



LIVINGSTON COUNTY TRAILS PLAN

June 2020



**ESTABLISHING A TRAIL NETWORK TO CONNECT PEOPLE
TO PARKS AND PLACES IN LIVINGSTON COUNTY**



The development of this plan was led by Livingston County. The LivOn Group functioned as a Steering Committee and played a significant role advising the process and encouraging participation.

Funding for this project was provided, in part, through the Southeast Michigan Council of Governments, Planning Assistance Program for Multi-Community Planning.

Many thanks to those that participated with their time and/or financial resources.

Acknowledgments

Livingston County Outdoor Network (LivON)

Dennis Brennan, LivON Chair, Supervisor Putnam Township
 Andrea LaFontaine, Michigan Trails and Greenways Alliance
 Andrew Haapala, DNR
 Bill Bamber, Supervisor, Oceola Township
 Bill Fountain, Supervisor, Hartland Township
 Bill Rogers, Supervisor, Genoa Township
 Bob Hanvey, Supervisor, Marion Township
 Brian Pawlik, Southeast Michigan Council of Governments
 Casey Summerville
 Charlie DeVries, ITC
 Chuck Dennison, DNR
 Dan Brown, Huron River Watershed Council
 Don Packard, Michigan Horse Council
 Gary Childs, County Commissioner District 9
 Jay Bibby, Huron-Clinton Metroparks
 John Wilson, Crossroads Sierra Club
 Karen Pierce, Livingston Area Environmental Coalition
 Kelly Mathews, Brighton Township
 Leo Hanifin, Livingston County Transportation Coalition
 Lew Kidder, Huron Waterloo Pathway Initiative
 Linda Walker, Supervisor, Unadilla Township
 Lucie Fortin, Planning Consultant, Village of Pinckney
 Martha Haglund, Howell Township
 Mary Robinson, Livingston County Convention & Visitors Bureau
 Michael Powers, Southeast Livingston Recreation Authority
 Michelle Brunner, Village of Pinckney
 Mike Cunningham, Supervisor, Tyrone Township
 Murdock Jemerson, DNR
 Natasha Radke, Livingston County Health Department
 Neal Glazebrook, Livingston County Transportation Coalition
 Nikki Van Bloem, DNR
 Nina Kelly, Huron-Clinton Metroparks
 Pat Carney, Putnam Township
 Pat Hohl, Supervisor, Hamburg Township
 Rebecca Foster, Village of Pinckney
 Rowdy Perry, DNR
 Tim Church, Howell Area Parks & Recreation Authority
 Tim Schmitt, City of Howell
 Tyler Klifman, SEMCOG
 Vince Ranger, DNR

Livingston County Board of Commissioners

Carol S. Griffith, Chair, District 7
 Kate Lawrence, District 1
 William J. Green, District 2
 Wes Nakagiri, District 3
 Douglas G. Helzerman, District 4
 Robert J. Bezotte, District 6
 Jerome Gross, District 8
 Gary Childs, District 9
 Cindy Catanach, Interim County Administrator
 (*District 5 Vacant)

Livingston County Planning Commission

Brian Prokuda, Chair
 Jeanne Clum, Vice-Chair
 Bill Anderson
 Laura Abramson
 Matt Ikle
 Bill Call
 Dennis Bowdoin

Livingston County Planning Department Team

Kathleen J. Kline-Hudson, Director
 Robert Stanford, Principal Planner
 Scott Barb, Principal Planner

Consultant

The Greenway Collaborative, Inc



Table of Contents

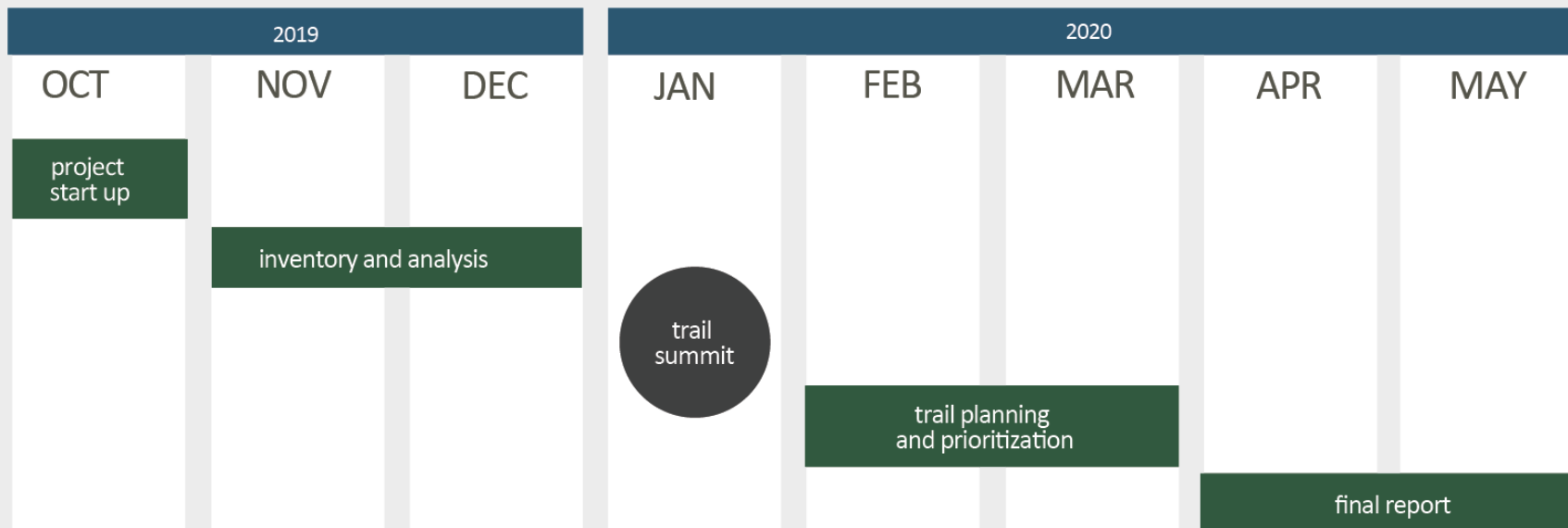
INTRODUCTION	2
INVENTORY AND ANALYSIS	5
PUBLIC ENGAGEMENT	19
RECOMMENDATIONS	31
APPENDIX	62

Why plan?

The need for a Livingston County Trail Plan was identified by **LivON: Livingston County Outdoor Network**. This group is comprised of Livingston County park providers, recreation clubs, conservationists, and Livingston County Township Supervisors, Village Presidents and City Mayors/Managers of each of the twenty local units of government. It is chaired by the Supervisor of Putnam Township and is facilitated by (3) three entities: Livingston County Planning Department; Huron-Clinton Metroparks; and two (2) DNR staff with offices in Livingston County at Island Lake Recreation Area and Brighton State Park. The impetus for this project concept is the current construction and completion of the **Mike Levine Lakelands Trail** through Green Oak Township and its connection to **Island Lake Recreation Area** and the **Huron Valley Trail** in Oakland County as **Route #1 of the Great Lake-to-Lake Trails**. With the completion of this State of Michigan trail way in mind, LivON members expressed a desire to **improve trail connections** throughout Livingston County and to better **connect secondary trails** into the primary Great Lake-to-Lake Trail.

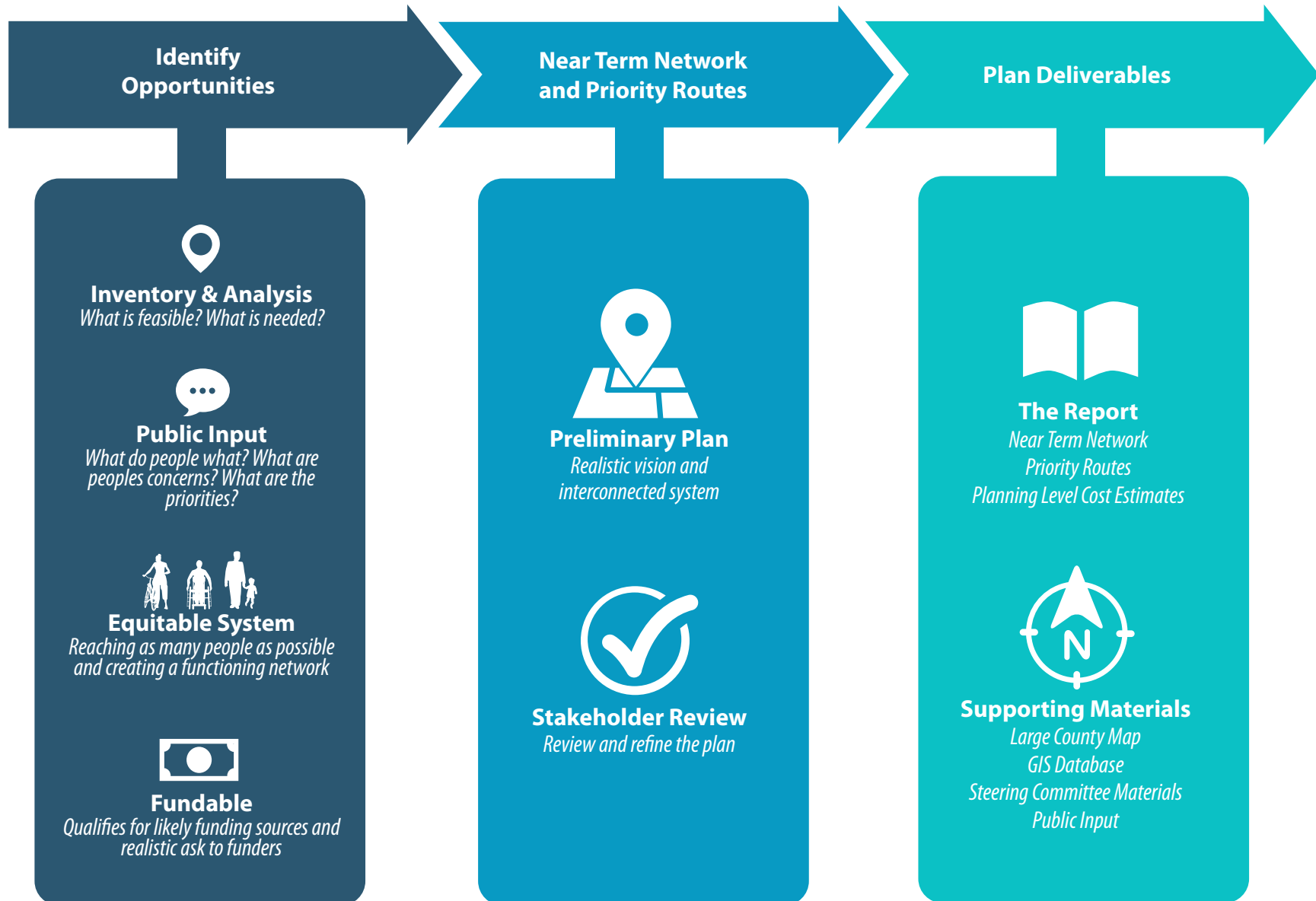


Project Schedule



Process

The plan was developed over an 8-month period. The LivOn Steering Committee guided the process and helped with public engagement. A trail summit was held in January 2020, along with online engagement opportunities to gather input and set priorities. The following chart outlines the planning process.





Inventory & Analysis



EXISTING PATHWAYS,
PLANS AND DESIRED
CONNECTIONS 6

LAND USE AND TRAVEL
PATTERNS 8

LONG TERM AND NEAR
TERM CONNECTIONS 16

Existing Pathways and Desired Connections

LEGEND:

- A Notes
-  Planned and/or Desired Trail Connections
-  Asphalt/Concrete Shared Use Path (8'+ wide)
-  Fines Shared Use Path
-  Great Lake to Lake Trail Route #1
-  Natural Surface Trails (hike/equestrian/mnt bike)
-  Bike Lanes/Paved Shoulders



- A** Connect MLLT to **Pinckney High School**
- B** Purchase/operation of former Girl Scout Camp **Innisfree**. MI Horse Council operates. Feasibility study underway, working with MDNR to hopefully operate it as a nonmotorized park that may also serve as training grounds for the County mounted division and offer therapeutic amenities. - has equestrian trails with desire to connect to MLLT
- C** No local strategic planning yet for trails in **Tyrone Township**. Continue the US 23 corridor trail to the north.
- D** **Howell Township** is working on connecting nonmotorized trails into the **City of Howell**.
- E** Connections between **Brighton** and **Green Oak**.
- F** Complete **Island Lake** connectors for the GLTL. Friends group recently helped designate the park's first hiking only trail. Partnerships developing with Kensington Metropark and strengthening volunteerism.
- G** **Huron Meadows** master planning process currently underway. Connectivity within that park and to adjacent trails/communities. HCMA wants connectivity to Huron Meadows Metropark. Metroparks were originally supposed to be connected by parkways. They would love to have a connection between **Kensington** and **Huron Metroparks**.
- H** **Fillmore County Park** has a loop trail network and the development of additional trails is anticipated.
- I** **Hamburg Township** is working on a **McGregor trail connection** between the MLLT and the Border to Border Trail.
- J** A portion of the MLLT in **Putnam** was left unpaved to allow equestrian use (aggregate). Maintenance of the trail is done by Putnam, some reimbursement by DNR (\$500/mile annually through maintenance grants).
- K** **Unadilla** received some funding to develop a section (over 6 miles) of the MLLT – it will be aggregate. Construction bids are forthcoming this month. It is currently passable but not sustainable with existing surfacing. There is also a strong equestrian presence in this area.
- L** Planned regional pathway - Fieldcrest trail along Old U.S. 23 in Green Oak Township. The last leg of the **Fieldcrest Trail** in **Green Oak Township** (connector to MLLT) will cross M-36. How could we continue the MLLT east to **connect with South Lyon**? MDOT prefers the north side of M-36 at Whitmore Lake Rd. That park-and-ride lot will be able to be used as a trailhead.
- M** The **Island Lake connector** (from the shopping center at Green Oak Mall) has been fully engineered. A \$300K Michigan Natural Resources Trust Fund has been obtained, but DNR needs a total of \$1M to construct. Phase 1 will include the section of trail from the mall to the park road (0.6 miles), and it may be done by DNR staff. (*update: phase 1 complete*)
- N** DNR is pressing **Putnam Township** to utilize the **Pinckney Depot** and he is interested in the idea of it being used for a wheelchair biking station.
- O** **Brighton Township** has a sidewalk plan and they have paved several segments of pathway. The **2006 Pathway Master Plan** shows priority connections along Kensington Rd, Grand River Ave and Old US 23.
- P** **Hartland Township** does not have trails other than a 12 mile pathway along M-59 and a trail in **Settlers Park**.
- Q** **Howell Township** has pathway and sidewalk maps. Potential nonmotorized pathways, noted in the **2016 Master Plan**, include Oak Grove Rd, Tooley Rd, Burkhart Rd, Marr Rd and a route along the railroad and the Shiawassee River. The Townships current priorities are to establish a trail up **Oak Grove Road** and **along M-59**. They have set aside 3 parcels for new Township parks.
- R** Provide connection between **Brighton** and **Howell** along **Grand River**.
- S** **Genoa Twp 2013 Master Plan** includes future pathways along Crooked Lake Rd, Latson Rd, Brighton Rd, Clifford Rd, Conrad Rd, Challis Rd, Chilson Rd and along a transmission line corridor.
- T** The **2015 Green Oak Twp Non-motorized Pathway Plan** proposes a connection between the MLLT and Huron Valley Trail, a connection along an active railroad and along 9 Mile, 10 Mile and Rushton Roads. Additionally, safety paths are proposed along major roads throughout the township.
- U** Connect MLLT to **downtown Brighton and Howell**- trails suggested include: trail connecting cities of Howell and Brighton, Latson Road from Chilson Road to Grand River Ave.
- V** Increase and Improve Downtown Non-Motorized Access - **Grand River Ave** from the **City of Brighton** northward through **Brighton Township**.
- W** **MDOT/SEMCOG's 2014 Regional Non-motorized Plan** recognizes Pinckney Rd as a gap in the regional network.
- X** The **2007 Oceola Master Plan** recommends future trail connection along M-59 and following the transmission corridor.
- Y** **The Pinckney-Putnum Parks and Rec Master Plan 2018-2022** focuses on connections from the MLLT to the Border-to-Border Trail and Hudson Mills Metro Park in Washtenaw County. Feasibility studies have looked at 5 different routes. The recent contender follows Dexter-Pinckney Rd, Dexter-Townhall Rd, Silver Hill Rd, Patterson Lake Rd, and Kelly Rd.
- Z** Greenways identified along utility corridors in the **Southeast Michigan Greenways Plan/Southeast Livingston Greenways Plan 2000**

Source: This list is was compiled based on minutes from past LivOn meetings and existing planning documents.

Existing Planning Documents

Brighton Twp Pathways Plan 2006

Crosstown Trail Howell Area Nonmotorized Trail Study 2003

Great Lake to Lake Trail Route #1 - Hamburg to West Bloomfield Route 2018

Genoa Twp 2013 Master Plan Update

Green Oak Twp Non-motorized Pathways Plan 2015

Hamburg Twp Park and Rec Master Plan 2012

Hartland Twp Park and Rec Master Plan 2015-2020

Howell Area Park and Rec Master Plan 2015-2020

Howell Twp Non-motorized Plan Map 2019

Livingston County Master Plan 2018

Livingston County Parks and Open Space Plan 2019-2023

MDOT/SEMCOG Nonmotorized Plan for Southeast Michigan 2014

Oceola Twp Master Plan 2007

Pinckney-Putnum Parks and Rec Master Plan 2018-2022

Southeast Livingston Greenway 2000

Tyrone Twp Master Plan 2012

Unadilla Twp Rec Plan 2017

Population Density & Land Use

Characteristics of a communities population and land use are fundamental elements that influence the key linkages in a trail network.

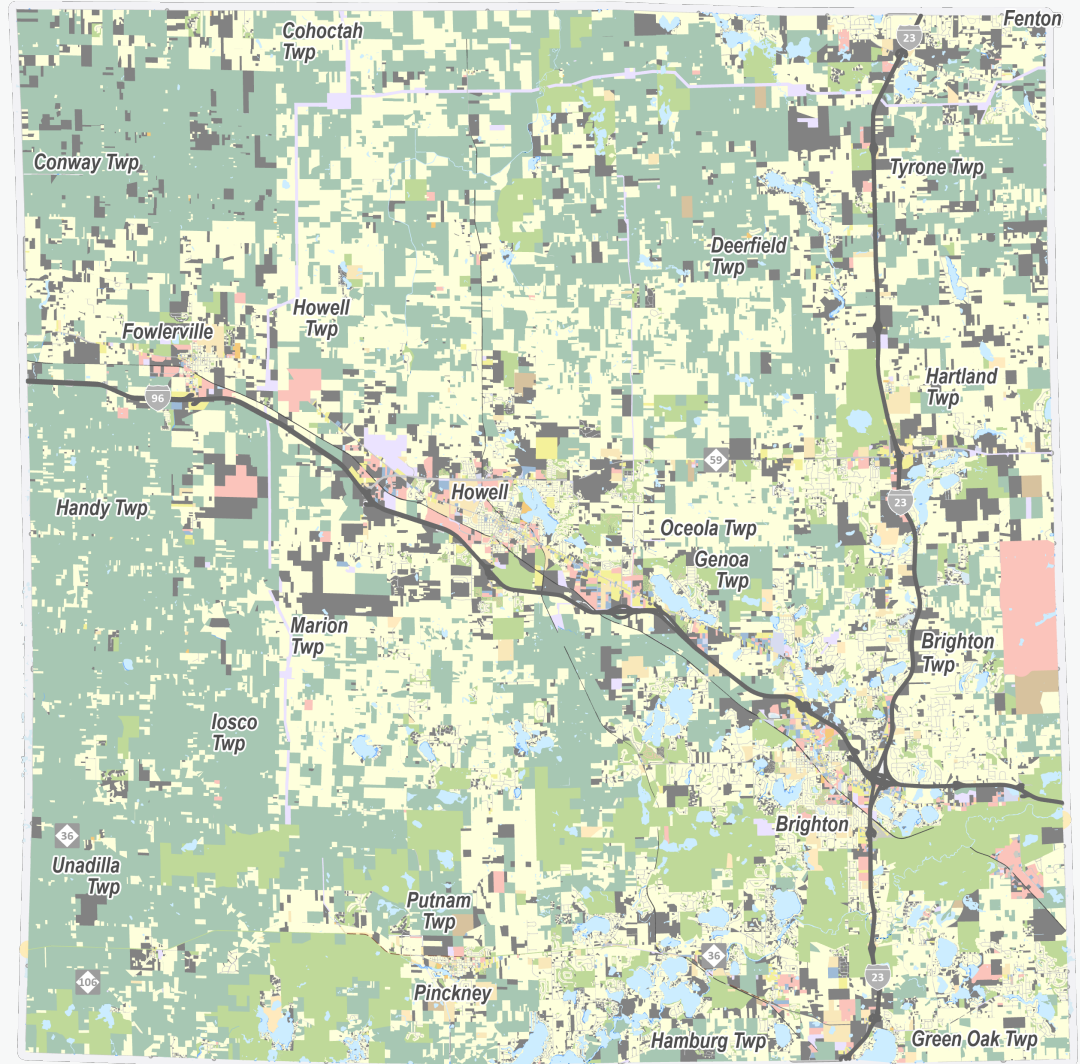
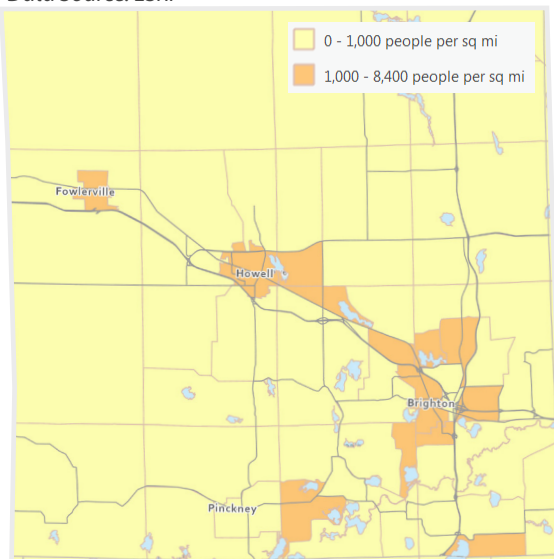
Livingston County has more than **193,000 residents** with the majority of the population located along US-23 and I-96. **Nearly half (48%)** of the population resides in the southeast quadrant of the County in and surrounding the City of Brighton.

Major land uses in the Livingston County include:

- Agricultural (26%)
- Single Family Residential (52%)
- Recreation/Open Space (9%)

Population Density

Data Source: ESRI



Land Use

Data Source: SEMCOG

AGRICULTURAL
CEMETERY
EXTRACTIVE
HOSPITALITY

INDUSTRIAL
INSTITUTIONAL
MEDICAL
MULTI-FAMILY HOUSING
OFFICE
PARKING

RECREATION/OPEN SPACE
RETAIL
SINGLE-FAMILY HOUSING
TCU
VACANT
WATER

Wetlands & Topography

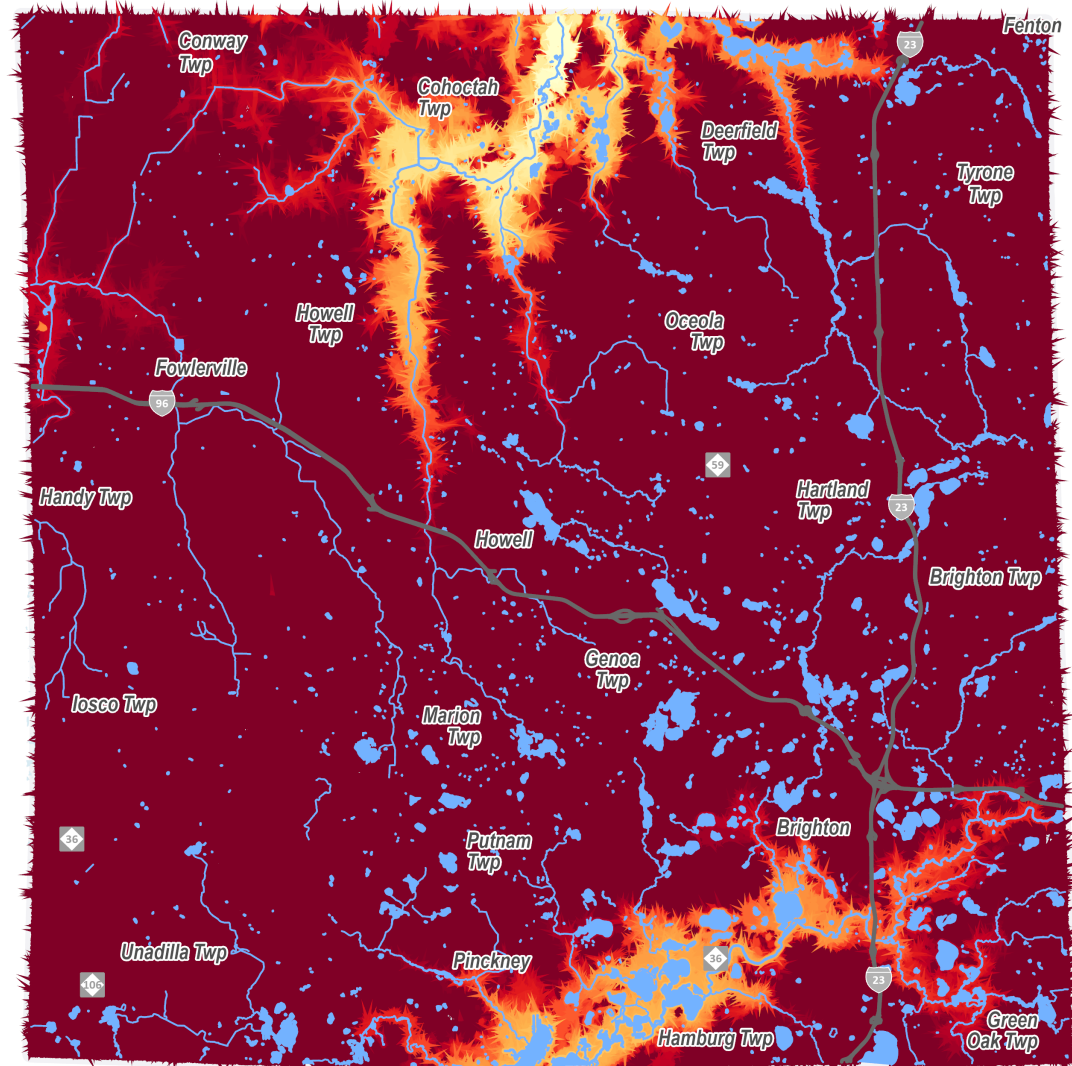
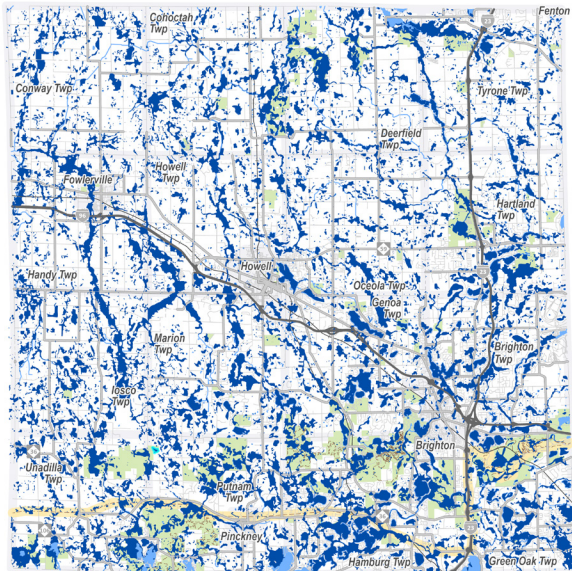
Elevation changes and wetlands can have a **large impact** on the cost and feasibility of a trail.

Overall the county is **fairly flat** with the greatest changes in topography occurring along the **South Branch of the Shiawassee River** and **Huron River**.

Wetlands cover **approximately 20%** of the land in Livingston County.

Wetlands

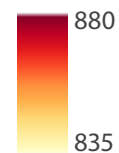
Data Source: NATIONAL WETLANDS DATA



Topography

Data Source: SEMCOG

Elevation



Regional Trails & Bikeways

Existing regional trails provide the **framework** that a successful trail network builds upon.

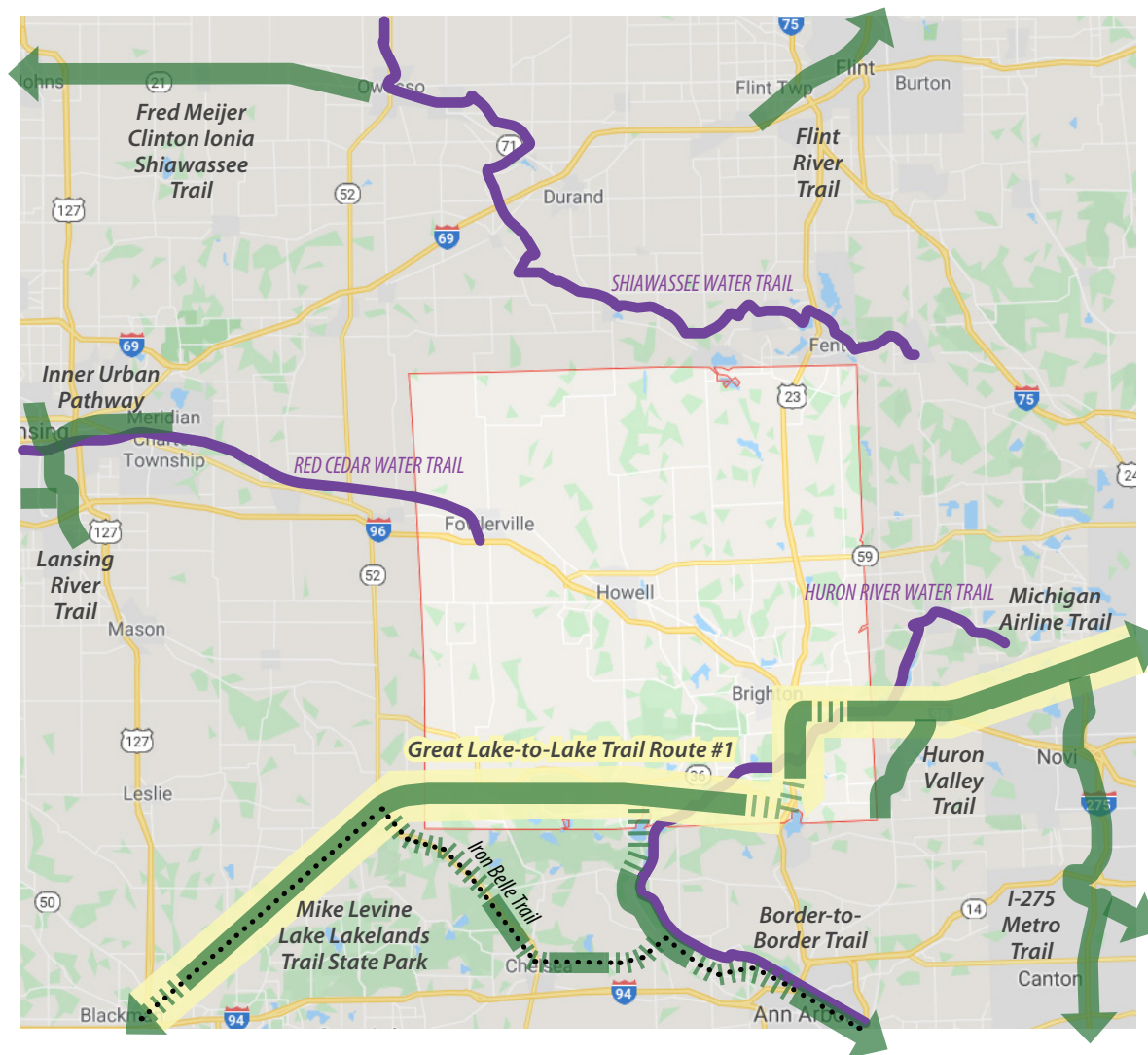
Existing regional trails are all located in the southern part of Livingston County.

The **Great Lake-to-Lake Trail Route #1 (GLTLT)** will connect **South Haven to Port Huron**. The GLTLT includes segments of the Mike Levine Lakelands Trail State Park, Fieldcrest Pathway, Island Lake Rec Area Trails, Huron Valley Trail and Michigan Airline Trail.

The **Iron Belle Trail (IBT)** is a set of two trails that will span the state of Michigan, connecting Ironwood to Belle Isle. The hiking trail passes just south of Livingston County, near Unadilla Township. It follows segments of the Border-to-Border Trail and Mike Levine Lakelands Trail State Park.

Washtenaw County has been working on completion of the **Border-to-Border Trail**, which includes a link from **Hudson Mills Metro Park** to Livingston County. Feasibility studies have been conducted for this connection.

Additionally, there may be opportunities to coordinate with existing water trails, such as the **Huron River Water Trail** and **Shiawassee Water Trail**.



Regional Trails

LEGEND:

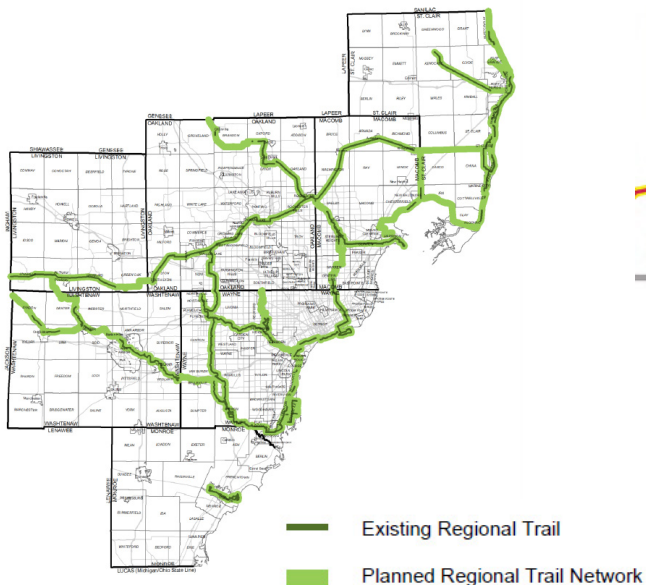
- Regional Trail
- Water Trail
- Iron Belle Trail
- Great Lake-to-Lake Trail Route #1

MDOT & SEMCOG Plans

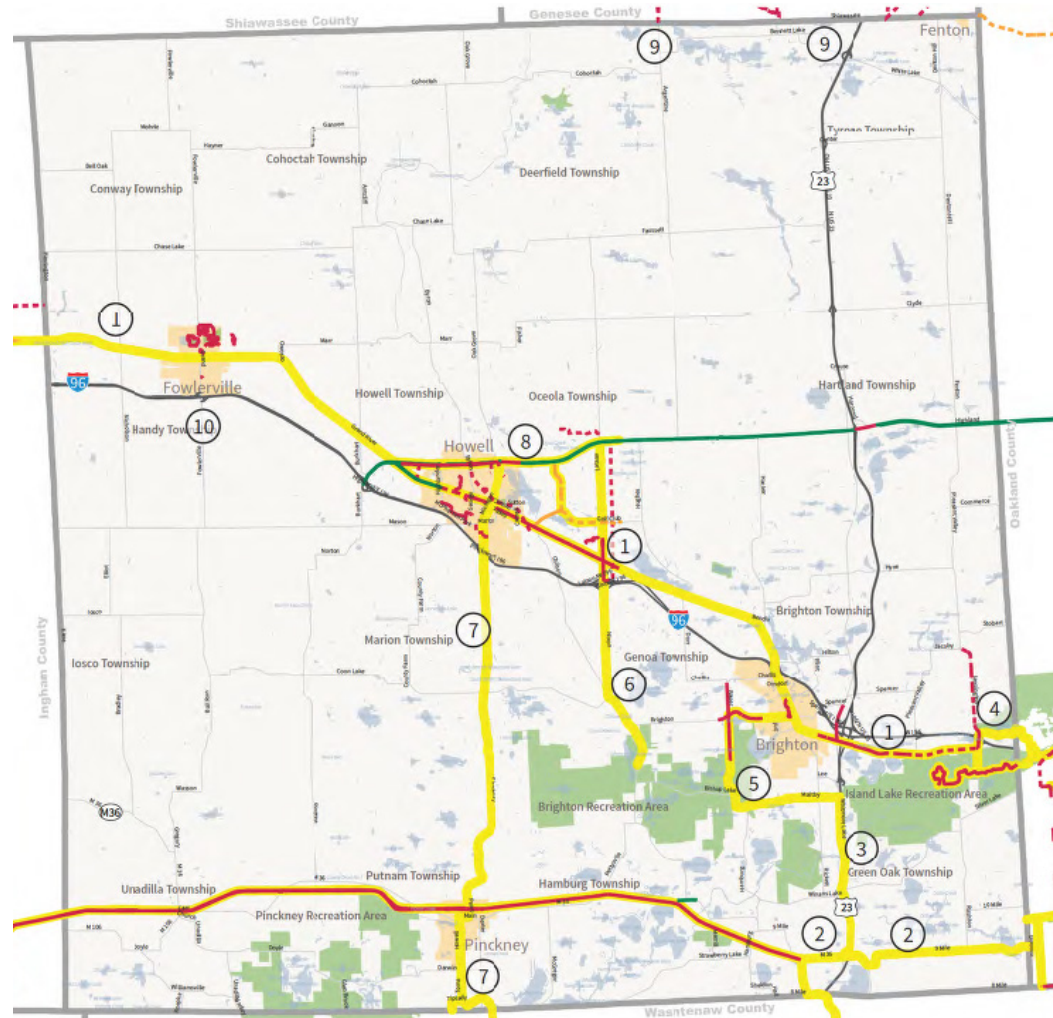
Nonmotorized plans prepared by the Michigan Department of Transportation (MDOT) and the Southeast Michigan Council of Governments (SEMCOG) both identified the same **10 regional corridors and gaps** in the network for Livingston County. The proposed routes are specific, but the nature of the improvements are generally not defined.

SEMCOG recently defined the Regional Trail Network. In Livingston County the only Regional Trail is the **Great Lake-to-Lake Trail Route #1**.

2020 SEMCOG Regional Trail Network



2014 SEMCOG Nonmotorized Plan for SE Mich. & 2015 MDOT University Reg. Non-Motorized Plan



Regional Corridor Gaps

1. Grand River Corridor
2. 9 Mile (M-139) Corridor
3. US-23 Corridor
4. High Ridge Road & Kensington Road
5. Maltby Road Corridor
6. Chilson Road Corridor
7. Pinckney Road Corridor
8. Crosstown Trail
9. Argentine and Whitaker Roads
10. I-96 west of Howell

Travel Patterns & Counts

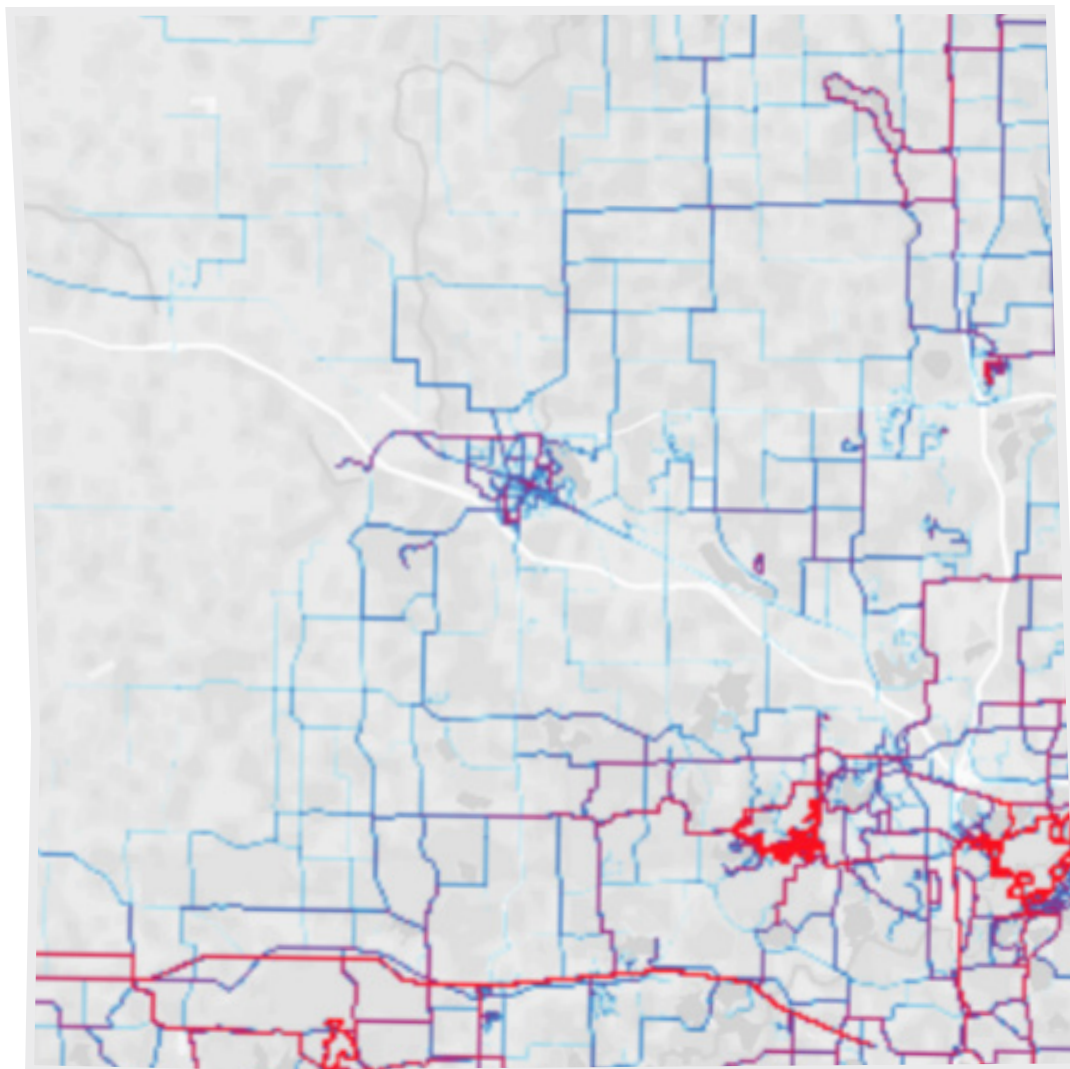
While travel data on **people who walk and bike** is difficult to come by, there are a few sources that can give a **snapshot** of where there may be **current activity**.

SEMCOG has collected bicycle and pedestrian counts at **eight locations** in Livingston County. For the most part, the counts at these locations are representative of only the specific time and date.

Strava Heat Map collects **nonmotorized trips** from fitness tracking apps and outputs the data into a heat map, showing areas with **higher activity in red**.

SEMCOG- Bicycle & Pedestrian Counts

For more details visit SEMCOG.ORG



Strava Heat Map - Bicycle Trips

For more details visit STRAVA/HEATMAP.COM

These data sources may not give a true number of people walking or biking from hour to hour, or day to day, however they do show that people are currently walking and bicycling in Livingston County and can provide a starting point to build upon and track activity.







Bicycle Traffic Generators & Destinations







A successful trail network connects **people to destinations**.

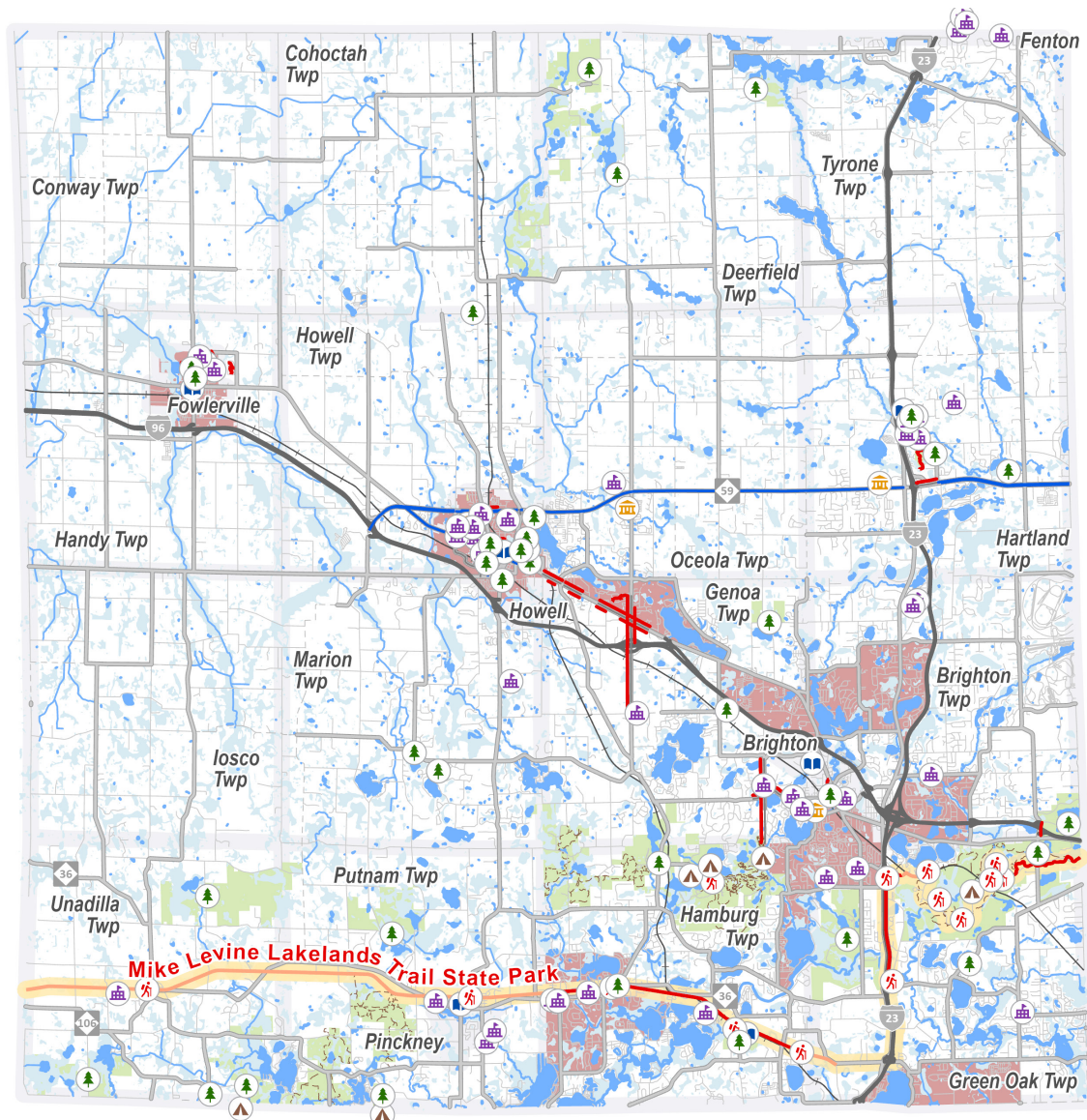
Many of the key destinations and traffic generators are located in the **southeast quadrant** of Livingston County. There may be **opportunities** to connect areas with **higher population density** to adjacent **recreation area**.

The southeast quadrant of the county may have a lot of traffic generators and destinations but **US-23 and I-96** criss-cross the center of the area. Expressways can create a **barrier to bicycle and pedestrian travel** that may present some **challenges** as the network develops.

LEGEND:

- | | | | |
|---|-----------|---|--------------------|
|  | Library |  | Park and Rec Areas |
|  | School |  | Community Center |
|  | Trailhead |  | DNR Campground |

-  Asphalt/Concrete Shared Use Path - 8'+ wide
-  Fines Shared Use Path
-  Great Lake to Lake Trail Route #1
-  Natural Surface Trails (hike/equestrian/mnt bike)
-  Bike Lanes/Paved Shoulder
-  Population Density (>1000 people per mile)



Recreation Trails

The term trail is used broadly in this report to describe a facility used by **pedestrians, bicyclists or horses**, and generally excludes uses by motor vehicles.

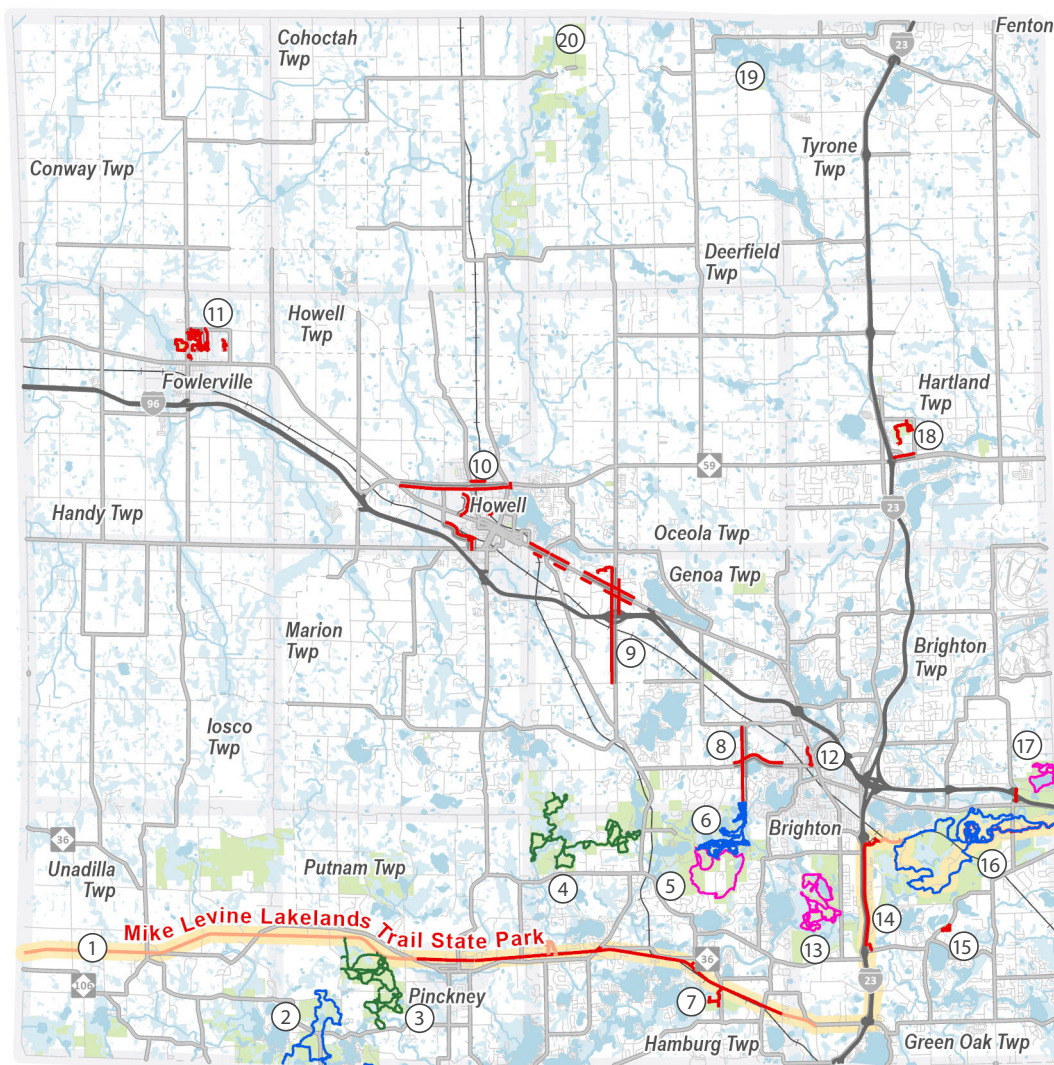
In Livingston County, the majority of concrete and asphalt trails parallel **roadways** or follow the **abandoned rail corridor**. Many of the soft surfaced trails are found in **parks** and provide opportunities for **hiking, mountain biking and horseback riding**.

The **Mike Levine Lakelands Trail State Park** includes of **mix of surfaces**, allowing bicycles, pedestrians and horses on some segments of the trail.

Note: Mountain bike trails in the county are open to hiking, but hikers tend to be less frequent on these trails.

LEGEND:

- Mountain Bike Trail
- Hiking Trail
- Equestrian Trail
- Concrete/Asphalt Shared Use Path
- Fines Shared Use Path
- Great Lake to Lake Trail

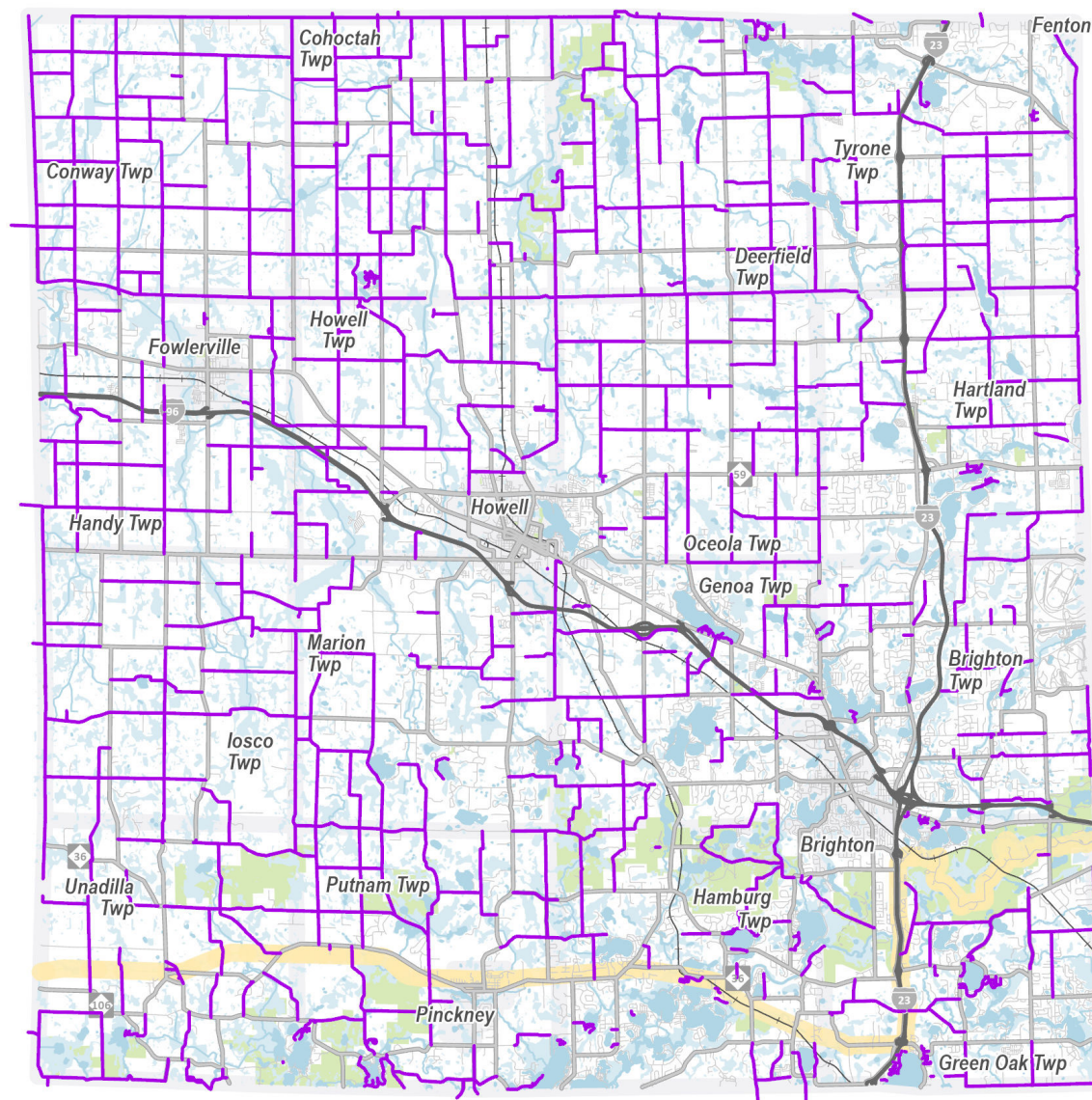


1. Mike Levine Lakelands Trail (Great Lake-to-Lake Trail)
2. Pinckney State Recreation Area Potawatomi Trail
3. Pinckney State Recreation Area Equestrian Trails
4. Brighton State Recreation Area Equestrian Trails
5. Brighton State Recreation Area Hiking Trails
6. Brighton State Recreation Area Mountain Bike Trails
7. Manly W. Bennett Memorial Park Shared Use Path
8. Bauer Road and Brighton Road Shared Use Path
9. Latson Road Shared Use Path
10. Crosstown Trail
11. Fowlerville Community Park and School Campus Pathways
12. Mill Pond Trail
13. Huron Meadows Metropark Hiking Trails
14. Fieldcrest Road Trail (Great Lake-to-Lake Trail Route #1)
15. Colman Park Shared Use Path
16. Island Lake Recreation Area Mountain Bike Trail
17. Kensington Metropark Hiking Trails
18. Hartland Settlers Park Shared Use Paths
19. Deerfield Hills Park Hiking Trails
20. Lutz County Park Hiking Trails

Gravel Roads

One of the **fastest growing** segments of bicycling is the **gravel road riding**. Bicyclists enjoy the **scenic rural areas** and very **low volumes of traffic**. **Natural Beauty** roads with **low advisory speeds** make for ideal routes.

With almost **700 miles of gravel roads** in Livingston County, there are a lot of **opportunities** to provide **designated gravel road routes** across the more rural parts of the county.



Gravel Roads

LEGEND:

— Gravel Roads

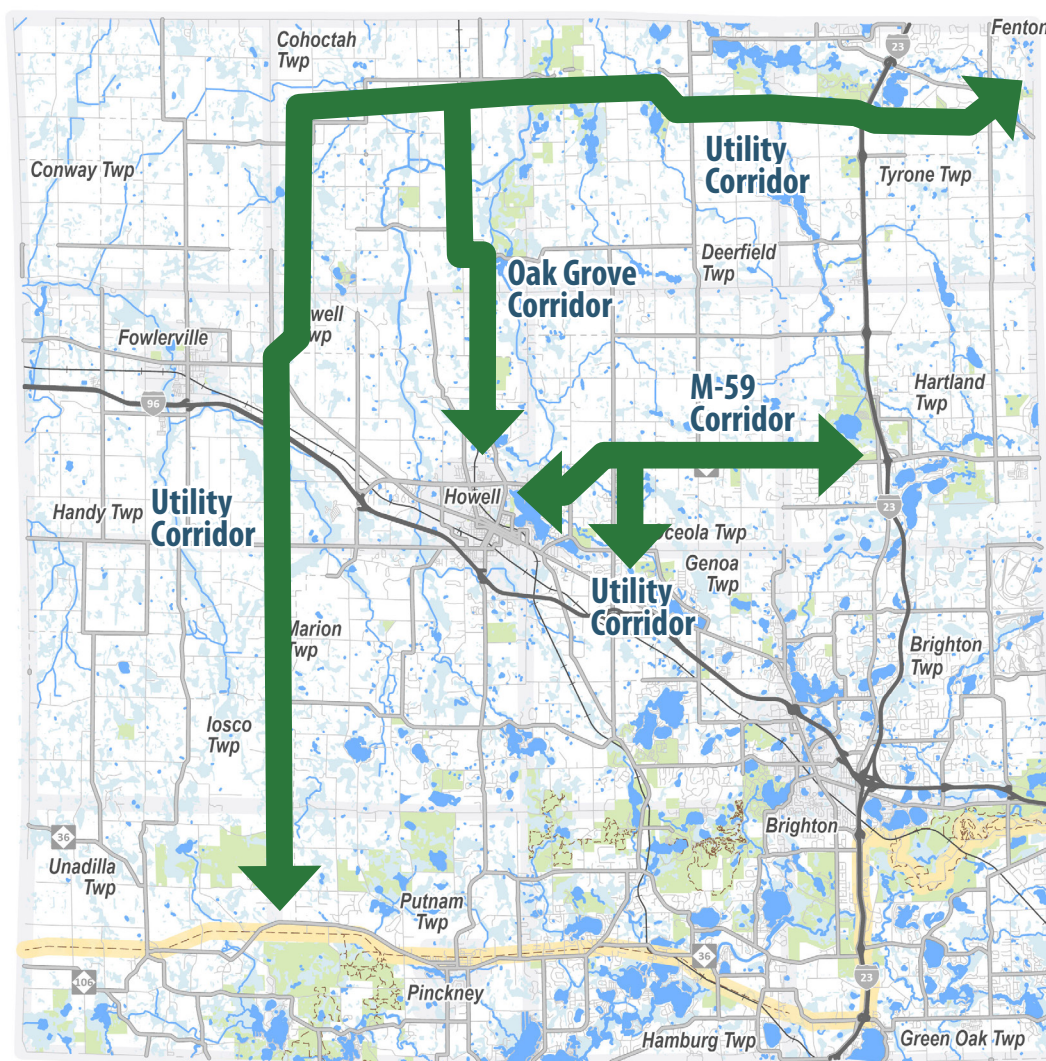
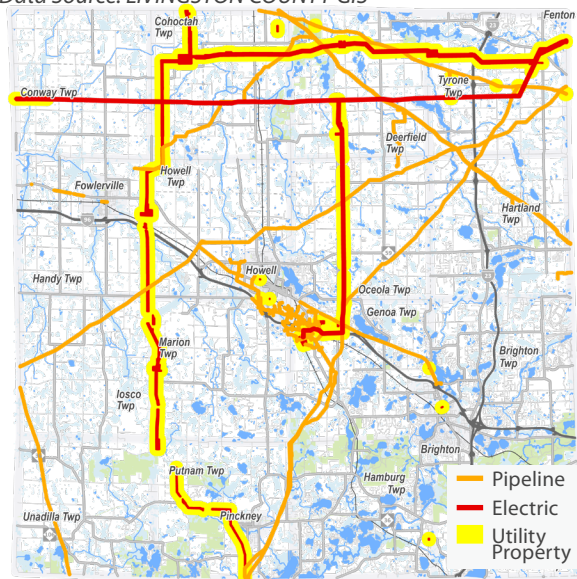
Long Term Trail Connections

Most opportunities for trails occur along abandoned rail corridors, utility corridors, waterways, and existing rights-of-way. Placing a trail along a road corridor is usually the **least desirable** location but many times it is the only option. Trails along roads or sidepaths, have many challenges including safely crossing intersecting roads and driveways; drainage ditches; and utilities. Also, **safe access to destinations on the other side of the road must be provided.**

There are a **few opportunities** to expand the trail network in Livingston County by using utility corridors. Challenges with using utility corridors include **property ownership, current land use under the power line or over the pipeline, wetlands and topography.**

Utility Corridors

Data Source: LIVINGSTON COUNTY GIS



Many of these connections have been identified in existing plans and provide long term connections through rural areas of the county.

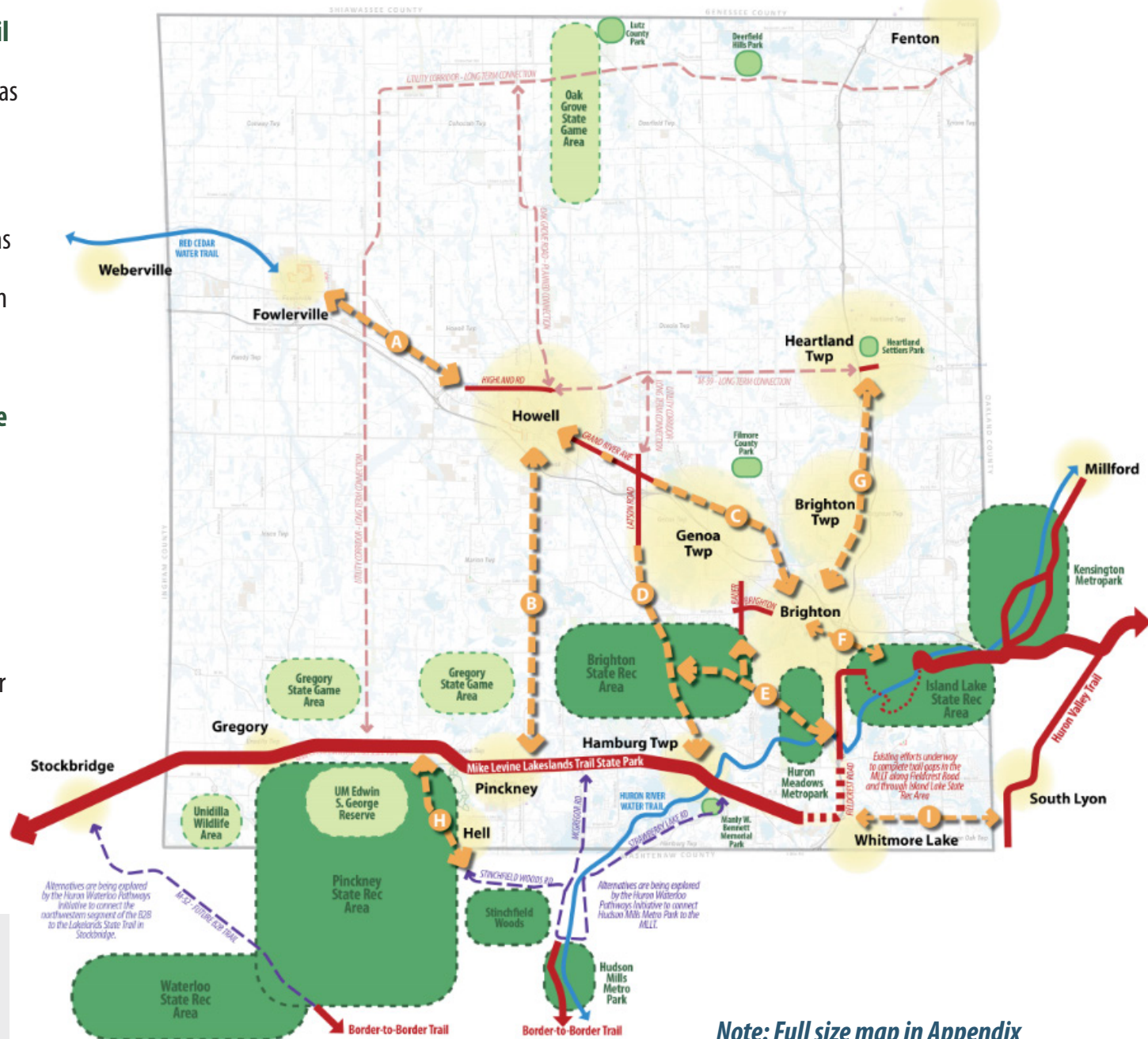
Potential Near Term Trail Links

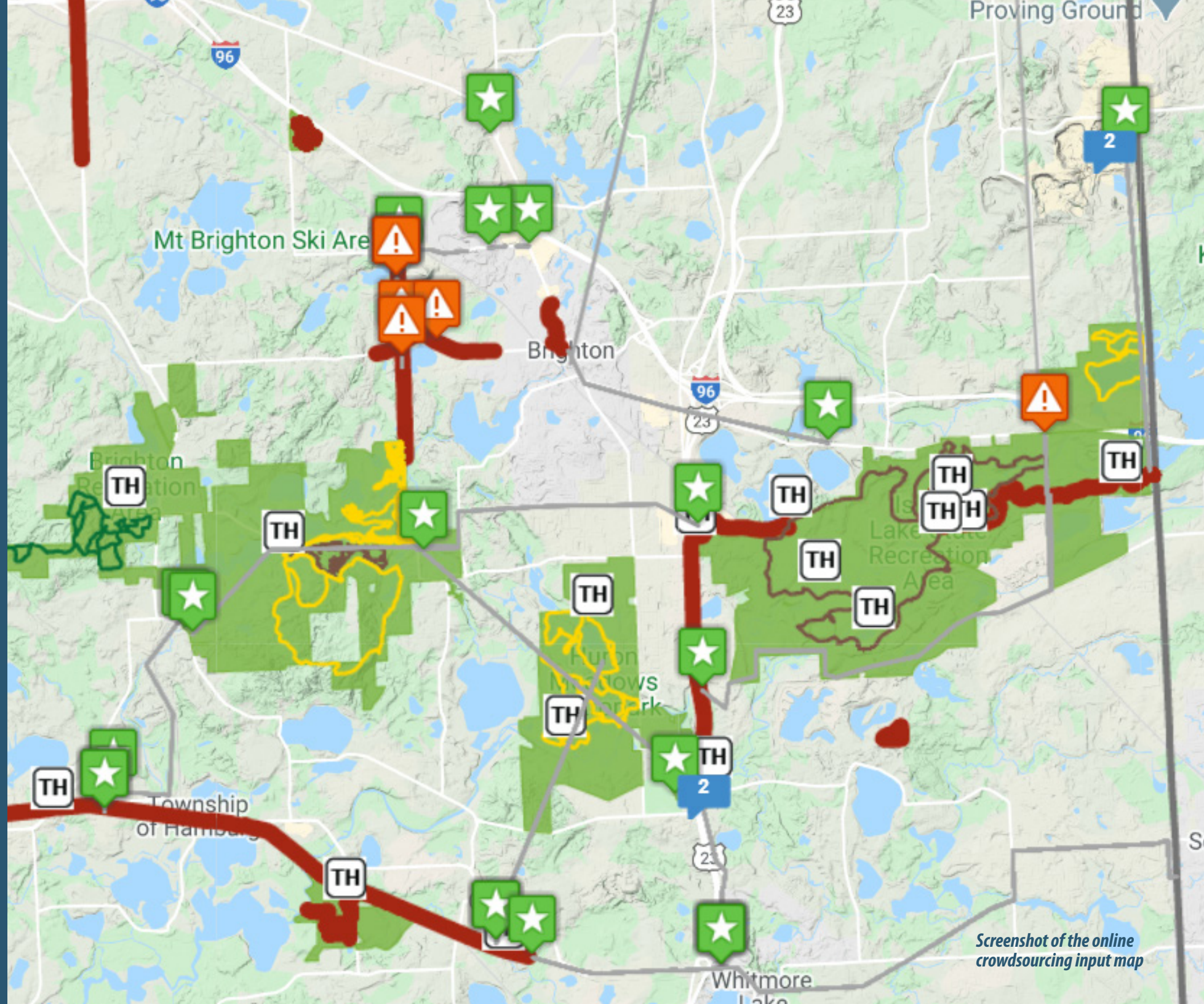
Identifying **near term trail connections** to existing **parks and recreation** areas is the **focus** of this plan.

Based on past plans and stakeholder input, **nine corridors** were identified as potential **near term trail connections** for Livingston County.

These focus corridors build off the **Great Lake to Lake Trail** and **connect parks, trails** and areas of **higher population**.

The January 22, 2020 **Trail Summit** evaluated these connections to identify the **priority routes** that the county should focus on over the next decade.





*Screenshot of the online
crowdsourcing input map*

Public Engagement

OVERVIEW 20

**SUMMARY OF
PUBLIC INPUT** 22

KEY FINDINGS 29

Engagement + Input Overview



A **project website** was developed and used to share project updates with the public. All project materials were posted to the website and online surveys and crowdsourcing maps were available through the website for public input.



Around **50 people** attended the **Trail Summit** held at the John E. LaBelle Public Safety Complex. The event included a short presentation followed by opportunities to provide input and mark-up maps.



3 monthly meetings with the **LivOn Committee** were held to help guide the development of the plan.



121 surveys were completed through the project website or during the trail summit



61 comments provided through the **online crowdsourcing map**

The following pages document input gathered during the planning process...

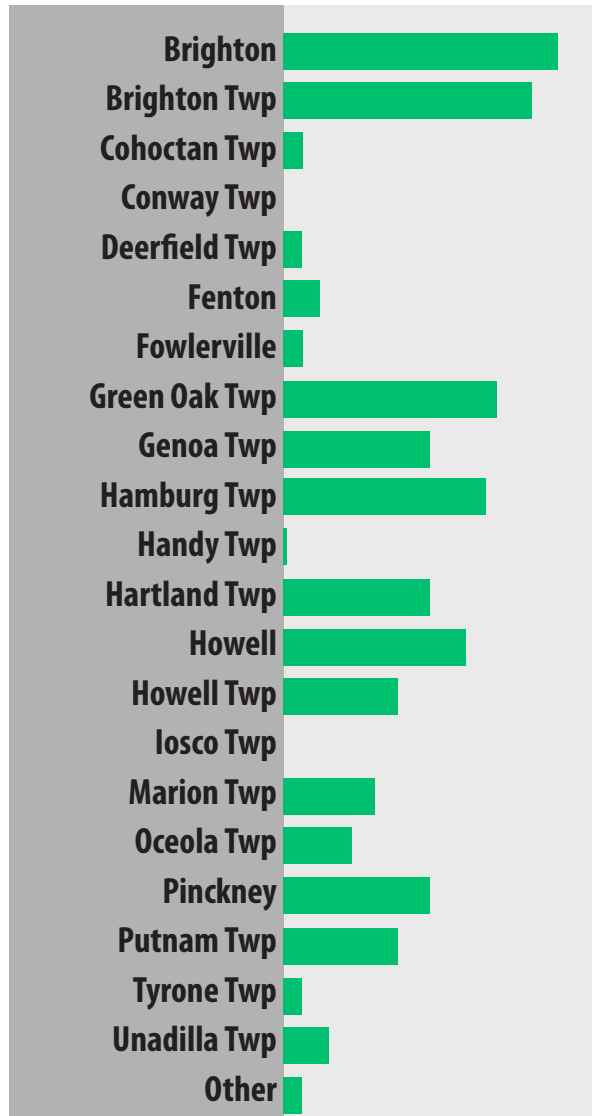




*Kathleen Kline-Hudson,
Director of Livingston County
Planning Department, kicks
off the Livingston County Trail
Summit on January 22, 2020
at the John E. LaBelle Public
Safety Complex in Howell,
Michigan*



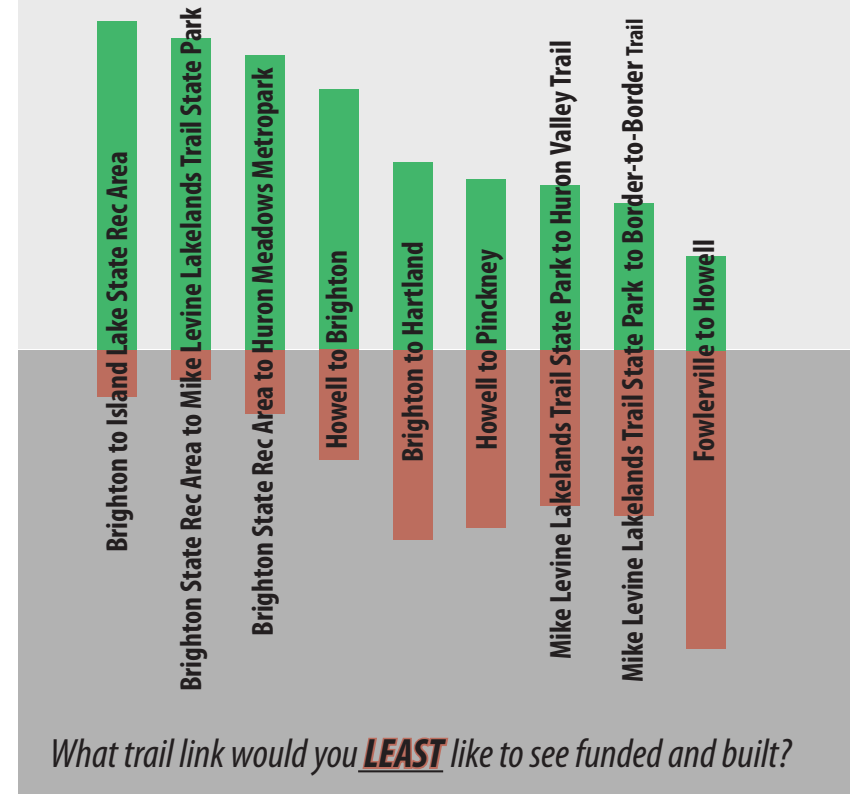
Please tell us what area of the county you live in or are most familiar with



All areas of the county were represented except Conway Twp and Iosco Twp



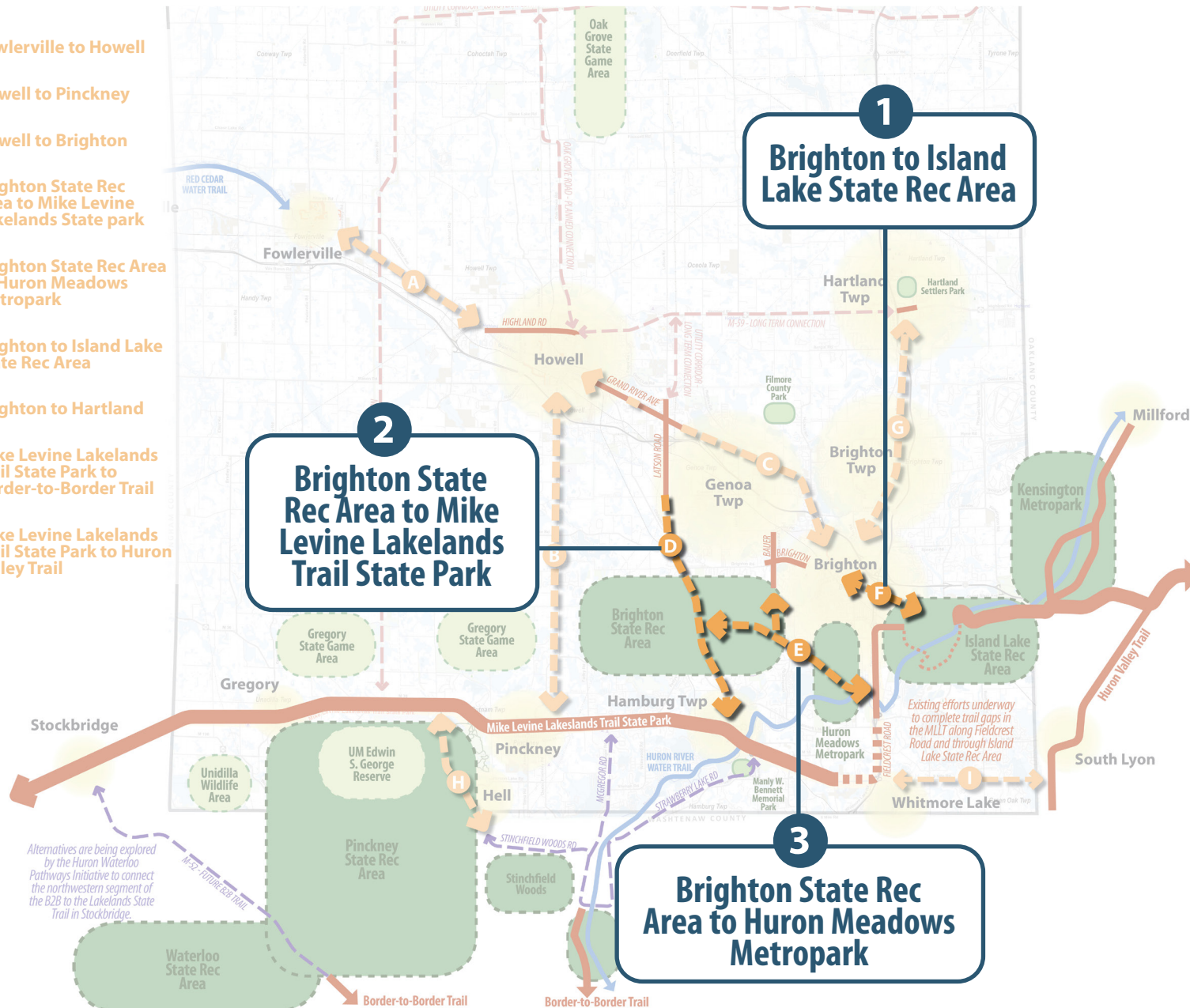
What trail link would you like to see funded and built **FIRST**?



What trail link would you **LEAST** like to see funded and built?

Top Three Priority Trail Connections

- A** Fowlerville to Howell
- B** Howell to Pinckney
- C** Howell to Brighton
- D** Brighton State Rec Area to Mike Levine Lakelands State park
- E** Brighton State Rec Area to Huron Meadows Metropark
- F** Brighton to Island Lake State Rec Area
- G** Brighton to Hartland
- H** Mike Levine Lakelands Trail State Park to Border-to-Border Trail
- I** Mike Levine Lakelands Trail State Park to Huron Valley Trail





What do you hope the trail links will look like?

Brighton to Island Lake State Rec Area



Brighton State Rec Area to Mike Levine Lakelands Trail State Park



Brighton State Rec Area to Huron Meadows Metropark



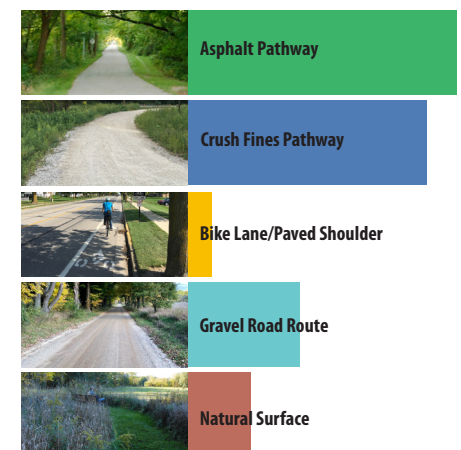
Howell to Brighton



Brighton to Hartland



Howell to Pinckney



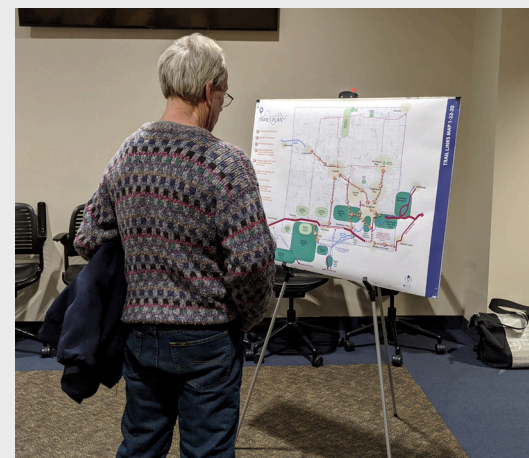
Mike Levine Lakelands Trail State Park to Huron Valley Trail



Howell to Fowlerville



Mike Levine Lakelands Trail State Park to the Border-to-Border Trail

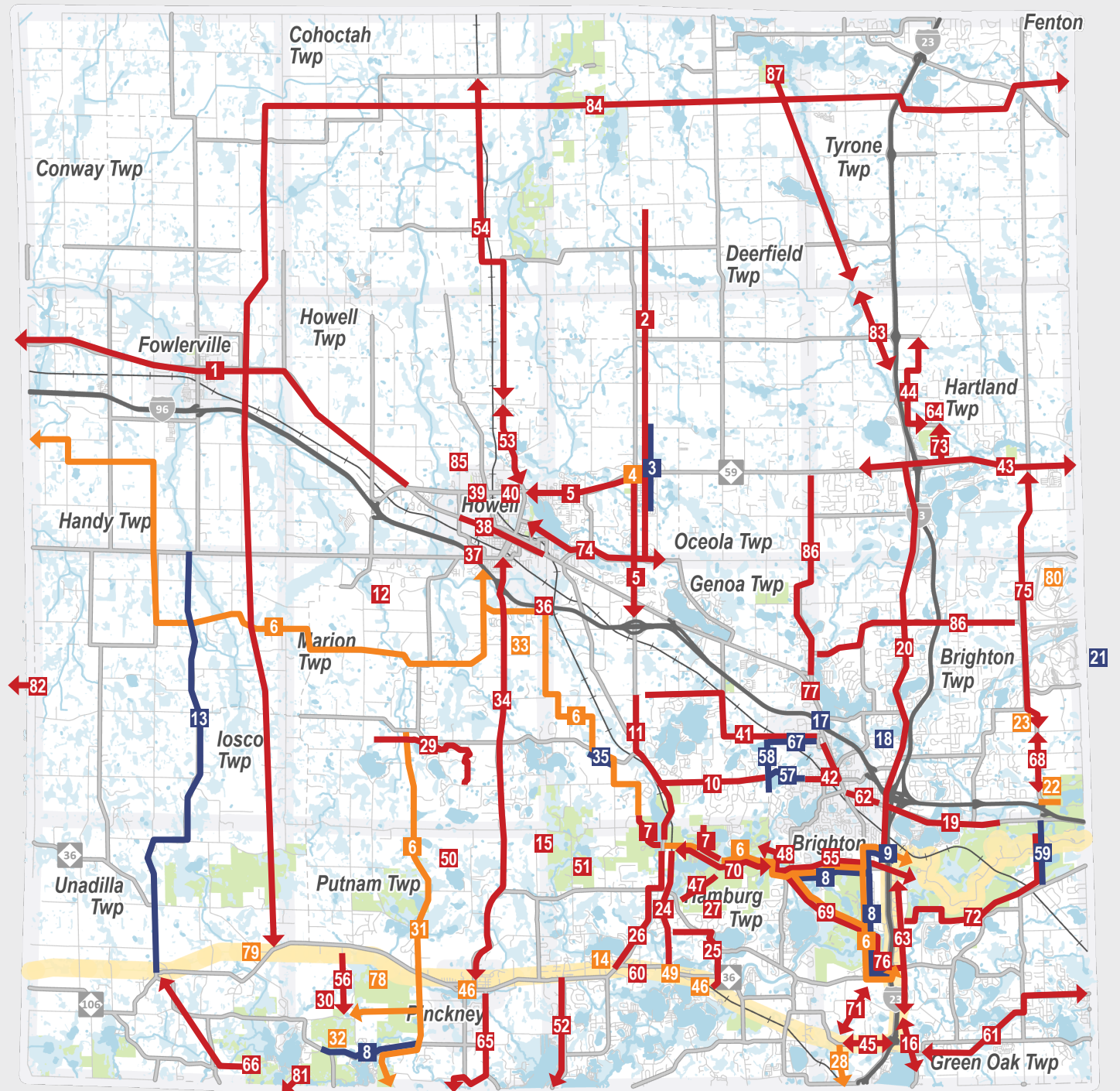


Trail Summit - January 22, 2020

Summary of map comments gathered at the Trail Summit and through the online input map. Please refer to the digital appendix for a larger version of this map.

**PUBLIC INPUT
MAP COMMENTS:**

- Idea/Suggestion
- Issue/Concern
- Other



MAP NOTES:

1. Provide paved shoulder on Grand River to Lansing
2. Trail along utility corridor is a great alternative to Latson Road, which has a lot of heavy traffic
3. Topography along this part of utility corridor
4. Talk of roundabout at intersection of Highland Road and Latson
5. Shared Use Pathway loop desired on M-59, Latson and Grand River Ave; Latson Road to M-59; Howell to Latson/M-59
6. Gravel road routes that bicyclists currently use
7. Unofficial mountain bike trails in parks that bicyclists currently use
8. Difficult segment for bicyclist using gravel road routes to get to parks – dangerous for on-road cycling due to motor vehicle traffic
9. Some bicyclist use Lee Road to access Island Lake State Rec Area – very challenging connection; Safe passage from island lake to Brighton rec on bike. First things first, we need a decent way to travel through the circles of death, aka the lee road roundabouts.
10. Extend shared use path on Brighton Road West to Chilson Rd – running groups use this route and would like to see better access to Oak Point
11. Extend shared use path along Latson/Chilson to Bright State Rec Area; this route preferred over D19; Paved Shoulder north of Bishop Lake Road could work, but off road trail ideal
12. May be opportunities for hiking within sanatorium property
13. Bull Run Road is a dangerous route for people who bike – high speeds, high traffic, hills and curvy road limiting visibility
14. Captain Frosty is a major destination along the trail
15. Would like to see western trail head access in Brighton State Rec Area for hiking
16. Link East Shore Drive to Lakelands Trail
17. Interchange of Grand River at I-96 too narrow for pathway; need a safe crossing
18. This neighborhood is isolated with expressways on both sides – need a safe route to Downtown Brighton.
19. Provide Shared Use Path Connection along Grand River between Brighton and Island Lake Rec Area
20. Provide Shared Use Path along Old US-23 between Hartland and Brighton – part of road being widened in 2020 and current plans show a sidewalk, a shared use path would be better; A Hartland-Brighton route would be great! Just need to connect a lot of little neighborhoods; Crushed Fines Pathway or Wide shoulder on Old US-23; We need a northeast connector into Howell and or Brighton such as Spicers Orchard Down Old US 23 Down to Brighton Grand River
21. Crossing GM Road is an issue when you continue northeast on the park trails toward Milford in Oakland County; Milford - GM - Brighton Connector
22. Off-road hike bike trail proposed at west entrance of Kensington Metro Park
23. Proposed Park in Brighton Township off Kensington Road – see Brighton Township Master Plan for details; Work with Brighton Twp to make Sunset Park a reality.
24. Opportunity for trail connection along railroad corridor between Bishop Lake Road and Mike Levine Lakelands Trail State Park – MDOT Rail right of way; there have already been several meetings with MDOT; make a trail between this trailhead and Brighton recreation area approximately via this route. Although it is a long distance, there are a few very large, privately owned parcels, so you might not have to negotiate with to many landowners. There is a lot of wetlands here, but there are ways around most of them, and you might not have to build as many boardwalks, as it appears.
25. Option to use Gravel Road Route along Mercer Road and then Sidepath along Chilson Road to Mike Levine Lakelands Trail State Park
26. Option to add sidepath along Pettysville, Swarthout and Chilson to Mike Levine Lakelands Trail State Park from Brighton State Rec Area
27. Potential to connect hiking trail in Brighton State Rec Area to the end of Kiowa Drive
28. Paved sidewalk along east side of Lemen under construction with trail head in Washtenaw County
29. Potential connection to Howell Nature Center, Marion Township Park #1 and Jack Lowe Memorial Park using neighborhood roads and short trail connections; May be opportunities to continue route west through SE Michigan Land Conservation area (around 20 acres).
30. Need good north trail head for the Potawatomi Trail
31. Cedar Lake Road is a gravel road route with lots of hills used by cyclists for training – desire to link to Potawatomi Trail
32. Missing trail head on map for Potawatomi Trail at Gosling Lake and Patterson Lake Road
33. New housing at Marion Oaks Golf Course
34. Fines shared use path along Pinckney Road; Work to add sidepath along D-19 from Pinckney to Howell; With more and more housing along D19, a link from Howell to Lakelands/Pinckney is more needed. There is not a good gravel/dirt road alternative for this route.
35. Coon Lake Road between Westphal and Richardson - difficult segment for bicyclist using gravel road routes to get to parks, dangerous for on-road cycling due to motor vehicle traffic; propose adding a wide shoulder or bike lane
36. Provide connection across I-96 at Fisk Road
37. Crossing I-96 at Mason Road
38. Complete shared use path along Grand River through Howell, especially near Highlander Way for Safe Routes to School connection
39. Connector needed to Highland Road from existing Howell High School pathway
40. Add pathway connection to Northwest Elementary School from shared use path on Highland Rd
41. Provide connection along Crooked Lake Road, Door road and Challis Road between Three Fires Elementary School and Brighton; The path should be extended onto Challis to connect between asphalt path end at Bauer and Challis all the way to the concrete sidewalk ending at the U of M healthcare facility. I often run this section of road at night and am concerned about traffic especially where the roadway narrows west of the railroad tracks
42. Continue pathway connections from Mill Pond Park along Grand River Ave and Main St
43. Full connector to Highland Rec following the M-59 corridor
44. Connection to Spicer Orchard from Settlers park along Dunham Road and Hartland Rd
45. Complete gap in Mike Levine Lakelands Trail along M-36
46. Hamburg and Pinckney are trail towns
47. May be opportunity for trail connection along old DNR road; get the DNR to keep this old access into the park open. It was formerly known as walker point trail. It went north and connected into what is now one of their cabin sites, from which the entire park can be accessed via their gravel road system
48. Add trail connection along creek to Maltby Road
49. Zukey Lake Tavern is a major destination on the Mike Levine Lakelands Trail State Park
50. Buy Girl Scout Camp; All non-motorized routes should be shared by horses, mountain bikes, hikers, skiers, etc.
51. Provide separated foot paths for hiking on the west part of Brighton State Recreation Area
52. Applying for grants for connection along McGregor Road; 4' bike path on west side and 5' sidewalk on east side
53. Provide a trail connecting the larger subdivisions, like Amber Oaks; Connect the new Subdivisions on Barron Road to M-59; There are hundreds of new families in Ambers Oaks and Oak Grove Meadows that would enjoy using a walking path from Barron to M-59 along Oak Grove, current situation is far too dangerous to use as a pedestrian; Our subdivision has many families and kids, but seem isolated due to the fact that it is a newer development, we would all love a trail connection towards downtown Howell; walking trail would be nice;
54. Provide a trail or connection between Howell (north of D-19), Oak Grove, and Cohoctah. Right now, I see people walking or biking to work on the road median, which is unsafe in this unlit area. Also, there is no existing pathway for bikers and runners in this area of northern Howell. Instead, bikers/runners have to run on heavily trafficked, unlit, two-lane roads or travel to a surrounding community or Kensington Park. Likewise, a path central to this heavily trafficked area north of downtown Howell could be used by walkers and families (particular those with children) for recreation or safely getting into town without a vehicle. As a runner, I would use such a trail/path on a regular basis (year-round) and host/invite other runners to join me. As a mother, I know that other families with young children would appreciate having a local trail/path for biking, hiking, and exploring with children.
55. Provide a trail connection between Brighton State Rec Area and Island Lake Rec Area convenient for mountain bikers to use.

Continued on next page....

56. Connect the Lakeland's Trail to the Potawatomi Trail; Kelly Rd (gravel) then connection to Border to Border (crushed fines); Concern at Patterson Lake Road crossing; Make trailhead parking lot to Potawatomi Bike Trail at Kelly Rd.
57. One problem is that the path is so close to Brighton Rd/Main St (just 2 or 3 feet) in some sections that snow from plow trucks covered the path after the path was first cleared. After some snow falls the path needs to be cleared a 2nd time say a day or so after the snowfall; The section of path is lower than the rest of the path and is often flooded or has large puddle. I think it may be the section near the stream. I think it was meant to drain onto the road but it does not.
58. The existing asphalt path is not flat from left to right. It is difficult to walk or run on because it is light running across a hill. It should be cut into the hillside. I assume the asphalt settled or moved over time due to the hill is runs across; The trees near the path just east of Bauer Rd appear to have roots under the asphalt that have caused the asphalt to crack and raise up. It is a tripping hazard.
59. Kensington Road between Grand River Ave and Silver Lake Road is very dangerous on a bicycle.
60. Public connection between the end of Hooker Road and Lakelands Trail would benefit residents that live along Hooker Road to have safe access to the trail instead of traveling along M36.
61. Connector from the east end of the Lakelands trail to the South Lyon Trail System/Huron Valley Trail. (Subsequently the Airline Trail, West Bloomfield Trail, Clinton River, etc).
62. Connect neighborhoods along East Grand River in Brighton to downtown Brighton. Close proximity but no path to safely walk to the downtown area for these residents
63. Connect Island Lake Rec Area to the Lakelands Trail system. There is currently no safe way to connect/go between these two State Parks on foot/bike/etc.
64. A short connector from Settlers Park to Hartland HS would complete a connection between M-59 and downtown Hartland, as many people use the High School/ Elementary as a cut-through.
65. Connection between the Mike Levine Lakelands Trail, Pinckney HS, and Pinckney Recreation Area Silver Lake Unit; Add a connector trail from Pinckney HS to Mike Levine Lakeland's Trail; Connect Hudson Mills Metropark to Pinckney Via Dexter-Pinckney Road.
66. Connection between Bruin Lake Campground, Unadilla, Gregory, and Mike Levine Lakelands trail.
67. There is a section of Bauer Rd starting at Karl Greimel that has no sidewalk. It should be extended from Karl Greimel to the sidewalk at the hotel; There should be a sidewalk installed along Challis Rd from Grand River Ave to the existing sidewalk on Challis Rd.
68. Kensington Road Connector to Sunset Park.
69. Need to connect US-23 Trail to Brighton Rec Area via Huron Meadows Metropark - mostly public land but no bike-friendly routes through HMMP.
70. Need an east-west route through Brighton Rec Area (with connections to other nearby routes) - current roads are not bike-friendly, force visitors to drive between campsites, beach, trails, park entrances, etc.
71. Need connection from Lakelands/Levine Trail to Huron Meadows Metropark - could create a loop with Lakelands/Levin extension east to US-23, US-23 Trail extension, connection west to HMMP.
72. Need another east-west connection through Island Lake SRA using existing RR ROW, could create a loop by connecting to US-23 Trail further south.
73. Would love to see a Settlers Park to Heritage Park connection!; Settlers Park to Heritage Park possible route (need some easements from property owners, there's already a path through the nature preserve south of Bullard Lake that would need to be developed a little more, only thing that needs to be built from scratch would be to connect Clark Rd to Bullard Rd neighborhoods; Safer connection from Heritage Park to Tipsico Lk Rd, the current path is very close to the road and not well maintained.
74. Golf Club Rd is OK until you get to here (when you're trying to go west to Howell, would be great to have a better connection).
75. Developing Pleasant Valley/Kensington a little more would be great, for a better way to get to Island Lake/Kensington; Connection from Kensington park up Kensington Rd to Sunset Park (Brighton Twp
76. Connection of Huron meadows trail system with legacy center and Fieldcrest trail. Huge population of people looking for walking opportunities while at legacy center games. The properties all join. See Huron meadows for their master plan from 2019 and proposed trail connections; Huron Meadows to legacy center on way to linking to Fieldcrest Road trail
77. Need path on Grand River.
78. Pinckney Trail Riders Association- Can you change the symbol here to an equestrian symbol? While hiking is allowed on these trails, these are designated as bridle trails and the only equestrian bridle trails in Pinckney. Please also note that the portion of the Lakelands Trail through Putnam Township is heavily utilized by the equestrian community; for many equestrians, the Lakelands Trail is the ONLY way they can get to the Pinckney Recreation Area bridle trails. Putnam Township and the DNR recognized this, so much in fact, that the Township made sure to accommodate equestrian use when they improved their section of the trail. In fact, the trail head at the old Pinckney Depot has a separate special parking lot for horse trailers. The Village of Stockbridge recognized the equestrians too, and reduced their gravel surface and created a separate equestrian staging area along their portion of the Lakelands Trail. www.pinckney-trailriders.com
79. Pinckney Trail Riders Association-The portion of the Lakelands Trail in Putnam Township, Unadilla Township, and into Stockbridge is heavily used by the equestrian community. For many, the Lakelands Trail is the only place they can ride. Other riders use it as their only means of accessing the Pinckney Recreation Area bridle trails. Putnam Township and the Village of Stockbridge have recognized the importance of the equestrian community and have made their trail improvements to accommodate and PROMOTE equestrian use of the trail. The Pinckney Trail Riders Association is a good resource if more equestrian input is desired for the trail planning. Thank you! www.pinckneytrailriders.com
80. Would GM sponsor a trail around the proving ground?
81. Potawatomi Trail to DTE Foundation Trail should be a priority
82. Danville to Ingham County
83. There is a need for a trail between Parshallville and Hartland
84. Utility Corridors – Mowed, great long hiking trail, rustic campgrounds? Camping off of Burkhart in Howell Twp
85. Bike Lake/Paved Shoulder on Byron Road (to M-59) in Howell Twp - Great terrain for bikers and runners, need to be safer
86. Desired connection along Hacker Road from Grand River to M-59
87. Connect Deerfield Hills Nature Area to Settlers Park



Key findings...

Over the next decade, the majority of participants would like the county to focus on these three trail connection:

- Brighton to Island Lake State Rec Area
- Brighton State Rec Area to Mike Levine Lakelands Trail State Park
- Brighton State Rec Area to Huron Meadows Metropark

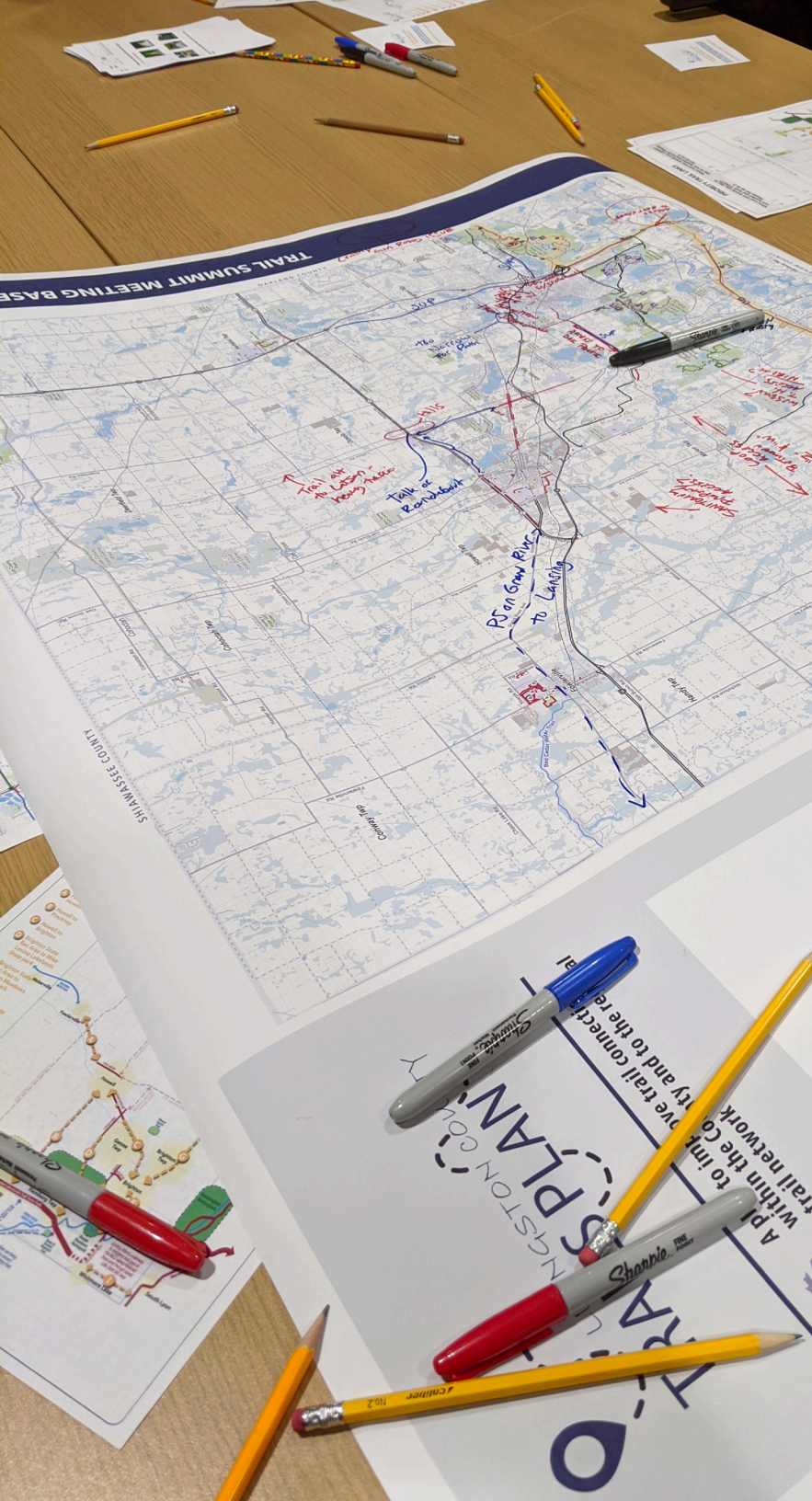
Asphalt paths are the most desired trail surface, but people are open to other options where appropriate, or if it means more trails can be put down.

Strong desire to connect to other large trails in the region such as the Potawatomi Trail, DTE Energy Foundation Trail and Border-to-Border Trail in Washtenaw County, and the Huron Valley Trail in Oakland County.

Gravel roads are currently popular bicycle routes to get between mountain bike trails in parks. Some bicyclists prefer gravel road routes with topography for training.

There are existing “bootleg” mountain bike trails in some of the State Recreation Areas - they are not official trails, but are used frequently and may provide key connections.

While the scope of this plan focuses on priority trail connections, there is a strong desire for a nonmotorized plan that can address bicycle and pedestrian improvements throughout the county and within urban areas.





Recommendations

RECOMMENDED ROUTES	32
OVERVIEW OF FACILITY TYPES	36
RESOURCES AND GUIDES	40
NEAR TERM NETWORK	42
PRIORITY ROUTES	44

Recommended Routes

The plan recommendations are divided into two groups:

- The **Near Term Network** focuses on how to improve safety and connectivity for what is out there right now.
- The **Priority Routes** focus on providing new connections that link major park and recreation areas and population centers to the Great-Lake-to-Lake Trail.

These two systems complement each other and provide options for different types of recreation. A bicyclist who enjoys the paved sidepath along Fieldcrest Road would be likely to extend their ride on a similar path along Maltby Road and into the City of Brighton. Someone who enjoys the character of the mountain bike trails in Brighton State Rec Area may want to create a loop route that incorporates gravel road routes in the rural areas. By creating a more comprehensive network, more residents have the opportunity to walk or bike out their front door and have a designated route linking them to a regional trail.

The majority of the recommended routes are based in the southeast part of the county and build on the Mike Levine Lakelands Trail State Park. These routes were chosen based on public input, location of existing parks and recreation areas, and areas where the most population could be served. The southeast part of the county just happens to have the highest concentration of parks and people and the priority routes that were chosen build off the existing trail segments in that area. The recommended routes create a base trail network that can be expanded and replicated in other areas of the county.

This Trails Plan should not be misconstrued as a Comprehensive Nonmotorized or Multimodal Transportation Plan. The proposed trails are only one element of such a plan. Communities are encouraged to develop Multimodal Transportation Plans and construct a comprehensive network of safe, comfortable, and convenient routes for uses of all ages and abilities.

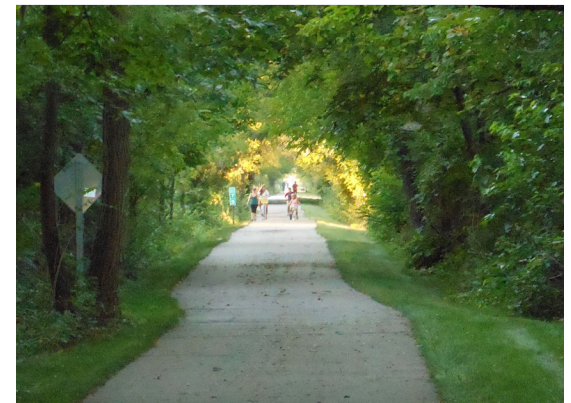
The recommended routes of this plan have been given the designation “Priority” and “Near Term” and it should not be interpreted that these are the only such facilities that should be constructed or designated. Rather, it illustrates routes that make the most meaningful connection and that work together to create a network. These recommended routes should be the focus of new investments. The following pages provide further details on the various recommended routes and priorities within Livingston County.



Crushed fines shared use path in Island Lake State Recreation Area

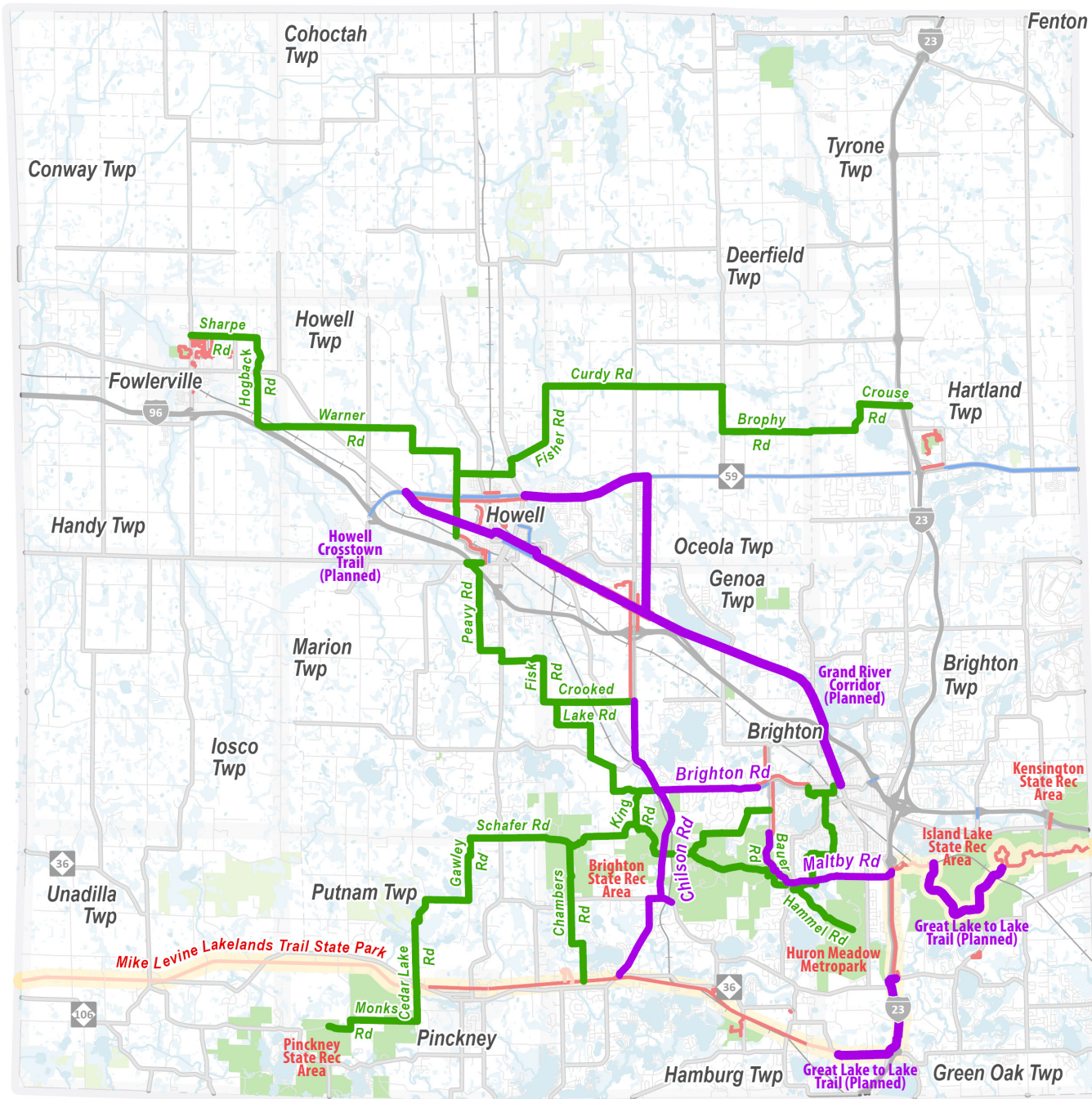


M-59 Sidepath in Howell



Mike Levine Lakelands Trail State Park

Livingston County Trails Plan - Recommended Routes Map



LEGEND:

Proposed

- Near Term Network
- Priority Routes

Existing Network

- Paved Shoulder
- Concrete/Asphalt Shared Use Path
- Fines Shared Use Path
- Great-Lake-to-Lake Trail Route #1

Priority Routes Already Under Development

The following three priority trail routes are currently under development by other planning groups so they will not be detailed in the plan.

Great Lake-to-Lake Trail Route #1



There are two gaps in the Great Lake-to-Lake Trail Route #1 in Livingston County. The first gap is between the eastern terminus of the Mike Levine Lakelands Trail State Park in Hamburg Township and the end of Fieldcrest Pathway at Silverlake Road. The second gap is in Island Lake State Recreation Area. Portions of both trail gaps have recently been awarded Transportation Alternative Program Grants from SEMCOG.

Grand River Corridor



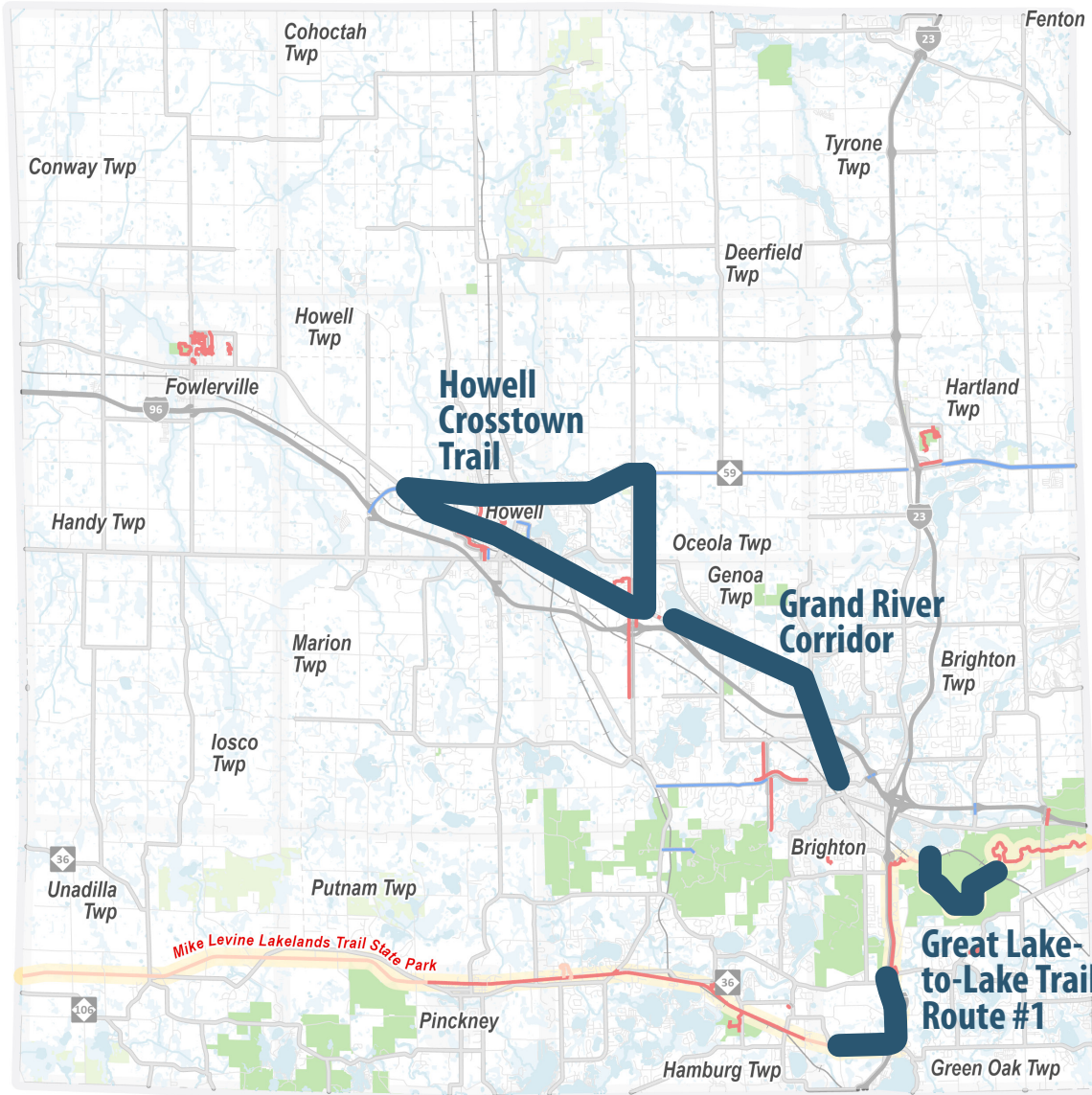
There is a vision to provide a non-motorized connection along Grand River Ave between the City of Howell and the City of Brighton. Communities along the corridor have been working on providing bicycle and pedestrian improvements to complete the connection. The nature of these connections include, shared use paths, sidewalks and shared lane marking on adjacent local roads. Geona Township was recently awarded a Transportation Alternative Program Grants from SEMCOG to complete sidewalk gaps between Lake Chemung and Hughes Road.

Howell Crosstown Trail



The City of Howell has been working toward completing the Crosstown Trail. Shared use pathways have been built along segments of M-59 and Grand River Avenue.

Livingston County Trails Plan - Priority Routes Already Under Development



LEGEND:

Proposed

- Priority Routes Under Development

Existing Network

- Paved Shoulder
- Concrete/Asphalt Shared Use Path
- Fines Shared Use Path
- Great-Lake-to-Lake Trail Route #1



These routes are still critical to the development of a county-wide trail network, but will not be detailed in this planning document.

Overview of Facility Types

The plan references different facility types that may not be familiar to all readers or for which there is not a universal interpretation. This section presents some of the terms that will be encountered in the recommendations.



Shared Use Path

A type of trail that generally has an improved surface of either crushed aggregate fines or asphalt such as on the Mike Levine Lakelands Trail State Park. Usually people who bike and walk are the main trail users, and depending on the individual trail, horses may be permitted.

Current guidelines call for a minimum width of 10' with a 2' clear zone on either side of the trail. 11' and 13' wide trails make it easier for two bicyclists to ride side-by-side and pass other users on the trail. The path should be gently graded (5% maximum slope), avoid tight turning radii, and have good visibility at all intersecting driveways and roadways for the safety of the users. The trail surface should drain to either side to avoid puddling water and ice buildup on the trail.



Sidepaths

A sidepath is a type of shared use path that runs parallel to a roadway and is generally within the road ROW. The trail along the south side of M-59/W Highland Rd in Howell is an example of a sidepath. Depending on their location and how they are constructed, sidepaths present several safety and usability concerns. Motorists turning into and out of intersecting driveways and roadways are generally not looking for bicyclists traveling opposite the flow of traffic in the adjacent motor vehicle lane. Also, motorists turning out of intersecting roadways and driveways often block the crosswalk of the pathways.

In Livingston County, many of the roads do not have designated ROW available along the entire road corridor so easements would be required from adjacent land owners.



Bridges and Boardwalks

Bridges and Boardwalks for Shared-Use Paths are a minimum of 14' wide (4' wider than Shared-Use Paths) to account for bicyclists riding a safe distance away from the hand rails. They also need to be structurally capable of heavy loads such as a running event, occasional maintenance vehicles, and snow loads. The deck surface has a major impact on long-term maintenance. Wood decking while initially more economical, are difficult to clear snow from, require more frequent maintenance, and often become very slippery when wet. Concrete surfaces, while more expensive up-front, are much easier to maintain and sure under foot and wheel.

Natural Surface Trails



Hiking Trail

Narrow, natural surfaced trail that generally works with the contours of the existing landscape, also known as a foot trail or nature trail.

Hiking trails can be found in all of the regional parks and state recreation areas in Livingston County. Some local and county parks offer hiking trails as well.



Mountain Bike Trail

Natural surfaced, off-road trails, often over rough terrain that tend to be technical and require different skill levels. Pedestrians are typically allowed, but generally do not frequent these types of trails.

Mountain Bike Trails can be found in state recreations areas in Livingston County.

Mountain Bike Trails are typically not good connector routes for general bicyclists.



Equestrian Trail

A thoroughfare that is used by people riding horses. Sometimes these trails may serve a wider range of users. Pedestrians are typically allowed, but generally do not frequent these types of trails.

Equestrian trails can be found in Brighton State Recreation Area and Pinckney State Recreation Areas. Horseback riding is also permitted on the Mike Levine Lakelands Trail State Park.



Sometimes mountain biker trails, hiking trail and equestrian trails share the same route, but ideally they should be separated facilities.

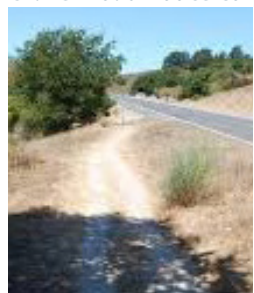
On-Road Routes and Paved Shoulders



Gravel Road Routes

One of the fastest growing segments of bicycling is gravel road riding. Bicyclists enjoy the scenic rural areas and very low volumes of traffic. Natural Beauty roads with low advisory speeds make for ideal routes. Livingston County has a number of very attractive gravel roads that go through Recreation Areas and Metroparks. Gravel road routes are also natural extensions of crushed fine surfaced trails like the Mike Levine Lakelands Trail State Park.

Gravel Road Route Connector



There are times where a short connection may be needed along a busy roadway to connect gravel road route. A natural surface single track trail may be provided to complete the connection.



Paved Road Routes

Low-volume local roads that provide connections to neighborhood destinations for people who walk and bike. These types of routes could include wayfinding signs, traffic calming measures, and stormwater management features (like rain gardens). Crosswalk improvements may be needed where these routes cross major roadways.



Paved Shoulders

On rural roads, the inclusion of an additional four or more feet of pavement outside of the white edge stripe provides a place for pedestrians to walk opposite the flow of traffic and bicyclists to ride with the flow of traffic. The width of the paved shoulder should increase with greater traffic speeds, and higher percentage of truck traffic. Ideally, a motor vehicle passing a bicyclist on the shoulder would be able to provide 5' of space between the vehicle and a bicyclist. If there is substantial on-coming traffic, a motorist should be able to do this by staying within their own lane.



Bike route signs should be provided along on-road routes and paved shoulders to help guide bicyclist to destinations and nearby trails. A county-wide bicycle wayfinding plan should be developed to help identify key destinations and guidelines for wayfinding signs.

Road Crossings



Basic Crosswalk

Basic crosswalks indicate optimal or preferred locations for pedestrians to cross a road and help designate right-of-way for motorists to yield to pedestrians. Basic crosswalks are an appropriate facility for low volume and low speed roadways. High visibility crosswalk marking and signs are used to help emphasize the crossing.

All trail crossings should include warning signs to alert motor vehicles of potential conflicts with nonmotorized users.



Bicycle And Pedestrian
Crossing Sign W11-15



Crossing Island

Pedestrians only need to cross one direction of traffic at a time which is much safer and allows for more opportunities as they only are looking for a gap in traffic from one direction. The island provides a strong visual indicator to motorists of the crosswalk. Often used in conjunction with rectangular rapid flash beacons.



Rectangular Rapid Flash Beacon

A high-visibility strobe light placed below a crosswalk light is activated by pedestrians to alert drivers that a pedestrian is crossing the roadway. This is used at mid-block locations and is most effective on roads with speeds less 35 mph or less. It is often used in conjunction with crossing islands on roads with more than two lanes.

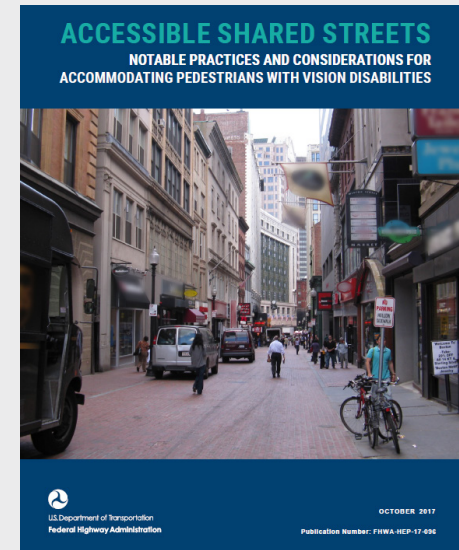


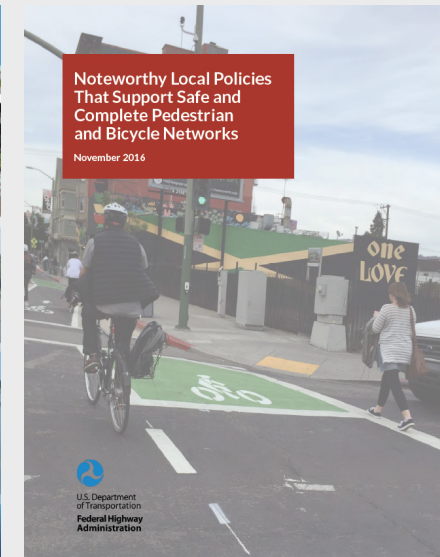
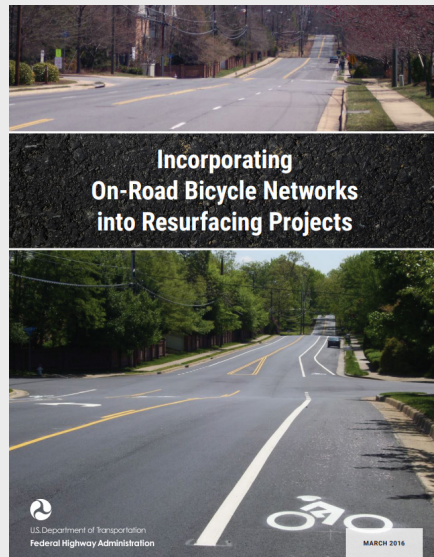
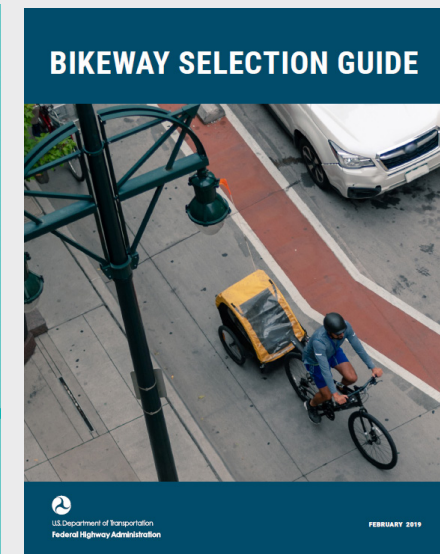
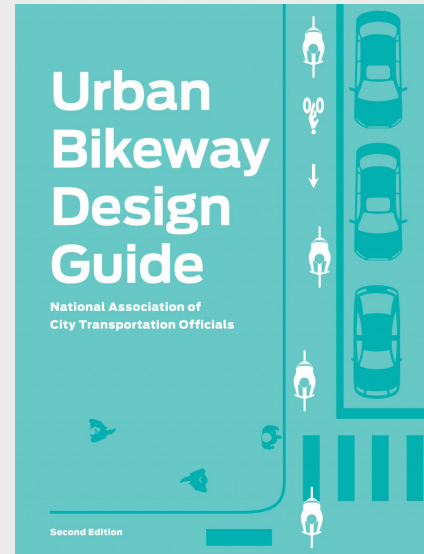
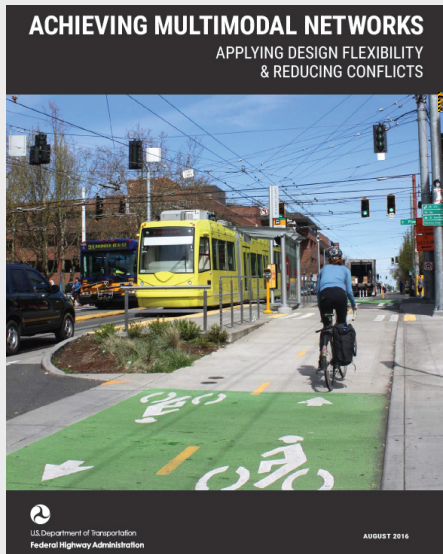
While safely moving various modes through and along corridors is important, getting vulnerable modes including pedestrians and bicyclists safely across corridors is essential. The examples here illustrate various ways to get people across corridors. Specific design treatments vary based on distance, speeds, volumes, etc.



Resources and Guides

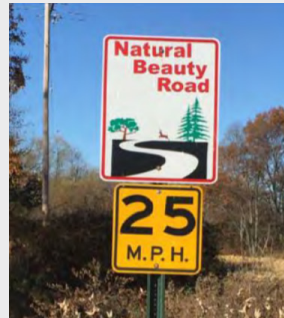
There are many design guidelines available that provide details on new facilities and best practices. The Federal Highway Administration Small Town and Rural Multimodal Network is referenced throughout the recommendation section, as it supports the types of facilities being proposed. It is strongly recommended that planners and engineers refer to recent guidelines to provide the safest facilities that meet best practices.





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 the Near Term Network Plan.



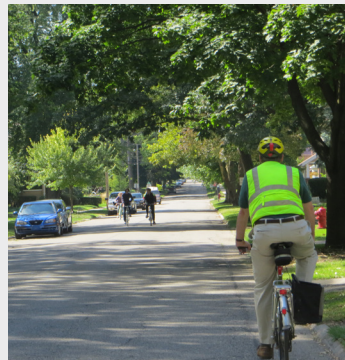
Advisory speed sign used in conjunction with Natural Beauty roads

The proposed Near Term Network enhances existing road routes and pathways to provide 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.

One of the key connections in the Near Term Network is the bridge over South Ore Creek on the north side of Hamburg Road. While expensive, it is a critical safety improvement for bicyclists who currently travel between Brighton State Rec Area and Huron Meadows Metropark. This connection is important for both the near term network and priority routes.



Gravel Road Routes



Paved Road Routes

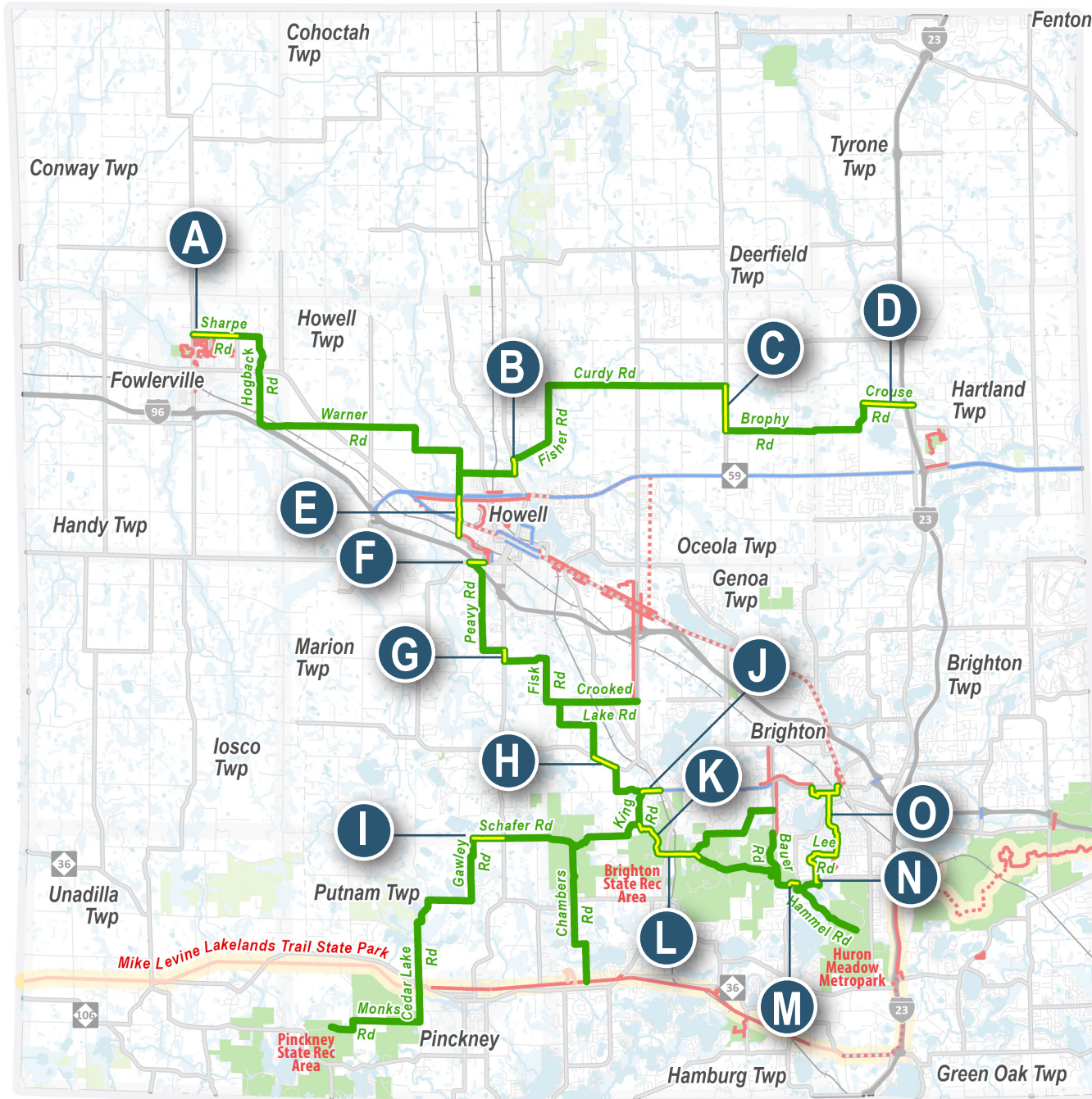


Gravel Road Route Connection

NOTES:

- A** Paved road route on Sharpe Road
- B** Planned shared use path on Oak Grove - priority connection for Township
- C** Provide short pathway connection (natural or crush fines trail) along Argentine Road between Curdy Road and Brophy Road
- D** Paved road route on Crouse Road; existing paved shoulder on bridge deck over US-23
- E** Paved road route along Highlander Way in through Howell
- F** Paved road route on Mason Road; existing paved shoulder on bridge deck over I-96
- G** Provide short pathway connection (natural or crush fines trail) along Pinckney Road between Keddle Road and Wright Road
- H** Provide short pathway connection (natural or crush fines trail) along Coon Lake Road between Westphal Road and Richardson Road
- I** Paved road route on Schafer Road
- J** Paved road route on Brighton Road between King Road and Chilson Road
- K** Formalize trail route currently used by mountain bikes in Brighton State Rec Area between Bishop Lake Road and King Road
- L** Existing paved shoulder on Bishop Lake Road between Chilson Road and Cunningham Lake Road
- M** Provide short pathway connection on north side of Hamburg Road between Maltby Road and Bauer Road; Bridge required over South Ore Creek
- N** Provide short pathway connection natural or crush fines trail along Maltby Road between Foxgate Drive and W Ridge Road
- O** Paved road route through residential neighborhoods to Downtown Brighton between Maltby Road and Brighton Road

Livingston County Trails Plan - Proposed Near Term Network



LEGEND:

- Proposed**
- Gravel Road Route
 - Gravel Road Route Connectors (paved road, short pathway connection, etc.)

Existing Network

- Paved Shoulder
- Concrete/Asphalt Shared Use Path
- Planned Nonmotorized Connection
- Fines Shared Use Path
- Great-Lake-to-Lake Trail Route #1

Priority Routes

The priority routes focus on connecting major destinations identified during the public engagement process. Priority routes were determined based on public input, feasibility, connectivity and safety.

The proposed priority routes include:

- Maltby -Hamburg- Bauer Road Trail
- Latson - Chilson - Brighton Road Trail
- Chilson - Swarthout - Pettysville Road Paved Shoulder

When looking at potential routes, the expressways, wetlands, topography and lakes presented some challenges. These challenges typically lead to more expensive infrastructure such as bridges, boardwalks and retaining walls. No route is perfect and there will always be some challenges, but this plan strives to provide realistic routes that can be accomplished within a reasonable budget.

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 Pathway, 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.

The following pages provide detail recommendation for the three priority routes. Each route includes planning level cost estimates based on generalized unit prices for the major trail elements. For example, an item such as an 11' Wide Asphalt Path is inclusive of limited grading, sub-base preparation, aggregate base, asphalt, and basic site restoration. These are broad brush costs and do not reflect the specific circumstances of each trail.



Note: Maps on the following pages provide a basic overview of the route, specific details can be found in the GIS database

NOTES:

1 Maltby-Hamburg-Bauer Road Trail

Proposed sidepath on the north side of Maltby Road and west 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

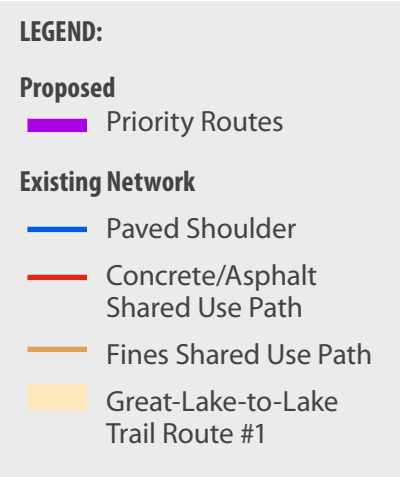
2 Latson - Chilson - Brighton Road Trail

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

3 Chilson - Swarthout - Pettysville Road Paved Shoulder

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

RECOMMENDATIONS



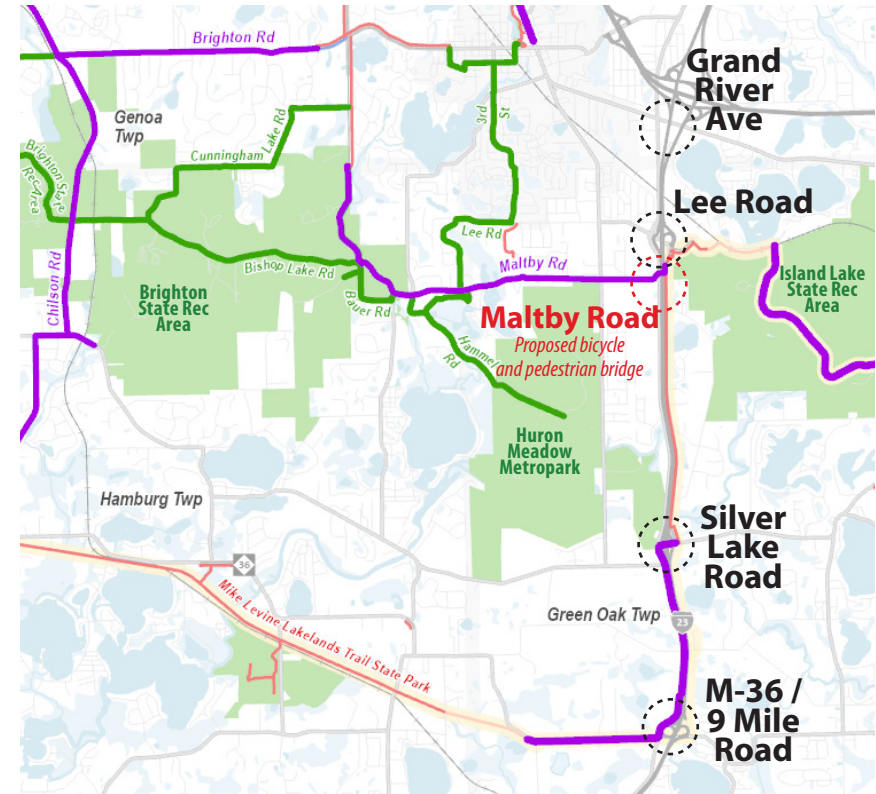
Crossing US-23

One of the most challenging connections in the plan is crossing US-23. Currently, none of the overpasses or underpasses have suitable areas for getting nonmotorized traffic over or under US-23. The existing freeway overpasses and underpasses have been constructed such that they preclude the addition of even the most basic pedestrian and bicycle facilities. Even if such facilities were added when an overpass is reconstructed decades into the future, it would lead pedestrians and bicyclists into challenging busy intersections on either side that would deter most users.

Based on public input, there is a strong desire to cross US-23 to connect Island Lake State Rec Area to Huron Meadows Metropark, Brighton State Recreation Area and the population centers surrounding the City of Brighton. Currently, bicyclists are risking their lives crossing US-23 at Lee Road and Silver Lake Road trying to get between these destinations now.

Consideration of all of these elements led to a key recommendation in this plan, to provide a new bicycle and pedestrian bridge over US-23 at Maltby Road that is separate from freeway interchanges and connects the major parks and population centers.

Note: Recent planning efforts for the Great Lake-to-Lake Trail Route #1 have looked at providing a trail crossing on US-23 at Silver Lake Road or M-36 / 9 Mile Road. While a key link for the Great Lake-to-Lake Trail, both of these crossings would take bicyclists 6 to 8 miles out of their way (the length of most bicyclists trips). A pathway would then be needed back up the other side of US-23 to get to Huron Meadows Metropark. Additionally, the existing pathway along Fieldcrest Drive is only 8' wide, not meeting the minimum standards of a shared use path.



Grand River Ave

- Two separate bridges across US-23 required
- Existing bridge decks not wide enough for pathway
- No existing sidewalks or paved shoulders on overpass
- Busy commercial corridor with lots of traffic turning in and out of driveways

Lee Road

- Busy roundabouts at expressway on/off ramps are difficult to navigate as a bicyclist or pedestrian
- Existing bridge decks not wide enough for pathway
- No existing sidewalks or paved shoulders on overpass
- Busy corridor with lots of traffic turning in and out of driveways

Silver Lake Road

- Utilizes existing pathway on Fieldcrest Road
- Requires road crossings at expressway on/off ramps
- Existing bridge structure not wide enough for pathway
- Existing sidewalk next to curb through underpass
- Difficult pathway connection from Silver Lake Road to Huron Meadows Metropark, requiring additional bridge over Huron River

M 36 / 9 Mile Road

- Requires road crossings at expressway on/off ramps
- Existing bridge structure not wide enough for pathway
- Existing paved shoulders through underpass
- Takes bicyclists 8 miles out of their way traveling between State Recreation Areas and Huron Meadows Metropark

Proposed Bicycle and Pedestrian Bridge over US-23 at Maltby Road

- Provides connection from Island Lake State Rec Area to Brighton State Recreation Area, Huron Meadows Metropark, and the City of Brighton
- Provides access to retail and commercial properties off Lee Road (no existing sidewalk or pathway over US-23 on Lee Road)
- Supports daily nonmotorized transportation trips
- Within existing ROW
- Separate from busy freeway on and off ramps
- Do not have to wait for an existing overpass or underpass to be reconstructed
- MDOT is looking at extending the commuter flex lanes north on US-23 to I-96 - there may be an opportunity to integrate bridge into that construction project



Example photo of the new bicycle and pedestrian bridge over M-5 in Commerce Township as part of the Airline Trail / Great Lake-to-Lake Trail Route #1. The bridge was recently completed in 2019. Total project cost around 6 million dollars and was primarily funded by the Federal Congestion Mitigation and Air Quality (CMAQ) program via MDOT.

Maltby - Hamburg - Bauer Road Trail

This 3.7 mile trail link provides connections between the City of Brighton, Island Lake State Rec Area, Huron Meadows Metropark, and Brighton State Recreation Area. It connects to the existing shared use paths on Bauer Road/Brighton Road to the shared use path on Fieldcrest Road (Great Lake to Lake Trail Route #1).

Proposed Nonmotorized Facility:

11' wide asphalt shared use path with 2' clear zones on either side following the north side of Maltby Road and Hamburg Road, and west side of Bauer Road

Property:

Existing Rights-of-way (16,602 ft), Brighton State Recreation Area (2,800 ft)

Boardwalks and Bridges:

- Boardwalk through wetland areas (1,923)
- Bridge overpass US-23 (300 ft)
- Bridge over South Ore Creek (100')
- Bridge over stream in Brighton State Recreation Area (70')

Road Crossings:

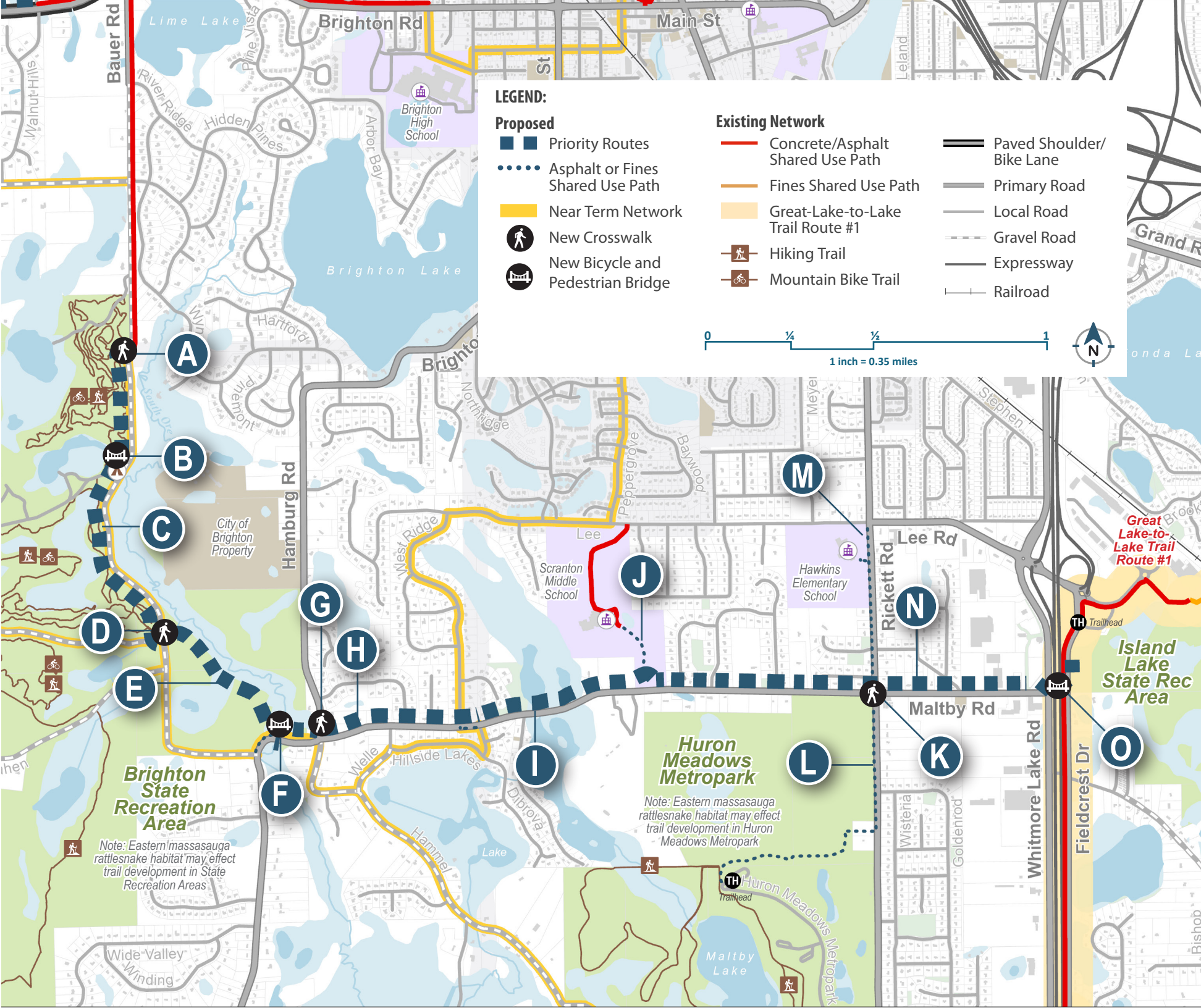
- Basic crosswalk across Maltby Road and Rickett Road at 4-way intersection
- Basic crosswalk across Hamburg Road
- Basic crosswalk across Bauer Road near Brown Lake Road
- Basic crosswalk on Bauer Road at southern terminus of existing paved sidepath

Biggest Challenges:

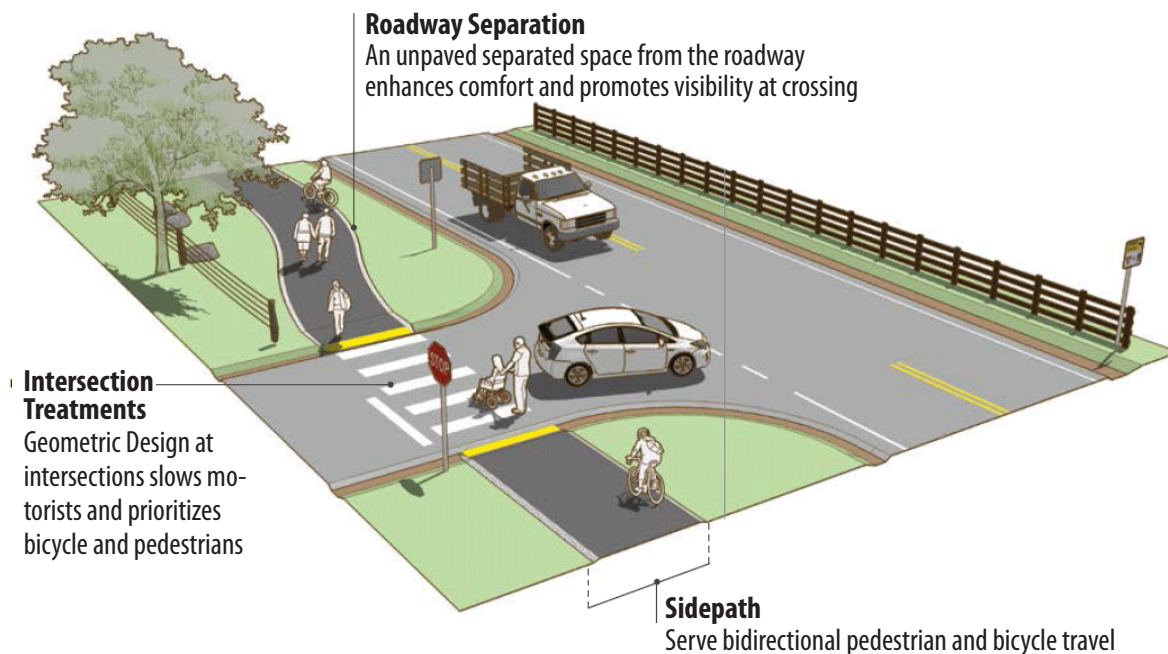
- Bridge overpass across US-23
- Bridges over rivers and creek
- Wetlands/topography
- Eastern massasauga rattlesnake habitat may effect trail development in Brighton State Recreation Area

NOTES:

- A** Basic crosswalk at Bauer Road
- B** Bridge (70 ft) may be required
- C** Pathway on west side of Bauer Rd due to proximity of South Ore Creek to road on the east side
- D** Basic Crosswalk at Bauer Road; a boardwalk or culvert may be required as pathway approaches road from east side
- E** Boardwalk (355') may be required through wetland area
- F** Bridge (100') and boardwalks (593 ft) required over South Ore Creek
- G** Basic crosswalk across Hamburg Road
- H** Residential homes close to road
- I** Boardwalk (900 ft) along north side of Maltby Road
- J** Pathway (1,030 ft) connection to Scranton Middle School
- K** Basic Crosswalk across Maltby Road and Rickett Road
- L** Pathway (5,236ft) connection to Huron Meadows Metropark
- M** Pathway (2,590 ft) connection along the west side of Rickett Road to Hawkins Middle School
- N** Trail follows north side of Maltby Road due to limited building setback on southeast corner of Rickett Road and Maltby Road
- O** Bridge (300 ft) overpass at US-23



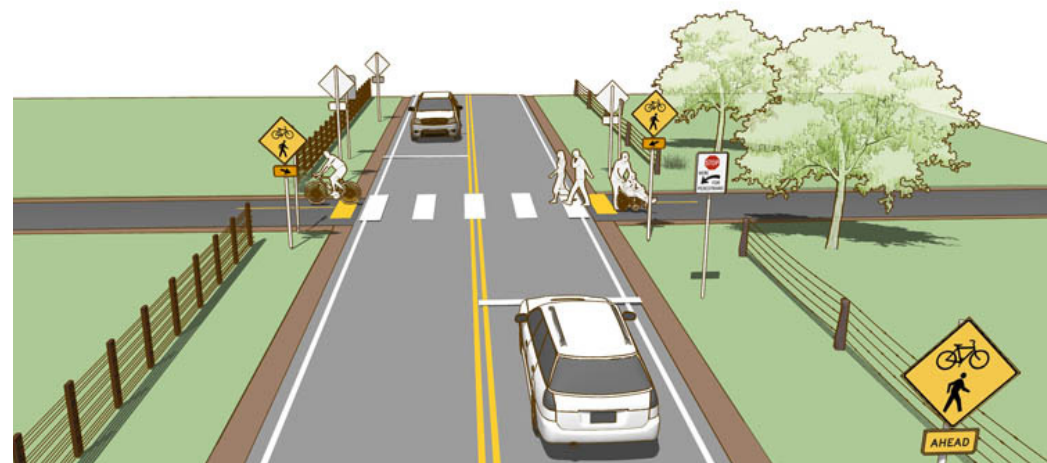
Maltby - Hamburg - Bauer Road Trail



Sideways offer a low-stress experience for bicyclists and pedestrians on network routes otherwise inhospitable to walking and bicycling due to high-speed or high-volume traffic. Current guidelines call for a minimum width of 10' with a 2' clear zone on either side of the trail. 11' and 13' wide trails make it easier for two bicyclists to ride side-by-side and pass other users on the trail. The path should be gently graded (5% maximum slope), avoid tight turning radii, and have good visibility at all intersecting driveways and roadways for the safety of the users. The trail surface should drain to either side to avoid puddling water and ice buildup on the trail. Use landscaping, furnishings and pedestrian scale lighting to create a more welcoming environment for people on foot.



All trail crossings should provide basic crosswalk elements, including signs and pavement markings. Where yield compliance is low, rectangular rapid flash beacons can be used to draw attention to crossing path users and signal their intent to cross.



**Source: Federal Highway Administration
Small Town and Rural Multimodal Networks**

Cost Estimate for Maltby Road-Hamburg-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
3	Basic Crosswalk with Signs	4	EA	\$5,000	\$20,000
4	14' Wide Concrete Plank Boardwalk	1,848	LF	\$1,000	\$1,848,000
5	14' Wide Concrete Deck Pedestrian Bridge	170	LF	\$4,000	\$680,000
6	14' Wide Bridge over Expressway	1	ea	\$5,000,000	\$5,000,000
7	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



Maltby Road east of Rickett Road



Bauer Road south of Brown Lake Road



Maltby Road at Dibrova Lake

Latson - Chilson - Brighton Road Trail

This 4.5 mile trail link provides a connection between the City of Brighton, City of Howell, and Brighton State Recreation Area, and links two schools, Three Fires Elementary School and Maltby Intermediate School, at each end of the trail segment. It connects the existing shared use paths on Brighton Road/Bauer Rd to the shared use path on Latson Road. This connection was mentioned throughout the public engagement process. There is a strong desire to connect the neighborhoods along these corridors to nearby population centers through a separated facility.

Proposed Nonmotorized Facility:

11' wide asphalt shared use path with 2' clear zones on either side following the north side of Brighton Road and east side of Chilson Road and Latson Road

Property:

Existing Rights-of-way (23,562 ft)

Road Crossings:

- Basic crosswalk across Crooked Lake Road and Latson Road at 4-way intersection

Boardwalks and Bridges:

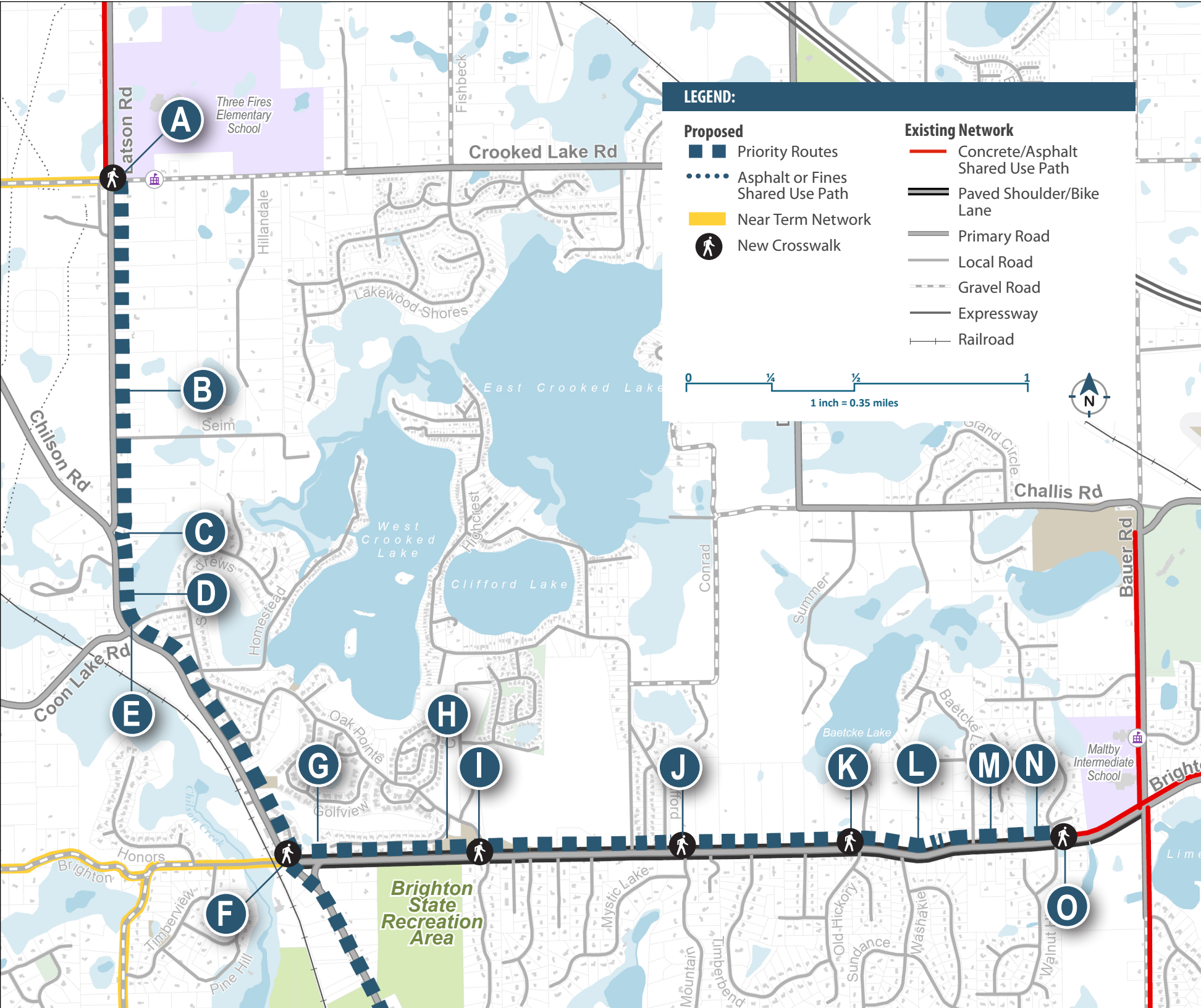
- 1,653 linear feet of boardwalk through wetland areas and along steep grades

Biggest Challenges:

- Swales and topography along the edge of the road
- Boardwalks along wetland areas
- Existing utility poles and infrastructure

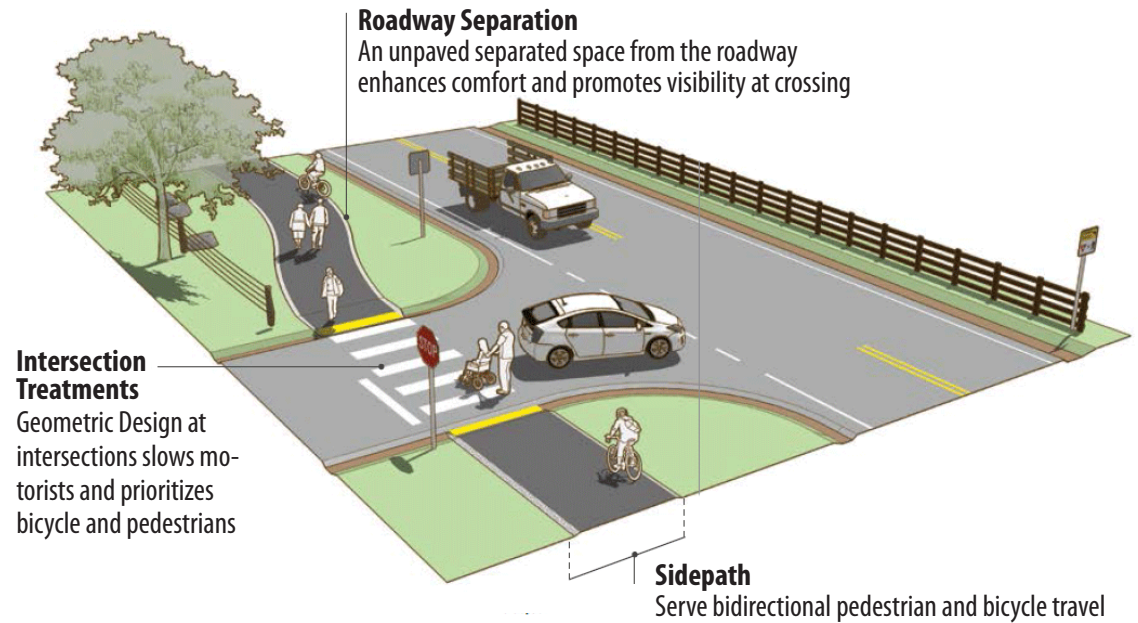
NOTES:

- A** Marked crosswalk at Crooked Lake Road and Latson Road
- B** Swale comes and goes along east side of Latson Road
- C** Utility Poles and traffic signal poles on east side of road near intersection of Latson Road and Chilson Road
- D** Boardwalk (310') may be required through wetland area
- E** New roundabout at Coon Lake Road - utility poles and landscape may be an issue
- F** Transition sidepath to Paved Shoulder on Chilson Road south of Brighton Road
- G** Fence in existing ROW; add new marked crosswalk across Chilson Road providing a connection to the convenience store and other commercial buildings on the northwest side of the intersection
- H** Boardwalk (184') may be required where there is an existing guard rail along the north side of Brighton Road
- I** Boardwalk (175') may be required where there is an existing guard rail along the north side of Brighton Road; add new marked crosswalk immediately to the west of Oak Pointe Dr / Glenway Dr.
- J** Add new marked crosswalk Between Clifford Rd and Mountain Rd
- K** Add new marked crosswalk immediately west of Old Hickory Dr
- L** Boardwalk (570') may be required where there is an existing guard rail along the north side of Brighton Road
- M** Berm on north side of Brighton Road to the east of Baetcke Lake Road
- N** Boardwalk (416') may be required through wetland area
- O** Add new marked crosswalk immediately to the east of Brookwood Meadows Dr

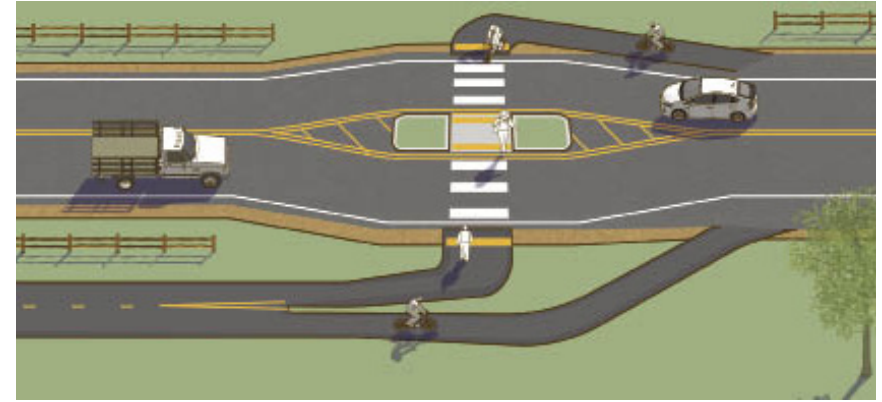


Latson - Chilson - Brighton Road Trail

- *Sidepaths offer a low-stress experience for bicyclists and pedestrians on network routes otherwise inhospitable to walking and bicycling due to high-speed or high-volume traffic. Current guidelines call for a minimum width of 10' with a 2' clear zone on either side of the trail. 11' and 13' wide trails make it easier for two bicyclists to ride side-by-side and pass other users on the trail. The path should be gently graded (5% maximum slope), avoid tight turning radii, and have good visibility at all intersecting driveways and roadways for the safety of the users. The trail surface should drain to either side to avoid puddling water and ice buildup on the trail. Use landscaping, furnishings and pedestrian scale lighting to create a more welcoming environment for people on foot.*



- *Operational and safety concerns exist where sidepaths cross driveways and intersections. Crossings should encourage low speeds on pathway approaches and where possible, include raised crosswalk or median island on the cross street to provide additional safety and speed management benefits*



- *Transition sidepath on Chilson Road to Paved Shoulder south of Brighton Road*

**Source: Federal Highway Administration
Small Town and Rural Multimodal Networks**

Cost Estimate for Latson - Chilson - Brighton Road Trail

Description	Quantity	Unit	Unit Price	Cost
1 Site Clearing and Rough Grading	21,910	LF	\$20	\$438,200
2 11' Wide Asphalt Path, Base, and Grading	21,910	LF	\$75	\$1,643,250
3 14' Wide Concrete Plank Boardwalk	1,653	LF	\$1,000	\$1,653,000
4 Pathway grading at berm	500	LF	\$30	\$15,000
5 Crosswalk Signs and Pavement Markings	5	EA	\$5,000	\$30,000
6 Landscaping and Site Amenities	23,563	LF	\$20	\$471,260
Subtotal of Construction Costs				\$4,250,710
Contingency			20%	\$850,142
Construction Total				\$5,100,852
Engineering & Design			10%	\$510,085
Construction Administration			4%	\$204,034
Construction Observation			6%	\$306,051
Subtotal of Total Soft Costs				\$1,020,170
Total Project Cost				\$6,121,022

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.



Western terminus of pathway on Brighton Road



New roundabout at Coon Lake Road



Latson Road

Chilson - Swarthout - Pettysville Road Paved Shoulder

This link provides key connections between Brighton State Rec Area and the Mike Levine Lakelands Trail State Park, and to the proposed pathways on Chilson Road and Brighton Road. A shared use path would be ideal, but due to challenging topography, wetlands, limited ROW, and lower population areas the County should focus on providing paved shoulders in the near term. Most of the corridor has existing wide gravel shoulders, making it fairly easy to implement paved shoulders. Future opportunities for shared use paths should be explored along the railroad, the golf course, or through undeveloped parcels, such as connecting Schlenker Drive to Far Ravine Drive.

Property:

Existing Rights-of-way

Biggest Challenges:

- Adding paved shoulders to Pettysville Road due to existing swales and topography along the side of the roadway
- Providing a connection to the proposed trail along the old park road off Chilson; existing bridge deck on Chilson is too narrow for bicycle and pedestrian facilities, so the dam/bridge in the park just to the north should be used



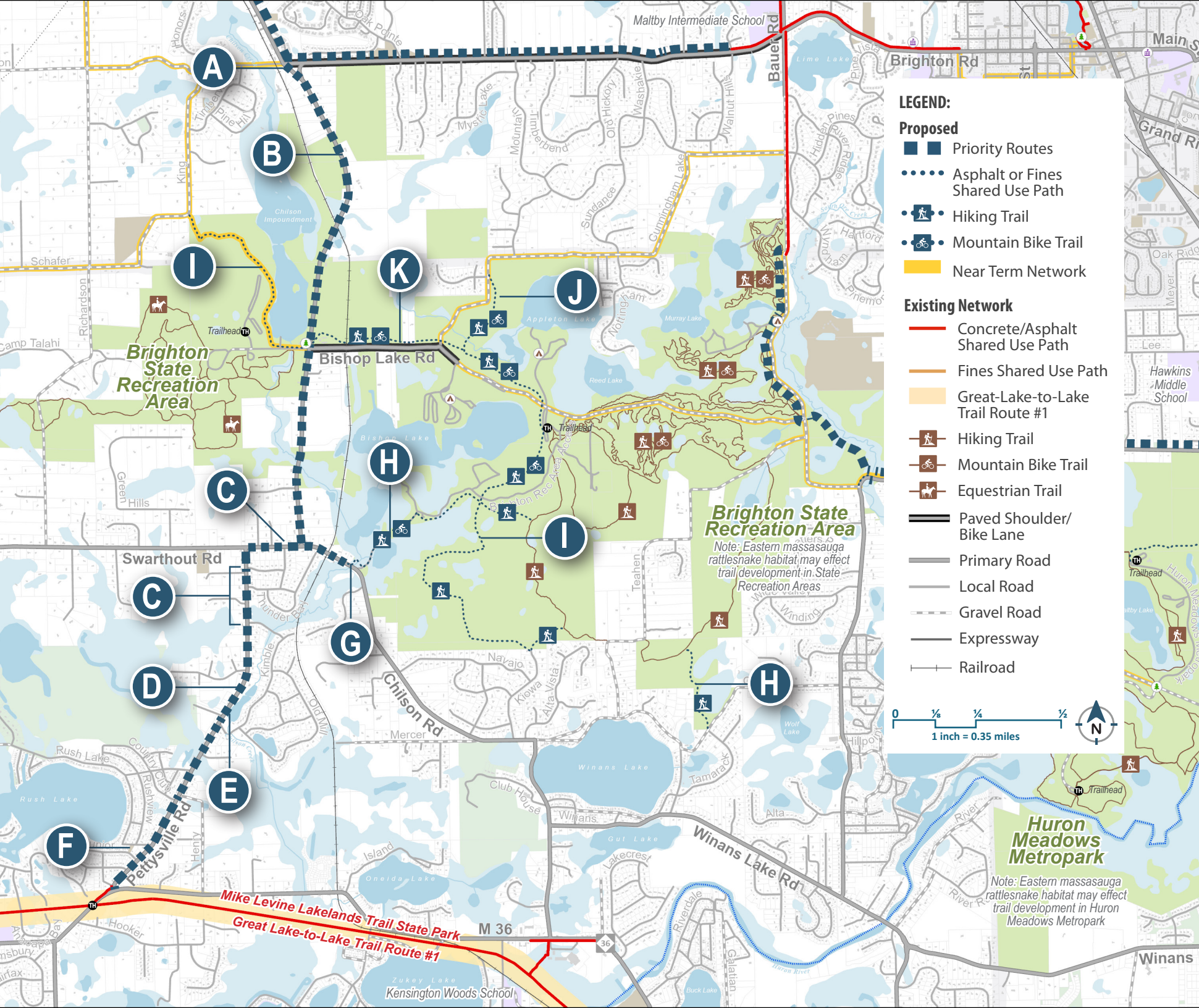
Park Trail Connections:

There are opportunities to provide additional hiking and mountain biking trails in Brighton State Rec Area to improve connectivity. Based on public engagement, people would like to see more trails in Brighton State Rec Area and better connections to nearby neighborhoods. There are existing unformalized trails that people use to get between these destinations currently, and have been identified on the map. Please note, the eastern massasauga rattlesnake habitat may effect trail development in Brighton State Recreation Area.

NOTES:

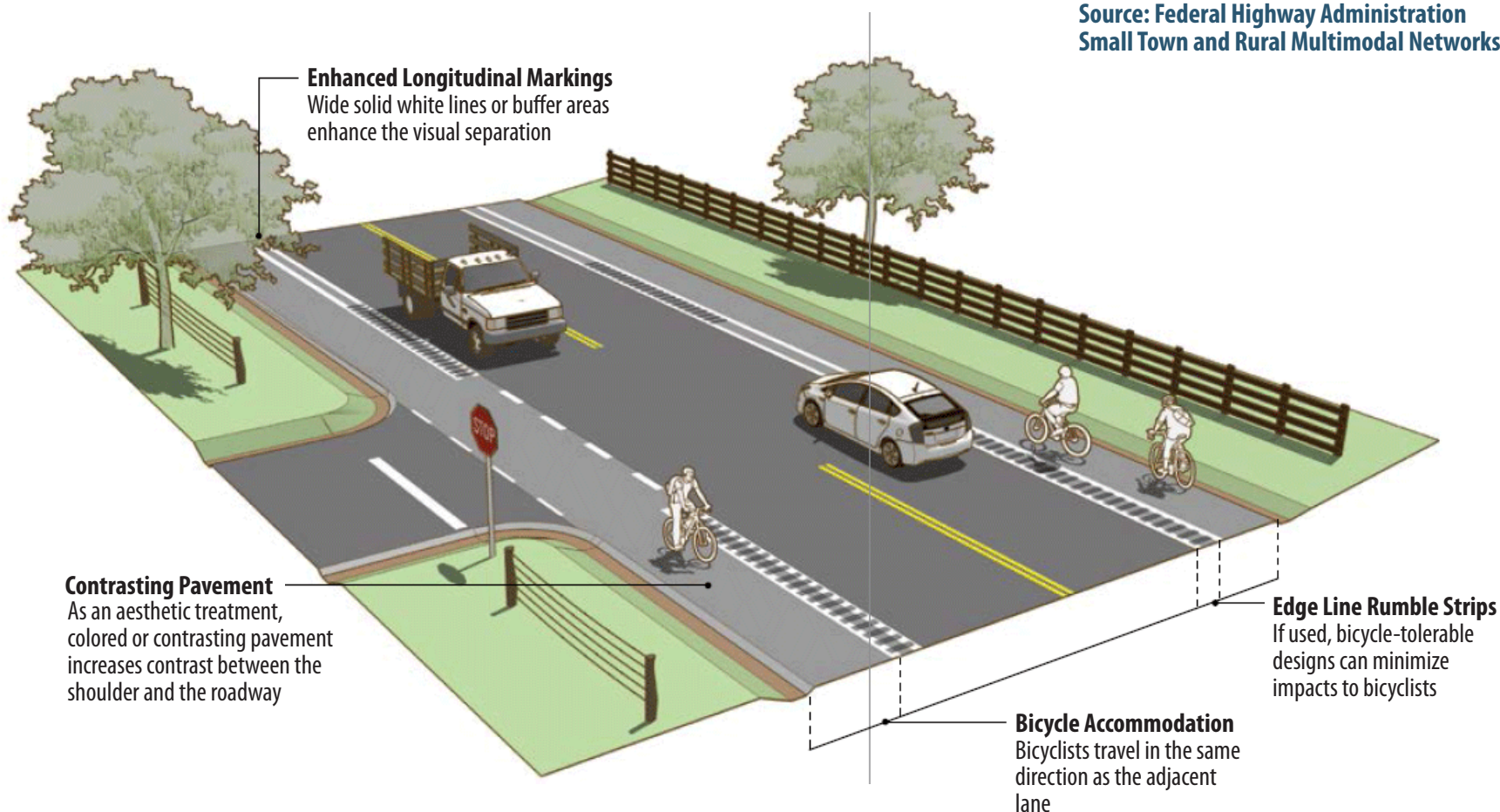
- A** Transition paved shoulders to sidepath north of Brighton Road
- B** Existing wide gravel shoulders on Chilson Road north of Swarthout Road
- C** Continue paved shoulders through bypass and turning lanes; refer to the *Federal Highway Administration Small Town and Rural Multimodal Network* for design guidelines
- D** Existing swales along both sides of Pettysville Road throughout the corridor
- E** Pettysville Road very close to Chilson Creek on east side of road
- F** Provide short pathway connection through Hamburg Township Property between Higgins Drive and Junior Dr to connect neighborhoods and extend access to the Mike Levine Lakelands Trail via neighborhood roads.
- G** Add paved shoulders to Chilson Road west of Swarthout Road providing a connection to the proposed trail along and old park road; provide two-track trail along the west side of Chilson Creek and use existing dam/bridge deck to cross creek and connect to proposed trails in Brighton State Recreation Area; when bridge on Chilson Road, over Chilson Creek, is reconstructed, provide wide paved shoulders to allow bicycle and pedestrian access across the bridge deck.
- H** Provide trail connection to Brighton State Rec Area from Chilson Road following old park road
- I** Opportunities to provide additional hiking trails in Brighton State Rec Area with connections to nearby neighborhood
- J** Formalize trail route currently used by mountain bikes through Brighton State Rec Area
- K** Add trail connection along north side of Bishop Lake Road





Chilson Road Paved Shoulder

Source: Federal Highway Administration
Small Town and Rural Multimodal Networks



- *The paved shoulder on Chilson Road should be enhanced to serve as a functional space for bicyclists and pedestrians to travel in the absence of other facilities with more separation. Shoulders can improve bicyclist comfort and safety when traveling but only when adequate width is provided. To accommodate bicyclists and pedestrian use of the shoulder, provide a minimum width of 4 ft adjacent to a road edge or curb, exclusive of any buffer or rumble strip. Where possible, provide greater width for added comfort, user passing, and side-by-side riding.*
- *Rumble strips are an FHWA Proven Safety Countermeasure for reducing roadway departure crashes. Research has shown that installing rumble strips can reduce severe crashes but may negatively impact bicycle travel if they are poorly constructed. Rumble strips should be located on the edge line or within a buffer area that will not reduce usable space for bicyclists.*

Cost Estimate for Chilson Road Paved Shoulders

	Description	Quantity	Unit	Unit Price	Cost
1	4' wide paved shoulder (pave existing gravel shoulder)	13,614	LF	\$20	\$272,280
2	4' wide paved shoulder, base, and grading	13,000	LF	\$50	\$650,000
Subtotal of Construction Costs					\$922,280
	Contingency			20%	\$184,456
	Construction Total				\$1,106,736
	Engineering & Design			10%	\$110,674
	Construction Administration			4%	\$44,269
	Construction Observation			6%	\$66,404
	Subtotal of Total Soft Costs				\$221,347
	Total Project Cost				\$1,328,083

Notes:

- 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 hiking and mountain bike trail are not included



Chilson Road existing gravel shoulders



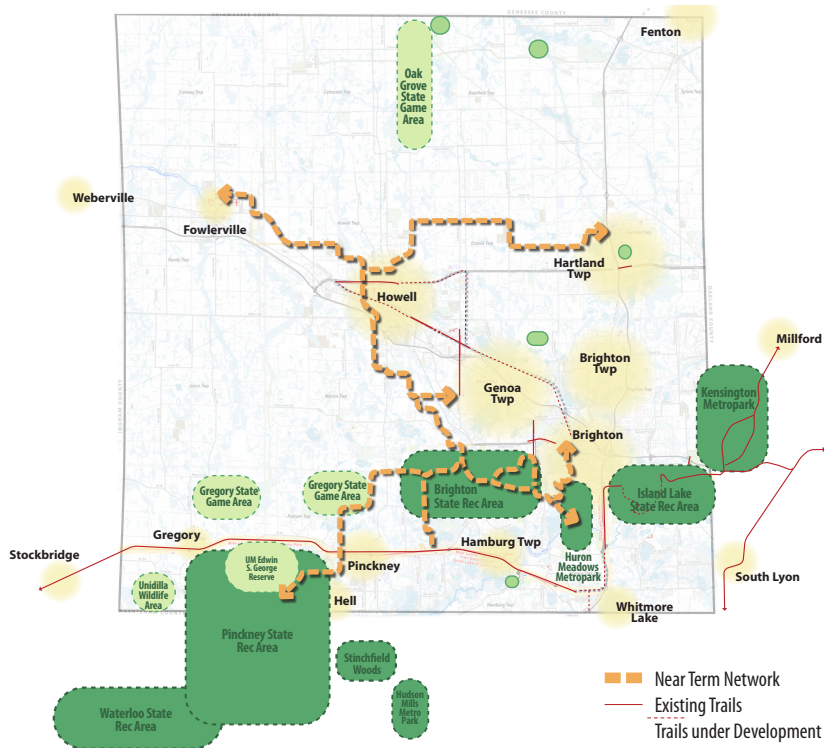
Swarthout Road



Pettysville Road

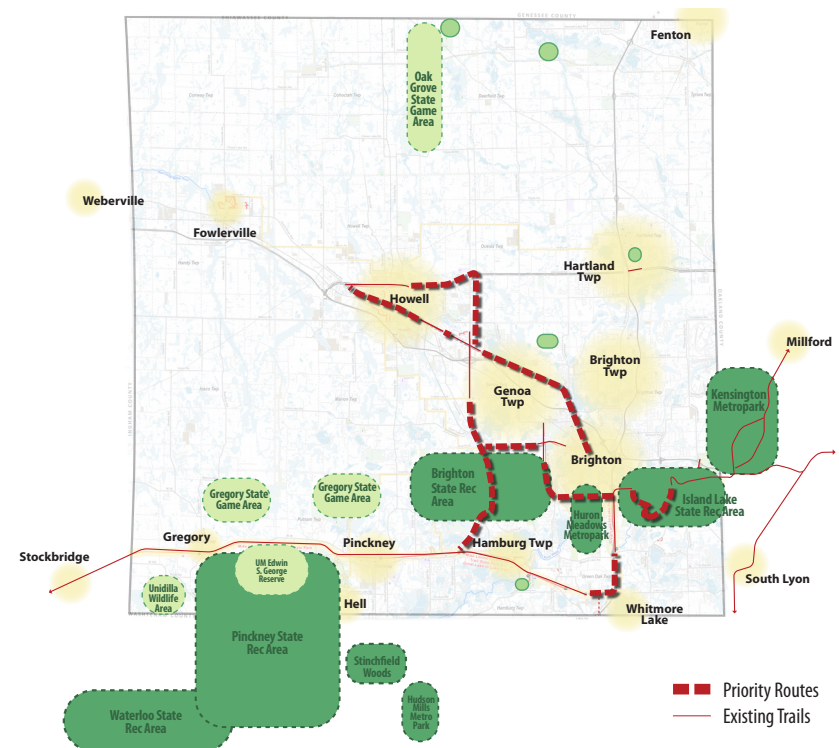
Livingston County Trails Vision

The trail vision is organized into three pieces: the **Near Term Network** identifies connections using existing gravel road and local road routes; the **Priority Routes** identify major connections that should be implemented first; and the **Long Term Network** illustrate a trail vision that can be implemented as opportunities present themselves.



Near Term Network

- Easy and budget-friendly
- Formalize existing gravel road routes with wayfinding between parks, trails and population centers
- Safety improvements, such as short pathway connections along busy roads
- New Bicycle and Pedestrian Bridge over Ore Creek along north side of Hamburg Road

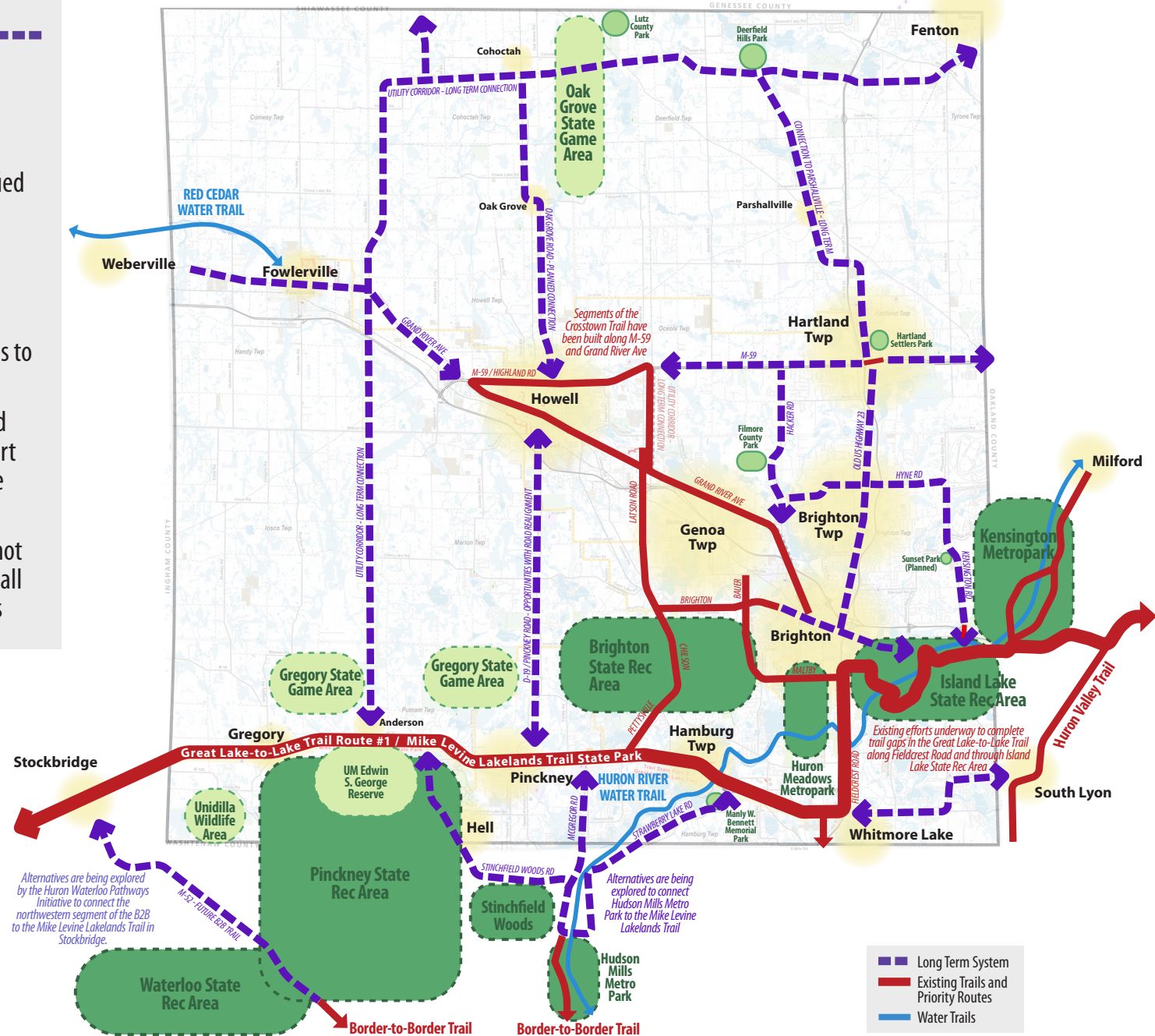


Priority Routes

- Three new routes identified based on public engagement
- Three routes already under development by other groups
- Connects State Recreation Areas, Huron Meadows Metropark, and the Mike Levine Lakelands Trail State Park/Great Lake-to-Lake Trail Route #1
- Focus on areas with higher population density and demand for bicycle and pedestrian activity
- New Bicycle and Pedestrian Bridge over US-23

Long Term System - - - -

- Major connections identified in past planning efforts
- Priority Routes identified through public engagement
- Opportunities along utility corridors
- Expanding connections to rural areas
- 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





Appendix

The project website at <http://walkbike.info/livingston> includes a detailed digital appendix with a wealth of information on how the plan was developed and supporting materials. The appendix includes the following:

STEERING COMMITTEE MEETING MATERIALS

- **Agendas**
- **Notes**
- **Presentations**

JANUARY 2020 PUBLIC ENGAGEMENT

- **Trail Summit Materials**
- **Results**

LARGE FORMAT PLANS

- **County Map**

GEOGRAPHIC INFORMATION SYSTEM

- **A GIS database, which includes all of the existing and proposed trail facilities, was created as part of this project and transferred to the County for future use**