



3 Mile Road (Monroe to Plainfield)

Concept Design Meeting
April 14, 2025



Introductions

City Staff

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

Engineering Consultant

- Prein & Newhof – Kevin Koster & Payton Novak

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

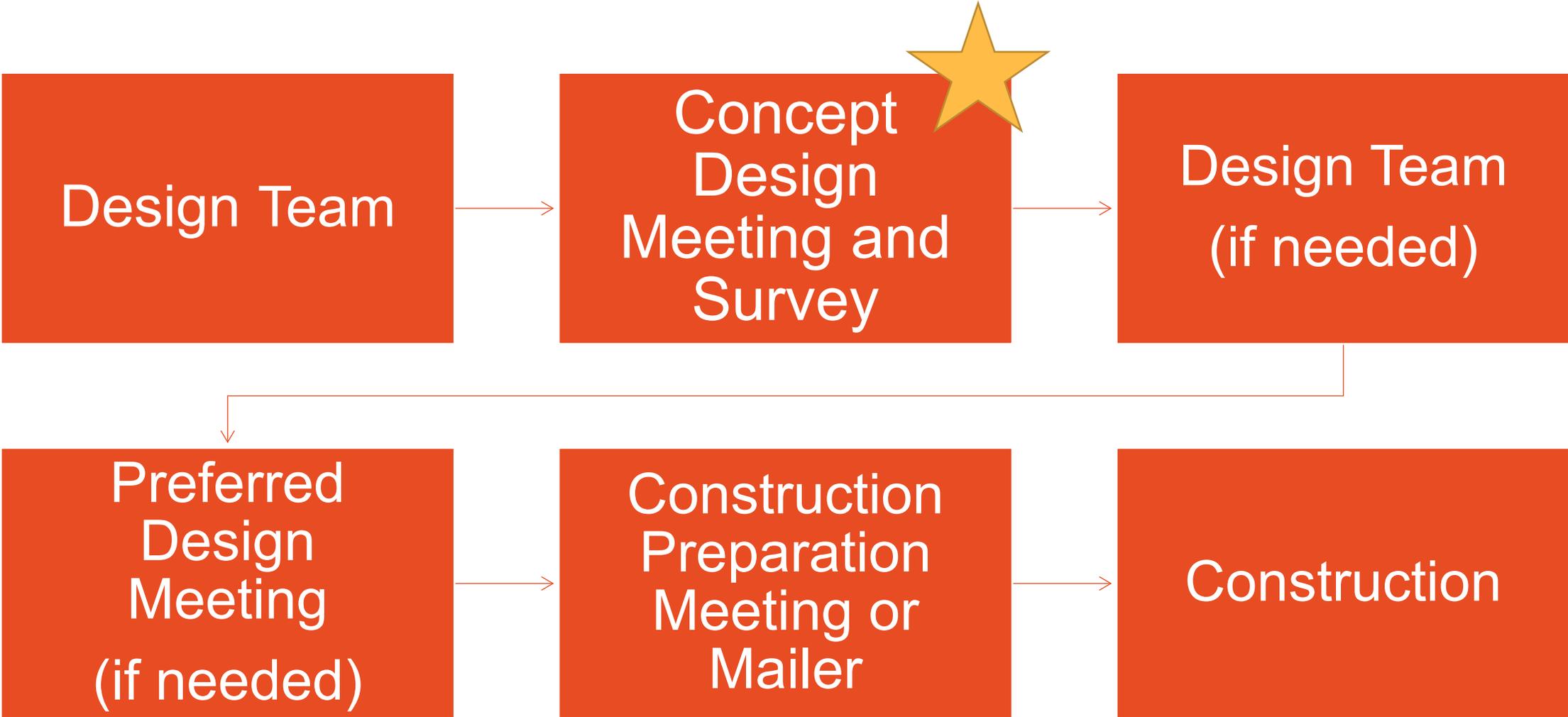
STREETS ARE VITAL FOR MOVING GOODS
& PRODUCTS TO CONSUMERS



Project Overview

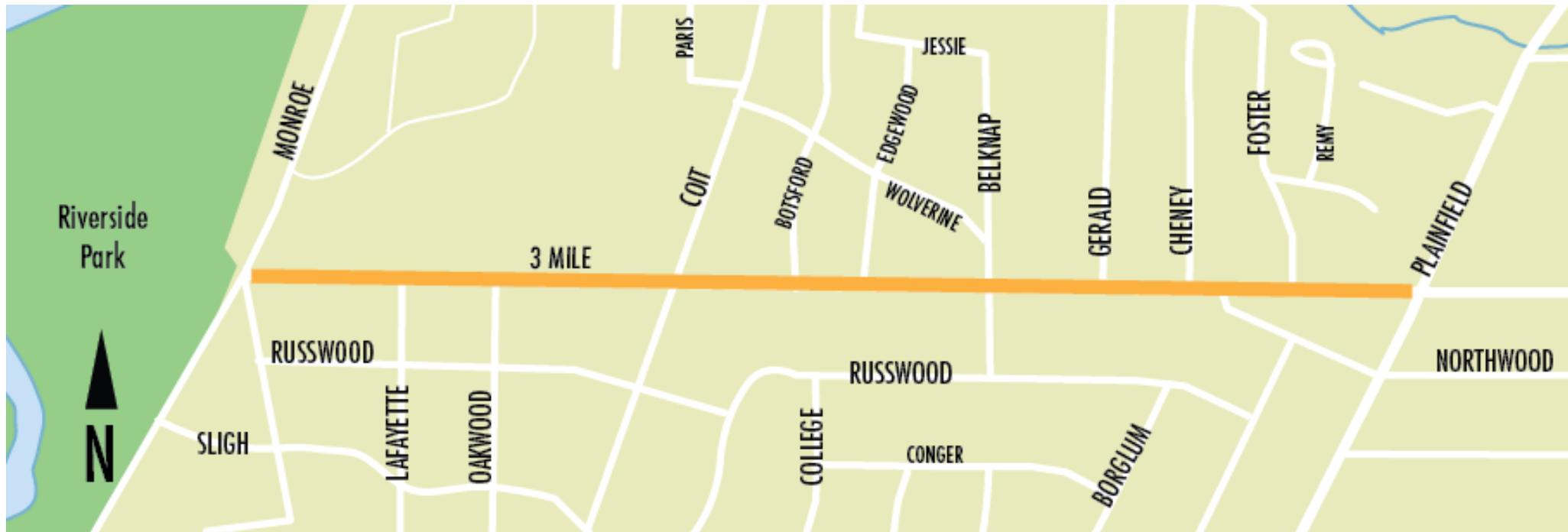


Road Design and Construction Process



Project Details

- Resurfacing project
 - Upgrade existing sidewalk on the south side of the street
 - Install a new shared use pathway on the north side
 - Upgrades to the storm sewer system
 - Replace most driveway approaches



Existing Conditions

- 83–110-foot public right of way
- 28–36-foot road width
 - One travel lane in each direction
 - Bicycle lanes on both sides of the street
 - Sidewalks on one side of the street

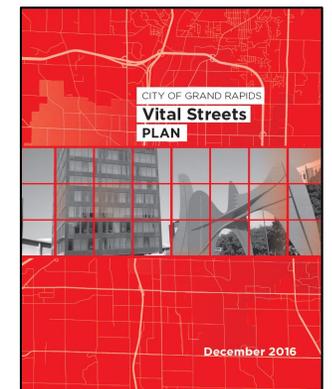
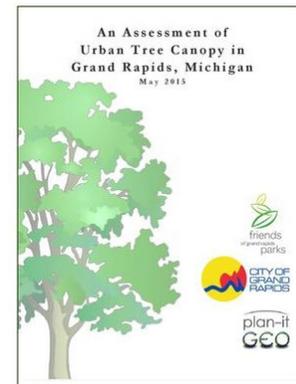
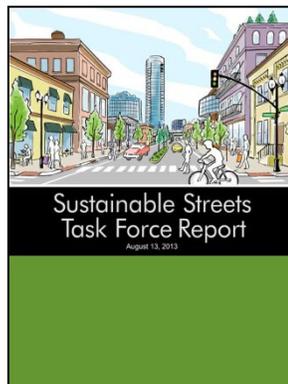
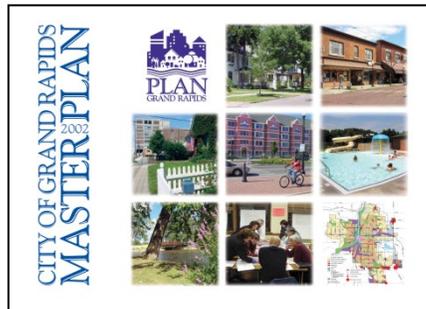


Guiding Documents and Principles



Guiding Documents

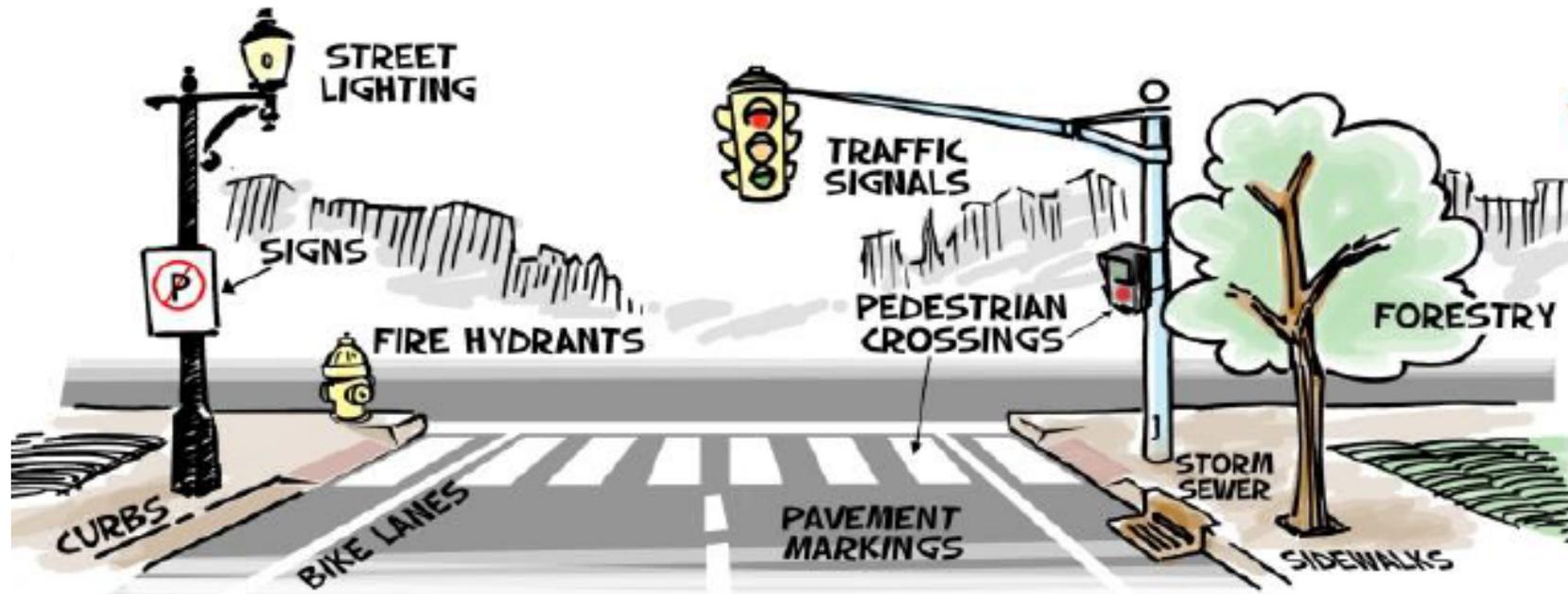
- 2000-2002 City Master Plan
- 2007-2010 Green Grand Rapids
- 2012-2013 Sustainable Streets Task Force Report
- 2015 Urban Tree Canopy Assessment
- 2016 Vital Streets Plan
- 2019 Bicycle Action Plan



Sustainable Streets Task Force Vision

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

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



Complete Streets

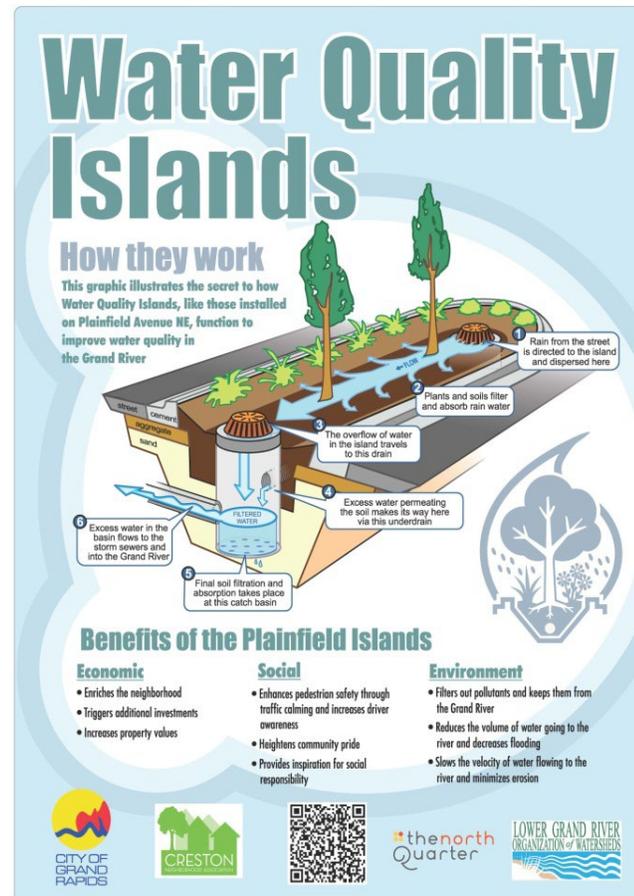
A system of streets...planned, designed, operated and maintained so all legal users may safely, comfortably and conveniently move along and across streets

~ PA 134 of 2010



Vital Streets

Complete streets + green infrastructure



All users include:

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

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



Why all users?

1/3rd of the population does not drive

Aging population:

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

Ability:

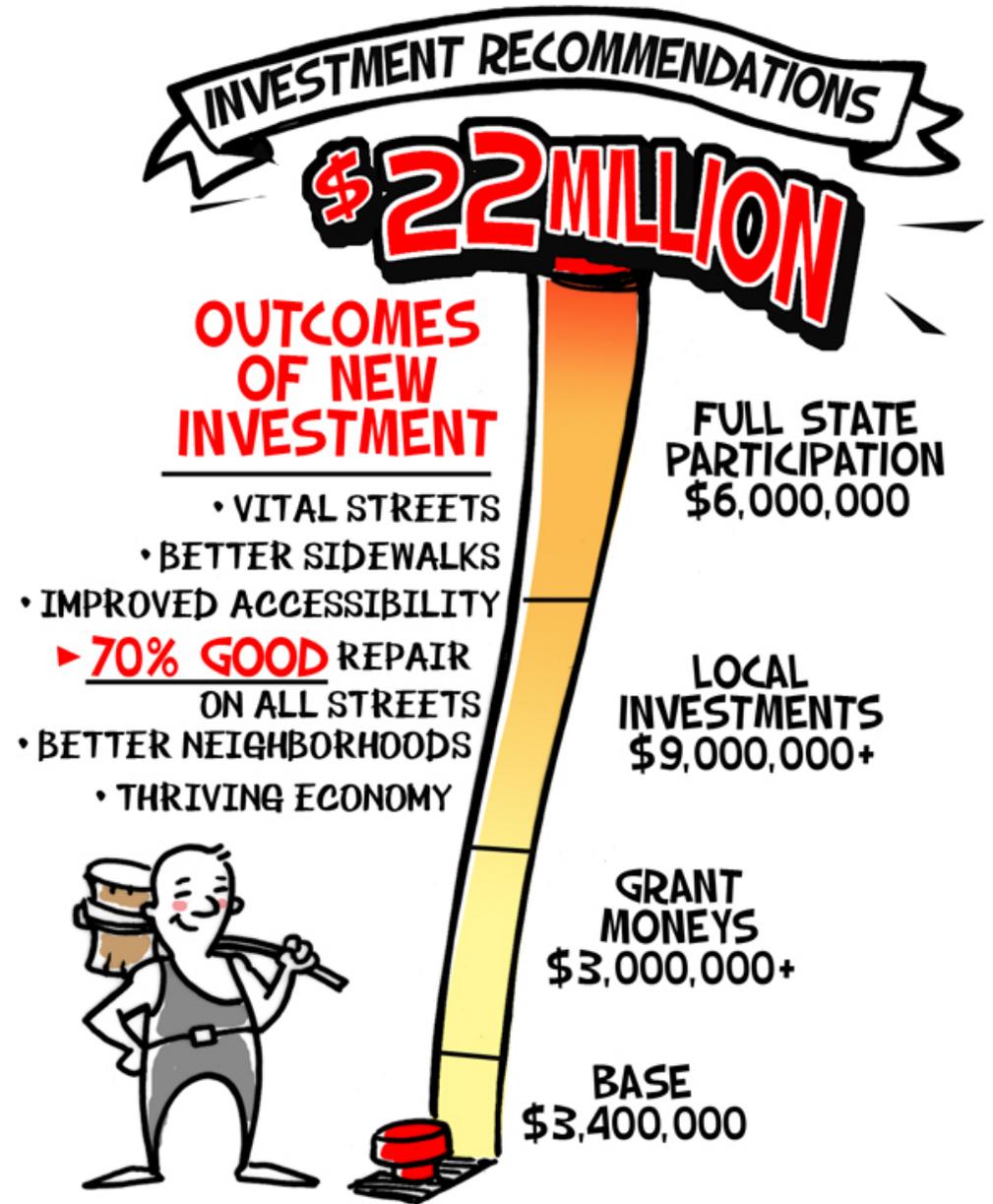
- **20%** of Americans have a disability that limits their daily activities (US Census)
- **Nearly half** of people 65 and older have a disability (US Census)

Why all users?

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

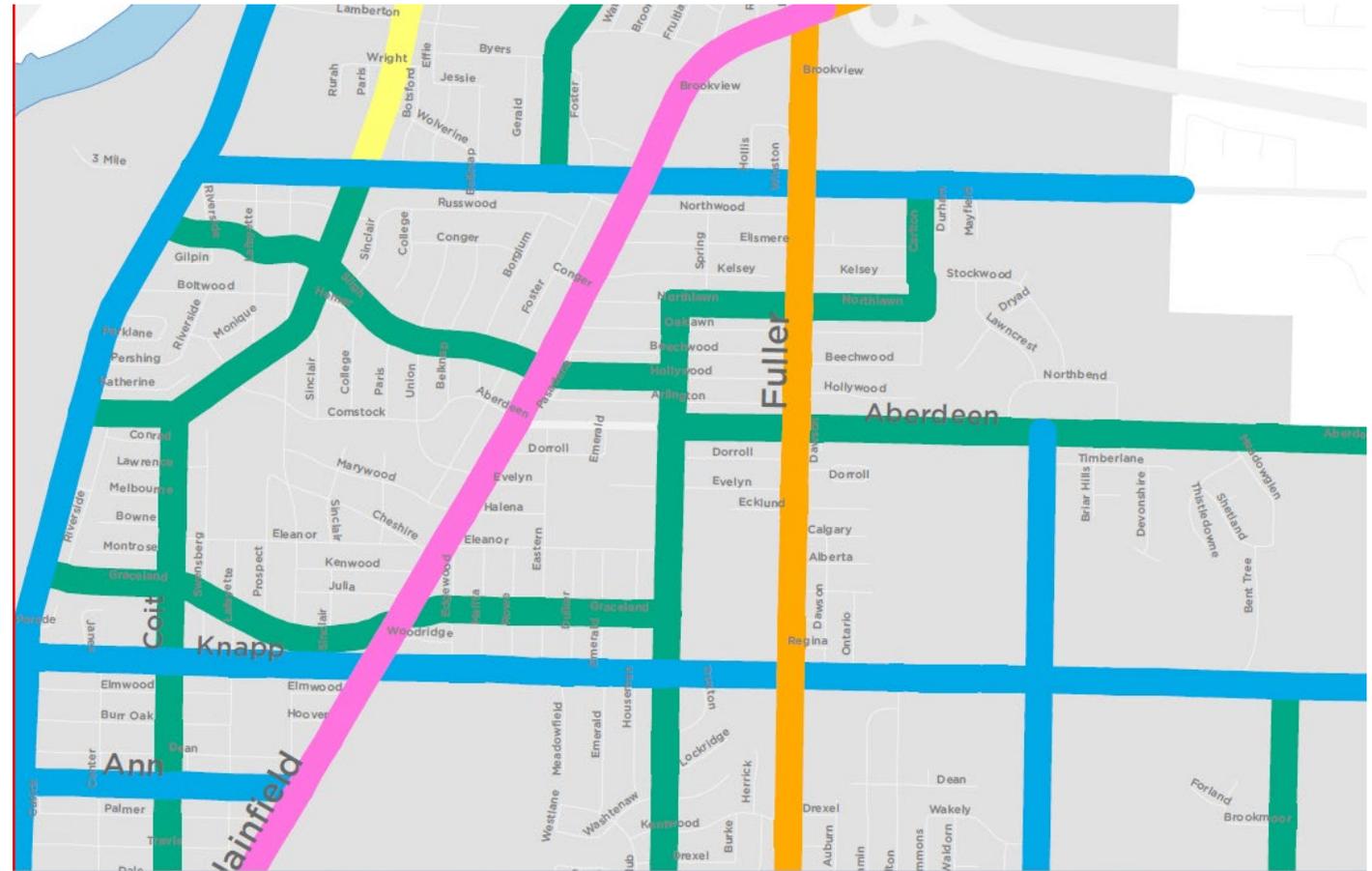
Vital Streets Income Tax

- 70% good and fair goal
- Passed in 2014



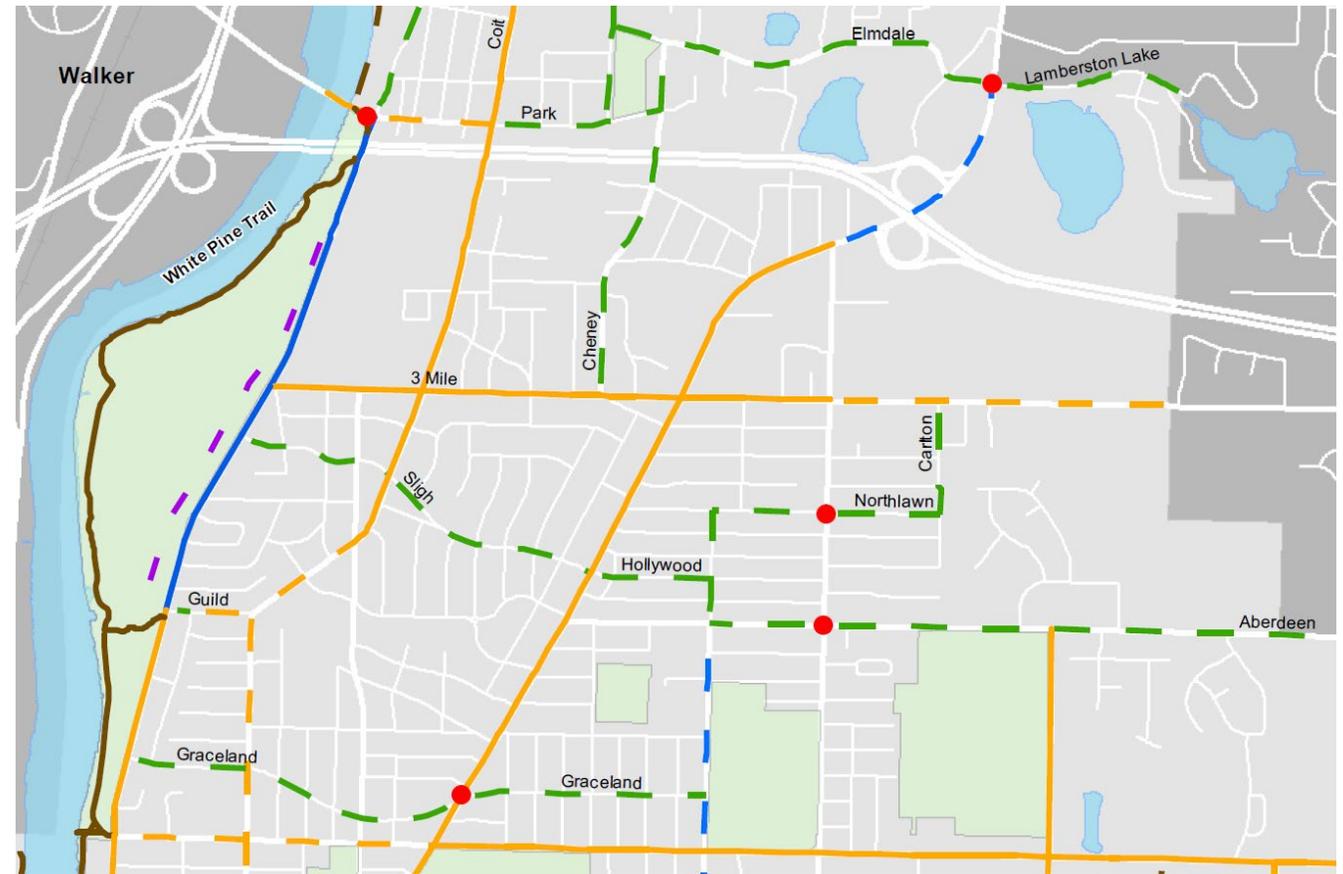
Vital Streets Plan

- This street identified as a commuter bicycle route



Bicycle Action Plan

- This street has existing 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		

Urban Tree Canopy

- 40% urban tree canopy goal
- This area has more than 40% canopy

Value

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

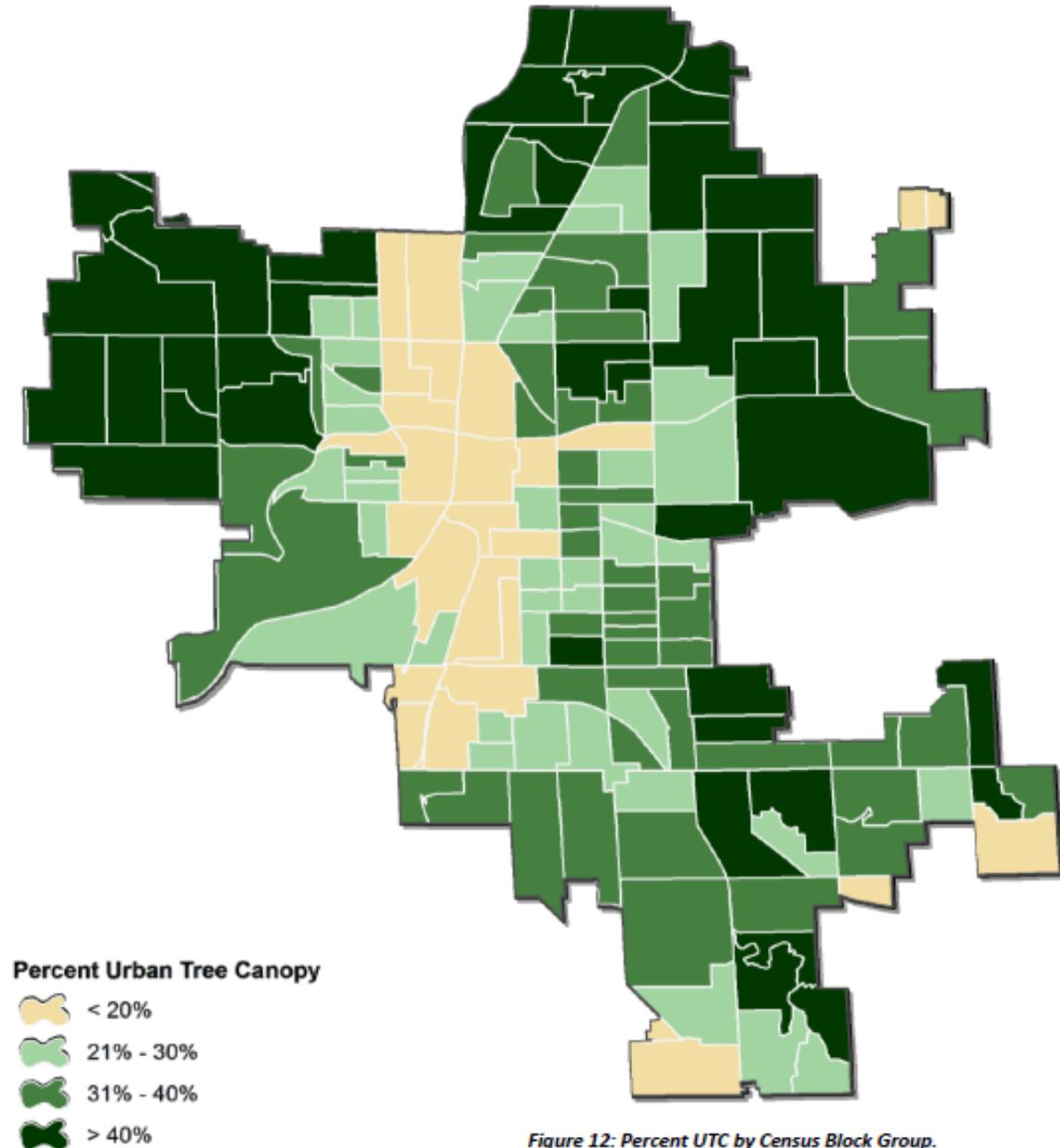
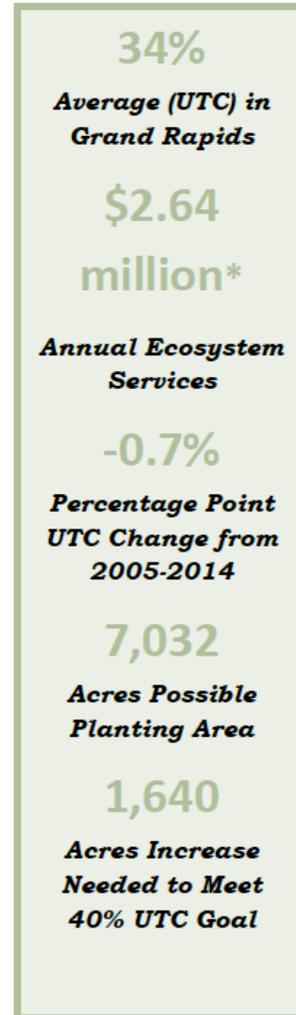


Figure 12: Percent UTC by Census Block Group.



Concept Design



Concept Design

- Replace the existing road surface with new layers of asphalt.
- Remove the existing bicycle lanes from the street to narrow the street.
- Install a roundabout at the 3 Mile and Coit intersection to improve safety for all roadway users.
- Install a 10-foot shared use path on the north side of the street from Monroe to Plainfield. This will require removal of some trees and landscaping.

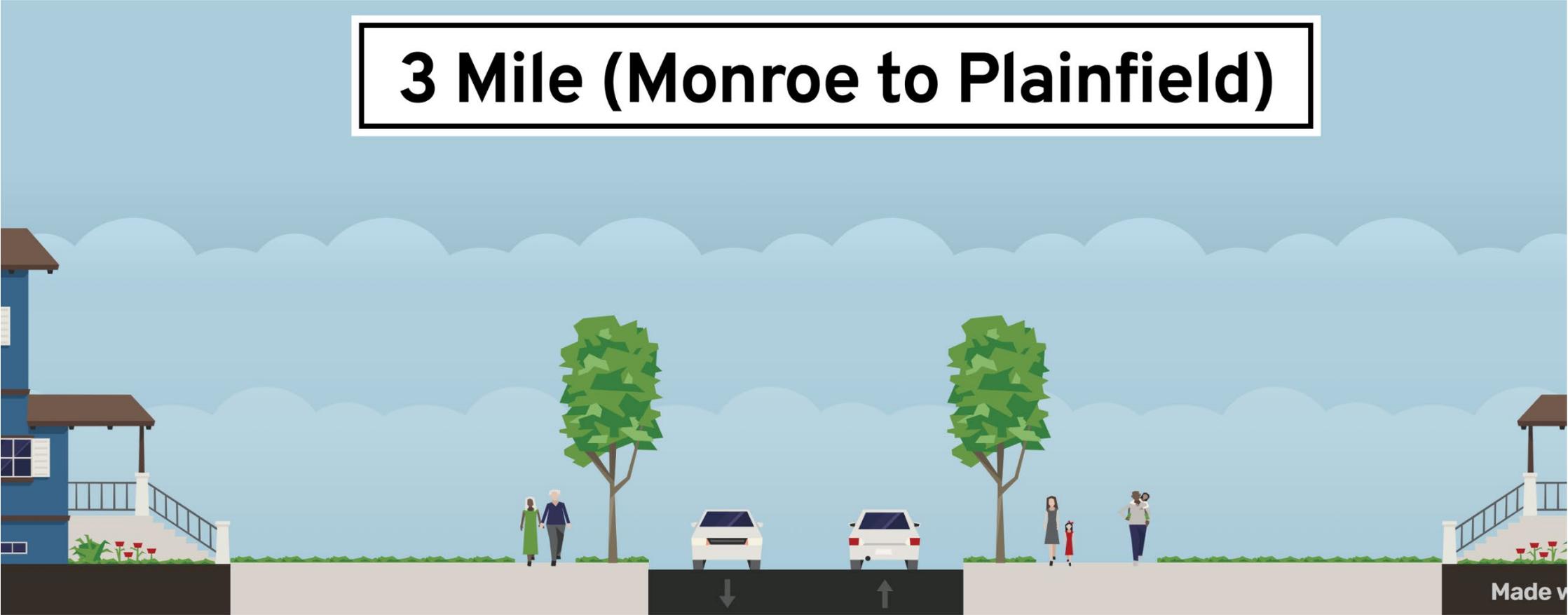
Concept Design

- Upgrade existing sidewalks and curb ramps on the south side of the street.
- Replace most driveway approaches
- Plant new street trees
- Install green infrastructure such as raingardens, infiltration basins, and tree wells
- All crosswalks will be high visibility crosswalks with new crosswalks at Belknap.



Concept Design

3 Mile (Monroe to Plainfield)



Property Owner Maintenance Responsibilities

After the project is complete, property owners and residents are required to:

- Clear sidewalks and curb ramps within 24 hours from the time it stops snowing.
- Maintain the parkway. The parkway is the area between the sidewalks/pathway and road.

Snow Support Program

- When a snow event has more than 3 inches of accumulated snow, we'll provide Sidewalk Snow Support. The contractor will clear the top layer of snow, leaving a half-inch of snow on sidewalks. Property owners and residents are responsible for clearing all remaining snow and ice.



Discussion



Contact Information

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

