Bay Region Non-Motorized Transportation Plan

Connecting our communities

Funded by:

Michigan Department of Transportation

Prepared by:

East Michigan Council Of Governments
3144 Davenport Avenue, Suite 200
Saginaw, Michigan 48602

www.emcog.org
Local Action for Global Planning

2010
ACKNOWLEDGEMENTS

We would like to thank some of our partners in the development of this trail plan for their participation, insightful ideas and collaborative efforts.

- Michigan Trails and Greenways Alliance
- Michigan Department of Transportation
- Federal Highway Administration
- The League of Michigan Bicyclists
- Friends of Rails & Trails, Tuscola
- Riverwalk Rail Trail, Bay
- Saginaw Transit Authority Regional Services
- Arenac Heritage Route Authority
- Friends of Pere Marquette Rail Trail
- Friends of Flint River Rail Trail
- Tri-City Cyclists
- Michigan Snowmobile Association
- Pere Marquette Snowmobile Club
- Center of Applied Environmental Research-University of Michigan-Flint
- Mid-Michigan Community College
- Central Michigan University
- National Parks Service
- Saginaw News
- Bay City Times
- Saginaw Area GIS Authority
- Saginaw Metropolitan Area Transportation Study
- Bay City Area Transportation Study
- Genesee County Metropolitan Planning Commission
- US-23 Heritage Route Group
- M-15 Heritage Route Committee
- M-25 Heritage Route Committee
- Participating County Road Commissions
- Participating County Economic Development Authorities
Acknowledgements

Table of Contents

Chapter 1: Project Overview
 a. Regional Vision
 b. Goal
 c. Planning Process / Methodology
 d. Charrettes
 e. Public Input
 f. Relationship to Other Plans and Policies

Chapter 2: Inter-Regional Non-Motorized Facilities
 a. Existing
 b. Proposed

Chapter 3: Local Non-Motorized Facilities
 a. Existing
 b. Proposed

Chapter 4: Conclusion
 a. How to use this Plan

Appendix
 a. Public Input Form on Proposed Networks
 b. Existing Parks in the Bay Region
 c. MDOT Cass City TSC Non-Motorized Shoulder Projects
 d. MDOT Cass City TSC Non-Motorized Shoulder Project Details

List of Figures/Maps
Fig 1. MDOT Bay Region
Fig 2. MDOT Bay Region Inter-Regional and Local Non-Motorized Facilities
Fig 3. Trunkline routes within the MDOT Bay Region with Average Annual Daily Traffic volumes less than or equal to 10,000 vehicles.
Fig 4. MDOT Bay Region Inter-Regional Non-Motorized Facilities
Fig 5. MDOT Bay Region Local Non-Motorized Facilities
Fig 6. MDOT Cass City TSC Non-Motorized Shoulder Projects
Fig 7. MDOT Cass City TSC Non-Motorized Shoulder Progress

List of Tables
Table 1. Bay Region Proposed Non-Motorized Connections showing Inter-Regional Facilities (Tier-1)
Table 2. Bay Region Proposed Non-Motorized Connections showing Local Facilities (Tier-2)
Chapter 1: Project Overview

In recent years, the 13 counties comprising the MDOT Bay Region (Fig 1.) has experienced the rapid development of non-motorized facilities. The area already boasts several extensive non-motorized networks including the Pere Marquette Rail Trail which extends through 3 counties (Midland, Isabella, and Clare) and the Southern Links Trailway that traverses the 3 counties of Genesee, Lapeer & Tuscola. The present challenge is how to best connect existing facilities with proposed non-motorized projects to create an interconnected non-motorized network. The development of a Bay Region Non-Motorized Transportation Plan will not only help provide the direction to develop the non-motorized network, but also provide a resource for local units of government and advocacy groups to promote non-motorized projects.

Fig 1. MDOT Bay Region

a. Regional Vision

The Michigan Department of Transportation envisions a region where non-motorized travel is safe, convenient, interesting and inviting. The vision is one of an interconnected system of non-motorized facilities that will exist throughout the Region.
b. Goal

The goal of this plan is to create a safe, accessible and interconnected non-motorized transportation network.

c. Planning Process/Methodology

The following are activities associated with the plan development that were or will be performed by East Michigan Council Of Governments as part of the planning process:

1. Hosted a “Bay Region Non-Motorized Summit” to bring together the local stakeholders to discuss non-motorized issues such as; funding, liability, state-wide efforts, and design standards. The summit was hosted at The Bavarian Inn Lodge in Frankenmuth on November 1, 2007. It provided an opportunity to identify key stakeholders for the development of the transportation plan. The summit was facilitated in cooperation with the Michigan Trails and Greenways Alliance, Michigan Department of Transportation, Genesee County Metropolitan Planning Commission and Local County Parks and Recreation staff.

2. A series of three multi-county Charrettes were facilitated for public input with key stakeholders to verify existing non-motorized facilities. Discussions regarding proposed future non-motorized projects throughout the region were held that would promote intra and inter county/region connectivity. The Charrette locations and dates are as follows:

   b. Charrette II- Bay County Community Center, Bay City, Feb 20, 2008.
3. Maps were prepared depicting all the proposed non-motorized facilities as suggested by the stakeholders during the public input session of Charrettes.

4. Additional public input on the proposed network of non-motorized facilities was gathered by making the maps available to the public for comment on the EMCOG website and through e-mails.

5. Draft plan posted online and mail requests for local review. Request review from Bay Region Transportation Service Centers (TSC) and adjoining MDOT Regions.

6. Revise plan based on public input.

7. Finalize the Bay Region Non-Motorized Transportation Plan.

8. Distribute plan to participating agencies.

9. Submit completed plan to MDOT.
d. Charrettes

The Charrettes were attended by many enthusiastic supporters of non-motorized facilities. These key individuals can be instrumental in implementation of these potential projects. Following are the names and contact of the attendees (70):

<table>
<thead>
<tr>
<th>Name</th>
<th>Contact</th>
<th>County</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Fran Sumenick</td>
<td>Whitney Township Supervisor</td>
<td>Arenac</td>
</tr>
<tr>
<td>2. Patricia Killingbeck</td>
<td>City of Au Gres</td>
<td>Arenac</td>
</tr>
<tr>
<td>3. Earl McLavy</td>
<td>Arenac Township Board</td>
<td>Arenac</td>
</tr>
<tr>
<td>4. Steve Chmura</td>
<td>Arenac Rail Trail</td>
<td>Arenac</td>
</tr>
<tr>
<td>5. Curt Hillman</td>
<td>Arenac Heritage Route Authority</td>
<td>Arenac</td>
</tr>
<tr>
<td>6. Dave Englehardt</td>
<td>BCATS</td>
<td>Bay</td>
</tr>
<tr>
<td>7. Dirk Westbury</td>
<td>BCATS</td>
<td>Bay</td>
</tr>
<tr>
<td>8. Kathy Bremer</td>
<td>Merritt Township</td>
<td>Bay</td>
</tr>
<tr>
<td>9. Terry A. Moulta...</td>
<td>City of Bay City</td>
<td>Bay</td>
</tr>
<tr>
<td>10. Sue Cooley</td>
<td>KawKawln Township</td>
<td>Bay</td>
</tr>
<tr>
<td>11. Ryan J Stanton</td>
<td>Bay City Times</td>
<td>Bay</td>
</tr>
<tr>
<td>12. Vaughn Begick</td>
<td>Bay County Commissioner</td>
<td>Bay</td>
</tr>
<tr>
<td>13. Bary A Brandt</td>
<td>Monitor Township</td>
<td>Bay</td>
</tr>
<tr>
<td>14. Daniel Morgan</td>
<td>Resident</td>
<td>Bay</td>
</tr>
<tr>
<td>15. Marcie Post</td>
<td>City of Clare</td>
<td>Clare</td>
</tr>
<tr>
<td>16. Mike Hamilton</td>
<td>Pere Marquette S.C.</td>
<td>Clare</td>
</tr>
<tr>
<td>17. Ken Hibl</td>
<td>City of Clare</td>
<td>Clare</td>
</tr>
<tr>
<td>18. Dan Daggy</td>
<td>Farwell Snowmobile Club</td>
<td>Clare</td>
</tr>
<tr>
<td>19. Larry Martin</td>
<td>Clinton County Commissioner</td>
<td>Clinton</td>
</tr>
<tr>
<td>20. Victor Lukasavitz</td>
<td>Gould Engineering Inc</td>
<td>Genessee</td>
</tr>
<tr>
<td>21. Doug Cook</td>
<td>League of Michigan Bicyclists</td>
<td>Genessee</td>
</tr>
<tr>
<td>22. Mr. Jacky King</td>
<td>Resident</td>
<td>Genessee</td>
</tr>
<tr>
<td>23. Mrs Dora King</td>
<td>Resident</td>
<td>Genessee</td>
</tr>
<tr>
<td>24. Aeric Ripley</td>
<td>City of Alma</td>
<td>Gratiot</td>
</tr>
<tr>
<td>25. David Ringle</td>
<td>City of Alma</td>
<td>Gratiot</td>
</tr>
<tr>
<td>26. Kurt Giles</td>
<td>City of St. Louis</td>
<td>Gratiot</td>
</tr>
<tr>
<td>27. Ronald G. Turner</td>
<td>City of Alma</td>
<td>Gratiot</td>
</tr>
<tr>
<td>28. Sue Ann Kompie...</td>
<td>Isabella County Parks &amp; Recreation</td>
<td>Isabella</td>
</tr>
<tr>
<td>29. Chris Bundy</td>
<td>City of Mt Pleasant</td>
<td>Isabella</td>
</tr>
<tr>
<td>30. Greg Baderschnei...</td>
<td>City of Mt Pleasant</td>
<td>Isabella</td>
</tr>
<tr>
<td>31. Gladys Austin</td>
<td>Mid MI Community College</td>
<td>Isabella</td>
</tr>
<tr>
<td>32. Steve Davidson</td>
<td>Village of Shepherd</td>
<td>Isabella</td>
</tr>
</tbody>
</table>
33. John Latoski  | CMU | Isabella
34. Nancy Krupriaz  | MTGA | Lansing
35. Cynthia Krupp  | MDOT-Lansing | MDOT
36. Jack Hofweber  | MDOT-TSC | MDOT
37. Terry Palmer  | MDOT-TSC | MDOT
38. Kimberly Zimmer  | MDOT-Bay City TSC | MDOT
39. Jay Reithel  | Bay Region | MDOT
40. Dave Geiger  | Bay Region | MDOT
41. Linda Burchell  | MDOT-Bay | MDOT
42. Jay Reithel  | Bay Region | MDOT
43. Mohammad E. Huque  | Design Engineer, Port Huron TSC | MDOT
44. Rachel Phillips  | MDOT-Cass City TSC | MDOT
45. James Reigler  | Michigan Snowmobiler's Club | Midland
46. Ron Groskey  | Pere Marquette S.C. | Osceola
47. Craig Schripsema  | ROWE | ROWE
48. Casey Collings  | ROWE | ROWE
49. Justin Sprague  | ROWE | ROWE
50. Mike Carpenter  | ROWE | ROWE
51. Bill Wright  | STARS | Saginaw
52. Chuck Hoover  | Pedestrian Committee member | Saginaw
53. Tim Gnatkowski  | Saginaw Charter Township | Saginaw
54. Doug Bishop  | Saginaw Planning Commission | Saginaw
55. John Schmude  | Saginaw County Parks | Saginaw
56. Ruth Avery  | Chairperson Saginaw County Parks Commission | Saginaw
57. Phil Grimaldi  | SMATS | Saginaw
58. Al Bader  | Kochville twp parks | Saginaw
59. Cathy Washabaugh  | Tri-County Regional Pathway Study Group | SPICER
60. Tanya Moore  | SPICER | SPICER
61. Kim Wasik  | Resident | Tuscola
62. Brad Glassford  | Glassford Media | Tuscola
63. Mark Putnam  | Resident | Tuscola
64. Clare Fryer  | Village of Mayville | Tuscola
65. Gary Anderson  | Friends of Rail Trails( FORT) | Tuscola
66. Jason Davis  | Parks and Recreation | Tuscola
67. Laura Stacer  | Village of Caro Parks and Recreation | Tuscola
68. Mark Graham  | Friends of Rail Trails( FORT) | Tuscola
69. Jesse Parker  | TCRC | Tuscola
70. Michael Hormel  | Resident | Tuscola


e. Public Input

After the first compilation of the proposed trails from the series of Charrettes, the maps were posted online. A request was sent to all the attendees and non-motorized advocates from the Region to review and comment on the proposals submitted on the Charrette Public Input Forms (appendix).

f. Relationship to Other Plans and Policies

The Bay Region Non-Motorized Transportation Plan is intended to complement, rather than supplement the adopted regulations and guidelines of local managing agencies. Implementation of this plan relies on the continued cooperation among property owners, the local, regional, state and federal agencies with jurisdiction over the non-motorized alignment, the numerous trusts and foundations which support trails in the region, and the countless environmental and recreational interests whose members care deeply about the non-motorized facilities in the Bay Region.

Regional coordination in the Bay Region is already underway through groups and projects such as:

- **Great Lakes Bay Region Regional Path Study Committee** which continues working to link Saginaw, Bay and Midland counties. [http://www.greatlakesbay.org/regionaltrail/](http://www.greatlakesbay.org/regionaltrail/)

- **The Mt. Pleasant Non-motorized Committee** that is working to make connections between the Fred Meijer Trail in Gratiot County and the Pere Marquette Trail in Clare County by way of routes within Isabella County.

- **The Genesee County Metropolitan Alliance** has been very proactive with the development of a county-wide plan (**Regional Trails Plan**) that not only identifies the community’s top project priorities, but also looks toward extending non-motorized connectivity in Saginaw, Lapeer, Tuscola and Oakland Counties. [http://www.co.genesee.mi.us/gcmpc-plan/](http://www.co.genesee.mi.us/gcmpc-plan/)

MDOT has been working very closely with local communities within the Region and started constructing eight foot shoulders on M-25, M-13 and US-23 along Lake Huron Shoreline making it a great connection.
The Adventure Cycling Association also has The Adventure Cycling Route Network. Their Lake Erie Connector is 482 miles between Luther, MI, to Fort Erie, ON. It passes through the MDOT Bay Region through Sanilac, Tuscola and Bay counties. More details can be found on their website at www.adventurecycling.org.

The U.S. Bicycle Route System also identifies an east-west connector through Bay Region in MI. Route 20 has been identified as a prioritized corridor by American Association of State Highway and Transportation Organizations (AASHTO). This route, looking from east to west, starts in the eastern Lower Peninsula of Michigan, north of Detroit at Marine City. It then traverses the lower peninsula of Michigan, going through the Saginaw-Midland area then west to Ludington, using the ferry to cross Lake Michigan to Manitowoc, WI. It then continues going west-northwest through Wisconsin, ending at the intersection of USBR 10 somewhere in Northwest WI. More information can be found at: http://www.adventurecycling.org/routes/nbrn/usbikewaysystem.cfm
Unpaved Multi-Use Trail

Created 7/3/2009

Legend

- Paved Multi-Use Trail
- Unpaved Multi-Use Trail
- Unpaved Hiking Trail

Bay Region

Non-Motorized Facilities: Existing & Proposed
Local & Inter-Regional

[Map of Michigan counties with trails indicated]

Created 7/3/2009
Chapter 2: Inter-Regional Non-Motorized Facilities

Rural highways and county roads are considered suitable for non-motorized use if they have at minimum 4 ft paved shoulders or relatively low traffic volumes. State highways and county roads provide good opportunities for long-distance touring and shorter recreational rides. As you approach cities, these roads serve as commuter routes into the urban area from outlying residential areas. As part of the established objectives set forth in the development of the non-motorized plan, the Michigan Department of Transportation Bay Region identified segments of state trunkline with lower volumes that may be more conducive to non-motorized trips. (Figure 2 identifies trunkline routes within the MDOT Bay Region with Average Annual Daily Traffic volumes less than or equal to 10,000 vehicles, Pg 9). Generally an AADT of around 2500 is most favorable for non-motorized usage on the same road. Roads with lower volumes can be used without major improvements. Trunk lines with higher volumes are the roads that will need added non-motorized facilities.

Pedestrian and cycling activities in the Bay Region are often limited due to large travel distances, limited facilities, and fewer destinations than urban areas. This plan focuses on the integration of existing non-motorized facilities across the Bay Region network with state trunkline routes to create a seamless non-motorized network.

There have been several efforts to inventory the existing and proposed non-motorized system throughout the counties in the MDOT Bay Region. In 1998 representatives of more than two dozen agencies and organizations met to explore the potential of a non-motorized trail network in Bay, Midland, and Saginaw counties. The result was the Tri-County Trail Guide (www.co.bay.mi.us), which identified 33 existing parks, nature preserves, state and national wildlife refuges, and trails in the Saginaw Bay region. This project was the driving force behind the development of a “green-way vision” that incorporated not only non-motorized trails, but also identified important natural features and promoted preservation of existing land uses that aided in the connectivity of these features.
Segment where Average Annual Daily Traffic is less than or equal to 10,000 vehicles.

Fig. 3. Trunkline routes within the MDOT Bay Region with Average Annual Daily Traffic volumes less than or equal to 10,000 vehicles.
a. Existing Inter-Regional Non-Motorized Facilities

The following is the list of existing trails county by county, identified within local plans and/or through the Bay Region Charrettes conducted in 2008:

**Arenac**
1. US-23 Recreational Heritage Route
2. M-13 On-system Connector

**Bay**
3. Bay City Riverwalk Trail
4. M-13 On-system Connector

**Clare**
5. Pere Marquette Rail Trail

**Genesee**
6. Southern Links Trail
7. M-15 Recreational Heritage Route

**Gladwin**
8. Midland-Mackinaw Trail

**Gratiot**
9. Fred Meijer Hartland Trail

**Huron**
10. M-25 Recreational Heritage Route

**Isabella**
11. Pere Marquette Rail Trail

**Lapeer**
12. Polly Ann Trail
13. Southern Links Trail

**Midland**
14. Pere Marquette Rail Trail
15. Midland-Mackinaw Trail
16. Midland-Bay Connector

**Sanilac**
17. M-25 Recreational Heritage Route

**Saginaw**
18. Harger Line Trail

**Tuscola**
19. M-25 Recreational Heritage Route
20. M-15 Recreational Heritage Route
21. Southern Links Trail

* On-Road Shoulders of width 4 feet or more in Bay Region (non-motorized) including local and inter-regional connections:

Please refer to the Table on Page 13 & 16.
b. Proposed Inter-Regional Non-Motorized Facilities

After public input from the series of three (3) Charrettes, the data was compiled into a GIS data layer to be incorporated into the existing Bay Region Bike Map file for the Non-Motorized Transportation Plan. The maps generated depicted all the potential or proposed trail connections in the Bay Region. These connections included both on-road and off-road non-motorized routes as suggested by the stakeholders.

Recreational Cyclists generally choose non-motorized networks based on traffic volumes and surface condition of the route. Professional or experienced groups sometimes prefer to stay on-road (paved shoulders) with proper bike lanes or shoulders for bike use. At the same time leisure and family oriented cyclists prefer off-road routes (separate pathways). The proposed maps generated had a good combination of both types of facilities.

Additional public input on the proposed non-motorized facilities was acquired by making the charrette maps available to the public for comment through the project website as well as e-mail correspondence from stakeholders. This Plan is a vision document and not a project specific plan. Hence, no prioritization was established for the non-motorized connections within the Region. Also, the actual implementation of these suggestions depends on the scenario at the window of opportunity. This Plan supports and backs all the proposed routes understanding that some are important regionally while some locally.
This Plan recommends and discusses the proposed connections into 2-tiers. Those tiers would be:

1. **Inter-regional projects** that connect multiple regions – For e.g. Polly Ann Trail to Southern Links to the Bay City Riverwalk to the Pere Marquette and heading north, M-25 8’ shoulders from Port Huron in the MDOT Metro Region to Bay City, Fred Meijer Trail connecting to the Pere Marquette.

2. **Local projects** that connect multiple communities within the Bay Region- For e.g. Midland-Bay Connector, Clio to Birch Run Trolley Line Trail, etc. And that may connect a community to a larger system- For e.g. Extension of the Saginaw Valley Rail Trail.

Tables below list all the proposed non-motorized connections (both on-road and off-road) in the following manner:

- County Name
- Start at: Starting location, intersecting street.
- On: Name of the street at which the non-motorized facility starts or goes along.
- End at: Ending location or intersecting street.
- On: Name of the street at ending location at which the non-motorized facility is identified.
- Through (cities, villages): Cities and villages through which the non-motorized facility passes that can be crucial in its development.
The following 18 Inter-Regional non-motorized facilities were identified by the enthusiastic members involved in the process. The selection of the most desired path was done by the participants through open discussion and dialogue with the members of other counties.

Table 1. Bay Region Proposed Non-Motorized Connections showing Inter-Regional Facilities (Tier-1)
Trails are described from West to East & from South to North

<table>
<thead>
<tr>
<th>#</th>
<th>County</th>
<th>Start At</th>
<th>On</th>
<th>End At</th>
<th>On</th>
<th>Length</th>
<th>Through (Cities, Villages)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Arenac</td>
<td>SCoL</td>
<td>Delano-Nonde Railroad</td>
<td>NCoL</td>
<td>Noble Rd</td>
<td>31.08</td>
<td>Omer, Au Gres</td>
</tr>
<tr>
<td>2</td>
<td>Bay</td>
<td>E Almeda Bead Rd</td>
<td>N State Rd</td>
<td>NCoL</td>
<td>Delano-Nonde Railroad</td>
<td>6.51</td>
<td>Pinconning</td>
</tr>
<tr>
<td>3</td>
<td>Bay</td>
<td>E River Rd</td>
<td>Along Lake Sherman Rd</td>
<td>N Elevator Rd</td>
<td></td>
<td>5.09</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Bay</td>
<td>WCoL</td>
<td>M-20</td>
<td>Lake State Railway</td>
<td>Huron &amp; Eastern Railway</td>
<td>13.53</td>
<td>Midland, Auburn, Bay City</td>
</tr>
<tr>
<td>5</td>
<td>Bay</td>
<td>Cecelia Ct</td>
<td>M-25</td>
<td>ECoL</td>
<td>M-25</td>
<td>6.66</td>
<td>Sebewaing, Caseville, Port Austin, Port Hope, Harbor Beach</td>
</tr>
<tr>
<td>6</td>
<td>Bay</td>
<td>1st St</td>
<td>M-15</td>
<td>SCoL</td>
<td>M-15</td>
<td>10.02</td>
<td>Bay City</td>
</tr>
<tr>
<td>7</td>
<td>Clare</td>
<td>Main Street</td>
<td>Pere Marquette Rail</td>
<td>Main Street</td>
<td>US-127</td>
<td>3.19</td>
<td>Clare</td>
</tr>
<tr>
<td>8</td>
<td>Gratiot</td>
<td>Great Lakes Rail Trail</td>
<td>William Rd</td>
<td>Great Lakes Rail Trail</td>
<td>NCoL</td>
<td>5.52</td>
<td>Alma</td>
</tr>
<tr>
<td>9</td>
<td>Huron</td>
<td>WCoL</td>
<td>M-25</td>
<td>SCoL</td>
<td>M-25</td>
<td>76.84</td>
<td>Sebewaing, Caseville, Port Austin, Port Hope, Harbor Beach</td>
</tr>
<tr>
<td>10</td>
<td>Isabella</td>
<td>SCoL</td>
<td>Great Lakes Rail Trail</td>
<td>NCoL</td>
<td>Great Lakes Central Railroad</td>
<td>23.19</td>
<td>Mt Pleasant, Shepherd, Rosebush, Clare</td>
</tr>
<tr>
<td>11</td>
<td>Lapeer</td>
<td>Pine St</td>
<td>Vapeer St</td>
<td>Hummel Dr</td>
<td>Woods</td>
<td></td>
<td>Columbiaville</td>
</tr>
<tr>
<td>12</td>
<td>Midland</td>
<td>Saginaw Rd</td>
<td>Grodonville Rd</td>
<td>Saginaw Rd</td>
<td>WCoL</td>
<td>1.50</td>
<td>Midland</td>
</tr>
<tr>
<td>13</td>
<td>Saginaw</td>
<td>NCoL</td>
<td>Along N River Rd</td>
<td>M-47</td>
<td>Along N River Rd</td>
<td>1.63</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Saginaw</td>
<td>NCoL</td>
<td>W Vassar Rd</td>
<td>ECoL</td>
<td>W Vassar Rd</td>
<td>5.75</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Sanilac</td>
<td>SCoL</td>
<td>M-25</td>
<td>NCoL</td>
<td>M-25</td>
<td>38.07</td>
<td>Lexington, Port Sanilac, Forestville</td>
</tr>
<tr>
<td>16</td>
<td>Tuscola</td>
<td>WCoL</td>
<td>M-25</td>
<td>NCoL</td>
<td>M-25</td>
<td>15.20</td>
<td>Unionville</td>
</tr>
<tr>
<td>17</td>
<td>Tuscola</td>
<td>WCoL</td>
<td>M-25</td>
<td>Vassar</td>
<td>M-15</td>
<td>10.88</td>
<td>Vassar</td>
</tr>
<tr>
<td>18</td>
<td>Tuscola</td>
<td>SCoL</td>
<td>M-15</td>
<td>Railroad at Millington</td>
<td>M-15</td>
<td>4.5</td>
<td>Millington</td>
</tr>
</tbody>
</table>
Legend

Existing Facilities
- Paved Multi-Use Trail
- Unpaved Multi-Use Trail
- Unpaved Hiking Trail

Proposed Facilities
- Inter-Regional
- Inter-Regional System

Paved Shoulder Width
- >5ft
- ≤5ft

Bay Region
Non-Motorized Facilities:
Existing & Proposed Inter-Regional
Chapter 3: Local Non-Motorized Facilities

a. Existing Local Non-Motorized Facilities

The following is the list of existing facilities county by county, identified within local plans and/or through the Bay Region Charrettes conducted in 2008:

Bay
1. Fraser Township Trail
2. Pinconning Park Trail
3. Shoreline Pinconning Trail
4. Bangor Trail
5. Northern Bay Nature Trail
6. Bay-Hampton Rail Trail
7. Quanicassee Wild Life Area Pathway
8. Delta College Pathway
9. Bay-Portsmouth Rail Trail
10. Defoe Park Link
11. Anderson Trail
12. East Side Bay City Riverwalk
13. West Side Bay City River Walk

Clare
14. Leota Trail
15. Green Pine Lake Pathway

Genesee
16. Flint River Trail
17. George Atkin Jr. Recreational Trail
18. Flushing Riverview Trail
19. Grand Blanc Bike Path
20. Swartz Creek Bike Lane
21. Shiawassee River Walk
22. Linden Bike Lane
23. Goodrich Area Bike Path
24. Court Street Bike Lane
25. Flushing Bike Lane
26. Genesee Road Trail
27. Davison Township Trail

Gladwin
28. Gladwin Field Trial Area
29. Lame Duck Foot Trail

Gratiot
30. Gratiot-Saginaw Game Area Pathway
31. Riverdale Meijer Hartland Trail
32. Maple River State Game Area Pathway

Huron
33. Caseville Nature Trails
34. Harbor Beach Nature Trails  
35. Port Austin Nature Trails  
36. Sebewaing Trail  

**Isabella**  
35. Mt. Pleasant Trail  
36. Central Michigan University Park System  

**Lapeer**  
37. Ortonville State Recreation Area Pathway  
38. Serene Ponds Nature Center Pathway  
39. Lapeer Linear Park Trail  
40. Lapeer State Game Area Pathway  
41. Zucker Nature Sanctuary Pathway  

**Midland**  
42. Midland City Forest Pathway  
43. Salt River Pathway  
44. Chippewa Trail  
45. Barstow Woods Pathway  

**Sanilac**  
46. Lexington to Croswell Trail  
47. Peck Trail  

**Saginaw**  
48. Freeland Trail  
49. Kochville Pathway  
50. Zilwaukee Pathway  
51. Saginaw River Walk  
52. Saginaw Valley Rail Trail  
53. Trolley Line Trail  
54. Ringwood Forest Pathway  
55. Chesaning Park Pathway  

**Tuscola**  
56. Cass City Walking Trail  
57. Vassar Rail Trail  

**On-Road Shoulders of width 4 feet or more in Bay Region (non-motorized) including local and inter-regional connections**  

<table>
<thead>
<tr>
<th>County</th>
<th>Miles</th>
<th>County</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arenac</td>
<td>29.59</td>
<td>Isabella</td>
<td>9.05</td>
</tr>
<tr>
<td>Bay</td>
<td>33.19</td>
<td>Lapeer</td>
<td>9.85</td>
</tr>
<tr>
<td>Clare</td>
<td>18.95</td>
<td>Midland</td>
<td>13.12</td>
</tr>
<tr>
<td>Genesee</td>
<td>16.11</td>
<td>Saginaw</td>
<td>40.78</td>
</tr>
<tr>
<td>Gladwin</td>
<td>4.54</td>
<td>Sanilac</td>
<td>36.32</td>
</tr>
<tr>
<td>Gratiot</td>
<td>25.48</td>
<td>Tuscola</td>
<td>47.22</td>
</tr>
<tr>
<td>Huron</td>
<td>80.19</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Bay Region</strong></td>
<td><strong>364.39</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
b. Proposed Local Non-Motorized Facilities

Local projects that connect multiple communities within the MDOT Bay Region- For e.g. Bay/Midland/Saginaw Trail, Clio to Birch Run Trolley Line Trail, etc. And that may connect a community to a larger system- For e.g. Extension of the Saginaw Valley Rail Trail.

Table below lists all the proposed non-motorized connections in the following manner:

- County Name
- Start at: Starting location, intersecting street.
- On: Name of the street at which the non-motorized facility starts or goes along.
- End at: Ending location or intersecting street.
- On: Name of the street at ending location at which the non-motorized facility is identified.
- Through (cities, villages): Cities and villages through which the non-motorized facility passes that can be crucial in its development.

Individual County maps were prepared for in-depth analysis of the connection and discussion on the importance of the non-motorized facility. The local communities were also sent a Non-Motorized Public Input Form with questions regarding connection within the counties. Some of the trails also have a lot of history attached to them. The maps, forms and the descriptions will be kept as archival records and can be sought by contacting the EMCOG office.

Table 2. Bay Region Proposed Non-Motorized Connections showing Local Facilities (Tier-2)
Trails are described from West to East & from South to North

<table>
<thead>
<tr>
<th>County</th>
<th>Start-Point Intersecting Street</th>
<th>On</th>
<th>End-Point Intersecting Street</th>
<th>On</th>
<th>Through (Cities, Villages)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arenac</td>
<td>Old M-76</td>
<td>NCoL</td>
<td>Old M-76</td>
<td>Sterling</td>
<td></td>
</tr>
<tr>
<td>Arenac</td>
<td>Old M-76</td>
<td>Schoool Rd</td>
<td>City Limits Rd</td>
<td>Melita Rd</td>
<td>Sterling</td>
</tr>
<tr>
<td>Arenac</td>
<td>US-23/Huron Rd</td>
<td>Mackinaw Rd</td>
<td>Lake Shore</td>
<td>Main Street</td>
<td>Au Gres</td>
</tr>
<tr>
<td>Arenac</td>
<td>M-13</td>
<td>Pine River Rd</td>
<td>Delano-Nonle Railroad</td>
<td>Pine River Rd</td>
<td>Standish</td>
</tr>
<tr>
<td>Bay</td>
<td>Consumer's Easement</td>
<td>Consumer's Easement</td>
<td>S Mable St</td>
<td>Consumer's Easement</td>
<td>Pinconning</td>
</tr>
<tr>
<td>Bay</td>
<td>Delano-Nonle Railroad</td>
<td>E Pinconning Rd</td>
<td>Saginaw Bay</td>
<td>E Pinconning Rd</td>
<td></td>
</tr>
<tr>
<td>Bay</td>
<td>WCoL</td>
<td>W Townline 14 Rd</td>
<td>E Chip Rd</td>
<td>S Mackinaw Rd</td>
<td></td>
</tr>
<tr>
<td>------------</td>
<td>-----------</td>
<td>-----------------</td>
<td>-----------</td>
<td>---------------</td>
<td></td>
</tr>
<tr>
<td>Bay</td>
<td>W Townline 14 Rd</td>
<td>S 9 Mile Rd</td>
<td>N Euclid Ave</td>
<td>Lauria Rd</td>
<td></td>
</tr>
<tr>
<td>Bay</td>
<td>SCoL</td>
<td>Rogers Rd</td>
<td>W Townline 14 Rd</td>
<td>Rogers Rd</td>
<td>Midand</td>
</tr>
<tr>
<td>Bay</td>
<td>WCoL</td>
<td>W North Union Rd</td>
<td>Rogers Rd</td>
<td>W North Union Rd</td>
<td>Midland</td>
</tr>
<tr>
<td>Bay</td>
<td>Huron Eastern Railway</td>
<td>Woods</td>
<td>N Euclid Ave</td>
<td>Yorkshire Dr</td>
<td></td>
</tr>
<tr>
<td>Bay</td>
<td>Ohio St</td>
<td>2 mile Rd</td>
<td>E Beaver Rd</td>
<td>N Euclid Ave</td>
<td></td>
</tr>
<tr>
<td>Bay</td>
<td>N Schaumann Rd</td>
<td>W Ridge Rd</td>
<td>N Knight Rd</td>
<td>Tracey Rd</td>
<td>Bay City</td>
</tr>
<tr>
<td>Bay</td>
<td>7th St</td>
<td>W Center Rd</td>
<td>Cecelia Ct</td>
<td>W Center Rd</td>
<td>Bay City</td>
</tr>
<tr>
<td>Bay</td>
<td>SCoL</td>
<td>GT&amp;W Railway</td>
<td>27th St</td>
<td>GT&amp;W Railway</td>
<td></td>
</tr>
<tr>
<td>Bay</td>
<td>SCoL</td>
<td>M-84</td>
<td>Morton St</td>
<td>M-84</td>
<td>Bay City</td>
</tr>
<tr>
<td>Bay</td>
<td>WCoL</td>
<td>Along Delta Rd</td>
<td>M-84</td>
<td>Woods</td>
<td></td>
</tr>
<tr>
<td>Bay</td>
<td>SCoL</td>
<td>GT&amp;W Railway</td>
<td>Local Trail</td>
<td>Evergreen Dr</td>
<td>Bay City</td>
</tr>
<tr>
<td>Clare</td>
<td>E Colonville Rd</td>
<td>S Clare Avenue</td>
<td>N Harding Ave</td>
<td>Muskegon Rd</td>
<td>Harrison</td>
</tr>
<tr>
<td>Clare</td>
<td>WCoL</td>
<td>Cedar Rd</td>
<td>Thornapple Trail</td>
<td>Twin Lake Ave</td>
<td></td>
</tr>
<tr>
<td>Clare</td>
<td>City Loop</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Genesee</td>
<td>NCoL</td>
<td>Along Flint River</td>
<td>ECoL</td>
<td>Along Flint River</td>
<td>Flushing, Flint (Flint River Trail)</td>
</tr>
<tr>
<td>Genesee</td>
<td>Seymour Rd</td>
<td>Hill Rd</td>
<td>Flint River</td>
<td>W Court St</td>
<td>Swartz Creek, Flint (Genesee Valley Trail)</td>
</tr>
<tr>
<td>Genesee</td>
<td>E Maple Ave</td>
<td>CSX Railroad</td>
<td>Flint River</td>
<td>CSX Railroad</td>
<td>Flint (CSX Railroad-Line-South Flint)</td>
</tr>
<tr>
<td>Genesee</td>
<td>Stanley Rd</td>
<td>Saginaw Bay Southern CSX</td>
<td>NCoL</td>
<td>Saginaw Bay Southern CSX</td>
<td>Mt Morris, Clio (Tolley Line Trail-North)</td>
</tr>
<tr>
<td>Genesee</td>
<td>WCoL</td>
<td>Silver Lake Rd</td>
<td>Fenton Rd in Fenton</td>
<td></td>
<td>Linden, Fenton (Silver Lake Road Trail)</td>
</tr>
<tr>
<td>Genesee</td>
<td>SCoL</td>
<td>Seymour Rd</td>
<td>Flint River</td>
<td>Seymour Rd</td>
<td>Swartz Creek, Flushing (Seymour Rd Pathway)</td>
</tr>
<tr>
<td>County</td>
<td>Road Name</td>
<td>Start Road</td>
<td>End Road</td>
<td>Status</td>
<td></td>
</tr>
<tr>
<td>------------</td>
<td>--------------------------------</td>
<td>------------</td>
<td>---------------</td>
<td>---------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Genesee</td>
<td>W Shiawassee Av</td>
<td>Fenton Rd</td>
<td>W Hemphill Rd</td>
<td>Fenton (Fenton Rd Trail)</td>
<td></td>
</tr>
<tr>
<td>Genesee</td>
<td>SCoL</td>
<td>Consumer's Easement</td>
<td>Grand Blanc Rd</td>
<td>Consumer's Easement</td>
<td></td>
</tr>
<tr>
<td>Genesee</td>
<td>Hegel Rd</td>
<td>Consumer's Easement</td>
<td>Genesee Rd</td>
<td>Consumer's Easement</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Goodrich, Flint (Trolley Line Trail-South)</td>
<td></td>
</tr>
<tr>
<td>Gladwin</td>
<td>M-61/Cedar St</td>
<td>Consumer's Easement</td>
<td>ECoL</td>
<td>Consumer's Easement</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Gladwin</td>
<td></td>
</tr>
<tr>
<td>Gratiot</td>
<td>Cheasapeake and Ohio Railroad</td>
<td>N Luce Rd</td>
<td>NCoL</td>
<td>N Luce Rd</td>
<td></td>
</tr>
<tr>
<td>Gratiot</td>
<td>NCL</td>
<td>Charles Ave</td>
<td>Pine ave</td>
<td>Woods</td>
<td></td>
</tr>
<tr>
<td>Gratiot</td>
<td>SCoL</td>
<td>S State Rd</td>
<td>E Washington Rd</td>
<td>S State Rd</td>
<td></td>
</tr>
<tr>
<td>Gratiot</td>
<td>S Maple Street</td>
<td>E Washington Rd</td>
<td>Hill St</td>
<td>Alge Rd</td>
<td></td>
</tr>
<tr>
<td>Gratiot</td>
<td>W Madison Rd</td>
<td>Riverside Dr</td>
<td>NCoL</td>
<td>Riverside Dr</td>
<td></td>
</tr>
<tr>
<td>Gratiot</td>
<td>US-127</td>
<td>Along Maple River</td>
<td>ECoL</td>
<td>Woods</td>
<td></td>
</tr>
<tr>
<td>Gratiot</td>
<td>S McClelland Rd</td>
<td>Woods</td>
<td>ECoL</td>
<td>Woods</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Huron</td>
<td>SCoL</td>
<td>Bad Axe Rd</td>
<td>M-25</td>
<td>Lake St</td>
<td></td>
</tr>
<tr>
<td>Huron</td>
<td>SCoL</td>
<td>Huron &amp; Eastern Railway</td>
<td>Shebeon Rd</td>
<td>Huron &amp; Eastern Railway</td>
<td></td>
</tr>
<tr>
<td>Huron</td>
<td>SCoL</td>
<td>Grand Trunk Western Railway</td>
<td>M-25</td>
<td>Grand Trunk Western Railway</td>
<td></td>
</tr>
<tr>
<td>Isabella</td>
<td>E Blanchard Rd</td>
<td>Great Lakes Rail Trail</td>
<td>E Deerfiled Rd</td>
<td>Campus Dr</td>
<td></td>
</tr>
<tr>
<td>Isabella</td>
<td>E Broomfield Rd</td>
<td>Campus Dr</td>
<td>Summerton Rd</td>
<td>M-20</td>
<td></td>
</tr>
<tr>
<td>Isabella</td>
<td>E Broadway Rd</td>
<td>Summerton Rd</td>
<td>E Broadway Rd</td>
<td>Ojibway Dr</td>
<td></td>
</tr>
</tbody>
</table>

Chapter 3: Local Non-Motorized Facilities
<table>
<thead>
<tr>
<th>Lapeer</th>
<th>Southern Links Trail</th>
<th>Woods</th>
<th>N Lapper Rd</th>
<th>Woods</th>
<th>Ext of Polly Ann Trail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lapeer</td>
<td>Hummel Dr</td>
<td>Woods</td>
<td>past Snoblin Rd</td>
<td>Woods</td>
<td>Lapeer NCoL Huron &amp; Eastern Railway ECoL Huron &amp; Eastern Railway Clifford</td>
</tr>
<tr>
<td>Lapeer</td>
<td>Main Rd, Clifford</td>
<td>Woods</td>
<td>NCoL</td>
<td>Woods</td>
<td>Clifford</td>
</tr>
<tr>
<td>Midland</td>
<td>Pine River Rd</td>
<td>SCoL</td>
<td>Pine River Rd</td>
<td>Dublin Rd</td>
<td></td>
</tr>
<tr>
<td>Midland</td>
<td>Wheeler Rd</td>
<td>Dublin Rd</td>
<td>E Shearer Rd</td>
<td>Saginaw Bay Southern Railway Midland</td>
<td></td>
</tr>
<tr>
<td>Midland</td>
<td>Sturgeon Rd</td>
<td>Huron Eastern Railway M-20 Illinois Dr Midland</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Midland</td>
<td>Huron Eastern Railway</td>
<td>N Waldo Rd ECoL Wackerly Rd Midland</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Midland</td>
<td>E Progress St</td>
<td>Poseyville Rd M-20 Waldo Rd Midland</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saginaw</td>
<td>NCoL</td>
<td>Along Rogers Rd ECoL Along Buck Rd</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saginaw</td>
<td>Mackinaw Rd</td>
<td>Consumer's ROW Loop to Consumer's ROW Huron Eastern Railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saginaw</td>
<td>Harger Line Trail</td>
<td>M-15 Harger Line Trail N Towerline Rd</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saginaw</td>
<td>State St</td>
<td>Dixie Hwy ECoL E Tuscola Rd Frankenmuth</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saginaw</td>
<td>W Tuscola Rd</td>
<td>S Beyer Rd Bradley Rd S Beyer Rd Frankenmuth</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saginaw</td>
<td>E Tuscola Rd</td>
<td>S Block Rd Bradley Rd S Block Rd Frankenmuth</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saginaw</td>
<td>S Beyer Rd</td>
<td>Baker Rd S Block Rd Baker Rd Frankenmuth</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saginaw</td>
<td>S Gera Rd</td>
<td>Junction Rd S Block Rd Junction Rd Frankenmuth</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saginaw</td>
<td>E Townline Rd</td>
<td>S Gera Rd Weiss St S Gera Rd Frankenmuth</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saginaw</td>
<td>Davis Rd</td>
<td>Crane Rd Melbourne Rd Woods</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saginaw</td>
<td>Huron Eastern Railway</td>
<td>Along Saginaw River NCoL Along Saginaw River Saginaw, Zilwaukee</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saginaw</td>
<td>NCL Zilwaukee</td>
<td>Woods NCoL Woods</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saginaw</td>
<td>Teft Rd</td>
<td>Stroebel Rd Ederer Rd Loops Around</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saginaw</td>
<td>State Rd</td>
<td>M-47 Saginaw River Gallaghar St Saginaw</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saginaw</td>
<td>Saginaw River</td>
<td>Along CassRiver ECoL Along CassRiver Frankenmuth</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saginaw</td>
<td>SCoL</td>
<td>Saginaw Bay Southern Railway Harger Line Trail Saginaw Bay Southern Railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saginaw</td>
<td>SCoL</td>
<td>M-13 Gary Rd M-13</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>County</td>
<td>Section</td>
<td>Local Facility</td>
<td>Great Lakes Central Railway</td>
<td>Pine St</td>
<td>Great Lakes Central Railway</td>
</tr>
<tr>
<td>----------</td>
<td>---------</td>
<td>----------------</td>
<td>-----------------------------</td>
<td>--------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>Saginaw</td>
<td>SCoL</td>
<td>Great Lakes Central Railway</td>
<td>Pine St</td>
<td>Great Lakes Central Railway</td>
<td>St Charles</td>
</tr>
<tr>
<td>Saginaw</td>
<td>WCoL</td>
<td>Along Maple River</td>
<td>Great Lakes Central Railway</td>
<td>Pine St</td>
<td>St Charles</td>
</tr>
<tr>
<td>Sanilac</td>
<td>WCoL</td>
<td>Bad Axe Rd</td>
<td>Bay City Forestville Rd</td>
<td>M-25</td>
<td>Bay City Forestville Rd</td>
</tr>
<tr>
<td>Sanilac</td>
<td>WCoL</td>
<td>Potts Rd</td>
<td>NCoL</td>
<td>Potts Rd</td>
<td></td>
</tr>
<tr>
<td>Sanilac</td>
<td>WCoL</td>
<td>ITC Easement</td>
<td>Decker Rd</td>
<td>ITC Easement</td>
<td>ITC Trail</td>
</tr>
<tr>
<td>Sanilac</td>
<td>WCoL</td>
<td>Albertson Rd</td>
<td>SCoL</td>
<td>Huron &amp; Eastern Railway</td>
<td>Marlette, Brown City, Melvin</td>
</tr>
<tr>
<td>Tuscola</td>
<td>NCL Caro</td>
<td>Colling Rd</td>
<td>NCoL</td>
<td>M-24</td>
<td>Caro, Unionville</td>
</tr>
<tr>
<td>Tuscola</td>
<td>SCoL</td>
<td>Huron &amp; Eastern Railway</td>
<td>NCoL</td>
<td>Woods</td>
<td>Mayville, Caro</td>
</tr>
<tr>
<td>Tuscola</td>
<td>W Barnes Rd</td>
<td>Old Rail Trail E of M-24</td>
<td>Fox St</td>
<td>Old Rail Trail E of M-24</td>
<td>Mayville</td>
</tr>
<tr>
<td>Tuscola</td>
<td>ECL Vassar</td>
<td>W Saginaw Rd</td>
<td>Fox St, Mayville</td>
<td>W Saginaw Rd</td>
<td></td>
</tr>
<tr>
<td>Tuscola</td>
<td>Ellis Rd, Millington</td>
<td>Huron &amp; Eastern Railway</td>
<td>ECoL</td>
<td>ITC Trail</td>
<td>Millington, Vassar, Caro</td>
</tr>
<tr>
<td>Tuscola</td>
<td>Huron &amp; Eastern Railway</td>
<td>Mertz Rd</td>
<td>Huron &amp; Eastern Railway</td>
<td>Caro City</td>
<td>Caro</td>
</tr>
<tr>
<td>Tuscola</td>
<td>SCoL</td>
<td>Grand Trunk Western Railway</td>
<td>NCoL</td>
<td>Grand Trunk Western Railway</td>
<td>Kingston, Cass City, Gagetown</td>
</tr>
</tbody>
</table>
Chapter 4: Conclusion

a. How to use this Plan

The Bay Region Non-Motorized Transportation Plan is a guide for planning and developing non-motorized facilities in the thirteen county MDOT Bay Region. It clarifies the regional linkages needed to connect individual non-motorized plans between counties, cities, townships and villages. The plan lends support and justification for funding requests by local units of government, collaborative partnerships and state-local transportation agencies. Non-Motorized projects that are part of or connect with regional non-motorized network in an adopted regional plan are looked upon in a favorable light by funding agencies from state and federal programs to foundations and philanthropic organizations. Municipalities and non-motorized transportation advocates should utilize this plan to seek funding support and other assistance in their non-motorized facility development and improvement efforts.

The plan is a living document that represents the current non-motorized transportation needs in the Bay Region. It will need to be updated periodically as sections of non-motorized facilities are built, other potential non-motorized connections are found or the needs within a community changes. The plan can be used as a basis for developing local non-motorized facilities plan by the counties, townships, cities and villages. It can also serve as a guiding document for the local enthusiastic groups to forward the efforts of regional connectivity.

As local plans are revised and updates, especially any elements that would integrate with this plan, it is important and appreciated if those revisions are shared with the MDOT Bay Region office, the MDOT Transportation Service Center that serves the community and the East Michigan Council Of Governments. This will enable for this plan to be kept current as a living document. These agencies are located as follows:

MDOT Bay Region, 55 E Morley Drive, Saginaw, MI 48601

MDOT-Bay City TSC, 2590 E. Wilder Rd, Bay City, MI 48706

MDOT-Cass City TSC, 6867 E. Cass City Rd, Cass City, MI 48726

MDOT- Davison TSC, 9495 E. Potter Road, Davison, MI 48423

MDOT-Mt. Pleasant TSC, 1212 Corporate Drive, Mt. Pleasant, MI 48858

East Michigan Council or Governments- EMCOG, 3144, Davenport Avenue, Suite 200, Saginaw, MI 48602
Appendix

a. Non-Motorized Facility Public Input Form

This form was circulated along with the proposed routes maps for additional public input on the proposed networks.

1. Your Name, Phone number and affiliation:________________________________________
   ____________________________________________________________________________

2. County: _____________________________________________________________________

3. Proposed Trail # as on the map: _______________________________________________

4. Suggested Name(s) of the Proposed Trail: _______________________________________

5. Trail History: (Please share your knowledge of the area)____________________________
   ______________________________________________________________________________
   ______________________________________________________________________________
   ______________________________________________________________________________
   ______________________________________________________________________________
   ______________________________________________________________________________
   ___________________________________________

6. Local Importance of the Proposed Trail:_________________________________________
   ______________________________________________________________________________
   ______________________________________________________________________________

7. Regional Importance of the Proposed Trail:_______________________________________
   ______________________________________________________________________________

8. Order of Priority amongst other proposed trails within the county: (Please list all in your order of decreasing preference from the map). If possible please give reason for your preference. (Optional)
   ______________________________________________________________________________
   ______________________________________________________________________________

9. Issue related to trail development that should be considered:
   ______________________________________________________________________________

10. Other points of information, groups involved in trails, funding options in mind:
    ______________________________________________________________________________

11. Prefer which of these:
    On-System/Highway Shoulder Trail or Separately designated Trail
b. Existing Parks in the Bay Region

The following is the list of state, county and local parks that are considered potential destinations for non-motorized users which should be considered as the Bay Region network is developed. Not all of them can be served by the inter-regional networks, but should be accessible through local trails, paths, paved shoulders or low volume roadways: (Note: Apart from this list these are many public and quasi-public facilities like Schools, Colleges, Libraries, Township, Village and City halls, Cemeteries that can be used as public areas.)

Arenac
1. County Fairgrounds
2. Oasis Lake Park
3. Youngman Park
4. AuGres City Park
5. Standish City Park
6. Sterling Village Playground
7. Turner Village Playground
8. AuGres City Play lot
9. Deep River Township Ballpark
10. Maple Ridge Ballpark
11. Melita Ballpark
12. Moffatt Township Ballpark

Bay
13. Auburn City Park
14. Bay City state Recreation Area
15. Keit Wetland Reserve
16. Nayanquing Point State Wildlife Area
17. Williams Township Park

Genesee
18. Linden County Park
19. For-Mar Nature Preserve and Arboretum
20. Genesee Recreation Area
21. Flushing County Park
22. Jack N. Abernathy Regional Park
23. Ligon Outdoor Center
24. Kearsley Park
25. Flushing Township Nature Park
26. Kelly Lake Park
27. Dauner-Martin Nature Sanctuary

Gladwin
28. Gladwin North Park
29. Ross Lake Park
30. Leo Ross Memorial Park
31. Sugar Springs Campground
32. Calhoun Campground
Gratiot
33. WestPark
34. Paul Hubscher Park
35. Reed County Park

Huron
36. Sleeper State Park
37. Wagener County Park
38. Huron County Nature Center
39. Port Crescent State Park

Isabella
40. Gilmore Memorial Park
41. Majeske Lansing
42. Coldwater Lake Family Park
43. Deerfield Nature Park
44. Maynard S. Gilmore Park
45. Herrick Recreation Area
46. Meridian County Park

Lapeer
47. General Squier County Park
48. Mill Race Water park
49. Torzewski County Park
50. Wetlands Water park

Midland
51. Laur Big Salt River Park
52. Manitou Park
53. Pine Haven Recreation Area
54. River Trails Heritage Park
55. Sanford Lake Park
56. Veterans Memorial Park

Sanilac
57. Delaware Park
58. Evergreen Park
59. Forester Park
60. Lexington Park
61. Lexington Tierney Park
62. Lakeport State Park
63. Sanilac Petroglyphs Historic State Park
64. River Bend (Swinging Bridge)
65. Gingersnap Park
66. Harrington St. Park
67. P.L. Graham Memorial Park
68. Truman Park
69. Sandusky City Park
70. Marlette Community Park & Pool
Bay Region Non-Motorized Transportation Plan

Saginaw
71. Crow Island State Game Area
72. Green Point Environmental Learning Center
73. Riverwalk and Central Parks
74. Shiawassee National Wildlife Refuge
75. Swan Creek Township Park
76. Tittabawassee Township Park
77. Shiawassee River Game State Area
78. Imerman Memorial Park
79. William H. Haithco Park
80. Price Nature Center
81. Veterans Memorial Park

Tuscola
82. Vanderbilt County Park & Campground
83. Akron Village Park
84. Darbee Farm Park
85. AYSO Soccer Park
86. Almer Twp. Community Park
87. Arthur Latham Park
88. Atwood Park
89. Bieth Park
90. Tuscola County Fairgrounds
91. Chippewa Landing Park
92. Colonial Park
93. Williamsburg Subdivision Park
94. Northwood Heights Park
95. Cass City Recreation Park
96. Cedarwood Park
97. Fairgrove Community Park
98. Mulberry Park
99. Gagetown Village Park
100. Indianfields Township Park
101. Kingston Memorial Park
102. Ohmer Park
103. Bodeis Park
104. Reese Community Park
105. Reese Memorial Park
106. Tuscola Twp. Community Park
107. Unionville Community Park
108. Kemp Memorial Park
109. Harper Park
110. Hillside Park
111. White Birch Park
112. McKinley School Park
113. Vassar Lion's Park
114. Vassar Riverside Park
115. Vassar Riverside RV Park
116. Vassar Memorial Park
117. Vassar Fairgrounds
118. Fostoria Park
119. North Lake Murphy Park
Funding and Maintenance

a. Funding Sources

Historically, only a small percentage of the total public transportation funds have been committed to bicycle and pedestrian projects and programs. If biking and walking are to receive a greater mode share in the future, investments in such projects and programs needs to increase.

While this document is not the final word on trail development in the Bay Region, it is meant to provide local units and the region as a whole, with the guidance and know how to move in the right direction. This strategy is preliminary, and is meant to be reviewed and updated as conditions and opportunities change.

Funding for non-motorized projects and programs is available through a number of sources and organizations that offer funding for the development of non-motorized trail systems. The Federal Government, Michigan State Government, nonprofit organizations and corporations are all great places to look for trail funding. The following are a few common funding resources, but it is important to note that this list is not complete and trail advocates should try to keep up on new possible sources of funding.

1. Federal Programs: Federal programs currently provide the majority of funds going to bicycle and pedestrian projects and programs. Federal funds are distributed to local governments via state and regional processes. Local governments schedule construction of planned projects only after funds have been secured through regional or state competitive review processes. The Intermodal Surface Transportation Efficiency Act (ISTEA) and the Transportation Equity Act for the 21st Century (TEA 21), along with current reauthorization legislation Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA – LU) have historically led the way in federal funding sources for bicycle and pedestrian transportation. The programs within these federal bills that are frequently used to fund bicycle and pedestrian projects and programs include the Surface Transportation Program (STP), Congestion Management and Air Quality (CMAQ), Enhancement Program, Recreational Trails Program, Federal Lands Highway Program and the National Scenic Byways Program. Transit funding programs such as the Federal Transit formula programs and Job Access and Reverse Commute Program also may fund bicycle and pedestrian projects if they increase access to and efficiency of transit facilities.

Transportation Improvement Program (TIP)
The Transportation Improvement Program (TIP), prepared by the County Metropolitan Planning Commission or Road Commission in accordance with state law and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), is a four-year schedule and budget of proposed transportation improvements within the MPO. The TIP addresses transportation projects and programs to...
include; federal, state and local highways, transit, ride sharing, bikeways, and pedestrian facilities.

**Transportation Enhancement Funds (MDOT)**

Under Federal law, 10% of federal surface transportation funding is set aside for Transportation Enhancement projects. The Enhancement Grants are administered by MDOT and are used to enrich local communities through landscape, streetscape, bike lanes and bike path development. Like most federal funding, a local funding match is required to supplement federal dollars. This particular program will provide up to 80% of the total project cost with the remaining 20% coming from state and local entities. For more information, please contact the Michigan Department of Transportation at (517) 373-2090, or visit their website at [www.michigan.gov/tea](http://www.michigan.gov/tea).

**Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

The primary goal of this program is to reduce traffic congestion and enhance air quality. These funds can be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects such as maps, brochures, and public service announcements related to safe bicycle use. Funds are available to counties designated as non-attainment areas for air quality, based on federal standards – Benzie and Mason.

**Highway Safety Programs**

For the State and Community Highway Safety Grants, pedestrian and bicycle safety remain priority areas.

**Safe Routes to School (SR2S) [www.saferoutesmichigan.org](http://www.saferoutesmichigan.org)**

Under SAFETEA-LU, funding was allocated for a new national Safe Routes to School program to construct new bike lanes, pathways, and sidewalks, and education and promotion campaigns in elementary and secondary schools.

**National Scenic Byways Program**

These funds may be used for “construction of a facility for pedestrians and bicyclists along a scenic byway”.

**Recreational Trails Program**

Of the funds apportioned to the state, 30% must be used for motorized trail use, 30% for non-motorized trail uses, and 40% for diverse trail uses (any combination).

Federally-funded transportation facilities for pedestrians must meet the requirements of the Americans with Disabilities Act Accessibility Guidelines (ADAAG) standards.

2. **State Programs:**

**Michigan Natural Resources Trust Fund**

Since 1976, the MNRTF has been providing financial assistance to local governments and the Department of Natural Resources (DNR) to purchase land or rights in land for public
recreation or protection because of its environmental importance or its scenic beauty. Amounts ranging from $15,000 to $500,000 are available. Any person, organization, or unit of government can submit a land acquisition proposal; however, development proposals are only accepted from state and local governments. State and local units applying for these grants must include a minimum local match of 25% of the total project cost. For more information please contact the Michigan Department of Natural Resources, Grants Program at 517-373-9125 or visit http://www.michigan.gov/dnr/0,1607,7-153-10366_37984---,00.html

**Land and Water Conservation Fund**
The National Park Service operates the Land and Water Conservation Funds which administers federal funding to state and local governments for the acquisition and development of public outdoor recreation areas and facilities. Grant applications are available through The Michigan Department of Natural Resources until July 1st of the application year and require a 50% local funding match. For more information please contact the Michigan Department of Natural Resources, Grants Program at (517)373-9125 or visit www.michigan.gov/dnr.

**Community Development Block Grants**
The primary objective of the Community Development Block Grant Program is to develop viable urban communities by providing decent housing, a suitable living environment and expanded economic opportunities for people of low and moderate income. CDBG funds can also be used as local match funds for federal and state grants such as Enhancement Grants. All activities carried out under the Community Development Block Grant program must meet one of the three national objectives:

- Benefiting low to moderate income persons
- Aids in the elimination or prevention of slum or blight
- Addressing an urgent community need

Communities are encouraged to apply for CDBG for trail development as long as the trail will meet one of the objectives.

**Special Initiative Campaign – Develop a Michigan Trailways Fund**
The bicycling community could develop and campaign. Similar work is being done in southeast Michigan through their Trust that they created.

3. **Local Programs:** Funding for bicycle and pedestrian projects is also raised through property taxes, special bond levies and other local initiatives. Several local initiatives have been created through local parks programs to purchase and develop abandoned rail road right-of-way into non-motorized trails. Implementation of portions of the network can be accomplished through coordination with current or planned Capital Improvement Projects (CIP). However, to be effective, such coordination must begin as early as possible in the design phase.

**Millages**
Local communities may have dedicated millages for sidewalks or other non-motorized facilities. These dedicated funding sources ensure the development and continued expansion of a non-motorized network within a community and also ensure that it will be properly maintained over time.

**Pay Boxes on Trails**
Each trail gets its own dollars but there is the maintenance of the boxes, and lightly used trails might not collect enough funds. There is potential vandalism of the boxes.

**Licensing Fee for Bicycles**
Credibility from users paying their own way. It would increase the cost of bicycles in Michigan but would be a steady stream of funds. There are a number of unanswered questions with this approach such as: Who would collect the fees? Who would receive the fees? Who would enforce?

**Establish Recreational Authorities**
Steady stream of funds but it would take time to push local legislation through and then the time it would take to advocate for increases in future years. Please see Appendix B.

**Local Option Resort Tax/Statewide Tax**
Towns with many tourists can charge sales tax on meals, lodging, entertainment, and recreation. Steady stream of funds but it would take time to push local legislation through and then the time it would take to advocate for increases in future years. Hotel room tax would require a change in state law.

**Distance Surcharge Fee**
Sliding scale system creates economic incentives for developers to locate projects closer to town centers, and facilities fee for new users who come because of new development. Steady stream of funds in areas of high use but it would take time to push local legislation through and then the time it would take to advocate for increases in future years.

**Endowment Fund**
Create an endowment fund for the trail at a local community foundation. Local funding keeps control local. Richer communities could use this but it might leave out poorer and/or less populated communities. Example: Midland County Parks Commission’s Pere Marquette Rail-Trail Maintenance Endowment Funds; Department of Parks and Recreation; 220 W. Ellsworth Street; Midland MI 48640-5194; 989-832-6874.

4. **Private Agencies:** Private agencies fund many bicycle and pedestrian improvements, especially sidewalks and pedestrian circulation projects in new developments. Local governments regulate the level of bicycle and pedestrian accommodation that must be provided in private development projects. The degree and manner in which this is done varies greatly among jurisdictions. Even within a jurisdiction, the presence and quality of bicycle and pedestrian facilities may
fluctuate from one block to the next if different standards were in place during various phases of development.

**Ruth Mott Foundation**
Ruth Mott Foundation’s mission is to advocate, stimulate, and support community vitality. The Foundation supports the beautification of the community in order to enhance neighborhoods and quality of life in the greater Flint area for its residents and visitors. Through a broad array of approaches, Ruth Mott Foundation seeks to engage the community in beautifying the environment, ranging from the creation of public art and architectural excellence to watershed enhancement, tree planting, community gardening, and removal of weeds, trash and blight. In the past the Ruth Mott Foundation has supported trail development in Genesee County and plans to extend that support on into the future. For more information, please call (810) 233-0170.

**DALMAC Fund**
Since 1975, the DALMAC fund has been supporting bicyclists and bicycle trail development throughout the State of Michigan. Administered through the Tri-County Bicycle Association (TCBA), this grant program is open to any entities performing bike safety and educational efforts, involved in the development of bike trails, or engaged in route mapping. For more information please call the TCBA at (517) 882-3700 or visit [www.biketcba.org](http://www.biketcba.org).

**Kodak American Greenways Program**
Eastman Kodak, The Conservation Fund, and the National Geographic Society provide small grants to stimulate the planning and design of greenways in communities throughout the nation. Grants may be used for activities such as: mapping, ecological assessments, surveying, conferences and design activities; developing brochures, interpretative displays, audio-visual productions or public opinion surveys; hiring consultants, incorporating land trusts, building a foot bridge, planning a bike path or other creative projects. While community groups and non-profits are given preference, public agencies are allowed to apply. The maximum grant is $2,500; however, most grants range from $500 to $1,500. For more information please contact The Conservation Fund at (703) 525-6300 or visit [www.conservationfund.org](http://www.conservationfund.org).

**ADD BIKES BELONG**
http://www.bikesbelong.org/grants
b. Facility Maintenance

It is not enough to simply build facilities for non-motorized travel. A non-motorized facility plan should include maintenance policies. It should identify the agencies responsible for maintaining facilities, the maintenance standards that are to be applied, how users should report maintenance needs, and special activities such as snow clearing and litter cleanup.

1. Trail and Path Maintenance

Trail maintenance is an indispensable aspect of trail planning. A clean, safe trail will promote further use by residents. The implementation of a good maintenance strategy not only helps to sustain a safer trail environment, but can also instill a sense of community pride in local citizens. There are a number of different activities associated with trail maintenance:

- Sign replacement
- Repaint pavement markings
- Trim vegetation to maintain sight distance
- Remove fallen trees
- Patch pavement holes and cracks
- Clean drainage systems
- Sweep to remove debris
- Mow shoulders and other areas
- Pick up trash, empty trash cans
- Maintain trail furniture and other support facilities
- Clean & repair restroom facilities as needed
- Remove any graffiti

The removal of snow and ice is an important concern when dealing with trail maintenance. Trail owners must decide whether or not their trail will be open during the winter months. If it is decided to keep it open, snow and ice must be cleared from the trail way.

- \textit{Establish a maintenance policy and plan} – Establish written procedures that specify maintenance standards, schedule, quality control, and follow-up that will be used for pedestrian facilities, based on “current best practices.”

- \textit{Repairs} – Inspect trails and paths regularly for surface irregularities, such as potholes and cracks, and damage to signage and lighting. Repair potentially hazardous conditions quickly.
• **Cleaning** – Maintain a high standard of cleanliness. Provide adequate garbage cans and regular garbage pickup.

• **Establish a citizen reporting system** – Encourage citizens to report pedestrian and bicycle facility maintenance needs, garbage and graffiti, and other problems. Publicize a particular telephone number and email address for submitting information.

• **Sweeping** - Establish a seasonal sweeping schedule. In curbed areas sweepings should be picked up, on open shoulders, debris can be swept onto gravel shoulders. In the fall, provide extra sweepings to pick up fallen leaves.

• **Vegetation** – Vegetation may impede sight lines, or roots may break up the travel surface. Vegetation should be cut back to ensure adequate sight lines, and intrusive tree roots may be cut back to keep the walkway surface smooth and level.

• **Drainage** – Malfunctioning drainage systems may cause accumulations of water at pedestrian crossings.

• **Snow Removal** – Snow and ice can make pedestrian travel slow and hazardous. Snow should be removed from sidewalks to ensure safe passage of pedestrian facilities.

• **Animal control** – Establish guidelines for pet behavior. Indicate where dogs must be leashed and where they may run free. Require dog owners to remove droppings, and provide adequate garbage cans. Some communities even maintain a supply of plastic bags along trails, to help dog owners perform this service.

• **Street Markings** – bike lane and crosswalk markings may become difficult to see over time. These should be inspected regularly and retraced when necessary.

• **Utility Cuts** – Poorly performed sidewalk cuts for utilities may leave an interrupted surface for pedestrians. Cuts in sidewalk should be back filled with concrete to the sidewalk grade – so the result is as smooth as a new sidewalk.

• **Volunteers and Sponsorships** – where funding is limited, volunteers and sponsors can help patrol, clean and maintain public trails and related facilities.

The **Michigan Trails and Greenways Alliance (MTGA)** did a survey in Summer 2006 of 69 trails within the State asking 64 questions about Trail Administration, Maintenance, Surface, Personnel, Equipment, Features, Signs, Access Control and Public Safety. It included several of Bay Region trails also. Some of the results from the survey are as follows:

• Paved asphalt trail maintenance activities included 63% Pothole Repairs, 57% Surface Cleaning, 43% Coating or Sealing, 40% Pavement Marking Replacement, 33% Snow Removal and 23% Repaving of Surface.
- Non-Asphalt surface maintenance activities included 47% Clearing Trash/Debris, 37% Grading of Surface, 33% Fill-in Patching, 13% Resurfacing and 3% Surface Cleaning.

- Maintenance of the adjacent lands included Mowing, tree Pruning, Litter Clean up to a larger extent followed by Invasive Species Removal, tree & Shrub Planting, Flower and Ground Cover Planting, etc.

- Equipment owned usually included Pick-up Truck, Dump Truck, Light Tractor, Backhoe and Paver.

- Parking - Almost two-thirds utilized shared parking at some private or public lots.

- Facilities - Nearly 54% had restroom facilities, picnic tables and/or benches.

2. Roadway Maintenance

What may be an adequate pavement surface for automobiles (with four wide, low-pressure tires) can be hazardous for cyclists (two, high-pressure tires). Small rocks, branches, and other debris can deflect a wheel, minor ridges in the pavement can cause spills, and potholes can cause wheel rims to bend. Wet leaves are slippery and cause cyclists to fall. Gravel blown off the travel lane by traffic accumulates in the area where bicyclists ride. Broken glass can easily puncture tires. Below are some types of targeted maintenance (ITE, 1998).

- **Surface Repairs** – Inspect bikeways and road shoulders regularly for surface irregularities, such as potholes, pavement gaps or ridges. Such hazards should be repaired quickly.

- **Sweeping** - Establish a sweeping schedule. Sweeping road shoulders of accumulated sand and gravel in the springtime, and fallen leaves in the autumn where they accumulate. Sweepings should be picked up rather than just pushed aside in areas with curbs. Driveway approaches may be paved to reduce loose gravel on paved roadway shoulders.

- **Pavement Overlays** – Where new pavement is installed, extend the overlay to the edge of the roadway. If this is not possible, ensure that no ridge remains at the edge of the road shoulder or bike lane. Do not leave a ridge within the bike travel area. Drain grates should be within 6 millimeters of the pavement height to create a smooth travel surface. Special attention should be given to ensure that utility covers and other road hardware are flush with new pavement.

- **Rail Crossings** – Rail crossings can be hazardous to cyclists, particularly if they are at an oblique angle. Warning signs and extra space at the road shoulder can allow...
cyclists to cross at a 90° angle. A special smooth concrete apron or rubber flange may be justified at some crossings.

- **Vegetation** – Vegetation may impede sight lines, or roots may break up the travel surface. Vegetation should be cut back to ensure adequate sight lines, and invasive tree roots may be cut back to preserve the travel surface.

- **Street Markings** – Bike lane markings signal loop indicators may become hard to see over time. These should be inspected regularly and retraced when necessary.

- **Snow removal** – Road plowing should extend into the lane space used by cyclists. Spot salting intersections often creates a hazardous icy patch just past the melted intersection. Trails that get significant winter cycling should be plowed unless they are relegated to ski/snowshoe users.

- **Roadway Markings** – Whenever roadway markings are used, traction or non-skid paint should be used to avoid the markings becoming slippery in wet weather.
### TRAILS: USEFUL LIFE & ESTIMATED COSTS

#### Hardscaping (Trail Surfaces)

<table>
<thead>
<tr>
<th>Items</th>
<th>Materials/Description</th>
<th>Useful Life</th>
<th>Unit Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Trails (class I)</td>
<td>(Generally 10 Feet Wide)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Asphalt Resurfacing/Chip Seal</td>
<td>Resurface asphalt surface w/ Chip Seal &amp; center line striping</td>
<td>10 years</td>
<td>$0.60 SF</td>
</tr>
<tr>
<td>Asphalt Overlay</td>
<td>1&quot; overlay of asphalt w/ centerline striping</td>
<td>20 years</td>
<td>$1 SF</td>
</tr>
<tr>
<td>Concrete</td>
<td>Removal and replacement</td>
<td>50 years</td>
<td>$7 SF</td>
</tr>
<tr>
<td>Decomposed Granite (DG)</td>
<td>Replacement of D.G</td>
<td>5 years</td>
<td>$1 SF</td>
</tr>
<tr>
<td>Aggregate Sub-base (AB)</td>
<td></td>
<td>6 years</td>
<td>$3 SF</td>
</tr>
<tr>
<td>Concrete Containment Curb</td>
<td></td>
<td>50 years</td>
<td>$15 LF</td>
</tr>
</tbody>
</table>

#### Parking Lot

<table>
<thead>
<tr>
<th>Items</th>
<th>Materials/Description</th>
<th>Useful Life</th>
<th>Unit Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asphalt Overlay</td>
<td>1&quot; Overlay of asphalt, repair, restripe &amp; paint handicap logo</td>
<td>20 years</td>
<td>$1.50 SF</td>
</tr>
<tr>
<td>Lighting</td>
<td>Poles and lighting fixtures</td>
<td>30 years</td>
<td>$1,500 EA</td>
</tr>
</tbody>
</table>

#### Structures

<table>
<thead>
<tr>
<th>Items</th>
<th>Materials/Description</th>
<th>Useful Life</th>
<th>Unit Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete Undercrossings</td>
<td>Complete Replacement</td>
<td>50 years</td>
<td>$150 LF</td>
</tr>
<tr>
<td>Concrete Bridges</td>
<td>Complete Replacement</td>
<td>50 years</td>
<td>$400 LF</td>
</tr>
<tr>
<td>Wood Bridges</td>
<td>Complete Replacement</td>
<td>20 years</td>
<td>$500 LF</td>
</tr>
<tr>
<td>Steel Bridges/overcrossings</td>
<td>Complete Replacement</td>
<td>30 years</td>
<td>$750 LF</td>
</tr>
<tr>
<td>Boardwalk</td>
<td>Complete Replacement</td>
<td>20 years</td>
<td>$400 LF</td>
</tr>
<tr>
<td>Replace wood Deck</td>
<td>Steel frame bridge with wooden deck</td>
<td>20 years</td>
<td>$100 LF</td>
</tr>
</tbody>
</table>

#### Site Equipment / Furniture (Support Facilities)

<table>
<thead>
<tr>
<th>Items</th>
<th>Materials/Description</th>
<th>Useful Life</th>
<th>Unit Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Doggie Stations</td>
<td>Complete Replacement</td>
<td>15 years</td>
<td>$1,200 EA</td>
</tr>
<tr>
<td>Benches</td>
<td>Custom: Recycled Plastic with cobble siding</td>
<td>15 years</td>
<td>$1,200 EA</td>
</tr>
<tr>
<td>Barrier Posts</td>
<td>6&quot; x 6&quot; pressure treated posts</td>
<td>15 years</td>
<td>$12 LF</td>
</tr>
<tr>
<td>Bike Lockers</td>
<td>Metal lockers - 2 bikes per locker</td>
<td>10 years</td>
<td>$350 EA</td>
</tr>
<tr>
<td>Kiosks</td>
<td>Redwood structure, cobble base, with composite shingle roof</td>
<td>15 years</td>
<td>$2000 EA</td>
</tr>
<tr>
<td>Trash Cans</td>
<td>Metal container w/ concrete base</td>
<td>15 years</td>
<td>$500 EA</td>
</tr>
</tbody>
</table>

#### Fencing

<table>
<thead>
<tr>
<th>Items</th>
<th>Materials/Description</th>
<th>Useful Life</th>
<th>Unit Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tubular Steel</td>
<td>Painted black - similar to wrought iron</td>
<td>20</td>
<td>$40 LF</td>
</tr>
<tr>
<td>Post &amp; Cable</td>
<td>4 x 4 x 6 wooden posts &amp; metal cable</td>
<td>15</td>
<td>$10 LF</td>
</tr>
</tbody>
</table>

Source: www.parks.ca.gov
d. Funding Application Process

The Rails-To-Trails Conservancy is an excellent resource for any agency thinking about trail development. Here are some quick tips they offer for fund raising and grant writing:

• **Develop a fund raising plan for your projects**: Begin with your estimated project cost and set funding goals from key sources. This is a valuable resource because foundations often require you to show percentages of funding anticipated from each source.

• **Identify key components of your project that can be tailored to specific funding sources**: Without compromising your project, try to develop a list of mini projects tailored to the interests of a number of different funding sources.

• **Complete all planning elements prior to submitting funding requests**: Seeking funding prematurely is not advisable as you often only get one chance to make a positive impression on a potential funding agency.

• **Start by writing a two-page summary letter**: This helps to succinctly define your project and your request for support. Many funding sources provide guidelines for the initial “inquiry” letter. Make sure you follow their guidelines.

• **Create a credible team prior to seeking funding**: Funding agencies are interested in not only the quality of your project, but the quality of your organization or team as well.

• **Establish strong partnerships and demonstrate coordination**: Funding agencies are interested in strong partnerships and coordination among agencies. They especially like to see public and private sectors working together to leverage funds.

• **Establish broad community support prior to seeking funding**: At a minimum, all project partners should provide “lead” funding, both cash and in-kind services, where feasible. If you do not have “lead” funding, attach support letters from individuals, local businesses, civic groups and others to your request.

• **Submit proposals**: Once the research is completed, partners are in place, backed by a solid plan, submit proposals to your target list of funding agencies. Make sure to follow any and all guidelines set forth by potential funding agencies.

• **Complete all follow-up documentation; thank and recognize donors**: Make sure you send thank-you letters recognizing receipt of donations and complete any required follow-up documentation.