



Garfield Avenue (Butterworth to Fulton)

Concept Design Meeting
June 3, 2024



Agenda

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

STREETS ARE VITAL FOR



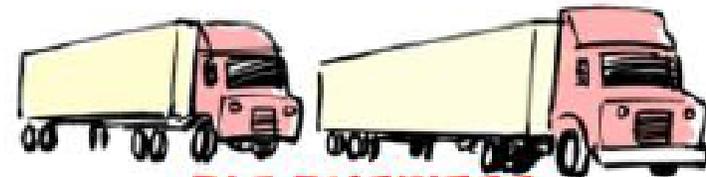
RESIDENTIAL

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

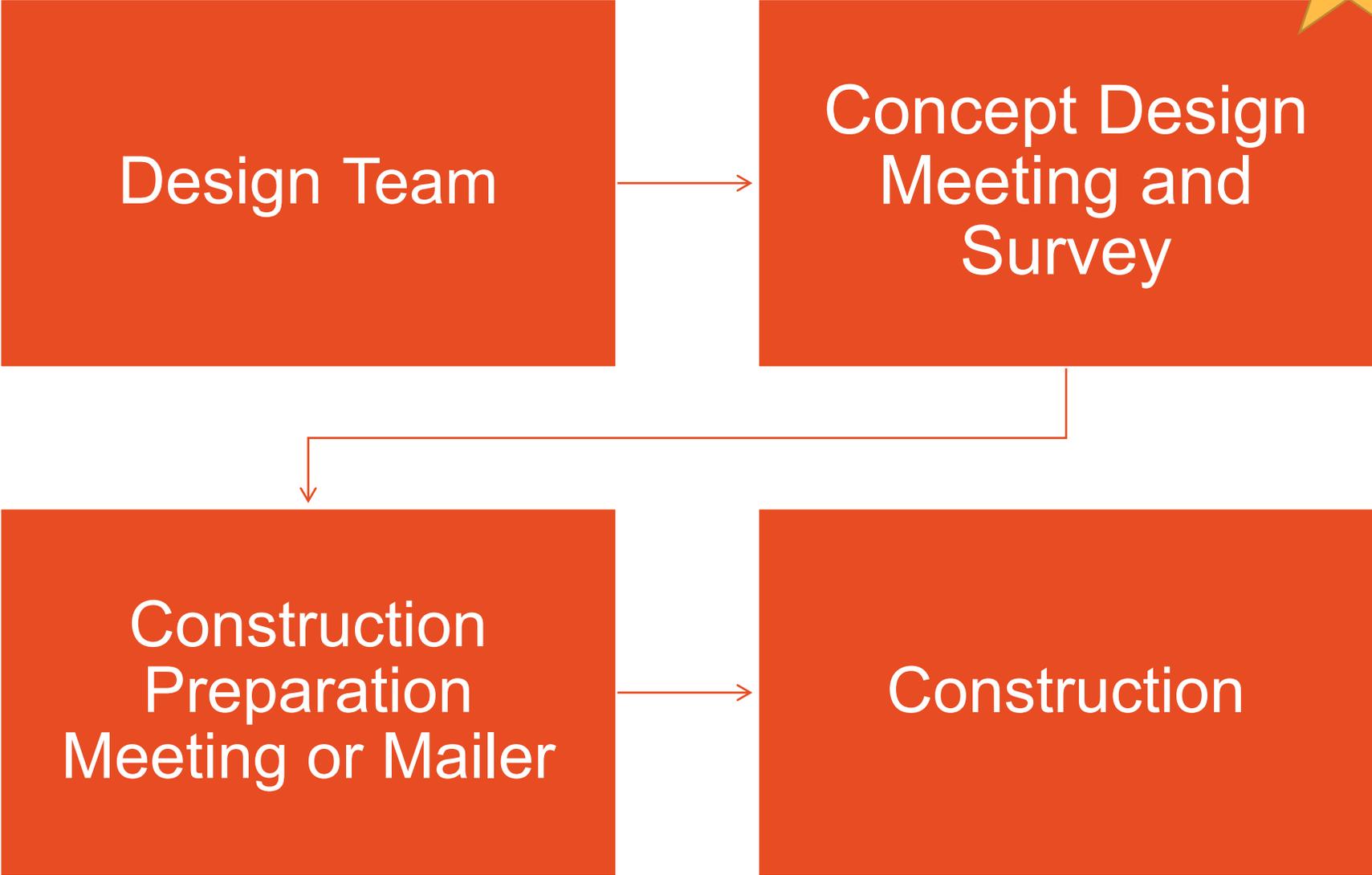
- Community Engagement – Juan Torres & Sarah Itani
- Engineering – Dan Siminski
- Mobile GR/Traffic Safety – Kristin Bennett and Jon Bartlett



Project Overview

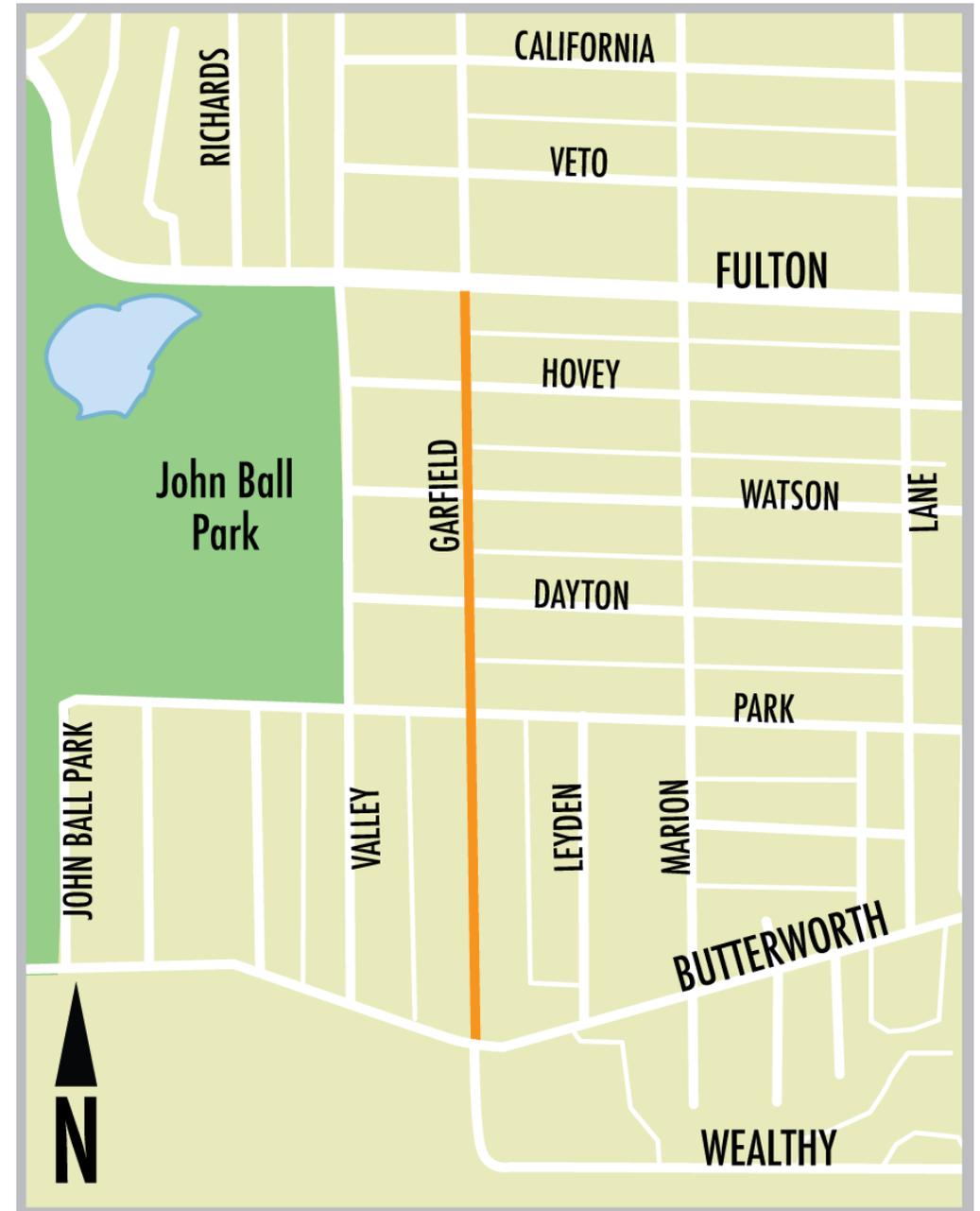


Road Design and Construction Process



Project Details

- Reconstruction project
 - Water main replacement
 - Lead service line replacements
 - Upgrades to the storm sewer system
 - Replace some driveway approaches
- Upgrade sidewalks and curb ramps to meet ADA standards
- 2025 Construction



Existing Conditions

- Street pavement condition rating of 2 to 3
- 66-foot public right of way
- 30-34-foot road width
 - Two travel lanes, one in each direction
 - On-street parking on both sides
 - 6-foot sidewalks on both sides

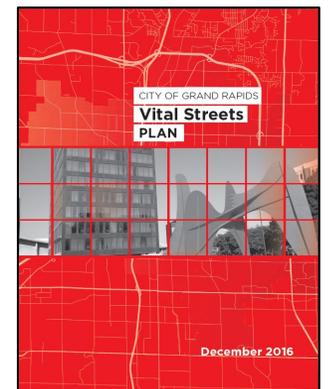
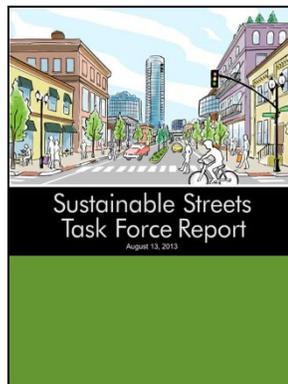
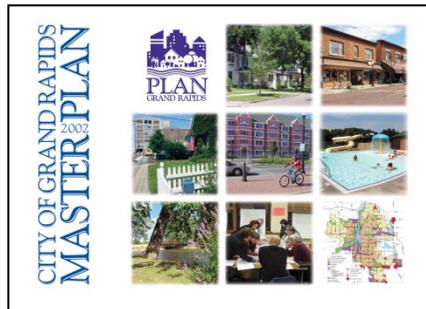


Guiding Documents and Principles



Guiding Documents

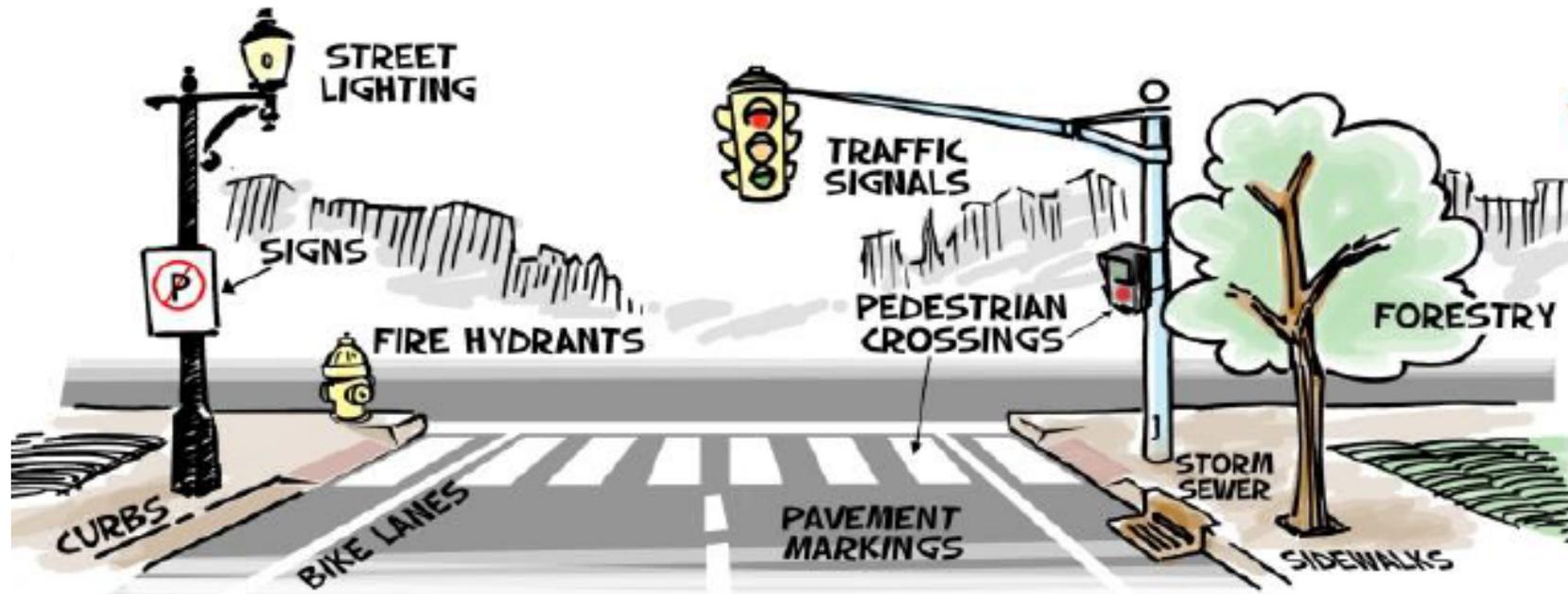
- 2000-2002 City Master Plan
- 2007-2010 Green Grand Rapids
- 2012-2013 Sustainable Streets Task Force Report
- 2015 Urban Tree Canopy Assessment
- 2016 Vital Streets Plan
- 2019 Bicycle Action Plan



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.

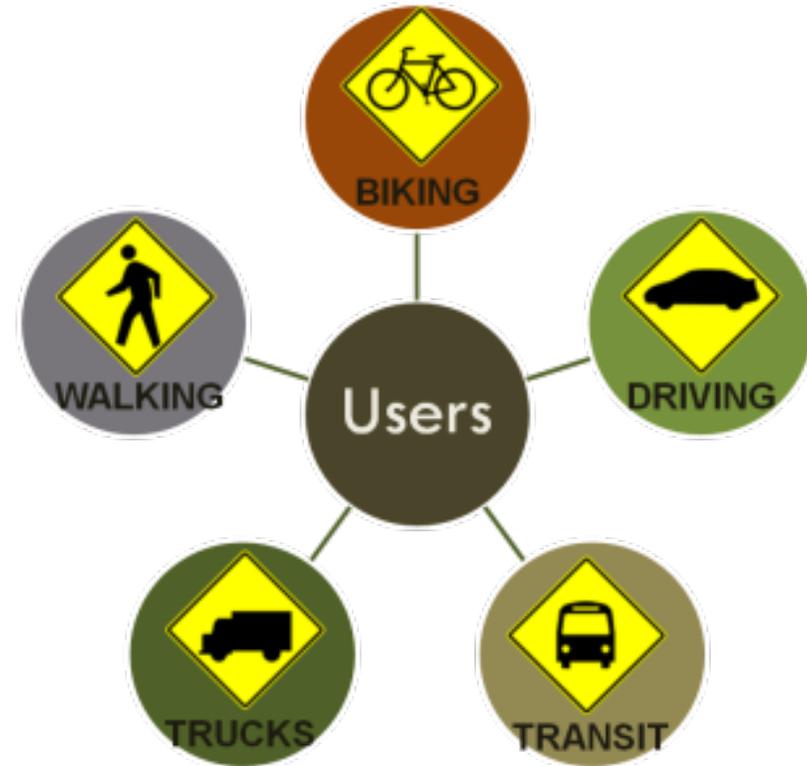
Infrastructure assets will be maintained and well-managed, using a multi-faceted funding strategy and innovative approaches to preserve our investment.



Complete Streets

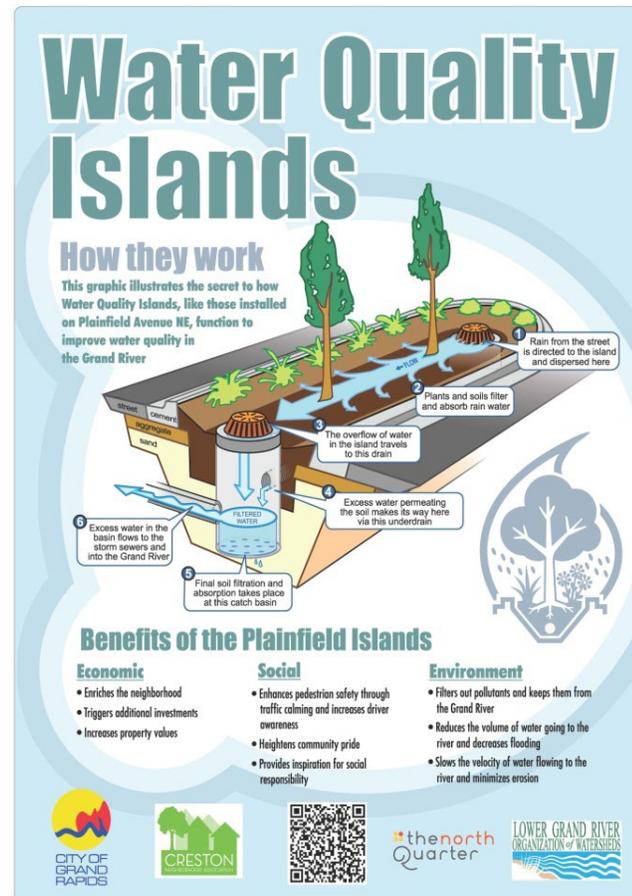
A system of streets...planned, designed, operated and maintained so all legal users may safely, comfortably and conveniently move along and across streets

~ 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:

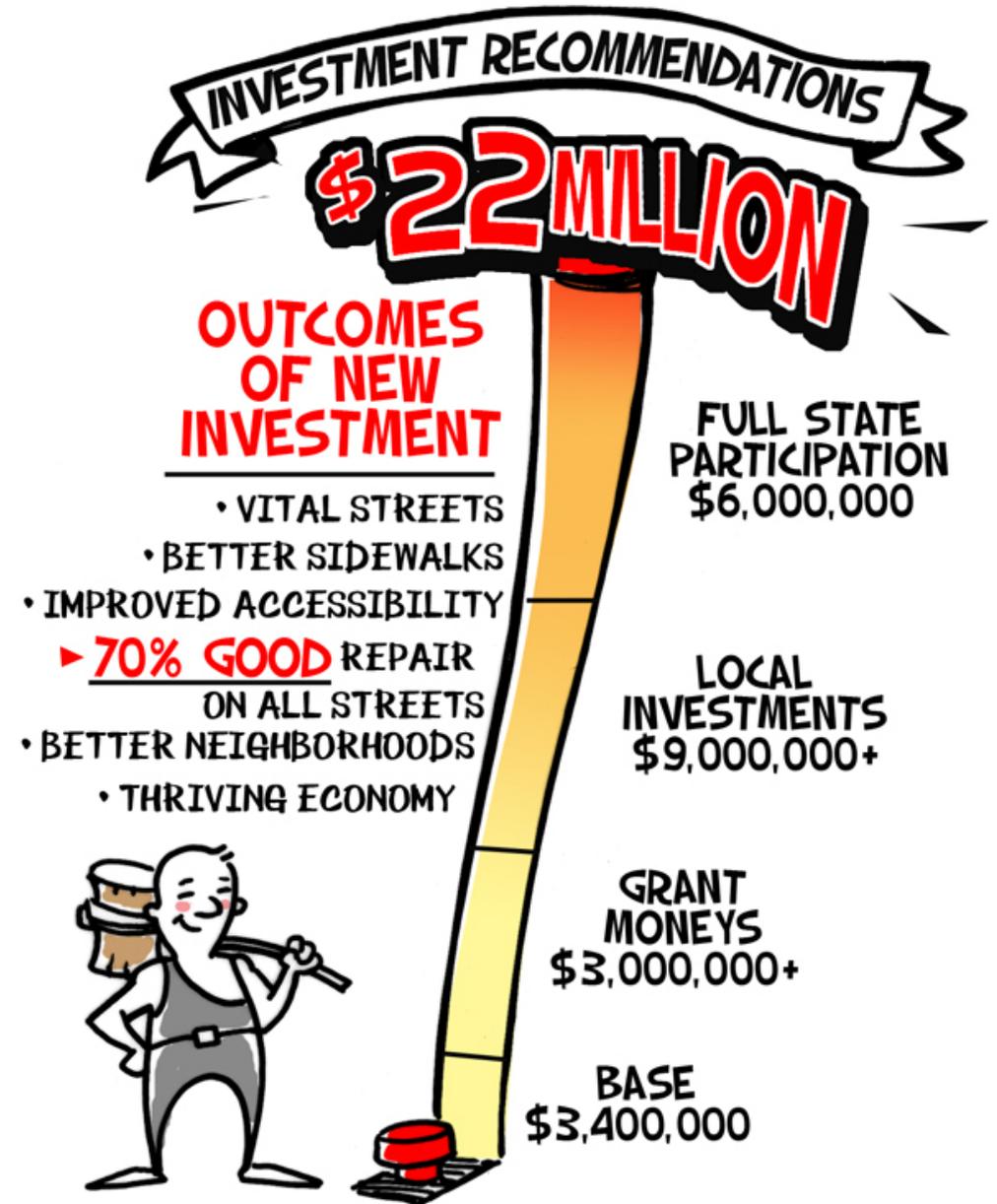
- **20%** of Americans have a disability that limits their daily activities (US Census)
- **Nearly half** of people 65 and older have a disability (US Census)

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 (2015): **\$8,698/year** (AAA)
 - Average household transportation costs (Grand Rapids MSA, 2015): **\$11,497/year** (H+T Index)

Vital Streets Income Tax

- 70% good and fair goal
- Passed in 2014



Bicycle Action Plan

- This street proposed for signed bike route



	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 between 31-40% canopy

Value

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

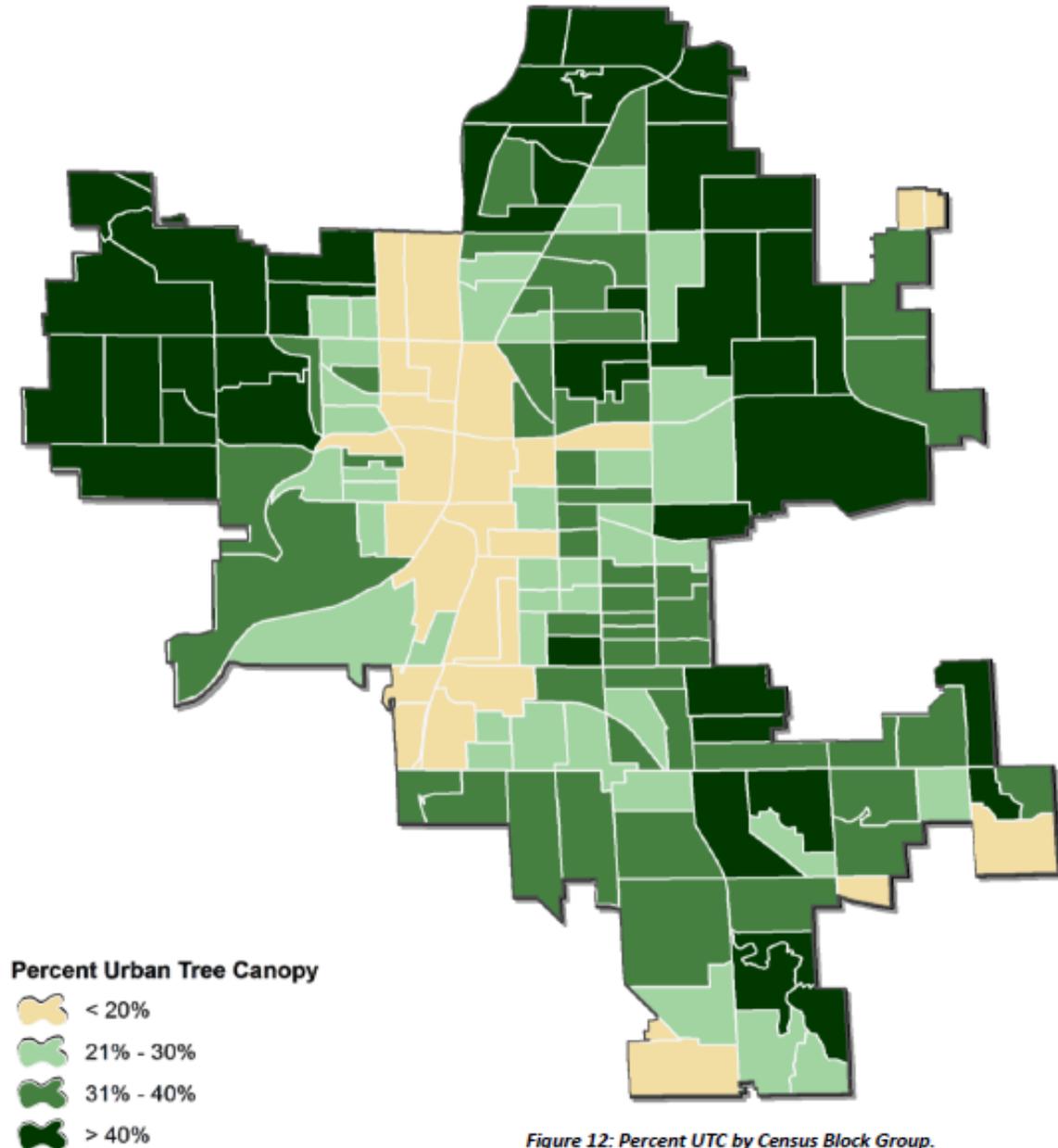
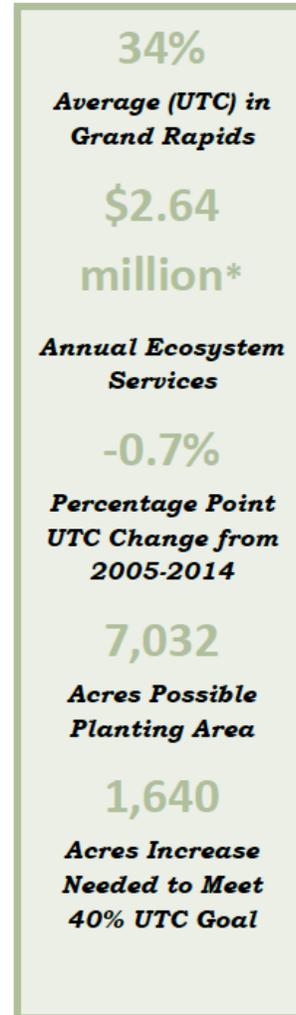


Figure 12: Percent UTC by Census Block Group.

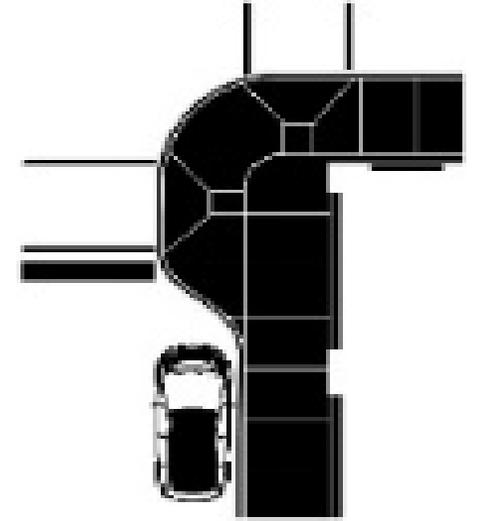


Concept Design

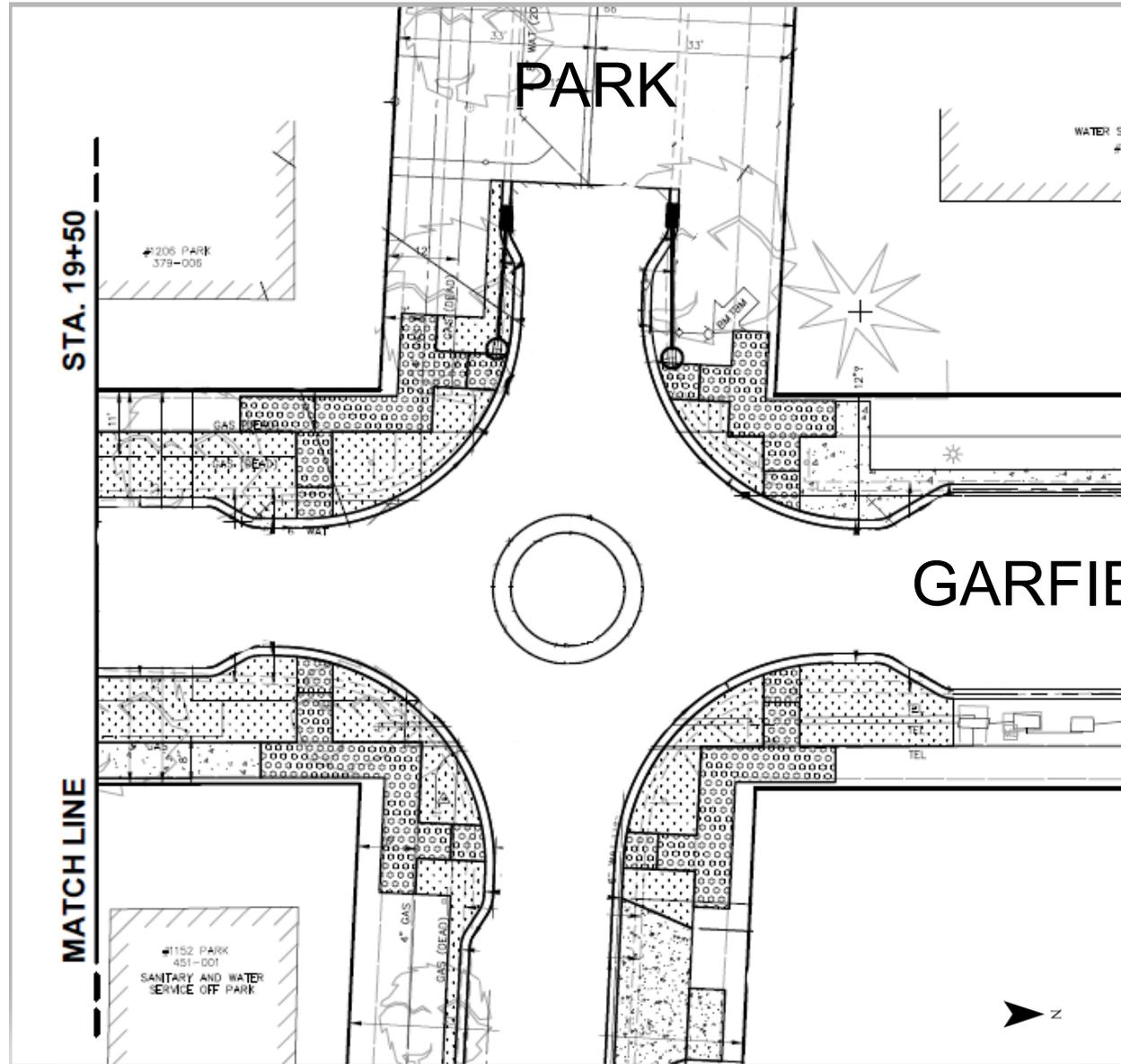


Concept Design

- Install curb extensions at intersections to shorten pedestrian crossings, better define the parking lanes, make room for rain gardens, and help slow traffic speeds.
- Maintain on-street parking on both sides of Garfield Avenue.
- Install neighborhood roundabouts on Garfield at the Park and Dayton intersections to improve safety for all roadway users and help slow traffic.



**Curb
Extension
Example**





Discussion



Contact Information

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

