

November 5, 2020

Doug LaFave
City of East Grand Rapids
750 Lakeside Drive SE
East Grand Rapids, MI 49506

Re: 2021 Hall Street Design – Alignment with the EGR Mobility Bike Acton Plan (in process)

Dear Mr. LaFave,

East Grand Rapids, in partnership with the City of Grand Rapids, is in the design process for the resurfacing of Hall Street from Plymouth Avenue to Lake Drive. This joint jurisdiction project allows for the opportunity to implement pavement marking and small geometric changes.

INTRODUCTION

The proposed design is to incorporate on-street bike lanes for the majority of the project with a short section (approximately 650 feet) from Anderson Drive to just east of Breton Avenue as sharrows. Due to the narrow cross section and turn lanes at the Breton Avenue and Hall Street intersection the use of sharrows is necessary.

Bike lanes, and sharrows where necessary, for this section of Hall Street are consistent with the feedback and planning work that is currently ongoing with the EGR Mobility and Bike Action Plan. While still in process, the expected recommendation for this segment of Hall Street is to be classified as a “Network” street. The preferred treatment options for Network street types are bike lanes and buffered bike lanes.

Secondly, the City of Grand Rapids currently has bike lanes along Plymouth Avenue that would connect directly to the proposed Hall Street bike lanes. This intentional connection to the City of Grand Rapids bike facilities will allow for seamless bike access to our neighboring communities and their cycling infrastructure.

Furthermore, the City of Grand Rapids has identified Hall Street for additional future bike lanes to the west as part of the Grand Rapids Bicycle Action Plan. Figure 1 demonstrates the proposed project and the existing and future Grand Rapids cycling facilities

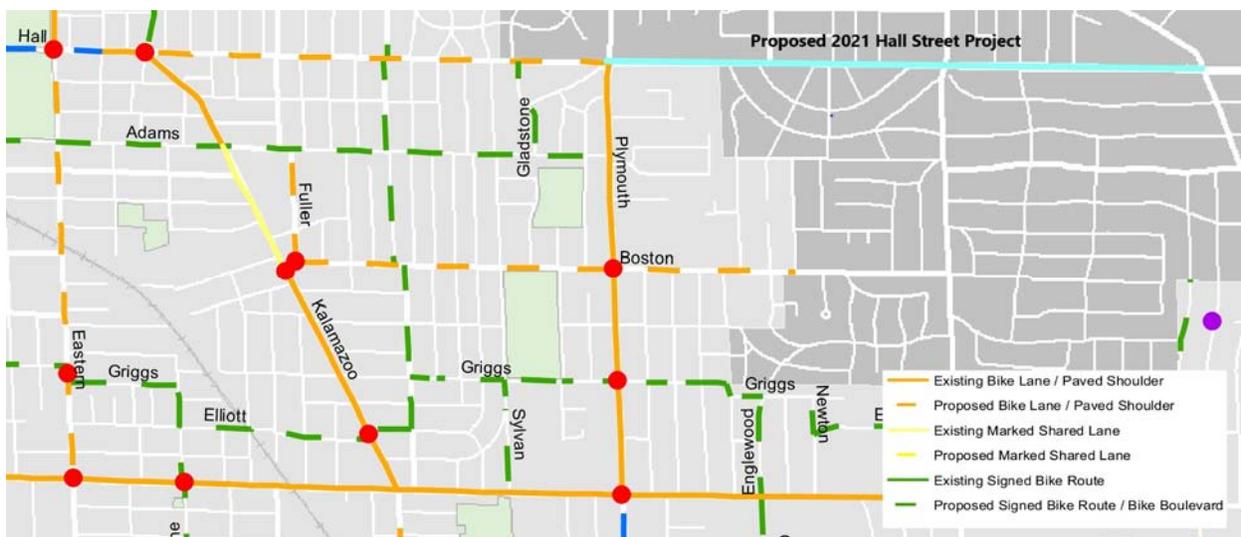


Figure 1. 2021 Hall Street Project, Existing and Future Grand Rapids Cycling Facilities

CONCLUSION

The proposed 2021 Hall Street bike lanes, and sharrows where necessary, are consistent with the preferred facility type and reasonable alternatives given the physical and geometric constraints of the project. Additional project specific public engagement is encouraged to confirm the proposed design with the community. This verification step is recommended for all cycling infrastructure improvements with this level of infrastructure impacts.

Sincerely,

A handwritten signature in blue ink that reads "Chris Zull". The signature is fluid and cursive, with the first name "Chris" and last name "Zull" clearly legible.

Christopher E. Zull PE
Practice Leader