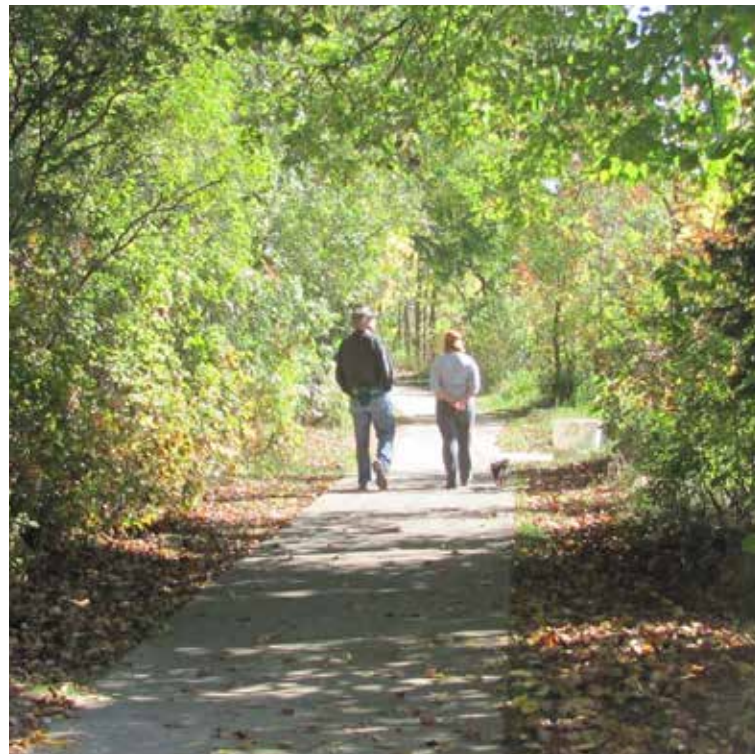




METROPARK TO STATE PARK PATHWAY CONNECTOR

BRIGHTON STATE RECREATION AREA - HURON MEADOWS METROPARK - ISLAND STATE RECREATION AREA - KENSINGTON METROPARK

ROUTE SCORING



BRIGHTON STATE RECREATION AREA



HURON MEADOWS METROPARK



ISLAND LAKE STATE PARK



KENSINGTON METROPARK



INTRODUCTION

Project Introduction	5
Route Scoring Introduction	6
Route Scoring Category Descriptions	7
Existing Conditions	8
Zone Map	9
Potential Routes	10
Zone A	11
Zone B	12
Zone C	14

FINAL ROUTE & SUMMARY

Summary	16
Final Route	17
US-23 Bridge Crossing	18

DEMOGRAPHIC & USER RESEARCH

Wetland Map	19
Strava Heat Map	20
Garmin Running Popularity Map	21
Median Family Income	22
Garmin Road Cycling Popularity Map	23
Percent of Population in Poverty	24
Percent Population over 65	25
Percent of People with Disabilities	26
Percent Population of People of Color	27
Population Density	28

APPENDICES

Appendix I - Inventory Photos	29
Appendix II - Public Input	31
Appendix III - Public Input Online Survey Responses	35
Appendix IV - Lakelands Trail Connection Analysis	36

CREATED FOR:



ACKNOWLEDGMENTS

The Huron-Clinton Metroparks was awarded grant funding from the Ralph C. Wilson, Jr. Legacy Fund through the Community Foundation for Southeast Michigan to complete this feasibility study and determine a final route recommendation.

Community Foundation

FOR SOUTHEAST MICHIGAN



RALPH C. WILSON, JR.
FOUNDATION

CREATED BY:

PEA GROUP

IN COLLABORATION WITH:



PROJECT INTENT

This feasibility study will determine a safe and efficient non-motorized connection between four large regional parks: Brighton Recreation Area, Huron Meadows Metropark, Island Lake Recreation Area, and Kensington Metropark.

These four parks sit in relatively close proximity from west to east, yet there is no non-motorized route linking them. Brighton Recreation Area and Huron Meadows Metropark have no connection despite being less than two miles apart. Island Lake Recreation Area and Kensington Metropark have an existing pathway connection, however they are separated from Huron Meadows Metropark and Brighton State Recreation Area by US-23. This project will identify the most effective and safe route to establish a non-motorized transportation network between all four parks.

An additional state park (Mike Levine Lakelands Trail) lies to the south, outside of the study area. Connections to Lakelands Trail were not a focus of this study, however this report does explore the potential for a connection from the four subject parks to the Lakelands Trail in an effort to see if any specific routes could provide the additional benefit of Lakelands Trail access.

The western terminus of the study area is the end of the existing paved pathway along Bauer Road that is a hike/bike trail within Brighton Recreation Area. This pathway is an established connection to downtown Brighton. The eastern end point of the study area is the existing trailhead at the southeast edge of the retail parking lot within the Green Oak Village Place shopping center. This trailhead provides access to an existing non-motorized pathway route through Island Lake Recreation and connecting to Kensington Park.



Each preliminary route was evaluated according to how well it satisfies a set of planning criteria that is important to establishing connections between Brighton Recreation Area, Island Lake Recreation Area and the Metropark system. A 100-point scoring rubric was formulated, based on the categories listed, each category was weighted to account for a maximum of 10, 15 or 20 points. The "Residential Accessibility", "Property Acquisition" and "Feasibility of Development" categories were weighted more heavily due to their critical importance to the feasibility of the project.

The scores for each category were tabulated to develop a composite score for each route. The scoring system provides an empirical data rating for each segment of trail based on the results of site analysis, stakeholder input and professional judgement.

CATEGORIES

1. Residential Accessibility (15 points)
2. Safety (10 points)
3. Scenic Quality (10 points)
4. Viability of Long Term Maintenance (10 points)
5. Feasibility of Development (20 points)
6. Property Acquisition Feasibility (20 points)
7. Regional Park Connectivity (15 points)

ROUTE NUMBER	ROUTE DESCRIPTION	ROUTE HIGHLIGHTS	RESIDENTIAL ACCESSIBILITY (15 PTS)	SAFETY (10 PTS)	SCENIC QUALITY (10 PTS)	VIABILITY OF LONG TERM MAINTENANCE (10 PTS)	FEASIBILITY OF DEVELOPMENT (20 PTS)	PROPERTY ACQUISITION FEASIBILITY (20 PTS)	REGIONAL PARK CONNECTIVITY (15 PTS)	TOTAL
Route 1	Along Ore Creek		15	8	8	9	11	20	15	86
Notes	Wetlands along Ore Creek would require more boardwalk, a more isolated route, maintenance would be by state park, lots of hills and trees, more expensive to build									

1. Residential Accessibility

A measure of both population density and demographic diversity.

1 = low residential density near the trail

15 = easy access to high residential density areas

2. Safety

A comparative measure of route safety in terms of interaction with vehicular traffic as well as public visibility of the trail section.

1 = significant safety concerns – potentially unsafe

10 = limited safety concerns – very safe

3. Scenic Quality

A comparative measure of visual quality along the route as well as diversity of landscape character. Both attractive scenery and landscape diversity are desirable.

1 = poor scenic quality

10 = attractive scenery with diversity

4. Viability of Long-Term Maintenance

A measure of potential long-term maintenance cost liabilities. Facilities such as boardwalks have a higher long-term maintenance cost than a paved pathway. Additional amenities such as fences, railings, retaining walls, bollards, etc. pose a potential for increasing long-term maintenance costs.

1 = significant maintenance costs

10 = minimal maintenance costs

5. Feasibility of Development

A measure of the ease of development in terms of technical challenges of the land. Obstacles to development may include steep slopes, natural features such as wetlands, floodplains, streams or rivers, railroads or high traffic roads.

1 = abundant obstacles

20 = minimal obstacles

6. Property Acquisition Feasibility

A measure of the quantity of easements or land acquisition that may be required for development of the trail. The most significant obstacle to implementation is property ownership. Easement acquisition for trails on private property is often difficult and can be an insurmountable obstacle to development.

1 = abundant obstacles

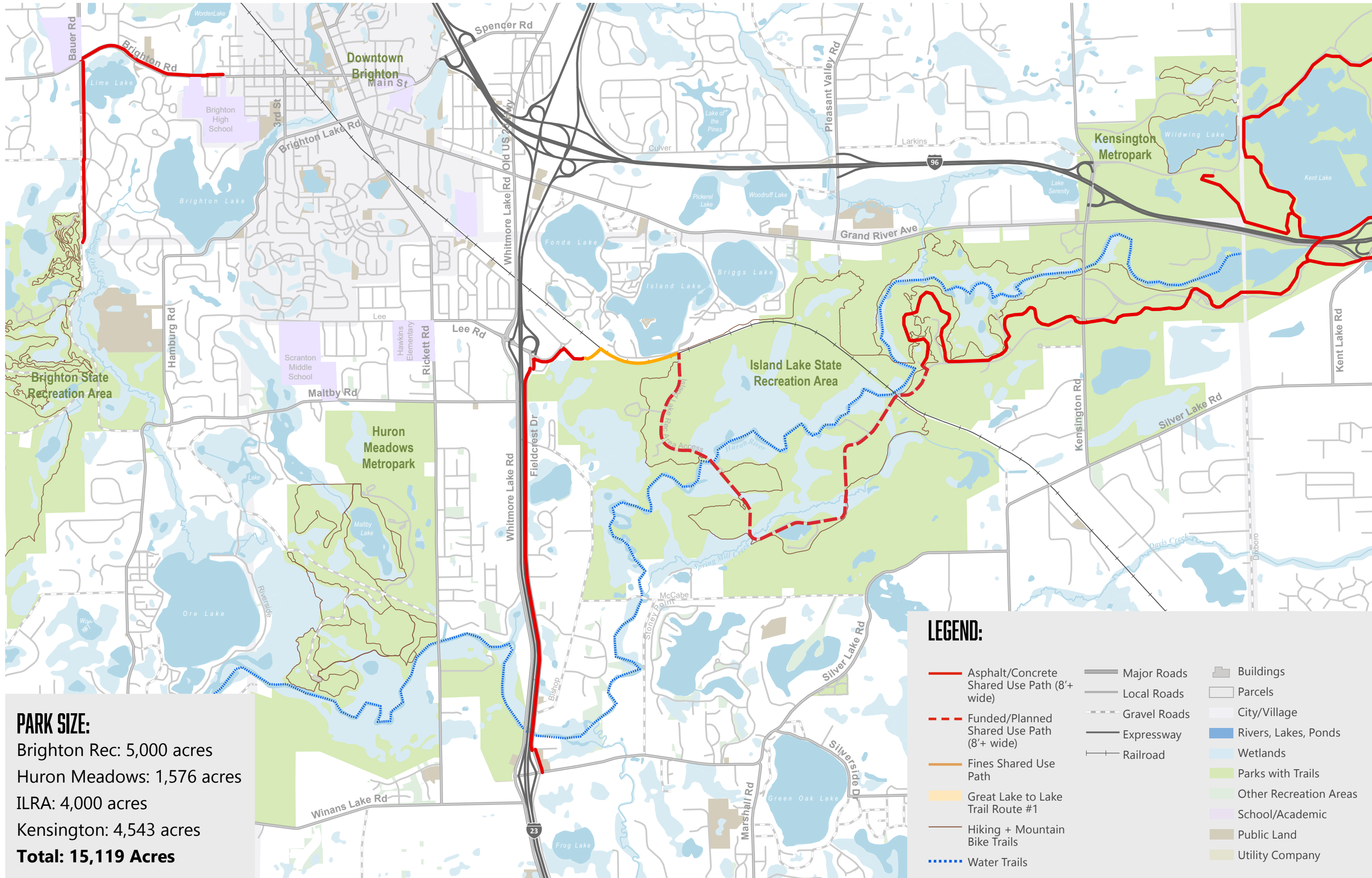
20 = minimal obstacles

7. Regional Park Connectivity

A measure of the amount of time and effort it would take to travel from one regional park to the next, as well as a measure of the number of connections to existing amenities within the parks.

1 = long distance traveled between parks

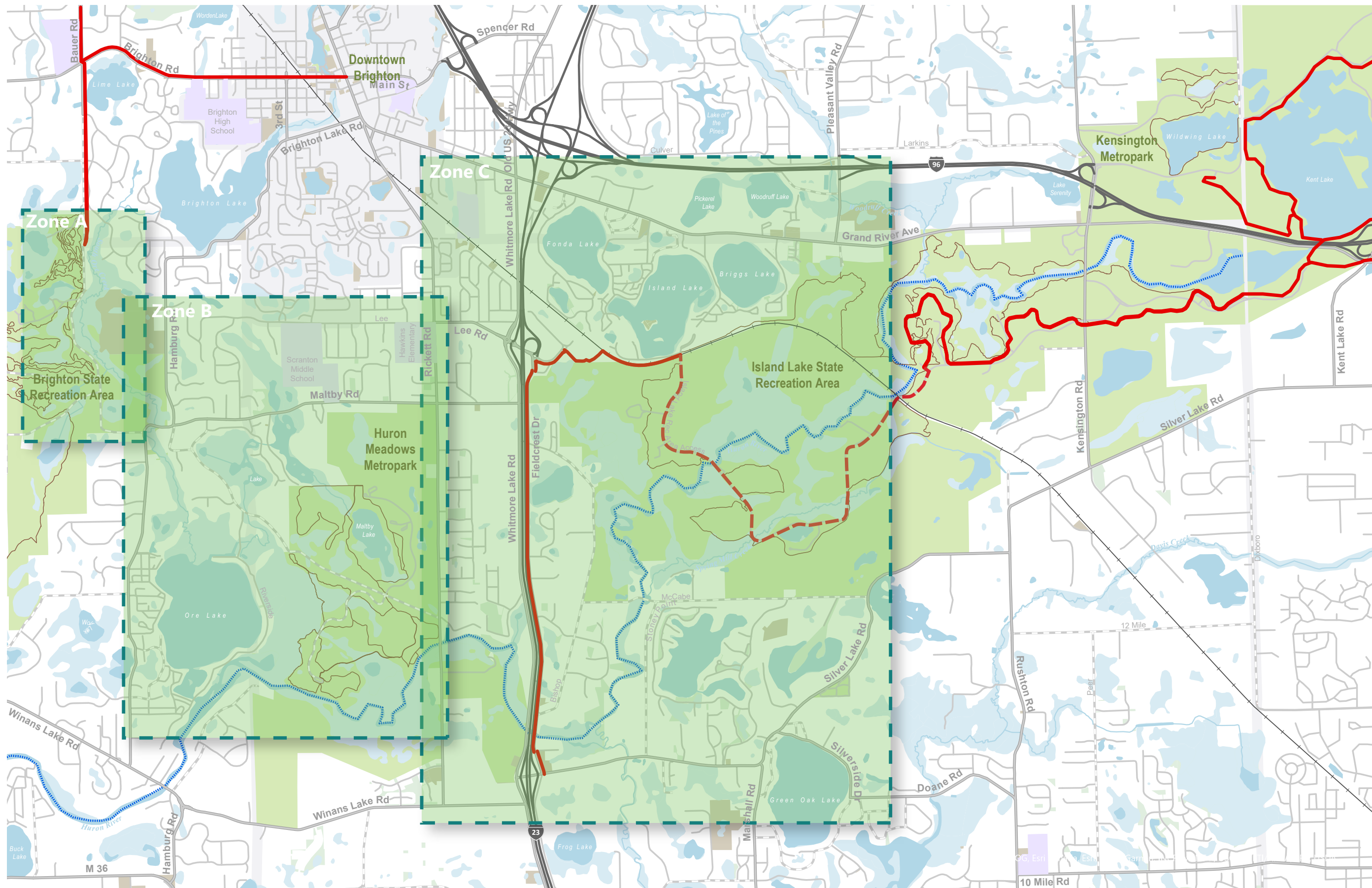
15 = shortest distance between parks

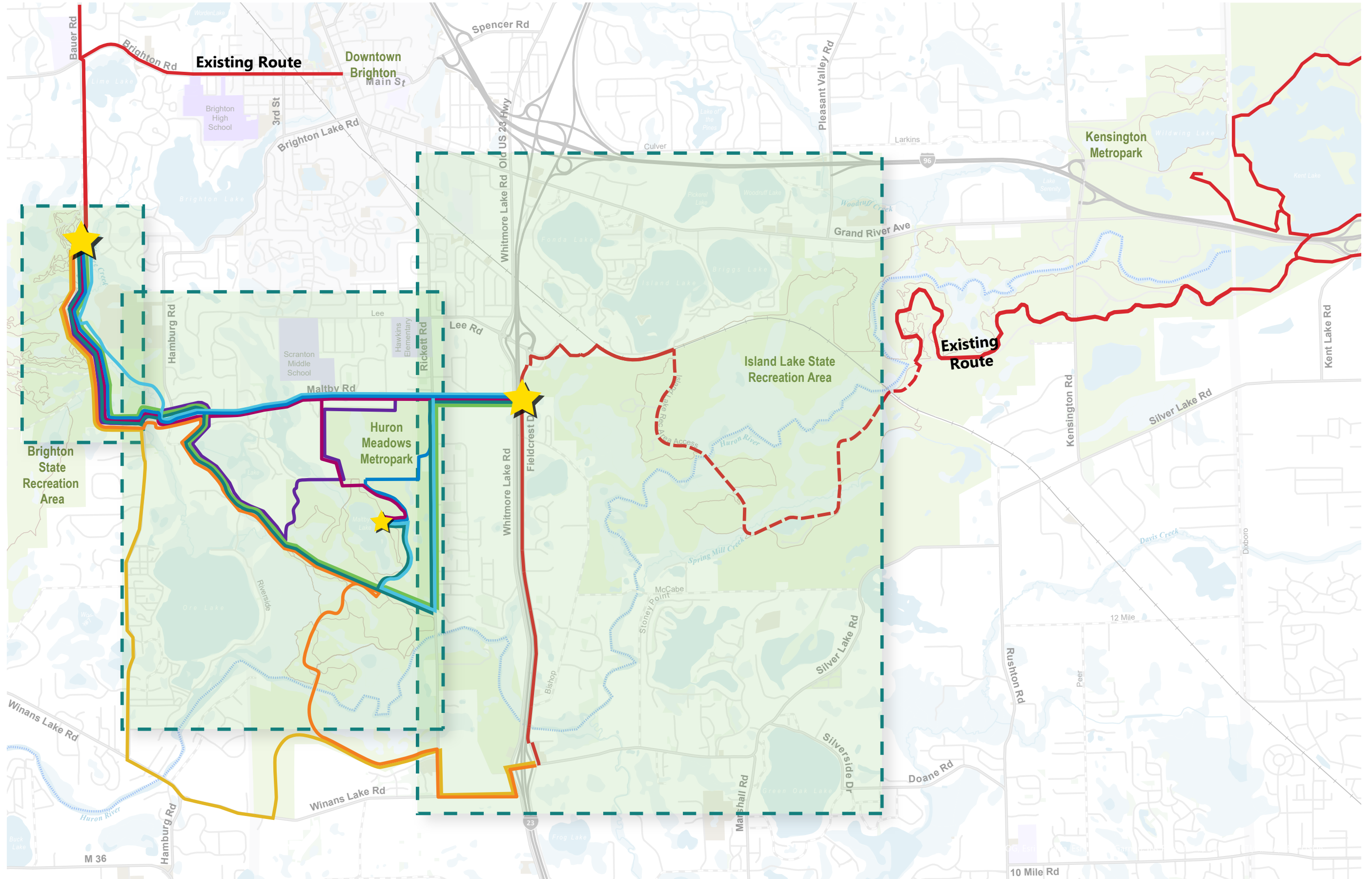


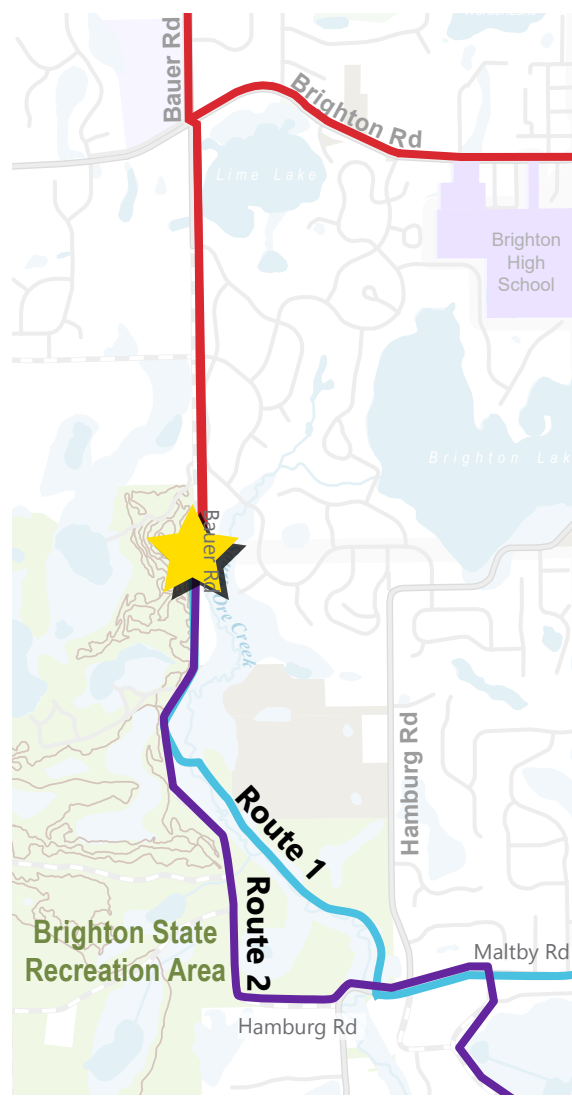
PARK SIZE:
 Brighton Rec: 5,000 acres
 Huron Meadows: 1,576 acres
 ILRA: 4,000 acres
 Kensington: 4,543 acres
Total: 15,119 Acres

LEGEND:

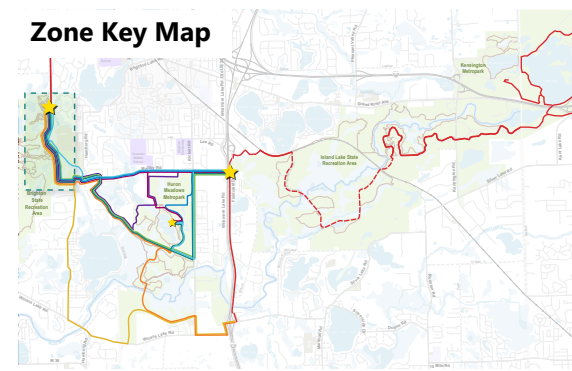
	Asphalt/Concrete Shared Use Path (8'+ wide)		Major Roads		Buildings
	Funded/Planned Shared Use Path (8'+ wide)		Local Roads		Parcels
	Fines Shared Use Path		Gravel Roads		City/Village
	Great Lake to Lake Trail Route #1		Expressway		Rivers, Lakes, Ponds
	Hiking + Mountain Bike Trails		Railroad		Wetlands
	Water Trails				Parks with Trails
					Other Recreation Areas
					School/Academic
					Public Land
					Utility Company



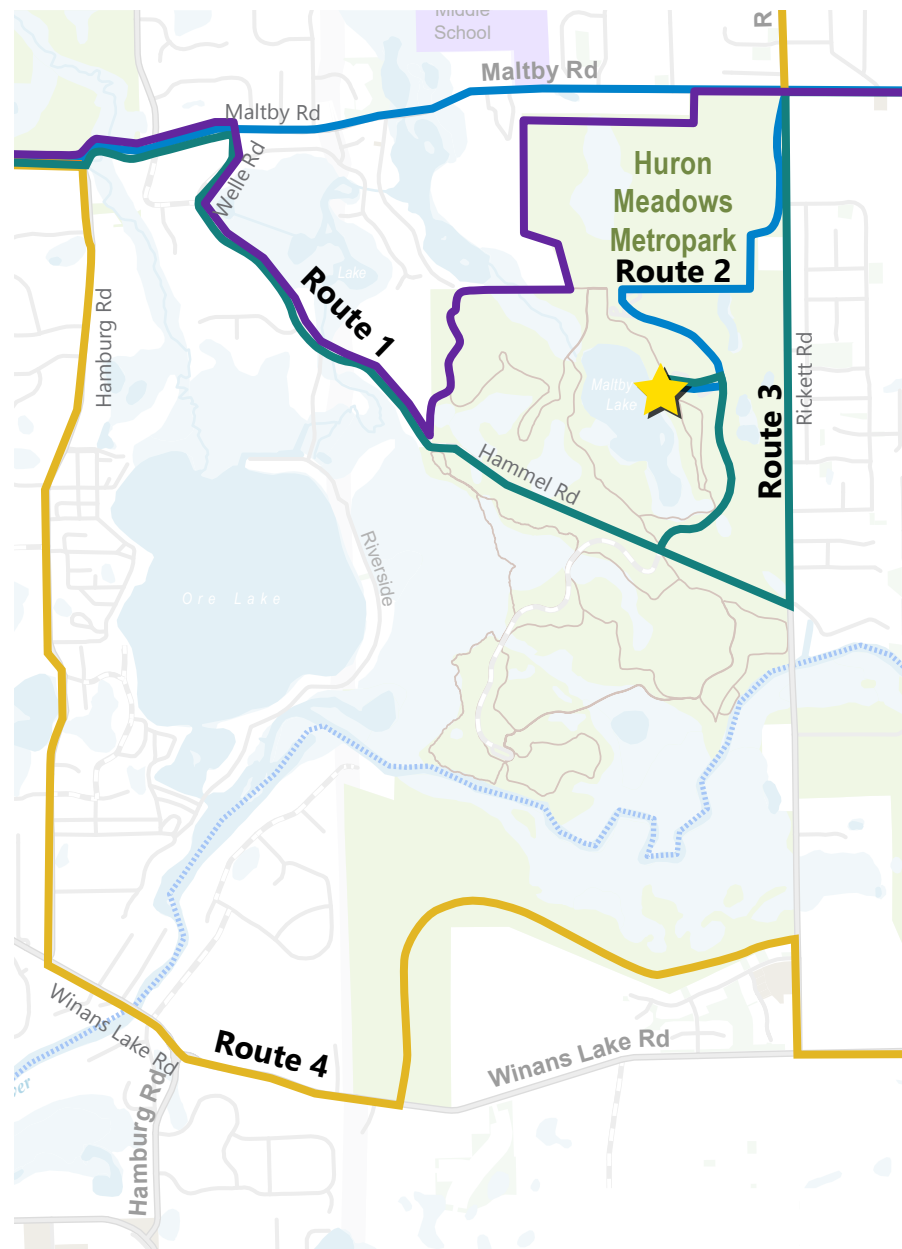




- Route 1: Heads south down Bauer Road, then turning southwest through the nature area of the park, crossing Ore Creek and following it southeast until Maltby Road.
- Route 2: An off road path parallel to Bauer Road.
- Existing Route

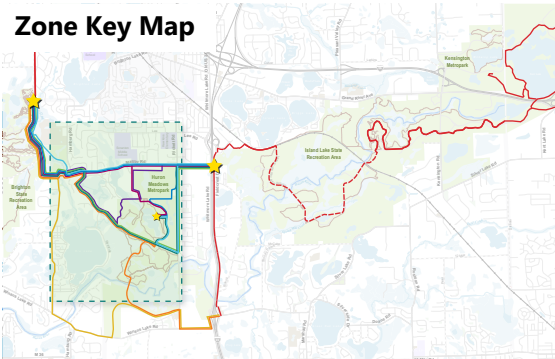


ROUTE NUMBER	ROUTE DESCRIPTION	RESIDENTIAL ACCESSIBILITY (15 PTS)	SAFETY (10 PTS)	SCENIC QUALITY (10 PTS)	VIABILITY OF LONG TERM MAINTENANCE (10 PTS)	FEASIBILITY OF DEVELOPMENT (20 PTS)	PROPERTY ACQUISITION FEASIBILITY (20 PTS)	REGIONAL PARK CONNECTIVITY (15 PTS)	TOTAL
Route 1	Along Ore Creek	15	8	8	9	11	20	15	86
Notes	Wetlands along Ore Creek require additional boardwalk, isolated route, maintenance be by state park, beautiful views but expensive to build.								
Route 2	Paved trail along Bauer Road	15	10	8	7	16	20	15	91
Notes	Boardwalk over wetland areas along the road, maintenance by state park system								

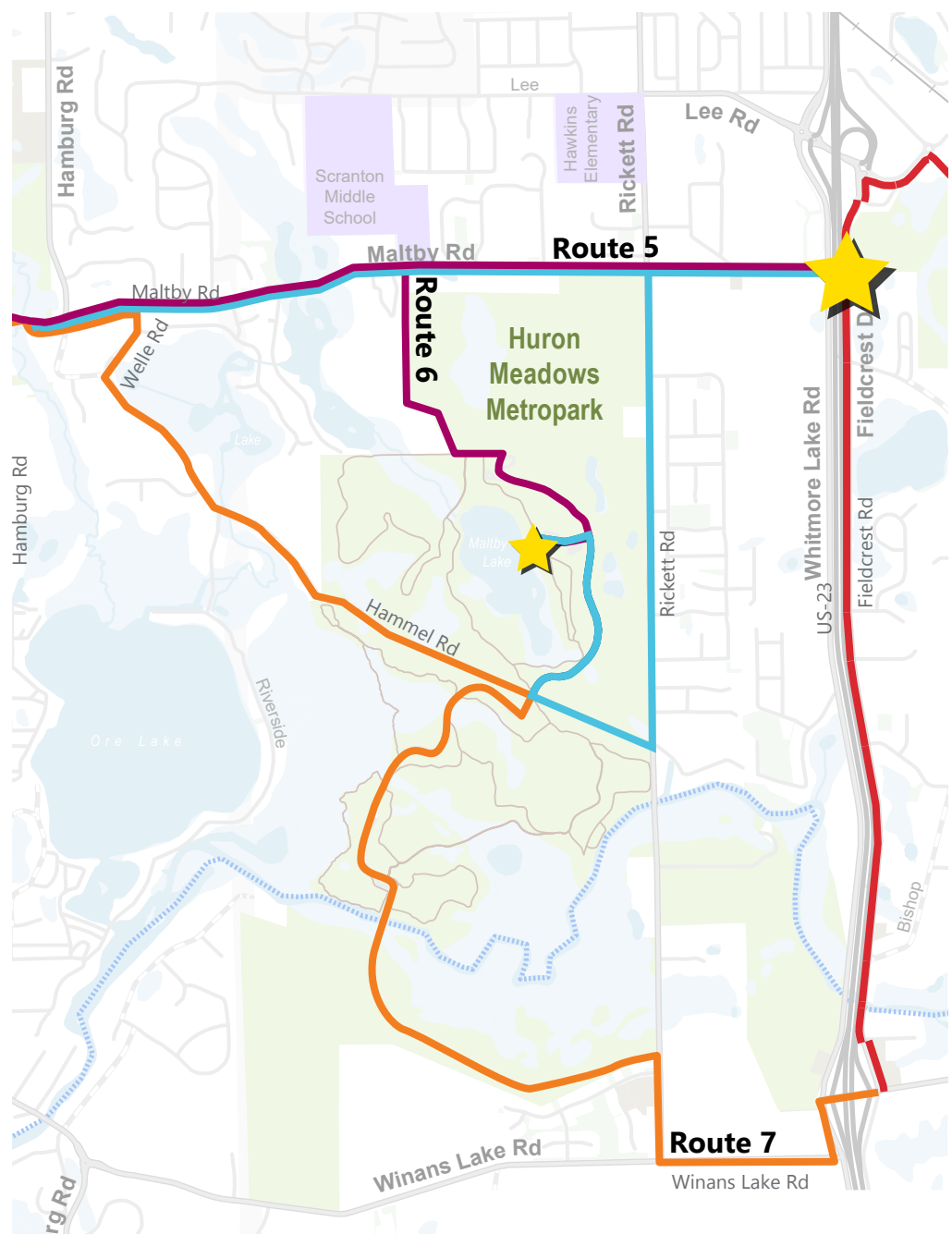


- Route 1:** The route leaves Brighton State Recreation Area heading east onto Bauer and continuing onto Maltby Road, then turning south onto Welle Road until it ends, turning southwest onto Hammel Road. The path would enter Huron Meadows Metropark off of Hammel Road heading north and meeting up with the Cedar Trace Trail. The path continues north around the golf course and exits Huron Meadows Metropark on Maltby Road south of the Scranton Middle School entrance. The pathway continues down Maltby Road until the bridge crossing at US-23.
- Route 2:** The route leaves Brighton State Recreation Area heading east onto Bauer and continuing onto Maltby Road until the crossing at US-23, with a pathway connection heading south into Huron Meadows Metropark. The pathway will follow the northern property line, heading south along the east property line, then turning west into the park behind the existing maintenance building, continuing parallel to the existing maintenance drive. The connection would then follow the existing road south until the terminis at the Sunset Ridge Trailhead.
- Route 3:** The route leaves Brighton State Recreation Area heading east onto Bauer and continuing onto Maltby Road, then turning south onto Welle Road until it ends, turning southwest onto Hammel Road. The path would enter Huron Meadows Metropark off of Hammel Road and following the existing entrance road to the Sunset Ridge trailhead. There would also be a connection from Hammel Road turning north onto Rickett Road and east on Maltby to the US-23 bridge crossing.
- Route 4:** The route leaves Brighton State Recreation Area, turning south onto Hamburg Road and following Hamburg Road until Winans Lake Road. The pathway will continue southeast on Winans Lake Road, then turn north into Huron Meadows Metropark. The route exits onto Rickett Road, turning south until Winans Lake Road, then heading east until turning north on Whitmore Lake Road.

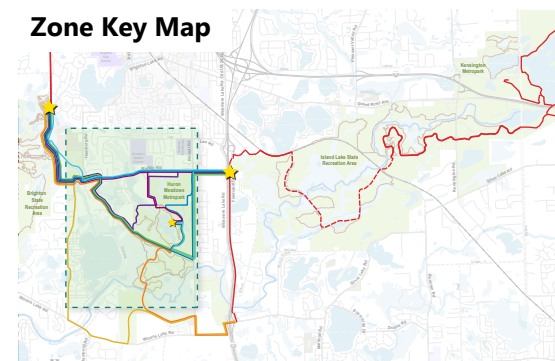
Note: Additional Routes on page 13.



ROUTE NUMBER	ROUTE DESCRIPTION	RESIDENTIAL ACCESSIBILITY (15 PTS)	SAFETY (10 PTS)	SCENIC QUALITY (10 PTS)	VIABILITY OF LONG TERM MAINTENANCE (10 PTS)	FEASIBILITY OF DEVELOPMENT (20 PTS)	PROPERTY ACQUISITION FEASIBILITY (20 PTS)	REGIONAL PARK CONNECTIVITY (15 PTS)	TOTAL
Route 1	Hammel Rd to Cedar Trace Trail around Golf Course	15	8	9	9	10	3	12	66
Notes	Metropark opposed to impeding golf course, ortion of the trail is isolated, some wetland along Hammel Rd., ROW on Hammel Rd/property acquisition will be extremely difficult. Would require removing large beautiful trees on Hammel Rd.								
Route 2	Maltby Rd with out and back within Metropark property	15	9	5	9	18	17	15	88
Notes	Least attractive route along Maltby, but picks up the most houses, most efficient and direct route,.								
Route 3	Rickett Rd to Hammel Rd	8	9	8	8	15	2	12	62
Notes	Property acquisition on Hammel Rd will be extremely difficult, adds additional distance to trail going all the way to main entrance. Would require removing large beautiful trees on Hammel Rd.								
Route 4	Hamburg Rd to Winans Lake Rd	13	8	8	7	14	3	6	59
Notes	Part of the trail is isolated, longest route will make it the most expensive to build and hardest to maintain, requires a bridge over the river and a wetland crossing, ROW on Hamburg and Winans Lake is not wide enough for 10' path and on road biking is not safe. Route does not access the main amenities of park and is not a direct connection.								



- Route 5:** The route leaves Brighton State Recreation Area heading east onto Bauer and continuing onto Maltby Road until the crossing at US-23, with an additional out and back connection going south on Rickett Road and turning northwest onto Hammel Rd. The pathway enters the park on the northside of the road and follows the existing park accessway, terminating at the Sunset Ridge Trailhead.
- Route 6:** The route leaves Brighton State Recreation Area heading east onto Bauer and continuing onto Maltby Road until the crossing at US-23, with an additional out and back connection into Huron Meadows. The path would head south across from Scranton Middle School, staying along the west property line, then following the existing road and terminating at the Sunset Ridge Trailhead.
- Route 7:** The route leaves Brighton State Recreation Area heading east onto Bauer and continuing onto Maltby Road, then turning south onto Welle Road until it ends, turning southwest onto Hammel Road. The pathway will turn south into Huron Meadows Metropark, following the existing Moraine Fen rustic trail, with a bridge crossing over the Huron River where a new trail would be developed within the park. The route exits onto Rickett Road, turning south until Winans Lake Road, then heading east until turning north on Whitmore Lake Road.

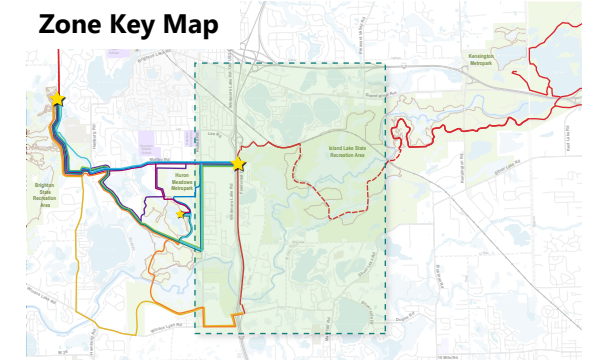


ROUTE NUMBER	ROUTE DESCRIPTION	RESIDENTIAL ACCESSIBILITY (15 PTS)	SAFETY (10 PTS)	SCENIC QUALITY (10 PTS)	VIABILITY OF LONG TERM MAINTENANCE (10 PTS)	FEASIBILITY OF DEVELOPMENT (20 PTS)	PROPERTY ACQUISITION FEASIBILITY (20 PTS)	REGIONAL PARK CONNECTIVITY (15 PTS)	TOTAL
Route 5	Rickett Rd to Hammel Rd out and back	15	9	3	9	17	17	12	82
Notes	Property acquisition on Hammel Rd will be extremely difficult, adds additional distance to trail going all the way to main entrance. Accesses subdivisions right next to the park that have no pedestrian access.								
Route 6	Maltby Rd with out and back across from Scranton	15	9	5	9	17	12	12	79
Notes	Least attractive route along Maltby, but picks up the most houses, most efficient and direct route, provides an entrance right across from a school. Property acquisition across from the school would be necessary and difficult to obtain.								
Route 7	Hammel Rd through Huron Meadows to Winans Lake Rd	12	8	10	7	14	3	6	60
Notes	Accesses scenic/rustic side of park which would be beautiful but far from main amenities. Part of the trail is isolated. Longest route will make it the most expensive to build and hardest to maintain, requires a bridge over the river and a wetland crossing. Not an efficient connection between parks.								

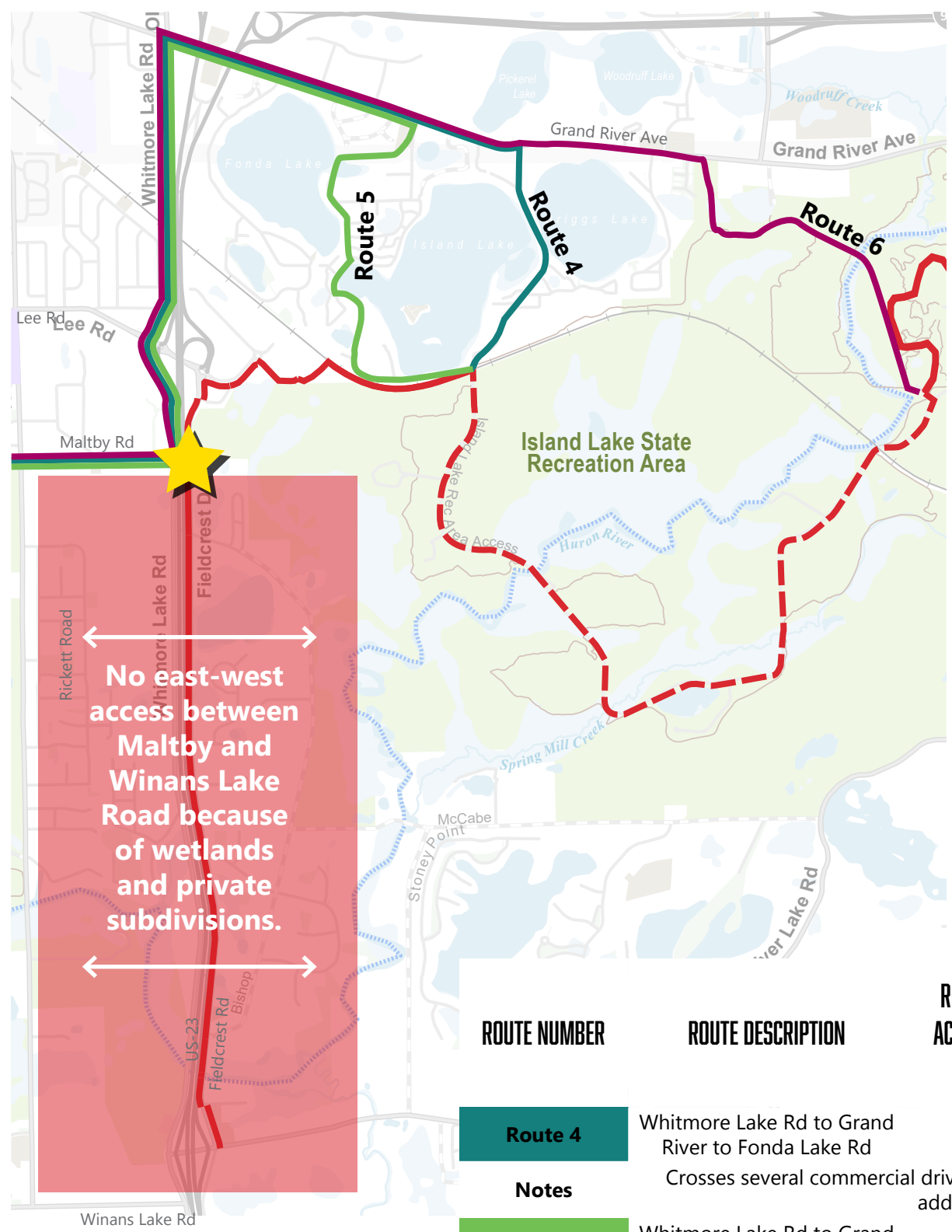


- Route 1: The route crosses US-23 with a new pedestrian bridge. The new bridge will end on the existing Fieldcrest Drive paved pathway, then head north and east to meet with the existing Island Lake Trail Connector.
- Route 2: The route heads east on Winans Lake Road, turning north onto Whitmore Lake Road. Next, the pathway turns east onto Silver Lake Road with a sidewalk crossing under the US-23 overpass, picking up the existing trail heading north on Fieldcrest Drive. The pathway will continue to head north and east to meet up with the existing Island Lake Trail Connector.
- Route 3: The route turns north onto Rickett Road, turning east onto Lee Road, through the three roundabouts and meeting up with the existing route at Green Oak Mall.
- Existing Route

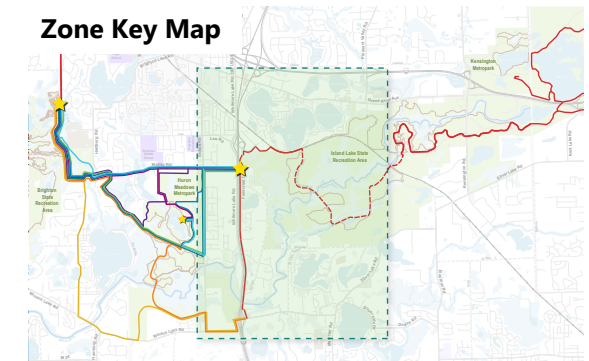
Note: Additional Routes on page 15.



ROUTE NUMBER	ROUTE DESCRIPTION	RESIDENTIAL ACCESSIBILITY (15 PTS)	SAFETY (10 PTS)	SCENIC QUALITY (10 PTS)	VIABILITY OF LONG TERM MAINTENANCE (10 PTS)	FEASIBILITY OF DEVELOPMENT (20 PTS)	PROPERTY ACQUISITION FEASIBILITY (20 PTS)	REGIONAL PARK CONNECTIVITY (15 PTS)	TOTAL
Route 1	Bridge over US-23	15	10	9	8	14	20	15	91
Notes	Most direct and efficient link between parks. Safest route with least amount of road crossings								
Route 2	Sidewalk under US-23	12	8	8	10	18	20	4	80
Notes	Safe route however not a direct or efficient link between parks.								
Route 3	Rickett Rd to Lee Rd	9	1	5	9	10	16	11	61
Notes	Crosses three roundabouts, two expressway entrance ramps and mall entrances, which create several safety issues.								



- Route 4: The route turns north on Whitmore Lake Road, then heads west down Grand River Drive until Academy Drive. Follows Academy Drive south through the subdivision until the Neighborhood Trail Connector into Island Lake Recreation Area.
- Route 5: The route turns north on Whitmore Lake Road, then heads west down Grand River Drive until Superior Drive. Follows Superior Drive, turning west onto Kenrich Drive until it connects with Fonda Lake Drive. The path continues south down Fonda Lake Road until Island Lake Drive.
- Route 6: The route turns north on Whitmore Lake Road, then heads west down Grand River Drive until Island Lake State Recreation Area. Passes through the north part of Island Lake until Island Lake Drive.



ROUTE NUMBER	ROUTE DESCRIPTION	RESIDENTIAL ACCESSIBILITY (15 PTS)	SAFETY (10 PTS)	SCENIC QUALITY (10 PTS)	VIABILITY OF LONG TERM MAINTENANCE (10 PTS)	FEASIBILITY OF DEVELOPMENT (20 PTS)	PROPERTY ACQUISITION FEASIBILITY (20 PTS)	REGIONAL PARK CONNECTIVITY (15 PTS)	TOTAL
Route 4	Whitmore Lake Rd to Grand River to Fonda Lake Rd	14	3	4	7	5	2	5	41
Notes	Crosses several commercial driveways, which affects safety, requires a double bridge crossing, property acquisition is difficult in subdivisions, route adds additional mileage, which results in a more expensive route with more infrastructure to maintain.								
Route 5	Whitmore Lake Rd to Grand River to Academy Rd	14	3	4	7	5	2	5	41
Notes	Crosses several commercial driveways, which affects safety, requires a double bridge crossing, property acquisition is difficult in subdivisions, route adds additional mileage, which results in a more expensive route with more infrastructure to maintain.								
Route 6	Whitmore Lake Rd to Grand River to Academy Rd	14	3	8	7	5	18	5	60
Notes	Crosses several commercial driveways, which affects safety, requires a double bridge crossing, route adds additional mileage, which results in a more expensive route with more infrastructure to maintain. Passes through endangered snake habitat within ILRA.								

SELECTED ROUTE

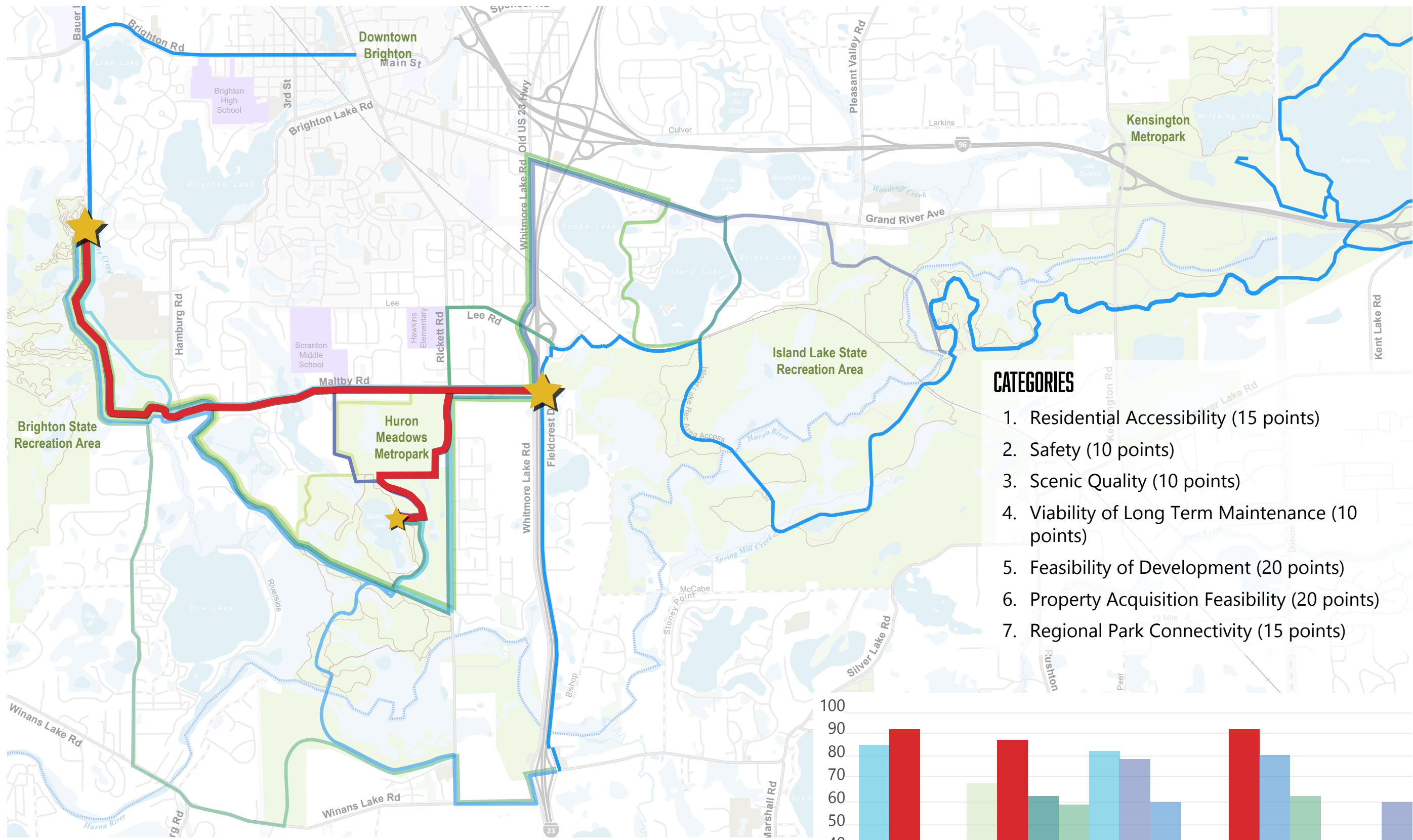
Based on the scoring rubric, Zone A Route 2, Zone B Route 2, and Zone C Route 1 achieved the highest rating. This combination of routes offers an off-road pathway that runs north/south along Bauer Road and east/west along Maltby Road where a proposed pedestrian bridge over US-23 will provide a connection to the existing pathway along Fieldcrest Drive. It includes a spur down the east side of Huron Meadows Metropark, entering the park behind the maintenance buildings and terminating near the Sunset Ridge trailhead.

This intuitive route includes only one change in direction and achieves the goal of providing a safe and efficient non-motorized connection between Brighton Recreation Area (BRA), Huron Meadows Metropark, Island Lake Recreation Area (ILRA), and Kensington Metropark.

All 54 possible segment combinations evaluated had strong merit in multiple scoring categories. The distinguishing factors of the selected route, however, are the feasibility of development, property acquisition feasibility, and efficiency of connecting all four parks. It also provides the most efficient and cost effective access to Lakelands Trail via future pathways (as seen in Appendix IV). Route options that access the undeveloped south end of Huron Meadows Metropark added up to 7.7 miles of pathway, making these routes less efficient overall. While distance was not the singular determining factor, it negatively impacted the other scoring metrics by increasing impact on natural features and reducing property acquisition feasibility.

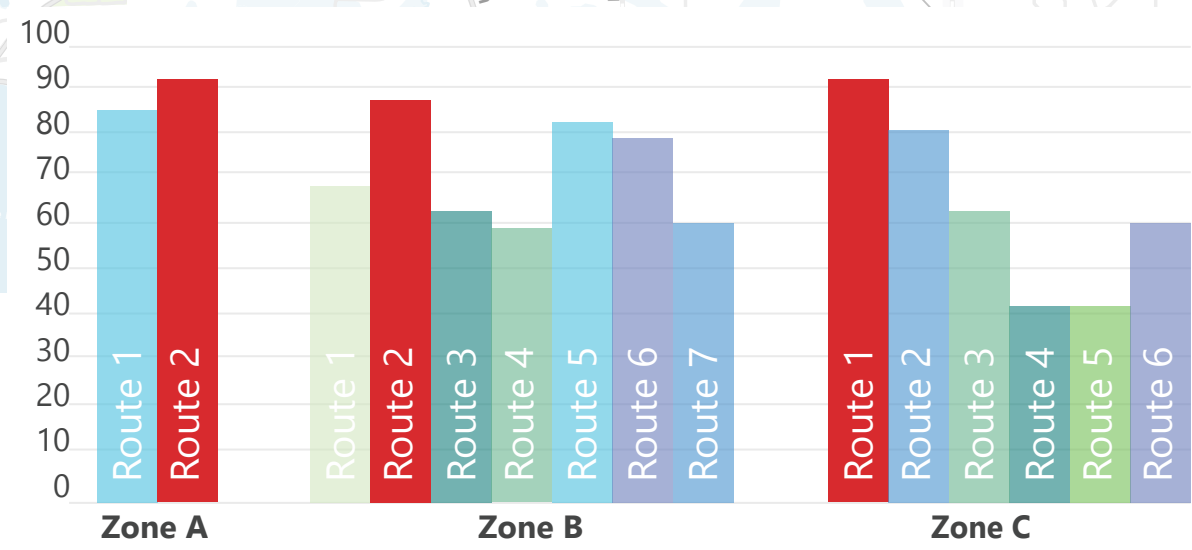
Highlights of the selected route include:

- Two scenic crossings of South Ore Creek
- A connection to Scranton Middle School
- Views of Dibrova Lake
- Direct access from five neighborhoods
- A connection into the north end of Huron Meadows Metropark
- Pedestrian access to Huron Meadows from the City of Brighton



CATEGORIES

1. Residential Accessibility (15 points)
2. Safety (10 points)
3. Scenic Quality (10 points)
4. Viability of Long Term Maintenance (10 points)
5. Feasibility of Development (20 points)
6. Property Acquisition Feasibility (20 points)
7. Regional Park Connectivity (15 points)

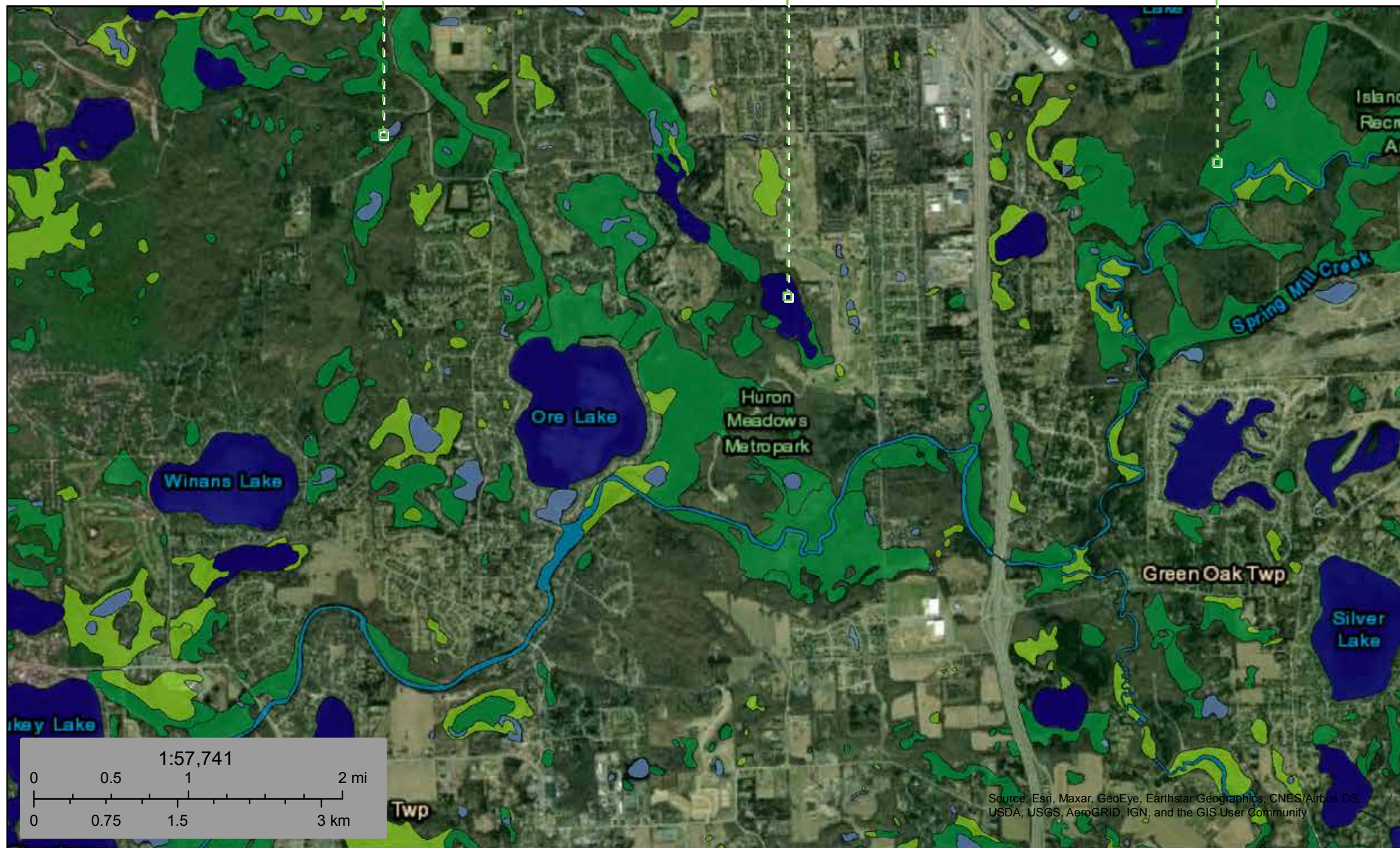




BRIGHTON STATE RECREATION AREA




HURON MEADOWS METROPARK

ISLAND LAKE RECREATION AREA



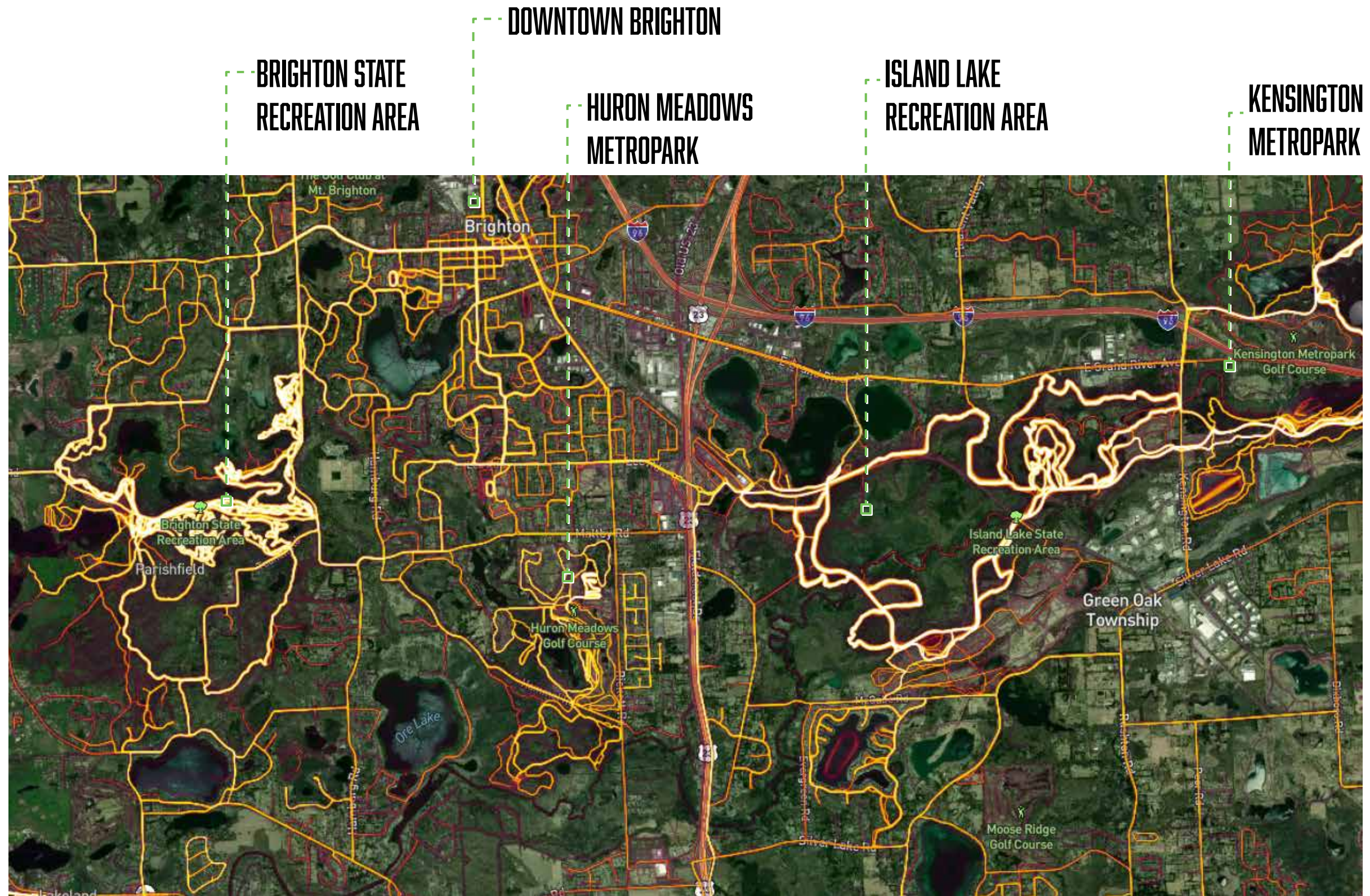
August 12, 2021

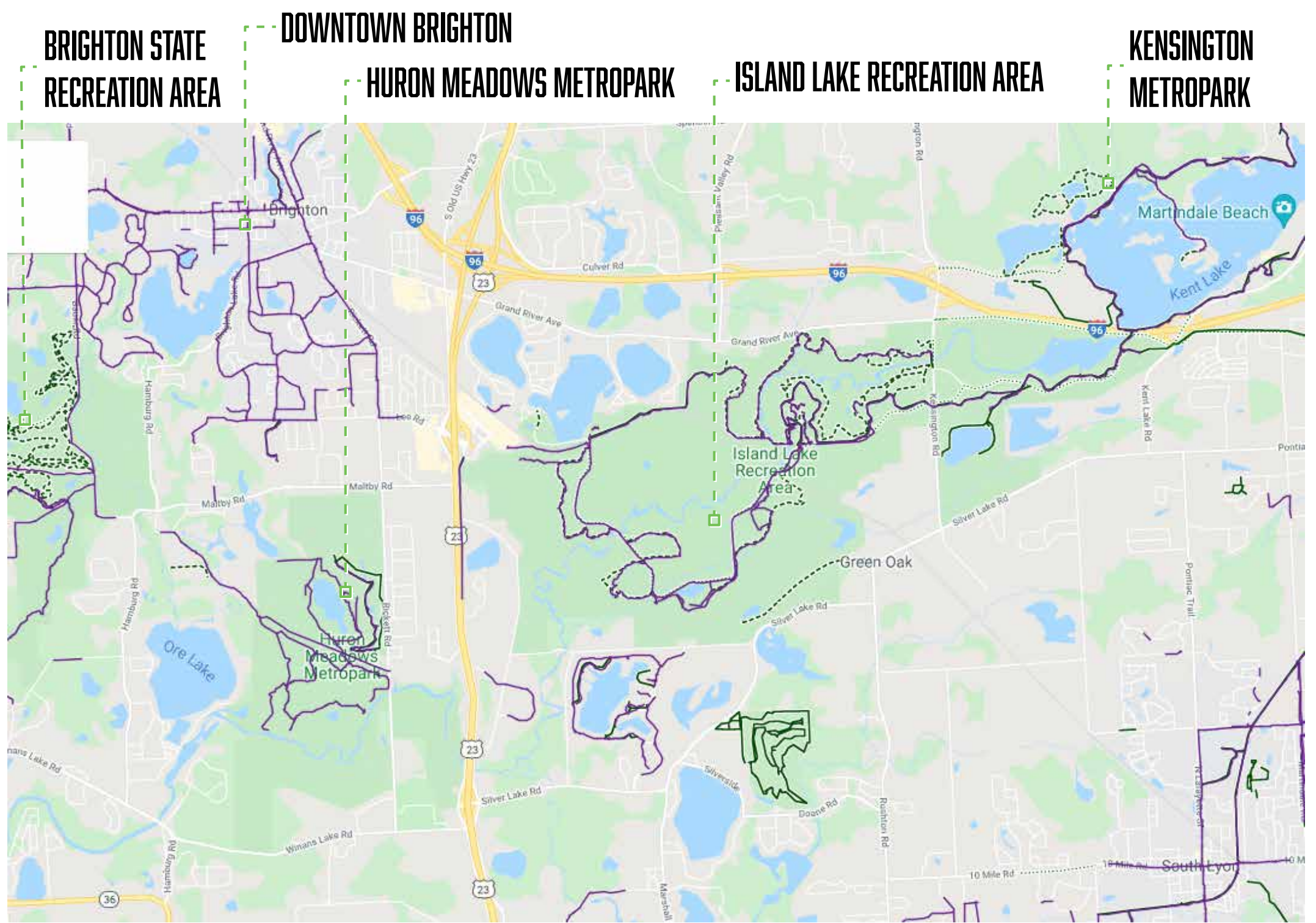
Wetlands

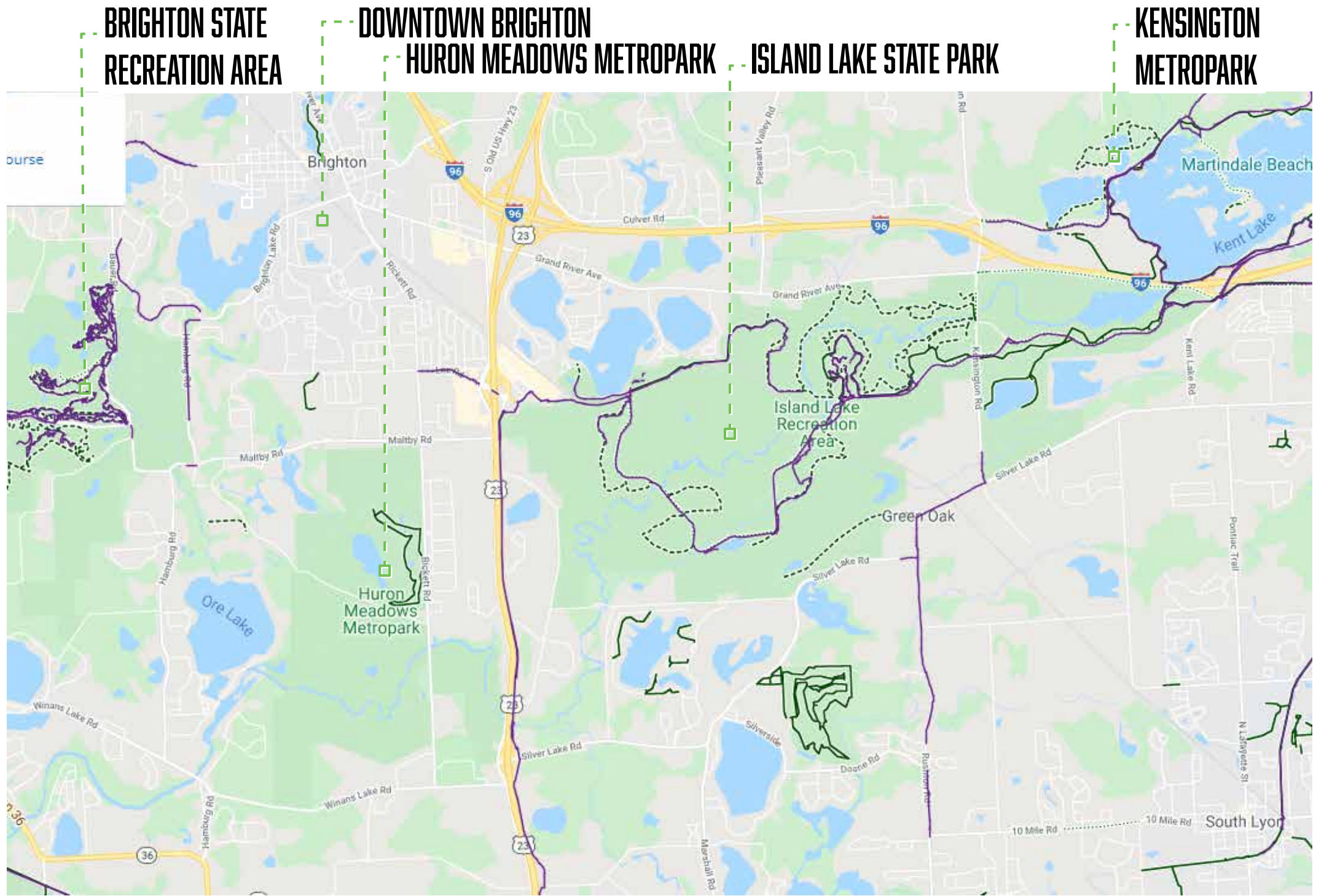
- | | | |
|--|---|--|
|  Estuarine and Marine Deepwater |  Freshwater Emergent Wetland |  Lake |
|  Estuarine and Marine Wetland |  Freshwater Forested/Shrub Wetland |  Other |
| |  Freshwater Pond |  Riverine |

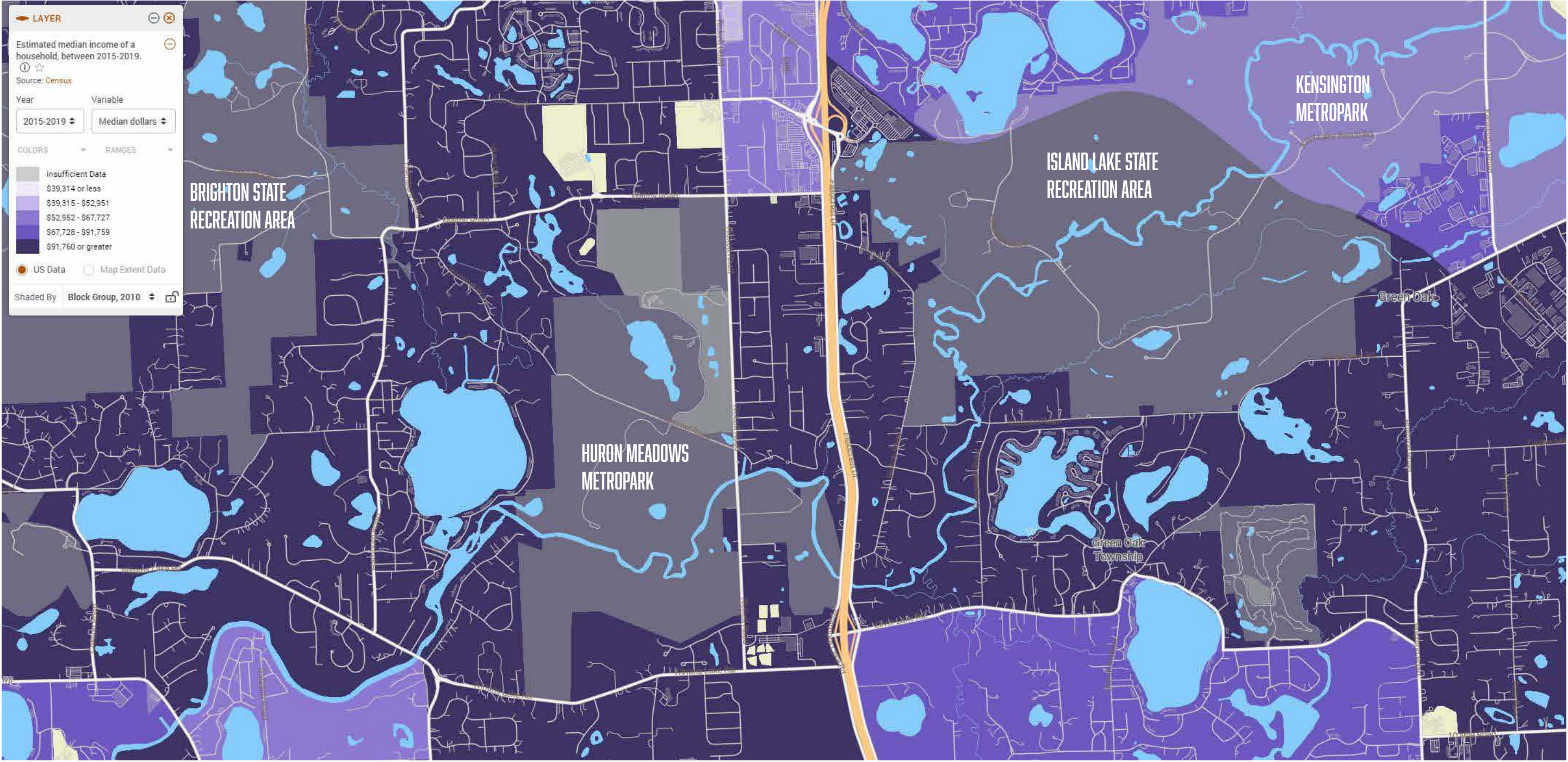
This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

National Wetlands Inventory (NWI)
This page was produced by the NWI mapper

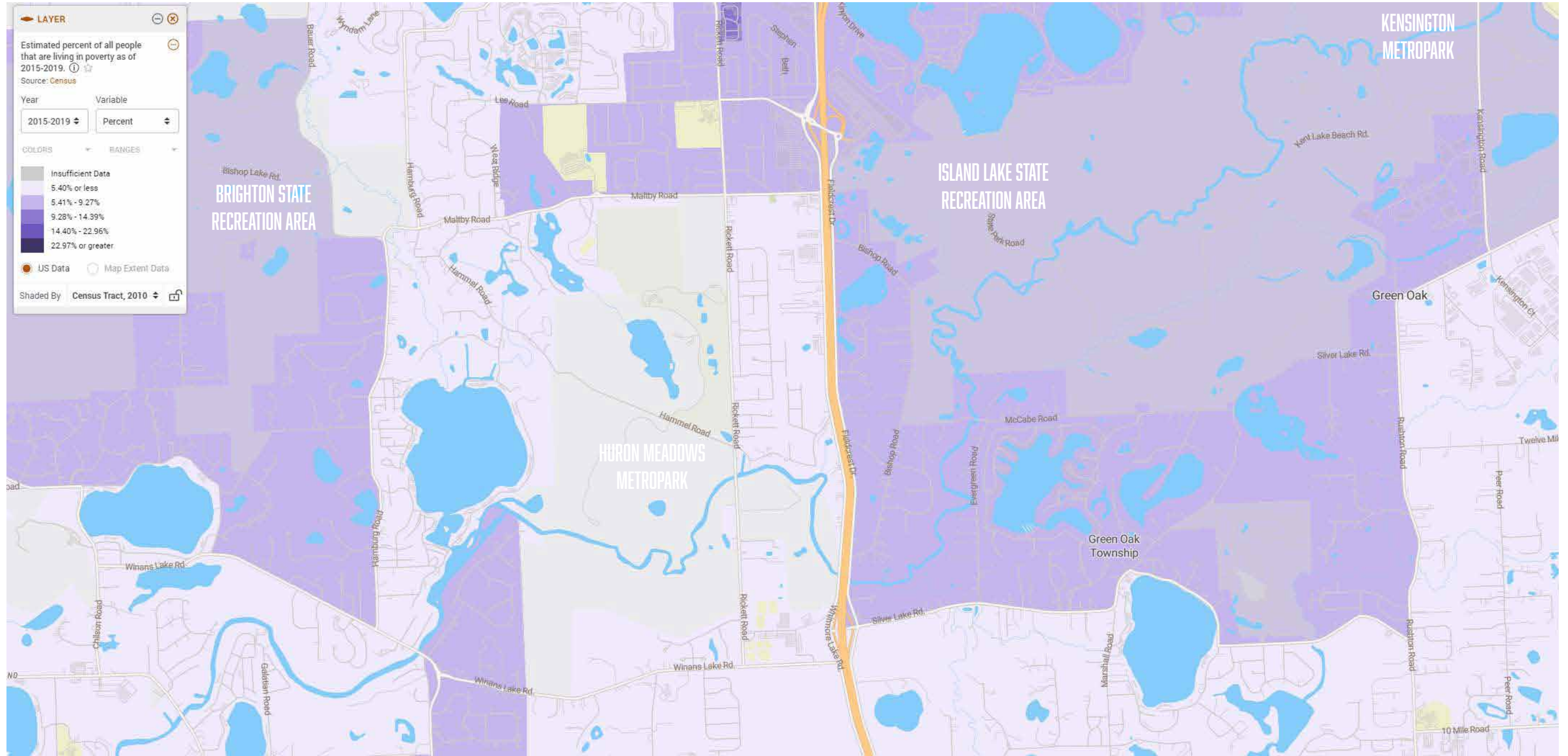








PERCENT OF POPULATION IN POVERTY



LAYER

Estimated percent of all people 65 or older, between 2015-2019.

Source: Census

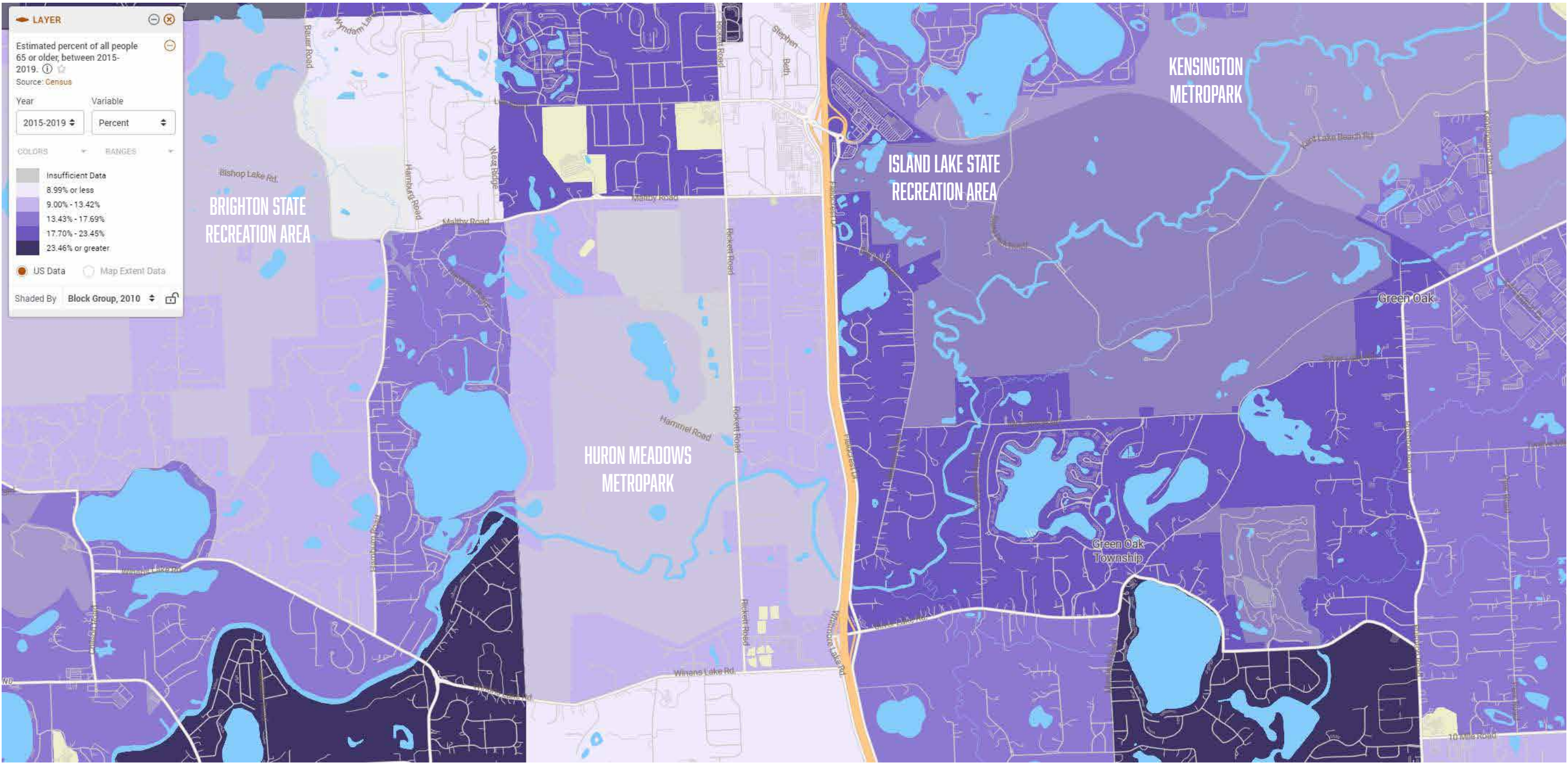
Year: 2015-2019 Variable: Percent

COLORS RANGES

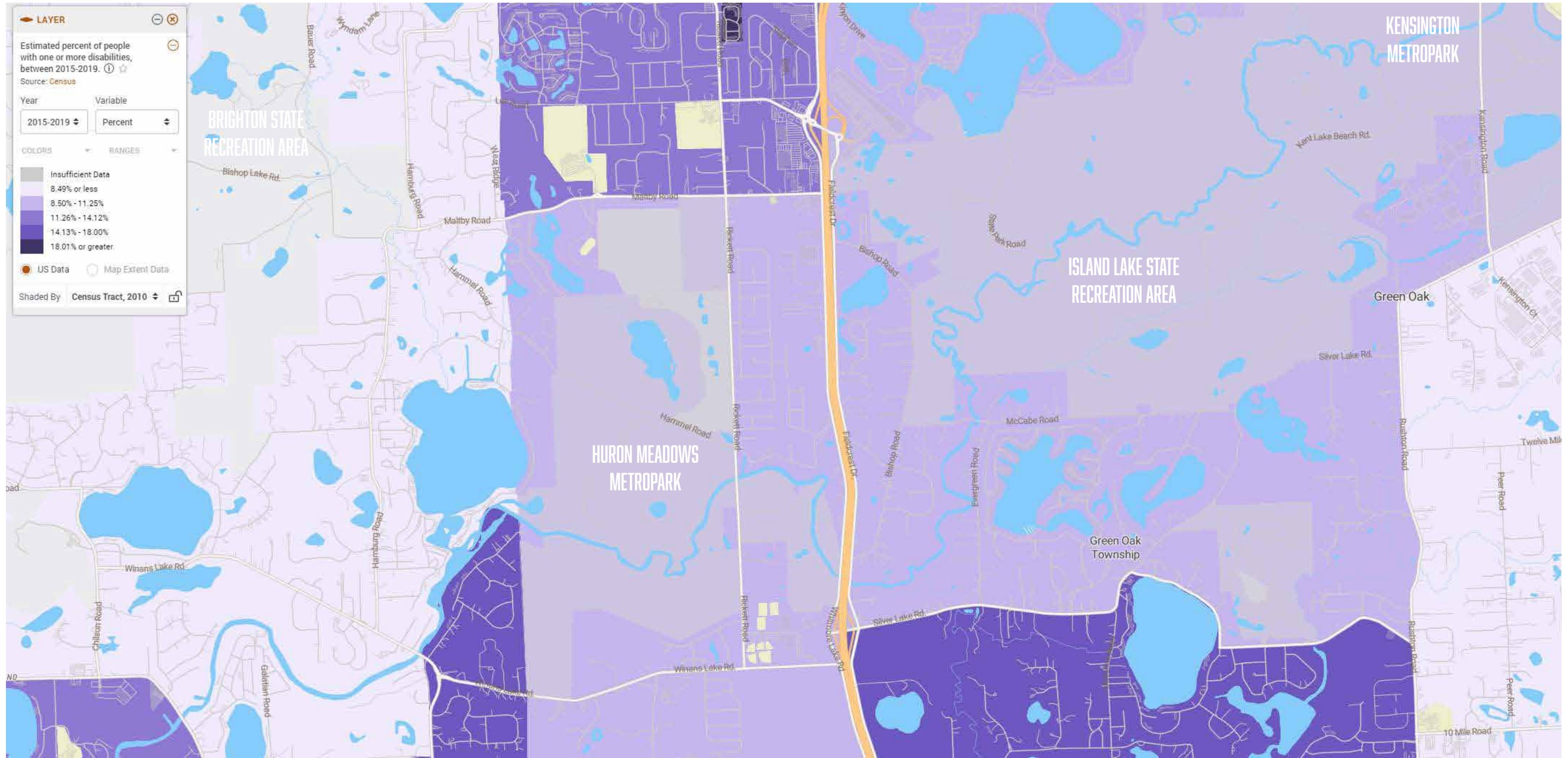
- Insufficient Data
- 8.99% or less
- 9.00% - 13.42%
- 13.43% - 17.69%
- 17.70% - 23.45%
- 23.46% or greater

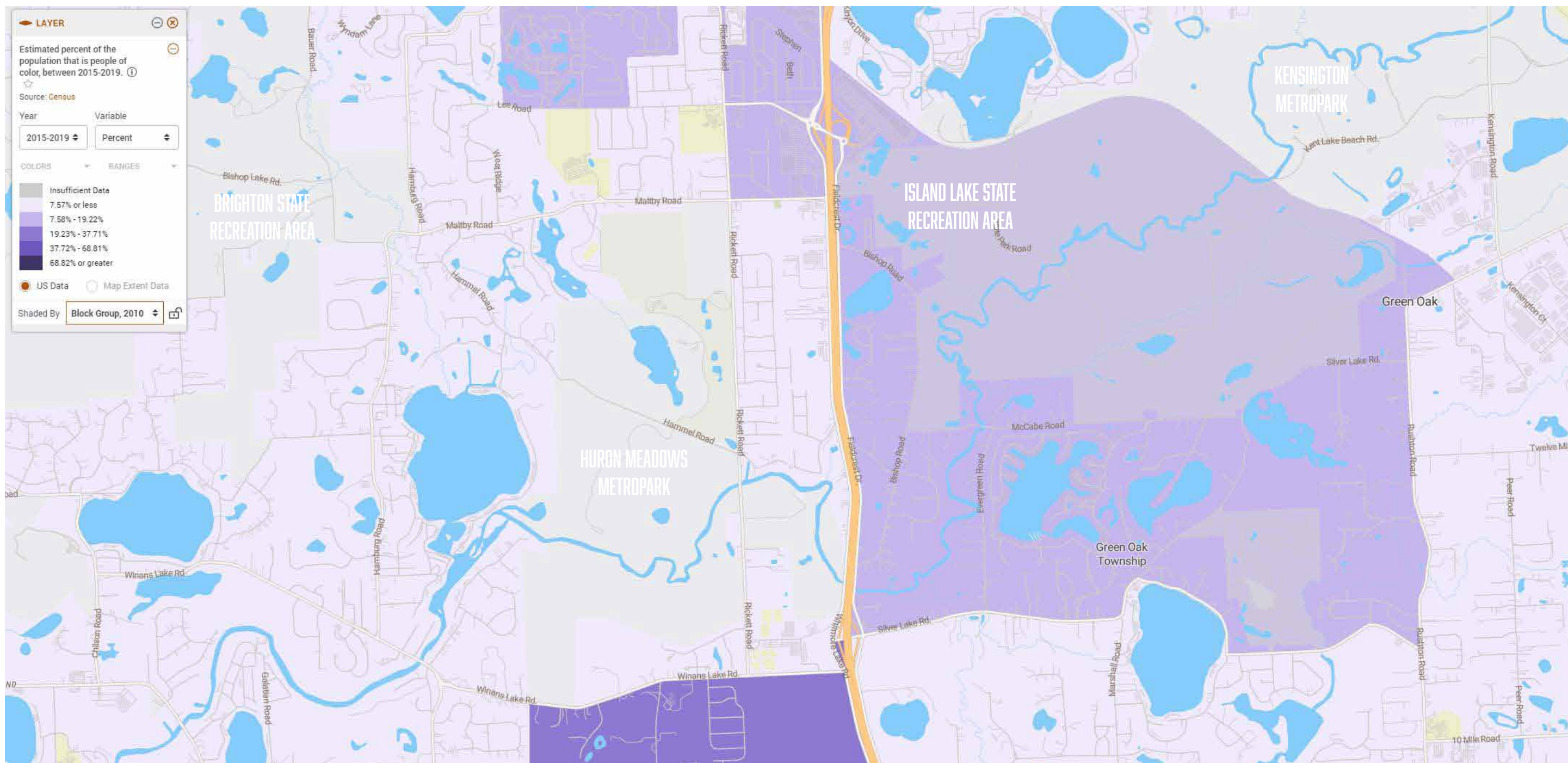
US Data Map Extent Data

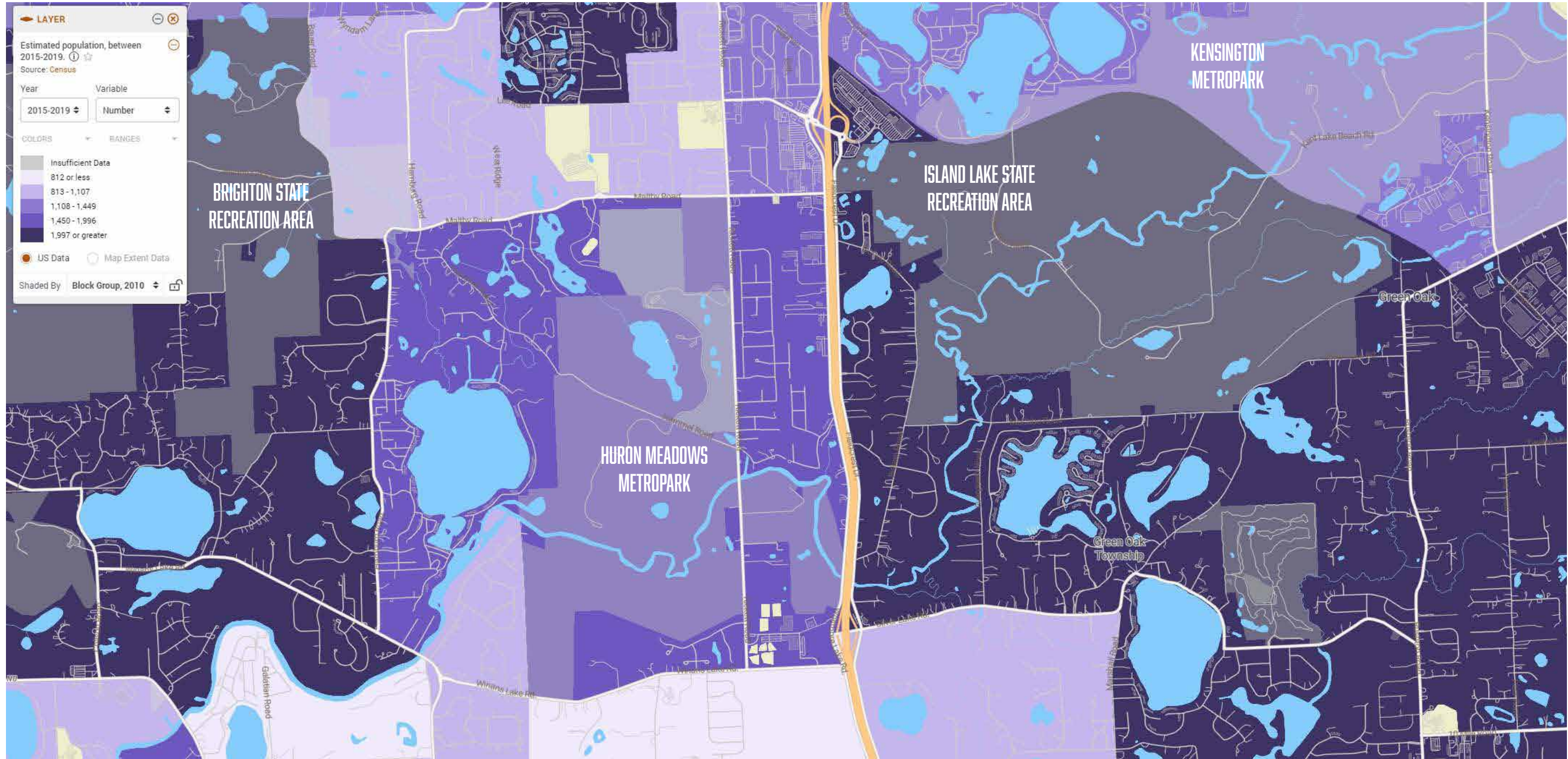
Shaded By: Block Group, 2010



PERCENT OF PEOPLE WITH DISABILITIES









Huron Meadows Metropark Golf Course



Huron Meadows Metropark Maintenance Drive





Wide existing shoulder over Ore Creek on Hamburg Rd



Existing Bridge abutment over Ore Creek



Beginning of route in Brighton State Recreation Area



Ore Creek crossing in BRA

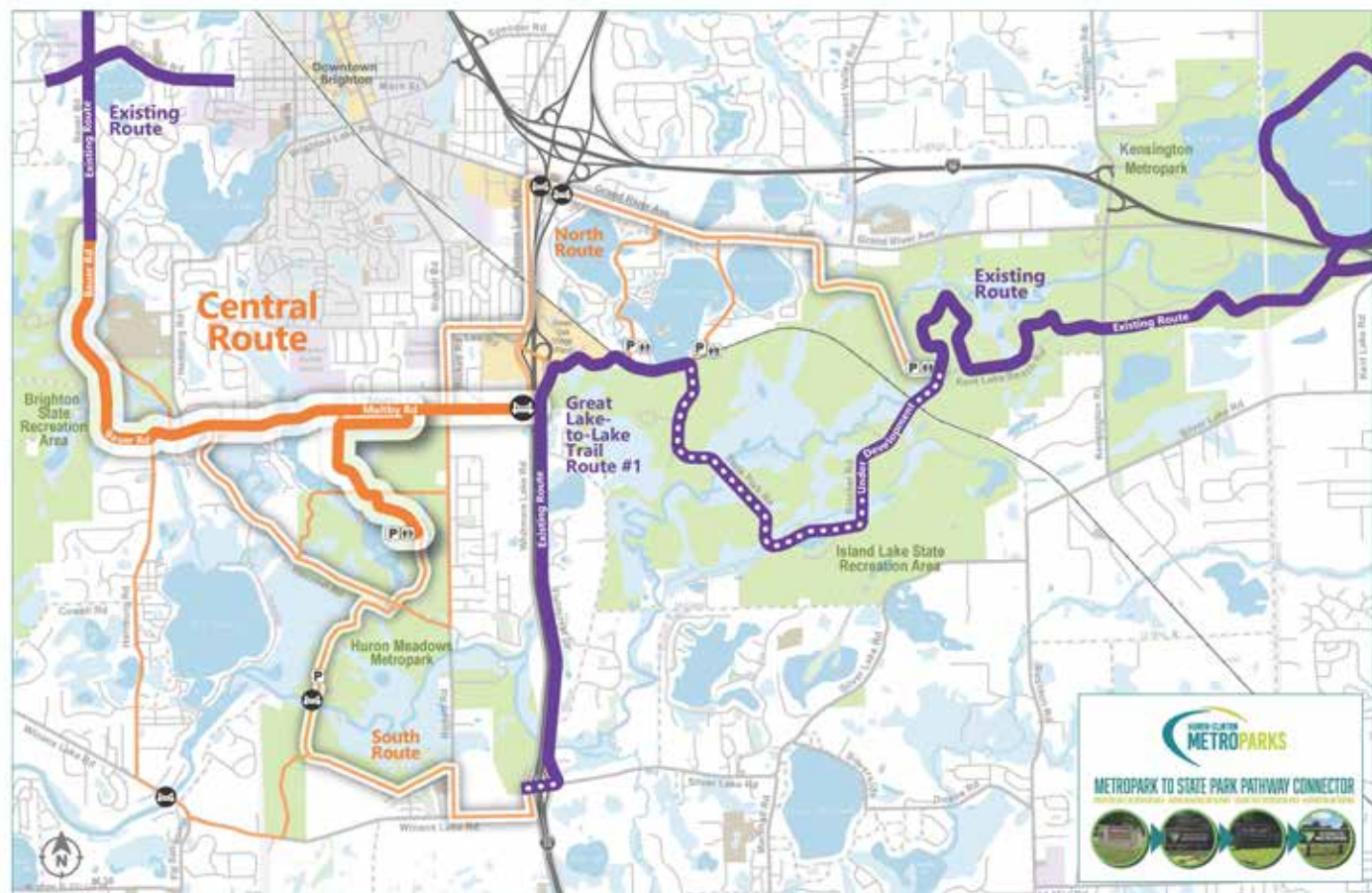


Existing trails in Huron Meadows Metropark



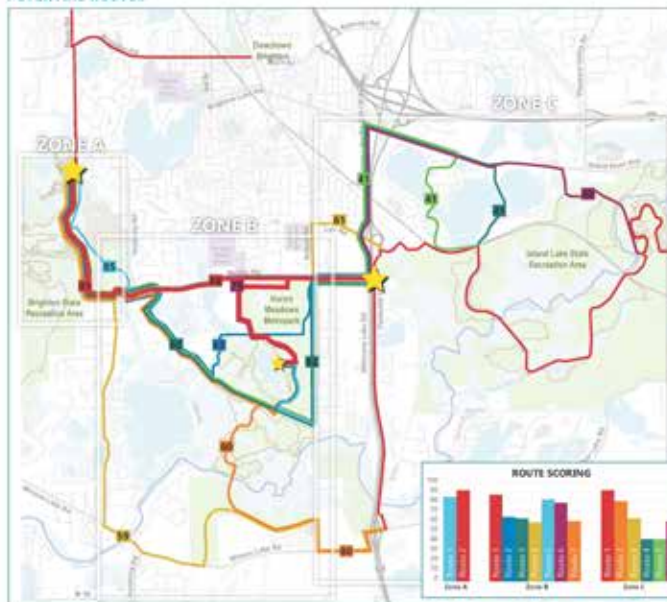
Steep elevation along Maltby Rd





The goal of this project is to provide a safe and efficient non-motorized connection between four large regional parks. Multiple variations of three general routes were evaluated. We are seeking input on the Central Route as that alternative scored significantly higher than the North and South Routes.

POTENTIAL ROUTES



ROUTE SCORING CATEGORIES

- Residential Accessibility (15 pts)**
A measure of both population density and demographic diversity.
1 = low density residential near the trail
15 = easy access to high density residential areas
- Safety (10 pts)**
A comparative measure of route safety in terms of interaction with vehicular traffic as well as public visibility of the trail section.
1 = significant safety concerns - potentially unsafe
10 = limited safety concerns - very safe
- Scenic Quality (10 pts)**
A comparative measure of scenic quality along the route as well as diversity of landscape character. Both attractive scenery and landscape diversity are desirable.
1 = poor scenic quality
10 = attractive scenery with diversity
- Viability of Long-Term Maintenance (10 pts)**
A measure of potential long-term maintenance cost liabilities. Facilities such as boardwalks have a higher long-term maintenance cost than a paved pathway. Additional amenities such as fences, railings, retaining walls, bollards, etc. pose a potential for increasing long-term maintenance costs.
1 = significant maintenance costs
10 = minimal maintenance costs
- Feasibility of Development (20 pts)**
A measure of the ease of development in terms of technical challenges of the land. Obstacles to development may include steep slopes, natural features such as wetlands, floodplains, streams or rivers, railroad or high-traffic roads.
1 = absolute obstacles
20 = minimal obstacles
- Property Acquisition Feasibility (20 pts)**
A measure of the quality of easements or land acquisition that may be required for development of the trail. The most significant obstacle to implementation is property ownership. Easement acquisition for trails on private property is often difficult and can be an insurmountable obstacle to development.
1 = absolute obstacles
20 = minimal obstacles
- Regional Park Connectivity (15 pts)**
A measure of the amount of time and effort it would take to travel from one regional park to the next, as well as a measure of connections to existing amenities within the parks.
1 = long distance traveled between parks
15 = shorted distance between parks

Metropark to State Park Pathway Connector Study

Use the Map Layers below to toggle information on and off. You may add a comment by clicking on the location for your comment, then click the dropped pin.

Map Layers

- Proposed Route
- Existing Routes
- Parks

Parks

Remove all layers

▼ Comments

Idea / Suggestion
Describe any suggestions or ideas you have to improve the proposed route.


Issue / Concern
Describe any issues or safety concerns with the proposed route.

Other
Other thoughts you would like to share.

Please stay on topic. Comments will not be posted if they are flagrant or contain offensive language.


To add a comment, use the box below to draw a line, a circle or drop a marker, and then click on it

Select Language ▼



METROPARK TO STATE PARK PATHWAY CONNECTOR


BRIGHTON STATE RECREATION AREA - HURON MEADOWS METROPARK - ISLAND STATE RECREATION AREA - KENSINGTON METROPARK



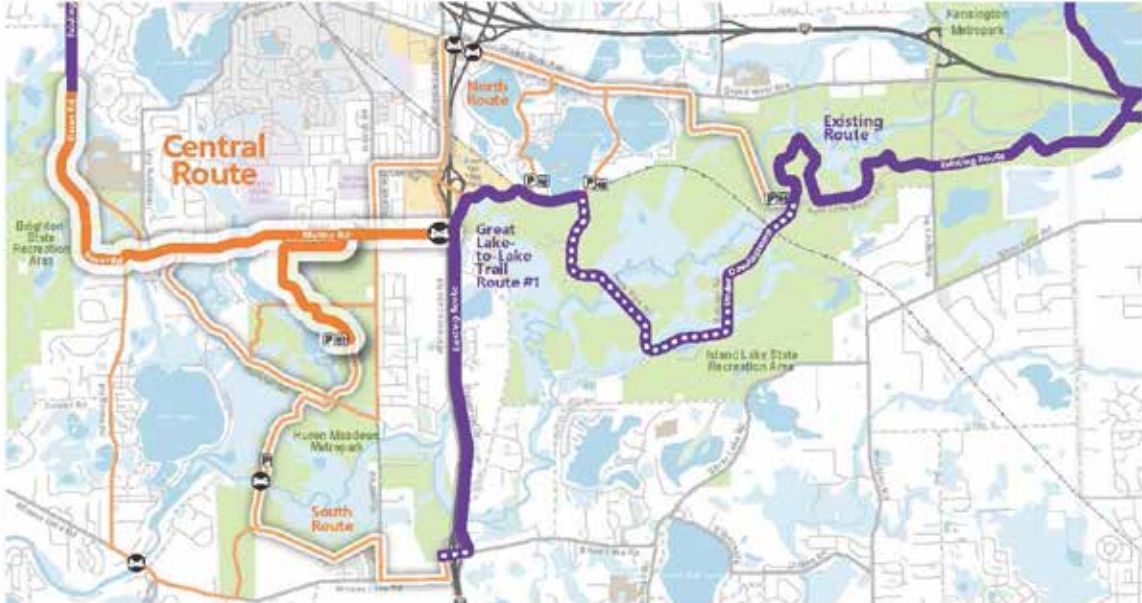
ONLINE INPUT AVAILABLE THROUGH
SUNDAY, SEPTEMBER 26TH

WWW.WALKBIKE.INFO/PARKCONNECTOR

METROPARK TO STATE PARK PATHWAY CONNECTOR
TRAIL TO STATE RECREATION AREA, METROPARK RECREATION, CLIMB STATE RECREATION AREA, METROPARK RECREATION



The goal of this project is to provide a safe and efficient non-motorized connection between four large regional parks. Multiple variations of three general routes were evaluated. The survey is seeking input on the Central Route as that alternative scored significantly higher than the North and South Routes.



1. It is important to provide a trail connection between these four parks.

- Strongly Agree
 Somewhat Agree
 Neither Agree or Disagree
 Somewhat Disagree
 Strongly Disagree

2. What do you LIKE about the Central Route?

Continue on Back...

3. What do you DISLIKE about Central Route?

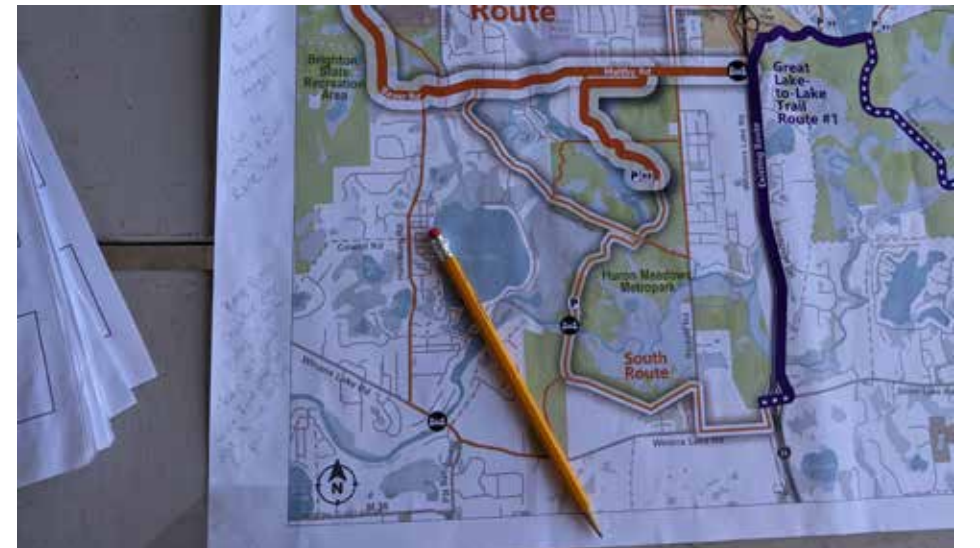
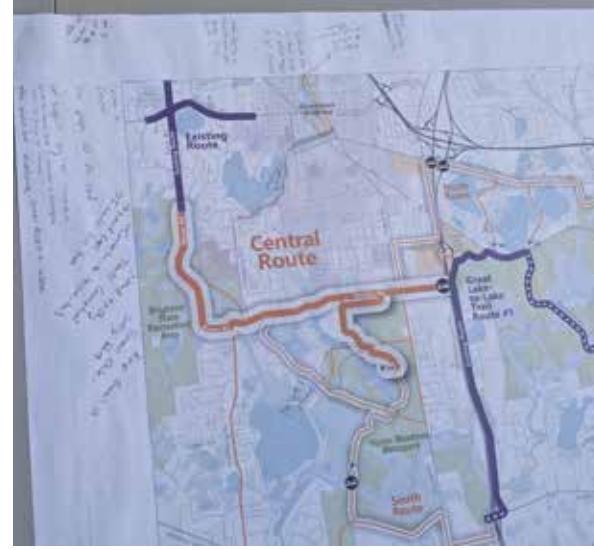
4. What would you CHANGE about the Central Route?

5. Would you use the Central Route? Select all that apply.

- Yes, for Walking
 Yes, for Riding a bicycle
 Yes, for Running
 Yes, for... (please specify below) _____

6. Tell us anything else you feel is important:

7. Provide your email if you would like to be notified of project updates:



METROPARK TO STATE PARK CONNECTOR PUBLIC ENGAGEMENT



4
public input
events



28
online map
comments



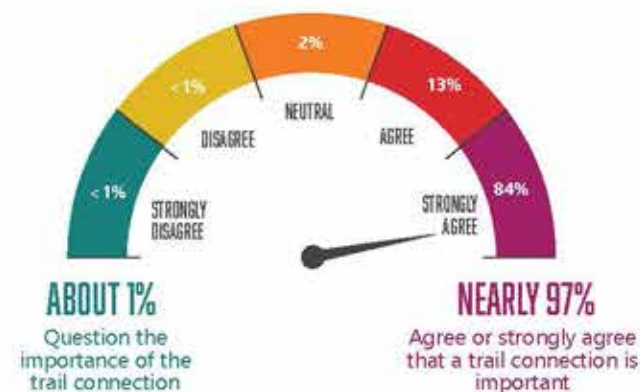
1000+
surveys
completed

WOULD YOU USE THE CENTRAL ROUTE?

SELECT ALL THAT APPLY



IT IS IMPORTANT TO PROVIDE A TRAIL CONNECTION BETWEEN THESE FOUR PARKS



WHAT DO YOU LIKE ABOUT THE CENTRAL ROUTE?



- Provides a Safe Route
- Connects All the Parks
- Direct Connection
- Connects to Existing Trails
- Easy and Efficient
- Safe Crossing at US-23
- Neighborhood Access
- Avoids Expressway Roundabouts
- Path Separated from Road
- Option for Longer Rides/Trips
- Location
- More Nonmotorized Routes

TOP 12 ANSWERS

WHAT DO YOU DISLIKE ABOUT THE CENTRAL ROUTE?



- Nothing
- Along Major Roadway with Traffic
- Need Path Separated from Road
- Mattby is a Busy Road
- Need Connection to Brighton
- Need Connection to Lakelands Trail
- Route into Huron Meadows
- It is Not Built Yet
- Cost
- Ends too soon at Brighton Rec Area
- Expressway Roundabouts
- Disrupt Rural Feel

TOP 12 ANSWERS

WHAT WOULD YOU CHANGE ABOUT THE CENTRAL ROUTE?



- Nothing
- Separate Path from Road
- Connect to Brighton
- Connect to Lakelands Trail
- Loop in Huron Meadows
- Bike Lanes
- Paved Pathway
- Avoid Major Roadways
- Connect to Bishop Lake
- Build More Trails
- More Trail Amenities
- Loop Routes

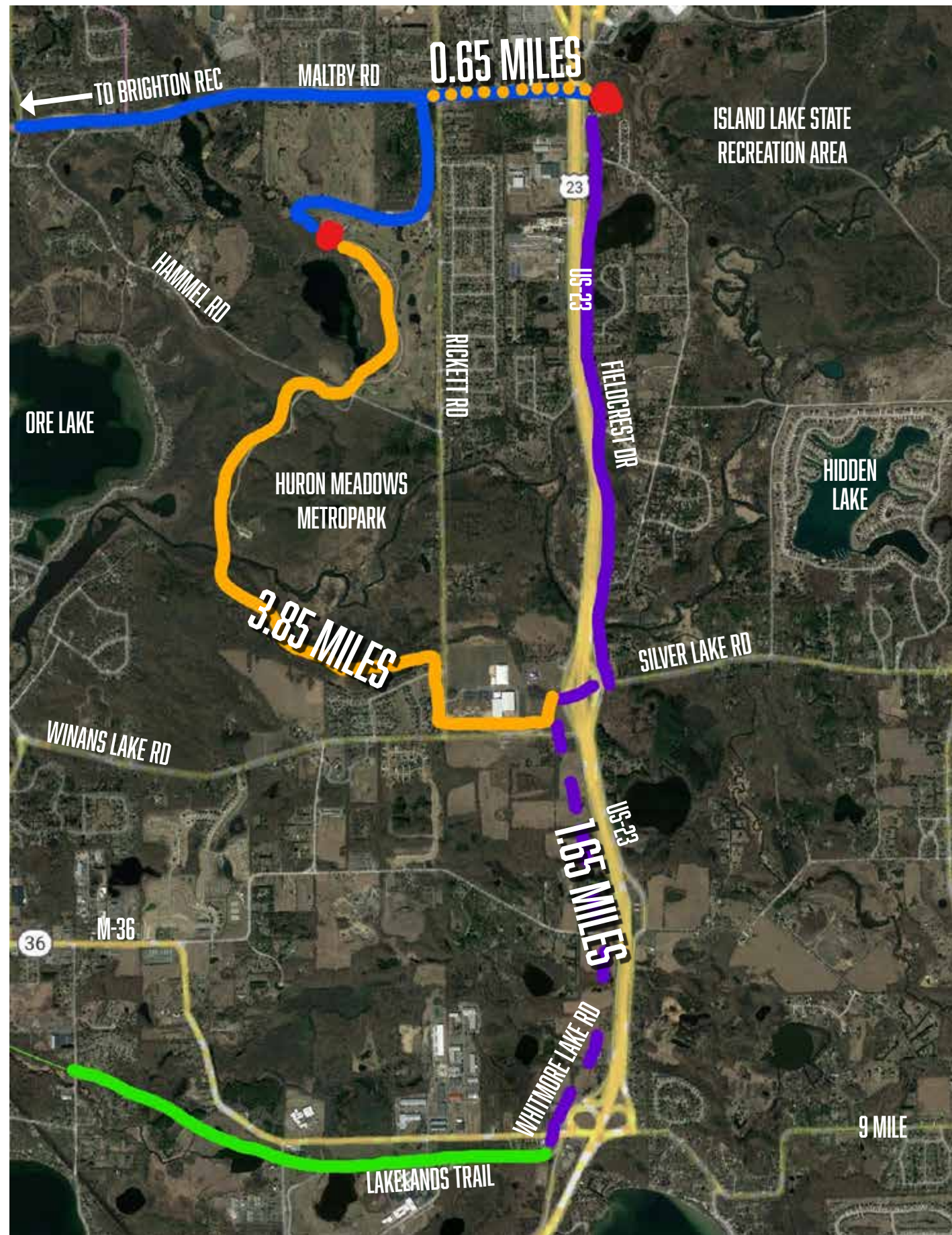
TOP 12 ANSWERS

TELL US ANYTHING ELSE YOU FEEL IS IMPORTANT:



- We Love It
- Please Build It
- Safety is Key
- Added Value to Community
- Separate Path from Road
- Build More Trails
- Thank You
- More Trail Amenities
- Connect to Lakelands Trail
- Signs and Wayfinding
- Paved Trails
- Wide Trails

TOP 12 ANSWERS



To provide an additional regional connection, we analyzed a route to Lakelands Trail shown as the orange line on the map.

LEGEND

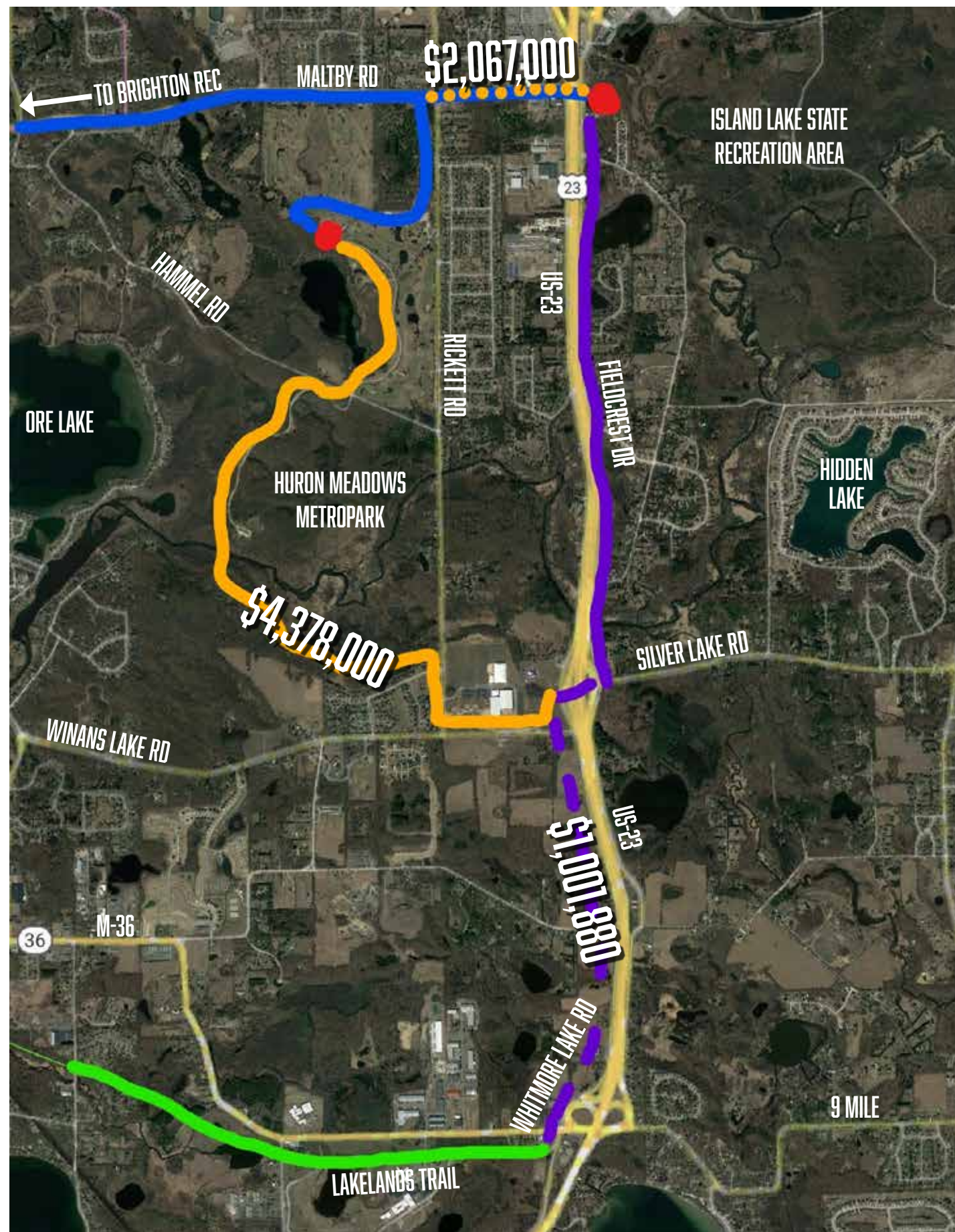
- 3.85 Mile Pathway from Sunset Ridge with 300-350' Span Bridge over the Huron River & Wetlands
- 0.65 Mile Pathway with 315' Span Bridge over US-23 with Center Pier
- 1.65 Mile Future Connection to Lakelands Trail
- Existing Lakelands Trail

Distance from Huron Meadows Metropark (Sunset Ridge activity area) to Lakelands Trail:

- Starting at Sunset Ridge heading north through Huron Meadows Metropark to Maltby Road, crossing the US-23 bridge to Fieldcrest = **6.1 miles**
- From Sunset Ridge heading south through Huron Meadows Metropark to the Silver Lake Road/Whitmore Lake Road intersection then heading south along Whitmore Lake Road = **6.3 miles**

SUMMARY

The connection to Lakelands Trail via the US-23 Bridge Route to Fieldcrest to Whitmore Lake Road route is **slightly shorter** than the route through Huron Meadows Metropark.



LEGEND

- Pathway from Sunset Ridge with 300-350' Span Bridge over the Huron River & Wetlands (**\$4,378,000**)
- Pathway with 315' Span Bridge over US-23 with Center Pier (**\$2,067,000**)
- Future Connection to Lakelands Trail (**\$1,001,880**)
- Existing Lakelands Trail

SUMMARY

The connection to Lakelands Trail via the US-23 Bridge Route to Fieldcrest to Whitmore Lake Road route is **less than half the cost** of the route through Huron Meadows Metropark.

*Estimated costs were derived by using average cost per lineal foot for similar pathway projects in southeast Michigan.