

**Staying Put AND Moving : How Grand Rapids is adapting for its Seniors**

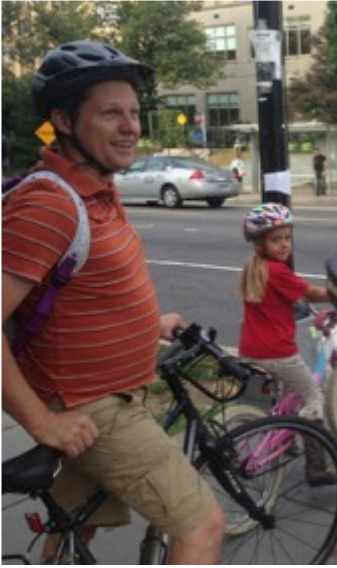
## **Vital Streets**

**Infrastructure Improvements for a Safer Healthier City**





# Streets Are Complex Places



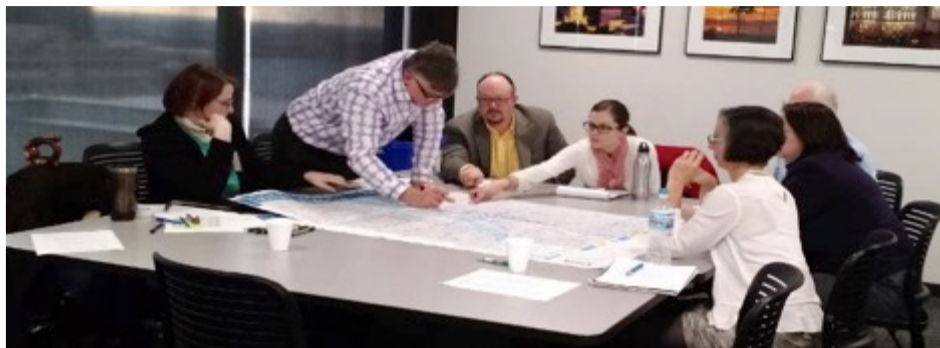


# Vital Streets Oversight Commission



SOURCE: Mlive.com

- Representative appointed body (25 members) representing diverse entities
- Charged with
  - Recommending expenditure of Vital Streets resources
  - Report on progress made
  - Recommending management strategies
- Supplemented by four working groups (40 people)



SOURCE: WEAreGR.com

# Vital Streets Values and Principles

- Safe and accessible for all.
- Soundly designed and well maintained.
- Developed in partnership.
- Increase mobility and travel options.
- Efficiently move goods and people.
- Strengthen community.
- Enhance the environment.
- Innovative and continually improving.



# Vital Streets Vision

The **network** of city streets and rights-of-way will be **accessible, attractive, multimodal and safe**; **serving all people** of our community, contributing to the **livability** of our neighborhoods and business districts, protecting the **quality of our river**, and increasing **economic opportunity** to individuals, businesses, and new development.

Infrastructure assets will be **maintained and well-managed**, using a multi-faceted funding and **educational** strategy and **innovative** approaches to preserve our investment.

# Vital Street Plan Objectives

## THE OBJECTIVES OF THE GUIDE ARE TO:

- » Improve safety for all road users
- » Increase coordination
- » Provide consistent guidelines
- » Institutionalize “life-cycle” thinking and green infrastructure
- » Provide clear methods for prioritization and selection
- » Identify metrics and methods for performance evaluation
- » Increase accessibility
- » A step forward in achieving a vision of zero traffic-related fatalities

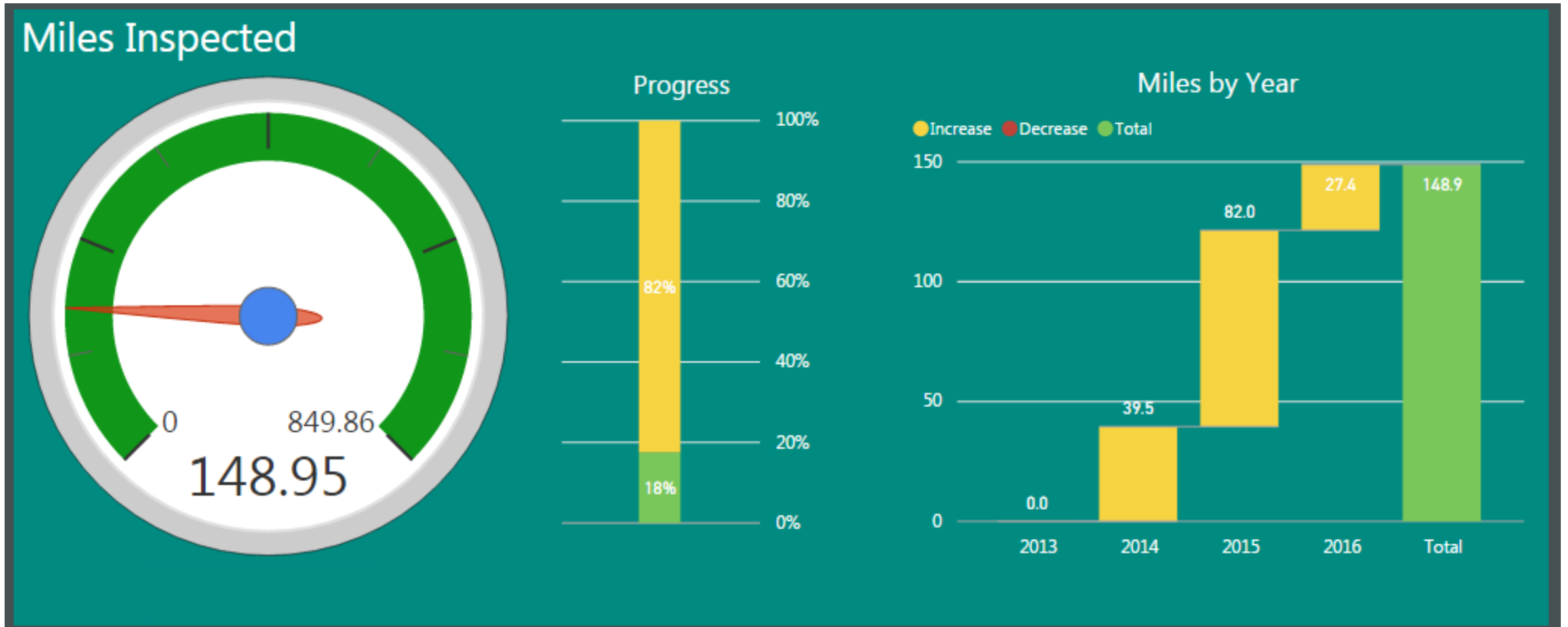


# Our Progress

## We have completed:

- 169.175 miles of streets - More than one-quarter (28.8%) of city streets were touched by Vital Street investments since 2014.
- \$45,197,712 of Vital Streets investment
- 363,000 square feet of sidewalk have been replaced (roughly 13,000 sidewalk squares)
- 1,200 ADA ramp upgrades
- \$2,570,000 investment in sidewalks and ADA ramps (Includes both Sidewalk Fund and Vital Streets Fund)

# Completed Sidewalk Repairs as of 12/30/2016





# Commuter Bicycle

## Form + Function

- Single and multi-family residential; schools, parks, churches, and other community facilities
- Significant regional travel corridor
- Moderate pedestrian activity

## Design Objectives

- Manage vehicle speeds
- Support and protect residential uses

## Typical Features

- Striped bicycle lane
- Pedestrian refuge islanes
- Parkway with street trees; sidewalk both sides



# Community Bicycle

## › Form + Function

- Mostly single-family homes
- “Last half-mile” vehicle connections
- Community connector to local destinations

## › Design Objectives

- Very slow vehicle speeds, modest volumes
- Safe and comfortable for even vulnerable users

## › Typical Features

- Traffic calming features
- Green infrastructure, street trees and landscape
- Bicycle and pedestrian wayfinding





# Five Foot Rule



A safe passing law requires that motorists keep at least five feet between the right side of their vehicle and a bicycle they are passing.

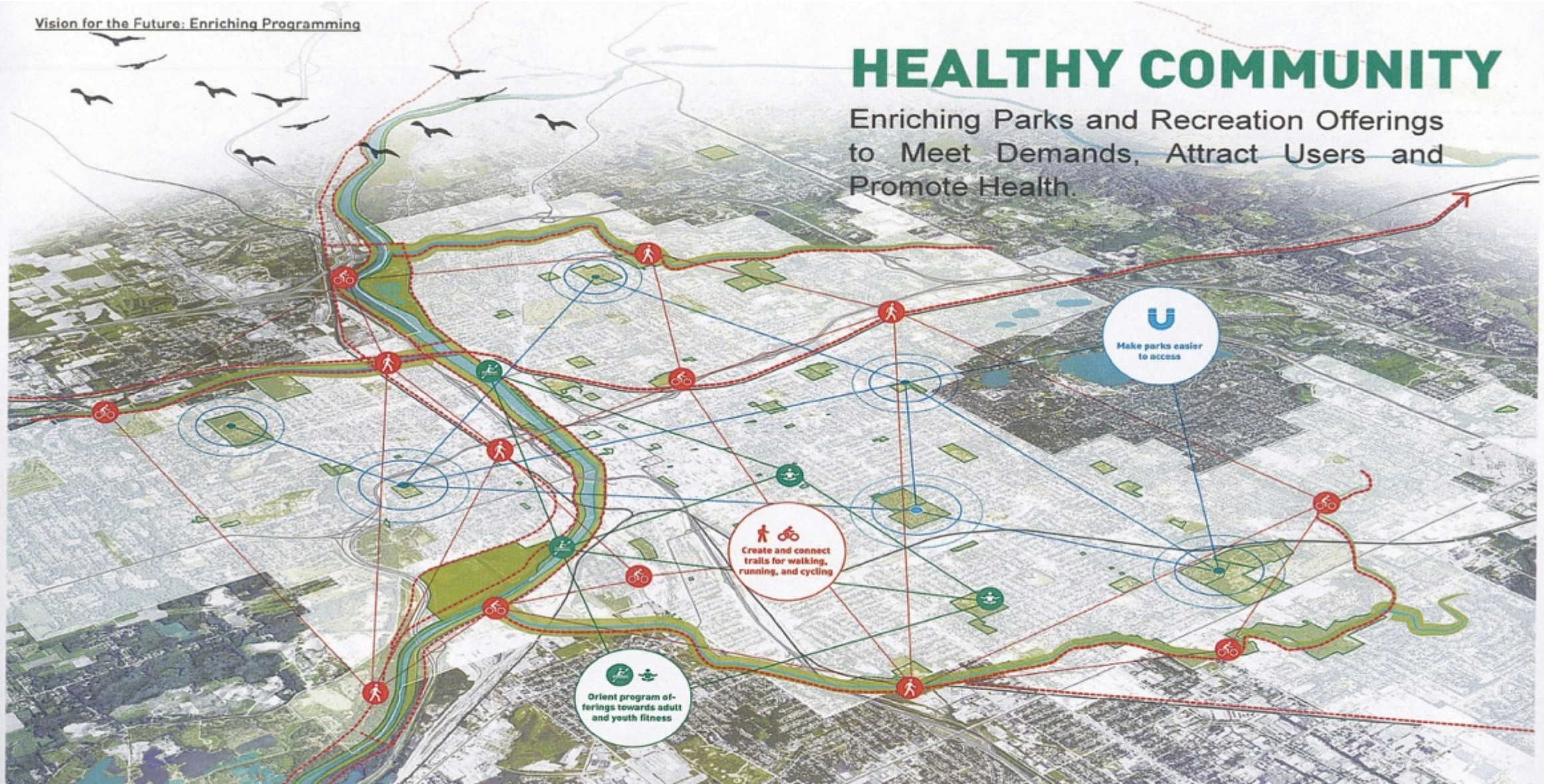


# Connectivity

Vision for the Future: Enriching Programming

## HEALTHY COMMUNITY

Enriching Parks and Recreation Offerings to Meet Demands, Attract Users and Promote Health.



Orient program offerings towards adult and youth fitness

Create and connect trails for walking, running, and cycling

U  
Make parks easier to access



## ACCESSIBLE FACILITIES IN THE NEIGHBORHOODS



### Park Entrances

- Improve pedestrian gateways at park entrances
- Align bicycle paths with entrances when possible



### Trail and Path Entrances

- Entrances should clearly exclude cars while welcoming others

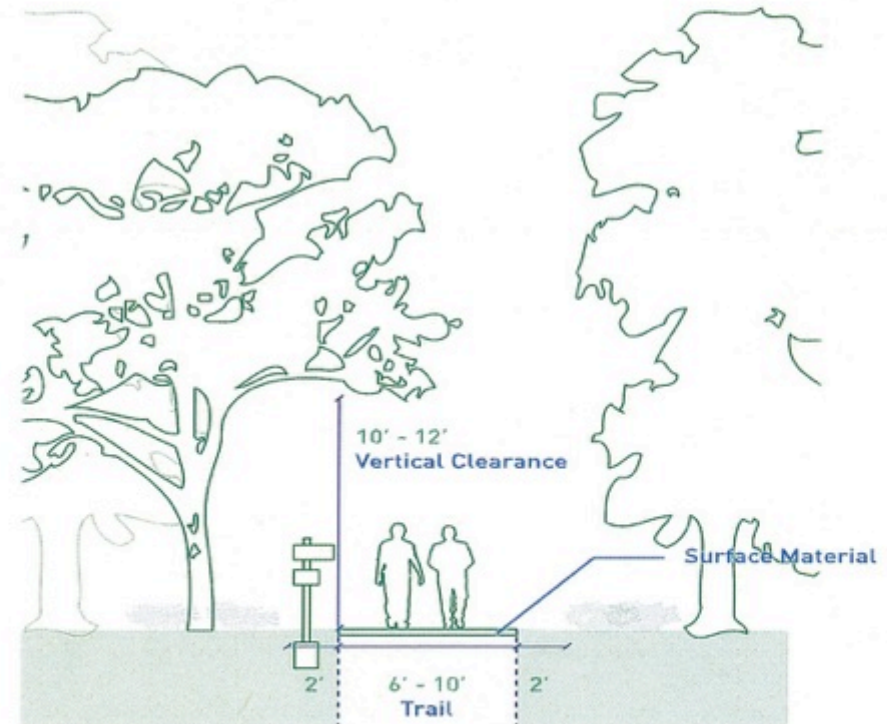
## Park Pathways

### Designated pedestrian pathways

- No vehicles permitted
- Design trails to American Trail standards
- Design for pedestrian comfort

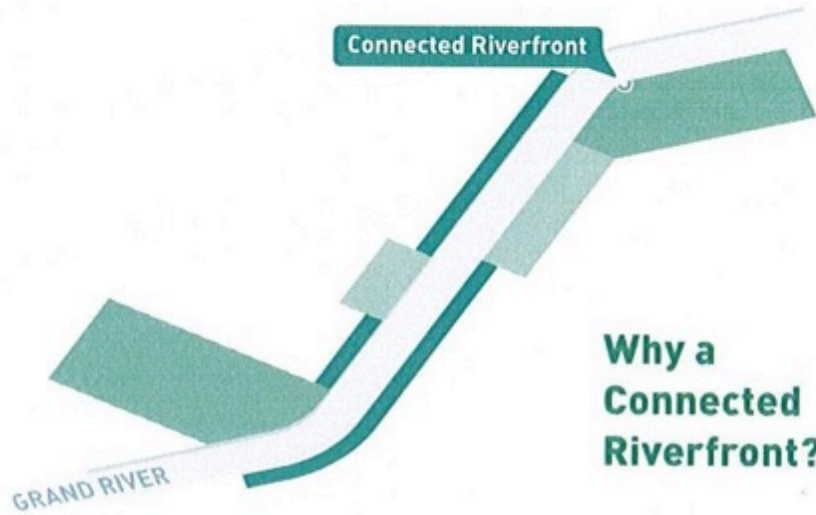
### Designated service pathways

- Shared-use paths for service and emergency vehicles in parks
- Path designed to structurally accommodate vehicle



Vision for the Future: Connected and Accessible System

## CONNECTED RIVERFRONT



### Why a Connected Riverfront?

#### Ecology

The Grand River Valley is an important **ecological feature**.

River improvements support **environmental health**.

#### Program

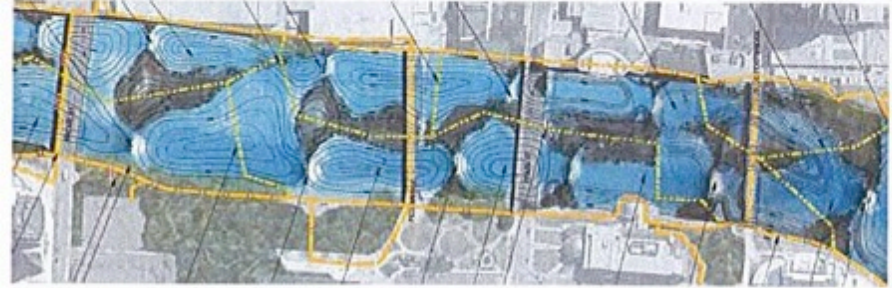
GR's waterways offer opportunities for **water-based recreation**, trails, and one-of-a-kind programs.

#### Identity

As a unified system, GR's riverfront parks will be a **recognizable icon and economic driver** for the Department and the City.

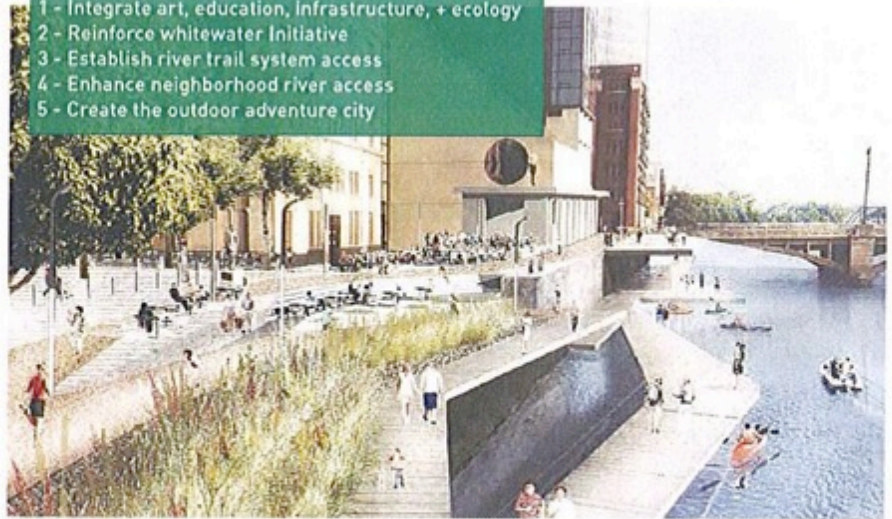
## GRAND RAPIDS WHITEWATER INITIATIVE

2011 Green Grand Rapids Master Plan → 2012 Grand Rapids WhiteWater → 2014 Economic Impact Report →



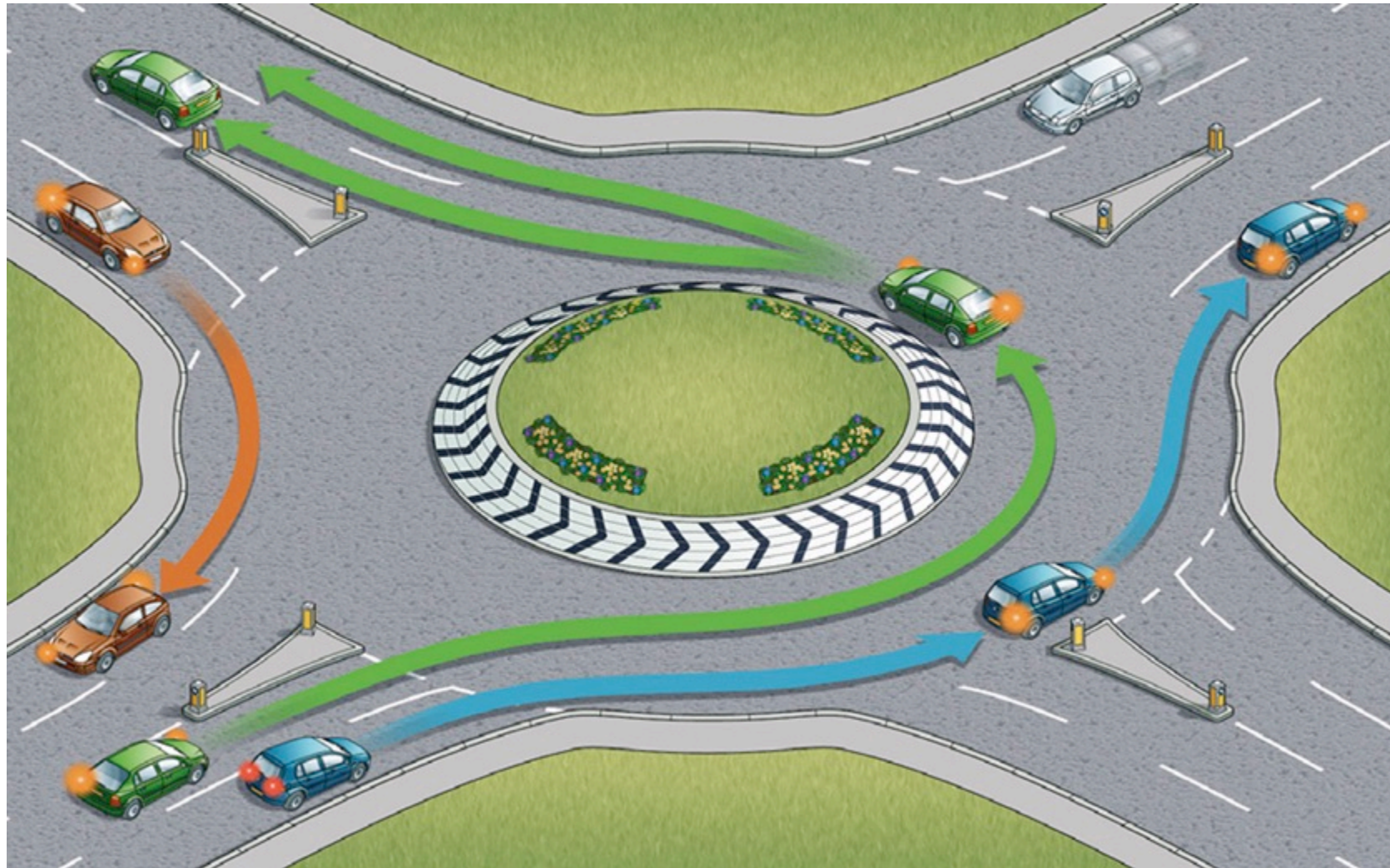
## GR FORWARD

- 1 - Integrate art, education, infrastructure, + ecology
- 2 - Reinforce whitewater Initiative
- 3 - Establish river trail system access
- 4 - Enhance neighborhood river access
- 5 - Create the outdoor adventure city





# Roundabouts



## How to Use a Roundabout



**Step 1:** Slow down as you approach the roundabout.

**Step 2:** Use the guide signs and lane designation markers to choose the appropriate lane for the intended destination.



**Step 3:** Look for pedestrians and bicyclists as you approach the crosswalk. Yield to those intending to cross.



**Step 4:** Slow down as you approach the yield sign. Look to the left to see if other vehicles are traveling within the roundabout.

**Step 5:** Once there is an adequate gap in traffic, enter the roundabout. Do not stop or change lanes once in the roundabout.



**Step 6:** As you approach the intended destination, signal your intent to exit. Look for pedestrians and bicyclists as you exit.



## What Not To Do in a Roundabout

- Do not stop inside a roundabout
- Do not change lanes while in a roundabout
- Do not pass another vehicle

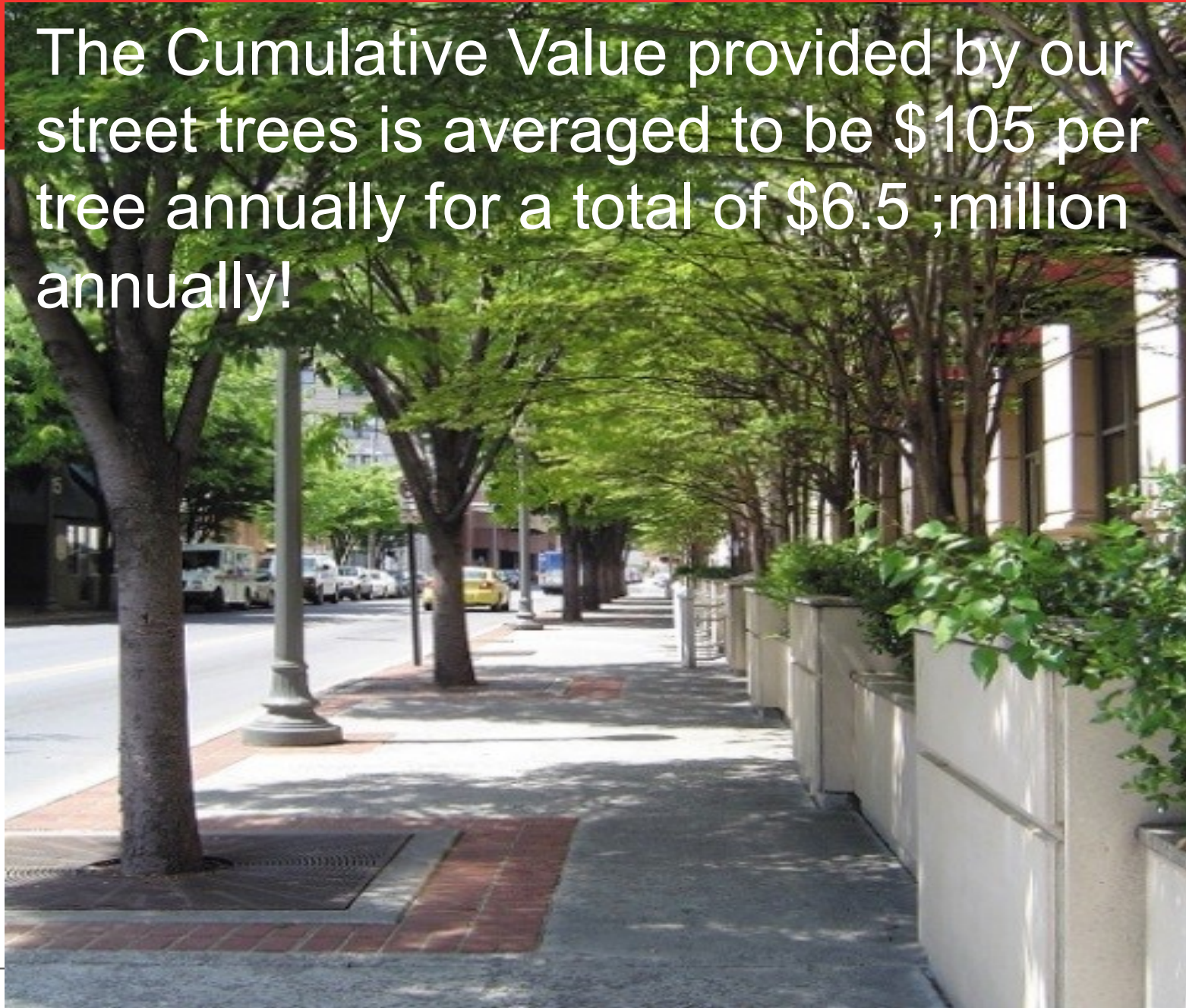


# Street Trees





The Cumulative Value provided by our street trees is averaged to be \$105 per tree annually for a total of \$6.5 ;million annually!





# TRAFFIC CALMING





Road Diets=  
Safety +  
Slower Speeds



**"In the end, it turns out, what is best for the quality of life is much the same for our oldest citizens as it is for our youngest and everyone in between. Making cities more livable for our older citizens, ultimately, makes cities more livable for all of us.**

### **AARP: Livable Cities**

AARPS Livability Fact Sheets

<http://www.aarp.org/content/dam/aarp/livable-communities/documents-2014/Livability%20Fact%20Sheets/AARPLivabilityFactSheetsCollection.pdf>

Vital Streets Dash Board

<http://grcity.us/Transformation/Pages/VitalStreetsHome.aspx>