



CITY OF  
EAST GRAND RAPIDS

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DOUG LA FAVE  
DEPUTY CITY MANAGER

**MEMORANDUM**

TO: Honorable Mayor and City Commissioners  
FROM: Doug La Fave, Deputy City Manager  
DATE: May 21, 2025

RE: Demonstration Pilot-Traffic Circles and Rapid Rectangular Flashing Beacons  
at Lakeside Drive/Greenwood Avenue and Lakeside Drive and Reeds Lake  
Boulevard-Summer 2025

Action Requested: That the City Commission consider authorizing the Department of Public Works to implement a demonstration pilot installation consisting of consecutive traffic circles and pedestrian crossing Rapid Rectangular Flashing Beacons (RRFBs) at the intersections of Lakeside Drive/Greenwood Avenue and Lakeside Drive and Reeds Lake Boulevard as proposed for the summer of 2025 in partnership with the Grand Valley Metro Council (GVMC) Transportation Department.

Background: The East Grand Rapids Department of Public Works Operations and Engineering teams (DPW) are responsible for complete street infrastructure throughout the city. When possible, DPW install demonstration pilots pertaining to potential future permanent changes to infrastructure. This allows community members to learn, experience, and provide feedback and for the city listen, learn, and modify pilots as part of evaluating a potential future permanent modification. Change can be challenging, and demonstration pilot installations are an opportunity through the interactive process that is not permanent.

Public feedback that was captured in the Mobility-Bike Action Plan. That was adopted in June of 2021 and noted the two-intersection area of Lakeside Drive/Greenwood Avenue and Lakeside Drive and Reeds Lake Boulevard as an area for improvements. To that end, as part of the Mobility-Bike Action Plan process, a demonstration pilot was tested with permanent changes noted with an All-Way Stop, removal of a slip through turn lane for vehicle traffic. While there have not been documented accidents since this modification, near misses that have been reported indicate that this area has the most reported near miss concerns throughout the city. Please see the excerpts of this demonstration pilot referenced in the Mobility-Bike Action Plan and reported near-miss data on the next page.

## Lakeside Drive-Demonstration Pilot 2020-Below

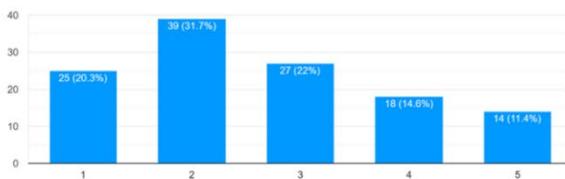
In East Grand Rapids, Progressive AE worked with Aligned Planning on a low-cost but high-impact experiment on Lake Drive, between Lakeside Drive and Reeds Lake Boulevard. The location has a history of pedestrian and bicycle conflicts as a result of the irregular street geometry and poor sightlines for vehicles turning at the intersection.



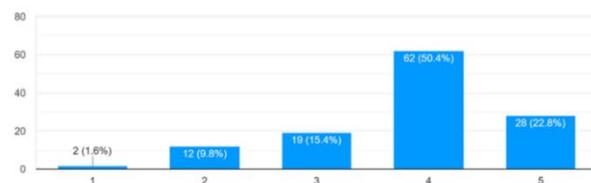
Using paint, cones, bales of hay, temporary signs, lightweight planters, and other inexpensive materials, an existing right-turn lane was repurposed into a bike/walk path segment representing a "Lake 2 Lake" trail connecting Fisk Lake and Reeds Lake.

The intervention stayed in place from October 15 until November 1, and community input was collected. Feedback indicated strong public support, with 65% responding that the improved elements should be made permanent.

How did you feel crossing the street in this location prior to this demonstration?  
123 responses

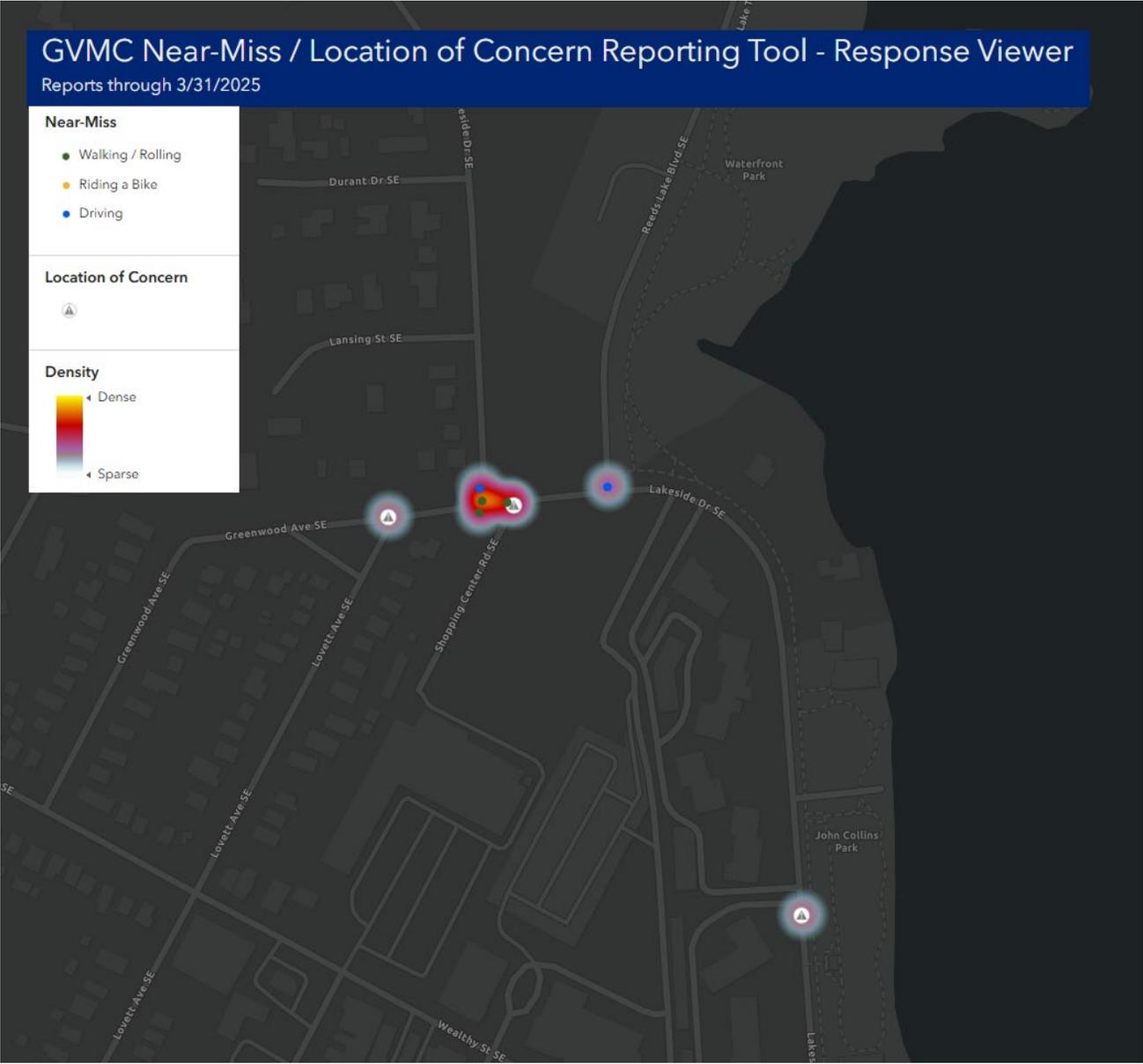


How did you feel crossing the street in this location during this demonstration?  
123 responses



The Aligned Planning report describing the details of the intervention and the public response is included as an appendix to this plan.

GVMC-Reported Near-Miss Date-Below



Near-misses reported were provided to the Department of Public Safety as they were reported as vehicles not obeying stop sign traffic control devices at the intersections.

In 2023 the City Commission requested a Traffic Impact Study (TIS) be conducted to study re-aligning Reeds Lake Boulevard to Lakeside Drive at Durant Street to eliminate the intersection of Reeds Lake Boulevard to Lakeside Drive as it exists today based on several Parks and Recreation Master Plan Concepts. The TIS indicated that more congestion and Level of Service (LoS) would decline for both Lakeside intersections, below LoS D, which is the general benchmark the city has utilized for public improvements and private developments as a developed urbanized area, so the concept was not pursued further. Generally, the two intersections in their current configurations operate within the acceptable LoS range with the exception of evening/PM for Reeds Lake Boulevard at Lakeside which experiences the lowest LoS F. Below is the current operational Los for this particular area as well as definitions of LoS.

Current LoS-Below

**Table 2. Existing Levels of Service and Delay**

Intersection/ Movement	Existing Conditions			
	A.M.		P.M.	
	LoS	Delay(s)	LoS	Delay(s)
<b>Lakeside Drive / Durant Drive</b>				
<i>NBL</i>	A	-	A	8.4
<i>EB</i>	B	12.0	C	15.3
<b>Lakeside Drive / Greenwood Avenue (Lakeside Drive)</b>				
<i>NB</i>	A	8.5	B	10.6
<i>EB</i>	A	10.0	B	13.6
<i>WB</i>	B	11.0	C	22.3
<i>SBL</i>	B	12.0	C	23.9
<i>SBT/R</i>	A	8.9	B	11.2
<b>Lakeside Drive / Reeds Lake Boulevard</b>				
<i>EBL</i>	A	8.2	A	9.0
<i>SB</i>	C	15.4	<b>F</b>	<b>58.3</b>

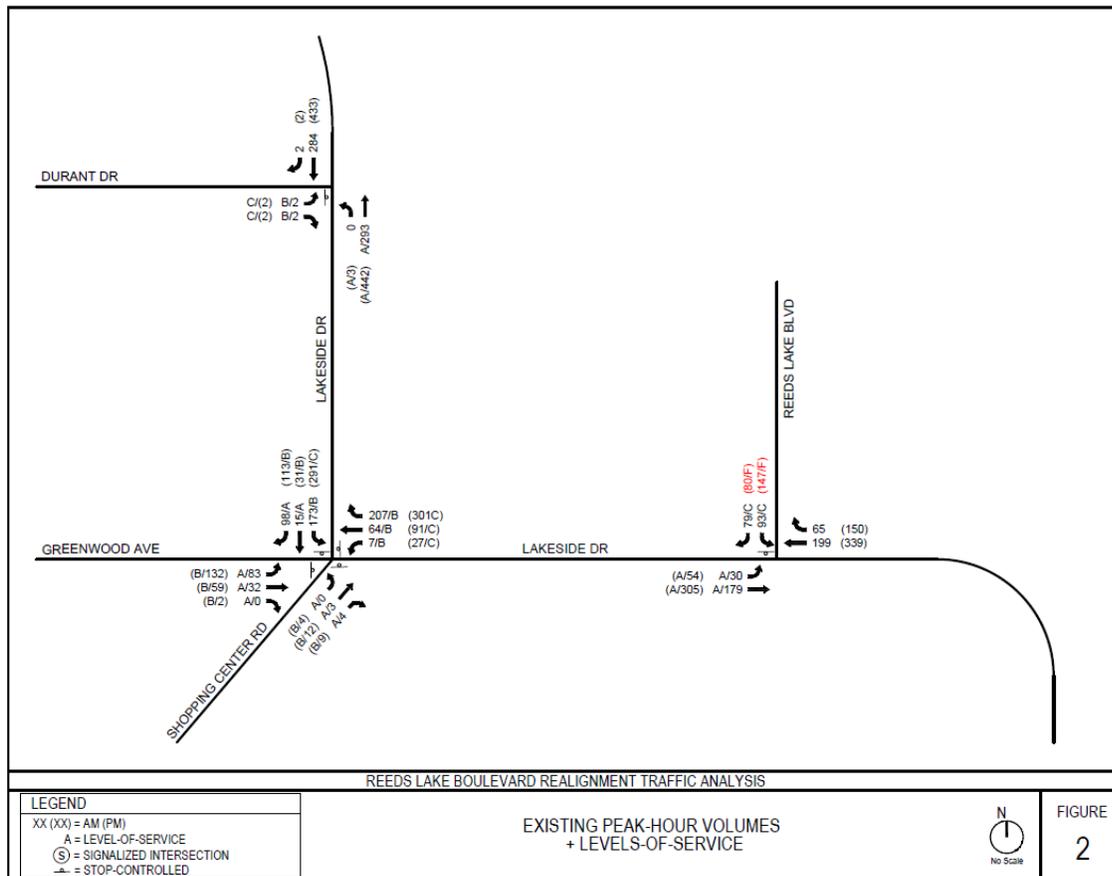
<sup>1</sup>Unsignalized intersection, controlled movements shown  
Source: Progressive AE, July 2023

LoS Definitions-Below

## Level of Service Definitions Unsignalized Intersections

- Level of Service A:** Average delay per vehicles for impeded movements is less than 10 seconds. There is little or no delay with typically low side street and/or main street traffic.
- Level of Service B:** Average stopped delays from 10.1 seconds to 15.0 seconds. Short delays, many acceptable gaps in main street traffic stream.
- Level of Service C:** Average delay per vehicle ranges from 15.1 to 25.0 seconds. Average traffic delays with frequent gaps in main street traffic.
- Level of Service D:** Average delays from 25.1 to 35.0 seconds for impeded movements. Long traffic delays for impeded movements due in part to a limited number of acceptable gaps.
- Level of Service E:** Average delays in the 35.1 to 50.0 second range. May experience very long delays for impeded movements with a very small number of acceptable gaps in the traffic stream.
- Level of Service F:** Average vehicle delays of over 50.0 seconds. Extreme traffic delays with virtually no acceptable gaps in main street traffic.

Traffic Count Data-Below



# Traffic Count Data-Gaslight Village-Blodgett Hospital-Below

## Traffic Count (TCDS)

Home   Locate   Locate All   Email This   Auto-Locate:

List View   All DIRs

Record   of 26   Goto Record   GO

Location ID	004	MPO ID	1
Type	SPOT	HPMS ID	
On NHS		On HPMS	
LRS ID		LRS Loc Pt.	
SF Group	01 (2025)	Route Type	
AF Group		Route	
GF Group		Active	Yes
Class Dist Grp		Category	
Seas Class Grp			
WIM Group			
QC Group	Default		
Functl Class		Milepost	
Located On	Lakeside Drive		
Loc On Alias			
South of	Robinson		

STATION DATA

Directions: 2-WAY   NB   SB

Year	AAADT	DHV-30	K %	D %	PA	BC	Src
2022	6,058				5,605 (93%)	452 (7%)	
2018	6,096	692	11	53	5,862 (96%)	234 (4%)	
2015	6,157	623	10	51	5,969 (97%)	187 (3%)	
2012	5,899	627	11	50	5,462 (93%)	437 (7%)	
2009	6,041						

VOLUME COUNT			VOLUME TREND	
Date	Int	Total	Year	Annual Growth
Thu 6/9/2022	15	5,654	2022	0%
Tue 6/7/2022	15	6,461	2018	0%
Mon 4/23/2018	15	6,096	2015	1%
Tue 10/20/2015	15	6,157	2012	-1%
Wed 11/7/2012	60	5,899	2009	-12%
Wed 9/2/2009	60	6,041	2007	-4%
Wed 5/25/2005	60	8,451	2005	5%
Mon 7/1/2002	60	7,358	2002	-3%

CLASSIFICATION		
Date	Int	Total
Thu 6/9/2022	15	5,654
Tue 6/7/2022	15	6,461
Mon 4/23/2018	15	6,096
Tue 10/20/2015	15	6,157
Wed 11/7/2012	60	5,899

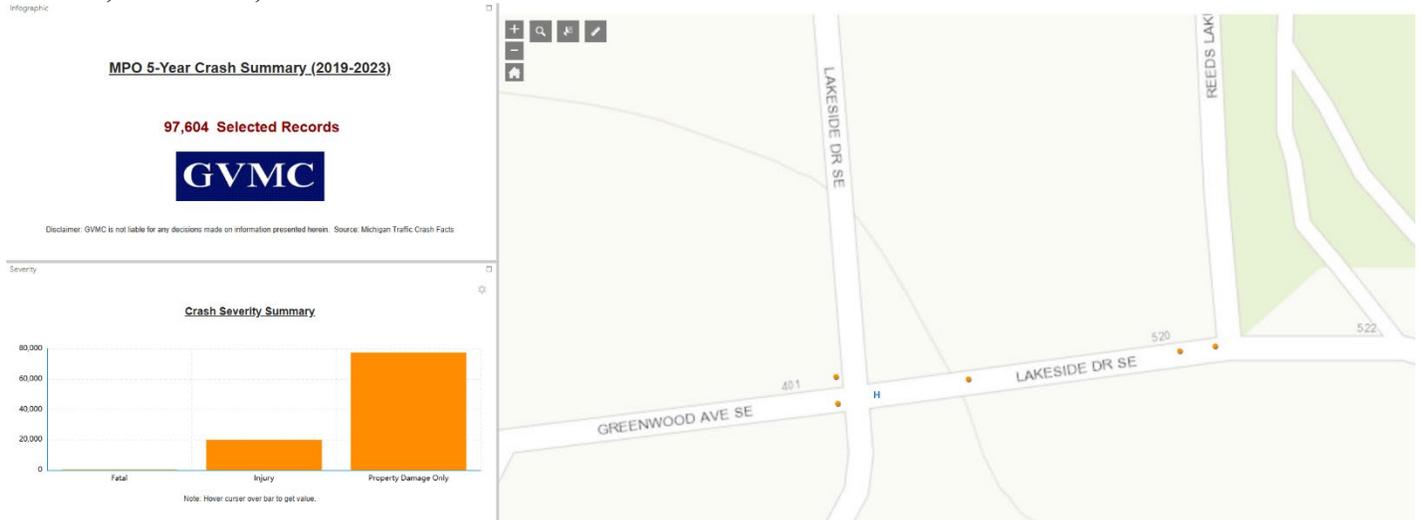
Accident history with respect to vehicle, bicycle, and pedestrians is noted below and the following pages. There have been no reported accidents since the changes were made in 2021, however near misses reported are the highest in the city over the past year.

Accident history summary graphics are provided below. The summary analysis of vehicle, pedestrian, and bicycle accidents are as follows:

- Angle Turn-Vehicles:                    2 Accidents-No Injuries
- Sideswipe-Vehicles:                    1 Accident-No Injury
- Rearend-Vehicles:                    1 Accident-No Injury
- Backing Up-Vehicles:                    1 Accident-Injury
- Bicycle-Non-Motorized:                    1 Accident-No Injury

GVMC Vision Zero-Regional Safety Action Plan that the City of East Grand Rapids is a participant/member of as our Metropolitan Planning Organization. To view this plan, please visit the following link: [20250415\\_GVMC+Regional+Safety+Action+Plan.pdf](#)

# Vehicle, Pedestrian, and Bike Accident Data-Below



# Bicycle Accident Data Citywide-Below

CRASH SUMMARY REPORT

## Bicycle Traffic Data 2019 through 2024

Created on April 30, 2025

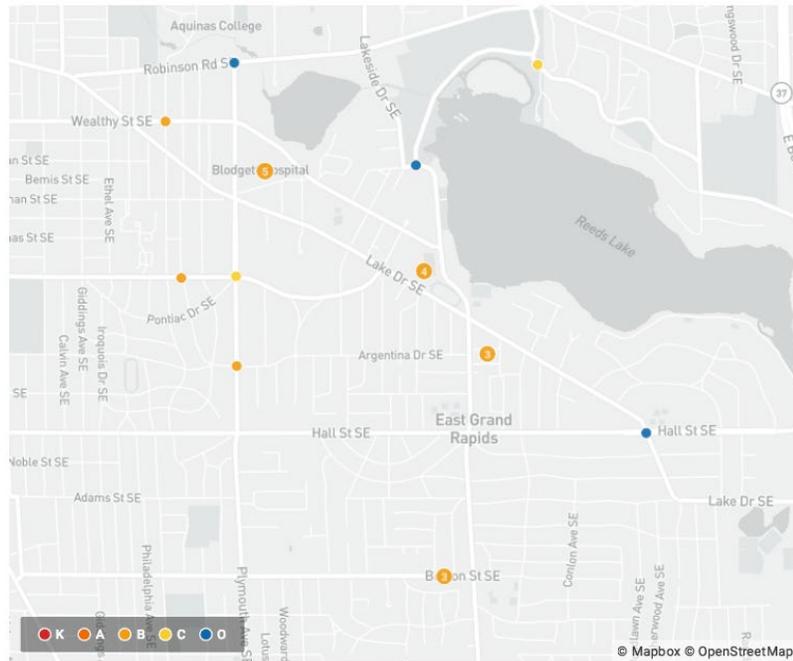
Created by Caroline Ford

Data extents: January 1, 2019 to January 1, 2025



### Applied Filters

Agency (ORI)+ = 4136100 - East Grand Rapids Department of Public Safety    Bicycle Involved = Yes



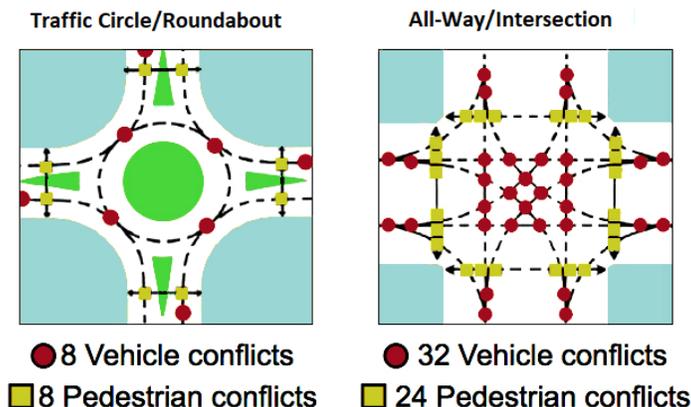
Total Crashes	23	Fatal Crashes	0
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Summary	Crash Level
Total Crashes	23 100.00%
Injury Crashes	16 69.57%
Property Damage Crashes	7 30.43%

A potential solution that may address vehicle, pedestrian, and bicycle accidents and near misses could be the proposed consecutive traffic circles and pedestrian crossing RRFBs (in accordance with City of East Grand Rapids RRFB Policy) at the intersections of Lakeside Drive/Greenwood Avenue and Lakeside Drive and Reeds Lake Boulevard. This approach is intended to improve vehicle traffic LoS as well as pedestrian and bicycle safety

According to FHWA:

- A single lane roundabout has 50% fewer pedestrian-vehicle conflict points than a comparable stop or signal controlled intersection. Conflicts between bicycles and vehicles are reduced as well.



- Shorter, setback crossings. Pedestrians cross a shorter distance of only one direction of traffic at a time since the entering and exiting flows are separated. Drivers focus on pedestrians apart from entering, circulating and exiting maneuvers.
- Lower speed. Traffic speed at any road or intersection is vitally important to the safety of everyone, and especially non-motorized users. Lower speed is associated with better yielding rates, reduced vehicle stopping distance, and lower risk of collision injury or fatality. Also, the speed of traffic through a roundabout is more consistent with comfortable bicycle riding speed.
- Features for All Users. Adding certain treatments at roundabouts can enhance the experience for both pedestrians and bicycles. Where bicycle facilities lead to a roundabout, providing an option to bicyclists to either ride in the travel lane or use a ramp to and from a separated shared use path.
- [ROUNDABOUTS with Pedestrians and Bicycles](#)
- RRFBs can reduce crashes to 47% for pedestrians.
- RRFBs can increase motorist yielding rates up to 98%.
- [Rectangular Rapid Flashing Beacons \(RRFB\) | FHWA](#)

The demonstration pilot designs are in process and will be initially installed consisting of temporary rubber curb, pavers, paint, vertical and horizontal delineators, etc. GVMC staff/committees are involved in the demonstration pilot, with design layout supported by recommendations by licensed traffic engineers from Progressive Companies and the civil engineer from Halverson Engineering. All advance warning signage and modifications throughout the demonstration pilot will be done in consultation with licensed transportation professionals.

With limited real estate larger truck movements have been studied and design will allow for movements within acceptable industry practices. Please select the following link below to view large truck movements.

<https://www.youtube.com/watch?v=IQGFaVkMPZ8>

GVMC Communications-Engagement-Below



<https://forms.office.com/r/QajfLL6EQZ>

**Do you travel down Lakeside Dr  
SE in East Grand Rapids?**  
(Between Greenwood Ave SE and Reeds Lake Blvd SE?)

**Please help us understand how you  
experience this segment!**

In partnership  
with



[www.gvmc.org/complete-streets](http://www.gvmc.org/complete-streets)

In addition to the layout plan sheets noted that are subject to modification based on consultation with licensed transportation professionals, images of a few demonstration pilot projects are provided below.

Image of Demonstration Pilots of Traffic Circles-Below



**REVIEWED & APPROVED FOR SUBMISSION:**

A handwritten signature in black ink, appearing to read 'Shea Charles', written in a cursive style.

Shea Charles  
City Manager