



Cherry
(Sheldon to LaGrave) and
(Lafayette to Madison)
Concept Design Meeting
August 13, 2024



Introductions

Engineering Consultant

- Prein & Newhoff – Kevin Koster & Jim Herman

City Staff

- Community Engagement – Juan Torres & Sarah Itani
- Engineering – Breese Stam
- MobileGR/Traffic Safety – John Bartlett

Ground Rules

- Need to be respectful of time
- Presentation followed by discussion/questions
- Everyone is encouraged to participate
- Be respectful – no personal attacks, heckling, talking over others, raised voices, monopolizing conversation

Agenda

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

STREETS ARE VITAL FOR



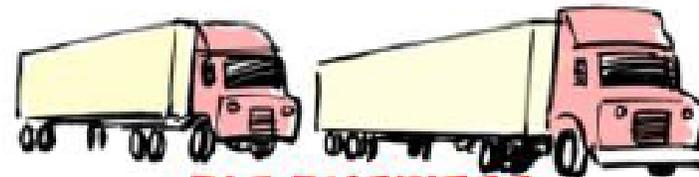
RESIDENTIAL

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

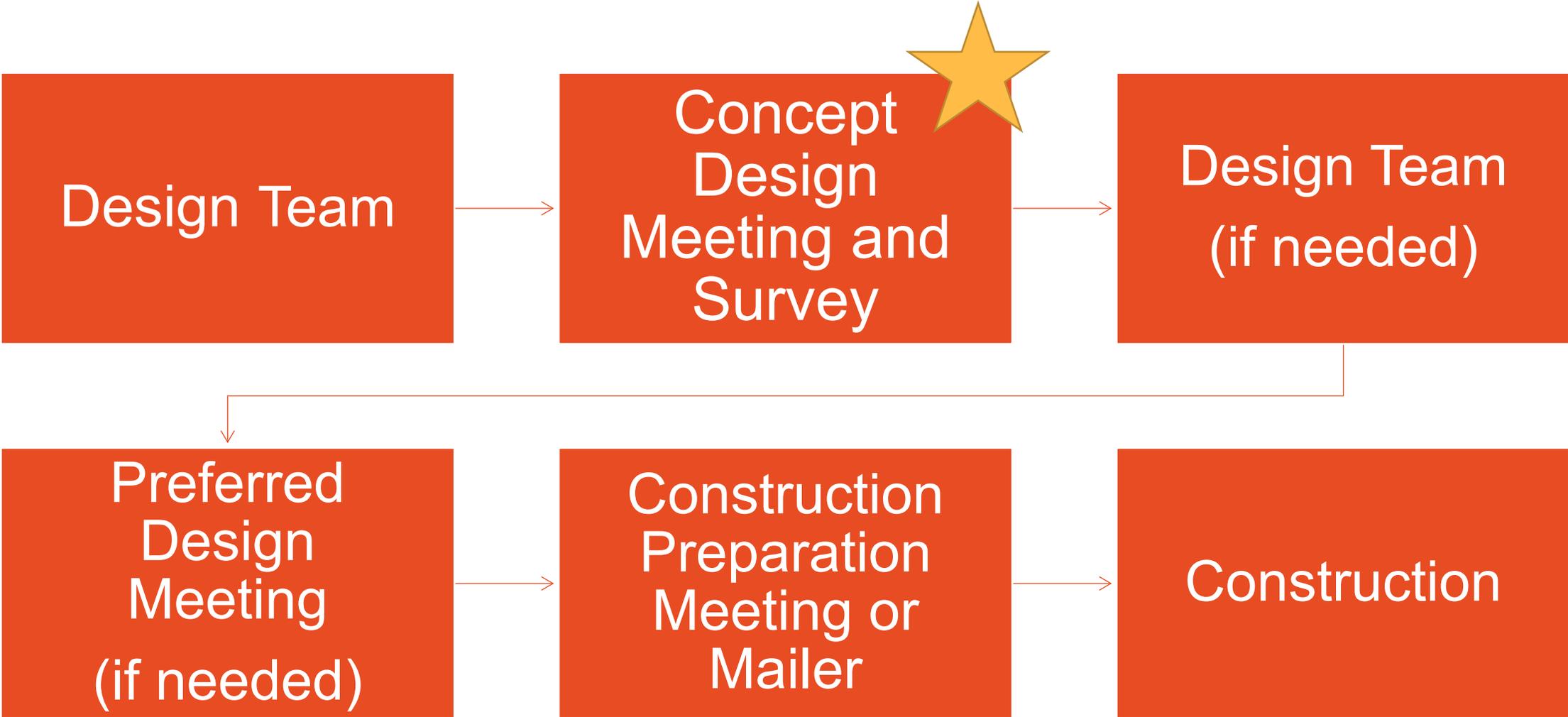
STREETS ARE VITAL FOR MOVING GOODS
& PRODUCTS TO CONSUMERS



Project Overview

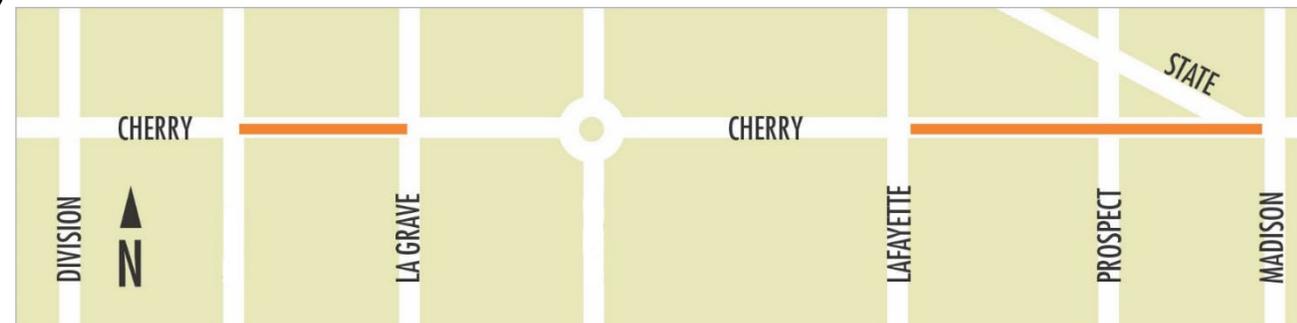


Road Design and Construction Process



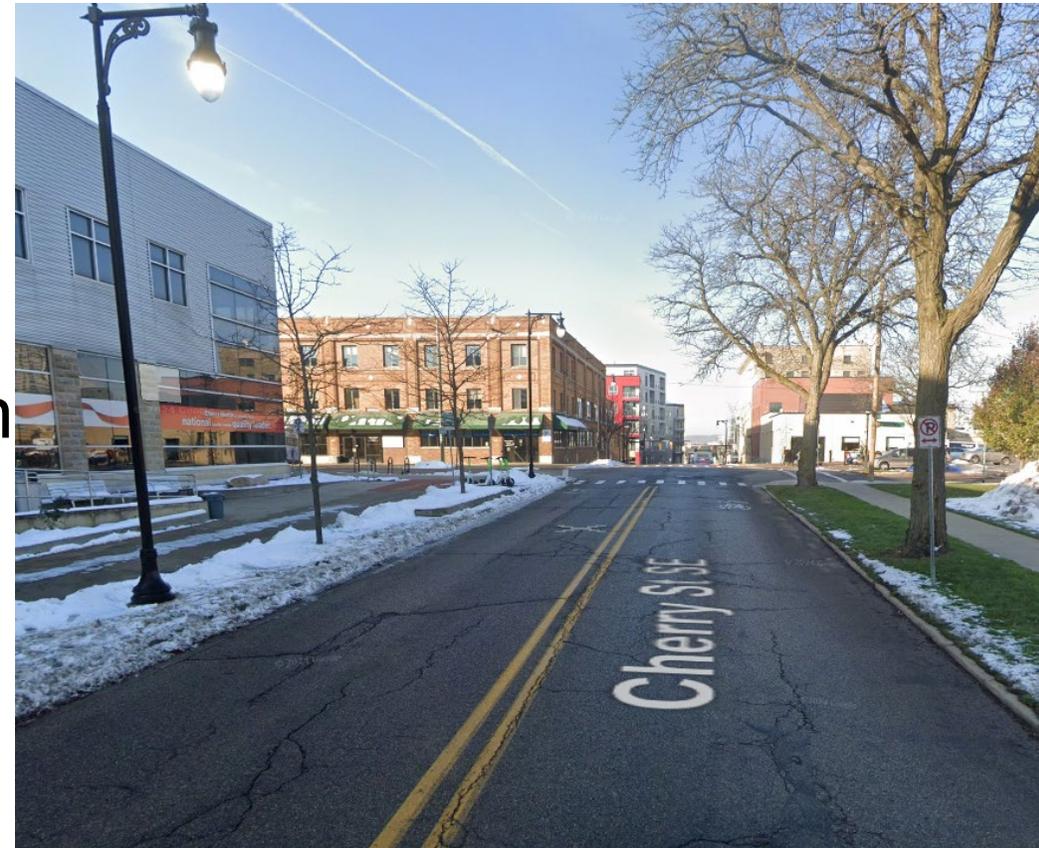
Project Details

- Resurfacing project on Cherry (Sheldon to LaGrave) and (Prospect to Madison)
 - Upgrades to the storm sewer system
 - Replace some driveway approaches
- Upgrade sidewalks and curb ramps to meet ADA standards
- Pavement marking restriping Cherry (Lafayette to Madison)
- 2025 Construction



Existing Conditions Cherry (Sheldon to LaGrave)

- Street pavement condition rating of 2 out of 10
- 66-foot public right of way
- 29-foot road width
 - Two travel lanes, one in each direction
 - Sidewalks on both sides



Existing Conditions Cherry (Lafayette to Madison)

- Street pavement condition rating of 2 out of 10
- 66-foot public right of way
- 43-foot road width
 - Two 10-foot travel lanes, one in each direction
 - 6.5-foot On-street parking lanes on both sides
 - 5-foot Bicycle lanes on both sides of the street
 - Sidewalks on both sides

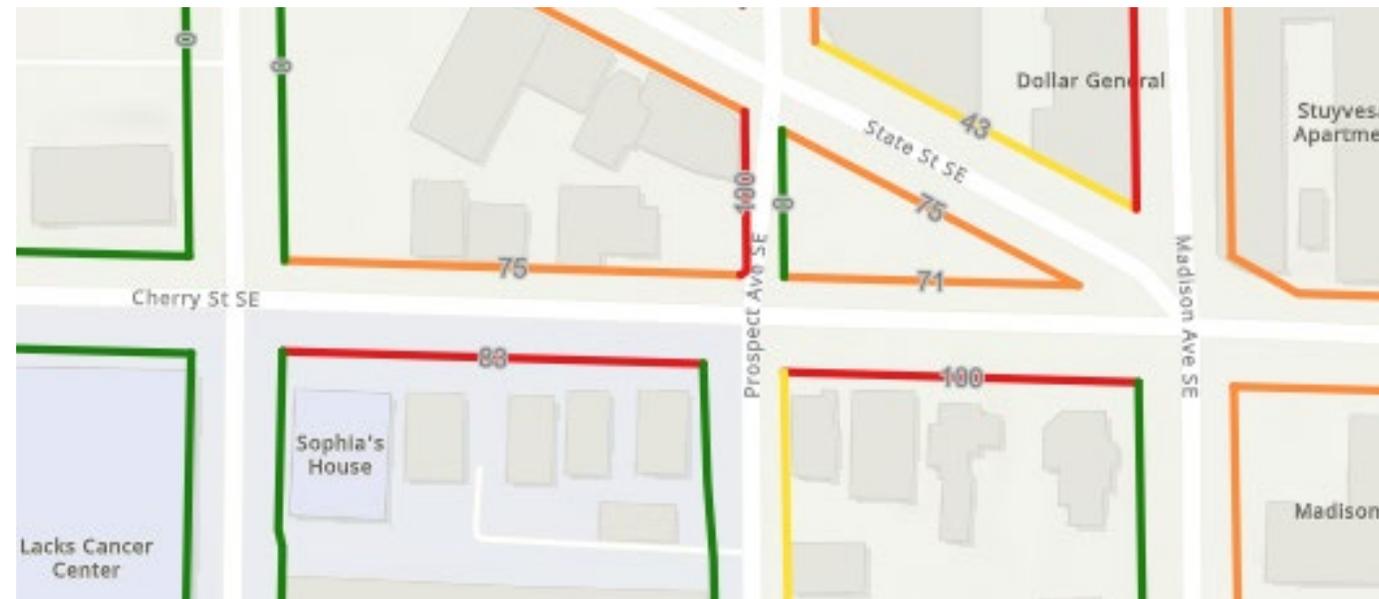


Parking Data Cherry (Lafayette to Madison)

Parking counts collected in Spring and Fall 2023

- Tuesday, Thursday, Saturday
- Between 7-10am and 6-9pm

Peak on-street parking usage = 81% (22 of 27)

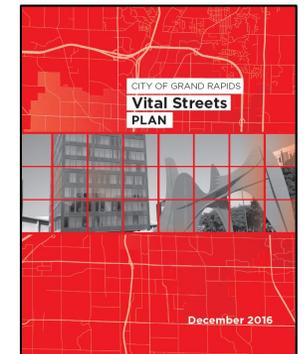
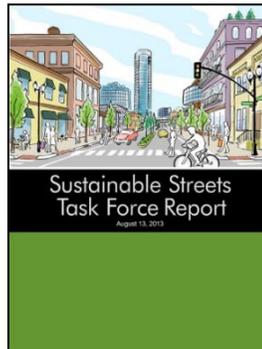
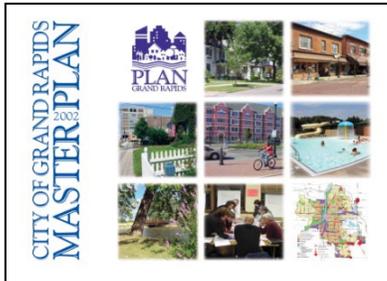


Guiding Documents and Principles



Guiding Documents

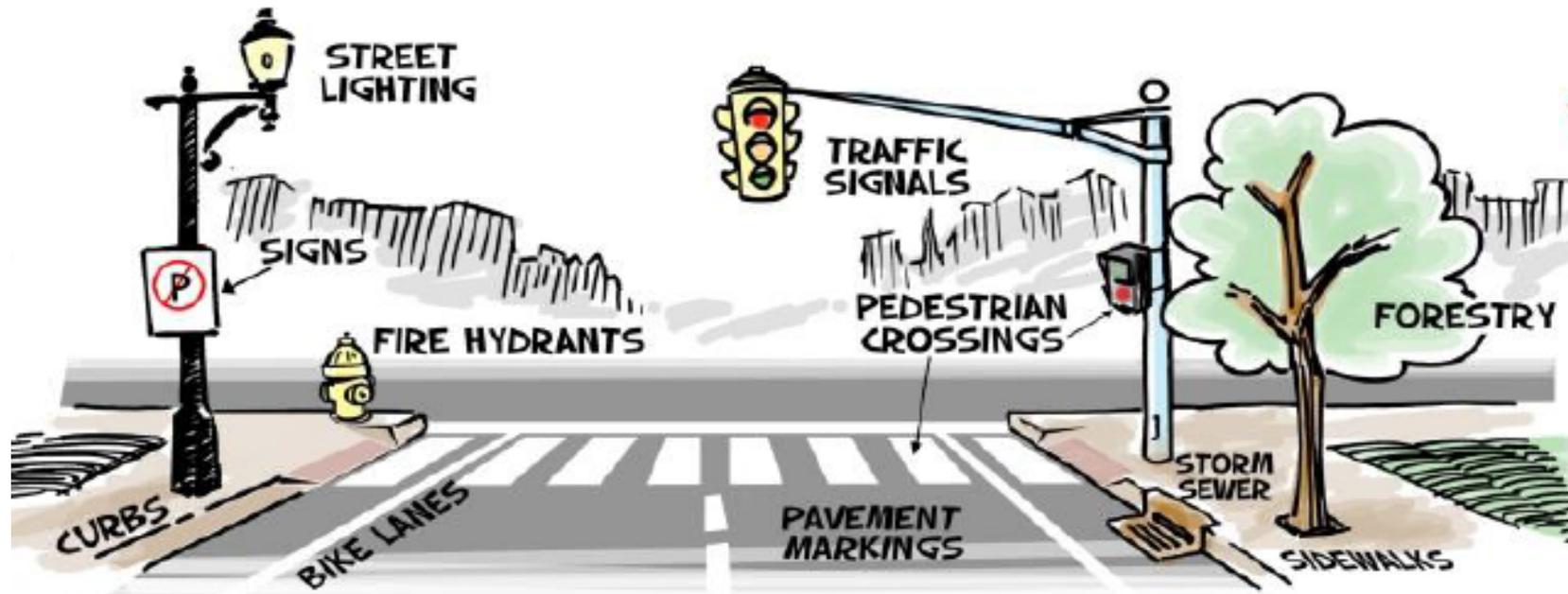
- 2000-2002 City Master Plan
- 2007-2010 Green Grand Rapids
- 2012-2013 Sustainable Streets Task Force Report
- 2015 Urban Tree Canopy Assessment
- 2015 GR Forward
- 2016 Vital Streets Plan
- 2019 Bicycle Action Plan



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

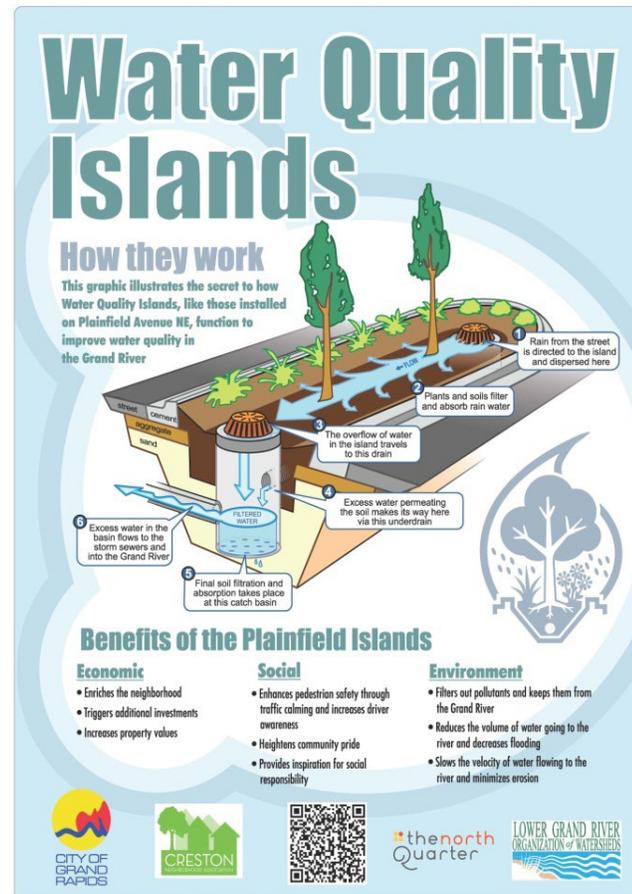
A system of streets...planned, designed, operated and maintained so all legal users may safely, comfortably and conveniently move along and across streets

~ 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:

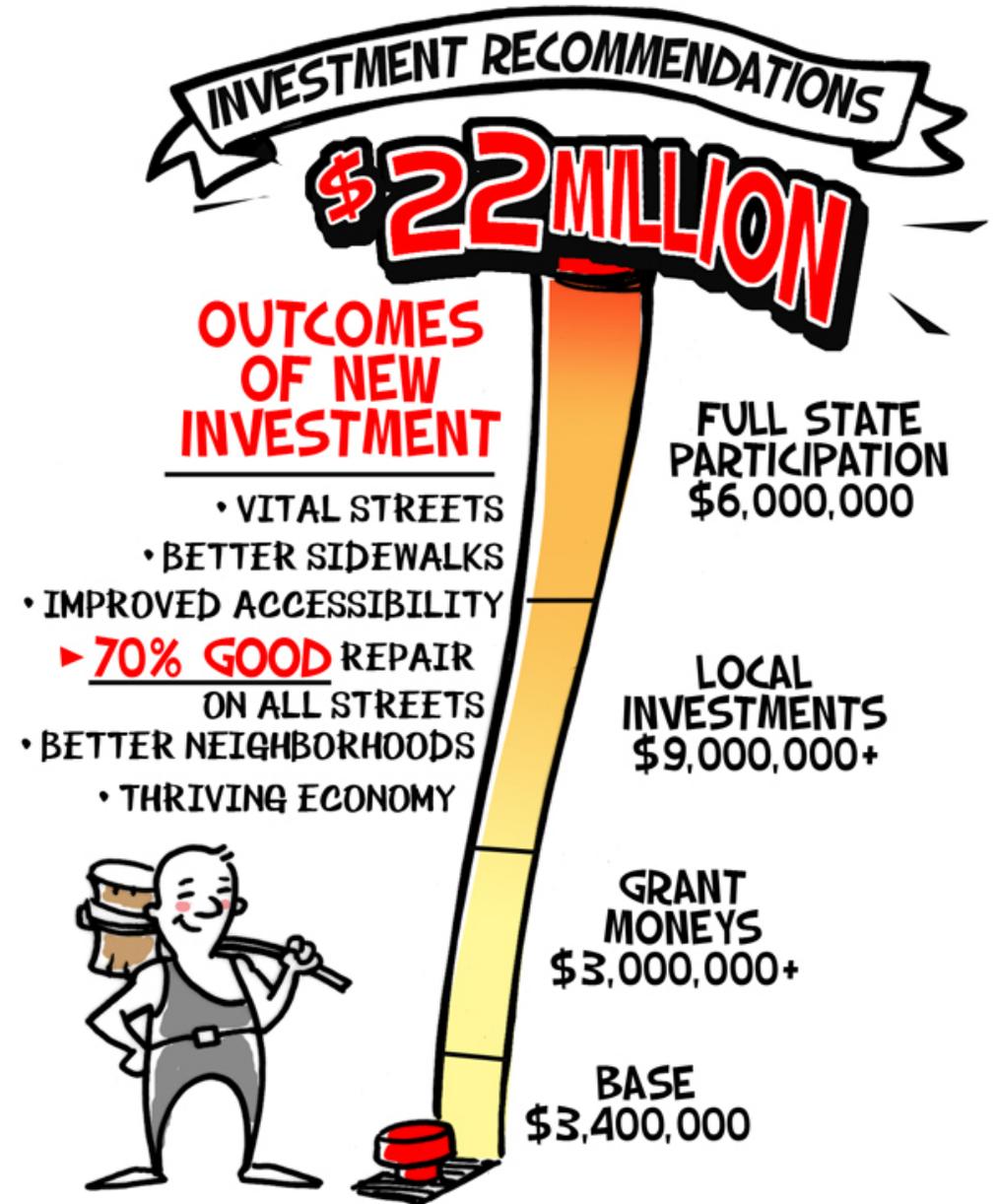
- **20%** of Americans have a disability that limits their daily activities (US Census)
- **Nearly half** of people 65 and older have a disability (US Census)

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 (2015): **\$8,698/year** (AAA)
 - Average household transportation costs (Grand Rapids MSA, 2015): **\$11,497/year** (H+T Index)

Vital Streets Income Tax

- 70% good and fair goal
- Passed in 2014



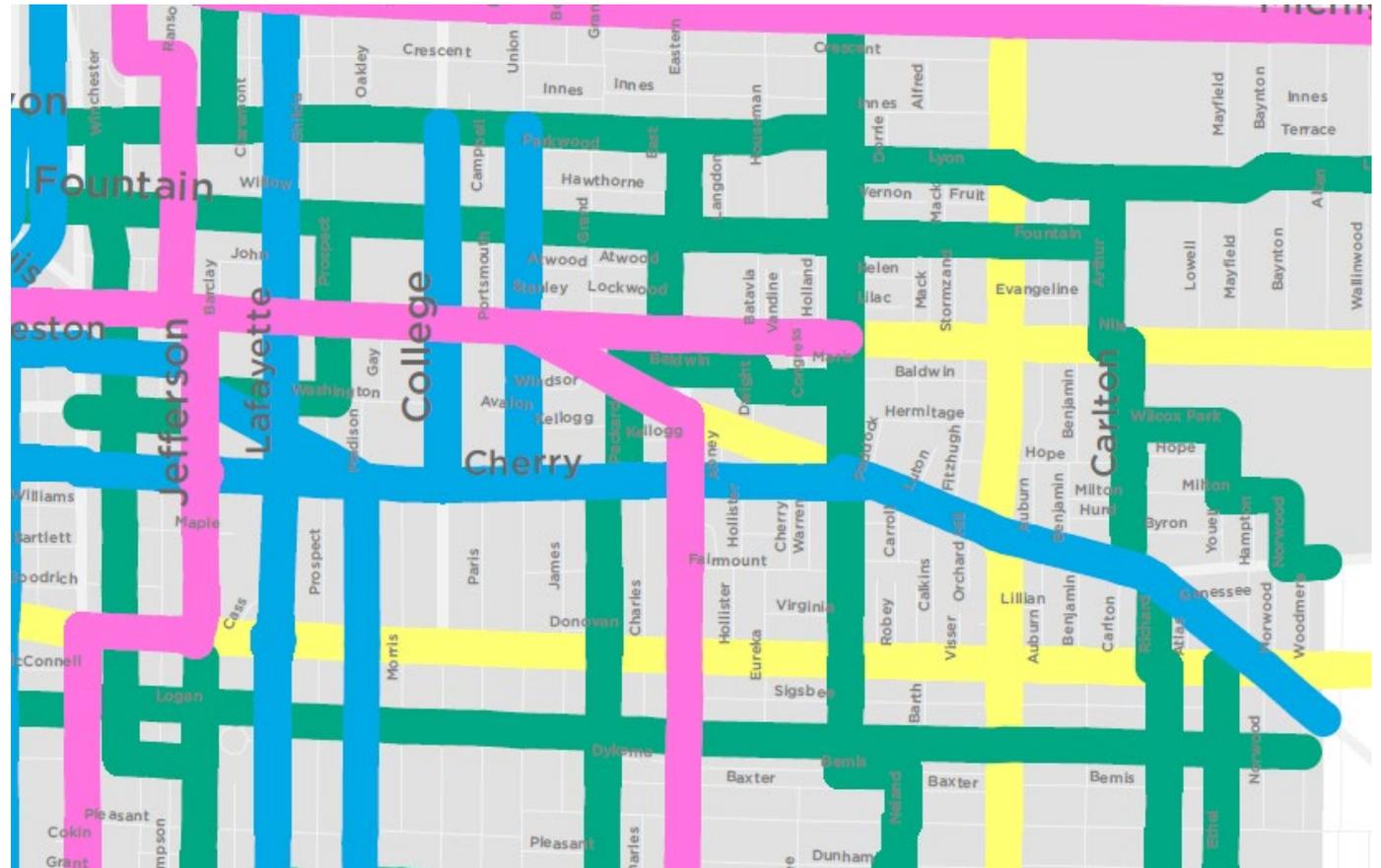
Vital Streets Plan

- This street identified as a commuter bicycle route

VITAL STREETS

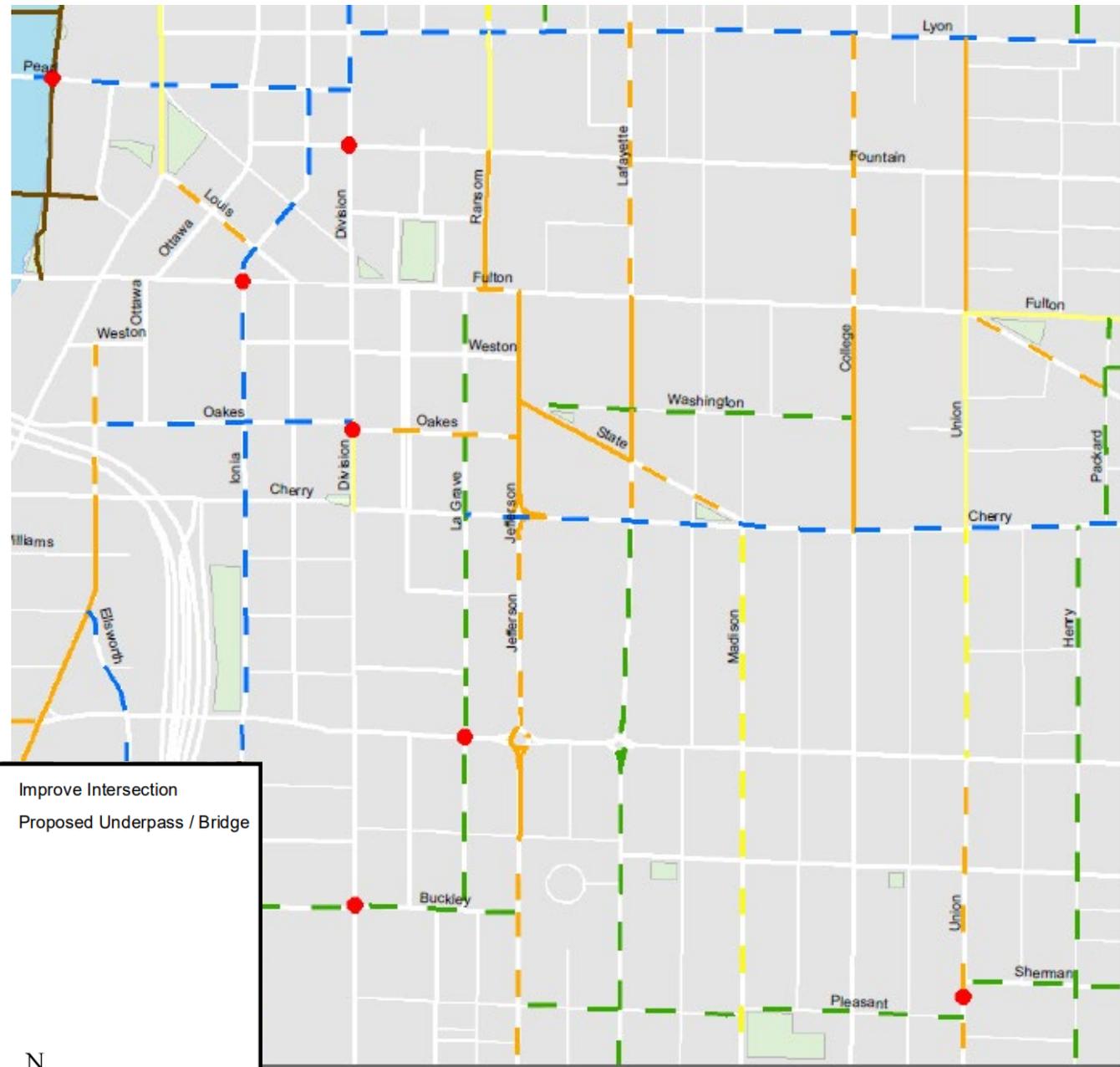
Mode Emphasis

- Balanced
- Transit
- Vehicle/Truck + Transit
- Vehicle/Truck
- Bicycle: Commuter
- Bicycle: Community



Bicycle Action Plan

- This street proposed for separated bicycle lanes

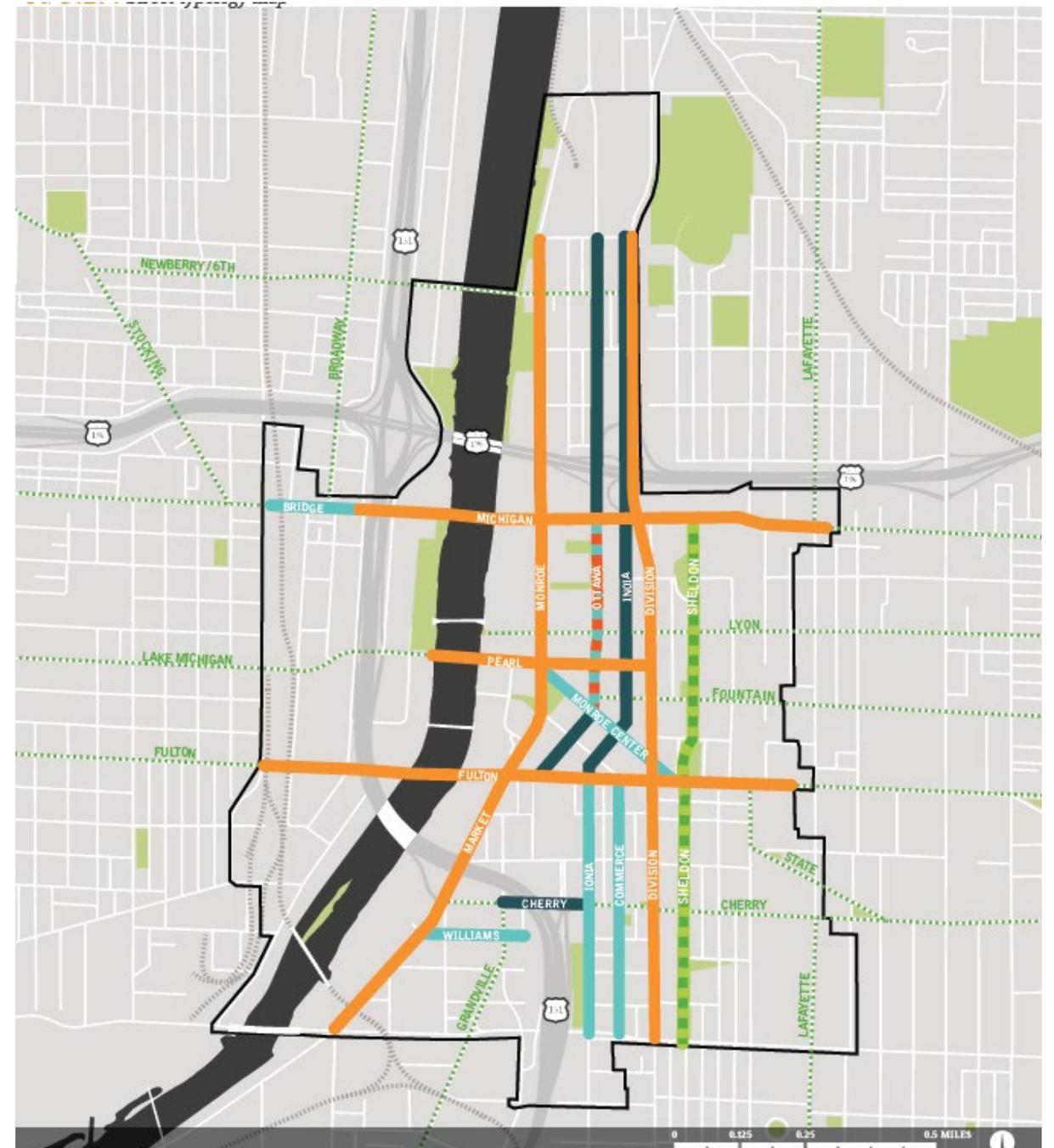
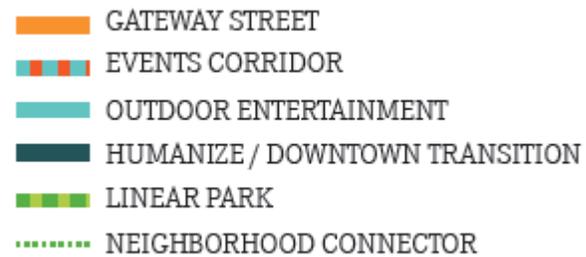


	Existing Separated / Raised Bikeway		Existing Off-Street Multi-Use Trail/Sidepath		Improve Intersection
	Proposed Separated / Raised Bikeway		Proposed Off-Street Multi-Use Trail/Sidepath		Proposed Underpass / Bridge
	Existing Bike Lane / Paved Shoulder		Existing Sidewalk/Stairway/Tunnel Connection		
	Proposed Bike Lane / Paved Shoulder		Proposed Sidewalk/Stairway/Tunnel Connection		
	Existing Marked Shared Lane		Buffered Bike Lane		
	Proposed Marked Shared Lane		Proposed Buffered Bike Lane		
	Existing Signed Bike Route		Advisory Bike Lane		
	Proposed Signed Bike Route / Bike Boulevard		Add / Improve Connection		



GR Forward

- This street identified as neighborhood east-west bicycle and pedestrian connector



Urban Tree Canopy

- 40% urban tree canopy goal
- This area has between 21-30% canopy

Value

- Environmental quality
- Public health
- Water quality
- Property value
- Aesthetics

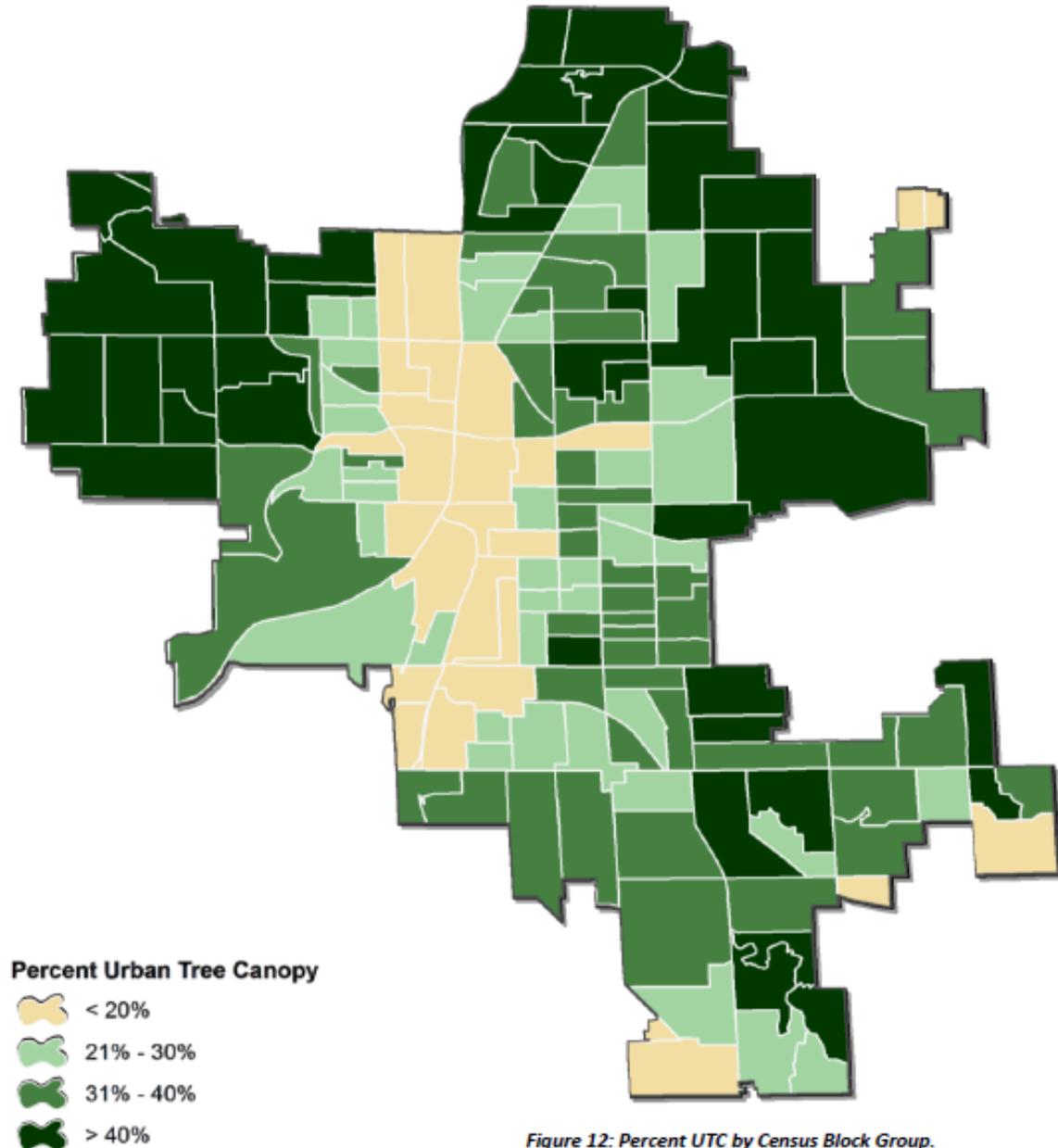
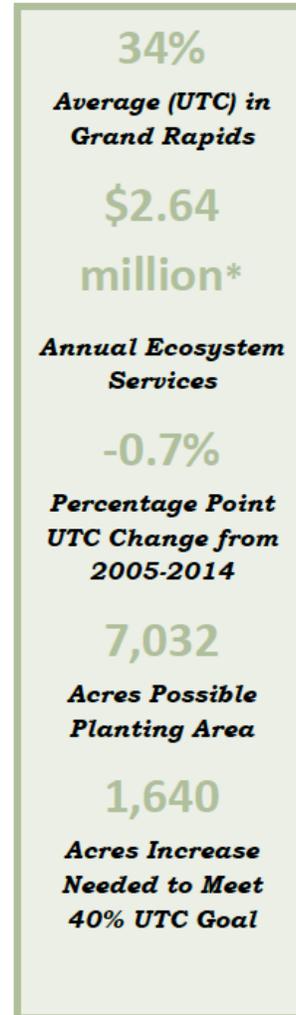


Figure 12: Percent UTC by Census Block Group.



Concept Design

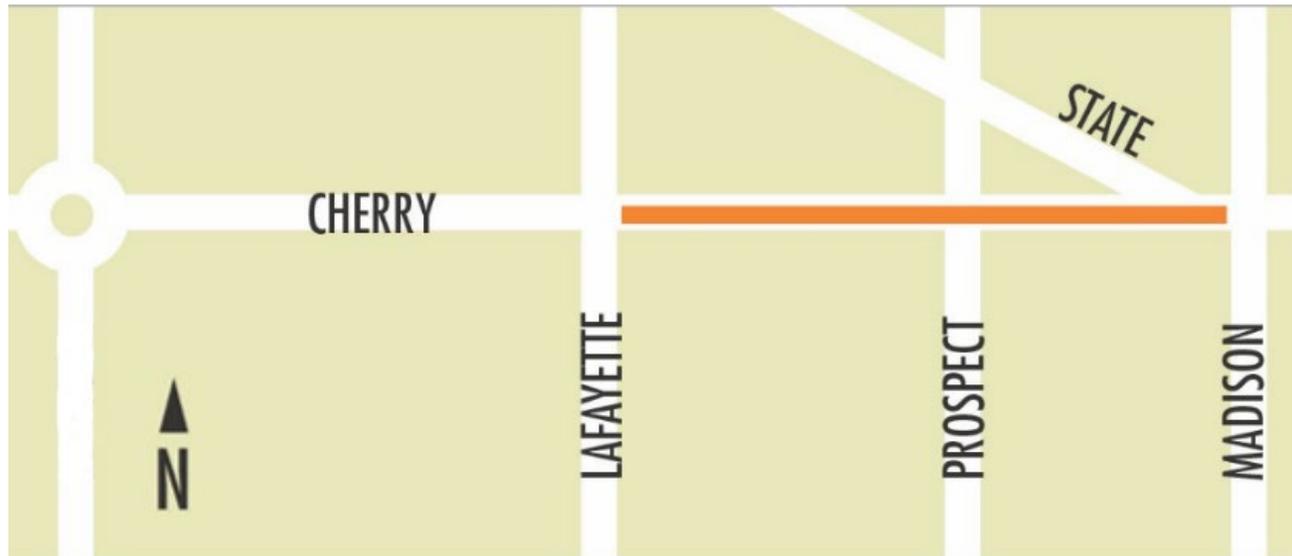


Concept Design – Cherry (Sheldon to LaGrave)

- Remove and replace the existing road surface
- Maintain the existing design between Sheldon and LaGrave.
- Upgrade sidewalks and ramps to meet the Americans with Disabilities Act standards.
- Replace some driveway approaches as needed.

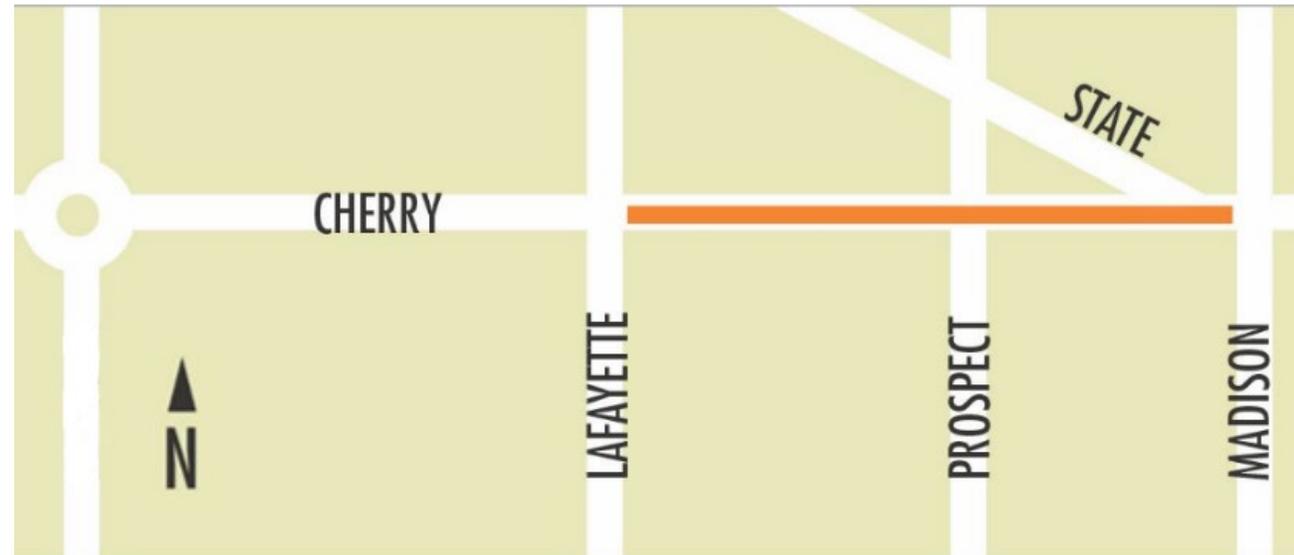
Concept Design – Cherry (Lafayette to Madison)

- Remove and replace the existing road surface on Cherry Street from Prospect to Madison.
- Upgrade sidewalks and ramps to meet the Americans with Disabilities Act standards.
- Replace some driveway approaches as needed.



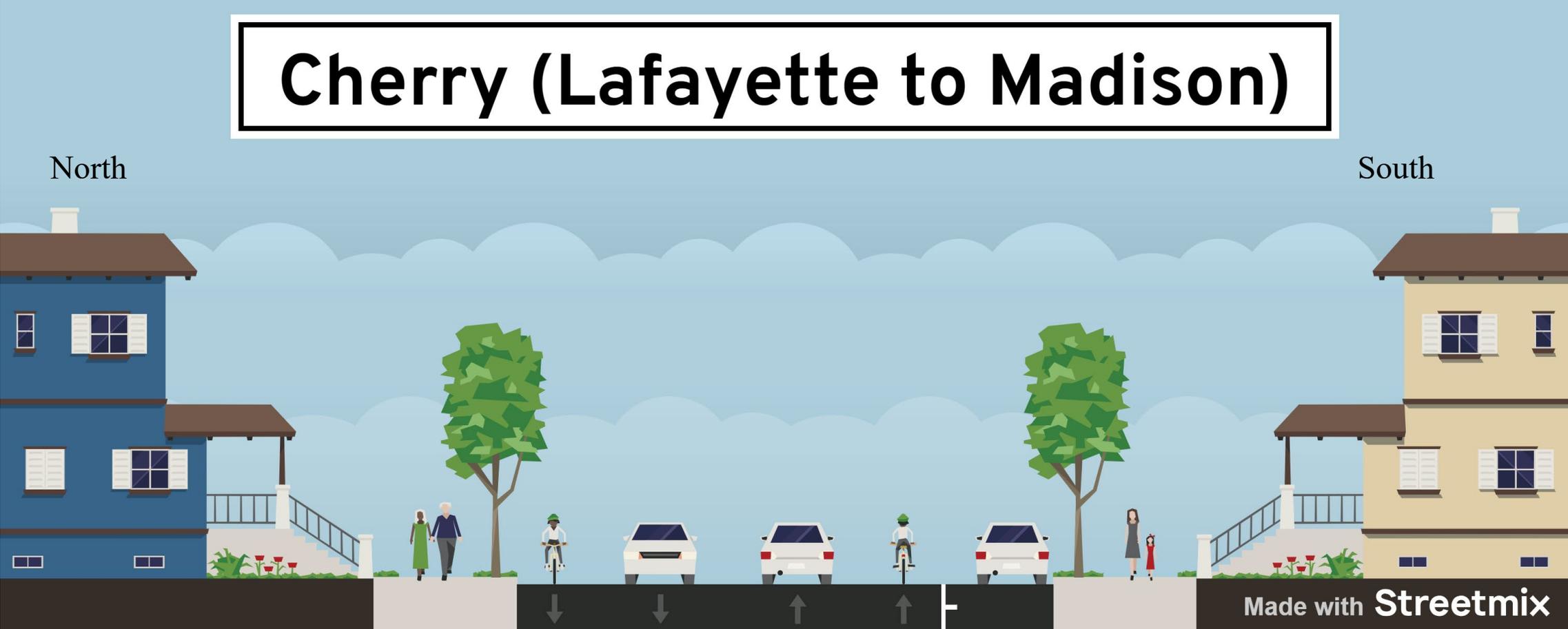
Concept Design – Cherry (Lafayette to Madison)

- Widen the on-street parking lane on the south side of Cherry Street from Lafayette to Madison.
- Remove the parking lane on the north side of Cherry Street from Lafayette to Madison
- Install wider 6-foot bicycle lanes on both sides of the street.



Concept Design – Cherry (Lafayette to Madison)

Cherry (Lafayette to Madison)





Discussion



Contact Information

- Road construction website:
grandrapidsmi.gov/roadconstruction
- communityengagement@grcity.us
- City phone number: 311 or 456-3000
- gr.publicinput.com and search *Cherry*

