

IV. Non-Motorized Pathway System Inventory and Analysis

The City of Auburn Hills has created guidelines designed for the purpose of developing a pathway system throughout the City. These pathways provide a pollution-free, economical, and healthy alternative transportation mode for many work, shopping, and recreational trips within Auburn Hills and its neighboring communities.

The pathway system is being implemented on a continual basis and a good portion of the system designed has already been installed. As new development occurs in the City, pathways with a minimum width of eight feet are required to be designated on site plans and constructed by developers within road right-of-way limits designated on the City's pathway system plan. The greatest challenges for providing a safe environment for pedestrians and cyclists in Auburn Hills are the two major highways bisecting the community, high traffic volumes, and funding for new pathways to fill in current gaps in the pathway system.



Pathway on Squirrel Road

Pathway System Goals and Objectives

The primary objective of non-motorized pathway planning is the promotion of a safe, alternative, and supplementary transportation mode. This implies that overall safety be enhanced, that the routes serve as connection links between logical destinations, and that efficiency of operation be maximized by virtue of the design and location of the routes. The non-motorized pathway plan has been created to provide a working guide that will help City leaders and officials develop a more "pedestrian friendly" transportation system throughout the community.

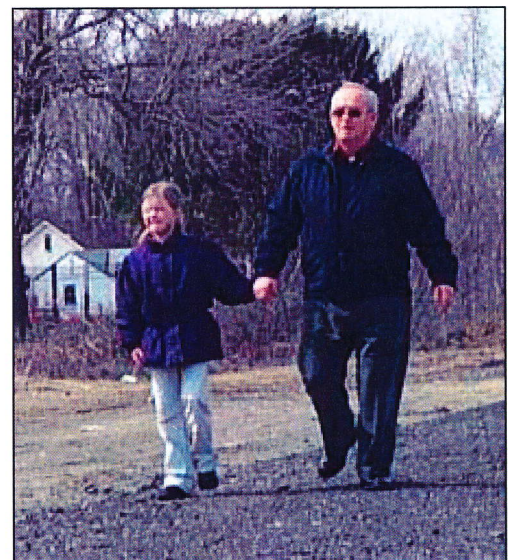
The following goals and objectives were developed during the planning process by the City:

Improve Facilities for Pedestrians/Cyclists

- Provide a comprehensive network of routes for pedestrians and cyclists and provide improvements that expedite travel and improve safety along these routes.
- Connect major destination points (neighborhoods, schools, parks, shopping areas) with routes for pedestrians and cyclists.
- Integrate consideration of pedestrian/cyclist travel in all roadway planning and design
- Provide for uniform street/pathway/sign marking and design standards for pathways.
- Improve access over and/or address deficiencies with existing pathways.

Promote Use of Pathways in the City

- Encourage use of pathways by residents through continued efforts to inform them of existing and proposed pathways in the City and the benefits of using the pathways.
- Encourage bicycle use by potential cyclists by providing sign marking for bike routes.
- Encourage bicycle use as an alternative to the automobile through marketing efforts.



Family using the Clinton River Trail

Increase Funding for Pathways in the City

- Establish priorities for pathway funding over the next five years (2009 to 2013).
- Match projects to appropriate governmental funding sources.
- Identify new funding sources for pathway development.

(See Map # 2. Non-Motorized Pathway Plan)

Problem Areas

The following problem areas have been identified:

- Shimmons Road, between Dexter and Squirrel Road
- Joslyn Road, between Pacific and Great Lakes Crossing Drive
- M-24 at I-75 ramp
- Giddings Road bridge over I-75
- N. Squirrel Road at Dutton corner
- University Drive bridge over I-75
- Collier Road between Baldwin Road and Joslyn Road

The major problem with these areas is construction costs and accessibility. Separate pedestrian bridges are costly to construct, and construction of pathways under highway overpasses are more costly than pathways along standard roadside terrain. In some cases, such as Shimmons Road, it is recommended that the shoulder of the road be widened and striped in these areas to accommodate a pedestrian/cyclist lane in effort to provide a safer method of pedestrian travel and to save valuable trees.

Status of Implementation of Recommendations From Previous Plan (2004-present)

- South Squirrel Road from the Grand Trunk railroad line just south of Auburn Road north, over M-59, North Squirrel road to Hamlin Road, completing a major north/south route in the City. **(COMPLETE)**
- Squirrel Road north from Walton to Dutton Road. **(GAP FILLED AT TIENKEN, GAP AT DUTTON CORNER EXISTS)**
- Clinton River through Riverside Park **(RIVERSIDE PARK COMPLETE, RIVER WOODS PARK COMPLETE, CONNECT PARKS 2004-2009)**
- Along the Grand Trunk Western railroad line upon abandonment (rail-to trails) or along the same railroad line inside right-of-way with tracks in place (rails-with trails). **(COMPLETE)**
- Walton Boulevard west from Squirrel Road to Phillips Road. **(WALTON COMPLETED WITH PATHWAYS)**
- Phillips Road north from Walton Boulevard to Bald Mountain Road, continuing north on Bald Mountain Road to the E. Dale Fisk Hawk Woods Nature Center. **(INCOMPLETE)**
- Opdyke Road from Featherstone north to Opdyke/Lapeer Road. **(INCOMPLETE – PORTIONS INCLUDED IN OPDYKE STREETSCAPE PROGRAM 2008)**
- Opdyke Road from Center Pointe (old Kmart) north to Hempstead. **(COMPLETE)**
- Taylor Road east from Giddings Road to Opdyke Road/Lapeer Road – South Side Only **(INCOMPLETE)**
- Joslyn Road north from Pacific Drive to Lake Angelus Road (west side) **(INCOMPLETE)**
- Bloomfield Village Boulevard north an east through the school property to Waukegan (coordinate with Avondale School District). **(COMPLETE)**
- Auburn Road from Opdyke Road east to Adams Road (partially funded through ISTEAA and TIFA including both sides of Auburn from Clinton River to Oakmont contingent upon the city using TIFA funds for downtown development/Auburn Road bypass project. **(COMPLETE – EXCEPT FOR GAP NEAR ADAMS ON SOUTH SIDE OF AUBURN)**
- Pontiac Road from University Drive west, under I-75 to Opdyke Road. **(INCOMPLETE)**
- Grey Road from Primary to Adams Road **(COMPLETE)**
- South Boulevard from I-75 to Sheffield **(COMPLETE)**
- Dutton Road gap at Auburn Hills / Rochester Hills border **(COMPLETE)**

Recommendations for 2009 – 2013 Plan

From previous plan:

- Squirrel Road north from Walton to Dutton Road. (**GAP FILLED AT TIENKEN, GAP AT DUTTON CORNER EXISTS**)
- Clinton River through Riverside Park (**RIVERSIDE PARK COMPLETE, RIVER WOODS PARK COMPLETE, CONNECT PARKS 2009 – 2013 is part of RIVERWALK PLAN**)
- Phillips Road north from Walton Boulevard to Bald Mountain Road, continuing north on Bald Mountain Road to the E. Dale Fisk Hawk Woods Nature Center. (**INCOMPLETE – PART OF NE LOOP**)
- Opdyke Road from Featherstone north to Opdyke/Lapeer Road. (**INCOMPLETE**)
- Taylor Road east from Giddings Road to Opdyke Road/Lapeer Road – South Side Only (**INCOMPLETE**)
- Joslyn Road north from Pacific Drive to Lake Angelus Road (west side) (**INCOMPLETE**)
- Auburn Road from Opdyke Road to Adams Road (**COMPLETE – EXCEPT FOR GAP NEAR ADAMS ON SOUTH SIDE OF AUBURN**)
- Pontiac Road from University Drive west, under I-75 to Opdyke Road. (**INCOMPLETE**)

New for 2009 plan:

- *Northeast Corner Neighborhood Loop – Dutton, Bald Mountain Rd., Squirrel, Walton, Phillips, etc.*
- *Baldwin Rd. crossing near Great Lakes Crossing Mall*
- *Galloway Trail link – obtain easements, develop as trail*
- *Create loops with priority on residential areas for linkages/connections*
- *Develop Bike Routes program*
- *Complete entire pathway system by 2020*