

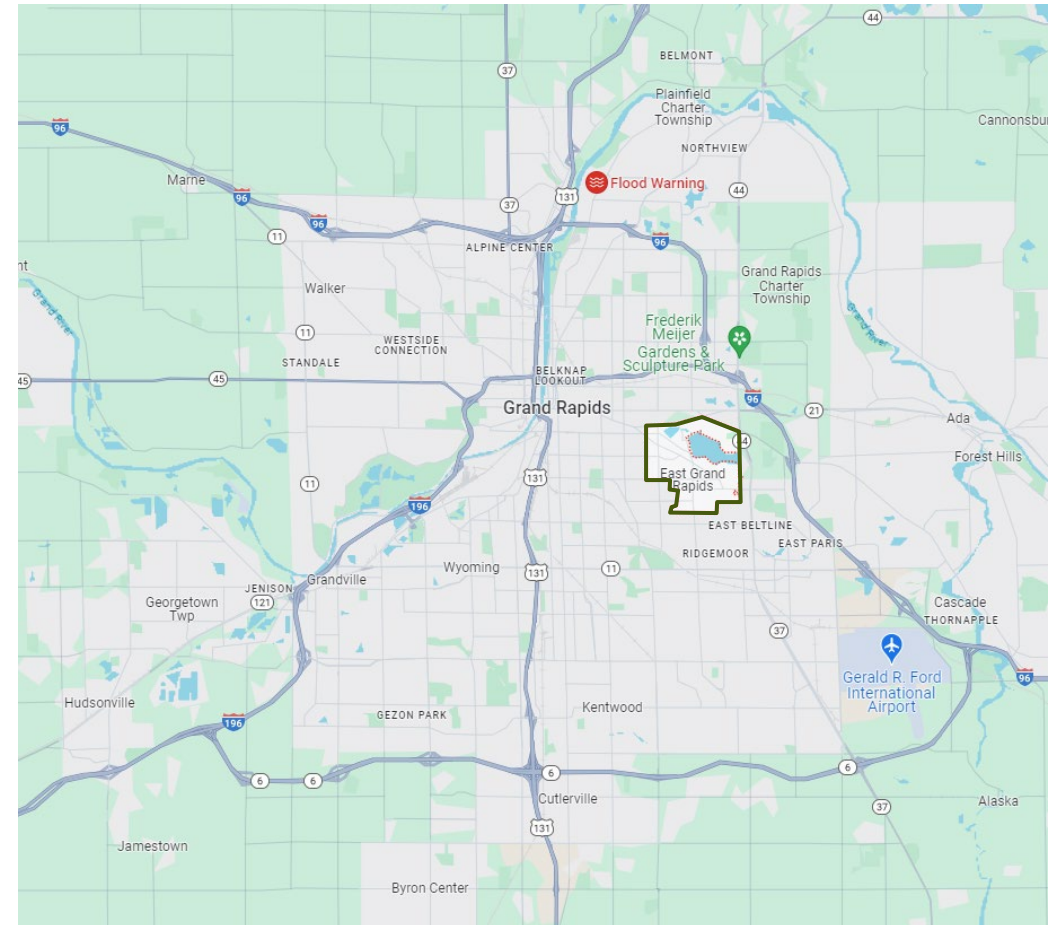
How to Integrate Transportation into Your Sustainability Plan East Grand Rapids

TRANSPORTATION BONANZA – FEBRUARY 15, 2024



Overview of East Grand Rapids

- ▶ Established as Village in 1891, then as City in 1926
- ▶ Population: 11,371 (2020)
- ▶ Demographics
 - ▶ 2.95 avg. household size
 - ▶ 95% owner occupancy
- ▶ Popular Amenities
 - ▶ Gaslight Village (retail district)
 - ▶ Reed Lake (leisure)



Challenges

- ▶ EGR is a built-out City; no room for expansion
- ▶ Well established road & public infrastructure network; difficult & expensive to expand or change
- ▶ Residents desire to have a wide variety of amenities

Larger Step – Mobility Bike Action Plan

Mobility Bike Action Plan

- ▶ Provides principles, policies, and practices to help make cycling & walking safer
- ▶ Identified near-term improvements to existing transportation network
- ▶ Identified planned & future capital improvements to support more ambitious medium- and long-term projects



Mobility Bike Action Plan

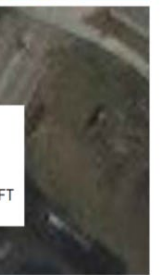
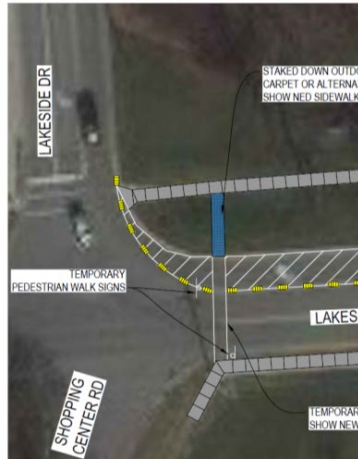
- ▶ Hall Street
 - ▶ Work in conjunction with street resurfacing project with Grand Rapids
 - ▶ Dedicated bike lane
 - ▶ North side of street between City limits and Plymouth Rd.
 - ▶ South side of street between Plymouth Rd. and Lakeside Dr.
 - ▶ “Sharrows” (shared bike and vehicle lane) on remainder of Hall Street
 - ▶ Expanded medians and improved pedestrian crossings between Breton Rd. & Lake Dr.



Mobility Bike Action Plan

► Lakeside Drive

- Conversion of turn lane between Reeds Lake Blvd. and Lakeside Dr. into on-street parking w/ added pedestrian crossing
- Concept derived from “tactical urbanism” demonstration that temporarily closed the turn lane and gathered feedback on its impacts.



Mobility Bike Action Plan

► City-wide Network

- On-street bikeways on multiple local streets
- Cross Section templates for a variety of street types and widths
- “Shadow Networks” to provide connectivity that parallels major roads without bicycle facilities



CROSS SECTION 3

CROSS SECTION 3 - INDEX			
STREET NAME	WIDTH (W)	TRAVEL WIDTH (TW)	PARKING WIDTH
ALEXANDER RD (CITY LIMIT TO PIMOUTH RD)	24.0'	20.0'	7' / 7'
ARGENTINA DR (CLIMBURN RD TO GORHAM AVE)	20.0'	16.0'	7' / 7'
ARGENTINA DR (GORHAM AVE TO BRETON RD)	28.0'	12.0'	7' / 7'
BERWICK RD (YORK DR TO COLSON AVE)	28.0'	12.0'	7' / 7'
BOSTON ST (BRETON RD TO LAKE GROVE AVE)	30.0'	16.0'	7' / 7'
BRETON RD (ARGENTINA DR TO LAKE DR)	34.2'	20.0'	7' / 7'
COLSON AVE (CITY LIMITS TO BERWICK RD)	20.0'	15.10"	7' / 7'
EDGEWOOD AVE (CITY LIMITS TO LAKE DR)	30.0'	16.0'	7' / 7'
ELMWOOD DR (LAKE GROVE AVE TO LAKE DR)	30.0'	16.0'	7' / 7'
HALL ST (CITY LIMITS TO BONNELL AVE)	28.0'	15.0"	7' / 7'
LAKE GROVE (BOSTON ST TO ALBERT DR)	30.5'	16.5"	7' / 7'
LAKE GROVE (ALBERT DR TO RICHARDS DR)	28.3'	12.3"	7' / 7'
LAKE GROVE (RICHARDS DR TO LAKE DR)	30.0'	16.0'	7' / 7'
LAKESIDE DR (LAKE DR TO REEDS LAKE BLVD)	30.0'	24.0'	16.0' / 16.0'
MANHATTAN RD (REEDS LAKE BLVD TO REEDS LAKE BLVD)	24.0'	20.0'	7' / 7'
REEDS LAKE BLVD (NORTH AVE TO MANHATTAN RD)	30.0'	16.0'	7' / 7'
SAN JOSE DR (ARGENTINA DR TO SAN LU RAE DR)	32.4'	16.4"	7' / 7'
WEALTHY ST (LOVETT AVE TO LAKESIDE DR)	40.0'	22.0"	6.0' / 7.0'
WOODLAWN AVE (CITY LIMITS TO BRETON DR)	30.0'	16.0"	7' / 7'
YORK DR (BERWICK RD TO BOSTON ST)	30.0'	16.0"	7' / 7'

*PARKING WIDTH MATCHES EXISTING GEOMETRIC CONFIGURATION AND IS LOCATED IN A HEAVILY UTILIZED BUSINESS/RECREATIONAL PARKING CORRIDOR

EXAMPLE LOCATION: LAKE DR & DWIGHT AVE

NOTE: 4" DOUBLE YELLOWLY PRESENT ON LAKESIDE DR (LAKE DR TO REEDS LAKE BLVD) AND WEALTHY ST (LOVETT AVE TO LAKESIDE DR)

Halverson Engineering, LLC
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HALVERSON
 ENGINEERING, LLC

CITY OF EAST GRAND RAPIDS
 EAST GRAND RAPIDS
 MOBILITY -
 BIKING ACTION PLAN

DRAWN BY: JAL, VALBP
 CHECKED BY: JAL, VALBP
 PROJECT NUMBER: 22501
 SHEET NUMBER: 10 OF 18

Mobility Bike Action Plan

- ▶ City-wide Network
 - ▶ Advisory Bike Lane (shared bike and vehicle lane) on MLK Dr./San Lu Rae Dr.
 - ▶ Increased directional signage w/QR codes where people can get more information



Mobility Bike Action Plan

- ▶ Future Projects
 - ▶ Robinson/Cascade Side Paths
 - ▶ Connection to future trails/paths in Grand Rapids Township
 - ▶ Robinson Side Paths – Plymouth to Gladstone
 - ▶ Connection to Grand Rapids pathways
 - ▶ Other City Connections
 - ▶ Breton Road
 - ▶ Plymouth: Lake – Hall
 - ▶ Boston: Breton – city limits

Smaller Steps

Rectangular Rapid Flashing Beacons (RRFB)

- ▶ Intended to increase the visibility and awareness of pedestrians and bicyclists wishing to cross a street
- ▶ City developed policy document to evaluate potential RRFB locations and design standards for installation
- ▶ Used pedestrian and vehicular counts to determine optimal locations
- ▶ Five installed in the City



Intersection Signal Improvements

- ▶ Leading Pedestrian Intervals
 - ▶ Designed to allow pedestrians to begin crossing intersection before vehicles
 - ▶ Installed at all signaled intersections in the City
- ▶ Right Turn Restrictions
 - ▶ No Turn On Red from 7:00 AM – 9:00 PM daily
 - ▶ Reduce pedestrian/vehicle conflicts
- ▶ “Green Wave” Signage (future)
 - ▶ Alerting drivers that signals are timed based on the speed limit



Safe Routes to Schools (SRTS)

- ▶ State & Federal program to make it safe, convenient, and fun for children to bicycle and walk to school.
- ▶ City working to receive SRTS grant; plan is to apply in 2025 or 2026
- ▶ Goal: use grant funds infill/closing gaps in sidewalk network



Safe Routes to School

Lessons Learned

- ▶ Community buy-in is key.
- ▶ Embrace the small stuff.
- ▶ Find unique solutions with minimal impact.
- ▶ Work to find approaches that can meet multiple goals.
- ▶ Be willing to be flexible.

THANK YOU!

An aerial photograph of a town street, likely in Fennville, Michigan. The street runs north-south, with various buildings on either side. In the foreground, there are several multi-story brick buildings, some with flat roofs and others with gabled roofs. A prominent blue building is visible in the middle ground. The street is lined with trees, some of which are bare, suggesting a cooler season. In the background, there are rolling hills and more trees. The sky is blue with some light clouds. The text "At the Roots: Sustainability Planning in the City of Fennville" is overlaid in large white font across the center of the image.

At the Roots: Sustainability Planning in the City of Fennville

A Values Based Approach



Accountability

Not just about what we choose to do, but about what we choose not to do.



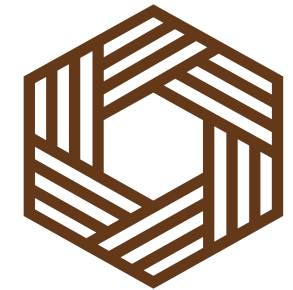
Creativity

Knowing when and where to follow the script.



Efficiency

“Efficiency is future focused. It is not just what is most efficient currently, but what is most efficient in the complete picture.”



Inclusivity

Accessibility and removal of barriers to physical access is a key part.

Led to an Overall Vision Statement:

**The City of Fennville Strives to Be a Diverse and
Inclusive Community Which Will Grow and
Prosper Through Sustainable Actions to Provide
a Home for Generations.**



- 1 Embed Sustainability in Planning Process**
- 2 Integrate Equity into Community Sustainability**
- 3 Leverage Partnerships**
- 4 Smart Growth**
- 5 Non-Motorized Transportation**



Embedding Sustainability in the Planning Process

Actions Taken:

- Updates to Master Plan and Zoning Ordinance
- Updates to the CIP
- Development of Sustainability Plan Draft
- Board Engagement



Integrating Equity into Community Sustainability

Actions Taken:

- Intergenerational Equity in Transportation Spending
- Incorporating Accessibility Needs in Transportation Planning
- Considering language barriers



Leveraging Partnerships

Actions Taken:

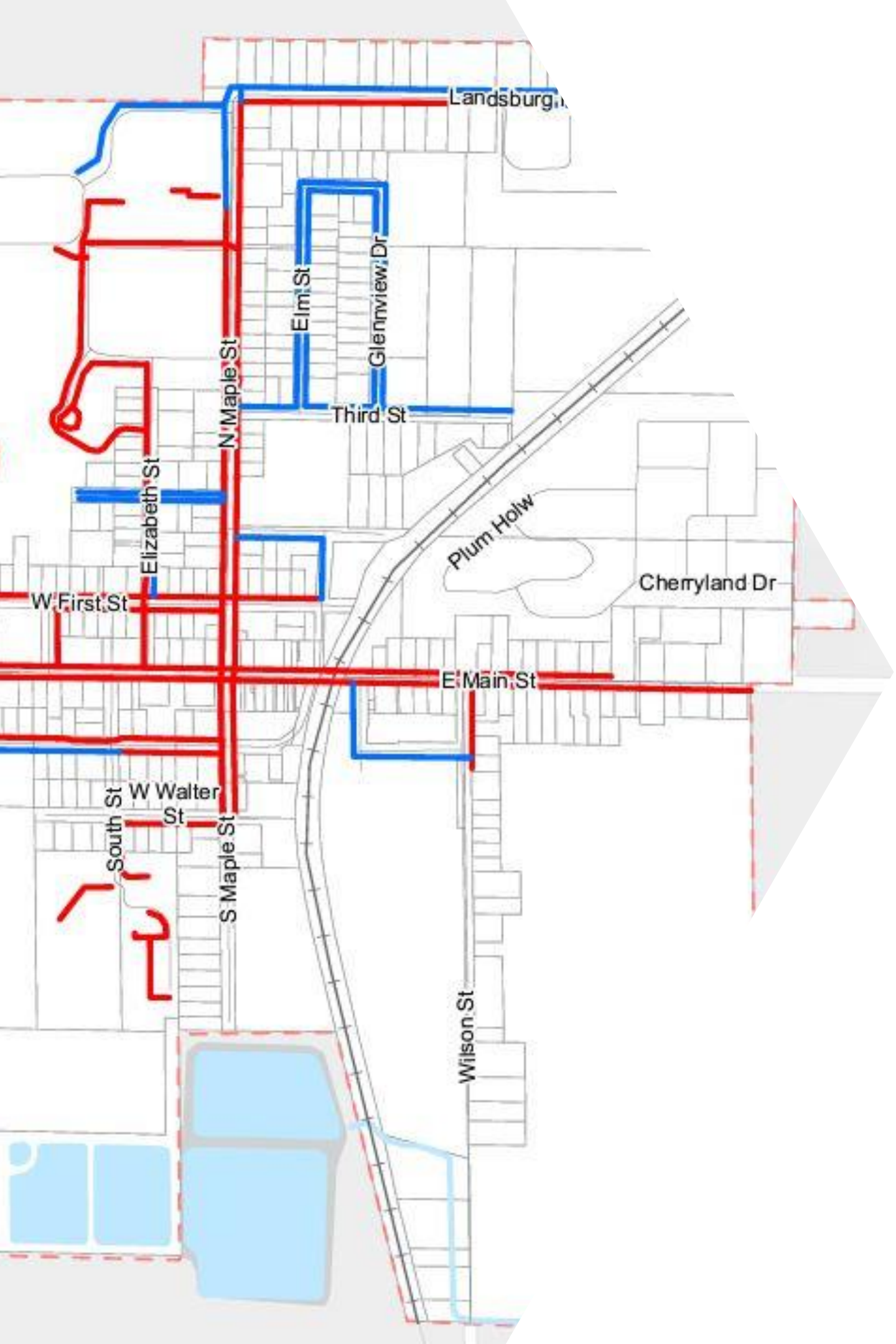
- Lessons learned from partner communities
- Working with MDOT and other state agencies



Smart Growth

Actions Taken:

- **Incorporating transportation planning into the zoning code:**
- **Take advantage of compact design and creation of walkable neighborhoods.**
- **Providing a variety of transportation choices.**



Investing in Non-Motorized Transportation

Actions Taken:

- Updates to Master Plan and Zoning Ordinance
- Updates to the CIP
- Development of Sustainability Plan Draft

Lessons Learned

1

**Know Where
You're Growing:
Be Future Focused**

2

**Make Your
Development
Choices
Predictable, Fair,
and Cost-Effective**

3

**Just Start: by
incorporating it
into the regular
conversation, it no
longer becomes
an afterthought**

Fennville's Next Steps

1

**Actual Adoption of
Rezoning,
Sustainability
Plan, and CIP -
March 2024**

2

**Beginning a
Multimodal Study
to incorporate
planning
documents
created thus far**

3

**Implementation
of Values/Plans:
1st/2nd/Park St.
Reconstructions**



**Transportation Policy is
Climate Policy.**

**No community is too small
to incorporate aspects of
sustainability into their
transportation planning.
Sustainability is all about
the drops in the bucket.**

Not “Just Fennville”.

Integrating Transportation into Sustainability Efforts



Timothy R. Schmitt, *AICP*
Director of Planning and
Community Development



Background

Decades of Growth and decades of preservation

No direct control of roads, but control of pathways

Strong environmental focus in the Township

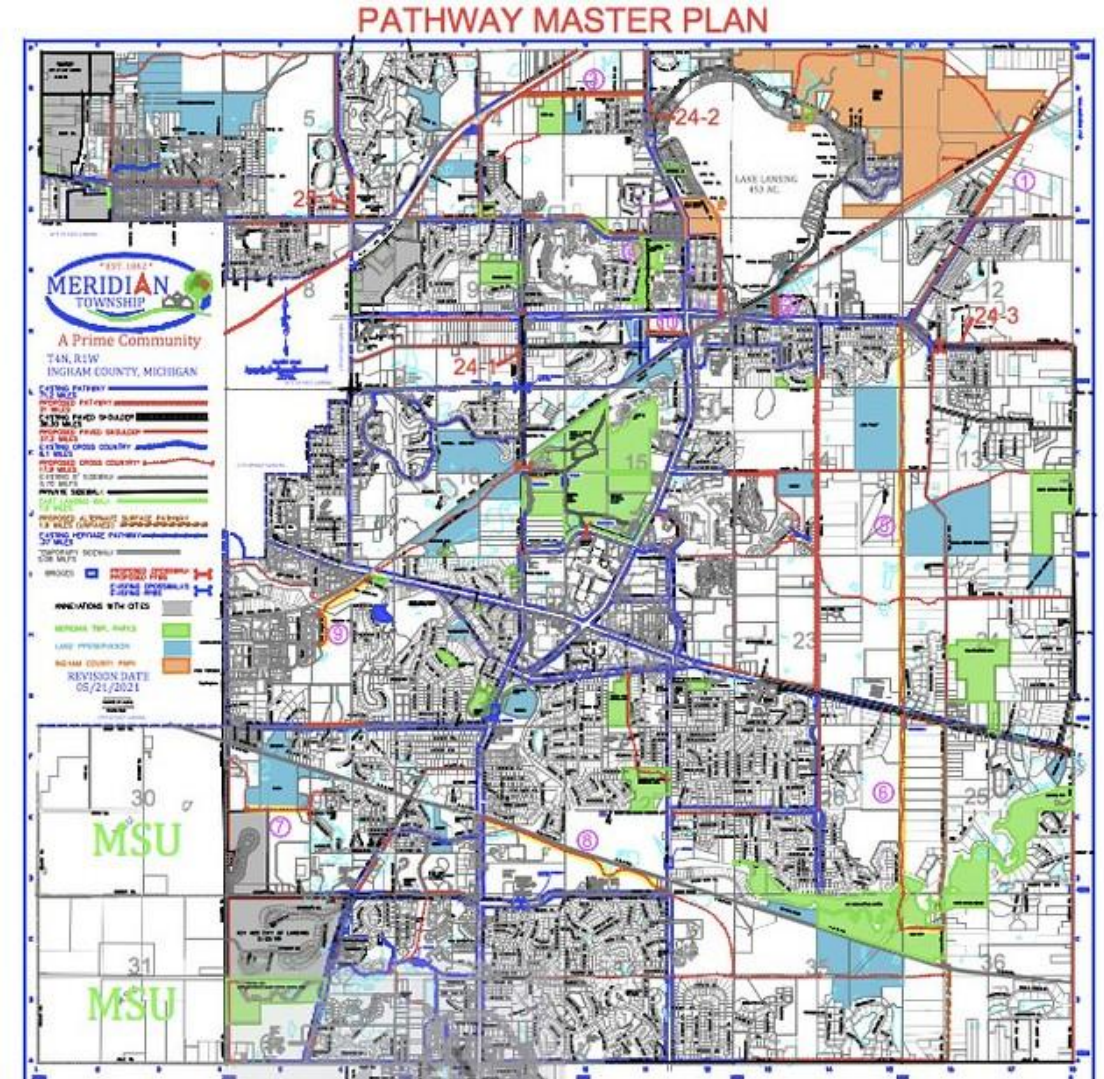
Current State of the Township

Getting to Know Native Plants

All plant photos were taken here in Meridian Township. Common names are consistent with those listed on University of Michigan Herbarium website. Scientific names are listed in each photo's description.



Plans on Plans on Plans



Climate Sustainability Plan

Meeting Our Climate Action and Green Community Goals



Major Thoroughfare Upgrades

Successfully partnerships with the Ingham County Road Department and the Michigan Department of Transportation





Major Thoroughfare Upgrades



Three pedestrian safety islands installed with the reconstruction of Grand River Avenue

Repeatable in other communities with state trunklines (see: Howell, East Lansing)



Central Meridian Regional Trail Connector Boardwalk



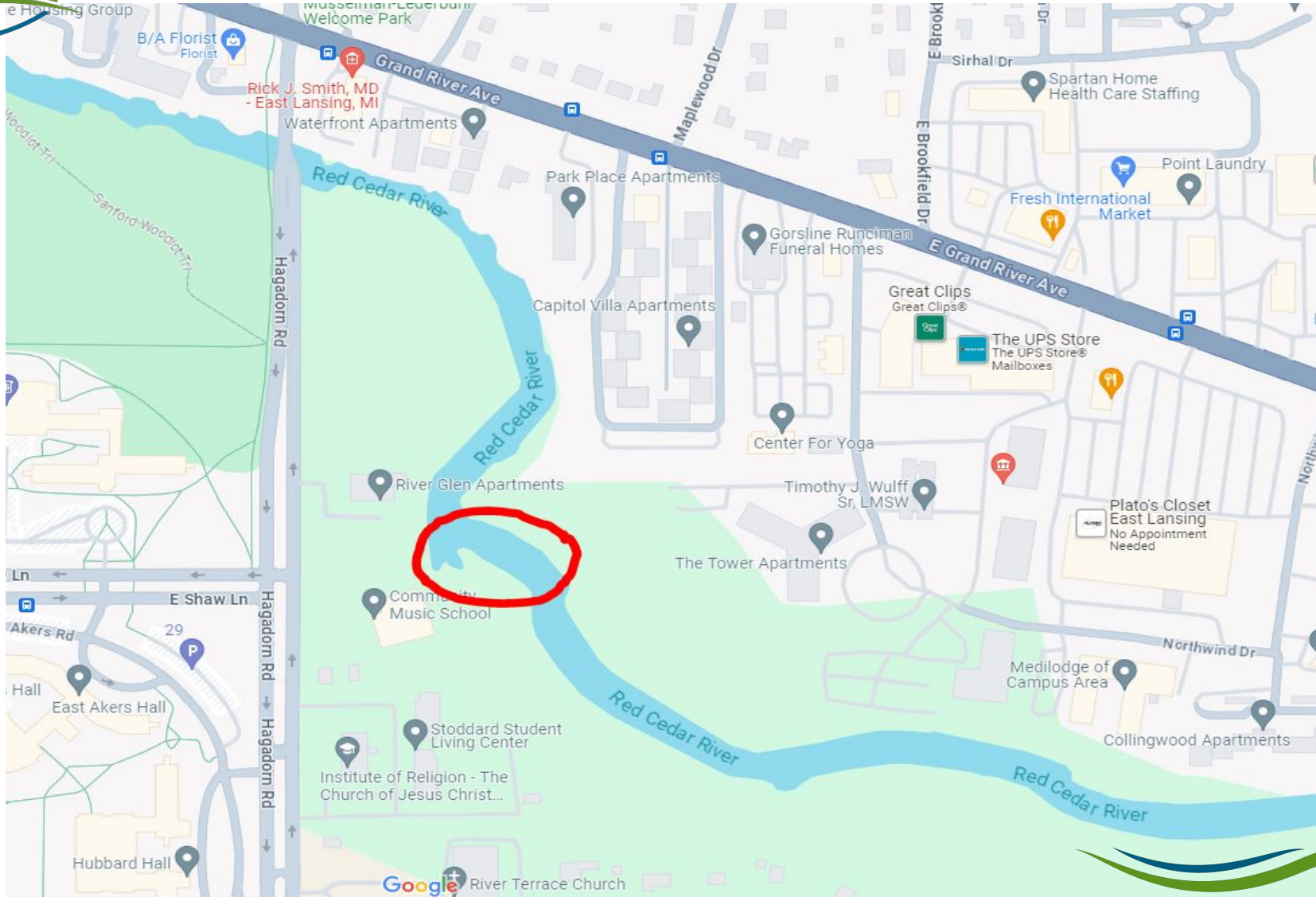
Maintenance is Important!



A PRIME COMMUNITY
meridian.mi.us



MSU to Lake Lansing Pathway



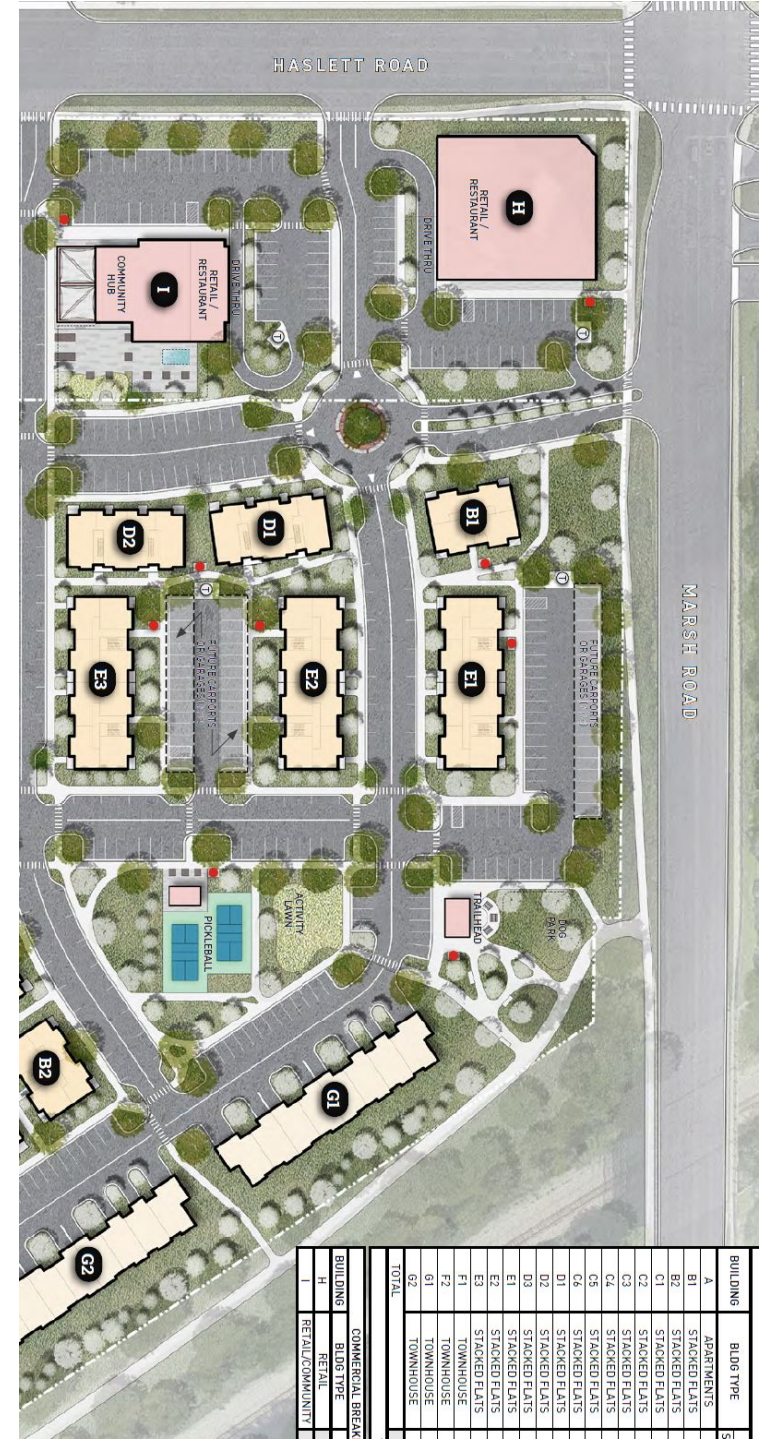
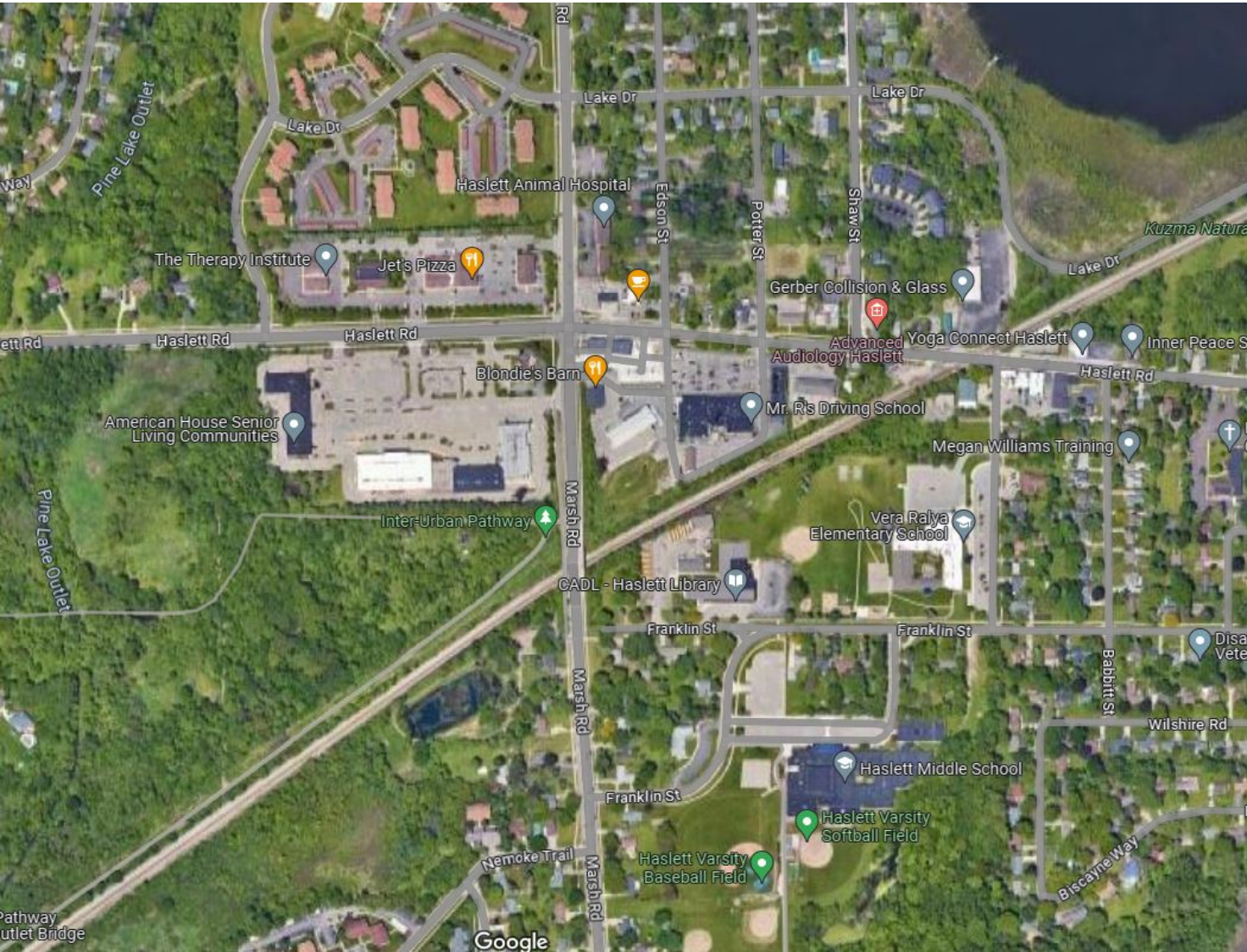


MSU to Lake Lansing Pathway





Public Private Partnerships



BUILDING	BLOG TYPE
A	APARTMENTS
B1	STACKED FLATS
B2	STACKED FLATS
C1	STACKED FLATS
C2	STACKED FLATS
C3	STACKED FLATS
C4	STACKED FLATS
C5	STACKED FLATS
C6	STACKED FLATS
D1	STACKED FLATS
D2	STACKED FLATS
D3	STACKED FLATS
E1	STACKED FLATS
E2	STACKED FLATS
F1	TOWNHOUSE
F2	TOWNHOUSE
G1	TOWNHOUSE
G2	TOWNHOUSE
H	RETAIL/COMMUNITY
I	RETAIL/COMMUNITY
TOTAL	

Thank you!



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