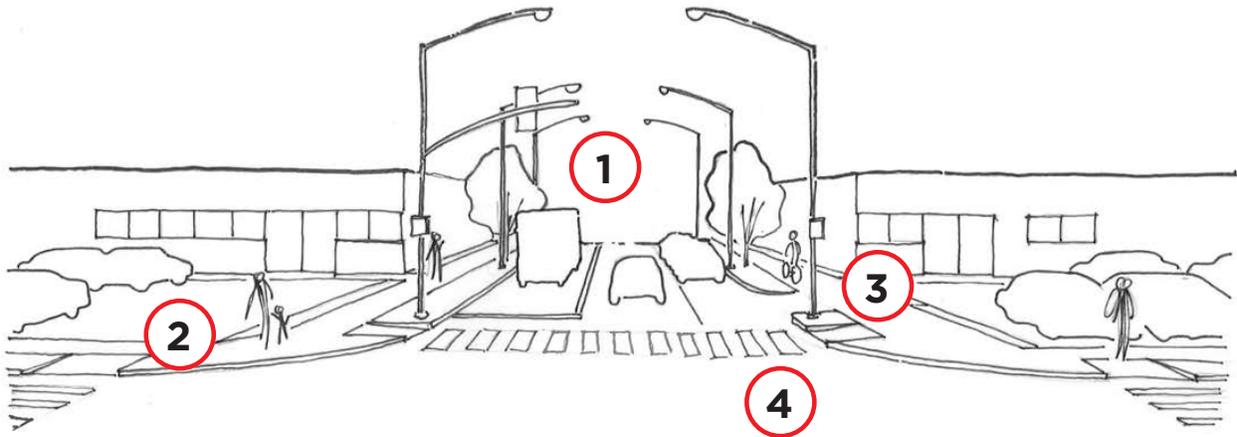


MAKER/INDUSTRIAL



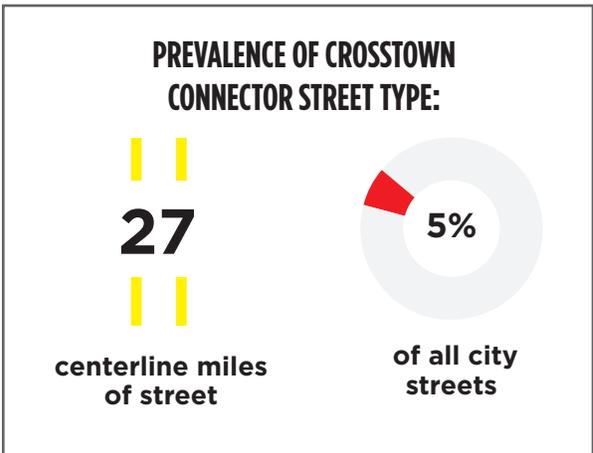
1. Vehicle lanes scaled to accommodate light truck traffic
2. Sidewalks
3. Sidewalks may be widened for use as multiuse paths
4. Curb cuts are common

Maker/Industrial streets are critical to the Grand Rapids economy. They are places of production and innovation. They may manufacture durable goods such as furniture or electronics, consumer goods such as beer, or intellectual goods such as media.

Uniquely, Maker/Industrial streets in Grand Rapids are often located next to residential areas or may have residential or retail uses interspersed with industrial, manufacturing, or warehouse uses. Maker/Industrial streets may be relatively isolated from other streets, may occur in small pockets among other street types, or may comprise an entire distinct district.

Maker/Industrial streets are often places of transition, as they have been for more than a century. Their character ranges from dynamic 24-hour districts to areas with more isolated warehousing or distribution uses.

These streets serve industrial corridors and are built to accommodate commercial trucks. While there may be fewer pedestrians and bicyclists here, these streets may also serve as through-routes for these users to adjacent land uses or connections between destinations.



Tree canopies and landscaping are important to soften the streetscape, reduce noise, and help manage stormwater.

Maker/Industrial streets often have relatively moderate traffic volumes. Because they are locations of significant employment, access via a variety of modes including transit, bicycle, and by foot is critically important. Traffic speeds are generally slow. Streets may have a higher proportion of larger vehicle traffic—in excess of 10% of total vehicle volumes. Given these numbers and the blind spots often present in large vehicles, it is important to provide separated protection for more vulnerable travelers like cyclists and pedestrians.

A subset of the Maker/Industrial street type is the Service street. Service streets typically are not the site of production activity. They may have a variety of different uses along them. Many of these uses do not face the street or are set far back from the street

edge. Service streets are the access point for larger retail or commercial properties or may be smaller streets connecting to larger Maker/Industrial streets.

EXAMPLE STREETS:

- » Wealthy Street SW from Garfield to Straight.
- » Oak Industrial Drive NE.
- » Cottage Grove SE.
- » Turner Avenue NW from Richmond to the city line.

ANTICIPATED AND DESIRED USES:

- » Large and small scale manufacturing and processing, distribution, and warehousing.
- » Other employment such as design, production, office, direct sales retail, or housing.
- » Modest pedestrian volumes.
- » Worker access via all potential modes.
- » Truck access, parking, and operations.

PRIORITY USERS:

- » **Freight and service vehicles.**
- » Workers and proprietors.
- » Customers and clients.

DESIGN OBJECTIVES:

- » Support and strengthen economic productivity and value.
- » Enable efficient industrial, commercial and production activities.
- » Connect workers to jobs and customers or clients to goods and services.
- » Increase safety and decrease opportunities for conflict.
- » Mitigate and minimize environmental impacts such as water runoff, noise, and vibrations.

TYPICAL DESIGN FEATURES AND TREATMENTS:

- » Lanes adequately wide to accommodate larger commercial vehicle travel and movement.
- » Center line may or may not be marked.
- » Larger block lengths are common.
- » Pedestrian crossings should be clearly marked.
- » Streets must provide sidewalks on at least one side. Sidewalks on both sides is preferred.
- » Streets may or may not have on-street parking. Parking may or may not be metered. Parking should be designed to accommodate trucks in addition to typical automobiles. This accommodation may include loading zones as well as restricted parking hours. Bicycle parking in the sidewalk zone of the street should be provided.
- » Transit service may be provided. Transit stops should be well lit and visible from many points.
- » Streets may have many wide curb cuts and driveways. Careful design is necessary to limit conflict between pedestrians and commercial vehicles to the extent possible.
- » Large canopy trees are desired to the extent practical.
- » Street and streetscape materials should be durable, given the presence of large and heavy vehicles.

TYPICAL/TARGET METRICS:

- » Vehicle volumes less than 5,000 vehicles per day
- » Vehicle speeds <25 MPH
- » Face-to-face of curb 36' to 58'

