

Economic Development Project Team Briefings

06/02/2026



Background

- In February 2025 safety concerns raised by Together West Michigan were the catalyst for a formal Road Safety Audit conducted by Mobile GR
- Based on audit findings, Mobile GR identified and planned improvements
- Commission designated \$600,000 of FY 2026 Third Ward Equity Funds to Kalamazoo corridor improvements
- Additional \$200,000 of FY 2027 Third Ward Equity Funds to Kalamazoo corridor improvements
- Mobile GR has identified additional safety improvements along the corridor, to be funded through the department's existing operating budget
- These investments reflect a sustained, multi-year commitment to making Kalamazoo Ave. safer for everyone who travels it

Timeline



February 2025

Together West Michigan contacts Mobile GR to highlight Kalamazoo corridor safety concerns



March 2025

Mobile GR meets with Together West Michigan to discuss Kalamazoo corridor safety concerns



April 2025

Mobile GR walks Kalamazoo corridor with Together West Michigan to evaluate conditions



May 2025

Mobile GR begins Kalamazoo Corridor Safety Audit



September 2025

Mobile GR concludes Kalamazoo Corridor Safety Audit



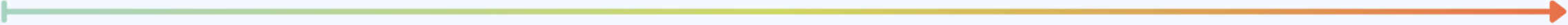
October 2025

Mobile GR shares safety audit results with Together West Michigan



November 2025

Mobile GR meets with Together West Michigan to discuss safety audit results and improvement plans



2025 Q1

2025 Q1

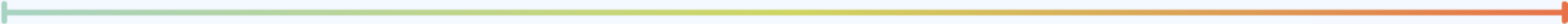
2025 Q2

2025 Q2

2025 Q3

2025 Q3

2025 Q3



Fall 2025

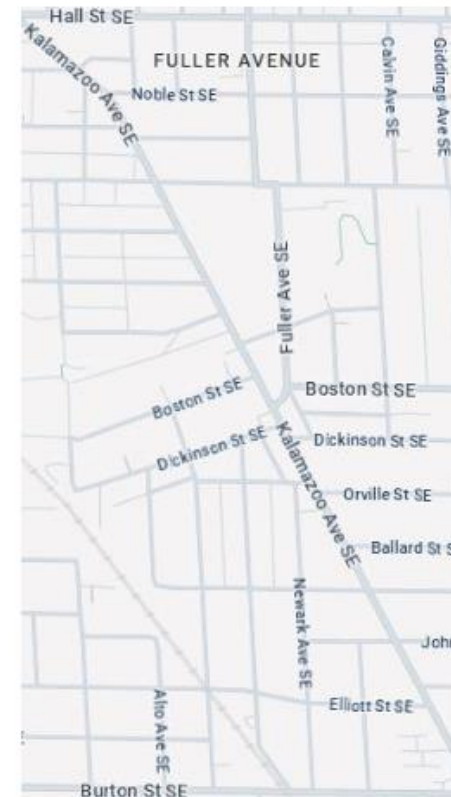
Ongoing implementation of safety audit recommendations

Fall 2026 +

Safety Audit Overview

- 2020-2024: 193 Crashes, 0 fatal crashes, 2 serious injury crashes, 9 vulnerable user crashes
- Vehicles speeds: 85th percentile speeds of 11 to 13 miles per hour over posted speed limit
- Traffic Safety Review showed that traffic signals are needed at Griggs and Adams
- Additional recommendations improve visibility and provide physical restriction to aggressive vehicle maneuvers

Kalamazoo Avenue SE Traffic Safety Review Hall Street to Burton Street September 2025



Programmatic Improvements

Programmatic improvements included in regular Mobile GR operations in the corridor include:

- Sight Distance Review at Intersections
- Crosswalk Marking Install and Refresh
- Side Street Stop Bar Install and Refresh
- Seasonal In-Road Pedestrian Crossing Signs
- Quick Build Curb Extension Installations
- Pavement Marking Modifications

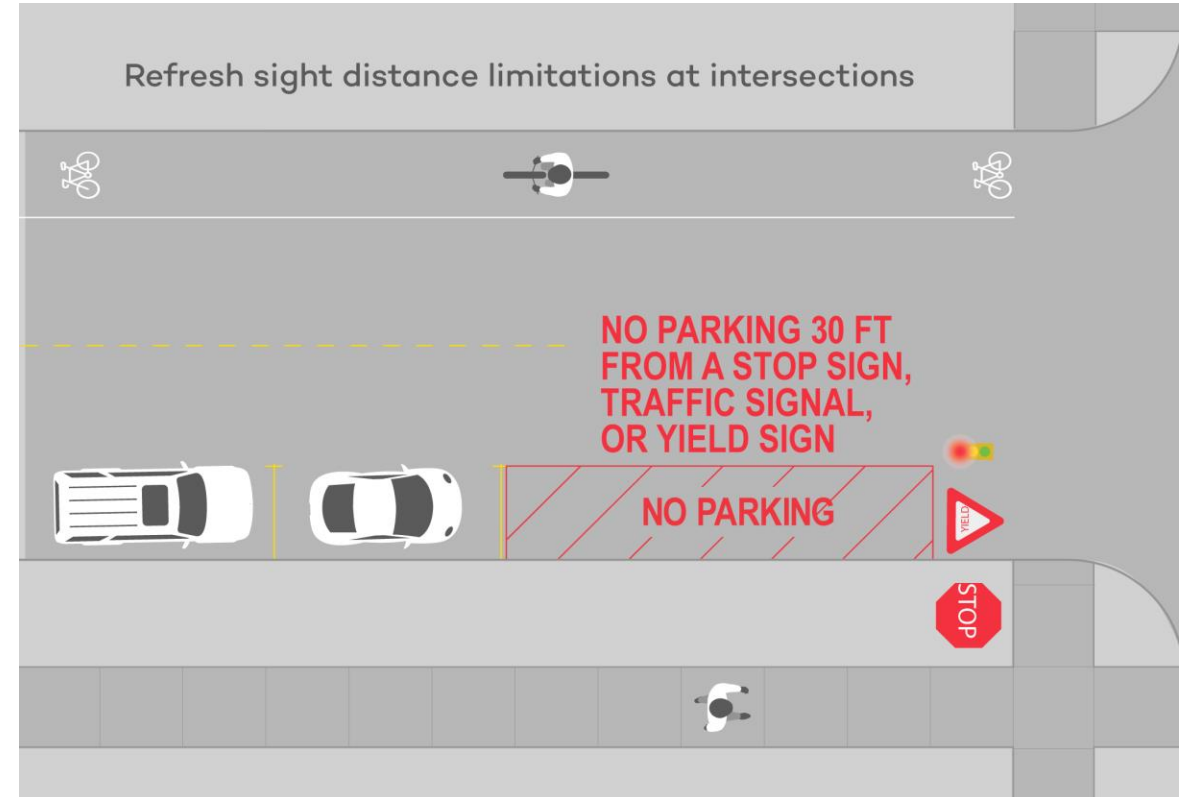
Cost Assessment

- 2026 Operational Improvements - \$30k
- Design, Construction, Inspection of traffic signals - \$800k each
 - Griggs Street
 - Adams Street
- Design, construction, inspection of Rectangular Rapid Flashing Beacon at Evergreen - \$150k
 - Timeline dependent on construction of Evergreen Street extension

Treatment Summary: Parking & Visibility ●

Treatment summary: Assesses whether parked vehicles obstruct sight lines at side street intersections, with signage added where visibility is impaired.

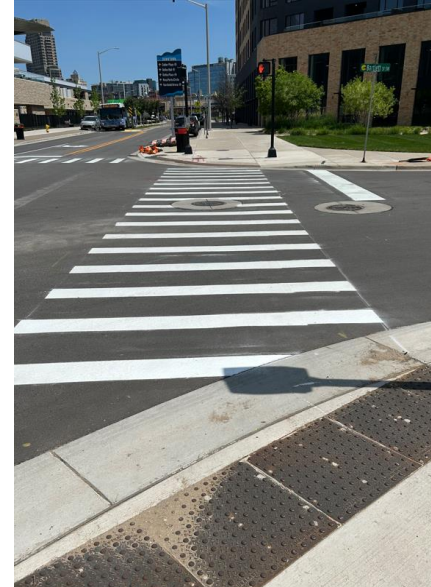
- Treatment cost: \$500 per location, total investment \$8,000
- Intersections receiving treatment:
 - All side street connections with Kalamazoo Ave between Hall St. And Burton



Treatment Summary: Crosswalk Marking and Stop Bars ●●

Treatment summary: Installs or refreshes crosswalk markings and stop bars to clearly define pedestrian crossing zones and vehicle yield points.

- Treatment cost: approximately \$660 per location, total investment \$8,000
- Intersections receiving treatment: All side street connections with Kalamazoo Ave between Hall St. And Burton



Treatment Summary: In-Road Pedestrian Crossing Signage ●

Treatment summary: Places seasonal in-road signs within the travel lane to alert drivers to active pedestrian crossings at key intersections.

- Treatment cost: \$2,500 per location, total investment planned \$10,000
- Intersections receiving treatment:
 - Kalamazoo and Hancock
 - Kalamazoo and Adams
 - Kalamazoo and Evergreen
 - Kalamazoo and Griggs



Treatment Summary: Temporary Curb Extension

Treatment summary: Narrows the roadway at intersections to shorten pedestrian crossing distances and slow vehicle turning speeds.

- Treatment cost: \$500 per location, total investment planned \$1,500
- Intersections receiving treatment:
 - Kalamazoo and Adams
 - Kalamazoo and Evergreen
 - Kalamazoo and Griggs



Recommended Signal Improvements

Kalamazoo Avenue & Griggs Street – Summer 2027







- Full Traffic Signal
- Vulnerable Road User Crash
- School Crossing Location

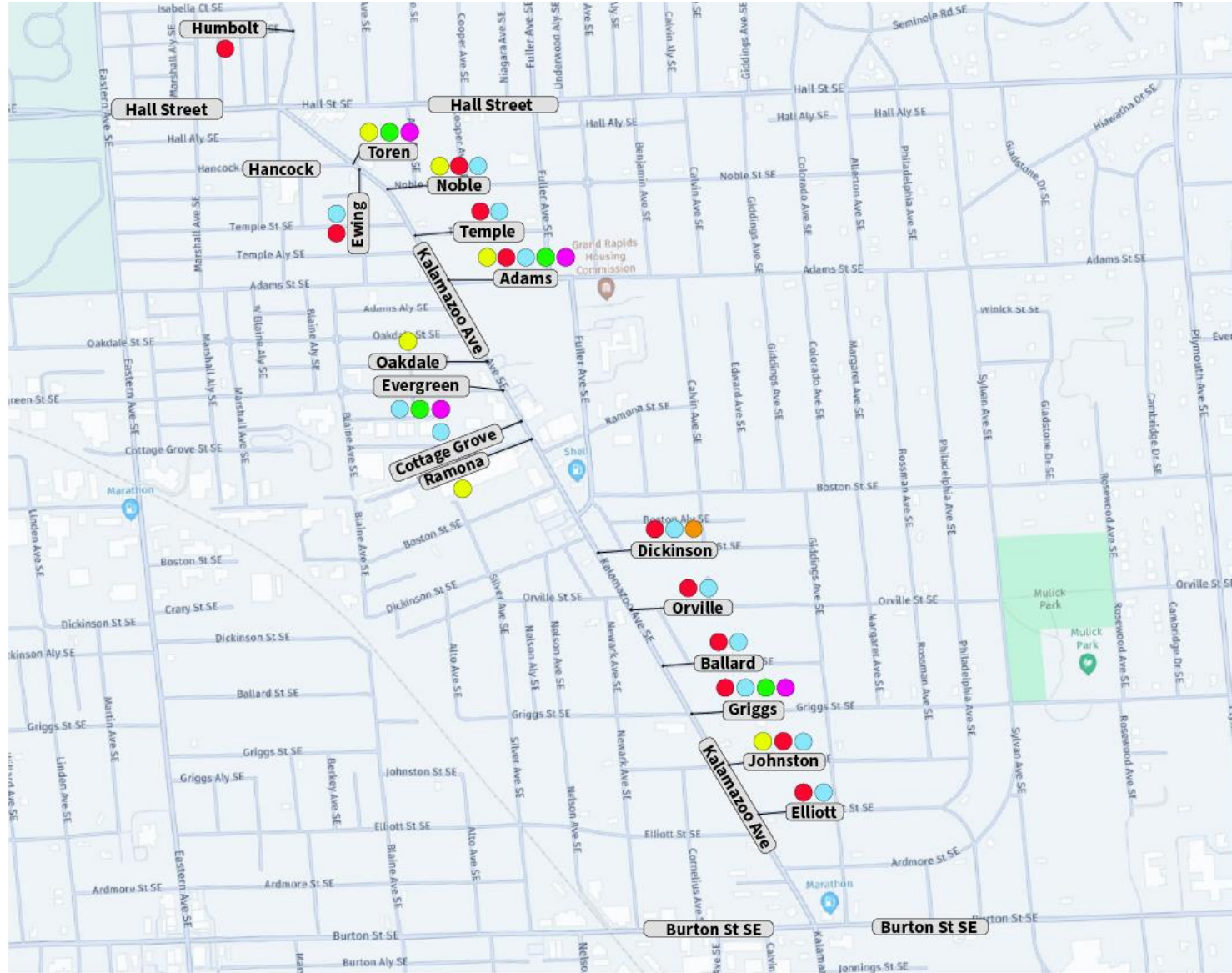
Kalamazoo Avenue & Adams Street – Future Improvement

- Full Traffic Signal
- Traffic Balance not appropriate for a 4-way stop

We are proceeding with the design of both signals so that the second installation will be shovel-ready when funding becomes available.

Spring 2026 Planned Corridor Improvements

-  Parking and visibility clearance review
-  Crosswalk marking refresh/installation
-  Side street stop bar refresh/installation
-  Seasonal in-road pedestrian sign for crosswalks
-  Temporary curb extension pilot options
-  Striping modifications at intersections



Revolving Loan Fund – Business Support

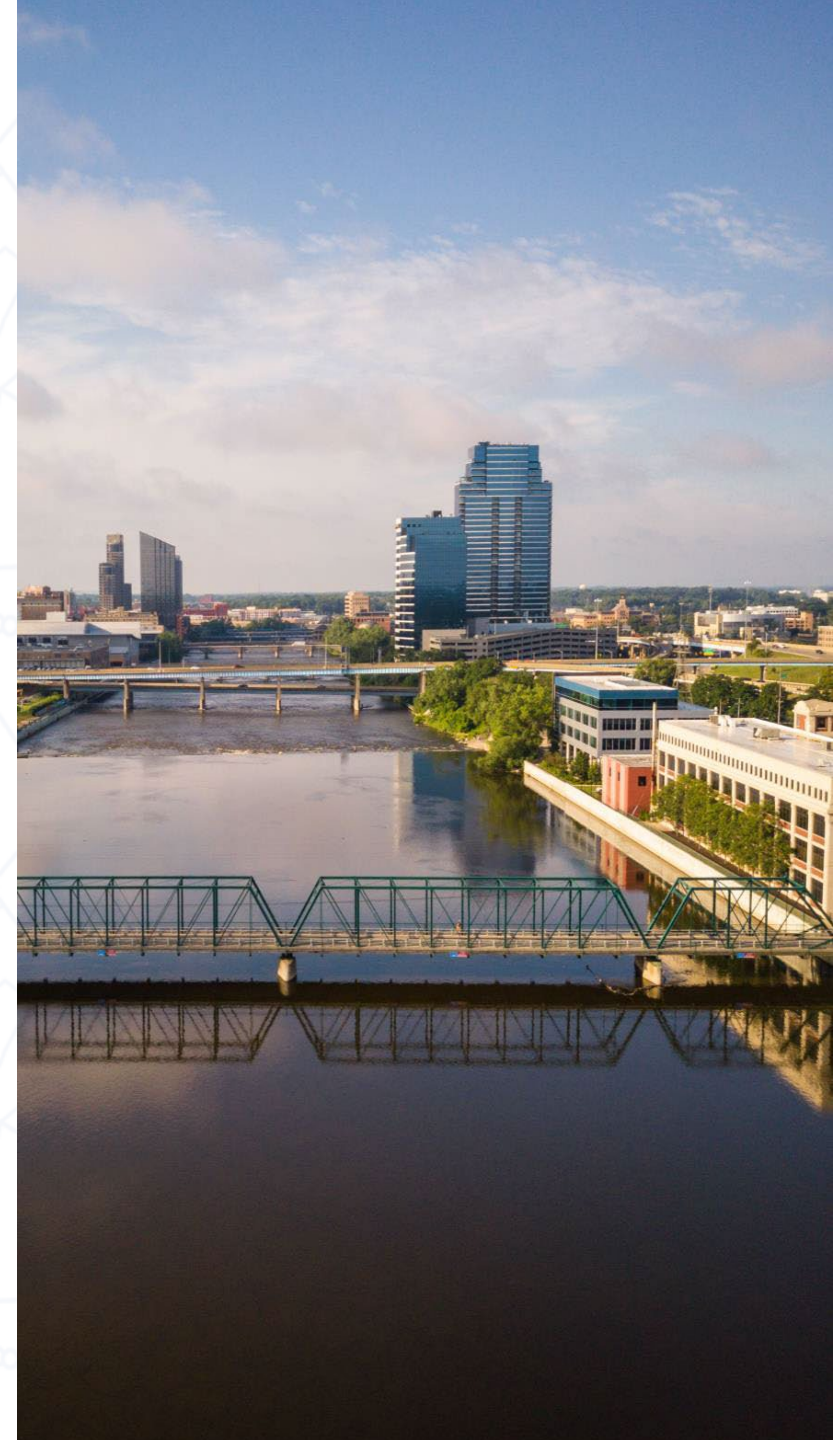
Economic Development Project Team

June 2, 2026



CITY OF
GRAND
RAPIDS

Economic
Development
Department



#1



Expand access to
opportunity and
support economic
competitiveness

Economic Development Corporation (EDC)

Act 338 of 1974 Section 27 authorizes the EDC to lend, grant, transfer, or contribute funds to the corporation in furtherance of its public purposes.

The goal of a Revolving Loan Fund (RFL) is to increase available capital for entrepreneurs and small businesses and to augment other resources that may be available under existing programs.

Evaluation



- Met with 9 Local Organizations
- Validated the original thesis and the continued need for small dollar, easy to access capital in the small business ecosystem.
 - Common uses for loans include Working Capital, Equipment, Inventory, Leasehold Improvements, etc.
- Considerations
 - Administration, underwriting, servicing, and collections were consistently identified as the most challenging aspects of managing a loan fund, especially if operated in-house by the City.
 - Partnering with an existing lender would allow the City's funding to be deployed more flexibly, leverage additional capital, and increase overall impact.

Next Steps

- Enter into an agreement between EDC & City on an agreed upon approach.
- Consider an RFP for potential lending partners to manage the administration of the funds.
- Make recommendations on Program Guidelines, the fund, goals, target market, and outcomes.

