



Response to Comments on the Public Review of Draft Plan

Executive Summary

The *2030 MI Transportation Plan: Moving Michigan Forward* sets forth the decision principles that provide a foundation for our transportation investments and strategies to implement the vision for transportation. The *2035 MI Transportation Plan (2035 MITP)* is an interim revision. This revision was initiated in March 2012 as an interim step to keep the plan current and maintain the required 20-year planning horizon. At that time, we did not have new federal reauthorization so the revision took a more streamlined approach as we awaited reauthorization.

Now that the new authorization bill, *Moving Ahead for Progress in the 21st Century (MAP-21)*, has passed, this interim approach is still valid. The impacts and implications of pending policy changes will not be fully known for some time and therefore cannot be considered and prepared for at this time. In the months ahead, the U.S. Department of Transportation will release new regulations and guidelines on the changes included in MAP-21. The impacts to Michigan are currently being assessed.

All comments reviewed were grouped by topic area and were assessed to determine if the comment was one that identified an omission; identified an area that needed clarification; or identified an area that did not need any clarification. Each comment was further reviewed to determine what type of action, if any, was required. All comments are included in this report and published online at www.michigan.gov/slrp.

The comments received focused on funding and expanding bus service, train service, new rapid transit, carpooling, bike paths, and pedestrian needs. Comments also expressed concern that the plan does not adequately address the changing trends. One comment identified a lack of discussion on the need to address community and environmental concerns. Comments regarding specific projects were referred to the appropriate MDOT region office.

While not project specific, the *2035 MITP* stipulates that the Michigan Department of Transportation's (MDOT) highest priorities are ensuring safety, preserving existing transportation systems, and focusing on services and facilities with international/national and statewide significance.

Introduction

MI Transportation Plan, also known as the State Long-Range Plan, is a 25-year plan for transforming Michigan's transportation system. The 30-day public review period for the draft version of the plan revision formally began on August 2, 2012, and concluded on August 31, 2012. Comments from interested members of the general public and partners were obtained on the draft *2035 MI Transportation Plan*, primarily through the following mechanisms and activities:



- [MI Transportation Plan](#) Web site, using the online comment form (57 individuals submitted comments online);
- Public meetings (15 were held across the state, 216 individuals participated, 20 formal comments received); and
- Written correspondence (five letters submitted by e-mail).

E-mail lists, notices, and news releases were used to inform stakeholders, partners and the public that the draft 2035 MITP had been posted on the Web site for public review. Two news releases were prepared by MDOT's Office of Communications. The first notice described how to obtain a hard copy of the plan and how comments could be submitted by fax, mail, e-mail, or online. The printed document and comment forms were made available at the 15 public meetings, as well as at all MDOT region offices and Transportation Service Centers (TSCs). A video message from State Transportation Director Kirk T. Steudle, posted on YouTube, encouraged Michiganders to review and comment on the 2035 Draft State Long-Range Transportation Plan.

Formal letters were received from the following individuals or groups:

1. Glen Lile, Supervisor, East Bay Charter Township
2. Rick Chapla, Vice President, Business Development at The Right Place
3. Dan Stamper, President, Detroit International Bridge Company
4. Susan E. Harley, J.D., Michigan Policy Director, Clean Water Action
5. Joint letter signed by:
David Bulkowski, Executive Director, Disability Advocates of Kent County
John Lindemayer, Advocacy and Policy Director, League of Michigan Bicyclists
Timothy Fischer, Deputy Policy Director, Michigan Environmental Council
Marilyn Lieber, CEO and President, Michigan Fitness Foundation
James Bruckbauer, Policy Specialist, Michigan Land Use Institute
Joel Batterman, Transportation Programs Coordinator, Michigan Suburbs Alliance
Nancy Krupiarz, Executive Director, Michigan Trails and Greenways Alliance
Megan Owens, Executive Director, Transportation Riders United

An effort was initiated by Transportation Riders United, also known as TRU, to submit a petition to demand more transportation options. Included with this letter was the petition to demand more transportation options. A total of 307 comments and 762 signatures were collected and forwarded to MDOT. TRU also encouraged individuals to provide comments to MDOT through the online comment form.

Summary of Comments on Draft Plan

Comments received on the draft 2035 MITP followed a number of common themes. Residents and advocacy groups alike expressed concern that the plan does not adequately address the changing trends away from the widespread reliance on the personal automobile to a more multi-modal culture that travel through the use of sidewalks, bicycle paths, transit



routes, and long-distance rail services. Comments included a strong demand for more public transit, especially in the form of passenger rail and bus service.

We received 62 comments electronically through emails, letters, and an online comment form. The most frequent comment (28) addressed the need for greater public transit. Twenty comments supported MDOT's new Complete Streets Policy and 18 requested that non-motorized needs, especially pedestrian and bicyclist access on roads and streets, receive a higher priority. There were 14 comments stating the need for more modal choices, nine recommended spending less on roads, especially expansion of the system, and six comments suggested that the plan's forecast of vehicle miles traveled is unrealistic in light of population trends and rising gas prices. Only three commenters felt that MDOT's budget is underfunded. Specific comments included the following:

1. Detroit to Grand Rapids passenger rail needed.
2. I-94 should not be expanded.
3. I-94 should be six lanes wide.
4. Build the bridge to Canada.
5. Stop putting wires in medians.
6. There needs to be greater use of rail.
7. Use clean fuel for maintaining roads, no idling.
8. Fund Transportation Economic Development Fund Category A.
9. Develop the West Michigan Intermodal Freight Terminal.
10. Support Amtrak Service.
11. No mention of maintaining tourist routes.
12. Mass transit needed in Southeast Michigan and Detroit.
13. Spend less on rails and trails and more on roads.
14. Less chip sealing and better snow plow coordination.
15. Mention water trails and Circle Tours.
16. Provide regional rail service in Southeast Michigan.
17. Corridors of Significance need to interface with pedestrians and bicyclists.
18. Make aviation a priority.
19. In urban areas, marked pedestrian crosswalks are needed at least every ¼ mile.
20. Make Context Sensitive Design a priority.
21. Oakland County needs a comprehensive public transit system.
22. Develop more on-demand transit systems in rural areas.
23. Develop ferry service between Detroit and Windsor.

The 307 comments associated with the petition drive favored more transportation options, including public transit, bicycling, and pedestrian infrastructure; and ensure that road money goes towards repairing our existing system, not building more highways.

The socioeconomic trends cited for the increased demand for public transportation options include an aging population, shrinking fossil fuel resources and a resulting rise in gas prices, a reduction in Vehicle Miles Traveled (VMT) at the state and national level, land



use changes, as well as environmental and health concerns that have been linked to an auto-centric culture. In addition, the Corridors of Highest Significance were viewed as too highway-focused and not an adequate representation of local needs or goals, specifically the needs of individuals living in urbanized areas. Other growing cities across the country were cited as locations where young people and retirees are headed, due in part to the availability of transportation options in those places.

Similar comments were received from our public meetings.

Based on the comments received, two themes emerged. The following comment themes will be addressed in the subsequent response discussion:

1. While recognizing all forms of transportation, it is not a balanced plan.
2. The Plan does not reflect changing trends.

Response Discussion

The *2035 MITP* is an update and extension of the [2030 MI Transportation Plan: Moving Michigan Forward](#). The *2035 MITP* consists of these two documents, providing both an overview of the findings and a high-level summary of the current assessment of key trends, demographic changes, and key initiatives that will guide the selection of transportation projects between now and 2035.

In addition to these two documents, the state long-range transportation plan also includes a number of Technical and Strategic Reports published in conjunction with the *2030 MITP* and 18 newly published White Papers as part of this revision. The Technical and Strategic Reports should be referred to for details on specific goals, objectives, strategies and decision principles of the *MI Transportation Plan*, while the White Papers should be referred to for current assessments of key trends and demographic changes; status updates of key initiatives that were discussed in detail in the initial Technical and Strategic Reports; and descriptions of new initiatives that have been launched to fulfill the goals and objectives of the state long-range transportation plan.

The *2035 MI Transportation Plan* continues the transportation policy framework intended to guide transportation investments in the state. It serves as the state's 24-year "blueprint" for the planning process. It will guide the collaborative efforts of MDOT, local and regional decision-makers and all transportation stakeholders to reach a consensus on transportation needs.

Discussion on Major Topic Areas

1. While recognizing all forms of transportation, it is not a balanced plan.

The majority of comments received felt that spending priorities are still too highway-focused. The plan vision clearly articulates the public's demand for more transportation options and does envision major improvements in public transportation. The road



system will continue to be the predominant feature of a system that moves passengers statewide, and many of the alternatives will rely on a well-maintained and highly functional infrastructure. Public transportation buses - whether rural demand response, urban fixed route or intercity routes - need roads in good condition and need effective road system operations, including reduced congestion.

According to the American Public Transportation Association, in 2010, 51.4 percent of the transit rides provided nationwide were bus trips, as compared to heavy rail 34.7 percent and other modes 13.9 percent. In Michigan, 97 percent of public transit trips were bus trips traveling over the state's roads and highways. With bus rapid transit becoming the preferred mode for new regional and rapid transit routes, road and bridge condition and operations will play an increasing important role in achieving Michigan's public transportation vision.

In the [*Investing to Achieve the Vision*](#), May 2007 report, MDOT examined the investment levels that would support system integration and efficiency by strategically investing in those elements that have the most potential to also address needs on other modes and enhance system performance. Meeting Michigan's highway and bridge preservation targets while implementing the seamless multi-modal system called for in the [*Preferred Vision*](#) requires revenues beyond those currently expected to be available.

Implementing a more multi-modal system will also call for greater flexibility than provided for in the Michigan Constitution which states "Not less than 90 percent of the specific taxes, except general sales and use taxes and regulatory fees, imposed directly or indirectly on fuels sold or used to propel motor vehicles upon highways and on registered motor vehicles shall, after the payment of necessary collection expenses, be used exclusively for the transportation purposes of planning, administering, constructing, reconstructing a financing, and maintaining state, county, city and village roads streets, and bridges designed primarily for the use of motor vehicles using tires, and reasonable appurtenances to those state, county, city, and village roads, streets, and bridges" and Michigan Public Act 51 of 1951, known as "Act 51," which allows for up to 10 percent of revenues from the Michigan Transportation Fund to be transferred to the Comprehensive Transportation Fund. This means that multiple sources of additional revenue are needed to support the seamless multi-modal vision of *MI Transportation Plan*.

The body of work of the *2035 MITP* presents the different aspects of the transportation system in an integrated manner. The technical reports and subsequent White Paper updates describe the programs and infrastructure assets that make up the system, and the [*Integration Technical Report*](#) uses insights from the other technical reports to recommend approaches to removing barriers in order to achieve a statewide-integrated transportation system that supports Michigan's economy. Other components of the plan - from consideration of the complex issues influencing transportation to the financial analysis, decision principles, and investment strategies - incorporate integrated, multi-



modal approaches. The [Integration Technical Report](#) identifies decision principles for an integrated system:

“An integrated transportation system for users can be achieved by making planning decisions consistent with systems integration. At the highest level, the first decision pertains to the investment of statewide revenues into funding categories and programs that can be leveraged to support integrated projects and programs. Key principles for statewide investment decisions are:

- Invest financial resources to preserve existing system components.
- When improving a system component, consider and make allowances for improvements that may be needed in integrated components.
- Seek investments that provide leverage, remove barriers, realize opportunities, and improve integration for multiple components.
- Assess performance objectives with respect to all modes.

When funding is available, additional decisions can be made about how and where to implement projects to better integrate transportation elements in Michigan’s corridors and activity centers. These decisions should take into account the complexity of the transportation needs of the users and activities affected by the project.”

Corridors are multi-modal, not limited to the highways, with service areas defined as including the population and employment within a 20-mile geographic area. As discussed in the Corridors and International Borders White Paper, the [Corridors and International Borders Report](#), MDOT has identified broad-based corridor strategies.

These strategies implemented by MDOT and its partners will strive to improve overall corridor condition and operation for all modes, including:

- Pedestrian and bicycle: MDOT will seek to incorporate enhanced long-distance bicycle and snowmobile trails where possible into the design of existing projects.
- Encourage local transit agencies to evaluate the potential to expand to countywide service to enhance the availability and connectivity of public transit.
- Continue to support local rideshare offices and the MichiVan program to provide commuter alternatives.
- Support coordination of transportation services and funding between local human service agencies and local transit agencies.
- Continue to provide financial and technical assistance to local agencies to help agencies preserve existing and specialized services.



Great strides have been made over the past decade to provide more transportation options to the citizens of Michigan. MDOT is committed to expanding options and integrating the various transportation modes into an efficient network to serve the needs of residents and businesses. To illustrate:

- Michigan ranks second in the nation in the number of “rails to trails” open to the public and first in the nation in the total number of miles of trails currently available.
- Michigan has passed Complete Streets legislation at the state level, MDOT has adopted a formal policy on Complete Streets, and a number of Michigan communities have adopted local Complete Streets ordinances, policies or resolutions.
- MDOT has actively pursued federal funding for, and is currently the lead agency in, an effort to develop a high speed passenger rail connection between Detroit and Chicago.
- Although MDOT provides state and non-urban federal funding to transit agencies, it is not directly involved in the provision of local transit. That role is reserved for local or regional transit agencies and authorities. When transit services are proposed within MDOT owned right-of-way, MDOT works closely with local transit providers to help them achieve their transit objectives. For example, MDOT has worked with the City of Detroit and private sector investors to promote and to obtain funding for light rail on Woodward Avenue in Detroit. MDOT also is working with transit authorities in Lansing and Grand Rapids that are developing plans for bus rapid transit (BRT) within MDOT owned corridors.

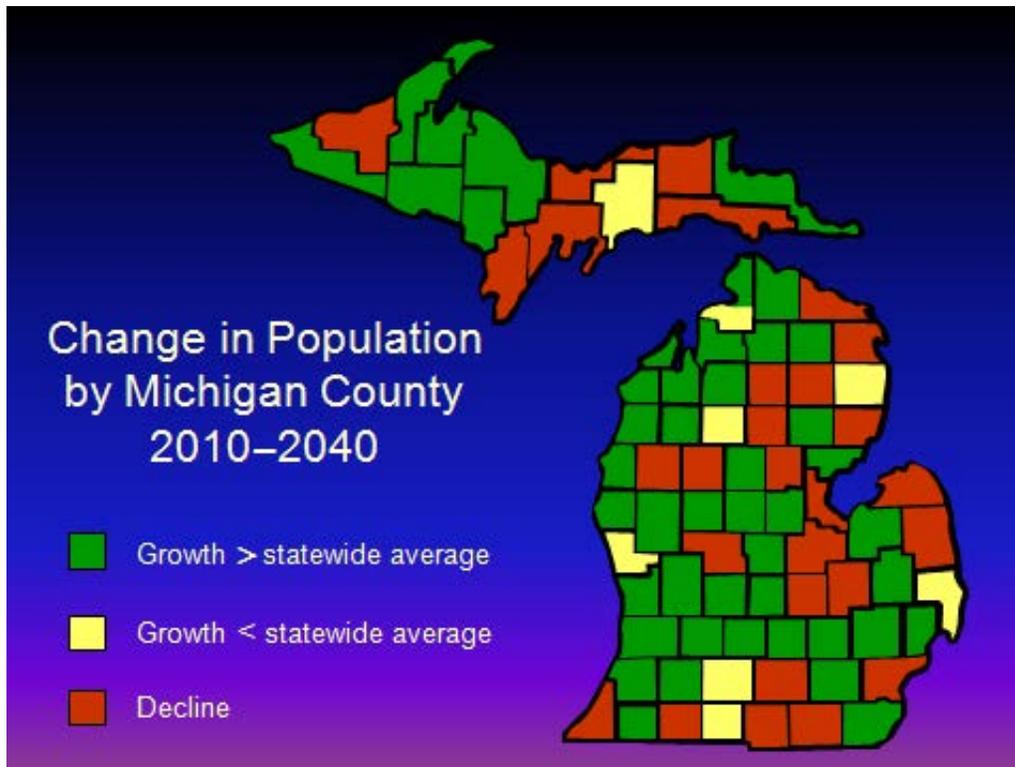
The overall picture today reveals a state transportation system that is mature and in need of modernization. The need for system preservation, mobility, accessibility, and maintenance will continue to be spread throughout the state. The *MI Transportation Plan* vision is for an integrated and comprehensive statewide transportation system that goes beyond roads and incorporates non-motorized and pedestrian networks, trains, light rail, buses, and complete streets. The state of Michigan currently faces inadequate funding to address the identified needs of all areas of the transportation network.

2. The Plan does not reflect changing trends.

As discussed in the [Socioeconomic White Paper](#) Michigan’s population is expected to grow but at a slower rate, the population will still increase during the time horizon of the 2035 MITP. Forecasts prepared for MDOT and the Metropolitan Planning Agencies in the state, by the University of Michigan, show population will increase (Graphic 1). For the state as a whole, population in 2020 exceeds the 2000 population level. Growth by county will vary, some will grow at a greater level than the state average, while others will see a decline. Population growth for the state remains modest, averaging just over 1/10 of a percent per year. Population growth will continue to place greater demands on a relatively static transportation system. As described in this White Paper,

the dominant socioeconomic change in Michigan is expected to be the dramatic increase in aging and retired populations.

Graphic 1: State of Michigan Forecasted Population Change by County



Source: Economic and Demographic Outlook for Michigan and Its Counties to 2040, Institute for Research on Labor, Employment and the Economy, University of Michigan, Grimes and Fulton 2012.

The *Socioeconomic White Paper* identifies some of the effects the changing age profiles are likely to have. The forecasts developed by the University of Michigan also identify an increase in the number of households while average household size is expected to decrease. This will have a direct influence on the number of trips produced and resulting vehicle miles traveled (VMT). Given the limited growth in road system capacity, these socioeconomic changes are expected to lead to increases in congestion and decreases in system efficiency. The continuing shift to an increasingly service-oriented economy will generate a relatively high level of non-home-based travel between offices, clients, and customers. These changes will increase off-peak travel volumes and VMT, potentially exacerbating congestion in urban-suburban regions of the state. The implications of these changes affect a wide range of transportation needs and alternatives, including the productivity of transit services to peak-hour roadway capacity, the efficiency of land use patterns, and the safety implications of travel at different times of day.



In spite of the fact that vehicle miles traveled (VMT) on the state trunkline system has declined in recent years; there are still congested areas on the highway network that need to be addressed. Pavement deterioration, congestion, crashes, and a lack of connectivity to activities and other modes are all potential performance barriers for the highway and bridge system. These barriers threaten the performance of highways and bridges and other components of the system that depend on safe, sustainable, and reliable roadway connections. Year-to-date VMT in 2012 is up from 2011, so the inclusion of a modest growth scenario for VMT is not unreasonable. Trip patterns will be different in 2035, with travelers using the road system differently than today, increasing traffic in some places while holding level in others.

Whether VMT is increasing due to more passenger vehicles (auto, motorcycle, or recreational vehicle), commercial, or bus trips, when a corridor becomes congested it impacts all modes. Automobiles and buses both depend on roads and bicycling and walking typically use road corridors as well. When a corridor becomes congested it is important to accommodate all modes effectively to give travelers real choices.

Significant changes identified in the Socioeconomic White Paper clarify ways in which the aging population, the shift to an increasingly service-oriented economy, and the increasing diversity of Michigan's public are relevant for understanding Michigan's transportation system needs. This current revision of Michigan's Long-Range Transportation Plan continues MDOT's commitment to build on past successes to expand transportation options, while maintaining the highway network that has helped make Michigan what it is today.

Discussion on specific letters

1. Glen Lile, Supervisor, East Bay Charter Township

This letter is in support of the policies of the 2035 MITP. The letter writer identifies that a high priority should be placed on "...efforts to design and upgrade Corridors of Significance with pedestrian and bicyclists..."

The letter writer also noted that what is needed is effective implementation and the 2035 MITP is an excellent place to begin. This statement validates and affirms that our current plan is on track and headed in the right direction, and that we should continue to proceed along the charted path.

We thank them for their interest and agree with their comments on the plan. A separate response letter has been sent regarding specific project development questions.

2. Rick Chapla, Vice President, Business Development at The Right Place

This letter, much like our initial consultation with the tribes, resource agencies, and other stakeholders, validates and affirms that our current plan is on track and headed in the right direction and that we should continue to proceed along the charted path.



We thank them for their interest and agree with their comments.

3. Dan Stamper, President, Detroit International Bridge Company (DIBC)
The letter writer makes three assertions that MDOT vigorously challenges:

Number 1: The letter writer asserts that MDOT is attempting to conceal the fact that there are insufficient funds to finance the goals and objectives of the 2035 MITP.

MDOT Response: The funding gap is clearly identified in written form and with a supporting graphic on page 10 of the [Summary Document](#) that illustrates the significant funding gap that exists in every major category of Transportation Funding. In addition, a six page [Revenue Gap White Paper](#) provides additional details on how the gaps in funding were estimated.

Number 2: The letter writer asserts that MDOT is attempting to conceal plans to toll existing highways in Michigan that are currently toll free.

MDOT Response: MDOT does not have authority to toll roads unless specifically authorized by the state legislature. At this time there are no pending legislative initiatives to grant MDOT tolling authority on existing trunklines. The document does state, on page 18, that “Substantial changes are needed to Michigan’s structure of road-user fees and taxes if the goals of this plan are to be achieved.” In 2011, following the Governor’s “Special Message to the Legislature on Transportation and Infrastructure,” legislation was introduced to make substantial changes to the way fuel taxes are collected and distributed. Additional legislation addressing changes in vehicle registration fees was also introduced. To date, none of these legislative initiatives have been signed into law.

Number 3: The letter writer asserts the MDOT is attempting to conceal plans to spend state transportation dollars on a bridge to Canada that is unnecessary, especially since it is not part of a Corridor of Significance.

MDOT Response: Contrary to the assertion in the letter, the Detroit–Windsor border crossing is part of four Corridors of Significance, as identified in the [Corridors and International Borders White Paper](#) and the 2006 [Corridors and International Borders Report](#), including:

- Bay City-Midland/Saginaw/Flint/Detroit
- Muskegon/Grand Rapids/Lansing/Detroit
- Detroit/Chicago
- Port Huron/Detroit/Toledo

In spite of the DIBC’s assertions, Michigan transportation funds will not be expended on a new international crossing in the Detroit area, including for construction,



operation, or maintenance. The proposed bridge will be funded by revenue bonds secured by future toll revenue by the Canadian government, as will operations and maintenance of the structure. Canada also has agreed to cover the costs for the bridge approaches on both sides of the river, and in the event that toll revenue is insufficient to cover current costs, any shortfall in tolls. In recognition of this agreement, the cost of the proposed bridge is not included in the revenue gap analysis of the 2035 MITP.

The author also questions the projections for population and VMT growth that are included in the report, similar to comments received by advocates for an increased focus on transit and alternatives to the single occupant vehicle. MDOT's response to this issue is addressed under *Discussion of Major Topics Areas*.

We thank them for their interest and comments.

4. Susan E. Harley, J.D., Michigan Policy Director, Clean Water Action

Number 1: The letter writer identified the need to address community and environmental concerns, Michigan must include in the plan a stronger commitment to reducing pollution from construction projects.

MDOT Response: MDOT has focused its efforts on diesel emissions reductions in two areas. First, MDOT has partnered with local organizations in SE Michigan to help them apply for Congestion Mitigation and Air Quality (CMAQ) funds for diesel engine retrofitting and portable power units allowing diesel trucks to avoid idling while parked. MDOT's geographic focus has been in southeastern Michigan because of its U.S. EPA designation as a non-attainment area for PM 2.5, a pollutant that can result from diesel emissions. The department will continue to look for opportunities to partner with those areas of the state that are in non-attainment for PM 2.5 on projects that help reduce diesel emissions.

Secondly, MDOT has a 2009 policy aimed at eliminating unnecessary engine idling for vehicles and equipment owned and operated by the Department

Number 2: The letter writer also discusses that another way MDOT could better assure public health and climate protections is to ensure a larger portion of Congestion Mitigation and Air Quality (CMAQ) dollars are spent on diesel retrofits. They identify that under the newly passed MAP-21 federal Transportation Bill 25 percent of CMAQ dollars are to be spent on diesel-related pollution reductions. They would like that: "This official priority must be mapped out in the State Long-Range Plan so that other, less effective, pollution control solutions do not continue to drain this vital source of federal funding for diesel retrofits."

MDOT Response: The MAP-21 requirements to spend 25 percent of CMAQ funds on diesel emissions reduction only applies to counties that are in non-attainment for PM



2.5, all of which are in the SEMCOG area of southeastern Michigan. MDOT will continue to work with SEMCOG and other local agencies through the transportation planning process to identify opportunities to use CMAQ funds for diesel emissions reduction.

We thank them for their interest and comments. The Environmental White Paper has been edited to include this discussion.

5. Joint letter signed by the Disability Advocates of Kent County, League of Michigan Bicyclists, Michigan Environmental Council, Michigan Fitness Foundation, Michigan Land Use Institute, Michigan Suburbs Alliance, Michigan Trails and Greenways Alliance, and Transportation Riders United.

The joint letter questions the projections for population and VMT growth that are included in the report. MDOT's responses to the issues are addressed in detail under Discussion of Major Topics Areas section of this Public Comment report. As noted in that discussion:

- MDOT has determined that it is reasonable to assume a modest increase in VMT over the life of this plan update.
- Investments in Michigan's road and bridge infrastructure are integral to Michigan's current transit services and will become increasingly important as plans for bus rapid transit in several urban areas come to fruition.
- Michigan's constitution drives investment of state transportation revenues, requiring no less than 90 percent to be used for state, county, city and village roads streets, and bridges designed primarily for the use of motor vehicles using tires.
- As a road owner, MDOT is working with transit providers that are planning for new transit services within the right-of-way.
- Local governments, transit agencies and transit authorities, not MDOT, are the primary decision-makers regarding the provision of transit services within each community. State laws and state government, specifically MDOT, establish some of the overall context in which local decisions are made, such as the various laws that allow for creation of transit authorities and the provisions of Act 51 of 195, which stipulates how MDOT shall provide financial assistance to local transit providers. However, the role of transit in meeting the state's transportation needs is guided by the cumulative policies, plans and investment decisions adopted by each local jurisdiction. This plan and the many comments received clearly articulate the desire and need for more transit options, and it is MDOT's hope that local plans and actions follow the direction set forth within this plan.
- The letter makes specific reference to the \$3.2 billion in forecasted "multi-modal expansion needs." The multi-modal investment scenarios laid out in the original [Revenue Gap and Investment Packages Technical Report](#) include



only those portions of the need that are routinely met with state and federal funds programmed by MDOT. For transit, state funds contribute about 30 percent of the cost of transit operations and 20 percent of the cost of transit capital. The \$3.2 billion expansion need, therefore, represents only a portion of the total investment that will be required to achieve the desired future. Also, as noted in the original report, forecasting the total investment needed to achieve the state's desired transit future is difficult since that need is the aggregate of the needs laid out in number of individual local plans and proposals that are at various stages of development. To overcome this obstacle, in the 2030 *MI Transportation Plan*, MDOT used the capital and operating costs associated with implementing a 2001 plan for significant expansion of transit in the greater Detroit area to "illustrate" the need and it was this need that was updated for the 2035 interim revision. The total investment - state, federal and local - that is needed to achieve the desired future may be considerably more than the \$3.2 billion forecasted and the assumptions will be revisited in the next full plan update.

Conclusion

Most individuals and stakeholders who commented are looking for a long-term approach to transit, including improved funding for transit and better intermodal linkages, including the importance of bicycle and pedestrian accommodations, and changes to the current modal funding allocations. As discussed in the [*Investing to Achieve the Vision Report*](#), May 2007, meeting Michigan's highway and bridge preservation targets, while implementing the seamless multi-modal system called for in the Preferred Vision, requires revenues beyond those currently expected to be available. The [*Revenue Gap and Investment Packages Report*](#), March 2007, found that the greatest performance impact on Michigan's transportation system can be supported by a "Flexible New Revenue" strategy. This means that multiple sources of additional revenue are needed to support the seamless multi-modal vision of *MI Transportation Plan*.

The oral and written comments did not result in major changes to the policies or actions in the *2035 MI Transportation Plan*. The emphasis of the plan is making sure that strategic needs are targeted and that funds are available for the preservation, maintenance, and operation of the entire system.



Appendix A: On-line Comments on Draft Plan

Gorski, Susan (MDOT)

To: Sarka, Scott (DTMB)
Subject: RE: Comment Form - Draft Plan (ContentID - 283348)

From: DoNotReply@michigan.gov [<mailto:DoNotReply@michigan.gov>]

Sent: Friday, August 31, 2012 11:44 AM

To: Sarka, Scott (DTMB); Parsons, Bob (MDOT)

Subject: Comment Form - Draft Plan (ContentID - 283348)

01_Name: Peter Clemo

02_Organization: pete.clemo@gmail.com

03_Street: 264 Griswold SE

04_City: Grand Rapids

05_State: Michigan

06_Zipcode: 49507

07_Email:

08_Comment: Michigan needs to focus on maintaining existing road infrastrucutre, not on expanding it. Projects like M-6 in Grand Rapids have underperformed and are costing taxpayers tens of millions of dollars every year; in addition to high captial costs (\$700 million in this case), such projects encourage poor development patterns that will burden Michiganders for decades to come.

The state needs to begin planing for a future in which automobile use is no longer heavily subsidized. High gas prices, lower state tax revenues, and an increasing American interest to reduce greenhouse gas emissions mean demand for alternative transportation options is growing rapidly. Improving and installing urban, interurban, and long-distance mass transit options is crucial to the economic, environmental, and social health of the Great Lakes State. I urge you to revise the current 2035 Long-Range Transportation Plan draft and to expand public transportation options. In all projects, consider multimodal options that do not favor automobile use over other transportation options.

From: [MDOTWebInfo](#)
To: [Parsons, Bob \(MDOT\)](#); [Gorski, Susan \(MDOT\)](#)
Subject: FW: Other (ContentID - 64505)
Date: Tuesday, August 28, 2012 8:27:32AM

-----Original Message-----

From: DoNotReply@michigan.gov [<mailto:DoNotReply@michigan.gov>]
Sent: Monday, August 27, 2012 4:20PM
To: MDOTWebInfo
Subject: Other (ContentID - 64505)

email_address:

Message_text: To those in charge of MDOT's Long Range Transportation plan,

Michigan needs more funding for public transportation and less funding for roads. The people of Michigan don't want to drive cars anymore. We want choice in getting around. Have you noticed what's happening to the price of gasoline lately? It is going up, it will only continue to do so, and with that their will be less driving. I encourage those given the responsibility of planning MDOT's Long Range Transportation Plan to please use intelligence when drafting the plan. Invest in what will make Michigan a competitive place with long term sustainability. Those things include public transit, bicycle lanes, and pedestrian friendly infrastructure. My patience is running low with the poor transportation options of this state, and if they do not start to change for the better, I'm out of here! A choice many people have already made.

Darius Sedghi

From: [MDOTWebInfo](#)
To: [Parsons, Bob \(MDOT\)](#); [Gorski, Susan \(MDOT\)](#)
Subject: FW: Other (ContentID - 64505)
Date: Tuesday, August 28, 2012 8:27:32AM

-----Original Message-----

From: DoNotReply@michigan.gov [<mailto:DoNotReply@michigan.gov>]
Sent: Monday, August 27, 2012 4:20PM
To: MDOTWebInfo
Subject: Other (ContentID - 64505)

email_address: dmsedghi@gmail.com

Message_text: To those in charge of MDOT's Long Range Transportation plan,

Michigan needs more funding for public transportation and less funding for roads. The people of Michigan don't want to drive cars anymore. We want choice in getting around. Have you noticed what's happening to the price of gasonline lately? It is going up, it will only continue to do so, and with that their will be less driving. I encourage those given the responsibility of planning MDOT's Long Range Transportation Plan to please use intelligence when drafting the plan. Invest in what will make Michigan a competitive place with long term sustainability. Those things include public transit, bicycle lanes, and pedestrian friendly infrastructure. My patience is running low with the poor transportation options of this state, and if they do not start to change for the better, I'm out of here! A choice many people have already made.

Darius Sedghi

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Wednesday, August 01, 2012 10:15:18PM

01_Name: Dean Simmer

02_Organization:

03_Street: 1812 Church St

04_City: Detroit

05_State: Michigan

06_Zipcode: 48216

07_Email: <<email removed by MDOT>>

08_Comment: I am encouraged by the State Rail Plan and would like to see more work put into growing the state passenger rail system. For my wife and I, travel to much of the rest of the state is limited due to income and time restrictions, but rail would allow us to explore and spend money in other cities and towns in Michigan at a relaxing pace.

In addition, I have heard recent discussion of a passenger ferry between the Port of Detroit and Windsor, Ontario. Please do all the work that you can to make this come to fruition!

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Tuesday, August 14, 2012 8:45:05AM

01_Name: Karen Hempenstall
02_Organization: Grant Township, Cheboygan County
03_Street: 6133 N Black River Rd
04_City: Cheboygan
05_State: Michigan
06_Zipcode: 49721
07_Email: <<email removed by MDOT>>
08_Comment: As I follow transportation issues closely, I am very disappointed that I, or any other elected official, was notified of the seminar ref: 2035 Transportation prior to August 13, 2012. I would have liked to make arrangements to attend a seminar. I was notified by the Michigan Township Association Newsletter. Could I be placed on your e-mail/ mailing list somehow? Thank you.
Karen Hempenstall, Grant Township Clerk
<<email removed by MDOT>>
231-420-8111 or 231-625-2425

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Wednesday, August 15, 2012 9:54:14AM

01_Name: Lisa Sullivan
02_Organization: Disability Connection/West Michigan
03_Street: 4747 W. 48th St.
04_City: Fremont
05_State: Michigan
06_Zipcode: 49412

07_Email: <<email removed by MDOT>>

08_Comment: Thank you for continuing to focus on the state's growing population of seniors and persons with disabilities. Newaygo County is a rural area with no public transportation. Many of its residents do not have access to reliable transportation. This results in higher unemployment due to an inability to get to jobs and poor health due to a lack of transportation to medical appointments. I feel areas like Newaygo County would most benefit from some form of rapid transit between its commerce centers. Ideally, short-range short range on-demand transportation should be available to help get people to rapid transit stops. I feel that state and local governments should work with non-profit agencies and existing transit providers to develop these on-demand transit systems. It is my strong believe that, if the buses are available, the people will ride.
Thank you for your time and consideration in this matter.
Lisa

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Wednesday, August 15, 2012 5:30:14PM

01_Name: Fred Cepela
02_Organization: Leelanau County Planning Commission
03_Street: 10197 S. Lake Ct.
04_City: Traverse City
05_State: Michigan
06_Zipcode: 49684
07_Email: <<email removed by MDOT>>
08_Comment: Dear MDOT,

Work must be done to enhance the ability of pedestrians/bicyclists to cross state highways in small communities with relatively heavy traffic (relative to other small communities, that is) but few if any traffic lights.

Sincerely,
Fred Cepela

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Friday, August 17, 2012 10:24:41PM

01_Name: Tom Regan

02_Organization:

03_Street: 3126 Glenview

04_City: Royal Oak

05_State: Michigan

06_Zipcode: 48073`

07_Email: <<email removed by MDOT>>

08_Comment: Please set a goal to make pedestrian and bicycle access possible all roads that are not limited access freeways. A huge number of people would walk or bike if the roads encouraged this.

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Tuesday, August 21, 2012 12:01:37AM

01_Name: Colleen Crossey
02_Organization:
03_Street: 22279 Brockshire
04_City: Novi
05_State: Michigan
06_Zipcode: 48375

07_Email: <<email removed by MDOT>>

08_Comment: Oakland County in Michigan needs to have a comprehensive public transportation system in order to get its economy restarted. Local business' customers and employees need multiple and more convenient ways to shop and work locally. If we don't do this, local customers will spend their money online for goods. This increases the likelihood of local dollars leaving our communities.

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Tuesday, August 21, 2012 2:50:42PM

01_Name: Jeff Vitton, AICP
02_Organization: Grand Traverse County
03_Street: 400 Boardman Ave
04_City: Traverse City
05_State: Michigan
06_Zipcode: 49684
07_Email: <<email removed by MDOT>>
08_Comment: Please make pedestrian facilities, particularly crossings, and context sensitive design in urban areas of high importance.

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Wednesday, August 22, 2012 7:38:27AM

01_Name: Leonard Marszalek
02_Organization: Village of Empire Planning Commission
03_Street: 7979 S Shorebird Lane
04_City: Empire
05_State: Michigan
06_Zipcode: 49630
07_Email: <<email removed by MDOT>>
08_Comment: To make walkable / bikeable places, pedestrian crossings of state roads need to be a priority and our communities are looking for a design solutions to provide pedestrian crossings that can be standardized throughout the region and all of Michigan. Communities need to be connected. Thank you.

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Wednesday, August 22, 2012 10:14:29AM

01_Name: Cliff Grostick
02_Organization: Village of Honor
03_Street: 10922 Platte St.
04_City: Honor
05_State: Michigan
06_Zipcode: 49640
07_Email: <<email removed by MDOT>>
08_Comment: U.S.31 is unfortunately the Main St. of Honor. Traffic is heavy and fast. We have for years requested crosswalks in town and have been denied.As street administrator for the Village I would strongly support your cause. Respectfully Cliff Grostick, Street Administrator Village of Honor

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Wednesday, August 22, 2012 6:12:12PM

01_Name: Marcie Timmins
02_Organization:
03_Street: 4261 Bartlett Rd.
04_City: Williamsburg
05_State: Michigan
06_Zipcode: 49690

07_Email: <<email removed by MDOT>>

08_Comment: I have two concerns for pedestrian crossings. First as gas prices continue to go up I find that my family and I are biking and walking to many more places. Also as a Mom of a pre-teen I want to make sure that my kids can safely get to their activities without always having to be driven. I hope that those making the decisions keep in mind that people like to see Michigan in more ways than just by car and should be given safe paths and crossings as well.

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Thursday, August 23, 2012 8:58:17AM

01_Name: Russ Soyring
02_Organization: City of Traverse City
03_Street: 400 Boardman Avenue
04_City: Traverse City
05_State: Michigan
06_Zipcode: 49684
07_Email: <<email removed by MDOT>>
08_Comment: In urban areas, marked pedestrian crosswalks are needed at least one every 1/4 miles. We need MDOT's help in making highways less of a pedestrian barrier as they traverse urban communities.

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Thursday, August 23, 2012 4:26:18PM

01_Name: Kevin Klein

02_Organization: Cherry Capital Airport - Northwestern Regional Airport Commission

03_Street: 727 Fly Don't Drive

04_City: Traverse City

05_State: Michigan

06_Zipcode: 49686

07_Email: <<email removed by MDOT>>

08_Comment: I attended the meeting in Traverse City and found the plan lacking information on aviation in the State of Michigan. The plan lacks interest and desire to make aviation a priority. I believe a detailed white paper is required the one provide does not represent the impact aviation has on Michigan's economy. Detail should be similar to the Aviation Technical Report issued November 17, 2006 but updated for today's information.

This plan also lacks information on how to integrate the different modes of transportation.

This plan should include reference to major airport projects similar to the last plan. Also the plan does not address the need for MDOT to have an Airline Plan for the next 20 years.

From: [G Howe](#)
To: [Parsons, Bob \(MDOT\)](#)
Subject: Comments on MDOT's 25-Yr Plan
Date: Monday, August 27, 2012 9:56:47AM

Dear Bob Parsons and MDOT,

I'm very proud that [Michigan has a statewide complete streets policy](#) and is a [leader in the nation](#) in passing of local policies. As MDOT begins to plan for the next 25-yrs, now is the time to start planning for that future.

Michigan can't wait another 25-yrs before it starts to tackle the very real and limiting quality of life issues that are a result of previous priorities of moving automobiles at high speeds. It is my view that this was done *over* the safety of people on foot, bicycle, or riding the bus. As a 40-year old starting to think about my senior years, I want to age in place and I want to age in a community where I have real transportation choices that are safe, efficient, and comfortable.

Currently, where I live in Traverse City, there is a pharmacy less than a quarter mile away. Unfortunately, my neighbors do not feel comfortable walking to it because of the unsafe intersection and corridor conditions that facilitate high automobile speeds as a priority. This, and the countless places like it, have to change as we begin to reconstruct these roads and streets.

Please, as MDOT re-visits it's 25-yr plan, make it a high priority to design a Michigan future that prioritizes a more multi-modal, more land-use approach to planning of our transportation network. With an aging population and ever-increasing fuel costs, our communities need networks more inclusive to active transportation and more effective public transit.

We have the money, it is about prioritization of people and community.

Thank you for accepting my comments on MDOT's long-range plan.

Sincerely,
Gary L Howe
Traverse City, MI

From: [Jennifer Jay](#)
To: [Parsons, Bob \(MDOT\)](#)
Subject: MDOT comments
Date: Monday, August 27, 2012 9:58:19AM

Mr. Parsons,

Thank you for welcoming public comment regarding the soon-to-be-updated MDOT plan.

My household consists of two adults with one car and two bicycles. We drive less than 250 miles per month on average but walk and bicycle daily both to work and for recreation. The Michigan Complete Streets policy is something that we are grateful for – **and we long for its full incorporation into MDOT's plans**. We sincerely hope that MDOT will plan for and enforce a more balanced approach for all users and an increased consideration for people on foot, bike, and bus. Non-motorized commuters require priority consideration – we need better crossings, legitimate bike lanes and sidewalks.

Thank you for your consideration.

Jennifer Jay
Director of Communications and Engagement

email: <<email removed by MDOT>>
web: www.gtrlc.org
telephone: 231.929.7911
3860 N. Long Lake Rd, St D
Traverse City, MI 49684

From: [Precious Daniels](#)
To: [Parsons, Bob \(MDOT\)](#)
Subject: Please reconsider...
Date: Monday, August 27, 2012 11:04:54AM

My name is Precious Daniels.

I really would like for you decision makers to reconsider better mass transit than more freeway expansion for Michigan.

Michiganganders have screaming better for better mass transit for at least 30 years. More freeway and highway

expansion is not the answer.

Thanks

Precious Daniels

313 361 4318

From: [Kevin LaPointe](#)
To: [Parsons, Bob \(MDOT\)](#)
Subject: Long Range Transportation Plan
Date: Monday, August 27, 2012 11:28:13AM

Hello,

After reviewing the pdf on the michigan.gov website, I wanted to email my input for the transportation plan.

I live in Hamtramck, which is the most densely populated municipality in the State. We have a large foreign born population and we also have many younger people that decide to live in our city and commute to Wayne State and other surrounding community colleges. We have no public transportation options to get directly to Wayne State and other places of density within the Detroit area. In our current system of DDOT and SMART transit, it takes hours and multiple transfers to get from place to place.

I know that whenever anyone goes on a vacation to Chicago, they always come back and are thrilled with the public transportation they have there. I feel that we have some fantastic universities within Michigan and that our younger generation is leaving the area once they have their degrees because of considerations like access to public transportation.

We need regional transit in the Southeast Michigan area, we need cooperation between agencies so that the citizens can get the best possible service.

Furthermore, I am not in agreement with plans to expand I-94 and I am not thrilled to see that pedestrian bridges have already been removed to make this happen. This is unacceptable and is the kind of thinking that will keep Michigan where it is at currently instead of propelling it into the coming decades.

Thank you for your time and have a great day.

Kevin LaPointe

From: [janet_tyson](#)
To: [Parsons, Bob \(MDOT\)](#)
Subject: Re: MDOT: Draft Long-Range Plan Available for Public Review
Date: Monday, August 27, 2012 11:45:33AM

Thank you for this opportunity for input! I was not living in Michigan at the time the surveys that are cited were conducted. But I am part of a minority who would like to see more emphasis on mass transit and restoration of light rail, intercity services between, for example, Grand Rapids and various lakeshore communities, including Grand Haven, Muskegon and Holland. I support bridge and road repair, but do not want to see any new roads built.

Best regards,
Janet Tyson
Spring Lake, MI

On Thu, Aug 2, 2012 at 12:29 PM, Parsons, Bob (MDOT) <ParsonsB@michigan.gov> wrote:

Please check out our Draft 2035 MI Transportation Plan at www.michigan.gov/slrp. The plan, consisting of a 21-page overview and 18 technical white papers, is available for public review and comment through August 31. To help facilitate the review, the Michigan Department of Transportation will conduct a series of 15 public meetings throughout the state August 13-22. We encourage your consideration of and involvement in the draft plan.

Draft 2035 MI Transportation Plan Public Meetings

5 to 7 p.m., with formal presentations at 5:15 and 6:15 p.m.*

ALPENA - Monday, Aug. 13

Alpena County Public Library

211 N. First St.

ESCANABA - Monday, Aug. 13

Joseph Heirman University Center

Bay de Noc Community College

GAYLORD - Tuesday, Aug. 14

University Center

80 Livingston Blvd.

GRAND RAPIDS - Tuesday, Aug. 14

MDOT Transportation Service Center

2660 Leonard St., NE

SAGINAW - Tuesday, Aug. 14

MDOT Bay Region Office

55 E. Morley Drive

HOUGHTON - Wednesday, Aug. 15

Community Room

Lakeshore Center

600 E. Lakeshore Drive

LANSING - Wednesday, Aug. 15*

Tri-County Regional Planning

Commission, Suite 2C

3135 Pine Tree Road

***LANSING ONLY MEETING TIMES**

4:30 to 6:30 p.m.,

with formal presentations

at 4:45 and 5:45 p.m.

TRAVERSE CITY - Wednesday, Aug. 15

Council of Governments Conference Room

Michigan Works Building

1209 S. Garfield

CANTON - Thursday, Aug. 16

Summit on the Park

46000 Summit Parkway

DETROIT - Thursday, Aug. 16

MDOT Transportation Service Center

1060 W. Fort St.

NEWAYGO - Thursday, Aug. 16

Cronk's Oakridge Facility

9103 Mason Drive (M-37)

SAULT STE. MARIE - Thursday, Aug. 16

Lake Superior Room

Cisler Center

Lake Superior State University

KALAMAZOO - Tuesday, Aug. 21

Board Room

Metro Transit

530 N. Rose St.

ANN ARBOR - Wednesday, Aug. 22

Multipurpose Room

Ann Arbor District Library

343 S. Fifth Ave.

BENTON HARBOR - Wednesday, Aug. 22

Anchor Room A & B

Michigan Works

499 W. Main St.

.

With seven days advance notice, MDOT can make meeting materials available in alternative formats like large print, audio tape, signing and language translation. Call [517-373-9534](tel:517-373-9534) to request.

New Text

From: [Roger Rayle](#)
To: [Parsons, Bob \(MDOT\)](#)
Subject: Video of discussion of regional transit
Date: Monday, August 27, 2012 1:01:04PM

We need more support for and better coordination of regional transit to bring SE Michigan up to the standards of other large metro areas... to help sustain the area's economic recovery and quality of life.

Here is a video of the 8/23/2012 Concentrate Speaker Event about Regional Transit that addresses some of the solutions:

<http://www.youtube.com/watch?v=ryqYpQMCTfE>

--Roger Rayle--<<email removed by MDOT>>
Making Ideas Work
Video Production and Information Consulting

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Monday, August 27, 2012 1:38:11PM

01_Name: Dave Lemberg
02_Organization: Lake Michigan Watertrail Association
03_Street: 5860 S. 12th Street
04_City: Portage
05_State: Michigan
06_Zipcode: 49024
07_Email: <<email removed by MDOT>>
08_Comment: 2 comments:

1. In the Non-motorized White Paper - no mention of watertrails on our rivers and coastline, either as a class of nonmotorized transportation, or as integrated with other nonmotorized trails and with the road network. There is an effort underway to create a National Recreation Trail for sea kayaks around the Lake Michigan shoreline (currently approved for Chicago, IL to New Buffalo, MI and being extended into Michigan and Wisconsin). We will also be hosting a conference through the support of a MDEQ Coastal Zone grant on November 8-9 in Saugatuck to promote the completion of this watertrail and to integrate the effort with the U.S. Bike routes around the Lake and the Lake Michigan Circle Tour. There are also efforts to promote water trails around Michigan's other Great Lakes shorelines.

2. The corridor white paper is focused on highway segments. There is no mention of the Great Lakes Circle Tours or other corridors linked to our State's tourism efforts. A search on the Pure Michigan site for driving tours brings up a long list of color tours, heritage tours, art tours, wine tours, etc. Tourism is our second largest industry, and these "tour routes" are a major part of our tourism marketing campaign and should be mentioned in our long-range corridor planning document.

From: <<email removed by MDOT>> on behalf of [Kirk Westphal](#)
To: [Parsons, Bob \(MDOT\)](#)
Subject: more transit and non-motorized infrastructure, please
Date: Monday, August 27, 2012 1:38:45PM

Greetings,

I would like to support modifications to the draft Long Range Plan that advocate for fewer dollars for highway capacity and more prioritization of transit and biking infrastructure. The trends toward less automobile ownership and increased desire for municipal amenities such as safe biking and convenient transit indicate to me that these are wiser investments that will spill over into local economies and make Michigan more competitive for employers and residents.

Thank you for hearing this input.

Regards,
Kirk Westphal
Ann Arbor

--

Kirk Westphal, Principal
Westphal Associates LLC
Downtown Video + Research
206 South Main Street, Suite 240
Ann Arbor, MI 48104
(734) 995-8500
westphalassociates.com

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Monday, August 27, 2012 2:12:46PM

01_Name: Matthew Trecha

02_Organization:

03_Street: 6441 Pine Hollow Dr.

04_City: East Lansing

05_State: Michigan

06_Zipcode: 48823

07_Email: <<email removed by MDOT>>

08_Comment: I am a recent graduate from the University of Michigan and am troubled by the direction of the draft plan for the MI Transportation Plan. While I understand that roads are important piece of infrastructure, they are not the only piece and are not the right direction for the State to take. Proposals to widen I-94 are, as Jane Jacobs of "Death and Life of Great American Cities" will tell you, unfortunate. To quote Jacobs: "...the more space that is provided cars...the greater becomes the need for use of cars, and hence for still more space for them. In real life, we do not suddenly jump five million square feet of city roadbed to sixteen million square feet, and so the implications of accommodating a few more cars and a few more cars are a little harder to see. But swiftly and slowly, the positive feedback is at work. Swiftly or slowly, greater accessibility by car is inexorably accompanied both by less convenience and efficiency of public transportation, and by thinning-down and smearing-out of uses, and hence by more need for cars."

Understandably, the desire to increase highway capacity is tied to trade with Canada and the rest of the Midwest and America. Yet, allowing passenger vehicles access to this ever expanding highway will just result in more people driving. A recent study by the University of Michigan found that "about 87 percent of 19-year-olds in 1983 had their licenses, but 25 years later, that percentage had dropped to about 75 percent. Other teen driving groups also have declined: 18-year-olds fell from 80 percent in 1983 to 65 percent in 2008, 17-year-olds decreased from 69 percent to 50 percent, and 16-year-olds slipped from 46 percent to 31 percent." In addition to fewer people being able--or willing--to drive, Michigan's population is aging and will need access to public transportation to safely and easily move from home to work, family, the grocery store, places of worship, and more.

I have already lived in the greater Chicago area, France, and Switzerland and in each place I find public transportation systems comprised of trains, ferries, subways, buses and modern streetcars. If Michigan plans on retaining young professionals--who are moving away from car use and towards the desire to walk, bike and ride public transit--it must aggressively pursue intermodal transportation without so obviously favoring the private vehicle.

Development of commuter rail systems such as SEMCOG in Metro Detroit, WALLY along the Howell-Ann Arbor corridor and improved Amtrak passenger services should be a number one priority. Introducing another round-trip on the Pere Marquette and Blue Water Amtrak routes would allow the services to potentially be used for commuting purposes or business meetings. A study by EPFL (École Polytechnique Fédérale de Lausanne in Lausanne, Switzerland, a technical university) was contracted by the country's rural and suburban PostBus system. PostBus, a bus service equally used by the country's mail system, runs between many smaller towns, villages and suburbs to larger cities. The study found that "there is a "threshold" of 12 return-trip journeys per day, below which PostBus service does not attract users". While this cannot be literally applied to Michigan, it does imply that current public transportation services throughout much of the State, i.e. Amtrak and Indian Trails subsidized routes (both of which have many routes running only one round-trip a day), are underfunded and do not provide nearly enough round-trips to possibly compete for "users of choice" (those who can financially own and operate a private vehicle, but would take public transit if available) when it comes to car vs. public transportation.

While there are many other reasons to invest much more heavily and emphasize rail, public buses and more--the environment, reduction of foreign/domestic oil use, land preservation for agriculture/tourism come to mind--it is important to first commit to those reasons on paper. Please revise the draft to

ensure a greater emphasis on public transportation and complete streets and move away from plans to widen highways, an infrastructure investment that belongs more to the 1950s than to the 21st century if ever there were one. Thank you for your time, consideration, and commitment to making Michigan competitive in the coming century.

Sincerely,
Matthew Trecha

From: [Emily Meyerson](#)
To: [Parsons, Bob \(MDOT\)](#)
Subject: Comments on Transportation Plan
Date: Monday, August 27, 2012 2:24:11PM

I looked briefly at the new Michigan Transportation Plan and did not see anything related to integrated transportation with walking and biking facilities. Walking and biking facilities are integral to a state comprehensive transportation plan for it to be comprehensive (connecting to transit) and multi modal. I believe at minimum a line item should be listed in the plan specifically referring to non-motorized transportation.

I live in rural Michigan where there is NO public transportation. I know many people who can't afford cars and have to walk and bike to work and/or school. Biking and walking are legitimate forms of transportation and need to be considered as part of a comprehensive transportation strategy.

Thank you,

Emily Meyerson, AICP
Community Planner
445 E. Mitchell Street, #4
Petoskey, MI 49770
231.487.0931 or <<email removed by MDOT>>

From: [Bill Carey](#)
To: [Parsons, Bob \(MDOT\)](#)
Cc: <<email removed by MDOT>>
Subject: Long range Transportation plan
Date: Monday, August 27, 2012 2:27:45PM

As a person with a disability that prevents operation of a motor vehicle, I have in the past relied heavily on public transportation. I have lived in Schenectady, NY, Omaha, NE, and Houston, TX, and always had reliable public transportation. Then in 1997 I moved to Michigan. I was dismayed to find that public transportation in Southeast Michigan is a joke. The SMART buses are basically useless. They don't run frequently enough, they are overpriced, they are never on time, and sometimes don't show up at all. The drivers are rude and surly. I gave up on them quickly. Instead, I have to rely on people to drive me where I need to go.

It wasn't always this way. There was a time in this State when a person could hop on an interurban car near home, and travel almost anywhere in the Lower Peninsula. A person in Detroit could take the interurban to Pontiac, to Romeo, to Grand Rapids, to Saugatuck, etc. Today, most of these places are accessible only by car. Even urban transportation was far better: Look at pictures of downtown Detroit 60 years ago: you'll see an average of 5 streetcars in any given picture. Today? Probably not a bus in sight.

This State, like many others, made a serious mistake in abandoning rail in favor of buses. Although initial cost for rail is higher, long term maintenance is far less expensive. Streetcars don't pollute the air or smell like buses. They can be linked together when more cars are needed. If they are on dedicated rights of way, they can travel faster than city buses.

We've had decades of short-sighted transportation decisions in Michigan, decisions that benefit absolutely no one other than the oil companies and those who manufacture cars and buses and who build highways. The people have been trying to get the message across for years: We want reliable, high-speed transit. Throwing money at DDOT and SMART doesn't cut it. If Schenectady can have reliable transportation that runs on time, covers all parts of the area, and starts early enough and runs late enough to meet the needs of the population, there is no legitimate reason why the cities of Michigan can't. There is also no reason why we can't have reliable interurban rail service.

We have bowed to the automotive industry for so many years... and what has it gotten us? Our state symbol should be the orange construction barrel and our state motto should be "you can't get there from here." Enough with the highways and the cars and the noisy, smelly buses! Enough with inefficient public transportation! This state needs to think for the future. Gasoline prices aren't going down. Not everyone can drive a car or afford a car.

The people of this state deserve what we used to have, a reliable public transportation network that covered much of the state. And more... we deserve transportation that is affordable, clean, and inexpensive to maintain. There is no good reason why the larger cities in Michigan should not have subways. Light rail in the cities and to the suburbs is needed. High speed rail between cities is feasible. And all these things can run on electricity, greatly improving the air quality in our cities and reducing our dependence on foreign oil.

Isn't it time that Michigan stopped pandering to the auto industry, stopped being short-sighted, stopped cheating its citizens out of reliable transportation? When I read the history books about public transportation in Michigan 60-70 years ago, and then see how far it has deteriorated, it sickens me. And whereas other states have made efforts to provide reliable transportation, either with light rail, subways, etc., Michigan is stuck exactly where we were years ago when the last streetcar ran: most people have no way to get where they need to go. Every sign of hope, such as the M1 light rail, is quickly snatched away. Instead, the mindless, endless construction and reconstruction of freeways goes on, the air gets dirtier, the oil companies and the auto companies get richer, and the average commuter is left waiting for a bus that may never show up. And me? Like other disabled, I have few choices: if I have a couple of days advance notice that I need to go someplace, I can call SMART and they will send a bus to pick me up. It may or may not show up at the appointed time, and I may have to wait hours for the return trip home. Or I can go stand at the corner in the vain hope that a SMART bus might actually be on time. Or, finally, I can do what actually works, and that is, ask someone to drive me. But it doesn't need to be that way, and it shouldn't be that way. This state has miserably failed its citizens since the 1950's when it comes to transportation. When will we see real progress, real change? When will be able to get aboard a clean, non-polluting vehicle and travel across town or across the state? I've never been one to long for the "good old days," but when it comes to transportation, the good old days of the streetcars and interurbans really were the good days. Then you really could get somewhere. And we traded it for smog, congested freeways, stranded bus riders, surly drivers, and cities and towns accessible only by automobile. Was it really worth it? NO!

Please... think about what's good for the people of Michigan, for our future, not about the future of GM or Big Oil, or any other corporate interest. We need and deserve reliable, clean, fast, safe public transportation. And we need it... yesterday? More like we've needed it for well over 50 years.

(Rev.) William H. Carey
Ferndale, MI

From: [Blair Miller](#)
To: [Parsons, Bob \(MDOT\)](#)
Subject: 2035 transportation plan
Date: Monday, August 27, 2012 3:55:01PM

Dear Mr. Parsons,

I know you are busy. Just a couple quick comments.

1. I don't think the state gains an any advantage with regional road commissions. I see far to much political posturing and influencing that has little to do with safe transportation.
2. I think all winter roads should be cleared in a coordinated or continuace basis relevant to class of road. IE After getting out of my driveway or village I should not be challenged by snow then none then snow etc. as I cross township and county lines or favored roads. If I can make it to a class A road it should be cleared between all points along its length regardless of road commission responsibility before smaller feeders are cleared.
3. Do not siphon Safe Routes to School and complete streets funds to add to roads and bridges. The TE funds are a small fraction of the total with little positive effect on whats needed for roads and bridges by taking them. I pay gasoline taxes as much as anyone. As an old man I probably have paid more than younger folks. Those trails, paths, and lanes serve ME and give me safety outside the lane markers and a return on my tax dollars.
4. As far as I can tell, 3 windshields in 5 years from oncoming traffic, chip seal serves the auto glass industry more than the residents of this state. I see chip seal going down every two years on Vermontville Hwy. and with increasing dominance across the state as well. It is impossible to ride a bike on, stinks and is slippery, looks expensive compared to real road work.

Thank you for your time,
Blair J. Miller

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Monday, August 27, 2012 4:20:19PM

01_Name: Greg Horn
02_Organization: Tax Payer
03_Street: 929 Juniper
04_City: Traverse City
05_State: Michigan
06_Zipcode: 49686
07_Email: << e-mail removed by MDOT >>
08_Comment: I would like less money going to build bike trails and "Complete Street" projects. I think we need to take care of the majority of people first as in driveable roads. Let's fix our streets first Michigan, than we can look at bike trails.

From: [John Kerr Anderson](#)
To: [Parsons, Bob \(MDOT\)](#)
Subject: Long Range Transportation Plan
Date: Monday, August 27, 2012 10:08:34PM

Dear Sir or Madam:

Ten years ago if you told people fuel would cost \$ 4.00/ gallon many would think you were nuts. However, the reality is, this is true. We are entering an era where energy is finite and should be used wisely. Likewise, should we continue to pour money into a bottomless pit aka roads and highways that will only continue to cost us more and more money as time goes on? Even in the 60's it was concluded then that building more and more roads didn't fix the traffic problems. The only result was that it would cost more and more money to maintain this increasingly complex and expensive infrastructure. Building and widening roads is a temporary solution, the traffic volumes will follow the new roads causing further decay to the network.

As anyone who ever visits this state will be able to point out, our infrastructure is out-of-date. Traffic signals fail to be that visible due to a preference towards span-wire mounting versus permanent mounting configurations. Proper interchanges are non-existent on some highways such as M-59 in the Romeo area, not too mention lack of proper light illumination at expressway on ramps throughout the state.

Makes it lovely to try to figure out how to get on the expressway in the 1st place due to non existent lighting. The lack of ramps and other simple measures that would improve traffic flow on our state's highways simply do not exist. Stop signs and traffic signals are used instead which decreases efficiency in terms of traffic volumes and in motor efficiency due to outdated interchanges that could be modernized.

My point to this is that we cannot maintain the infrastructure we have much less expand it. Instead of pouring all our money in roads we need to be investing more in real solutions. Real solutions meaning we need transit agencies that work past 7 or 8 at night. Real solutions that mean we can safely bicycle to destinations that are close to us rather than being forced into driving a car. Real solutions that means we can travel by trains that are convenient, fast and reliable. The real solutions will cost us less money in the long-run, and will reduce car dependency, which in turn reduces wear and tear on our roads. If we want to maintain what we have now we need to think of ways that will reduce upkeep.

The state needs to enter the 21st century rather than being stuck in this 1950's mentality of just continue to build roads and more roads.

Respectfully yours,

John Anderson

From: [Treasurer - Putnam Township](#)
To: [Parsons, Bob \(MDOT\)](#)
Subject: MI Transportation Plan
Date: Tuesday, August 28, 2012 10:46:18AM

Bob Parsons

I have reviewed the MI Transportation Plan and think it is a good plan but would like to see plans for trails in it also. You address complete streets but not trails and I feel that trails are important for both transportation and exercise. We are an overweight nation that needs more exercise and opportunities for exercise and I see trails as an excellent avenue for this.

I have been active in the Lakelands Trail enhancement project and am looking forward to a bid letting soon and the start of construction. I have also seen and used other sections of the old Airline Trail now called the Lakes to Lakes trail. I see a lot of use where the trail is enhanced. Another part I see as missing is in a plan to look for funding. The plan shows a great shortfall in funding necessary to meet their goals but does not address a strategy to secure funding. I realize you cannot positively say this is where the funding will come from but we need to look at possible sources and plan how to tap those sources.

Pat Carney
Putnam Township Treasurer
734-878-3131
<<e-mail removed by MDOT>>

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Tuesday, August 28, 2012 10:58:39AM

01_Name: Kate Hofmann
02_Organization:
03_Street: 619 W 12th St
04_City: Traverse City
05_State: Michigan
06_Zipcode: 49684
07_Email: <<removed by MDOT>>
08_Comment: MDOT Officials:

I am pleased to know that Michigan has a statewide complete streets policy and would like you to know that I am very much in support of policies that promote safe, appealing transportation options for everyone, not just drivers of automobiles. As someone who walks and bikes more than I drive as a matter of preference, I hope that all future decisions about our roads take into account the needs of all stakeholders. And as someone who must dash across the busy four-lane road (US 31) that runs through my neighborhood with no pedestrian accommodations every morning as I walk my dogs, I am a strong advocate for finding complete-streets solutions for the most problematic of our current situations. It's a wise approach that will benefit our communities in untold ways now and well into the future. Thank you.

From: <<E-mail address removed by MDOT>>
To: [Parsons, Bob \(MDOT\)](#)
Subject: Draft plan
Date: Tuesday, August 28, 2012 1:02:03PM

I am deeply disappointed in the draft transportation plan for Michigan. Many of our young people are leaving the state for places with better mass transit -- places like Chicago, San Francisco, Portland, Boston, and New York. All of these places have excellent public transportation. Young people love public transportation and are not interested in living their lives on highways.

Michigan's public transportation system is simply pathetic. Michigan's two most successful cities, Grand Rapids and Ann Arbor, are moving in the right direction with investments in public transportation. But they do so without the support of our state government. And we all know how pathetic public transportation is in the Detroit metro area.

Until our state government makes public transportation a top priority, do not expect demographic trends to reverse. Do not expect significant improvements in air quality. Do not expect our cities to thrive. Do not expect sprawl to be curbed.

Best regards,
Daniel McCarter

From: [Danielle Ostafinski](#)
To: [Parsons, Bob \(MDOT\)](#)
Subject: Michigan Needs to Support Non-Motorized and Public Transportation Initiatives
Date: Tuesday, August 28, 2012 5:00:50PM

Greetings-

Non-motorized and public transportation initiatives help build a more inviting and healthy community. The State of Michigan repeatedly shows up on lists rating states as the "most unhealthy" or having the "biggest waistline." There are a lot of reasons of this, but one major part is our reliance on our vehicles. If the state were to invest in other forms of transportation, such as biking and walking, these behaviors would be encouraged and more people would do it. In return, we will increase the health of our citizens and the state as a whole.

Public transportation investments will help protect our state's most precious assets, including the Great Lakes and the land we live on. Communities will flourish and become more walkable. Businesses will re-invest in dying areas. And people will begin to demand even more because they will learn how simple it is to ride the bus.

Please make the right decision and look forward to your future, rather than plan it for the same way things are today. I don't want to see more cars being driven in 2035, and neither do my friends. Plan for a happy and healthy future and our state will be better off for it.

Sincerely,

Danielle Ostafinski
Grand Rapids, MI Resident

--

Danielle Ostafinski
<<E-mail address removed by MDOT>>
248-660-6627

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Tuesday, August 28, 2012 9:40:47PM

01_Name: Gary Howe
02_Organization:
03_Street: 926 Lincoln St.
04_City: Traverse City
05_State: Michigan
06_Zipcode: 49686
07_Email: <<removed by MDOT>>
08_Comment: MDOT,

I'm very proud that Michigan has a statewide complete streets policy and is a leader in the nation in passing of local policies. As MDOT begins to plan for the next 25-yrs, now is the time to start planning for that future.

Michigan can't wait another 25-yrs before it starts to tackle the very real and limiting quality of life issues that are a result of previous priorities of moving automobiles at high speeds. It is my view that this was done over the safety of people on foot, bicycle, or riding the bus. As a 40-year old starting to think about my senior years, I want to age in place and I want to age in a community where I have real transportation choices that are safe, efficient, and comfortable.

Currently, where I live in Traverse City, there is a pharmacy less than a quarter mile away. Unfortunately, my neighbors do not feel comfortable walking to it because of the unsafe intersection and corridor conditions that facilitate high automobile speeds as a priority. This, and the countless places like it, have to change as we begin to reconstruct these roads and streets.

Please, as MDOT re-visits it's 25-yr plan, make it a high priority to design a Michigan future that prioritizes a more multi-modal, more land-use approach to planning of our transportation network. With an aging population and ever-increasing fuel costs, our communities need networks more inclusive to active transportation and more effective public transit.

We have the money, it is about prioritization of people and community.

Thank you for accepting my comments on MDOT's long-range plan.

Sincerely,
Gary L Howe

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Wednesday, August 29, 2012 8:13:15AM

01_Name: Tyler Bevier
02_Organization:
03_Street: 45 Grosse Pines Dr
04_City: Rochester Hills
05_State: Michigan
06_Zipcode: 48309
07_Email: <<removed by MDOT>>
08_Comment: I think there is greater need for mass transit options for residents in Southeast Michigan and in the city of Detroit. Thank you very much!

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Wednesday, August 29, 2012 9:50:59AM

01_Name: Kelly McGrail

02_Organization:

03_Street: 741 Kenmoor Ave Ste. E

04_City: Grand Rapids

05_State: Michigan

06_Zipcode: 49546

07_Email: <<removed by MDOT>>

08_Comment: Thank you for allowing us to review your plan. The plan doesn't mention anything about maintaining tourist routes, i.e. Circle Tour or the Pike. Is there anyway this can be included in your plan seeing as how tourism is the second highest source of income for the state? Having dedicated tourist routes would only benefit the state and travelers.

From: [Rae Bower](#)
To: [Parsons, Bob \(MDOT\)](#)
Subject: 2035 plan to guide your state investments around GR for the next 20 years
Date: Wednesday, August 29, 2012 10:22:03AM

Hi there! This email is regarding public comment on the draft version of the Long Range Transportation Plan through 2035....

MDOT's vision says the future transportation system must "respond to the public's demand for more transit and non-motorized choices." According to the vision, "better public access and mobility...will be a higher priority than building a larger system."

Unfortunately, the draft Long Range Plan falls short of that vision. Instead, it predicts that we'll be driving even more in 2035 than we do now, in spite of increasingly unaffordable gas, our aging population, and a younger generation that seeks other ways to get around. And MDOT is still planning to spend a billion dollars to widen I-94.

I urge you to fix the plan by making it better support the need for sidewalks and bike trails throughout Kent County.

Cheers, Rae Bower

Disability Advocates of Kent Co. Board Secretary

Home: 616-608-4718, Cell: 727-348-5565, [<<removed by MDOT>>](mailto:)

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Wednesday, August 29, 2012 12:53:25PM

01_Name: Matthew Barnaby

02_Organization:

03_Street: 1417 Sherman St

04_City: Grand Rapids

05_State: Michigan

06_Zipcode: 49506

07_Email: <<removed by MDOT>>

08_Comment: The plan concludes that the "Preferred Public Vision is a transportation system that is oriented toward choices, access, integration, and regional sensitivity." Despite the fact that leveling out the funding between mass transit and personal automotive would improve each focus, it appears that increasing public transit options is only being considered as a secondary concept. More road choices can often lead to decreased access, integration, and regional sensitivity. I would like to see more effort being made to make transit funding more fair. I have no doubt that such a move would increase quality of life for all citizens of Michigan.

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Wednesday, August 29, 2012 9:26:41PM

01_Name: Raymond R. Minervini II
02_Organization: The Minervini Group LLC
03_Street: 800 Cooyageview Drive
04_City: Traverse City
05_State: Michigan
06_Zipcode: 49684
07_Email: <<removed by MDOT>>

08_Comment: I strongly support a more balanced approach to designing streets and roads for all users, and an increased consideration for people on foot, bike and bus. It is critical that quality of life is improved, not harmed, when MDOT-managed highways run through our communities. The people who live and navigate through those corridors require priority consideration in terms of treatments like better crossings and sidewalks, in addition to environmental concerns like emissions.

Please know that I am proud that Michigan has a statewide complete streets policy and is a leader in the nation in terms of passing local policies. Now is the time to start planning for that future.

Sincerely,
-Raymond R. Minervini II
Traverse City

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Thursday, August 30, 2012 9:54:41AM

01_Name: Lauren Holaly-Zembo

02_Organization:

03_Street: 5208 Wishing Well Dr.

04_City: Grand Blanc

05_State: Michigan

06_Zipcode: 48439

07_Email: <<removed by MDOT>>

08_Comment: After review of the 2035 plan I feel that it lacks vision related to creating an integrated multi-modal system. While I appreciate that much work has been completed and the department now has a Complete Streets policy we still need to continue to move forward in helping road agencies throughout the state to implement it on the ground. The plan seemed to me to have a heavy focus on roads and freight. As a Michigan resident who drives on a regular basis I also bike, walk, and use mass transit. I would like to be able to use my car less, but there are not safe routes for me to get to destinations all of the time. It is disappointing to me that we are only spending .02 on multi-modal expansion. In low-income areas where people do not have regular access to cars, it is important that we have these non-motorized facilities. Transportation can play a large role in health and by providing non-motorized facilities so people can integrate physical activity into their dai

ly routine. I believe we have made great improvements to our transportation system over the last five years and I hope we can continue to create an integrated system with transportation choices for all!

Thanks

From: [njoy](#)
To: [Parsons, Bob \(MDOT\)](#)
Subject: Mr. Parsons, please know that there are hundreds of us who are counting on you to help make our streets safer for pedestrians and bicycles. We struggle with these problems and are helpless without your input. We are serious about this issue, and I ce
Date: Thursday, August 30, 2012 10:03:04AM

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Oh what a beautiful Morning....

From: [Randa Seifeldin](#)
To: [Parsons, Bob \(MDOT\)](#)
Subject: 2035 Long Range Transportation Plan
Date: Thursday, August 30, 2012 12:16:44PM

Dear Mr. Parsons,

I am contacting you about the 2035 Long Range Transportation Plan. I have been living in Michigan since 1980, and with every year I find the lack of alternatives to driving a car more and more oppressive. When my children were in their teens and before they could drive, they were dependent on their parents to get them anywhere instead of being able to go out into the world and get to their activities and friends on their own as young people do the world over without a car. Now, my husband has vision issues so that he has been unable to renew his drivers license. There is no bus or train to take to work. He has to be transported by a member of the family. I fail to see how the lack of public transportation options makes us more independent. Even if you are able to drive long into your senior years, there are all those around you, members of your family who don't have that independence, and one day you will lose it too. Whose interests does it serve to limit the public transportation options available to the citizens of Michigan, or to imagine that cars will continue to be the number one choice of our aging population as gas prices spiral upwards? How livable will this state be as we go forward, as we age here and are unable to afford to move?

Thank you,

Randa Seifeldin
[<<E-mail address removed by MDOT>>](#)
Troy, Michigan

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Thursday, August 30, 2012 1:55:03PM

01_Name: Theresa Roach
02_Organization: Crim Fitness Foundation
03_Street: 452 S Saginaw St
04_City: Flint
05_State: Michigan
06_Zipcode: 48502
07_Email: <<removed by MDOT>>
08_Comment: I sincerely applaud the state of Michigan's efforts to include all forms of transportation in the state long rang transportation plan. It was wonderful that the state has adopted a complete streets policy.

I feel that there is a lot more work ahead of us at understanding exactly what it means to adopt a Complete Streets policy and cater to ALL roadway users.

I am concerned about some wording in the long range transportation plan that makes it sound as if active transportation or non-motorized transportation is an option people only choose when they can't drive or a choice people make during a downturn in the economy. I think it's important to note in the plan that non-motorized transit is gradually becoming the preferred method of transportation for younger generations for a variety of reasons - physical and mental health, environmental benefits, fuel savings, just for fun, etc. It is important to keep these types of themes in mind when planning so far into the future.

The plan also mentions freight and economy very often. I think it is important that we mention transportation is about giving people an opportunity to move through the system. Not just moving people and goods.

Also, I did not see much in the plan about disabilities or the americans with disabilities act.

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Thursday, August 30, 2012 3:55:25PM

01_Name: Michael Jackman

02_Organization:

03_Street: 5058 Prescott St.

04_City: Detroit

05_State: Michigan

06_Zipcode: 48212

07_Email: <<removed by MDOT>>

08_Comment: Are you kidding me? This is the state's plan? Do you all think it's still 1961? Who knows how high the price of fuel will be in 2035 and you guys are still on autopilot from the days of dollar-a-gallon gas. Thanks for putting the final nails in the coffin of Michigan's future...

From: [Jordan Twardy](#)
To: [Parsons, Bob \(MDOT\)](#)
Subject: Comments for 2035 Draft Long Range Transportation Plan
Date: Friday, August 31, 2012 8:59:51AM

Mr. Parsons:

As MDOT is a board member of our organization and a frequent stakeholder in our efforts, I am happy to provide comments on the 2035 Draft Long Range Transportation Plan. Please forward my comments below for the consideration of all who will have a hand in finalizing the 2035 Draft Long Range Transportation Plan.

Primary Recommendations:

1. Include language that dictates a more balanced transportation budget (re-prioritize the funds we currently collect): allocate a minimum of 30% of annual transportation dollars toward public transportation, and a minimum of 10% for non-motorized facilities. Road-related projects centered around cars should be capped at 60% of funds collected. As roadway improvements become increasingly untenable with declining revenues and increasing costs, public transit investments are a great way to prioritize infrastructure (emphasizing the most important routes) and maximize long-term economic benefit. Roadway investments, by contrast, will continue to devour more of our budget for less of a return as we struggle just to maintain what we have.
2. Include language that explicitly calls for those funds (as mentioned in recommendation 1 above) to support regional transit coordination, complete streets, context-sensitive solutions and other state transportation initiatives.

Rationale:

MDOT, through this plan, has an opportunity to truly transform how Michigan invests in transportation. Our current funding structure places an extremely high priority on automobile-related investments (86.4% of the 2011-2012 budget goes to road-related, car-focused projects) while placing a very small emphasis on public transportation (9.6% of the 2011-2012 budget).

The Long Range Transportation Plan could correct this imbalance by dictating a course of action and funding structure that gives a higher priority to public transportation and non-motorized facilities.

The current state transportation budget allocation of 86.4% for road-related projects should be reduced to a maximum of 60%. Public Transportation should be increased from its current level of 9.6% to a minimum of 30% and non-motorized facilities should receive at least 10%. Assuming it will be a difficult and lengthy, if not impossible process to garner more revenue for transportation investments, we need to re-prioritize how we spend the money we are able to work with in a way that maximizes the return on investment. Hands down, public transit is the better investment. One only needs to look at regions that have made and continue to make the investment to know this is

true.

Why should MDOT pursue such a shift in funding? Essentially, it would free MDOT from the increasingly un-winnable scenario of keeping up with infrastructure repairs in the face of decreasing gas tax revenues and increasing repair expenses. By focusing more on public transportation, MDOT will have a framework and funding mandate to better support its excellent procedures such as context-sensitive solutions, complete streets, etc., rather than being forced to go through the motions only to determine that these options are not affordable where they are needed most.

MDOT's own data shows that each year we are less and less able to meet our state of good repair goals, for no other reason than shrinking revenues and increasing costs. Shifting more resources to public transit and non-motorized facilities will create a framework for prioritizing the infrastructure we have at the state level and making improvements to more efficiently move people without choking our communities in concrete that we will eventually have to repair.

The MDOT plan speaks somewhat to these concerns, but unless the proper funding structure is put in place these items can never become a priority in reality and we will continue to invest in our increasingly unaffordable automobile-oriented transportation system.

Once the budget is realigned to reflect these priorities, combine it with strategic mandates on how to effectively use the funds, such as tying it to the execution of specific recommendations of the Long Range Plan in targeted areas, such as context-sensitive solutions or the regional transportation authority. This will set transportation investments for the state on a more fiscally sustainable and economically beneficial course.

Thank you for taking the time to read my comments. I can imagine how much work and thought went into making the draft plan, and I hope my comments are seen as helpful to and respectful of that initial effort.

Sincerely,

Jordan Twardy

Director of Programs

Eight Mile Boulevard Association

248.398.3388

586.206.9062 mobile

www.eightmile.org

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Friday, August 31, 2012 11:44:03AM

01_Name: Peter Clemo
02_Organization: pete.clemo@gmail.com
03_Street: 264 Griswold SE
04_City: Grand Rapids
05_State: Michigan
06_Zipcode: 49507
07_Email: <<removed by MDOT>>
08_Comment: Michigan needs to focus on maintaining existing road infrastrucutre, not on expanding it. Projects like M-6 in Grand Rapids have underperformed and are costing taxpayers tens of millions of dollars every year; in addition to high captial costs (\$700 million in this case), such projects encourage poor development patterns that will burden Michiganders for decades to come.

The state needs to begin planing for a future in which automobile use is no longer heavily subsidized. High gas prices, lower state tax revenues, and an increasing American interest to reduce greenhouse gas emissions mean demand for alternative transportation options is growing rapidly. Improving and installing urban, interurban, and long-distance mass transit options is crucial to the economic, environmental, and social health of the Great Lakes State. I urge you to revise the current 2035 Long-Range Transportation Plan draft and to expand public transportation options. In all projects, consider multimodal options that do not favor automobile use over other transportation options.

From: [Emma Wendt](#)
To: [Parsons, Bob \(MDOT\)](#)
Subject: Please plan for better walking, biking and public transit in Michigan
Date: Friday, August 31, 2012 12:11:50PM

Dear MDOT,

I am writing to ask that our Long-Range Plan encourages more transportation options in Michigan. I've lived here for about a year, and would like to be able to stay for many years more. What would make Michigan even more attractive as a long-term home is a transportation system that better accommodates walking, biking and better transit.

I live and work in Ann Arbor, while my significant other goes to school in Detroit. Both of our quality of life would be dramatically improved if he could take the train to the city on a convenient schedule and bus around easily there. We would also be much more inclined to go to Detroit in the evenings or on weekends if we didn't have to worry about parking or driving home.

Other young professionals like us would be far more inclined to move here and stay if there were more walkable/bikable communities, and we had a way to get between cities without relying on cars. I don't own a car and don't want to -- and many of my peers around the country feel the same way.

If we want to attract and retain talented young people -- what we need to rebuild and sustain Michigan -- we need transportation options that support them.

Thank you for your consideration,
Emma Wendt
Ann Arbor, MI

From: [Meika Weiss](#)
To: [Parsons, Bob \(MDOT\)](#)
Subject: Draft MDOT Long-Range Plan
Date: Friday, August 31, 2012 2:35:08PM

Dear Bob:

I wish I had time to craft a beautifully-worded e-mail on this draft plan, but hope that you'll bear with me in the ten minutes I have! Thank you for considering our comments.

The problem with primarily attempting to preserve the transportation system we currently have is that the future is not going to simply be a reflection of the past. We know this - we know that gas prices will be higher, that we will be older. And we're able to learn from the past - we know that auto-centric development makes us fat and unhappy, and that more of our people are demanding alternatives.

I'm concerned as I look to the future of my young children. I don't want my life to mirror that of my neighbor across the street, with four cars parked in her driveway so her kids can get around to their activities, and where she's still not able to work because she has to shuttle the younger ones around. In our neighborhood, they don't have another choice. I want my children to be able to walk to school; I want them to be able to ride their bikes; and I want for myself to be able to hold down employment without feeling like I'm depriving my children of opportunities to participate in extra-curricular activities.

I'm asking MDOT to consider increasing your emphasis on walkability and investment in pedestrian and other non-motorized transportation alternatives. Consider seriously the safety of not just those in automobiles, but those who must interact with automobiles - I guess that would be all of us - every time we step out of our front doors. Consider allowing for road diets - narrower lanes, etc. - to help reduce speeds at lower costs (As a side note, my neighborhood in Japan had streets 15' wide. My current street is 30' wide. Not surprisingly, we didn't have a problem with speeding drivers there, but here I can't allow my children to ride their bikes without close supervision. And they had half the asphalt to maintain - and somehow, emergency services still achieved excellent results.)

I like much of what I'm seeing from MDOT recently, especially the emphasis on Complete Streets. Let's keep moving in that direction - planning for the future and a healthy, happy Michigan rather than struggling to maintain an undesirable status quo!

Best,

Meika Weiss
Zeeland, Michigan

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Friday, August 31, 2012 3:40:45PM

01_Name: Margaret Striz

02_Organization:

03_Street: 920 N. Capitol Ave.

04_City: Lansing

05_State: Michigan

06_Zipcode: 48906

07_Email: <<removed by MDOT>>

08_Comment: I support the inclusion of clean fuel and emission reduction priorities for road projects in Michigan. The state has an obligation, and a stated interest, in factoring quality of life, energy conservation, and environmental enhancement into state transportation projects. MDOT should require its own fleet vehicles and other vehicles used in road projects to:

- be fueled with clean, domestic, alternative fuels
- eliminate unnecessary engine-idling
- use emission reduction equipment

Each of these activities conserves fuel, enhances the environment by reducing pollution, and preserves quality of life by reducing public exposure to air pollutants.

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Friday, August 31, 2012 3:44:57PM

01_Name: Kristin Jobin

02_Organization: Greater Lansing Area Clean Cities

03_Street: 300 N. Bridge St.

04_City: Grand Ledge

05_State: Michigan

06_Zipcode: 48837

07_Email: <<removed by MDOT>>

08_Comment: I support the inclusion of clean fuel and emission reduction priorities for road projects in Michigan. The state has an obligation, and a stated interest, in factoring quality of life, energy conservation, and environmental enhancement into state transportation projects. MDOT should require its own fleet vehicles and other vehicles used in road projects to:

- be fueled with clean, domestic, alternative fuels
- eliminate unnecessary engine-idling
- use emission reduction equipment

Each of these activities conserves fuel, enhances the environment by reducing pollution, and preserves quality of life by reducing public exposure to air pollutants.

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Friday, August 31, 2012 4:26:22PM

01_Name: Adam
02_Organization:
03_Street: 116 w hatmaker rd
04_City: coldwater
05_State: Michigan
06_Zipcode: 49036
07_Email: <<removed by MDOT>>
08_Comment: "Funding for the state-owned lines and Freight Economic Development programs is more than 63 percent less than in Fiscal Year 2001."

"I think the State Rail Plan will help a lot, as will the Governor's attention to the international bridge crossing."

These two lines go a long way to explaining why my stomach turns when I think of dreams vs reality. I would love to have an efficient passenger train system in Michigan similar to what I have used in Europe, but we have to be realistic first. The cost of maintaining train tracks for delivering goods and the cost of running trains versus semi trucks and maintaining highways is drastically different. Work to reduce the amount of truck traffic will greatly increase the life expectancy of our highways. Once the highways are costing less to maintain, you can shift that money to dreams, but trying to do everything for everyone will mean no one will receive their wish. Having a strong network of industrial railways tying the states cities together will lay the groundwork for coming in with passenger train capabilities, reducing load on our highways even more. Leaving only paying for it all.

I don't see how any of the plans can be completed without increasing the funds provided to the department. Chasing federal and Canadian money to build a bridge to Canada is a fantastic idea, but I think it should be built with train tracks designed in. If they really believe the bridge is going to help for the next 125 years, add train tracks and watch that dream become a reality.

From: [Brad Coombs](#)
To: [Parsons, Bob \(MDOT\)](#)
Date: Friday, August 31, 2012 4:33:56PM

Believe the state should build the new bridge to Canada. Also, I94 should be at least 3 lanes entire length. Stop putting in stupid wire barriers and put money into roads. 131 should be hooked up with 80/90 and 75 in the north.

From: <<E-mail address removed by MDOT>>
To: [Parsons, Bob \(MDOT\)](#)
Subject: MDOT Long Range Transportation Plan
Date: Friday, August 31, 2012 4:34:47PM

I'm a lifelong resident of the state of Michigan and I heard MDOT is making a long range transportation plan. Ever since I was a kid, I have been frustrated at how difficult it is to get anywhere in the Detroit area without a car.

For future transportation needs, our state needs more options. This especially means rapid transit. We already have enough highways that are continually breaking and needing to be repaired. What an inefficient and costly use of taxpayer money.

A long range transportation plan should take into account gas prices will stay where they are or go up. Not to mention that with cars getting smaller and more expensive to comply with higher fuel efficiency standards, driving is becoming less desired. I can tell you from personal experience when visiting Chicago or Boston that being able to use rapid transit is far more convenient than having to drive through congested traffic in a car. The new plan should take into account the greater demand (especially among young people) for rapid transit to be an option and alternative to the car.

There is no reason why I94 needs to be widened. I do not understand why it is so hard to get approval and funding for light rail yet freeways always seem to have money spent on them. 94 is not that congested in the first place and adding another lane would simply encourage more people to use the freeway, canceling the effect of higher capacity. It would also require more of our tax money to be spent maintaining it.

The Detroit region is put at a competitive disadvantage to nearly any other major city in the world with its lack of rapid mass transit. For this state to recover fully, we need our major metropolitan areas to be more connected instead of spread out and isolated from each other.

Thank you for your time.
James Perry

From: DoNotReply@michigan.gov
To: [Sarka, Scott \(DTMB\)](#); [Parsons, Bob \(MDOT\)](#)
Subject: Comment Form - Draft Plan (ContentID - 283348)
Date: Friday, August 31, 2012 5:15:29PM

01_Name: Richard Vavra-Musser

02_Organization:

03_Street: 5300 S. Roosevelt Rd

04_City: Stevensville

05_State: Michigan

06_Zipcode: 49127

07_Email: <<removed by MDOT>>

08_Comment: I feel the plan, while recognizing all forms of transportation, is not a balanced plan. We need to continue to maintain our roads and highways, but we must also invest in intercity rail, public transportation and non-motorized alternatives. For example, I would like to see a Grand Rapids to Detroit passenger rail service. Additionally, I would like to see the Pere Marquette rail line connected to the high speed line at New Buffalo. Options are extremely important given the changing demographics, gas prices and climate change

From: <<E-mail address removed by MDOT>>
To: [Parsons, Bob \(MDOT\)](#)
Subject: Comments on State Long Range Plan
Date: Friday, August 31, 2012 6:12:07PM

State Long Range Transportation Plan

- The plan fails to mention Millennials and their noted affect on reducing VMT and car ownership.
- The plan goes to great lengths justifying future increases in VMT yet fails to show current state VMT trends
- The plan fails to acknowledge other factors that will decrease VMT including increasing telecommuting and rising fuel prices.

White Paper - Goals, Objectives, and Performance Measures

- Page 5: Modal choice - The rationale fails to mention a key factor in determining mode choice: safety.
- **MDOT performance measures largely ignore non-motorized transportation**
 - Page 6: Transportation Systems Condition Report largely ignores non-motorized transportation
 - Page 7: MDOT's Scorecard fails to include non-motorized transportation
 - Page 7: MDOT's Infrstructure Dashboard fails to include non-motorized transportation

White Paper - Revenue Gap

- MDOT's call for an greatly expanded highway system is simply absurd. Given the reductions in state VMT since 2005, how is MDOT justified in using "needs" from that time period?
- The cost calculations for non-motorized are inaccurate. They assume all state trunklines can accommodate non-motorized users with a paved shoulder. While this may be a Complete Street design in a rural area, not all trunklines are in rural areas. MDOT cannot assume a \$60,000 per mile cost in non-rural areas, especially when it involves moving curbs. It also ignores the cost of non-motorized accommodations on bridges, a requirement of U.S. federal code.

White Paper - Intercity Rail

- There is no mention made of public and legislative efforts to get roll-on bicycle service for the Amtrak corridors.

White Paper-- Corridors and International Crossings

- This paper fails to acknowledge non-motorized and transit crossings of international borders

White Paper - Non-motorized

- Traffic crashes is not an adequate safety indicator of the non-motorized transportation network. If it were then communities that had no cyclists or pedestrians would be considered a success. Studies show that the transportation systems lack of safety is a major determinant of mode choice. Therefore, non-motorized mode share is a reasonable measure of safety.
- The funding section should acknowledge that non-motorized facilities can be funded through other sources that are not necessarily targeted to them. For example, bicycling and walking facilities are eligible expenditures for STP funding.
- Paved shoulders are often the preferred for trunklines in rural areas, but not in urban or most suburban contexts. There should be some acknowledgement of MDOT's commitment to other designs, including bike lanes, cycletracks, and sharrows.

--

Todd Scott

Detroit Greenways Coordinator

Michigan Trails and Greenways Alliance

<<E-mail address removed by MDOT>>

248.808.1158

Twitter: [@DetroitGreenway](https://twitter.com/DetroitGreenway)

From: [Darius Sedghi](#)
To: [Parsons, Bob \(MDOT\)](#)
Subject: MDOT long range plan
Date: Friday, August 31, 2012 7:33:45PM

To those in charge of MDOT's Long Range Transportation plan,

Michigan needs more funding for public transportation and less funding for roads. The people of Michigan don't want to drive cars anymore. We want choice in getting around. Have you noticed what's happening to the price of gasoline lately? It is going up, it will only continue to do so, and with that their will be less driving. I encourage those given the responsibility of planning MDOT's Long Range Transportation Plan to please use intelligence when drafting the plan. Invest in what will make Michigan a competitive place with long term sustainability. Those things include increased investment in public transit, bicycle lanes, and pedestrian friendly infrastructure. My patience is running low with the poor transportation options of this state, and if they do not start to change for the better, I'm out of here! A choice many people have already made.

Regards,

Darius Sedghi

From: [Bidinger, Tandy \(DCH\)](#)
To: [Parsons, Bob \(MDOT\)](#)
Subject: Comments on the SLRP
Date: Wednesday, September 05, 2012 10:03:18AM

The following are the comments of the Michigan Developmental Disabilities Council and their Transportation Work Group:

We agree with the findings of the surveys you conducted, that persons with disabilities want effective transit services, just like people who are aging. In fact, public transit is a benefit to people at all phases of the lifespan: from birth to all ages.

Thank you for considering our comments

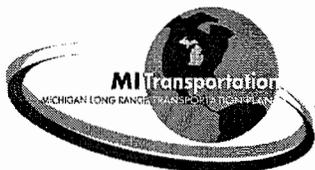
Tandy Bidinger

The D.D. Council will be moving to our new office August 29th,2012.

My new phone number will be (517) 335-3139. My e-mail will remain the same.



Appendix B: Public Meeting Comments on Draft Plan



2035 MI Transportation Plan Evaluation/Comment Form August 2012 Public Meetings

Thank you for attending this public meeting. Please complete this evaluation/comment form to help us serve you better.

PLEASE PRINT CLEARLY

Name Gordon Bickel, Sr Email gebic1@gmail.com
Address 11852 Shorehead Lake St.
City Constantine State Mi Zip Code 49042

1. What elements of the Draft Plan revision are on target?

Go to Comments!
GB

2. What elements of the Draft Plan revision are not on target?

3. What is missing from the Draft Plan revision?



4. We greatly appreciate your participation in helping us develop the revision to the MI Transportation Plan. In an effort to include all ideas, please note any additional information you would like to share with us.

5. Was the public meeting held at a convenient time?

Yes No

If no, do you have a preferred time?

7. Was the public meeting held in a convenient location?

Yes No

If no, do you have a preferred location?

8. The MI Transportation Plan public meeting was a valuable learning experience.
(Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree

9. The information presented at the meeting today was easy to understand
(Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree



10. How did you learn about today's public meeting?

- Mailed/Emailed Notice
- Newspaper Article
- Web site Announcement
- Someone Told Me
- Other _____

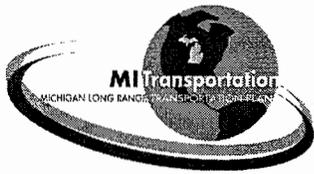
11. Other comments or questions?

- ① Rest areas - US 131 from Julian line North ~~to~~
- ② 131 - What ever happened to the proposed 4 lane?
- ③ Intersections on Co. line road (w. of 3 Rivers) + M-60 - this was discussed at length with Sarah Woolcock several years ago.
- ④ on US 12 - Union to Mottville - also on west to
- ⑤ points - pavement sections have been coming up - are not ~~contractors~~ ^{contractors} being held responsible?
- ⑥ why no ends at Birch Rd + ~~12~~ 12 - ??

Please return this form before you leave or mail, e-mail or fax to:

Bob Parsons
 MDOT Public Involvement
 Michigan Department of Transportation
 Van Wagoner Building - B340
 P.O. Box 30050
 Lansing, MI 48909
 Fax: 517-373-9255

Comments may also be provided online at www.michigan.gov/slrp



2035 MI Transportation Plan Evaluation/Comment Form August 2012 Public Meetings

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PLEASE PRINT CLEARLY

Name Sarah Gryniwicz Email SPRESS prich@gmail.com

Address 2004 Manchester #5

City Ann Arbor State MI Zip Code 48104

1. What elements of the Draft Plan revision are on target?

Good "key features of Vision" - ^{particularly} inclusion of transit, multimodal, non-motorized, intercity passenger "reach" goals on equal level of roads, bridges, & highways

2. What elements of the Draft Plan revision are not on target?

BUT ← why would we build more highways (415.27 B) ~~and~~ aviation (4.21 B) before ^{investing} multimodal options? This is not the way to build a 21st multimodal system!

3. What is missing from the Draft Plan revision?

Feasible, regional solutions for multimodal + regional non-road projects. This should be a major focus of the Dept of Transportation. MDOT needs to play a much more supportive role than just a pass-through funder.

We need a robust, coordinated system. MDOT, as it states in the Vision, should place a higher (practical) priority on multimodal.

+ corridors must be defined as more than highway - include transit, rail, etc



4. We greatly appreciate your participation in helping us develop the revision to the MI Transportation Plan. In an effort to include all ideas, please note any additional information you would like to share with us.

If transit remains a local duty, the legislature must provide more local funding options. Relying on property tax as the only way to generate funds is abominable & unworkable. It is nearly impossible to work regionally & cross urban/rural divides w/ this as the only option.

5. Was the public meeting held at a convenient time?

Yes No

enable a sales tax or motor vehicle registration fee.

If no, do you have a preferred time?

7. Was the public meeting held in a convenient location?

Yes No

If no, do you have a preferred location?

8. The MI Transportation Plan public meeting was a valuable learning experience. (Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree

9. The information presented at the meeting today was easy to understand (Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree



10. How did you learn about today's public meeting?

- Mailed/Emailed Notice
- Newspaper Article
- Web site Announcement
- Someone Told Me
- Other _____

11. Other comments or questions?

Thank you for participating.

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**Bob Parsons
MDOT Public Involvement
Michigan Department of Transportation
Van Wagoner Building - B340
P.O. Box 30050
Lansing, MI 48909
Fax: 517-373-9255**

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**2035 MI Transportation Plan Evaluation/Comment Form
August 2012 Public Meetings**

Thank you for attending this public meeting. Please complete this evaluation/comment form to help us serve you better.

*****PLEASE PRINT CLEARLY*****

Name Julia Roberts Email jroberts@theride.org
Address 2100 S. Industrial Hwy
City Ann Arbor State MI Zip Code 48104

1. What elements of the Draft Plan revision are on target?

Corridors of highest significance and demographic projections as a share of statewide populations are helpful to understanding the areas of focus for people and infrastructure prioritization.

2. What elements of the Draft Plan revision are not on target?

The revenue gap estimates for need does not include ^{full} expansion of rail & mass transit systems badly needed to improve economic conditions in Michigan

3. What is missing from the Draft Plan revision?

More explanation of how the process for change and integration of comments works within the Vision for 2035 (visual model?)



4. We greatly appreciate your participation in helping us develop the revision to the MI Transportation Plan. In an effort to include all ideas, please note any additional information you would like to share with us.

Please incorporate the possibility/option/recommendation of the public for highway tolls or HOT lanes, to help pay for road repairs AND ^{as a way/opportunity,} especially multimodal transportation particularly mass transit.

5. Was the public meeting held at a convenient time?

Yes No

If no, do you have a preferred time?

7. Was the public meeting held in a convenient location?

Yes No

If no, do you have a preferred location?

8. The MI Transportation Plan public meeting was a valuable learning experience. (Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree

9. The information presented at the meeting today was easy to understand (Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree



10. How did you learn about today's public meeting?

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- Other _____

11. Other comments or questions?

Thank you for reaching out and remaining hopeful!

Thank you for participating.

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MDOT Public Involvement
Michigan Department of Transportation
Van Wagoner Building - B340
P.O. Box 30050
Lansing, MI 48909
Fax: 517-373-9255**

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**2035 MI Transportation Plan Evaluation/Comment Form
August 2012 Public Meetings**

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*****PLEASE PRINT CLEARLY*****

Name Laurence Krieg Email Larry@
Address 252 Carriage Way WebUpWashenaw.org
City Ypsilanti State MI Zip Code 48197

1. What elements of the Draft Plan revision are on target?

Highway maintenance

2. What elements of the Draft Plan revision are not on target?

Serious disconnect between rhetoric about multimodal and financial breakdown by "major categories" which gives far more to highway expansion than multimodal.

3. What is missing from the Draft Plan revision?



4. We greatly appreciate your participation in helping us develop the revision to the MI Transportation Plan. In an effort to include all ideas, please note any additional information you would like to share with us.

5. Was the public meeting held at a convenient time?

Yes No

If no, do you have a preferred time?

A little earlier

7. Was the public meeting held in a convenient location?

Yes No

If no, do you have a preferred location?

8. The MI Transportation Plan public meeting was a valuable learning experience. (Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree

9. The information presented at the meeting today was easy to understand (Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree



10. How did you learn about today's public meeting?

- Mailed/Emailed Notice
- Newspaper Article
- Web site Announcement
- Someone Told Me
- Other _____

11. Other comments or questions?

Thank you for participating.

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**Bob Parsons
MDOT Public Involvement
Michigan Department of Transportation
Van Wagoner Building - B340
P.O. Box 30050
Lansing, MI 48909
Fax: 517-373-9255**

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2035 MI Transportation Plan Evaluation/Comment Form August 2012 Public Meetings

Thank you for attending this public meeting. Please complete this evaluation/comment form to help us serve you better.

PLEASE PRINT CLEARLY

Name Don Griffin Email _____

Address 2775 Washington ave

City St. Joe State Mi Zip Code 49085-3131

1. What elements of the Draft Plan revision are on target?

2. What elements of the Draft Plan revision are not on target?

3. What is missing from the Draft Plan revision?

None



4. We greatly appreciate your participation in helping us develop the revision to the MI Transportation Plan. In an effort to include all ideas, please note any additional information you would like to share with us.

TRAILS

Please do not mix Non-Motorized Snowmobiles
and Horse Back Trails.
J Hls

5. Was the public meeting held at a convenient time?

Yes No

If no, do you have a preferred time?

7. Was the public meeting held in a convenient location?

Yes No

If no, do you have a preferred location?

8. The MI Transportation Plan public meeting was a valuable learning experience.
(Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree

9. The information presented at the meeting today was easy to understand
(Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree



2035 MI Transportation Plan Evaluation/Comment Form August 2012 Public Meetings

Thank you for attending this public meeting. Please complete this evaluation/comment form to help us serve you better.

*****PLEASE PRINT CLEARLY*****

Name BRENDA RICE Email brice@abrailroad.com

Address 39051 PINETREE

City LIVONIA State MI Zip Code 48150

1. What elements of the Draft Plan revision are on target?

- Population
- Corridors
- Shift in population

2. What elements of the Draft Plan revision are not on target?

- Where is:
 - To Do - Good - Better - Best - Optimum
- What are priorities
 - Roads? Ports?
 - Bridges?

3. What is missing from the Draft Plan revision?

- What are the proposals?
- What are the ideas?





4. We greatly appreciate your participation in helping us develop the revision to the MI Transportation Plan. In an effort to include all ideas, please note any additional information you would like to share with us.

5. Was the public meeting held at a convenient time?

Yes No

If no, do you have a preferred time?

7. Was the public meeting held in a convenient location?

Yes No

If no, do you have a preferred location?

8. The MI Transportation Plan public meeting was a valuable learning experience.
(Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree

9. The information presented at the meeting today was easy to understand
(Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree





10. How did you learn about today's public meeting?

- Mailed/Emailed Notice
- Newspaper Article
- Web site Announcement
- Someone Told Me
- Other _____

11. Other comments or questions?

Thank you for participating.

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Michigan Department of Transportation
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Lansing, MI 48909
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2035 MI Transportation Plan Evaluation/Comment Form August 2012 Public Meetings

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*** * * PLEASE PRINT CLEARLY * * ***

Name LAWRENCE LUCAS Email _____

Address 42823 HILLEY POINTE DR

City CANTON State MI Zip Code 48187

1. What elements of the Draft Plan revision are on target?

ALL

2. What elements of the Draft Plan revision are not on target?

NONE THAT I KNOW OF

3. What is missing from the Draft Plan revision?



4. We greatly appreciate your participation in helping us develop the revision to the MI Transportation Plan. In an effort to include all ideas, please note any additional information you would like to share with us.

5. Was the public meeting held at a convenient time?

Yes No

If no, do you have a preferred time?

7. Was the public meeting held in a convenient location?

Yes No

If no, do you have a preferred location?

8. The MI Transportation Plan public meeting was a valuable learning experience.
(Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree

9. The information presented at the meeting today was easy to understand
(Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree



10. How did you learn about today's public meeting?

- Mailed/Emailed Notice
- Newspaper Article
- Web site Announcement
- Someone Told Me
- Other CANTON CONNECTION

11. Other comments or questions?

Thank you for participating.

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**Bob Parsons
MDOT Public Involvement
Michigan Department of Transportation
Van Wagoner Building - B340
P.O. Box 30050
Lansing, MI 48909
Fax: 517-373-9255**

Comments may also be provided online at www.michigan.gov/slrp



2035 MI Transportation Plan Evaluation/Comment Form August 2012 Public Meetings

Thank you for attending this public meeting. Please complete this evaluation/comment form to help us serve you better.

PLEASE PRINT CLEARLY

Name Kelly Logan Email Kelly.logan@detroittransp.org
 Address 7266 Pinchurst St.
 City Reshborn State MI Zip Code _____

1. What elements of the Draft Plan revision are on target?

Complete Streets, Integrations

2. What elements of the Draft Plan revision are not on target?

3. What is missing from the Draft Plan revision?



4. We greatly appreciate your participation in helping us develop the revision to the MI Transportation Plan. In an effort to include all ideas, please note any additional information you would like to share with us.

Please put an easier to see address out front.

Phyllis

5. Was the public meeting held at a convenient time?

Yes No

If no, do you have a preferred time?

7. Was the public meeting held in a convenient location?

Yes No

If no, do you have a preferred location?

8. The MI Transportation Plan public meeting was a valuable learning experience. (Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree

9. The information presented at the meeting today was easy to understand (Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree



10. How did you learn about today's public meeting?

- Mailed/Emailed Notice
- Newspaper Article
- Web site Announcement
- Someone Told Me
- Other _____

11. Other comments or questions?

Thank you for participating.

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**Bob Parsons
MDOT Public Involvement
Michigan Department of Transportation
Van Wagoner Building - B340
P.O. Box 30050
Lansing, MI 48909
Fax: 517-373-9255**

Comments may also be provided online at www.michigan.gov/slrp



2035 MI Transportation Plan Evaluation/Comment Form August 2012 Public Meetings

Thank you for attending this public meeting. Please complete this evaluation/comment form to help us serve you better.

*****PLEASE PRINT CLEARLY*****

Name Melissa Damaschke Email melissa.damaschke@sierraclub.org
 Address ~~7400~~ 2727 Second Avenue #320
 City Detroit State MI Zip Code 48201

1. What elements of the Draft Plan revision are on target?

I really appreciate seeing elements of land use, stormwater concerns, and non-motorized transportation planning included in the draft.

2. What elements of the Draft Plan revision are not on target?

I am concerned that while the environment and land use are considered in the draft plan, there are no goals or metrics to measure what this plan can actually do. (i.e. Does MDOT develop a goal that the department works to reduce stormwater by 10 percent?)



3. What is missing from the Draft Plan revision?



4. We greatly appreciate your participation in helping us develop the revision to the MI Transportation Plan. In an effort to include all ideas, please note any additional information you would like to share with us.

I think that in any travel forecast that is conducted, bikes and buses should be projected and included. Otherwise our roads will continue to expand without taking into account growing public transportation.

I think there should be recommendations to communities from MPO that encourages communities to develop non-motorized transportation plans as well as including bike racks on buses and in downtown areas.

5. Was the public meeting held at a convenient time?

Yes No

If no, do you have a preferred time?

7. Was the public meeting held in a convenient location?

Yes No

If no, do you have a preferred location?

I wasn't sure where to park. A sign would have been helpful.

8. The MI Transportation Plan public meeting was a valuable learning experience. (Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree

9. The information presented at the meeting today was easy to understand. (Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree



10. How did you learn about today's public meeting?

- Mailed/Emailed Notice *Enviro-Mich announcement*
- Newspaper Article
- Web site Announcement
- Someone Told Me
- Other _____

11. Other comments or questions?

I think MDOT is faced with the question of whether it wants to keep the status quo or whether it wants to be innovative and a leader in transportation in the state.

How forward thinking would it be to have a department that wasn't ~~standing~~ working by itself but rather with other departments to protect our water resources.

Thank you for participating.

Please return this form before you leave or mail, e-mail or fax to:

Bob Parsons
MDOT Public Involvement
Michigan Department of Transportation
Van Wagoner Building - B340
P.O. Box 30050
Lansing, MI 48909
Fax: 517-373-9255

Comments may also be provided online at www.michigan.gov/slrp



2035 MI Transportation Plan Evaluation/Comment Form August 2012 Public Meetings

Thank you for attending this public meeting. Please complete this evaluation/comment form to help us serve you better.

PLEASE PRINT CLEARLY

Name Ali Newton Email rocketchica@gmail.com

Address 2232 S. Main St #137

City Ann Arbor State Mi Zip Code 48103

1. What elements of the Draft Plan revision are on target?

- 1) An alternative to the ambassador bridge
 - 2) Regional approach to transportation
 - 3) Intermodal transportation Walking, biking, Bus use, Rail use
- * although Funding is lacking and cars. For item 2/3 @ state/local level

2. What elements of the Draft Plan revision are not on target?

- 1) Lack of Funding
- 2) Lack of reality based Budgeting and costs allocations
- 3) Prioritization
- 4) too much focus on cars - the future is in public/mass transportation.

3. What is missing from the Draft Plan revision?

1) Specifics of what is funded and what the projects are with dates and dollars. In general 'accountability'. This may be on the website. The local municipalities → county → State do not seem to be in synch or effectent.



4. We greatly appreciate your participation in helping us develop the revision to the MI Transportation Plan. In an effort to include all ideas, please note any additional information you would like to share with us.

We are an aging population. Would like to see a transportation plan that includes Rail and alternate transportation (like buses/mass transit) which benefit the aging population and pedestrians of all ages.

5. Was the public meeting held at a convenient time?

Yes No

If no, do you have a preferred time?

7. Was the public meeting held in a convenient location?

~~Yes~~ No

If no, do you have a preferred location?

8. The MI Transportation Plan public meeting was a valuable learning experience. (Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree

9. The information presented at the meeting today was easy to understand (Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree



10. How did you learn about today’s public meeting?

- Mailed/Emailed Notice
- Newspaper Article
- Web site Announcement
- Someone Told Me
- Other _____

11. Other comments or questions?

I appreciate the willingness to seek public input on the 5 year plan. Is there any way to make local → county → state government/agencies such as water work more effeciently with their dollars and resources? I'd really like to see the regional rail project go through. legislators raise gas tax with earmarks for transportation (not just roads – include rail & non-motor).

Thank you for participating.

states that I have lived in that thrive

Please return this form before you leave or mail, e-mail or fax to:

Bob Parsons
 MDOT Public Involvement
 Michigan Department of Transportation
 Van Wagoner Building - B340
 P.O. Box 30050
 Lansing, MI 48909
 Fax: 517-373-9255

have great multimodal plans including, light rail, rail, bus, mass transit.

Comments may also be provided online at www.michigan.gov/slrp



**2035 MI Transportation Plan Evaluation/Comment Form
August 2012 Public Meetings**

Thank you for attending this public meeting. Please complete this evaluation/comment form to help us serve you better.

*****PLEASE PRINT CLEARLY*****

Name Larry Deck Email LDeck1@aol.com

Address 3050 Lorraine St.

City Ann Arbor State MI Zip Code 48108

1. What elements of the Draft Plan revision are on target?

To me, "plan" means "what are we going to do."
So it seems that calling this policy document
a plan is a misnomer.

2. What elements of the Draft Plan revision are not on target?

3. What is missing from the Draft Plan revision?



4. We greatly appreciate your participation in helping us develop the revision to the MI Transportation Plan. In an effort to include all ideas, please note any additional information you would like to share with us.

5. Was the public meeting held at a convenient time?

Yes No

If no, do you have a preferred time?

7. Was the public meeting held in a convenient location?

Yes No

If no, do you have a preferred location?

8. The MI Transportation Plan public meeting was a valuable learning experience.
(Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree

9. The information presented at the meeting today was easy to understand
(Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree



10. How did you learn about today's public meeting?

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- Web site Announcement
- Someone Told Me
- Other I don't remember

11. Other comments or questions?

I would find it helpful for the "plan" to include a diagram of the process MDOT uses to decide what projects get built.

It seems that it would be good for major planned projects (such as higher-speed rail from Detroit to Chicago) to be listed in a plan somewhere. As I understand it, that project is not listed in SEMCOG's long-range plan, maybe because it is not

yet fully funded. But somewhere there should be

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MDOT Public Involvement
Michigan Department of Transportation
Van Wagoner Building - B340
P.O. Box 30050
Lansing, MI 48909
Fax: 517-373-9255**

a list of "what do we intend to do." Not just

Comments may also be provided online at www.michigan.gov/slrp

a broad goal like "improve passenger rail" but a list of major planned investments.



Returned by USPS
Mailed In

Traverse City Public Meeting - August 15, 2012
2035 MI Transportation Plan
State Long-Range Transportation Plan

2035 MI Transportation Plan Evaluation/Comment Form August 2012 Public Meetings

Thank you for attending this public meeting. Please complete this evaluation/comment form to help us serve you better.

PLEASE PRINT CLEARLY

Name Sally Egan Email sbtplan@centurytel.net

Address PO Box 457

City Suttons Bay State MI Zip Code 49682

1. What elements of the Draft Plan revision are on target?

- Demographics - including them + their impact on travel patterns

2. What elements of the Draft Plan revision are not on target?

plan basically re-adopts previous plan's vision, goals, objectives, etc without taking into account any CHANGES in Michigan the last 15 years. recession, jobs, lifestyles have been affected.

The plan was a rubber-stamped continuation of last plan

3. What is missing from the Draft Plan revision?

Pedestrians! Any acknowledgement of pedestrian rights to be able to cross a road are completely ignored.



4. We greatly appreciate your participation in helping us develop the revision to the MI Transportation Plan. In an effort to include all ideas, please note any additional information you would like to share with us.

MDOT has to be able to change with the times instead of digging in & holding on to the ways of the past. Current lifestyles & patterns are moving away from the car & going to walking, biking, public transportation. MDOT continues to ignore this, and fails to account for the changes. None of this movement is acknowledged in the plan.

5. Was the public meeting held at a convenient time?

Yes No

If no, do you have a preferred time?

7. Was the public meeting held in a convenient location?

Yes No

If no, do you have a preferred location?

8. The MI Transportation Plan public meeting was a valuable learning experience. (Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree

9. The information presented at the meeting today was easy to understand (Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree



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 Newspaper Article
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 Someone Told Me
 Other _____

11. Other comments or questions?

MDOT should work with communities + help to come up with the BEST transportation system for ~~the~~ each situation.

Stop treating every project with exact same standards - the situations ARE NOT identical.

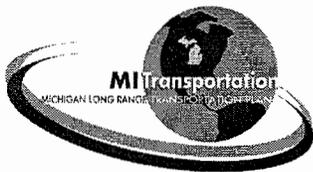
MDOT - Learn to be flexible! Saplings bend in the wind - old trees break.

Thank you for participating.

Please return this form before you leave or mail, e-mail or fax to:

**Bob Parsons
MDOT Public Involvement
Michigan Department of Transportation
Van Wagoner Building - B340
P.O. Box 30050
Lansing, MI 48909
Fax: 517-373-9255**

Comments may also be provided online at www.michigan.gov/slrp



2035 MI Transportation Plan Evaluation/Comment Form August 2012 Public Meetings

Thank you for attending this public meeting. Please complete this evaluation/comment form to help us serve you better.

PLEASE PRINT CLEARLY

Name Gordon Bickel, Sr Email gebic1@gmail.com
Address 11852 Shavelwood Lake St
City Constantine State MI Zip Code 49042

1. What elements of the Draft Plan revision are on target?

Go to Comments!
GB

2. What elements of the Draft Plan revision are not on target?

3. What is missing from the Draft Plan revision?



4. We greatly appreciate your participation in helping us develop the revision to the MI Transportation Plan. In an effort to include all ideas, please note any additional information you would like to share with us.

5. Was the public meeting held at a convenient time?

Yes No

If no, do you have a preferred time?

7. Was the public meeting held in a convenient location?

Yes No

If no, do you have a preferred location?

8. The MI Transportation Plan public meeting was a valuable learning experience.
(Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree

9. The information presented at the meeting today was easy to understand
(Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree



10. How did you learn about today's public meeting?

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- Someone Told Me
- Other _____

11. Other comments or questions?

- ① Rest areas - US 131 from Tuleau line North ~~to~~
- ② 131 - What ever happened to the proposed 4 lane?
- ③ Intersections on Co. line road (w/d 3 Rivers) + M-60 - this was discussed at length with Sarah Woolcock several years ago.
- ④ on US 12 - Union to Mottville - also on west to
- ⑤ potholes - pavement sections have been coming up - are not ~~contractors~~ being held responsible? Thank you for participating.
- ⑥ why no curbs at Birch Rd + 12 - ??

Please return this form before you leave or mail, e-mail or fax to:

Bob Parsons
 MDOT Public Involvement
 Michigan Department of Transportation
 Van Wagoner Building - B340
 P.O. Box 30050
 Lansing, MI 48909
 Fax: 517-373-9255

Comments may also be provided online at www.michigan.gov/slrp



2035 MI Transportation Plan Evaluation/Comment Form August 2012 Public Meetings

Thank you for attending this public meeting. Please complete this evaluation/comment form to help us serve you better.

PLEASE PRINT CLEARLY

Name Robert R. Heilman President NEMCOG Email rheilment@CherDr.net

Address Box 817

City Mackinaw City State MI Zip Code 49701

1. What elements of the Draft Plan revision are on target?

I think the plan is good.

2. What elements of the Draft Plan revision are not on target?

I'm concerned about the funding short fall.

↓

3. What is missing from the Draft Plan revision?

How to make up the funding short fall through 2035.



4. We greatly appreciate your participation in helping us develop the revision to the MI Transportation Plan. In an effort to include all ideas, please note any additional information you would like to share with us.

5. Was the public meeting held at a convenient time?

Yes No

If no, do you have a preferred time?

Earlier ~~or later~~ 4:00 P.M. ~~at 7:00 P.M.~~

7. Was the public meeting held in a convenient location?

Yes No

If no, do you have a preferred location?

8. The MI Transportation Plan public meeting was a valuable learning experience. (Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree

9. The information presented at the meeting today was easy to understand (Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree



10. How did you learn about today's public meeting?

- Mailed/Emailed Notice
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- Web site Announcement
- Someone Told Me
- Other _____

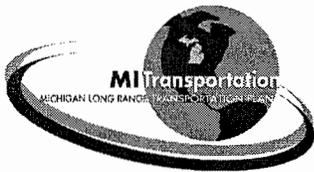
11. Other comments or questions?

Thank you for participating.

Please return this form before you leave or mail, e-mail or fax to:

**Bob Parsons
MDOT Public Involvement
Michigan Department of Transportation
Van Wagoner Building - B340
P.O. Box 30050
Lansing, MI 48909
Fax: 517-373-9255**

Comments may also be provided online at www.michigan.gov/slrp



**2035 MI Transportation Plan Evaluation/Comment Form
August 2012 Public Meetings**

Thank you for attending this public meeting. Please complete this evaluation/comment form to help us serve you better.

*****PLEASE PRINT CLEARLY*****

Name Lance Malburg Email Lance@DickinsonCRC.com
Address 1107 S Milwaukee Ave
City Troy Mich State MI Zip Code 49801

1. What elements of the Draft Plan revision are on target?

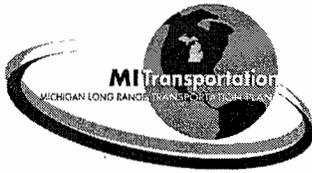
Determining importance of work.
Performance Goals

2. What elements of the Draft Plan revision are not on target?

Employment is a regional issue. Different Jobs in U.P. than Detroit
Therefore different transportation Needs.
Not all "corridors of significance" are MDOT Roads. Some County/city
Roads & streets may be more important than the MDOT route

3. What is missing from the Draft Plan revision?

Interconnectivity with County/city streets.
MDOT priorities should mesh with local priorities



4. We greatly appreciate your participation in helping us develop the revision to the MI Transportation Plan. In an effort to include all ideas, please note any additional information you would like to share with us.

Presentation should have been "The Plan" Not the History, + data plan is based on.

5. Was the public meeting held at a convenient time?

Yes No

If no, do you have a preferred time?

7. Was the public meeting held in a convenient location?

Yes No

If no, do you have a preferred location?

8. The MI Transportation Plan public meeting was a valuable learning experience. (Please circle your selection).

Strongly Disagree

Disagree

Neutral

Agree

Strongly Agree

9. The information presented at the meeting today was easy to understand (Please circle your selection).

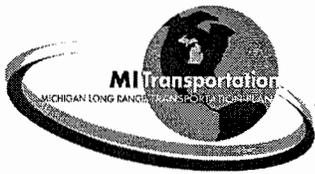
Strongly Disagree

Disagree

Neutral

Agree

Strongly Agree



10. How did you learn about today's public meeting?

- Mailed/Emailed Notice
- Newspaper Article
- Web site Announcement
- Someone Told Me
- Other CUPPAD sent Notice

11. Other comments or questions?

Thank you for participating.

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MDOT Public Involvement
Michigan Department of Transportation
Van Wagoner Building - B340
P.O. Box 30050
Lansing, MI 48909
Fax: 517-373-9255

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2035 MI Transportation Plan Evaluation/Comment Form August 2012 Public Meetings

Thank you for attending this public meeting. Please complete this evaluation/comment form to help us serve you better.

PLEASE PRINT CLEARLY

Name Don Griffin Email _____
Address 2775 Warhington ave
City St. Joes State Mi Zip Code 49085-3131

1. What elements of the Draft Plan revision are on target?

2. What elements of the Draft Plan revision are not on target?

3. What is missing from the Draft Plan revision?

None



4. We greatly appreciate your participation in helping us develop the revision to the MI Transportation Plan. In an effort to include all ideas, please note any additional information you would like to share with us.

TRAILS

Please do not mix Non-Motorized Snowmobiles
and Horse Back Trails.

T. Hls

5. Was the public meeting held at a convenient time?

Yes No

If no, do you have a preferred time?

7. Was the public meeting held in a convenient location?

Yes No

If no, do you have a preferred location?

8. The MI Transportation Plan public meeting was a valuable learning experience.
(Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree

9. The information presented at the meeting today was easy to understand
(Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree



2035 MI Transportation Plan Evaluation/Comment Form August 2012 Public Meetings

Thank you for attending this public meeting. Please complete this evaluation/comment form to help us serve you better.

PLEASE PRINT CLEARLY

Name Justin Reed Email _____

Address 630 Cottageview Dr.

City Traverse city State MI Zip Code 49684

1. What elements of the Draft Plan revision are on target?

2. What elements of the Draft Plan revision are not on target?

3. What is missing from the Draft Plan revision?



4. We greatly appreciate your participation in helping us develop the revision to the MI Transportation Plan. In an effort to include all ideas, please note any additional information you would like to share with us.

~~Using US 31~~ Using U.S. 31 to bypass Traverse city, MI Route as follows Chum's corners to Keystone Rd. to Hammond Rd to 3 mile Rd.

5. Was the public meeting held at a convenient time?

Yes No

If no, do you have a preferred time?

7. Was the public meeting held in a convenient location?

Yes No

If no, do you have a preferred location?

8. The MI Transportation Plan public meeting was a valuable learning experience. (Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree

9. The information presented at the meeting today was easy to understand (Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree



10. How did you learn about today's public meeting?

- Mailed/Emailed Notice
- Newspaper Article
- Web site Announcement
- Someone Told Me
- Other _____

11. Other comments or questions?

Thank you for participating.

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**Bob Parsons
MDOT Public Involvement
Michigan Department of Transportation
Van Wagoner Building - B340
P.O. Box 30050
Lansing, MI 48909
Fax: 517-373-9255**

Comments may also be provided online at www.michigan.gov/slrp



2035 MI Transportation Plan Evaluation/Comment Form August 2012 Public Meetings

Thank you for attending this public meeting. Please complete this evaluation/comment form to help us serve you better.

PLEASE PRINT CLEARLY

Name Virginia Garner Email _____
Address 41479 White Tail Lane
City Canton State MI Zip Code 48158

1. What elements of the Draft Plan revision are on target?

I don't think I'm knowledgeable enough about
long range MI transportation plans to pass any kind of
judgement on this. It appears to be very thorough & seems
to take into account all the factors that could impact
the future of transportation in MI.

2. What elements of the Draft Plan revision are not on target?

None that I can think of

3. What is missing from the Draft Plan revision?

None that I can think of



4. We greatly appreciate your participation in helping us develop the revision to the MI Transportation Plan. In an effort to include all ideas, please note any additional information you would like to share with us.

I didn't understand the focus of this meeting when I planned to attend. I've never attended meetings such as this, nor have I read any of these before. The comprehensiveness of the plan is overwhelming to me, but understandable in order to plan long range.

5. Was the public meeting held at a convenient time?

Yes No

If no, do you have a preferred time?

7. Was the public meeting held in a convenient location?

Yes No

If no, do you have a preferred location?

8. The MI Transportation Plan public meeting was a valuable learning experience. (Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree

9. The information presented at the meeting today was easy to understand (Please circle your selection).

Strongly Disagree Disagree Neutral Agree Strongly Agree



10. How did you learn about today's public meeting?

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- Newspaper Article
- Web site Announcement
- Someone Told Me
- Other _____

11. Other comments or questions?

This meeting was probably not one I would have attended had I understood what was going to be discussed & presented. I'm not knowledgeable enough to critique the plan.

Thank you for participating.

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**Bob Parsons
MDOT Public Involvement
Michigan Department of Transportation
Van Wagoner Building - B340
P.O. Box 30050
Lansing, MI 48909
Fax: 517-373-9255**

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Appendix C: E-mail Letter Correspondence on Draft Plan

From: [Glen Lile](#)
To: [Parsons, Bob \(MDOT\)](#)
Date: Monday, August 27, 2012 9:40:15AM
Attachments: [MDOT LONG RANGE PLAN.pdf](#)

Bob Parsons,

Encloses is a letter outlining East Bay Charter Townships views of what we would like to see considered for US 31.

Thank you

Glen Lile,

Supervisor

East Bay Charter Township

1965 N. Three mile road

Traverse City, MI. 49696

(231) 947-8719

<<email removed by MDOT>>

Glen Lile, Supervisor
Susanne M. Courtade, Clerk
Tracey Bartlett, Treasurer



Matt Courtade, Trustee
Craig R. Goodrich, Trustee
Bryan Marrow, Trustee
Leroy "Butch" Strait, Trustee

August 24, 2012

Mr. Kirt T. Steudle, P.E. Director
Michigan Department of Transportation
State Transportation Building
425 W. Ottawa St.
P.O. Box 30050
Lansing, MI 48909

Dear Mr. Steudle

As Supervisor of East Bay Charter Township, I want to congratulate MDOT on the preparation of the draft State Long Range Transportation Plan. The policies it articulates will help to secure the State's future in safely and effectively managing all forms of travel on our public roadways.

A particular concern in East Bay Charter Township, and in many small communities across the State, is the interface between the state highway system and the traditional downtowns or emerging corridors they traverse. In East Bay Charter Township, we are blessed and cursed to have US-31 traverse our commercial area at the south end of Grand Traverse Bay. The traffic the roadway handles is the life-blood of our hospitality and tourism industry, and yet it presents a significant hazard for shoppers, bicyclists and walkers that attempt to cross it. Not only are traffic speeds an issue, but the volume and intensity of traffic present a serious barrier to the use of this Statewide Corridor of Significance in our community, as well as in the adjoining jurisdictions.

This is but one example of many areas in the state where the design of our corridors has so heavily favored cars and trucks almost to the exclusion of bicyclists and walkers. Certainly, there must be more effective approaches to accommodate both. These might include a high-visibility and universal design for pedestrian crossings – such as the In-Pavement Flasher System used to mark cross walks in California. Sidewalks along any and all state highway improvements should be a requirement, not an afterthought and more closely-spaced, pedestrian actuated crossing signals should be utilized wherever possible.

Mr. Kirt T. Steudle, P.E. Director
August 22, 2012
Page 2

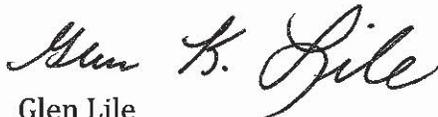
We believe that efforts to design and upgrade Corridors of Significance that interface with pedestrian and bicyclists should be a high priority. This is not only consistent with Governor Snyder's Special Message on Health and Wellness which encourages walking and biking; it is actually mandated by the Transportation Commission's Policy on Complete Streets. Furthermore, the draft Non-Motorized Transportation White Paper that supports the Long Range Transportation Plan reports on progress to upgrade safe crossings and provide funding for the non-motorized transportation.

Therefore, all the policy support for expanded emphasis on safe pedestrian crossings is in place. What is needed now is effective implementation and the Long Range Transportation Plan is an excellent place to begin.

Thank you for your attention to this important matter.

Sincerely,

EAST BAY CHARTER TOWNSHIP

A handwritten signature in cursive script that reads "Glen K. Lile".

Glen Lile
Supervisor

c: Bob Parsons, MDOT (via email, parsonsb@michigan.gov)
John Sych, Grand Traverse County

From: [Maulin Pont](#)
To: [Parsons, Bob \(MDOT\)](#)
Cc: [Kent, Dennis \(MDOT\)](#); [Rick Chapla](#)
Subject: Comments on Michigan Transportation Plan Update
Date: Thursday, August 30, 2012 8:52:11AM
Attachments: [MDOT Long Range Plan Comments.pdf](#)

M. Parsons,

Please find enclosed for your review comments by Rick Chapla, Vice President of Business Development at The Right Place, on the Michigan Transportation Plan Update.

Thank you,

Maulin Pont

Executive Assistant / Office Manager

The Right Place, Inc.

161 Ottawa Avenue, Suite 400, Grand Rapids, MI 49503

[<<E-mail address removed by MDOT>>](#)

ph: 616.771.0576 **fx:** 616.771.0555

www.rightplace.org

follow us on twitter: [@TheRightPlaceGR](#)

follow us on facebook: facebook.com/TheRightPlaceGrandRapids

follow us on LinkedIn: [The Right Place](#)





August 29, 2012

Mr. Bob Parsons
Public Involvement and Hearings Officer
Michigan Department of Transportation

Re: Comments from The Right Place, Inc. on the Michigan Transportation Plan Update

The Right Place, Inc. (TRPI) is a 27-year old West Michigan regional non-profit economic development organization whose mission is the retention, expansion, and attraction of good paying employment and wealth creation. To execute this mission, the development and maintenance of all transportation infrastructures are critical elements for our success and that of businesses in the region. The Right Place has developed a productive working relationship with the MDOT-Grand Region as it relates to coordinating transportation and economic development activities in West Michigan.

We understand that the Michigan Transportation Plan Update is primarily a policy document and will address our comments at that level. Since we are experiencing an economic recovery and expansion in this region, it is important that transportation investments are made to drive and support economic development and job creation. This is especially important for freight, highway, air, rail, and port infrastructure supporting businesses using, extending, or establishing logistics sensitive operations. In particular, the agri-business and food processing sectors are experiencing major growth in production and processing, both statewide and in the West Michigan area.

Therefore, The Right Place offers the following comments and suggestions focusing on future transportation policies recognizing that legislative action will be necessary.

- Generally, we support providing adequate funding for all modes of transportation that preserve the existing public owned infrastructure and targeted system expansions, in order to enhance transportation networks supporting economic development activities in West Michigan and Statewide. This includes support for Governor Snyder's proposal for an additional \$1.4 billion per year for state and local infrastructure preservation/improvement.
- The Right Place supports the development and construction of the New International Trade Crossing (NITC) to improve the flow of commerce between Michigan and Canada, and retain and expand West Michigan jobs tied to this trade; in addition, we support efforts to develop a new rail tunnel between Michigan and Canada to improve access to developing east coast Canadian ports.
- Continue funding for and allow more flexibility in the Transportation Economic Development Fund/Category A and Rail Freight Economic Development Program, allowing opportunities to expand rail, highway and port infrastructure and assist more categories of target industries like food processing.

- Continue the MiRLAP rail loan program, offering more private sector opportunities to improve and expand rail freight infrastructure in West Michigan and Statewide
- Initiate a feasibility study, as referenced in the State Rail Plan, for establishing and operating a West Michigan Intermodal Freight (container) terminal and/or expanded break-bulk facilities that serve rail customers not on rail lines.
- Identify obstacles expanding rail service, on short-line and Class I railroads, such as bridges with load restrictions or deteriorated rail infrastructure, and provide loans and grants to eliminate those barriers, to accommodate expanding agricultural production and other growing economic sectors in Michigan. Work with all railroads to eliminate “paper barriers” that limit economical rail connections and prevent some commodities from moving by rail.
- Maintain the current state support for the Pere Marquette Amtrak service between Grand Rapids and Chicago, and provide state funding match for available federal aid for the Detroit/Chicago Accelerated Rail corridor. We also urge the initiation of an Alternatives Analysis for expanded connections to West Michigan from the AR corridor, as referenced in the State Rail Plan.
- Continue to use available State and Federal funding supporting local transit operations, including the ITP in Grand Rapids, who provide necessary services for employees to get to work; air and port facility improvement and development, especially those communities and regions whose economic development strategies are fostering growth in renewable energy manufacturing, logistics agri-business, and food processing.
- Explore ways to support the five established Next Michigan Development Corporations as a means advancing the linkages between economic development efforts and transportation infrastructure.

Some of the aforementioned comments were submitted previously supportive of the State Rail Plan.

In conclusion, transportation infrastructure improvements are essential to promote the West Michigan region as an economically viable place for business to locate and expand. I urge you to consider these suggestions and recommendations as a means of maintaining and expanding Michigan’s transportation options.

Sincerely,



Rick Chapla
Vice-President Business Development

From: [Cheri Centala](#)
To: [Parsons, Bob \(MDOT\)](#)
Subject: Comments on 2035 MI Transportation Plan
Date: Friday, August 31, 2012 4:46:18PM
Attachments: [2012 August 31 letter from Dan Stamper to Bob Parsons Re 2035 Mi Transp Plan.pdf](#)

Good afternoon Mr. Parsons,

On behalf of Dan Stamper at the Detroit International Bridge Company I am providing you with the attached comment letter regarding the 2035 MI Transportation Plan.

Sincerely,
Cheri Centala
Detroit International Bridge Company
586-939-7000 x2496



AMBASSADOR BRIDGE
DETROIT INTERNATIONAL BRIDGE COMPANY
P.O. BOX 32666 *Detroit, Michigan* 48232

August 31, 2012

Mr. Bob Parsons
MDOT Public Involvement and Hearings Officer

Re: Comments to 2035 MI Transportation Plan
Sent via email to Parsons@b@mi.gov

Dear Mr. Parsons:

The Detroit International Bridge Company submits the following comments to the 2035 Michigan State Long-Term Transportation Plan ("2035 Overview") as solicited by the Michigan Department of Transportation ("MDOT").

The Plan Overview declares itself only a revision of the 2030 Plan and incorporates 18 White Papers through which MDOT surreptitiously attempts to mask three core issues: (1) MDOT is so horribly underfunded that it cannot provide the maintenance required to existing infrastructure to ensure the safety of the traveling public, (2) the lack of funding has hit such a drastic level that MDOT anticipates tolling roadways that are currently free of user charges, and (3) MDOT's intention to waste what precious financial resources it has on an unnecessary duplicative bridge to Canada when even MDOT's own documents fail to include the Detroit-Windsor Corridor as one of the 19 listed Corridors of National or International Significance.

MDOT admits that it does not have sufficient funding for new or current transportation projects. The Overview clearly illustrates an enormous shortfall of \$23.78 billion dollars in the funding required to preserve Michigan's existing road infrastructure. (2035 Overview, page 10) Second, the Overview shows a \$15.27 billion dollar revenue gap needed for anticipated highway expansion. There is also a \$3.55 billion dollar revenue gap for highway modernization, and a \$7.66 billion dollar revenue gap for other highway expenditures. This means for highways alone, by 2035 MDOT anticipates needing at least \$50 billion dollars that it will not have. When MDOT adds in other projected expenditures, this revenue gap jumps to \$66.7 billion dollars. (2035 Overview, page 18). The State of Michigan simply cannot afford to spend money on new infrastructure when it cannot support the items that it already owns. The Plan Overview even anticipates this conclusion by stating that the road system must be tolled in the immediate future to compensate for the substantial financial shortfall. "Substantial changes are needed to Michigan's structure or road-user fees and taxes if the goals of this plan are to be achieved. Unless transportation revenues are adjusted to compensate for inflation, it will not be even possible to prevent deterioration of the system due to accumulated deferred maintenance that must be addressed." (2035 Overview, page 18).

Even though MDOT anticipates a \$66.7 billion dollar shortfall, and even though MDOT anticipates the need to toll existing infrastructure to finance its retention and maintenance, the State of Michigan continues to pursue the construction of a second bridge crossing in the Detroit-Windsor transportation corridor. This specific corridor, however, is not listed in the 19 Transportation Corridors of National or International Significance that transverse Michigan. Three transportation corridors commencing at the international border in Port Huron are included on the list, but there is no mention of the Ambassador Bridge Corridor or the projected NITC/DRIC Corridor as posing National or International Significance. If the transportation corridor is not of such national or international importance as to not be incorporated into the list of significant transportation corridors, and there is insufficient funding in Michigan for the construction and maintenance of such a facility, it is not feasible, practical or responsible for the State of Michigan to expend any funds in the promotion of such a crossing. Moreover, even though the Governor currently promotes the NITC/DRIC crossing as not costing any money to Michigan taxpayers, maintenance after construction must be ongoing. Michigan simply does not have sufficient funds to maintain its current infrastructure. It will not have sufficient funds to maintain the proposed NITC/DRIC crossing.

Finally, the reports use unrealistic traffic and population increase expectations as justifications for the transportation plan. For instance, the Overview justifies the need for increased expenditures on transportation due to an anticipated influx of immigrants to the area. However, in a state with one of the highest unemployment rates in the nation and a declining manufacturing industry, there is nothing to support such an assertion. Even if the population increases prove to be correct, MDOT notes that immigrant populations use less vehicular travel, and rely upon bicycles and public transportation that do not justify highway road expenditures. (2035 Overview, page 9).

In sum, the Overview of the 2035 Michigan Transportation Plan illustrates MDOT's attempt to conceal its financial inability to support its existing infrastructure with no justification for new infrastructure and its anticipation of imposing user fees on already financially strapped Michigan taxpayers. The 2035 Transportation Plan is ill conceived and an irresponsible use of Michigan taxpayer money.

Yours truly,



Dan Stamper
President
Detroit International Bridge Company

From: [Parsons, Bob \(MDOT\)](#)
To: [Gorski, Susan \(MDOT\)](#)
Subject: FW: Michigan's Long Range Transportation Plan
Date: Thursday, August 16, 2012 1:47:16PM
Attachments: [CWA-MI long range transportation plan.doc](#)
[MI Clean Construction.doc](#)
[CMAQ-Brochure-A-Funding-Source-For-Retrofits-1-2007.pdf](#)

Susan: Comments received from Clean Water Action/Clean Water Fund

From: Susan Harley
Sent: Thursday, August 16, 2012 1:07PM
To: Parsons, Bob (MDOT)
Subject: Michigan's Long Range Transportation Plan

Dear Bob,

Please see the attached comments from Clean Water Action as well as the attached supporting materials urging greater attention to black carbon and diesel pollution reductions in the state's long-term transportation plan.

Thanks,

Susan Harley

--

Susan E. Harley, J.D.
Michigan Policy Director
Clean Water Action
Clean Water Fund
www.cleanwateraction.org/mi <<http://www.cleanwateraction.org/mi>>

1200 Michigan Ave, Ste C
East Lansing, MI 48823
[\(517\) 203-0754](tel:5172030754)
[\(517\) 203-0760](tel:5172030760) Fax

This message (including any attachments) is intended only for the use of the person(s) to whom it is addressed, and may contain information that is privileged, confidential, and exempt from disclosure under applicable law. If you receive this message in error, please notify me immediately by email, telephone, or fax, and delete the original message from your records. Thank you.



September 11, 2012

Bob Parsons
Public Involvement and Hearings Officer
Michigan Department of Transportation
Submitted via email to: Parsons@Michigan.gov

Dear Bob,

On behalf of Clean Water Action's over 250,000 Michigan members, I urge the Michigan Department of Transportation (MDOT) to better address environmental justice and pollution concerns related to transportation projects. Diesel exhaust poses grave health dangers in Michigan including being responsible for [383 premature deaths](#) a year in the state. Moreover, black carbon present in diesel exhaust is a strong greenhouse pollutant over 2000 times more potent than Carbon Dioxide. Whereas there was some description in the State Long-Range Transportation Plan of the need to address community and environmental concerns, Michigan must include in the plan a stronger commitment to reducing pollution from construction projects.

As coordinator of the Michigan Diesel Clean-up Campaign (MDCC) and as a partner of the National Diesel Clean-up Campaign (www.dieselcleanup.org), our organization is acutely interested in minimizing health and climate impacts from construction projects. One way to assure that public infrastructure projects are not adversely affecting public health is to require that transportation projects use clean diesel engines. Clean Construction requirements are used in other states, such as Illinois. (See <http://www.meca.org/galleries/default-file/Green%20Construction%20Oct2010.pdf> for more information.)

Another way that MDOT could better assure public health and climate protections is to ensure a larger portion of Congestion Mitigation and Air Quality (CMAQ) dollars are spent on diesel retrofits. Under the newly passed MAP 21 federal Transportation Bill 25% of CMAQ dollars are to be spent on diesel-related pollution reductions. This official priority must be mapped out in the State Long-Range Plan so that other, less effective, pollution control solutions do not continue to drain this vital source of federal funding for diesel retrofits.

Clean Water Action and our MDCC partners look forward to working with MDOT to implement diesel pollution reduction projects related to transportation infrastructure improvements in Michigan.

Sincerely,

A handwritten signature in black ink that reads "Susan E. Harley".

Susan E. Harley, J.D.
Michigan Policy Director

*For more information, please contact: Susan Harley at 517.203.0754 or
sharley@cleanwater.org*

Support Clean Diesel in Michigan Transportation Plan New Infrastructure Investment Should Be a “Clean” Investment



Any new investment in our state’s infrastructure as a part of Michigan’s long-range transportation plan should be a clean investment.

As the workhorse of our economy, diesel engines, especially construction equipment, will play a major role in building the next generation of infrastructure projects in our communities.

The Problem: Diesel pollution from all sectors is associated with numerous adverse health effects including lung cancer, asthma attacks, heart attacks, stroke, and an estimated 21,000 premature deaths each year in the United States. Pollution from diesel construction equipment poses a serious threat to communities and project workers alike. Heavy construction equipment operators face an increased risk of lung disease from their exposure to diesel exhaust. The black carbon soot in diesel exhaust also is recognized as a potent global warming agent, approximately 2000 times more potent than the equivalent amount of CO₂ over a 20-year period.

According to the U.S. Environmental Protection Agency, over 37 percent of land-based particulate matter comes from construction equipment. Nationwide, there are over 2 million pieces of construction equipment and most lack modern particulate pollution controls.

For more information, please contact: Susan Harley at 517.203.0754 or sharley@cleanwater.org

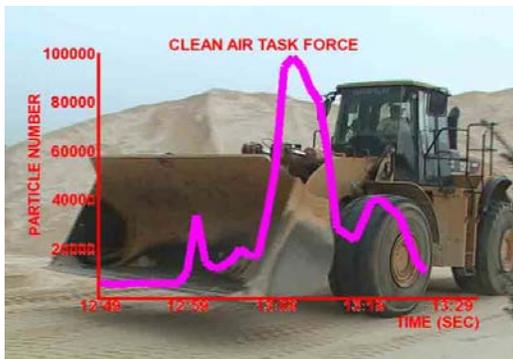
Pollution from diesel equipment has the potential to affect citizens in all parts of the country. Over 88 million Americans live in counties that violate federal health standards for particulate pollution.

The Solution: In Michigan, transportation projects should minimize any adverse impact on a community's air quality. Linking our state's diesel construction fleet to the transportation projects they are building will provide an opportunity to incorporate real performance measures on air quality into project delivery.

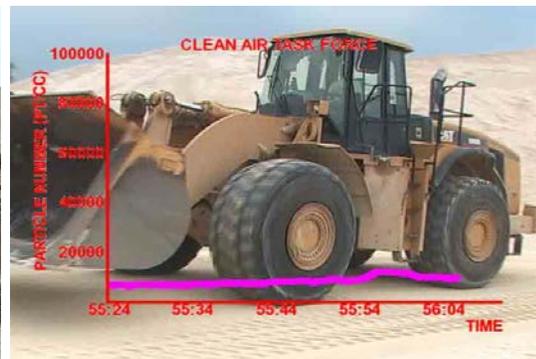
Diesel particulate filters combined with the use of ultra-low sulfur diesel fuel (ULSD) can eliminate over 90 percent of the dangerous particulate pollution from a diesel engine.

Call to Action: We ask Michigan to *require and fully fund* the use of clean diesel equipment (i.e., with a diesel particulate filter) on transportation projects included in our long-range Transportation Improvement Plan. Funding priority should be given to areas that violate federal air quality standards.

The Return on Investment: Estimates show that for every dollar spent on reducing particulate matter pollution from diesel engines, \$12 would be avoided in health damages. Keybridge Associates estimates that every \$1B investment in clean diesel technology would yield 19,000 jobs.

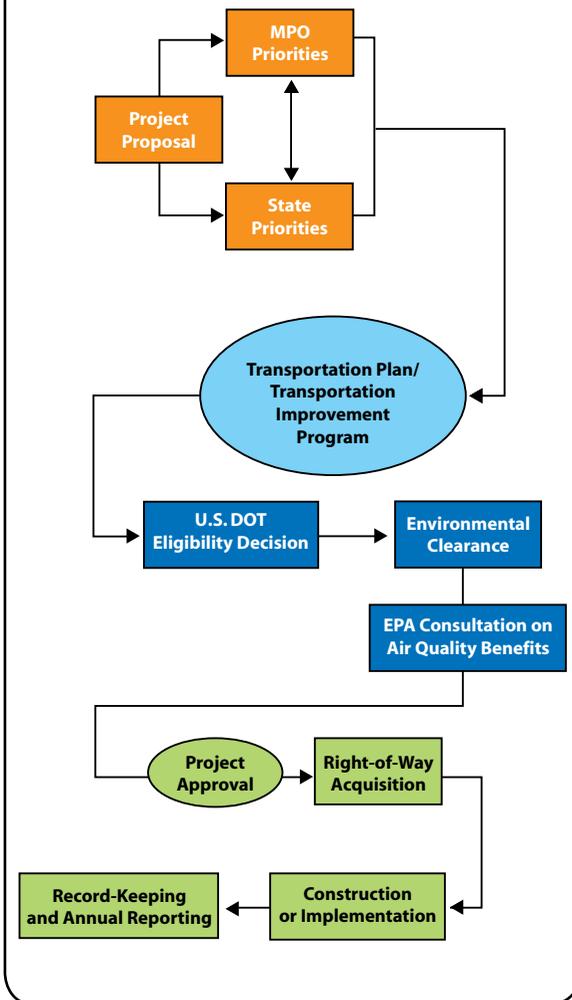


High pollution without filter



Low pollution with filter

FLOW CHART OF CMAQ PROJECT SELECTION PROCESS



Source: Federal Highway Administration



How can you receive CMAQ funds?

All CMAQ projects must be included in the region's latest conforming plan and transportation improvement program by a sponsoring MPO. As a result, interested recipients should contact local planners, legislators and MPOs to inform them of potential retrofit projects and learn more about the local process for getting projects included on the TIP. SAFETEA-LU places added emphasis on the cost-effectiveness criteria in the selection of projects for CMAQ funding. As a result, applications that include quantitative emissions reduction estimates, cost-effectiveness figures and provide more than 20% of the required matching funds are likely to be more attractive.



For more information visit
www.dieselforum.org

MeetCleanDiesel



[CMAQ:]

**A Funding Source
for Diesel Retrofits?**

What is CMAQ?

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a flexible funding source for state and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act (CAA). CMAQ was created in 1991 and reauthorized in the SAFETEA-LU legislation, the most recent surface transportation bill. CMAQ funds generally represent only 2-3% of a region's total transportation budget and the money supports transportation projects that reduce mobile source emissions in areas designated by U.S. EPA as a non-attainment or "maintenance" area according to the national ambient air quality standards.



How much funding is available for CMAQ projects?

Approximately \$8.6 billion is available for FY 2005 – 2009. Each fiscal year's funds are available for obligation by the states for a four-year period. Funds that are not obligated after 4 years are considered lapsed and return to the federal government.

How are CMAQ funds distributed?

Funds are apportioned to state transportation agencies based on a formula that accounts for population and the level of ozone and carbon monoxide air quality problems in a region. Areas designated as being in non-attainment for particulate matter are eligible to receive CMAQ funds, however the CMAQ funding formula does not include particulates as a factor.

From: [Joel Batterman](#)
To: [Parsons, Bob \(MDOT\)](#)
Cc: [Gorski, Susan \(MDOT\)](#)
Subject: Comments and Petition on State Long-Range Plan
Date: Friday, August 31, 2012 4:58:08PM
Attachments: [MDOT long-range plan comments - final.docx](#)
[MDOT petition text.docx](#)
[MDOT petition signatures 8-31-12.xlsx](#)
[MDOT petition comments 8-31-12.xlsx](#)
[U.S. and Michigan VMT.docx](#)

Greetings,

Attached see a comment letter, and accompanying petition, regarding the state Long-Range Transportation Plan. Please contact me to confirm receipt of these materials, and do let me know if you have any questions. Thank you for your consideration!

Best regards,

Joel Batterman

--

Joel M. Batterman
Transportation Programs Coordinator
Michigan Suburbs Alliance
22757 Woodward Ave. Suite 250, Ferndale, MI 48220
866.960.8803 Ext. 713
<<E-mail address removed by MDOT>>
www.suburbsalliance.org



To: Bob Parsons, Michigan Department of Transportation
Cc: Susan Gorski, Michigan Department of Transportation
Re: 2035 Long-Range Transportation Plan Must Assume Reduced Driving, Expand Transportation Options for Michiganders

August 31, 2012

Dear Mr. Parsons:

As organizations seeking to promote greater prosperity, a healthier environment, and a higher quality of life for all Michigan residents, we see MDOT's 2035 Long-Range Transportation Plan update as an important opportunity to chart a course for a better future. The current draft plan and associated white papers amply document many of the trends that demand a transformation of Michigan transportation. These trends have motivated a growing public demand for "more transit and non-motorized choices," as noted in MDOT's Preferred Vision, which states that the integrated transportation system of 2030 will respond to that demand.

However, that statement is not reflected in the Long-Range Plan's central assumption: that vehicle-miles travelled (VMT) in the state will increase through 2035. This assumption is the presumptive rationale for the nearly \$20 billion in highway expansion needs forecasted in the current plan, compared with only \$3.2 billion in multi-modal expansion needs. These assumptions reflect the priorities of the past, not the future.

We urge MDOT to revise the plan, assuming reduced vehicle-miles travelled and making investments accordingly in transit, bicycling and walking, and other non-highway modes as opposed to new highway capacity. This lower-VMT scenario is already taking shape, and it is the future preferred by most Michiganders. Over the space of one week, a petition requesting that future was signed by over 750 people. We have included these materials as an attachment to this letter, as one indication of Michigan's desire for a complete transportation system that puts opportunity within everyone's reach.

VMT is Declining in Michigan and the Nation

The plan's assumption of increased VMT reflects the fact that for decades, the amount of driving in Michigan rose year after year, just as it did in the nation as a whole. This reflected the overwhelming proportion of transportation funding flowing to highways, as

well as the predominance of low-density sprawl development over reinvestment in existing communities.

Over the past ten years, however, that changed decisively across the country, as shown in the attached graphs. U.S. driving went flat in 2004, and declined in 2007 for the first time since 1980.¹ Decline has continued despite an improving economy. In 2011, total U.S. VMT fell to the lowest level since 2003, while per capita U.S. VMT fell to its lowest level since 1998.²

In Michigan, according to data reported by MDOT to the Federal Highway Administration (FHWA), VMT during the month of May peaked in 2007, hitting a low point in 2011. In May of 2012, VMT surpassed last year's low, but remained below 2003 levels.³

The State Smart Transportation Initiative, of which MDOT is a member, notes that this downward VMT trend carries "major implications both for infrastructure revenue and infrastructure needs."⁴ Its causes are varied, but they include many of the factors described in the draft plan document itself.

Trends Described in the Draft Plan Will Further Reduce VMT

The current draft plan describes a range of socioeconomic trends, including demographic shifts, land use changes, and public preferences, which will shape Michigan's transportation patterns over the coming 25 years. These trends are likely to reduce vehicle-miles travelled. They include:

Demographic changes. Between 2000 and 2010, Michigan's population dropped 0.6%, according to the U.S. Census. The draft plan assumes this trend will be reversed, making for modest overall population growth. However, it assumes that the only subset of the population to grow will be population over age 65. Furthermore, the draft plan predicts increased immigration to the state from foreign countries, and notes that "foreign-born immigrants are used to a greater variety of modal choices and may rely, to a greater degree, on modes such as transit or bicycles." If seniors and new immigrants account for Michigan's population increase, VMT increase is unlikely.

Land use changes. The draft plan assumes that employment locations in Michigan will "continue to generally decentralize." It also suggests the possibility of a reduction in residential densities. These assumptions counter gradual but substantial changes in residential and business location over the past decade. Michigan has been slower than most states to witness a return of residents and businesses to central cities, but this

¹ Robert Puentes and Adie Tomer, "The Road...Less Travelled: An Analysis of Vehicle Miles Travelled Trends in the U.S.," Brookings Institution Metropolitan Policy Program, December 2008.

² "Motor vehicle travel demand continues long-term downward trend in 2011," State Smart Transportation Initiative, February 20, 2012.

³ Office of Highway Policy Information, "Traffic Volume Trends," Federal Highway Administration.

⁴ "Motor vehicle travel demand continues long-term downward trend in 2011," SSTI.

trend is well underway. Detroit provides one example, with downtown apartment occupancies at record levels, and major employers relocating from suburban sites to the city center.⁵ Greater density and centralization will tend to produce less need for driving.

Public preference changes. The draft plan notes that “[t]he public’s demand for more transportation choices has not wavered.” Indeed, contrasting with the decline in driving, public transit ridership in Michigan increased 15.5% from fiscal year 2005 to 2010, while state funding stayed flat. Voters overwhelmingly approve most local transit funding measures, passing 10 of 11 in 2011.⁶ Trends in bicycling and walking are more difficult to assess, since the state does not collect data, but public interest is evidenced in the 77 Michigan communities that have passed Complete Streets resolutions, plans, or ordinances. It might be said that public demand for more transportation choices has not only not wavered, but grown at an accelerated pace, while the appetite for driving has diminished correspondingly.

The Long-Range Plan Must Ensure a More Accessible Future for All

If we are to take seriously our responsibility to plan a transportation system for the year 2035, we cannot ignore these trends and their consequences. We cannot continue a policy of highway expansion and neglect of other modes. Yet in assuming increased vehicle miles travelled, the draft plan paves the way for just such a course of action, running counter to Michigan transportation trends, public needs, and the long-term prosperity of our state.

Indeed, a policy that prioritizes driving over other modes locks out many Michiganders from our transportation system, and thus from participation in our state’s economy and society as a whole. Today, according to the U.S. Census, nearly 300,000 Michigan households have no private motor vehicle available, and nearly one-third of all people in the state do not drive. Michigan has a proud automotive heritage, but we must recognize that our current transportation system does not serve everyone. The state has a duty to provide access to opportunity for all its people, and it is past time we did that by building the complete transportation that Michiganders want.

We, the undersigned organizations, respectfully request that MDOT revise the Long-Range Plan to consider these comments and the attached petition, and prepare Michigan for a future where we do not have to drive as far as we do now to meet our daily needs. We appreciate your work, and we look forward to working with you to ensure a plan that builds a stronger transportation system for Michigan.

⁵ Daniel Duggan, “Detroit apartment buildings fill; renters’ age falls: Incentives, biz moves drive surge,” *Crain’s Detroit Business*, June 19, 2011.

⁶ Neha Bhatt, “Michigan voters overwhelmingly support public transit ballot measures,” *Smart Growth America*, August 9, 2011.

Sincerely,

David Bulkowski
Executive Director, Disability Advocates of Kent County

John Lindemayer
Advocacy and Policy Director, League of Michigan Bicyclists

Timothy Fischer
Deputy Policy Director, Michigan Environmental Council

Marilyn Lieber
CEO and President, Michigan Fitness Foundation

James Bruckbauer
Policy Specialist, Michigan Land Use Institute

Joel Batterman
Transportation Programs Coordinator, Michigan Suburbs Alliance

Nancy Krupiarz
Executive Director, Michigan Trails and Greenways Alliance

Megan Owens
Executive Director, Transportation Riders United

c/o: Joel Batterman, Michigan Suburbs Alliance (joel@suburbsalliance.org)

encl: U.S. and Michigan VMT
encl: MDOT petition text
encl: MDOT petition signatures 8-31-12
encl: MDOT petition comments 8-31-12

Petitioning Michigan Department of Transportation

This petition will be delivered to:
Michigan Department of Transportation

Tell MDOT to Provide Michigan More Transportation Options, Not More Highways

by [Transportation Riders United](#)



The Michigan Department of Transportation (MDOT) [Long-Range Plan](#) must move our state towards more transportation options for all Michiganders, including expanded public transit and complete streets that are safe for walking and biking.

Instead, the draft plan assumes we'll be driving even more than we do now, in spite of four-dollar gas, our aging population, and a younger generation that's seeking other ways to get around.

We urge MDOT to revise the plan so that it:

- 1) Moves us towards a future where we don't need to drive as much to meet our needs;

2) Prioritizes expanded transportation options, including public transit, bicycling, and pedestrian infrastructure; and

3) Ensures that road money goes towards repairing our existing system, not building more highways we don't need and can't afford.

This plan should help us create healthier communities, not just faster ways to move through them. MDOT must help Michiganders renew our legacy of transportation leadership to meet the needs of our state today.

<https://www.change.org/petitions/tell-mdot-to-provide-michigan-more-transportation-options-not-more-highways>

Name	City	State	Zip Code	Country	Signed On
Megan Owens	Detroit	Michigan	48226		8/24/2012
Hayley Roberts	Detroit	Michigan	48216	United States	8/24/2012
Tim Fischer	Mason	Michigan	48854	United States	8/24/2012
michael Pierce	Ferndale	Michigan	48220	United States	8/24/2012
Kathryn Gray	Holland	Michigan	49424	United States	8/24/2012
Timothy Wolf	Holland	Michigan	49423	United States	8/24/2012
Mike Worton	chesterfield	Michigan	48047	United States	8/24/2012
Carsten Applegate	Detroit	Michigan	48201	United States	8/24/2012
Rusty Montreal	Ferndale	Michigan	48220	United States	8/24/2012
Elinor Vega	Hesperia	California	92345	United States	8/24/2012
Richard Payton	Ferndale	Michigan	48304	United States	8/25/2012
EPICA Consulting LLC Operated by Adam T.	Wixom	Michigan	48393	United States	8/25/2012
Kevin Dedicatoria	Saginaw	Michigan	48603	United States	8/25/2012
Chris Frey	Detroit	Michigan	48202	United States	8/25/2012
paul molnar	Traverse City	Michigan	49684	United States	8/25/2012
Jim Lively	Maple City	Michigan	49664	United States	8/25/2012
Tara Fischer	Mason	Michigan	48854	United States	8/25/2012
Mike Coco	Traverse City	Michigan	49685	United States	8/25/2012
Gary Howe	Traverse City	Michigan	49686	United States	8/25/2012
Yasiu Kruszynski	Chicago	Illinois	60613-0011	United States	8/25/2012
Edward Laurson	Denver	Colorado	80235	United States	8/25/2012
Bonnie Nolan	Ann Arbor	Michigan	48108	United States	8/25/2012
Chris Hinze	Traverse City	Michigan	49684	United States	8/25/2012
Joel Batterman	Ann Arbor	Michigan	48105	United States	8/25/2012
Jerry Jennings	East Lansing	Michigan	48823	United States	8/25/2012
Marie Donigan	Royal Oak	Michigan	48073	United States	8/25/2012
David Weinreich	Ann Arbor	Michigan	48104	United States	8/25/2012
James Bruckbauer	Traverse City	Michigan	49684	United States	8/25/2012
Karen Brookshear	Barryton	Michigan	49305	United States	8/25/2012
Dan Bator	Lake Orion	Michigan	48362	United States	8/25/2012
Stephen Riccardi	Brighton	Michigan	48114	United States	8/25/2012
Ariel Shaw	Ann Arbor	Michigan	48104	United States	8/25/2012
ann mcinnis	northport	Michigan	49670	United States	8/25/2012

Name	City	State	Zip Code	Country	Signed On
Gera;d Lee	Northport	Michigan	Northport	United States	8/25/2012
Todd Snyder	San Francisco	California	94115	United States	8/25/2012
Phillip Farber	Ann Arbor	Michigan	48103	United States	8/25/2012
Jane Rodgers	Ann Arbor	Michigan	48103	United States	8/25/2012
Wendy Stein	Troy	Michigan	48084	United States	8/25/2012
Daniel Brickley	Lansing	Michigan	48912	United States	8/25/2012
Bob Kuehne	Ann Arbor	Michigan	48103	United States	8/25/2012
Amita Amladi	West Bloomfield	Michigan	48325	United States	8/25/2012
Andrew Didorosi	Detroit	Michigan	48220	United States	8/25/2012
Sean Day	Detroit	Michigan	48209	United States	8/25/2012
Dawn Migan	Ferndale	Michigan	48220	United States	8/25/2012
Mike Fisher	Harrisburg	Oregon	97446	United States	8/25/2012
wayne clough	detroit	Michigan	48223	United States	8/25/2012
Aerial Best	Detroit	Michigan	48223	United States	8/25/2012
Ania Buraczewski	Hazel Park	Michigan	48030	United States	8/25/2012
Kathleen Hoagg	Traverse City	Michigan	49686	United States	8/25/2012
Adrianna Jordan	Plymouth	Michigan	48170	United States	8/26/2012
Mark Frever	Jackson	Michigan	49201	United States	8/26/2012
Ellen Fischer	Ann Arbor	Michigan	48105	United States	8/26/2012
Kim Gyr	Empire	Michigan	49630	United States	8/26/2012
Margaret Graham	Allen Park	Michigan	48101	United States	8/26/2012
David Haywood	Mason	Michigan	48854	United States	8/26/2012
Clark Harder	Owosso	Michigan	48867	United States	8/27/2012
Meghan Hess	Ann Arbor	Michigan	48103	United States	8/27/2012
Carrie Harnish	Canton	Michigan	48188	United States	8/27/2012
Chris Zadorozny	Brownstown	Michigan	48134	United States	8/27/2012
Paula Styer	Detroit	Michigan	48221	United States	8/27/2012
Juho Won	Farmington	Michigan	48336	United States	8/27/2012
Brian Baron	Newtonville	Massachusetts	2460	United States	8/27/2012
Brian Ambrozy	Detroit	Michigan	48208	United States	8/27/2012
Elaine Belz	Oakland	California	94606	United States	8/27/2012
Cory monroe	Grand Rapids	Michigan	49505	United States	8/27/2012
Jeff Wyrick	Wyoming	Michigan	49509	United States	8/27/2012

Name	City	State	Zip Code	Country	Signed On
patricia arbo	Royal Oak	Michigan	48067	United States	8/27/2012
Amy Swift	Detroit	Michigan	48201	United States	8/27/2012
Christina Peltier	Detroit	Michigan	48201	United States	8/27/2012
Elizabeth Luther	Detroit	Michigan	48209	United States	8/27/2012
ariel millan	Rochester	Michigan	48309	United States	8/27/2012
Blair Wills	Detroit	Michigan	48216	United States	8/27/2012
Judith Hainaut	Pontiac	Michigan	48342	United States	8/27/2012
Chris McCarus	Lansing	Michigan	48915	United States	8/27/2012
Shalourae Mitchell	Dearborn	Michigan	48126	United States	8/27/2012
Jennifer Jay	Traverse City	Michigan	49684	United States	8/27/2012
Jonathan Barth	Detroit	Michigan	48208	United States	8/27/2012
Karen Moorhead	Ann Arbor	Michigan	48103	United States	8/27/2012
Nancy Griesinger	Traverse City	Michigan	49686	United States	8/27/2012
Nicole Helegda	Royal Oak	Michigan	48067	United States	8/27/2012
Kate Knight	Plymouth	Michigan	48170	United States	8/27/2012
Frederick Kay	Traverse City	Michigan	49684	United States	8/27/2012
Jonathan Levine	Ann Arbor	Michigan	481051121	United States	8/27/2012
Bob Otwell	Traverse City	Michigan	49686	United States	8/27/2012
Adam Gainsley	Ypsilanti	Michigan	48198	United States	8/27/2012
Julianna Counts	Royal Oak	Michigan	48067	United States	8/27/2012
Aura Ozburn	Lansing	Michigan	48915	United States	8/27/2012
Matthew Rossi	Detroit	Michigan	48226	United States	8/27/2012
Lawrence Dilworth	Detroit	Michigan	48235	United States	8/27/2012
gregory Parker	Detroit	Michigan	48201	United States	8/27/2012
scott helmer	Ferndale	Michigan	48220	United States	8/27/2012
Kami Pothukuchi	Ann Arbor	Michigan	48103	United States	8/27/2012
Avis Vidal	Detroit	Michigan	48221	United States	8/27/2012
Tiffany Hartung	Muskegon	Michigan	49441	United States	8/27/2012
Edward Collins	Dearborn	Michigan	48126	United States	8/27/2012
Charles Shong	Saranac	Michigan	48881	United States	8/27/2012
Stephanie Fremont	Ypsilanti	Michigan	48198	United States	8/27/2012
Paul Martinsky	Detroit	Michigan	48212	United States	8/27/2012
Kathleen Newell	Detroit	Michigan	48219	United States	8/27/2012

Name	City	State	Zip Code	Country	Signed On
John Anderson	Saginaw	Michigan	48638	United States	8/27/2012
Precious Daniels	Detroit	Michigan	48206	United States	8/27/2012
Keith Brown	Lathrup Village	Michigan	48076-3577	United States	8/27/2012
Kevin LaPointe	Hamtramck	Michigan	48212	United States	8/27/2012
Daniel Myckowiak	Detroit	Michigan	48214	United States	8/27/2012
Eli Cooper	West Bloomfield Township	Michigan	48322	United States	8/27/2012
Nancy Stone	Ann Arbor	Michigan	48103	United States	8/27/2012
Brett Brainerd	Madison Heights	Michigan	48071	United States	8/27/2012
Cam Miller	Kalamazoo	Michigan	49009	United States	8/27/2012
Morgan Cox	Ypsilanti	Michigan	48198	United States	8/27/2012
Todd Scott	Royal Oak	Michigan	48073	United States	8/27/2012
Timothy Higle	Detroit	Michigan	48221	United States	8/27/2012
Matthew Trecha	East Lansing	Michigan	48823	United States	8/27/2012
Anya Dale	Ann Arbor	Michigan	48103	United States	8/27/2012
Patience Young	Detroit	Michigan	48203	United States	8/27/2012
Allie Muchmore	Lansing	Michigan	48912	United States	8/27/2012
Emma Flock	Waterford	Michigan	48327	United States	8/27/2012
Steven Johnson	Madison Heights	Michigan	48071	United States	8/27/2012
Raymond Detter	Ann Arbor	Michigan	48104	United States	8/27/2012
susan murphy	Northville	Michigan	48167	United States	8/27/2012
John Kabacinski	Livonia	Michigan	48150	United States	8/27/2012
Katherine Knapp	Ann Arbor	Michigan	49009	United States	8/27/2012
David Bulkowski	Grand Rapids	Michigan	49546	United States	8/27/2012
Karen Lund	HAMTRAMCK	Michigan	48212	United States	8/27/2012
Christina Cooper	allen park	Michigan	48101	United States	8/27/2012
Donovan McCarty	Troy	Michigan	48084	United States	8/27/2012
Frank Kong	Detroit	Michigan	48202	United States	8/27/2012
Kevin Wobbe	Detroit	Michigan	48201	United States	8/27/2012
Christopher Becker	Ann Arbor	Michigan	48103	United States	8/27/2012
paul montagno	Ann Arbor	Michigan	48103	United States	8/27/2012
Dave Koziol	Ann Arbor	Michigan	48108	United States	8/27/2012
Nancy Krupiarz	Haslett	Michigan	48840	United States	8/27/2012
Peter Alexander Kontras	Grand Rapids	Michigan	49506	United States	8/27/2012

Name	City	State	Zip Code	Country	Signed On
Eric Kim	Royal Oak	Michigan	48073	United States	8/27/2012
Noah Saganski	Hamtramck	Michigan	48212	United States	8/27/2012
Peggy S. Collins	Southfield	Michigan	48075	United States	8/27/2012
Carol Fulsher	Marquette	Michigan	49855	United States	8/27/2012
Daniel Parnell McCarter	Jenison	Michigan	49428	United States	8/27/2012
Nicolai Eddy	Southfield	Michigan	48033	United States	8/27/2012
Christopher Burtraw	Romulus	Michigan	48174	United States	8/27/2012
Neil Hunt	Laurel	Maryland	20723	United States	8/27/2012
Sarah Gryniewicz	Ann Arbor	Michigan	48104	United States	8/27/2012
joellem gilchrist	beverly hills	Michigan	48025	United States	8/27/2012
keith browne	howell	Michigan	48855	United States	8/27/2012
Victoria Jones	Grand Rapids	Michigan	49506	United States	8/27/2012
Gregory Moots	Detroit	Michigan	48221	United States	8/27/2012
Wesley DeYoung	Grand Rapids	Michigan	49506	United States	8/27/2012
Michelle Foster	Ferndale	Michigan	48220	United States	8/27/2012
Susan Davis	Owosso	Michigan	48867	United States	8/27/2012
Kevin Taylor	Warren	Michigan	48093	United States	8/27/2012
Lincoln Russell	Detroit	Michigan	48208	United States	8/27/2012
Nicole Sandberg	Grand Rapids	Michigan	49546	United States	8/27/2012
Reynolds Farley	Ann Arbor	Michigan	48105	United States	8/27/2012
Scott TenBrink	Jackson	Michigan	49203	United States	8/27/2012
Deborah La Violette	Detroit	Michigan	48223	United States	8/27/2012
Evan Gross	Redford	Michigan	48239	United States	8/27/2012
alexander shashko	dearborn	Michigan	48126	United States	8/27/2012
Claire Nelson	Detroit	Michigan	48201	United States	8/27/2012
Mark Schwinn	Chicago	Illinois	60632	United States	8/27/2012
Meagan Costea	Wayne	Michigan	48184	United States	8/27/2012
Kirk Westphal	Ann Arbor	Michigan	48104	United States	8/27/2012
John Ford	AnnArbor	Michigan	48108	United States	8/27/2012
Alan Graham	Grand Rapids	Michigan	49548	United States	8/27/2012
David Hensley	State College	Pennsylvania	16801	United States	8/27/2012
Matthew Galbraith	Plymouth	Michigan	48170	United States	8/27/2012
Bill Carey	Ferndale	Michigan	48220	United States	8/27/2012

Name	City	State	Zip Code	Country	Signed On
Meika Weiss	Zeeland	Michigan	49464	United States	8/27/2012
Lisa DiChiera	Chicago	Illinois	60641	United States	8/27/2012
Michael Washenko	Mount Clemens	Michigan	48043	United States	8/27/2012
Joanne Gaberson	Dearborn Heights	Michigan	48125	United States	8/27/2012
Gail Secord	Kalamazoo	Michigan	49004	United States	8/27/2012
Steve Schipper	Cedar Springs	Michigan	49319	United States	8/27/2012
Karissa Baker	Detroit	Michigan	48201	United States	8/27/2012
Emily Meyerson	Petoskey	Michigan	49770	United States	8/27/2012
steve and Linda Sobel	Farmington	Michigan	48336-2415	United States	8/27/2012
Andy Hickner	Ann Arbor	Michigan	48104	United States	8/27/2012
Emma Wendt	Ann Arbor	Michigan	48103	United States	8/27/2012
larry arbanas	farmington hills	Michigan	48336	United States	8/27/2012
De Witt Dykes	Bingham Farwms	Michigan	48025	United States	8/27/2012
Matthew Marderosian	Rapid City	Michigan	49676	United States	8/27/2012
Daniel Labby	Lincoln Park	Michigan	48146	United States	8/27/2012
James McBroom	Detroit	Michigan	48221-1827	United States	8/27/2012
Michael Steele	Morrice	Michigan	48857	United States	8/27/2012
Daniel Seidman	Royal Oak	Michigan	48067	United States	8/27/2012
Steve Trecha	East Lansing	Michigan	48823	United States	8/27/2012
Marry Vaughan	Ann Arbor	Michigan	48108	United States	8/27/2012
joel heeres	Detroit	Michigan	48208	United States	8/27/2012
Caitlyn Allen	Gladwin	Michigan	48624	United States	8/27/2012
Dennis Plucinsky	Dearborn Heights	Michigan	48125	United States	8/27/2012
Liz Paxson	Saugatuck	Michigan	49453	United States	8/27/2012
cal steinroth	Traverse City	Michigan	49686	United States	8/27/2012
Jordan Medeiros	Detroit	Michigan	48214	United States	8/27/2012
Joe Buese	Troy	Michigan	48084	United States	8/27/2012
Joan Witte Mrazik	Walled Lake	Michigan	48390	United States	8/27/2012
Darius Sedghi	Madison Heights	Michigan	48071	United States	8/27/2012
Alex Brown	Belleville	Michigan	48111	United States	8/27/2012
Jennifer Hill	Milford	Michigan	48381	United States	8/27/2012
Anna Oberlin	Battle Creek	Michigan	49015	United States	8/27/2012
Annis Pratt	Birmingham	Michigan	48009	United States	8/27/2012

Name	City	State	Zip Code	Country	Signed On
Barbara Smith	Lathrup Village	Michigan	48076	United States	8/27/2012
Heather Venzke Tykoski	Ludington	Michigan	49431	United States	8/27/2012
Aragorn Steiger	Detroit	Michigan	48215	United States	8/27/2012
Dorothy Robinett	Kalamazoo Township	Michigan	49008	United States	8/27/2012
Anna Holden	Grpsse Pointe Park	Michigan	48230	United States	8/27/2012
Lily Springsteen	Ann Arbor	Michigan	48104	United States	8/27/2012
Sam Sikanas	Ann Arbor	Michigan	48104	United States	8/27/2012
Linda Darga	Detroit	Michigan	48208	United States	8/27/2012
Edward Gardiner	Detroit	Michigan	48202	United States	8/27/2012
Christopher Copacia	Berkley	Michigan	48072	United States	8/27/2012
Denise Wheeler	Redford	Michigan	48239	United States	8/27/2012
Mark Lacari	Staten Island	New York	10314	United States	8/27/2012
Darrin Montgomery	Livonia	Michigan	48154	United States	8/27/2012
Gautam Mani	Benton Harbor	Michigan	49022	United States	8/27/2012
Andrew Grougan	Traverse City	Michigan	49684	United States	8/27/2012
Jason Weida	Canton	Michigan	48187	United States	8/27/2012
Dave Olszewski	St. Joseph	Michigan	49085	United States	8/27/2012
PA TRICIA I. IENT	ROYAL OAK	Michigan	48067-1728	United States	8/27/2012
Ian Smith	Jackson	Michigan	49201	United States	8/28/2012
Susan Howes	Royal Oak	Michigan	48067	United States	8/28/2012
Mary Jo Durivage	Dearborn	Michigan	48124	United States	8/28/2012
Fran Mervau	Saugatuck	Michigan	49453	United States	8/28/2012
Albert Wolschleger	Lathrup Village	Michigan	48076	United States	8/28/2012
Judith Newash	Detroit	Michigan	48221	United States	8/28/2012
Daniel Shrake	Beverly Hills	Michigan	48025	United States	8/28/2012
Nathan Ebig	Saginaw	Michigan	48603	United States	8/28/2012
Brian Vosburg	Grosse Pointe	Michigan	48230	United States	8/28/2012
Timothy Backhurst, A.I.C.P.	Clinton Township	Michigan	48036	United States	8/28/2012
Joel Gaff, Jr.	Traverse City	Michigan	49684	United States	8/28/2012
Mary McKissic	Detroit	Michigan	4838	United States	8/28/2012
Rowen Kade	Seattle	Washington	98125	United States	8/28/2012
Jon Moore	Searsport	Maine	4974	United States	8/28/2012
Arun D'Souza	Ann Arbor	Michigan	48104	United States	8/28/2012

Name	City	State	Zip Code	Country	Signed On
Mark Wagner	Royal Oak	Michigan	48067	United States	8/28/2012
Trish Petrat	Brighton	Michigan	48116	United States	8/28/2012
Reg McGhee	Detroit	Michigan	48207	United States	8/28/2012
Marie Koper	Mt. Pleasant	Michigan	48858	United States	8/28/2012
Deborah Parker	Grosse Pointe	Michigan	48236	United States	8/28/2012
Dominik Choromanski	Troy	Michigan	48084	United States	8/28/2012
Andy McGlashen	East Lansing	Michigan	48823	United States	8/28/2012
Scott Schmidt	Lansing	Michigan	48915	United States	8/28/2012
Kimberly Littlejohn	Gared city	Michigan	48135	United States	8/28/2012
Delyan Raychev	Berkley	Michigan	48072	United States	8/28/2012
Nathan Phenicie	Comstock Park	Michigan	49321	United States	8/28/2012
Tara Gillen	royal oak	Michigan	48067	United States	8/28/2012
Kelly Logan	Dearborn	Michigan	48126	United States	8/28/2012
linda logan	huntington woods	Michigan	48070	United States	8/28/2012
Martha Fedorowicz	East Lansing	Michigan	48823	United States	8/28/2012
Suzann Flowers	Benton Harbor	Michigan	49022	United States	8/28/2012
Nicolas Eddy	Southfield	Michigan	48033	United States	8/28/2012
Brad Garmon	Lansing	Michigan	48910	United States	8/28/2012
lecia lamphere	Schoolcraft	Michigan	49087	United States	8/28/2012
taressa sprick	holland	Michigan	49424	United States	8/28/2012
Sheri Holstege	Zeeland	Michigan	49464	United States	8/28/2012
Grace Springsteen	Ann Arbor	Michigan	48104	United States	8/28/2012
Richard Murphy	Ypsilanti	Michigan	48197	United States	8/28/2012
Karen Gray	Lansing	Michigan	48912	United States	8/28/2012
Margaret Striz	Lansing	Michigan	48906	United States	8/28/2012
Charles Springsteen	Detroit	Michigan	48202	United States	8/28/2012
Gregg Bloomfield	Birmingham	Michigan	48009	United States	8/28/2012
Scott Karbon	Waterford	Michigan	48328	United States	8/28/2012
Ryan Buck	Ypsilanti	Michigan	48197	United States	8/28/2012
Asmara Afework	Detroit	Michigan	48221	United States	8/28/2012
Kenneth Clark	Ann Arbor	Michigan	48105	United States	8/28/2012
Richard Novasky	Dearborn	Michigan	48124	United States	8/28/2012
Thomas Hinsberg	Detroit	Michigan	48207	United States	8/28/2012

Name	City	State	Zip Code	Country	Signed On
Claire Jaffe	Ann Arbor	Michigan	48104	United States	8/28/2012
Sigrid Dale	Warren	Michigan	48092	United States	8/28/2012
Michael Cohn	San Francisco	California	94118	United States	8/28/2012
April Murphy	Ferndale	Michigan	48220	United States	8/28/2012
Sarynna Lopez Meza	East Lansing	Michigan	48823	United States	8/28/2012
Eileen Divringi	Ann Arbor	Michigan	48104	United States	8/28/2012
Mary Holm	Battle Creek	Michigan	49014	United States	8/28/2012
Julia Callis	Detroit	Michigan	48216	United States	8/28/2012
Aaron Stark	Ypsilanti	Michigan	48197	United States	8/28/2012
League of Michigan Bicyclists	Lansing	Michigan	48912	United States	8/28/2012
Sherri Cadeaux	holland	Michigan	49424	United States	8/28/2012
Hailey O'Brien	hazel park	Michigan	48030	United States	8/28/2012
Dayna Sprentall	Ypsilanti	Michigan	48197	United States	8/28/2012
Samantha Farr	Brooklyn	New York	11205	United States	8/28/2012
Charlie Callis	Detroit	Michigan	48216	United States	8/28/2012
Donald Stuckey	Detroit	Michigan	48228	United States	8/28/2012
Robert Tischbein	Utica	Michigan	48317	United States	8/28/2012
MICHAEL PATTEN	GROSSE POINTE WOODS	Michigan	482361920	United States	8/28/2012
Maribeth Sala-Gietzen	Plymouth	Michigan	48170	United States	8/28/2012
Vanessa Hentschel	Sterling Heights	Michigan	48310	United States	8/28/2012
Stephanie Fries	Detroit	Michigan	48226	United States	8/28/2012
Karl Heckman	Ann Arbor	Michigan	48103	United States	8/28/2012
Oliver Newell	Detroit	Michigan	48219	United States	8/28/2012
Barbara Bigelow	White Lake	Michigan	48383	United States	8/28/2012
Daniel Grzesiak	Ferndale	Michigan	48220	United States	8/28/2012
Alexandra Toenniges	Orchard Lake	Michigan	48324	United States	8/28/2012
Danielle Ostafinski	Grand Rapids	Michigan	49503	United States	8/28/2012
Brian Hoort	East Lansing	Michigan	48823	United States	8/28/2012
Philip Henderson	Lansing	Michigan	48917	United States	8/28/2012
Michael Cornell	Grand Rapids	Michigan	49506	United States	8/28/2012
Nathan Hunt	Ferndale	Michigan	48220	United States	8/28/2012
Joyce Halstead	Midland	Michigan	48640	United States	8/28/2012
Carolyn Grawi	Ann Arbor	Michigan	48108	United States	8/28/2012

Name	City	State	Zip Code	Country	Signed On
Mark Smith	Mt. Pleasant	Michigan	48858	United States	8/28/2012
Ken Ramsay	New Buffalo	Michigan	49117	United States	8/28/2012
Jenny Jensen	Okemos	Michigan	48864	United States	8/28/2012
Nancy Glass	East Lansing	Michigan	48823	United States	8/28/2012
Steve Gilmer	South Lyon	Michigan	48178-1671	United States	8/28/2012
Elsa Verderber	E. Lansing	Michigan	48823	United States	8/28/2012
Judith IRWIN	Grand Blanc	Michigan	48439	United States	8/28/2012
Donald Jones	Southfield	Michigan	48075	United States	8/28/2012
Paul Sosnowski	Shelby Twp	Michigan	48317	United States	8/28/2012
jo flowers	south haven	Michigan	49090	United States	8/28/2012
Iris Smith	Cedar Springs	Michigan	49319	United States	8/28/2012
chris rizzo	ypsilanti	Michigan	48198	United States	8/28/2012
Sarah Green	Grand Rapids	Michigan	49525	United States	8/28/2012
Katrin Rosinski	Roseville	Michigan	48066	United States	8/28/2012
George Lombardi	Charter Township of Clinton	Michigan	48035	United States	8/28/2012
Bob Krzewinski	Ypsilanti	Michigan	48198	United States	8/28/2012
Kevin Luedtke	Ferndale	Michigan	48220-1271	United States	8/28/2012
scott Schmock	Lapeer	Michigan	48446	United States	8/28/2012
Lou Awodey	Boyne City	Michigan	49712	United States	8/28/2012
Rolf Amsler	Saline	Michigan	48176-9555	United States	8/28/2012
Virginia Rossman	Flat Rock	Michigan	48134	United States	8/28/2012
andrew fedewa	portland	Michigan	48875	United States	8/28/2012
Howard Ring	Plymouth	Michigan	48170	United States	8/28/2012
Michael Friedman	Detroit	Michigan	48219	United States	8/28/2012
Dwight Adams	Lake Orion	Michigan	48359	United States	8/28/2012
Janos K	Delgany		Co Wicklow	Ireland	8/28/2012
JAN CHEPESKA	HOWELL	Michigan	48855	United States	8/28/2012
Stephen Miller	Flushing	Michigan	48433	United States	8/28/2012
Steve Cypher	Rochester	Michigan	48307	United States	8/28/2012
Armgard Everett	Holland	Michigan	49424	United States	8/28/2012
jeri brain	bloomfield hills	Michigan	48302	United States	8/28/2012
John Simpkins	Ann Arbor	Michigan	48103	United States	8/28/2012
BRYAN KAPOLKA	pleasant ridge	Michigan	48069	United States	8/28/2012

Name	City	State	Zip Code	Country	Signed On
Debra Moore	Clio	Michigan	48420	United States	8/28/2012
Ken Shannon	Ypsilanti	Michigan	48197	United States	8/28/2012
Barbara Byers	Ann Arbor	Michigan	48103	United States	8/28/2012
Johm Cherry	Clio	Michigan	48420	United States	8/28/2012
Andrew Helmboldt	Battle Creek	Michigan	49017	United States	8/28/2012
Jaime Ruiz	Auburn hills	Michigan	48326	United States	8/28/2012
Yolanda Alexander	Grand Rapids	Michigan	49508	United States	8/28/2012
Barbara Kantola	Niles	Michigan	49120	United States	8/28/2012
Kathy Pilon	Traverse City	Michigan	49686	United States	8/28/2012
Chris Johnson	Highland Park	Michigan	48203	United States	8/28/2012
alan katovich	sterling hts	Michigan	48312	United States	8/28/2012
Dianne Richter	Elk Rapids	Michigan	49629	United States	8/28/2012
Roger Moore	Carp Lake	Michigan	49718	United States	8/28/2012
Dawn Papple	Pinckney	Michigan	48169	United States	8/28/2012
Sarna Salzman	Traverse City	Michigan	49686	United States	8/28/2012
Belva Davis	Detroit	Michigan	48224	United States	8/28/2012
Elaine Tokarski	Troy	Michigan	48083	United States	8/28/2012
Benjamin Green	Fenton	Michigan	48430	United States	8/28/2012
JoAnn Muchow	East Tawas	Michigan	48730	United States	8/28/2012
Joseph Glass	East Lansing	Michigan	48823	United States	8/28/2012
Ron Chelland	Norton Shores	Michigan	49444	United States	8/28/2012
Ilene Kazak	Detroit	Michigan	48212-3111	United States	8/28/2012
George Eckhoff	Jenison	Michigan	49428	United States	8/28/2012
Joseph Bernath	Charlotte	Michigan	48813	United States	8/28/2012
Robert Hewson	Westland	Michigan	48186-4733	United States	8/28/2012
Michael Saenz	South Haven	Michigan	49090	United States	8/28/2012
Michael Dettmer	Traverse City	Michigan	49686	United States	8/28/2012
Lois bahle	suttons bay	Michigan	49682	United States	8/28/2012
Georgia Richards	Kentwood	Michigan	49512	United States	8/28/2012
dawn detmer	houghton lake	Michigan	48629	United States	8/28/2012
Linda Ratigan	Hudsonville	Michigan	49426	United States	8/28/2012
Patricia LaBelle	Marysville	Michigan	48040	United States	8/28/2012
Jennifer Wilson	Alma	Michigan	48801	United States	8/28/2012

Name	City	State	Zip Code	Country	Signed On
Daniel Boot	Grand Rapids	Michigan	49507	United States	8/28/2012
Sharon McGladdery	Farmington Hills	Michigan	48331	United States	8/28/2012
Rick Lanting	Byron Center	Michigan	49315	United States	8/28/2012
Marc Schoenberg	Farmington Hills	Michigan	48336	United States	8/28/2012
Irwin Danto	West Bloomfield	Michigan	48322	United States	8/28/2012
Steven Vagnozzi	Okemos	Michigan	48864-3229	United States	8/28/2012
Mark Hartmann	Midland	Michigan	48642	United States	8/28/2012
Mary Follis	Kalamazoo	Michigan	49009	United States	8/28/2012
B McCown	Taylor	Michigan	48180-4113	United States	8/28/2012
Jeremy Barnby	Traverse City	Michigan	49684	United States	8/28/2012
Kevin Fleming	Jackson	Michigan	49201	United States	8/28/2012
Elizabeth Urbaniak	Ann Arbor	Michigan	48103	United States	8/28/2012
Michael Swiger	Ludington	Michigan	49431-1480	United States	8/28/2012
Gerald Fisher	Spring Lake	Michigan	49456	United States	8/28/2012
John Nowosad	Detroit	Michigan	48226	United States	8/28/2012
Dan Marolla	West Bloomfield	Michigan	48323	United States	8/28/2012
Hughes Glantzberg II	Pontiac	Michigan	48341	United States	8/28/2012
Rick Zajac	Taylor	Michigan	48180-3859	United States	8/28/2012
Chuck Collins	Farmington Hills	Michigan	48336	United States	8/28/2012
Nicholas Occhipinti	Grand Rapids	Michigan	49503	United States	8/28/2012
frank oberc	livonia	Michigan	48152	United States	8/28/2012
Gary Lea	Livonia	Michigan	48150-2660	United States	8/28/2012
Doug Hassett	Monroe	Michigan	48162	United States	8/28/2012
James Rose	Jasper	Michigan	49248	United States	8/28/2012
ed topolinski	boyne city	Michigan	49712	United States	8/28/2012
Timothy Rexin	Midland	Michigan	48642	United States	8/28/2012
Julie Pike	Muskegon	Michigan	49441	United States	8/28/2012
Sharon Meader	Parma	Michigan	49269	United States	8/28/2012
PHIL KORENDA	LIVONIA	Michigan	48150	United States	8/28/2012
Chris Gentry	Cadillac	Michigan	49601	United States	8/28/2012
Phill Patzer	Cadillac	Michigan	49601	United States	8/28/2012
Carol Stanger	Jackson	Michigan	49201	United States	8/28/2012
Leonard Marszalek	Empire	Michigan	49630	United States	8/28/2012

Name	City	State	Zip Code	Country	Signed On
S. Menke	Northville	Michigan	48167	United States	8/28/2012
Irvin Smith	Rochester Hills	Michigan	48307	United States	8/28/2012
Sherron Collins	Spring Lake	Michigan	49456	United States	8/28/2012
Malinda Funk	Lansing	Michigan	48910	United States	8/28/2012
Andy Dragt	Grand Rapids	Michigan	49506	United States	8/28/2012
Joshua Brent	Royal Oak	Michigan	48067	United States	8/28/2012
Jeremy Emmi	Lansing	Michigan	48912	United States	8/28/2012
Nicolaos Tapazoglou	Allen Park	Michigan	48101-2068	United States	8/28/2012
Kathy Cannon	Commerce Township	Michigan	48390	United States	8/28/2012
Diana Twede	East Lansing	Michigan	48823	United States	8/28/2012
Kay Abromaitis	Grand Rapids	Michigan	49505	United States	8/28/2012
James Pecott	Traverse City	Michigan	49684	United States	8/28/2012
Joanne Darr	Brighton	Michigan	48114	United States	8/28/2012
Alfredo Ferreyra	Bloomfield Hills	Michigan	48301	United States	8/28/2012
Yousef Zarbalian	Baltimore	Maryland	21230	United States	8/28/2012
Carol O'Brien	Detroit	Michigan	48219	United States	8/28/2012
Adan Quan	East Lansing	Michigan	48824	United States	8/28/2012
Jim Sunstrum	Dearborn	Michigan	48128	United States	8/29/2012
Diane Tuinstra	East Lansing	Michigan	48823	United States	8/29/2012
Thomas Huber	Zeeland	Michigan	49464	United States	8/29/2012
Ray Rose	Hastings	Michigan	49058	United States	8/29/2012
Susann Herb Eddy	Southfield	Michigan	48933	United States	8/29/2012
Richard Wortman	Jackson	Michigan	49203	United States	8/29/2012
Bonnie Culhane	Saint Clair Shores	Michigan	48081	United States	8/29/2012
Bryan Vartanian	Livonia	Michigan	48152	United States	8/29/2012
Cheri Cornell	East Grand Rapids	Michigan	49506	United States	8/29/2012
Tom Visner	Wyoming	Michigan	49519	United States	8/29/2012
David VanDeusen	Dearborn Heights	Michigan	48127	United States	8/29/2012
Kristy Moeller	Lansing	Michigan	48911	United States	8/29/2012
Catherine Standish	Westland	Michigan	48185	United States	8/29/2012
John McTaggart	Grand Blanc	Michigan	48439	United States	8/29/2012
Jan Davidson	Iron Mountain	Michigan	49801	United States	8/29/2012
FRAN KIRKWOOD	BIG RAPIDS	Michigan	49307	United States	8/29/2012

Name	City	State	Zip Code	Country	Signed On
Sharon Penprase	Midland	Michigan	48640	United States	8/29/2012
Nancy Baker Kurtz	Ann Arbor	Michigan	48108-2902	United States	8/29/2012
greg breuckman	Sterling Heights	Michigan	48313	United States	8/29/2012
David Jones	Kalamazoo	Michigan	49001	United States	8/29/2012
sarah davenport	mulliken	Michigan	48861	United States	8/29/2012
Lisa Klopfer	Ann Arbor	Michigan	48104	United States	8/29/2012
Larry Goldman	Huntington Woods	Michigan	48070	United States	8/29/2012
Carol Johannes	Ann Arbor	Michigan	48103	United States	8/29/2012
Cathye Williams	Thompsonville	Michigan	49683	United States	8/29/2012
Susan Masiak	Rochester Hills	Michigan	48309	United States	8/29/2012
Doug Zande	Lake Orion	Michigan	48360	United States	8/29/2012
Nancy Feifer	Troy	Michigan	48098	United States	8/29/2012
Brian Cahalan	Flat Rock	Michigan	48134	United States	8/29/2012
Gregory Krapp	Clinton Twp	Michigan	48038	United States	8/29/2012
Stephen Farkas	Canton	Michigan	48187	United States	8/29/2012
Diane and Dominic and family Palumbo	Banner Elk	North Carolina	28604	United States	8/29/2012
Jennifer Convery	Ferndale	Michigan	48220	United States	8/29/2012
Joel Jarvis	Norton Shores	Michigan	49441	United States	8/29/2012
Cynthia Shake	Plymouth	Michigan	48170	United States	8/29/2012
Larry Homan	Lawton	Michigan	49065	United States	8/29/2012
Rita Winters	Dearorn	Michigan	48126	United States	8/29/2012
Ewen Todd	Okemos	Michigan	48864	United States	8/29/2012
Penny Owen	Saline	Michigan	48176	United States	8/29/2012
Dale Patterson	Rockford	Michigan	49341	United States	8/29/2012
Mike Chumbley	Rochester Hills	Michigan	48309	United States	8/29/2012
Robert Kendall	Walled Lake	Michigan	48390	United States	8/29/2012
Janice Herendeen	Greenville	Michigan	48838	United States	8/29/2012
Joseph Langston	Flushing	Michigan	48433	United States	8/29/2012
Kathleen Ritchie	Rochester Hills	Michigan	48306	United States	8/29/2012
Craig Yoas	Grand Haven	Michigan	49417	United States	8/29/2012
keith jakobi	BAY CITY	Michigan	48706	United States	8/29/2012
Philip Proefrock	Ann Arbor	Michigan	48105	United States	8/29/2012
Sandra Lach	Detroit	Michigan	48035	United States	8/29/2012

Name	City	State	Zip Code	Country	Signed On
Christine Danner	Port Huron	Michigan	48060	United States	8/29/2012
Ramon Corpuz	Ypsilanti	Michigan	48197	United States	8/29/2012
Anthony Semanik	West Bloomfield	Michigan	48322	United States	8/29/2012
Stephan Morse	Ann Arbor	Michigan	48103	United States	8/29/2012
Jillian Snyder	Fife Lake	Michigan	49633	United States	8/29/2012
Jane Fijal	Grosse Ile	Michigan	48138	United States	8/29/2012
Suzanne Schimanski-Gross	Northville	Michigan	48167	United States	8/29/2012
carol simen	Westland	Michigan	48185	United States	8/29/2012
ANTHONY ORTMERTL	CLIO	Michigan	48420	United States	8/29/2012
Amelia Sefton	Grand Rapids,	Michigan	49506	United States	8/29/2012
Nadine Gilmer	Ann Arbor	Michigan	48104	United States	8/29/2012
JOHN FAHEY	MUIR	Michigan	48860	United States	8/29/2012
Ben Ambrose	Canton	Michigan	48187	United States	8/29/2012
Gloria La Fleur	Dearborn Heights	Michigan	48125	United States	8/29/2012
sam sanders	mount morris	Michigan	48458	United States	8/29/2012
Lynn Soss	Northville	Michigan	48168	United States	8/29/2012
Rosalie Herman	Suttons Bay	Michigan	49682	United States	8/29/2012
Jennifer Bickel	Oxford	Michigan	48371	United States	8/29/2012
Jessie Lowery	Grand Junction	Michigan	49056	United States	8/29/2012
Clemens Wittekind	Royal Oak	Michigan	48067	United States	8/29/2012
Frank Lynn	Grand Rapids	Michigan	49546	United States	8/29/2012
Roy Cole	Holland	Michigan	49423	United States	8/29/2012
Frenzela Gregory	Detroit	Michigan	48202	United States	8/29/2012
Annie McCombs	Kalamazoo	Michigan	49005	United States	8/29/2012
Randa Seifeldin	Troy	Michigan	48098	United States	8/29/2012
JOHN STEVENS	TAYLOR	Michigan	48180	United States	8/29/2012
Mark Sloan	Kalamazoo	Michigan	49006	United States	8/29/2012
Mike Beers	Mount Clemens	Michigan	48043	United States	8/29/2012
Kenneth Zanon	Iron River	Michigan	49935	United States	8/29/2012
Janay Brower	Grand Rapids	Michigan	49506	United States	8/29/2012
Gail Hubert	Fenton	Michigan	48430	United States	8/29/2012
Michelle Swift	Grand Rapids	Michigan	49506	United States	8/29/2012
Gail Goldman	Huntington Woods	Michigan	48070	United States	8/29/2012

Name	City	State	Zip Code	Country	Signed On
Michael Mast	Grand Rapids	Michigan	49503	United States	8/29/2012
Elaine Ulrich	Fenton	Michigan	48430	United States	8/29/2012
Dave Wood	Davison	Michigan	48423	United States	8/29/2012
Michael Wildschut	Grand Rapids	Michigan	49506	United States	8/29/2012
Maxine Nieder	Lansing	Michigan	48910	United States	8/29/2012
Linda Springsteen	Indian River	Michigan	49749	United States	8/29/2012
Angi Zamarripa	Grand Rapids	Michigan	49503	United States	8/29/2012
Mark Todd	Rochester Hills	Michigan	48309	United States	8/29/2012
Michael Wheelock	Charter Township of Clinton	Michigan	48038	United States	8/29/2012
Lynda Kaye	South Rockwood	Michigan	48179	United States	8/29/2012
Thomas Fish	Grand Rapids	Michigan	49503	United States	8/29/2012
Carolyn Niewiek	Grand Rapids	Michigan	49504	United States	8/29/2012
Theresa Roach	Flint	Michigan	48502	United States	8/29/2012
Theresa Roach	Grand Blanc	Michigan	48439	United States	8/29/2012
Chris Snyder	Grand Rapids	Michigan	49507	United States	8/29/2012
Robert Geary	Commerce Twp.	Michigan	48390	United States	8/29/2012
Katie Kiacz	Grand Blanc	Michigan	48439	United States	8/29/2012
Tessa Kwant	Grand Rapids	Michigan	49506	United States	8/29/2012
Steve Wiltjer	Grand Rapids	Michigan	49506	United States	8/29/2012
Kyle Crawford	Grand Rapids	Michigan	49504	United States	8/29/2012
Charlotte Stone	Oak Park	Michigan	48237	United States	8/29/2012
pamela schlosser	grand rapids	Michigan	49507	United States	8/29/2012
Neal Oliver	Portage	Michigan	49024	United States	8/29/2012
zahra fahs	Bloomfield Hills	Michigan	48302	United States	8/29/2012
Paul Weihs	Sterling Heights	Michigan	48312	United States	8/29/2012
Felicia Wasson	Lansing	Michigan	48933	United States	8/29/2012
Judith Jenkins	Detroit	Michigan	48228-1311	United States	8/29/2012
Ann L. Parker	Grosse Pointe Park	Michigan	48230	United States	8/29/2012
karen colpean	saint charles	Michigan	48655	United States	8/29/2012
R B	Grand Rapids	Michigan	49546-8804	United States	8/29/2012
Robert Lovell	East Lansing	Michigan	48823	United States	8/29/2012
Ben Rubinstein	Ferndale	Michigan	48220	United States	8/29/2012
Janice Heft	Allendale	Michigan	49401	United States	8/29/2012

Name	City	State	Zip Code	Country	Signed On
Lonnie Zamarripa	Wyoming	Michigan	49548	United States	8/29/2012
Joseph Tasse	Hamtramck	Michigan	48212	United States	8/29/2012
Ann Rogers	Traverse City	Michigan	49686	United States	8/29/2012
Ash Snyder	holland	Michigan	49424	United States	8/29/2012
Eric Arnoys	Grand Rapids	Michigan	49506	United States	8/29/2012
M'Lynn Hartwell	Traverse City	Michigan	49685	United States	8/29/2012
Timothy Johnson	Ypsilanti	Michigan	48197	United States	8/29/2012
James Penn	Grand Rapids	Michigan	49504	United States	8/29/2012
Aaron Bigler	Goodrich	Michigan	48438	United States	8/29/2012
Jerry Mawhorter	Royal Oak	Michigan	48073-3469	United States	8/29/2012
Sophie Grillet	Ann Arbor	Michigan	48103	United States	8/29/2012
Jessica Snow	West Paducah	Kentucky	42086	United States	8/29/2012
Christopher Raupp	Detroit	Michigan	48238-1185	United States	8/29/2012
Jeffrey Smith	Ann Arbor	Michigan	48103	United States	8/29/2012
Amy Page	Grand Rapids	Michigan	49504	United States	8/29/2012
john kaeckmeister	bay city	Michigan	48706	United States	8/29/2012
Brad Smit	Grand Rapids	Michigan	49544	United States	8/29/2012
Diane Good	Bellaire	Michigan	49615	United States	8/29/2012
Evelyn Stone	Grand Rapids	Michigan	49506	United States	8/29/2012
Christopher Benson	HARBOR SPRINGS	Michigan	49740	United States	8/29/2012
Jacki Stears	three rivers	Michigan	49093	United States	8/29/2012
Melissa Dotz	Saline		48176	United States	8/29/2012
Cherylann Bussey	Muskegon	Michigan	49445	United States	8/29/2012
Elizabeth Szweczyk	Wyandotte	Michigan	48192	United States	8/29/2012
Ethan Cunningham	Grand Rapids	Michigan	49506	United States	8/29/2012
Laura Campbell	East Lansing	Michigan	48823	United States	8/29/2012
Chris Kolb	Ann Arbor	Michigan	48103	United States	8/29/2012
Shane Antrim	Newport	Michigan	48166	United States	8/29/2012
Lauren Holaly	Grand Blanc	Michigan	48439	United States	8/29/2012
Brian Watt	Kalamazoo	Michigan	49009	United States	8/29/2012
Laura Schlecte	Jackson	Michigan	49201	United States	8/29/2012
Charles Cabbage	Paw Paw	Michigan	49079	United States	8/29/2012
Bill Rowland	Jackson	Michigan	49202	United States	8/29/2012

Name	City	State	Zip Code	Country	Signed On
Thijs ter Avest	Utrecht		3525BH	Netherlands	8/29/2012
kris martin	Buchanan	Michigan	49107	United States	8/29/2012
Virginia Garner	Canton	Michigan	48188	United States	8/29/2012
Kimberly Frost	Grand Rapids	Michigan	49546	United States	8/29/2012
William Wiza	Clinton Twp.	Michigan	48035	United States	8/29/2012
Victoria Byers	Carleton	Michigan	48117	United States	8/29/2012
m s		111 Alaska	111	United States	8/29/2012
Marianne Reid	Oakland	Michigan	48363	United States	8/29/2012
Christine Younger	White Lake	Michigan	48386	United States	8/29/2012
Brian McCullough	Detroit	Michigan	48219	United States	8/29/2012
Annette Knowles	Farmington	Michigan	48335	United States	8/29/2012
Andrew Webster	Holland	Michigan	49423	United States	8/29/2012
Deb Laakso	Grand Rapids	Michigan	49505	United States	8/29/2012
Judith DeRycke	Pentwater	Michigan	49449	United States	8/29/2012
Don Christopher	Lincoln Park	Michigan	48146	United States	8/29/2012
Doug Welker	Pelke	Michigan	49958	United States	8/29/2012
catherine williams	xxxxxxx	North Carolina	27455	United States	8/29/2012
Robert Prud'homme	Ferndale	Michigan	48220	United States	8/29/2012
Charlotte Walden	Lansing	Michigan	48912	United States	8/29/2012
Key Halverson	Jackson	Michigan	49201	United States	8/29/2012
Norman Goebel	Fremont	Michigan	49412	United States	8/29/2012
Susan Zamarripa	Wyoming	Michigan	49548	United States	8/29/2012
Matthew Johnson	Ypsilanti	Michigan	48197	United States	8/29/2012
Allison Singer	Detroit	Michigan	48208	United States	8/30/2012
Lee Gaddies	detroit	Michigan	48221	United States	8/30/2012
Charles Frink	saginaw	Michigan	48638	United States	8/30/2012
Luke Parsons	Three Rivers	Michigan	49093	United States	8/30/2012
Everett Keyser	Ferndale	Michigan	48220	United States	8/30/2012
Vanessa Slack	Denver	Colorado	80203	United States	8/30/2012
Sandra Durr	Detroit	Michigan	48212	United States	8/30/2012
Denise Delorey	Redford Twp	Michigan	48240	United States	8/30/2012
John Donahue	Charlotte	Michigan	48813	United States	8/30/2012
Paul Fudge	Allen Park	Michigan	48101	United States	8/30/2012

Name	City	State	Zip Code	Country	Signed On
Tracy Dobson	Montague	Michigan	49437	United States	8/30/2012
Charles Griffith	Ann Arbor	Michigan	48105	United States	8/30/2012
Theodore Fischer	Dexter	Michigan	48130	United States	8/30/2012
Michael Gallagher	St Joseph	Michigan	49085	United States	8/30/2012
rasha massarani	Troy	Michigan	48098	United States	8/30/2012
Fred Cepela	Traverse City	Michigan	49684	United States	8/30/2012
Nancy Miller	Whitehall	Michigan	49461	United States	8/30/2012
Joshua Duggan	Grand Rapids	Michigan	49503	United States	8/30/2012
Cristina Sheppard-Decius	Ferndale	Michigan	48220	United States	8/30/2012
Eric Piehl	Ada	Michigan	49301	United States	8/30/2012
Susan Collick	Fenton	Michigan	48430	United States	8/30/2012
Robert Marshall	Lake Leelanau	Michigan	49653	United States	8/30/2012
Ken Hughes	St. Clair Shores	Michigan	48082	United States	8/30/2012
Kathleen Marinelli	Royal Oak	Michigan	48067	United States	8/30/2012
Julie Lovelace	Rockford	Michigan	49341	United States	8/30/2012
Virginia Gajar	Ann Arbor	Michigan	48108	United States	8/30/2012
Hillary Webb	Dewitt	Michigan	48820	United States	8/30/2012
Steven Philips	Royal Oak	Michigan	48067	United States	8/30/2012
Lisa Sullivan	Fremont	Michigan	49412	United States	8/30/2012
Jessica AcMoody	Lansing	Michigan	48912	United States	8/30/2012
Carolyn Ludwig	Royal Oak	Michigan	48067	United States	8/30/2012
Nancy Shore	Ann Arbor	Michigan	48103	United States	8/30/2012
Stuart Batterman	ANN Arbor	Michigan	48105	United States	8/30/2012
Ray Rushing	Farmington	Michigan	48336	United States	8/30/2012
magda szadzinski	Lansing	Michigan	48912	United States	8/30/2012
Tim Hinkle	Fraser	Michigan	48026	United States	8/30/2012
Joe Holcomb	Detroit	Michigan	48202	United States	8/30/2012
Rashmi Satapathy	Ann Arbor	Michigan	48104	United States	8/30/2012
Laura Shumate	Traverse City	Michigan	49686	United States	8/30/2012
Hannah Remtema	Detroit	Michigan	48202	United States	8/30/2012
Kay Chase	Kalamazoo	Michigan	49006	United States	8/30/2012
matt tomlinson	Grawn	Michigan	49637	United States	8/30/2012
Ann Bueche	London		N15EA	United Kingdom	8/30/2012

Name	City	State	Zip Code	Country	Signed On
Yousef Rabhi	Ann Arbor	Michigan	48104	United States	8/30/2012
Patty Fedewa	Detroit	Michigan	48214	United States	8/30/2012
Luann Thornburg	Davison	Michigan	48423	United States	8/30/2012
Maryann Hafner	Saline	Michigan	48176	United States	8/30/2012
Kim Rosseter	Troy	Michigan	48085	United States	8/30/2012
Teresa Gillotti	Ypsilanti	Michigan	48198	United States	8/30/2012
Jerin Philip	Northville	Michigan	48167	United States	8/30/2012
Pat Beck	Caro	Michigan	48723	United States	8/30/2012
Bill Hansen	Traverse City	Michigan	49686	United States	8/30/2012
Lisa Bashert	Ypsilanti	Michigan	48197	United States	8/30/2012
Carol Jackson	FERNDALE	Michigan	48220	United States	8/30/2012
Huron River Watershed Council	Ann Arbor	Michigan	48104	United States	8/30/2012
Victoria Leonard	Mackinac Island	Michigan	49757	United States	8/30/2012
Geoff Culbertson	Saline	Michigan	48176	United States	8/30/2012
caroline ramsay	New Buffalo	Michigan	49117	United States	8/30/2012
Samantha Fiani	mt pleasant	Michigan	48858	United States	8/30/2012
Erik Krueger	Clawson	Michigan	48017	United States	8/30/2012
Hunter Lawrence	Davison	Michigan	48423	United States	8/30/2012
Sandra Mursu	Davison	Michigan	48423	United States	8/30/2012
charles sanford	elsie	Michigan	48831	United States	8/30/2012
Tammie Heazlit	clarkston	Michigan	48346	United States	8/30/2012
Corian Johnston	Clarkston	Michigan	48346	United States	8/30/2012
Sarah Flathers	Garden City	Michigan	48135	United States	8/30/2012
Matthew Knaack	Grand Rapids	Michigan	49506	United States	8/30/2012
Frank Permaloff	Warren	Michigan	48092	United States	8/30/2012
Casey Dutmer	Wyoming	Michigan	49418	United States	8/30/2012
Barry Matthews	Ludington	Michigan	49431	United States	8/30/2012
Mike Paul	ClarkLake	Michigan	49234	United States	8/30/2012
Nathan Voght	Howell	Michigan	48843	United States	8/30/2012
Jenn Clem	Detroit	Michigan	48168	United States	8/30/2012
Heidi Young	Mt Pleasant	Michigan	48858	United States	8/30/2012
Vanessa Bolt	Grand Rapids	Michigan	49506	United States	8/30/2012
Deborah Wrogit	Ludington	Michigan	49431	United States	8/30/2012

Name	City	State	Zip Code	Country	Signed On
Jordan Eizenga	Detroit	Michigan	48214	United States	8/30/2012
Doug Deaton	Battle Creek	Michigan	49017	United States	8/30/2012
Warren Rempel	Farmington Hills	Michigan	48331	United States	8/30/2012
Mike Kirk	Dearborn	Michigan	48124	United States	8/30/2012
Gary Seleski	Livonia	Michigan	48150	United States	8/30/2012
David Falconer	East Lansing	Michigan	48823	United States	8/30/2012
Jason Moritz	Jackson	Michigan	49201	United States	8/30/2012
Ryan Griffin-Stegink	Kalamazoo	Michigan	49004	United States	8/30/2012
John O'Reilly	Dearborn	Michigan	48126	United States	8/30/2012
Steve Holden	East Lansing	Michigan	48823	United States	8/30/2012
Gregory Veeck	Kalamazoo	Michigan	49001	United States	8/30/2012
Cesare Lorenzetti	Ann Arbor	Michigan	48103	United States	8/30/2012
Erin Sutton	Wyandotte	Michigan	48192	United States	8/30/2012
Sonja Collier	Ludington	Michigan	49431	United States	8/30/2012
Alessandra Carreon	Detroit	Michigan	48208	United States	8/30/2012
Lawrence Busch	Ann Arbor	Michigan	48105	United States	8/30/2012
Ellen Raugust	Bloomfield Hills	Michigan	48301	United States	8/30/2012
Eric Henry	Lapeer	Michigan	48446	United States	8/30/2012
Mary McLeod	Detroit	Michigan	48223	United States	8/30/2012
Michael Boettcher	Detroit	Michigan	48201	United States	8/30/2012
Paul Paternoster	Utica	Michigan	48317	United States	8/30/2012
Joe Cialdella	Kalamazoo	Michigan	49008	United States	8/30/2012
Robert Gordon	Ann Arbor	Michigan	48104	United States	8/30/2012
Cliff Neumann	Redford	Michigan	48240	United States	8/30/2012
todd wise	battle creek	Michigan	49015	United States	8/30/2012
William Back	Bloomfield	Michigan	48301	United States	8/30/2012
Phil Tower	Grand Rapids	Michigan	49503	United States	8/30/2012
James Deigert	Ann Arbor	Michigan	48103	United States	8/30/2012
Kathleen McCreedy	Ypsilanti	Michigan	48198	United States	8/30/2012
Patricia Draper	Grand Rapids	Michigan	49503	United States	8/30/2012
Roman Aleksander	Canton	Michigan	48187	United States	8/30/2012
Marylu Dykstra	Alto	Michigan	49302	United States	8/30/2012
David Best	Williamsburg	Michigan	49690	United States	8/30/2012

Name	City	State	Zip Code	Country	Signed On
mary sprader	richmond	Michigan	48062	United States	8/30/2012
Marsha Reeves	Ann Arbor	Michigan	48103	United States	8/30/2012
Jonathan Phelan	Marine City	Michigan	48039	United States	8/31/2012
Angela Moon	Kalamazoo	Michigan	49008	United States	8/31/2012
Diana Rencsak	Howell	Michigan	48843	United States	8/31/2012
Jeffrey Murdock	Seattle	Washington	98121	United States	8/31/2012
Lisa Lemble	Ann Arbor	Michigan	48104	United States	8/31/2012
Bill HoughtonBillH	Ferndale	Michigan	48220	United States	8/31/2012
Donald Heydens	Grand Rapids	Michigan	49507-3109	United States	8/31/2012
Kimberly Dittmar	Kingsley	Michigan	49649	United States	8/31/2012
Thomas Boswell	St. Clair	Michigan	48079-5599	United States	8/31/2012
Michelle Srbnovich	Detroit	Michigan	48202	United States	8/31/2012
Katharine Frohardt-Lane	Royal Oak	Michigan	48073	United States	8/31/2012
James Perry	Ann Arbor	Michigan	48104	United States	8/31/2012
Sharon Parks	The Villages	Florida	32162	United States	8/31/2012
Rhonda Mejeur	Grand Rapids	Michigan	49506	United States	8/31/2012
Mary Huntley	Grass Lake	Michigan	49240	United States	8/31/2012
Mary Jane Banas	East Lansing	Michigan	48823	United States	8/31/2012
bob mattler	Franklin	Michigan	48025	United States	8/31/2012
gregory Murray	Redford	Michigan	48239-1909	United States	8/31/2012
Karen TenBrink	Jackson	Michigan	49203	United States	8/31/2012
Kristie Lowetz	Traverse City	Michigan	49696	United States	8/31/2012
Galen Kuebli	Ann Arbor	Michigan	48103	United States	8/31/2012
Abigail Rivera	Hazel Park	Michigan	48030	United States	8/31/2012
David Ross	Yspilanti	Michigan	48198	United States	8/31/2012
David Gifford	Rochester	Michigan	48307	United States	8/31/2012
Amy DeShon	Albion	Michigan	49224	United States	8/31/2012
Matthew Lantz	Sturgis	Michigan	49091	United States	8/31/2012
sareen papakhian	Grosse Pointe Park	Michigan	48230	United States	8/31/2012
Brian Halprin	Southfield	Michigan	48076	United States	8/31/2012
Bill Brazier	Marquette	Michigan	49855	United States	8/31/2012
John Anderson	Leland	Michigan	49654	United States	8/31/2012
Lawrence Farris	Kalamazoo	Michigan	49006	United States	8/31/2012

Name	City	State	Zip Code	Country	Signed On
William Cosgrove	Sterling Heights	Michigan	48312	United States	8/31/2012
Scott Howard	Traverse City	Michigan	49684	United States	8/31/2012
Becky Jo Farrington	Lansing	Michigan	48912	United States	8/31/2012
Andy Draheim	East Lansing	Michigan	48823	United States	8/31/2012
Anusuya Das	LANSING	Michigan	48912	United States	8/31/2012
Aaron Matthews	Bourbonnais	Illinois	60914	United States	8/31/2012
Liz Lamoste	Ann Arbor	Michigan	48109	United States	8/31/2012
Robert Hines	Clyde	Michigan	48049	United States	8/31/2012
Connie Ferguson	Kalamazoo	Michigan	49007	United States	8/31/2012
Ryan Werder	Ann Arbor	Michigan	48104	United States	8/31/2012
John DeLora	St. Clair Shores	Michigan	48080	United States	8/31/2012
Keith Cooley	Detroit	Michigan	48207	United States	8/31/2012
Stephen Bublitz	Detroit	Michigan	48201	United States	8/31/2012
Erin Buero	Waterford	Michigan	48329	United States	8/31/2012
Cindy Eby	Jackson	Michigan	49203	United States	8/31/2012
Bhavana Shivakumar	Bethesda	Maryland	20814	United States	8/31/2012
Dr. Tom Small	Kalamazoo	Michigan	49008	United States	8/31/2012
Meredith Reynolds	Auburn Hills	Michigan	48326	United States	8/31/2012
Hugh McDiarmid	Farmington	Michigan	48336	United States	8/31/2012
Peter Clemo	Grand Rapids	Michigan	49507	United States	8/31/2012
Mike Devereaux	shelby twp.	Michigan	48316	United States	8/31/2012
Tristan Pruss	Ann Arbor	Michigan	48103	United States	8/31/2012
Gretchen Driskell	Saline	Michigan	48176	United States	8/31/2012
Rose Norwood	Kalamazoo	Michigan	49007	United States	8/31/2012
Matthew Grocoff	Ann Arbor	Michigan	48103	United States	8/31/2012
David Sharpe	Northville	Michigan	48167	United States	8/31/2012
L. G. Norwood	Kalamazoo	Michigan	49007	United States	8/31/2012
Kimberly Jongsma	Holland	Michigan	49423	United States	8/31/2012
Mary Buitendorp	Grand Haven	Michigan	49417	United States	8/31/2012
Christen Crumley	Lafayette	California	94549	United States	8/31/2012
Dessa Cosma-King	Kalamazoo	Michigan	49006	United States	8/31/2012
Laura Strehlow	Allegan	Michigan	49010	United States	8/31/2012
Gloria Rivera IHM	Detroit	Michigan	48209	United States	8/31/2012

Name	City	State	Zip Code	Country	Signed On
hannah kelley	detroit	Michigan	48202	United States	8/31/2012
Jacob Corvidae	Detroit	Michigan	48201	United States	8/31/2012
Stephanie Craig	Auburn	Michigan	48611	United States	8/31/2012

Name	City	State	Zip	Country	SignedOn	Comment
Timothy Wolf	Holland	MI	49423	United States	8/24/2012	People with disabilities who need the bus, people who take their bikes to work, and people who drive vehicles such as scooters that cannot go 70 miles per hour all pay taxes. Complete streets!!!
Mike Worton	chesterfield township	MI	48047	United States	8/24/2012	So that when I return from military service I can travel around the city and state I love with out also paying for gas.
Carsten Applegate	Detroit	MI	48201	United States	8/24/2012	I live in Michigan, I plan to continue living in Michigan, and I think our transportation infrastructure is out of line with our needs. MDOT needs to invest more in transit and non-motorized infrastructure, and stop expanding road capacity.
Rusty Montreal	Ferndale	MI	48220	United States	8/24/2012	Because our planet is important to me.
Gary Howe	Traverse City	MI	49686	United States	8/25/2012	I want to grow old in place and still be active with real choices to move about my community in comfort and safety.
Joel Batterman	Ann Arbor	MI	48105	United States	8/25/2012	Let's put more buses on our streets - and let's make them right here in Michigan.
Jerry Jennings	East Lansing	MI	48823	United States	8/25/2012	When I think about the future for Michigan I see a strong need for transportation options.
James Bruckbauer	Traverse City	MI	49684	United States	8/25/2012	We need spend our transportation dollars wisely, not on bigger, wider highways that we can't afford.
Dan Bator	Lake Orion	MI	48362	United States	8/25/2012	because I want to see more efficiency and environmentally friendly transportation for my state
Doug and Ann McInnis	Northport	MI	49670	United States	8/25/2012	Need to get away from carbon emitting , climate change enhancing, single family cars.
Wendy Stein	East Lansing	MI	48825	United States	8/25/2012	Public transportation and the ability to have walkable & bikeable paths throughout the state of Michigan is extremely important. Not only will it encourage people to get more active, but it will also help those who currently do not have access to a car and/or public transportation.

Name	City	State	Zip	Country	SignedOn	Comment
						<p>As one who's unable to drive, and is sick & tired of EVERYTHING being catered to & sacrificed for the car-centric culture (America is one of the only nations OBSESSED with solo driving everywhere!) we need LESS, and NOT more highways and instead, MORE options (sidewalks, bike paths, public transportation) for those who are unable (whether because of age or disability) or unwilling to drive, and further burden the planet's resources.</p> <p>In fact, IMHO we should TAKE OUT (or at least modify) some, if not most of the highways, freeways & roads we already have, to put in sidewalks, bike paths, bus stops, and elevated light-rail/monorail (like the "E" in Chicago) to REDUCE dependence on solo driving!</p> <p>The over half a century of the car-obsessed culture is ENOUGH! Aside from the environmental damage, the wars it causes (and the senseless loss of life that leads to) the necessity having to drive everywhere, because of zoning laws resulting in nothing being within walking/biking distance (and the lack of sidewalks/bike-paths, to safely do so!) is very likely one of the major factors of the rising obesity epidemic!</p> <p>Not all "progress" is good, and its HIGH TIME to end zoning laws & take out some of the highways/freeways/roads, and go back to the days when people could (and SHOULD!) walk or bike or take a bus to school, work and errands (shopping, library, post office, bank, etc.) and END the OBSESSION with solo driving everywhere!!</p>
Amita Amladi	West Bloomfield	MI	48325	United States	8/25/2012	
wayne clough	detroit	MI	48223	United States	8/25/2012	<p>I have no problems navigating the current roadways to get where I need to be in Michigan, But without public transportation, and other various transportation methods, the roads will continue to be crowded. More options need to be available to citizens, not more roads.</p>

Name	City	State	Zip	Country	SignedOn	Comment
Ellen Fischer	Ann Arbor	MI	48105	United States	8/26/2012	We need to be serious about creating more viable transportation options in our state.
Kim Gyr	Empire	MI	49630	United States	8/26/2012	The world cannot afford to burn any more of our rapidly depleting petroleum = global climate change! Please request a brochure on feasible alternatives at humansolutions@greenmillennium.eu
Brian Baron	Newtonville	MA	2460	United States	8/27/2012	Michigan spent \$1 billion on highways last year, most of which went for projects that will save time but will not add value to surrounding areas. Public transit increases the value of surrounding areas. We need to build places that are worth caring about rather than places that are easy to drive through.
Elaine Belz	Oakland	CA	94606	United States	8/27/2012	I'm from Michigan, and hope to return when I finish my PhD program. I love the transit available here in the San Francisco Bay Area, along with walkable and bikeable streets/sidewalks. It makes a huge difference, and would enhance Michigan's vitality. Also, it's a social justice issue - more transit options mean more access and mobility for the elderly, people with disabilities, and people with low incomes. More transit options (especially high-speed rail) will also connect the various communities and metro areas in Michigan. It's a no-brainer.
patricia arbo	Royal Oak	MI	48067	United States	8/27/2012	I would much rather use public transit, but more importantly I know family and friends who need it as their only option. Cars and public transit CAN coexist.

Name	City	State	Zip	Country	SignedOn	Comment
Amy Swift	Detroit	MI	48201	United States	8/27/2012	For years I had lived in cities and regions where not only was a car unnecessary, it was a nuisance to own. I recently moved back home to Detroit and am faced with the reason I left in the first place: the financially oppressive necessity of car ownership in order to be a functioning and legitimate adult. I fought the good fight by locating my job and home downtown and adjusting to a bike-centric lifestyle (I biked in other cities but my main form of transport remained mass transit), yet I still needed to revert back to car ownership. PLEASE PLEASE PLEASE stop building super highways that divide communities and divert surface traffic. We need options, not more highways to nowhere.
Elizabeth Luther	Detroit	MI	48208	United States	8/27/2012	Transportation infrastructure often claims to respond to demand, rather than build/feed demand, yet in many ways the latter is more accurate. The landscape of Detroit and its metro area is shaped by poor transportation decisions that have divided neighborhoods, destroyed farmland and natural landscapes, and ensured that many residents MUST rely on automobiles, whether or not they can afford to own and operate one. Please focus on transportation infrastructure that benefits all residents by allowing access to nearby retail/amenities via public transit/ped/bicycle, and doesn't contribute to inefficient/environmentally harmful land use.
Blair Wills	Detroit	MI	48216	United States	8/27/2012	Being a Detroitier I have never seen the transportation for the mass public work efficiently To Compete with other major cities in the United States this is an issue that can not be swept under the rug!!
chris mccarus	Lansing	MI	48915	United States	8/27/2012	I want to live in a vibrant city and state. Michiganders and our leaders have been killing our economy, our future and the chance to keep our kids here when they grow up. Failing to invest in full blown mass transit is the main cause.

Name	City	State	Zip	Country	SignedOn	Comment
Shalourae Mitchell	Belleville	MI	48111	United States	8/27/2012	I am a native and I've lived many places and experienced the benefit and convenience of efficient public transportation. It would improve the quality of life for myself and others. People could find jobs in places without the need for purchasing a car, an expense that most cannot afford because of the sky-high insurance cost. I'm imagining a better Michigan, where unemployment is down and so is crime. It seems simple, no more highways please, this isn't Los Angeles, who are we building these highways for?
Nicole Helegda	Detroit	MI	48208	United States	8/27/2012	It's easier for me to take the bus and ride my bike than it is to drive. It's also better for the environment and for Detroit.
Frederick Kay	Traverse City	MI	49684	United States	8/27/2012	I want transportation to be more than just consideration of automobiles. I want complete streets.
Bob Otwell	Traverse City	MI	49686	United States	8/27/2012	Driving alone in an automobile will be more and more rare as we own less cars.
Adam Gainsley	Ypsilanti	MI	48198	United States	8/27/2012	I drive, I bicycle, I run, and I walk. When it comes to driving there are always more than enough options and resources. When it comes to the other three I feel woefully underrepresented.
Julianna Counts	Royal Oak	MI	48067	United States	8/27/2012	I don't drive. Plain and simple. I want reliable public transit and bike lanes so people like me don't have to rely on cars. With reliable mass-transit, I could save nearly \$500 a month by not having a vehicle.
Matthew Rossi	Detroit	MI	48226	United States	8/27/2012	I believe that less automotive dependency is vital to the future success of our region.
Lawrence Dilworth	Detroit	MI	48235	United States	8/27/2012	Because I am a senior citizen that uses a wheelchair for mobility and some day may not be able to drive my car.
gregory Parker	Detroit	MI	48201	United States	8/27/2012	Public Transportation is what is needed in Detroit.

Name	City	State	Zip	Country	SignedOn	Comment
scott helmer	Ferndale	MI	48220	United States	8/27/2012	This State must continue to repair its fiscal situation (and image) but we must also remember to invest wisely to ensure that Michigan can compete effectively with the other major economic zones in the U.S. and globally. Effective mass transit is desired by younger generations and, increasingly, by retiring baby boomers. This is not just the wealthy big cities such as New York and San Francisco, but also Dallas and Houston. We should not in any way rely solely on our historical model of larger freeways leading to the hinterlands. Mass transit investment will not only save us money in the long run (considering not only direct budget dollars but also opportunity costs) but will also drive economic investment more centrally, embracing the desire of the younger working generations to live near viable and healthy urban areas.
Edward Collins	Dearborn	MI	48126	United States	8/27/2012	We desperately need alternatives to driving cars everywhere. We need, safer pedestrian and bicycle infrastructure, and flexible and reliable mass transport options.
Stephanie Fremont	Ypsilanti	MI	48198	United States	8/27/2012	I really just don't like to drive that much and would prefer to have some other options available to me. This is especially true when the weather is bad and the roads are all snowy. That public transportation also helps people who can't drive is a plus too.
Kathleen Newell	Detroit	MI	48219	United States	8/27/2012	Bdcause I along with many Michigan citizens want and need a transportation option. More congestions on highways and state thorough fares is not an option. The state needs to make investments that will economically advance and show case the Midwest like California, Illinois, Wisconsin and other states are doing. Until Michigan does it will lag behind other rregions economically.

Name	City	State	Zip	Country	SignedOn	Comment
John Anderson	Saginaw	MI	48638	United States	8/27/2012	History has proven to us that if you build them they will come. ... So continuing the status quo of more roads only alleviates the problem temporarily. This leads to increases in cost to the public to maintain an increasingly unsustainable infrastructure. It's time to get rid of the this short-sightedness and invest in options that will benefit health, well-being and community not private, individualistic and consumerist modes of transport like automobiles.
Precious Daniels	Detroit	MI	48206	United States	8/27/2012	Because I have to get up @ 4am to make a 8 am class on saturday the bus in my city don't run early enough or I have to walk 30 min to catch a bus that does.
Keith Brown	Lathrup Village	MI	48076	United States	8/27/2012	Public transportation is drastically missing from SE Michigan and too many Roads are comparatively less travelled . More options are needed.
Kevin LaPointe	Hamtramck	MI	48212	United States	8/27/2012	Michigan and the Detroit metro area needs to be a place that people flock to, not flee from. We need more transit options to make this happen.
Eli Cooper	West Bloomfield Township	MI	48322	United States	8/27/2012	We need to developed a balanced transportation system moving forward. Yes, maintain our roads, but development of meaningful safe alternatives including biking, walking and transit are essentail to a prosperous community.
Cam Miller	Kalamazoo	MI	49009	United States	8/27/2012	I would definitely prefer to use public transportation if it were more widely available!
Todd Scott	Royal Oak	MI	48073	United States	8/27/2012	It is clear that we cannot afford MDOT's status quo of expanding our road network. We can't afford it and future generations don't require it.
Matthew Trecha	East Lansing	MI	48823	United States	8/27/2012	I am a recent University of Michigan graduate and I want to live somewhere where I'm not forced to own a car. At the moment, this is barely possible anywhere in Michigan. If things don't turn around, young professionals such as myself will look elsewhere to live and work. Public transportation, bike friendly streets and diversified transit options will encourage us to stay when we already want to so badly.

Name	City	State	Zip	Country	SignedOn	Comment
						With the rising cost of gasoline, the expense of a car, and extreme pollution levels created by packed free ways alternative transportation is a no-brainer. Detroit born and raised, I moved to Arizona for a few years in my early 20s, and experienced the magic of functional public transportation and bike lanes. You could walk to a bus stop any time of the day and know a bus would be there in five minutes, and as a cyclist you were respected as part of traffic. Navigating your town can be more enjoyable from the window seat. Before the bus service in the city was cut I road the bus to work every day. I loved the people I met, the chance to sit and read or write, and the ability to relax. I am a Detroit homeowner and I want to be able to take the bus everywhere, not sit in traffic on a stinky freeway.
Patience Young	Detroit	MI	48201	United States	8/27/2012	
Steven Johnson	Madison Heights	MI	48071	United States	8/27/2012	Sustainable Travel is a Must!
John Kabacinski	Livonia	MI	48150	United States	8/27/2012	I need real transit like SEPTA, DART, or WMATA (METRO)
Karen Lund	HAMTRAMCK	MI	48212	United States	8/27/2012	I'm a regular bus rider and want such options to be more and better in the future.
Frank Kong	Detroit	MI	48202	United States	8/27/2012	With a stagnant population, the last thing we need is more roads fueling even further sprawl. More roads to maintain with a limited budget = more poor road conditions overall.
Christopher Becker	Ann Arbor	MI	48103	United States	8/27/2012	We need real transportation options in Michigan. Why do we subsidize the passenger car industry and car lifestyle almost to the exclusion of all other transportation?
Nancy Krupiarz	Haslett	MI	48840	United States	8/27/2012	It should not take a detailed analysis to try to figure out non-auto-oriented transportation options. These options should be convenient, safe, and accessible to all Michigan citizens.
Peter Alexander Kontras	Grand Rapids	MI	49506	United States	8/27/2012	I commute by bus every day and would love to see more of our transportation funds go toward mass transit.
Eric Kim	Royal Oak	MI	48073	United States	8/27/2012	As a young person, increased public transit is absolutely essential to my being able to survive in this region without any family.
Peggy S. Collins	Southfield	MI	48075	United States	8/27/2012	Climate Change, cost and availability of oil, etc. etc. etc.

Name	City	State	Zip	Country	SignedOn	Comment
Daniel Parnell McCarter	Jenison	MI	49428	United States	8/27/2012	States that are thriving both economically and environmentally understand the need for diverse transportation options. Michigan should follow their example!
Nicolai Eddy	Southfield	MI	48033	United States	8/27/2012	Cleaner, more efficient ways to travel.
Sarah Gryniewicz	Ann Arbor	MI	48104	United States	8/27/2012	My husband and I have one car and love that we can get most places by bike, walking, or buses. As our family expands, we desperately want to keep our transportation options open without both of us having a car just to get to work and back--we see another car as a huge unnecessary investment, that may just become necessary because our transportation alternatives don't yet go far enough, often enough, or don't connect. This needs to change for Michigan to remain an attractive state for us to raise our family.
joellen gilchrist	beverly hills	MI	48225	United States	8/27/2012	global warming is our #1 threat. we need more mass transit and bike paths.
Victoria Jones	Duarte	CA	91010	United States	8/27/2012	I am a college student who cannot afford a car. I take the bus frequently
Susan Davis	Owosso	MI	48867	United States	8/27/2012	to conserve energy
Lincoln Russell	Detroit	MI	48208	United States	8/27/2012	I live by a highway that is planned to be widened (I-94) and want no part of it.
Reynolds Farley	Ann Arbor	MI	48105	United States	8/27/2012	If Michigan's population and economy are to grow once again, it will be very valuable to provide residents with a high quality of life. Public transportation is important to the quality of life in Michian
Scott TenBrink	Jackson	MI	49201	United States	8/27/2012	As a year-round bike commuter, I need the transportation system to consider my thousands of trips each year in order for them to be a safe and viable way to get around.
Deborah La Violette	Detroit	MI	48223	United States	8/27/2012	We need safe, reliable and affordable public transportation like other city.
Evan Gross	East Lansing	MI	48823	United States	8/27/2012	We are in desperate need of more transportation options in our cities. My friends and neighbors have no way to get to doctors appointments and grocery shops without a car

Name	City	State	Zip	Country	SignedOn	Comment
Mark Schwinn	Chicago	IL	60632	United States	8/27/2012	I travel extensively and have friends and relatives I visit in Michigan. Having a choice other than being forced to drive everywhere for everything everytime is extremely important and determines how much I visit.
Kirk Westphal	Ann Arbor	MI	48104	United States	8/27/2012	More highway capacity is not what I want my money spent on. Michigan cannot afford to be left further behind when it comes to making our cities attractive to all current and future users.
John Ford	AnnArbor	MI	48108	United States	8/27/2012	Please maintain the roads we have and give us more options of ways to travel -only expand capacity where bottle necks exit.
David Hensley	State College	PA	16801	United States	8/27/2012	As a native of Michigan, with friends and family who live in the state, and who visits a lot, the ability to get around without a car is important to me and to people like my 81-year-old grandmother (neither of us own a car). Thank you.
Meika Weiss	Zeeland	MI	49464	United States	8/27/2012	Auto-centric transportation design only serves able-bodied individuals between the ages of 16-[until the kids take the keys away] who are able to afford the entrance fee of an automobile + insurance. It pushes parents who would rather be working to stay home to shuttle kids around town because they can't safely go anywhere by themselves. It increases public health costs, because there is a direct correlation between the amount of time spent in a car and obesity rates. We can plan for the future or plan for the past - let's look ahead, Michigan!
Lisa DiChiera	Chicago	IL	60641	United States	8/27/2012	I live in Chicago but own a home in western Mich and travel to Detroit frequently for family. The public transit options in MI and Detroit continue to be woefully inadequate. Detroit will continue to lag behind other cities until public transit becomes accepted policy. If L.A. and Minneapolis can do it - both new systems - Detroit can do it. We're supposed to be the city that builds things!

Name	City	State	Zip	Country	SignedOn	Comment
Joanne Gaberson	Dearborn Heights	MI	48125	United States	8/27/2012	I live within 10 miles of the city and all the things I do there. I should be able to take some sort of public transportation, easily. But I don't have that option, so I have to drive everywhere. It should not be that hard to get around. If we really want to be a world class city in a destination state, we must have more not fewer transportation options.
Karissa Baker	Detroit	MI	48201	United States	8/27/2012	I live in the city of Detroit and public transportation is lacking. I would love to be able to take a light rail to work everyday instead of drive my car like most other cities have. Our public transportation is a joke here.
Steve and Linda Sobel	Farmington	MI	48336	United States	8/27/2012	We need more rail options not additional road options. Fix what roads we have. Other cities such as Portland OR; Seattle, WA; Chicago, IL just to name a few are adding to what they already have...a viable ground transportation system featuring light rails lines, bus connections, etc.
De Witt Dykes	Bingham Farwms	MI	48025	United States	8/27/2012	A light rail system in Detroit will serve as an economic catalyst for Southeast Michigan and benefit the whole state.
Matthew Marderosian	Rapid City	MI	49676	United States	8/27/2012	We need more public transportation in Northern Michigan to connect with Mid Michigan
James McBroom	detroit	MI	48216	United States	8/27/2012	I94 expansion makes no sense
Dennis Plucinsky	Dearborn Heights	MI	48125	United States	8/27/2012	Our future depends on good transit. More roads is not the answer. A variety of options is preferable especially to the younger generation. We will fall behind other states if we continue to keep our head in the sand.
Joe Buese	Troy	MI	48084	United States	8/27/2012	Rapid transit.
Joan Witte Mrazik	Walled Lake	MI	48390	United States	8/27/2012	A few of the reasons why options are important to me are sustainability, affordable transportation, individual health, and the promotion of community and well being.
Alex Brown	Belleville	MI	48111	United States	8/27/2012	Southeast Michigan could have amazing transportation infrastructure linking multiple communities; instead we have smog, traffic, and true lack of mobility for our most vulnerable citizens. I believe in something better than this.

Name	City	State	Zip	Country	SignedOn	Comment
Annis Pratt	Birmingham	MI	48009	United States	8/27/2012	Public transportation brings with it economic growth and revitalization of urban corridors. Also, we are each of us one accident or one illness away from needing Public Transportation!
Aragorn Steiger	Detroit	MI	48215	United States	8/27/2012	Freeways are inefficient and destroy health and hood. Please invest in things that make sense!
Anna Holden	Grpsse Pointe Park	MI	48230	United States	8/27/2012	Public transit should be a priority to provide increased mobility for Michigan citizens, to reduce mobile car emissions and improve health and to make Michigan competitive in expanding investment in the State--employers need transit to attract and keep workers.
Edward Gardiner	Detroit	MI	48202	United States	8/27/2012	Because its needed and the intelligent solution if we want to be a region that is going to prosper. Stop wasting resources on obsolete technology
Denise Wheeler	Redford	MI	48239-3877	United States	8/27/2012	I want better and safe mass transportation systems as an alternative to get into the city.
Mark Lacari	Staten Island	NY	10314	United States	8/27/2012	This important to me because Michigan is clearly showing it needs for better transportation options besides driving. I live on Staten Island just across the bay from New York City and we have the best transportation system in the country. But to see other cities and towns in states like Michigan on not having better transportation options is what I call a "Denial of Freedom" to the Michigan State Communities. This would relieve people of not having to spend tons of money for a car and gasoline and would give them the option on how they want to commute to and from their homes to work. It's something that every state besides Michigan is starting to wake up on and beginning to take notice.
Gautam Mani	Benton Harbor	MI	49022	United States	8/28/2012	I live in one of the least accessible parts of the state for pedestrians and bicyclists. And transit doesn't serve the people who need it most. Communities throughout my region are hungry for improvements, but we can't do it alone. We need a new vision from the top. It's time, MDOT.

Name	City	State	Zip	Country	SignedOn	Comment
Jason Weida	Canton	MI	48187	United States	8/28/2012	I want the option to take my car or my bike to work and be safe either way.
Ian Smith	Jackson	MI	49201	United States	8/28/2012	Highways are a step backward!
Susan Howes	ROYAL OAK	MI	48067	United States	8/28/2012	Many transportation options add the value and functionality of a major metropolitan area.
Mary Jo Durivage	Dearborn	MI	48124	United States	8/28/2012	Detroit needs decent public transit. Why don't people get it? if we are to retain our current residents and to recruit newcomers to our state, we need to join the 21st century!! I'm 63 years old and am seriously thinking about relocating to someplace with decent transit. Let's get people out of their cars when we can. More money for public transit!!
Daniel Shrake	Beverly Hills	MI	48025	United States	8/28/2012	I want to see less cars and roads, more bikes, buses and pedestrians. I want a cleaner environment.
Jonathan Moore	Ann Arbor	MI	48105	United States	8/28/2012	As a UM alum I grew to love my adopted state of Michigan. I want to see healthier and more affordable options.
Arun D'Souza	Ann Arbor	MI	48104	United States	8/28/2012	Transit provides options for people that don't have cars including those too young or too old to drive.
Patricia Petrat	Brighton	MI	48116	United States	8/28/2012	I would like alternative transportation.
Reginald McGhee	Detroit	MI	48207	United States	8/28/2012	We need alternative transportation options to promote cleaner and more effective, community friendly ways to get from point to point.
Delyan Raychev	Berkley	MI	48072	United States	8/28/2012	Change Detroit!
Nathan Phenicie	Comstock Park	MI	49321	United States	8/28/2012	I have almost been killed on our deadly freeways. Enough is enough! No more billions for I-94 or any other freeway until we have better bike, pedestrian and mass transit plans!
Kelly Logan	Dearborn	MI	48126	United States	8/28/2012	It is time for Michigan to break the runaway spiral of road building/repair costs and start investing in the future of transportation - Multimodal, coordinated transit that fosters walkable neighborhoods, connects communities, and that *everyone* can use!

Name	City	State	Zip	Country	SignedOn	Comment
linda logan	huntington woods	MI	48070	United States	8/28/2012	we need options for all our citizens
Martha Fedorowicz	East Lansing		48823	Morocco	8/28/2012	We all know that gas prices are only going to continue to rise over the coming years. I want more affordable options for transportation and I also want to see Michigan, the state known for being a pioneer in transportation, to also be a pioneer in developing sustainable, cost-efficient, and environmentally-friendly transportation options.
Suzann Flowers	Benton Harbor	MI	49022	United States	8/28/2012	I want to live and retire in MI and one day I may not want to drive or cannot drive, we can do better!
Richard Murphy	Ypsilanti	MI	48197	United States	8/28/2012	My wife and I chose our home based on its walking and bus access, and have spent most of the last 6 years in car-free commutes. We join plenty of empty-nest baby boomers and their young professional kids in looking for communities where transportation is this easy. Tragically, too few homes (or business locations) in Michigan offer this access. An investment in making more and better transportation choices available throughout Michigan is an investment in our communities' future. Planning for more driving, and dumping money down the road expansion hole, is just maintaining our state's status quo.
Margaret Striz	Lansing	MI	48906	United States	8/28/2012	I want rail and good bus transit options throughout the state!
Charles Springsteen	Detroit	MI	48202	United States	8/28/2012	I want trains!
Gregg Bloomfield	Birmingham	MI	48009	United States	8/28/2012	We need more effective alternatives to automobiles in SE Michigan. At our 2-car household, we could manage with only 1 car if the transportation options were greater.

Name	City	State	Zip	Country	SignedOn	Comment
						<p>We need options other than automobiles. I think the statistics regarding distracted driving clearly show that there are many people who would prefer not to drive if only they had another option. They'd rather text or talk until they reach their destination. Aside from that, there's the price of gas and the relatively low operating costs of mass transit, and the potential for business opportunity and a value to the consumers who can't afford cars or don't travel enough that buying a car is worth the money - they will have the option to instead buy a pass or just buy a ticket on the spot when necessary.</p> <p>There's also the issue of rising obesity, which gets confounded by the fact that it's difficult to get anywhere without a car.</p>
Scott Karbon	Waterford	MI	48328	United States	8/28/2012	
Jason Voss	Ypsilanti	MI	48197	United States	8/28/2012	I want bike and bus options where I live.
						<p>See the International Monetary Fund's paper on oil prices last week? (http://www.imf.org/external/pubs/cat/longres.aspx?sk=25884) To get the increase in liquid fuel supply that the US Energy Information Agency says we need, oil prices will nearly double by 2020. So, \$7 a gallon at the pump in seven years.</p> <p>This past weekend, my family went on a bike touring trip in Ontario. We spent over \$400 to support their local economy. Too bad we make biking so miserable here in Michigan.</p>
Kenneth Clark	Ann Arbor	MI	48105	United States	8/28/2012	
Sigrid Dale	Warren, MI	MI		United States	8/28/2012	Because it concerns our environment
April Murphy	Ferndale	MI	48220	United States	8/28/2012	I want to live in a place that supports communities and a greener way of living.

Name	City	State	Zip	Country	SignedOn	Comment
Sherri Cadeaux	holland	MI	49424	United States	8/28/2012	Fund more mass transportation to keep our economy and people moving forward!
Hailey O'Brien	hazel park	MI	48030	United States	8/28/2012	We need to become more connected to our surrounding communities through public transportation and increase the means to safely travel by foot and bicycle; not divide communities with more roads and increased driving.
mary prince	memphis	TN	39211	United States	8/28/2012	I have never driven due to poor vision. More and more friends are aging and losing their license and NEED public transportation. It is no longer an option for them, it is a NECESSITY.
Stephanie Fries	Detroit	MI	48226	United States	8/28/2012	I want to take reliable public transportation to work!!
Barbara Bigelow	White Lake	MI	48383	United States	8/28/2012	I want to move to Midtown and get out of the suburbs! Improved public transit will help revitalize Detroit.
Michael Cornell	Grand Rapids	MI	49506	United States	8/28/2012	I bike more than I drive. I would bike exclusively if I could.
Joyce Halstead	Midland	MI	48640	United States	8/28/2012	I like to travel by bicycle and want to be able to do so safely!!
Ken Ramsay	New Buffalo		49117	Sweden	8/28/2012	Enough car-centric policies - embrace health and responsibility.
Elsa Verderber	E. Lansing	MI	48823	United States	8/28/2012	It's important to everyone--cleaner air, better water, etc etc.
Paul Sosnowski	Shelby Township	MI	48317	United States	8/28/2012	I am 66 and try to drive as little as possible. I want to be safe walking or biking.
chris rizzo	ypsilanti	MI	48198	United States	8/28/2012	2) Prioritizes expanded transportation options, including public transit, bicycling, and pedestrian infrastructure; and 3) Ensures that road money goes towards repairing our existing system, not building more highways we don't need and can't afford.
Rolf Amsler	Saline	MI	48176-9555	United States	8/28/2012	In order to decrease CO2 emissions & "fat on the hoof," we need to encourage as much biking & walking as possible.
Virginia Rossman	Flat Rock	MI	48134	United States	8/28/2012	Because if you don't drive a car, you cannot get anywhere.
Howard Ring	Plymouth	MI	48170	United States	8/28/2012	I'd rather see highways that are safer, especially for bicyclists, than more highways.

Name	City	State	Zip	Country	SignedOn	Comment
Janos K	Delgany		Co Wicklow	Ireland	8/28/2012	Because we need to think about the long term sustainable future transport needs.
JAN CHEPESKA	HOWELL	MI	48855	United States	8/28/2012	I drive an hour each way to work,a cheaper alternative would help the budget
jeri brain	bloomfield hills	MI	48302	United States	8/28/2012	it just is...
John Cherry	Clio	MI	48420	United States	8/28/2012	Energy independence requires a transportation plan that encourages alternative modes of transportation like cycling.
Jaime Ruiz	auburn hills	MI	48326	United States	8/28/2012	Less pollution and public roads and streets used more efficiently.
Barbara K.	Niles	MI	49120	United States	8/28/2012	I am a Michigan resident, and we definitely need more public transportation.
Dianne Richter	Elk Rapids	MI	49629	United States	8/28/2012	Important for future generations not to have to rely on cars to get around and to provide options.
Sarna Salzman	Traverse City	MI	49686	United States	8/28/2012	cars are hazardous to our health. let's build infrastructure to stop driving, not encourage it.
Benjamin Green	Fenton	MI	48430	United States	8/28/2012	I don't want to have to take the car everywhere I go.
George Eckhoff	Jenison	MI	49428-8543	United States	8/28/2012	Makes for safer and better biking
Joseph Bernath	Charlotte	MI	48813	United States	8/28/2012	Save money, support a healthy lifestyle, reduce emissions
Michael Saenz	South Haven	MI	49090	United States	8/28/2012	I love to ride my bike and believe everyone should have safe roads to ride!
Michael Dettmer	Traverse City	MI	49686	United States	8/28/2012	Basic physical health for Peds and cyclist and as important, the safety factor.
Lois Bahle	suttons bay	MI	49682	United States	8/28/2012	use highway medians for rail - improve air quality and move more people with less fossil fuel use.
Georgia Richards	Kentwood	MI	49512	United States	8/28/2012	I want to save gas dollars and decrease air pollution. We need public transportation increases and bike path increases.
dawn detmer	houghton lake	MI	48629	United States	8/28/2012	future transportation for our seniors
Irwin Danto	West Bloomfield	MI	48322	United States	8/28/2012	I have 33 years in riding a bicycle on Michigan streets. That's over 100,000 miles. We need "friendly" streets - especially road area's designated for cyclists.
Mark Hartmann	Midland	MI	48642	United States	8/28/2012	I bike to work as often as possible. Automobile traffic is a concern I have and I feel a little safer when there are bike lanes and educational programs for drivers.

Name	City	State	Zip	Country	SignedOn	Comment
Jeremy Barnby	Traverse City	MI	49684	United States	8/28/2012	With the Pure Michigan campaign going on, this just seems to fit right in!
Kevin Fleming	Jackson	MI	49201	United States	8/28/2012	With Michigan identified as one of the most obese states in the nation, I believe that providing more SAFE trails and adding bike lanes to established road ways would be a great use of funds leading to a healthier Michigan.
Elizabeth Urbaniak	Ann Arbor	MI	48103	United States	8/28/2012	Our seniors and students need a way to travel.
Michael Swiger	Ludington	MI	49431-1480	United States	8/28/2012	I do not own an auto and need better ways to get around the entire state of Michigan.
Gerald Fisher	Spring Lake	MI	49456	United States	8/28/2012	Since moving here I have enjoyed being able to use the bike trails instead of having to use the automobile to get to place here in town. Wish they had something like this were I used to live.
Hughes Glantzberg	Pontiac	MI	48341	United States	8/28/2012	I enjoy biking everywhere I need to go.
Rick Zajac	Taylor	MI	48180	United States	8/28/2012	We need more trains, more buses, going to more locations in Michigan. LIKE IT USED TO BE IN THE GOOD OLD DAYS!
Nicholas Occhipinti	Grand Rapids	MI	49503	United States	8/28/2012	People not roads.
Gary Lea	Livonia	MI	48150-2660	United States	8/28/2012	As a retiree who walks, I prefer that my community, as well as Michigan at large, does everything to calm traffic and make streets safer for pedestrians and bicyclists.
ed topolinski	boyne city	MI	49712	United States	8/28/2012	I'm a cyclist and would like more/wider bike paths.
Timothy Rixin	Midland		48642	United States	8/28/2012	I rely on on public transportation, since I am disabled and use a mobile chair/walker. Reliable roads that are up to date matter, since routes are followed by what roads are good and bad
Julie Pike	Muskegon	MI	49441	United States	8/28/2012	With the ever rising costs of gas, insurance, and maintenance/repair of vehicles there are so many people who truly need these alternative options
Carol Stanger	Jackson	MI	49201	United States	8/28/2012	We live in a subdivision where there are no sidewalks so children, and adults have to walk on the street.

Name	City	State	Zip	Country	SignedOn	Comment
Leonard Marszalek	Empire	MI	49630	United States	8/28/2012	Michigan needs more alternatives in the transportation systems both motorized, such as rail to non motorized such as multi use roads, pathways and trails. Michigan also needs to focus on pedestrian safety in the transportation system, specifically crossings and linking communities.
Irvin Smith	Rochester Hills	MI	48307	United States	8/28/2012	Love biking and things bike.
Sherron Collins	Spring Lake	MI	49456	United States	8/28/2012	I am aging, and want to know that there will be transportation options when I can no longer drive.
Malinda Funk	Lansing	MI	48910	United States	8/28/2012	I have traveled in Europe and have seen what a good public transportation and pedestrian walkways are like.
Joshua Brent	Royal Oak	MI	48067	United States	8/28/2012	I want the option to take public transit from my home in royal oak to my job in downtown detroit to save on the expense of gas, car payments and insurance so I can afford to buy a house or condo. Having to own a car prevents me from affording rent or a mortgage payment.
Nicolaos Tapazoglou	Allen Park	MI	48101	United States	8/28/2012	We must improve accessability for all Michigan citizens. This can only come with more transportation options to address local issues and improve the ability of people to reach various targets. More highways will only help those who can access them and use them but not the population as a whole.
Diana Twede	East Lansing	MI	48823	United States	8/28/2012	I drive less and less. I prefer a walkable, bikable community.
Kay Abromaitis	Grand Rapids	MI	49505	United States	8/28/2012	Establishing other forms of transportation which are not gas or oil dependent can reduce the huge carbon footprint which transportation now produces and which is effecting global warming and the health of all living things.
James Pecott	Traverse City	MI	49684	United States	8/28/2012	We need transportation options that don't include paying inflated gasoline prices with a declining pay scale. We are trying to promote community wellness which includes healthy commuting (i.e., walking, cycling, etc.). We need a more diversified infrastructure to achieve these goals.

Name	City	State	Zip	Country	SignedOn	Comment
Joanne Darr	Brighton	MI	48114	United States	8/28/2012	Complete streets is necessary for everyone who requires or chooses to use alternative ways of mobility other than just the highway. Those who run, bike or use wheelchairs need to be safe.
Alfredo Ferreyra	Bloomfield Hills	MI	48301	United States	8/28/2012	Public transportation is a progressive measure that improves quality of life.
Yousef Zarbalian	Baltimore	MD	21230	United States	8/28/2012	Because this is an effort that has no borders. The freedom to bike and to reach any location in the city is part of the pursuit of happiness, which is one of the ideals that this country was founded upon.
Carol O'Brien	Detroit	MI	48219	United States	8/28/2012	Everyone does NOT own a Car, believe it or not.
Jim Sunstrum	Dearborn	MI	48128	United States	8/29/2012	bikes need more accessible pathways and lanes in Michigan
Victor Dotson	Lansing	MI	48911	United States	8/29/2012	I drive these beat up highways everyday.
Ray Rose	Hastings	MI	49058	United States	8/29/2012	Need more options for walking, running and bicycles
Tom Visner Jr	Wyoming	MI	49519	United States	8/29/2012	More public transportation Trains, buses and maintain the roads we now have.
john McTaggart	Grand Blanc	MI	48439	United States	8/29/2012	I'm a senior citizen who is a bicycle rider and would like the opportunity to shop and ride without worrying about my safety. I am a strong believer that making shopping available to bicycles will help the economy and build community togetherness.
FRAN KIRKWOOD	BIG RAPIDS	MI	49307	United States	8/29/2012	We need more bike paths to conserve resources (gas) and increase health benefits.
Lisa Klopfer	Ann Arbor	MI	48104	United States	8/29/2012	As I get older I need more support for rail and public transit, not highways. thanks.
Larry Goldman	Huntington Woods	MI	48070	United States	8/29/2012	All alternatives to fossil fuel based transportation need to be on the table now. Peak oil costs are just around the "historical corner" and will further negatively impact our economy and the nation's security. More roads are not the answer. Support of alternative transportation modes are the answer NOW!
Carol Johannes	Ann Arbor	MI	48103	United States	8/29/2012	Additional options are better for the environment.

Name	City	State	Zip	Country	SignedOn	Comment
Cathye Williams	Thompsonville	MI	49683	United States	8/29/2012	Our state is beautiful and not that large we could see so much of it and travel much more economically if we had better public transport. Seeing family would be easier. More people would be employed if there were more transportation options in rural areas. The poor want to work but can't afford to own a car or buy gas to get to work-between fuel costs and child care their whole paycheck is often gone. They can't rely on public transportation which is often not available where and when they need to go, and not reliable enough even when it is. And most importantly to reduce fuel use, carbon emissions and therefore climate change
Stephen Farkas	Canton	MI	17	United States	8/29/2012	We have enough trouble keeping the highways that you have under engineered driveable.
Diane and Dominic and family Palumbo	Banner Elk	NC	28604	United States	8/29/2012	we are from MI originally and have many relatives there. My nephew's fiance' needs the bus for transport to work and since some routes were taken away, it makes it more difficult for her.
Joel Jarvis	Norton Shores	MI	49441	United States	8/29/2012	We need to lessen our need to depend on the automobile in order to decrease our worsening of adverse climate change and use of energy.
Penny Owen	Saline	MI	48176	United States	8/29/2012	less pollution, more chances for exercise, less congestion on roads
Michael Chumbley	Rochester Hills	MI	48309	United States	8/29/2012	Promote healthy transportation alternatives! Promote bicycling! Redesign highways to accommodate safe cycling and driving!
Kathleen Ritchie	Rochester Hills	MI	48306	United States	8/29/2012	It's common sense...the cities that are thriving have a mass transit option. Why we don't is beyond me.
Philip Proefrock	Ann Arbor	MI	48105	United States	8/29/2012	Transportation should be a tool to benefit the people of Michigan, not an end in and of itself.
Ramon Corpuz	Ypsilanti	MI	48197	United States	8/29/2012	I commute to work on a bicycle and need more options than using a car to get around the city.

Name	City	State	Zip	Country	SignedOn	Comment
Amelia Sefton	Grand Rapids	MI	49506	United States	8/29/2012	More transportation options ensures needed flexibility for Michigan's diverse populations. Public transportation (buses, shuttles, (?) trolleys, bike and pedestrian friendly street plans) are especially important in urban areas. Easy access attracts young professionals, assists the elderly, disabled, students and others who either do not own cars, or choose to limit their use. Repairing and improving existing infrastructure is both prudent and fiscally sound policy.
JOHN FAHEY	MUIR	MI	48860	United States	8/29/2012	Some of our grandchildren live in communities, that are safe for them to walk or bike.
Ben Ambrose	Canton	MI	48187	United States	8/29/2012	I love riding my bike and many a times have not done it because of the dangers. Plus I would really enjoy having the option of not driving EVERY place I go.
Lynn Soss	Northville	MI	48168	United States	8/29/2012	Environment
Rosalie Herman	Suttons Bay	MI	49682	United States	8/29/2012	We live in a rural area where there are no jobs. All the jobs are in Traverse City. There is not a dependable mode of transportation between Suttons Bay and Traverse City during the week and there is no transportation available on the weekends. My son's job starts at 4:00 in the morning so I have to get up at 2:00 to get him there. He may have to quit the job and lack of dependable transportation is the reason. He is not alone. Part-time, minimum wage jobs which seem to be the norm these days do NOT support owning a car and paying for gas and insurance. We need dependable public transportation so people can WORK!
Jennifer Bickel	Oxford	MI	48371	United States	8/29/2012	This is important to me because I live four miles from the center of my city and I take my life in my hands if I try to ride my bike there as there are only gravel shoulders and no bike lanes and the speed limit is 50 miles an hour.
Clemens Wittekind	Royal Oak	MI	48067	United States	8/29/2012	I like to see Michigan move forward to make it more inviting for existing and future residents. We should not move backwards.

Name	City	State	Zip	Country	SignedOn	Comment
Frank Lynn	Grand Rapids	MI	49546	United States	8/29/2012	As a user of alternative transportation we need all the options we can get.
Roy Cole	Holland	MI	49423	United States	8/29/2012	I commute to work on my road bike. I have had many close calls as a consequence of irresponsible drivers and strongly believe that Michigan needs more bike friendly transportation options.
Randa Seifeldin	Troy	MI	48098	United States	8/29/2012	Cars do not increase independence, they increase dependence for young people who are not driving yet and the elderly and disabled who are not able to drive. Transportation options is all about quality of life for entire families
Mark Sloan	Kalamazoo	MI	49006	United States	8/29/2012	I walk and I ride my bike regularly. Doing so often puts me at risk.
Ken Zanon	Iron River	MI	49935	United States	8/29/2012	our roads need help most are in bad shape
Gail Hubert	Fenton	MI	48430	United States	8/29/2012	My daughter will need mass transportation as she moves into adulthood because of vision issues. If Michigan doesn't hurry up and address the limited transportation options she and many of her friends will be moving out of this state to a more transportation friendly one.
Michelle Swift	Grand Rapids	MI	49506	United States	8/29/2012	CYCLING!
David Wood	Davison	MI	48423	United States	8/29/2012	It is important to develop alternate, safe and convenient means of transportation including but not limited to bicycle transportation.
Maxine M Nieder	Lansing	MI	48910	United States	8/29/2012	I have friends and relatives who bicycle and I want more safe routes for them.
Linda Springsteen	Indian River,	MI	49749	United States	8/29/2012	I am very uncomfortable riding my bike due to the horrible conditions of the roads in Cheboygan County, especially around my area. The up keep in minimal and the road is getting narrower every day.
Angi Zamarripa	Grand Rapids	MI	49503	United States	8/29/2012	I want our cities to make walking, biking, and bussing, a priority. These things bring communities together instead of push them apart... and into the suburbs.
Lynda Kaye	South Rockwood	MI	48179	United States	8/29/2012	trains... more trains!

Name	City	State	Zip	Country	SignedOn	Comment
Thomas Fish	GRAND RAPIDS	MI	49503	United States	8/29/2012	I like bikes. Bikes are good.
Robert Geary	Walled Lake	MI	48390	United States	8/29/2012	I accumulate a lot of driving miles and there are too many Michigan roads that are in need of repair. My vehicles suffer from the poor road conditions.
Neal Oliver	Portage	MI	49024	United States	8/29/2012	We need more economical and less environmentally destructive means of personal and mass transit. In addition, for those of us who elect bipedal personal transport or enjoy cycling for sport and recreation, there is need for safer sharing of roads.
Paul Weihs	Sterling Heights	MI	48312	United States	8/29/2012	I am a cyclist
Felicia Wasson	Lansing	MI	48933	United States	8/29/2012	Access to our state's thoroughfares for ALL users is imperative to a healthy, prosperous Michigan.
Lonnie Zamarripa	Wyoming	MI	49548	United States	8/29/2012	We have a huge need for options other than automobiles for travel within the greater metro area. Gas prices are extremely high, going higher and our road infrastructure is the worst I have seen it in my 50 years of driving. Fix what we already have, add more public transportation options and make it possible for people in this economic disaster we are experiencing to travel and to earn a living.
Joseph Tasse	Hamtramck	MI	48212	United States	8/29/2012	I need mass public transit, not more roads to make my life possible. I want to stay in metroDetroit, but can't if we keep focusing on roads.
Ann Rogers	Traverse City	MI	49686	United States	8/29/2012	Put people needs ahead of autos. More options for more people is important.
M'Lynn Hartwell	Traverse City	MI	49685	United States	8/29/2012	Three out of four members of my family have been seriously injured by motor vehicles while riding our bicycles. Infrastructure improvements and corridors for the ever growing cycling community must become a priority in order to reduce injury and death rates.
Timothy Johnson	Ypsilanti	MI	48197	United States	8/29/2012	Providing pedestrian paths on roadways encourages a sustainable method of travelling by bicycles and an increased sense of community.

Name	City	State	Zip	Country	SignedOn	Comment
Jim Penn	Grand Rapids	MI	49504	United States	8/29/2012	This is very important for both short and long-term economic development in our state!
Sophie Grillet	Ann Arbor	MI	48103	United States	8/29/2012	Ecology and safety
Jeffrey Smith	Ann Arbor	MI	48103	United States	8/29/2012	As a cyclist, I realize we don't need more cars but more alternatives to cars
Christopher Benson	HARBOR SPRINGS	MI	49740	United States	8/29/2012	Michigan was a pioneer in the automobile industry a century ago. It is time for Michigan to pioneer a new era in promoting and providing transportation options for all of its citizens and visitors. As the state moves from an industrialized economy to a tourism and service economy, our planning and vision need to reflect that forward movement.
Jacki Stears	three rivers	MI	49093	United States	8/29/2012	gas prices and health
Laura Campbell	East Lansing	MI	48823	United States	8/29/2012	Providing the infrastructure for other forms of transport beyond the private automobile is, I believe, key to encouraging citizens to use other forms of transportation, by making it safer, more convenient, and more suited to our needs.
Shane Antrim	Newport	MI	48166	United States	8/29/2012	Bicycling is to dangerous on these roads.
Thijs ter Avest	Utrecht		3525BH	Netherlands	8/29/2012	Hi from Holland, the country; not the town :-) Concrete and asphalt aren't the solution! Take the Netherlands as example. More bikes, (payable and) reliable public transport. It's possible Michigan! Your citizen already know that, now the MDOT/government has to know that.
Bill Rowland	Jackson	MI	49202	United States	8/29/2012	Many of our current roads are in desperate need of repair, this goes to quality of life, in Jackson, for instance, our streets create a great quality of life...for people to repair axles and teeth.
Thijs ter Avest	Utrecht		3525BH	Netherlands	8/29/2012	A big part of my family lives in MI. And they LOVE the Dutch transportationsystem.
Kimberly Frost	Grand Rapids	MI	49546	United States	8/29/2012	Walkable communities with a variety of transportation options makes for healthier citizens, healthier communities, and healthier local economies.

Name	City	State	Zip	Country	SignedOn	Comment
William Wiza	Clinton Twp.	MI	48035	United States	8/29/2012	I'm retired from General Motors and I think they would agree that the citizens of this great state should be able to walk and bicycle on streets that accomodate both auto's and people.
Andrew Webster	Grand Rapids	MI	49506	United States	8/29/2012	I do not want to live in a place where I am forced to drive to get around. The issue of transportation is a deal-breaker for me when deciding where to live!
Deb Laakso	Grand Rapids	MI	49505	United States	8/29/2012	We need to increase mass transit. The young want to live in and around a large city, they don't want to have to own cars. I ride the bus to downtown at times. High speed transit to the Lakeshore from Grand Rapids, To Chicago Rail Systems and to Detroit would be utilized by many.
Robert Prud'homme	Ferndale	MI	48220	United States	8/29/2012	MDOT's policies are clearly based upon flawed assumptions, and Michigan is in desperate need to reinvent itself for the 21st century. 20 million for transit? I was hoping it was a typo, but we cannot afford to design our state and our cities out of the 21st century by continuing the last century's policies on transportation and land use. We are also losing our best and brightest, as they go to parts of the nation that have a sense of vibrancy. Places like Boston, Chicago, Denver, and yes even dallas and the new South are creating Public transportation systems. If we do not get going, and going quickly, I fear it will be too late for Michigan. perhaps instead of in excess of \$4 billion for roads, we should put our roads on a diet and finally get it together to invest in Transit- perhaps if we showed some leadership people will take note, and we can revive our failing urban areas. grand rapids is doing it, and they are a Republican base. it is a no-brainer that if you buil transit, people will follow, and when you build roads, cars will follow. WAKE UP!!!!
Charlotte Walden	Lansing	MI	48912	United States	8/29/2012	Environmental and public health reasons
Charles Frink	saginaw	MI	48638	United States	8/30/2012	We have to many roads to maintain now. Not enough mass transit or bike trails

Name	City	State	Zip	Country	SignedOn	Comment
Luke Parsons	Three Rivers	MI	49093	United States	8/30/2012	This state needs to have alternate lanes for other transportation types. Biking, running and walking
Sandra Durr	Detroit	MI		United States	8/30/2012	We need more transit for the unemployed with gas prices steadily going we need alternatives other than driving
John Donahue	Charlotte	MI	48813	United States	8/30/2012	Conservation of natural resources; smarter/more efficient transportation options
Charles Griffith	Ann Arbor	MI	48105	United States	8/30/2012	Reducing our use of petroleum while increasing transportation choices.
Michael Gallagher	St Joseph	MI	49085	United States	8/30/2012	This is important to every citizen of Michigan, especially the people who depend on public transportation for work and doing their business in the State. It is also important for everyone else, we need public transportation so that we have a higher employment rate for our citizens and so our state can prosper.
Joshua Duggan	Grand Rapids	MI	49503	United States	8/30/2012	Because I having a robust transportation system with many options is vital to Michigan's economy and quality of life.
Eric Piehl	Ada	MI	49301	United States	8/30/2012	I bike to work 2 days/week, 2/3 of year. But wife worries that Burton and Kraft bridges over I-96 are dangerous. She is right! Please build bike/pedestrian overpasses of I-96 at Kraft or Burton, and Forest Hills, and Cascade or Fulton. And fund other non-motorized access in the area. Is worth raising the gas tax to do. I vote in every election. Thanks!
Susan Collick	Fenton	MI	48430	United States	8/30/2012	Cars and gas is getting too expensive for low income people to afford. They need bus service. Also, bike paths would be nice, too.
KENNETH HUGHES	ST. CLAIR SHORES	MI	48082	United States	8/30/2012	common sense
Lisa Sullivan	Fremont	MI	49412	United States	8/30/2012	As a visually impaired person who lives in one county and works in another, I find a lack of affordable, accessible and reliable to be by far the biggest challenge I face in living independently. Please help me to become more independent and to rely less on government handouts by making transportation more of a priority.
Carolyn Ludwig	Royal Oak	MI	48067	United States	8/30/2012	Biking needs to be safe.

Name	City	State	Zip	Country	SignedOn	Comment
Nancy Shore	Ann Arbor	MI	48103	United States	8/30/2012	Because everyone should have access to high quality public transportation to get them where they want to go. This is especially true for Seniors and people with disabilities.
Stuart Batterman	ANn Arbor	MI	48105	United States	8/30/2012	Impacts on air quality, resources, health, displacement of neighborhoods, and sustainability
Rashmi Satapathy	Macomb	MI	48042	United States	8/30/2012	Mass transit is SUPER important for all citizens in the community, especially those who are too poor, too young, too old, or too disabled to drive. It's about equity and fairness, social justice and human rights that pertains to one central issue: MOBILITY!!
Kay Chase	Kalamazoo	MI	49006	United States	8/30/2012	I am a senior citizen who has chosen to give up my car, not only to save money but to enhance my health by walking and biking as well as to decrease my environmental footprint. Transit and intercity travel options (bus and train) are extremely important to me.
Patty Fedewa	MI	MI	48214	United States	8/30/2012	Successful transit results in a successful city - we need it bad!
Kim Rosseter	Troy	MI	48085	United States	8/30/2012	economic development, lets keep the next generation here in the 'D' instead of losing them to other thriving cities!
ken beck	Caro	MI	48723	United States	8/30/2012	It is a necessity for many senior citizens.
Bill Hansen	Traverse City	MI	49686	United States	8/30/2012	Cars are inefficient and intrusive. We need inexpensive public transportation.
Erik Krueger	Macomb	MI	48044	United States	8/30/2012	I am a young professional that loves cycling and would like to see it become a larger part of our transportation infrastructure.
Hunter Lawrence	Davison	MI	48423	United States	8/30/2012	I am a green energy/bicycle supporter and I would love to improve our downtrodden state.
Sandra Mursu	Davison	MI	48423	United States	8/30/2012	I believe there are enough highways. There are many in disrepair and our winters do not help. I believe transportation options should be increased to provide means for jobs access. A thriving population increases revenue, which in turn allows for infrastructure improvement.

Name	City	State	Zip	Country	SignedOn	Comment
Tammie Heazlit	clarkston	MI	48346	United States	8/30/2012	Michigan needs to get with the times. The traffic here is horrid. If something happens to your vehicle or if someone is low income and can't afford a vehicle, there are NO options. Having a reliable public transport system is a draw for young talent and provides a mechanism for more mixing between downtown and suburbs. It just makes sense.
Cory Johnston	Clarkston	MI	48346	United States	8/30/2012	Roads are increasingly more expensive to build, maintain and use. Give us some options instead of only one option that makes all others dangerous.
Sarah Flathers	Garden City	MI	48135	United States	8/30/2012	I don't always have access to a car and a lot of my choices on where to go are limited by if there's a bus or a safe bike-path to it. I don't need more highways, I need more transportation options. Not everyone in Michigan has a car.
Matthew Knaack	Grand Rapids	MI	49506	United States	8/30/2012	I believe in a more sustainable transportation infrastructure.
Casey Dutmer	Wyoming	MI	49418	United States	8/30/2012	I'm totally blind and more accessible streets and add public transportation would be able to help make me more independant.
barry Matthews	Ludington	MI	49431	United States	8/30/2012	Economically, and environmentally important to reduce auto use. Plus i can no longer drive due to vision deterioration.
Michael Paul	Jackson	MI	49202	United States	8/30/2012	I would love to use some form of public transit
Nathan Voght	Howell	MI	48843	United States	8/30/2012	The future health and welfare of our communities depends on transportation policy that accommodates other modes, such as bikes, buses, and rail.
Jenn Clem	Detroit	MI	48168	United States	8/30/2012	i would move back to detroit if there were more public transit options!
Heidi Young	Mt Pleasant	MI	48858	United States	8/30/2012	I only feel safe riding a bike on bike trails. It shouldn't have to be this way.
Deborah Wright	Ludington	MI	49431	United States	8/30/2012	Mason County has NO county-wide transportation. We need this service badly!!

Name	City	State	Zip	Country	SignedOn	Comment
Mike Kirk	Dearborn	MI	48124	United States	8/30/2012	We must plan for a world that allows our children to have fulfilling lives. With current fuel escalation, private vehicles won't be afforded by many, and public transportation will improve their lot. In addition, encouraging healthy lifestyles through pedestrian-friendly environments and "complete" streets that promote bicycling, we will prolong their tenure on this climate-challenged globe of ours!
Gregory Veeck	Kalamazoo	MI	49001	United States	8/30/2012	My family and I have really started to use the train on a regular basis -- not just vacations--to get to Detroit and Chicago. This saves me driving time, saves money if I am traveling alone or with one person. It will come as fuel prices rise, must we wait until a crisis? Please keep Michigan in the forefront for rail travel. Thanks, Greg Veeck
Sonja Collier	Ludington	MI	49431	United States	8/30/2012	I am legally blind
Lawrence Busch	Ann Arbor	MI	48105	United States	8/30/2012	We need more options that go beyond driving everywhere.
Eric Henry	Lapeer	MI	48446	United States	8/30/2012	Highways should be incrementally shifted away from being the main mode of transportation as fuel costs and environmental damage increases. Michigan must have a much more diversified transit options as it looks towards its future success.
Michael Boettcher	Detroit	MI	48201	United States	8/30/2012	Mass transit and complete streets are essential components of well-functioning urban places. Michigan's municipalities are starting to get the importance of complete streets, but public transit has to happen at state and regional levels and it's been given far too little serious attention in Michigan. MDOT and state government in general are critical players here. Get out of the road...and onto the train!
Robert Gordon	Ann Arbor	MI	48104	United States	8/30/2012	I bike as my main transportation.
Kathleen McCreedy	Ypsilanti	MI	48198	United States	8/30/2012	I travel by train every year to Denver,CO Alachua, FL Charleston,SC and Bend,OR
Patricia Draper	Grand Rapids	MI	49503	United States	8/30/2012	Public transportation is accessible for everyone, puts less wear and tear on our streets, is better for our environment, and in step with progressive cities and countries.

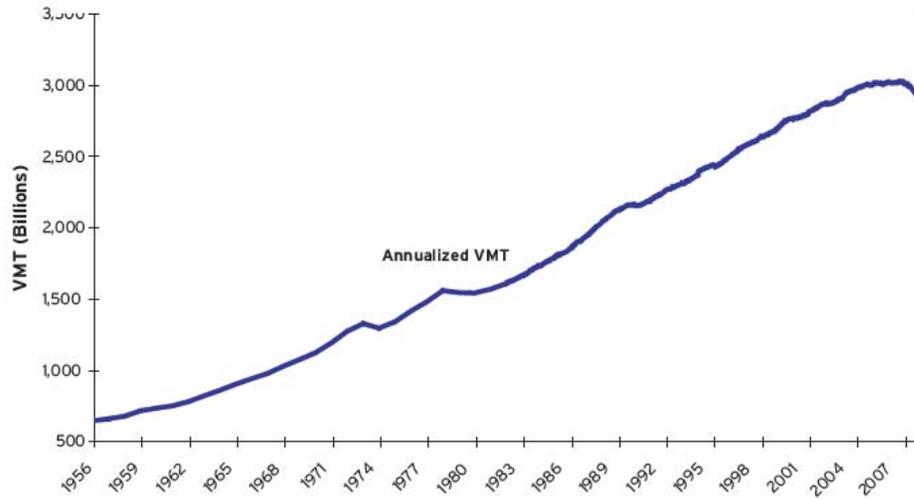
Name	City	State	Zip	Country	SignedOn	Comment
mary sprader	richmond	MI	48062	United States	8/30/2012	we need safer bike areas on gratiot by 23 mile rd. every day i see bikers in the center turn lane riding because there is no shoulder on gratiot. in some parts there is a sidewalk on the east side but not all. it is very dangerous.
Marsha Reeves	Ann Arbor	MI	48103	United States	8/30/2012	We need MDOT on board to move ahead, not backward.
Jonathan Phelan	Marine City	MI	48039	United States	8/31/2012	Trains and buses can move people more cost and fuel efficiently over time than individual vehicles.
Angie Moon	Kalamazoo	MI	49008	United States	8/31/2012	I love to bike but I am terrified of traffic.
Diana Rencsak	Howell	MI	48843	United States	8/31/2012	Energy saving, time saving sitting on clogged expressways that have an orange barrel fesival EVERY SUMMER
Lisa Lemble	Ann Arbor	MI	48104	United States	8/31/2012	We learn this truth again and again, but do not act on it. Building more roads encourages more traffic. And if we make other modes of transportation affordable and workable, people will use them.
Kimberly Dittmar	Kingsley	MI	49649	United States	8/31/2012	I ride my bike whenever possible instead of my car. I know our roads need work, but as far as bikeable, walkable and available public transportation: BUILD IT AND THEY WILL COME!
Thomas Boswell	Eastpoint	MI	48021	United States	8/31/2012	I would like to be able to drive less.
James Perry	Ann Arbor	MI	48104	United States	8/31/2012	By any measure, all these freeways and parking lots is simply wasteful of space and our tax dollars. Gas is getting more expensive, cars are getting more cramped to be more fuel efficient. Having to drive everywhere is becoming a bigger and bigger inconvenience.
Mary Jane Banas	East Lansing	MI	48823	United States	8/31/2012	Ease of travel for both the old and young. Provides transportation options for those individuals that do not own cars. Reduces our carbon footprint

Name	City	State	Zip	Country	SignedOn	Comment
Robert Prud'homme	Ferndale	MI	48220	United States	8/31/2012	Michigan needs a serious road diet. As we look to try and re-develop our urban cores, we can see that the last 75 years of suburban sprawl, proliferated by wider roads with ever wider lanes, have the opposite effect of the desire of most to create vibrant, compact, complete neighborhoods and streets. If we are going to get serious about creating these environments, you know - the type where our best and brightest are moving to- we had better get started with this road plan. It is not possible to satiate the pavement monster, we have to starve it. \$4.3 billion or so, with a paltry few million dollars for public transportation is not a transportation plan. It is clearly a pander to the concrete mafia, and we all know that this is not possible to satisfy. Our pavement industry is entrenched, but if they are to survive, the lessons of the last century of interstates for commute, not commerce as intended, need to be learned. The industry has got to learn how to build better and faster transit systems. We have the innovation capability as the state that put the world on wheels, lets shift this engineering talent to public transportation, and try to then keep up wit the demand for development that is created by it
David Ross	Ann Arbor	MI	48105	United States	8/31/2012	I rely on public transportation to get groceries and to get to work.
David Gifford	Rochester	MI	48307	United States	8/31/2012	I am tired of having to spend X amount of dollars per year on gas, insurance and car loan just to get around. People deserve more options in Michigan.
Amy DeShon	Albion	MI	49224	United States	8/31/2012	Fuel is only going to go up. Public transport is the best option for reducing our dependence
Bill Brazier	Marquette	MI	49855	United States	8/31/2012	We must provide alternate forms of transportation including rail. Rail is going to be the "new" regional form of transport replacing air options for near close to home travel. This just makes sense. Let's put Michigan in the forefront!

Name	City	State	Zip	Country	SignedOn	Comment
John Anderson	Leland	MI	49654	United States	8/31/2012	Please update the more efficient rail and bus lines. Let's work to cut our fossil fuels.
William Cosgrove	Sterling Heights	MI	48312	United States	8/31/2012	More roads means more traffic which inturn means more roads. Other means of transportation would help to stop this stituation.
Becky Jo Farrington	Lansing	MI	48912	United States	8/31/2012	Air Quality
Andy Draheim	East Lansing	MI	48823	United States	8/31/2012	My retirement is going to be awesome, popping around Michigan by train and bike. Breweries, beaches and ballgames without having to get behind the wheel.
Anusuya Das	LANSING	MI	48912	United States	8/31/2012	To mitigate GHG emissions.
John DeLora	St. Clair Shores	MI	48080	United States	8/31/2012	As I age, driving becomes increasingly difficult, and the availability of public transportation becomes increasingly more important to me.
Erin Buero	Waterford	MI	48329	United States	8/31/2012	we need to find ways to make the roads we have driveable and in good condition. repairs only last one to two years max.
Cindy Eby	Jackson	MI	49203	United States	8/31/2012	Environment, economy, health. What other reasons do you want?
Bhavana Shivakumar	Bethesda	MD	20814	United States	8/31/2012	I grew up in Michigan and after moving to MD where Public transport is so well structured and efficient, I would LOVE for Michigan to have the same!! Pure MI forever :)
Dr. Tom Small	Kalamazoo	MI	49008	United States	8/31/2012	Transportation accounts for 20% of greenhouse gases. Alternative modes of transportation and transit are essential
Hugh McDiarmid	Farmington	MI	48336	United States	8/31/2012	We need more flexibility in our transportation systems for the future and for young people. Connecting our neighborhoods with businesses and downtowns.
Gretchen Driskell	Saline	MI	48176	United States	8/31/2012	Will provide for healthy environment, healthy people and bring young talent from all over the world!
Rose Norwood	Kalamazoo	MI	49007	United States	8/31/2012	Our public transit needs to be expanded to more areas and we need more bike paths.

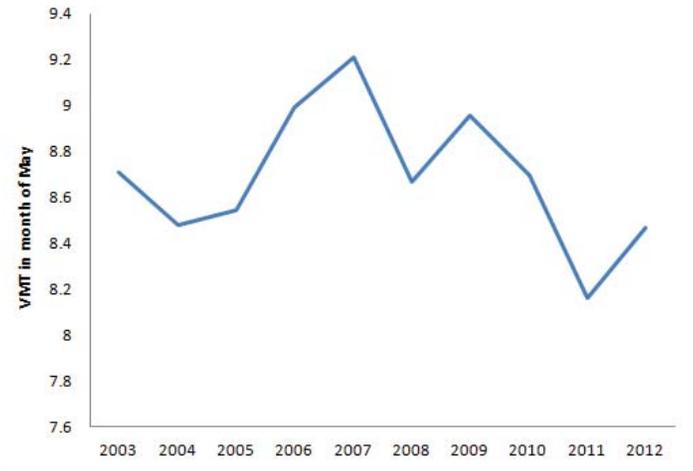
Name	City	State	Zip	Country	SignedOn	Comment
Matthew Grocuff	Ann Arbor	MI	48103	United States	8/31/2012	More transportation options helps clean our air, reduce traffic congestion for drivers, makes walking and cycling safer and may even reduce transportation costs for school districts. It's just smart.
David Sharpe	Northville	MI	48167	United States	8/31/2012	While road vehicular transportation is important I believe much more focus must be made on other options such as mass transit, walking and biking paths, and other alternatives. Your responsibility is to look forward to those alternatives that will be necessary in the future.
L.G. Norwood	Kalamazoo	MI	49007	United States	8/31/2012	Fuel prices ever escalating and foreign oil threaten our security and our economic prosperity.
Kimberly Jongsma	Holland	MI	49423	United States	8/31/2012	I'm 25 and I want options! So sick of my commute.
Dessa Cosma	Dearborn	MI	48124	United States	8/31/2012	I could get more done on the way to and from work if I wasn't driving!

Annual U.S. VMT (billions), 1956-2008



Brookings Institution

May MI VMT (millions), 2003-12



Federal Highway Administration

What is an MPO and what role do they play in the distribution of CMAQ funds?

Metropolitan planning organizations (MPOs) are responsible for planning, programming and coordinating federal highway and transit investments in urbanized areas of at least 50,000 persons.

MPOs have varying levels of involvement in CMAQ program administration and project selection. In general, state DOTs usually determine how much CMAQ funding is available while MPOs prioritize and select projects for funding and ensure they are included in a conforming transportation plan and transportation improvement program (TIP). Final project determinations lie with federal transportation and transit administrations with EPA playing a consultative role.

Who is eligible to receive CMAQ funds?

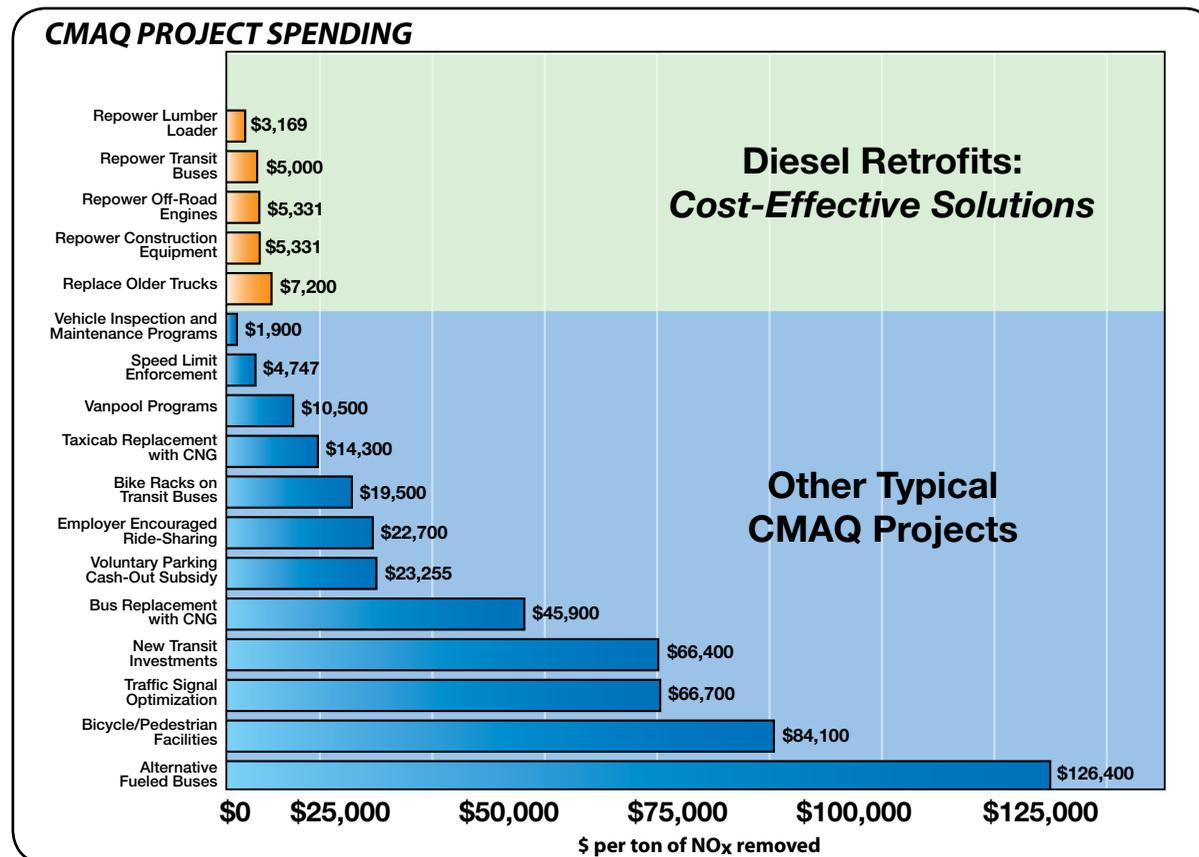
CMAQ projects can be proposed by cities, counties, transit and transportation authorities, state DOTs and private and nonprofit entities in cooperation with a lead public agency.

What conditions/restrictions are there on the use of CMAQ funds?

CMAQ funds must be used for projects in non-attainment or maintenance areas. CMAQ funds require a 20% state or local match (although this percentage has been reduced in select states and for select projects). CMAQ funds may not be distributed directly to a private or non-profit entity, thereby requiring a public sector partner for each project.

What types of projects are funded through the CMAQ program?

Historically transit and traffic flow improvement projects have accounted for approximately two-thirds to three-quarters of CMAQ funds. Other eligible project categories include new transit buses, shared ride (e.g. vanpool and carpool), demand management (e.g. employer trip reduction programs), and bicycle and pedestrian projects.



Source: www.dieselforum.org

Have CMAQ funds been used for diesel retrofit?

Since distribution of CMAQ funds vary from state to state, and the federal database tracking previous use of CMAQ funds is not up to date, it is impossible to know how many diesel retrofit projects have been funded. Historically, the number of diesel retrofit projects have been quite limited, however this number is expected to increase due to changes in the SAFETEA-LU reauthorization in 2005 and the availability of cleaner diesel fuel nationwide; a key component of retrofit projects.

What impact does the new transportation law (SAFETEA-LU) have on diesel retrofit projects?

SAFETEA-LU included two new provisions that could increase the number of retrofit projects funded by the CMAQ program. The first of these requires states and MPOs to give priority in distributing CMAQ funds to “diesel retrofits, particularly where necessary to facilitate contract compliance.” The second expands the eligibility of projects to include non-road vehicles and engines that are used in highway construction projects.

Despite these changes, Congress protected the authority of state and local planning organizations to make ultimate funding decisions through the addition of a savings clause which stipulates that existing authorities and agency roles are not to be disturbed in making final project selections.

What is transportation conformity and how does it relate to the CMAQ program?

Transportation conformity is a requirement of the Clean Air Act which states that transportation plans, programs and projects must “conform” to a state’s clean air plans. If conformity cannot be established, the MPO and the state DOT must change the timing or mix of transportation projects in its plan or transportation improvement program, delaying or eliminating needed transportation improvements. An alternative to this is to identify emissions-reducing projects as offsets that may be funded under the CMAQ program. In this way, CMAQ funding has been crucial to avoiding costly disruptions in the federal funding process.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM

Year	Authorization*
2005	\$1,667M
2006	\$1,694M
2007	\$1,721M
2008	\$1,749M
2009	\$1,777M

*Authorizations shown here will be augmented by a portion of the Equity Bonus program funds

Source: Federal Highway Administration