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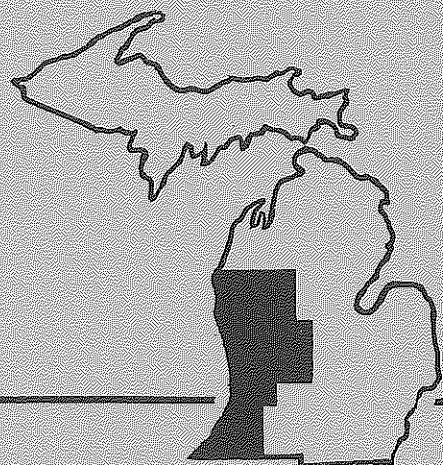
**Michigan Department of  
STATE HIGHWAYS AND TRANSPORTATION**

A DOCUMENTATION PAPER  
ON THE  
CITIZEN PARTICIPATION EFFORT  
IN THE  
PRE-STUDY PHASE  
OF THE  
REGION 8/14 REGIONAL SYSTEMS  
TRANSPORTATION STUDY



Bureau of

**TRANSPORTATION PLANNING**



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This report represents the findings and/  
or professional opinions of the Michigan  
Department of State Highways and Trans-  
portation and not an official opinion of  
the State Highway Commission.

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THE  
CITIZEN PARTICIPATION  
EFFORT  
IN THE  
PRE-STUDY PHASE

## INTRODUCTION

The purpose of this report is to document the proceedings that lead to, and included the Pre-Study Meetings for the western portion of central lower Michigan. This activity formally constitutes the Pre-Study portion of the Region 8 and Region 14 Systems Planning program.

Included within this report are the preparative steps taken for the Pre-Study meetings, generalized items of discussion at the meetings, and specific comments that were recorded on questionnaires that were completed. In addition several recommendations have been made concerning any future informal Pre-Study meetings.

## RECOMMENDATIONS

After experiencing citizen reaction and participation in the eight pre-study information centers, there are several recommendations that are to be directed to any regional transportation systems study that has not reached the pre-study phase. These recommendations are solely for regional systems pre-study meetings and not for project oriented studies.

1. Pre-study meetings should be informal and preferably of a "Walk Through" variety.
2. High activity locations such as shopping malls, discount and/or grocery stores are prime locations. These locations provide high visibility to the citizenry of the area and permits the public to combine two trips, meeting attendance and shopping, into one. In high activity areas, women and elderly persons are willing to approach the information center.
3. Efforts should be made to schedule information centers during the summer months which will permit exterior arrangements at locations where facilities prohibit an indoor accommodation; i.e., discount stores or grocery stores. If summer months are selected, an effort should be made to have a display, if not the information center, at county or community fairs.
4. If shopping center or commercial facility locations are being considered, these centers should have hours after 6 p.m. in order to permit an opportunity for all citizens to participate. In addition, the noon hour time period was used by many as a period where they had time available to express their opinions.
5. If outdoor facilities are utilized, a minimal number of exhibits should be on display. Wind and inclement weather often create problems.
6. Information centers should not be staffed with more than three persons. Citizens have questioned the use of taxpayers dollars where there are more than three persons.
7. State transportation maps should be made available to citizen participants. When offered a free transportation map, reluctant citizens will begin asking questions or expressing their opinions.
8. An automated tape slide show was utilized. This item is not essential; however, it does attract the attention of many people even though they may not watch the entire program.
9. Brochures do not play a vital role in the information center. The opportunity to verbally express or write opinions is the prominent concern; therefore, a questionnaire or opinion sheet is essential. Any brochure that is developed should be of minimal size and easy to read.

SUMMARY OF EVENTS  
LEADING TO THE  
PRE-STUDY INFORMATION CENTERS

The timing and format of the West Central Michigan Regional Systems Pre-Study Information Centers was effected by several michigan. The regional system planning activities for West Central Michigan were initiated with System Study Team meetings held on February 18, 1976 for Region 8 and February 19, 1976 for Region 14. The main items discussed were the Pre-Study Meetings, dates, and contents of the public brochure.

Tentative pre-study meeting dates were set for mid-October. With the exception of the section on projected traffic and a condensation of socio-economic and environmental summary, the brochure from the Western Upper Peninsula was the format to be used.

On March 23rd another meeting was held with the Region 8 and Region 14 Systems Planning Team members. The purpose of this meeting was to announce that the pre-study portion of the study would incorporate Regions 8 and 14 into one presentation. Team members were then instructed to develop their portion of the brochure to include both regions. The initial draft of each section was to be submitted by May 12, 1976.

On July 15, 1976, the initial draft of the Region 8/14 Systems Pre-Study brochure was sent to each team member for his review and editing. While this brochure was under review, the Region 7 Pre-Study Meetings were conducted in the format of a public hearing. After attending one of these meetings, the Division Administrator of the Multi-Regional Planning Division began to pursue the idea of a more personal approach to pre-study meetings. The concept of a mobil trailer, with displays, was investigated and determined as a feasible alternative to the public hearing arrangement.

The trailer concept was pursued for the Region 9 Pre-Study Meetings which were scheduled for November, 1976; however, complications with insurance and authorized drivers made it impossible for a trailer to be used. In lieu of a trailer, the Region 9 Pre-Study meetings went to an informal walk-through format which permitted personal or face-to-face discussions. This format had positive results.

As a result of these meetings the Region 8/14 meetings were delayed to the summer of 1977. The purpose for this delay was based on the desire to locate walk-through centers at, or near, places where daily personal trips or the person interchange rate is high.

An attempt was made to schedule the Region 8/14 Pre-Study Meetings during June of 1977; however, the location and confirmation of meeting sites along with the requirement for a 30-day distribution of brochures prior to the meetings forced the postponement of the meetings till the first two weeks in August.

Preceding the Pre-Study Meetings in Regions 8/14, Hal Morse of the West Michigan Regional Planning Commission, Region 8, and Dave Geiger of the MDSH&T attended county planning commission meetings in order to explain the regional systems planning process and also to announce the forthcoming pre-study meetings. These presentations were conducted from February through April, preceding the pre-study meetings. Roger Stout, the transportation planner from the West Michigan Shoreline Development Commission also made presentations to the County Planning Commissions in Region 14. These presentations were made during the month of May.



SUMMARY OF MEETINGS  
WITH THE  
COUNTY PLANNING COMMISSIONS  
IN THE  
REGION 8/14 AREA

## West Central Michigan Transportation Systems Study

### Region 8 County Planning Commission Meetings

Montcalm County Planning Commission - February 17  
Attended by Dave Geiger - MDSH&T, Hal Morse - WMRPC

The Committee viewed the entire presentation including slide show and prepared materials. Reaction to the Systems Planning concept was rather neutral. Ensuing discussion focused on general transportation issues and concerns. Many questions were raised about the financing of public transportation projects and some objections were voiced based upon the belief that rural residents are subsidizing Detroit metro transit. The Committee also expressed concern about improvements on non-trunkline roads in the county. Desire to participate further in the Systems Planning process was expressed.

Mecosta County Planning Commission - March 9  
Attended by Dave Geiger - MDSH&T, Hal Morse - WMRPC

The Committee received an explanation of the Systems Planning process and a few words on Regional involvement by Al Goodwin, Chairman of the Transportation Subcommittee of the West Michigan Regional Planning Commission who is also a County Planning Commission member. The group was very interested in the process and asked that their role be more clearly defined. The Committee also reviewed transportation issues and goals as presented by the WMRPC staff. General agreement on goals and issues followed and the comment was made that the county would like to see eventual relocation of M-20 as shown in the State Trunkline plan, but have it bend closer to Big Rapids where it crosses existing US-131. Discussion of the need to examine alternative modes and various energy situations followed. The Committee affirmed its interest in participating and suggested other groups in the County to coordinate planning activities with.

Lake County Planning Commission - March 16  
Attended by Hal Morse - WMRPC

The Committee received a presentation on the Systems Planning concept and reviewed transportation issues and goals with WMRPC staff. Interest in the program was substantial and a number of questions were raised regarding organization of study and timing. County people were especially interested in expanding public transportation opportunities to local residents on a more intensive basis. The group also considered the need to look at all modes in the planning process. Martin Brown, head of TRANSP0, a county transportation group, was present and it was asked that the continuing study be coordinated with his office. Interest was expressed in continued involvement in the Study and future meetings were scheduled.

Osceola County Planning Commission - March 17  
Attended by Hal Morse - WMRPC

The Committee received presentation on the Systems Planning process and reviewed transportation issues and goals with WMRPC staff. There was general agreement with the items presented and agreement with the need for Systems planning. A brief discussion followed centered on the need for improved

county roads, the consideration of the problem of unprotected railroad crossings in the county, and the need for more cost-effective public transportation. The group wished to be involved in further deliberations.

Allegan County Planning - March 24  
Attended by Dave Geiger - MDSH&T, Hal Morse - WMRPC

After a fairly detailed explanation of the Systems Planning process, regional involvement and the Action Plan, the Committee was still somewhat wary of the process. Opinions were expressed that enough studies were in existence at the current time. Questions arose as to implementation procedures after the planning process is completed. General discussion ensued regarding the question of whether Systems Planning was some "lead-in" to the Governor's transportation package. The group was also presented transportation issues and goals and wished to be involved when the Study reached the next stage.

Mason County Planning Commission - March 24  
Attended by Dave Geiger - MDSH&T, Hal Morse - WMRPC

A brief presentation on Systems Planning produced little response as most in attendance wished to use the opportunity to discuss a freeway construction problem relative to Mason County. The Committee did wish to meet another time to get more involved in systems planning.

Newaygo County Planning Commission - April 18  
Attended by Dave Geiger - MDSH&T, Hal Morse - WMRPC

Presentations were made on the Systems Planning process, transportation issues and goals. The Committee was very interested in the whole transportation question and probed into the county's role, the scope of the process and the applicability of the Newaygo County Transportation Plan. Discussion moved into general transportation issues and concern was expressed for the long-range future of transportation and the need to consider alternative futures. Concerns over energy related problems were also cited and it was noted that energy consideration should take place in the transportation planning process. The need to develop more cost-effective public transportation options was also discussed. The group desired to become fully involved in the planning process and wished to meet with staff again.

Ionia County Planning Commission - February 23  
Attended by Dave Geiger - MDSH&T

The Commission received an explanation of the Systems Planning Process and how it was derived. The Chairman indicated that Commission primarily met on call and that regular meetings are not scheduled; however, they would be interested in what progress is made. There was an expression of concern about M-21 and why improvements had not been made after an engineering study was completed. In addition, several members thought M-66, north of Ionia, needed improvement. One Commissioner expressed interest in the Cross-Michigan Canal.

## Region 14 Planning Commission Meetings

During April and May 1977, brief informative meetings were held with Region 14 (WMSRDC) Commissioners, County Planning Commissioners and the Region 14 Transportation Technical Committee. Examples of various presentation materials were displayed, and suggestions were solicited regarding the format and materials for the pre-study "information centers".

All comments and suggestions from regional officials were requested before June. Suggestions received are:

1. Regarding format:

- informal
- question and answer
- Encourage small discussion groups to occur informally.
- Start by letting people wander in to look at exhibits. Then give a short more formalized presentation to briefly tell who is there and why (perhaps show some slides). Then let people wander around for informal discussions until the end of the meeting.

2. Regarding materials:

- lots of display-type maps and exhibits
- lots of "take home" materials
- short slide show and text program
- few slides (15-20) and let each slide stay "on" a long time
- no text or diagram type slides
- Show text or diagrams on display exhibits.
- Show transportation facilities in slides.
- Show the region in slides.
- Gear presentation materials to the community in which the information center is being held

In addition to the meetings with Region 14 officials, various announcements regarding transportation planning were placed in the Region 14 "Newsletter" and local media. Six thousand copies of the WMSRDC public information brochure, Transportation Planning were distributed at area supermarkets and the Muskegon Mall.

PREPARATIONS  
FOR THE  
PRE-STUDY INFORMATION CENTERS

During the month of May, 1977, the Public Involvement Section of the Michigan Department of State Highways and Transportation made arrangements with the following establishments to provide space for a walk-through information center:

#### Schedule of Public Information Centers

Monday, August 1st Newaygo 11 a.m. to 6 p.m. Civic Auditorium 29 State Street	Thursday, August 4th Big Rapids 11 a.m. to 6 p.m. J.C. Penney (In front of) 125 S. Michigan	Wednesday, August 10th Grand Rapids 1 p.m. to 8 p.m. Woodland Mall 28th St. @ E. Beltline
Tuesday, August 2nd Hart 11 a.m. to 6 p.m. Hanmer Drugs (In front of) 18 State Street	Monday, August 8th Muskegon 1 p.m. to 8 p.m. Muskegon Mall Downtown	Thursday, August 11th Ionia 10 a.m. to 5 p.m. Post Office 117 N. Kidd St.
Wednesday, August 3rd Ludington 11 a.m. to 6 p.m. J.C. Penney (In front of) 116 E. Ludington Ave.	Tuesday, August 9th Holland 1 p.m. to 8 p.m. Meijers Thrifty Acres (In front of) 91 Douglas	

The selection of these sites was made in an attempt to obtain locations where residents conduct daily shopping activities and where the probability for high visibility and attendance could be achieved. The one exception that occurred was in the City of Ionia where the Post Office was the only location that could be secured with provisions for cover from inclement weather.

Upon completion of the Pre-Study Brochures on June 24th, a distribution was made to 53 city and village halls, (see list in appendices) throughout the Region 8 and 14 area. A minimum of 25 brochures were placed on display at each hall with larger areas receiving as many as 100 brochures.

On July 1st, a public notice of the meetings was made available to all major daily and weekly papers within the area. The notice announced the Pre-Study Information Center dates and locations as well as the purpose for the centers. In addition to the public notice of the meetings, the Public Information Office of the Michigan Department of State Highways and Transportation developed a news release that was sent to all major media offices in Regions 8 and 14. The release was made on July 27th, only four days before the first information center, which was held in Newaygo.

During the conduct of the Public Information Meetings numerous items were used as information material or as tools which were necessary for arranging an exterior display. These included:

1. West Central Michigan Transportation Systems Study Brochure.
2. A questionnaire.
3. Pamphlet: Toward a Regional Transportation System Plan.

4. Pamphlet: How Michigan Plans a Highway.
5. Official 1976-77 Transportation Map.
6. An automatic slide-sound program: On Regional Transportation Systems.
7. Graphic display depicting various modes of travel entitled: "Transportations Future?"
8. Cards listing the toll free telephone number of the Michigan Department of State Highways and Transportation.
9. MDSH&T Annual Report.
10. A Transportation Information Center signboard.

In addition to this material, the staffs of Region 8 and 14 also had various pamphlets and materials available to the public.

Efforts were also made to distribute brochures to county fairs that were being held within the region. Several of these fairs were held prior to the pre-study meetings while a majority were held subsequent to the meetings. This supplemental distribution was intended to reach as many regional citizens as possible. The fairs that received brochures included:

1. West Michigan Seaway Festival - Muskegon (July 1-10)
2. Mecosta County Fair - Big Rapids (July 11-17)
3. Montcalm County Fair - Greenville (July 18-23)
4. Lake Odessa Fair - Lake Odessa (July 1-3)
5. Ionia Free Fair - Ionia (August 5-13)
6. Newaygo County Fair - Fremont (August 16-20)
7. Hudsonville Community Fair - Hudsonville (August 22-27)
8. Oceana County Fair - Hart (September 1-5)
9. Allegan County Fair - Allegan (September 9-17)

From 100 to 250 brochures were made available at each of these locations. In addition, questionnaires were provided to all locations that received brochures in August or September.

PRE-STUDY MEETING  
RESPONSES



City of Newaygo  
 Monday, August 1, 1977  
 11 a.m. to 6 p.m.  
 Civic Auditorium  
 29 State Street  
 23 Participants

Major Items of Discussion:

1. M-82/M-37 intersection (Main Street at Penoyer Creek Bridge); weekend traffic becomes entangled at this intersection.
2. Weekend traffic through the City of Newaygo prohibits pedestrian or vehicular traffic from crossing Main Street (M-37). A one-way system or a complete bypass should be considered.
3. The Country Express has little ridership into or out of the City of Newaygo. It appears to be a waste of taxpayers' money and should be discontinued.
4. M-37 needs to be improved from Grand Rapids north to White Cloud; alignment changes are the most needed improvements.
5. Gas rationing is the only way to get people from using their automobiles. Public transportation is not viable until rationing is instituted.

Questionnaire Responses:

Approximately how many miles do you drive in a year?

1,000- 5,000 miles	1	16,000-20,000 miles	3
5,000-10,000 miles	1	Over 20,000 miles	2
10,000-13,000 miles	0	Do Not Drive	0
13,000-16,000 miles	2		

At what price (per gallon) would gasoline have to reach before you would reduce your present number of weekly trips?

75¢	3	\$1.00	1	\$1.50	1
85¢	1	\$1.25	1	Other	2

If gasoline reaches this price level, what adjustments would you make in your travel?

Reduce Shopping Trips	4	Shift to Public Transportation	1
Reduce Social/Recreational Trips	6	Don't Know	3
Car/Van Pool With Others	1	Other	0

What do you feel are the major transportation problems in the Region?

No public transportation to major cities.

Bottleneck at corner of Quarterline and M-37 and also at Steel Bridge at the north end of the City of Newaygo.

Bottlenecks; repair bridge at north end of town (Newaygo).

Entrance from Quarterline Street to M-37 on weekends and summer months.

Finish now, within a year, US-131 from Howard City to Big Rapids.

Ration gas to cut down traveling.

Bottlenecks on M-37.

City of Hart  
Tuesday, August 2, 1977  
11 a.m. to 6 p.m.  
In front of Hamner Drugs  
18 State Street  
48 Participants

Major Items of Discussion:

1. Completion of US-31 Freeway in Oceana County.
2. Approximately 50 percent felt that the energy crisis was real. Most participants felt that they, along with a majority of drivers, would not change their daily driving habits until gasoline reached \$1.00/gallon.
3. Institute local public transportation service (DART).
4. Improve (more scheduled) intercity bus transportation.

Questionnaire Responses:

Approximately how many miles do you drive in a year?

1,000- 5,000 miles	0	16,000-20,000 miles	3
5,000-10,000 miles	0	Over 20,000 miles	2
10,000-13,000 miles	3	Do Not Drive	0
13,000-16,000 miles	0		

What price (per gallon) would gasoline have to reach before you would reduce your present number of weekly trips?

75¢	4	\$1.00	1	\$1.50	0
85¢	0	\$1.25	1	Other	2

If gasoline reaches this price level, what adjustments would you make in your travel?

Reduce Shopping Trips	4	Shift to Public Transportation	0
Reduce Social/Recreational Trips	6	Don't Know	1
Car/Van Pool With Others	1	Other	2

What do you feel are the major transportation problems in the Region?

No local transit system (passenger); I would like to see a local bus system covering all public transportation except all K-12 regular students.

Possible railroad abandonment (freight); I would like to see a rail siding to the West Golden Sand Pits so sand could be hauled by rail, thereby avoiding railroad abandonment and reducing road traffic.

Poor cross state, east-west, road from Silver Lake, Mears, and Hart to Big Rapids; I would like to see a three-county designated road from Silver Lake and Mears to Big Rapids (as shown on attached sketch).

Ending US-31 Freeway at Ludington; I would like to see a preliminary freeway plan for US-31, running northeast from Ludington to Manistee. I would like to see two lanes of it built from the freeway at Ludington and going near West Shore College and on to wherever it would cross

the present US-31 north of Scottville (as soon as US-31 Freeway reaches Ludington). US-10 is already too heavily traveled and it should not at any place carry US-31 traffic. Making US-10 into a regular four lane street would still create a traffic hazard if it also carried US-31 traffic. Such a partial building of the Ludington-Manistee Freeway would cost only about 1/3 of what the complete freeway would cost and would be a good road, even if the entire freeway is not built.

Public transportation; there seems to be little or no adequate service connecting Ludington to Muskegon, to Grand Rapids, etc. Present railways exist and, if improved and promoted, could help us greatly.

Needed completion of US-31 northbound to Ludington and points beyond.

I would like to commend you on the attractive and useful location of the new US-31 Freeway. The beauty that one sees from this four lane highway is surpassed by none in Michigan.

I highly recommend the use or "re-use" of railway transportation for passengers of a short to moderate distance. From Hart, Shelby, New Era, Whitehall, and Montague, many commuters could, and would, use this service to and from Muskegon. What about tourists? How about the old time excursion trains to Ludington or points north?

As a former resident from Grand Rapids, how about rail service to Chicago and Detroit?

Wouldn't need anything more if the gas companies would let consumers buy the newly invented carburetors, for cars, that get 50 miles per gallon and burn 100 percent of the fuel.

Lack of public transport.

As a rural area, our transportation needs are now well met with private autos, some intercity bus service, and airline service from nearby air centers.

Long range state and local planning of highway routes, air centers, etc., is necessary and commendable; however, planners often tend to be over-zealous in promoting subsidized plans for areas of marginal use. Sparsely populated areas do not need, or will not adequately use, mass transit or long mileage, low use country bussing. Use Tax Dollars wisely!!!

Inadequate rural roads in counties. People on welfare are always going up and down the road. If they would drive less, taxpayers would buy less gas with tax money and save the fuel for those who have to work for a living.

We use our automobiles seldom for recreational purposes. Most trips are necessary and the higher cost of gasoline is a hardship. There is no public transportation in our area.

For a small village they should let the highway fund money be used on any street in any amount and not have separate funds for major or local streets. We have been unable to match our local share for local streets and have an excess in our major street fund. Let us use the highway money on any street and we could improve our streets a great deal more.

Living near Silver Lake we see fantastic numbers of tourists with dune buggies. It's a shame to see farmers and others who need to use gasoline in their work suffer from high prices when others are using it to pollute our area "in fun".

City of Ludington  
 Wednesday, August 3, 1977  
 11 a.m. to 6 p.m.  
 In front of J. C. Penney Store  
 116 E. Ludington Avenue  
 56 Participants

Major Items of Discussion:

1. Strong support for commuter air service to Grand Rapids or Muskegon. Approximately 20 to 25 percent of the participants desired commuter air service.
2. An increase or better scheduled intercity bus service.
3. The progress and timing of US-31 Freeway to Ludington.
4. Concern about the continuation of carferry service. Several expressed the support for state subsidization.
5. Dial-A-Ride service to populated areas near the City of Ludington.

Questionnaire Responses:

Approximately how many miles do you drive in a year?

1,000- 5,000 miles	3	16,000-20,000 miles	1
5,000-10,000 miles	5	Over 20,000 miles	1
10,000-13,000 miles	7	Do Not Drive	1
13,000-16,000 miles	4		

What price (per gallon) would gasoline have to reach before you would reduce your present number of weekly trips?

75¢	9	\$1.00	5	\$1.50	0
85¢	3	\$1.25	0	Other	6

If gasoline reaches this price level, what adjustments would you make in your travel?

Reduce Shopping Trips	11	Shift to Public Transportation	6
Reduce Social Recreational Trips	8	Don't Know	2
Car/VanPool With Others	6	Other	0

What do you feel are the major transportation problems in the area?

No public transportation except bus, which comes through once or twice a day, and cannot be taken from any town less than 5 miles from me. No airplane lines within 50 miles. I drive to get where I am going (retired widow).

I think there should be transportation to Scottville and places along the way between there and Ludington. We need especially, transportation to the Employment Agency on US-10. Also, busses that run more than once a day.

Need commuter airline or bus connector.

US-10/31 could use First Street to Scottville and cut down on US-10/31 traffic. Have totaled a car by oncoming traffic jumping car and also hit in rear while waiting for car ahead to make turn.

US-31 between Traverse City and Hart is too plugged.

Need for more direct public transportation to Saginaw and Bay City.

Uncertainty regarding C&O ferries.

Cut speed limit entering city from east.

Recommend no passing zone on US-10/31 from US-31 to Meyers Road

Tighter enforcement of traffic for stopped school buses.

With various groups pushing for more and better roads:

1. Who is going to pay for them?
2. Who is going to use them when inflation either makes driving prohibitive or the Arabs cut off our oil.

The carferries are a major problem as of now. I feel that the state should subsidize the carferry service before abandonment--before there is nothing left to work with. This cuts down on a lot of auto travel around the lake and possible accidents. The carferries are a big source of employment and income to the immediate area. If the carferry goes and the freeway comes in, another ghost town! "Ludington".

Roads unsafe for travel.

Poor planning of roads and business zoning necessitating excessive driving. Curtail road construction, but especially zoning improvements.

Better service by Chessie System.

Improved north-south roads.

Rail service should be improved.

Second highway east.

Stop the highway where it is and just improve existing US-31 through Manistee County and north! Environmental impact is too great for a highway and the needs for the future are for less use of freeways.

Need for third level airline.

Need continuation of ship (ferry) service.

No train service out of Ludington.

Haven't been on a vacation in 11 years. Don't go anyplace except to work and the grocery store and maybe two trips to Manistee (23 miles) and Muskegon (58 miles) a year. Husband in work carpool. I feel that I am fairly conservative now so why do I have to be punished by paying higher gasoline taxes. The average wage earner cannot stand higher prices and more taxes.

Lack of passenger rail service.

A more direct route to Ludington State Park other than through the City of Ludington.

State Park information available at US-10/31 intersection to eliminate unnecessary traffic to the park when park is full.

I do not feel that additional expressway building is necessary! Funds used to build same could be put to better use by improving US-31, completion of US-131 which is centrally located in the state and would serve more people. Also, since speed limit is set at 55 mph, why build expensive 4 lane expressways. Also--damage to ecology, environment and existing farm land really sickens me.

Overcrowding of US-31 south of Pentwater.

Overcrowding of US-31/10 east to Scottville.

Not enough buses on weekends, terrible bus stations, no transportation from the bus station to hotels, and bus station closes before last bus arrives.

We need railroad transportation as in England. We must plan for it; trains are safer in storms and crime ridden areas. Bus drivers are ill and over worked. Gasoline may be non-existent. Good railroad transportation would prove to be as popular as dial-a-ride. People will have to try it and will change from their old ways.



City of Big Rapids  
 Thursday, August 4, 1977  
 11 a.m. to 6 p.m.  
 In front of J. C. Penney Store  
 125 South Michigan  
 38 Participants\* (\* Thunder showers 3 p.m. to 4 p.m.)

Major Items of Discussion:

1. Extension of the DART service to adjacent townships.
2. Integration of the DART and the County Express program.
3. Completion of US-131 Freeway.
4. Continued expansion of bike trails.

Questionnaire Responses:

Approximately how many miles do you drive in a year?

1,000- 5,000	1	16,000-20,000	1
5,000-10,000	2	Over 20,000	4
10,000-13,000	5	Do Not Drive	0
13,000-16,000	1		

What price (per gallon) would gasoline have to reach before you would reduce your present number of weekly trips?

75¢	4	\$1.00	0	\$1.50	0
85¢	2	\$1.25	0	Other	8

If gasoline reaches this price level, what adjustments would you make in your travel?

Reduce Shopping Trips	8	Shift to Public Transportation	2
Reduce Social Recreational Trips	6	Don't Know	1
Car/Van Pool With Others	7	Other	0

What do you feel are the major transportation problems in the region?

US-131(old) undivided highway.

County buses reduced in size.

Duplication and overlap of DART/County Express.

Access via US-131.

Bike paths; laning and designation, placement of speed limit signs and misplacement in relationship to turning places.

Need educational effort to inform drivers of advisory speed signs.

Speed limit variations in relationship to various cities.

Traffic on US-131.

Traffic dangers on US-131.

A lack of incentives and innovative plans to provide economical transportation.

Better Roads - county.

Complete expressway.

Crowded traffic conditions on US-131.

Need for one (possibly two) more bridge crossings of Muskegon River in Big Rapids area. Possibly one bridge crossing east of 19 Mile Road and one around 11 Mile Avenue.

No regular transportation to neighboring cities.

Lack of public transportation outside city limit area; i.e., Grand Haven, Pine Ridge, Forest View, and other such areas.

We have already cut back as much as possible; we combine shopping trips with travel to and from work and use bicycles for short trips (up to four miles) whenever possible.

Not enough public transportation utilization.

Lack of public information.

Business 131 is overcrowded through Big Rapids especially when Ferris State is in session. Serious pedestrian-auto accidents will occur one of these days.

131 Expressway needed.

Paris, Hoover Road Bridge needs rebuilding.

More bridges needed over river.

Although I am not from this area originally, I drive M-20 every weekend, from Midland to Big Rapids. It is full of curves after Remus. These curves are dangerous, especially in the winter. They come up very suddenly and there is one spot near the Blue Lake Inn where there is one curve after another. If one does not know the road, he may become involved in a serious car accident. The 10 mph curve by Rodney is very bad, it is very slick in the winter too. I believe relocating M-20 would reduce the chance of an accident for those who drive it. It would also reduce the time between Midland and Big Rapids.

Inadequate inter-urban public transportation--rail or bus.

Totally inadequate rail transportation.

No provisions for non-motorized transportation; i.e., bicycle paths, etc.

There are no real incentives for consolidation of transportation.

Keep the lake ferries.

Eric and Margo Berke  
RR 1, Box 158  
Big Rapids, MI 49307  
August 19, 1977

West Central Michigan Regional Transportation Study  
Michigan Dept. of State Highways and Transportation  
Bureau of Transportation Planning  
P.O. Box 30050  
Lansing, Michigan 48909

Dear Person:

We have recently reviewed the brochure providing basic information on the West Central Michigan Transportation System Study and would like to offer our comments on the Questions and Issues identified on page 20. It is our hope that by making our concerns known, the Michigan State Government will be better able to address the varied needs of the people it is responsible for serving.

1. Should public transportation be promoted at any cost? Yes. Especially in, and to and from, the more rural areas of Michigan. We feel that increased efficiency in utilizing energy sources has to be encouraged and supported. The energy necessary to transport 15 persons to the same destination in one vehicle is obviously dramatically less than by using 15 vehicles. Also, fewer vehicles on the highways would probably result in less accidents and safer use of non-motorized vehicles which wouldn't place demands on scarce energy sources. Development of commuter rail services throughout Michigan also seems imperative for both economic and ecological reasons.

2. To what degree should public transportation be subsidized in order to keep it operational? The current subsidies for capital costs and up to 1/3 of operational costs is felt to be sufficient, though increased support for rural transit operations has long been needed. Any public transportation system should be eligible to receive operating subsidy with priority being given to systems operating in the rural areas. This would seem possible as expected revenues would be greater in urban areas, thus requiring less direct subsidy.

3. What measures should be taken to conserve energy? Strong support of energy efficient practices and heavy taxing of energy wasting practices. It appears that industrial operations place the greatest demands on energy resources. Industry should be given substantial incentives for increasing energy efficiency coupled with ecological preservation of the environment. The same type of incentives need to be developed for the general population as well.

Regional Transportation Study

August 19, 1977

Page two

4. Should new highways be constructed or should existing highways be expanded along existing right-of-way, at any cost, in order to preserve land? Existing highways should be expanded. We are very concerned about the total environment which we depend upon for life. Many of the best scientific minds in the world express grave concerns over the future ability of our earth to continue to support life. Each time a green plant or tree is killed and ground covered with cement, or an ecological balance disturbed, the ability of our environment to support life is lessened. This situation is serious but has never received serious consideration. If you are at all objective about considering all factors in planning for future development and being thorough in this analysis, we suggest you read "Man in the Environment" by Ruth Moore. Also, with increased use of varied forms of public transportation the demand for additional highways should decline dramatically. Staff persons from UPTRAN have been telling public transit operators that a serious energy crisis will occur in 1979. Why should new roads requiring substantial energy for construction be undertaken if there will be insufficient fuel to even create the demand for them once completed?

5. Should the Michigan Department of State Highways and Transportation have the right to control land use or access rights along state highways? Our concerns come from the situation of some people we know. They moved to this area several years ago and purchased land. For over nearly twenty years they have developed the land (in respect of nature), raised a family and prepared themselves for retirement so they could enjoy the benefits of their work years. Now, the proposed route for US 131 will pass through the middle of their land. No amount of money will ever be able to compensate for the time and effort invested and experiences and desires these people have had for their land. Should the state have the right to deny these people the ability to enjoy the land that they worked hard to acquire and maintain, paid taxes on and looked forward to living on for the rest of their lives? If progress is denying an elderly couple their right to the quality of life of their own desire so that other persons, many not even living anywhere near the area, will have the convenience of a new highway, then we believe a reassessment of primary goals is necessary. Adequate, efficient transportation is an acknowledged necessity, but so are individual rights. We feel very strongly that developing means of transportation other than individual vehicles on superhighways must take precedence if we are to maintain the high quality of life Michigan residents now enjoy. The Dept. of Highways and Transportation must work very closely with the Dept. of Natural Resources to ensure that land use in Michigan is sensible and planned.

Thank you for the opportunity to express our concerns on these matters.

Sincerely,

*Eric Berke*  
*Margo Carlson Berke*

cc: West Michigan Regional Planning Commission

City of Muskegon  
 Monday, August 8, 1977  
 1 p.m. to 8 p.m.  
 Muskegon Mall  
 101 Participants

Major Items of Discussion:

1. The subsidization costs of public transportation.
2. Need for rural public transportation.
3. Night and weekend bus service in Muskegon.
4. Need for Amtrak service along the western coastline of the state.
5. Reinstating carferry service.
6. Improving intercity bus service.
7. Another crossing on Muskegon Lake.
8. A regional airport between Muskegon and Grand Rapids.

Questionnaire Responses:

Approximately how many miles do you drive in a year?

1,000- 5,000 miles	0	16,000-20,000 miles	4
5,000-10,000 miles	3	Over 20,000 miles	5
10,000-13,000 miles	3	Do Not Drive	3

What price (per gallon) would gasoline have to reach before you would reduce your present number of weekly trips?

75¢	4	\$1.00	7	\$1.50	0
85¢	1	\$1.25	1	Other	2

If gasoline reaches this price level, what adjustments would you make in your travel?

Reduce Shopping Trips	8	Shift to Public Transportation	2
Reduce Social/Recreational Trips	10	Don't Know	1
Car/Van Pool With Others	3	Other	1

What do you feel are the major transportation problems in the region?

Direct routes to Mount Pleasant and east.

Lack of good safe mass transit, both rail and bus.

Adequate public transportation coverage of entire county. Because of locations in all areas, it is difficult to schedule. Long times are involved in using public transportation.

Poor access to Muskegon Community College, state hospital, General Hospital, and apartment areas, especially from the north. A new interchange or ramps to and from Marquette Avenue is needed. Also crossing of middle of Muskegon Lake or at a channel would save a lot of mileage and gasoline for many people.

Cost of gas is already "too high". Too many people waste fuel by taking unnecessary trips; not enough people form pools. Too many old or "untuned" cars that pollute and waste gas and oil.

I would like to see legislation enforced to get unsafe and polluting, fuel wasting cars off our streets.

Adequate public transportation coverage.

I work with senior citizens and I am concerned about their transportation needs. The present set up is most limited. Private taxi is too expensive for most clients, only residents of the City of Muskegon are entitled to use Senior Taxi, the rest of the county has very little access to transportation. One must be handicapped to use the Handi-Van. Weekends there is no service. People seem to have answered the problems of transportation by purchasing cars, but if a system were available, I would use public transportation and plan a schedule for usage of the car. Ways to conserve energy can be found, but there must be a system ready to take over the private car.

More driver awareness to the real hazards of driving (referring to the high number of accidents that could be averted).

I strongly feel that there should be better traveling facilities for bicyclists, perhaps something similar to the paved paths along Norton Avenue in Norton Shores.

Need bus service on Saturday.

Have Saturday bus service and one night a week.

People driving that don't have enough knowledge of driving. Too many hazardous places to drive.

I hope driving environments improve by the time I am a fully licensed driver (18 years).

Present highway system (local, state and federal) is adequate, but appears to lack funds for maintenance and repair. Note city streets--railroad crossings and potholes. State highways need repair; roadway shoulders, expansion joints breaking up; federal highways lack access and exit points along areas that have built up since the highway was built. Do not need cross-lake ferry nor passenger service by railroad.

Various railroad crossings cause delay in travel; the roads are in very good condition compared to other states; Expressway (131) to the north completed.

Drunken driving, reckless driving, too many tickets, throwing garbage on highways, and nails and glass in streets.

Too many government noses in the business trying to regulate the lives and the way people want to live.

Why is everyone so set on mass transit. What will the people in small towns and the country do? Why all the money for big cities when the small towns have to pay for it.

Commercial air transportation; based on where I live the location of Kent County Airport is a poor situation. I realize that this is water over the dam, but I will never understand why they didn't locate that airport in the center of the triangular region bounded by Grand Rapids, Holland, and Muskegon. There would be no need for a commercial airport at Muskegon and the center of the population area would be much better served. Getting to Kent County Airport from the western part of the region is a real hassle. A rail line from up around Ludington down to Chicago would save a lot of gasoline and highway traffic. We really miss the B&O line from Grand Rapids to Chicago for passenger traffic. We think that in general, the Michigan roads are very good. Our two lane state roads are the best we have found anywhere.

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Lake Michigan

Economic Level

Industrial "Balance" of Muskegon.

City of Holland  
 Tuesday, August 9, 1977  
 1 p.m. to 8 p.m.  
 In Front of Meijer Thrifty Acres  
 91 Douglas  
 115 Participants

Major Items of Discussion:

1. Expansion of the DART system to evening and weekend service.
2. Reduce the subsidization to the DART System.
3. Replace the bridge across Lake Macatawa.
4. Provide another Lake Crossing across Lake Macatawa.
5. Amtrak service needed.
6. Lakewood Boulevard interchange.

Questionnaire Responses:

Approximately how many miles do you drive in a year?

1,000- 5,000 miles	3	16,00-20,000 miles	2
5,000-10,000 miles	0	Over 20,000 miles	2
10,000-13,000 miles	1	Do Not Drive	1
13,000-16,000 miles	3		

What price (per gallon) would gasoline have to reach before you would reduce your present number of weekly trips?

75¢	4	\$1.00	2	\$1.50
85¢	4	\$1.25		Other

If gasoline reaches this price level, what adjustments would you make in your travel?

Reduce Shopping Trips	6	Shift to Public Transportation	2
Reduce Social/Recreational Trips	8	Don't Know	2
Car/Van Pool With Others	3	Other	3

What do you feel are the major transportation problems in the region?

Too many cars and not enough bikers.

Unmarked intersections in our area.

Corn fields are planted too close to intersections.

Congestion.

Little and inefficient public transportation in Holland--no bus system and Dial-A-Ride is undependable.

No ships between major ports.

Short distance railroad and commuter trains.



Public Transportation outside of Holland City.

I live at the point where US-31 and East Lakewood Boulevard intersect. While I enjoy watching traffic, I find it hard to understand why so many trucks seem to operate without mufflers and why many motorcycles also seem to do so. Our township has a noise ordinance but how does one go about enforcing such a law?

Amtrack.

There is no public transportation, not even a taxi (Allegan).

I must pay someone to take me to market and any other place I need to go; I live alone.

Should have another bridge across the Black River, north of Holland.

More one-way streets in Holland.

Abandon 28th Street in Grand Rapids.

Improve Adams and 16th from Holland to US-131 and onto I-96 east of Grand Rapids.

Why must the eastern side of the state get all the attention.

License plate fee should be tripled in cost for all large trucks, overall truck and trailer length should be reduced.

Pleasure car plates should be \$1.00.

Transportation for those who don't drive, the elderly, and those who can't afford to own a car or drive.

I feel it's more drivers that create a problem than roads. I have no problem getting around. However, I feel a bridge over Lake Macatawa would be beneficial as it is difficult to get from the south side of Holland to the north side. Also, chuck holes on county roads must have some way they could be prepared more effectively.

Lack of bike paths. If bike paths were available many short trips we not use a car for could be eliminated. Lack of car pool parking lots. These could also be used for pick up stations for bus transportation.

I am very concerned with the increase in sales of MOPEDS. These machines can be operated by legally blind, epileptic, and alcoholic persons. Persons who have lost their drivers license are also buying MOPEDS and driving them. No helmet or insurance is required. I've read reports in other states that claim MOPEDS are causing several deaths and injuries per month. I feel this should be looked into for our safety and the safety of the persons on the MOPEDS.

City of Grand Rapids  
Wednesday, August 10, 1977  
1 p.m. to 8 p.m.  
Woodland Mall  
138 Participants

Major Items of Discussion:

1. Evening, Sunday and Holiday city bus service.
2. Amtrak service rather than Bustrak.
3. Signalization and intersection improvements.
4. The future of the Grand Rapids South Beltline.

Questionnaire Responses:

Approximately how many miles do you drive in a year?

1,000- 5,000 miles	3	16,000-20,000 miles	0
5,000-10,000 miles	6	Over 20,000 miles	12
10,000-13,000 miles	10	Do Not Drive	
13,000-16,000 miles	3		

What price (per gallon) would gasoline have to reach before you would reduce your present number of weekly trips?

75¢	8	\$1.00	10	\$1.50	2
85¢	2	\$1.25	2	Other	9

If gasoline reaches this price level, what adjustments would you make in your travel?

Reduce Shopping Trips	15	Shift to Public Transportation	7
Reduce Social/Recreational Trips	10	Don't Know	5
Car/Van Pool With Others	6	Other	4

What do you feel are the major transportation problems in the region?

Lack of frequent mass transit.

The bus does not run frequently enough. It also would cost more to take the bus to and from a place than to drive my own car.

Lack of convenient transportation for the elderly, physically or mentally disabled, to and from doctor's facilities, health facilities, treatment centers, etc.

We are unable to use public transportation out in the country, where I live.

I think the highways in Michigan are great after having lived in Pennsylvania. I drive 50,000 miles a year for business and 10,000 per year for shopping, recreation, etc.

The highways could be in better repair and the speed limit raised back up to 65 mph.

As for transportation, the gasoline is at its peak now I had it on that increase along with everything else going up like a run away horse with no man at the reigns.

I believe one way to stop inflation is someone to start it the way it came in. Someone has to lower something and the rest may follow.

Very professional presentation, courteous and helpful staff.

Poor bus system (doesn't run after 6:00 p.m.).

Traffic bunched up on just a few streets allowing for poor traffic flow (28th Street - M-11).

I would like to see more streets split by median with trees and shrubs, they are more safe and much more pleasing to the eye.

M-37--two lane only.

M-37 dangerous between 4 Mile Road and 8 Mile Road. Divided highway with many driveways. M-37 connector to US-131 should be built.

The rail system is deficient and too high priced for long distance.

Need another exit at Exit 69 at Jenison on Ford Freeway (I-196), to speed up the Jenison traffic heading west on Ford Freeway. The traffic now snarls in morning and night times. Situation as is, is unsafe.

Need more public transportation.

Need more bike paths.

Poor promotion on present mass transit.

Some parts of the freeways could be used for bike paths, as in California and Colorado.

A strip of tape across the red light to indicate no right turn on red. (Easily seen, adapted, and low cost).

Lack of effective mass transit within Grand Rapids area and to outlying areas.

The U.S. needs a mass transit system similar to Japan. I spent seven days there and never needed a car.

Lack of a convenient bus system, everything goes through downtown.

Too little public transportation.

Road repairs--closing too many at one time.

I would like to see more holding ponds in so you don't put runoff in our lakes. This runoff is killing the lakes in Michigan.

Overemphasis of personalized, individualized transportation, i.e., automobiles. Result--lack of alternative transportation. Poor, or rather, a lack of workable mass transit system--no trains, few buses, virtual disregard of bicycle commuters.

Considering the condition of the railroads in Michigan, why doesn't the state buy up old rights-of-way for trans-state bicycle trails (a la' Wisconsin). Why not paved shoulders on other state roads for same purpose.

Survey a great idea but mall location (in Grand Rapids) insures an unrepresentative cross section dominated by upper income groups.

Road construction repairs.

You are doing a good job on our highways. All the money the motorist spends in taxes should be for more and better roads.

Bus service after 6:00 p.m. and no service on Sunday and holidays. Older citizens and handicapped people really need this service.

Railroad tracks in bad repair.

Widen streets, especially bottlenecking at 44th Street and US-131.

Transfers of present bus system.

Passenger train service in Grand Rapids.

Winter road maintenance--especially in Allegan County on US-131.

Rail transportation to Chicago, Detroit or Kalamazoo.

More transportation options within region.

The inner city bussing in Grand Rapids is extremely poor. I can drive to work in 10 minutes and the bus takes 15 minutes.

Need a major highway on the east side of town other than the East Beltline.

Need to extend divided US-131 further north.

Some streets are too narrow for the amount of traffic they draw--detours not necessary in some situations.

Need more stoplights at intersections.

Bus schedules too changeable and none on Sunday.

Since 55 mph is the law--why isn't it enforced?

Buses on highways are traveling too fast and without consideration for cars.

Motor bikes should be given more right-of-way--too often cut off by smart drivers.

Poor public transportation system.

We are very glad to see the safe bike path as part of the Ottawa Beach Road. It is, however, unsafe temptation for people who want to cycle all the way to the beach, as the rest of the road is treacherous. We heartily support any attempt to reduce the use of cars. We lived in India without a car for 5 years and went all over by public transportation, bicycles, and taxis. We would welcome being required to do the same here--it was much cheaper there than owning and feeding a car.

A majority of people I've talked to are not convinced that there is an imminent energy problem, but are sure it is a ruse by oil companies to raise prices. Most of these people also distrust politicians, but would probably believe it if it were told them by their favorite TV personalities; i.e., Lawrence Welk, Johnny Cash, Ron Howard, The Fonz, Gabe Kaplan, Donny and Marie.

Do not use public transportation due to late shift, but I believe that smaller buses could be used. I have noticed that busses appear to carry small loads. Smaller buses would also be less hazardous to other traffic.

Enforcement of the minimum speed law and use of passing lanes.

Clear visibility of oncoming traffic off of ramps.

Signs and electric poles etc., back so that they do not obscure traffic or street markers.

Street and roadway clearly marked all through the state. Markers in the same place. Left turn signals on all major intersections.

The police should be allowed to enforce the law without political interference.

Resolution: We the older citizens at the Grand Rapids Downtown Senior Neighbors and indeed all the older and less affluent citizens of Grand Rapids have no way of getting anywhere on evenings, Sundays, and holidays. There is no bus service and we are confined to our homes and apartments just as surely as though we were in chains. We cannot go to church on Sunday for lack of transportation. We appeal for some means of reasonably priced transportation at these times. (50 signatures)

Letter to the State Dept. of Highways & Transportation

Dear Sirs:

We of the West Michigan Chapter of the Michigan Association of Railroad Passengers would like to go on record as highly endorsing the concept of rail passenger service where ever such service is considered practical. A case in point is the Grand Rapids area. Grand Rapids is the State's second largest metropolitan area and is only fifty miles off from the Amtrak route at Kalamazoo. Thus, we have the Bustrak service which is great for the present; however, a bus simply can not measure up to the comforts of a train and as we get deeper into the energy crisis and with gasoline prices on the rise, more people will turn to public transportation. Thus, it is the thinking of this organization that a rail link from Grand Rapids to Kalamazoo would not only be attractive and desirable but will become necessary, especially a through train to Chicago.

We realize that there are many problems to work out before this could happen. In the mean time we are grateful for the Bustrak service. I have personally used it on several occasions between Grand Rapids and Kalamazoo for connections with Amtrak trains and was pleased with Greyhound.

We wish to express a thank you to the Department for the excellent trains that now operate in Michigan. We certainly hope the day will come when this fine Amtrak train service can be extended into Grand Rapids. Thank you for the opportunity of hearing us out.

I believe the Grand Rapids area should have rail passenger service. Grand Rapids is only 50 miles from the main Amtrak line at Kalamazoo and it seems to me a rail connecting service from downtown Grand Rapids to the station in Kalamazoo would be practical. Design the service to make good connections with the Amtrak trains going West to Chicago or East to Detroit. At the present we have a Bustrak service which is good, however, people do enjoy the comfort, the safety, and the freedom of movement that they can experience on a train. Passenger trains can operate in difficult weather and can compete with air service for a distance such as between Grand Rapids to Chicago or to Detroit.

Also, another major transportation problem in the area is the lack of night time city bus service. Night time city bus service should be restored fully on all lines serving not only the city but also the outside areas fringing the city. The city buses should operate until the shopping malls close or until special events going on at the Civic Auditorium are over at 10:30 or 11:00 p.m. A city this size with no public transportation operating during the evening hours is a disgrace. People are forced to drive their autos and use up the valuable fuel. As we get into the energy crisis, Sunday and Holiday service should be restored. Thank you for hearing me out.

City of Ionia  
Thursday, August 11, 1977  
10 a.m. to 5 p.m.  
Post Office  
117 N. Kidd Street  
21 Participants

Major Items of Discussion:

1. Dial-A-Ride service in the City of Ionia and service to rural Ionia county.
2. Improvements to M-66 and M-21.

Questionnaire Responses:

Approximately how many miles do you drive in a year?

1,000- 5,000 miles	1	16,000-20,000 miles	2
5,000-10,000 miles	2	Over 20,000 miles	0
10,000-13,000 miles	3	Do Not Drive	0
13,000-16,000 miles	4		

What price (per gallon) would gasoline have to reach before you would reduce your present number of weekly trips?

75¢	7	\$1.00	1	\$1.50	
85¢	1	\$1.25		Other	2

If gasoline reaches this price level, what adjustments would you make in your travel?

Reduce Shopping Trips	7	Shift to Public Transportation	1
Reduce Social/Recreation Trips	8	Don't Know	3
Car/Van Pool With Others	2	Other	1

What do you feel are the major transportation problems in the region?

It is my feeling that M-66 from Ionia south to I-96 should be four lane. Also, M-66 from a point north of Stanton to Remus should be reconstructed.

Public transportation lacking.

Would like to see the railroads opened up to passenger service.

There's too much unnecessary driving being done. If less use of freeways and main roads resulted in less expense, more attention might be given local and rural roads.

Senior citizen transportation (Dial-A-Ride).

The senior citizens in our county are greatly in need of transportation to hospitals, doctors, shopping centers, banks and other. At the present time, they have only friends, relatives, and a few volunteers to help them.

Will there be any provision for rebate of gasoline taxes on our income taxes?

A public vehicle coming to a congested area would be good (for work, shopping, church, etc.). It would cut down substantially on gas usage.

There is no form of public transportation, either in the city, or county-wide. The agency I work for deals with the elderly, and we are constantly receiving calls from those needing to get to the doctor, hospitals, drug store, grocery store. They are either unable to drive, or cannot afford taxi fare, and must rely on family, friends or volunteers. Public transportation would make such people self-reliant.

At the intersection of M-66 and Tuttle Road (south of Ionia) there exists a probable traffic hazard. East on Tuttle school buses are used for Rather School and west on Tuttle school buses are used to transport students. Presently the speed limit is 65 mph and the intersection is not marked to warn drivers of this bus crossing. The Ionia County Intermediate School District requests two steps of action:

1. A caution light with warning signs indicating school bus crossing (a stop light timed would be better).
2. A reduction of the present speed limit to 45 mph or less.

Speeding, beyond 55 mph.

Blind spots on M-21, i.e., Center Street.

Should be some form of transportation (mass) between Ionia and Lansing and Ionia and Grand Rapids to meet the needs of area people employed there.

Because we are a rural area, we cannot too successfully belong to a car pool (for the immediate working area). People do pool their cars for work in Lansing, Grand Rapids, etc. I live in a trailer park north of town, and if there was a van (or other type of large vehicle) where two or more people could ride at one time, I'm sure there would be many "takers" for a 7:00 a.m. to 8:00 a.m. shift. (If they allow a half hour after work for grocery shopping a couple times a week.)



## ACCUMULATION OF QUESTIONNAIRE RESPONSES

Approximately how many miles do you drive in a Year?

1,000- 5,000 Miles	12	9%
5,000-10,000 Miles	19	15%
10,000-13,000 Miles	37	24%
13,000-16,000 Miles	19	13%
16,000-20,000 Miles	16	13%
Over 20,000 Miles	28	21%
Do Not Drive	5	4%

What price (per gallon) would gasoline have to reach before you would reduce your present number of weekly trips?

\$ .75	43	36%	\$1.25	5	4%
\$ .85	14	12%	\$1.50	3	3%
\$1.00	23	19%	Other	31	26%

If gasoline reaches this price level, what adjustments would you make in your travel?

Reduce shopping trips	64	31%
Reduce social recreational trips	63	31%
Car/van pool with others	29	14%
Shift to public transportation	21	10%
Don't know	17	8%
Other	12	6%

A P P E N D I X

# Allegan County

(C-14 on map)

Rates & Technical Data  
Listed in Front Sections

## TOWN and NEWSPAPER

TOWN POP. CIRC.

WEEKLIES -		TOWN POP.	CIRC.
Allegan County News-Gazette	.....	4,516	5,595
Plainville Herald	.....	811	1,335
Ossego Union - Enterprise	.....	3,957	3,200
Saugatuck Commercial Record	.....	1,022	1,667
Wayland Globe	.....	2,054	3,001

## GENERAL MARKETING CHARACTERISTICS

Population -		Number of Households -	
12-31-74	69,700	Dec. 31, 1974	21,800
Land Area (sq. miles)	829	Effective Buying Income (1974)	
		Total County	\$227,326,000
		Average per Household	\$ 9,956
		Agriculture -	
		Number of Farms (1969)	2,470

# Alpena County

(7-G on map)

## TOWN and NEWSPAPER

TOWN POP. CIRC.

DAILIES -			
Alpena News	.....	13,805	ABC 12,423

## GENERAL MARKETING CHARACTERISTICS

Population -		Number of Households -	
12-31-74	32,800	Dec. 31, 1974	10,200
Land Area (sq. miles)	568	Effective Buying Income (1974) -	
		Total County	\$121,399,000
		Average per Household	\$ 11,132
		Agriculture -	
		Number of Farms (1969)	572

# Ingham County

(14-F on map)

Stats & Technical Data  
Listed in Front Sections

TOWN and NEWSPAPER	TOWN POP.		CIRC.
<b>DAILIES -</b>			
Lansing, The State Journal .....	134,800	DA	74,743
		SA	78,425
<b>WEEKLIES -</b>			
East Lansing Towns Courier .....	52,600		11,033
East Local Independent .....	1,894		1,430
Easton, The Ingham County News .....	5,468		7,842
Stockbridge Town Crier .....	1,190		1,325
Williamston, The Enterprise .....	2,600		1,838

## GENERAL MARKETING CHARACTERISTICS

Population -	
12-31-74 .....	268,000
Land Area (sq. miles) .....	559

Number of Households -	
Dec. 31, 1974 .....	83,600
Effective Buying Income (1974) -	
Total County .....	\$1,479,018,000
Average Per Household .....	\$ 15,460
Agriculture -	
Number of Farms (1969) .....	1,399

# Ionia County

(13-D on map)

TOWN and NEWSPAPER	TOWN POP.		CIRC.
<b>DAILIES -</b>			
Ionia, Daily Sentinel-Standard .....	6,361		4,467
<b>WEEKLIES -</b>			
Clarksville Record .....	346		600
Ionia, Ionia County News .....	6,361		567
Lake Odessa Wave .....	1,924		1,948
Portland, Independent Review & Observer .....	3,817		1,917

## GENERAL MARKETING CHARACTERISTICS

Population -	
12-31-74 .....	48,200
Land Area (sq. miles) .....	575

Number of Households -	
Dec. 31, 1974 .....	14,500
Effective Buying Income (1974) -	
Total County .....	\$191,144,000
Average per Household .....	\$ 12,449
Agriculture -	
Number of Farms (1969) .....	1,629

# Kent County

(13-C on map)

Rates & Technical Data  
Listed in Front Sections

## TOWN and NEWSPAPER

TOWN  
POP.

CIRC.

### DAILIES -

✓ Grand Rapids Press .....	200,500	DA 124,917 SA 136,284
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### WEEKLIES -

✓ Cedar Springs Clipper .....	1,807	2,455
✓ Howell - The Grand Valley Ledger .....	3,068	2,200
✓ Rockford Register & Pro-View .....	2,428	3,375
✓ Sparta North Kent Leader .....	3,094	16,000
✓ Wyoming, The Southkent News-Wyoming Advocate .....	59,500	6,210

## GENERAL MARKETING CHARACTERISTICS

Population -	
12-31-74 .....	417,500
Land Area (sq. miles) .....	862

Number of Households -	
Dec. 31, 1974 .....	135,100
Effective Buying Income (1974) -	
Total County .....	\$1,868,979,000
Average per Household .....	\$ 12,571
Agriculture -	
Number of Farms (1969) .....	1,897

# Keweenaw County

## TOWN and NEWSPAPER

TOWN  
POP.

CIRC.

Covered by Newspapers in Houghton County

## GENERAL MARKETING CHARACTERISTICS

Population -	
12-31-74 .....	1,900
Land Area (sq. miles) .....	544

Number of Households -	
Dec. 31, 1974 .....	800
Effective Buying Income (1974) -	
Total County .....	\$6,137,000
Average per Household .....	\$ 5,622
Agriculture -	
Number of Farms (1969) .....	5

# Lake County

(10-C on map)

Rates & Technical Data  
Listed in Front Sections

TOWN and NEWSPAPER	TOWN POP.	CIRC.
WEEKLIES - The Lake County Star .....	612	2,197

## GENERAL MARKETING CHARACTERISTICS

Population -		Number of Households -	
12-31-74 .....	6,500	Dec. 31, 1974 .....	2,400
Land Area (sq. miles) .....	572	Effective Buying Income (1974) -	
		Total County .....	\$15,833,000
		Average per Household .....	\$ 5,229
		Agriculture -	
		Number of Farms (1969) .....	152

# Lapeer County

(13-H on map)

TOWN and NEWSPAPER	TOWN POP.	CIRC.
WEEKLIES -		
Almont Times Herald and The Dryden News .....	1,634	3,403
Imlay City Times .....	1,980	1,840
Lapeer, Lapeer County Press .....	6,314	ABC 19,522

## GENERAL MARKETING CHARACTERISTICS

Population --		Number of Households --	
12-31-74 .....	60,900	Dec. 31, 1974 .....	17,400
Land Area (sq. miles) .....	659	Effective Buying Income (1974) -	
		Total County .....	\$208,415,000
		Average per Household .....	\$ 11,453
		Agriculture -	
		Number of Farms (1969) .....	1,719

# Mason County

(10-B on map)

STATES & TECHNICAL DATA  
Listed in Front Sections

TOWN and NEWSPAPER	TOWN POP.	CIRC.
<b>DAILIES -</b>		
✓ Ludington Daily News .....	9,021	ABC 8,173
<b>WEEKLIES -</b>		
✓ Scottville, Mason County Press .....	1,202	4,770

## GENERAL MARKETING CHARACTERISTICS

<b>Population -</b>		<b>Number of Households -</b>	
12-31-74 .....	24,700	Dec. 31, 1974 .....	8,500
Land Area (sq. miles) .....	493	<b>Effective Buying Income (1974) -</b>	
		Total County .....	\$73,046,000
		Average per Household .....	\$ 7,962
		<b>Agriculture -</b>	
		Number of Farms (1969) .....	608

# Mecosta County

(11-D on map)

TOWN and NEWSPAPER	TOWN POP.	CIRC.
<b>DAILIES -</b>		
✓ Big Rapids Pioneer .....	11,995	5,015

## GENERAL MARKETING CHARACTERISTICS

<b>Population -</b>		<b>Number of Households -</b>	
12-31-74 .....	34,000	Dec. 31, 1974 .....	10,000
Land Area (sq. miles) .....	563	<b>Effective Buying Income (1974) -</b>	
		Total County .....	\$115,192,000
		Average per Household .....	\$ 9,180
		<b>Agriculture -</b>	
		Number of Farms (1969) .....	792

# Montcalm County

Rates & Technical Data  
Listed in Front Sections

(12-D on map)

TOWN and NEWSPAPER	TOWN POP.	CIRC.
<b>DAILIES -</b>		
✓ Greenville Daily News - Banner .....	7,493	ABC 7,911
<b>WEEKLIES -</b>		
✓ Carson City Gazette .....	1,217	2,217
Edmore Times .....	1,149	1,549
Howard City Record .....	1,060	1,031
✓ Lakeview Enterprise .....	1,118	3,306

## GENERAL MARKETING CHARACTERISTICS

Population -		Number of Households -	
12-31-74 .....	42,900	Dec. 31, 1974 .....	14,400
Land Area (sq. miles) .....	712	Effective Buying Income (1974) -	
		Total County .....	\$140,281,000
		Average per Household .....	\$ 8,900
		Agriculture -	
		Number of Farms (1969) .....	1,715

# Montmorency County

(7-F on map)

TOWN and NEWSPAPER	TOWN POP.	CIRC.
<b>WEEKLIES -</b>		
Atlanta, Montmorency County Tribune .....	450	3,589

## GENERAL MARKETING CHARACTERISTICS

Population -		Number of Households -	
12-31-74 .....	6,500	Dec. 31, 1974 .....	2,300
Land Area (sq. miles) .....	555	Effective Buying Income (1974) -	
		Total County .....	\$14,616,000
		Average per Household .....	\$ 5,071
		Agriculture -	
		Number of Farms (1969) .....	134



# Ontonagon County

(2-A on map)

Rates & Technical Data  
Listed in Front Sections

TOWN and NEWSPAPER	TOWN POP.	CIRC.
WEEKLIES --		
Ontonagon Herald .....	2,432	3,089

## GENERAL MARKETING CHARACTERISTICS

Population --			
12-31-74 .....	11,600		
Land Area (sq. miles) .....	1,321		
Number of Households --			
Dec. 31, 1974 .....		3,900	
Effective Buying Income (1974) --			
Total County .....			\$36,651,000
Average per Household .....			\$ 9,284
Agriculture --			
Number of Farms (1969) .....		199	

# Osceola County

(10-D on map)

TOWN and NEWSPAPER	TOWN POP.	CIRC.
WEEKLIES --		
Evart Review .....	1,707	6,130
Marion Press .....	891	1,335
Reed City, Osceola County Herald .....	2,286	2,605

## GENERAL MARKETING CHARACTERISTICS

Population --			
12-31-74 .....	17,100		
Land Area (sq. miles) .....	581		
Number of Households --			
Dec. 31, 1974 .....		5,700	
Effective Buying Income (1974)			
Total County .....			\$62,222,000
Average per Household .....			\$ 9,620
Agriculture --			
Number of Farms (1969) .....		663	

- N O T I C E -

TRANSPORTATION INFORMATION CENTERS

THE MICHIGAN DEPARTMENT OF STATE HIGHWAYS AND TRANSPORTATION WILL HOLD A SERIES OF PUBLIC INFORMATION SESSIONS TO DISCUSS THE EXISTING AND FUTURE TRANSPORTATION SYSTEMS FOR THE WEST CENTRAL PORTION OF MICHIGAN'S LOWER PENINSULA. THESE SESSIONS WILL BE HELD AT THE FOLLOWING LOCATIONS:

<u>Date</u>	<u>Time</u>	<u>Location</u>
August 1	11 A.M. - 6 P.M.	<u>NEWAYGO</u> Civic Auditorium City Office Building Newaygo, MI
August 2	11 A.M. - 6 P.M.	<u>HART</u> 18 State Street in front of Hanner Drugs Hart, MI
August 3	11 A.M. - 6 P.M.	<u>LUDINGTON</u> 116 E. Ludington Ave. in front of J.C. Penney Co. Ludington, MI
August 4	11 A.M. - 6 P.M.	<u>BIG RAPIDS</u> 125 S. Michigan in front of J.C. Penney Co. Big Rapids, MI
August 8	1 P.M. - 8 P.M.	<u>MUSKEGON</u> Muskegon Mall Downtown Muskegon
August 9	1 P.M. - 8 P.M.	<u>HOLLAND</u> 91 Douglas in front of Meijers Thrifty Acres Holland, MI
August 10	1 P.M. - 8 P.M.	<u>GRAND RAPIDS</u> Woodland Mall 28th Street S.E. Grand Rapids, MI
August 11	10 A.M. - 5 P.M.	<u>IONIA</u> Post Office 117 North Kidd St. Ionia, MI

THE PURPOSE OF THESE SESSIONS IS TO PROVIDE ALL INTERESTED PARTIES AN OPPORTUNITY TO PRESENT THEIR VIEWS ON EXISTING AND FUTURE REQUIREMENTS FOR

ALL MODES OF TRANSPORTATION IN THE WEST CENTRAL AREA. THESE CENTERS WILL ALSO PROVIDE CITIZENS THE OPPORTUNITY TO BECOME BETTER ACQUAINTED WITH THE PLANNING PROCESS THAT WILL BE UTILIZED IN DEVELOPING IMPROVEMENT PLANS FOR THE TRANSPORTATION SYSTEM.

REPRESENTATIVES OF THE DEPARTMENT WILL BE AVAILABLE AT EACH OF THE SESSIONS TO DISCUSS THE TRANSPORTATION PLANNING PROCESS AND SPECIFIC CITIZEN CONCERNS.

ADDITIONAL INFORMATION MAY BE OBTAINED BY CONTACTING:

JACK E. MORGAN, MANAGER  
PUBLIC INVOLVEMENT SECTION  
MICHIGAN DEPARTMENT OF STATE  
HIGHWAYS AND TRANSPORTATION  
P.O. BOX 30050  
LANSING, MI 48909

OR

DAVID E. GEIGER, JOHN C. KLUMPP  
TEAM LEADERS  
WEST CENTRAL MICHIGAN REGIONAL  
SYSTEMS STUDY  
MICHIGAN DEPARTMENT OF STATE  
HIGHWAYS AND TRANSPORTATION  
P.O. BOX 30050  
LANSING, MI 48909

IN ADDITION, INFORMATION ON THIS PROJECT OR ANY MICHIGAN DEPARTMENT OF STATE HIGHWAYS AND TRANSPORTATION PLANNING PROJECT MAY BE OBTAINED BY CALLING TOLL-FREE 1-800-292-9576.

STATE OF MICHIGAN



WILLIAM G. MILLIKEN, GOVERNOR

DEPARTMENT OF STATE HIGHWAYS AND TRANSPORTATION

STATE HIGHWAYS BUILDING, 425 WEST OTTAWA    PHONE 517-373-2090  
POST OFFICE BOX 30050, LANSING, MICHIGAN 48909

JOHN P. WOODFORD, DIRECTOR

June 14, 1977

HIGHWAY COMMISSION  
PETER B. FLETCHER  
CHAIRMAN  
Ypsilanti  
CARL V. PELLONPAA  
VICE CHAIRMAN  
Ishpeming  
HANNES MEYERS, JR.  
COMMISSIONER  
Zeeland  
WESTON E. VIVIAN  
COMMISSIONER  
Ann Arbor

Mr. Bruce McDonald, Manager  
J. C. Penney Co.  
125 S. Michigan  
Big Rapids, Michigan 49307

Dear Mr. McDonald:

Confirming recent arrangements by this office with yours, the Department has scheduled a Public Information Center on Western Michigan Transportation Needs. This Center is scheduled to be open from 11:00 a.m. to 6:00 p.m., Thursday, August 4, 1977, in front of your store.

Your cooperation in providing us with these facilities is greatly appreciated.

Sincerely,

William R. Elliott  
Public Involvement Section



STATE OF MICHIGAN



WILLIAM G. MILLIKEN, GOVERNOR

DEPARTMENT OF STATE HIGHWAYS AND TRANSPORTATION

STATE HIGHWAYS BUILDING, 425 WEST OTTAWA    PHONE 517-373-2090  
POST OFFICE BOX 30050, LANSING, MICHIGAN 48909

JOHN P. WOODFORD, DIRECTOR

June 14, 1977

HIGHWAY COMMISSION  
PETER B. FLETCHER  
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VICE CHAIRMAN  
Ishpeming  
HANNES MEYERS, JR.  
COMMISSIONER  
Zeeland  
WESTON E. VIVIAN  
COMMISSIONER  
Ann Arbor

Ms. Patricia King  
Promotion Manager  
P.O. Box 866  
200 Hackley Bank Bldg.  
Muskegon, Michigan 49443

Dear Ms. King:

Confirming recent arrangements by this office with yours, the Department has scheduled a Public Information Center on Western Michigan Transportation Needs. This Center is scheduled to be open from 1:00 p.m. to 8:00 p.m., Monday, August 8, 1977. As we discussed our Department Representative will check with your office before setting up.

Your cooperation in providing us with these facilities is greatly appreciated.

Sincerely,

William R. Elliott  
Public Involvement Section



STATE OF MICHIGAN



WILLIAM G. MILLIKEN, GOVERNOR

DEPARTMENT OF STATE HIGHWAYS AND TRANSPORTATION

STATE HIGHWAYS BUILDING, 425 WEST OTTAWA    PHONE 517-373-2090  
POST OFFICE BOX 30050, LANSING, MICHIGAN 48909

JOHN P. WOODFORD, DIRECTOR

June 14, 1977

HIGHWAY COMMISSION  
PETER B. FLETCHER  
CHAIRMAN  
Ypsilanti  
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VICE CHAIRMAN  
Ishpeming  
HANNES MEYERS, JR.  
COMMISSIONER  
Zeeland  
WESTON E. VIVIAN  
COMMISSIONER  
Ann Arbor

Mr. William R. Clogg, Center Manager  
100 Woodland Mall  
3195 28th Street S.E.  
Grand Rapids, Michigan 49508

Dear Mr. Clogg:

Confirming recent arrangements by this office with yours, the Department has scheduled a Public Information Center on Western Michigan Transportation Needs. This Center is scheduled to be open from 1:00 p.m. to 8:00 p.m., Wednesday, August 10, 1977. As was discussed with Ms. Mieras of your office, the Department Representative will check with your office before setting up.

Your cooperation in providing us with these facilities is greatly appreciated.

Sincerely,

William R. Elliott  
Public Involvement Section





WILLIAM G. MILLIKEN, GOVERNOR

DEPARTMENT OF STATE HIGHWAYS AND TRANSPORTATION

STATE HIGHWAYS BUILDING, 425 WEST OTTAWA PHONE 517-373-2090  
POST OFFICE BOX 30050, LANSING, MICHIGAN 48909

JOHN P. WOODFORD, DIRECTOR

June 14, 1977

HIGHWAY COMMISSION  
PETER B. FLETCHER  
CHAIRMAN  
Ypsilanti  
CARL V. PELLONPAA  
VICE CHAIRMAN  
Ishpeming  
HANNES MEYERS, JR.  
COMMISSIONER  
Zeeland  
WESTON E. VIVIAN  
COMMISSIONER  
Ann Arbor

Mr. James A Johnston  
Post Master  
Inoia, Michigan 48846

Dear Mr. Johnston:

Confirming recent arrangements by the this office with yours, the Department has scheduled a Public Information Center on Western Michigan Transportation Needs. This center is scheduled to be open from 10:00 a.m. to 5:00 p.m., Thursday, August 11, 1977. We plan on setting up our booth in front of your building, however in case of bad weather we will use your Lobby Area as discussed.

Your cooperation in providing us with these facilities is greatly appreciated.

Sincerely,

William R. Elliott  
Public Involvement Section



PETER B. FLETCHER  
CHAIRMAN  
Ypsilanti

CARL V. PELLONPAA  
VICE CHAIRMAN  
Ishpeming

HANNES MEYERS, JR.  
COMMISSIONER  
Zeeland

WESTON E. VIVIAN  
COMMISSIONER  
Ann Arbor



WILLIAM G. MILLIKEN, GOVERNOR

DEPARTMENT OF STATE HIGHWAYS AND TRANSPORTATION

STATE HIGHWAYS BUILDING, 425 WEST OTTAWA    PHONE 517-373-2090  
POST OFFICE BOX 30050, LANSING, MICHIGAN 48909

JOHN P. WOODFORD, DIRECTOR

June 13, 1977

Mr. James Brown, Manager  
J. C. Penney Co.  
116 E. Ludington Ave.  
Ludington, MI 49431

Dear Mr. Brown:

Confirming recent arrangements by this office with yours, the Department has scheduled a Public Information Center on Western Michigan Transportation Needs. This center is scheduled to be open from 11:00 a.m. to 6:00 p.m., Wednesday, August 3, 1977, in front of your store.

Your cooperation in providing us with these facilities is greatly appreciated.

Sincerely,

William R. Elliott  
Public Involvement Section







HIGHWAY COMMISSION

PETER B. FLETCHER  
CHAIRMAN  
Ypsilanti

CARL V. PELLONPAA  
VICE CHAIRMAN  
Ishpeming

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Ann Arbor

WILLIAM G. MILLIKEN, GOVERNOR

DEPARTMENT OF STATE HIGHWAYS AND TRANSPORTATION

STATE HIGHWAYS BUILDING, 425 WEST OTTAWA    PHONE 517-373-2090  
POST OFFICE BOX 30050, LANSING, MICHIGAN 48909

JOHN P. WOODFORD, DIRECTOR

June 13, 1977

Mr. Mike Wiersma, Manager  
Meijers Thrifty Acres  
91 Douglas  
Holland, MI 49423

Dear Mr. Wiersma:

Confirming recent arrangements by this office with yours, the Department has scheduled a Public Information Center on Western Michigan Transportation Needs. This center is scheduled to be open from 1:00 p.m. to 8:00 p.m., Tuesday, August 9, 1977, in front of your store.

Your cooperation in providing us with these facilities is greatly appreciated.

Sincerely,

William R. Elliott  
Public Involvement Section



HIGHWAY COMMISSION

PETER B. FLETCHER

CHAIRMAN

Ypsilanti

CARL V. PELLONPAA

VICE CHAIRMAN

Ishpeming

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Zeeland

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Ann Arbor



WILLIAM G. MILLIKEN, GOVERNOR

DEPARTMENT OF STATE HIGHWAYS AND TRANSPORTATION

STATE HIGHWAYS BUILDING, 425 WEST OTTAWA PHONE 517-373-2090

POST OFFICE BOX 30050, LANSING, MICHIGAN 48909

JOHN P. WOODFORD, DIRECTOR

June 13, 1977

Mr. Thomas Price  
Hanner Drugs  
18 State Street  
Hart, MI 49420

Dear Mr. Price:

Confirming recent arrangements by this office with yours, the Department has scheduled a Public Information Center on Western Michigan Transportation Needs. This center is scheduled to be open from 11:00 a.m. to 6:00 p.m., Tuesday, August 2, 1977, in front of your store.

Your cooperation in providing us with these facilities is greatly appreciated.

Sincerely,

William R. Elliott  
Public Involvement Section



STATE OF MICHIGAN

HIGHWAY COMMISSION

PETER B. FLETCHER

CHAIRMAN

Ypsilanti

CARL V. PELLONPAA

VICE CHAIRMAN

Ishpeming

HANNES MEYERS, JR.

COMMISSIONER

Zeeland

WESTON E. VIVIAN

COMMISSIONER

Ann Arbor



WILLIAM G. MILLIKEN, GOVERNOR

DEPARTMENT OF STATE HIGHWAYS AND TRANSPORTATION

STATE HIGHWAYS BUILDING, 425 WEST OTTAWA    PHONE 517-373-2090

POST OFFICE BOX 30050, LANSING, MICHIGAN 48909

JOHN P. WOODFORD, DIRECTOR

June 13, 1977

Mr. Richard J. Knoll  
City Manager  
City Hall  
Newaygo, MI 49337

Dear Mr. Knoll:

Confirming recent arrangements by this office with yours, the Department has scheduled a Public Information Center on Western Michigan Transportation Needs. This center is scheduled to be open from 11:00 a.m. to 6:00 p.m., Monday, August 1, 1977. We plan on setting up our booth in front of your building, however, in case of bad weather we will use the Civic Auditorium as discussed.

Your cooperation in providing us with these facilities is greatly appreciated.

Sincerely,

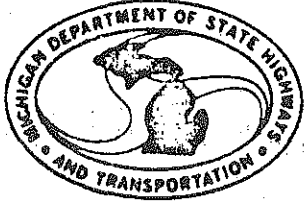
William R. Elliott  
Public Involvement Section



CITY OFFICES (53 Cities)

LUDINGTON	50	FRUITPORT	25
SCOTTVILLE	25	COOPERSVILLE	25
BALDWIN	25	SPARTA	25
REED CITY	25	ROCKFORD	25
EVART	25	CEDAR SPRINGS	25
BARRYTON	25	GREENVILLE	50
BIG RAPIDS	50	BELDING	25
REMUS	25	IONIA	50
WHITE CLOUD	25	PORTLAND	25
SHELBY	25	SARANAC	25
HART	25	LOWELL	25
PENTWATER	25	GRAND RAPIDS	100
MONTAGUE	25	EAST GRAND RAPIDS	25
WHITEHALL	25	KENTWOOD	50
FREMONT	25	WYOMING	50
NEWAYGO	25	WALKER	25
HOWARD CITY	25	GRANDVILLE	25
LAKEVIEW	25	HUDSONVILLE	25
EDMORE	25	ZEELAND	25
STANTON	25	HOLLAND	50
NORTH MUSKEGON	25	WAYLAND	25
MUSKEGON	50	PLAINWELL	25
MUSKEGON HEIGHTS	25	OTSEGO	25
NORTON SHORES	25	ALLEGAN	50
FERRYSBURG	25	FENNVILLE	25
GRAND HAVEN	50	GLENN	25
SPRING LAKE	50		

The list of cities above received the quantities of pre-study brochures as are noted. This distribution occurred 30 days prior to the first pre-study information center.



# Michigan Department of STATE HIGHWAYS AND TRANSPORTATION

MACKINAC BRIDGE AUTHORITY - INTERNATIONAL BRIDGE AUTHORITY

MICHIGAN AERONAUTICS COMMISSION

WILLIAM G. MILLIKEN, GOVERNOR

7-17F

## STATE HIGHWAY COMMISSION

PETER B. FLETCHER, Ypsilanti, Chairman  
HANNES MEYERS JR., Zeeland

CARL V. PELLONPAA, Ishpeming, Vice-Chairman  
WESTON E. VIVIAN, Ann Arbor

JOHN P. WOODFORD, DIRECTOR

P. O. BOX 30050  
LANSING, MICHIGAN 48909

PUBLIC INFORMATION OFFICE: PHONE 517/373-2160

FOR IMMEDIATE RELEASE

July 27, 1977

An experiment in "the-planner-going-to-the-people" will be conducted in west central Lower Michigan early in August by the Department of State Highways and Transportation.

Highways and Transportation Director John P. Woodford said state transportation planners will set up information centers on different days in eight counties "to hear what citizens have to say about existing transportation facilities and future transportation needs."

The experiment is considered "Step One" in the involvement of the public in the planning process. Once a proposed transportation plan has been developed for the 12-county region, formal public hearings will be scheduled to hear citizens' views on the specific plan.

The third step will be post-study meetings for final review of a proposed course of action.

"The information centers that our planners will sponsor next month are designed to get as much public comment on all aspects of transportation as possible," Woodford said. "Therefore, anyone who wants to be heard on transportation matters for the region is invited to visit one of these eight centers."

The region involved in the study, leading to a regional transportation plan, includes the counties of Allegan, Ionia, Kent, Lake, Mason, Mecosta, Montcalm, Muskegon, Newaygo, Oceana, Osceola and Ottawa.

The information centers not only will register all public views on local and regional transportation matters, but will explain the planning process leading to a regional transportation plan.

The schedule for the eight information centers is:

Monday, Aug. 1, 11 a.m. to 6 p.m., Civic Auditorium, City Office Bldg., Newaygo.

Tuesday, Aug. 2, 11 a.m. to 6 p.m., on the street in front of Hanner Drugs, 18 State St., Hart.

Wednesday, Aug. 3, 11 a.m. to 6 p.m., on the street in front of J. C. Penney Co., 116 E. Ludington Ave., Ludington.

Thursday, Aug. 4, 11 a.m. to 6 p.m., on the street in front of J. C. Penney Co., 125 S. Michigan, Big Rapids.

Monday, Aug. 8, 1 p.m. to 8 p.m., in the Muskegon Mall, downtown Muskegon.

Tuesday, Aug. 9, 1 p.m. to 8 p.m., in front of Meijer's Thrifty Acres, 91 Douglas, Holland.

Wednesday, Aug. 10, 1 p.m. to 8 p.m., Woodland Mall, 28th St., S.E., Grand Rapids.

Thursday, Aug. 11, 10 a.m. to 5 p.m., in the Post Office, 117 N. Kidd St., Ionia.

Information on this study-project may be obtained by calling the Department's toll-free transportation planning information number: 1-800-292-9576.