

Grand Rapids Complete Streets

A brief overview of Complete Streets in
Grand Rapids, Michigan 2012

WHEREAS, the Michigan Legislature adopted Public Acts 134 and 135 of 2010 to enact **Complete Streets legislation** that requires the Michigan Department of Transportation and local governments to consider all users in transportation related projects; and

WHEREAS, Complete Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation, and retail destinations by improving pedestrian and vehicular environments throughout communities; and

WHEREAS, the City of Grand Rapids recognizes the importance of street infrastructure and modifications such as sidewalks, crosswalks, shared use paths, bicycle lanes, signage, and accessible curb ramps, that enable safe, convenient, and comfortable travel for all users; and

WHEREAS, the City of Grand Rapids **Master Plan** amendment, Green Grand Rapids, and the recently adopted **Parks and Recreation Master Plan** support Complete Streets policies and the creation of a comprehensive non-motorized network.

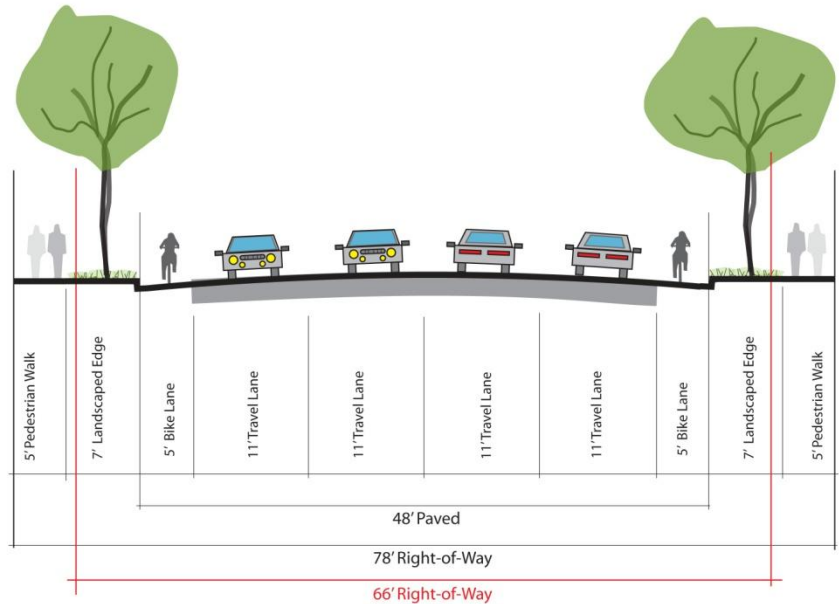
RESOLVED, **the City of Grand Rapids will design and construct Complete Streets** wherever feasible and staff will conduct a review of pertinent policies, ordinances, and design specifications that affect the public right-of-way to ensure cohesive Complete Streets implementation.

Action!

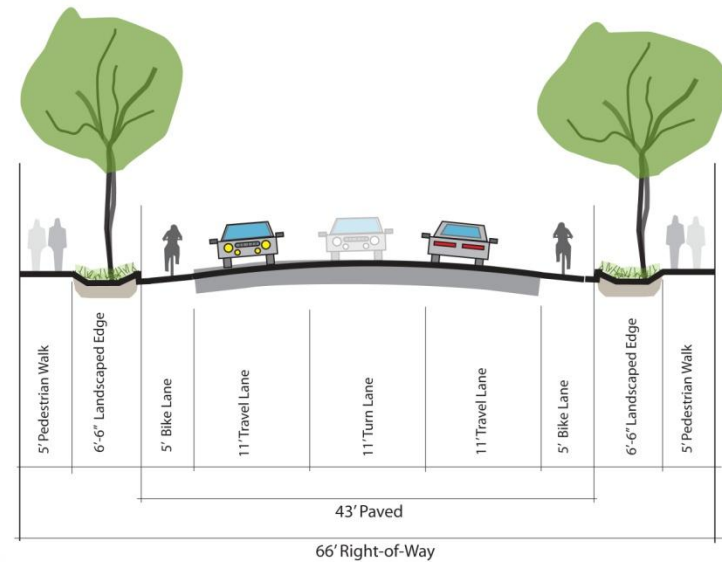
What can the City do?

- Adopt a “complete streets” policy
- Consider revised policy on funding construction and maintenance of sidewalks
- Initiate revision and adoption of *Bicycle Pedestrian Plan*
- Update Street Classification policy
- Provide engineering standards/guidelines for bicycle/pedestrian improvements
- Evaluate priority major street road diet candidates (bike lanes; green streets)
- Involve Police Department in “share the road” education and enforcement
- Investigate a “Sunday Parkways” program to encourage cycling

4-Lanes: City Minimum Dimensions



3-Lanes Road Diet: With Bike Lanes



MINIMAL GREEN SPACE (6'-6" per side)

- Alternative: Shared use lane (14' wide) allows for a 8'-6" landscaped edge

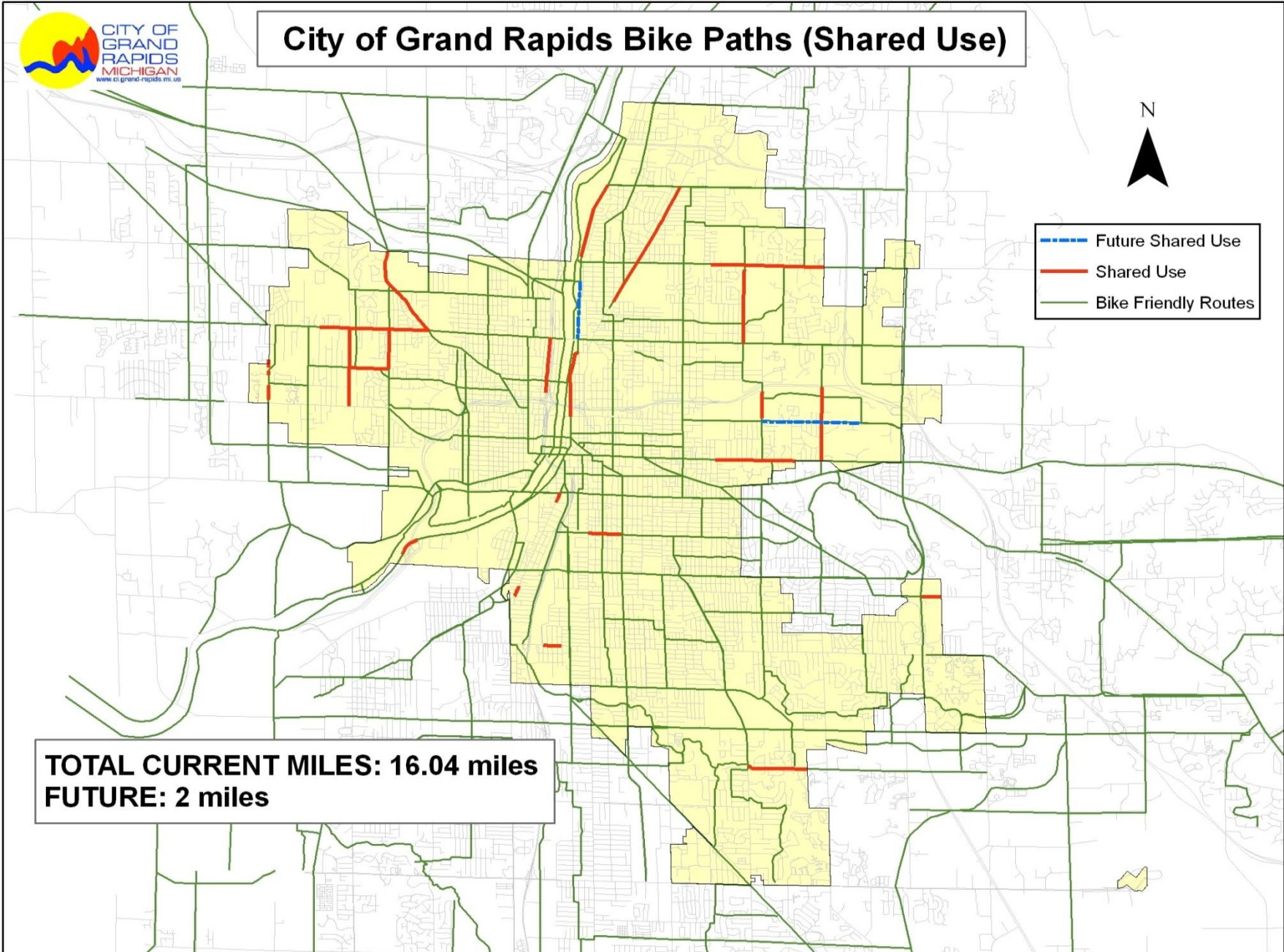


City of Grand Rapids Bike Paths (Shared Use)



-  Future Shared Use
-  Shared Use
-  Bike Friendly Routes

TOTAL CURRENT MILES: 16.04 miles
FUTURE: 2 miles

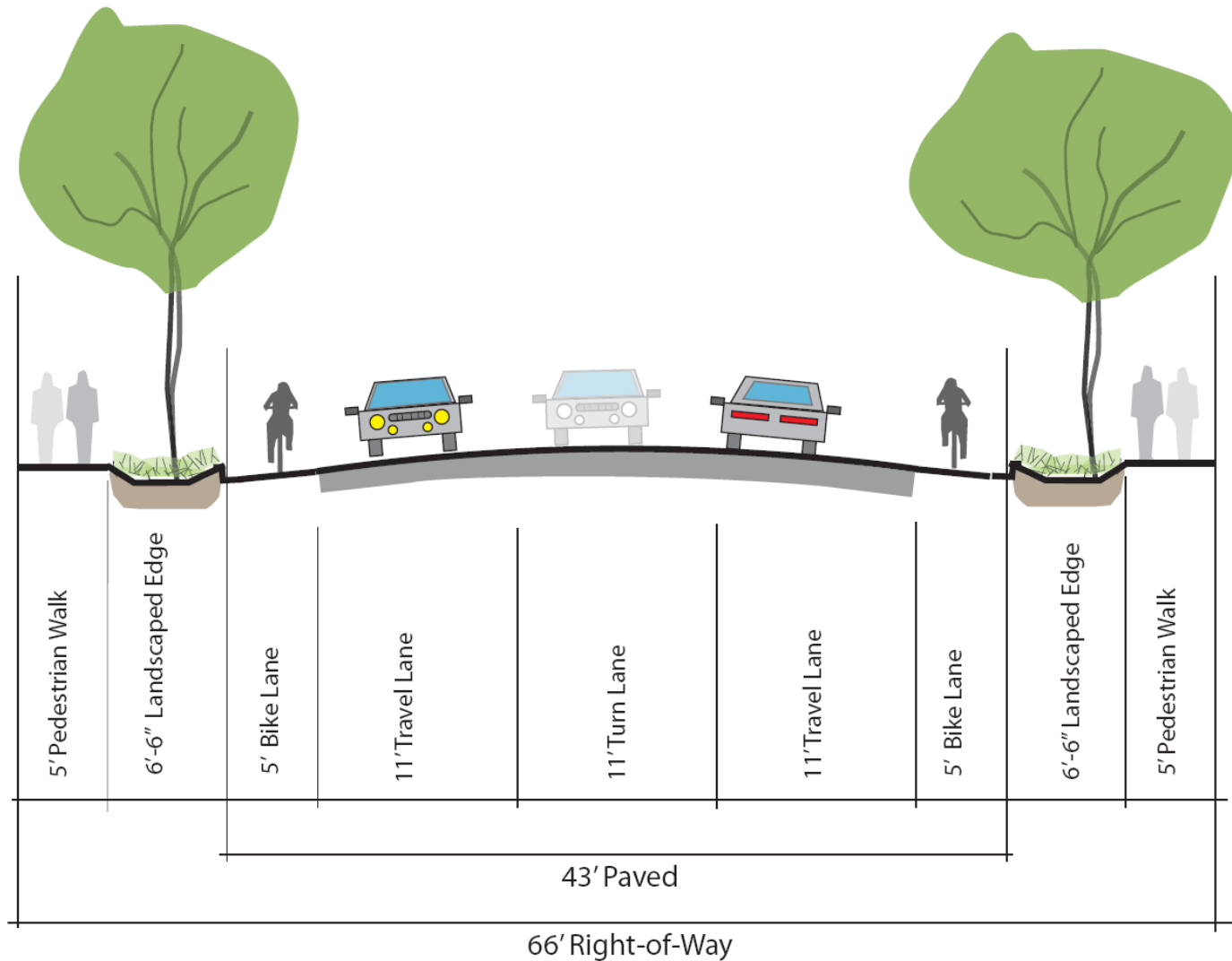


Shared Use Roads



- A roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders. (AASHTO)

3-Lanes Road Diet: With Bike Lanes





City of Grand Rapids: Road Diets



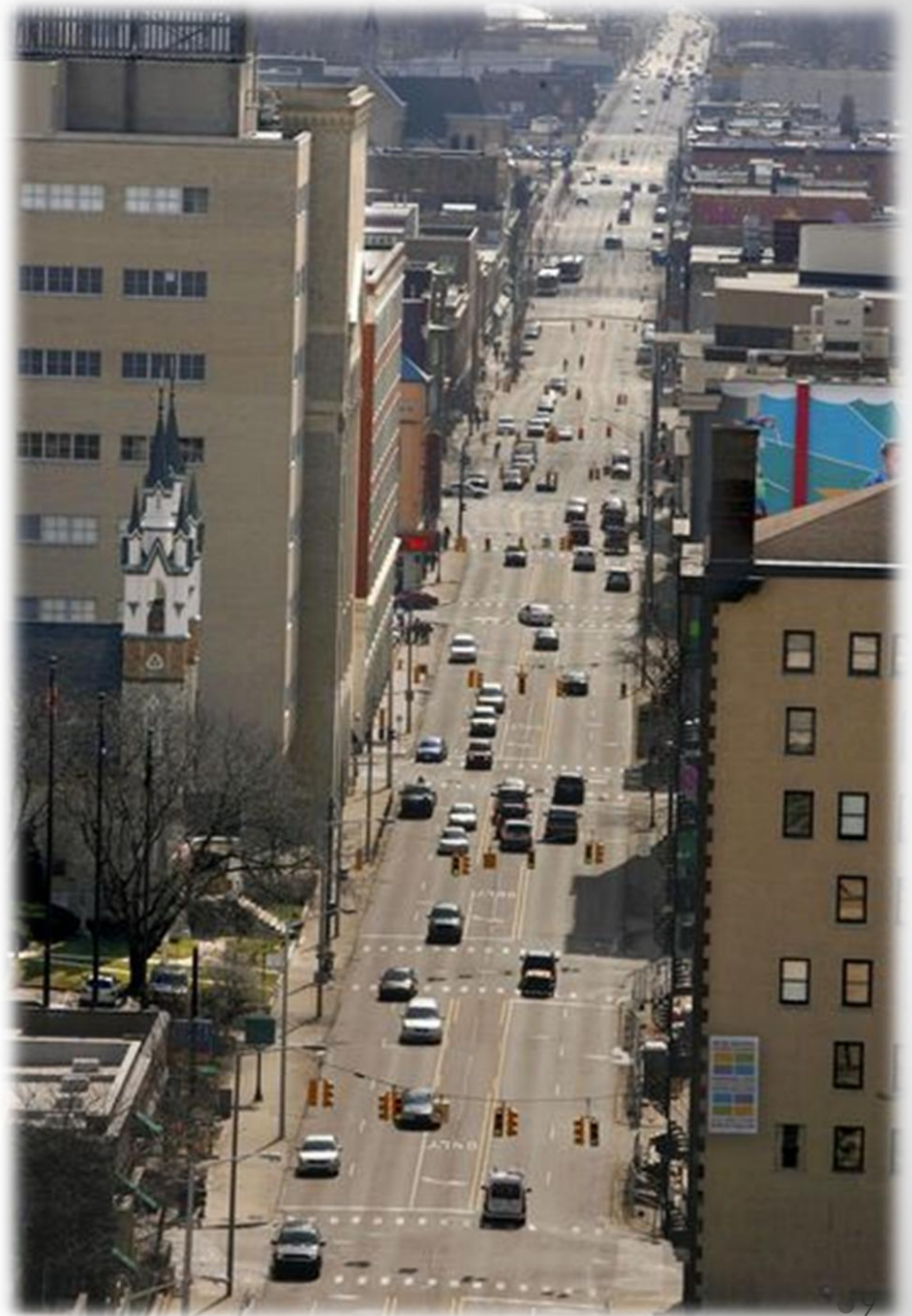
— Road Diet

TOTAL MILES: 12.78

FID	Street	Miles
0	Plainfield	1.697415
1	Knapp	1.493399
2	Leonard	2.85564
3	Burton	0.358023
4	Eastern	2.922177
5	Monroe	1.009594
6	Monroe	0.747207
7	Plymouth	0.387036
8	Clyde Park	0.566884
9	32nd	0.743142

Division Avenue

- Pilot Project
- MDOT and City jurisdiction, DDA and The Rapid are partners
- 4 and 5 lane cross-section to 3 lanes
- On-street parking with sharrows, or bike lanes only provided in conversion
- 13,000 – 15,000 cars/day
- “It’s just paint!”





Existing View – Complete Street?



Streetscape Design



New multi-story multi-use infill – more Complete?



Streetscape Design



Street trees, lighting, wider sidewalks – Completed! Almost...



Streetscape Design



Outdoor café, additional infill – A place has arrived! Mission Complete.





Complete Street?

Plainfield

Yes



Complete Street?

Michigan Street

No



Complete Street?

Knapp

Yes



Complete Street?

Cherry Street

Yes?



Complete Street?
Butterworth

No



Complete Street?

East Fulton

Yes



Complete Street?

Lake Drive

Yes



Complete Street?

28th Street

No



Complete Street?

Orville

Yes

File Edit View Bookmarks Insert Selection Tools Window Help

1:812

Task: Create New Feature Target:

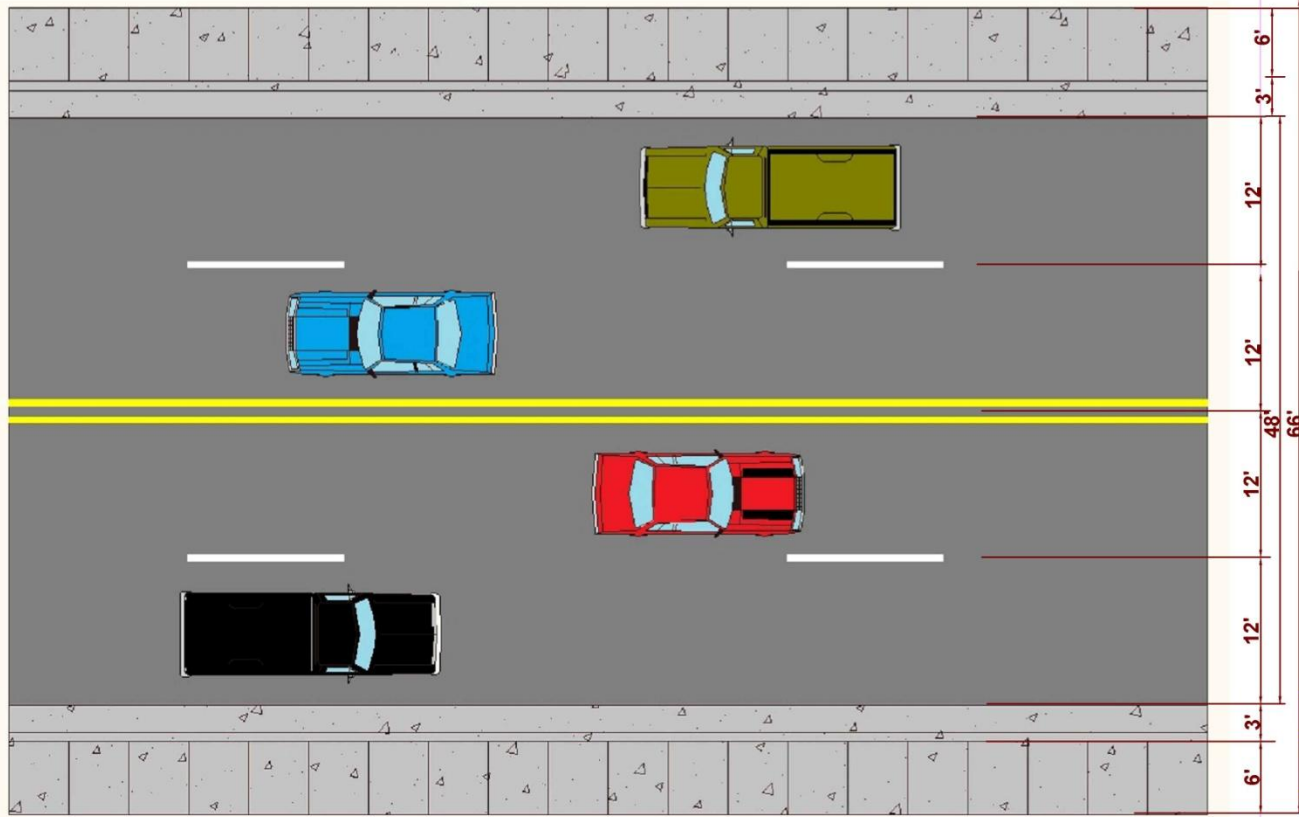
TSafetyDefaultLayers

- Preemption_Intersections
- Error Reporting
- SectorTileGrid
- Buildings
- Signs
- Transportation
- Water Features
 - City_Lakes_Rivers
- Landbase
- CensusData
- Imagery_Rasters
 - ORTHO.COLOR_ORTHO_2009
 - RGB
 - Red: Band_1
 - Green: Band_2
 - Blue: Band_3
 - ottawa.sid

Display Source

Status: none





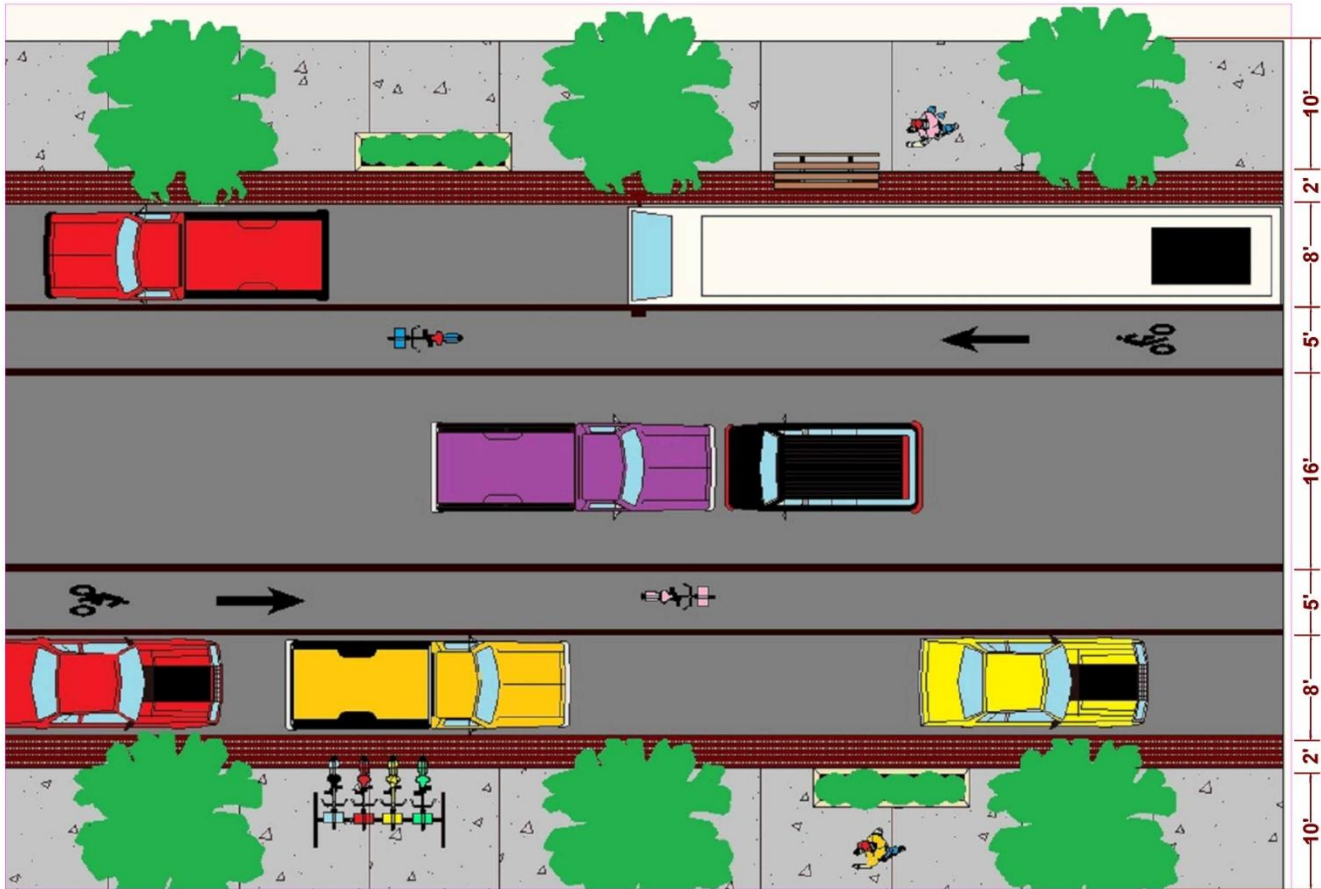
SHEET TYPE

DESIGNED BY

REVIEWED BY

City of Street Design
Public Works Services
Landmark, Signs and Plans
**EXAMPLE
OF
CROSS SECTION
66'
RIGHT-OF-WAY
STREET**

REV. NO.	DESCRIPTION	Drawn by	SMM	QPT No.	Sheet No.
					1 - 2



10' 2' 8' 5' 16' 5' 8' 2' 10'

66'

SHEET TYPE

DRAWN BY

CHECKED BY

City of Street Rights
Public Works Services
Planning, Design and Maps
EXAMPLE
OF
CROSS SECTION
OF
66'
RIGHT-OF-WAY
STREET

Drawn by	SMM	Sheet No.	2
Checked by		Project No.	2 - 2
Rev. No.	DESCRIPTION		

DESIGN choices

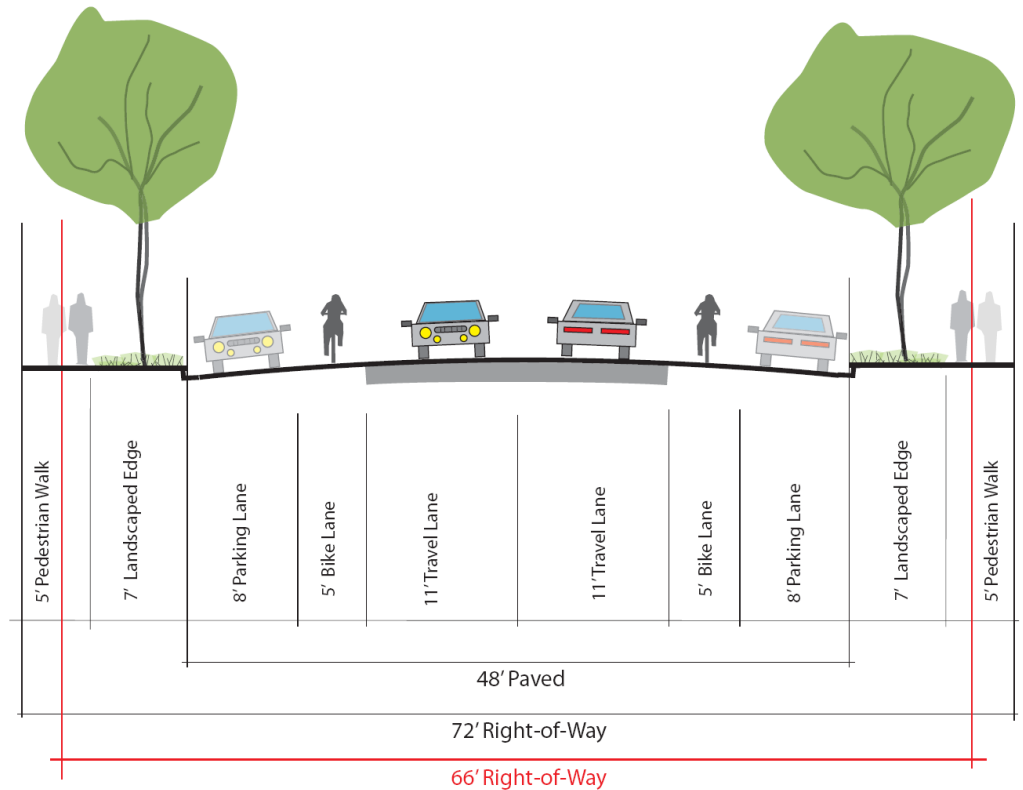
- Typical Preferred Cross-Sections

- 12' parkway with sidewalk (14' Downtown)
- 8' parking lane (w/gutter)
- 5' bike lane (AASHTO guidelines, w/gutter)
- 11' travel lane (12' MDOT preferred)

- Typical ROW width: 66'

$$12' / 8' / 5' / 11' / 11' / 5' / 8' / 12' = 72'$$

2-Lanes: City Minimum Dimensions



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