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

Monday, March 8, 2021 – 8:30 a.m.

Virtual Meeting

AGENDA

1. PUBLIC COMMENT

2. MINUTES REVIEW – January 11, 2021
   PRESENTER: Terry Schweitzer
   ACTION: Approval

3. DISCUSSION
   a. Division United Presentation
      PRESENTER: Nick Monoyios
      ACTION: Information
   b. Fixed Route Ridership Report
      PRESENTER: Max Dillivan
      ACTION: Information

4. ADJOURNMENT

Next meeting: May 10, 2021
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,

[Signature]
Julie Ilbrink, Board Secretary
DIVISION UNITED UPDATE
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?

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?

<table>
<thead>
<tr>
<th>Challenges</th>
<th>Responses</th>
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<tbody>
<tr>
<td>● Since the start of the pandemic, the Rapid <strong>reduced hours, routes, and capacity</strong> to encourage social distancing and prevent COVID spread.</td>
<td>● Precautions like masks and social distancing have been implemented across the transit system.</td>
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<tr>
<td>● This has impacted budget and ridership—The Rapid ridership is currently at a <strong>60% decrease</strong> from last year.</td>
<td>● United Way’s 211 system continues to provide free public transit for events like medical appointments or specific work-related travel.</td>
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<tr>
<td>● While 90% of Kent county drives, the remaining 10% are disproportionately dependent on transit. Many are <strong>asset limited, income constrained individuals</strong> who are employed in front line jobs, such as retail.</td>
<td>● The pandemic has created partnerships between community orgs to meet needs. <strong>The Hope Network</strong> has utilized its transportation services to deliver meals to distribution sites a or have pantries deliver food to residents <strong>Trusted Rides</strong> is offering safe rides to the Children’s Advocacy Center</td>
</tr>
</tbody>
</table>

Info Source: Voices for Transit/The Rapid/ Ricky Olmos
02 What was the Process?
How Did COVID Impact Us?

- Public Input
- Existing Corridor Conditions
- Planning Goals & Principles
- Visualizations & Renderings
- Development Strategy
- Intermodal Connectivity
- TOD Strategy Plan
- Implementation & Action Plan

Steering Committee Meetings

2019
1 2 3 4 5 6 7 8 9 10 11 12

2020
COVID-19 Lockdown

COVID-19 Lockdown
How did we keep track of needs?

COMMUNITY ENGAGEMENT
EXISTING CONDITIONS
PREVIOUS PLANS

KEY TAKEAWAYS ACROSS 5 CATEGORIES:

- Mobility & Connectivity
- Neighborhood & Built Environment
- Economic Development
- Quality of Life
- Community & Identity
03 How Did We Engage the Community?
Community Engagement Timeline

**JAN - FEB 2020**
- Project Kick-Off
  - Steering Committee No. 1
  - Corridor Walk and Talk
  - Multilingual Mobile Meetings

**MAR-APRIL 2020**
- Developer Interviews and Equity Workshop
  - Hosted developer interviews to gain insights about funding and permitting environment; Team developed goals, objectives, and vision statement

**MAY 2020**
- Branding and Division United Launch
  - Residents select an identity for the corridor

**June 2020**
- Existing Conditions
  - Station Deep Dives
  - Participants identify needs and concerns for 11 stations

**JULY 2020**
- Community Connectors
  - Hiring and Training for our six community connectors

**AUG 2020**
- Community Survey
  - Prioritization of goals and objectives related to project themes

**COVID lockdown**
Community Engagement Timeline

**SEPT 2020**
Better Block Planning and Site Visits
Better block planning and a Community Connector Walk & Bike Activity

**OCT 2020**
Incremental Development Workshops
Conversations with cities and Connectors about Incremental Development

**NOV 2020**
Community Connector Typology Conversations
Community Connectors share station typology materials with the community and solicit feedback

**DEC 2020**
Better Block Installations
Three locations in the corridor were activated with pop-up events. Also this month: Community Connector Housing Conversations

**DEC 2020**
Station Design Deep Dives
Participants critique station area designs for 11 stations

**JAN 2021**
COVID lockdown

**Oral Histories**
Deeper dive into equity and lived experience on Division Avenue
04 What are the Recommendations?
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.
Public Survey - Mobility and Connectivity

Priorities

MOBILITY AND CONNECTIVITY

- More safe and comfortable walking and biking options connecting to neighborhoods and schools: 123
- Better connection of mobility options (including walking, biking and public transit) from Division Avenue to jobs off the corridor: 85
- Reduced speed of auto and truck travel along Division Avenue: 41
- More safe and comfortable street crossings of Division Avenue: 95
- Rules that make new development more pedestrian friendly and walkable: 72
- Improved maintenance of transit stations: 50
- Buses along Division Avenue that always arrive on time and come more often throughout the day: 76

Connectivity & Mobility Toolkit

- MOBILITY AND CONNECTIVITY
- Connectivity & Mobility Toolkit

17
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.
Priorities

**MOBILITY AND CONNECTIVITY**

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Connectivity & Mobility Toolkit
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.
Priorities

**MOBILITY AND CONNECTIVITY**

- More safe and comfortable walking and biking options connecting to neighborhoods and schools: 123
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Connectivity & Mobility Toolkit
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?

- 1.5x 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 future?

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

<table>
<thead>
<tr>
<th>Station</th>
<th>Employment Priority</th>
<th>Use Focus of Change</th>
<th>Residential Priority</th>
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<tbody>
<tr>
<td>ACTIVATE</td>
<td>Franklin</td>
<td>Wealthy Burton</td>
<td>N/A (no stations)</td>
</tr>
<tr>
<td>CATALYZE</td>
<td>Cottage Grove 28th Street</td>
<td>44th Street</td>
<td>Hall Kroc Center 36th Street</td>
</tr>
<tr>
<td>TRANSFORM</td>
<td>N/A (no stations)</td>
<td>54th Street</td>
<td>60th Street</td>
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</tbody>
</table>

The table above illustrates the different types of focus for each category based on the Transit Orientation Score and Typology assignment.
Enhanced crossing at Kelloggsville High School
Mixed Use near transit node, also near parks
Safer crossings at intersections
Station Plans and Catalytic Sites-54th Street

STREET VIEW (LOOKING NORTH ON DIVISION AVE)
Station Plans and Catalytic Sites-54th Street

Mobility Hub - Welcome Center / Waiting Area
Station Plans and Catalytic Sites-54th Street

- MOBILITY HUB
  - Existing Silverline Bus Stop
  - Welcome Center & Waiting Area
  - Micro-mobility Parking Area
  - Park N Ride Facility Relocated from 60th Street Station Area

Create a mid-rise mixed use building with ground floor retail along with parking and housing on upper floors

Create a central public open space between the mix of commercial uses.

Provide variety of multi family housing options and increase housing density by adding options like town-homes

Encourage active uses and create opportunity for ethnic food markets. E.g. Asian Food Mart
Thank You!