# TRANSPORTATION & MOBILITY 6

## Vision

In 2040, Wyoming will be highly connected and known as a walkable, bikeable, and drivable community, accessible to people of all abilities. City streets will be welcoming to not only cars, but also people and bicyclists who share the right-of-way and enjoy the outdoors. Residents will be able to comfortably walk to nearby neighborhoods and commercial centers; visitors will easily move between shops, restaurants, and entertainment options; and the youth will be able to walk or bike safely to schools and libraries. Public transit will also be available across the City, allowing for easy transfers and reliable service times. In addition to improved connectivity, Wyoming's transportation system will continue to incorporate emerging technologies and best practices that enhance the community's image and sense of place.

## Goal 1

Work to optimize traffic flow/efficiency, enhance connectivity, and improve safety on Wyoming's streets for all modes of transportation.

## Goal 2

Integrate investments in design and aesthetics into transportation improvement projects to reinforce placemaking principles that improve the City's image, build its local identity, and support redevelopment projects.

## Transportation and Mobility

The efficient movement of people and goods through and within a community depends on a well-integrated, organized, and planned system of vehicular and non-vehicular infrastructure, including roadways, sidewalks, trails, and transit. Transportation and mobility are essential components to providing high quality of life, attracting new residents and businesses, as well as fostering economic development within Wyoming. The following chapter identifies strategies to ensure the City's transportation network is prepared to support future growth, while ensuring multimodal options, equitable access, and the application of emerging technologies.

## Mobility and Congestion

***Expand and enhance Wyoming's existing roadway network to address long-term growth and congestion.***

As the City continues to develop, it is important that congestion levels and roadways in need of improvements or expansions are monitored. Collaboration with regional transportation agencies and the application of existing plans, such as the ***Metropolitan Transportation Plan*** and ***2035 Thoroughfare Plan*** will be essential in achieving the community's goals and securing necessary funding. The following sections expand on these plans as well as identify strategies for the use of advanced transportation technologies and asset management.

*Equity and Inclusivity*

### *Transportation and Equity*

Mobility and economic development are closely linked to equity. The general concept of equity as it relates to transportation is designing transportation systems that are equally accessible across all populations. Given the high costs associated with automobile ownership, increasing access to and improving the connectivity, safety, and user experience of transit and other non-motorized options are key tools in achieving greater balance within Wyoming and throughout the Grand Rapids region.

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## 2045 Metropolitan Transportation Plan

When planning for projects that aim to improve traffic flow/efficiency, connectivity, and safety within Wyoming, close coordination will be needed with the Grand Valley Metropolitan Council (GVMC) and its on-going development of the ***2045 Metropolitan Transportation Plan*** (MTP) which identifies and sets funding priorities for the region. As the City coordinates local municipal budgets and funding for traffic infrastructure projects, identifying and leveraging state and federal matching funding will allow for local dollars to have a greater impact. Local projects included in the ***MTP*** act as a vehicle for the City to receive necessary matching resources for priority road projects. Given the scarcity of resources at all levels, however, the ***MTP*** also serves as a list of goals for regional projects, as the number and scope of projects outpace the funding levels necessary to implement all of the activities.

To inform and assess projects that will be added to the ***2045 MTP***, the GVMC has updated the Congestion Management Process that utilizes transportation demand modeling to identify and quantify congestion throughout the region. The process has an identified set of benchmarks and measurements related to both recurring and non-recurring congestion. Corridors in the region are assessed and assigned ratings based on these criteria. Additionally, these corridors are assessed to determine the appropriate strategies for congestion mitigation. Although it is still just a draft, the ***2045 MTP*** has identified the following City and MDOT facilities as capacity deficient shown in the chart to the right.

## 2040 Metropolitan Transportation Plan

The Grand Valley Metropolitan Council ***2040 Metropolitan Transportation Plan***, created in 2015, was the predecessor to the ***2045 MTP***. It created a 25-year horizon, prioritizing and planning for investments in transportation infrastructure through 2040. As a part of its ***Congestion Management Process Analysis***, which examines alternatives to mitigating congestion, the plan also identified facilities throughout the region projected to have exceeded their designed capacity by the year 2040. Facilities in Wyoming that were included on the list are shown on the Capacity and Projects Map and include the following in the chart to the right.

## 2035 Thoroughfare Plan

Preceding the ***2045 MTP***, the ***2035 Thoroughfare Plan*** utilized 2009 transportation planning modeling developed by GVMC to guide the future ADT projections for the City's thoroughfares. The Capacity and Projects Map provides the maximum average daily traffic volumes for primary roadways within the City of Wyoming, the data for which is a compilation of counts conducted between 2010 and 2019. The projections from the ***2035 Thoroughfare Plan*** assessed the greatest levels of traffic volume increase for roadways, the highest of which were Wilson Avenue SW, Ivanrest Avenue SW, Byron Center Avenue SW, Gezon Parkway SW, and 56th Street SW. Thoroughfares in the already-urbanized sections of the City are anticipated to experience much lower growth in traffic volumes, with the exception of Division Avenue S. Traffic volumes on Division Avenue S are anticipated to increase due to the presence of the Silver Line Bus Rapid Transit (BRT) and associated transit-oriented development being encouraged along the corridor.

**CAPACITY DEFICIENT FACILITIES**
**2045 Metropolitan Transportation Plan**

| Street | From | To | Length | Jurisdiction |
|---|---|---|---|---|
| 32nd St SW | Prospect Ave SE | Madison Ave SE | 0.06 miles | Wyoming |
| 44th St SW | Crooked Tree Rd SW | Byron Center Ave SW | 0.39 miles | Wyoming |
| 52nd St SW | Olsen Springs Ct | Clyde Park Ave SW | 0.16 miles | Wyoming |
| 54th St SW | Clyde Park Ave SW | US 131/54th St SW RAMP | 0.32 miles | Wyoming |
| 56th St SW | Kent Trl | Bayberry Farms Dr SW | 0.23 miles | Wyoming |
| Godfrey Ave SW | Chicago Dr SW | Liberty St SW | 0.47 miles | Wyoming |
| M-11 (28th St SE) | Clyde Park Ave SW | Broadmoor Ave SE | 5.19 miles | MDOT |
| US 131 (NandS) | 36th St | 28th St SW (M-11) | 0.8 miles | MDOT |
| US 131 (NandS) | 54th St | 44th St | 1.06 miles | MDOT |
| M-6 E | Byron Center Ave SW | BC/M-6 On-Ramp | 0.41 miles | MDOT |

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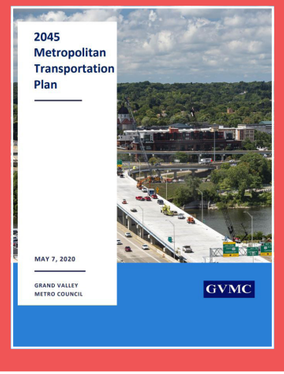
### *Regional Partners Wyoming, Michigan*

The City of Wyoming utilizes a comprehensive approach to managing its transportation system, working within a framework of regional partners, planning efforts, and funding mechanisms. The City is a member of the Grand Valley Metro Council (GVMC), which is responsible for carrying out all transportation-related planning activities for the Grand Rapids Metropolitan Area. This includes the preparation and implementation of the *2045 Metropolitan Transportation Plan* (MTP) adopted by the GVMC Board in May 2020. Based on recent regional planning efforts, including the *2045 MTP* and *2035 Thoroughfare Plan*, it is clear that Wyoming and its Grand Rapids Metro partners are embracing similar visions for more financially sustainable transportation systems that increase inclusivity and equity. This common vision stresses the importance of reducing reliance on automobiles by enhancing infrastructure for non-vehicular modes of transportation. Expanding the usage of The Rapid and other transit systems are also key elements in regional transportation planning.



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*Equity and Inclusivity*

## *Using Technology to Promote Transportation Equity*

Emerging transportation technologies offer municipalities and transportation agencies new ways of expanding transportation equity and mobility that would have been impossible even a few years ago. For the most economically disadvantaged individuals, gaining access to subsidized ridesharing services that connect with the larger public transit system could prove to be significantly beneficial. Similarly, connected and autonomous vehicles have the potential to benefit those who cannot afford vehicle ownership or cannot drive themselves, including people with disabilities, the elderly, and children. As outlined in the GVMC *2045 Metro Transportation Plan*, these technologies are already operating within the Grand Rapids Region. Companies are testing delivery service by drone and Mobile GR is overseeing the Grand Rapids Autonomous Vehicle Initiative, which has brought six self-driving shuttles to downtown Grand Rapids as part of a year-long pilot program. These technologies could support a more equitable transit system by helping to resolve last-mile problems and providing better access to transit.

## Asset Management of Existing Roadway Network

The expansion and enhancement of Wyoming's existing roadway network will address long-term growth and congestion. Adopting asset management planning best practices will support the health of the City's mobility infrastructure and maintain alignment within the regional planning structures. These best practices include Transportation Demand Modeling, Regional Coordination of Congestion Mitigation Projects, and Alternative Mitigation Strategies.

### Transportation Demand Modeling

Using Transportation Demand Modeling, the City should continue to closely monitor streets experiencing high levels of traffic to identify areas in need of roadway improvements or expansions. This includes utilizing emerging data sources such as RITIS and performing demand modeling at the local level to support the need and justification for inclusion of Wyoming's projects in the MTP. This demand modeling should be incorporated into asset management planning to prioritize the highest impact projects.

### Regional Coordination of Congestion Mitigation Projects

Regional coordination will be necessary to successfully gain funding and implement congestion mitigation projects in Wyoming. This includes for the area around Metro Health Village, such as along Gezon Parkway SW and Byron Center Avenue SW, which is expected to see increases in both traffic and parking demand with future development. High development areas should be monitored for congestion mitigation in addition to the corridors currently included in the ***2045 MTP***. Further, the City should continue to implement the recommendations of the ***2035 Thoroughfare Plan*** and the ***Grand Valley Metropolitan Council 2045 MTP***. Both plans have identified existing and projected congestion areas, developed a list of priority projects, and can be used to leverage necessary funding resources from the Michigan Department of Transportation (MDOT) and the Federal Highway Administration (FWHA) for implementation.

### Roundabouts

Roundabouts are a proven method to safely decrease traffic delays and congestion and should be considered within Wyoming. They reduce vehicle speeds and conflict points at an intersection. The use of yield signs instead of stops signs or traffic signals allow for greater flow of traffic and less stopped vehicles or delays. There are also operation and maintenance cost benefits due to the lack of signals, and therefore eliminated need of power to maintain. Roundabouts allow pedestrians and bicyclists to move safely cross the road due to lower vehicle speeds and the use of splitter islands. Additional crosswalk enhancements can be provided for safety of pedestrians with disabilities, including pedestrian activated crossing signals, curbing, bollards, and pavement enhancements to better identify crosswalk locations and limits.

### 54th Street Corridor Congestion

The 54th Street corridor was identified as having congestion issues, with the segment between US-131 and Division Avenue S being the only area to receive a Level of Service (LOS) rating of E or F in the City. At the east end of the 54th Street corridor near the US-131 interchange, the corridor's congestion was exacerbated by the presence of at-grade railroad crossing and multiple signals between Clay Avenue and Division Avenue S.

A road widening project was recently completed in 2019, which added an additional westbound lane to 54th Street SW from Haughey Avenue SW to US-131. As no additional projects are planned for 54th Street SW from US-131 to Division Ave S, the City should continue to monitor congestion levels along this roadway and work to minimize delay with signal timing improvements.

## Advanced Transportation Data and Technology

Historically, the availability of data has been a significant challenge when assessing traffic efficiencies and tracking the results of solutions implemented. Regional metropolitan planning organizations (MPOs) like the GVMC are often the source of critical data used in planning and budgeting activities



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## Intelligent Transportation System and Transportation System Management

Intelligent Transportation System (ITS) and Transportation System Management (TSM) strategies have traditionally focused on improving the operation of the transportation system without major capital investment and cost. They utilize advanced technology to collect and communicate data to travelers to assist in avoiding congestions or optimize traffic signals to enhance efficiency within a given corridor. In addition, Transportation Demand Management (TDM) strategies aim to reduce travel during the peak commute period travel by finding ways to eliminate the need for travel or reduce the reliance on single operator vehicles.

Some examples of these strategies that can be implemented by the City of Wyoming include traffic signal coordination/activation (ITS), encouraging of ridesharing, and expanding the use of transit and non-motorized transportation systems (TDM). Combined, these strategies can be used as tools to help Wyoming meet air quality conformity standards and provide ways to relieve congestion and improve mobility without costly infrastructure projects.

## Pedestrian Environments

***Make commercial and residential areas where people frequently walk more pedestrian friendly.***

Exploring opportunities to enhance safety for non-motorized system users will make commercial and residential areas where people frequently walk more pedestrian friendly where applicable. Traffic calming measures should be incorporated into future roadway improvements, such as medians, and bulb-outs to allow people to comfortably walk to shops and within their neighborhood. Reducing speed limits along commercial corridors, such as along 28th Street, should also be considered to increase safety and comfort of pedestrians, while drawing more foot traffic to patronize businesses. This will require coordination with Michigan State Police (MSP) and MDOT to conduct a speed study and assess speed reduction feasibility for implementation.

## Active Modes of Transportation

***Enhance the safety of and expand opportunities for active modes of transportation.***

Non-motorized, or active transportation consists of pedestrian (e.g. walking and running) and bicycle travel, along with the infrastructure that supports these modes of travel within the community. This includes sidewalks and bikeway facilities (both on-road and off-road). Emphasis on the benefits of non-motorized transportation have continued to grow in the region, increasing attention to enhancing non-motorized transportation options. While working to diversify transportation mode options, a robust non-motorized transportation system also contributes to increased mobility, safety, recreation, placemaking, economic development, and the health of community residents.

To enhance safety and expand opportunities for active modes of transportation, the City should continue to implement and update the ***2016 Wyoming Bikeways Plan***. This will encourage strategic investments in off-street trails and paths, along with on-street routes that will provide greater connectivity throughout the City and to other regional routes. The City should also explore opportunities to coordinate with adjacent municipalities to connect bike routes across municipal limits. Further, measures that expand the sidewalk network connecting residential neighborhoods to commercial and industrial centers should be pursued, along with measures to enhance safety in corridors with higher vehicular traffic.

## Micromobility

Micromobility has gained popularity in cities across the nation as a strategy to increase alternative transportation options through small-scale, environmentally friendly modes. Examples include scooters and bicycles shared using docking stations or a dockless system.

These modes have a minimal physical footprint, can be effective in moving people over short distances, and can leverage existing bike infrastructure or trails within a community.

Micromobility solutions have also proven to help smooth daily traffic flow and shift traffic demand to hours traditionally considered off-peak. Growing traction in micromobility is in part due to increased access to information via smart phones and digital platforms, as well as increased demands for short, convenient trips to city centers. To further diversify convenient transportation options and increase access to community destinations across Wyoming in an equitable manner, the City should work towards actively integrating micromobility options into the community. A micromobility plan should first be developed to identify infrastructure and funding needs and guide strategies for implementation.

## Regional Planning and Coordination

Much like the vehicular transportation system, the GVMC manages regional planning and coordination of resources to support non-motorized transportation systems. As a component of the 2045 Metro Transportation Plan, non-motorized transportation resource needs and priorities are determined locally and integrated into the regional plan priorities. In 2014, the GVMC developed a ***Non-Motorized Transportation Plan***, which has been integrated into the ***2045 MTP*** as the primary guide for non-motorized system needs and priorities at a regional level. The primary objectives of the ***2014 Regional Non-motorized Transportation Plan*** are to identify regionally significant priority projects, enhance cooperation and coordination between jurisdictions for facility development, and address some of the challenges facing non-motorized transportation facility development.

As with the vehicular systems, the City should adopt an asset management approach to maintain and develop of priority infrastructure investments and ensure alignment with regional efforts. This will expand opportunities for and enhance the safety of active modes of transportation.

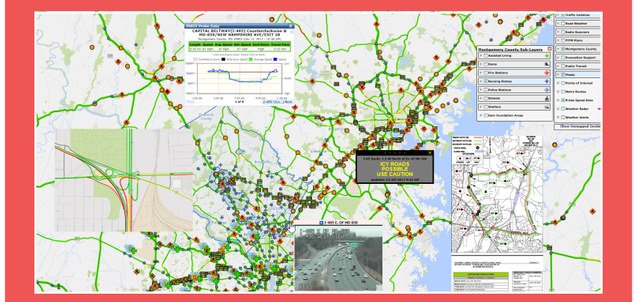
# Capacity and Projects

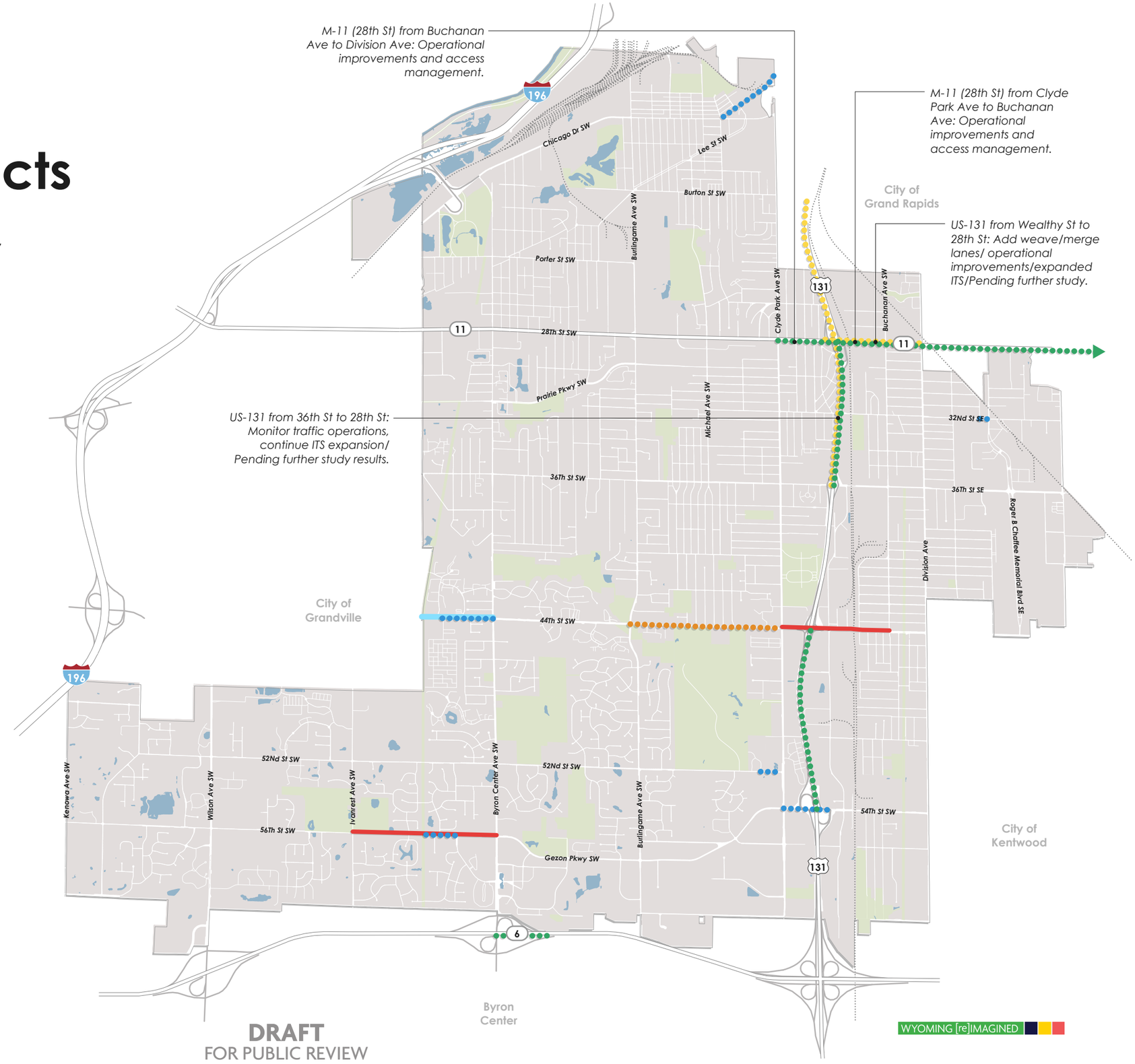
- City of Wyoming, MTP 2040, Completed
- City of Wyoming, MTP 2040, Planned
- City of Wyoming, MTP 2040, Not Programmed
- City of Wyoming, MTP 2045, Not Programmed
- MDOT, MTP 2040, Not Programmed
- MDOT, MTP 2045, Not Programmed

*Case Study*

## *Regional Integrated Transportation Information System (RITIS)*

With the arrival of technology for freeway and arterial management, data is increasingly available for major facilities in many metropolitan areas. The Regional Integrated Transportation Information System (RITIS), developed by The University of Maryland Center for Advanced Transportation Technology Lab, is a leading big data aggregation and dissemination platform for transportation systems. RITIS provides departments of transportation, MPOs, and other agencies with historical and real time data such as travel time, speed, travel time index, user delay, system reliability, and other transportation-related measurements critical for system planning.



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## 2016 Bikeways Plan

A 2014 MDOT study showed that 39 percent of households in Michigan reported someone in their home used a bike for transportation in the last year. The City of Wyoming currently has a fairly extensive set of bikeway facilities that provide connectivity between many of its parks, key community destinations, and to bikeways in adjacent communities. In 2016, the City of Wyoming undertook a review of its current bikeway system and developed an update of the ***2016 Wyoming Bikeways Plan*** to recognize additions to the system and the changing needs of the biking community, both within the City and in neighboring communities.

Coordination of local and regional system expansions and enhancements should include continued implementation and updating of the City's ***2016 Bikeways Plan***. Implementation of the Bikeways Plan will encourage strategic investments in off-street trails and paths, along with on-street routes that will provide greater connectivity throughout the City and to other regional routes.

The City should also explore opportunities to coordinate with adjacent municipalities to connect bike routes across municipal limits. Further, measures that expand the sidewalk network connecting residential neighborhoods to commercial and industrial centers should also be pursued, along with measures to enhance safety in corridors with higher vehicular traffic, such as the 28th Street Corridor.

## Bike Facilities in 2045 MTP

The ***2016 Bikeways Plan*** serves as the City's primary tool for non-motorized facility planning, design and construction, and acts as the foundation for the City's integration of priority projects into the ***2045 MTP*** for future grant opportunities and funding requests. As the ***2016 Bikeways Plan*** is approaching five years in age, the City should update this document to better position itself within the ***2045 MTP*** to access needed funding for non-motorized transportation network expansions.

### 2045 MTP Non-Motorized Projects

| Fiscal Year | Project Name | Project Limits | Length (Miles) | Description | Federal Cost | State Cost | Local Cost | Total Budget |
|---|---|---|---|---|---|---|---|---|
| 2020 | Byron Center Ave | At 44th Street SW | 0.00 | Add Northbound Right Only Lane | $142,000 | $0 | $58,000 | $200,000 |
| 2020 | Byron Center Ave | South City Limit to 44th Street SW | 2.03 | Rotomill and Resurface | $520,000 | $0 | $130,000 | $650,000 |
| 2020 | Byron Center Ave | South City Limit to 44th Street SW | 2.03 | Rotomill and Resurface | $550,000 | $0 | $140,000 | $690,000 |
| 2021 | Wilson Ave SW | South City Limits to North City Limits | 2.98 | Resurface | $0 | $984,000 | $246,000 | $1,230,000 |
| 2022 | 36th St SW | Burlingame Avenue SW to Clyde Park Avenue SW | 1.00 | Resurface | $562,007 | $0 | $187,993 | $750,000 |
| 2023 | Gezon Pkwy SW | Byron Center Avenue to Clyde Park Avenue SW | 2.17 | Resurface | $98,334 | $0 | $26,666 | $125,000 |
| 2023 | Gezon Pkwy SW | Byron Center Avenue to Clyde Park Avenue SW | 2.17 | Resurface | $1,280,000 | $0 | $320,000 | $1,600,000 |
| 2023 | 54th St SW | Clyde Park Avenue SW to Division Avenue S | 1.01 | Resurface | $746,000 | $0 | $204,000 | $950,000 |
| 2023 | 54th St SW | Clyde Park Avenue SW to Division Avenue S | 1.01 | Resurface | $440,536 | $0 | $119,464 | $560,000 |

*Equity and Inclusivity*

## *Enhancing the Pedestrian Network for All*

Greater equity in the non-motorized transportation network can be attained by ensuring more diverse mobility options for young people, older adults, or those physically or financially unable to drive. Opportunity exists to enhance pedestrian infrastructure throughout the City by filling in gaps in the sidewalk network, widening narrow sidewalks, upgrading crosswalk ramps to ADA standards, and improving visibility and prevalence of crosswalks. Other pedestrian improvements that are common nationally and should be further explored in Wyoming include:

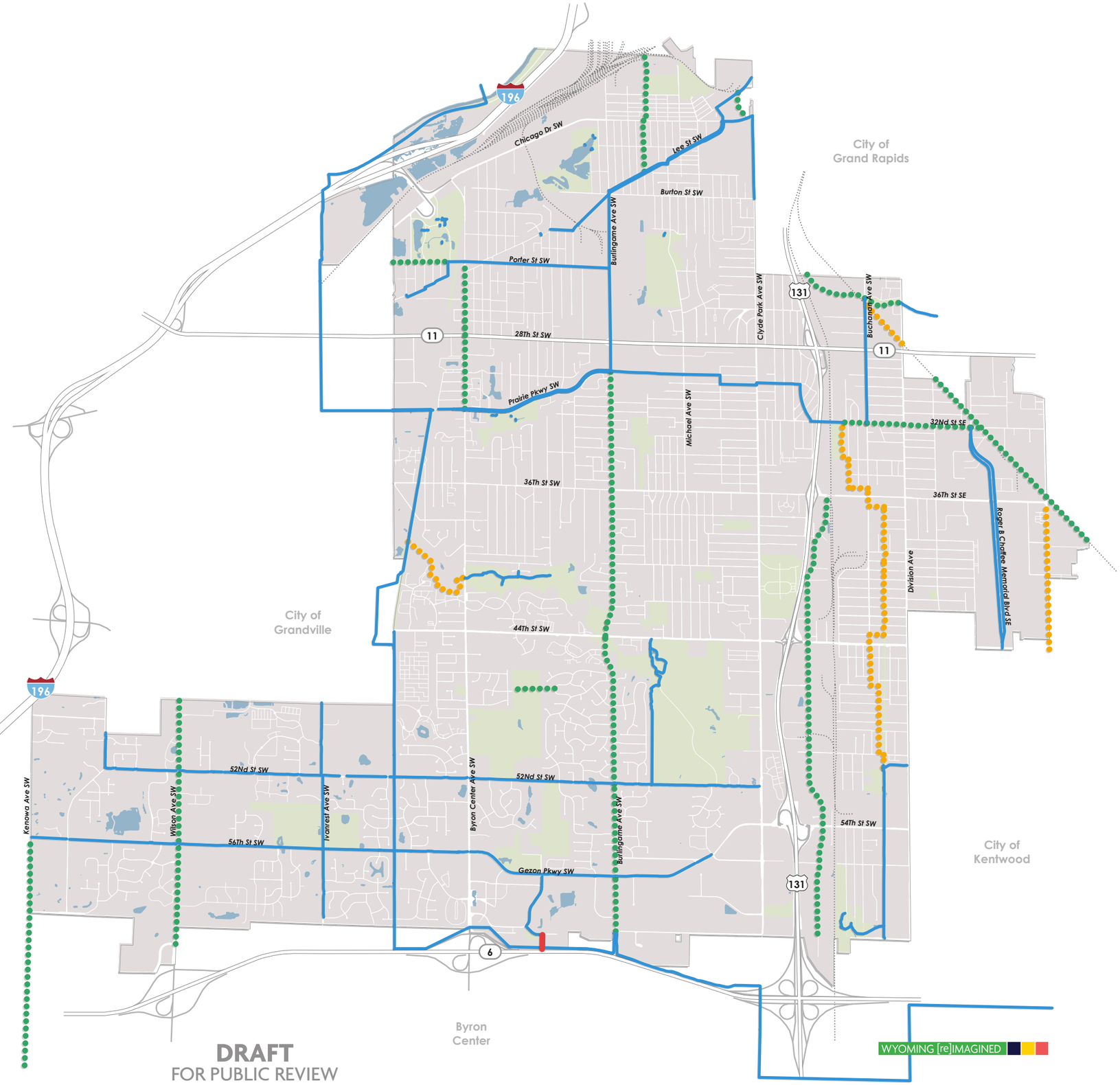
- Truncated domes
- Raised crosswalks
- Pedestrian refuges islands
- Pedestrian hybrid beacons
- Road diets
- Rectangular rapid flashing beacons

Some existing sidewalks, such as along Chicago Drive, should also be improved by providing a larger buffer between the street to increase sense of comfort for pedestrians. 36th Street between Wentworth and Wedgewood drives is a quality example of a welcoming pedestrian area that includes sidewalks on both sides and a landscaped buffer to the roadway.

# Trails and Non-Motorized Paths

There is a strong community desire for more east-west trail connections to connect neighborhoods and existing parks to the Kent Trails, as well as to key activity centers and community assets. Some of the biggest gaps in the existing trail system appear to be in providing additional east-west routes in the center of the community as well as connecting the northern and southern sections, which already have established trail networks. At Wyoming's perimeter, there are several planned bikeway facilities in Grand Rapids, Grandville, Georgetown Township, and Byron Township that provide opportunities for improved connectivity. To the west, these planned facilities are located along Porter Street SW and 56th Street SW; to the northeast, they are along Plaster Creek, Buchanan Avenue SW, Madison Avenue SE, Burton Street SW, and Hall Street SW.

- Existing Trails/Path
- Funded Trail/Path,MTP 2045
- Proposed Trail/Path,WBP 2016
- Proposed Trail/Path,MTP 2045

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## Non-motorized Safety

As investments continue and barriers are eliminated, the number of users of the non-motorized transportation system will grow. Ensuring the safety of these users is critically important. While non-motorized crashes make up a small portion of all crashes in the region, non-motorized users are significantly more likely to suffer injuries or death as a result of a crash than a driver. A federal performance measure for safety is the number of non-motorized fatalities and serious injuries. Building off of this, the GVMC has developed a list of the top 20 intersections for number of fatalities and serious injuries for bicyclists and pedestrians from 2013 to 2017. This list includes four Wyoming intersections for pedestrian incidents, two Wyoming intersections for bicycle incidents, and one intersection with an incident that involved both pedestrians and bicyclists. Notably, two significant events occurred within the area where Interurban Trail's crosses 54th Street SW.

The City should work with GVMC to make improvements to reduce future risk of pedestrian and bicycle accidents. Transportation safety can be improved to help protect non-motorized travelers from accidents through both engineering-/design-based initiatives and the expansion of public education campaigns. Engineering driven solutions can be as simple as the addition of signage, increased enforcement, traffic signals, and crossings. More advanced solutions can include implementing marked lanes, creating separated paths, and reconfiguring road rights-of-way to incorporate traffic calming measures. Strategies include road diets or implementation of complete street designs. The City's ***2016 Bikeways Plan*** provides a street conversion analysis that identifies recommended corridors suitable for these types of solutions.

# Transit

***Work with The Rapid to improve transit routes to better connect residents to local destinations and to the larger Grand Rapids region.***

Transit is an integral part of a multi-modal transportation system that provides an alternative to personal vehicles while increasing access to jobs, healthcare, and other services and destinations for residents and visitors who may not have access to a car. The transit system, in conjunction with the non-motorized transportation system, represent strong community TDM tools that can help reduce peak congestion on local roadways, providing alternatives to the reliance on single use vehicles.

## The Rapid

The Interurban Transit Partnership (The Rapid) operates the region's transit operations, including bus rapid transit (BRT), fixed route, and on demand response bus service. The Rapid's current Service Area consists of Grand Rapids and the five cities that surround it, including the City of Wyoming. Over the past decade, The Rapid significantly increased the amount of transit service that operates in the Grand Rapids region. Increased transit opportunities, along with increases in the region's population and employment have contributed to ridership growth of nearly four million passengers in the past 10 years.

According to information published by the Rapid, ridership on the system is primarily made up of frequent customers. About 85 percent of the total ridership are using the system three or more days per week, according to the 2017 Rapid Rider Survey. Additionally, most customers are highly reliant on transit as their main mode of transportation, as 78 percent of the respondents to the survey said they have no access to a private vehicle.

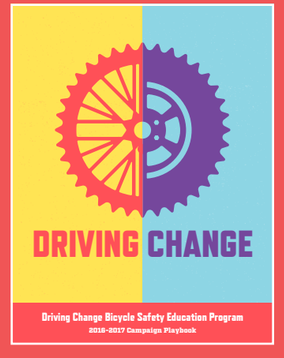
### Align: The Rapid's Transit Improvement Study

***Align: The Rapid's Transit Improvement Study*** was a year-long project released in 2018, led by The Rapid. The study identified, analyzed, and prioritized a set of transit improvements for the existing bus system to improve the rider experience and potentially expand the transit system in Grand Rapids and the surrounding communities. Building off The Rapid's previous transit projects, the Silver Line BRT, and the Laker Line BRT, the study explores the feasibility of implementing new BRT corridors and constructing infrastructure enhancements to improve bus travel time and reliability statistics. It also examines opportunities to enhance amenities to improve rider comfort at bus stops and improve the visibility of transit in the community. Further, significant investments in projects are outlined in the study for improved infrastructure, scheduling, and equitable ridership opportunities both within Wyoming and the connected Grand Rapids region.

*Case Study*

### *Public Education Driving Change 2016-2017 Campaign Playbook*

While engineering and infrastructure improvements should be investigated to improve non-motorized safety, additional public education campaigns may also help reduce crash, fatality, and injury rates. The City of Wyoming can look to its neighbor for a recent example of this type of initiative. Grand Rapids, through the help of a federal grant sponsored by MDOT, partnered with Güd Marketing to study, develop, and implement a bicycle safety education campaign that would educate both motorists and bicyclists about new bicycle infrastructure and laws. As part of this effort, a "playbook" was created to help other municipalities or organizations implement programs of their own, providing guidance on how to move through the process.



*Equity and Inclusivity*

## *Equitable Access to Transit*

Opportunities for regional collaboration to expand or alter Transit services are based on a variety of factors, including whether the proposed expansions enhance transit access in low-income areas. Enhanced transit services can help address concerns from local business owners, for which a lack of nearby transit routes or infrequent services are negatively impacting employees' ability to commute to their jobs. Employers are encouraging carpooling and have indicated a desire to coordinate with The Rapid to alter transit routes or provide peak hour service that improves service during shift changes. Opportunity exists to expand the City's transit system, particularly east-west routes in the Panhandle along 52nd and 56th streets, along Chicago Drive, and to extend north-west bound lines along Byron Center Avenue SW and Burlingame Avenue SW to cover the full extent of the City. Pedestrian and bicycle facilities that are coordinated and connected to transit can increase the range that people can travel.

## Enhancing the Transit System

The City of Wyoming should actively seek opportunities for regional collaboration to expand and enhance transit services. To provide greater effectiveness and ridership of the system, The Rapid has undertaken a Comprehensive Operational Analysis (COA) to review the efficiency of the system and to identify opportunities to reduce redundancies and improve service levels offered throughout the entire system. The current recommendations included in the draft of the COA examined 3 scenarios based on the primary goals of:

- **Scenario 1** – Increasing all-day frequency on key corridors in the service area by reducing service on underperforming routes and reallocating resources to increase high-frequency service on the most productive corridors.
- **Scenario 2** – Increasing coverage by reducing services on underperforming routes and reallocating resources to increase high-frequency service on key routes and develop new/expanded crosstown services.
- **Scenario 3** – Increasing weekend service, while maintaining high-frequency service during peak periods on high ridership corridors.

In the development of these scenarios, potential transit demand is based on the density of five combined indicators: older adults (ages 65 and up), people with low-incomes (under 100 percent of the federal poverty level), people with disabilities, rental units, and zero-vehicle households. These scenarios are aligned with the City of Wyoming's goals to identify and link underserved areas, such as the Rivertown and Clyde Park corridors along with the panhandle growth area and the addition of more cross-town bus lines to provide greater connections to existing bus lines.

Key recommendations from the COA that impact routes serving the City of Wyoming include the following:

## Rivertown

Route 8 and Route 24 are the primary links serving the Rivertown area. Route 24 is also the northernmost crosstown route serving the City of Wyoming.

### *Route 8 – Grandville/ Rivertown*

Route 8 provides service between Central Station in downtown Grand Rapids, the City of Wyoming, and the City of Grandville. Route 8 is an average ridership route. It currently has 15-minute peak service from the Goodwill to downtown Grand Rapids. Recommendation for improving service for Route 8 include:

- Removing service from Grandville Library and realigning service to Ivanrest Ave to provide faster, more reliable service and serve a new high growth corridor.
- Shortening the alignment in RiverTown Crossings to terminate at Meijer, creating a transfer hub with Routes 28 and 44.

### *Route 24 – Burton Street Crosstown*

Route 24 provides east-west crosstown service between Woodland Mall and the Visser Family YMCA in Grandville. Route 24 is one of the lower performing routes. Several recommendations are made to reduce route duplication and improve ridership potential by adding a major destination to the route, including:

- Shortening the route within Woodland Mall onto Mall Service Drive to provide faster, more reliable service.
- Extending the alignment in RiverTown Crossings to terminate at Meijer, creating a transfer hub with Routes 8 and 44. Service would be on Ivanrest Avenue SW between Chicago Drive SW and RiverTown Crossings, which will serve some new apartment complexes.
- Realigning the route between Cleveland Avenue SW and Burton Street SW and Byron Center Avenue SW and 44th Street SW to operate on the same alignment as the existing Route 16 terminating at the high ridership stops in Metro Health: University of Michigan Health Hospital.
- Removing service from the low ridership industrial areas along Porter Street SW and Chicago Drive SW.



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## Panhandle/ Crosstown Routes

The panhandle is currently served by Routes 1, 10, and 16 while Routes 28 and 44 are crosstown routes.

### *Route 1 - Division*

Route 1 travels between Central Station in downtown Grand Rapids and the Meijer located in the City of Wyoming via Division Avenue S. Route 1 is among the highest ridership routes in the system but also has the worst on-time performance. Recommendations are intended to improve on-time performance, provide more complementary service with the Silver Line, and extend to serve new high demand destination. Recommendations include:

- Extend service west along Gezon Parkway SW to Metro Health: University of Michigan Health Hospital. Gezon Parkway SW has been identified as a key high growth area, and this change would add service to the area. It would also directly connect southeast Grand Rapids residents directly to more retail opportunities (Target, Walmart, and Meijer) and employment opportunities.
- Eliminate loop around 68th Street SW to the Clyde Park Avenue SW Meijer. All areas of this loop would continue to be served by the Silver Line or Route 10.
- Expand Sunday service span to operate from 6 a.m. to 10 p.m.
- Continue operating service every 30-minutes all-day on Saturday and Sunday.

### *Route 10 – Clyde Park*

Route 10 provides direct service between Central Station in downtown Grand Rapids and the Meijer located at the intersection of Clyde Park Avenue SW and 54th Street SW. Route 10 currently combines with Route 16 to provide all-day 15-minute service on Clyde Park Avenue SW and Grandville Ave SW between Central Station and Burton Street SW. Recommendations are designed to expand this high frequency service and extend the route to additional high ridership locations, including:

- Extend Route 10 to serve the 54th Street SW, Division Avenue S, 68th Street SW, and Clyde Park Avenue SW loop currently operated by Route 1.
- Remove deviation into 54th Street SW Meijer, improving travel times and reliability. The stop would still be within ¼ mile walking distance from Route 10 and be directly served by Route 1.
- Extend service west along Gezon Parkway SW to Metro Health: University of Michigan Health Hospital. Gezon Parkway SW has been identified as a key high growth area, this change would add service to the area and improve the quality of service to Metro Health: University of Michigan Health Hospital.
- Expand Sunday service span to operate from 6 a.m. to 10 p.m.
- Continue operating service every 30-minutes all-day on Saturday and Sunday.

### *Route 16 – Wyoming/ Metro Health: University of Michigan Health Hospital*

Route 16 provides service between Central Station in downtown Grand Rapids and Metro Health: University of Michigan Health Hospital in Wyoming. Route 16 currently combines with Route 10 to provide all-day 15-minute service on Clyde Park Avenue SW and Grandville Avenue SW between Central Station and Burton Street SW.

Possible Route 16 scenarios involving consolidating or eliminating Route 16 services, including the following options:

- Shortening the route to serve Rivertown Crossing at 44th Street, which the travel demand analysis identified as a major destination. A restructured Route 1 would continue to serve Metro Health: University of Michigan Health Hospital. Passengers on Bryon Center Avenue between 44th Street SW and Gezon Parkway would no longer have service.
- Route 16 would be removed from service and partially replaced by Route 10 and Route 24. The alignment of Route 16 between Burton Street SW and 44th Street SW would continue to be served by Route 24, operating every 30 minutes all-day. Only the segment of Byron Center Avenue SW between 44th Street SW and 56th Street SW would no longer have service.

### *Route 28 – 28th Street SW Crosstown*

Route 28 is the highest ridership crosstown route in the system. Multiple changes are suggested to expand service to new high ridership locations and provide greater flexibility for scheduling. Route 28 would be split into two separate routes, Route 28W and Route 28E, with both routes sharing the Woodland Mall Hub. Route 28W would operate to the west of the Woodland Mall and Route 28E would operate to the east. This split allows the two routes to operate with different frequencies based on difference in demand for transit along the two alignments and more importantly shortens the route, which improves reliability. Recommendations include:

- Route 28W: Extend service from the Grandville Library to the Visser Family YMCA.
- Route 28W: Operating 15-minute service from 6 a.m. to 6 p.m. along the entire route length.

### *Route 44 – 44th Street Crosstown*

Route 44 would be largely unchanged in all 3 scenarios. In accordance with the Land Use Plan, the City should also proactively encourage density that would support the transit system through transit-oriented development, as well as provide ridership data to The Rapid to ensure transit services are equitably distributed throughout the City. This includes ensuring transit routes reach neighborhood commercial centers, larger employment areas, and emerging development growth areas. Transit-oriented development should also be promoted within neighborhood commercial centers as they develop. This will encourage and expand access, connectivity, and use of the transit system throughout the City.

*Sustainability*

## *Sustainable Development through TOD*

Transit-Oriented Development is a pattern of development that is compact, pedestrian-oriented, and dense, with a rich mix of uses located near transit stations. TOD developments are sustainable for a number of reasons. This form of development reduces the reliance on personal vehicles, promotes walking, and provides bike parking for cyclists, encouraging environmentally friendly transportation modes that reduce the City's carbon footprint. It also creates public spaces for social interaction, supports a variety of uses such as retail and services, provides a mix of housing choices, decreases parking needs, and supports energy and water efficiency.

# Transit-Oriented Development

***Encourage and expand Transit-Oriented Development (TOD) opportunities throughout the City.***

Working together, The Rapid, Grand Rapids, Kentwood, and the City should ensure last mile commutes to and from Silver Line bus stations can be easily completed by providing well connected pedestrian and bicycle infrastructure. This includes prioritizing bike paths, bike racks, wide sidewalks, and traffic calming measures around bus stops. This should be done in conjunction with the findings of the ongoing Division Avenue S study, referred to as Division United, that will identify strategies to spur economic development along the Silver Line route. In addition to Division Avenue S, Site 36 and the 36th Street Corridor should also be explored for TOD strategies and high connectivity improvements for pedestrians and bicyclists. Further, the addition of sidewalks within industrial areas will accommodate employees wishing to take walks on breaks and encourage alternative transportation modes for commuting.

## The Silver Line

The Silver Line is Michigan's first BRT route, a 9.6-mile system stretching north-south along the Division Avenue S corridor that connects Kentwood, Grand Rapids, and Wyoming. Initiated in 2014, the Silver Line runs into the core of Grand Rapids where about two billion dollars were invested into the City's Medical Mile. The Division Avenue S corridor at the southern end of the line has the highest total population, greatest density, and most transit-dependent residents compared with other areas along the Silver Line, offering significant development opportunities. The Rapid received a $696,000 grant from the Federal Transit Administration (FTA) as part of a new $945,000 effort to plan for development along the Silver Line, focusing on the Division Avenue S corridor from Wealthy Street SE to 60th Street SE. The FTA grant, combined with a new $174,000 grant from MDOT and $25,000 in grants from each Grand Rapids, Kentwood, and Wyoming, is funding a $945,000 study that will identify strategies to spur economic development along the Silver Line route.

# Key Corridor and Gateway Enhancements

***Incorporate aesthetic enhancements along key corridors and at high visibility gateways.***

Corridors and gateways should be prioritized for aesthetic enhancements that include streetscape enhancements, public art, and pedestrian comfort and safety improvements. These high visibility corridors can have a significant impact on how the Wyoming community is perceived. Previous gateway improvements were completed at 28th Street SW and US-131, including the painted "Welcome to Wyoming" mural on the railroad overpass at the Division Avenue S intersection. The City also installed decorative street lighting between Division S and Burlingame SW avenues and through the city center to the west of US-131. Such improvements should be expanded both within the corridor and in other corridors to strengthen identity and community pride.

## 28th Street

The 28th Street Corridor has been recognized as Wyoming's main street, with plans to create the community's city center in between Burlingame Avenue SW and Clyde Park Avenue SW. As 28th Street is an MDOT Trunkline Highway (M11), jurisdiction over the right-of-way is not within the City's control. As such, the City should work with MDOT to create high quality design alternatives that both accommodate multiple transportation modes and support the desired aesthetics.



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## Guidance for Trunkline Main Streets

MDOT has recently issued ***Guidance for Trunkline Main Streets***, a summary guide for community leaders and staff to understand the key expectations, requirements, and shared responsibilities for main street projects, including when and how to engage MDOT staff in the planning process.

The City should utilize this guide when pursuing corridor improvements that focus on the following community goals:

- **Incorporate aesthetic enhancements along key corridors and high visibility gateways.** Gateway intersections were repeatedly identified in community discussion as part of Master Plan process. Corridors and gateways should be prioritized for aesthetic upgrades that include streetscape enhancements, signage, public art, and pedestrian comfort and safety. The development of corridor specific sub-area plans should be explored to define corridor themes and identify implementation strategies, as well as potential amendments to the City's landscape ordinance. To fund these projects and guide implementation the City should also consider the establishment of Corridor Improvement Authorities.
- **Incorporate stormwater management practices into transportation system projects.** The City should coordinate streetscape improvements, including landscaping and stormwater management, with transportation infrastructure projects to increase efficiency while reducing maintenance costs. The addition of new parks and the enhancement of existing parks should also allow for more natural drainage areas and green infrastructure stormwater management techniques. Target areas for flood mitigation include Ideal Park and 54th Street SW and Clay Avenue SW. Additional discussion of stormwater management is included in **Chapter 4: Community Facilities and Infrastructure**.

## 28th Street SW Corridor Walkability/Safety

Additional walkability/safety solutions that can be incorporated on the 28th Street SW corridor include reduced crosswalk distances, new crosswalk locations, and additional advanced signage for pedestrian crossings. Curb extensions, or "bulb outs," are another method that can be implemented. These extend the sidewalk or curb line into the street, reducing the street width, which in turn reduces the pedestrian crossing distance. This method improves the site distance between driver and pedestrians as well.

Streetscape elements that can be incorporated to improve walkability along the 28th Street SW corridor include:

- Street furnishings (furniture, benches, bike racks, trash receptacles, flower baskets)
- Banners and decorations
- Outdoor seating for restaurants
- Planting strips
- Sidewalk treatments (brick pavers, colored/textured design)
- Signage wayfinding
- Street lighting (decorative or pedestrian scale)
- Street trees
- Transportation artwork

28th Street SW currently has sidewalks along most of the north and south side of the corridor. This does not include west of Byron Center Avenue, which has a few locations with sidewalks along driveways on the north side of 28th Street SW, and no sidewalk on the south side. The addition of sidewalks along this extent would expand the sidewalk network to the City limits. There is currently no sidewalk along the Rogers Plaza Town Center parking lot. Adding a sidewalk across this stretch would connect the sidewalks that exists on either side of the parking lot. The south side of 28th Street SW from Buchanan Avenue to Division Avenue has fragmented sections of sidewalks, but could by improved by closing the gaps.

There are a couple locations that would benefit from additional crosswalks along the 28th Street SW corridor. Adding crosswalks at Wyoming Avenue, Meyer Avenue, and Hook Avenue/28 W Place would reduce crosswalk locations to no further than half a mile apart along the corridor. The addition of a crosswalk at Riley Avenue would provide a convenient crossing between Kingston Park and the Rogers Plaza Town Center.

# Coordinate Non-Motorized System Enhancements with Development

***As the City develops neighborhood commercial centers, ensure they are accessible by alternative modes of transportation.***

Neighborhood commercial centers in traditional residential neighborhoods should support a pedestrian-oriented environment that include amenities such as wide sidewalks and street furniture. Bike access via bike paths and bike racks should also be provided.

## Road Diets

To create such environments, "road diets" may be necessary where road capacities allow (AADT should not exceed 17,500 vehicles per day). Road diets are often seen as a key element of improving a street or corridor segment to help meet complete streets tenets if certain basic traffic volume characteristics are met. They are also seen as a cost-efficient way to provide additional bike facilities by making better use of a street's current cross section.

Burton Street SW from Cleveland Avenue SW to Godfrey Avenue SW currently has two travel lanes in each direction and could be improved with a road diet. The AADT in this segment is 16,363 vehicles per day. With commercial businesses on either side of the road and a surrounding residential area, a road diet at this location would improve pedestrian and bike traffic. For example, street width currently dedicated to one travel lane could be repurposed for wider sidewalks or bike lanes, while leaving sufficient right-of-way width for a travel lane in each direction and a center turn lane.

For more information on the benefits of a road diet for pedestrian/bike traffic, refer to the *2016 Wyoming Bikeways Plan*.

## Multimodal Access to Neighborhood Commercial Centers

Good design can take infrastructure projects beyond providing mere utility. Streets are the most fundamental shared public spaces, and for most of the last century, they have been primarily utilized as zones for cars, parking, and transporting goods. How places are experienced is often viewed through the lens of the public realm and by what community members see, share, and use every day. Design within this public realm should aim to achieve both aesthetic and practical goals and provide an opportunity to communicate the unique aspects of a place. A good street is a public place, one that can be visually appealing as well as functional and sustainable.

As outlined in the previous non-motorized and transit sections of this chapter, a more multi-modal transportation system will require thoughtful design in the street rights-of-way to accommodate the necessary pedestrian and bicycle infrastructure along with transit-oriented design. Additionally, consideration should be given to how the infrastructure is designed as a part of the overall stormwater management system for the community, helping to balance environmental and economic sustainability goals. There are many examples of communities that have incorporated green infrastructure design utilizing natural systems to filter and manage stormwater runoff as an alternative to gray infrastructure, or human-constructed infrastructure that involves concrete and steel. These designs can both contribute positively to the aesthetics of the street and save construction costs.



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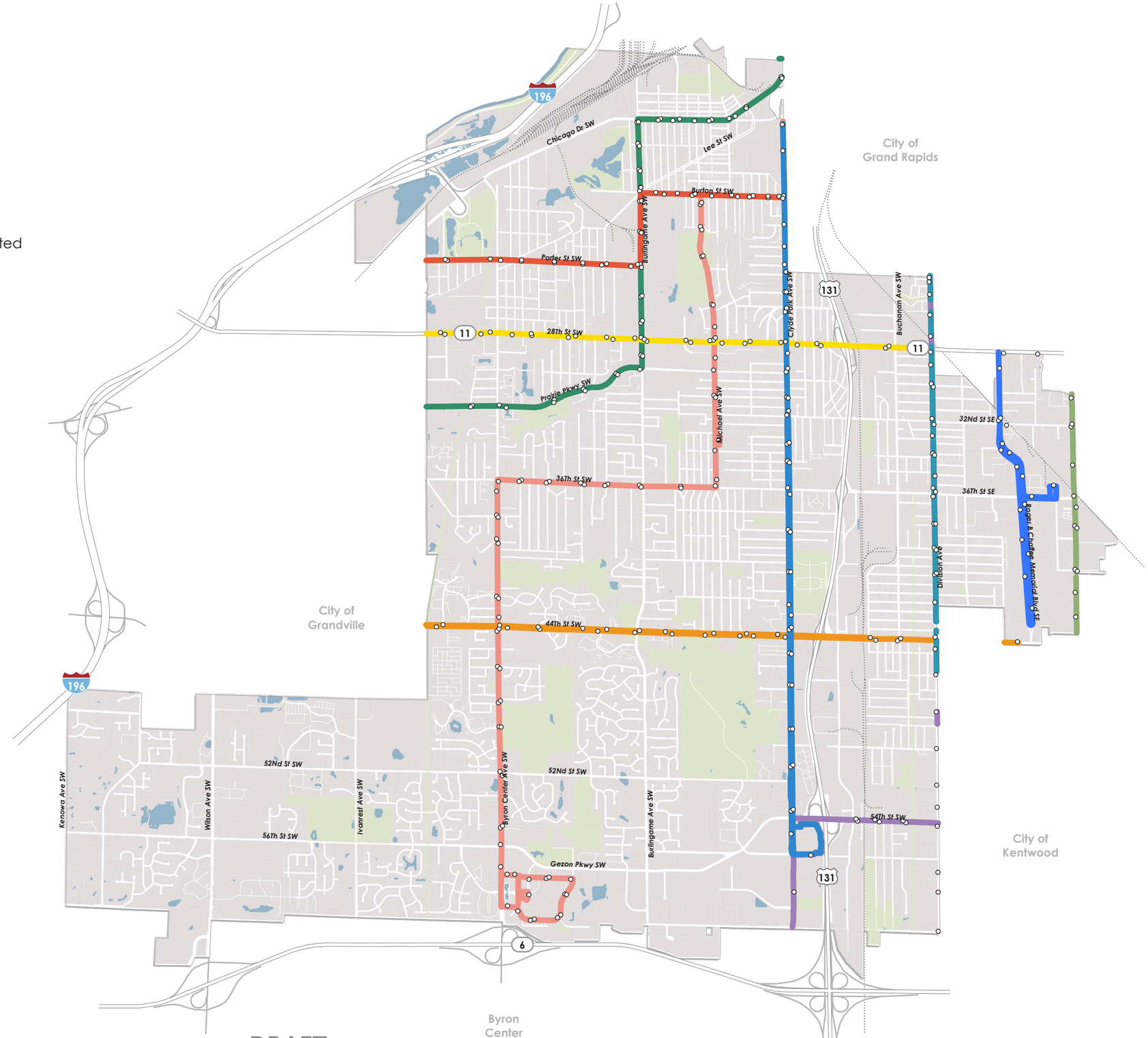
# Transit System

During the community and stakeholder engagement events many noted that a transit route linking Metro Health campus to Rivertown Mall is desirable. This would improve service in the panhandle and provide better access to jobs and amenities.

- 28th Street Crosstown
- 44th Street Crosstown
- Burton Crosstown
- Clyde Park
- Division
- Eastern
- Grandville/Rivertown
- Madison
- Silverline
- Wyoming/Metro Health
- Bus Stops

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