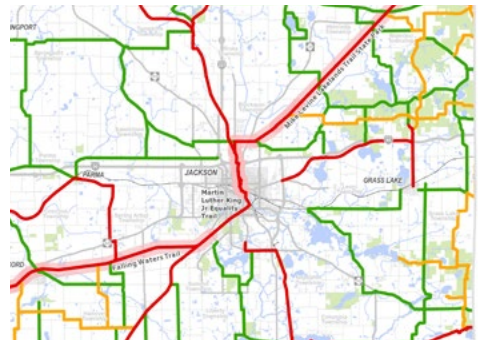
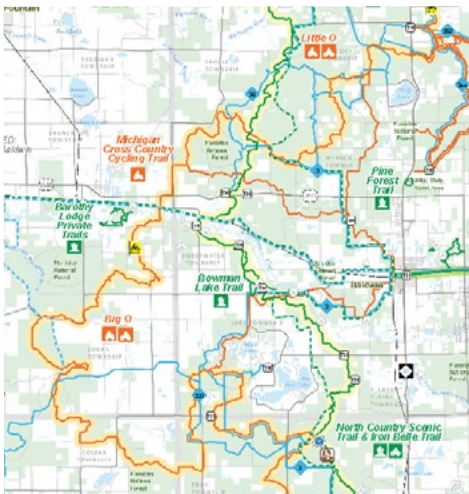
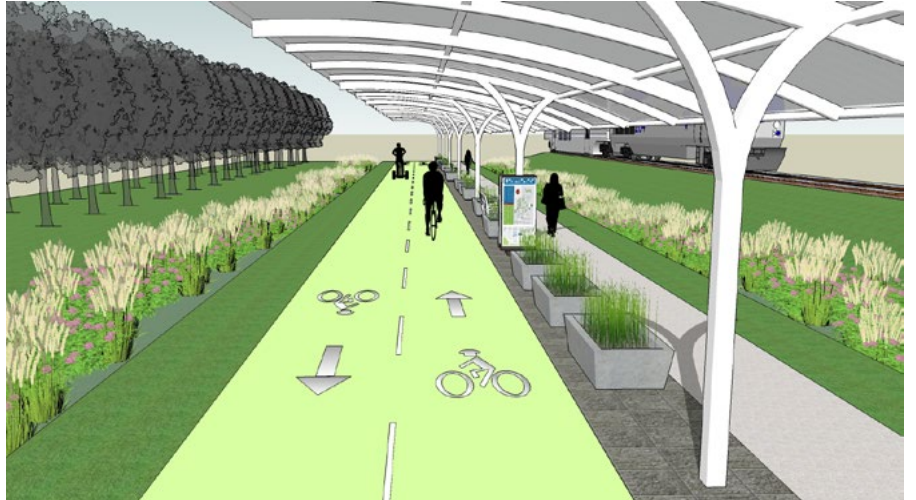


# Firm Qualifications







**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**

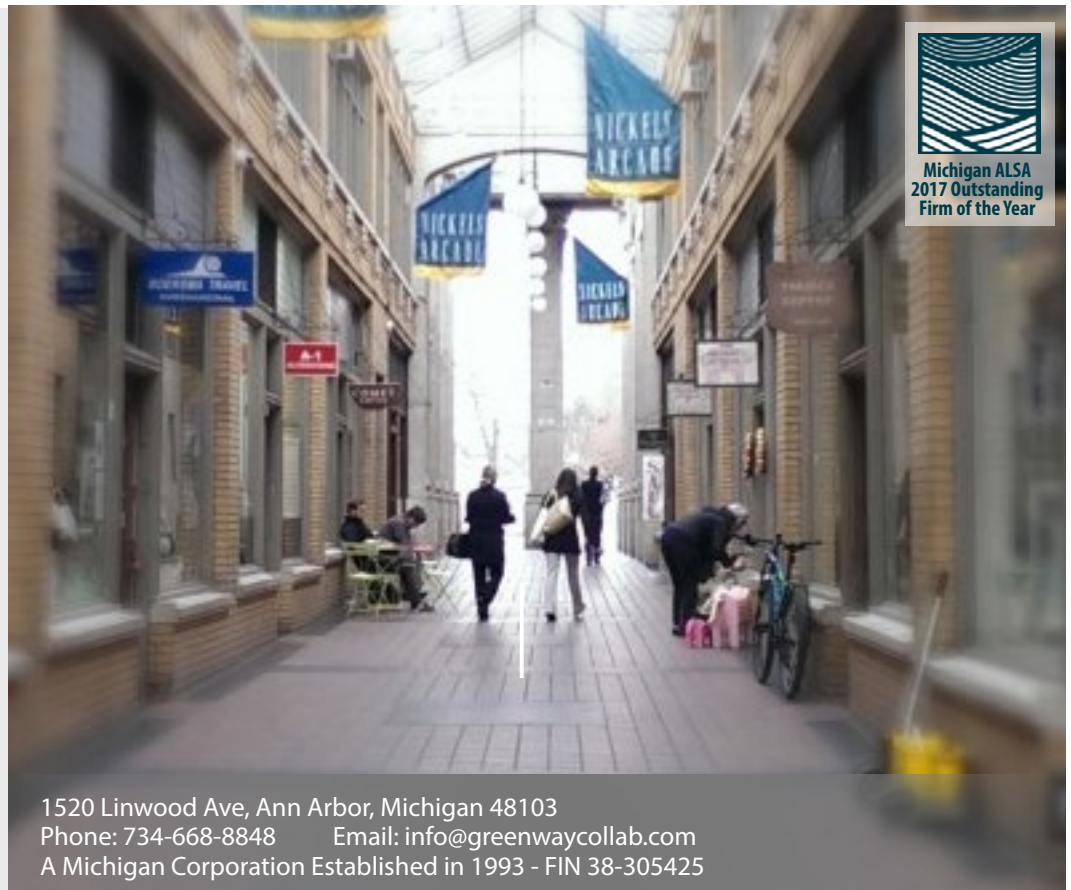
**Website Design and  
Management**

**Expert Technical  
Review and Design  
Consultation**

**Wayfinding and Signage  
Plans**

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

**Bicycle and Trail Maps**



1520 Linwood Ave, Ann Arbor, Michigan 48103  
Phone: 734-668-8848 Email: [info@greenwaycollab.com](mailto: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](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).





## Planscape Archineer



**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.

### **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*

### **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





#### **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*

## 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.

Carolyn excels at producing high-quality materials that enhance community awareness and support for non-motorized transportation initiatives.

#### **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

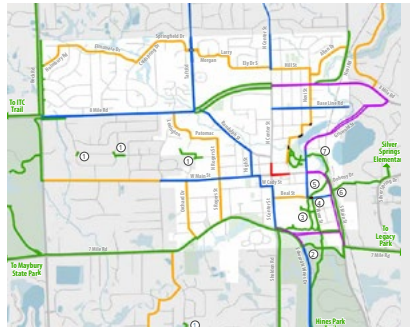
**Cass River Water Trail Website**  
Thumb Region, Michigan

# Nonmotorized Transportation Studies and Plans

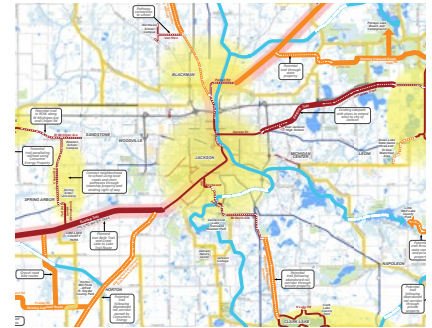
The Greenway Collaborative, Inc has worked on over 30 nonmotorized transportations studies and plans in Michigan and Ohio. Below are a few recent examples.



**Warren Active Mobility Plan**



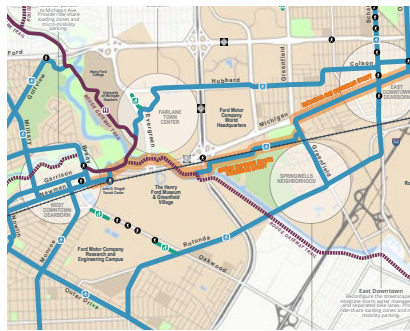
**Northville Non-motorized Plan**



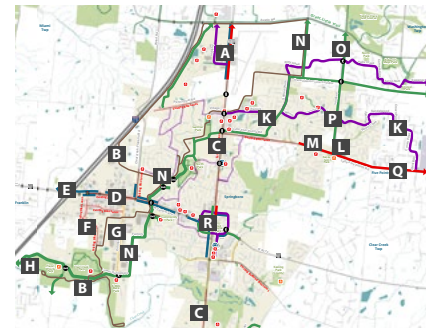
**Jackson City + County  
Nonmotorized Plan**



**Novi Active Mobility Plan**



**Dearborn Multimodal Plan**



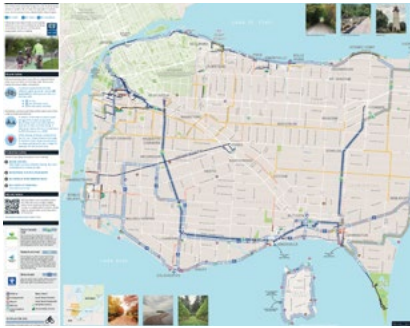
**Springboro Bicycle +  
Pedestrian Plan Update**

<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>

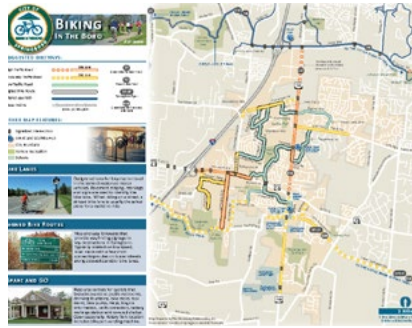
*Click on any of the project names to be directed to the project webpage where you may download the project report and related documents, or visit [www.greenwaycollab.com](http://www.greenwaycollab.com) for a listing of all projects.*

# Nonmotorized Guides and Maps

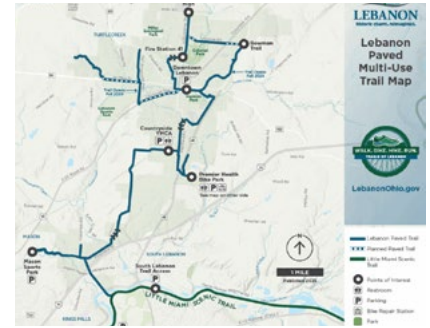
The Greenway Collaborative, Inc has developed over a dozen print and digital nonmotorized guides and maps in Michigan, Ohio, and Ontario, Canada. Below are a few examples.



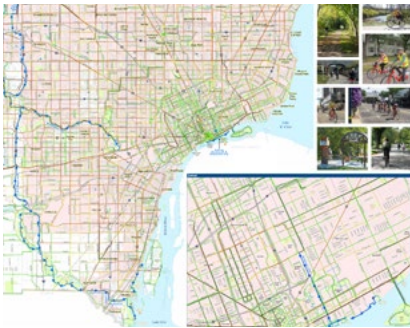
*Essex County Bikeways and Pathways Map*



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



*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*

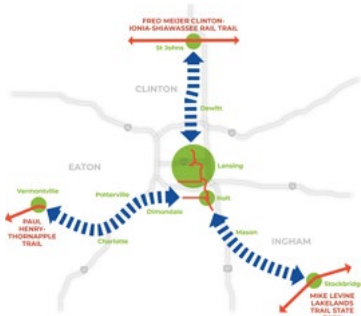
<b>Range of Clients</b>	<b>MDOT, Region, County, Large Community, Small Community</b>
<b>Types of Work</b>	<b>Trail Maps, Bicycle Guides, Walking Maps, Park Maps, Water Trail Maps</b>
<b>Fee Range</b>	<b>\$4,000 to \$50,000</b>

*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.*

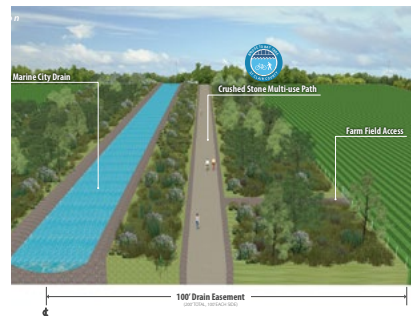


# Trails and Greenway Systems

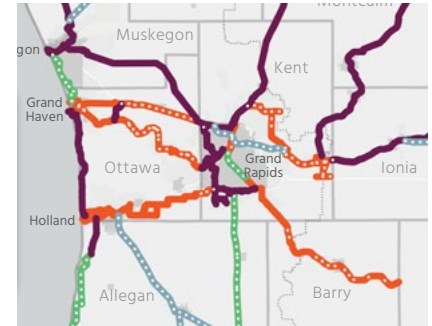
The Greenway Collaborative, Inc has worked on over 20 trail and greenway system plans in Michigan and Ohio. Below are a few recent examples.



**Tri-County Regional Trails Plan**



**Bridge to Bay Trail Implementation Assistance**



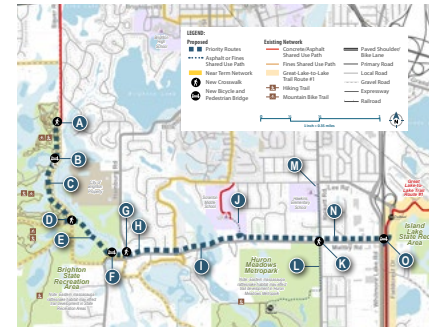
**West Michigan Trails Master Plan**



**Huron-Clinton Metroparks Regional Trail Study**



**Mason County Trails Development Plan**



**Livingston County Trails Plan**

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

# 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*



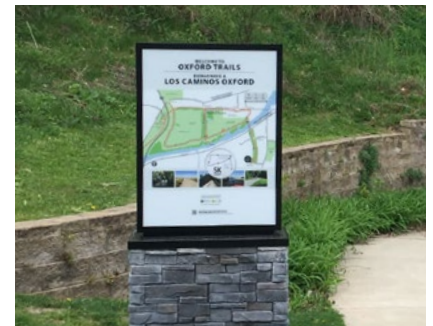
*MTGA Cross State Trail  
Branding and Marketing*



*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

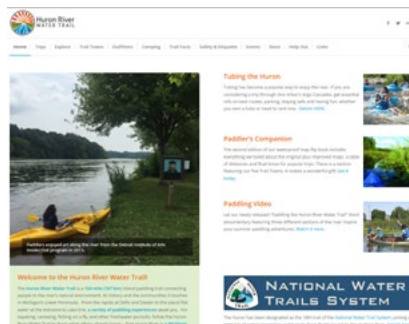
*Click on any of the project names to be directed to the project webpage where you may download the project report and related documents, or visit [www.greenwaycollab.com](http://www.greenwaycollab.com) for a listing of all projects.*

# Websites

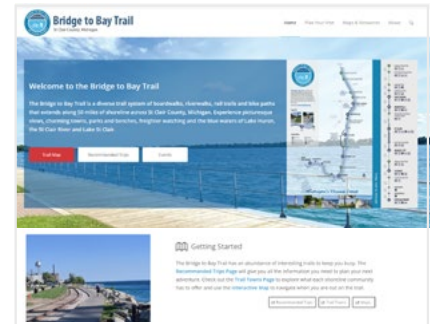
The Greenway Collaborative, Inc has created three trail websites, and hosted a dozen different community websites through WalkBike.Info, a website developed in-house as a communication tool for client projects. All website were developed in Wordpress, including the company's website at [www.greenwaycollab.com](http://www.greenwaycollab.com).



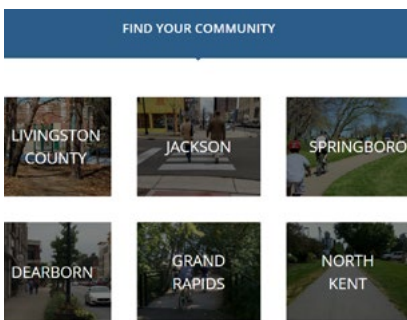
*Cass River Water Trail Website*



*Huron River Water Trail Website*



*Bridge to Bay Trail Website*



*WalkBike.Info*

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



## 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).

- *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.

<b>Client</b>	<b>City of Warren</b> <b>One City Square Warren, MI</b>
<b>Contact</b>	<b>Michelle Katopodes, AICP, Planner</b> <b><a href="mailto:mkatopodes@cityofwarren.org">mkatopodes@cityofwarren.org</a></b> <b>568-574-4687</b>
<b>Sub-Consultant</b>	<b>Fishbeck</b>
<b>Dates</b>	<b>2024 to 2025</b>
<b>Budget</b>	<b>\$97,000</b>
<b>Personnel</b>	<b>Norman Cox &amp; Carolyn Prudhomme</b>







# WARREN ACTIVE MOBILITY PLAN

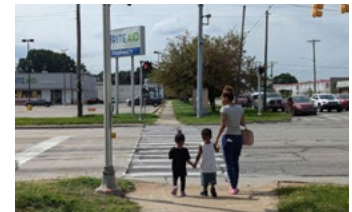
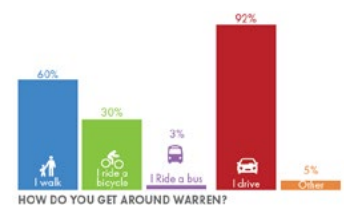
Creating a Safer, Healthier, and Better Connected Community

## 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.



## 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.



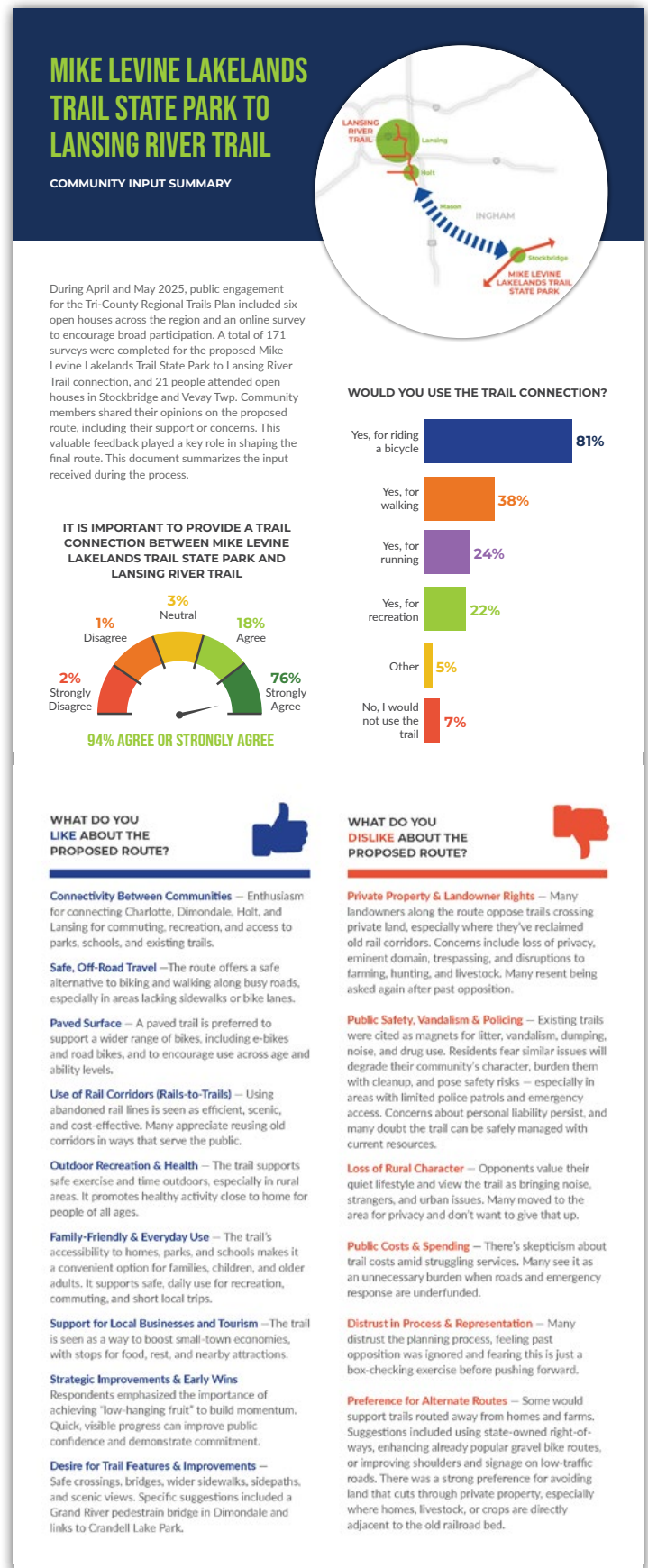


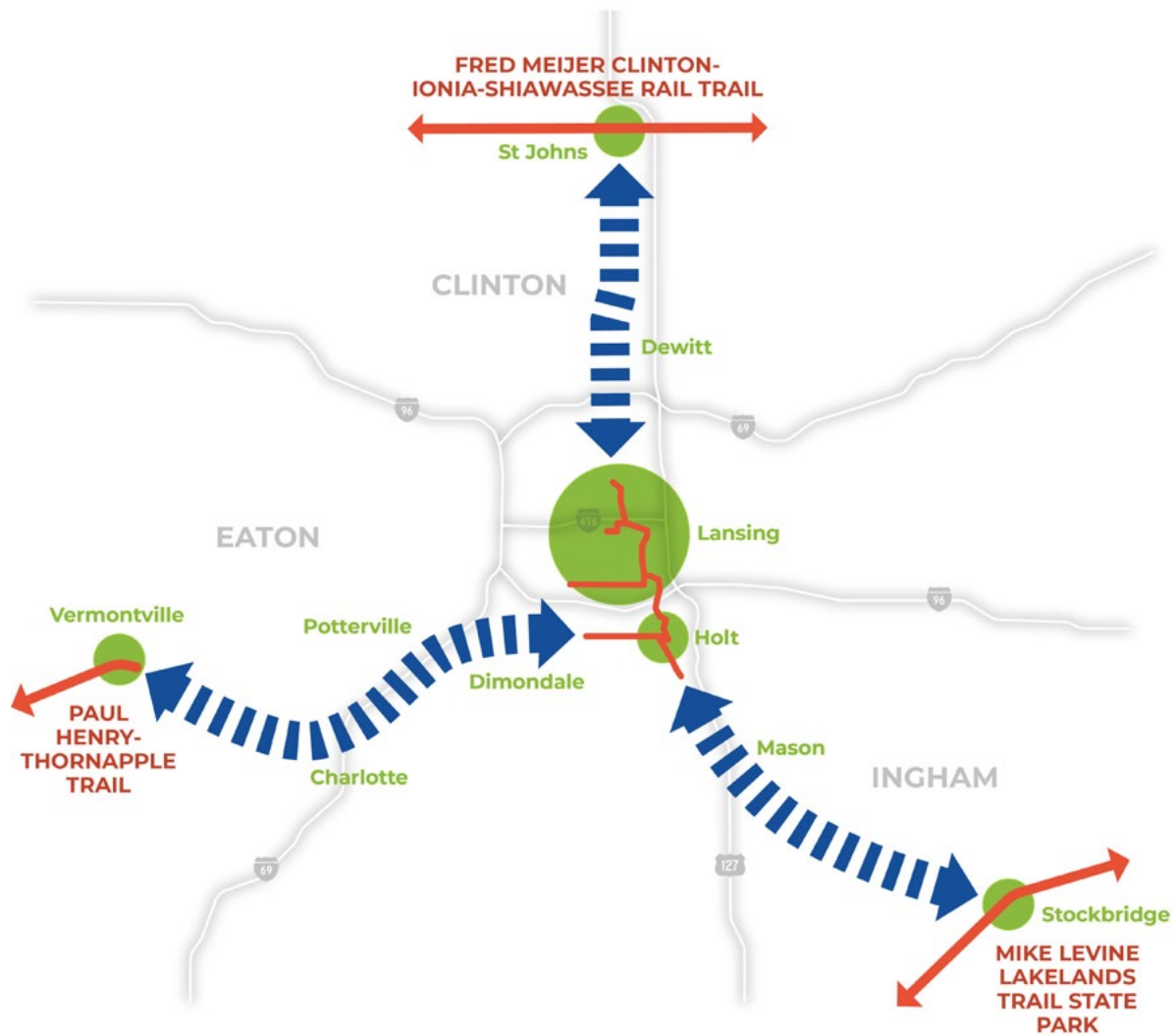
# Tri-County Regional Trails Plan

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





*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

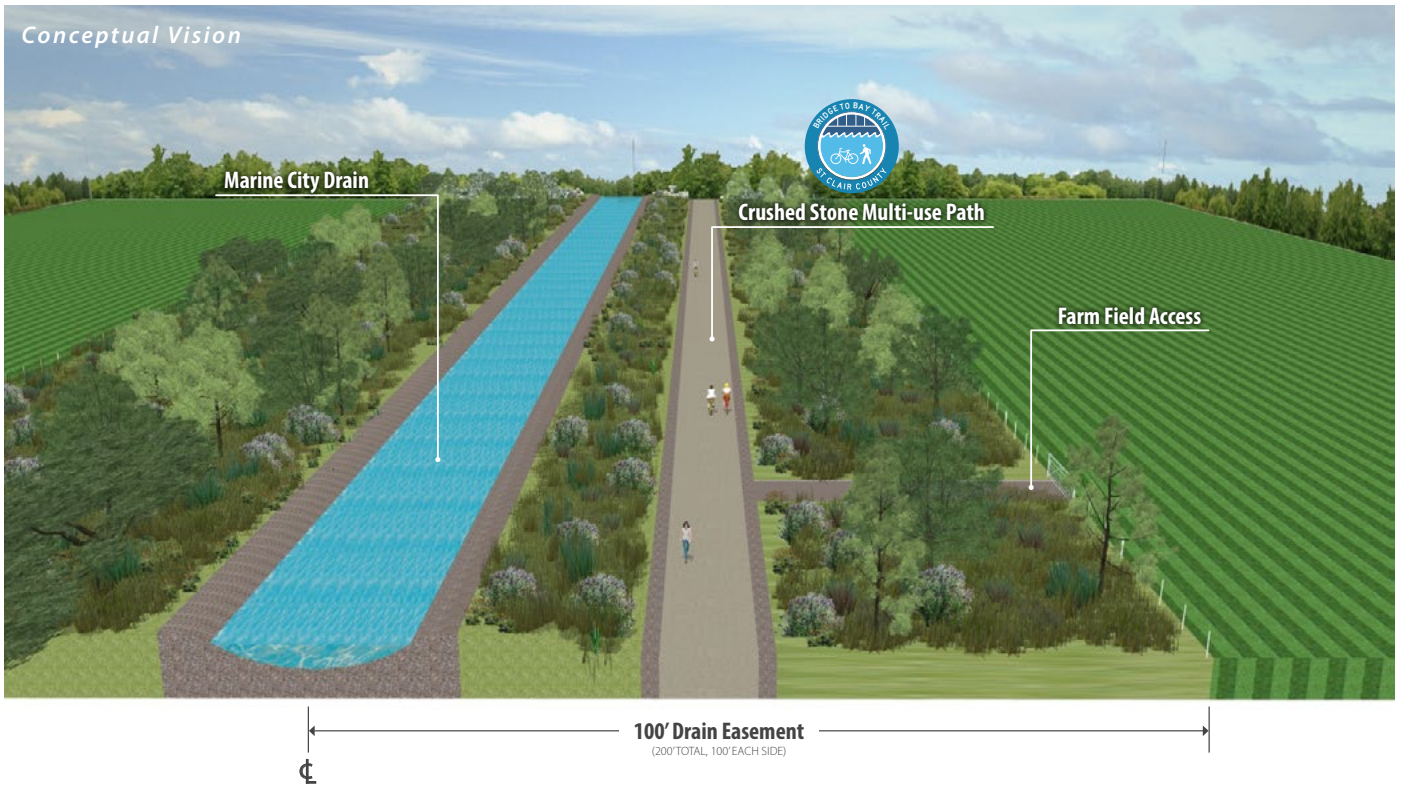
**Personnel** Norman Cox & Carolyn Prudhomme





# BRIDGE TO BAY TRAIL: MARINE CITY DRAIN IN COTTRELLVILLE

Conceptual Vision

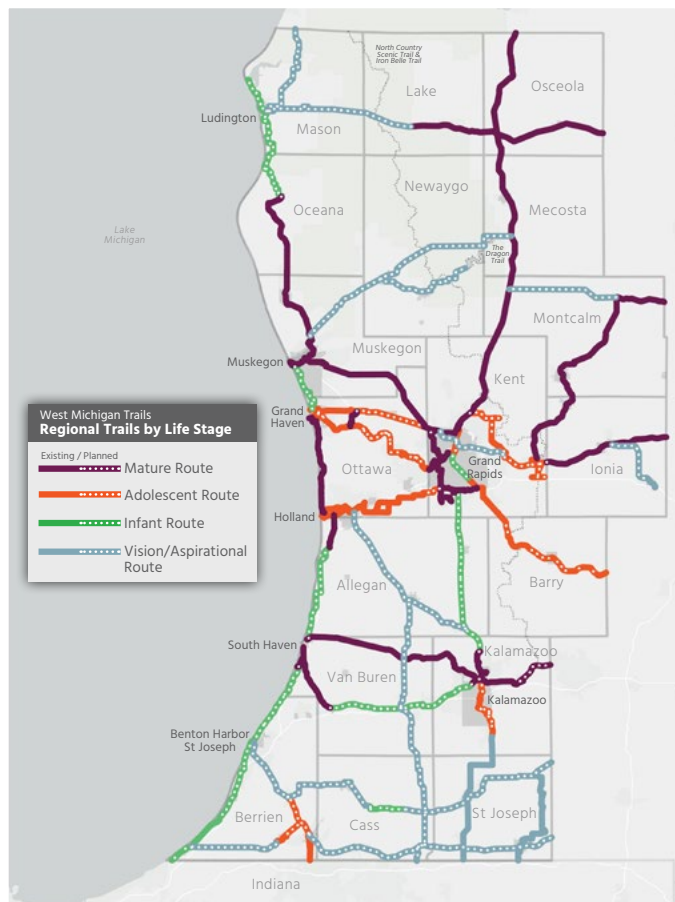


# West Michigan Regional Trails Master Plan

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.

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





## 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.*

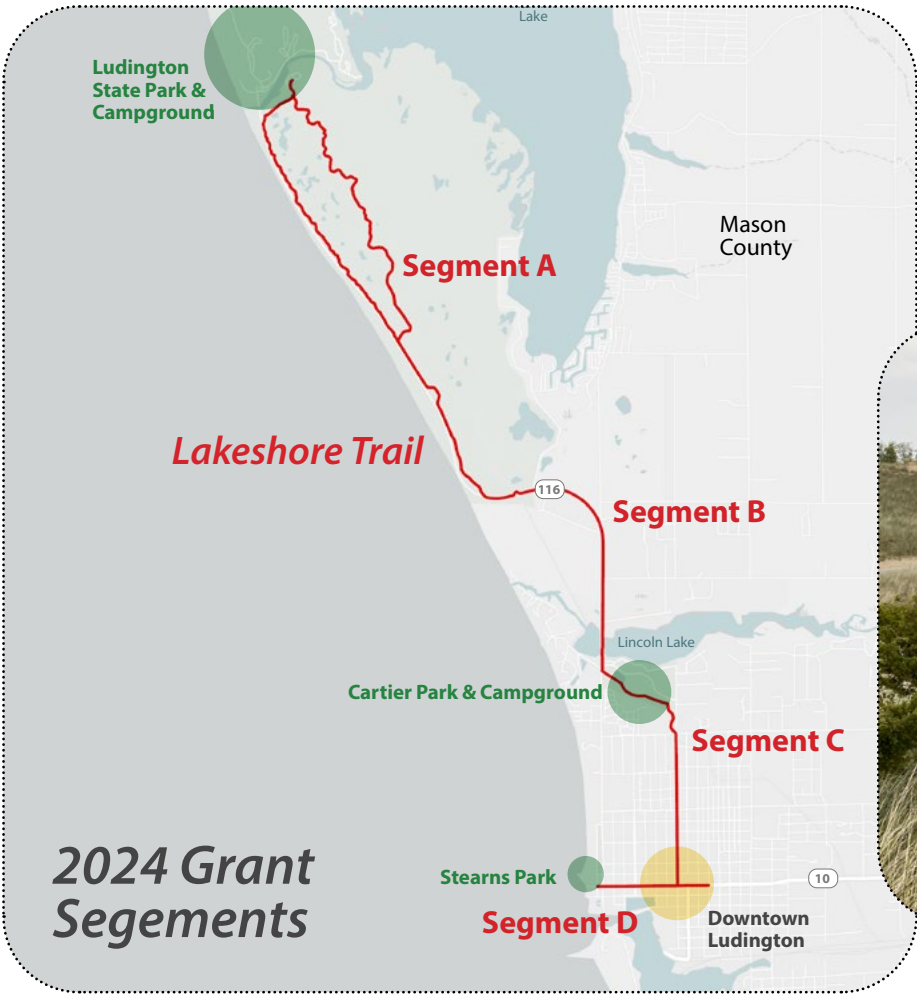


# Mason County Trails Development Plan

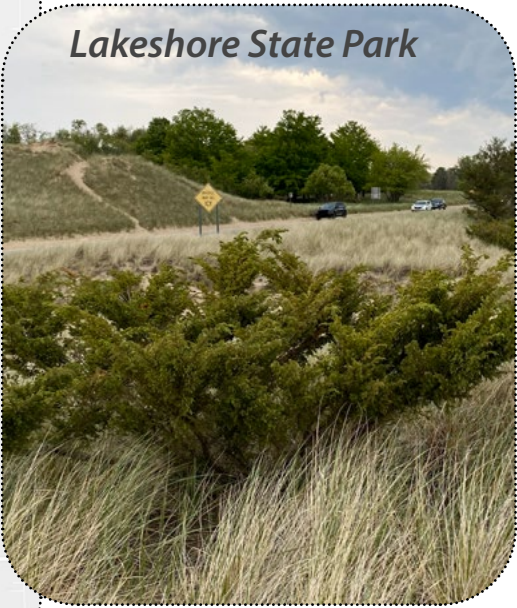
The plan focuses on analyzing and prioritizing the implementation of segments within the WOW Trail System Plan. The project aims to identify specific sub-segments, assess their status in the project development pipeline, and evaluate factors such as compatibility with community and public agency plans,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



**Ludington  
State Park &  
Campground**

**2024 Grant  
Segments**

**Cartier Park & Campground**

Ludington

**Buttersville Park & Campground**

**Pere Marquette Conservation Park**

**Mason County Campground**

**Consumers Energy Scenic Overlook**

**25 MILES  
2.5 HOUR BIKE RIDE**

Hamlin  
Lake

Lincoln Lake

Mason  
County

Pere  
Marquette  
Lake

Reservoir

Bass  
Lake

Oceana  
County

**Lakeshore  
Trail**

116

10

31

# 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](mailto:janet.briles@metroparks.com)  
810-644-6117

**Prime** PEA Group

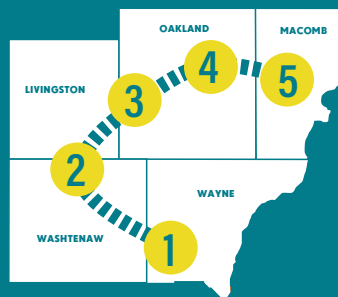
**Dates** 2023 to 2024

**Budget** \$72,730

**Personnel** Norman Cox & Carolyn  
Prudhomme



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



**1** Lower Huron Metropark  
to I-275 Metro Trail

**2** Hudson Mills to Huron  
Meadows Metroparks

**3** Kensington to Indian  
Springs Metroparks

**4** Indian Springs to  
Stony Creek Metroparks

**5** Wolcott Mill Metropark  
to Macomb Orchard Trail



## KENSINGTON TO INDIAN SPRINGS METROPARK COMMUNITY INPUT SUMMARY



Would You Use the Proposed Route?

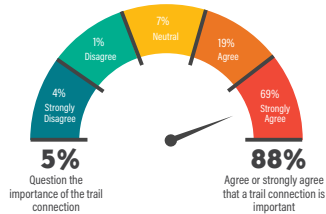
**39%** Yes for Walking

**88%** Yes for Biking

**20%** Yes for Running

**10%** Yes for Other  
Horseback Riding, E-bikes,  
One-wheel, Rollerblades, Dog  
Walking, Skiing, Snow Shoeing

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 Taggerdine.

**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 concerns 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

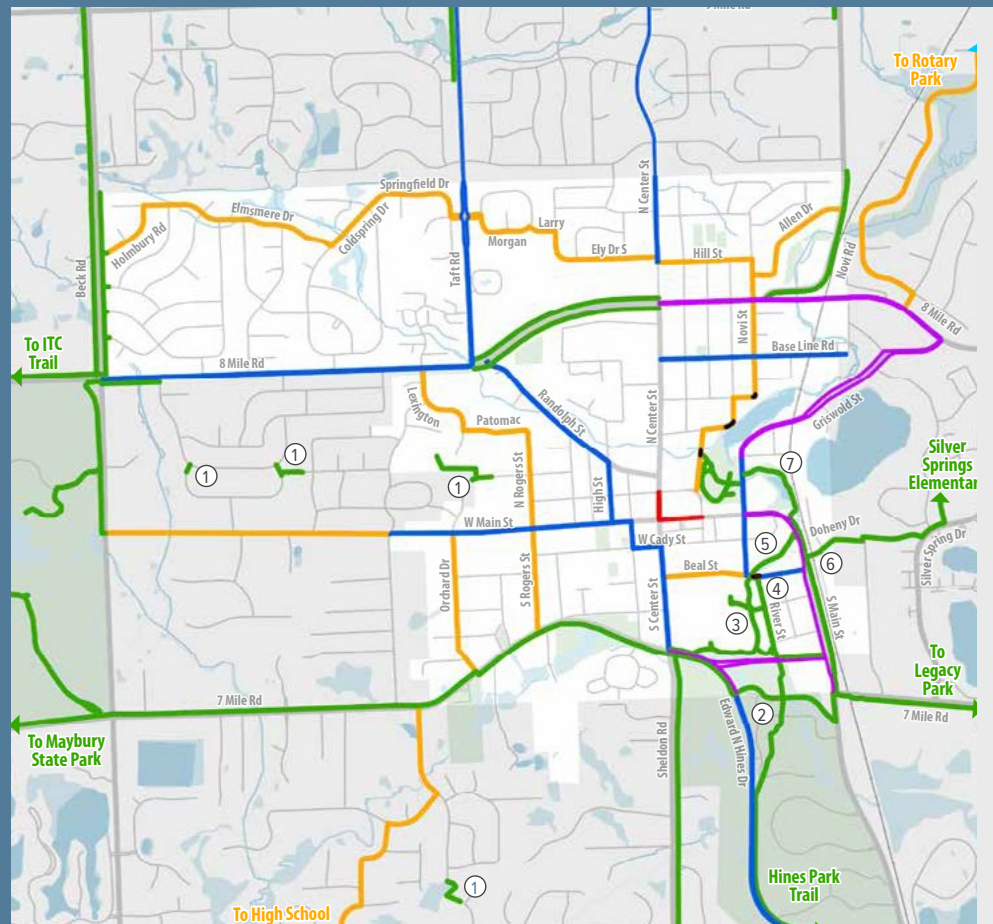
Against the backdrop of significant changes and development in the downtown area, this project's primary focus is on identifying achievable near-term connections for the small community. Moreover, an in-depth evaluation of fifteen specific road corridors was conducted to gain a comprehensive understanding 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.







**84%**  
Would use a sidewalk



**97%**  
Would use a side path



**24%**  
Would use sharrows



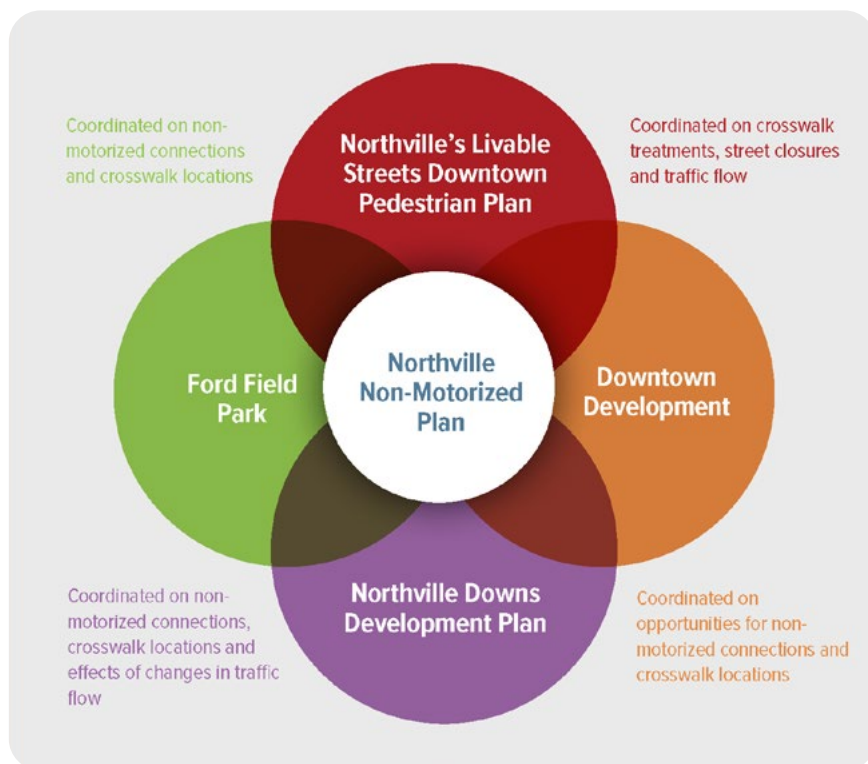
**40%**  
Would use on-road bike lanes



**90%**  
Would use off-road trails

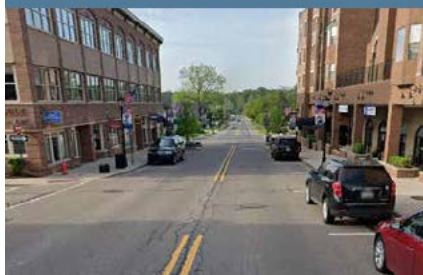


**62%**  
Would use protected bike lanes



## S CENTER STREET/SHELDON ROAD

Main Street to Northville Twp



### 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*

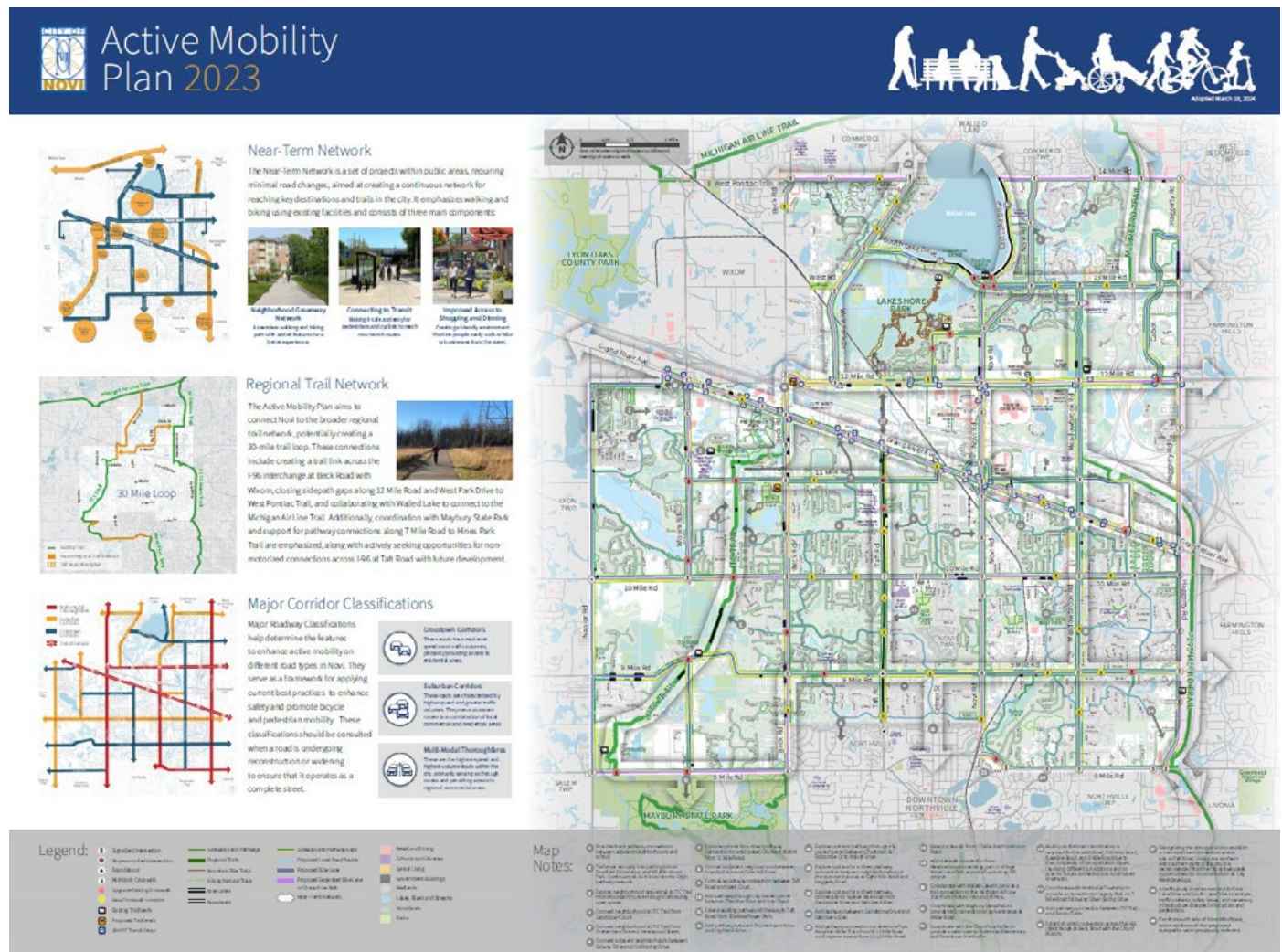


# Novi Active Mobility Plan 2023

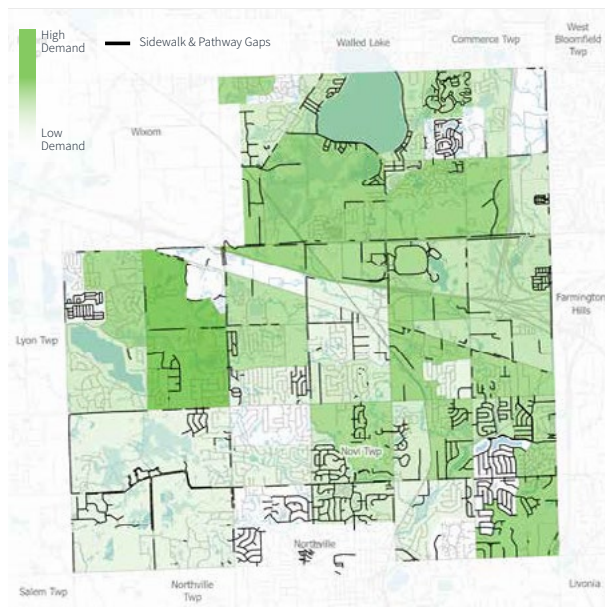
The Greenway Collaborative was involved in the award-winning City of Novi Non-motorized Master Plan in 2011 and is now part of the 2023 update. The project kicked-off at the end of November and the Plan Refinement and Implementation stage is currently underway.

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.

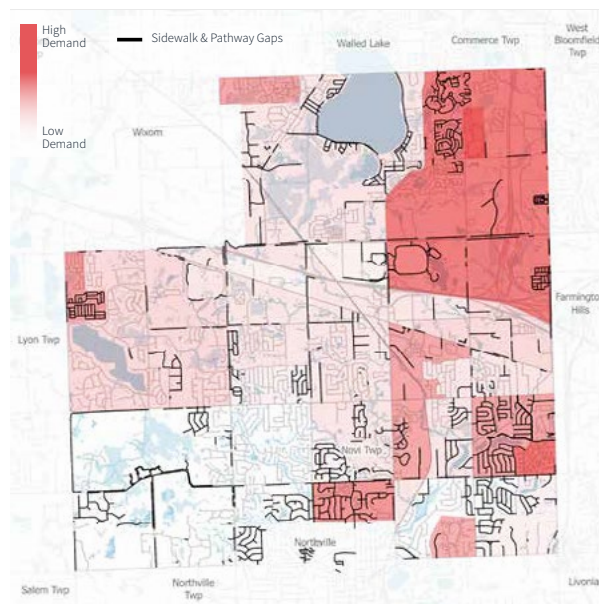
<b>Client</b>	<b>City of Novi</b> 45175 Ten Mile Road Novi, Michigan 48375
<b>Contact</b>	<b>Barbara McBeth, City Planner</b> bmbeth@cityofnovi.org 248-347-0587
<b>Sub-Consultant</b>	<b>Fishbeck</b>
<b>Dates</b>	<b>2022 to 2023</b>
<b>Budget</b>	<b>\$89,174</b>
<b>Personnel</b>	<b>Norman Cox &amp; Carolyn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



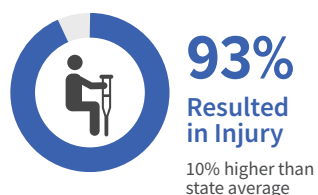
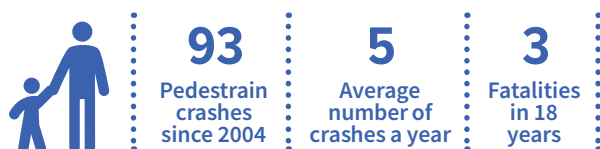
*A comprehensive inventory and analysis leads to data-driven recommendations.*



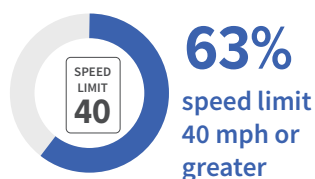
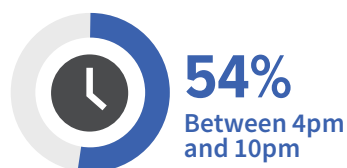
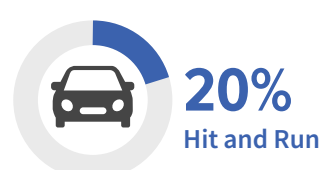
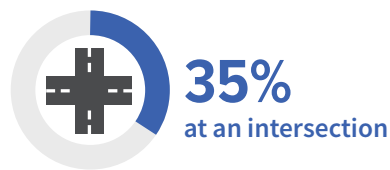
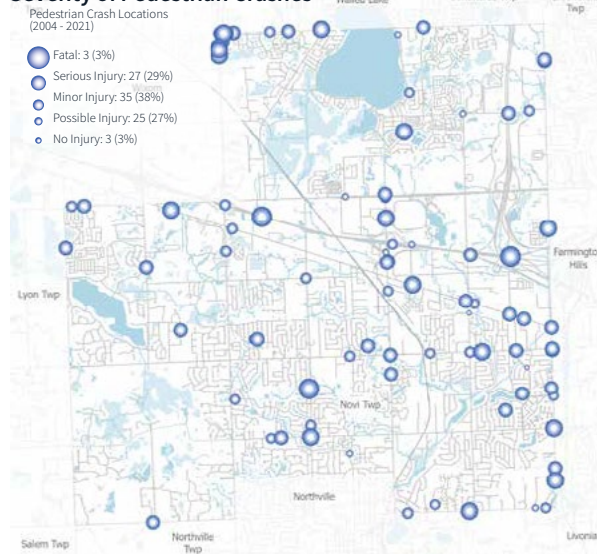
*This map highlights areas where there is potential for non-motorized travel and gaps in the sidewalk and pathway network*



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



### Severity of Pedestrian Crashes



*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.*



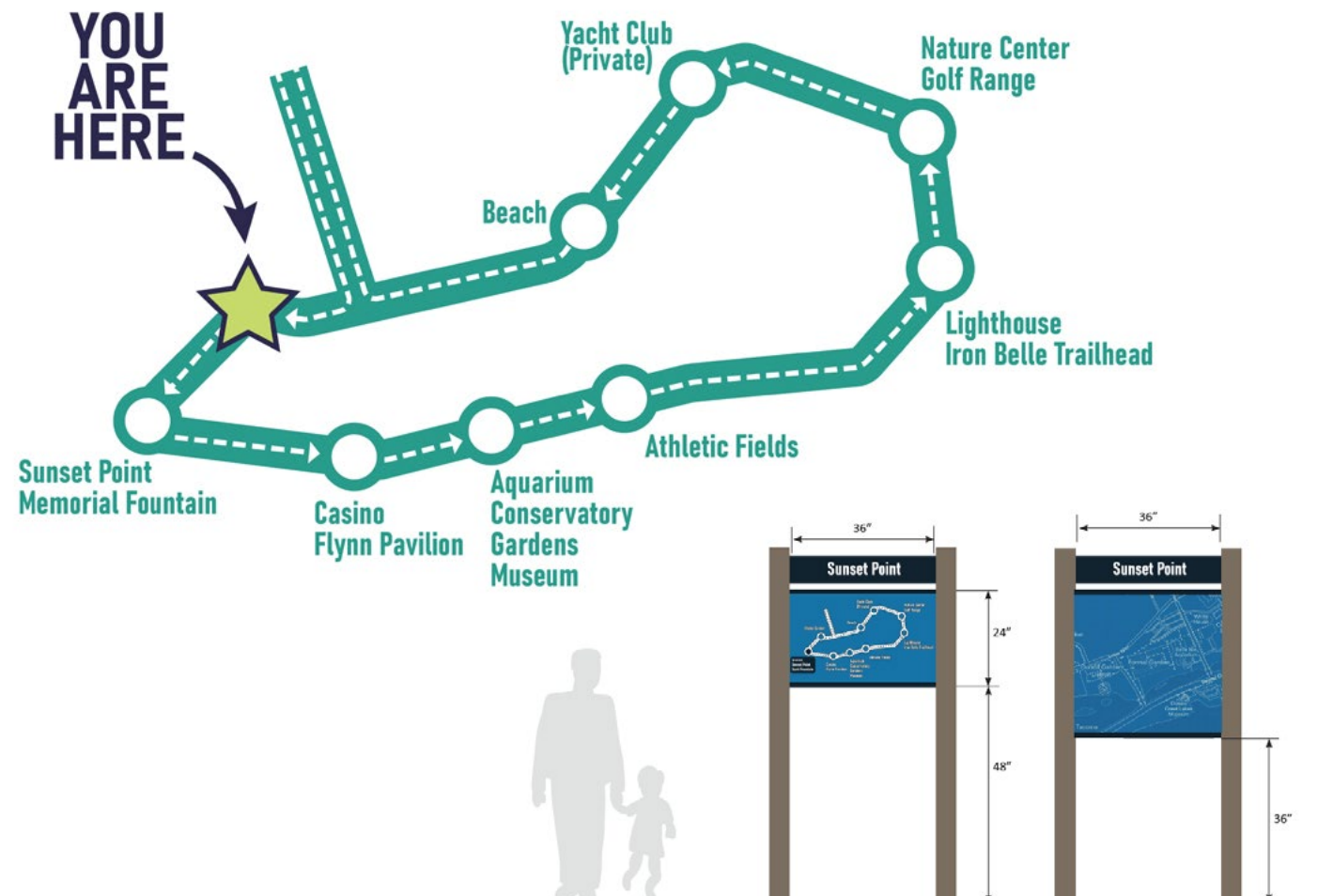
# Belle Isle Multimodal Mobility Study

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

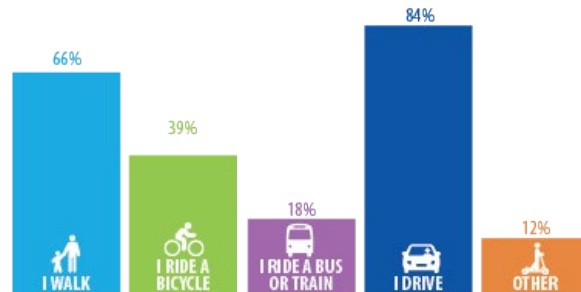
## Active Transportation Plan

**20**  
meetings with  
local groups

**9**  
public input  
events

**275+**  
online map  
comments

**1000+**  
surveys  
completed



HOW DO YOU GET AROUND DAYTON?

### People Walking... running, in a wheelchair, pushing stroller, etc.

#### RATE YOUR SATISFACTION WITH WALKING IN DAYTON RIGHT NOW



#### I AM INTERESTED IN WALKING...



### People Riding... bike, scooter, skate, etc.

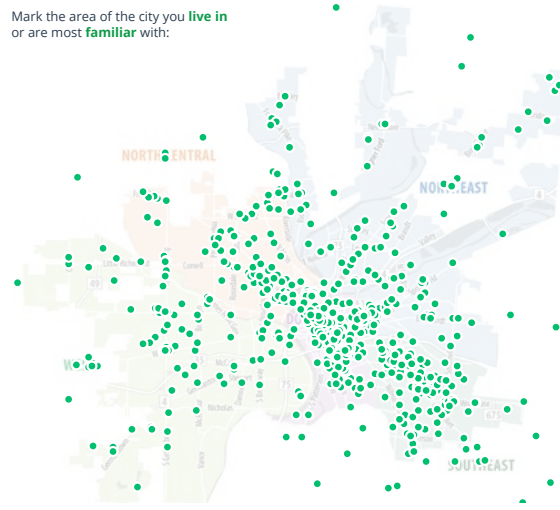
#### RATE YOUR SATISFACTION WITH RIDING IN DAYTON RIGHT NOW



#### I AM INTERESTED IN RIDING...



Mark the area of the city you **live in**  
or are most **familiar** with:





# 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

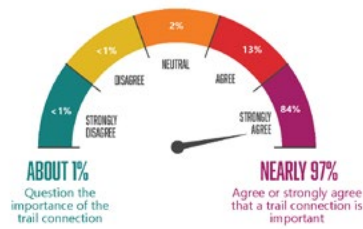


**1000+**  
surveys  
completed

### 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?



- 1 Provides a Safe Route
- 2 Connects All the Parks
- 3 Direct Connection
- 4 Connects to Existing Trails
- 5 Easy and Efficient
- 6 Safe Crossing at US-23
- 7 Neighborhood Access
- 8 Avoids Expressway Roundabouts
- 9 Path Separated from Road
- 10 Option for Longer Rides/Trips
- 11 Location
- 12 More Nonmotorized Routes

TOP 12 ANSWERS

### WHAT DO YOU DISLIKE ABOUT THE CENTRAL ROUTE?



- 1 Nothing
- 2 Along Major Roadway with Traffic
- 3 Need Path Separated from Road
- 4 Maltby is a Busy Road
- 5 Need Connection to Brighton
- 6 Need Connection to Lakelands Trail
- 7 Route into Huron Meadows
- 8 It is Not Built Yet
- 9 Cost
- 10 Ends too soon at Brighton Rec Area
- 11 Expressway Roundabouts
- 12 Expressway Roundabouts

TOP 12 ANSWERS

### WHAT WOULD YOU CHANGE ABOUT THE CENTRAL ROUTE?



- 1 Nothing
- 2 Separate Path from Road
- 3 Connect to Brighton
- 4 Connect to Lakelands Trail
- 5 Loop in Huron Meadows
- 6 Bike Lanes
- 7 Paved Pathway
- 8 Avoid Major Roadways
- 9 Connect to Bishop Lake
- 10 Build More Trails
- 11 More Trail Amenities
- 12 Loop in Huron Meadows

### TELL US ANYTHING ELSE YOU FEEL IS IMPORTANT:

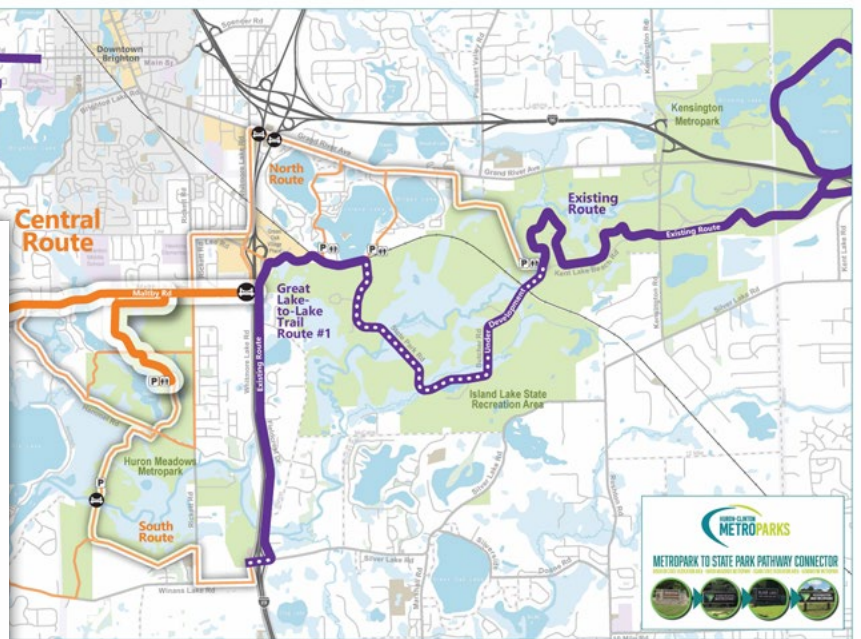


- 1 We Love It
- 2 Please Built It
- 3 Safety is Key
- 4 Added Value to Community
- 5 Separate Path from Road
- 6 Build More Trails
- 7 Thank You
- 8 More Trail Amenities
- 9 Connect to Lakelands Trail
- 10 Signs and Wayfinding
- 11 Paved Trails
- 12 Wild Trails



ONLINE INPUT AVAILABLE THROUGH  
SUNDAY, SEPTEMBER 26<sup>TH</sup>

[WWW.WALKBIKE.INFO/PARKCONNECTOR](http://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.

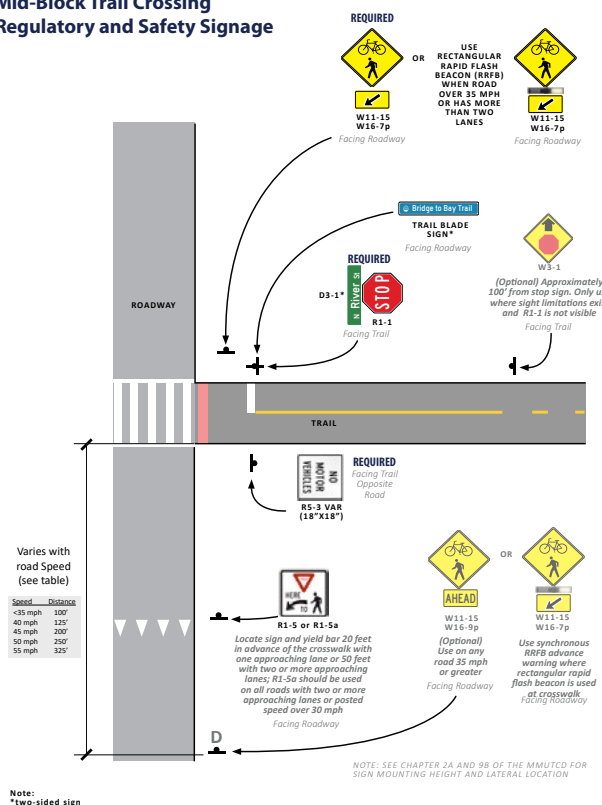
# Bridge to Bay Trail Identification, Wayfinding, and Safety Improvement Plan

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.

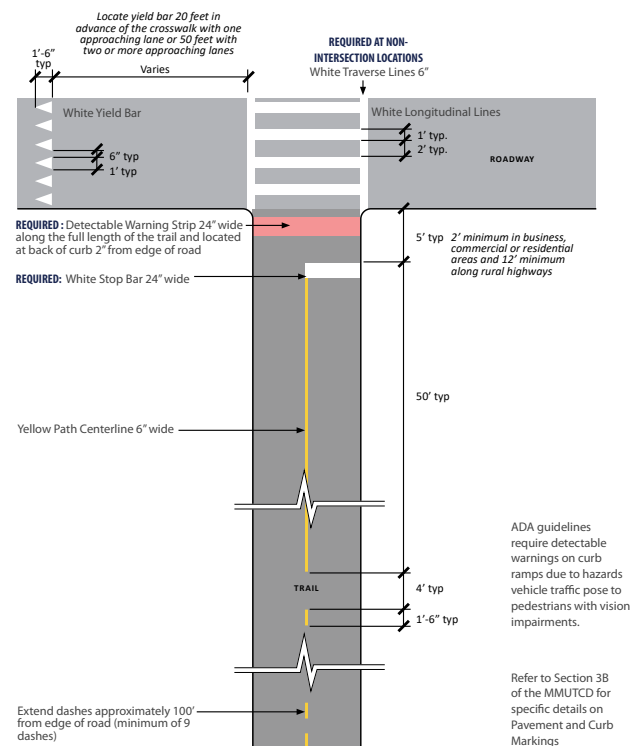
The six-month planning process included: Trail System Definitions, Route Site Analysis, Trail Standards, Baseline Safety Improvements, Sign and Pavement Marking Plan, and Implementation Assistance as needed. The end product provides a resource for St. Clair County, and acts as a model for other trails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

<b>Client</b>	<b>Friends of the St Clair River</b> 480 S Water St Marine City, Mi 48039
<b>Contact</b>	<b>Sheri J Faust</b> sfaust@stclaircounty.org 810-730-5998
<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>

## 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.*





*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.

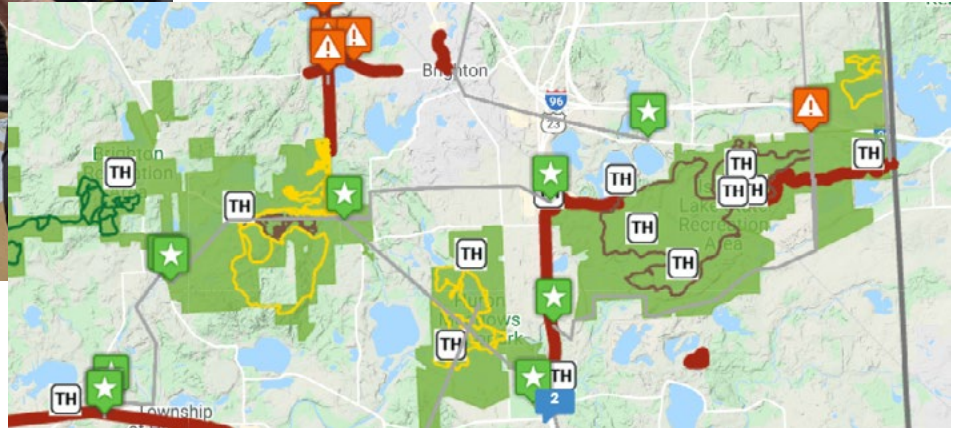
Elements of the planning process include inventory/analysis, development of a GIS trail database, a trail summit, a gap and feasibility study of potential routes, identification of priority routes, and cost estimates.

<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>



*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*



# 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.

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

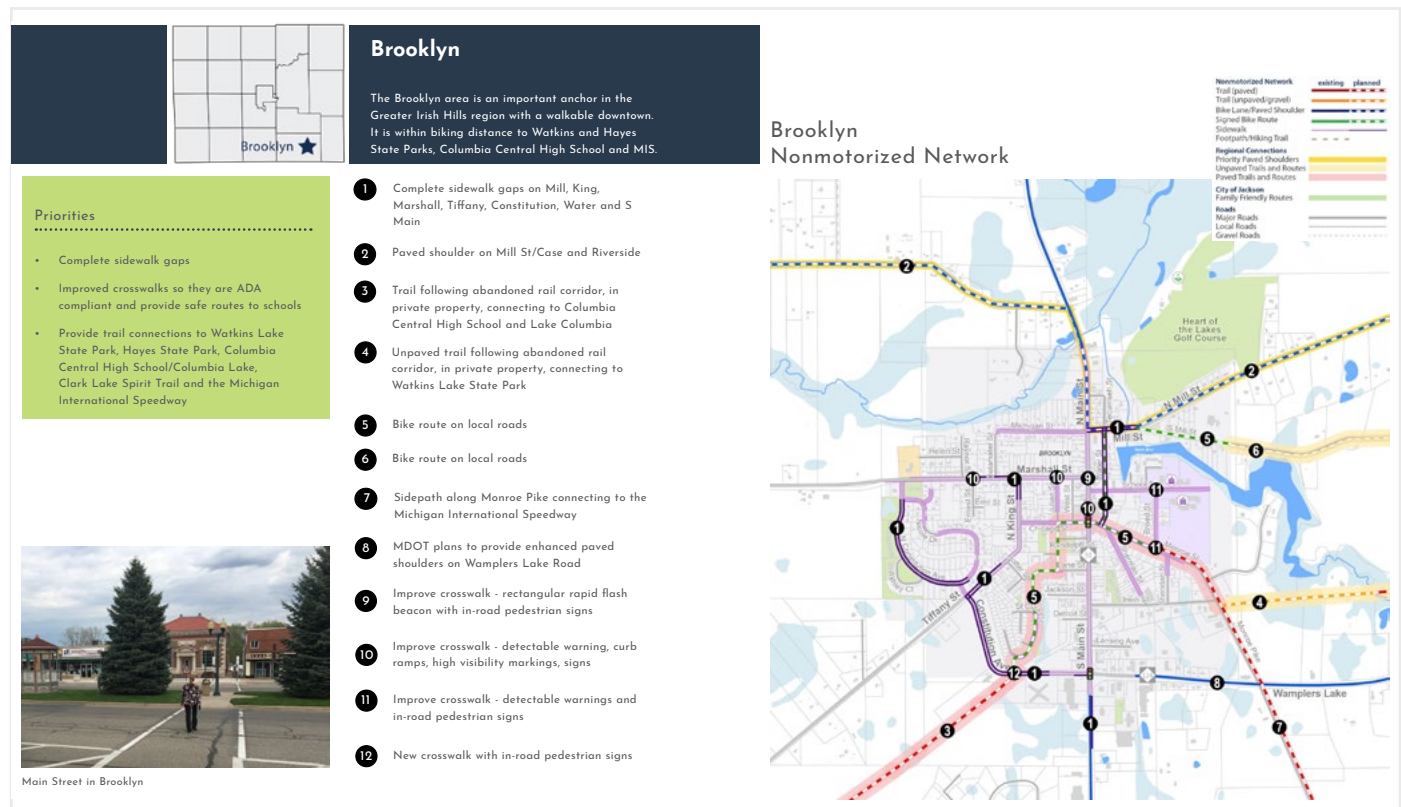
**Contact** Grant Bauman  
GBauman@mijackson.org  
517-745-9041

**Sub-Consultant** livingLab

**Dates** 2019 to 2020

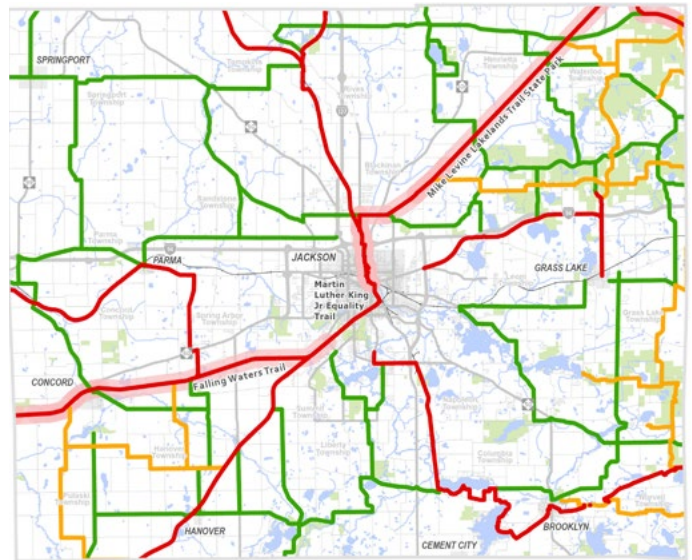
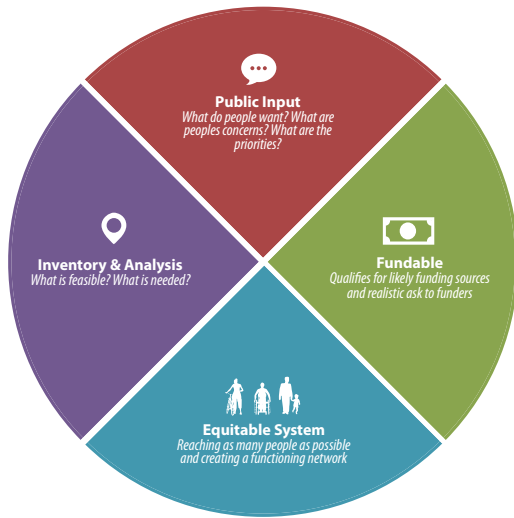
**Budget** \$99,965

**Personnel** Norman Cox & Carolyn Prudhomme



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

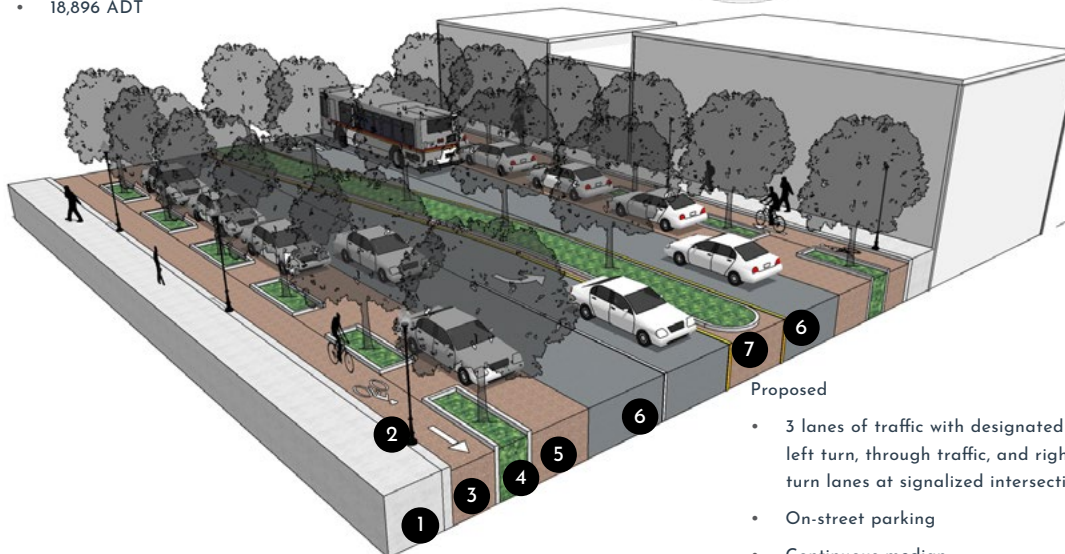
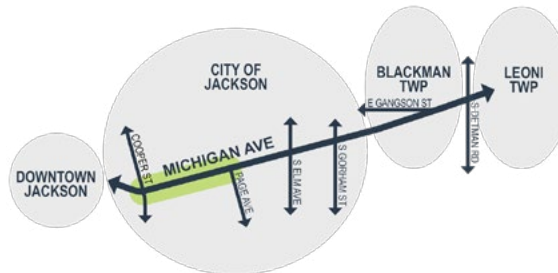
*The Priority Routes and Trails are the result of a process that considered; the Public Input; the Inventory & Analysis; requirements of Funders; and the desire to create an Equitable System.*



## 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

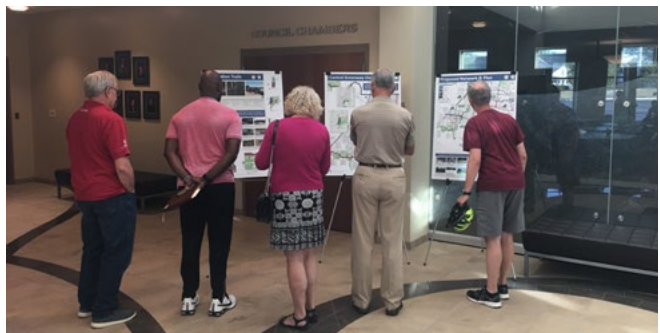
*The implementation plan includes: Funding Strategy Overview; Priority Trail Implementation Strategy; and Priority Trail Cost Opinions. They are intended to be the foundation for preparing individual trail grant applications and an overall plan to building the system.*

# 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.



*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*

**Client** City of Springboro  
320 West Central Ave  
Springboro, OH 45066

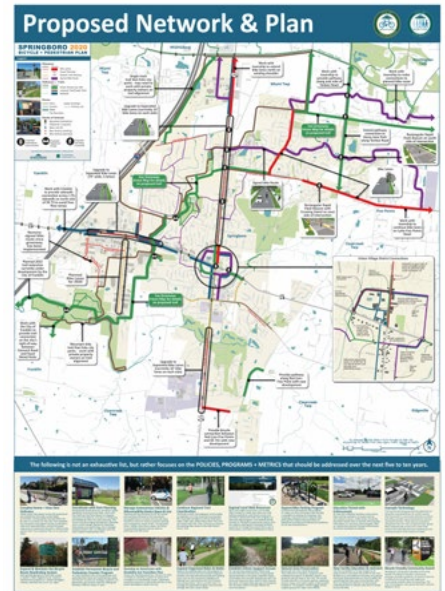
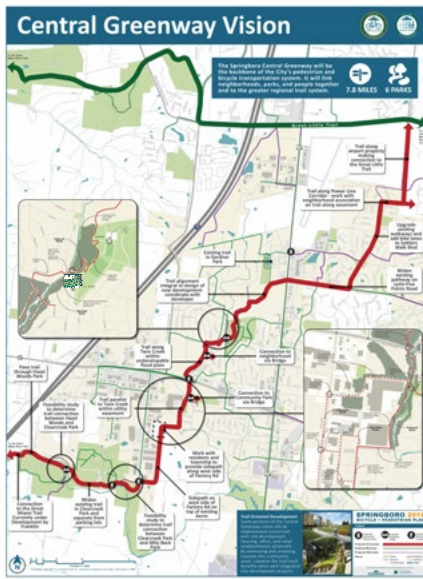
**Contact** Dan Boron  
danb@cityofspringboro.com  
937-748-6183

**Dates** 2019 to 2020

**Budget** \$49,595

**Personnel** Norman Cox & Carolyn  
Prudhomme





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

# 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.

<b>Client</b>	<b>City of Dearborn</b> 16901 Michigan Ave Dearborn, MI 48126
<b>Contact</b>	<b>Mohamed Ayoub, Project Manager and former Senior Planner for City of Dearborn</b> (734) 467-3210 (City of Westland, MI) ayoubmoh66@gmail.com  <b>Kaileigh Bianchini (current contact)</b> kbianchini@ci.dearborn.mi.us
<b>Sub-Consultant</b>	<b>livingLab</b> Bergman Associates
<b>Dates</b>	2018 to 2019
<b>Budget</b>	\$179,835
<b>Personnel</b>	Norman Cox & Carolyn Prudhomme

## Immediate Focus



### 1 Strategic Implementation Plan



## Implement As Opportunities Present Themselves



### 2 Near-Term Enhancements



## Incorporate Into Major Construction Projects

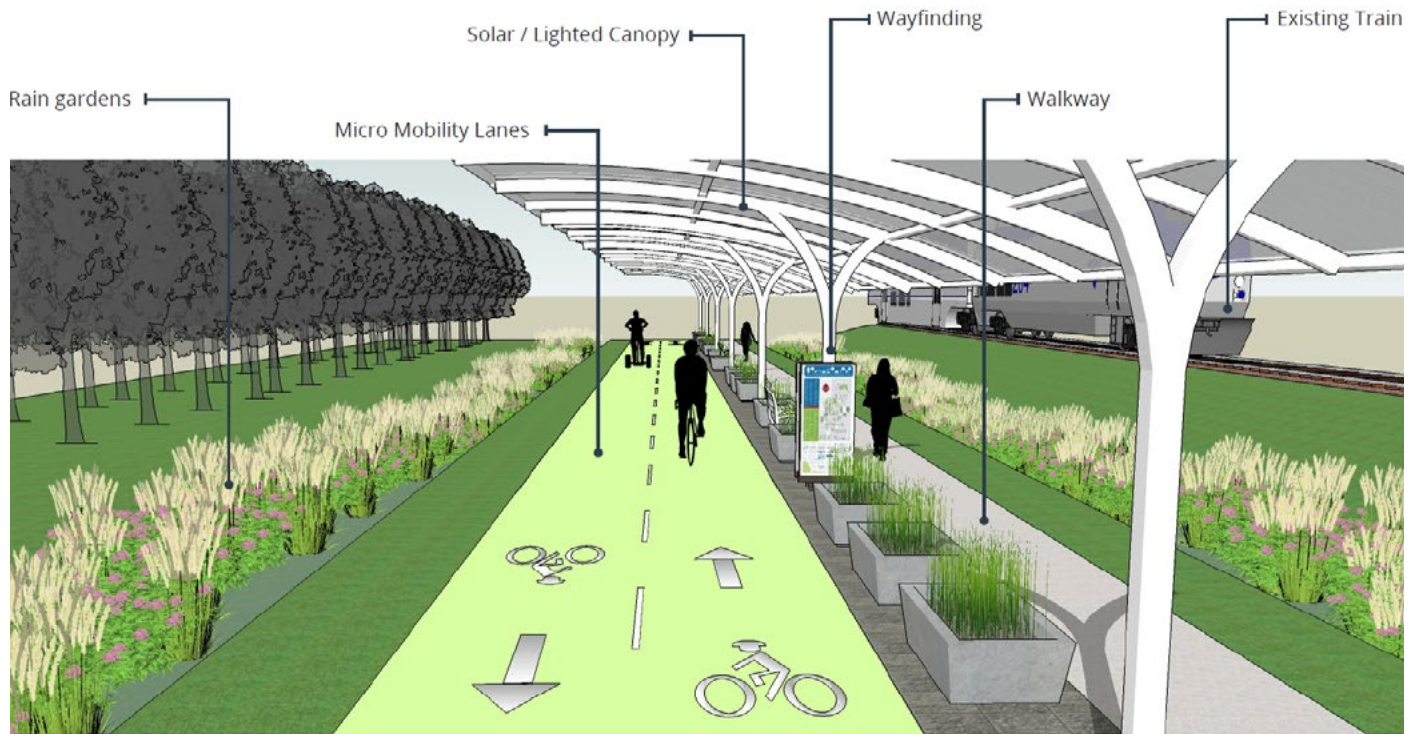


### 3 Long-Term Vision



*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

Used on lower speed and volume roads where space is limited.

#### Basic Bike Lane Or Micro Mobility Lane



#### Better

Often implemented with a road re-striping or resurfacing project

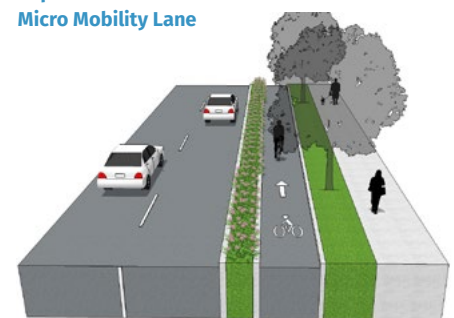
#### Buffered Bike Lane Or Micro Mobility Lane



#### Preferred

Typically implemented as part of a road reconstruction project.

#### 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.*

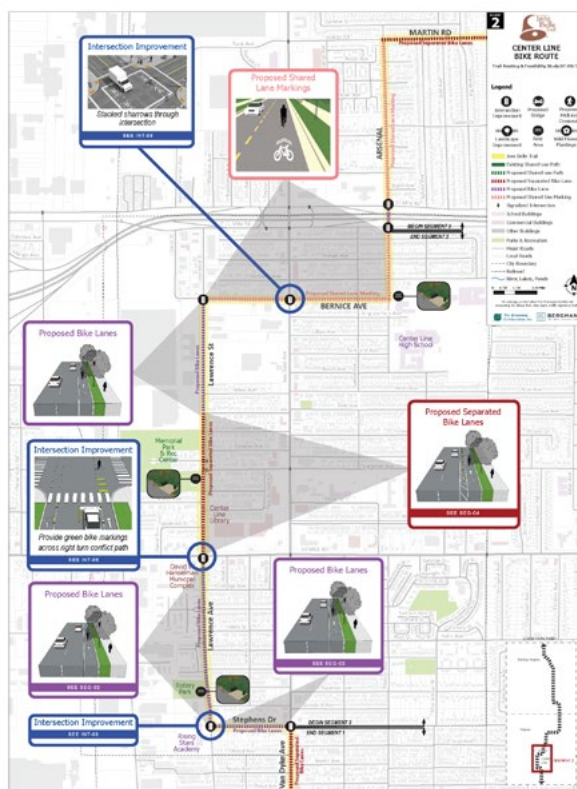
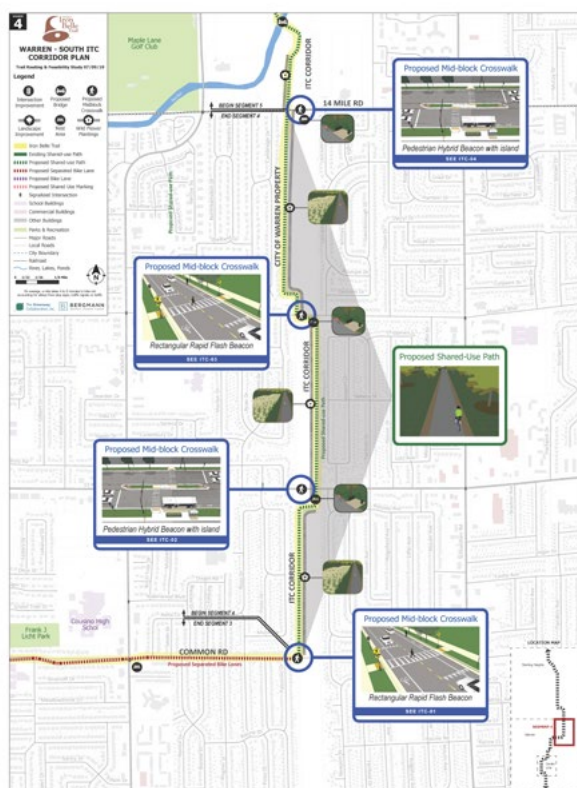


# Iron Belle Trail Route and Feasibility Study

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.



*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.*

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

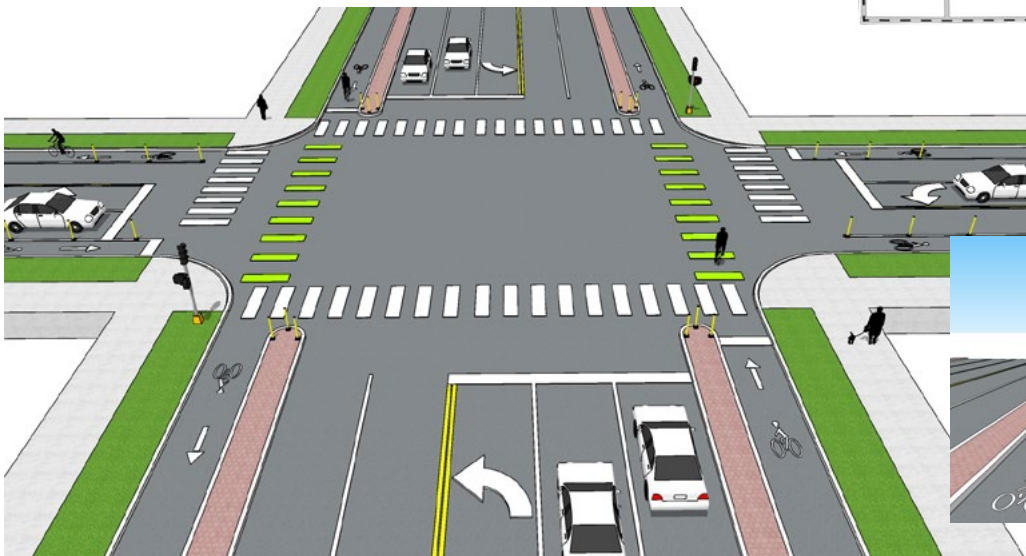
*Corresponding to each of the seven segments, detailed cost estimates were prepared. Typical plans and unique intersection treatments had detail sheets prepared to help develop the estimates.*



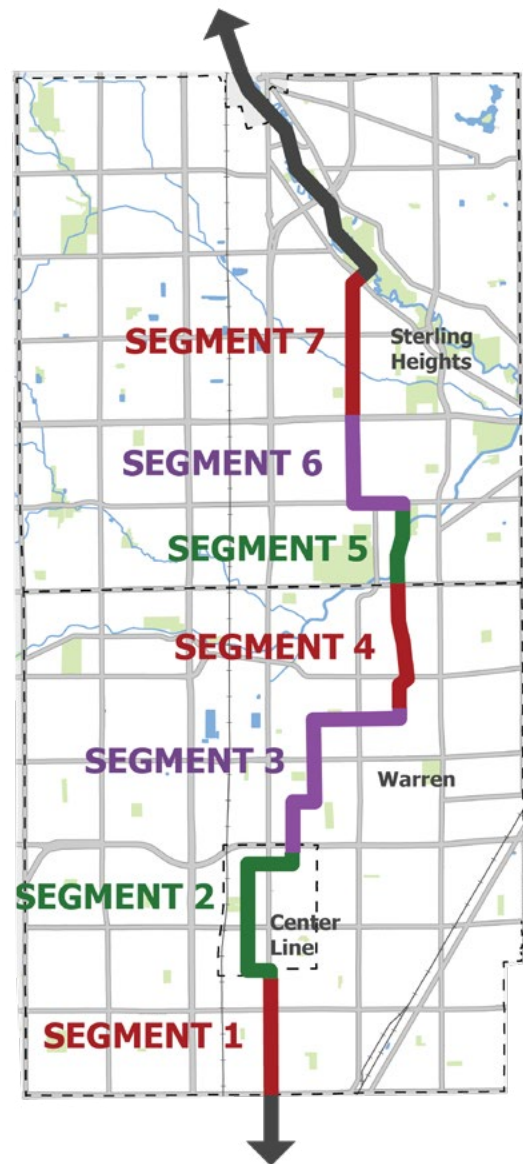
Signed bike routes on residential roads



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

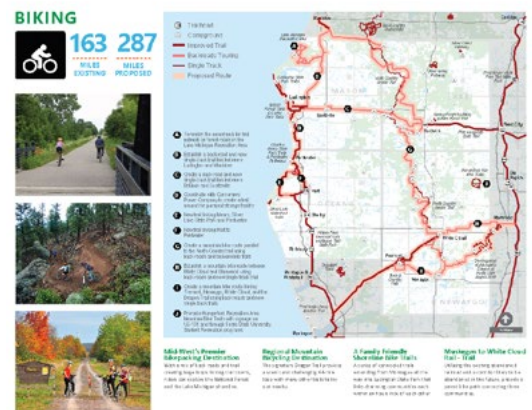
Jodi Nickols (current contact)  
The Right Place, Inc  
231-742-3328

**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.*

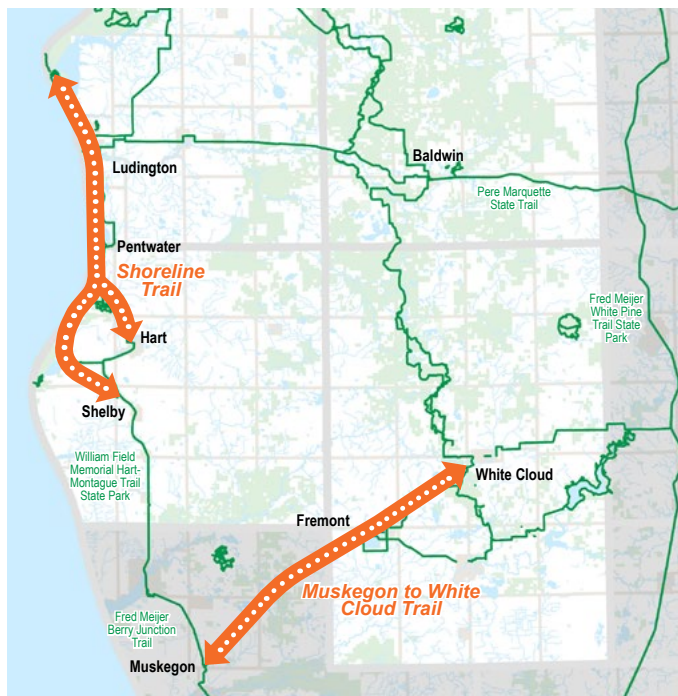


# A TRAIL FOR EVERY SEASON AND EVERY MOOD

*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.*