



Division Avenue (Fulton to Michigan)

Concept Design Meeting
April 30, 2024



Agenda

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

STREETS ARE VITAL FOR



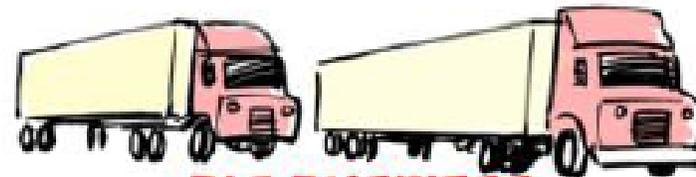
RESIDENTIAL

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 – Juan Torres & Sarah Itani
- Engineering – Breese Stam
- Traffic Safety – Kristin Bennett & John Bartlett

Engineering Consultant

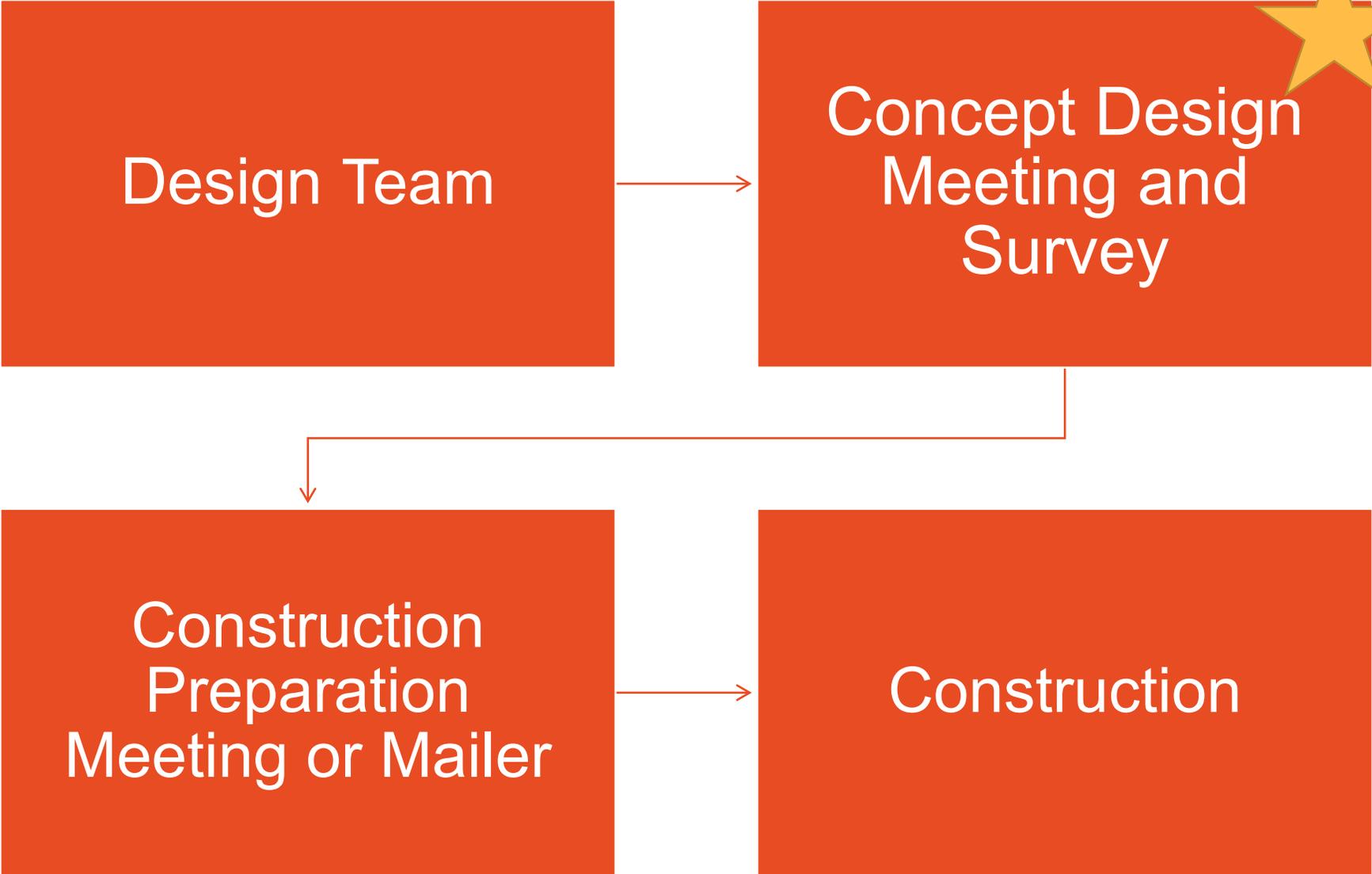
- Moore & Bruggink – Al Pennington



Project Overview

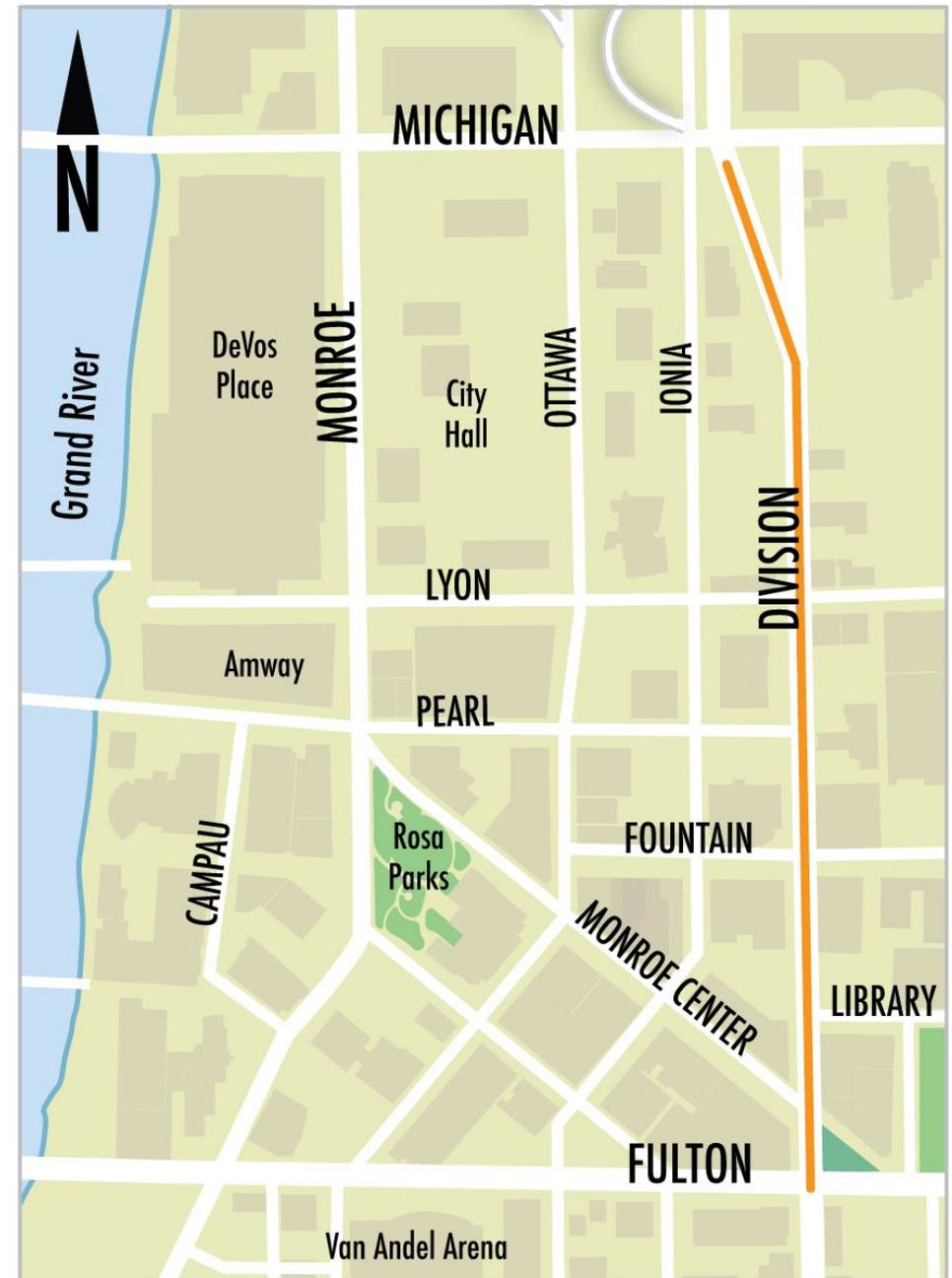


Road Design and Construction Process



Project Details

- Fulton Street to Michigan Street
- Reconstruction project
 - New water main, replace lead services
 - Pavement rating 2-3 out of 10
- Replace all sidewalk, curb ramps, and driveway approaches
- 2025 Construction



Existing Conditions

- 66-foot public right of way; 46-foot road width
- Travel lane in each direction, a center-turn lane, bicycle lanes on both sides of the street, and 10-foot sidewalks

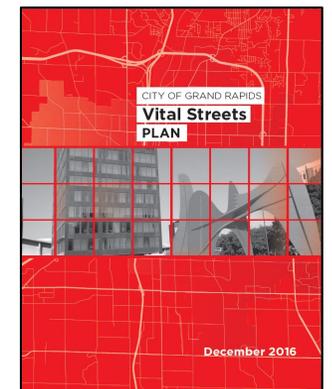
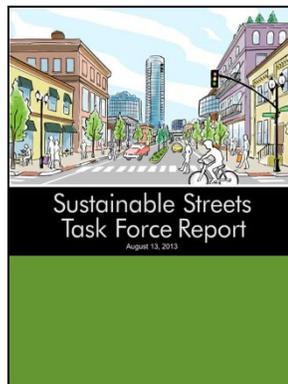
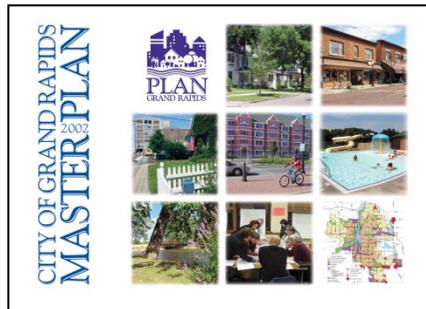


Guiding Documents and Principles



Guiding Documents

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



Complete Streets

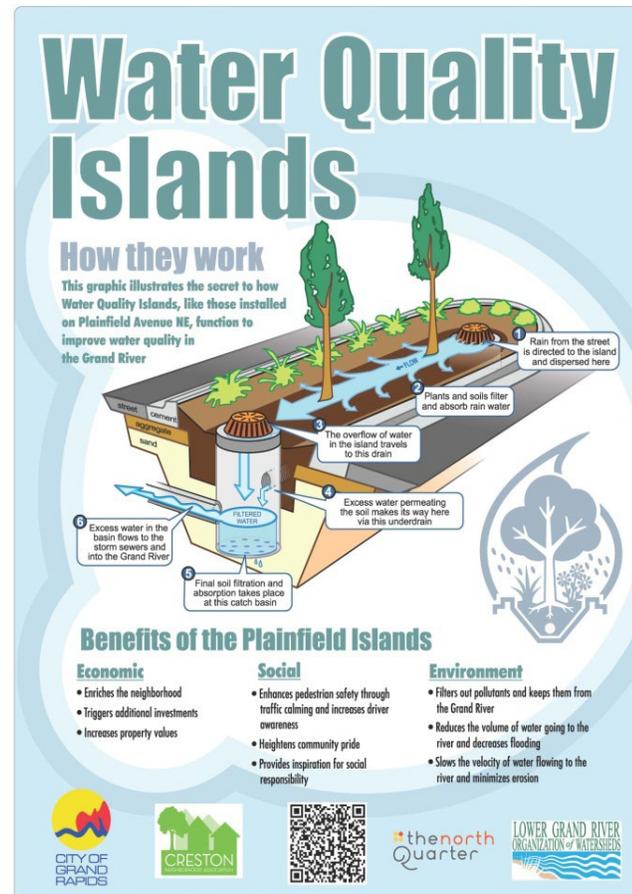
A system of streets...planned, designed, operated and maintained so all legal users may safely, comfortably and conveniently move along and across streets

~ 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:

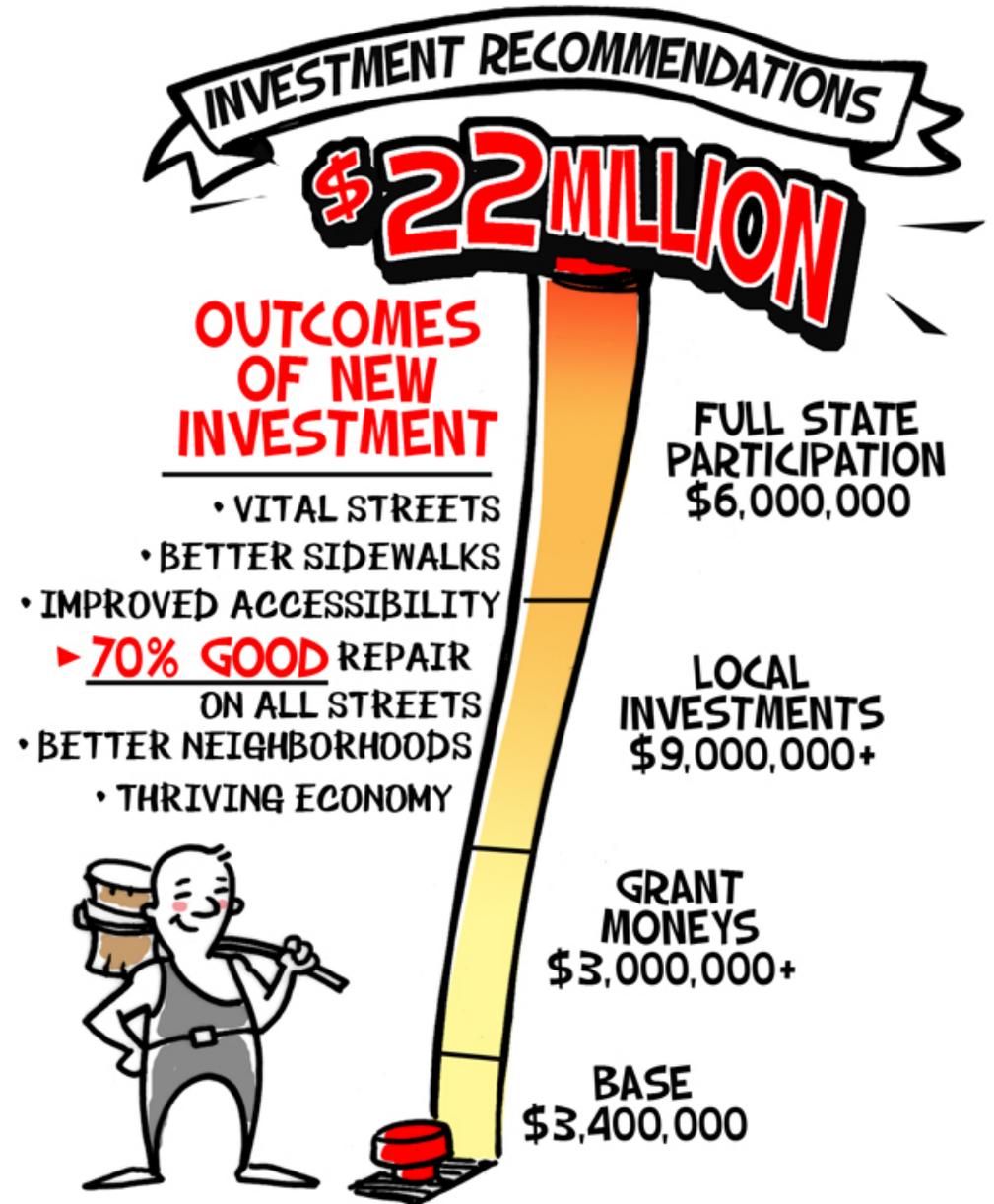
- **20%** of Americans have a disability that limits their daily activities (US Census)
- **Nearly half** of people 65 and older have a disability (US Census)

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



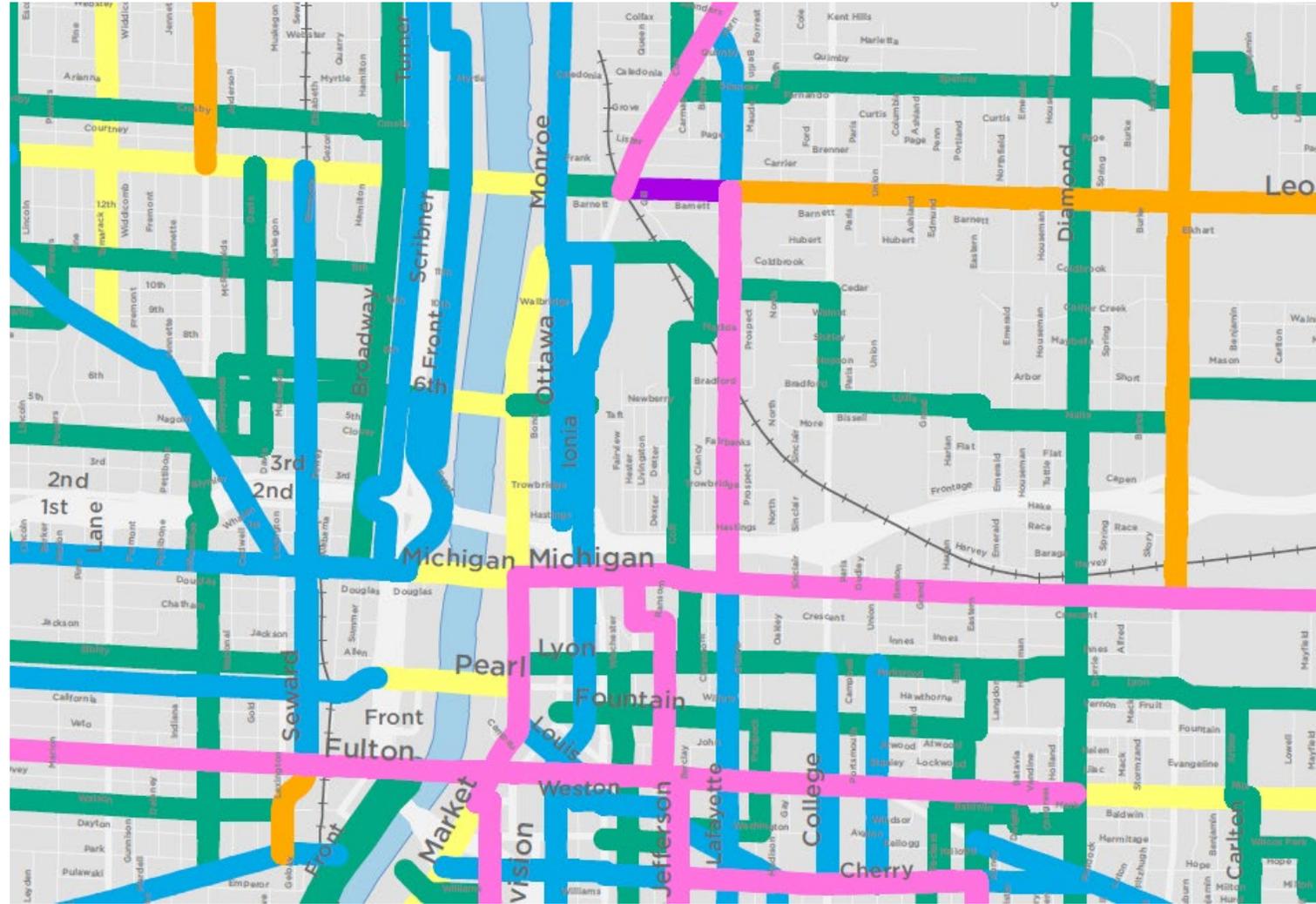
Vital Streets Plan

- This street identified as a commuter bicycle route

VITAL STREETS

Mode Emphasis

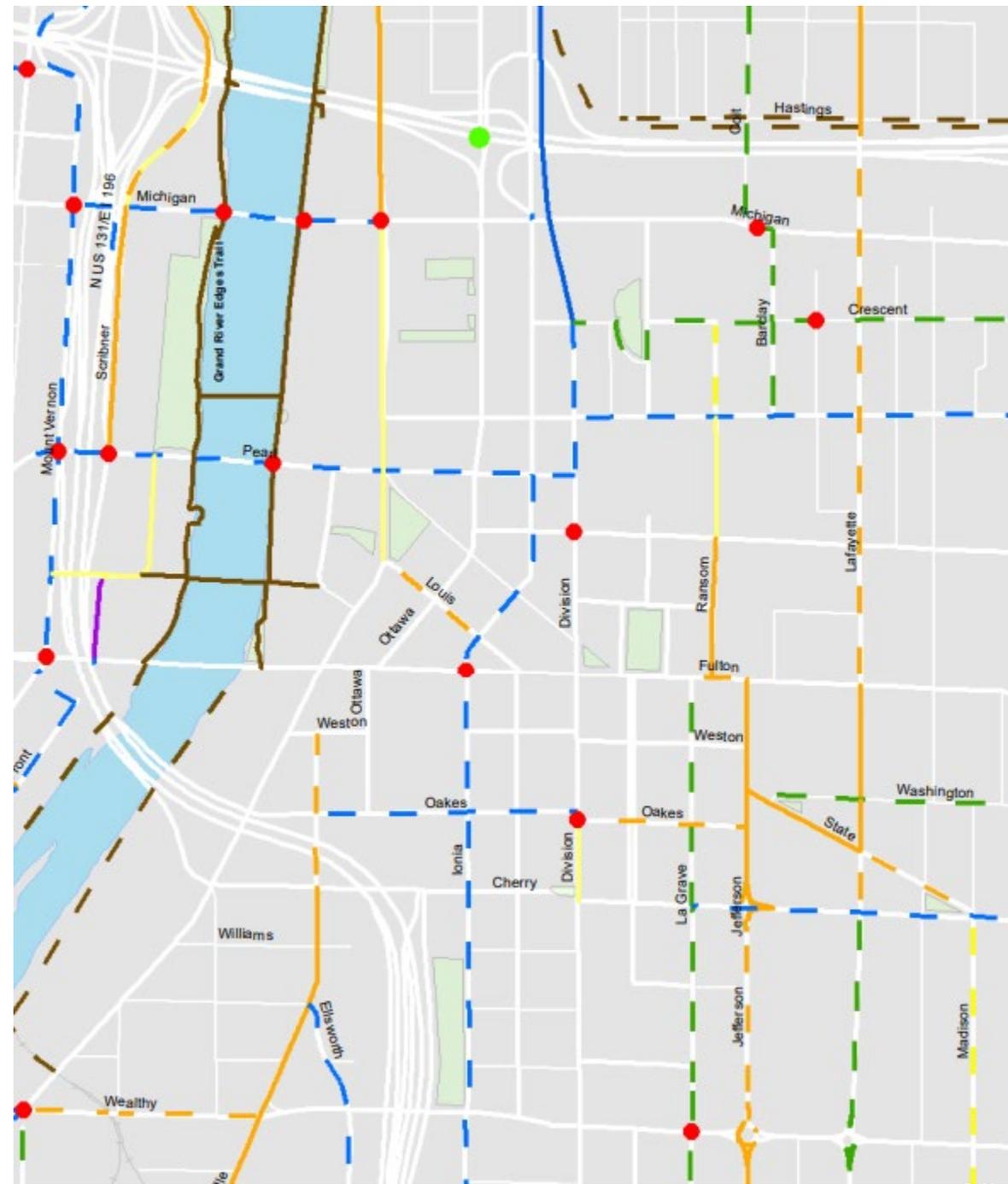
- Balanced
- Transit
- Vehicle/Truck + Transit
- Vehicle/Truck
- Bicycle: Commuter
- Bicycle: Community



Bicycle Action Plan

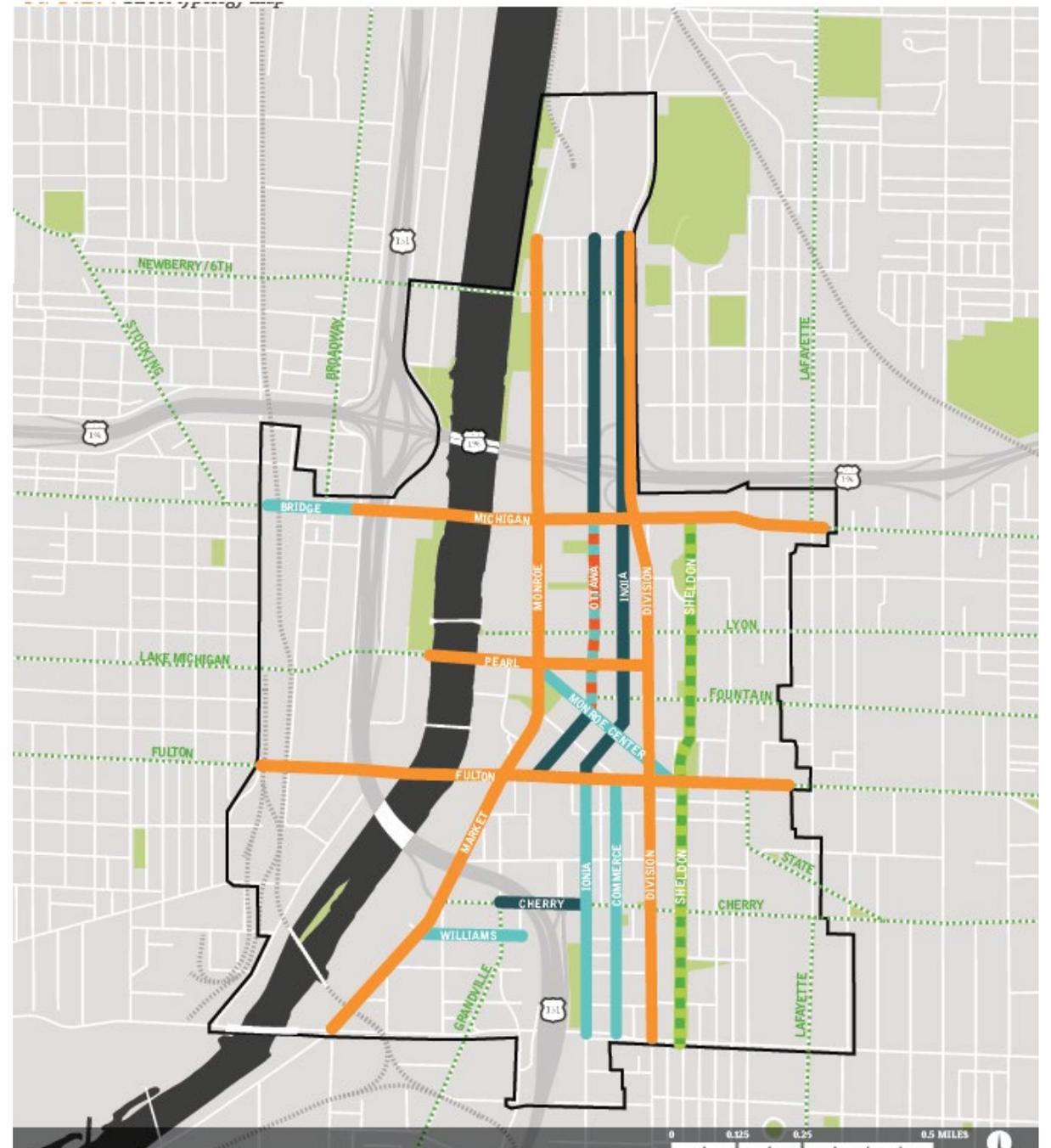
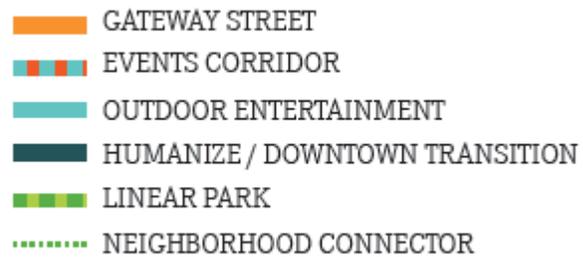
- This street proposed for bicycle lanes

- | | |
|---|---|
|  Existing Separated / Raised Bikeway |  Existing Off-Street Multi-Use Trail/Sidepath |
|  Proposed Separated / Raised Bikeway |  Proposed Off-Street Multi-Use Trail/Sidepath |
|  Existing Bike Lane / Paved Shoulder |  Existing Sidewalk/Stairway/Tunnel Connection |
|  Proposed Bike Lane / Paved Shoulder |  Proposed Sidewalk/Stairway/Tunnel Connection or Improvement |
|  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 |
| |  Improve Intersection |
| |  Proposed Underpass / Bridge |



GR Forward

- This street identified as neighborhood north-south bicycle and pedestrian connector



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

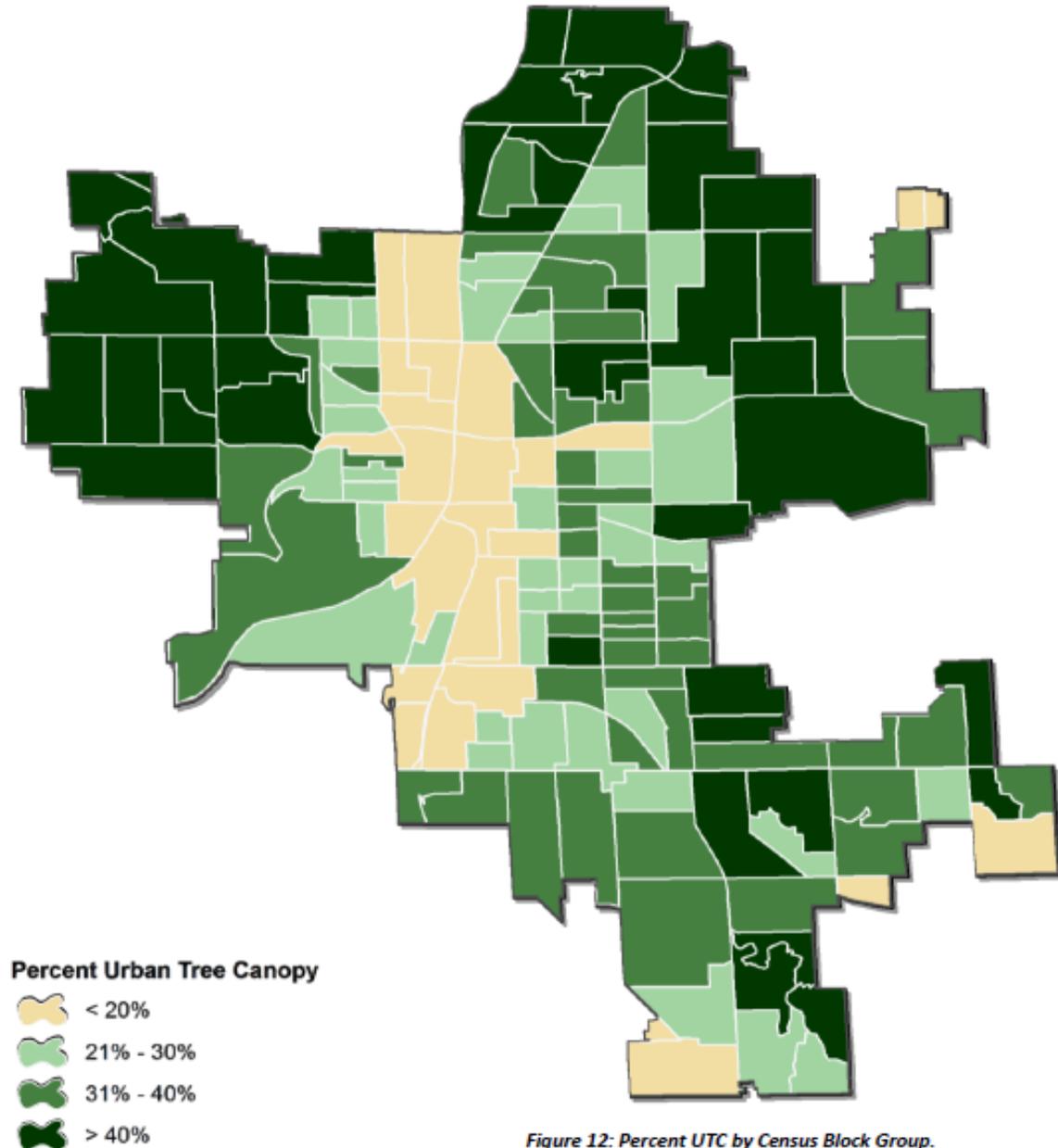
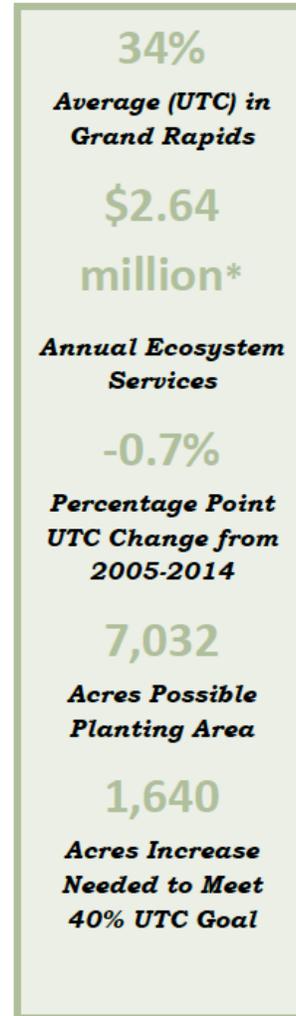


Figure 12: Percent UTC by Census Block Group.



Concept Design



Concept Design

- Reconstruct the street, curb, and gutter, including:
 - Moving the curbs in on both sides to narrow the street.
 - Raising the bike lanes to be level with the sidewalk.
 - Installing wider sidewalks on both sides of the street.
 - Replacing all driveway approaches.
- Separate combined sewer into dedicated sanitary and storm sewers.
- Install a raised median in the center turn lane between Monroe Center Street and Library Street.
- Install new ornamental streetlights.
- Plant new street trees.

Concept Design

Division (Fulton to Michigan)



Concept Design





Discussion



Contact Information

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

