



City of Kentwood Non-Motorized Facilities Plan 2017

Acknowledgements

City Commission
Planning Commission
Parks and Recreation Commission
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Introduction

The 2012 update of the Kentwood Master Plan provided a long-range guide for growth, land use, development, re-development, and open space conservation within the city. A key component of the city's ability to implement the master plan is its transportation system and the manner in which it integrates with land use and interconnects with surrounding communities and the world beyond.

The most recent comprehensive study and assessment of Kentwood's transportation system was undertaken as part of the 1995 Master Plan update. The major emphasis of the transportation portion of the study was on streets and the movement of vehicles. *Subsequently this analysis and planning has proven to be instrumental in the development of a network of local, collector and arterial roadways that has incorporated virtually all of the recommended street connections and upgrades specified in 1995.* The transportation section did include a brief discussion on the desirability of an improved network of sidewalks and trails to encourage walking,



Source: Google Maps

bicycling and other non-motorized modes. The direction outlined in the plan was to improve and repair the traditional sidewalk networks along the local, collector and arterial roadways within the square mile sections throughout the city as well as pursue pathways within utility corridors, along Plaster Creek or through rails to trails conversions.

The following transportation system document will focus on non-motorized movement within the city and interconnections with the regional non-motorized and transit networks. The resulting Non-Motorized Facilities Plan is intended to reflect the city's future vision as well as identify projects and prospective funding resources that can be drawn upon and implemented through the city's capital improvements programming.

Facility Types and Definitions

AASHTO-American Association of State Highway and Transportation Officials-A standards setting body which publishes specifications, test protocols and guidelines which are used in highway, air, rail, water, street, public transportation and non-motorized design and construction throughout the United States.

Shared-Use Paths- AASHTO: "A bikeway physically separated from motor vehicle traffic by an open space or barrier and either within the highway right-of way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. Most shared use paths are designed for two-way travel". (Sometimes referred to as a Trail, Multi-Use Path or Non-Motorized Trail/Path, as shown right).



Source: Megan Pluymer, Northwest Park Wetland Bridge

Shared Lane- AASHTO: "A lane of traveled way that is open to both bicycle and motor vehicle travel". In situations where it is desirable to provide a higher level of guidance to bicyclists and motorists, shared lanes may be marked with a pavement marking symbol.

Bicycle Lane- AASHTO: "A portion of roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs. It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designed as a contra-flow lane".

Sidewalk- AASHTO: "The portion of a street or highway right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians.

Sidepath- AASHTO: "A shared use path located immediately adjacent and parallel to a roadway". (Used to provide bicyclists an option when roadway characteristics deter movement or threaten safety.)

Bicycle Route- AASHTO: "A roadway or bikeway designated by the jurisdiction having authority, either with a unique route designation or with Bike Route signs, along with bicycle guide signs may provide directional and distance information. Signs that provide directional, distance, and destination information for bicyclists do not necessarily establish a bicycle route." (Also referred to as Signed Shared Roadways).

Transportation Enhancements- A portion of Surface Transportation Funds (STP) specifically set aside for landscaping and street improvements, bike and foot paths, mitigating highway runoff and the historic preservation of transportation-related structures.

Pedestrian Bridge- Modified road bridge structures that accommodate pedestrians and bicyclists, or they may be pedestrian/bike only structures.

Complete Street- The Michigan Legislature adopted Public Acts 134 and 135 of 2010 to enact Complete Streets legislation that requires the Michigan Department of Transportation and local governments to plan, design, and construct transportation related projects to provide appropriate access in to all users a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle. A Complete Street is created based on its location and how it fits within the context of the community. This "complete street" approach is to allow pedestrians, bicyclists, transit users and those with disabilities to easily and safely use roads in their communities. Complete streets are anticipated to support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation, and retail destinations by improving pedestrian and vehicular environments throughout communities.

Curb Ramp- A solid (usually concrete) ramp graded down from the top surface of a sidewalk to the surface of an adjoining street.

Refuge Islands- A protected area between traffic lanes providing pedestrians or bicyclists with a safe place to wait for gaps in traffic in order to cross a road safely (as shown below).



Source: NACTO

Overview of the Non-Motorized Facilities Planning Process

The Grand Valley Metro Council (GVMC) is the Metropolitan Planning Organization for all of Kent County as well as the eastern portion of Ottawa County. GVMC is responsible to develop a Long Range Transportation Plan that not only covers movement of people and goods by motor vehicle movement but as well to plan for pedestrian, bicyclists, transit users and those with disabilities. The Non-



Motorized facet of the GVMC Long Range Transportation Plan was adopted in 2014. Federal legislation specifies that any and all projects seeking federal funding of non-motorized projects must be included in the MPO's non-motorized plan.

As a member of the Grand Valley Metropolitan Council (GVMC), the city of Kentwood has had an active role in the transportation planning for the area. City engineering, planning and parks and recreation staff took part in the development of the GVMC Bicycle Plan and Pedestrian Plan approved in 1996 and 1997, respectively. Likewise these city departments also participated in subsequent GVMC planning efforts initiated in 2006, updated in 2009 and finally adopted in 2014 that combined the elements of the bicycle and pedestrian plans to produce a comprehensive non-motorized document.

Inspired by the regional non-motorized planning efforts city staff felt it would be desirable to conduct an in-depth analysis of the existing non-motorized facilities and needs within the city boundaries to develop a City of Kentwood Non-motorized Facilities Plan. Subsequently in January of 2011 the initial meeting of the Non-Motorized Facilities Planning Committee took place. This committee consisted of a Planning Commissioner, a Parks and Recreation Commissioner and staff from Engineering, Parks and Recreation, Police and Planning. In addition, Kent County Road Commission staff attended several meetings given their jurisdiction over city border streets as well as arterial streets within adjacent townships.

From the beginning the committee was convinced that it was important to draw upon the unique perspectives and resources of engineering, parks and recreation, police and planning in order to develop a comprehensive draft plan. These perspectives and resources were also considered critical to respond to State legislative initiatives requiring local units of government to take a "complete streets" look at transportation. Ultimately, the adopted plan should serve as a resource to identify our short and long term non-motorized facility priorities as well as identify prospective funding sources and strategies.

Over the past several years a draft of the Non-Motorized Facilities Plan has been presented for review and comment during a number of neighborhood association meetings conducted by the Police Department Neighborhood Services Bureau and the mapping of existing and proposed non-motorized facilities has been posted on the city website. In addition, the City of Kentwood Adaptive Bike Club and the Greater Grand Rapids Bicycle Coalition were approached to secure their perspectives on the draft plan. Commentary from these sources has been incorporated into the plan document.

The adoption of the Non-Motorized Facilities Plan began with a review and recommendation from the Kentwood Planning Commission and Parks and Recreation Commission to the Kentwood City Commission. The City Commission subsequently adopted the plan on April 10, 2017. The adopted plan will thereafter be updated during the annual Capital Improvements Planning process. This will include an implementation schedule to cover the upcoming 6 year period drawing upon the collective input of the Police, Engineering, Parks & Recreation, Planning and Public Works departments.

When the next update of the Kentwood Master Plan is initiated in 2017 the city would have the option of incorporating the Non-Motorized Facilities Plan within the city's overall master plan.

Planning Principles

The 2012 update of the Kentwood Master Plan included a number of references to the desirability of developing a non-motorized facilities plan. This section of the plan will highlight the significance of non-motorized facilities to the Master Plan Planning Principles.

Green Infrastructure - Open Space and Greenway Network

Kentwood contains significant wooded areas and is laced with several important wooded streams and drainage corridors, the most prominent of which is Plaster Creek. The City also contains a number of important undeveloped tracts of land in addition to 16 existing public parks/linear parks and 5 planned park facilities. These natural resources constitute a unique identity for Kentwood and the City should work to organize these existing open, green, and undeveloped spaces into a community-wide network of natural systems. This network would contain a combination of parks, protected lands, and appropriate recreational trails designed for community use.

Traffic/Transportation/Trails /Transit Networks

Kentwood's transportation network is designed to move persons throughout the community - generally in motor vehicles. The network also contains a parallel but less-extensive network of sidewalks and trails for pedestrians and other non-motorized movements such as bicycles and in-line skaters. The improvement of this parallel network will benefit the overall transportation network.



Source: Megan Pluymert, Breton Street SE Bike Lane

Major Arterials

Major arterial roads are designed to move traffic safely and efficiently with adjacent land use and planning issues handled at appropriate scales. Almost all of Kentwood's arterial streets have sidewalk on both sides of the street and are built to final grade, meaning that they are designed to meet the projected traffic volumes for the foreseeable future.

However, due to their width and the amount and speed of traffic, arterials have become barriers to pedestrians, bicyclists, or most forms of crossings. The city must strive to make these streets safe and to provide for alternate modes of transportation and for safe and efficient means of travelling alongside, on-street and/or crossing the arterial streets while connecting neighborhoods, businesses and employment centers, and recreation centers.

The city has the opportunity to reassess its streets to consider whether they are better able to handle pedestrian and other forms of transportation while still meeting traffic capacity. This analysis will involve the evaluation of each major street in the city to determine how it supports each mode of transportation. A road that has excess capacity for vehicular traffic might be capable to reduce the number of traffic lanes while improving its ability to support bicyclists and pedestrians.

Primary Intersections

Many intersections along Kentwood’s major traffic corridors have become increasingly complex due to increased traffic volumes and adjacent longstanding development patterns that have numerous and poorly planned access points. Consequently as the frontage properties redevelop, ingress and egress must be reevaluated to accommodate vehicular and non-motorized traffic movement safely, while creating improved visibility and context for development/business at these intersections. Safe non-motorized crossing at intersections as well as well-designed midblock crossings should simplify and improve the movement of vehicular traffic through the primary intersections.

Trails

One of the most successful features of many of the area’s municipalities is a trail system that allows pedestrians, bicyclists, and other non-motorized means of transportation to travel within the metropolitan area and beyond. In surveys conducted by the city, trails have consistently been identified as a feature that is valued by city residents. The discussion of trails shall include hiking trails, sidewalks, and bike paths, both within and outside of a street right-of-way.



Source: Megan Pluymert, Paul Henry Trail

Transit Corridors

Public transit in the Grand Rapids region is provided by the Interurban Transit Partnership (ITP), known as “The Rapid”. Kentwood contains key public transit service corridors along 28th Street (Route 28), 44th Street (Route 44), Division Avenue (Route 1 and the Silver Line), Eastern Avenue (Route 4) and Kalamazoo Avenue (Route 2) as well as the industrial area adjacent to the airport (Route 5 and Route 17). Current Rapid paratransit services such as GO!Bus and Passenger Adaptive Suburban Service (PASS) provide vital mobility and connections for many Kentwood citizens throughout the Greater Grand Rapids community. Non-motorized connections to the transit corridors must be afforded to residents and businesses alike in order to sustain and improve the effectiveness of transit services to the overall community.

As a member of the Interurban Transit Partnership (ITP) Kentwood residents have access to the line haul services as well as paratransit services. The entire line haul fleet is made up of low floor buses equipped with ramps to accommodate barrier free access onto and off from the buses. In addition, all of the paratransit vehicles are likewise equipped with barrier free apparatus for boarding and de-boarding the

vehicles. With the exception of the Passenger Adaptive Suburban Services, the ITP paratransit services are door to door.

One other notable feature of the ITP line haul services is that all of the bus stops on the system have been upgraded to include a concrete connection to the street curb. Since all the arterial street frontages on which Kentwood bus stops are located have public sidewalk, the concrete connector optimizes barrier free access for all bus patrons.



Place Strengthening

Kentwood is considered a first tier suburb of Grand Rapids, the metro area's principal central city. As such, it shares many similarities with the areas of Grand Rapids that it borders, as well as with other suburbs; thus, distinctions between governmental units blur and a clear identity is not readily noticed. Recognizing this, a comprehensive non-motorized facilities plan will help distinguish Kentwood as a walkable and bike friendly community within the metro area and create a fresh expression about its identity.

Partnerships and Organization

While the City of Kentwood has the ability to plan land uses and growth within its borders, there are many external factors that affect the City's planning efforts. Traffic, transportation, housing, economics, ecology, and market dynamics are all influenced by regional forces that span geopolitical boundaries. Therefore, decisions made by communities across the greater Grand Rapids metropolitan region affect neighboring jurisdictions.

To best address transportation, housing, economic and environmental concerns, Kentwood must engage the adjacent cities, townships and transportation agencies in partnerships like the Interurban Transit Partnership (ITP) so that the issues pertinent within each community, as well as each community's independent vision and future plans can respond to external influences. Building upon the cooperative interactions with area local government and transportation agencies on initiatives involving transit and street planning effective interconnections can be forged with the local and regional non-motorized facilities in neighboring communities.

Sustainability

The city of Kentwood will strive to be a sustainable community through its efforts to maintain its greenways, encourage walking, biking and transit, and reduce its carbon footprint. Environmental sustainability in a community will attract new businesses and residents to the city and will provide a way that Kentwood can distinguish itself from other communities in the area. The provision of open space and natural systems were listed in the West Michigan Strategic Alliance (WMSA) "Elements for a Sustainable Quality of Life". These qualities, desired on a regional level will also help to ensure sustainability and economic success for the overall area.

Commercial Development/Redevelopment

The design and location of a majority of Kentwood’s commercial areas is auto oriented. Whether it is the Woodland Mall regional shopping center, the older commercial corridor along Division Avenue or any of the many other smaller commercial areas that provide goods and services to Kentwood residents and businesses, vehicular access and parking accommodations are the focus. As these commercial areas



redevelop it will be important to incorporate connections with existing non-motorized facilities and transit services as well as with adjoining residential and commercial uses. The non-motorized facilities plan should consider public infrastructure

investment in the commercial redevelopment areas where limited non-motorized facilities currently exist.

Goals

During the course of the original committee work initially undertaken in 2011 a number of distinct yet complementary goals became evident. The goals are enumerated below and serve as the basis for the recommended plan.

Meet Accessibility Standards set by the Americans with Disabilities Act (ADA): Federal legislation passed in 1990 requires that new and altered transportation facilities be accessible to individuals with disabilities.

Design a non-motorized network that takes into account the various users (pedestrians, rollerbladers, wheelchair and bicyclists) and the various skill levels (“low stress through high stress”):

There are various types of non-motorized facilities that offer varying degrees of safety and speed as well as cost to construct and maintain. If safety is judged according to the degree of separation from motor vehicle traffic, non-motorized facilities such as shared use paths and sidewalks may be preferred by pedestrians, those with disabilities, rollerbladers, young bicyclists and young

Source: National Parks Service



families. If speed is more desirable, sidepaths, sharrows and bike lanes may better accommodate runners and/or certain segments of bicyclists. Shared use paths and sidewalks are generally most expensive to construct and maintain while sidepaths, sharrows and bike lanes may be less expensive to construct and maintain if an existing roadway is found to have sufficient dimension and capacity to be re-designed to accommodate motor vehicles and non-motorized users.

Improve North-South and East-West Non-Motorized Connections: It is just as desirable to provide safe, convenient and continuous routes to move about the city for non-motorized users as it is for those utilizing motorized transportation.

Improve Non-Motorized Connections to and Between Neighborhoods, City Park Areas and Schools: Neighborhoods, parks and schools are important facets of the fabric of the community. Sidewalk along streets connecting neighborhoods with the parks and schools should be the basic component for pedestrian movement. Low traffic local connecting streets may accommodate bicyclists without any formal bike lane markings on the street pavement while wider, busier streets may warrant consideration of on-street bicycle pavement markings. Connections have and can continue to be established outside of the public street right-of-way. Pedestrian traffic signals and/or mid-block refuge islands may be desirable to cross multi-lane arterial streets. Wayfinding signs, apps and maps may be important components to inform city residents of the facilities and destinations along and near non-motorized corridors.

Provide Non-Motorized Connections to Adjacent Communities and Greater Grand Rapids Area: As evidenced in the Grand Valley Metro Council Non-Motorized Plan, there is opportunity to connect with a number of existing regional non-motorized trail systems as well as the opportunity to, in effect, create new regional non-motorized systems just by interconnecting with non-motorized facilities in adjacent communities. These interconnections expand recreational and commuting options for Kentwood as well as area residents.

Provide Non-Motorized Connections to Transit: The accessibility to transit for pedestrians, rollerbladers, wheelchair users and bicyclists is greatly enhanced as the non-motorized network is interconnected and direct routes to the transit system are created. Sidewalk and/or trail connections off the end of a cul de sac are a good example.

Identify Gaps in the Present Non-Motorized Network: While Kentwood currently has developed a number of non-motorized facilities within the city boundaries there is ample opportunity and benefit to provide interconnections between these facilities that accommodate the various user groups.

Complete the sidewalk network within the City: The basic component of the Kentwood non-motorized facilities is the network of sidewalks that serve the community. While virtually all of the arterial streets have at least a five (5) foot wide sidewalk on both sides of the street there are segments of collector and local streets that lack sidewalk altogether. Sidewalk along all of the public street frontages would truly equate to a walkable community.

Inform Public about the Health Benefits of Non-Motorized Transportation: The more extensive the non-motorized network and the more well known the routes and nearby attractions the more apparent it will be that walking, running, rollerblading or riding a bike will be considered a safe, convenient and healthy option to take care of our daily tasks. In addition, the more trips taken on the non-motorized network to work, school, shopping and recreation, the greater the reduction in ozone and particulate levels.

Promote Practical Uses of Non-Motorized Transportation: The non-motorized network should accommodate the movement of people for: recreation; exercise; connection to transit; and commuting to work, school, shopping areas and medical appointments.

Involve Community Stakeholders in the Planning Process: All residents have a stake in developing a comprehensive non-motorized network within Kentwood that interconnects with the greater West Michigan area. Citizen and neighborhood outreach can be accomplished by coordinating with the Parks and Recreation Business Plan initiative, Parks & Recreation Plan as well as connecting with user groups, the schools and business community.

Seek Diverse Funding Sources for Construction and Maintenance of Non-Motorized Facilities: There are a wide range of cost elements associated with the variety of non-motorized facilities that could be developed within our community. Accordingly, it is possible to draw upon a variety of funding sources to leverage local monies to creatively and effectively cover the cost of constructing and maintaining our existing and future facilities.

Develop a nature trail along Plaster Creek: In

1978 the city invited Grand Valley State Colleges (now GVSU) to assist in the study of the Plaster Creek to develop a plan to establish a trail that would traverse nearly all of the Plaster Creek floodplain within the city limits that would ultimately connect with the Grand Rapids Ken-O-Sha trail. The development of this recreational trail would complement the preservation and enjoyment of the natural beauty of the Plaster Creek corridor.



Source: Plaster Creek, Calvin College

Rights and Responsibilities: Public awareness/education and enforcement campaigns must be developed and coordinated to communicate pedestrian, bicycle and motorist rights and responsibilities on non-motorized facilities and public roadways especially where facilities intersect or are shared amongst user groups. The City of Grand Rapids has received Federal and State funding to develop a bike safety public education program on the rights and responsibilities for motorists and bicyclists alike which could be drawn upon to expand the scope to include pedestrians.

Planning and Engineering Design Guidelines

Utilization of Existing Infrastructure

Most of the city's arterial streets are built to final grade and generally the existing street pavement is not envisioned to be expanded upon in the future. However, there are a number of these arterial streets where the existing traffic volumes are significantly less than the capacity of the roadway. Several of these street segments warrant further analysis to determine whether it is feasible and desirable to re-design the existing street cross section to reduce the number and/or modify the width of the lanes in order to incorporate or expand upon non-motorized facilities. This analysis should be undertaken in coordination with the local Metropolitan Planning Organization to assure that existing and projected traffic volumes are considered in terms of localized and regional impacts to the transportation system. The range of variables involved in this analysis should include existing and projected peak hour and 24 hour volumes, crash history, traffic speeds and existing and future land uses along the corridor.

Utilization of Existing or Expanded Rights-of-way

Planning to expand the non-motorized facilities in existing transportation corridors should also take into account whether there is sufficient right-of-way outside the existing street cross section and /or opportunity to cost effectively increase the right-of-way. The reconstruction of existing roadways, the development/redevelopment of frontage properties and /or the acquisition of grant funds may then give rise to the implementation of non-motorized improvements.

Accessibility

Accessibility is a key factor in the planning and design of non-motorized facilities. The elimination of physical barriers immediately comes to mind especially for users that have a disability. However, the location and number of access points along a non-motorized facility/corridor must also be taken into consideration in situations where the non-motorized facility is at a different grade from the adjacent properties or if the non-motorized facility is in a public easement traversing through an area under private ownership.

Connections

The design of any transportation system should be undertaken with a keen awareness of where people want to go and how they get there. Several goals of this non-motorized plan speak in terms of the need and desirability of connections to and between: neighborhoods; city parks; schools; adjacent communities; regional non-motorized facilities; and transit. These connections must be kept in mind as the plan is developed and implemented.

Wayfinding

Thoughtfully prepared maps and a system of identification signs will be essential to create awareness and optimal use of the existing non-motorized facilities within the community as well as interconnections with non-motorized facilities in the surrounding region. The maps need to be accurate and up to date providing routes and popular destinations such as parks, schools, public buildings, shopping areas and transit routes/stops. The maps should be published in a variety of formats including



Source: Megan Pluymert, Kentwood, MI

hard copy, electronically on a variety of websites and on a variety of

computer applications. Identification signs need to be strategically placed at periodic intervals along the non-motorized routes to assist users in determining the distance they have and will travel as well as forewarn users of upcoming changes in grade that may increase the degree of difficulty of passage.

Reconstruction of Local Streets

As local streets are reconstructed those lacking storm sewer and/or concrete standup curbs will be upgraded with these features as well as sidewalk along both sides of the street.

Regional Interconnections

One of the stated goals of this plan is to provide non-motorized connections to adjacent communities and the greater Grand Rapids area. Currently, there is an interconnection between the M-6 Trail and the Paul Henry Trail at Wing Avenue and 60th Street. In 2016 the City of Wyoming constructed a shared use path connector and a refuge island in the 5000 block of Division Avenue to connect their Interurban Trail with the East-West Trail in Kentwood. Likewise in 2013 the Paul Henry Trail was extended south along East Paris Avenue from 60th Street to 68th Street into Gaines Township. A future extension of the Paul Henry Trail is planned to run northwest from 44th Street and Kalamazoo into the City of Grand Rapids. A Plaster Creek Trail connection between Kentwood and Grand Rapids is planned in the 3500 block of Breton Avenue through the Cross Creek condo development. Discussions are underway with Ada, Cascade and Grand Rapids Townships to interconnect the 10' wide Forest Hill sidepath at Hall Street and Patterson with the trail systems in the three townships. The 2014 Grand Valley Metro Council Non-Motorized Plan provides the forum, vision and major financial resources to achieve these interconnections with the west Michigan region and beyond.

Facility Maintenance

All assets within the community require a thoughtful recognition of the need to develop a maintenance and replacement plan, a reasonable estimate of the ongoing maintenance and replacement costs as well as a funding mechanism to cover these costs. In Kentwood's circumstance the network of sidewalks within the street rights-of-way is not only the largest non-motorized asset category but as well the longest standing. The City's Engineering Department inspects portions of the sidewalk network on an annual basis with the goal of seeing every section of sidewalk every five (5) years. By completing the annual inspection in the fall they prepare bid specifications for all the areas in need of repair/replacement generally during the winter. This information is forwarded to the Finance office to secure competitive bids and award the comprehensive package to the firm with lowest and best bid generally in late winter. The cost of the sidewalk repairs is assessed to the owners of the properties on which the sidewalk fronts. In 2016 the cost of replacing a 5'x5' section of sidewalk cost \$131.00.

Non-motorized facilities such as shared use paths and side paths are annually inspected by the Department of Public Works (DPW) and the preventative maintenance measures performed by DPW personnel throughout the year. In 2016 the DPW maintenance records and preventative maintenance practices indicate the shared use path costs to be approximately \$5,000 per mile per year (includes 10%

contingency, overall cost should be updated at 5% per year going forward). These costs are currently covered by city's General Fund.

New Facility Costs

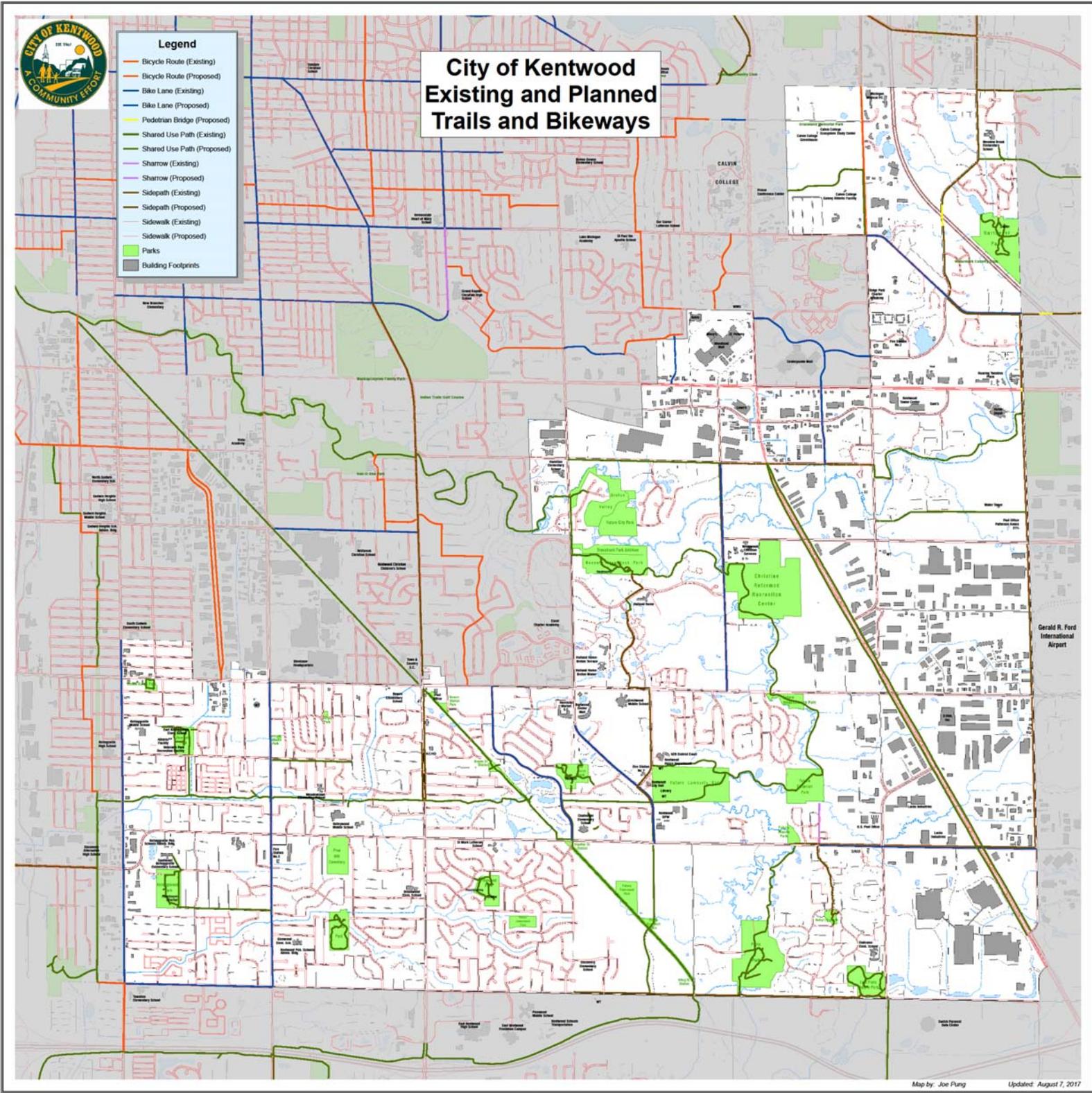
In recent years the City has been involved in the construction of a number of sidewalk and pathway projects. The cost of constructing new 5 foot wide concrete sidewalk has been \$370,000 per mile on one side of the road while the cost of constructing a new 8-10 foot wide asphalt trail is summarized below.

Boardwalk as Percentage of Trail Length	Cost per Mile of New Trail
0%	\$ 330,000
1%	\$ 385,000
2%	\$ 430,000
3%	\$ 470,000
5%	\$ 525,000
10%	\$ 660,000
15%	\$ 770,000
20%	\$ 850,000
30%	\$ 1,000,000

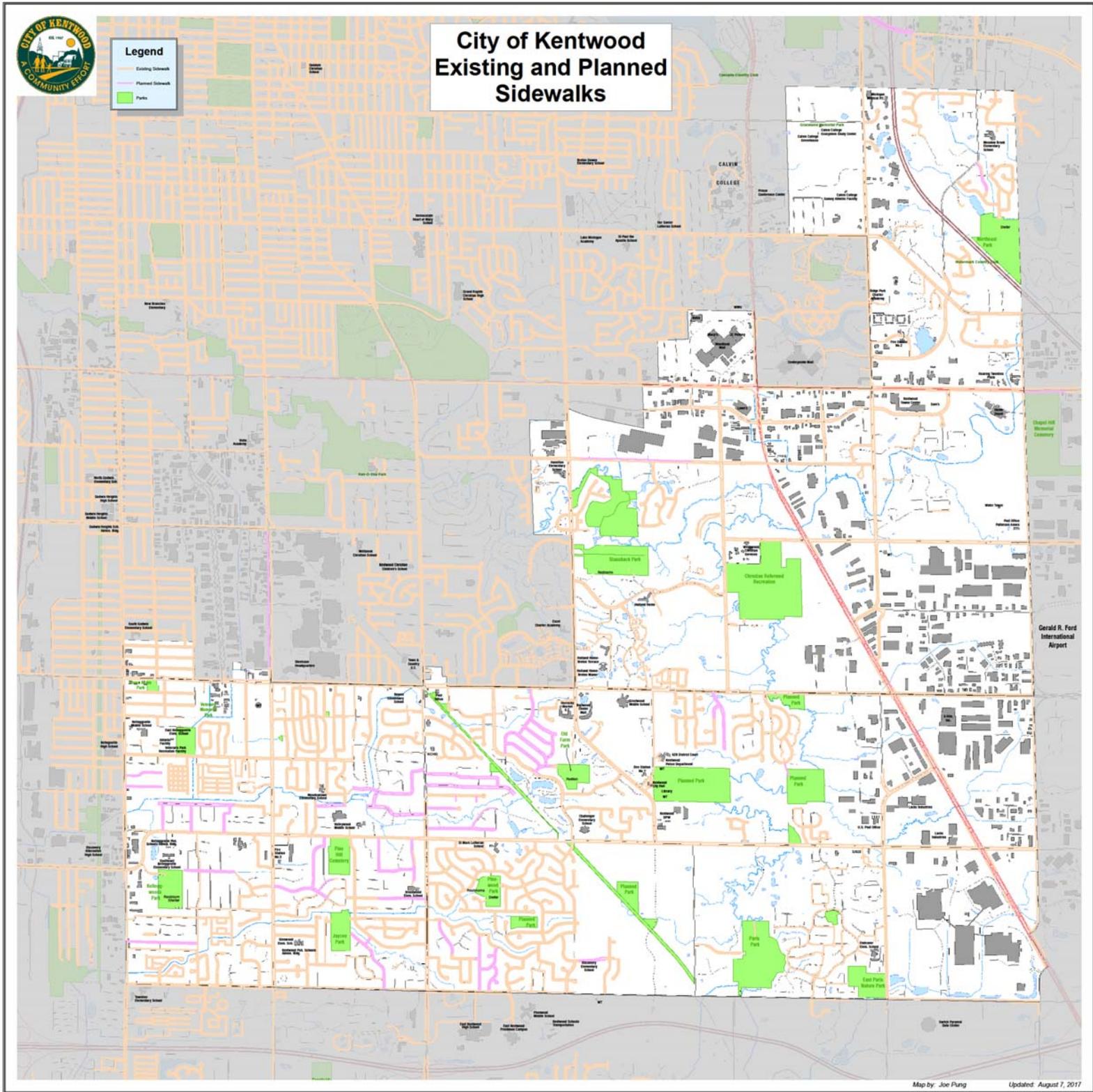
Mapping Existing and Proposed Facilities

One of the first steps in developing a plan for the non-motorized facilities in Kentwood is to take stock of the existing facilities as well as recognize the various funding sources that were utilized. Drawing upon the aforementioned principles, goals and guidelines a list of prospective projects emerge to establish and/or grow a network of non-motorized facilities for community. This information is presented in the form of a map (exhibit 1) as well as the following list of existing and planned facilities calling out project limits, type of facility, timing of improvement and, in some cases, funding source.

City of Kentwood Map #1



City of Kentwood Map #2



Existing Non-Motorized Facilities

Facility	Limits/Length	Type	Year Constructed	Funding Source
Major Arterial Street Frontages	All	Sidewalk	Throughout Time	Various
Local Street Frontages		Sidewalk	Throughout Time	Primarily Developers
East-West Trail	Division to Eastern	Shared Use Path	2003	CDBG
East-West Trail	Eastern to Kalamazoo	Shared Use Path	2006-2007	CDBG
East -West Trail	Kalamazoo to Paul Henry	Shared Use Path	2013	CMAQ *
East -West Trail	Paul Henry to Breton	Shared Use Path	2013	CDBG
Paul Henry Trail	44 th to 52 nd Streets	Shared Use Path	1998	ISTEA
Paul Henry Trail	52 nd To 60 th Streets	Shared Use Path	1996	ISTEA
Paul Henry Trail	Wing to East Paris	Shared Use Path	2008	ISTEA and Kent Co. Parks
60 th Street Trail	Brookfarm to Wing	Shared Use Path	2003	STP *
60 th Street Trail	Division to Eastern	Striped but no Bike Lane designation	2008	STP *
North-South (Walma) Trail	44 th St to Breton	Shared Use Path	2010	Concurrent with Roadway Improvements*
Walnut Hills Trail	Pffeifer Woods to 44 th St	Shared Use Path	2011	CDBG
Kalamazoo Avenue Trail	5000 Blk Kalamazoo to 44 th St	Modified Shared Use Path	2009	Concurrent with Roadway Improvements*
Forest Hill Trail	N City Limits to I-96	Shared Use Path	2011	CMAQ *
Forest Hill Trail	I-96 to Burton	Shared Use Path	2011	CMAQ *
Pffeifer Connector Trail	Pffeifer to Stanaback Park	Shared Use Path	2011	CDBG
North-South Connector	Walnut Hills to Walma	Shared Use Path	2012	CDBG
North-South Connector	Across 44 th at Walma	Refuge Island	2012	CDBG
Plaster Creek Trail	60 th St to Paris Park Dr Extended	Shared Use	2003	State Grant and Park Millage
Broadmoor Trail	Patterson to 32 nd Street	Shared Use Path	Yes-Intermittent	MDOT, State Economic Development Grant

KENTWOOD NON-MOTORIZED TRANSPORTATION PLAN

Breton Trail	52 nd St to North Breton Ct.	Bike Lanes	2012	Concurrent with Roadway Improvements*
Forest Creek Drive/ Consumers Energy Trail	Patterson 550 feet west	Shared Use Path	2012	Grand Rapids Water Tank Project
Bailey's Grove Trail	52 nd Street to West Grove	Shared Use Path	1996	Baileys Grove PUD Improvement
Arterial Sidewalk	Virtually All Arterials	Sidewalk	Multi-year Since at least 1978	Concurrent with Roadway Improvements*
28 th Street Sidewalk	South Side-Shaffer to W City Limits	Sidewalk	2013	CDBG
28 th Street Sidewalk	North Side-Broadmoor to W City Limits	Sidewalk	2013	CDBG
East Beltline Sidewalk	28 th Street to Outer Drive	Sidewalk	2013	CDBG
28 th Street Sidewalk	South Side-Partial segments Patterson to Shaffer	Sidewalk	2014	CMAQ
28 th Street Sidewalk	North Side-Partial Segments East Paris to Patterson	Sidewalk	2014	CMAQ
Sable Ridge Connection	To east side of Discovery Elementary	Sidewalk/Shared Use Path	2008	Bretonfield PUD Improvement
Burton Bike Lanes	Patterson to East Paris	Bike Lanes	2013	Concurrent with Roadway Improvements*
Stanaback Park Trail	Whitebud Drive to Breton	Shared Use Path	2007	DNR Trust Fund and Park Millage
50 th Street	Fuller to Blaine	Sidewalk	2014	CDBG
Raymond	48 th Street to southern terminus	Sidewalk	2013	Safe Routes To School

KENTWOOD NON-MOTORIZED TRANSPORTATION PLAN

48 th Street	Raymond to Burgis	Sidewalk	2013	Safe Routes to School
Diane Street	Eastern to Blaine	Sidewalk	2013	Safe Routes to School
Silverleaf	South side Eastern to Blaine	Sidewalk Fill in	2013	Safe Routes to School
Blaine	West side Diane to Silverleaf	Sidewalk	2013	Safe Routes to School
East-West Trail-North Connector	Trail north to 48 th Street Along Heyboer Drain	Shared Use Path	2016	CDBG
East-West Trail Crossing	5000 Block of Division	Refuge Island	2016	CMAQ
Division Avenue	54 th Street to 60 th Street	Bike Lanes	2015	STPU
50 th Street	Blaine to Fuller	Sidewalk	2014	CDBG
Mapleview	Kalamazoo to 2000 feet east	Sidewalk	2014	Act 51
Calvin College Trail	East Paris to W. City Limits	Bike Lane/Shared Use Path	Over Time	Permission granted from Calvin in 2017 to place on map

*Includes Act 51 funding

Planned Non-Motorized Facilities-At a minimum, sidewalk should be installed on at least one side of local and collector street segments currently lacking any sidewalk

Facility	Limits	Type	Existing	Planned	Scheduled
East-West Trail-Lamberts Park Segment	Walma Avenue, 2600 feet East	Shared Use Path	No	Yes	No
East-West Trail Wetlands Boardwalk-Lamberts Park Segment	Loop South of Trail, East of Lamberts Park	Shared Use Path	No	Yes	No
East -West Trail Neighborhood Connector-Lamberts Park Segment	Loop North of Trail, Adjacent to Kentwood Acre and Springbrook	Shared Use Path	No	Yes	No
East-West Trail	Lamberts Park Trail through Fisheries Park	Shared Use Path	No	Yes	No
East-West Trail-North Connector	Kentwood Acres/Springbrook Subdivisions via trail connector off Windy Wood to E-W Trail	Shared Use Path	Partially	Yes	No
East-West Trail-South Connector	Fisheries Park to 52 nd Street via Breezeway Street Connector	Sharrows on local streets within Wildflower Creek subdivision	No	Yes	No
Broadmoor Trail	Patterson to 32 nd Street	Shared Use Path/Wide Shoulder	Yes- Intermittent	Yes? Within MDOT ROW	No, CDBG eligible
Forest Creek Drive/ Consumers Energy Trail	East Paris to Patterson	Shared Use Path	Yes-Partial section 550' west of Patterson	Yes-Partial Easement 1768' in length	No, CDBG eligible
Calvin College Trail	East Paris to W. City Limits	Bike Lane/Shared Use Path	Yes	?	Would require Calvin College Permission
Calvin Trail-East Paris Connector	Burton to East Campus Drive	Shared Use Path	Partial-5' wide sidewalk	?	Would hinge on Calvin Buy-in

Forest Hill Trail	At I-96	Pedestrian Bridge	No	Yes	No
Burton Trail	Forest Hill to Patterson	Side Path	No	Yes	No
Saddleback Trail	Patterson to East Paris	Shared Use Path	No	Yes-Partial Easement	No, CDBG eligible and TAP
Saddleback Trail	East Paris to Shaffer along 32 nd St	Shared Use Path/Side Path	No	Yes	No, CDBG eligible
Saddleback Trail	32 nd St to Plaster Creek Trail via Shaffer	Shared Use Path/Side Path/Shared Lane	No	Yes	No, CDBG eligible
32 nd Street Trail	Shaffer to W City Limits	Bike Lanes/Shared Lanes	No	Pending Eng Evaluation	No, CDBG eligible
Plaster Creek Trail	Paris Park Dr Extended to 52 nd Street	Shared Use Path Path-walking path	No	Yes	No
Plaster Creek Trail	52 nd to 44 th Streets	Shared Use Path -walking path	No	Yes	No
Plaster Creek Trail	44 th St to Shaffer	Shared Use Path-walking path	No	Yes	No, CDBG eligible
Plaster Creek Trail	Shaffer to Stanaback Park	Shared Use Path-walking path	No	Yes	Partial- Ravines Escrow, CDBG eligible
Plaster Creek Trail	Stanaback Park to Cross Creek Condos via Breton	Shared Use Path	No	Yes-Partial easement	No, CDBG eligible
Plaster Creek Trail	Breton to W City limits via Cross Creek Condos	Shared Use Path	No	Yes-Partial easement	No, CDBG eligible
Breton Trail	52 nd to 60 th Streets	Shared Use Path	No	Yes	Partial-Bretonfield
52 nd Street Trail	Plaster Creek Trail to Bailey's Grove Drive	Shared Use Path/Bike Lanes/Shared Lanes	No	Yes	No, CDBG eligible
Patterson Avenue Trail	52 nd St to Burton	Shared Use Path/Bike Lanes/Shared Lanes	No	Pending Eng Evaluation	No, Partial CDBG eligible

Patterson Trail Crossing	28 th Street	Refuge Island or tunnel/Pedestrian Crossing	No	Pending MDOT/Eng Evaluation	No
Eastern Avenue Trail	44 th to 60 th Streets	Bike Lanes/Shared Lanes	No	Pending Eng evaluation	No, Partial CDBG eligible
Stauffer Trail	44 th To 52 nd Streets	Bike Lanes/Shared Lanes	No	Pending Eng Evaluation	No, CDBG eligible
Shaffer Trail	32 nd to 44 th Streets	Bike Lanes/Shared Lanes	No	Pending Eng Evaluation	No, CDBG eligible
Ridgemoor Trail	28 th Street to N City Limits	Bike Lanes/Shared Lanes/Sidewalk	No	Pending Eng Evaluation	No, Possible re-stripe, CDBG eligible
48 th Street Trail	Eastern to Poinsettia Street	Bike Lanes/Shared Lanes/Sidewalk Gaps	No	Pending Eng Evaluation	No, Possible re-stripe, CDBG eligible
Lake Eastbrook Boulevard	28 th to 32 nd	Bike Lanes/Shared Lanes/Sidewalk Gaps	No	Pending Eng Evaluation	No, Possible re-stripe
Bransford Street	To Sarafis Park Donation	Cul de sac and Sidewalk?	Partial	Pending Eng Evaluation	CDBG eligible
56 th Street connection	Eastern to Kellogg Woods Park	Shared Use Path/ Sidewalk	No	Yes	CDBG eligible on south side to Madison
Jefferson Connection	Nancy to Kellogg Woods Park	Sidewalk	No	Yes	As 5603 Jefferson develops
Breton Creek Drive trail extension	To Sarafis Park Donation	Sidewalk	Partial	Pending Eng Evaluation	As Sarafis Park Develops
Meadow Lake Drive Connection	To Fisheries Trust Park	Sidewalk/Shared Use Path	No	Yes	Michael McGraw/Bear Enterprises
Promise/Secret Connection	To north side of Discovery Elementary	Sidewalk/Shared Use Path	No	Yes	As property is developed
44 th Street	Division to Eastern-Constrained	Promote parallel route (E-W Trail) and/or Shared Lns	No	Subject to Eng Evaluation	
44 th Street	Eastern to Kalamazoo-Constrained	Promote parallel route (E-W Trail) and/or Shared Lanes	No	Subject to Eng Evaluation	
44 th Street	Kalamazoo to Breton-Constrained	Promote parallel route (E-W Trail) and/or Shared Lanes	No	Subject to Eng Evaluation	-

KENTWOOD NON-MOTORIZED TRANSPORTATION PLAN

44 th Street	Breton to Shaffer- Constrained	Promote parallel route (E-W Trail) and/or Shared Lanes	No	Subject to Eng Evaluation	-
44 th Street	Shaffer to East Paris- Constrained	Promote parallel route (E-W Trail) and/or Shared Lanes	No	Subject to Eng Evaluation	-
44 th Street	East Paris to Broadmoor- Constrained	Promote parallel route (E-W Trail) and/or Shared Lanes	No	Subject to Eng Evaluation	-
44 th Street	Broadmoor to Patterson- Constrained	Shared Lanes	No	Subject to Eng Evaluation	CDBG eligible
Division Ave	54 th to 48 th	Bike Lanes/Shared Lanes	No	Yes	No, CDBG eligible
Division Ave	48 th to 44 th	Bike Lanes/Shared Lanes	No	Yes	No
Division Ave	44 th to N. City Limits	Bike Lanes/Shared Lanes	No	Yes	No
52 nd Street corridor Trail	Bailey's Grove Drive to East Paris	Bike Lanes/Shared Lanes/Shared Use Path	No	Yes	Pending Eng. Evaluation, Partial CDBG eligible
52 nd Street Corridor Trail	East Paris to Broadmoor	Bike Lanes/Shared Lanes/Shared Use Path	No	No	Pending Eng. evaluation
52 nd Street Corridor Trail	Broadmoor to Patterson	Bike Lanes/Shared Lanes/Shared Use Path	No	No	Pending Eng. evaluation
58 th Street	Division to Madison	sidewalk	No	Yes	No
Ridgebrook	60 th St to Brookcross	sidewalk	No	Yes	No
Brookcross	Ridgebrook to Christie	sidewalk	No	Yes	No
54 th Street	E of KeleKent thru Mick	sidewalk	No	Yes	No
Pinetree	Gentian to 60 th St	sidewalk	No	Yes	2017 Safe Routes to School
Juanita	Jeffrey to Gentian	Sidewalk	No	Yes	No
Springwood	Eastern to Greenboro	Sidewalk	No	Yes	No
Edgelawn	Springwood to Blaine	Sidewalk	No	Yes	No

KENTWOOD NON-MOTORIZED TRANSPORTATION PLAN

Blaine	Edgelawn to 52 nd St	Sidewalk	No	Yes	No
Brookmark	Cheryl to Kalamazoo	Sidewalk	No	Yes	No
Marwood	Kalamazoo to Kimball	Sidewalk	No	Yes	No
Kimball	Marwood to Pickett	Sidewalk	No	Yes	No
Mapleview	1216 Mapleview to Newcastle	Sidewalk	No	Yes	No
Newcastle	Mapleview to Rondo	Sidewalk	No	Yes	No
Rondo	Newcastle to Kalamazoo	Sidewalk	No	Yes	No
Kimball	52 nd St to 54 th St	Sidewalk	No	Yes	No
54 th Street	Kimball to Newcastle	Sidewalk	No	Yes	No
Newcastle	52 nd St to Brookwood School	Sidewalk	Yes some on east side	Yes	No
Andover	Primrose to Heyboer	Sidewalk	No	Yes	No, CDBG Eligible
Primrose	Andover to 52 nd St	Sidewalk	No	Yes	No, CDBG Eligible
Madison	52 nd St to Andover	Sidewalk	No	Yes	No, CDBG Eligible
Heyboer	52 nd St to Andover	Sidewalk	No	Yes	No, CDBG Eligible
Sluyter	Division to eastern terminus	Sidewalk	No	Yes	No, CDBG Eligible
Daniel	Division to eastern terminus	Sidewalk	No	Yes	No, CDBG Eligible
Pickett	Kimball to Curwood	Sidewalk	No	Yes	No
Curwood	Pickett to 100' North	Sidewalk	No	Yes	No
Rondo	Kalamazoo to Ash	Sidewalk	No	Yes	2019 Act 51
Gerda	Rondo to east terminus	Sidewalk	No	Yes	2019 Act 51
Andrew	Kalamazoo to eastern terminus	Sidewalk	No	Yes	2017 Act 51

KENTWOOD NON-MOTORIZED TRANSPORTATION PLAN

Ash	Andrew to Rondo	Sidewalk	No	Yes	2017 Act 51
Bridle Creek	Kalamazoo to Maple Creek	Sidewalk	No	Yes	No
Creekview	Bridle Creek to Creekridge	Sidewalk	No	Yes	No
E-W Trail Connectors	Off Mapleview in two spots	Sidewalk	No	Yes	No
Sunny Creek	Kalamazoo to eastern terminus	Sidewalk	No	Yes	No
Applewood	44 th St to Innwood	Sidewalk	No	Yes	No, CDBG Eligible
Innwood	Stauffer to Embro	Sidewalk	No	Yes	No, CDBG Eligible
Larkwood	Innwood to Timberwood	Sidewalk	No	Yes	No, CDBG Eligible
Timberwood	Larkwood to Applewood	Sidewalk	No	Yes	No, CDBG Eligible
Bayham	Innwood to Embro	Sidewalk	No	Yes	No, CDBG Eligible
Embro	Stauffer to northern terminus	Sidewalk	No	Yes	Yes, 2017 CDBG
Terry Street	Morningside to 500' south	Sidewalk	No	Yes	No
Morningside	44 th St to southern terminus	Sidewalk	No	Yes	No
Wayside	Forest Lake to Forest Hill	Sidewalk	No	Yes	No
32 nd Street	Shaffer to Breton	Sidewalk	No	Yes	No, CDBG eligible (Note: also listed as possible bike lane, sidepath route)
Highlander	Applewood to Larkwood	Sidewalk	No	No	No
Madison Avenue	Majestic to 56 th Street-west side	Sidewalk	Yes – East side	Yes	Yes, 2017 CDBG
Madison Avenue	56 th Street to 52 nd Street-west side	Sidewalk	Yes- East side	Yes	No, CDBG eligible
Stauffer	Embro, 130 feet east	Sidewalk	Yes- South side	Yes	Yes, 2017 CDBG

Non-Motorized Transportation Funding Options

Bicycle and pedestrian projects are broadly eligible for funding from nearly all major Federal-aid highway, transit, safety, and other programs. For federal funding, bicycle projects must be principally for transportation, rather than recreation, purposes and must be designed and located pursuant to the transportation plans required of states and Metropolitan Planning Organizations. These projects may include the construction of shared-use paths, restoring historic brick streets and pedestrian areas, and pedestrian bridges. On the state level there are a number of recreational programs that may be drawn upon to fund the full array of non-motorized methods of travel. There are a variety of local government funding strategies as well as a number of non-profit groups and foundations which should be considered to implement the plan.



Source: Megan Pluymert, Paul Henry Trail, Kentwood MI

To better understand the funds available, a summary of the leading sources is provided.

Federal Highway Administration Funding Sources

Surface Transportation Program

The Surface Transportation Program (STP) provides States with flexible funds which may be used for a wide variety of projects on any Federal-aid Highway including the NHS, bridges on any public road, and transit facilities.

Eligibility: Bicycle and pedestrian improvements are eligible activities under the STP. This covers a wide variety of projects such as on-road facilities, off-road trails, sidewalks, crosswalks, bicycle and pedestrian signals, parking, and other ancillary facilities. The modification of sidewalks to comply with the requirements of the Americans with Disabilities Act is also an eligible activity.

As an exception to the general rule described above, STP-funded bicycle and pedestrian facilities may be located on local and collector roads which are not part of the Federal-aid Highway System. In addition, bicycle-related non-construction projects, such as maps, coordinator positions, and encouragement programs, are eligible for STP funds.

Matching funds: 80 percent Federal, 20 percent State, subject to sliding scale.

Transportation Alternatives Program (TAP)

TAP was created by the Moving Ahead for Progress in the 21st Century Act (MAP-21) signed into law in July 2012.

TAP is a competitive grant program that uses federal transportation funds designated by Congress for specific activities that enhance the intermodal transportation system and provide safe alternative transportation options.

Originally, approximately \$23 million was available annually. Of this, approximately \$16.5 million was available through a competitive grant process administered by MDOT. Another \$6.5 million was available through a competitive grant process administered by Metropolitan Planning Organizations (MPO's) like the Grand Valley Metro Council. However, the current federal transportation bill, entitled Fixing America's Surface Transportation (FAST) Act, does not appear to have the same set asides for alternative transportation options although GVMC continues to program approximately \$650,000/year of monies from MDOT for this purpose.

Eligibility

Safe Routes to School (SRTS) eligible activities

The Program provides funds to the States to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. The purposes of the program are: 1. to enable and encourage children, including those with disabilities, to walk and bicycle to school; 2. to make bicycling

and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and 3. to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (approximately 2 miles) of primary and middle schools (Grades K-8).

Each state administers its own program and develops its own procedures to solicit and select projects for funding. The program establishes two distinct types of funding opportunities: infrastructure projects (engineering improvements) and non-infrastructure related activities, such as education, enforcement, and encouragement programs. Examples of eligible projects include:

- Facilities for bicyclists and pedestrians, including traffic calming and other safety improvements
- Safe routes for non-drivers
- Conversion and use of abandoned railroad corridors for trails
- Turnouts, overlooks and viewing areas
- Historic preservation and rehabilitation of historic transportation facilities
- Inventory, control or removal of outdoor advertising
- Vegetative management practices in transportation rights-of-way
- Archeological activities
- Environmental mitigation activities
- Boulevards in the right-of-way of former interstates or other divided highways

Program Requirements

Eligible applicants include county road commissions, cities villages, regional transportation authorities, transit agencies, state and federal natural resource or public land agencies, and tribal governments. MDOT may partner with a local agency to apply for funding and implement the project. Other organizations such as townships or trail groups, may work with an eligible agency to apply. In

partnership with an eligible applicant, schools or school districts may apply for Safe Routes to School eligible activities.

In order to apply for funding to implement Safe Routes to School eligible activities, a school-based planning process must first take place in order to develop an action plan to make walking and biking safer for kids around a particular school.

Matching Funds

Generally a minimum 20 percent match. Additional consideration is given to projects whose match exceeds the minimum requirements. In Michigan it has been possible to secure approval of funding without a local match.

Congestion Mitigation and Air Quality Improvement Program

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program assists areas designated as non-attainment or maintenance under the Clean Air Act Amendments of 1990 to achieve and maintain healthful levels of air quality by funding transportation projects and programs. Since 1996, Kent and eastern Ottawa counties have been considered in "attainment" for air quality by the Environmental Protection Agency (EPA).



Program Requirements

Projects funded under the CMAQ program must be located in areas that were designated as a non-attainment area Section 107(d) of the Clean Air Act and classified pursuant to Sections 181(a), 186(a), or 188(a) or (b) of the Clean Air Act. Projects must be likely to contribute to the attainment of National Ambient Air Quality Standards (or the maintenance of such standards where this status has been reached) based on an emissions analysis.

Eligibility

The Federal Highway Administration's 1996 Guidance on the CMAQ program identifies the following as some eligible projects: construction of bicycle and pedestrian facilities, non-construction projects related to safe bicycle use, and the establishment and funding of state bicycle/pedestrian coordinator positions, for promoting and facilitating the increased use of non-motorized modes of transportation.

Matching funds

The Federal share for most eligible activities and projects is 80 percent, or 90 percent if used on certain activities on the Interstate System, or up to 100 percent for certain identified activities such as traffic control signalization and carpooling projects.

Considerations: The CMAQ program has funded numerous bicycle and pedestrian improvements including bikeway networks in cities such as Philadelphia, Houston, and New York City; pedestrian and bicycle spot improvement programs; bicycle parking; bicycle racks on buses, sidewalks, trails; and promotional programs such as bike-to-work events. CMAQ funds have also been used to fund bicycle and pedestrian coordinator positions at the state and local level.

Further information: FHWA guidance and other information on the Congestion Mitigation and Air

Quality Improvement Program are available at <http://www.fhwa.dot.gov/environment/cmaqpgs>.

National Highway Traffic Safety Administration Funding Source

State and Community Highway Safety Grant Program (Section 402)

The State and Community Highway Safety Grant Program supports State highway safety programs designed to reduce traffic crashes and resulting deaths, injuries, and property damage.

Eligibility: States are eligible for these funds (commonly known as "Section 402 funds") by submitting a Performance Plan, with goals and performance measures, and a Highway Safety Plan describing actions to achieve the Performance Plan. Grant funds are provided to states, the Indian Nations, and Territories each year according to a statutory formula based on population and road mileage.

Funds may be used for a wide variety of highway safety activities and programs including those that improve pedestrian and bicycle safety. States are to consider highly effective programs (previously

known as National Priority Program Areas), including bicycle and pedestrian safety, when developing their programs, but are not limited to this list of activities.

Matching funds: Federal share is 80 percent.

Discussion: States may determine the kinds of activities on which they spend these funds. States are encouraged to consider bicycle and pedestrian safety initiatives as these are areas of national concern where effective countermeasures have been identified.

States have funded a wide variety of enforcement and educational activities with Section 402 funds including safety brochures; "Share the Road" materials; bicycle training courses for children, adults, and police departments; training courses for traffic engineers; helmet promotions; and safety-related events.

Federal Transit Administration Funding Sources

Urbanized Area Formula Grants (transit).

The Urbanized Area Formula Grants program provides transit capital and operating assistance to urbanized areas with populations of more than 50,000.

Eligibility: Capital projects are defined as including "pedestrian and bicycle access to a mass transportation facility."

Matching funds: Federal share is typically 80 percent. However, bicycle projects may be funded at up to a 90 percent Federal share.

Discussion: Urban areas with more than 200,000 people, such as the GVMC MPO area, may not spend these funds on operating costs but can cover the costs of preventive maintenance as well as other capital costs. These funds may be spent to provide stand-alone bicycle and pedestrian improvements such as bicycle parking and pedestrian access to transit stations, and on larger projects that include bicycle and pedestrian elements, such as the purchase of new buses with bicycle racks.

At least one percent of Urbanized Area Formula funds appropriated to areas with more than 200,000 in population must be used for transit enhancement activities, as described below.

Transit Enhancements

One percent of the Urbanized Area Formula Grants apportioned to urban areas of at least 200,000 in population are set aside for a new category of transit enhancements. This program is distinct from the Transportation Alternatives Program.

Eligibility: Eligible activities under the Transit Enhancement Program include pedestrian access and walkways, and bicycle access, including bicycle storage facilities and installing equipment transporting bicycles on mass transportation vehicles.

Matching funds: Federal share for bicycle-related transit enhancements is 95 percent. Federal share for all other transit enhancements is 80 percent.

Discussion: Metropolitan Planning Organizations, in collaboration with transit operators, like The Rapid, have the responsibility to determine how the funds in this new category will be allocated to transit projects, and to ensure that one percent of the urbanized area's apportionment (as opposed to one percent of each transit agency's funds) is expended on projects and project elements that qualify as enhancements. The one percent figure is not a maximum or cap on the amount of funding that can be spent on enhancement activities, except for those activities (in particular operating costs for historic facilities) that are only eligible as enhancement activities.

Miscellaneous Federal Funding Sources

Transportation and Community and System Preservation (TCSP) Pilot Program

The TCSP is a competitive grant program designed to support exemplary or innovative projects that show how transportation projects and plans, community development, and preservation activities can be integrated to create communities with a higher quality of life. The annual grant program is administered by the FHWA, in partnership with the FTA and



Source: Megan Plummet, Paul Henry Trail

Environmental Protection Agency, and may be used to fund State, MPO, or local government agencies.

Bicycling, walking, and traffic calming projects are eligible activities that may be featured as an integral part of many proposed projects that address larger land use and transportation issues.

Safety Incentive Programs

Seat Belt Use: An incentive program to encourage States to increase seat belt wearing rates rewards those States with higher than average rates with a greater percentage of funding from a \$500 million funding category created by TEA-21. The funds may be used for any project eligible for funding under Title 23 - this includes a range of bicycle and pedestrian projects, both construction and non-construction.

State of Michigan Administration Funding Sources

Michigan Department of Transportation

Act 51 Michigan Transportation Fund– Section 10k Public Act 51 of 1951 governs state appropriations for most Michigan highway and transportation programs at the state and local level. It describes transportation revenue sources, transportation programs, and how revenues can be used.

Revenues from the Michigan Transportation Fund are generated from state gas and value taxes. The funding is divided among the Michigan Department of Transportation, county road commissions, cities, and villages. Each Act 51 agency is required by law to spend, at a minimum, 1% of the Act 51 dollars on non-motorized improvements. A recent change in State legislation eliminated the ability to use this money for paving gravel roads and maintenance, such as street sweeping, in an effort to increase the number of improvements constructed. This funding may be used to provide the match for federal funds.

In 1972, Act 51 of 1951 was amended (P.A. 327) to allow road agencies to expend funds on non-motorized transportation facilities, and since 1972 Act 51 has been amended several more times, the latest being P.A. 82 of 2006. Section 10k of P.A. 82 states:

1. Transportation purposes as provided in this act include provisions for facilities and services for non-motorized transportation including bicycling.
2. Allocates not less than 1% from the Michigan transportation fund for construction or improvement of non-motorized transportation services and facilities.
3. Improvements which facilitate non-motorized transportation shall be considered to be a qualified non-motorized facility for the purposes of this section.

4. Units of government need not meet the provisions of this section annually, provided the requirements are met, averaged over a period of 10 years.

Fundable projects include on-road facilities, off-road facilities, and non-motorized planning and educational materials.

Michigan Department of Housing and Urban Development

Community Development Block Grants

Overview: The Community Development Department implements the federal Community Development Block Grant (CDBG) program in all Kent County communities except Grand Rapids, Cedar Springs, and Wyoming. Funds are distributed from the federal government to the County on a formula basis. The formula considers extent of poverty, population, housing overcrowding, age of housing, and population growth lag in relation to other metropolitan areas.

The Community Development Department awards funding to local projects based on the following requirements:

1. Meets a need identified in an established action plan;
2. Not less than 70% of funds must be used for activities that benefit low and moderate income persons; and
3. The activity meets one of the CDBG national objectives (i.e., benefits low and moderate income persons, prevention or elimination of slums or blight, or a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community).

The Community Development Department is also responsible for implementing the Shelter Plus Care program, which contracts with non-profit housing corporations to provide rental units as permanent housing for homeless individuals and families.

Goals:

- The conservation and expansion of Kent County's housing stock in order to provide a decent home and a suitable living environment for all persons, but principally those of low and moderate income.

- The provision of a more rational utilization of land and other natural resources and the better arrangement of residential, commercial, industrial, recreational and other needed activity centers.
- The reduction of the isolation of income groups within communities and geographical areas, and the promotion of an increase in the diversity and vitality of urban and rural communities.
- The restoration and preservation of properties of special value for historic, architectural or aesthetic reasons.

Kentwood has used this program for non-motorized facility development in areas where the criteria fits. Grand Rapids, Wyoming, and Cedar Springs have similar programs that are administered at the municipal level rather than the county level. The same basic regulations would apply.



Source: Megan Pluymert, Paul Henry Trail

Recreational Trails Program

Natural Resources Trust Fund

The Michigan Natural Resources Trust Fund (MNRTF) projects provide for natural resource protection and outdoor recreation. By law, no more than 25 percent of the Trust Fund revenues available for appropriation each year can be used for development, therefore the majority of funding is allocated for acquisition projects.

Criteria:

Applications are evaluated using criteria established by the MNRTF Board of Trustees. There are eight criteria for acquisition applications (nine for development applications):

1. Need for project
2. Applicant history

3. Site quality and Project quality
4. Natural Resource Protection and Use/Recreation Opportunities
5. Financial Need of the Applicant
6. Urban Area Recreation Opportunities
7. Local Match
8. Entrance Fees
9. Universal Design (development applications only)

Program Requirements:

The state and counties, cities, townships, villages, school districts, the Huron-Clinton Metropolitan Authority, or any authority composed of counties, cities, townships, villages or school districts, or any combination thereof, which authority is legally constituted to provide public recreation. Local units of government must have a DNR-approved 5-year recreation plan on file with the Department prior to application.

Dollar Amount(s) Available:

Development project minimum/maximum grant amount: \$15,000 to \$300,000. No minimum/maximum limits on land acquisition grants.

Match: Local units of government must provide at least 25% of the project's total costs as local match.

Land and Water Conservation Fund

Criteria:

Applications are evaluated using four criteria: project need, applicant history, site and project quality, and alignment with the state's recreation plan. The fourth criterion is how well a project aligns with Michigan's Statewide Comprehensive Outdoor Recreation Plan and is cumulative among the following categories:

trails, community outdoor recreation, green technology in outdoor recreation, universal access or coordination and cooperation among recreation providers. This criterion was developed based on the

2013-2017 Michigan Statewide Comprehensive Outdoor Recreation Plan (SCORP).



Source: Megan Pluymen
Old Farm Park, Kentwood
MI

Program Requirements:

Any unit of government, including Native American tribes, school districts, or any combination of units in which authority is legally constituted to provide recreation. Local units of government, tribes, school

districts, and local authorities must have a DNR-approved community five-year recreation plan to be eligible.

Dollar Amount(s) Available:

The minimum grant request amount is \$30,000 and the maximum grant request amount is \$100,000

Match: At least 50% of the total project cost in local match is required from local government applicants.

Local Public Recreation Facilities Passport Grant

PA 32 of 2010 created the Local Public Recreation Facilities Fund to be used for the development of public recreation facilities for local units of government. The grant program may only be used for local development projects.

Eligible Activities:

The program is focused on renovating and improving existing parks, but the development of new parks is eligible.

Criteria:

Applications are evaluated using four criteria: project need, applicant history, site and project quality, and alignment with the state's recreation plan. The fourth criterion is how well a project aligns with Michigan's Statewide Comprehensive Outdoor Recreation Plan and is cumulative among the following categories: trails, community outdoor recreation, green technology in outdoor recreation, universal access or coordination and cooperation among recreation providers. This criterion was developed based on the 2013-2017 Michigan Statewide Comprehensive Outdoor Recreation Plan (SCORP).

Program Requirements:

A local unit of government, including cities, villages, townships, and counties, or any combination thereof, in which authority is legally established to provide public recreation.

Dollar Amount(s) Available:

The minimum grant request amount is \$7,500 and the maximum grant request amount is \$45,000

Match: Must be at least 25% of total project cost.

Non-Profit Organization Funding Sources

West Michigan Trails & Greenways Coalition (WMT&GC)

The West Michigan Trails & Greenways Coalition (WMT&GC) is a non-profit group of donors, organizations and volunteers dedicated to developing non- motorized trails and greenways into a linked system connecting wilderness areas, parks, historic landmarks and cultural sites throughout West Michigan. Their vision is to develop a regional trails and greenways network to connect communities with each other and to the natural areas, parks, historic landmarks, cultural venues, and civic destinations throughout the region.

Formed in May, 2000, some of WMT&GC activities include:

- Addressing over 585 miles of regional connections

- Providing a forum for local trail groups
 - establishing networking opportunities with partners

 - assisting “friends” groups with funding assistance for local projects

In 2007, the West Michigan Trails & Greenways Coalition completed a \$6 million capital campaign that will fund 28 miles of additional trails. WMT&GC provides leadership and support for several on-going area trail projects.

Rails-to-Trails 2010 Campaign

Rails-to-Trails Conservancy’s 2010 Campaign for Active Transportation aims to build on the success of the Non-Motorized Transportation Pilot Program in SAFETEA-LU. Their goal is to empower 40 communities nationwide to each advocate for \$50 million in federal funds to make focused investments in infrastructure and programs to shift automobile trips to walking and biking.

American Hiking Society National Trails Fund

The National Trails Fund, sponsored by the American Hiking Society, provides support to grass-root non-profit organizations working toward establishing, protecting, and maintaining foot trails in America.

Grants help give local organizations the resources they need to secure access, volunteers, tools, and materials to protect America’s public trails. Support is provided for projects that increase trail lands, including the cost associated with the acquisition of trails, trail corridors, and conservation easements.

Other Miscellaneous Funding Sources

Millage

A millage is a tax on property owners based on the value of their home. Millages are use-specific and approved by a vote of the residents. Millages can be utilized to hire staff, engineers, and construction firms, provide maintenance to facilities, or form the basis of a bond issue to provide capital for the construction and maintenance of non-motorized facilities.

Special Assessment

A special assessment is a special kind of tax on a subset of a community. Special assessments are placed on those adjacent land owners who will receive the greatest benefit from a project to be funded using a special assessment. Special assessments are a common way cities fund sidewalk construction and improvements.

General Funds

A community’s or road agency’s general fund dollars have no restrictions placed on them preventing them from being used for non-motorized improvements. Indeed, general funds are among the most un-restricted funds at a community’s discretion. The improvements do, however, need to be approved by a community’s governing body such as a board of commissioners or city council. Locally, Grand Rapids Charter Township has made exceptional use of general funds to leverage Transportation Enhancement grants for shared-use path development in the township. Additionally, communities may repay bonds with general funds or with dedicated millages.



Source: Megan Pluymert, Northwest Park Boardwalk

Private Sources

Thanks to the generosity of private donors in West Michigan several of the largest and most successful trail projects have been funded in large part by grants from private benefactors, notably Frederik Meijer. Additionally, some communities hold fund drives to raise private funds or other grants of labor and materials in small increments from the community.

Foundations

Community and private foundations may also provide an important funding source for non-motorized transportation development. For example, MDOT Transportation Enhancement grants will pay for the construction of shared-use path but not for any feasibility studies or engineering work. Foundations can play an important part in filling the gaps left by other funds. Other facility amenities such as picnic grounds or boardwalks may also be paid in part with grants from foundations.

Appendices

1. Appendix 1- Michigan Vehicle Code , Act 300 (1949), Section 257.660a
2. Appendix 2- State of Michigan, Office of the Attorney General, Opinion No. 7251,
October 21, 2010 Michigan Public Act 51 of 1951
3. Appendix 3- Kent County Road Commission Policy No. 505: Non-Motorized Facilities
4. Appendix 4- Kentwood Municipal Code Section 66-131—66-139

Appendix 1

MICHIGAN VEHICLE CODE (EXCERPT)

Act 300 of 1949

257.660a Operation of bicycle upon highway or street; riding close to right-hand curb or edge of roadway; exceptions.

Sec. 660a. A person operating a bicycle upon a highway or street at less than the existing speed of traffic

shall ride as close as practicable to the right-hand curb or edge of the roadway except as follows:

(a) When overtaking and passing another bicycle or any other vehicle proceeding in the same direction.

(b) When preparing to turn left.

(c) When conditions make the right-hand edge of the roadway unsafe or reasonably unusable by bicycles, including, but not limited to, surface hazards, an uneven roadway surface, drain openings, debris, parked or

moving vehicles or bicycles, pedestrians, animals, or other obstacles, or if the lane is too narrow to permit a

vehicle to safely overtake and pass a bicycle.

(d) When operating a bicycle in a lane in which the traffic is turning right but the individual intends to go

straight through the intersection.

(e) When operating a bicycle upon a 1-way highway or street that has 2 or more marked traffic lanes, in

which case the individual may ride as near the left-hand curb or edge of that roadway as practicable.

History: Add. 2006, Act 339, Imd. Eff. Aug. 15, 2006.

Compiler's note: Former MCL 257.660a, which pertained to operation of bicycle with motor, was repealed by Act 439 of 1976, Imd.

Eff. Jan. 13, 1997.

Rendered

Appendix 2

Opinion No. 7251 October 21, 2010

Honorable Jason Allen

State Senator

The Capitol

Lansing, MI 48909-7536

You have asked whether a county road commission must obtain consent from the abutting property owners before establishing a pedestrian and bicycle pathway within the right-of-way of a county road built on an easement granted for highway purposes.

The "use of an easement must be strictly confined to the purposes for which it was granted or reserved." *Delaney v Pond*, 350 Mich 685, 687; 86 NW2d 816 (1957).

Determining the purposes to which an easement may be put begins with a review of the text of the instrument conveying that easement. *Little v Kin*, 468 Mich 699, 700;

664 NW2d 749 (2003). Your question refers to an easement granted for "highway purposes," a common description of the purposes for which property is acquired or dedicated for use as a highway.¹

The general scope of such an easement has long been settled law. In *People v Eaton*, 100 Mich 208, 211; 59 NW 145 (1894), the Michigan Supreme Court addressed whether the statutory authority of a telegraph company to install telegraph poles along a public highway placed "an additional servitude upon the land of the adjacent proprietor," so as to constitute an unconstitutional taking of private property without just compensation. The Court explained that highway easements are intended to give the general public the largest practicable benefit, and that, absent a restriction, the use of a highway is not restricted to any particular mode of use but is open to all suitable methods of public use:

Public highways are under legislative control. They are for the use of the public in general, for passage and traffic, without distinction. The restrictions upon their use are only such as are calculated to secure to the general public the largest practicable benefit from the enjoyment of the easement.

When the highway is not restricted in its dedication to some particular mode of use, it is open to all suitable methods. It has been settled in this

State that *lands taken or granted for public highways are so taken or granted* for all the purposes for which they may be used for the benefit of the public, for the passing and repassing of travelers thereon, and for the transportation of passengers by stage coach, omnibus, or street cars propelled by horses, steam, or electricity, and that the laying of tracks for such street cars is not an additional servitude upon the lands of adjacent proprietors.

[Eaton, 100 Mich at 211; citations omitted; emphasis added.]

The Court added that the uses to which highway easements may be put evolve over time, in recognition of technological developments and the changing needs of the public:

When these lands were taken or granted for public highways, they were not taken or granted for such uses only as might then be expected to be made of them, by the common methods of travel then known, or for the transmission of intelligence by the only methods then in use, but for such methods as

the improvement of the country, or the discoveries of future times, might demand. [Eaton, 100 Mich at 212-213.]

The Legislature has specifically authorized constitutionally dedicated transportation funds to be used for "non-motorized transportation." MCL 247.660k (2). In fact, the Legislature recently amended the law to encourage the use of highway rights-of-way by pedestrians and bicyclists. 2010 PA 134 and 135 amended the Michigan Planning Enabling Act, 2008 PA 33, MCL 125.3801 et seq, and 1951 PA 51, MCL 247.651 et seq, to require planning for such use:

2) A master plan shall also include those of the following subjects that reasonably can be considered as pertinent to the future development of the planning jurisdiction:

* * *

(b) The general location, character, and extent of all of the following:

(i) All components of a transportation system and their interconnectivity including streets and bridges, public transit, bicycle facilities, pedestrian ways, freight facilities and routes, port facilities, railroad facilities, and airports, to provide for the safe and efficient movement of people and goods in a manner that is appropriate to the context of the community and, as applicable, considers all legal users of the public right-of-way. [MCL

125.3833(2); emphasis added.]

Similarly, MCL 247.660p (1), which requires the development of a "complete streets" model for use by cities and counties, sets forth the following definitions:

(a) "Complete streets" means roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle.

(b) "Complete streets policy" means a document that provides guidance for the planning, design, and construction of roadways or an interconnected network of transportation facilities being constructed or reconstructed and designated for a transportation purpose that promotes complete streets . . . [MCL 247.660p (1) (a) and (b); emphasis added.]

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2 Schlesinger v City of Atlanta, 161 Ga 148, 159; 129 SE 861 (1925); Eyde v Eaton County Drain Comm'r,

427 Mich 271, 283; 398 NW2d 297 (1986) ("A highway easement is in the public and cannot be limited by individual perceptions of what the scope of that easement should be").

3 Among the other proper uses of highway rights of way are: snowmobiling (MCL 324.82119); parking (Cleveland v Detroit, 324 Mich 527, 536; 37 NW2d 625 (1949)); and, above- and below-ground public utilities

(Const 1963, art 7, § 29; MCL 247.183; OAG, 1979-1980, No 5746, p 892 (July 25, 1980); Eyde, 427 Mich at 286.

Various other statutes recognize that highways may be used by pedestrians and bicyclists. For example, under the Governmental Tort Liability Act, MCL 691.1401 et seq, "'[h]ighway' means a public highway, road, or street that is open for public travel and includes bridges, sidewalks, trailways, crosswalks, and culverts on the highway." MCL 691.1401(e). Section 60 of the Michigan Vehicle Code, MCL 257.1 et seq, defines "[s]idewalk" to mean, "that portion of a street between the curb lines, or the lateral lines of roadway, and the adjacent property lines intended for the use of pedestrians." MCL 257.60. Section 655 of the Code requires that: "Where sidewalks are provided, a pedestrian shall not walk upon the main traveled portion of the highway." MCL 257.655. With regard to bicyclists using sidewalks, section 660c(1) provides: "An individual operating a bicycle upon a sidewalk or a pedestrian crosswalk shall yield the right-of-way to pedestrians and shall give an audible signal before overtaking and passing a pedestrian." MCL 257.660c(1). Section 656(3) recognizes that paths may be set aside for bicycle use: "The regulations applicable to bicycles under sections 656 to 662 shall apply when a bicycle is operated upon a highway or upon a path set aside for the exclusive use of bicycles, subject to those exceptions stated in sections 656 to 662." MCL 257.656(3).

This Attorney General has opined that non-motorized facilities that are "reasonably appurtenant" to the portion of a highway designed for motorized vehicles can enhance highway safety by separating the motorized vehicles from bicyclists, hikers, cross-country skiers, and other pedestrians. See OAG, 1979-1980, No 5723, p 837 (June 19, 1980). And in *In re Petition of Carson*, 362 Mich 409, 412; 107 NW2d 902.

(1961), the Michigan Supreme Court ruled that a footpath was a contemplated use of a roadway, quoting and adopting the following definition of "highway" from a decision of the Georgia Supreme Court, "[a] highway is a public way open and free to anyone who has occasion to pass along it on foot or with any kind of vehicle."

In light of these statutory provisions and precedents, a path for use by pedestrians and bicyclists is a proper use of an easement granted for highway purposes. Because it is a proper use within the scope of an easement granted for highway purposes, a county road commission need not obtain the consent of property owners abutting the easement before establishing a pedestrian and bicycle pathway within the right-of-way.

It is my opinion, therefore, that a pedestrian and bicycle pathway may be established within the right-of-way of a county road built on an easement granted for highway purposes, without first obtaining the consent of each owner of property abutting the highway.

MIKE COX

Attorney General

1 The description "highway purposes," is generally used to describe the property acquired for use as a highway, whether the property is acquired by voluntary conveyance (*Church v State Highway Dep't*, 254 Mich 666; 236 NW 900 (1931)), dedication (*DeFlyer v Oceana County Rd Comm'rs*, 374 Mich 397, 402; 132 NW2d 92 (1965)), statutory user (*Eager v State Hwy Comm'r*, 376 Mich 148, 155; 136 NW2d 16 (1965)), or condemnation (*State Highway Comm'r v Eilender*, 373 Mich 46; 127 NW2d 890 (1964)).

2 *Schlesinger v City of Atlanta*, 161 Ga 148, 159; 129 SE 861 (1925); *Eyde v Eaton County Drain Comm'r*, 427 Mich 271, 283; 398 NW2d 297 (1986) ("A highway easement is in the public and cannot be limited by individual perceptions of what the scope of that easement should be").

3 Among the other proper uses of highway rights of way are: snowmobiling (MCL 324.82119); parking (*Cleveland v Detroit*, 324 Mich 527, 536; 37 NW2d 625 (1949)); and, above- and below-ground public utilities (Const 1963, art 7, § 29; MCL 247.183; OAG, 1979-1980, No 5746, p 892 (July 25, 1980); *Eyde*, 427 Mich at 286.

Appendix 3

STATE TRUNK LINE HIGHWAY SYSTEM (EXCERPT)

Act 51 of 1951

247.660k Nonmotorized transportation services and facilities; expenditures; improvements as qualified nonmotorized facility; meeting requirements of section; 5-year program; notice and consultation; establishment of facilities; information and assistance as to planning, design, and construction.

Sec. 10k.

(1) Transportation purposes as provided in this act include provisions for facilities and services for nonmotorized transportation.

(2) Of the funds allocated from the Michigan transportation fund to the state trunk line fund and to the counties, cities, and villages, a reasonable amount, but not less than 1% of those funds shall be expended for construction or improvement of nonmotorized transportation services and facilities.

(3) An improvement in a road, street, or highway that meets accepted practices or established best practices and facilitates nonmotorized transportation such as the paving of unpaved road shoulders, the widening of lanes, the addition or improvement of a sidewalk in a city or village, or any other appropriate measure shall be considered to be a qualified nonmotorized facility for the purposes of this section.

(4) Units of government need not meet the provisions of this section annually, if the requirements are met as an average over a reasonable period of years, not to exceed 10.

(5) The state transportation department or a county, city, or village receiving money from the Michigan transportation fund annually shall prepare a 5-year program for the improvement of qualified nonmotorized facilities which when implemented would result in the expenditure of an amount equal to at least 1% of the amount distributed to the state transportation department or the county, city, or village, whichever is appropriate, from the Michigan transportation fund in the previous calendar year, multiplied by 10, less the accumulated total expenditures by the state transportation department or the county, city, or village for qualified nonmotorized facilities in the immediately preceding 5 calendar years. A county shall notify the state transportation department and each municipality in the county when the county completes preparation of its 5-year program under this subsection. A city or village shall notify the state transportation department and the county where the city or village is located when the city or village completes preparation of its 5-year program under this subsection. The department shall notify each affected county, city, or village when the department completes preparation of its 5-year program. A city or village receiving money from the Michigan transportation fund shall consult with the state transportation department or county in the city's or village's preparation of the 5-year program under this subsection when planning a nonmotorized project affecting a facility under the jurisdiction of the state transportation department or county. A county receiving money from the Michigan

transportation fund shall consult with the state transportation department or a city or village when planning a nonmotorized project affecting a transportation facility under the jurisdiction of the state transportation department or the city or village. The department shall consult with a county, city, or village when planning a nonmotorized project affecting a transportation facility within the county, city, or village.

(6) Facilities for nonmotorized transportation including those that contribute to complete streets as defined in section 10p may be established in conjunction with or separate from already existing highways, roads, and streets and shall be established when a highway, road, or street is being constructed, reconstructed, or relocated, unless:

(a) The cost of establishing the facilities would be disproportionate to the need or probable use.

(b) The establishment of the facilities would be contrary to public safety or state or federal law.

(c) Adequate facilities for nonmotorized transportation already exist in the area.

(d) The previous expenditures and projected expenditures for nonmotorized transportation facilities for the fiscal year exceed 1% of that unit's share of the Michigan transportation fund, in which case additional expenditures shall be discretionary.

(7) The state transportation department may provide information and assistance to county road commissions, cities, and villages on the planning, design, and construction of nonmotorized transportation facilities and services.

History: Add. 1972, Act 327, Imd. Eff. Jan. 3, 1973 ;-- Am. 1978, Act 444, Imd. Eff. Oct. 10, 1978 ;-- Am. 1982, Act 438, Eff. Jan. 1, 1983 ;-- Am. 2006, Act 82, Imd. Eff. Mar. 29, 2006 ;-- Am. 2010, Act 135, Imd. Eff. Aug. 2, 2010

Appendix 4

KENT COUNTY ROAD COMMISSION



POLICY

No.

505

Effective Date

01/01/00

Revised Date

11/25/09

Non-Motorized Facilities

Policy authored by

The Kent County Road Commission supports the development of non-motorized trails and the establishment of a system of integrated bike routes throughout Kent County and between adjacent Counties. In order to provide safe and convenient non-motorized transportation facilities, the Kent County Road Commission has adopted the following guidelines to be used by the Kent County Road Commission or by requesting agencies in conjunction with the existing permit procedures when the facilities are to be located within the road right-of-way.

- A. Non-Motorized Paths (separated from the roadway)
- B. Paved Shoulders (along existing roads)
- C. Signed Routes (on existing roads)
- D. Sidewalks

Providing these facilities is generally considered a responsibility of the local unit of government in which it will be located. This policy does not preclude the Kent County Road Commission from constructing bike lanes within curbed roadways in addition to or as an alternative to an independent non-motorized facility. The Road Commission may be involved in certain instances in providing in whole or in part similar facilities as they may determine

A. 'NON-MOTORIZED' PATHS

Non-Motorized paths are considered to be a facility that is separated from the motorist-traveled portion of the roadway. It is also considered to be different than a sidewalk, in that sidewalks have specific statutory status especially as it pertains to construction and liability matters.

Such non-motorized paths will not be signed, or designated, as "exclusive" bike paths because they are intended for multiple non-motorized uses and all users should be encouraged to use the facility rather than the roadway. Existing sidewalks shall be enlarged to provide for the non-motorized path.

The following gives guidance for designing a facility to be constructed on County road right-of-way.

Width and Clearance:

The paved width and operating width are primary considerations. A facility intended for two-way traffic should have a minimum width of eight feet, or for one-way traffic a minimum width of five feet, in order to accommodate bicycle traffic as well as other non-motorized uses such as walking, running, wheelchairs, wagons and roller skates.

A two feet wide (minimum) clear graded area is recommended along both sides of the paved path and vertical clearance to overhead obstructions should be a minimum of eight and one-half feet. All bridges, culverts etc. needed to accommodate these facilities should provide for these same minimum standards.

A wide separation between the facility and the roadway is desirable for safety reasons. The facility should typically be located one foot off the property line and provide minimum clearances of six feet from back of curb on roads with curb and gutter; ten feet from edge of roadway pavement (where there is no ditch), or twenty feet from centerline of right-of-way (where there is no ditch), or one foot behind the top of drainage backslope (where ditch exists), whichever is greater. These clearances shall also be used as a guide for allowing deviations from the location of one foot off the property line.

Where these minimum requirements cannot be obtained in the right-of-way or where there is evidence that a roadway will require widening beyond two lanes, consideration must be given to acquiring additional right-of-way to accommodate the proposed roadway, the facility, and the minimum clearances and widths stated.

Pavement & Structures:

The type of material, thickness of surface and base are of primary importance as well as the proper design of all structures needed to accommodate the facility. These designs should be determined by engineers after an analysis of soils, wheel loads, and other site-specific requirements are considered.

Normally, however, the pavement should be a minimum of four inches concrete or three inches bituminous surface over six inches of processed road gravel. A cross slope of two percent should be provided to allow for proper drainage.

Signing & Marking:

Adequate signing and marking may be important safety considerations. General guidance is provided in the Michigan Manual of Uniform Traffic Control Devices. Only signing necessary for safety should be erected so as not to create confusion or restrict vision.

Signing and marking shall be reviewed and approved by the Road Commission's Traffic and Safety Department.

Design Speed, Grades and Alignment:

Many other factors must be considered in the design of the facility. Design speed of twenty mph is normally considered adequate except for steep grades where a higher design speed should be used.

Grades and pavement elevations should be given special consideration in relation to the roadway facility and adjoining properties so as to cause minimal concern for safety, drainage, driveways, yards, etc. Profiles of the curbs and/or roadway should be utilized as a guide for such determination.

Changes in alignment and curves to accommodate such changes should be adequate to provide for the design speed selected and the safety to users of the facility.

Intersections:

Where the facility crosses a roadway, special consideration for selecting the proper location and placing adequate controls must be given.

Operation & Maintenance:

The agency responsible for the control, maintenance and policing of non-motorized paths will be established prior to construction approval. A written agreement specifying local responsibility for maintenance, repair and restoration of the path and stating the local community will save harmless, indemnify, represent and defend the Road Commission for all claims for as long as such path exists must be executed prior to issuance of a construction permit by the Road Commission.

The Road Commission will be responsible only for reviewing plans to assure conformance to the guidelines set forth above relative to geometrics within the right-of-way and for issuance of a construction permit.

Attached as Exhibit "A" is a typical agreement that could be used and modified if necessary to clearly establish responsibilities for such facilities on the road right-of-way.

'PAVED SHOULDERS'

There is considerable emphasis today on the need for paved shoulders to accommodate non-motorized transportation, particularly in urban areas or near schools.

The Road Commission will continue to recommend the construction of sidewalks or non-motorized paths where it is deemed advisable for safety reasons. Generally, such recommendations will be made when traffic volumes or non-motorized uses are exceptionally high or where adequate right-of-way is available.

When the Road Commission allows for construction of a paved shoulder it shall be their policy that:

1. The cost for constructing the paved shoulder is the responsibility of the requesting parties, unless otherwise agreed. The requesting party may also be required to resurface the existing roadway, dependent on it's condition.
2. The paved shoulder will not be designated as any special facility, such as a bicycle path, but be treated as a normal road shoulder.
3. Both shoulders shall generally be paved along a section of roadway as opposed to only paving one side.
4. All construction shall be done by or under the direct supervision of the Road Commission in accordance with current standards of construction and design. The width to be a minimum of four feet on uncurbed roadways and six feet on curbed roadways unless a special exception is granted. Bituminous surface shall be a minimum thickness of three inches.
5. The Road Commission will only perform routine maintenance of the shoulders following completion and acceptance of construction. Pathway maintenance is the responsibility of the requesting agency.

C. SIGNED ROUTES

In addition to providing for non-motorized paths as a separated facility from the motorist traveled portion of the roadway and the use of paved shoulders to accommodate non-motorized uses, there may be times when it would be desirable to sign an existing roadway (without paved shoulders or separated path) as a "Bike Route". This may also be needed for the purpose of providing continuity of routes within the County or with other counties.

An agreement with the local unit of government shall be executed assigning certain responsibilities for signing, maintenance and liability. (See Exhibit A)

D. SIDEWALKS

Sidewalks constructed by local units of government on county roads shall conform to the following general guidelines and receive the approval of the Kent County Road Commission before construction begins.

1. The sidewalk shall be five feet in width and be generally located one foot off the property line.
2. Current construction standards of the Michigan Department of Transportation shall be used for the design and construction of all sidewalks.
3. Sidewalk elevations shall be determined by the Kent County Road Commission for uniformity in relation to the profile or proposed profile to curbs and/or roadway.

Since the statutes are quite specific regarding sidewalk construction and liability, an agreement will not be necessary. Approval of the design and construction plans, however, by the Kent County Road Commission is a prerequisite before locating on a county road and issuance of a construction permit.

EXHIBIT "A"
AGREEMENT

WHEREAS, the _____ (hereinafter referred to as _____) is a

municipal corporation organized under the laws of the State of Michigan, and is located in the County of Kent, State of Michigan, and:

WHEREAS, the Board of County Road Commissioners of the County of Kent (hereinafter referred to as "BOARD") is a public body corporate, with jurisdiction and control over all county roads located within the County of Kent, State of Michigan, and;

WHEREAS, the _____ desires to build non-motorized

transportation facilities or bicycle paths (hereinafter referred to as "pathway") in accordance with plans and designs prepared by its engineer within right-of-way under the jurisdiction and control of the BOARD; more specifically:

WHEREAS, because the intended location of the pathway is within right-of-way

under the jurisdiction and control of the BOARD, it is necessary for _____ to obtain the consent of the BOARD prior to commencing construction of the pathway, and;

WHEREAS, it is the desire and objective of the parties hereto, to set forth their mutual understanding with respect to the conditions under which the BOARD will grant its

consent to the _____ to construct pathway within county road right-of-way;

NOW, THEREFORE, in consideration of the aforementioned premises and in furtherance thereof, it is hereby mutually agreed as follows:

1. _____ will apply for a permit from the BOARD and agrees to abide by all terms and conditions imposed upon permit applications.
2. _____ will construct the pathway in accordance with the plans and design prepared by its engineer and approved by the BOARD. Any deviation from the plans and design must receive the prior written approval of the BOARD.
3. _____ agrees to assume total and exclusive responsibility for maintenance, repair and restoration of the pathway for so long as the pathway may exist.
If, for any reason, the pathway is removed by _____

_____ agrees to restore the county road right-of-way where the pathway is located, to a condition reasonably similar to that in effect prior to the construction of the pathway. _____ further agrees to remove or relocate the pathway at its expense when necessary to accommodate a roadway improvement of the Board.

KENTWOOD NON-MOTORIZED TRANSPORTATION PLAN

4. Upon completion of the installation of the pathway, and final approval having been granted by the BOARD to the _____, _____ agrees to save harmless, indemnify, represent and defend the BOARD from any and all claims for bodily injury or property damage or any other claim relating to or arising out of the operation, use or continuing existence of the pathway within county road right-of-way.

5. This agreement shall be in effect as between the parties hereto upon the affixation of the signatures of the duly authorized officers of the BOARD and

IN WITNESS THEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized officers and their seals affixed hereto the day and year written below.

BOARD OF COUNTY ROAD COMMISSIONERS,

WITNESS: COUNTY OF KENT

By: Chairman _____

By: Vice-Chairman _____

By: Commissioner _____

By: Commissioner

By: Commissioner

TOWNSHIP OF

_____ By: _____

By: _____

Date: _____

Appendix 5

Kentwood Municode (Excerpt)

ARTICLE 5. - BICYCLES

DIVISION 1. - GENERALLY

Sec. 66-131. - Scope.

The regulations of this article applicable to bicycles shall apply whenever a bicycle is operated upon any highway or path set aside for the exclusive use of bicycles, subject to those exceptions stated in this article.

(Code 2004, § 66-131; Comp. Ords. 1987, § 20.161(C))

Sec. 66-132. - Compliance.

(a) It is a civil infraction for any person to do any act forbidden, or fail to perform any act required, in this article.

(b) The parent of any child and the guardian of any ward shall not authorize or knowingly permit any such child or ward to violate any of the provisions of this article.

(Code 2004, § 66-132; Comp. Ords. 1987, § 20.161(A), (B))

Sec. 66-133. - Use of paths when provided.

Whenever a usable path for bicycles has been provided adjacent to a roadway, bicycle riders shall use such path and shall not use the roadway.

(Code 2004, § 66-133; Comp. Ords. 1987, § 20.168(3))

Sec. 66-134. - Obedience to traffic control devices.

Any person operating a bicycle shall obey the instructions of official traffic control signals, signs and other devices applicable to vehicles, unless otherwise directed by a police officer.

(Code 2004, § 66-134; Comp. Ords. 1987, § 20.168(2))

Sec. 66-135. - Obedience to signs.

When signs are erected on any sidewalk or street which prohibit the riding of bicycles thereon by any person, no person shall disobey such signs.

(Code 2004, § 66-135; Comp. Ords. 1987, § 20.168(13))

Sec. 66-136. - Speed.

No person shall operate a bicycle at a speed greater than is reasonable and prudent under conditions then existing.

(Code 2004, § 66-136; Comp. Ords. 1987, §§ 20.168(9), 20.169)

Sec. 66-137. - Emerging from alley, driveway or building.

The operator of a bicycle emerging from an alley, driveway or building shall, upon approaching a sidewalk or sidewalk area extending across any alleyway, yield the right-of-way to all pedestrians approaching on such sidewalk or sidewalk area, and, upon entering the roadway, shall yield the right-of-way to all vehicles approaching on such roadway.

(Code 2004, § 66-137; Comp. Ords. 1987, § 20.168(10))

A special thanks to...

- Police Chief, Tom Hillen
- Public Works Director, Ron Woods
- Parks and Recreation Director, Omalie Ziesemer
- Parks and Recreation Director, Val Romeo
- Public Works Director, John Gorney
- City Engineer, Steve Kepley
- City Engineer, Tim Bradshaw
- Planning Director, Terry Schweitzer
- Planning Commissioner, Steve Redmond
- Planning Intern, Megan Pluymert
- Planning Intern, Christopher Gates

