



MOBILIZE MACOMB

Non-motorized plan

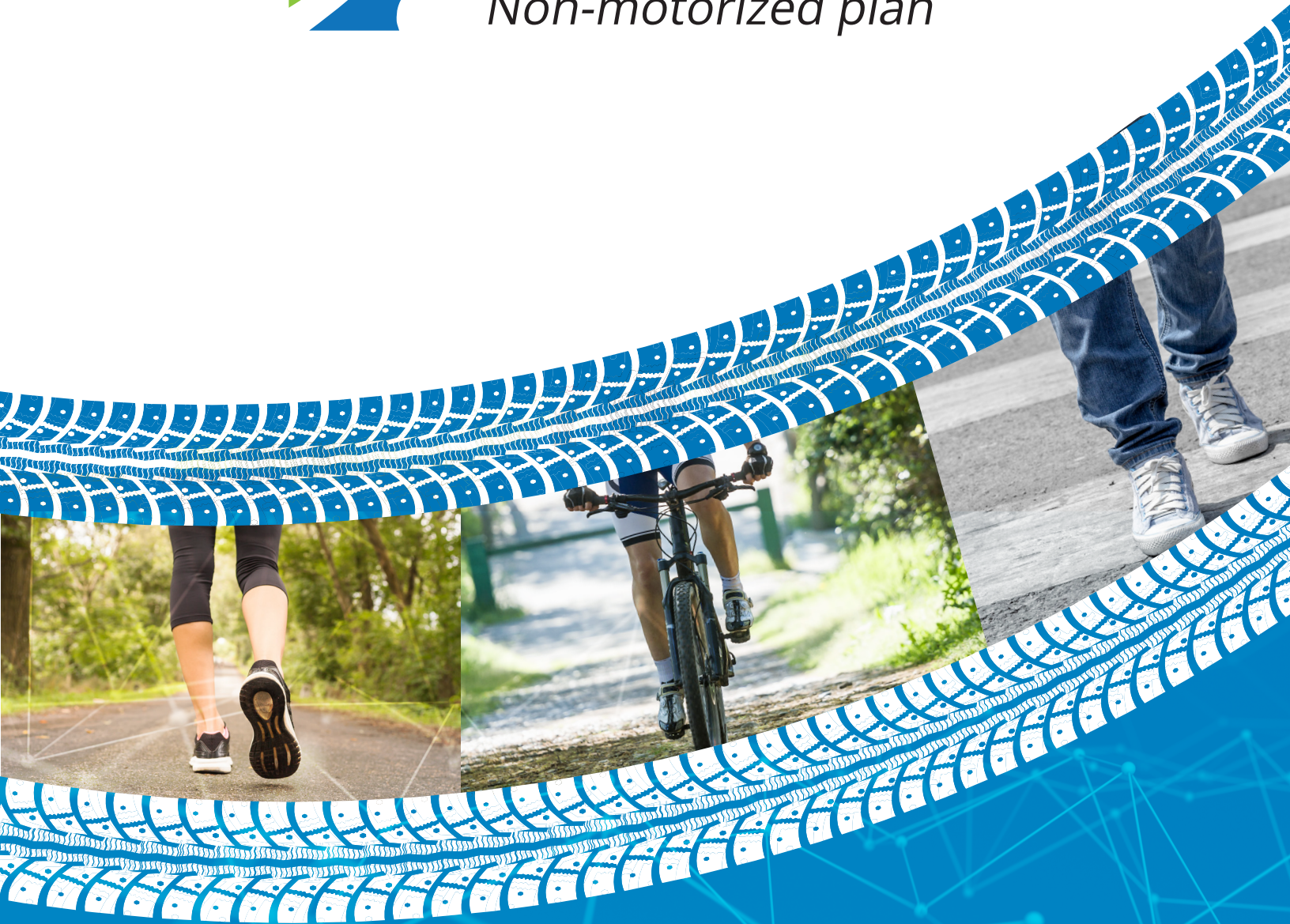


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Acknowledgments

Macomb County Department of Planning and Economic Development
Macomb County Executive Office
Regional Parks Coalition
LSL Planning

Introduction

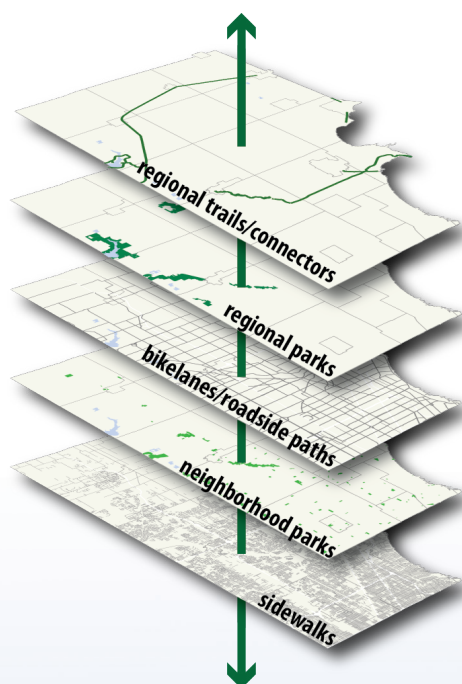
The 2014 Macomb County Parks and Recreation Plan identifies a non-motorized network plan as a goal and action item. In Fall of 2014 the Advisory Committee set forth to bring life to that goal. Assembling a team of professionals, experts, stakeholders and users the process for this plan's creation was set in motion. Through a series of committee meetings, extensive outreach, and intergovernmental cooperation the visions drawn out in this document have been vetted and prioritized to ensure their value

Making the most of regional efforts, the team used previous work completed by the County, local communities, and SEMCOG in order to avoid work duplication, maximize resources, and build on consensus. Pulling from the goals from the Parks and Recreation plan, this plan's main objectives are to expand on healthy lifestyles, make parks accessible to the entire range of public the County serves, and promote safe non-motorized transportation through infrastructure improvements.



What is a non-motorized plan?

A plan that connects citizens to trails, parks and attractions using non-motorized modes of transportation along key roadways.



This plan is organized in a way that allows for clear and concise recommendations, project prioritization, and implementation and maintenance strategies:

1. Inventory:

Existing Conditions

2. Plan:

Connections and Links

3. Build:

Project timelines and priorities

4. Maintain:

Continuing network assessment and maintenance

Project Goals



Safe Facilities

Provide non - motorized facilities that are safe and easily accessible by all public citizens using a variety of modes of transportation.



Outreach Program

Develop a public education and outreach program that promotes the health, environment, and other benefits of the County's non - motorized network.



Network Links

Develop and maintain a network of non-motorized transportation facilities that are developed primarily within the right-of-way of existing County maintained roadways that provide linkages between a variety of regional, local and county facilities.



Financial Planning

Identify the financial and human capital required to construct and maintain the County's system of non - motorized trails and assets.

Existing Trail Network

Macomb County currently has an extensive existing pathway network made up of a combination of detached and attached sidewalks, along with independent shared use paths. The southern portion of the county has fewer gaps and a denser layering of facilities, while the northern more rural portion of the County is mostly serviced through independent and limited roadside shared use paths.

Macomb Orchard Trail

- 24 mile linear trail system that starts at 24 Mile Road and Dequindre in Shelby Township and travels northeast to the City of Richmond.
- For more information: [Macomb Orchard Trail Story Map](#)



Macomb Orchard Trail

Stony Creek Metro Park

- 6.1 miles of paved trails and 14 miles of unpaved mountain biking and hiking trails.
- For more information visit metroparks.com or [click here](#)



Stony Creek Metro Park

The Freedom Trail

- The trail runs primarily along the Clinton River and showcases some of Macomb County's true natural beauty.
- This trail traverse Sterling Heights, Utica, Shelby Township, and ends at the Macomb Orchard Trail.



The Freedom Trail

The Clinton River Trail

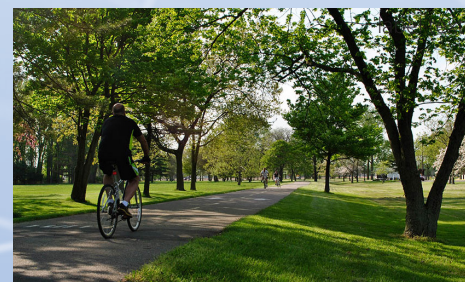
- The trail runs primarily along the Clinton River and showcases some of Macomb County's true natural beauty.
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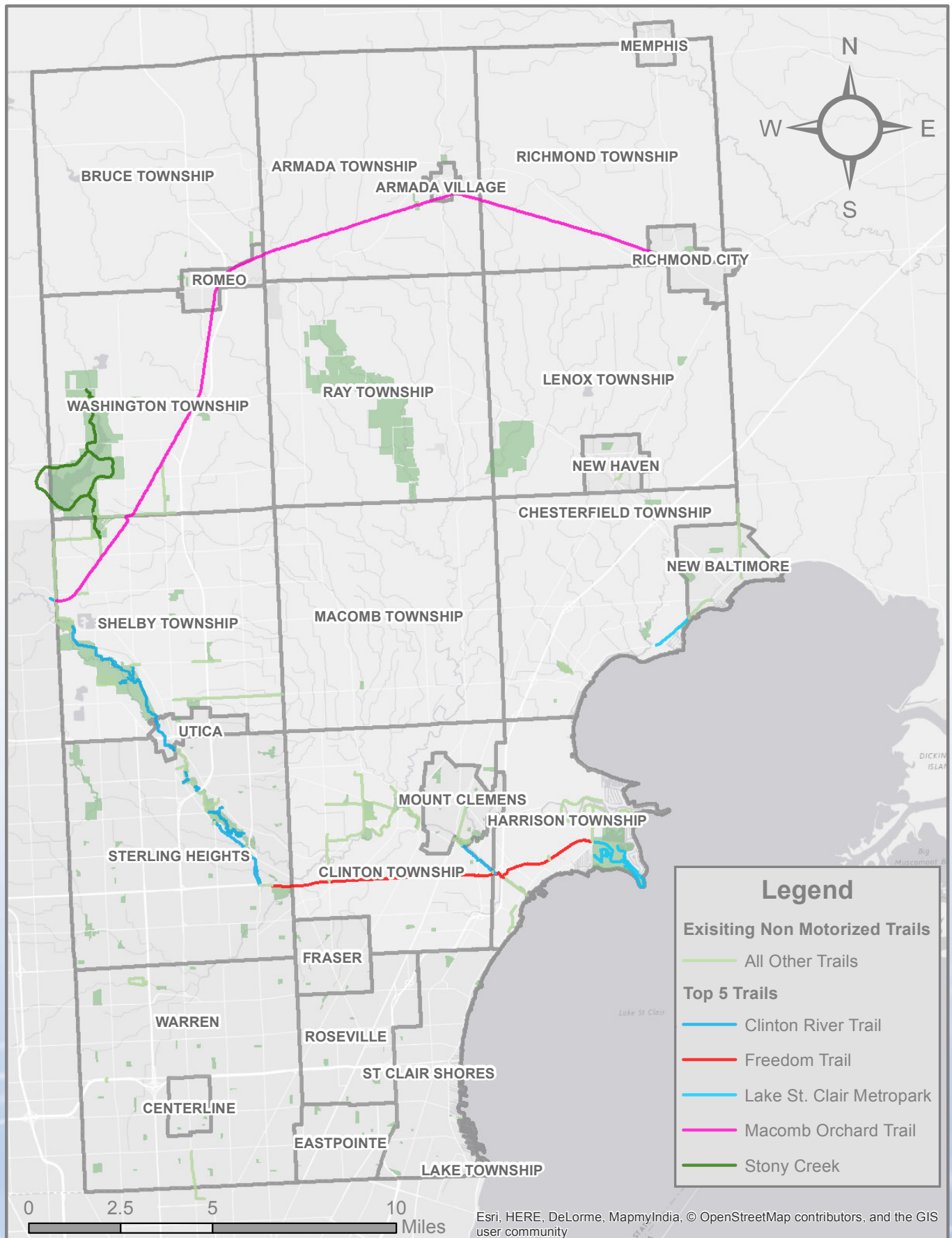
The Clinton River Trail

Lake St. Clair Metropark Trail

- 3 miles of paved hiking and biking trails with panoramic views of Lake St. Clair Metropark and 1.5 miles of flat nature trails.
- For more information metroparks.com or [click here](#)



Lake St. Clair Metropark Trail



Online engagement

How did public engagement work?

Macomb County employed a number of planning and public input techniques in developing this non-motorized plan. In order to engage a diverse and energetic group of stakeholders, the County leveraged many public and private partners. In addition to holding several visioning sessions, the County utilized an online engagement tool, Mind Mixer. Over a six-month period, residents and visitors to Macomb County used the online engagement tool to answer questions, share photos and mark on maps how they use the current non-motorized system and what they would like to see in the future.

The map that was developed indicates the most popular biking destinations, and the overall favorite locations around Macomb County. It also identifies existing trail networks, as well as local, county and regional parks



MindMixer

Overview of activity:

2700 unique visitors

571 Interactions

63 comments

51% male

49% female

31.4% of respondents
between 25-34



"It would be great if we could connect all neighborhoods to major routes through sidewalks and trails. In addition, we need to focus on neighborhood roads to provide proper preventative maintenance, fix small issues before they become large issues, and replace roads as needed. We have to discontinue adding more surface area until we have a plan to maintain it going forward."



"My neighborhood is not walker friendly because there are no sidewalks and people are forced to walk in the street. Please add sidewalks to create a safer neighborhood."



"I am very irritated that even though I live only 5 miles from work I have never been able to ride my bike there because it is way too dangerous. There are no shoulders and no sidewalks."

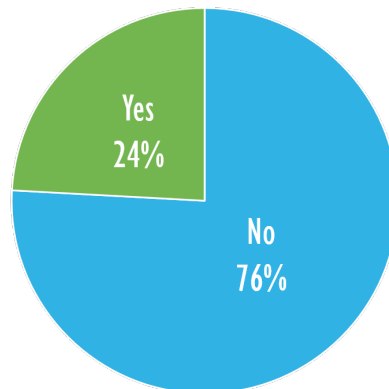
Online engagement

Most common comments

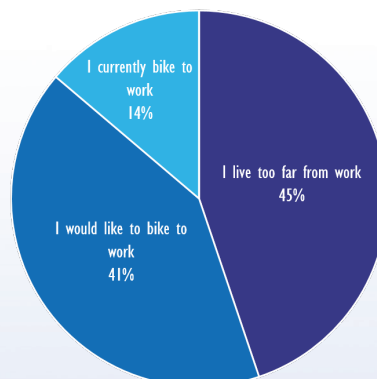
- *"Sidewalks are not contiguous nor pedestrian-and bicycle-friendly."*
- *"Sidewalks and bike lanes need to be monitored and maintained year round."*
- *"Trails need to be connected to one another, to neighborhoods, and to major destinations and cities."*
- *"Better pedestrian crossings are needed at intersections, railroads, and interstates."*
- *"Road speeds are too high and roads too narrow to traverse without dedicated space for bicycles or pedestrians (i.e. sidewalks, bike lanes)."*



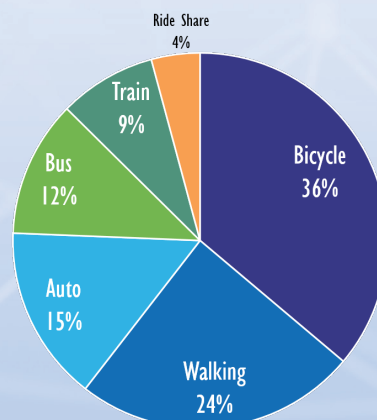
Is it safe to bike in your community?



Do you currently bike to work or would you if it were safe/convenient?



What transportation-mode do you want to see prioritized?



Network Gaps

Though the County had invested significant money and resources into the current pathway system there are still Gaps in the network, meaning areas that need access or improvement in order to be a more functional system to encourage additional usage and ridership. In order to determine where these gaps exist, the project team used previous plans, industry best practices, meetings with community stakeholders, and online results from the Mobilize Macomb Mind Mixer survey.



Downtown Gaps

- Connect our historic and unique downtown areas to the county-wide trail system.
- Targeted downtown areas: Mount Clemens, New Baltimore, Richmond, Memphis, Armada and Romeo.



East to West Gaps

- Key access routes across Macomb County, connecting Lake St. Clair on the East to the Oakland County border on the West.
- Targeted connections: 9 Mile Road, 12 Mile Road, 16 Mile Road, 21 Mile Road, 24 Mile Road, and 26 Mile Road.



Local Gaps

- Important community connections to fill the little gaps between local parks, shared use pathways, sidewalks, and existing trails.
- Targeted connections: Utica Junction, Wolcott Mill to the Macomb Orchard Trail, County Line Road, Wolcott Mill to Wetzel State Park, Schoenher Road Gap, Holland Ponds Gap, and Bordman Road.



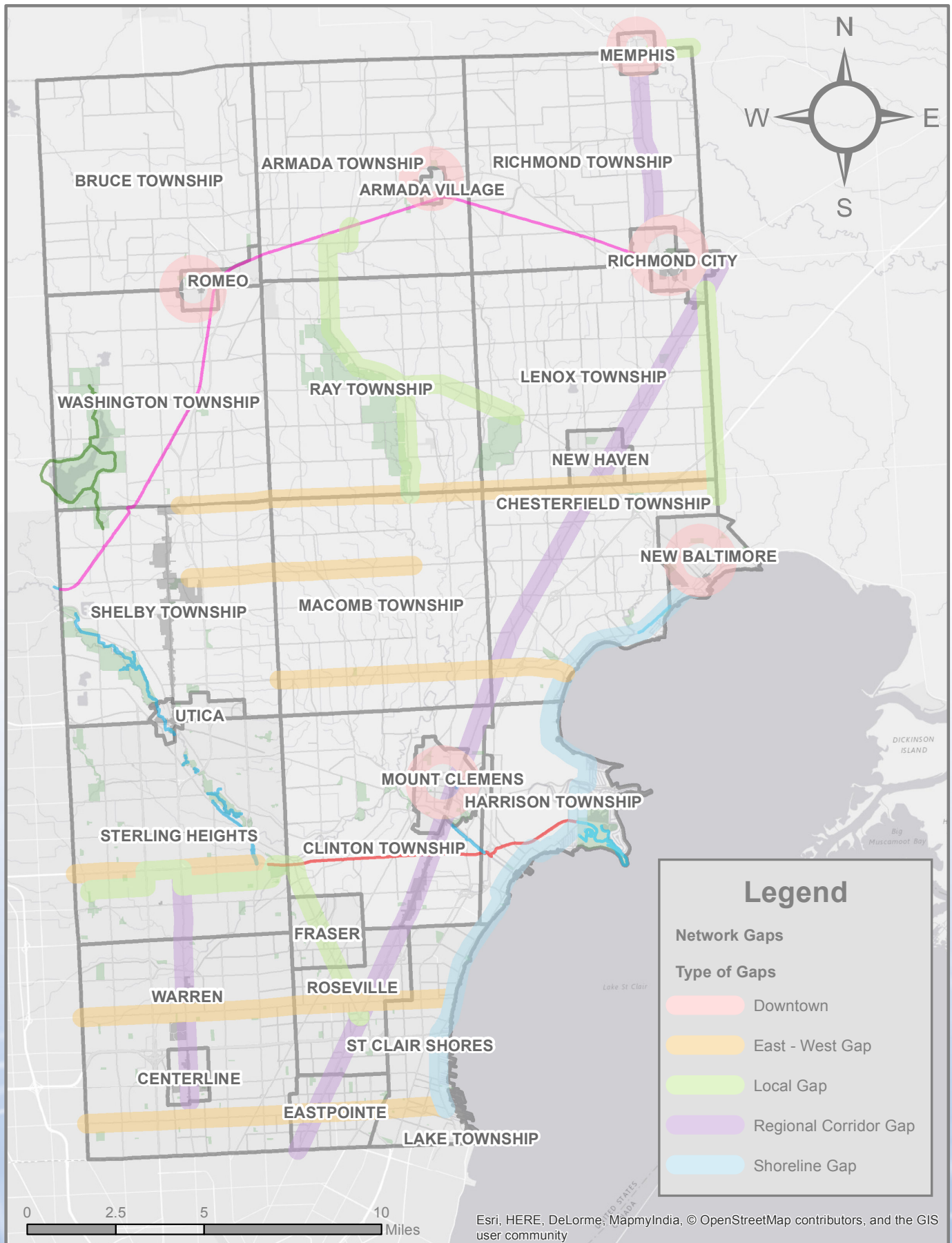
Regional Corridor Gaps

- Link the North to South areas of the County along primary roadways.
- Targeted corridor connections: Iron Belle Trail Connector (M53 and Van Dyke Ave), Gratiot Avenue (M3), and M19 connecting Memphis to Richmond.



Shoreline Gaps

- Create a connector North to South, ideally along Lake St. Clair's shoreline.
- Targeted connections: Jefferson Avenue (from St. Clair Shores to Chesterfield Township)



Understanding the needs of different types of bicyclists

Planning for bicyclists is in some ways more complicated than planning for motorists. Though some drivers will alter their trip to avoid the most congested times of the day or take the “back roads” to avoid traffic signals or congested areas, generally motorists follow similar routes regardless of their experience or skill level. It is different with bicyclists, in that the level of confidence or skill level often has great influence on the travel route selected. If there is not a comfortable route, most people will simply choose not to walk or bicycle.



Bicycle planning often classifies riders into three groups:

A Advanced riders - The more experienced bicyclists who often travel at a faster pace than those with less confidence or experience. They are comfortable riding on most streets, even those with higher volumes and higher speeds that discourage others. Van Dyke Avenue is an example of route that is suitable for advanced riders. Van Dyke Avenue has a designated bike lane from 8 Mile to Stephens, however high speeds and high traffic volumes may make it challenging for less experienced riders. Most cyclists that commute to work on a bicycle fall into this category but there are also many recreational cyclists that fall into the Class A group.



Advanced Riders

B Basic bicyclists - Comprise of the highest percentage of bicyclists. Casual bicyclists often ride for recreation or pleasure if there is a convenient and comfortable route available, but generally avoid bad weather and perceived unsafe conditional. The Macomb Orchard Trail (MOT) is an example of a route that is well suited for basic bicyclists. The MOT is an independent shared-use path that is designed for all non-motorized users.



Basic Bicyclists

C Children - Less confident and are therefore less likely to use in-street facilities. They will typically use only separate sidewalks on higher volume roads, and may travel in the streets on low volume local roads. The trails throughout Dodge Park in Sterling Heights are an example of a route that is well suited for children. There is little-to-no interaction with motorized vehicles, a multitude of rest areas, and is generally a well-protected trail.



Children

Non-motorized typologies



Dedicated Bike Lane

- ✓ Portion of roadway designed for exclusive use by bicyclists
- ✓ Generally 4-6 feet wide



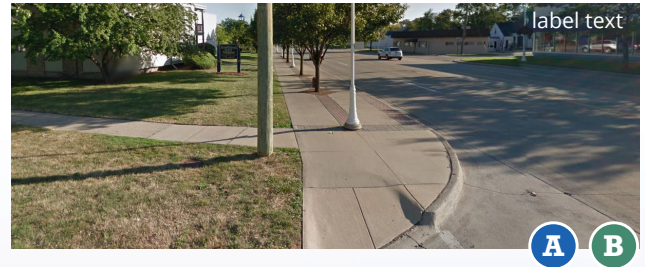
Wide Sidewalk or Safety Path

- ✓ Paved pedestrian accessway
- ✓ Greater than 5 feet wide
- ✓ Less ideal for bike travel
- ✓ Room for streetscaping elements



Attached Sidewalk

- ✓ Paved pedestrian accessway joined to curb
- ✓ No planting strip



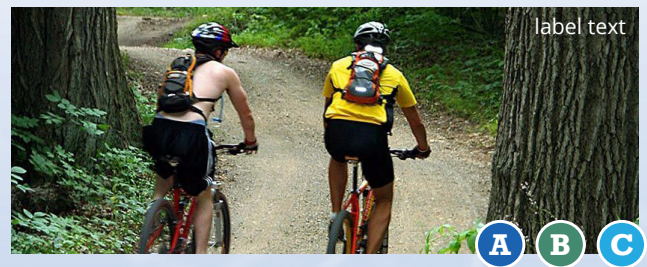
Detached Sidewalk

- ✓ Paved pedestrian accessway
- ✓ 4-5 feet wide
- ✓ Buffered planting strip separates from vehicular traffic
- ✓ Room for doors of parked cars, utilities, vegetation, street furniture



Independent Shared Use Path

- ✓ Paved or crushed limestone pedestrian accessway
- ✓ Minimum 10 feet wide plus shoulders
- ✓ Physically separate from roadway
- ✓ Typically in independent right-of-way
- ✓ Designed for all non-motorized users



Unimproved Path/Trail

- ✓ Unpaved
- ✓ Physically separated from the road
- ✓ Often located in parks, recreation areas
- ✓ Provide links to major roads and activity centers

Source: SEMCOG 2014 Bicycle and Pedestrian Travel Plan for Southeast Michigan



Completing the Network

A complete non-motorized transportation system provides many benefits: a transportation network for people without access to a vehicle or those who chose not to drive a means of safe travel for the young and the old who are unable to drive, safe and affordable options for people to get the recommended amount of physical activity to remain healthy and combat the epidemics of obesity, diabetes, and heart disease in the country.

Vehicles are expensive to own and operate. Not everyone in Macomb County can afford to own one or more vehicles, but they still need access to work, school, stores, doctor's offices, and places of worship. Some people have a car, but prefer to bicycle or walk for the exercise or to reduce their "carbon footprint." Some of the city's growing number of seniors need an alternative to driving too.

Providing a safe non-motorized transportation allows for people to move around the community on bicycle or by foot. For some it gives mobility choices for greater independence so they do not need to rely on friends and neighbors for transportation.

One of the benefits of walking or biking is the improvement of individual health. Chronic diseases related to physical inactivity (obesity, diabetes, and heart disease) are reaching epidemic levels in the country and in Indiana communities. The Centers for Disease Control recommends that adults get 30 minutes of physical activity at least five days a week and that children get 60 minutes of physical activity at least five days a week. This can be broken into smaller segments and still be effective, so a 10-15 minute walk helps meet the targeted amount of exercise. Making walking and biking the easiest transportation choice for short trips is thus one way to combat chronic disease.

To achieve those benefits, there must be a complete non-motorized network of travel. This section describes some of the improvements that can be made to increase walking and biking in the city.

General Improvements

Right of way optimization

Sometimes bicycle lanes can be accommodated within the existing right-of-way and within the existing pavement width, through “road diets”.

Road diets change the configuration of the cross section, generally without adding pavement, to narrow the vehicle travel lanes to add important features to the road like center turn lanes, medians, parking, and/or bicycle lanes. In other cases, the number of travel lanes can be reduced, such as converting a four-lane road to three lanes. Specific projects related to these changes are listed in the next section of this plan.



Right of way optimization

Sidewalks

Sidewalks are critical to encouraging people to walk for short trips around the community.

Encouraging students to walk to school (with or without their parents) is an important component of an active and healthy community. Gaps in the sidewalk, where the sidewalk either does not exist or has crumbled to the point of being unsafe and unusable, is an issue that needs to be addressed to encourage walking as a means of transportation.

Use of sidewalks can be improved through an ongoing program that includes:

- Filling in the gaps in the existing system
- Providing sidewalks especially near schools and connecting to bus stops
- Extending existing sidewalks especially



Sidewalks

- where worn paths are noticeable
- Providing a buffer between the sidewalk and travel lane (lawn, parking, etc.)
- Using curb bump-outs, like in the downtown, to reduce the width a pedestrian must cross
- Pedestrian signals at signalized intersections (including “count-down” signals)
- ADA compliant ramps at intersections
- Maintenance to remove overhead obstacles like tree limbs
- Maintenance to replace broken or deteriorated segments
- Clearing of snow and ice

Bicycle and Sidewalk Connectivity

A successful pedestrian and sidewalk system is one that connects all the major destinations in the county and provides a number of travel options. Where there are connections between a home and a school, park, bus stop, business or another home, people are more likely to walk or bicycle. When there is not a connection, the walk or bicycle trip may require extra travel. That extra travel might mean the traveler will choose to drive, or have their parent drive, contributing to traffic congestion.

Usually the pedestrian or bicycle connection should be provided along a street, though Macomb County also has many fine trail connections.



Bicycle and Sidewalk Connectivity

General Improvements

Traffic Calming Street and Intersection Design

One of the biggest fears of a pedestrian or bicyclist is being hit by an automobile. Studies show that the speed of the vehicle is one of the biggest factors in whether the result of such a collision is a few scrapes, a serious injury or a fatality.



Traffic Calming Street and Intersection Design

Research shows that a pedestrian or bicyclist hit by a vehicle traveling 20 mph or less has an 95% chance of survival while only about 55% survive as collision with a vehicle traveling 30 mph (and only 15% if 40 mph or greater). So there is a big difference if cars traveling through residential streets, where pedestrians and bicyclists are most frequent, are traveling at 20, 25 or 30 mph. Those types of statistics led to a package of design techniques called “traffic calming.” Different design elements can be used to help reduce speeds, such as along residential streets, in parking lots or near schools and parks. Traffic calming can include things like various types of road narrowing, special pavement for pedestrian crossings, or raised features in the road (speed humps or tables, not to be confused with speed bumps often found in parking lots). Traffic calming at intersections can also include use of narrower curb radii and curb bump outs to reduce the width that pedestrians must cross. This can actually benefit vehicular traffic too, since shorter crossing paths require less time for pedestrian time leaving more time for vehicular traffic. Another option for lower volume intersections is a mini-roundabout.

These types of design techniques should be considered especially for streets and intersections where there are relatively high

volumes of pedestrians or bicyclists and where typical traffic speeds are notably higher than the target or posted speed limit.

Crossings

Uniform trail crossing should be utilized on all major greenway routes. Consistent markings and traffic calming treatments will train drivers to be alert when approaching trail crossings. On dirt roads or unimproved routes where striping and street treatments are not an option, uniform signage and colored bollards should be installed to give warning.



Crossings

Site Design

Many of the improvements for non-motorized travel involves providing facilities in the public right-of-way or along off-road trails. However, there are many elements that should be provided as part of the site plan design for individual businesses and multiple family developments.



Site Design

These include:

- Providing direct connections from the street sidewalk to building entrances
- Providing on-site trees to shade sidewalks
- Painted crosswalks across higher volume drives
- Providing bicycle racks or parking as noted below
- Reducing the number or width of driveways to make it easier to walk in front of the site

General Improvements

Redesign & Bicycle Amenities

Bicycle parking is needed at key destinations throughout the community to encourage bicycling as a mode of transportation. The safety, location, and type of bicycle parking facility is important to encouraging cyclists to use it. Parking should be located where it is close to entrances, have metal framing that is secured to the ground, and allow for bicycle frames to be locked to the rack in addition to front wheels.



Redesign & Bicycle Amenities

Bicycle parking could be permitted as an incentive to reduce vehicle parking for new development and in redevelopment projects or could be required as a part of the site development provisions in the zoning ordinance.

Bicycle corrals are another tool for bicycle parking that can be used to retrofit existing areas where there are a number of people desiring to ride and park bicycles. A bicycle corral typically removes 1-2 parking spaces and designates them for bicycle parking. These can be done at a relatively low cost and

accommodate a large number of bicycles.

Pedal & Park programs can also be successful for major events, such as fairs and farmer's markets. These programs have secured areas that are generally monitored by volunteers, where bicycles can park for free to discourage driving to events that may have limited parking or difficult parking.

Education

Learning to share the road – by bicyclists, drivers, and pedestrians – is important for everyone's safety.

Many bicyclists are unaware of the rules of the road and how to ride safely. Often pedestrians make unsafe choices like walking with traffic



Education

where there is no sidewalk or wearing dark/low visibility clothing. Both of these situations can lead to conflicts with vehicles. Drivers also need to learn to share the road with bicycles and pedestrians, and do so safely.

Priority Links

Macomb County has developed 7 Priority Links. These specific network gaps are priority links based on the projected amount of population the link will be able to service, key assets (attractions) near the link and financial resources.

1. Iron Belle Trail Connector

(Van Dyke Avenue + Side Streets through Warren & Centerline)

An extension of the Conner Creek Greenway from Detroit into Macomb County. This route will connect Warren and Centerline to the rest of the system, build upon an existing greenway, provide north/south access and work as a connection to other major facilities and investments.

In 2015 the City of Warren approved funding for a shared use path along Van Dyke from 8 Mile Rd to Stephens. In 2018 the City of Center Line approved a proposed route through the City which connects a number of their key community assets. Building on this momentum a route continuing north to the proposed Sterling Relief Drain should be developed to serve as a north/south connection to the greater regional trail network nexus at Freedom Hill County Park..

To encourage users of multiple levels an alternate or detoured route has been provided on a lower level of stress parallel roadway. This route will also serve a number of local community assets including parks and schools. The route should be signed as an alternate bike route for users to follow.

Prescribed Treatment:

Wide Sidewalk or Safety Path (Greater than 5ft wide) or Shared Use Sidepath (minimum 8 - 10 ft. wide)

Key Assets along the Route:

- Veterans Memorial Park
- Rinke Park
- GM Tech Center
- Warren Civic Center (1 City Square)
- Memorial Park
- Center Line Recreation Center
- Center Line Library



Warren Civic Center



9 Mile and Van Dyke

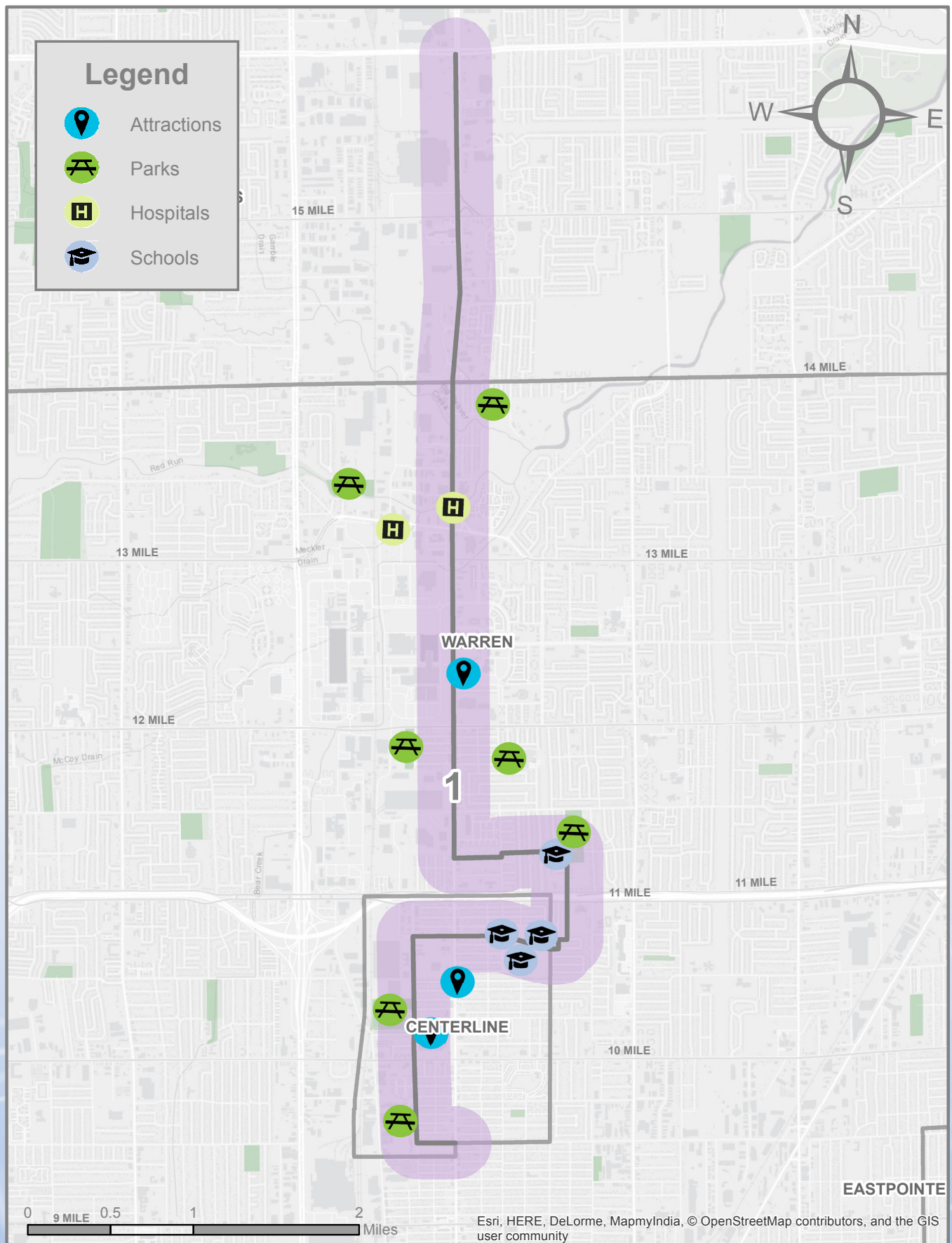


GM Tech Center



12 Mile and Van Dyke

Iron Belle Trail Connector



2 – 9 Mile Road

9 Mile Road has been identified as an East-to-West Network Gap and a priority link as it provides key access routes across Macomb County, connecting Lake St. Clair on the East to the Oakland County border on the West. Key assets along the route include local schools, two downtowns and a public boat launch with access to Lake St. Clair.



9 Mile and Van Dyke



Nautical Mile in St. Clair Shores
9 Mile and Jefferson



Eastpointe DDA

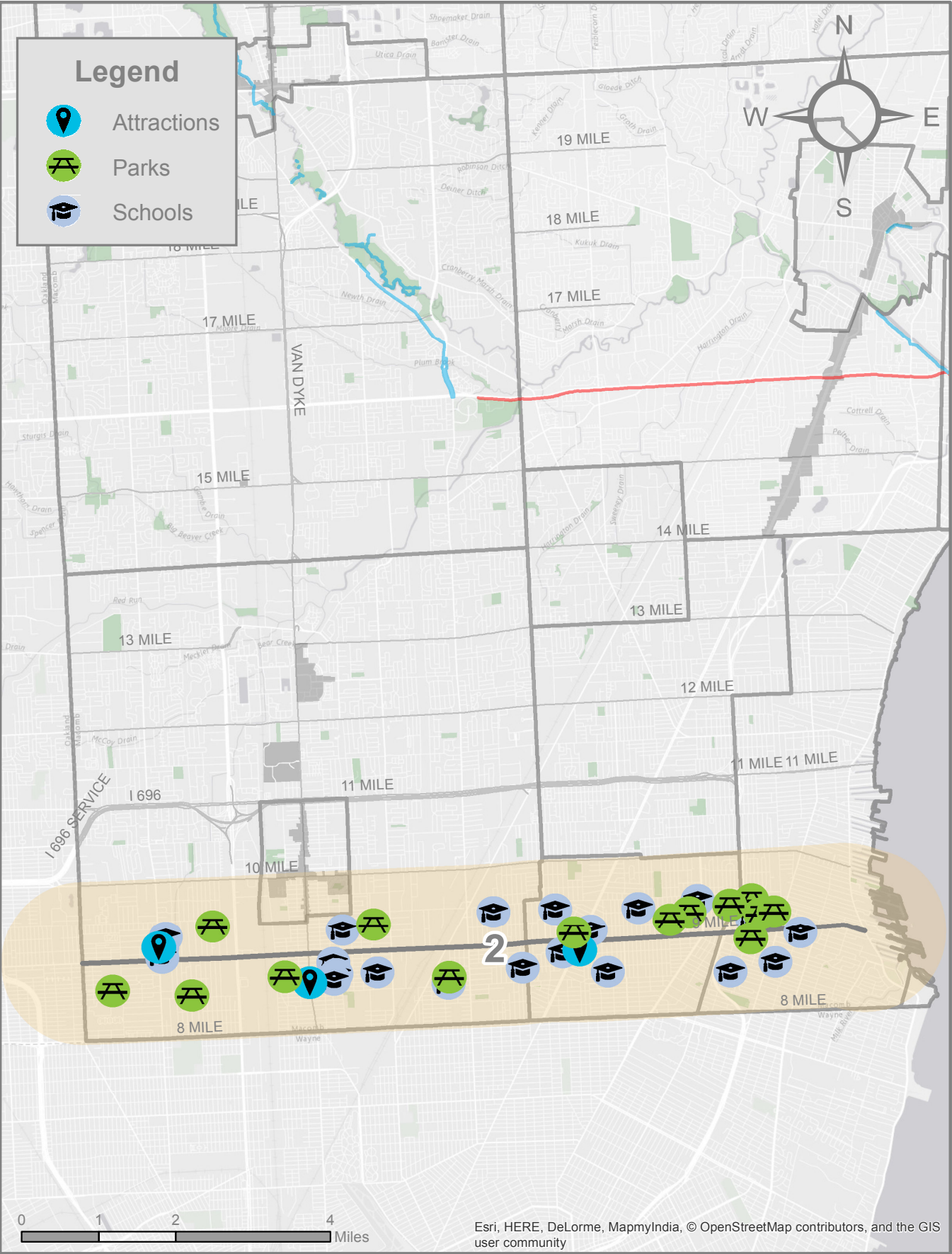
Prescribed Treatment:

Wide Sidewalk or Safety Path (Greater than 5ft wide) or Shared Use Sidepath (minimum 8 - 10 ft. wide)

Key Assets along the Route:

- Fitzgerald High School
(23200 Ryan Rd, Warren, MI 48091)
- Warren Stamping Plant
(22800 Mound Rd, Warren, MI 48091)
- Lincoln High School
(22900 Federal Ave, Warren, MI 48089)
- Oakwood Middle School
(14825 Nehls Ave, Eastpointe, MI 48021)
- East Detroit High School
(15501 Couzens Ave, Eastpointe, MI 48021)
- "Downtown Eastpointe"
(Intersection of 9 Mile Rd and Gratiot Ave)
- South Lake High School
(21900 East 9 Mile Road, St. Clair Shores, MI 48080)
- St. Clair Shores Greater Mack District
- Southern end of the "Nautical Mile"
(Intersection of 9 Mile Rd and Jefferson)
- 9 Mile Boat Launch
(14010 Harbor Pl Dr, St Clair Shores, MI 48080)

9 Mile Road Connector



3 – 12 Mile Road

12 Mile Road has been identified as an East-to-West Network Gap and a priority link as it provides key access routes across Macomb County, connecting Jefferson Avenue on the East to Dequindre Road on the West. Key assets along the route include several shopping centers, large employers such as the General Motors Technical Center, local parks and a medical facility.

Prescribed Treatment:

Wide Sidewalk or Safety Path (Greater than 5ft wide) or
Shared Use Sidepath (minimum 8 - 10 ft. wide)

Key Assets along the Route:

- Universal Mall Shopping Center
(28582 Dequindre Rd, Warren, MI 48092)
- Immaculate Conception School
(29500 Westbrook Ave, Warren, MI 48092)
- Warren Mott High School
(3131 E Twelve Mile Rd, Warren, MI 48092)
- GM Tech Center
(12 Mile Rd and Mound Rd)
- St. John Macomb-Oakland Hospital, Warren Campus
(11800 E Twelve Mile Rd, Warren, MI 48093)
- Warren Woods Middle School
(13400 E Twelve Mile Rd, Warren, MI 48088)
- Macomb Community College
(14500 E Twelve Mile Rd, Warren, MI 48088)
- Champine Park St. Clair Shores
(12 Mile Rd and Jefferson)

Create better connections to Lake St Clair



12 Mile and Dequindre



12 Mile and Jefferson



12 Mile and Van Dyke

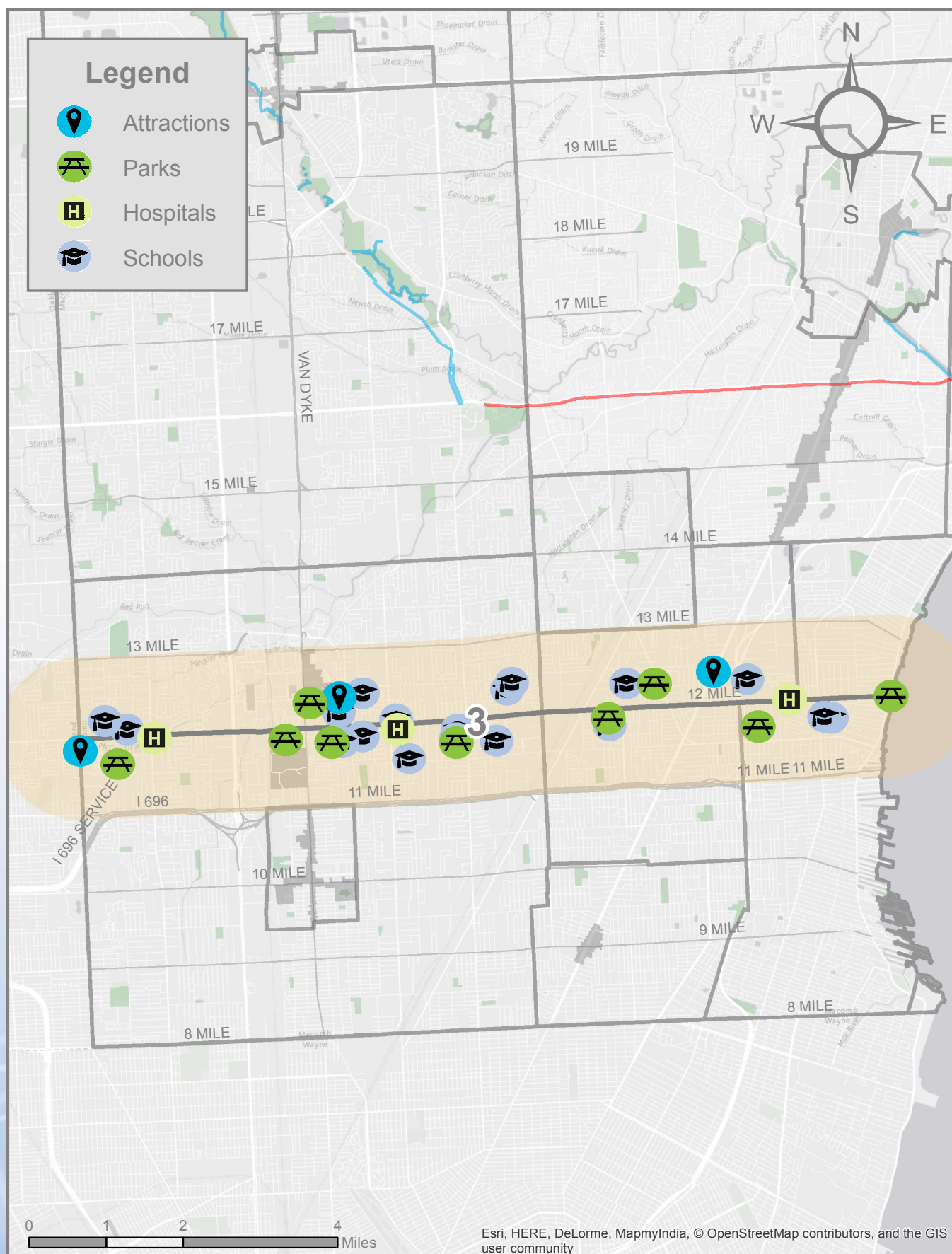


MCC South Campus - 12 Mile Rd and Hayes



Champine Park - 12 Mile Rd and Jefferson

12 Mile Road Connector



4 – Utica Junction

The Utica Junction has been identified as Regional Corridor Gap and a priority link as it links the Macomb County's northern communities to the southern communities along primary roadways. This route begins at the intersections of Utica Road and Gratiot Avenue and ends at the intersections of Utica Road and Metropolitan Parkway. It is a key link to connecting users in southern Macomb County to the Freedom Trail and Clinton River Trail.

Prescribed Treatment:

Wide Sidewalk or Safety Path (Greater than 5ft wide) or Shared Use Sidepath (minimum 8 - 10 ft. wide)

Key Assets along the Route:

- "Downtown Roseville"
(Intersection of Utica and Gratiot)
- Roseville Rotary Park
(Intersection of Eastland Street and Utica)
- Fraser Arts Academy in the Woods
(32101 Caroline St, Fraser, MI 48026)
- Total Soccer Fraser & Fraser Ice Arena
(34300 Utica Rd, Fraser, MI 48026)



Fraser City Hall - 14 Mile and Garfield



Downtown Roseville at Utica and Gratiot

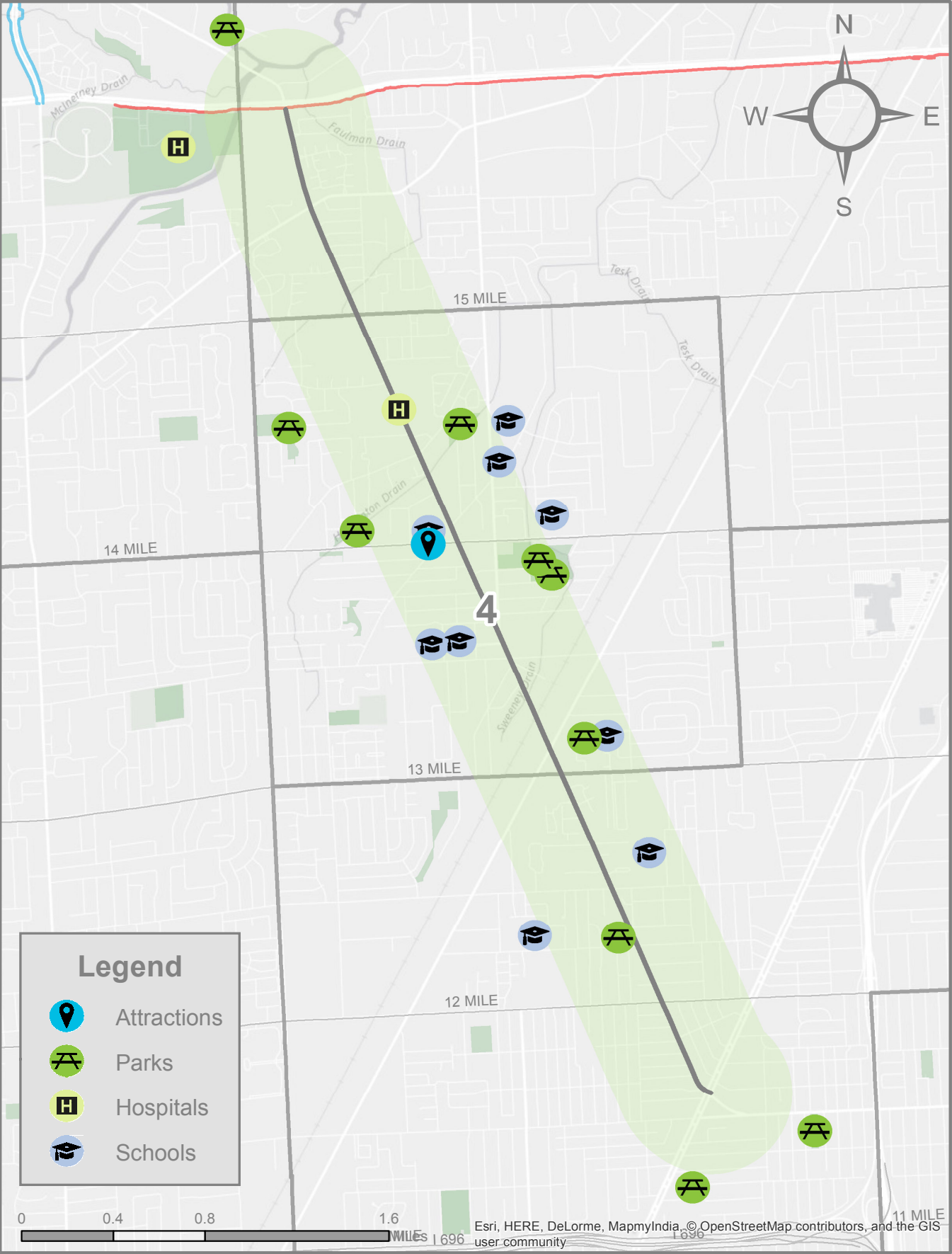


Downtown Roseville at Utica and Gratiot



Michigan Lottery Amphitheatre at Freedom Hill on Metro Parkway (16 Mile Rd.)

Utica Junction



5– Shoreline Trail

Jefferson Avenue is both a functional corridor serving the communities along Lake St. Clair and an environmental asset offering residents and visitors a unique scenic route option. This route is also part of the Underground Railroad Bicycle Route, a memorial route with historic markers along the trail; making this route a County, regional and national asset. As such, it should be formalized with a completed pathway along the lake through Selfridge Air Base that is separated where possible and marked along the trail.

“The Underground Railroad Bicycle Route (UGRR) memorializes the Underground Railroad, a network of clandestine routes by which African freedom seekers attempted to escape slavery before and during the Civil War.”

Source: <http://www.adventurecycling.org/routes-and-maps/adventure-cycling-route-network/underground-railroad-ugrr/>

Prescribed Treatment:

Wide Sidewalk or Safety Path (Greater than 5ft wide) or Shared Use Sidepath (minimum 8 - 10 ft. wide)

Key Assets along the Route:

- General connection and views of Lake St. Clair
- Selfridge Air National Guard Base
- Chesterfield Fire Department (48475 Jefferson Ave, New Baltimore, MI 48047)
- Webber Paddle Park (49329 Jefferson Ave.)
- Connector to trail leading to Brandenburg Park



Downtown New Baltimore



Selfridge Air National Guard Base (SANGB)
North River Road in Harrison Twp.



North River road @ SANGB



Future site of Webber Paddle Park

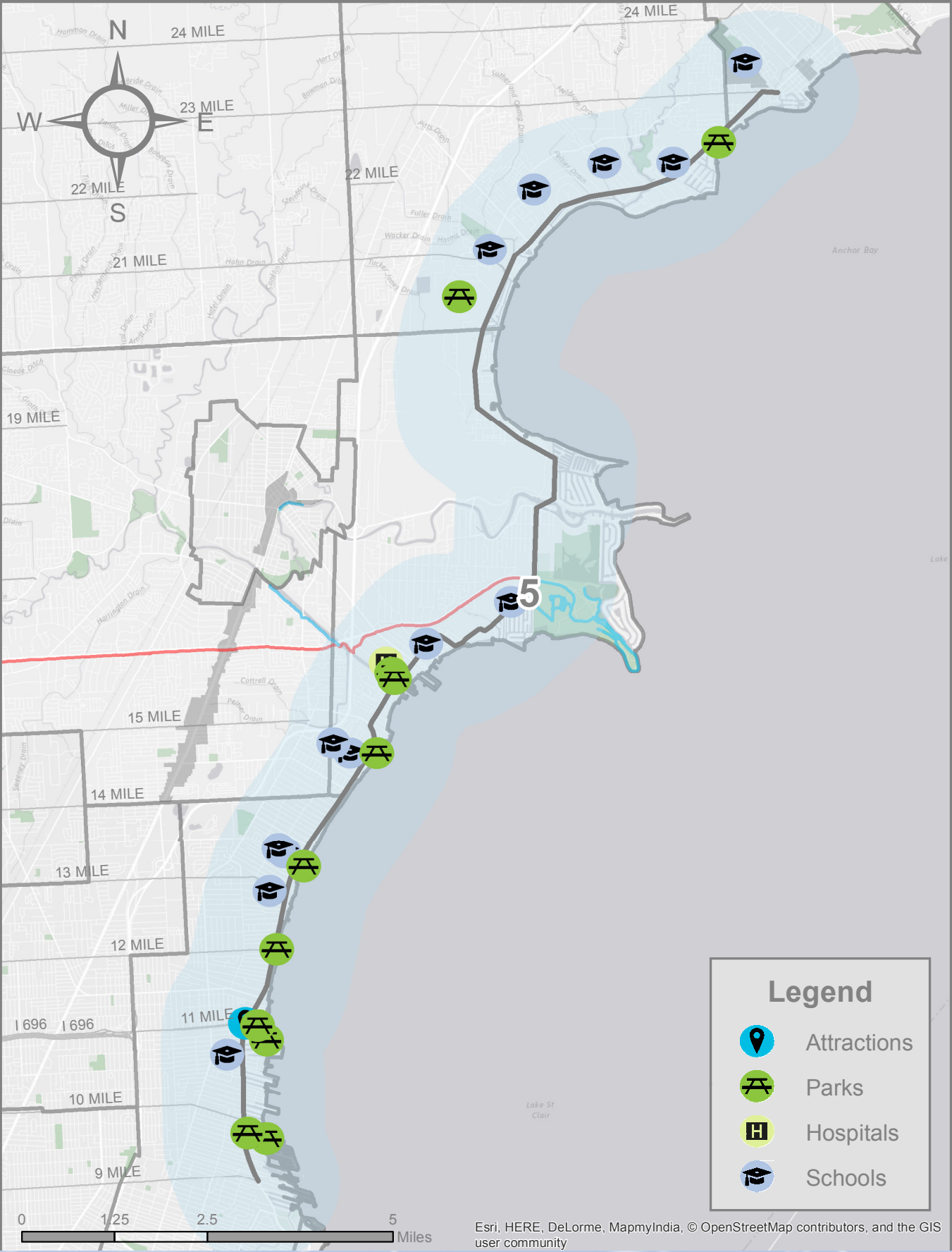


Brandenburg Park



Clinton River Spillway - Jefferson Avenue

Shoreline Trail



6 – 21 Mile Road Trail

21 Mile Road has been identified as an East-to-West Network Gap and a priority link as it provides key access routes across Macomb County, connecting Shelby Township to Chesterfield Township. Key assets along the route include several local schools and parks, as well as shopping centers.

Prescribed Treatment:

Wide sidewalk or shared-use path.

Key Assets along the Route:

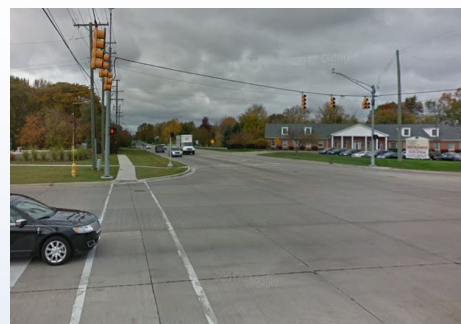
- Riverbend's Park
- Utica High School
- Whispering Woods Kiwanis Park
- Hayes Road Shopping Center
- Macomb Township Fire Station
- Waldenburg Park
- Ojibwa Elementary School
- Dakota High School
- Card Road Shopping Center
- Gratiot Avenue Shopping Center
- Jefferson Avenue & Lake St. Clair



Dakota High School



L'Anse Creuse High School North



North Avenue



Utica High School

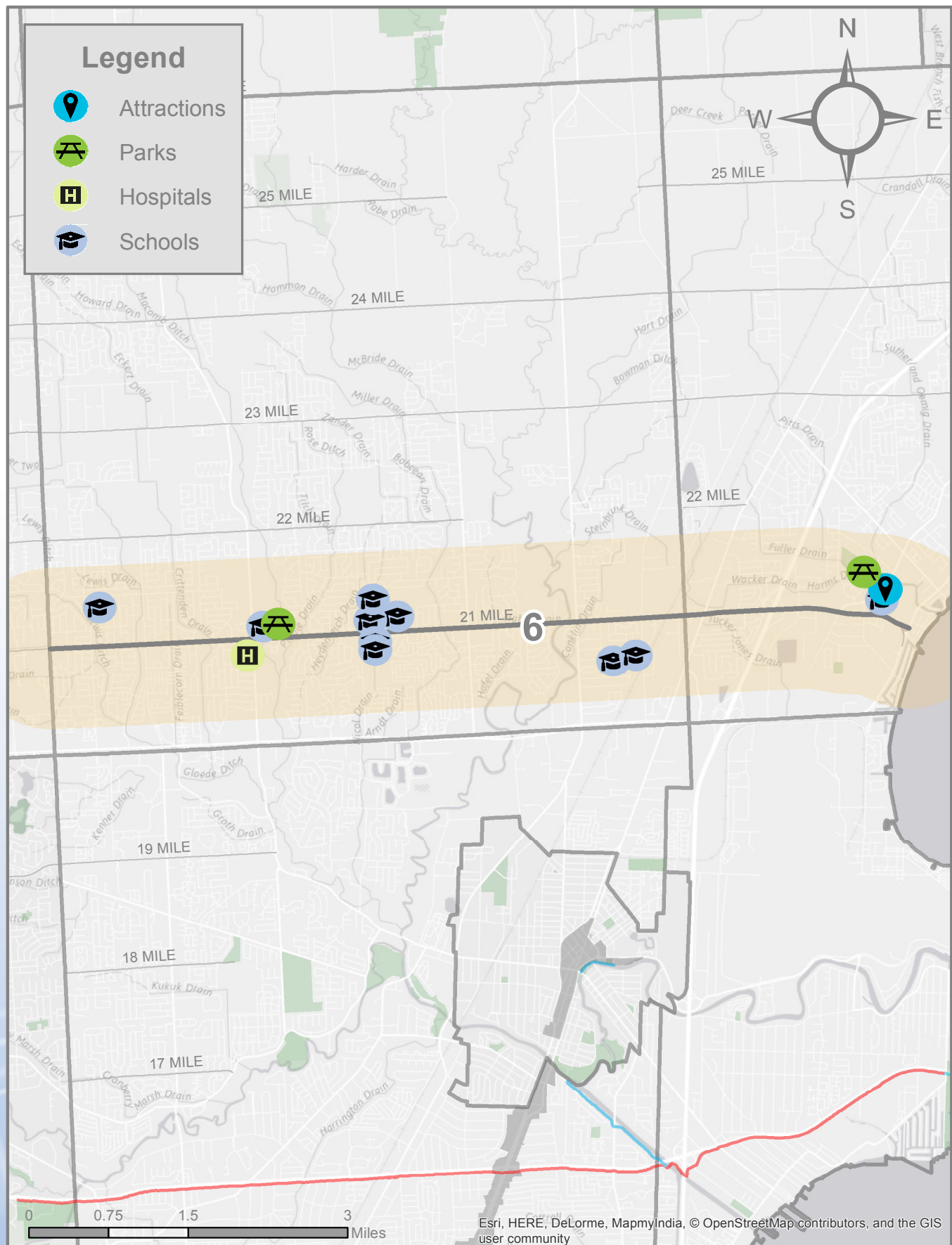


Shelby Rd.



M-53 Overpass

21 Mile Road Trail



7 – Wolcott Mill Trail Connector

The Wolcott Mill Trail Connector has been identified as Regional Corridor Gap and a priority link as it connects Wolcott Mill Regional Park to the Macomb Orchard Trail System. The tentative route will take riders from the Macomb Orchard Trail in Armada Township south onto Coon Creek Road, west onto 33 Mile Road, and south onto Wolcott Road, entering the northern end of the park.

Prescribed Treatment:

Wide sidewalk or shared-use path.

Key Assets along the Route:

- The Macomb Orchard Trail
- Wolcott Mill Farm Center
- Ray Township Public Library



Wolcott Mill



Wolcott Mill Rd. Entrance



Wolcott Mill Metropark Sign



Pedestrian path inside Wolcott Mill Metropark

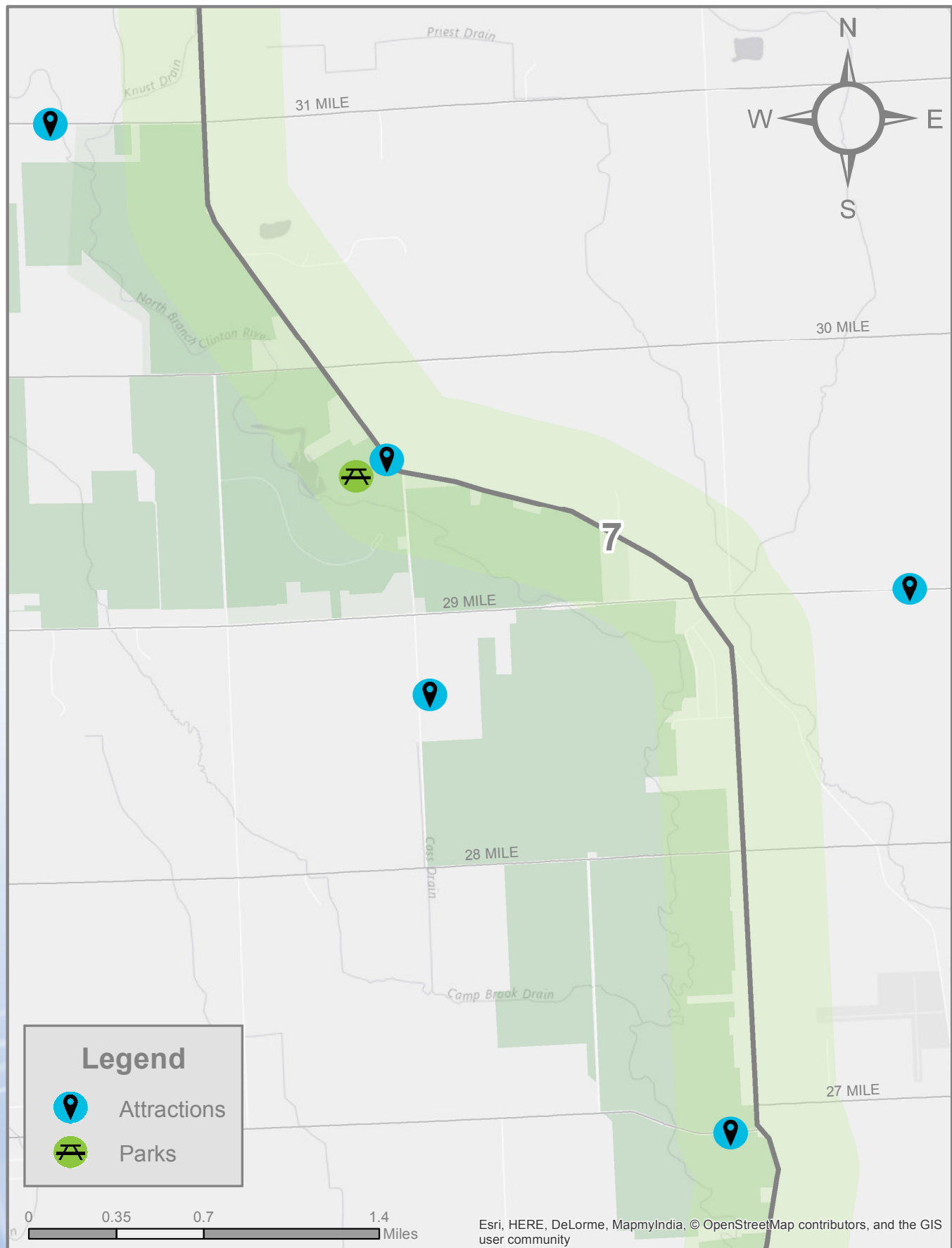


Macomb Orchard Trail - 33 Mile Rd.
& Romeo Plank



Ray Township Public Library

Wolcott Mill Trail Connector



8 – Sterling Relief Trail

The Sterling Relief Trail has been identified as a Regional Corridor Gap and a priority link. This trail has the potential to serve as a major east-west connection, connecting the Iron Belle Trail to the Freedom Trail and the Clinton River Trail. The tentative route will take users from James C. Nelson Park on the west side of Macomb County to Freedom Hill County Park at Schoenner Road and Metropolitan Parkway. The trail will provide links to the City of Warren's Community Center, as well as a multitude of local schools and parks.

Prescribed Treatment:

Independent shared use path

Key Assets along the Route:

- James C. Nelson Park
- Mound Road Commercial Corridor
- Van Dyke Commercial Corridor
- Willow Woods Elementary School
- Dodge Park
- Sterling Heights High School
- Bruce Collins Elementary School
- Freedom Hill County Park



Dodge Park



Dodge Park Rd.



16 Mile Rd. & Mound Rd.



Hawk Crossing

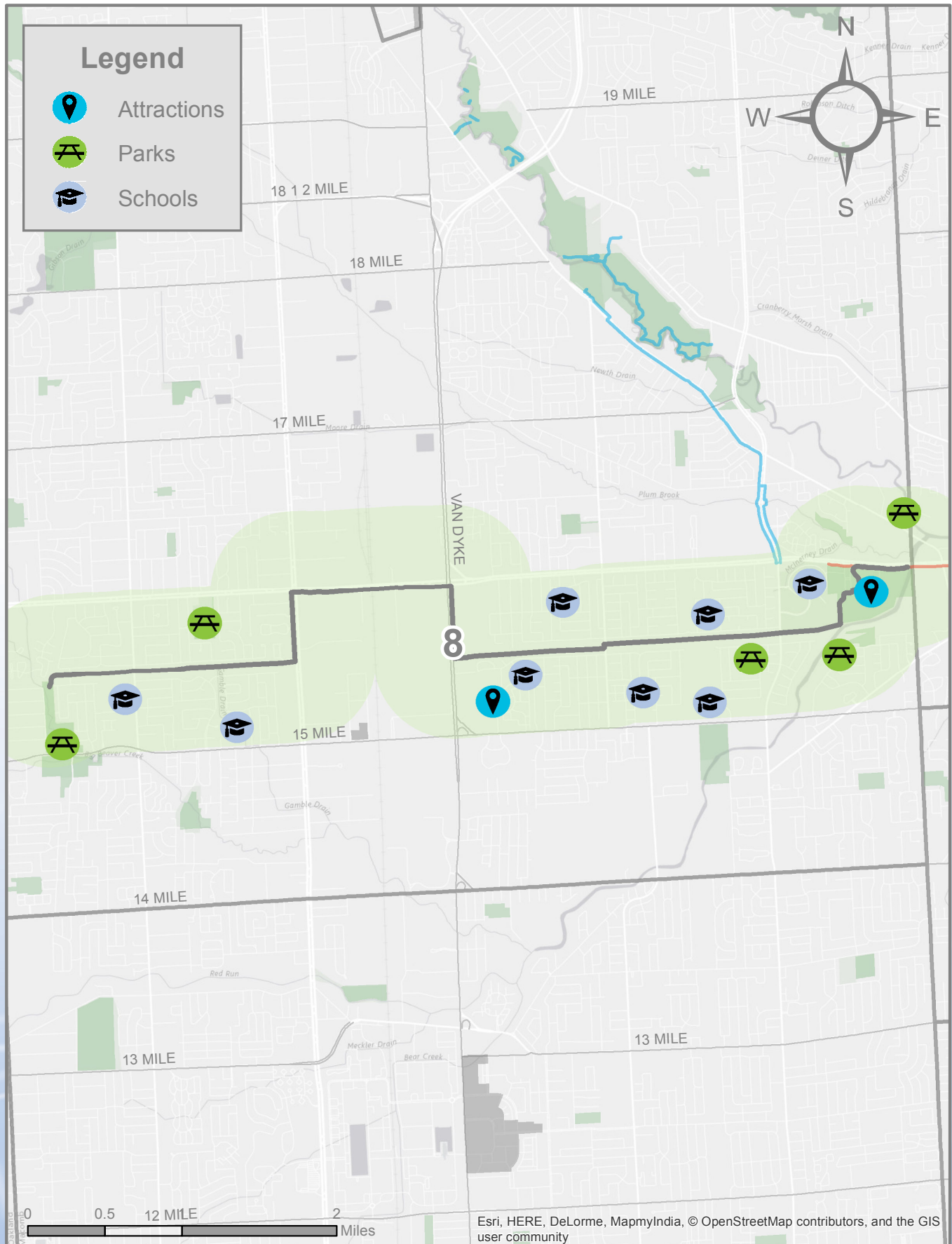


Schoenherr Rd.

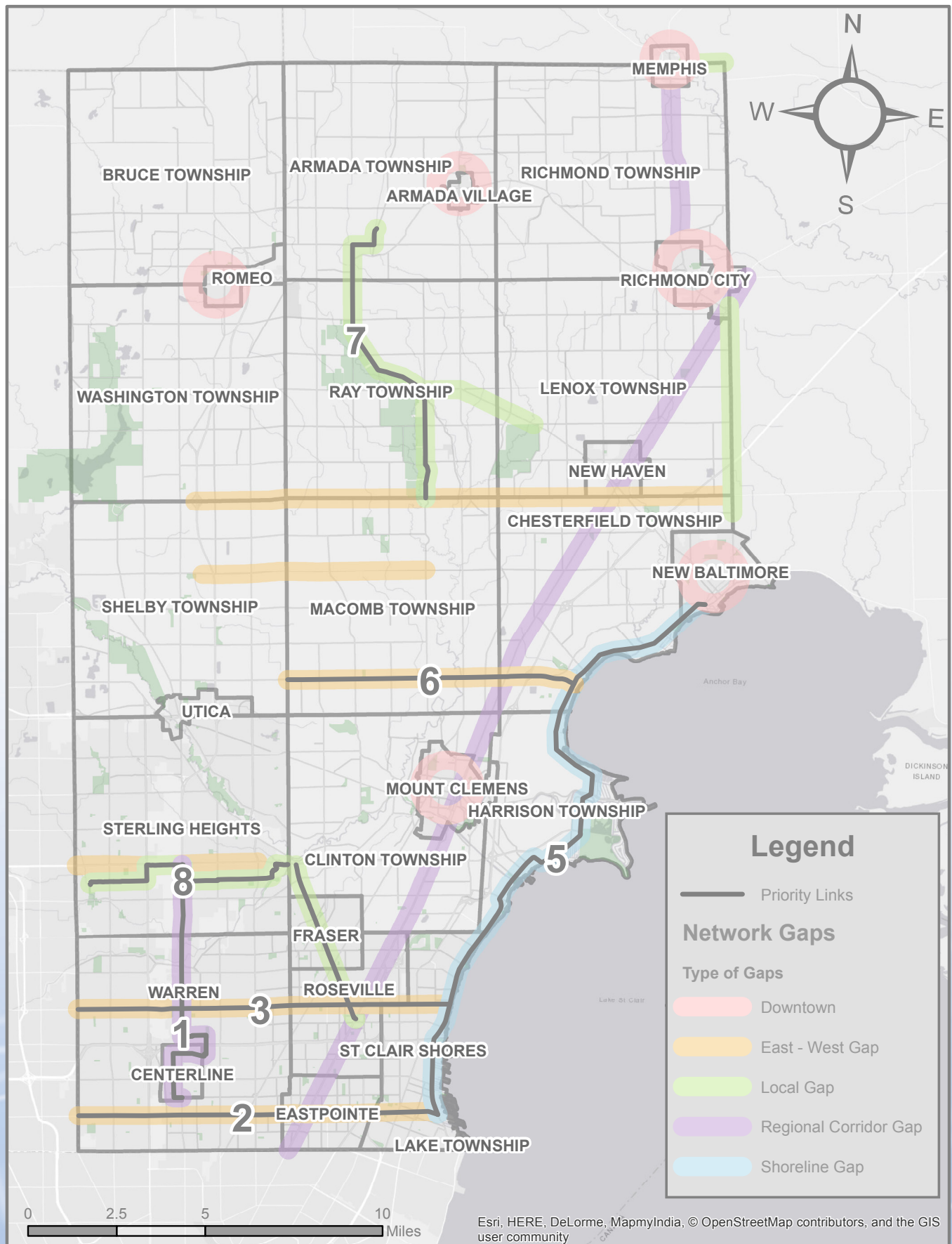


Rail Crossing

Sterling Relief Trail



All Proposed Priority Links



Better connections to 7 downtowns

Overall Wayfinding

Wayfinding, especially from trails into downtowns should be present, consistent, and helpful in aiding a rider as to how far from the trail is the downtown and what is available to the (i.e. restaurants, parks, parking and shopping).

Richmond

A connection from the Gratiot bike facility to the Macomb Orchard trailhead should be made along M-19.

Armada

In addition to way finding and an upgraded trail crossing Armada should also utilize sharrows and signage on Fulton Street leading riders from the Macomb Orchard Trail into the downtown and reminding drivers to share the road.

New Baltimore

Connections and wayfinding should be used to guide pedestrians and cyclists from both Gratiot and Jefferson trails into downtown New Baltimore via Green and Washington Streets.

Romeo

The Macomb Orchard Trail crossing should be brought up to new design standards to include wayfinding and a bike lane leading to downtown along 32 Mile Road.

Mount Clemens

The key route into downtown Mount Clemens should be built into the plan for the route along Gratiot. The same wayfinding used throughout the county should also be used here. If the non-motorized route stays on Gratiot it should be easy and obvious how to enter the City's Main Street core.

Utica

Wayfinding to Downtown Utica should be considered from both the Clinton River path and the Hall Road pathway. This is an intersecting point of routes and should be considered for trail heads for both pathways.



Downtown Richmond



Downtown Armada



Downtown New Baltimore



Downtown Romeo



Downtown Mount Clemens



Downtown Utica

Action plan

The Mobilize Macomb Plan serves as vision and blueprint for the future of the County's Non-Motorized Transportation Network. To promote and ensure the Plan's effectiveness, we have created a set of Regional Goals and Local Calls to Action. The chart below summarizes the recommended actions or strategies along with identifying those positions or groups who are primarily responsible for implementing each action.

Priority link	Regional Goal	Local Call to Action
Iron Belle Trail Connector	Engage State officials, Regional Parks, Recreation and Natural Resources providers to assess and deploy statewide strategies to develop the Iron Belle Trail	Collaborate with the municipalities and organizations to develop local connectors to this priority link.
9 Mile Road + 12 Mile Road	Due to the concentration of local parks, school, facilities and other resources, we will work to create local vibrant links to these community assets.	Engage local municipalities and transportation service providers and major institutions to prioritizing local assets and links.
Utica Road	Work with the City of Roseville, Freedom Hill County Park and the City of Sterling Heights to create route spurs out of each activity center.	Engage local agencies to assess current infrastructure plans or transportation strategies for future development.
Shoreline	Connect local assets, such as the Nautical Mile, Selfridge Airbase and Brandenburg Park, along the shoreline pathway and ensure safe pedestrian connectivity.	Engage local agencies to assess current infrastructure plans or transportation strategies for future development.
21 Mile Road	Connect educational campuses to local parks and recreational assets along the route.	Engage local school districts to assess their transportation and connectivity plans.
Wolcott Mill Connector	Engage the Huron-Clinton Metropolitan Authority and Ray Township to assess easement and road right-of-way access potentials. Engage property owners to assess the most viable way to access the park and Macomb Orchard Trail.	Assess the Huron-Clinton Metropolitan Authority and local Master Plans to develop local connectors to this priority link.
Sterling Relief Drain	Coordinate with all County agencies, from the Public Works Department to the Department of Roads, to facilitate a regional trail connector from Freedom Hill to Nelson Park.	Work with the City of Sterling Heights and their engineering and planning teams to deploy local solutions to cross all public road-ways and connect into the city's community assets.