BEYOND THE PATH

TRAILNATION SPOTLIGHT

SEPTEMBER 18, 2025

SMITHGROUP

TODAY'S PRESENTERS

MEET THE SMITHGROUP TEAM

CASSIE GOODWIN
CIVIL ENGINEER, PE
MADISON, WI

ELLEN SCHMIDT
LANDSCAPE ARCHITECT, PLA
CHICAGO. IL

OLIVER KILEY
LANDSCAPE ARCHITECT, PLA
ANN ARBOR, MI

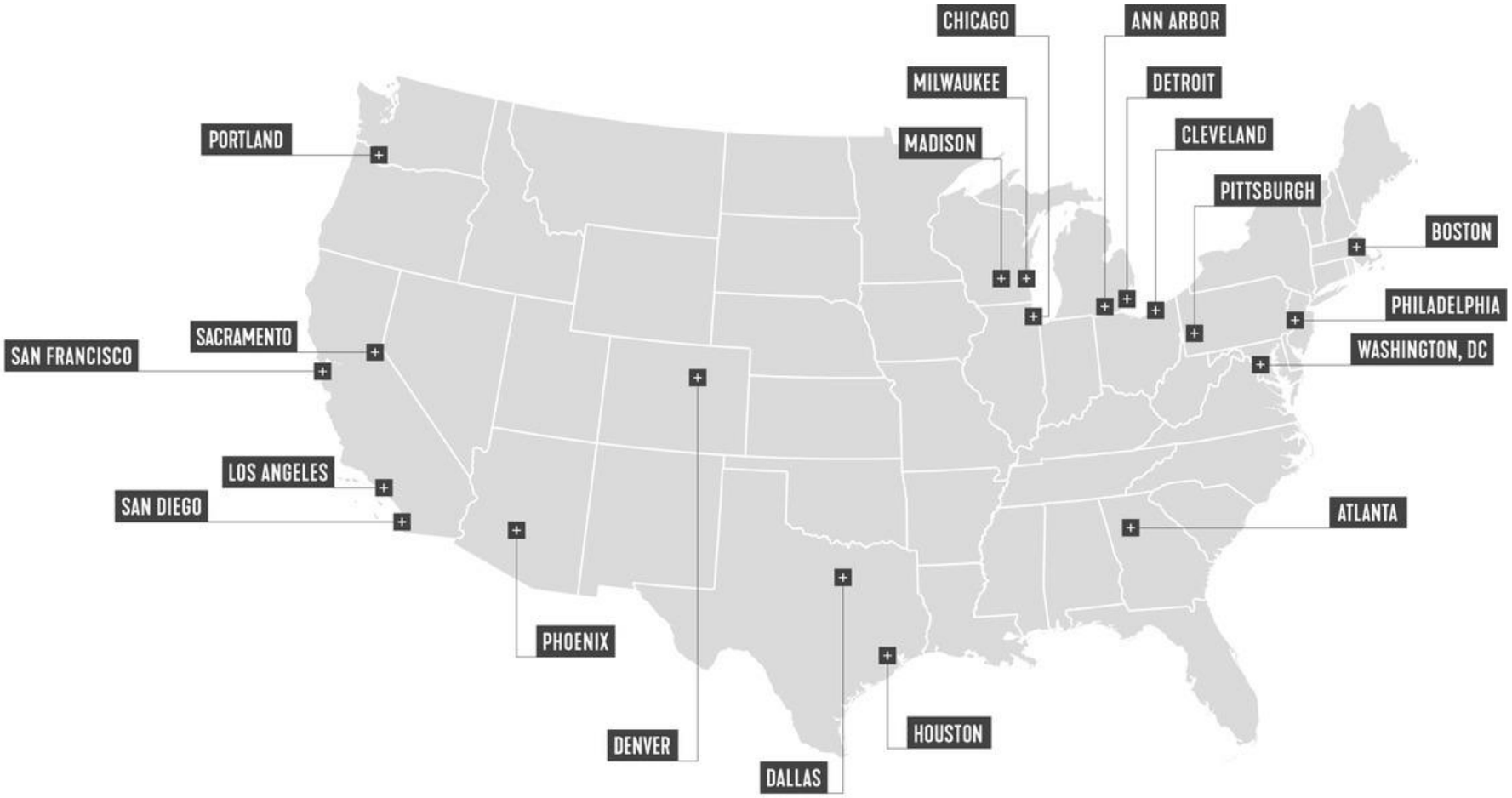
NATIONAL STORY, MIDWEST ROOTS

1,600
Multi-Disciplinary Professionals

#8
Architecture & Engineering Firms, *BD+C,* 2024

11
Fast Company Innovation by Design Awards in 5 Years

$84B
in construction costs for LEED projects



ENR Midwest Names SmithGroup Design Firm of the Year

By Annemarie Mannion

OUR TRANSPORTATION & MOBILITY PRACTICE

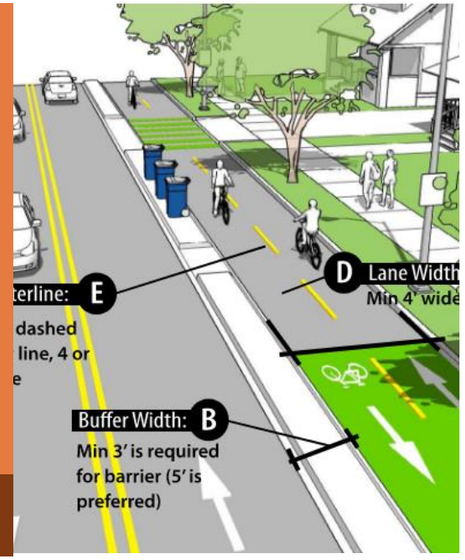
COMPLETE STREETS & CORRIDOR DESIGN

Kercheval St
Detroit

URBAN TRAILS & GREENWAYS

Dequindre Cut
Greenway Detroit

MOBILITY POLICY & GUIDELINES



Kalamazoo
Design Guidelines

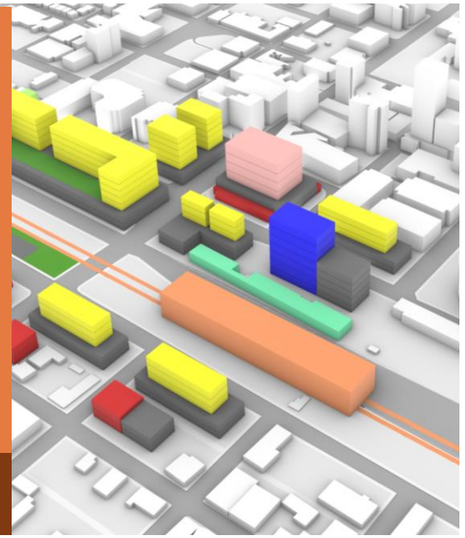
PLACEMAKING & TACTICAL URBANISM

Ann Arbor State St
Curbless Street

MOBILITY & TRANSPORTATION PLANS

St. Louis
Mobility Plan

TRANSIT & TRANSIT-ORIENTED DEVELOPMENT



Fresno Station
& TOD Plan

MISSION DRIVEN WORK

IMPORTANT PILLARS OF OUR WORK

Equity

We recognize the impact that transportation has on how people access needs and opportunity in their community.

Health

We recognize that the safety and comfort of transportation systems is a matter of public health and basic welfare.

Place

We recognize that transportation systems continue to negatively impact the cohesion and identity of communities.

FROM PLANNING TO IMPLEMENTATION

REGIONAL & COMMUNITY-WIDE SCALE

Greenway Plans, Active Transportation Plans, Bike Plans, Connectivity

NEIGHBORHOOD & CORRIDOR SCALE

Corridor Studies, Neighborhood Plans, Trail Frameworks

BUILT PROJECT SCALE

Greenways, Urban Trails, Complete Streets, Placemaking

PLANNING TO CONNECT: GREENWAY + URBAN TRAIL NETWORKS

REGIONAL & COMMUNITY-WIDE SCALE

UNDERSTAND THE AUDIENCE

WHO ARE YOU DESIGNING FOR?

Where would you let your unaccompanied 10-year-old ride?

7% STRONG & FEARLESS

100% of these riders are very comfortable on non-residential streets without bicycle lanes

LTS 4 11% OF RIDERS COMFORTABLE

Strong & Fearless

Riding in busy traffic

No bicycle lanes

5% ENTHUSED & CONFIDENT

100% of these riders are very comfortable on non-residential streets with bicycle lanes

LTS 3 19% OF RIDERS COMFORTABLE

Experienced Riders

Conventional and bufffered bicycles lanes

51% INTERESTED, BUT CONCERNED

32% 62% OF ABOVE RIDERS

Comfortable to some degree using protected bicycle lanes on non-residential streets

LTS 2 70% OF RIDERS COMFORTABLE

Most Adults

Protected bicycle lanes

"Dutch Standard"

19% 38% OF ABOVE RIDERS

Comfortable to some degree on residential streets or separated on paths

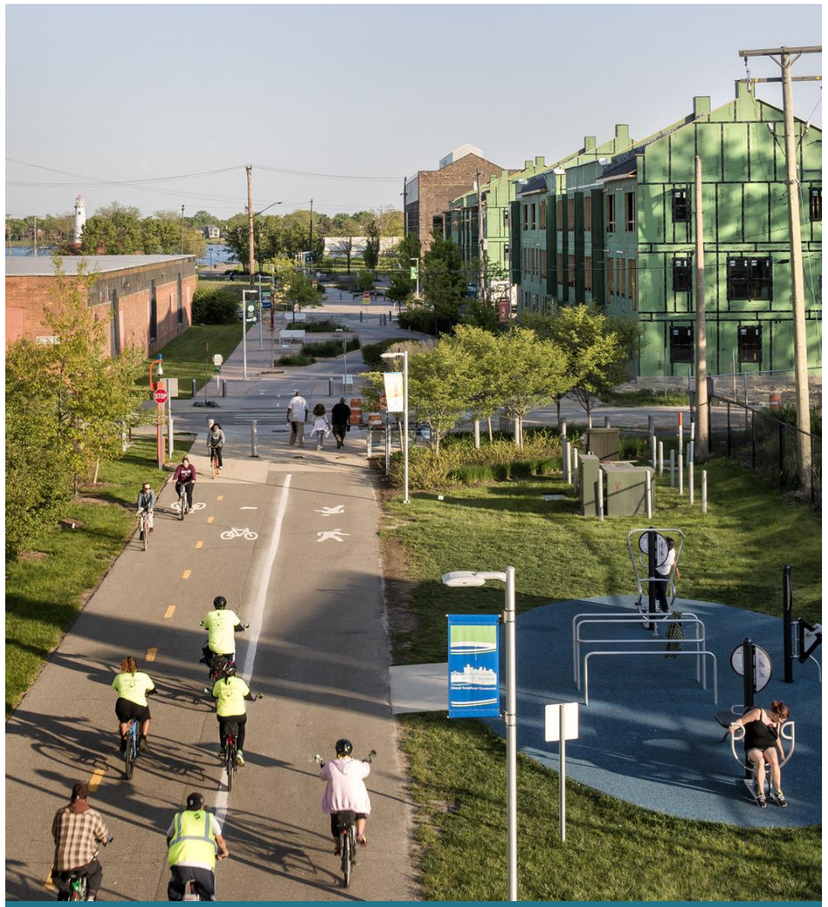
LTS 1 100% OF RIDERS COMFORTABLE

All Age & Abilities

Slow, low-volume streets

Separated bikeways

TRAIL NETWORKING CONSIDERATIONS



Assets & Destinations

Socioeconomics & Demographics

Balancing Coverage & Extent

2019

CUYAHOGA greenways

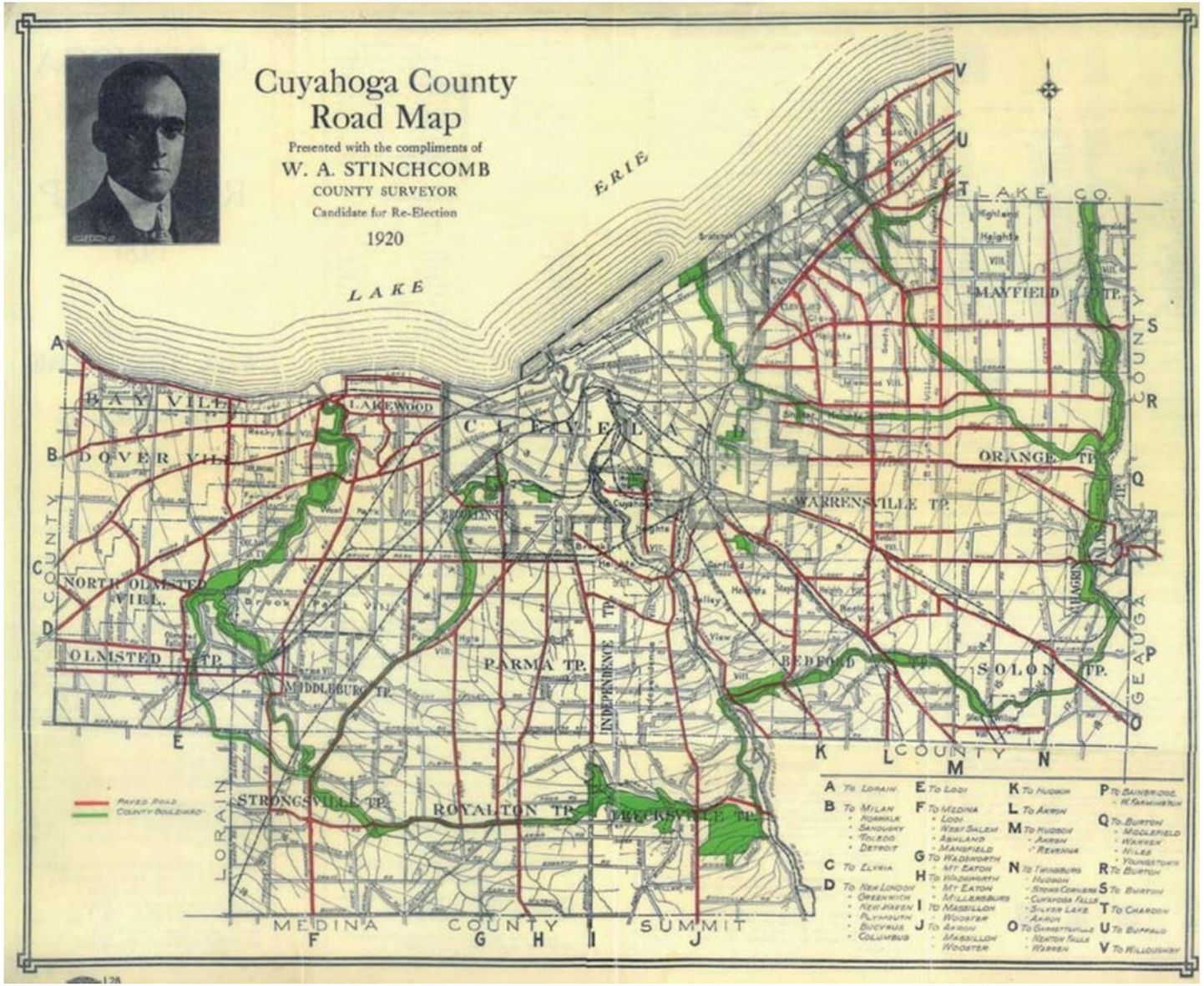
A TRANSPORTATION
FOR LIVABLE COMMUNITIES INTIATIVE
PLANNING STUDY

VISION PLAN

100-YEARS IN THE MAKING

2017 STINCHCOMB "EMERALD NECKLACE" PLAN

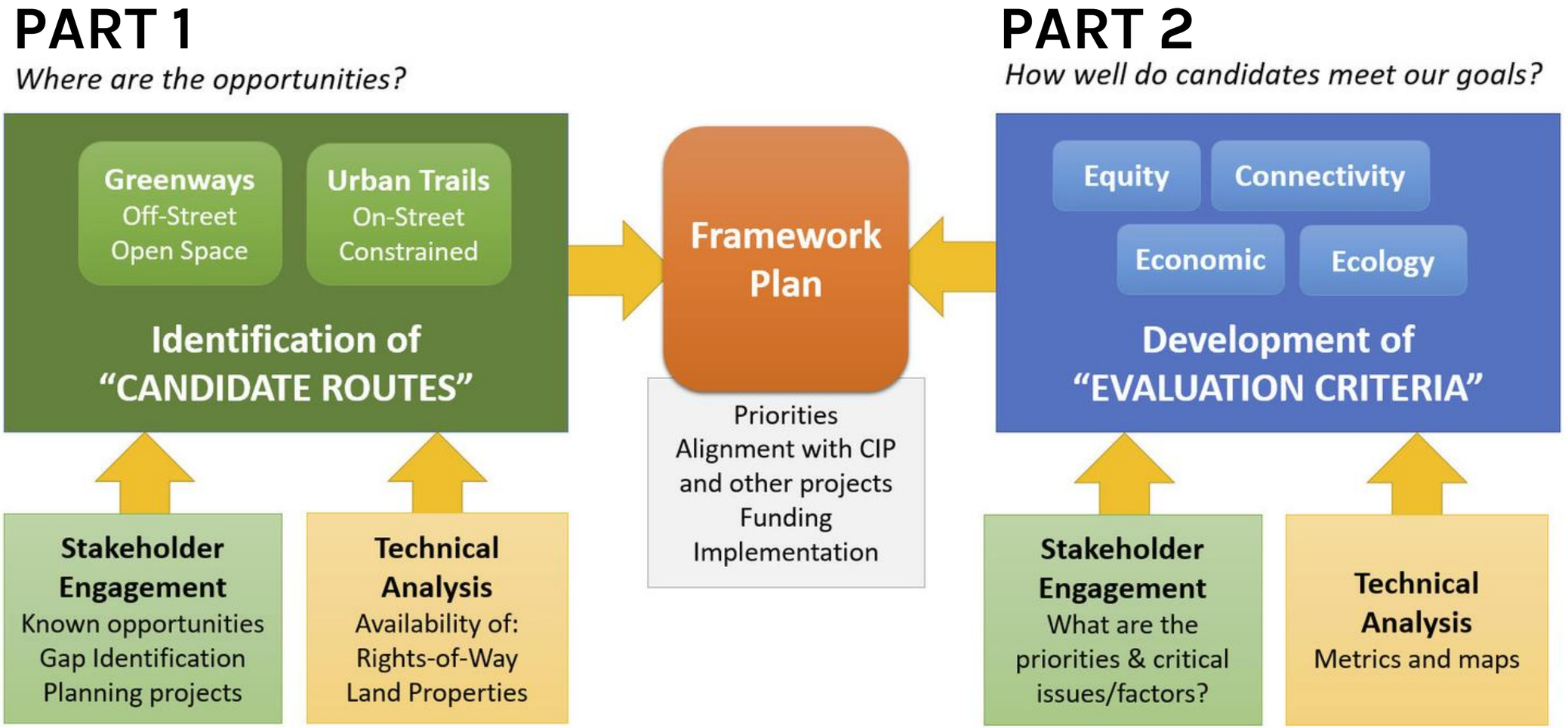
- It's been 100-years…
- What about the next 100-years?

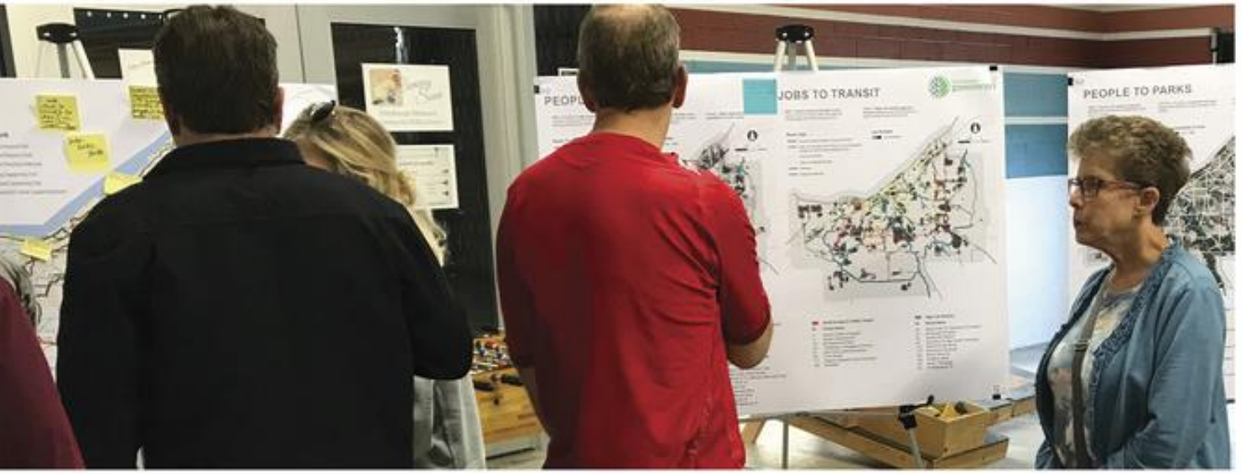


SMITHGROUP

PROCESS FRAMEWORK

CUYAHOGA GREENWAYS





ENGAGEMENT CORE

43 communities
11 steering committee collaboration sessions

29 regional organizations

20 community-wide events
Over 400 participants

27 public groups and neighborhood organizations

Two web + print surveys
1,300 responses and 2,200+ mapped data points

FINDING ROUTES

CUYAHOGA GREENWAYS
2,200+ MAP COMMENTS

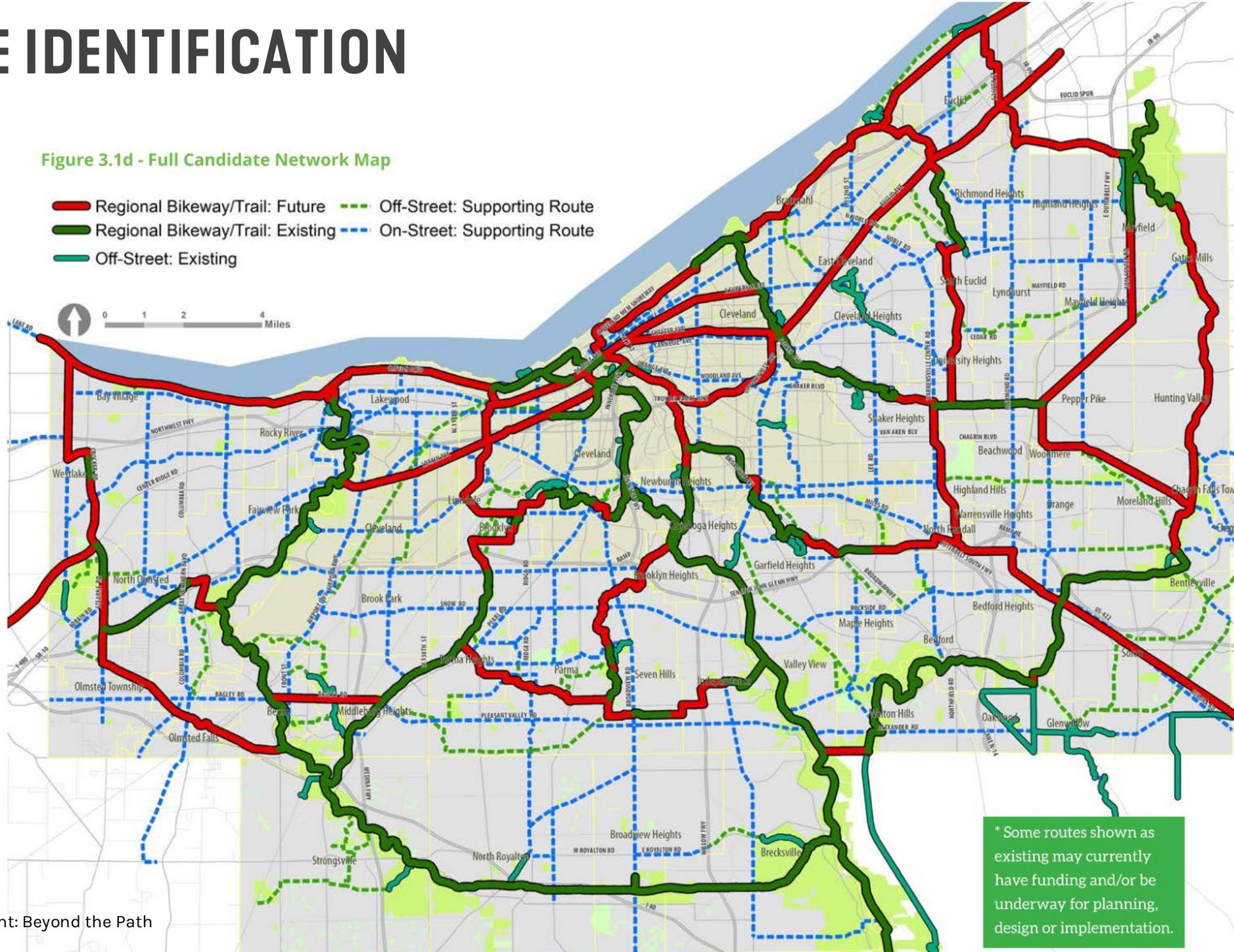
CANDIDATE ROUTE IDENTIFICATION

CUYAHOGA GREENWAYS

- Over **815 miles** of routes inventoried and assessed
  - 185-miles existing
  - 630-miles potential

- **Regional vs. Supporting routes**
  - 290-miles regional
  - 525-miles supporting

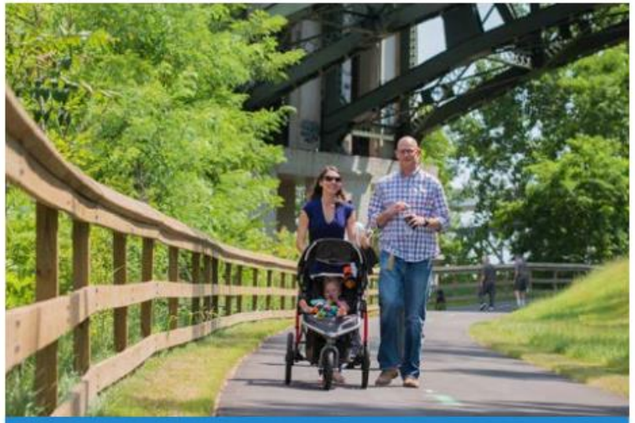
Figure 3.1d - Full Candidate Network Map



* Some routes shown as existing may currently have funding and/or be underway for planning, design or implementation.

GOALS

CUYAHOGA GREENWAYS



Be Accessible.
Build a Connected System

Collaborative mapping and GIS analysis to build a connected network

Be Bold.
Drive + Attract Economic Vitality

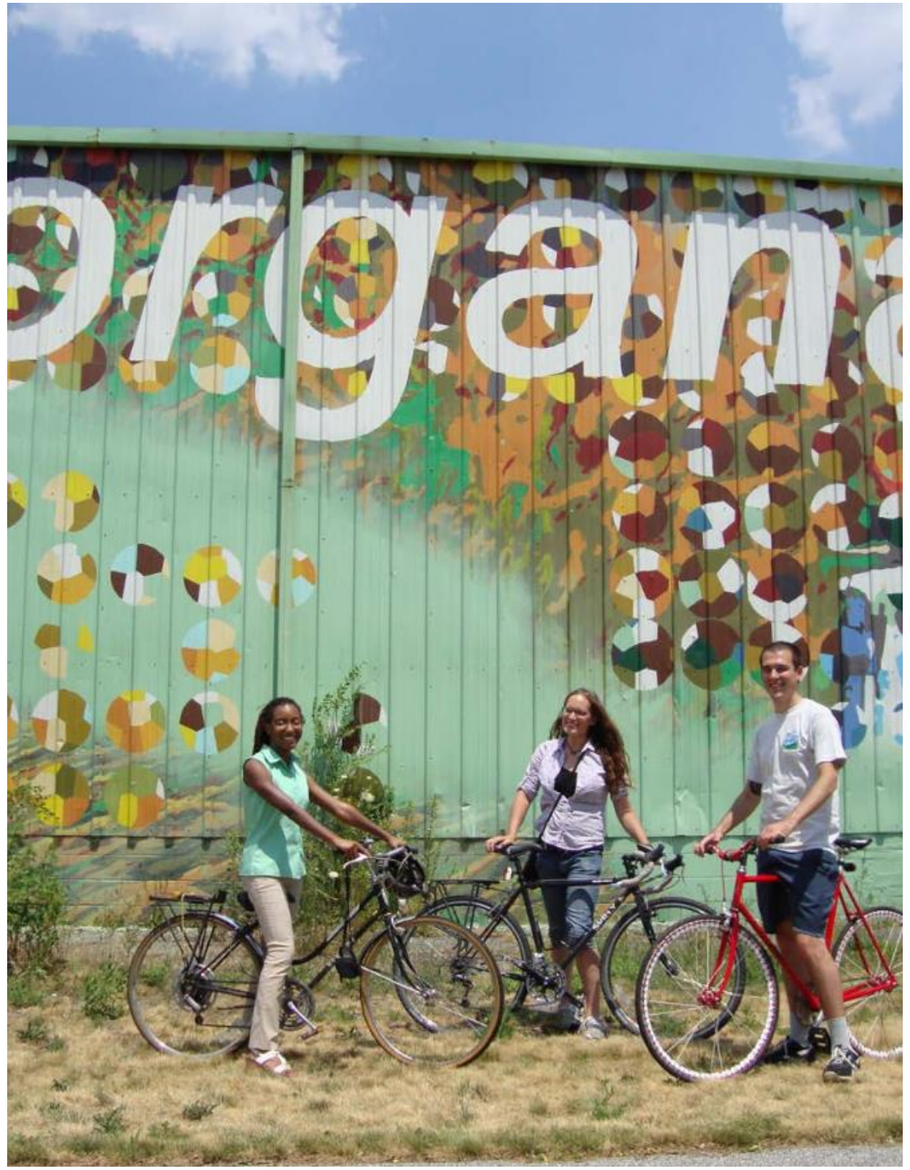
Connect to destinations - including job centers and commercial or cultural hotspots

Be Equitable.
Serve All Ages + Abilities

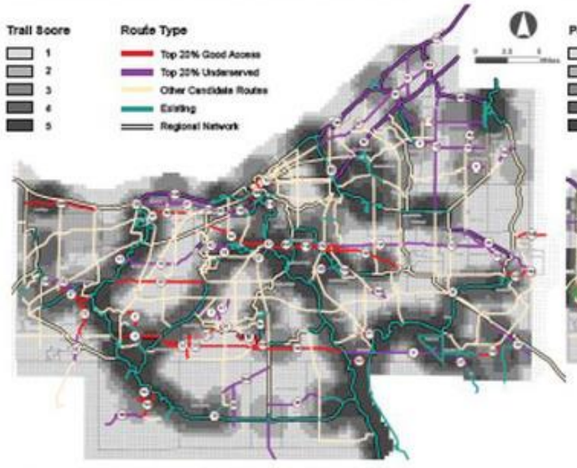
Focus on connecting to all communities
Advance implementation of low traffic stress facilities

Be Healthy.
Link People to Green Infrastructure

Better link all communities to parks and natural systems



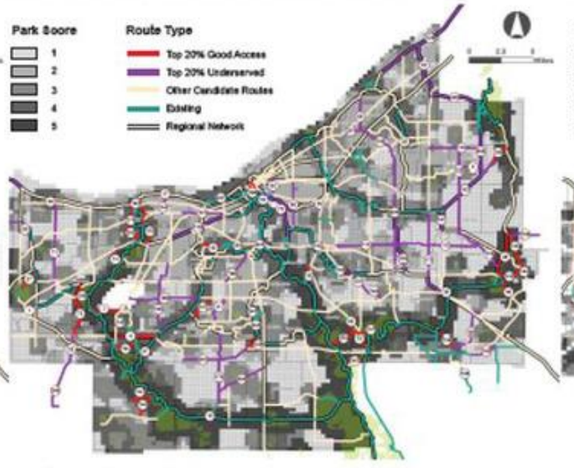
1\ TRAIL ACCESS FACTOR



DATA SOURCE: ACS 2016 + GREENWAYS PARTNER DATA SET

Sub-Factors
- Trail Density

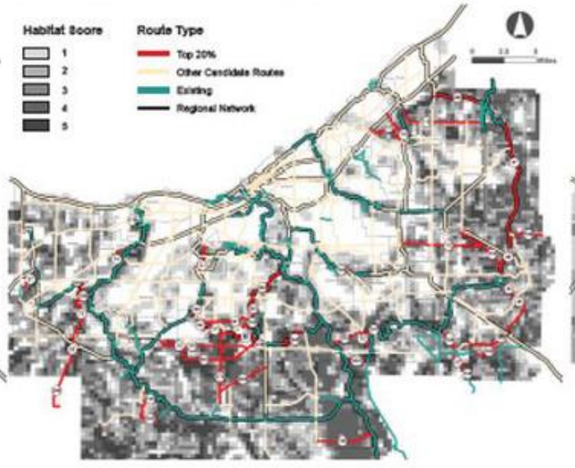
2\ PARK ACCESS FACTOR



DATA SOURCE: ACS 2016 + CPC LAND USE

Sub-Factors
- Acres of Park per Person

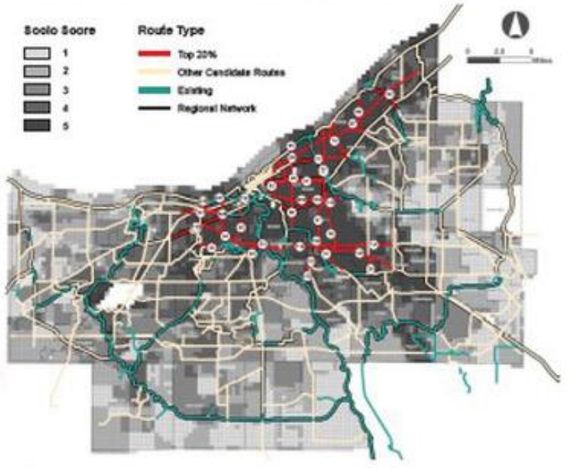
3\ HABITAT FACTOR



DATA SOURCE: NATIONAL LANDCOVER DATASET 2011 GREENPRINT STREAMS

Sub-Factors
- Patch Size (33%)
- Riparian Corridor Density (33%)
- Potential Habitat Proximity (33%)

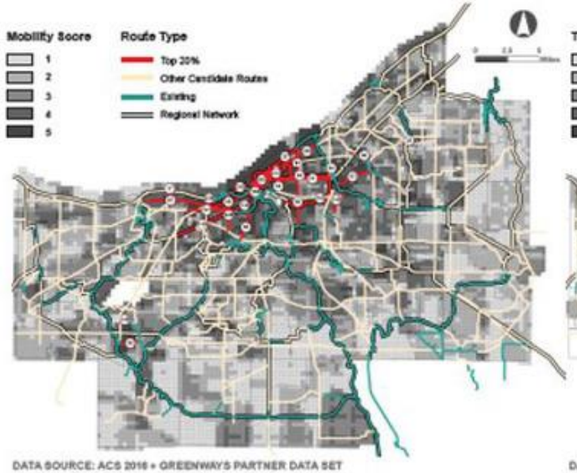
4\ SOCIOECONOMIC FACTOR



DATA SOURCE: ACS 2016

Sub-Factors
- Median Income (33%)
- Poverty Rate (33%)
- Unemployment Rate (33%)

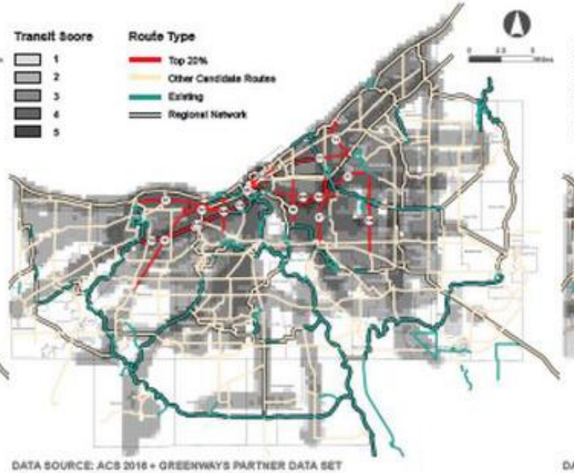
5\ PERSONAL MOBILITY FACTOR



DATA SOURCE: ACS 2016 + GREENWAYS PARTNER DATA SET

Sub-Factors
- Car Ownership (50%)
- Non-moterized Commute (50%)

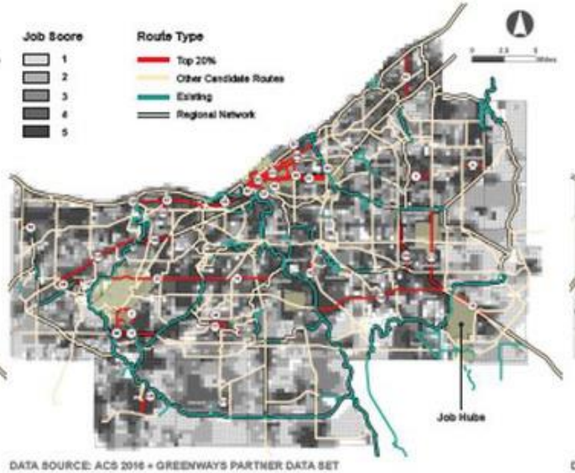
6\ TRANSIT FACTOR



DATA SOURCE: ACS 2016 + GREENWAYS PARTNER DATA SET

Sub-Factors
- 1/2 Mile Bus Stop Density (33%)
- 1/2 Mile Rail Stations (33%)
- 1/2 Proximity Corridors (33%)

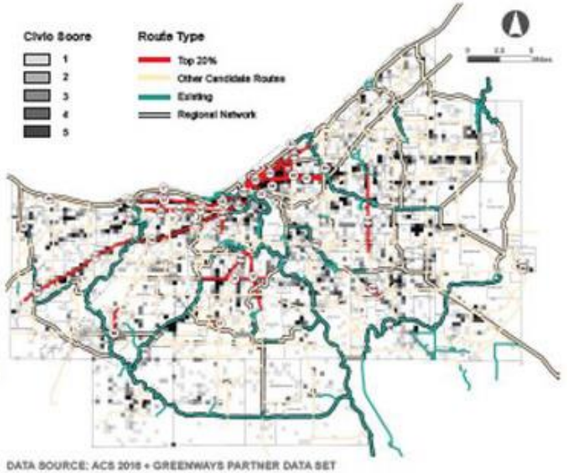
7\ JOB CENTERS FACTOR



DATA SOURCE: ACS 2016 + GREENWAYS PARTNER DATA SET

Sub-Factors
- Job Numbers

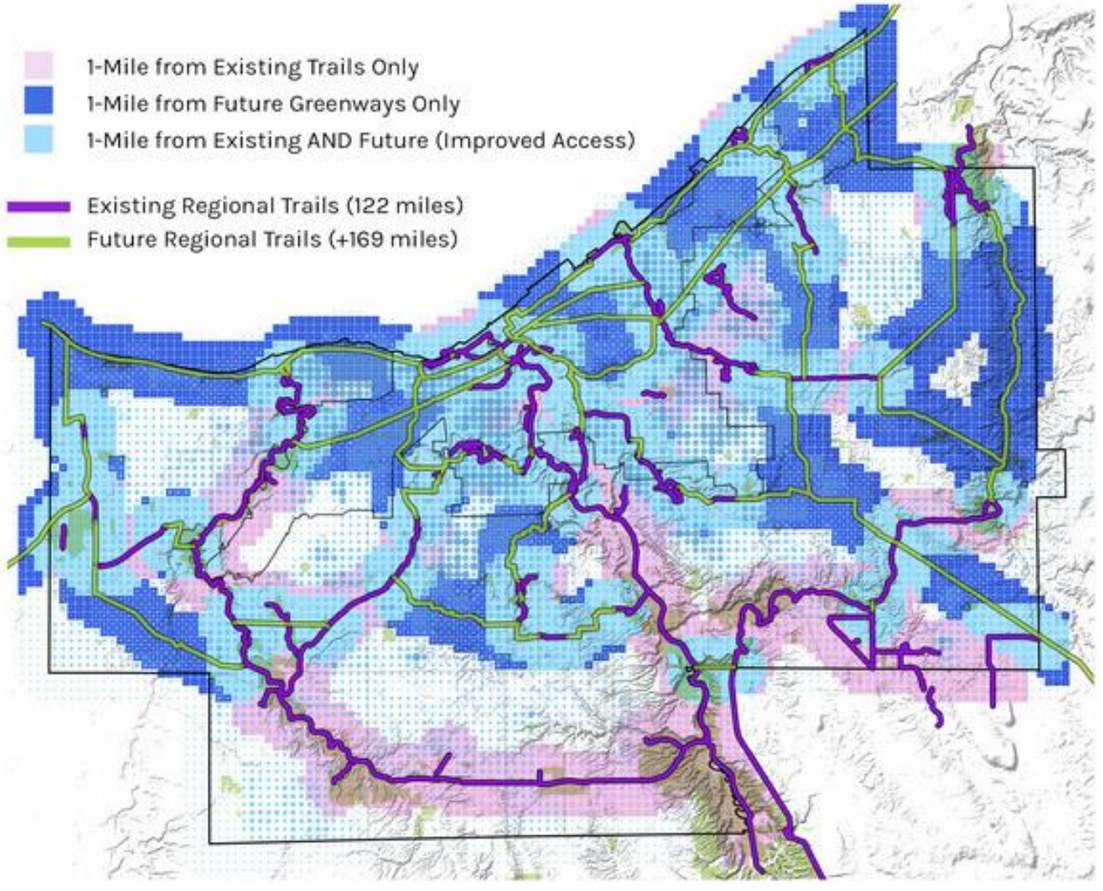
8\ COMMERCIAL-CIVIC FACTOR

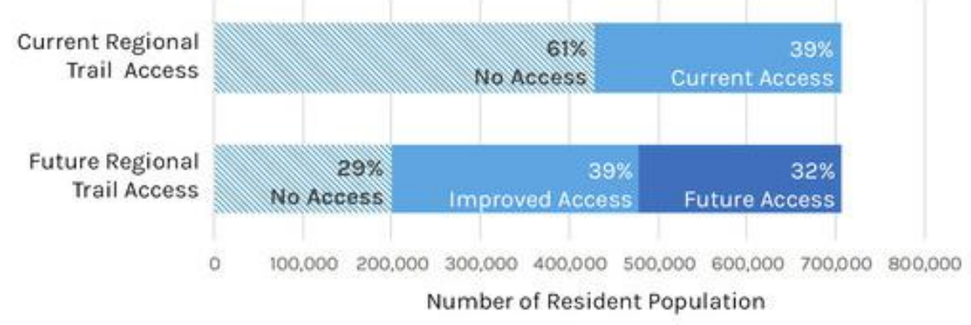


DATA SOURCE: ACS 2016 + GREENWAYS PARTNER DATA SET

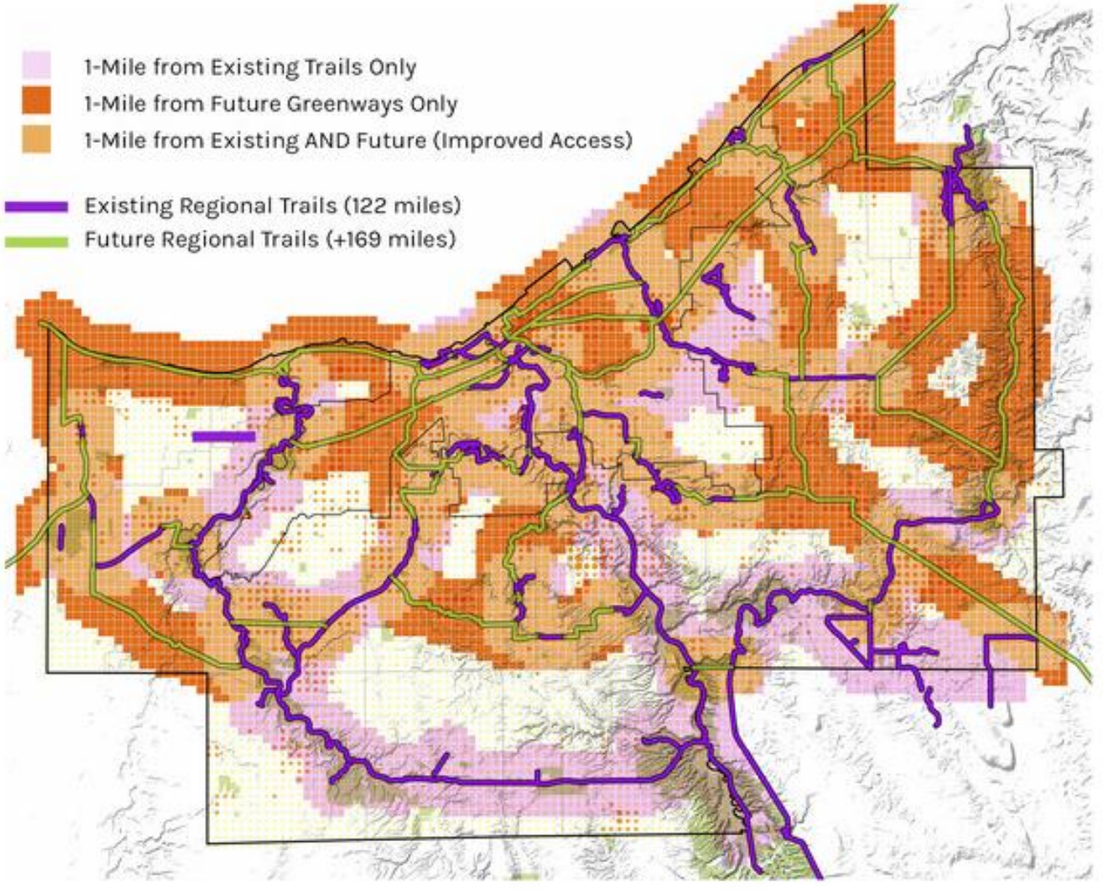
Sub-Factors
- Retail Destinations (33%)
- Cultural Destinations (33%)
- Educational Destinations (33%)

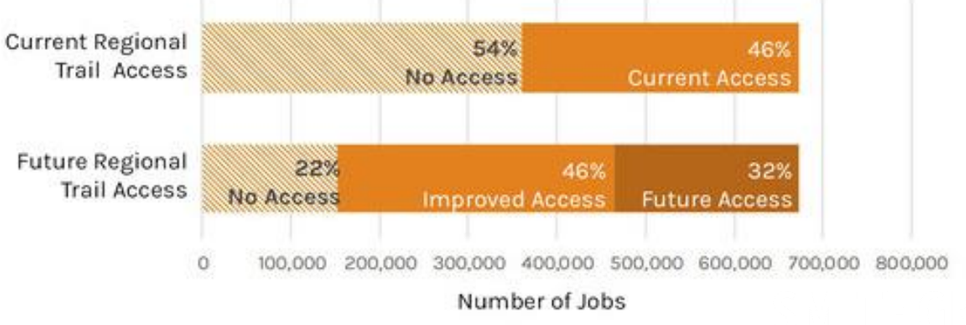
In the future...
71% of RESIDENTS will be within 1-mile of a regional trail compared to only 39% today.





In the future...
78% of JOBS will be within 1-mile of a regional trail compared to only 46% today.





CONNECTING TO HISTORY

CONNECTING TO COMMERCE

PRIORITY PROJECT FRAMEWORK

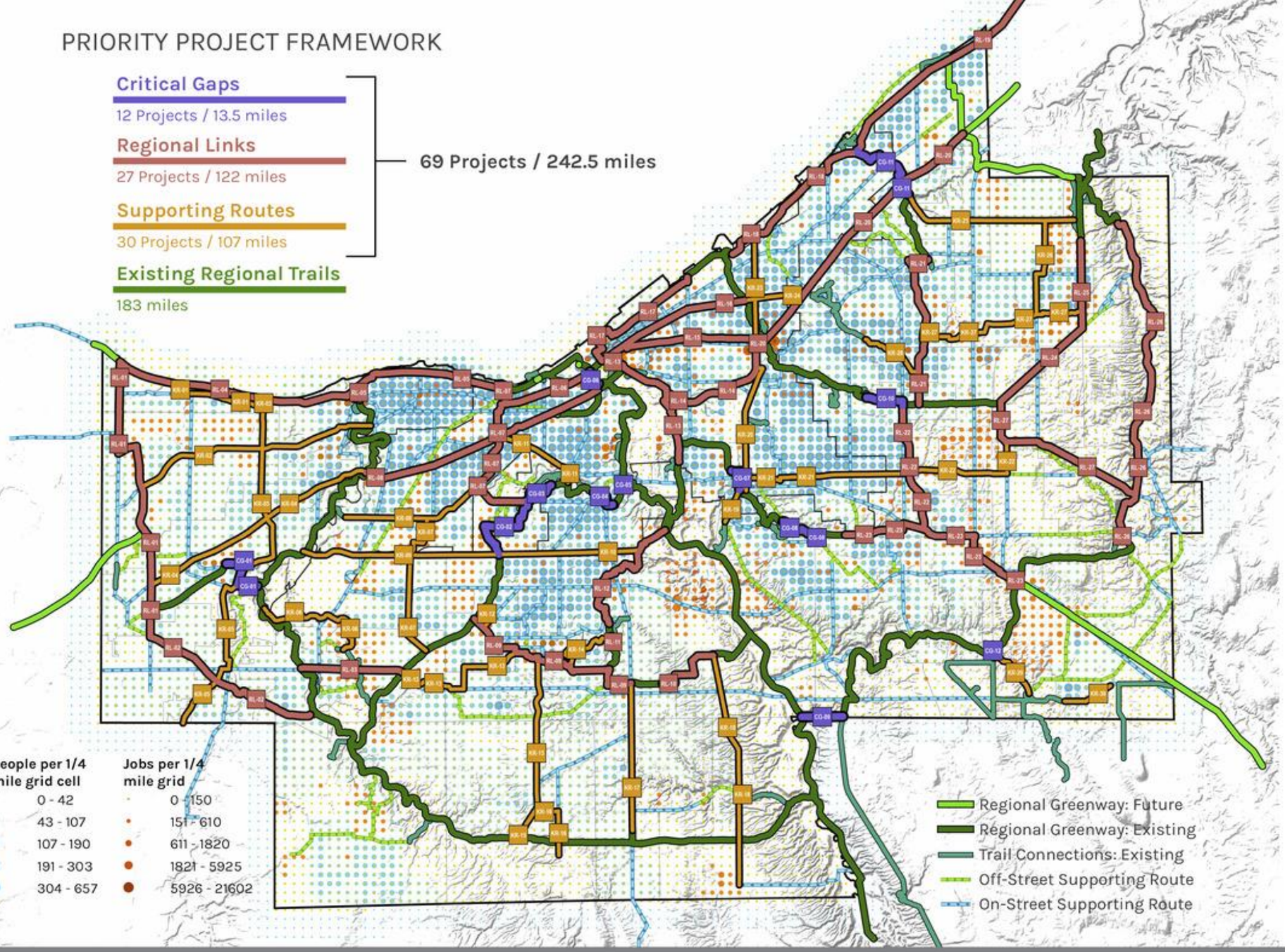
Critical Gaps
12 Projects / 13.5 miles

Regional Links
27 Projects / 122 miles

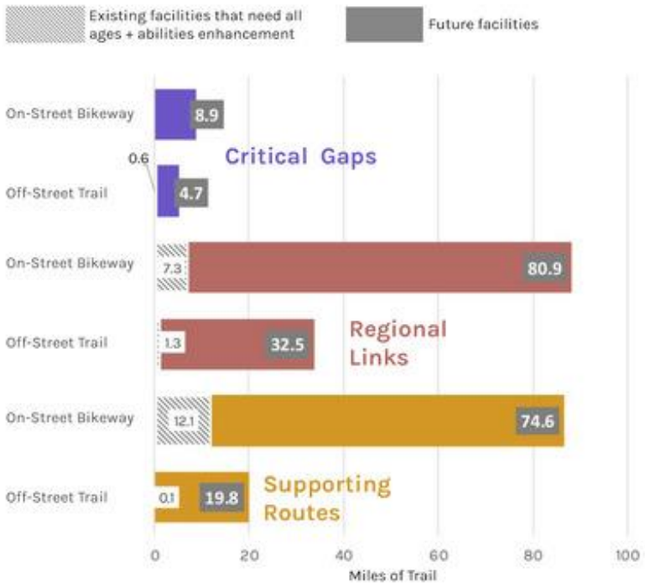
Supporting Routes
30 Projects / 107 miles

69 Projects / 242.5 miles

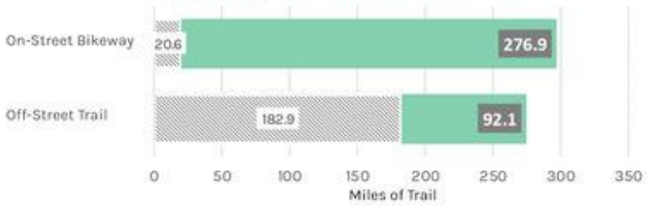
Existing Regional Trails
183 miles



MAGNITUDE OF EFFORT



Supporting Routes in the Framework



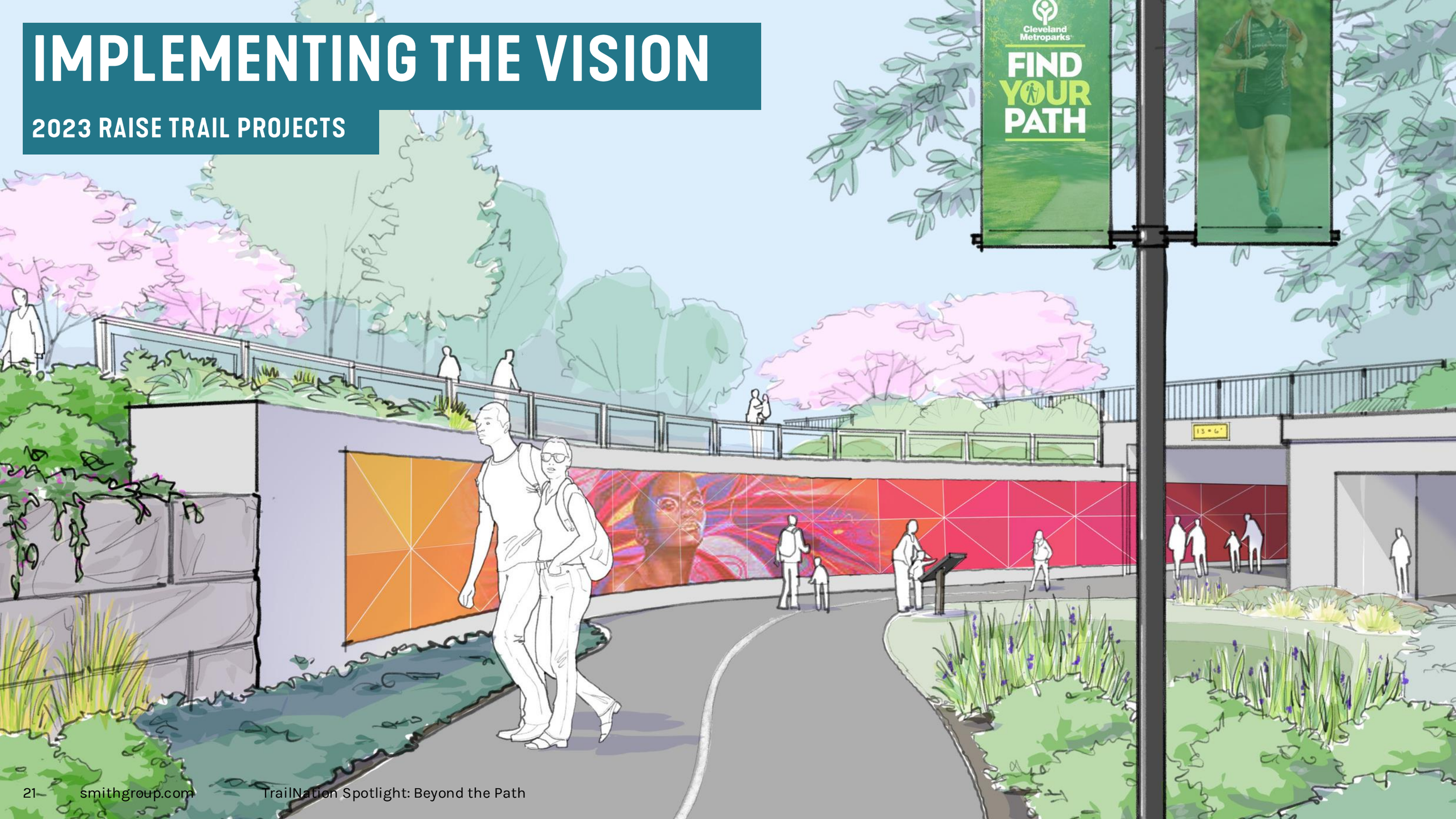
253-MILES OF PRIORITY PROJECTS
- **13.5 MILES CRITICAL GAPS**
- **122 MILES OF REGIONAL LINKS**

Utilizing evaluation tools, stakeholders organized 1,300 route segments into 69 actionable projects – representing 242.5 miles new greenways. Critical Gaps reflect short in length, high in impact projects that will quickly stitch the existing network together.

SMITHGROUP

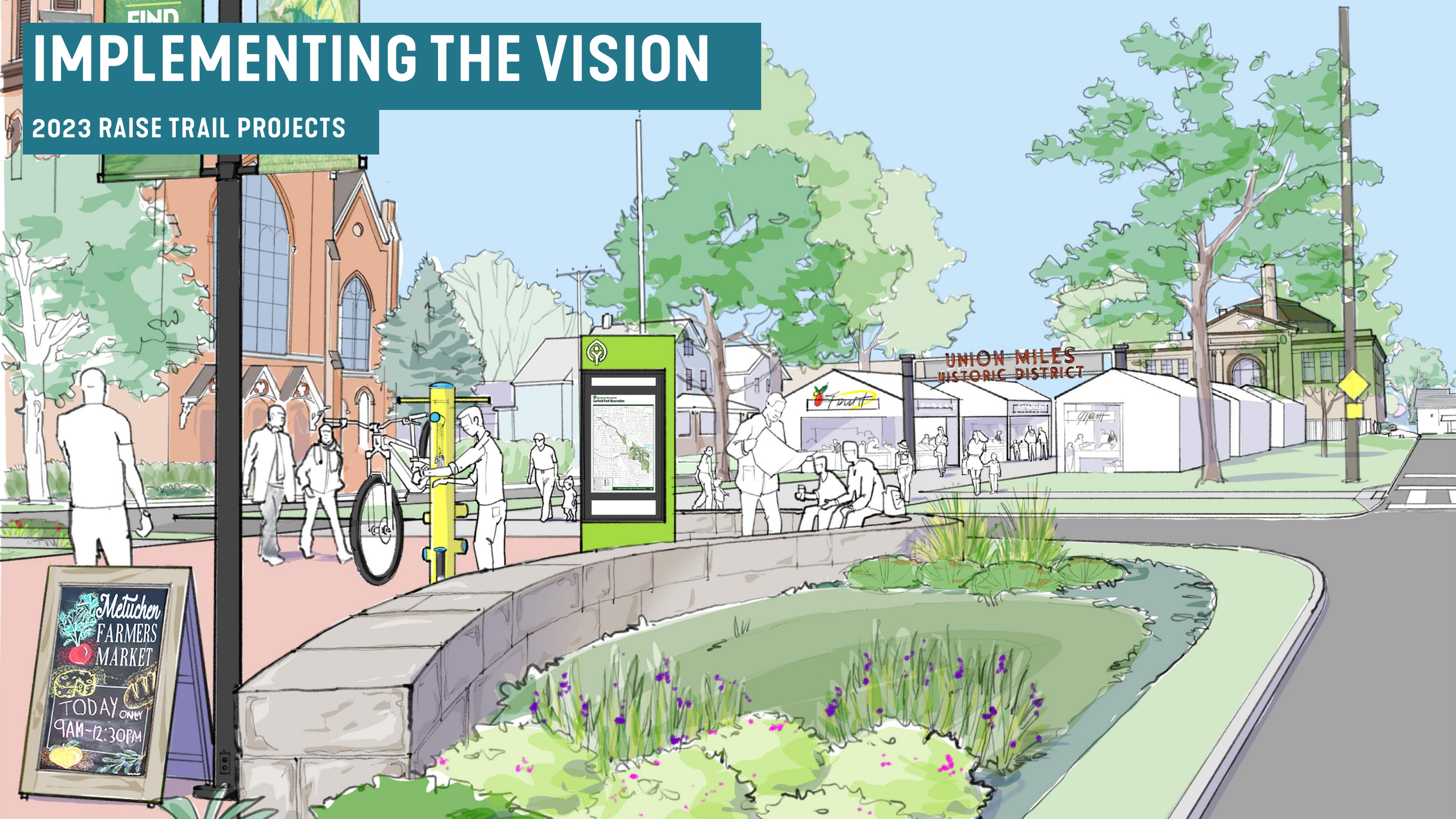
IMPLEMENTING THE VISION

2023 RAISE TRAIL PROJECTS



IMPLEMENTING THE VISION

2023 RAISE TRAIL PROJECTS



CONNECTING PEOPLE AND PLACE

CORRIDOR PLANNING & DESIGN

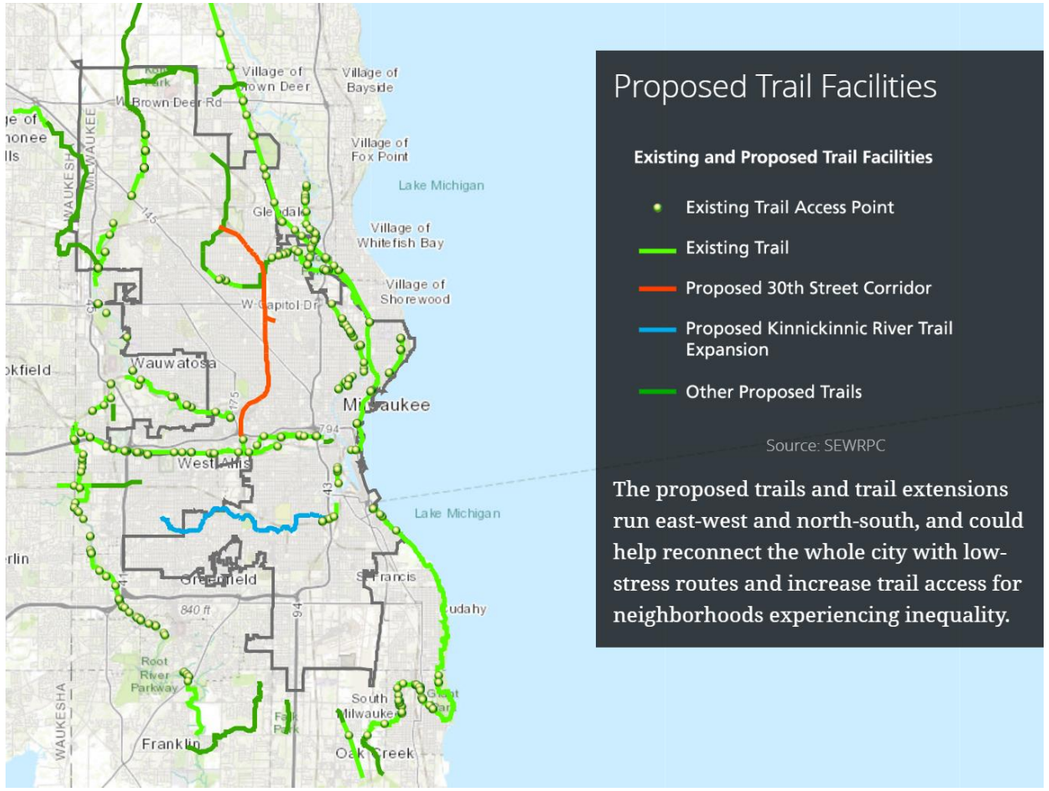
MILWAUKEE 30TH STREET CORRIDOR TRAIL-FEASIBILITY STUDY

Case Study

SMITHGROUP

CONTEXT: ROUTE OF THE BADGER

ADDRESSING EQUITY AND COMPLETING THE MILWAUKEE LOOP



Proposed Trail Facilities

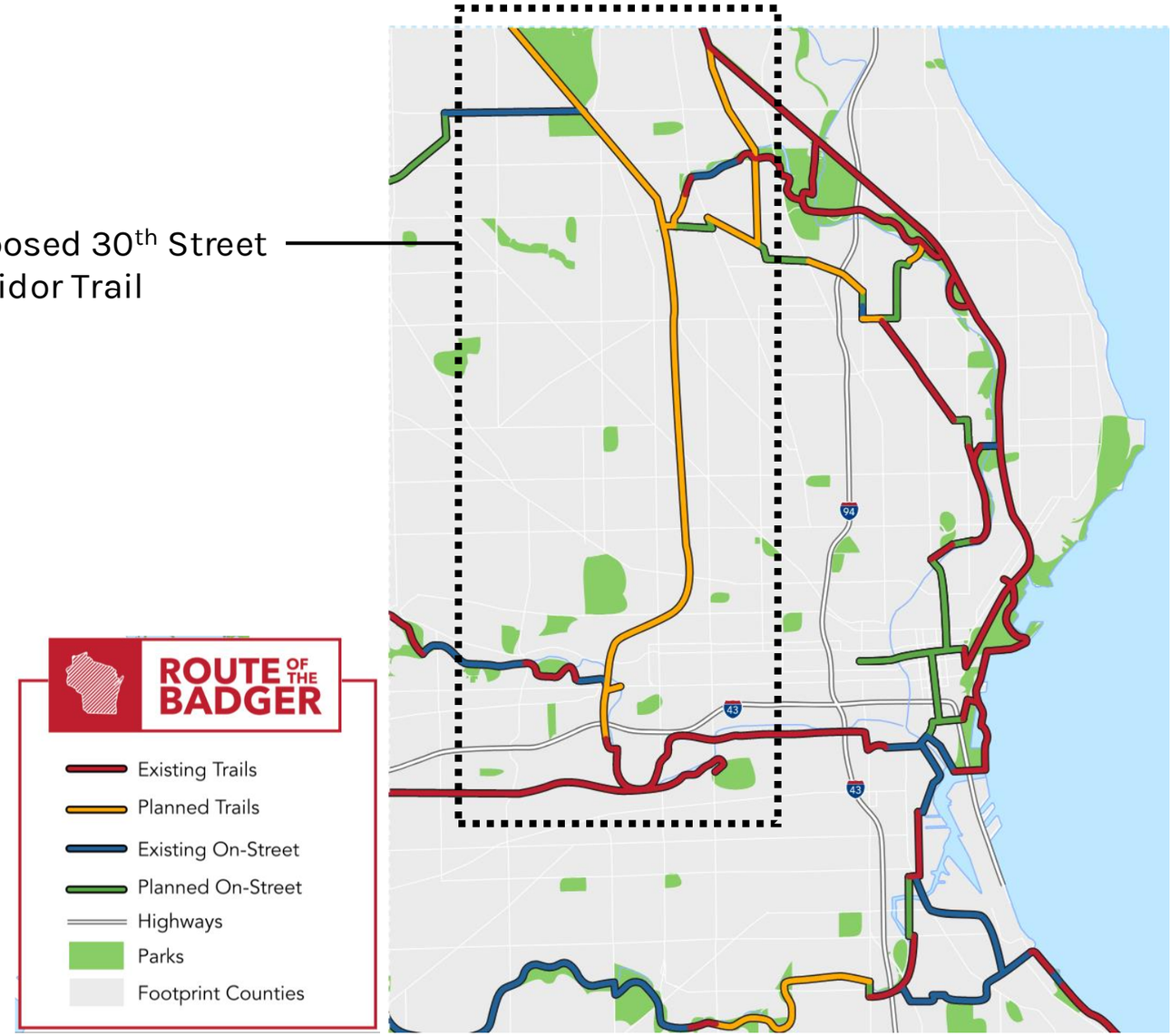
Existing and Proposed Trail Facilities

- Existing Trail Access Point
- Existing Trail
- Proposed 30th Street Corridor
- Proposed Kinnickinnic River Trail Expansion
- Other Proposed Trails

Source: SEWRPC

The proposed trails and trail extensions run east-west and north-south, and could help reconnect the whole city with low-stress routes and increase trail access for neighborhoods experiencing inequality.

Proposed 30th Street Corridor Trail

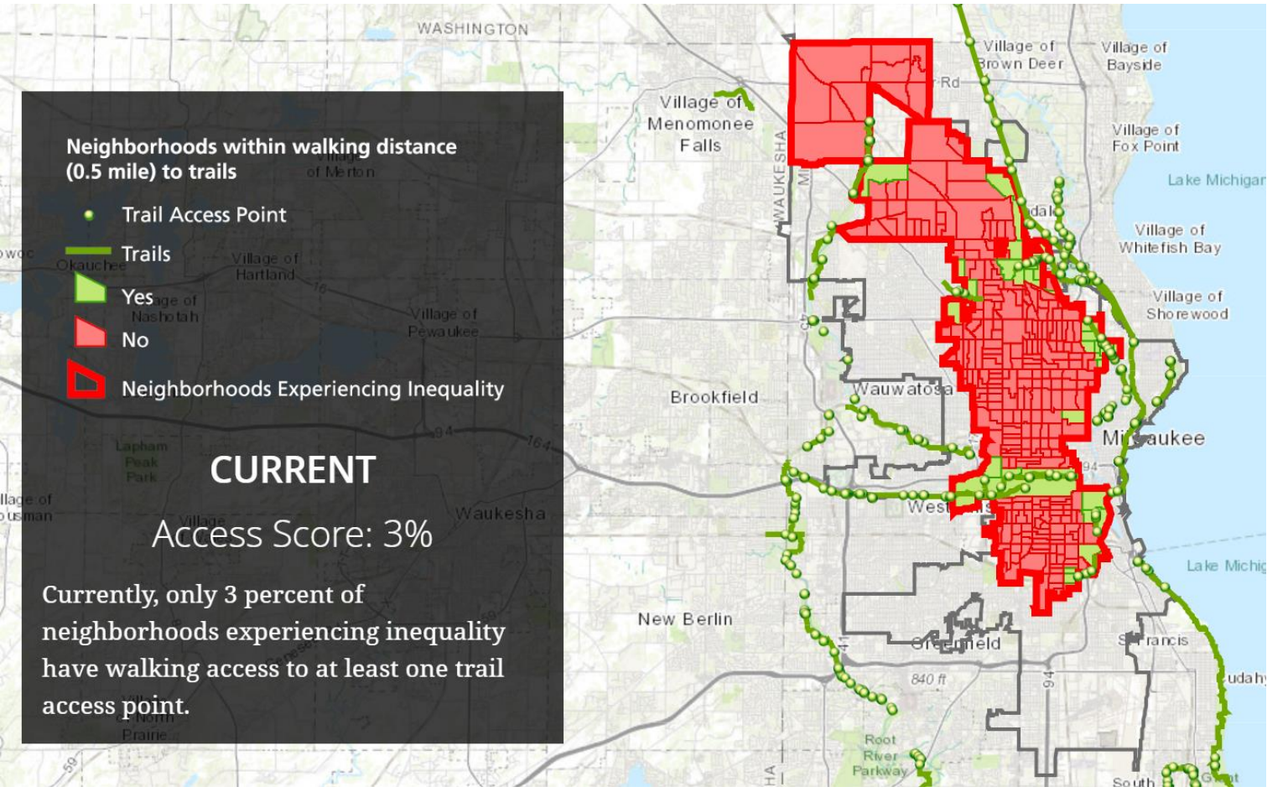


Source: railstotrails.org

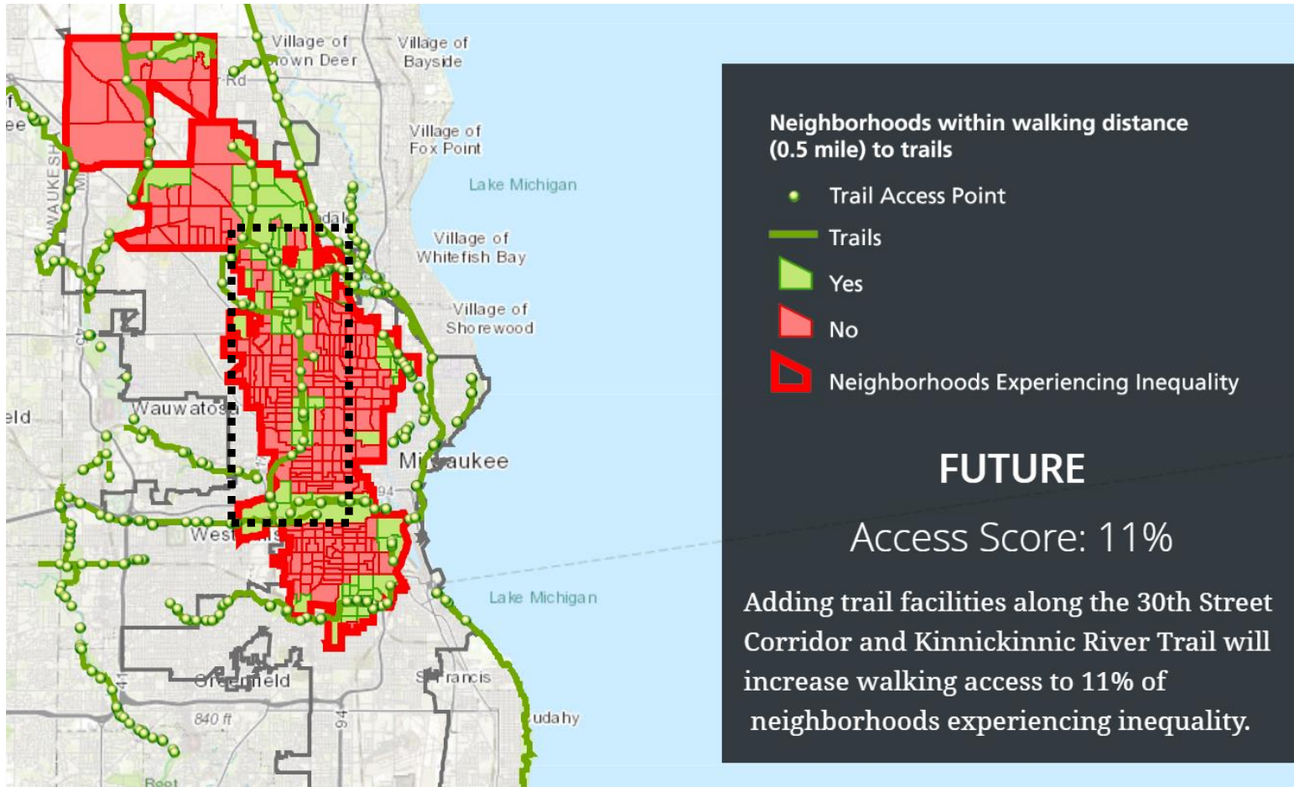
WALKABLE ACCESS TO TRAILS

EXISTING VS PROPOSED IN NEIGHBORHOODS EXPERIENCING INEQUALITY

Existing



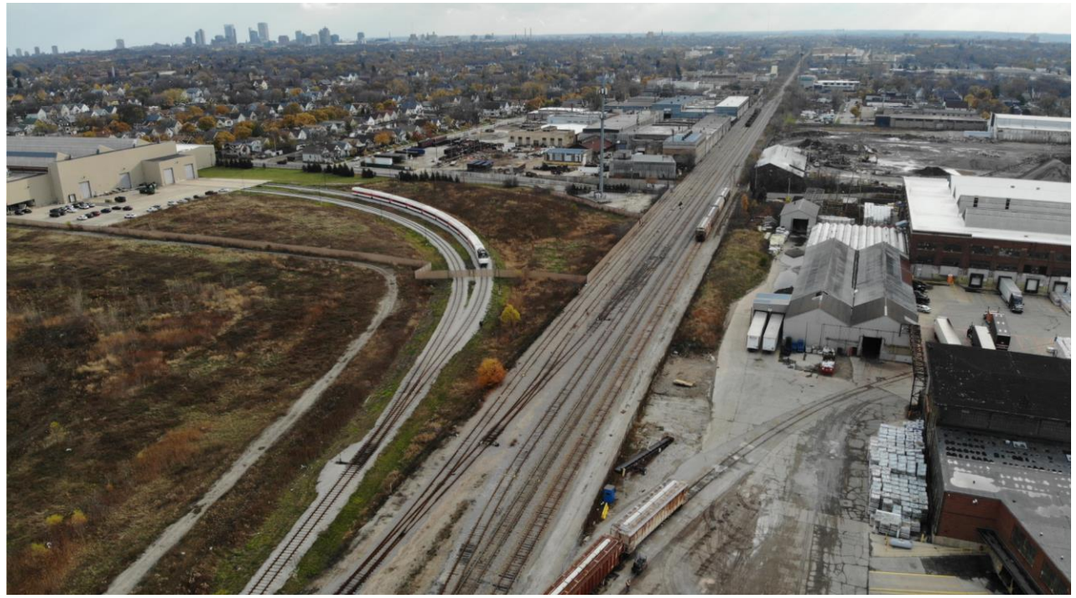
Proposed (with 30th Street Trail)



Source: railstotrails.org

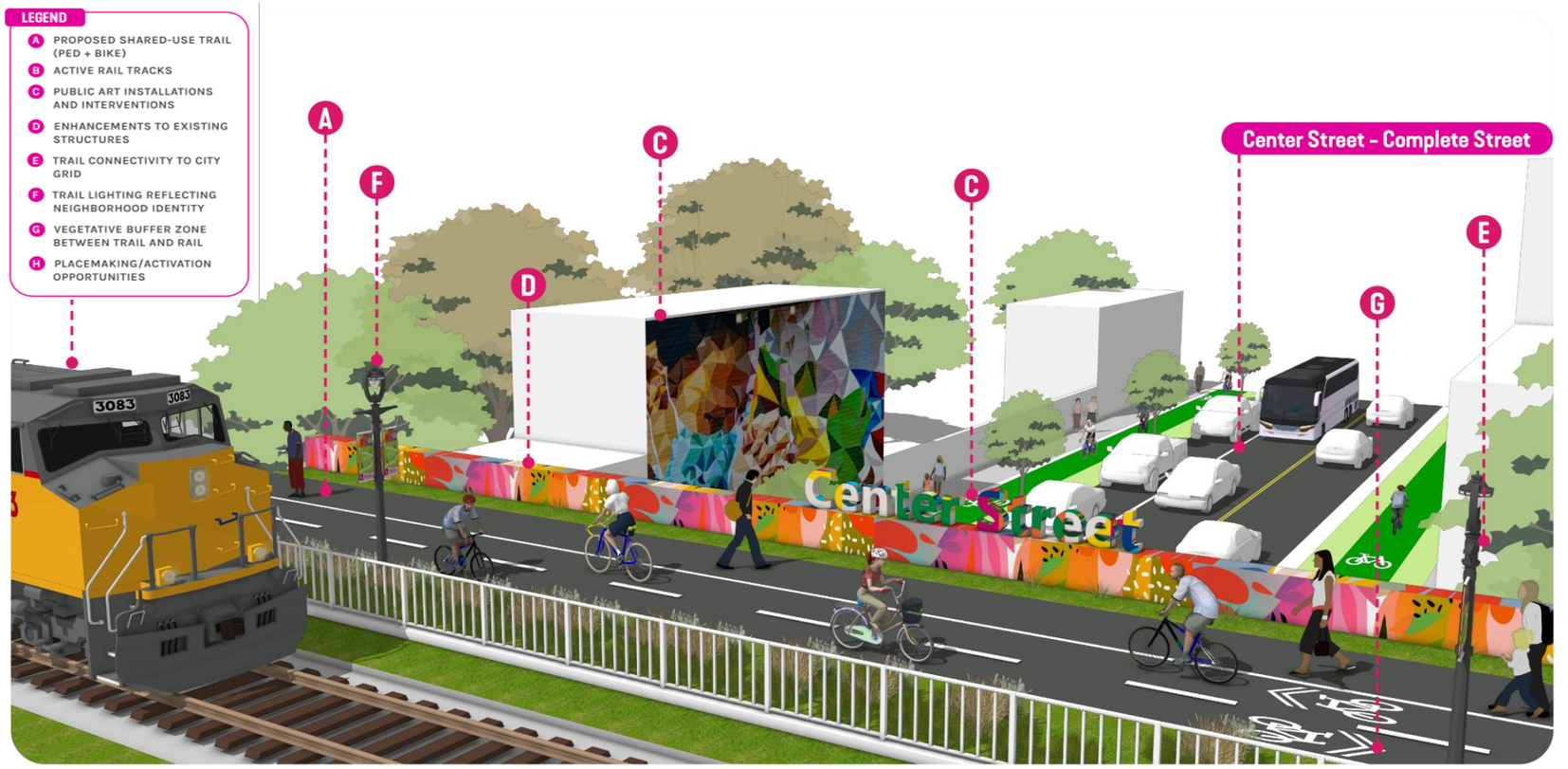
THE VISION: RAIL WITH TRAIL

LEVERAGE THE RAIL CORRIDOR FOR ACTIVE TRANSPORTATION



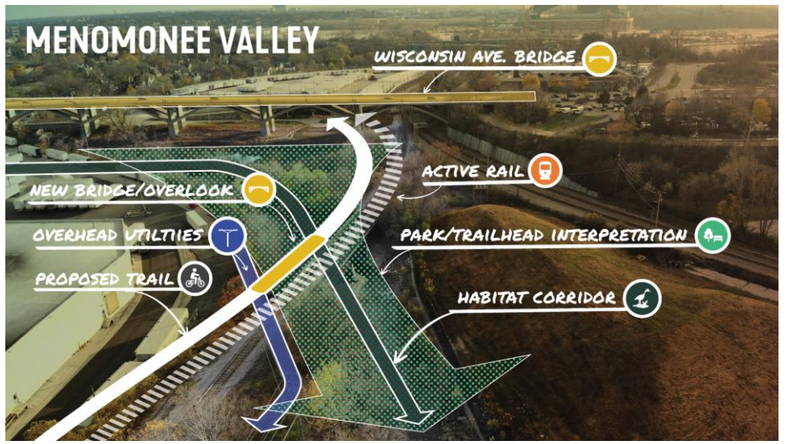
MORE THAN A TRAIL

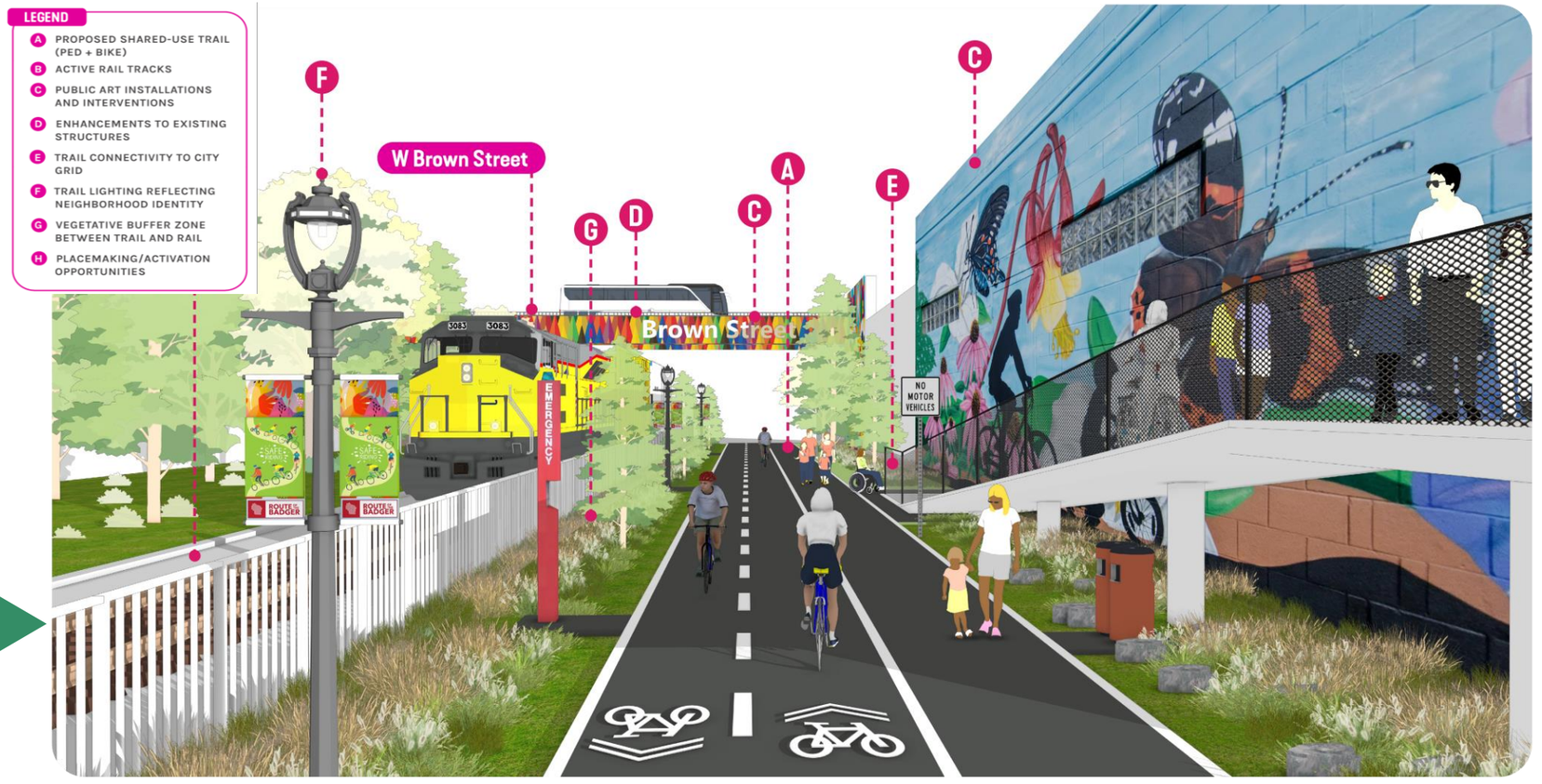
ABOVE-GRADE CONDITION



MORE THAN A TRAIL

BELOW GRADE CONDITION





MOBILIZING THE POWER OF THE COMMUNITY

COMMUNITY-CENTERED PLANNING AND DESIGN

FOSTER CHAMPIONS

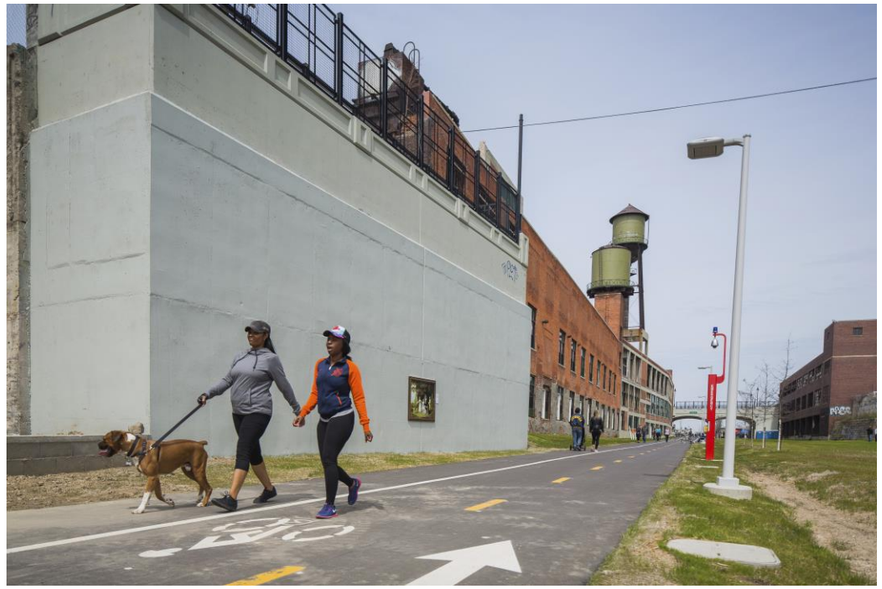
BUILD TRANSPARENCY

MEET PEOPLE WHERE THEY ARE

LISTEN & EMPOWER

EMPOWERING STAKEHOLDERS

30TH STREET COALITION TOUR OF DETROIT

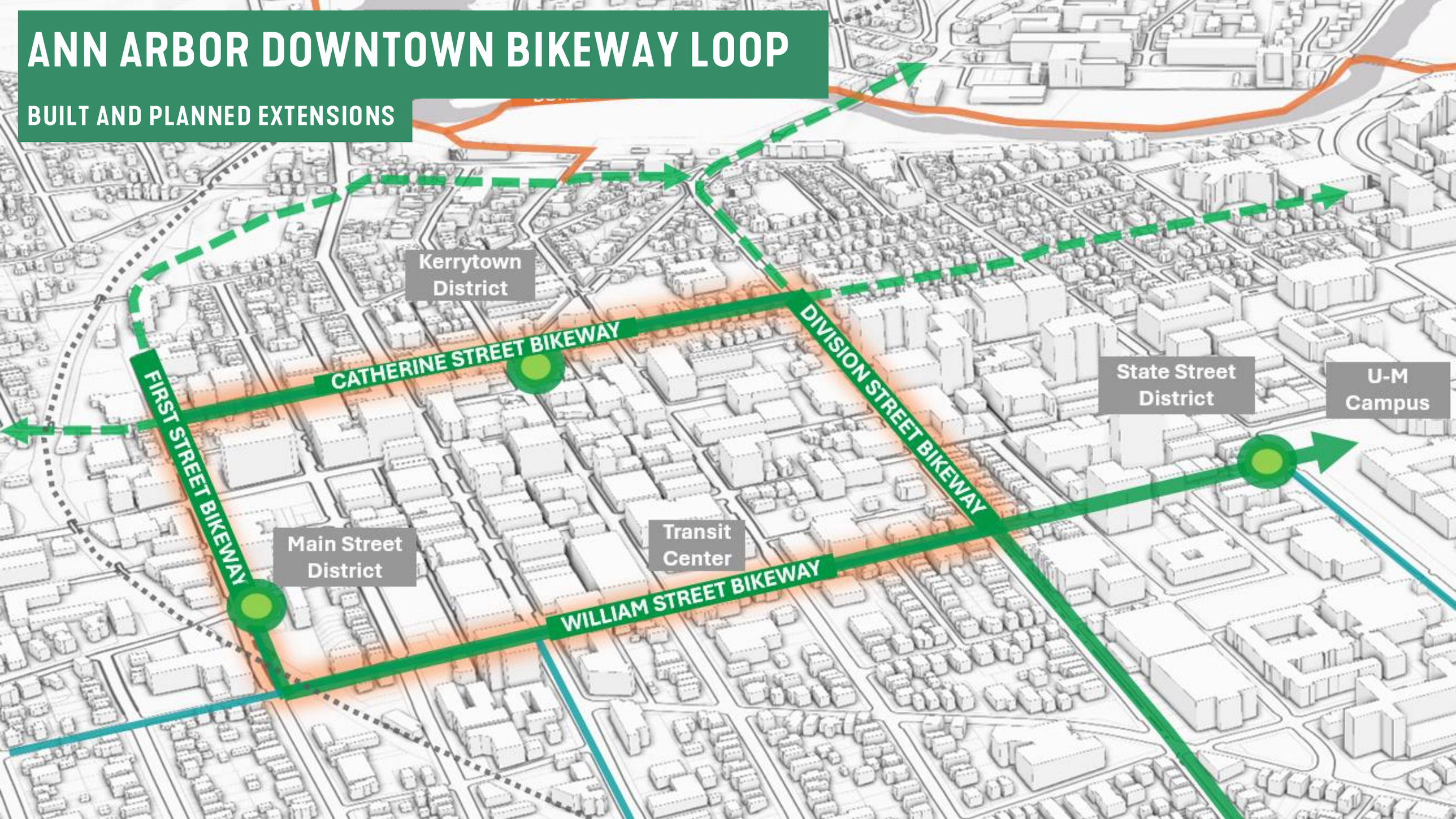


ANN ARBOR DOWNTOWN BIKEWAY LOOP

VISION > PLAN > BUILD > EVALUATE

ANN ARBOR DOWNTOWN BIKEWAY LOOP

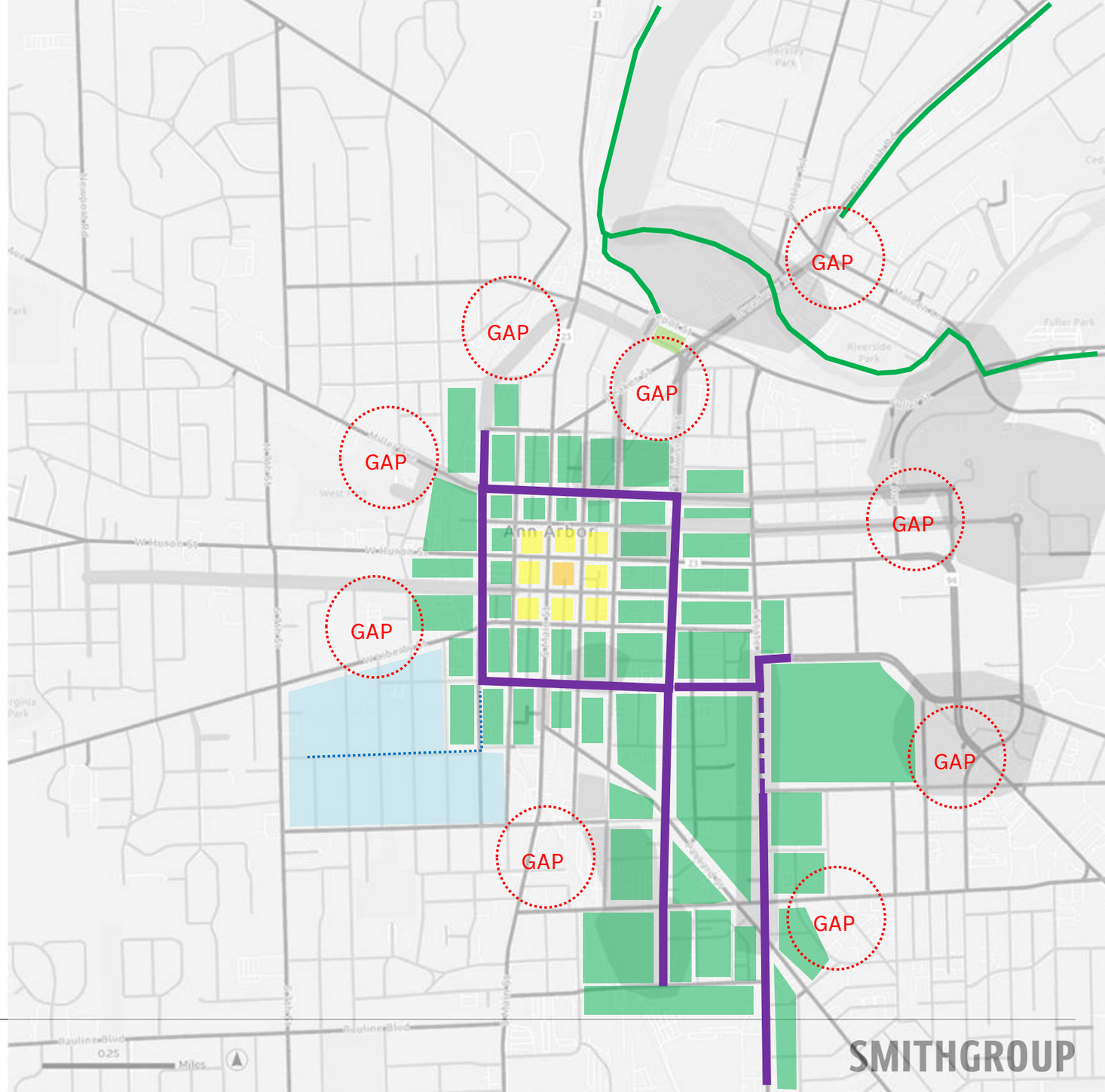
BUILT AND PLANNED EXTENSIONS



LOW-STRESS BICYCLE NETWORK TODAY

- Within 1-block
- Within 2-blocks
- Within 3-blocks
- Connected Neighborhood

- Existing Low-Stress Route
- Potential Low-Stress Route
- Neighborhood Route

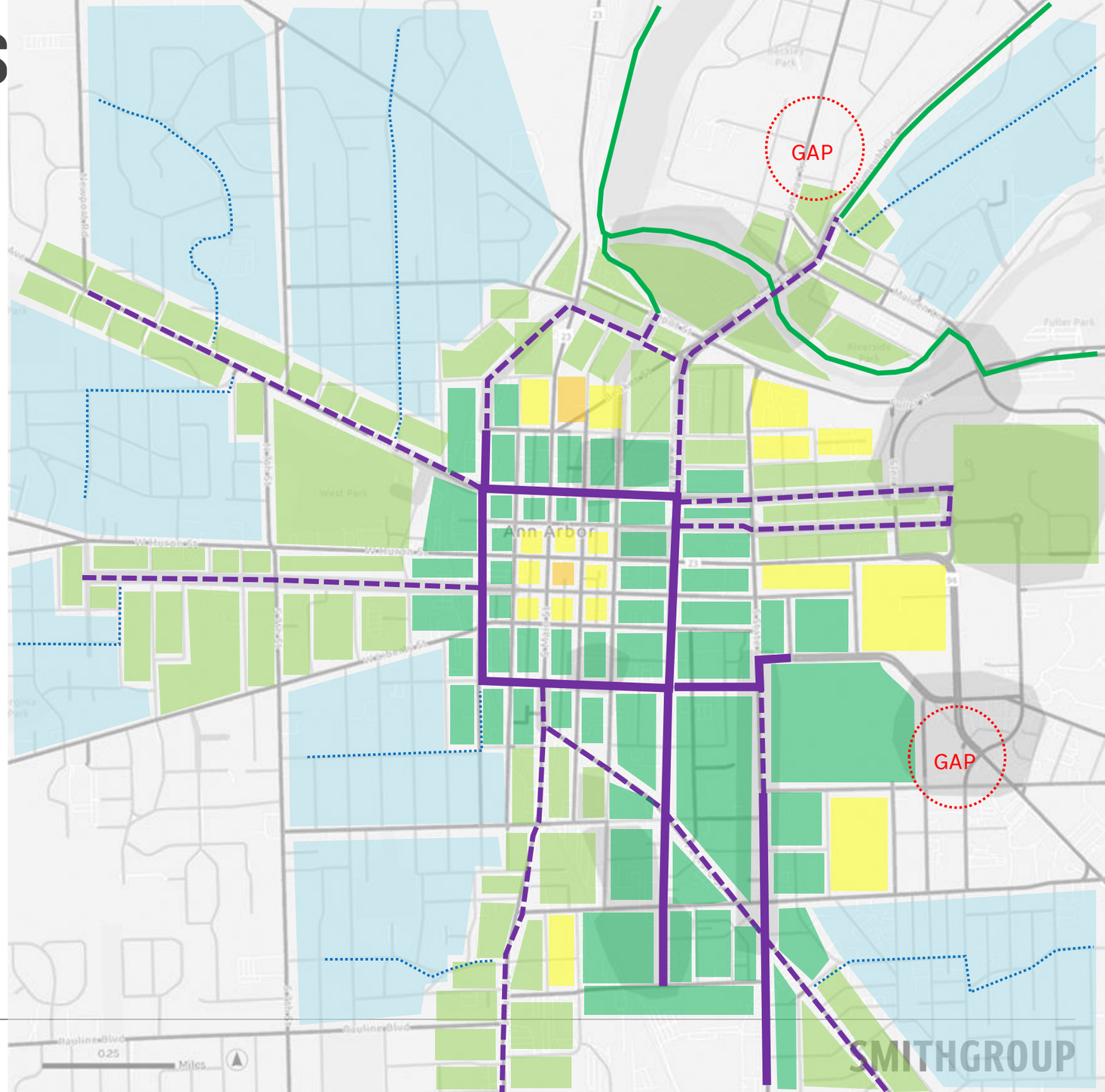


SMITHGROUP

EXTENDING THE LOW-STRESS BICYCLE NETWORK

- Within 1-block
- Within 2-blocks
- Within 3-blocks
- Connected Neighborhood
- Expanded 1-block access

- Existing Low-Stress Route
- Potential Low-Stress Route
- Neighborhood Route



WILLIAM STREET BIKEWAY

EVENT STREET FLEXIBILITY

FIRST STREET BIKEWAY

STREETSCAPE, STORMWATER, MINI-PLAZAS

DIVISION STREET BIKEWAY

BIKEWAY & TRANSIT INTEGRATION

PLACEMAKING VIA COMPLETE STREETS

SEPTEMBER 2023 - 40,000 BICYCLE TRIPS

Bicycle trips have increased significantly in the downtown and specifically on the bikeway loop. Regular data collection continues.

BIKEWAY	MONTHLY COUNT	CHANGE IN PEAK HOUR TRIPS (2017 VS 2023)
WILLIAM @ THOMPSON	21, 146	758% increase
DIVISION @ WASHINGTON	11,540	670% increase
CATHERINE @ FOURTH*	6,487	152% increase
TOTAL	39,173	356% average increase

*Not installed until September 5, 2023

BIKEWAY CORRIDORS INCREASE DOWNTOWN VISITS

Bikeway corridors see a 30% increased rate of visits after construction compared to the overall downtown.

SAFETY HAS IMPROVED FOR ALL USERS

Multiple years' worth of safety data were assessed before and after construction. Data shows a decrease in the frequency and severity of crashes, helping the city make progress towards its Vision Zero goals.

Catherine/Miller
Before period: 2016-2020
After period: November-July 2023

AVERAGE MONTHLY CRASHES RESULTING IN INJURY:	Decreased by 26%
MONTHLY AVERAGE PEDESTRIAN CRASHES:	Decreased from 0.07 to 0
MONTHLY AVERAGE SERIOUS INJURY CRASHES:	Decreased from 0.03 to 0

First, William, & Division
Before period: 2017-2019
After period: 2022-July 2023

AVERAGE YEARLY CRASHES RESULTING IN INJURY:	Decreased by 44%
PEDESTRIAN CRASHES PER YEAR:	Decreased by 44%
BIKE CRASHES PER YEAR:	Decreased by 42%
SERIOUS INJURY BIKE & PED CRASHES PER YEAR:	Decreased from 1 to 0

MEASURING OUTCOMES: SAFETY, RIDERSHIP, VISITS

DESIGNING TRAILS FOR PEOPLE

DETAILED DESIGN & IMPLEMENTATION

ST. LOUIS GREAT RIVERS GREENWAY BRICKLINE & GATEWAY MALL

Case Study

SMITHGROUP

CASE STUDY: GREAT RIVERS GREENWAY BRICKLINE

ST. LOUIS, MO

Source: Brickline Greenway Framework Plan

CASE STUDY: GREAT RIVERS GREENWAY BRICKLINE

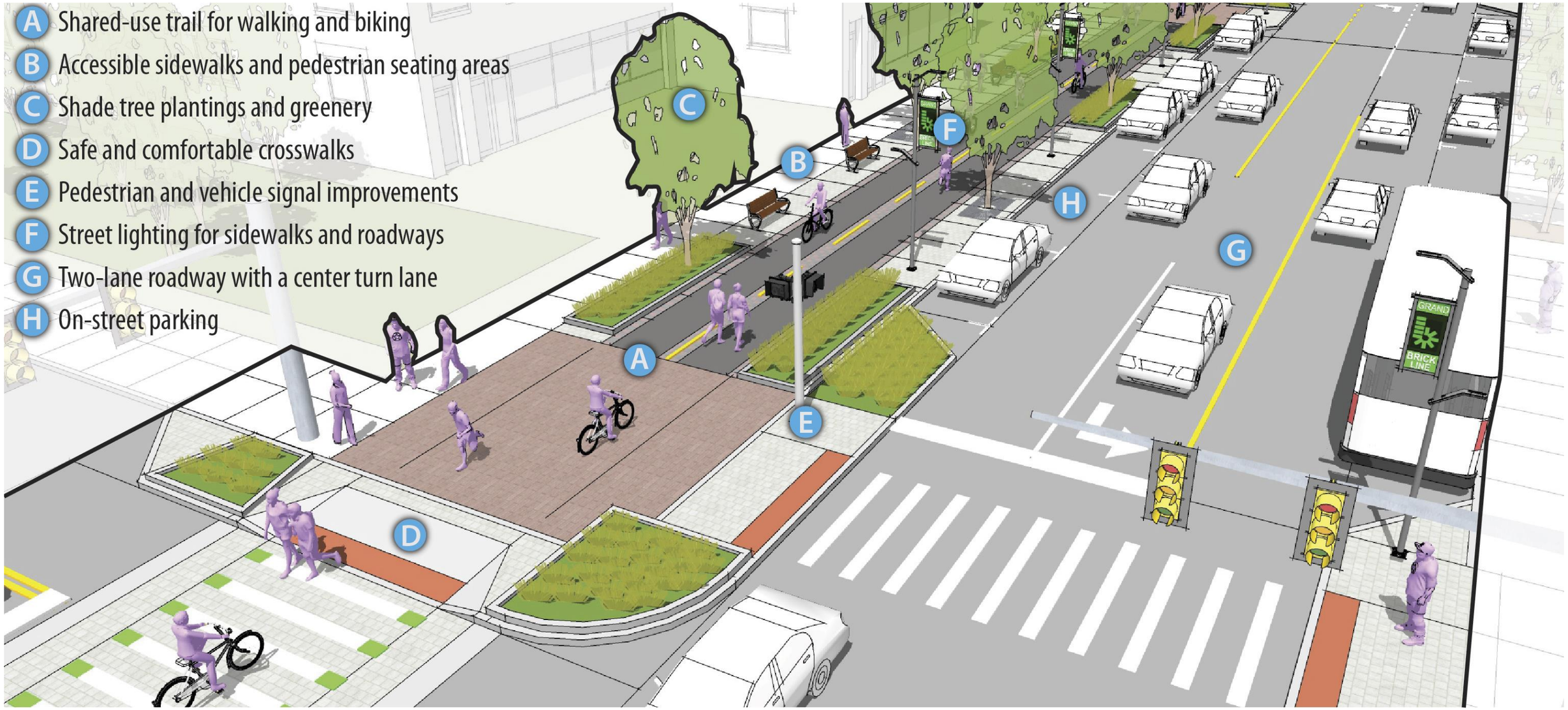
ST. LOUIS, MO

CASE STUDY: GREAT RIVERS GREENWAY BRICKLINE

ST. LOUIS, MO

- Road diet and extensive safety improvements
- Secured additional grant funding
- ADA/accessibility
- Urban greenway trail
- Construction starts 2025

ELEMENTS OF A SUCCESSFUL COMPLETE STREET



HOLISTIC ENGAGEMENT AS PART OF OUR DESIGN PROCESS

BEFORE/AFTER VISUALIZATION

INTERACTIVE MODELS/DISPLAYS

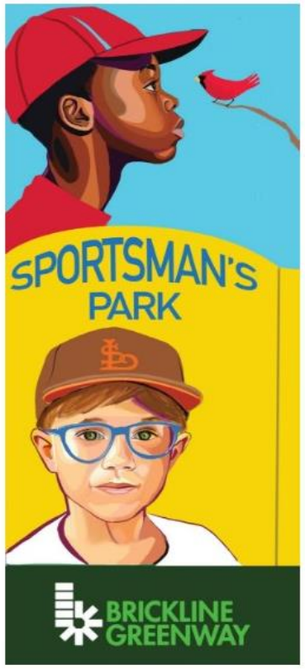
- 35+ one-on-one Stakeholder calls
- 14+ Community Advisory Committee (CAC) meetings
- 8+ Technical Advisory Committee (TAC) meetings
- 6 Public Meetings/Open Houses
- 3 Northside Night Out events
- 1 Community Roundtable/Resource Fair
- Multiple Community Walks and School Visits

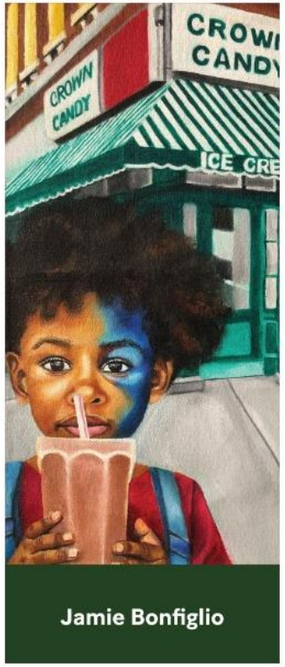
BUILDING COMMUNITY SUPPORT

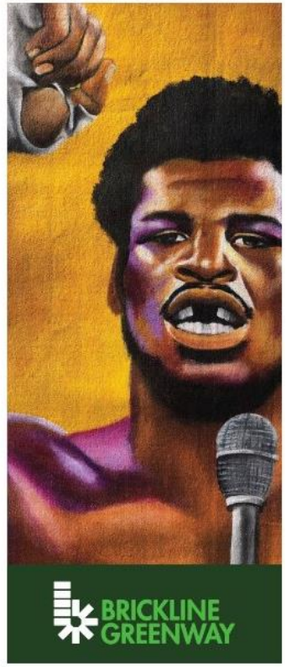
ARTIST BANNER PROGRAM

CELEBRATING THE LOCAL COMMUNITY

ARTIST BANNER PROGRAM



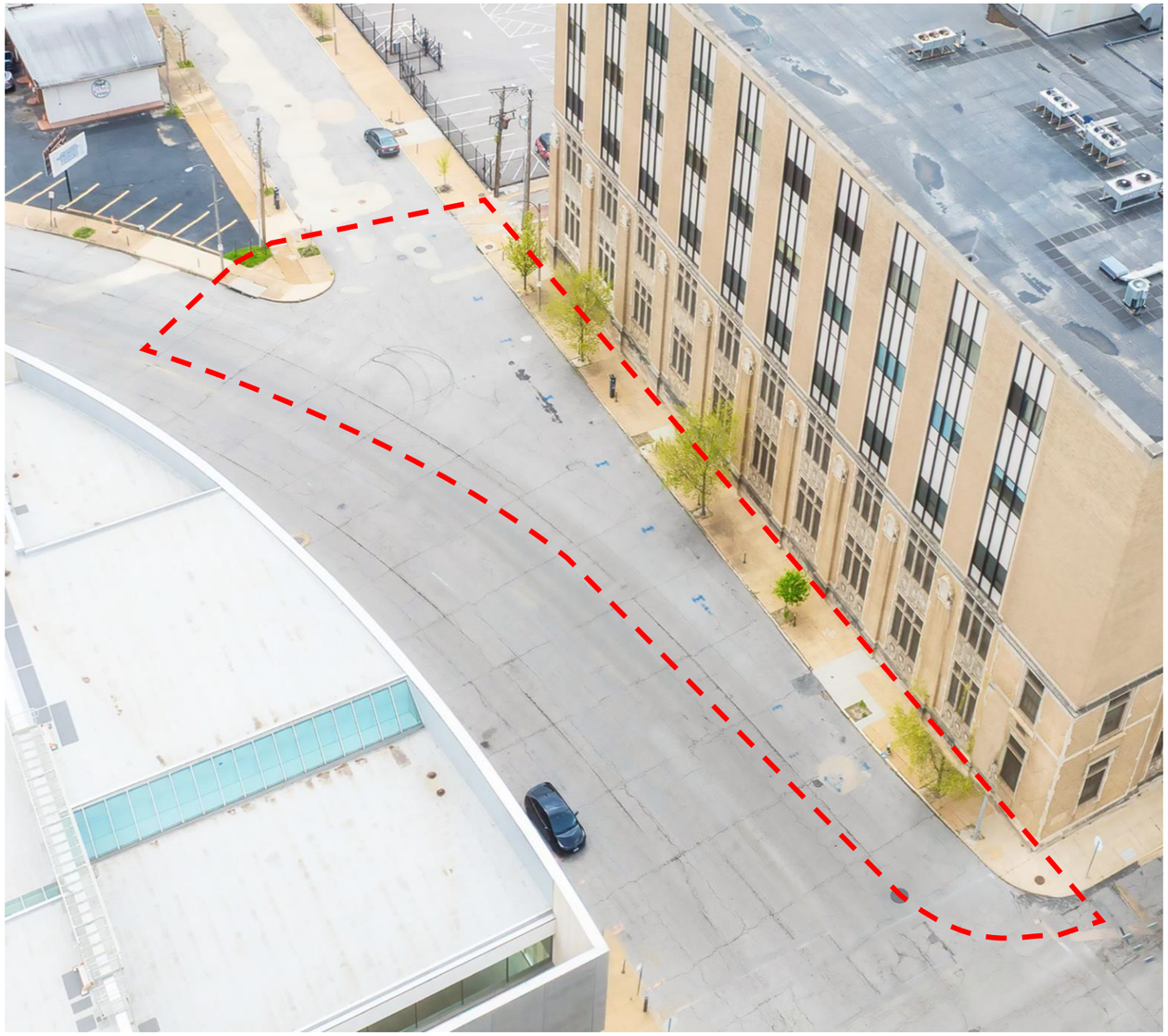




COMPLETE STREETS AS PLACEMAKING

RECLAIMING UNDERUTILIZED ROW

SAFETY & PLACEMAKING IMPROVEMENTS



CASE STUDY: GREAT RIVERS GREENWAY BRICKLINE GATEWAY MALL

ST. LOUIS, MO

Source: Brickline Greenway Framework Plan

CONNECTING ST. LOUIS

NEIGHBORHOODS, DESTINATIONS AND DOWNTOWN

BEFORE

PLACEMAKING WITH PURPOSE

ENHANCING SAFETY THROUGH PLACEMAKING

BEFORE

BEYOND THE PATH

ACTIVATING ADJACENT SPACES

BEFORE

SUPPORTING THE FUTURE OF ST. LOUIS

DESIGN AS A CATALYST

BEFORE

MASTER CLASS PREVIEW

OVERCOMING OBSTACLES TO TRAIL NETWORK IMPLEMENTATION

OVERCOMING OBSTACLES TO TRAIL NETWORK IMPLEMENTATION

SNEAK PREVIEW: AGENDA

INTRO/ICEBREAKER

CASE STUDY

ACTION PLANNING

OVERCOMING OBSTACLES TO TRAIL NETWORK IMPLEMENTATION

SNEAK PREVIEW: CASE STUDY PRESENTERS

RURAL CASE STUDY:
COWBOY RECREATION AND NATURE TRAIL

HANNAH JONES

Planning & Development Administrator
Nebraska Game and Parks Commission

SUBURBAN CASE STUDY:
CAROLINA THREAD TRAIL

Executive Director,
Carolina Thread Trail

URBAN CASE STUDY:
JOE LOUIS GREENWAY

DANIEL STEFANSKI

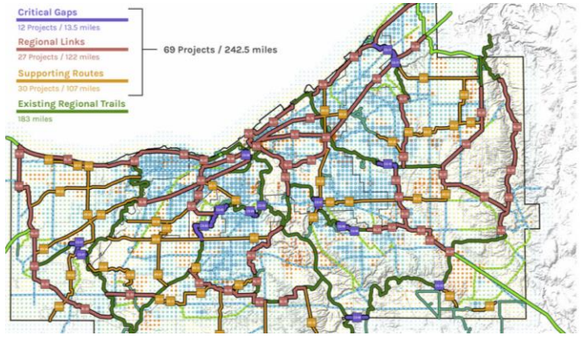
Real Estate Development Manager, Joe Louis Greenway
City of Detroit Planning and Development

LEONA MEDLEY

Executive Director
Joe Louis Greenway Partnership

TRAIL PROJECTS THAT ARE MAKING A DIFFERENCE

DEQUINDRE CUT
Detroit, Michigan

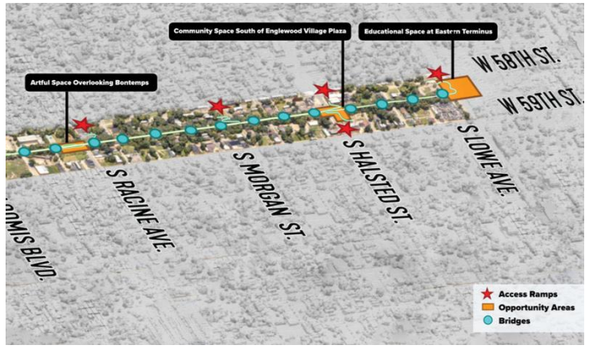


CUYAHOGA GREENWAYS PLAN
Cleveland, Ohio

HANK AARON STATE TRAIL, LAKESHORE PATH
Milwaukee, Wisconsin

GREAT RIVERS GREENWAY, BRICKLINE
St. Louis, Missouri

HARBOR DISTRICT RIVERWALK
Milwaukee, Wisconsin



CDOT ENGLEWOOD TRAIL DESIGN
Chicago, Illinois

MARQUETTE GREENWAY/SOUTH SHORE RAIL AND TRAIL HEAD
Porter, Indiana

GLASS CITY METROPARK
Toledo, Ohio

BRONZEVILLE TRAIL MASTER PLAN
Chicago, Illinois

GREAT RIVERS GREENWAY, GATEWAY MALL
St. Louis, Missouri

CLEAR LAKE GREENWAY
La Porte, Indiana

ROUGE RIVER GREENWAY
Wayne County, Michigan

END SLIDE – FROM RTC