

LIVINGSTON COUNTY TRAILS PLAN



A plan to improve trail connections within the County and to the regional trail network

Priority Routes

A

Maltby-Hamburg -Bauer Road Trail

Proposed sidepath on the north side of Maltby Road and east side of Bauer Road, with a new bridge over US-23 and along the north side of Hamburg Road - Connects the existing pathway on Bauer Road with the Fieldcrest Pathway/Great-Lake-to-Lake Trail Route #1, Huron Meadows Metropark and Island Lake Recreation Area



B

Latson - Chilson - Brighton Road Trail

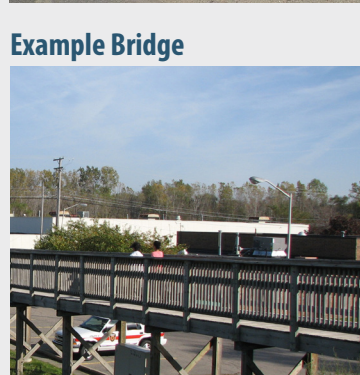
Proposed sidepath on the north side of Brighton Road and east side of Chilson Road and Latson Road, connecting existing pathways on Latson Road and Brighton Road between the City of Howell and the City of Brighton



C

Chilson - Swarthout - Pettysville Road Paved Shoulder

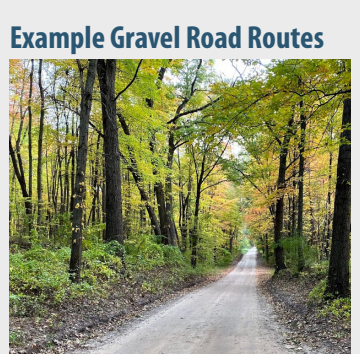
Proposed paved shoulders on Chilson Road, Swarthout Road and Pettysville Road between Brighton Road and M-36 (Michigan Ave), connecting to the Mile Levine Lakelands Trail / Great Lake-to-Lake Trail Route #1



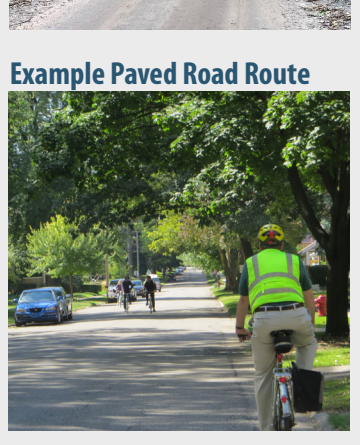
Note: In addition to the three routes presented, the Great Lake-to-Lake Trail Route #1, the Cross Town Trail in Howell and the Grand River Corridor between Howell and Brighton, are priority routes in the county. They are all under development by other planning groups so they have not been detailed in this plan.

Near Term Network

One of the fastest growing segments of bicycling is gravel road riding. Bicyclists enjoy the scenic rural areas and low volumes of traffic. Natural Beauty roads with low advisory speeds make for ideal routes. With over 700 miles of gravel roads in Livingston County, many of the existing gravel roads are currently used by bicyclists to travel between parks and recreation areas. Many of these routes were identified during the trail summit and have been incorporated into Near Term Network Plan.



The proposed Near Term Network enhances existing road routes and pathways to provided safe connection between population centers and park and recreations centers with what is currently on the ground. The network focuses on gravel road routes, existing shared use pathways and low volume paved roads to provide connections. A few safety improvements are required to complete the network, such as short trail connections along high speed, high volume roadways. While this route is not suitable for all cyclists, with very little investment, it provides a network for current gravel road cyclists to safely travel between destinations in the county.



Long Term System

Long Term Network illustrate a trail vision that can be implemented as opportunities present themselves. These include routes identified in past planning efforts and connections that could be implemented as part of major infrastructure construction projects. The facility type may not be determined yet for all long term connections.

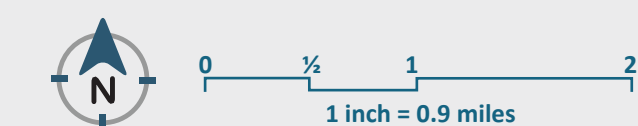
Legend:

Proposed Network

- Priority Routes
- Near Term Network
- Long Term System
- Asphalt or Fines Shared Use Path
- Hiking Trail
- Equestrian Trail
- Mountain Bike Trail
- New Crosswalk
- New Pedestrian and Bicycle Bridge

Existing Network

- Asphalt/Concrete Shared Use Path (8'+ wide)
- Fines Shared Use Path
- Great Lake to Lake Trail Route #1
- Hiking Trails
- Equestrian Trails
- Mountain Bike Trails (open to hiking)
- Water Trails
- Paved Shoulder/ Bike Lane
- Major Roads
- Local Roads
- Gravel Roads
- Expressway
- Railroad
- Electric
- Pipeline
- Buildings
- Parcels
- Rivers, Lakes, Ponds
- Wetlands
- Parks with Trails
- Other Recreation Areas
- School/Academic
- Public Land
- Utility Company
- Library
- School
- Trailhead
- Park
- Community Center
- DNR Campground



On average, a mile takes 4 to 8 minutes to bike not accounting for delays from stop signs, traffic signals or traffic.

Map Developed by:
The Greenway Collaborative, Inc.

