Bay Region Non-Motorized Transportation Plan

Connecting……. our communities

Funded by:

Michigan Department of Transportation

Prepared by:

East Michigan Council Of Governments
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www.emcog.org
Local Action for Global Planning

2010
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- The League of Michigan Bicyclists
- Friends of Rails & Trails, Tuscola
- Riverwalk Rail Trail, Bay
- Saginaw Transit Authority Regional Services
- Arenac Heritage Route Authority
- Friends of Pere Marquette Rail Trail
- Friends of Flint River Rail Trail
- Tri-City Cyclists
- Michigan Snowmobile Association
- Pere Marquette Snowmobile Club
- Center of Applied Environmental Research-University of Michigan-Flint
- Mid-Michigan Community College
- Central Michigan University
- National Parks Service
- Saginaw News
- Bay City Times
- Saginaw Area GIS Authority
- Saginaw Metropolitan Area Transportation Study
- Bay City Area Transportation Study
- Genesee County Metropolitan Planning Commission
- US-23 Heritage Route Group
- M-15 Heritage Route Committee
- M-25 Heritage Route Committee
- Participating County Road Commissions
- Participating County Economic Development Authorities
Acknowledgements

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Chapter 1: Project Overview

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

Fig 1. MDOT Bay Region

a. Regional Vision

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

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

c. Planning Process/Methodology

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

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

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

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

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

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

6. Revise plan based on public input.

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

8. Distribute plan to participating agencies.

9. Submit completed plan to MDOT.
d. Charrettes

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

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<tr>
<th>Name</th>
<th>Contact</th>
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<td>1. Fran Sumenick</td>
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<td>2. Patricia Killingbeck</td>
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<td>11. Ryan J Stanton</td>
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<td>12. Vaughn Begick</td>
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<td>15. Marcie Post</td>
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<td>18. Dan Daggy</td>
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<td>20. Victor Lukasavitz</td>
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<td>23. Mrs Dora King</td>
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<td>30. Greg Baderschneider</td>
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<td>31. Gladys Austin</td>
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<td>32. Steve Davidson</td>
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### Bay Region Non-Motorized Transportation Plan

#### Chapter 1: Project Overview

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<td>Nancy Krupriaz</td>
<td>MTGA</td>
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<td>Cynthia Krupp</td>
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<td>Terry Palmer</td>
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<td>Kimberly Zimmer</td>
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<td>Mohammad E. Huque</td>
<td>Design Engineer, Port Huron TSC</td>
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<td>44.</td>
<td>Rachel Phillips</td>
<td>MDOT-Cass City TSC</td>
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<td>John Schmude</td>
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<td>Ruth Avery</td>
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<td>Al Bader</td>
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<td>Gary Anderson</td>
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<td>Laura Stacer</td>
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<td>Jesse Parker</td>
<td>TCRC</td>
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<td>70.</td>
<td>Michael Hormel</td>
<td>Resident</td>
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</table>
e. Public Input

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

f. Relationship to Other Plans and Policies

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

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

- **Great Lakes Bay Region Regional Path Study Committee** which continues working to link Saginaw, Bay and Midland counties. [http://www.greatlakesbay.org/regionaltrail/](http://www.greatlakesbay.org/regionaltrail/)
- **The Mt. Pleasant Non-motorized Committee** that is working to make connections between the Fred Meijer Trail in Gratiot County and the Pere Marquette Trail in Clare County by way of routes within Isabella County.
- **The Genesee County Metropolitan Alliance** has been very proactive with the development of a county-wide plan (**Regional Trails Plan**) that not only identifies the community’s top project priorities, but also looks toward extending non-motorized connectivity in Saginaw, Lapeer, Tuscola and Oakland Counties. [http://www.co.genesee.mi.us/gcmpc-plan/](http://www.co.genesee.mi.us/gcmpc-plan/)

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

The U.S. Bicycle Route System also identifies an east-west connector through Bay Region in MI. Route 20 has been identified as a prioritized corridor by American Association of State Highway and Transportation Organizations (AASHTO). This route, looking from east to west, starts in the eastern Lower Peninsula of Michigan, north of Detroit at Marine City. It then traverses the lower peninsula of Michigan, going through the Saginaw-Midland area then west to Ludington, using the ferry to cross Lake Michigan to Manitowoc, WI. It then continues going west-northwest through Wisconsin, ending at the intersection of USBR 10 somewhere in Northwest WI. More information can be found at: http://www.adventurecycling.org/routes/nbrn/usbikewaysystem.cfm
Chapter 2: Inter-Regional Non-Motorized Facilities

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

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

There have been several efforts to inventory the existing and proposed non-motorized system throughout the counties in the MDOT Bay Region. In 1998 representatives of more than two dozen agencies and organizations met to explore the potential of a non-motorized trail network in Bay, Midland, and Saginaw counties. The result was the Tri-County Trail Guide (www.co.bay.mi.us), which identified 33 existing parks, nature preserves, state and national wildlife refuges, and trails in the Saginaw Bay region. This project was the driving force behind the development of a “green-way vision” that incorporated not only non-motorized trails, but also identified important natural features and promoted preservation of existing land uses that aided in the connectivity of these features.
Fig. 3. Trunkline routes within the MDOT Bay Region with Average Annual Daily Traffic volumes less than or equal to 10,000 vehicles.
a. Existing Inter-Regional Non-Motorized Facilities

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

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

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

**Clare**
5. Pere Marquette Rail Trail

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

**Gladwin**
8. Midland-Mackinaw Trail

**Gratiot**
9. Fred Meijer Hartland Trail

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

**Isabella**
11. Pere Marquette Rail Trail

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

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

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

**Saginaw**
18. Harger Line Trail

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

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

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

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

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

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

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

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

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

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

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

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<tr>
<th>#</th>
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Chapter 3: Local Non-Motorized Facilities

a. Existing Local Non-Motorized Facilities

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

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

Clare
14. Leota Trail
15. Green Pine Lake Pathway

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

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

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

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

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

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

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

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

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

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

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

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<th>Miles</th>
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b. Proposed Local Non-Motorized Facilities

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

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

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

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

**Table 2. Bay Region Proposed Non-Motorized Connections showing Local Facilities (Tier-2)**

Trails are described from West to East & from South to North

<table>
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<tr>
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<th>End-Point Intersecting Street</th>
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<th>Through (Cities, Villages)</th>
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<td>Mackinaw Rd</td>
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### Bay Region Non-Motorized Transportation Plan

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<td>Local Trail</td>
<td>Evergreen Dr</td>
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</table>

| Clare     | E Colonville Rd | S Clare Avenue | N Harding Ave | Muskegon Rd | Harrison |
| Clare     | WCoL           | Cedar Rd       | Thornapple Trail | Twin Lake Ave |
| Clare     | City Loop      |                 |             |             | Clare     |

| Genesee   | NCoL          | Along Flint River | ECoL | Along Flint River | Flushing, Flint (Flint River Trail) |
| Genesee   | Seymour Rd    | Hill Rd          | Flint River | W Court St | Swartz Creek, Flint (Genesee Valley Trail) |
| Genesee   | E Maple Ave   | CSX Railroad     | Flint River | CSX Railroad | Flint (CSX Railroad Line-South Flint) |
| Genesee   | Stanley Rd    | Saginaw Bay Southern CSX | NCoL | Saginaw Bay Southern CSX | Mt Morris, Clio (Tolley Line Trail-North) |
| Genesee   | WCoL          | Silver Lake Rd   | Fenton Rd in Fenton | | Linden, Fenton (Silver Lake Road Trail) |
| Genesee   | SCoL          | Seymour Rd       | Flint River | Seymour Rd | Swartz Creek, Flushing (Seymour Rd Pathway) |
## Chapter 3: Local Non-Motorized Facilities

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<td>W Barnes Rd</td>
<td>Old Rail Trail E of M-24</td>
<td>Fox St</td>
<td>Old Rail Trail E of M-24</td>
<td>Mayville</td>
</tr>
<tr>
<td>Tuscola</td>
<td>ECL Vassar</td>
<td>W Saginaw Rd</td>
<td>Fox St, Mayville</td>
<td>W Saginaw Rd</td>
<td></td>
</tr>
<tr>
<td>Tuscola</td>
<td>Ellis Rd, Millington</td>
<td>Huron &amp; Eastern Railway</td>
<td>ECoL</td>
<td>ITC Trail</td>
<td>Millington, Vassar, Caro</td>
</tr>
<tr>
<td>Tuscola</td>
<td>Huron &amp; Eastern Railway</td>
<td>Mertz Rd</td>
<td>Huron &amp; Eastern Railway</td>
<td>Caro City</td>
<td>Caro</td>
</tr>
<tr>
<td>Tuscola</td>
<td>SCoL</td>
<td>Grand Trunk Western Railway</td>
<td>NCoL</td>
<td>Grand Trunk Western Railway</td>
<td>Kingston, Cass City, Gagetown</td>
</tr>
</tbody>
</table>

Chapter 3: Local Non-Motorized Facilities
Legend
Existing Facilities
- Paved Multi-Use Trail
- Unpaved Multi-Use Trail
- Unpaved Hiking Trail
Proposed Facilities
- Local Initiative
- Inter-Regional System
Paved Shoulder Width
- >5ft
- <=5ft

Bay Region
Non-Motorized Facilities:
Existing & Proposed
Local Initiative
Chapter 4: Conclusion

a. How to use this Plan

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

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

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

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

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

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

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

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

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

a. Non-Motorized Facility Public Input Form

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

1. Your Name, Phone number and affiliation: __________________________________________
   _____________________________________________________________________________

2. County: ______________________________________________________________________

3. Proposed Trail # as on the map: ________________________________________________

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

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

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

7. Regional Importance of the Proposed Trail: ______________________________________
   ______________________________________________________________________________
   ______________________________________________________________________________

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

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

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

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

The following is the list of state, county and local parks that are considered potential destinations for non-motorized users which should be considered as the Bay Region network is developed. Not all of them can be served by the inter-regional networks, but should be accessible through local trails, paths, paved shoulders or low volume roadways:

(Note: Apart from this list these are many public and quasi-public facilities like Schools, Colleges, Libraries, Township, Village and City halls, Cemeteries that can be used as public areas.)

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

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

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

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

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

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

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

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

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

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

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