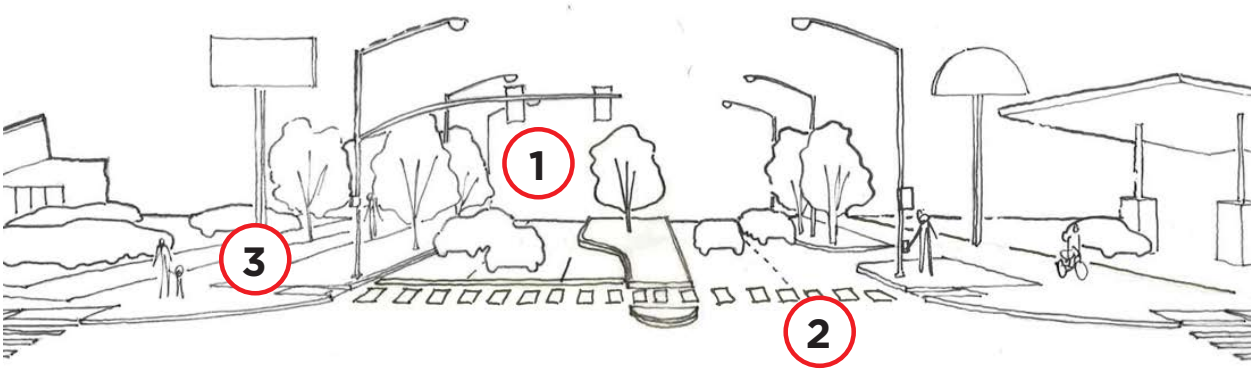
CROSSTOWN CONNECTORS



1. Greater vehicle capacity and efficiency
2. Well marked pedestrian crossings
3. Parkways buffer sidewalks from moving travel lanes

Grand Rapids has several larger, regionally significant streets that move a high volume of motor vehicle traffic, while accommodating transit stops, pedestrians, Adequate front yards and parkways to support large street trees and dense canopies. and bicycle activity. Given high traffic volumes traveling at somewhat higher speeds, these streets typically require that bicyclists and pedestrians be physically separated from traffic. Crossings must be safe and well-marked with adequate crossing time.

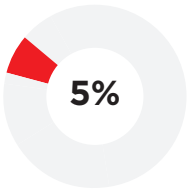
Generally serving low density, commercial, parkland, institutional, and residential land uses, street environments at present often lack a distinctive character. The current character of Crosstown Connectors varies from the sprawling strip retail character of 28th Street to the traditional built form of Division Street to the parklike boulevard of East Beltline.

Crosstown Connector streets are critically important in the regional travel network and are generally continuous from one end of the city to another. They may also connect from a point in the city to travel corridors that continue further into the region. Crosstown Connectors commonly have heavy vehicle volumes and may feature a significant number of commercial vehicles . In addition to automobiles, streets often have significant demands by transit users and bicyclists. While the pedestrian environment

PREVALENCE OF CROSSTOWN CONNECTOR STREET TYPE:

27

centerline miles of street



of all city streets

on Crosstown Connector streets is often challenging, pedestrian mobility is imperative. Given the high traffic volumes and relatively high speeds, non-motorized users should be well protected and buffered from moving traffic.

Tree canopies and landscaping currently vary from greener, more boulevard-like streets such as East Beltline to streets with less distinctive green edges such as 28th Street. Regardless of existing conditions, street trees along the curb line are important to establish an attractive character and improve the overall environment.

EXAMPLE STREETS:

- Lake Michigan Drive NW from the city line to Covell.
- Fuller Avenue NE from the city limit to Michigan (excluding the small nodes of Neighborhood Business).
- Burton Street SE.

ANTICIPATED AND DESIRED USES:

- Significant through vehicle travel.
- Access to major employment and commercial destinations.
- Safe non-auto travel options both day and night through all seasons.

PRIORITY USERS:

- Through vehicle travel.
- **Through person travel** via all modes.
- Worker and patron access.

DESIGN OBJECTIVES:

- Improve street character while maintaining critical connectivity for through travel.
- Support current and planned land uses.
- Improve safety and operation for all users.

TYPICAL DESIGN FEATURES AND TREATMENTS:

- Appropriately scaled travel lanes to support through travel as well as safe pedestrian crossings.
- Medians and pedestrian refuges for pedestrian safety and safe vehicular movement.
- High visibility lane markings.
- Frequent pedestrian crossings to minimize crossing at uncontrolled locations. Marked crosswalks must be provided at all transit stops.
- Continuous sidewalks on both sides of the street. Sidewalks may be widened to serve as shared use paths for pedestrians and community bicyclists.
- Streets generally do not have on-street parking, though temporal (rush hour prohibited) parking may be provided.
- Bicycle parking in the sidewalk zone of the street should be provided.
- If transit service is provided, transit stops should be well lit and contain appropriate amenities.
- Streets may either have abundant access points or strictly limited access controls.
- Intersections are signalized.
- Large canopy trees along the curb line help delineate the street edge and provide a sense of enclosure to the street.
- Street lighting is critical for the safety of all. Both the pedestrian zone and the travelway should be well illuminated. Special attention is necessary at intersections and pedestrian crossings.

TYPICAL/TARGET METRICS

- Vehicle volumes greater than 15,000 vehicles per day
- Vehicle speeds ≥25 MPH
- Face-to-face of curb 36’ to 58’ or more