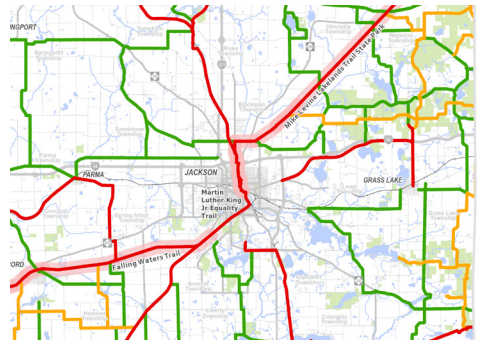
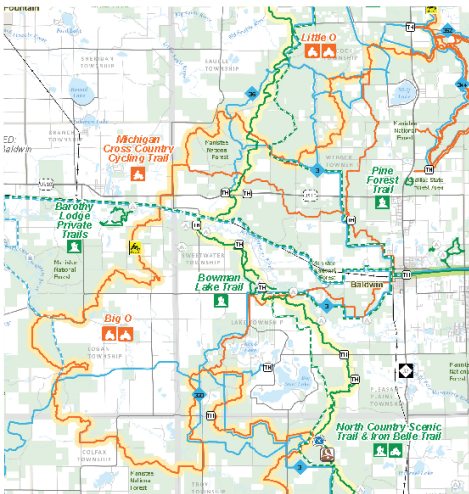
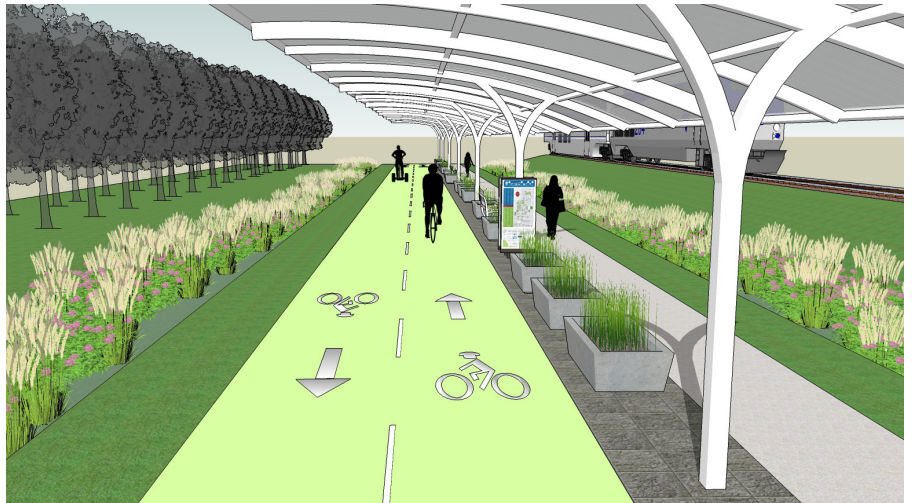


# Firm Qualifications

06/09/21



Our mission is to **inspire** people, **influence** transportation, and **improve** places

We are trusted strategic thinkers, problem solvers and knowledge leaders who provide council to public agencies, non-profits, and other consultants.

Our ultimate goal is to create eminently livable places for all to enjoy.

# The Greenway Collaborative, Inc

**People First Transportation Planning and Design.** Since 1993 we have focused on the people who walk, bike, take transit, and drive. We believe that our job is to help shape a transportation system that gives people, all people, regardless of their abilities and resources, a safe, comfortable, and convenient means for dignified travel. And we believe that a transportation network is more than a means to a destination, it is a means to an end. That end being a network of captivating and functional places that connect people, promote commerce, and highlight the unique character of each community.

**Comprehensive Multimodal Transportation Plans**

**Grant Assistance**

**Trail Feasibility Studies**

**Public Meeting Facilitation**

**Community Outreach Tools to Encourage Increased Physical Activity**

**Website Design and Management**

**Expert Technical Review and Design Consultation**

**Ecological Based Open Space and Greenway Plans**

**Land and Water Trail Planning, Design and Outreach Websites**

**Bicycle and Trail Maps**



**Our mission is to inspire people, influence transportation and improve places.** We are trusted strategic thinkers, problem solvers, and knowledge leaders who provide council to public agencies, non-profits, and other consultants. Our ultimate goal is to create eminently livable places for all to enjoy.



**Norm Cox, PLA, ASLA**  
President



**Carolyn Prudhomme, PLA, ASLA**  
Principal



Visit [www.greenwaycollab.com](http://www.greenwaycollab.com) to download our resumes and get a better understanding of our work. Some of our recent project websites are also housed within [www.walkbike.info](http://www.walkbike.info).



**The Greenway Collaborative, Inc.**

102 Nickels Arcade, Ann Arbor Michigan, 48104  
Phone: 734-668-8848 Email: [info@greenwaycollab.com](mailto:info@greenwaycollab.com)  
A Michigan Corporation Established in 1993 - FIN 38-305425





### **LICENSE**

*Licensed Landscape Architect No.1082  
State of Michigan  
1990*

### **EDUCATION**

*Bachelor of Landscape Architecture 1985,  
with honors  
Michigan State University  
Sigma Lambda Alpha  
National Honor Society*

### **EXPERIENCE**

*President  
Greenway Collaborative  
Ann Arbor, Michigan  
1993 – PRESENT*

*Pollack Design Associates  
Ann Arbor, Michigan  
1988-1992*

*Edward D. Stone, Jr. and Associates  
Fort Lauderdale, Florida  
1986-1987*

### **COMMITTEES**

*League of Michigan Bicyclists, Board of  
Directors*

*Governor's Traffic Safety Advisory*

*Committee, Pedestrian Bicycle Safety  
Action Team*

*MDOT's Multi Modal Development and  
Delivery Curriculum Review Committee*

*Project for Public Spaces, Placemaking  
Leadership Council*

## Planscape Archineer



**Norman Cox, PLA, ASLA**

**President - The Greenway Collaborative**

Norm is a licensed landscape architect, but he calls himself a "Plan-scape Arch-ineer". His adopted moniker speaks to the way he approaches design. The solutions to great streets lie where the fields of planning, landscape architecture, architecture and engineering overlap. He believes his job is to design, plan and program for people first.

Norm is recognized as a pioneer and a knowledge leader who is able to transition from a regional plan to designing the details of an intersection. He is also commutes year-round using his bike and his feet observing how people interact. For he feels that even the best guidelines are useless unless you fully understand how people will actually use them.

### **RECENT RELEVANT EXPERIENCE**

**Bridge to Bay Trail Identification, Wayfinding, and Safety Improvements**

St Clair County, Michigan

**Jackson City + County Nonmotorized Plan**

Jackson County, Michigan

**Livingston County Trails Plan**

Livingston County, Michigan

**Bicycle + Pedestrian Plan & 2020 Plan Update**

Springboro, Ohio

**Dearborn Multimodal Plan**

Dearborn, Michigan

**Iron Belle Trail Routing & Feasibility Study**

Warren, Center Line, Sterling Heights, Michigan

**MDOT Metro Region & Bay Region Bike Maps**

Southeast Michigan

**Great Lake-to-Lake Trail Route #1 Planning Update**

Southern Michigan

**Regional Trail Connectivity Vision**

Mason, Lake, Newaygo, & Oceana Counties, Michigan

**Cass River Water Trail Website**

Thumb Region, Michigan

**Active Transportation Initiative for MI 1422 CDC Grant**

Detroit, Lenawee, Grand Rapids, & Roseville, Michigan





#### **LICENSE**

*Landscape Architect No. 3901001718  
State of Michigan  
2018*

#### **EDUCATION**

*Bachelor of Landscape Architecture 2008,  
with high honors  
Michigan State University  
Sigma Lambda Alpha  
National Honor Society*

#### **PROFESSIONAL MEMBERSHIPS**

*Association of Pedestrian and Bicycle  
Professionals  
American Society of Landscape  
Architecture*

#### **EXPERIENCE**

*Transportation Planner  
Greenway Collaborative  
Ann Arbor, Michigan  
2008 – PRESENT*

*Student Intern  
Small Town Design Initiative  
Michigan State University  
2007 – 2008*

*Landscape Designer  
Rambo Tree & Landscaping  
Chesterfield, Michigan  
2006*

## TRANSPORTATION PLANNER AND WEB GURU



**Carolyn Prudhomme,** PLA, ASLA  
Principal - The Greenway Collaborative

Carolyn has worked as a non-motorized transportation planner with the Greenway Collaborative since 2008. During her time at the Greenway Collaborative she has been essential in the development of comprehensive non-motorized transportation plans, complete streets plans, bicycle and pedestrian maps, grant application assistance, trail marketing and branding strategies and ADA evaluation and assessment tools. She has worked on projects throughout Michigan and Ohio and specializes in GIS modeling, mapping, website development, as well as public engagement and product production.

#### **RECENT RELEVANT EXPERIENCE**

**Bridge to Bay Trail Identification, Wayfinding, and Safety Improvements**

St Clair County, Michigan

**Jackson City + County Nonmotorized Plan**

Jackson County, Michigan

**Livingston County Trails Plan**

Livingston County, Michigan

**Bicycle + Pedestrian Plan & 2020 Plan Update**

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Dearborn, Michigan

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Southern Michigan

**Regional Trail Connectivity Vision**

Mason, Lake, Newaygo, & Oceana Counties, Michigan

**Cass River Water Trail Website**

Thumb Region, Michigan

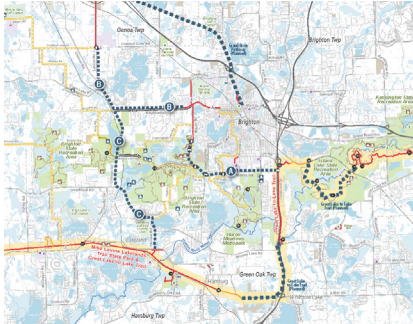
**Active Transportation Initiative for MI 1422 CDC Grant**

Detroit, Lenawee, Grand Rapids, & Roseville, Michigan

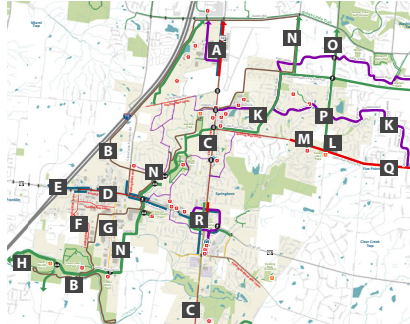
# Projects

## Nonmotorized Transportation Studies and Plans

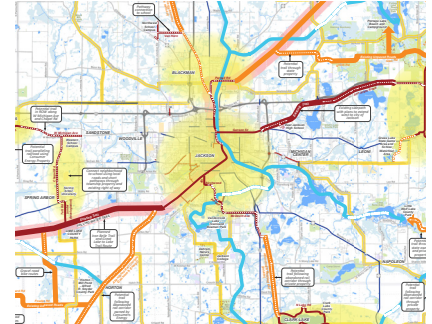
The Greenway Collaborative, Inc has worked on over 30 nonmotorized transportations studies and plans in Michigan and Ohio. Below are a few recent examples.



*Livingston County Trails Plan*



*Springboro Bicycle + Pedestrian 2020 Plan Update*



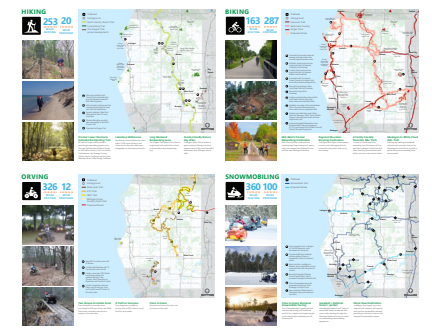
*Jackson City + County Nonmotorized Plan*



*Iron Belle Trail Routing & Feasibility Study*



*Dearborn Multimodal Plan*



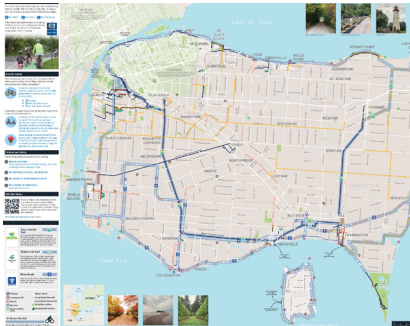
*Regional Trail Connectivity Vision for Mason, Lake Newaygo and Oceana Counties*

<b>Range of Clients</b>	<b>MDOT, Region, County, Large Community, Small Community, Universities, Nonprofits, Health Departments</b>
<b>Types of Work</b>	<b>Corridor, City, County, and Regional Level Planning</b>
<b>Fee Range</b>	<b>\$9,000 to \$200,000</b>

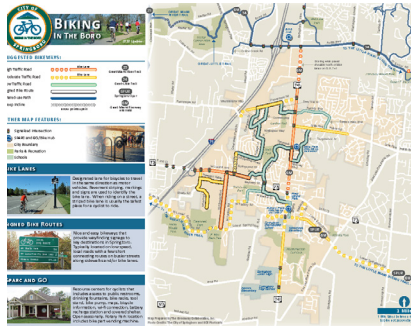
*Click on any of the project names to be directed to the project webpage where you may download the project report and related documents, or visit [www.greenwaycollab.com](http://www.greenwaycollab.com) for a listing of all projects.*

# Nonmotorized Guides and Maps

The Greenway Collaborative, Inc has developed over a dozen print and digital nonmotorized guides and maps in Michigan, Ohio and Ontario, Canada. Below are a few examples.



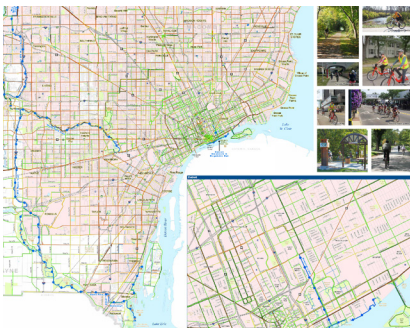
*Essex County Bikeways and Pathways Map*



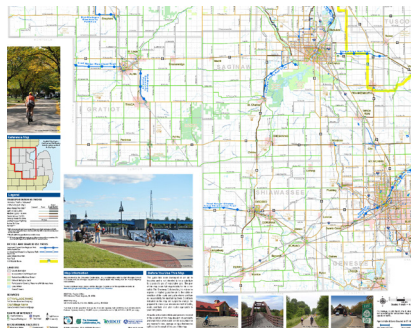
*Biking in the Boro Map and Pocket Guide (including updates in 2014, 2016, 2018, & 2020)*



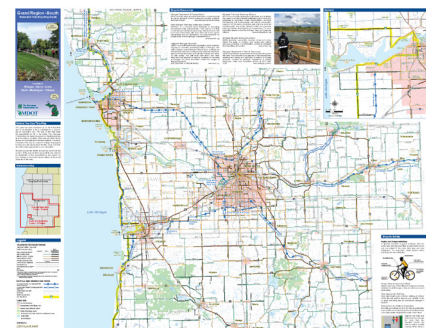
*Huron River Trail Town Website and Kiosk Maps*



*MDOT Metro Region Bicycle Maps (including update in 2018)*



*MDOT Bay Region East & West Bicycle Maps*



*MDOT Grand Region Bicycle Map*

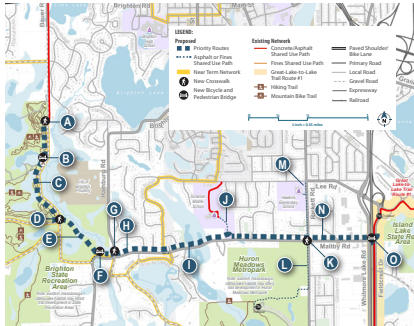
Range of Clients	MDOT, Region, County, Large Community, Small Community
Types of Work	Trail Maps, Bicycle Guides, Walking Maps, Park Maps, Water Trail Maps
Fee Range	\$4,000 to \$50,000

Click on any of the project names to be directed to the project webpage where you may download the project report and related documents, or visit [www.greenwaycollab.com](http://www.greenwaycollab.com) for a listing of all projects.

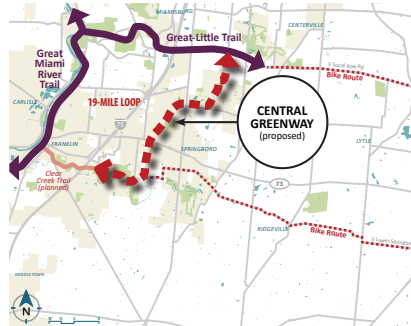


# Trails and Greenway Systems

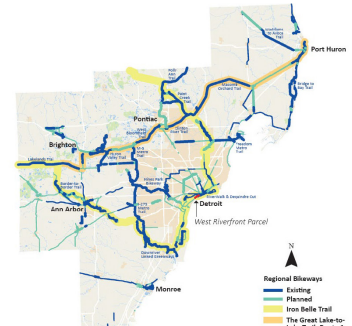
The Greenway Collaborative, Inc has worked on over 20 trail and greenway system plans in Michigan and Ohio. Below are a few recent examples.



**Livingston County Trails Plan**



**Springboro Bicycle + Pedestrian 2020 Plan Update**



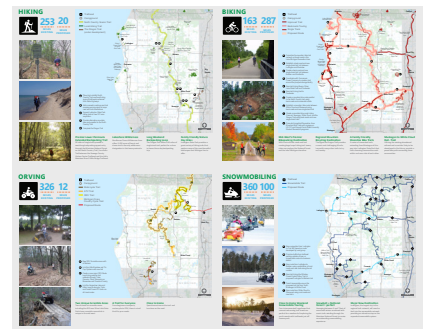
**Ralph C. Wilson, Jr. Foundation Regional Greenway Opportunity Assessment**



**Iron Belle Trail Routing & Feasibility Study**



**Great Lake-to-Lake Trail Route #1 Planning Updates**



**Regional Trail Connectivity Vision for Mason, Lake Newaygo and Oceana Counties**

Range of Clients	Region, County, Large Community, Universities, Non-profits
Types of Work	Trail Routing, Feasibility, Cost Estimates, Implementation Plans
Fee Range	\$8,000 to \$80,000

Click on any of the project names to be directed to the project webpage where you may download the project report and related documents, or visit [www.greenwaycollab.com](http://www.greenwaycollab.com) for a listing of all projects.

## Branding & Wayfinding

The Greenway Collaborative, Inc has worked on a dozen branding and wayfindings projects in Michigan and Ohio. Below are a few examples.



*Bridge to Bay Trail  
Identification, Wayfinding, and  
Safety Improvement Plan*



*Biking in the Boro Guide and  
Identification Signage*



*MTGA Cross State Trail  
Branding and Marketing*



*Huron River Water Trail  
Kiosk Maps*



*Grand Region Bike Route &  
Regional Trail Wayfinding  
Guidebook*



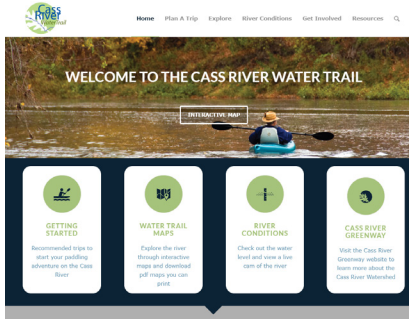
*Oxford Trail Kiosk*

Range of Clients	County, Large Community, Small Community, Non-profit
Types of Work	Logos, Bicycle Route and Trail Wayfinding Guides, Kiosk Maps
Fee Range	\$4,000 to \$50,000

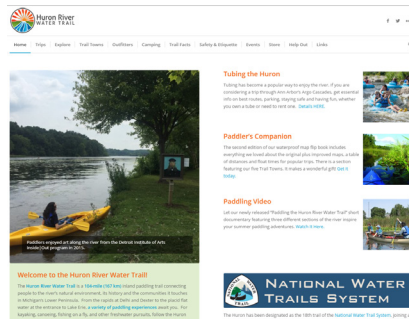
*Click on any of the project names to be directed to the project webpage where you may download the project report and related documents, or visit [www.greenwaycollab.com](http://www.greenwaycollab.com) for a listing of all projects.*

## Websites

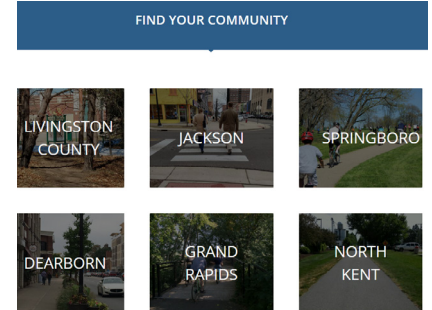
The Greenway Collaborative, Inc has created 2 water trail websites, and hosted a dozen different community websites through WalkBike.Info, a website developed in-house as a communication tool for client projects. All website were developed in Wordpress, including the company's website at [www.greenwaycollab.com](http://www.greenwaycollab.com).



*Cass River Water Trail Website*



*Huron River Water Trail Website*



*WalkBike.Info*

Range of Clients	Non-profits, County, Health Departments
Types of Work	Interactive Maps, Document Downloads, Online Input Maps and Surveys, Terrain360 Integration
Fee Range	\$15,000 to \$25,000

*Click on any of the project names to be directed to the project webpage where you may download the project report and related documents, or visit [www.greenwaycollab.com](http://www.greenwaycollab.com) for a listing of all projects.*



## Recent Project Examples

The following pages highlight recent project examples. Click on any of the project names to jump to that page in the document. Additional project examples can be found on our website at [www.greenwaycollab.com](http://www.greenwaycollab.com).

- *[Livingston County Trails Plan](#)*
- *[Iron Belle Trail Route and Feasibility Study](#)*
- *[City of Dearborn Multimodal Plan](#)*
- *[Springboro 2020 Bicycle & Pedestrian Plan](#)*
- *[Regional Trail Connectivity Vision](#)*
- *[Jackson City+County Nonmotorized Plan](#)*
- *[Bridge to Bay Trail Identification, Wayfinding, and Safety Improvement Plan](#)*

# Livingston County Trails Plan

Livingston County Trails Plan is a comprehensive study involving the identification, mapping and analysis of trail networks throughout the County. The plan identifies priority routes that make the most meaningful connections and will be the focus for near-term investments.

Elements of the planning process include inventory/analysis, development of a GIS trail database, a trail summit, a gap and feasibility study of potential routes, identification of priority routes and cost estimates.

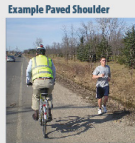
<b>Client</b>	<b>Livingston County Planning Department</b> 304 E Grand River Ave, Suite 206 Howell, Mi 48431
<b>Contact</b>	<b>Kathleen Kline-Hudson</b> KKline-Hudson@livgov.com
<b>Dates</b>	<b>2019 to 2020</b>
<b>Budget</b>	<b>\$24,555</b>
<b>Personnel</b>	<b>Norman Cox &amp; Carolyn Prudhomme</b>

## Priority Routes

**A Maltby-Hamburg -Bauer Road Trail**  
Proposed sidepath on the north side of Maltby Road and east side of Bauer Road, with a new bridge over US-23 and along the north side of Hamburg Road - Connects the existing pathway on Bauer Road with the Fieldcrest Pathway/Great-Lake-to-Lake Trail Route #1, Huron Meadows Metropark and Island Lake Recreation Area



**B Latson - Chilson - Brighton Road Trail**  
Proposed sidepath on the north side of Brighton Road and east side of Chilson Road and Latson Road, connecting existing pathways on Latson Road and Brighton Road between the City of Howell and the City of Brighton



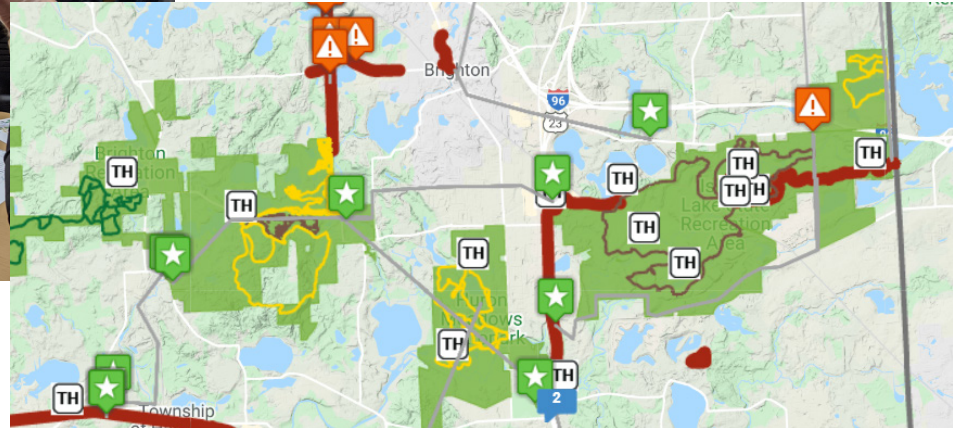
**C Chilson - Swarthout - Pettysville Road Paved Shoulder**  
Proposed paved shoulders on Chilson Road, Swarthout Road and Pettysville Road between Brighton Road and M-36 (Michigan Ave), connecting to the Mile Levine Lakelands Trail / Great Lake-to-Lake Trail Route #1



Note: In addition to the three routes presented, the Great Lake-to-Lake Trail Route #1, the Cross Town Trail in Howell and the Grand River Corridor between Howell and Brighton, are priority routes in the county. They are all under development by other planning groups so they have not been detailed in this plan.



*A near-term network that focuses on how to improve safety and connectivity for what is out there right now along with priority routes that focus on providing new connections that link major population centers to park and recreation areas and regional trails.*



*Public engagement techniques that seamlessly integrate online and in person public input.*

## Cost Estimate for Maltby Road - Bauer Road Trail

Item	Description	Quantity	Unit	Unit Price	Cost
1	Site Clearing and Rough Grading	18,047	LF	\$20	\$360,940
2	11' Wide Asphalt Path, Base, and Grading	18,047	LF	\$75	\$1,353,525
4	Basic Crosswalk with Signs	4	EA	\$5,000	\$20,000
5	14' Wide Concrete Plank Boardwalk	1,848	LF	\$1,000	\$1,848,000
6	14' Wide Concrete Deck Pedestrian Bridge	170	LF	\$4,000	\$680,000
7	14' Wide Bridge over Expressway	1	ea	\$5,000,000	\$5,000,000
8	Landscaping and Site Amenities	19,402	LF	\$20	\$388,040
Subtotal of Construction Costs					\$9,650,505
Contingency				20%	\$1,930,101
<b>Construction Total *</b>					<b>\$11,580,606</b>
Engineering & Design				10%	\$1,158,061
Construction Administration				4%	\$463,224
Construction Observation				6%	\$694,836
<b>Subtotal of Total Soft Costs</b>					<b>\$2,316,121</b>
<b>Total Project Cost</b>					<b>\$13,896,727</b>

### Notes:

- Boardwalk and bridge costs are based on a concrete deck surface. While this is more expensive initially, the seasonal and long-term maintenance is substantially less than a wood deck structure.
- Landscaping and Site Amenities are general allowances for basic items such as site restoration, benches, signage, and trash receptacles.
- The percentages identified in the soft costs are general rules of thumb. Smaller projects and projects requiring substantial engineering or extensive soil testing may have higher soft costs.
- It is assumed that there is a 66' ROW, as the extent of the ROW could not be confirmed with the existing GIS information.
- Cost estimate only includes priority route - proposed pathways to nearby schools and parks are not included in estimate

*Implementation oriented recommendations with planning level cost estimates for priority routes*



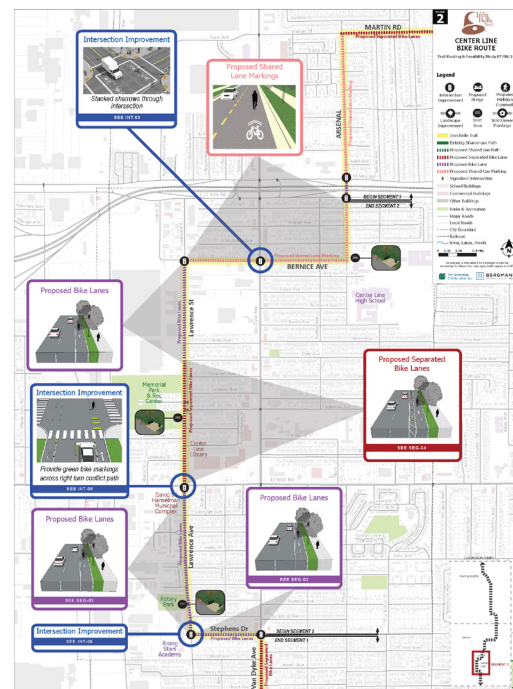
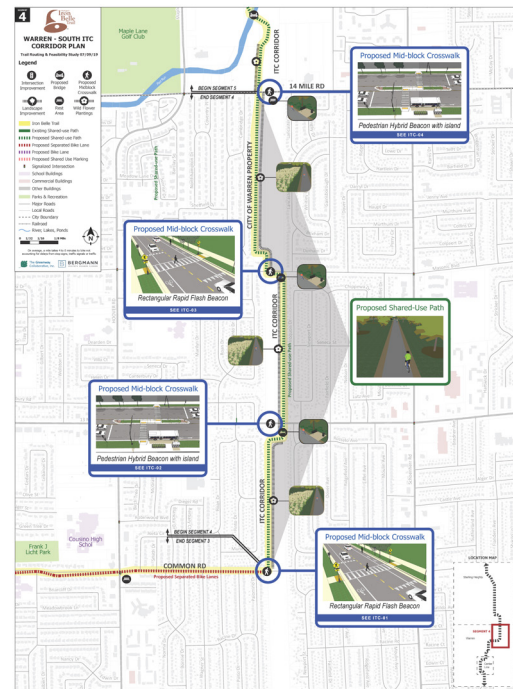
# Iron Belle Trail Route and Feasibility Study

The Iron Belle Trail Routing and Feasibility Study examines potential alignments for the Iron Belle Trail in Center Line, Warren and Sterling Heights. The purpose of this project was to collaboratively develop a trail route through all three communities which will close the southern Macomb County gap in the Iron Belle Trail network and will safely link the greatest number of local community and county assets.

Numerous stakeholder meetings, online input maps and a community workshop were all used to gather input and reach a consensus on the proposed route. The proposed route showcases community assets and provides a safe, comfortable, and easy route to navigate through the community's of Warren, Center Line and Sterling Heights.

The plan defines a clear implementation strategy so the proposed route may be implemented in an efficient and timely manner. The route has been divided into 7 segments, with a breakdown of costs and detailed information for each segment.

<b>Client</b>	<b>Macomb County Department of Planning &amp; Economic Development</b> 1 S Main, 7th Floor Mount Clemens, MI 48043
<b>Contact</b>	<b>Amanda Minaudo</b> 586-469-1551 Amanda.minaudo@macombgov.org
<b>Sub-Consultant</b>	<b>Bergman Associates</b>
<b>Dates</b>	<b>2018 to 2019</b>
<b>Budget</b>	<b>\$30,000 Center Line</b> <b>\$42,000 Warren &amp; Sterling Heights</b>
<b>Personnel</b>	<b>Norman Cox &amp; Carolyn Prudhomme</b>

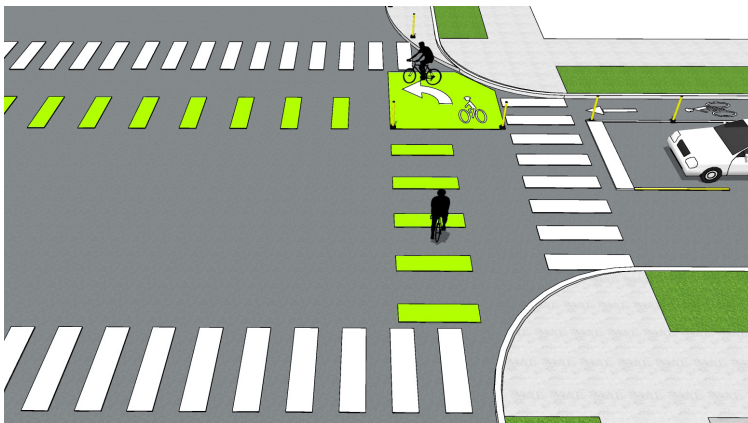


*The Implementation Plan and Funding Strategy present a five-year plan to fully implement the project, including recommended tasks to undertake over the next nine months.*

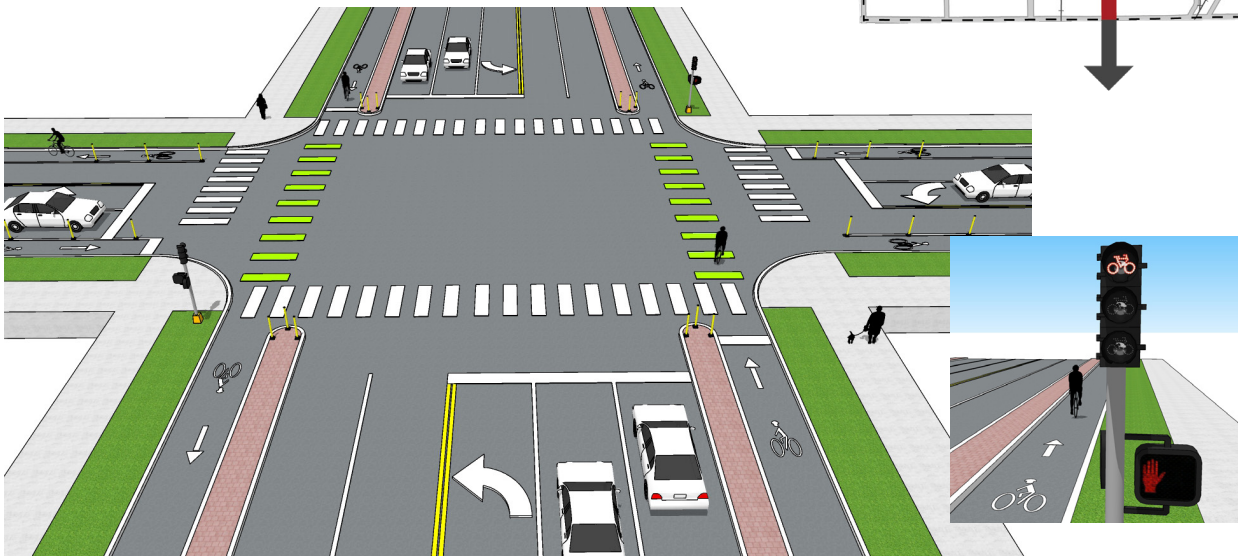
*Corresponding to each of the seven segments, detailed cost estimates were prepared. Typical plans and unique intersection treatments had detail sheets prepared to help develop the estimates.*



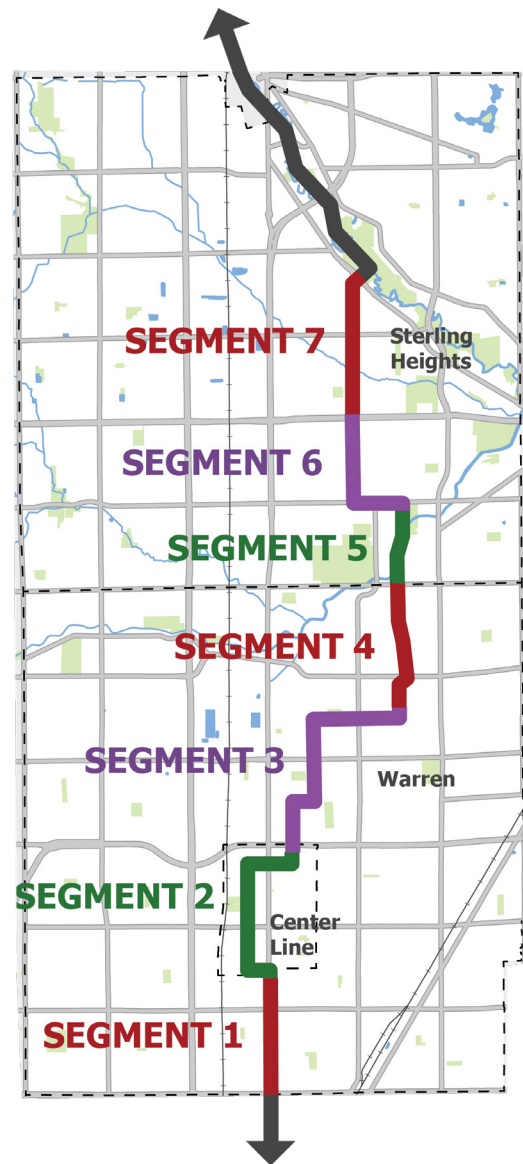
Signed bike routes on residential roads



Protected bike lanes with intersection turn box



Bike signal with green bike markings across intersection





# City of Dearborn Multimodal Plan

The City of Dearborn Multimodal Plan will help define current and future community needs and desires for people who walk, bike, ride, and drive. The plan will be used by the City to respond to the growing demand for alternative forms of travel and to promote safe and comfortable transportation options throughout the City.

The planning process was structured to create a transportation plan that puts people first. A robust public engagement plan was undertaken to reach out to minority groups across the community in different languages and cultures.

The plan is both visionary and pragmatic with both near-term recommendations and a long-term vision that reflects desires and priorities driven by stakeholder input. Flexibility is built into the plan given the rapidly changing nature of transportation.

**Client** City of Dearborn  
16901 Michigan Ave  
Dearborn, MI 48126

**Contact** Mohamed Ayoub, Project Manager and former Senior Planner for City of Dearborn  
(734) 467-3210 (City of Westland, MI)  
ayoubmoh66@gmail.com

Kaileigh Bianchini (current contact)  
kbianchini@ci.dearborn.mi.us

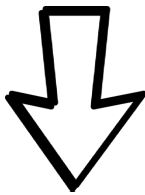
**Sub-Consultant** livingLab  
Bergman Associates

**Dates** 2018 to 2019

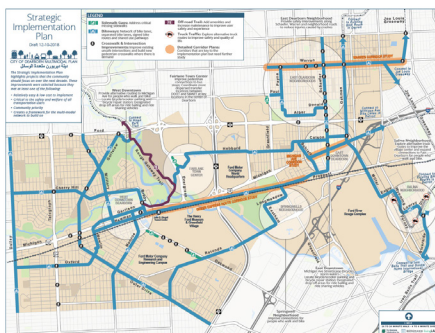
**Budget** \$179,835

**Personnel** Norman Cox & Carolyn Prudhomme

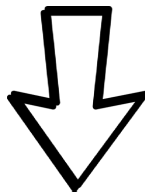
## Immediate Focus



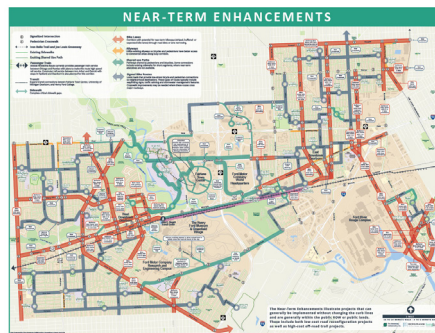
### 1 Strategic Implementation Plan



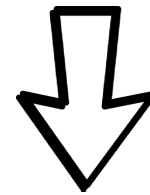
## Implement As Opportunities Present Themselves



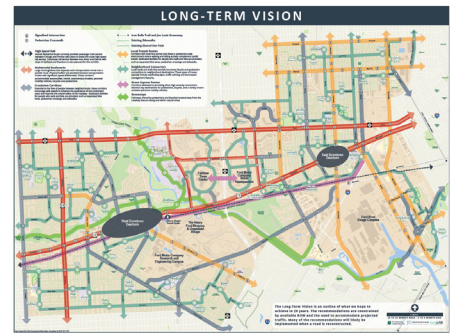
### 2 Near-Term Enhancements



## Incorporate Into Major Construction Projects


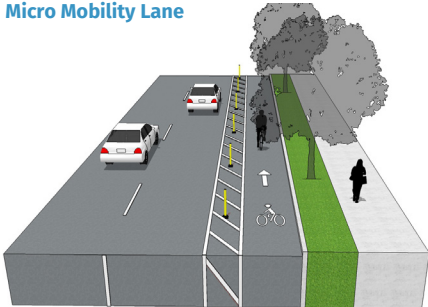
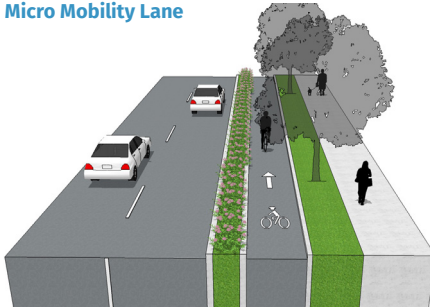


### 3 Long-Term Vision

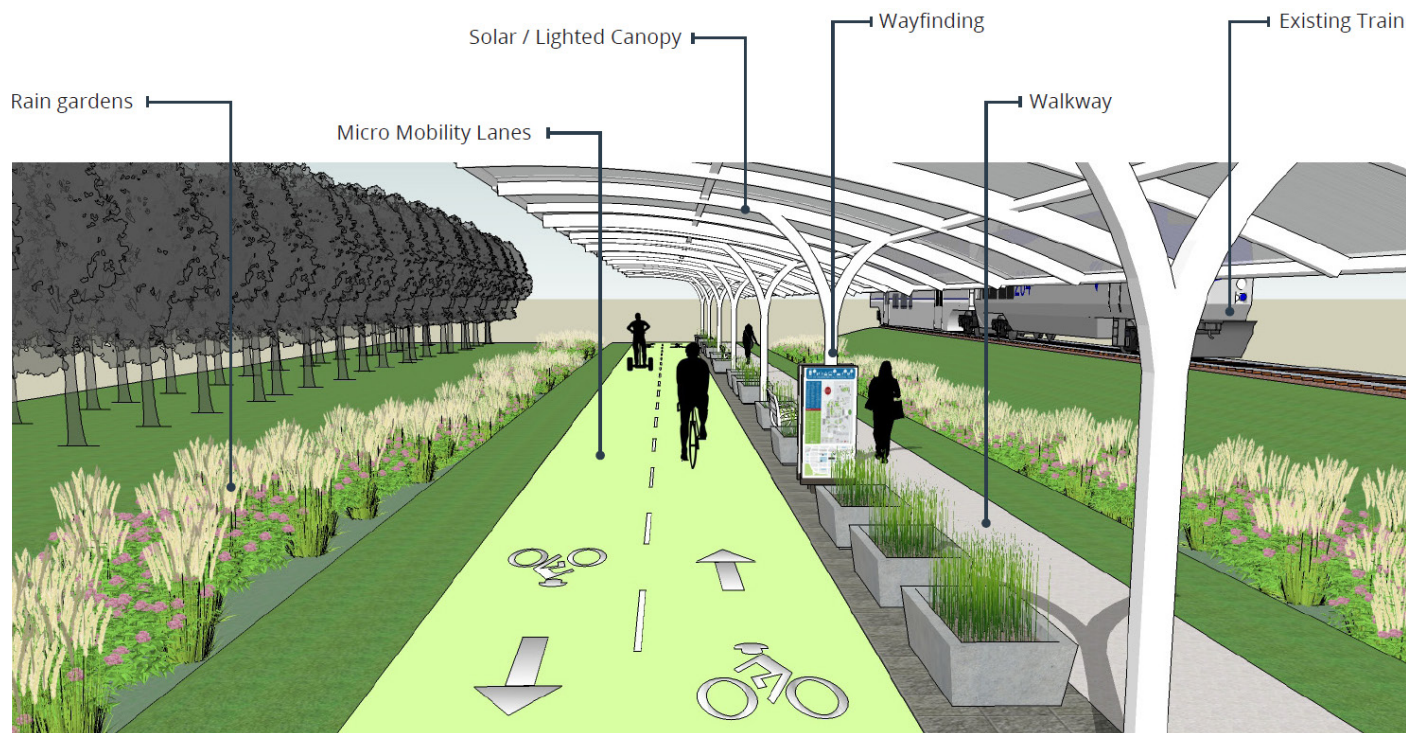


*Project implementation phasing that establishes a functioning network quickly, identifies easy to implement projects with road resurfacing or restriping, and sets a long-term vision for road reconstruction projects*



Minimum	Better	Preferred
Used on lower speed and volume roads where space is limited.	Often implemented with a road re-striping or resurfacing project	Typically implemented as part of a road reconstruction project.
<b>Basic Bike Lane Or Micro Mobility Lane</b> 	<b>Buffered Bike Lane Or Micro Mobility Lane</b> 	<b>Separated Bike Lane Or Micro Mobility Lane</b> 

*A goal of this plan is to remain flexible as the system and technology changes. Several of the recommended facilities can transition over time from relatively inexpensive and easy changes made with paint in the near-term to more expensive and complex changes that could be accomplished when done in concert with a more significant infrastructure project such as when a road is being completely rebuilt.*



*In response to the growing impacts of autonomous vehicles, an all-season community concourse for people who walk, bike or use micro mobility vehicles was proposed.*

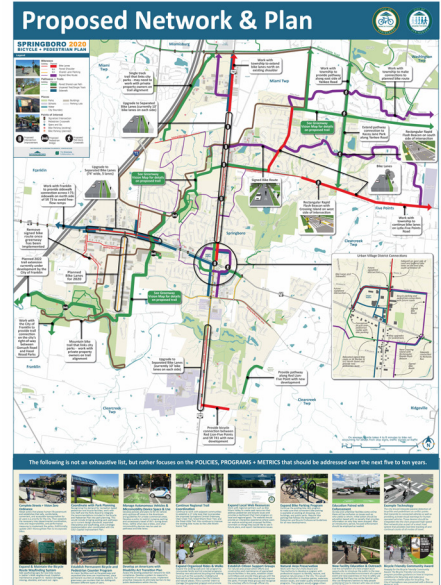
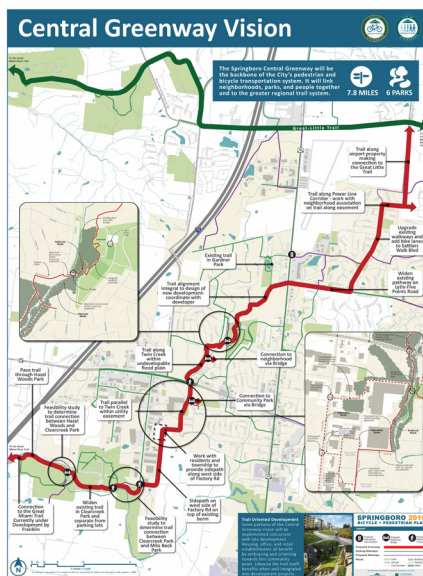
# Springboro 2020 Bicycle & Pedestrian Plan

Since the adoption of the 2013 Bicycle and Pedestrian Plan there were a lot of significant changes nationally, regionally and locally that warranted revisiting the plan. The 2020 update of the plan identifies community priorities and provides detailed recommendations on where to focus future improvements.

The recommendations were based on input received from workshops, surveys, and online. The plan updates focused on expanding the existing bicycle and pedestrian network and providing more family-friendly routes and recreational opportunities. A central greenway was proposed to help connect the city's parks and provide a nonmotorized spine through the city. Additionally, specific park improvements, complete street improvements and policy and programs updates were recommended.

The implementation plan breaks down the Central Greenway into 12 segments that include planning level cost estimates and detailed recommendations

<b>Client</b>	<b>City of Springboro</b> 320 West Central Ave Springboro, OH 45066
<b>Contact</b>	<b>Dan Boron</b> danb@cityofspringboro.com 937-748-6183
<b>Dates</b>	<b>2019 to 2020</b>
<b>Budget</b>	<b>\$49,595</b>
<b>Personnel</b>	<b>Norman Cox &amp; Carolyn Prudhomme</b>



*The infrastructure recommendations are organized into three areas; The Central Greenway Vision, Recreational Trails and Proposed Network*



## Segment B: Clearcreek Park

Two options have been considered for the Greenway connection through Clearcreek Park. The preferred route recommends building a new 11' wide pathway through the middle of the park with a rectangular rapid flash beacon at W Lower Springboro Road to E Milo Beck Park and some minor road crossing at access roads within the park.

The alternative route would include widening the existing asphalt path that follows W Lower Springboro Road around the parks perimeter.

The advantage of the proposed routes is it would complement the existing walking path system giving the park users more walking and running options.



### Cost Estimate for Preferred Route

Item Description	Quantity	Unit	Unit Price	Cost
1 Site Clearing and Rough Grading	600	LF	\$10	\$6,000
2 11' Wide Asphalt Path, Base, and Grading	3,000	LF	\$75	\$225,000
3 Culvert Allowance	1	EA	\$5,000	\$5,000
4 Site Restoration and Landscaping	3,000	LF	\$10	\$30,000
5 Trail Amenities	3,000	LF	\$10	\$30,000
6 Crosswalk Markings & Signs	2	EA	\$2,500	\$5,000
Subtotal of Construction Costs				\$301,000
Contingency			20%	\$60,200
<b>Construction Total</b>				<b>\$361,200</b>
7 Engineering & Design			10%	\$36,120
8 Construction Administration			4%	\$14,448
9 Construction Observation			6%	\$21,672
Subtotal of Total Soft Costs				\$72,240
<b>Total Project Cost</b>				<b>\$433,440</b>



*Trail segment pages structured to grant applications*



### Expand Bike Parking Program

Continue the existing bike rack program to make sure that convenient bike parking is available at existing all shopping, civic buildings, and public parks. Require bike parking that follows the Association of Pedestrian and Bicycle Professional Guidelines for all new developments.

*Rather than providing an exhausting list, the plan focuses on the policies, programs and metrics that should be addressed over the next five to ten years.*



### Complete Streets + Vision Zero Ordinance

Adopt policy that places human life paramount and establishes that safe, comfortable, convenient, and accessible transportation for all users is a priority for the City. Then establish the necessary inter-departmental coordination, roles and responsibilities, and performance measures to implement the policy. Additionally, update the 2001 thoroughfare Plan to incorporate bikes.



### Establish Permanent Bicycle and Pedestrian Counter Program

As major facilities such as the greenway and separated bike lanes are implemented, place permanent counters at strategic locations. For greenways use counters that can distinguish between different types of users.



# Regional Trail Connectivity Vision

The Regional Trail Connectivity Vision looks at opportunities for developing a recreational trails network across Mason, Lake, Oceana and Newaygo Counties. Some of the major trail types that were considered include hiking trails, on-road and mountain bike trails, ORV trails and snowmobile trails.

A summit was held with key stakeholders across the region to develop a consensus trail vision and identify organizational capacities to implement the vision.

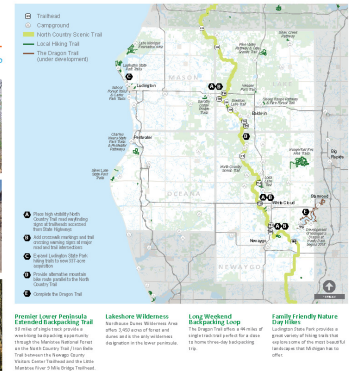
The vision is a strategic plan on how to leverage existing and proposed trail elements to promote economic growth in the region. The plan also provides a clear way forward on the next major trail investments.

<b>Client</b>	<b>Mason County Growth Alliance</b> <b>5300 W US 10</b> <b>Ludington, Michigan</b>
<b>Contact</b>	<b>Spence Riggs, former PM for MCGA</b> <b>spenceriggs@gmail.com</b>
<b>Sub-Consultant</b>	<b>livingLab</b> <b>Williams &amp; Works</b>
<b>Dates</b>	<b>2018 to 2019</b>
<b>Budget</b>	<b>\$50,000</b>
<b>Personnel</b>	<b>Norman Cox &amp; Carolyn Prudhomme</b>

*The overarching goal of this Plan is to leverage existing trail assets and plan new connections as a tool for sustainable economic growth for Lake, Mason, Newaygo, and Oceana counties.*

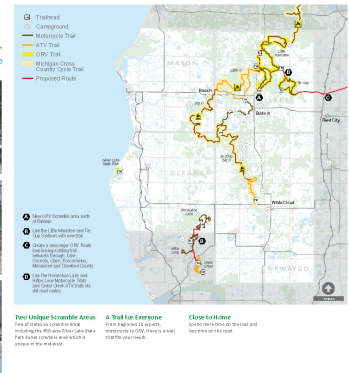
## HIKING

**253 20**  
MILES EXISTING MILES PROPOSED



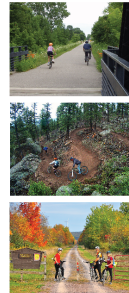
## ORVING

**326 12**  
MILES EXISTING MILES PROPOSED



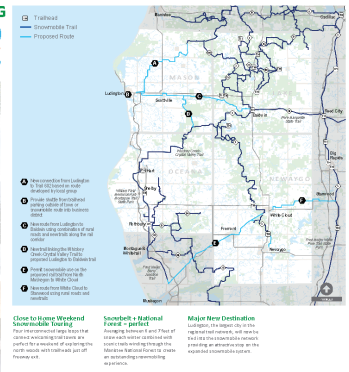
## BIKING

**163 287**  
MILES EXISTING MILES PROPOSED



## SNOWMOBILING

**360 100**  
MILES EXISTING MILES PROPOSED

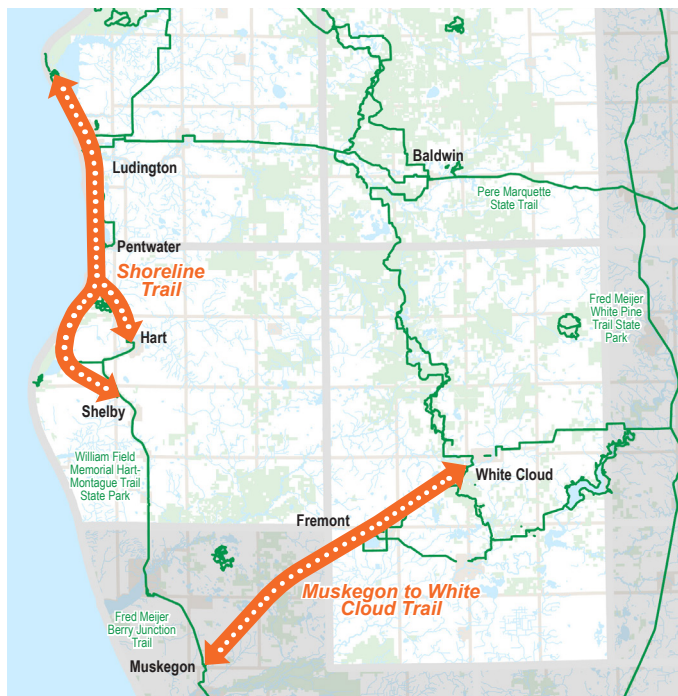


# A TRAIL FOR EVERY SEASON AND EVERY MOOD

*This is a vision for a connected network of trails for every season and every mood and builds upon the outstanding ORV, snowmobile, motorcycle, ATV, hike, bike, equestrian, x-country ski, snowshoe and water trails in West Michigan.*



## SHARED USE PATH PRIORITIES



SEPARATED PAVED TRAIL

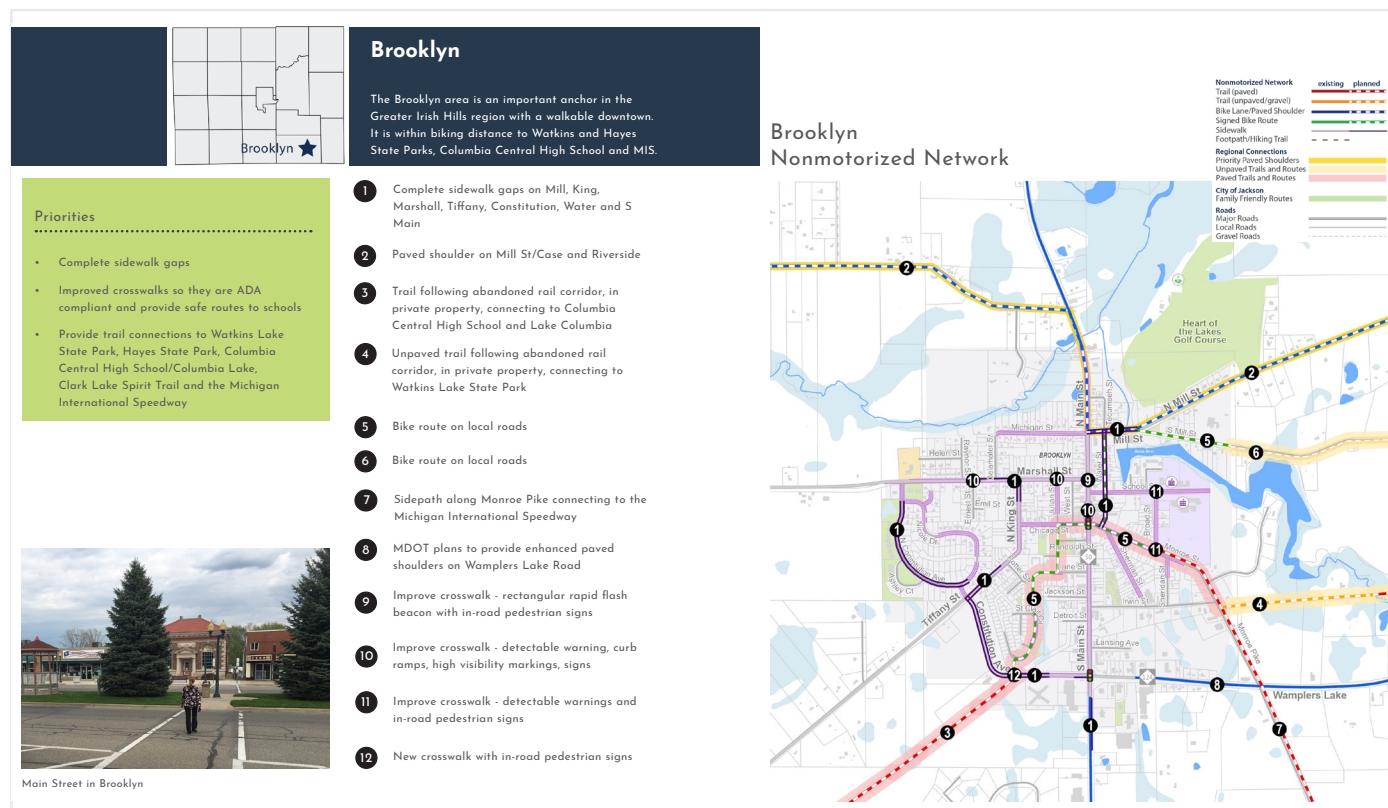
*The trails vision balances large transformational trail projects with near-term cost-effective investments that can make an impact quickly. The many partners who were involved in the development of this plan are committed to a collaborative implementation effort.*

# Jackson City+County Nonmotorized Plan

Jackson City + County Nonmotorized Plan brings together many efforts that have taken place over the years and builds upon those plans to craft a compelling and implementable vision that reflects the community consensus.

The plan recommendations are based on the input received during two robust public engagement sessions that included workshops across the county, surveys, and online options. The plan focuses on the links that connect communities and major destinations within the County as well as communities in adjacent counties. The plan strives to be visionary and pragmatic, understanding that feasibility and cost are key to implementation.

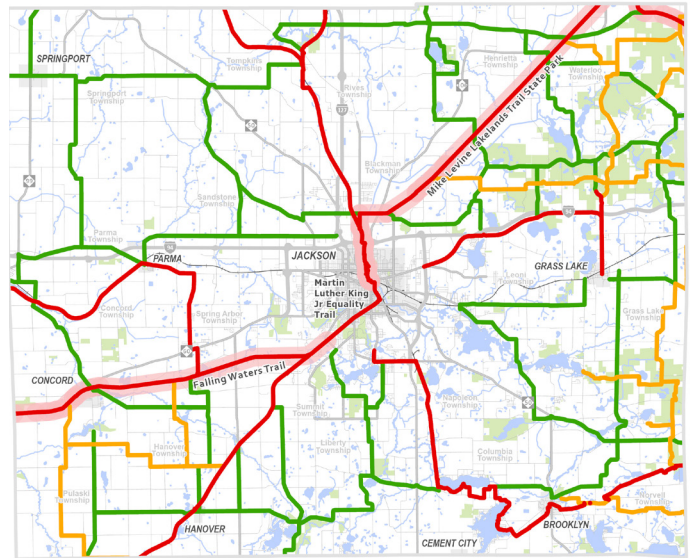
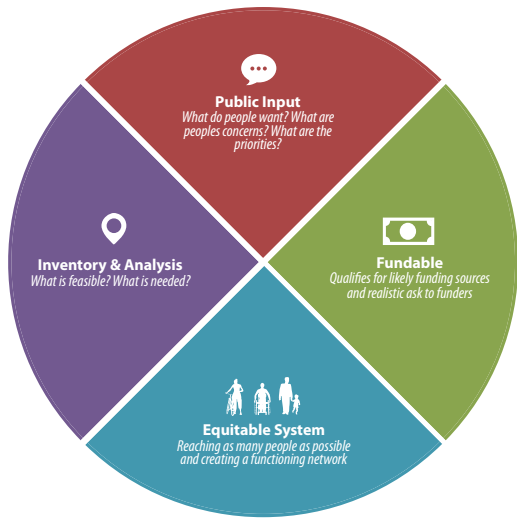
<b>Client</b>	<b>Region 2 Planning</b> <b>120 West Michigan Ave, 9th Floor</b> <b>Jackson, Michigan 49201</b>
<b>Contact</b>	<b>Tanya DeOliveira</b> <b>TDeOliveira@mijackson.org</b> <b>517-745-9041</b>
<b>Sub-Consultant</b>	<b>livingLab</b>
<b>Dates</b>	<b>2019 to 2020</b>
<b>Budget</b>	<b>\$99,965</b>
<b>Personnel</b>	<b>Norman Cox &amp; Carolyn Prudhomme</b>



*Report structured to have sections extracted and incorporated into local plans and support specific projects*



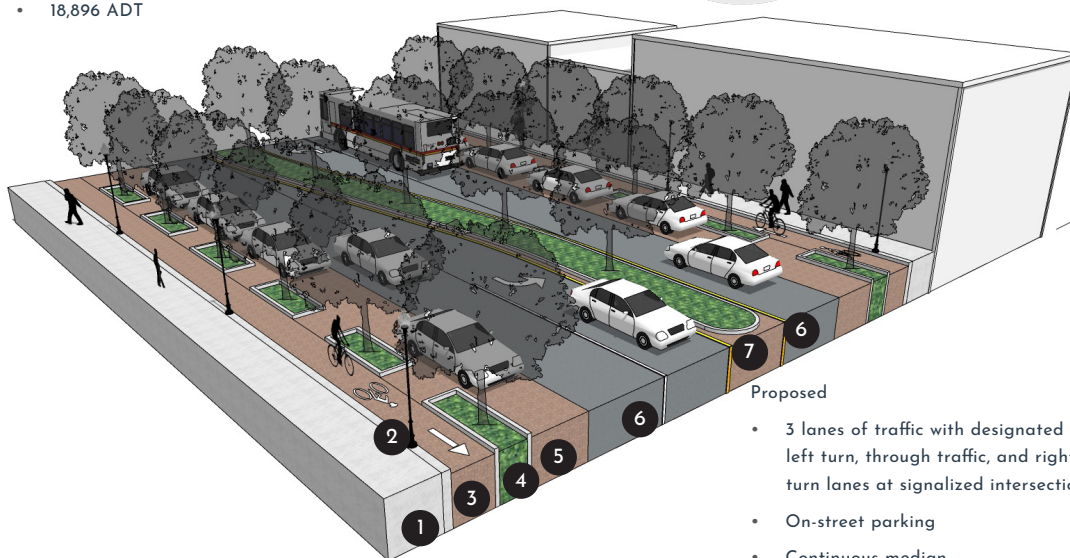
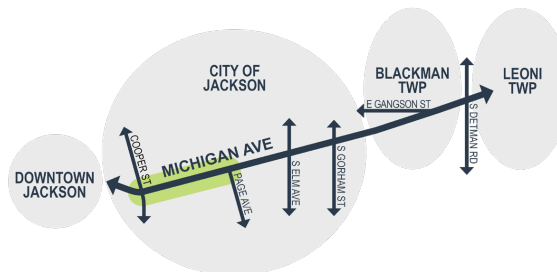
*The Priority Routes and Trails are the result of a process that considered; the Public Input; the Inventory & Analysis; requirements of Funders; and the desire to create an Equitable System.*



## Michigan Avenue Cooper Street to Page Ave

### Existing Conditions

- 100' wide right-of-way
- 5 lanes of traffic
- Some on street parking
- 18,896 ADT



### Proposed

- 3 lanes of traffic with designated left turn, through traffic, and right turn lanes at signalized intersections
- On-street parking
- Continuous median

*The implementation plan includes: Funding Strategy Overview; Priority Trail Implementation Strategy; and Priority Trail Cost Opinions. They are intended to be the foundation for preparing individual trail grant applications and an overall plan to building the system.*

The Bridge to Bay Identification, Wayfinding, and Safety Improvement Plan was a major step in unifying all the segments of the Bridge to Bay Trail. The Plan defines what routes fall under the Bridge to Bay Trail heading and looks at how best to sign existing, temporary, and planned segments of trail as it develops. Baseline improvements were proposed for temporary routes to make sure a safe route could be provided.

<b>Client</b>	<b>Friends of the St Clair River 480 S Water St Marine City, Mi 48039</b>
<b>Contact</b>	<b>Sheri J Faust sfaust@stclaircounty.org 810-730-5998</b>
<b>Dates</b>	<b>2020 to 2021</b>
<b>Budget</b>	<b>\$76,300</b>
<b>Personnel</b>	<b>Norman Cox &amp; Carolyn Prudhomme</b>

**Locate yield bar 20 feet in advance of the crosswalk with one approaching lane or 50 feet with two or more approaching lanes**

**REQUIRED AT NON-INTERSECTION LOCATIONS**  
White Traverse Lines 6"

**White Yield Bar**

1'-6" typ

Varies

6" typ

1' typ

**REQUIRED:** Detectable Warning Strip 24" wide along the full length of the trail and located at back of curb 2' from edge of road

**REQUIRED:** White Stop Bar 24" wide

**White Longitudinal Lines**

1' typ.

2' typ.

**ROADWAY**

5' typ 2' minimum in business, commercial or residential areas and 12' minimum along rural highways

50' typ

**Yellow Path Centerline 6" wide**

**TRAIL**

4' typ

1'-6" typ

**Extend dashes approximately 100' from edge of road (minimum of 9 dashes)**

ADA guidelines require detectable warnings on curb ramps due to hazards vehicle traffic pose to pedestrians with vision impairments.

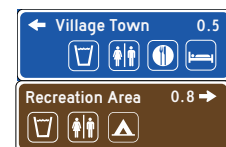
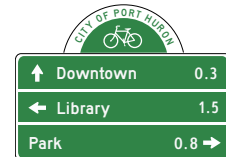
Refer to Section 3B of the MNUCTD for specific details on Pavement and Curb Markings.

[illegible]

The **Greenway**  
Collaborative, Inc.

102 Nickels Arcade  
Ann Arbor, Michigan 48104

[www.greenwaycollab.com](http://www.greenwaycollab.com)  
[www.walkbike.info](http://www.walkbike.info)



*It was a challenge to provide wayfinding for a trail that is actively under development. The overview map became the organizing element for the wayfinding plan. It can be implemented and easily updated as new trail projects are completed.*