

M-15 Pure Michigan Byway Corridor Management Plan 2019 Update



*PRESENTED BY: THE M-15 PURE MICHIGAN BYWAY MANAGEMENT
COMMITTEE*

Prepared with assistance from the East Michigan Council of Governments (EMCOG)

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2019*

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Figure 1 – Map of M-15 Pure Michigan Byway Corridor

Figure 2 – Map of M-15 Traffic Count Locations

LOCATION: M-15 PURE MICHIGAN BYWAY

FIGURE 1

Map of M-15 Pure Michigan Byway

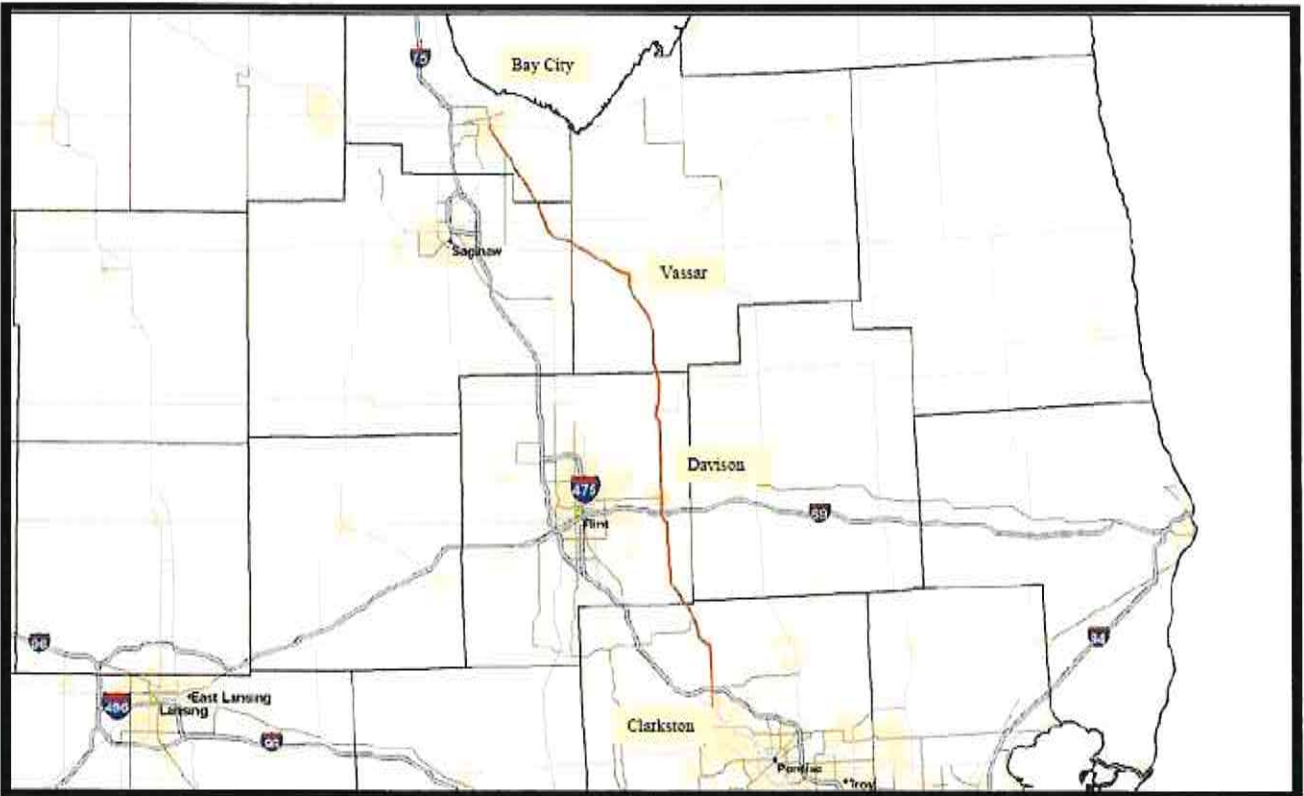


FIGURE 1
M-15 Pure
Michigan Byway
Corridor in red

From MDOT:

"From Clarkston to Bay City, Michigan's very first Recreational Heritage Route parallels I-75, offering motorists pleasant surprises and a welcomed diversion from fast paced freeway travel. Clarkston kicks things off at the south end with its summer festivals, parades and outdoor concerts. There's plenty of camping, fishing and hiking to do along the 69.6-mile route. Just a few miles from Millington is the Murphy Lake State Game area, a great source of hunting land, trails, lakes and streams. The route concludes just east of downtown Bay City, where marinas, museums, galleries, a lighthouse and a magnificently restored city hall await travelers."

EXECUTIVE SUMMARY

Michigan Department of Transportation Heritage Route Program

The Michigan Department of Transportation Heritage Route Program was created legislatively by Public Act 69 of 1993. It is a grass roots program that emphasizes cooperation between local residents, government and interested groups. The program seeks to preserve Michigan roadsides with scenic, historic and/or recreational qualities. Currently, the program is now referred to as the "Pure Michigan Byways Program."

Advantages of a Byways designation

The designation of M-15 as a Recreation Byway is non-regulatory in nature. However, this designation does bring opportunities to promote, educate, preserve and enhance the recreational, scenic and historical resources that make M-15 a unique experience to travel. There are advantages to having a roadway designated a Pure Michigan Recreation Byway under any of the three categories: They are:

- Creation of unique identity
- Awareness of the route
- Fostering of collaboration
- Enhance of economic growth
- Improves funding opportunities under the Scenic Byways program.

The purpose of a Byway Management Plan is to provide an understanding of a designated heritage route, what makes it special, and why it should be preserved and promoted. The original M-15 Pure Michigan Byway Management Plan outlined how these measures would be accomplished by incorporating the components of a Corridor Management Plan as recommended by the Federal Highway Administration in ***the Community Guide to Planning and Managing a Scenic Byway***.

This Plan includes the following:

1. Map(s) identifying the:
 - General location
 - Corridor boundaries
 - Resources
 - Current general land use within the corridor
2. Background and historical data on the corridor which should include: Natural – Historic – Cultural inventory
3. An objective for maintaining and/or enhancing each of those resources
4. Recommendations for marketing and publicity of the corridor
5. Byway partners
6. Demographic characteristics of the corridor
7. Goals & Objectives for the corridor
8. A general review of the road's safety record

The M-15 Pure Michigan Byway Management Plan does not attempt to address every issue and problem throughout the corridor. The plan should be viewed as a guide/framework for achieving community visions, while attempting to clarify issues and subsequent actions needed for protecting the uniqueness of the Corridor. The Management Plan cannot change local planning or zoning regulations, nor does it take away property rights from individual landowners. The Corridor Management Plan is a guide for future corridor improvements, a marketing and promotional tool and furthermore enables local communities to maintain more local control over the corridor without having ownership of the highway.

LOCATION AND GENERAL DESCRIPTION:

On July 1, 1919, the original routing and designation of M-15 was located in the Upper Peninsula. That designation held until adoption of the U.S. Highway System in 1926. At that time, US-41 was the only US Highway routed along the alignment of M-15 in the UP and ultimately the US-41 roadway was completed following the former M-15 and the route number was changed.

The current routing of M-15 was designated after 1926 and has involved many routes and re-routings. In 1993, M-15 was named the “Pathway to Family Fun” Recreational Heritage Route in the Michigan Heritage Route system. The route runs roughly parallel to I-75 and has not yet been added to the National Highway System, a system of roadways considered important to the nation’s economy, defense and mobility.

The existing M-15 Pure Michigan Recreation Byway runs in a north-south direction extending approximately 69.6 miles through gently wooded rolling hills, farmsteads and small rural communities in eastern Michigan’s Lower Peninsula. Even though some of it is near urban population areas, the route very much remains a relaxed corridor known for its quaint towns, rolling hills, local parks and camping areas. The route covers parts or all of four counties. It extends south from the southern edge of Bay County through the heart of Tuscola County, along the eastern edge of Genesee and into rural Oakland County. It sees itself as the family-friendly alternative to I-75 to the west, the main north-south expressway through Michigan.

The nature of the Route is largely rural with communities along M-15 having an average population of less than 2,000 persons. The per capita income of three-fourths of the Corridor’s communities is relatively consistent with Michigan but below the nation. According to the U.S. Census, 2017 estimates, community population estimates along the route range from Otter Lake with a population of 381 to Davison with a population of 4,908. Both municipalities are in Genesee County. The average population of the two (2) cities and six (6) villages is 1,741 persons. See following table.

POPULATION AND PER CAPITA CHARACTERISTICS

The total population of the cities and villages along the M-15 Pure Michigan Byway was 13,929 in 2017.

Cities & Villages	County	2017 Census estimates
Cities		
Clarkson	Oakland	925
Davison	Genesee	4,908
Vassar	Tuscola	2,562
Villages		
Goodrich	Genesee	1,873
Millington	Tuscola	1,003
Ortonville	Oakland	1,450
Otisville	Genesee	827
Otter Lake	Genesee	381
Total:		13,929
Avg. Population		1,741

Source: U. S. Census Bureau AMERICAN Fact Finder 2017-2018 Population Estimates

The average percent of persons over 65 in these counties however remains slightly higher than the overall Michigan average at 17.2%. This factor is important in that it will impact, to some extent, the types of facilities, services and recreational venues that will be desired in the future.

The 2017 per capita income (PCI), as released by the U.S. Census Bureau, American FactFinder, indicates communities along the route, except for its very southernmost edge as it enters Oakland County, are, and have been, struggling economically. The two counties that constitute over 80% of the M-15 route, Tuscola and Genesee, are below Michigan's PCI which in turn, is also well below the national average of \$31,177.

Population Statistics – M-15 Corridor Counties – 2000 through 2018

County	2000 Population	2018 Population	% Change	% Persons 65 and older
Bay	110,159	107,771	-2.2%	20.4%
Tuscola	55,730	52,516	-5.8%	20.3%
Genesee	436,148	410,881	-2.4%	17.5%
Oakland	1,194,156	1,259,201	0.7%	16.8%
MICHIGAN	9,938,492	9,995,915	0.6%	17.26%

Source: U.S. Census Bureau, American Fact Finder, <http://factfinder.census.gov> – 2019

2017 Median Per Capita Income

Bay	Tuscola	Genesee	Oakland	Michigan	U.S.
\$25,462	\$23,573	\$25,180	\$40,941	\$28,938	\$31,177

Source: U.S. Census Bureau, American Fact Finder, <http://factfinder.census.gov> - 2017

THE MANAGEMENT PLAN UPDATE:

This update provides an overview of what has been accomplished to date, which goals and objectives have been met or expanded upon and those that have been established to move forward. It also includes a photo inventory of the entire route and descriptions of the communities and recreational opportunities along the M-15 Heritage/Recreational Route.

The M-15 Pure Michigan Byway Corridor Management Plan and its update do not attempt to address all issues and problems along the corridor. The Plan is meant to be used as a guide to achieve community visions, while clarifying the issues and actions required for protecting its distinctiveness. A Pure Michigan Byways/Recreational Heritage Route Corridor Management Plan (CMP) or update cannot change a local zoning ordinance. It does not regulate or take away property rights from a landowner. The Plan is a guide for future corridor improvements, marketing and promotion as well as a tool to enable local communities to maintain more local control of the corridor without having ownership of the roadway.

The M-15 Pure Michigan Byway CMP and update was developed by the M-15 Pure Michigan Byway Management Committee in cooperation with the Michigan Department of Transportation and with assistance from numerous agencies and interested stakeholder organizations. The East Michigan Council of Governments (EMCOG) provided technical assistance in the development of the updated Coordinated Management Plan.

THE VISION:

The original vision for the M-15 Pure Michigan Byway was developed by stakeholders and businesses located along or near the M-15 Corridor which runs from Clarkston to Bay City. The slogan was ***"86 Miles of Smiles."*** This project was launched with the realization that the M-15 Corridor, which encompasses the four counties of Bay, Tuscola, Genesee and Oakland, was re-emerging as a major transportation system for those seeking recreational activities and as an alternative route to I-75.

The original M-15 Coalition became the first Heritage/Recreation Route in the State of Michigan in 1997 following enactment of the law in 1993. As such, it became the first of 14 Heritage Statewide Routes to operate as a volunteer cooperative effort between numerous units of local government united toward a common goal. Achieving this designation heightened community awareness and pride throughout the thirteen (13) encompassed municipalities. On a broader scope, it was meant to serve as a successful example of the Committee approach to corridor management.

The original planning document was developed over a five-year period, with development of goals and strategies designed to promote, enhance, preserve and expand upon the amenities available to visitors traveling the M-15 Corridor. Representatives from Ortonville, Goodrich, Davison, Otisville, Millington, Vassar and Bay City took part in the creation of what was then known as the original M-15 Recreational Heritage Route Corridor Management Plan. The

primary goal of the M-15 Pure Michigan Byway Committee, at that time, was to develop a plan that best reflected the interests of the communities involved with specific emphasis on the following primary objective:

"Pursue all public relations strategies that will aid in achieving a balance between development and preservation of the corridor"

To ensure this effort, the process of developing the original M-15 Heritage/Recreational Management Plan was based upon the following principles.

- To promote protection and preservation of the current state of the corridor.
- To assess existing community plans and regulations to ensure effective implementation of the goals and projects listed in the management plan.
- To promote enhanced projects restoring character and encourage the use of the route;
- To unite the linear community through the planning process.

The M-15 Heritage/Recreation Management Committee, now known as the M-15 Pure Michigan Byway Management Committee, remains committed and actively engaged in working toward this goal and stated principles.

THE ACTION PLAN

The Heritage Route designation improves the chances for funding opportunities to the Corridor from the Michigan Department of Transportation (MDOT), the Scenic Byways discretionary grant program and other agencies and foundations. This Management Plan and update should be used as a guidebook to implement projects, network with other agencies and organizations and support other agencies and projects in the community that have similar goals and interests for the corridor.

In 2007, the M-15 Heritage Route Management Committee members created a new Mission Statement. In keeping with the new mission statement and theme, there were coordinated M-15 recreational activities along the entire route. These included a Spring Rummage sale (***The M-15 Community Garage Sale***) which runs the entire length of the Corridor, the first ever M-15 Expo in November 2009 which included representatives from all but one of the 13 communities and a Car Rally. Both the Expo and the Rally remain inactive however, a number of popular individual car shows efforts are active at the local level throughout the summer.

With the main goal being the promotion of the entire M-15 Corridor as "**Economic development through tourism**", the Management Plan was updated in 2010 primarily because the original plan included creating goals and objectives, but lacked a photo inventory of the entire route or any descriptions of the communities and recreational opportunities along the M-15 Heritage Route. A new website for the M-15 Pure Michigan Byway is currently being developed.

In keeping with an MDOT regular review of the entire Heritage Route program, the Plan was reviewed and updated, in its entirety, in 2013 and again in 2019. In 2018, the Heritage Route designation became known as “Pure Michigan Byway” and in 2019, the former M-15 Recreation Heritage Route was renamed the M-15 Pure Michigan Byway.



THE M-15 PURE MICHIGAN BYWAY COMMITTEE

The M-15 Pure Michigan Byway Management Committee (also referred as the “Committee”) is comprised of members from the affected communities along the route including but not limited to, county government, township government, local elected officials, interested advocacy groups, State agencies and local residents.¹ Officers are elected annually and the Bylaws have been adopted and are followed. The Committee is responsible for the successful implementation of the Plan. Copies of the Bylaws are available upon request. See list of current members under Acknowledgements.

The Committee’s primary objective is to successfully implement the goals and strategies as determined during the Plan’s initial development and follow-up amendments. This will require a continuum of intergovernmental cooperation, communication with state, local and regional groups and regular meetings. All goals/objectives and strategies, as well as any identified projects are subject to safety and maintenance guidelines set forth by the Michigan Department of Transportation.

The Committee meets, to the extent practicable, along with MDOT, on a bi-monthly basis but no less than quarterly, to review activities, proposed projects and marketing efforts or other known changes along or proposed for the route. The development Objective and any updates are intended to enable the preservation of the corridor by identifying, enhancing and appreciating the recreational resources saturating the corridor. The intent of the designation is to focus positive attention on the route and therefore prompting growth management and encouraging appropriate development.

¹ Bay City, Millington, Vassar, Otisville, Davison, Atlas, Goodrich, Clarkston

MAJOR PROJECTS/MILESTONES TO DATE:

- During 2004-05, members created the original "M-15 Recreation Heritage Corridor Management Plan." At that time, the most important goal was determined to be: *"Pursue all public relations strategies that will aid in achieving a balance between development and preservation of the corridor."* The current M-15 Pure Michigan Byway Committee continues to be actively engaged in working toward this goal.
- The M-15 Pure Michigan Byway Community Garage Sale, held annually on the first Saturday in May, has steadily grown both in community and organizations participating. It is now well advertized in local papers as well as the Flint Journal. Continued marketing of this event will use the Internet, the new website, Facebook, Twitter and related electronic medium as well as strategically placed billboards along major roadways.
- Between 2007 and 2008, the M-15 group designed a brochure highlighting all the natural places of interest along the highway's corridor. Funds were provided from EMCOG to assist with this activity.
- Throughout 2008 and beginning in 2009, the original website was in use. In 2014, due to concerns regarding the functionality, ease of use, etc., it was determined that construction of a new website was needed. A new website will be created in 2020. While this is in process, Facebook will be used as a communications medium especially for the Garage Sale.
- In November of 2009, the first M-15 Expo was held in Davison. The purpose of this proposed annual event was educational and directed at businesses, Chambers of Commerce as well as residents all along the four-county corridor. Per the approved Vision, the theme was economic development through tourism. Guest speakers demonstrated how everything from local businesses to non-motorized trails to parks and recreation areas can be used as draws to bring in travelers to the corridor. Continuance of this activity is also under review.
- Throughout its existence the Committee has been and continues to be fully supportive and involved with, the creation of non-motorized pathway systems, including but not limited to Southern Links Trailway, a trail which connects the communities of Millington, Columbiaville and Otter Lake. In 2009, The Southern Links Trailway won the Michigan American Society of Civil Engineers Quality of Life Award
- Committee members along the Genesee County portion (southern) of M-15 remain actively involved in working with both the local communities and the Michigan Department of Transportation in connecting various small sections into if not one connected pathway, then a series of interconnected pathways. Examples of the increased development and integration of non-motorized trails can be found in the Photo and Attribute Inventory and related Appendices.
- In 2019-2020 MDOT approved an update to the existing Corridor Management Plan along with finalization of a new website.

THE CORRIDOR PHOTO and ATTRIBUTE INVENTORY: A VISITOR'S EXPERIENCE AND "SENSE OF PLACE"

North to South

BAY COUNTY:

M-15 begins at the eastern edge of the city of Bay City at M-25, which is also a State Heritage Route. The route travels through the southeastern edge of the county through Portsmouth and Merritt Townships, which have some of the state's most active and productive farmland. Potatoes and sugar beets are seen in many fields as well as beans, corn and wheat. There are also several beautiful historic farmsteads along the route, whose street name is Tuscola Road.



Source: EMCOG staff – 2010



Source: EMCOG staff – 2010

Located just a few miles south of M-25, is the trailhead for the *Bay-Hampton Rail Trail*. It is just a few miles east of M-15 on West YoungsDitch Road. A few miles farther south just east of M-15, Portsmouth Township Park offers family fun and relaxation. Entering Merritt Township, M-15 also travels close to the community of Munger which has been the home of the National Potato Festival for the past 55 years. The community is located east on Munger Road a few miles.



Source: EMCOG - 2018

Continuing south, the road briefly enters the northeast corner of Saginaw County as it travels through Blumfield Township. As travelers cross over into Tuscola County they will see the Trailhead for the *Harger Line Trail*. This recently completed 10.1-mile biking and hiking non-motorized trail is a perfect location to be able to stretch their legs. From M-15 it travels through open farmland and for those needing to rest, the trail has park benches along the way.



MDOT Harger Line Trail: Source: Rails to Trails Conservancy

The *Harger Line Rail-Trail* runs for an arrow-straight 10 miles through farmland in rural Saginaw County. The trail opened in 2008, two years after the underlying Harger Line Railway corridor was acquired by the Michigan Department of Transportation.

The scenic trail features 5 bridges over creeks and intersects several unpaved country roads. Trail users should be aware that the two major crossings of Portsmouth Road and State Route 83/Gera Road are uncontrolled intersections; extreme caution must be exercised when passing through. Benches along the entire length of the trail allow users to take a rest or simply enjoy the surrounding tranquility.

TUSCOLA COUNTY

Back on M-15, the traveler enters Tuscola County, which is rich in scenic farmland. M-15's name now becomes West Vassar Road.

As M-15 enters Tuscola County, it briefly runs through the corners of Denmark and Tuscola Townships down the southwestern corner of the county through the communities of Vassar and Millington and is known as Saginaw Road. Although the county as a whole is primarily agricultural, the landscape gradually becomes more rolling and wooded. As it goes through the remainder of Tuscola County, M-15 is known as State Road.

The City of Vassar:

Coming from the north on M-15 a summer traveler is taken by the several blocks of flower beds lining the street as it approaches the downtown. The business area also has several beautifully restored historic buildings.



City of Vassar
Source: MDOT 2010



City of Vassar



City Pavilion

For those travelers interested in stretching the legs and seeing the local landscape, Vassar is the perfect place. Right before crossing the Cass River is the entrance to the Trailhead of the City's rail trail that runs south along the river and through a park containing picnic areas.



Source: EMCOG staff 2018 Vassar Rail Trail



Source: EMCOG staff 2018

Vassar Rail Trail: This is a paved "Rail Trail" for walking, running, biking, and skating. It begins at the end of S. Cass Avenue at the Townsend North Pavilion and park. There is plenty of parking, swings and slides for kids, and restrooms. The gentle uphill path takes you through the woods and near the Cass River. At the end you can turn around and go back or walk awhile through the quiet subdivisions. The beautiful rail trail was created to be enjoyed by all.

A semi-enclosed sports pavilion holds three basketball courts and during the winter serves as an ice skating and hockey rink. There is another wooded park on the north side of the river. Eight other parks, scattered throughout the city, add to the beauty of the city. The combination of its historic downtown and lovely parks makes a traveler want to stop and stay awhile.

A little farther south and to the east is the Willow Springs Golf and Country Club which offers excellent golfing in a scenic rural setting. Continuing south out of Vassar is the MDOT Don Malott Roadside Park, is heavily wooded with Gooding Creek running behind the site. It is also known as the Vassar Township Roadside Park.



Source: EMCOG - 2010



Source: EMCOG - 2010

Vassar is also an intersecting point along the Cass River Water Trail. *The Cass River Water Trail* is a series of 13 kayak/canoe access sites located on public property along the Cass River. The trail begins upstream of Vassar where Highway M-46 crosses the Cass River. The water trail follows the river downstream through Vassar, Tuscola, Frankenmuth, Bridgeport and ends at Wickes Park on the Saginaw River. Please visit the Cass River Water Trail website for more information. [www.http://cassriverwatertrail.org](http://cassriverwatertrail.org)



Cass City Water Trail signage – Source: EMCOG 2018

Village of Millington and Millington Township

The Village downtown has several well-kept older buildings and antique shops that encourage visitors to stop and shop awhile.



Source: EMCOG - 2010

Bikers and hikers also will find the northern end of the *Southern Links Trailway* is a 10.2-mile trail that connects the communities of Columbiaville, Otter Lake, and Millington. This non-motorized trailway is paved with asphalt a minimum of 10' wide for hiking and biking with a separate path for those on horseback. This trailway offers its patrons scenic views of open fields and wetlands, wooded forests and farmlands. Work is underway to ensure that Southern Links Trailway will become part of the State of Michigan Iron Belle Trail. For more information see <http://southernlinkstrailway.com>



Southern Links Trailway
Source: EMCOG 2018

Recreation abounds also for wildlife enthusiasts and campers alike in the area. Just four miles east northeast of Millington is located the Murphy Lake State Game Area. Whether a visitor wants to fish or is just looking for a scenic drive, this area meets the bill.



Murphy Lake State Game Area
EMCOG

On the western edge of the Village is Arthur Latham Memorial Park and Campground, which offers camping and family fun. It is also the home of an AYSO Soccer Complex.



Arthur Latham Memorial Park and Campground
EMCOG – 2010

GENESEE COUNTY

Genesee County is home to one of the most extensive and well-maintained park systems in Michigan. The Parks system offers over 11,000 acres of woods, water, trails and beaches for travelers and those interested in a “stay-cation.” M-15 provides a unique point of ingress and egress to the amenities of the Park system as it takes a definite north-south path down the eastern edge of Genesee County. The Parks system is also home to a comprehensive series of trails to enhance the visitor experience. The rural landscape is very much one of woods and lakes. The farther south one goes one experiences small towns that pride themselves on the historic architecture of their buildings and their community heritage. There is a definite gradual shift from more rugged outdoor experiences to one of a cultural tourism experience. For more information on the Genesee County Parks system, please see: <http://geneseecountyparks.org>.

Otter Lake

Located just south of the Tuscola/Genesee County border and four miles east of M-15 is the community of Otter Lake. On the eastern edge of the small community is nestled Otter Lake Campground which also is home to the area’s farmers’ market. Adjacent to the park is the community’s historic museum.



Source: EMCOG 2010

The Southern Links Trail, referenced also under the Village of Millington, passes through this area.



Southern Links Trailway

Source: www.southernlinkstrailway.com

Village of Otisville and Forest Township

Located right on M-15 is the Village of Otisville. The community and surrounding area have much to offer. With support from new businesses, the community is actively restoring its historical buildings. During the summer, flowers abound in its veterans Park. Located right behind the Village offices is The Delmar Griswold Park with a swimming beach, picnic area and bandstand. It is also an excellent site for birding enthusiasts. Just west of town is the Forest Township Park with lighted ball diamonds suited for regional night games. The Senior Center welcomes travelers as well as residents to its activities.



Otisville offers several different types of recreational experiences; all close by. Down a tree covered dirt road one finds a large U-pick blueberry farm that also has a lovely picnic area. Right outside of town is located the AKC approved Great Lakes Beagle Club, where multi-state hunting field trials are held several times a year.



The area's many lakes offer family camping experiences. One of the more unusual camping experiences is at **Covenant Hills Camp** that also houses a retreat and conference center. Their RV campground offers five miles of ORV/hiking trails and access to their lake. Only a half a mile from M-15, it is open to the public.



Source: EMCOG staff – 2018 Covenant Hills Camp/Retreat

Richfield Township

Although there are no incorporated communities located along M-15 going through the township, there are several parks and recreations areas.

Taking up most of the northeast corner of the township and within a few minutes of M-15 is the **Holloway Reservoir Regional Park**. Holloway Reservoir Regional Park a 1,975-acre collection of parks including but not limited to Buttercup Beach, Toboggan Hill, the Elba Equestrian Complex, various fishing points, canoe and boat launches, hike opportunities and snowmobiling areas. The Reservoir park is managed by the Genesee County Parks and Recreation Committee. It encompasses several recreation sites including Buttercup Beach and Wolverine Campground in the north side of the reservoir and the large Walleye Pike Boat Launch on its south side.



Holloway Reservoir

Richfield County Park and Goldenrod Disc Golf Course also offers great family fun. Both are just west of M-15 on North Irish Road. Only minutes from the highway, just turn west at Richfield Center. The Richfield County Park also has a new walking trail map available. This map features

a designated walking area with distances marked for the visitor's convenience. Also, just off M-15 Trail is the Wolverine Campground on Irish Road.

City of Davison and Davison Township

Located on M-15, the City of Davison is also just north of I-69. There are several parks with non-motorized hiking trails that entice a traveler to stop and enjoy the woods. In addition to hiking trails, the **Jack N. Abernathy Park** located in Davison, also offers a huge fort-like play area for younger children and a skate park for older ones.



Jack N. Abernathy Park

For hiking enthusiasts that like to shop, the park's hiking trail links to the Davison downtown area. Another hiking experience can be started at a trailhead located right behind the Davison Township Municipal Building located at 1280 Irish Road, not far from M-15. This pathway runs links with **Abernathy Park** for an all-day outdoor experience. The municipal building's beautiful gazebo, fountain and flower beds are something to enjoy, even for those not interested in hiking or biking.



City of Davison hiking trail

There are several golf courses just on the outskirts of the City. For history buffs, the city of Davison Historical Museum is located in an original schoolhouse with an original veterinary doctor's office next door. The Davison Senior Center, located on Lapeer Road, right off M-15, offers daily activities for residents and visitors alike.



Just south of the city proper, located in Davison Township is the historic Kitchen School, located right on M-15 and Bristol Road. Built in 1847, the School has been totally restored and is used by school groups. It is open to the public.



Historic Kitchen School

A new addition for visitors to Davison Township is the **Lake Callis Recreation Complex**. The Lake Callis Recreation Complex, named after the late Bob Callis, who raised funds to purchase the property located at 1152 North Gale Road, is 40 acres of recreational fun acquired through the efforts of the Davison Township Board of Trustees, numerous volunteers and Davison Township DDA funds.



Lake Callis Recreation Complex

This is a seasonal pay-to-use park which includes an 18 acre swimming lake with a large beach area, changing rooms, six (6) NCAA rated sand volleyball courts with lighting, 100' x 100' dry deck Dash 'n' Splash pad, Beach Treats concession stand, Randall V. Stewart Grand Pavilion with stage and electricity, 7 smaller pavilion, Tiki Hut with electricity and private beach area, scenic wetland trail, observation dock, fishing area, gaga pit, paddle board rental and many programs and activities year round. The pavilions, tiki hut, observation deck and volleyball courts are all available for rent or free to use based on availability.

Village of Goodrich, Atlas Township

Continuing a few miles south down M-15, a traveler will find the Village of Goodrich, located in Atlas Township.



Source: EMCOG staff – 2010 - Village of Goodrich

The Village is built around the **Goodrich Millpond**. Its downtown is built alongside the lake. The combination of the lake view and restored historic buildings, gives downtown Goodrich the feel of an old New England town.

There are also significant local efforts to construct and/or complete a series of trails in the Village of Atlas and Atlas Township. The first phase of these efforts, Gale Road to Perry Road, is anticipated to result in a path that would connect to the proposed State of Michigan Department of Natural Resources 774-mile *Iron Belle Trail* which runs from Belle Isle to Ironwood in the Upper Peninsula. The bike path in the Village of Goodrich along Hegel Road also connects to the Iron Belle Trail. These efforts are being spearheaded within Atlas and Atlas Township by the Walk-Bike-Run Committee which has a track record of success. For more information on the Iron Belle Trail see https://www.michigan.gov/dnr/0,4570,7-350-79133_79206_83634---,00.html

Village of Ortonville, Brandon Township

Continuing south, one drives through Brandon Township, with the edge of the Village of Ortonville just off to the west of M-15. Although a very rural community, the village is considered a northern suburb of Detroit metro area and has a definite feeling of returning to small town rural America.



Village of Ortonville
EMCOG 2010

Scattered throughout the village there are several historic homes, churches and other buildings. Several small parks are also located throughout the village area.



The Ortonville Community Historical Society is very active. The original Brandon Township Hall still has many community activities. In 1996, the Mann Schoolhouse was moved from the current state recreation area to its current location within the village.

Ortonville State Recreation Area:

Located on the outskirts of the northeast edge of the community begins the **Ortonville State Recreation Area**. The Ortonville Recreation Area is located in north Oakland and southern Lapeer counties. This approximately 5,400-acre recreation area contains high wooded hills and a wide range of recreational activities. The development began in 1945, but by the end of 1948, more than 3,700 acres had been secured for the purpose of public recreational use. Additional land acquisitions have increased the area to its present size. The original park, Bloomer #3 State Park, was donated by Howard Bloomer in December of 1922.



Ortonville Recreation Area
Source: EMCOG staff 2018

With dense forests and good fishing lakes, the recreation area draws sportsmen during all four seasons. The many off-road parking spots also make it a perfect place for birding or just enjoying a nature walk.

Also, within close proximity to the Village of Ortonville to the west you will find the **Holly State Recreation Area**. The Holly State Recreation Area, located within the northern portion of Oakland County between Pontiac and Flint, is less than an hour drive from the Detroit metropolitan area.

The park's more than 8,000 acres of rolling woodlands and open fields provides opportunities for a variety of outdoor activities, including hiking, camping, fishing, mountain biking, cross-country skiing and snowmobiling. The park boasts three lakes, two campgrounds, cabins, a boat launch and the Holly Woods Disc Golf Course.

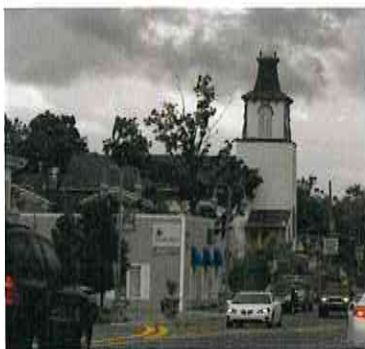
Holly's Water Park - the Whoa Zone - offers four (4) different routes with four (4) different challenge levels – from easy up to challenging. Visitors can climb, jump, crawl and slide on the springboard, semi-circle step, wobble bridge, half-pipe and more. A special water play area is available for kids at least 4 years of age and between 39"-59".



Holly State Recreation Area
Source: [www.Michigan DNR.com/Parks & Trails](http://www.MichiganDNR.com/Parks%20&%20Trails)

City of Clarkston and Independence Township

Although a city, the downtown area is known as "the Village" by residents. It offers not only lovely refurbished historic homes, but "the Village" offers an upscale shopping experience mixed with a quaint atmosphere.



City of Clarkston
Source: EMCOG - 2010

Clarkston is considered a small bedroom community of the greater Detroit area and for travelers that also want to see the sights of the big city, easy access to I-75 offers a direct route into the heart of Detroit.



Historic Clarkston Main Street

CAMPGROUNDS:

Along the M-15 Pure Michigan Byway route, there are an estimated thirty-two (32) campground sites.

An assortment of entities and agencies have compiled lists and/or have developed website listings for campgrounds in their areas. This includes areas along and/or adjacent to the M-15 Pure Michigan Byway.

Michigan DNR has also compiled a comprehensive spreadsheet detailing campgrounds located throughout the State as has most County Parks Departments. For specific information on an individual campground in a specific county, please visit:

MDNR: https://www.michigan.gov/documents/dnr/StateParkCampgroundDatesRates_612125_7.pdf

Bay County: <https://www.baycounty-mi.gov/Recreation/>

Genesee County: www.geneseecountyparks.org/explore

Oakland County: <https://www.oakgov.com/parks/Pages/default.aspx>

Tuscola County: <https://www.tuscolacounty.org/parks/>

GOALS AND OBJECTIVES

This Management plan will be a working document that will be subject to change over time. The following goals and objectives are the result of input from Management Committee members representing jurisdictions and state departments along the route.

Goal: Identification of existing recreational, scenic and historical points of interest along the M-15 Pure Michigan Byway.

Objective: Development of a Corridor wide Management Plan and ensure that it is updated in accordance with guidelines.

Objective: Development of a Heritage Route Management Committee to review and implement the CMP, where appropriate.

Objective: Ensure that the organization team structure of the Management committee, local units of government and MDOT work together cooperatively and that the Committee membership is reviewed regularly.

Goal: Encourage the continued maintenance and preservation of existing recreational, scenic and historic attributes along the M-15 Pure Michigan Byway.

Objective: Encourage the inclusion of presently identified recreational, scenic and historical facilities within appropriate community recreation plans.

Objective: Advocate for the inclusion of these facilities as part of the appropriate State and federal agency planning process (i.e., MDOT, EGLE, USFS, etc.)

Objective: Encourage and collaborate with the appropriate entities to preserve and maintain public parks, lands and attractions that are currently available in the corridor.

Objective: Encourage and collaborate with the appropriate entities along the corridor in the pursuit of state, federal, private, foundation and local funding to assist in financing the maintenance of these attractions, where appropriate.

Objective: Identify, to the extent practicable and allowable, means and methods to positively influence development along the M-15 Pure Michigan Byway and adjacent viewing boundary which will include but not necessarily be limited to areas such as Landscape enhancements, sign ordinances, etc.

Goal: Encourage the mindful expansion of and improvements to the recreational, scenic and historical attributes along the M-15 Pure Michigan Byway.

Objective: Advance the expansion and improvements to existing recreational amenities within the appropriate community recreation plans along and throughout the Corridor.

Objective: Continue to encourage public and private sector expansions, improvements and “value added” recreation, historical and scenic attractions, with a goal of increasing tourist visits to the corridor.

Objective: Guard against expansion of recreational, scenic or historical attractions that are proposed to have a significant impact upon the environment.

Goal: Ensure that the M-15 Pure Michigan Byway Route will remain a safe highway for all modes of transportation.

Objective: Advocate for the continued maintenance and improvement of M-15 by the MDOT.

Objective: Encourage access management practices along M-15 in order to control the number of new driveway access points onto the highway.

Objective: Encourage pedestrian friendly highway corridors and crossings.

Goal: Encourage the preservation of the natural environment along M-15 to include air, water, native vegetation, wildlife and wildlife habitats.

Objective: Help to maintain and keep the Corridor free of litter and debris through the Adopt-A-Highway program and other local service organizations.

Goal: Development of educational information and coordinated marketing plans for the M-15 Pure Michigan Byway.

Objective: Advocate and plan for ways to fund identified marketing, promotional and education activities.

Objective: Encourage MDOT and local governments to construct more non-motorized paths along M-15 HR where and if practical.

Goal: Encourage the private business community to participate on the Management Committee and to improve services to the Byway’s visitors.

Objective: Collaborate with nature/trail-based groups to promote the Byway.

PRIORITY TASKS

- Encourage coordinated M-15 Pure Michigan Byway signage along the Route
- Finalize M-15 Pure Michigan Byway website
- Encourage collaboration and coordination when developing promotional literature
- Develop and distribute educational and informational brochures and other promotional literature
- Encourage communities to develop attractive “gateways” into their communities where none exist. Evaluate grant funding options, where applicable, for this task.
- Encourage community beautification, streetscapes and parking improvement projects
- Ensure that any environmentally sensitive areas along the Route are identified and protected to the extent possible
- Encourage development, where practicable, of interconnected trail systems or other non-motorized facilities to enhance tourism related recreational amenities within communities and/or along the route.
- Work to connect viable trail projects to the State of Michigan Iron Belle Trail.²
- Support local efforts to develop nonmotorized facilities/trails as part of their overall planning process.

PUBLIC PARTICIPATION PLAN

The M-15 Heritage/Recreational Management Committee has a long-standing philosophy and policy of including stakeholders from the various jurisdictions along the route. Meetings are held regularly in different locations along the Corridor to conduct the business of the organization and input from the public is always welcomed and encouraged to attend.

In order to involve the public in the implementation and continuous monitoring of the management plan/update, the M-15 Pure Michigan Byway Committee will continue to focus on the following strategies:

Objective #1: The 2019 M-15 Pure Michigan Byway Management Plan update will again be sent to each local unit of government, chamber of commerce and DDA along the route with a request for review, comments, and adoption. Each unit of government is strongly urged to be represented at the regularly scheduled meetings.

Objective #2: Agendas and related correspondence will continue to be sent out to each community on a regular basis whether they actively participate or not.

Objective #3: M-15 Pure Michigan Byway Committee members will continue to visit communities to become involved.

² See Appendix D

Objective #4: There will be a minimum of four (4) meetings held per year. Additional meetings may be held

PLAN TO ACCOMMODATE COMMERCE

The benefits of a Recreation Pure Michigan Byway/Heritage Route designation are obvious as well as numerous. Preservation of the route allows the opportunity to identify, enhance and appreciate the recreational resources saturating the corridor. Communities will continue to work together through the Management Committee and MDOT to ensure efficient highway use.

AIR QUALITY ATTAINMENT OR NON-ATTAINMENT

It is important that the establishment of a Pure Michigan Byway/Recreation Heritage Route does not negatively impact the ozone designation of communities along the route. Currently, the ozone designations of attainment/non-attainment have been established for the various communities and counties along the M-15 Pure Michigan Byway. The following designations by county were obtained from the Air Quality Division of the Michigan Department of Natural Resources and Environment (MDNRE) and Michigan Department of Transportation.

In 2019 the counties of Bay, Saginaw and Tuscola are in attainment for all transportation national ambient air quality standards (NAAQS), ozone, particulate matter, carbon monoxide and nitrogen dioxide. Genesee County is considered a limited orphan maintenance area for the 1997 Ozone, and Oakland County is part of a maintenance area for the 2006 particulate matter 2.5 NAAQS and a non-attainment area for the 2015 ozone NAAQS. It is recognized that any of these areas are subject at all times to EPA standards and compliance requirements.

Should an impact of any size be observed, or if EPA standards/criteria should change, local and county officials will cooperate, communicate and interact to take the necessary steps to address suggested changes. These steps include cooperating, communicating, and interacting with other government agencies on the state and federal level, and working with the Directors of the two Metropolitan Planning Organizations (MPO's) of Bay and Saginaw Counties: Bay City Area Transportation Study group (BCATS), Saginaw Metropolitan Area Transportation Study Area (SMATS), SEMCOG and similar agencies in Genesee County in order to maintain and improve ozone designations along the M-15 Pure Michigan Byway corridor.

COMPLIANCE WITH OUTDOOR ADVERTISING

MDOT's roadway signs are the most prominent signage along the corridor. The few small billboards that do exist throughout the corridor primarily represent household or local businesses and do not pose a threat to the scenic value of current use. The Committee acknowledges that the economic well-being for many of the counties along the route is heavily dependent upon tourist industry. This dependence makes the preservation of the environment from unreasonable signage a matter of critical importance to the Committee.

At the time of the original Plan there was language within the document that referenced submission of a potential model ordinance from the Michigan Municipal League or the Michigan Townships Association. The model ordinance was to have enhanced the control and management of outdoor advertising to keep it in balance with the M-15 Pure Michigan Byway and was to be submitted to the local units of government and recommended for adoption.

At this time, however, no supporting information could be found regarding preparation or submission of such a model ordinance. It is presumed that all ordinances as required by MDOT in this regard will be followed. Currently, the M-15 Pure Michigan Byway Committee has no knowledge of violations of outdoor advertising laws or ordinances.

It is also noted that the Byway designation is a continuous designation and as such when there is discussion of outdoor advertising, billboard placements must be taken into consideration.

DESIGN STANDARDS

No major modifications, short of consistent individual street maintenance within local units or those projects scheduled for implementation by MDOT are currently proposed. Should there be, however, the Committee will work closely with MDOT TSC and District representatives to adopt context sensitive highway design standards for the Byway.

ROADWAY SAFETY

Safety is of primary importance along the roadway. Preserving and protecting the natural, cultural, and scenic character of the corridor is an equally important goal. Speed and road design both influence safety. This plan does not suggest widening, straightening, adding shoulders, changing the speed limit, or changing the physical appearance of the road in any way. See Appendix B for the most current Reported Traffic Crash (Including Deer) Data for Michigan which includes highlighted sections for the M-15 Pure Michigan Byway Corridor.

ACTION STEPS FOR ROADWAY SAFETY:

- *Communicate regularly with MDOT and other government agencies*

Should the Michigan Department of Transportation determine that a change to the roadway is necessary to ensure or improve safety, all projects should be implemented that balance safety, aesthetics, and cost effectiveness. Local communities should partner with MDOT to determine creative ways to solve safety challenges. This partnership will only occur if the interests of the community are effectively communicated to decision-makers. The *Road Design Guidebook* is the document used by MDOT to determine where special design considerations and documentation may be required to justify projects that do not meet traditional specifications.

As a designated Pure Michigan Byway, M-15 qualifies for a number of special considerations. Local communities should communicate regularly with MDOT and their County Road Commission officials regarding interests they may have in planned projects for or along the corridor. If possible, residents should also schedule an annual meeting with staff, attend a regularly scheduled meeting, request to be on a mailing list to receive meeting minutes, or get

copies of annual work plans or progress reports. MDOT officials should take every opportunity to contact local officials regarding corridor-related concerns or projects.

• Enforce the existing regulations

Ensuring that regulations related to speed of traffic, noise, and nuisances are enforced will assist in the protection of community character and benefit aesthetics. Instead of lowering the speed limit along the road, which would require an in-depth state level study and analysis, this plan recommends that this issue be dealt through enforcement. Enforcing anti-litter laws would also benefit aesthetics.

ACCESS MANAGEMENT

Access management is a means to protect the safety, traffic operations and the assigned functional purpose of the street system while considering the access needs of the various elements of the system. Access management addresses the problems of congestion, capacity loss and accidents. The goal of access management is to provide access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity needs and speed. "Access" is defined as any driveway or other point of ingress/egress such as a driveway, alley, street, road or highway that connects to the public street system.

Appropriate access management strikes a balance in preserving the functional integrity of the street and providing access. Speed, capacity and safety are the significant reasons for instituting access management. With proper access management, the speed differential between vehicles can be minimized or separated and proper access management will reduce the number of conflict points, resulting in fewer accidents. When the traffic on the street system can travel safely and efficiently, capacity is preserved. Access management recognizes the interests of both landowners and roadway users in providing a transportation system that better meets the needs of all interests.

In 2004, the Village of Goodrich adopted, what was called, the M-15 Access Management Plan. It outlined a set of improvements related to driveway access (access management) and a coordinated review procedure for developments along M-15 to continuously improve safety and maintain capacity as new developments come into the village and other jurisdictions along M-15.

The Village of Goodrich M-15 Access Management Plan includes land use revisions and recommendations for coordinating uses and development along the corridor to improve safety and aesthetics. Existing, concentrated areas of residential should be protected through buffering and zoning. The key long-range consideration of redevelopment at these locations should be with larger sites (combination of lots) which allow sufficient room for parking, improved driveway spacing and adequate buffers from residential uses to the rear, consistent with the Plan.

In reviewing access management issues in the Village, it was determined that entryways along M-15 into the Village were unattractive and did little to support a unique sense of place in the Village. Both M-15 entryways should be defined through additional landscaping and high visibility entrance signage with a coordinated theme to support the M-15 corridor and the downtown. Signs along M-15 also influence the perception of the community.

The Village has taken the proactive step of developing and implementing an Access Management Plan to address issues of concern.

TRAFFIC COUNTS

Traffic counts are extremely useful for determining how a roadway is being used. They effectively determine peak travel times, vehicle speeds, and types of vehicles using the roadway. In addition, traffic counts are helpful in determining roadway safety and traffic flow patterns. See Appendix C for the Annual Average Daily Traffic (AADT) traffic counts along the M-15 Pure Michigan Byway route for the period 2013-2018.

PROMOTION AND MARKETING PLAN

Promotion and Marketing are the key components of the M-15 Pure Michigan Byway. The Management Committee has devoted considerable resources to this area and will continue to develop promotional strategies including networking with the "Pure Michigan" campaign as appropriate. The Committee will also use available forms of electronic media include a new website for future promotion.

FUNDING

The M-15 Pure Michigan Byway Committee will continue to organize and prioritize proposed projects each year to take advantage of funding opportunities. Acquiring funds for vital projects along the corridor will encourage the community to proactively plan for existing and future projects which benefit the entire Route.

The designation of the M-15 Pure Michigan Byway continues to enhance the opportunities of obtaining state and federal funds to help existing and future projects along the Route.

The Heritage Route qualifies for the following:

1. National Scenic By-Ways discretionary grant program
2. Michigan Natural Resources Trust Fund
3. Michigan Department of Environmental Quality Programs as applicable
4. Other identified governmental agencies' programs
5. Independent Foundations
6. Local Utility Foundations if applicable or available

EDUCATION

Continuing education is an important aspect of the Management Plan. Interpretive materials such as brochures and maps will provide residents and visitors information on attractions and

destinations along the corridor and off the corridor. These educational materials will assist in the streamlining of traffic flow and decrease congestion in certain areas at peak times of the year. The primary goal will be to find a balance that encourages responsible levels of tourism and prioritizes the maintenance of the integrity of the M-15 Pure Michigan Byway/Recreational Heritage Route.

NON-MOTORIZED CONSIDERATIONS:

Local units of governments along M-15 have been steadily working to develop local trail networks within their immediate areas to enhance both the visitor and residents experience and increase recreational opportunities. In addition, considerable work has been underway to study ways, where feasible, to potentially connect those trail developments to the State of Michigan's Iron Belle Trail network.

The State of Michigan has committed resources to study, fund and assist in developing existing and proposed sites for nonmotorized trail placement in local units across the state. In 2003, and M-15 Trail Feasibility Study was completed by Rowe Engineering to plan for potential trail development along M-15.

IRON BELLE TRAIL (IBT)

The Iron Belle Trail is Michigan's showcase trail that touches hundreds of municipalities and crosses through 48 different Michigan counties. Using existing trails, networks and new connections, the trail extends more than 2,000 miles from the far western tip of the Upper Peninsula to Belle Isle in Detroit, with a route of bicycling, and a route of hiking.

The Michigan Department of Natural Resources has made a major commitment to the development of the Iron Belle Trail ("Trail") within the M-15 corridor and the Bay region. There has been great progress in the development of the Trail in the past several years. Grants were awarded to: develop a preliminary approval to located the Trail within the MDOT right-of-way along the Huron and Eastern Railroad Line from Millington to Vassar, install Trail signs from Vassar to Saginaw and through Carrollton Township, develop a preliminary design for the Trail entering Saginaw, and complete the improvements on Ojibway Island and the BayZil RailTrail, and to purchase land for trailheads in Carrollton Township and Arenac County. See Appendix E for maps, etc.

ADDITIONAL CONSIDERATIONS

There are several additional considerations regarding action and implementation that are important for heritage route planning and management. Any transportation projects listed in this plan are subject to safety and maintenance guidelines set forth by the Michigan Department of Transportation. See Appendix A for projects slated within the MDOT Bay Region for the period 2020-2023. Locally developed projects will be reviewed as part of the 5-year update to the Pure Michigan Byway Corridor Management Plan.

APPENDIX A

Current M-15 Pure Michigan Byway Project Listings FY2020-2023 MDOT Bay Region

FY2020-2023 M-15 PURE MICHIGAN BYWAY ROAD PROJECTS

MDOT BAY REGION

FY	TYPE	COUNTY	TSC	REGION	LOCATION	MILES	TYPE	WORK DESCRIPTION	ESTIMATED COST
2020	Trunkline	Genesee	Bay	MDOT	From Potter Street to Richfield Road	0.998	Minor Widening	Center Left Turn Lane	\$142,380
2020	Trunkline	Genesee	Bay	MDOT	At Clark Street	0.210	Reconstruct	Add center turn lane	\$750,000
2021	Trunkline	Genesee	Bay	MDOT	At Clark Street	0.210	Reconstruct	Add center left turn lane	\$1,800,000
2022	Trunkline	Genesee	Bay	MDOT	From Potter Road to Richfield Road	0.998	Minor Widening	Center Left Turn Lane	\$1,566,178
2023	Trunkline	Genesee	Bay	MDOT	Richfield Road to south of Dodge Road	5.927	Road Rehab	Mill and two-course HMA Overlay	\$6,083,851
2023	Trunkline	Genesee	Bay	MDOT	M-15 over Bird County Drain	0.000	Bridge replacement	Culvert replacement	\$1,131,290
2023	Trunkline	Genesee	Bay	MDOT	Over Paddison Drain	0.000	Bridge Replacement	Culvert Replacement	\$1,350,000

Source: MDOT Bay Region 2019

APPENDIX B

TRAFFIC COUNTS
M-15 PURE MICHIGAN BYWAY

2020 – 2023
MDOT BAY REGION

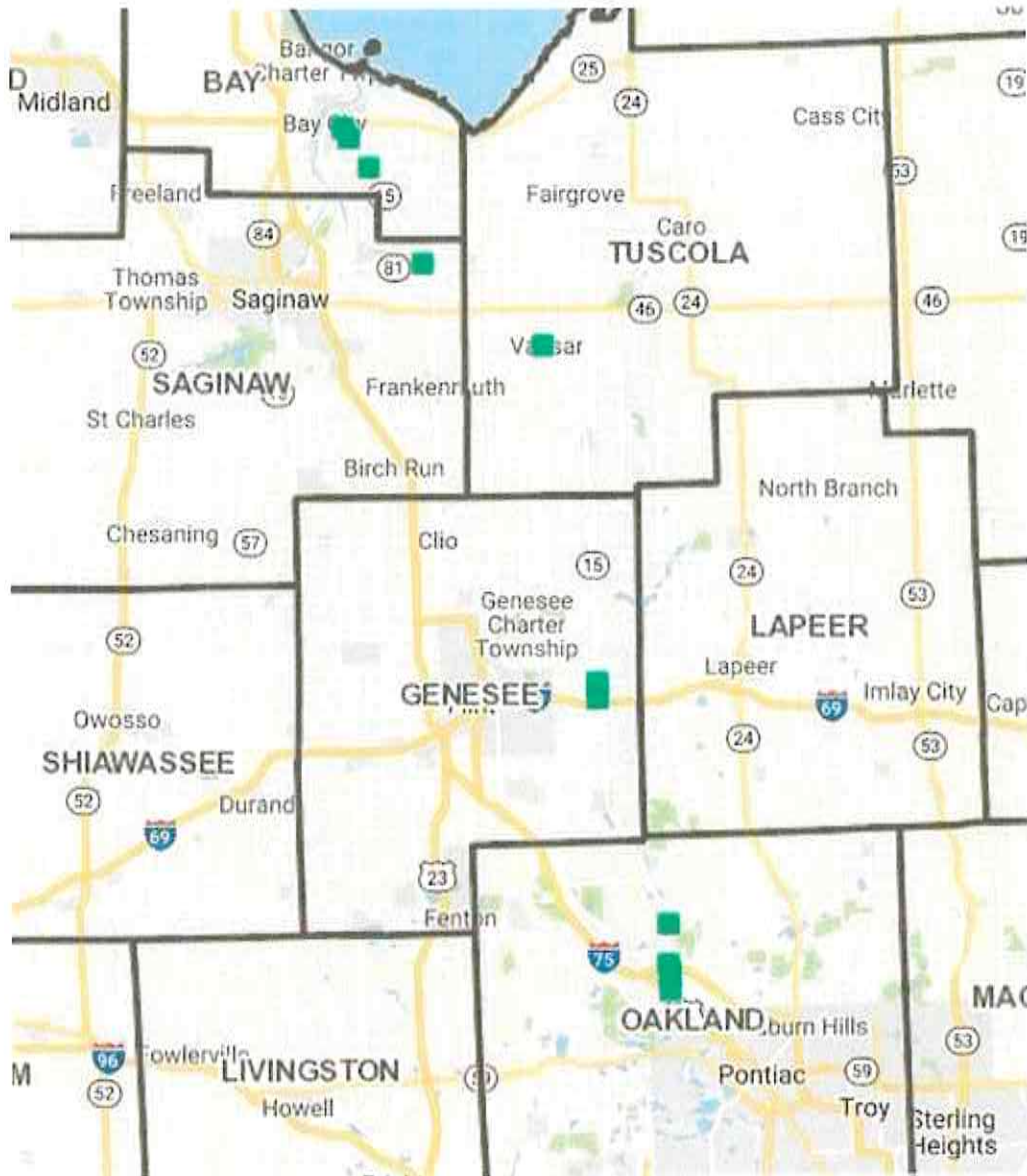
M-15 Pure Michigan Byways
Annual Average Daily Traffic Counts (AADT) by County
2013- 2018

<i>Year</i>	<i>Location ID</i>	<i>County</i>	<i>Location</i>	<i>Group</i>	<i>Average AADT¹</i>
2015 2016 2107	09-0028	Bay	M-15 SE of W. German Road	Urban/Rural	6,200 6,400 5,800
2016 2016	09-0172 09-2756	Bay	M-15 NW of 22 nd St. M-15 Tuscola SE of Columbus Avenue	Urban/Rural Urban/Rural	7,700 7,100
2016	73-0012	Tuscola	M-15 (Vassar Road) NW of M-81	Rural	4,200
2014 2018	79-9615	Tuscola	M-15 (Huron) West of South West St.	Rural	9,700 8,300
2014 2015 2016 2017	25-0017	Genesee	M-15 State North of Lapeer Road – Davison	Urban	28,000 25,000 27,500 21,500
2016 2017	25-2601	Genesee	M-15 State North of West Flint Street (Davison)	Urban	22,000 16,000

¹ Annual Average Daily Traffic (AADT)

Figure 2

MAP OF M-15 TRAFFIC COUNT LOCATIONS
Bay City to Clarkston
2013 - 2018



Source: MDOT – Travel Information & Electronic Services Unit 2019

APPENDIX C

TRAFFIC CRASH DATA

for

MICHIGAN AND M-15 PURE MICHIGAN BYWAY

COUNTIES

Michigan Department of Transportation

Summary of Crash Statistics

State of Michigan

Report Module: Safety Management Analysis

Today's Date: Tuesday, October 15, 2019

Dates: 3/1/2016 to 3/1/2019

Animal Crashes: Excluded

Criteria: Start Date >= 3/1/2016
End Date <= 3/1/2019
PR Number = 627809
PR Number = 766609
PR Number = 3090001
PR Number = 1501502
PR Number = 274603

NOTE: For most of the categories, a crash may be counted in only one of the option items. For example, in the CRASHES BY DAY OF THE WEEK category, a crash may be counted in the total of only one day (the option item); i.e.-- a crash counted in the total for Monday is not counted in the totals for any of the other days. There are two exceptions to this rule: for the CRASHES BY INVOLVEMENT and CRASHES BY DRIVER VIOLATION categories a crash may be counted in more than one of the option items. For example, a crash may involve Drinking, Deer, and Fleeing Situation; in the CRASHES BY INVOLVEMENT category this crash would be counted in the totals of three of the option items (Drinking, Deer, and Fleeing Situation).

Also, the percentages listed in parenthesis are a representation of the total crashes for each option item as a percent of the TOTAL NUMBER OF CRASHES in the selected date range. The percentages listed after each Fatal + A-type option item total in the CRASHES BY DRIVER VIOLATION category are an exception; these percentages represent the total Fatal and A-type Injury crashes as a percentage of the Driver Violation option item total that they follow (and are grouped with, as indicated by the horizontal dividing lines).

Michigan Department of Transportation

Summary of Crash Statistics

Dates: 3/1/2016 to 3/1/2019

TOTAL NUMBER OF CRASHES: 1,633

CRASHES BY DAY OF WEEK						CRASHES BY TYPE							
	F	A	B/C and PDO	Total	% of Crashes		F	A	B/C and PDO	Total	% of Crashes		
Sunday	=	1	5	118	124	7.6%	Angle Driveway	=	0	4	81	85	5.2%
Monday	=	1	4	222	227	13.9%	Angle Straight	=	1	5	146	152	9.3%
Tuesday	=	3	1	262	266	16.3%	Angle Turn	=	1	2	92	95	5.8%
Wednesday	=	2	3	260	265	16.2%	Animal	=	0	0	0	0	0.0%
Thursday	=	0	3	273	276	16.9%	Backing	=	0	0	17	17	1.0%
Friday	=	0	4	311	315	19.3%	Bicycle	=	0	1	3	4	0.2%
Saturday	=	4	1	155	160	9.8%	Fixed Object	=	1	3	143	147	9.0%
						Head-on	=	5	1	27	33	2.0%	
						Head-on Left-Turn Driveway	=	0	0	0	0	0.0%	
						Head-on L-Turn Not Driveway	=	0	3	70	73	4.5%	
						Hit Train	=	0	0	0	0	0.0%	
						Misc. Multiple Vehicle	=	0	0	47	47	2.9%	
						Misc. Single Vehicle	=	0	1	23	24	1.5%	
						Other Driveway	=	1	0	38	39	2.4%	
						Other Object	=	0	0	18	18	1.1%	
						Overturn	=	0	0	13	13	0.8%	
						Parking	=	0	0	10	10	0.6%	
						Pedestrian	=	1	0	2	3	0.2%	
						Rear End Driveway	=	0	0	53	53	3.2%	
						Rear End Left Turn	=	0	0	35	35	2.1%	
						Rear End Right Turn	=	0	0	16	16	1.0%	
						Rear End Straight	=	1	1	597	599	36.7%	
						Side Swipe Opposite	=	0	0	33	33	2.0%	
						Side Swipe Same	=	0	0	137	137	8.4%	
CRASHES BY SURFACE CONDITION						CRASHES BY MONTH							
Dry	=	6	18	1,135	1,159	71.0%	January	=	4	1	153	158	9.7%
Wet	=	1	3	281	285	17.5%	February	=	2	1	105	108	6.6%
Icy	=	2	0	90	92	5.6%	March	=	0	2	132	134	8.2%
Snowy	=	2	0	78	80	4.9%	April	=	0	1	106	107	6.6%
Muddy	=	0	0	0	0	0.0%	May	=	1	2	136	139	8.5%
Slushy	=	0	0	13	13	0.8%	June	=	0	2	153	155	9.5%
Debris	=	0	0	0	0	0.0%	July	=	0	6	106	112	6.9%
Water	=	0	0	0	0	0.0%	August	=	1	1	130	132	8.1%
Sand	=	0	0	0	0	0.0%	September	=	0	3	149	152	9.3%
Oily	=	0	0	0	0	0.0%	October	=	2	2	123	127	7.8%
Other	=	0	0	0	0	0.0%	November	=	0	0	148	148	9.1%
Unknown	=	0	0	4	4	0.2%	December	=	1	0	160	161	9.9%
Uncoded & Errors	=	0	0	0	0	0.0%	Uncoded & Errors	=	0	0	0	0	0.0%
CRASHES BY TIME OF DAY						CRASHES BY WEATHER CONDITION							
MDNT-01AM	=	0	0	12	12	0.7%	Clear	=	4	15	912	931	57.0%
01AM-02AM	=	0	0	8	8	0.5%	Cloudy	=	3	4	370	377	23.1%
02AM-03AM	=	0	1	7	8	0.5%	Fog	=	0	2	14	16	1.0%
03AM-04AM	=	0	1	6	7	0.4%	Rain	=	1	0	150	151	9.2%
04AM-05AM	=	0	1	19	20	1.2%	Sleet/Hail	=	0	0	8	8	0.5%
05AM-06AM	=	1	1	27	29	1.8%	Snow	=	2	0	115	117	7.2%
06AM-07AM	=	1	0	69	70	4.3%	Wind	=	0	0	4	4	0.2%
07AM-08AM	=	0	1	116	117	7.2%	Blowing Snow	=	1	0	22	23	1.4%
08AM-09AM	=	2	0	67	69	4.2%	Blowing Dirt	=	0	0	0	0	0.0%
09AM-10AM	=	0	0	51	51	3.1%	Smoke	=	0	0	0	0	0.0%
10AM-11AM	=	0	0	59	59	3.6%	Unknown	=	0	0	6	6	0.4%
11AM-NOON	=	2	1	75	78	4.8%	Uncoded & Errors	=	0	0	0	0	0.0%
NOON-01PM	=	0	1	106	107	6.6%							
01PM-02PM	=	1	2	84	87	5.3%							
02PM-03PM	=	0	0	127	127	7.8%							
03PM-04PM	=	1	2	131	134	8.2%							
04PM-05PM	=	1	1	160	162	9.9%							
05PM-06PM	=	1	2	153	156	9.6%							
06PM-07PM	=	0	1	113	114	7.0%							
07PM-08PM	=	0	1	62	63	3.9%							
08PM-09PM	=	0	2	53	55	3.4%							
09PM-10PM	=	1	0	46	47	2.9%							
10PM-11PM	=	0	1	30	31	1.9%							
11PM-MDNT	=	0	2	20	22	1.3%							
Uncoded & Errors	=	0	0	0	0	0.0%							

Michigan Department of Transportation

Summary of Crash Statistics

Dates: 3/1/2016 to 3/1/2019

<u>CRASHES BY LIGHT CONDITION</u>	F	A	B/C and PDO	Total	% of Crashes
Daylight	= 8	13	1,144	1,165	71.3%
Dawn	= 0	0	48	48	2.9%
Dusk	= 0	0	40	40	2.4%
Dark, Lighted	= 3	4	161	211	12.9%
Dark, Unlighted	= 0	4	207	168	10.3%
Other	= 0	0	0	0	0.0%
Unknown	= 0	1	0	1	0.1%
Uncoded & Errors	= 0	0	0	0	0.0%

<u>CRASHES BY SEVERITY</u>		
Fatal	= 11	0.7%
A-Incapacitating	= 21	1.3%
B-Non-Incapacitating	= 149	9.1%
C-Possible Injury	= 284	17.4%
Uninjured	= 1,168	71.5%
Uncoded & Errors	= 0	0.0%

<u>CRASHES BY INVOLVEMENT</u>		
Drinking	= 50	3.1%
Drugs	= 9	0.6%
Truck/Bus	= 26	1.6%
Snowmobile	= 0	0.0%
Emergency Vehicle	= 10	0.6%
Off Road Vehicle	= 0	0.0%
Pedestrian	= 3	0.2%
Bicyclist	= 4	0.2%
Farm Equipment	= 1	0.1%
Animal	= 0	0.0%
School Bus	= 3	0.2%
Motorcycle	= 25	1.5%
Train	= 0	0.0%
Hit and Run	= 102	6.2%
Fleeing Situation	= 1	0.1%

<u>CRASHES BY DRIVER VIOLATION</u>		
Careless or Negligent	= 63	3.9%
Fatal + A-Type	= 2	3.2%
Disobeyed TCD	= 57	3.5%
Fatal + A-Type	= 2	3.5%
Drove Left of Center	= 26	1.6%
Fatal + A-Type	= 3	11.5%
Drove Wrong Way	= 2	0.1%
Fatal + A-Type	= 0	0.0%
Fail to Stop ACD	= 639	39.1%
Fatal + A-Type	= 2	0.3%
Failed to Yield	= 454	27.8%
Fatal + A-Type	= 18	4.0%
Improper Backing	= 17	1.0%
Fatal + A-Type	= 0	0.0%
Improper Lane Use	= 41	2.5%
Fatal + A-Type	= 1	2.4%
Improper Pass	= 13	0.8%
Fatal + A-Type	= 0	0.0%
Improper Signal	= 0	0.0%
Fatal + A-Type	= 0	0.0%
Improper Turn	= 23	1.4%
Fatal + A-Type	= 0	0.0%
Other	= 92	5.6%
Fatal + A-Type	= 0	0.0%
Reckless Driving	= 14	0.9%
Fatal + A-Type	= 0	0.0%
Speed Too Fast	= 110	6.7%
Fatal + A-Type	= 2	1.8%
Speed Too Slow	= 0	0.0%
Fatal + A-Type	= 0	0.0%
Ran Red Light	= 265	16.2%
Fatal + A-Type	= 1	0.0%

Michigan Department of Transportation

Crash Severity Report

State of Michigan

Report Module: Safety Management Analysis

Today's Date: Tuesday, October 15, 2019

Dates: 3/1/2016 to 3/1/2019

Animal Crashes: Excluded

Criteria: Start Date \geq 3/1/2016
End Date \leq 3/1/2019
PR Number = 627809
PR Number = 766609
PR Number = 3090001
PR Number = 1501502
PR Number = 274603

Michigan Department of Transportation Crash Severity Report

Crash Type	Number of Crashes by Severity					Number of Persons by Degree of Injury				
	Fatal	A Injury	B/C and Property Damage	Other	Total	Fatal	Type A	Type B	Type C	Not Injured
Angle Driveway	0	4	81	0	85	0	4	15	25	179
Percent		4.7	95.3				1.8	6.7	11.2	90.3
Angle Straight	1	5	146	0	152	1	8	33	88	296
Percent	.7	3.3	96.1			.2	2	8.1	16.7	72.9
Angle Turn	1	2	92	0	95	1	2	18	39	191
Percent	1.1	2.1	96.8			.4	.8	7.2	15.5	76.1
Backing	0	0	17	0	17	0	0	0	4	38
Percent			100						9.5	90.5
Bicycle	0	1	3	0	4	0	1	1	2	5
Percent		25	75				11.1	11.1	22.2	55.6
Fixed Object	1	3	143	0	147	1	3	15	19	141
Percent	.7	2	97.3			.6	1.7	8.4	10.6	78.8
Head-on	5	1	27	0	33	5	5	14	21	50
Percent	15.2	3	81.8			5.3	5.3	14.7	22.1	52.6
Head-On Left-Turn Not Associated with Driveway	0	3	70	0	73	0	3	17	26	150
Percent		4.1	95.9				1.5	8.7	13.3	76.5
Misc. Multiple Vehicle	0	0	47	0	47	0	0	1	14	122
Percent			100					7	10.2	89.1
Misc. Single Vehicle	0	1	23	0	24	0	1	3	3	18
Percent		4.2	95.8				4	12	12	72.0
Other Driveway	1	0	38	0	39	1	0	13	12	78
Percent	2.6		97.4			1		12.5	11.5	75.0
Other Object	0	0	18	0	18	0	0	1	0	24
Percent			100					4		96.0
Overtum	0	0	13	0	13	0	0	2	9	10
Percent			100					9.5	42.9	47.6
Parking	0	0	10	0	10	0	0	0	1	20
Percent			100						4.8	95.2
Pedestrian	1	0	2	0	3	1	0	1	1	3
Percent	33.3		66.7			16.7		16.7	16.7	50.0
Rear End Driveway	0	0	53	0	53	0	0	6	19	124
Percent			100					4	12.9	83.2
Rear End Left Turn	0	0	35	0	35	0	0	3	18	75
Percent			100					3.1	18.8	78.1
Rear End Right Turn	0	0	16	0	16	0	0	0	1	44
Percent			100						2.2	97.8
Rear End Straight	1	1	597	0	599	1	1	46	166	1,440
Percent	.2	.3	99.7			.1	.1	2.8	10	87.1
Side-Swipe Opposite	0	0	33	0	33	0	0	1	6	59
Percent			100					1.5	9.1	89.4
Side-Swipe Same	0	0	137	0	137	0	0	1	15	334
Percent			100					.3	4.3	95.4
Totals	11	21	1,601	0	1,633	11	28	191	469	3,401
Percent	.7	1.3	98			.3	.7	4.7	11.4	83

TYPE A: Incapacitating
 TYPE B: Non-Incapacitating
 TYPE C: Possible, Not Evident

DANGEROUS BY DESIGN

Michigan State Report

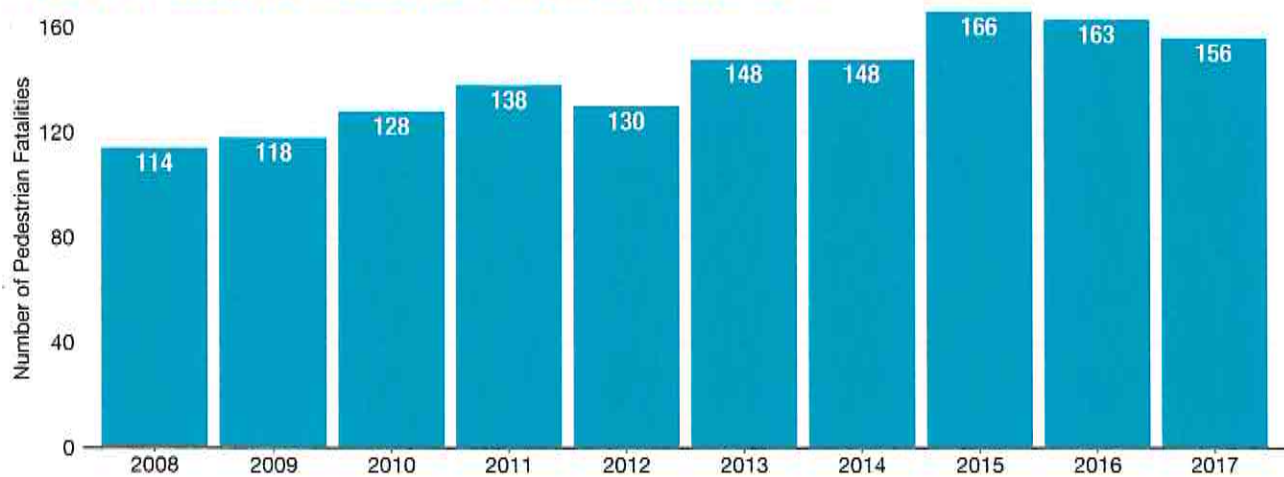
When we design streets to move cars as quickly as possible instead of prioritizing the safety of all people, the consequences can be deadly, especially for people walking. **Between 2008 and 2017, drivers struck and killed 1,409 people walking in Michigan.** Over the past decade, the number of people struck and killed by drivers while walking increased by 35.4 percent nationwide, and in Michigan, pedestrian deaths increased by 36.8 percent during this time period. Figure 1 shows pedestrian fatalities over the past decade in the state.



19th
Most Dangerous
State by the
Pedestrian Danger
Index (PDI)

The PDI calculates how deadly it is for people to walk in a state based on the number of people struck and killed by drivers while walking, controlled for the number of people that walk to work.

Figure 1. Pedestrian Fatalities in Michigan, 2008-2017



In *Dangerous by Design 2019*, Smart Growth America's biannual report on pedestrian safety, Michigan ranked as the 19th most dangerous state for people walking, using our "Pedestrian Danger Index" (PDI), which measures the number of people struck and killed while walking, controlling for population size and walking rates. Between 2008-2017, Michigan received a PDI score of 64.6, compared to a national PDI of 55.3. This supplemental state report ranks the most dangerous metro areas for people walking in Michigan.

Figure 2. Pedestrians as a Share of Motor Vehicle-Related Fatalities

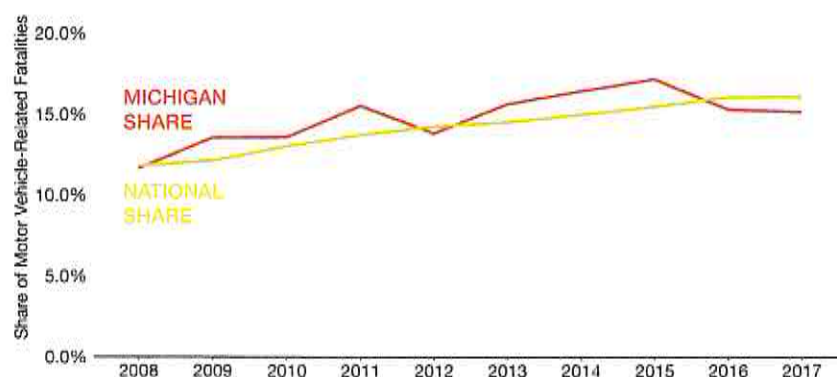
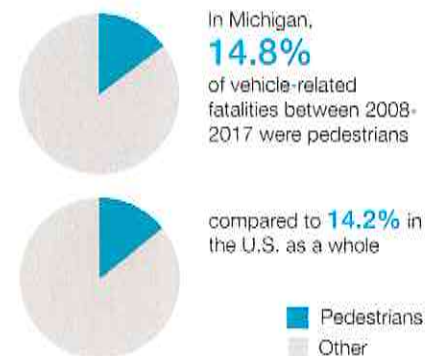


Figure 3. State vs. National Share



Smart Growth America
Improving lives by improving communities

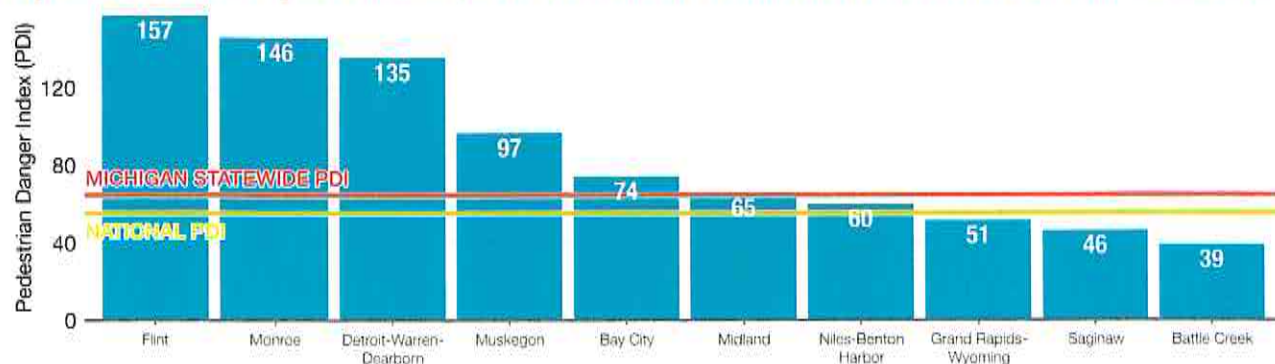


**National Complete
Streets Coalition**



Real Possibilities

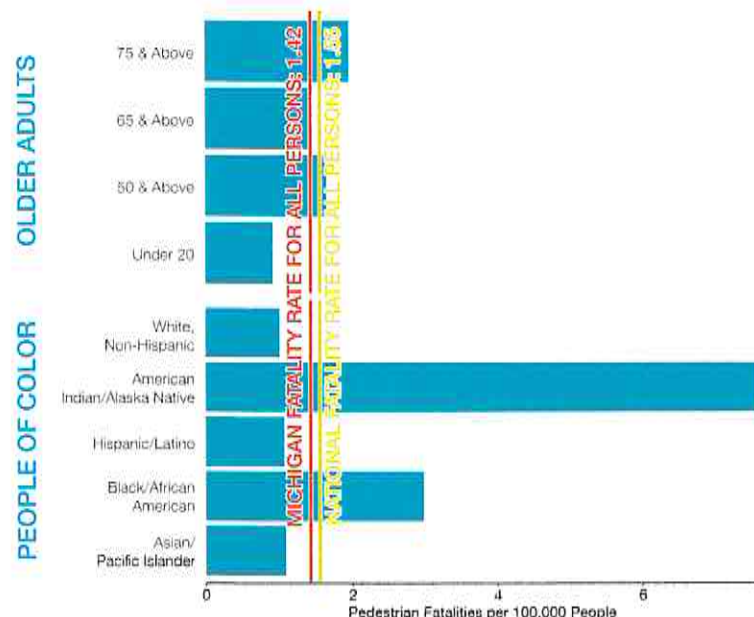
Figure 4. Most Dangerous Metropolitan Statistical Areas (MSAs) in Michigan for Pedestrians



VULNERABLE POPULATIONS

Although people of all ages, races, ethnicities, and income levels suffer the consequences of dangerous street design, some neighborhoods and groups of people bear a larger share of the burden than others. Nationwide, drivers disproportionately strike and kill older adults, people of color, and people walking in low-income communities.

Figure 5. Pedestrian Fatalities per 100,000 People



Michigan is the 33rd most dangerous state for older adults. Between 2008-2017, adults over 50 were 26.7% more likely to be struck and killed while walking compared to people under 50.

COMPLETE STREETS POLICIES

Michigan still has a long way to go to better protect the safety of all people who use the street, especially the most vulnerable users. Adopting a Complete Streets policy can be an important first step toward ensuring decisions about how to fund, design, operate, maintain, and measure the success of our roads prioritize safety for all users. Our lives, and the lives of our friends, families, and neighbors, depend on it.

MICHIGAN HAS...

105
LOCAL AND REGIONAL
POLICIES

2
STATE POLICIES

For more information go to: <https://smartgrowthamerica.org/dangerous-by-design/>

Data from the National Highway Transportation Safety Administration's Fatality Analysis Reporting System (FARS) and the U.S. Census Bureau's American Community Survey 2012-2016 5-year estimates

APPENDIX D

DEER CRASHES – M-15
BAY CITY TO CLARKSTON

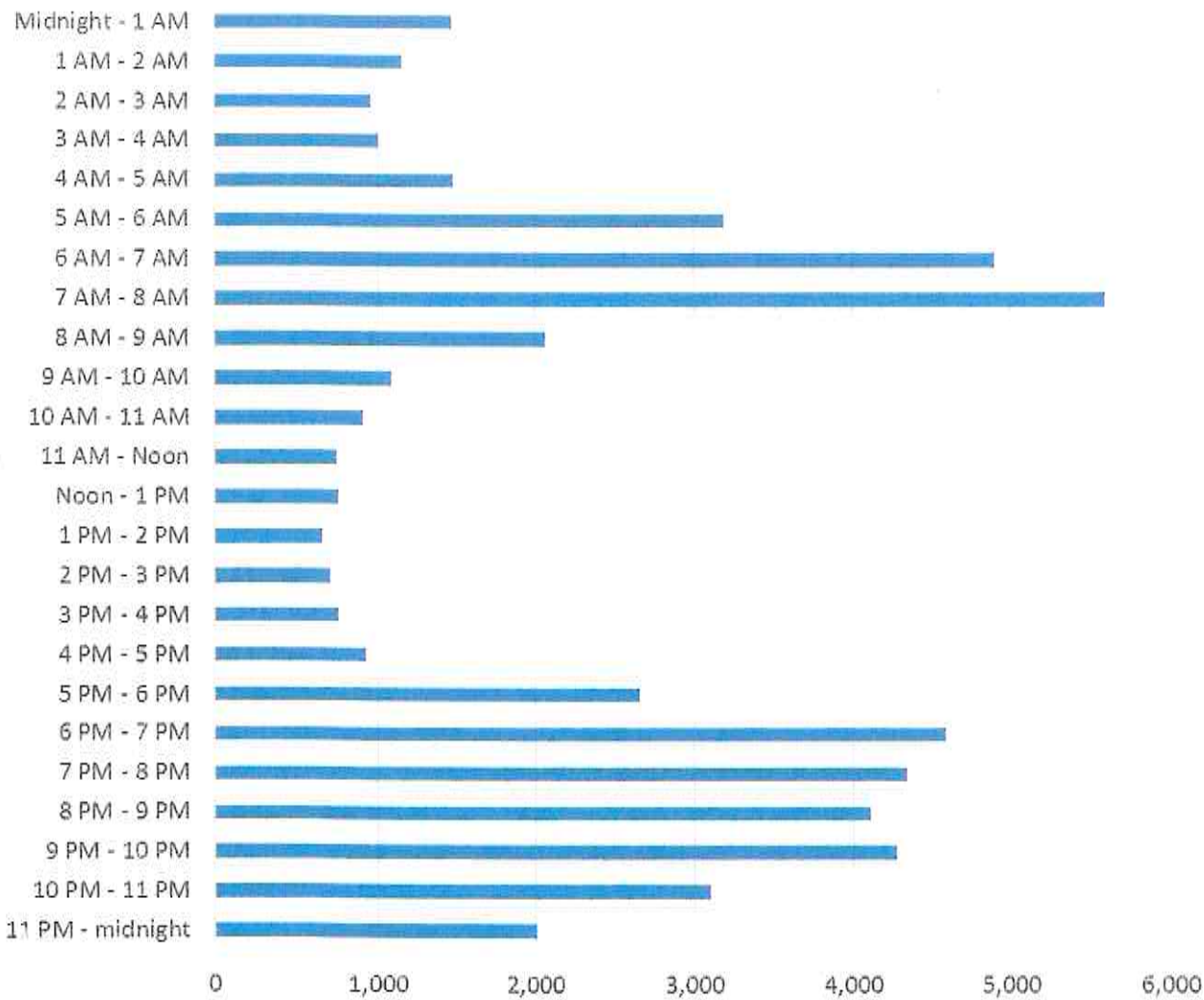
M-15 PURE MICHIGAN BYWAY
2018 DEER/VEHICLE CRASHES

One of six Michigan traffic accidents in 2018 were caused by a collision with a deer. A third of those deer crashes occurred in October and November, according to Michigan State Police data.¹

<i>County</i>	<i># of Licensed Drivers</i>	<i>2018 Deer Crashes</i>	<i>Total Crashes</i>	<i>% from Deer</i>	<i>Deer crashes per 1,000 people</i>
BAY	79,514	561	3,078	18.0%	7.1%
Portsmouth		9	78	11.5%	
Merritt		23	8	34.8%	
SAGINAW	134,853	985	5,374	18.0%	7.3%
Blumfield		15	64	23.4%	
TUSCOLA	40,805	844	1,706	49.0%	20.7%
Denmark		9	35	25.7%	
Millington		50	92	54.3%	
Tuscola		20	80	25.0%	
Vassar		44	102	43.1%	
GENESEE	290,859	1,136	10,547	11.0%	3.9%
Atlas		68	132	51.5%	
Davison		77	452	17.0%	
Forest		63	121	52.1%	
Richfield		95	199	47.7%	
OAKLAND	986,959	1,851	40,814	5.0%	1.9%
Brandon		64	232	27.6%	
Groveland		43	179	24.0%	
Independence		98	980	10.0%	
MICHIGAN	7,095,778	53,464			

¹ 2018 Michigan State Police: Cloud Data Base by Caspio

2018 Michigan deer crashes by time of day



Deer accidents are most likely to occur between 6 and 8 a.m.

Michigan deer accidents are most likely to occur between 6 and 8 a.m., followed by 6 to 10 p.m., according to State Police data. The very peak hour: 7 to 8 a.m.

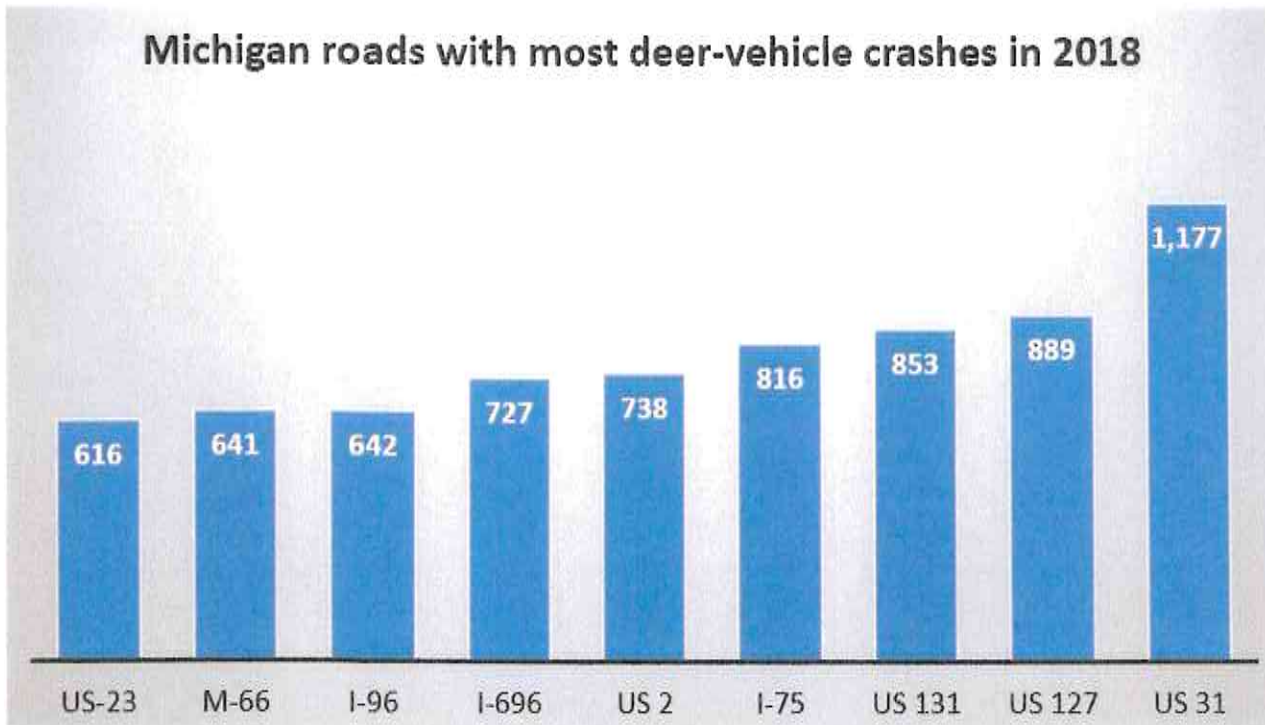
Location of Michigan deer-vehicle crashes in 2018



62% of 2017 deer-vehicle crashes are on local or county roads

Almost two-thirds of deer-vehicle crashes -- 62% -- occurred on county or local roads, while 23% are on state roads, 10% on U.S. routes and 5% are on interstates

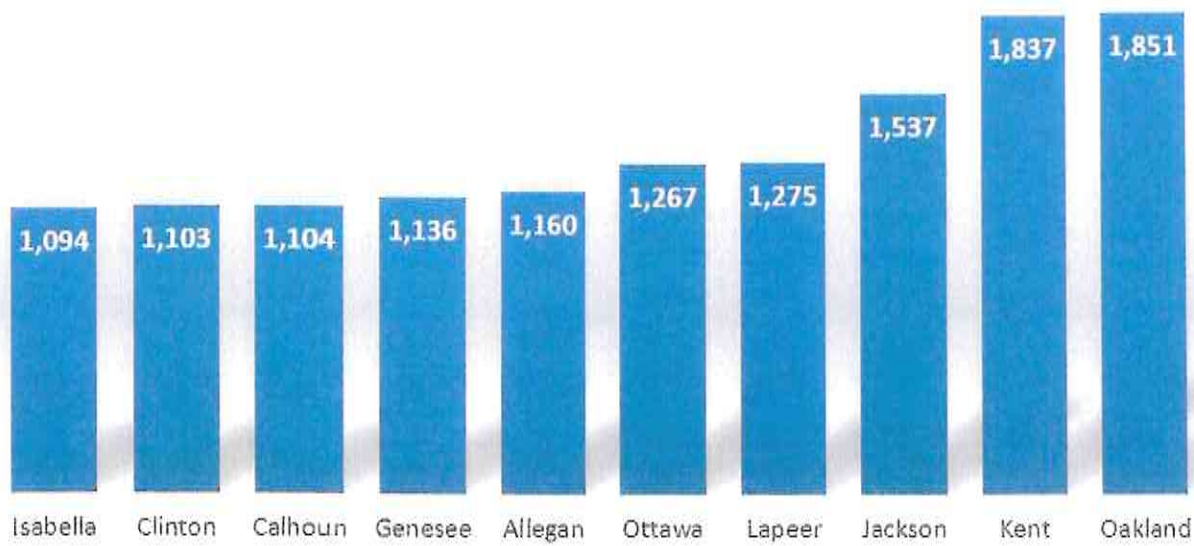
Michigan roads with most deer-vehicle crashes in 2018



U.S. 31 is the road with the most deer accidents

Michigan roads with the most deer accidents are interstates and U.S. routes that span hundreds of miles. Same as 2017, the Michigan road that ranked No. 1 for 2018 deer accidents was U.S. 31, which roughly parallels the Lake Michigan coastline from the Indiana border to the Mackinac Bridge, a total of 357 miles.

Michigan counties with most deer-vehicle crashes in 2018

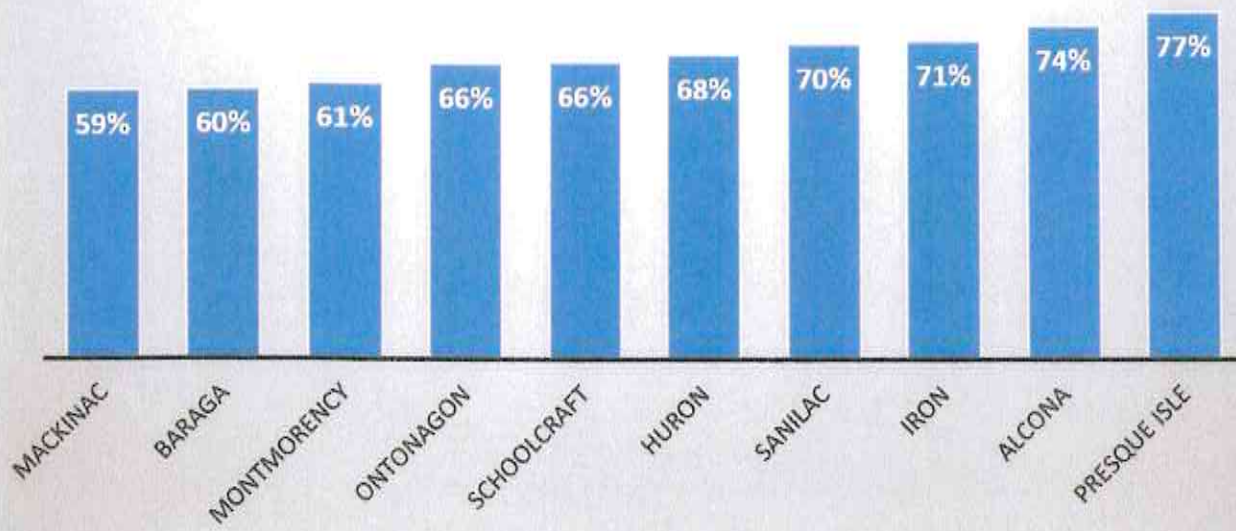


Oakland was the No. 1 county in raw number of deer-vehicle crashes

Oakland, the state's second-most populated county, ranks No. 1 in deer-vehicle crashes and Kent, the fourth-most populated county, ranks No. 2 in deer accidents.

However, Oakland and Kent rank well below the state average in deer crashes per 1,000 licensed drivers. The state average is 7.9 crashes, compared to 1.9 in Oakland and 4.0 in Kent.

Michigan counties with highest percentage of 2018 vehicle accidents that involved deer



In 5 counties, more than two-thirds of 2018 vehicle accidents involved deer

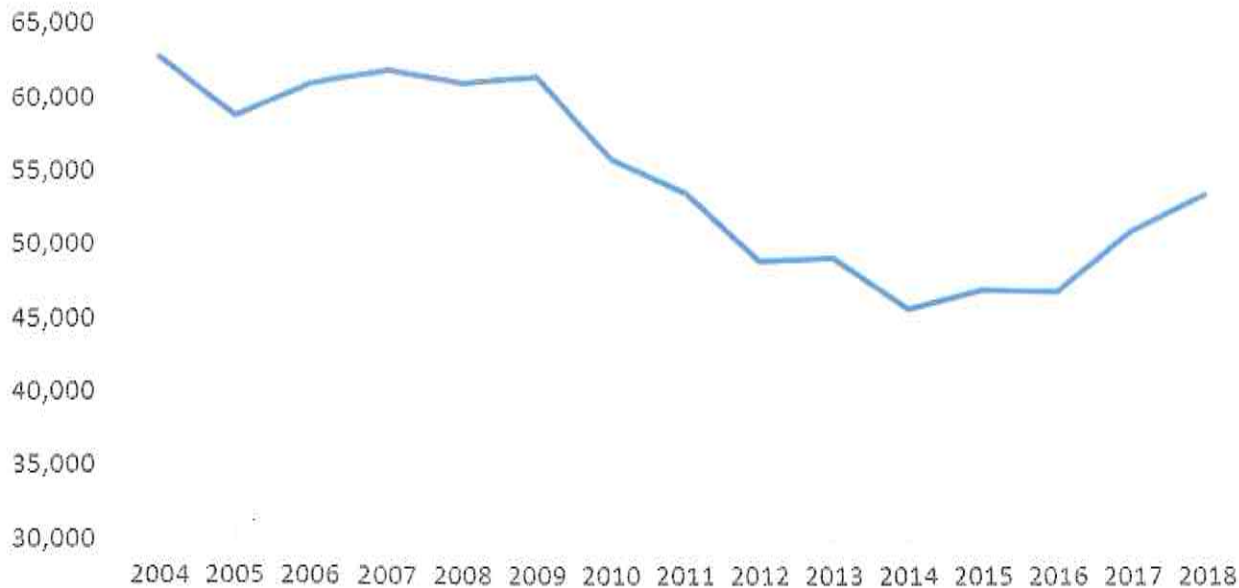
In Presque Isle County, located in the northeast corner of the Upper Peninsula, 77% of 2018 vehicle accidents reported to police involved deer -- the highest percentage of the 83 counties.

No. 2 is US 127, which goes 212 miles from the Ohio border through Jackson and Lansing to Grayling, where it merges into I-75.

No. 3 is US 131, which is 270 miles from the Indiana border through Kalamazoo and Grand Rapids to Petoskey.

On the top 10 list, the only road that is less than 200 miles long is I-696, which runs 28 miles through Oakland and Macomb counties.

Number of Michigan deer-vehicle accidents, 2004-18



2018 deer-vehicle crashes highest number since 2011

After exceeding 60,000 crashes a year, deer-vehicle crashes in Michigan began to decline in 2010.

The decline is linked to the Great Recession when people were driving less and by harsh winters in 2012-15 that reduced the number of deer.

As the state's deer herd continues to rebound in numbers, that's good news for hunters but bad news for drivers. In 2018, the number of deer-vehicle crashes exceeded 53,000 for the first time since 2011.

Safety tips

The Michigan Deer Crash Coalition recommends the following safety tips:

- Watch for deer, especially at dawn and dusk. They are most active then, especially during the fall mating season. In spring, deer will move from cover to find food, and back to cover. Often, deer will feed along road rights-of-way, where grass greens up first. If you see one deer, approach cautiously, as there may be more out of sight.
- Deer often travel single file, so if you see one cross a road, chances are more are nearby waiting to cross, too. When startled by an approaching vehicle, they can panic and dart out from any direction without warning.
- Be alert all year long, especially on two-lane roads. Watch for deer warning signs. They are placed at known deer-crossing areas and serve as a first alert that deer may be near.
- Slow down when traveling through deer-population areas.
- Always wear your seat belt.

APPENDIX E

IRON BELLE TRAIL



The Iron Belle Trail is Michigan's showcase trail that touches hundreds of municipalities and crosses through 48 different Michigan counties. Using existing trails, networks and new connections, the trail extends more than 2,000 miles from the far western tip of the Upper Peninsula to Belle Isle in Detroit, with a route of bicycling, and a route of hiking.

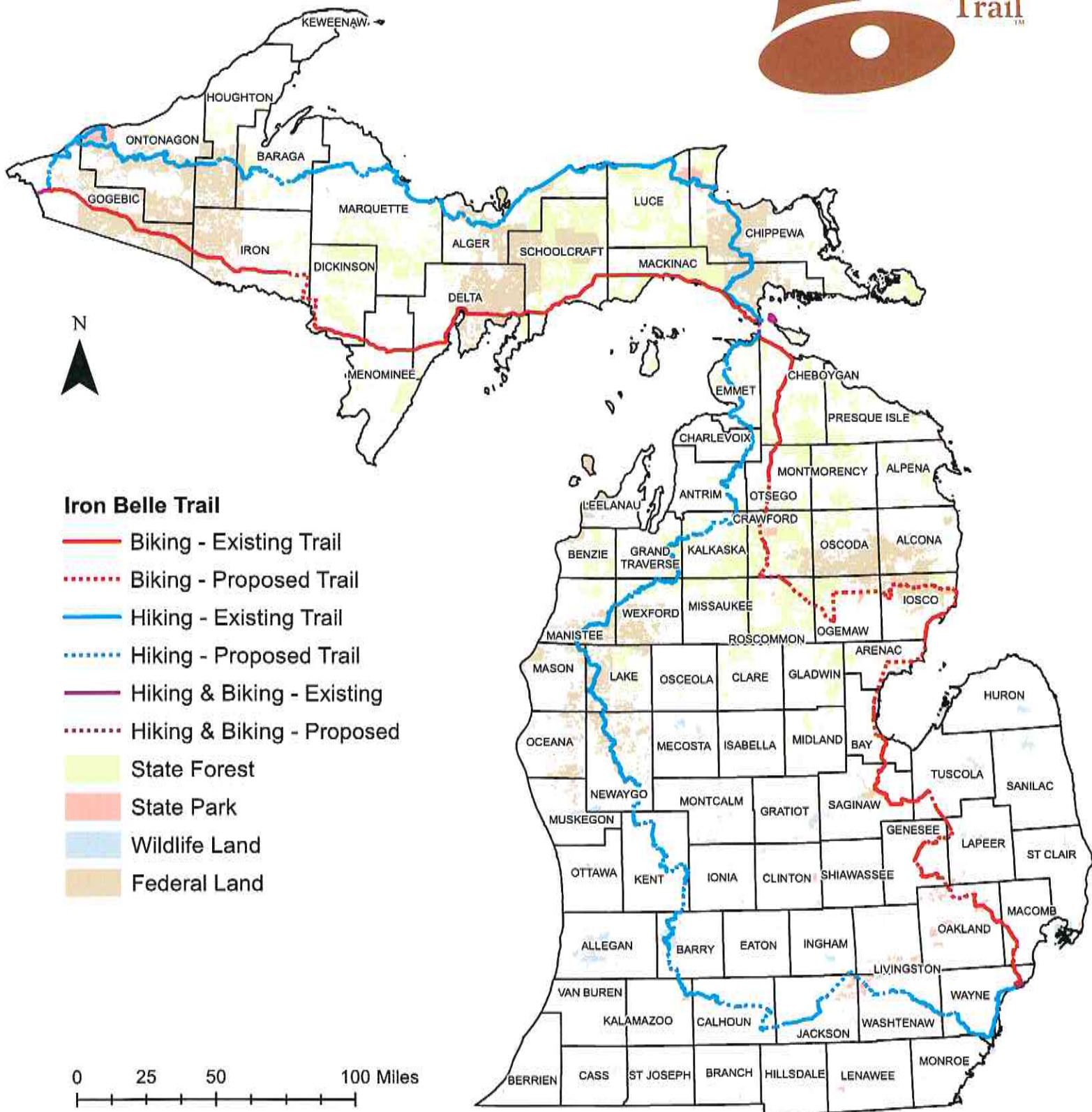
The Iron Belle is the longest designated state trail in the nation running from Belle Isle Park in Detroit to Ironwood in the Upper Peninsula. The 1,273-mile hiking route (69% complete) incorporates a large portion of the Existing North Country National Scenic Trail. It traverses the west side of the Lower Peninsula and borders Lake Superior in the Upper Peninsula. The 791-mile bicycle route (64% complete) utilizes existing multi-use trails and follows US-2, a designated national bicycling route in the Upper Peninsula. For additional information visit this website: <https://michigantrails.org/trails/featured-trails/iron-belle-trail/>

Following are a series of maps showing the delineated routes for Iron Belle Trail as it traverses the area of Michigan encompassing the M-15 Pure Michigan Byway.



Iron Belle Trail

Two Routes, One Great Trail



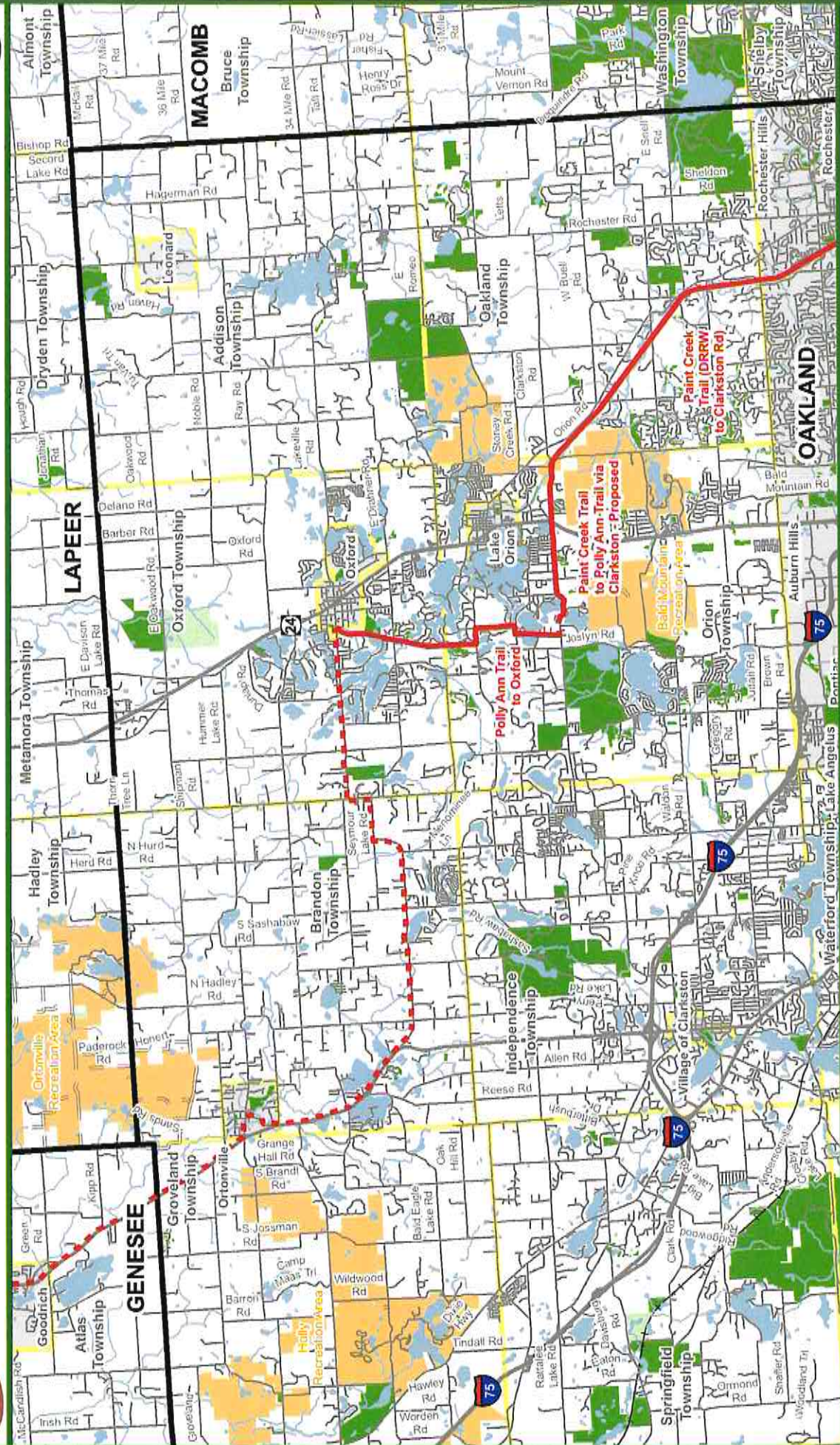
April 17, 2018

Visit www.michigan.gov/ironbelle for additional information and detailed maps



Michigan's Iron Belle Trail - Two Routes, One Great Trail

Rochester Hills - Paint Creek Trail - Lake Orion - Oxford - Ortonville - Goodrich



- Iron Belle Trail**
- Biking - Existing Trail
 - Biking - Proposed Trail
- Road Type**
- Highway
 - Paved Road
- Land Ownership**
- Public Land
 - City or Village
 - Township
 - County
 - Gravel Road
 - Railroad
 - River
 - Lake
 - Land Ownership
 - State Land

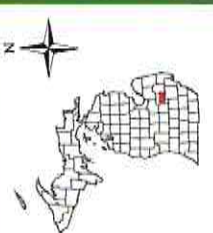
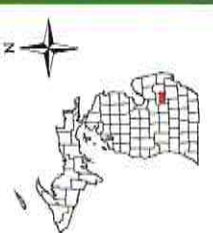
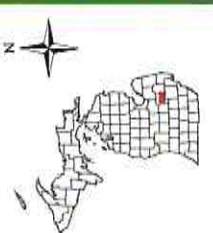
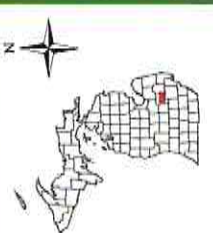
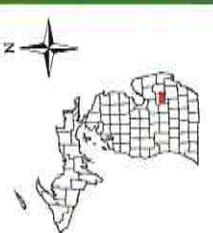
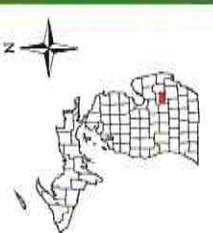
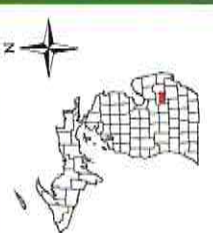
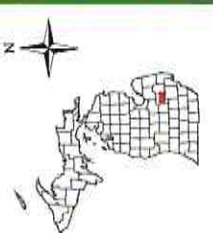
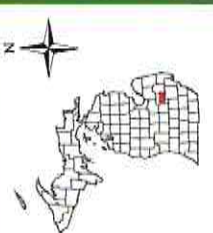
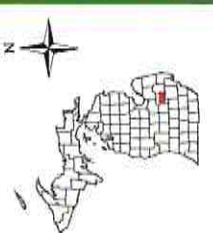
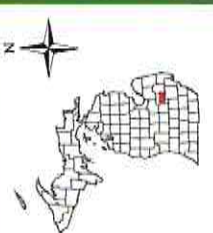
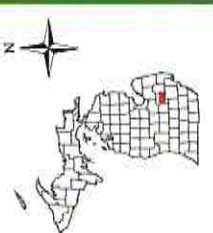
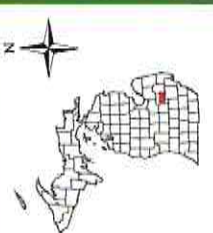
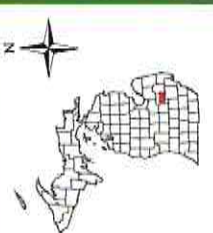
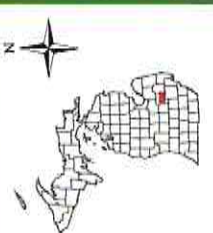
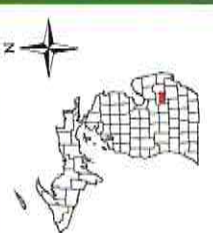
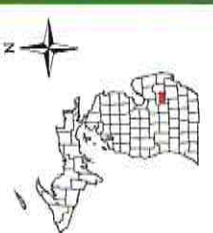
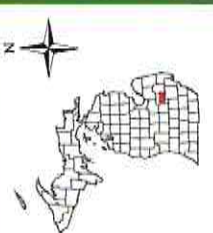
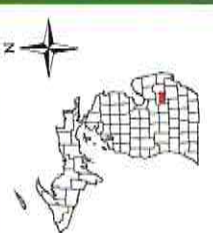
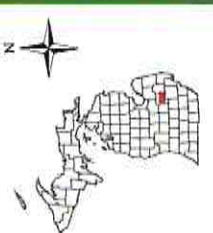
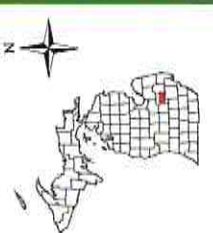
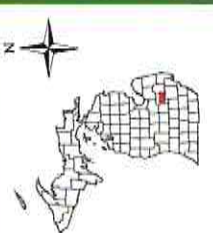
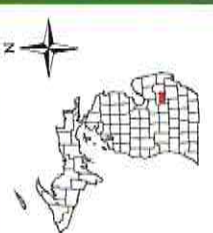
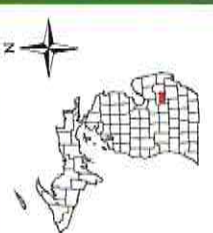
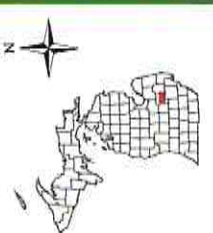
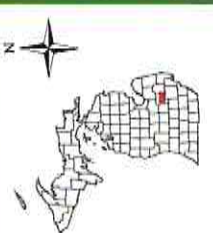
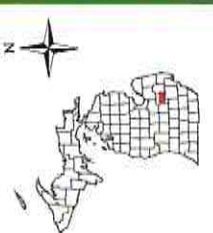
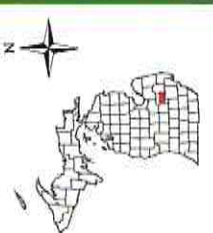
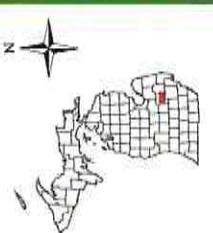
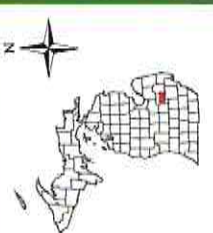
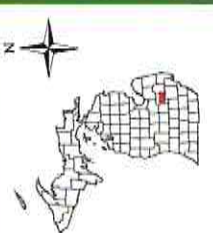
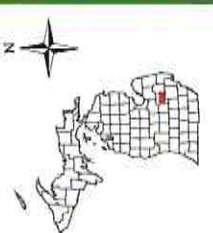
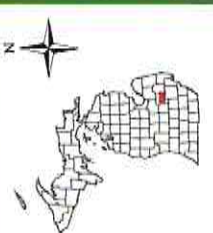
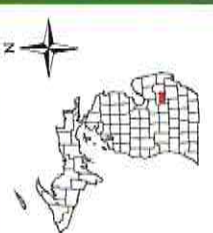
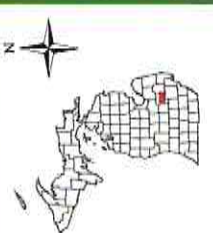
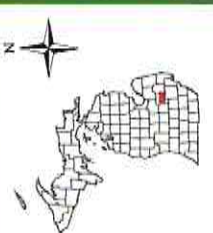
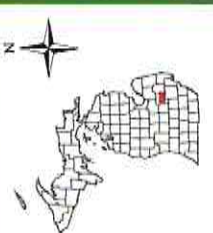
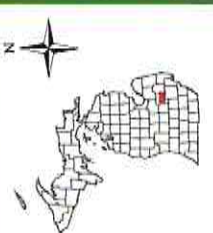
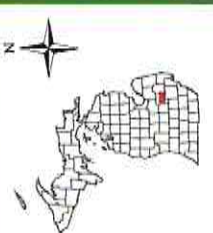
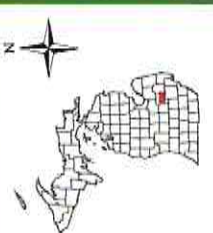
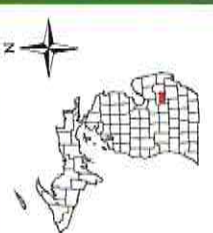
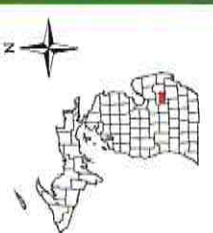
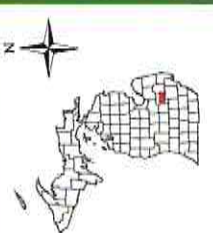
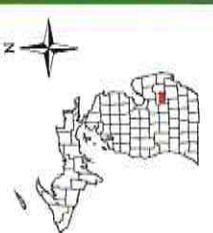
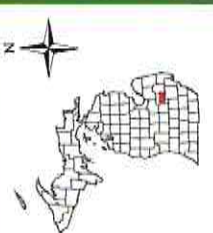
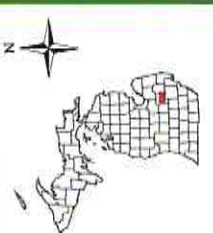
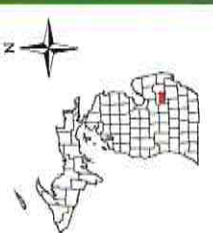
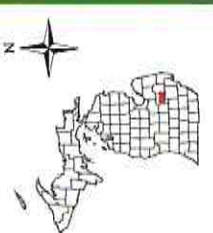
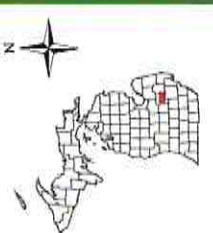
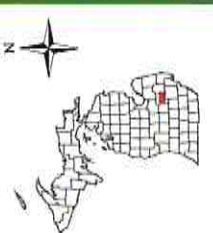
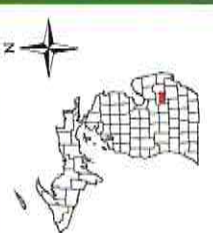
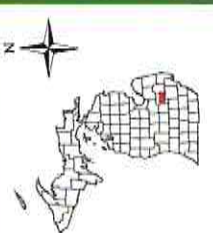
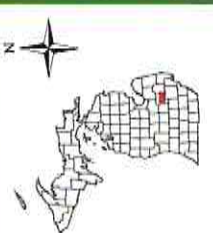
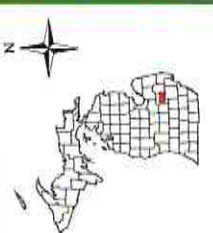
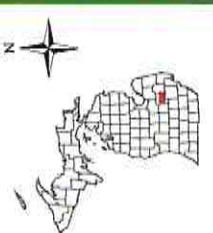
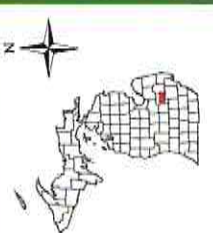
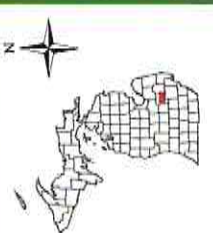
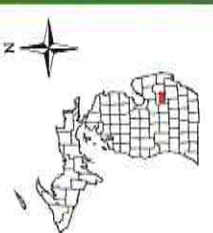
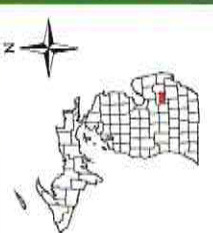
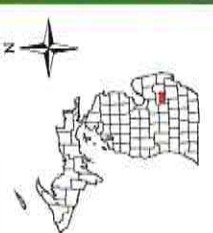
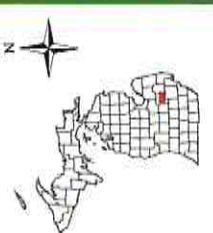
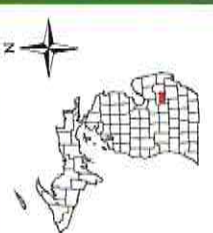
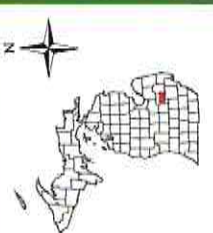
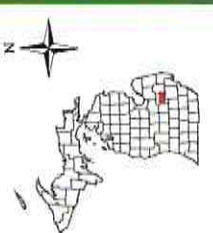
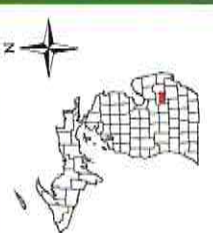
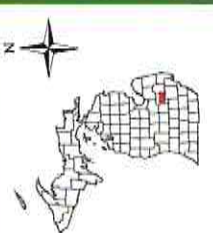
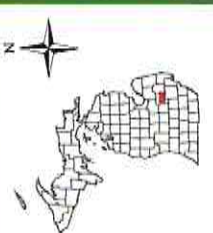
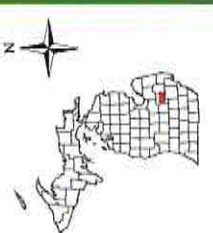
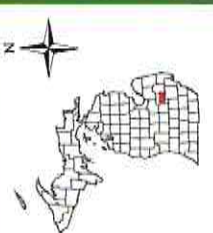
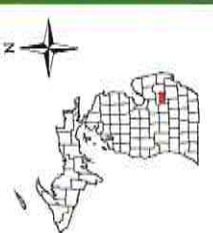
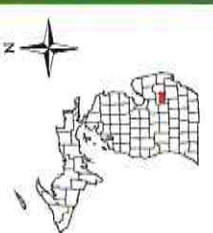
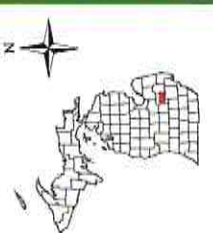
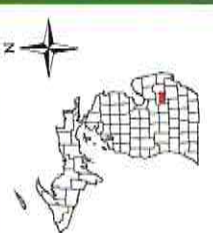
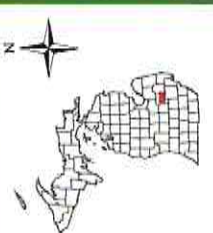
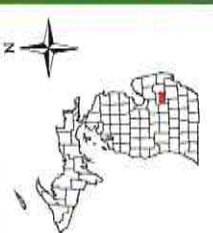
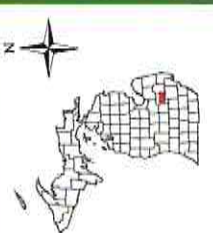
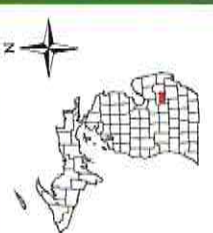
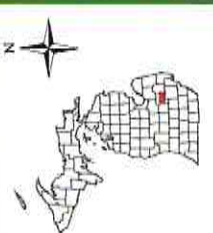
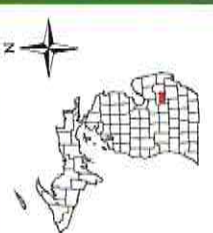
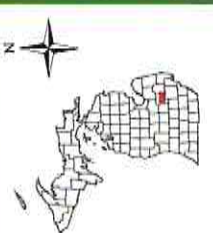
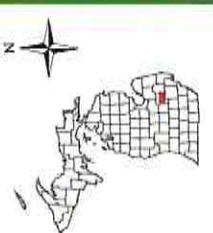
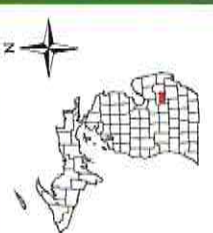
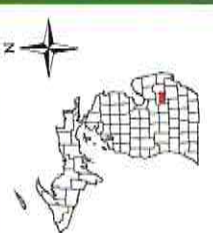
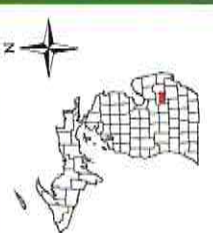
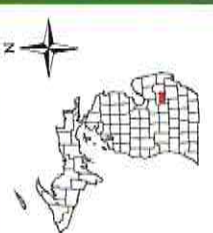
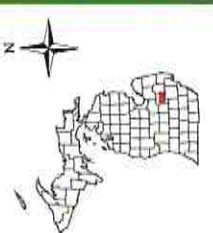
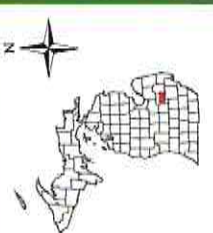
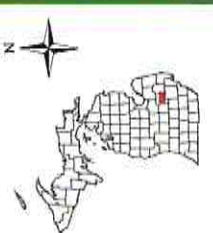
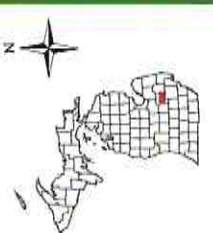
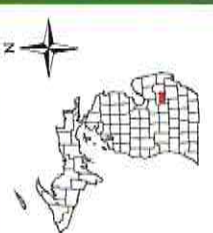
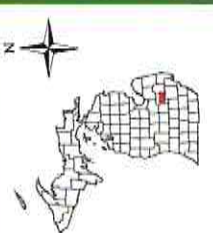
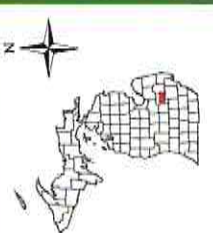
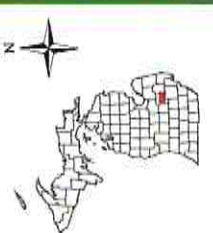
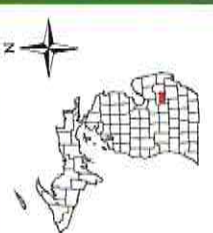
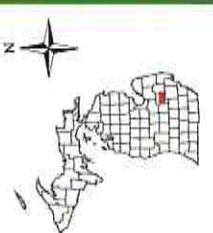
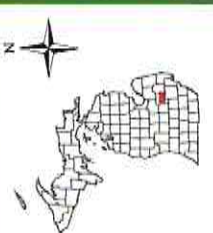
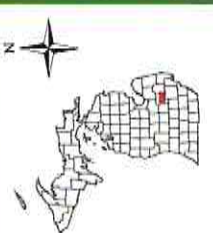
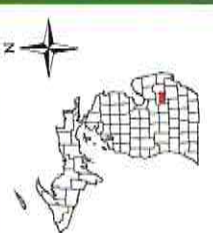
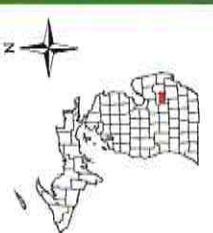
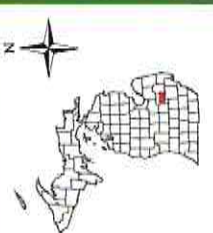
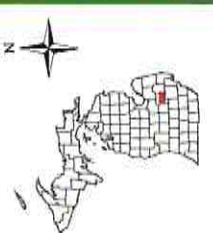
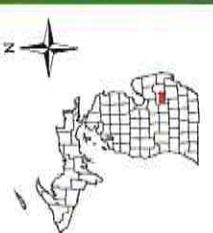
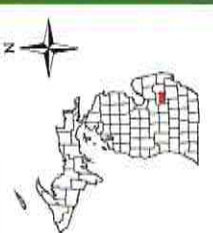
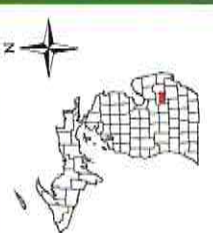
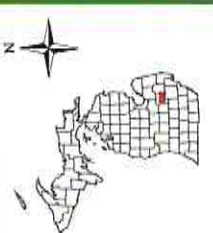
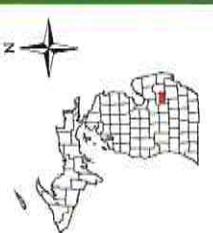
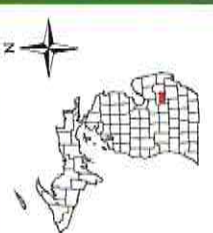
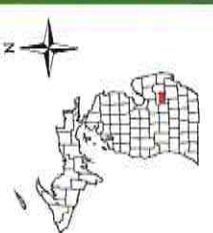
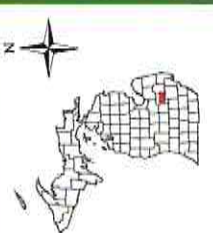
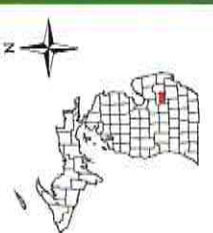
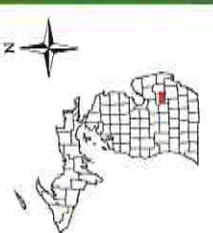
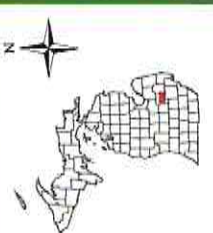
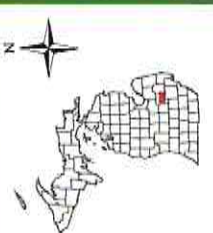
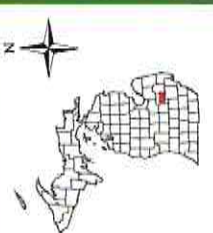
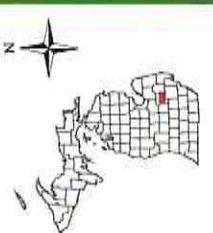
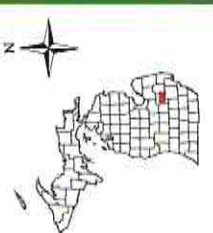
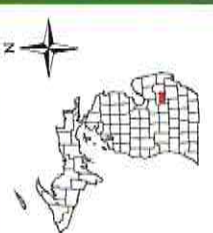
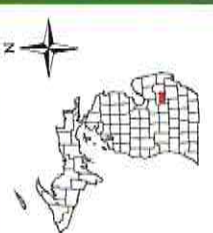
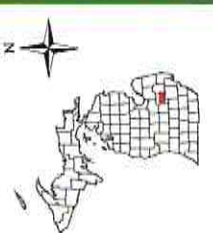
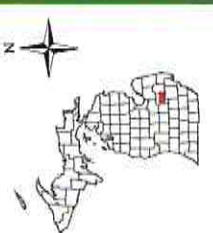
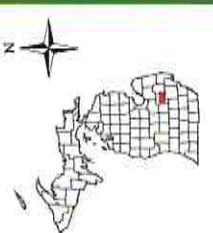
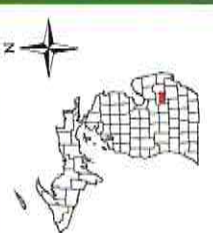
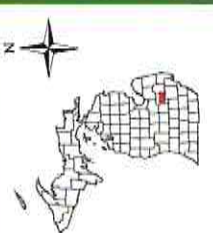
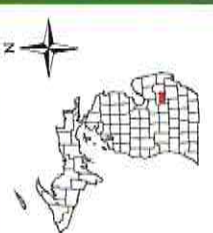
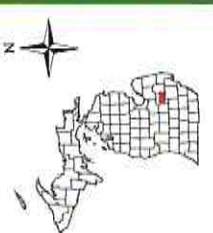
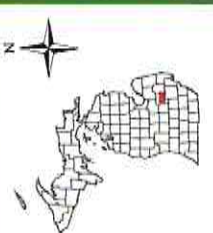
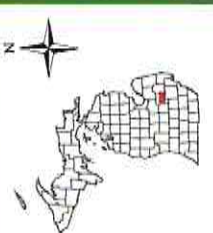
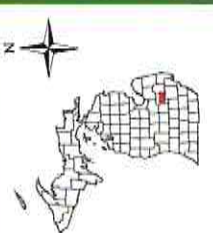
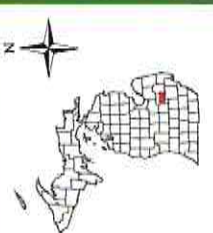
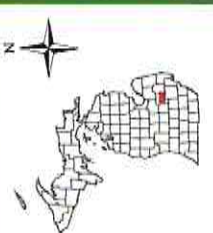
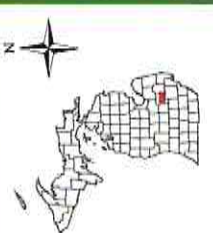
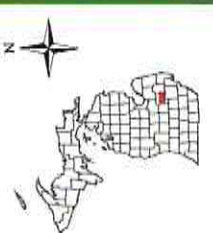
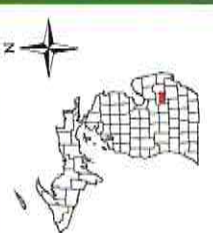
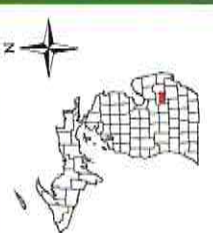
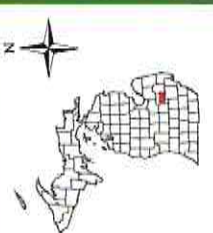
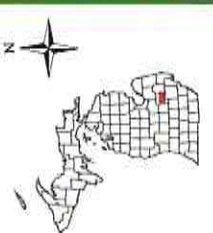
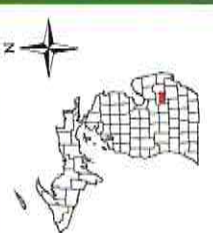
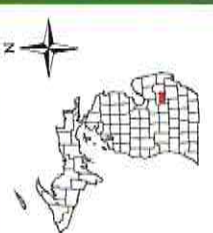
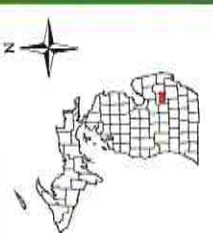
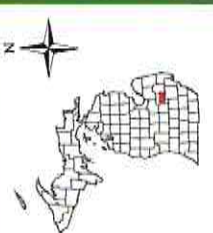
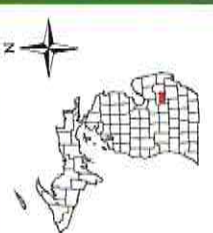
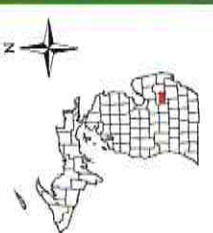
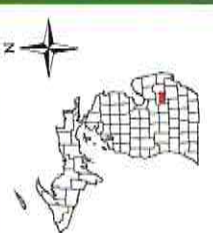
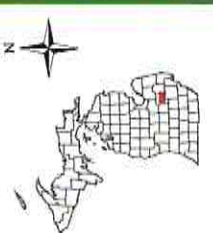
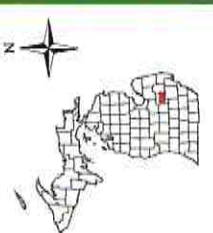
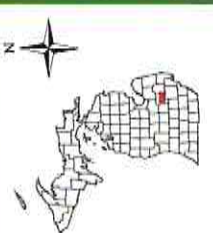
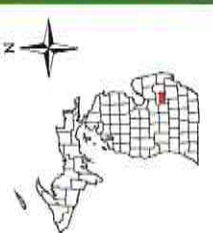
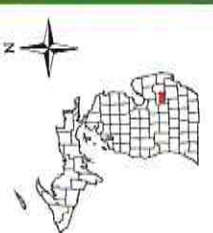
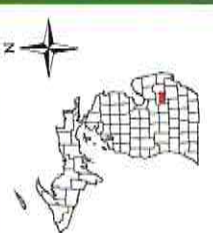
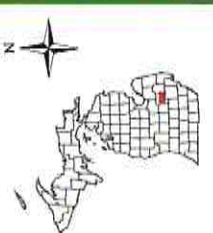
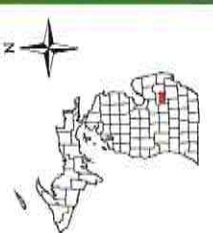
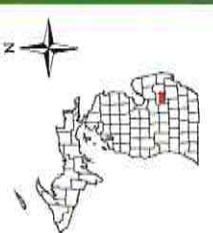
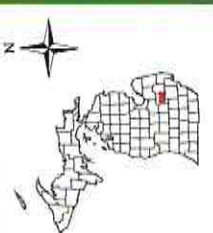
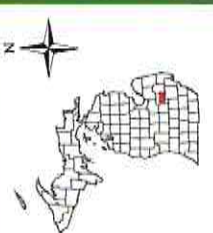
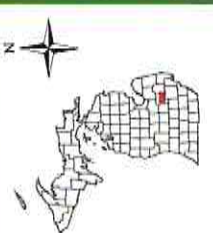
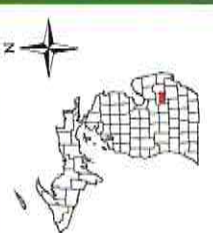
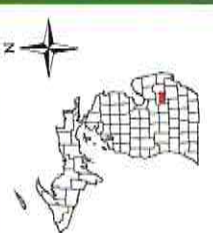
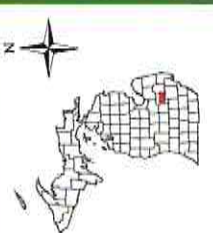
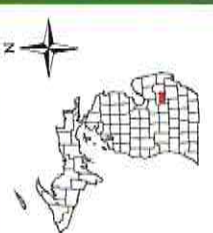
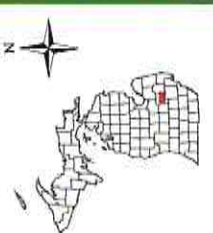
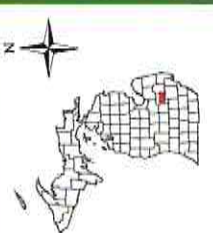
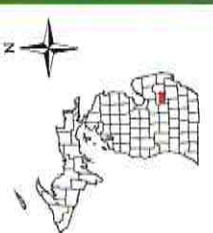
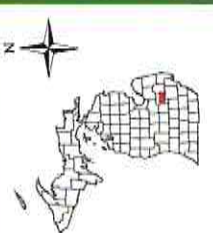
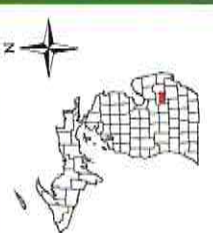
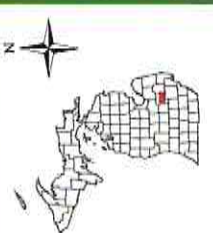
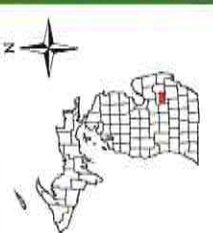
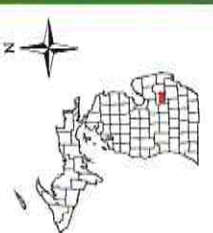
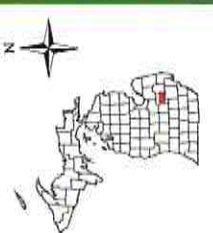
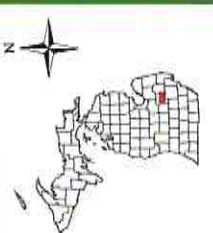
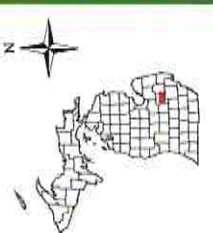
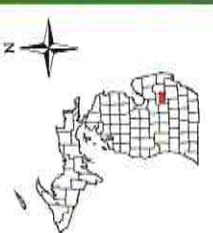
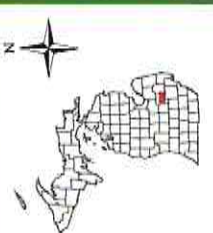
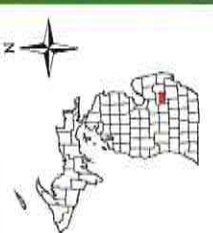
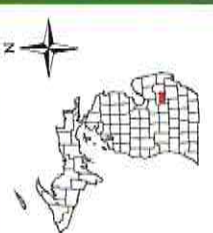
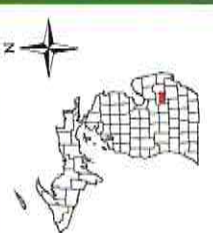
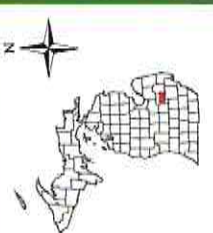
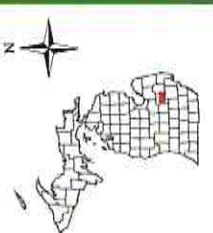
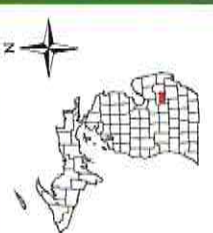
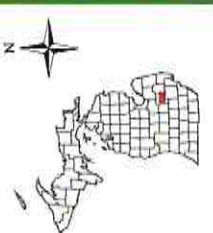
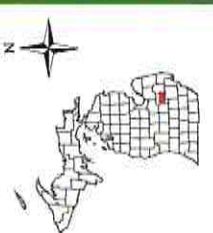
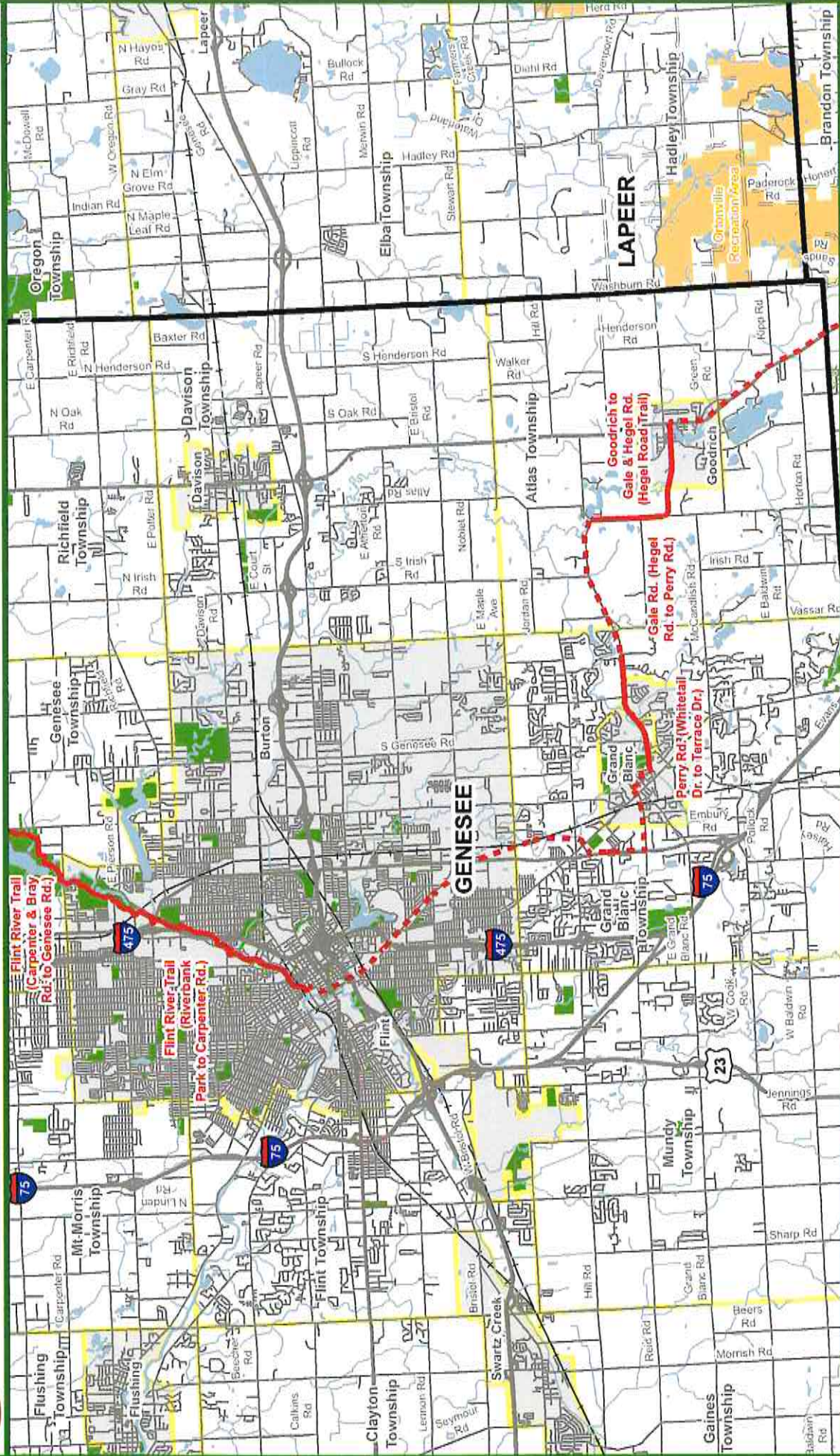
** The illustrated hike and bicycle trail connections will rely upon partnership opportunities. **

0 1.5 3 Miles



Michigan's Iron Belle Trail - Two Routes, One Great Trail

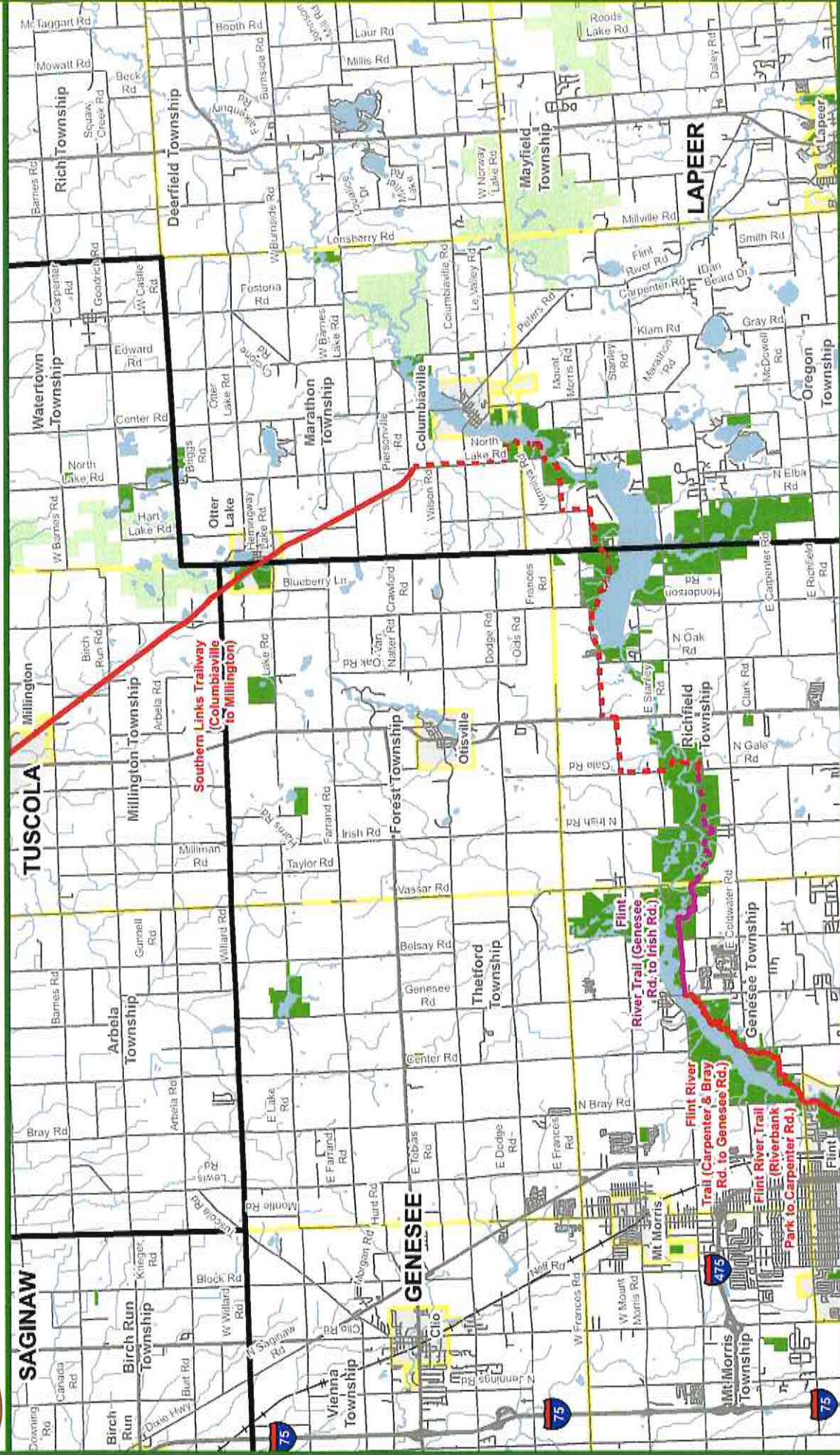
Goodrich - Grand Blanc - Grand Traverse Greenway - Flint River Trail - Flint





Michigan's Iron Belle Trail - Two Routes, One Great Trail

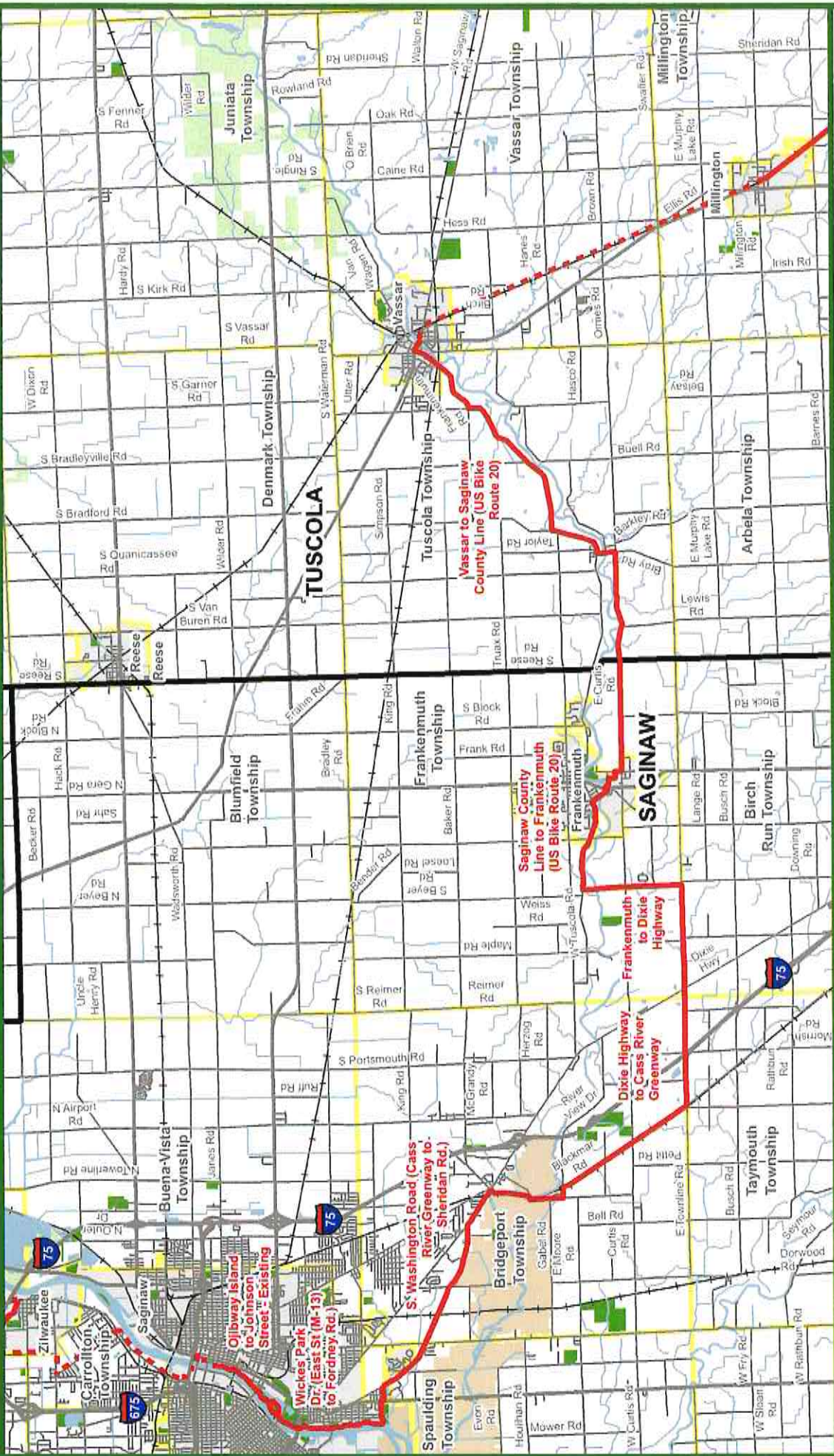
Flint - Columbiaville - Otter Lake - Southern Links Trailway - Millington



- Iron Belle Trail**
- Biking - Existing Trail
 - - Biking - Proposed Trail
 - - Hiking-Biking - Existing Trail
 - - Hiking-Biking - Proposed Trail
- Road Type**
- Highway
 - Paved Road
 - = Gravel Road
 - - Railroad
 - River
- Land Ownership**
- Lake
 - State Land
 - Public Land
 - City or Village
 - Township
 - County

** The illustrated hike and bicycle trail connections will rely upon partnership opportunities. **

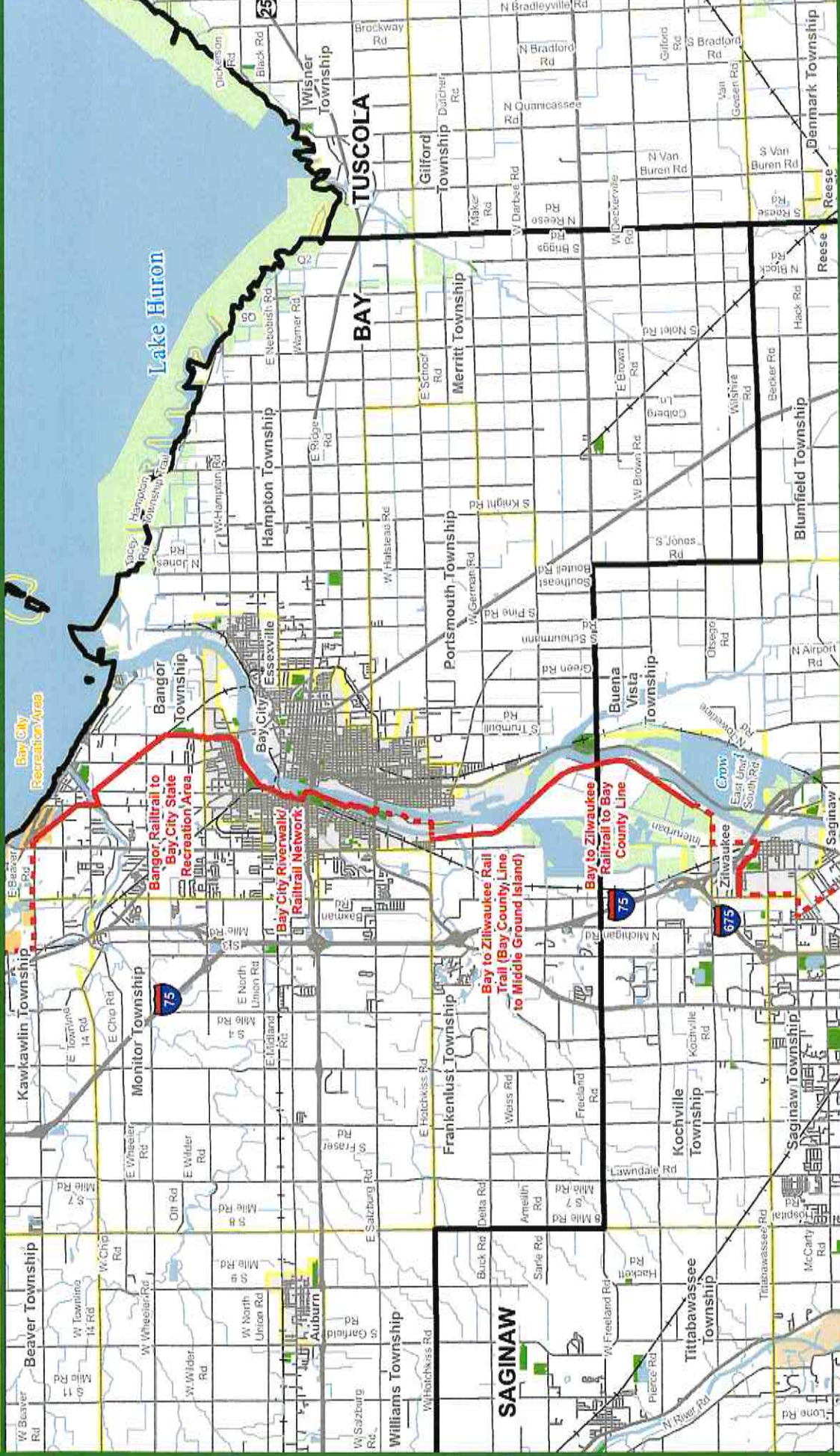






Michigan's Iron Belle Trail - Two Routes, One Great Trail

Zilwaukee - Bay to Zilwaukee Railroad - Bay City Bangor Railroad - Bay City State Rec Area



** The illustrated hike and bicycle trail connections will rely upon partnership opportunities. **

0 1.5 3 Miles

October 2018
Michigan Department of Natural Resources
Forest Resources Division
Resource Assessment Section

- Iron Belle Trail**
- Biking - Existing Trail**
- Biking - Proposed Trail**
- Road Type**
- Gravel Road**
- Railroad**
- River**
- Lake**
- Land Ownership**
- State Land**
- Paved Road**

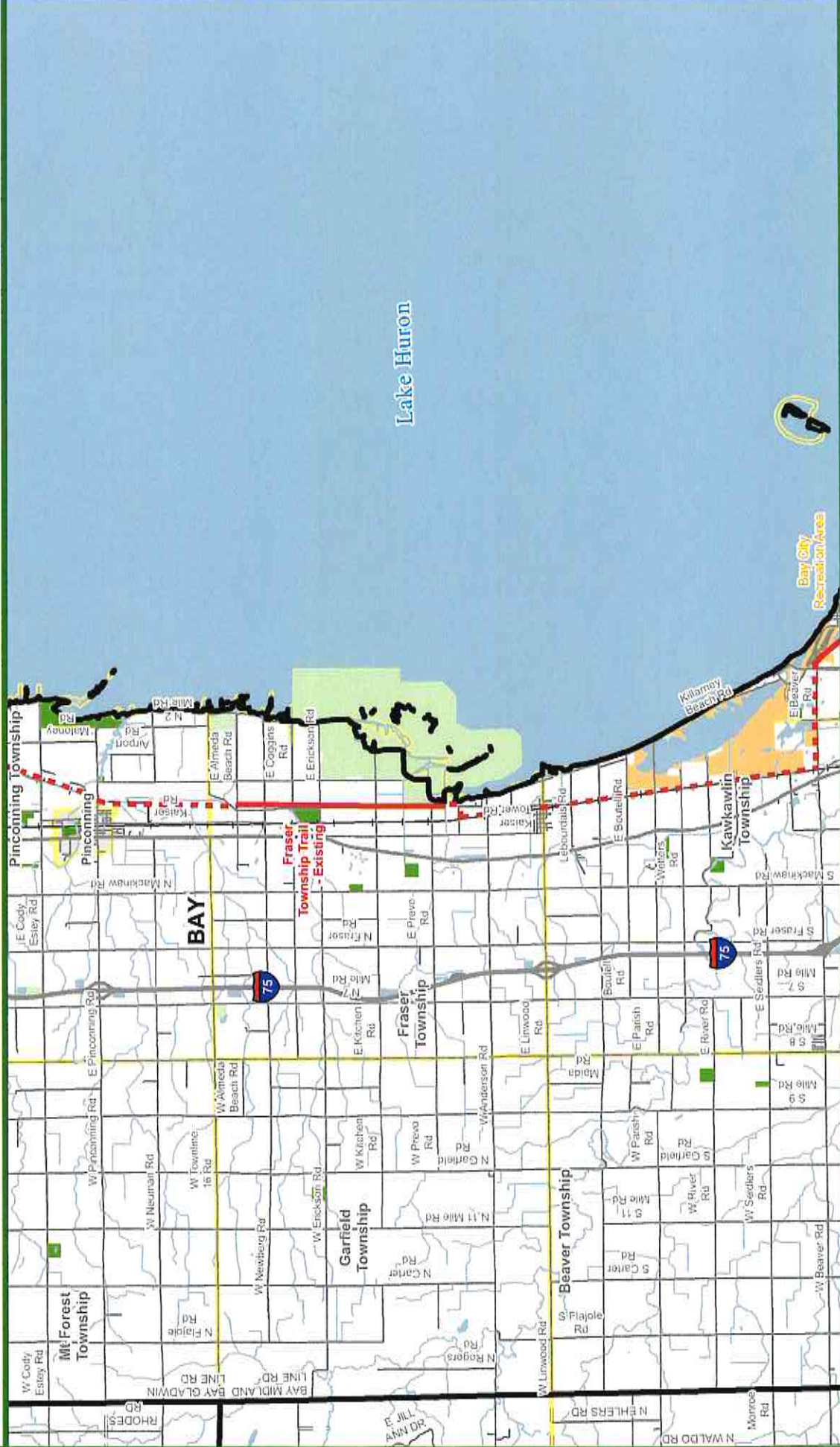
- Federal Land**
- Public Land**
- City or Village**
- Township**
- County**





Michigan's Iron Belle Trail - Two Routes, One Great Trail

Bay City State Rec Area - Lake State RR Corridor - Fraser Township Trail - Pinconning



** The illustrated hike and bicycle trail connections will rely upon partnership opportunities. **

- Iron Belle Trail**
 - Biking - Existing Trail
 - Biking - Proposed Trail
- Road Type**
 - Highway
 - Paved Road
- Land Ownership**
 - Public Land
 - City or Village
 - Township
 - County
- Other**
 - Gravel Road
 - Railroad
 - River
 - Lake
 - State Land

