

VIRTUAL MEETING INSTRUCTIONS



GOAL 3 ALLIANCE

Hello,

As many of you know, recent restrictions and mandates have been issued in an effort to reduce the spread of COVID-19. For this reason, and for the safety and wellbeing of our members and employees, we would like to continue to move GR Forward through virtual meetings.

We have decided to use Microsoft Teams for video/phone conferencing for all upcoming board and alliance meetings. Teams has many exciting features including screen sharing, recording, live captions, file sharing, and more. Below are instructions on how to access your upcoming virtual meeting.



MICROSOFT TEAMS

How to Join the Meeting:

1. It is recommended to download the App (but not necessary):
 - a. [Apple Devices](#).
 - b. [Android Devices](#).
2. When you click the following link, it will prompt you to choose: Launch App, Download App, or Join by the web. [Click here to join the virtual meeting.](#)
3. Allow access to your mic and camera (this is very important for you to join the conversation).
4. Prior to joining the meeting, it will require you type your name. Make sure your mic and audio are on and click join.

Virtual Meeting Etiquette:

- Test the app and all technology (including camera/video, Wi-Fi, and audio) before the meeting.
- Always have a contingency plan, you may want to download the app to a second device.
- Mute your microphone when you're not speaking.
- Start a comment by saying your name. Not everyone may recognize your voice. This practice also facilitates the work of the person who is taking minutes.
- Be aware of your surroundings: make sure your background is professional and work appropriate.

If you have any questions or need further assistance, please email me at mmcdaniel@downtowngr.org. Thank you!

Best,
Mandy



Mandy McDaniel
Administrative Assistant
Downtown Grand Rapids Inc.

29 Pearl NW, Suite 1
Grand Rapids, MI 49503
P: 616 . 719 . 4610



AGENDA

GOAL 3 ALLIANCE

Board Members:

Andrew Queenan • Breese Stam • Dave Riley • Dustin Corr • Hank Kelley • Jim Botts • Johannah Jelks • Kara Peltier • Kristin Bennett • Max Dillivan • Meegan Joyce • Nikos Monoyios • Ryan Kilpatrick • SuLin Kotowicz • Trey Conner •

May 27, 2019

2:00p – 3:30p

Microsoft Virtual Teams Meeting

1. Call to Order, advice on virtual meeting Monoyios
2. Approval of April 2020 Minutes Monoyios
3. Discussion: Downtown Mobility post-COVID-19 Monoyios/Miller
Alliance member discussion on what you have seen, future trends and what Goal 3 should be focusing on in the next year
4. Discussion: Bicycle Friendly Improvements FY2021 (attachment) Miller/Bennett
 - a) Division Ave Bikeway: Library St Intersection
 - b) Meter-mounted bike racks
 - c) Bike parking in City parking decks
 - d) Design services
5. Discussion: Potential Pedestrian & Bicycle Improvements FY2020 Miller/Bennett
Potential pedestrian safety enhancements and/or bicycle friendly improvements to add to FY2020 DDA budget to use unallocated funding at the end of the current fiscal year.
6. Project Updates Miller
 - a) Pedestrian Safety Enhancements May 2020 Bennett
 - b) Micro-mobility initiatives
7. Public Comment
8. Alliance Member Discussion
9. Adjournment Monoyios

Next Meeting: June 24, 2020



DOWNTOWN
GRAND RAPIDS INC.



Goal 3 Alliance

April 30, 2020

1. Call to order: Mr. Monoyios called the meeting to order at 2:03 pm
2. Members Present: Meegan Joyce, Kristin Bennett, Nikos Monoyios, Kara Peltier, Breese Stam, SuLin Kotowicz, Hank Kelley, Max Dillivan, and David Riley

Members Absent: Andrew Queenan, Dustin Corr, Jim Botts, Johannah Jelks, Ryan Kilpatrick, and Trey Conner

Others Present: Mark Miller, Marion Bonneaux, Melvin Eledge, Amanda Sloan, and Mandy McDaniel (DGRI Staff)

3. Approval of Minutes- January 30, 2020
Meegan Joyce, supported by SuLin Kotowicz moved for approval of January 30, 2020 Meeting Minutes as presented. None opposed. Motion passed.
4. Pedestrian Safety Enhancements on Jefferson Ave (Group Discussion)
Mr. Miller presented the site layout and details of the pedestrian safety enhancements to Jefferson Avenue. There are two areas on Jefferson near St. Mary's where they would like to add the enhancements. The first location is on the northern side of Maple Street and Jefferson Avenue. Here they would like to add rectangular rapid flash beacons (like the one recently installed on Bridge street), a continental cross walk, and improve the accessibility aspects by adding a tactile warning surface to make sure it is enhanced ADA accessible. The second location is south on Jefferson, which is placed between the two transit stations. Here would like to add in medians that serve as a refuge area.

We would like to present this to the DDA for fiscal year 21. We are estimating this project to be \$60k. Historically, we have provided 50% of the support for these enhancements and ask the group, such as St, Mary's, to pay the remaining balance.

Ms. Bennett stated the GR Traffic Safety division has have been working with St. Mary's and Progressive on this project. This has all been approved and they've even implemented some changes to striping around the corner on Cherry Street to improve drop-off zone for the Cancer Center. Mr. Miller asked if this has been approved at the city level? Ms. Bennett stated that is has my staff and that's all the approval that is necessary. Both John Bartlett and I have been working on this project with them.

Mr. Stam suggested for anything that is built within a city right of way that it gets check printed, so this probably needs to go through that process. That gives notification to everyone, including private utilities.

Mr. Dillivan asked if the median on the southern crosswalk would be large enough for landscaping or planting? Mostly because this area lacks tree canopy coverage. Mr. Miller stated these are temporary installation and would not be equipped for landscaping. Ms. Bennett added by making this a temporary installation, we will not preclude Jefferson in future bike infrastructure plans.

Mr. Monoyios, Ms. Joyce, Mr. Stam, and Mr. Dillivan stated they are all in support of this project moving forward. Mr. Miller stated we will move this forward to the DDA at next month's meeting. There is a strong desire from St. Mary's to get the signage in as soon as possible.

5. Wayfinding RFP (Group Discussion)

Mr. Miller stated we previously presented an RFP draft to this group to solicit a consultant to look at the redesign and update of our downtown wayfinding system. As of last week, the RFP has been submitted. There are currently 18 firms from all over the country that are interested in submitting for this proposal. You can find the entire RFP included in this month's agenda packet. When we hire a consultant, we will start to get a better understanding of what some of the cost ramifications are, then we can start to move forward by implementing pieces and parts of this in an incremental fashion.

Mr. Miller stated we hope to start this project no later than July 1st. Our goal is to have proposals due by May 20th then make a recommendation to the DDA on June 10th. The projects resides in the Goal 3 budget. There is a great deal of interest from a variety of stakeholders.

Mr. Miller stated there are a few ways Goal 3 can be engaged in this process. The first one is that you can act as a group or alliance and/or 1 of our members joins the steering committee.

If that is something that interests you, please let Mr. Miller know. There is other representation from other alliances.

Ms. Joyce asked what does the steering committee do? Mr. Miller stated the steering committee will be expected to review the proposals then give a recommendation to the DGRI staff who will then push it forward to the DDA board. Mr. Miller referred to the timeline included in the agenda packet stating this would be a 4-month commitment to help steer the project along and meet monthly with the consultant.

Mr. Monyios asked if there is any opportunity to evaluate the feasibility to add an assortment of real time signage for transit? Mr. Miller stated once we get a consultant and begin to review the proposals, we may get a better idea of some of these items as part of this process.

Mr. Miller stated he is assuming Goal 3, as a group, wants to be engaged in this process and reminded anyone who wants to be a part of the steering committee to please contact him.

6. FY2021 Budget and Goal 3 Project Engagement

Mr. Miller gave a background on the budget stating it has been approved by the DDA, MNTIFA, and the City Commission. So, we are moving forward with Fiscal year 21 beginning July 1st. Presented in the agenda packet is a spreadsheet detailing the total funding for each line item and the various projects planned for the next fiscal year, including the TOD Division/Wealthy Project, Bicycle Friendly Improvements, Mobility Education and Initiatives, and the Monroe Center Alley Way project.

a. TOD Division/Wealthy

Mr. Monyios stated in February we had a group of city staff, the steering committee, and community stakeholders meet with Team Better Block to discuss an aligned plan. We talked about placemaking and the physically built environment immediately adjacent to BRT stations that can act as a catalyst for improvements in the community such as mobility, accessibility, economic development, quality of life, etc. We then split into smaller groups to take a walkability assessment to see what the surrounding environment felt like, looked like, and where there is room for improvements for this TOD study. We started getting some ideas and wanted to fold in an opportunity for the DDA to contribute. We thought a place holder for \$50k would allow for some interesting work. What that \$50k looks like is to be determined but we are hoping to work with Goal 3 and the community to define what we can do in this area. We will have more details in the upcoming months and discuss further as a group.

Ms. Bennett recommends installing a rapid flashing beacon at a mid-block crossing on Division Avenue South, which is near a BRT station. She stated there is a lot of pedestrian foot traffic and the local school has also requested it for the safety of their students who use the Silverline. Ms. Bennett added although it is out of the DDA boundary, Traffic Safety is budgeting to install bike parking on South Division Avenue for the nearby businesses.

b. Bicycle Friendly Improvements

Mr. Miller stated the Bicycle Friendly Improvements: Infrastructure line item has a total of \$175k budgeted with funding from both the DDA and MNTIFA. Ms. Bennett gave an overview of different projects and opportunities for bicycle friendly opportunities including implementing new facilities, updates to existing facilities, adding intersection boxes on both Fountain and Creston, reline the striping and enhance the green markings near Division. Traffic Safety is also looking into installing more bicycle parking and bicycle repair stands.

Mr. Miller stated there are many potential projects we can do. He asked the group if there is there something specific that should be focused on for the next year? If there are any ideas or thoughts, please contact Mr. Miller.

c. Mobility Education + Initiatives

Mr. Miller stated a lot of these line items are very specific and don't allow for a lot of creativity but there are a few that do, including the Mobility Education Initiative under the DDA's Streetscape Improvements. There is a \$20k budget to push the mobility initiative and education pieces around mobility. We encourage the group to come up with something creative for this line item.

d. Monroe Center Alley

Mr. Miller stated included in our budget for the next fiscal year is to turn Monroe Center alleyway into an enhanced pedestrian way with greening to alleviate the flooding that occurs in buildings on Monroe Center.

7. Project Updates:

Mr. Miller stated the Van Andel Arena project is moving along faster than we anticipated since construction was able to begin earlier than anticipated due to COVID-19. Phase 1 will be done by then end of May, which is the main entry to the arena. They will start adding snowmelt and plant a few trees in the next week.

8. Public Comment

None

9. Alliance Member Discussion

Mr. Riley stated considering the city's budget cuts for the current budget cycle, are there things we should be paying attention to or considering as an alliance? Mr. Monyios stated he would send a follow-up email with information regarding those considerations. Mr. Miller stated the current context is an ever-evolving thing, but DGRI has been focused on the recovery and stabilization for how we might begin to reopen. The other focus is pedestrian and bicycle infrastructure to fill that need over the next 6 months.

10. Next Meeting – May 27, 2020 at 2 pm

11. Adjournment

Mr. Monoyios adjourned the meeting at 3:11 pm

Minutes taken by:

Mandy McDaniel

Administrative Assistant

Downtown Grand Rapids Inc.

RECOMMENDED FY 2020 EXPENDITURES
BICYCLE INVESTMENTS
DOWNTOWN GRAND RAPIDS, INC. - DDA

NEW BICYCLE FACILITIES - DDA

	Street Name	From	To	Design / Project Notes	Cost Estimate - DDA (FY 2020)	Cost Estimate - DDA (FY 2021)	Data Collection/ Studies / Field Work Needed	Contractor/Vendor	Recommended Memorandum of Understanding Terms
1	4th St NW	Front Ave NW	Scribner Ave NW	> Stripe with offset centerline with 6' bike lane along east curb line, two 10' travel lanes, 6' bike lane and 8' parking lane along west curb line (street is 40' face to face) > Install two R3-17 bike lane signs > Install two bike lane symbol/arrows > Stripe new crosswalk across 4th St at Front (west leg) to connect to/from park	\$ 462.44	\$ -	> Parking use reveiued daytime and evening weekday and limited weekend times = 0 - 4 cars max > Parks Dept OK with parking removal along south curb line > Field layout; sign work order prep	Existing City pavement markings contractors City Sign Shop staff for signage	<p><u>Pavement Markings</u> City = utilize existing contracted pavement markings contractors; design, estimating, field layouts, contractor management, inspection and resolution of any inspection issues; ongoing maintenance of markings.</p> <p>DGRI = pay contractor costs for materials and installation of pavement markings</p> <p><u>Signage Additions/Changes</u> City = preparation of work orders, fabrication and/or purchase of signage; sign installation, resets and/or removals; and ongoing maintenance of signage.</p> <p>DGRI = pay City costs for signs, installation hardware, labor and overhead changes for initial sign installation, removal, resets, and/or replacements.</p> <p><i>*Note: City staff retains the authority to make needed modifications to address safety, in-field, supply chain, and similar conditions that may affect the design and/or materials used.</i></p>
2	6th St NW	Monroe Ave NW	Front Ave NW	> Add Shared Lane Markings centered in the lanes on the bridge approaches (1 in each direction on each approach) and across the bridge (3 in each direction) plus three-way chevrons EB before Monroe and WB before Front (8 Shared Lane Markings total) > Install new crosswalk pavement markings for River Edges Trail east of the bridge (brick paver surface)	\$ 613.64	\$ -	Field layout; work order prep	Existing City pavement markings contractors	
3	6th St NW	River Edges Trail Intersection		Accompanying signage needed for 6th St/River Edges Trail / street crossing: > Add new telspar with white on green street sign (6th St) plus white on brown street sign (River Edges Trail) at the intersection of the trail plus stop sign. > Remove existing Cross Traffic Does not Stop sign on the NB trail; replace with telspar assembly above plus a new stop sign and reset the No Motorized Traffic sign on it. > On the north side of the trail, add a new telspar with an 18x18 stop sign plus a No Motorized Traffic sign on it facing the street.	\$ 600.00	\$ -	Work order prep	City Sign Shop staff	
4	Front Ave SW	Watson St SW	Butterworth St SW	> Remove centerline markings > Restripe with offset centerline with 6' BL on ECL, two 10' travel lanes, 6' bike lane, 8' parking lane along WCL (40' FTF) > Install two R3-17 bike lane signs > Install two bike lane symbol/arrows	\$ 912.44		Field layout; work order prep	Existing City pavement markings contractors City Sign Shop staff for signage	
5	Logan St SW	Grandville Ave SW	Century Ave SW	> Remove centerline markings > Restripe with off set CL plus bike lanes and parking on only one side. > Recommendation s for the parking to be located along the building (north curb line) - 8 / 5 / 10.5 10.5 / 6 (north to south) = 40 ft wide > Add two R3-17 signs; R7-1 No Parking signs > Look at adjusting existing No Parking sign on NW end to add more NCL parking > Recommend parking is placed along NCL because of pending redevelopment of the building, sidewalk access. South side is RR property with no sidewalk.	\$ 1,558.41		> Parking use reveiued daytime and evening weekday and limited weekend times = 0 - 4 cars max > City staff contacting sole property owner along street > Field layout; work order prep	Existing pavement markings contractors City Sign Shop staff for signage	

SAFETY/ACCESS RELATED CHANGES TO EXISTING BICYCLE FACILITIES - DDA

	Street Name	From	To	Design / Project Notes	Cost Estimate - DDA (FY 2020)	Cost Estimate - DDA (FY 2021)	Data Collection/ Studies / Field Work Needed	Contractor/Vendor	Recommended Memorandum of Understanding Terms
6	Division Ave N	North of Michigan St Overpass (by MSU complex garage access)		> ADD additional 1' of GREEN to each existing GREEN elephant track marking > EXTEND the GREEN elephant track markings another ~30 feet north of current terminus > ADD white 6"skip markings on the east side of all the GREEN blocks	\$ 3,647.52	\$ -	Field layout; work order prep	Existing City pavement markings contractors	<p><u>Pavement Markings</u> City = utilize existing contracted pavement markings contractors; design, estimating, field layouts, contractor management, inspection and resolution of any inspection issues; ongoing maintenance of markings.</p>
7	Division Ave N	Crescent St INTERSECTION		ADD additional GREEN elephant tracks in between existing ones (too sparsely spaced Replace GREEN elephant tracks that have been damaged at entrance to "ramp" street connection to Michigan St.	\$ 1,656.00		Field layout; work order prep	Existing City pavement markings contractors	<p>DGRI = pay contractor costs for materials and installation of pavement markings</p> <p><u>Signage Additions/Changes</u> City = preparation of work orders, fabrication and/or purchase of signage; sign installation, resets and/or removals; and ongoing maintenance of signage.</p>
8	Division Ave N	Fountain St INTERSECTION		> Install bike boxes EB and WB without removing the existing stop bars - CHECK STOP BAR PLACEMENT FIRST > Install two GREEN intersection bike boxes > Install required signage	\$ 13,350.00		Field layout; work order prep	Existing City pavement markings contractors City Sign Shop staff for signage	DGRI = pay City costs for signs, installation hardware, labor and overhead changes for initial sign installation, removal, resets, and/or replacements.
9	Division Ave N	Library St INTERSECTION		> Remove and reset stop bar back a few feet for a SB to WB bike box, which will be delayed until 2021 because of the current construction lane shift into the bike lane right now. > Install one GREEN intersection bike box > Install required signage	\$ -	\$ 6,675.00	Field layout; work order prep	Existing City pavement markings contractors City Sign Shop staff for signage	<p><i>*Note: City staff retains the authority to make needed modifications to address safety, in-field, supply chain, and similar conditions that</i></p>

*Proposed FY2021 projects are shown for context but no action is requested at this time.

RECOMMENDED FY 2020 EXPENDITURES
BICYCLE INVESTMENTS
DOWNTOWN GRAND RAPIDS, INC. - DDA

BIKE PARKING INVESTMENTS - DDA

	Item	Location	Design Notes	Cost Estimate - DDA (FY 2020)	Cost Estimate - DDA (FY 2021)	Data Collection/ Studies / Field Work Needed	Contractor/Vendor	Recommended Memorandum of Understanding Terms
10	Bicycle Parking Racks - Stainless	Various	Inverted U Racks with Crossbar - stainless finish, surface mounted, stainless anchoring hardware; installation included but concrete work is <u>not</u> included. (Assumed unit cost = \$400; quantity 40 racks = 80 new bicycle parking spaces)	\$ 16,000.00		Field siting work (started)	Existing City bike parking vendor; Existing City fasteners vendors for installation hardware	CITY = purchase of racks, installation hardware, installation hardware from existing City vendor contracts; site ID, field marking, required ROW review/clearances; installation management including inspections and remedying any installation issues with contractor; business /property owner outreach support; addition of assets to City's public bicycle parking inventory (asset management).
11	Bicycle Parking Racks - Black	Various	Inverted U Racks with Crossbar - black polyvinyl finish, surface mounted, stainless anchoring hardware; installation included but concrete work is <u>not</u> included. (Assumed unit cost = \$275; quantity 64 racks = 128 new bicycle parking spaces)	\$ 17,600.00		Field siting work (started)	Existing City bike parking vendor; Existing City fasteners vendors for installation hardware	DGRI = concurrence on installations locations; business /property owner outreach; ownership/long term maintenance of asset; payment of rack purchases (includes rack, installation hardware, installation) through City vendors.
12	Meter Mounted Racks	Various	Meter post mounted bicycle racks - purchased with 3 quotes versus bid. (Assumed unit cost = \$250 plus \$75 installation cost; quantity = 25 racks/new bicycling parking spaces)	\$ -	\$ 8,125.00	GIS analysis plus field siting work	Purchase from quotes or issue bid <i>Need to determine installation path</i>	CITY = site review, estimating; construction through annual scattered sites concrete contract(s); construction management, inspections.
13	Anticipated Concrete Work Needed for Parking Areas	Various	Locations where a concrete pad is needed to accommodate bicycle parking racks (assumes \$10/SF unit cost)	\$ 11,350.00		Field work for site identification, final estimating	Bid Package or Add to Engineering Contract(s)	DGRI = concurrence on locations; payment for concrete materials/labor services through City contract(s)
14	Bike Parking Cage - Monroe Center garage*	Monroe Center Parking Garage	> Construction of card-key accessed bicycle parking cage in to serve downtown residents and employees; easier for security, maintenance staffs to maintain; higher level of secrity plus flexibility. <i>Note: This location has had several thefts of downtown resident bicycles.</i> *Partial funding - partner with MGR)	\$ -	\$ 8,000.00	Parking cage design	Existing City fencing contract Parking system card key access (if possible) Existing City bike parking vendor	CITY = site review, design, estimating and necessary reviews/clearances; installation through existing City vendor contracts; project management including inspections, remedying installation issues. City will retain ownership of all assets and long term maintenance; payment for share of project costs.
15	Bike Parking Area Upgrades - Pearl Ionia garage*	Pearl-Ionia Parking Garage	> Removal some existing lockers (to be reset at another location); > Addition of bicycle racks for more flexible parking area > Potential for a wall mural in this parking area (DGRI public space activation) *Partial funding - partner with MGR)	\$ -	\$ 2,000.00	Obtain quotes for bicycle locker work from local vendor	Existing City bike parking vendor; Existing City fasteners vendors for installation hardware Quoted work for bicycle locker work (local vendor)	DGRI = payment for share of project costs; if interest, oversee the installation of a mural

PUBLIC BICYCLE REPAIR STANDS - DDA

	Item	Location	Design / Project Notes	Cost Estimate - DDA (FY 2020)	Cost Estimate - DDA (FY 2021)	Data Collection/ Studies / Field Work Needed	Contractor/Vendor	Recommended Memorandum of Understanding Terms
16	Bicycle Repair Stand/Pump	Wealthy/Butterworth area	> Purchase one (1) Saris Deluxe Work Stand w/ Pump - black finish; includes graphics package, installation fasteners, freight, installation services (package price) > <i>CONFIRM LEVEL OF SITE PREP MAY BE NEEDED, IF ANY, ONCE SITE IS SELECTED</i>	\$ 2,500.00	\$ -		Purchase from quotes Determine contracting approach IF concrete pad prep work is needed	CITY = Obtain product quotes; site IDs, field marking, required ROW reviews and clearances; installation management, including any site preparation work, inspections, and remedying any installation issues with contractor; business/ property owner outreach support; addition of assets to City's public bicycle repair stand inventory (asset management) and public facing map.
17	Bicycle Repair Stand/Pump	Commerce near Oakes (NE corner)	> Purchase one (1) Saris Deluxe Work Stand w/ Pump - black finish; includes graphics package, installation fasteners, freight, installation services (package price) > Site prep work price included; site prep work will be incorporated in City scattered sites concrete contract	\$ 2,500.00	\$ -	Site already selected Concrete work to replace brick paver area needs to be estimated and contracted	Purchase from quotes Determine contracting approach for needed concrete pad prep work	DGRI = purchase of repair stands from quotes; business/ property owner outreach; ownership/long term maintenance of repairs stands/pumps.

BIKEWAY DESIGN SERVICES WORK - DDA

	Street Name	From	To	Design / Project Notes	Cost Estimate - DDA (FY 2020)	Cost Estimate - DDA (FY 2021)	Data Collection/ Studies / Field Work Needed	Contractor/Vendor	Recommended Memorandum of Understanding Terms
18	Wealthy St and Market Ave Bicycle Facilities - Gap Completion	Grandville Ave SW	Front Ave SW	> Full design services for "road diet" on Wealthy St SW from Grandville Ave SW to Front Ave SW (standard and buffered (possibly separated) bicycle lanes) and bikeway connection on Market Avenue between Wealthy and 400' south of Wealthy (network gaps) > Bid package preparation	\$ -	\$ 23,000.00	LIDAR topo, turning movements, road design plans, etc. already available from 2020 Vital Streets Market Ave resurfacing project, so limited survey work is required.	Existing annual Mobile GR (traffic engineering) design services contract will be utilized since design work will be coupled with traffic signal design services work already assigned to this contract (Hubbel, Roth and Clark).	CITY = overall project and contract management, including TE/S design reviews, provision of existing data resources to consultant, routing through all necessary reviews and clearances with internal, external parties, staff quality control; stakeholder engagement; invoice review and payment; all costs related to the traffic signal design.
		Wealthy St SW	400' SW of Wealthy St	> Internal reviews, support for public engagement > Project management and coordination tasks <i>* All proposed design work would be coupled with the design work for a scheduled traffic signal modernization project at this intersection (cost savings to design and prepare one bid package).</i>			Obtain historic parking use counts at parking lot.		DGRI = participation in design process; payment of consultant fees related only to the bicycle facilities.

*Proposed FY2021 projects are shown for context but no action is requested at this time.

RECOMMENDED FY 2020 EXPENDITURES
BICYCLE INVESTMENTS
DOWNTOWN GRAND RAPIDS, INC. - DDA

19	Concept/Preliminary Design Services - Downtown Area Bikeway Projects	Century Ave - Grandville Ave to Burton St/McKee St* (except Sheridan to RR tracks south of Logan = completed in 2018) Ionia Ave - Fulton St E to Franklin St Mount Vernon Ave/Turner Ave/Front Ave - Wealthy St to 11th St* Pearl St - N Division Ave to Lake Michigan Dr <i>All locations are recommended in the City's Bicycle Action Plan and Vital Streets Plan.</i>	> Data collection and existing conditions > Preliminary design, estimating, possible phasing options for pilot level facilities, including all intersections > Concept level design, estimating for permanent facility, including needs/ impact assessment, assumptions, identification of potentially affected interests (includes all intersections) > Project management and coordination tasks > Technical memo(s) <i>* Portions of Century Ave and Mount Vernon/ Turner/Front project fall outside the DDA boundaries. City funds will be used for those portions of this project plus the percentage share of the overall project management cost.</i>	\$ 40,113.00	\$ -	Consultant to collect existing field conditions Staff to provide any existing GIS, survey, traffic counts, intersection turning movement counts	Extend existing design services contract for similar work with Moore + Bruggink (subconsultant Toole Design Group)	CITY = overall project and contract management, including TE/S design reviews, provision of existing data resources to consultant, routing through all necessary reviews and clearances with internal, external parties, staff quality control; stakeholder engagement; invoice review and payment; all costs related to the traffic signal design.
20	Phase 2 - N. Division Separated Bike Lane Barrier Materials - Options and Estimating	Crescent St NE	Coldbrook St NE > Data collection and existing conditions > Design/Estimating for next phase of facility separation, including barrier options, cost estimating, pros/cons, maintenance impacts, and flexibility for modifications > ID of ped crossing improvements at Fairbanks stairs, any corridor and intersection adjustments to respond to public feedback, staff input on original pilot (installed in 2018) > Project management and coordination tasks > Technical memo	\$ 12,126.00	\$ -	Consultant to collect existing field conditions Staff to provide any existing GIS, survey, traffic counts, intersection turning movement counts	Extend existing design services contract for similar work with Moore + Bruggink (subconsultant Toole Design Group) OR utilize existing Mobile GR contract with HRC	DGRI = participation in design process; payment of consultant fees related only to the bicycle facilities.
				Budgeted Amount	\$ 125,000.00	\$ 125,000.00		
				Total - Proposed Project Expenses	\$ 124,989.45	\$ 47,800.00		
				Remaining Budget after Proposed Project Expenses	\$ 10.55	\$ 77,200.00		
					DDA (FY 2020)	DDA (FY 2021)		

*Proposed FY2021 projects are shown for context but no action is requested at this time.