



CITY OF EAST GRAND RAPIDS

750 LAKESIDE DRIVE SE-EAST GRAND RAPIDS, MICHIGAN 49506

Traffic Control Order #76

Locations: Uncontrolled crosswalks at:

- Breton Road and Elinor Lane
- Lakeside Drive and Reeds Lake Boulevard
- Reeds Lake Boulevard and El Centro
- Reeds Lake Boulevard and Manhattan Road

Order: Modify existing W11-2/W16-7P crosswalk signs and install Rectangular Rapids Flashing Beacon (RRFB) devices at the locations noted. Existing advance warning signs and pavement markings to remain.

Background: See Attached Memo, RRFB policy, installation layout, and associated studies.

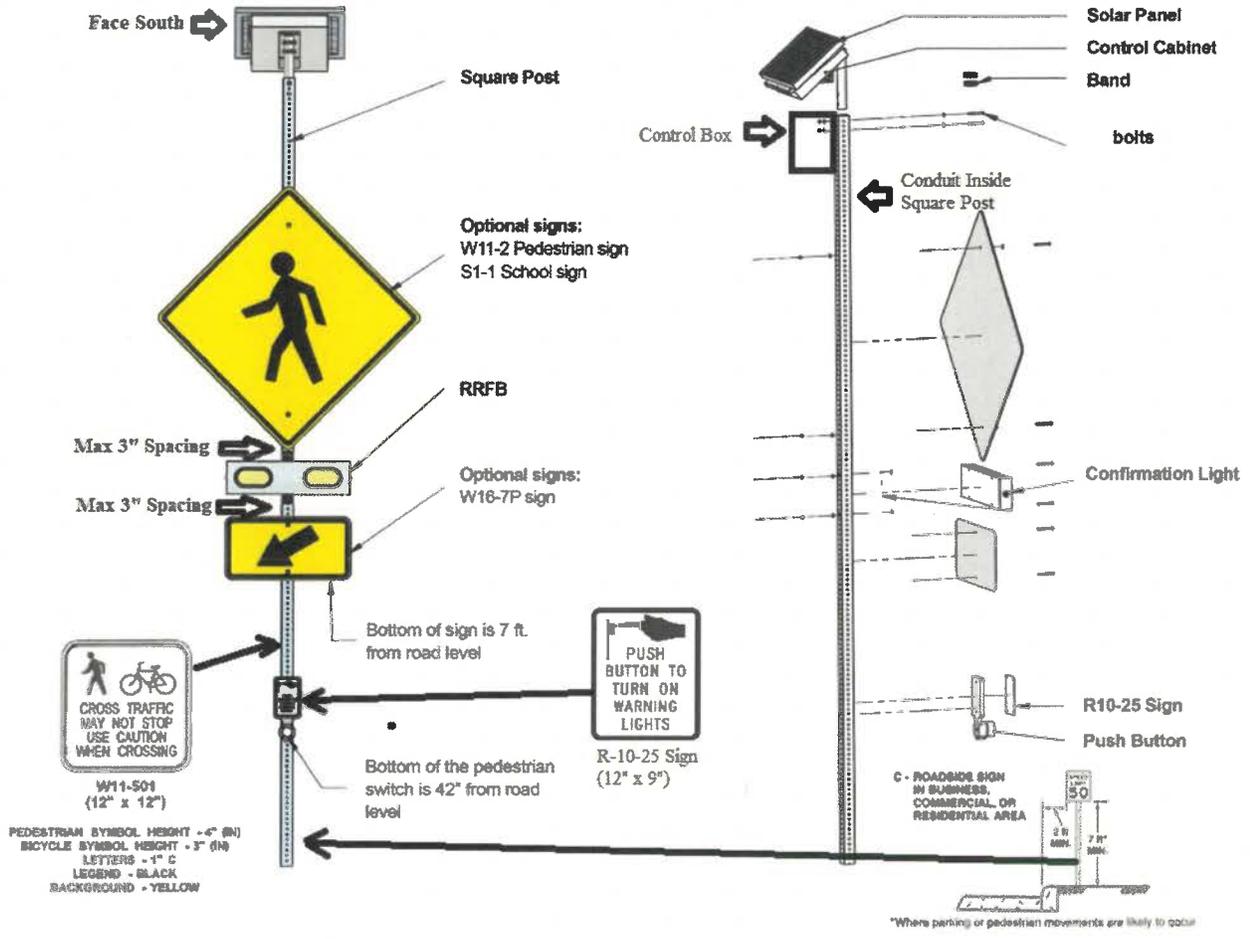
Installation and Timing Programing:

Timing:

FHWA guidance on timing is to utilize MUTCD 4E.06. This is the same method for calculating crossing times for pedestrian signals at traffic signal locations. Utilizing 3.5 feet per second would require approximately 10 seconds as a minimum. Factoring in some time for perception, reaction, eye contact and to start walking the engineers recommended and set timing is for 20 seconds.

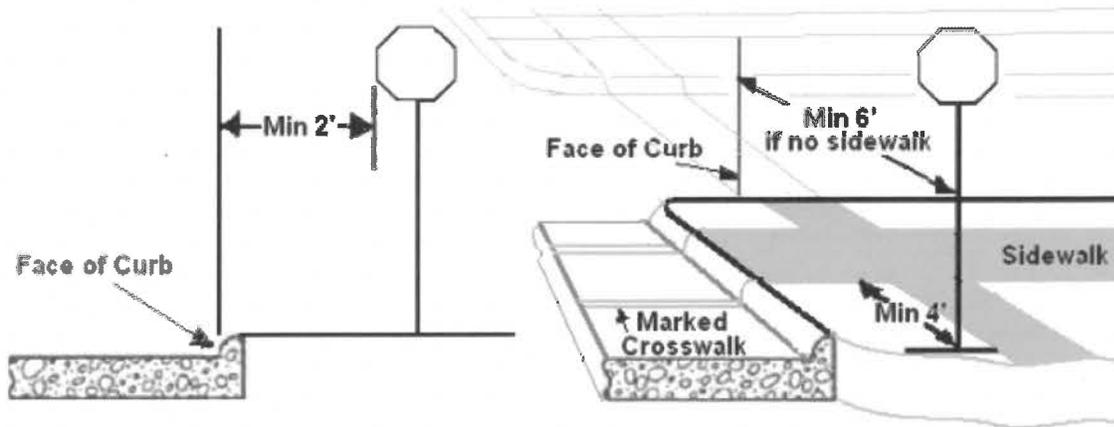
Signage Plan:

RRFB signage assembly and related signage requirements and locations on following pages.

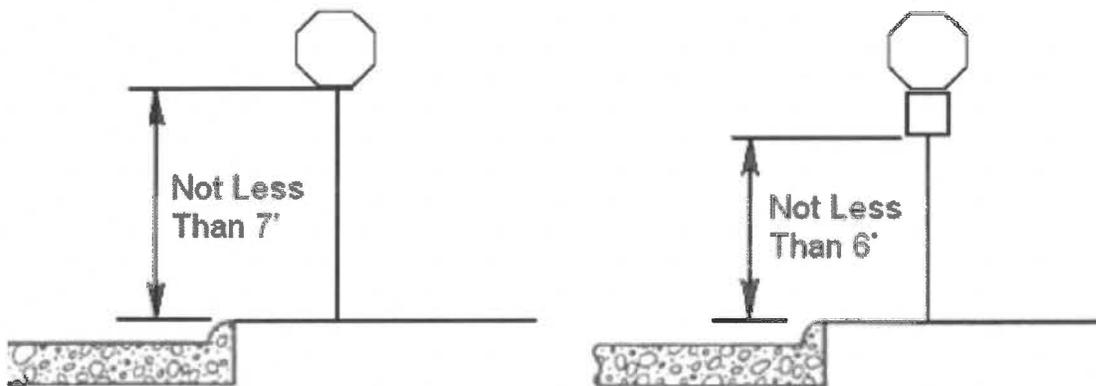


Lateral and Longitudinal Placement

In Urban Areas



Sign Mounting Heights



Submitted by: Doug La Fave, Department of Public Works

City Commission: Approved August 5, 2024.

Installation Completed: Modification and RRFB's installed by the Department of Public Works:

- Breton Road and Elinor Lane
- Lakeside Drive and Reeds Lake Boulevard
- Reeds Lake Boulevard and El Centro
- Reeds Lake Boulevard and Manhattan Road

NRB 1/6/25
NRB 1-6-25
NRB 1-6-25
NRB 1-6-25

Distribution: City Clerk
Public Works
Public Safety



DOUG LA FAVE
DEPUTY CITY MANAGER

CITY OF
EAST GRAND RAPIDS

7

750 LAKESIDE DRIVE SE • EAST GRAND RAPIDS, MICHIGAN 49506

(616) 940-4817

www.eastgr.org

MEMORANDUM

TO: Honorable Mayor and City Commissioners
FROM: Doug La Fave, Deputy City Manager
DATE: July 8, 2024

RE: Consideration for Authorizing the Installation and Purchase of Rectangular Rapid Flashing Beacon (RRFB) Devices for Noted Uncontrolled Midblock Crosswalk Locations

Action Requested: Consideration to authorize the purchase and installation of RRFB devices for uncontrolled crosswalks at Breton Road and Elinor Lane, Lakeside Drive and Reeds Lake Boulevard, Reeds Lake Boulevard and El Centro, and Reeds Lake Boulevard and Manhattan Road with an interim school crossing guard to be stationed at the Breton Road and Berwyck Road crossing where enhanced crossing treatment consisting of in-street school crosswalk signs (R-1-6b) are deployed during school days so a pedestrian study at this location can be completed with authorization to install an RRFB device if the study concludes warrants are met with the associated policy and further that additional stock for future crosswalk enhancements and replacements are authorized in an amount not to exceed \$52,946.16 plus 10% contingency from TAPCO, of Brown Deer, WI, via OMNIA Partners-public sector pricing partnership Contract #2020-200.

Background: The City of East Grand Rapids currently has five RRFB locations that have been authorized and installed since 2019 throughout the city. For communities who partner with the City of Grand Rapids Mobility Department, East Grand Rapids currently has five of the 33 RRFB midblock crossing devices in the Metro area or 15% of the total. Existing RRFB devices in East Grand Rapids are located at Lakeside Drive (750 Lakeside Drive-Community Center/Municipal Complex and East Grand Rapids Public Schools Facilities), Robinson Road and Plymouth Road (Aquinas College/Blodgett Hospital commuter lot), Lake Drive and Bagley Avenue (EGR High School), Lake Drive and Kenesaw Drive (EGR Middle School), Wealthy Street and Schoolhouse Condos-2006 Wealthy Street (Wealthy Elementary), and Hall Street and Anderson Drive (Lakeside Elementary). Beyond locations noted for consideration, the Department of Public Works completes assessments for safety enhancement improvements each year to continually work towards enhanced safety infrastructure/best practices as an ongoing practice.

In August of 2023, the City Commission approved a Policy and Guidelines for the installation of RRFB devices for uncontrolled midblock crosswalk locations in the city. RRFBs are pedestrian-actuated conspicuity enhancements used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled marked crosswalks. The device includes two rectangular-shaped yellow indications, each with a lighting array based light source, that flash with high frequency when activated.

RRFB devices have been on the market for some time, but due to patent related conflicts with rules and regulations pertaining to the Federal Highway Administration (FHWA) and State Department of Transportation Agencies (DOTs), legal installation of devices was in question until interim approval was issued by the FHWA in 2018. The East Grand Rapids Department of Public Works has installed several RRFBs under pilot authorization from licensed traffic engineers throughout the city over the past four years since this interim authorization by FHWA as noted.

With the evolution of standards and guidelines to provide for appropriate placement from the traffic engineering profession the FHWA Manual on Uniform Traffic Control Devices (MUTCD or MMUTCD in Michigan) and associated State DOT Agency manuals allow for installation with respect to specific criteria being met.

The Department of Public Works purchased several commercial pedestrian/bike counters in 2023, which has enabled staff to conduct pedestrian volume/count studies at uncontrolled midblock crosswalks throughout the city. With this capability, combined with existing equipment used for collecting speed and volume data for vehicles, staff has been able to conduct studies to determine appropriate locations for installation of RRFB devices throughout the community working at an enhanced capacity level in the Grand Rapids metro area.

Included with materials is the Policy and Guidelines for the Installation of RRFBs, consideration flow charts, and associated pedestrian and vehicle data for each location and associated eligibility.

Additional Background:

In 2018, the city conducted an extensive study of all crosswalks adjacent to all six schools. As a result, traffic control order #53 was approved and all recommendations were implemented. In the fall of 2018, the city approved a policy and approved traffic control order #54 for the use of in-street school crosswalk signs (R-1-6b) at midblock school crossing locations adjacent to school campuses. In the summer of 2019, the city hired additional crossing guards for the high school and middle school crossing locations to supplement crossing guards that previously existed at elementary school locations.

The city developed an integrated/communitywide Mobility-Bike Action Plan (MBAP) as an output from the 2018 City Master Plan. The final plan was approved in 2021 and was reflective of community priorities and input from public engagement opportunities, surveys, and public hearings over several years. A draft Implementation Plan was developed from the approved planning document and in July 2022 after public engagement sessions, input, and feedback the Implementation Plan was approved. Initial implementation was completed in July/August of 2022 with future projects planned with capital improvements through existing millage/revenue sources and through other program funding opportunities, like the federal Safe Routes to School Program (SRTS) administered by the Michigan Department of Transportation (MDOT), The Grand Valley Metro Council (GVMC) Transportation Improvement Plan (TIP) which included federally funded/MDOT administered transportation/safety project funding regionally. Interim routes, or shadow routes, were added in parallel to road segments that are planned for future capital improvements as interim solutions. These routes are signed (with state law separation distance requirement of 3-feet) with street bike-route signs along with sharrow pavement markings. For example, in the MBAP the Breton Road north-south corridor is noted for future capital improvement and the shadow network parallel north/south route is Lake Grove-York-Boston-Berwyk-Conlon-Norfolk (See page 67 of MBAP for map). The Mobility-Bike Action Plan and associated progress, etc. is available by visiting the following link: <https://www.eastgrmi.gov/533MobilityBike-Action-Plan>

The Department of Public Works integrates projects/programs into capital improvement planning each year from the community MBAP and other community priorities that are refined based off Strategic Planning annually with the City Commission and aligned Department Goals and Objectives. Included with materials are FY 2023-2023 Department of Public Works Goals/Objectives updates and FY 2024-2025 to help illustrate the connection and integration from communitywide planning to implementation. Please specifically note pages 6-11 and 18-21. Also included with materials is a presentation that was recently given in conjunction with application authorization from the SRTS Program to help illustrate the connection of community planning/input and a few associated safety projects. For additional information related to traffic information, education, etc. please visit the following link: <https://www.eastgrmi.gov/241/Traffic-Information>

The City of East Grand Rapids is also a member and active partner with our regional Metropolitan Planning Organization for several important operations and services including transportation planning and safety initiatives through the Grand Valley Metro Council (GVMC). This includes participation in initiatives like the regional Safety Action/Vision Zero Plan.

The FY 2024-2025 Major Streets budget has sufficient funds for this purchase. Installations will be completed by the Department of Public Works if approved as soon as units have arrived, estimated to be 4-6 weeks.

Information related to Omnia Partners public sector purchasing cooperative and associated RRFB contract #2020-200 is included with materials. This purchasing cooperative is similar to other purchasing cooperatives/consortiums that extend publicly bid contract pricing to government and school members like MiDeal and Sourcewell.

RRFB units are LED/solar which will not require additional/ongoing electric utility needs or impact.

REVIEWED & APPROVED FOR SUBMISSION:



Shea Charles
City Manager



Safe travels:

Traffic and Parking Control Co., Inc.
5100 West Brown Deer Rd
Brown Deer, WI 53223
Phone No.:800-236-0112
E-Mail: customerservice@tapconet.com

SALES QUOTE

SALES QUOTE DATE

4/15/2024

SALES QUOTE NUMBER

Q24006253

CUSTOMER NO.

C46740

Page: 1

BILL TO

City of East Grand Rapids
750 Lakeside Dr SE
East Grand Rapids, MI 49506
United States of America

SHIP TO

City of East Grand Rapids
750 Lakeside Dr SE
East Grand Rapids, MI 49506
United States of America

Ext. Document No.	SHIP VIA	TERMS	SALESPERSON	VALID UNTIL
	BEST RATE Prepaid & Add	Net 30 DAYS	Aaron Guilbault	8/7/2024

Item/Description	U/M	Quantity	Unit Price	Total Price
6x Crosswalks - 65W, DS, RRFB, Bulldog, Safewalk, Radio, 4.5"x15' Poles:				
500433 Controller, 12V, 108045, Hollow, Radio, SW Illum	Each	12	1,548.70	18,584.40
142048 Universal Cabinet Mounting Bracket, SOP Cabinets 108766, 108045, 120652, Includes U-Bolt Hardware	Each	12	148.75	1,785.00
SLR-55-B 65W/12V Solar Panel Package, Top Of Pole Mount 4.5 Dia.	Each	12	548.25	6,579.00
101494 Battery, Universal battery, Solar 12V 50Ah AGM UB12500 - Internal Thread	Each	12	276.25	3,315.00
138089 RRFB, Dimmable, Assembly with Universal Mounting Kit	Each	24	310.25	7,446.00
101620 Push Button Bulldog Add-On Option Kit Yellow, With LED	Kit	12	171.70	2,060.40
143402 SafeWalk Illuminator Assembly with Mounting Kit	Each	12	246.50	2,958.00
373-15	Each	12	352.75	4,233.00

All prices are listed in US Dollar (USD)
For terms and conditions, please visit <https://tapconet.com/terms-conditions>



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Page: 2

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Ext. Document No.	SHIP VIA	TERMS	SALESPERSON	VALID UNTIL
	BEST RATE Prepaid & Add	Net 30 DAYS	Aaron Guilbault	8/7/2024

Item/Description	U/M	Quantity	Unit Price	Total Price
Pole,Standard Aluminum Pole,15' Schedule 40 6061-T6 4.5" OD T.O.E.				
203-00014 Base,Aluminum Square Pedestal, No Paint Door, SP-5444-PNC	Each	12	297.50	3,570.00
3177-00042 J-Bolt,1"x 42"+4" ATSM F1554 GR-105 92k 12" Thread Full Galvanized with Nut & Lock Washer	Each	48	45.815	2,199.12
030-00006 Washer Flat 1-1/16"ID x2.5OD"x.125" Galvanized For 1" A/B, for use w/ J-bolts (not incl)	Each	48	4.505	216.24

Estimated lead time: 4-6 Weeks
Customer Providing Static Signs
Furnish only quote. Installation is not included.
Solar powered equipment requires no shading or obstructions

Subtotal:	52946.16
Invoice Discount:	0.00
Total Sales Tax:	0.00
Total:	52,946.16

All prices are listed in US Dollar (USD)
For terms and conditions, please visit <https://tapconet.com/terms-conditions>



Safe travels:



Public Sector Partnership

VALUE OF WORKING WITH OMNIA PARTNERS, PUBLIC SECTOR

OMNIA Partners, Public Sector is the nation's largest and most experienced cooperative purchasing organization for public sector procurement, working with over 90,000 cities, counties, municipalities, state agencies, higher education institutions and more.

With OMNIA Partners, Public Sector, you get a viable contract that enables you to purchase equally, regardless of size. You also get vetted vendors, no annual cost, free freight, a faster and smoother procurement process and competitive pricing on thousands of products. This includes over 18,000 TAPCO products, from cones to barricades to delineators and more.



WHAT TAPCO HAS TO OFFER

As an industry-leading innovator serving the United States and beyond, TAPCO manufactures, services and distributes a wide portfolio of traffic and parking safety solutions designed to increase safe travels for all. Since 1956, we have set the standard for delivering reliable, cutting-edge traffic safety enhancements.

From our world-renowned line of LED-enhanced BlinkerSign® solutions to our pedestrian crossing products and early detection warning systems, safety is at the heart of all TAPCO innovations.

TAPCO & OMNIA PARTNERS, PUBLIC SECTOR PROGRAM

Contract #2020-200

5-year initial term, March 1, 2020 – February 28, 2025

Option to renew for five additional one-year periods

Lead Agency: Barron County, WI

Eligible Agencies:

- States and state agencies
- Public and private primary education institutions
- Public and private higher education institutions
- Special districts
- Cities, counties and municipalities
- Nonprofits and charitable organizations



CITY OF EAST GRAND RAPIDS

750 LAKESIDE DRIVE SE, EAST GRAND RAPIDS, MICHIGAN 49506

Policy and Guidelines for the Installation of Rectangular Rapid Flashing Beacons

A. Purpose and Objective

Objectives of Rectangular Rapid Flashing Beacons (RRFBs) installations are:

- To increase the visibility and awareness of pedestrians and bicyclists wishing to cross a street.
- To supplement the standard pedestrian crossing signs to increase drivers' awareness and yielding patterns/behaviors.

B. Conditions for Use/Placement

RRFBs may be considered for use if the conditions for pedestrian crossing pavement markings are met and where the following conditions exist:

- The pedestrian volume is less than 400 pedestrians per hour and greater than 20 pedestrians at any one hour.
- The traffic volume is higher than 1,500 vehicles per day (150 vehicles per hour) and less than 3,000 vehicles per hour.
- For roadways with speed limits of 35-miles-per-hour (mph) and less, the decision chart below (Figure 1) may be used in selecting a good candidate for RRFB installation.

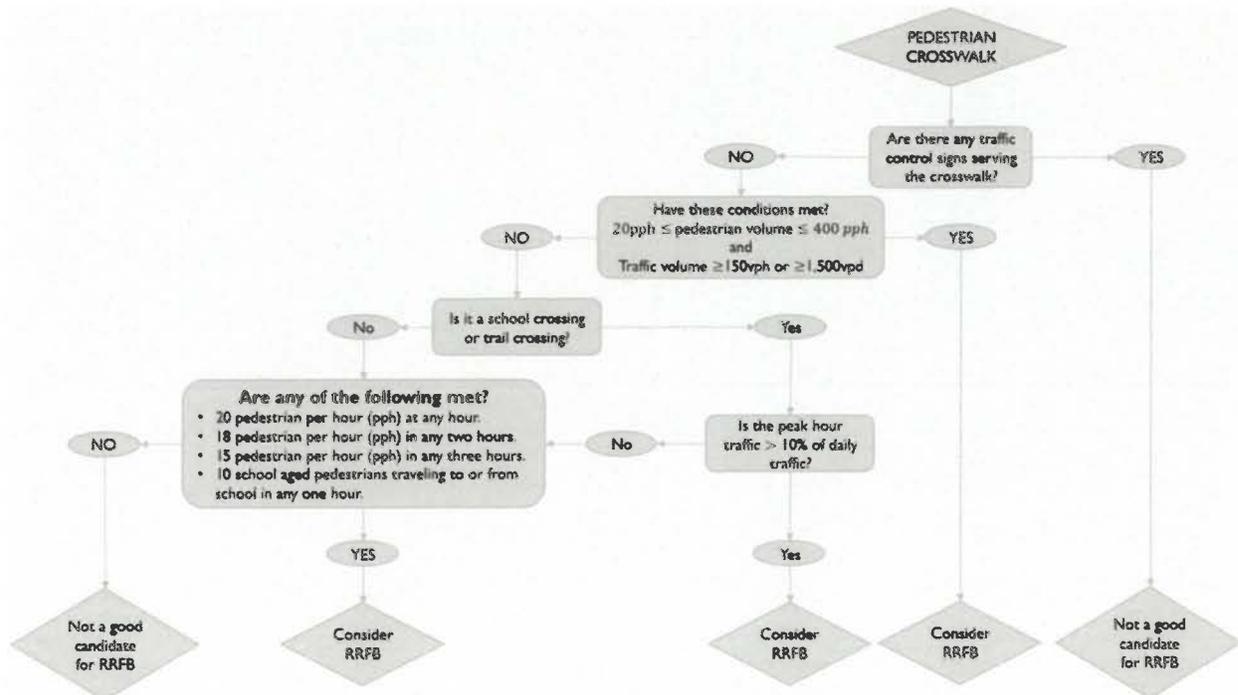


Figure 1: Decision matrix to follow when choosing a good candidate for RRFB installation.

Note: Each young and elderly pedestrian should be counted twice (i.e. 2X) towards pedestrian volume calculations.

C. Technical Requirements:

The City of East Grand Rapids (City) must agree to comply with the detailed technical conditions for RRFB provided in the Federal Highway Administration (FHWA): MUTCD Interim Approval for Optional use of Pedestrian – Actuated Rectangular Rapid Flashing Beacon at Uncontrolled Marked Crosswalks (1A-21), dated March 2018. Appendix A is the copy of the FHWA (1A-21) memorandum. In summary, the following should be observed when installing RRFBs:

- RRFBs should be installed in the median rather than the far side of the roadway if there is a pedestrian refuge or other type of median.
- Solar-power panels may be used to eliminate the need for a power source.
- Reserve the use of RRFBs for locations with significant pedestrian safety issues, as over-use of RRFB treatments may diminish their effectiveness.
- RRFBs should never be used without a pedestrian, school, or trail crossing warning sign.
- RRFBs should never be used for crosswalks across approaches controlled by YIELD signs, STOP signs, traffic control signals, or pedestrian hybrid beacons, except for the approach or egress from a roundabout.
- For installation details, see the most recent guidelines by Michigan Department of Transportation (MDOT). Attached are the current installation details from MDOT, dated 2013 (Appendix A).

D. Installation Consideration for Reviewed Locations:

- If criteria are not met, installation consideration will be considered concluded.
- If criteria are met, City Staff will provide associated location, study, and fiscal impact to the City Commission for formal approval. If approved by the City Commission a Traffic Control Order will be issued when installation has concluded.

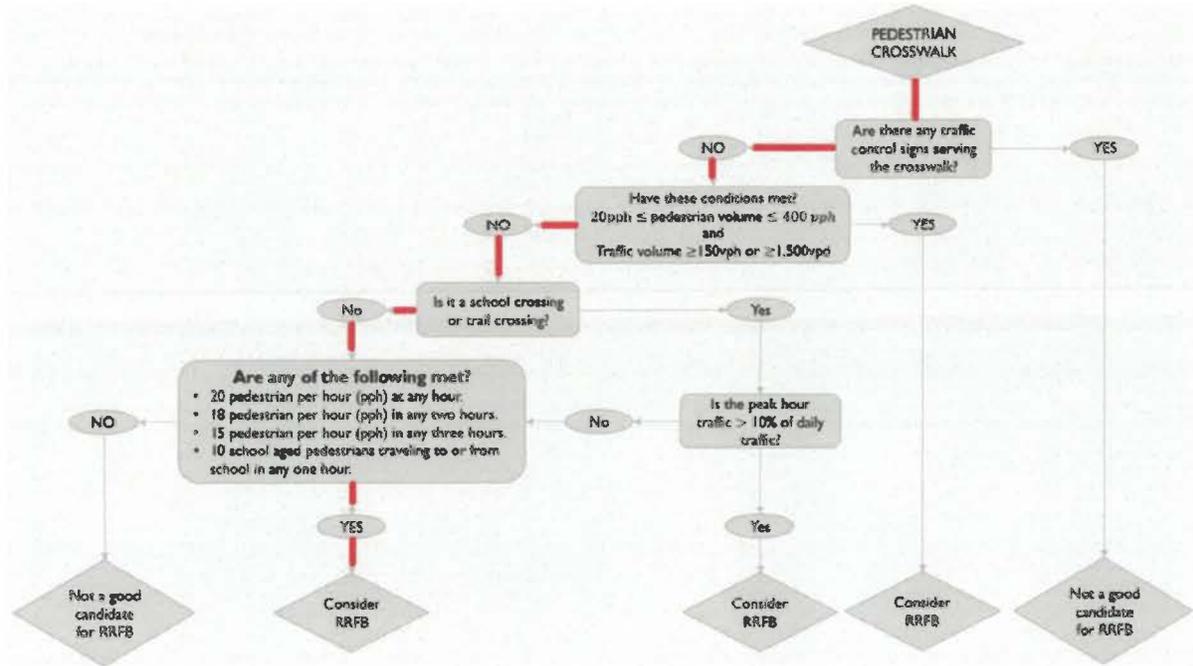
E. Permanent Removal of rectangular rapid flashing beacons:

- Subject to ongoing approval, standards, and design by the MMUTCD.
- Subject to rescinding of the interim approval by FHWA.
- Subject to functionality of the RSFS and budget constraints.
- Subject to future studies and associated pedestrian and vehicle volumes.

Effective Date Approved by the City Commission: August 7, 2023

Crosswalk-Pedestrian Counts-Breton Road and Elinor Lane

Study Conducted May 13-20, 2024



Pedestrian counts are taken during peak EGR pedestrian activity to align with traffic engineering best practices. Related to weather/season conditions and school in session, studies can typically be conducted between May and early June and late August and September.

Elinor Lane and Breton

May 13, 2024 10:00 AM – May 20, 2024 10:00 AM

Time	Elinor Lane and Breton
May 14, 2024 3:00 AM	
May 14, 2024 4:00 AM	
May 14, 2024 5:00 AM	
May 14, 2024 6:00 AM	
May 14, 2024 7:00 AM	
May 14, 2024 8:00 AM	
May 14, 2024 9:00 AM	29
May 14, 2024 10:00 AM	8
May 14, 2024 11:00 AM	3
May 14, 2024 12:00 PM	2
May 14, 2024 1:00 PM	4
May 14, 2024 2:00 PM	14
May 14, 2024 3:00 PM	9
May 14, 2024 4:00 PM	14
May 14, 2024 5:00 PM	15
May 14, 2024 6:00 PM	23
May 14, 2024 7:00 PM	2
May 14, 2024 8:00 PM	6
May 14, 2024 9:00 PM	0

Elinor Lane and Breton

May 13, 2024 10:00 AM – May 20, 2024 10:00 AM

Time	Elinor Lane and Breton
May 14, 2024 10:00 PM	1
May 14, 2024 11:00 PM	2
May 15, 2024 12:00 AM	1
May 15, 2024 1:00 AM	2
May 15, 2024 2:00 AM	0
May 15, 2024 3:00 AM	0
May 15, 2024 4:00 AM	1
May 15, 2024 5:00 AM	1
May 15, 2024 6:00 AM	4
May 15, 2024 7:00 AM	7
May 15, 2024 8:00 AM	9
May 15, 2024 9:00 AM	6
May 15, 2024 10:00 AM	20
May 15, 2024 11:00 AM	14
May 15, 2024 12:00 PM	10
May 15, 2024 1:00 PM	11
May 15, 2024 2:00 PM	7
May 15, 2024 3:00 PM	11
May 15, 2024 4:00 PM	25

Elinor Lane and Breton

May 13, 2024 10:00 AM → May 20, 2024 10:00 AM

Time	Elinor Lane and Breton
May 15, 2024 5:00 PM	18
May 15, 2024 6:00 PM	13
May 15, 2024 7:00 PM	17
May 15, 2024 8:00 PM	2
May 15, 2024 9:00 PM	7
May 15, 2024 10:00 PM	3
May 15, 2024 11:00 PM	0
May 16, 2024 12:00 AM	2
May 16, 2024 1:00 AM	0
May 16, 2024 2:00 AM	2
May 16, 2024 3:00 AM	0
May 16, 2024 4:00 AM	1
May 16, 2024 5:00 AM	0
May 16, 2024 6:00 AM	3
May 16, 2024 7:00 AM	7
May 16, 2024 8:00 AM	6
May 16, 2024 9:00 AM	5
May 16, 2024 10:00 AM	5
May 16, 2024 11:00 AM	17

Elinor Lane and Breton

May 13, 2024 10:00 AM – May 20, 2024 10:00 AM

Time	Elinor Lane and Breton
May 16, 2024 12:00 PM	11
May 16, 2024 1:00 PM	7
May 16, 2024 2:00 PM	7
May 16, 2024 3:00 PM	14
May 16, 2024 4:00 PM	12
May 16, 2024 5:00 PM	24
May 16, 2024 6:00 PM	8
May 16, 2024 7:00 PM	13
May 16, 2024 8:00 PM	3
May 16, 2024 9:00 PM	6
May 16, 2024 10:00 PM	2
May 16, 2024 11:00 PM	0
May 17, 2024 12:00 AM	1
May 17, 2024 1:00 AM	0
May 17, 2024 2:00 AM	0
May 17, 2024 3:00 AM	0
May 17, 2024 4:00 AM	0
May 17, 2024 5:00 AM	1
May 17, 2024 6:00 AM	3

Elinor Lane and Breton

May 13, 2024 10:00 AM → May 20, 2024 10:00 AM

Time	Elinor Lane and Breton
May 17, 2024 7:00 AM	4
May 17, 2024 8:00 AM	1
May 17, 2024 9:00 AM	8
May 17, 2024 10:00 AM	6
May 17, 2024 11:00 AM	5
May 17, 2024 12:00 PM	4
May 17, 2024 1:00 PM	9
May 17, 2024 2:00 PM	13
May 17, 2024 3:00 PM	16
May 17, 2024 4:00 PM	14
May 17, 2024 5:00 PM	4
May 17, 2024 6:00 PM	11
May 17, 2024 7:00 PM	21
May 17, 2024 8:00 PM	9
May 17, 2024 9:00 PM	6
May 17, 2024 10:00 PM	1
May 17, 2024 11:00 PM	4
May 20, 2024 12:00 AM	2
May 20, 2024 1:00 AM	0

Elinor Lane and Breton

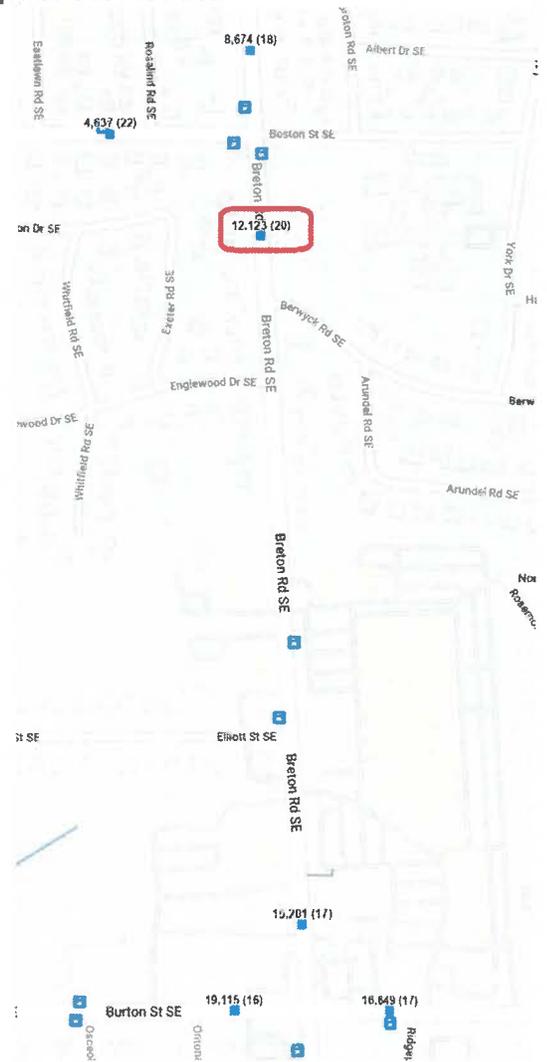
May 13, 2024 10:00 AM – May 20, 2024 10:00 AM

Time	Elinor Lane and Breton
May 20, 2024 2:00 AM	1
May 20, 2024 3:00 AM	0
May 20, 2024 4:00 AM	0
May 20, 2024 5:00 AM	1
May 20, 2024 6:00 AM	3
May 20, 2024 7:00 AM	5
May 20, 2024 8:00 AM	4
May 20, 2024 9:00 AM	6

Vehicle Volumes-Annual Average Daily Traffic Volume (AADT) Policy Path Not Required But Provided

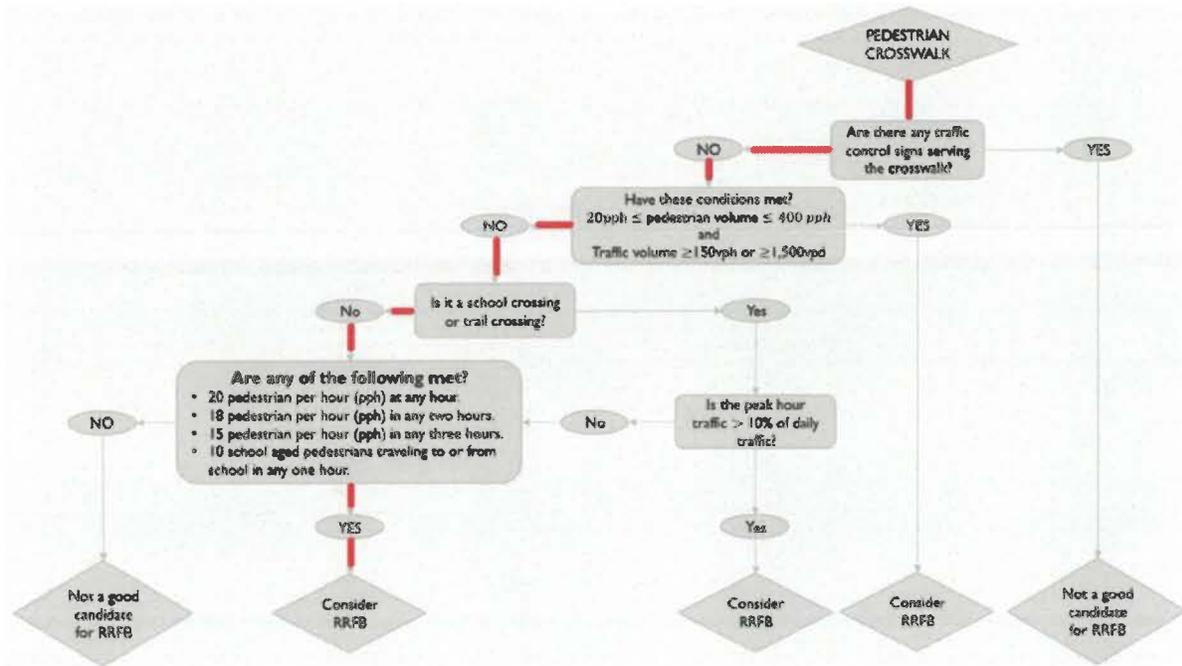
Year	AADT
2020	12,123
2015	14,918
2012	11,898
2009	13,656
2005	28,510
2001	18,196
1997	14,178
1994	20,512

*1994, 2001, 2005 impacted by greater metro area detours



Crosswalk-Pedestrian Counts-Lakeside Drive- Reeds Lake Boulevard -RRFB

Study Conducted May 13-20, 2024



Pedestrian counts are taken during peak EGR pedestrian activity to align with traffic engineering best practices. Related to weather/season conditions and school in session, studies can typically be conducted between May and early June and late August and September.

Lakeside and Reeds Lake Blvd

May 13, 2024 10:00 AM → May 20, 2024 10:00 AM

Time	Lakeside and Reeds Lake Blvd
May 14, 2024 3:00 AM	
May 14, 2024 4:00 AM	
May 14, 2024 5:00 AM	
May 14, 2024 6:00 AM	
May 14, 2024 7:00 AM	
May 14, 2024 8:00 AM	
May 14, 2024 9:00 AM	25
May 14, 2024 10:00 AM	13
May 14, 2024 11:00 AM	6
May 14, 2024 12:00 PM	7
May 14, 2024 1:00 PM	8
May 14, 2024 2:00 PM	5
May 14, 2024 3:00 PM	4
May 14, 2024 4:00 PM	5
May 14, 2024 5:00 PM	15
May 14, 2024 6:00 PM	8
May 14, 2024 7:00 PM	2
May 14, 2024 8:00 PM	5
May 14, 2024 9:00 PM	1

Lakeside and Reeds Lake Blvd

May 13, 2024 10:00 AM – May 20, 2024 10:00 AM

Time	Lakeside and Reeds Lake Blvd
May 14, 2024 10:00 PM	1
May 14, 2024 11:00 PM	0
May 15, 2024 12:00 AM	0
May 15, 2024 1:00 AM	0
May 15, 2024 2:00 AM	1
May 15, 2024 3:00 AM	0
May 15, 2024 4:00 AM	0
May 15, 2024 5:00 AM	2
May 15, 2024 6:00 AM	8
May 15, 2024 7:00 AM	2
May 15, 2024 8:00 AM	10
May 15, 2024 9:00 AM	9
May 15, 2024 10:00 AM	16
May 15, 2024 11:00 AM	6
May 15, 2024 12:00 PM	5
May 15, 2024 1:00 PM	3
May 15, 2024 2:00 PM	14
May 15, 2024 3:00 PM	25
May 15, 2024 4:00 PM	20

Lakeside and Reeds Lake Blvd

May 13, 2024 10:00 AM → May 20, 2024 10:00 AM

Time	Lakeside and Reeds Lake Blvd
May 15, 2024 5:00 PM	22
May 15, 2024 6:00 PM	29
May 15, 2024 7:00 PM	30
May 15, 2024 8:00 PM	19
May 15, 2024 9:00 PM	4
May 15, 2024 10:00 PM	3
May 15, 2024 11:00 PM	1
May 16, 2024 12:00 AM	0
May 16, 2024 1:00 AM	0
May 16, 2024 2:00 AM	0
May 16, 2024 3:00 AM	0
May 16, 2024 4:00 AM	0
May 16, 2024 5:00 AM	4
May 16, 2024 6:00 AM	9
May 16, 2024 7:00 AM	7
May 16, 2024 8:00 AM	18
May 16, 2024 9:00 AM	12
May 16, 2024 10:00 AM	13
May 16, 2024 11:00 AM	10

Lakeside and Reeds Lake Blvd

May 13, 2024 10:00 AM → May 20, 2024 10:00 AM

Time	Lakeside and Reeds Lake Blvd
May 16, 2024 12:00 PM	9
May 16, 2024 1:00 PM	5
May 16, 2024 2:00 PM	0
May 16, 2024 3:00 PM	5
May 16, 2024 4:00 PM	13
May 16, 2024 5:00 PM	25
May 16, 2024 6:00 PM	27
May 16, 2024 7:00 PM	15
May 16, 2024 8:00 PM	5
May 16, 2024 9:00 PM	3
May 16, 2024 10:00 PM	3
May 16, 2024 11:00 PM	0
May 17, 2024 12:00 AM	0
May 17, 2024 1:00 AM	1
May 17, 2024 2:00 AM	0
May 17, 2024 3:00 AM	0
May 17, 2024 4:00 AM	1
May 17, 2024 5:00 AM	3
May 17, 2024 6:00 AM	4

Lakeside and Reeds Lake Blvd

May 13, 2024 10:00 AM – May 20, 2024 10:00 AM

Time	Lakeside and Reeds Lake Blvd
May 17, 2024 7:00 AM	8
May 17, 2024 8:00 AM	5
May 17, 2024 9:00 AM	6
May 17, 2024 10:00 AM	12
May 17, 2024 11:00 AM	10
May 17, 2024 12:00 PM	4
May 17, 2024 1:00 PM	14
May 17, 2024 2:00 PM	5
May 17, 2024 3:00 PM	10
May 17, 2024 4:00 PM	7
May 17, 2024 5:00 PM	28
May 17, 2024 6:00 PM	22
May 17, 2024 7:00 PM	16
May 17, 2024 8:00 PM	10
May 17, 2024 9:00 PM	10
May 17, 2024 10:00 PM	0
May 17, 2024 11:00 PM	0
May 20, 2024 12:00 AM	0
May 20, 2024 1:00 AM	1

Lakeside and Reeds Lake Blvd

May 13, 2024 10:00 AM → May 20, 2024 10:00 AM

Time	Lakeside and Reeds Lake Blvd
May 20, 2024 2:00 AM	1
May 20, 2024 3:00 AM	0
May 20, 2024 4:00 AM	0
May 20, 2024 5:00 AM	0
May 20, 2024 6:00 AM	5
May 20, 2024 7:00 AM	8
May 20, 2024 8:00 AM	15
May 20, 2024 9:00 AM	11

Vehicle Volumes-Annual Average Daily Traffic Volume (AADT)-Policy Path Not Required But Provided

Year	AADT
2020	6,071
2016	6,155
2013	6,129
2010	6,372
2007	6,921



Crosswalk-Pedestrian Counts-Reeds Lake Boulevard and El Centro Boulevard- Reeds Lake Trail Crossing

Study Conducted May 28-June 4, 2024

Reeds Lake Blvd and El Centro

May 28, 2024 7:00 AM – June 4, 2024 1:00 PM

Hourly Total

05/28/2024 – 06/03/2024

Time	Reeds Lake Blvd and El Centro
May 28, 2024 6:00 AM	14
May 28, 2024 7:00 AM	11
May 28, 2024 8:00 AM	12
May 28, 2024 9:00 AM	33
May 28, 2024 10:00 AM	33
May 28, 2024 11:00 AM	14
May 28, 2024 12:00 PM	34
May 28, 2024 1:00 PM	23
May 28, 2024 2:00 PM	30
May 28, 2024 3:00 PM	26
May 28, 2024 4:00 PM	36
May 28, 2024 5:00 PM	48
May 28, 2024 6:00 PM	64
May 28, 2024 7:00 PM	22
May 28, 2024 8:00 PM	26
May 28, 2024 9:00 PM	3
May 28, 2024 10:00 PM	2

Reeds Lake Blvd and El Centro

May 28, 2024 7:00 AM → June 4, 2024 1:00 PM

Time	Reeds Lake Blvd and El Centro
May 28, 2024 11:00 PM	0
May 29, 2024 12:00 AM	0
May 29, 2024 1:00 AM	0
May 29, 2024 2:00 AM	0
May 29, 2024 3:00 AM	0
May 29, 2024 4:00 AM	0
May 29, 2024 5:00 AM	2
May 29, 2024 6:00 AM	15
May 29, 2024 7:00 AM	23
May 29, 2024 8:00 AM	33
May 29, 2024 9:00 AM	39
May 29, 2024 10:00 AM	26
May 29, 2024 11:00 AM	29
May 29, 2024 12:00 PM	32
May 29, 2024 1:00 PM	28
May 29, 2024 2:00 PM	18
May 29, 2024 3:00 PM	26
May 29, 2024 4:00 PM	36
May 29, 2024 5:00 PM	69

Reeds Lake Blvd and El Centro

May 28, 2024 7:00 AM → June 4, 2024 1:00 PM

Time	Reeds Lake Blvd and El Centro
May 29, 2024 6:00 PM	70
May 29, 2024 7:00 PM	39
May 29, 2024 8:00 PM	25
May 29, 2024 9:00 PM	2
May 29, 2024 10:00 PM	1
May 29, 2024 11:00 PM	0
May 30, 2024 12:00 AM	0
May 30, 2024 1:00 AM	0
May 30, 2024 2:00 AM	0
May 30, 2024 3:00 AM	0
May 30, 2024 4:00 AM	0
May 30, 2024 5:00 AM	3
May 30, 2024 6:00 AM	7
May 30, 2024 7:00 AM	21
May 30, 2024 8:00 AM	15
May 30, 2024 9:00 AM	26
May 30, 2024 10:00 AM	25
May 30, 2024 11:00 AM	41
May 30, 2024 12:00 PM	29

Reeds Lake Blvd and El Centro

May 28, 2024 7:00 AM → June 4, 2024 1:00 PM

Time	Reeds Lake Blvd and El Centro
May 30, 2024 1:00 PM	28
May 30, 2024 2:00 PM	23
May 30, 2024 3:00 PM	52
May 30, 2024 4:00 PM	49
May 30, 2024 5:00 PM	41
May 30, 2024 6:00 PM	66
May 30, 2024 7:00 PM	39
May 30, 2024 8:00 PM	15
May 30, 2024 9:00 PM	7
May 30, 2024 10:00 PM	0
May 30, 2024 11:00 PM	0
May 31, 2024 12:00 AM	0
May 31, 2024 1:00 AM	1
May 31, 2024 2:00 AM	0
May 31, 2024 3:00 AM	0
May 31, 2024 4:00 AM	1
May 31, 2024 5:00 AM	2
May 31, 2024 6:00 AM	22
May 31, 2024 7:00 AM	20

Reeds Lake Blvd and El Centro

May 28, 2024 7:00 AM → June 4, 2024 1:00 PM

Time	Reeds Lake Blvd and El Centro
May 31, 2024 8:00 AM	49
May 31, 2024 9:00 AM	57
May 31, 2024 10:00 AM	37
May 31, 2024 11:00 AM	29
May 31, 2024 12:00 PM	62
May 31, 2024 1:00 PM	41
May 31, 2024 2:00 PM	29
May 31, 2024 3:00 PM	36
May 31, 2024 4:00 PM	39
May 31, 2024 5:00 PM	33
May 31, 2024 6:00 PM	32
May 31, 2024 7:00 PM	26
May 31, 2024 8:00 PM	23
May 31, 2024 9:00 PM	7
May 31, 2024 10:00 PM	2
May 31, 2024 11:00 PM	0
Jun 1, 2024 12:00 AM	0
Jun 1, 2024 1:00 AM	0
Jun 1, 2024 2:00 AM	0

Reeds Lake Blvd and El Centro

May 28, 2024 7:00 AM – June 4, 2024 1:00 PM

Time	Reeds Lake Blvd and El Centro
Jun 1, 2024 3:00 AM	0
Jun 1, 2024 4:00 AM	0
Jun 1, 2024 5:00 AM	0
Jun 1, 2024 6:00 AM	7
Jun 1, 2024 7:00 AM	28
Jun 1, 2024 8:00 AM	44
Jun 1, 2024 9:00 AM	71
Jun 1, 2024 10:00 AM	73
Jun 1, 2024 11:00 AM	82
Jun 1, 2024 12:00 PM	62
Jun 1, 2024 1:00 PM	63
Jun 1, 2024 2:00 PM	58
Jun 1, 2024 3:00 PM	9
Jun 1, 2024 4:00 PM	6
Jun 1, 2024 5:00 PM	5
Jun 1, 2024 6:00 PM	2
Jun 1, 2024 7:00 PM	2
Jun 1, 2024 8:00 PM	3
Jun 1, 2024 9:00 PM	0

Reeds Lake Blvd and El Centro

May 28, 2024 7:00 AM – June 4, 2024 1:00 PM

Time	Reeds Lake Blvd and El Centro
Jun 1, 2024 10:00 PM	0
Jun 1, 2024 11:00 PM	0
Jun 2, 2024 12:00 AM	0
Jun 2, 2024 1:00 AM	0
Jun 2, 2024 2:00 AM	0
Jun 2, 2024 3:00 AM	0
Jun 2, 2024 4:00 AM	0
Jun 2, 2024 5:00 AM	0
Jun 2, 2024 6:00 AM	5
Jun 2, 2024 7:00 AM	18
Jun 2, 2024 8:00 AM	21
Jun 2, 2024 9:00 AM	49
Jun 2, 2024 10:00 AM	67
Jun 2, 2024 11:00 AM	79
Jun 2, 2024 12:00 PM	70
Jun 2, 2024 1:00 PM	74
Jun 2, 2024 2:00 PM	79
Jun 2, 2024 3:00 PM	68
Jun 2, 2024 4:00 PM	47

Reeds Lake Blvd and El Centro

May 28, 2024 7:00 AM → June 4, 2024 1:00 PM

Time	Reeds Lake Blvd and El Centro
Jun 2, 2024 5:00 PM	62
Jun 2, 2024 6:00 PM	43
Jun 2, 2024 7:00 PM	31
Jun 2, 2024 8:00 PM	20
Jun 2, 2024 9:00 PM	8
Jun 2, 2024 10:00 PM	1
Jun 2, 2024 11:00 PM	0
Jun 3, 2024 12:00 AM	0
Jun 3, 2024 1:00 AM	0
Jun 3, 2024 2:00 AM	0
Jun 3, 2024 3:00 AM	0
Jun 3, 2024 4:00 AM	0
Jun 3, 2024 5:00 AM	2
Jun 3, 2024 6:00 AM	10
Jun 3, 2024 7:00 AM	23
Jun 3, 2024 8:00 AM	29
Jun 3, 2024 9:00 AM	51
Jun 3, 2024 10:00 AM	59
Jun 3, 2024 11:00 AM	44

Reeds Lake Blvd and El Centro

May 28, 2024 7:00 AM – June 4, 2024 1:00 PM

Time	Reeds Lake Blvd and El Centro
Jun 3, 2024 12:00 PM	35
Jun 3, 2024 1:00 PM	45
Jun 3, 2024 2:00 PM	24
Jun 3, 2024 3:00 PM	21
Jun 3, 2024 4:00 PM	32
Jun 3, 2024 5:00 PM	52
Jun 3, 2024 6:00 PM	67
Jun 3, 2024 7:00 PM	51
Jun 3, 2024 8:00 PM	24
Jun 3, 2024 9:00 PM	14
Jun 3, 2024 10:00 PM	0
Jun 3, 2024 11:00 PM	0
Jun 4, 2024 12:00 AM	0
Jun 4, 2024 1:00 AM	0
Jun 4, 2024 2:00 AM	0
Jun 4, 2024 3:00 AM	0
Jun 4, 2024 4:00 AM	0
Jun 4, 2024 5:00 AM	3
Jun 4, 2024 6:00 AM	19

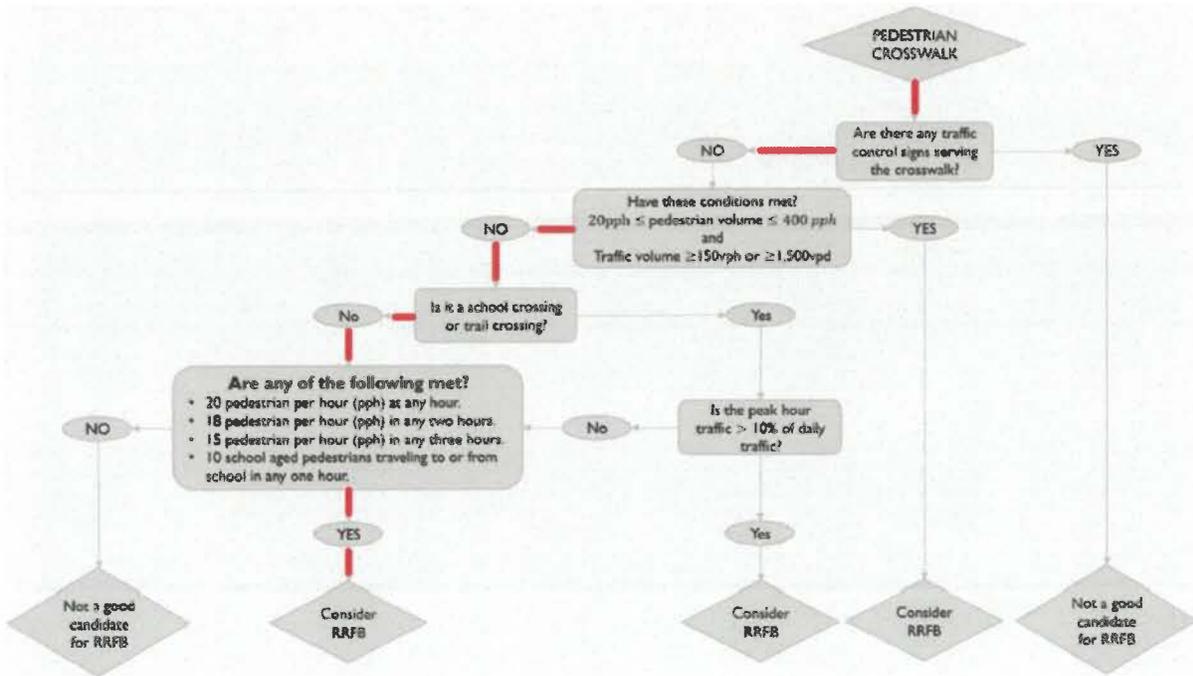
Reeds Lake Blvd and El Centro

May 28, 2024 7:00 AM → June 4, 2024 1:00 PM

Time	Reeds Lake Blvd and El Centro
Jun 4, 2024 7:00 AM	20
Jun 4, 2024 8:00 AM	16
Jun 4, 2024 9:00 AM	29
Jun 4, 2024 10:00 AM	31
Jun 4, 2024 11:00 AM	36
Jun 4, 2024 12:00 PM	26

Crosswalk-Pedestrian Counts-Reeds Lake Boulevard and Manhattan Road (Implementation with Safe Routes to School Program if funded-if not funded-local project)

Study Conducted May 28-June 4, 2024



Reeds Lake Blvd and Manhattan

May 28, 2024 7:00 AM → June 4, 2024 1:00 PM

Hourly Total

📅 05/28/2024 → 06/03/2024

Time	Reeds Lake Blvd and Manhattan
May 28, 2024 6:00 AM	3
May 28, 2024 7:00 AM	3
May 28, 2024 8:00 AM	2
May 28, 2024 9:00 AM	9
May 28, 2024 10:00 AM	16
May 28, 2024 11:00 AM	10
May 28, 2024 12:00 PM	12
May 28, 2024 1:00 PM	10
May 28, 2024 2:00 PM	10
May 28, 2024 3:00 PM	11
May 28, 2024 4:00 PM	20
May 28, 2024 5:00 PM	11
May 28, 2024 6:00 PM	29
May 28, 2024 7:00 PM	12
May 28, 2024 8:00 PM	7
May 28, 2024 9:00 PM	1
May 28, 2024 10:00 PM	0

Reeds Lake Blvd and Manhattan

May 28, 2024 7:00 AM → June 4, 2024 1:00 PM

Time	Reeds Lake Blvd and Manhattan
May 28, 2024 11:00 PM	0
May 29, 2024 12:00 AM	0
May 29, 2024 1:00 AM	0
May 29, 2024 2:00 AM	0
May 29, 2024 3:00 AM	0
May 29, 2024 4:00 AM	0
May 29, 2024 5:00 AM	0
May 29, 2024 6:00 AM	5
May 29, 2024 7:00 AM	6
May 29, 2024 8:00 AM	6
May 29, 2024 9:00 AM	18
May 29, 2024 10:00 AM	20
May 29, 2024 11:00 AM	12
May 29, 2024 12:00 PM	8
May 29, 2024 1:00 PM	8
May 29, 2024 2:00 PM	7
May 29, 2024 3:00 PM	8
May 29, 2024 4:00 PM	14
May 29, 2024 5:00 PM	28

Reeds Lake Blvd and Manhattan

May 28, 2024 7:00 AM – June 4, 2024 1:00 PM

Time	Reeds Lake Blvd and Manhattan
May 29, 2024 6:00 PM	36
May 29, 2024 7:00 PM	15
May 29, 2024 8:00 PM	9
May 29, 2024 9:00 PM	9
May 29, 2024 10:00 PM	0
May 29, 2024 11:00 PM	0
May 30, 2024 12:00 AM	0
May 30, 2024 1:00 AM	0
May 30, 2024 2:00 AM	0
May 30, 2024 3:00 AM	0
May 30, 2024 4:00 AM	0
May 30, 2024 5:00 AM	0
May 30, 2024 6:00 AM	10
May 30, 2024 7:00 AM	6
May 30, 2024 8:00 AM	5
May 30, 2024 9:00 AM	10
May 30, 2024 10:00 AM	8
May 30, 2024 11:00 AM	7
May 30, 2024 12:00 PM	17

Reeds Lake Blvd and Manhattan

May 28, 2024 7:00 AM – June 4, 2024 1:00 PM

Time	Reeds Lake Blvd and Manhattan
May 30, 2024 1:00 PM	8
May 30, 2024 2:00 PM	5
May 30, 2024 3:00 PM	31
May 30, 2024 4:00 PM	9
May 30, 2024 5:00 PM	15
May 30, 2024 6:00 PM	39
May 30, 2024 7:00 PM	31
May 30, 2024 8:00 PM	7
May 30, 2024 9:00 PM	3
May 30, 2024 10:00 PM	1
May 30, 2024 11:00 PM	0
May 31, 2024 12:00 AM	0
May 31, 2024 1:00 AM	0
May 31, 2024 2:00 AM	0
May 31, 2024 3:00 AM	0
May 31, 2024 4:00 AM	0
May 31, 2024 5:00 AM	0
May 31, 2024 6:00 AM	4
May 31, 2024 7:00 AM	4

Reeds Lake Blvd and Manhattan

May 28, 2024 7:00 AM → June 4, 2024 1:00 PM

Time	Reeds Lake Blvd and Manhattan
May 31, 2024 8:00 AM	8
May 31, 2024 9:00 AM	27
May 31, 2024 10:00 AM	19
May 31, 2024 11:00 AM	11
May 31, 2024 12:00 PM	4
May 31, 2024 1:00 PM	13
May 31, 2024 2:00 PM	11
May 31, 2024 3:00 PM	18
May 31, 2024 4:00 PM	20
May 31, 2024 5:00 PM	10
May 31, 2024 6:00 PM	18
May 31, 2024 7:00 PM	26
May 31, 2024 8:00 PM	15
May 31, 2024 9:00 PM	1
May 31, 2024 10:00 PM	0
May 31, 2024 11:00 PM	0
Jun 1, 2024 12:00 AM	0
Jun 1, 2024 1:00 AM	0
Jun 1, 2024 2:00 AM	0

Reeds Lake Blvd and Manhattan

May 28, 2024 7:00 AM – June 4, 2024 1:00 PM

Time	Reeds Lake Blvd and Manhattan
Jun 1, 2024 3:00 AM	0
Jun 1, 2024 4:00 AM	0
Jun 1, 2024 5:00 AM	0
Jun 1, 2024 6:00 AM	6
Jun 1, 2024 7:00 AM	7
Jun 1, 2024 8:00 AM	11
Jun 1, 2024 9:00 AM	19
Jun 1, 2024 10:00 AM	28
Jun 1, 2024 11:00 AM	25
Jun 1, 2024 12:00 PM	24
Jun 1, 2024 1:00 PM	13
Jun 1, 2024 2:00 PM	19
Jun 1, 2024 3:00 PM	5
Jun 1, 2024 4:00 PM	1
Jun 1, 2024 5:00 PM	1
Jun 1, 2024 6:00 PM	3
Jun 1, 2024 7:00 PM	5
Jun 1, 2024 8:00 PM	1
Jun 1, 2024 9:00 PM	1

Reeds Lake Blvd and Manhattan

May 28, 2024 7:00 AM → June 4, 2024 1:00 PM

Time	Reeds Lake Blvd and Manhattan
Jun 1, 2024 10:00 PM	0
Jun 1, 2024 11:00 PM	0
Jun 2, 2024 12:00 AM	0
Jun 2, 2024 1:00 AM	0
Jun 2, 2024 2:00 AM	0
Jun 2, 2024 3:00 AM	0
Jun 2, 2024 4:00 AM	0
Jun 2, 2024 5:00 AM	0
Jun 2, 2024 6:00 AM	2
Jun 2, 2024 7:00 AM	5
Jun 2, 2024 8:00 AM	10
Jun 2, 2024 9:00 AM	11
Jun 2, 2024 10:00 AM	24
Jun 2, 2024 11:00 AM	31
Jun 2, 2024 12:00 PM	28
Jun 2, 2024 1:00 PM	19
Jun 2, 2024 2:00 PM	28
Jun 2, 2024 3:00 PM	17
Jun 2, 2024 4:00 PM	19

Reeds Lake Blvd and Manhattan

May 28, 2024 7:00 AM → June 4, 2024 1:00 PM

Time	Reeds Lake Blvd and Manhattan
Jun 2, 2024 5:00 PM	25
Jun 2, 2024 6:00 PM	26
Jun 2, 2024 7:00 PM	15
Jun 2, 2024 8:00 PM	13
Jun 2, 2024 9:00 PM	8
Jun 2, 2024 10:00 PM	2
Jun 2, 2024 11:00 PM	2
Jun 3, 2024 12:00 AM	0
Jun 3, 2024 1:00 AM	0
Jun 3, 2024 2:00 AM	0
Jun 3, 2024 3:00 AM	0
Jun 3, 2024 4:00 AM	0
Jun 3, 2024 5:00 AM	0
Jun 3, 2024 6:00 AM	8
Jun 3, 2024 7:00 AM	9
Jun 3, 2024 8:00 AM	7
Jun 3, 2024 9:00 AM	13
Jun 3, 2024 10:00 AM	14
Jun 3, 2024 11:00 AM	15

Reeds Lake Blvd and Manhattan

May 28, 2024 7:00 AM – June 4, 2024 1:00 PM

Time	Reeds Lake Blvd and Manhattan
Jun 3, 2024 12:00 PM	12
Jun 3, 2024 1:00 PM	11
Jun 3, 2024 2:00 PM	7
Jun 3, 2024 3:00 PM	1
Jun 3, 2024 4:00 PM	19
Jun 3, 2024 5:00 PM	9
Jun 3, 2024 6:00 PM	76
Jun 3, 2024 7:00 PM	57
Jun 3, 2024 8:00 PM	11
Jun 3, 2024 9:00 PM	2
Jun 3, 2024 10:00 PM	1
Jun 3, 2024 11:00 PM	0
Jun 4, 2024 12:00 AM	0
Jun 4, 2024 1:00 AM	0
Jun 4, 2024 2:00 AM	0
Jun 4, 2024 3:00 AM	0
Jun 4, 2024 4:00 AM	0
Jun 4, 2024 5:00 AM	1
Jun 4, 2024 6:00 AM	6

Reeds Lake Blvd and Manhattan

May 28, 2024 7:00 AM → June 4, 2024 1:00 PM

Time	Reeds Lake Blvd and Manhattan
Jun 4, 2024 7:00 AM	7
Jun 4, 2024 8:00 AM	2
Jun 4, 2024 9:00 AM	10
Jun 4, 2024 10:00 AM	6
Jun 4, 2024 11:00 AM	7
Jun 4, 2024 12:00 PM	6

Doug LaFave

From: Doug LaFave
Sent: Wednesday, July 10, 2024 10:17 AM
To: Doug LaFave
Subject: FW: RRFBs

From: Van Dyke, Matt
Sent: Wednesday, July 10, 2024 9:25 AM
To: Doug LaFave
Subject: RE: RRFBs

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Doug,

Here are all the RRFB's we maintain:

Agency	RRFBs
MDOT	1
Grand Rapids	24
Kent County	0
Wyoming	0
Kentwood	1
Grandville	1
Ottawa County	0
Walker	0
East Grand Rapids	5
Hudsonville	0
GVSU	0
Cedar Springs	0
Wayland	0
Rockford	1
Casnovia	0
Total	33

The City of Grand Rapids also has two pedestrian hybrid beacons.

Thanks,

Matt Van Dyke
Signals Supervisor



From: Doug LaFave
Sent: Tuesday, July 9, 2024 2:38 PM
To: Van Dyke, Matt
Subject: RRFBs

[Stop. Think. Read. This is an external email. Please use caution when clicking on the links and opening attachments in unsolicited email.]

Matt: Do you have a count of total RRFBs for midblock crosswalks in the Grand Rapids service area?

Thanks,
Doug



Doug La Fave
City of East Grand Rapids, MI
Deputy City Manager

(616) 940-4817 Office
dlafave@eastgr.org
750 Lakeside Dr. SE
East Grand Rapids, MI 49506
www.eastgr.org



CITY OF EAST GRAND RAPIDS

750 LAKESIDE DRIVE SE-EAST GRAND RAPIDS, MICHIGAN 49506

DEPARTMENT OF PUBLIC WORKS

GOALS AND OBJECTIVES FY 2023-2024 UPDATES and GOAL ADDITIONS for FY 2024-2025

Goals and objectives that have been completed in the previous fiscal years and have been reported to the City Commission have been removed. Goals and objectives that have been completed in the current fiscal year or are ongoing are noted with status updates. New goals and objectives are added and designated.

Planning/Zoning:

GOAL (Continued): Work with Planning and City Commission to look at amendments to the Zoning Map and text to allow multiple family residential in areas noted on the future land-use map of Gaslight Village (2018 Master Plan-Gaslight Village 1-3 year) as well as discussion and consideration to include other Zoning Ordinance topics not exclusive to residential zoning district lot sizes, accessory dwelling units, etc. (Strategic Plan-Community Development-Priority 1 and City Operations/Administration Priority 4).

Objectives:

- 1.) Planning Commission consideration and recommendations: **Status: In advance of zoning map consideration the Planning Commission has worked on Multi-Family Residential (MFR) Zoning and companion Commercial (C-1) Zoning Updates-Completed. FY 23/24 Accessory Dwelling Units (ADUs) have been studied for consideration with a recommendation to the City Commission.**
- 2.) Rezoning. **Status: Complete. Thirty properties were rezoned from R-3 (single family residential) to MFR (multi-family residential) adjacent to Gaslight Village** in conjunction with the Master Plan Future Land Use Map on portions of Lovett Ave, Barnard St. and Lovett Ave.
- 3.) City Commission consideration of Planning Commission recommendations. **Status: Completed and ongoing.**
- 4.) Ordinance Changes. **Status: Completed and on-going. See 2023 Planning Commission Annual Report.**

GOAL (Added-Completed): Lot split Ordinance Amendment for Administrative approval per Redevelopment Ready (RRC) recommendation from the Michigan Economic Development Corporation (MEDC). (Strategic Plan-Community Development-Priority 1).

Objectives:

750 Lakeside Dr. SE • East Grand Rapids, Michigan 49506-3029
Partners with:

Telephone 616-940-4817 • Fax 616-831-6121 • www.eastgr.org



- 1.) City Commission consideration to send to Planning Commission: **Status: Completed.**
- 2.) Planning Commission consideration and recommendations: **Status: Completed.**
- 3.) City Commission review and approval consideration: **Status: Completed. The City Commission authorized a Zoning Ordinance Amendment for Administrative approval consideration standards pertaining to lot splits, boundary adjustments and combinations.**



Rezoning R-3 to MFR-Above

GOAL (Ongoing): Work with Planning and City Commission to review current Master Plan as it expires. The Master Plan may be reviewed and extended, a focus on subareas, or other portions, or an entirely new Master Plan.

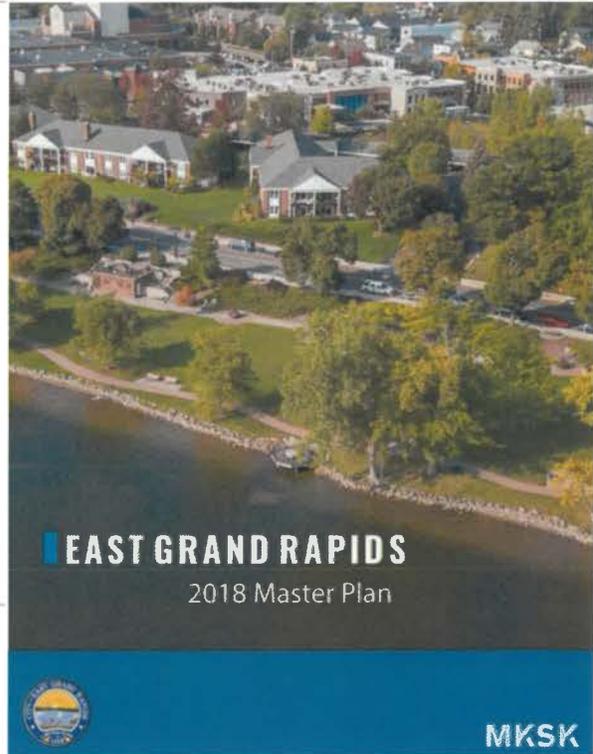
Objectives:

- 1.) Work session with City Commission for direction. **Status: City Commission approved direction for Master Plan Update in 2024.**
- 2.) Work session with City Commission to define scope and engagement process of Master Plan Update and direction on planning consultant services with current city planner and partnership or develop an RFP for services.
- 3.) Planning Commission works through scope and engagement process to create a draft plan for consideration by the City Commission.
- 4.) City Commission consideration of Planning Commission recommendation and adoption.



LEGEND

Single Family	Single-Family Village (see separate plan)
Multi-Family	Health Campus
Commercial	Office
Park Space	Amusement



FACILITIES:

GOAL (NEW): Redevelop the Department of Public Works salt and materials storage building that is in declining condition with a new facility to provide for enhanced strategic space utilization of the site in conjunction with construction, materials and protection to enhance protection of the surrounding natural environment (Strategic Plan City Operations Priority 2).

Objectives:

- 1.) Work with Public Works operations staff on needs and environmental assessment.
- 2.) Develop/design options.
- 3.) Work through the city review and approval process.
- 4.) Implement.

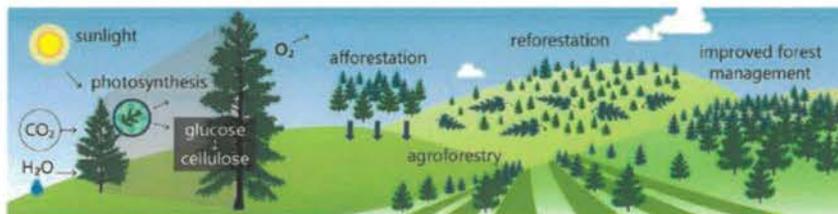


GOAL (NEW-Ongoing): Research and provide implementation solutions towards the City Commission goal of city operation carbon neutrality by 2040 (Strategic Plan-City Operations Priority 2).

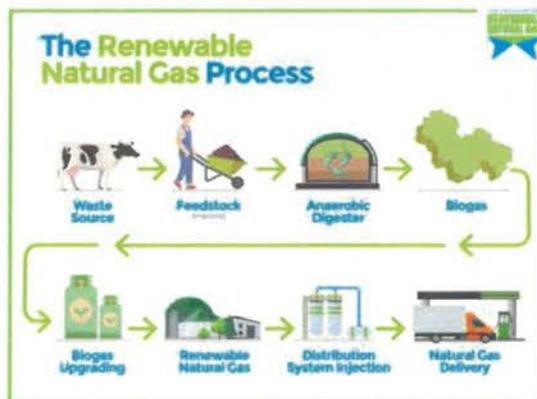
Objectives:

- 1.) Review city operations/facilities usage of natural gas. **Status: Completed.**
- 2.) Work with DTE regarding natural gas renewable and nature-based carbon offset programs. **Status: Complete.**
- 3.) Provide various carbon reduction options to offset 100% of city facility usage. **Status: Completed.**
- 4.) City Commission consideration. **Status: Completed.**
- 5.) Implementation. **Status: Completed.**

What are Carbon Offsets through Forestry Projects?



- Reforestation restocks existing forests that have been depleted, often through deforestation or logging.
- Afforestation introduces trees to create a new forest in an area that has not been forested previously (or in recent history) and where tree growth is beneficial.
- Agroforestry intentionally integrates trees into agricultural areas.
- Improved Forest Management (IFM) aims to increase the carbon stored in forests, including increasing the average age of trees in timber harvesting areas by avoiding or delaying conversion to timber



Overview of RNG:

- RNG projects capture methane from existing food waste, animal manure, wastewater sludge and garbage, and redirects it away from the environment, repurposing it as a clean, green energy source
- We see RNG as a key component when it comes to decarbonization as it is a technology which is already commercialized and widely deployed today
- Even though RNG presents a large premium to typical fossil gas (3x to 5x on average), it is significantly cheaper than other renewable energy alternatives requiring costly upgrades to businesses and homes
- RNG acts like conventional natural gas in all heating applications and without the financial commitment of upgrading or adjusting existing appliances

GOAL (In-Process): Evaluate facility solar panel feasibility and if feasible provide options to the City Commission for consideration (Strategic Plan-City Operations Priority 2).

Objectives:

- 1.) Engage Consumers Energy and associated subsidiary partners to evaluate the current existing solar panel system at the Municipal Complex/Community Center. **Status: Completed.**

- 2.) Engage Consumers Energy and associated subsidiary partners to evaluate feasibility for the Department of Public Works Complex and Public Safety Building. **Status: Completed.**
- 3.) Based on evaluations formulate potential options for the City Commission to consider. **Status: Based on existing service life of several facility roofs the City Commission directed staff to move forward with roof replacements to align with a solar array project along with developing an RFP, Completed.**
- 4.) RFP-Power Purchase Agreement (PPA). **Status: Completed.**
- 5.) City Commission approval of PPA. Completed.
- 6.) Implementation. Coordinate roof replacements in advance of solar array project. **Status: Completed-Ongoing. Roof replacements have been completed. Contracts between the city vendor and Consumers Energy as well as structural engineering is nearly completed. Depending on weather, installation of the solar array systems may be completed in winter or spring 2024.**

Community Center/Library/Municipal Complex/Public Safety

750 Lakeside Dr SE
East Grand Rapids, MI 49506



City of East GR - DPW
98% offset in terms of kWh, 80% offset in terms of dollars

2310 Reeds Lake Blvd SE
East Grand Rapids, MI 49506



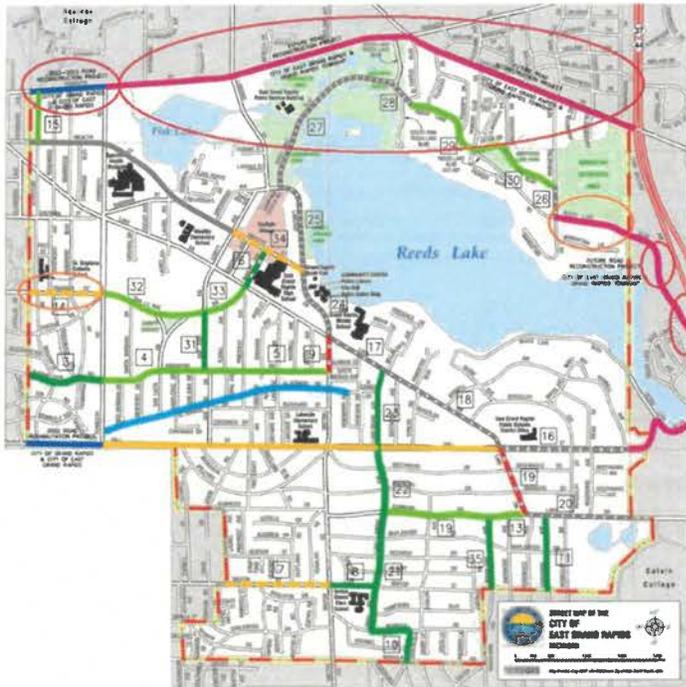
ENGINEERING:

GOAL (Completed-In Process): Mobility Bike Action Plan implementation of short, mid-term, and some long-term projects to complete a network (Master Plan-Mid-Term 3-5 Years, Strategic Plan-Infrastructure-Priority 2).

Objectives:

- 1.) Staff and consultants survey the network of streets identified in the short, mid, and long-term projects. **Status: Completed.**
- 2.) Staff and civil engineering consultant to complete engineered plans utilizing industry best practice sources to complete several implementation options for consideration. **Status: Completed.**
- 3.) Have engineered plans reviewed by traffic engineering consultants. **Status: Completed.**
- 4.) Have City of Grand Rapids staff review. **Status: Completed.**
- 5.) Provide Infrastructure Committee and City Commission formal update of options. **Status: Completed.**
- 6.) Provide several demonstrations “pilot routes” to provide real world experience for community engagement and solicitation of feedback. **Status: Completed.**
- 7.) Provide for community education and feedback via plans/setup at City Hall during regular business hours and provide for several open house meetings to solicit feedback. **Status: Completed.**
- 8.) Provide options and community feedback to the City Commission for approval consideration. **Status: Completed.**
- 9.) Implement. **Status: Completed-Ongoing.**
 - **FY 23/24 facilities were completed on Reeds Lake Blvd. from Manhattan to East City Limit with joint KCRC project (bike lanes).**
 - **FY 23/24 facilities were modified for Martin Luther King Jr. St. from Plymouth Rd. to West City Limit (advisory bike lanes to bike lanes).**
 - **FY 24/25 facilities for Robinson Rd from West City Limit to Plymouth (bike lanes).**
 - **FY 24/25 Side-path facilities for Robinson/Cascade Rd (Plymouth Rd to Manhattan Park), are anticipated. (\$779,548 grant amount, \$360,407 local match from Municipal Streets- “new sidewalks” from streets and sidewalks millage.**
 - **FY 24/25 Facility upgrades for Reeds Lake Trail in Grand Rapids Township with KCRC-former wood boardwalk sections-further expanded paved shoulder/trail.**

Mobility Bike/Action Plan Map-Below



NOTE: THE IMPLEMENTATION OF THE MOBILITY - BIKE ACTION PLAN ADDRESSES ALL SHORT-TERM PROJECTS, SOME MID AND LONG TERM PROJECTS WITH INTERMEDIATE UPGRADES SLATED FOR FUTURE RECONSTRUCTION, AND UPDATES SOME EXISTING FACILITIES IDENTIFIED IN THE MOBILITY-BIKE ACTION PLAN PREPARED BY PROGRESSIVE AE-JUNE 2021.

SOURCES:
 MANUAL ON UNIFORM TRAFFIC CONTROL FOR STREETS AND HIGHWAY, 2009 EDITION;
 AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES, 2012 FOURTH EDITION;
 MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD PLAN (PAVE-90C-G, PAVE-981-C, PAVE-982-B)

MAP LEGEND: SHORT TERM PHASE ROAD TYPE

- CROSSTOWN CONNECTOR
- NETWORK RESIDENTIAL
- LINK RESIDENTIAL
- NEIGHBORHOOD RESIDENTIAL
- PEDESTRIAN WALKING PATH
- EX. EGR MULTI-USE, BICYCLE, OR PED FACILITIES
- EX. FACILITIES (UPDATED IN BIKE MOBILITY PLAN)
- FUTURE PROJECT WITH CITY OF GRAND RAPIDS
- FUTURE PROJECT WITH KCRC, GR TOWNSHIP
- CITY LIMITS

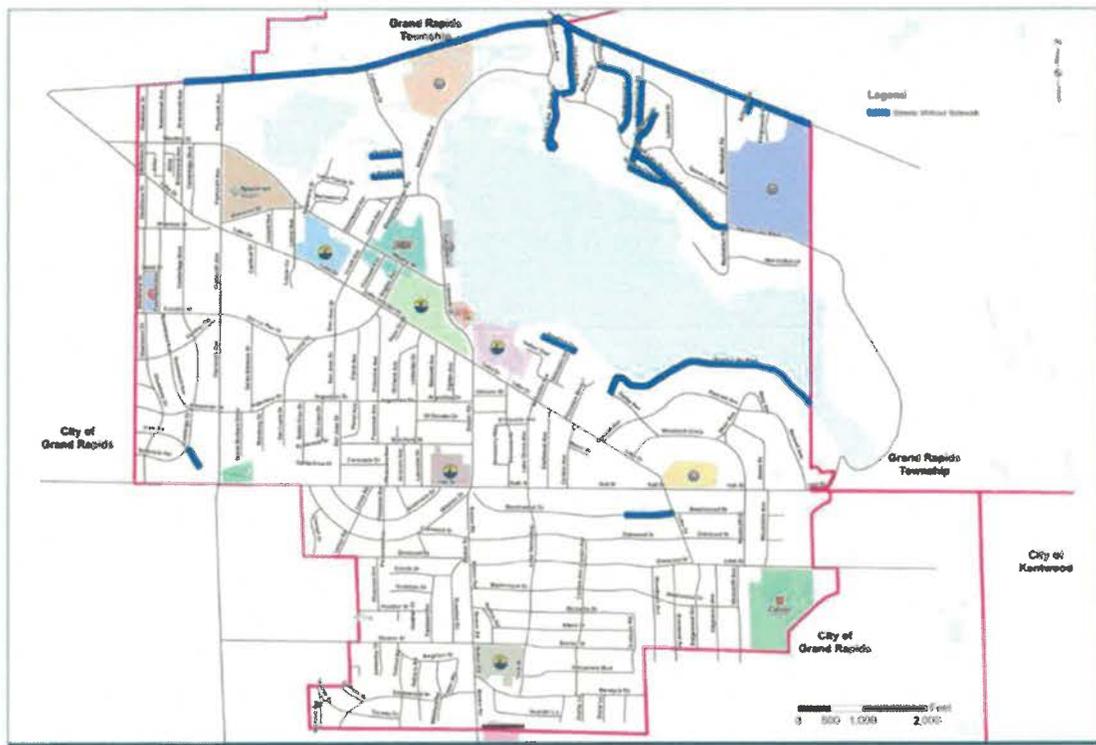
MAP LEGEND: MID & LONG TERM PHASE ROAD TYPE

- - - CROSSTOWN CONNECTOR
- - - NETWORK RESIDENTIAL
- - - LINK RESIDENTIAL
- - - NEIGHBORHOOD RESIDENTIAL

SHEET INDEX - PLAN VIEW BY STREET

SHEET	DESCRIPTION
3	ALEXANDER RD (CITY LIMITS TO PLYMOUTH RD)
4	ARGENTINA DR (PLYMOUTH RD TO FLORAL AVE)
5	ARGENTINA DR (FLORAL AVE TO BRETON RD)
6	BAGLEY AVE (LAKE DR TO WEALTHY ST)
7	BOSTON ST (CITY LIMITS TO BRETON RD)
8	BOSTON ST (BRETON RD TO LAKE GROVE AVE)
9	BRETON RD (ARGENTINA DR TO LAKE DR)
10	CONLON AVE (CITY LIMITS TO BERWYCK RD)
11	BERWYCK RD (CONLON AVE TO YORK DR)
12	ELMWOOD AVE (CITY LIMITS TO LAKE DR)
13	ELMWOOD DR (LAKE GROVE AVE TO WOODLAWN AVE)
14	FRANKLIN ST (CITY LIMITS TO PLYMOUTH RD)
15	GLADSTONE AVE (WEALTHY ST TO MANHATTAN RD)
16	HALL ST (LAKE DR TO CITY LIMITS)
17	LAKE DR (LAKE SIDE DR/BRETON RD TO PRINCETON BLVD)
18	LAKE DR (PRINCETON BLVD TO HALL ST)
19	LAKE DR (HALL ST TO WOODLAWN AVE)
20	LAKE DR (WOODLAWN AVE TO CITY LIMITS)
21	YORK DR (BERWYCK RD TO BOSTON ST)
22	LAKE GROVE AVE (BOSTON ST TO MAPLEWOOD DR)
23	LAKE GROVE AVE (MAPLEWOOD DR TO HALL ST)
24	LAKE GROVE AVE (HALL ST TO LAKE DR)
25	LAKE SIDE DR (LAKE DR TO WEALTHY ST)
26	LAKE SIDE DR (WEALTHY ST TO REEDS LAKE BLVD)
27	MANHATTAN RD (REEDS LAKE BLVD TO REEDS LAKE BLVD)
28	REEDS LAKE BLVD (LAKE SIDE DR TO PEDESTRIAN CROSSING)
29	REEDS LAKE BLVD (PEDESTRIAN CROSSING TO EL CENTRO BLVD)
30	REEDS LAKE BLVD (EL CENTRO BLVD TO GRACEWOOD DR)
31	REEDS LAKE BLVD (GRACEWOOD DR TO MANHATTAN RD)
32	SAN JOSE DR (ARGENTINA DR TO SAN LU RAE DR)
33	SAN LU RAE (PLYMOUTH RD TO SAN LUCA DR)
34	SAN LU RAE (SAN LUCA DR TO LAKE DR)
35	WEALTHY ST (LOVETT AVE TO LAKE SIDE DR)
36	WOODLAWN AVE (CITY LIMITS TO WOODLAWN AVE)

Halverson Engineering, LLC
 4480 Grand Rapids, MI 49546
 Office: (616) 566-6142
HALVERSON
 Engineering, LLC
 CITY OF EAST GRAND RAPIDS
 Mobility
 BIKE ACTION PLAN
 SHEET INDEX
 SHEET NO. 3
 DATE: 12/22
 DRAWN BY: JMT
 PROJECT NUMBER: 2021
 SHEET NUMBER: 3
 TOTAL SHEETS: 36



POTENTIAL MOBILITY NETWORK - STREETS WITHOUT SIDEWALK
 EAST GRAND RAPIDS - MOBILITY BIKE ACTION PLAN

progressive|ae

Martin Luther King Jr. St./Plymouth Rd-Photo-Bike Lanes-Below



Reeds Lake Blvd/Grand Rapids Twp/KCRC Jurisdiction-Below



GOAL (Completed-In-Process): Continue to monitor special funding opportunities for transportation capital improvements including partnerships with other municipalities (2018 Master Plan 1-3 Year Goal/Strategic Plan City Operations Priority 2).

Objectives:

- 1.) Attempt to secure funding for transportation capital improvements. **Status: The city has worked in partnership with Grand Rapids to secure grant funding and cost share for Robinson Road from Lake Drive in Grand Rapids to Plymouth Road in East Grand Rapids for 2023 construction. Estimated grant funds towards project is \$211,400. Total estimated cost to the City of East Grand Rapids is ~\$110,000. The city has also secured federal funds toward a potential side path improvement for Robinson and Cascade Roads as was identified in the Mobility-Bike Action Plan. Federal funds for the project are programmed at ~\$780,000 with ~\$335,000 in local match for 2024 construction. In addition, the city has partnered with the Kent County Road Commission to integrate a road diet for Cascade Rd in conjunction with pedestrian facility improvements. The city has also secured ~\$665,000 in federal funds, with a local match of ~\$220,000 for mill/overlay improvements to Plymouth Road from Martin Luther King Jr. Street to Hall Street for 2025.**
- 2.) Partner with other municipalities on improvements **Status: The City of East Grand Rapids and Grand Rapids are partnering on the Robinson Road Project in 2023. The city is also partnering with the Kent County Road Commission for improvements to Reeds Lake Blvd. from Manhattan towards the E Beltline for cost sharing respective jurisdiction areas.**

GOAL (In-Process): Complete Safe Routes to School (SRTS) Program with East Grand Rapids Public Schools through the Michigan Department of Transportation (MDOT) to improve pedestrian safety of school children and other pedestrians in East Grand Rapids (Strategic Plan Infrastructure Priority 2).

Objectives:

- 1) Partner with a qualified engineering firm with experience and expertise with the SRTS program in 2022. **Status: Completed.**
- 2) Setup partnership with EGRPS in conjunction with the engineering consultant to complete required program overview, analysis, and input. **Status: Completed. Stakeholder groups included EGRPS, and student/parent surveys as well as a walking audit with school crossing guards, city engineering staff and community members.**
- 3) Based on outcomes implement policy/operations recommendations in 2024.
- 4) Based on outcomes apply for capital grants for improvements to sidewalks and other non-motorized capital improvements in 2024.
- 5) Based on the outcome of the grant application, proceed with implementation/construction of improvements in 2024/2025.



GOAL (Ongoing): Invest in public water and sewer utility systems to maximize investment through asset management strategies while minimizing impacts to the community (Strategic Plan Infrastructure Priority 1).

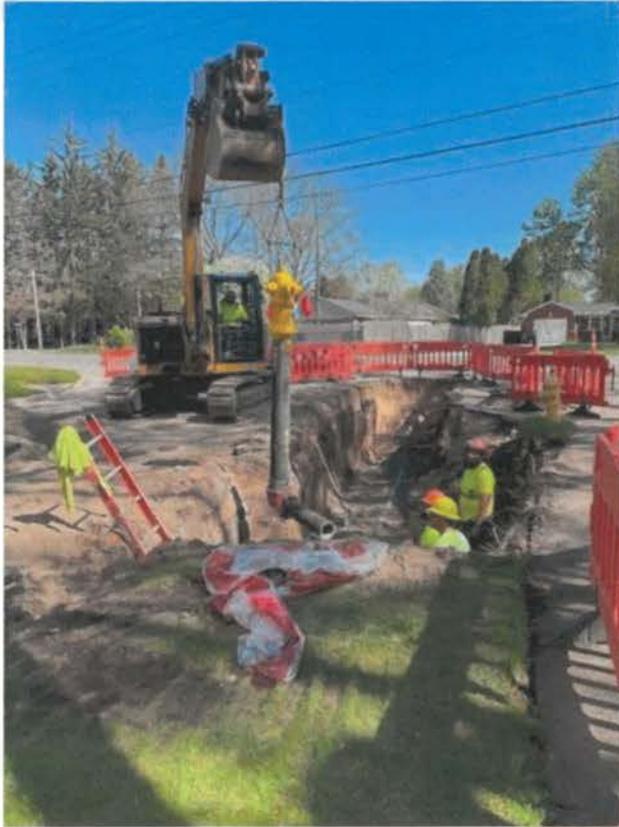
Objectives:

- 1.) Work with finance department to assess utility rates with respect to infrastructure needs. **Status: Ongoing.**
- 2.) Utilize asset management best practices and continue to work utility asset management plans and capital improvement plan that coincides with the current street capital improvement plan. **Status: Completed and ongoing-see below.**

Utility Infrastructure Improvements:

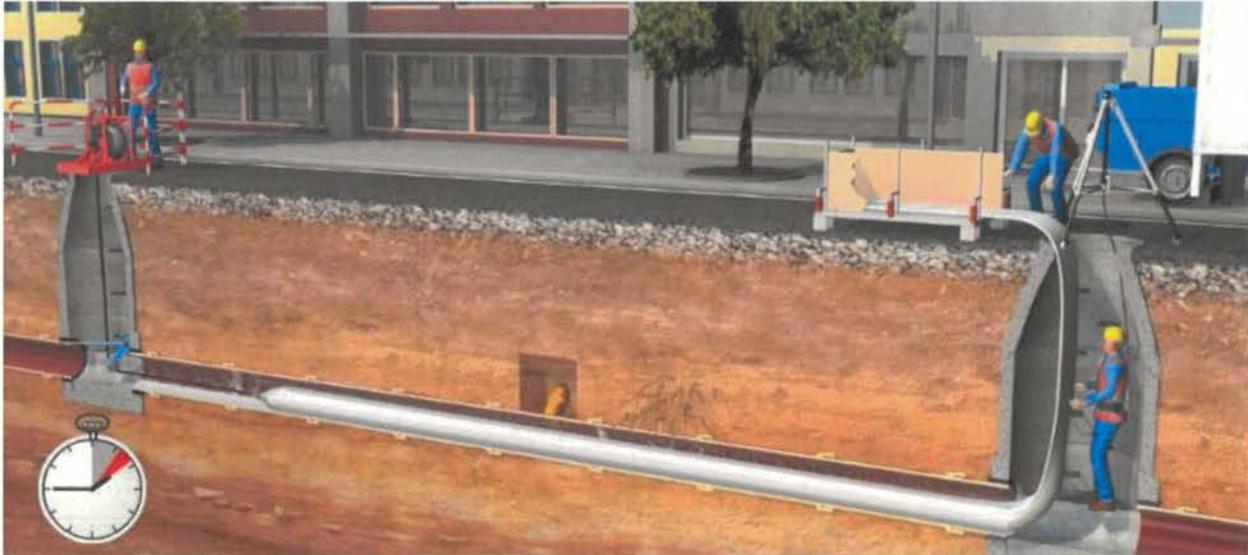
Water Main Projects

- Rehabilitation of 2,709 feet and replacement of 900 feet (entire system stretches approximately 53 miles)
- 1.3% moving from level 5 rating to level 1 rating (PACP Asset Management Rating)
- Investment total: \$513,000



Sanitary Sewer Projects

- Rehabilitation of 9,068 feet (entire system comprised of approximately 42 miles)
- 4.1% system improvement from level 5 rating to level 1 rating (PACP Asset Management Rating)
- Investment total: \$415,500



Storm Sewer Projects

- Replaced of 75 feet-Lakeside Drive Large Diameter Culvert-Between Reeds and Fisk Lakes (entire system comprised of approximately 39 miles)
- .03% system improvement from level 5 rating to level 1 rating (PACP Asset Management Rating)
- Investment total: \$250,000



GOAL (Ongoing): Enhance lead service line replacements utilizing asset management strategy to remove all lead service lines within 5-8 years (2038 is the required completion date under the current lead and copper rule). (Strategic Plan-Infrastructure Priority 1).

Objectives:

- 1.) Utilize up-to-date data gathered from several years of hydro-excavating all gaps in water service line inventory. **Status: In-Process. Estimated completion in 2024/2025/2026.**
- 2.) Coordinate replacements in conjunction with mill/overlay street projects, utility replacements, or in advance of pavement preservation. **Status: In-Process. With utility rate adjustments coupled with ARPA funds and general fund contributions lead service line replacements are underway for projected 2024 construction season streets.**
- 3.) Complete 150 replacements in FY 2023-2024. **Status: In-Process. 200 lead service lines are projected to be replaced by the end of the FY.**



GOAL (Ongoing): Successfully maintaining and improving city street surface conditions towards the 2025 goal of 70% of City streets within a 5-10 (Good/Fair) PASER rating (Pavement Surface Evaluation and Rating) (Strategic Plan-Infrastructure-Priority 2).

Objectives:

1.) Utilize PASER preventative maintenance applications to maintain and improve streets utilizing crack sealing, skip patching, cape seal and chip and fog seal treatments when warranted within the confines of the budget and street condition.

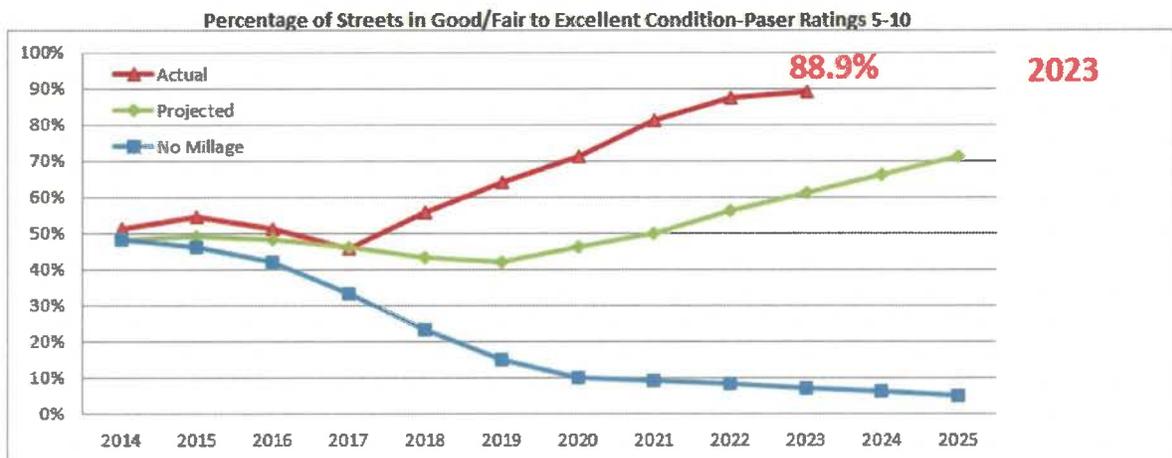
Status: Ongoing.

4.) Plan and coordinate grind and resurface treatments of streets when the asset rating is met. **Status: Ongoing.**

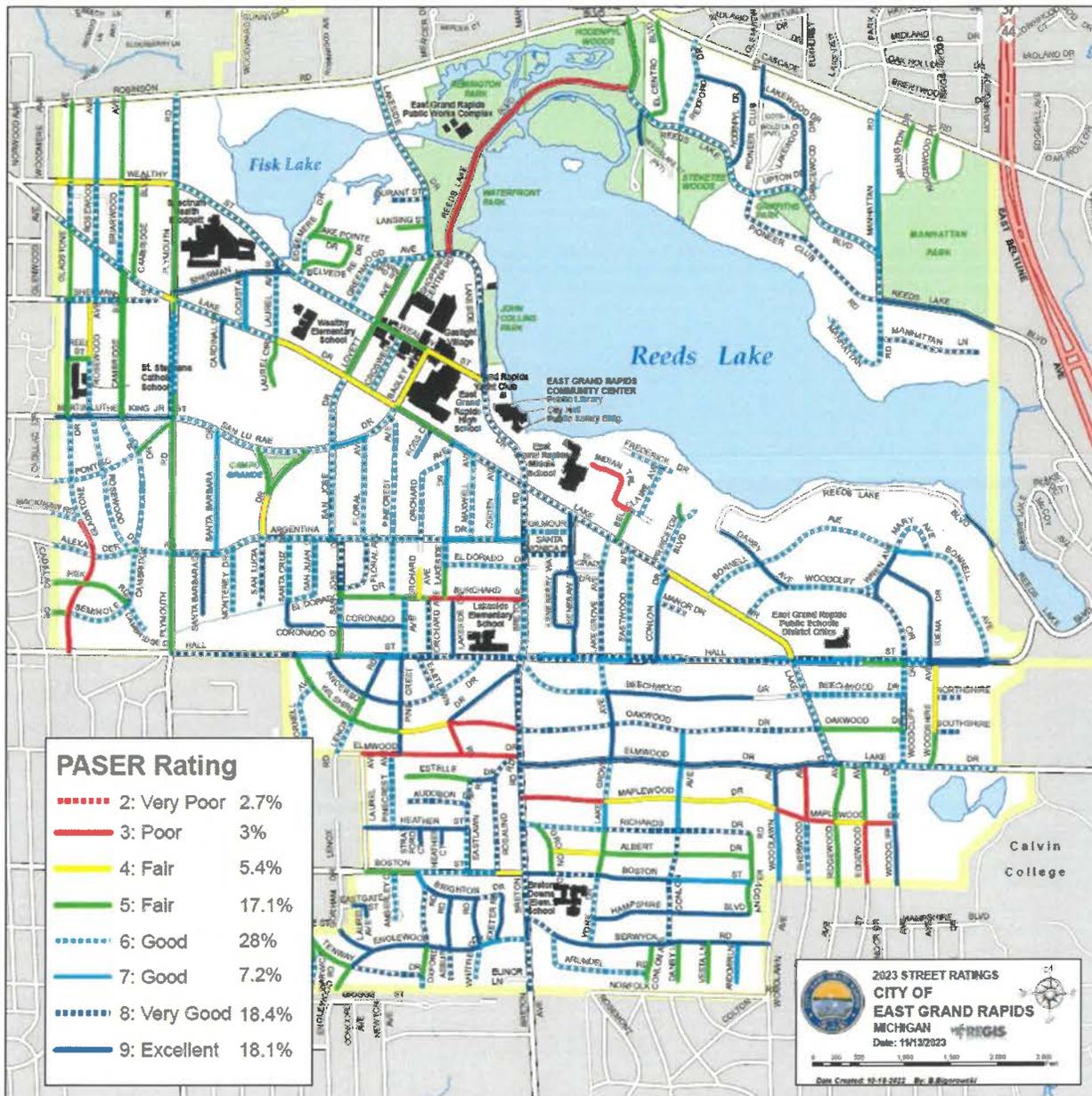
5.) Coordinate if possible, bidding projects collaboratively. **Status: Ongoing.**

6.) Utilize enhanced methods/technology, when possible, to increase street surface conditions. **Status: Ongoing.**

7.) Quantify/measure PASER ratings progress from preventative maintenance and construction. **Status: Ongoing-see 2023 progress/results:**







Thanks to the 2015 millage the city has accomplished the following in 2023:

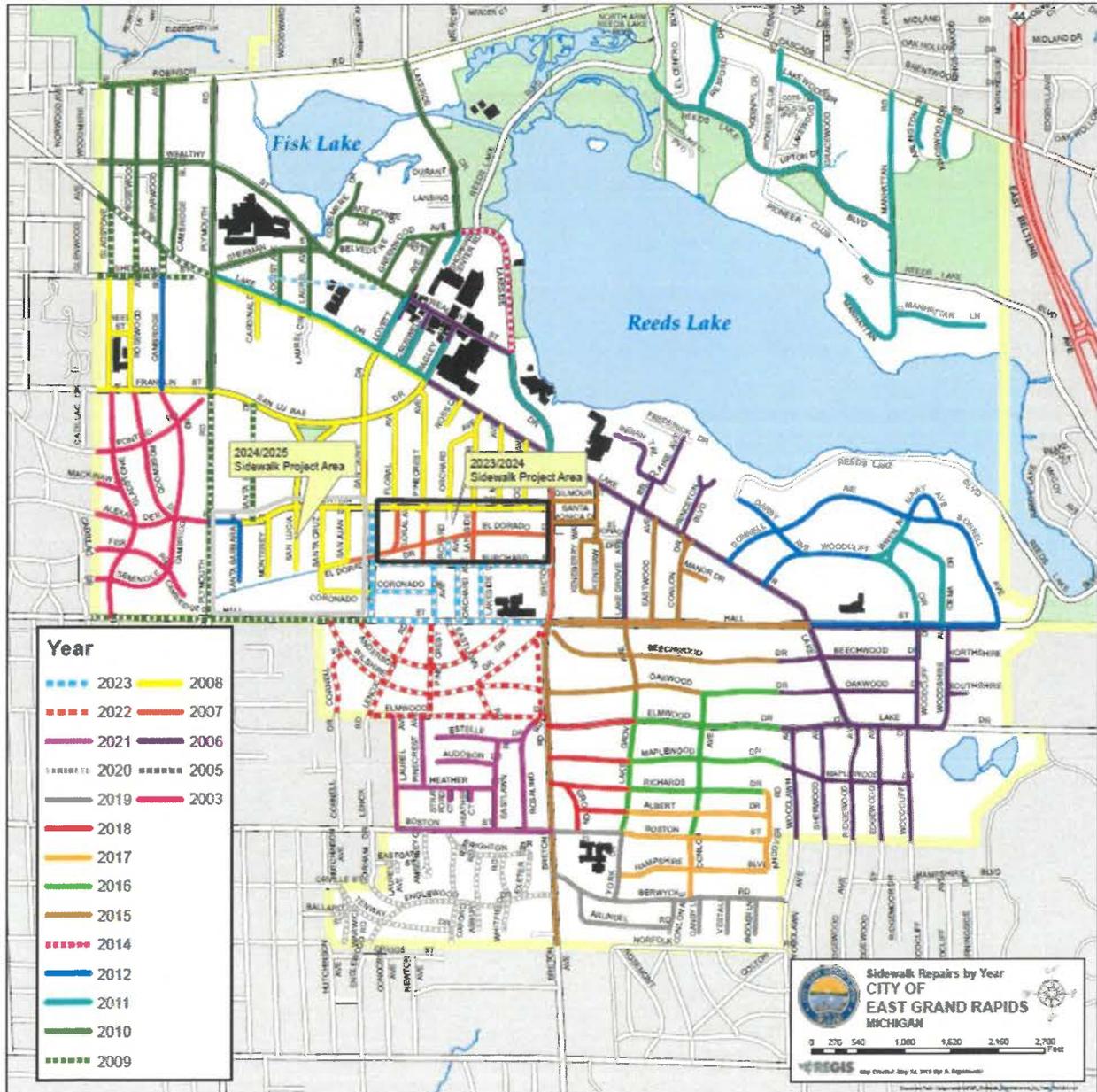
Street Construction:

- Mill and overlay: 2.92 miles
- Cape seal: 2.94 miles
- Total: 5.86 miles
- Investment total: \$1,608,500

GOAL (Ongoing): Successfully maintaining and improving the city sidewalk network (Strategic Plan-Infrastructure-Priority 2).

Objectives:

- 1.) Create target asset management zones and for comprehensive program in accordance with funding from the 2015 Streets and Sidewalks Millage. **Status: Ongoing.**
- 2.) Annually bid, award, rehabilitate, and construct sidewalk within each zone within the allocated budget. **Status: Ongoing.**



GOAL (New): Complete studies on qualifying streets consistent with the Radar Speed Feedback Sign Policy (RSFS) and also consider PILOT/policy modification for Major Streets in 2024 (Strategic Plan-Infrastructure-Priority 2).

Objectives:

- 1.) Study major street designated corridors for segments for potential locations.
- 2.) Develop policy options for City Commission consideration.
- 3.) Execute installations and potential policy modification.

Status: Pilot-Plymouth Road-Lake Drive to Wealthy Street (Blodgett Hospital Pilot Initiative).



GOAL (Ongoing): Complete comprehensive review of pedestrian safety traffic control devices and best practices for public and private schools in the city for midblock crosswalks throughout the city. (Strategic Plan Infrastructure Priority 2).

Objectives:

- 1.) Work with traffic engineering consultants regarding RRFB study of major streets for potential expansion of pilot. **Status: Completed. A policy with study and warrant requirements was also developed and approved by the City Commission. Pilot locations and additional locations are permanent unless they are reviewed and no longer meet criteria for use in the future.**
- 2.) Complete studies at key locations: **Status: Studies were completed first around school campuses and three locations met requirements for enhanced signals comprised of Rectangular Rapid Flashing Beacons (RRFB's) at Lake Drive/Kenesaw Drive, Hall Street/Anderson Drive, and Wealthy Street/Schoolhouse Condos (2006 Wealthy). Additional studies will be completed in 2024/2025 for potential improvements.**

- 3.) Locations that meet requirements to City Commission for approval consideration:
Status: The three locations noted met criteria of the policy and were submitted to the City Commission for approval consideration. The City Commission approved the locations noted.
- 4.) Install additional pilot location. **Status: Completed and ongoing.**

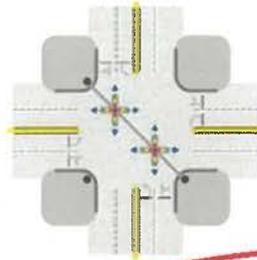


Goal: Traffic Signal Upgrade at Breton Road/Boston Street Intersection in accordance with the 2015 Streets and Sidewalks Millage. For FY 24/25 Traffic Signal Upgrade at Breton Road/Hall Street Intersection. (Strategic Plan Infrastructure Priority 2).

Objectives:

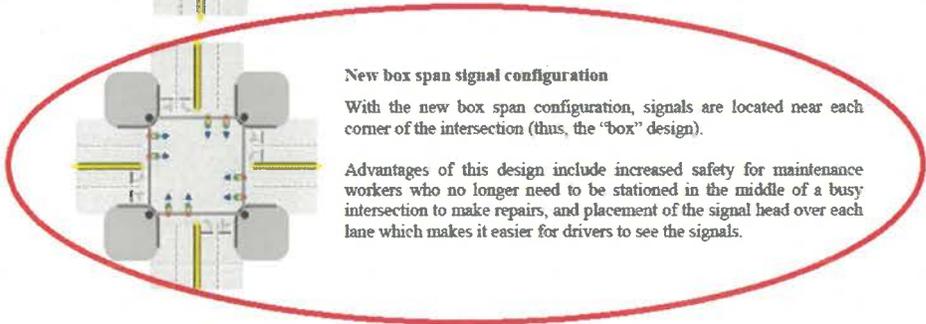
- 1.) Work with the City of Grand Rapids Traffic Signals team to determine parameters in conjunction with the recent Traffic Signal Optimization study (metro area-wide). **Status: Completed.**
- 2.) Survey. **Status: Completed.**
- 3.) Geotechnical analysis. **Status: Completed.**
- 4.) Preliminary and Final Design. **Status: Completed.**
- 5.) Bid. **Status: Completed.**
- 6.) Construct. **Status: In-Process.**

****Objectives remain the same for FY 24/25 for Breton Road/Hall Street****



Traditional signal design

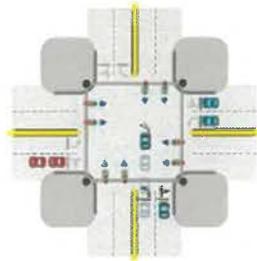
With the traditional signal design, two traffic signals are located in the middle of an intersection. They are suspended on wires secured to two poles placed opposite each other in the intersection.



New box span signal configuration

With the new box span configuration, signals are located near each corner of the intersection (thus, the "box" design).

Advantages of this design include increased safety for maintenance workers who no longer need to be stationed in the middle of a busy intersection to make repairs, and placement of the signal head over each lane which makes it easier for drivers to see the signals.



How a box span signal works

This diagram shows how the new signal configuration works. Motorists will continue to pull up to the stop line and proceed according to the signal directly opposite them at the far side of the intersection. Once this signal turns green, a motorist could go straight or turn, depending on their lane of travel. Motorists turning left need to follow through with the left-turn regardless of what the other traffic signals show; drivers should NOT stop in an intersection for any reason.

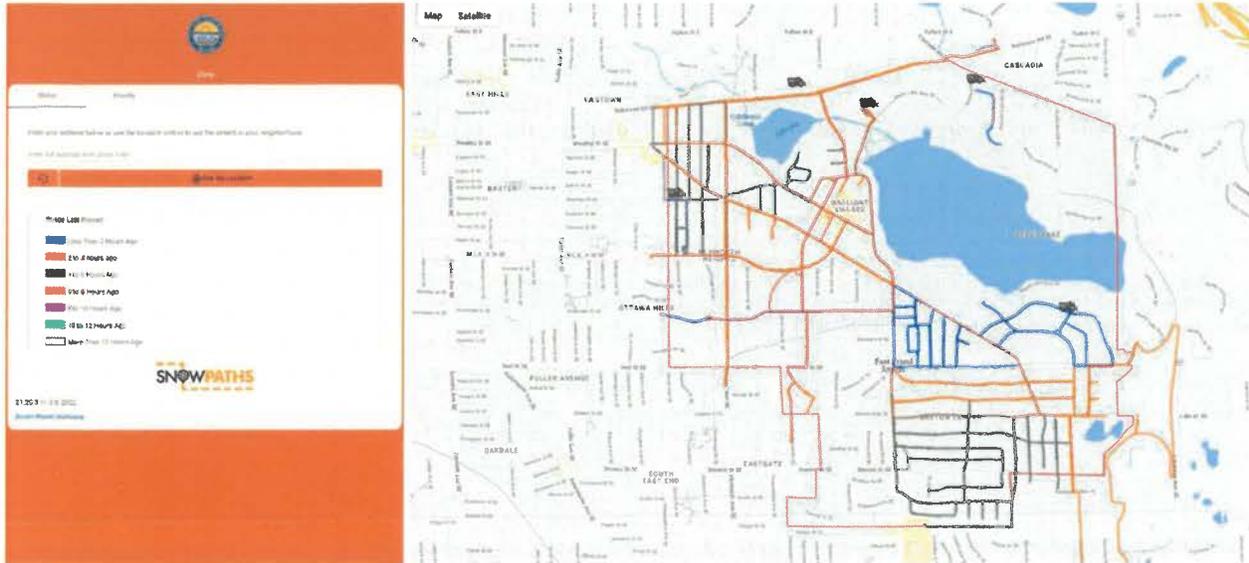
DPW OPERATIONS:

GOAL (Continued): Utilize and integrate technology to increase operational efficiencies (Strategic Plan City Operations Priority 2).

Goal (Completed-Continued): Complete GPS live tracker for City plowing services.

Objectives:

- 1.) Review products and options. **Status: Selected SnowPaths.**
- 2.) Test pilot programs. **Status: Pilot program still currently underway.**
- 3.) Based on pilot results may or may not integrate into operations management. **Status: Ongoing. Public Works is looking at integrating street sweeping and yard waste/composting services, as well as sidewalk plowing going forward.**



Goal (Continued): Alternative sidewalk snow removal equipment and concepts (Strategic Plan Infrastructure Priority 2)

Objectives:

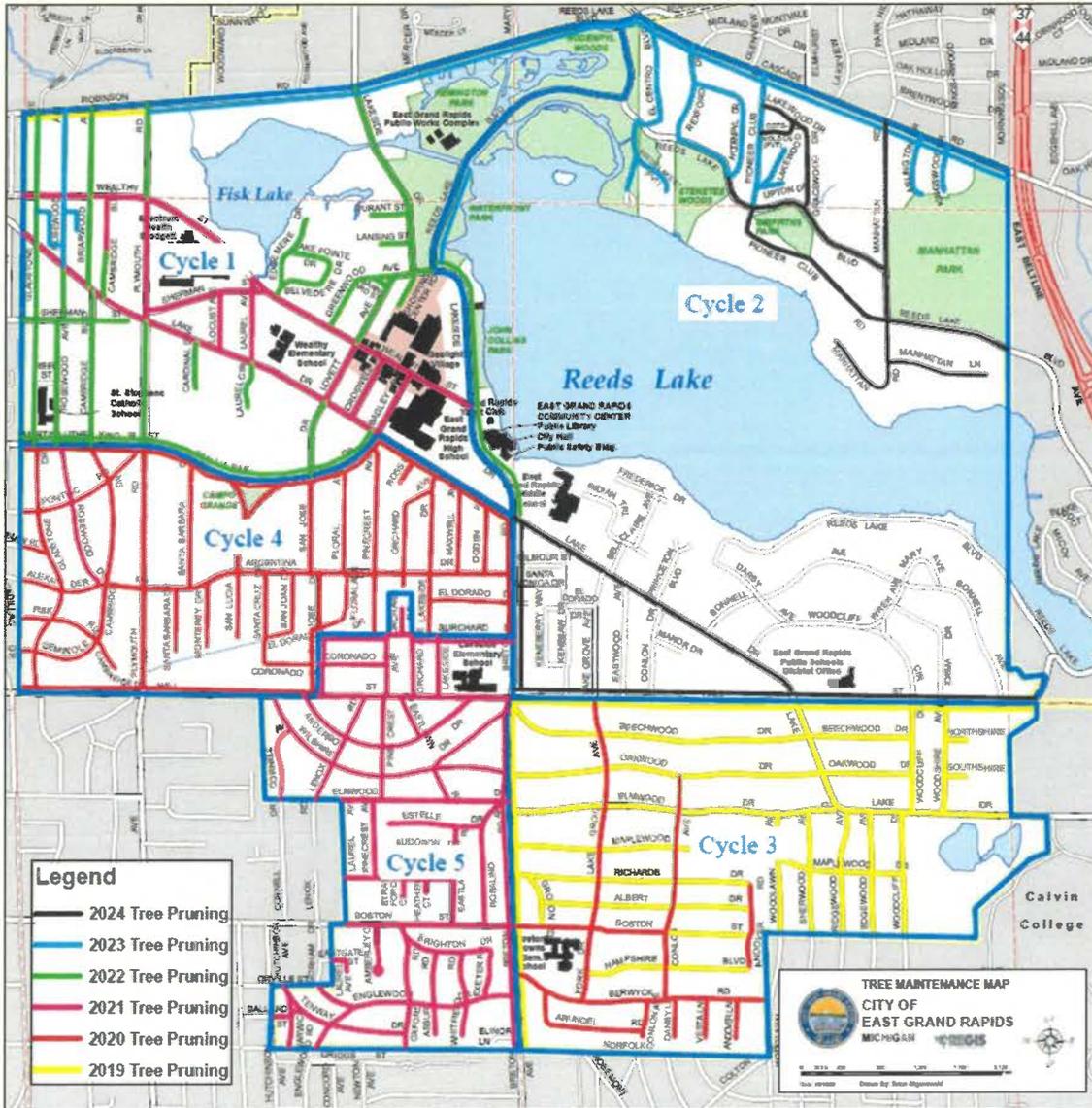
- 1.) Research new, alternative, and emerging technology/equipment and pilot. **Status: Ongoing.** The city has purchased several snow/ice pack equipment attachments from Canada to enhance sidewalk snow pack/ice removal for residual material that remains after plowing, blowing, or brooming sidewalks.
- 2.) Secure and deploy equipment based on operational capability. **Status: In-process.** Capabilities for conditions and operational response times and effectiveness are being tested/documentated for future policy/guideline considerations or recommendations.



GOAL: Develop and implement proactive ROW tree management program (Strategic Plan Operations Priority 2).

Objectives:

- 1.) Utilize tree inventory project assessment study to create systemic approach to tree canopy maintenance. **Status: Completed and ongoing.**
- 2.) Create and implement proactive pruning in targeted zones. **Status: Completed/ongoing. Cycle 2 completion in 2024 with Cycle 3 in 2025 starting over the rotational cycle.**



GOAL (Ongoing): Water meter replacement program (Strategic Plan Infrastructure Priority 2).

Objective:

- 1.) Replacement plan to proactively replace water meters throughout the city. **Status: Completed 178-meter installations in 2023 targeting 180 meters for 2024.**

GOAL (Continued)-Review Advanced Metering Infrastructure (AMI). Status: This is a coordinated effort in the Grand Rapids metro region.

Objectives:

- 1) AMI-Review feasibility. **Completed.**
- 2) If feasible moved to start a pilot zone. **Pilot zone with cellular read end points that will coincide with the meter replacement program. The goal for 2024 will be between 100-180 additional end points in addition to 20 from a successful pilot in 2023.**

GOAL (Continued): Investigate residential composting options for potential pilot consideration. **Status: Completed.**

Objectives:

- 1.) Investigate and explore State and Federal environmental regulations with EGLE. **Status: Completed.**
- 2.) Utilize EGLE feedback to investigate capability and capacity from processors. **Status: Completed.**
- 3.) From regulator, processor and EGR capacity provide any actionable options through a pilot concept. **Status: In-process.**
- 4.) Monitor and review potential expansion opportunities is warranted. **Status: In-process. The city received a grant from EGLE for the composting site. EGLE is utilizing the site and the unique operating and data system as an example for other communities.**



Home » News Flash

News

Posted on June 7, 2023

EGR Recognized for Environmental Leadership

The City of East Grand Rapids has been recognized for its environmental leadership by Michigan Green Communities.

The City earned gold in the Michigan Green Communities Challenge for its innovative work in energy efficiency, climate adaptation and resilience, recycling and environmental justice, among others. MGC is a statewide network of local government staff and officials who collaborate to promote sustainability solutions. Its annual MGC Challenge allows participants to track and benchmark their progress.

East Grand Rapids was one of 48 communities statewide to earn gold, silver or bronze in this year's MGC Challenge.

"The City of East Grand Rapids is honored to receive this award from the Michigan Green Communities Challenge for our diverse and strategic sustainability efforts," City Manager Sheela Charles said. "Our residents, staff and community have all played an instrumental role in ensuring our environment is healthy and enjoyable for all."

Some of the City's recent sustainability initiatives include:

- **Launching a food scrap composting program** as part of a three-year pilot program
- Improving bicycle access and availability with the **Facility Bike Action Plan**, providing a connected network of cycling facilities within East Grand Rapids and adjacent communities.
- Being recognized as a **Tree City USA** by the Arbor Day Foundation for the past nine years for the City's care and maintenance of public trees, including a cost-sharing tree planting program.
- Installing solar arrays to all City-owned buildings.
- Becoming the first municipality in the state to join DTE Energy's **CleanVision Natural Gas Balance** program, which helps reduce the City's carbon footprint.

Michigan Green Communities is a sustainability networking, benchmarking and technical assistance program. Open to all local governments in Michigan at no cost, it guides and supports communities in adapting to a changing climate, protecting infrastructure, improving the quality of life for residents and creating a more environmentally and economically sustainable future for the state.

For more information about MGC and its challenge, visit mkgreencommunities.com

GOAL (NEW Added): Complete a Fleet Electric Vehicle (EV) assessment related to feasibility of vehicle and equipment transition for future MERF replacements. (Strategic Plan Operations Priority 2).

Objectives:

- 1.) Partner with consulting firm for fleet evaluation/analysis. **Status: At no cost to the city Public Works has partnered with Consumers Energy for their Power MI Fleet Program-Electrification Assessment.**
- 2.) Complete data analysis and collection for consultants. **Status: Complete.**

- 3.) Consulting analysis, verifying use, conditions, level of service, etc.
- 4.) Feasibility Report.
- 5.) Implementation plan-policy consideration for the city.

****The City has ordered three F-150 Lightning EV's with ARPA funds to pilot in operations in 2024-2025****





Pedestrian/Bike-Recent Improvements-Several Examples

Middle School-Pedestrian Crossing-
Lake Dr. and Kenesaw Dr. 2015



Middle School-Pedestrian Crossing-
Lake Dr. and Kenesaw Dr. 2024



High School-Pedestrian Crossing
Lake Dr. and Bagley Ave 2011



High School-Pedestrian Crossing
Lake Dr. and Bagley Ave 2022



Wealthy Elementary School-Pedestrian Crossing
Wealthy St/Schoolhouse Condos 2011



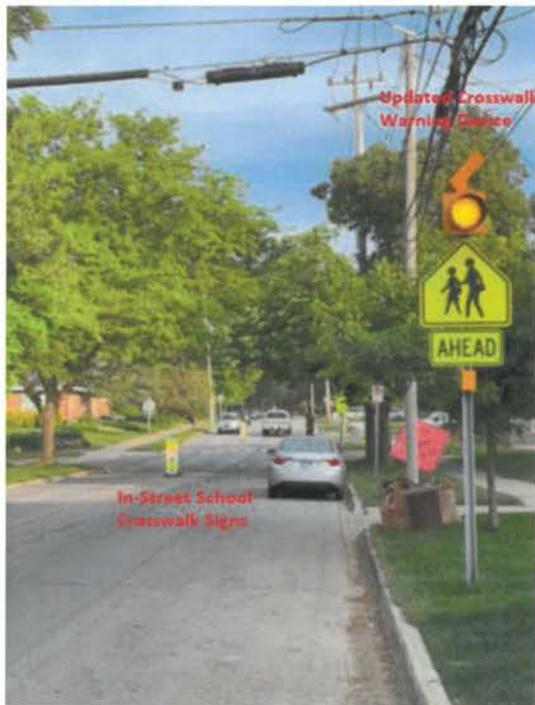
Wealthy Elementary School-Pedestrian Crossing



Pedestrian Crossing-Lake Dr and Lovett Ave 2015



Pedestrian Crossing-Lake Dr and Lovett Ave 2024



Pedestrian Crossing-Hall St and Anderson Dr 2011



Pedestrian Crossing-Hall St and Anderson Dr 2024

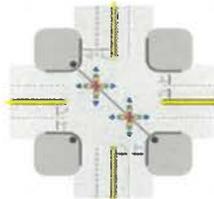


Traffic Signal Improvements

- Lead Pedestrian Interval (LPI) all signals: \$50,000
2016-2020
- Breton/Lake/Lakeside Signal Replacement: \$135,000
(EGR share) 2016
- (Federal Funds/grant) \$274,000
- Plymouth Rd-Midblock Warning Flasher: \$22,000
- Hall/Lake Signal Capital Upgrade: \$15,000
2017
- Lakeside/Robinson Signal Replacement: \$54,000 (EGR
share) 2018
- (KCRC share) \$54,000
- Breton/Hall Capital Maintenance/Upgrade: \$10,000
2018
- Breton/Boston Signal Replacement \$215,000
(Budgeted Estimate) 2024

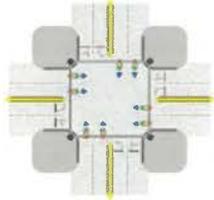
The New Box Span Traffic Signal

Box span signal design is a new method for positioning traffic signals in an intersection. In the course of projects that require upgrading an intersection and/or signal, MDOT will be replacing the traditional signal configuration with the box span design.



Traditional signal design

With the traditional signal design, two traffic signals are located in the middle of an intersection. They are suspended on wires secured to two poles placed opposite each other in the intersection.



New box span signal configuration

With the new box span configuration, signals are located near each corner of the intersection (thus, the "box" design).

Advantages of this design include increased safety for maintenance workers who no longer need to be stationed in the middle of a busy intersection to make repairs, and placement of the signal head over each lane which makes it easier for drivers to see the signals.



How a box span signal works

This diagram shows how the new signal configuration works. Motorists will continue to pull up to the stop line and proceed according to the signal directly opposite them at the far side of the intersection. Once this signal turns green, a motorist could go straight or turn, depending on their lane of travel. Motorists turning left need to follow through with the left-turn regardless of what the other traffic signals show; drivers should NOT stop in an intersection for any reason.

Breton/Boston Traffic Signal 2022



Breton/Boston Traffic Signal 2024



Lake Dr between Bagley Ave and Breton Rd

Before 2016



After 2016



Figure 1: Crosswalks Treatment Before and After Year 2016.

Before 2016-Below



After 2016-Below



Pre-Post 2016 Pavement Markings-Crash Data-Below-To 2023

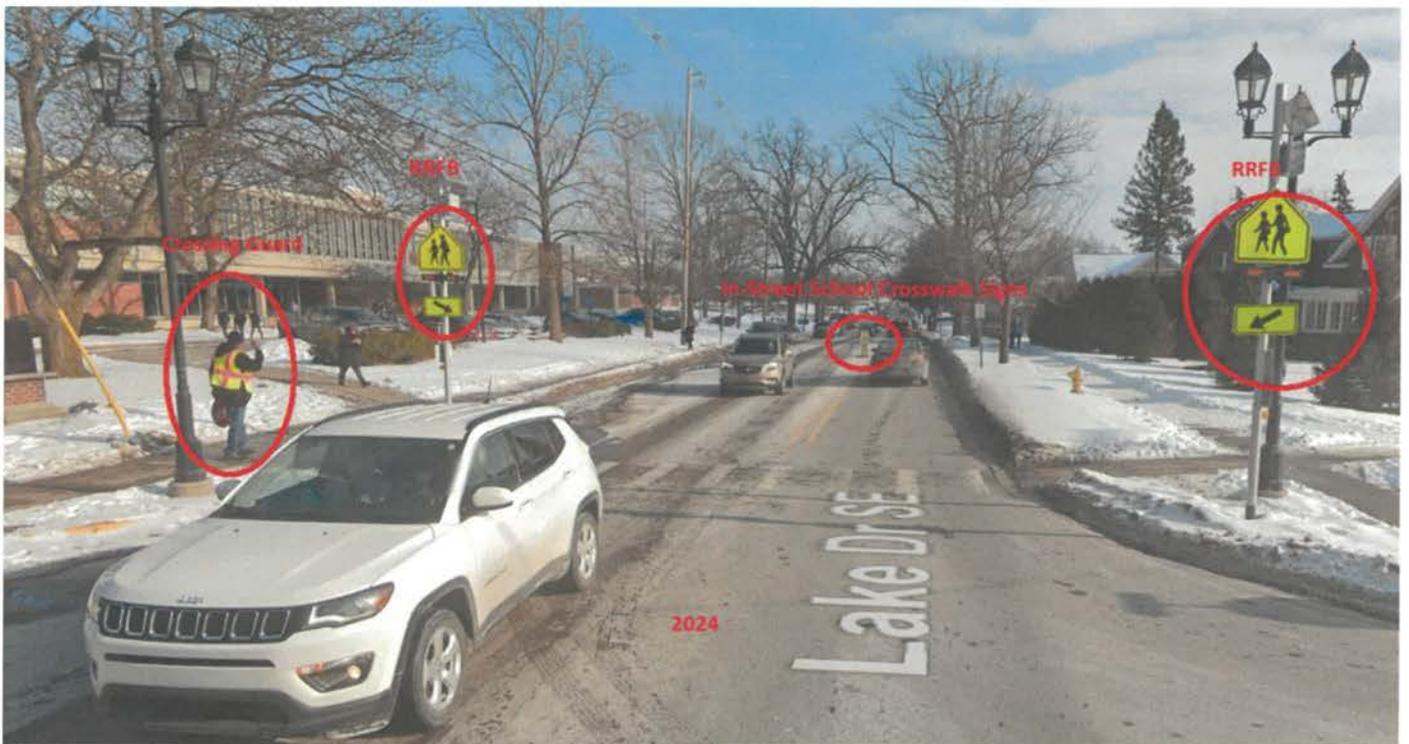
Table 1: Summary of Crash Analysis

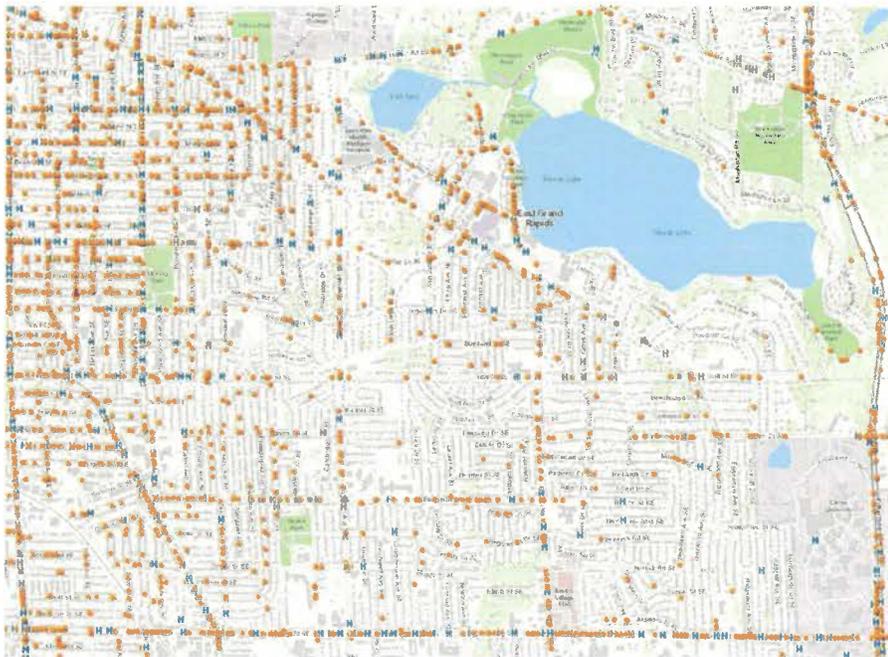
City-Owned Intersection	Total Crashes		Pedestrian Crashes	
	Before 2016	After 2016	Before 2016	After 2016
Breton Road SE and Lade Drive SE	28	16	0	0
Lake Drive SE and Ogden Avenue SE	5	2	0	0
Lake Drive SE and Maxwell Avenue SE	5	2	0	0
Lake Drive SE and Lakeside Drive SE	10	14	1	0
Lake Drive SE and San Lue Rae Drive SE/Bagley Avenue SE	31	23	0	1
Total	80	57	1	1

Lake/Bagley 2016-Below



Lake/Bagley 2023-Below





5 Year Crash/Accident Map-One Resource Utilized for Areas of Focus-Improvements

MOBILITY/BIKE ACTION PLAN

UPDATES & COMMUNITY
ENGAGEMENT OPPORTUNITIES





MAP LEGEND: SHORT TERM PHASE ROAD TYPE

- CROSSTOWN CONNECTOR
- NETWORK RESIDENTIAL
- LINK RESIDENTIAL
- NEIGHBORHOOD RESIDENTIAL
- PEDESTRIAN WALKING PATH
- EX. EGR MULTI-USE, BICYCLE, OR PED FACILITIES
- EX. FACILITIES (UPDATED IN BIKE MOBILITY PLAN)
- FUTURE PROJECT WITH CITY OF GRAND RAPIDS
- FUTURE PROJECT WITH KCRC, GR TOWNSHIP
- CITY LIMITS

MAP LEGEND: MID & LONG TERM PHASE ROAD TYPE

- CROSSTOWN CONNECTOR
- NETWORK RESIDENTIAL
- LINK RESIDENTIAL
- NEIGHBORHOOD RESIDENTIAL

SHEET INDEX - PLAN VIEW BY STREET

SHEET	DESCRIPTION
3	ALEXANDER RD (CITY LIMITS TO PLYMOUTH RD)
4	ARGENTINA DR (PLYMOUTH RD TO FLORAL AVE)
5	ARGENTINA DR (FLORAL AVE TO BRETON RD)
6	BAGLEY AVE (LAKE DR TO WEALTHY ST)
7	BOSTON ST (CITY LIMITS TO BRETON RD)
8	BOSTON ST (BRETON RD TO LAKE GROVE AVE)
9	BRETON RD (ARGENTINA DR TO LAKE DR)
10	CONLON AVE (CITY LIMITS TO BERWYCK RD)
11	BERWYCK RD (CONLON AVE TO YORK DR)
12	ELMWOOD DR (LAKE GROVE AVE TO WOODLAWN AVE)
13	ELMWOOD DR (WOODLAWN AVE TO LAKE DR)
14	FRANKLIN ST (CITY LIMITS TO PLYMOUTH RD)
15	GLADSTONE AVE (WEALTHY ST TO ROBINSON RD)
16	HALL ST (LAKE DR TO CITY LIMITS)
17	LAKE DR (LAKE DR TO PRINCETON RD TO PRINCETON BLVD)
18	LAKE DR (PRINCETON BLVD TO HALL ST)
19	LAKE DR (HALL ST TO WOODLAWN AVE)
20	LAKE DR (WOODLAWN AVE TO CITY LIMITS)
21	YORK DR (BERWYCK RD TO BOSTON ST)
22	LAKE GROVE AVE (BOSTON ST TO MAPLEWOOD DR)
23	LAKE GROVE AVE (MAPLEWOOD DR TO HALL ST)
24	LAKE GROVE AVE (HALL ST TO LAKE DR)
25	LAKE GROVE AVE (LAKE DR TO WEALTHY ST)
26	LAKE GROVE AVE (WEALTHY ST TO REEDS LAKE BLVD)
27	MANHATTAN RD (REEDS LAKE BLVD TO REEDS LAKE BLVD)
28	REEDS LAKE BLVD (PEDESTRIAN CROSSING TO EL CENTRO BLVD)
29	REEDS LAKE BLVD (EL CENTRO BLVD TO GRACEWOOD DR)
30	REEDS LAKE BLVD (GRACEWOOD DR TO MANHATTAN RD)
31	SAN JOSE DR (ARGENTINA DR TO SAN LU RAE DR)
32	SAN LU RAE (PLYMOUTH RD TO SAN LUCIA DR)
33	SAN LU RAE (SAN LUCIA DR TO LAKE DR)
34	WEALTHY ST (LOVETT AVE TO LAKE DR)
35	WOODLAWN AVE (CITY LIMITS TO WOODLAWN AVE)

NOTE: THE IMPLEMENTATION OF THE MOBILITY - BIKE ACTION PLAN ADDRESSES ALL SHORT TERM PROJECTS, SOME MID AND LONG TERM PROJECTS WITH INTERMEDIATE UPGRADES RELATED FOR FUTURE RECONSTRUCTION, AND UPDATES SOME EXISTING FACILITIES IDENTIFIED IN THE MOBILITY-BIKE ACTION PLAN PREPARED BY PROGRESSIVE AC-JUNE 2021.

SOURCES:
 MANUAL ON UNIFORM TRAFFIC CONTROL FOR STREETS AND HIGHWAY, 2009 EDITION;
 RIGHT-OF-WAY GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES, 2012 FOURTH EDITION;
 MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD PLAN (PAVE-600-G, PAVE-961-C, PAVE-962-B)

Halverson Engineering, LLC
 4500 Grand Central Circle, SE
 Grand Rapids, MI 49508
 Office: (616) 508-0142



CITY OF EAST GRAND RAPIDS
 4500 Grand Central Circle, SE
 Grand Rapids, MI 49508
 BIKE ACTION PLAN

Sheet No. 35 of 35
 Date: 4/2/20
 Project: 2020
 Scale: 1" = 100'

Grand Valley Metropolitan Council
**Regional Safety
Action Plan**

Safety Committee Meeting #4

July 9, 2024



GVMC **TOOLE** **williams&works**
DESIGN

Agenda

1. Project Schedule Overview
2. Adopted Vision Zero Goal (5 min)
3. Review of Draft High Risk Network Analysis (15 min)
4. Draft Policies, Programs, and Projects (30-45 min)
5. Next Steps (5 min)

GVMC **TOOLE** **williams&works**
DESIGN engineers. architects. planners.