



METROPARK TO STATE PARK PATHWAY CONNECTOR

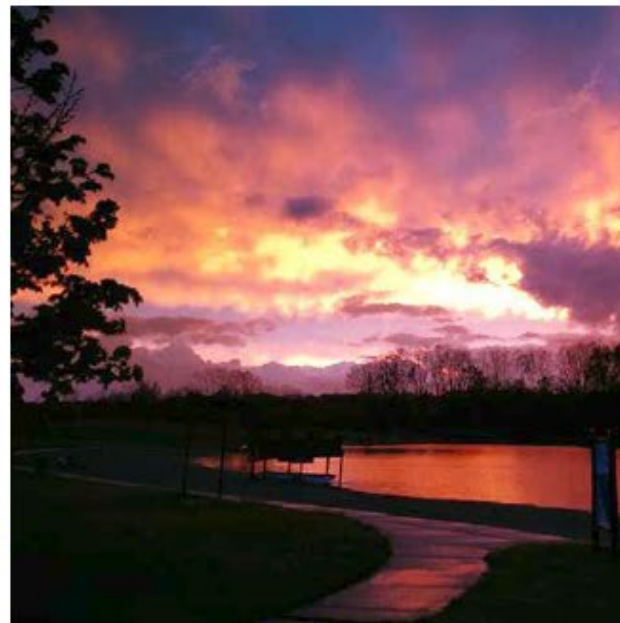
BRIGHTON STATE RECREATION AREA - HURON MEADOWS METROPARK - ISLAND STATE RECREATION AREA - KENSINGTON METROPARK



BRIGHTON STATE RECREATION AREA



HURON MEADOWS METROPARK



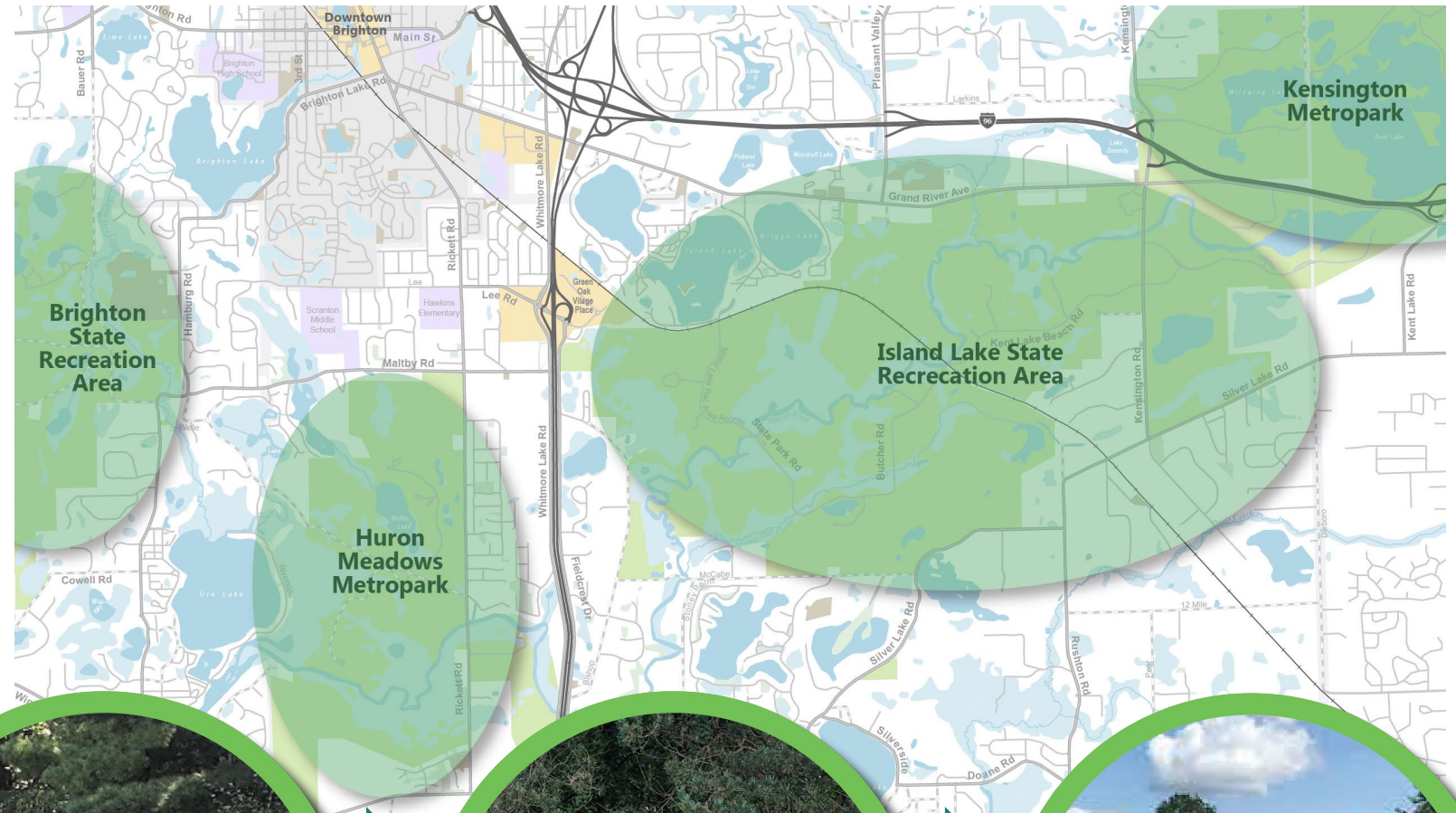
ISLAND LAKE STATE PARK



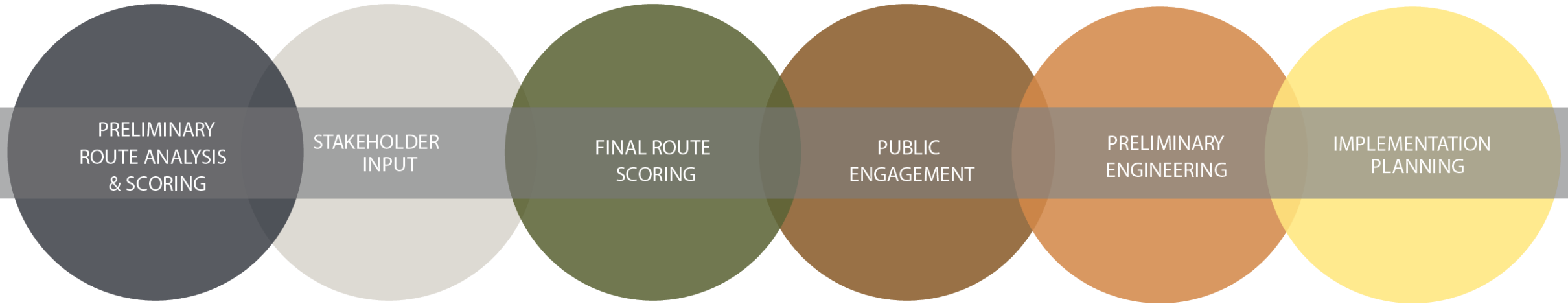
KENSINGTON METROPARK

Design Intent

Provide a safe and efficient non-motorized connection between four large regional parks that total over 15,000 acres in size



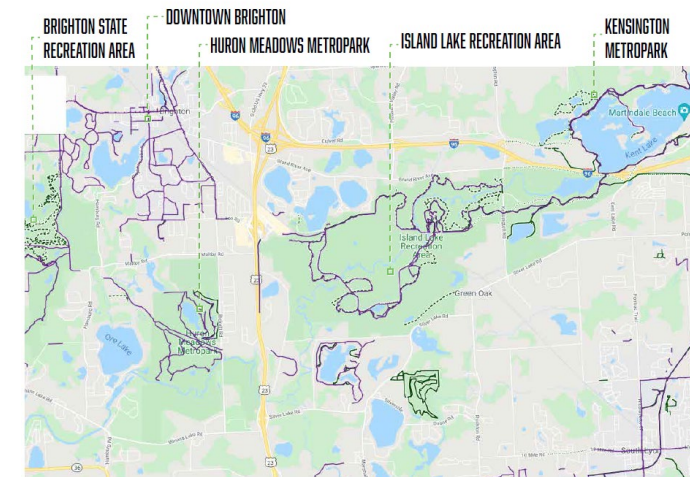
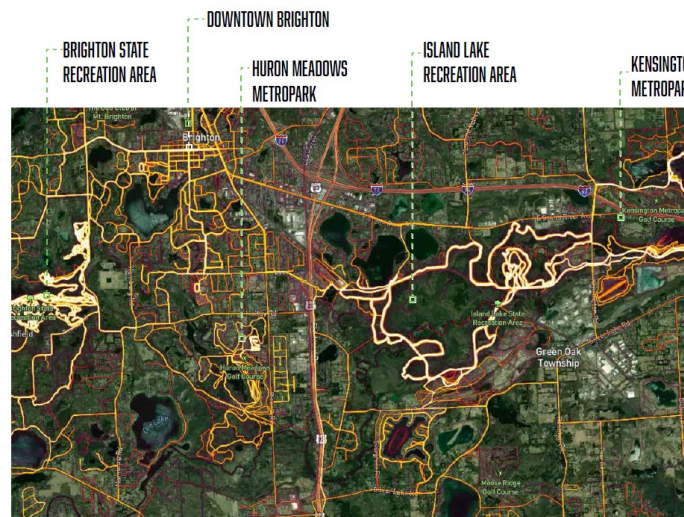
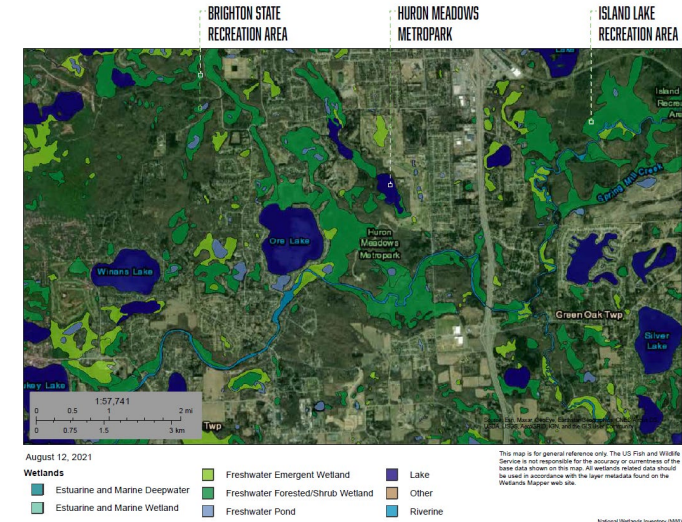
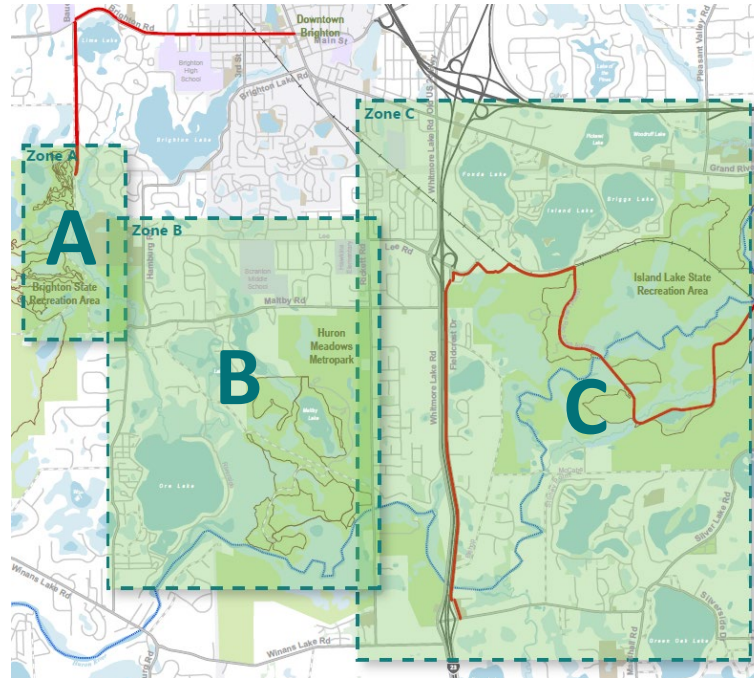
Project Timeline



Looking for Stakeholder Input to refine the route before presenting to the public

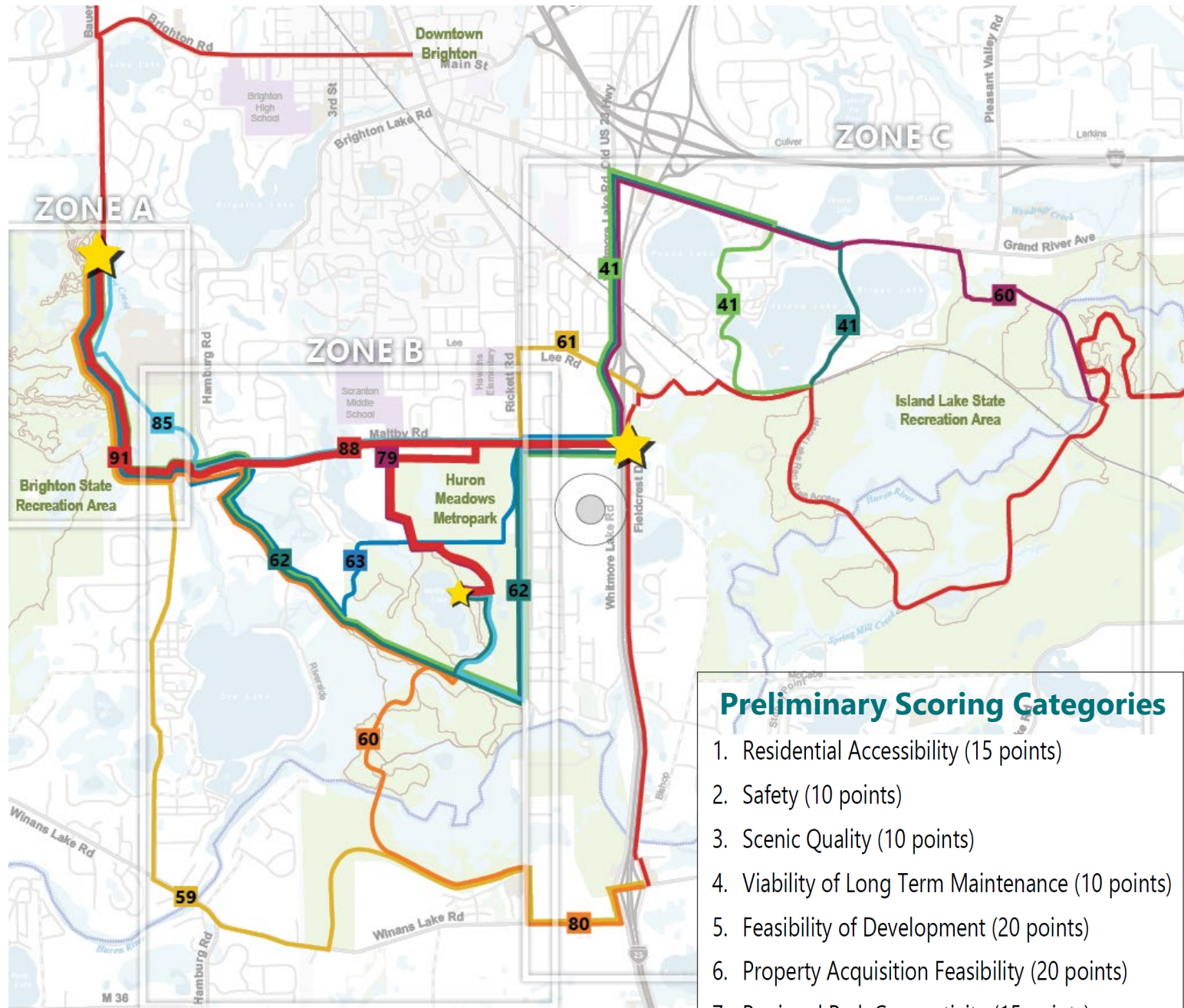
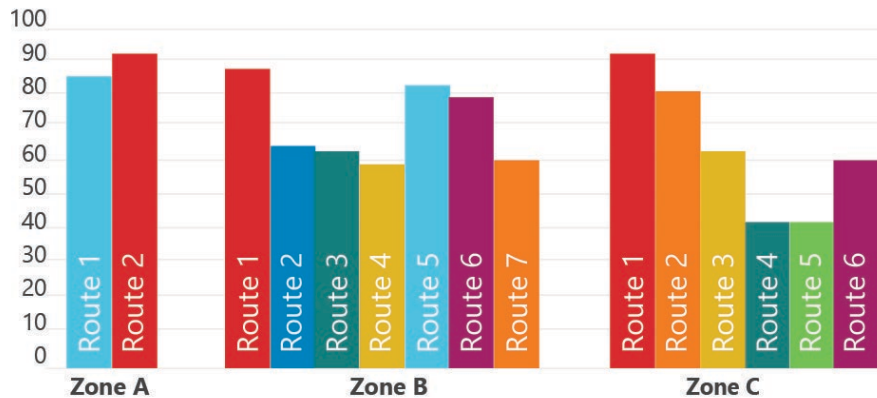
Route Segment Development Process

- Divided the project area into three zones: A, B, and C
- Natural features, private property, and safety concerns eliminated some route options
- Looked at existing use patterns of bicyclists and runners
- Mapped out multiple route segments for each of the three zones (A, B, and C)



Preliminary Scoring of Route Segments

- 100 weighted point system for segments within each zone
- Residential Accessibility, Property Acquisition, and Feasibility of Development weighed more heavily
- Verified the scored route segments with field studies



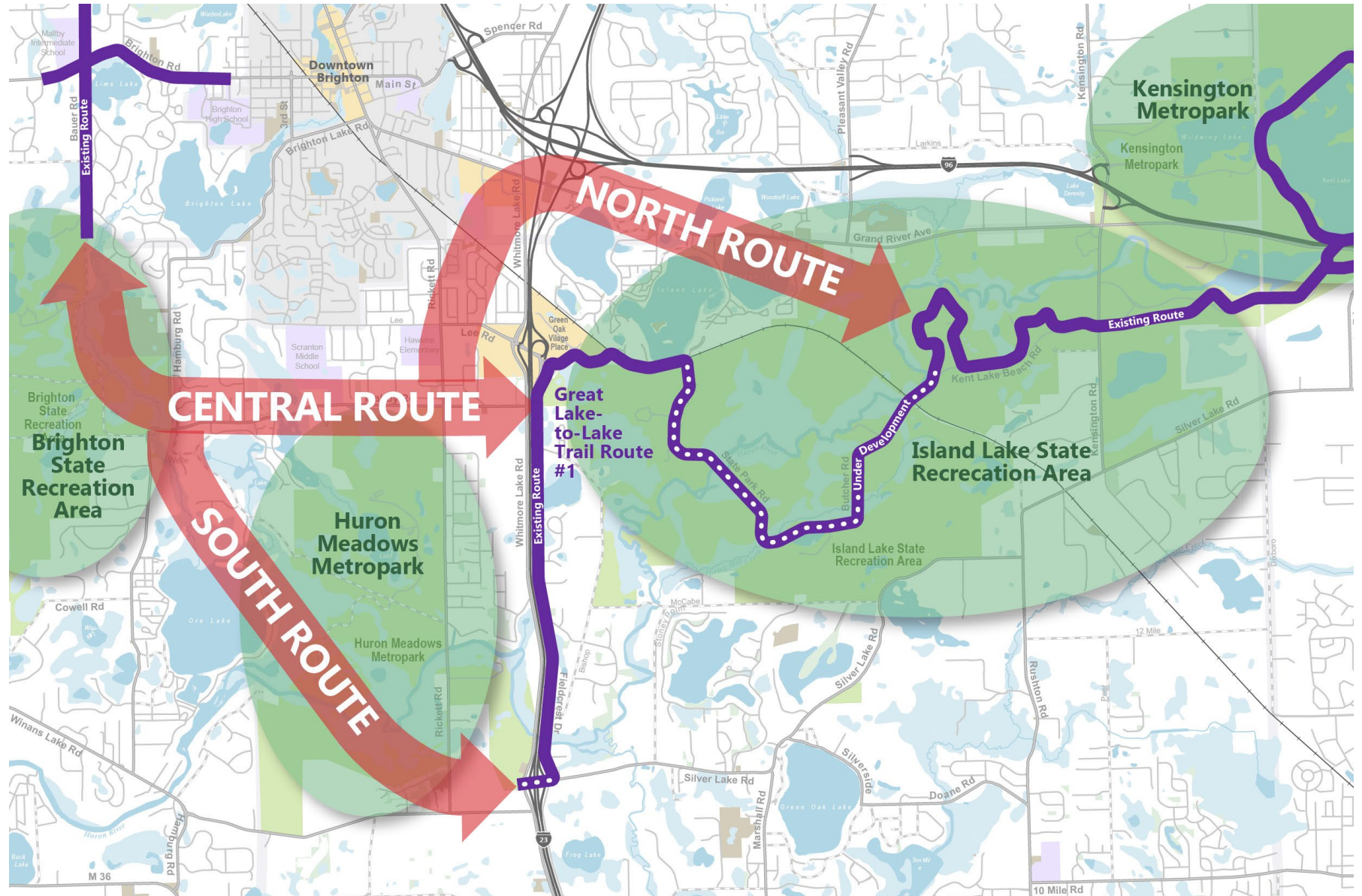
Preliminary Scoring Categories

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)

Alternative Routes

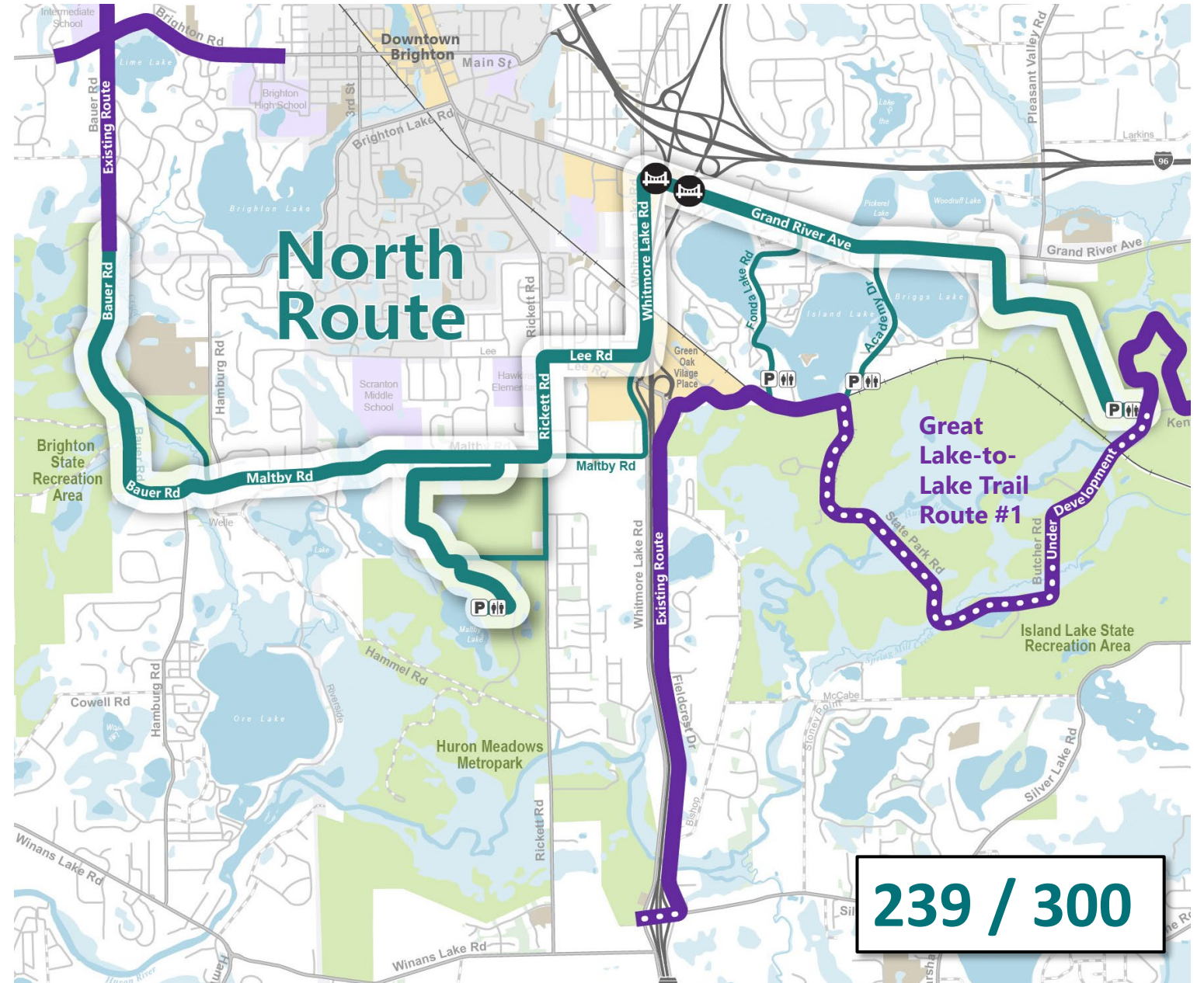
Three alternative routes were prepared using the highest scoring route segments in conjunction with the three potential freeway crossing points:

- North Route crossing at Grand River
- Central Route crossing near Lee Road
- South Route crossing at Silver Lake Road



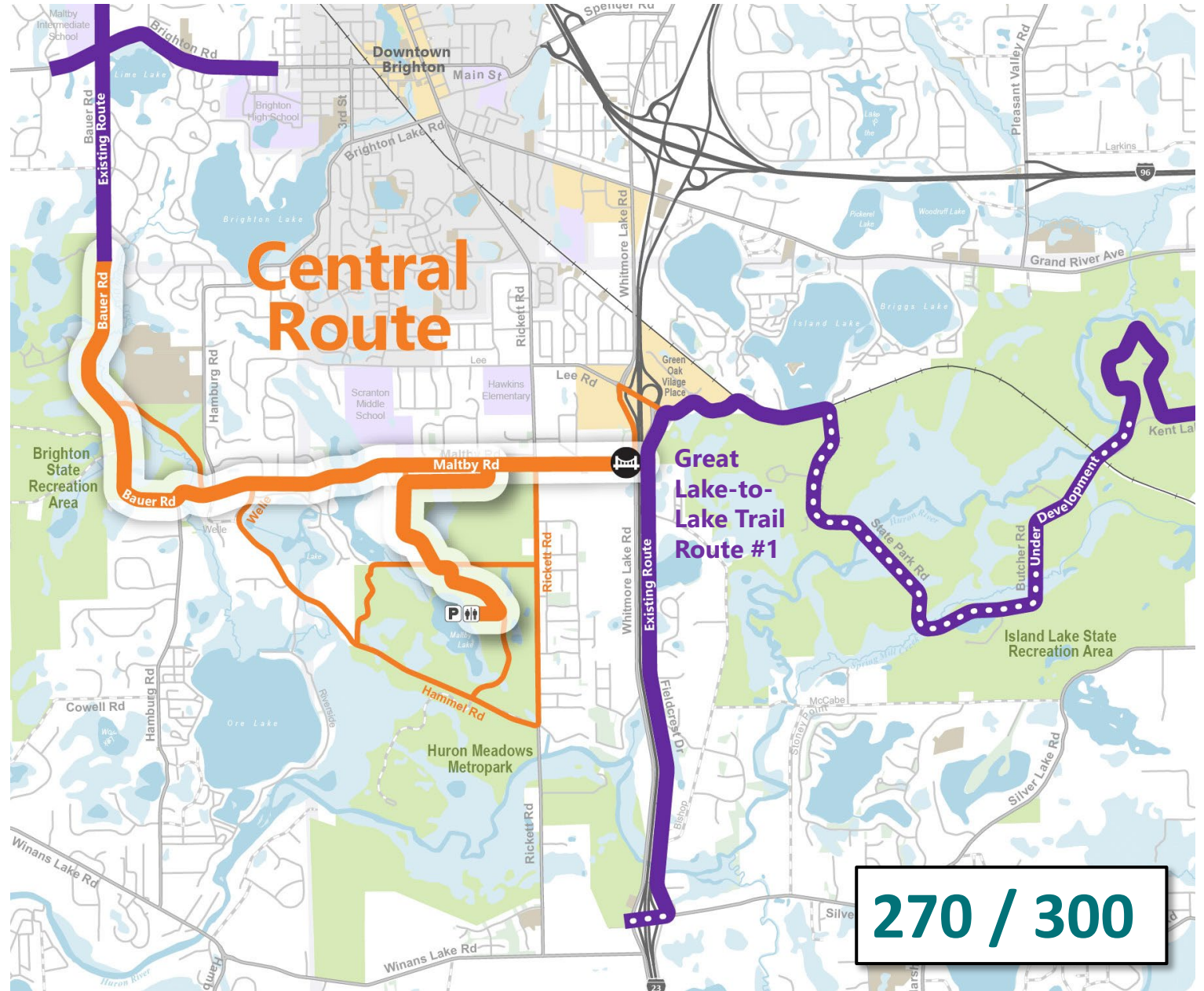
North Route

- Requires two bridges over US-23 at Grand River
- Begins where existing trail ends in Island Lake SRA
- Numerous commercial driveways along Grand River Ave and Whitmore Lake Road
- Connects to schools and shopping centers
- Indirect route
- Poor connection from Brighton to the Great Lake-to-Lake Trail



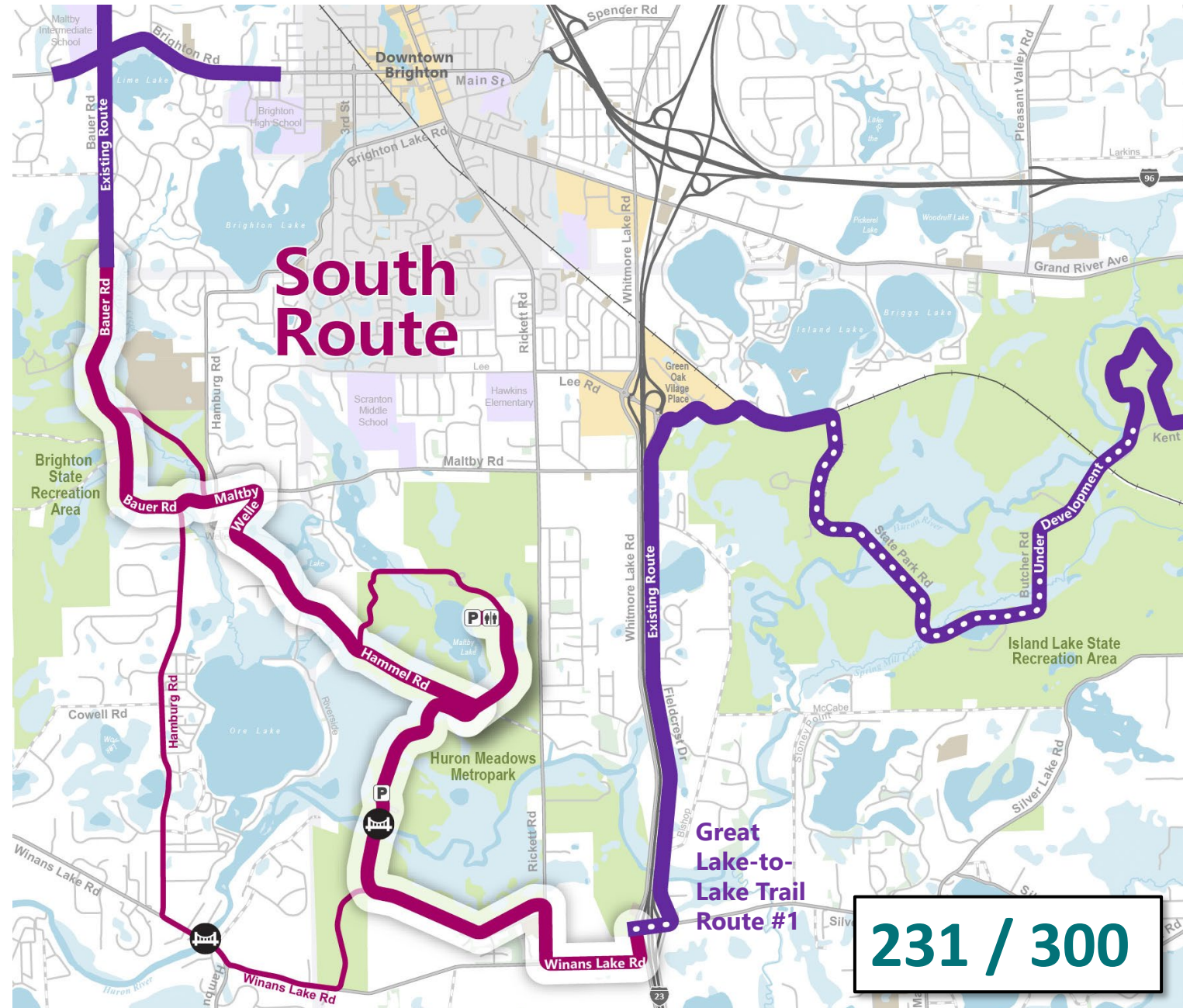
Central Route

- Single multi-span bridge over US-23, Whitmore Lake Road, and Fieldcrest Drive near Lee Road
- Route along primarily residential areas
- Connects to schools and shopping centers
- Direct connection between parks



South Route

- Single bridge and boardwalk required over Huron River and wetlands
- Passes primarily through rural and natural areas
- Connects to sports complex
- Significant property acquisition required
- Indirect route



Route Scoring

North

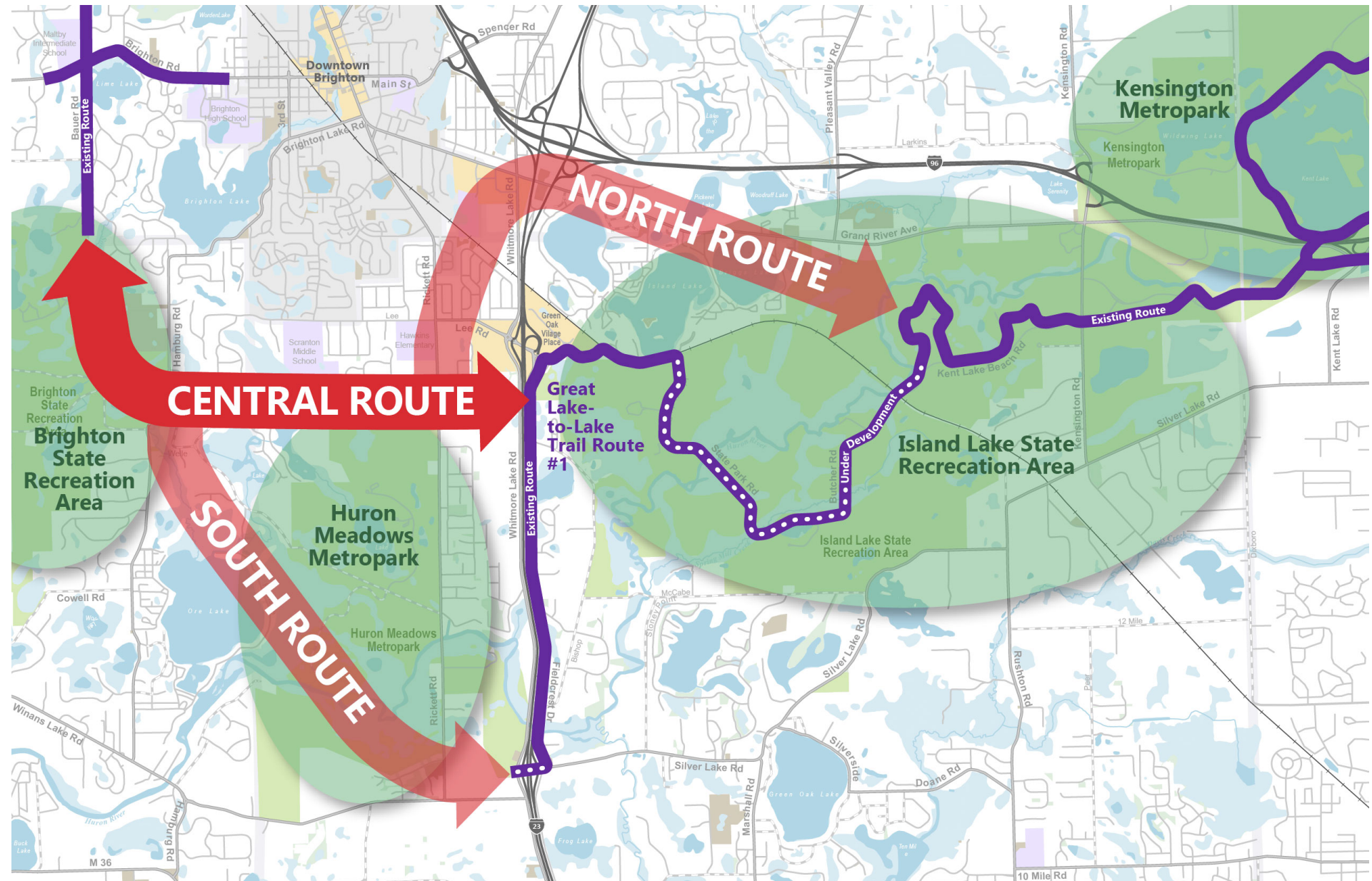
- 239/300
- 79%
- 2nd

Central

- 270/300
- 90%
- 1st

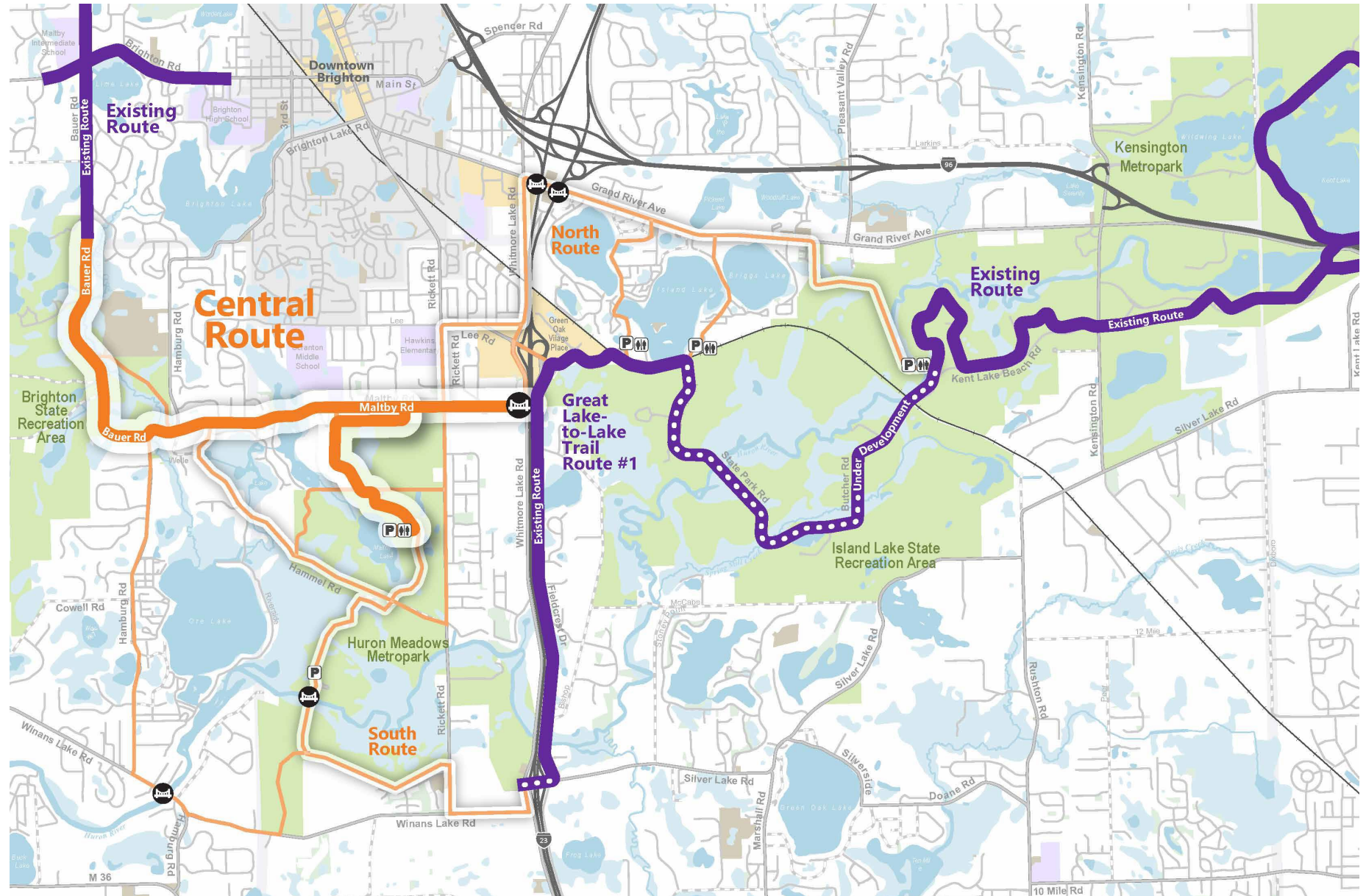
South

- 231/300
- 77%
- 3rd



Preferred Route

- Shared Use Path along Bauer and Maltby Roads
- Spur connection to amenities in Huron Meadows
- Pedestrian Bridge over US-23, Whitmore Lake Road, and Fieldcrest Drive near Lee Road



Public input Events

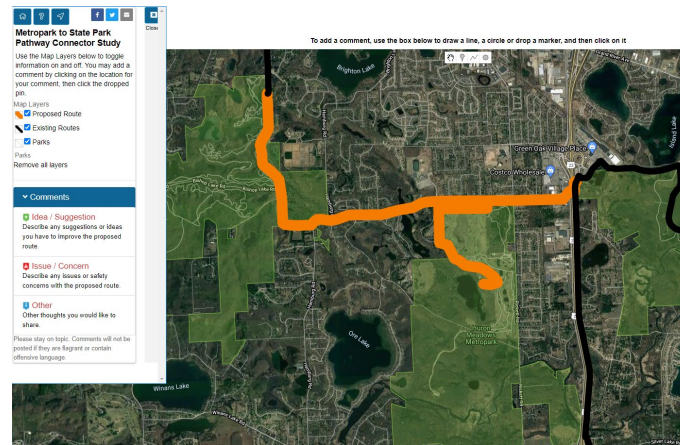
- September 14th - Huron Meadows Metropark
- September 16th- Brighton State Rec Area
- September 18th - Brighton Farmers Market
- September 18th - Island Like State Rec Area

Online Input

- Web Survey
- Web Input Map

Project website

WalkBike.Info/ParkConnector



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 preferred route?

Continue on Back...

3. What do you NOT LIKE about preferred route?

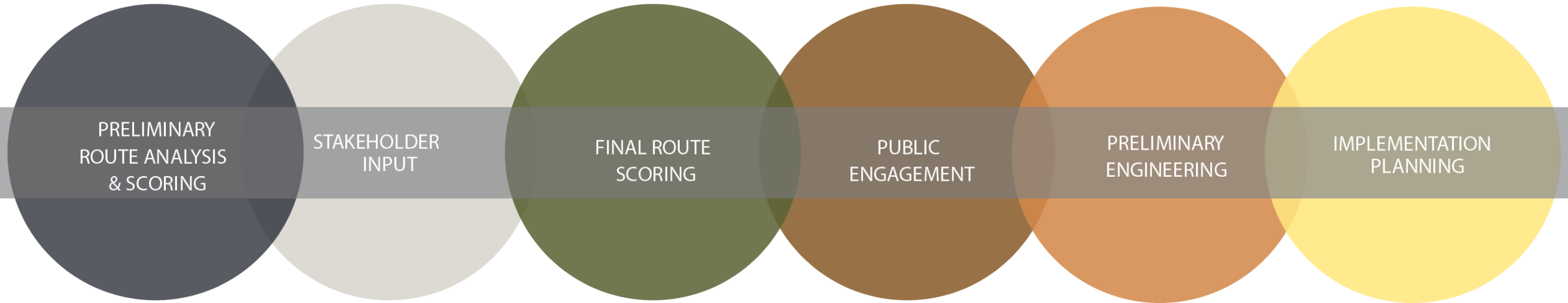
4. What would you CHANGE about the preferred route?

5. Would you use the preferred route? Select all that apply.

Yes, for Walking
 Yes, for Riding a bicycle
 Yes, for Running
 Yes, for...
 No, I would not use it

6. Tell us anything else you feel is important:

Next Steps



Present preliminary pathway plan to Stakeholders