

Macomb County Trailways Master Plan Public Forum #3

March 3, 2004

Clinton-Macomb Public Library

A public forum was held at the Clinton-Macomb Public Library in Clinton Township. Thirty-three (33) people signed in, but an estimated 70 people were in attendance, including county staff, township staff and consultants.

The purpose of the project was discussed as well as the process that has taken place thus far to develop the draft master plan. A regional perspective of trail development and planning was reviewed as was the anticipated future use of the master plan. The Macomb Orchard Trail video was also shown. Comments were taken from the public and noted. They were as follows, in no particular order:

- How to deal with private property issues?
- County and Clinton Twp indicated condemnation of property would not occur to build trails
- Is there a natural right-of-way along streams and rivers?
- Concern about quality of Red Run Drain and related health concerns.
- Landfill and methane gas/vents along east side of drain (Red Run) near Freedom Hill.
- Private property issues are extensive along Red Run Drain.
- Contaminated soils may prevent trails around Freedom Hill.
- Some areas are too dense and urban for trails.
- Like regional approach and cooperation.
- RR under I-94 and into Mt. Clemens is still active.
- Private property along Red Run Drain. Would need legal expansion of uses, or buy property or condemn. Local group forming to oppose Red Run Drain Trail.
- Clinton Township if looking to use road rights-of-way for potential linkages and avoid property issues.
- Who are stakeholders? Reps from municipalities and other agencies.
- Public restrooms are necessary along systems.
- 23 Mile is planned for widening in Macomb Township. Need to plan for bridge crossings.
- May need tunnels to accommodate trails. Need to coordinate early with Road Commission, etc.
- Need to coordinate trail projects into new developments and County projects.
- Public health benefits are documented in a variety of articles throughout the nation.
- Safety issues are a concern.
- Need to work together for solutions.
- Off-road trails along rivers and electrical corridors may be safer than alongside roads. Also provide education opportunities.
- Off-road trails could be easier to get volunteer support. Trail materials could be varied if they are off-road.
- Get involved with grass roots local organizations.
- Need to concentrate on completing the original idea to connect Stoney to Metro Beach before starting new projects.
- Center campus of MCC needs a connection – does not have one now.
- Need way finding and signage standards adopted so people can get around and there is some consistency. Coordinate signage also with adjacent counties. (St. Clair Co. is developing a signage system)
- Bridge-to-Bay had some property negotiations.
- Curb cuts are a problem along Metro Parkway near Metro Beach. Need safe crossings.
- Incorporate “cool cities” initiative into plans and concepts of walkable communities.

- Need state-wide legislation requiring a certain percentage of funds dedicated to open space, bikeways, historic resources, museums, etc.
- Don't compete with private interests.
- Nine regional non-motorized efforts are occurring in Michigan.
- Grant competition is high.
- Too many curb cuts can be dangerous.
- Focus on natural assets and connections.
- Wildlife exists along Clinton River corridor – connect parks to one another.
- Give priority to trails and green space.
- Greenspace is safer than next to roads and traffic.
- Priorities should go to linking existing gaps.
- Bike trail leading into DDA areas would be added bonus.
- These will assist with Quality of life concerns and issues.
- Historic connections are a great opportunity. Old Canal, etc.
- When the time is right, distribute trail information to travel people and publications to advertise and promote the use of the trail system.

Forum participants were given nine (9) dots: 3 yellow, 3 orange and 3 red. Those interested were asked to place 3 dots on the regional routes they believed should be a priority, 3 dots on the county routes they believed should be a priority and 3 dots on the local routes they believed should be a priority.