

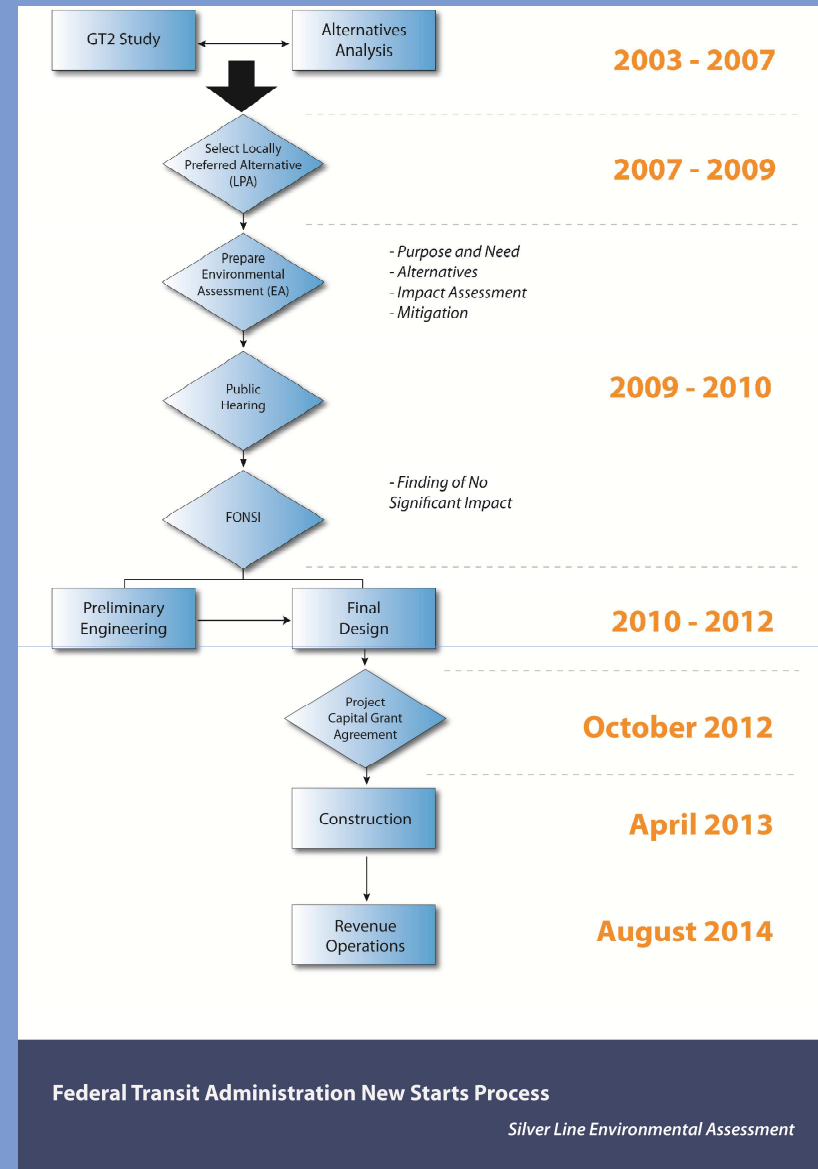
The Rapid

Division Avenue Bus Rapid Transit Project Update



Project History

- Approximately 10 year time frame to complete federal approval process
- Successful 2011 millage created local funding for operations
- Open for operation in August of 2014

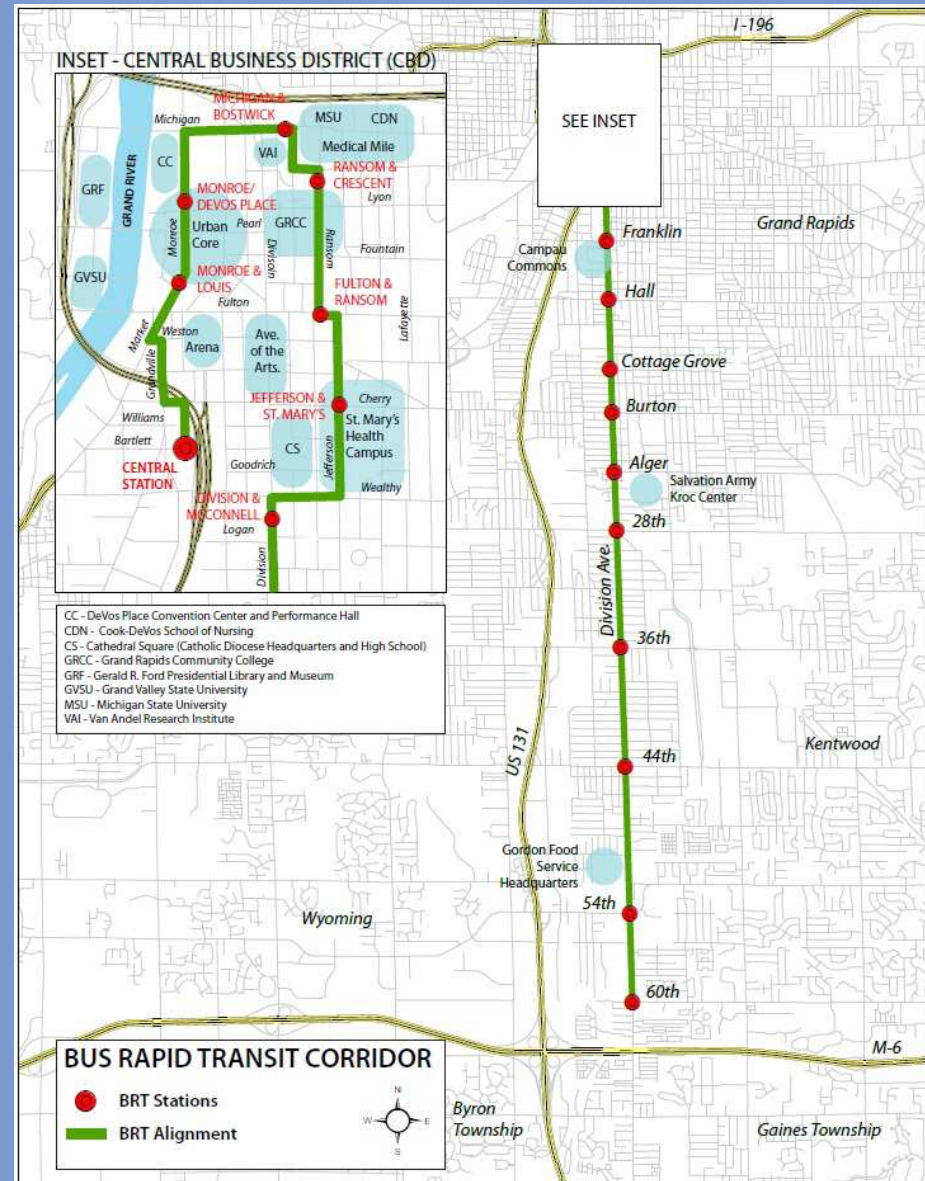


Bus Rapid Transit (BRT) Basics

- Express transit service designed to mimic light rail
- Employs technology and simple infrastructure for maximum efficiency and travel time savings
 - Traffic signal priority, express boarding, dedicated lanes at peak travel times
- Construction cost: approximately 1/10 of a light rail system
- Successful operations in Cleveland, OH; Eugene, OR; Las Vegas, NV; Los Angeles, CA; Pittsburgh, PA
 - Numerous successful systems around the world

Project Overview

- 33 Independent Stations
 - City of Grand Rapids: 24
 - City of Wyoming: 6
 - City of Kentwood: 3



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Construction Schedule - 2013

- 29 BRT stations will be constructed in 2013, the remaining 4 will be completed in 2014
- Station construction will take 12-14 weeks, depending on location
- Construction will follow a three-tier process
- Public/stakeholder outreach and communication will be on-going

Station Design



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Station Design



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Station Design



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Station Design



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Station Amenities



Alternative Fuel Vehicles



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LEGEND

- Station Canopy 
- Existing Trees 
- Proposed Trees 
- Bicycle Rack/
Parking 
- Public Art/
Point of Interest 
- Wayfinding Signage 

#1 OUTBOUND

- 32' SHELTER SHIFTED SOUTH ON PLATFORM TO LIMIT CONFLICT WITH EXISTING TREE
- ENLARGE EXISTING TREE PLANTERS, INCORPORATE LOW CURBS, GRATING OR PLANT MATERIAL
- POTENTIAL LOCATION FOR PUBLIC ART
- PROVIDE BICYCLE PARKING NORTH OF PROPOSED PLANTER
- CREATE STRONG TIE/CONNECTION TO INBOUND STATION BY CONSTRUCTING BRICK INTERSECTION/CROSSWALK

#2 INBOUND

- 32' SHELTER CENTERED ON PLATFORM
- MATCH EXISTING BRICK PAVERS FROM SURROUNDING AREA, INCORPORATE PROPOSED STATION INTO EXISTING PATTERN
- USE EXISTING EXPANSION JOINT SOUTH OF STATION AS NATURAL STOPPING POINT FOR BRICK
- EXTEND EXISTING PLANTER CURBS TO EACH END OF PLATFORM, ADD LIGHTS IN PLANTERS
- POTENTIAL LOCATION FOR PUBLIC ART SOUTH OF STATION
- RAISE ELEVATION OF BRICK PAVERS TO PROVIDE FLUSH ACCESS TO PLATFORM
- PROVIDE BICYCLE PARKING NORTH OF STATION

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Stations 1 & 2 - Monroe & Louis

Comerica Bank

Monroe Ave.

Louis St.

LEGEND

- Station Canopy 
- Existing Trees 
- Proposed Trees 
- Bicycle Rack/ Parking 
- Public Art/ Point of Interest 
- Wayfinding Signage 

DeVos Place

Monroe Ave.

#4 INBOUND

- 32' SHELTER CENTERED ON PLATFORM
- SHELTER AND PLATFORM TO ALIGN WITH DEVOS PLACE
- SCORE JOINTS OF CONCRETE TO MATCH EXISTING PATTERN
- BICYCLE PARKING NORTH OF STATION

#3 OUTBOUND

- 48' SHELTER CENTERED ON PLATFORM
- ADD CONCRETE PAVING AND BENCHES AT PLATFORM ELEVATION
- ADD LANDSCAPE BEDS AND TREES
- MODIFY EXISTING IRRIGATION TO ACCOMMODATE TREES AND PLANTERS
- RELOCATE EXISTING STREET LIGHT



County Building/
Parking Ramp

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Stations 3 & 4 - Monroe at DeVos Place

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MSU College of Human Medicine

LEGEND

- Station Canopy 
- Existing Trees 
- Proposed Trees 
- Bicycle Rack/ Parking 
- Public Art/ Point of Interest 
- Wayfinding Signage 

#6 INBOUND

- 48' SHELTER CENTERED ON PLATFORM
- BICYCLE PARKING AT REAR (OUTSIDE) OF PLATFORM
- REPLACE CONCRETE TO BUILDING EDGE
- REMOVE EXISTING PLANTER, MODIFY EXISTING IRRIGATION
- HANDRAIL REQUIRED FOR STEPS AT WEST END OF PLATFORM

Michigan St.

#5 OUTBOUND

- 48' SHELTER CENTERED ON PLATFORM, AND STEPPED TO MATCH ROADWAY GRADE
- BICYCLE PARKING AT REAR (OUTSIDE) OF PLATFORM
- RELOCATE VEHICULAR WAYFINDING SIGN
- POTENTIAL LOCATION FOR PUBLIC ART
- REMOVE 1-8" PEAR IN GOOD CONDITION

Bostwick Ave.

VanAndel Institute

THE RAPID

Stations 5 & 6 - Michigan & Bostick
Stepped Shelters



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LMN URS

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LEGEND

Station Canopy

Existing Trees

Proposed Trees

Bicycle Rack/
Parking

Public Art/
Point of Interest

Wayfinding Signage

#7 INBOUND

- 32' SHELTER CENTERED ON PLATFORM
- MAINTAIN EXISTING TRENCH DRAIN ON EAST SIDE OF PLATFORM RAMP
- ADD PLANTERS AND TREES AT EACH END OF PLATFORM
- ADD WAYFINDING SIGN NORTH OF STATION
- CONSTRUCT BRICK CROSSWALK TO IDENTIFY CLEAR CONNECTION TO OUTBOUND STATION
- REMOVE 8~4" LOCUST TREES IN TREE GRATES
- ADD 3 ORNAMENTAL TREES IN EXISTING PLANTING BED, MODIFY EXISTING IRRIGATION

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Stations 7 & 8 - Ransom at Crescent

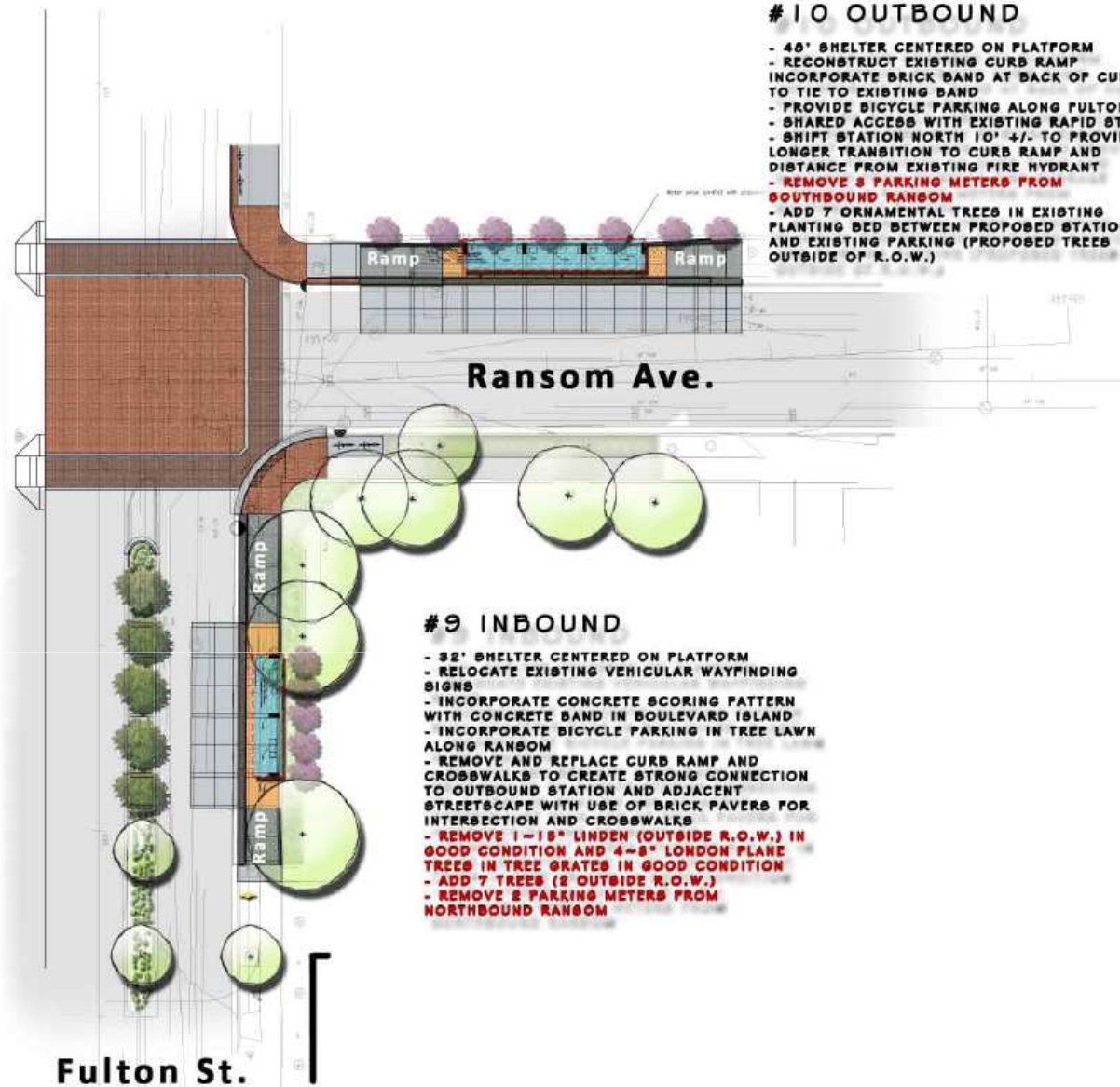
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GRAPHIC SCALE
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LEGEND

- Station Canopy
- Existing Trees
- Proposed Trees
- Bicycle Rack/ Parking
- Public Art/ Point of Interest
- Wayfinding Signage

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Stations 9 & 10 - Fulton at Ransom

LEGEND

- Station Canopy 
- Existing Trees 
- Proposed Trees 
- Bicycle Rack/ Parking 
- Public Art/ Point of Interest 
- Wayfinding Signage 

#12 OUTBOUND

- 48' SHELTER CENTERED ON PLATFORM
- INCORPORATED BRICK PAVING PATTERN AND ADD 1/2 TREE GRATES AND TREES TO REAR OF PLATFORM
- ADD BICYCLE PARKING SOUTH OF STATION
- ADD WAYFINDING SIGN SOUTH OF STATION

Parking Lot

Jefferson Ave.



#11 INBOUND

- 48' SHELTER CENTERED ON PLATFORM
- INCORPORATE BRICK PAVING AND CONCRETE PLANTER CURB STREETSCAPE ELEMENTS FROM AREA NORTH ALONG JEFFERSON
- ADD TREES AND LANDSCAPE PLANTINGS IN RAISED PLANTERS
- ADD WAYFINDING SIGN NORTH OF STATION
- ADD BICYCLE PARKING SOUTH OF STATION
- ADD BRICK CROSSWALK TO REINFORCE CONNECTION TO OUTBOUND STATION

Mary Free Bed

St Mary's Hospital

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Stations 11 & 12 - Jefferson at St Mary's



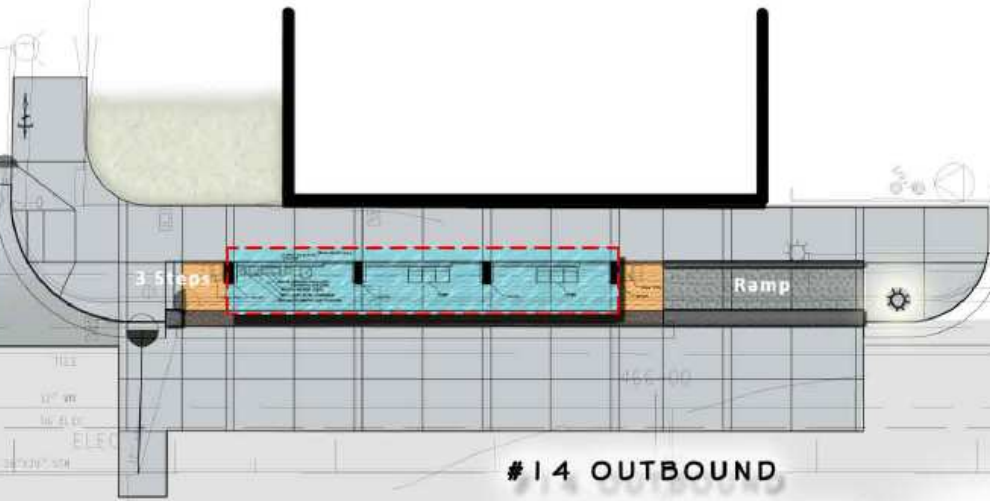
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**Future Urban
Market**

McConnell St.

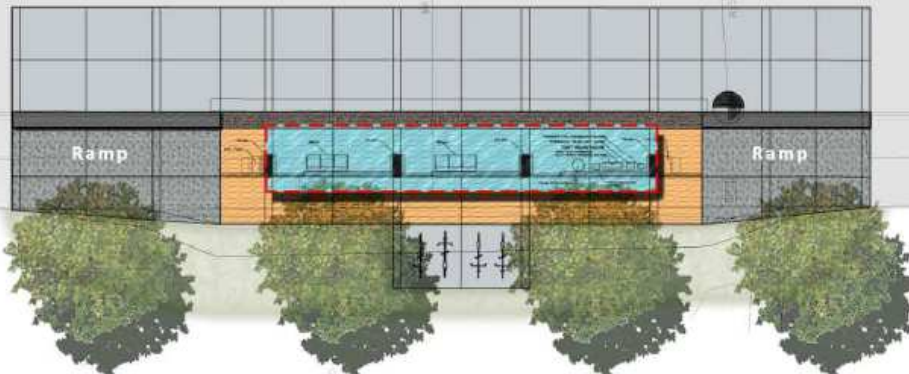


#14 OUTBOUND

#13 INBOUND

- 48' SHELTER CENTERED ON PLATFORM
- ADD 4 TREES AND BICYCLE PARKING TO REAR OF STATION (OUTSIDE R.O.W.)

Division Ave.



- 48' SHELTER CENTERED ON PLATFORM
- REPAIR SIDEWALK TO BUILDING FACE
- REPLACE EXISTING CURB RAMP
- STAIRS ON SOUTH SIDE OF PLATFORM REQUIRE HAND RAIL
- RELOCATE STREET LIGHT
- ADD BICYCLE PARKING AT BACK OF CURB ALONG MCCONNELL

LEGEND

- Station Canopy
- Existing Trees
- Proposed Trees
- Bicycle Rack/ Parking
- Public Art/ Point of Interest
- Wayfinding Signage

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Stations 13 & 14 - Division at McConnell


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LEGEND

Station Canopy 

Existing Trees 

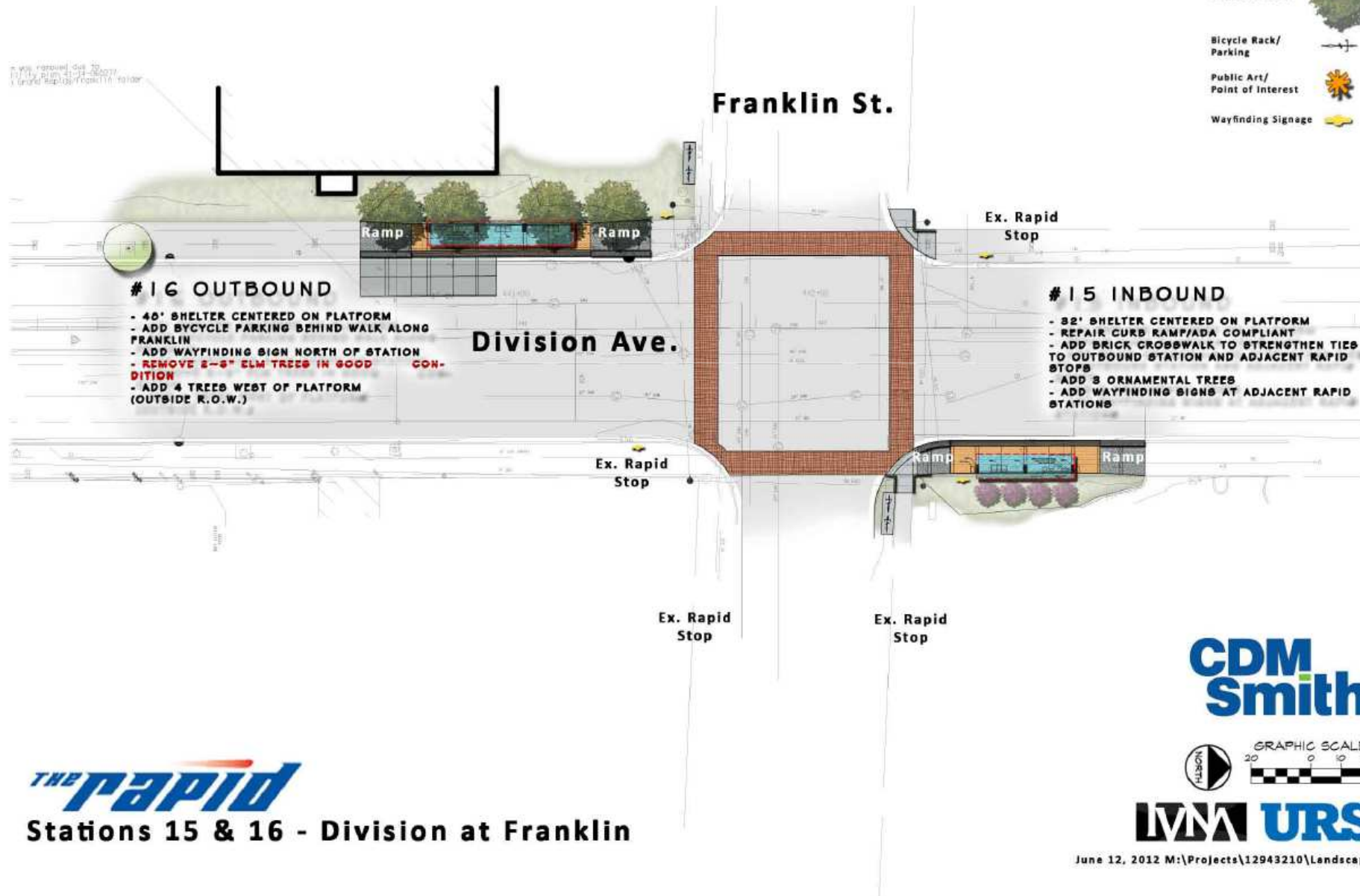
Proposed Trees 

Bicycle Rack/
Parking 

Public Art/
Point of Interest 

Wayfinding Signage 

as was narrowed due to
1/17/12 by RUM 41-14-00077
3 Grand Rapids/Proclamation - raised



THE RAPID

Stations 15 & 16 - Division at Franklin

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GRAPHIC SCALE
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LEGEND

- Station Canopy 
- Existing Trees 
- Proposed Trees 
- Bicycle Rack/
Parking 
- Public Art/
Point of Interest 
- Wayfinding Signage 

#18 OUTBOUND

- 48' SHELTER CENTERED ON PLATFORM
- PROVIDE BICYCLE PARKING SOUTHEAST OF STATION
- MAINTAIN EXISTING SITE ACCESS
- ADD 4 TREES (OUTSIDE R.O.W.)
- INCORPORATE SCORING PATTERN WITH CONCRETE BANDS IN BOULEVARD ISLAND
- ADD 6 TREES AND LANDSCAPE PLANTINGS IN BOULEVARD ISLAND

Division Ave.

Green St.

Home Repair
Services

#17 INBOUND

- 48' SHELTER CENTERED ON PLATFORM
- EXTEND EXISTING CURBED PLANTING BEDS TO EDGE OF PLATFORM NORTH AND SOUTH ENDS
- REPLACE EXISTING CURBED RAMP AT GREEN STREET, ALIGN NEW BRICK CROSSWALK WITH EXISTING GREEN STREET SIDEWALK
- REPLACE EXISTING PLANT MATERIAL/PLANTING BED IMPACTED BY GRADING
- REMOVE 2-2" PEARS IN GOOD CONDITION
- ADD 7 TREES
- MODIFY EXISTING IRRIGATION IN PLANTERS

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Stations 17 & 18 - Division at Green

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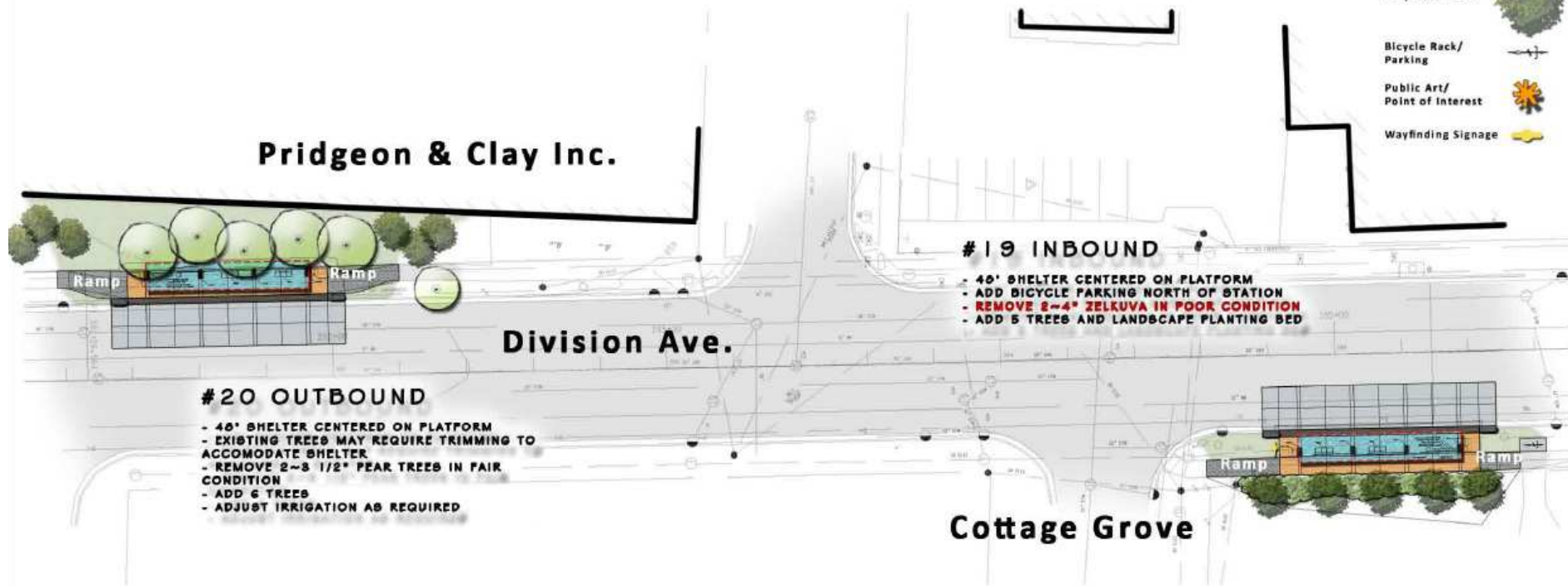


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LEGEND

- Station Canopy 
- Existing Trees 
- Proposed Trees 
- Bicycle Rack/
Parking 
- Public Art/
Point of Interest 
- Wayfinding Signage 



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Stations 19 & 20 - Division at Cottage Grove

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LEGEND

- Station Canopy 
- Existing Trees 
- Proposed Trees 
- Bicycle Rack/
Parking 
- Public Art/
Point of Interest 
- Wayfinding Signage 

#22 OUTBOUND

- 48' SHELTER CENTERED ON PLATFORM
- REPLACE EXISTING SIDEWALK TO BUILDING FACE
- CONSTRUCT BRICK CROSSWALKS TO REINFORCE
- REMOVE 2-5" TREES IN FAIR AND POOR CONDITION
- REMOVE 5 PARKING METERS

Burton St.

Division Ave.

#21 OUTBOUND

- 48' SHELTER CENTERED ON PLATFORM
- CANOPY TO EXTEND BEYOND R.O.W.
- PARKING WHEEL BLOCKS REQUIRED TO PROTECT SHELTER
- NO REAR ENTRANCE INTO PLATFORM
- RELOCATE STREET LIGHTS
- REMOVE 8 TREES IN POOR CONDITION

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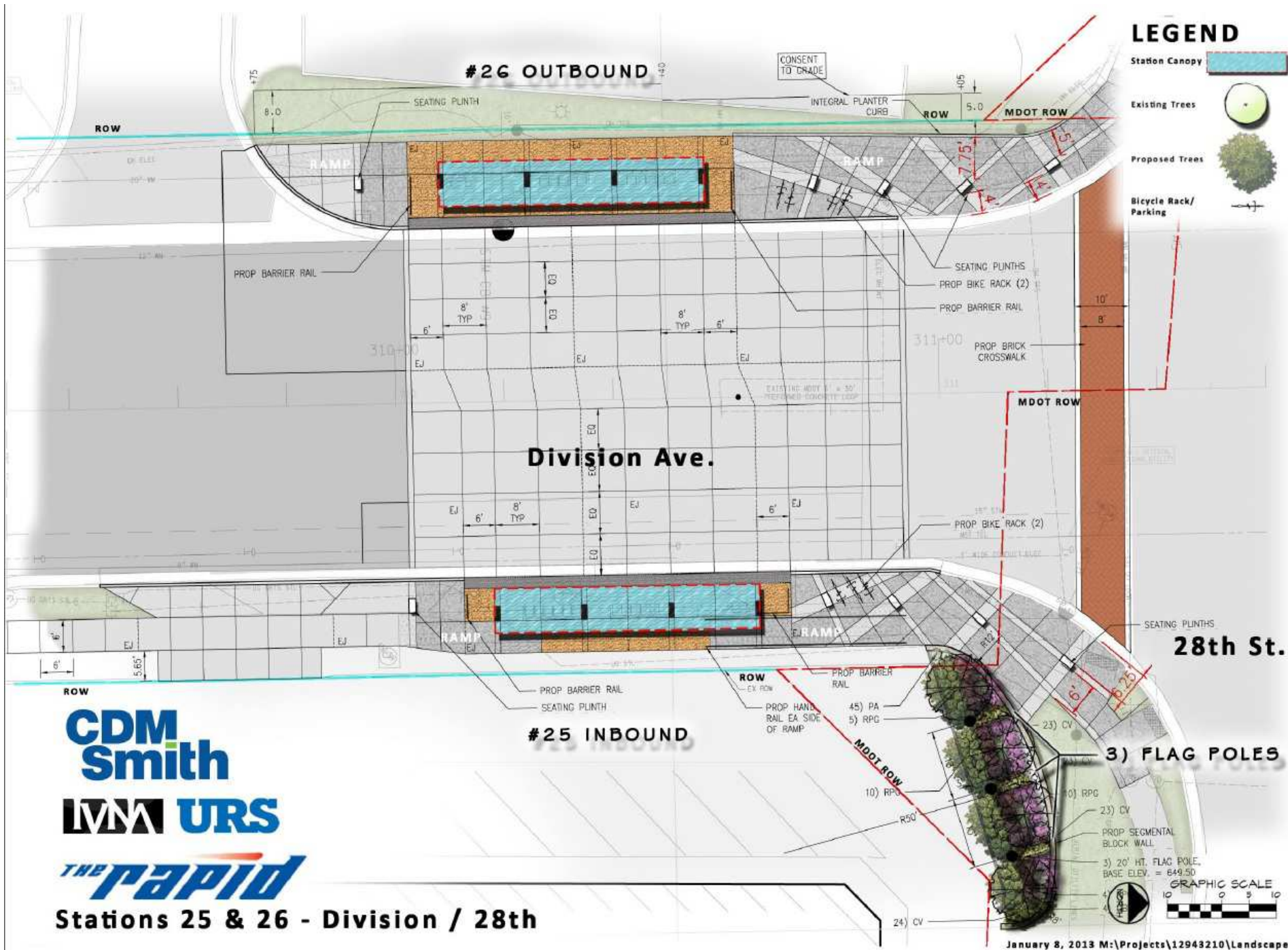
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Stations 21 & 22 - Division at Burton



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Stations 23 & 24 - Division at Alger





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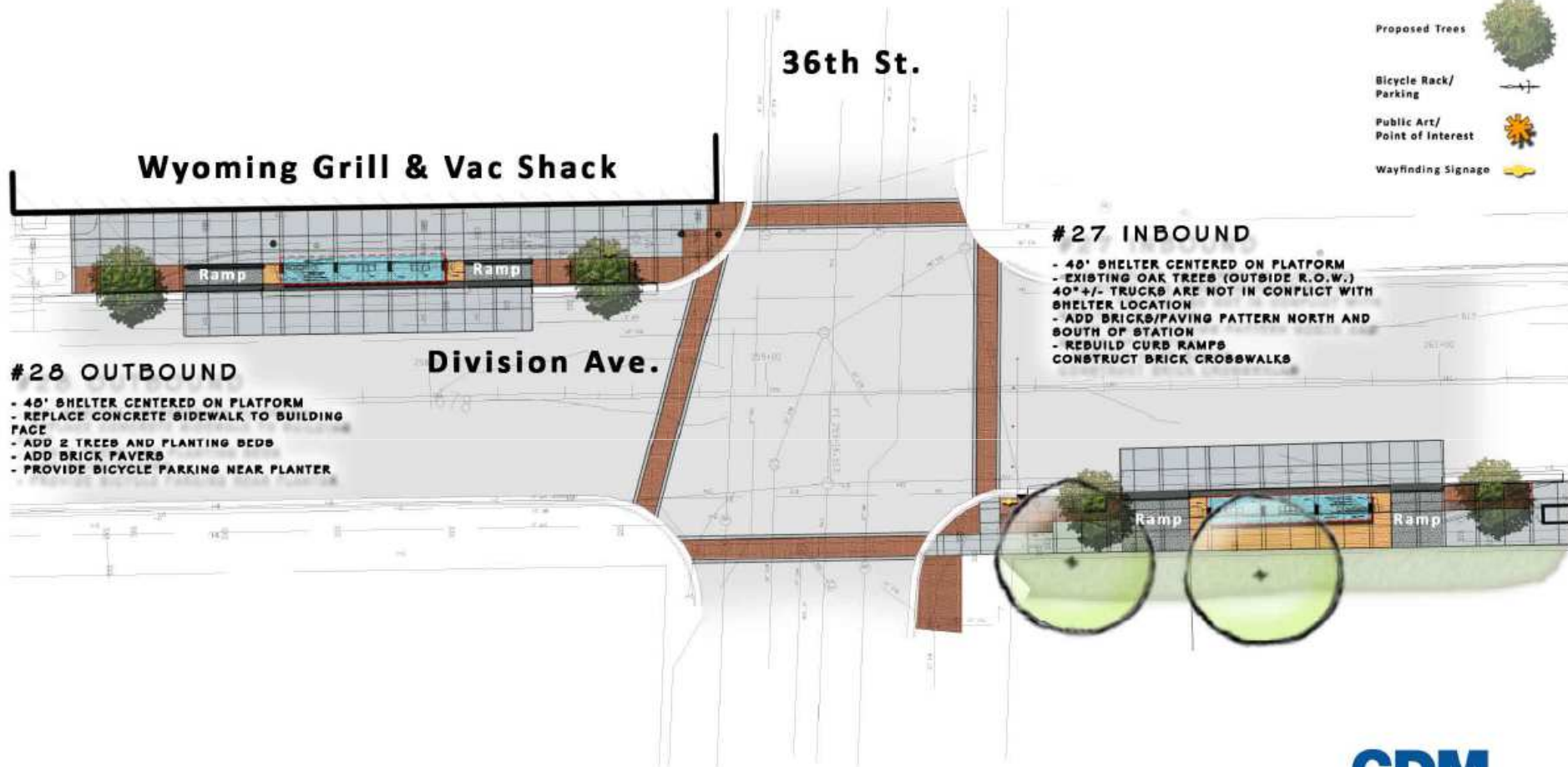
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THE rapid

Stations 25 & 26 - Division / 28th

LEGEND

- Station Canopy 
- Existing Trees 
- Proposed Trees 
- Bicycle Rack/
Parking 
- Public Art/
Point of Interest 
- Wayfinding Signage 



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Stations 27 & 28 - Division at 36th

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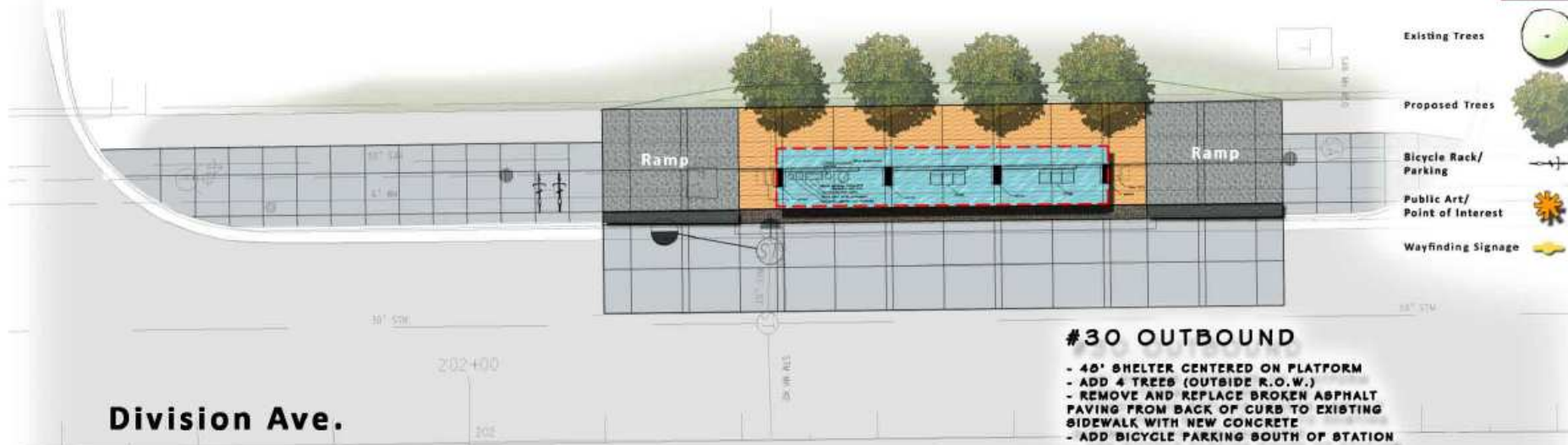


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LEGEND

- Station Canopy 
- Existing Trees 
- Proposed Trees 
- Bicycle Rack/
Parking 
- Public Art/
Point of Interest 
- Wayfinding Signage 



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Stations 29 & 30 - Division at 44th

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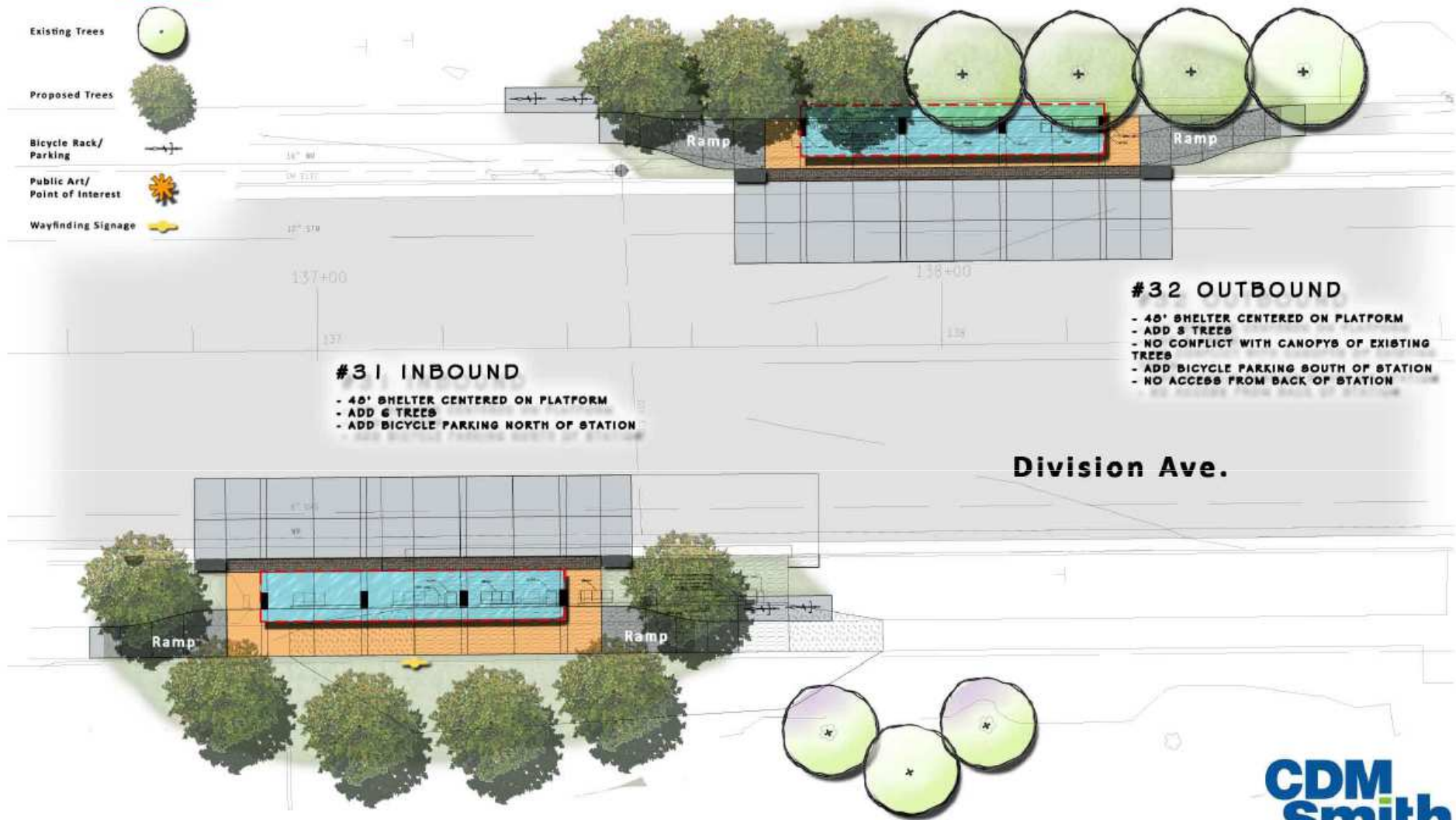


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LEGEND

- Station Canopy 
- Existing Trees 
- Proposed Trees 
- Bicycle Rack/ Parking 
- Public Art/ Point of Interest 
- Wayfinding Signage 



THE RAPID

Stations 31 & 32 - Division at 54th

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WM URS

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LEGEND

Station Canopy

Existing Trees

Proposed Trees

Bicycle Rack/
Parking

Public Art/
Point of Interest

Wayfinding Signage

Division Ave.

#33 INBOUND

- 48' SHELTER CENTERED ON PLATFORM
- BICYCLE PARKING AT REAR OF SHELTER
- ADD 7 TREES AND LANDSCAPE PLANTING BED

Ramp

Ramp

rapid

Station 33 - Division at 60th

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GRAPHIC SCALE
0 10 20 30

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Public Transportation and Property Values

- Bus Rapid Transit and Property Values
 - Recent (July 2012) Government Accountability Office study indicates land value increases near transit infrastructure
 - University Circle area in Cleveland after 3 years of service: approximately 30% increase in land value from 2 years prior to opening *
 - Downtown Eugene and University of Oregon areas after 3 years of service: approximately 105% and 130% increases (respectively) in land values from 2 years prior to opening*

**both projects involve public/private partnerships, collaboration, and investment*

Access to Employment

- Brookings Institution Metropolitan Policy Program, May 2011: *Missed Opportunity: Transit and Jobs in Metropolitan America*
 - Grand Rapids metro area ranked 11 out of the 100 largest metropolitan areas in the U.S. for job access via transit (371 transit providers studied)*
- Rider surveys conducted by The Rapid indicate that 80% of our riders use transit to get to work

*share of metropolitan jobs the average working age resident can reach in 90 minutes via transit

Contact Us

- Conrad Venema
 - Project Manager – The Rapid
 - 616-456-7514 x 1191
 - cvenema@ridetherapid.org
- Bill Kirk
 - Public Outreach Coordinator – The Rapid
 - 616-456-7514 x 1172
 - bkirk@ridetherapid.org
- Zach Bosma
 - Construction Manager – Christman Construction
 - 616-454-4454
 - Zach.bosma@christmanco.com
- www.ridetherapid.org/BRT
- Facebook.com/TheRapid
- TheRapid on twitter

