



Jefferson (MLK Jr to Logan)

Concept Design Meeting
Wednesday, June 25



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

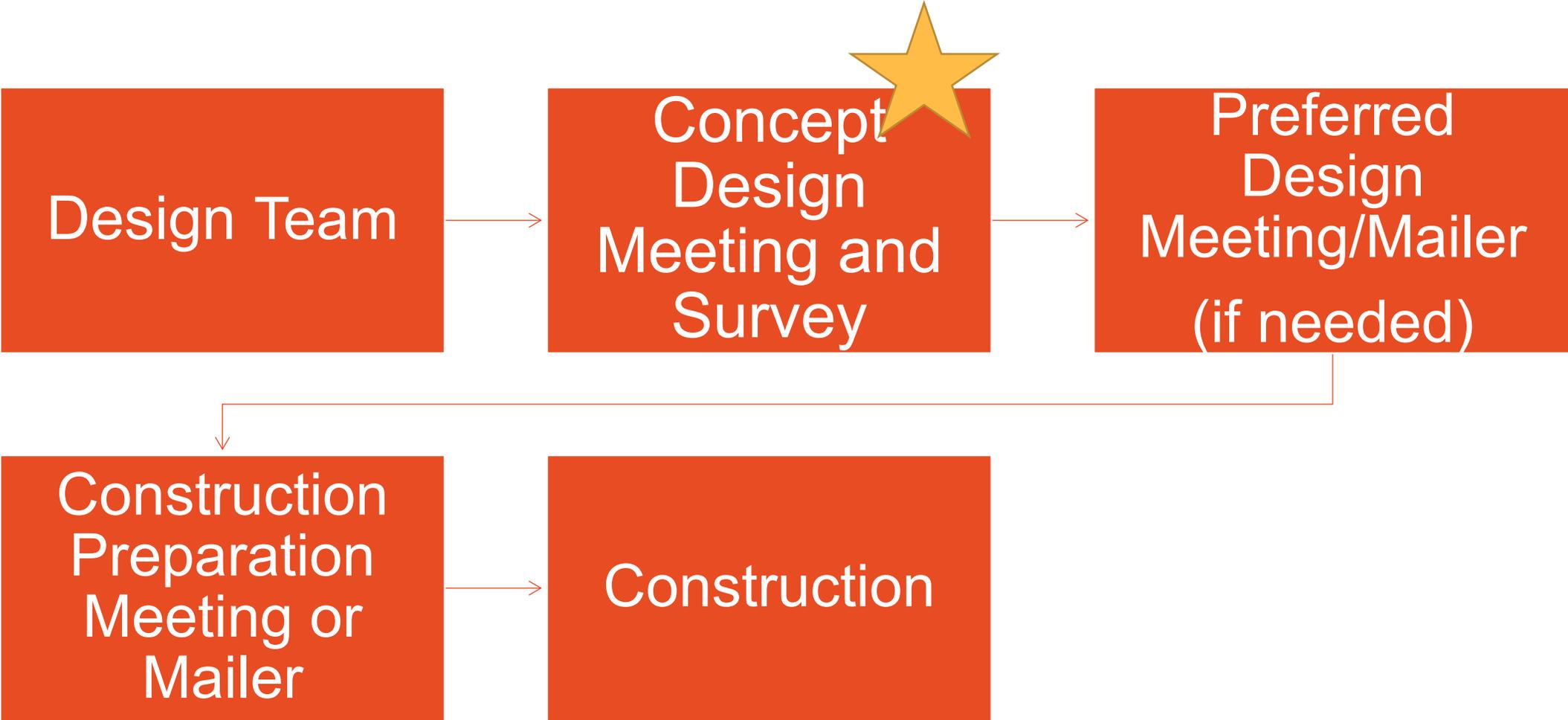
STREETS ARE VITAL FOR MOVING GOODS
& PRODUCTS TO CONSUMERS



Project Overview

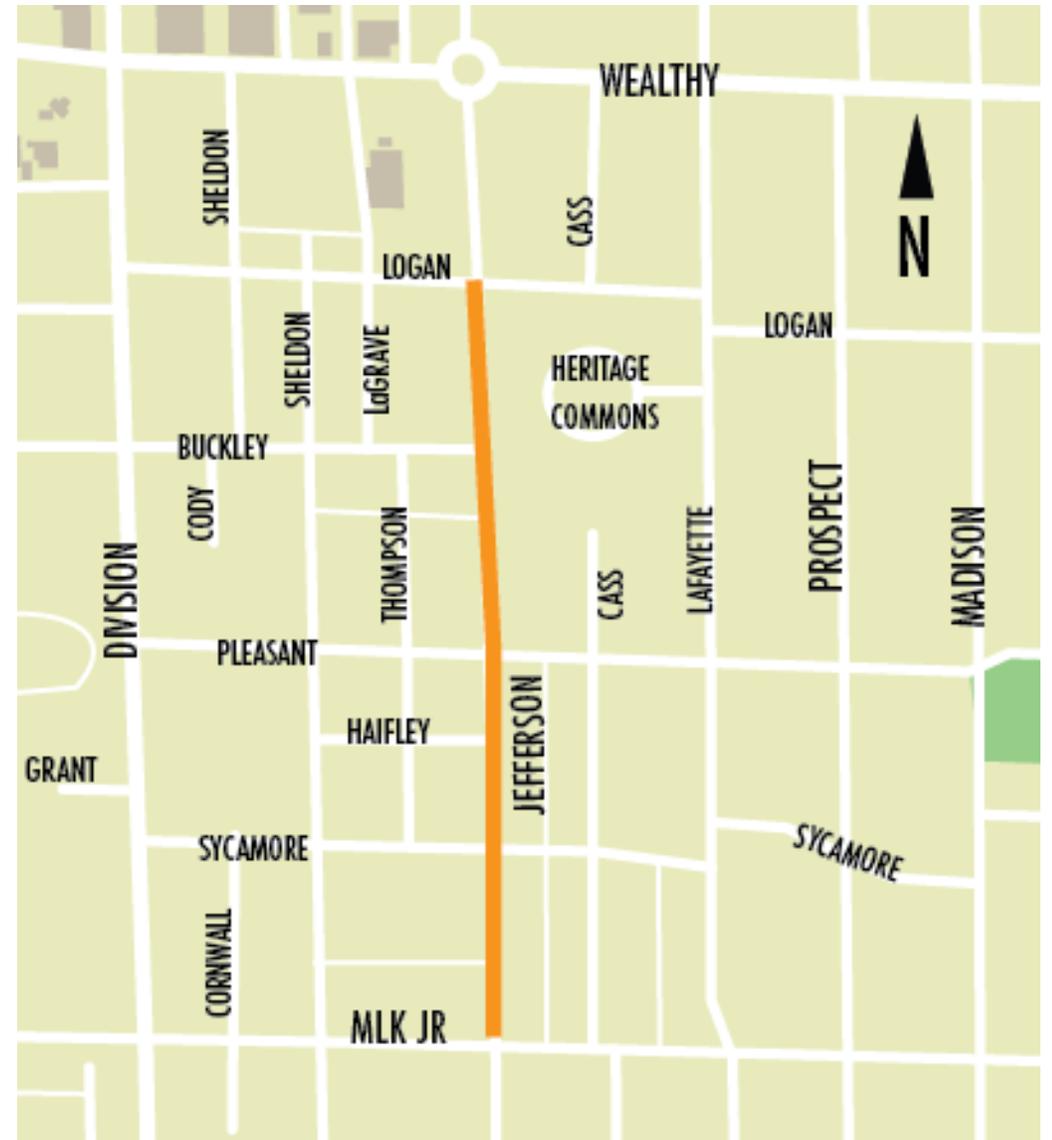


Road Design and Construction Process



Project Details

- Place new water main and replace lead water service lines
- Remove and replace the existing road surface from MLK Jr to Sycamore
- Reconstruct the street including curb and gutter from Sycamore to Logan



Project Details

- Upgrade existing sidewalks and curb ramps
- Replace existing catch basins
- Replace some driveway approaches
- 2026 Construction



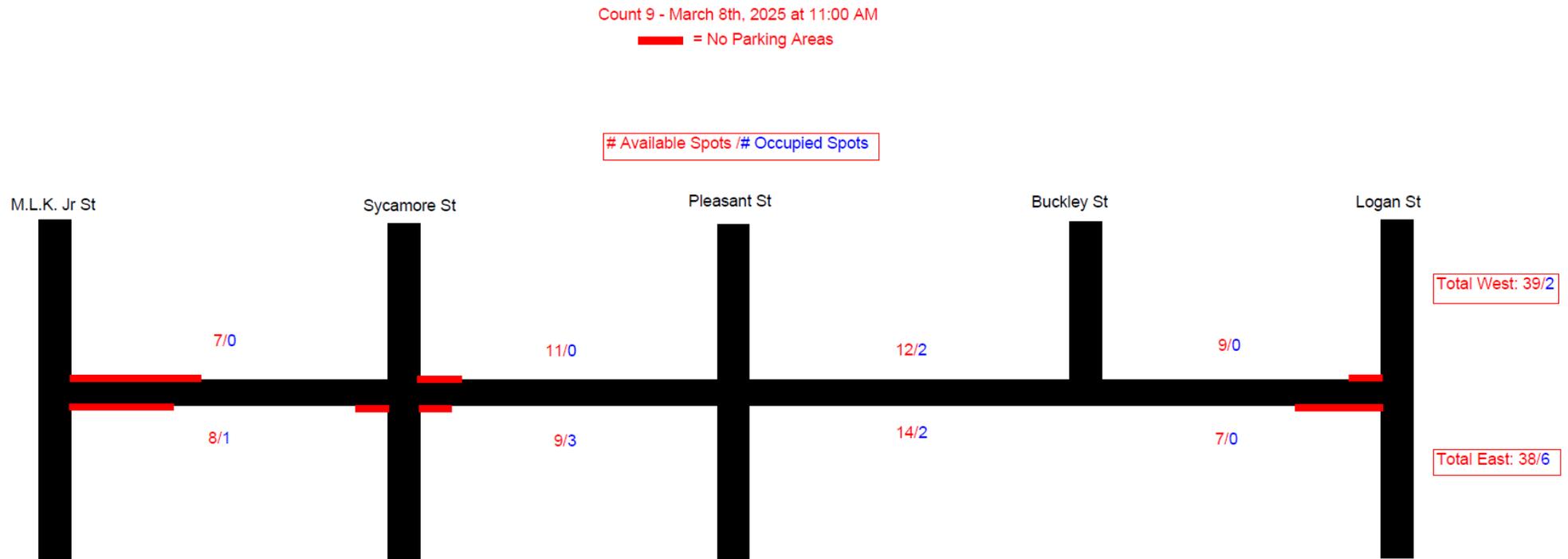
Existing Conditions

- 66-foot public right of way
- 33-40-foot road width
 - One travel lane in each direction
 - Parking on both sides of the street
 - Sidewalks on both sides of the street



Existing Conditions – Parking Study

- Peak on-street parking usage = 10% (8 of 77)
- Studied four days from 7am to 10pm
 - March 3rd, 5th, 7th, & 8th Monday, Wednesday, Friday, and Saturday

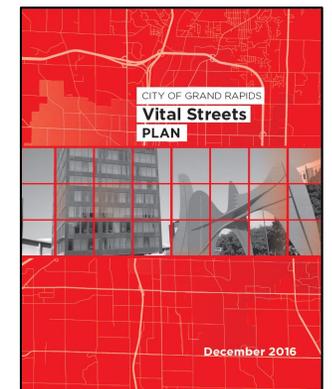
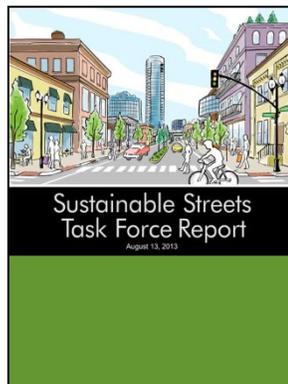
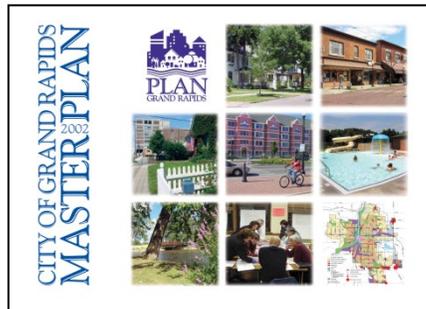


Guiding Documents and Principles



Guiding Documents

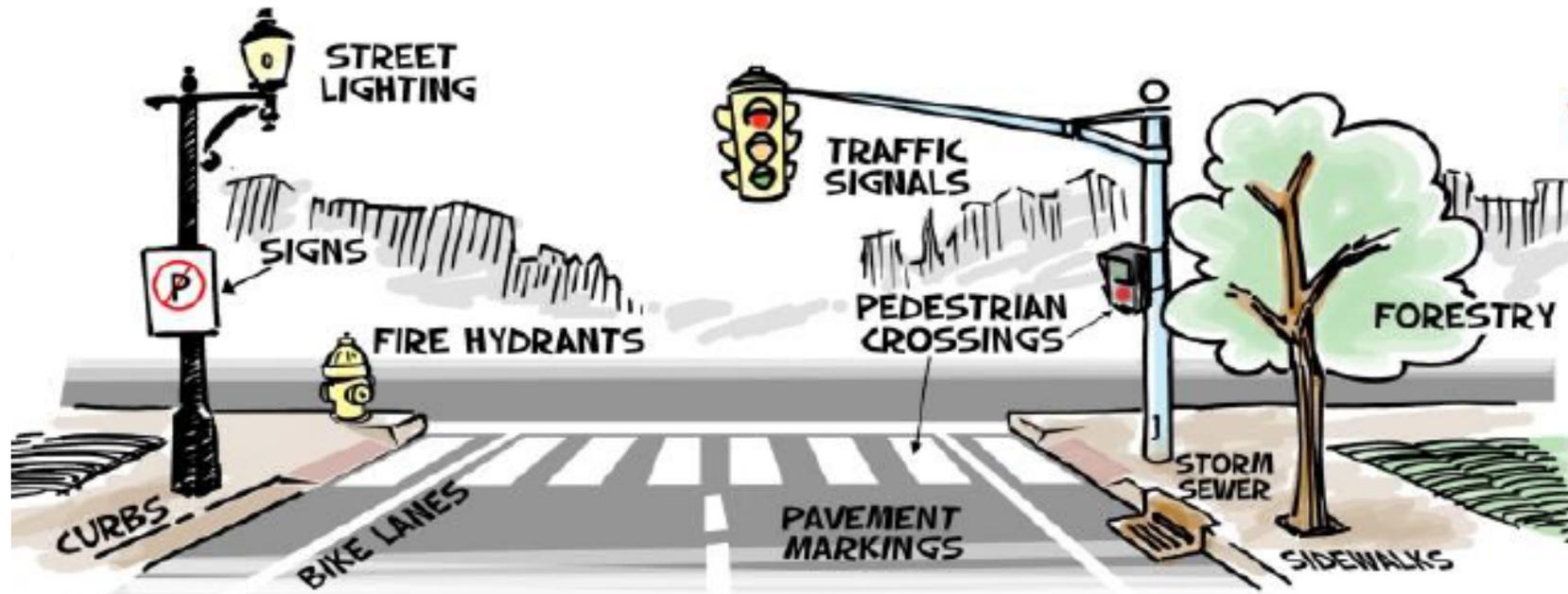
- 2000-2002 City Master Plan
- 2007-2010 Green Grand Rapids
- 2012-2013 Sustainable Streets Task Force Report
- 2015 Urban Tree Canopy Assessment
- 2016 Vital Streets Plan
- 2019 Bicycle Action Plan



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

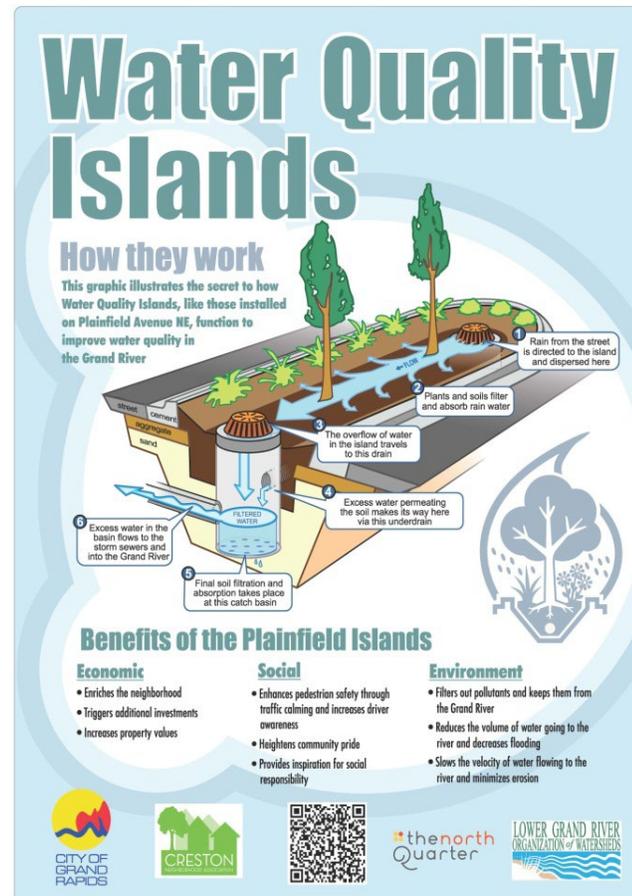
A system of streets...planned, designed, operated and maintained so all legal users may safely, comfortably and conveniently move along and across streets

~ 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:

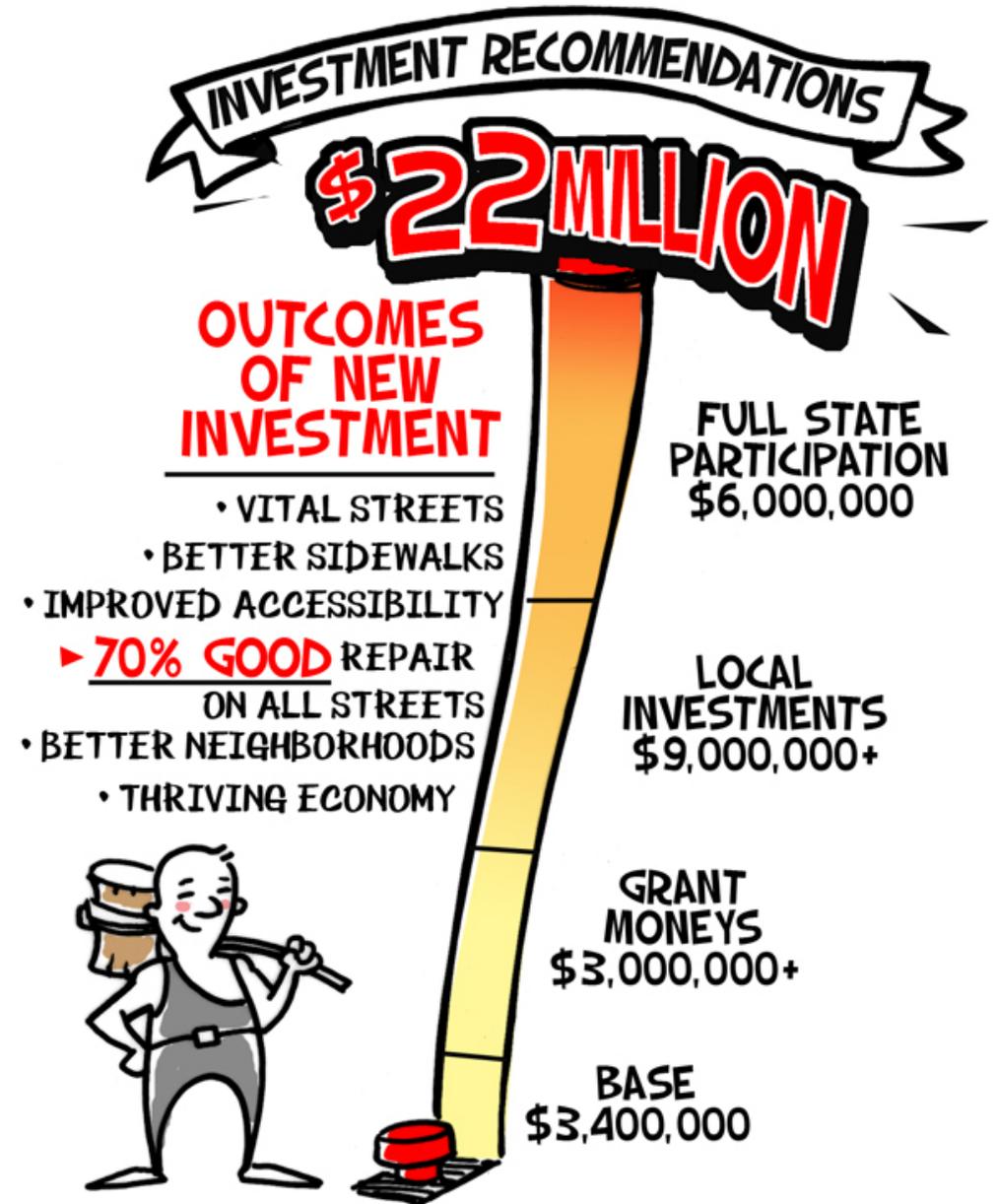
- **20%** of Americans have a disability that limits their daily activities (US Census)
- **Nearly half** of people 65 and older have a disability (US Census)

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)

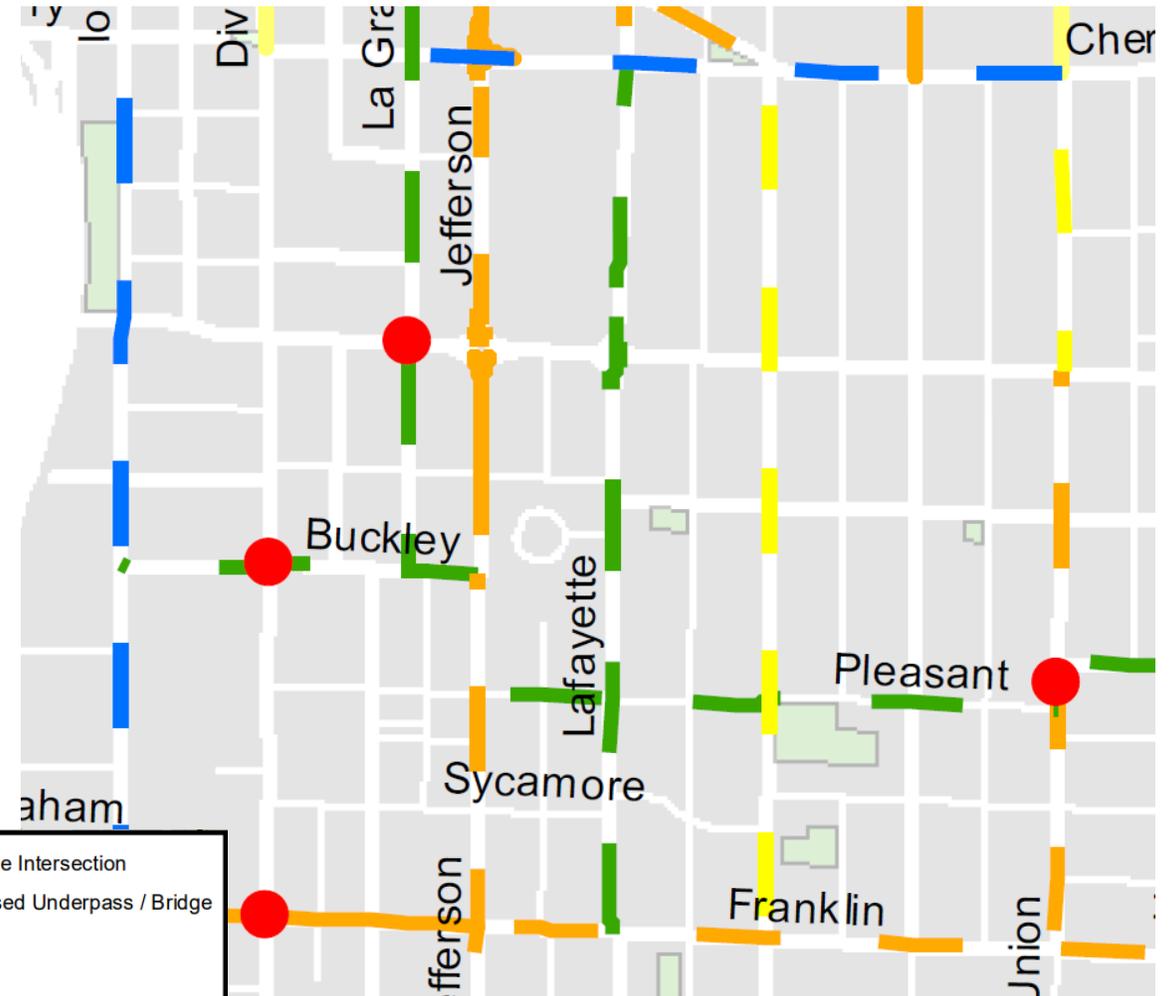
Vital Streets Income Tax

- 70% good and fair goal
- Passed in 2014



Bicycle Action Plan

- This street proposed for bicycle lanes



Urban Tree Canopy

- 40% urban tree canopy goal
- This area has less than 20% canopy

Value

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

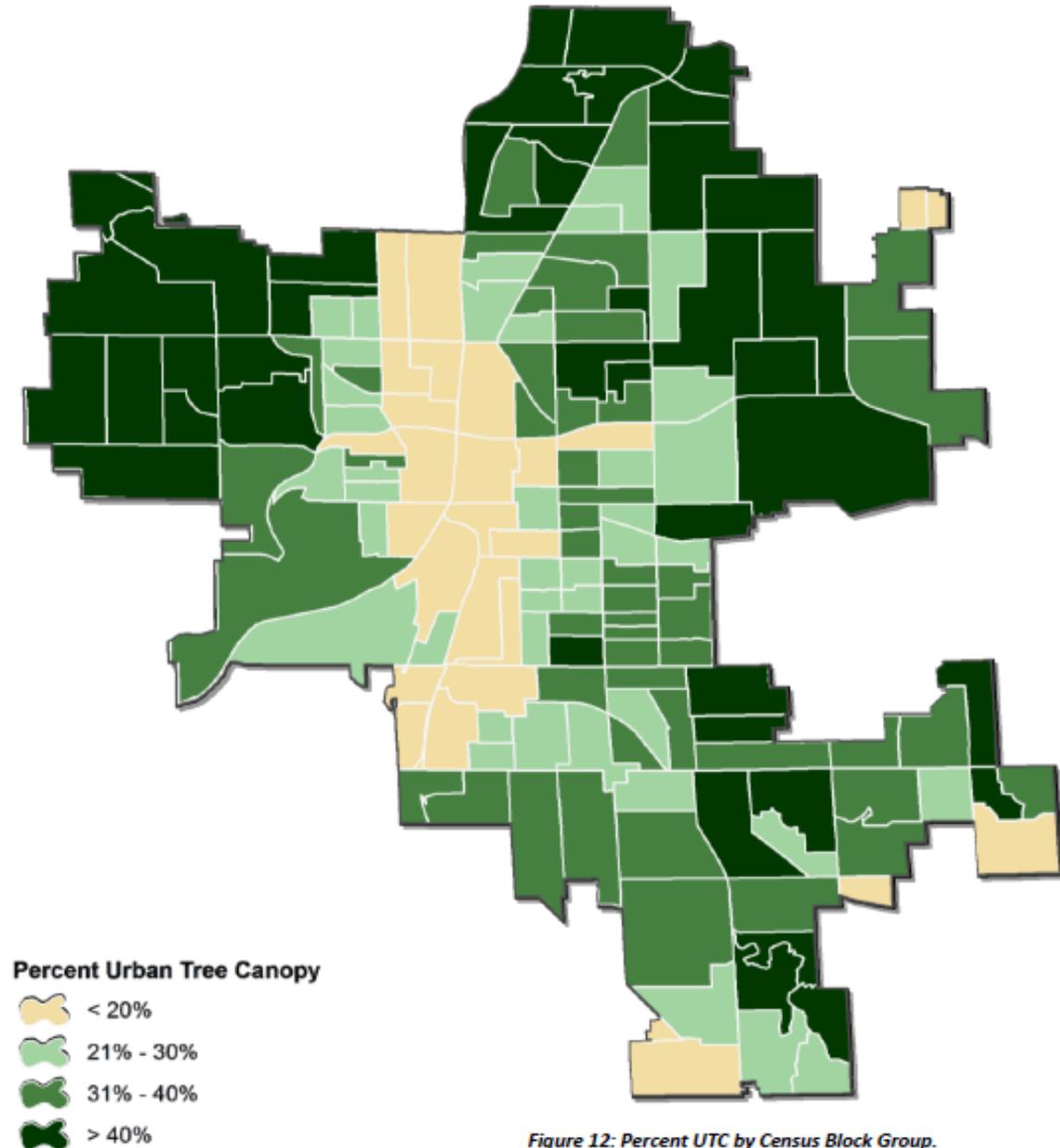
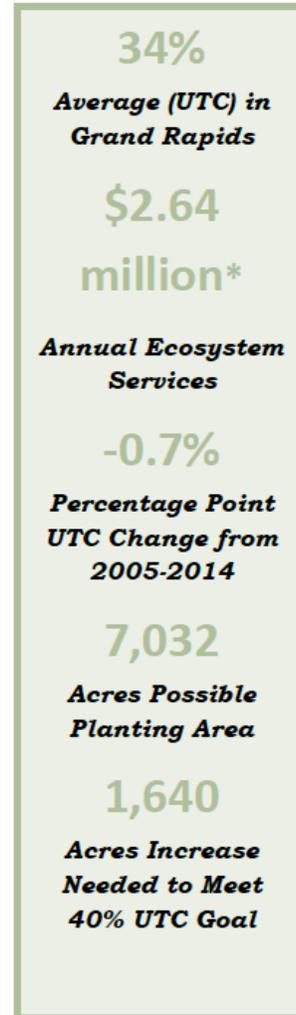


Figure 12: Percent UTC by Census Block Group.



Concept Design



Concept Design

- Upgrade sidewalks and ramps to meet the Americans with Disabilities Act standards.
- Remove the on-street parking lanes from both sides of the street.
- Install raised separated bicycle lanes on both sides of the street.
- Plant new street trees.
- Replace most driveway approaches.
- Remove the southbound left turn lane from Jefferson at MLK Jr.

Concept Design







Discussion



Contact Information

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

