

Front (Wealthy to Butterworth) & Wealthy (Front to Market)

Concept Design Meeting
March 25, 2024



Agenda

- Introductions
- Project Overview
- Guiding Documents and Principles
- Concept Design
- Discussion

STREETS ARE VITAL FOR



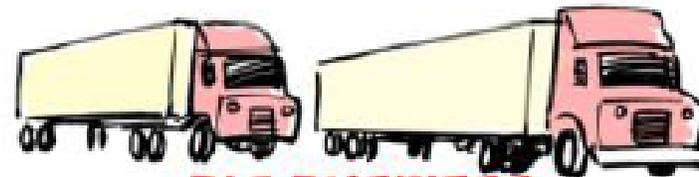
RESIDENTIAL

INCREASED PROPERTY VALUES AND
BETTER MOBILITY (CARS, BIKING, WALKING
AND BUSES)



SMALL BUSINESS

CUSTOMERS NEED TO SAFELY REACH
RETAILERS & RESTAURANTS IN THE AREA



BIG BUSINESS

STREETS ARE VITAL FOR MOVING GOODS
& PRODUCTS TO CONSUMERS

Introductions

City Staff

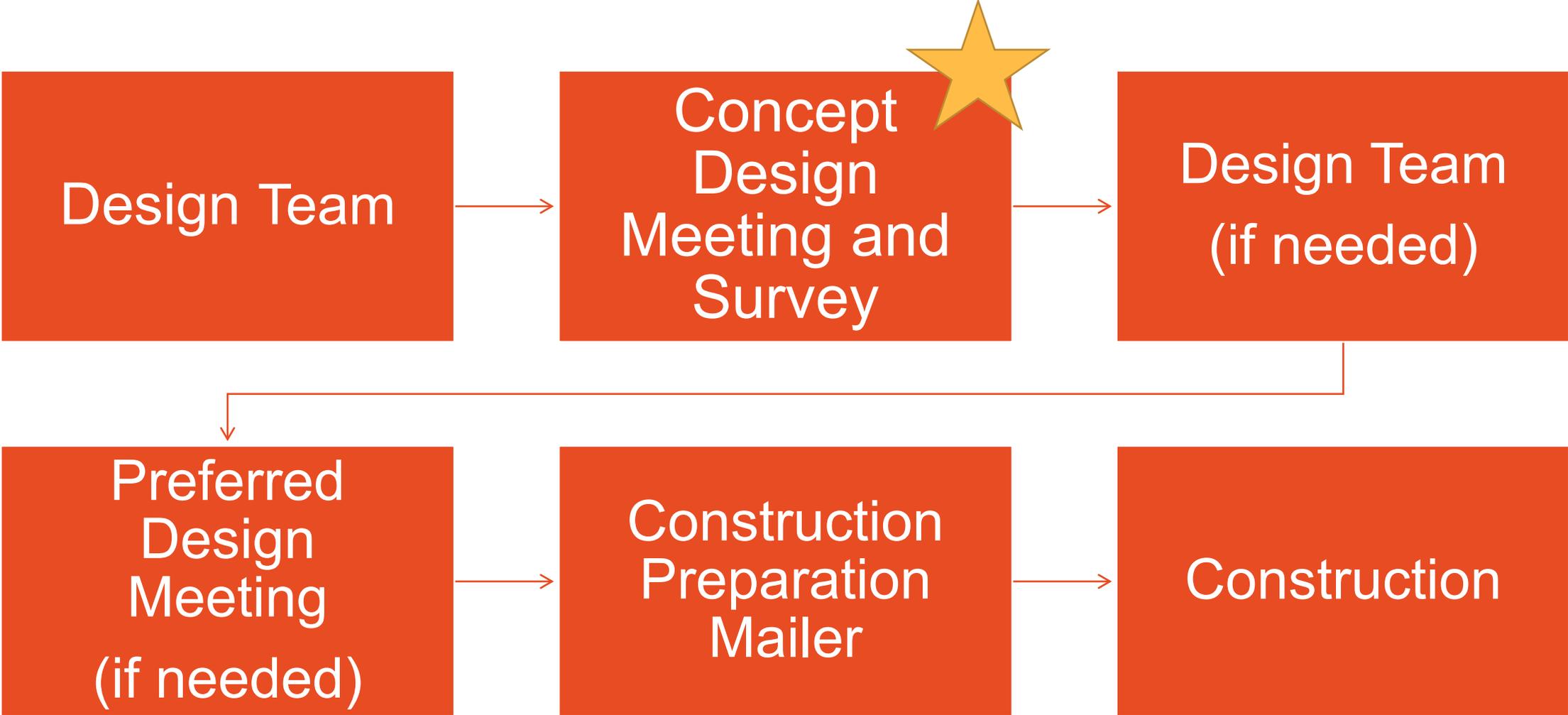
- Community Engagement – Juan Torres & Sarah Itani
- Engineering – Dan Siminski
- Mobile GR/Traffic Safety – Kristin Bennett



Project Overview

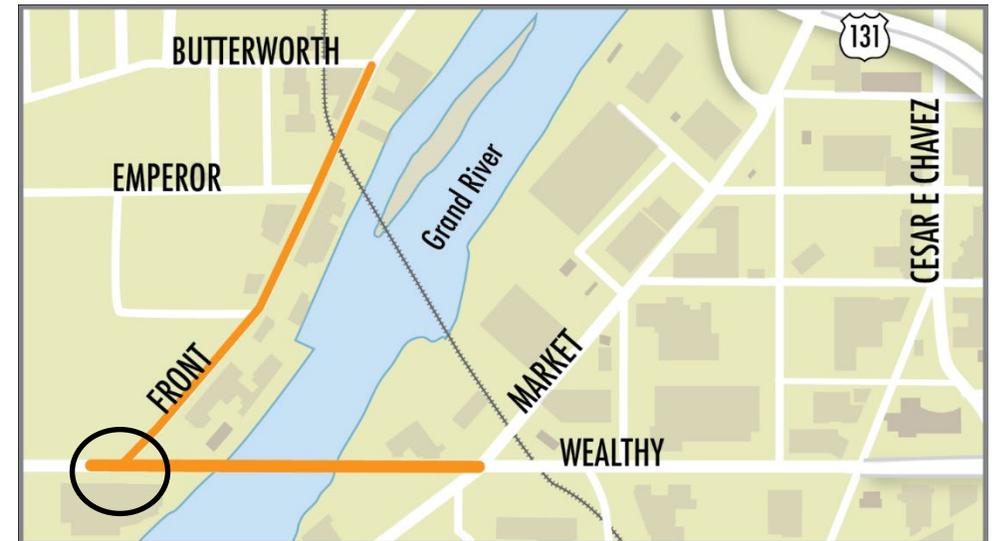


Road Design and Construction Process



Project Details

- Reconstruction project
 - Front from Wealthy Street to 200 feet north
 - Wealthy Street from 400 feet west of Front Avenue to Front Avenue
- Changes to pavement markings/signs
 - Front from Wealthy to Butterworth
 - Wealthy from Front to Market
- Summer/Fall 2024



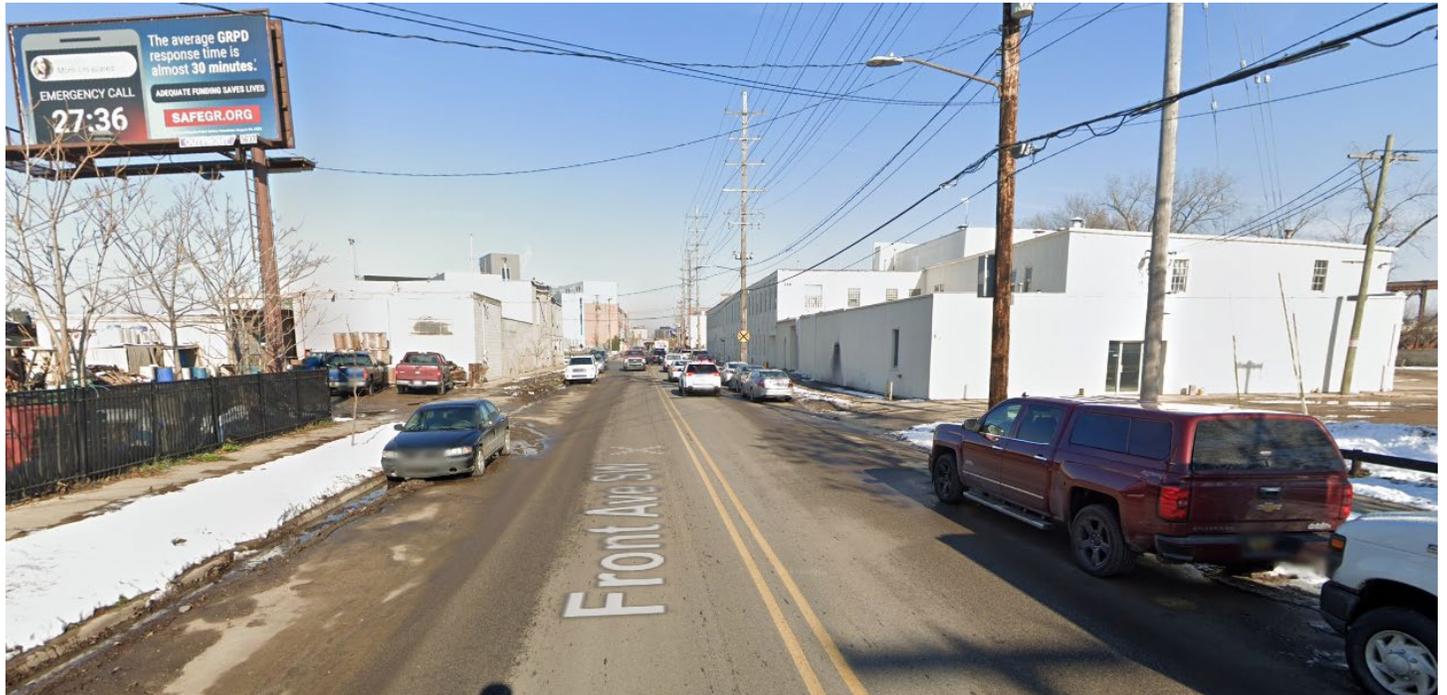
Wealthy Street Existing Conditions

- 66-foot public right of way
- 46-52-foot road width
- Two travel lanes and attached sidewalks in each direction



Front Avenue Existing Conditions

- 66-foot public right of way
- 40-foot road width
- One travel lane in each direction and parking on both sides of the street

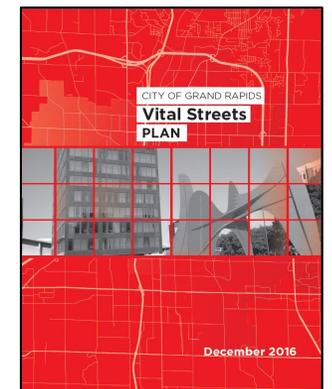
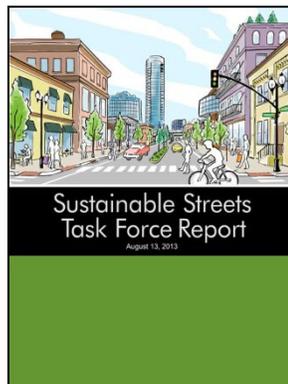
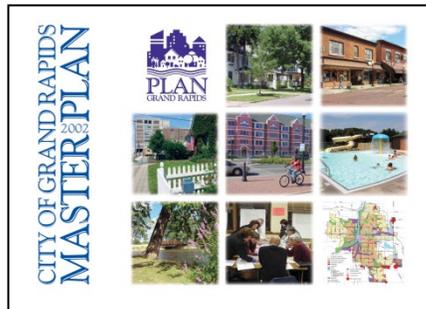


Guiding Documents and Principles



Guiding Documents

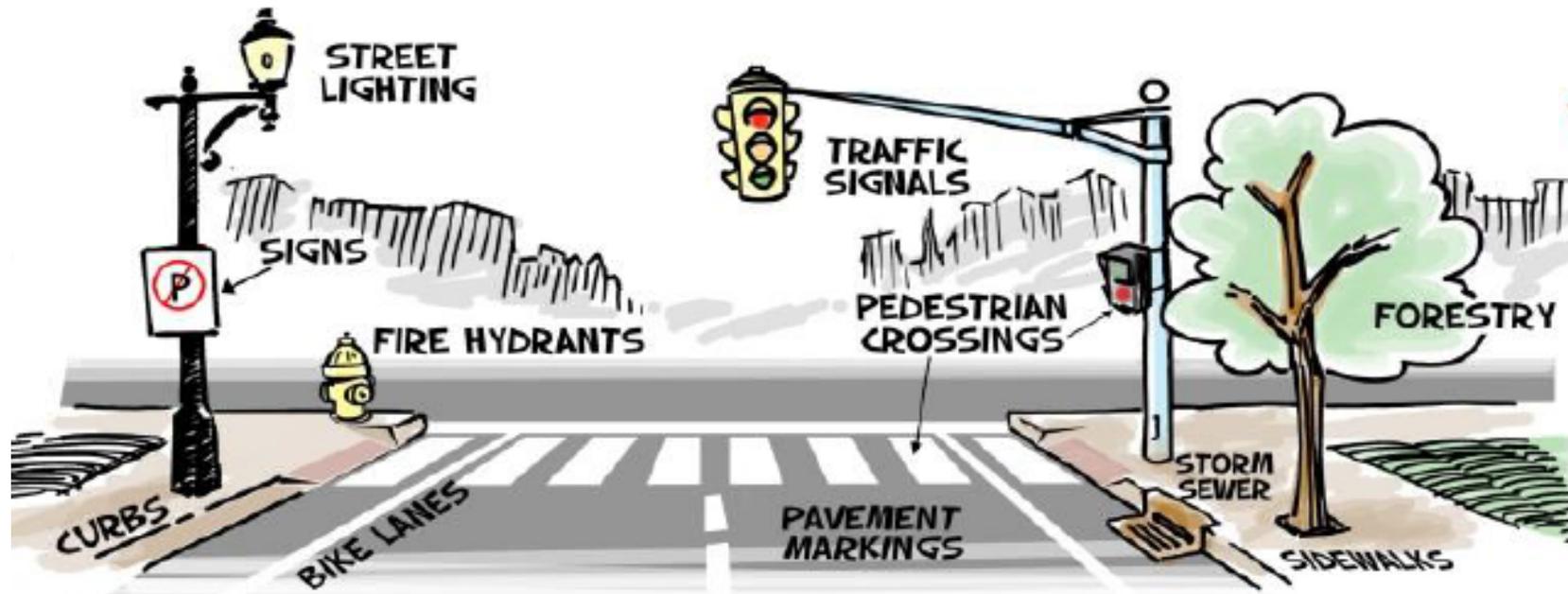
- 2000-2002 City Master Plan
- 2007-2010 Green Grand Rapids
- 2012-2013 Sustainable Streets Task Force Report
- 2015 Urban Tree Canopy Assessment
- 2016 Vital Streets Plan
- 2019 Bicycle Action Plan



Sustainable Streets Task Force Vision

City Streets and rights-of-way will be accessible, attractive, and safe, serving people of our community, contributing to the livability of our neighborhoods and business districts and increasing economic opportunity to individuals, businesses, and new development.

Infrastructure assets will be maintained and well-managed, using a multi-faceted funding strategy and innovative approaches to preserve our investment.



Complete Streets

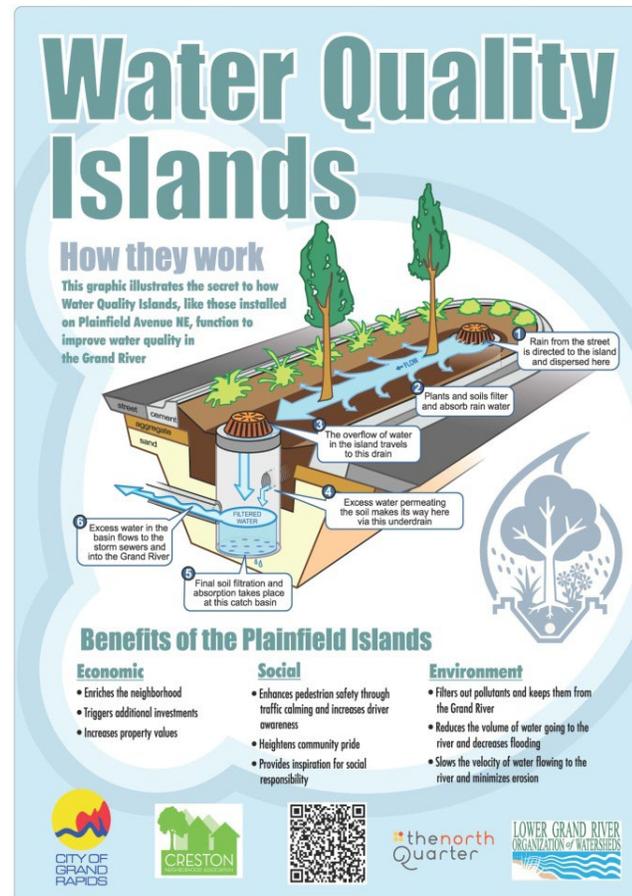
A system of streets...planned, designed, operated and maintained so all legal users may safely, comfortably and conveniently move along and across streets

~ PA 134 of 2010



Vital Streets

Complete streets + green infrastructure



All users include:

- People walking
- People driving
- People biking
- People of all abilities
- Trucks
- Buses

ACCESSIBILITY
WE NEED TO PROVIDE
QUALITY ACCESSIBLE TRANSPORTATION OPTIONS
FOR **ALL** MODES SO PEOPLE CAN GET TO WORK,
SCHOOL, HEALTHCARE, SHOPPING AND PLACES OF WORSHIP.



Why all users?

1/3rd of the population does not drive

Aging population:

- **1 in 5** seniors do not drive (AARP)
- Most seniors outlive their ability to drive by **7 to 10** years (AARP)

Ability:

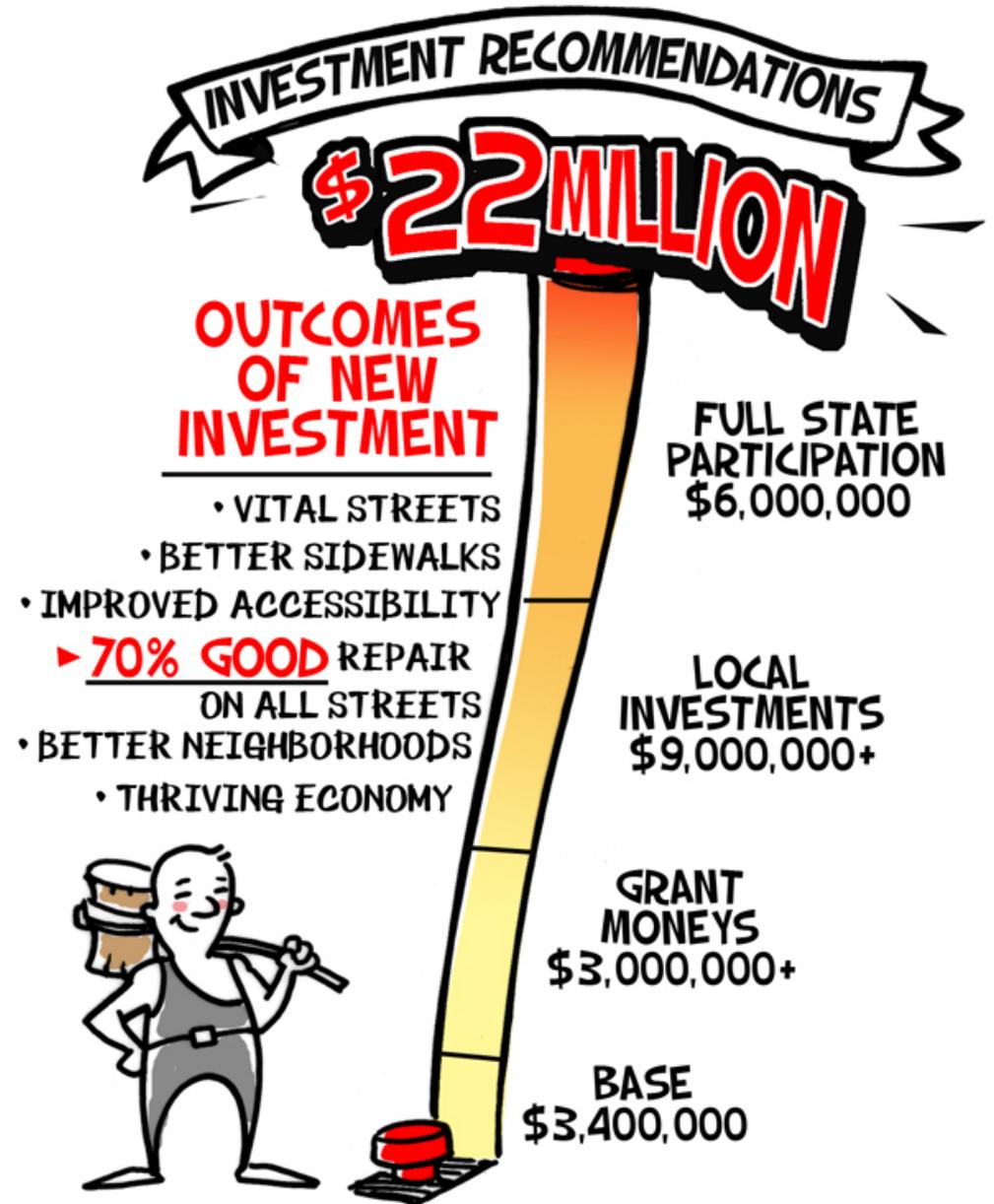
- **20%** of Americans have a disability that limits their daily activities (US Census)
- **Nearly half** of people 65 and older have a disability (US Census)

Why all users?

- Young people:
 - **1/4th** do not have a driver's license (U.S. PIRG)
 - Trips by bike ↑ **24%**, ↑ walking **16%**, ↑ transit **40%** (U.S. PIRG)
- Expense:
 - Average cost of owning and operating one automobile (2022): **\$10,728/year** (AAA)
 - Average household transportation costs (Grand Rapids MSA, 2015): **\$12,943/year** (H+T Index)

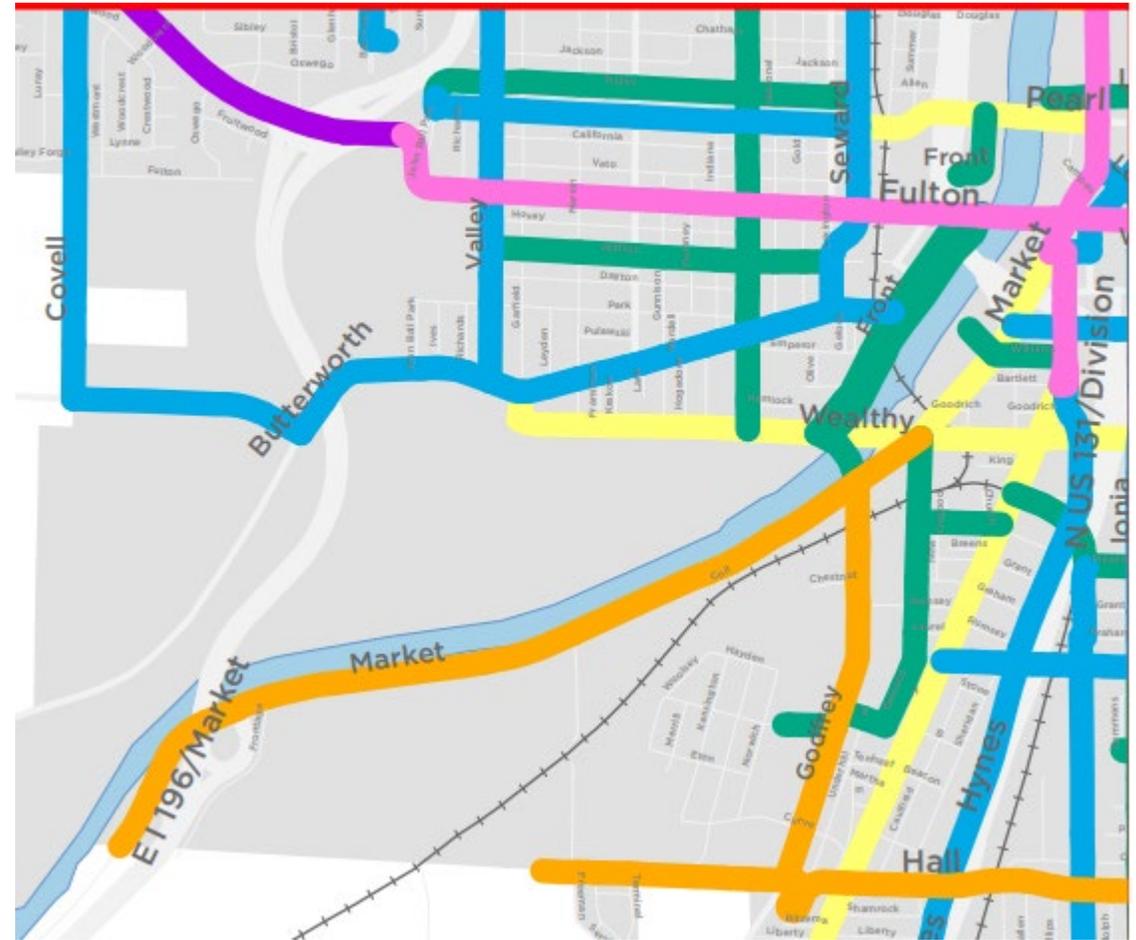
Vital Streets Income Tax

- 70% good and fair goal
- Passed in 2014



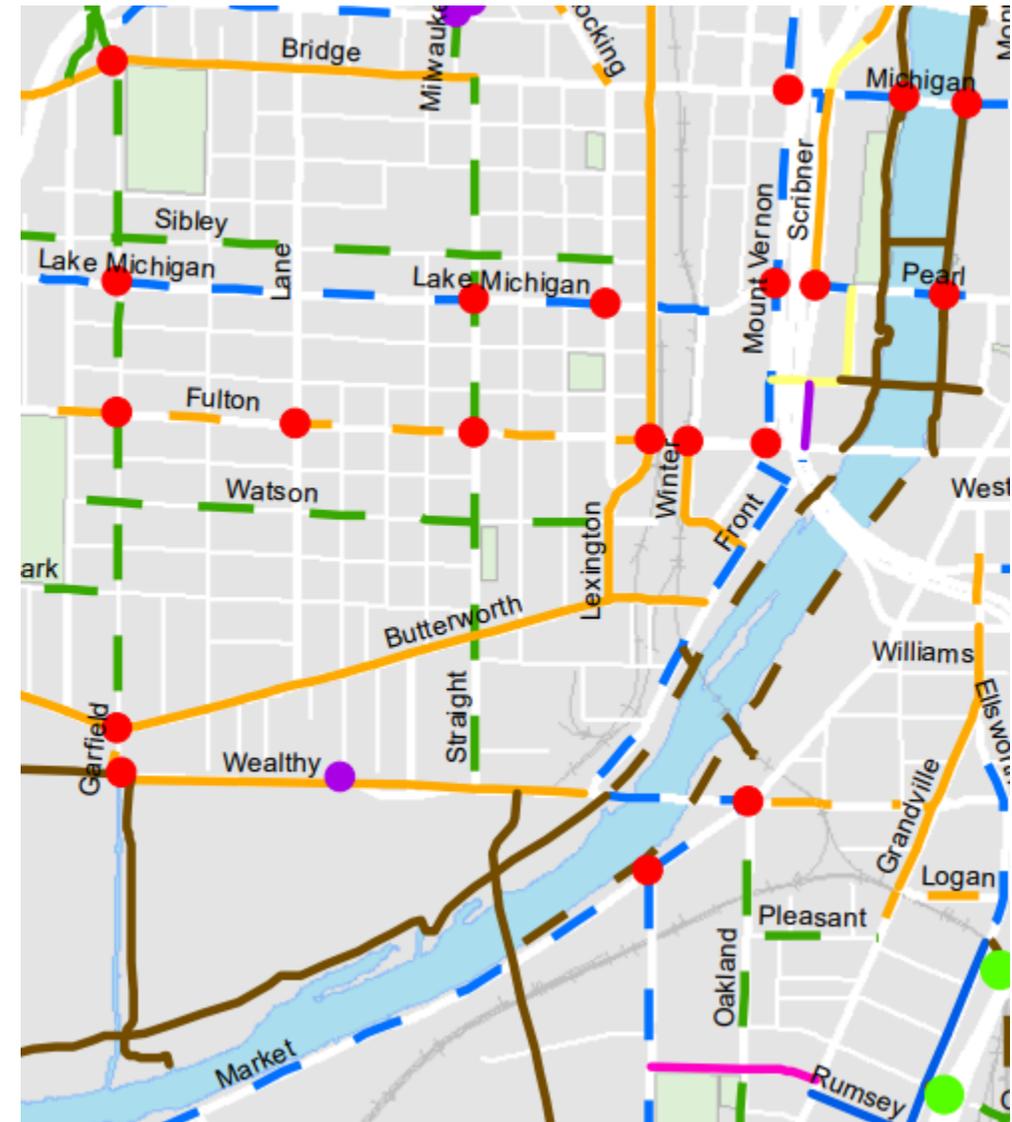
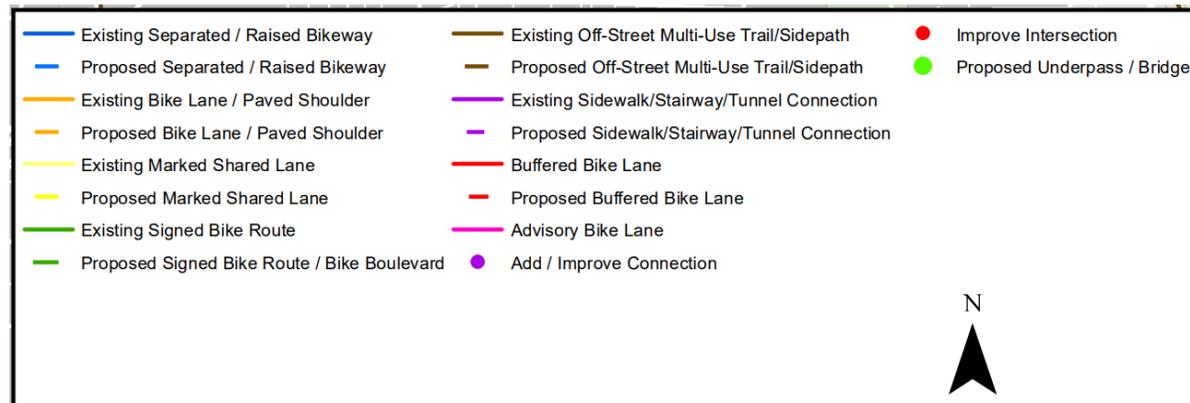
Vital Streets Plan

- Front is identified as a community bicycle route



Bicycle Action Plan (2019)

- This street proposed for separated/raised bicycle lanes





Concept Design



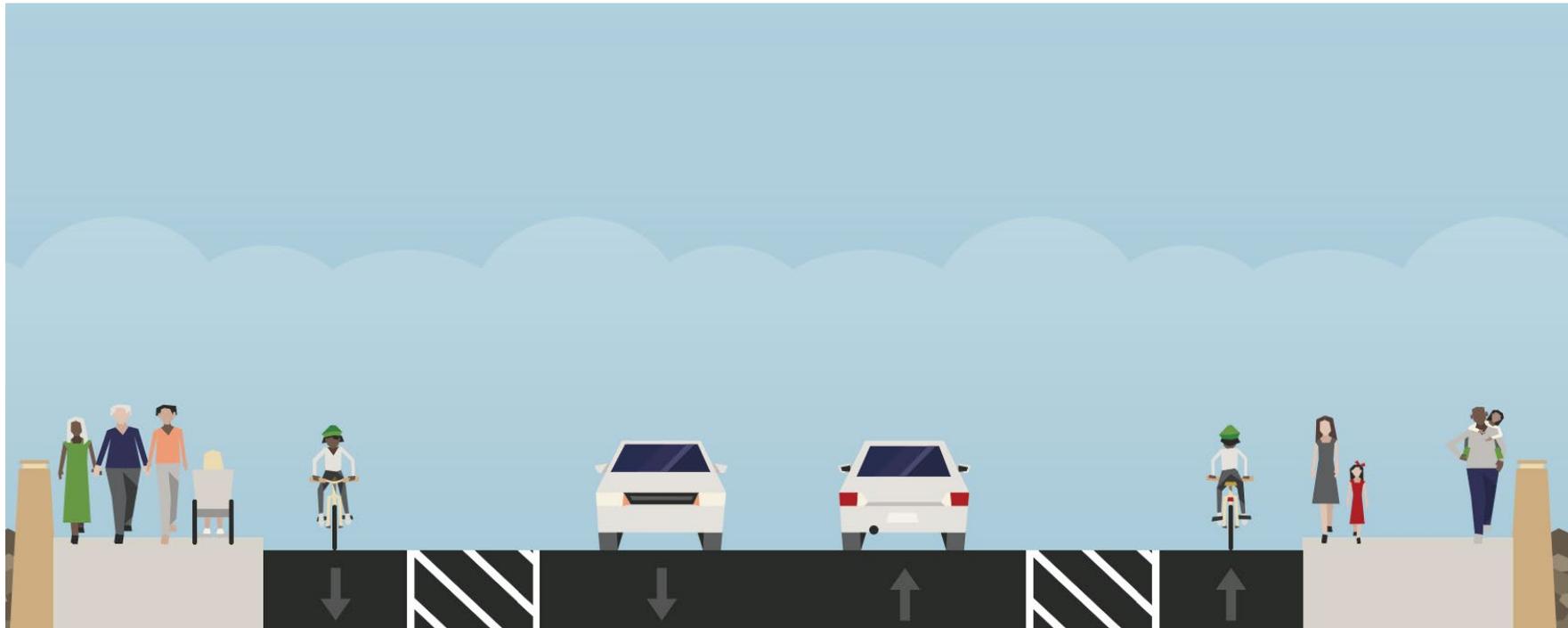
Front Avenue (Wealthy Street to Butterworth)

Concept Design

- Maintain parking lane only on west side of Front Avenue
 - Staff will remove some existing parking restrictions on west side of Front to increase number of parking spaces.
- Remove the parking lane on the east side of the street.
- Add bicycle lanes on both sides of the street.
- Remove left-turn lane at Butterworth Street to provide more space for the new bicycle lanes and additional parking spaces on the west side of Front.
- Remove left-turn lane at Wealthy Street to extend the bicycle lanes to the intersection.

Wealthy Street (Front to Market) Concept Design

- Change the pavement markings from two lanes in each direction to one travel lane and buffered bicycle lanes in each direction.
- Move westbound transit stop from Wealthy to Front.



Front (Wealthy to Butterworth)

West

East



Parking Changes

	West Side of Front	East Side of Front		West Side of Front	East Side of Front		West Side of Front	East Side of Front
Wealthy to Letellier - CURRENT	7	0	Letellier to Emperor - CURRENT	12	11	Emperor to Butterworth - CURRENT	5	2
Wealthy to Letellier - PLANNED	26	0	Letellier to Emperor - PLANNED	12	0	Emperor to Butterworth - PLANNED	14	0
Change in Parking Spaces	19 	No Change	Change in Parking Spaces	No Change	-11 	Change in Parking Spaces	9 	-2 
			TOTAL EXISTING PARKING SPACES - WEALTHY TO BUTTERWORTH	37				
			TOTAL PLANNED PARKING SPACES - WEALTHY TO BUTTERWORTH	52				
			TOTAL INCREASE IN SPACES	15 				

Existing Parking – Front (Wealthy to Lettellier)



Proposed Parking Changes - Front (Wealthy to Lettellier)



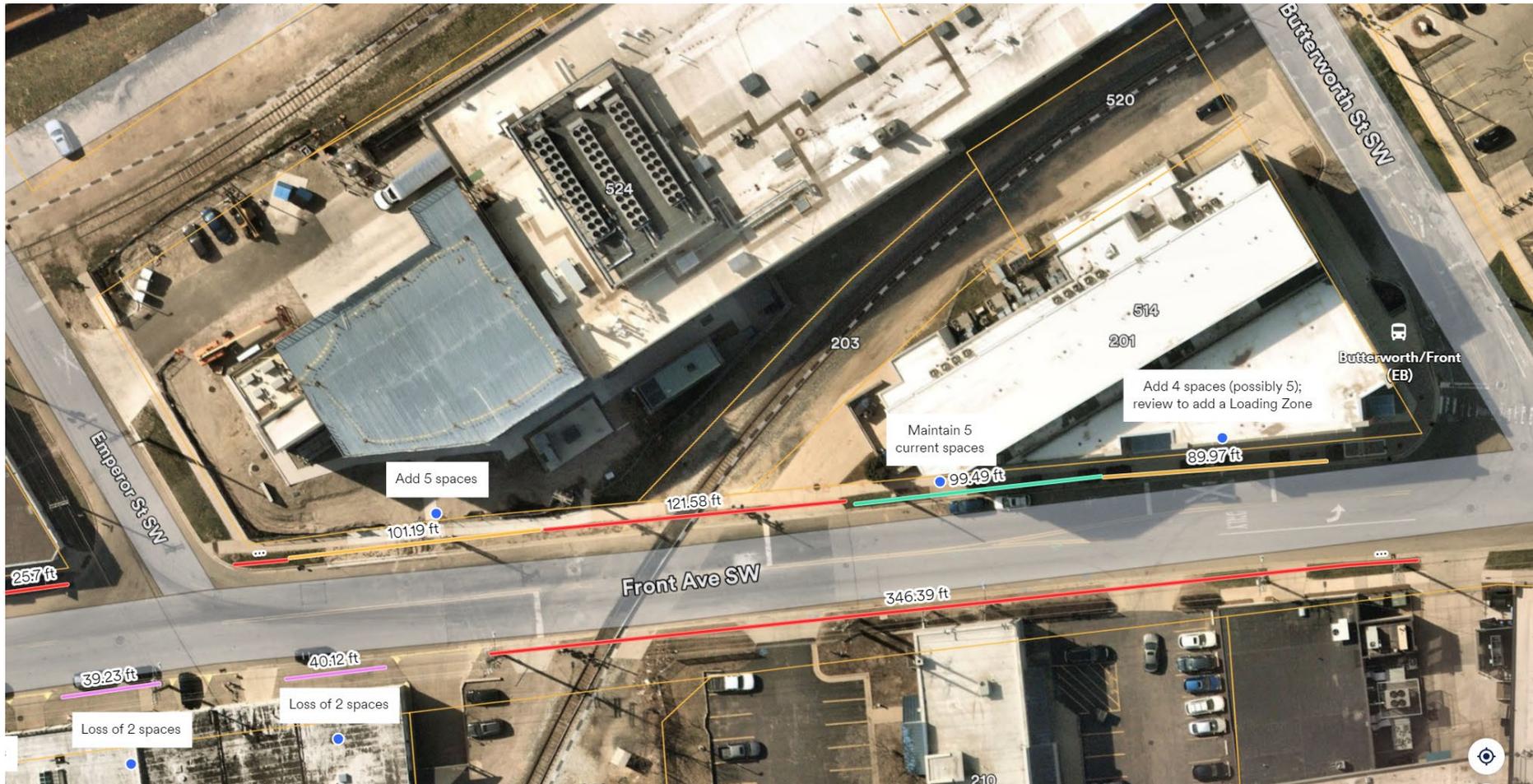
Existing Parking – Front (Lettellier to Emperor)



Proposed Parking Changes - Front (Lettellier to Emperor)



Proposed Parking Changes - Front (Emperor to Butterworth)



Parking Changes

	West Side of Front	East Side of Front		West Side of Front	East Side of Front		West Side of Front	East Side of Front
Wealthy to Letellier - CURRENT	7	0	Letellier to Emperor - CURRENT	12	11	Emperor to Butterworth - CURRENT	5	2
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Discussion



Contact Information

- Road construction website:
grandrapidsmi.gov/roadconstruction
- City phone number: 311 or 456-3000
- communityengagement@grcity.us

