

# **Southeast Michigan**

## **Greenways Scoping Report**

Major Greenway Projects in Southeast Michigan: A Baseline  
Status Report and Evaluation for Grant Work

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## Introduction

This is the first of a series of reports to be produced under a contract between Michigan Department of Natural Resources and Rails-to-Trails Conservancy Michigan Chapter for greenway specialist work targeting priority projects in Southeast Michigan. This first report is to list all known trails currently in the project stage, determine their status, and evaluate their readiness for assistance work from the greenway specialist team. Later reports will present a plan for technical assistance, describe the assistance that is given, and project costs and other essential information for trail implementation.

## Evaluation Criteria

**Each project was evaluated using the criteria outlined below. This evaluation process was used to prioritize projects that would receive technical assistance from Rails-to-Trails Conservancy as outlined in the contract.**

**The limited time frame for completion of this project prevented a consistent and thorough evaluation of all projects. However, the baseline listing of each project will provide a foundation on which to direct future work.**

### Connectivity

Does the project connect easily to existing trails or acquired trails as identified on RTC/DNR maps? Evaluation will focus on the following corridors: the Discover Michigan Trail, the Huron-Clinton Crescent, the Detroit River, and the Rouge River and its tributaries. Emphasis was given to trails that are critical to the overall greenway network and which lack feasible alternate routes.

### Sustainable

In assessing the overall implementation needs and obstacles, does the project demonstrate the possibility of achieving real and measured progress over next six months? Indicators of potential progress include: commitment by local projects heads, existence of at least a minimum level of grassroots support, or availability or commitment of local matching funds.

### Serve Diverse Purposes

Does the project contain a mix of land uses (urban or rural, public or private ownership, built or natural) and does it serve diverse purposes (recreation, transportation) and serve diverse constituencies (city dwellers, suburban users, bicyclists, pedestrians, equestrians, etc.)?

### Multiple Benefits

Does the finished project contribute to the green infrastructure of the region, including natural habitat, cleaning of the environment, places for solace and recreation, alternative transportation route and other community benefits?

### Leverage Potential

Would new community collaborations and partnerships developed as a part of this project help leverage additional financial resources to pay for the project?

### Demonstrated Need

Do project proponents need and want additional resources and assistance through the project? Priority given to trails which are at risk of not being implemented and those that stand to benefit the most from this program's assistance.

## Greenway Candidates

Map Index	Project Name	County	Project Score*	Priority Rating
1	Island Lake-LakeLands Connector	Livingston	8	Alt. Priority Project
2	LakeLands Trail – Pinckney to Hamburg	Livingston	7	
3	Anchor Bay Bikeway	Macomb	6	
4	Macomb Orchard Trail	Macomb	9	Priority Project
5	Red Run - Macomb	Macomb	6	
6	Stony Creek/North Clinton River Park Linkage	Macomb	8	Priority Project
7	Raisin River Trail	Monroe	6	
8	Rail Consolidation Trail	Monroe	6	
9	Clinton River Trail	Oakland	9	Priority Project
10	Headwaters Trail Demonstration	Oakland	6	
11	Huron Valley Trail	Oakland	7	
12	Huron Valley Trail Connector	Oakland	7	
13	Multi-jurisdictional Trail	Oakland	8	
14	Red Run - Oakland	Oakland	4	
15	Upper Rouge - Southfield	Oakland	5	
16	Wixom to West Bloomfield Trail	Oakland	8	
17	Bridge to Bay Trail	St. Clair	6	
18	Ford Lake Path System	Washtenaw	4	
19	Huron River Trail (Ann Arbor-Dexter)	Washtenaw	6	
20	Huron River Trail (N. Territorial-Dexter)	Washtenaw	7	
21	Huron River Trail (Ypsilanti-Ann Arbor)	Washtenaw	8	
22	I-94 Reconstruction	Wayne	2	
23	I-375 Extension	Wayne	3	
24	Allen Park Key Stone Project	Wayne	4	
25	Gibraltar-Flat Rock Connector	Wayne	7	
26	River Rouge Park to Elizabeth Howell Park	Wayne	7	
27	Rouge Gateway – Ford Road to Michigan Avenue	Wayne	8	
28	Rouge Gateway – Michigan Avenue to Detroit River	Wayne	6	
29	Southwest Detroit River Trail	Wayne	5	
30	I-275 Bike Path	Oakland, Monroe, Wayne	6	

\* Out of 9, see Potential Project Summary Table, page 22 for scoring sheet.

## 1. Island Lake-LakeLands Connector

<b>Jurisdictions</b>	Green Oak and Hamburg Townships in Livingston County
<b>Endpoints</b>	Island Lake State Recreation Area, LakeLands Trail
<b>Length</b>	9.9 Miles
<b>Trail Plans</b>	Shared-use path and bike route
<b>Type of Corridor</b>	Parkland and road
<b>Corridor Plans</b>	Huron Meadows Metropark has plans for a new entry that should be coordinated with the greenway link.
<b>Corridor Ownership</b>	DNR, HCMA, public road ROW
<b>Contributor</b>	Norman Cox, The Greenway Collaborative, Inc.
<b>Notes</b>	Project could continue existing asphalt path in Island Lake west towards the existing LakeLands rail-trail.
<b>Contacts</b>	Norman Cox, The Greenway Collaborative, Inc.

### Evaluation

The Huron Valley Trail, connecting Kensington and Island Lake, is nearing completion. The impetus now is to continue the Huron Valley Trail westward to the Huron Meadows Metropark and connect to the LakeLands trail.

**This is an alternative priority project and may replace the Macomb Orchard Trail if the County's negotiations with the Canadian National Railroad impede the implementation timeframe.**

## 2. LakeLands Trail – Pinckney to Hamburg

<b>Jurisdictions</b>	Putnam and Hamburg Townships, and the Village of Pinckney in Livingston County
<b>Endpoints</b>	Pinckney, Hamburg
<b>Length</b>	5.4 Miles
<b>Trail Plans</b>	Shared-use path
<b>Type of Corridor</b>	Abandoned railroad, road
<b>Corridor Plans</b>	Complete gaps in right-of-way
<b>Corridor Ownership</b>	Public
<b>Contributor</b>	Mike Eberlein, MDOT, Phil Wells, MDNR
<b>Notes</b>	One of the original rail-trails in the State Park system. Could use additional funds for improvements. DNR recently cancelled trail permit system. Existing trail from Stockbridge to Pinckney is scheduled for asphalt.
<b>Contacts</b>	Phil Wells and Paul Yauk, MDNR

### Evaluation

This project would eliminate gaps within the existing LakeLands Trail, thereby completing the trail east to the endpoint of The Falling Waters Trail project, which is currently

undergoing acquisition. Completion of this segment will further progress on the Discover Michigan Trail.

### 3. Anchor Bay Bikeway

<b>Jurisdictions</b>	Harrison and Chesterfield Townships and New Baltimore in Macomb County
<b>Endpoints</b>	Metropolitan Beach Metropark, New Baltimore
<b>Length</b>	10.5 Miles
<b>Trail Plans</b>	Shared-use Path
<b>Type of Corridor</b>	Primarily Road ROW
<b>Corridor Plans</b>	Not Known
<b>Corridor Ownership</b>	Primarily public road ROW
<b>Contributor</b>	Chris Koch, Congressman's Bonior's Office
<b>Notes</b>	Still needs some work in Chesterfield Township and in New Baltimore. Funding coming from a transportation budget line item via. Congressman Bonier.
<b>Contacts</b>	Bill Westrick, Anderson, Eckstein and Westrick, Inc., Project Consultants

#### Evaluation

The consultant working on this project is the engineer for all of the effected communities. The project appears to be moving forward nicely and does not need assistance at this time.



#### 4. Macomb Orchard Trail

<b>Jurisdictions</b>	Shelby, Washington, Bruce, Armada, and Richmond Townships; the Village of Romeo and Armada; and the City of Richmond in Macomb County
<b>Endpoints</b>	Richmond, Shelby Township
<b>Length</b>	19.5 miles
<b>Trail Plans</b>	Shared-use path
<b>Type of Corridor</b>	Abandoned railroad
<b>Corridor Plans</b>	Purchase approximately 50' wide corridor
<b>Corridor Ownership</b>	Canadian National (CN) Railroad
<b>Contributor</b>	Nancy Krupiarz of RTC and others
<b>Notes</b>	<p>There has been work on the creation of an organization to manage the trail but they have fallen behind on the acquisition of the corridor. CN's asking price is \$4.8 million.</p> <p>The eight communities have almost finalized their inter-local government agreement for ownership and maintenance of the trail. Macomb County is interested in contributing to the local match for public funding; however, they want to make sure the railroad's asking price is fair. They are currently waiting for the results of their own appraisal before they conclude negotiations with the railroad.</p>
<b>Contacts</b>	Anthony Casasanta, Macomb County Parks and Recreation Director, Lee Sorenson, Chair, Friends of Macomb Orchard Trail

#### Evaluation

This trail would create a major component of the whole Southeast Michigan Greenways network. It would link to the proposed Clinton River Trail at Oakland County line on the west end, which would link to several existing trails including: the Paint Creek Trail, the Polly Ann Trail and the West Bloomfield Trail. It would connect to the planned Stony Creek/North Clinton River Park Linkage. There is also a potential linkage at the east end to the established Wadhams-Avoca Trail in St. Clair County and west end connectors to the Huron Valley Trail, LakeLands State Park Trail and Falling Waters Trail. A fully connected route as mentioned above would take trail users from St. Clair County all the way to Jackson County.

This trail would preserve green space in the region before it is engulfed by rapidly encroaching development. The completion of the inter-local agreement across jurisdictions will ensure long-term maintenance. The county is low on per capita spending for recreation facilities for their residents, and most local residents have expressed a great deal of interest in seeing a new facility in their neighborhoods.

Securing local matching funds will be a major challenge for this \$5.2 million project. Project proponents will need assistance identifying funding sources and additional private and public sector project partners. They may also need more in-depth help to prepare grant applications to the GreenWays Fund and other funding sources. There may also be a few design issues regarding alignment and crossings.

Perhaps the most significant potential obstacle to this project is the uncertainty about how long the negotiation process between Macomb County and the railroad will take. The whole project hinges on Macomb County's financial and programmatic backing of this project. The political climate of the county is traditionally conservative, but a majority of commissioners have been supportive of the concept of a trail as evidenced by their resolution to continue research on financial issues and alternatives.

However, some communities seem unwilling to continue the project on their own without the County's financial backing. Therefore, we are unsure of how much or what type of work is really involved with this project until the Macomb County decision is rendered.

**If the decision or lack thereof causes significant implementation delays, we may choose an alternate project to work with, the Island Lake-LakeLands Connector trail.**

## 5. Red Run - Macomb

<b>Jurisdictions</b>	Warren and Sterling Heights in Macomb County
<b>Endpoints</b>	Warren and Clinton River
<b>Length</b>	Approximately 6 miles
<b>Trail Plans</b>	Shared-use path and bike route
<b>Type of Corridor</b>	River, road
<b>Corridor Plans</b>	None currently
<b>Corridor Ownership</b>	Macomb County Public Works, Private
<b>Contributor</b>	Todd Scott, DNR contract consultant
<b>Notes</b>	See Red Run - Oakland. There is significant green space along both banks through the west end of Macomb County.
<b>Contacts</b>	Joe Cosma, Inter-county Drainage Board Christine O'Reilly, Macomb County Public Works

### Evaluation

This trail would run along the drainage right of way and connect with the Metroparkway bike path and the planned Stony Creek/North Clinton River Park Linkage. The trail would cross the drainage creek, link numerous schools, parks (including Freedom Hill), and many neighborhoods.

Throughout Macomb, the open drain is a barrier to cyclists, forcing them to use major arterials. Trail bridges spanning the drain would eliminate this barrier. Macomb County Publics Works is receptive to the concept; however, they do have liability concerns. Also, they do not have much prior experience with greenways, which may slow trail development.

Freedom Hill is partially built on a landfill of questionable status. Health and safety issues may hinder trail development in that area.

## 6. Stony Creek/North Clinton River Park Linkage

<b>Jurisdictions</b>	Shelby Township, Cities of Sterling Heights and Utica in Macomb County
<b>Endpoints</b>	Metropolitan Parkway Bikeway, Bloomer Park
<b>Length</b>	Approximately 17.5 miles
<b>Trail Plans</b>	Shared-use path and bike route
<b>Type of Corridor</b>	River
<b>Corridor Plans</b>	Most of corridor is already parkland
<b>Corridor Ownership</b>	Primarily public
<b>Contributor</b>	Mike Eberlein, MDOT
<b>Notes</b>	Work is quite far along with the link through River Bend Park. Federal funding has been appropriated and is awaiting local matching funds. Stony Creek Metropark has developed their portion of the path from the Park Entrance to 25 Mile Road and Dequindre. The northwest end of the trail requires a bridge across the Clinton River. This portion of the trail is in Rochester Hills, Oakland County.
<b>Contacts</b>	Chris Koch, Congressman Bonior's Office

### Evaluation

This project would extend the existing trail through Sterling Heights River Park northwest and southeast. It would connect Metroparkway bike path not only with Stony Creek, but the Macomb Orchard Trail, the Paint Creek Trail and the Clinton River Trail. The trail would parallel the Clinton River, providing river access and opportunity to experience the natural environment.

The trail would primarily pass through urban residential neighborhoods and natural parklands. There are few safe on-road alternatives in this corridor for cycling. The northwest end of the trail continues into Oakland County, passing the ever-popular Yates Cider Mill.

Given the significant Federal funding, progress on this trail is assured only if the local matching funds can be secured.

## 7. River Raisin Trail and

## 8. Rail Consolidation Trail

<b>Jurisdictions</b>	City of Monroe in Monroe County
<b>Endpoints</b>	County Fairgrounds, Sterling State Park
<b>Length</b>	Approximately 2 miles on either end of the Monroe Downtown Riverwalk
<b>Trail Plans</b>	Shared-use path and bike route
<b>Type of Corridor</b>	River, road
<b>Corridor Plans</b>	None currently
<b>Corridor Ownership</b>	Parkland, County
<b>Contributor</b>	Nancy Krupiarz, RTC
<b>Notes</b>	The west end 2-mile extension could follow the Raisin River along the road and would link up county-held land (drain easements) with other publicly held land, an historic trading post, and county fair grounds. The opportunity for this trail exists but no one has had the time to put the work in to make it happen.
<b>Contacts</b>	Jim Tischler, Monroe County Drain Commissioner, and Rob Peven, Monroe County Parks and Recreation

### Evaluation

The trail could be the start of an expanded trail system for Monroe County as the opportunity to follow the Raisin River could stretch all the way to Dundee. On the other end of the downtown bike path, connections could be made along a rail-trail to Sterling State Park on Lake Erie. The trail would provide a major east-west cross-county trail with access to Lake Erie.

This would be an excellent connection between downtown urban and residential areas on one end and available natural resources on the other. It also connects such places of significance as county fair grounds and a historical/cultural site. It preserves the River Raisin watershed as a place for solace and reflection and contributes to its preservation. At this time Monroe County has only the I-275 bikeway which remains in poor condition and the small downtown bikeway. There is much potential for improvement. However, long-term maintenance prospects, availability of local matching funds and potential for continuing the trail west along the river to Dundee are unclear at this time

## 9. Clinton River Trail

<b>Jurisdictions</b>	West Bloomfield Township, Cities of Keego Harbor, Sylvan Lake, Pontiac, Auburn Hills, Rochester Hills, and Rochester in Oakland County
<b>Endpoints</b>	West Bloomfield Trail Network, Bloomer Park
<b>Length</b>	Approximately 14 miles
<b>Trail Plans</b>	Shared-use path
<b>Type of Corridor</b>	Abandoned railroad
<b>Corridor Plans</b>	Purchase approximately 50' wide corridor
<b>Corridor Ownership</b>	Canadian National (CN) Railroad
<b>Contributor</b>	Nancy Krupiarz, RTC and others
<b>Notes</b>	A lot of discussion already in the communities. Oakland County Parks may become involved. Auburn Hills has already purchased their 2.1-mile piece, and the City of Rochester received a Natural Resources Trust Fund grant for their section. The cities of Rochester Hills and Pontiac submitted applications for TEA-21 enhancement grants, but have not received word yet. They and the City of Sylvan Lake are submitting applications to the Natural Resources Trust Fund for the upcoming April 1 deadline.
<b>Contacts</b>	Larry Falardeau, Oakland County Planning, Dan Keifer, Chair, Friends of Clinton River Trail

### Evaluation

This project would provide a major east-west connector for Southeast Michigan Greenways system. It would link to the existing Paint Creek and Polly Ann trails to the north, and to the West Bloomfield Rail Trail to the west. It would connect to the planned Stony Creek/North Clinton River Park Linkage. It has the potential of linking at the east end to the proposed Macomb Orchard Trail in Macomb County and, eventually, to the existing Wadhams-Avoca Trail in St. Clair County. The potential connections at the trail's west end include the Huron Valley Trail, LakeLands and Falling Waters Trail in Jackson County.

Funding appears to be a significant hurdle for this project. While it may be possible to raise some money through state or federal public grants, securing a local match still presents a challenge. There will also be significant design and engineering issues because the corridor crosses at least one highway and a section of the line through Pontiac is no longer available, requiring the identification of an alternate route there. This corridor would provide an important connection to existing and proposed trails throughout the region. The project has many stakeholders who are already invested in the project: Local businesses, Oakland Land Conservancy, Rochester Hills Open Space Preservation Task Forces, Oakland County Parks and Recreation, and a Pontiac redevelopment task force have all stepped forward to support the project concept. Because of this, there is the potential for significant collaboration and leveraging of additional investment for the project.

It is also diverse - the trail goes through both highly congested urban areas and less densely settled suburban areas. It is a microcosm of the Southeast Michigan region as a whole. A concerted focus on this trail over the next few months would really help to

coordinate finances and overcome obstacles through collaboration and exploration of alternatives for funding, design, and long-term operation and maintenance.

## 10. Headwaters Trail Demonstration

<b>Jurisdictions</b>	Springfield, Rose, Groveland, Holly Township, and the Village of Holly in Oakland County
<b>Endpoints</b>	Springfield Township to Holly State Recreational Area
<b>Length</b>	8.9 miles
<b>Trail Plans</b>	Shared-use path
<b>Type of Corridor</b>	Parkland, road right-of-way, easements, utility corridors, active railroad
<b>Corridor Plans</b>	Not known
<b>Corridor Ownership</b>	Many public and private owners
<b>Contributor</b>	Larry Falardeau, Oakland County Planning
<b>Notes</b>	County has an April 16 <sup>th</sup> meeting with DNR to discuss role of State Recreational Area's role in trail network. Conceptual plan completed.
<b>Contacts</b>	Larry Falardeau, Oakland County Planning

### Evaluation

This project lacks a consistent advocate, so work could be done to generate significant grass-roots support.

## 11. Huron Valley Trail

<b>Jurisdictions</b>	Lyon and Milford Townships and the Cities of Wixom and South Lyon in Oakland County
<b>Endpoints</b>	South Lyon and Wixom
<b>Length</b>	7 Miles
<b>Trail Plans</b>	Shared-use path
<b>Type of Corridor</b>	Abandoned railroad
<b>Corridor Plans</b>	Complete connector and resurface
<b>Corridor Ownership</b>	Public ownership
<b>Contributor</b>	Phil Wells, MDNR
<b>Notes</b>	
<b>Contacts</b>	Dan Duncan, Huron Clinton Metropark Authority

### Evaluation

The West Oakland Trailway Management Commission seems to have this project on track.

## 12. Huron Valley Trail Connector

<b>Jurisdictions</b>	in Oakland County
<b>Endpoints</b>	Island Lake to Lyon Township park
<b>Length</b>	2.8 miles
<b>Trail Plans</b>	Shared-use path
<b>Type of Corridor</b>	Sidepath, parkland, easement
<b>Corridor Plans</b>	Complete construction
<b>Corridor Ownership</b>	Public
<b>Contributor</b>	Larry Falardeau, Oakland County Planning
<b>Notes</b>	May have some additional funding issues.
<b>Contacts</b>	Larry Falardeau, Oakland County Planning, Dan Duncan, Huron Clinton Metropark Authority

### Evaluation

The West Oakland Trail Management Commission seems to have this project on track.

### 13. Multi-jurisdictional Connector

<b>Jurisdictions</b>	Village of Wolverine Lake, Commerce Township, City of Wixom in Oakland County
<b>Endpoints</b>	Commerce Township to Proud Lake
<b>Length</b>	4.3 miles
<b>Trail Plans</b>	Shared-use path
<b>Type of Corridor</b>	Mostly parkland
<b>Corridor Plans</b>	Trail network
<b>Corridor Ownership</b>	Public
<b>Contributor</b>	Larry Falardeau, Oakland County Planning
<b>Notes</b>	Much of the land was donated to communities by HCMA
<b>Contacts</b>	Larry Falardeau, Oakland County Planning

#### Evaluation

This project is in the very early stages of design and development. Our limited time framework would not allow significant progress.

### 14. Red Run - Oakland

<b>Jurisdictions</b>	Madison Heights in Oakland County
<b>Endpoints</b>	Madison Heights and Royal Oak
<b>Length</b>	2.5 miles
<b>Trail Plans</b>	Shared-use path and bike route
<b>Type of Corridor</b>	Drain corridor and roads
<b>Corridor Plans</b>	Not known
<b>Corridor Ownership</b>	Oakland County Parks, SOCCRA, and private
<b>Contributor</b>	Todd Scott, DNR Contract Consultant
<b>Notes</b>	The Red Run drain and the Red Oaks Golf Course are being reconstructed.
<b>Contacts</b>	Jim Schaefer, Madison Heights Planning Dept.

#### Evaluation

This trail could connect with the Metroparkway pathway, the Stony Creek/North Clinton River Park Linkage, and Madison Heights' Friendship Woods Nature Trails. The trail would also connect numerous schools, parks, Madison Heights Civic Center, Senior Center and several neighborhoods.

Madison Heights is quite eager to see a trail developed along this greenway.

Oakland County Parks is also eager to focus funding on parks within southern Oakland County. They are also generally evaluating whether to play a major role in greenway development, operation, and maintenance. The Drain Commissioner is on the Parks and Recreation Board.



With the drain currently under construction, it may be possible to save costs by coordinating drain and greenway landscaping.

Crossing major arterials may require new signaling. Crossing I-75 would probably require a bridge, which would be a financial obstacle.

This trail would provide recreation to a population that is currently under-served. However, there would be no immediate connections to other trails to further progress on an interconnected system.

## 15. Upper Rouge - Southfield

<b>Jurisdictions</b>	Southfield in Oakland County
<b>Endpoints</b>	10 and 12 Mile Roads
<b>Length</b>	Approximately 3 miles
<b>Trail Plans</b>	Shared-use path
<b>Type of Corridor</b>	River
<b>Corridor Plans</b>	Maintain natural river/wetland
<b>Corridor Ownership</b>	Public
<b>Contributor</b>	Todd Scott, DNR Contract Consultant
<b>Notes</b>	<p>The City of Southfield currently owns roughly 100 acres between 10 Mile and 12 Mile Roads. They own additional land north of 8 Mile Road and where the river crosses their Beechwoods Public Golf Course at Nine Mile Road and Beech Road.</p> <p>The City is currently working with M-DOT to build a pathway connection underneath I-696 and I-96 during the upcoming rebuilding of the service drives.</p> <p>The Oakland County Land Conservancy is negotiating an additional land purchase just south of 12 Mile Road and will apply for an MNRTF grant.</p>
<b>Contacts</b>	Merrie Carlock, City of Southfield Parks and Recreation

### Evaluation

This trail would greatly extend the existing Valley Woods trail, which runs along the eastside of the river beginning just north of Civic Center Drive and continues south, underneath Telegraph Road. The trail would connect with the Burgh Historical Park at the northeast corner of Civic Center Drive and Berg Road. The Park contains gardens, historical buildings, public parking, and an 1854 church-- the location of a summer concert series. In addition, the City of Southfield has an extensive network of shared-road bike routes. This trail would significantly enhance that network.

The river traverses some beautifully preserved wetlands directly west of Telegraph Road. This region sorely lacks non-motorized transportation opportunities due to I-696, I-96, and Telegraph Road. A greenway trail would provide bicycle and pedestrian access across these barriers.

According to Merrie Carlock, the City of Southfield is "very interested" in putting a trail along this corridor. The current administration is encouraging this greenway development. Also, the Oakland Land Conservancy (OLC) is also very interested in developing a trail through this green space.

One disadvantage to working on this project is that there are no nearby trail connections to enable this project to connect to the system infrastructure.

## 16. Wixom to West Bloomfield Trail

<b>Jurisdictions</b>	Commerce and West Bloomfield Townships and the cities of Wixom, Walled Lake in Oakland County
<b>Endpoints</b>	Wixom to West Bloomfield
<b>Length</b>	8.4 Miles
<b>Trail Plans</b>	Shared-use path
<b>Type of Corridor</b>	Railroad
<b>Corridor Plans</b>	Purchase for utilities and natural area
<b>Corridor Ownership</b>	Private - Coe Railroad
<b>Contributor</b>	Many
<b>Notes</b>	
<b>Contacts</b>	Dan Navarre, West Bloomfield Parks and Recreation

### Evaluation

This trail would be a connector to the West Bloomfield Trail on the east and to the Huron Valley Trail on the west, thereby closing gaps in the potential cross-state trail to Jackson County. There has been some indication that Coe Railroad will sell its property, due to the inactivity of rail service, but uncertainty as to when this might happen. Therefore, the project would be unrealistic for our time frame.

## 17. Bridge to Bay Trail

<b>Jurisdictions</b>	St. Clair, East China, Cottrellville, Clay, and Ira Townships; the Cities of Port Huron, Marysville, St. Clair, Marine City, Algonac, and New Baltimore in St. Clair County
<b>Endpoints</b>	Port Huron
<b>Length</b>	51.4 Miles
<b>Trail Plans</b>	Shared-use path and bicycle lanes
<b>Type of Corridor</b>	River based primarily within a road right-of-way
<b>Corridor Plans</b>	Not known
<b>Corridor Ownership</b>	Public
<b>Contributor</b>	Mike Eberlein, MDOT
<b>Notes</b>	This project needs some help especially from MDOT's standpoint regarding safety concerns of pedestrians using the shoulder of M-29. The County has a policy of contributing half of the local match.
<b>Contacts</b>	Mark Brochu, St. Clair County Parks and Recreation

### Evaluation

According to Brochu, this project is continuing along fine and additional outside help is probably not required.

## 18. Ford Lake Path System

<b>Jurisdictions</b>	Ypsilanti Township and the City of Ypsilanti
<b>Endpoints</b>	Circumnavigating Ford Lake
<b>Length</b>	6.4 Miles
<b>Trail Plans</b>	Shared-use path
<b>Type of Corridor</b>	Water based and road right-of-way
<b>Corridor Plans</b>	Not known
<b>Corridor Ownership</b>	Public
<b>Contributor</b>	Mike Eberlein, MDOT
<b>Notes</b>	Ypsilanti township has been quite successful with their grant applications.
<b>Contacts</b>	Mike Eberlein, MDOT

### Evaluation

Given the current successful funding and progress, this trail has no immediate needs for additional help.

## 19. Huron River Trail (Ann Arbor-Dexter)

<b>Jurisdictions</b>	Ann Arbor, and Scio Township; Village of Dexter; and the City of Ann Arbor in Washtenaw County
<b>Endpoints</b>	Ann Arbor to Dexter
<b>Length</b>	8.6 Miles
<b>Trail Plans</b>	Shared-use path and bike route
<b>Type of Corridor</b>	River and road
<b>Corridor Plans</b>	Existing natural river
<b>Corridor Ownership</b>	Considerable HCMA property
<b>Contributor</b>	Norman Cox, The Greenway Collaborative, Inc.
<b>Notes</b>	Bob Teten who is the new County Parks Director has an interest in greenways and trails and was involved in the original study and its revival.
<b>Contacts</b>	Bob Teten, Washtenaw County Parks and Recreation

**Evaluation** This trail idea is revived from a prior study of regional parks and recreation opportunities. The route would utilize a sizeable amount of scenic road right of way. It is not a project needing immediate assistance.

## 20. Huron River Trail (N. Territorial-Dexter)

<b>Jurisdictions</b>	Dexter, Scio, and Webster Townships and the Village of Dexter in Washtenaw County
<b>Endpoints</b>	North Territorial Road, Dexter
<b>Length</b>	3.7 Miles
<b>Trail Plans</b>	Shared-use path
<b>Type of Corridor</b>	River
<b>Corridor Plans</b>	Existing natural river
<b>Corridor Ownership</b>	Considerable HCMA property
<b>Contributor</b>	Mike Eberlein, MDOT and Richard Kent, Washtenaw County Parks and Recreation
<b>Notes</b>	On west side of the river, separate from the park trail. The project's enhancement grant last year was rejected, but they have reapplied this year – status unknown but Mike suggested that we work on this project.
<b>Contacts</b>	Richard Kent, Washtenaw County Parks and Recreation

### Evaluation

There is concern that the current trail plans do not connect with nor take advantage of the existing trails within the Metropark. This may have been part of the reason for the unsuccessful grant application.

## 21. Huron River Trail (Ypsilanti-Ann Arbor)

<b>Jurisdictions</b>	Ann Arbor, Superior, and Ypsilanti Townships, and the Cities of Ann Arbor and Ypsilanti in Washtenaw County
<b>Endpoints</b>	Ypsilanti to Ann Arbor
<b>Length</b>	3.2 Miles
<b>Trail Plans</b>	Shared-use path
<b>Type of Corridor</b>	River and road
<b>Corridor Plans</b>	None specific but there has been some natural feature work
<b>Corridor Ownership</b>	Fair amount of public, some large private owners.
<b>Contributor</b>	Richard Kent, Washtenaw County Parks and Recreation
<b>Notes</b>	Washtenaw County had an intern last year investigate the route, and they have facilitated a number of meetings to date with the various communities and key property owners.
<b>Contacts</b>	Richard Kent, Washtenaw County Parks and Recreation

### Evaluation

This project involves multiple landowners, including some private ones, which limits progress during our timeframe.

## 22. I-94 Reconstruction

<b>Jurisdictions</b>	City of Detroit in Wayne County
<b>Endpoints</b>	Not known
<b>Length</b>	8.9 Miles
<b>Trail Plans</b>	Brief mention of sidewalks in environmental impact report
<b>Type of Corridor</b>	Road right-of-way
<b>Corridor Plans</b>	Widening I-94 in Detroit from 2 to 3 lanes
<b>Corridor Ownership</b>	Public
<b>Contributor</b>	Mike Eberlein, MDOT
<b>Notes</b>	An opportunity to incorporate a non-motorized facility along the roadway.
<b>Contacts</b>	Mike Eberlein, MDOT Project website: <a href="http://www.mdot.state.mi.us/i94rehab/library_body.htm#deis">http://www.mdot.state.mi.us/i94rehab/library_body.htm#deis</a>

### Evaluation

Given the roadwork timeframe, this project is not ready for immediate assistance. The project also runs closely parallel to some other planned trail corridors, which would reach the same destination, so there is no immediate programmatic need.

### 23. I-375 Extension

<b>Jurisdictions</b>	City of Detroit in Wayne County
<b>Endpoints</b>	Jefferson Ave, Detroit River
<b>Length</b>	1 Mile
<b>Trail Plans</b>	None currently
<b>Type of Corridor</b>	Road right-of-way or parallel path alternative through parkland
<b>Corridor Plans</b>	SEMG Vision shows a parallel path through existing parks
<b>Corridor Ownership</b>	Public
<b>Contributor</b>	Mike Eberlein, MDOT, Norman Cox, The Greenway Collaborative, Inc.
<b>Notes</b>	I-375 is proposed to extend towards the river via a RR corridor to serve the proposed riverfront casinos. Local groups have fought this proposal, as they want to use the RR corridor as a trail. The SEMG Vision actually proposes a parallel corridor just to the west of this corridor that goes through existing parks and serves high density housing. The I-375 project could be used to leverage funds for the parallel corridor.
<b>Contacts</b>	Mike Eberlein, MDOT

#### Evaluation

Given the roadwork timeframe, this project is not ready for immediate assistance

### 24. Allen Park Key Stone Project

<b>Jurisdictions</b>	Allen Park in Wayne County
<b>Endpoints</b>	Goddard Rd, Rouge River
<b>Length</b>	4.6 miles
<b>Trail Plans</b>	Shared-use Path
<b>Type of Corridor</b>	Public owned parcel parallel, but outside of, an active railroad corridor
<b>Corridor Plans</b>	Not known
<b>Corridor Ownership</b>	Public
<b>Contributor</b>	Dave Anthony, Wade-Trim, Inc.
<b>Notes</b>	One of the "Keystone" projects of the Downriver Linked Greenways Project
<b>Contacts</b>	Dave Anthony of Wade-Trim, and Barry Murray, JJR/Smith Group

#### Evaluation

The Downriver Linked Greenways Initiative appears to have this project well on track.

## 25. Gibraltar-Flat Rock Connector

<b>Jurisdictions</b>	Brownstown Township, and The Cities of Flat Rock and Rockwood, in Wayne County
<b>Endpoints</b>	Oakwoods Metropark, Lake Erie Metropark
<b>Length</b>	9.8 Miles
<b>Trail Plans</b>	Shared-use Path
<b>Type of Corridor</b>	Public Road ROW
<b>Corridor Plans</b>	Road reconstruction
<b>Corridor Ownership</b>	Public
<b>Contributor</b>	Dave Anthony, Wade-Trim, Inc.
<b>Notes</b>	One of the “Keystone” projects of the Downriver Linked Greenways Project
<b>Contacts</b>	Dave Anthony of Wade-Trim, and Barry Murray, JJR/Smith Group

### Evaluation

This project is the top priority of the Downriver Linked Greenways Initiative. It would link three Metroparks, two community parks, and the towns of Gibraltar and Flat Rock. It was recently turned down for Natural Resources Trust Fund dollars, but is currently pending for TEA-21 enhancement grant funding. The Downriver group is poised to make whatever changes are necessary to bring a better score in the trust fund process. They are a highly motivated group, and do not need our assistance at this time.

## 26. River Rouge Park to Elizabeth Howell Park

<b>Jurisdictions</b>	City of Detroit in Wayne County
<b>Endpoints</b>	Middle Rouge Parkway/River Rouge Park, Detroit River
<b>Length</b>	4 miles
<b>Trail Plans</b>	Shared-use path
<b>Type of Corridor</b>	River
<b>Corridor Plans</b>	Extensive river restoration
<b>Corridor Ownership</b>	Primarily parkland
<b>Contributor</b>	Norman Cox, The Greenway Collaborative, Inc.
<b>Notes</b>	This trail passes through the Brightmoor neighborhood, which currently is Mayor Archer’s targeted cleanup area. This trail has the potential to travel further north to Southfield.
<b>Contacts</b>	Detroit Parks and Recreation

### Evaluation

There are no immediate plans for development.

**27. Rouge Gateway – Ford Rd. to Michigan Ave. and**  
**28. Rouge Gateway – Michigan Avenue to Detroit River**

<b>Jurisdictions</b>	27 - City of Dearborn in Wayne County 28 – Cities of Allen Park, Detroit, Melvindale, and River Rouge in Wayne County
<b>Endpoints</b>	Middle Rouge Parkway/River Rouge Park, Detroit River
<b>Length</b>	2.2 and 7.9 Miles
<b>Trail Plans</b>	Shared-use path
<b>Type of Corridor</b>	River
<b>Corridor Plans</b>	Extensive river restoration
<b>Corridor Ownership</b>	Fair amount of public or quasi-public ownership
<b>Contributor</b>	Sam Lovell, Hamilton-Anderson Associates, Inc.
<b>Notes</b>	Key part of the Automobile National Heritage Area Project and it links to the Southwest Detroit Riverfront Greenway Project.
<b>Contacts</b>	Sam Lovell, Hamilton-Anderson Associates, Inc.

**Evaluation**

This trail is a major connector between high-density neighborhoods, parks, and the Detroit River. This connection is as functional as it is representative of the whole concept of the Southeast Michigan Greenways Project. The Ford Rd. to Michigan Ave. segment is ready to go but is awaiting grant opportunities. The Michigan Ave. to Detroit River segment is dependent on an Army Corps of Engineer study due in 1 year regarding concrete embankment removal on the Rouge River. This latter segment of the Rouge Gateway Project may be incorporated into whatever river restoration project is determined.

**29. Southwest Detroit River Trail**

<b>Jurisdictions</b>	City of Detroit in Wayne County
<b>Endpoints</b>	Rouge River, Former Revere Copper and Brass Site
<b>Length</b>	1.7 Miles
<b>Trail Plans</b>	Shared-use path
<b>Type of Corridor</b>	River
<b>Corridor Plans</b>	Fort Wayne is planned for reopening under HCMA, Revere Copper and Brass Site is planned for office redevelopment.
<b>Corridor Ownership</b>	Public or quasi-public
<b>Contributor</b>	Norman Cox, The Greenway Collaborative, Inc.
<b>Notes</b>	The status of the Fort Wayne opening is key. This is part of the Southwest Detroit Riverfront Greenway Project.
<b>Contacts</b>	Norman Cox, The Greenway Collaborative, Inc.

**Evaluation**

There is uncertainty regarding trail routing and land availability, especially with the Free Press and Barden properties. It is unlikely that these issues will be resolved this year.



### 30. I-275 Bike Path

<b>Jurisdictions</b>	Frenchtown, Berlin and Ash Townships in Monroe County; Huron, Van Buren, Canton, Plymouth and Northville Townships and the Cities of Romulus and Plymouth and Livonia in Wayne County; and the Cities of Farmington Hills and Novi in Oakland County.
<b>Endpoints</b>	Frenchtown Township to Novi
<b>Length</b>	39.8 Miles
<b>Trail Plans</b>	Existing trail in poor condition and closed in Monroe County
<b>Type of Corridor</b>	Road right-of-way
<b>Corridor Plans</b>	N/A
<b>Corridor Ownership</b>	Public
<b>Contributor</b>	Mike Eberlein, MDOT
<b>Notes</b>	<p>Fred Dore, local advocate, has talked about creating Friends of I-275 group and has done some research on drainage problems. The corridor is under Wayne County Road Commission jurisdiction and is therefore, responsible for the road and path maintenance.</p> <p>The recent work has only been a cosmetic resurfacing. M-DOT's new director has said 90% of the State's roads need to be in good shape before they spend money on bike paths.</p> <p>There was some interest a year ago in Monroe County to renovate the path and Canton has just recently expressed interest.</p>
<b>Contacts</b>	Mike Eberlein, MDOT and Fred Dore, local advocate

#### Evaluation

This pathway is a major north-south route, which intersects the Middle Rouge and Huron Rivers as well as Hines Drive. This corridor provides few on-road facilities for cyclists, increasing the need for this path.

Unfortunately the current path design restricts users to the road right-of-way and offers few connections to business, residential, and educational facilities along the way.

## Potential Project Summary Evaluation

ID	Name	Part of Framework	Immediate Opportunity	Time Sensitive	Readily Leveraged	Multi-Jurisdictional	Needs Additional Assistance	Connectivity to Existing Greenways	Regional Significance**	Length	Score	Tier	Priority Project
<b>Livingston County:</b>													
1	Island Lake-LakeLands Connector	●	●	●	●	●	●	●	●	9.9 Miles	8	Second	
2	LakeLands Trail - Pinckney to Hamburg	●	●	●	●	●	●	●	●	5.5 Miles	7	Third	
<b>Macomb County:</b>													
3	Anchor Bay Bikeway	●	●	●	●	●	●	●	●	10.5 Miles	6		
4	Macomb Orchard Trail	●	●	●	●	●	●	●	●	24.1 Miles	9	First	●
5	Red-Run - Macomb County	●	●	●	●	●	●	●	●	6.2 Miles	6		
6	Stony Creek/North Clinton River Park Linkage	●	●	●	●	●	●	●	●	5.4 Miles	8	Second	●
<b>Monroe County:</b>													
7	River Raisin Trail	●	●	●	●	●	●	●	●	6.2 Miles	6		
8	Rail Consolidation Trail	●	●	●	●	●	●	●	●	9.4 Miles	6		
<b>Oakland County:</b>													
9	Clinton River Trail	●	●	●	●	●	●	●	●	14.1 Miles	9	First	●
10	Headwaters Trail Demonstration	●	●	●	●	●	●	●	●	8.9 Miles	6		
11	Huron Valley Trail	●	●	●	●	●	●	●	●	7 Miles	7	Third	
12	Huron Valley Trail Connector	●	●	●	●	●	●	●	●	2.8 Miles	7	Third	
13	Multi-Jurisdictional Trail	●	●	●	●	●	●	●	●	10.4 Miles	8	Second	
14	Red Run - Oakland	●	●	●	●	●	●	●	●	2.5 Miles	4		
15	Upper Rouge River - Southfield	●	●	●	●	●	●	●	●	2 Miles	5		
16	Wixom to West Bloomfield Trail	●	●	●	●	●	●	●	●	8.4 Miles	8	Second	
<b>St. Clair County:</b>													
17	Bridge to Bay Trail	●	●	●	●	●	●	●	●	51.4 Miles	6		
<b>Washtenaw County:</b>													
18	Ford Lake Path System	●	●	●	●	●	●	●	●	6.4 Miles	4		
19	Huron River Trail - Ann Arbor to Dexter	●	●	●	●	●	●	●	●	8.6 Miles	6		
20	Huron River Trail - N. Territorial to Dexter	●	●	●	●	●	●	●	●	3.7 Miles	7	Third	
21	Huron River Trail - Ypsilanti to Ann Arbor	●	●	●	●	●	●	●	●	3.2 Miles	8	Second	
<b>Wayne County:</b>													
22	I-94 Reconstruction	●	●	●	●	●	●	●	●	8.9 Miles	2		
23	I-375 Extension	●	●	●	●	●	●	●	●	1 Mile	3		
24	Allen Park Key Stone Project	●	●	●	●	●	●	●	●	4.6 Miles	4		
25	Gibraltar-Flat Rock Connector	●	●	●	●	●	●	●	●	9.8 Miles	7	Third	
26	River Rouge Park to Elizabeth Howell Park	●	●	●	●	●	●	●	●	4 Miles	7	Third	
27	Rouge Gateway - Ford Rd. to Michigan Ave.	●	●	●	●	●	●	●	●	2.2 Miles	8	Second	
28	Rouge Gateway - Mich. Ave. to Detroit River	●	●	●	●	●	●	●	●	7.9 Miles	6		
29	Southwest Detroit Riverfront - Fort Wayne	●	●	●	●	●	●	●	●	1.7 Miles	5		
<b>Multi-County:</b>													
30	I-275 Bikeway Restoration	●	●	●	●	●	●	●	●	39.8 Miles	6		

\* Provides at a minimum: conservation, recreation, and transportation benefits

\*\* Connects at least two regional natural or cultural hubs (such as State Parks or Cities)

## Priority Project Selection

All of the projects were scored according to our criteria and are presented in the matrix on page 25. Nearly all of the project candidates meet the evaluation criteria. However, three trails stand out as being the most critical within the Southeast Michigan greenway network. Two of the trails, the Clinton River Trail and the Macomb Orchard Trail, need immediate assistance and additional resources if they are to come to fruition.

The third trail, the Stony Creek/North Clinton River Park Linkage, is experiencing moderate progress but it could use additional guidance. In particular, project proponents need help identifying and establishing connections to the two trails mentioned above and assistance with project funding. The connection is within Oakland County.

Given the short time frame of this project, we felt it was quite beneficial that all projects are within one region and share contacts and municipalities. We also believe these three trails, along with the existing Paint Creek Trail, will form a major regional hub for recreation and non-motorized transportation. From the hub center, one could travel from Lake St. Clair to Jackson and from Metro Beach to Stony Creek. Given the high-density and high-growth within this region, these trails would provide enormous recreation opportunities to a sizeable population.

With respect to implementation timeframes, the selected trails seemed to be more “project ready” than most of the others. Many other candidates were awaiting resolution on various obstacles and issues. We felt they would not be ready for another year to two.

However, there is a chance that the Macomb Orchard Trail may be replaced if the County's negotiations with the Canadian National Railroad drag on. Our replacement priority project is the Island Lake-LakeLands Connector.



## Potential Project Map

### Legend:

