



# CITY OF EAST GRAND RAPIDS

750 LAKESIDE DRIVE SE-EAST GRAND RAPIDS, MICHIGAN 49506

April 23, 2025

## **Notice of Meeting/Information/Engagement Opportunity**

Dear East Grand Rapids Resident/Property Owner:

Plymouth Road from Hall Street to Martin Luther King Jr. Street is a local agency street mill and overlay project for summer of 2025, from June to mid-August. In February the city provided an informational notice and invitation to meet with city staff with respect to the project to answer questions, receive comments, etc. This notice is intended to remind residents who have not met or communicated with city staff to reach out and do so. The City Commission will be considering authorization of a new cross-section of this section of Plymouth Road at its May 19, 2025, meeting held in the City Commission Chambers at 6:00pm. Comments submitted to the email provided at the end of this notice have been or will be submitted to City Commissioners in advance of the meeting. Public Comment will also be taken at the meeting.

### **What is the project scope?**

Mill/overlay is a road rehabilitation process that extends road life and generally consists of the following:

- Upgrade sidewalks and ramps to be compliant with the Americans with Disabilities Act where needed.
- Use a milling machine to remove and grind the road surface with a conveyor system loading debris into trucks-milling is noisy but typically only lasts one day per phase.
- Pave the road with one or more layers of asphalt.
- Adjust manholes to be level with the road.
- Restore disturbed areas with topsoil and grass seed, irrigation repairs, etc.

This project is funded with \$887,000 of federal grant funds (through MDOT) and \$193,898 in local funds.

In addition to the mill and overlay construction, the city is looking at implementation of pedestrian and bike improvements in coordination with this project as called out in the community Mobility-Bike Action Plan. This means that the road cross-section may be modified to account for bike lanes/infrastructure which would have an impact with respect to on-street parking.

### **Why is the city looking at this type of change?**

The City of East Grand Rapids went through a multi-year public engagement process in 2021 and 2022 towards developing a community Mobility-Bike Action Plan in 2022 as an output from the 2018 Community Master Plan with corridors and future improvements developed by the entire community to provide an improved mobility network for all road users. Since its adoption, the city has implemented many of the noted facilities regarding bike lanes/routes, additional pavement markings, and associated signage to improve non-motorized infrastructure for pedestrian and bicycle safety. The city has been implementing these pedestrian and bike infrastructure safety enhancements from an initial implementation in 2022, and in conjunction with future street construction projects going forward. One of the areas noted for desired infrastructure improvements is Plymouth Road from Hall Street to Martin Luther King Jr. Street/San Lu Rae Drive to connect to bike infrastructure implemented at those locations in recent years as well as the City of Grand Rapids bike facilities network.

For more information on the City of East Grand Rapids Mobility-Bike Action Plan, please visit [www.eastgrmi.gov](http://www.eastgrmi.gov) and use the search feature and enter "Mobility-Bike Action Plan" or scan this QR code:

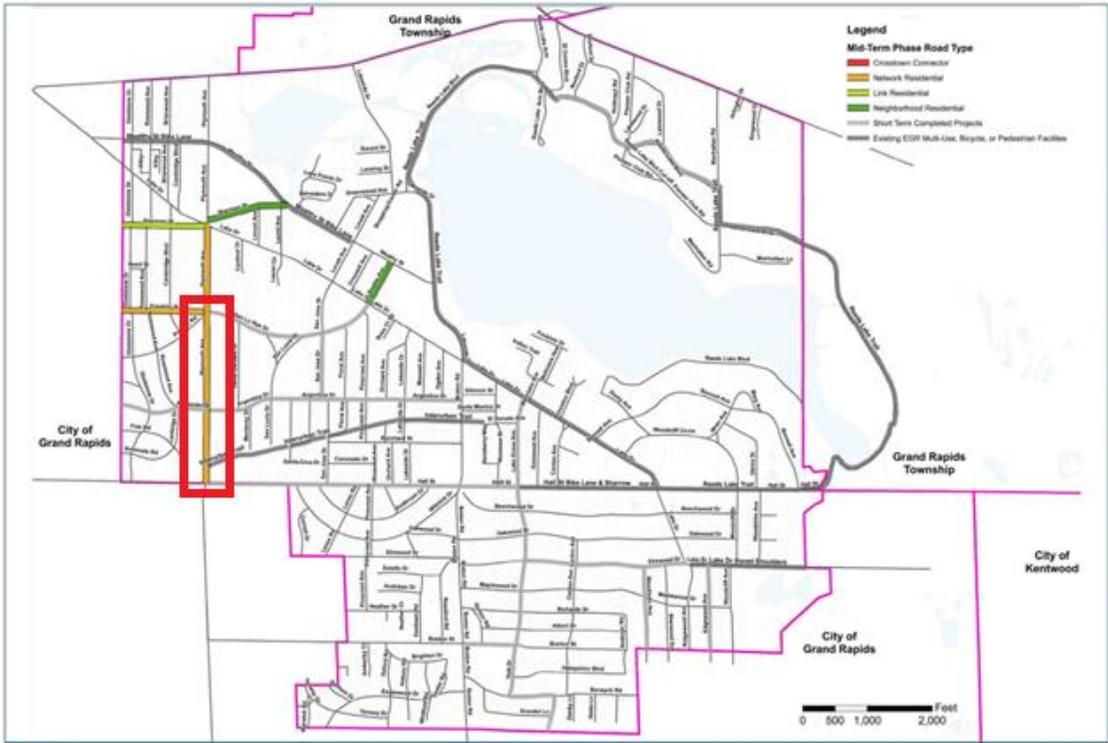


Map excerpts from the Mobility-Bike Action Plan that note the “system” that is being developed are included with this notice on the following pages to provide for greater systems context along with Strava bike and foot traffic data.

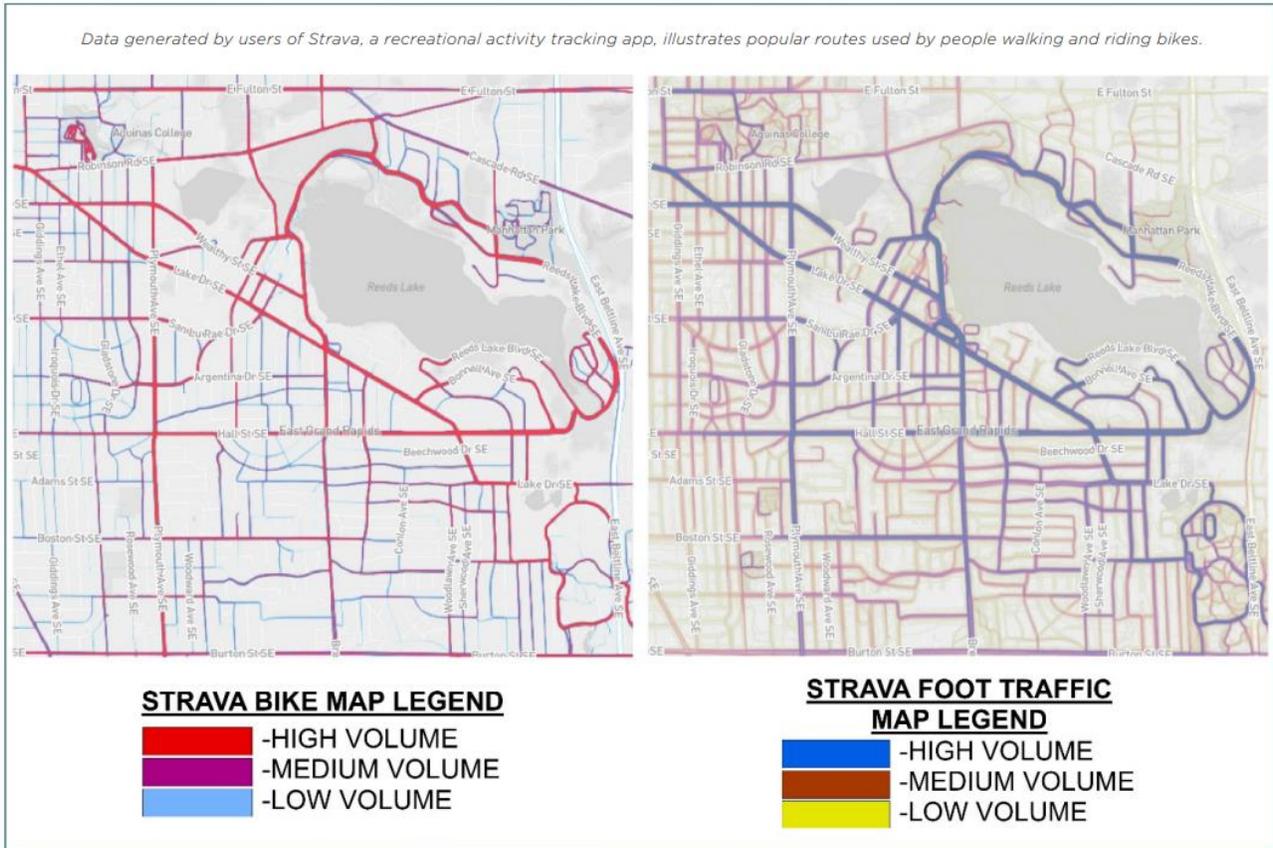
Mobility-Bike Action Community Engagement Map Noting Desired Improvement Routes-Below



Mid-Term Mobility Network Project Routes-Below:



Strava Data-Bike and Pedestrian Volumes-Streets-Below



**POTENTIAL MOBILITY NETWORK - STRAVA MAPS**  
EAST GRAND RAPIDS - MOBILITY BIKE-ACTION PLAN



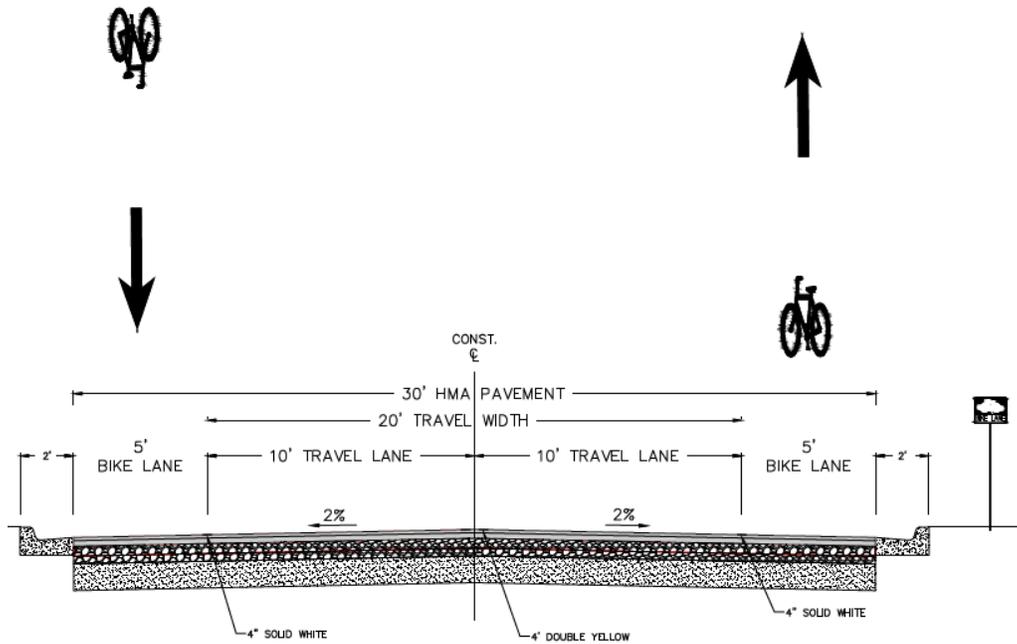
**What are the options?**

When looking at cross section design, centerline markings should be placed on paved urban arterials and collectors that have a traveled cross-section of 20-feet or more in width and an Average Daily Traffic (ADT) of 4,000 vehicles per day or greater. The cross-section of Plymouth Road is approximately 30-feet, and it has an ADT of ~7,100 ADT and therefore requires centerline pavement markings as a baseline requirement to formulate options from. Below is the 2024 as well as historical ADT data.

**Location ID:** 822  
**Located On:** Plymouth Avenue SOUTH OF Franklin  
**Direction:** 2-WAY  
**Count:** 7188 (2024)  
**NB Count:** 3614 (2024)  
**SB Count:** 3574 (2024)

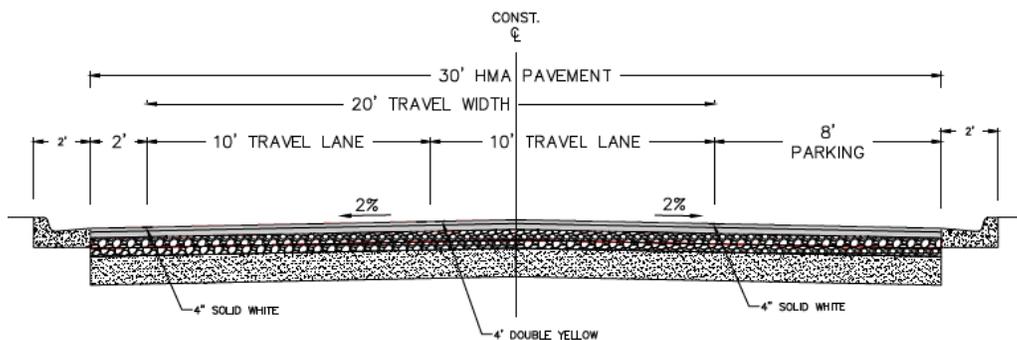
Year	AADT
2024	7,188
2020	7,334
2016	9,034
2013	9,336
2010	7,385

**Option 1:** Cross section aligns with dedicated bike lanes and the pavement cross section is approximately 30-feet, with a minimum travel lane width of 10-feet for each direction (10-foot travel lanes are the minimum and are used to reduce speeds), and dedicated bike lanes for each direction at-5 feet. See below.



PROPOSED TYPICAL CROSS SECTION  
TO APPLY:  
PLYMOUTH ROAD  
SCALE: 1" = 4'

**Option 2:** Cross section aligns as close to existing conditions for a pavement cross section of approximately 30-feet, and has a minimum travel lane width of 10-feet for both directions. Due to centerline requirements and width constraints, on-street parking would reside on the east side of Plymouth (hydrant locations on the west side eliminates more parking because parking is prohibited within 15-feet of either side of a hydrant). On-street parking would be 8-feet on the east side with a 2-foot buffer edge line on the west side. Sharrow pavement markings are not an option on this corridor as an alternative due to safety where ADTs are greater than 3,500 vehicles per day. This option would not be aligned with the Mobility-Bike Action Plan . See below.



PROPOSED TYPICAL CROSS SECTION  
TO APPLY:  
PLYMOUTH ROAD  
SCALE: 1" = 4'

## Other options discussed:

A widening option may be another alternative to accommodate both bike lanes and on-street parking, however, this option is cost prohibitive related to utility relocations and removal of right-of-way trees through the corridor that would negatively impact the environment and associated aesthetics. Due to these factors and feedback from residents in the area, this option has not been studied further.

Some residents have asked about the use of sharrows instead of dedicated bike lanes. Sharrows, or shared lane markings, are generally not recommended for streets with high ADT volumes, particularly those exceeding 3,000 ADT. This is because high traffic volumes can make it difficult for motorists to share the lane with bicycles, potentially leading to conflicts and safety concerns. Because Plymouth has a consistent history of ADT volumes greater than 7,000, this is not a safe option.

Because the cross section is not being fundamentally changed and is essentially assigning space to all road users, whatever option is authorized can be altered at a very low cost. The city refreshes pavement markings every year and if either option is authorized to be changed at a future date, it can be done for several thousand dollars.

## Parking Analysis:

An on-street parking utilization study was conducted in the fall of 2024 to understand utilization and on-street parking and potential impact. The findings of the study are noted below:



### Average Counts for each Segment:

1. Plymouth Ave – MLK St to Alexander St (East) 2.333
2. Plymouth Ave – MLK St to Argentina Dr (West) 1
3. Alexander St – Plymouth to Cambridge (North) 0
4. Alexander St – Plymouth to Cambridge (South) 0.5
5. Argentina Dr – Plymouth to Santa Barbara Dr (North) 0.5
6. Argentina Dr – Plymouth to Santa Barbara Dr (South) 0.333
7. Plymouth Ave – Hall St to Alexander St (East) 0.3333
8. Plymouth Ave Hall St to Argentina Dr (West) 0

### FINDINGS

A few conclusions can be drawn from the data derived during the parking study. The section of Plymouth with the most parked cars within the study limits is the segment that spans from Martin Luther King JR Street SE to Alexander Street SE, with an average of 2.333 cars parked. The section of Plymouth from Hall Street to Argentina Street had 0 cars parked on the street the entire duration of the study. The cars were usually parked within the mid-block segments rather than on the outskirts or the block. There seems to be more cars in the morning than in the evening on Plymouth Avenue. Some of these cars parked were noted to be for deliveries or landscaping services, but were still counted as on-street parking.

The study and full data are available via the city construction update page via the icon at the bottom of the homepage [www.eastgrmi.gov](http://www.eastgrmi.gov) (scroll to Plymouth Rd project) or via the QR code:

Study Report:



Count Data:



Parking analysis indicates that there is low utilization of on-street parking and adequate supply available for adjacent homes which supports the enhancement of pedestrian and bike safety infrastructure thus, the addition of dedicated bike lanes.

**Other concerns shared with the city in general:**

Concerns have been expressed to date regarding special or surge events that can have negative parking impacts for these non-everyday events. While this is certainly an impact, other areas of the city and others have established that through adaptation, existing spaces can be assigned to individuals with mobility challenges, while others can drop off and/or utilize existing public parking that is available on side streets, typically resulting in a 2–4-minute walk via sidewalk in this area.

Delivery and contractor vehicle/service delivery concerns that have been expressed are certainly understood as well. For areas with similar challenges related to parking restrictions, intermittent delivery or refuse/recycling vehicles are permitted and would not be impacted by the addition of bike lanes. In similar areas where bike lanes are present or where parking restrictions are in place, contractors servicing homes utilize driveways to the properties that they are providing service to that have parking capacity, drop-off equipment and utilize side streets for on-street parking (typically this is a walk of 2-4 minutes in this area), or utilize warning hazard lights to indicate their presence is short-term related to their visit.

City yard waste service guidelines note placement of containers/material on the terrace side of the curb and fall leaf pickup is permissible as long as there is no impact of the traveled portion of roadway.

**Current Parking Availability:**

Standard Parking Spaces Approximately 9'x18'

ADDRESS#	Approx. No. of Vehicles Parked in Drive & Garage	Closest Side Street Parking
1120 Plymouth Road	11-17, (includes 2-Garage)	Hall St.
1112 Plymouth Road	11-16	Hall St.
1104 Plymouth Road	7-9 (includes 2-Garage)	Hall St. or Argentina Dr.
1062 Plymouth Road	9 (includes 2-Garage)	Argentina Dr.
1048 Plymouth Road	10 (includes 2-Garage)	Argentina Dr.
1040 Plymouth Road	8 (includes 2-Garage)	Argentina Dr.
1030 Plymouth Road	6 (includes 2-Garage)	Argentina Dr.
1155 Plymouth Road	4 (includes 2-Garage)	Hall St.
1145 Plymouth Road	10 (includes 2-Garage)	Hall St.
1125 Plymouth Road	10 (includes 2-Garage)	Hall St.
1119 Plymouth Road	10 (includes 2-Garage)	Hall St.
1111 Plymouth Road	9-10 (includes 2-Garage)	Hall St.
1065 Plymouth Road	7 (includes 2-Garage)	Hall St.
1061 Plymouth Road	7-9 (includes 2-Garage)	Hall St.
1055 Plymouth Road	13 (includes 2-Garage)	Argentina Dr.
1041 Plymouth Road	8-9 (includes 2-Garage)	Argentina Dr.
1037 Plymouth Road	7-8 (includes 2-Garage)	Argentina Dr.
1025 Plymouth Road	6 (includes 2-Garage)	Argentina Dr.
980 Plymouth Road	7 (includes 2-Garage)	Argentina Dr.
972 Plymouth Road	8 (includes 2-Garage)	Argentina Dr.
966 Plymouth Road	15-17 (includes 2-Garage)	Argentina Dr.
952 Plymouth Road	10-11 (includes 2-Garage)	Argentina Dr.
942 Plymouth Road	15-17 (includes 2-Garage)	Argentina Dr.
934 Plymouth Road	16-18 (includes 2-Garage)	Argentina Dr.
922 Plymouth Road	7-12 (includes 2-Garage)	Argentina Dr.
910 Plymouth Road	10 (includes 2-Garage)	Argentina Dr.
904 Plymouth Road	14-16 (includes 2-Garage)	Argentina Dr.
856 Plymouth Road	12	San Lu Rae
846 Plymouth Road	9 (includes 2-Garage)	San Lu Rae
836 Plymouth Road	15 (includes 2-Garage)	San Lu Rae
800 Plymouth Road	13 (includes 2-Garage)	San Lu Rae
975 Plymouth Road	6	Alexander Rd.
955 Plymouth Road	8 (includes 2-Garage)	Alexander Rd.
945 Plymouth Road	10 (includes 2-Garage)	Alexander Rd.
939 Plymouth Road	12 (includes 2-Garage)	Alexander Rd.
925 Plymouth Road	11 (includes 2-Garage)	Alexander Rd.
915 Plymouth Road	6 (includes 2-Garage)	Alexander Rd.
909 Plymouth Road	6 (includes 2-Garage)	MLK or Alexander Rd.
901 Plymouth Road	8 (includes 2-Garage)	MLK or Alexander Rd.
855 Plymouth Road	10-11 (includes 4-Garage)	MLK
835 Plymouth Road	20(includes 4-Garage)	MLK

**Other Reviews:**

Additionally various reviews required for the project included National Environmental Policy Act (NEPA) for environmental review, architectural, archaeological, indigenous/tribal, and civil/traffic engineering/accident reviews.

This communication is being sent to East Grand Rapids residents/property owners along Plymouth Road from Hall Street to Martin Luther King Jr. Street and general surrounding area. City staff would like to engage with residents by visiting each property in-person, if desired, to discuss aspects of the project and answer any questions. To schedule a site visit, or after reviewing initial plans have any questions comments or concerns, please send an email communication to [publicworks@eastgr.org](mailto:publicworks@eastgr.org) Please respond with a request for a site visit or questions by May 9, 2025.

Respectfully-  
East Grand Rapids Department of Public Works