



Section Five Implementation

The Brighton Township Pathways Plan is a long-term vision for a connected non-motorized network within Brighton Township and as part of the regional system. Implementation of this vision will require effort on the part of multiple agencies, departments, and organizations. Pathway systems are not implemented overnight and this Plan is intended to provide a foundation and vision to reference as Brighton Township continues to develop. The implementation strategies contained on the following pages are actions that will serve to move the creation of a connected, pathways system closer to reality.

Construction

The Proposed Pathways Map shows the network that is to be created, but it is not intended to define the exact route of every pathway. Further research and negotiations on property ownership and other issues will be needed to determine the final alignments, which should be established in accordance with this Plan. The pathway system should conform to national standards for safety while reflecting the unique character of Brighton Township. Pathways should be convenient, aesthetically pleasing, and beneficial to the general quality of life in Brighton Township and should complement the road system.

Utilities. Because various construction activities, especially the digging and filling of utility trenches, can affect pathways, the Township should require utility, construction, and excavation companies to repair any pathway torn up for utility work, restoring the pathway to its original condition or better. The installation of utilities in pathway

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corridors is generally encouraged, except where it would cause undue environmental damage or permanently impair use of the path.

Environmentally Sensitive Areas. The presence of wildlife is part of the heritage and charm of the region, and the protection of wildlife habitat and environmentally sensitive areas is an important value for many area residents. The benefits to the community of well-designed pathways usually outweigh their impacts on wildlife, but in order to minimize any negative effect on critical habitat, the following recommendations should be implemented during pathway construction:

- The final location of the pathways should be situated to minimize tree removals.
- Any pathway near a water body shall be constructed so as not to adversely affect the water quality or riparian vegetation.
- Pathways shall not be routed through the middle of large undisturbed areas of natural vegetation, but shall be located on the edge of such areas or in places that have already been disturbed by human activities.
- Pathways should meander along the road side to preserve larger, quality trees and preserve the greatest amount of vegetation possible.
- When any pathway is planned for a designated wetland area, the Michigan Department of Environmental Quality (MDEQ) must be contacted to determine the best way to cross or mitigate the wetland.

Figure Nine
Estimated Cost per Mile for Pathways
(in 2006 Dollars)

Surface Material	Cost per Mile	Life Span
Granular Stone	\$175,000	10 years
Asphalt	\$275,000	15-20 years
Concrete	\$185,000	20+ years
Boardwalk	\$2,400,000	10-15 years
Wood Chips	\$95,000	Short-term

Source: OHM

Cost. Implementation of the Pathways Plan is envisioned to take many years, however the planning of the network is an ongoing effort. A major consideration influencing the implementation of the Pathways Plan is cost. Cost will influence the type of materials and construction, the phasing of the improvements and the potential funding sources. *Figure Nine* provides a general rule of thumb for construction costs for pathways and *Figure Ten* provides a summary of anticipated costs for implementation. A more detailed description of

the costs is included in *Appendix B*. The proposed costs are a starting point, more detailed engineering design, analyses and site-specific design data must be collected as part of a more detailed design phase and prior to funding requests being submitted. Segments within Priority One have been further prioritized to guide the order of development. Cost estimates are not included for Priority Four as these segments are

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not anticipated to be developed for many years, if ever. Estimates are in 2006 dollars, therefore, future priorities will likely cost more due to inflation. It should be noted that Township funds allocated towards pathway development and maintenance should not exceed the funds allocated to road improvements or paving nor should the linear feet of pathway development exceed the linear feet of road improvements in any given year.

Figure Ten			
Cost Estimates			
Road		Segment	Cost
Priority One (9.85 Miles)			
1	Kensington	Larkins to Grand River	161,000
2	Kensington	Spencer to Larkins	395,000
3	Old US 23	Spencer to Grand River	310,000
4	Old US 23	Spencer (E) to Spencer (W)	57,000
5	Old US 23	Hilton to Spencer	426,000
6	Hilton	Hunter to Old U.S. 23	204,000
7	Hilton	Grand River to Hunter	752,000
8	Grand River	Hacker to Hilton	122,000
9	Hacker	Hyne to Grand River	292,000
10	Kensington	Buno to Spencer	211,000
11	Kensington	Jacoby to Buno	174,000
12	Spencer	City of Brighton to Old U.S. 23	138,000
13	Pleasant Valley	Larkins to Grand River	229,000
Priority One Total			3,471,000
Priority Two (8.74 Miles)			
Buno	Kensington to Township Park		67,000
	Spencer to Township Hall		52,000
Old U.S. 23	Hartland Twp. to Hyne		492,000
	Hyne to Hilton		277,000
	Grand River to Green Oak Twp.		208,000
Pleasant Valley	Spencer to Larkins		319,000
Spencer	Old U.S. 23 to Buno		53,000
	Buno to Van Amberg		382,000
	Van Amberg to Pleasant Valley		228,000
	Pleasant Valley to Kensington		375,000
Taylor	Old U.S. 23 to School		180,000

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Figure Ten		
Cost Estimates		
Road	Segment	Cost
Priority Two Total		2,633,000
Priority Three (7.28 Miles)		
Hyne	Hacker to Hunter	360,000
	Hunter to Old U.S. 23	709,000
	Old U.S. 23 to Pleasant Valley	895,000
Kensington	Pleasant Valley to Jacoby	326,000
Pleasant Valley	Hyne to Kensington	237,000
Priority Three Total		2,527,000
Source: OHM (2006 dollars)		

Escrow Accounts. Brighton Township's Zoning Ordinance requires all new development along roadways identified in the Master Plan as Pathways Corridors to install pathways or sidewalks in front of the site. The downfall to this approach is that in the short term there will be short segments of pathways in front of individual sites with little or no connectivity to other areas in the Township. In the long term, segments will begin to be linked up, but there will be gaps in the system.

In order to increase the connectivity, and therefore the usage of pathways, the Township should permit applicants to contribute funds to an escrow account in lieu of development of a pathway in front of their property for developments located along roadways with pathways identified as Priorities Two, Three, or Four and for those located on roadways with pathways planned on the opposite side of the street. An applicant should be permitted the option to deposit with the Township a sum of money equivalent to the actual costs of construction of the path, including permitting, engineering, inspection costs, and inflation, as determined by the Township Engineer, which will be used to fund pathways that are located within higher priority areas or on the other side of the road.

For example, if a site on the south side of Hyne were to develop, the applicant would have the option to develop the segment of pathways in front of their site or put money into an escrow account to fund pathway development of a higher priority. If a site were to develop on the north side of Hyne, because pathways are not proposed on that side of the road, the applicant would contribute funds to the escrow account to fund the development of pathways where recommended by this Plan.

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To start the implementation of escrow accounts, the Township will need to establish a separate fund to be used exclusively for pathway development. In addition, the Zoning Ordinance should be revised to include provisions for the escrow account.

Operation and Maintenance

Planning for the installation is just the beginning when planning for pathways. On-going maintenance is essential in assuring the safety and continued life of the pathways system. Repairs may be as minor as fixing a pothole in a path or as major as the complete renovation of an entire pathway section, however, it is important for the Township to have a plan for how the paths will be maintained and who is in charge of overseeing its maintenance.

Responsibility. Before construction of a pathway, the entity to be responsible for its maintenance should be established. Typically, that entity will be the owner of the pathway corridor or right-of-way, which is the Livingston County Road Commission. The County has indicated that they do not have the funds or man power to handle the day to day maintenance of pathways. Many communities, by ordinance, require that property owners are responsible for the maintenance of the pathways across their respective frontage. Since only one side of the road will be proposed, this could be a contentious requirement.

The Township does not have a Department of Public Works, Recreation Department, or another appropriate Department which can oversee pathway maintenance. The Township Manager and Planning and Zoning Department should be involved in the planning for pathways and preparation of grant applications, however, they do not have the equipment or man power to handle day-to-day maintenance.

The Southeast Livingston County Recreation Authority (SELCRA) serves the Brighton area, including Brighton Township and maintains many of the areas' parks and athletic fields. The Township is working with SELRCA in order to have SELCRA take over maintenance for the planned Township Park. The Township should work with SELCRA to develop an agreeable arrangement to have SELCRA handle many of the routine maintenance tasks as described below.

In addition to SELCRA, volunteers from trail-advocacy organizations should monitor the pathway system to report problems and necessary maintenance issues to the Township. In addition, volunteer efforts, by groups such as the Boy Scouts of America and various

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trail users, may be used for simple maintenance tasks. An adopt-a-trail program can be instituted as one way to assist with litter cleanup.

Regardless of the group that will ultimately be responsible for the pathway maintenance, it is recommended that a reserve fund be established to cover costs of future maintenance. Since many of the pathways will be asphalt with typical life spans of ten to fifteen years, it would be recommended that the Township deposit reserve funds equivalent to approximately 3% of the value of the current pathway infrastructure annually.

Routine Maintenance Tasks. Routine maintenance tasks are all directed at extending the life expectancy of trails, providing a high quality product to trail users, and ensuring the safety of trail users. Routine maintenance and inspection of the trail system also minimizes repair and renovation costs.

- **Pathway Inspection.** Pathways must be inspected on a routine basis. User safety should always be the primary consideration of any inspection. Potential safety problems should always take precedence when scheduling maintenance. Vandalism left unattended encourages more of the same and should likewise be a high priority for maintenance.
- **Mowing and Pruning.** Pruning is performed for the safety of the trail user and to protect the trail and other assets located along the trail. Proper pruning includes periodic mowing of the areas along side of the paths.
- **Leaf and Debris Removal.** Keeping the trail surface clean is one of the most important aspects of trail maintenance. Mud and other sediment should be removed along with fallen leaves and branches to ensure the safety of users and to increase the life expectancy of the trail itself.
- **Snow and Ice Removal.** Decisions should be made early on as to whether trails will be cleared of snow and ice. The Township may opt to “close” the pathways during the winter with appropriate signage. If paths are to remain open during the winter, snow and ice should be removed, particularly from trails used by children going to and from school sites.
- **Repairs to Signs and Amenities.** These repairs may include signs, benches, waste receptacles, etc. These amenities need to be kept in safe and aesthetically pleasing condition in order to maintain the quality of the paths.

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Landowner Relations. Respect for private property rights is an essential aspect of the Pathways Plan. Pathways are to be constructed or designated for public use. The Township should invite the cooperation of private property owners and the expression of their opinions and concerns. Furthermore, any pre-existing rights held by adjacent landowners concerning drainage, ditch maintenance, crossing and access, and other matters will continue to be honored.

Trespassing and liability are sometimes concerns of property owners adjacent to trails. While trespassing from pathways, just like trespassing from roadways, cannot absolutely be prevented, signs can be posted reminding users to “Please respect private property by staying on the trail.” Access will not be provided from a pathway onto private property. However, if landowners next to a pathway want to create their own access paths to connect to the pathway, they are encouraged to do so.

The question of liability cannot be solved by this or any other master plan; however, it should be emphasized that the potential liability incurred by property next to a pathway is no greater than that experienced next to a roadway. Placement in public ROW’s should appease private property owners concerns regarding liability.

Funding

Potential funding sources for non-motorized planning, design and construction change and evolve on a regular basis. Understanding available funding programs requires continuous monitoring. The funding sources described below serve as a reference and resource, to assist the Township when identifying potential funding options.

General Fund. In an effort to accelerate the development of pathways, provide adequate local matches for grant applications, and to cover basic maintenance costs, the Township should annually set aside monies in the general fund to be used for pathways.

Developer Escrow Fund. As discussed above, developers should be allowed to deposit funds to an escrow account instead of constructing pathways across the frontage of their development. This fund will then be used for the construction of new pathways.

Planned Road Improvements. As evidenced by the planned Grand River pathway, coordinating the timing of the design and construction of pathways with planned road improvements reduce costs and may be provided for by Michigan Department of Transportation (MDOT) and/or the Livingston County Road Commission (LCRC). The

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Township should maintain consistent communication with MDOT and LCRC to ensure that the planned pathways are accommodated into any road improvements.

Safe Routes to School Program (SRTS). The SRTS Program provides Federal-aid highway funds to State Department's of Transportation to enable and encourage children to walk and bicycle to school, to make bicycling and walking to school a safer and more appealing transportation alternative, and to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools

(<http://www.saferoutesmichigan.org/>)

Safe Accountable Flexible Efficient Transportation Equity Act (SAFETEA-LU).

SAFETEA-LU provides funding for numerous types of projects that support the enhancement of transportation facilities and promote safe and efficient multi-modal transportation methods. This is a reimbursement program that originally comes from the federal level and is administered by the Michigan Department of Transportation (MDOT). Under this program, the Township is eligible to apply for funding to implement non-motorized pathway priorities. (<http://www.fhwa.dot.gov/safetealu/>)

Michigan Natural Resources Trust Fund (MNRTF). MNRTF provides funding assistance for the purchase of land (or interests in land) for recreation or protection of land because of its environmental importance or scenic beauty, and the development of recreation facilities. This assistance is directed at creating and improving outdoor recreational opportunities and providing protection to valuable natural resources.

(http://www.michigan.gov/dnr/0,1607,7-153-10366_37984_37985-124961--,00.html)

Land and Water Conservation Fund (LWCF). LWCF provides funding assistance for communities to acquire and develop land for outdoor recreation. The minimum award is \$15,000 and the maximum of \$500,000 with a 50% local match. The eligibility criterion emphasizes preservation of natural resources. This grant is ideal for land acquisition. (<http://www.nps.gov/lwcf/>)

Community Foundation for Southeastern Michigan GreenWays Initiative.

The Community Foundation for Southeastern Michigan solicits, receives and manages charitable contributions from individuals, families, corporations, other foundations and nonprofit organizations. These financial resources are used to make grants that benefit the quality of life in the region. The GreenWays Initiative is a comprehensive effort aimed at expanding and enhancing the region's natural landscape and helps local

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governments and nonprofit organizations construct and implement greenways projects. Two types of grants are offered: (www.cfsem.org)

- **GreenWays Predevelopment Grants.** Predevelopment activities such as engineering studies, design, activities to increase collaboration, final planning work, etc.
- **GreenWays Land Grants.** For the physical creation of greenways, including in-ground construction, renewal of habitat, planting of native species, trail construction, waterfront restoration, etc.

The Trust for Public Land (TPL). The TPL is the only national nonprofit working exclusively to protect land for human enjoyment and well-being. TPL helps conserve land for recreation and spiritual nourishment and to improve the health and quality of life of communities. TPL's works with landowners, government agencies and community groups to develop greenways and conserve land for close-to-home recreation.

(<http://www.tpl.org/>)

DALMAC Fund. Promoting bicycling in Michigan, the DALMAC Fund is administered by the Tri-County Bicycle Association based in Lansing. The DALMAC Fund supports safety and education programs, bicycle trail development, state-wide bicycle organizations, and route mapping projects. (<http://www.biketcba.org/dfund/dfund.html>)

KODAK Grants Program. Kodak, The Conservation Fund, and the National Geographic Society, provide small grants to stimulate the planning and design of greenways in American communities. Grants may be used for activities such as: mapping, ecological assessments, surveying, conferences, design activities, developing brochures, interpretive displays, planning, hiring consultants, etc. Maximum grant is \$2,500, however, most grants range from \$500 to \$1,500. (www.conservationfund.org)

Non-Profit Groups. Organizations such as the Bikes Belong Coalition, which is funded and represented by the bicycle industry, awards grants of up to \$10,000 each to projects that seek SAFETEA-LU funding for bicycle facilities. Other non-profit organizations can provide support in terms of organizing fund drives to fund trail building. Fundraising efforts could range from sponsoring a "buy a bench" program for amenities, or a "yard sale" where people could purchase a symbolic "yard" of the pathway and have their name added to the donor list. A future permanent marker at each trailhead could list the name of the contributor, and the section to which they contributed. Once built, non-profit groups can support pathways through volunteer cleanup events and walk/ride events.

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Special Assessment District. A Special Assessment District is a special district formed by a local government agency and includes property that will receive direct benefit from the construction of new public improvements, such as the installation of pathways.

Conservation Easements. A conservation easement is a method of preserving open space that is guaranteed through formal documentation. This technique can also be used to preserve open space if it is not feasible or practical for the Township to acquire the land. Rather than obtaining fee simple, or complete ownership, an organization or community can purchase or acquire by gift an 'easement' to the property.

Public-Private/Public-Public Partnerships. Reduced funding at the public and private sector has created a need for various partnerships between public and private entities as well as between two or more public entities to develop regional connections. Green Oak and Hartland Townships have both indicated interest in developing a comprehensive pathway along Old U.S. 23. The Township should maintain communication with these communities and pursue funding for this regional path.

Donations. Businesses, corporations, private clubs, community organizations, and individuals will often contribute to recreation and pathways to benefit the communities in which they are located. Private sector contributions may be in the form of monetary contributions, the donation of land, the provision of volunteer services, or the contribution of equipment or facilities.