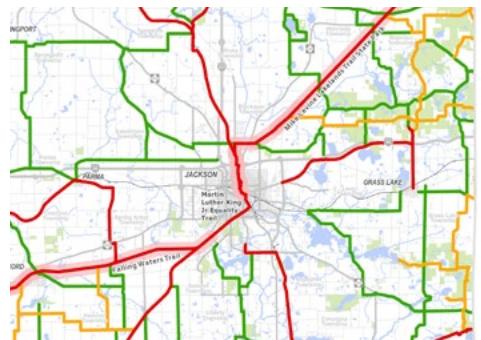
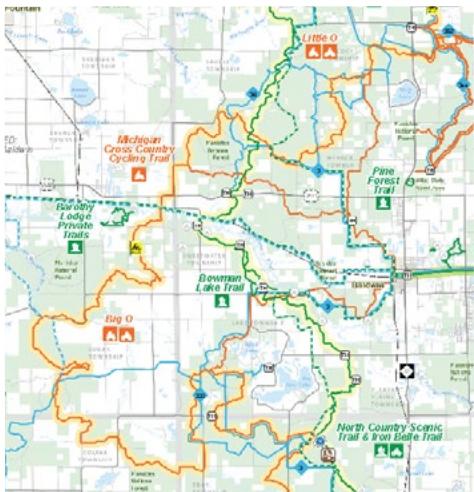


Firm Qualifications





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**

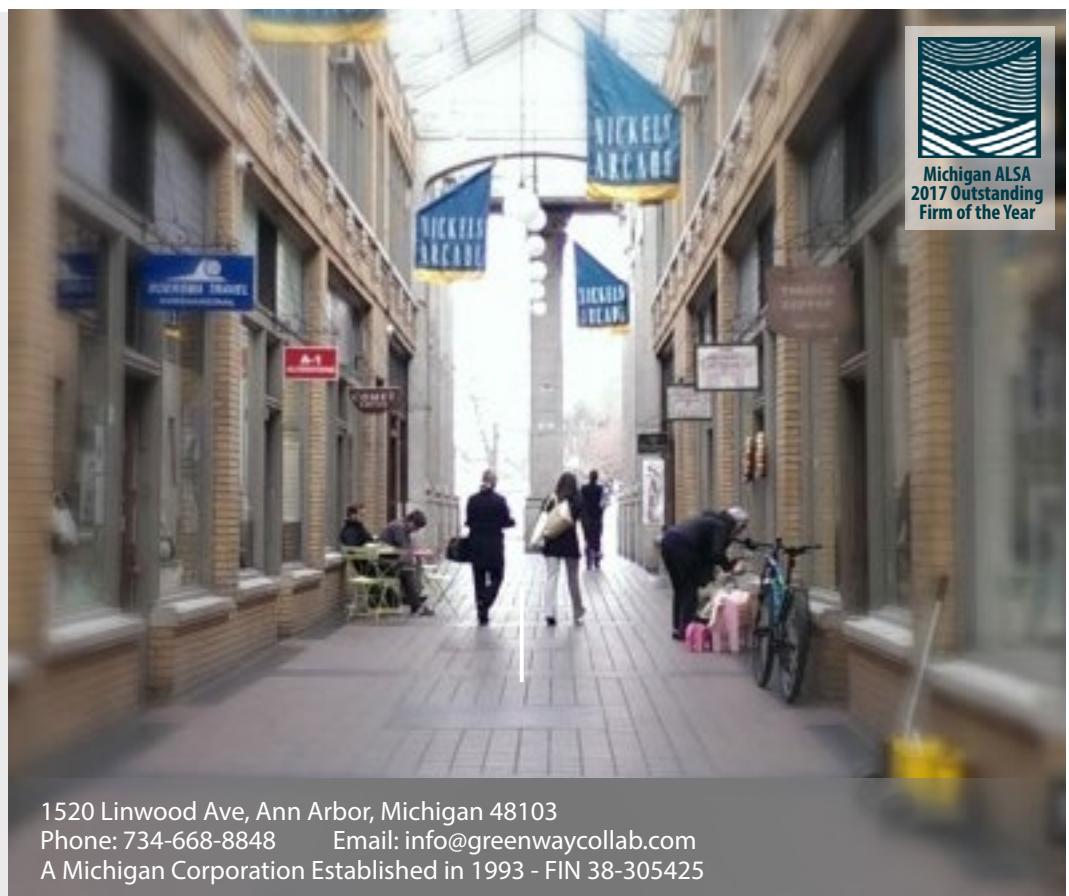
**Website Design and
Management**

**Expert Technical
Review and Design
Consultation**

**Wayfinding and Signage
Plans**

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

Bicycle and Trail Maps



**Michigan ALSA
2017 Outstanding
Firm of the Year**

1520 Linwood Ave, Ann Arbor, Michigan 48103
Phone: 734-668-8848 Email: info@greenwaycollab.com
A Michigan Corporation Established in 1993 - FIN 38-305425

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 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.

Planscape Archineer



LICENSE

Licensed Landscape Architect No. 1082
State of Michigan
1990

EDUCATION

Bachelor of Landscape Architecture, 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, Executive Committee
Southeast Michigan Active Transportation
Committee
SEMCOG Transportation Safety Action
Committee
Michigan Pedestrian and Bicycle Safety
Action Team



Norman Cox, PLA, ASLA

President - The Greenway Collaborative

Norm is a licensed landscape architect, but refers to himself a “Plan-scape Arch-ineer”. His adopted moniker speaks to the way he approaches design. He sees the solutions to great places and streets lie where the fields of planning, landscape architecture, architecture, and engineering overlap.

He understands his job is to design, plan, and program for people, not modes of transportation. That starts with carefully listening to people to identify root issues, then making sure the proposed solutions reflect community consensus.

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. Much of his knowledge comes from being a year-round commuter via foot, bike, and transit.

RECENT RELEVANT EXPERIENCE

Warren Active Mobility Plan
Warren, Michigan

Bridge to Bay Trail Implementation Assistance
St Clair County, Michigan

Tri-County Non-motorized Regional Trail Connections
Clinton County, Eaton County and Ingham County, Michigan

West Michigan Regional Trails Master Plan
West Michigan Trails 18- County Region

Mason County Trails Development Plan
Mason County, Michigan

Huron-Clinton Metroparks Regional Trail Study
Southeast, Michigan

Northville Non-motorized Plan
Northville, Michigan

Novi Active Mobility Plan
Novi, Michigan

Dayton Active Transportation Plan Public Engagement
Dayton, Ohio

Metropark to State Park Pathway Connector Study
Brighton, Michigan

Bridge to Bay Trail Identification, Wayfinding, and Safety Improvements
St Clair County, Michigan

Transportation Planner and Web Guru



Carolyn Prudhomme, PLA, ASLA

Principal - The Greenway Collaborative

Carolyn has served as a non-motorized transportation planner with the Greenway Collaborative since 2008, playing a pivotal role in developing comprehensive non-motorized transportation plans, complete streets initiatives, and bicycle and pedestrian maps and wayfinding systems. She has successfully contributed to projects across Michigan and Ohio, specializing in GIS modeling, 3D graphics, mapping, website development, and public engagement.

LICENSE

Landscape Architect No. 3901001718
State of Michigan
2018

EDUCATION

Bachelor of Landscape Architecture, 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

RECENT RELEVANT EXPERIENCE

Warren Active Mobility Plan
Warren, Michigan
Bridge to Bay Trail Implementation Assistance
St Clair County, Michigan
Tri-County Non-motorized Regional Trail Connections
Clinton County, Eaton County and Ingham County, Michigan
West Michigan Regional Trails Master Plan
West Michigan Trails 18- County Region
Mason County Trails Development Plan
Mason County, Michigan
Huron-Clinton Metroparks Regional Trail Study
Southeast, Michigan
Northville Non-motorized Plan
Northville, Michigan
Novi Active Mobility Plan
Novi, Michigan
Dayton Active Transportation Plan Public Engagement
Dayton, Ohio
Metropark to State Park Pathway Connector Study
Brighton, Michigan
Bridge to Bay Trail Identification, Wayfinding, and Safety Improvements
St Clair County, Michigan
Cass River Water Trail Website
Thumb Region, Michigan

Nonmotorized Transportation Studies and Plans

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



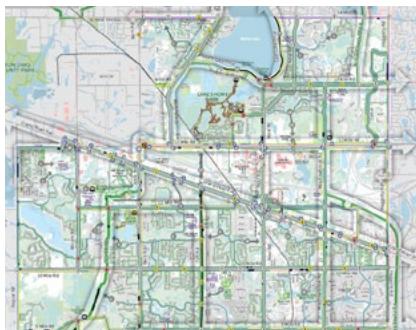
Warren Active Mobility Plan



Northville Non-motorized Plan



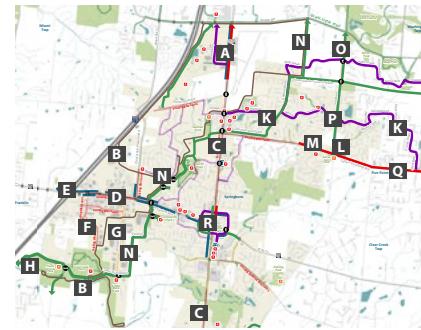
Jackson City + County Nonmotorized Plan



Novi Active Mobility Plan



Dearborn Multimodal Plan



Springboro Bicycle + Pedestrian Plan Update

Range of Clients MDOT, Region, County, Large Community, Small Community, Universities, Nonprofits, Health Departments

Types of Work Corridor, City, County, and Regional Level Planning

Fee Range \$9,000 to \$200,000

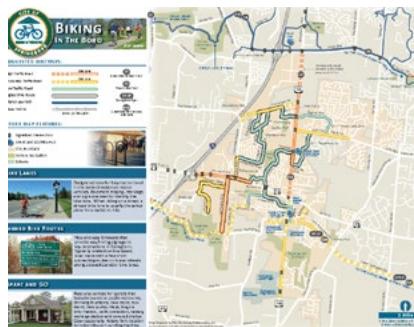
Click on any of the project names to be directed to the project webpage where you may download the project report and related documents, or visit www.greenwaycollab.com for a listing of all projects.

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)



Lebanon Paved Multi-use Trail Map



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

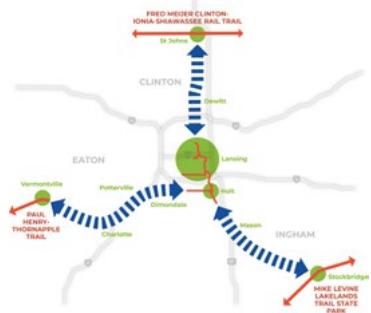
Types of Work Trail Maps, Bicycle Guides, Walking Maps, Park Maps, Water Trail Maps

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 for a listing of all projects.

Trails and Greenway Systems

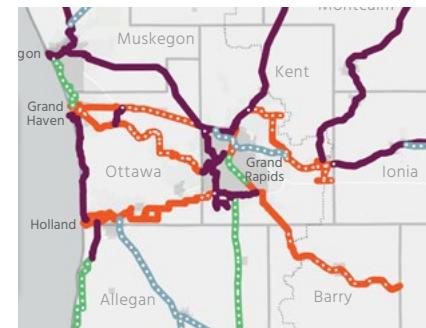
The Greenway Collaborative, Inc has worked on over 20 trail and greenway system plans in Michigan and Ohio. Below are a few recent examples.



Tri-County Regional Trails Plan



Bridge to Bay Trail Implementation Assistance



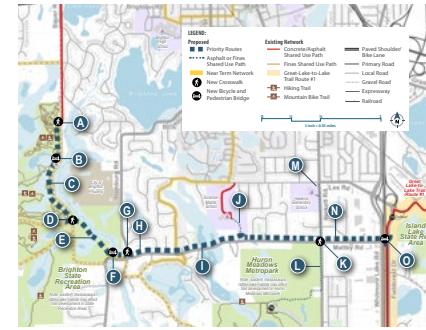
West Michigan Trails Master Plan



Huron-Clinton Metroparks Regional Trail Study



Mason County Trails Development Plan



Livingston County Trails Plan

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 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*



Springboro Bicycle Wayfinding



*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 for a listing of all projects.

Websites

The Greenway Collaborative, Inc has created three 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.



Cass River Water Trail Website



Huron River Water Trail Website



Bridge to Bay 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 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.

- *Warren Active Mobility Plan*
- *Tri-County Regional Trails Plan*
- *Bridge to Bay Trail Implementation Assistance*
- *West Michigan Regional Trails Master Plan*
- *Mason County Trails Development Plan*
- *Huron-Clinton Metroparks Regional Trail Study*
- *Northville Non-motorized Plan*
- *Novi Active Mobility Plan 2023*
- *Belle Isle Multimodal Mobility Study*
- *Dayton's Active Transportation Plan*
- *Metropark to State Park Pathway Connector Study*
- *Bridge to Bay Trail Identification, Wayfinding, and Safety Improvement Plan*
- *Livingston County Trails Plan*
- *Jackson City+County Nonmotorized Plan*
- *Springboro Bicycle and Pedestrian Plan Update*
- *City of Dearborn Multimodal Plan*
- *Iron Belle Trail Route and Feasibility Study*
- *Regional Trail Connectivity Vision*

Warren Active Mobility Plan

The Warren Active Mobility Plan is currently underway, aiming to enhance the community's accessibility and connectivity for all who walk, bike, and roll. This initiative prioritizes the improvement of daily transportation and recreation through non-motorized and micromobility options.

Comprehensive data collection and analysis are being conducted to identify gaps in the existing transportation network and propose targeted improvements. TGC is actively engaging with community stakeholders to ensure diverse voices are reflected in the planning process. The project will culminate in a plan that includes actionable implementation strategies, fostering a more inclusive and connected environment for all residents.

Client **City of Warren**
One City Square **Warren, MI**

Contact **Michelle Katopodes, AICP, Planner**
mkatopodes@cityofwarren.org
568-574-4687

Sub-Consultant **Fishbeck**

Dates **2024 to 2025**

Budget **\$97,000**

Personnel **Norman Cox & Carolyn**
Prudhomme





WARREN

ACTIVE MOBILITY PLAN

Creating a Safer, Healthier, and Better Connected Community

Our Community is Already Moving

People are already walking, biking, and rolling in Warren every day. This plan starts with a simple truth: **everyone deserves safe, reliable choices—no matter how they get around.**

Warren has the opportunity to balance big-city infrastructure with small-town character, and this plan builds on that momentum. Grounded in economic development and safety, it lays out a clear vision for how improved mobility can deliver broader benefits—healthier neighborhoods, stronger local businesses, and a more connected, equitable city.

It's not just about transportation—it's about people, places, and prosperity.

| Mode of Transportation | Percentage |
|------------------------|------------|
| I walk | 60% |
| I ride a bike or roll | 30% |
| I ride a bus | 3% |
| I drive | 92% |
| Other | 5% |

What's Included in the Plan

Regional Connections

Builds on links like the Iron Belle Trail and 9 Mile Corridor.

Local Improvements

Targets half-mile roads and the Red Run corridor to create better, family-friendly everyday connections.

Safety and Accessibility

Closes sidewalk gaps and upgrades crossings to make travel safer for all.

Re-imagines Major Roads

Designs future road cross sections to better support walking, biking, and transit.

Core Network

Prioritizes a high-impact, achievable network for near-term development.

Policy and Progress

Outlines policies, programs, and funding strategies, and uses metrics to track progress.

Ongoing Maintenance

Establishes strategies for the repair, completion, and upkeep of key infrastructure.

Why it Matters

Safety First: Warren sees over 65 bike and pedestrian crashes and 3 fatalities each year. While the Van Dyke Corridor is a high-crash area, the comprehensive cost to the community exceeds \$35 million annually. Safer streets save lives—and money.

Economic Development:

Better walking and biking options mean more people can access jobs, local businesses, and services. Investing in key areas like Van Dyke and 9 Mile creates places people want to be, boosting economic growth and supporting neighborhoods across the city.

Changing Travel Needs:

As our population ages and younger drivers delay getting licenses, it's more important than ever to provide safe, reliable options for walking, biking, and transit.

Community Voice:

Residents are calling for safer streets, improved road crossings, well-maintained sidewalks, protected bike lanes, and more green spaces to enjoy.

Tri-County Regional Trails Plan

This initiative builds on the Tri-County Regional Planning Commission's (TCRPC) 2022 effort to establish a pathway trunk line through the region, connecting to existing trails such as the Fred Meijer Clinton-Ionia-Shiawassee Rail Trail, Paul Henry-Thornapple Trail, and Mike Levine Lakelands Trail.

Final deliverables for the project will include a trail route feasibility analysis, preliminary engineering work, and the necessary documentation for future TAP construction funding applications. Additionally, a Playbook will document the processes used, findings, and lessons learned throughout the project, along with TAP applications submitted for all identified segments across three alignments in the region. TGC will lead community engagement efforts, which will involve analyzing and reviewing preferred alignments, gathering stakeholder input from regional partners, hosting inclusive community engagement initiatives, and refining priority alignments to identify one final route recommendation.

Client **Tri-County Regional Planning Commission**
1300 High Ridge Dr
Brighton, MI 48114

Contact **James Snell, Executive Director**
jsnell@mitcrpc.org
517-999-8906

Prime **PEA Group**

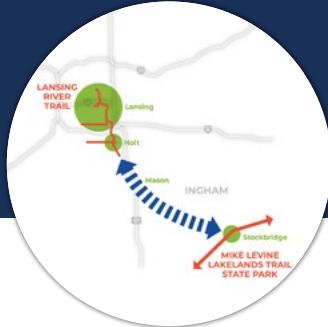
Dates **2024 to 2026**

Budget **\$214,980**

Personnel **Norman Cox & Carolyn Prudhomme**

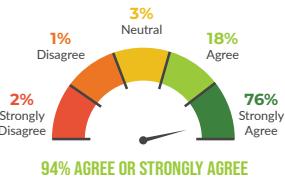
MIKE LEVINE LAKELANDS TRAIL STATE PARK TO LANSING RIVER TRAIL

COMMUNITY INPUT SUMMARY



During April and May 2025, public engagement for the Tri-County Regional Trails Plan included six open houses across the region and an online survey to encourage broad participation. A total of 171 surveys were completed for the proposed Mike Levine Lakelands Trail State Park to Lansing River Trail connection, and 21 people attended open houses in Stockbridge and Vevey Twp. Community members shared their opinions on the proposed route, including their support or concerns. This valuable feedback played a key role in shaping the final route. This document summarizes the input received during the process.

IT IS IMPORTANT TO PROVIDE A TRAIL CONNECTION BETWEEN MIKE LEVINE LAKELANDS TRAIL STATE PARK AND LANSING RIVER TRAIL



WHAT DO YOU LIKE ABOUT THE PROPOSED ROUTE?



Connectivity Between Communities — Enthusiasm for connecting Charlotte, Dimondale, Holt, and Lansing for commuting, recreation, and access to parks, schools, and existing trails.

Safe, Off-Road Travel — The route offers a safe alternative to biking and walking along busy roads, especially in areas lacking sidewalks or bike lanes.

Paved Surface — A paved trail is preferred to support a wider range of bikes, including e-bikes and road bikes, and to encourage use across age and ability levels.

Use of Rail Corridors (Rails-to-Trails) — Using abandoned rail lines is seen as efficient, scenic, and cost-effective. Many appreciate reusing old corridors in ways that serve the public.

Outdoor Recreation & Health — The trail supports safe exercise and time outdoors, especially in rural areas. It promotes healthy activity close to home for people of all ages.

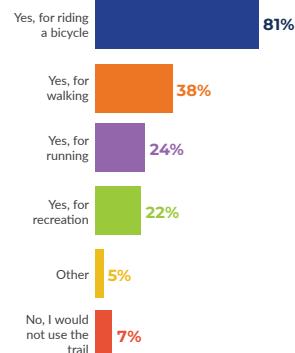
Family-Friendly & Everyday Use — The trail's accessibility to homes, parks, and schools makes it a convenient option for families, children, and older adults. It supports safe, daily use for recreation, commuting, and short local trips.

Support for Local Businesses and Tourism — The trail is seen as a way to boost small-town economies, with stops for food, rest, and nearby attractions.

Strategic Improvements & Early Wins — Respondents emphasized the importance of achieving "low-hanging fruit" to build momentum. Quick, visible progress can improve public confidence and demonstrate commitment.

Desire for Trail Features & Improvements — Safe crossings, bridges, wider sidewalks, sidepaths, and scenic views. Specific suggestions included a Grand River pedestrian bridge in Dimondale and links to Crandell Lake Park.

WOULD YOU USE THE TRAIL CONNECTION?



WHAT DO YOU DISLIKE ABOUT THE PROPOSED ROUTE?



Private Property & Landowner Rights — Many landowners along the route oppose trails crossing private land, especially where they've reclaimed old rail corridors. Concerns include loss of privacy, eminent domain, trespassing, and disruptions to farming, hunting, and livestock. Many resent being asked again after past opposition.

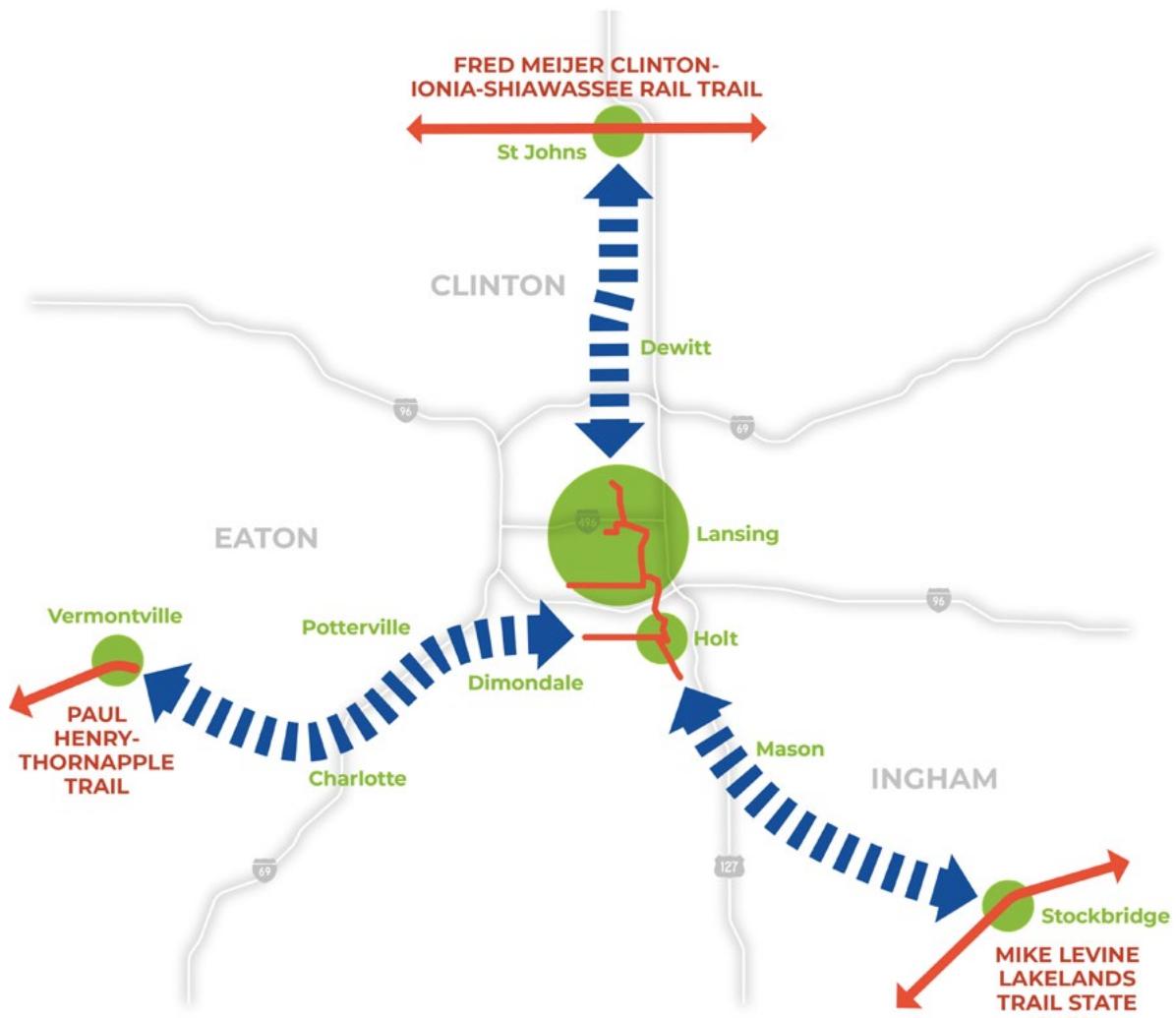
Public Safety, Vandalism & Policing — Existing trails were cited as magnets for litter, vandalism, dumping, noise, and drug use. Residents fear similar issues will degrade their community's character, burden them with cleanup, and pose safety risks — especially in areas with limited police patrols and emergency access. Concerns about personal liability persist, and many doubt the trail can be safely managed with current resources.

Loss of Rural Character — Opponents value their quiet lifestyle and view the trail as bringing noise, strangers, and urban issues. Many moved to the area for privacy and don't want to give that up.

Public Costs & Spending — There's skepticism about trail costs amid struggling services. Many see it as an unnecessary burden when roads and emergency response are underfunded.

Distrust in Process & Representation — Many distrust the planning process, feeling past opposition was ignored and fearing this is just a box-checking exercise before pushing forward.

Preference for Alternate Routes — Some would support trails routed away from homes and farms. Suggestions included using state-owned right-of-ways, enhancing already popular gravel bike routes, or improving shoulders and signage on low-traffic roads. There was a strong preference for avoiding land that cuts through private property, especially where homes, livestock, or crops are directly adjacent to the old railroad bed.



TGC led community engagement and mapping efforts that informed alignment analysis, strengthened regional collaboration, and supported future trail funding applications.

Bridge to Bay Trail Implementation Assistance

TGC Firm has been a dedicated partner in the development of the Bridge to Bay Trail for the past two decades, supporting a 13-community effort across St. Clair County, Michigan. The firm provides expertise in trail planning, wayfinding, branding, promotion, and implementation support. TGC has delivered ongoing assistance for Bridge to Bay Trail implementation projects, including website promotion and coordination with tourism partners, facilitation of trail summits, custom graphic design services, and support with kiosk procurement and ordering.

As part of a recent grant to close gaps along the trail, TGC is assisting local government units with trail planning and coordination, including planning, mapping, community engagement, and grant coordination to advance priority trail segments.



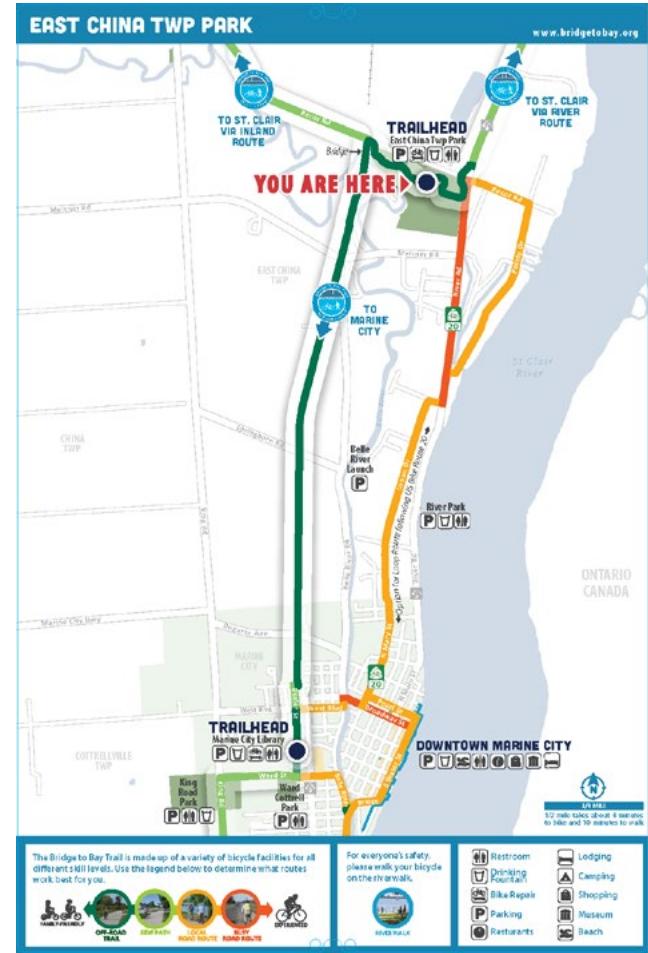
Client Friends of the St Clair River
480 S Water St
Marine City, Mi 48039

Contact Sheri J Faust
sfaust@stclaircounty.org
810-730-5998

Sub-Consultant Fishbeck

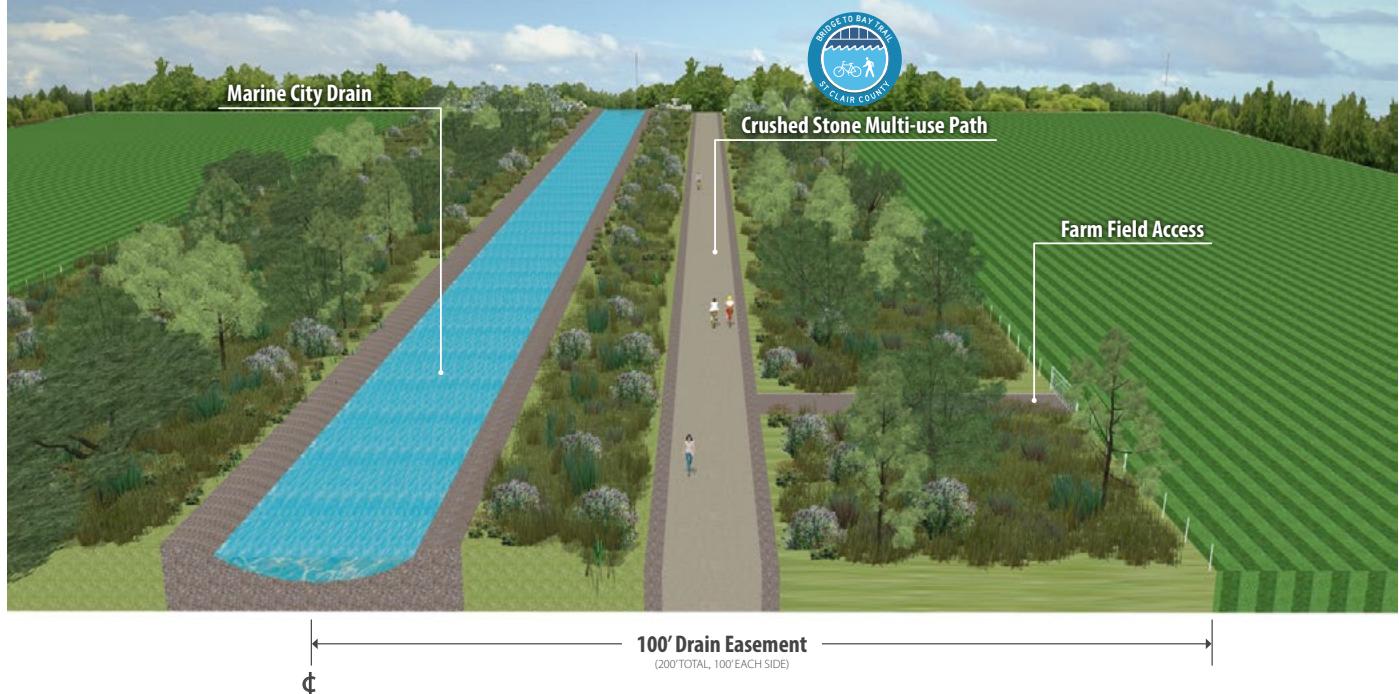
Dates 2024 to 2027

Personnel Norman Cox & Carolyn Prudhomme



BRIDGE TO BAY TRAIL: MARINE CITY DRAIN IN COTTRELLVILLE

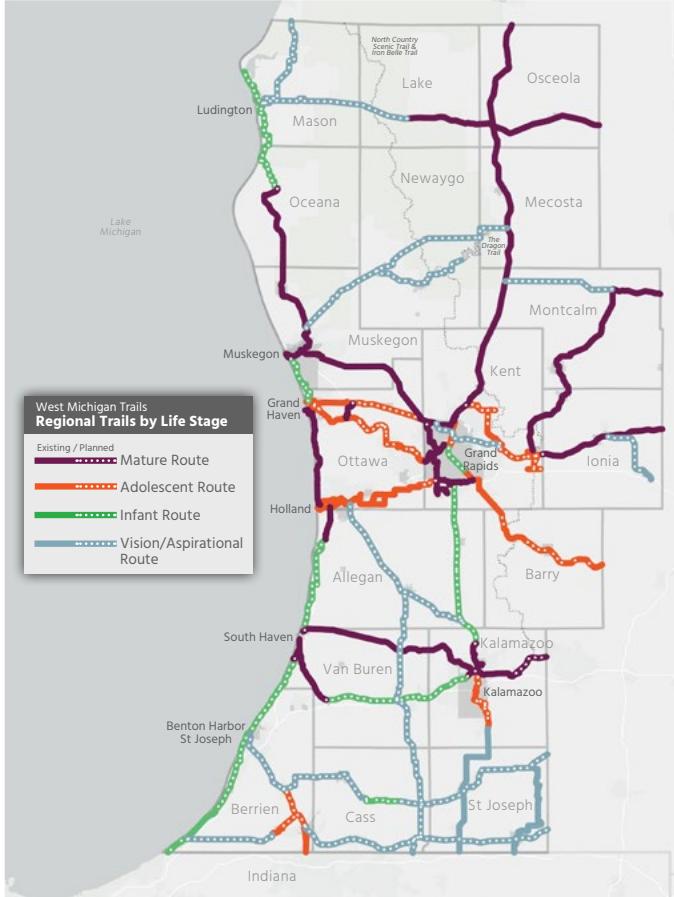
Conceptual Vision



West Michigan Regional Trails Master Plan

The Regional Trails Master Plan for West Michigan is an initiative focused on creating a comprehensive network of non-motorized, multi-use pathways that connect communities and destinations. This plan documents existing trails and identifies planned trail gaps across 18 counties, culminating in a detailed action plan.

Planning services include engagement through stakeholder meetings that brought together voices from across the region to discuss current and future trail initiatives. Public input was gathered via online surveys to ensure a broad range of perspectives. Designed with trail managers and advocates in mind, the report outlines a five-year focus plan and provides summaries for each trail to support grant applications and fundraising efforts. Additionally, GIS analysis was conducted to produce numerous maps of the region showcasing various criteria that strengthen the case for each trail, offering valuable resources for future development and advocacy.



| | |
|----------------|--|
| Client | West Michigan Trails 1345 Monroe Ave NW Suite 244 Grand Rapids, MI 49505 |
| Contacts | John Morrison, Executive Director john@wmtrails.org 616-485-7805 |
| | Jennifer Antel, Development and Events Coordinator Jennifer@wmtrails.org 616-262-5889 |
| Sub-Consultant | Leah Groya, Professional Planner |
| Dates | 2023 to 2024 |
| Budget | \$75,000 |
| Personnel | Norman Cox & Carolyn Prudhomme |

River-to-River/ Interurban Trail

10 communities, private property, former interurban rail line (owned by Consumers Energy and leased by ITC), Kalamazoo to Grand Rapids, 35+ miles, planning study and conceptual alignment completed in 2018 with a number of stakeholders.

LIFE STAGE: Infant

LENGTH: 35 Miles

FACILITY: To Be Determined

ALLOWED: Bicyclists, Walkers/Hikers

CONTACT: Local Municipalities

5-YEAR FOCUS

- Apply for grant funding to begin design and construction.
- Continue coordination with Consumers, ITC, MDOT, EGLE, and other state and local jurisdictions.
- Reach out to private property owners regarding potential easements.
- Continue to grow friends group and volunteer support.
- Coordinate with nearby regional trails to install West Michigan regional wayfinding system.



Regionally significant trail identified in existing plans



Addresses historic funding disparity

This planned trail closes a significant gap in the region between Grand Rapids and Kalamazoo, within an under-invested county..



During the planning process, trail organizations were already using draft report pages to complete grant applications, demonstrating the immediate value and relevance of the plan to ongoing funding efforts.

Mason County Trails Development Plan

The plan focuses on analyzing and prioritizing the implementation of segments within the WOW Trail System Plan. The project aims to identify specific sub-segments, assess their status in the project development pipeline, and evaluate factors such as compatibility with community and public agency plans, community support, environmental impacts, and funding sources.

The Lakeshore Trail has been identified as a top priority, and advanced design, coordination, and planning efforts have been undertaken to prepare the segment for grant applications. TGC continues to support the project through ongoing implementation assistance, coordination, and technical guidance as the project advances.

Client **The Right Place**
125 Ottawa Ave NW, Suite 450
Grand Rapids, MI 49503

Contact **Kristi Lucas-Zimmerman**
zimmermank@rightplace.org
616-970-8978

Dates 2024

Budget \$20,210

Personnel **Norman Cox & Carolyn Prudhomme**



Coordination between local communities, the county, MDOT, DNR, State Parks, and EGLE has been essential for developing the trail alignment between Ludington and Lakeshore State Park.

Lakeshore State Park





Huron-Clinton Metroparks Regional Trail Study

The Huron-Clinton Metroparks Regional Trail Study is a feasibility study focused on identifying the most viable trail connections between the Metroparks across five counties in Southeast Michigan. Various route options were evaluated in collaboration with stakeholders and the public to determine the preferred routes in five project areas.

Key components of the study include analyzing potential route alignments, engaging stakeholders, and implementing a robust community engagement plan to gather feedback. TGC led the public engagement process for this project, which involved developing a project website as a central hub for public input and project materials, as well as creating various public engagement tools, including paper surveys, online surveys, an interactive online map, and promotional materials.

| | |
|------------------|---|
| Client | Huron Clinton Metroparks 1300 High Ridge Dr Brighton, MI 48114 |
| Contact | Janet Briles janet.briles@metroparks.com 810-644-6117 |
| Prime | PEA Group |
| Dates | 2023 to 2024 |
| Budget | \$72,730 |
| Personnel | Norman Cox & Carolyn Prudhomme |



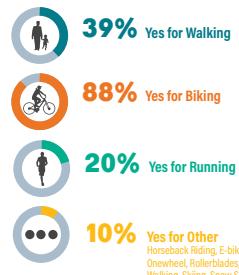
**THEY'RE YOUR
METROPARKS.
SHAPE THE FUTURE
OF YOUR TRAILS.**



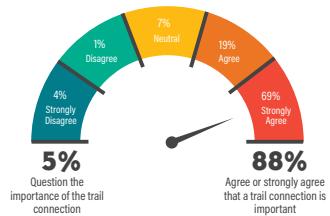
KENSINGTON TO INDIAN SPRINGS METROPARK COMMUNITY INPUT SUMMARY



Would You Use the Proposed Route?



It Is Important to Provide a Trail Connection Between Kensington and Indian Springs Metropark.



What do you **LIKE** about the **Proposed Route**:



Safe and Scenic Pathways: The route uses existing trails and side roads, providing a safe and scenic pathway for biking, hiking, and other outdoor activities. It provides opportunities to explore new areas safely.

Park Connectivity and Access: It connects multiple parks and recreation areas and makes it easier to access downtown areas and amenities like shopping centers (e.g., Meijer) along the way, enhancing convenience for users.

Safety and Traffic Reduction: People value the safety aspects of the proposed route, keeping them away from busy roads and traffic while promoting healthier, more active lifestyles.

What do you **DISLIKE** about the **Proposed Route**:



Safety and Traffic Conditions: Many express safety concerns when sharing roads with vehicles, crossing major roadways like M-59, and navigating busy streets like Duck Lake, Commerce Road, and Teggerdine.

Minimize Road Travel: Respondents generally prefer routes that minimize road usage, citing potential hazards and reduced enjoyment when traveling along roads.

Nature Preservation and Security: Disapproval of the idea of disturbing natural areas and wetlands with the trail is expressed, along with concern about the impact on wildlife, littering, potential harm to private property, and an increased potential for security risks.

Connections to Other Trails and Parks: There is a strong desire for the proposed trail to connect with existing trails, parks, and recreation areas, including the Village of Highland, Skyline trail, and Proud Lake State Recreation Area.

Tell us anything else you feel is **Important**:



Safety and Separation from Roads: Emphasis on dedicated bike trails for safety.

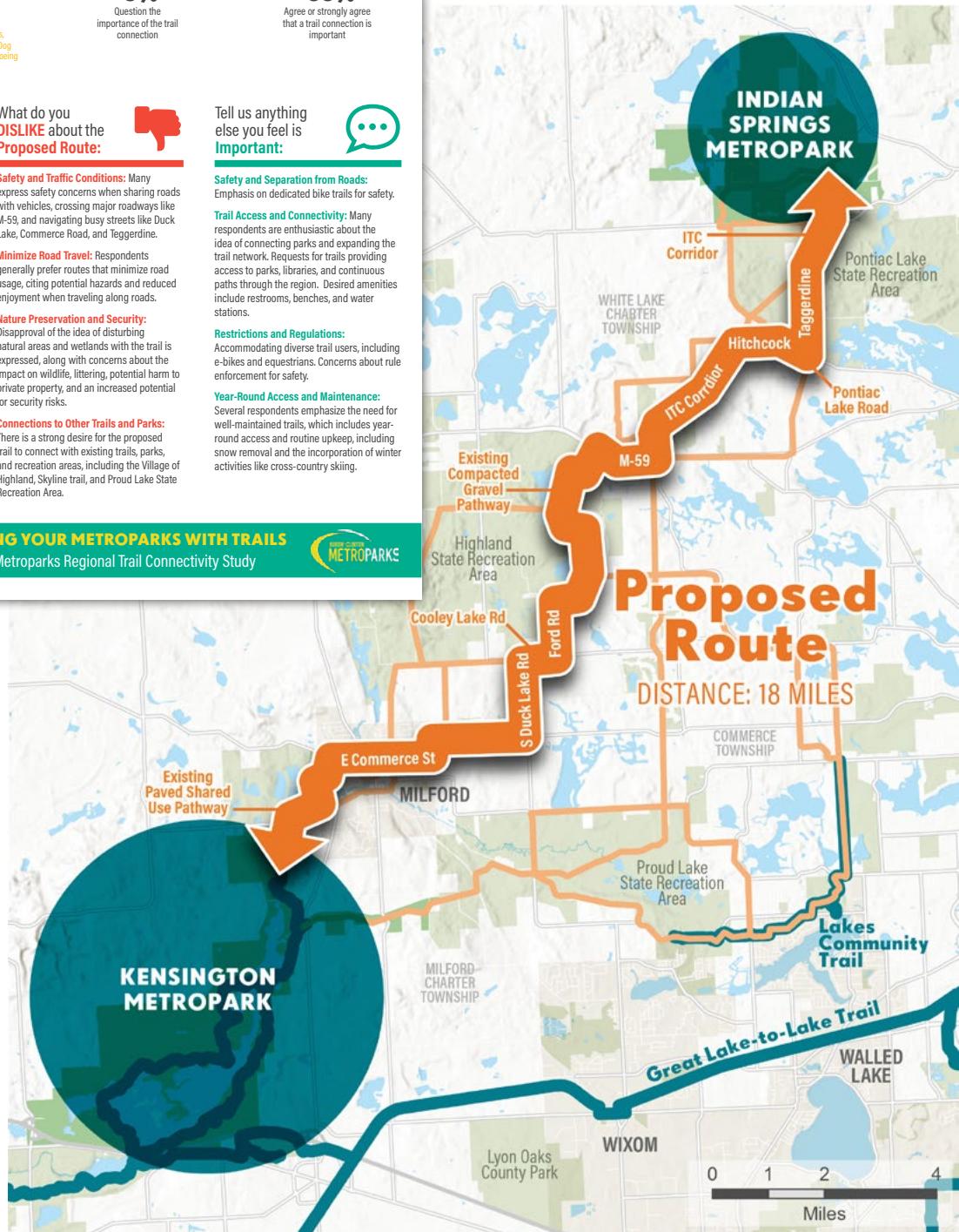
Trail Access and Connectivity: Many respondents are enthusiastic about the idea of connecting parks and expanding the trail network. Requests for trails providing access to parks, libraries, and continuous paths through the region. Desired amenities include restrooms, benches, and water stations.

Restrictions and Regulations: Accommodating diverse trail users, including e-bikes and equestrians. Concerns about rule enforcement for safety.

Year-Round Access and Maintenance: Several respondents emphasize the need for well-maintained trails, which includes year-round access and routine upkeep, including snow removal and the incorporation of winter activities like cross-country skiing.

CONNECTING YOUR METROPARKS WITH TRAILS

Huron-Clinton Metroparks Regional Trail Connectivity Study



Northville Non-motorized Plan

Against the backdrop of significant changes and development in the downtown area, this project's primary focus is on identifying achievable near-term connections for the small community. Moreover, an in-depth evaluation of fifteen specific road corridors was conducted to gain a comprehensive understanding of associated challenges and opportunities. The resulting recommendations focus on improvement that and can be integrated into future roadway and utility construction projects.

Client **City of Northville**
215 W Main Street

Contact **Wendy Wilmers Longpre, Dir. of Strategic Planning and Special Projects**
wlongpre@ci.northville.mi.us
248-305-2710

Sub-Consultant **Fishbeck**

Dates **2023**

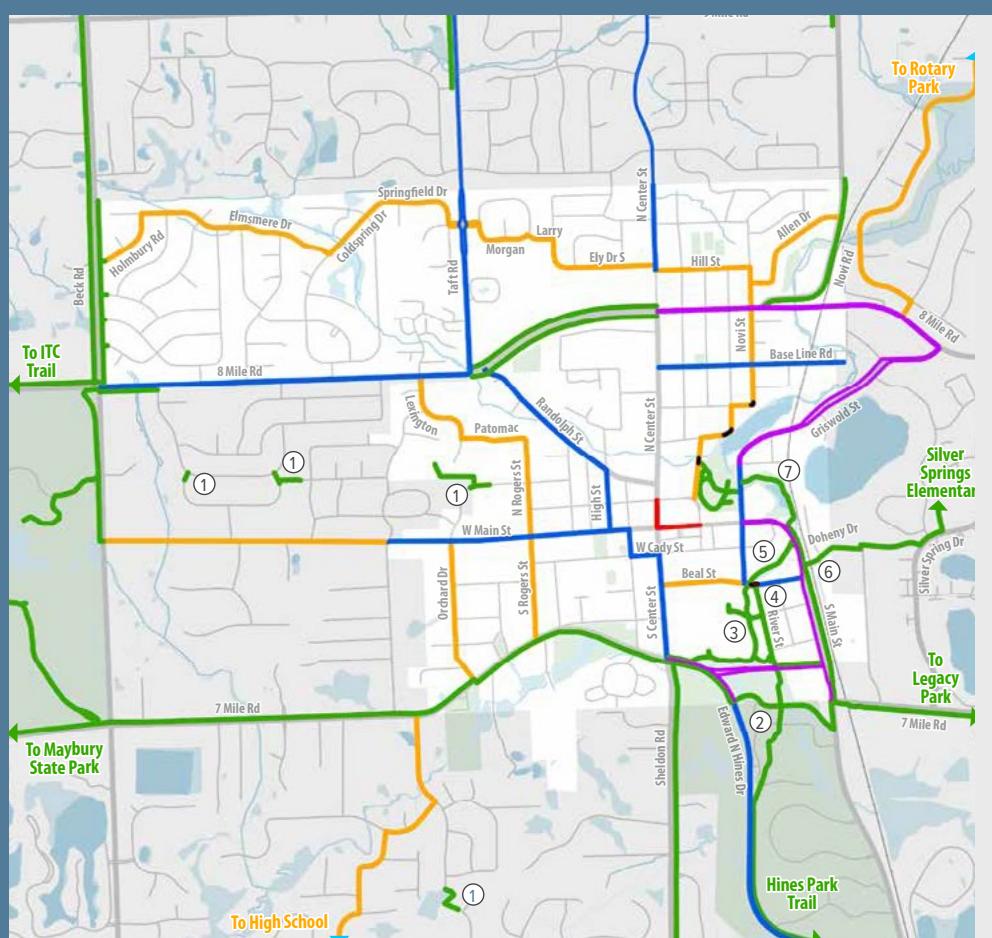
Budget **\$45,000**

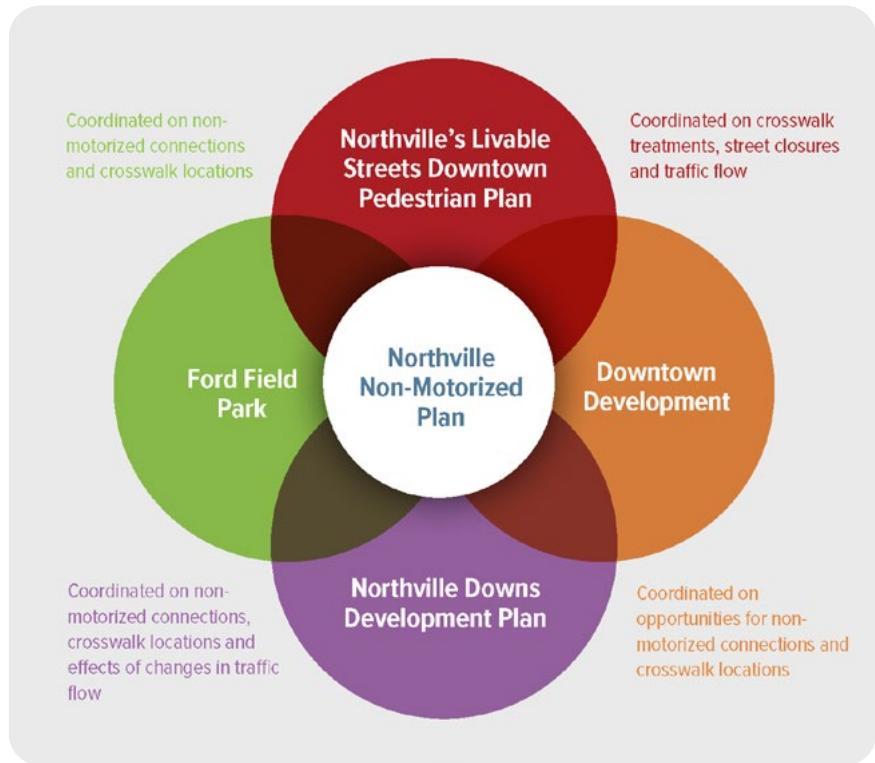
Personnel **Norman Cox & Carolyn Prudhomme**

Near-Term Network Bikeways

This map identifies key areas where on-road bikeways and shared use pathways can significantly enhance connectivity and accessibility. The primary focus is on bridging gaps and creating a seamless network. The proposed routes link neighborhoods, parks, commercial areas and other significant destinations.

Many of these recommendations focus on near-term improvements that can be built with-in the existing rights-of-way and curb structure of the road.





S CENTER STREET/SHELDON ROAD

Main Street to Northville Twp






The map highlights several planning initiatives and challenges along S Center Street and Sheldon Rd:

- Road closed between Dunlap and Main**
- Multiple Bike/Ped Crashes** (near the intersection of S Center St and 7 Mile Rd)
- On-Street Parking** (CIVIC CENTER area)
- Existing crosswalk at 4-way stop**
- Coordinate with the Downtown Pedestrian Plan**
- Coordinate with the Downs Development**
- Bike/Ped Crash Location** (near the intersection of S Center St and 7 Mile Rd)
- Existing Streets and Bike Lanes** (along S Center St)
- Existing 10'-wide Shared Use Path** (near the intersection of Sheldon Rd and 7 Mile Rd)
- Multiple Bike/Ped Crashes** (near the intersection of Sheldon Rd and 7 Mile Rd)
- Sidewalk gap** (near the intersection of Sheldon Rd and 7 Mile Rd)
- Connection to Bennett Arboretum** (near the intersection of Sheldon Rd and 7 Mile Rd)

2013 Non-motorized Plan

Incomplete:

- Crosswalk and intersection improvements at 7 Mile Rd and Cady St

Focus on coordination with other planning initiative and developments in the City

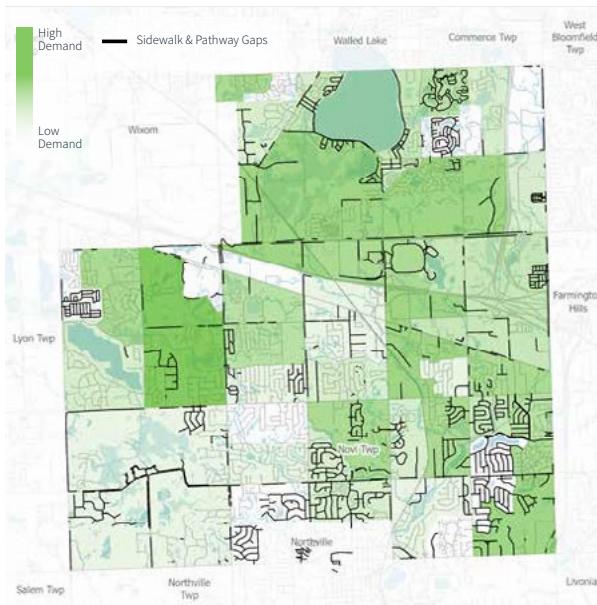
Novi Active Mobility Plan 2023

The Greenway Collaborative was involved in the award-winning City of Novi Non-motorized Master Plan in 2011 and is now part of the 2023 update. The project kicked-off at the end of November and the Plan Refinement and Implementation stage is currently underway.

Based strongly on analysis findings and public input, Novi's plan focuses on outlining strategies to improve safety, mobility, and access for people who walk and bike, including specific recommendations for infrastructure, policies, programs, and metrics.

| | |
|-----------------------|---|
| Client | City of Novi 45175 Ten Mile Road Novi, Michigan 48375 |
| Contact | Barbara McBeth, City Planner bmcbeth@cityofnovi.org 248-347-0587 |
| Sub-Consultant | Fishbeck |
| Dates | 2022 to 2023 |
| Budget | \$89,174 |
| Personnel | Norman Cox & Carolyn Prudhomme |

A comprehensive inventory and analysis leads to data-driven recommendations.

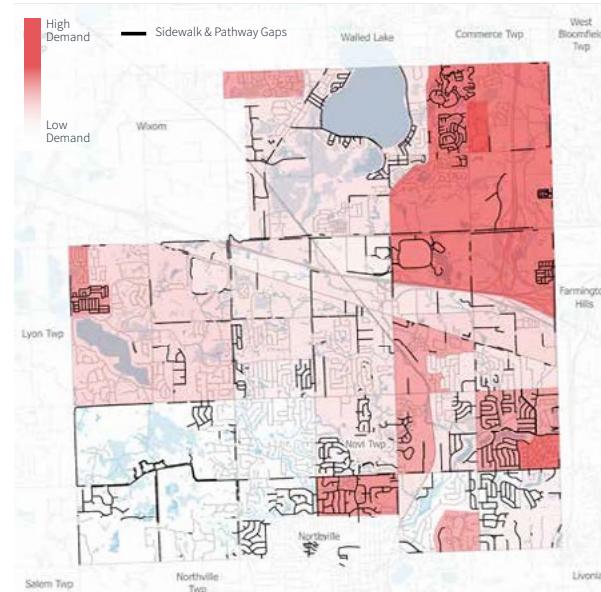


This map highlights areas where there is potential for non-motorized travel and gaps in the sidewalk and pathway network



City Wide Sidewalk and Pathway Gaps

Latent Demand for Non-motorized Travel

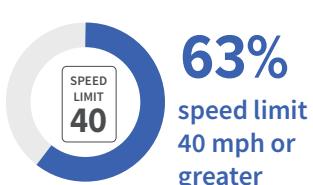
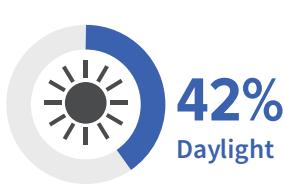
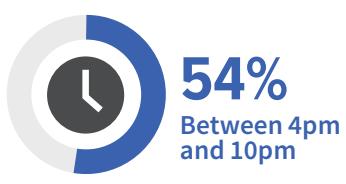
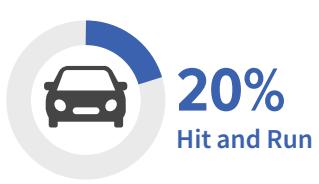
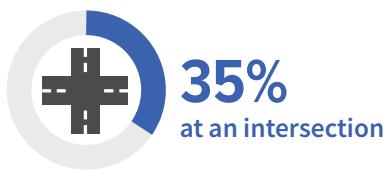
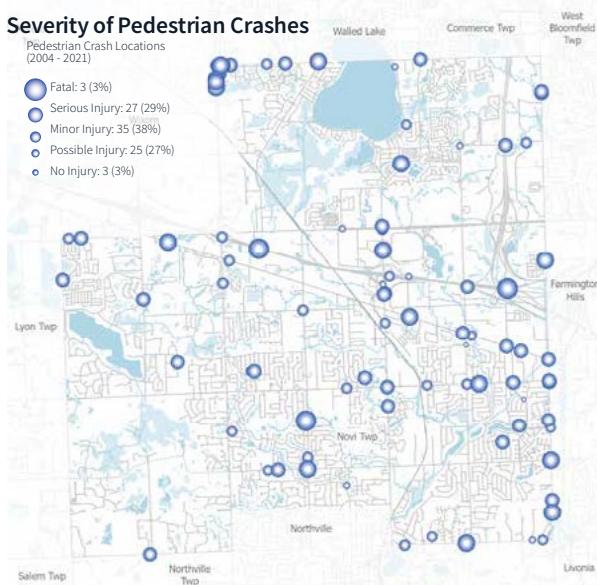
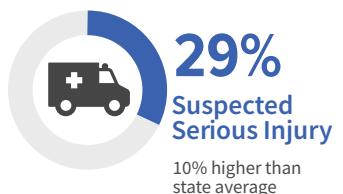
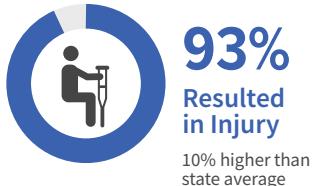


This map highlights areas where there is a higher probability for people to be dependent on nonmotorized transportation and gaps in the sidewalk and pathway network



City Wide Sidewalk and Pathway Gaps

Equity Focus Areas



Speed is a central factor in traffic deaths. As speed limits and speeds increase, so do fatalities. When struck by a vehicle at 40 MPH, a pedestrian has a 20% survival rate.

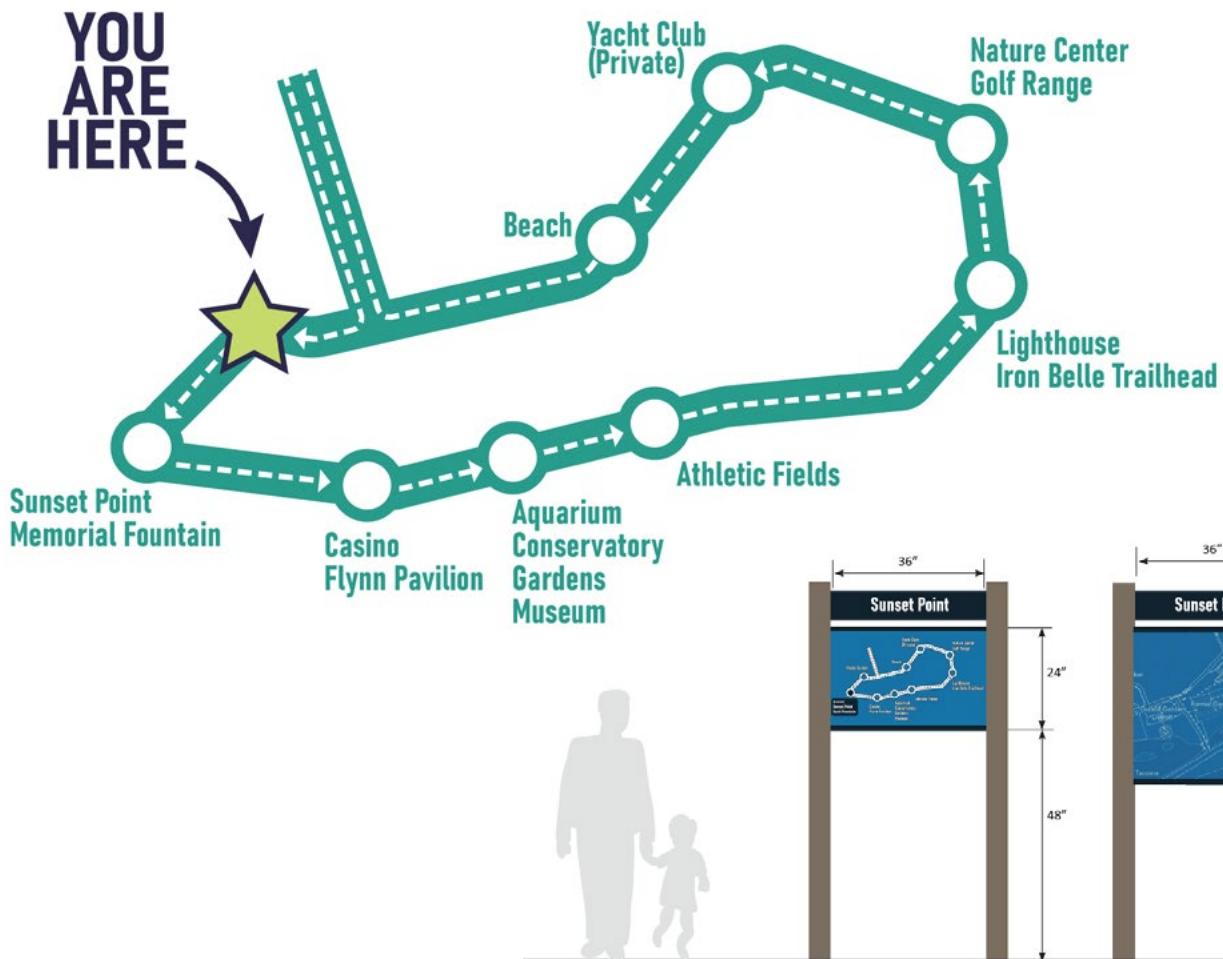
Belle Isle Multimodal Mobility Study

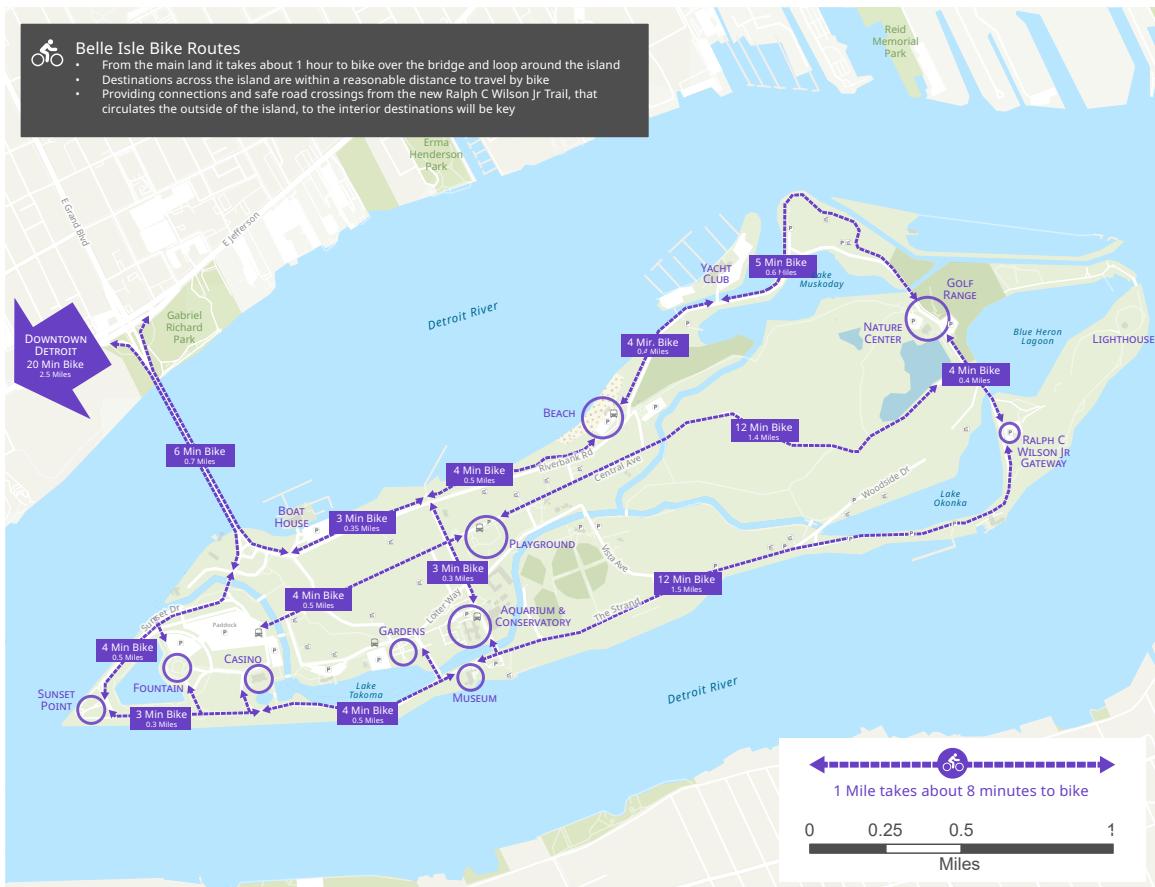
The Belle Isle Multimodal Mobility Study aims to enhance mobility, safety, and the overall experience for visitors to Belle Isle. This initiative focused on improving roads, trails, sidewalks, and parking to create a safer environment and elevate visitor experience.

Key components of the study include refining arrival and departure processes for island visitors, designing a people-focused Central Avenue along the island's spine, and integrating more green spaces and facilities for walking, biking, and transit.

The Greenway Collaborative played a supporting role in this project by analyzing bike and pedestrian circulation, developing preliminary wayfinding strategies, and designing safe intersection layouts.

| | |
|------------------|--|
| Client | Michigan DNR, Parks and Recreation Division Belle Isle Park 99 Pleasure Dr, Detroit, MI 48207 |
| Contact | Amanda Treadwell treadwella@michigan.gov 313-269-7430 |
| Prime | WadeTrim |
| Dates | 2022 to 2024 |
| Budget | \$30,480 |
| Personnel | Norman Cox & Carolyn Prudhomme |





Dayton's Active Transportation Plan

TGC led the community engagement for Dayton's first Active Transportation Plan. Tasks included the following:

- Developed and facilitated multiple stakeholder and focus group meetings and provided materials for the City to facilitate mini-meetings with local groups and clubs, as well as multiple public input materials for pop-up events.
- Identified creative outreach and engagement strategies to ensure the input process included hard-to-reach communities, such as immigrants, youth, and those with barriers to traditional participation.
- Developed a project website as a landing page for public input and project downloads.
- Created all public engagement materials, including paper surveys, online surveys, online input map, and promotional materials.
- Established a social media guide for project promotion.
- Prepared summary infographics of public engagement and comprehensive documentation of all input.

Client **City of Dayton**
101 W. Third Street
Dayton, OH 45402

Contact **Susan Vincent**
susan.vincent@daytonohio.gov
937-333-3683

Dates **2022**

Budget **\$15,000**

Personnel **Norman Cox & Carolyn Prudhomme**

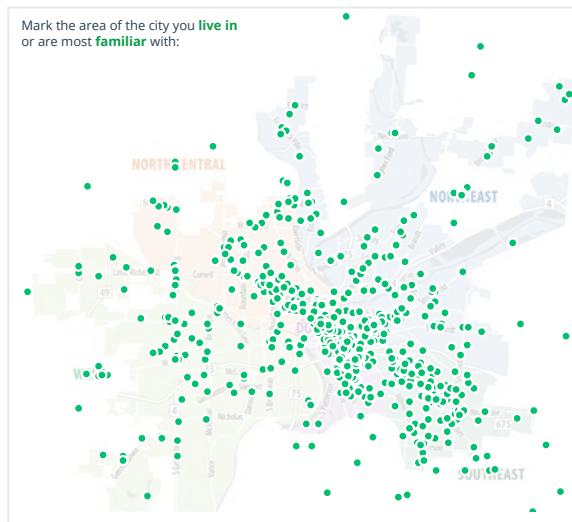
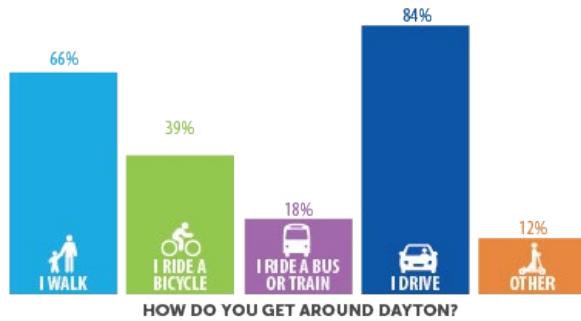
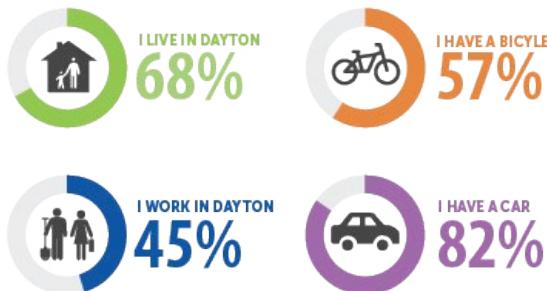
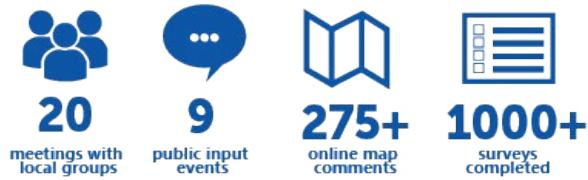


Multilingual web and print materials were used to gather input from immigrant populations in Dayton

Outreach efforts were focused on reaching a representation cross-section of the community.

DAYTON

Active Transportation Plan



Metropark to State Park Pathway Connector Study

The goal of this project was to provide a safe and efficient non-motorized connection between four large regional parks. Multiple variations of three general routes were evaluated and vetted with stakeholders and the public to determine the preferred route.

TGC led the public engagement process for this project. Tasks included:

- Presenting and vetting proposed routes with stakeholders.
- Meeting with local running and bicycling clubs to collect input.
- Hosting an input booth at the local farmer's market.
- Developing a project website as a landing page for public input and project downloads.
- Creating all public engagement materials, including paper surveys, online surveys, online input map, and promotional materials.
- Established a social media guide for project promotion.

| | |
|------------------|---|
| Client | Huron Clinton Metroparks 1300 High Ridge Dr Brighton, MI 48114 |
| Contact | Nina Kelly nina.kelly@metroparks.com 810-494-6043 |
| | Jason Bibby Jason.Bibby@metroparks.com 810-494-6031 |
| Prime | PEA Group |
| Dates | 2021 |
| Budget | \$14,490 |
| Personnel | Norman Cox & Carolyn Prudhomme |



Public Input was scheduled for existing events, such as running clubs, mountain biking clubs and farmers markets.

METROPARK TO STATE PARK CONNECTOR PUBLIC ENGAGEMENT



4
public input events



28
online map comments

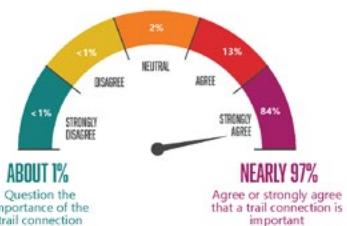


1000+
surveys completed

WOULD YOU USE THE CENTRAL ROUTE? SELECT ALL THAT APPLY



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



WHAT DO YOU LIKE ABOUT THE CENTRAL ROUTE?

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

TOP 12 ANSWERS

WHAT DO YOU DISLIKE ABOUT THE CENTRAL ROUTE?

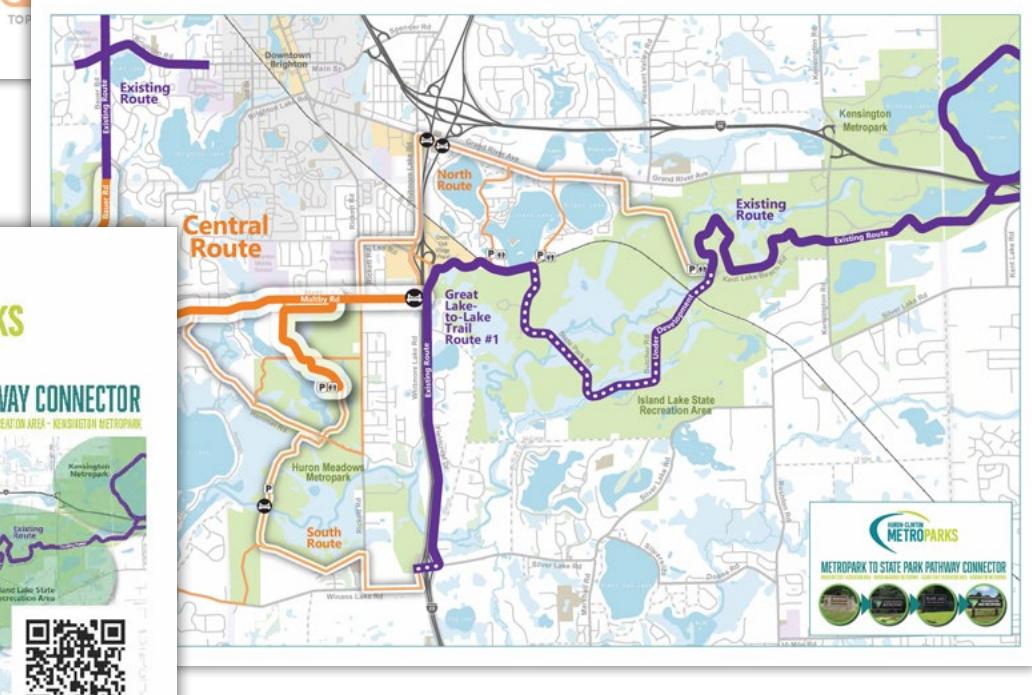
- Nothing
- Along Major Roadway with Traffic
- Need Path Separated from Road
- Maltby is a Busy Road
- Need Connection to Brighton
- Need Connection to Lakelands Trail
- Route into Huron Meadows
- It is Not Built Yet
- Cost
- Ends too soon at Brighton Rec Area
- Expressway Roundabouts
- Michigan Rec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

WHAT WOULD YOU CHANGE ABOUT THE CENTRAL ROUTE?

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

TELL US ANYTHING ELSE YOU FEEL IS IMPORTANT:

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



METROPARK TO STATE PARK PATHWAY CONNECTOR

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



ONLINE INPUT AVAILABLE THROUGH
SUNDAY, SEPTEMBER 26TH

WWW.WALKBIKE.INFO/PARKCONNECTOR

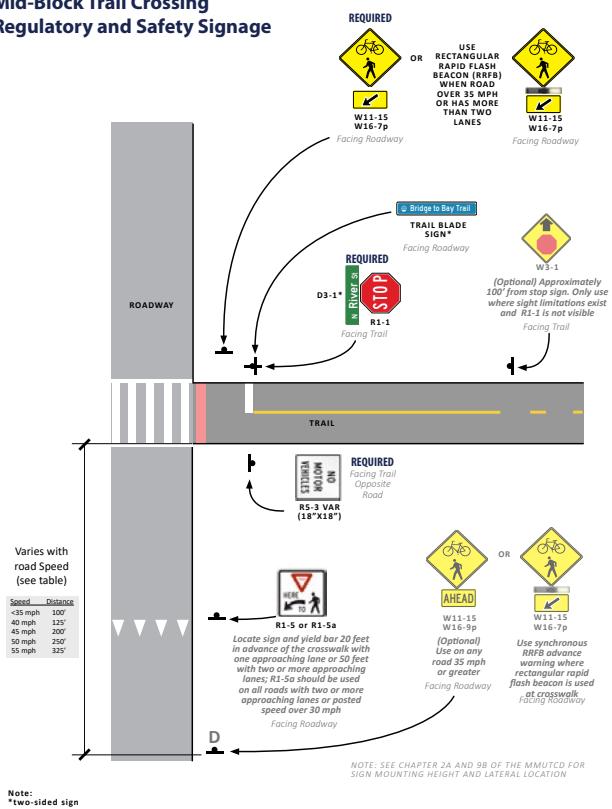
The success of the public engagement efforts led to over 1,000 surveys being completed in a span of two-weeks. Summary of the input was provided as an infographic.

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

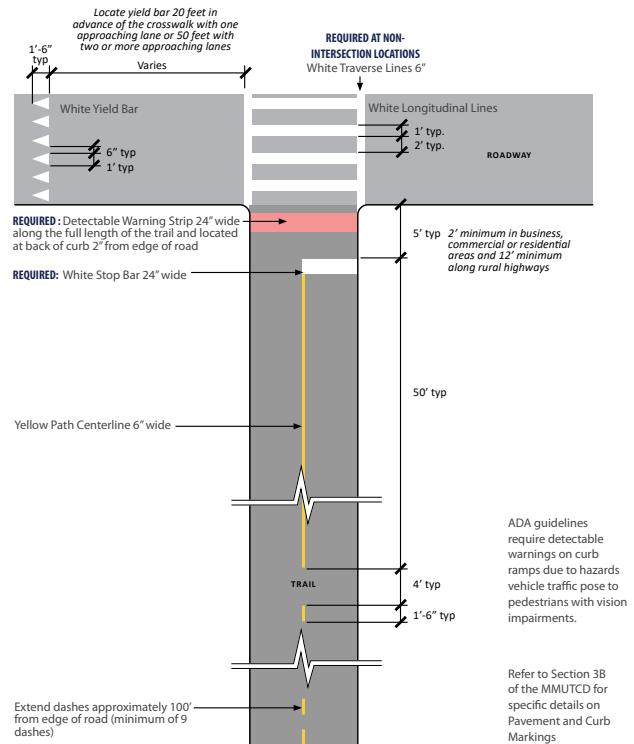
The Bridge to Bay Identification, Wayfinding, and Safety Improvement Plan was a major step in unifying all the segments of the Bridge to Bay Trail. The Plan defines what routes fall under the Bridge to Bay Trail heading and looks at how best to sign existing, temporary, and planned segments of trail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

The six-month planning process included: Trail System Definitions, Route Site Analysis, Trail Standards, Baseline Safety Improvements, Sign and Pavement Marking Plan, and Implementation Assistance as needed. The end product provides a resource for St. Clair County, and acts as a model for other trails in the region and state.

Mid-Block Trail Crossing Regulatory and Safety Signage



Detectable Warning and Typical Pavement Markings at Mid-block Trail Crossings



The Signage and Pavement Marking Guide includes standard plans and details that can be incorporated into future trail construction projects by local agencies.

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



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.

TGC has been involved with the Bridge to Bay Trail for more than 20 years and continues to support the trail's ongoing development through the following services:

- Website promotion and coordination with regional tourism partners
- Custom graphic development and kiosk procurement support
- Planning and facilitation of trail summits
- Trail planning support services for local units of government
- General and strategic planning assistance for the overall trail system

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.

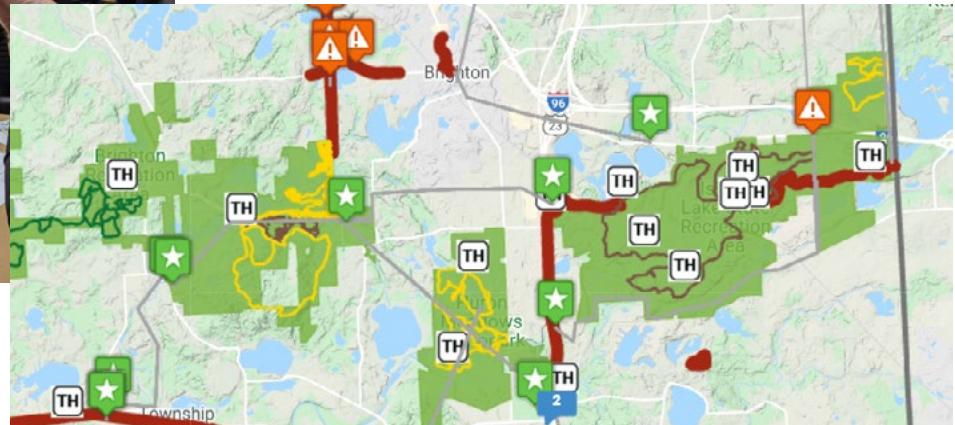
| | |
|-----------|---|
| Client | Livingston County Planning Department 304 E Grand River Ave, Suite 206 Howell, Mi 48431 |
| Contact | Kathleen Kline-Hudson KKline-Hudson@livgov.com |
| Dates | 2019 to 2020 |
| Budget | \$24,555 |
| Personnel | Norman Cox & Carolyn Prudhomme |



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 |
| Construction Total * | | | | | \$11,580,606 |
| | | | | | |
| Engineering & Design | | | | 10% | \$1,158,061 |
| Construction Administration | | | | 4% | \$463,224 |
| Construction Observation | | | | 6% | \$694,836 |
| Subtotal of Total Soft Costs | | | | | \$2,316,121 |
| | | | | | |
| Total Project Cost | | | | | \$13,896,727 |

Notes:

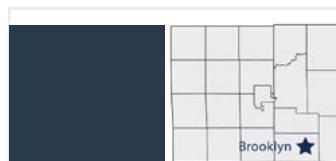
- Boardwalk and bridge costs are based on a concrete deck surface. While this is more expensive initially, the seasonal and long-term maintenance is substantially less than a wood deck structure.
- Landscaping and Site Amenities are general allowances for basic items such as site restoration, benches, 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

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.



Brooklyn

The Brooklyn area is an important anchor in the Greater Irish Hills region with a walkable downtown. It is within biking distance to Watkins and Hayes State Parks, Columbia Central High School and MIS.

| Priorities |
|---|
| • Complete sidewalk gaps |
| • Improved crosswalks so they are ADA compliant and provide safe routes to schools |
| • Provide trail connections to Watkins Lake State Park, Hayes State Park, Columbia Central High School/Columbia Lake, Clark Lake Spirit Trail and the Michigan International Speedway |
| |



Main Street in Brooklyn

- 1 Complete sidewalk gaps on Mill, King, Marshall, Tiffany, Constitution, Water and S Main
- 2 Paved shoulder on Mill St/Case and Riverside
- 3 Trail following abandoned rail corridor, in private property, connecting to Columbia Central High School and Lake Columbia
- 4 Unpaved trail following abandoned rail corridor, in private property, connecting to Watkins Lake State Park
- 5 Bike route on local roads
- 6 Bike route on local roads
- 7 Sidepath along Monroe Pike connecting to the Michigan International Speedway
- 8 MDOT plans to provide enhanced paved shoulders on Wampers Lake Road
- 9 Improve crosswalk - rectangular rapid flash beacon with in-road pedestrian signs
- 10 Improve crosswalk - detectable warning, curb ramps, high visibility markings, signs
- 11 Improve crosswalk - detectable warnings and in-road pedestrian signs
- 12 New crosswalk with in-road pedestrian signs

Client

Region 2 Planning
120 West Michigan Ave, 9th Floor
Jackson, Michigan 49201

Contact

Grant Bauman
GBauman@mijackson.org
517-745-9041

Sub-Consultant

livingLab

Dates

2019 to 2020

Budget

\$99,965

Personnel

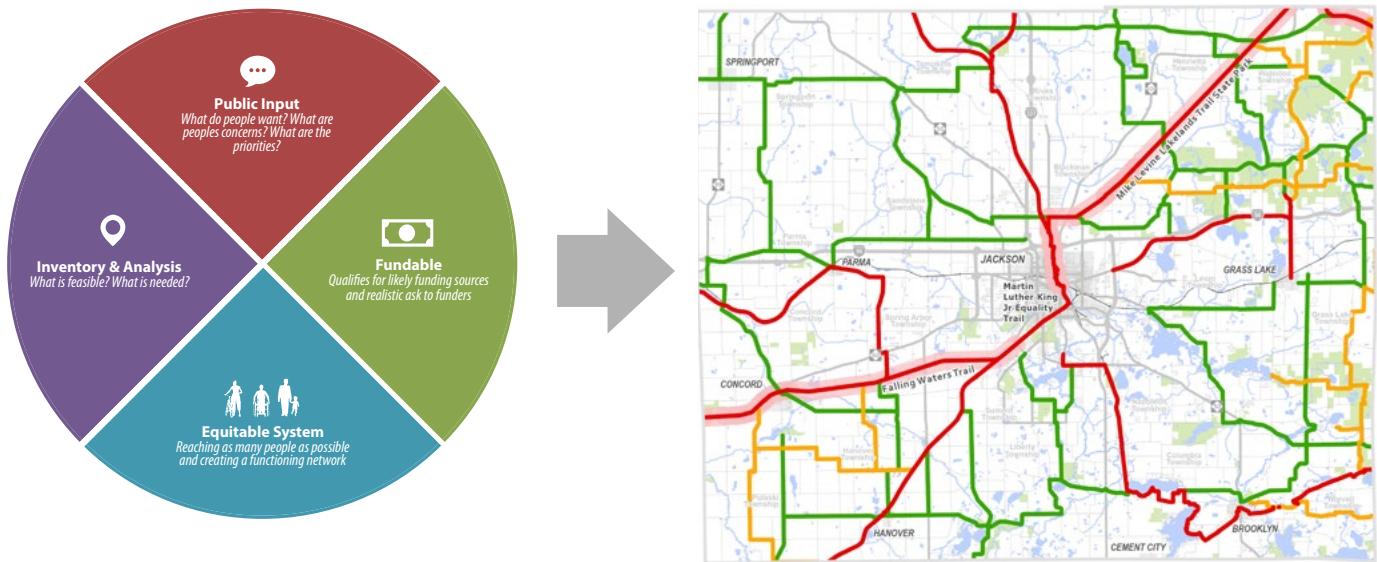
Norman Cox & Carolyn Prudhomme

Brooklyn Nonmotorized Network



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

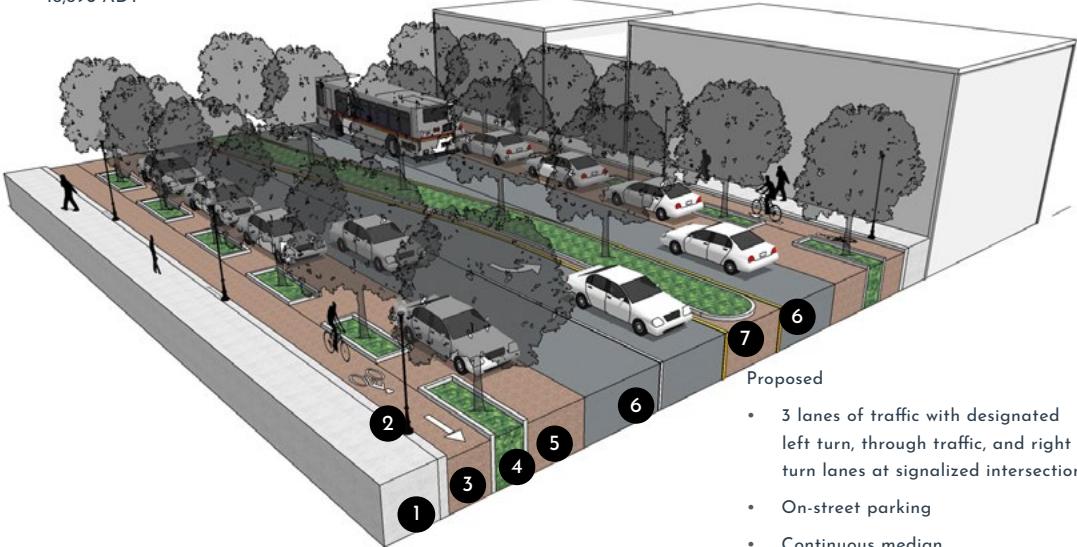
The Priority Routes and Trails are the result of a process that considered; the Public Input; the Inventory & Analysis; requirements of Funders; and the desire to create an Equitable System.



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.

Springboro Bicycle and Pedestrian Plan Update

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.

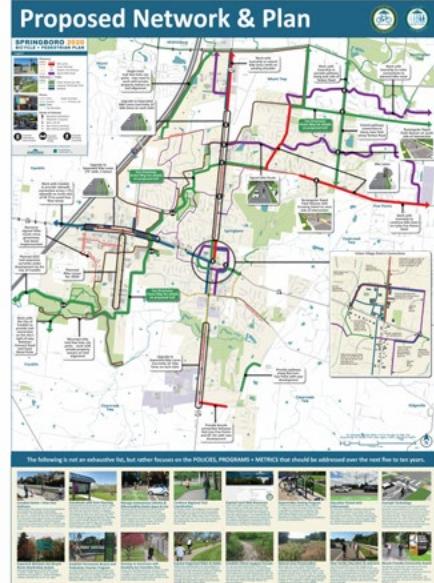
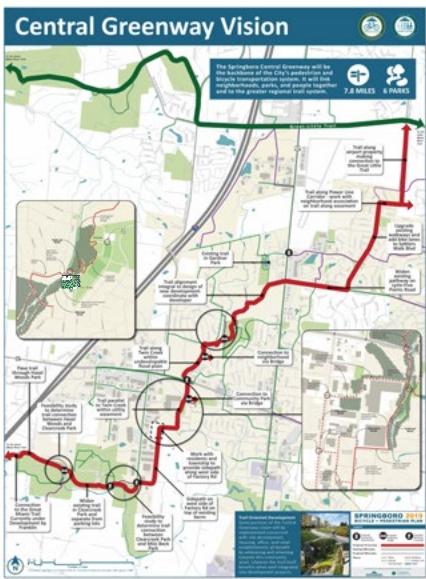
The implementation plan breaks down the Central Greenway into 12 segments that include planning level cost estimates and detailed recommendations.

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



TGC was also involved with the 2013 Bicycle and Pedestrian Plan and has been involved in continuing services every year which include:

- *Sub-consultant on the City's Master Plan*
- *Development and updates of the Biking in the Boro Pocket Guide*
- *Trail alignment and feasibility studies*
- *Cost estimates and implementation*
- *Bike route wayfinding and trail signage*
- *GIS and graphic support*
- *Trail marketing and branding*
- *Grant assistance*



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

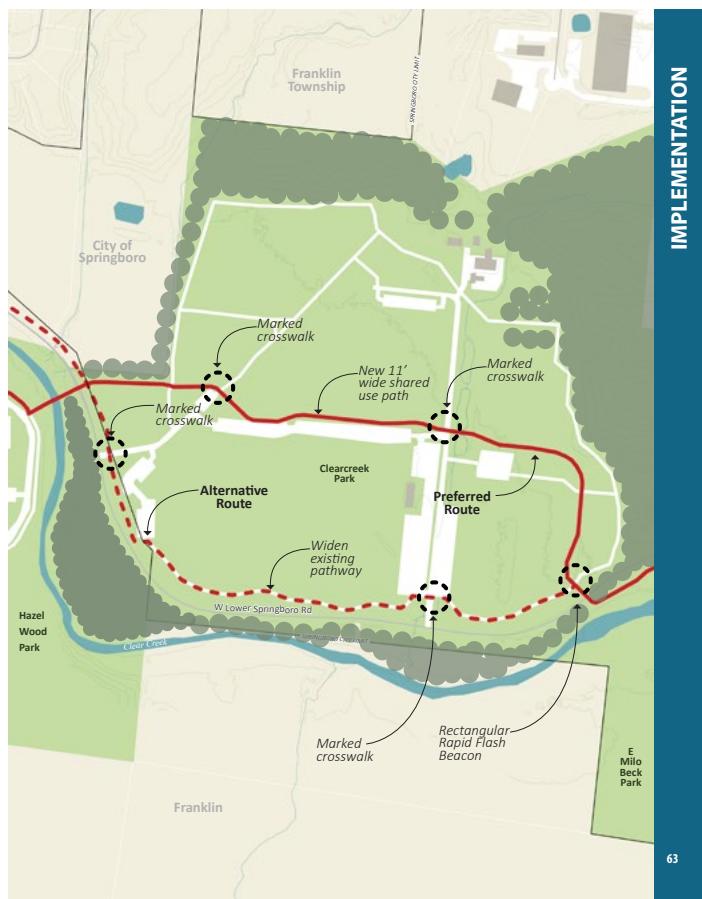
IMPLEMENTATION

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 |
| Construction Total | | | | \$361,200 |
| 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 |
| Total Project Cost | | | | \$433,440 |

IMPLEMENTATION

Trail segment pages structured to grant applications

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



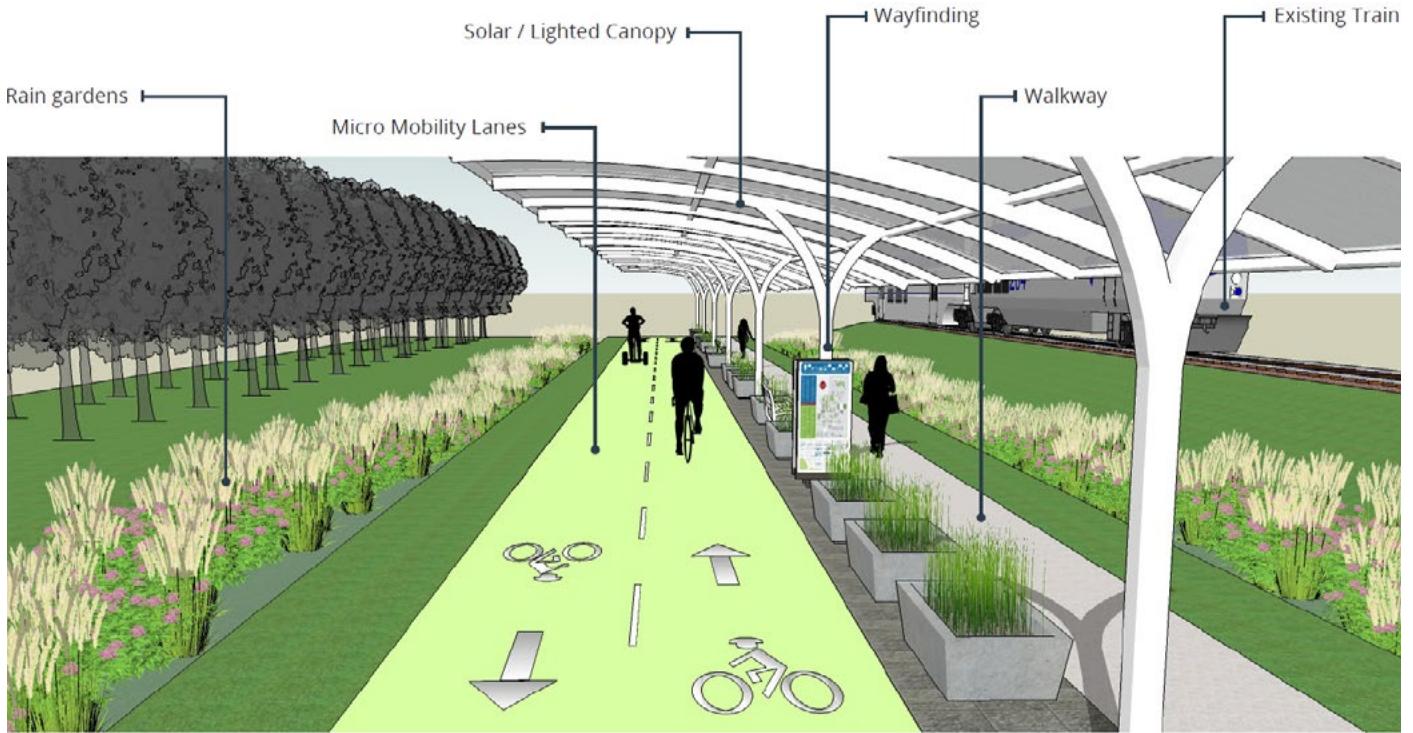
Incorporate Into Major Construction Projects



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



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.

| 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. |
| Basic Bike Lane Or Micro Mobility Lane  | Buffered Bike Lane Or Micro Mobility Lane  | Separated Bike Lane Or Micro Mobility Lane  |

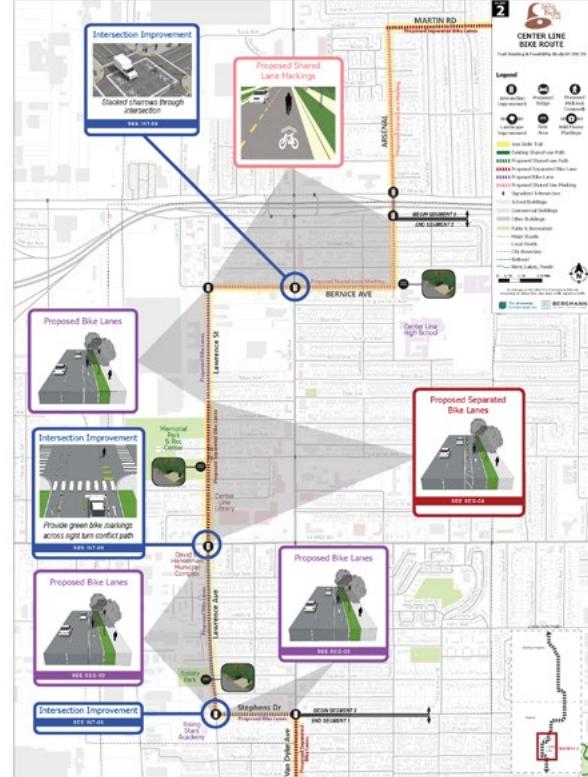
A goal of this plan is to remain flexible as the system and technology changes. Several of the recommended facilities can transition over time from relatively inexpensive and easy changes made with paint in the near-term to more expensive and complex changes that could be accomplished when done in concert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

Iron Belle Trail Route and Feasibility Study

The Iron Belle Trail Routing and Feasibility Study examined 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 to close the southern Macomb County gap in the Iron Belle Trail network and 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 showcased community assets and provided a safe, comfortable, and easy route to navigate through the community's of Warren, Center Line, and Sterling Heights.

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



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

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.



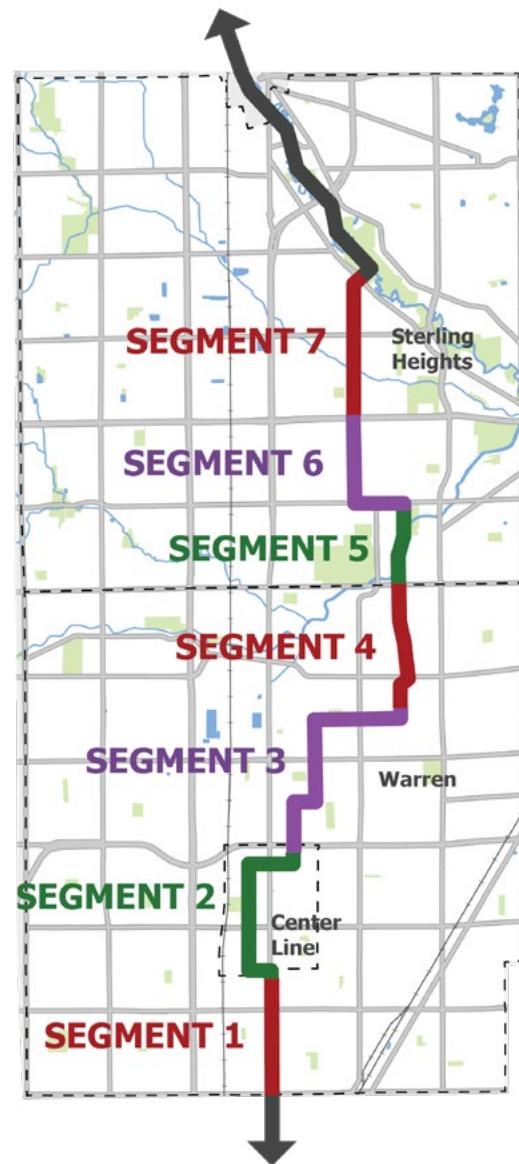
Signed bike routes on residential roads



Protected bike lanes with intersection turn box



Bike signal with green bike markings across intersection



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.

Client Mason County Growth Alliance
5300 W US 10
Ludington, Michigan

Contact Spence Riggs, former PM for MCGA
spenceriggs@gmail.com

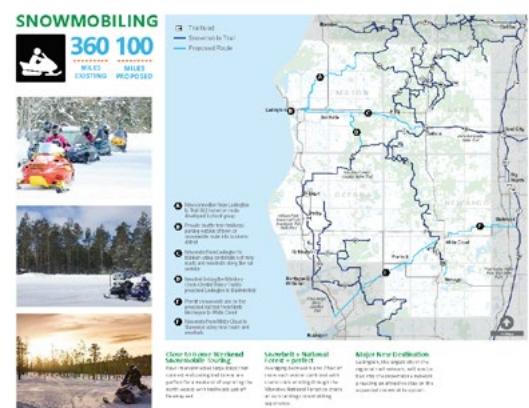
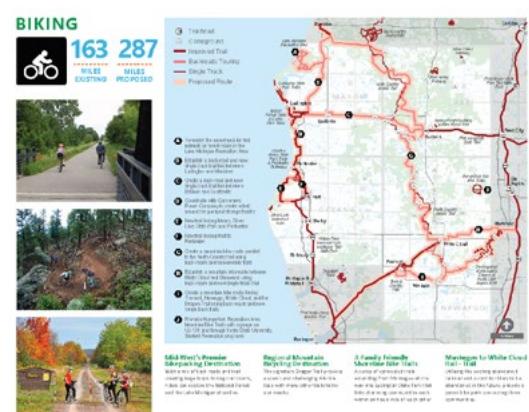
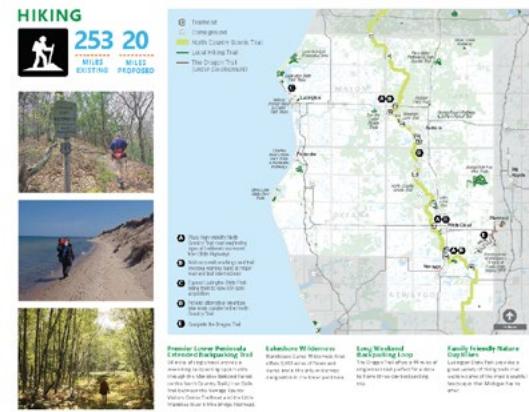
Jodi Nickols (current contact)
The Right Place, Inc
231-742-3328

Sub-Consultant livingLab
Williams & Works

Dates 2018 to 2019

Budget \$50,000

Personnel Norman Cox & Carolyn
Prudhomme



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.

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.