



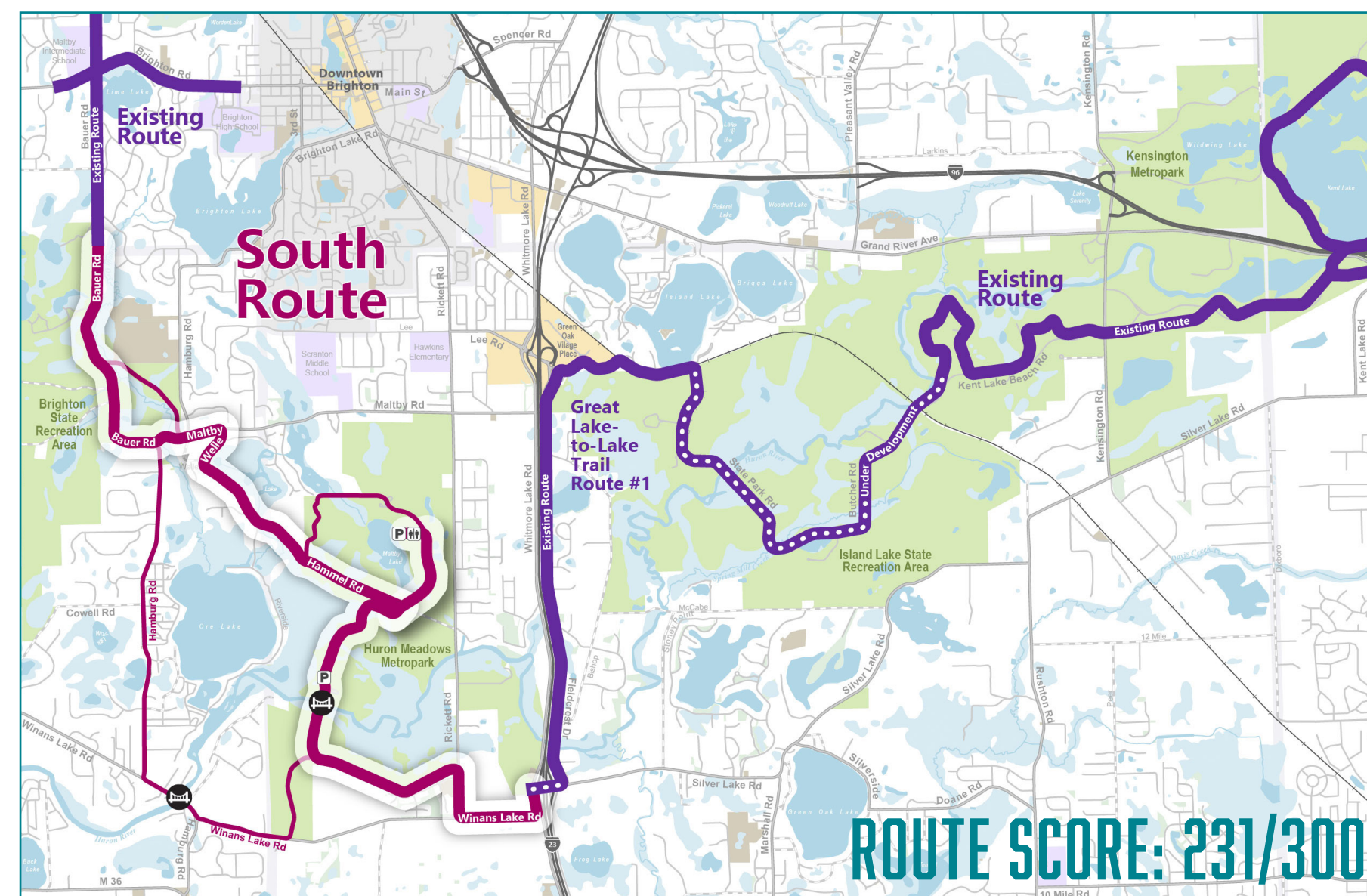
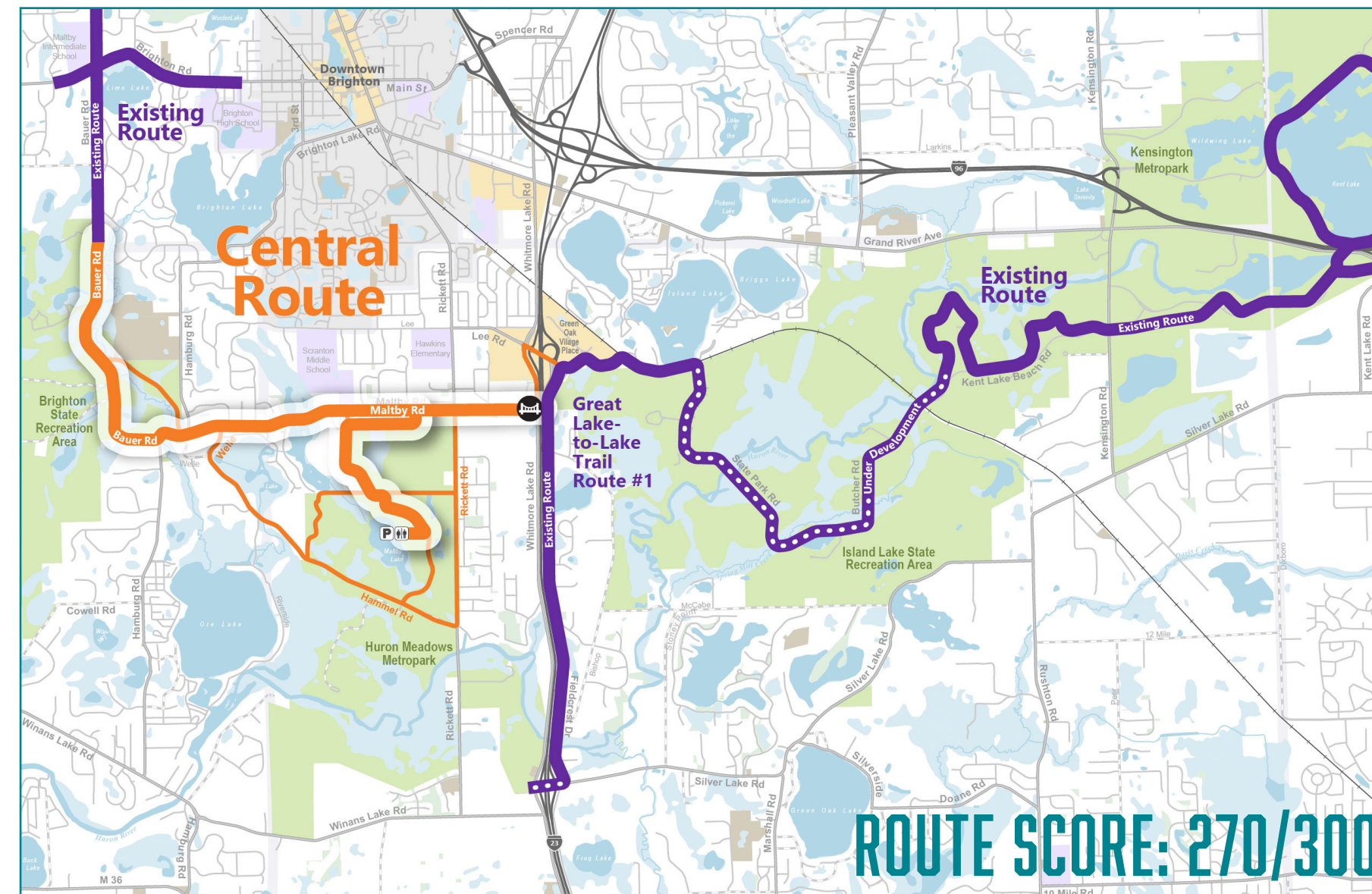
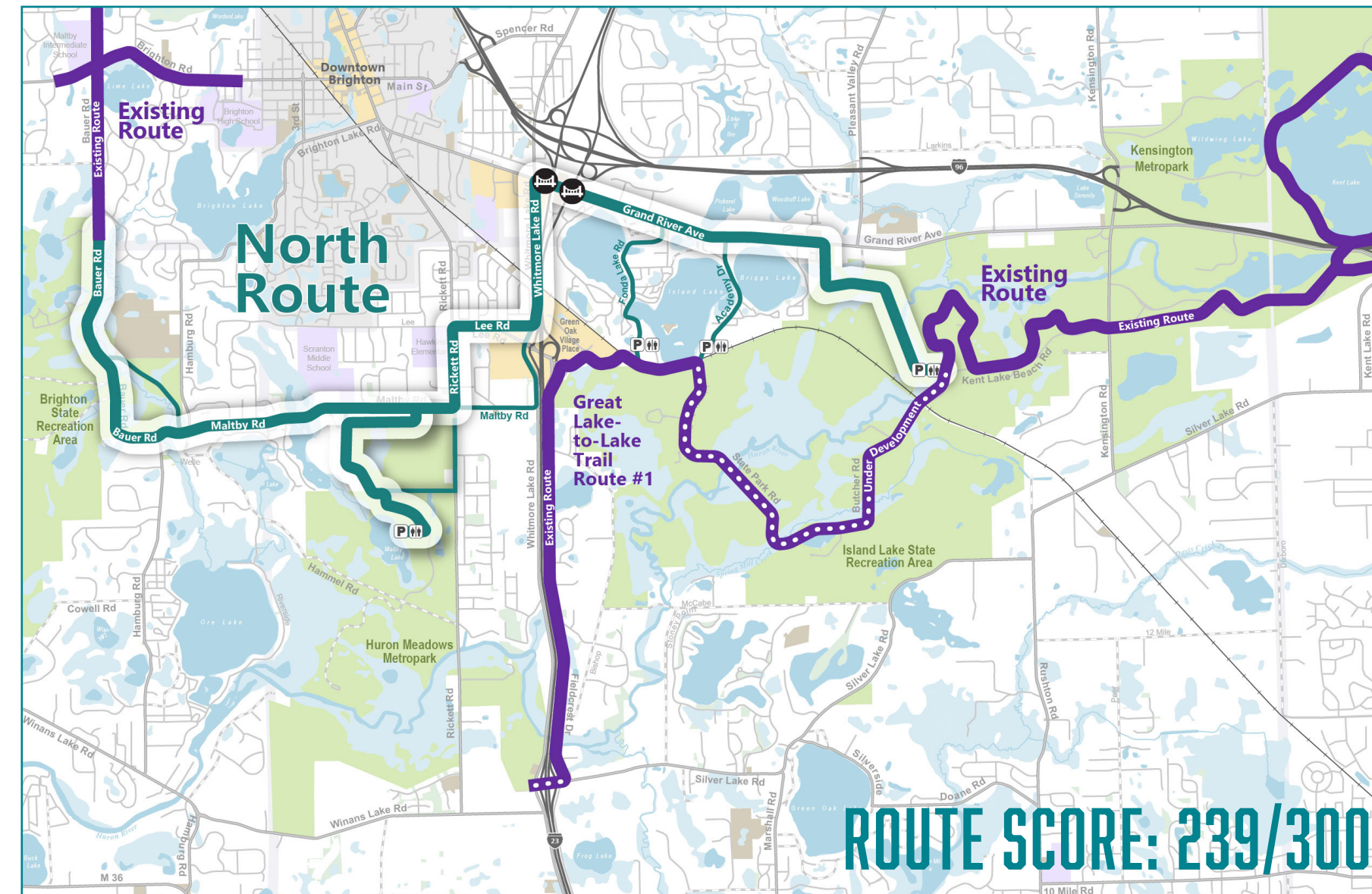
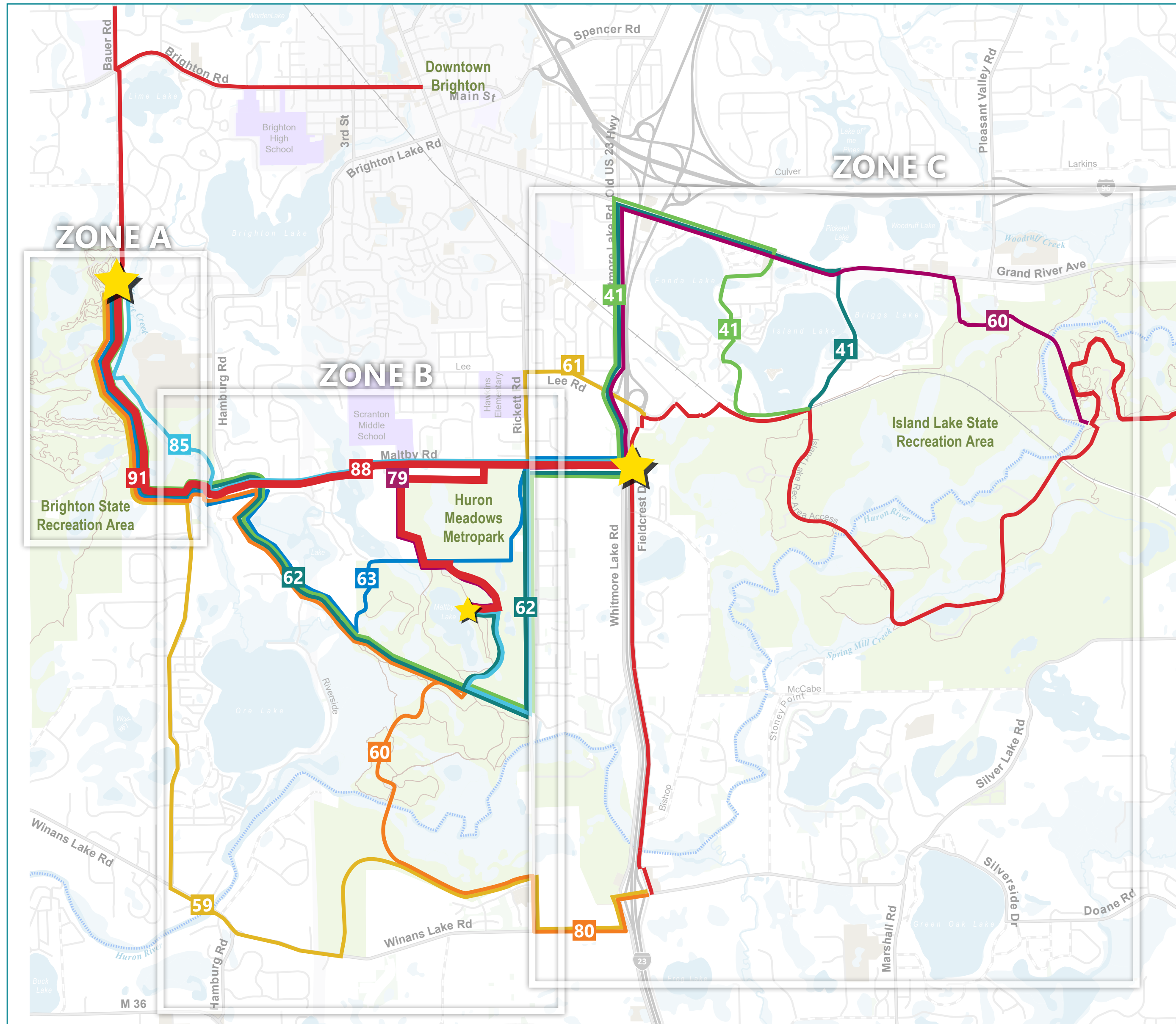
METROPARK TO STATE PARK PATHWAY CONNECTOR

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



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 demographics 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 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

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 wetland, floodplains, streams or rivers, railroads or high traffic roads.

1 = abundant obstacles

20 = minimal obstacles

Property Acquisition Feasibility (20 pts)

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

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 = shortest distance between parks