



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 •

October 30, 2019

3:00p – 4:00p

29 Pearl Street, NW Suite #1

1. Call to Order
2. Approval of August Minutes
3. Streetspace Assessment presentation (Melvin Eledge)
4. Project Updates (Miller)
 - a) Michigan/Bridge River Trail Crossings
 - b) Van Andel Arena plaza renovation
 - c) Fulton Street transit bulb
5. Fiscal year 2019 quarter-point check-up and review
6. Public Comment
7. Next Meeting: January 2020
8. Adjournment



DOWNTOWN
GRAND RAPIDS INC.



Goal 3 Alliance

August 28, 2019

1. Call to order: Mr. Monoyios called the meeting to order at 3:04pm
2. Members Present: Meegan Joyce, Nick Monoyios, Breese Stam, Johannah Jelks, David Riley, Dustin Corr, Ryan Kilpatrick, Kristin Bennett, and Andrew Queenan

Members Absent: Jim Botts, Trey Conner, Max Dillivan, Kara Peltier, Hank Kelley, and SuLin Kotowicz

Others Present: Melvin Eledge, Annamarie Buller, Mark Miller, Amanda Sloan (DGRI Staff)
3. Approval of Minutes- July 31, 2019
Motion: Dave Riley, supported by Breese Stam, moved to approve July 31, 2019 Meeting Minutes as presented. Motion carried unanimously.
4. Review of Advocacy
Mr. Monoyios stated as we see many of the items our group has been tasked with (per the GR Forward Plan) being implemented, we will start to look ahead at the role of this board for the future, not only in prioritizing future projects but in advocacy beyond the GR Forward Plan.
5. Staff Updates
Mark Miller presented updates on the Monroe Center Alley Greening. This project is spearheaded by Grand Valley Metro Counsel as they seek opportunities to green by better managing stormwater in the City. Residents in this area fully support the concept and are engaging with GVMC to design a plan that can be presented to community organizations and individuals in fundraising efforts, though implementation of this project is still a long way away.

Downtown Grand Rapids Streetspace Guidelines has been awarded the Urban Design award from the Michigan Chapter of the American Planning Association! Mr. Miller, along with Lynee Wells of Aligned Planning, will present “Tip of the Scale, Rebalancing Streetspaces” at the Michigan Associations of Planning’s annual conference this year in addition to receiving this award.

Mr. Miller stated DGRI continues collaboration with the Latino Community Coalition for an annual placemaking workshop to be held on September 23rd. This year, Gil Penalosa of 80 Cities, will advise our community on how to enhance public spaces. Mr. Penalosa will be the Keynote speaker for a luncheon on Tuesday September 24th (Creating Vibrant Healthy Cities for All) with a small group session held at DGRI that afternoon. His brother, Enrique Penalosa Londono, is the mayor of Bogota, Columbia. Mr. Miller stated both have played a great role in reinventing the public realm and changing social behaviors of the city.

Downtown Grand Rapids Inc’s State of Our Downtown Event is coming up next week on September 5th to review all that has been accomplished and what there is to come.

Mr. Miller stated as we continue to broach the topic of Alliance Advocacy, he has put more thought into answering the question, “what is our platform?” We would love to start having our alliance members share their expertise in terms of city building and the goals of this organization. One idea would be to publish this information on a blog platform, though this method seems to be outdated and time consuming. Mr. Miller suggested we explore the idea of producing podcast interviews with community partners and alliance members as a tool to start discussion on city building.

Mr. Monoyios asked for an update on the Van Andel project. Mr. Miller stated we are submitting for LUDS review this week and have decided to allocate a space for a transit stop but submit this as a separate bid. This will allow some flexibility to decide if the design will be closer to our standard transit shelter or an integrated plaza design and not hold up the entire project. Mr. Stam reiterated the location is on Fulton at Ottawa and stated the City is doing a study of Ottawa and Ionia at Fulton Street (to determine the feasibility and potential effects of making Ottawa a two-way street). This intersection of Ottawa and Fulton is a critical evaluation piece. Ms. Bennett stated they have planned for a stakeholder engagement (charette) process for early this fall or over the winter. She stated the Ottawa resurfacing project that was scheduled for 2020 has been pushed back in case a reconfiguration is to take place. She noted there are DASH and Rapid services on these routes so major signalization would need to take place if there is a change, this all being considered in the cost analysis. Mr. Stam stated stakeholder engagement is expected to be done in March allowing enough time to design and bid the project for the following year. Mr. Miller stated the Van Andel project

has been built so that snow melt can be installed in sections and potentially completed in stages that align with other construction projects. We certainly do not want to build something that will be destroyed soon after so we are anticipating what we can without holding up the entire project. Mr. Stam stated DGRI will be included in the engagement process and be notified if the resurfacing of Ottawa or a reconfiguration of the intersection will impact the Plaza construction. Mr. Miller stated we will also want to consider the Calder Plaza project and how that interfaces with that project. Ms. Bennett agreed.

Mr. Monoyios asked for an update on the Zicla bus pad. Mr. Miller stated this was ordered and is anticipated to arrive in September. The 2 bus shelters have also been ordered for downtown installation next week and Embassy Suites and Hyatt.

6. Alliance Member Discussion

Mr. Miller provided copies of Goal 3 implementation list of projects prescribed by GR Forward. These items are color coded based on projects that have been done, are being worked on, or have not yet been addressed. He stated some of this information may not be 100% accurate but much of the red items have not implemented in any way. Mr. Riley requested clarification of when this list was created. Mr. Miller confirmed in 2015.

Mr. Monoyios requested we become as familiar with this list as possible as we start to determine projects to address in the next fiscal year. He stated these items are very project specific (listing stakeholders, timelines and funding sources) and asked if it would be more appropriate to identify our focus over picking specific projects. What is our vision for making recommendations for DDA spending and why? And knowing what is in the pipeline for other stakeholders, what other partnering projects should be considered? Ms. Joyce stated that mobility means many things but wondered if it was feasible for us to prioritize pedestrian mobility. Mr. Queenan stated in order to keep our development growth momentum downtown, pedestrian experience and safety should be a priority. Mr. Monoyios agreed stating we are all pedestrians at some point. Ms. Joyce stated this is also a space where advocacy could come into play; working with the City or developers to maintain appropriate signage and keeping pedestrian paths open during construction. Mr. Kilpatrick stated he agrees with that thinking but it doesn't narrow our priorities. Making a stress-free pedestrian experience is the most important priority though we need to find a finer grain filter. Mr. Monoyios stated potentially we create a matrix, giving points to pedestrian value, feasibility, cost effectiveness, or ability to apply capital funds. We can also ask which of these has a greater impact on performance indicators as an organization. And does it share the vision of other goals? Mr. Stam stated he appreciates the idea of a timeline and finds value in tackling big rocks first. Ms. Bennett agreed but stated she believes we should first take a fine-grained assessment of what has been done already. Many of these things are being addressed by

other organizations. For example, countdown signals were installed at 38 intersections throughout the City, 22 of which located downtown. However, safety grants will run out and we will see this progress simply stop without additional funding. This is an area that could be considered low hanging fruit and does affect pedestrian safety. Ms. Bennett stated another consideration is bandwidth. The City is not able to focus on anything outside the capital program that is not directed by Vital Streets or has been funded federally, so partnerships continue to be very important. Ms. Bennett then stated bicycle infrastructure is highly needed; downtown is the least accessible area in the entire city. There will be some hard conversations as we attempt to implement some of the directives (removing parking on Ionia to build a protected bike lane) but this is important and where our advocacy is needed. Mr. Miller stated it is important for the group to understand how this process may work; some of our projects will be a reaction to city projects. For example, it makes no sense to budget funds for a project the City is not ready to implement. There are items on this list in red that we do not have control over, but there are some items on the list we can control. Wayfinding is one item that we have the bandwidth to undertake.

Mr. Monoyios stated there may be a year that few of these items get checked off due to constraints and restrictions, but it is important that we are fully coordinated and working toward the right priorities in order to be effective. Mr. Kilpatrick stated he feels very overwhelmed by the things on this list and he would love to have DGRI provide a smaller list of feasible projects we can implement. Ms. Bennett stated there is a bigger conversation that needs to take place. We cannot progress on bike infrastructure when the process for funding isn't there. Some of the bike infrastructure goes with other projects but we need to do more, and we need partnerships (and advocacy) to push this forward. Mr. Monoyios stated we need to keep in mind, too, the purpose of DGRI is to gather stakeholders and help influence the priorities of the City. Ms. Joyce agreed and stated we each add value with our experience, ideas, and perspectives. Mr. Monoyios stated we can identify attributes for a matrix index including cost effectiveness, funding, bandwidth, but stay firm in our voice and it will have weight within other organizations. We just need to identify our priorities.

Mr. Kilpatrick stated a year was spent on our Vital Streets plan with a call to action for protected bike lanes. If that is a priority, what is our process to advocate for funding to be spent on this? He stated it would be difficult to think through each of these line items but if we had 3-5 big picture priorities, we could leverage our influence for implementing those into projects. Mr. Monoyios agreed. Ms. Bennett suggested finding the overlapping goals of GR Forward (and performance goals of the board) with the City's strategic plan to determine criteria in support of a project. Mr. Riley agreed with Mr. Kilpatrick's sentiment that often the discussion at these meetings is outside his area of expertise. He stated an indexed approach (of feasibility and funding availability) would provide a concentrated menu of options to

choose from. He would like to review this list more regularly as we continue to advocate and build capacity collectively. Mr. Stam stated the City has a 5-year capital plan which lays out projects in the pipeline for the next 5 years and offered to share it. Mr. Miller stated it is a robust document that perhaps could be summarized for the group. Mr. Corr stated he would like to overlay these goals with our priorities to identify funding recommendations for the future. Mr. Queenan stated this list looks at very specific projects and is maybe not the right tool for us to use. When we consider our top priorities, the next stage of the bike plan for example, how do we check that things are being implemented as planned and is that the right path forward? Ms. Bennett stated we have a new bike plan but there is nothing in the capital plan related to bike infrastructure downtown, which means nothing will be implemented unless we seek a different path. This body could present the bike plan with specific recommendations that relate to our goals. Maybe that is creating a preliminary design and writing a grant or making a recommendation for capital spending or maybe it is rolling out a national bike benefits program.

Mr. Miller stated this has been great dialog and thanked the group for participating in this discussion. The headers on this section of our spreadsheet are basically the mechanisms we use to get to our goal of a 21st Century Mobility Strategy. When we ask the DDA for funding, a memo is written explaining the project and refers to the GR Forward Plan (and any others that exist) to justify the investment. In a way, the same thing can be done at our level with staff conveying to the board how each project relates to a goal. We have this plan that promotes bicycle infrastructure and we know we want to create a high-quality bicycle network; now we just need to identify the path to achieving that goal. Mr. Monoyios stated he is pleased to have seen this group transition from aspirational visioning to developing an award-winning framework and now evolve into auditors of expenditure. We will flush this out some more as we determine our role with this renewed thinking.

7. Next Meeting – September 25, 2019

8. Public Comment

None

9. Adjournment

Mr. Monoyios adjourned the meeting at 4:35pm

Minutes taken by:

Amanda Sloan

Administrative Assistant

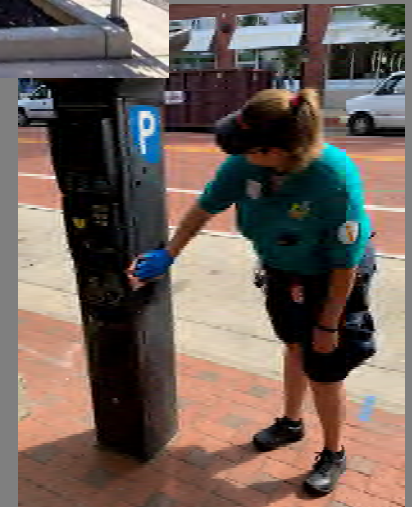
Downtown Grand Rapids Inc.

DID Streetscape Assessment



Streetscape Assessment

- What Are We Trying to Measure?
 - Stakeholder perception of the DID's Impacts on:
 - Cleaning
 - Beautification/Greenscaping
 - ROW Maintenance
- What Do We Hope to Gain From These Assessments?
 - To Identify:
 - Where we are currently performing well
 - Where we need to make improvements
 - Additional Opportunities to enhance the Downtown Streetscape



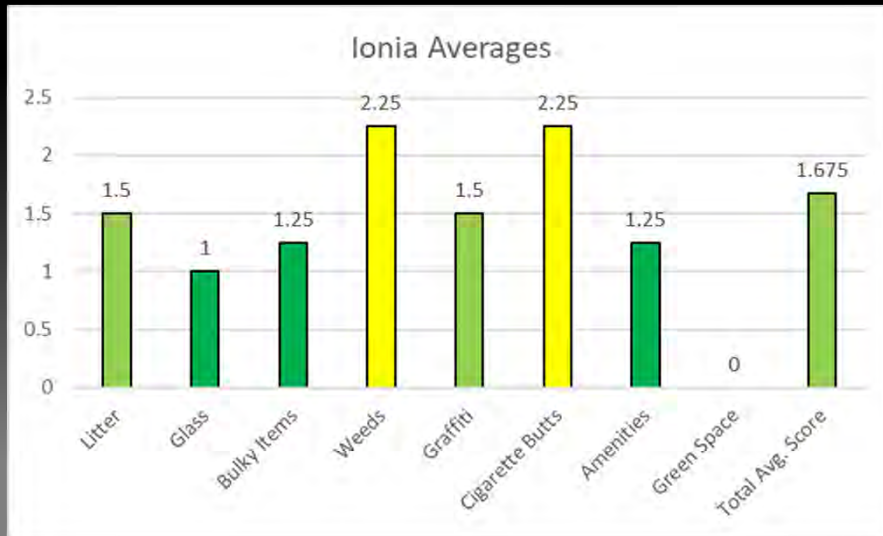
How Did We Gather This Data?



- We recruited volunteers from DGRI's various boards and Alliances along with downtown residents and property and business owners.
- With the volunteers we had staff conduct on-site assessments of key corridors of the downtown district.
 - Volunteers were asked to evaluate the presence of litter, cigarette butts, weeds, graffiti, infrastructure/amenities and public right of way conditions
 - Debriefed volunteers after the assessment to gather additional insights and feedback

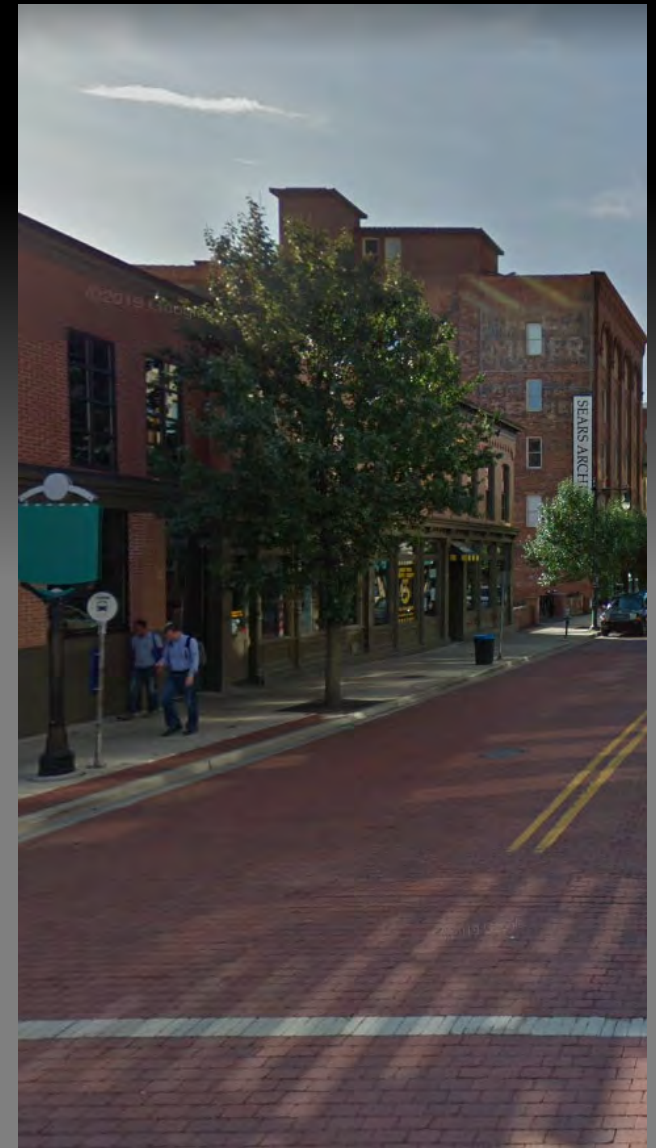
Condition	3	2	1
	Poorly Maintained	Moderately Maintained	Well Maintained

Ionia Ave. (Fulton to Oakes)



3 - Poor Conditions
2 - Moderate Conditions
1 - Good Conditions

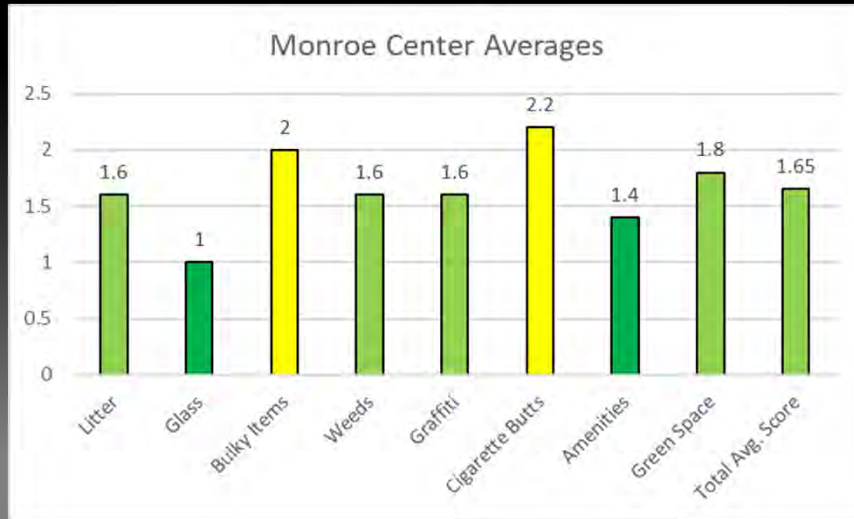
- Ionia is generally clean
- Trash cans seem well maintained, emptied regularly
- Need more cigarette urns and/or placed closer to buildings
- Many overgrown weeds
- Would like to see new infrastructure & amenities added
- Better tree maintenance and additional green infrastructure



Ionia Ave. (Fulton to Oakes) - Highlights

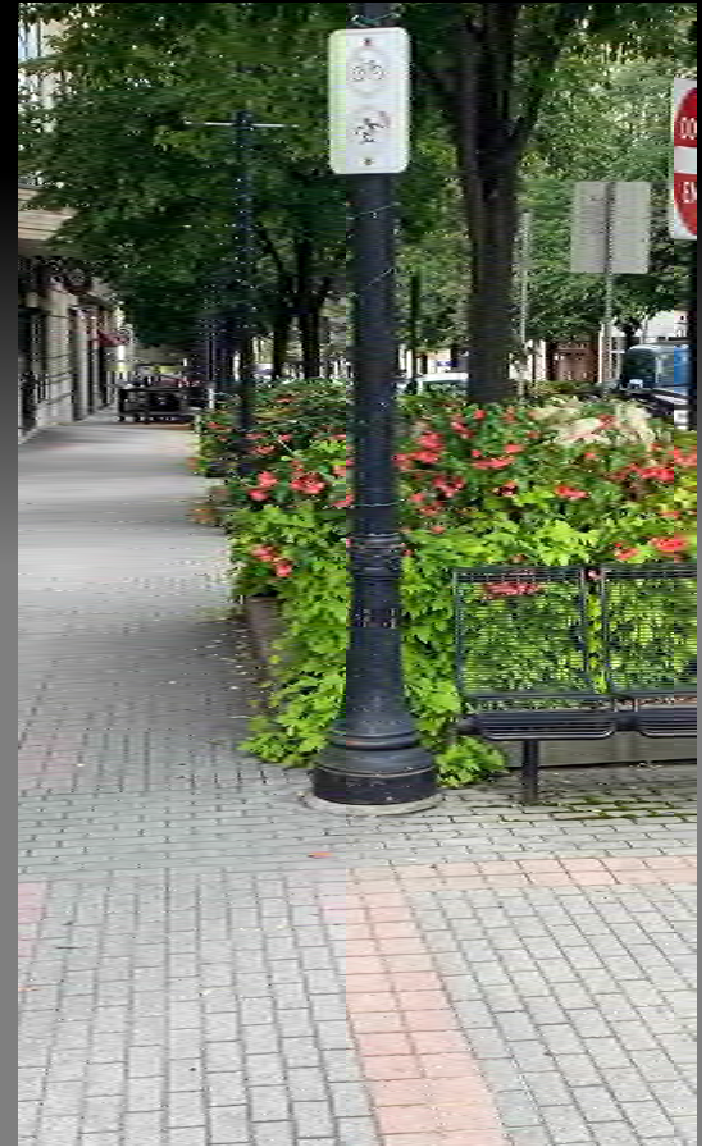


Monroe Center (Monroe to Division Ave.)

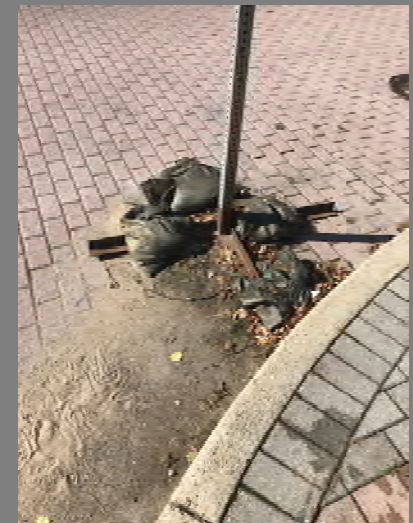


3 - Poor Conditions
2 - Moderate Conditions
1 - Good Conditions

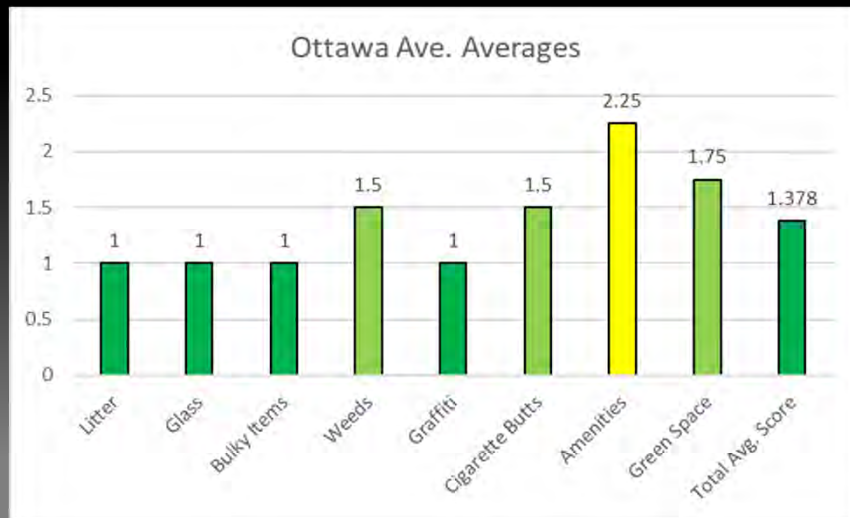
- Construction debris left after projects are complete
- Trash bags are left too late in the day, should be removed earlier
- Lots of abandoned bike locks
- Cigarette butts are everywhere
- Trees need better trimming
- Planter beds appear to be full of trash
- Overall the Ambassadors do a great job taking care of the space



Monroe Center (Monroe to Division Ave.) - Highlights



Ottawa Ave. (Michigan to Pearl)

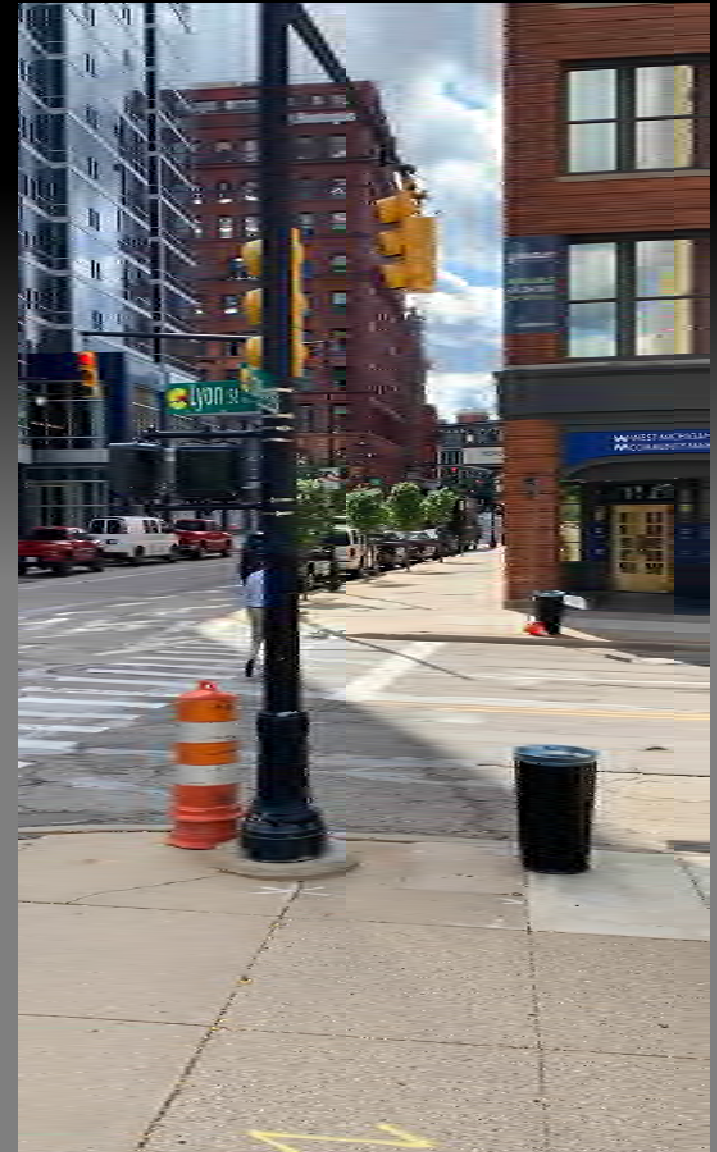


3 - Poor Conditions

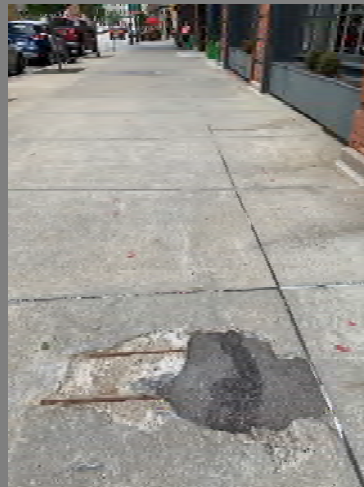
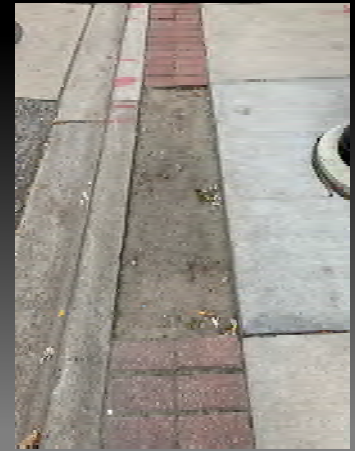
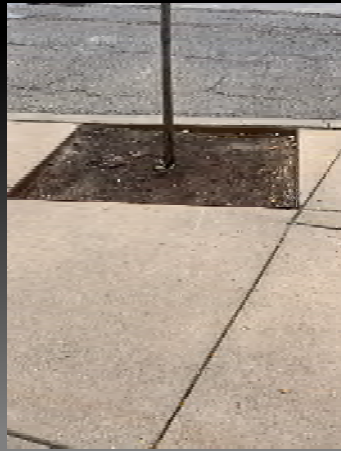
2 - Moderate Conditions

1 - Good Conditions

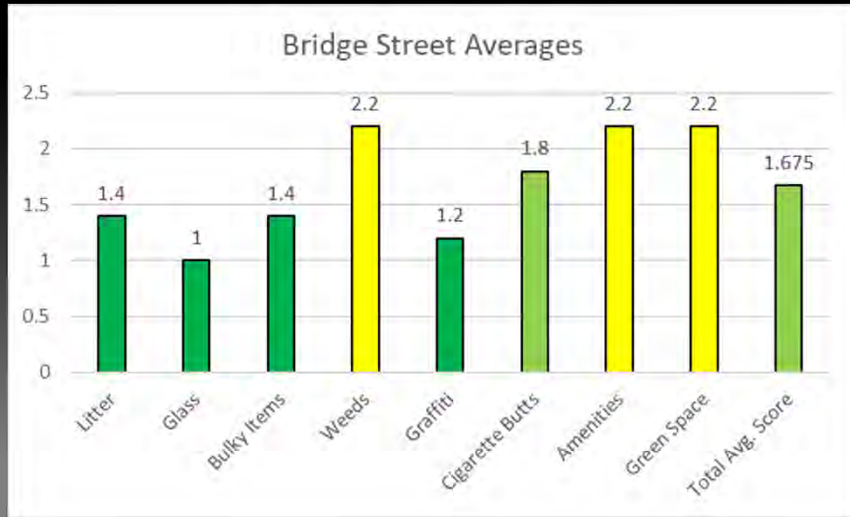
- Ambassadors are doing a great job keeping area clean
- Trees need to be trimmed and maintained
- Cracked and uneven sidewalks
- Lack of amenities North of Lyon Street
- Area feels disconnected and “empty”
- Public ROW greenery is insufficient
- The Parklet is a nice addition to the area



Ottawa Ave. (Michigan to Pearl) - Highlights

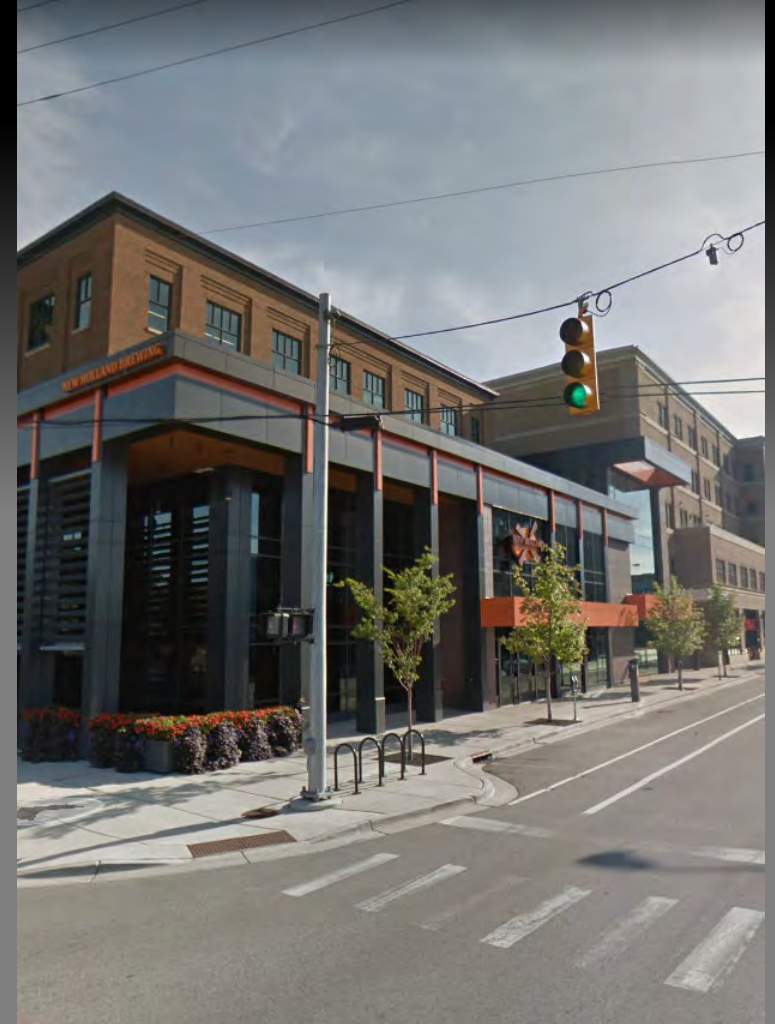


Bridge Street (Scribner to Seward)



3 - Poor Conditions
2 - Moderate Conditions
1 - Good Conditions

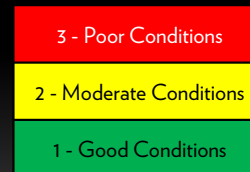
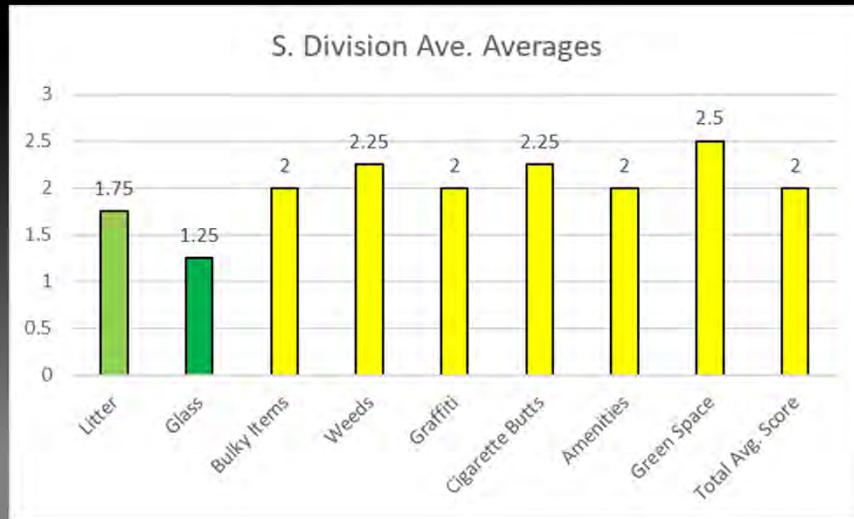
- Bridge Street is over all clean and well kept
- Amenities deployed are a good start, but there needs to be more
- Underpass as more of a gateway, its not inviting in its current state
- Issues with private property being kept up properly
- Dead trees are present in the streetscape
- Better construction clean up and follow-up
- Desire for additional bike racks



Bridge Street (Scribner to Seward) - Highlights



S. Division Ave. (Fulton to Oakes)



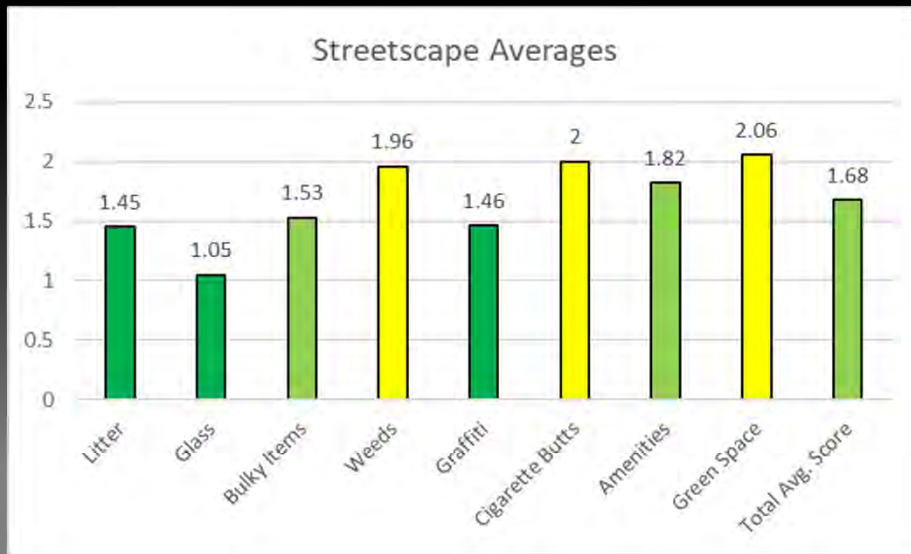
- Impressed with overall feel; *“not as much litter as I thought there would be”*
- Many cigarette butts in front of buildings, in cracks of the sidewalk
- Weeds are abundant along the corridor
- Sidewalk in select areas is really uneven and a trip hazard
- Area needs additional green space
- Cross walks need visual enhancement; they’re not safe for pedestrians
- There were more trash cans than I expected



S. Division Ave. (Fulton to Oakes) - Highlights



Moving Forward



- Review the observations with the Ambassador team
 - Examine & Redefine Priorities
 - Establish Targets
- Provide Feedback/observations to the City
 - Address issues/concerns
 - Prioritize Maintenance
- Quarterly Streetscape Assessments

