



**Planning & Technology Committee Members**

Mayor Rosalynn Bliss

Jack Hoffman  
Citizen Members:

Robert Postema  
Ryan Anderson

Terry Schweitzer (Chair)  
Dave Bulkowski

Paul Troost

**PLANNING & TECHNOLOGY COMMITTEE**

**Monday, March 8, 2021 – 8:30 a.m.**

**Virtual Meeting**

**AGENDA**

	<u>PRESENTER</u>	<u>ACTION</u>
1. PUBLIC COMMENT		
2. MINUTES REVIEW – January 11, 2021	Terry Schweitzer	Approval
3. DISCUSSION		
a. Division United Presentation	Nick Monoyios	Information
b. Fixed Route Ridership Report	Max Dillivan	Information
4. ADJOURNMENT		

Next meeting: May 10, 2021



**Future Planning & Technology Committee Members**

*Mayor Rosalynn Bliss      Jack Hoffman      Robert Postema      Terry Schweitzer (Chair)      Paul Troost*  
*Citizen Members:      Ryan Anderson      Dave Bulkowski*

**PLANNING & TECHNOLOGY COMMITTEE MEETING MINUTES**

**Monday, January 11, 2021 – 8:30 a.m.**

**Virtual Meeting**

**ATTENDANCE:**

Committee Members Present:

Ryan Anderson, Mayor Rosalynn Bliss, Dave Bulkowski, Jack Hoffman, Terry Schweitzer, Paul Troost

Committee Members Absent:

Robert Postema

Staff Attendees:

Max Dillivan, Nancy Groendal, Julie Ilbrink, Win Irwin, Steve Luther, Linda Medina, Nick Monoyios, James Nguyen, Jason Prescott, Andy Prokopy, Steve Schipper, Mike Wieringa, Kevin Wisselink

Other Attendees:

Brad Doane, Laurel Joseph, Laura St. Louis

---

Mr. Schweitzer called the meeting to order at 8:31 a.m.

**1. PUBLIC COMMENT**

No public comments were offered.

**2. MINUTES – November 16, 2020**

The minutes from November 16, 2020 were distributed and reviewed. Minutes were approved with no corrections.

**3. DISCUSSION**

**a. FY 2021 Fixed Route Report Card Standards Change Proposal**

Mr. Monoyios shared a presentation on their proposal to change the report card standards due to the fluctuations of the data due to COVID-19. He suggested omitting the last three quarters of this past year, but instead using the last three quarters of FY 2019 and the first quarter of FY 2020. The committee discussed the revision of the goals, and expressed concern about the optimism of the numbers returning to a “normal” range. Mr. Monoyios shared he did feel the target goals were aspirational in the hopes to encourage the team to rise to this level. He expressed that it may also be a good option to consider more realism in the data goals.

**b. FY 2021 Paratransit Route Report Card Standards Change Proposal**

Mr. Prescott shared the updated report card standards for the paratransit group. He reviewed the data points and their forecast goals. The paratransit report card standards will work in cooperation with the fixed route standards.

**c. Route 1 Revised Agreement**

Mr. Dillivan shared the changes that will be taking place with Route 1. He shared that he has been securing contracts from each of the city and township partners on a yearly basis. Due to the pandemic and financial uncertainty in state operating assistance each transit agency would get, the hourly contract rate was kept the same and a three-month contract was extended, with the goal of extending a nine-month contract starting in January 2021 once the financial assistance was determined. Mr. Dillivan shared that Byron Township had some concerns about the contract. Discussions took place, and a revised contract was discussed by the Township Supervisor and Township Board. Byron Township approved reducing the service frequency on Route 1 from 30 minutes to 60 minutes, and eliminating Saturday evening services. This has resulted in developing an alternative service plan which provided service within the Township every 60 minutes, while the 30-minute service route would avoid the area. Mr. Dillivan reviewed the route map with the team, pointing out the resulting new alternating 60-minute service to the Metro Health campus in Wyoming at the south end of the Route 1 service. He noted that one of the recommendations of the COA was to provide route service to this heretofore unserved fast-growing part of the overall service area. Mr. Bulkowski noted that the discontinuance of Saturday evening route service into Byron Township will negatively impact paratransit riders traveling into or out of Byron Township.

**d. Committee Chart of Work**

Mr. Schweitzer and Mr. Irwin shared a chart of work that was prepared to assist the group in identifying and understanding the goals for the upcoming year. Mr. Irwin stated that the recommendations largely reflect initiatives currently being undertaken by RAPID staff and he welcomed confirmation and suggestions. Mr. Anderson suggested at the beginning of each year that the committee consider identifying three specific problems or issues on which to particularly focus.

**4. AJOURNMENT**

This meeting was adjourned at 9:32 a.m.  
The next meeting is scheduled for March 8, 2021.

Respectfully submitted,

  
\_\_\_\_\_  
Julie Ilbrink, Board Secretary

# DIVISION UNITED UPDATE



Feb, 2021



CITY OF  
GRAND  
RAPIDS



KENTWOOD  
*Michigan*

CITY OF  
**Wyoming**  
MICHIGAN

**THE RAPID**

# Introductions

*Nick Monoyios*

*Steven Duong*

*Lynee Wells*

*Jeromie Winsor*

# PRESENTATION AGENDA

**01 What is Division United?**

**02 What was the process?**

**03 How did we engage the community?**

**04 What are the Recommendations?**



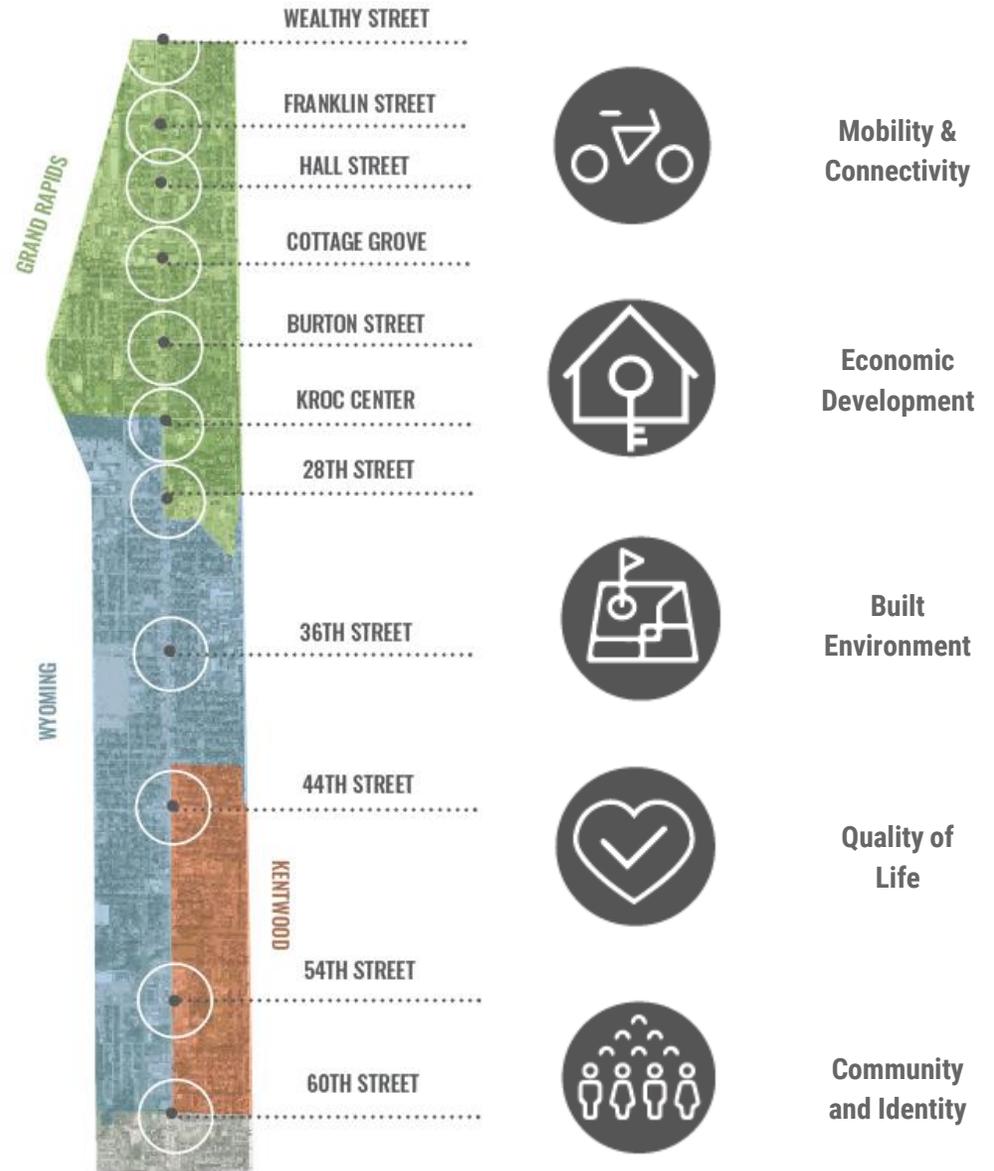
# 01 What is Division United?

# What is Division United?

## Introduction

Division United is a strategy that seeks to improve the quality of life, economic vitality, and long term character of the Division Avenue corridor by leveraging the Silver Line Bus Rapid Transit service as an agent for catalytic investment.

- Transit supportive density through transit oriented development
- Partnership between the cities of Grand Rapids, Kentwood, and Wyoming, and the Rapid
- Focus on equitable development



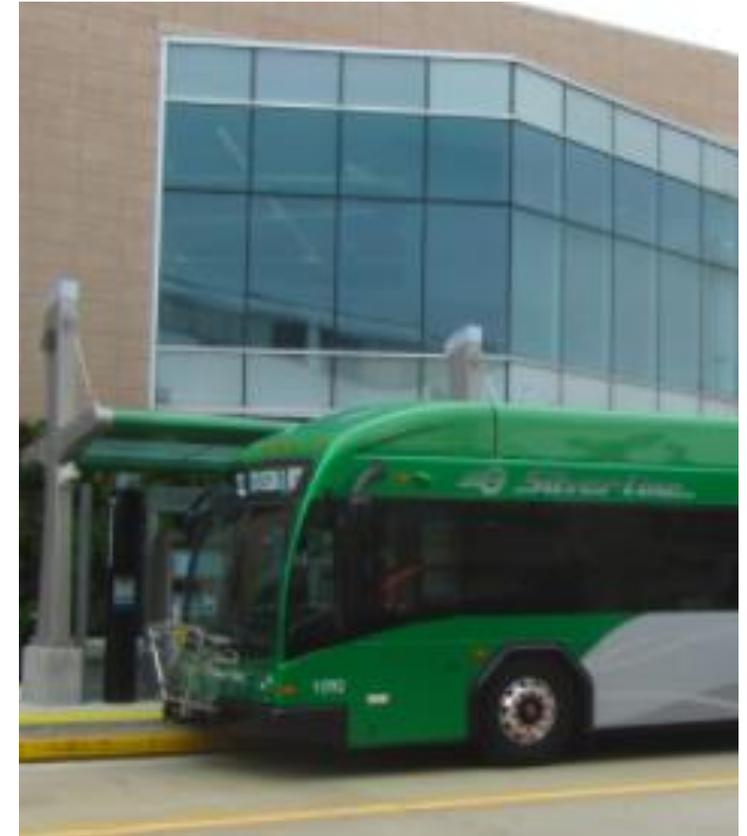
# How Did COVID affect Transit Use?

## Challenges

- Since the start of the pandemic, the Rapid **reduced hours, routes, and capacity** to encourage social distancing and prevent COVID spread.
- This has impacted budget and ridership--The Rapid ridership is currently at a **60% decrease** from last year.
- While 90% of Kent county drives, the remaining 10% are disproportionately dependent on transit. Many are **asset limited, income constrained individuals** who are employed in front line jobs, such as retail.

## Responses

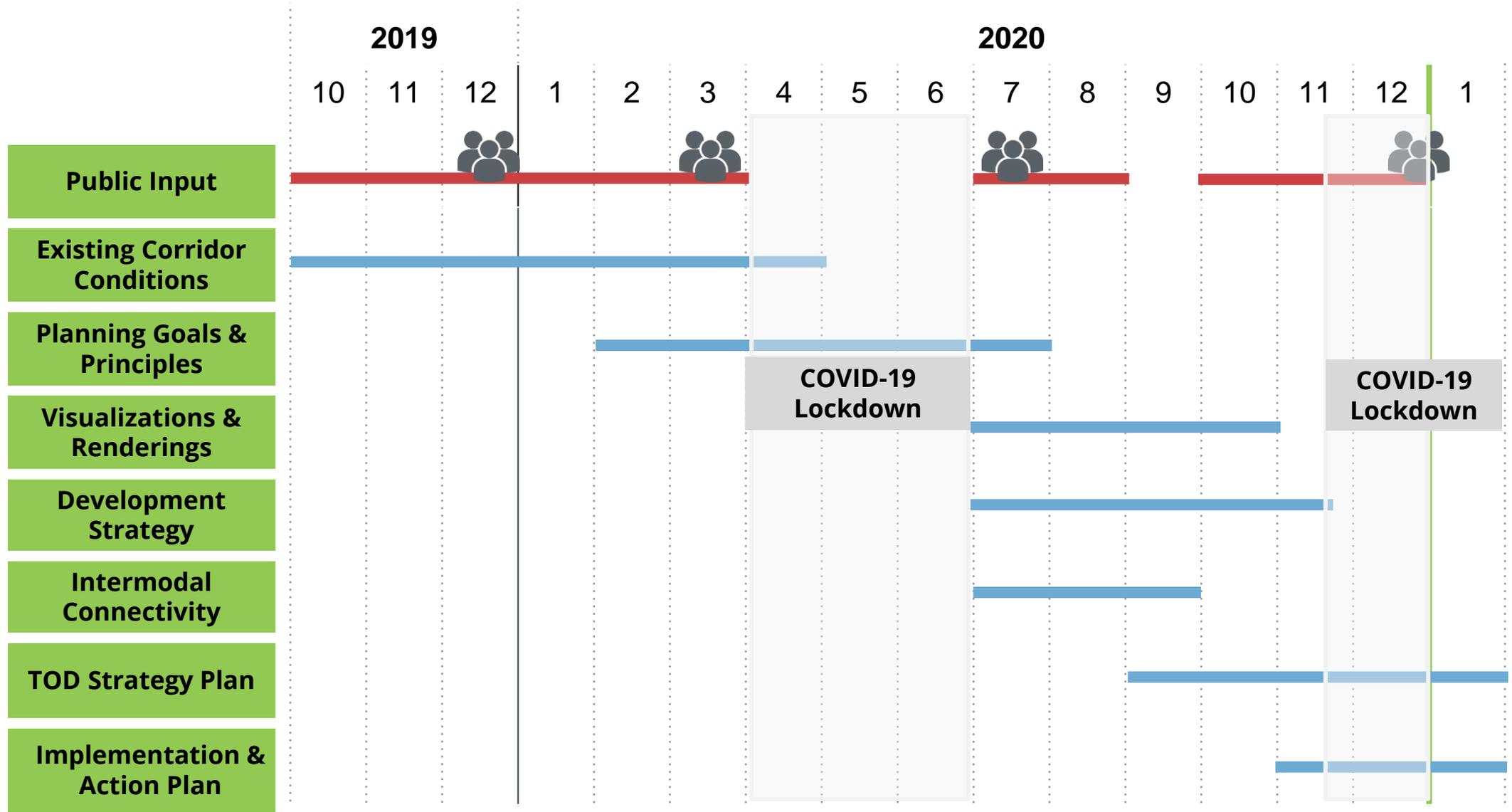
- Precautions like masks and social distancing have been implemented across the transit system.
- United Way's 211 system continues to provide free public transit for events like medical appointments or specific work-related travel.
- The pandemic has created partnerships between community orgs to meet needs. **The Hope Network** has utilized its transportation services to deliver meals to distribution sites a or have pantries deliver food to residents **Trusted Rides** is offering safe rides to the Children's Advocacy Center



**Info Source: Voices for Transit/The Rapid/ Ricky Olmos**

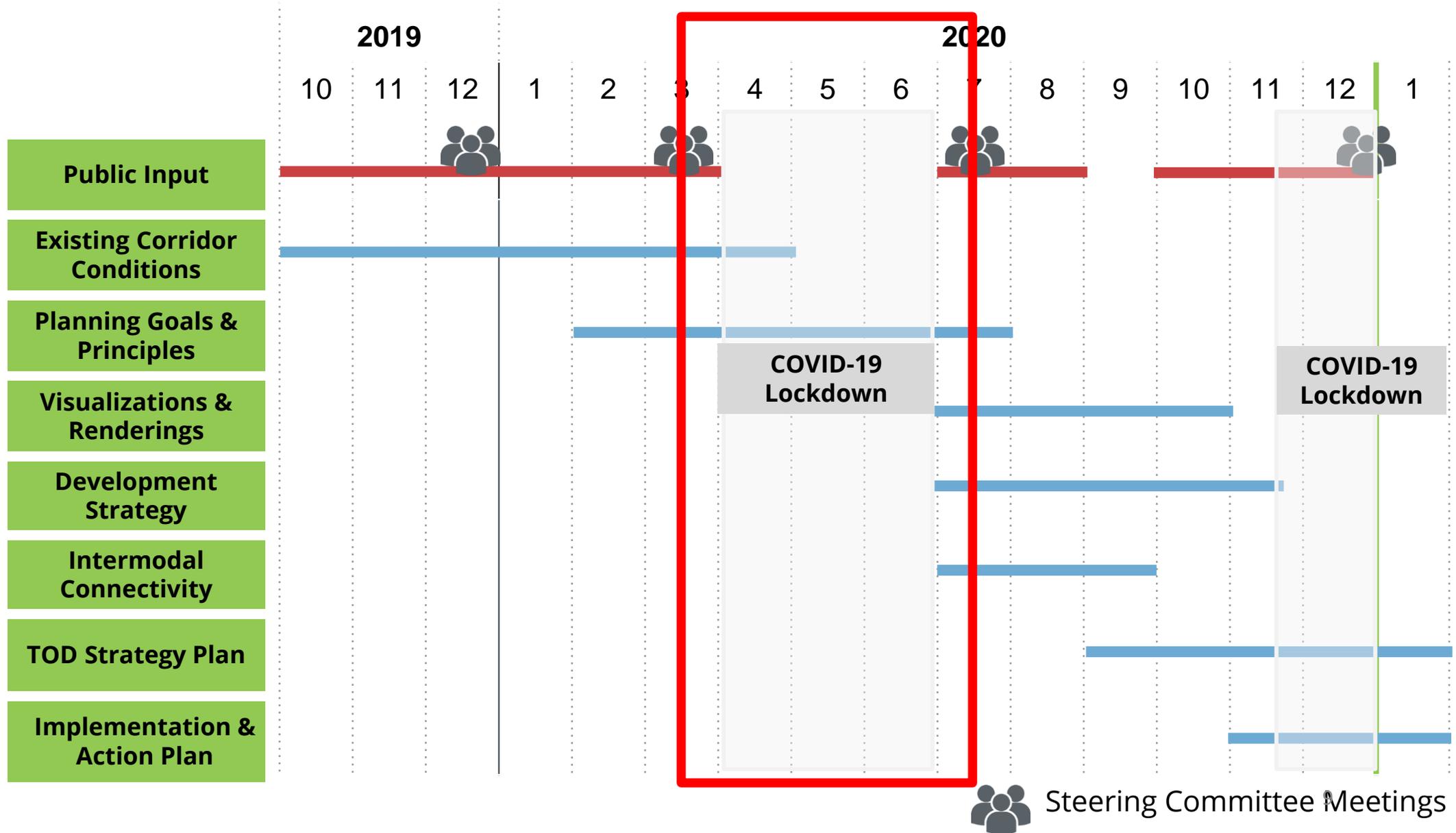
## 02 What was the Process?

# The Division United Process



Steering Committee Meetings

# How Did COVID Impact Us?



# How did we keep track of needs?



# 03 How Did We Engage the Community?

# Community Engagement Timeline



# Community Engagement Timeline

## Better Block Planning and Site Visits

Better block planning and a Community Connector Walk & Bike Activity

SEPT 2020

OCT 2020

## Better Block Installations

Three locations in the corridor were activated with pop-up events. Also this month: Community Connector Housing Conversations

## Incremental Development Workshops

Conversations with cities and Connectors about Incremental Development



NOV 2020

COVID lockdown

## Station Design Deep Dives

Participants critique station area designs for 11 stations

DEC 2020

## Community Connector Typology Conversations

Community Connectors share station typology materials with the community and solicit feedback

DEC 2020

## Oral Histories

Deeper dive into equity and lived experience on Division Avenue

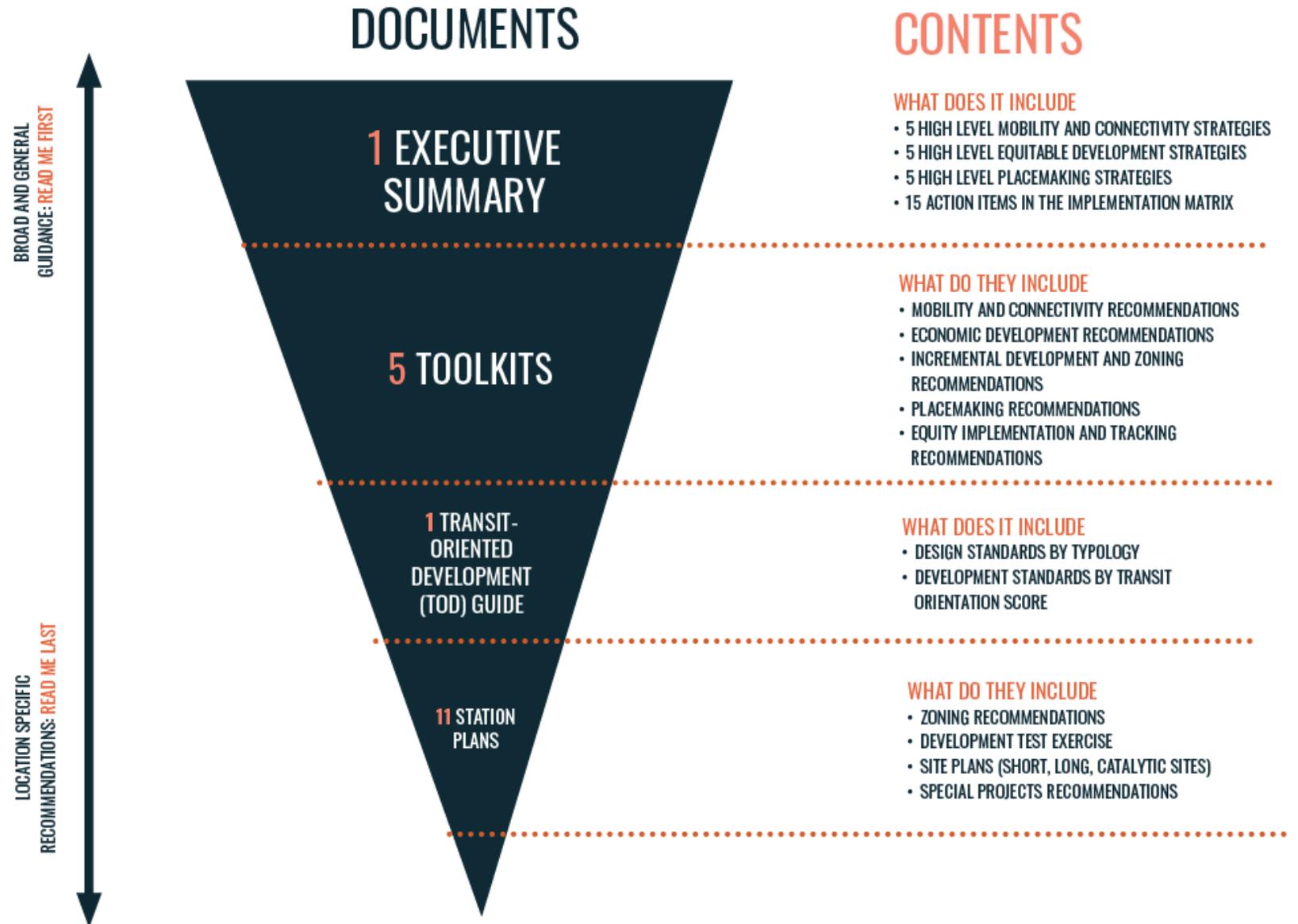
JAN 2021

# 04 What are the Recommendations?

# Plan Documents & Organization

## How is Division United Organized?

The Division United Plan is organized among four document types: the Executive Summary, five toolkits, a Transit Oriented Development (TOD) guide and individual station plans. The graphic on the facing page shows the order in which these documents are meant to be read and the level of specificity in each.



# Toolkits (5)

## Connectivity & Mobility Toolkit

### 01 BICYCLING CAPACITY

1. Bicycle Capacity  
2. Bicycle Capacity  
3. Bicycle Capacity  
4. Bicycle Capacity



### 02 CORRECTIONS AT INTERSECTIONS WITH EXISTING INFRASTRUCTURE

1. Bicycle Capacity  
2. Bicycle Capacity  
3. Bicycle Capacity  
4. Bicycle Capacity



### ZONE 3 RECOMMENDATIONS

1. Bicycle Capacity  
2. Bicycle Capacity  
3. Bicycle Capacity  
4. Bicycle Capacity



### KIROC CENTER - LEGEND

1. Bicycle Capacity  
2. Bicycle Capacity  
3. Bicycle Capacity  
4. Bicycle Capacity



## Economic Development Toolkit

### 04 SMALL BUSINESS ASSOCIATION (SBA) 504 LOAN PROGRAM

1. Bicycle Capacity  
2. Bicycle Capacity  
3. Bicycle Capacity  
4. Bicycle Capacity



### 05 COMMUNITY DEVELOPMENT BLOCK GRANT

1. Bicycle Capacity  
2. Bicycle Capacity  
3. Bicycle Capacity  
4. Bicycle Capacity



## Incremental Development Toolkit

### General Zoning Recommendations

1. Bicycle Capacity  
2. Bicycle Capacity  
3. Bicycle Capacity  
4. Bicycle Capacity



### Implementation Strategies

1. Bicycle Capacity  
2. Bicycle Capacity  
3. Bicycle Capacity  
4. Bicycle Capacity



### Tax Productivity

1. Bicycle Capacity  
2. Bicycle Capacity  
3. Bicycle Capacity  
4. Bicycle Capacity



### Grand Rapids Low-Density Residential (LDR)

1. Bicycle Capacity  
2. Bicycle Capacity  
3. Bicycle Capacity  
4. Bicycle Capacity

Category	Value
Single-Family Detached	\$145,000 - \$185,000
Single-Family Attached	\$115,000 - \$145,000
Multi-Family (2-4 units)	\$145,000 - \$185,000
Multi-Family (5+ units)	\$115,000 - \$145,000

## Equity Toolkit

### 01 RACE EQUITY IMPACT ANALYSIS

1. Bicycle Capacity  
2. Bicycle Capacity  
3. Bicycle Capacity  
4. Bicycle Capacity



### 02 ANTI-DISPLACEMENT PLAN

1. Bicycle Capacity  
2. Bicycle Capacity  
3. Bicycle Capacity  
4. Bicycle Capacity



### DIVISION UNITED Equity Scorecard

1. Bicycle Capacity  
2. Bicycle Capacity  
3. Bicycle Capacity  
4. Bicycle Capacity

Category	Score
Equity Scorecard	100

### Community Engagement Practices

1. Bicycle Capacity  
2. Bicycle Capacity  
3. Bicycle Capacity  
4. Bicycle Capacity

Category	Score
Community Engagement Practices	100

## Placemaking Toolkit

### 06 COMMUNITY MAPPING

1. Bicycle Capacity  
2. Bicycle Capacity  
3. Bicycle Capacity  
4. Bicycle Capacity



### 07 TRAIL/PLACEMAKING STRATEGY

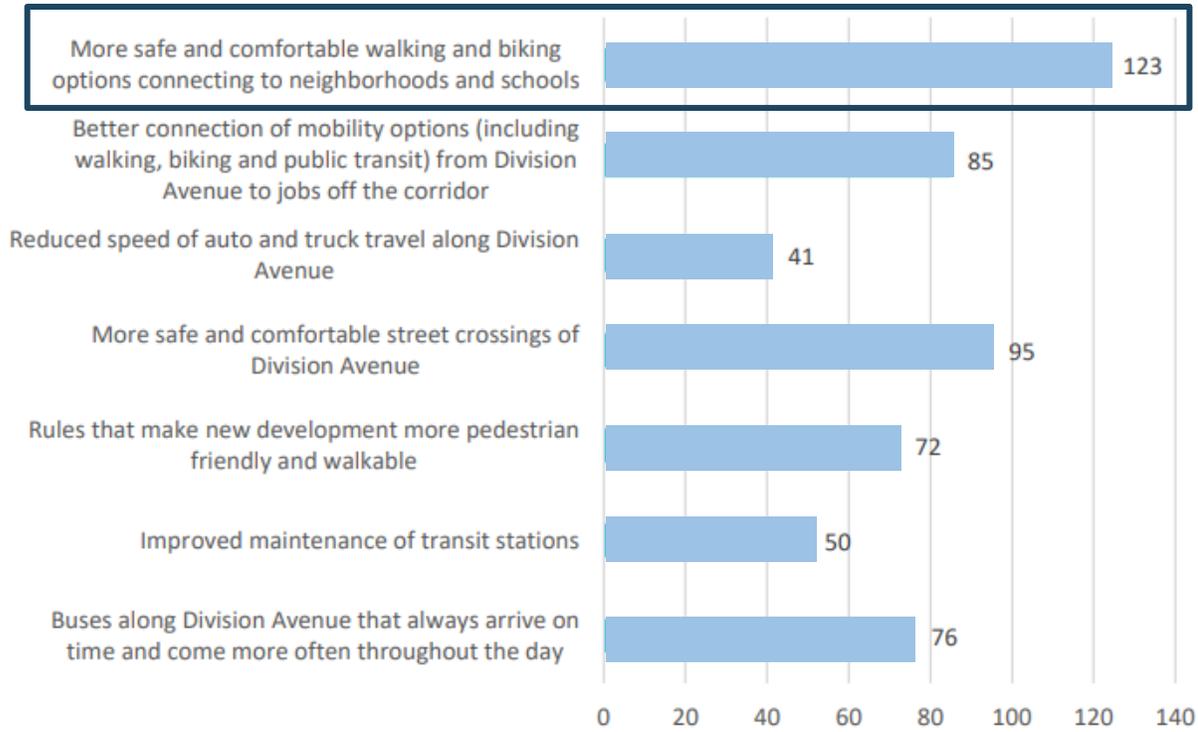
1. Bicycle Capacity  
2. Bicycle Capacity  
3. Bicycle Capacity  
4. Bicycle Capacity



# Public Survey- Mobility and Connectivity

## Priorities

### MOBILITY AND CONNECTIVITY



## Connectivity & Mobility Toolkit

**01 REDUCING ROAD CAPACITY**

Planning can be engaging... **123**

**02 CURB EXTENSIONS AT INTERSECTIONS WITH DIVISION AVENUE**

Network the walking... **85**

**ZONE 3 RECOMMENDATIONS**

**KROC CENTER - LEGEND**

# Connectivity and Mobility Toolkit

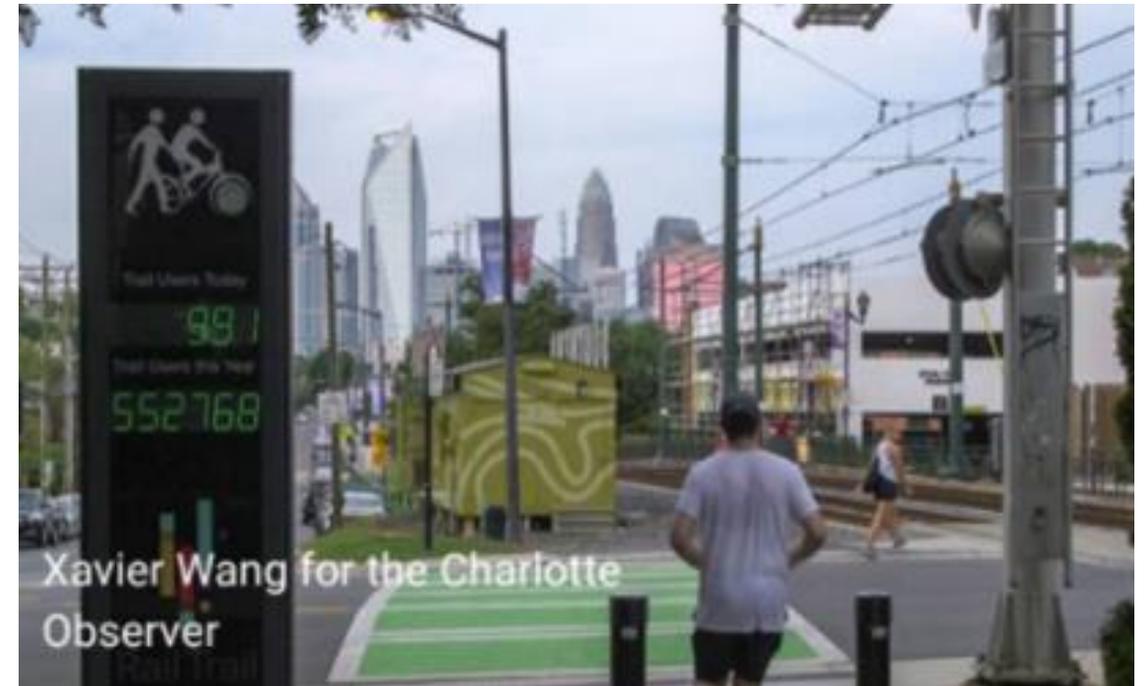
## Rec # 9: Shared Use Paths

Paved pathways away from the road and out of the path of turning vehicles designed with space adequate for safe use by both pedestrians and bicyclists.

Treatment types include:

**Shared-Use Path:** For the purposes of this project, there are recommendations for consideration of a shared-use path within the right of way. In some cases, such as Wealthy Street, it may be a sidewalk wide enough to accommodate people walking and biking. However, along 28th Street where there is more right-of-way, there may be space for a sidewalk and a two-way cycle track at the same grade as the sidewalk.

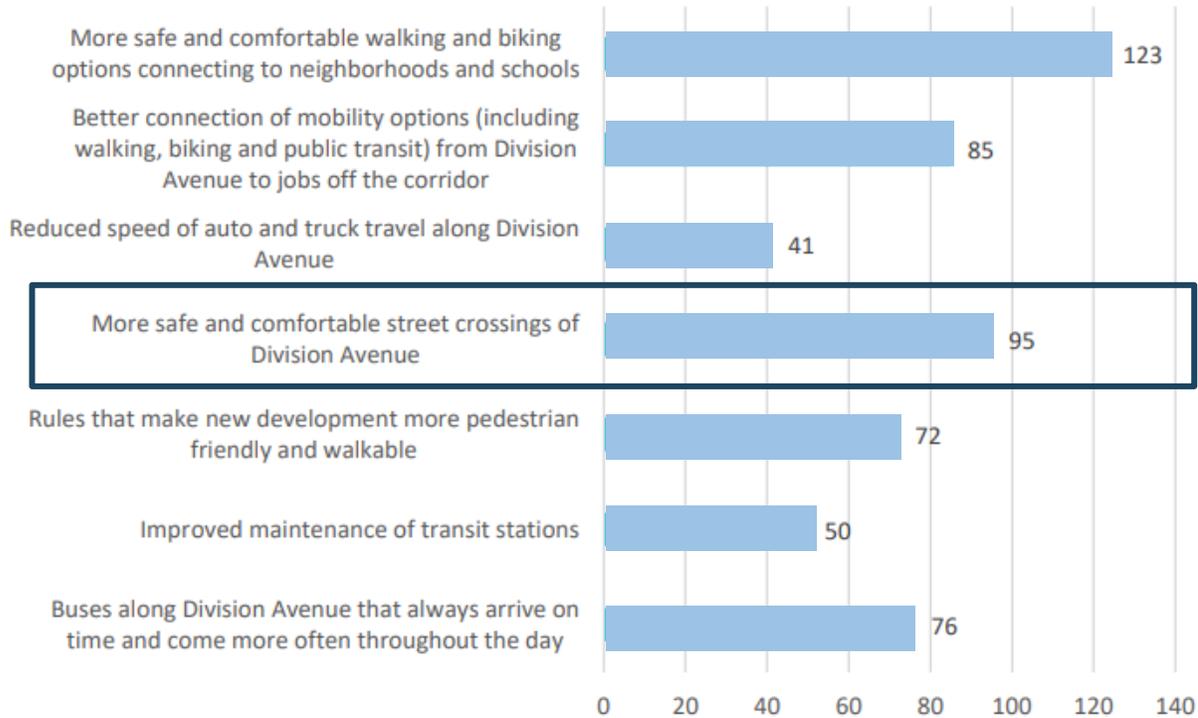
**Multi-Use Trail:** The recommendations propose upgrading the Interurban and East-West Trails to operate as a commuter trail. This requires making sure the trail is continuous and upgraded with human-scale lighting, bicycle fix-it stations and parking, water fountains, wayfinding signs in multiple languages or with iconography, rain gardens, concrete or asphalt pavement, and improved crossings. For example, there should be consideration of an appropriate traffic signal where the Interurban Trail crosses 44th Street.



# Public Survey- Mobility and Connectivity

## Priorities

### MOBILITY AND CONNECTIVITY



## Connectivity & Mobility Toolkit

**01 REDUCING ROAD CAPACITY**

Planning can be engaging walking, biking or a cleaner bicycle to reduce the width and number of lanes. (See page 10)

- 10' (3.0m) wide lanes for walking and biking are recommended for all city, township, county, and state roads.
- 10' (3.0m) wide lanes for walking and biking are recommended for all city, township, county, and state roads.
- 10' (3.0m) wide lanes for walking and biking are recommended for all city, township, county, and state roads.

**02 CORE EXTENSIONS AT INTERSECTIONS WITH DIVISION AVENUE**

Network the walking, biking, and transit routes and spaces with an extension of the curb or sidewalk to the width of the lane.

**03 ZONE 3 RECOMMENDATIONS**

Zone 3 is a 1/2 mile wide area along Division Avenue from the intersection of Division Avenue and Division Avenue to the intersection of Division Avenue and Division Avenue.

**KROC CENTER - LEGEND**

- High-density residential with other enhanced pedestrian amenities in the center of the block.
- Medium-density residential with other enhanced pedestrian amenities in the center of the block.
- Low-density residential with other enhanced pedestrian amenities in the center of the block.

# Highlights: Connectivity and Mobility Toolkit

## Rec# 5: Pedestrian Refuge Islands and median islands on and adjacent to Division Avenue

Provide Raised medians to protect pedestrians, including:

- Median Barriers: A raised area constructed between travel lanes through an intersection to block movements.
- Pedestrian Refuge Islands: A raised area in the middle of a crosswalk for pedestrians to stop while crossing street. Median barriers can improve pedestrian, bike and disabled access by preventing left turns from the major street and through movements along the minor street. Ensure that there is enough room for wider sidewalks, bike lanes, and planting strips before proceeding with construction of raised medians.

5 miles per hour reduction in speeding was observed as part of a traffic calming project that included raised medians in rural Grand Junction, CO. (FHWA, 2014)

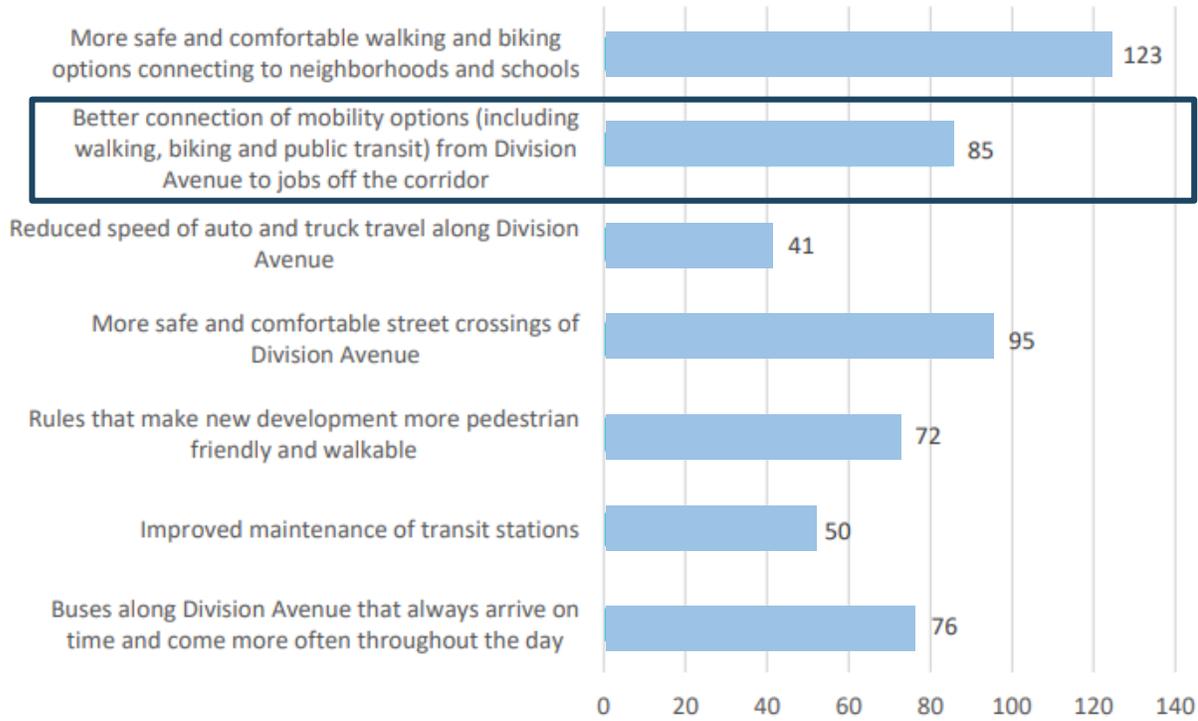
At the Burton Street station and at 36th street, pedestrian refuge islands could shorten crossing distances at the intersection and contain green infrastructure, such as rain gardens, to manage stormwater at the median and at the nearby curb extension.



# Public Survey- Mobility and Connectivity

## Priorities

### MOBILITY AND CONNECTIVITY



## Connectivity & Mobility Toolkit

**01 REDUCING ROAD CAPACITY**

Planning can be an engaging process to involve the community in identifying the needs and number of lanes that will be needed.

- Consider alternative lane configurations and lane widths.
- Consider alternative lane widths and lane configurations.
- Consider alternative lane widths and lane configurations.

**02 CURB EXTENSIONS AT INTERSECTIONS WITH DIVISION AVENUE**

Extending the roadway to reduce crossing distance and speeds with an extension of the curb or sidewalk at the intersection.

**ZONE 3 RECOMMENDATIONS**

**KROC CENTER - LEGEND**

- High mobility (connected with other enhanced pedestrian crossings) in park mode on Division Ave.
- Shared Bus Stops
- Silver Line Stops
- Bike connections like #BikeLanes on Division Ave and Jefferson and Station St.
- Bike and scooter parking
- Mid-block crossings with enhanced pedestrian crossings in park mode on Division Avenue.

# Highlights: Connectivity and Mobility Toolkit

## Rec# 21: Mobility Hubs

Provide mobility hubs with seating, shade, Internet and charging options, protection from wind and rain, bike parking, and easy to rent scooters and e-bikes at or close to stations in order to provide last mile connections to nearby destinations and transit. Ensure that these hubs follow an 'eight to 80' philosophy and are accessible and comfortable for riders and commuters of all ages and abilities (school age children, the elderly, other-abled). Identify locations where handicapped accessible bikes and scooters may be needed.

The Transit Corridor Enhancement chapter of the Mobility Toolkit and the individual station plans identify possible locations and designs for Mobility Hubs in a range of sizes in the corridor. The image to the right shows a rendering of 54th street's proposed mobility hub, which includes scooter and bike share, wayfinding kiosks and instructions, and lighting and amenities.



# Zone 1 Recs: Connectivity and Mobility Toolkit



## Transit Connections

- Dedicated bus lane on Division Avenue

## Bicycle/Scooter Connections

- Buchanan Avenue to Graham Street to Ionia Avenue to continue north
- Improved continuous bicycle infrastructure on Jefferson Avenue
- Improved continuous bicycle infrastructure on Madison Avenue
- Franklin Street - Improve existing bike lanes by providing wider bike lanes and improve crossings
- Connections to SL stations at Wealthy St, Franklin Street, Canton Street/Highland Street, Cottage Grove St

## Multimodal Connections

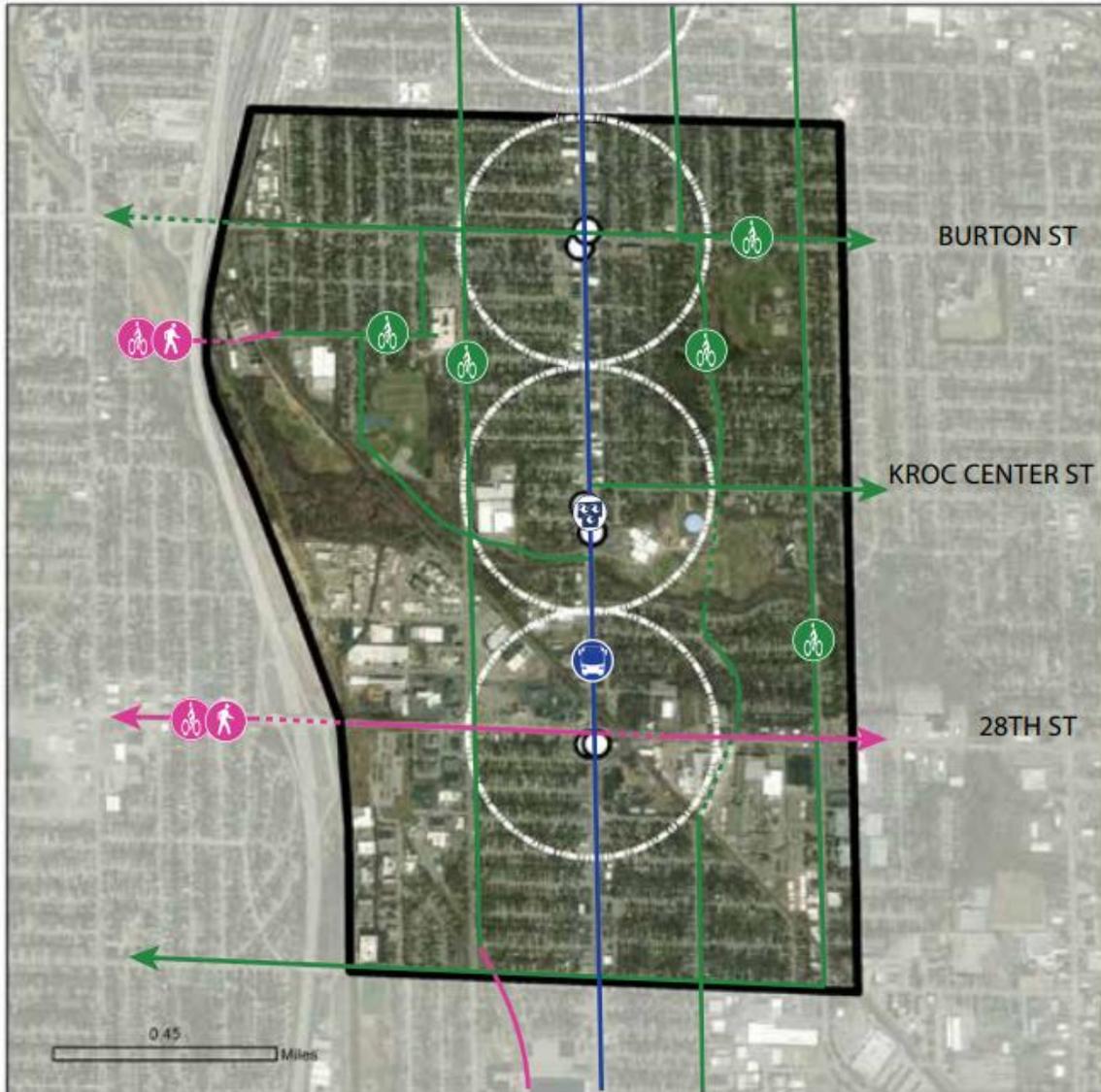
- Wealthy Street could be a street that balances transit, bicycles, and pedestrians in accordance with the Grand Rapids Bike Action Plan
- The sidewalk on Hall Street could be expanded to function as a shared path



## Mid-Block Crossing

- Install a safe crossings at Green Street and Canton Street including consideration of a HAWK or other traffic signal

# Zone 2 Recs: Connectivity and Mobility Toolkit



## Transit Connections

- Dedicated bus lane on Division Avenue

## Bicycle/Scooter Connections

- Buchanan Avenue to the Interurban Trail
- Improved continuous and appropriate bicycle infrastructure on Jefferson Avenue, which as bicycle boulevard through narrower residential streets
- Improved continuous bicycle infrastructure on Madison Avenue
- Burton Street - Improve bike infrastructure, needs to be continuous
- Plaster Creek Boulevard to Stafford Avenue - Improve the trail to be continuous and functional for walking and biking transportation trips
- Alger St - Install bike infrastructure on Alger St
- 32nd Street- Install bike infrastructure on 32nd St

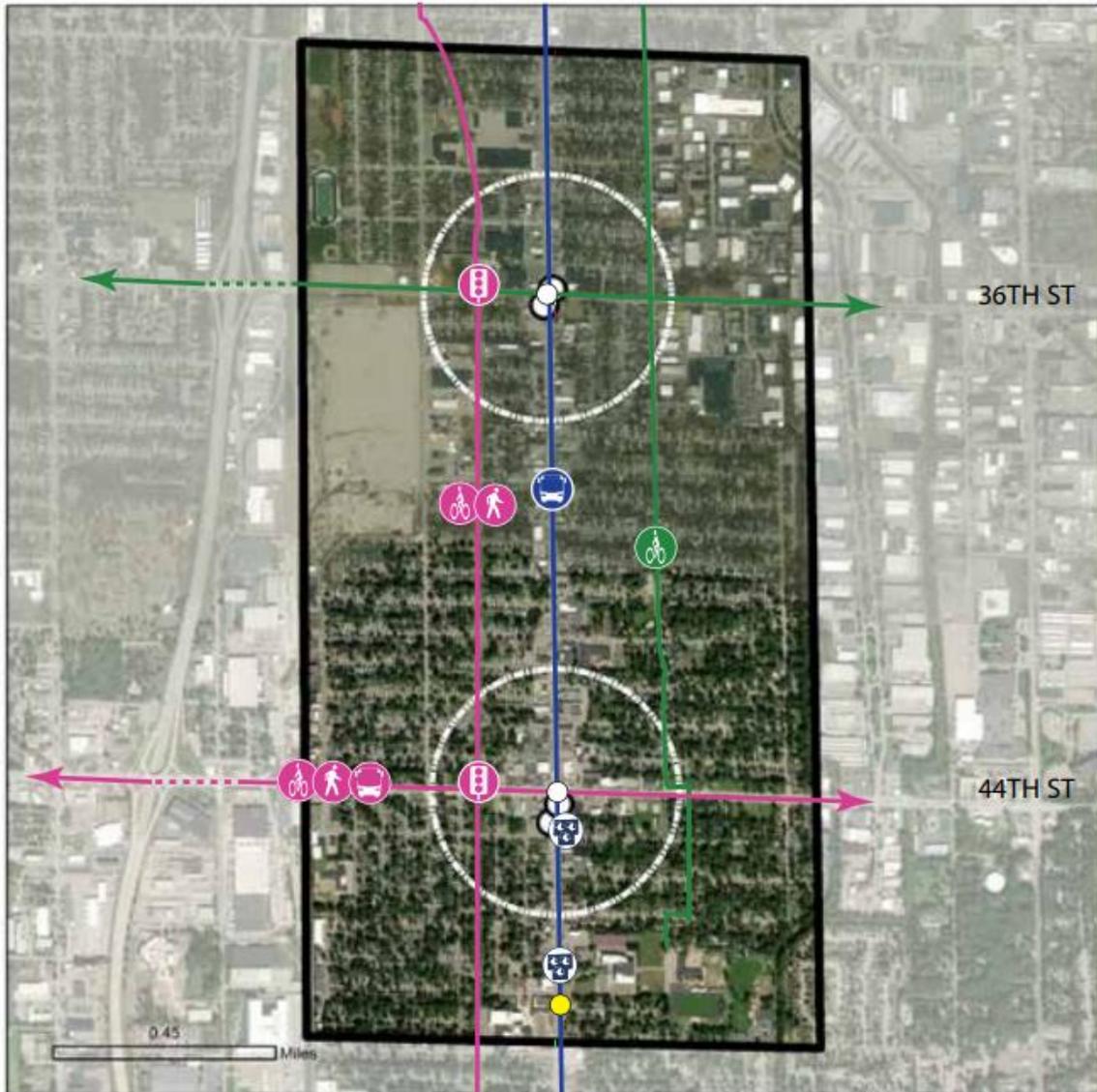
## Multimodal Connections

- Kirkland St is an east-west connection that avoids highway interchanges
- The sidewalk on 28th Street could be expanded to function as a shared path

## Mid-Block Crossing

- Install a safe crossing near the entrance of the Kroc Center including consideration of a HAWK or other traffic signal

# Zone 3 Recs: Connectivity and Mobility Toolkit



## Transit Connections

- Dedicated bus lane on Division Avenue

## Bicycle/Scooter Connections

- Buchanan Avenue to Graham Street to Ionia Avenue to continue north
- Improved continuous bicycle infrastructure on Jefferson Avenue
- Improved continuous bicycle infrastructure on Madison Avenue
- Franklin Street - Improve existing bike lanes by providing wider bike lanes and improve crossings

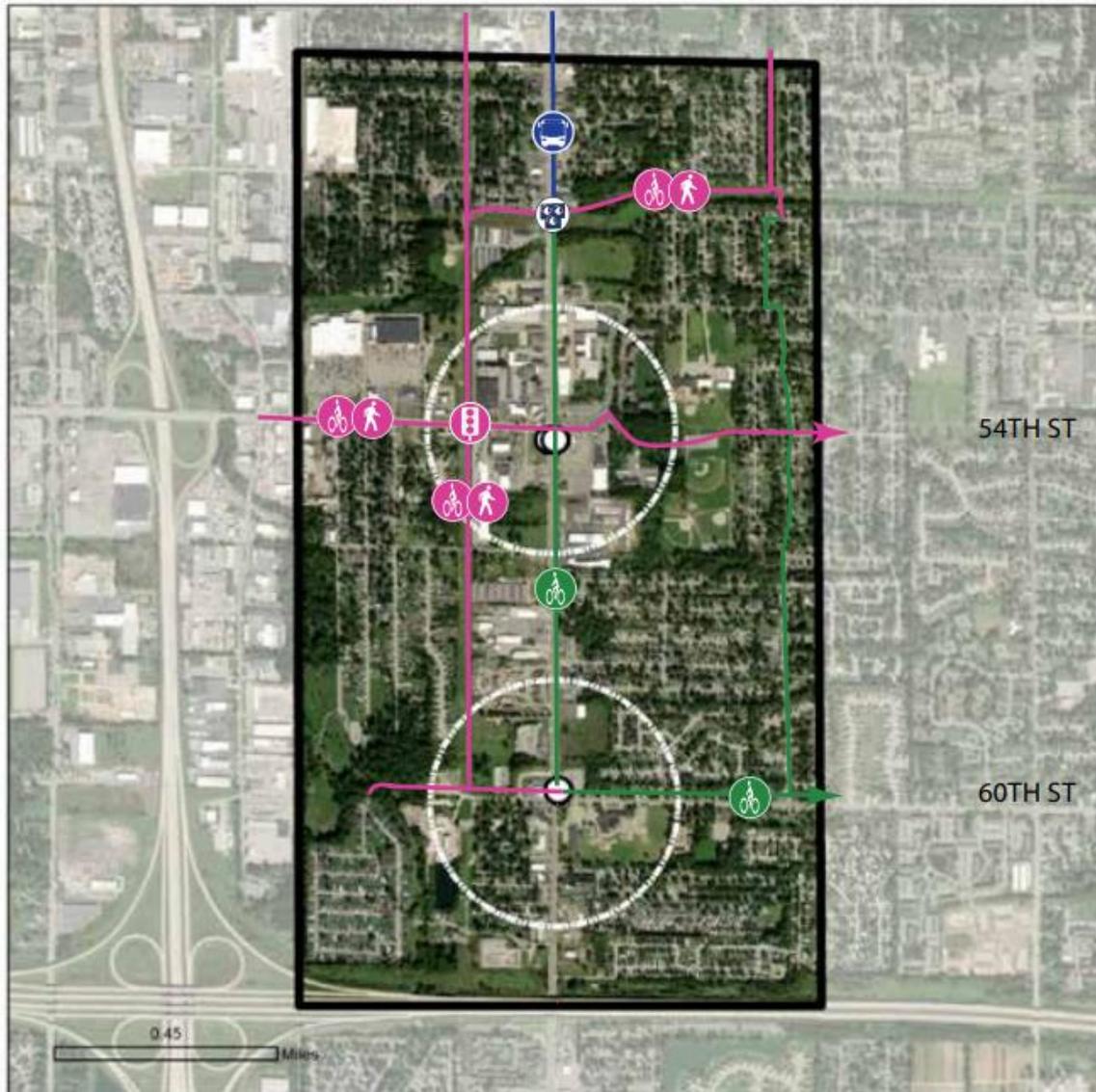
## Multimodal Connections

- 44th could accommodate transit, bicyclist, and pedestrians. Sidewalk on 44th can be expanded and functioned as shared path.
- Improve the Interurban Trail to be continuous and functional for walking and biking transportation trips by adding HAWK signals

## Mid-Block Crossing

- Install safe crossings between Leroy Street and Garland Street including consideration of a HAWK or other traffic signal
- Add a HAWK signal where the Interurban Trail crosses a major street (i.e. 44th & 36th streets)
- Install safe crossings at Farnham Street
- Add at-grade signalized safe crossings to replace pedestrian crossings at 34th Street, Wexford Street, and Bellevue Street

# Zone 4 Recs: Connectivity and Mobility Toolkit



## Bicycle/Scooter Connections

- Improved bicycle infrastructure on Division Avenue south of the East-West Trail
- 60th Street east of Division Avenue - Install bike infrastructure

## Multimodal Connections

- Improve the East-West Trail to be functional for walking and biking transportation trips
- Improve the Interurban Trail to be continuous and functional for walking and biking transportation trip
- 60th Street west of Division Avenue

## Mid-Block Crossing

- Install improved crossings at the East-West Trail including consideration of a HAWK or other traffic signal
- Install traffic signal where interurban trail crosses 54th street

## Transit Connections

- Dedicated bus lane on Division Avenue

# Public Engagement- Typologies



## LAND USE

What is the dominant land use in the quarter mile station area? (40% or greater of land area)



Residential-dominate :  
Neighborhood Center

Industrial and/or Commercial  
dominant: Employment Center

Other/ No Dominant Use:  
Town Center

## JOBS/RESIDENTS BALANCE

What is the ratio of jobs to  
residents in the quarter mile station  
area?



1.5 x more residents than jobs:  
Neighborhood Center

1.5x more jobs than residents:  
Employment Center

Residents and jobs are close to  
1:1:

## PUBLIC ENGAGEMENT

What have participants told us  
about the character of the station  
today and about what they want  
the station character to be in the



Majority of votes (combined  
Steering Committee voting  
process and public participation  
vote)

-  TOWN CENTER
-  NEIGHBORHOOD CENTER
-  EMPLOYMENT CENTER

# Transit Oriented Development (TOD) Guide

## How do Transit Orientation Score and Typology drive Station Plans?

The map to the far right shows the Transit Orientation Score and Typology assignment of each station.

The table on the right provides additional information on how Transit Orientation Score and Typology as a framework for station recommendations and strategies.

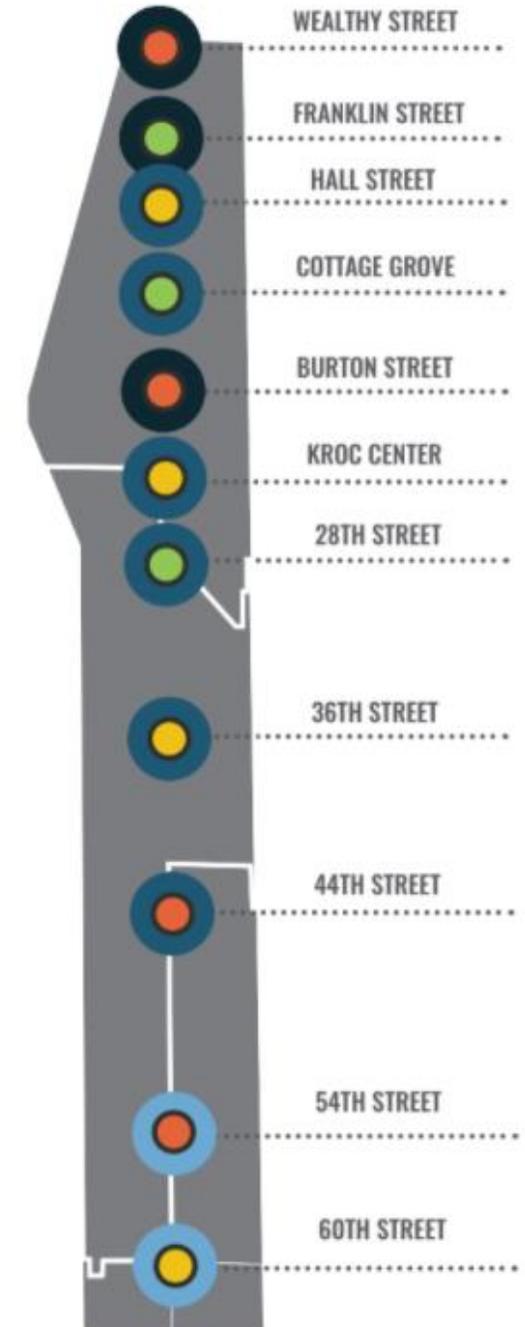
Employment centers, which have strong existing job uses across several land categories, are focused on adding capacity for jobs as well as job diversity in the station area. Neighborhood center stations are primarily focused on adding housing, with a secondary focus on supporting neighborhood commercial. Town centers aim at a strategy balancing between jobs and housing as priorities and a design and public realm focus.

Use Focus of Change

Employment Priority ← → Residential Priority

	JOB FOCUS	MIXED APPROACH	HOUSING FOCUS
Lower			
<b>ACTIVATE</b>	Franklin	Wealthy Burton	N/A (no stations)
<b>CATALYZE</b>	Cottage Grove 28th Street	44th Street	Hall Kroc Center 36th Street
<b>TRANSFORM</b>	N/A (no stations)	54th Street	60th Street
Higher			

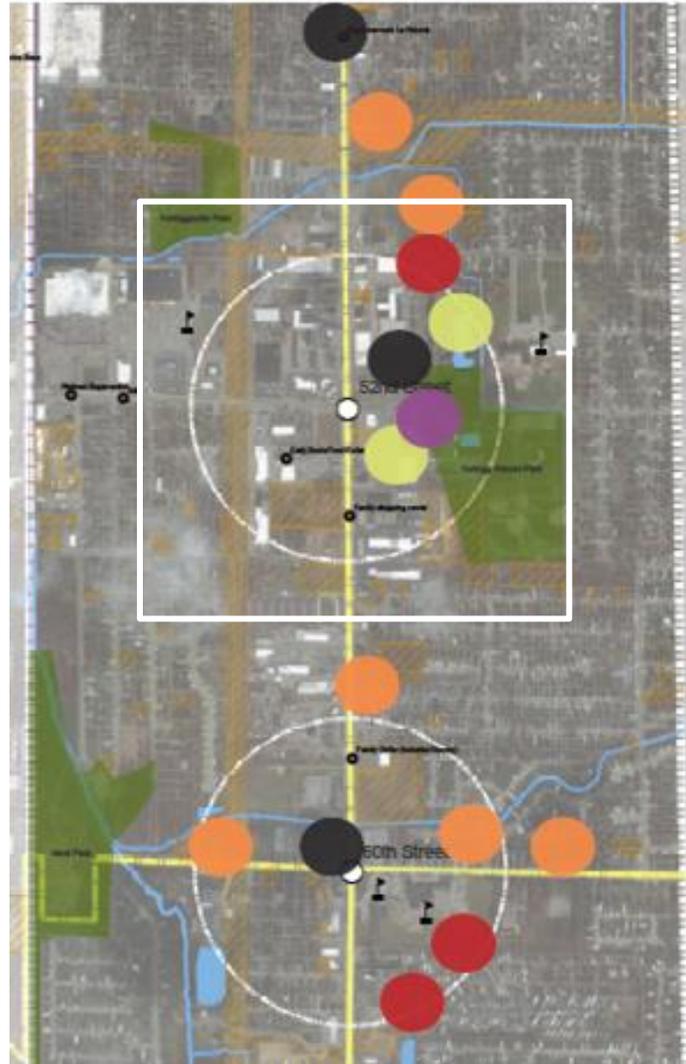
Level of intervention and Change



# Public Input on Building Types: 54th Street

## Building Types Activity: Public Engagement Outcomes

- Enhanced crossing at Kelloggsville High School
- Mixed Use near transit node, also near parks
- Safer crossings at intersections



## 54th Street



LOW DENSITY  
RESIDENTIAL



MEDIUM DENSITY



MIXED USE



INDUSTRY



PARKS AND RECREATION



INFRASTRUCTURE



SACRED SPACES/ PRESERVE

# Station Plans and Catalytic Sites-54th Street

STREET VIEW (LOOKING NORTH ON DIVISION AVE)



## 54th Street

 EXISTING BUS STOP

 WELCOME CENTER - WAITING AREA

 APARTMENT UNITS

 NEIGHBORHOOD SERVICES -  
GROCERY / GENERAL STORE

 RESTAURANTS

 CAFES / BARS

 PUBLIC ART

 RETAIL / SHOPPING

 PROPOSED BUS ONLY LANE

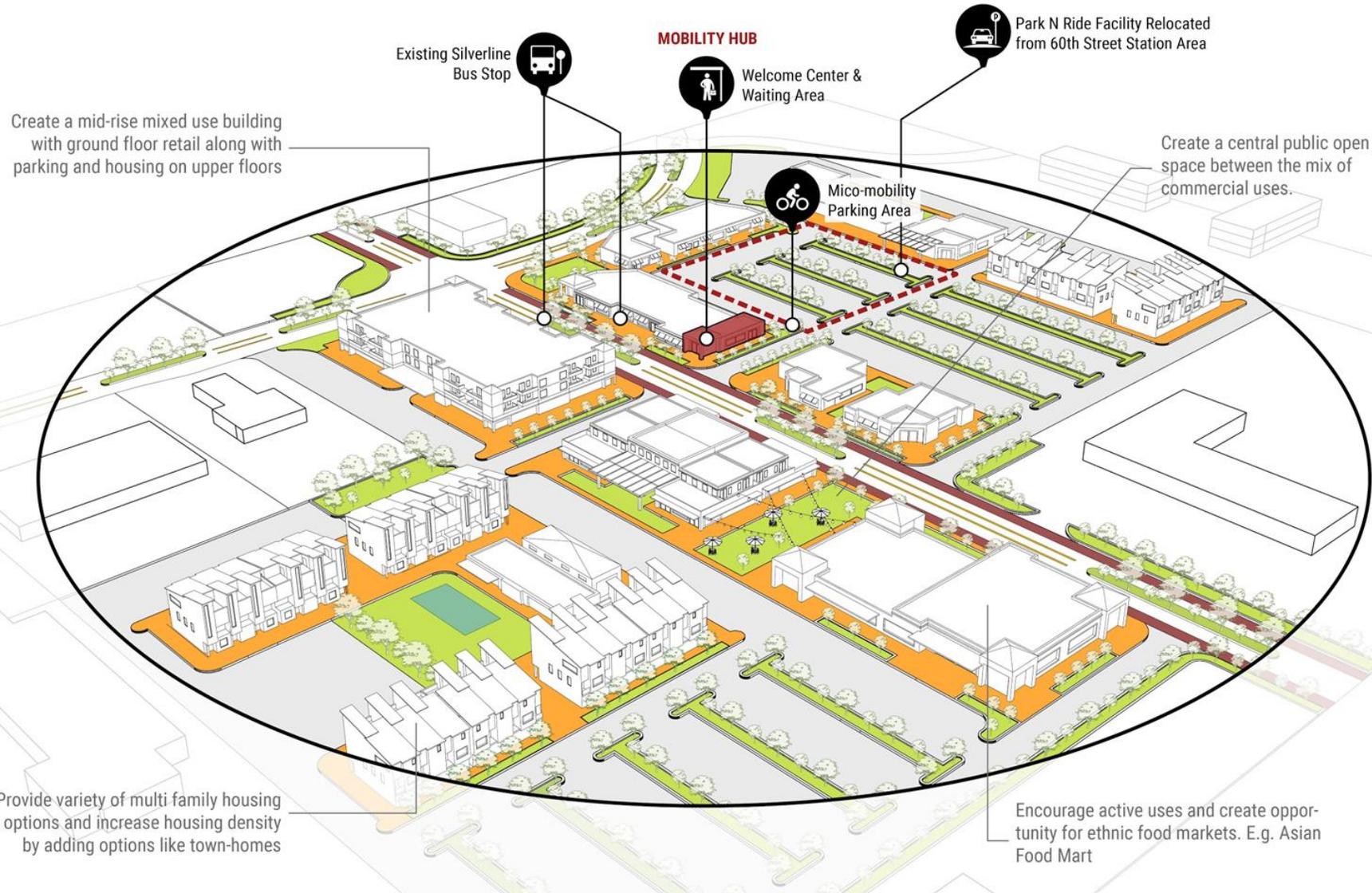
# Station Plans and Catalytic Sites-54th Street



Mobility Hub - Welcome Center / Waiting Area



# Station Plans and Catalytic Sites-54th Street



## Park N Ride with Micro-mobility Stations



**Thank You!**

**DIVISION**<sup>3</sup>  
UNITED