and Holland should be bike/pedestrian only in their "main street" sections. Holland should continue to develop alternative parking areas outside the city's shopping areas and encourage only walking or biking. Zeeland should have done this years ago.	1/5/2020 9:55 PM
40	Study traffic patterns and concern the amount of stopping and starting.	1/5/2020 9:33 PM
41	Keep investing in bike paths. I love cycling around the Holland/Zeeland area. It's a great community and having this makes the city safer and healthier.	1/5/2020 7:41 PM
42	Drivers in Holland/Zeeland seem like they have a axe to grind against bicyclists. They seem woefully uneducated about bicyclists rights, need for safe passage, and the heritage of bicycling by the Dutch. Also, bike lanes need to be on the right side of the road. The 9th street lanes on the left Are the dumbest idea ever. Our safety equip is all geared toward riding on the right side, people aRe not used to looking for bikes on the left .	1/5/2020 4:49 PM
43	Bike travel where lakewood meets I-196 Holland to Zeeland needs improvement.	1/5/2020 4:16 PM
44	If alternate transportation was safer, more people might use it. Like cycling, most streets in town are not safe enough for a bike.	1/5/2020 3:07 PM
45	More education and events for bike safety on roads and multi-purpose paths. Right of way. Stopping at stop signs.	1/5/2020 2:40 PM

46	More bike friendly planning.	1/5/2020 2:18 PM
47	let's continue to make the area more bike friendly and work on reducing speed.... near Evergreen Commons and Van Raalte, for example.	12/25/2019 10:03 AM
48	I wish there was a north-south bike path in between River and Waverly.	12/23/2019 8:49 AM
49	hard to travel from north to south side of holland on bike. as well as from holland to zeeland	12/23/2019 8:08 AM
50	Designate differences between bike lanes and recreation use paths, they are not the same. Measure streets and add marked bike lanes where possible. Motorists appreciate knowing where bikes belong.	11/14/2019 3:33 PM
51	Holland and Zeeland are both beautiful and pleasant cities to enjoy via bicycle. Would be great if we could help join the two cities better together via bicycle. A great afternoon activity, commute, tourist attraction, and friendly way to enjoy and connect with our neighbors!	11/13/2019 8:30 PM
52	The bike paths are great and it would be wonderful to expand the network so all areas of Holland are accessible by bicycle. The transitions between driveways/roads and the bike paths need some attention, they are rough in many places and could cause accidents. The one-way traffic downtown is painful.	11/13/2019 5:44 PM
53	I dont like the options provided in questions 7, 8 & 12 so I am not going to answer them. For question 7, leave the one way roads as they are. I like it that way and it is safer. For two way roads, I think they are fine the way they are in Holland. For question 12, is our air pollution really that bad? Why should I bear the cost for air and water pollution coming from Chicago? Can the MACC build the new north route (interstate 231) and connect it to the existing route over the grand river? I would also like to see the amtrak line go to Grand Haven.	11/13/2019 3:49 PM
54	Farmland and open spaces are non-renewable resources. Once you "pave paradise and put up a parking lot" (or additional roads), you can never get that resource back.	10/29/2019 11:05 AM
55	support the west michigan express	10/28/2019 9:24 AM
56	I left two questions blank because I did not agree with any of the options provided. For one-way streets, I think they should remain as they are and not replaced with wider sidewalks or bicycle lanes. This will cause more congestion. The sidewalks are already wide enough. I do not think this area is adversely affecting air pollution, so I do not want to accept the burden of trying to reduce something that isn't there. If there is pollution, then it comes from Chicago. Is Ottawa County Road Commission still planning to construct the remaining parts of US 231?	10/22/2019 9:33 AM
57	bikes, bike share, and public transit should be expanded and encouraged	10/2/2019 10:29 PM
58	It feels to reliant on traditional transport. We need to invest in new tech and safer ways to use non-motorized transport. Plus encourage people to wear helmets...	9/23/2019 8:28 AM
59	All Michigan turns should be extended so you can turn into them rather than the fast lane of traffic.	9/19/2019 1:42 PM
60	Q. 7 + 8: depends on location, context. Q.12 should be "and"	9/2/2019 6:19 PM
61	The last several years, my biggest concern has been the number of road projects that leave few options to avoid them. At times it almost seemed like a helicopter was needed to be able to navigate in various places. Lakewood and James Aves. at the same time, and Quincy by the highway at the same time, so all the traffic went to Riley, so that was horrendous. And downtown was as bad or sometimes worse. I know the roads need upkeep but it just seems that a little more thought could be done about not clumping together all the repair locations at one time.	9/2/2019 1:37 PM
62	Chicago Drive	8/29/2019 9:20 AM
63	I don't use Max so I cannot comment on is effectiveness.	8/28/2019 10:40 PM
64	Morning and late afternoon commute times have become a travel time to avoid if possible.	8/28/2019 10:18 PM
65	We are in much better shape than other areas, like California. Less congestion and more courtesy. Mass transit and bikes seem impractical due to sprawl. Need bridge strategy until technology like self driving cars eases congestion.	8/28/2019 2:51 PM
66	More busing to help employment / low income population / carbon footprints	8/28/2019 2:28 PM

Our Transportation Future

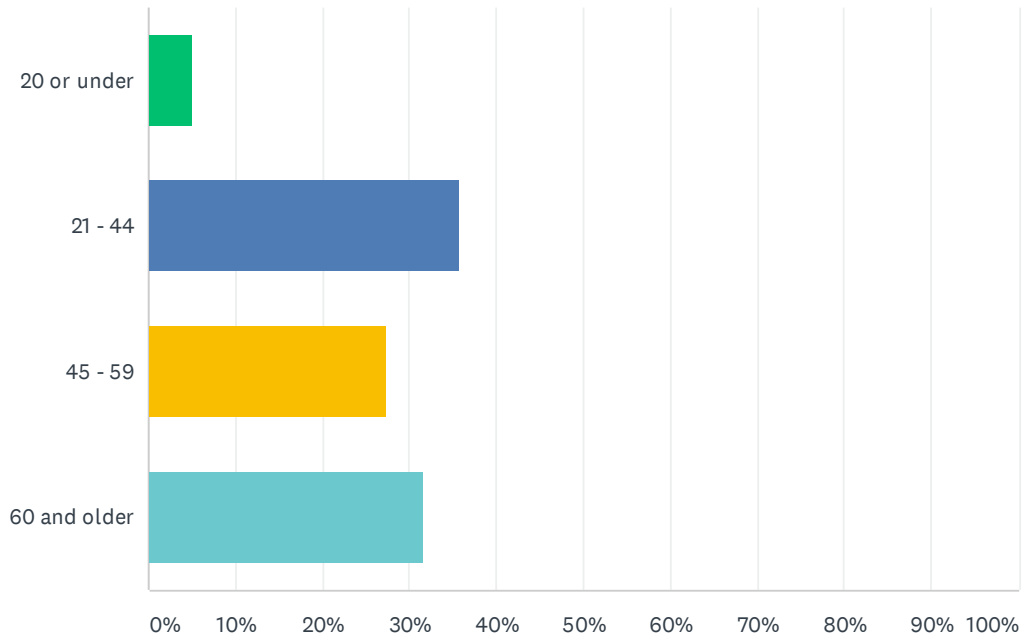
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67	Lakewood Blvd. at 112 Ave, and Business I-196, area	8/28/2019 1:50 PM
68	Distracted drivers, drivers who exceed the speed limits, weave in and out of traffic, blowing stop signs, red lights, etc. Drivers in gas guzzling SUVs and pickups are the biggest offenders.	8/28/2019 1:20 PM
69	One way to reduce congestion and make a person-friendly place is to create peripheral parking zones and make city center streets inconvenient for automobiles but good for bikes, buses, and city trolleys.	8/28/2019 11:20 AM
70	Please continue to improve traffic flows through better light synchronization and dedicated turn lanes.	8/28/2019 10:46 AM
71	Commuter trains to Grand Rapids	8/28/2019 10:44 AM
72	Train bicyclist to observe the rules of the road- start giving out tickets for disregarding them. Teach pedestrians to use crosswalk timers, signals.	8/28/2019 10:18 AM
73	I like the idea of a bus/ train route on Old Chicago Drive going to GR from Holland. Should provide a stop so students can get to GVSU!!! Bus services expanded to Holland Laketown areas.	8/23/2019 8:08 PM
74	I am so happy with the improvements you have made in recent years to transportation in Holland. I still worry about drivers texting so I dont always use bike lanes. It would be wonderful to have any type or barrier to offer protection to the bike lane. A row of removable bollards would offer safety and could be removed for winter snow removal.	7/23/2019 11:22 AM
75	I would like to see the bus service extended to Hudsonville to provide early morning service to work. Start at 7am and would be willing to arrive much earlier if needed to accommodate others.	5/22/2019 12:39 PM
76	In Park Township James 168th to Lake Shore Terrible, Narrow, crumbling. In general the speed limit of 55 on the poor surface, narrow roads is too high. Many of the older bike paths are in need of resurfacing, When a bike path is built or resurfaced, they should use equipment to cut impinging roots from both sides of the path. The roots eventually wreck the path.	5/3/2019 9:07 AM
77	North side congestion continues to grow. The traffic signal at 112th and Riley is an improvement.	5/2/2019 12:14 PM
78	too many buses going into Transportation Center right by the train tracks. Traffic gets backed up by 3 - 4 buses stopping at tacks.	4/4/2019 6:14 AM
79	Many people I speak with wish there were more covered stations especially, in the low income area where they rely on public transportation.	1/24/2019 11:32 AM
80	If they want to expand public transportation via the Max bus then they should raise the ride rate for a one-time use or the consumer could purchase a monthly bus card. The rates should cover part of the cost to repairs the roads.	1/16/2019 4:09 PM
81	When doing air quality checks on vehicles, there should also be a fit for travel on the road test. There are a lot of vehicles that seem like they should not be on the road. I completely understand sometimes this is the only vehicle available and they cannot afford to fix it, but some vehicles have serious safety concerns.	10/30/2018 7:09 AM
82	The bus service is not nearly regular enough for me to take it instead of my car to do errands like groceries or doctor's visits. I wish it was.	10/29/2018 8:52 PM
83	Park twp needs a bus route for those of us almost giving up driving	10/29/2018 4:26 PM
84	TEST	10/29/2018 12:57 PM
85	Overall, I would love to see more bike lanes. I really enjoy riding on Central in Holland because of them and would ride my bike more often if I had greater connections using bike lanes.	10/29/2018 12:55 PM
86	make taking the bus as easy as possible	10/29/2018 11:59 AM
87	Need to buy cheaper bus shelters and install more of them (use Dollars more wisely)	10/29/2018 9:35 AM
88	Look to future- transit oriented development, non-motorized. Stronger linkage between land use planning and transportation planning. Proactive- not reactive. Set a powerful vision for the future.	10/29/2018 8:57 AM

89	As you can see, I am not in favor of the way the road commission has operated. They love cars and ADT only. We need new younger progressive leaders at the road commission who can plan a transportation network for the future that is multi-modal, safer, green, beautiful, and mostly something we want to use, not simply endure until we can close our garage doors and hide inside from the road noise and chaos on our high speed road system. Wider isn't better. :) Thanks for asking our opinion.	10/22/2018 10:42 PM
90	There is good momentum for biking so keep it going.	10/12/2018 7:57 PM
91	I would ride the MAX more if it were more convenient and ran twice an hour instead of only once an hour. When I had to stay a few minutes late at work for last minute emergencies, I'd often miss my bus and have to wait another hour.	10/12/2018 10:12 AM
92	1. After driving in Europe, I would encourage the adoption of traffic circles when possible in the Holland area. I was amazed at the throughput capabilities of a traffic circle and never felt unsafe using them. I would caution over engineering them with excessive signage and dedicated turn lanes as I've seen in some traffic circles in the States. The circles in Europe are simple and efficient. 2. The bike lanes on 9th are appreciated, but they really should have been placed on the right side of the road. Almost impossible and quite dangerous to go from far right side of lane as required by law on 9th St. west of River to far left east of River. 3. Those silly fences on the bike path along Pine really should be removed. The vehicle traffic at those driveways should be yielding the right of way, not the bicycles or pedestrians.	10/12/2018 10:04 AM
93	Need appropriate stop lines at ALL instructions that require a stop. Fog lines on ALL roads in county. Get rid of ALL turns on a red or yellow flash turns on green arrow only.	10/11/2018 9:15 PM
94	Nope	10/11/2018 4:56 PM
95	I believe the MAXX system would be used more rather than driving empty buses around if a system more like other cities where everyone doesn't spend an hour sitting on a bus to have to transfer at the train station. This is the only town I've ever been in with something this ridiculous. There must be computer programs where a system that would be efficient for commuters could be set up. I will gladly own my opinion rather than being anonymous. My name is Jane Zwiers and my email address should you like more input or if there is ever a committee to look into a more efficient system I would volunteer: janezwiers@hotmail.com	10/11/2018 2:52 PM
96	make 9th street one way from beginning to end	10/11/2018 2:07 PM
97	Maybe our local boards and commissions should take into account the impact of more traffic before approving development.	10/11/2018 12:17 PM
98	Too many signals not timed properly, I find myself stopped at a red with no cross traffic present. Wastes time and gas.	10/11/2018 11:53 AM
99	I have never lived in an area with as many inept drivers. This town also has way too many issues w/road maintenance; both the lack of it and the ridiculous way you close so many roads all at once and leave few to almost no options for alternate routes. Also, any construction that does occur ends up taking months longer than the original projections (this is not including the construction strike this year). This town/area is seriously flawed when it comes to transportation. More drivers need their licenses revoked for their inability to safely operate their vehicles (many aging citizens and young, reckless drivers).	10/11/2018 10:04 AM
100	The transition points (ramps up from streets, points where driveways and parking lots intersect) along the bike paths are very rough and need attention. It is wonderful to be able to travel by bike around Holland, but it could be much more enjoyable if it wasn't necessary to hop curbs every 10 seconds.	10/10/2018 9:50 AM
101	Bikes	10/9/2018 11:11 PM
102	I think the biggest concern moving forward is adjusting the current and future infrastructure to accommodate a more pedestrian and cycling friendly culture.	10/9/2018 4:18 PM

Q20 Please check your age group:

Answered: 237 Skipped: 6



ANSWER CHOICES	RESPONSES	
20 or under	5.06%	12
21 - 44	35.86%	85
45 - 59	27.43%	65
60 and older	31.65%	75
TOTAL		237

Appendix

M

2019 MAX Transit Survey



Assessing Customer Satisfaction and Trip Purpose for Macatawa Area Express Transportation Authority-Fixed Route

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Introduction to Survey

This report summarizes the results of the fixed-route survey to assess customer satisfaction and trip purpose for the Macatawa Area Express Transportation Authority, conducted on the 1st, 2nd, and 5th of August, 2019. We collected data from 177 respondents. Results for the survey are organized into four categories: customer satisfaction, trip purpose, Macatawa Area Express Transportation Authority questions, and demographics. Respondents were also asked if they had any additional comments.

Summary of survey results

Overall, Macatawa Area Express Transportation Authority fixed route survey respondents provided positive feedback. Customer satisfaction was very high, as the majority of respondents answered very satisfied in all categories. The results of the trip purpose category showed us that the most common destination was related to shopping. The additional comments at the end of the survey show that people are generally happy, and grateful for the service. Additionally riders are eager to see service expand, particularly to Grand Rapids and Zeeland. The demographic questions showed that the most common group of Macatawa Area Express Transportation Authority fixed route riders identify as Caucasian, are between 35 and 54 years of age, earn less than \$5,000 a year, are employed for pay, and the majority do not have any special needs.

Customer Satisfaction

For customer satisfaction, we asked transit riders sixteen questions within the following seven categories: timeliness, comfort, cleanliness, information availability and ease of use, customer service, safety/security, and cost/value.

Timeliness

We asked transit riders to rate their satisfaction with timeliness on a five point scale, ranging from very dissatisfied to very satisfied, with a N/A option. two questions within this category asked about their level of satisfaction with:

- The arrival time of this vehicle.
- The timeliness (on-time arrival) of the transit vehicles in general.

We asked transit riders about their satisfaction with the arrival time of the vehicle. The majority of respondents ranked this as Very Satisfied.

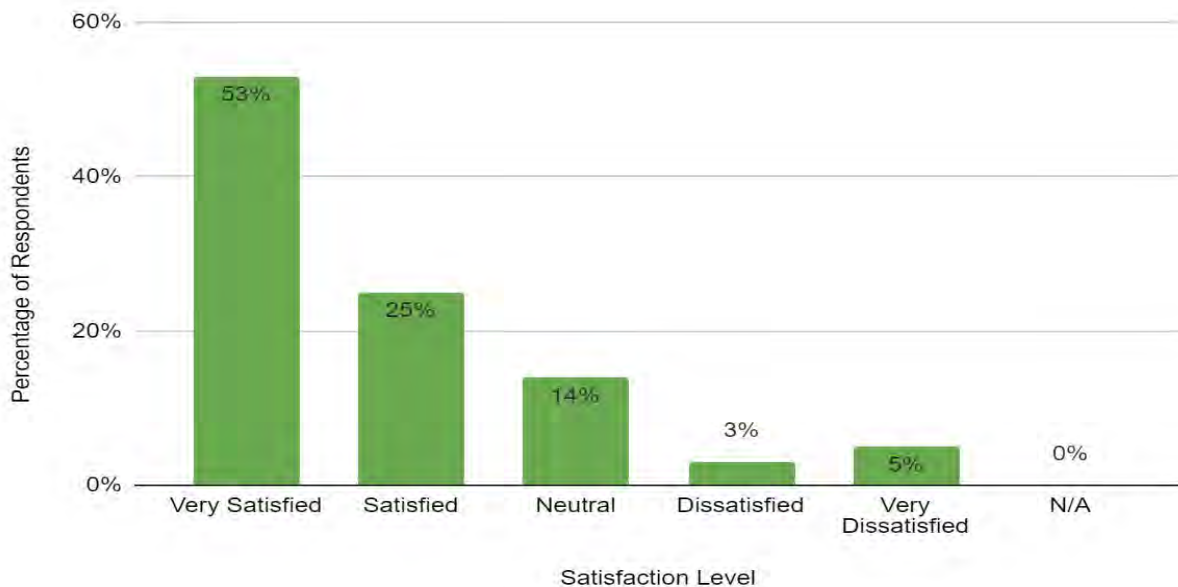


Figure 1: n=158

We asked transit riders about their satisfaction with the on-time arrival of the transit vehicles in general. The majority of respondents ranked this as Very Satisfied.

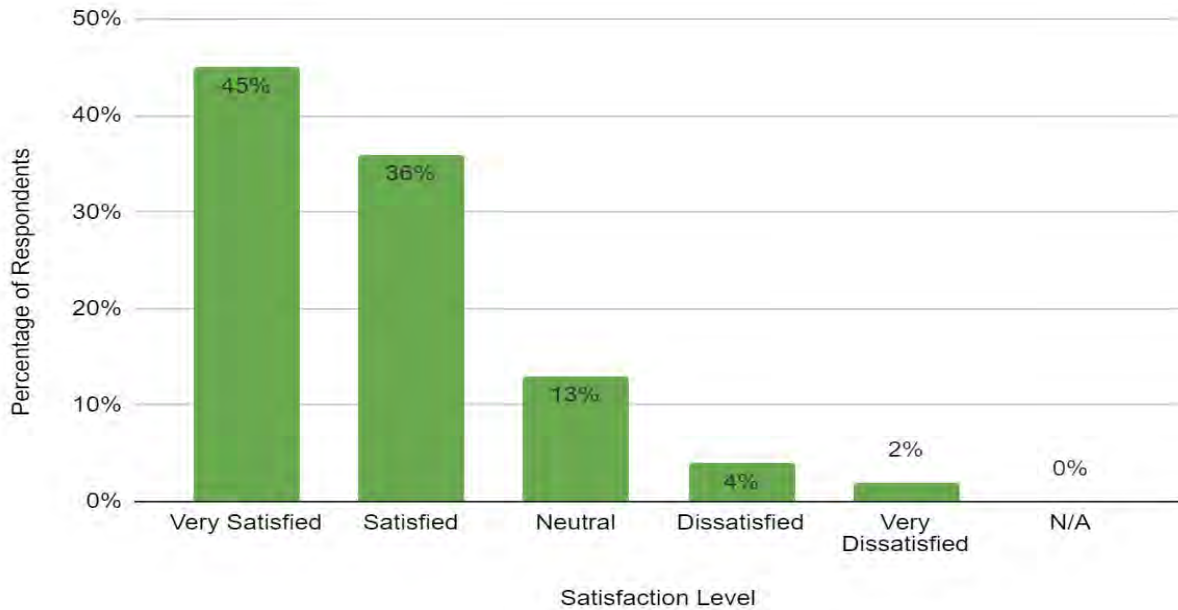


Figure 2: n=155

Comfort

We asked transit riders to rate their satisfaction with comfort on a five-point scale, ranging from very dissatisfied to very satisfied, with a N/A option. Three questions within this category asked about their satisfaction level with:

- The temperature of the vehicle.
- The comfort at the bus stop.
- Seat availability on the bus.

We asked transit riders about their satisfaction with the temperature on the vehicle. The majority of respondents ranked this as Very Satisfied.

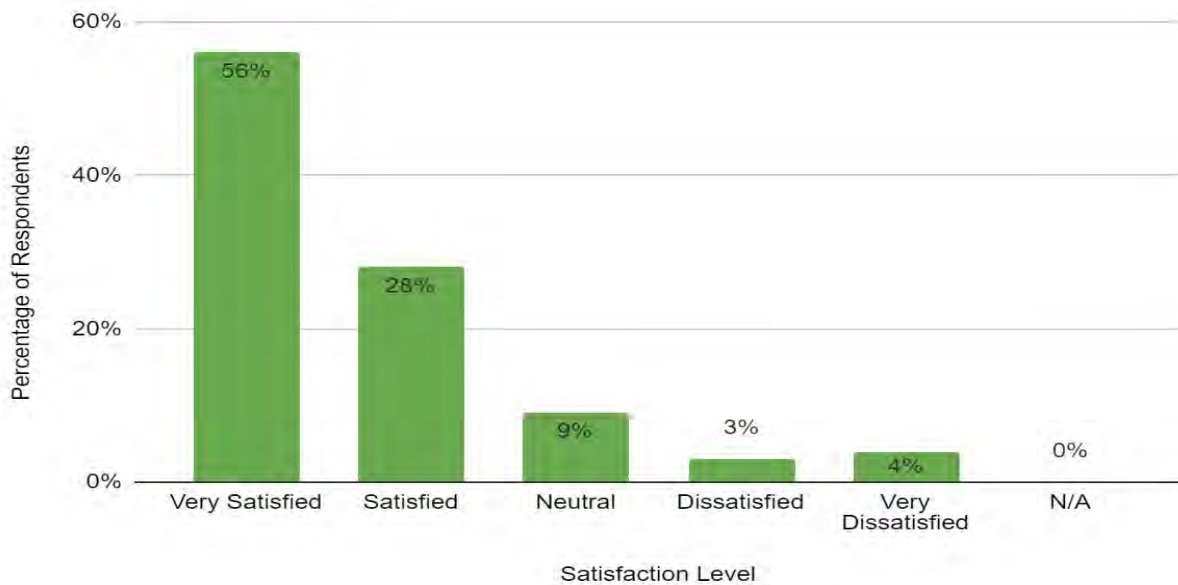


Figure 3: n=160

We asked transit riders about their satisfaction level with the comfort at the bus stop. The majority of respondents ranked this as Very Satisfied.

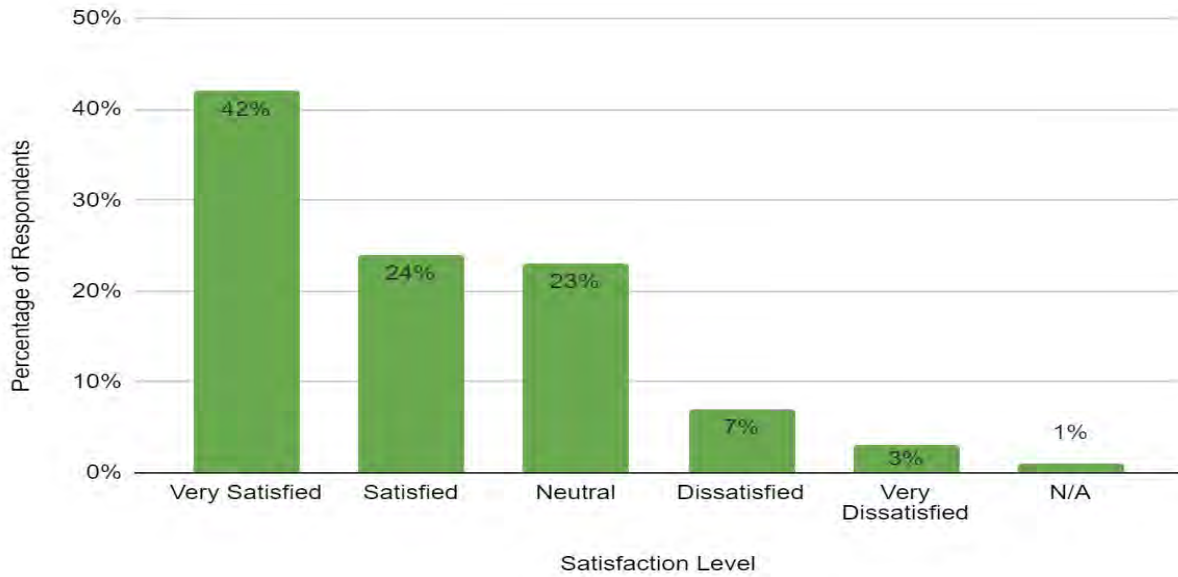


Figure 4: n=153

We asked transit riders about their satisfaction level with seat availability on the bus. The majority of respondents ranked this as Very Satisfied.

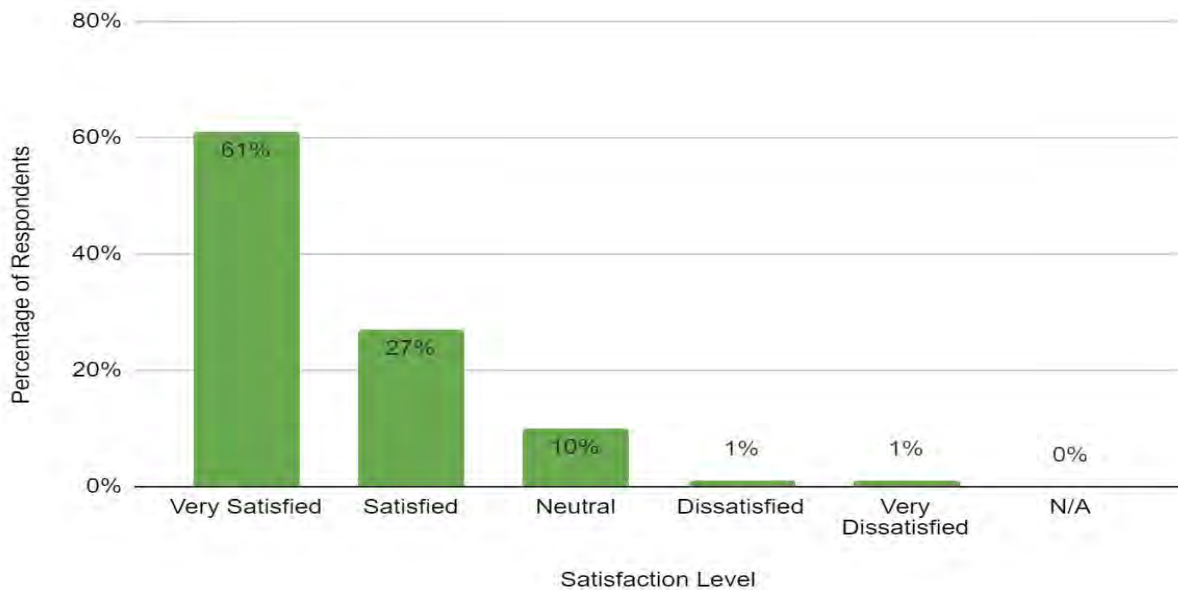


Figure 5: n=153

Cleanliness

We asked transit riders to rate their satisfaction with cleanliness on a five-point scale, ranging from very dissatisfied to very satisfied, with a N/A option. Two questions within this category asked about their satisfaction level with:

- The cleanliness of this vehicle.
- The cleanliness of the bus shelter.

We asked transit riders about their satisfaction with the cleanliness of the vehicle. The majority of respondents ranked this as Very Satisfied.

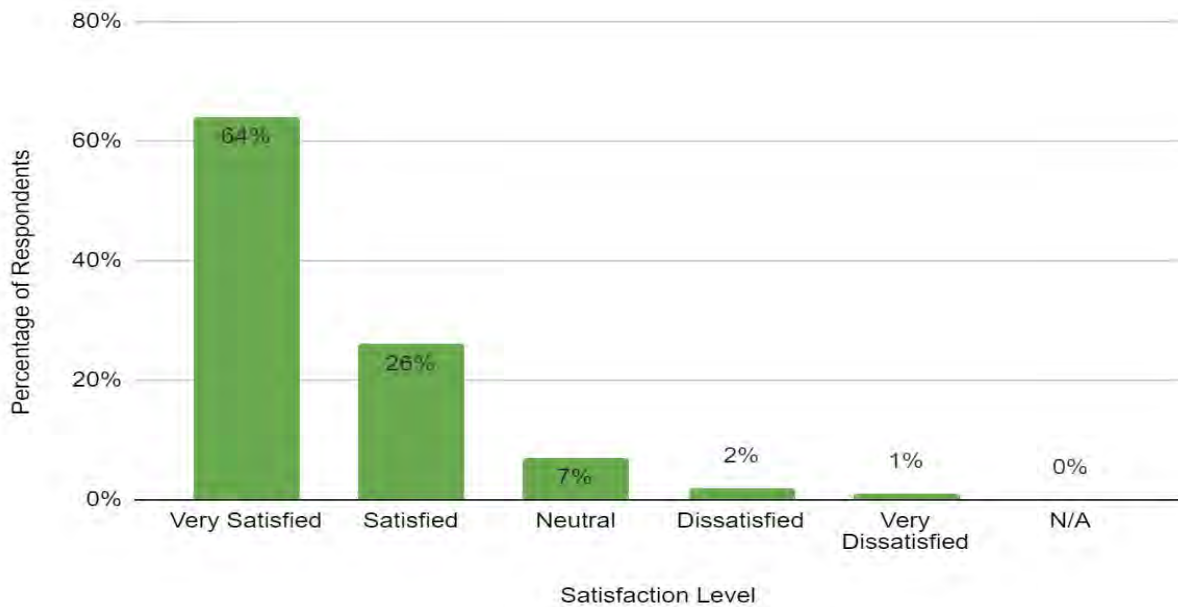


Figure 6: n=164

We asked transit riders about their satisfaction with the cleanliness of the bus stop. The majority of respondents ranked this as Very Satisfied.

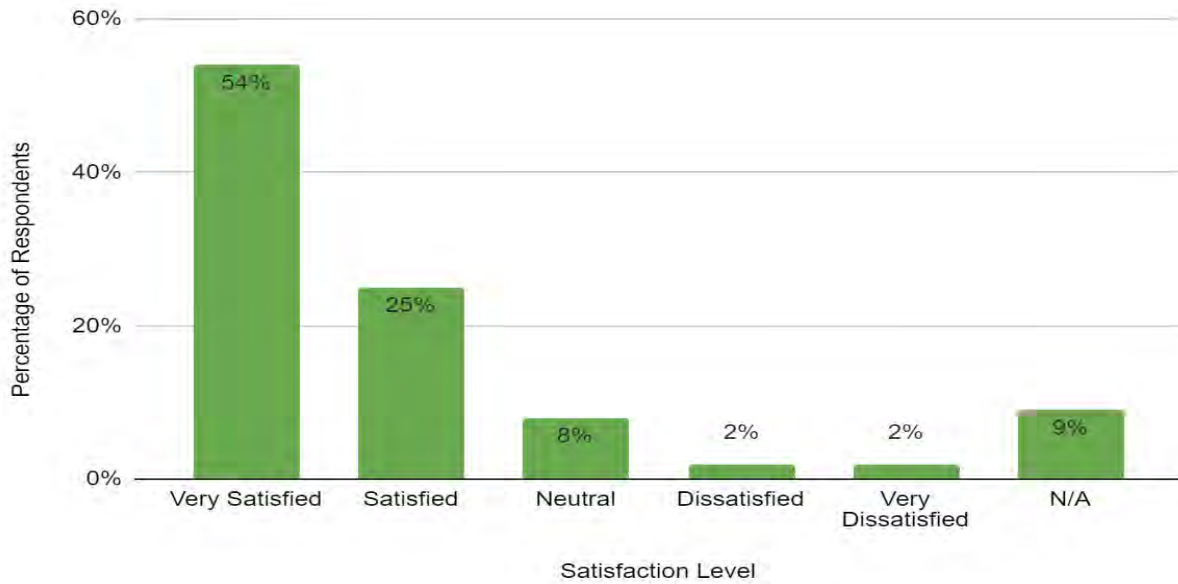


Figure 7: n=149

Information availability and ease of use

We asked transit riders to rate their satisfaction with information availability and ease of use on a five-point scale, ranging from very dissatisfied to very satisfied, with a N/A option. Three questions within this category asked about their satisfaction level with:

- The ease of finding information on this route.
- The ease of finding information on the transit agency in general.
- The accuracy of published/electronic information.

We asked transit riders about their satisfaction with the ease of finding information on this route. The majority of respondents ranked this as Very Satisfied.

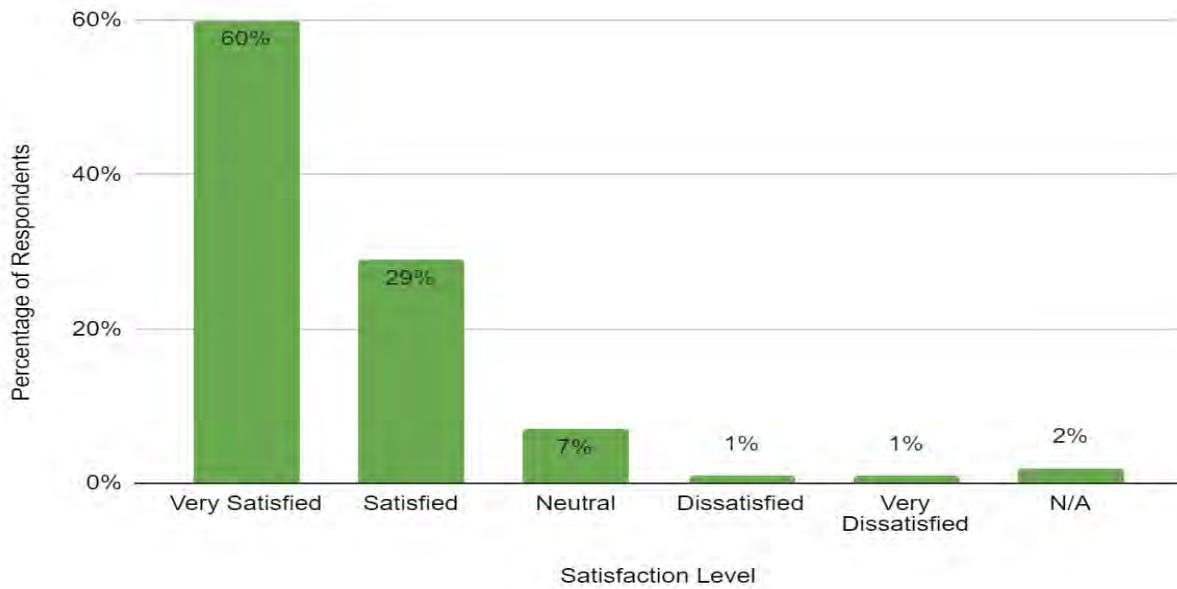


Figure 8: n=163

We asked transit riders about their satisfaction with the ease of finding information on the transit agency in general. The majority of respondents ranked this as Very Satisfied.

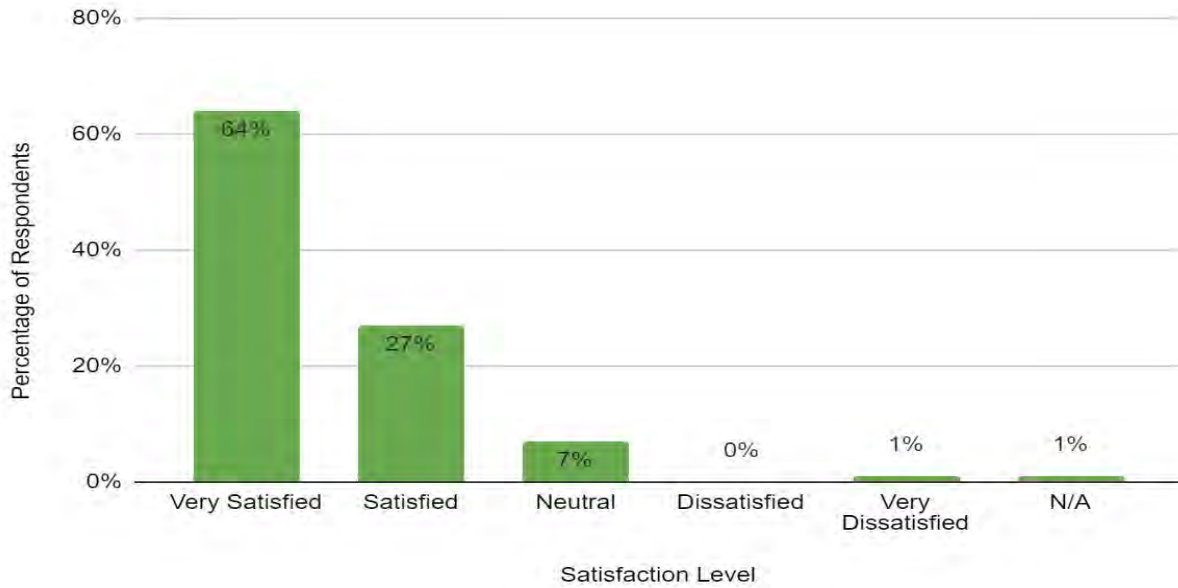


Figure 9: n=151

We asked transit riders about their satisfaction with the accuracy of published/electronic information. The majority of respondents ranked this as Very Satisfied.

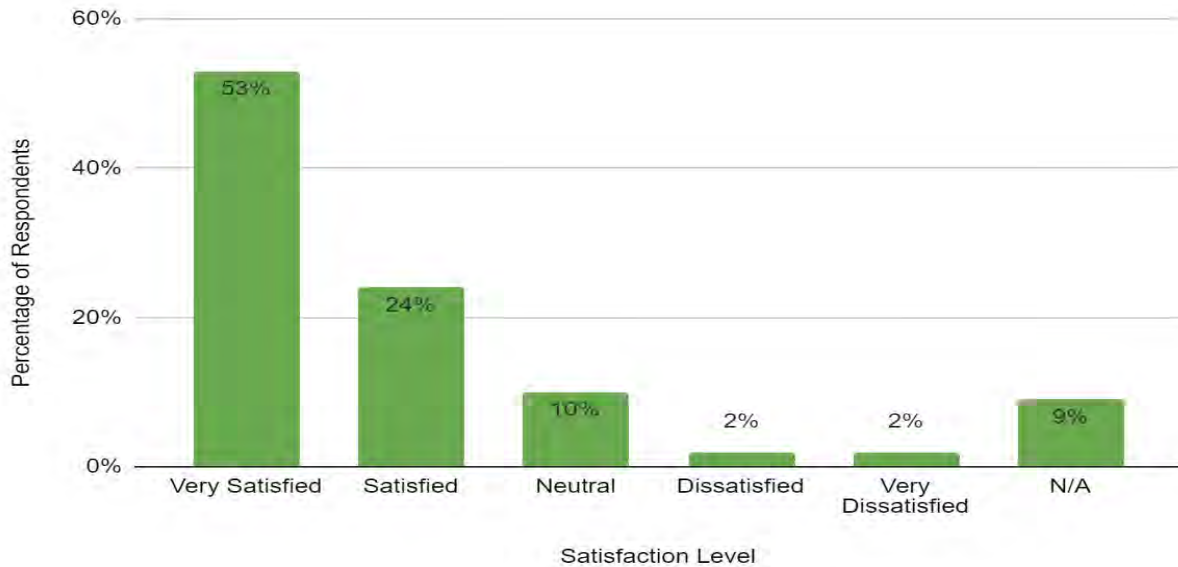


Figure 10: n=148

Customer Service

We asked transit riders to rate their satisfaction with customer service on a five-point scale, ranging from very dissatisfied to very satisfied, with a N/A option. Four questions within this category asked about their satisfaction level with:

- The helpfulness of the driver.
- The professionalism of the driver.
- The driver’s driving skill.
- The overall service received from this transit agency.

We asked transit riders about their satisfaction with the helpfulness of the driver. The majority of respondents ranked this as Very Satisfied.

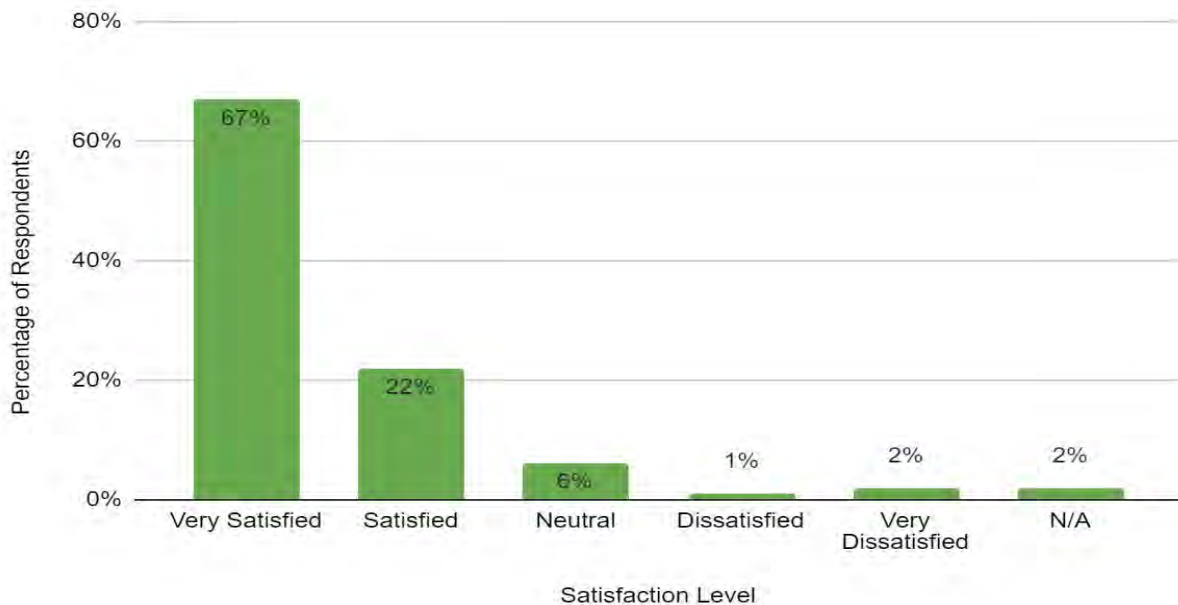


Figure 11: n=162

We asked transit riders about their satisfaction with the professionalism of the driver. The majority of respondents ranked this as Very Satisfied.

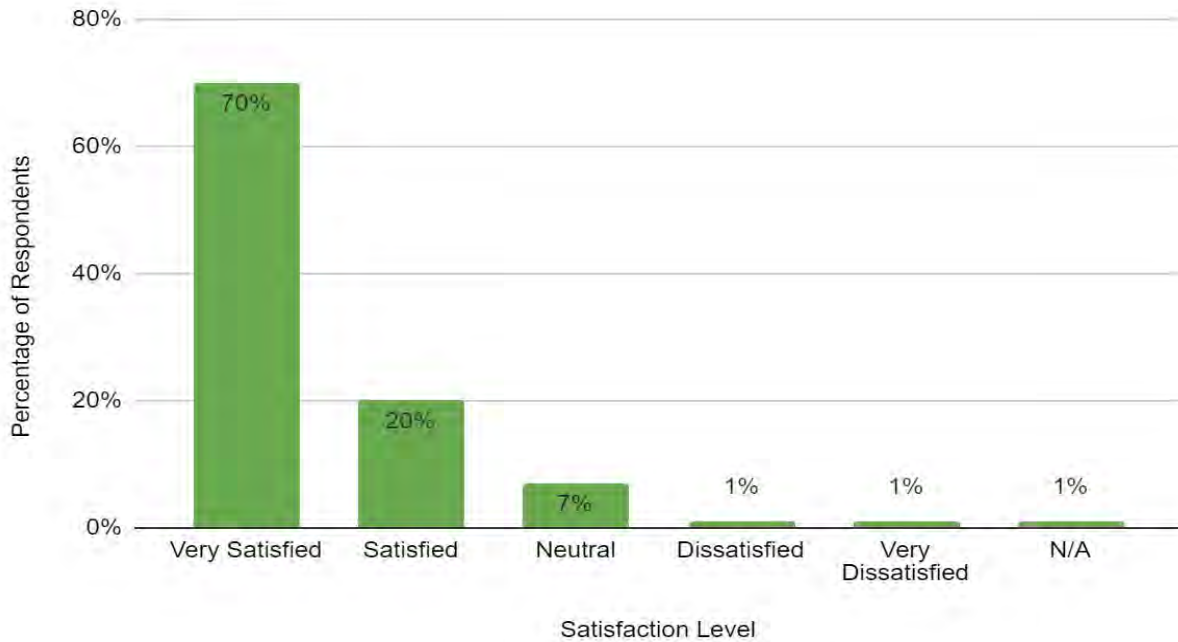


Figure 12: n=155

We asked transit riders about their satisfaction with the driver's driving skill. The majority of respondents ranked this as Very Satisfied.

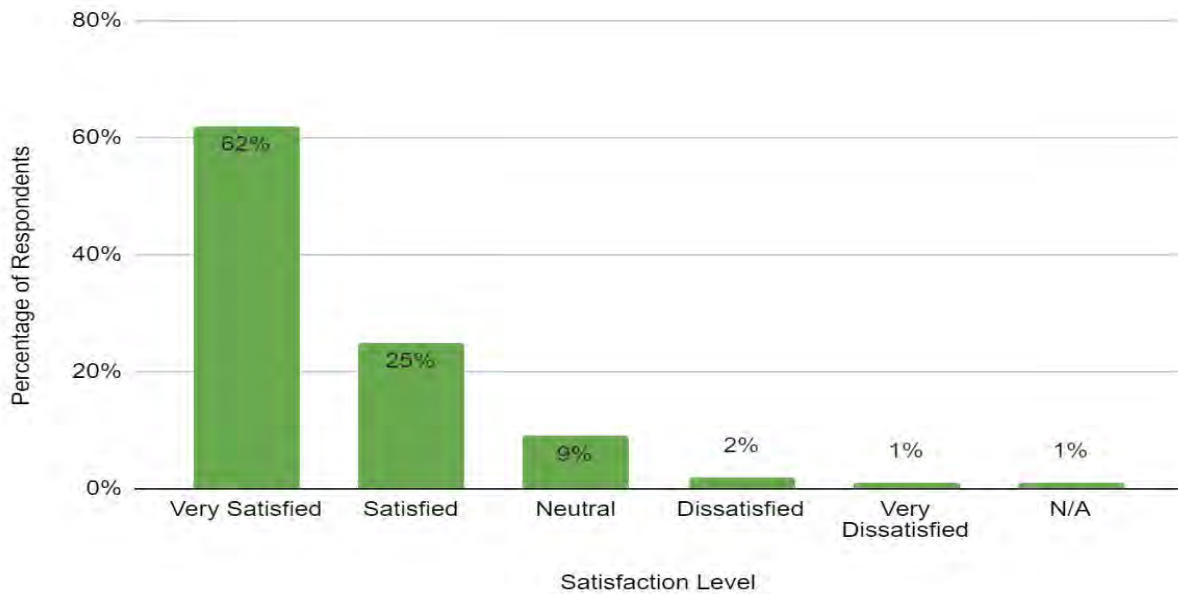


Figure 13: n=154

We asked transit riders about their satisfaction with the overall service of the transit agency. The majority of respondents ranked this as Very Satisfied.

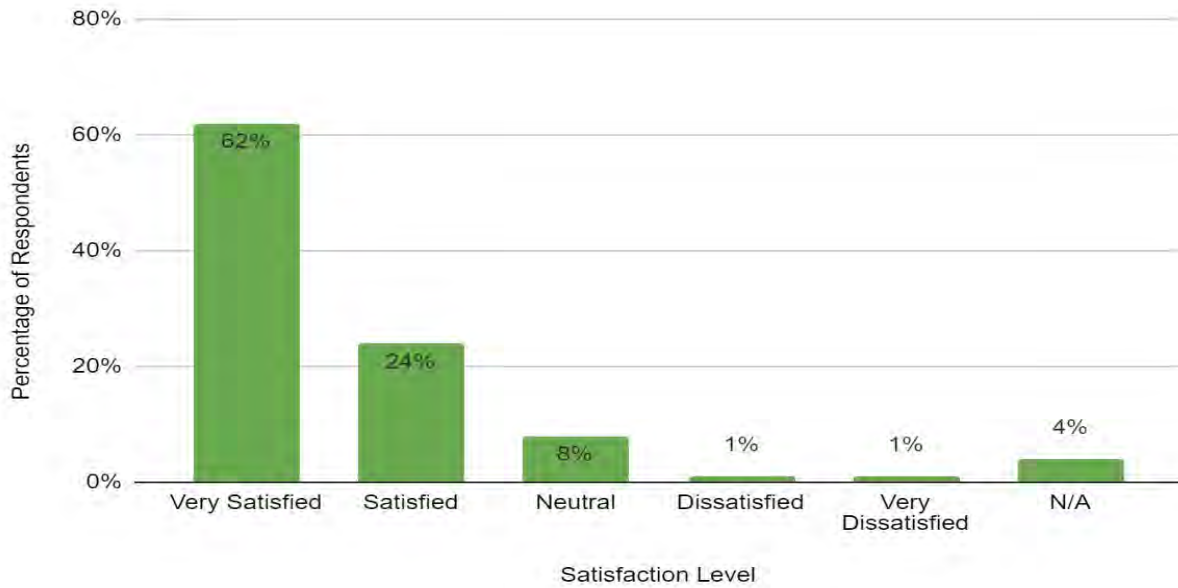


Figure 14: n=155

Safety and Security

We asked transit riders to rate their satisfaction with safety and security, providing a five-point scale, ranging from very dissatisfied to very satisfied, with a N/A option. One question within this category asked about their satisfaction level with:

- The safety in this vehicle.

We asked transit riders about their satisfaction with the safety in this vehicle. The majority of respondents ranked this as Very Satisfied.

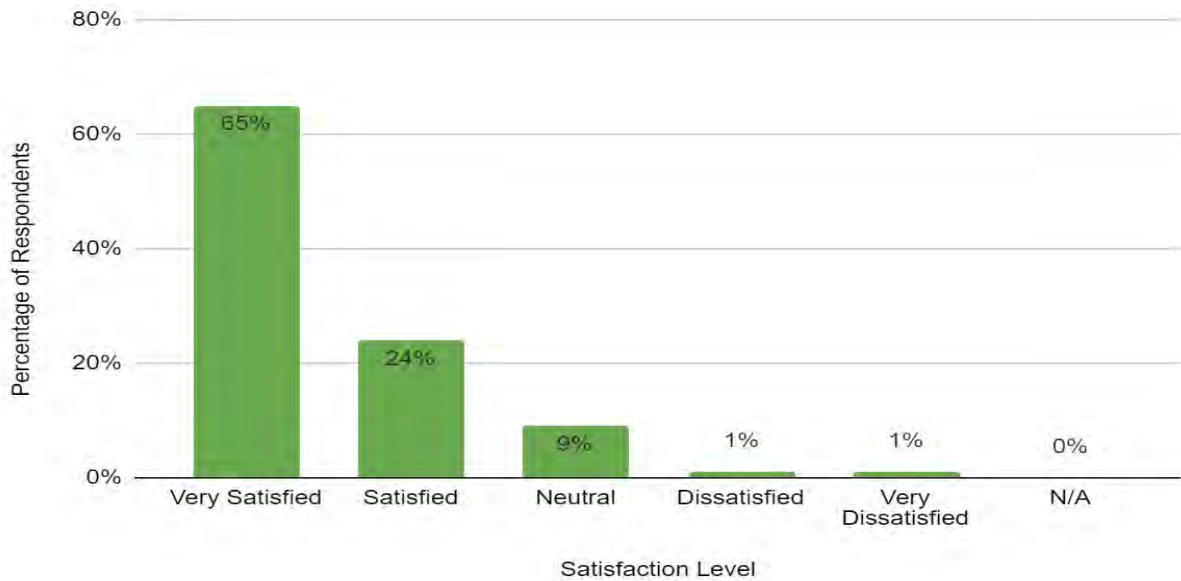


Figure 15: n=162

Cost/Value

We asked transit riders to rate how much they agreed with a statement on cost and value, providing a five-point scale, ranging from very dissatisfied to very satisfied, with a N/A option. One question within this category asked about their satisfaction level with:

- The cost of this ride.

We asked transit riders how much they agreed with the statement “How satisfied are you with the cost of this ride?” The majority of respondents ranked this as Very Satisfied.

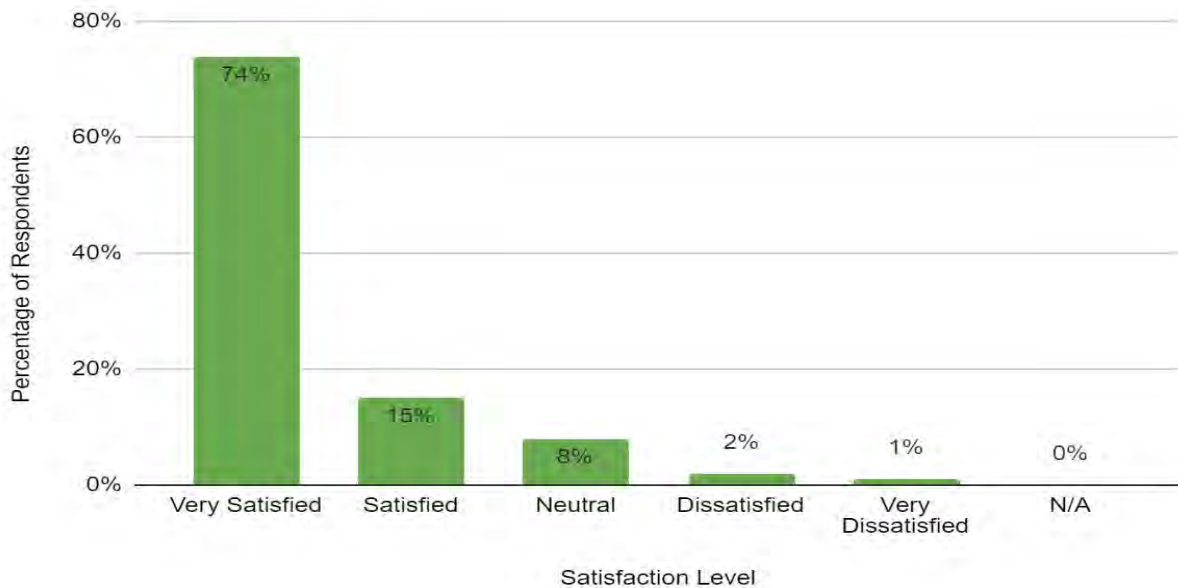


Figure 16: n=159

Trip Purpose

For trip purpose, we asked transit riders two questions regarding the purpose of their trip and what they would do if public transportation was unavailable.

Trip purpose

We asked transit riders about the purpose of their trip. This question allows respondents to select multiple answers. The majority of respondents said their purpose was related to shopping, though work and medical appointments were also common responses.

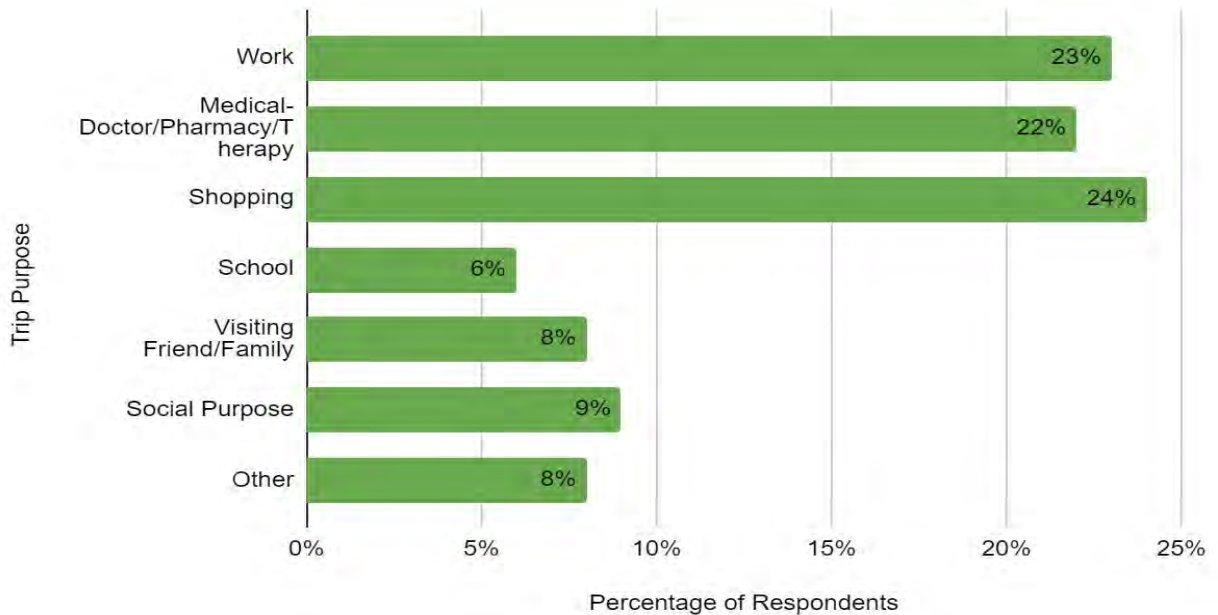


Figure 17: n=228

Alternative Transport Options

We asked transit riders what they would do if public transportation was not available. 212 persons responded to the question.

- 17% said they would not make this trip.
- 5% said they would look for alternative destinations.

The remaining 78% would take the following alternative transportation options:

- 21% said they would get a ride from family or friends.
- 36% said they would walk or bike.
- 17% said they would take a taxi, cab, Uber, or Lyft.
- 2% said they would drive.
- 2% did not specify.

Macatawa Area Express Transportation Authority

We asked transit riders questions specific to Macatawa Area Express Transportation Authority. Three questions within this category asked about:

- How riders pay for their fare.
- Whether or not riders take their bikes with them on the bus.
- What additional routes would riders like to see in the future.

We asked transit riders “How do you pay your fare?” The majority of respondents replied Bus Pass. 149 persons responded to this question:

- 53% said Bus Pass.
- 47% said Cash.

We asked transit riders “If you use your bike to get to your destination, do you take it with you on the bus or lock it and leave it?” The majority of respondents replied Take it on the bus. 87 persons responded to this question:

- 76% said Take it on the bus.
- 24% said Lock it and leave it.

We asked transit riders “What future routes would you like to see connecting popular destinations?” We received 50 responses, excluding “no” answers. Responses were recorded exactly as was written. Several riders mentioned that they would like to see the service expanded in any way possible (more routes, buses, hours). The responses of riders that mentioned specific places are as follows:

1. Grand Rapids (*8 people listed this*)
2. More routes to Zeeland (*7 people mentioned this*)
3. Holland State Park (*5 people mentioned this*)
4. Beachwood Church (*2 people mentioned this*)
5. Night ride by Pine crest apts at night
6. Night bus route by route Z area
7. Grand Rapids, Kalamazoo. Grand Haven
8. The Beach
9. Routes 2

10. Grand village, the Beach, Grand Haven
11. 15 + Maple in Holland
12. Rivertown Mall
13. route 1 + 2 on james and 132nd
14. Beaches or trail walks
15. Route on Quincy. Route to Grand Haven
16. Would be n/a to connect to Grand Rapids + the beach
17. Expand Twilight
18. More industrial routes down Riley.
19. Further West(closer to coast)
20. North of target to Ransom
21. To more buisness for going to work.
22. More routes to Holland
23. Closer to craft store hobby lobby, Micheals
24. The beach, Hamilton
25. Westhore Mall Plaza(Front) where I used to go
26. To the Beaten - Grand Rapids
27. Route to family fare.
28. West Ottawa high school.
29. Bus going to the beach.
30. Route 2,6,7
31. Expand to Allegon and West Olive.

Demographic Information

We asked transit riders about their employment. The majority of respondents said they were employed for pay.

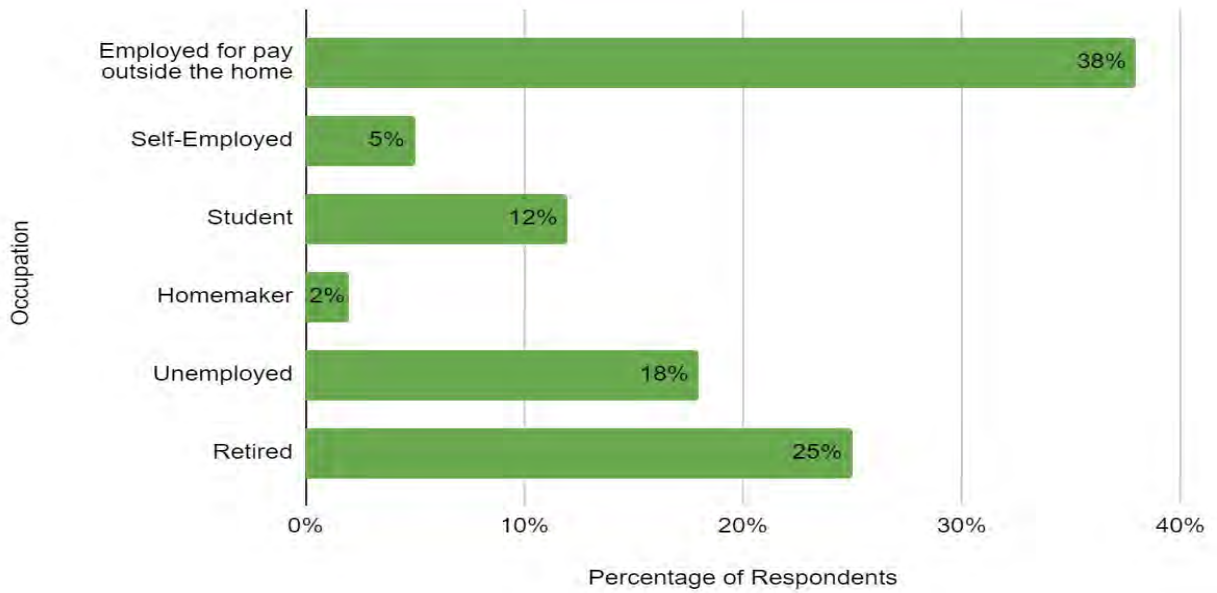


Figure 18: n=149

We asked transit riders about their gender. We received 152 responses.

- 48% male.
- 51% female.
- 1% said other/preferred not to answer.

We asked transit riders about their age. The majority of respondents said they were between 35 and 54 years old.

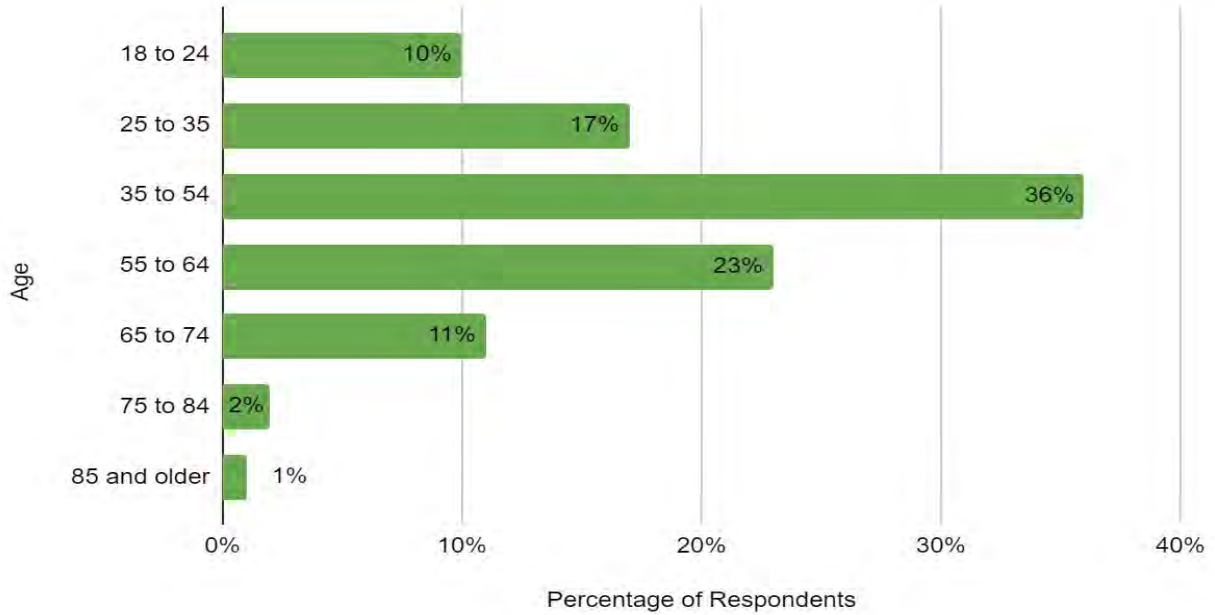


Figure 19: n=152

We asked transit riders about their total combined annual household income. The majority of respondents reported their income as less than \$5,000.

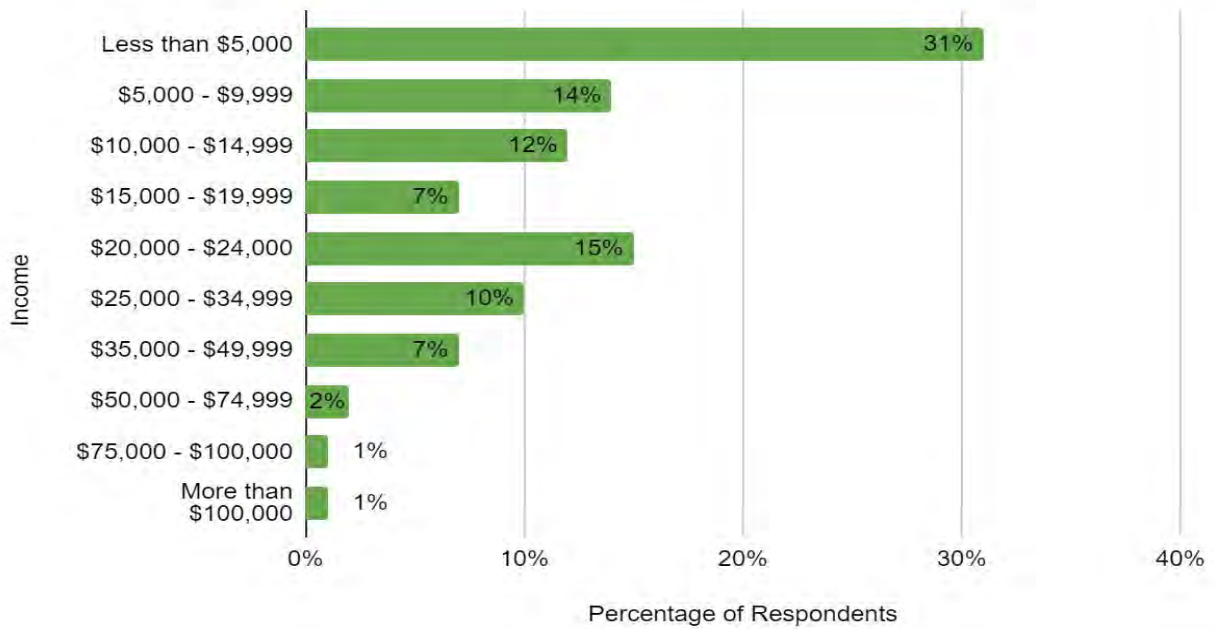


Figure 20: n=137

We asked transit riders about their ethnicity. The majority of respondents said Caucasian/white.

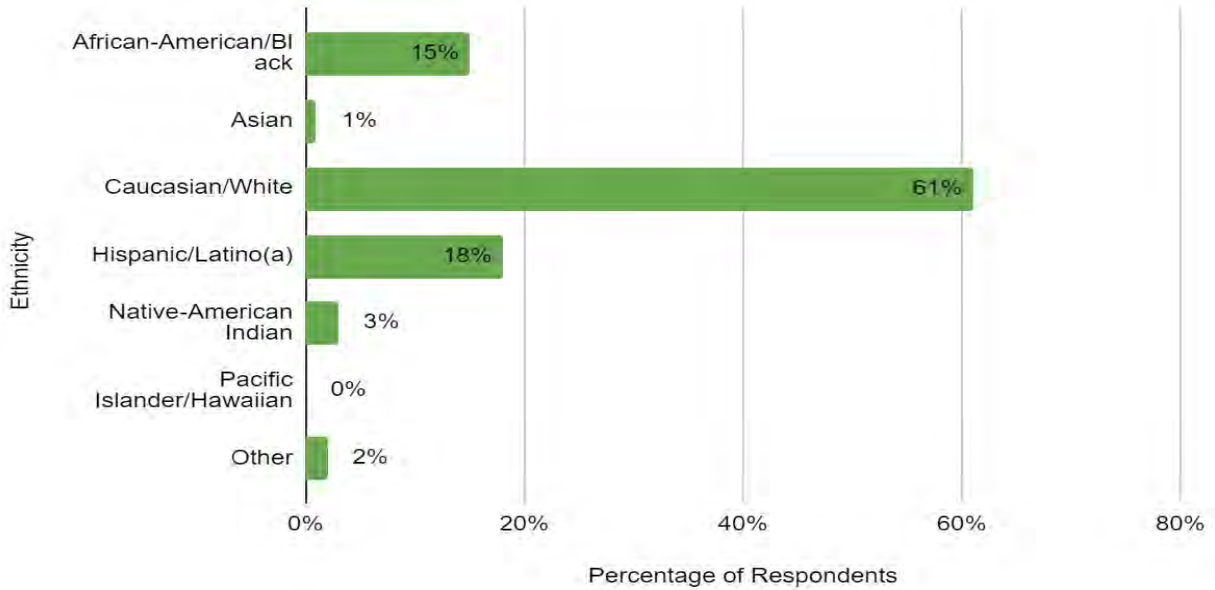


Figure 21: n=152

We asked transit riders about what accommodations, disabilities, or special needs they required assistance with. This question allows respondents to select multiple answers. The majority of respondents said they do not have any special needs.

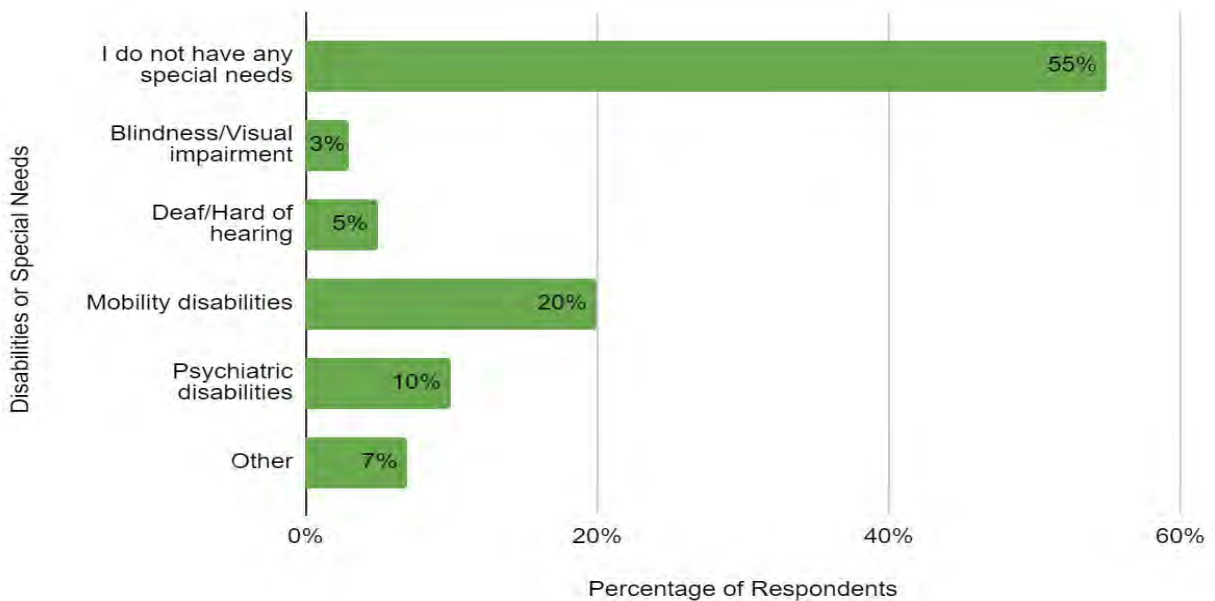


Figure 22: n=149

We asked transit riders if they had any additional comments about the transportation service. We received 50 responses, excluding “no” answers. Responses were recorded exactly as was written. Responses were organized into six categories: satisfied with services, schedule/timeliness issues, vehicles/drivers, routes/service area, dispatchers, and other. Their answers were as follows, some comments may fit in more than one group:

Satisfied with services:

1. I would be lost without it.
2. Overall great company and drivers.
3. Great company d good bus drivers
4. Very good service.
5. Thank you for everything. Keep up the good work. May God bless you'll.
6. I love this serice, the people are great the routes are great. This provides jobs, affordable travel and betters our environment.
7. Good.
8. It is a blessing for me. Thank you
9. wouldn't change good work
10. Thank God for MAX.
11. Great
12. I am usually very satisfied.
13. Love the MAX
14. MDX bus gets me where I'm going because I dn't have a car and I have appointments and need transportation.
15. Thank you for your consideration.
16. The bus drivers are very nice especially lucy
17. The bus service is very important part of my everyday life.
18. I love it. You guys really help a lot of us.
19. Thank you for buses here when we need you.
20. Overall, a convinient and consistent system that also allows drivers to help riders with disabilities at pickups and stops.
21. Thank you for all you do.
22. Thank you to Betty, the bus driver we love her.
23. I love the Max bus very much.

Schedule/Timeliness issues:

1. Yes. I wish MAX would revise the schedules/times to reflect times of route match to reflections of stops.



2. I have been a daily rider since the start, always been happy except for a few crazies who ride. Recently MAX bus time clock differs from real time approx 4 min. I take Route 2 daily to work w/bike it used to get to downtown at 10 min to the hour. This four min difference consistently makes me late for work. Please put the buses clock back to real time!
3. I ride daily (6 days/ week). Wish MAX ran on Sundays.
4. Leave on time.
5. Would like to see longer hours.
6. Buses running on the hour is too inconvenient.

Vehicles/Driver:

1. There are some buses that need mechanical attention- a lot of gliding or inside fumes. More twilight routes would be amazing.
2. You need seat belts on the bus for sudden stops.
3. Great driver
4. Smiles towards every guest no matter if they like the person getting on or not and be friendly about it.
5. They don't have enough drivers! which affects the drivers they do have with stress which affects the customers! And it's not fair to anyone. Also don't have enough working buses, maintenance is ignored.
6. Drivers are very understanding and curious of those who need a little extra help getting on
7. Some bus drivers are nice/ some won't even say a word to you.
8. The drivers are all wonderful they go out of their way to be sweet as peaches.
9. Would be great to expand hours on Sunday. The little buses need better shocks
10. Needs more shelter (illegible) very helpful love the driver upbeat personality friendly.
11. Unprofessionalism of a couple of drivers/employees. I thought I encountered often.
12. Fantastic, top driver, blue ribbon, Number A one. Service provided continues to improve, along with efficiency and staff caring of people. Thank you for your time
13. A few drivers are bad at driving. Breaking hard, Taking turns too fast. Need to update maps more frequently
14. Doug and Sam are by far the best drivers:)
15. No I love it. Nice driver very helpful and clean. Thanks

Routes/Service area:



1. You should "Shadow" the route 9 PM driver often very unprofessional. speeds. Doesn't actually stop at stop signs. Take breaks along the route!!
2. More routes.

Dispatchers:

1. Staff are curious when I call very nice the bus drivers are always kind and pleasant answer all my questions. Happy with the service.

Other:

1. The bus service has been great. The "problems" typically occur at the stops-some passengers act or say inappropriate things to pry about information they don't need to know
2. Needs accommodation for people with large luggage. I carry a very heavy beauty kit with me and I am made to sometimes climb stairs and put it in the seat.
3. It is coming. Some day will need help.



Final recommendations:

Customer satisfaction was very good overall. The majority of passengers indicated they were very satisfied or satisfied with most every aspect of the service. Analysis of the final question of the survey, which asked if respondents had any additional comments for the agency, demonstrates that riders are pleased with their riding experience. Though, a few people mentioned their desire for extended hours, and an expanded service area. Analysis of the Macatawa Area Express Transportation Authority questions shows that the majority of riders pay with a bus pass, and take their bikes onto the bus. Many riders would like to see service expanded in any way at all, but requests for service to Grand Rapids, Zeeland, and Beechwood Church were common. Additionally, it should be noted that riders were extremely pleased with both drivers and the service in general. We recommend that Macatawa Area Express Transportation Authority consider expanding their service, where and if possible.

Appendix

N

2045 LRTP Open House Outreach

2045 LRTP Open House Outreach

MACC

2045 TRANSPORTATION PLAN OPEN-HOUSE

SAVE THE DATE!

Come review our region's plan for transportation and let us know what's most important to you.

Thursday, January 16
MACC Office: 301 Douglas Ave
Noon-2:00 & 4:00-6:00 p.m.

The Macatawa Area Coordinating Council invites you to participate in the review of our region's plan for transportation at the 2045 Long Range Transportation Plan open-house.

The open-house will take place at the MACC office, 301 Douglas Ave, on Thursday, January 16th from Noon-2:00 and 4:00-6:00 p.m.

Light refreshments will be provided.

Your feedback is valued. Please take the 2045 Long Range Transportation Survey by clicking on the button below.

[2045 LRTP Survey](#)

Macatawa Area Coordinating Council | 301 Douglas Avenue, Holland, MI 49424

This post was sent out to every person on the MACC's Constant Contact email list

December 2019

MACC Monthly e-News

Click [here](#) to view this newsletter on our website

You are Invited

We want to hear from you!

MACC

2045 TRANSPORTATION PLAN OPEN-HOUSE

SAVE THE DATE!

Come review our region's plan for transportation and let us know what's most important to you.

Thursday, January 16
MACC Office: 301 Douglas Ave
Noon-2:00 & 4:00-6:00 p.m.

Your ideas can impact our community. We want to know your thoughts about transportation in the Holland/Zeeland area. What would you most like to see improved? Take the [2045 survey](#) today!

This post was sent out to every person signed up for MACC Monthly e-News in Constant Contact, it was also posted to the MACC's website



This post was sent mentioned on Cross County Cycle's Facebook

Search Classifieds 🔍

Search Legals

1

25 Results Per Page ▾ Ascending ▾

★ Log in to save ad

Keywords 🔍

■ Announcements(4)

■ Legals (3)

□ General (1)

Date Range

- Today (1)
- This Week (2)
- Last Two Weeks (2)

Notice of Public Input Opportunity Open-House at Macatawa Area Coordinating Council Thursday, January 16, 2020 Noon-2:00 p.m. & 4:00-6:00 p.m. MACC Office: 301 Douglas Ave, Holland, MI 49424 Learn about the Macatawa Area Coordinating Council (MACC) & the 2045 Long Range Transportation Plan - See proposed road improvements in the region - Give input on future land use and development - Suggest ideas to improve safety for bicyclists and pedestrians The MACC is encouraging the public to review and comment on the 2045 plan which can be found online at www.the-macc.org or at the MACC office. Comments can be made in person, over the phone (616-395-2688) or written to culstad@the-macc.org or to the MACC's postal address indicated above. You can also provide feedback by taking our transportation survey! English: surveymonkey.com/R/YourTransportation Español: surveymonkey.com/r/Transportacion2045 Show more »

Post Date: 01/10 12:00 AM

This notice was in the Sentinel newspaper and their website



2045 TRANSPORTATION PLAN OPEN-HOUSE

SAVE THE DATE!

Come review our region's plan for transportation and let us know what's most important to you.

Thursday, January 16
MACC Office: 301 Douglas Ave
Noon-2:00 & 4:00-6:00 p.m.



TRANSPORTATION OPEN-HOUSE

**Learn about the 2045 Transportation Plan
& let us know what matters most to you!**

Both of these posts were placed on the main page of the MACC's website



Velo City Cycles

January 5 at 7:57 PM · 🌐

Passionate about the future of transportation in Holland? Please consider attending an open house at the Macatawa Area Coordinating Council on January 16! And take a few minutes to complete this survey: <https://www.surveymonkey.com/r/yourtransportation>

Thank you!

MAAC

2045 TRANSPORTATION PLAN OPEN-HOUSE

SAVE THE DATE!

Come review our region's plan for transportation and let us know what's most important to you.

Thursday, January 16
 MACC Office: 301 Douglas Ave
 Noon-2:00 & 4:00-6:00 p.m.

This post was sent mentioned on Velo City Cycles' Facebook and their newsletter shown below

KICKR RIDING STUDIO

at Velo City Cycles

Build your 2020 cycling base now!

Join us in the KICKR Indoor Training Studio at Velo to build your cycling base for a great 2020 on your bike! We still have a couple of slots available in the January sessions that start this Tuesday. Click [HERE](#) for more information.

RIDE WITH TEAM VELO IN 2020

ALL SPEEDS, CYCLES AND DISCIPLINES!

SEEK RIDE OR BEHOLD... JOIN US FOR AN EPIC YEAR!

JOIN TEAM VELO

FRIGIDO FONDO

INDIVIDUALS AND TEAMS... JOIN US FOR AN EPIC YEAR!

LEARN MORE

2045 TRANSPORTATION PLAN OPEN-HOUSE

SAVE THE DATE!

Come review our region's plan for transportation and let us know what's most important to you.

Thursday, January 16
 MACC Office: 301 Douglas Ave
 Noon-2:00 & 4:00-6:00 p.m.

SURVEY LINK

OPEN-HOUSE

at the MACC

Thursday, January 16
Noon-2 & 4-6 p.m.

301 Douglas Ave, Holland, MI 49424

- Learn about the 2045 Long Range Transportation Plan
- See proposed future road, bus, bike, and pedestrian projects
- Suggest ideas to improve safety in our area

We want to hear your thoughts about transportation!

If you can't make it to the event, you can write to us at our address or culstad@the-macc.org. You can also take the **2045 Plan survey**.

English

surveymonkey.com/R/YourTransportation

Español

surveymonkey.com/r/Transportacion2045



www.the-macc.org

This notice was in the Sentinel newspaper

Appendix

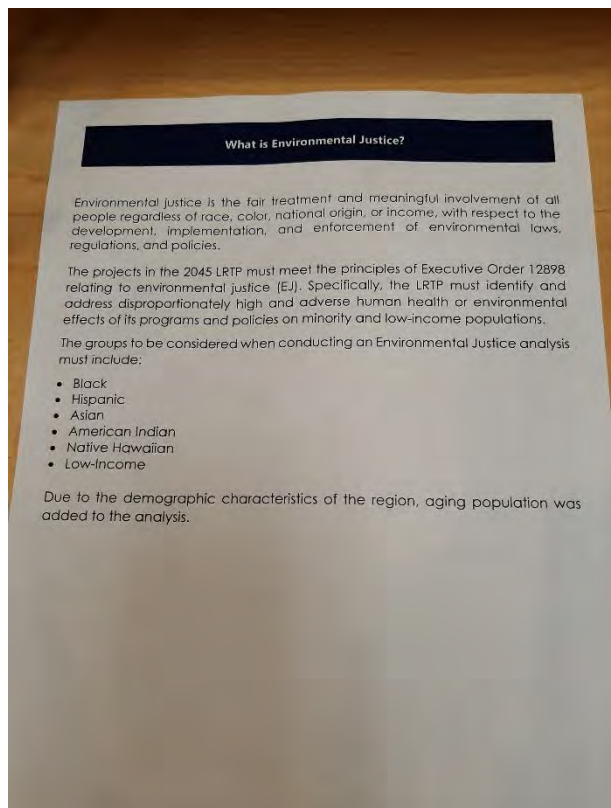
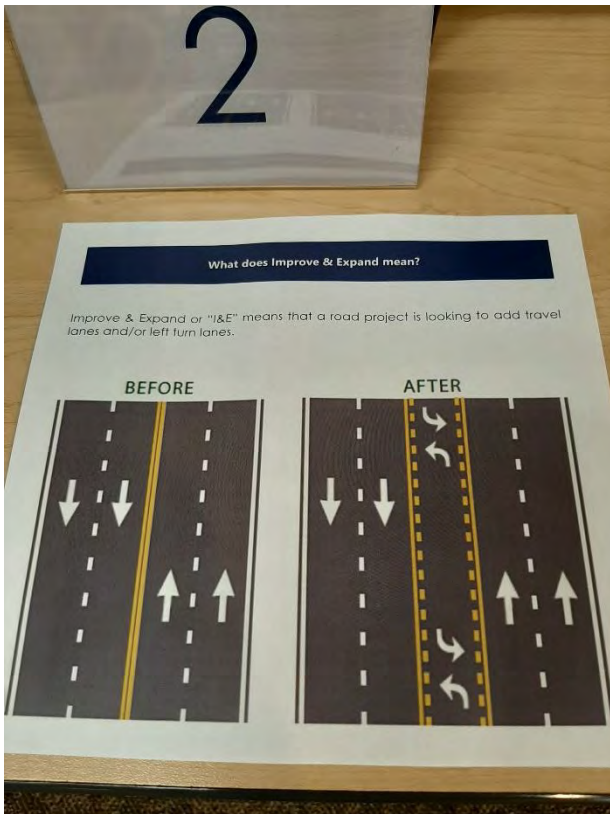
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2045 LRTP Open House Photos

2045 LRTP Open House Photos

Room Layout

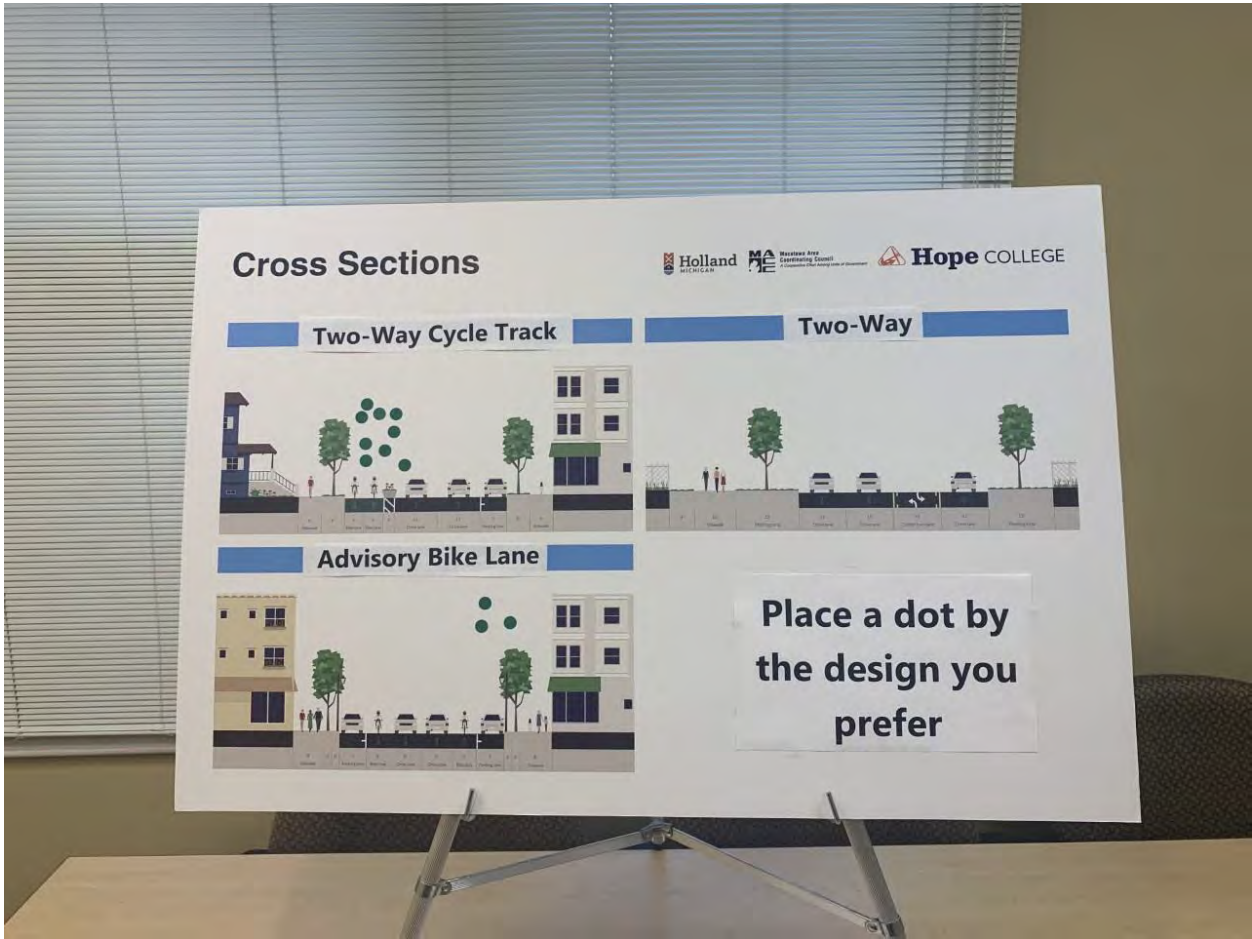


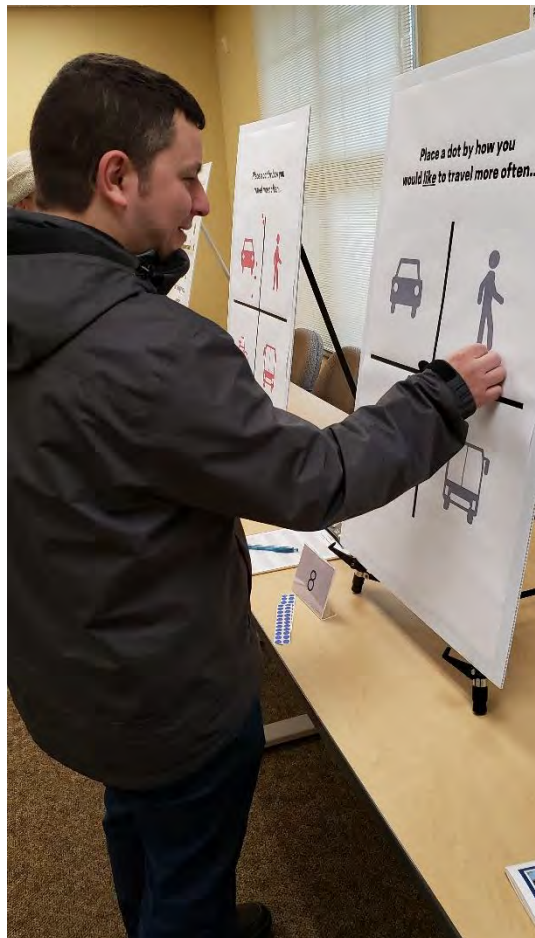


Open House









Appendix

P

2045 Open House Sign-In and Comments

SIGN IN SHEET

2045 Long Range Transportation Plan

OPEN HOUSE

January 16, 2020

Name	Organization or Address
Jim Brooks	Brooks Sports Management Holland-Zeeland Model Communities.
Bruce Shultz	bshultz@modaleswiner.com
Doug + Mary Phillips	doug - p77@yahoo.com
Russ Van Dam	supervisor@overisd.twp.org
Brad + Jenny white	jenny@velo-citycycles.com
DAVE NYITRAY	David@outdoordiscovery.org
Rae Callan	dance@outdoordiscovery.org
Steve Bulthuis	stevbphot.holland.mi.us
Bob Jasinski	speedinput04@yahoo.com
Judy Visscher	resident
Mike Visscher	resident
Tim Hemmeoay	"
JAY VAN GRONINGEN	resident
Linda Hart	Resident - CVB
Sean Mulligan	Holland State Park MI DNR
Brian Bodenbender	Hope College

SIGN IN SHEET

2045 Long Range Transportation Plan

OPEN HOUSE

January 16, 2020

Name	Organization or Address
Russ Testea	429 Hayes
John Wildeboer	914 Maywood
Brad Slagh	State House
Rob Carpenter	Herrick District Library
Tren Kent	MDOT-GRAND REGION
Russell Dykstra M.D.	Pedal Holland.

2045 LRTP Open House Comments

Jenny White: 10th Street – Hope the cycle track is implemented connecting Kollen Park to East past Hope College.

Bob Jasinski: Sidewalks and bike paths on Chicago Drive needed.

Bob Jasinski: Take out bike gates at Padnos and adjacent sites.

John Wildeboer: #14 (River Ave I&E project) – I would much prefer a dedicated bike lane along river. I bike and drive River Avenue frequently, very little traffic problems but bike travel is difficult.

John Wildeboer: Improve bike access from Holland Township to Holland along River Avenue.

John Wildeboer: Pedestrian access to park on Lake Macatawa in Holland Township could be improved.

Anonymous: Love the 17th Street proposed on street bike lane. City needs a bike lane/path to connect downtown to east of US-31.

Anonymous: Need bus stop on 128th between Riley and north Bellwood.

Anonymous: Would like to see roundabouts at College and State and State and 32nd.

Anonymous: Flooding by Brewers on Pine Ave – With improvements to drainage of River Ave, both bike lanes and west side of River Avenue are now flooding.

Anonymous: Take out fencing gates along bike path/sidewalk on Pine Avenue near old power plant and Padnos.

Anonymous: 32nd and Pine / 32nd and Central need a way to cross 32nd safely.

Anonymous: 10th and VanRaalte need flashing light cross walk to get to park, cars go so fast and kids can't safely cross.

Anonymous: River and 11th need cross walk from library to centennial Park (flashy lights).

Anonymous: Bike path, sidewalk in the area of Chicago Drive/8th/Fairbanks connections.

Anonymous: Lakewood and River, curb cuts at intersection are different for bike access, buttons for pedestrian signals are difficult to reach on bike, same with signal buttons at River and Douglas.

Anonymous: Bike crossing over US-31 north of Lakewood would be great.

Anonymous: Bike path between River Ave bridge and 136th.

RE: Bob Jasinski here, enjoyed our rail vs roads talk in Holland, some material

Kent, Tyler (MDOT) <KentT@michigan.gov>

Mon 1/27/2020 10:25 AM

To: Robert Jasinski <speedinput04@yahoo.com>

Cc: Carolyn Ulstad <culstad@the-macc.org>

Mr. Jasinski –

Thank you again for attending the MACC meeting in Holland and talking about some of the issues, concerns, and ideas that you have for the transportation system in the greater Holland metropolitan area. I am very glad to see you and others take interest in the long-range transportation planning process.

I just want to reiterate that I was there to talk about MDOT-related projects, but I will pass your comments along to Carolyn Ulstad at the MACC, since she will have to document the comments you provided. I cc'd her to this E-mail. I did take pictures of the whiteboard and summarized our discussion.

On a separate note, I enjoy talking about railroads and appreciate the great conversation we had regarding them. At this time, I am not aware of any new studies regarding new railroad lines, but one study that may be of interest to you is the “coast-to-coast” study, which looks at the feasibility of a passenger rail line between Holland and Detroit. This was conducted in 2016 by the Michigan Environmental Council. I don't have the report available, but if you type in “Michigan Coast-to-Coast Passenger Rail Study” online, you will get some links to the report.

Based on my observations, I think there is a lot of focus on upgrading the passenger line between Kalamazoo and Detroit, since this has a large amount of ridership and is a vitally important for rail-freight movements within the state. With the limited resources available at this time, we are focusing on projects that have the greatest return in investment. This doesn't necessarily mean there may not be work on other lines in the future, but it looks like the focus is on that corridor in particular for the time being.

Thanks again for the great discussion and your E-mail!

-Tyler

Tyler Kent

Transportation Planner

MDOT – Grand Region

1420 Front Avenue, NW,

Grand Rapids, MI 49504

Cell: (616) 260-3814

E-mail: KentT@michigan.gov



From: Robert Jasinski <speedinput04@yahoo.com>

Sent: Sunday, January 26, 2020 12:36 PM

To: Kent, Tyler (MDOT) <KentT@michigan.gov>

Subject: Bob Jasinski here, enjoyed our rail vs roads talk in Holland, some material

371

From: Robert W Jasinski, MD, 842 Knollcrest Ave., Holland, MI 49423, 616-335-3424, speedinput04@yahoo.com

To: Tyler Kent, Transportation Planner, Michigan Dept of Transportation, 616-451-3997, KentT@michigan.gov.

1/26/20

Dear Mr. Kent,

I enjoyed our prolonged discussion at your recent meeting in Holland here on Douglas Ave, MACC I think it was. I would like to affirm some of the major points of that discussion which I believe if implemented would add to transportation efficacy. Please pass this note to any staff at MDOT who might find it useful or interesting.

1. Holland needs to take down the "slalom gates" at the Padnos site and north of it on River Avenue. These appear to be used to impede sidewalk traffic, presumably for safety/liability reasons, but they actually block bike traffic. An avid cyclist myself, as I watch bikers go thru the gates, I have the sense that because they have to pay more attention to negotiating the slalom, I think it may well distract from paying attention to Padnos and other traffic exiting onto River.

In addition, these slalom gates make it impossible for someone with a child/cargo carrier behind their bike to negotiate the gates, forcing them into the street. The one way southbound traffic at this site is often fast and aggressive, and I think that forcing cyclists into the street here is a recipe for a likely lethal bike/car encounter.

2. Holland needs to have sidewalk bike path traffic along the north side of Chicago Drive from downtown all the way out to Zeeland so that bikers and pedestrians could use this roadway to frequent the many stores along that stretch. This might mean bridging the drainage ditch with a wooden path/bridge over it.

3. I think that interstate controlled access type highways should switch the traffic pattern such that constant velocity, hopefully lower velocity, traffic is in the LEFT lane rather than the RIGHT lane. If a person tries to observe speed limits, what happens is that traffic piles up behind them, and there is a constant stream passing them on their left, leaving no option to move over. This can get pretty dicey when multiple vehicles are trying to merge into traffic from entrance ramps on the right, resulting in squeeze plays. This is worse in heavy traffic, fast traffic, and poor weather.

In addition, the current left lane passing, right slower regime is inimical to speed limit observation. To avoid merging issues, slower traffic in the right lane is obligated to match the speed of lawbreakers in the left lane to avoid the merging traffic squeeze plays. Currently, going above the speed limit like the folks in the left lane is safer, since one then diminishes the number/spacing of vehicles passing you on the right, ie, giving you more margin to accommodate traffic merging from the right.

Constant velocity in the LEFT lane would make it easier for persons to use their cruise control, and save gas, since they wouldn't have to be doing the current stop and go required from always have to brake/speed up to sync with traffic merging from the right.

Not only would LEFT lane constant/slow/legal speed lanes reduce merging issues, but by putting high speed passers into the right lane, these then would have to accommodate merging traffic, consistent with their generally inconstant speeds. They might not even notice the change, since weaving in and out, going fast and slowing down is normal for these types. Perhaps it would even slow them down. I am forced to drive faster than I like, for safety reasons because the right lane is a merging lane, and traffic backs up into a constant dense line on my right as it passes me, if I go slower. The current system privileges law breaking speeders in the left lane.

Constant/low velocity traffic on the left would even out the road wear pattern, perhaps extending the time between repairs, whereas currently the right lanes always need replacing before the left ones.

Left lane constant/low/legal velocity left lanes might make the introduction of autonomous vehicles easier as well.

4. Please try to eliminate all access/exit ramps where the pattern is entrance ramp precedes the exit ramp. While this kind of set up can be very exciting as one tries to exit and get between a solid line of traffic trying to enter from the right, it probably causes a lot of accidents, and is inconsistent with common sense.

5. Please consider offering on MyDrive website some data on hour of day and season accident rates. This might encourage persons to think more strategically about where they drive how and when. Some highways may have fewer accidents, so I might prefer those, even if longer travel time, and especially so in the winter. Knowing of higher accident rates during rush hour, people might choose to do discretionary travel outside of those times. This would even out the traffic density, and likely diminish accidents, and allow better gas mileage. There should be another tab (besides traffic speed, construction, accidents, etc...) for any stretch of highway noting cumulative times of accident clusters, both in terms of the current season, and according to time of day. Deer accident locales and times (dates/hours) might also make drives more aware of this hazard.

6. Please work with manufacturers to allow their front looking stopped traffic warning radar to be adequate for detecting deer and other medium to large animals.

7. At age 68, I grew up just as the interstate highways were being built, and travelled from MSU to Joliet, Illinois during 1970-4. In those days, the expressways were not crowded, and were thus safer. Now there is far more traffic, yet there are still two lanes each direction, just as in 1974, for most of the way. I think some effort should be made to get people off the highways and onto rail systems. IF this were workable, it might preclude the predictable expenses of continual building of more and more lanes. As a fuel and building cost saving measure, having viable rail systems would get people off the highways, making the current highways last longer.

Now a common criticism of rail is that it gets so little usage that it needs subsidies, ie, too few people really want to use it. I suspect that this is in part because rail is currently built backwards, to serve existing building patterns, rather than a more proactive and intentional rail first, then buildings approach. What do I mean by intentional rail first planning?

At first, rail spurs could be built from a given large city out into the countryside, all the while aimed directionally at adjacent cities that already produce intercity traffic on current roads. Ultimately these spurs could be linked for intercity traffic, but in the meantime, these short spurs could take people to intraurban bus sites, or to/from buildings along the spur. The property adjacent to the spur should be restrictively zoned for high density buildings and including as many work/shopping/residential sites as possible, aiming for a scenario where many people could do their needed (work, shopping) travel along the spur, staying off the highways. Now this zoning might be done to encourage certain types of populations along the spur, perhaps even incentivized somehow at first by subsidy. The elderly might appreciate a spur centered life, to decrease costs and driving risk. The young might appreciate not requiring the increasingly high cost of maintaining an automobile. Universities and schools could be centered on the spur to serve students and staff. The same might go for major medical centers, whose patients and staff could live along the spur, patients in short or long stay motels/hotels, and staff in apartments. Since there is a large turnover in university and patients, hotels/housing might pay a premium to be sited along the spur.

This is all about finding populations who would especially benefit from concentrated house/work/life building along a spur, and doing so, and siting them, in order to make the spur financially viable. As the spur would make travel to the city more cost/time effective, more housing would be built along it, and care should be taken to integrate the spur with separate bike and pedestrian lanes.

Since rail is more scalable to increased traffic than roads are, this should be cheaper in the long run, and I suspect that both building and maintenance costs of rail per mile are far less than periodically busting up concrete and laying it down again.

Wooden ties actually sequester CO2. A narrower right of way might make even retrospective siting of rail lines cheaper in

terms of eminent domain costs than a highway would be. Taking more people off the highways and onto evolving spur rail should diminish the need to expand the more expensively built and maintained highways. I am not sure we can afford to keep expanding highways, so why not try to take a lot of local traffic off the highway by starting with urban focused high density zone spur lines which would gradually grow out into rail lines connecting cities, and by preferentially zoning these for high density, insuring that they are financially viable, rather than needing subsidy and producing a laughingstock for those who scorn public transport.

Ann Arbor, where I did my residency, and where we now get cancer care is an example. Traffic there just keeps getting worse, and parking is difficult to find. It would be great if we could drive to a hotel sited around a spur line, and then take the train to the clinic rather than fight the dense traffic. A spur line might even decrease deaths caused by texting/driving morons. Nurses and docs tired after a long day might welcome a train ride home along the spur, rather than having to fight traffic too. Such plans should be started in areas with the right critical mass/mix of potential high density residents who would support it from the outset, or nearly so.

8. One reason people avoid public transport is because of the potential for various criminals and thugs to take advantage of persons right next to them, rather than potential victims somewhat insulated from the perps by their own vehicle. I have seen women have to run from perps after getting off a train and walking to their car. To the extent public transport makes people vulnerable, it also makes public transportation less viable. Change that by substantially increasing criminal penalties for crimes committed and linked to public transport, rather than coddling the perps who only detract from the existence of everyone else. Perhaps even site police substations near public transportation terminals.

9. Community covered/segregated bikeways. Within cities, encourage less use of roads by offering segregated bike paths, and another for pedestrians, to encourage more exercise, and less traffic. A bike expressway, with no or few stops, and segregated from cars/pedestrians allows a faster travel speed, making biking more competitive to car use. An all weather covered bikeway would increase bike use. This could be done more cheaply by siting it between buildings, these providing lateral protection, with an overhead roof between the buildings, part transparent, and / or covered with solar panels and allowing rainwater harvesting. Such a three-fer might make any expense more tolerable. Here in Holland, MI, many businesses downtown have entrances on both eighth street, and ninth or 7th street. 8th street could easily become the covered bikeway by roofing over the space between those buildings on the north or south, and usual auto traffic could access these businesses from 7th or 9th streets, or walking around to eighth street.. This roofing over would also decrease winter snow removal issues and costs, perhaps decreasing other expenses and risks. A long term zoning plan for gradual conversion switch over to high density housing/shopping/work along this bikeway would be needed for any city doing it. There are significant health and environmental reasons to try to encourage bike commuting, and making it a rational choice, not just a feel good choice.

10. For pedestrians, especially those with prostates, bathrooms allow one to even consider walking, whereas a bike/walk path with no bathrooms means I'd better take the car. Lack of bathrooms can make an otherwise good bike/walk path unusable by a large portion of the population.

11. Thank you MDOT for the traffic cameras along I94 near the lake !!!! I hope it encourage people to stay home during lake effect blizzards.

Sincerely, Robert W Jasinski, MD

1-21-19

Elisa Hoekwater

We wanted to put in writing what we have tried to express to MAX Bus in a telephone conversation where we were not able to connect with the MAX Bus director. It was suggested we should petition the township to put in a sidewalk. We were not allowed to talk to or make an appointment with the MAX director. In a meeting with Mr. Bulthuis, Holland Township Manager, he indicated that an email was an appropriate way to proceed.

Our original request is for the bus stop on Route 1 be moved from North Bellwood to 128th street just before North Bellwood for the safety of riders coming from West of 128th for the following reasons.

- Currently, there is a bus stop on North Bellwood and two bus stops on Beeline between North Bellwood and Felch Street.
- To access any of them from West of 128th is dangerous particularly in winter weather. To get to the bus stop on North Bellwood or the bus stops on Beeline via North Bellwood there are no sidewalks so you would have to walk in the street. There is no place to stand at that bus stop other than in the street in the winter. MAX bus in the Holland Sentinel article of January 20 specifically advises against this.
- To access the Beeline bus stops by going South on 128 to Felch you encounter a hilly up and down sidewalk that slopes towards the street to a dangerous intersection of Beeline, 128th and Felch. As the sidewalk has short steep slopes and is not cleanly cleared by the township or residents it is often slippery and dangerous to walk on. At the curve on 128th, there have been several times that cars have missed the turn, slid off and hit a mailbox and sign and then across the sidewalk.

Either way to access the current bus stops is not safe. Our suggestion that the bus stop on North Bellwood be moved to 128th just before North Bellwood, this would not interfere with the bus route and would be the easiest solution and would not impact the timing or route of the Max bus (Route 1 North Mall Area). We understand that this might not happen immediately but urge Macatawa Area Express to implement it expeditiously.

Doug & Mary Phillips
Doug_P77@yahoo.com
(616) 298-2870
(586) 214-0484 Cell

Appendix

Q

2045 LRTP Consultation Packet



**Macatawa Area
Coordinating Council**
A Cooperative Effort Among Units of Government

Policy Board

Howard Baumann, Jr.
Joseph Baumann

- ✦ Thomas Bird
- Nathan Bocks
- Ken DeWeerd
- Linda Howell
- Gerald Hunsburger
- John Kleinheksel
- ✦ Kevin Klynstra
- Don Mayle
- ✦ Hannes Meyers, Jr.
- ✦ Terry Nienhuis
- Glenn Nykamp
- ✦ Pankaj Rajadhyaksha
- ✦ Jim Storey
- Russ Te Slaa
- ✦ David Van Ginhoven, Chair
- Todd Wolters

- ✦ Executive Committee

January 7, 2020

**RE: Request for Consultation on MACC 2045 Long Range Transportation Plan
Proposed Projects**

Dear Transportation Stakeholder,

The Macatawa Area Coordinating Council (MACC) is seeking input on projects proposed for the 2045 Long Range Transportation Plan (LRTP). As a community stakeholder, we would like to ask you to review these projects and share any comments or concerns by the close of business on **Friday, February 21st, 2020**.

Enclosed is information about the MACC, background on the development of the 2045 LRTP, and a map and list of projects that are being proposed for improvement and expansion (increasing capacity by adding travel or middle turn lanes). Please note that this is a draft list and construction is not guaranteed. If you would like to review or comment on the draft 2045 plan document, it can be found in the transportation section of the MACC's website (www.the-macc.org).

We appreciate your comments and want you to know that your input is important to the transportation planning process. We ask that you contact us by email at culstad@the-macc.org or send comments to:

Macatawa Area Coordinating Council
Attn: Carolyn Ulstad
301 Douglas Avenue
Holland, MI 49424

An open house is scheduled at the MACC office on Thursday, January 16 (Noon-2:00 & 4:00-6:00 p.m.). Please join us to share comments and enjoy refreshments if you are able. Thank you for your participation.

Sincerely,

Carolyn Ulstad
Transportation Planner
Macatawa Area Coordinating Council

2045 LONG RANGE TRANSPORTATION PLAN

BACKGROUND AND INFORMATION

WHO IS THE MACC?

The Macatawa Area Coordinating Council (MACC) is the Metropolitan Planning Organization (MPO) for the Holland/Zeeland urbanized area and is required by federal legislation to provide coordinated transportation planning. The MACC is made up of various governmental agencies, including: Federal Highway Administration, Michigan Department of Transportation, Ottawa and Allegan County Road Commissions, the Counties of Ottawa and Allegan, the Cities of Holland and Zeeland, the townships of Port Sheldon, Olive, Park, Holland, Zeeland, Laketown and Fillmore, and Macatawa Area Express. Each of these agencies is represented on the MACC's Policy Committee, which conducts meetings that are open to the public.

The MACC's transportation program is funded by planning funds from the Federal Highway Administration, the Federal Transit Administration, the Michigan Department of Transportation and local dues.

WHAT IS THE 2045 LRTP?

The Long Range Transportation Plan (LRTP) identifies how the region plans to invest in transportation over the next 20+ years. The plan includes strategies and actions to develop an integrated system that facilitates the efficient movement of people and goods in the Macatawa area. The plan looks at roadway capacity projects as well as plans for passenger rail, bus service, freight movements, and non-motorized infrastructure for pedestrians and cyclists.

WHY ARE WE ASKING FOR COMMENTS?

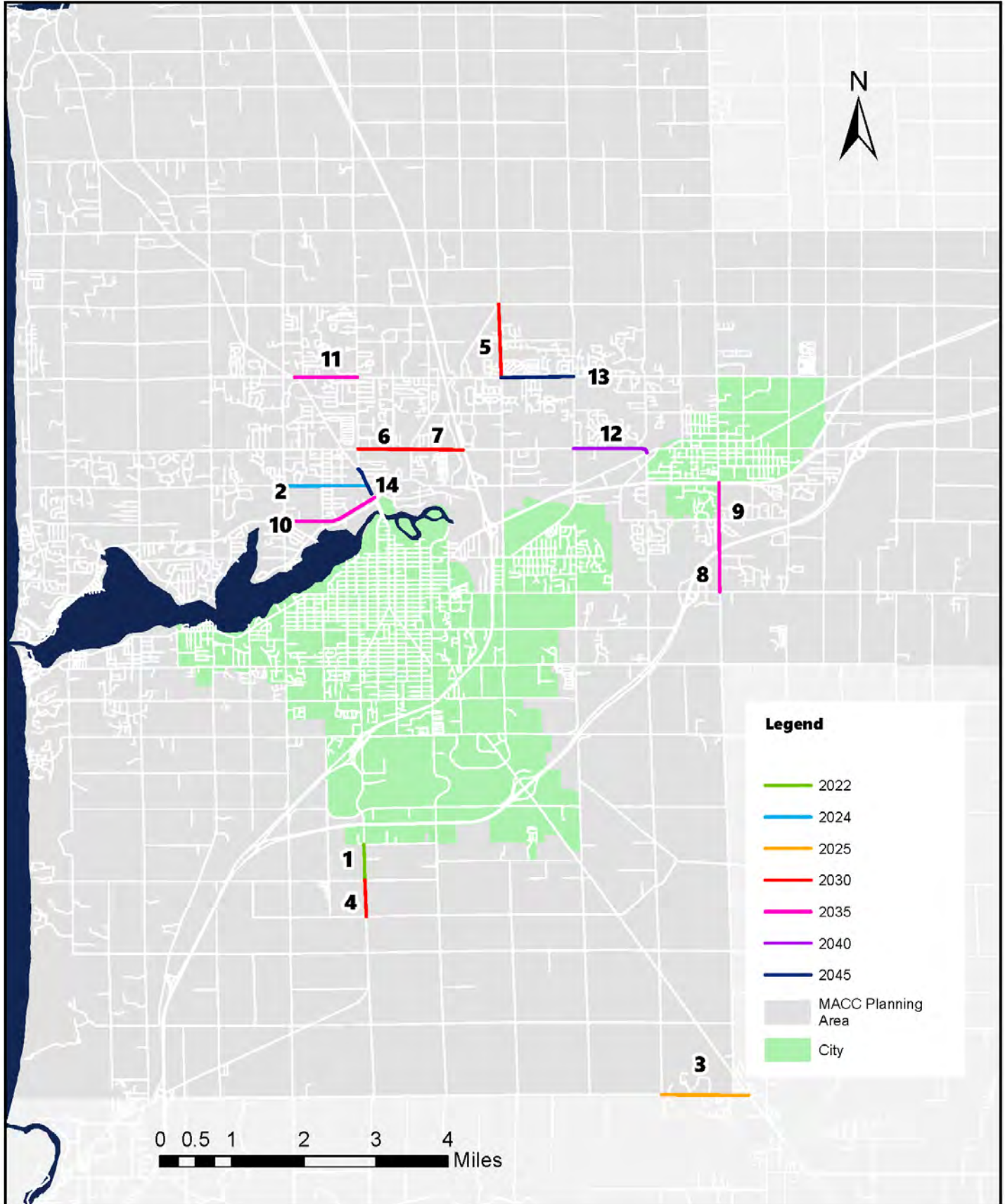
As part of the federal transportation bill the FAST (Fixing America's Surface Transportation) Act, it is a requirement of metropolitan planning organizations to seek input. Being a member of the community, you likely travel daily around the MACC area. Each person experiences the world in different ways and we value your unique perspectives. The comments that are received are important and will be incorporated into the plan which helps to guide decision making.

MACC staff are available to meet with interested organizations and individuals regarding the proposed projects. Please contact Carolyn Ulstad at culstad@the-macc.org or by calling (616) 395-2688.



2045 Long Range Transportation Plan

Proposed Improve and Expand (I&E) Project Map



2045 Long Range Transportation Plan

Proposed Improve and Expand (I&E) Project List

Location	Project Name	Limits	Length (in miles)	Description	Total Predicted Cost (4% annual inflation)
1	Blue Star Highway	142 nd Ave to 143 rd Ave	0.50	Add continuous left turn lane (From 2 to 3 lanes)	\$992,527
2	Lakewood Boulevard	144 th Ave to River Ave	1.2	Add continuous left turn lane (From 2 to 3 lanes)	\$1,432,548
3	136 th Avenue	50 th St to M-40	1.20	Add continuous left turn lane (From 2 to 3 lanes)	\$2,258,369
4	Blue Star Highway	141 st Ave to 142 nd Ave	0.50	Add continuous left turn lane (From 2 to 3 lanes)	\$928,594
5	120 th Avenue	Riley St to Quincy St	1.00	Add two through lanes (From 3 to 5 lanes)	\$2,166,720
6	James Street	136 th Ave to Beeline Rd	0.80	Add two through lanes (From 3 to 5 lanes)	\$1,733,376
7	James Street	Beeline Rd to US-31	0.70	Add two through lanes (From 3 to 5 lanes)	\$1,516,704
8	96 th Avenue	Adams St to Perry St	1.00	Add continuous left turn lane (From 2 to 3 lanes)	\$1,629,940
9	96 th Avenue	Perry St to BL-196	0.50	Add continuous left turn lane (From 2 to 3 lanes)	\$814,971
10	Douglas Avenue	144 th St to River Ave	1.40	Add continuous left turn lane (From 4 to 5 lanes)	\$4,502,406
11	Riley Street	Butternut Dr to 136 th Ave	.80	Add continuous left turn lane (From 2 to 3 lanes)	\$1,773,675
12	James Street	112 th Ave to Chicago Dr	1.10	Add continuous left turn lane (From 2 to 3 lanes)	\$2,976,883
13	Riley Street	120 th Ave to 112 th Ave	1.00	Add two through lanes (From 3 to 5 lanes)	\$2,277,118
14	River Avenue	CSX Crossing to 136 th Ave	0.40	Add two through lanes (From 5 to 7 lanes)	\$2,178,113

380

Total: \$27,181,944

Appendix

R

Consultation Comments Received

MACC LRTP

Joe Bonello <joebon@hollandhospital.org>

Thu 1/30/2020 4:11 PM

To: Carolyn Ulstad <culstad@the-macc.org>

Carolyn,

Thank you for requesting input on the MACC Long Range Transportation Plan. After review of the proposed projects and timeline, we do not have any concerns about impacts of the projects on hospital operations, patient transfers, or local EMS operations. Feel free to reach out if you have any specific questions about how these projects may affect Holland Hospital or EMS in Ottawa County.



Joe Bonello, RN, BSN, MSA, FACHE
Vice President - Nursing Operations,
602 Michigan Ave. Holland, MI 49423
P (616) 494-4004

[website](#) | [facebook](#) | [youtube](#)

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U.S. Department
of Transportation
**Federal Highway
Administration**

Michigan Division

January 28, 2020

315 W. Allegan Street, Room 201
Lansing, MI 48933
517-377-1844 (office)
517-377-1804 (fax)
Michigan.FHWA@dot.gov

In Reply Refer To:
HDA-MI

Ms. Carolyn Ulstad
Transportation Planner
Macatawa Area Coordinating Council
301 Douglas Avenue
Holland, MI 49424

Proposed Macatawa Area Coordinating Council (MACC) 2045 Long Range Transportation Plan
(LRTP) Capacity Project List – Consultation Request

Dear Ms. Ulstad:

In your letter dated January 7, 2020, the Macatawa Area Coordinating Council (MACC) requested consultation on a list of proposed projects in the MACC 2045 LRTP. Thank you for submitting this for review.

There are several environmental considerations to this project list that will require further analysis:

- Adverse, indirect, and cumulative land use impacts – consideration of planned future development and loss of agricultural, residential, and commercial use.
- Right-of-way acquisition – we anticipate the road right-of-way will need to be expanded for several of the listed projects. Consideration should be given to how many potential displacements of residential and business properties would occur.
- Economic impacts to the area - including loss of agricultural and commercial use.
- Historic properties, archeological sites, and burial sites - Any impacts to historically significant resources would automatically require an Environmental Assessment document. Please note there are historical properties close to some of the identified projects.
- Section 4(f) and Section 6(f) sites - Impacts to parks or wildlife refuges would likely not be allowed, unless they are very minor (de minimus use). Generally, avoid, minimize, or mitigate these impacts.
- Rivers – Impact to any navigable waterways would require consultation with several other federal agencies. This impact would generally require an Environmental Assessment.
- Wetlands – Impacts to wetlands must be mitigated to no net loss, per Executive Order 11988.
- Threatened and endangered species – These impacts may require special mitigation or consultation and may require an environmental document.

- Stormwater impacts – The Environment, Great Lakes & Energy (EGLE) Department of the State of Michigan may require permits to meet requirements of the Clean Water Act. New stormwater runoff would require retention. If runoff is not directed to a municipal treatment facility, impacts would need to be evaluated. More information at: [https://www.michigan.gov/documents/mdot/Resource_Guide - Local_Agency - Water_640901_7.pdf](https://www.michigan.gov/documents/mdot/Resource_Guide_-_Local_Agency_-_Water_640901_7.pdf)

Please evaluate the individual projects during the development phase for the above potential impacts. If you need assistance with contacting appropriate agencies, or if you have any questions, please contact me at aaron.dawson@dot.gov or (517)702-1829.

Sincerely,

Aaron M. Dawson
Community Planner

For: Russell L. Jorgenson, P.E.
Division Administrator

MGL

By e-mail

cc: Carolyn Ulstad, MACC
Luke Walters, MDOT
Don Mayle, MDOT
Aaron Dawson, FHWA
Andy Pickard, FHWA
Ruth Hepfer, FHWA
Mark Lewis, FHWA
Mark Dionise, FHWA
Mike Ivey, FHWA
Russell Jorgenson, FHWA
Theodore Burch, FHWA

File Directory: O:\FHWA Records\TRAP Transportation Planning\TRAP 19 Metropolitan
Planning Organizations (MPO)\

File Name: MACC 2045 LRTP Consultation_AMD_01282020.docx



Natural
Resources
Conservation
Service

January 10, 2020

Michigan State Office

3001 Coolidge Road
Suite 250
East Lansing, MI
48823-6321

Telephone:
(517) 324-5270
Fax:
(855) 701-4363

www.mi.nrcs.usda.gov

Carolyn Ulstad
Transportation Planner
Macatawa Area Coordinating Council
301 Douglas Avenue
Holland, Michigan 49424

RE: Macatawa Area Coordinating Council 2045 Long Range Transportation Plan
Proposed Projects

Dear Ms. Ulstad:

The Natural Resources Conservation Service (NRCS) under Part 523 of the Farmland Protection Policy Act has reviewed the proposed 2045 Long Range Transportation Plan Projects. This review was conducted with respect to the effect(s) that the proposal may have on prime and/or unique farmland. Since the proposed projects are within the existing road right-of-ways, we have concluded that this proposal will have no negative impact on prime and/or unique farmland.

Should the scope of the project change to where expansion will occur, please resubmit the proposal for our review.

Sincerely,


GARRY LEE
State Conservationist

cc:

Heather Varboncoeur, District Conservationist, NRCS, Grand Haven, MI
Eddie Glover, Area Conservationist, NRCS, Grand Rapids, MI

MACC 2045 Long Range Transportation Plan - ACDC Comments

Joel Morgan <JMorgan2@ALLEGANCOUNTY.ORG>

Tue 1/21/2020 3:41 PM

To: Carolyn Ulstad <culstad@the-macc.org>

Cc: Denise Medemar <DMedemar@ALLEGANCOUNTY.ORG>; Brent Scholten <BScholten@ALLEGANCOUNTY.ORG>

Carolyn,

We received the 2045 Long Range Plan in the mail and have reviewed the proposed projects. Of the two projects in Allegan County, only Project #1 impacts a county drain (Vander Bie and Rotman Drain). We'd anticipate a copy of construction plans and hydraulic calcs to ensure that the culvert for that drain is sized appropriately.

Thank you,

Joel Morgan, P.E.

Engineer

Allegan County Drain Commission

Direct Office: 269-673-0379

Cell: 989-292-5513



February 20, 2020

Ms. Carolyn Ulstad via email at culstad@the-macc.org
Macatawa Area Coordinating Council
301 Douglas Avenue
Holland, Michigan 49424

Re: MACC 2045 Long Range Transportation Plan Proposed Projects

Dear Ms. Ulstad:

Thank you for the opportunity to review the proposed 2045 Long Range Transportation Plan Proposed Projects.

We note that the MACC 25 year plan calls for 12.1 miles at an average cost of \$2,246,441.65 per mile with the primary purpose of expanding the road capacity from existing lanes to one (1) or (2) additional lanes for road segments where usage is near or at capacity.

While the League's expertise is not traffic engineering, we do have positions regarding transportation in general which include:

"LWVUS believes that energy-efficient and environmentally sound transportation systems should afford better access to housing and jobs and will continue to examine transportation policies in light of these goals."

The League considers transportation in general as a component of equal opportunity for employment and housing, particularly by reducing vehicular pollution and in the development of alternate transportation systems. The proposal is not in conflict with our transportation policies and has considered air quality and environmental sustainability for people who live and work in the region and the MACC Area.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Paula M. Lewison", is written over a light blue circular stamp.

Paula M. Lewison
LWV-Holland Area Vice President
611041



February 21, 2020

Pedal Holland has the following comments on the 2045 Long Range Transportation Plan:

The ability to traverse the community freely by whatever mode of transportation a person chooses or has available to them is critical to a functioning community and a building block of stable economic growth.

Pedal Holland appreciates the pressures of continuing development and increasing population in the greater Holland area, however, road widenings and other projects designed to increase vehicular throughput and efficiency frequently increase the rate of personal injury and death.

It's our position that future projects must include active transportation provisions from the earliest stages, and that this be reflected in proposed budget numbers. Especially in areas with higher residential and employment density, this is necessary to accurately reflect the transportation needs of the community. Safe active transportation infrastructure is a core component of our transportation system as a whole, not a last-minute, optional add-on.

Specifically, in light of the challenges of increasing population, it will be essential to:

- ensure that adequate right-of-way is preserved for active transportation infrastructure,
- provide safe, reasonably-spaced opportunities to allow people to cross our increasingly busy streets, and
- recognize that prioritizing the safety of active transportation users may affect the operational efficiency of certain intersections.

The safety and effective mobility of every member of our community needs to be a top priority of our region going forward.