Grand Rapids

Street Classification Policy

City of Grand Rapids
Planning Department
June 1996

CITY OF GRAND RAPIDS

To the Honorable Mayor and City Commissioners of Grand Rapids:

The Grand Rapids Street Classification Citizen's Advisory Committee is pleased to submit the enclosed *Grand Rapids Street Classification Policy Report* for consideration. We recommend that it be adopted to replace the City's current Street Classification Policy. That policy was adopted in 1963 as part of the current Master Plan.

The Street Classification Policy Report presents a realistic and responsive way of looking at how streets should be used, designed and improved to serve our community and accommodate the increasing travel demands of the City and region. Simply put, this Policy Report brings the planning, design, use, and improvements of our street system up to par with other progressive, forward-looking cities. Such communities stress the importance of fitting streets to the character of surrounding land uses and they balance the requirements of the automobile with the many times overlooked needs of bicyclists, pedestrians and those people who are increasingly dependent on buses for travel.

This report further describes and maps a redefined hierarchy of public streets and a newly established and illustrated set of street design objectives and guidelines. These have been developed according to street function and land use classification. They will help guide all future improvements and changes to public streets that are brought to the Grand Rapids Planning Commission and City Commission for consideration.

This document is also a guide to be used by neighborhood leaders, planners, architects, engineers, and developers, in making thoughtful decisions concerning the future design, construction, and improvement of the City's network of major streets. The Policy Report does not change the process of designing and improving local streets.

Much careful study, discussion, debate, deliberation and compromise went into the pro-

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duction of this report. Those responsible include the Citizens Advisory Committee and the Street Classification Technical Committee. The Technical Committee was staffed by representatives of the City's Engineering, Traffic Engineering and Planning Departments. As you may recall, the Citizen Advisory Committee was appointed in September, 1994 to participate with and direct City staff over an eighteen-month long period to develop, seek agreement and publish this new policy.

Increasing volumes of vehicular traffic have placed additional demands on the current network of streets to efficiently move trucks, cars and people around the City. This Committee strongly supports a classification and improvement policy that strikes a balance between these demands and the concerns for quality environments that are responsive to bikers, pedestrians, neighborhood residents and businesses. Furthermore, the Committee strongly favors Planning Commission involvement and review of all proposed reconstruction projects that would result in widening streets in traditional city neighborhoods found in the Street Conservation Area identified in this report. It is clearly evident that future City and regional travel demand cannot be satisfied by building wider roadways or by increasing traffic speed through City neighborhoods. To do so will greatly diminish the overall quality of life in Grand Rapids thus placing greater financial burden on the community. The purpose of this report is not to recommend a restriction on vehicular traffic but rather to reinforce opportunities to expand other travel modes and to preserve healthy neighborhoods and the enriched community life we have come to treasure.

The Committee wishes to thank you for this opportunity to serve the citizens of Grand Rapids and to help develop this important tool. We also encourage you to adopt the Report's recommendations, street design objectives, guidelines and prescribed design review process.

Acknowledgements

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Street Classification System

Introduction

The Grand Rapids Street Classification Policy is an important part of the City's Master Plan. The plan was developed in 1963 and has not been revised since. This policy updates those portions of the Master Plan dealing with major streets and it further provides a framework within which transportation projects and plans can be developed and implemented by the City of Grand Rapids. This policy provides guidelines for building and rebuilding streets and includes a street and land-use classification system and specific design guidelines that relate to individual street segments.

Since parts of the existing street classification system are out-moded, a new system is needed to help protect the quality of City neighborhoods, to deal with alternate modes of travel and to provide a basis for a street improvement program. To address these goals, this new policy ties streets to land use classification and indicates street features that are appropriate for land use types.

A street classification system and design guidelines are valuable tools. The intent is to use these tools as aids when making decisions to change road widths and parkway/sidewalk dimensions. These types of modifications will have a direct and lasting impact on the visual and functional quality of City streets.

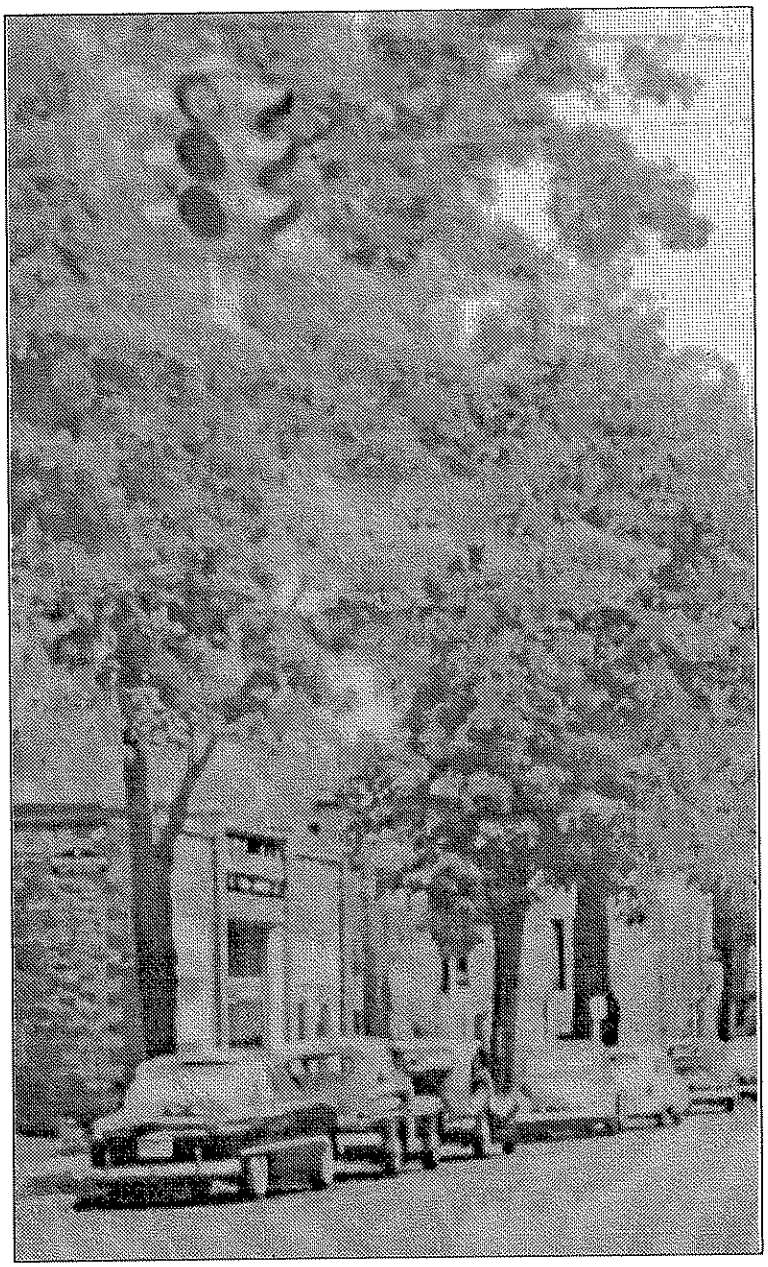
Streets function not only as corridors for vehicular traffic but also as places for social interaction, walking and cycling. They accommodate pedestrians, bicyclists, public transit vehicles, trucks, and importantly, access to adjacent properties. Specific streets accommodate these functions by differing degrees. For example, when the automobile is overly accommodated within a residential setting, streets can no longer comfortably and safely accommodate other functions and the qualities of pedestrian and neighborhood environments may suffer. The potential benefits of striking an improved balance between the demands placed on our streets include:

- Citizens can better identify with their community and neighborhoods.
- Residential neighborhoods can become more desirable places to live.
- Commercial districts can function better and prosper.
- Traffic levels can be reduced thereby improving air quality and lessening noise levels.
- Accident injuries and deaths can be reduced.

By adopting the objectives and guidelines of the Street Classification Policy, Grand Rapids has not committed to upgrading all streets to meet these new standards. The reconstruction, improvement or widening of every City street can no longer be considered

(continued)

Introduction



practical or even possible due to declining funding capacity and the potential impacts on adjacent land uses. Therefore, existing streets must be carefully managed in light of the increasing travel demands of the City and region, the continuing need to protect the quality of life in existing neighborhoods and decreasing local, state and federal funding sources for construction and maintenance.

This policy report emphasizes and accommodates a shift in travel from the automobile to other modes namely transit buses, bicycles, and walking. These policies will become instrumental in guiding future funding decisions for streets, parkway areas, and sidewalk improvements. Travel demand will have to be balanced in such a way that promotes economic development and the livability of our City neighborhoods.

Background

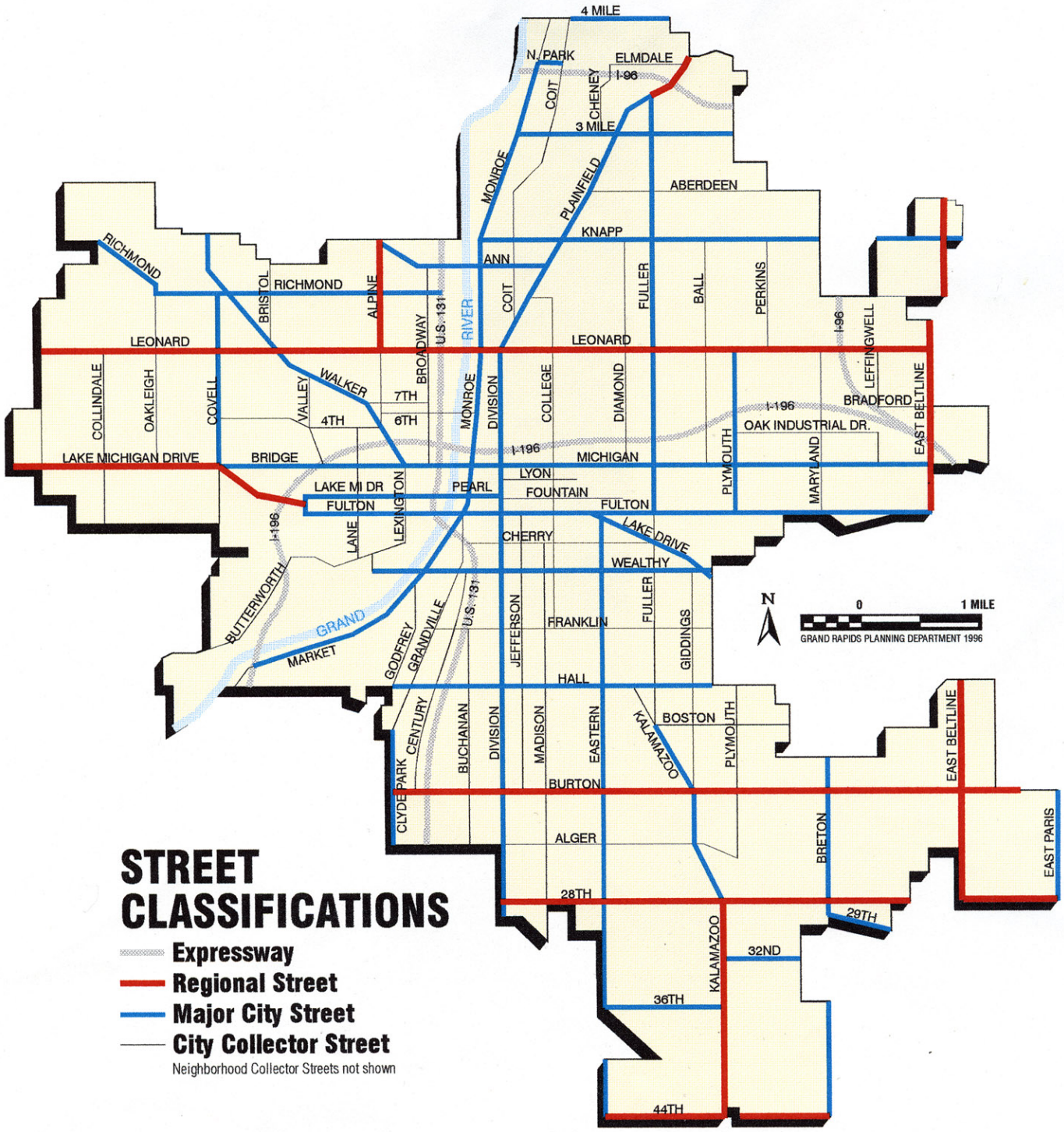
This study began with the approval of the City Commission and the appointment of a Citizen's Advisory Committee to oversee the process. The Citizen's Advisory Committee was composed of representatives of City neighborhood and service associations, the City Planning Commission, the Historic Preservation Commission and local trucking interests. In addition, a Technical Advisory Committee was formed to solicit input from city staff, Grand Rapids Environs Transportation Study, and major utility companies with interests in the City's street network.

The Citizen's Advisory Committee, under the leadership of City Commissioner George Heartwell, first met in October 1994. Their charge, to help City staff create a Street Classification System and to apply that system using locally approved design standards. Their goal, was to craft a major street policy that could be adopted by the Planning Commission as part of the City's Master Plan and by the City Commission as a formal policy governing street improvements.

Between October 1994 and April 1996, the Citizen's Advisory Committee met with City staff to build, from the ground up, a classification system that combines the more traditional street classification system with a companion land-use classification system. This approach was adopted by the Committee after reviewing a similar system developed for the City of Phoenix, Arizona.

This new approach allowed City staff to craft street design guidelines that can vary both with the type of street and the character of the adjacent land use. Thus, a major city street might have one design standard when it passes through a predominately residential area and a different design when it passes through an older, neighborhood commercial area. On-street parking, for example, might not be necessary in a residential neighborhood, but might be critical to the operation of a business area.

Street Classifications - Map A



Street Classifications

Every street in the city is assigned to a functional class. The functional classification system groups streets according to the type of service they are intended to provide. Each group establishes a different balance between service to through traffic versus access to abutting land uses. The highest group, Expressways, should provide maximum mobility with land access limited to interchanges; the lowest group, Local Streets, should provide maximum access to abutting land with a lesser emphasis on mobility. Regional and Major City Streets should accommodate greater mobility than land access, while City and Neighborhood Collector Streets should more equally balance access and mobility (see Map A and Appendix B). The design features of each functional classification reflects the relative emphasis on each of these two services. The functional classes adopted reflect typical trip purposes and property access requirements that different types of streets are designed to serve.

Street Classifications:

Expressway
Major state and federal routes, connecting cities.

Regional Street
Streets that carry traffic between Grand Rapids and other communities in the region.

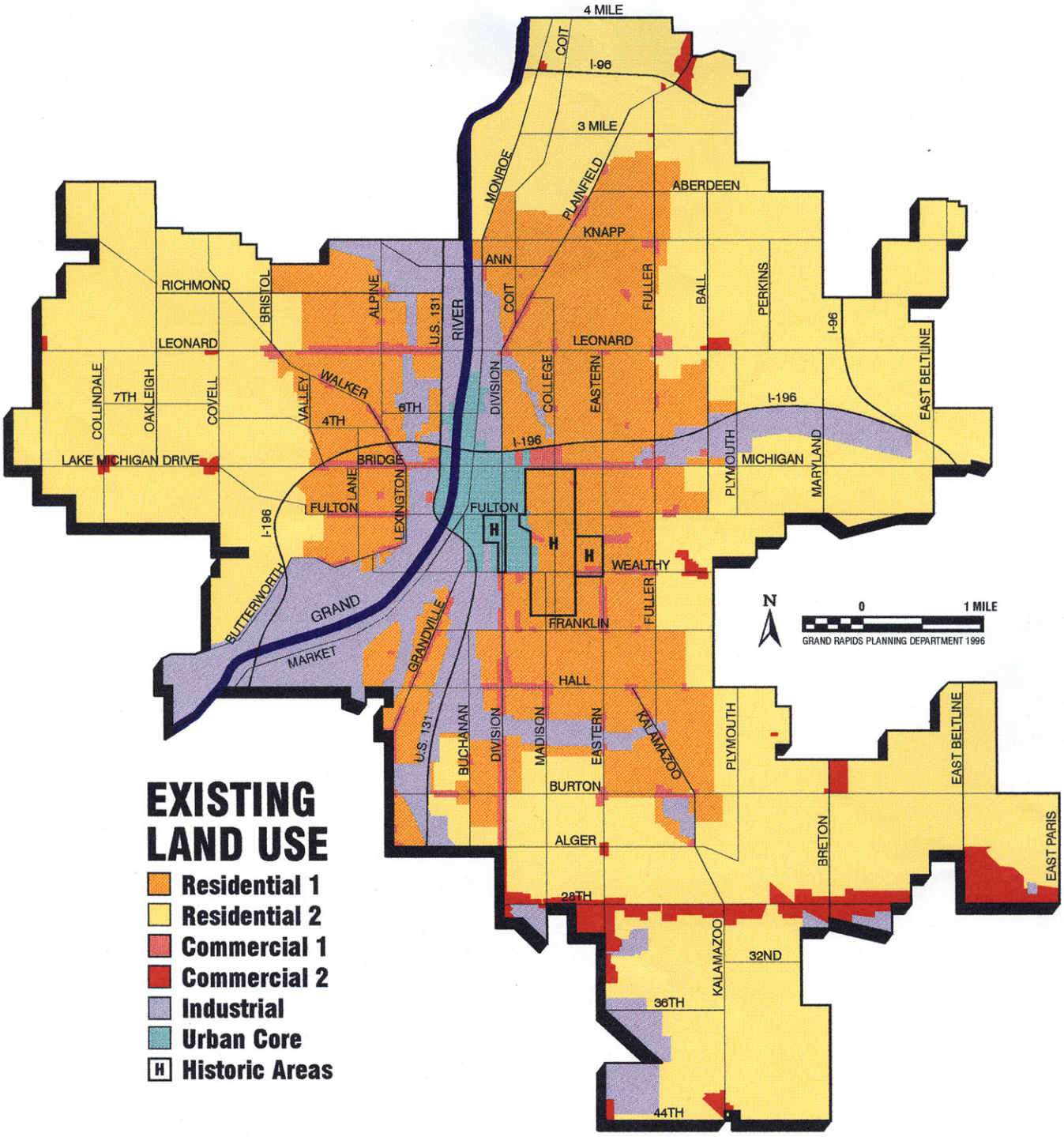
Major City Street
Streets that carry traffic through the City and to adjacent parts of the region.

City Collector Street
Streets that provide shorter distance movements within the City, collecting traffic from Local streets and higher volume Regional and Major City streets.

Neighborhood Collector
Streets that collect traffic from Local streets and higher volume City Collector streets.

Local/Neighborhood Street
Streets that provide access to land uses abutting the street right-of-way.

Land-Use Classification - Map B



Land-Use Classification

Each street or street segment – Regional, Major City, Primary or Neighborhood Collector – is also assigned to a land-use functional classification. The land-use classification generalizes the mix of land uses that might be found along the frontage of a street segment. It is based on master plan and zoning designations (see Map B).

Land Use Classifications:

Residential 1
older residential areas, zoned R-2 to R-5

Residential 2
newer residential areas, zoned R-1 and above

Commercial 1
older, predominately neighborhood commercial areas zoned C-1 and C-2

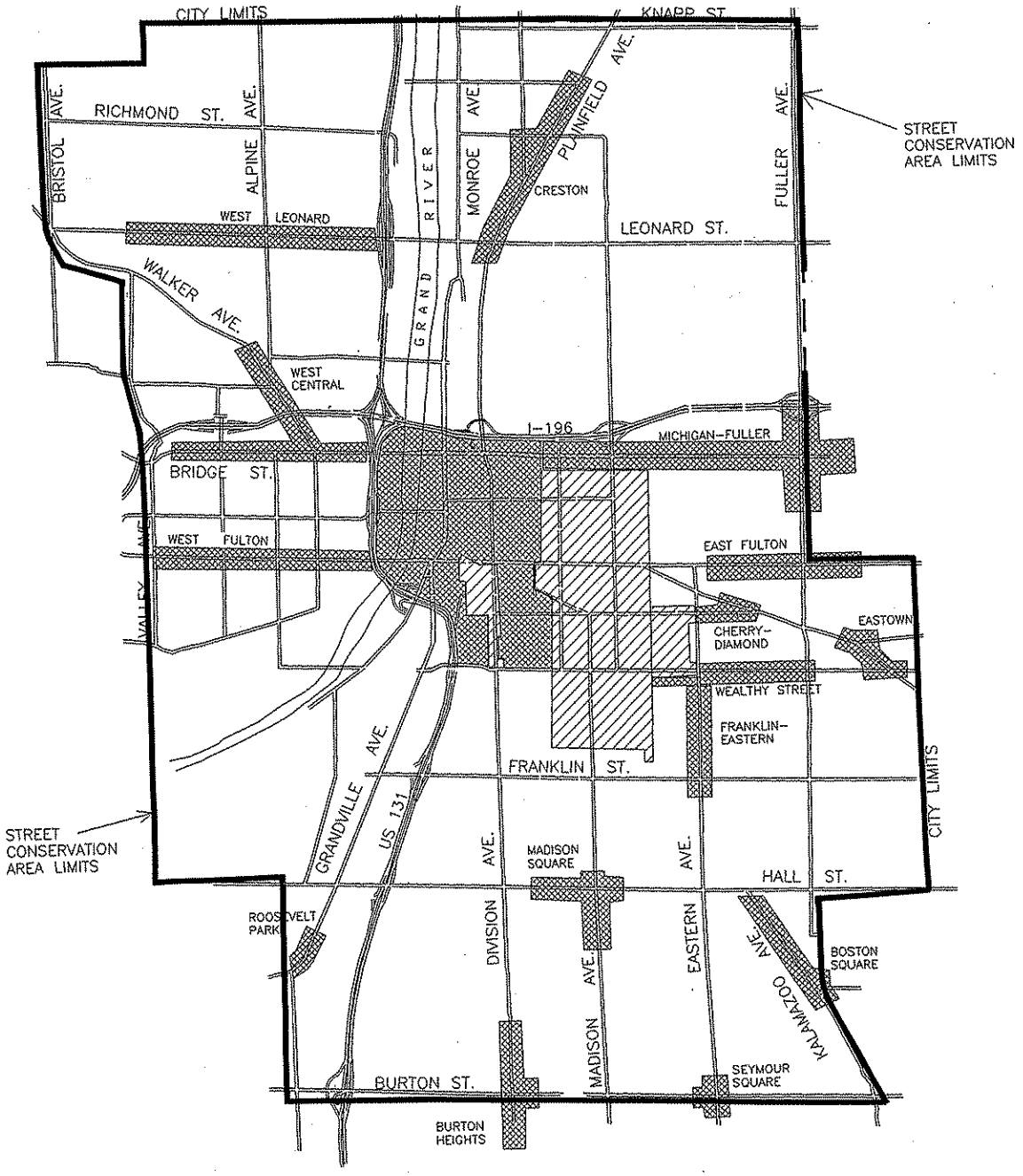
Commercial 2
newer, predominately corridor commercial areas zoned C-2 and above

Industrial
industrial areas

Urban Core
downtown

Historic Areas
designated historic districts or landmarks

Street Conservation Area - Map C



Street Conservation Area

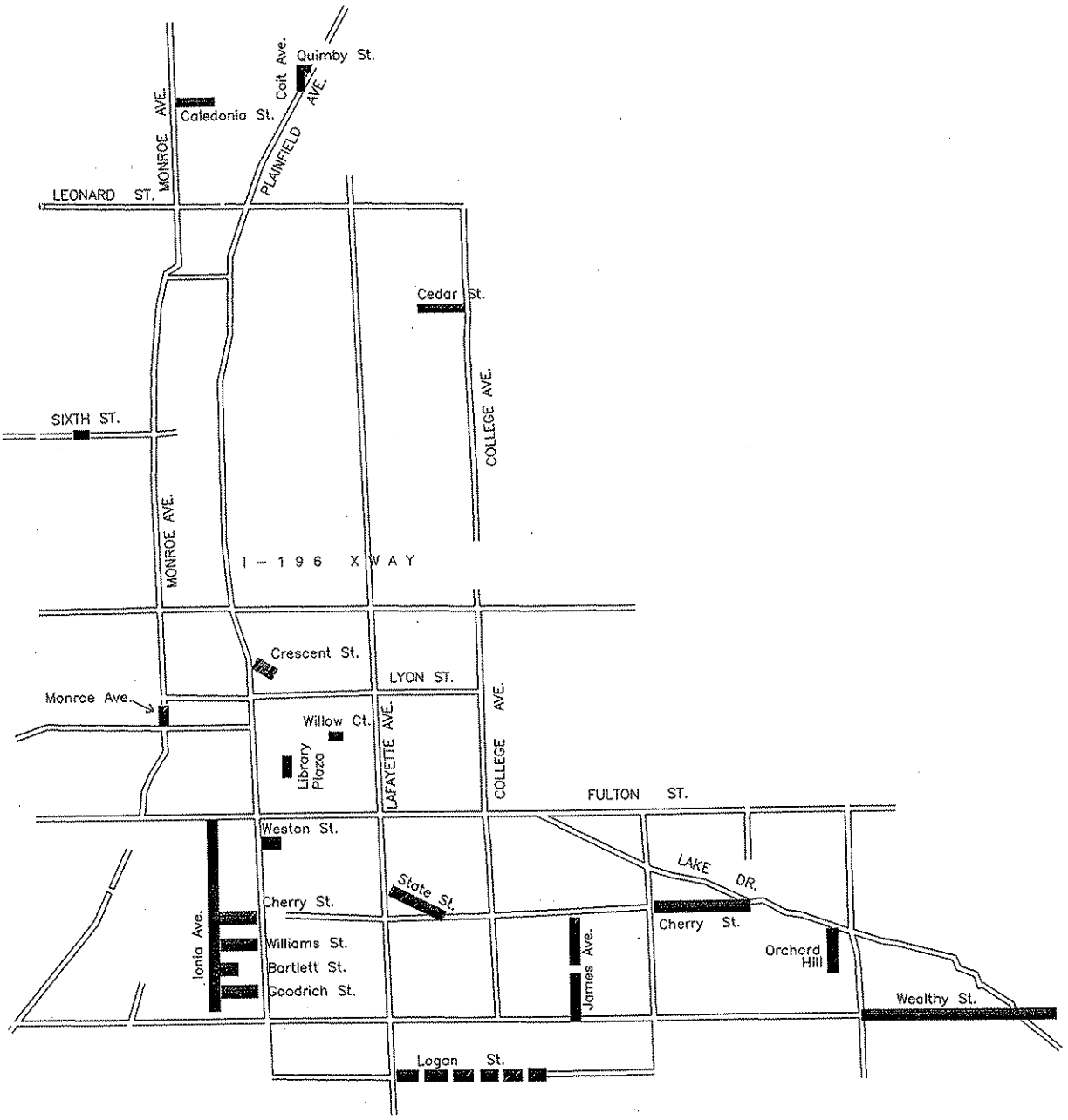
How streets are classified will have a direct bearing on decisions to widen and "improve" their performance, allowing additional and higher speed traffic to be carried. Such decisions can greatly influence land use, homes and businesses that are immediately adjacent to rights-of-way. The impacts of change can also spill over into surrounding neighborhoods and perhaps that change is and will continue to be most noticeable in the densely-populated, older, central-City neighborhoods.

These Grand Rapids' neighborhoods have been identified in this policy report as the Street Conservation Area. The Street Conservation Area includes the early-settled neighborhoods and business districts (prior to 1927), and the downtown. The area is generally bounded by Knapp St. on the north, Fuller Ave. on the east, Burton St. on the south, and a line running along Bristol Ave. and Valley Ave. on the west. The Street Conservation Area takes in roughly sixteen square miles, or one-third of Grand Rapids' total land area. The Conservation Area also includes the three designated historic districts, and all of the existing brick streets that have been earmarked for preservation (see Map C).

Project Approval

An element of this master plan also deals with project review procedures for the Street Conservation Area. Each proposed street widening and reconstruction project within the Conservation Area will be reviewed and evaluated by the City Planning Commission. Their recommendations will then be forwarded to the City Commission for final approval. Many of the existing streets in the Conservation Area are narrower than present-day design standards suggest and therefore, it is most likely the majority of street reconstruction projects within the Conservation Area will undergo Planning Commission review.
The continued widening of city streets has been a major concern for the members of the Citizen Advisory Committee that helped guide this master plan process. Their focus has been the impact wider streets would have on the parkway and sidewalks and the surrounding neighborhood. Specifically, they have asked the question, "Is there suitable parkway area remaining to accommodate safe and comfortable pedestrian movement and is there adequate space to accommodate trees and an appropriate landscape edge along city streets?" As a result of these and other concerns related to the condition and character of city streets, it is in best interests of all neighborhoods, business districts, the downtown and the overall city for the Planning Commission to critically review and evaluate road improvement projects, to determine their consistency with the General Plan, and to determine potential impacts change will have on community values and goals, prior to road improvement project approval.

Brick Streets - Map D



Design Objectives and Guidelines

Over the course of the study, city staff in consultation with both the Technical and Citizen Advisory Committees, compiled, reviewed and approved specific objectives and guidelines to govern the design and redesign of major city streets. Local or residential streets and freeways or expressways were not included in the study.

This policy provides street design guidelines for all regional streets, major city streets, primary collector, and neighborhood collector streets in the City of Grand Rapids. The design objectives and guidelines are organized by the categories shown below.

Design Matrix

Street design guidelines were envisioned to be applied to street segments, based on the street type (regional, major or collector) and land-use character (residential, commercial, industrial, historic). This application results in a design matrix (see Appendix A). The matrix lists each design guideline and indicates both the type of street and character of land use to which the guideline applies. While this introduces a degree of complexity into the classification system, it also introduces increased sensitivity and flexibility.

Design Objectives and Guidelines:

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Design Objectives and Guidelines

1. Street Alignment, Widening and Traffic Lanes

Objective:
To accommodate traffic movement within the restrictions imposed by available street right-of-way and land-use classification.

Guidelines:

1.1 Street design should be based both on the primary purpose of a street and adjacent land uses.

1.2 The number of travel lanes should be determined by the character of a street and adjacent land uses, and, in some cases, by the need to enhance the pedestrian environment.

1.3 Street widening should not reduce the sidewalk and parkway area to less than the desirable minimum.

Objective:
To protect traditional residential and commercial neighborhood areas from the adverse impacts of street widening.

Guidelines:

1.4 As a general rule, streets in the Street Conservation Area (see Map C), should not be widened.

1.5 Street projects that would widen roadways and/or intersections within the Street Conservation Area (see Map C), shall be submitted to the City Planning Commission for review and recommendation prior to final authorization by the City Commission.

Design Objectives and Guidelines

1.6 Existing, or reconstructed streets in historic districts should retain their original character. Any modifications are subject to review and approval by the Historic Preservation Commission.

1.7 Street projects affecting brick streets (see Map D) are subject to the review/approval by the City Commission.

2. Intersection Design

Objective:

To achieve a minimum level of capacity at signalized intersections during the a.m. and p.m. peak hours.

Guidelines:

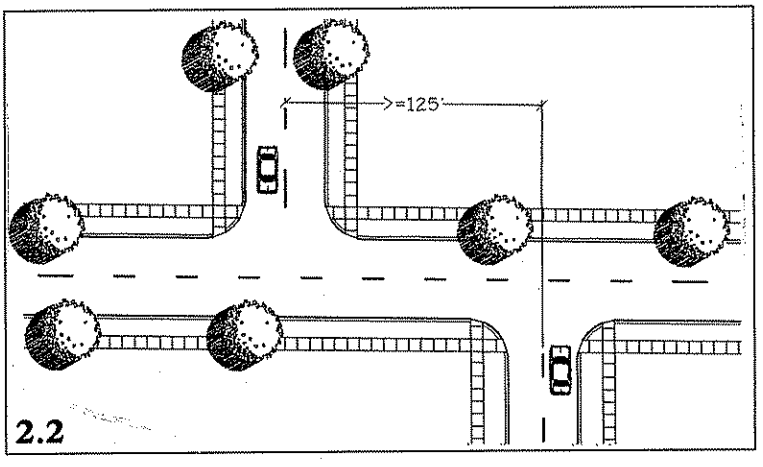
2.1 Intersections may be widened to include additional turning and through lanes to relieve congestion and improve intersection operation, so long as pedestrians can be safely and comfortably accommodated. Projects that would widen intersections within the Street Conservation Area (see Map C) shall be submitted to the Planning Commission for review & recommendation prior to final authorization by the City Commission.

Objective:

To promote smooth, safe traffic movement at intersecting streets.

Guidelines:

2.2 Intersecting streets should be aligned or a minimum intersection offset should be maintained.



2.2

Design Objectives and Guidelines

Objective:
To reduce through traffic in residential areas.

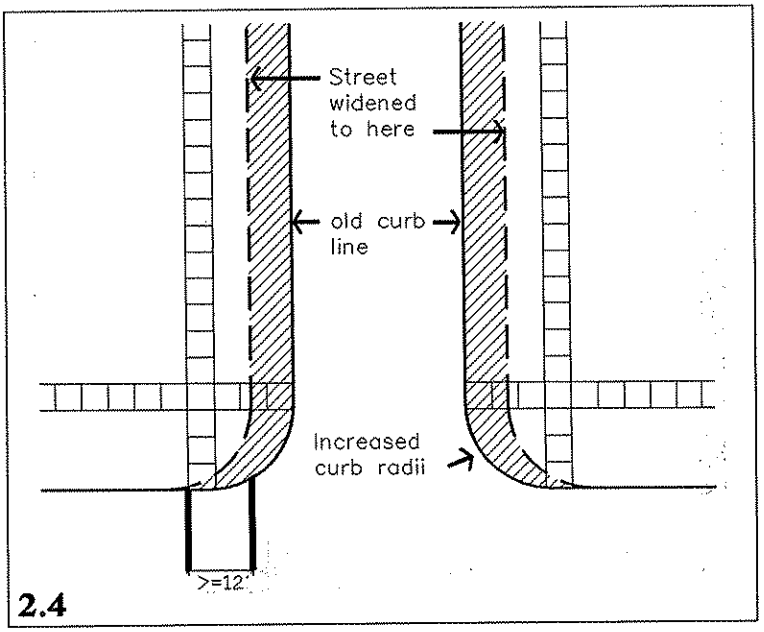
Guidelines:

2.3 Mis-aligned street intersections may be considered to discourage through traffic.

Objective:
To provide a safe and comfortable pedestrian crossing at intersecting streets.

Guidelines:

2.4 Street widening and an expansion of curb radii at intersecting streets should not reduce the sidewalk and parkway width below the desirable minimum. Any exceptions shall be submitted to the City Planning Commission for review and recommendation prior to final authorization by the City Commission.



2.4

Design Objectives and Guidelines

3. Driveways

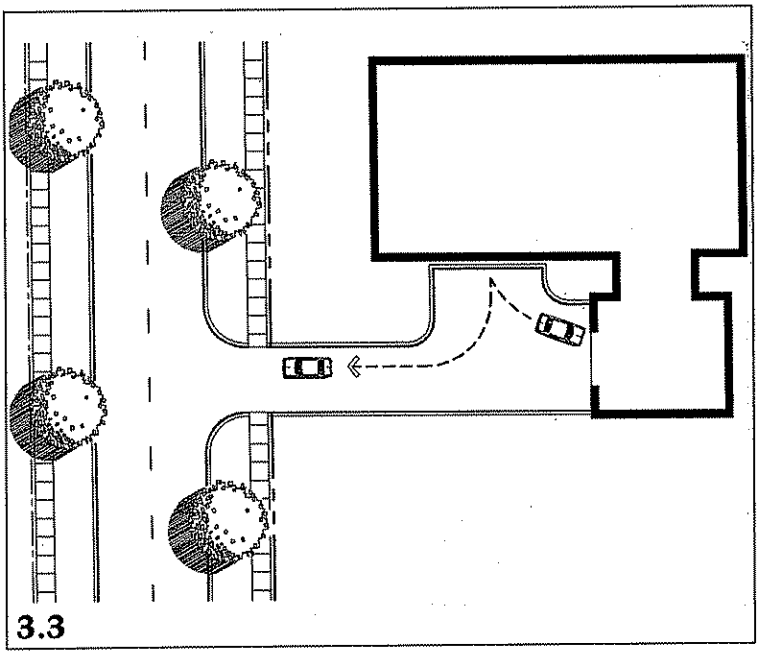
Objective:
To improve the safety and flow of traffic.

Guidelines:

3.1 Access to a parcel, or contiguous parcels comprising one development should be limited to a single drive way on each street frontage unless approved by the Traffic Safety Engineer. Access permits shall be determined based on use, parcel size, and traffic implications.

3.2 Unnecessary driveways should be removed either prior to or during street reconstruction.

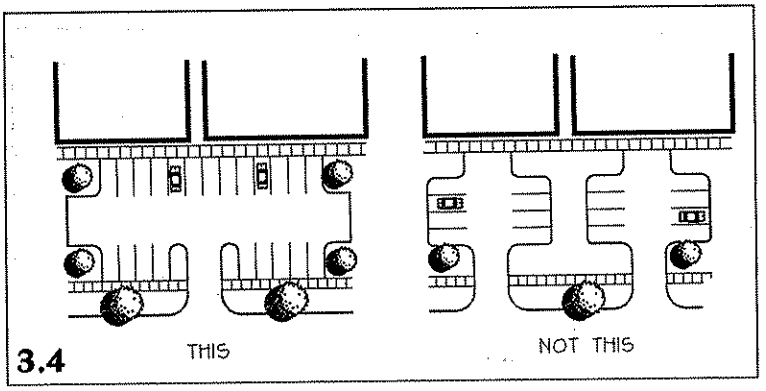
3.3 Vehicle turn-around areas that are located inside property lines are encouraged.



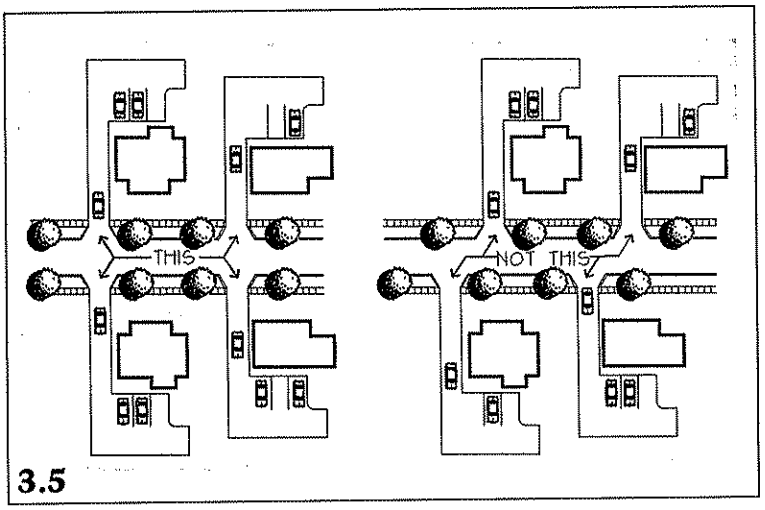
3.3

Design Objectives and Guidelines

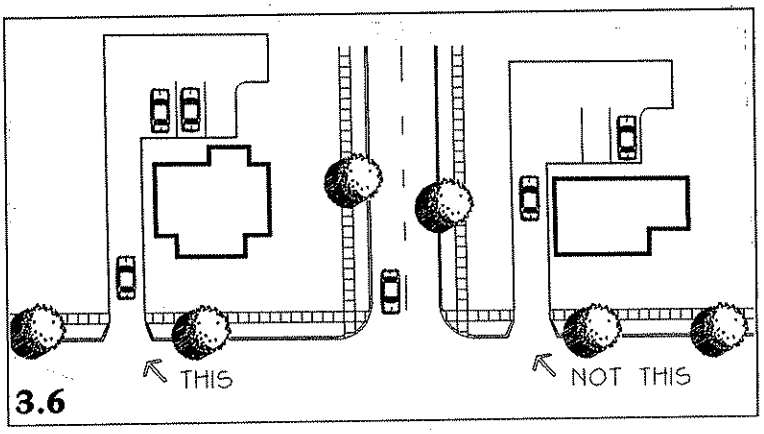
3.4 Shared commercial driveways and common ingress/ egress easements between adjacent properties are encouraged.



3.5 It is desirable to have driveways on opposite sides of the street aligned.



3.6 Corner lot driveways should be located as far away from the intersection as possible.



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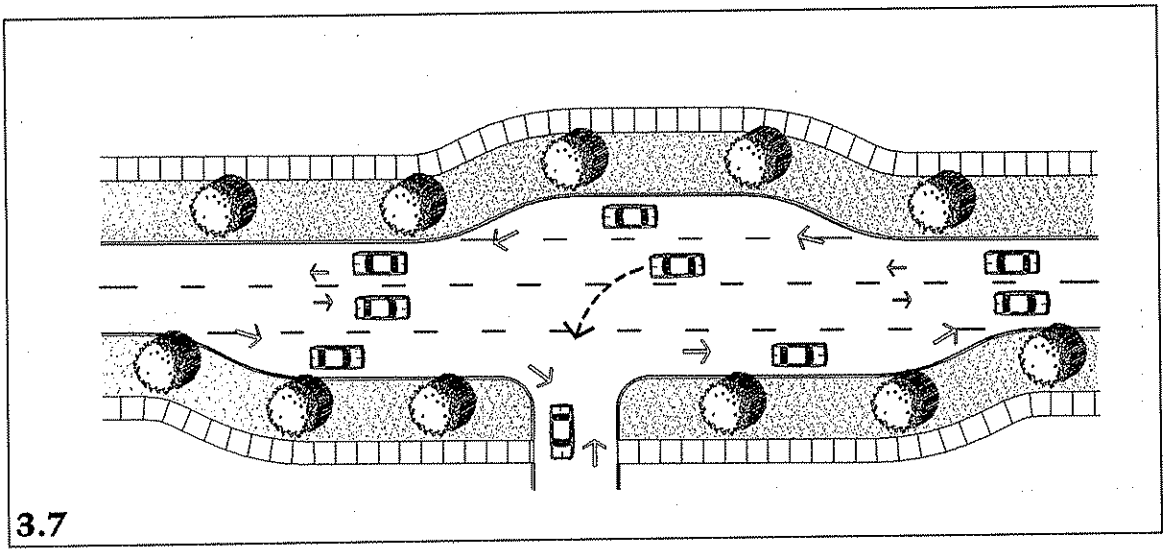
3.7 Acceleration, deceleration and by-pass lanes may be allowed to enhance traffic safety as long as pedestrians can be safely and comfortably accommodated.



3.7

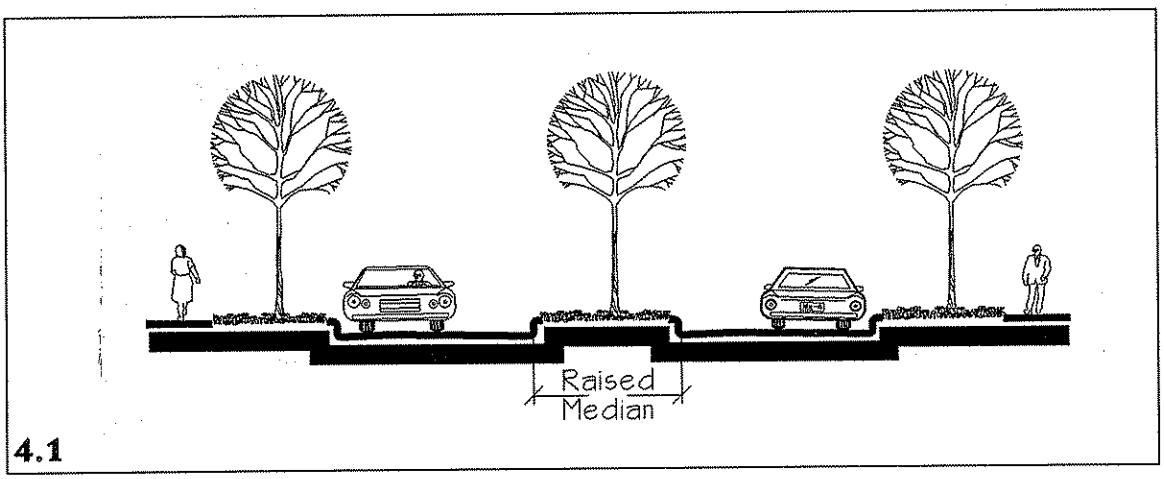
3.8 Physical design or traffic regulation devices may be used to improve turning movements on driveways as long as pedestrians can be safety and comfortably accommodated.

4. Medians

Objective:
Provide a landscaped area or median to control access, improve traffic safety by separating opposing traffic flows, store left-turn and u-turning vehicles, and act as a pedestrian refuge.

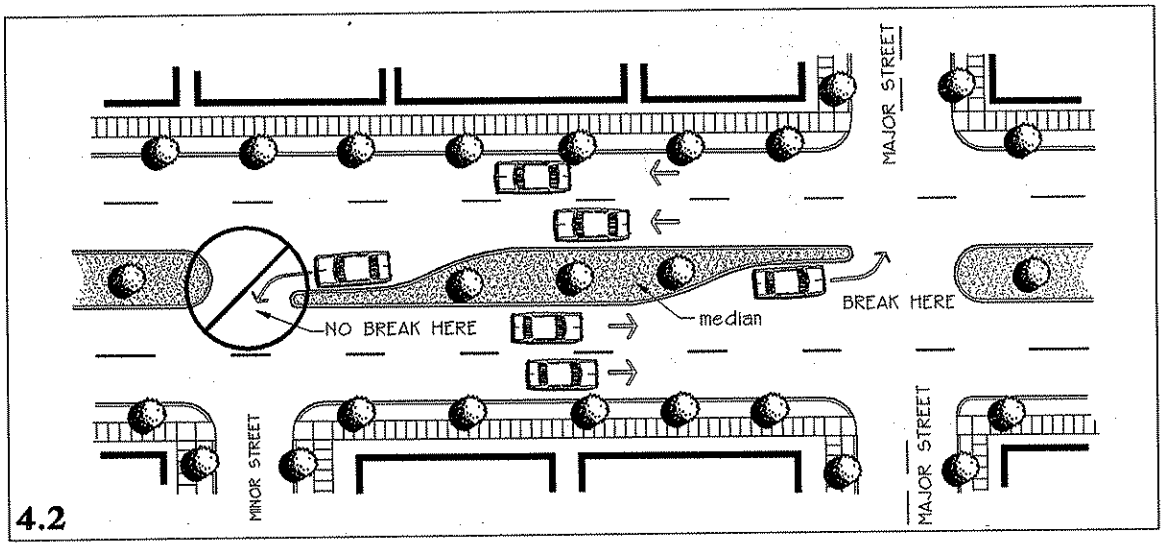
Guidelines:

4.1 Raised medians are encouraged when conditions warrant.



4.1

4.2 Median breaks should be minimized.



4.3 A continuous center, left-turn lane should be considered where raised medians are inappropriate.

5. Traffic Signals

Objective:

To effect orderly traffic movement, provide continuous flow (for a platoon) of traffic and allow other vehicles and pedestrians to cross a heavy traffic stream.

Guidelines:

5.1 Coordinated traffic signals, spaced at 1/2 mile intervals that optimize traffic flow are desirable.

5.2 Coordinated traffic signals, spaced at less than 1/2 mile intervals may be allowed if warranted by high traffic volumes or the desire to reduce traffic speeds.

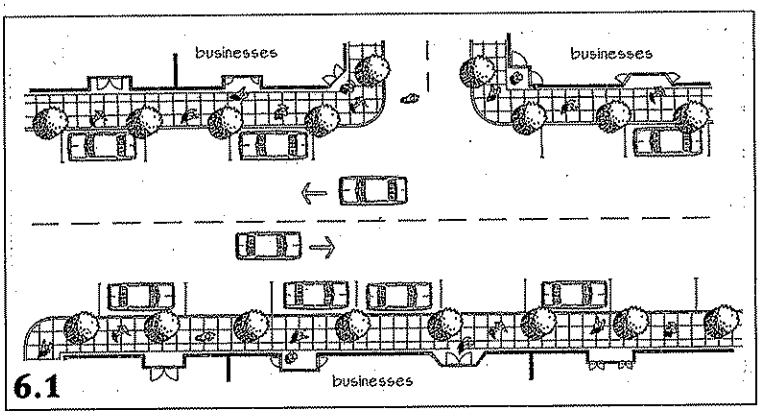
5.3 Adequate signals times should be established to insure safe and comfortable crossing times for pedestrians.

6. On-Street Parking

Objective:
To provide adequate on-street parking to serve adjacent land uses.

Guidelines:

6.1 On-street parking, including off-peak parking, is encouraged in high pedestrian use areas and city neighborhood business districts (See Map C).



6.1

6.2 On-street parking may be restricted near transit stops, on-street bicycle lanes and intersections, for safety or operational reasons.

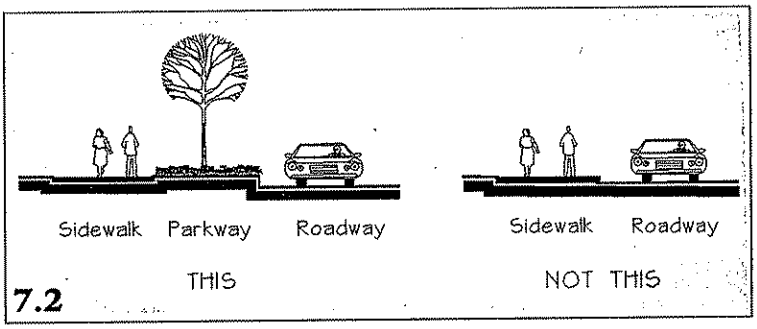
7. Pedestrian Movement

Objective:
Pedestrian movement should be maintained and protected along all streets.

Design Objectives and Guidelines

Guideline:

7.1 Reconstruction plans should consider reducing street widths or adding to the right-of way to accommodate an appropriate parkway area. This would apply to those streets currently having an inadequate parkway area.



7.2

Objective:

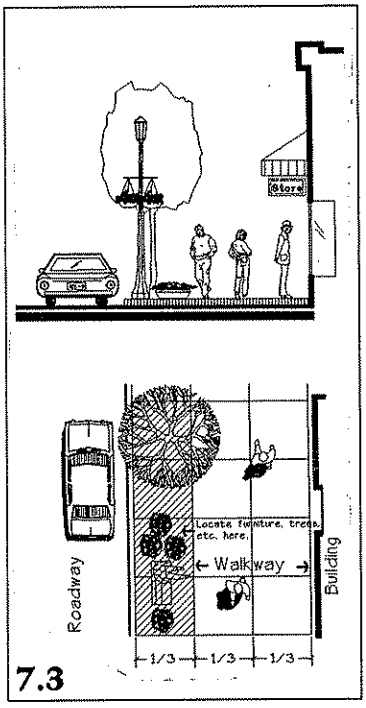
To provide for the safe and comfortable movement of pedestrians and access to adjacent properties.

Guidelines:

7.2 Sidewalks should be set back from the curb to create a parkway between pedestrians and adjacent parked cars or traffic.

7.3 A continuous-paved sidewalk and parkway area is encouraged in areas that are heavily used by pedestrians. Appropriate landscaping treatment, including street trees, should be incorporated into the parkway portion of the paved area.

7.4 Sidewalk paving, other than concrete may be used if it is consistent with an approved district-wide improvement plan.

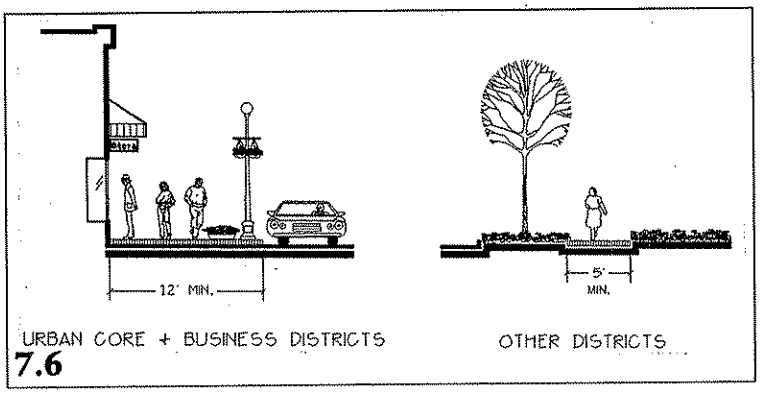


7.3

Design Objectives and Guidelines

7.5 All sidewalk ramps shall provide barrier-free access.

7.6 Sidewalks should be a at least 5 feet wide, however, in high pedestrian areas such as the urban core and neighborhood business districts, their width, when combined with the adjoining parkway area, should be at least 12 feet. Street projects that would result in less than this combined sidewalk/parkway dimension, shall be submitted to the City Planning Commission for review and recommendation prior to final authorization by the City Commission.



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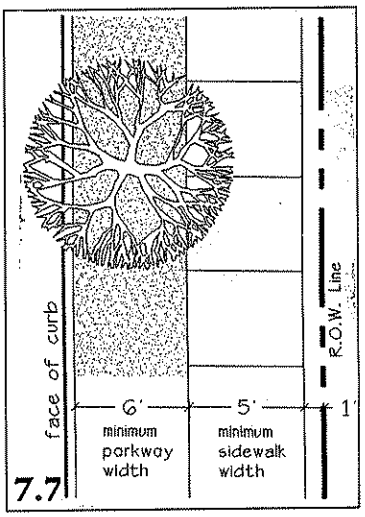


7.7

7.7 A combined sidewalk and parkway width (to the face of the curb) of 12 feet or greater is desirable. Street projects that result in a combined sidewalk and park way area less than this dimension shall be submitted to the City Planning Commission for review and recommendation prior to City Commission authorization.

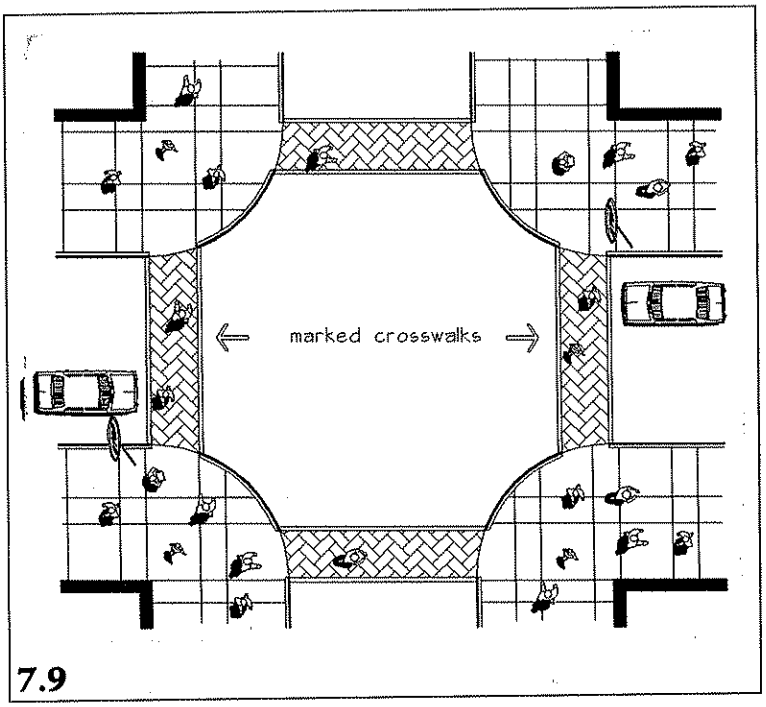
Design Objectives and Guidelines

Objective:
To provide for easy pedestrian movement and the use of the right-of-way for pedestrian activities in areas such as the urban core and traditional neighborhood business districts.

Guidelines:

7.8 Urban design treatments such as street trees, lighting, and other appropriate streetscape elements, etc. should be located within the parkway and serve to buffer pedestrians from traffic.

7.9 Where appropriate, street intersection design treatments, may include marked crosswalks, material changes, and traffic signals to enhance pedestrian safety and security.



7.9

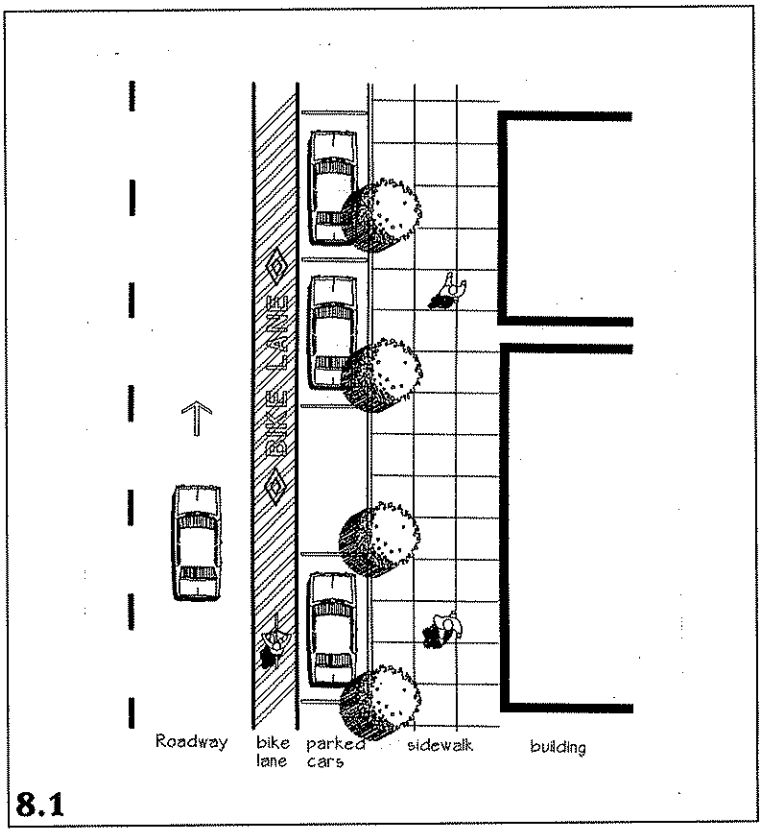
Design Objectives and Guidelines

8. Bicycle Movement

Objective:
To accommodate the safe movement of bicycles along adequate and convenient city street routes.

Guidelines:

8.1 Where appropriate, streets should be designed and maintained to accommodate bicycles. Special provisions such as pavement markings and signage should, however, be considered for those streets classified as Bicycle Routes.



8.1

8.2 Bicycle routes should be located along streets with lower traffic volumes when ever roadway alignment, lane widths and traffic conditions offer a safer, more convenient route.

8.3 Bicycle lanes should be located on those routes where continuous longer distance travel is possible.

8.4 All bicycle routes should be clearly signed and identified.

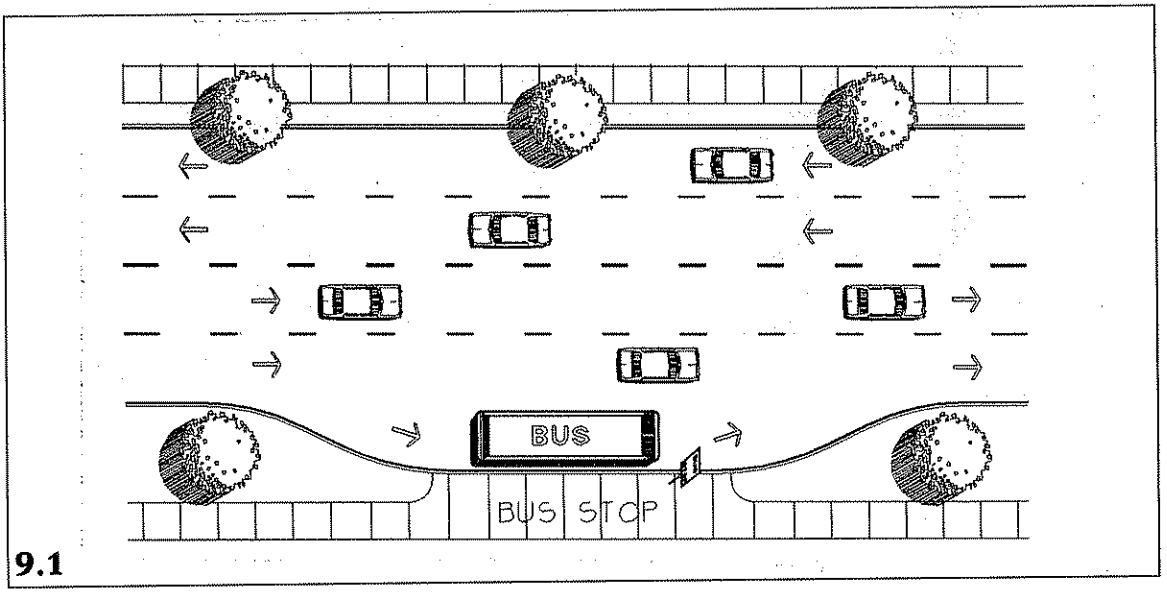
Design Objectives and Guidelines

9. Bus Movement

Objective:
Provide appropriate areas for bus passengers to wait, load and unload, while minimizing impacts on auto and pedestrian movements.

Guidelines:

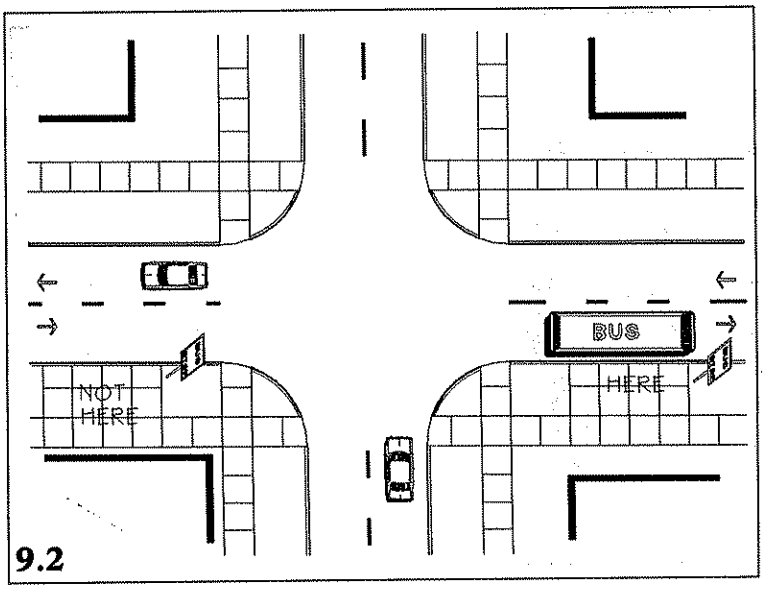
9.1 Bus turnouts should be considered where sufficient right-of-way exists at designated stops.



9.1

Design Objectives and Guidelines

9.2 Bus stops should typically be located on the far side of a street intersection. Other locations may be considered if warranted.



9.3 All permanent, high ridership bus stops locations should include a passenger shelter adjacent to, but not interfering with the sidewalk.

Design Objectives and Guidelines

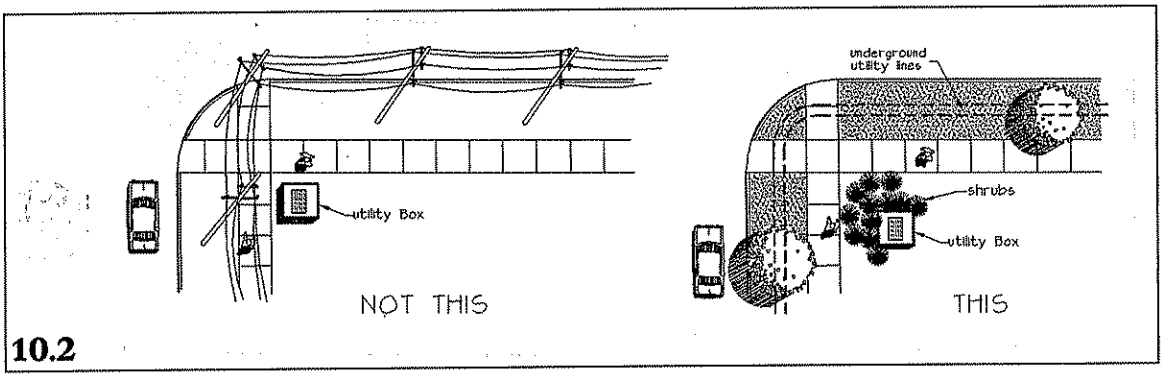
10. Streetscape

Objective:
Provide visually attractive environments for those who travel through an area in automobiles and buses.

Guidelines:

10.1 The design and placement of street lights shall consider the character of the area in which they are to be located, potential benefits that can result, and any potential light intrusion issues or problems.

10.2 The design and placement of utilities should minimize visual intrusion on the streetscape.



10.2

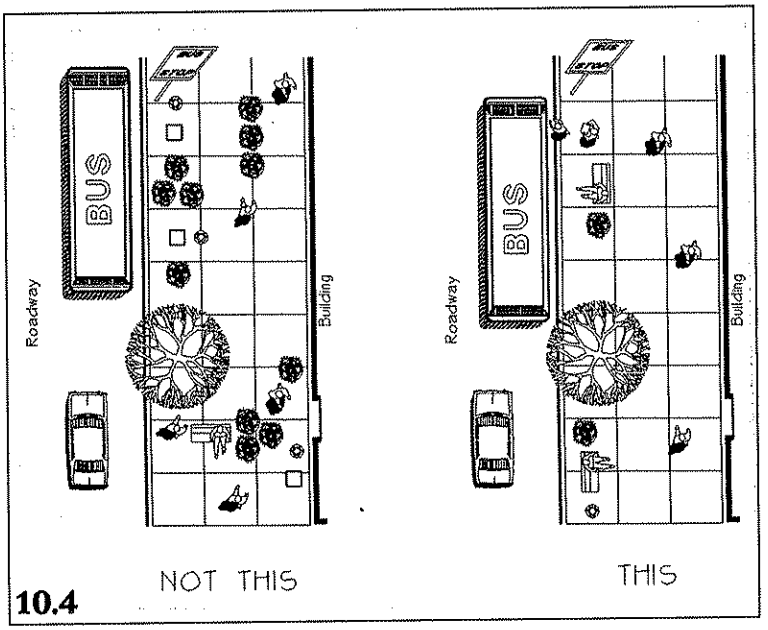
Objective:
Provide visually attractive and physically comfortable environments where people pause, gather, wait, meet, and relax that are integrated with similar environments of adjacent private property.

Guidelines:

10.3 Street furniture may be used to enhance pedestrian areas and it should be durable, easy to maintain and compatible with the character of a streetscape.

Design Objectives and Guidelines

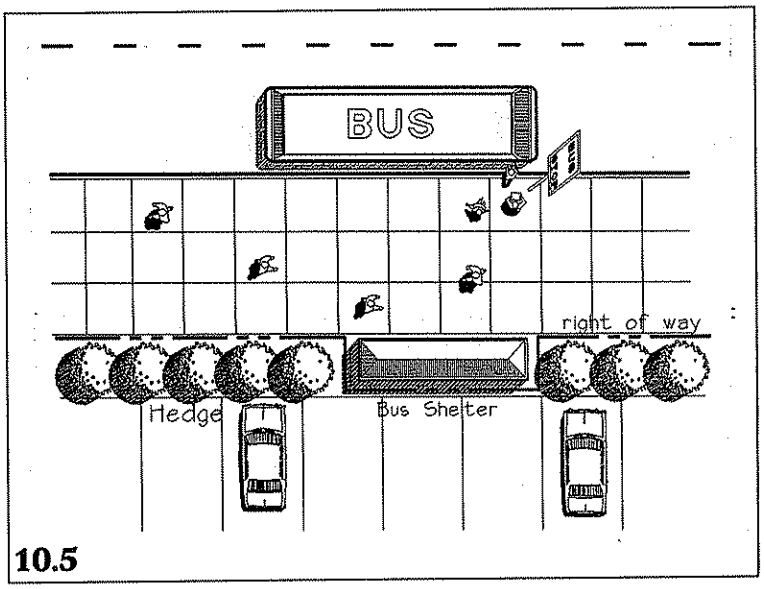
10.4 Street furniture, such as benches, trash receptacles, drinking fountains, etc. should not constrict side walks or bus stops, nor should it conflict with driver views.



10.4

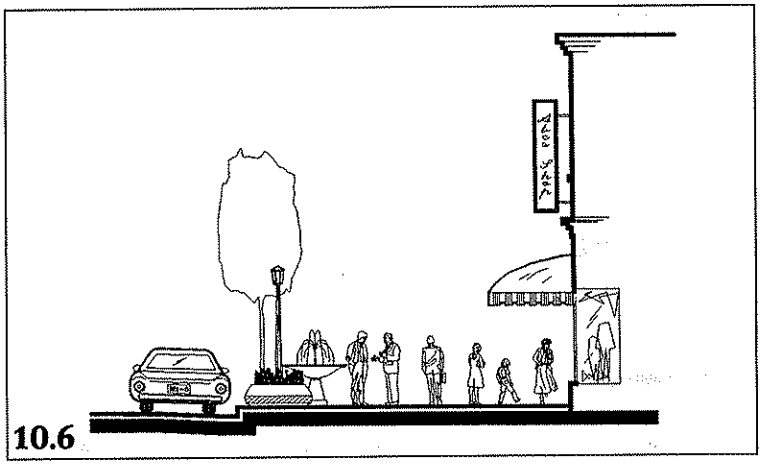
Design Objectives and Guidelines

10.5 Bus shelter should be located behind the sidewalk, outside the right-of-way, however , if this is not possible they should be placed to avoid safety problems or conflicts with pedestrian movements.



10.5

10.6 Special features such as public art, planters, clocks, etc. may be used to create a quality pedestrian environment in the urban core, neighborhood business and historic districts (see Street Conservation Area-Map C).



10.6

Design Objectives and Guidelines

11. Plants

Objective:
Plants should provide for climate control, aesthetics, architectural enhancement, erosion protection, and delineation of space.

Guidelines:

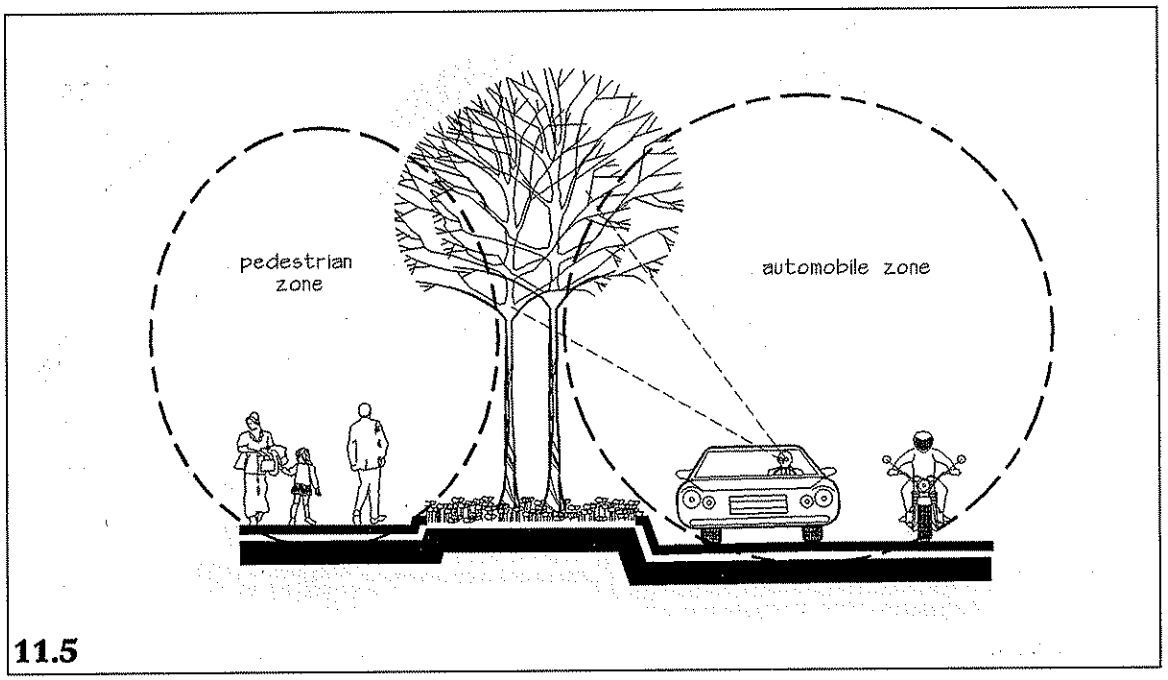
11.1 Special features such as public art, planters, clocks, etc. may be used to create a quality pedestrian environment in the urban core, neighborhood business and historic districts (see Street Conservation Area - Map C).

11.2 Planting design and the selection of trees and shrubs should account for mature plant sizes, and consider potent conflicts with driver and pedestrian views and utility requirements.

11.3 Plants should be selected based on maintenance and replacement requirements, the harsh climate of an urban environment, and consider such issues as snow and ice removal, pollution, temperature, etc.

11.4 Existing mature trees should be retained whenever feasible, as long as they do not pose a safety hazard. If a tree is removed, every attempt should be made to plant a replacement in an appropriate nearby location.

11.5 Street trees should be used to help create comfortable areas for pedestrians and to provide visual relief for drivers.



11.5

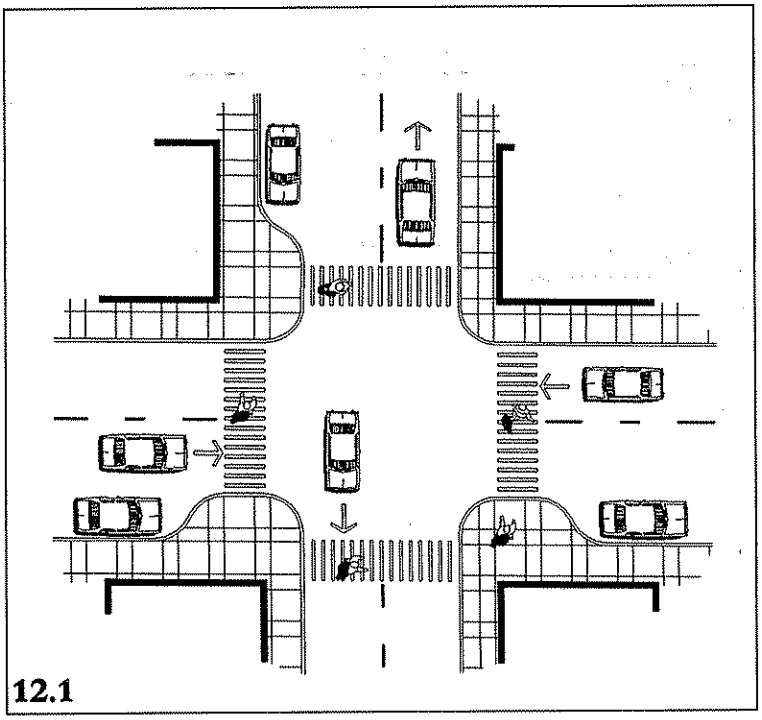
Design Objectives and Guidelines

12. Traffic Calming

Objective:
Reconfigure the basic or original layout and/or alignment of certain city streets in order to make them more user-friendly for pedestrians, bicyclists, and other forms of non-vehicular travel. Slows down but still allows for free movement of vehicular traffic.

Guidelines:

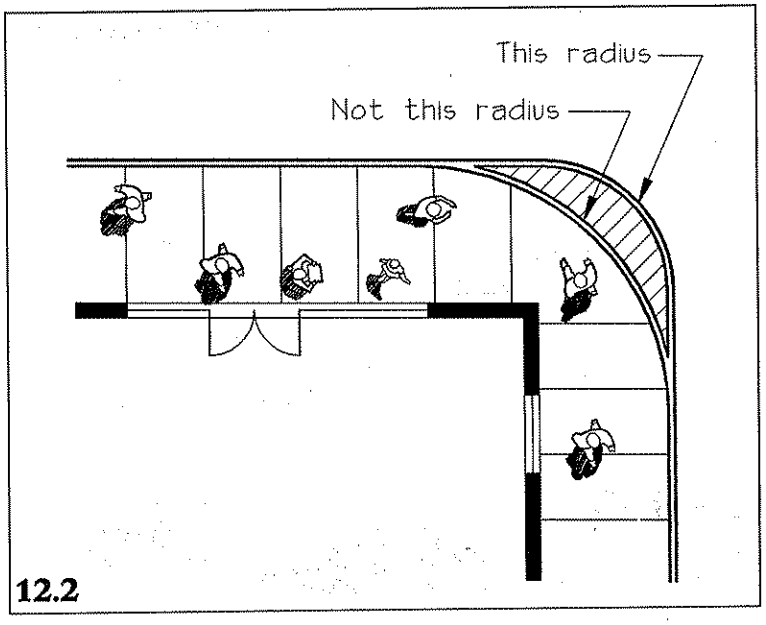
12.1 Curb extensions that reduce the width of a pedestrian crossing should be considered.



12.1

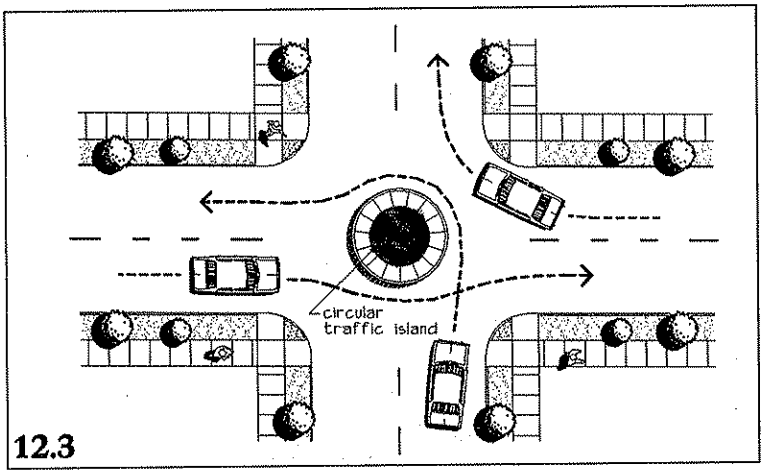
Design Objectives and Guidelines

12.2 Curb radii, below the present standard, should be considered on those streets that are heavily used by pedestrians.



12.2

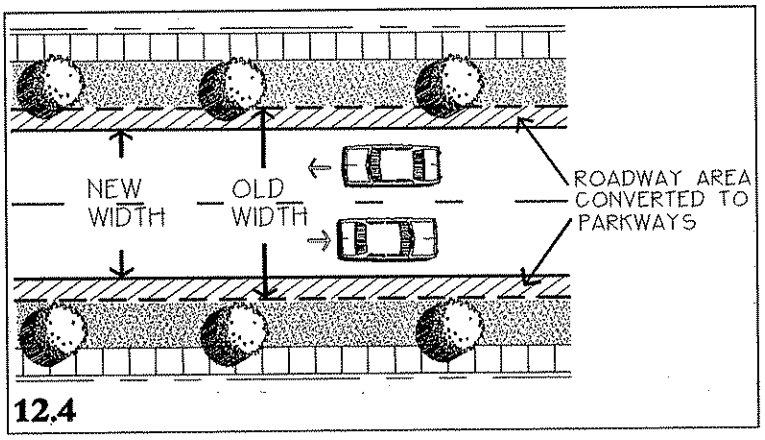
12.3 Curbed and landscaped traffic circles, should be considered at intersections where traffic speeds and volumes have been a problem.



12.3

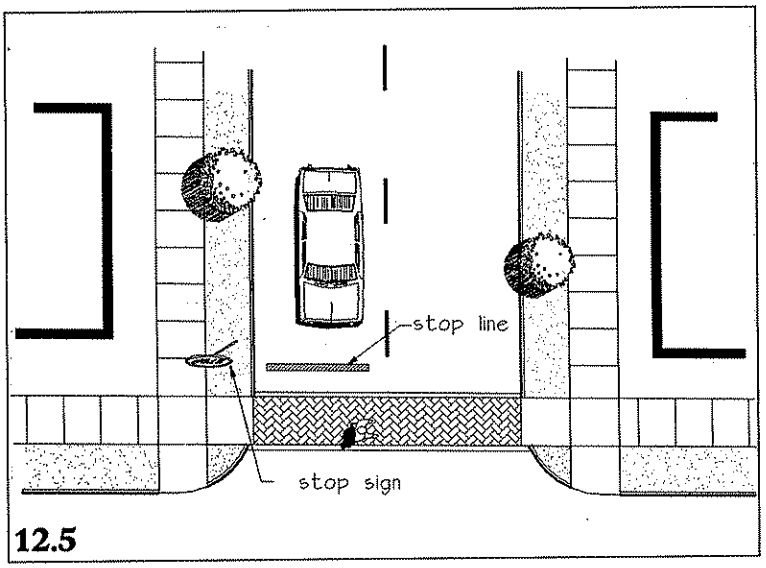
Design Objectives and Guidelines

12.4 A reduction in street dimensions on excessively wide streets should be considered where conditions warrant.



12.4

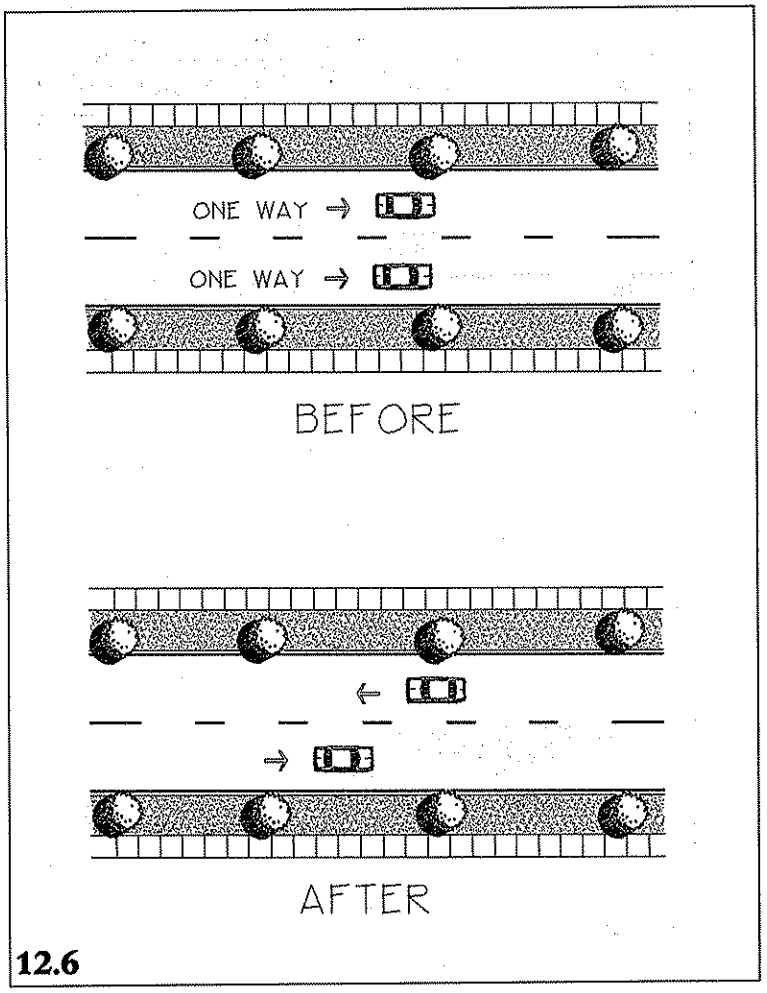
12.5 Consider changes in paving material at major pedestrian crossings where conditions warrant.



12.5

Design Objectives and Guidelines

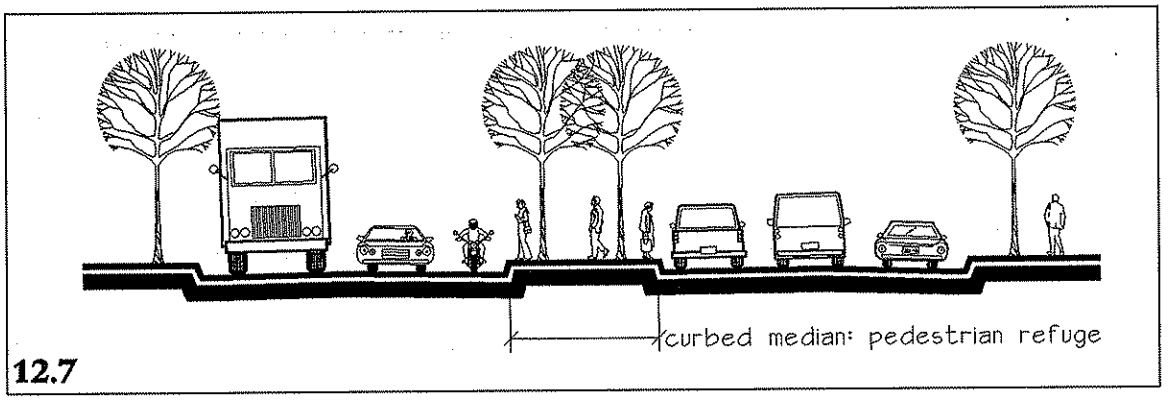
12.6 Consider the elimination of one-way streets where conditions warrant.



12.6

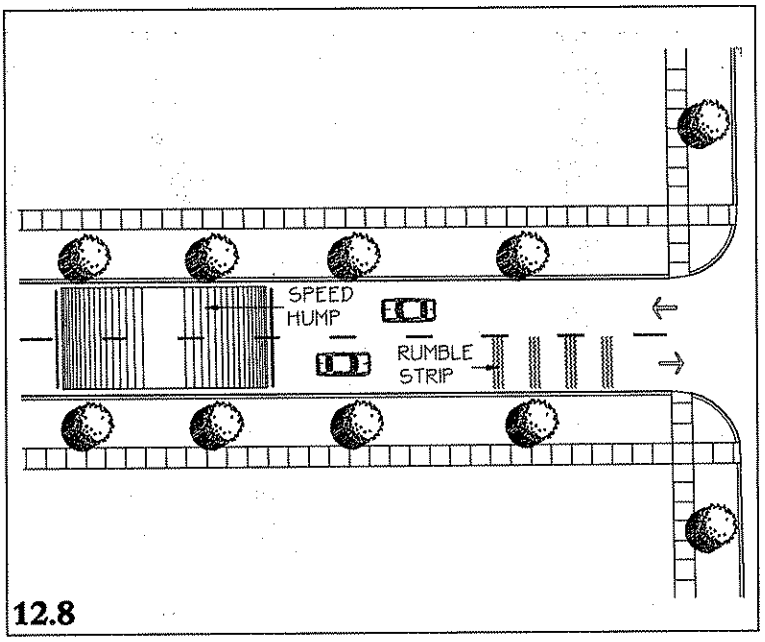
Design Objectives and Guidelines

12.7 Consider curbed medians that provide a refuge for pedestrians crossing wide, high volume streets.



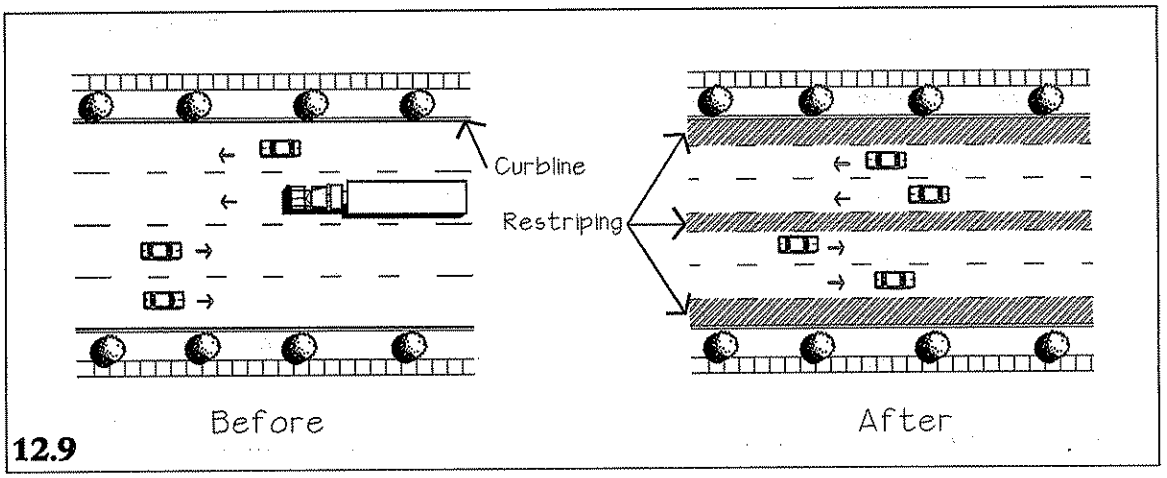
12.7

12.8 Consider speed humps and rumble strips as a method for slowing traffic.



12.8

12.9 Consider street re-striping as a way of defining reduced-width travel lanes on excessively wide streets.



12.9

Appendix

Street Design Matrix

Street Classification System

Street Design Matrix

Design Objective/ Street Classification		Res 1	Res 2	Com 1	Com 2	Ind	Urban Core	Hist. Dist.
Street Alignment, Widening, and Traffic Lanes								
1.1 Street design should be based both on the primary purpose of a street and adjacent land uses.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
1.2 The number of travel lanes should be determined by the character of a street and adjacent land uses, and, in some cases, by the need to enhance the pedestrian environment.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
1.3 Street widening should not reduce the sidewalk and parkway area to less than the desireable minimum.								
	Regional Street	yes	yes	yes	yes		yes	yes
	Major City Street	yes	yes	yes	yes		yes	yes
	City Collector	yes	yes	yes	yes		yes	yes
	Neighborhood Collector	yes	yes	yes	yes		yes	yes
1.4 Whenever possible, streets in the Street Conservation Area (Map A) should not be widened.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
1.5 Street projects that would widen roadways within the Street Conservation Area (Map A), shall be submitted to the City Planning Commission for review and approval prior to final authorization by the City Commission.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
1.6 Existing, or reconstructed streets in historic districts should retain their original character. Any modifications are subject to review and approval by the Historic Preservation Commission.								
	Regional Street							yes
	Major City Street							yes
	City Collector							yes
	Neighborhood Collector							yes

Street Design Matrix

Design Objective/ Street Classification		Res 1	Res 2	Com 1	Com 2	Ind	Urban Core	Hist. Dist.
1.7 Street projects affecting historic brick streets identified on Map D are subject to the review and approval by the City Commission.	Regional Street							
	Major City Street		yes	yes		yes	yes	yes
	City Collector		yes	yes		yes	yes	yes
	Neighborhood Collector		yes	yes		yes	yes	yes
Intersection Design								
2.1 Intersections may be expanded to include additional turning and through lanes to relieve congestion and improve intersection operation, so long as pedestrians can be safely and comfortably accommodated.	Regional Street	yes	yes	yes	yes	yes	yes	
	Major City Street	yes	yes	yes	yes	yes	yes	
	City Collector	yes	yes	yes	yes	yes	yes	
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	
2.2 Street intersections should not be misaligned.	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector			yes	yes	yes	yes	yes
2.3 Misaligned street intersections may be considered to discourage through traffic.	Regional Street							
	Major City Street							
	City Collector							
	Neighborhood Collector	yes	yes				yes	yes
2.4 Street widening and an expansion of curb radius at intersecting streets should not reduce the sidewalk and parkway width below the desireable minimum. Any exceptions shall be submitted to the City Planning Commission for review and approval prior to final authorization by the City Commission.	Regional Street	yes	yes	yes	yes		yes	yes
	Major City Street	yes	yes	yes	yes		yes	yes
	City Collector	yes	yes	yes	yes		yes	yes
	Neighborhood Collector	yes	yes	yes	yes		yes	yes

Street Design Matrix

Design Objective/ Street Classification		Res 1	Res 2	Com 1	Com 2	Ind	Urban Core	Hist. Dist.
Driveways								
3.1 Access to a parcel, or contiguous parcels comprising one development should be limited to a single driveway on each street frontage unless approved by the Traffic Safety Engineer. Access permits shall be determined based on use, parcel size, and traffic implications.	Regional Street	yes	yes	yes	yes		yes	yes
	Major City Street	yes	yes	yes	yes		yes	yes
	City Collector	yes	yes	yes	yes		yes	yes
	Neighborhood Collector	yes	yes	yes	yes		yes	yes
3.2 Unnecessary driveways should be removed either prior to or during street reconstruction.	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
3.3 Vehicle turn-around areas that are located inside property lines are encouraged.	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
3.4 Shared commercial driveways and common ingress/egress easements between adjacent properties are encouraged.	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
3.5 It is desireable to have driveways on oppositte sides of the street aligned	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
3.6 Corner lot driveways should be located as far away from the intersection as possible.	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes

Street Design Matrix

Design Objective/ Street Classification		Res 1	Res 2	Com 1	Com 2	Ind	Urban Core	Hist. Dist.
3.7 Acceleration,deceleration and by-pass lanes may be allowed to enhance traffic safety as long as pedestrians can be accommodated.								
	Regional Street	yes	yes	yes	yes	yes	yes	
	Major City Street	yes	yes	yes	yes	yes	yes	
	City Collector				yes	yes		
	Neighborhood Collector				yes	yes		
3.8 Physical design or traffic regulation devices may be used to improve turning movements on driveways as long as pedestrians can be safety and comfortably accommodaated.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
Medians								
4.1 Raised medians are encouraged when conditions warrant.								
	Regional Street	yes	yes	yes	yes	yes	yes	
	Major City Street	yes	yes	yes	yes	yes	yes	
	City Collector	yes	yes	yes	yes	yes	yes	
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	
4.2 Median breaks should be minimized.								
	Regional Street	yes	yes	yes	yes	yes	yes	
	Major City Street	yes	yes	yes	yes	yes	yes	
	City Collector	yes	yes	yes	yes	yes	yes	
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	
4.3 A continuous center, left-turn lane should be considered where raised medians are inappropriate.								
	Regional Street				yes			
	Major City Street							
	City Collector							
	Neighborhood Collector							
Traffic Signals								
5.1 Coordinated traffic signals, spaced at 1/2 mile intervals that optimize traffic flow are desireable.								
	Regional Street				yes	yes		
	Major City Street							
	City Collector							
	Neighborhood Collector							

Street Design Matrix

Design Objective/ Street Classification		Res 1	Res 2	Com 1	Com 2	Ind	Urban Core	Hist. Dist.
5.2 Coordinaated traffic signals, spaced at less than 1/2 mile intervals may be allowed if warranted by high traffic volumes.								
	Regional Street	yes	yes	yes			yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
5.3 Adequate signals times should be established to insure safe and comfortable crossing times for pedestrians.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
On-Street Parking								
6.1 On-street parking, including off-peak parking, is encouraged in high pedestrian use areas and city neighborhood business districts (See Map A).								
	Regional Street	yes	yes	yes	yes		yes	yes
	Major City Street	yes	yes	yes	yes		yes	yes
	City Collector	yes	yes	yes	yes		yes	yes
	Neighborhood Collector	yes	yes	yes	yes		yes	yes
6.2 On-street parking may be restricted near transit stops, on-street bicycle lanes and intersections, for safety or operational reasons.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
Pedestrian Movement								
7.1 Reconstruction plans should consider reducing street widths or adding right-of way to accommodate an appropriate parkway area. This would apply to those streets currently having an inadequate parkway area.								
	Regional Street	yes	yes	yes	yes		yes	yes
	Major City Street	yes	yes	yes	yes		yes	yes
	City Collector	yes	yes	yes	yes		yes	yes
	Neighborhood Collector	yes	yes	yes	yes		yes	yes

Street Design Matrix

Design Objective/ Street Classification		Res 1	Res 2	Com 1	Com 2	Ind	Urban Core	Hist. Dist.
7.2 Sidewalks should be set back from the curb to create a parkway between pedestrians and adjacent parked cars or traffic.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
7.3 A continuous-paved sidewalk and parkway area is encouraged in areas that are heavily used by pedestrians. Appropriate landscaping treatment, including street trees, should be incorporated into the parkway portion of the paved area.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
7.4 Sidewalk paving, other than concrete may be used if it is consistent with an approved district-wide improvement plan.								
	Regional Street			yes	yes		yes	yes
	Major City Street			yes	yes		yes	yes
	City Collector			yes	yes		yes	yes
	Neighborhood Collector			yes	yes		yes	yes
7.5 All sidewalk ramps shall provide barrier-free access.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
7.6 Sidewalks should be a at least 5 feet wide, however, in high pedestrian areas such as the urban core and neighborhood business districts, their width, when combined with the adjoining parkway area, should be at least 12 feet. Street projects that would result in less than this combined sidewalk/parkway dimension, shall be submitted to the City Planning Commission for review and approval prior to final authorization by the City Commission.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes

Street Design Matrix

Design Objective/ Street Classification		Res 1	Res 2	Com 1	Com 2	Ind	Urban Core	Hist. Dist.
7.7 A combined sidewalk and parkway width (to the face of the curb) of 12 feet or greater is desirable. Street projects that result in a combined sidewalk and parkway area less than this dimension shall be submitted to the City Planning Commission for review and approval prior to City Commission authorization.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
7.8 Appropriate urban design treatments such as street trees, lighting, and appropriate streetscape treatment, etc. should be located within the parkway and serve to buffer pedestrians from traffic.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
7.9 Where appropriate, street intersection design treatments, may include marked crosswalks, material changes, and traffic signals to enhance pedestrian safety and security.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
Bicycle Movement								
8.1 Where appropriate, streets should be designed and maintained to accommodate bicycles. Special provisions such as pavement markings and signage should, however, be considered for those streets classified as Bicycle Routes.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes

Street Design Matrix

Design Objective/ Street Classification		Res 1	Res 2	Com 1	Com 2	Ind	Urban Core	Hist. Dist.
8.2 Bicyle routes should be located along streets with lower traffic volumes whenever roadway alignment, lane widths and traffic conditions offer a safer, more convenient route.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
8.3 Bicycle lanes should be located on those routes where continuous longer distance travel is possible.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
8.4 All bicycle routes should be clearly signed and identified.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
Bus Movement								
9.1 Bus turnouts should be considered where sufficient right-of-way exists at designated stops.								
	Regional Street			yes	yes	yes	yes	
	Major City Street			yes	yes	yes	yes	
	City Collector			yes	yes	yes	yes	
	Neighborhood Collector			yes	yes	yes	yes	
9.2 Bus stops should typically be located on the far side of a street intersection. Other locations may be considered if warranted.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
9.3 All permanent, high ridership bus stops locations should include a passenger shelter adjacent to, but not interfering with the sidewalk.								
	Regional Street		yes	yes	yes	yes	yes	yes
	Major City Street		yes	yes	yes	yes	yes	yes
	City Collector		yes	yes	yes	yes	yes	yes
	Neighborhood Collector		yes	yes	yes	yes	yes	yes

Street Design Matrix

Design Objective/ Street Classification		Res 1	Res 2	Com 1	Com 2	Ind	Urban Core	Hist. Dist.
Streetscape								
10.1 The design and placement of street lights shall consider the character of the area in which they are to be located, potential benefits that can result, and any potential light intrusion issues or problems.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
10.2 The design and placement of utilities should minimize visual intrusion on the streetscape.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
10.3 Street furniture may be used to enhance pedestrian areas and it should be durable, easy to maintain and compatible with the character of a streetscape.								
	Regional Street			yes	yes		yes	yes
	Major City Street			yes	yes		yes	yes
	City Collector			yes	yes		yes	yes
	Neighborhood Collector			yes	yes		yes	yes
10.4 Street furniture, such as benches, trash receptacles, drinking fountains, etc. should not constrict sidewalks or bus stops, nor should it conflict with driver views.								
	Regional Street			yes	yes		yes	yes
	Major City Street			yes	yes		yes	yes
	City Collector			yes	yes		yes	yes
	Neighborhood Collector			yes	yes		yes	yes
10.5 Bus shelter should be located behind the sidewalk, outside the right-of-way, however , if this is not possible they should be placed to avoid safety problems or conflicts with pedestrian movements.								
	Regional Street		yes	yes	yes		yes	yes
	Major City Street		yes	yes	yes		yes	yes
	City Collector		yes	yes	yes		yes	yes
	Neighborhood Collector		yes	yes	yes		yes	yes

Street Design Matrix

Design Objective/ Street Classification		Res 1	Res 2	Com 1	Com 2	Ind	Urban Core	Hist. Dist.
10.6 Special features such as public art, planters, clocks, etc. may be used to create a quality pedestrian environment in the urban core, neighborhood business and historic districts (see Map A).								
	Regional Street			yes	yes		yes	yes
	Major City Street			yes	yes		yes	yes
	City Collector			yes	yes		yes	yes
	Neighborhood Collector			yes	yes		yes	yes
Plants								
11.1 Planting design and the selection of trees and shrubs should account for mature plant sizes, and consider potent conflicts with driver and pedestrian views and utility requirements.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
11.2 Plants should be selected based on maintenance and replacement requirements, the harsh climate of an urban environment, and consider such issues as snow and ice removal, pollution, temperature, etc.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
11.3 Existing mature trees should be retained whenever feasible, as long as they do not pose a safety hazard. If a tree is removed, every attempt should be made to plant a replacement in an appropriate nearby location.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
11.4 Street trees should be used to help create comfortable areas for pedestrians and to provide visual relief for drivers.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes

Street Design Matrix

Design Objective/ Street Classification		Res 1	Res 2	Com 1	Com 2	Ind	Urban Core	Hist. Dist.
Traffic Calming								
12.1 Curb extensions that reduce the width of a pedestrian crossing should be considered.								
	Regional Street							
	Major City Street			yes				
	City Collector		yes	yes	yes		yes	yes
	Neighborhood Collector		yes	yes	yes		yes	yes
12.2 Curb radii, below the present standard, should be considered on those streets that are heavily used by pedestrians (See Map A).								
	Regional Street		yes	yes	yes		yes	yes
	Major City Street		yes	yes	yes		yes	yes
	City Collector		yes	yes	yes		yes	yes
	Neighborhood Collector		yes	yes	yes		yes	yes
12.3 Curbed and landscaped traffic circles, should be considered at intersections where traffic speeds and volumes have been a problem.								
	Regional Street							
	Major City Street	yes	yes	yes	yes		yes	yes
	City Collector	yes	yes	yes	yes		yes	yes
	Neighborhood Collector	yes	yes	yes	yes		yes	yes
12.4 A reduction in street dimensions on excessively wide streets should be considered where conditions warrant.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes
12.5 Consider changes in paving material at major pedestrian crossings where conditions warrant.								
	Regional Street			yes			yes	yes
	Major City Street			yes	yes		yes	yes
	City Collector			yes	yes		yes	yes
	Neighborhood Collector	yes	yes	yes	yes		yes	yes
12.6 Consider the elimination of one-way streets where conditions warrant.								
	Regional Street	yes	yes	yes	yes		yes	yes
	Major City Street	yes	yes	yes	yes		yes	yes
	City Collector	yes	yes	yes	yes		yes	yes
	Neighborhood Collector	yes	yes	yes	yes		yes	yes

Street Design Matrix

Design Objective/ Street Classification		Res 1	Res 2	Com 1	Com 2	Ind	Urban Core	Hist. Dist.
12.7 Consider curbed medians that provide a refuge for pedestrians crossing wide, high volume streets.								
	Regional Street	yes	yes	yes	yes		yes	yes
	Major City Street	yes	yes	yes	yes		yes	yes
	City Collector	yes	yes	yes	yes		yes	yes
	Neighborhood Collector	yes	yes	yes	yes		yes	yes
12.8 Consider speed humps and rumble strips as a method for slowing traffic.								
	Regional Street							
	Major City Street							
	City Collector							
	Neighborhood Collector	yes	yes	yes	yes		yes	yes
12.9 Consider street restriping as a way of defining reduced-width travel lanes on excessively wide streets.								
	Regional Street	yes	yes	yes	yes	yes	yes	yes
	Major City Street	yes	yes	yes	yes	yes	yes	yes
	City Collector	yes	yes	yes	yes	yes	yes	yes
	Neighborhood Collector	yes	yes	yes	yes	yes	yes	yes

Grand Rapids Street Classification System

name	*segment*	*direction*	*from*	*to*	*r.o.w.(ft)*	*lu class*	*comments*
street classification		***City Collector***					BRK=Brick Street HIST=Historic Area SCA=Street Conservation Area
Woodmeadow	01	se	breton	woodlawn	060	Residential 2	
Woodlawn	01	se	woodmeadow	28th	060	Residential 2	
Weston	01	sw	ionia	division	066	Urban Core	SCA/HIST
Turner	01	nw	citylimits	ann	066	Industrial	SCA
Turner	02	nw	ann	c&o rr	080	Industrial	SCA
Turner	03	nw	c&o rr	richmond	066	Industrial	SCA
Turner	04	nw	richmond	bridge	066	Residential 1	SCA
Tamarack	01	nw	richmond	leonard	066	Residential 1	SCA
Sweet	02	ne	plainfield	college	050	Residential 1	SCA
Steele	01	sw	canton	hall	066	Industrial	SCA
Steele	02	sw	hall	c&o rr	050	Industrial	SCA
Steele	03	sw	c&o rr	burton	060	Industrial	SCA
State	01	se	jefferson	lafayette	066	Urban Core	SCA/HIST
State	02	se	lafayette	madison	066	Commercial 1	SCA/HIST/BRK
Sparks	01	se	lake eastbrook	eastparis	066	Commercial 2	
Sheldon	01	se	fulton	maple	086	Urban Core	SCA/HIST
Service	01	ne	ball	bradford	125	Industrial	
Service	02	ne	bradford	plymouth	095	Industrial	
Scribner	01	nw	richmond	fourth	066	Industrial	SCA
Scribner	02	nw	fourth	pearl	066	Urban Core	SCA
Saginaw	01	se	birchcrest	breton	060	Residential 2	
Rowland	01	se	burton	camelot	060	Residential 2	
Robinson	01	se	lake	citylimits	066	Residential 1	SCA
Raybrook	01	se	burton	claystone	060	Residential 2	
Plymouth	05	se	hall	boston	066	Residential 2	
Plymouth	06	se	boston	burton	091	Residential 2	
Plymouth	07	se	burton	alger	066	Residential 2	
Perkins	01	ne	knapp	highbluff	066	Residential 2	
Perkins	02	ne	highbluff	cranbrook	073	Residential 2	
Perkins	03	ne	cranbrook	leonard	060	Residential 2	
Ottawa	01	nw	coldbrook	I196	066	Industrial	SCA

name	*segment*	*direction*	*from*	*to*	*r.o.w.(ft)*	*lu class*	*comments*
Ottawa	05	sw	fulton	weston	066	Urban Core	SCA
Olson	01	ne	ball	plymouth	095	Industrial	
Oakleigh	01	nw	richmond	lake michiga	066	Residential 2	
Oak Industrial	01	ne	plymouth	maryland	100	Industrial	
Oak Industrial	02	ne	maryland	leffingwell	060	Industrial	
O'Brien	01	sw	covell	butterworth	100	Industrial	
Newberry	01	nw	monroe	division	066	Urban Core	SCA/BRK
Mt Vernon	01	nw	bridge	fulton	066	Urban Core	SCA
Maryland	01	ne	leonard	I196	066	Residential 2	
Maryland	02	ne	I196	michigan	066	Industrial	
Maryland	03	ne	michigan	fulton	093	Residential 2	
Maple	01	se	division	sheldon	066	Urban Core	SCA
Madison	01	se	cherry	wealthy	066	Residential 1	SCA/HIST
Madison	02	se	wealthy	franklin	050	Residential 1	SCA/HIST
Madison	03	se	franklin	hall	066	Residential 1	SCA
Madison	04	se	hall	oakdale	066	Commercial 1	SCA
Madison	05	se	oakdale	burton	066	Residential 1	SCA
Madison	06	se	burton	28th	066	Residential 1	
Madison	07	se	28th	city limits	066	Industrial	
Lyon	01	nw	monroe	lafayette	066	Urban Core	SCA
Lyon	02	ne	lafayette	college	066	Residential 1	SCA/HIST
Lyon	03	ne	college	union	066	Residential 1	SCA/HIST
Linden	01	se	cottage	crofton	066	Industrial	SCA
Lexington	01	nw	bridge	fulton	066	Residential 1	SCA
Lexington	03	sw	fulton	butterworth	066	Industrial	SCA
Leffingwell	01	ne	leonard	bradford	066	Residential 2	
Lane	01	nw	4th	bridge	050	Residential 1	SCA
Lane	02	nw	bridge	sibley	050	Residential 1	SCA
Lane	03	nw	sibley	fulton	066	Residential 1	SCA
Lake Eastbrook	01	se	eastbeltline	28th	080	Commercial 2	
Lake	03	se	citylimits	eastbeltline	066	Residential 2	
Lake	04	se	eastbeltline	citylimits	066	Residential 2	
Lagrave	01	se	fulton	wealthy	066	Urban Core	SCA
Kalamazoo	02	se	hall	boston	066	Commercial 1	SCA
Jefferson	01	se	fulton	wealthy	066	Urban Core	SCA
Jefferson	02	se	wealthy	franklin	066	Commercial 1	SCA

name	*segment*	*direction*	*from*	*to*	*r.o.w.(ft)*	*lu class*	*comments*
Jefferson	03	se	franklin	burton	066	Residential 1	SCA
Ionia	01	nw	coldbrook	michigan	066	Industrial	SCA
Ionia	02	nw	michigan	fulton	066	Urban Core	SCA
Ionia	03	sw	fulton	wealthy	066	Urban Core	SCA/HIST/BRK
Ionia	04	sw	wealthy	franklin	066	Industrial	SCA
Hynes	01	sw	franklin	s. of hall	020	Industrial	SCA
Hall	01	sw	citylimits	grandville	066	Industrial	SCA
Grandville	03	sw	franklin	hall	066	Commercial 1	SCA
Grandville	04	sw	hall	chicago	066	Commercial 1	SCA
Godfrey	01	sw	market	hall	066	Industrial	SCA
Godfrey	02	sw	hall	citylimits	066	Industrial	SCA
Giddings	01	se	wealthy	hall	066	Residential 1	SCA
Giddings	02	se	hall	adams	066	Residential 1	
Giddings	03	se	adams	boston	050	Residential 1	
Giddings	04	se	boston	burton	066	Residential 1	
Fuller	07	se	fulton	wealthy	066	Residential 1	SCA
Fuller	08	se	wealthy	franklin	066	Residential 1	SCA
Fuller	09	se	franklin	hall	066	Residential 1	SCA
Fuller	10	se	hall	adams	050	Residential 1	SCA
Fuller	11	se	adams	boston	066	Industrial	SCA
Fuller	12	se	boston	kalamazoo	066	Residential 1	SCA
Front	01	nw	webster	leonard	066	Industrial	SCA
Front	02	nw	leonard	eighth	066	Industrial	SCA
Front	03	nw	eighth	fourth	075	Industrial	SCA
Front	04	nw	pearl	fulton	066	Urban Core	SCA
Front	05	sw	fulton	wealthy	066	Industrial	SCA
Franklin	03	sw	us131	division	066	Industrial	SCA
Franklin	04	se	division	jefferson	066	Commercial 1	SCA
Franklin	05	se	jefferson	lafayette	066	Residential 1	SCA
Franklin	06	se	lafayette	college	066	Commercial 1	SCA
Franklin	07	se	college	eastern	066	Residential 1	SCA
Franklin	08	se	eastern	fuller	066	Residential 1	SCA
Franklin	09	se	fuller	citylimits	066	Residential 1	SCA
Fountain	01	nw	ottawa	division	066	Urban Core	SCA
Fountain	02	ne	division	lafayette	066	Urban Core	SCA
Fountain	03	ne	lafayette	diamond	066	Residential 1	SCA/HIST

name	*segment*	*direction*	*from*	*to*	*r.o.w.(ft)*	*lu class*	*comments*
Elmdale	01	ne	cheney	plainfield	066	Residential 1	
EastMall	01	se	eastbeltline	east end	060	Commercial 2	
Dickinson	01	se	linden	eastern	066	Residential 1	SCA
Diamond	02	ne	knapp	I196	066	Residential 1	SCA
Diamond	03	ne	I196	michigan	066	Commercial 1	SCA
Diamond	04	se	michigan	wealthy	066	Residential 1	SCA
Crofton	01	se	madison	union	060	Industrial	SCA
Covell	04	sw	lake michigan	o'brien	066	Residential 2	
CottageGrove	01	se	madison	eastern	066	Industrial	SCA
Commerce	01	sw	fulton	wealthy	066	Urban Core	SCA/HIST
Collindale	01	nw	leonard	7th	083	Residential 2	
Collindale	02	nw	7th	burritt	073	Residential 2	
Collindale	03	nw	burritt	lake michiga	066	Residential 2	
College	01	ne	sweet	leonard	066	Residential 1	SCA
College	02	ne	leonard	I196	066	Residential 1	SCA
College	03	ne	I196	michigan	072	Commercial 1	SCA
College	04	se	michigan	fulton	066	Residential 1	SCA/HIST
Coit	01	ne	4mile	kendalwood	080	Residential 2	
Coit	02	ne	kendalwood	3mile	066	Residential 2	
Coit	03	ne	3mile	sinclair	080	Residential 2	
Coit	04	ne	sinclair	oakwood	066	Residential 2	
Coit	05	ne	oakwood	knapp	066	Residential 2	
Claystone	01	se	raybrook	eastbeltline	060	Residential 2	
Cherry	01	sw	market	grandville	066	Urban Core	SCA
Cherry	02	sw	ionia	division	066	Urban Core	SCA/HIST/BRK
Cherry	03	se	division	lafayette	066	Urban Core	SCA
Cherry	04	se	lafayette	madison	066	Commercial 1	SCA/HIST
Cherry	05	se	madison	eastern	066	Residential 1	SCA/HIST
Cherry	06	se	eastern	lake	066	Commercial 1	SCA/HIST/BRK
Cheney	01	ne	elmdale	northpark	066	Residential 2	
Cheney	02	ne	northpark	kendalwood	120	Residential 2	
Cheney	03	ne	kendalwood	3mile	066	Residential 2	
Century	01	sw	goodrich	wealthy	044	Urban Core	SCA
Century	02	sw	wealthy	burton	066	Industrial	SCA
Carlton	01	se	fulton	lake	066	Residential 1	SCA
Canton	01	sw	steele	buchanan	066	Industrial	SCA

name	*segment*	*direction*	*from*	*to*	*r.o.w.(ft)*	*lu class*	*comments*
Camelot	01	se	lake eastbrook	eastparis	066	Residential 2	
Butterworth	01	sw	citylimits	valley	066	Industrial	
Butterworth	02	sw	valley	lexington	066	Commercial 1	SCA
Butterworth	03	sw	lexington	front	066	Industrial	SCA
Buchanan	01	sw	franklin	hall	066	Industrial	SCA
Buchanan	02	sw	hall	stevens	060	Industrial	SCA
Buchanan	03	sw	stevens	burton	066	Residential 1	SCA
Buchanan	04	sw	burton	citylimits	066	Residential 1	
Broadway	01	nw	ann	richmond	066	Industrial	SCA
Broadway	02	nw	richmond	leonard	066	Residential 1	SCA
Broadway	03	nw	leonard	bridge	066	Residential 1	SCA
Bristol	01	nw	citylimits	walker	066	Residential 1	SCA
Bradford	01	ne	leffingwell	eastbeltline	066	Residential 2	
Boston	01	se	fuller	sylvan	066	Residential 1	
Boston	02	se	sylvan	citylimits	066	Residential 2	
Birchcrest	01	se	saginaw	28th	060	Commercial 2	
Ball	02	ne	knapp	leonard	066	Residential 2	
Ball	03	ne	leonard	I196	066	Residential 2	
Ball	04	ne	I196	michigan	066	Industrial	
Alpine	03	nw	leonard	stocking	066	Residential 1	SCA
Alger	01	se	division	eastern	066	Residential 1	
Alger	02	se	eastern	kalamazoo	066	Residential 1	
Alger	03	se	kalamazoo	plymouth	080	Residential 2	
7th	01	nw	stocking	davis	066	Residential 1	SCA
7th	02	nw	davis	broadway	066	Industrial	SCA
7th	03	nw	broadway	turner	066	Residential 1	SCA
6th	01	nw	stocking	muskegon	066	Residential 1	SCA
6th	02	nw	muskegon	broadway	066	Industrial	SCA
6th	03	nw	broadway	turner	066	Residential 1	SCA
6th	04	nw	turner	grdrvr	066	Industrial	SCA/BRK

street classification *Major City Street*

Wealthy	02	sw	front	market	066	Industrial	SCA
Wealthy	03	sw	market	division	066	Urban Core	SCA
Wealthy	04	se	division	lafayette	066	Urban Core	SCA

name	*segment*	*direction*	*from*	*to*	*r.o.w.(ft)*	*lu class*	*comments*
Wealthy	05	se	lafayette	eastern	066	Residential 1	SCA/HIST
Wealthy	06	se	eastern	fuller	066	Commercial 1	SCA
Wealthy	07	se	fuller	giddings	066	Residential 1	SCA/BRK
Wealthy	08	se	giddings	citylimits	066	Commercial 1	SCA/BRK
Walker	01	nw	richmond	leonard	066	Residential 2	
Walker	02	nw	leonard	stocking	066	Residential 1	SCA
Stocking	01	nw	walker	bridge	066	Commercial 1	SCA
Richmond	01	nw	citylimits	elmridge	078	Residential 2	
Richmond	02	nw	elmridge	bristol	066	Residential 2	
Richmond	03	nw	bristol	alpine	066	Residential 1	SCA
Richmond	04	nw	alpine	scribner	066	Industrial	SCA
Plymouth	01	ne	leonard	matilda	066	Residential 2	
Plymouth	02	ne	matilda	bradford	087	Residential 2	
Plymouth	03	ne	bradford	michigan	066	Industrial	
Plymouth	04	ne	michigan	fulton	066	Residential 2	
Plainfield	03	ne	I96	3mile	066	Residential 2	
Plainfield	04	ne	3mile	ellsmere	083	Residential 1	
Plainfield	05	ne	ellsmere	julia	066	Commercial 2	
Plainfield	06	ne	julia	knapp	060	Residential 1	
Plainfield	07	ne	knapp	coldbrook	066	Commercial 1	SCA
Pearl	01	nw	grdrvr	division	066	Urban Core	SCA
Ottawa	02	nw	I196	michigan	066	Urban Core	SCA
Ottawa	03	nw	michigan	lyon	100	Urban Core	SCA
Ottawa	04	nw	lyon	fulton	066	Urban Core	SCA/HIST
Oakes	01	sw	ionia	division	066	Urban Core	SCA/HIST
NorthPark	01	ne	monroe	coit	066	Residential 2	
Monroe	01	ne	northpark	I96	066	Commercial 1	
Monroe	02	ne	I96	3mile	066	Residential 2	
Monroe	03	ne	3mile	parklane	083	Residential 2	
Monroe	04	nw	parklane	graceland	066	Residential 2	
Monroe	05	nw	graceland	knapp	080	Residential 1	
Monroe	06	nw	knapp	coldbrook	066	Industrial	SCA
Monroe	07	nw	coldbrook	michigan	092	Urban Core	SCA
Monroe	08	nw	michigan	pearl	100	Urban Core	SCA
Monroe	09	nw	pearl	louis	100	Urban Core	SCA/BRK
Monroe	10	nw	louis	fulton	066	Urban Core	SCA

name	*segment*	*direction*	*from*	*to*	*r.o.w.(ft)*	*lu class*	*comments*
Michigan	01	nw	grand river	division	100	Urban Core	SCA
Michigan	02	ne	division	lafayette	080	Urban Core	SCA
Michigan	03	ne	lafayette	college	080	Commercial 1	SCA
Michigan	04	ne	college	fuller	066	Commercial 1	SCA
Michigan	05	ne	fuller	plymouth	080	Commercial 2	
Michigan	06	ne	plymouth	worchester	080	Residential 2	
Michigan	07	ne	worchester	maryland	066	Residential 2	
Michigan	08	ne	maryland	eastbeltline	080	Residential 2	
Market	01	sw	fulton	wealthy	066	Urban Core	SCA
Market	02	sw	wealthy	godfrey	066	Industrial	SCA
Louis	01	nw	monroe	fulton	066	Urban Core	SCA
Lake Michigan	05	nw	I196	johnball park	066	Residential 2	
Lake Michigan	06	nw	johnball park	lexington	107	Residential 1	SCA
Lake Michigan	07	nw	lexington	mt vernon	066	Industrial	SCA
Lake	01	se	fulton	robinson	066	Residential 1	SCA
Lake	02	se	robinson	citylimits	066	Commercial 1	SCA
Knapp	02	ne	plainfield	fuller	066	Residential 1	SCA
Knapp	03	ne	fuller	ball	080	Residential 2	
Knapp	04	ne	ball	perkins	070	Residential 2	
Knapp	05	ne	perkins	citylimits	066	Residential 2	
Kalamazoo	03	se	boston	burton	066	Residential 1	SCA
Kalamazoo	04	se	burton	alger	066	Industrial	
Kalamazoo	05	se	alger	28th	100	Residential 2	
Hall	02	sw	grandville	randolph	066	Industrial	SCA
Hall	03	sw	randolph	madison	066	Commercial 1	SCA
Hall	04	se	madison	giddings	066	Residential 1	SCA
Hall	05	se	giddings	citylimits	066	Residential 2	SCA
Grandville	01	sw	fulton	wealthy	066	Urban Core	SCA
Grandville	02	sw	wealthy	franklin	066	Commercial 1	SCA
Fulton	01	w	johnball park	valley	066	Residential 1	SCA
Fulton	02	w	valley	straight	066	Commercial 1	SCA
Fulton	03	w	straight	lexington	066	Commercial 1	SCA
Fulton	04	w	lexington	mt vernon	066	Industrial	SCA
Fulton	05	w	mt vernon	grand river	066	Urban Core	SCA
Fulton	06	w	grand river	division	066	Urban Core	SCA
Fulton	07	e	division	lafayette	066	Urban Core	SCA/HIST

name	*segment*	*direction*	*from*	*to*	*r.o.w.(ft)*	*lu class*	*comments*
Fulton	08	e	lafayette	lake	066	Residential 1	SCA/HIST
Fulton	09	e	lake	diamond	066	Commercial 1	SCA
Fulton	10	e	diamond	fuller	066	Commercial 1	SCA
Fulton	11	e	fuller	lawndale	066	Commercial 1	
Fulton	12	e	lawndale	woodward	083	Residential 2	
Fulton	13	e	woodward	eastbeltline	100	Residential 2	
Fuller	01	ne	plainfield	3mile	100	Residential 2	
Fuller	02	ne	3mile	knapp	080	Residential 2	
Fuller	03	ne	knapp	leonard	100	Residential 1	SCA
Fuller	04	ne	leonard	I96	066	Residential 1	SCA
Fuller	05	ne	I96	michigan	066	Commercial 1	SCA
Fuller	06	se	michigan	fulton	066	Residential 1	SCA
EastParis	01	se	burton	28th	100	Residential 1	
Eastern	01	se	fulton	wealthy	066	Residential 1	SCA
Eastern	02	se	wealthy	franklin	066	Commercial 2	SCA
Eastern	03	se	franklin	hall	066	Residential 1	SCA
Eastern	04	se	hall	oakdale	066	Residential 1	SCA
Eastern	05	se	oakdale	burton	066	Residential 1	SCA
Eastern	06	se	burton	28th	066	Residential 1	SCA
Eastern	07	se	28th	36th	066	Commercial 2	
Eastern	08	se	36th	44th	100	Industrial	
Division	01	n	coldbrook	mason	066	Industrial	SCA
Division	02	n	mason	newberry	082	Industrial	SCA
Division	03	n	newberry	michigan	066	Industrial	SCA
Division	04	n	michigan	fulton	066	Urban Core	SCA
Division	05	s	fulton	weston	066	Urban Core	SCA
Division	06	s	weston	oakes	066	Urban Core	SCA
Division	07	s	oakes	cherry	078	Urban Core	SCA/HIST
Division	08	s	cherry	wealthy	078	Urban Core	SCA/HIST
Division	09	s	wealthy	franklin	083	Commercial 1	SCA
Division	10	s	franklin	hall	083	Commercial 1	SCA
Division	11	s	hall	burton	066	Commercial 1	SCA
Division	12	s	burton	alger	066	Commercial 1	SCA
Division	13	s	alger	28th	083	Commercial 1	
Division	14	s	28th	city limits	100	Commercial 1	
Covell	01	nw	walker	richmond	100	Residential 2	

name	*segment*	*direction*	*from*	*to*	*r.o.w.(ft)*	*lu class*	*comments*
Covell	02	nw	richmond	leonard	066	Residential 2	
Covell	03	nw	leonard	lake michiga	080	Residential 2	
ClydePark	01	sw	grandville	plastercreek	066	Commercial 1	SCA
ClydePark	02	sw	plastercreek	burton	073	Industrial	SCA
ClydePark	03	sw	burton	citylimits	066	Residential 1	
Burton	01	sw	clyde park	steele	066	Industrial	SCA
Burton	02	sw	steele	buchanan	066	Commercial 1	SCA
Burton	03	sw	buchanan	division	066	Residential 1	SCA
Burton	04	se	division	horton	080	Commercial 1	SCA
Burton	05	se	horton	madison	066	Residential 1	SCA
Burton	06	se	madison	eastern	066	Residential 1	SCA
Burton	07	se	eastern	kalamazoo	066	Residential 1	SCA
Burton	08	se	kalamazoo	philadelphia	066	Residential 1	
Burton	09	se	philadelphia	sylvan	087	Residential 1	
Burton	10	se	sylvan	plymouth	090	Residential 2	
Burton	11	se	plymouth	woodward	078	Residential 2	
Burton	12	se	woodward	breton	090	Residential 2	
Burton	13	se	breton	eastbeltline	066	Residential 2	
Burton	14	se	eastbeltline	eastparis	100	Residential 2	
Bridge	01	nw	covell	bristol	080	Residential 2	
Bridge	02	nw	bristol	valley	066	Residential 2	
Bridge	03	nw	valley	fremont	066	Commercial 1	SCA
Bridge	04	nw	fremont	stocking	066	Commercial 1	SCA
Bridge	05	nw	stocking	mt vernon	066	Commercial 1	SCA
Bridge	06	nw	mt vernon	grand river	066	Urban Core	SCA
Breton	01	se	elliott	burton	080	Commercial 2	
Breton	02	se	burton	saginaw	080	Residential 2	
Breton	03	se	saginaw	28th	080	Commercial 2	
Breton	04	se	28th	32nd	066	Commercial 2	
Breton	05	se	32nd	44th	100	Residential 2	
Ann	01	ne	alpine	monroe	066	Industrial	SCA
Ann	02	ne	monroe	plainfield	066	Residential 1	SCA
4mile	01	ne	coit	citylimits	066	Residential 2	
3mile	01	ne	monroe	oakwood	066	Residential 2	
3mile	02	ne	oakwood	citylimits	100	Residential 2	
36th	01	se	eastern	fuller	066	Industrial	

name	*segment*	*direction*	*from*	*to*	*r.o.w.(ft)*	*lu class*	*comments*
36th	02	se	fuller	kalamazoo	066	Residential 2	
32nd	01	se	kalamazoo	citylimits	066	Residential 2	
29th	01	se	breton	citylimits	060	Commercial 2	

street classification *Neighborhood Collector*

White	01	nw	leonard	walker	066	Residential 1	SCA
Weston	02	se	division	jefferson	066	Urban Core	SCA/HIST/BRK
Wealthy	01	sw	indiana	front	066	Industrial	SCA
Watson	01	sw	lexington	front	066	Industrial	SCA
Valley	01	nw	walker	butterworth	066	Residential 1	SCA
Union	01	ne	lyon	wealthy	050	Residential 1	SCA/HIST
Union	02	se	wealthy	franklin	066	Residential 1	SCA/HIST
Tremont	01	nw	covell	mtmercey	080	Residential 2	
Taylor	01	nw	sweet	leonard	066	Industrial	SCA
Sweet	01	ne	monroe	plainfield	058	Residential 1	SCA
Straight	01	nw	bridge	lake mich.	056	Residential 1	SCA
Straight	02	nw	lake mich.	fulton	066	Residential 1	SCA
Straight	03	sw	fulton	butterworth	056	Residential 1	SCA
Stevens	01	sw	steele	division	040	Industrial	SCA
Sherman	01	se	union	fuller	066	Residential 1	SCA
Sherman	02	se	fuller	glenwood	066	Residential 1	SCA
Sheldon	02	se	wealthy	hall	066	Residential 1	SCA
Rumsey	01	sw	godfrey	oakland	066	Industrial	SCA
Ransom	01	ne	crescent	fulton	066	Urban Core	SCA
Oxford	01	sw	dorchester	norwich	066	Residential 1	SCA
Oxford	02	sw	norwich	godfrey	050	Industrial	SCA
Oakwood	01	ne	3mile	kenwood	060	Residential 2	
Oakwood	02	ne	kenwood	knapp	066	Residential 2	
Oakwood	03	ne	knapp	ann	051	Residential 1	SCA
Oakland	01	sw	market	franklin	066	Industrial	SCA
Oakes	02	se	division	jefferson	066	Urban Core	SCA
Oakdale	01	se	madison	kalamazoo	066	Residential 1	SCA
Nelson	01	se	burton	alger	066	Residential 2	
Mt Vernon	02	sw	fulton	watson	066	Industrial	SCA
Mt Mercy	01	nw	valley	tremont	066	Residential 2	

name	*segment*	*direction*	*from*	*to*	*r.o.w.(ft)*	*lu class*	*comments*
Mt Mercy	02	nw	tremont	bridge	100	Residential 2	
Maynard	01	nw	lake michigan	citylimits	066	Residential 2	
Lyon	04	ne	union	diamond	066	Residential 1	SCA
Logan	01	se	lafayette	eastern	066	Residential 1	SCA/HIST/BRK
Logan	02	se	eastern	barth	050	Residential 1	SCA
Logan	03	se	barth	fuller	066	Residential 1	SCA
Logan	04	se	fuller	glenwood	066	Residential 1	
Library	01	ne	division	ransom	066	Urban Core	SCA
Lane	04	sw	fulton	butterworth	066	Residential 1	SCA
Lakeside	01	ne	michigan	fulton	066	Residential 2	
Lafayette	01	ne	plainfield	leonard	066	Residential 1	SCA
Lafayette	02	ne	leonard	I196	066	Residential 1	SCA
Lafayette	03	ne	I196	michigan	066	Commercial 1	SCA
Lafayette	04	ne	michigan	fulton	066	Residential 1	SCA/HIST
Lafayette	05	se	fulton	cherry	066	Residential 1	SCA/HIST
Lafayette	06	se	cherry	wealthy	066	Residential 1	SCA/HIST
Lafayette	07	se	wealthy	franklin	066	Residential 1	SCA/HIST
Lafayette	09	se	franklin	hall	066	Residential 1	SCA
Knapp	01	ne	monroe	plainfield	066	Residential 1	SCA
Kalamazoo	01	se	franklin	hall	066	Residential 1	SCA
Ionia	05	sw	hall	stevens	066	Industrial	SCA
Indiana	01	sw	butterworth	wealthy	046	Residential 1	SCA
Griggs	01	sw	buchanan	division	050	Residential 1	SCA
Griggs	02	se	division	madison	050	Residential 1	SCA
Goodrich	01	se	division	lagrave	066	Urban Core	SCA
Glenwood	01	se	lake	sherman	060	Residential 1	SCA
Garfield	01	nw	richmond	myrtle	066	Residential 1	SCA
Garfield	02	nw	myrtle	arianna	040	Residential 1	SCA
Garfield	03	nw	arianna	leonard	066	Residential 1	SCA
Garfield	04	nw	walker	11th	045	Residential 1	SCA
Garfield	05	nw	11th	2nd	050	Residential 1	SCA
Garfield	06	nw	2nd	1st	066	Residential 1	SCA
Garfield	07	nw	1st	bridge	050	Commercial 1	SCA
Garden	01	se	division	madison	066	Industrial	SCA
Freeman	01	sw	market	c&o rr	080	Industrial	SCA
Freeman	02	sw	c&o rr	hall	066	Industrial	SCA

name	*segment*	*direction*	*from*	*to*	*r.o.w.(ft)*	*lu class*	*comments*
Franklin	01	sw	oakland	grandville	066	Residential 1	SCA
Franklin	02	sw	grandville	us131	066	Commercial 1	SCA
Fountain	04	se	diamond	fuller	066	Residential 1	SCA
Dorchester	01	sw	oxford	hall	066	Residential 1	SCA
Diamond	01	ne	aberdeen	knapp	066	Residential 2	SCA
Delaware	01	se	division	jefferson	055	Residential 1	SCA
Crescent	01	ne	bostwick	barclay	066	Urban Core	SCA
Colrain	01	se	division	citylimits	066	Industrial	
College	05	se	fulton	wealthy	066	Residential 1	SCA/HIST
College	06	se	wealthy	franklin	066	Residential 1	SCA/HIST
Coit	06	ne	knapp	quimby	066	Residential 1	SCA
Clancy	01	ne	leonard	coldbrook	048	Industrial	SCA
Clancy	02	ne	coldbrook	cedar	066	Industrial	SCA
Cedar	01	ne	lafayette	college	060	Residential 1	SCA
Buckley	01	sw	ionia	division	066	Industrial	SCA
Buckley	02	se	division	jefferson	066	Residential 1	SCA
Bostwick	01	ne	michigan	library	066	Urban Core	SCA
Barclay	01	ne	michigan	lyon	066	Urban Core	SCA
Ball	01	ne	aberdeen	knapp	080	Residential 2	
Aberdeen	01	ne	plainfield	fuller	066	Residential 2	
Aberdeen	02	ne	fuller	ball	066	Residential 2	
4th	01	nw	valley	stocking	066	Residential 1	SCA
4th	02	nw	stocking	muskegon	066	Residential 1	SCA
4th	03	nw	muskegon	broadway	066	Industrial	SCA
4th	04	nw	broadway	turner	066	Residential 1	SCA

street classification ***Regional Street***

Plainfield	01	ne	citylimits	lamberton	120	Commercial 2	
Plainfield	02	ne	lamberton	I96	100	Commercial 2	
Leonard	01	nw	citylimits	walker	100	Residential 2	
Leonard	02	nw	walker	grdrvr	066	Commercial 1	SCA
Leonard	03	nw	gravd river	plainfield	100	Industrial	SCA
Leonard	04	ne	plainfield	fuller	066	Residential 1	SCA
Leonard	05	ne	fuller	plymouth	080	Commercial 2	
Leonard	06	ne	plymouth	eastbeltline	080	Residential 2	

name	*segment*	*direction*	*from*	*to*	*r.o.w.(ft)*	*lu class*	*comments*
Lake Michigan	01	nw	westctylimits	collindale	100	Residential 2	
Lake Michigan	02	nw	collindale	oakleigh	100	Residential 2	
Lake Michigan	03	nw	oakleigh	covell	100	Residential 2	
Lake Michigan	04	nw	covell	I196	150	Residential 2	
Kalamazoo	06	se	28th	44th	100	Residential 2	
EastBelt	01	ne	citylimits	I96	200	Residential 2	
EastBelt	02	ne	I96	fulton	200	Residential 2	
EastBelt	03	se	citylimits	lake eastbroo	200	Residential 2	
Eastbelt	04	av	lkeastbrook	28th	100	Commercial 2	
Alpine	01	nw	citylimits	richmond	066	Industrial	SCA
Alpine	02	nw	richmond	leonard	066	Residential 1	SCA
44th	01	se	eastern	fuller	100	Industrial	
44th	02	se	fuller	kalamazoo	100	Residential 2	
44th	03	se	kalamazoo	breton	100	Commercial 2	
28th	01	se	division	eastparis	100	Commercial 2	