



State (Lafayette to Madison)

Concept Design Meeting
July 27, 2022



Agenda

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

STREETS ARE VITAL FOR



RESIDENTIAL

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



SMALL BUSINESS

CUSTOMERS NEED TO SAFELY REACH
RETAILERS & RESTAURANTS IN THE AREA



BIG BUSINESS

STREETS ARE VITAL FOR MOVING GOODS
& PRODUCTS TO CONSUMERS

Introductions

City Staff

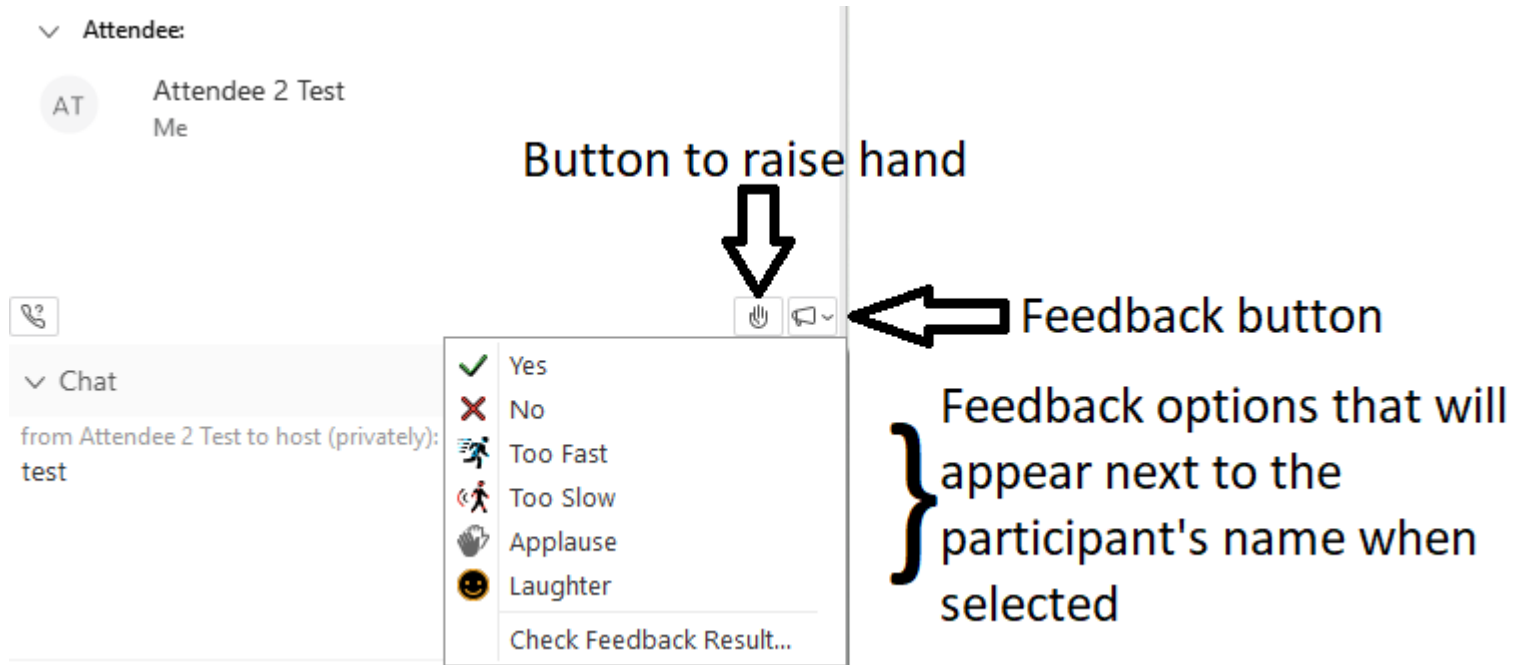
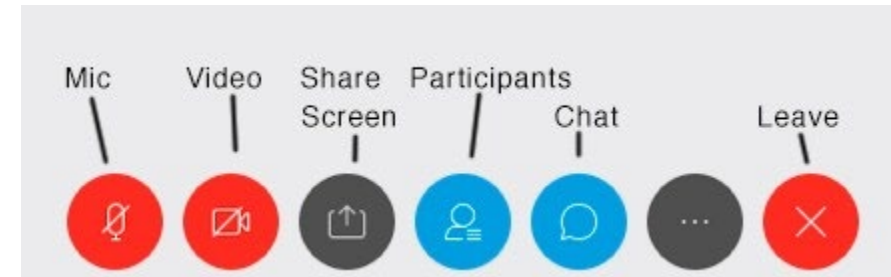
- Community Engagement – Molly Cartwright & Juan Torres
- Engineering – Breese Stam
- Traffic Safety – John Bartlett, Kristin Bennett and Jon Re

Engineering Consultant

- Fishbeck – Jeremy Kramer
- Viridis – Trevor Bosworth

Cisco Webex

- Chat feature
- Raise your hand button

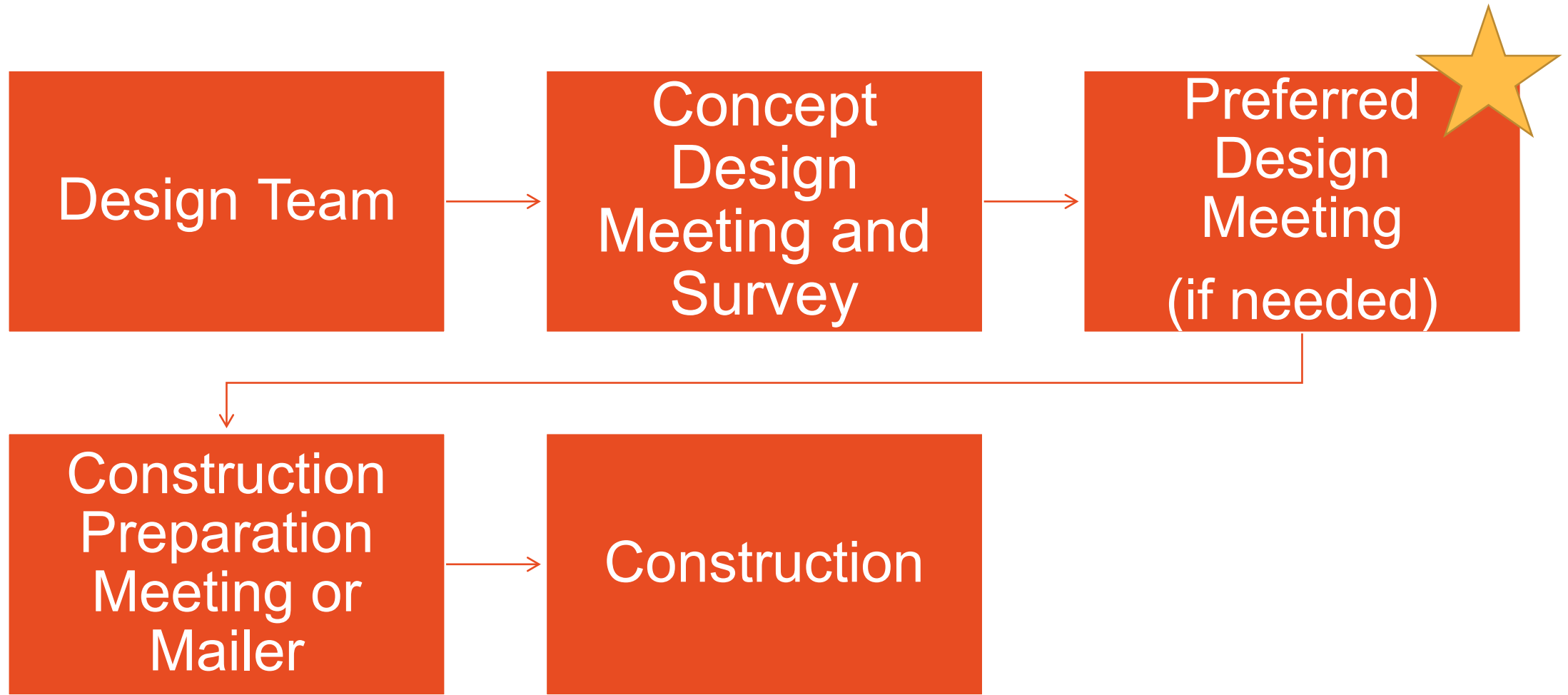




Project Overview



Road Design and Construction Process



Project Details

- Replace water main and lead service lines
- Reconstruct Lafayette to Madison
 - Replace the brick
 - Install permeable brick pavers in the parking lane and sidewalk
 - Upgrade sidewalk and curb ramps
- Spring 2023 Construction



Existing Conditions

- Public Right-of-Way: 66 ft
- Existing Road Width: 38 ft
- Pavement Rating: 4 out of 10 (Poor)
- Two travel lanes, one in each direction
- Parking on both sides of the street.



Existing Conditions

Parking Use

- Studied one day, at five different times
- Peak parking use at 33% (12 of 34) in the early morning and in the evening

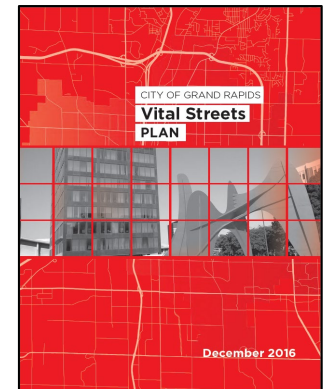
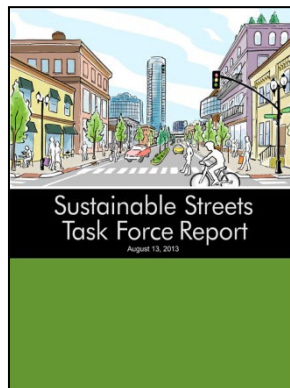


Guiding Documents and Principles



Guiding Documents

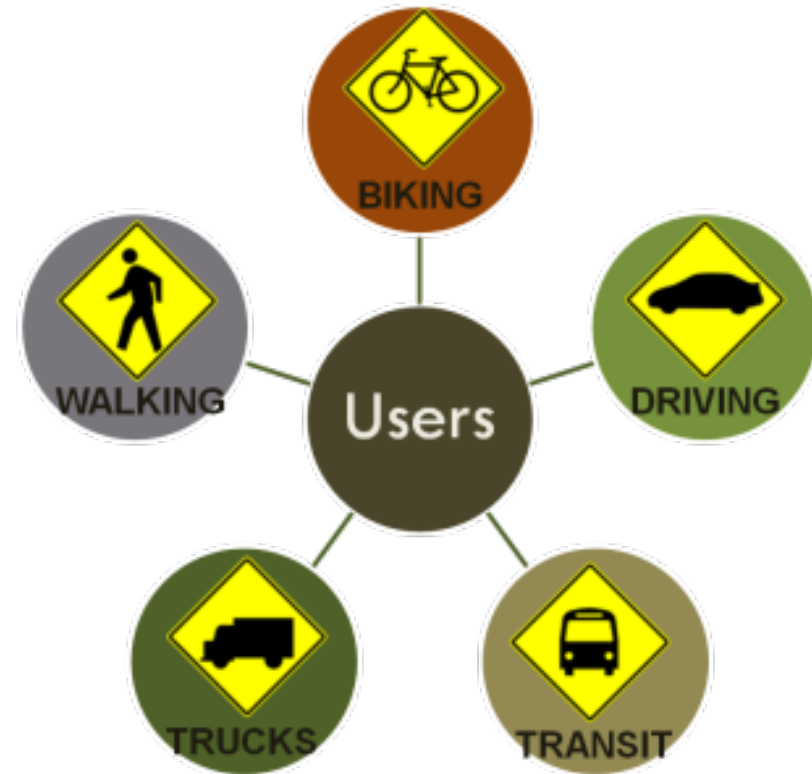
- 2000-2002 City Master Plan
- 2007-2010 Green Grand Rapids
- 2012-2013 Sustainable Streets Task Force Report
- 2013 State Street Corridor Plan
- 2015 Urban Tree Canopy Assessment
- 2016 Vital Streets Plan
- 2019 Bicycle Action Plan



Complete Streets

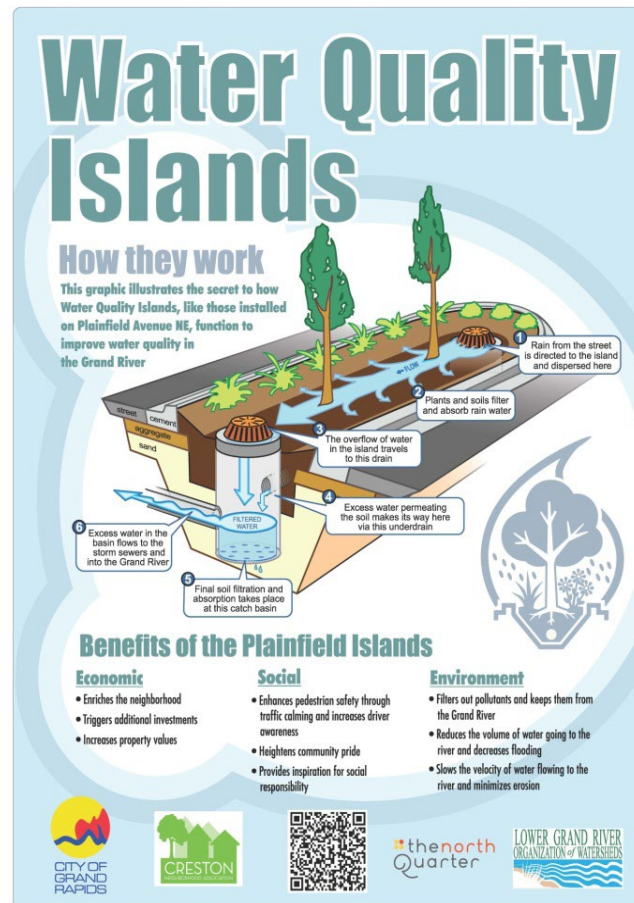
A system of streets...planned, designed, operated and maintained so all legal users may safely, comfortably and conveniently move along and across streets

~ PA 134 of 2010



Vital Streets

Complete streets + green infrastructure



All users include:

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

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



Why all users?

1/3rd of the population does not drive
Aging population:

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

Ability:

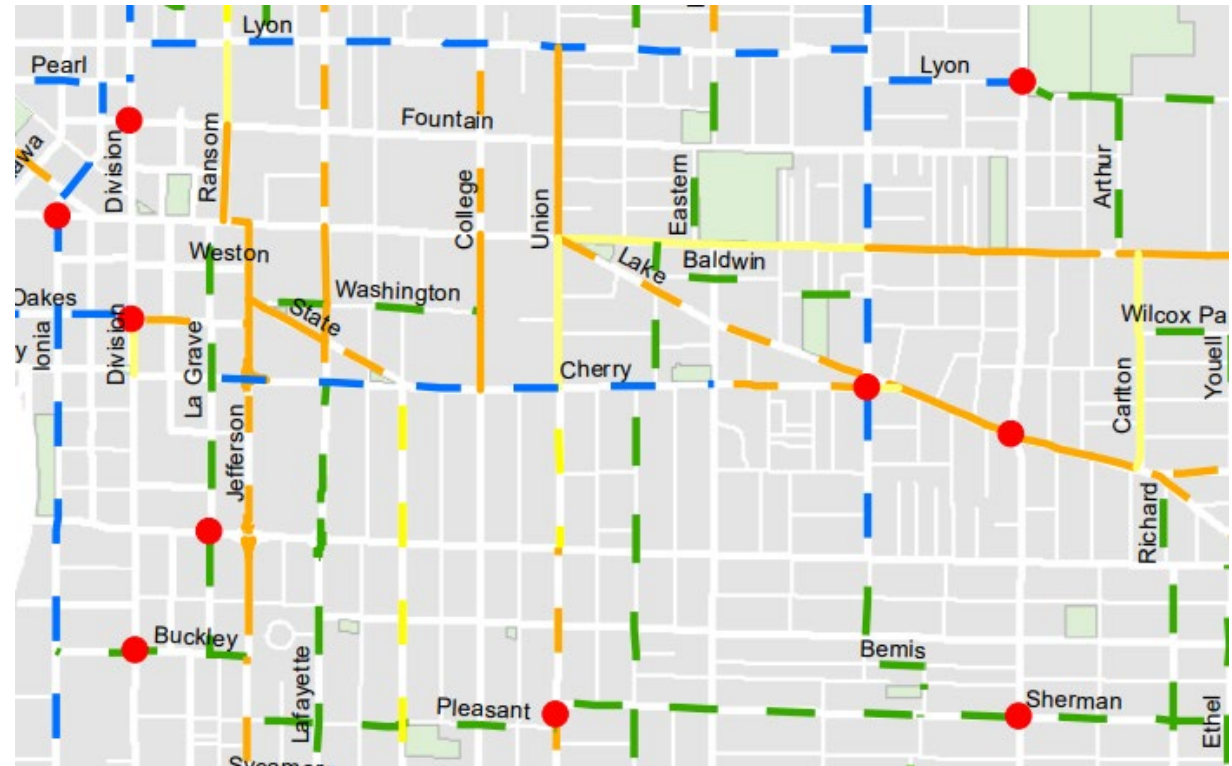
- **20%** of Americans have a disability that limits their daily activities (US Census)
- **Nearly half** of people 65 and older have a disability (US Census)

Why all users?

- Young people:
 - **1/4th** do not have a driver's license (U.S. PIRG)
 - Trips by bike ↑ **24%**, ↑ walking **16%**, ↑ transit **40%** (U.S. PIRG)
- Expense:
 - Average cost of owning and operating one automobile (2015): **\$8,698/year** (AAA)
 - Average household transportation costs (Grand Rapids MSA, 2015): **\$11,497/year** (H+T Index)

Vital Streets Plan and Bicycle Action Plan

- This street identified as a commuter bicycle route and proposed for bicycle lanes



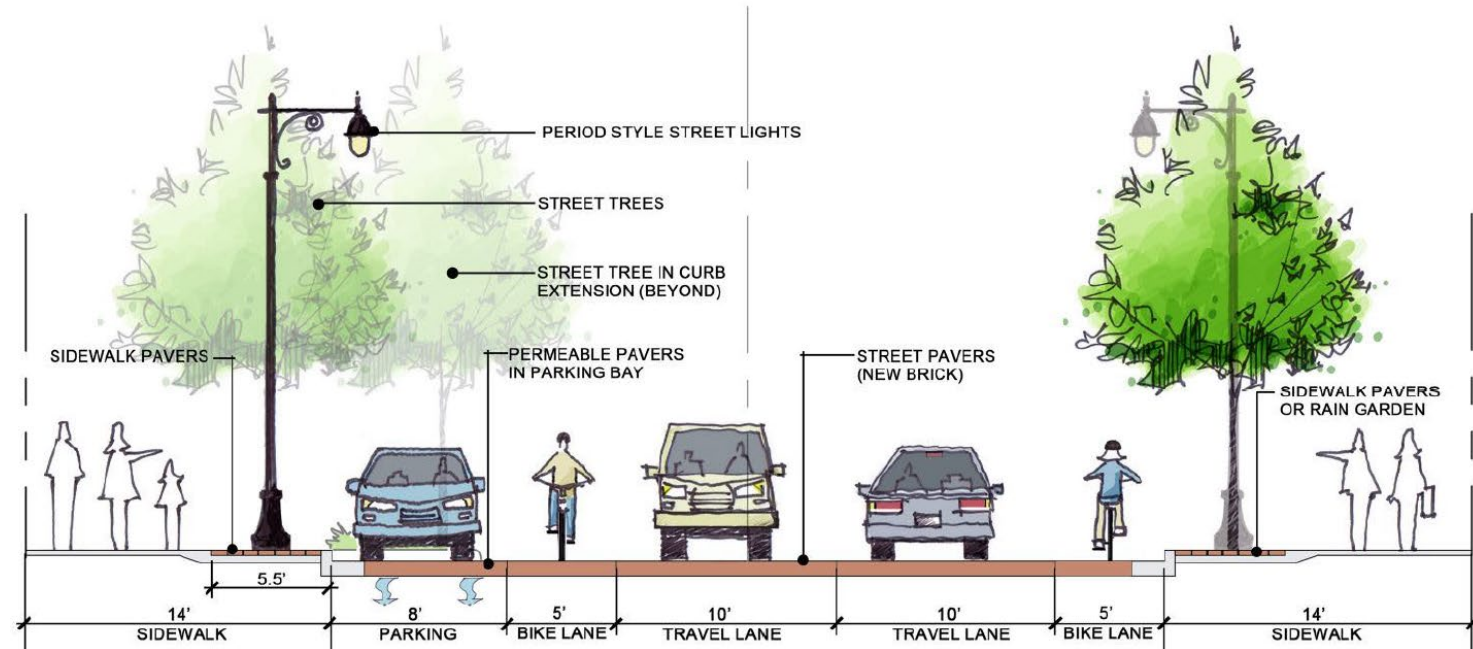


Concept Design



Concept Design

- Maintain the on-street parking lane on the south side of the street and remove the parking lane on the north side.
- Install bicycle lanes on both sides of the street.
- Plant new street trees.
- Install public bicycle parking.



Special Assessment Process

- IF there is desire to install decorative streetlights, the cost could be special assessed to property owners along the street
- Estimate for decorative streetlights:
\$347,420
 - Approximately \$234/front foot





Discussion



Contact Information

- Road construction website:
grandrapidsmi.gov/roadconstruction
- City phone number: 311 or 456-3000
- Email: communityengagement@grcity.us
- Survey: visit gr.publicinput.com and search for *state* or text *state* to 73224

