

**Minutes of the
Michigan Trails Advisory Council
July 7, 2016**

The regular meeting of the Michigan Trails Advisory Council (MTAC) was called to order by Mr. Mike Foote at 10:00 a.m., on Thursday, July 7, 2016, at the Ralph A. MacMullan Conference Center in Roscommon. Members present: *Mike Foote, Jim Duke, Tom Dunn, Tim Kobasic, Nancy Krupiarz, Bill Manson, and Sarah Nicholls*. Absent: *Chair Wheatlake, Jim Dickie, Jason Rolling, and Drew YoungeDyke*.

The following Department of Natural Resources (DNR) staff was present: Paul Yauk (PRD), Greg Clark (PRD), Barbara Graves (PRD), Dakota Hewlett (PRD), Jessica Holley (FRD), Matt Lincoln (PRD), Patrick Mohny (FRD), Todd Neiss (PRD), Bill Sterrett (FRD), Amy Swainston (PRD), and Ron Yesney (PRD).

ACTION ITEMS

MOTION: Mr. Tom Dunn moved to approve the agenda. The motion was seconded by Mr. Jim Duke and it carried unanimously.

MOTION: Mr. Jim Duke moved to approve the April 12, 2016 minutes. The motion was seconded by Mr. Tom Dunn and it carried unanimously.

UPDATES

SWOT Analysis – Mr. Matt Lincoln, a member of the Parks and Recreation Strategic Plan Committee, was present to get feedback from the Council for the Parks and Recreation Division's Strategic Plan. They are in the process of collecting feedback from their stakeholders and advisory groups. This will be a user-friendly, 5-year plan with more realistic and obtainable goals. The information gathered will be used to identify the issues and key gaps which will guide the development of the goals and objectives for the plan. By fall they will have a draft of the plan. Members of the public and advisory groups will be able to give feedback on the draft before it is adopted. The goal is to adopt a final plan in January 2017.

State Trail Plan Update – Paul Yauk

- The transition between Parks and Forest Resources is underway.
- An interview was conducted last week for the Iron Belle Trail position, and one will be conducted next week for the Motorized Trails specialist, which is the last position in the framework they want to fill. They are trying to be more proactive to all of the state trail users; not only the motorized, but non-motorized.
- Partnership opportunities - worked with DTE on the trail in the Waterloo Recreation Area where they funded it for \$250,000. They are working on partnerships on the CIS trail in Mid-Michigan. Many partnerships will continue to be built. Working with the healthcare community is another great opportunity.

- They have some opportunities for funding with the private sector. Research is being done on how other states fund their non-motorized trail system. With the new Trails staff, they now have the ability to take advantage of these opportunities.
- Economic development and economic opportunities - we are a four-season trail system, which is critically important. Each trail use group is important to local economies.
- The SWOT will be important because there are some issues that need to be addressed, such as funding, personnel, and changing the system.
- Personnel shortages are an issue. Park staff is full of responsibilities. They are looking at doing some things differently.

Upper Peninsula Trail Update – Ron Yesney, Upper Peninsula Trails Coordinator (see attachment).

Norther Lower Trails Update – Emily Meyerson, Northern Lower Trails Coordinator (see attachment).

Accomplishments – Paul Yauk

- Offers are ready to be made to landowners for the new ORV Adventure Park in Oakland County. Oakland County Parks is going to be a partner. This new park will be a destination for ORV users. They are finalizing it and should have an update soon.
- The Lakelands Trail, the Lake-to-Lake Trail, and the Iron Belle Trail - they have some linkages in Jackson County from Stockbridge to Jackson; they are finishing it and are working closely with MDOT and Corrections. There has always been a big break in Calhoun County, but they are working with the communities there to extend the trail further west. The Fruitbelt Trail, from Paw Paw to Hartford, would give them not only a year-round, non-motorized route, but a snowmobile route as well. They expect to get the snags resolved quickly.
- Thanks to Ron Yesney and Emily Meyerson for what they are doing, as well as the staff under them. People are excited to come to work in the Trails Program. They are highly regarded around the nation.
- For the next three years, there will be three national and international organizations coming to Michigan. It will be an opportunity to showcase Michigan and what they and their partners are doing.
- Private Funding for Iron Belle Trail – seeking a private funding amount of almost \$150,000,000. The private funding element is a large project they are working on and they will have more information on it soon.
- Mapping – they are working with their mapping section to create better maps for pathways to linear trails and water trails. There are improvements.
- Lands – Trails are wrought with trespassing and it is a huge task. They want to keep these trails together and limit trespass and crossings.

Pending Opportunities – Paul Yauk

- There will be a bid put in to host the International Trails Symposium in 2019 in Grand Rapids. Estimated count will be 800 – 1,000 participants.
- They are working with the city of Detroit to turn blighted areas into park lands, thereby connecting the communities throughout with Michigan trails.

Supplemental Bill – Paul Yauk

- They met to go over existing projects, what was overlooked, and projects for next year. They are keeping in mind that in 2018 there will be a sunset. They want to make sure the ground work is done now. There have been significant improvements made and there are plans to do better at letting the public know of these accomplishments.
- A representative in Lowell put in a \$2.5M appropriation for two bridges in the city, over waterways and also on the Iron Belle. That project is in the works. The next one is water trails and there is an appropriation for \$100,000 for the Grand River Development. There are some developments on the Grand River Trail, from Grand Rapids to the Jackson segment.

Ms. Nancy Krupiarz asked Mr. Yauk if there was any money allocated for the mapping project. Mr. Yauk replied there was not, but that it needs to be a priority. He thinks they can find some funding to keep it moving, but they need a strong commitment from the Department and all of the divisions. Mr. Tim Kobasic asked if they were outsourcing it. Mr. Yauk replied that it is internal right now. He said everybody has a great system, but it is not in one spot. There are different labels for the same amenity, etc., so it is inconsistent.

STAFF REPORTS

Snowmobile Advisory Workgroup

- It was a slow year last year and dollars were down; they sold about 130,000 trail permits, down about 12,000 from the year before. Total miles groomed last year on 6,500 miles was 328,620, which was down about 120,000 miles from the year before.
- There is a member vacancy on SAW. A press release just went out from the Department seeking interested candidates.
- Legislation was passed for permanent easements. Jason Fleming put together a process. They are still working on piloting it.
- The Equipment Subcommittee – met regarding the dismal year. Normally, they buy between 7 and 12 pieces of equipment. A tractor and a drag are \$200,000 - \$500,000 each. This year they are only buying 2. The subcommittee recommended to the full committee that they take the signing and brushing from \$90 per mile down to \$70 per mile. The whole committee concurred and they passed a resolution and directed the DNR to drop it. It is a small cut and they fully intend to put it back when they pass more legislation. He just wants everyone to know that it was not the Department that asked them, they came up with it on their own.
- They have a couple different signs they want to see added to their handbook and it is being looked at right now by the Department.
- They are working with the Department on a 10-year budget. They met with Jackie Blodgett yesterday. He is excited about being able to take it to the legislature and say they want to raise the trail permit fee. They want to show what is going to happen to the program if there is no increase. It is a dramatic drop-off within the next two years. A majority of snowmobilers want to pay and their bottom line is they want smooth trails.

- Yuma to Copemish – Will be great to connect the area. He is sorry they could not get the MDOT and DNR together sooner because the bridge is an important bridge over the Manistee River.
- Good news - The International Snowmobile Congress was granted to MSA in Grand Rapids in 2019.
- Rider education – They have to come up with a plan to educate new, cross-country snowmobile riders. The cross-over sleds are not good to ride on trails, and they tend to park trailers in the middle of logging trails.
- They are pushing DNR Law to ticket people with loud pipes. The stationary sound test has been upgraded to handle two-stroke and four-stroke. They shouldn't have any issues there.
- They had a lot of fatalities this year. When snowfall is down, fatalities go up, when there is an abundance of snow, fatalities go down. They attribute it to the average snowmobiler and the new, faster sled technology. The lack of snow caused less than adequate berms, so there were a lot of people who hit trees and unfortunately died because of it. They need to educate more on that and off-trail riding; when it's ok and when it's not.

Law

- They successfully had the instructor academy in the Upper Peninsula, with 20 new instructors certified. Three attendees from the Lower Peninsula said they can't wait to come back again. It appears they are going to try and continue it. The facility has been endorsed; they have a great plan there.
- Since they last met, they merged and partnered with the MiTrale group in the western Upper Peninsula and the Delta SORVA. Between the two in a period of two weeks, they certified 104 new riders; mostly kids. The team club in Marquette County just conducted their first class with two new instructors; 15 more kids were certified.
- The recently met with the Forest Service in the Hiawatha and one of the suggestions was to streamline the application process for trail upgrades. They tried to make it work better and it came back very positive.

Non-motorized Advisory Workgroup

- Electric Bikes - There was discussion on classification of e-Bikes between the DNR, MDOT, Michigan Mountain Biking Association, North Country Trail Association, and League of Michigan Bicyclists. Consensus is e-Bikes should not be classified as mopeds, but as bicycles. Some determined multi-use trails may be an option for them to allow some people to enjoy the trails. Mountain bikers did not seem to be in consensus on allowing them on mountain biking trails. It was brought to legislators at Bike Advocacy Day that they are still working on the issue and would like to discuss it further with their partners.
- Safe passing distance legislation – they pushed for this as well because Michigan is one of nine states that do not have legislation requiring motorists to be a certain distance away from bikes. The bill would also include stiffer penalties for motorists who commit moving violations and kill or injure a bicyclist. The two bills will be packaged together and introduced soon.
- Funding - They have many volunteers and friends groups who maintain the trails and they want to be able to monetize that. They have a chart they have been working on that has funding mechanisms from other states. Discussion will take place on what

might be possible politically to raise money for non-motorized trails. More discussion will take place.

- DTE Trail - The new non-motorized trail was a big partnership effort with Detroit Edison. It links Pinckney and Waterloo Recreation Areas and will eventually be 20 miles long. It will serve mountain biking, cross country skiing and hiking. It was in conjunction with the DNR, Detroit Edison and the Potawatomi Chapter of the International Mountain Biking Association. It was a big success and it opened up on June 16.

Off-road Vehicle Advisory Workgroup

- Tried unsuccessfully to organize a joint SAW/ORVAW meeting, so the ORVAW meeting was pushed back to June 22 and held via conference call.
- Discussion included moving forward with land acquisitions at Groveland ORV Park in Oakland County.
- They discussed the trail signage and options for paying clubs to install new carbon fiber posts in accordance with the sign plan.
- Further discussion on the use of the Alpha Signs on trails. A resolution was adopted to continue the Alpha signs on trails in the Upper Peninsula as a pilot program.
- HB5275 was discussed and a resolution was passed to support if language for the DNR to inventory forest roads was stricken. Some members fear such an inventory will lead to forest road closures. Other members believe it would bring the system in the Upper Peninsula and Lower Peninsula back together, since the change in language back in the 80s closed the forest roads in the Lower Peninsula.
- Other discussions included the review of trail maintenance pay for motorcycle and ATV routes.

Equine Trails Subcommittee

- Do not have a lot to report from ETS because they had to postpone their meeting due to a lack of a quorum. Their next meeting is scheduled for August 23, 2016 at the MSU Diagnostic Center.
- They came up with corral definitions which are still an ongoing discussion.
- Mixed camping was discussed and the recommendation from the group was they did not think it was a good idea because of concern for safety and liability.
- Electricity in campgrounds – Ionia was a potential first site for electricity; however, the economic impact was too great. He thinks discussions with all equestrian groups should be done so everyone understands the economic impact.
- Trail mileage and density will be discussed at the next meeting so the equestrians have a better idea of how that is determined in the parks. They would like to see mileage increased in all of the parks for more trail opportunities as well as attracting other people from out of state to come to Michigan.

U.S. Forest Service

- Ms. Kristin Thrall reported that all the forests have their trail data on their interactive visitor map now, except for snowmobile trails which they are working on (snowmobile trail data is complicated because of jurisdiction changes). GIS data can be pulled as well.

- Filled vacancies - New district ranger in Mio is Brad Bolton; new East Zone recreation planner is Andrew Kenyon; Randy Griffith is new recreation lead in Oscoda, at the Huron Shores Ranger District, replacing Gordon Haas.
- They just received \$100,000 in funding for the Au Sable Creek Bridge on the North Country Trail for the Iron Belle, and it is out for contract right now. They are working on fixing the Luzerne Boardwalk, which is \$300,000, using Stewardship dollars from timber receipts.

INFORMATIONAL UPDATE

Filer Creek Bridge – Mr. Bill Sterrett from Forest Resources reported that they researched the issue that dates back to the original washout of the culvert. They found that they could not replace it with another culvert because of the width of the stream and for water quality reasons. The County, working with Mr. Todd Neiss from Parks and Recreation, has restored the site. The Department of Environmental Quality revisited the site and will now allow a 14 foot bridge or box culvert. The estimated cost of this is approximately \$90,000. It is a seasonal county road, the Department of Natural Resources was able to re-route the trail successfully, so at this point in time because of cost and low priority they will not replace the bridge. There have been adequate measures taken with signage to warn users, so he thinks the necessary steps have been taken. (Handout attached).

PUBLIC APPEARANCE

Mr. Bill Watson, Director of the SEEDS Youth Conservation Corps, introduced himself to the Council and then thanked Emily Meyerson, Todd Neiss, and Paul Yauk of the DNR for giving work to their organization a few weeks ago where they installed carsonite signs on the Manton Trail.

Mr. Watson briefed the council on the program and the type of work they have done around the state. He encouraged the Department to work more with the group as they do everything from trail construction to habitat restoration. He recommended viewing their website at www.ecoseeds.org to learn more about their program and services.

Mr. Mike Foote moved to adjourn the meeting at 2:19 p.m. The motion was seconded by Mr. Jim Duke and it carried unanimously.

Trails Section Unit Report – Upper Peninsula July, 2016

Rail-Trail Projects:

1. **Menominee River Bridge – 475' Trestle in Dickinson County:** Engineering on this proposed multi-use bridge has begun. Dive team will be inspecting the piers this month. We're hopeful for construction of new decking and railing will occur in 2017.
2. **Stateline Trail Acquisition – Korpela Road to Wakefield – 4 miles:** Seven private easements have been purchased. We now have a signed agreement with Union Pacific Railroad to purchase the remaining private ownership that will enable us to extend trail into Wakefield.
3. **South Branch of Ontonagon River Trestle – 400' Trestle in Ontonagon County:** Engineering is complete. Reconstruction work on this trestle is set to begin this summer.
4. **Escanaba to Hermansville – 26 mile rail-trail:** This rail-trail is under construction and is being resurfaced with limestone. Three bridges are being redecked and railed. This work is set to finish in August.
5. **Little Lake to Chatham – 25 miles of trail:** Work just beginning on developing this rail-trail into ORV route. DNR trails staff are working with Rock River Twp., Village of Chatham, and others to develop a plan for working with landowners and filling in gaps in ownership.
6. **Alpha Spur – 4 miles:** Partnering with MI National Guard to provide a training opportunity and improve a new section of ORV/Snowmobile trail near Alpha, MI. The DNR is providing the gravel and the National Guard will brush, shape and gravel 2.3 miles of old rail grade beginning this month.
7. **Sault to Raco:** Land use order has been approved to allow 65" ORV's on route. Now working on changing gates to accommodate larger ORV's.
8. **St Louis Box Culvert, Very Large Box Culvert North of Lake Linden:** St. Louis Box Culvert repair has been bid. Construction bids are in hand. Construction to begin soon.
9. **Lake Linden Washout, Hammel Creek, and DEQ Violation:** Working to get easements from private landowners to access area to do streambed remediation.

Iron Belle Projects:

1. **Escanaba to Gladstone:** Working on a route to get the IBT off of US-2 in this busy area.
2. **Iron County:** Working with Iron County Heritage Trail group on connecting Heritage Trail between Crystal Falls and Iron River.
3. **Gogebic County, Ironwood to Bessemer – 6 miles:** Construction is beginning on hike/bike path this month. This will be a paved trail. Construction includes new deck and railing on 3 historic RR bridges.
4. **North Country Trail – Hiking Portion of IBT:** Working on improving communications between NCT volunteers and DNR. This was prompted by a Forest Certification audit in Baraga. In order to comply with Forest Certification a new form is being developed.

Snowmobile Trail Updates:

1. **Western U. P. SnowShakers – Gogebic County:** Working to improve the snowmobile trail system in Gogebic County. The DNR is assisting the club and community so the 2016/17 season will see improved grooming and communication. The DNR helped the club reform and there is a new Board in place as of June.
2. **Tri County Snowmobile Club – Dickinson County:** DNR staff working with Tri-County Snowmobile and ORV Club on additional ORV and snowmobile development in Dickinson County.
3. **Prout Road Bridge, Near Cut River:** Met with DTMB selected engineer and other DNR staff. Working on replacing bridge with bottomless culvert. Design and cost estimates are in hand. Construction to begin soon if additional grant dollars are secured.
4. **Murphy Creek Bridge – Alger County:** 65' Bridge to be installed soon, contractor in place.
5. **Sunken Lake Bridges, North of Seney:** Working on funding to do the first bridge, contractor selected for installation, cost \$148,000.
6. **GPS tracking in Groomers:** Working to implement process for installing GPS units in groomers. Will use to collect data and streamline grooming reimbursement request process and grooming reporting. Evaluating contractors now.
7. **Brimley Highway 221 proposal:** Ditches, topography and private land ownership are the challenges to this reroute. We now have permission to evaluate private land for new trail construction. This is a work in progress.
8. **Alger Co. SORVA:** This club will become the official Grant Sponsor for the Munising area trails for the next season. Alger Co. SORVA will be changing their name to "Snowmobile & ORV Association of Alger County".
9. **Moose Country and Baraga Convention and Visitors Bureau:** Working to reroute 8 miles of trail # 8 in Baraga County that frequently cannot be groomed due to hills and wet areas. Received some positive feedback from Baraga County Road Commission regarding a temporary reroute.
10. **Permanent Easement Program:** DNR trails staff are working with MSA and others on implementing the Snowmobile Easement Grant program. Many grant applications were submitted last fall and we are working through implementation process. A request for proposals (RFP) to bring on Land Company to help with the work has been sent through the Bid for Michigan system.
11. **Trail 11N and 11S Gogebic County – 46 miles:** These trails are still closed due to loss of land permissions. DNR and club continue to look at options. Nothing will be in place for this coming year.

12. **Trail 160 North of Ironwood, Mud Creek Bridge (45')**: This bridge is being replaced. Engineering is underway right now. We hope to have enough grant money to proceed with construction this fall, if not trail will be closed.

ORV Trail Updates:

1. **2017 grants**: Trail maintenance and special maintenance projects have been submitted by sponsors and are currently being evaluated by Trails Specialists.
2. **ORV route, Marenisco to Korpela Road – 16 miles**: Recently approved. The Western U.P. Trail Association will begin improving the trail this summer.
3. **ORV route, Ishpeming to Negaunee – 6 miles**: City of Ishpeming passed an ORV ordinance to enable the Iron Ore Heritage Trail and the DNR to extend the ORV route through Ishpeming and Negaunee. Trail proposal is under review.
4. **Champion to Michigamme Route – 9 miles**: DNR staff are working with ORV club TEAM and Townships on developing an ORV route in western Marquette County. This is in very early stages.
5. **Gwinn to Arnold ORV Route – 26 miles**: DNR staff from FRD, WLD, and PRD worked together to develop recommendation for establishing this route. Proposal is under review, but near approval stage.
6. **Sault Ste. Marie Trailhead Proposal**: Multi-use trailhead waiting on one private land owner permission. Excellent partnering from City, they are willing to plow snow and perform maintenance of the site. We will be installing a toilet for the site.
7. **Trail Inspections**: DNR Trails Specialists are out inspecting work being done by ORV grant sponsors.
8. **East U.P. Connector**: ORV proposal to connect St. Ignace, Brevort, Trout Lake, Epoufette, Rexton, Naubinway, Engadine, Gould City, Curtis and Newberry is being entered as a trail proposal today. Mackinac County Road Commission has given approval to designate trail on County Roads where necessary to make the connections.
9. **ORV Free Weekend and Sport Rides**: Three sport rides were held on June 11th, free ORV weekend. These rides involved DNR Trails staff riding with clientele, and State Parks staff hosting luncheons at State Parks open to ORV's.
10. **State Park Connectors**: The construction project to open Bewabic State Park to ORV's is now complete. The campground is now connected to the State Line ORV route. This is the 4th State Park in the Upper Peninsula to be opened to ORV camping.

Equestrian Trail Projects:

1. **Thunderberry Trail Proposal, Marquette County – 4 miles**: This is a proposed connector trail in Sands Township. The last remaining private land permit was submitted last week. Trail proposal is in process.
2. **Lake Superior Trailhead**: There is a proposal to develop an equestrian trailhead east of Marquette. The proposal has been approved. Funding has not yet been found.

3. **Headquarters Lake Equestrian Campground – Luce County:** Additional toilet has been built, working on permit to install. Evaluating trail plan for this area. An additional three drive through campsites are being constructed.

Pathway Projects:

1. **Keweenaw Bike/Hike Pathway – Copper Harbor to High Rock:** This proposal has been entered in the trail proposal database and is being reviewed. There have been some concerns but we are working through them.
2. **Little Presque Isle (LPI) Pathway Project:** This is a project to properly designate and sign approximately 20 miles of bike trail at LPI. The DNR divisions have worked together to develop recommendations for specific trails. A public input process will be developed soon to get feedback on the recommendations.
3. **Pathway sign upgrade project:** Our State Forest Pathway signs will be upgraded soon. The new signs will have intersection markers, you are here maps, and information stations.

Event/Use Permits/Land Transactions:

1. Logging on Rail Trails
2. Bike/Running Races
3. Rail-Trail Crossings
4. Land Transaction reviews
5. FRD Compartment Review participation

Trespass Cases:

1. Rail-Trail trespasses continue to be a major concern



Thirteen newly approved and designated Upper Peninsula ORV routes and trails

These projects have been developed with funding generated by a 2013 license fee restructuring effort. The combined total mileage for these projects is 263 miles.

- Powers to Arnold ORV Route: 34 miles. Marquette and Menominee Counties. Provides connectivity to communities and links to other riding opportunities in rural areas of southern Marquette and Northern Menominee Counties. Serves as the southern segment of the main north-south ORV connector for the central UP.
- Ishpeming to Republic ORV Route: 19 miles. Marquette County. Provides access to other routes and areas to ride in western Marquette County and serves as a portion of the primary east-west ORV connector for the county. Plans include extending east and west of this route to provide additional connectivity.
- Soo to Raco ORV Route: 17 miles. Chippewa County. Enables ORV access from Sault Ste. Marie and Brimley areas to a vast area of ORV riding opportunities throughout the Hiawatha National Forest. Plans include extending route to the west and south to provide further connectivity to other communities and developing staging facilities in Sault Ste. Marie and at Brimley State Park.
- St Ignacè to Trout Lake ORV Route: 29 miles. Mackinac and Chippewa Counties. Provides connectivity to riding areas to the north and west on public land and provides funding opportunities for facility development. Additional expansion is in process to connect to Newberry, Cut River, Strongs and Raco.
- Bergland Connector: 2 miles. Ontonagon County: Delivered funding to acquire land and develop a multi-use route into Bergland from an otherwise dead end, route east of Bergland.



- Porterfield Lake Motorcycle Trail Extension: 18 miles. Marquette County. Offers more diverse and desirable single-track riding, as well as improved signage and additional mileage making this more of a destination. With the recent expansion this route has received recognition from national ORV organizations as one of the best motorcycle trails in the Upper Midwest.
- Lake Linden ORV Route: 16 miles. Houghton County. Provides connectivity to numerous communities along the route and created a looped riding opportunity between Hancock and Calumet.
- Land O' Lakes to Bond Falls ORV Route: 26 miles. Gogebic and Ontonagon Counties. Offers connection to Wisconsin's trail system and adjoins the main east-west ORV route for the southwestern U.P. Provides access to scenic Bond Falls.
- Days River ORV Route: 9 miles. Delta County. Offers access to additional riding opportunities on public land and connectivity between Gladstone and Rapid River.



- Ottawa Eastern Connector Route: 79 miles, Ontonagon Houghton and Iron Counties. Serves as the southern leg of the primary north-south ORV connector enabling connectivity from Wisconsin to Copper Harbor.

- Scott Lake Wye Wisconsin Connector: 2 miles.

Iron County. Offers interstate connection by joining two primary rail trails in Michigan and Wisconsin via a newly constructed bridge over the Brule River.

- Marenisco to Korpela Road Connector: 13 miles. Gogebic County. Extension of the main east-west ORV connector in the southwestern U.P. to continue west toward Wakefield. Plans include continuing this route to the west to connect to Wakefield, Bessemer, Ironwood and Hurley, Wisconsin.
- Fifteen Michigan Department of Transportation ORV Connectors throughout the U.P.: Enables critical ORV connectivity into various communities and between routes where other alternatives do not exist.

NORTHERN LOWER PENINSULA TRAIL UPDATE

Michigan Trail Advisory Committee
July 7, 2016

Emily Meyerson
Northern Lower Peninsula Trail Coordinator

Glimpse of trail projects in the NLP

- Trail Partnerships
 - Lake Station Coal Tower Clean-up
 - PRC Interpretive Trail
 - Harger Line Trail
 - Village of Wolverine Park
 - Trail Planning
 - Potential multi-use trail network in Manistee/Benzie area.
 - Traverse City to Charlevoix Trail
 - Iron Belle Trail Projects
 - Water Trail Program
 - Trail Proposals
 - Operation and Maintenance
 - Pathway Sign Planning
 - ORV sign installation, grading and restoration projects
 - Infrastructure needs
 - Land Use & Event Permits
- ## Trail Development
- North Western State Trail
 - Alpena to Hillman Trail Phase 1
 - Otsego County Trail
 - Metz Historic Trailside Park
 - Alpena Regional Trailhead

SEEDS Program

Long Lake Motorcycle Trail



seeds
Ecology + Education + Design

What is SEEDS Youth Conservation Corps?
It is a professional, fee-for-service conservation program that empowers youth through service learning projects and development of green collar job skills. This team-based training program is modeled after the Civilian Conservation Corps of the 1930's New Deal.

What is SEEDS?
SEEDS is a 501c3 nonprofit organization formed in 1999 to foster local solutions to today's global issues. We bring a holistic perspective, making connections between ecology and social justice. Our projects help communities make durable decisions about their own future.

We invest in youth, understanding that today's youth are tomorrow's leaders.

Visit our website to learn more about our current projects, professional services and upcoming events.

Post Office Box 8954
Traverse City, Michigan 49685
231 947 0312
www.ecoSEEDS.org

SEEDS Youth Conservation Corps is made possible in part by the Michigan Department of Education and three 21st Century Community Learning Centers.

seeds
Ecology + Education + Design

Youth Conservation Corps

SEEDS YOUTH CORPS



- Installed 146 carsonite posts on 27 miles, Long Lake Motorcycle Trail
- Removed nearly all orange triangles
- Provided a map with eroded areas, trees down & broken safety signs

Lake Station Coal Tower Clean Up

Pere Marquette Trail



Before...



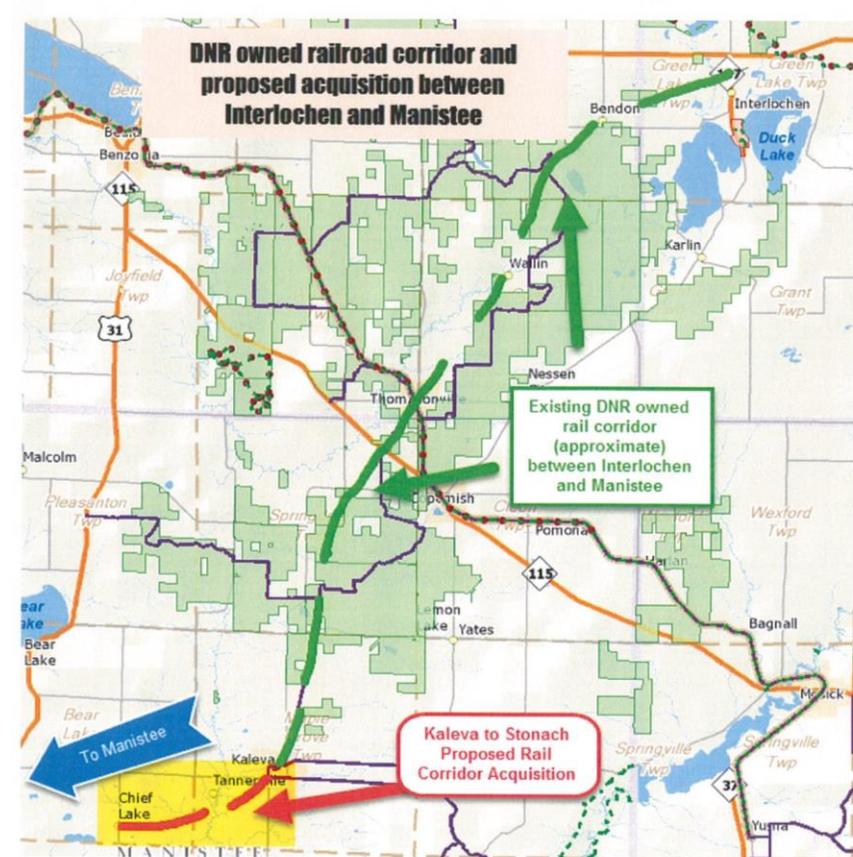


After. . .

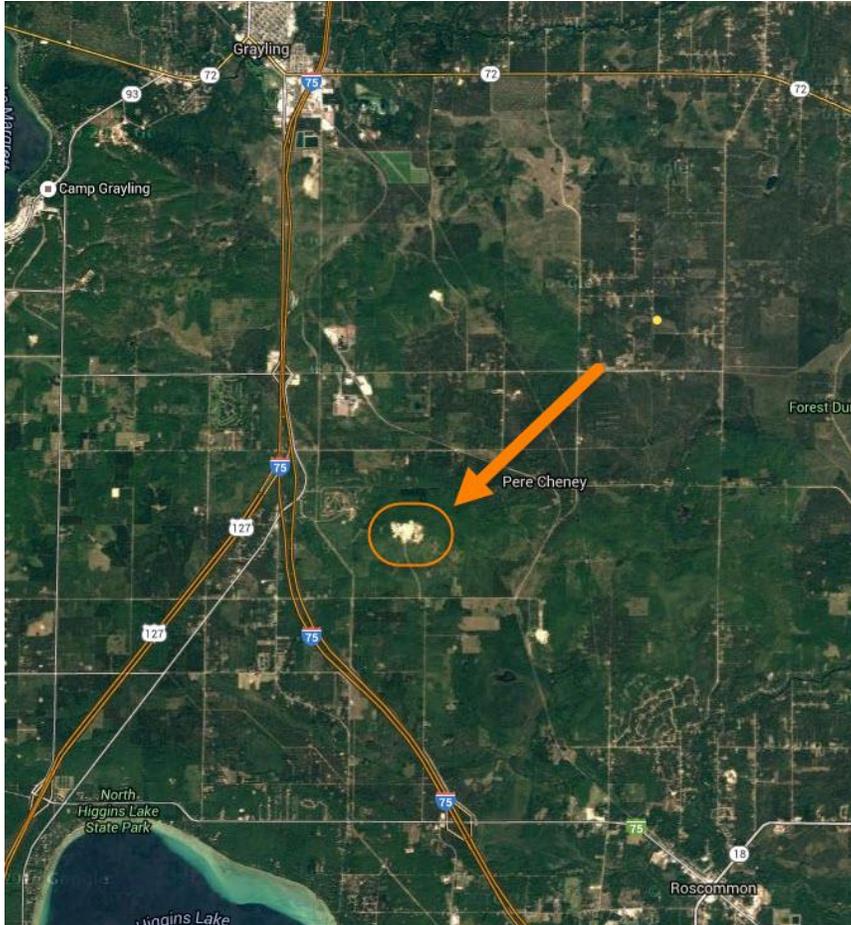
Trail Section helped develop a partnership between the Township, County Historic Society and PRD Land Manager to clean up the historic site, make it safer and less of an attractive nuisance.

Yuma to Copemish- - - and beyond

- Yuma to Copemish, planned to be open this winter.
 - DNR, FRD and PRD are working on the trail grade issues at Viaduct Road
 - Snowmobile club is working on decking the Pomona structure
 - Manistee bridge will be detoured on a local road for now, currently looking at new estimates and potential funding for renovation.
- Big Picture: connect Interlochen to Manistee and Frankfort to Cadillac
- Develop a partnership, being led by Benzie Manistee Snowbirds, to develop a snowmobile / non-motorized trail.
- Coincides with many goals of the State Trail Plan



ORV Restoration – 7 mile pit



ORV restoration needs in the State Forest. Task force was appointed at the ORVAW meeting to look at this site for restoration and a potential shooting range which requires sound testing for impacts to neighbors.

Metz Historic Trailside Park

North Eastern State Trail

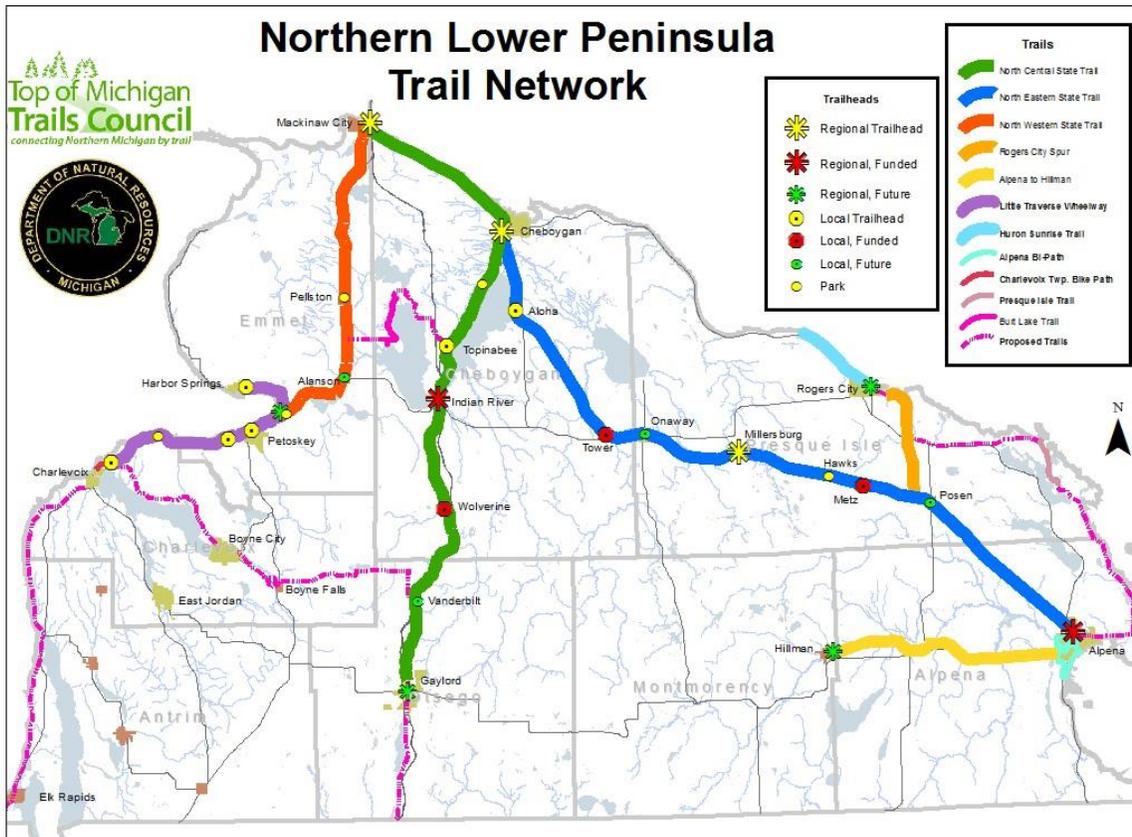


Carp Lake River Bridge Completion

North Western State Trail



What does this mean??



You can now get from Lake Huron in Alpena, to the Straits of Mackinac, to Little Traverse Bay in Petoskey and onto Lake Michigan in Charlevoix . . .

**188 miles
on trail.**

Ribbon Cutting Celebration being planned for later this year

FILER CREEK UPDATE: 4-21-2016

Bill Sterrett, FRD District Supervisor, Western Lower Peninsula

The DNR was asked to provide an update on the Filer Creek crossing on the Wexford County seasonal road known as Kolarvic Road. In 2008, the existing culvert was washed out due to heavy rains.

Alan Cooper, Wexford County Road Commission Manager was contacted to verify the following information. Dave Fisher, Forest Resources Division Cadillac Unit Manager visited the site and took the attached pictures.

Kolarvic road is not abandoned. They were considering abandoning a section of it but have not decided whether they want to pursue it at this time.

This past winter, a Township Official illegally placed a culvert that was in storage at the County's gravel pit. Since that time, the county has restored the site to the conditions shown in the pictures below.



It would appear from the pictures that adequate precautions have been taken to warn users that the road ends at the creek from both sides. Guardrail has been placed to block drivable access to the creek.

The MCCT cycle trail did cross the creek at this location at one time but has since been re-routed to meet the needs of the trail.

The DEQ requested that the road commission remove the illegal culvert that was placed in Filer Creek over the winter. The stream bank was stabilized at the time the culvert was removed. We believe that this was done in March 2016.



The site did qualify for FEMA disaster funds back in 2008. DEQ specified that a 22' bridge or box culvert be used for the replacement. The FEMA funds would only pay for replacement of the original structure which was a 14" concrete culvert. The road commission does not have enough money in the budget to install a 22' box culvert. Estimates were \$200,000 +.

The DEQ has revisited the site and will now allow a 14' bridge or box culvert. Estimated cost for this is approximately \$90,000. The Road Commission does not have the money for this project. It does not rank very high on the priority list since there is good access from the west and the east and the fact that this is a seasonal county road with little development in the area.

There is still the issue of orvs and snowmobiles going around the closure and thru the creek at this location but it appears the county has taken reasonable measures to block vehicle access through the stream.