

# Genesee County Regional Non-Motorized Technical Report



# Genesee County Regional Non-Motorized Plan

2014



*Prepared by the Genesee County Metropolitan Planning Commission*



# Genesee County Regional Non-Motorized Plan

Genesee County Metropolitan Alliance

July 2014



GeneSEE the Future: Mobility 2040

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Flint River Corridor Alliance  
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National Parks Service  
Flint Journal

*And all the local units of government who helped find the best trail connections through their communities*

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## Executive Summary

The Genesee County Regional Non-Motorized Plan provides a framework for creating an interconnected system of trailways throughout Genesee County.

The goals of this plan and initiative are: trail connectivity, alternative transportation, safety for all users, recreational opportunities, and providing resources for implementation and education.

Trails provide many benefits to the community including an improved transportation system, health and safety, environmental preservation and economic vitality for the community. Trailways are an important component of creating a livable community and attracting a talented workforce to Genesee County.

There are over 81 miles of non-motorized pathways in Genesee County, yet they are not interconnected. In this plan you will discover potential trail connections identified with help from local communities, trail advocates, transportation planners, educational institutions, and public input. Every area of the county has some potential trail connections outlined in this plan.

Design standards and guidelines for good trail development have been outlined. Funding and implementation strategies are also included.

A trail way finding system for Genesee County is incorporated into this plan with informational signage that provides distance, direction and destination information. The signage standards described herein bring uniformity to the trail network while also allowing for personalization for each trail and local community.

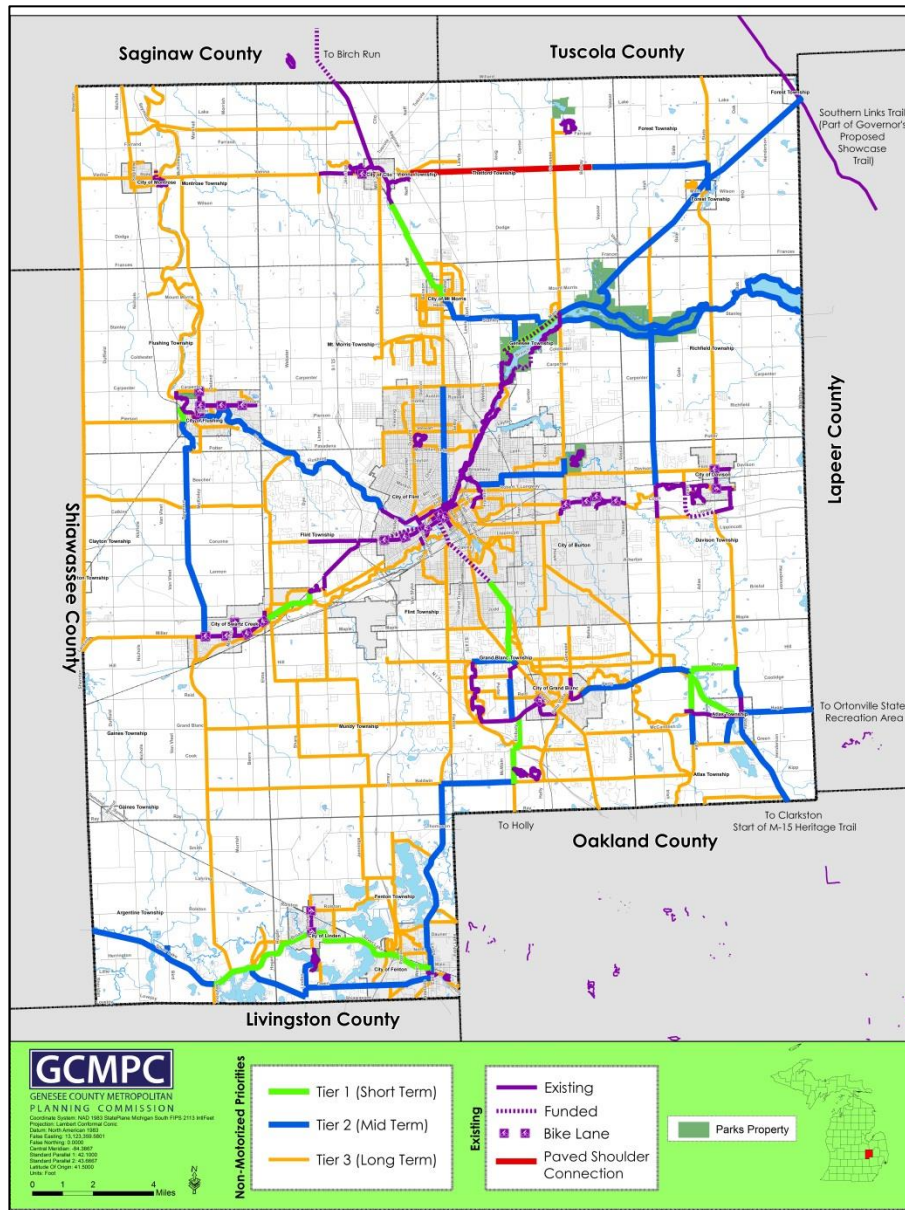
Resources for new trail development are included and contact information on new initiatives locally and statewide that can benefit Genesee County's non-motorized planning efforts.

The Genesee County Regional Non-Motorized Plan includes priority tiers for trail development and recommendations for next steps to continue the development of non-motorized pathways in Genesee County.

See you on the trails!

# Regional Non-Motorized Priority Tiers

## Executive Summary



### Tier 1: Short Term Priorities (1-10 years)

These trails represent those which have strong public support and higher priority for development in the near future.

### Tier 2: Mid Term Priorities (11-20 years)

These represent trails with public support and important connections to be developed along with or after tier 1 trails.

### Tier 3: Long Term Priorities (Beyond 20 years)

The remaining potential trails are categorized as tier 3 priorities. These represent our long term priorities beyond 20 years.

## Introducing the Genesee County Portion of the Pure Michigan Experience!



### **Gov. Rick Snyder signs bills designating Pure Michigan Trail Network**

*Snyder signs legislation creating the Pure Michigan Trail Network. He is joined by Michigan Department of Natural Resources Director Keith Creagh (second from left), bill sponsor state Rep. Dave Pagel (center), Michigan Trails and Greenways Alliance Executive Director Nancy Krupiarz (far right) and representatives from the DNR and Michigan Economic Development Corp.*

## Introduction

In a state becoming known as the “Trail State” there is a county actively pursuing and advocating for non-motorized developments: Genesee County!

Genesee County welcomes growth of its non-motorized system as well as potential connections to the Governor's Showcase Trail.

If not the trail capital of the trail state, Genesee County is and can further develop, into a prime destination among the larger Pure Michigan Trail Network.

## Imagine...

Imagine if all the residents and visitors of Genesee County had hiking, biking, and walking trails connecting our cities and villages.

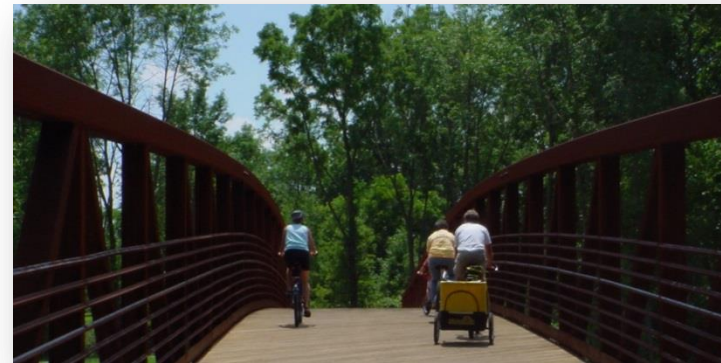
Imagine if you were able to walk to work, school, or the store through a safe and inviting trail system.

Imagine if residents had opportunities to really enjoy and experience their natural environment without having to drive hours up north.

## What If...

What if we brought together all the communities of Genesee County to form a shared vision for an interconnected trail system?

### Linking communities to each other,



### Linking people to their community and their environment?



# 1

## Purpose & Process



## Chapter 1: Purpose and Process

### Project Overview

In response to the growing support, a regional trail plan was created in 2007. Since its inception support has continued to grow and local municipalities have continued building and advocating for trails.

The Genesee County Metropolitan Planning Commission (GCMPC) functions as staff to the Genesee County Metropolitan Alliance (GCMA), the Metropolitan Planning Organization (MPO) for the Flint-Genesee County area. GCMPC provides staff resources, technical support and services to assist Genesee County municipalities with the needs and demands of a rapidly urbanizing county.

GCMPC has provided technical assistance to local trail groups on a project by project basis, helping to build trails one trail at a time. Since the first Regional Trail Plan of 2007 Genesee County has received \$7.5 million in funding for trails and has an additional \$3.5 million awarded as of 2014.

### Long Range Transportation Plan Steering Committee (LRTPSC)

The Long Range Transportation Plan Steering Committee (LRTPSC) is a sub-committee of the Genesee County Metropolitan Alliance (GCMA) for the development of the Long Range Transportation Plan (LRTP). The sub-committee provides guidance to the Genesee County Metropolitan Planning Commission (GCMPC) staff on the

development of the LRTP. Members of the LRTPSC include representatives from MDOT, Flint-MTA, Bishop International Airport, and various municipalities. The LRTPSC ultimately provides recommendations to the Technical Advisory Committee (TAC) and the GCMA for the approval of the individual technical reports and LRTP as a whole.

### Planning Process

The first Non-Motorized Plan, the 2007 Genesee County Regional Trail Plan was developed over a six month period with the Genesee County Regional Trail Council (an informal stakeholder group) as the steering committee. The project brought together various trail groups from across Genesee County and local government officials interested in building trail connections in their community. The plan built on park and recreation plans and individual trail plans, bringing all of these together into a comprehensive trail plan. For the 2014 update GCMPC consulted with local trail advocates, trail groups, and local municipalities. Funding and staff time for this plan has been provided by the Genesee County Metropolitan Planning Commission.



### Plan Development

As part of the 2040 Genesee County Long-Range Transportation Plan, Staff reviewed current parks and recreation plans for additional trails and composed a series of maps consisting of existing trails, proposed trails, and regional connections. This information was compiled into a Geographic Information System.

#### The purpose of this plan is to:

- Provide the tools necessary to enable local units of government and trail advocates to plan for, design, fund and implement non-motorized trails throughout Genesee County.
- Unite a diverse group of stakeholders in the community to draft a vision of interconnected non-motorized trails linking communities, cultural and educational destinations and natural areas throughout Genesee County.
- Educate the public on the benefits of non-motorized trails and their importance in creating livable communities.
- Create the framework for building a safe, convenient, and attractive Regional Trail System, connecting throughout Genesee County and into the surrounding counties.

### How to use this plan

The Genesee County Non-Motorized Plan is a guide for planning and developing non-motorized pathways in Genesee County. It clarifies the regional linkages needed to connect individual non-motorized plans of our cities, townships and villages.

This plan lends support and justification for funding requests by local units of government, collaborative partnerships and transportation agencies. In nearly all sources of funding from state and federal programs to foundations and philanthropic organizations, trail projects that are part of a regional trail network and in an adopted regional plan are looked upon in a favorable light. Municipalities and trail advocates should utilize this plan to seek funding support and other assistance in their trail development and improvement efforts.

This plan is also a guide on where to locate information and resources needed to build trails and help answer questions on implementation, funding and maintenance so that our regional trail system is equitable and sustainable.

This plan is a living document that represents the current non-motorized transportation needs in Genesee County. This plan is updated periodically as sections of trails are built, other potential trail connections are found, or the needs of the community change.



## Definition of Trails

For purposes of this document “trail” will be defined as a non-motorized transportation route including:

- On-road facilities such as bike-lanes (facilities defined as bike-lanes will be labeled as such in the plan),
- multi-use non-motorized paths in the road right of way,
- multi-use non-motorized paths in utility corridors or abandoned railroad corridors,
- foot-trails or walking trails (areas defined as walking trails will be labeled as such in the plan),
- Sidewalks (areas defined as sidewalks will be labeled as such in the plan).

Where trail connections are sought and sidewalks or walking paths exist, the sidewalks or walking paths are included in the trail plan as a connector and a starting point to further upgrade at a future date into a multi-use trail. This plan does not intend to be a comprehensive inventory of sidewalks.



## Definition of Water Trails

The Department of Natural Resources (DNR) defines a “Water Trail” (also known as “Blue Trail”) as a signed water route with or without portages for non-motorized watercraft.

Water trails often include: route markers; maps and promotion of water routes; facilities for parking, boat ramps or docks, and places to camp and picnic. Specific information related to water trails is provided in Chapter 6.

### Vision Statement

#### Non-Motorized Vision for Genesee County

The Genesee County Regional Trail System will provide to a diverse range of residents and visitors well maintained, countywide, multi-use, water and paved trail system that enables non-motorized users to safely access communities, natural areas, and waterways within and outside of the county.

## Goals, Objectives, and Measures of Effectiveness

*Connectivity*

*Alternative Transportation*

*Safety*

*Recreational Opportunities*

*Implementation Resources*

*Education*

### Goal: Connectivity

***To facilitate the development of an interconnected regional trail system in Genesee County comprised of accessible sidewalk systems, bike lanes and non-motorized multi-use paths***

#### Objectives:

- To combine different types of non-motorized routes such as rail-trails, road right-of-way, utility corridors, river and other natural corridors through easements, right-of-way and purchase into an interconnected non-motorized system
- To provide accessible and convenient non-motorized routes to destinations throughout the county such as schools, commercial areas, recreational facilities, community and cultural centers and other areas
- To improve existing facilities and make them more useable, well maintained, accessible to the disabled and easy to find
- To improve signage for trails through a clear and concise unified signage in Genesee County
- To link existing trails and provide return routes.
- To ensure that new facilities are built to American Association of State Highway and Transportation Officials (AASHTO) design

standards and are accessible to those with mobility challenges

- To create trail heads, turnouts, viewing stations, and interpretive signs along trails
- To connect non-motorized multi-use trails into the fixed route bus system in Genesee County where feasible

#### Measures of Effectiveness:

- Current trails are extended into neighboring cities, villages and townships
- Missing linkages in existing trails are built
- Access for persons with mobility issues is improved on existing trails and sidewalks
- Accessible bus stops interconnecting with the trail system are planned for and built
- A countywide trail way finding system is adopted and constructed



### Goal: Alternative Transportation

*To create safe, accessible, and convenient routes to schools and places of work in Genesee County that promote walking and biking as an alternative form of transportation and that integrate into other existing transportation systems.*

#### Objectives:

- To promote a Safe Routes to School program in area schools
- To promote bicycling and walking to work
- To encourage alternative transportation for short trips (under 2 miles)
- To incorporate bicycle and pedestrian friendly and design and considerations into transportation improvement projects
- To encourage local businesses to provide bicycle racks interconnected sidewalks, and employee incentives to choose alternative forms of transportation.

#### Measures of Effectiveness:

- Increased use of trailways as a transportation alternative for commuting to work
- Increased participation from local schools in the Safe Routes to School program
- Increased use of trailways as a transportation alternative for short trips (under 2 miles)



## Goal: Safety

*To have the ability to safely travel to community destinations, transit, and recreational facilities without the use of a motor vehicle.*

### Objectives:

- To minimize conflicts between pedestrians, bicyclists, and vehicles while accommodation each type of travel
- To eliminate obstacles to non-motorized travel for all users
- To improve the safety of the existing non-motorized system
- To provide signs and/or signals for at grade street crossings



### Measures of Effectiveness:

- All trailways and road crossings at-grade are properly signed and marked
- Increased awareness of bicyclists and pedestrians as valid users of the transportation system
- Decrease in the number of vehicle-bicycle crashes in Genesee County
- Decrease in the number of vehicle-pedestrian crashes in Genesee County
- Safety improvements made to the transportation system in Genesee County for pedestrians and bicyclists

## Goal: Recreational Opportunities

*To increase access to recreational opportunities for people of all ages, ethnicities, and levels of mobility*

### Objectives:

- To provide access to parks and natural areas via trail connections
- To Preserve wildlife habitat along trail corridors
- To promote active living
- To improve opportunities to exercise for Genesee County residents
- To encourage use of parks and natural areas in Genesee County



### Measures of Effectiveness:

- Increased use of trails in Genesee County for recreational purposes
- Increased use of park and recreation areas in Genesee County
- Increased use of trailways in Genesee County for organized fitness, training, and running programs.
- Increased use and awareness of Water Trails in Genesee County.



## Goal: Implementation Resources

***To provide local trail groups and municipalities with the resource knowledge needed to implement the regional trail plan***

### Objectives:

- To peruse state, federal, and private grants to help local units of government to construct non-motorized trails
- To help build relationships between local units of government and foster multi-jurisdictional planning for trails and sharing of resources for recreation and transportation means
- To identify long term maintenance solutions for existing trails
- To prioritize sections of trail for funding in an equitable manor
- To use existing right-of-way, public lands, utility and rail corridors where possible to minimize cost and implementation



### Measures of Effectiveness:

- Creation of a regional trail system in Genesee County
- Multi-jurisdictional efforts to build interconnected trails in Genesee County
- Increase in funding for trailways within Genesee County from local, state, federal, non-profit, and private funding sources.



### Goal: Education

***To build public support and awareness of trails in Genesee County***

#### Objectives:

- To inform the public about the benefits of using trails
- To teach bicycle and pedestrian safety to trail users and motorists
- To show people where trails exist in Genesee County
- To establish outdoor classrooms and signage along trails that teach historical, environmental, and natural sciences
- To educate elected and government officials on the importance of trails for healthily living, economic development, and quality of life for the residents of their community
- To develop promotional materials, maps, web pages, and education packets that highlight trails and the benefits of trails to the community
- To promote volunteerism and environmental stewardship by having the public help maintain trails through an adopt a trail program or friends of the trail group

#### Measures of Effectiveness:

- Increased awareness and use of trailways in Genesee County
- Development of trailways map for Genesee County of existing trails
- Increased public demand for trailways as a part of an interconnected, multi-modal transportation system in Genesee County
- Availability and distribution of useful educational materials on current trailways, their benefits, bicycles and pedestrian safety, and trail development resources





## Benefits of Building a Non-motorized System



## Benefits to the Community

Trails are part of creating a livable community. Trailways connect adjacent cities and also create social connections between different groups of people. They provide beautiful public spaces for people to enjoy, and can be used to enhance existing infrastructure and community facilities, such as parks, schools, libraries, downtowns and cultural centers.

## Transportation Benefits

Non-motorized trails provide an alternative form of transportation to the automobile. Trails also help to relieve congestion on our roads by getting people out of their cars and off of the streets for their trips.

## Health

Trail users have an extra opportunity for increased physical fitness. As the national obesity epidemic is quickly becoming one of the largest health problems we are currently facing, trails provide one inexpensive means to get exercise and can be part of a healthy lifestyle. Trails provide students a healthy alternative to get to and from school.

## Safety

Trails create a safe way for hikers and bikers to get to their destinations without having to use busy streets. They can also provide children with a safe route to school. Most of our community schools were designed to be walked to by students. Despite this being the case, it is an all too common scene these days to see congested streets around schools as parents pick-up and drop-off their kids. Our school parking lots become a hazardous zone with so many people arriving and departing at the same time.

## Environmental

Trailways help connect people to their physical environment and foster an appreciation for nature. Non-motorized trails are a wise use of our dwindling resources as they re-use urban land and preserve open space along river corridors and wetlands. They help to improve air quality by taking vehicles off the road and lessening our carbon output



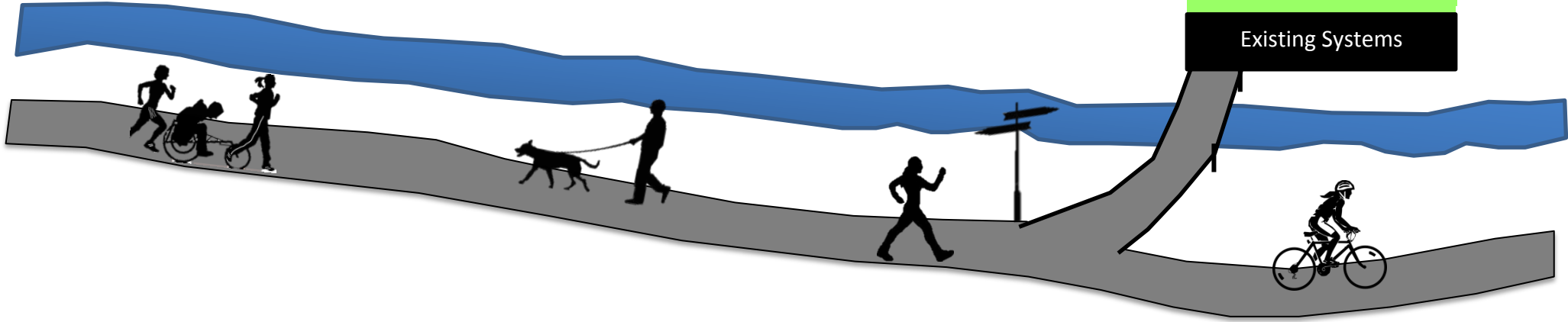
## Economic

Trails bring economic opportunity to our county. Trail users spend money in the cities and towns they travel through along the way. New businesses open up to take advantage of the increased foot traffic along the way. Businesses looking to relocate are drawn to the types of communities that provide the best quality of life for their employees and an interconnected non-motorized trail system does just that. For the consumer, trails have a great economic benefit; they save money spent on gas and the cost of car maintenance. With the cost of fuel rising every year, many more of us will be looking for alternative forms of transportation.



2

Existing Systems



## Introduction

There are over 81 miles of non-motorized pathways in Genesee County. This chapter identifies Genesee County's existing trail infrastructures. The proposed trail system for Genesee County will link these trails and add future amenities.

### Flint River Trail

The Flint River Trail is a multi-use trail that follows the complete path of the Flint River that flows within the city limits. It begins at Ballenger Hwy in the City of Flint and has two terminus in the Genesee Recreation Area, Bluebell Beach and Stepping Stone Falls. The trail is approximately 15 miles in length and includes a loop through Kearsley Park. The trail is paved and is suitable for biking, jogging or walking. Every Sunday from May through October the Friends of the Flint River Trail ride at 2:00 p.m. starting at the former Flint Farmers' Market in downtown Flint.



### George Atkin Jr. Recreational Trail and Pine Run Creek Bike Path

The George Atkin Jr. Recreational Trail and Pine Run Creek Bike Path are multi-use trails located along Pine Run Creek in the City of Clio and Vienna Township. The trails can be accessed from parking lots which are located off Jennings, Wilson and Neff Road, as well as in the Clio City Park. The trail is suitable for biking, running, walking and roller-sport activities. It winds through woodlands, parks and residential and commercial areas, and is approximately five and one-half miles long. A unique feature of this trail is the series of tunnels and bridges that offer the user an uninterrupted travel path through the local infrastructure. This trail also connects to the Trolley Line trail.



### Trolley Line Trail

The Trolley Line trail runs north to the Genesee County Line from Field Road to Willard Road, in Vienna Township. The Trolley Line Trail completes a 3-mile extension of the 6-mile Clio Area Trail Network bringing the total of this system to 9 miles and the second largest trail network in Genesee County. There are currently plans to construct a 1.7 mile connection from Willard Road in Birch Run Township (the end of the trolley line trail) to the Birch Run Premium Outlets in the village of Birch Run.



### Out-of-County Connection



## Flushing Riverview Trail

The Flushing Riverview Trail goes from the downtown Flushing Main Street Bridge to the Flushing County Park and is approximately 1.4 miles long. The trail has rest area bump-outs with benches and tables that were hewn out of the trees logged from the actual trail route. The route includes a 72' span bridge over Cole Creek and a 200' bridge over the Flint River. The trail is suitable for walking, biking, roller-sports or any other non-motorized mode of transportation. It has a fishing pier and pedestrian bridge that provide Americans with Disabilities Act (ADA) accessible fishing opportunities.



## Flushing Bike Lane

The City of Flushing has striped a bike lane on McKinley Road from the northern city limits to downtown Flushing.



## Coutant St. Bike Lane

In the City of Flushing, from McKinley to Elms Road, along Coutant St are striped and marked bike lanes on both sides of the street approximately 2 miles in length. These bike lanes connect Flushing Early Childhood Center, Central Elementary School, and Mutton Park.

## Grand Blanc Bike Path & Bicentennial Park Trail

This bike path follows Grand Blanc Road for 2 miles connecting to the Bicentennial Park Trail which extends approximately 3 additional miles. These pathways combine go from the western city limits of Grand Blanc through Bicentennial Park to Hill Road in Grand Blanc Township. It is suitable for walking, jogging, roller-sport activities and biking.



## Jewett Trail, Grand Blanc

Along the road named "Jewett Trail" is now an actual non-motorized trail! It starts at Holly road next to the high school and connects into the sidewalk system at Davis St which leads to the bike lanes on Grand Blanc Road just a few blocks over. The trail is approximately 1 mile long.

## Genesee Road Trail, Grand Blanc

A 10-ft non-motorized path runs along the western edge of Genesee Road in the City of Grand Blanc from ½ mile south of Hill Road to Perry Road. There are plans to eventually extend the trail to Hill Road in Grand Blanc Township. This pathway links into the City of Grand Blanc sidewalk system at Perry Road heading westward. The trail is approximately ¾ of a mile.

## Swartz Creek Bike Lanes

The Swartz Creek Bike lane extends along Miller Road from Seymour Road to Elms Road and Along Morrish Road from Miller to I-69 within the city limits. The bike lane has proper signage and lane markings. At the end of the bike lanes on Miller Road near Elms Road there is a portion of trail that continues north on Elms Road to Elms Park. Combine the bike lanes and trail is approximately 2 ¾ miles long.



## Shiawassee River Walk

This multi-use trail is located in the City of Fenton and is approximately 1 ½ miles long. It extends from O'Donnell Park located on the Fenton Mill Pond to Caroline Street. The River Walk, which follows the pond, has benches and is close to playground equipment and the community center.





### Linden Bike Lane

This bike lane is located in the City of Linden, and extends from Rolston Road to Silver Lake Road. It is approximately 3 ½ miles long. The bike lane has proper signage and lane markings. It extends from the west city limits to the east city limits along Broad Street (Silver Lake Road). The bike lane also follows bridge Street (Linden Road) from Broad Street to the north city limits. It then continues along Rolston Road from Bridge Street to the east city limits.

### Linden County Park Trail

Located at the Linden County Park is a paved pathway approximately 1 ½ miles long connecting to the sidewalks along Bridge Street.



### Goodrich Area Bike Path

The bike path follows Hegel Road from the intersection of Gale Rad in Atlas Township to Oak tree Elementary in the Village of Goodrich. It also extends along M-15 (State Road) within the village limits. The bike path is approximately 2 miles long.



## Genesee Valley Trail

The Genesee Valley Trail is a 10 ft asphalt non-motorized pathway that runs alongside M-21 and the old CN Railroad Line in Flint Township from the City of Flint City Limit to Linden Road along Genesee Valley Mall. The Genesee Valley Trail is approximately 2 ¼ miles long.



## M-21 Non-Motorized Path

This ten-foot-wide paved non-motorized path is located in Flint Township and follows the north side of M-21 (Corunna Road) from Dye Road to I-75. The path is approximately 1 ½ miles long.

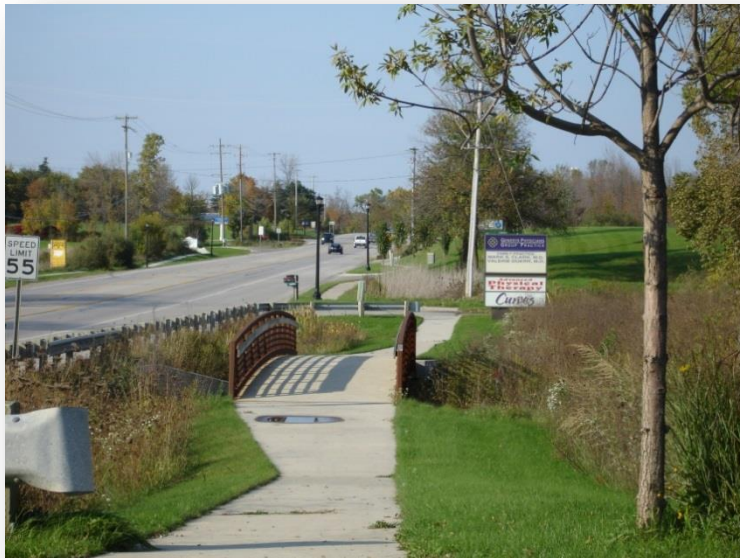


### Court Street Bike Lane

This bike lane is located within the City of Burton and follows Court Street from Belsay Road to Vassar Road. The bike lane is approximately 1 ½ miles long and has access to Bentley Middle and High Schools.

### M-15 Heritage Route

In 2013 a 1.8 mile section of the M-15 Heritage Route was completed. It extends from M-15 east on Lapeer Road, down Russell Alger Drive, to the high school, then west to Clark Road, ending on Main Street. Portions of the trail have been constructed in the Village of Goodrich along M-15.



### Black Creek Nature Trail &

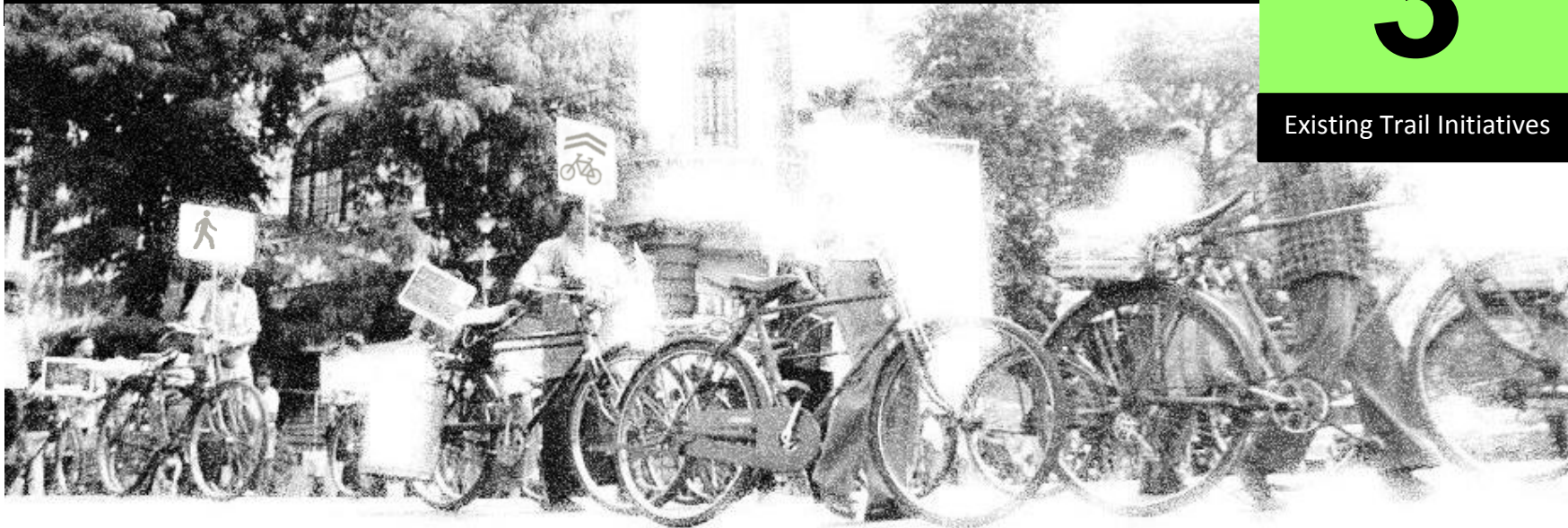
### Abernathy Park Trail

The Black Creek Nature Trail is a 1.6 mile long, non-motorized trail that runs east along Black Creek and joins the Abernathy Park trail in the City of Davison. The trail head begins at the northeast corner of the Davison Township Municipal Center parking lot. Parking is also available in Abernathy Park and at the newest connection on Gale Road. The Abernathy Park Trail is just shy of 2 miles long.



# 3

## Existing Trail Initiatives



*The Genesee County Non-Motorized Plan builds on the work of many trail initiatives that have been working to build trails in their area. This chapter introduces these groups and their projects.*

### Trolley Line Trail

The Clio Area Trolley Line Trail group worked to develop a trail along the historic Clio Trolley Line. The Clio Trolley Line is the name for the old inter-urban railway line that used to run from Saginaw through Flint to Detroit. The trail currently runs from Wilson Rd northerly to the county line connecting to a new trailhead to be constructed leading to the Birch Run Premium Outlets.



### M-15 Recreational Heritage Route

The M-15 Recreational Heritage Route was Michigan's first Recreational Heritage Route. It extends from Ortonville in Northern Oakland County to the northern terminus of M-15 east of downtown Bay City, approximately 90 miles. It covers 19 communities in Oakland, Genesee, Tuscola and Bay Counties. The Route offers summer festivals, shopping, restaurants and activities such as camping, fishing, biking, hiking and horseback riding. For more information visit their Facebook page at

<https://www.facebook.com/pages/M-15-Recreational-Heritage-Route/118185254909628>



## Friends of the Flint River Trail



The Friends of Flint River Trail (FFRT) are an active group of trail advocates whose purpose is to promote greater use of the trail through improved safety, maintenance and publicity; to improve facilities along the trail; and to extend the trail's length and move toward a city/county trail system. The FFRT host weekly bike rides along the Flint River Trail every Sunday, May through October at 2:00 p.m. beginning at the former Flint Farmers Market (rain or shine). They also work to keep the trail clean with an annual clean-up the last weekend in April. The FFRT have a website for more info or to join the group or go to:

<http://flinriver.org/blog/chapters/friends-of-the-flint-river-trail/>

## Linden-Argentine-Fenton (LAF) Area Trails Coalition

The LAF Area Trails Coalition is a grassroots movement advocating for multiuse pathways in South-East Genesee County.

[www.facebook.com/SouthernLakesTrailCoalition](http://www.facebook.com/SouthernLakesTrailCoalition)



### Grand Blanc Walk / Bike Group

A small group of residents have started a grassroots effort to put more bike trails in Grand Blanc Township.

The group wants to see bike and walking trails similar to the ones on Perry and Grand Blanc roads.

### University of Michigan-Flint Walk and Bike Work Group

The UM-Flint Walk and Bike Work Group encourage active living and smart commuting on campus and throughout the Greater Flint area.

#### Mission

To establish a walking and bicycling friendly culture at the University of Michigan-Flint that fosters the support of safe, non-motorized transportation initiatives, policies, and infrastructures across the campus and through the greater Flint area. Increased walking and bicycling will lead to reduced congestion on campus, enhanced local and regional transportation options for current students, staff, and faculty, aid in attracting future students, and ultimately lead to a safer and healthier community for everyone in Flint, Michigan.

[www.facebook.com/umflintwalkandbikeworkgroup](http://www.facebook.com/umflintwalkandbikeworkgroup)

### Walk, Bike, Run Atlas Township

This group consists of residents and local officials working towards expanding off of the current trail along Hegel Rd and M-15. Long range goals include creating a loop by extending the current trail on Hegel Rd north to Perry, East along Perry Rd, and South on M-15 completing the loop. They also would like to connect to Davison and Grand Blanc Township.

[www.facebook.com/Walkbikerunatlastownship](http://www.facebook.com/Walkbikerunatlastownship)



### Safe and Active Genesee for Everyone

SAGE is a collaborative of local advocates, non-profit, private and government organizations working together to advocate for and support active living initiatives that promote safe opportunities for people to be physically active throughout Genesee County.

[www.activegenesee.org](http://www.activegenesee.org)



**Safe & Active  
Genesee for Everyone**

## Southern Links Trailway

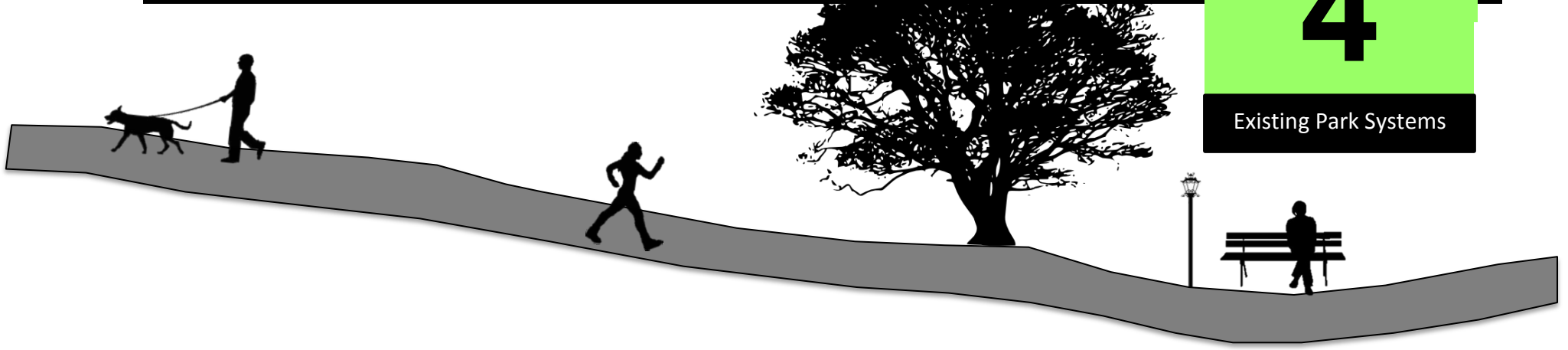
The Southern Links Trailway is located on an old railroad bed and passes through portions of three counties: Genesee, Tuscola and Lapeer. This linear park spans approximately 10 miles, passing through the Village of Columbiaville, Marathon Township, the Village of Otter Lake, Forest Township, Millington Township, the Village of Millington, Vassar Township and the City of Vassar. The Friends of the Southern Links Trailway is a group of concerned trail enthusiasts who promote and support the trail's development. The Friends promote the trail to local residents, organizations and businesses. They also raise funds and provide volunteer labor for the trail. Long range goals include extending the trailway north to Reese, as well as to the Polly Ann Trail in Lapeer County and to the M-15 Heritage Route. For additional information go to their website at: [www.southernlinkstrailway.com](http://www.southernlinkstrailway.com).





# 4

Existing Park Systems



## County Parks

Many of the non-motorized trails in Genesee County are within one of our beautiful parks. This chapter lists and describes parks that have non-motorized trails. This chapter is not meant to be a full description of all of the amenities these parks have to offer.

### Linden County Park

Linden County Park is located on Linden Road, south of Silver Lake Road in Fenton Township. It has a designated walking area with distances marked for convenience. The trail is approximately 1 ½ miles long, and is marked at the ¼ mile, ½ mile, ¾ mile, 1 mile, 1 ¼ mile and 1 ½ mile points. The trail has access to restroom facilities.



### For-Mar Nature Preserve & Arboretum

The For-Mar Nature Preserve is located on North Genesee Road in the City of Burton, between Davison Road and Potter Road. The Preserve has designated walking trails with distances marked for convenience. There are eight named trails to choose from, along with the Maple Walk, the Lilac Walk and grass trails. The Preserve has a total of seven miles of trails, however, no biking or jogging is allowed.



### Genesee Recreation Area

The Genesee Recreation Area is located in Genesee and Richfield Townships and offers several trails, such as the Bluegill Boat Launch Trail. This trail is located at Coldwater Road and Genesee Road. It is a 1 ½ mile long paved trail, and is marked at the 1/8 mile, 1/4 mile, 1/2 mile, 3/4 mile, 1 mile, 1 ¼ mile and 1 ½ mile points. Restroom facilities are available on this trail, as well as access to Mott Lake and free parking. The Bluebell Beach Trail is approximately 5/8 of a mile long, and is marked at the 1/8 mile, 1/4 mile, 1/2 mile, and 5/8 mile points. It is located off Bray Road north of Carpenter Road in Genesee Township. The trail includes restroom facilities and has access to the Splash Pad Playscape, the beach and Mott Lake. Also, a portion of the Flint River Trail (4/5 mile long paved trail) links Carpenter Road and Bluebell Beach.



### Flushing County Park

Flushing County Park is located on North McKinley Road and has Carpenter Road as its northern border. The park's one-mile trail is marked at the 1/8 mile, 1/4 mile, 1/2 mile, 3/4 mile and one mile points. The trail has access to a playscape and links to the Flushing Riverview Trail.



## Other Parks with Trails

### Jack N. Abernathy Regional Park

Jack N. Abernathy Regional Park is located on Frank Boyce Parkway, off Dayton Street and Harvey Drive in the City of Davison. Trail offerings of the park include an 18 station fitness trail, the Black Creek Trail, and a 1.7 mile ADA (Americans with Disabilities Act) accessible trailway.



### Davison Area Dog Park

The Davison Area Environmental Team in conjunction with area volunteers and community businesses provided an off-leash dog park for the Davison and surrounding areas. The park is located adjacent to the Black Creek Nature Trail at 1285 N. Gale Road between Davison Road and Court Street, just south of the railroad tracks. People can be seen enjoying the park year round!



### Ligon Outdoor Center

Ligon Outdoor Center is located on East Farrand Road in Thetford Township. Ligon provides teachers and students in the Genesee and Lapeer Intermediate School Districts with a natural setting for learning and teaching. Ligon may also be used by any recognized organization in Genesee County for retreats, conferences, field trips and special events. Ligon includes 6.5 miles of hiking trails, including an ADA (Americans with Disabilities Act) accessible trailway, an Esker Trail and a Boardwalk



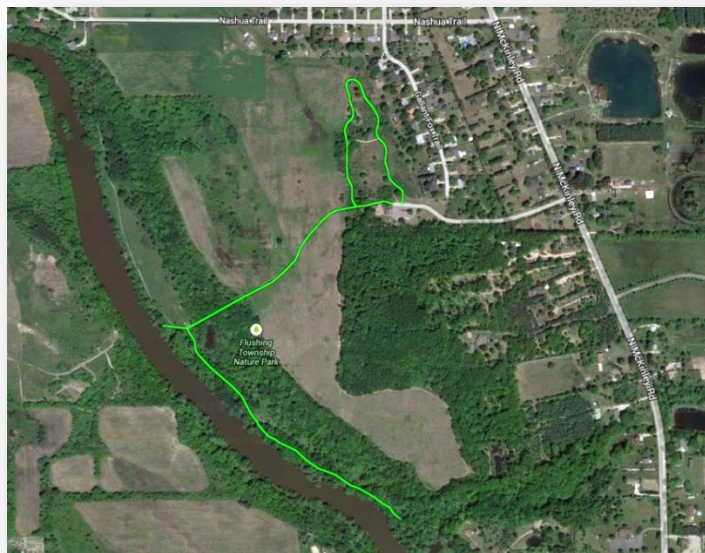
### Kearsley Park- City of Flint

Kearsley Park is located in the City of Flint off Kearsley Boulevard north of Robert T. Longway Boulevard. A portion of the Flint River Trail goes through Kearsley Park, and connects just south of Hamilton. This multi-use trail goes from Longway Boulevard near Applewood through the park, under I-475 then through Dayton Park back to the trail.



### Flushing Township Nature Park

Flushing Township Nature Park is located on McKinley Road north of Mt. Morris Rd. The park offers trails for biking, walking, jogging and horse back riding. There is a boardwalk extending over wetlands, a  $\frac{3}{4}$  mile trail adjacent to the Flint River and a scenic observation tower.



### Dauner-Martin Nature Sanctuary

Dauner-Martin Nature Sanctuary is a 150-acre park in the City of Fenton. It is located just east of Leroy Street and north of Dauner Rd. This nature area is closed to biking and is for foot traffic only. There are approximately 4.3 miles of unpaved hiking trails, with parking and entrances off of both Leroy Street and Dauner Road



### Kelly Lake Park

Kelly Lake Park is located in the City of Burton just south of I-69 and east of Genesee Road. This 40-acre park has nature trails, a pavilion, a bike path and Kelly Lake.

## Flint Township Nature Park

Flint Township Park and Trails opened in 2006. It is located at 5200 Norko Drive between Dye and Linden Roads. It includes an 3,500-ft long asphalt handicapped accessible non-motorized trail with a series of shorter wood chip trails, along the way are rest stops and picnic stations as well as a number of plaques with brief messages – mostly about local history. There is also a covered pavilion with picnic tables for public use and a small playground area.



## The Robert Williams Nature and Historical Learning Center

The Robert Williams Nature and Historical Learning Center includes the Davison Historical Museum, an art museum, and 1.26 miles of walking trails made of limestone.



# 5

## Preferred Corridors



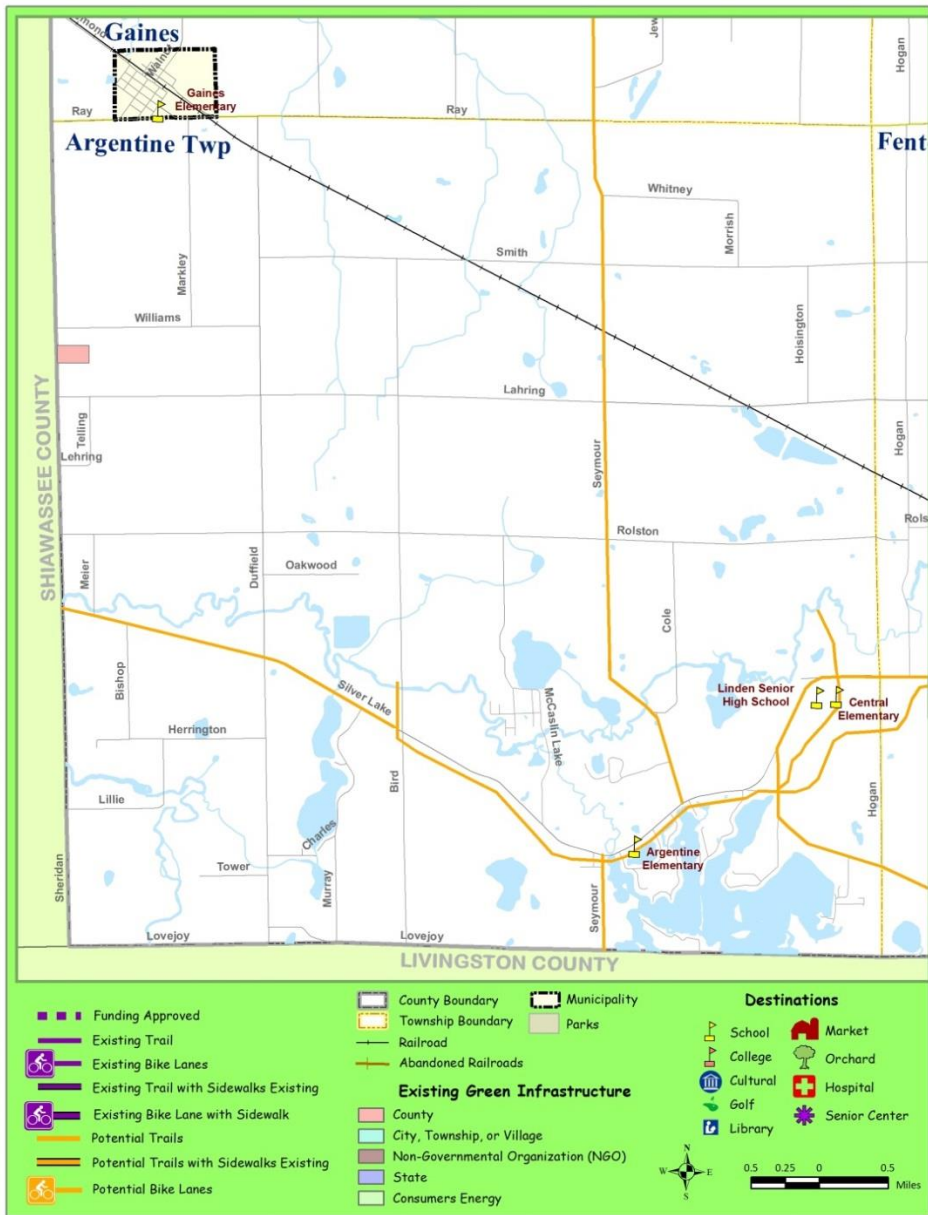
### Preferred Corridors

This section identifies potential trail connections, referred to as a preferred corridors, for each area of the county. Subsequently the regional priority trail segments are identified.



# Argentine Township

## Preferred Corridors



### Regional Corridors

A 10-ft wide non-motorized pathway is proposed for the right-of-way along Silver Lake Road in Argentine Township, from the City of Linden and Fenton Township to Burns Township in Shiawassee County. As an alternate route, the trail could run down Lobdell Road behind the Linden High School, Middle School and Central Elementary, and then meet back up with Silver Lake Road at the Linden City Limits. This connection would link Argentine with the Linden Community Schools, as well as provide a potential link to Byron in the future.

Seymour Road connects Argentine Township to the City of Swartz Creek to the north and south into Livingston County. A 10-ft wide paved trail along Seymour Road, through the entire length of the township, would provide a regional north-south linkage in this rural portion of the county. It could be constructed in mile long segments in conjunction with the reconstruction of Seymour Road by the Genesee County Road Commission.

### Trail heads

Linden Community Schools and the Market in Argentine could both serve as excellent trailheads for this area.

### Further Issues and Considerations

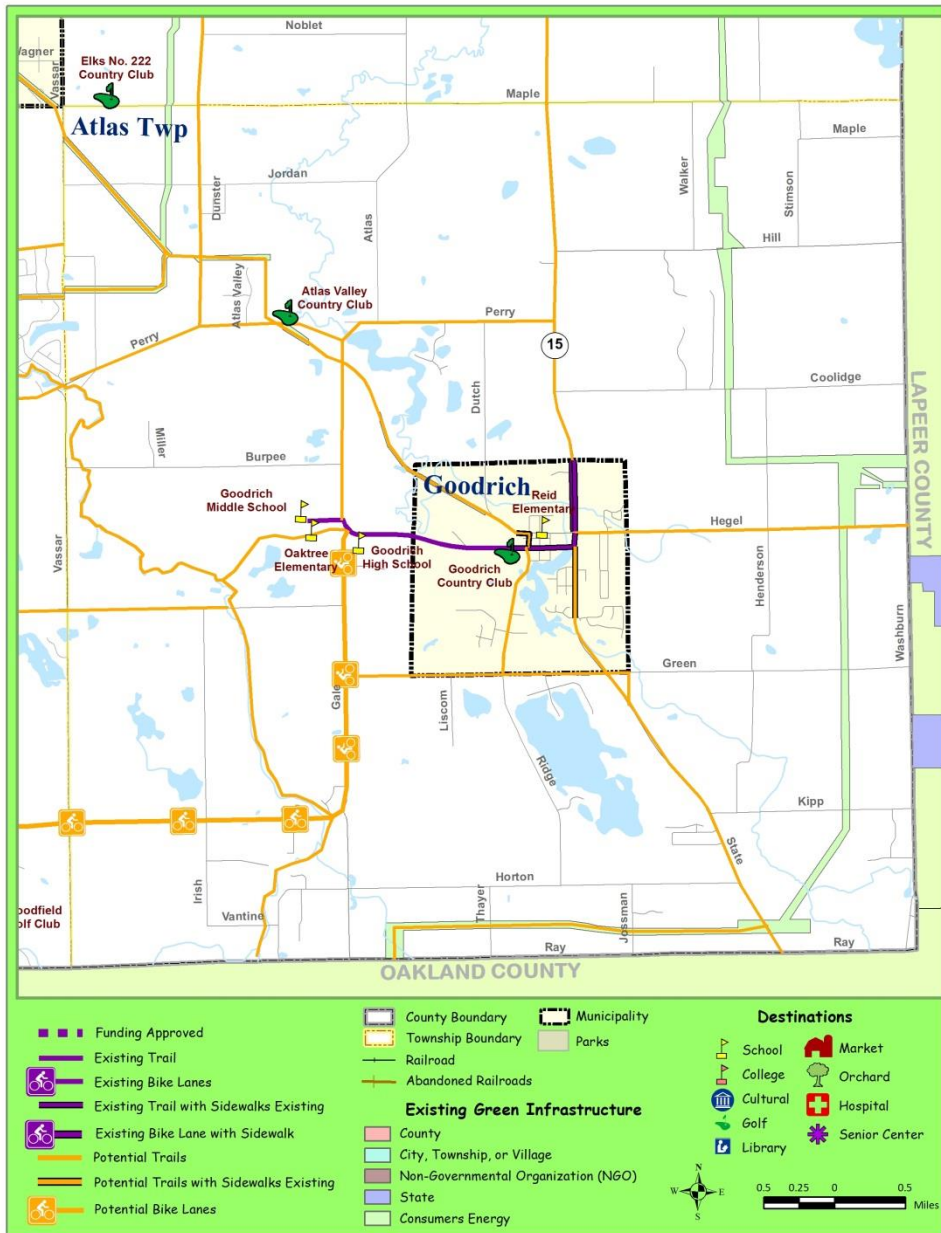
A Consumer's Energy line exists (running east/west) in Livingston County approximately 2 miles south of the county line. This line could serve as a trail corridor and would need to be developed by Livingston County, although no current considerations for this trail connection exist. It could also connect with the Oak Grove State Game Area in Livingston County



Market in Argentine on Silver Lake Road

# Atlas Township & Village of Goodrich

## Preferred Corridors



### Regional Corridors

The M-15 Recreational Heritage Route traverses through Atlas Township and the Village of Goodrich. Inside the village limits sidewalks allow for pedestrian access from Mill Pointe Drive to Hufstader Road traversing nearly the entire village. This is the only section of the Heritage Route currently built in the Atlas Township and Goodrich area.

A newly formed group named Walk, Bike, Run Atlas Township is advocating for the planning and development of a trail connecting to the existing trail on Hegel Road. The new trail would extend north to Perry Rd. From Perry Rd the trail would extend both East and West. The western portion would connect to Grand Blanc Township's sidewalk system. The eastern portion would connect to M-15 and head southward to connect to the existing trail.

The Trolley Line Trail - South is a Consumer's Energy corridor that connects the City of Burton, through Atlas to the Village of Goodrich. This trail is part of the old interurban trolley line that once ran through Genesee County. In many sections near the Village of Goodrich the land is privately held. It would take considerable effort to reconstruct this line. In order to be built, the trail would need an easement from five property owners

A Consumer's Energy corridor runs westward from M-15 south of Horton Road and turns southward just before Gale Road. This corridor connects into Oakland County and Holly Recreation Area State Park. This corridor has also been identified by Oakland County Planning and Development Commission and Headwaters Trails Inc. as a regional connection with Genesee County.

Hegel Road east of M-15 connects the Atlas Township and Goodrich area with Ortonville Recreation Area in Lapeer County. A 10-ft non-motorized path leading into the park area would connect this park to the Genesee County trail system.

The Baldwin Road and Gale Road bike lanes connect with the proposed bike lane along Baldwin Road in Grand Blanc Township. The bike lane will also serve the students of Goodrich Area Schools.

The Thread Creek Trailway is another potential connection/preservation corridor running through both Grand Blanc Township and Atlas Township along Thread Creek. A branch also extends into the Goodrich Area Schools complex on Gale Road. This corridor would involve easements through private property for most of its length, but would be a picturesque trail corridor.

### Trailheads

A trailhead could be located at the Goodrich High School located on Hegel Road, where ample parking is available. Another potential trailhead is the Goodrich Village offices on M-15 at the northern edge of the village



# City of Burton

## Preferred Corridors



### Regional Corridors

The City of Burton is bisected by a system of Consumers Energy corridors that have been identified for trail development. The feasibility of using these corridors, stretching south from I-69 to the southeast corner of the city, for trail development is promising. There are a few locations where portions of the corridor have been sold to private landowners and easements would need to be acquired to complete the connection. The development of this Consumers corridor could link the City of Burton with Atlas Township, the Village of Goodrich, and potentially Oakland County.

The abandoned CSX Railroad runs through the southwest portion of Burton potentially connecting to the Grand Traverse Greenway in the City of Flint, Grand Blanc Township and the City of Grand Blanc.

A route along Davison Road leading from the east side of the City of Flint to the City of Davison has been proposed.

### Local Connectors

City of Burton could connect Kelly Lake Park to the broader trail network. The trail presently runs along I-69 from Genesee Road to Kelly Lake. The extension of this trail south on Munson Road to Lapeer Road then west to the Consumers Energy corridor is feasible.

Also within the City of Burton, Court Street and Genesee Road have been identified as potential routes for trail development. The identified Genesee Road connection extends from Court Street within the City of Burton north to M-57 in Thetford Township.

Also identified is a bike route to For-Mar Nature Preserve that runs through the northern corner of Burton connecting it to the Flint River Trail and Kearsley Park.

### Trailheads

Kelly Lake Park, located just south of I-69, may be a possible location for a trailhead. Access to the park is available on Lapeer Road and parking is available at the site



# Clayton Township & Village of Lennon

## Preferred Corridors



Miller Rd, Potential Trail Site



Seymour Rd Potential Bike Lane



### Regional Corridors

A proposed bike lane along Seymour Road would connect Flushing Township in the north and Gaines Township and the City of Swartz Creek to the south

Clayton Township also has an east-west utility corridor that belongs to Consumers Energy. If used for trails, this path could connect to Shiawassee County to the west and also intersect the potential Seymour Road bike lane

On the western boarder of Clayton Township, a bike lane is also proposed for the M-13 corridor from Saginaw County to Lansing Hwy/Miller Road

A proposed pathway on Lansing Hwy/Miller Road would follow the southern border of Clayton Township from the City of Swartz Creek to Shiawassee County and eventually to Durand

Another potential east-west trail or bike route would be along Grand Blanc Road or Baldwin Road, from Grand Blanc and Mundy Townships to Seymour Road

### Trailheads

Trailhead locations and amenities may need to be identified for the potential trail on Seymour Road

### Further Issues and Considerations

Approximately one mile west of Clayton Township, in Shiawassee County, is a Consumer's Energy corridor that runs nearly the full length of the township. This corridor could be pursued for trail development in partnership with Shiawassee County



### Regional Corridors

The M-15 Recreational Heritage Route, which is planned to extend along M-15 the entire length of the county, runs through Davison Township and the City of Davison. Currently there are several portions built. The existing portions of the M-15 route begin on Lapeer Rd and head east to Russel Alger Dr, north to Clark Rd, east along Clark St. connecting to bike lanes headed north on Main St.

The Davison Road Corridor has been identified as a regional connection linking the City of Davison to the City of Burton and providing pedestrian and bicycling access to For-Mar Nature Preserve for Davison Area residents. In the City of Davison and in Davison Township, between Vassar Road and Irish Road, the trail exists as sidewalks along both sides of Davison Road. There is a missing section between Irish Road and the City of Davison.

As an alternative route between the City of Davison and For- Mar Nature Preserve the trail could extend from the Black Creek Trail in Davison by following Irish Road north ½ mile to Davison Road to meet up with the sidewalk system on Davison Road.

### Local Connectors

A local route navigates through Jack N. Abernathy Regional Park and connects up with the regional trail system by either going into the City of Davison and up to Davison Road or by extending westward to Irish Road from the trail behind Davison Township Hall.

### Trailheads

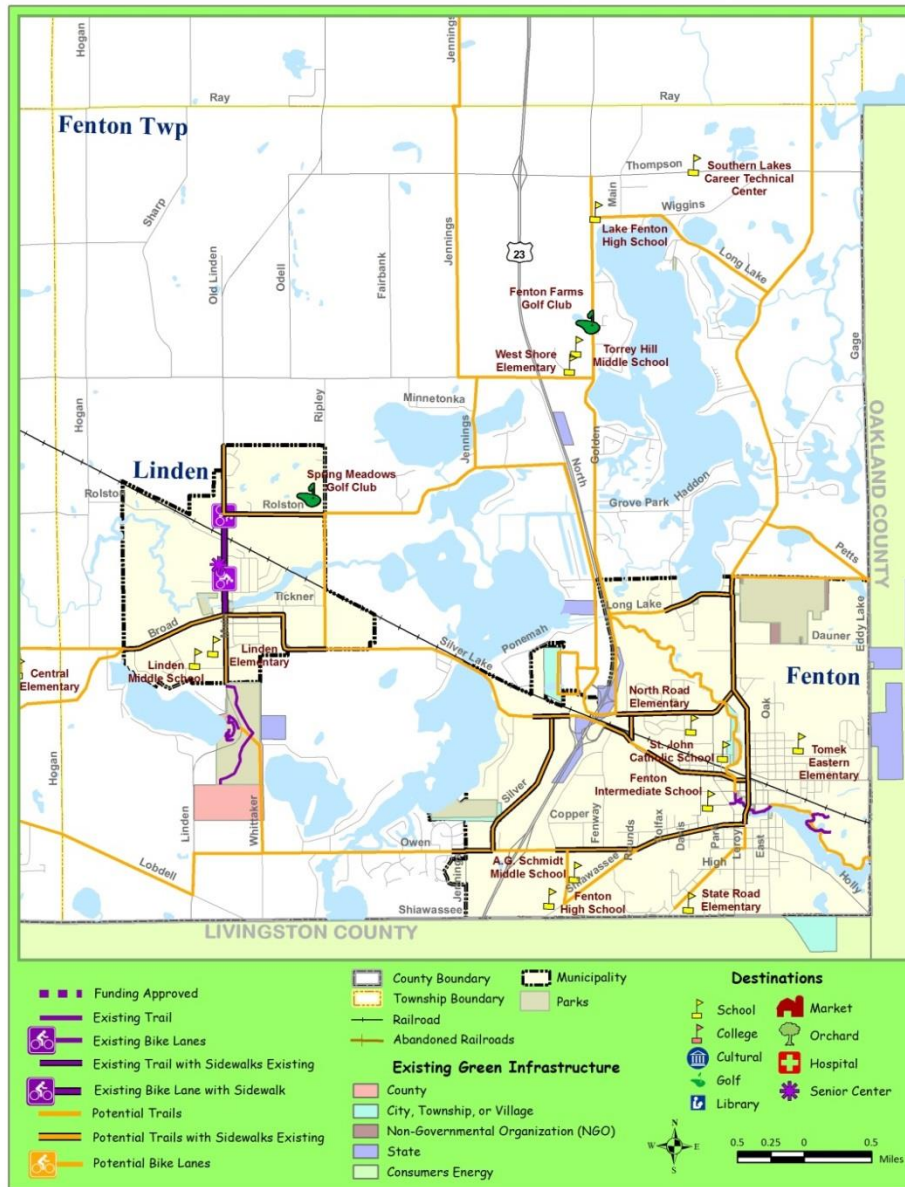
The trailhead begins at the northeast corner of the Davison Township Municipal Center parking lot. Parking is also available in Abernathy Park and at the newest connection on Gale Road.

A trailhead also exists at Jack N. Abernathy Regional Park. It includes a playscape-style playground, skate park, pavilions, volleyball, tennis and basketball courts, horseshoe pits, softball fields, concession stand, and nature trails.

Another trailhead is located at the Davison Township Hall where the Black Creek Trail begins westward eventually connecting to the Abernathy Park Trail.

# City of Fenton, Linden & Fenton Township

## Preferred Corridors



### Regional Corridors

Fenton Road provides a link from the City of Fenton to northern Genesee County and into Burton and Flint. This is a heavily traveled corridor and any non-motorized facilities should be located as far off of the roadway as possible to minimize conflicts between pedestrians or bicyclists and motorists.

Petts Road, off of Fenton Road, just north of the City of Fenton connects to Seven Lakes State Park. This provides a regional linkage into Oakland County. A utility line runs from the park north into Grand Blanc Township and could provide a route into Grand Blanc from Fenton. Oakland County and the Headwaters Trails group have also identified this as a potential linkage between Oakland and Genesee Counties.

Silver Lake Road connects the City of Fenton to the City of Linden and continues further westward into Argentine Township. This connection could provide a linkage for residents of the Linden Area to access the shopping areas near Silver Parkway and Silver Lake Beach in the City of Fenton.

The Jennings Road corridor provides a link to Lake Fenton High School, as well as north into Mundy Township.

### Local Connectors

These routes provide access to various destinations in the Fenton and Linden area and connect to the regional corridors:

- Dauner- Martin Nature Sanctuary
- Lahring Road
- Linden Road
- Lobdell Road
- North Road
- North Long Lake Road
- Owen Road
- Poplar Street
- Ripley Road
- Rolston Road
- Silver Parkway
- Shiawassee River Walk
- Shiawassee Avenue
- South Long Lake Road
- Torrey Road
- Whitaker Road

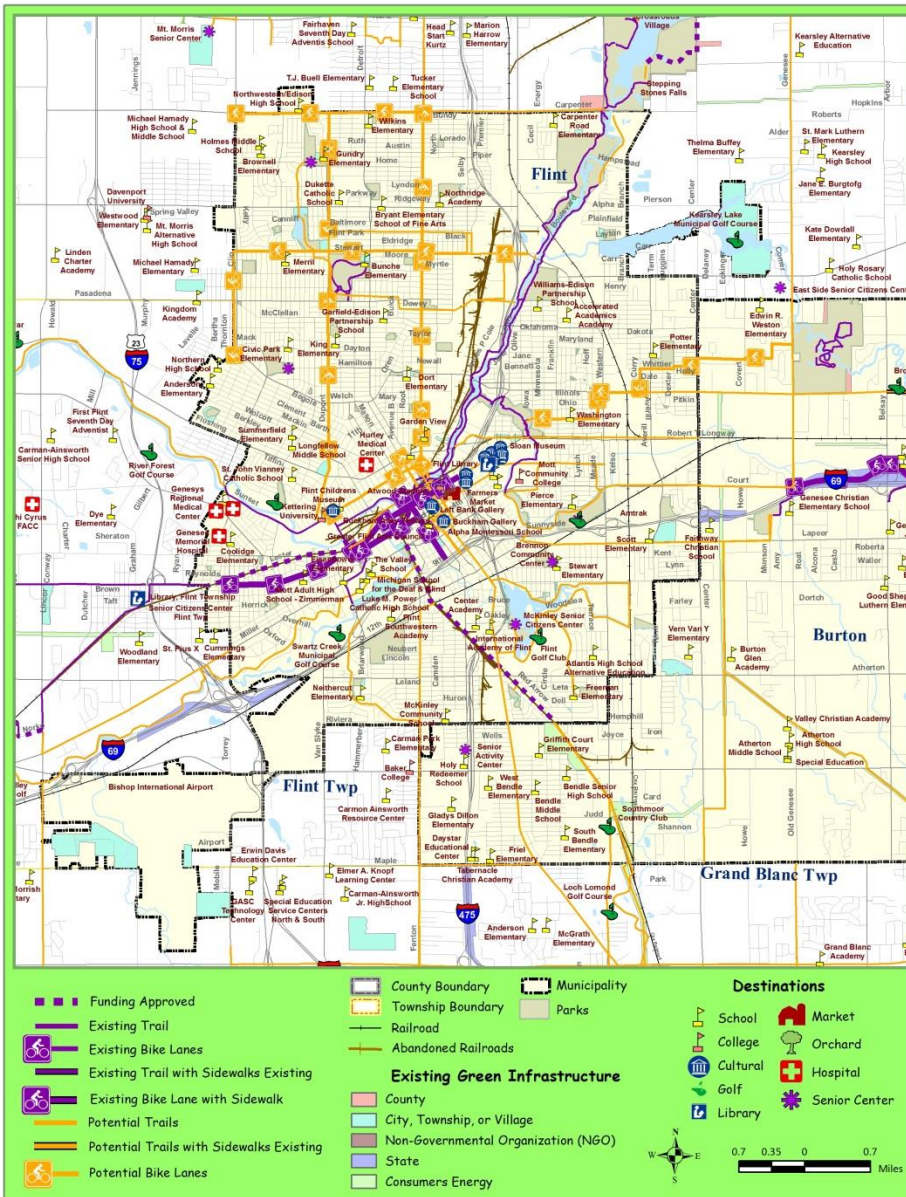
### Trailheads

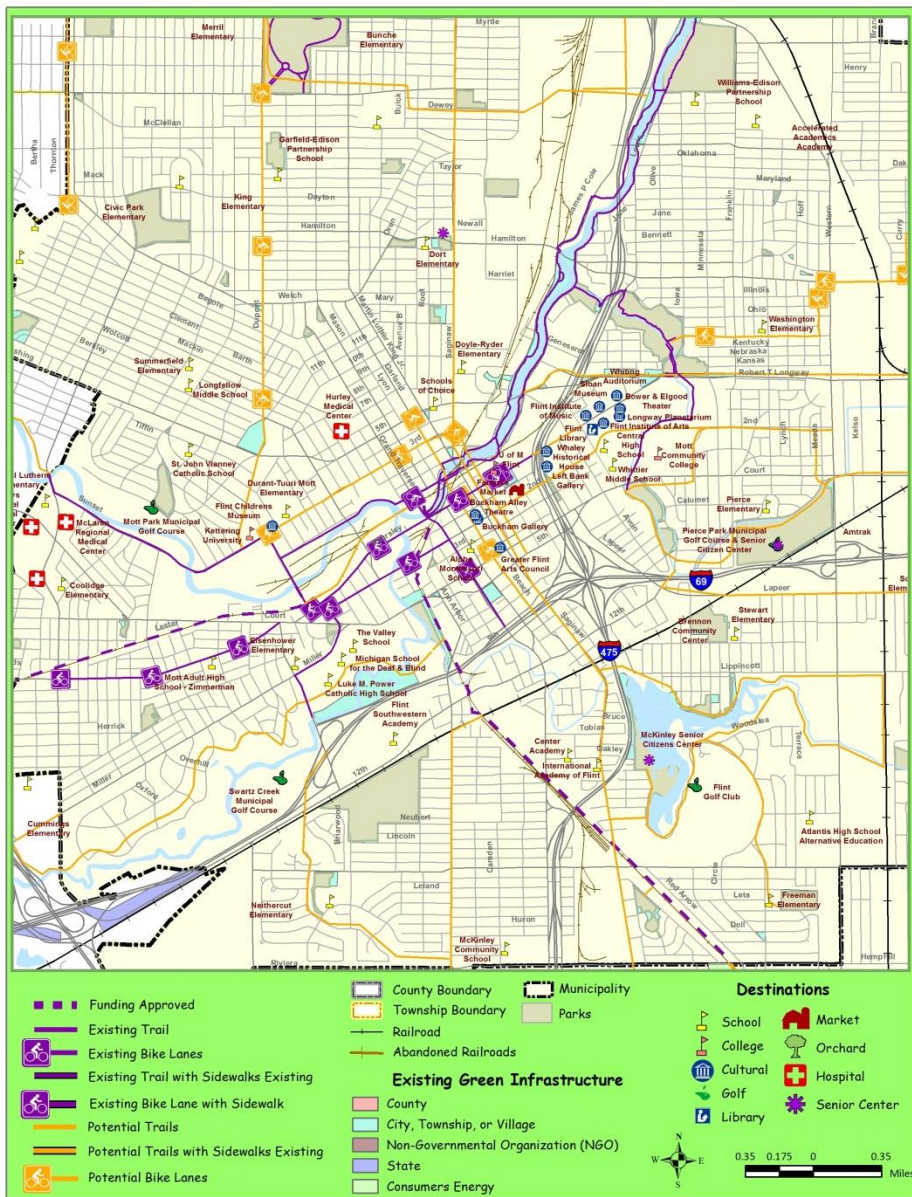
The Fenton Community Center has parking for the Shiawassee River Walk and serves as a trailhead. The Linden County Park provides parking for the Linden County Park Trail and can serve as the trailhead for a larger trail system.

### **Further Issues and Considerations**

No connections to Livingston County have been identified yet. The potential exists to connect in with the Consumers Energy corridor running east and west about two miles south of the county line in Tyrone Township.

City of Flint and Surrounding Areas





### Downtown City of Flint





## Regional Corridors

### The Flint River Trail

The City of Flint has a wonderful asset in the current Flint River Trail. This extensive 15 mile trail system provides non-motorized options to a large majority of City of Flint residents. This trail is completed in entirety with only one area identified to improve connectivity.

#### James P Cole Ave @ Hamilton Ave

At this point, the Flint River Trail currently continues on the street. There is an abandoned parking lot at the corner of these two streets owned by the General Motors Corporation. From there, running to the north, there exists a Consumers Energy Substation along the river. These two pieces of property should be examined for trail development.

### Grand Traverse Greenway

Another regional corridor within the City of Flint is the abandoned CSX Railroad which is currently being developed as the Grand Traverse Greenway. The Grand Traverse Greenway runs approximately 3 miles from the City of Burton north to the downtown Flint area. Along this abandoned line, there are refreshing natural areas including Spring Grove and a brownfield redevelopment site in the Grand Traverse Neighborhood.

### The Genesee Valley Trail

Following the abandoned Canadian National (CN) Railroad is a missing connection from the city of Flint to the Existing Genesee Valley Trail in Flint Township. The City of Flint also has plans to extend this trailway on the Chevy Commons as it is remediated and developed.

### Fenton Road / Ann Arbor St

Fenton Road provides a link from the City of Flint to southern Genesee County. For portions that are heavily traveled the non-motorized facilities should be located as far off of the roadway as possible to minimize conflicts between pedestrians or bicyclists and motorists.

## Local Connectors

A potential neighborhood bike route has been identified from Kearsley Park to For-Mar Nature Preserve:

- Missouri EB to Meade
- Meade NB to Davison
- Davison EB to Curry
- Curry NB to Risedorph
- Risedorph EB to Blackthorn
- Blackthorn NB to Thorntree
- Thorntree EB to Genesee @ For-Mar Entrance

On the northern tier of the City of Flint, the Friends of the Flint River Trail (FFRT) have identified a small route for trail development. This trail would connect into Forest Park and a small trail portion identified in the City of Flint Parks and Recreation Plan with the proposed route:

- Along Dupont NB to Thackery
- Along Thackery & Wager EB to Selby
- Bike Lane SB on Selby, NB on Andrew
- Bike Lane from Stewart to James P. Cole
- Bike Lane from James P. Cole to Massachusetts
- Massachusetts through industrial park to Pasadena

### **Downtown Bike Lanes**

As a part of a public review meeting members of the public and stakeholder organizations added recommendations for bike lane development in the downtown Flint area:

- Second Street: from U of M campus, Flint Cultural Center, and Mott Community College
- Beach/Garland Street: from 5th Ave. to I-69
- Clio Rd from Welch to Stewart Ave.
- Stewart from the Western city limits to the Flint River Trail
- Saginaw Street from downtown to northern city limits
- Carpenter Rd from western city limits to Saginaw St

# Flint Township

## Preferred Corridors



### Regional Corridors

Flint Township serves as a link between the City of Flint and the City of Swartz Creek. The Genesee Valley Trail connects the city of Flint along an old rail line to the north side of the Genesee Valley Mall and then connects with Linden Road next to the north entrance of the mall across from Norko Dr. It is recommended that this trail is extended to connect to Swartz Creek along the eastern portion of Dye Rd down to Miller Rd.

Another possible connection could be to extend the M-21 pathway to the Consumers Energy utility corridor and follow it south to Swartz Creek.

Flint Township also serves as a link between the City of Flint and the City of Flushing. Connecting these three jurisdictions is the Flint River. A proposed trail corridor along the Flint River, connecting these jurisdictions, has been identified and seems feasible. Neither side of the river has been identified as better than the other, but there exists a large amount of private property on each side, and a number of easements would need to be secured

To serve as a link between the City of Flushing and the City of Swartz Creek, a Consumers Energy utility corridor has been identified. This utility line runs north/south along the west edge of Flint Twp., as well as along Mud Creek. The development of this corridor has only been identified

between the City of Swartz Creek on the south end, and the Flint River on the north

### Local Connectors

The M-21 Non-Motorized Pathway was extended in 2007 along the north side of M-21 from Maxwell Street to Dye Road, adding about one mile to the current path from I-75 westward.

Connecting to the M-21 Non-Motorized pathway is the Genesee Valley Trail.

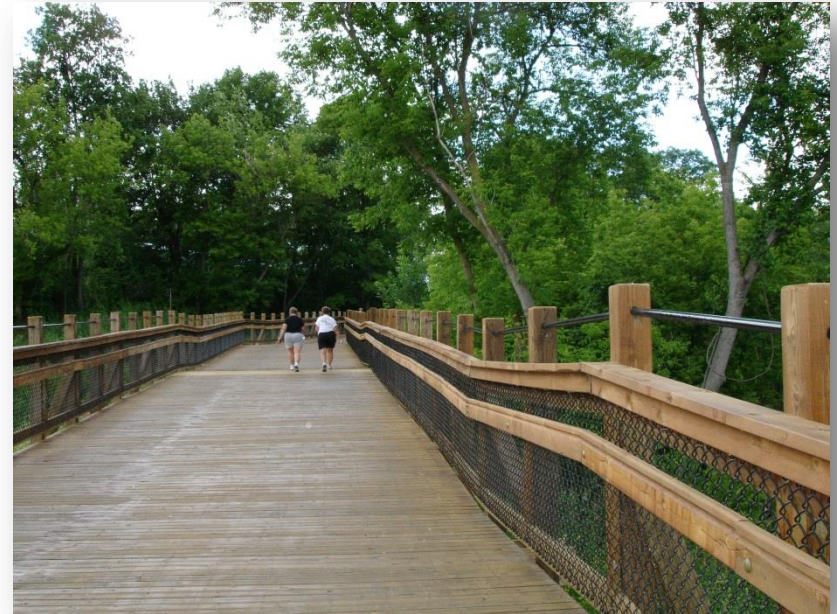
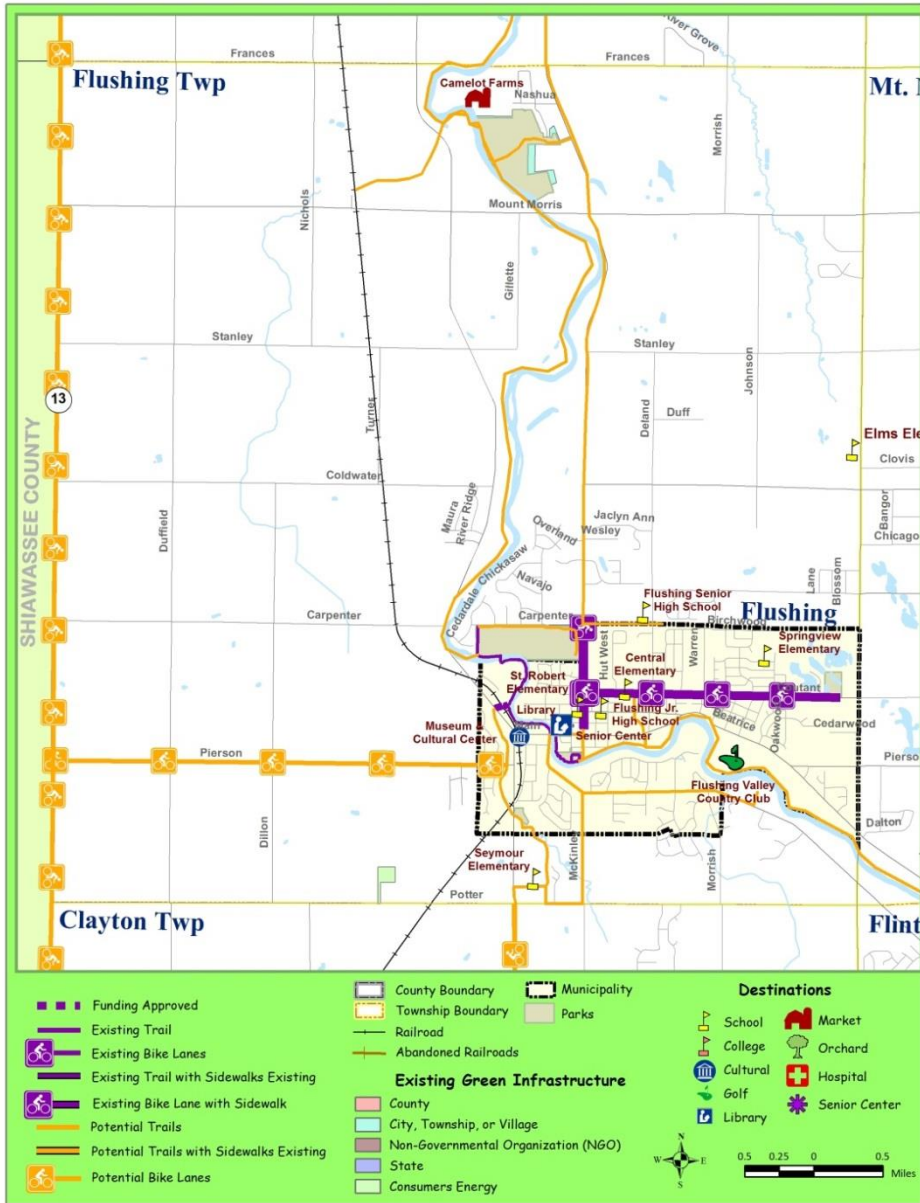
A loop of trails currently exists behind the Flint Township Police Station, opened in 2006, off of Norko Drive and Fleckstein Drive. There are plans to include paved shoulders when reconstructed to provide a connection from these trails to the Genesee Valley Trail.

### Further Issues and Consideration

A critical need exists for a pathway along Miller Road in Flint Township. With Miller Road being the highest concentration of commercial development in Genesee County, it is the source of a large amount of destinations for county residents. This entire corridor is lacking any type of travel method for non-motorized travelers, creating a serious safety hazard. The bus route along Miller Road is heavily used, yet there are no sidewalks to get to a bus stop or from a bus stop to a destination.

# Flushing Township & City of Flushing

Preferred Corridors



### Regional Corridors

The Riverview Trail in the City of Flushing provides a link between downtown Flushing and Flushing County Park. This trail along the Flint River could eventually connect to the Flushing Township Nature Park and to the City of Montrose by way of a trail along McKinley Road. This connection could also lead further northward into Saginaw County by way of the proposed trail following the Flint River.

The Riverview Trail could also be extended upstream along the Flint River into Flint Township and eventually connect with the existing Flint River Trail in the City of Flint. This would be a very scenic connection, but would involve acquiring easements from many property owners along the river.

A series of bike lanes are also proposed for Flushing Township. A bike lane along M-13 running from Saginaw County to Lansing Hwy/Miller Road just south of Clayton Township with a connector to the City of Flushing via Pierson Road is proposed. Another bike lane along Seymour Road in the City of Flushing, south to the City of Swartz Creek, is also proposed.

### Local Connectors

Bike lanes current exist along Coutant from McKinley to Elms Rd connecting local neighborhoods, an Early Childhood Education Center, and Elementary Schools, and Local park.

McKinley Rd also includes bike lanes from the Carpenter Td to Main Street connecting local neighborhoods to downtown.

### Trailheads

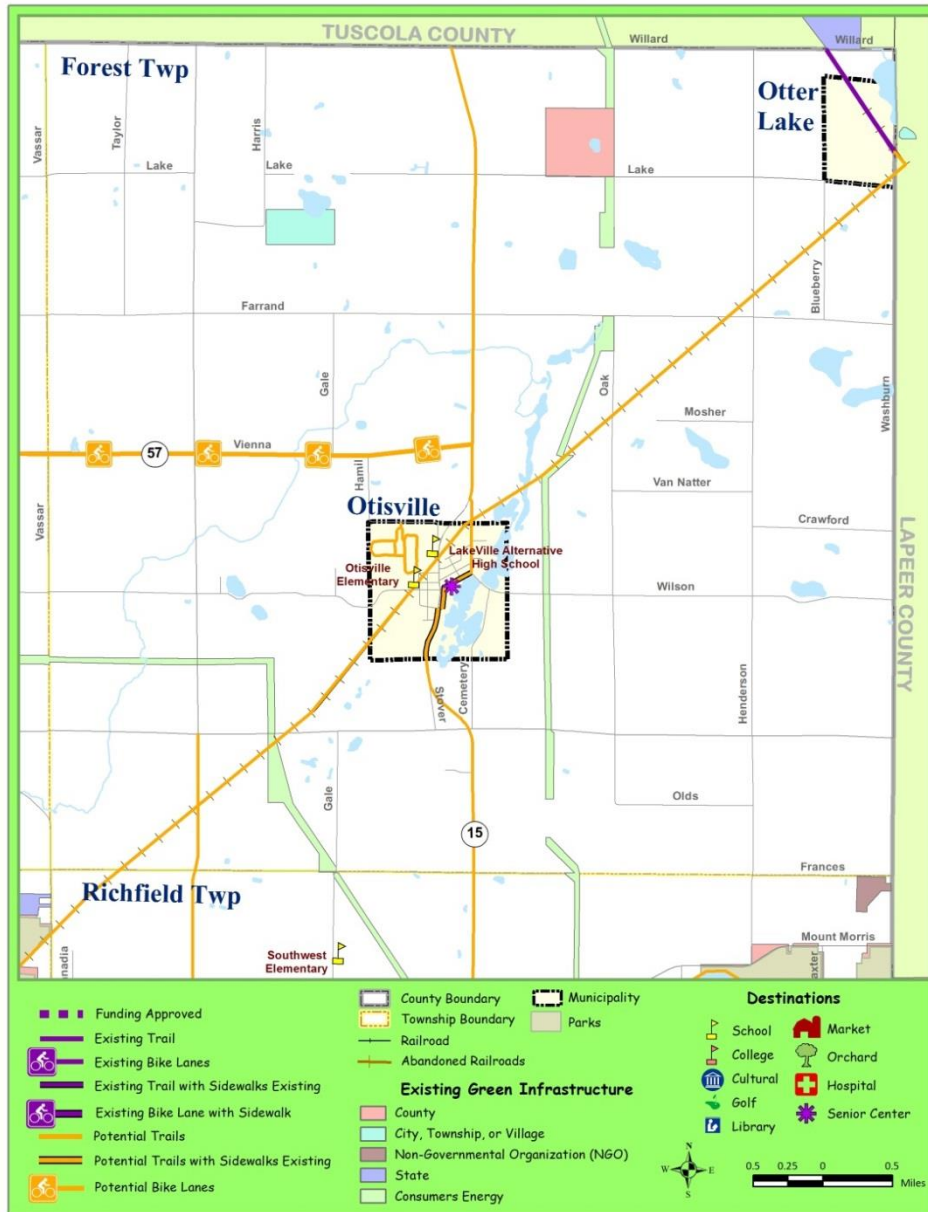
Potential trailhead locations for the identified trail on McKinley Road are Flushing County Park and Flushing Township Nature Center.

There is a trailhead located at the entrance to the Flushing Riverview Trail next to Bueche's Food Center on Main Street in Flushing and also parking for the trail in Riverview Park.



# Forest Township, Village of Otisville and Village of Otter Lake

## Preferred Corridors



### Forest Township Regional Corridors

M-15 passes through Forest Township and is part of the M-15 Heritage Route. The M-15 potential bike path would travel north-south through the entire eastern section of Genesee County, and connect with Oakland County to the south and Tuscola County to the north.

M-57 (Vienna Road) begins at M-15 in Forest Township and has been identified as a potential bike lane. This connection would head west to meet with neighboring sections of M-57 that have already been identified in an approved plan. Eventually, the whole stretch of M-57 in Genesee County would be connected as a non-motorized path. A section of wide shoulders along M-57 currently exist from Belsay Road west to Saginaw Road. Striping and signing this route as a bike lane is suggested.

An abandoned railroad bed runs through the township from Otter Lake through Otisville and into Richfield Township to the south. This abandoned railroad bed has been identified as a potential trail connection. It would connect the Southern Links Trailway to the M-15 potential trail and could join the potential trail near Mott Lake in the Genesee County Parks system. The connection from Otisville to Otter Lake along this corridor is privately owned. Easement or land acquisition from various individuals would be needed to build this trail.

The Southern Links Trailway from Columbiaville to Millington runs through Genesee County at Otter Lake.

### Forest Township Local Connectors

There is also a trail system identified in an approved plan that would loop through Pettit Park in the Village of Otisville for approximately 2/3 of a mile. Potential connections to link the village trail with Forest Township trails are also a possibility.

### Trailheads

Trailhead locations and amenities may need to be identified for the potential trail on M-57 (Vienna Road), the M-15 Heritage Route Trail, and the abandoned railroad trail



# Gaines Township and City of Swartz Creek

Preferred Corridors



### Regional Corridors

The Swartz Creek Trail runs along the creek from Seymour Road in the City of Swartz Creek to Elms Road where it heads north and passes through Elms Park. This trail has the potential to connect to the Genesee Valley Trail in Flint Township and into the City of Flint. There is one section of railroad corridor between Linden Road and the City of Swartz Creek that is still active. An alternative route exists by continuing the trail on Miller road to Dye Rd by conducting a road diet to include bike lanes or by including an off-street pathway to Dye Rd then northward on the eastern side of Dye road.

Miller Road and Lansing Highway provide a regional connection into Shiawassee County from Swartz Creek. This provides an important link to the Ionia-to-Owosso Trail. If the Ionia-to-Owosso Trail, after completion, is extended to Durand then this connection along Lansing Highway will allow residents of Genesee County to bike or hike all the way through four counties.

Seymour Road provides a connection through Gaines Township into Argentine Township and links up with the pathway along Silver Lake Road and into the Cities of Linden and Fenton.

### Bike Lanes

Swartz Creek has existing bike lanes on Miller Road from Elms Road to Seymour Road that serves the downtown and commercial area of the city.

A bike lane is also proposed for M-13 from Saginaw County to Miller Road/Lansing Highway in Gaines Township.

### Trailheads

Elms Park and Winshall Park could both serve as excellent trailheads for this area.

### Further Issues and Considerations

A Consumer's Power corridor exists about one mile west of the Genesee County line in Shiawassee County. The corridor extends from the Montrose area all the way to the Gaines area. This could provide a north-south link for both Shiawassee and Genesee County residents to utilize. Residents from Gaines could connect to this line easily to provide access for their community.

An abandoned railroad line exists between the communities of Durand and Byron in Shiawassee County. If this corridor was pursued by Shiawassee County, then Genesee County could connect to it from Swartz Creek and from Argentine to create a regional linkage

# Genesee Township

Preferred Corridors



### Regional Corridors

Resting to the northeast of the City of Flint is Genesee Township; also a proud owner of part of the Flint River Trail. This portion of the trail has two missing links that are currently identified for trail development by the Genesee County Parks and Recreation Commission. Along the north shore of Mott Lake, the identified connection runs parallel to Huckleberry Railroad. Along the south shore the identified connection runs from Stepping Stone Falls to the section of trail north of Coldwater Rd. These potential connections would complete the Flint River Trail from Genesee Road at Mott Lake into downtown Flint on both sides of the river. Other potential connections to the Flint River Trail have also been identified to the east of Genesee Road. Trailways running on both sides of Mott Lake to the east into Richfield Township have been identified which could potentially connect to the Southern Links Trail in Lapeer County.

Another potential regional connection identified is Genesee Road. Trail development along the identified corridor would link the City of Burton, For-Mar Nature Preserve, Buell Lake County Park, Ligon Nature Center, Genesee Township, and Thetford Township.

The abandoned railroad line linking Genesee Recreation Area and the Villages of Otisville and Otter Lake begins in Genesee Township and heads northeast.

### Local Connectors

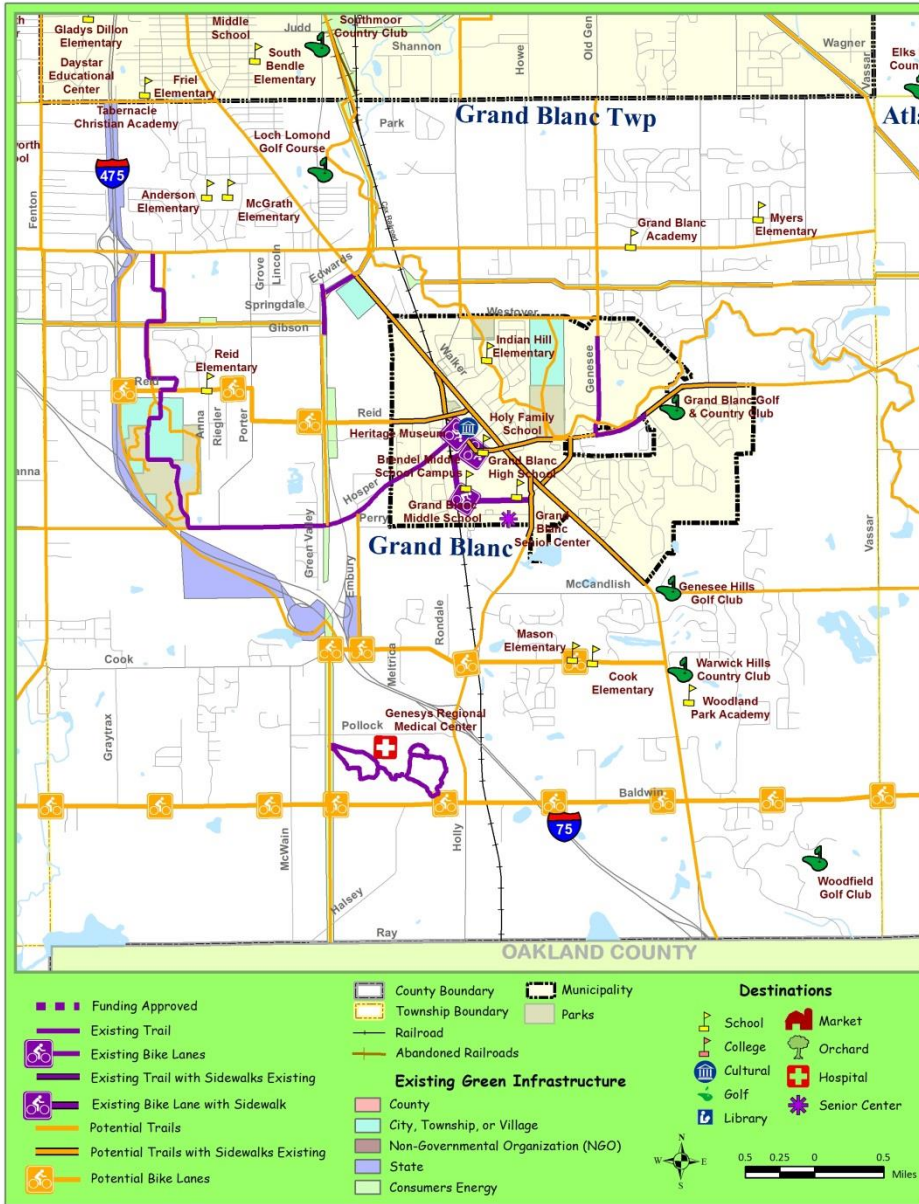
A local connector is proposed linking the Flint River Trail extension along the north side of Mott Lake to a planned trail south of the City of Mt. Morris. This potential connection follows a Consumers Energy corridor in the middle of Genesee Township and would eventually connect to the Trolley Line Trail in Clio.



**Flint River Trail**

# City of Grand Blanc & Grand Blanc Township

## Preferred Corridors



Bicentennial Park Trail



Jewett Trail

### Regional Corridors

Grand Blanc Road has an existing pathway from Hill Road to the Bicentennial Park and westward along Grand Blanc Road leading to the City of Grand Blanc. A connection can be made to trails at the Genesys Regional Medical Center by following the proposed route south on Embury Rd and then along the proposed Dort Highway Extension to Baldwin Road.

The Thread Creek Trailway was identified through the GLS Greenlinks project as a nature preservation/trail corridor. It runs through Grand Blanc and Atlas Townships, as well as the City of Grand Blanc through mostly private property along the wooded creek. This would be a very scenic trail, although a considerable effort would be needed to acquire the right-of-way for this trail corridor.

Saginaw Street is an identified corridor in the Grand Blanc Township Master Pathways Plan. This links into an existing sidewalk system in the Cities of Burton and Grand Blanc. This corridor has gaps in the sidewalk system within the township, even though the corridor is a MTA fixed bus route and commercially developed. Access to businesses along this stretch is difficult for pedestrian users, especially the handicapped, where no sidewalks exist.

Other areas within Grand Blanc provide great opportunity for pedestrians to travel via sidewalk to the

downtown area along the sidewalks on Perry Road. This sidewalk network connects the Jewett trail and the Genesee road trail. The sidewalks extends to the East Middle School.

The Consumer's Energy corridor, running east and west, parallel to and just south of Hill Road connects into the Trolley Line South trail from Burton to Goodrich and creates a large regional linkage. This trail crosses Saginaw Street and continues on and can link into Bicentennial Park.

Another Consumer's Energy corridor runs south from Cook Road under I-75 and links into Oakland County and eventually into Seven Lakes State Park. This trail could then connect through Seven Lakes State Park into the City of Fenton. Although just outside Genesee County, this would be a safe and easy connection between these two growing communities. These trails also create connections that facilitate a regional trail system:

- Dort Highway
- Embury Road
- Holly Road
- Hill Road
- Perry Road

### Bike Lanes

- Baldwin Road (regional corridor)
- Cook Road
- Reid Road

### Local Connectors

- Bella Vista Drive
- Bicentennial Park Pathways
- Bush Street
- Center Road
- Genesee Road Pathway to Hill Road
- Davis Street
- Genesys Regional Medical Center Nature Trails
- Pathway behind McFarland Library
- Perry Road
- Reid Road/Church Street
- Maple Road

### Trailheads

A trailhead could be located at Creasey Bicentennial Park on Grand Blanc Road just east of I-75. This is the largest park in the area and has an existing trail leading to it from the City of Grand Blanc

Genesys Regional Medical Center could also serve as a trailhead. There is already a system of looped trails on the Genesys grounds

Mc Farland Library on Perry Road could be used as a trailhead for the Thread Creek Trailway, which is proposed to run behind the library.

### Further Issues and Considerations

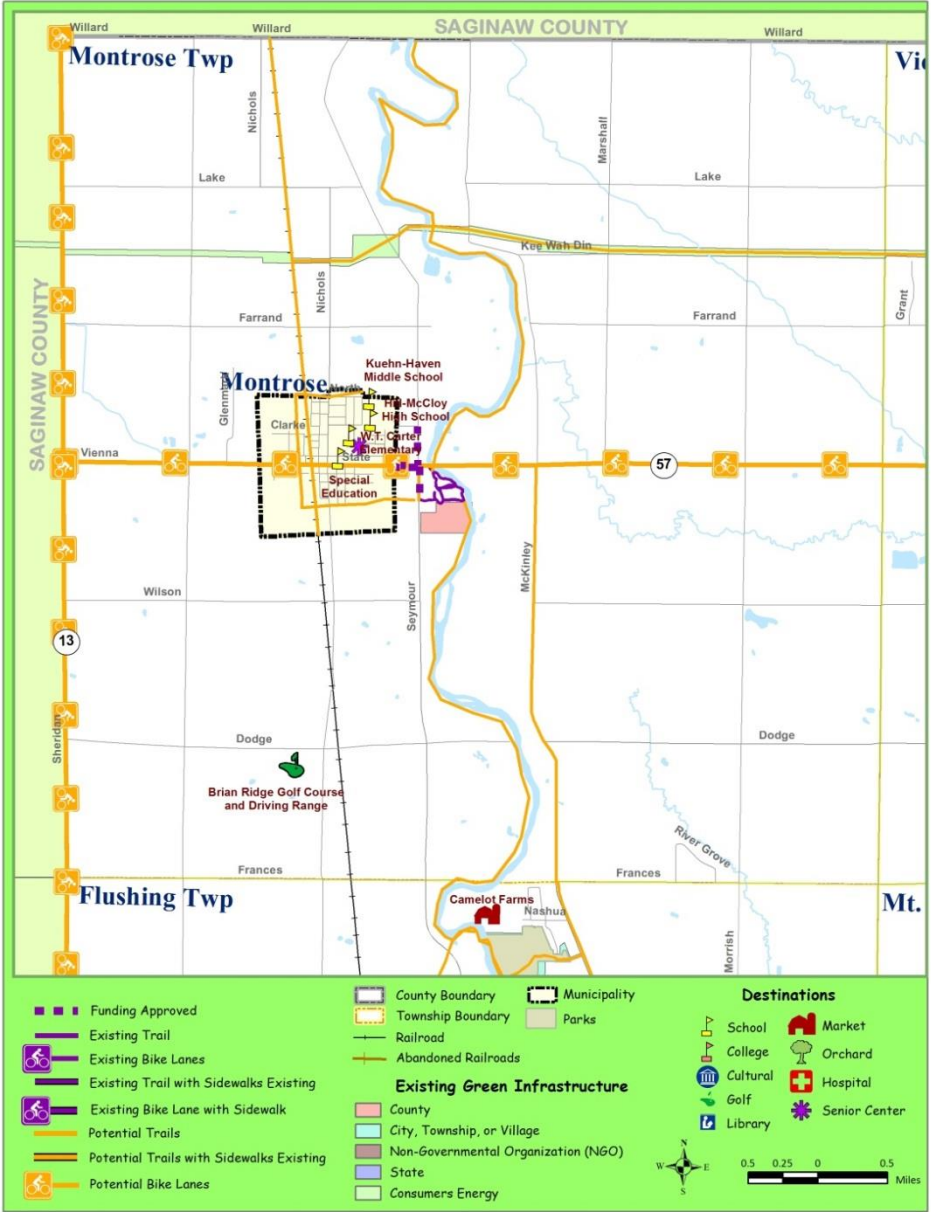
Grand Blanc Township and the City of Grand Blanc have proposed an extensive system of pathways for their area. In order to build these projects more efficiently, the community may wish to prioritize which areas to build first to create this trail system.



Trails at Genesys Regional Medical Center

# Montrose Township & City of Montrose

## Preferred Corridors





### Regional Corridors

M-57 (Vienna Road) through the City of Montrose and Montrose Township has been identified as a potential bike lane, extending into Vienna Township and eventually to Otisville. The M-57 bike lane would also connect to a proposed bike lane on M-13, which has been identified as a potential bike lane from Saginaw County to Miller Road/ Lansing Hwy.

McKinley Road south of M-57 has been identified as a connection to the City of Flushing. Another potential trail route could be along the Flint River connecting to Saginaw County and Flushing Township.

North of the City of Montrose is a Consumer's Energy corridor that could be utilized as a potential trail connection from the Montrose area to the Clio area connecting into the Trolley Line Trail just north of the City of Clio.

Montrose has also identified the railroad line as a potential trail. Although the railroad is still active, there are relatively few trains that use this stretch of tracks. The potential exists to build a trail along the corridor and to have a rail-with-trail extending into Saginaw County.

### Local Connectors

Montrose Township Community Park has an existing trail that loops around the soccer fields and along the Flint River. This trail could be connected to the proposed pathway along the Flint River or McKinley Road and link up with the M-57 bike lane. There are currently plans to develop a pathway from existing trails at the Barber Memorial Park north on Seymour Rd to the Schools Campus on Allen Drive. This pathway would also connect westward to the existing sidewalks leading to downtown Montrose.

In the City of Montrose a pathway looping around the city has been identified that connects the downtown area with the school complex. The northern boundary of the City of Montrose (North Street) will be part of the proposed path and will connect to the railroad line, heading south adjacent to the railroad line to connect to the existing township park and pedestrian pathway. This link will also connect to the potential M-57 bike lane.

### Trailheads

Potential trailheads have been identified at the Hill-McCloy High School and Barber Memorial Park.

# Mt. Morris Township & City of Mt. Morris

Preferred Corridors



### Regional Corridors

Along the Consumers Energy right-of-way in Mt. Morris Township and the City of Mt. Morris, a planned regional corridor has been identified linking these local units to the Trolley Line Trail in Clio.

### Local Connectors

Within Mt. Morris Township, the Beecher Area Schools have identified a trail system linking a number of schools in the area. This project is part of the Safe Routes to Schools Initiative. Beecher Schools have a unique situation, as there are no school buses serving the school district. These pathways are proposed to connect to the regional trail system from Saginaw Road into the City of Flint and to the Genesee Recreation Area from Carpenter Road on the Genesee Township and City of Flint boarder.

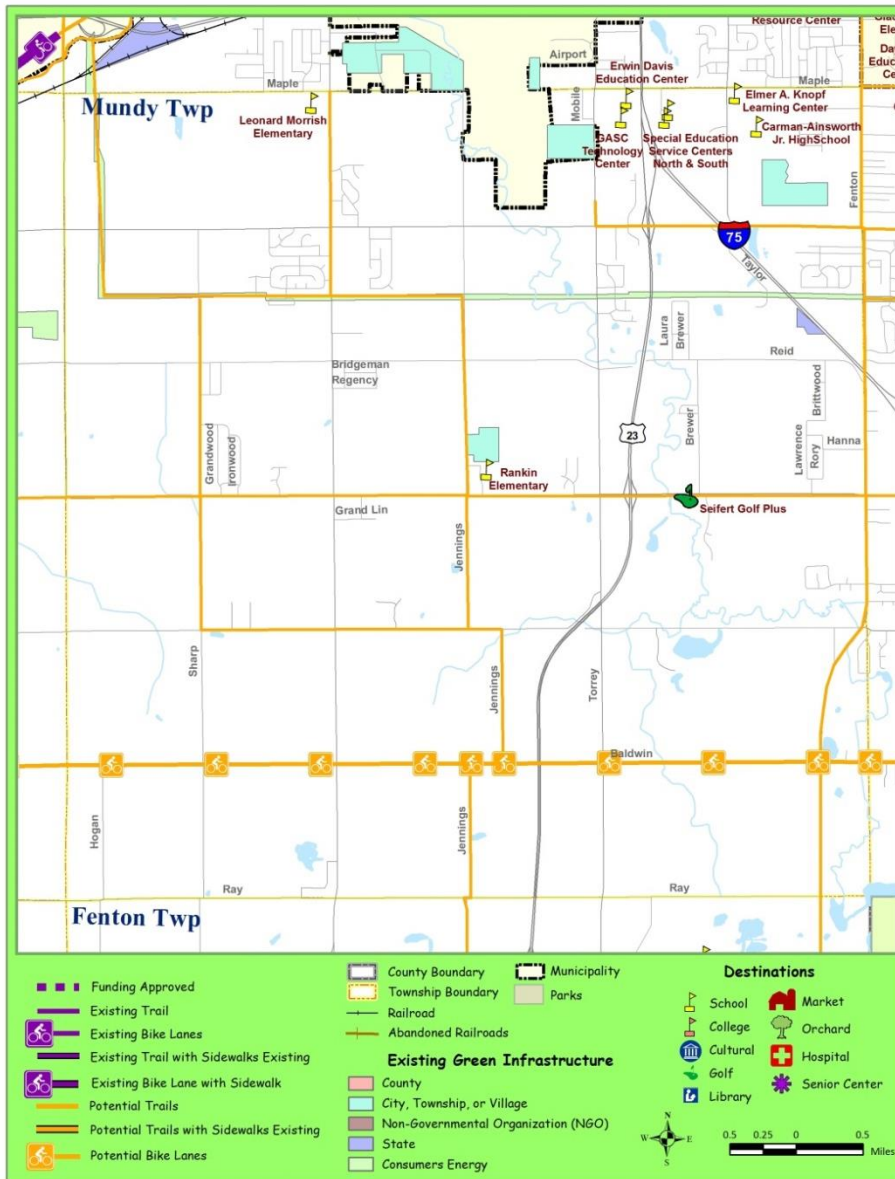
Within the City of Mt. Morris, an extensive system of routes has been identified and is planned for in the City of Mt. Morris Community Recreation Plan. This system includes future non-motorized trails, future bike lanes, and the use of existing sidewalks



Trolley Line Potential Site

# Mundy Township

## Preferred Corridors



### Regional Corridors

Grand Blanc Road links Mundy Township and Rankin to the parks and shopping areas of Grand Blanc. West of Linden Road, on Grand Blanc Road, the roadway becomes rural and is a link to the Gaines Township Seymour Road Route. In the township there are numerous subdivisions that are located off Grand Blanc Road. Due to the high traffic volume on Grand Blanc Road, it is recommended that the pathway be as far off of the road as possible. Bike lanes would not be suggested for this corridor. Another pathway option is to use Baldwin Road and connect to the trails at Genesys Regional Medical Center.

Jennings Road and the Consumer's Energy corridor combined provide a route from Swartz Creek to Rankin and into Fenton Township. Jennings Road is suggested as the preferred route because of its low traffic volume.

The Baldwin Road bike lane runs from Mundy Township at Jennings Road all the way through Grand Blanc Township and into Atlas Township.

Fenton Road is a highly traveled corridor from Fenton Township to the City of Flint. It is preferred that any facilitates built are located off the roadway as far as possible to help ensure safety of trail users. Further analysis is needed to determine which side of the road the Fenton Road pathway should be located on.

Sidewalks or pathways along Hill Road in Mundy Township have also been identified that would connect into the planned pathway along Hill Road in Grand Blanc Township.

### Local Connectors

Linden Road from Maple Road, 1.5 miles south to the Consumer's Energy corridor, provides a linkage to Leonard Morris Elementary School.

Grand Blanc Road from Sharp Road, 0.6 miles east to Pepper Mill Drive, provides a connection for local subdivision residents.

Sharp Road and Cook Road provide linkages to the regional trail system for residents along these local roads.

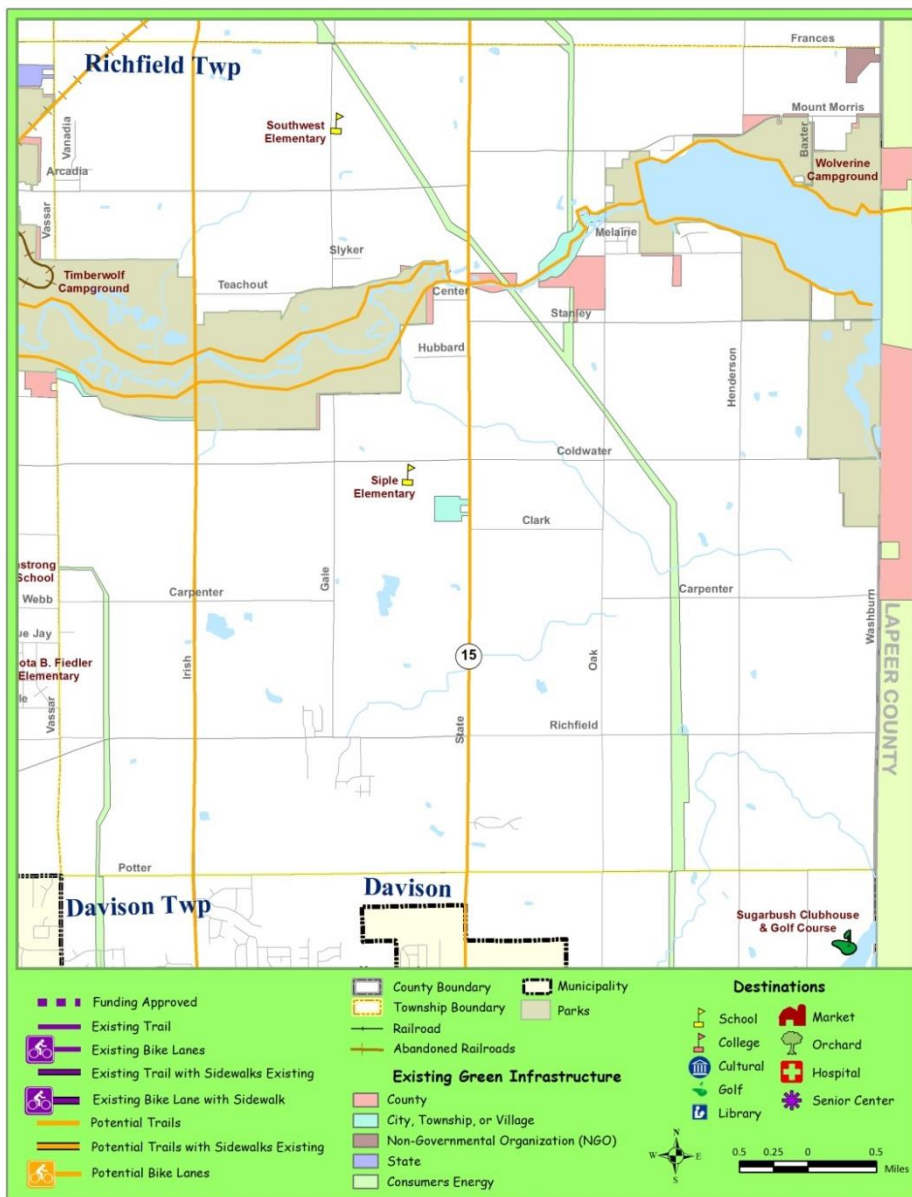
A walking path is also proposed near Rankin Elementary School on township property.

### Trailheads

Rankin Elementary School or Mundy Township Hall could serve as a trailhead for this area

# Richfield Township

## Preferred Corridors



### Regional Corridors

M-15 passes through Richfield Township and is part of the M-15 Heritage Route. M-15 is also part of a trail identified in an approved plan. This M-15 potential bike path would travel north-south through the entire eastern section of Genesee County, and connect with Oakland County to the south and Tuscola County to the north

Trail connections that follow the Holloway Reservoir in the Holloway Reservoir Regional Park have been identified. These trail connections ultimately lead to the Southern Links Trailway in Lapeer County.

### Local Connectors

Part of the Genesee County Park system is located in Richfield Township. Potential trail connections that would follow the Flint River through the park system have been identified

Part of an abandoned railroad bed runs through the township's upper left corner (in Section 6) from Forest Township to Genesee Township. This abandoned railroad bed has been identified as a potential trail connection.

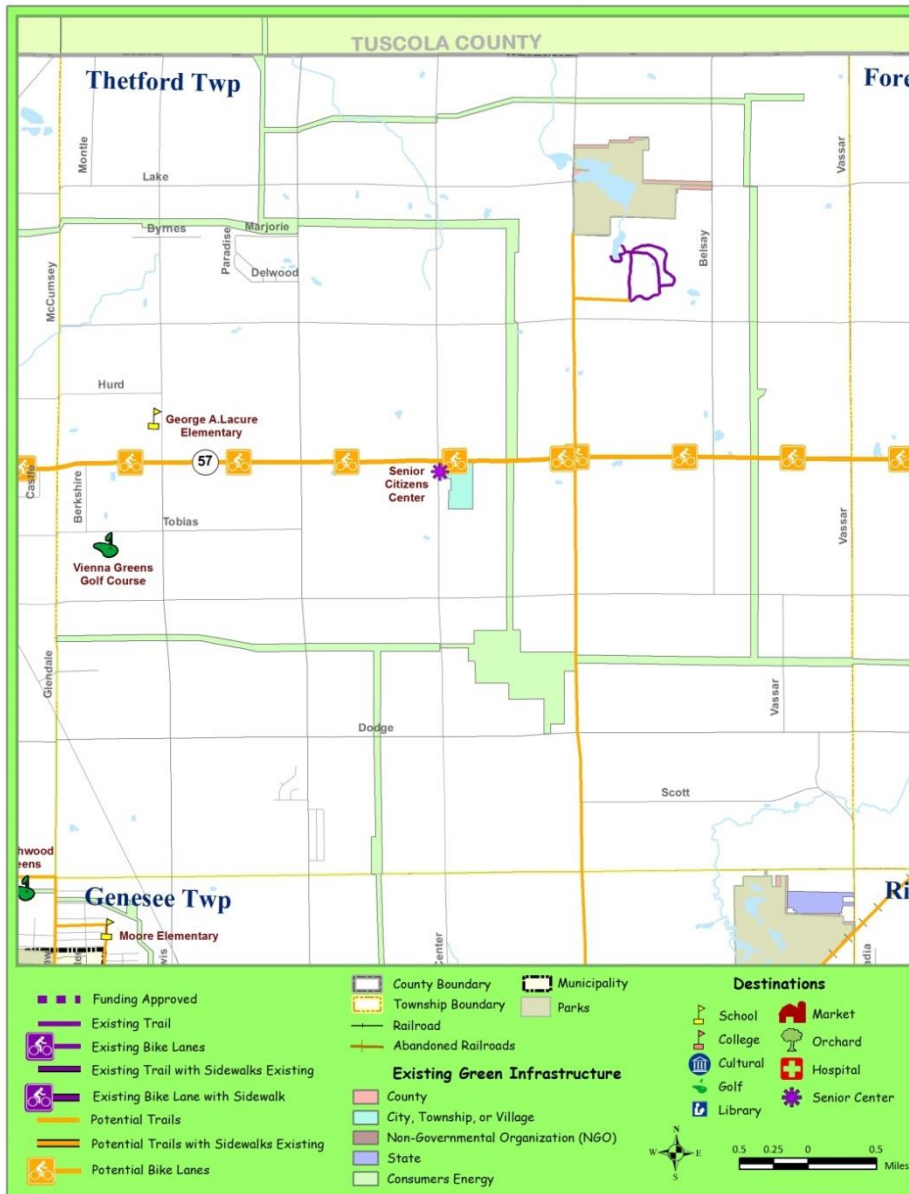
### Trailheads

Trailhead locations and amenities may need to be identified for the potential trails in Richfield Township that will follow the Flint River through the Genesee Recreation Area.



# Theftord Township

## Preferred Corridors





### Regional Corridors

Thetford Township is home to a segment of M-57 (Vienna Road). Part of this segment (from the west township line to Genesee Road) is a trail identified in an approved plan. The other part of the segment (from Genesee Road to the east township line) has been identified as a potential bike lane. These trail connections would help complete a major east- west trail for the county. Wide paved shoulders currently exist on M-57 from Belsay to Saginaw Rd. Signage and striping are all that would be needed to make it a bike lane.

### Local Connectors

Genesee Road north of M-57 is already a trail identified in an approved plan. The Ligon Outdoor Center, which has 6 ½ miles of hiking trails, is located on Farrand Road. A potential trail has been identified to connect the Center with Genesee Road. Genesee Road in Thetford Township, south of M-57 has been identified as a potential trail, which would connect through Genesee Township and the Cities of Burton and Flint.

There are plans to connect the existing City of Clio pedestrian trail with Buell Lake County Park in Thetford Township.

### Trailheads

Trailhead locations and amenities may need to be identified for the potential trail on M-57 (Vienna Road) and the potential trail on Genesee Road

# Vienna Township & City of Clio

Preferred Corridors



### Regional Corridors

The M-57 bike lane traverses through Vienna Township. A section of M-57, from east of Linden Road to east of Jennings Road, is already part of an existing trail. This trail continues through Vienna Township and into the City of Clio.

There are approved plans to connect the Clio Bike Path going into Mt. Morris to the south. The northern portion ending at the Northern County Line is completed. There are plans to extend this connect this trail to the Birch Run Outlet Stores.

The City of Clio contains a segment of M-57 (Vienna Road). Part of this segment (western city limits to railroad tracks) has an existing bike lane. Another part of the segment (from Clio Bike Path to eastern city limits) is a trail identified in an approved plan. Along M-57 from Saginaw Road to Belsay Road, wide paved shoulders already exist along both sides of the roadway; these would simply need striping and signage to become bike lanes.

There are plans to connect the existing City of Clio pedestrian trail with the Clio Sports Complex and Buell Lake County Park in Thetford Township. Also planned is a bike trail extension from the Senior Center to the Clio Sports Complex, with a recommended pedestrian crossing either over or under Saginaw Road.

### Local Connectors

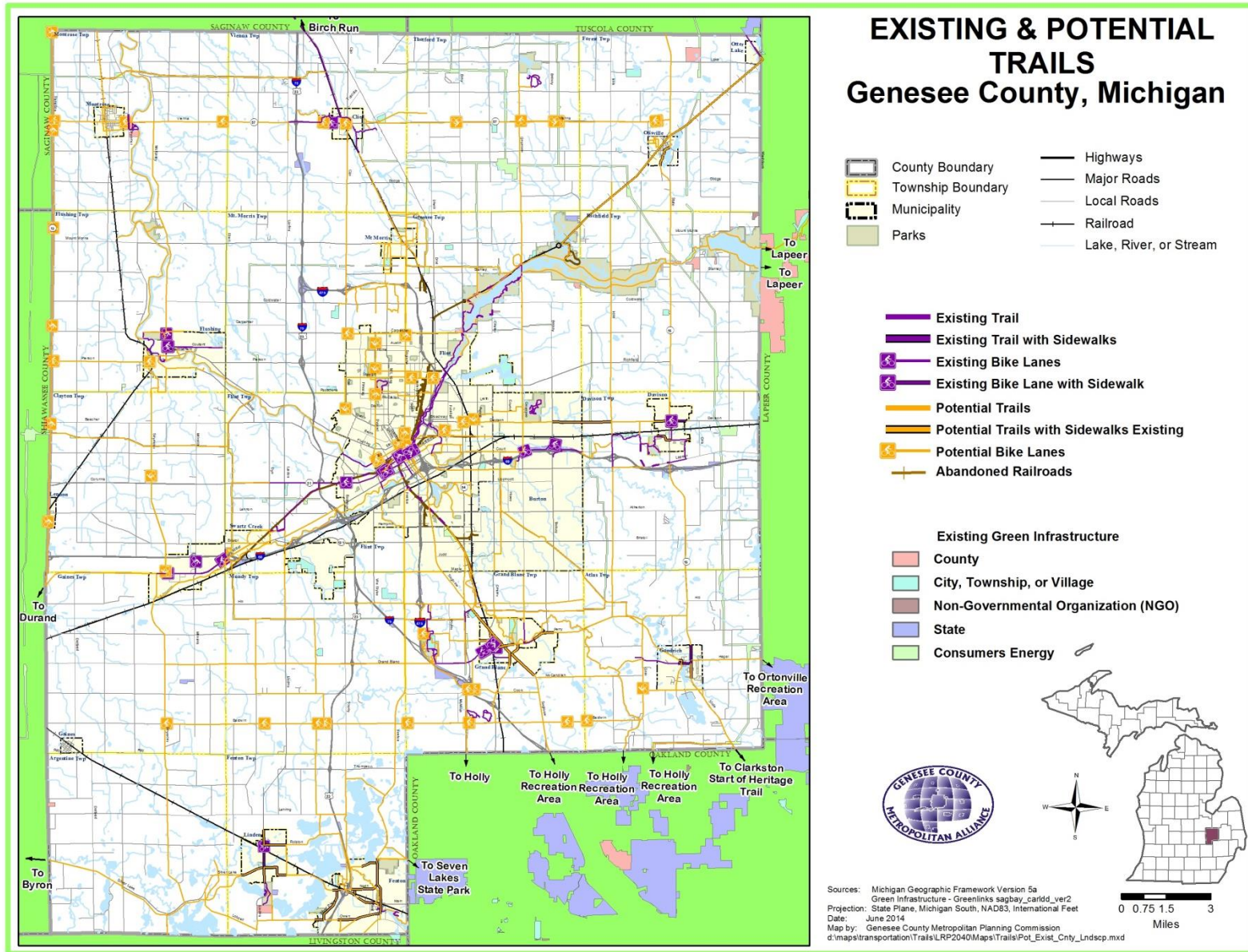
Tufford Park in Vienna Township serves as the entryway for a one and a half mile bike and pedestrian trail. This trail runs from I-75 and connects with a City of Clio trail.

### Trailheads

Trailhead locations and amenities may need to be identified for the potential trail on M-57 (Vienna Road), and for the identified trail heading to Saginaw County.

# Existing and Potential Trails in Genesee County

Preferred Corridors





# Genesee County Priority Trail Segments

Preferred  
Corridors

## Genesee County Priority Trail Segments

Every trail identified in this plan is an important connection to the overall non-motorized system in Genesee County. The first goal of this plan is connectivity: development of an interconnected regional trail system in Genesee County.

Prioritization was conducted through public input at two meetings and subsequent meetings with various municipalities. The first public meeting; the “Regional Trail Review Workshop” focused on the potential trails and any revisions that may be necessary. The second public meeting; “Regional Trail Prioritization Meeting” focused on identifying trail segments and their priority.

## Regional Trail Review Workshop

The purpose of the Regional Trail Review Workshop was to discuss the trail network with specific focus on any trails missing or needing revision. This meeting brought together representatives of local units of government, trail groups, stakeholders, and members of the public.



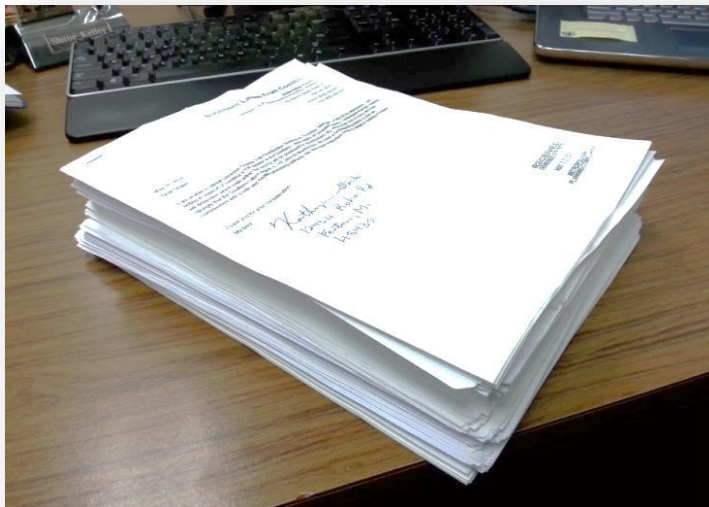
# Genesee County Priority Trail Segments

Preferred  
Corridors

## Prioritization Meeting

The prioritization meeting brought together local officials, stakeholders, trail groups, and public members interested in trails in order to prioritize them for future funding. The prioritization activity was divided into 5 steps.

During the Prioritization meeting the Linden-Argentine-Fenton (LAF) Area Trails Coalition presented GCMPC staff with over 500 letters of support from local residents.



## Step 1

Each participant was given 10 stickers to place on any trails they felt should be a priority.



# Genesee County Priority Trail Segments

Preferred  
Corridors

## Step 2

Each group was instructed to identify segments for prioritization by marking them at the start and finish according to the sticker placement.



## Step 4

Each group discussed their top 5 selection and identified their top 3 priorities.



## Step 3

Each group discussed the trail segments identified and narrowed the selection down to their top 5 priority segments



## Step 5

After the group activity was completed each group assigned a speaker to share their group's map and explain their reasoning for their group's priorities.







# Genesee County Priority Trail Segments

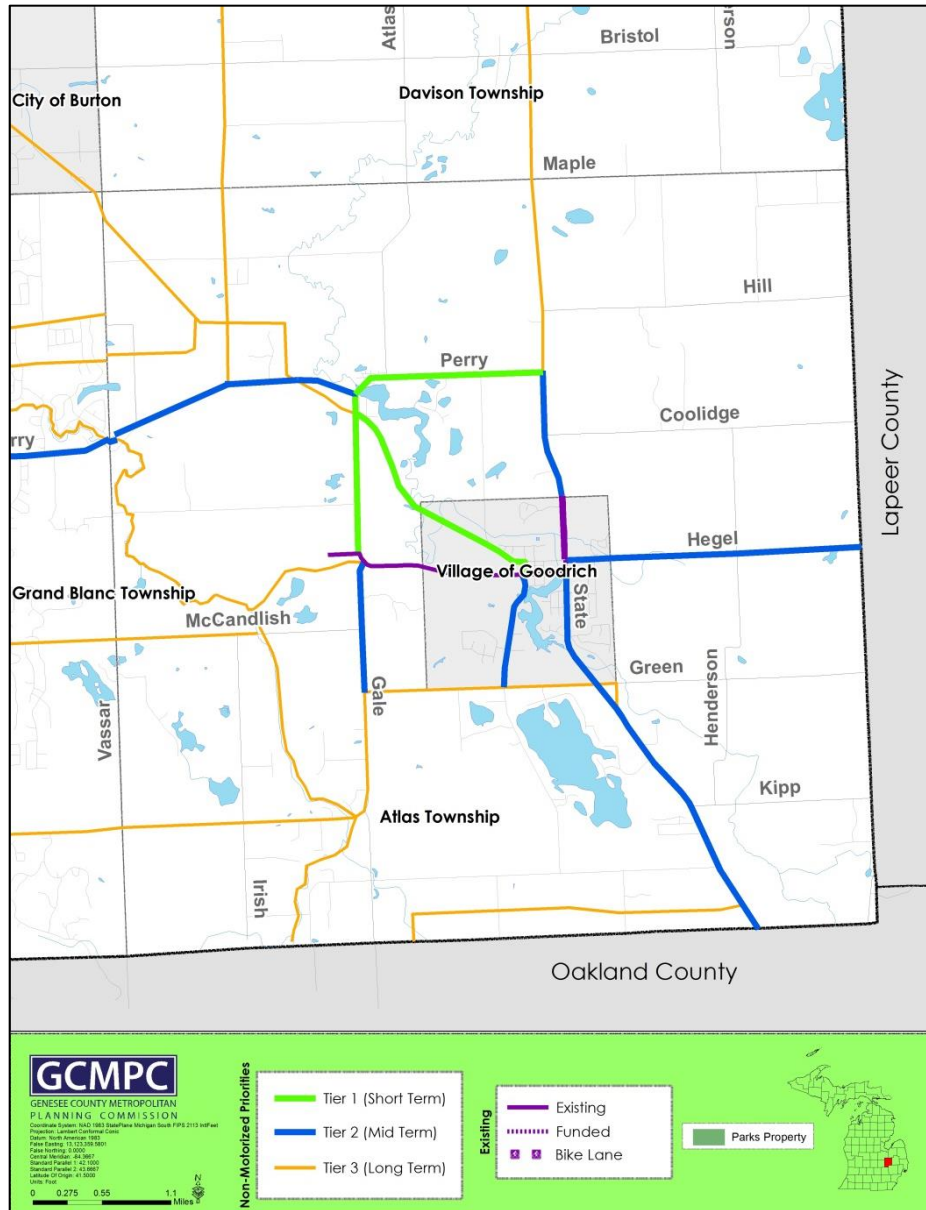
Preferred Corridors

*(Listed Alphabetically)*

## Atlas Township Trails

Three priority segments have been identified in Atlas Township and have been further prioritized and listed accordingly.

1. Gale Road from existing trail northward to Perry Rd. Approximately 1 ¼ miles.
2. Perry Road from Gale to M-15. Approximately 1 ½ miles.
3. Hegel Road from the existing trail along a consumer's energy corridor North West to Gale Road near Perry Road. Approximately 2 ½ miles.





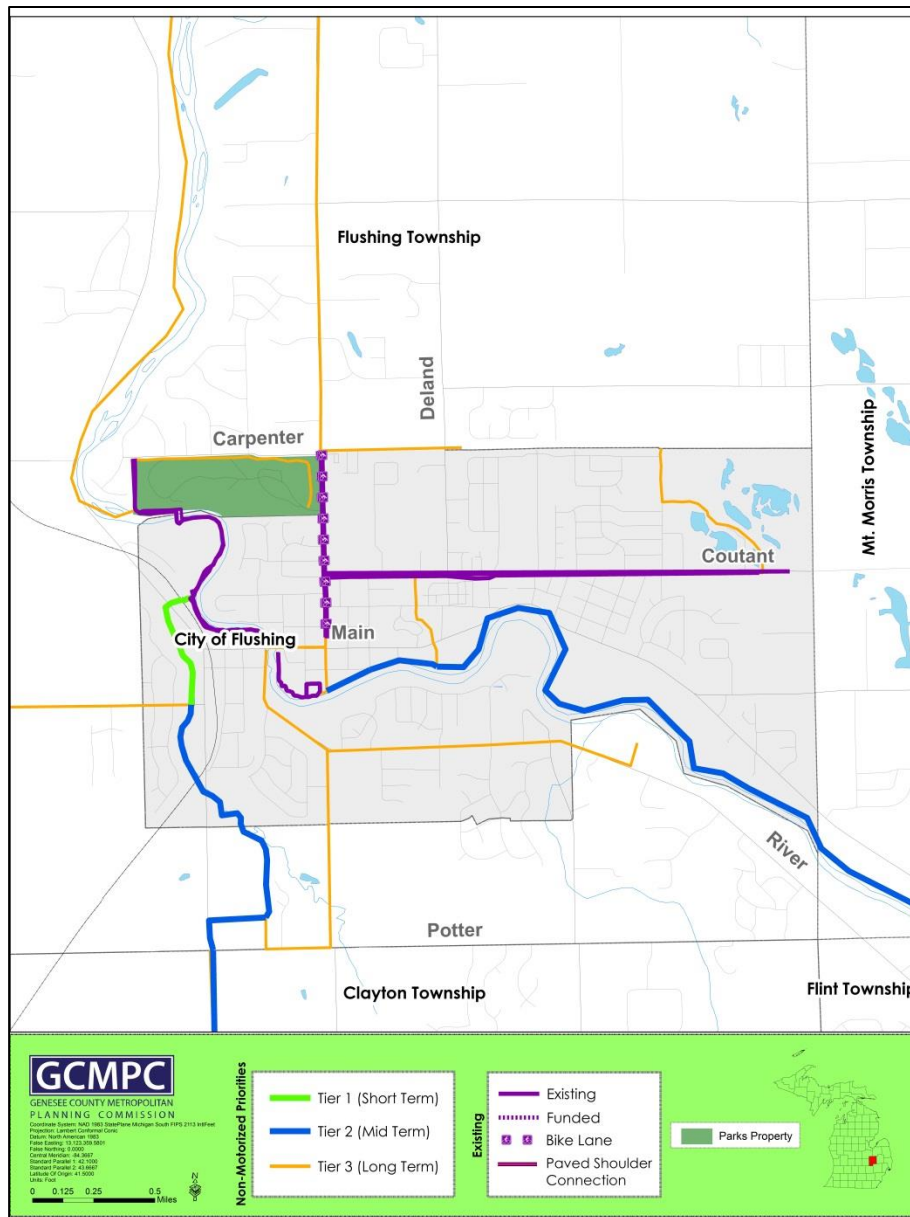
# Genesee County Priority Trail Segments

Preferred  
Corridors

*(Listed Alphabetically)*

## Flushing Area – Seymour Road Pathway

A connection from the existing Flushing Riverview Trail system at the Cole Creek Bridge west to Seymour Road and south to Pierson Road has been identified as a Tier 1 priority. The project includes boring a pedestrian tunnel under the existing railroad tracks and a boardwalk at the at-grade crossing at Seymour road. This proposed pathway will provide safer access to the Flushing Riverview Trail and relieve long-term congestion.



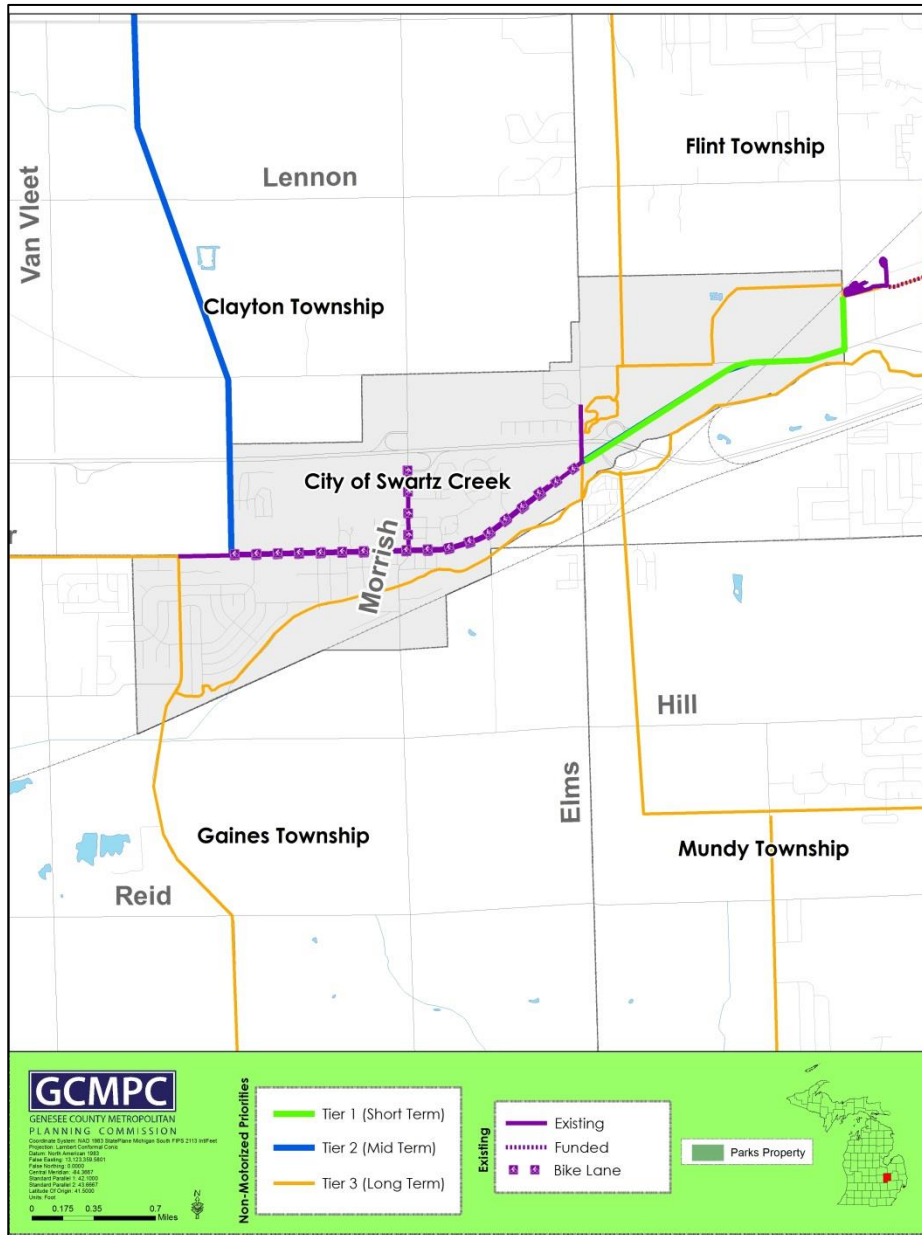
# Genesee County Priority Trail Segments

Preferred  
Corridors

*(Listed Alphabetically)*

## Genesee Valley Trail

A connection from the existing Genesee Valley Trail and Proposed Paved Shoulders on Norko Drive to the bike lanes on Miller Road has been identified as a Tier 1 priority. The preferred route would make the connection along Dye and Miller Road although an alternative could be along Dye and Bristol Road. Approximately 2 miles proposed



# Genesee County Priority Trail Segments

Preferred Corridors

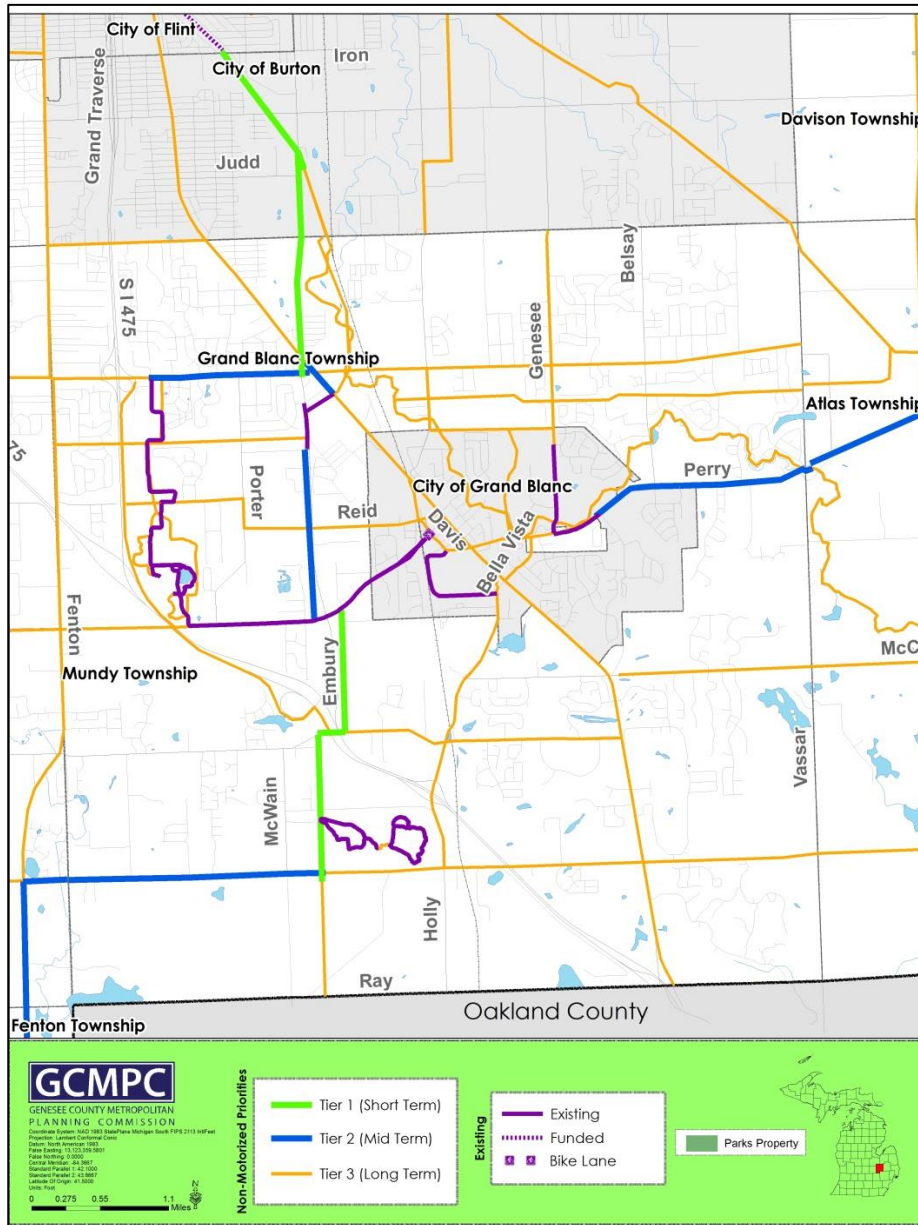
*(Listed Alphabetically)*

## Grand Traverse Greenway

The Grand Traverse Greenway, funded and expected to be completed by 2017, ends at the City of Flint and City of Burton boundary. A proposed extension South has been identified as a Tier 1 priority, extending the Grand Traverse Greenway along the former railroad southeast to Dort highway leading into Grand Blanc Township and ending at the sidewalks on Saginaw Road until future connections can be made. Approximately 3 miles proposed.

## Dort Highway Extension

A non-motorized path has been included as part of the proposed Dort Highway Extension. The path would follow Dort Highway from Baldwin Road north to Cook road. It would then continue north on Embury road connecting the current Grand Blanc Road Path to the trails at Genesys Regional Medical Center. Approximately 2 ¼ miles proposed.





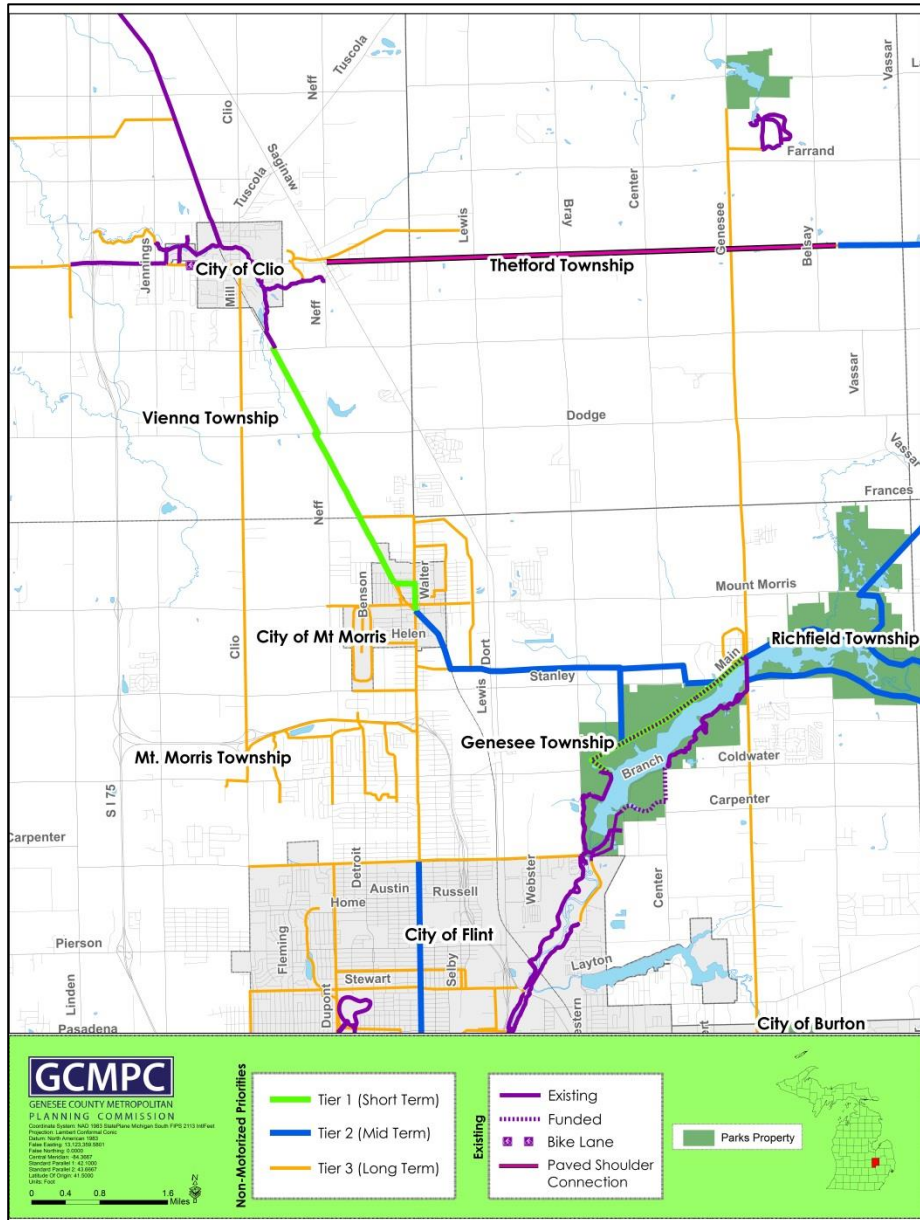
# Genesee County Priority Trail Segments

Preferred Corridors

*(Listed Alphabetically)*

## Trolley Line Trail (Clio to Mt. Morris)

The existing Trolley Line Trail ends at Wilson Road. An extension has been identified as a Tier 1 priority from Wilson Road to downtown Mt. Morris. The proposed route continues south along the railway to Roosevelt Avenue, then east to Walter then South returning to the railway. Approximately 3 ½ miles proposed.





# Water Trails

# 6

Water Trails



## What is a Water Trail?

The National Water Trails System defines water trails (also known as “Blue Trails”) as recreational routes on waterways with a network of public access points supported by broad-based community partnerships providing both conservation and recreational opportunities.

<http://www.nps.gov/WaterTrails/>

## Why are Water Trails Important?

According to the American Rivers Blue Trails, three out of every four Americans participate in active outdoor recreation each year and paddle sports are among the fastest growing segments of the industry.

### Economic

Water trails have a significant economic impact on their local community, as they are compatible with other types of water recreation such as fishing, boating, etc. further contributing to outdoor recreational opportunities. In Michigan alone outdoor recreation generates \$1.4 billion in state and local tax revenue and 194,000 direct Michigan jobs, according to the Outdoor Recreation Industry Association’s Outdoor Recreation Economy Report for Michigan.

### In Michigan

#### OUTDOOR RECREATION GENERATES...

<b>\$18.7</b> BILLION in consumer spending	<b>194K</b> direct Michigan jobs <sup>2</sup>
<b>\$5.5</b> BILLION in wages and salaries	<b>\$1.4</b> BILLION in state and local tax revenue

### Nationally

#### OUTDOOR RECREATION GENERATES...

<b>\$646</b> BILLION in consumer spending	<b>6.1</b> MILLION direct American jobs <sup>2</sup>
<b>\$39.9</b> BILLION in federal tax revenue	<b>\$39.7</b> BILLION in state and local tax revenue

[www.outdoorindustry.org/recreationaleconomy](http://www.outdoorindustry.org/recreationaleconomy)

### Education

“Heritage” Water Trails foster an interactive and educational experience by providing information of the local heritage via historical markers and educational signs that may include scientific and historic information relating to the local history of the waterway and community.

### Ecological

As water trails attract more users of local waterways it also increases awareness of the natural beauty and importance of conservation efforts and water quality standards.

## Human Health

According to the Robert Wood Johnson Foundation – Annual County Health Rankings, Genesee County is the second worst county in Michigan for overall health.

Quality of Life	Genesee County	Michigan
-----------------	----------------	----------

Poor Mental Health Days*	4.2 days	3.7 days
--------------------------	----------	----------

Health Behaviors	Genesee County	Michigan
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Adult Obesity	36%	32%
Physical Inactivity	30%	24%

\*Average number of mentally unhealthy days reported in past 30 days

<http://www.countyhealthrankings.org/>

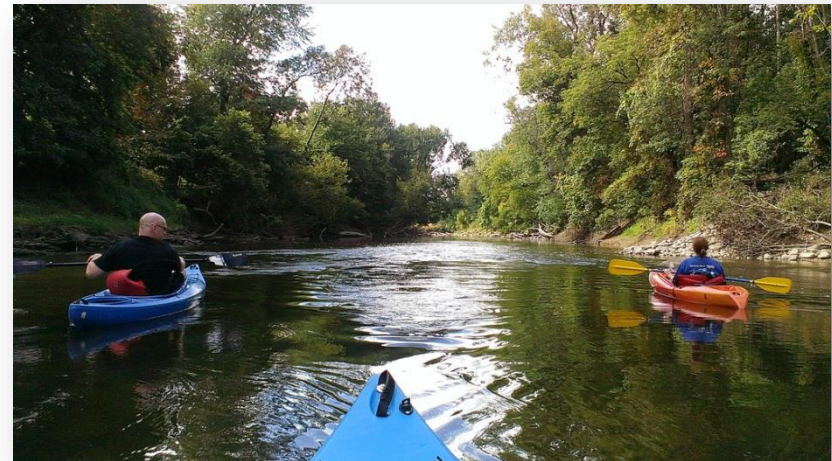
Water trails are a great way to combat these health conditions as they provide several health benefits.

One of the most commonly mentioned benefits of using a water trail is the reduction of stress. According to a study conducted by the University of Michigan titled: "The Cognitive Benefits of Interacting with Nature",

simple and brief interactions with nature can produce marked increases in cognitive control.

The study can be viewed at:

[http://www-personal.umich.edu/~jjonides/pdf/2008\\_2.pdf](http://www-personal.umich.edu/~jjonides/pdf/2008_2.pdf)



Another benefit of water trails is weight loss and muscle toning. While paddling along the water trail your body uses your back, shoulders, arms, hands, abdomen, chest, and your heart! According to Harvard Health Publications, a person who weighs 125 pounds burns an average of 150 calories during 30 minutes of kayaking. A person who weighs 185 pounds, meanwhile, burns 222 calories during a 30-minute kayaking workout.

## Water Trails in Genesee County

Genesee County only has one trail with a designation as a water trail; the Shiawassee River Heritage Water Trail. Aside from the Shiawassee River there is only one other major waterway that is a potential water trail; the Flint River.

### Shiawassee River Heritage Water Trail

The Shiawassee River Heritage Water Trail, begins in Oakland County and enters the southeastern border of Genesee County. Thanks to funding from the Saginaw Bay Watershed Initiative Network, portions of the river have various bridge markings, mile markers, and Informational signs. The informational signs are located at Holly Waterworks Park (Oakland County), Fenton Bush Park, Fenton, Strom Park, and at the Linden Mill Pond. An additional sign is planned for a launch on McCasslin Lake Rd in Argentine Township. There are also plans to develop a new launch in Fenton Township with parking, restrooms, and camping, off of Rolston Road. The University of Michigan-Flint's University Outreach has partnered with Keepers of the Shiawassee and several other organizations to promote the Shiawassee River's long-term protection. Thanks to a generous grant from the Fenton Community Fund of the Community Foundation of Greater Flint a water trail guide was developed.

## Flint River Water Trail

The Flint River provides beautiful scenery throughout the county and is mostly navigable with minimal portaging needed. The Flint River possesses over 14 access points and is recommended for Water Trail designation.



## Water Trail Planning

On July 1, 2014 GCMPC staff organized a water trail discussion which brought together local watershed coalitions, river stewardship organizations, and interested members of local governments and the public. At the meeting, the group discussed what the current needs are for water trails in Genesee County. Water Trail development should also be coordinated with local zoning, conservations efforts, water quality improvements, and actions of non-profit conservation entities. The following are components identified at the water trail discussion:

### ACCESS POINTS

Although several access points have been identified along the Flint and Shiawassee River, not all are considered official sites. Several of the sites are located within a residential neighborhood and do not provide necessary parking, identification, or facilities for individuals wanting to launch. The quality of these sites should be improved to provide parking, proper markings, disability access, and the necessary facilities allowing the site to be easily accessible and identified. Emergency access points should also be identified for local law enforcement and rescue. If access is limited in certain areas it is important that land be acquired. This can be funded by the Michigan Natural Resources Trust Fund.

### FACILITIES

As users paddle along the water trail it is important that the trail encourages the journey by providing restrooms and facilities to secure their belongings.

Kayak lockers provide paddlers the opportunity to secure their kayak, explore the area, use the restrooms, or simply take a break. Other considerations should be given to bicycle facilities for those wanting to bicycle back to their vehicle or into town.



## SIGNAGE

Although water trails can be very inexpensive, there is a need for informative signage. Design standards should be drafted in future plans for water trail signs in Genesee County similar to the design standards set for paved trails.



A variety of signs may be necessary such as:

- **Directional Signs / Mile Markers:** allowing users to track distances and see distances to the next destination. Some of these signs can be located on bridges also identifying the name of nearby streets.
- **Warning Signs:** for areas where paddling and landing is restricted or where hazards are present such as low wires, swift water, etc. Portaging locations should also be clearly identified.
- **Informational Signs:** showing a map of the overall route, travel times, destinations, and other useful information about the route itself and its development. Destinations along the route other than access points such as local businesses or community spaces should also be identified.
- **Educational Signs:** addressing topics such as trees and plants along the route, geology, biology of the river (such as the invasive species found in the river), and water quality measures.
- **Heritage Signs:** providing information regarding the history of the community and significance of specific places along the trail.

## AWARENESS

In order to encourage the use of water trails the public must be educated on water quality and how they can “complete the loop” when using a water trail. Users need to be informed of how they can return to the location from which they started whether it is by bicycling, walking, or public transit. Maps should be provided at access points that show options for a return route.

Awareness can be accomplished in a variety of methods such as social media, water trail websites, informative brochures, and public school presentations to list some.

## DESIGNATION

Water Trail designation allows waterways to receive recognition on a much larger scale, both state-wide and nation-wide. This recognition can encourage individuals to visit our water trails and as a result bring an economic benefit.



## **National Trails System**

The National Water Trails System is a grassroots effort that relies on local management of the designated water trails. The National Park Service (NPS) Rivers, Trails, and Conservation Assistance Program (RTCA) is the primary administrator that works in partnership with a collaborative interagency group. RTCA staff serves as a clearinghouse for information sharing and national water trail networking efforts. Agencies may nominate individual water trail designations, work in collaboration with community organizations seeking designation, help strengthen the network of water trail managers, and build the community of practice for water trails.

### Benefits of Designation:

- Designation by the Secretary of the Interior, including a letter and certificate announcing the designation as a national water trail.
- National promotion and visibility, including use by the management entity of use the National Water Trails System logo in appropriate settings and trail publications.
- Mutual support and knowledge sharing as part of a national network.
- Opportunities to obtain technical assistance and funding for planning and implementing water trail projects.

As a result of designation, national water trails may gain:

- Positive economic impact from increased tourism.
- Assistance with stewardship and sustainability projects.
- Increased protection for outdoor recreation and water resources.
- Contribution to public health and quality of life from maintaining and restoring watershed resources.
- Access to networking and training opportunities.
- Assistance with recognition and special events highlighting the trail.

All national water trails will be included in the online searchable database of trails and have a page on the national water trails systems website to share trail information including water trail descriptions, maps, photographs, water trail manager contact information, links to applicable websites, and best management strategies and practices.

## Michigan Great Lakes Water Trails Working Group

The Michigan Great Lakes Water Trails Working Group includes volunteers from Michigan Sea Grant, the Land Information Access Association (LIAA), the Michigan Department of Environmental Quality, the Parks Division of the Michigan Department of Natural Resources, the

U.S. National Park Service, Pure Michigan, Western Michigan University, the East Michigan Council of Governments, the Northeast Michigan Council of Governments, the Eastern Upper Peninsula Regional Planning and Development Commission, the Western Upper Peninsula Planning and Development Regional Commission, the Northwest Michigan Council of Governments, the West Michigan Shoreline Regional Development Commission, the West Michigan Regional Planning Commission, the Southwest Michigan Planning Commission, and paddling enthusiasts.

The Working Group has a website providing great resources for local residents or tourists to discover what attractions and activities are available near them.

<http://www.michiganwatertrails.org/>





## Maintenance

A very critical component for water trails is maintenance of access sites, facilities, as well as the waterway. Currently, several organizations organize river cleanups for the Shiawassee and Flint River. It is also imperative that new volunteers are sought to assist these organizations in order to keep interest in the endeavor and not to over burden the same volunteers of past. It is also important for local municipalities to assist in maintenance in order for the efforts to go beyond those of only volunteers. The American Rivers Blue Trails provide recommendations of maintenance to be performed regularly:

**Inspections** should occur regularly depending on the amount of use, type of use, and location. Inspections should be documented to include the condition of launches, campsites, picnic areas, signs, and other facilities.

**Sweeping** the water trail for debris such as fallen logs and other hazards is one of the most important aspects of water trail maintenance, helping ensure user safety.

**Trash removal** is important from a safety and aesthetic viewpoint. Trash removal should take place on a regularly scheduled basis, the frequency of which will depend on trail use and location.

Several woody debris removal practices must be undertaken multiple times each year in order to keep the river open. It is important that this does not ignore the competing interest of promoting fish habitat. Involving the MDNR through the planning process will ensure that the appropriate actions are taken and considerations made.

More information on managing and maintaining water trails is available at:

<http://www.bluetrailsguide.org/build/manage/>



Photo courtesy of Flint River Watershed Coalition

## Current Initiatives and Interested Groups

### Flint River Paddlers

This group of paddle sport enthusiasts from the Flint, Michigan, shares a common goal of paddling and conservation on the Flint River. The group works closely with the Flint River Watershed Coalition (FRWC) to help promote river conservation, stewardship and the recreational aspects and opportunities present in the Flint River Watershed. The "Flint River Paddlers" is a grass-root FRWC sponsored organization.

<https://www.facebook.com/pages/Flint-River-Paddlers/91349862889>

### Flint River Watershed Coalition

The Flint River Watershed Coalition (FRWC) was formed in the fall of 1997 and is collaboration between educational institutions, local government, local business, environmental groups, and concerned citizens who feel strongly that the Flint River and its tributaries are a vital resource we all need to protect. The FRWC organizes annual river cleanup events.

[www.flintriver.org/](http://www.flintriver.org/)

### Flint River Corridor Alliance

The Flint River Corridor Alliance (FRCA) is a community based organization of government, non-profit, and private sector stakeholders organized to initiate, support, and sustain projects in the Flint River Corridor that revitalize the river as a community asset while enriching the quality of life for the area's residents, businesses, and visitors.

Their priority areas are:

- Economic Development and Neighborhood Revitalization
- Recreation and Culture
- Environmental Quality and Infrastructure

<http://www.fralliance.org>

### Genesee County Parks

The Genesee County Parks and Recreation Commission is dedicated to providing all the residents of Genesee County with affordable, quality, recreational, and educational facilities. Genesee County Parks is Michigan's largest county park system with 11,000 acres of woods, rivers, lakes, trails, beaches and campgrounds.

<http://www.geneseecountyparks.org/>

## **Southern Lakes Park and Recreation (SLPR)**

The Southern Lakes Park and Recreation's vision is to offer park, recreational facility, & program opportunities that enhance the education, physical health, personal well-being & social interactions within the community. SLPR supports the efforts of the volunteer group Keepers of the Shiawassee.

<http://www.slpr.net>

## **Keepers of Shiawassee**

Keepers of Shiawassee is a group of volunteers that organizes kayaking events on the Shiawassee River and cares for the Shiawassee river.

## **Friends of the Shiawassee**

The mission of Friends of the Shiawassee River is to Care, by maintaining and improving the health of the river; Share, by enhancing the community's appreciation and knowledge of the river; and Enjoy, by increasing recreational access and responsible use of the river. The Friends of the Shiawassee River organize annual river clean-ups and river work days with a specific focus on the removal of invasive species.

<http://www.shiawasseeiver.org>

## **Headwaters Trails Inc.**

Headwaters Trails Inc. is a non-profit 501(c3) group whose mission is to facilitate and promote the cooperation of local governments in Southeast Michigan with specific emphasis on Holly, Rose, Groveland, Springfield, Fenton and Argentine Townships, the Village of Holly, the City of Fenton, and the City of Linden to create new recreational opportunities including the creation of a network of trails for the area residents and visitors. Headwaters trails Inc. organize river cleanups every spring, summer, and fall using the DNR's Best Practice Methods. The work involves cutting trees and brush with loppers, hand saws, and chain saws, and pulling trash from the river.

<http://headwaterstrailsinc.org/>

## Water Trail Funding Sources

The following are funding sources that will fund components of water trails. Although effort has been given to identify these funding sources it does not serve as an exhaustive list. As awareness for water trails grows and funding sources are made aware and available this information should be updated and provided on the GCMPC website.

### Michigan Department of Natural Resources (DNR)

The DNR has several grants that can be applied for water trails. Below is a list of potential grants that may be applicable to some component of a water trail. For more information visit: [www.michigan.gov/dnr-grants](http://www.michigan.gov/dnr-grants)

- Michigan Natural Resource Trust Fund
- Recreation Passport Grant Program
- Waterways Grant Program
- Recreational Trails Program Grants
- Marine Safety Grants to Counties

### Community Foundation of Greater Flint (CFGF)

The Community Foundation's grant making priorities give focus to its mission of serving the common good. CFGF

informs its grant making process by being steeped in community knowledge, relying on the contributions of foundation staff and trustees, and a broad and diverse group of community volunteers. Each year, the foundation awards grants to nonprofit organizations from its discretionary funds through a competitive grant making process. Grants may come from CFGF's Community Impact Fund (also known as unrestricted funds), Field-of-Interest Funds, Community Funds or Youth Initiative Program Funds.

<https://www.cfgf.org/cfgf/Home/tabid/326/Default.aspx>

### Saginaw Bay Watershed Initiative Network (WIN)

WIN welcomes proposals that advance the search for sustainable solutions to current watershed and community challenges. WIN is responsive to new ideas, new research and new approaches, recognizing that such innovation is necessary to move the concept of sustainability forward in the Saginaw Bay watershed. The sustainability approach integrates economic goals with environmental and social goals and is based on the premise that meeting human needs for all people today should not impair the ability of future generations to meet their needs.

<http://www.saginawbaywin.org/grants/>

## **L.L.Bean - Club Fostered Stewardship Grant**

L.L. Bean and the American Canoe Association have teamed up to sponsor funding to local and regional paddling clubs and organizations that undertake the stewardship projects on waterways in their area.

Eligible projects include: cleaning up waterways, clearing in-stream safety hazards, maintaining access areas, erecting signs and controlling erosion, establishing and maintaining paddle trails, acquiring threatened access points, and providing sanitary facilities. Grant amounts range from \$100-\$1,000.

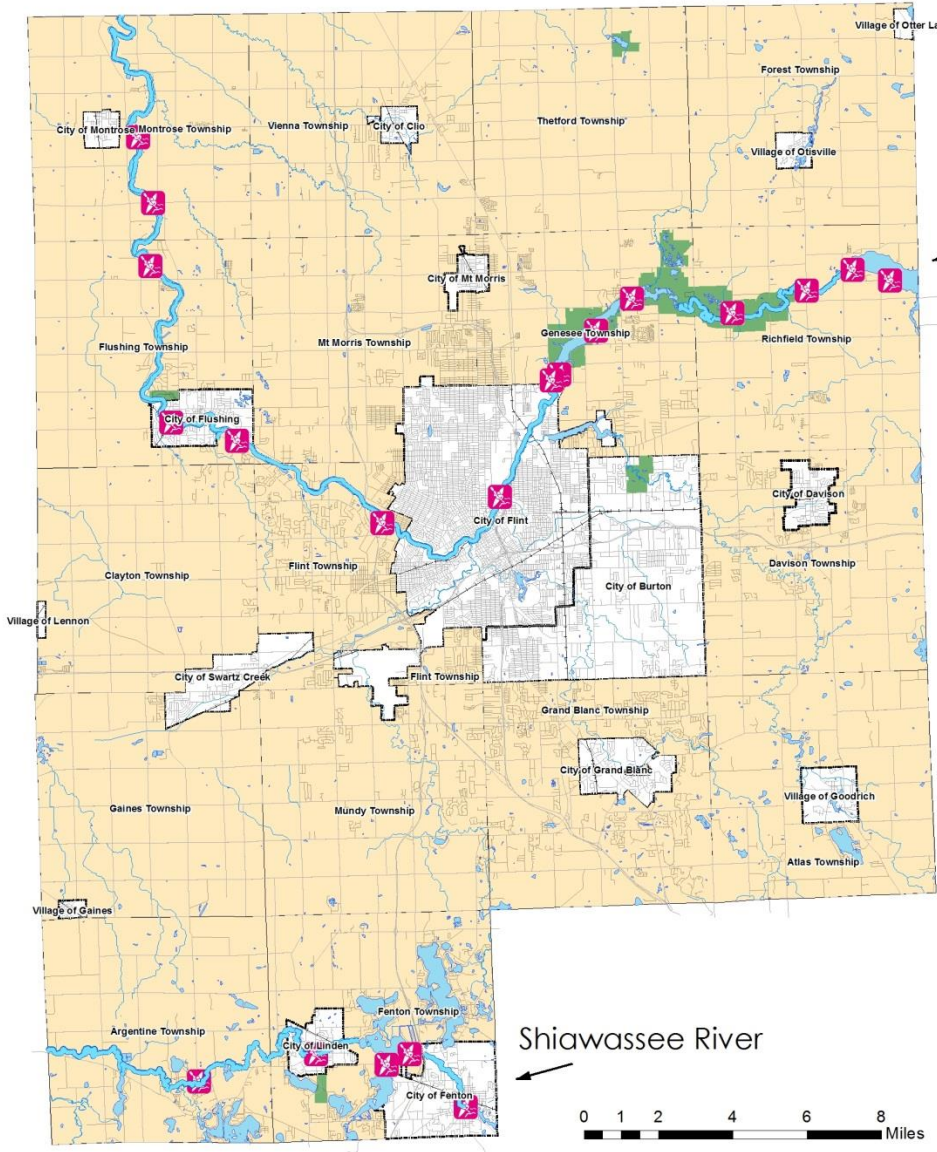
<http://www.americancanoe.org/>

## **Consumers Energy Foundation Grants**

The Consumers Energy Foundation is committed to helping nonprofits create sustainable communities by awarding grants in these five focus areas:


- Social Welfare
- Community and Civic Development
- Education
- Michigan Growth and Environmental Enhancement
- Culture and Arts

<https://www.consumersenergy.com/content.aspx?ID=4328>



Flint River

## River Access Sites in Genesee County

-  River Access Sites
-  Genesee County Parks

July 2014



# 7

## Design Considerations



Developing a trail system means bringing people together. A successful system not only accommodates multiple modes of non-motorized transportation, but also accommodates multiple types of people, including those of all ages as well as people with disabilities. In order to effectively accommodate all possible users of the trail system, all users should be involved in the planning and design of that system from the beginning. This will help ensure that the resulting trail system proves accessible to all those who desire to use it. With the vast majority of routes in Genesee County likely being multi-use, it is important to realize all possible user types. Users of multi-purpose routes may include pedestrians, bicyclists, in-line skaters, cross-country skiers, as well as those in wheelchairs.

Working through the development stages of a trail system can become very complicated. There are many different agencies that must reach consensus prior to action. Local governments, citizen advocacy groups, local businesses, and possible users should all be allowed to share their thoughts to effectively resolve any differences of opinions. This section will provide guidelines for these stakeholders to use when planning and designing their non-motorized routes. It is important to understand that these are only guidelines, often adapted from the Association of State Highway and Transportation Officials (AASHTO) among other agencies, and should be tailored to the specific situations occurring throughout Genesee County.



## General Design Guidelines

The advantage of a set of guidelines is that they are flexible and accommodating. The following guidelines set forth in this plan are meant to “guide” decision making and are not by any means an exhaustive list. Although communities and agencies using this plan are encouraged to use innovative approaches to best fit their individual conditions, they are also expected to follow any mandated standards, named separate from this document, that are required for construction.

Although there are many different types of trails and non-motorized paths, this plan only references those types one would generally find located in the Genesee County region. Those pathways include on-road bike lanes, systems separate from the roadway, but still located within the right-of-way, bike routes and shared-use paths.

## Bike Lanes

Bike lanes offer the most convenient type of pathway for communities to create within their area. This is due to the presence of the roadway, which requires no land acquisition or clearing. Often times, the roadway may be wide enough to simply draw in an on-road bike lane. This practice is called re-striping. Communities planning the restoration of old roadways or the construction of new roadways should attempt to include bike lanes wherever possible. Both lane restriping and shoulder

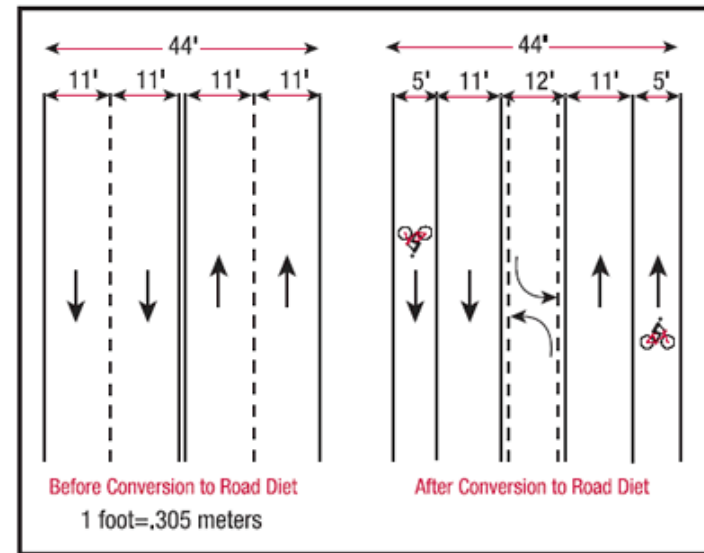
paving are common approaches for producing on-road bike routes.

## Paved Shoulders

Paved road shoulders offer a suitable way to provide non-motorized routes to bicyclists. While paving of the shoulder provides bikers with a smooth path to travel upon, this increased road width also preserves the edges of the pavement.

## Road Diets

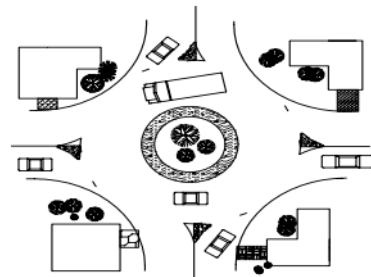
Road Diets are often conversions of four lane undivided roads into 3 lanes (two through lanes and a center turn lane). The fourth lane may be converted to bicycle lanes, sidewalks, and/or on-street parking.



## Traffic Calming

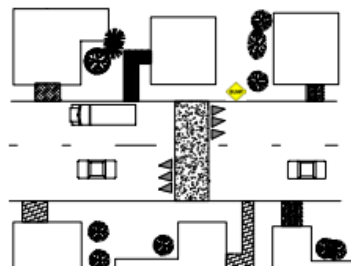
Wherever trails and roadways intersect, there is a potential safety hazard. Slower speeds produce better reaction times and a safer environment. The practice of traffic calming utilizes innovative design methods to slow traffic in certain areas. The Institute of Traffic Engineers has defined traffic calming as, "the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users." Traffic circles, chicanes, narrowed streets, and speed humps are only a few of the methods used to calm traffic, and provide a safer more enjoyable experience for non-motorized travelers.

### Roundabout / Traffic Circle



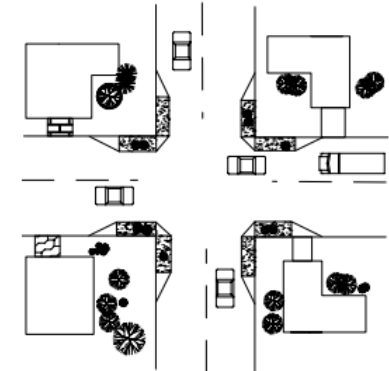
Source: City of Sparks – Guidelines for Traffic Calming

### Speed Hump



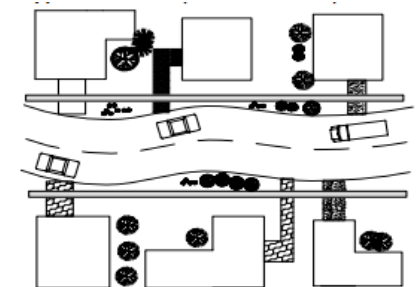
Source: City of Sparks – Guidelines for Traffic Calming

### Street Narrowing



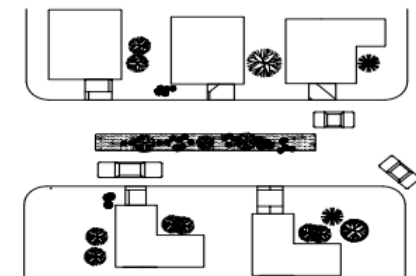
Source: City of Sparks – Guidelines for Traffic Calming

### Chicane



Source: City of Sparks – Guidelines for Traffic Calming

### Island



Source: City of Sparks – Guidelines for Traffic Calming

### **Bike Routes**

A bike route is another alternative to bike lanes for areas in Genesee County where striping a bike lane may not be feasible, but the need for accommodating bicycle activity is evident. A bike route is a suggested route through a city or a neighborhood most likely using residential streets, although it may simply indicate the safest route through a congested area. The route would be designated by bike route signs but would not involve any special road construction or other markings.

### **Path in Right-of-Way**

Aside from providing routes within roadways, paths are often found adjacent to the roadway, yet still in the right-of-way. Communities are often inclined to construct this type of path because land acquisition is not usually necessary and there are many destinations already located on the route. This brand of pathway can safely support most types of trail user; however, it still presents possible vulnerabilities and should be designed to prevent safety hazards. The AASHTO Guide for the Development of Bicycle Facilities, 1999 edition, offers plenty of suggestions:

- Paths adjacent to a roadway should utilize wide buffers separating the path and the roadway to show a distinct separation between the two.

- When wide buffers cannot be utilized, a physical barrier, such as a fence or railing, should be constructed.
- Give drivers and trail users alike ample sight distances, especially near intersections of pathways and roads.

Recommended Dimensions For Non-Motorized Trails and Paths		
Trail/Pathway Element	Recommended Dimensions	Comments
<b>RECREATION TRAILS</b>		
<b>Paved Pedestrian-Only Trail Width</b>	5 ft minimum 6 ft desirable	<b>These trails are for exclusive use by pedestrians</b>
<b>Unpaved Pedestrian-Only Trail Width</b>	2 ft minimum 4-6 ft desirable	<b>Best as limited purpose facility in rural or semi-primitive areas; can provide interim solution (see Figure 35); minimum width</b>
<b>Unpaved Shared Use Trail Width</b>	6 ft minimum 8-10 ft desirable	<b>Only suggested as an interim solution and not appropriate for high use trails; best in</b>
<b>Vertical Clearance</b>	8 ft minimum 10 ft desirable	<b>Additional clearance improves visibility. Ten feet is minimum when equestrian use is expected.</b>
<b>SHARED USE PATHS NON-MOTORIZED SYSTEM</b>		
<b>Shared Use Path Width</b>	10 ft minimum 12 ft desirable 14 ft optimum	<b>Minimum width should only be used where volumes are low and sight distances are good; width should be based on relative speed of users; higher speed users (bicyclists and</b>
<b>Roadway Separation</b>	5 ft minimum	<b>Minimum separation for parallel, adjacent path; a physical barrier should be installed</b>
<b>Shoulders</b>	1 ft minimum (peds. only) 2 ft minimum (shared use)	<b>Shoulders provide pull-off/ resting and passing space; should be graded to the same slope as the path; minimum shoulder</b>
<b>Clear Zones</b>	1 ft minimum* 2 ft desirable*	<b>Clear zones are additional lateral clearance on each side of the path beyond the shoulders. All obstructions (e.g. trees,</b>
<b>Vertical Clearance</b>	8 ft minimum 10 ft desirable	<b>Additional clearance improves visibility.</b>
<i>* If less than 1.2 m (4 ft) total lateral clearance is provided (including shoulder) between the edge of trail, and there is a vertical grade drop greater than 0.8 m (30 in), steeper than 2:1, railing may be required.</i>		
Source: Georgia Department of Transportation Pedestrian and Streetscape Guide		

# 8

## Funding & Implementation



The Genesee County Regional Non-Motorized Plan is a visionary document seeking to assist in the development of a safe, accessible and interconnected trail system within and beyond the county boundaries. The implementation of its contents depends entirely on active regional collaboration. In order for many of the important linkages proposed in this plan to materialize, it is essential for local agencies to come together on a grander scale.

While this document is not the final word on trail development in Genesee County, 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 a fluid one, and is meant to be reviewed and updated as conditions and opportunities change.

### **Potential Funding Sources**

There are a number of agencies 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 exhaustive and trail advocates should try to keep up on new possible sources of funding.

Additional opportunities for funding and implementation of non-motorized resources may exist within your local

community. Please contact your city, township, or village offices for additional funding and implementation resources or plans.

### **Transportation Alternatives Program (TAP)**

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. [www.michigan.gov/mdot](http://www.michigan.gov/mdot).

Genesee County receives a small allocation of TAP funds annually to administer. Projects are selected with the Transportation Improvement Plan (TIP) call for projects. For more information please contact the Genesee County Metropolitan Planning Commission at (810) 257-3010 or visit [www.gcmopc.org](http://www.gcmopc.org).

## 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 [www.michigan.gov/dnr](http://www.michigan.gov/dnr).

## 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](http://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 in Genesee County are encouraged to apply for CDBG for trail development as long as the trail will meet one of the objectives. For more information, please contact the Genesee County Metropolitan Planning Commission at (810) 257-3010 or visit [www.gcmpc.org](http://www.gcmpc.org).

## 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).

## People for Bikes

PeopleForBikes accepts grant applications from non-profit organizations with a focus on bicycling, active transportation, or community development, from city or county agencies or departments, and from state or federal agencies working locally. Requests must support a specific project or program; we do not grant funds for general operating costs.

PeopleForBikes accepts requests for funding of up to \$10,000.

[peopleforbikes.org](http://peopleforbikes.org)

## Recreation Passport Grants

PA 32 of 2010 created the Local Public Recreation Facilities Fund to be used for the development of public recreation facilities for local units of government. Money for this fund is derived from the sale of the Recreation Passport which replaces the resident Motor Vehicle Permit (MVP) - or window sticker - for state park entrance. The passport is required for entry to state parks, recreation areas and boating access sites. The first \$12,730,000.00 will be distributed to replace lost revenue from the elimination of the motor vehicle permit and boating access site permits, as well as to pay for administration by the Secretary of State. Ten percent of remaining revenue will be used to fund the Recreation Passport local grant program.



The grant program may only be used for local development projects. The program is focused on renovating and improving existing parks, but the development of new parks is eligible.

[Michigan.gov/dnr](http://Michigan.gov/dnr)

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

The Congestion Mitigation and Air Quality Improvement (CMAQ) program was established by ISTEA of 1991. The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter-nonattainment areas-and for areas that were out of compliance but have now met the standards-maintenance areas. Eligible projects include non-recreational bicycle transportation and pedestrian improvements that provide a reduction in single-occupant vehicle travel.

**Surface Transportation Program (STP)** STP funds the same projects as the TAP program.

### **Agency Policies and Contacts**

Throughout the development of this plan there were a number of governmental bodies, non-profit organizations, private businesses, and citizen advocates involved in the process. These agencies will have a substantial influence on the development of a regional trail system in Genesee County.

#### **Consumers Energy**

Consumers Energy is a major provider of electricity and natural gas in Genesee County. There are many corridors throughout the county where trail development could potentially occur. Consumers is mindful of trail projects and employs a set of policies and procedures to deal with requests to use their land. An application must be submitted, which is then reviewed by Consumers staff, which ultimately makes a decision on whether or not the proposed project is feasible. The reviewer is mainly concerned with maintaining access to Consumers infrastructure. To get an application, and/or learn more about this process, please call (517) 745-5973.

## **Genesee County Road Commission**

The Genesee County Road Commission (GCRC) maintains more than 1813 miles of road and streets and over 250 signalized intersections. The GCRC does allow for trail development within the county road right-of-ways and there is an application process to gain this access. For more information please call (810) 767-4920, or visit [www.gcrc.org](http://www.gcrc.org).

## **Michigan Department of Transportation (MDOT)**

MDOT has provided considerable support for trail development in Genesee County. They have awarded numerous TAP grants for the development of trail projects in Genesee County and regularly attend the meetings of County trail groups. MDOT has actively pursued the development of non-motorized facilities on MDOT properties, such as providing wide shoulders on state roads and trails in the right-of-way. For more information please visit [www.michigan.gov/mdot](http://www.michigan.gov/mdot).

## **Genesee County Parks and Recreation Commission (GCPRC)**

The GCPRC owns and operates a number of trails in and around county parks throughout Genesee County. The linkage of these trails to others within and beyond county boundaries is a positive step toward a regional trail system. The GCPRC has been involved in past trail projects, with particular interest in potential trail connections in and around county parks. To contact the GCPRC, please call (810) 736-7100 or visit [www.geneseecountyparks.org](http://www.geneseecountyparks.org).

## **Genesee County Drain Commission**

The Genesee County Drain Commissioner is responsible for maintaining all drains in Genesee County, dealing specifically with issues such as soil erosion and sedimentation, wastewater treatment and storm water treatment. The construction of trails can adversely affect a number of aspects of drain maintenance and the Drain Commissioner's office should be contacted any time an issue may arise. To contact the Drain Commissioner, please call (810) 732-7870 or visit [www.gcdcwws.com](http://www.gcdcwws.com).

## Recommendations for Implementation

The Genesee County Metropolitan Planning Commission (GCMPC) will continue to assist communities with trail development, including updates to the GIS layers, databases and maps. The County will gladly meet and discuss possible route connections with local units and agencies seeking the development of a regional trail system within their community. GCMPC looks forward to the continued development of trailways in Genesee County and continued collaboration with the many entities engaged in trail development.

The following actions will assist in furthering implementation efforts of an interconnected trail system within Genesee County and the surrounding region

- Local governing documents, such as master plans, parks and recreation plans, and land use and transportation plans should be amended to include content consistent with this plan.
- Communities should encourage local developers to incorporate non-motorized connections into their site design. Try to ensure that these smaller trail systems are linked with the larger regional system, or at least have the potential to connect. Connectivity within the

development, as well as with adjacent land uses, should be recommended. The inclusion of these trailways in local developments throughout Genesee County will generate a more connected trail system.

- Collaboration is vital to the success of a regional trail system. Effort should be made to cooperate and coordinate non-motorized goals, not only with neighboring communities, but also with GCMPC, the Genesee County Road Commission, and the Michigan Department of Transportation.
- A map of potential trail connections and proposed corridors should be updated on a regular basis and made available to all trail planning bodies. Also, the trail plan should be reviewed and updated accordingly.
- Gaining grant funding for local trails should remain upon the top of the to-do list. Lack of funding is often the largest barrier impeding trail development. Trail planners should be actively seeking grant funding from those programs listed in this document, but also

searching for alternative sources.

- Trail maintenance should be a top priority as systems are being developed. This will help ensure a healthy trail environment and encourage more users to utilize trailways in Genesee County.

## Road Construction Projects

Many proposed trailways identified in this plan are over, under, in, or along road right-of-ways. Collaboration with MDOT and the Genesee County Road Commission should frequently occur to discuss the possibility of utilizing these areas for trail development. These two organizations oversee the construction and maintenance of the majority of roadways in Genesee County

All transportation projects receiving federal funding in Genesee County are identified in the Transportation Improvement Program (TIP), which is posted and updated on the GCMPC website ([www.gcmPC.org](http://www.gcmPC.org)). This document represents transportation projects receiving federal funding for the identified fiscal years. Non-motorized facilities should be incorporated into TIP road projects where appropriate as outlined in the Genesee County LRTP Complete Streets Policy. Coordination with road projects will make trail development more efficient.

For more information on complete streets you may reference the 2040 LRTP Complete Streets Technical Report at [www.gcmPC.org](http://www.gcmPC.org).



## Trail Associations

Trail Associations are a great addition to a regional trail system. Committed associations are geared toward providing the best possible experience to trail users. They typically perform a number of different activities including trail promotion, public events, trail maintenance, clean-up projects, and attendance at public meetings and lobbying for trail improvements. Most trail associations select a small trail system or a particular segment to support. Citizens are encouraged to join and create trail associations as the regional system develops.



## Cost Estimates

The implementation of a trail plan requires a number of important decisions. A major consideration that will influence these decisions is cost. Cost will influence decisions from the beginning of a project to the end, ranging from material types and construction to the funding sources targeted.

	Estimated Cost Per Mile
<b>Striping a Bike Lane and Markings on Existing Shoulder</b>	\$1,000 - \$11,000
<b>Retrofitting bicycles lanes by restriping pavement marking, using techniques such as lane diets or road diets</b>	\$5,000 - \$50,000

**Source:** Pedestrian Safety Guide and Countermeasure Selection System" U.S. Department of Transportation Federal Highway Administration

Cost for Non-Motorized Facilities

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit
Path	Boardwalk	\$1,957,040	\$2,219,470	\$789,390	\$4,288,520	Mile
Path	Multi-Use Trail-Paved	\$261,000	\$481,140	\$64,710	\$4,288,520	Mile
Path	Multi-Use Trail - Unpaved	\$83,870	\$121,390	\$29,520	\$412,720	Mile
Pavement Marking Symbol	Pedestrian Crossing	\$310	\$360	\$240	\$1,240	Each
Pavement Marking Symbol	Shared Lane/Bicycle Marking	\$160	\$180	\$22	\$600	Each
Pavement Marking Symbol	School Crossing	\$520	\$470	\$100	\$1,150	Each

Source: "Costs for Pedestrian and Bicyclist Infrastructure Improvements" UNC Highway Safety Research Center

## Applying For Funding

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 funder.
- **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:** Funders 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:** Funders 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 funders. Make sure to follow any and all guidelines set forth by potential funders.
- **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

### Trail 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 in Genesee County. 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 trailway





## Maintenance Agreements

While almost every trail planning body will agree that trail maintenance is a very important concern, an agreement on whose responsible for that maintenance is not always easy. Many grant programs require a detailed trail maintenance plan be in place for agencies to be eligible for funding. Governmental units are encouraged to make written agreements with each other to maintain different trail segments. Often times, townships will not have sufficient staff or the proper equipment to perform trail maintenance activities, in which case they may need to contract with a city or county department. In the unfortunate case that government units cannot agree, a private consultant may need to be hired to perform the needed maintenance activities. See Appendix B for a sample maintenance agreement.

## Adopt-A-Trail

The Adopt-a-Trail program is an excellent way to help maintain a trail. This program works on a volunteer basis, with common participants being neighborhood organizations, businesses, service clubs, churches or even families. Usually a formal agreement is reached between the trail owner and the volunteer organization. This program is comparable to the Adopt-a-Highway program. Volunteers usually perform the usual clean-up and debris removal, but also perform enhancement projects such as fundraising and landscaping.

# 9

## Trail Signage





This plan promotes a trail and bike path way finding system that is consistent throughout Genesee County and is customizable to individual trails.

This signage system was developed for the City of Chicago, and the template for Genesee County.

Each sign should incorporate the three D's

- Distance
- Direction
- Destination

This system fits in with the Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) standards.

This signage system is upgradeable and expandable because as a new destination is needed you can simply add it to the sign without printing an entire new sign.

It can be used on streets as well as non-motorized trails.

## Trail & Bike Route Signs

### Route Sign Placement

- Place every ¼ mile along the trail
- Place after every turn
- Place after every signalized intersection



## Trail & Bike Destination Signs

### Destination Sign Placement

- Placed at intersecting routes and decision points



### Local trail Sign Personalization

Logos for trail or organization can be added above the route marker. This helps with branding the trail and gives recognition to ownership of the trail

### Route Sign



Trail names, logos and organizations should be separated from the route and destination signs, but on the same post

### Destination Signs



## Share the Road Signs

There are locations throughout Genesee County where bike lanes and trails do not exist and the road is used for bicycle travel. Many avid bicyclists will tell you that motorists need to be reminded that cyclists are legitimate users of the road. Being alerted to their presence at high conflict locations can save lives. One easy, quick, and inexpensive way to improve traffic conditions for bicyclists and motorists is a "Share the Road" sign. These are well suited for the beginning and ending points of bike lanes or trails, popular bike routes, or any place where there is conflict between bicyclists and motor vehicles.

"Sharing the road" means that motorists and bicyclists work together to improve our individual and collective on-the-road behavior, in terms of courtesy, cooperation and safety. "Share the Road" signs are just one step in a larger plan to educate motorists and bicyclists on safe and effective ways to coexist, leading ultimately to greater safety for all





## Michigan Comprehensive Trail Plan

The Michigan Comprehensive Trail Plan is intended to meet the planning requirements of Public Acts 45 and 46 of 2010, but more importantly, acknowledge Michigan's position as the nation's Trail State. Michigan has an incredible array of trails, developed and maintained by an extensive collaboration among state and local governments, non-profits, foundations and volunteers. This plan provides recommendations on how to improve this system and to ensure the continued benefits of national prominence. While much has been accomplished there are significant opportunities left to address. The coalition that has created and is managing this spectacular trail system must together continue to plan, manage and maintain the system while recognizing the challenges presented by existing funding constraints.



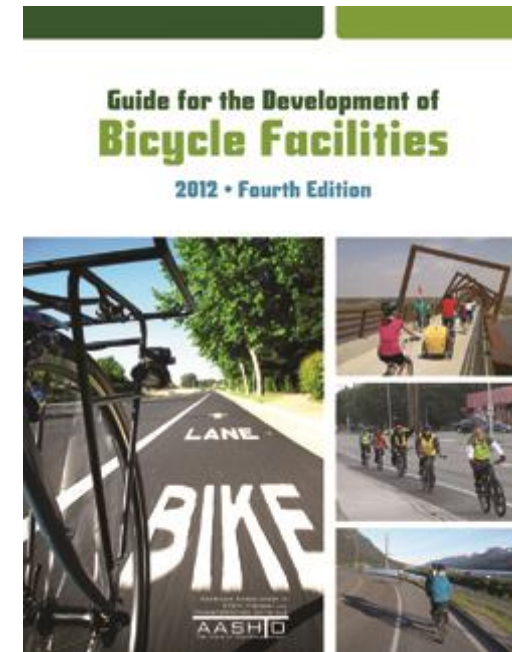


## Guide for the Development of Bicycle Facilities, 4th edition

This guide provides information on how to accommodate bicycle travel and operations in most riding environments. It is intended to present sound guidelines that result in facilities that meet the needs of bicyclists and other highway users. Sufficient flexibility is permitted to encourage designs that are sensitive to local context and incorporate the needs of bicyclists, pedestrians, and motorists. However, in some sections of this guide, suggested minimum dimensions are provided. These are recommended only where further deviation from desirable values could increase crash frequency or severity.

This guide has been updated from the previous guide referred to as the green book which was published in 1999. The fact that new guidance is presented herein does not imply that existing bicycle facilities are inadequate or unsafe, nor does it mandate the initiation of improvement projects. The intent of this document is to provide guidance to designers and planners by referencing a recommended range of design values and describing alternative design approaches.

Available at AASHTO website [www.transportation.org](http://www.transportation.org)



## Michigan Trails Finder

Michigan Trails and Greenways Alliance is a non-profit organization that fosters and facilitates the creation of an interconnected statewide system of trails and greenways for environmental/cultural preservation purposes. MTGA works at both the state and local levels by assisting public and private interests in trail and greenway planning, funding, development and maintenance. Their website provides a toolkit for trail builders and a trail finder for those interested in locating trails within their region.

[www.michigantrails.org](http://www.michigantrails.org)



## Bay Region Road and Trail Bicycling Guide

The Michigan Department of Transportation and its partners have created a series of multi-county regional maps showing road surface type, traffic volume ranges, paved/unpaved trails with regional significance, recreational facilities, points of interest, plus other facilities and amenities which help make cycling across Michigan an enjoyable tourism experience. Of specific interest to Genesee County is the Bay Region Road and Bicycling Guide.

<http://www.michigan.gov/mdot/>



## Online Trail Building Tool-kit

The Rails to Trails Conservancy (RTC) provides a comprehensive resource center online for trail building, addressing common questions and issues. This searchable tool-kit allows you to view an online library of source documents and fact sheets produced by the RTC, sign up to receive abandonment notices of railroad corridors, connect with trail advocates across the country, view a blog with the latest and greatest in trail development around the world, and contact RTC staff.

More information at: [www.railstotrails.org](http://www.railstotrails.org)



## National Trails Training Partnership

American Trails is a non-profit organization working on behalf of all trail interests in the United States. For over 25 years, American Trails has been a collective voice for a diverse coalition of enthusiasts, professionals, advocates, land managers, conservationists, and friends of the outdoors and livable cities. On their website they provide resources on a variety of trail concepts including trail building, planning, management, advocacy, and more. For more information visit their website at

<http://www.americantrails.org/resources/>





Pedestrian and Bicycle Information Center

## Costs for Pedestrian and Bicycle Infrastructure Improvements

This report is intended to be a resource for researchers, engineers, planners, and the general public. The report thoroughly examines costs of pedestrian and bicycle infrastructure improvements and why bicycle infrastructure is needed. This report was prepared for the Federal Highway Administration and supported by the Robert Wood Johnson Foundation through its Active Living Research program.

Available at: [www.pedbikinfo.org](http://www.pedbikinfo.org)

## Trail Counts and Automatic Counters

As a part of the National Bicycle and Pedestrian Documentation Project, Alta planning has created a great resource by providing information about a variety of counting technologies and reasons for tracking trail usage.

More information available at:

<http://bikepeddocumentation.org/>

The National Bicycle and Pedestrian Documentation Project  
*Responding to the Need for Improved Data on Bicycling and Walking*

Presented by:  
 Jennifer Donlon, Alta Planning + Design

estimate:  
 100-\$3,000 each

• Grouping poses problem

## Smart Growth<sup>1</sup>

In communities across the nation, there is a growing concern that current development patterns -- dominated by what some call "sprawl" -- are no longer in the long-term interest of our cities, existing suburbs, small towns, rural communities or wilderness areas. Though supportive of growth, communities are questioning the economic costs of abandoning infrastructure in the city, only to rebuild it further out. Spurring the smart growth movement are demographic shifts, a strong environmental ethic, increased fiscal concerns and more nuanced views of growth. Smart growth also means ensuring connectivity between pedestrian, bike, transit and road facilities.



## Ten Principles of Smart Growth

1. Mix land uses
2. Take advantage of compact building design
3. Create range of housing opportunities and choices
4. Create walkable neighborhoods
5. Foster distinctive attractive communities with a strong sense of place
6. Preserve open space, farmland, natural beauty and critical environmental areas
7. Strengthen and direct development towards existing communities
8. Provide a variety of transportation choices (including non-motorized)
9. Make development decisions predictable, fair and cost effective
10. Encourage community and stakeholder collaboration

<sup>1</sup>Smart Growth Online [www.smartgrowth.org](http://www.smartgrowth.org)

## Safe Routes to School<sup>2</sup>

Safe Routes to School is an international movement to make it safe, convenient and fun for children to bicycle and walk to school. When routes are safe, walking or biking to and from school is an easy way to get the regular physical activity children need for good health. Safe Routes to School initiatives also help ease traffic jams and air pollution, unite neighborhoods and contribute to students' readiness to learn in school.

Each participating school forms a local team consisting of school administrators, teachers, parents, student leaders, law enforcement officers and other community members who are interested in children's health and safety.

- Today's children are driven to nearly all their activities. In 2009, 13% of children 5 to 14 years of age walked or bicycled to school compared to 48% in 1969.
- 25% of morning traffic is parents driving their students to school creating hazardous conditions in the school yards and increased congestion on our roadways.

## Schools in Genesee County currently participating:

Grand Blanc East Middle School, Washington Elementary School, Williams Elementary, Durant Tuuri Mott Elementary School, West Shore Elementary School, Torrey Hill Middle School, and the University of Michigan- Flint (Safe Routes to School and Work)

<sup>2</sup>Michigan's Safe Routes to School

[www.saferoutsmichigan.org](http://www.saferoutsmichigan.org)



## Context Sensitive Solutions

"Context Sensitive Solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist."

Federal Highway Administration (FHWA)

In 2003, former Governor Granholm issued an Executive Directive that requires MDOT to incorporate Context Sensitive Solutions into transportation projects whenever possible. Under CSS, MDOT solicits dialogue with local governments, road commissions, industry groups, land use advocates and state agencies early in a project's planning phase. This dialogue helps to ensure that bridges, interchanges, bike paths and other transportation projects "fit" into their communities. The CSS approach results in projects that respect a community's scenic, aesthetic, historic, economic and environmental character.

Principles of Context Sensitive Solutions:

- Incorporate early and continuous public involvement, consistent with project scope
- Utilize effective decision making
- Reflect community values
- Achieve environmental sensitivity and stewardship
- Ensure safe and feasible integrated solutions; and
- Protect scenic resources and achieve aesthetically pleasing solutions

Michigan Department of Transportation, Context Sensitive Solutions ([www.michigan.gov/mdot](http://www.michigan.gov/mdot))

## Connecting Michigan: A Statewide Trailways

### Vision and Action Plan<sup>5</sup>

Connecting Michigan is a proactive and broad-based initiative to identify and address the critical issues that are impeding Michigan's progress on developing a statewide interconnected system of trailways and greenways. The Michigan Trails and Greenways Alliance (MGTA) has lead this effort. They are a non-profit organization that fosters and facilitates the creation of an interconnected statewide system of trails and greenways for recreation, health, transportation, economic development and environmental/cultural preservation purposes. Connecting Michigan has engaged stakeholders at national, state, regional, and local levels in a process to investigate and define the critical issues, develop goals, and formulate action plans to improve state and local policies and programs



for supporting trailways. Connecting Michigan includes a history of trailways in Michigan, studies and action plans, implementation strategies and information resources. Connecting Michigan Action Plans focus on the following:

- Trailway Funding
- Database and Website
- Property Issues
- Trails Usage
- On-Road Connections
- Building Trailways Support
- Overcoming Boundaries
- Coordinating Resources
- Multi-Use Trails and Design
- Trails in a Statewide Context

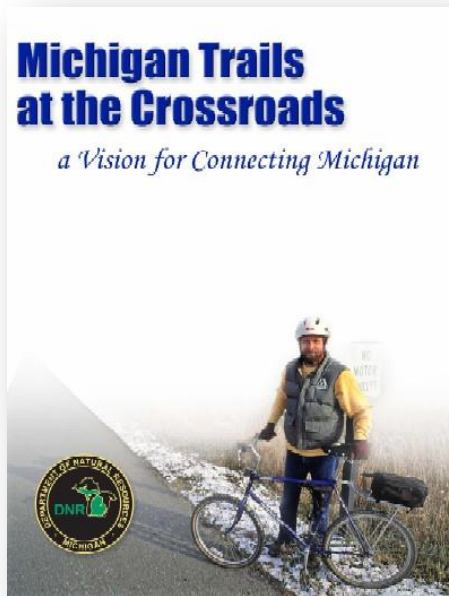


## Michigan Trails at the Crossroads: A Vision for Connecting Michigan

"The future I see for Michigan is one where access to trails and recreation is available for everyone."

--Governor  
Jennifer M.  
Granholtz

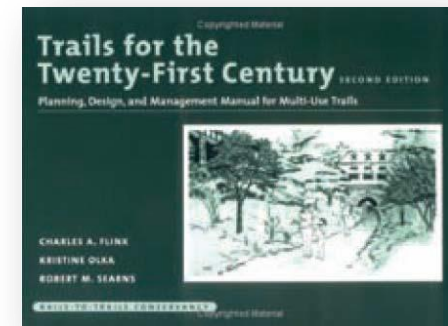
On July 18, 2006, former Governor Jennifer Granholtz announced the state will work with the Michigan Department of Natural Resources Trust fund to link Michigan's trail system by building new trails and upgrading existing trails throughout the state. This initiative, to achieve an interconnected statewide system of trails, will take the coordination of many state agencies and local trail partners. Michigan Trails at the Crossroads outlines some of the partnerships and funding mechanisms that can help create a vibrant statewide trail system.



A copy of the document can be obtained at [http://www.michigan.gov/documents/dnr/DNR\\_Trail\\_Report2-6-07\\_188399\\_7.pdf](http://www.michigan.gov/documents/dnr/DNR_Trail_Report2-6-07_188399_7.pdf)

## Trails for the Twenty-First Century: Planning, Design, and Management Manual for Multi-Use Trails

A must-have for any trail planner, Comprehensive Guide to Building Trails provides a wealth of information from identifying stakeholders, land ownership issues, economic development factors, site considerations, environmental issues, design standards, funding, signage and much more. It is available from the Rails to Trails Conservancy (RTC) and can be purchased from their website at [www.railstrails.org](http://www.railstrails.org).



# 11

Next Steps



Source: [www.seattletimes.com](http://www.seattletimes.com)

## Further Trail Research

The information provided in Chapter 3 of this plan gives a general view of the future trail system in Genesee County. In order to move from trails marked on a map to trails on the ground, further research will be needed into the potential trail connections.



## Trail Usage

Trail usage is an important component that is currently not being tracked or counted in Genesee County. According to the National Bicycle and Pedestrian Documentation Project there are many reasons to count trail users and various technologies available:

- Evaluate need for new trails and trail upgrades
- Evaluate community demand
- Explain trail value to community, elected officials, grant agencies
- Justify resource allocation
- Forecast demand
- Support grant applications

## Count Technologies

Passive Infrared	Detects change in thermal contrast
Active Infrared	Detects obstruction in beam
Video Imaging	Analyzes pixel changes or Data is played by and analyzed by a person
In-Pavement Magnetic Loop	Sense change in magnetic field as metal passes over
Slab Sensor	Detects change in pressure to measure footsteps

Source: The National Bicycle and Pedestrian Documentation Project



### Site Visits and Field Study

Each trail will need site visits to determine site specific issues and design elements. Some of the elements to consider in site visits and initial design phases are outlined below:

- Type of users
- Surface type
- Grade/elevation changes
- Rivers, creeks or drain crossings
- Road/driveway crossings
- Scenic view areas
- Wetlands
- Environmental Hazards
- Historical Sites
- Trailheads and Parking Areas
- Restrooms
- Benches
- Shelters and Picnic Areas
- Wildlife habitat areas
- Landscaping
- Adjacent land uses
- Lighting

Field study becomes the background for a feasibility study.

### Feasibility Study

Feasibility studies are done to provide detailed information on the applicability of a trail to be built and provide information necessary to complete a project application for funding from state or federal sources. Feasibility studies include an analysis of the route, and inventory of land use/ ownership along the route, issues and concerns, detailed maps, as well as recommendations.

### Title Searches and Right-of-Ways

In projects that involve privately held property, especially abandoned railroads, title searches are necessary to determine land ownership. There are title search companies in the area that can do a title search on railroad property or other properties.

### Application for Funding

The Genesee County Metropolitan Planning Commission could provide assistance in putting together applications for funding from state, federal and local sources. The applicant must be a local road agency or municipality.

## Environmental Issues

In trail projects that involve former industrial land or railroad property, a phase I environmental site assessment is needed. If the site is found to have a high risk of contamination, a phase II environmental site assessment is recommended. If after the phase II contamination is found to exist, site remediation of the contamination is required to make the property safe for public use. Brownfield redevelopment grants and loans are available to help with the costs of this process. The Genesee County Land Bank Authority can be of assistance to local trail groups interested in working on these types of projects.

If the proposed trail crosses a wetland, a wetlands permit may be needed and consultation is necessary with the Michigan Department of Environmental Quality. Trails may be feasible in wetlands by putting in a boardwalk or bridge

## Public Involvement

Trail planners and advocates will need to meet with adjacent landowners early on in the process to explain the project and listen to landowners concerns. Other key stakeholders should also be informed of the project.



### **GCMPC Outreach and Education**

- Develop and distribute educational materials (maps, brochures, trail safety info, benefits of trails) for display at community events and trail meetings
- Provide technical support for local trail projects in planning, educating residents, outlining steps to a successful trail project, attending public meetings to gain support for a trail project.
- Promotion of trails through local media outlets (TV, newspaper, events).
- Collaborate with other similar initiatives (Michigan Trails and Greenways Alliance-Statewide trail Planning Partnership, national Parks Service Technical Assistance Program and GLS greenlinks) to share resources and build on each other's experience to implement each program's strategies concurrently.

### **Transit and Trailways**

- Incorporate fixed route transit stops into the trail network wherever feasible.

### **Trail Priority Implementation**

- Follow up with trail groups regularly on their progress.
- Attend city and township meetings, as needed, for local support on projects and provide

presentations on trail implementation plans as need.

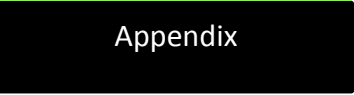
- Provide necessary link between local jurisdictions working on a priority trail project and state departments, bringing state and federal resources to the projects.
- Door to door informational assistance to residents and property owners along a potential trail to educate them and build support for the project.

### **Policy Changes**

- Work towards the adoption of a comprehensive non-motorized policy for Genesee County.
- 2014 Genesee County Regional Non-Motorized Transportation Plan adopted by local units of government and local transit and road agencies.

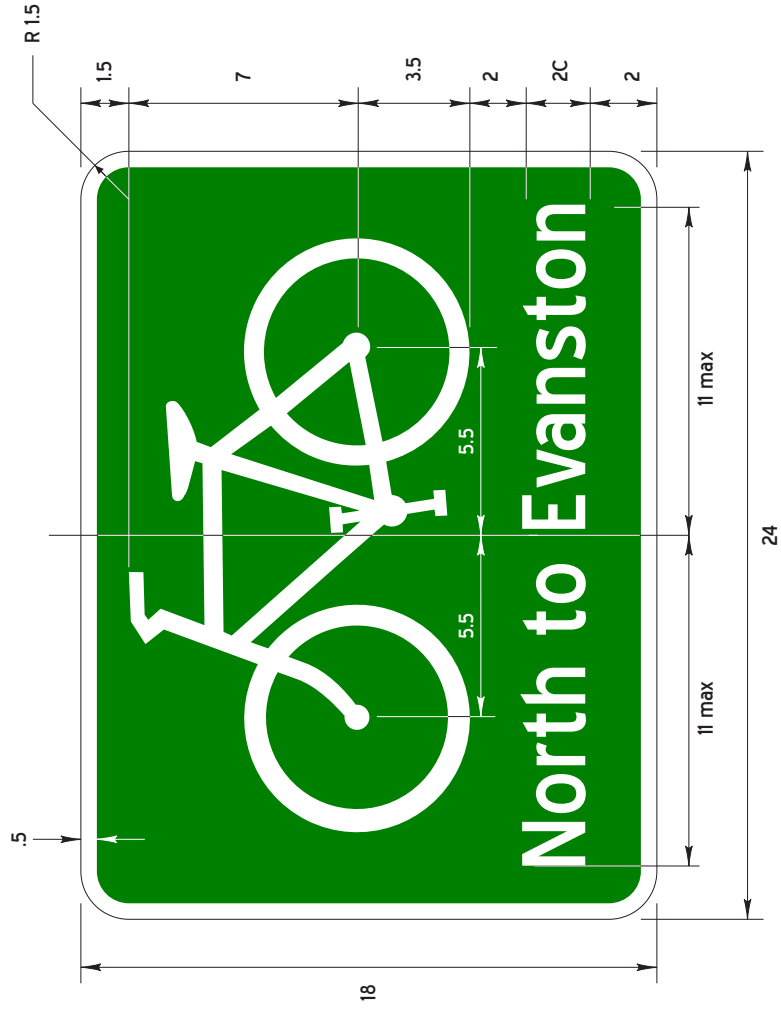


A



Appendix

Signage Design  
CADD Drawings



- Notes:
1. Legend text spacing may be reduced by 25 percent.
  2. Legend text will vary.
  3. All units in inches.
  4. Use "D11-1 Double Line" when legend text length requires two lines of text.
  5. Center legend horizontally on sign.
  6. See page 6-7 of the FHWA Standard Highway Signs Manual for bike symbol design detail.

Colors: Legend -White (retroreflective)  
 Background -Green (retroreflective)  
 Border -White (retroreflective)

**CITY of CHICAGO**  
 DEPARTMENT of TRANSPORTATION

**SIGN DETAILS**

**D11-1 Single Line**

Drawn	Scale	Date
GMD	1:6	10-18-05

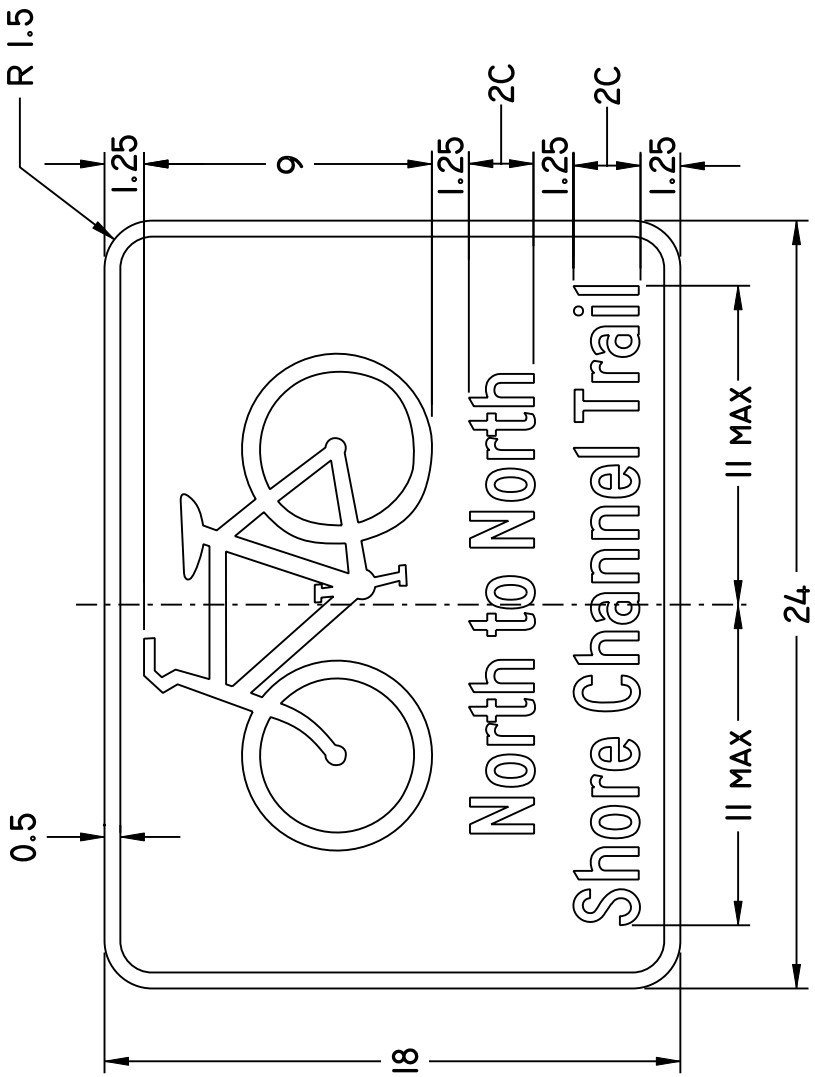
Project No.

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Sheet No.

**DD-1**

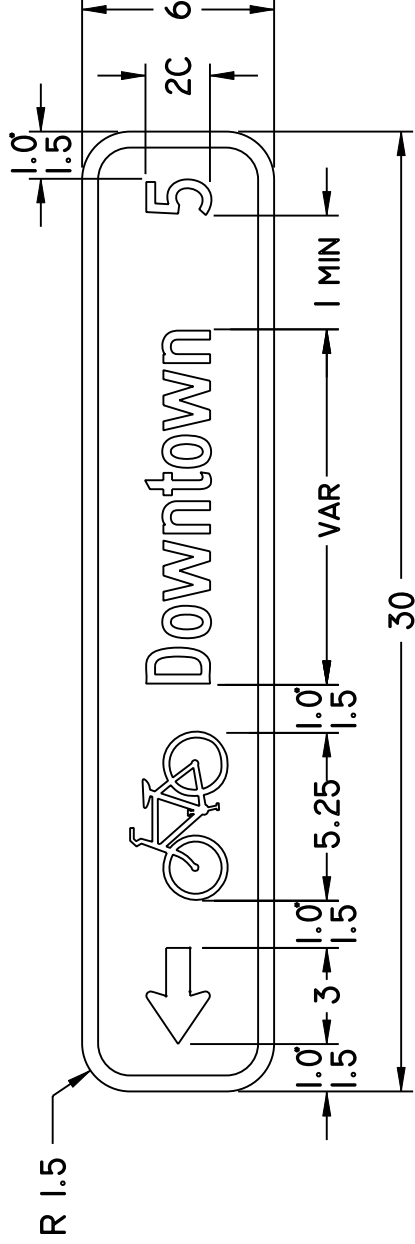
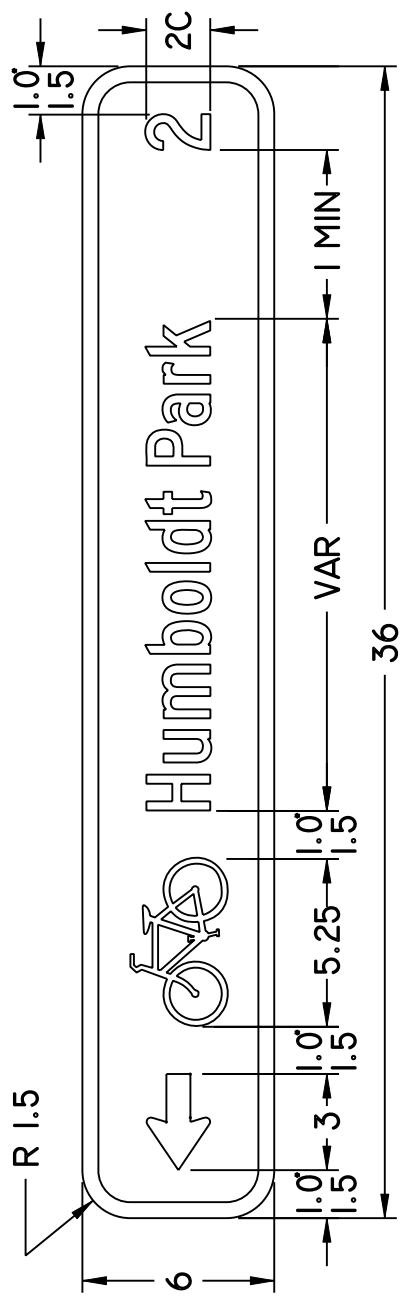




**COLORS:** LEGEND - WHITE (RETROREFLECTIVE)  
 BACKGROUND - GREEN (RETROREFLECTIVE)  
 BORDER - WHITE (RETROREFLECTIVE)

- NOTES:**
1. ALL UNITS IN INCHES.
  2. LEGEND TEXT WILL VARY.
  3. SEE PAGE 6-7 OF THE FHWA STANDARD HIGHWAY SIGNS MANUAL FOR BIKE SYMBOL DESIGN DETAIL.
  4. UNLESS OTHERWISE NOTED, CENTER LEGEND HORIZONTALLY ON SIGN.
  5. USE "DII-I SINGLE LINE" WHEN LEGEND TEXT LENGTH REQUIRES ONE LINE OF TEXT.
  6. WHEN POSSIBLE, LEGEND TEXT FOLLOWING "to" SHALL BE ON ONE LINE.

<b>CITY OF CHICAGO</b> DEPARTMENT OF TRANSPORTATION DIVISION OF PROJECT DEVELOPMENT	TITLE <b>DII-I          DOUBLE LINE</b>		SCALE <b>1:6</b>
	DRAWN <b>GMD</b>	CHECKED <b>DBG</b>	DATE <b>10/17/05</b>
			SHEET <b>DD-IA</b>



\*NOTE: STANDARD DIMENSION IS 1.5 SPACING. 1.0 SPACING MAY BE USED WHEN LEGNED TEXT WILL NOT FIT WITH 1.5 SPACING.

COLORS: LEGEND - WHITE (RETROREFLECTIVE)  
 BACKGROUND - GREEN (RETROREFLECTIVE)  
 BORDER - WHITE (RETROREFLECTIVE)

- NOTES: 1. ALL UNITS IN INCHES.  
 2. LEGEND TEXT WILL VARY.  
 3. SEE PAGE 6-7 OF THE FHWA STANDARD HIGHWAY SIGNS MANUAL FOR BIKE SYMBOL DESIGN DETAIL.  
 4. UNLESS OTHERWISE NOTED, CENTER LEGEND VERTICALLY ON SIGN.  
 5. THE SHORTEST POSSIBLE PANEL LENGTH SHALL BE USED FOR INDEPENDENTLY MOUNTED SIGNS.  
 6. ALL PANELS IN A GIVEN ASSEMBLY SHALL BE OF EQUAL LENGTH, WHERE THE LENGTH IS BASED ON THE SHORTEST POSSIBLE PANEL LENGTH FOR THE LONGEST INDIVIDUAL LEGEND IN THAT ASSEMBLY.  
 7. UNLESS OTHERWISE NOTED, PANEL LENGTHS SHALL BE EITHER 30" OR 36".

CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF PROJECT DEVELOPMENT	TITLE	DI-IB	SCALE	1:6
	DRAWN	GMD	CHECKED	DBG
			DATE	1/4/06
			SHEET	DD-2

## Sample Maintenance Agreement

Sample Maintenance Agreement:

AGREEMENT FOR FUNDING  
LONG-TERM CARE AND MAINTENANCE OF TRAILS IN GREENE COUNTY, OHIO

This agreement, made the 15 day of November, 2001 between the City of Xenia, City of Beavercreek, Beavercreek Township, Greene County Park District, City of Fairborn, Village of Yellow Springs, Village of Cedarville, Greene County Engineer (hereinafter "participants") and the Board of Greene County Commissioners through the Greene County Recreation, Parks and Cultural Arts Department, as agent for the Board of Greene County Commissioners and trail management agency (hereinafter "the County"):

WITNESSETH:

WHEREAS, Section 307.15 of the Ohio Revised Code states, in part....

"The board of county commissioners may enter into an agreement with the legislative authority of any municipal corporation, township, ... park district ..., or authorities may enter into agreements with the board, whereby such board undertakes and is authorized by the contracting subdivision to exercise any power, perform any function or render any service, on behalf of the contracting subdivision or its legislative authority..." and

WHEREAS, a Trail Management Agreement was entered into to facilitate the maintenance, management and improvement of the trails in Greene County, Ohio, and

WHEREAS, the County has established a special fund to receive moneys for the maintenance and management of the trails, and

WHEREAS, the trails contain occupations of public utilities, communications and various other occupations for which fees may be paid.

NOW THEREFORE, IN CONSIDERATION OF THE MATTERS DESCRIBED IN THE ABOVE RECITALS AND IN SEPARATE AND INDEPENDENT CONSIDERATION OF THE PROMISES SET FORTH BELOW, THE PARTIES AGREE AS FOLLOWS:

1. Participant agrees to deposit all current and future moneys derived from rents and/or occupations into the fund established by the Greene County Auditor and Administered by the Board of Greene County Commissioners to provide for the long-term care and maintenance of the trails.
2. Participants will sign necessary consent legislation as required to permit the Board of Greene County Commissioners to utilize these funds for the long-term care and maintenance of the trails.
3. Long-term care and maintenance shall be defined as replacement of trees, shrubs, signs and other trail amenities, planting of additional trees and shrubs, the addition of supplemental signage and fencing, sealcoating, repaving and restriping and other maintenance and amenities that provide for the safety, enjoyment and benefit of trail users.
4. The Trail Manager, as agent for the County, will provide cost estimates to participants, in advance of any proposed expenditure, along with a benefit analysis by jurisdiction of the work to be performed. Proposed projects for improvements or maintenance will be submitted to the management committee for approval in advance of the work being performed. The trail manager will develop bid specifications and contracts as required for the conduct of all work under the requirements of the Ohio Revised Code for such work. Expenditures from the Trail Management Fund will be approved annually by the Trail Management Committee and the Greene County Board of Commissioners.
5. Specific infrastructure repairs and requests for additional services, not covered by this agreement are the responsibility of the local jurisdiction, unless agreed to unanimously by all other participants.
6. This Agreement is contingent upon approval and authorization by all parties.

NOW, THEREFORE, BE IT RESOLVED that the City of Xenia, City of Beaver creek, City of Fairborn, Village of Yellow Springs, Village of Cedarville, Beavercreek Township, Greene County Engineer, Greene County Park District, Board of Park District Commissioners and Board of County Commissioners of Greene County, Ohio enter into this Agreement for the Long- Term Care and Maintenance of Trails within Greene County, Ohio.

MANAGEMENT AGREEMENT  
for  
GREENE COUNTY GREENEWAYS

WHEREAS, the following jurisdictions have participated in ownerships, planning and developing of recreational trails in Greene County, Ohio, hereafter known as GreeneWays, and

WHEREAS, the Greene County Recreation, Parks and Cultural Arts Department has taken the responsibility and lead in the construction and management of the trails as an agent of the Greene County Commission, and

WHEREAS, the initiating agreement organizing and maintaining the GreeneWays expires on September 14, 2000

THEREFORE, Be It Resolved that the City of Beavercreek, City of Fairborn, City of Xenia, Beavercreek Township, Village of Cedarville, Village of Yellow Springs, and the Greene County Park District and Greene County enter into this five-year renewable agreement for management of 50.78 miles of trail (Greene Ways) corridors, plus connecting spurs, as documented September 1999 with the county-wide Trails Maps and any approved additions by the Greene County Commissioners and the GCRPCA; effective September 15, 2000 through September 14, 2005 with annual renewal beyond the termination date being automatic unless acted upon otherwise by the parties listed.

Any jurisdictions who violate either the management agreement or the policies of Greene County GreeneWays may be subject to fines for recovery of damages to the trails and/or loss of voting status on the Management Committee.

Prior agreements entered into for the planning and development of trails between the Greene County Park District and The Federal Highway Administration remain in effect and on file with the Greene County Parks office.

Prior management agreements among jurisdiction nullified by this agreement, and this agreement supersedes all previous agreements for the administration, management, maintenance and patrol of trails.

**I. Administration**

- A. Administration of the GreeneWays corridors will be the responsibility of the Board of Greene County Commissioners using their agents: Greene County Recreation, Parks and Cultural Department; and the Greene County Park District.
- B. A Management Committee of representatives from the participating jurisdictions shall discuss and decide future use of the corridors, including utilities and occupations, and will establish policies affecting the trails. This Committee will meet on a quarterly basis at minimum. Special meetings may be called as needed. Actions concerning Greene County GreeneWays will be regulated by a separate policy handbook, which will be the responsibility of the Management Committee.
- C. The Management Committee consists of the following representatives:
  - Greene County Administrator
  - Greene County Board of Park District Commissioners, President
  - Greene County Recreation, Parks and Cultural Department, Director
  - Greene County Recreation, Parks and Cultural Department, Trail Manager
  - City of Xenia, City Manager
  - City of Beavercreek, City Manager
  - City of Fairborn, City Manager
  - Beavercreek Township Trustees
  - Village of Yellow Springs, Village Manager
  - Village of Cedarville, MayorThese individuals or their designees shall serve and meet as indicated.
- D. Business may be enacted by a majority vote of members present at a regularly called meeting or special meeting.
- E. Future jurisdictions, or additional acquisitions for proposed trail corridors, wishing to participate in GreeneWays and be included on the committee must petition for membership and receive a majority vote of the Management Committee.
- F. Regular Operations of the GreeneWays shall be governed by the Policy Manual.

## II. Maintenance

A. Maintenance of GreeneWays shall be the responsibility of the Greene County Recreation, Parks and Cultural Department.

### Greene Ways Corridors within the agreement include:

<u>Trail/Bikeway</u>	<u>Jurisdiction</u>	<u>Miles</u>
<b>Creekside Trail</b>	City of Xenia	6.728
	City of Beavercreek	4.891
	Greene County	.50
	Beavercreek Township	<u>2.520</u>
	TOTAL CREEKSIDE TRAIL	14.639
<b>Little Miami Scenic Trail</b>	City of Xenia	3.74
	Greene County Park District	3.87
	Village of Yellow Springs	<u>3.95</u>
	TOTAL LMST	11.56
<b>Ohio to Erie Trail</b>	City of Xenia	4.213
	Greene County Park District	1.825
	Village of Cedarville	<u>3.088</u>
	TOTAL OET	9.128
<b>Kauffman Avenue Bikeway</b>	Greene County	.77
	City of Fairborn	<u>3.62</u>
	TOTAL KAB	4.39
<b>Jamestown Connector</b>	City of Xenia (unpaved)	3.45
	Greene County (unpaved)	6.04
	Greene County (paved)	<u>1.57</u>
	TOTAL JAMESTOWN-CON	11.06





C

Appendix

Public Input

## Genesee County Regional Trails Review Workshop

# Genesee County Regional Trails Review Workshop

Tuesday  
May 13, 2014

## Agenda

- 2:30 - 2:40 Introduction
- 2:40 - 2:50 Overview of Inventory Map
- 2:50 - 3:40 Group Activity
- 3:40 - 4:00 Groups Report
- 4:00 - 4:30 Conclusions

## Workshop Purpose

Although great strides have been made to ensure the accuracy of our trail network inventory, workshop attendees will be asked to review maps of existing and proposed trails, noting any existing trails that have been missed, and making suggestions regarding potential trails.

## Workshop Activity

We realize that regional trail priorities for potential trail locations may have changed since the last regional trail plan was developed; therefore participants will work in groups of 4-8 people to discuss and review the potential trail network. This activity will specifically focus on potential revisions, additions, and/or deletions to the proposed trail network.

## Location

**MTA Transportation Authority**  
1401 S. Dort Highway  
Flint, MI 48503

**Please RSVP Online or by Phone by May 9th:**

<https://www.surveymonkey.com/s/V8QXP8Z>

(810) 257-3010



## Next Steps

Once we have a clearly defined existing, potential, and proposed trail network inventory the next step will be to prioritize these trails. On May 22<sup>nd</sup> a Regional Trail Prioritization will take place at the MTA Transportation Authority in order to guide development and funding for the future.



# Genesee County Regional Trails Review Workshop

Tuesday  
May 13, 2014

Sign In

2:30 -4:30

OK	Name	Organization
	Baughner, Carrie	Disability Network
	Bontrager, Conrad	Goodwill Industries Of Mid-Michigan Inc
<del>X</del>	Burger, Jennifer	Crim Fitness Foundation
<del>X</del>	Cole, Robert	Argentine Township
X	Dietz, Kelley	
<del>X</del>	Dunfield, Denny	Southern Lakes Trail Group/Al Serra Chev
	Dunn, Jim	
	Elbing, Lauri	
✓	Fedio, Kid Black	
	Fleury, Louis	ROWE

✓	Fuller, Dale	Friends of the Southern Link Trailway
X	Holaly-Zembo, Laureen	Crim Fitness Foundation
X	Johnson, Paulette	Walk, Bike, Run Committee
X	June, Barry	Genesee County Parks & Rec
X	Kautman-Jones, Shirley	Atlas Township
*	Kidd, Gary	Disability Network
Rup	Klocek, Ron	Friends of Southern Link Trailway
	Lossing, David	City of Linden
X	McMillian, Amy	Genesee County Parks & Rec
	Mathis, Bonnie	Fenton Township
X	Miller, Karen	Davison Township
X	Perkins, Patti	Grand Traverse District Trail Assoc
X	Phaneuf, Heidi	Genesee County Land Bank
X	Ralston, Linda	

X	Ralston, Tom	
X	Rash, Joel	Red Ink Flint/No Child Left On-Line youth group
X	Roach, Theresa	Crim Fitness Foundation
V	Ross, Charlie	City of Linden
	Rybarczyk, Greg	UM-Flint
X	Say, Wayne	
V	<del>Chaffer, Jim</del> Chaffer	Friends of Southern Link Trailway
V	<del>Schronce, Kevin</del> Vincent Slocum	City of Flint
V	Schultz, Doug	Consultant
V	Severn, Sondra	Flint River Watershed Coalition
V	Skutt, Jennifer	Mass Transportation Authority
V	Slattery, Bob <i>Bob Slattery</i>	Friends of Trolley Line Trail/GCRC
0	Stack, Ron <i>Ron Stack</i>	Cyclefit Sport/Fenton Community Fund

	Steere, Skye	Kettering University
	Strozier, Blake	ROWE
✓	Virkler, Ginger	
✓	Virkler, Kim	
✓	Waites, Mark	Genesee County Master Gardners Trolley Line
✓ aw	Walker, Ann	Southern Lakes Trail Coalition/Biking Bunch from Loose SC
	West, Karen	Keep Genesee County Beautiful
	Wheatley, Jack	ROWE PSC
✓	Wiederhold, Eric	City of Clio
✓	Wyatt, Tom	Genesee Habitat for Humanity
✓	Fortney, Damar	GCMPC
✓	Mauer, Jacob	GCMPC
✓	Bradshun Dal	GCMPC

	Name	Organization
✓	LUKASATZ, Victor	SOUTHERN LAKE MARLS COALITION
✓	Whizlen, Mark	
✓	Landy Smith	
✓	Cade Surfa	U-M - Flint
✓	Denny Dunford	



# Genesee County Regional Trails Review Workshop Pictures May 13, 2014



## Genesee County Regional Trails Prioritization Meeting

# Genesee County Regional Trail Prioritization Meeting

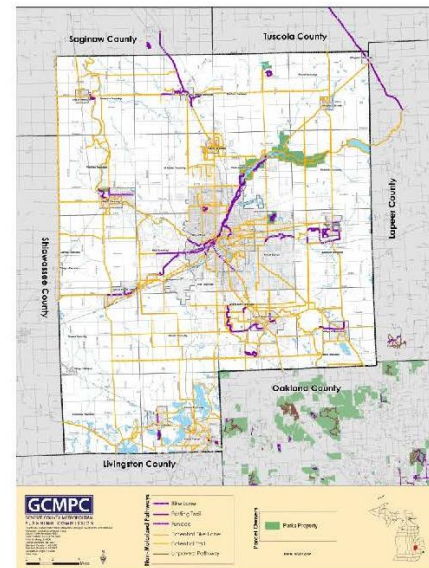
Thursday  
May 22, 2014

## Agenda

- 2:30 - 2:40 Introductions
- 2:40 - 2:50 Presentation – GMPC
- 2:50 - 3:00 Signage Presentation – SAGE
- 3:00 - 4:00 Prioritization Activity
- 4:00 – 4:30 Conclusions

## Location

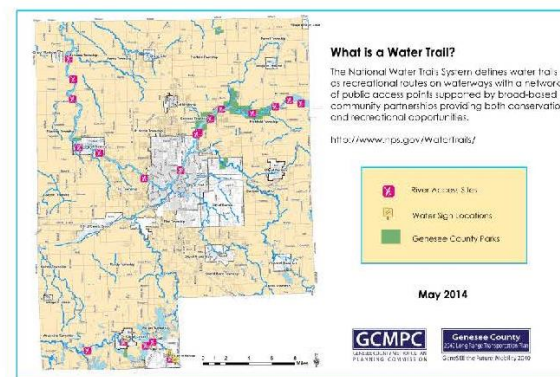
**MTA Transportation Authority**  
1401 S. Dort Highway  
Flint, MI 48503



GeneSEE the Future: Mobility 2040



**Safe & Active  
Genesee for Everyone**



**Genesee County Regional Trail Prioritization Meeting**

Thursday  
May 22, 2014

Sign In

2:30 -4:30

OK	Name	Organization
✓	Assenmacher, Matt	<i>Assenmacher Chev</i>
	Baughner, Carrie	Disability Network
✓	Bolen, Jan	<i>Atlas twp</i>
	Bontrager, Conrad	Goodwill Industries Of Mid-Michigan Inc
X	Burger, Jennifer	Crim Fitness Foundation
	Cole, Robert	Argentine Township
X	Dietz, Kelley	
X	Dunfield, Denny	Southern Lakes Trail Group/Al Serra Chev
	Dunn, Jim	
	Elbing, Lauri	

	McMillian, Amy	Genesee County Parks & Rec
	Mathis, Bonnie	Fenton Township
	Miller, Karen	Davison Township
	Perkins, Patti	Grand Traverse District Trail Assoc
	Phaneuf, Heidi	Genesee County Land Bank
✓	Ralston, Linda	SLTC
✓	Ralston, Tom	SLTC
	Rash, Joel	Red Ink Flint/No Child Left On-Line youth group
✓	Roach, Theresa	Crim Fitness Foundation
	Ross, Charlie	City of Linden
	Rybarczyk, Greg	UM-Flint
	Say, Wayne	
	Schaffer, Jim	Friends of Southern Link Trailway

X	Walker, Ann	Southern Lakes Trail Coalition/Biking Bunch from Loose SC
	West, Karen	Keep Genesee County Beautiful
	Wheatley, Jack	ROWE PSC
	Wiederhold, Eric	City of Clio
	Wyatt, Tom	Genesee Habitat for Humanity
✓	Victor LUKASAVITZ	Southern Lakes Trail Coalition
✓	Dennington	southern lakes <sup>Trail</sup> coalition
✓	Sandy Lubarski	southern lakes C.
✓	DON STAVEL	MILLICRESTON MI.
✓	Susan Calandri	
✓	Tom Broecker	Fenton Twp.
✓	Daniel Lossing	City of Clio
	<del>Tom RALSTON</del>	
	<del>Tom RALSTON</del>	

✓ Doug McAbee  
 Beth Cox

Fenton

✓	Fedio, Kid Black	
	Fleury, Louis	ROWE
<del>X</del>	Forys, Beth	
<del>X</del>	Forys, Fred	
✓	Fuller, Dale	Friends of the Southern Link Trailway
<del>X</del>	Holaly-Zembo, Laureen	Crim Fitness Foundation
✓	Holsbeke, Mark	
✓	Johnson, Paulette	Walk, Bike, Run Committee
✓	Jones, Dave	
	June, Barry	Genesee County Parks & Rec
	Kautman-Jones, Shirley	Atlas Township
<del>X</del>	Kidd, Gary	Disability Network
✓	Klocek, Ron	Friends of Southern Link Trailway
<del>X</del>	Lossing, David	City of Linden

	Schronce, Kevin	City of Flint
	Schultz, Doug	Consultant
	Severn, Sondra	Flint River Watershed Coalition
	Seymour, Cheryl	mother of 5 student
	Skutt, Jennifer	Mass Transportation Authority
✓	Slattery, Bob	Friends of Trolley Line Trail/GCRC
✓	Stack, Rebecca	SLTC
✓	Stack, Ron	Cyclefit Sport/Fenton Community Fund
	Steere, Skye	Kettering University
	Strozier, Blake	ROWE
	Virkler, Ginger	
<del>✓</del>	<del>Virkler, Kim</del>	
	Waites, Mark	Genesee County Master Gardners Trolley Line

Susan Snow Cyclefit/Fenton



✓	Phyllis Rose	Southern Lakes Trail
✓	Judy Lukasowicz	
✓	Cory Stange	
✓	Tracey Dawson	Southern Lakes Trail
✓	Shelley Brady	Southern Lakes Trail
✓	Theresa Bach	Crim
✓	Pat Lockwood	Fenton
✓	Paul Zieske	Southern Lakes Trail

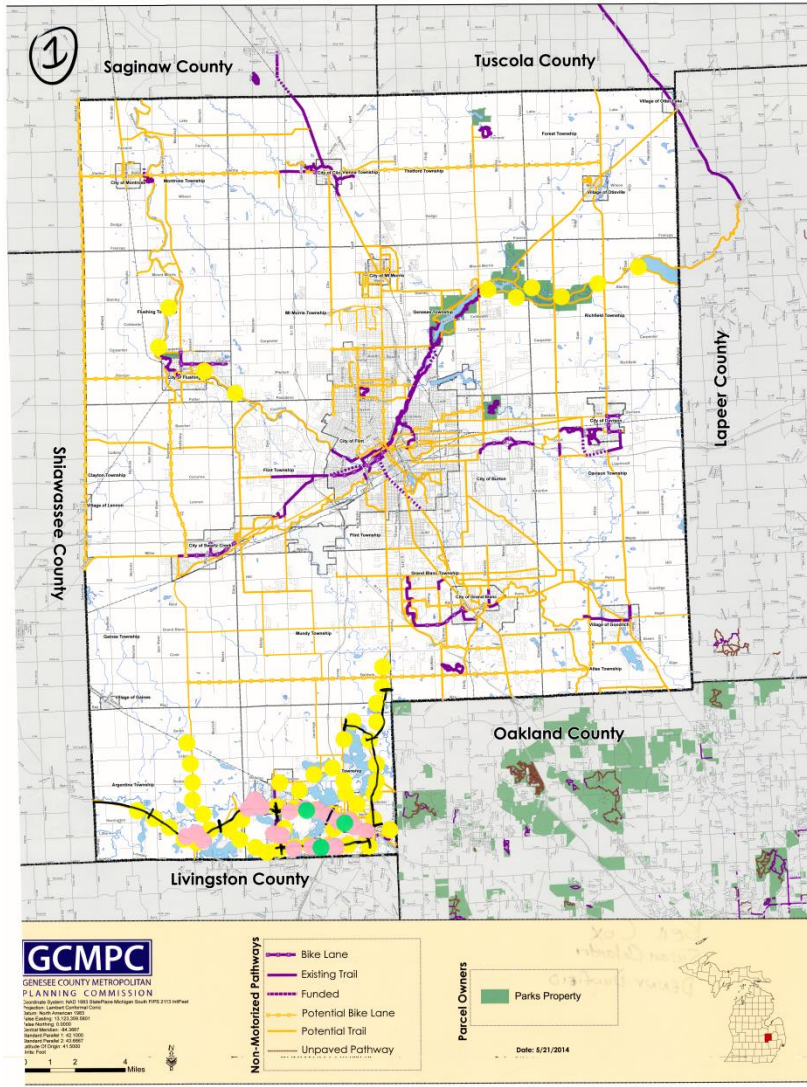
✓ Derek Bralich

✓ Jacob Maurer

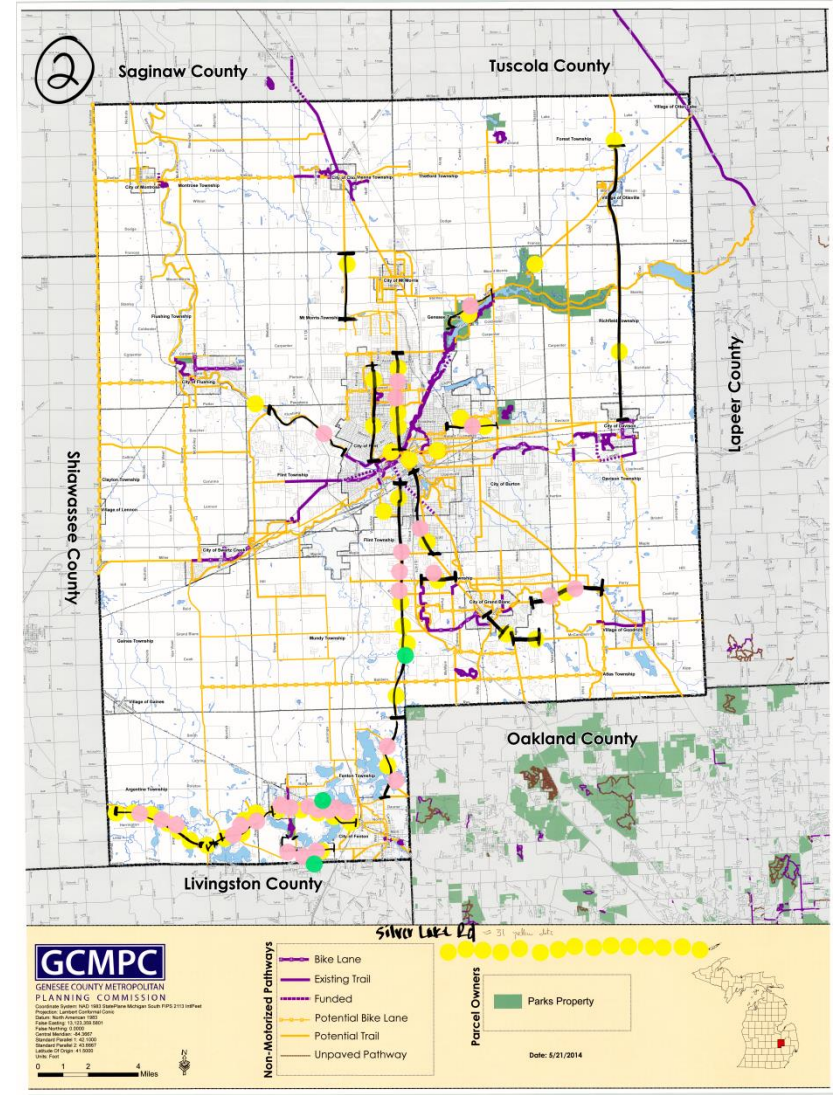
✓ Damen Fortney

## Group Maps

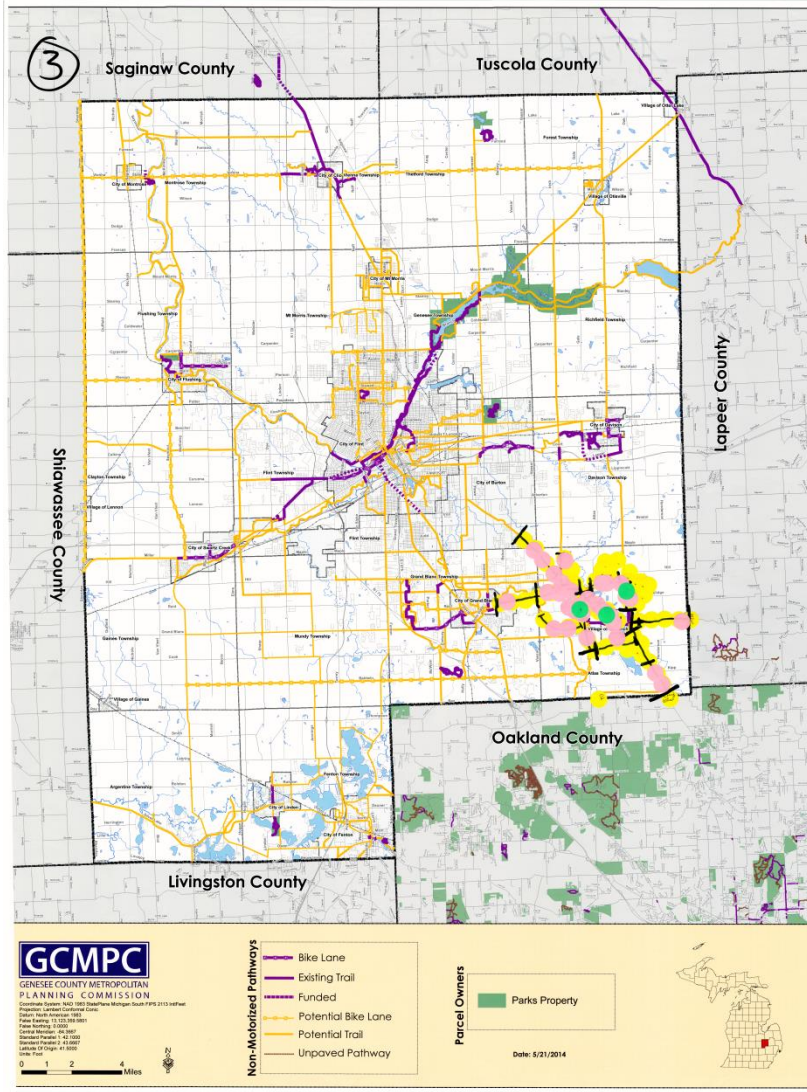
Group 1



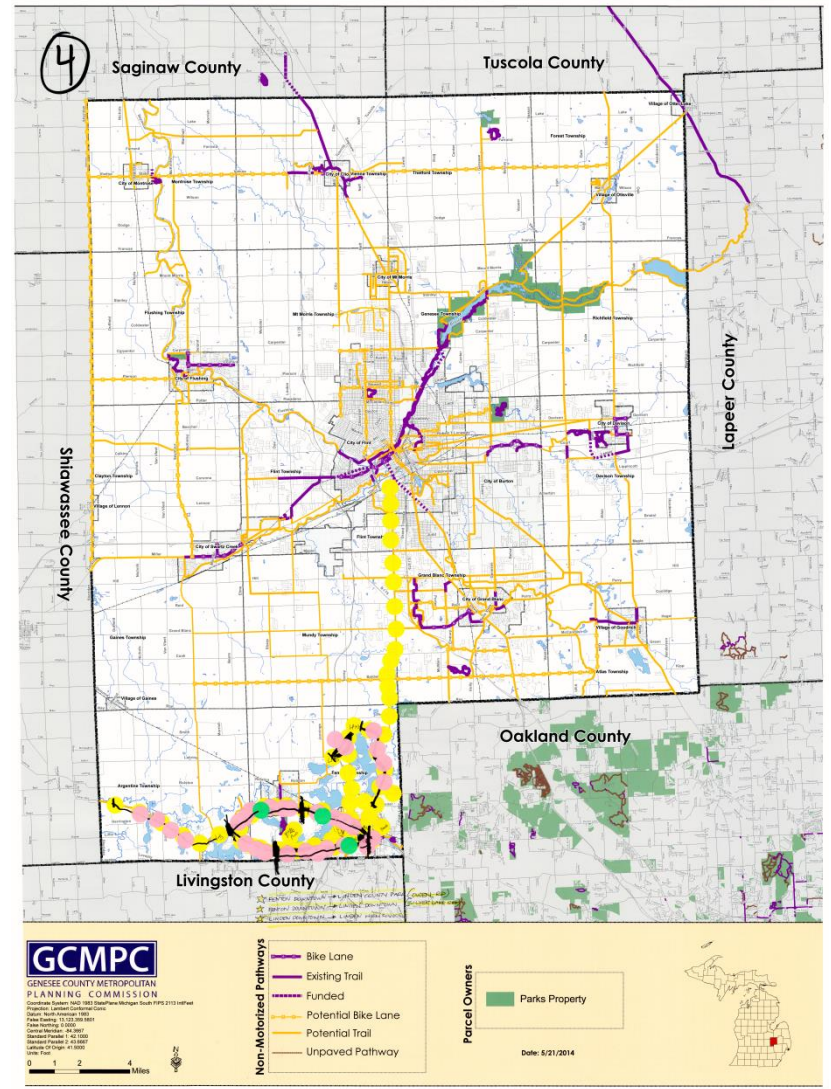
Group 2



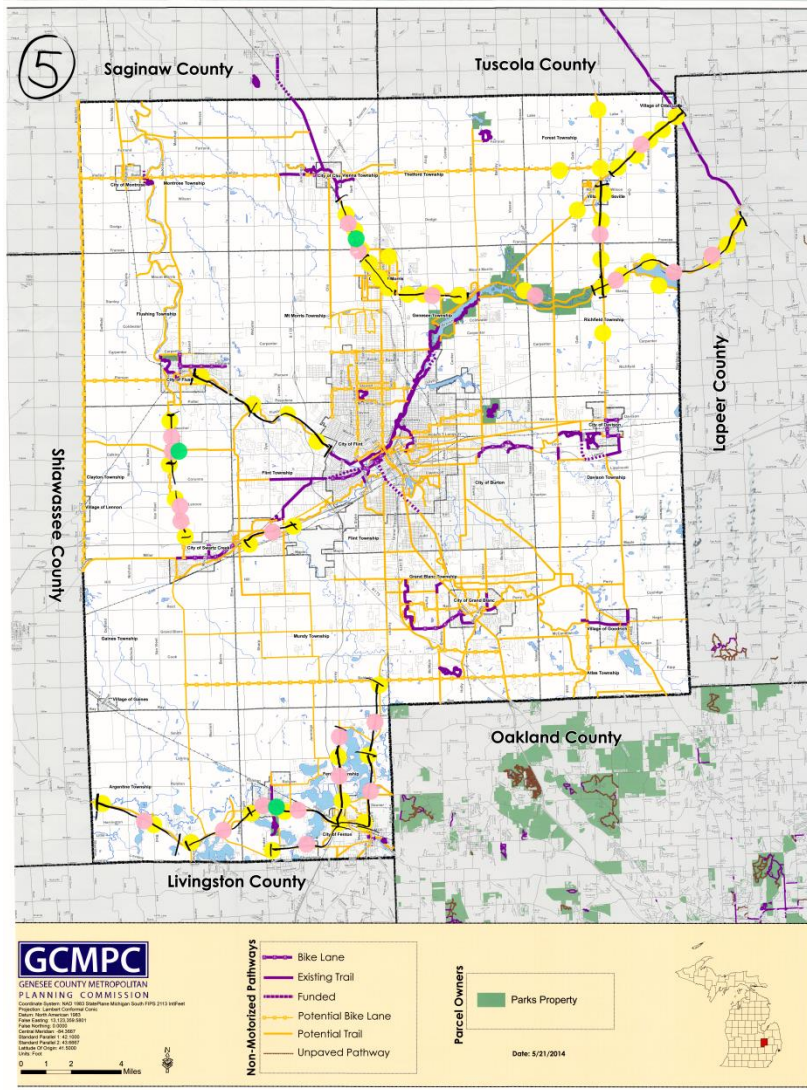
Group 3



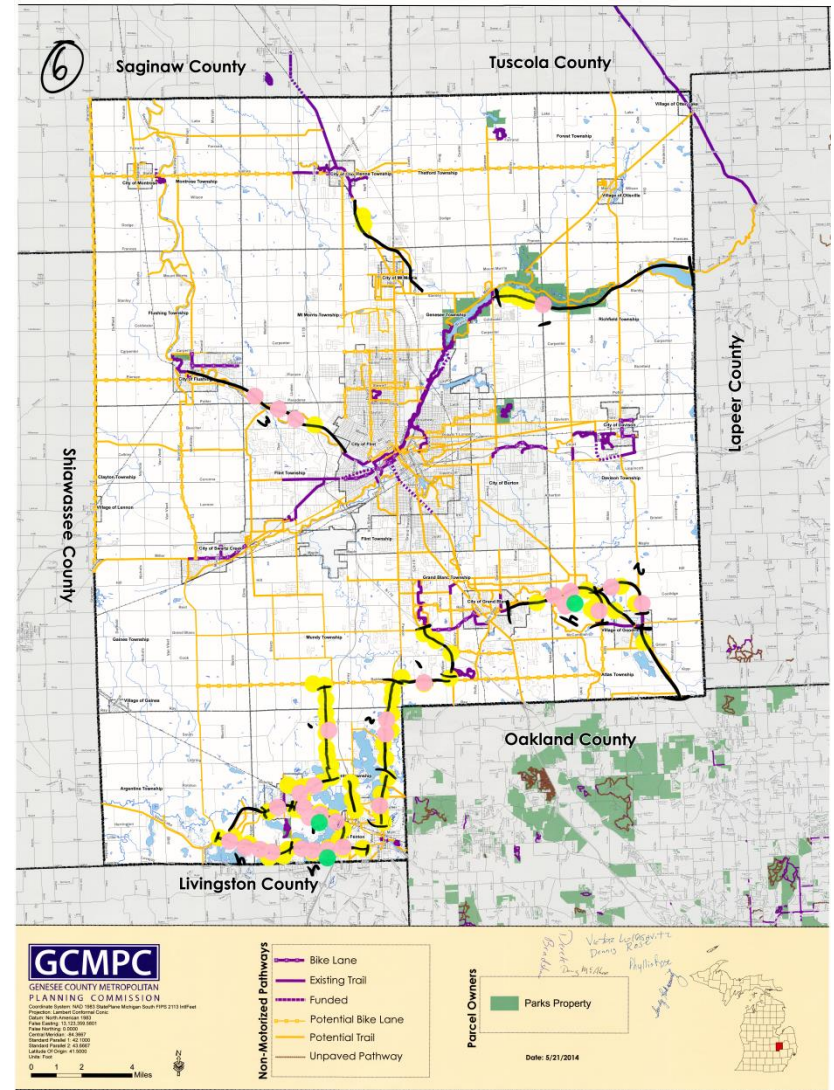
Group 4



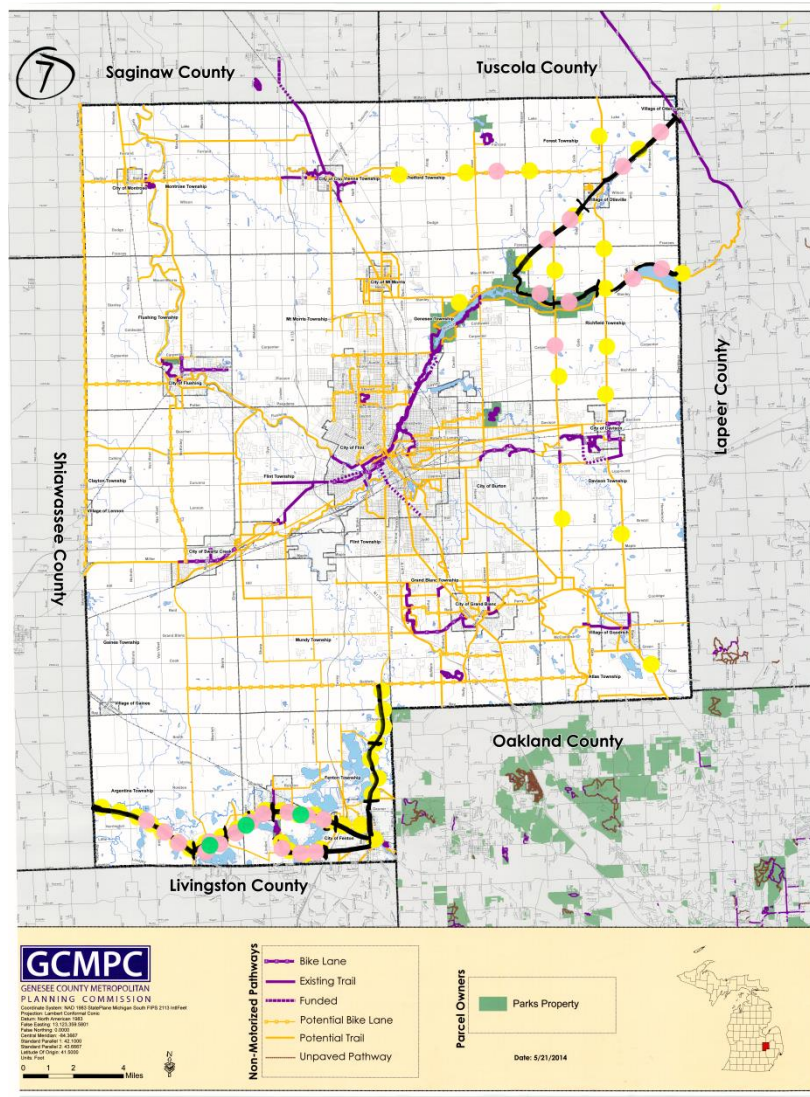
Group 5



Group 6



Group 7



# Genesee County Regional Trail Prioritization Meeting Pictures

May 22, 2014



## Water Trail Discussion



## Water Trail Discussion July 1, 2014

Name	Organization
SUSAN JULIAN	HEADWATERS TRAILS
BOB	ARGENTINE
Maggie German	Keepers of Shiaw.
KELCY DIETZ	Keepers of Shi.
Derek Bradshaw	GCMPC
AMY McMillan	G.C. Parks
Rebecca Fedewa	FRWC
Lynn Markland	City of Fenton
Brad Jacob	city of Fenton
Daryl Lossing	City of Linden
PAUL HATHAWAY	FRIENDS OF THE SHIAWASSEE RIVER

# Water Trail Discussion July 1, 2014

Name	Organization
Jacob Maurer	GCMPC
Nancy Muffley	Southern Lakes Parks & Recreation
Vince Paris	↗ " " " "
ROBIN BAKER	SLPR



# Water Trail Discussion July 1, 2014

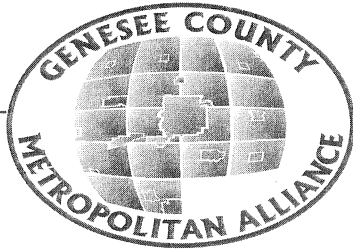




D

Appendix

## Long Range Transportation Plan Approval



ROOM 223 – 1101 BEACH STREET

FLINT, MICHIGAN 48502-1470

TELEPHONE (810) 257-3010 FAX (810) 257-3185

January 23, 2015

Ms. Pamela Boyd, Supervisor  
Statewide Planning Section  
P.O. Box 30050  
Lansing, MI 48909

SUBJECT: 2040 Long Range Transportation Plan

Dear Ms. Boyd:

At a duly constituted meeting held on January 21, 2015, the Genesee County Metropolitan Alliance, in its capacity as the Policy Committee for the Flint-Genesee County Urbanized Area, took the following action regarding the proposed 2040 Long Range Transportation Plan.

Action taken: Motion by Mr. Cole, supported by Mr. Johnson, to approve the 2040 Long Range Transportation Plan by a Resolution as presented.

MOTION CARRIED UNANIMOUSLY

If you have any questions, please feel free to contact me at (810) 257-3010.

Sincerely,

Jason Nordberg, Principal Planner  
Genesee County Metropolitan Planning Commission

cc: Andrea Dewey

AN EQUAL OPPORTUNITY ORGANIZATION

**RESOLUTION APPROVING  
THE GENESEE COUNTY 2040 LONG RANGE TRANSPORTATION PLAN**

**WHEREAS**, the Genesee County Metropolitan Alliance (GCMA) is the designated policy committee and Metropolitan Planning Organization (MPO) for the Flint-Genesee County Transportation Planning Study Area, and

**WHEREAS**, The Metropolitan Planning Organization is responsible for the development of the Long Range Transportation Plan which is required by both the Federal Transit Administration and Federal Highway Administration, and

**WHEREAS**, the Genesee County 2040 Long Range Transportation Plan has been developed pursuant to 23 USC 134 and 49 USC 5303, and

**WHEREAS**, the Genesee County 2040 Long Range Transportation Plan has been developed pursuant to the current federal transportation legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), and

**WHEREAS**, the Genesee County 2040 Long Range Transportation Plan must be updated at least every four years to confirm its validity and consistency with current and forecast trends, and

**WHEREAS**, the Genesee County 2040 Long Range Transportation Plan has a planning horizon of at least 20 years, and

**WHEREAS**, the Genesee County 2040 Long Range Transportation Plan includes a fiscal analysis that identifies sources of anticipated revenue and demonstrates how the transportation system will be operated and maintained and how identified projects will be funded and thus is financially constrained, and

**WHEREAS**, the Genesee County 2040 Long Range Transportation Plan was developed with the opportunity for public input and comment as specified in the Genesee County Public Participation Plan, and

**NOW THEREFORE BE IT RESOLVED**, the Genesee County Metropolitan Alliance approves the Genesee County 2040 Long Range Transportation Plan on January 21, 2015.



Robert Johnson, Chairperson  
Metropolitan Alliance

**DATE:** 1-22-15



E

Appendix

Comments

## Kelley, Shane

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**From:** Burchell, Linda (MDOT) <BurchellL@michigan.gov>  
**Sent:** Friday, August 15, 2014 4:01 PM  
**To:** Kelley, Shane  
**Subject:** RE: non motorized comment

Comments regarding draft non-motorized plan – in particular any proposed (preferred) associated with the freeways and/or limited access

- Burton
  - o There is an existing pedestrian structure crossing I-69 east of Belsay Road.
  - o An additional freeway crossing one mile west at Genesee Road is not likely – consolidate with Flint and Davison Township
  - o Trails adjacent to freeway (i.e. I-69) tend to have difficulty maintaining by Locals (limited access right of way). Not recommended. Existing??
- Clayton Township and Lennon
  - o The M-13 crossing at I-69 should not be a preferred crossing location – all of the ramp movements associated with the interchange makes for a difficult/dangerous place to incorporate pedestrians and bicyclists.
    - The proposed Seymour Road crossing of I-69 is far more practical than the M-13 location.
    - Nichols Road could be another option instead of Seymour Road– which would give more separation from Swartz Creek’s proposed Elms Road crossing and bring it closer to M-13 (for in lieu of).
  - o Two I-69 crossings in Clayton Township is not realistic.
- Davison Township and Davison
  - o There is already the I-69 crossing at Irish Road.
  - o Additional crossings at Lapeer Road and M-15 are not practical.
    - Consider something further east – Oak Rd? Could tie back into M-15 south of the freeway via Lippincott and/or Montague.
  - o Where is the meandering proposed trail to the west going? I-69 limited access right of way? Why not connect with Burton via Court St?
- Fenton, Linden & Fenton Township
  - o US-23 crossings at Lahring Road (interchange), Torrey Road, Silver Lake Road (interchange), and Owen Road (interchange)???? Highly unlikely.
    - Too many
    - Interchanges traffic with ramp movements make for a non-desirable place for pedestrians and bicyclists.
    - Reduce and consider different non-interchange crossing locations.
- Flint
  - o Maps are too busy to see preferred corridors
  - o Specify I-475 and I-69 preferences.
- Flint Township
  - o Flint River crossing at I-75 could be a hydraulic/flood plain concern. Might want to consider Flushing Road or Beecher Road.
- Gaines Township and Swartz Creek
  - o See comments from Clayton Township regarding M-13/I-69 crossing
  - o Must consolidate proposed Swartz Creek I-69 crossings
    - Seymour Road, Elms Road, Miller Road, and West Branch of Swartz Creek completely not realistic
- Genesee Township



- Carpenter Road/I-475 crossing may need adjustment in coordination with unreadable Flint plan
- Grand Blanc and Grand Blanc Township
  - Trails adjacent to freeway (i.e. I-75, I-475) tend to have difficulty maintaining by Locals (limited access right of way). Not recommended.
  - I-75 crossings at Fenton Road, Grand Blanc Road, Cook Road, Holly Road (interchange), and Baldwin Road??? Highly unlikely.
    - Too many
    - Interchanges traffic with ramp movements make for a non-desirable place for pedestrians and bicyclists.
    - Reduce and consider different non-interchange crossing locations.
  - I-475 crossings at Maple Road, Hill Road (interchange), and Reid Road??? Highly unlikely.
    - Too many
    - Interchanges traffic with ramp movements make for a non-desirable place for pedestrians and bicyclists.
    - Reduce and consider different non-interchange crossing locations.
- Mt. Morris & Mt Morris Township
  - In 2016, MDOT will be removing the existing pedestrian structure over I-475 between Detroit Street and Saginaw Road
    - Mitigation will include sidewalk crossing under I475 at Detroit Street – preferred option over crossing at Saginaw Street interchange
    - Public meeting was on June 2, 2014
  - Trails adjacent to freeway (i.e. I-475) tend to have difficulty maintaining by Locals (limited access right of way). Not recommended.
- Mundy Township
  - I-75 crossings at Hill Road, Fenton Road, and Grand Blanc Road??? Highly unlikely.
    - Too many. Reduce.
    - Coordinate consolidating I-75 crossings with Grand Blanc Township
  - US-23 crossings at Hill Road (interchange), Grand Blanc Road (interchange), and Baldwin Road??? Highly unlikely.
    - Too many
    - Interchanges traffic with ramp movements make for a non-desirable place for pedestrians and bicyclists.
    - Reduce and consider different non-interchange crossing locations.
    - Coordinate consolidating US-23 crossings with Fenton Township
- Vienna Township
  - What is the crossing of I-75 between Lake Road and Farrand Road?

**Linda**

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**From:** Kelley, Shane [mailto:SKelley@co.genesee.mi.us]  
**Sent:** Tuesday, July 22, 2014 8:06 AM  
**To:** Burchell, Linda (MDOT)  
**Subject:** RE: non motorized comment

Linda,

Thank you for bringing that to my attention.

All the best,

**Shane Kelley**, Planner I  
 Genesee County Metropolitan Planning Commission  
 1101 Beach Street, Room 223

Flint, MI 48502  
Phone: (810) 766-6570  
Fax: (810) 257-3185

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**From:** Burchell, Linda (MDOT) [<mailto:BurchellL@michigan.gov>]  
**Sent:** Monday, July 21, 2014 5:31 PM  
**To:** Kelley, Shane  
**Subject:** non motorized comment

On page 58 of the draft NM plan, the Irish Road path shows as potential. It has been constructed. It ties into the existing trail that runs adjacent to Irish Road under I-69 and continues north to just south of the railroad tracks at the Davison Township Offices where it ties into the trail at the back of their property that heads toward the east.

**Linda Burchell, P.E.**  
MDOT - Davison TSC Manager  
Office: (810) 653-7470  
Cell: (989) 737-5715

**From:** [Administration](#)  
**To:** [Maurer, Jacob](#)  
**Cc:** [Brad](#); [Dennis Bow](#)  
**Subject:** TRAIL EXPANSION  
**Date:** Wednesday, January 07, 2015 4:17:27 PM

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Greetings Jacob,

During our conversation today, you indicated that the Genesee County Planning Commission is considering upgrading a pedestrian trail in Flushing on the project list. This project, that I understand to be referred to as the Cole Creek trail expansion, has been a desired development for several years. It is my understanding that the previous city manager had worked diligently in efforts to obtain property and easement rights for the project. Although we don't have any funding currently allocated, I know this community is highly supportive of our current trail, and would support an expansion to any extent possible. I would therefore endorse having this project moved to a higher priority level.

Regards,

Mark R. Hoornstra  
Police Chief/Interim City Manager  
City of Flushing



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