ADA TOWNSHIP PARKS, RECREATION AND LAND PRESERVATION
ADVISORY BOARD MEETING
THURSDAY, MARCH 12, 2020, 8:30 AM
ROSELLE PARK BUILIDING, 1010 GRAND RIVER DR.
ADA, MICHIGAN

AGENDA

1. Call meeting to order/roll call

2. Approval of agenda

3. Approval of minutes of February 13, 2020 Meeting

4. Leonard Field Master Plan project concept plans– RJM Design presenting

5. Committee Reports and Updates
   a. Stewardship Committee
   b. Trails/Connect Ada Committee
   c. Facilities/Programs Committee
   d. Rules Committee

6. Directors Report

7. Board Member Comment

8. Public Comment

9. Adjournment

ADA TOWNSHIP PARKS, RECREATION AND LAND PRESERVATION
MINUTES OF ADVISORY BOARD MEETING
FROM THURSDAY 13, 2020, 8:30 A.M.
ROSELLE PARK, MEETING ROOM
1010 GRAND RIVER DR NE, ADA, MICHIGAN

1.   Call meeting to order/roll call

Present: Crosby, Schmottlach, Nowak, Levick, Terwilliger, Steketee
Absent: Damstra, Jacobs, VandenBerge, Haga
Staff Present: Ferro, Fitzpatrick, Ergang
Public Present: Paula from RJM

2.   Approval of agenda

Terwilliger moved, Crosby supported, to approve the agenda as presented. Motion carried unanimously.

3.   Approval of minutes of the January 9, 2020 meeting.

Steketee moved, Crosby supported, to approve the minutes as presented. Motion carried unanimously

4.   Update on the Leonard Field Master Plan

Paula gave updates on the masterplan project status in feedback on the community and stakeholder input. Documents where sent out for everyone to review. Fitzpatrick will send out a copy of the report to everyone.

RJM are planning to present at the next Advisory Board meeting on March 12 and to have a public input session tentatively on March 18. Additional input may be taken at the ABA lunch meeting March 19 and the FH Community Expo March 21.

Paula asked if we have contact information for Fase family member which Ferro stated he will send to her and as well, not sure on contact for Amway.

5.   FY2020-21 Budget and 2020-2015 CIP status update.

Fitzpatrick gave an update on the proposed budget and CIP.

Terwilliger moved, Crosby supported, to approve the recommendations on the budget as presented. Motion carried unanimously.

6.   Committee Report and updates

A. **Stewardship Committee updates** – No meeting had been held. Some discussion on a handout for the March 21 Community Expo and initiative for conservation easements.

B. **Trails & Connect Ada Committee** – Jim provided an update on the work of the group.

C. **Facilities/Program Committee** – Projects review referred to next meeting on March 5.

D. **Rules Committee** – Fitzpatrick stated they need to schedule to meeting with this group, trying to have a process for Alcohol at the Roselle building, Fitzpatrick stated he talked with Haga on involving their Lawyers and Insurance company to look further into this, with having the library coming into Ada with a banquet hall.

7.   **Directors Report**

Fitzpatrick gave a brief update on staffing status, projects and programs. He referred everyone to the report for details. Nowak as the question on contracting out custodial services for the parks area. Fitzpatrick is working on bids right now.

8.   **Board Member Comment -** None

9.   **Public Comment -** None

10.   **Adjournment**

Meeting adjourned at 9:47 a.m.

Respectfully Submitted,

_____

Jacqueline Smith, Ada Township Clerk

Ada Township Parks & Recreation Department
Park Director's Report
For March 12, 2020
Submitted by Parks & Recreation Director Mark Fitzpatrick

Updates on Administrative Items

Thornapple Inc. was awarded the Township Lawn Mowing & Edging Services contract after submitting the lowest big.

RJM-Design will be providing drafts of their concept plans on the Leonard Field Park Mater Plan project at the March 12 Advisory Board meeting. Drafts of their concept plans will be available for public input on Wednesday, March 18 from 5:00 to 8:00 p.m. at the Averill Museum.

Staffing Updates:
 *The Recreation Program Assistant position was offered and accepted by Bennett LeFebre. His start date is Tuesday, March 10. He is a graduate of Northern Michigan University with experience in outdoor environmental education, outdoor recreation and tourism.
 *DJ Atchison was separated from employment as a Park Maintenance worker February 18th.
 *Interviews for new park maintenance workers will be held March 18
 *The Intern position is currently posted. Applications are due March 23.
 *We are also recruiting one new Softball Assistant for the softball season.
 *Rob McCormick is scheduled to return March 25.

The FY 2020-21 budget was approved by the Township Board March 9.
Note that most of the operations cost for the parks and preserves are in the Fund 214, and operations for the Trails is in the Fund 211. Details are available.

Capital Improvements projects include various funds:

Summary for FY 2020-21 CIP Projects			
Fund	Location	Projects	Cost Estimate
208	Roselle Park	North Trails Culverts/fill	$48,020
213	Chief Hazy Cloud Park	Contributions to Kent County Chief Hazy Cloud Park	$400,000
214	Leonard Field	Services for Master Plan construction documents	$25,000
214	Ada Park	Master plan review services and improvements to office & maintenance buildings	$30,000
214	Roselle Park	Shelter/Picnic/Parking phase-in plan and construction documents	$25,000
214	Grand River Natural Area	Trail section mill & pave	$70,000
211	Trails	Maintenance & Repairs	$100,000
401	Capital Project Fund – Campaign for Library and Legacy Park	Completion of Legacy Park Amphitheater; Construction on the Library and Cultural Center	

Updates on Township Parks and Preserves

Ada Township Park
- As follow up to the Township Space Utilization Study by Integrated Architecture, we will send out a RFP for consulting services to review the renovation and relocation options for the park buildings and related updates to the Ada Park Master Plan.
- Also, as a follow up, we are taking steps to make the Park Office/Learning Center and maintenance buildings more space efficient and functional for the short term.   For the Office/Learning Center, this includes reducing use for meetings and rentals, purging files and supplies, and assigning three new desks in the Learning Center for maintenance staff.   For the maintenance building, we are purging non-essential materials from the building, re-organizing how the space (inside and out) is used and coordinating better with the Buildings & Grounds and Fire Departments on how the facility is used.
- The trail project around the ballfield has a couple "punch list" items to complete. Otherwise the trail is being used daily.
- Repairs to the basketball court have being listed as an improvement project for 2020.
- Work on the trees in the Arboretum is a goal for this year including removal of dead or dying trees, updating the data base, GIS tracking and re-labeling

Legacy Park – In Memory of Helen and Rich Devos
- Completion of the Amphitheater and the landscaping around it will resume soon. A dedication ceremony for the Amphitheater is being planned. We waiting until late June or July to schedule anything on the stage.
- The memorial sculpture, *In Memory of Helen and Rich Devos, w*as installed last fall. The landscaping around should be completed this spring.
- The PRLP Programs & Facilities and Rules Committees is reviewing policies and associated fees for groups and organizations interested in using the stage or renting sections of the park.

Leonard Field Park
- Following the storm damages of last July, the next step is for Buist Electric to install a line from the new circuit panel at the bathroom over to the ballfield. This will give power back to the ballfield lights and scoreboard.
- RJM-Design will be presenting concept plans for the Leonard Field Park Master Plan project during March, aiming for a final plan in April. A public input session will be held at the Averell Museum March 18th.

Roselle Park
- The north trails culvert/fill dirt project was awarded to Bultsma Construction. The construction work is planned for July and August.
- Completion of the crack sealing on the paved trails should be completed this spring.
- After not being awarded a MI DNR grand for the Shelter/Picnic/Parking lot project, the PRLP Facilities and Programs Committee has recommended that we proceed on the project, but expand the construction season to two years (2021 and 2022). We will be requesting of OCBA to submit a new proposal for phasing in the project.
- Request for rentals of the room continue to come in daily. The weekends in May and June are already all reserved.
- Work on the damaged trees from last September's storm will resume in the spring.

Carl Creek Crossings Preserve
- The mild winter has allowed for more visitors throughout the season.

Carl Creek Wetlands Preserve

- The site will be maintained for some access, safety and stewardship work. Major development projects have been postponed.

Grand River Natural Area

- Repair of a section of the paved trail leading from Ada Moorings to the river is listed as a CIP project for this year. Moore & Bruggink is to facilitate it along with the other trail projects.

Knapp Corners Preserve

- The sign improvement is still pending recommendations from the Township sign committee.

Updates on the Bike Paths / Non-Motorized Trails

- The remainder of the crack seal project is to be completed in this spring.
- The "Connect Ada" report by "Nelson/Nygaard" was approved by the Township Board March 9. Details available.
- The Trail Committee is continuing its work on details for new trail projects, priorities and funding. Millage ballot wording is due at the end of April for the August election.
- Moore & Bruggink is coordinating the next trail maintenance project. The bid request for this project is to include the milling the Consumers Easement section and the GRNA section.

Updates on Recreation Programs

- Two of our winter programs were canceled due to weather, one for families, the other for youth.
- Recent community/family programs included a Hike/Yoga program and a live Owl presentation. About 45 people attended each event.
- The spring Adaview newsletter went out at the end of February.
- Marketing and registration materials for the spring and summer programs is being finalized this week, including the Summer Youth Programs registration packet. They are to be hands-outs at the Forest Hills Expo March 21.
- Registrations for 2020 adult spring/summer softball teams is now open.
- The middle school baseball leagues start March 30.
- AYSO soccer will be held at Ada Park early April through the first week of June.
- Zig-Zag Ultimate Frisbee (middle school) will be at Ada Park on Mondays in the spring and Tuesdays in the summer.
- The Grand Rapids Triathlon is set for Sunday, June 14. Road closures start Saturday the 13th at 6:00 p.m.
- A few School and pre-school field trip programs for Ada and Roselle Parks are scheduled for the spring. Additional requests are pending staff availability.
- Beers at the Bridge concert dates are set for Leonard Field Park for June 19, July 17 and August 21.
- We are coordinating with the Ada Historical Society's Music Committee to host the "Music on the Lawn" concerts series at Legacy Park in July and August.
- Legacy Park is being reviewed as the host site for this year's 4th of July post-parade celebration.

Other Events

- The Forest Hills Community Expo will be at Ada Christian School March 21, 9:30-2:30.
- The spring Ada-Cascade Clean-Up Day is set for Saturday, May 16 at the Forest Hills Central Middle school, 8:00 am – 2:30 p.m.

CONNECT ADA

FINAL REPORT

February 2020

Table of Contents

Table of Figures

1 INTRODUCTION

Walking and bicycling is a key priority for Ada constituents – it is a focal point of many of Ada's community events and celebrations, and it is a part of how the community stays healthy. For some, it is their means of traveling to work, school, shopping, and social events. For many, it is an important factor in their choice of Ada as a place to live. This has also been demonstrated by residents' choice to align their tax investments with these values and interests. In 2006, Township voters approved a 15-year property tax millage of .5 mills ($0.50 per $1,000 of taxable value) for use in constructing and maintaining a trail network in the Township. This forward-thinking investment by Ada Township residents resulted in the construction of 15.5 miles of trails. With the millage expiring in 2021, a renewal is needed to maintain a high-quality experience on the trails Ada already has and to expand the network to reach more places and close existing gaps into neighboring communities, the State's Iron Belle Trail system,[1] and Ada Village.[2]

The Connect Ada Plan updates Ada Township's Trail Plan by suggesting key walking and bicycling improvements for consideration in the Township's 2020 non-motorized trail millage renewal. The project team kicked off the Connect Ada planning process in October 2019, meeting with the Township Trail Committee. A Situation Analysis was performed to identify key priorities, perform a SWOC (strengths, weaknesses, opportunities, and challenges) analysis of Ada's walking and biking network, and draft initial lists of possible projects and evaluation criteria. A conditions and network assessment evaluated street crossing barriers, population and employment densities, and collision history. Key stakeholders and the public were engaged through in-person workshops in November and an online survey in December. These all contributed to the development of a plan vision and key projects to select from should a millage progress.

Figure 1   Connect Ada Planning Process Timeline

CONNECT ADA VISION STATEMENT

Building on the Township's mission, Connect Ada envisions a safe and seamless walking and bicycling network that connects the places where people live, work, and visit.

---

[1] Michigan Department of Natural Resources, "Michigan's Iron Belle Trail: Interactive Trail Map." https://midnr.maps.arcgis.com/apps/webappviewer/index.html?id=981d6168f3b5400f8de1b69d1d674d10

[2] Ada Township, "Envisioning Ada," 2013. http://adamichigan.org/village

2   SITUATION ANALYSIS

A SWOC analysis identified initial strengths, weaknesses, opportunities, and challenges in Ada Township, based on four primary inputs:

- Envision Ada (2013)
- Ada Township Strategic Plan (2017)
- Ada Township Capital Improvements Plan: 2019-2024 (2019)
- October 22, 2019, Trails Committee meeting with the project team

These inputs highlight key Township values and the conditions Connect Ada responds to. Figure 2 summarizes the situation analysis, presenting conditions as communicated through engagement and analysis.

Figure 2   Situation Analysis Findings: Strengths, Weaknesses, Opportunities, and Challenges in Ada Township Non-Motorized Network

Strengths	Weaknesses	Opportunities	Challenges
Investments are attracting and retaining residents, businesses, and visitors	Limited resources of a small community	Make walkability improvements within the Village, to the Village, and to regional connections	Major physical barriers such as Fulton Street (M-21), the Grand River, and Thornapple River
Ada's beautiful natural environment, including rivers, streams, and rolling forests	Many residential neighborhoods are not connected to the Village or each other	Connecting people to the Grand and Thornapple Rivers	Kent County Road Commission and MDOT control roads
Many schools are accessible by trail	Without transit, parking supply is a concern	Trail-oriented development (TrOD)	Balancing new trails with short and long term maintenance
Amway's global headquarters serves as a major anchor for township employment, residency, and retail activity	Historic Ada's perception as "old"	Ensure street frontage in the Village--including along Fulton--is pedestrian-scaled using building design and parking strategies	Majority of existing Trail Fund required for debt service payments
Proximity to Grand Rapids	Current trail network primarily oriented to recreation (and not to general transportation needs)	Bolstering connections to Ada Village as a destination	Perception that Amway has outsized influence on policy decisions
Trail Fund's successful construction of trails		Funding sources such as Transportation Alternatives Program (TAP), Safe Routes to Schools (SRTS), Michigan Natural Resources Trust Fund (MNRTF)	Dependency on Amway as Ada's largest employer and taxpayer
Ada's world-class park and recreational facilities		Park once opportunity for Amway employees to visit Ada Village from workplace	Pressure to develop open spaces in the Township

CONNECT ■ ADA

3 CANDIDATE PROJECTS AND ENHANCEMENTS
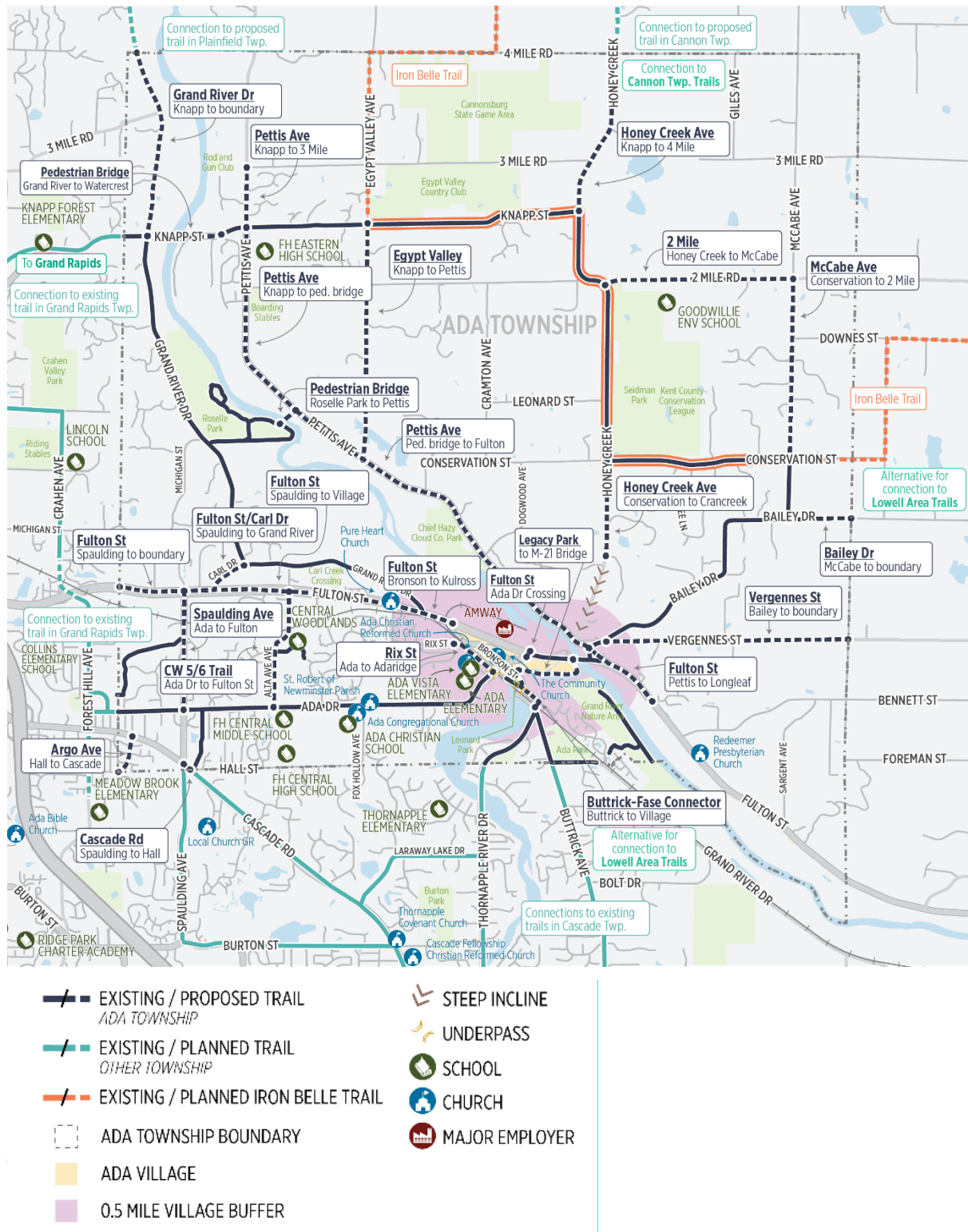
CANDIDATE PROJECTS

The following list of 26 project candidates was collectively developed through input from the Ada Township Trail Committee, Kent County Road Commission (KCRC), MDOT, and local residents. The Trail Committee had elevated an initial list of 18 projects prior to a public workshop and survey, where community members added eight additional projects for consideration (highlighted in blue below). These projects are mapped in Figure 3.

Figure 3   Non-Motorized Project Candidates

Project ID #	Project Location	Project Type
1	**Spaulding Ave Trail:** Ada Drive to Fulton Street	Path and Crossing
2	**Fulton Street Trail:** Spaulding Avenue to Carl Drive; and **Carl Drive:** Fulton Street to Grand River Drive	Path
3	**Fulton Street Trail:** Spaulding Avenue to Township Boundary	Path
4	**Pettis Avenue Trail:** Knapp Street to 3 Mile Road	Path
5	**Pettis Avenue Trail and Crossing:** Knapp Street to River Pedestrian Bridge	Path and Crossing
6	**McCabe Avenue Trail:** Conservation Street to 2 Mile Road	Path
7	**Fulton Street Trail:** Pettis Avenue to Longleaf Drive	Path
8	**Legacy Park Trail:** to M-21 Bridge	Path
9	**Rix Street Trail:** Ada Drive to Adaridge Drive	Path
10	**Honey Creek Avenue Trail:** Conservation Street to Crancreek Drive	Path
11	**Fulton Street Trail:** Bronson Street to Kulross Avenue	Path
12	**Grand River Drive Trail:** Knapp Street to Township Boundary	Path
13	**Bailey Drive Trail:** McCabe Avenue to Township Boundary	Path
14	**Honey Creek Avenue Trail:** Knapp Street to 4 Mile Road	Path
15	**Argo Avenue Trail:** Hall Street to Cascade Road	Path
16	**Cascade Road Trail:** Spaulding Avenue to Hall Street	Path
17	**Pedestrian Bridge:** Grand River Drive to Watercrest Drive	Bridge
18	**Pedestrian Bridge and Crossing:** Roselle Park to Pettis Avenue	Bridge and Crossing
19	**Pettis Avenue Trail:** From Pedestrian Bridge to Fulton Street	Bridge
20	**Vergennes Street Trail:** Bailey Drive to Boundary	Path
21	**Central Woodlands 5/6 Trail:** Ada Drive to Fulton Street	Path
22	**Buttrick-Fase Connector Trail and Crossing:** Buttrick Avenue to the Village, via Fase Street	Path and Crossing
23	**Fulton Street Crossing:** Improved Crossing at Ada Drive	Crossing
24	**2 Mile Trail:** Honey Creek Avenue to McCabe Avenue	Path
25	**Egypt Valley Trail:** Knapp Street to Pettis Avenue	Path
26	**Fulton Street Trail:** Spaulding Avenue to Village	Path

CONNECT ■ ADA

Figure 4   Map of Non-Motorized Candidate Projects

Legend:

- ▬ ▪ EXISTING / PROPOSED TRAIL *ADA TOWNSHIP*
- ▬ ▪ EXISTING / PLANNED TRAIL *OTHER TOWNSHIP*
- ▬ ▪ EXISTING / PLANNED IRON BELLE TRAIL
- ⬚ ADA TOWNSHIP BOUNDARY
- ADA VILLAGE
- 0.5 MILE VILLAGE BUFFER
- ↙ STEEP INCLINE
- ︶ UNDERPASS
- ◉ SCHOOL
- ◉ CHURCH
- ◉ MAJOR EMPLOYER

NON-MOTORIZED INFRASTRUCTURE ENHANCEMENTS

Ongoing maintenance and enhancements such as benches, lighting, and signs will ensure Ada's trail system remains safe, user-friendly, connected, and enjoyable.

Figure 5   Non-Motorized Infrastructure Enhancements

	Improvement	Benefits	Relative Cost
Enhancements	Benches	• Benches provide places to sit along trails • Strategic siting can invite people to stop at a viewpoint or allow for a brief break along a long stretch.	$
	Bike Racks	• Bike racks provide a designated place to park bicycles, helping keep bikes safe from theft and out of walkways.	$
	Trash Cans	• Trash cans help keep trails clean and deter littering, by providing a designated place to discard waste.	$
	Lighting	• Trails lights allow trail use to extend past dusk, or before dawn • Lighting is also a key safety enhancement, helping people see their surroundings throughout a run or ride.	$$-$$$
	Wayfinding Signs	• Wayfinding signage guides people to popular landmarks or other trail routes nearby. • Signs can be oriented for different audiences: indicating direction and distance to tourism destinations, business districts, schools, or other prominent destinations.	$
	Crossing Enhancements	• High visibility crosswalks increase drivers' awareness of the potential for people walking across the street, and make people more visible while crossing.	$$-$$$
	Trailhead Parking	• Trailhead parking enables visitors to travel to and experience choice trails around the Township, even if they do not live within walking distance. • Designated parking can also reduce unsafe parking on road shoulders.	$$$$
	Trail Counter	• Trail counters help the Township learn more about how often trails are used. • Data from trail counters can be key to supporting future grant applications.	$$$$
Maintenance	Brush Trimming	• Brush trimming keeps trails free from branches, brush, and other debris that might grow or make its way onto a trail otherwise. • Brush trimming supports trail safety by removing obstacles from walking and bicycling pathways.	$-$$
	Trail Cleaning	• Regular cleaning helps keep litter and debris off trails, maintaining them for long term use and enjoyment.	$-$$
	Pavement Repair	• Over time, pavement cracks and breaks, and creates potential obstacles for walking and biking. Regular repair reduces the obstruction these trail cracks pose to trail safety.	$$

	Improvement	Benefits	Relative Cost
	Plowing	• Plowing can keep trails open and safe through winter months, enabling people to enjoy them year-round. Without plowing some trails can be used for skiing.	$

Cost Key: $ = $0 - $2,000; $$ = ; $2,001-$5,000; $$$ = $5,001-$10,000; $$$$ = $10,000

STREET CROSSINGS

Connect Ada relies on a combination of improvements along and across roadways. For the most part, the candidate project list consists of paths and walkways along, and separated from, existing roadways.

Projects across roadways can be more complex because of the nature of the roads to be crossed. However, without addressing these crossings, it is impossible to have a completely connected network.

Neighborhood and Commercial Streets

Neighborhood crossing improvements can be relatively simple, such as marked crosswalks, curb extensions or traffic calming that slows traffic and enhances the visibility of people on foot or bicycle trying to cross the street. That said, the enhancements must be approved by the County Road Commission. Potential design treatments for improved commercial and neighborhood crossings include:

- High visibility continental crosswalks
- Count-down pedestrian signal heads
- Leading pedestrian intervals at traffic signals that give pedestrians advance time to cross the street before traffic starts to move
- Trail way-finding signs
- HAWK pedestrian signals that act as traffic signals to stop cars via pedestrian activation
- Rectangular Rapid Flashing Beacons, which are high visibility beacons to signal to drivers that they shall yield to pedestrians in the crosswalk
- Pedestrian refuge islands that provide the opportunity for pedestrians to cross one direction of traffic at a time via an island at the centerline
- Signs reinforcing the legal requirement that drivers yield to pedestrians in crosswalks

Pictures illustrating best practice applications of these tools can be found in Figure 7.

State Highways

Crossings of State Highways, such as Fulton Avenue, (M-21) are more complex both because these roadways have higher traffic volumes, but also because their principle purpose is to efficiently and reliably move regional traffic. People in Ada have described that crossing Fulton Ave feels uncomfortable and unsafe because of high traffic speeds and motor vehicle turning movements. Based upon this feedback, one immediate action during the course of this plan's

development is MDOT's commitment to supplement existing marked crossings on M-21 with high visibility crosswalks.

Longer term projects to add grade-separated crossings to M-21 are proposed to improve trail access between Amway and Ada Village include an undercrossing near the Grand River as an extension of the Legacy Trail and a mid-block crossing between the signals at Headley Street and Ada Drive.

Based upon cost and feasibility, as well as the user experience, a tunnel crossing is recommended should this project move forward. A full reference to the pros and cons for tunnels versus overpasses has been summarized in Page 7 of the costing-support memo by Progressive AE in Appendix B.

Figure 6   Photos of the Fred Meijer Standale Tunnel

Photo Credit: Scott Conners, City of Walker, and Jason Washler, Prein & Newhof
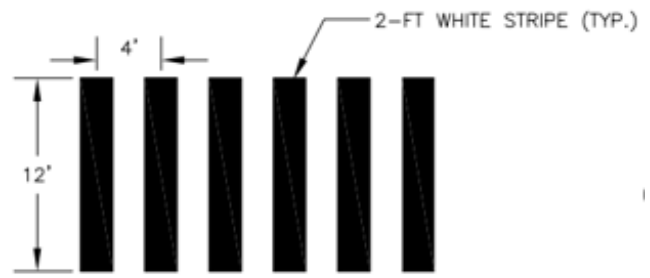
Figure 7   Neighborhood Crossings and Signage - Best Practice Toolkit

Improvement	In Practice
Striping Continental Standard Crosswalks Source: NACTO Urban Street Design Guide	• Stripe all signalized crossings and/or major pedestrian or bicycle crossing desire lines • Stripe the crosswalk at least as wide as the walkway it connects • Use high visibility zebra markings to ensure pedestrian visibility (See Continental Standard in MUTCD) • Provide ADA-accessible curb ramps on either side of crosswalks • Strip stop bars at least 8 feet in advance of the crosswalk

2-FT WHITE STRIPE (TYP.)

4'

12'

Sample Specification: Cambridge, MA

Source: Nelson\Nygaard, from Somerville, Massachusetts

"Two-Can" Bike Crossing	• Paint applications that reinforce bicycles can also make use of a crosswalk to cross the street • Has also been applied as green thermoplast dashes in many cities (as pictured below)

Source: Nelson\Nygaard, Cambridge, MA

Source: Nelson\Nygaard, Seattle, WA

Count-Down Pedestrian Signal Heads	• Countdown programming gives people crossing more information about how much time is left to safely cross the street • When installed with pushbuttons, a 29% reduction in total pedestrian crashes and a 30% reduction in fatal/injury pedestrian crashes were observed

Source: Nelson\Nygaard, from Washington, D.C.

Leading Pedestrian Intervals (LPI) at Traffic Signals **Phase 1: Pedestrians only** **Phase 2: Pedestrians and cars** Source: nacto.org	• Enhancing pedestrian crossing signal heads can also allow for LPI enhancements • An LPI programs the signal to give pedestrians a 3 to 7 second head start ahead of the green light phase, to ensure visibility for safe crossing • Most critical application areas include those where there is heavy turning volume, which could create conflict with those crossing the street • Shown to reduce pedestrian-vehicle collisions as much as 60%
Wayfinding Signs Source: Nelson\Nygaard, from Chicago	• Wayfinding can support the use of a trail system and the connections to and from it • Ada should conduct a detailed wayfinding study and audit to identify locations that could benefit from signage to mitigate confusion and to ensure the system is comprehensive to users • As part of this, a hierarchy of signage typologies could also be developed, including those for major vs supportive navigation • Signage could also be interimly-deployed as a "pilot" by applying them with zipties to other vertical parking or light poles • Bicycle Boulevard principles could also be deployed, to indicate distance in time and miles to and from the village, schools, and major parks (as pictured in the example from Fresno)
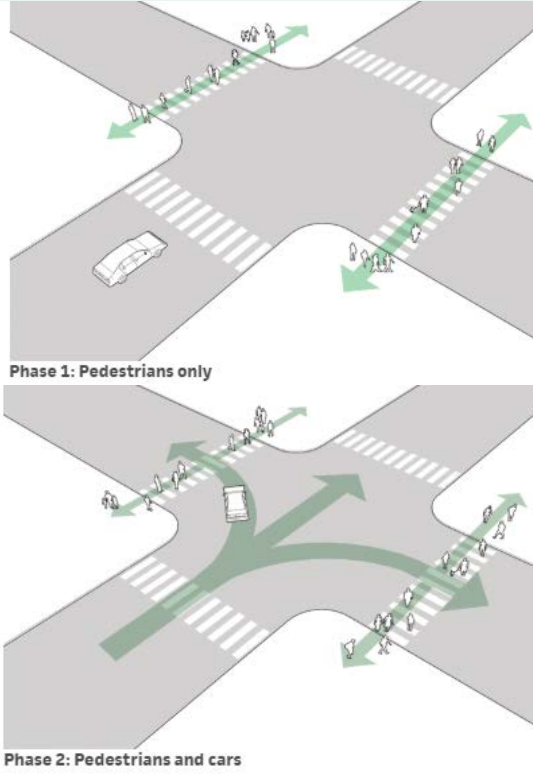
Source: Nelson\Nygaard, from Fresno

Trail Yield / Share the Path Signage

Source: Nelson\Nygaard, from California

- Many towns and trail organizations create custom signage for trails to encourage proper yielding behavior in these share areas
- Some towns include signage with terms like "Courteous Cycling Welcome", "Share the Path," and so on to reinforce the cultural manner of the rule policy context

HAWK Signals

Source: pedbikeimages.org

- HAWK: High-Intensity Activated crosswalk
- Installed as mid-block crosswalks that include both a vehicle beacon and pedestrian signal heads.
- Most effective when used a locations that have high rate of pedestrian activity with high volumes of crossing traffic that doesn't allow sufficient gaps in traffic for pedestrians to cross the road safely.
- The beacons have resulted in crash reductions, according to one FHWA study. There was a 69 percent reduction in vehicle pedestrian crashes, as well as a 29 percent
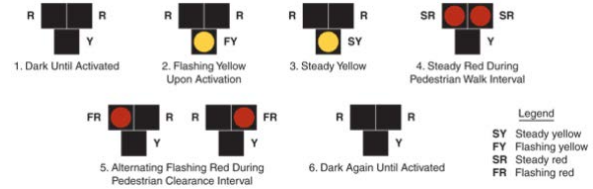
decrease in all crashes (Fitzpatrick, 2012). Additionally, the vehicle compliance is high, with up to 97 percent vehicle compliance of stopping at crosswalk during the steady red beacon phase.

- The beacon remains dark until it is activated by a pedestrian with a pushbutton. (See diagrams below for signal progressions)

Source: https://nacto.org/wp-content/uploads/2015/04/hawk_ped_signals_a_survey_of_national_guidance_ctc.pdf

Pedestrian hybrid beacon phases
Source: Michele Weisbart

Source: Nelson\Nygaard, from Northampton, MA

Rectangular Rapid Flashing Beacons (RRFB)

Source: Nelson\Nygaard, from Miami Beach, Florida

- RRFBs are user-activated flashing lights that supplement crossings at an unsignalized location
- The signal can either be activated passively through detection or manually through the use of a push-button

| Median Refuge Islands	• Median refuge islands shorten crossing distances and also allow users of all ages to make a safe two-stage crossing, where they only have to cross one direction of traffic at a time • Levels of signage should be tailored according to the degree of vehicular volume present at the installation area
 Source: nacto.org, from Portland, OR	
Yield to Pedestrians Signage	• Yield to Pedestrian Signage, when applied in-street could reinforce yielding or stopping when a pedestrian is present in the crosswalk • Policy change would be needed to ensure
 Source: Nelson\Nygaard, from Washington, D.C.	

4   OUTREACH AND ENGAGEMENT

Engagement Summary
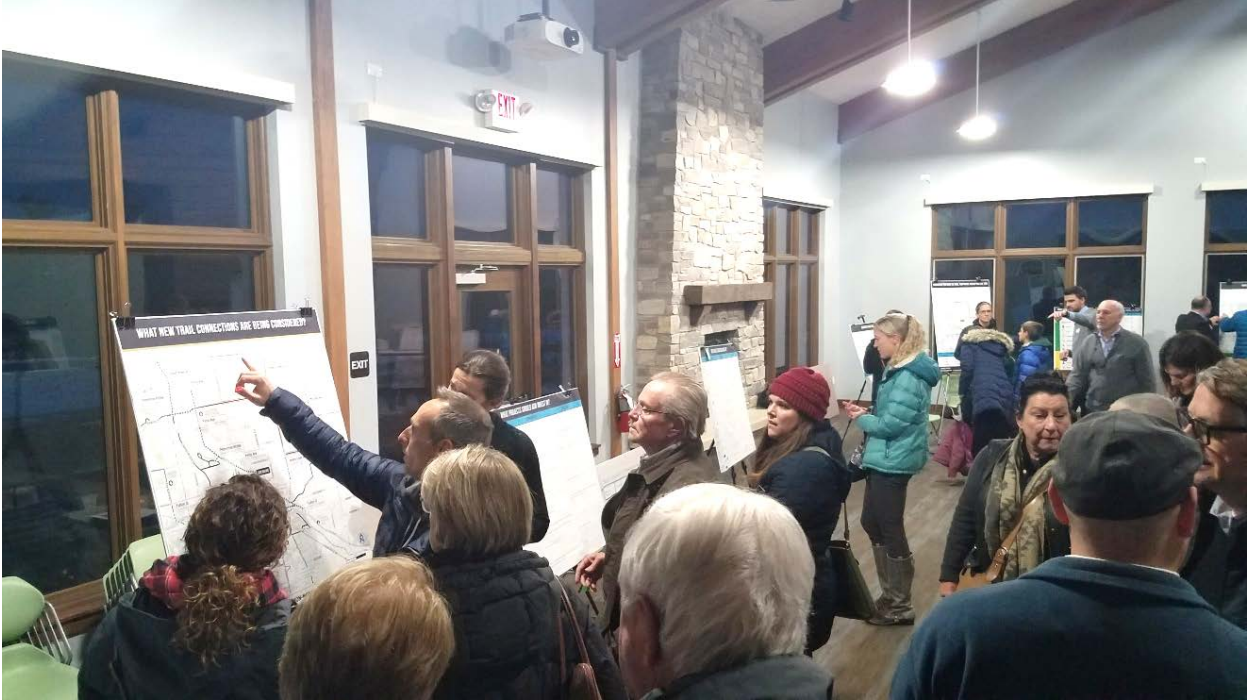
On November 12, 2019, the Connect Ada project team hosted two public workshops at Roselle Park, asking people for input on potential projects from previous planning efforts and to document other opportunities to improve walking and biking in the Township. Even though it was hosted on the day after the first major snowstorm of the season, over 100 people attended the workshops to share their feedback.[3]

In addition, because Ada's roads are not locally owned or maintained, the project team met with staff from the Kent County Road Commission and MDOT. The purpose of that meeting was to discuss opportunities and challenges to installing and maintaining walking, biking, trails, crossings, and signals in Ada. The team also hosted a working meeting with Ada's Trail Committee to discuss direction based on all of the input received from stakeholders.

Following the public workshops at Roselle Park, the project team posted an online survey asking people to vote for their top three most preferred projects. This offered an additional opportunity for Ada Township residents to vote on project prioritization, if they were unable to attend the workshops in person. The survey was live from December 6th through December 15th. 205 people voted in the online survey.

---

[3] Based on a head count of people in attendance by project staff. Of these, 75 people signed in on sign-in sheets.

Key Takeaways from Community Input

- Walking and biking for exercise is a popular reason for use of non-motorized facilities.
- Feedback on potential projects:
  - Eight new projects were added to the initial 18 candidate projects previously assembled by the Trail Committee (Figure 3).
  - Figure 7 documents the most popular projects at the workshop. The most popular projects were concentrated in and around Ada Village, and along the Pettis Avenue corridor.
  - Many participants noted that Pettis Avenue is a notable gap in the existing network that is already commonly used by people biking.
  - Residents cited speed and volume of through-traffic as concerns in Ada Village, describing that crossing Fulton Street and Ada Drive are a challenge and that almost every intersection needs crossing enhancements.
- Crossing enhancements, generally, were the most-cited spot improvement request. The most popular locations identified for crossing enhancements were:
  - Throughout Ada Village
  - Thornapple River Drive, south of the Village at Fase Street
  - Alta Dale Avenue, especially connecting to Central Woodlands 5/6 School
  - The interchange comprised of the intersections of Fulton Street, Vergennes Street, Bailey Drive, and Pettis Avenue
  - Knapp Street between Grand River Drive and Pettis Avenue
- Many participants also recommended planning new pedestrian crossings with comfort for crossing with children as a central design priority. This input was raised by many parents who were concerned about travel to and from local schools and to, from, and within the Village.

Workshop Exercises

Workshop participants had the opportunity to provide plan input through six exercises. These exercises yielded quantitative and qualitative information about residents' current experiences walking and biking in Ada Township, what non-motorized infrastructure they are seeking, and their priorities in project investments. The following list outlines the exercises and the feedback they sought:

- **"How do you travel in Ada?"** – A table of travel modes and trip purposes, asking participants to mark how they travel for common trip purposes.
- **"What projects should Ada invest in?"** – A series of boards listing and mapping candidate projects, with opportunity to vote by sticker and list opportunities and challenges. These boards provided the opportunity to vote on candidate projects, add more projects to that list, and to outline known challenges and opportunities associated with each.

- **"How easy is it to cross the street in Ada**?" – A map depicting the results of ease of crossing analysis for southwest Ada Township, along with two prompts asking people to identify challenges they have getting to and around within the Village.

- **"Where do you walk or bike, and where would you like to**?" – A map with color-coded markers prompting participants to mark where they currently and would like to walk or bike. This board offered participants a way to visually illustrate where they can and cannot walk or bike, giving project staff an opportunity to learn how well potential projects cover current and desired travel paths.

- **"What spots need improvement**?" – A series of boards offering a list of trail amenities and maintenance priorities with stickers to mark locations in need on the map.

- **"What other ideas…What factors matter in making investment decisions?"** – These boards included two prompt questions to provide open-ended feedback on other ideas to help make non-motorized investment decisions.

CONNECT ■ ADA

Public Voting Summary

Workshop and online survey participants voted for the following projects as their most popular:

Figure 8   Top-Voted Projects

Score	Project Location	How Many Participants Included this Project in their Top 3 Votes	How Many Points Received as Part of 1st, 2nd, 3rd Choices*
1	**Pettis Avenue Trail:** From Pedestrian Bridge to Fulton Street	94	198
2	**Buttrick-Fase Connector Trail:** Buttrick Avenue to the Village, via Fase Street	66	181
3	**Pettis Avenue Trail and Crossing:** Knapp Street to Pedestrian Bridge	84	166
4	**Pedestrian Bridge and Crossing:** Roselle Park to Pettis Avenue	87	145
5	**Rix Street Trail:** Ada Drive to Adaridge Drive	58	112
6	**Pedestrian Bridge:** Grand River Drive to Watercrest Drive	40	96
7	**Fulton Street Trail:** Bronson Street to Kulross Avenue	40	94
8	**Fulton Street Trail:** Pettis Avenue to Longleaf Drive	42	92

Note: * 1st choice sticker = 3 pts; 2nd choice sticker = 2 pts; 3rd choice sticker = 1 pt

CONNECT ■ ADA

Trail Amenities and Enhancements

The following trail improvements were the most popular among those that attended the workshop:

Figure 9   Top-Voted Trail Improvements at the Workshop

Score	Improvement	Vote Tally	% of All Votes
1	Crossing Enhancement	37	52%
2	Trailhead Parking	7	10%
3	Bike Racks	6	8%
3	Pavement Repairs	6	8%
Total		71	100%

- Crossing enhancements were the most popular improvement by far. The most popular locations identified for crossing enhancements were:
    - Throughout Ada Village
    - Thornapple River Drive, south of the Village at Fase Street
    - Alta Dale Avenue, especially connecting to Central Woodlands 5/6 School
    - The interchange comprised of the intersections of Fulton Street, Vergennes Street, Bailey Drive, and Pettis Avenue
    - Knapp Street between Grand River Drive and Pettis Avenue
- Trailhead parking, while marked in several locations, only showed up on the Trail Committee's map. It was not marked by any members of the public.
    - Suggested trail parking enhancement locations included: Forest Hills Eastern and Central high schools, Seidman Park, Chief Hazy Cloud Park, Amway Headquarters, and the Forest Hills Community and Aquatic Center.
    - Based on the presence of existing parking at these locations, enhancements could include either securing shared parking agreements to formally designate and sign these locations for trail parking, expanded parking specifically for trails use, or both.
- Bike racks:
    - Two-thirds of the bike rack locations identified were in the Village.
    - Other locations identified for potential new bike racks were the Forest Hills Community and Aquatic Center and Roselle Park.
- Pavement repair:
    - McCabe Avenue, between Conservation Street and Bailey Drive, was the only location identified for pavement repair more than once.
    - Other locations identified were on trails along Honey Creek Avenue, Grand River Drive, and Ada Drive.

Challenges Getting to the Village

- Outside of map inputs, over a dozen participants wrote about locations of challenging barriers for getting to the village. Many of these were reflected in the list of candidate projects, especially projects 7, 19, and 22 (see Figure 3).

- Two additional barriers were also cited at a higher level: Ada Drive and Fulton Street

- Beyond these barriers, respondents also called for:

    o A trail along Fulton Street

    o Speed reductions, especially closer to and within the Village

    o A safer crossing on Thornapple River Drive at Fase Street

Challenges Getting Around the Village

- The most commonly cited challenges within the Village are crossing Fulton Street and Ada Drive.

- Through-traffic and speed were raised as challenges, especially on Fulton Street and Ada Drive, as both are connections to and through the Village.

Factors in Investment Decisions

When asked for open-ended suggestions on factors to consider in non-motorized investment decisions:

- All suggested factors written in by participants were factors covered in the project team's draft evaluation criteria.

- Safety was the most popular suggestion.

- The other factors suggested were:

    o Safety

    o Population Density

    o Connections to Schools

    o Connections to regional trails

Other Project Ideas

When asked for opened-ended additional ideas beyond potential projects, popular themes included:

- Lowering vehicle speed limits within and leading to the Village.
    - Using speed control cameras and a speed lottery to encourage safe driving behavior.[4]
- Planning pedestrian crossings with comfort for crossing with children as a central design priority.
    - Popular design elements participants cited included: zebra striped crosswalks and slower speed limits farther from Village along through roads.
    - Safe crossing design was a popular topic and concern, especially in locations throughout the Village, and crossing Fulton Street, Ada Drive, and Thornapple River Drive.

---

[4] Some residents at the public workshop suggested a speed camera lottery system, based on the model of Stockholm's speed lottery, but with a giftcard to Ada Village businesses as the incentive, rather than cash. See: Haggarty, Elizabeth, "Speed Camera Lottery pays drivers for slowing down," The Toronto Star, December 9, 2010.
https://www.thestar.com/news/world/2010/12/09/speed_camera_lottery_pays_drivers_for_slowing_down.html

5 PRIORITIZATION EVALUATION

EVALUATION CRITERIA

The 26 non-motorized pathway candidate projects were prioritized based on six evaluation criteria. The intent of this prioritization is to identify which projects rise to the top as high priority projects to be supported by the Trail Fund in a subsequent millage cycle. With that, projects not included in the high priority list are still eligible for support from the Trail Fund, as well as external funding opportunities.

The evaluation criteria were drafted by the Trail Committee, with input from public participants at the November 2019 workshops, to assess how projects compare across key attributes.

Figure 9 describes the six evaluation criteria, along with their associated metrics and scoring. Each criterion is weighted with points based on input from the Trail Committee about Ada's vision and goals as they relate to community priorities. Evaluation scores are summarized in a table in the Appendix.

The highest scoring projects demonstrate the best potential to provide a safe and seamless walking and bicycling network in Ada that connects the places where people live, work, and visit.

Figure 10   Project Evaluation Criteria

CRITERIA	METRIC	SCORING
Connection to the Village	Is the project within ½ mile of Ada Village?	▪ Yes = 3 ▪ No = 0
Overcomes a River or Roadway Barrier	Does the project create or include an improved crossing of a high-stress street segment or river? These barriers include: ▪ Grand River ▪ Thornapple River ▪ Fulton Street (M-21) ▪ Ada Drive ▪ Thornapple River Drive	▪ Yes = 3 ▪ No = 0
Safety	Project scored based on an ease of crossing safety index analysis. This analysis is based on road width, average annual traffic volume, presence of a traffic sinal, and speed limit.	▪ Less Challenging: 1 ▪ Moderately Challenging: 2 ▪ Challenging: 3 ▪ Very Challenging to Cross: 4
Fills a Trail Gap	Is it a trail segment connecting to at least one end of an existing trail?	▪ Connects 2 Existing Trail Ends = 2 ▪ Connects to 2 Existing OR Planned Trail Ends = 1 ▪ No Connections = 0
Connects a Park	Is the project connecting directly or running adjacent to a park?	▪ Yes = 2 ▪ No = 0
General Public Support	Measured by public votes	▪ One of top 3 weighted choices in workshop = 2 ▪ Rated 4-8 in weighted choices in workshop = 1 ▪ Rated lower than 8 in weighted choices in workshop = 0

EVALUATION RESULTS

Based on the above criteria, the highest scoring projects are listed below. Complete project scores are detailed in Appendix A in Figure 12. The rating system developed for this plan is a tool. Practical considerations such as leveraging other funding, cost-efficiency, and geographical distribution can complement this analysis to create a final millage recommendation to the Board that will be supported by a wider public.

1. **Buttrick-Fase Connector Trail and Crossing:** Buttrick Avenue to the Village, via Fase Street
2. **Legacy Park Trail**: to M-21 Bridge
3. **Fulton Street Crossing:** Improved Crossing at Ada Drive
4. **Pettis Avenue Trail:** From Pedestrian Bridge to Fulton Street
5. **Fulton Street Trail**: Bronson Street to Kulross Avenue
6. **Pedestrian Bridge:** Grand River Drive to Watercrest Drive

TOP PROJECTS SPOTLIGHT

Buttrick-Fase Connector Trail and Crossing

Level of Public Support	Type of Project	Overall Project Score
High	Trail and Crossing	15 Numeric Score

The Buttrick-Fase Connector Trail and Crossing would fill the trail gap between Leonard Park and the Buttrick Avenue trail, south of the railroad. In addition, this project would add safety enhancements to the Thornapple River Drive and Fase Street pedestrian crossing.

Legacy Park Trail

Level of Public Support	Type of Project	Overall Project Score
Low	Trail	12 Numeric Score

The Legacy Park Trail would extend the Legacy Park trail, following the rivers from the Village to the trail on the northside of the M-21 bridge.

6 FUNDING

Non-motorized infrastructure in Ada Township is primarily supported through the Township's Trail Fund. There are some additional outside grant funds available to the township to apply for specific projects, especially if there is a significant local match and significant community support.

TRAIL FUND

In August 2006, Township voters approved a 15-year property tax millage of .5 mills ($0.50 per $1,000 of taxable value), to establish the Ada Township Trail Fund. The Fund supports the development and maintenance of Ada's non-motorized trail network. Since 2006, the millage has supported construction of 15.5 miles of trails. A millage renewal is needed in 2020 for the Township to continue maintaining its trail network.

The current millage was approved following two previous attempts in August and November 2002 (Figure 10). These previous millage attempts were proposed at 0.85 and 0.6 mills. Both failed attempts earned over 40% voter-approval. The second attempt in November 2002 was narrowly defeated by 7 votes. All previous trails millage votes took place during Michigan gubernatorial election years, and non-presidential election years.

Figure 11 shows estimated annual millage revenue and cost based on a $500,000 home, for millage rates ranging from 0.50 to 1.00 mills. These rates are estimated to generate $526,219 to $1,052,438 in annual revenue for the Trail Fund, at an annual cost of $125 to $250 per household assessed at a $500,000 property value. Assuming a renewal at the current millage rate, another 15-year trails millage cycle is estimated to cumulatively generate approximately $9.5 million.[5]

Figure 11   Non-Motorized Trail Millage History

Millage Attempt Date	Mills	Yes Votes / %	No Votes / %	Vote Count Margin / %
August 2002	0.85	960 / 41.1%	1378 / 58.9%	-418 / -17.9%
November 2002	0.60	2411 / 49.9%	2418 / 50.1%	-7 / -0.1%
November 2006	0.50	3401 / 53.5%	2958 / 46.5%	443 / 7.0%

Source: April 2019 Ada Township Trail Committee Memo

Figure 12   Estimated Possible Millage Revenue by Rate, Based on 2019 Taxable Value

	Taxable Value	Sample Millage Rates			
		0.50	0.625	0.75	1.00
2019 Ad Valorem Taxable Value	$1,040,715,643	$520,358	$650,447	$780,537	$1,040,716
2019 IFT Taxable Value	$23,445,164	$5,861	$7,327	$8,792	$11,723

---

[5] The cumulative amount generated reflects tax revenue generated. The actual revenue contributed to the Ada Township Trail fund would be less, after accounting for the Headlee Rollback. Based on 2019 taxable value, 15-year cumulative revenue contributed to the Trail Fund is estimated to be closer to $8.6 million.

	Taxable Value	Sample Millage Rates			
		0.50	0.625	0.75	1.00
Potential Total Millage Revenue Generated / Year		$526,219	$657,774	$789,329	$1,052,438
Tax Burden on a Home Valued at $500,000 (taxable value of $250,000)		$125.00	$156.25	$187.50	$250.00

Source: Ada Township, January 2020

EXTERNAL FUNDING OPPORTUNITIES

The following external funding opportunities could be deployed to supplement local funds for walking and biking improvements.

Local Sources

- GVMC Transportation Alternatives Program: Transportation projects that support mobility beyond typical roadway infrastructure are often considered for the Transportation Alternatives Program (TAP). This federal grant program is administered through two different processes. One is a local TAP process for which projects are considered by the Grand Valley Metropolitan Council (GVMC)l communities, competing with other GVMC community project requests. The other TAP process is a statewide competitive process evaluated against project submittals from across the state.
- West Michigan Trails and Greenways: WMTGC is a local non-profit dedicated to supporting West Michigan trails. They have a regional perspective that works to support trail projects by leveraging both public and private funding sources. Working directly with them may provide opportunities and access to unique funding sources and fund raising events.
- Philanthropy: Local donors, trails sponsorships, and friends groups are often another great resource for promoting, utilizing, and supporting community assets.

State Sources

- Highway Safety Improvement Program (HSIP): The MDOT HSIP is focused on transportation safety improvements on a statewide competitive process. Up to $600,000 in federal funds can be available per selected project. Applications must come from an Act 51 agency (KCRC) and must be safety focused.
- Safe Routes to School: SRTS is a federal program that is focused on making it safe, convenient, and fun for people to bike and walk to school. This school based program can potential support trail improvements in areas that provide benefits and connections to schools.
- MDNR's Outdoor Recreation and Legacy Partnership Program: This program provides matching grants to states and local governments for the development of public outdoor recreation and facilities in urban areas. Applicants are required to have a DNR-approved community five-year plan to be eligible for grant funding ranging from $250,000 to $750,000.

- <u>Land and Water Conservation Fund</u>: This fund provides matching grants to governments planning to acquire and develop outdoor recreation facilities, in accordance to the plans for growth demand laid out in the 2018-2022 Statewide Comprehensive Outdoor Recreation Plan.
- <u>Michigan Natural Resources Trust Fund</u>: This program provides grants for outdoor recreation and natural resource protection largely used for acquisition projects given no more than 25 percent can be used for the development of facilities.
- <u>Recreation Passport Grants</u>: Townships can apply for grants to renovate existing recreational facilities if a 25% match is provided locally.