

## GRAND RAPIDS METRO AREA REPORT CARD

TRIP has assigned the following letter grades to the components comprising the Grand Rapids metro area highway system.

	<b>GRADE</b>	<b>COMMENT</b>
<b>Roads</b>	<b>F</b>	<i>In 2004 (the latest year for which data is available), 28 percent of major roads in the Grand Rapids metro area were rated in poor condition and an additional 26 percent were in mediocre condition. TRIP has provided a list of heavily traveled roads in the Grand Rapids area that have significant deterioration and are in need of repair.</i>
<b>Bridges</b>	<b>C</b>	<i>Twenty-three percent of bridges (20 feet or longer) in the Grand Rapids area are in substandard condition. Nine percent of bridges in the Grand Rapids area are rated as structurally deficient and 14 percent are functionally obsolete. TRIP has provided a list of the most structurally deficient, heavily traveled bridges in the Grand Rapids area.</i>
<b>Congestion</b>	<b>C</b>	<i>Nearly one-third, 32 percent, of urban arterial roads in the Grand Rapids area are considered congested because they often experience rush hour delays. With a 25 percent increase in vehicle travel anticipated in the state by 2020, traffic congestion will likely worsen unless the state significantly improves its transportation system. TRIP has provided a list of the sections of roadway in the Grand Rapids area that experience the highest level of traffic congestion.</i>
<b>Safety</b>	<b>C-</b>	<i>The Grand Rapids metro area has a traffic fatality rate of 12.3 fatalities per 100,000 people, near the statewide average of 12.8 fatalities per 100,000 population and lower than the national rate of 14.5 fatalities per 100,000 population. Over the last five years, the Grand Rapids area has averaged approximately 102 traffic fatalities per year. Roadway safety features such as widened lanes, added or improved medians, improved intersection design, paved shoulders and added rumble strips, where appropriate, can reduce traffic fatalities and serious accidents.</i>

## **ROADS**

**Pavement conditions on Grand Rapid’s major roads are below desirable standards, with 28 percent of major roads in the Grand Rapids metro area in poor condition.**

- Twenty-eight percent of Grand Rapid’s major roads are rated in poor condition, and an additional 26 percent are in mediocre condition. This includes Interstates, highways, connecting urban arterials, and key urban streets that are maintained by state, county or municipal governments.
- Roads rated in poor condition often have significant rutting, potholes or other visible signs of deterioration. Roads in poor condition typically need to be resurfaced or reconstructed. Roads rated in mediocre condition show signs of significant wear and may also have some visible pavement distress. Most pavements in mediocre condition can be repaired by resurfacing, but some may need more extensive reconstruction to return them to good condition.
- Thirty-four percent of Grand Rapid’s major roads are in good condition. A desirable goal for state and local organizations that are responsible for road maintenance is to keep 75 percent of major roads in good condition.

*The following is a list of 10 heavily traveled sections of road in the Grand Rapids area that have significant deterioration and are in need of repair:*

<b>Route Name</b>	<b>County or Closest City</b>	<b>From</b>	<b>To</b>	<b>Reason Work Needed</b>	<b>Length (Mi.)</b>	<b>Average Daily Traffic</b>
<b>I-96</b>	<b>Kent - Marne/Walker</b>	<b>16th Ave, Marne - East</b>	<b>East of Bristol Ave, Walker</b>	<b>Poor Pavement</b>	<b>6.2</b>	<b>54,600</b>
<b>US-131 (NB)</b>	<b>Kent - Grand Rapids</b>	<b>West River Dr - North</b>	<b>North of 10 Mile Rd</b>	<b>Poor Pavement</b>	<b>6.4</b>	<b>26,800</b>
<b>US-131 (NB)</b>	<b>Kent - Grand Rapids</b>	<b>Ann St - North</b>	<b>North Park St</b>	<b>Poor Pavement</b>	<b>2.1</b>	<b>52,000</b>
<b>M-21 old</b>	<b>Ottawa - Hudsonville/Jenison</b>	<b>Hudsonville East City Limits - East</b>	<b>Main St, Jenison</b>	<b>Poor Pavement</b>	<b>3.4</b>	<b>22,400</b>
<b>M-21 old</b>	<b>Ottawa - Hudsonville</b>	<b>Hudsonville West City Limits - East</b>	<b>Hudsonville East City Limits</b>	<b>Poor Pavement</b>	<b>2.0</b>	<b>14,200</b>
<b>US-131</b>	<b>Kent - Grand Rapids</b>	<b>M-11 - North</b>	<b>Wealthy St</b>	<b>Poor Pavement</b>	<b>3.1</b>	<b>109,200</b>
<b>I-196</b>	<b>Kent - Grandville</b>	<b>Ottawa/Kent County Line - East</b>	<b>M-11</b>	<b>Poor Pavement</b>	<b>3.0</b>	<b>48,200</b>
<b>I-196</b>	<b>Kent - Grand Rapids</b>	<b>US-131 - East</b>	<b>Fuller Ave</b>	<b>Poor Pavement</b>	<b>2.1</b>	<b>84,600</b>
<b>M-11</b>	<b>Kent - Grand Rapids</b>	<b>US-131 - East</b>	<b>Kalamazoo Ave</b>	<b>Poor Pavement</b>	<b>2.51</b>	<b>39,400</b>
<b>US-131 (SB)</b>	<b>Kent - Grand Rapids</b>	<b>West River Dr - North</b>	<b>North of 10 Mile Rd</b>	<b>Poor Pavement</b>	<b>6.41</b>	<b>26,800</b>

## **BRIDGES**

**A total of 23 percent of bridges in the Grand Rapids metro area are in substandard condition.**

- Nine percent of bridges in the Grand Rapids area are rated as structurally deficient, showing significant deterioration to decks and other major components.
- Fourteen percent of bridges in the Grand Rapids area are functionally obsolete. These bridges no longer meet modern design standards for safety features such as lane widths or alignment with connecting roads or are no longer adequate for the volume of traffic being carried.

<b>BRIDGE CONDITION</b>	<b>NUMBER OF BRIDGES</b>	<b>PERCENTAGE OF BRIDGES</b>
Structurally Deficient	40	9%
Functionally Obsolete	66	14%
Total Deficient Bridges	106	23%
Total Number of Bridges	455	

- Bridge deficiencies have an impact on mobility and safety within the state. Restrictions on vehicle weight may cause many vehicles – especially emergency vehicles, commercial trucks, school buses and farm equipment – to use alternate routes to avoid these bridges.
- Narrow bridge lanes, inadequate clearances and poorly aligned bridge approaches reduce traffic safety. Redirected trips lengthen travel time, waste fuel and reduce the efficiency of the local economy.

*The following is a list of the 10 most heavily traveled bridges in the Grand Rapids metro area that are structurally deficient:*

<b>Closest City</b>	<b>Route Carried</b>	<b>Route or feature intersected</b>	<b>Average Daily Traffic</b>	<b>Year Built</b>	<b>Lanes</b>
Wyoming	44TH ST	US-131	50,697	1957	6
Grandville	I-196 WB M-21 WB	GTW Railroad	33,000	1964	2
Wyoming	36TH ST	US-131	32,736	1957	6
Grand Rapids	M-11	Grand River	26,000	1930	4
Wyoming	I-196, M-21 EB	Conrail (No Tracks)	22,000	1963	2
Grand Rapids	Division Avenue	Plaster Creek	22,000	1914	4
Grand Rapids	Alpine Avenue	Indian Mill Creek	16,500	1930	4
Grand Rapids	Fuller Ave.	I-196 & M-21	15,752	1964	5
Grand Rapids	M-21	Grand River	12,000	1957	4
Walker	3 Mile Road	Indian Mill Creek	10,814	1920	2

## **CONGESTION**

**Increases in vehicle travel in the Grand Rapids area have led to rising levels of traffic congestion on the area's major roads and highways.**

- Nearly one-third, 32 percent, of major highways and streets in the Grand Rapids area are considered congested, carrying levels of traffic that often result in delays during peak hours.
- The region's major highways and streets are rated based on their level of service using the letter grades A, B, C, D, E or F. Roads rated D, E, or F are considered moderately to severely congested. The following is a definition of each level of service designation:

A	Free flow of traffic with operation of individual vehicles largely unaffected by presence of other vehicles
B	Stable flow of traffic with slight decline in freedom to maneuver
C	Stable flow of traffic, but vehicle operation is significantly affected by presence of other vehicles in traffic stream
D	Crowded roadway with some decline in speeds. Large number of vehicles restrict mobility and stable traffic flow
E	Unstable, slow traffic flow with virtually no gaps in traffic stream, subject to traffic flow breakdowns
F	Stop-and-go traffic with low speeds and little or poor maneuverability

*The following is a list of major roadways in the Grand Rapids area that have the greatest level of traffic congestion, based on level of service rating:*

<b>Route</b>	<b>From</b>	<b>To</b>	<b>Length (Mi.)</b>	<b>Level of Service</b>	<b>Average Daily Traffic</b>	<b>Lanes</b>
M-11	Wilson/Remembrance	River Bend	5.1	F	20,106	4
M-21	End of divide (North of Bennett)	Bowes	5.3	F	12,170	4
M-44	Belding	Ramsdell	5.2	E,F	13,449	4
US-131	I-96	10 Mile	7.7	D,F	28,496	4-6
M-44	I-96	3 Mile	5.4	D,E,F	23,823	4
M-57	US-131	Tefft	3.0	D,F	14,680	4
US-131	I-196	36th Street	5.7	D,E	51,633	6
I-296 (US-131)	I-196	I-96	3.1	D,E	47,407	4-6
I-96	I-196	Cascade	2.7	D,E	40,906	4-6
I-196	I-96	Chicago	11.9	D,E	31,972	4

## **SAFETY**

**Improving safety features on the Grand Rapids area's roads and highways would likely result in a decrease in traffic fatalities in the state. Roadway design is an important factor in approximately one-third of fatal and serious traffic accidents.**

- The Grand Rapids area has a traffic fatality rate of 12.3 fatalities per 100,000 population, near the statewide average of 12.8 fatalities per 100,000 population and lower than the national rate of 14.5 fatalities per 100,000 population. Between 2000 and 2004, the Grand Rapids area averaged approximately 102 traffic fatalities per year.
- Highway improvements such as removing or shielding obstacles, adding or improving medians, wider lanes, wider and paved shoulders, upgrading roads from two lanes to four lanes and better road markings and traffic signals, where appropriate, can reduce traffic fatalities and accidents.
- The Federal Highway Administration has found that every \$100 million spent on needed highway safety improvements will result in 145 fewer traffic fatalities over a 10-year period.