

MDOT 2022-2030 SUPERIOR REGION

ACTIVE TRANSPORTATION PLAN AND INVESTMENT STRATEGY

DEVELOPED BY

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EXECUTIVE SUMMARY

Active, nonmotorized transportation through pedestrian activity and bicycling is a vital form of transportation across the state of Michigan. In the Michigan Department of Transportation's (MDOT) Superior Region, encompassing the entire Upper Peninsula, there are unique challenges to developing a shared vision for a regional nonmotorized transportation network. This plan's development in coordination with MDOT and local stakeholders seeks to identify issues and opportunities for strategic investment in infrastructure supporting people who travel by nonmotorized means. Coordinating regional transportation development with agencies and partners will help to prioritize the filling of gaps remaining in this network and allow for enhanced, safer mobility across all travel modes that will drive additional economic investment and development opportunities.

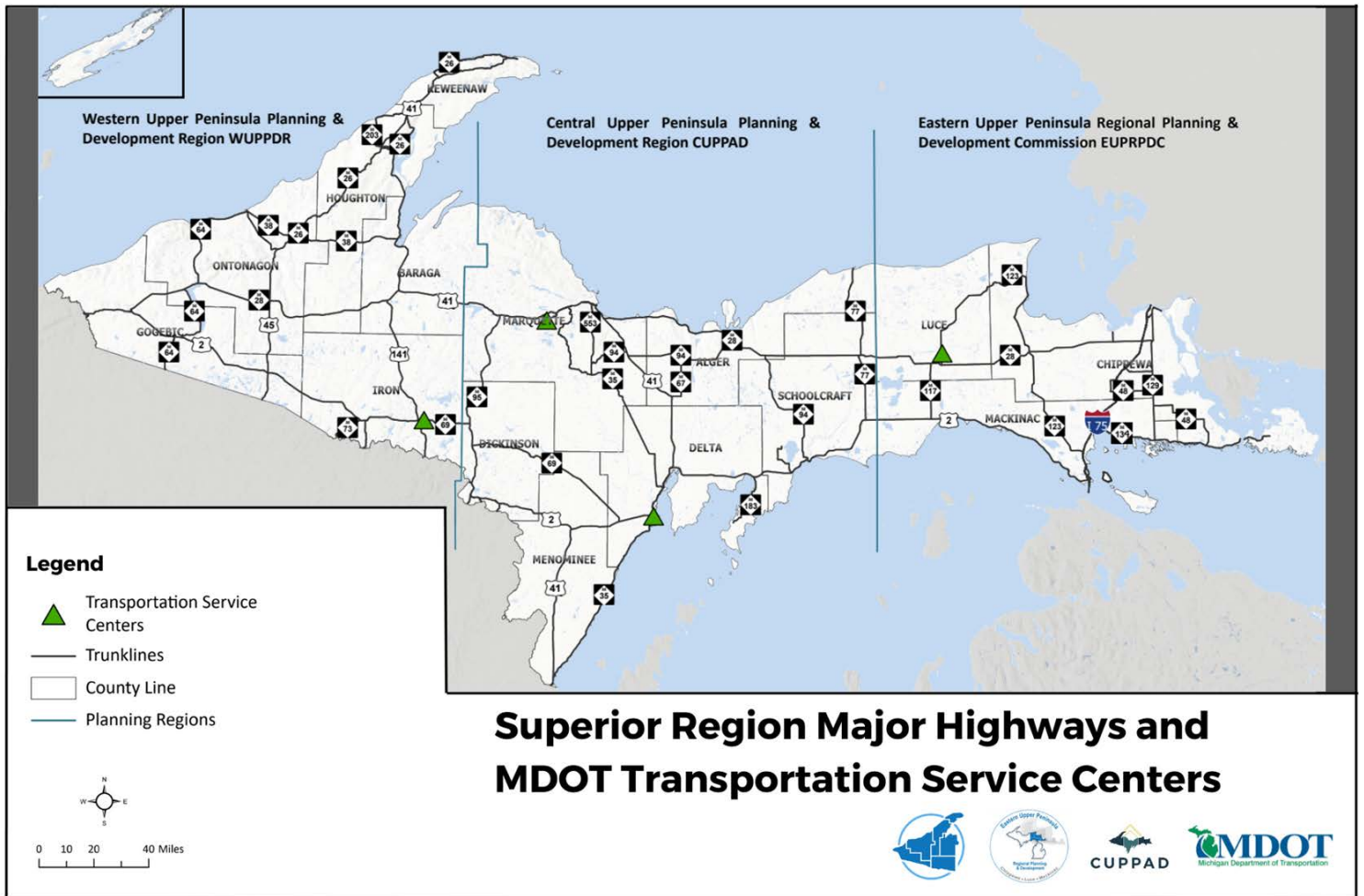
Lower population and lower levels of traffic than other transportation regions downstate make nonmotorized transportation a safer option for travel on local networks. However, communities in the region are often separated by miles of highways with few alternative options for movement between using local systems. With an increasing trend of nonmotorized utilization and a significant increase in recreational tourism seen across the region, promoting safety for all users across the existing network is paramount to enhancing mobility and quality of life. Investments in safety on these regional roadways and connections to local systems that allow for off-highway travel will be the way to promote connectivity and additional economic opportunity in the U.P.

Divided into sections developed by each of the region's planning agencies, the existing nonmotorized transportation network has been inventoried and mapped to provide a basis for identifying gaps and opportunities. Previous analysis accomplished in the 2009 Superior Region Nonmotorized Transportation Plan was used to engage

local stakeholders in identifying accomplishments over the past decade and additional areas of opportunity. Areas of investment opportunity have been detailed at the county level, providing a concise list of projects to leverage stakeholder engagement and additional funding resources.

The development of this plan has also contributed to the creation of a highly accurate Geographic Information Systems (GIS) database of nonmotorized assets in each of the planning regions that can be accessed by municipalities, public and private organizations, and recreational users to promote utilization and marketing opportunities. In partnership with MDOT, this project has also accomplished an update to the Superior Region's [MDOT Road and Trail Bicycling Maps](#) available through MDOT Transportation Service Centers (TSC) and regional planning agencies. This plan and its accompanying database and maps are living documents to be updated periodically as facilities are built, gaps identified or filled, or funding opportunities are realized.

Major Highway Systems and MDOT Transportation Service Centers



Introduction

MDOT, in collaboration with the three Upper Peninsula regional planning agencies (RPAs), the Eastern Upper Peninsula Regional Planning and Development Commission (EUPRPDC), the Central Upper Peninsula Planning and Development Region (CUPPAD), and the Western Upper Peninsula Planning and Development Region (WUPPDR), have collaboratively developed the 2022-2030 Superior Region Active Transportation Plan and Investment Strategy.

Within the [2045 State Long-Range Transportation Plan](#), active transportation is a vital factor in an integrated transportation system that improves safety and enhances mobility and connectivity throughout Michigan. The Superior Region planning agencies have embraced the goals and objectives outlined in the statewide plan to develop the regional Active Transportation Plan and Investment Strategy for MDOT and those portions of the U.P. not covered by a local or regional nonmotorized planning document.

This plan covers the 15 counties of Michigan's U.P.: Baraga, Gogebic, Houghton, Iron, Keweenaw, and Ontonagon in the western U.P.; Alger, Delta, Dickinson, Marquette, Menominee, and Schoolcraft in the central U.P.; and Chippewa, Luce, and Mackinac in the eastern U.P. The goal of this plan is to highlight major gaps in the nonmotorized transportation network in the U.P. so they can be filled during future projects to enhance connectivity and mobility across a system for all users. By working within each of the planning regions, an inventory of non-motorized connections has been reviewed by local partners and governments to engage stakeholders and provide the best insight into local conditions and challenges. The inventory of facilities was also used to update the regions' [road and trail bicycle guides \(maps\)](#), highlighting local and regional bicycle facilities, amenities, and recreational assets. Each regional bicycle map is available through MDOT or by contacting the respective regional planning agency.

Data Source and Database Development

A GIS database and resulting maps are a crucial part of this plan. The inventory process included extensive online research of existing nonmotorized facilities, windshield survey, aerial imagery analysis, open-source data surveying, MDOT road status updates, feedback from local units of governments, trail group outreach, public input, stakeholder virtual and in-person workshops, and input from MDOT staff. All attempts have been made to present this data as accurately as possible at the time of writing. The existing and proposed nonmotorized transportation inventory was created using ArcPro 2.9 and organized in a geodatabase. This database has been intended as a living document; additional information produced after the publication of this plan will be available on the RPA's respective websites.

EUPRPDC:

<http://www.eup-planning.org/trails>

CUPPAD:

<https://cuppad.org/non-motorized/>

WUPPDR:

<https://www.wuppdr.org/nonmotorized-transportation>

Implementation and Strategies

The Superior Region has aligned its active transportation plan priorities with those developed by the State of Michigan and MDOT for the long-range [Michigan Mobility 2045 \(MM2045\) plan](#).



MM2045 has identified active transportation as a key to improving safety between multimodal transportation options, enhancing infrastructure, and driving economic investment. Guided by the principles of preserving and enhancing existing transportation networks, allowing users modal choice, and planning for future-oriented sustainable communities and transportation systems, MM2045 seeks to invest in ensuring that all Michiganders have access to the widest and safest range of transportation options

available regardless of where you are in the state. In using the same goals and objectives outlined in the MM2045 and its [Active Transportation Plan](#), the Superior Region hopes to extend the opportunities available to U.P. communities and residents to create, maintain, and participate in transportation networks that connect residents and visitors with local and regional destinations and attractions, and expand statewide routes.

Active Transportation Goals in the MM2045 Plan

Quality of Life

Provide opportunities for physical activity via walking and biking for people of all abilities, races, and ethnicities in urban, suburban, and rural areas.

Safety and Security

Implement low-cost safety treatments, expand networks and connectivity, improve safety culture, and conduct Zero-Focused Traffic Safety programs to reduce crashes and provide safer conditions.

Mobility

Provide a complete and reliable pedestrian and bicycling network that is accessible for users of all ages and abilities to destinations and other transportation modes.

Economy and Stewardship

Increase opportunities for walking and bicycling that improve the ability of people to access jobs, businesses, and other destinations.

Network Condition

Maintain a state of good repair for all transportation assets, and establish methods and approaches for assessing network needs, identify gaps, and targeting and funding improvements.

Partnership

Facilitate collaboration with federal, state, regional, local, and private partners to support walking and bicycling and expand or enhance active transportation opportunities.

The investment priorities for active transportation in the MM2045 plan include leveraging local governments and stakeholders to select projects that fit local and regional priorities. The plan includes focus on incorporating Toward Zero Deaths traffic safety programs, Complete Streets concepts, Safe Routes to School program goals, and addressing first and last-mile connections as investment opportunities and design guidelines. These policy areas influenced the goals and objectives of MM2045 and are intended as resources to be used by other agencies in planning and designing for active transportation. Involving local stakeholders and utilizing the resources that contributed to the development of the state long-range transportation plan ensures that projects will align with larger statewide goals.

At a regional level, these strategies can be applied by MDOT, county, and local jurisdictions while accommodating for the unique geography and infrastructure of the U.P. This plan will also serve as a tool for stakeholder agencies and organizations in planning for proposals that demonstrate the need for an expanded, integrated active transportation network. Planning documents developed at any level can incorporate nonmotorized transportation elements to assist regional and statewide agencies in identifying assets, gaps, and potential improvements. For MDOT, this plan allows the Superior Region to provide local, contextually sensitive information for planning and development along state trunklines while aligning with statewide goals.

The table below presents a series of strategies for consideration by Superior Region communities with the goals and objectives connected to the MM2045 plan highlighted in grey.

Superior Region Active Transportation Implementation Strategies

MICHIGAN MOBILITY 2045 PLAN GOALS AND OBJECTIVES

Enhance active transportation networks by integrating elements of the Complete Streets policy, Safe Routes to School, and Zero-Focused Traffic Safety programs in planning and design, as well as the widening of rural shoulders to promote safety and increase utilization.

Quality of Life | Safety and Security | Mobility

Develop routes that can be utilized year-round not only by bicyclists and walkers in the summer, but cross-country skiers and snowshoers in the winter.

Quality of Life | Mobility

Promote environmental justice and equity by improving the condition and coverage of active transportation infrastructure and expanding access to recreational opportunities while maintaining natural resources and features.

Quality of Life | Mobility | Economy and Stewardship | Network Condition

Create a comprehensive inventory of active transportation facilities to estimate needs and identify gaps, and promote the integration of bicycle and pedestrian counting programs into transportation planning that can contribute to determining future needs.

Mobility | Economy and Stewardship | Network Condition

Expand the use of bike and pedestrian safety countermeasures, increase lighting, and conduct road diet and speed reduction studies.

Safety and Security | Economy and Stewardship

Maintain pedestrian and bicycling infrastructure that promotes utilization of modal-appropriate routes and increases the safety of all users.

Safety and Security | Economy and Stewardship | Network Condition

Identify first- and last-mile connections between modes of transportation and to destinations within the proximity of larger statewide or regional routes and that expand access to commercial areas and tourism assets.

Mobility | Economy and Stewardship | Network Condition

Encourage healthy lifestyles through equitable expansion of active transportation networks for users of all abilities.

Quality of Life | Mobility

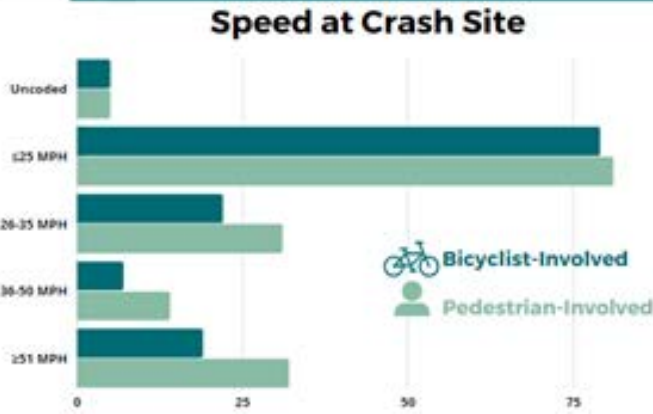
Coordinate and maintain partnerships between local governments, supporting agencies, private businesses, and recreation user groups to provide a base for stakeholder engagement in local projects and programs.

Economy and Stewardship | Partnership

Safety Measures and Design Considerations

Several MDOT programs exist to coordinate pedestrian and bicycle safety across roadways in the state. Between 2016 and 2020, the Superior Region averaged 59 pedestrian or bicycle crashes and two fatalities per year. MDOT's overall goal is a Toward Zero Deaths approach, a national strategy of highway safety to advocate for eliminating serious injuries and deaths. The Toward Zero Deaths campaign focuses on improving safety measures and infrastructure, as well as influencing driver behavior and promoting safety culture to reduce crashes. Safety philosophy, facility design solutions, and positive safety culture all work to reduce crashes and promote walking and bicycling as a means of transportation.

Superior Region Bicyclist/Pedestrian Crashes 2016-2020



10 people killed in Superior Region bicycle/pedestrian-involved crashes between 2016-2020



54% of crashes occurred in areas where vehicles were traveling ≤ 25 MPH
90% of fatalities occurred in areas where vehicles were traveling 50+ MPH

Source: Michigan Traffic Crash Facts

One of the results of the Toward Zero Deaths campaign in Michigan was the passage of a 2018 law that requires drivers to give bicyclists a minimum of 3 feet of room while passing. Fifty-four percent of bicyclist and pedestrian-involved crashes in the Superior Region between 2016 and 2020 occurred in areas where the posted speed limit was 25 mph, more likely to be in the most-urbanized areas where traffic is heavier and space constrained. However, the three bicyclist fatalities in the time frame occurred in areas where the speed limit was 50 mph or greater, with one fatality within a highway intersection. Eighty-five percent of pedestrian fatalities in the timeframe occurred where the speed limit was 55 mph or higher, and during time of reduced visibility/night. Improving safety network-wide requires varied solutions to meet the mobility needs of all user groups.



The MDOT Complete Streets policy implemented through Public Acts (PA) 134 and 135 of 2010 facilitates coordination of transportation projects with local stakeholders and seeks to implement context sensitive solutions to identify and account for local conditions and users when planning transportation projects. Complete Streets are roadways planned, designed, and built to provide access to all users in a manner that promotes safe and efficient movement of people and goods while respecting context and community values. Many Superior Region municipalities have adopted Complete Streets resolutions or ordinances in an effort to incorporate these solutions when appropriate.

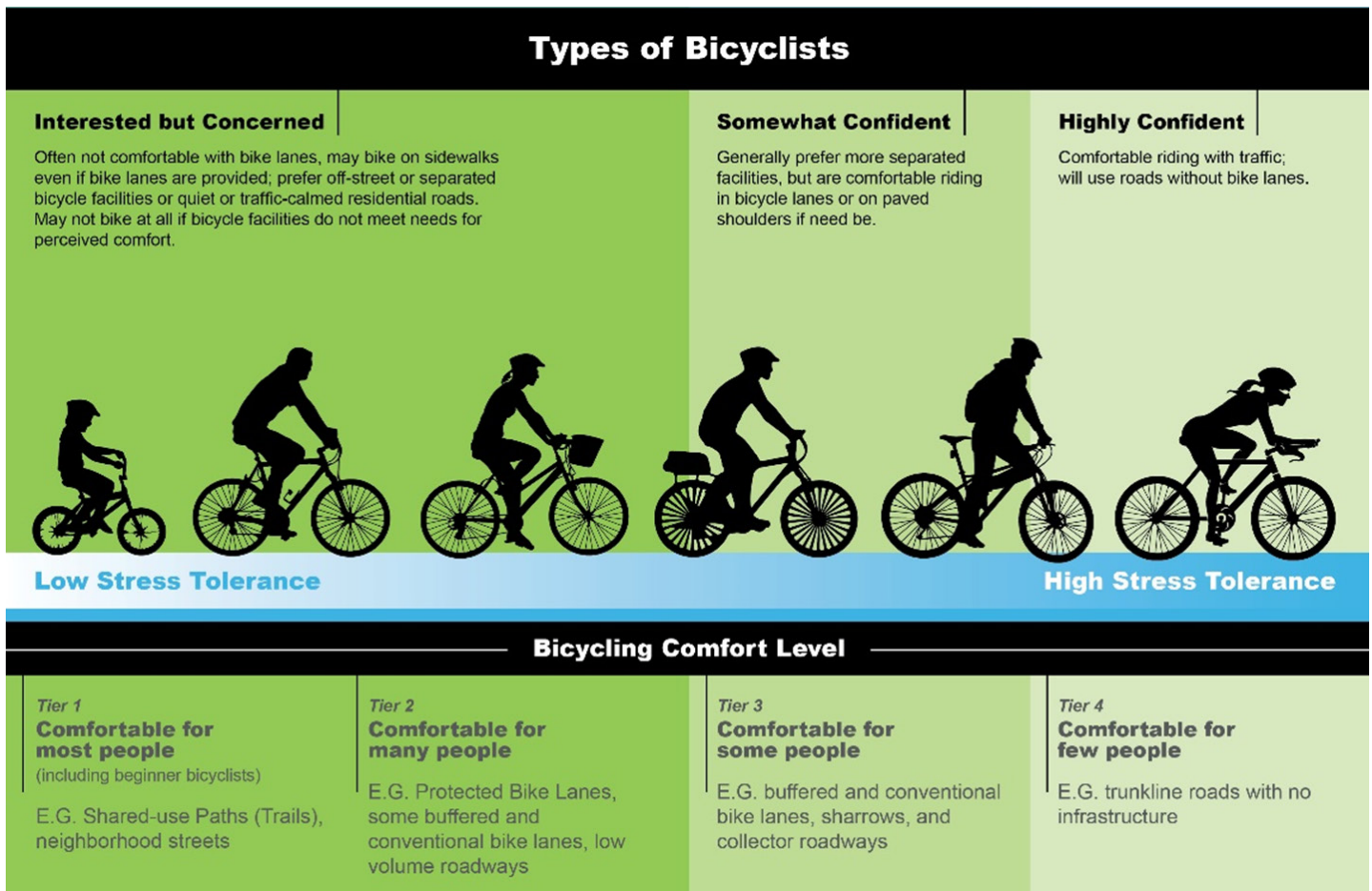


Other MDOT-administered or sponsored programs that seek safety solutions include the Highway Safety Improvement Program, the Local Safety Initiative technical traffic safety assistance program, the Road Safety Audit (which is an independent safety performance analysis), and the Safe Routes to School grant program. Each of these programs identify, apply, and analyze solutions to roadway safety that are appropriate and fiscally responsible. MDOT works directly with communities to identify unsafe areas in the local network, which can be used to justify funding and construction of safety and traffic calming treatments. The Michigan State Police has also created a safety program for law enforcement and local stakeholders to educate users on bicycle and pedestrian safety.

Safety also begins with the federal laws, guidelines, and manuals that must be used by agencies, architects, and engineers in planning and designing facilities that accommodate all users. The Americans with Disabilities Act ([ADA Accessibility Standards](#)), American Association of State Highway and Transportation Officials ([AASHTO Guidebooks](#), [Michigan Manual on Uniform Traffic Control Devices](#) (MMUTCD), and the National Association of City Transportation Official's (NACTO) [Urban Street Design Guide](#) all include specific considerations for nonmotorized transportation facility design. All new construction

and reconstruction [federal-aid projects](#) must consider nonmotorized transportation and existing networks during project development. MDOT has developed additional guidance and practices for considering designs for nonmotorized transportation facilities along MDOT rights of way to accommodate local conditions and potential users.

The three primary categories of pedestrian and bicycle accommodation are mixed traffic, visually separated, and physically separated facilities. The designs for each are context sensitive and provide varying levels of safety and comfort for users as separation from traffic increases. The Federal Highway Administration's [Bikeway Selection Guide](#) helps planners and designers choose the appropriate facility design given the real-world constraints and opportunities. In an ideal world, bicycle facilities would be physically separated from motorized traffic both to attract the largest number of users and provide the safest facilities. However, the rural character of the Superior Region provides a number of challenges to creating safe, interconnected networks between small towns over long distances. The Federal Highway Administration's (FHWA) [Small Town and Rural Multimodal Network Guide](#) addresses challenges and solutions in rural areas that are appropriate for transportation planning in the U.P.



Source: [Southeast Michigan Council of Governments](#)

Different facility type designs offer levels of comfort that are representative of the abilities of the user base. As physical separation from the roadway increases, both comfort and safety increase, which attracts a larger percentage of the user base. In accordance with the goals of MM2045 to enhance the quality of life, safety and security, and mobility for all users of the transportation network, and in an effort to attract the highest percentage of users, the Superior Region strives to prioritize projects with the highest possible level of physical separation. However, the cost of these designs increases with greater separation, and not all facilities are appropriate or feasible in all locations. Road agencies across the Superior Region, whether it is MDOT, a tribal government, or a county or local agency, should all work in partnership to determine appropriate contextual facility design to enhance safety and mobility.

A system of mixed facility types will help realize a connected active transportation network in the U.P. Most of the road length in this network will be along rural roads and will be accomplished through enhanced paved shoulder widths. MDOT has in recent years made

increasing paved shoulder width to 4 feet or greater a priority wherever possible in rebuilding projects along federal and state routes. Widening paved shoulders is a viable, relatively low-cost method to separate nonmotorized from motorized travelers. It should be noted, however, that widespread application of pavement corrugations (rumble and mumble strips) should be used with caution so as not to render paved shoulders unusable to people traveling by bicycle. The second facet in this system will be the facilitation of first and last-mile connections between rural and urban nonmotorized transportation networks and destinations where fixed route transit services are available. As vehicular traffic and the number of people walking or bicycling increase with urbanization, separated facilities are more likely to be implemented and safer. Promoting a rural-urban facility transition increases network connectivity and enhances mobility between communities. Securing the participation of tribal governments, county road commissions, and local municipalities will be crucial in creating these connections, which are often viable along local roads parallel to highway routes.



Design Consideration Priorities for the Superior Region

- **Paved shoulder enhancements along rural roadways**
- **Facilitate connections to local networks to divert users from high-traffic highway routes in urbanized areas**
- **Identify and correct localized areas of safety concern: intersections, lane reconfigurations, and constrained roadways**

By law, [bicycles on the roadway](#) are vehicles with the [same rights and responsibilities](#) as motorized vehicles. Bicyclists are also considered vehicle operators and are required to obey all traffic signals, signs, and lane markings, as well as ride in the same direction as traffic. This balance requires both motorists and bicyclists to be aware of each other and consider the actions of both in operating vehicles on roadways. Clear facility design accommodating both types of users increases predictability and makes motorists more

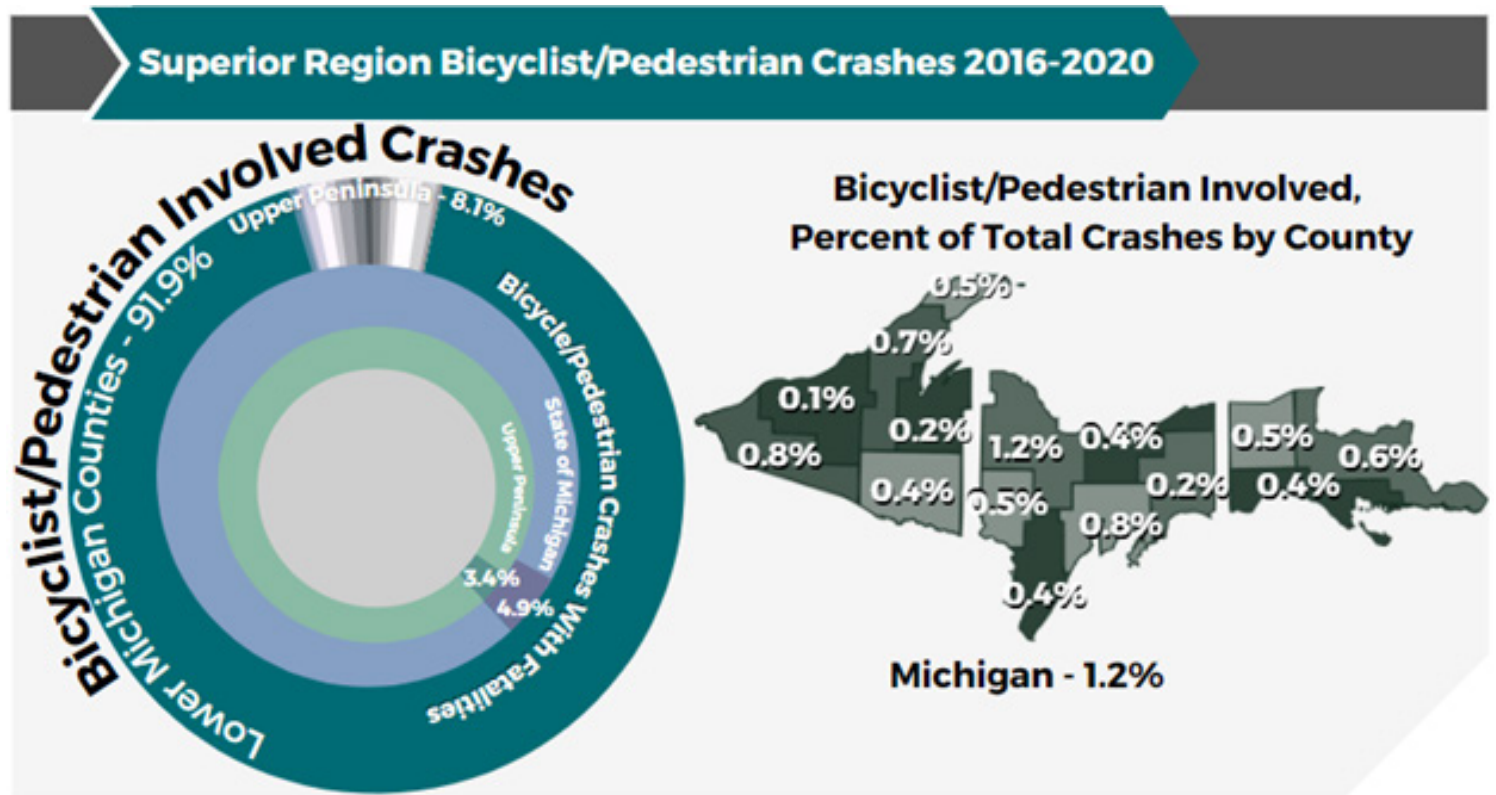
aware of people walking or bicycling. Safety programs, including Safe Routes to School, local organization programs and events, and driver education should be promoted and include safe practices for accommodating all types of users whenever possible. These lend themselves to promoting a positive safety culture and form an environment where safe behavior and attitudes support safe active transportation networks for all users in alignment with the MM2045 Plan.

Michigan Crash Facts

One of the most important factors of this plan is to identify areas of concern and to raise awareness for pedestrian and bicycle safety. Societal change and increasing costs to own and operate a motor vehicle have a direct correlation with an increasing number of residents turning to active forms of transportation to travel to work or school, run errands, or as recreation. It is imperative to have a safe means to travel to a user's destination.

Detailed information on crashes from 2016 to 2020 were gathered from the University of Michigan's [Michigan Traffic Crash Facts](#) database to analyze possible safety treatments and areas of concern. The Superior Region has a much lower share of both crashes and fatalities than the statewide average; in 2020, there were 18 reported crashes involving a bicyclist out of more than 1,200 statewide.

These crashes also resulted in two of the 37 bicyclist fatalities in Michigan during 2020. These numbers have remained flat over the years, most likely due to fewer cyclists, lower traffic, and more localized networks than the rest of the state, though these same factors also draw out-of-region recreational cycling activity to the area.

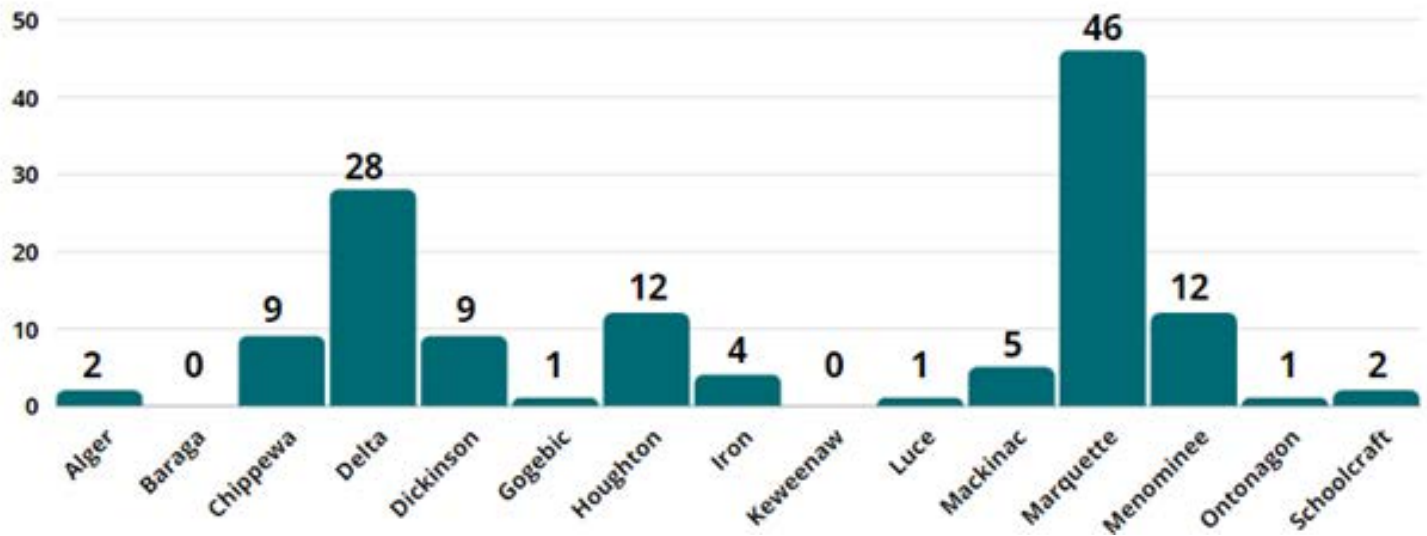


Source: Michigan Traffic Crash Facts

There were more than 43,232 vehicle crashes in the Superior Region from 2016 to 2020, with 0.7 percent (295) of those crashes involving a bicyclist or pedestrian. During this same period, there were 166 fatal vehicle crashes, with 10 involving a bicyclist or pedestrian. These fatalities occurred across five of the 15 counties:

Chippewa, Delta, Houghton, and Marquette (all with higher populations and traffic levels), and Baraga (where time of day was a significant factor). The majority of pedestrian fatalities occurred along highways in rural areas where the pedestrian had entered the roadway, with time of day likely a contributing factor. All bicyclist fatalities occurred on highways just outside of more urbanized areas.

Superior Region Bicyclist-Involved Crashes, 2016-2020

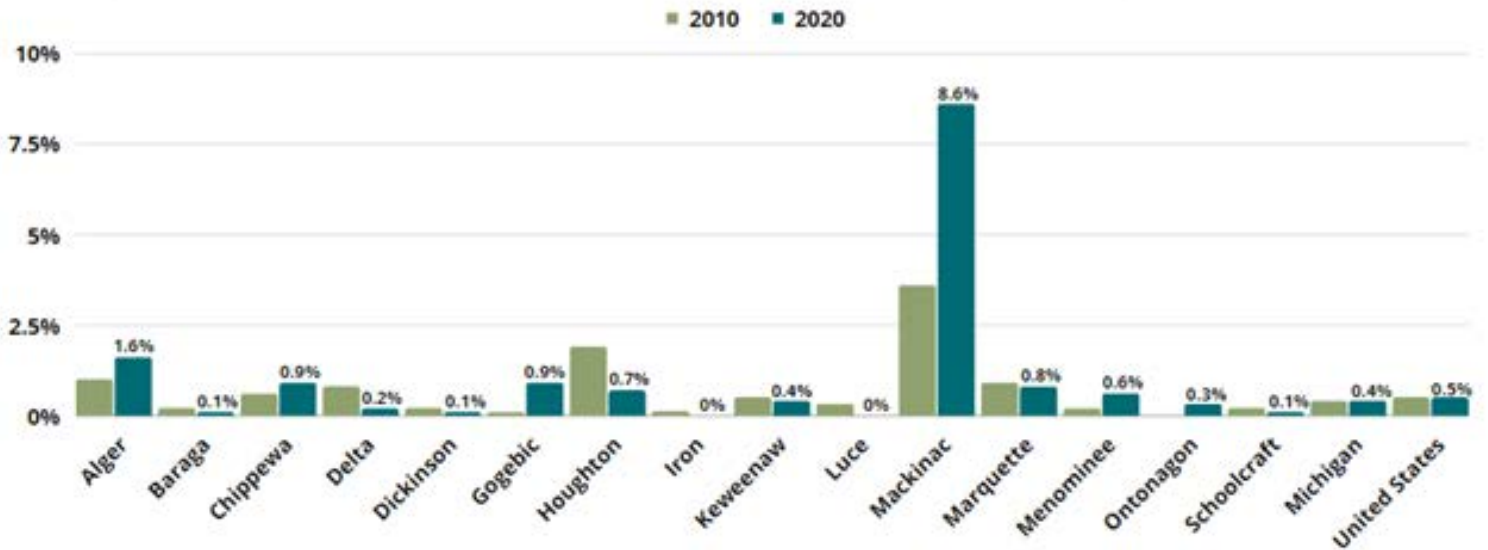


Source: Michigan Traffic Crash Facts

The US Department of Transportation has estimated that the average cost per mile in owning and operating a motor vehicle at [64 cents per mile](#), while the cost for a bicycle averages [26 cents per mile](#). With new and used car prices starting in tens of thousands of dollars, a mainstream ebike with adequate range and speed to be considered viable for use on local roadways is priced between \$1,500 to \$4,000. Ebikes are becoming a more popular transportation option in urban areas, and bicycle commuting nationally has been on the rise. In the Superior Region, few commuters

are currently utilizing bicycles as transportation to work apart from in Mackinac County, where the prohibition of motorized vehicles (including ebikes*) on Mackinac Island has led to higher utilization. Several other counties have shown higher utilization since the 2010 census; riding a bike provides a fast and dependable mode of transportation that requires no gas and lower ongoing maintenance costs. By biking instead of using motor vehicles whenever possible, the benefits include simultaneously saving money, engaging in physical activity, and helping to offset climate change. Providing enhanced and safer facilities will help to encourage more nonmotorized utilization across the region.

Superior Region Bicycle Commuters, 2010-2020



[Source: US Census Bureau](#)

The increased utilization of bicycling as transportation and as recreation will increase the likelihood of interaction and vehicle-involved crashes in the roadways. Implementing design treatments that enhance the safety of all users in

shared roadway contexts are paramount. Identifying trends and correcting safety inadequacies in the roadway network will have a positive effect on accessibility and mobility, while reducing the number of pedestrian and bicyclist-involved crashes.

*Excluding persons with a qualified mobility disability (City of Mackinac Island Ordinance 584).

Selection of Funding Resources for Nonmotorized Transportation Projects

Federal

- **Safe Streets and Roads for All-** A new competitive grant program created by the Bipartisan Infrastructure Investment and Jobs Act for the Department of Transportation that provides funding to local governments to support "vision zero" safety improvements, especially for bicycle and pedestrian projects.
- **Rural Surface Transportation Grant-** A new competitive grant program created by the Bipartisan Infrastructure Investment and Jobs Act for the Department of Transportation that allows eligible rural counties to apply up to 80 percent federal cost share for projects promoting connectivity and safety.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)-** A program enhanced by the Bipartisan Infrastructure Investment and Jobs Act to provide funding for transportation projects that address climate change (including transportation alternatives), address racial equity, and reduce barriers to opportunity.
- **Transportation Alternatives Program (FAST Act)-** Authorizes funding for alternative transportation projects that promote the creation or enhancement of non-motorized facilities.
- **USDA Rural Development Community Facilities-** Provides loan and grant funding for projects that provide health care, education, public safety, or public services in rural communities
- **Surface Transportation Block Grants-** Provides funding to improve federal-aid eligible roads, including enhancing pedestrian and bicycle infrastructure.
- **Transportation Infrastructure Finance and Innovation-** Provides large, long-term loans to support large-scale infrastructure enhancement projects.
- **Highway Safety Improvement Program-** Provides funding for road projects that address specific safety needs, including pedestrian and cyclist needs.

State

- **Michigan Transportation Alternatives Program-** State-led administration of federal funds promoting transportation alternatives and Safe Routes to Schools projects.
- **Safe Routes to School-** A federally funded program managed by MDOT to address safety concerns and encourage parents and children to utilize walking and biking routes to schools.
- **Act 51-** Public Act 51 of 1951 and complimentary laws require at least 1% of annual transportation funds be utilized for nonmotorized projects when averaged over a 10-year period.
- **Michigan Natural Resources Trust Fund-** Provides grant funding for natural resource protection and outdoor recreation facilities.
- **Land and Water Conservation Fund-** Provides matching grants for the acquisition and development of public outdoor recreation areas and facilities.
- **Recreation Passport Grants-** Provides grant funding for the creation or renovation of public recreation facilities.

Local

- **Local tax millage-** Local tax assessments for specific long-term projects.
- **Tax Increment Financing-** Local tax subsidies that finance local public infrastructure projects.

Private

- **Philanthropic Organizations**
- **Trail and Recreation User Groups**
- **Private businesses and donations**

Facility Types and Definitions

Active transportation through nonmotorized means is fast becoming a choice for many people across the country as they are faced with higher fuel prices, rising maintenance costs, and environmental issues affecting the planet. MDOT utilizes terms and definitions that are used by the FHWA as it relates to the various types of nonmotorized facilities. MDOT has outlined these and other terms in its own [Bicycle and Pedestrian Terminology](#) booklet. The following definitions represent the most common “facility types” in the MDOT Superior Region and are based on the AASHTO [Guide for the Development of Bicycle Facilities, 2012](#). Facilities identified during the inventory conducted for this plan and represented on accompanying maps were classified using these terms.

Definitions

Active Transportation - Human-powered transportation that engages people in physical activity while they travel.

There are two primary classes of active transportation: walking and bicycling. The following are common characteristics of these modes of travel: human scale, vulnerable road users, primarily nonmotorized, perform better via their own infrastructure networks.

Average Annual Daily Traffic (AADT) - The estimated mean daily traffic volume, calculated by traffic counts collected by MDOT and local agencies on federal-aid roads and reported to the FHWA.

Bicycle - Every vehicle propelled solely by human power upon which any person may ride, having two tandem wheels, except scooters and similar devices. The term “bicycle” for this publication also includes three- and four-wheeled human-powered vehicles, but not tricycles for children. Per state law, a Class I, II, or III ebike is considered a bicycle.

Bicycle Boulevard - A street segment, or series of contiguous street segments, that has been modified to accommodate bicycle through-traffic and minimize motor through-traffic.

Bicycle Facilities - A general term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling, including parking and storage facilities, and shared roadways not specifically designated for bicycle use.

Bicycle Lane or Bike Lane - A portion of a roadway that has been designated by striping, signs and pavement markings for the preferential or exclusive use of bicyclists.

Bicycle Path or Bike Path - See Shared Use Path.

Bicycle Route System - A system of bikeways designated by the jurisdiction having authority with appropriate directional and informational route markers, with or without specific bicycle route numbers. Bike routes should establish a continuous routing but may be a combination of any and all types of bikeways.

Bicycle Wheel Channel - A channel installed along the side of a stairway to facilitate walking a bicycle up or down the stairs.

Bikeway - A generic term for any road, street, path, or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Highway - A general term denoting a public way for purposes of vehicular travel, including the entire area within the right of way.

Pavement Corrugations - a textured or grooved pavement treatment sometimes used on or along shoulders of highways to alert motorists who stray onto the shoulder or between lanes.

Rail-Trail - A shared use path, either paved or unpaved, built within the right of way of an existing or former railroad.

Rail-With-Trail - A shared use path, either paved or unpaved, built within the right of way of an active railroad.

Right of Way - A general term denoting land, property or interest therein, usually in a strip, acquired for or devoted to transportation purposes.

Right of Way - The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian.

Roadway - The portion of the highway, including shoulders, intended for vehicular use.

Roundabout - A type of circular intersection that provides yield control to all entering vehicles and features channelized approaches and geometry to encourage reduced travel speeds through the circular roadway.

Rumble or Mumble Strips - see pavement corrugations.

Shared Roadway - A roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders.

Shared Use Path - A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right of way or within an independent right of way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other nonmotorized users.

Shoulder - The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use and for lateral support of sub-base, base and surface courses.

Sidewalk - The portion of a street or highway right of way designed for preferential or exclusive use by pedestrians.

Signed Shared Roadway (Signed Bike Route) - A shared roadway that has been designated by signing as a preferred route for bicycle use.

Traveled Way - The portion of the roadway for the movement of vehicles, exclusive of shoulders.

Unpaved Path - Paths not surfaced with asphalt or portland cement concrete.

More detailed design considerations can be found in publications linked or referenced in this document. Some facilities accommodate both pedestrians and cyclists, such as shared use paths, and, in some cases, wide paved shoulders and side paths. On-street bike lanes and marked shared lanes (“sharrows”) are dedicated facilities for cycling.

The maps and text provided reflect the emerging regional network of nonmotorized facilities that connect communities to one another, to major destinations, and to adjacent counties, regions, and states. They also reflect results of the work sessions held with the Superior RPA Team, the MDOT Superior Region Pedestrian and Bicycle Committee, and the various outreach efforts and input sessions. For the purposes of this plan, the Superior RPA Team has identified two types of networks in the region: regional corridors and local systems.

Regional Corridors

These corridors are the primary arteries for nonmotorized travel in the MDOT Superior Region. They include the regional facilities, shared facilities (pathways/trails or roadways), and local facilities that often connect communities. They may extend beyond county lines and may even extend beyond the MDOT Superior Region. The regional corridors are identified on the following map.

Typical characteristics of a regional corridor:

- Connection from one community, county, and/or the region to another.
- Serve as primary “arteries” that may connect to other more local corridors.
- Often include significant portions of existing or planned on- or off-road systems.

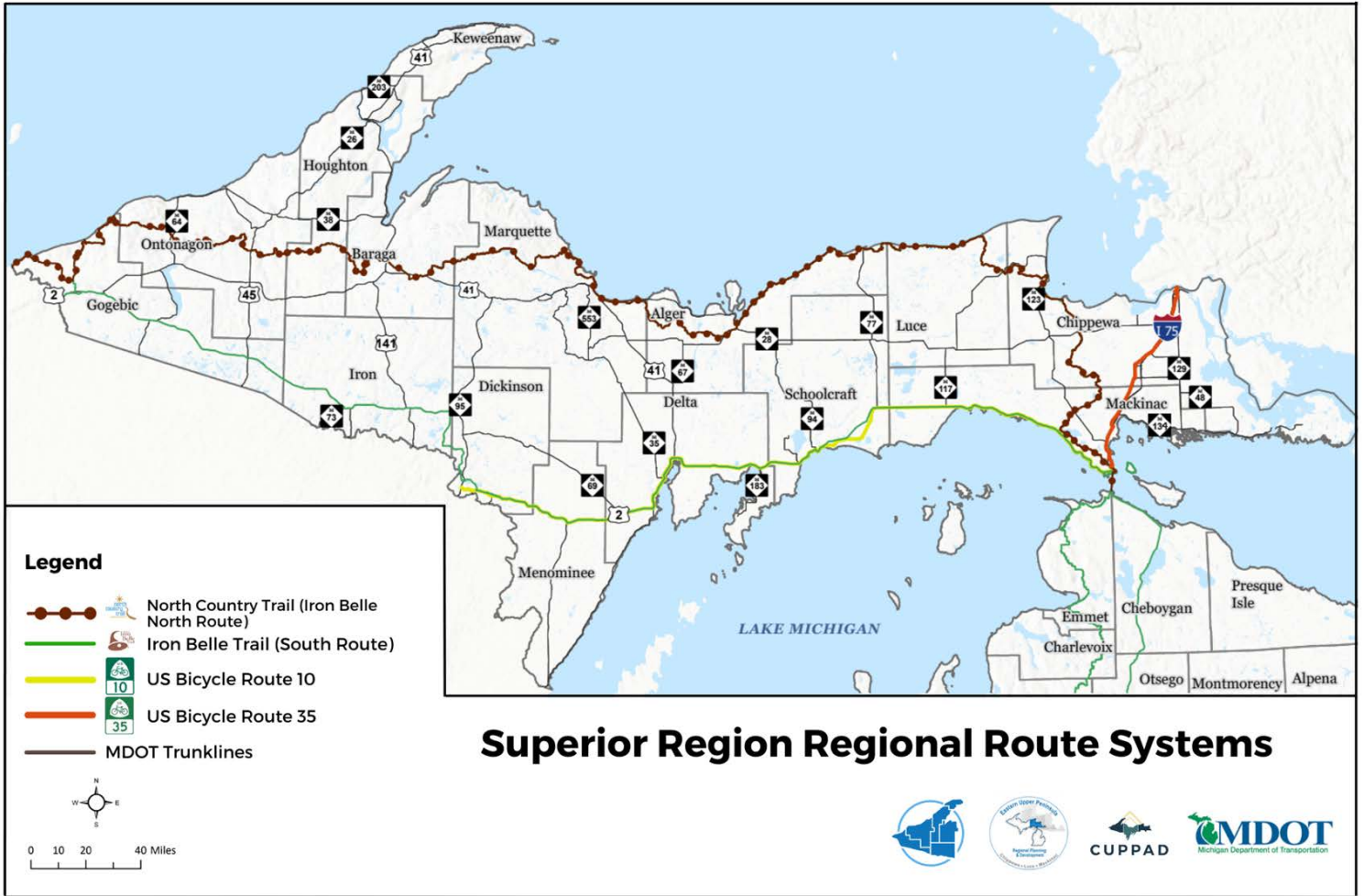
Local Systems

These systems are local-use networks of various nonmotorized transportation facility design, often connected to each other by dedicated shared use pathways, sidewalks, or shared roadways. Local systems allow mobility within urbanized areas, allowing movement between residential, commercial, and recreational assets within the community and between nearby communities. Networks of local systems may provide first and last-mile connections to the larger regional corridors, facilitating mobility between communities and other destinations farther apart. Most of the cities within the Superior Region have dedicated local systems of varying design; local connections between communities often rely on the shared roadway network, though several inter-city facilities are found across the region. Local systems have been identified in their respective regional and county maps.



Image courtesy of Tour Da Yoop, Eh

Regional Route Systems



Regional Nonmotorized Route Systems

U.S. Bicycle Routes (USBR)

The USBR system is a national network of regionally and nationally significant bicycling routes spanning multiple states. The purpose of the USBR system is to facilitate travel between states on routes identified as suitable for long-distance cycling and for those comfortable riding with traffic. USBRs can include a variety of conditions and traverse various facility types, including shared use paths, roads with paved shoulders, and roads with no shoulders. There are two designated USBRs in the MDOT Superior Region.



[USBR-35](#) is a north-south route of more than 500 miles and connects Sault Ste. Marie on the north with St. Ignace on the south generally along H-63 (Mackinac Trail) in the Superior Region. It continues south into lower Michigan following the Lake Michigan

shoreline to the southern border and through other states to eventually reach New Orleans, Louisiana, though not all of the route is designated or signed. USBR-35 is signed in this region, with route markers and updated informational wayfinding signs installed in St. Ignace, Kinross, and Sault Ste. Marie in 2020.



[USBR-10](#) is a 193 mile east-west route that connects St. Ignace and Iron Mountain in the Superior Region. The route utilizes the wide paved shoulders along the majority of US-2. The entire route runs from St. Ignace 1,068 miles west to Anacortes, Washington, though

only 663 miles are officially designated at current.

Long-distance Trail Networks



The [North Country National Scenic Trail](#) (NCT) is the longest in the National Trails System, stretching 4,800 miles across eight states from North Dakota to Vermont, traversing forests and farmlands, remote terrain, and nearby communities. Five chapter groups take responsibility for trail maintenance through the U.P.: The Hiawatha Shore-to-Shore, Superior Shoreline, Marquette Area, Peter Wolfe, and Ni-Miikanaake chapters are all active groups that hold regular meetings and events along the route.



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 U.P. to Belle Isle in Detroit, with a route for bicyclists and a route for hikers. In the U.P., the northern hiking route runs concurrent with the North Country Trail, while the southern bicycling route generally follows US-2.

Bus Routes

Indian Trails provides bus service across the U.P., with connection hubs in Escanaba and St. Ignace. Bicyclists can be accommodated by transporting their bicycle in a carrying case as checked baggage.

Performance Measures

The comprehensive inventory of nonmotorized transportation facilities that was accomplished for the 2009 Superior Region Nonmotorized Plan and Road and Trail Bicycling Guides was undertaken again to update the information in both sets of documents. The RPAs identified previously published information and engaged stakeholders at all levels to create these publications with a high degree of accuracy. The database metadata and mapping applications created for the regional road and trail bicycling guides has been used in this document to establish performance measures. Where available, this data has been used to establish trail mileage, paved shoulder availability, and county-level facility inventories and gaps. The inventory of facilities furthers goals outlined in previous plans, and is a priority identified in the MM2045 plan.

In conducting this inventory, the RPAs, MDOT, local governments, and stakeholders will be able to identify actions completed or planned for, show achievements, and adjust for future goals. The information can also be used to identify and coordinate partnership opportunities and create a stakeholder base for future projects. Each region has updated the status of action items identified from the 2009 plan and created a list of current project priorities in their representative counties. This inventory is both a metric of performance from the previous plan and an opportunity to measure future effectiveness.

The table below attempts to quantify the mileage of existing facilities available for bicyclists in the U.P. Recreational trails are multi-use facilities that could include walking

paths, hiking trails, mountain biking areas, etc. Bicycling may be permitted but the facility may not meet the definition of a bicycling facility as outlined in the AASHTO guidebooks. Users are advised to check the rules and regulations before bicycling on recreational trails. Shared use paths are off-road facilities, 8 feet wide or greater, designed for a variety of nonmotorized uses. Local shared use paths are generally confined to a single community, or between communities in proximity, with limited mileage. Regional shared use paths connect communities separated by distance and may travel through several communities. Regional on-road bicycle routes are designated long distance bicycling routes: USBRs and the Iron Belle Trail south route.

Existing Facility Miles, by County																
	Alger	Baraga	Chippewa	Delta	Dickinson	Gogebic	Houghton	Iron	Keeweenaw	Luce	Mackinac	Marquette	Menominee	Ontonagon	Schoolcraft	Total Miles
Recreational Trails	154.9	49.9	6.3	52.3	40.6	56.8	20.3	-	-	-	8.4	236.2	13.6	76.3	85.1	800.7
Local Shared Use Path	0.8	-	12.0	18.7	15.3	-	4.2	1.3	-	1.0	-	31.7	0.5	-	1.6	87.1
Unimproved Shared Use Regional Path	67.6	-	37.3	43.4	37.4	53.0	66.8	57.0	-	-	22.9	39.6	32.8	54.4	31.3	543.5
Improved Shared Use Regional Path	-	-	-	-	-	9.7	2.0	9.0	-	-	8.0	34.4	-	-	-	63.1
Regional On-Road Bicycle Routes	-	-	29.7	52.4	37.0	67.7	-	56.9	-	-	94.8	-	19.6	-	38.3	396.4
Total Facility Miles	223.3	49.9	85.3	166.8	130.3	187.2	93.3	124.2	0.0	1.0	134.1	341.9	66.5	130.7	156.3	1890.8

The AASHTO guidebooks recommend a minimum width of 4 feet for rural highway paved shoulder width to accommodate bicycles on roadways. Greater paved shoulder widths should be considered for areas with higher expected traffic, steep grades, and segments with heavy traffic and/or speeds over 50 mph. MDOT has adopted the 4-foot or greater standard in new roadway construction with the expectation that these routes can be utilized by

bicyclists. The 2009 Superior Region Plan identified a significant number of areas where paved shoulder width was at or beneath this standard in an attempt to highlight potential areas of improvement. Roadway shoulder width continues to be an investment priority for the nonmotorized transportation network, with the existing amount of roadway miles identified in the region at current:

Total Miles of MDOT Four-Foot or Greater Paved Shoulders, by County															
Alger	Baraga	Chippewa	Delta	Dickinson	Cogebic	Houghton	Iron	Keweenaw	Luce	Mackinac	Marquette	Menominee	Ontonagon	Schoolcraft	Total Miles
29.52	60.58	86.32	94.5	24.36	67.76	98.67	43.05	10.57	20.48	135.67	118.52	39.07	18.75	36.79	884.61

The existing roadway network should be enhanced for mobility and safety of people who are walking or bicycling by engaging the region’s county road commissions to adopt the 4-foot or greater standard for paved shoulders, especially on federal aid-eligible roads that can fill critical network gaps. County roadways with this capacity would provide route alternatives to the higher-traffic trunkline routes, provide greater connectivity, and allow for significant increase in mobility and safety near existing local networks. At current, there is a significant lack of county roadways that achieve this standard (less than 10 miles in each region), and this metric has been identified as a potential future performance measure.

Other metrics identified in this plan and potential performance measures include raising awareness of MDOT and partner programs to promote nonmotorized transportation facility safety audits, design treatments, and grant programs. When possible, MDOT and local entities planning or designing projects in conjunction with these programs or using related funding should promote them as opportunities to other agencies. Increasing the utilization of these programs regionwide justifies additional funding and municipal support. At the same time, these actions contribute to reducing the number of crashes and fatalities involving bicyclists and pedestrians and lend support to enhancing the safety culture that allows for safer utilization of the roadway network.

The utilization of nonmotorized modes for commuting as identified decennially in the census, or for recreational purposes, should be identified through stakeholder activities when possible. Understanding utilization and identifying areas of increased activity will help in realizing

gaps in the network and identify areas of additional investment. This document uses the high-level census information, as few regional communities have undertaken efforts to identify the share of residents regularly utilizing the network. Local planning efforts and stakeholder engagement are key to gathering this data and marketing investment opportunities.

Promotional marketing of active transportation corridors, amenities, and proximal tourism and economic generators will help increase utilization and support local economies. A 2014 MDOT-sponsored study, Community and Economic Benefits of Bicycling in Michigan, detailed benefits to household retail spending, manufacturing, health care, work absenteeism, and event and tourism spending, totaling more than \$668 million statewide. A similar Superior Region study would be of great interest to local communities, especially as many shift focus to promoting the regional recreational economy. Bicycling and active transportation assets and amenities have a substantial impact on placemaking as an economic strategy, one that many regional communities are starting to realize. Engaging these performance measures, actions, and stakeholders through this plan and others will help in realizing regionwide active transportation network that is as safe and efficient as possible and will drive future investment in the regional economy.

Regional Analysis

The remaining sections of this plan are a regionalized analysis of the nonmotorized network in the Superior Region and are intended to accomplish three goals:

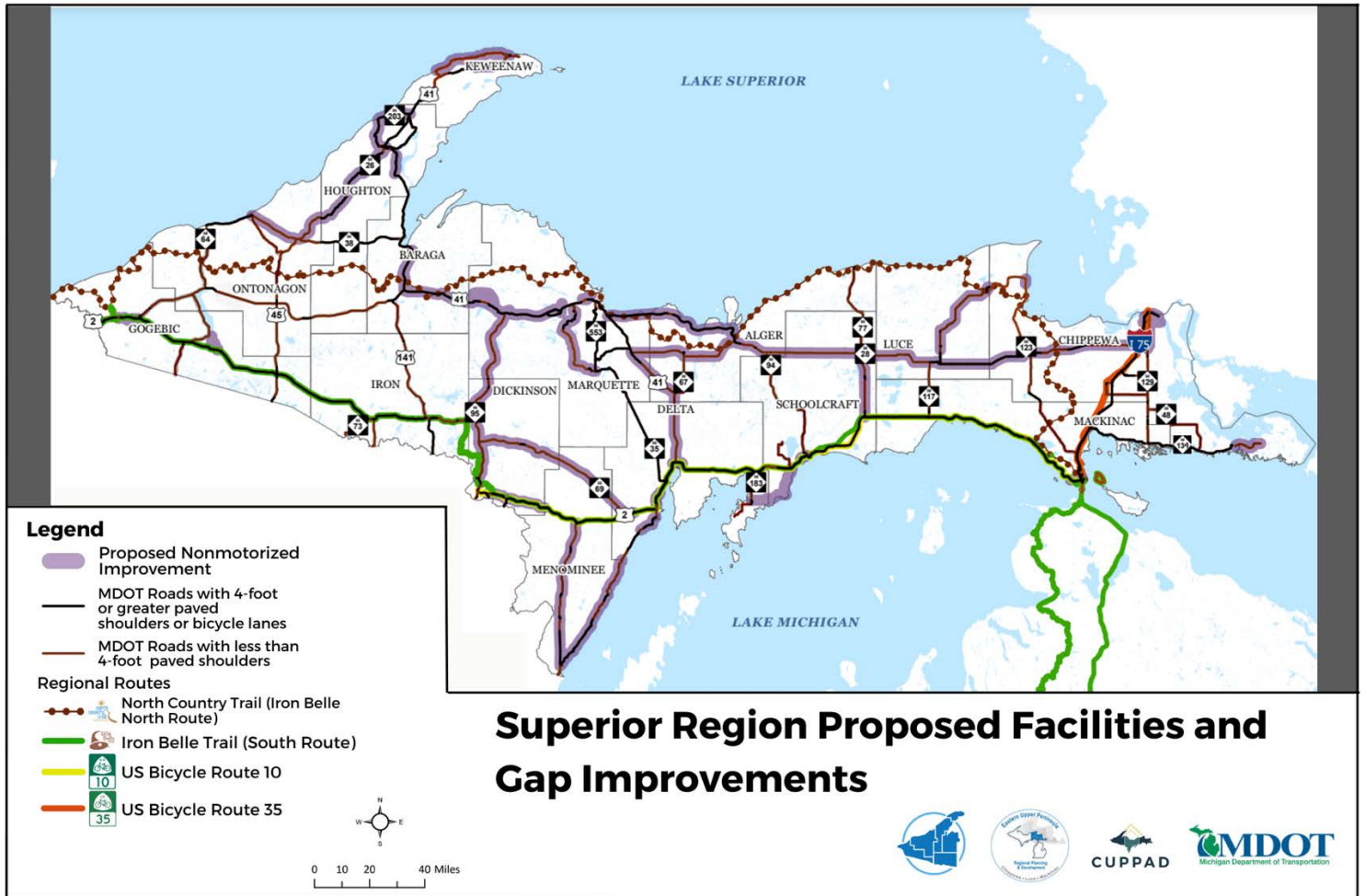
- Inventory of the network as it exists across the region at the time of writing.
- Identify performance measured since the previous plan and gaps remaining in the network.
- Enhance the network by engaging agencies and stakeholders in the active transportation strategies and through infrastructure projects that further local and statewide goals.

Potential projects in each Superior Region county have been identified that enhance the active transportation network through actions categorized as:

- Safety Improvements to MDOT roads and local systems that allow more users to access and utilize networks as efficiently and safe as possible.
- First/Last-mile Connections that increase mobility between local and regional systems and improve access to attract a wider user base.
- Proposed Shared Use Pathways that connect local and regional systems, provide access to recreational and economic destinations, and increase safety and security for users.



Proposed Facilities and Gap Improvements



Eastern Upper Peninsula Region

The eastern U.P. region is comprised of Chippewa, Luce, and Mackinac counties, located at the eastern end of Michigan's U.P. There are 31 townships, three cities, two villages, and the two federally recognized tribal nations of the Sault Ste. Marie Tribe of Chippewa Indians and the Bay Mills Indian Community. The region is surrounded by three Great Lakes: Michigan, Huron and Superior, as well as the St. Mary's River system. Included in this area are 129 islands, with the largest and populated islands located to the east and south. Sugar, Neebish, Drummond, Mackinac, and Bois Blanc islands have ferry service and year-round residents. The region is also home to Lake Superior State University in Sault Ste. Marie.

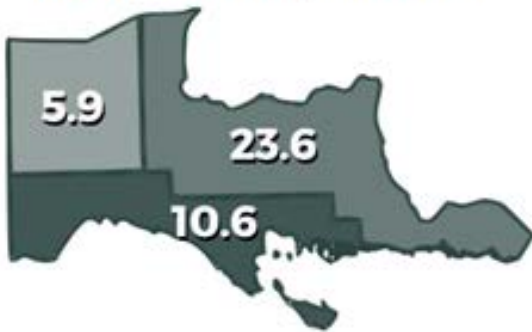
The total area of the region is approximately 3,508 square miles and 1,715 inland bodies of water. The region contains 1,805 miles of rivers and streams and includes a vast amount of Great Lakes shoreline stretching more than 722 linear miles.

Approximately 80 percent of the land surface is forested, 6 percent under agricultural use, and approximately 10 percent is occupied. Almost one-half (47 percent) of the land in the region is under public ownership, with 30 percent owned by the state, 16 percent by the federal government, and the balance by local units of government. The entire region is almost entirely low plain, averaging slightly less than 800 feet in elevation, with one small section in the northwest that rises to 1,200 feet.

The counties in the region have similar geographic, social, and cultural traits as well as many transportation, trade, and community linkages. The region has been the destination of summer residents and tourists for many years. Many seasonal residents have retired to the area but leave during the winter for areas with warmer climates. A large number of tourists visit this area in all seasons, attracted by the woods, waters, and wildlife that offer a great variety of recreational activities and tourist attractions. The location at the eastern end of the U.P., sandwiched between Michigan's Lower Peninsula and Ontario and its natural beauty, make the eastern U.P. an ideal tourist mecca.

Population, Eastern Region

Persons Per Square Mile



County	2010	2020	Percent Change
Chippewa	38,520	36,785	-4.5%
Luce	6,631	5,339	-19.5%
Mackinac	11,113	10,837	-2.5%
Eastern Region	56,264	52,961	-5.8%

US Census Bureau

Existing Facilities

Transportation Network

Roadways provide the most extensive network of transportation facilities in this region. They provide door-to-door access to all destinations. All roads are open to bicycles in the region apart from I-75, the Superior Region's only limited-access highway, aside from small sections of US-41 in Marquette and US-2/41 in Delta County.

While all roads are open to bicycle travel, not all of them are particularly suitable or "comfortable" for all bicyclists. Basic factors that determine bicyclist comfort on a roadway include pavement (shoulders and/or vehicle lanes) width, traffic speed, and traffic volume. The most important factor of these variables is pavement width. Bicyclist comfort on a roadway necessitates that there be adequate width for both motor vehicle and bicycle traffic to travel in the same direction without changing lanes to pass. In most cases, a roadway's failure to be comfortable with bicyclists is because there is insufficient space for the bicycle to occupy without requiring a motorist to cross into the oncoming lane in order to safely pass the bicyclist. This compatibility however is largely influenced by traffic volumes and motor vehicle speeds. In 2018, PA 279 and 280 were signed into law and require motorists to give 3 feet of space as they pass bicyclists on the roadway. These laws also permit motor vehicle drivers to cross a double yellow center line when it is safe to do so to pass bicyclists with sufficient space. Drivers must exercise extra caution when traveling in areas with limited sight distance, such as on a hill or around a curve.

Traffic volumes in the eastern U.P. region are considerably lower than the volume of traffic in the southern half of the Lower Peninsula. On the heaviest traveled roads in the eastern U.P. region, daily traffic volumes fall within the range of 2,500 to 10,000 vehicles, or a medium-classed annual average daily traffic (AADT). The majority of roads in this region have an AADT less than 2,500, which is classified as light. The only road in the eastern U.P. region with a heavy classification of traffic volume (greater than 10,000 AADT) is the I-75 Business Spur (BS) (Ashmun Street) corridor within Sault Ste. Marie in Chippewa County. Traffic volumes in the eastern U.P. fluctuate each season, with the highest peak during the summer months due to summer residents and tourist travel. Compared to areas in lower Michigan, the traffic volume is still considerably less on even the busiest roads in the region. Traffic counts from 2020 and 2021 may be lower than average due to the COVID-19 pandemic.

The eastern U.P. can be reached from the Lower Peninsula by crossing the Straits of Mackinac via the Mackinac Bridge or a ferry to Mackinac Island. Although biking across the Mackinac Bridge is prohibited, the Mackinac Bridge Authority provides shuttle service upon request. When entering from Ontario, Canada, in the north, one must travel across the International Bridge in Sault Ste. Marie. Bicyclists are allowed to ride across the International Bridge. For long distance travelers, US-2 and M-28 are the main east/west travel corridors. Inside the region there are many state highways and county roads that interconnect and cover the area as described below.

State Highways

Major state trunk lines include:

US-2/USBR-10/Iron Belle Trail in St. Ignace makes the connection from I-75 BS with several communities, including St. Ignace, Brevort, Epoufette, Naubinway, Gould City, and Gulliver. This road is designated as part of the Lake Michigan Circle Tour. Although there is a high volume of commercial traffic and a high rate of speed along this road, its status as a major transportation route and the availability of wider paved shoulders have led to its designation as USBR-10 and the cycling route of the Iron Belle Trail.

This major highway has two 12-foot curb lanes with 10-foot shoulders, 9 feet of which are paved. There are several passing lanes along the route. It is one of the region's higher-traffic volume roads with an AADT in 2020 ranging from 6,865 to 2,909 daily vehicles as one travels west, increasing in volume near urban areas. Commercial AADT is roughly 22 percent of the total volume.

M-28 travels east/west from USBR-35/Mackinac Trail, just south of Sault Ste. Marie, across the region and connects to the central and western U.P. M-28 carries a heavier amount of traffic closer to the communities of Sault Ste. Marie and Brimley, then traffic wanes slightly traveling west to the outskirts of Newberry. This highway consists of segments of 11- and 12-foot-wide lanes with 3-foot paved shoulders and an additional 5 feet of crushed stone/or gravel. Near the intersection of M-123 east of Newberry, the 8-foot shoulders are completely paved.

M-134/North Huron Scenic Pathway/Scenic Byway travels across the southeast U.P. connecting USBR-35 (Mackinac Trail), north of St. Ignace, at the west end to the very eastern tip of the peninsula (DeTour Village) and through a ferry across the St. Marys River to Drummond Island. It consists of two 12-foot lanes with varying sections of wider paved shoulders and mixed paved/gravel shoulders. It is part of the Lake Huron Circle Tour. M-134 has also been designated as the Pure Michigan North Huron Scenic Byway. The Pure Michigan Byways Program recognizes the boundless recreational opportunities found along the north Lake Huron shore with this designation. This road is currently used by bicyclists as a major route to the eastern end of the peninsula and has been designated by local governments along the route as part of the North Huron Scenic Pathway.

Traffic volume on this road is heavier from I-75 to the Cedarville area. Traffic volume declines as one continues east to DeTour Village. High posted speed limits along this route can be a safety concern for nonmotorized travel. Although the ferry to Drummond Island runs on an hourly schedule, it is typical to find drivers rushing to “catch” the boat along this stretch, as well as a higher number of heavy motor vehicles towing recreational trailers.

M-129 connects from M-134 in the south (Cedarville) to the north end (Sault Ste. Marie), with the village of Pickford in the middle. It is a two-lane highway consisting of 11- and some 12-foot lane widths with 8-foot shoulders, 3 feet of which are paved. M-129 carries a higher volume of traffic than other routes in the region, with volume increasing as one travels north into the urban area of Sault Ste. Marie. About 3 percent of the total traffic volume is commercial. There are some bicyclists and pedestrians who use this road as part of their route, but the traffic speed, volume, and roadway surface condition at the time of this writing contribute to the utilization of the county roads that run parallel on either the west or east side.

M-123 is a south-northwest connection from I-75 north of St. Ignace. It consists of two 11-foot lanes with an 8-foot shoulder of which 5 feet are paved from I-75 to the Mackinac County line. The paved shoulder is reduced to 3 feet from the county line to M-28. From M-28, M-123 is designated as the Tahquamenon Scenic Heritage Route. This loop, which received Heritage Route designation in 2007, begins and ends at M-28, making a connection from Eckerman to Paradise to Newberry. Tahquamenon Falls, one of the largest tourist destinations in the state, is located along this route. The AADT along this route is 1,000 vehicles, with higher levels near the communities of St. Ignace, Newberry, and Paradise. Traffic volume increases tremendously along this road during the summer tourism season.

This road is a primary route used by cyclists traveling through the area; however, the increased tourist traffic volume, rate of speed, shoulder width, and curves along the route make it more dangerous for cyclists. The Tahquamenon Scenic Heritage Route Committee is made up of representatives from two counties, four townships and one village, as well as state and private representation; separated bike paths and safety improvements have been recommended since the publication of the 2007 M-123 Scenic Heritage Route Corridor Management Plan. The abundance of state-owned land provides the opportunity to develop a trail system in parallel with this route. However, wetlands and other protected natural areas complicate and increase the cost of development. It is a hope that future compromises can be made with road paved shoulder widening and/or an off-road path created where allowable to get the most benefit of a trail system with the least amount of environmental impact on the land. The Whitefish Township Recreation Plan includes an off-road multi-purpose path proposed along M-123 south and west through the community of Paradise. An area of concern that was raised at the community input session along this route was the bridge across the Tahquamenon River, as there is no shoulder space for bicyclists or snowmobilers.

M-117 travels north/south and ties M-28 with US-2 at Engadine. This segment of highway consists of 11-foot lanes with 8-foot shoulders, 3 feet of which are paved. The AADT along this road is 1,760 vehicles, with 16 percent commercial traffic.

M-80 makes a connection from M-129 west to Kincheloe and USBR-35/H-63 (Mackinac Trail). Traffic volume increases along this road concurrent with the daily shift changes of the prison located in Kincheloe. The 2020 AADT along M-80 ranges from 2,050 vehicles on the west end to 1,462 on the east, with approximately 4 percent commercial traffic. The lanes are 11-feet wide with an 8-foot shoulder, 3 feet of which is paved.

M-48 connects to the communities of Goetzville, Stalwart, and Pickford and provides a less-traveled option from M-129 and M-134 if traveling east. The roadway has a lane width of 11 feet with a 6-foot shoulder, 3 feet of which is paved. The 2020 AADT along this route ranges from a high of 613 vehicles near M-129 to a low of 267 nearer to M-134. M-48 also connects from M-129 to Rudyard to the west. The shoulders are 8 feet wide in this segment, with 3 feet paved. The 2020 AADT along this section is 519 vehicles.

M-221 spurs off north of M-28 to connect to Brimley. M-221 consists of two 11-foot lanes with 3-foot paved shoulder and 5-foot gravel shoulder. The 2020 AADT is 2,165 vehicles along this segment.

County Roads

Major county roads, or county primaries, also provide connections within the region. County primary roads typically are paved and have a small grass or gravel shoulder. Some of the main county primary roads in the region that are used by cyclists include:

H-63 (Mackinac Trail)/USBR-35 heads north out of St. Ignace to make connections with M-134, M-123, Rudyard, Kinross, Dafter, M-28, and W. 6 Mile Road into Sault Ste. Marie. This route was designated by local units of government as a preferred bicycle route several years ago. Sections of Mackinac Trail between Rudyard and Kinross and M-28 to Sault Ste. Marie have 4-foot-wide paved shoulders and it is the intention of the Chippewa County Road Commission to fill in the gaps. Mackinac Trail is on the slate for road work in 2024 from 3 Mile Road to M-28, including milling/paving with shoulders.

3 Mile Road in Chippewa County connects east-west from Baker Side Road to Riverside Drive. These two roads are major connectors into Sault Ste. Marie for cyclists. This is a busy road and is currently being looked at for a multi-use side path by the City of Sault Ste. Marie and Sault Tribe of Chippewa Indians. It would connect tribal housing area with businesses on M-129 and I-75 BS.

Gogomain Road, along with **North and South Caribou Lake Roads**, provides a connection to DeTour Village, Goetzville, Raber, and Pickford. The speed limit on Gogomain Road as it heads east out of Pickford is 55 mph. This low volume road has a small grassy shoulder, which creates a hazard around curves and hilly areas for pedestrian and bicycle travelers. Expanded paved shoulders at a steep hill and sharp curve near the Raber Township Boat Launch would increase the safety for nonmotorized travelers in this area. Gogomain/Raber Road connects to M-48 at the east end. North and South Caribou Lake Roads connect from M-48 and travel on either side of the largest lake in the county. There are some hills and curves along both roads with a buildup of residential homes around the lake.

Pennington Road to Riverside Drive provides an alternative route to M-129 from Pickford to Sault Ste. Marie. Pennington Road is on the Chippewa County Road Commission's construction schedule for 2023 for resurfacing from Riverside to Gogomain Road. Limited funding only allows for lane pavement. Shoulders are typically gravel or grass.

H-40 travels west from Rudyard across the region connecting the communities of Trout Lake, Rexton, and Garnet to Engadine and across to US-2. The Mackinac County Road Commission is scheduled to resurface this road in 2026 from Hog Island Road to Houghton Street in the Rexton area. Limited funding does not allow for paving the shoulders.

W. 6 Mile Road, located just south of Sault Ste. Marie, travels east/west and has been improved with 4-foot-wide paved shoulders to the community of Brimley. This road is a preferred bicycle route due to the paved wide shoulders, despite the high volume of traffic and some trouble spots, including the overpass across I-75 and the railroad trestle at Beaver Meadow Creek, which allows little room for both bicycles and vehicles.

Lakeshore Drive continues through Brimley from W. 6 Mile Road and has wider paved shoulders through the Bay Mills Indian Community. Past the Iroquois Point Lighthouse there are no paved shoulders, and the speed limit increases. As a shoreline connector with area tourist attractions, this road has a fair amount of truck and recreational vehicle traffic, which increases with the tourist season. Speed limits vary throughout sections of the township, with slower requirements in the residential/business areas. At this time, this road is the primary route being used by cyclists traveling west. It is part of the Spirit Stone Trail, which is a 9-mile combination on-road/off-road route that connects Brimley State Park to the Point Iroquois Lighthouse. Lakeshore Drive is also part of the Lake Superior Circle Tour.

Curley Lewis Highway continues where Lakeshore Drive ends and is also a part of the Lake Superior Circle Tour. This road travels the Lake Superior shoreline until it makes the connection to M-123 (Tahquamenon Scenic Heritage Route). Similar to Lakeshore Drive, this road is the route currently used by most bicyclists traveling along the Lake Superior shoreline. The traffic volume is less than M-28 but there is little to no paved shoulder and a significant amount of summertime recreational vehicle traffic. Hills, curves, and speed along this route contribute to the safety factor for bicyclists.

Whitefish Point Road spurs north off of M-123 at the community of Paradise and connects to Whitefish Point, home of the Great Lakes Historical Shipwreck Museum and Whitefish Point Bird Observatory. Already designated a bicycle route, this county road has 4-foot paved shoulders along the entire length with painted bike lanes and signs. Even with the wider paved shoulders some residents do not feel safe with the volume and speed of traffic, as well as sharing the road with ORVs. There currently are areas along the road in which ORV users have created off-road paths. Some of these off-road paths follow the utility corridor. The Whitefish Point area is a major tourist destination and receives a lot of traffic to and from the village of Paradise. It is a desire of the community to create a side path along this route for use by pedestrians and bicyclists.

Ranger Road and Salt Point Road connect M-28 to the Curly Lewis Highway and the northern lake shore route. These roads do not have paved shoulders. The forests along these routes make for very scenic, peaceful rides through tunnels of tree cover.

Brevort Lake Road and Worth Road are county roads that make connections from M-123 to US-2 in Mackinac County. Brevort Lake Road starts at M-123 just south of Moran and curves around Brevort Lake, turning south to connect to US-2 and the Sand Dunes Trail network. Worth Road, just north of Moran, makes a straight west connection to US-2, just a few miles west of the Cut River Bridge.

Borgstrom Road travels north from US-2 connecting to H-40 and turning into CR 393, where it intersects with M-28 in Luce County. The Luce County Road Commission has this on the slate for road surface improvements in 2024 and 2025. The Mackinac County Road Commission has plans for construction to take place in 2023. This road runs through state forest and wetlands, providing ample opportunity for wildlife viewing. Limited funding and low traffic volume does not allow for paving wider shoulders.

Manistique Lakes Road makes the connection from US-2 to M-28 and connects Curtis, Helmer, and McMillan.

Krause Road runs north-south parallel to M-117, making a less-traveled connection between H-40 (Hiawatha Trail) and M-28.

CR 405 (Dollarville Road) runs north from M-28 and curves east into downtown Newberry. It could be an alternative to traveling along M-28. Wider paved shoulders would be needed around the sharp corner.

H-42 (Curtis Road) provides the connection west from Manistique Lakes Road to neighboring Schoolcraft County and M-77, while South Curtis Road travels in a parallel direction a few miles to the south.

South Gould City Road spurs south off of US-2 to make a connection to Gould City and the shore of Lake Michigan.

Corinne Road branches west off Gould City Road, just 1 mile south of US-2, and makes a sharp turn north to connect to US-2 just across from S. Manistique Lakes Road.

CR 407 takes one into northern Luce County and to the shores of Lake Superior. Branching off of M-123 at Four Mile Corner, a paved CR 407 connects to Muskallonge Lake State Park, where the surface changes to hard packed gravel and sand and turns west to follow the shoreline and connect to Grand Marais in Alger County. This wild, beautiful area through mostly state land is one of the region's most scenic natural resources. Funding is being sought to pave the road surface all the way to Grand Marais.

Three Mile Road in Mackinac County travels north-south and could be an alternate route to M-129. Proposed improvements in the Sault Tribe's housing and business area include additional sidewalks and improved road crossings. There is a steep hill on this road, and it would benefit nonmotorized travelers if the paved shoulders were widened. The road is on the list for future improvements from Rockview Road to Taylor Road.

Cheeseman Road located north of St. Ignace is a proposed route for cycling around the area. It is scheduled for road improvements in Fiscal Year (FY) 2024. Limited funding does not allow for paving wider shoulders.

St. Ignace Road is located in Mackinac County and could be used as an alternate route from M-134 to Hessel. There is a section of this road that is currently gravel and would complete a gap for bicycling if paved. The lower traffic volume and being off the busy highway makes this a desirable route.

Cedar Road near Hessel could provide another alternate route off M-134 for a portion if the road surface is improved with pavement.

In addition to the state highways and paved county roads, numerous gravel roads and two-tracks crisscross through the region, traveling through private, state, and federal forest lands. Residential roads within communities are typically paved and may or may not have curbs and sidewalks.

Regional and Community Connections

USBR-35 is a portion of the nationally designated route that connects St. Ignace to Sault Ste. Marie utilizing H-63 (Mackinac Trail).

USBR-10 is a portion of the nationally designated route that connects St. Ignace to the central region. The entire Michigan segment travels from St. Ignace to Iron Mountain. It is an on-road route that follows US-2.

Iron Belle Trail - Upon crossing the Mackinac Bridge, this segment of trail follows the North Country Trail for hiking and USBR-10 for cycling. Trail improvements to connect facilities are proposed in St. Ignace, including a pedestrian overpass or tunnel over/under I-75.

North Huron Scenic Pathway is a route from St. Ignace to Drummond Island utilizing Mackinac Trail and M-134. A conceptual route was developed that could be used by local units of government for off-road side paths. Wider shoulders along M-134 were paved from Mackinac Trail to DeTour Village, with an exception between the communities of Hessel and Cedarville. There is a local effort to create an off-road connection along this segment of M-134.

Duke Lake Loop is an on-road route that spurs off USBR-35 into Kincheloe. From Mackinac Trail, it follows M-80 to Gaines Highway and back around to Mackinac Trail.

Woodside Loop is an on-road route through the housing area known as Woodside in Kincheloe. It connects to the recreation center and township hall as well as area businesses and attractions.

Spirit Stone Trail is a combined route of off-road and on-road facilities which connect Brimley State Park with Point Iroquois Lighthouse. On-road facilities were built in conjunction with road construction on Lakeshore Drive from Brimley State Park to the Bay Mills Resort and Casino.



Rudyard Twp. Park Pathway

The Rudyard Township Park Pathway is a walking/biking trail the township started building in 2007 around the township hall. This walkway circles the perimeter of the park with a segment that runs parallel to USBR-35

(Mackinac Trail). The township eventually plans to pave the path to allow for nonmotorized uses. Long-term plans include connecting this proposed trail with the Rudyard Area School. The Rudyard Lions Club maintains the trail.

Mackinac Island provides a unique opportunity for biking in the area, having adopted a total nonmotorized transportation policy long ago (with an exception for emergency vehicles and snowmobile use in the winter). M-185 encircles the island's perimeter and local paved roads, and natural trails travel through the interior of the island, providing this unique experience for bicyclists and pedestrians.

The City of Sault Ste. Marie and MDOT developed a multi-use side path along the heavily traveled I-75 BS, and continues to expand on their trail system throughout the city.



SSM Bike Path along Davitt St



SSM Power Canal Pathway

The Power Canal Walkway is the latest segment in development. Phase I, from Portage Street to Ashmun Street, has been built and will have benches and signs installed in 2022. Phase II will extend the pathway

from Ashmun Street to Johnston Street. This project was funded in part with an MDOT Transportation Alternatives Program grant. The multi-use pathway connects USBR-35 from the city limits to the MDOT Welcome Center at the International Bridge. The Sault Tribe of Chippewa Indians have invested in additional sidewalks and a multi-use side path in and around the reservation, making connections to their recreation center, school, and housing areas.

The Zellar Trail is a mile-long nonmotorized path from the downtown area of Newberry south to the proposed future civic center. The trail was built in 2009.



Zellar Trail - May 2009



Soo-Strongs Rail Corridor at Brimley

Soo-Strongs Rail Grade is a Michigan Department of Natural Resources (MDNR) multi-use rail trail used for snowmobiling and ATV/ORV recreation that connects Sault Ste. Marie to Brimley and on to Strongs. There has long been a desire for surface

improvements from the Sault to Brimley that would allow for a greater variety of bicycles to use the route.

St. Ignace-Trout Lake Rail Grade is another MDNR multi-use rail trail that is used primarily for snowmobiling and ATV/ORV recreation. While biking is permitted, the surface is not conducive to traditional bicycle use. Surface improvements or paving would allow for a greater variety of bicycle use.



Rail Trail at Trout Lake

Voyageurs Bike Route in Moran Township is an on-road route using Boulevard Drive at the Bridge View Park going west to Pte. LaBarbe Road to US-2 for a short distance to Gros Cap Road and back to US-2.

Tahquamenon Scenic Byway is a picturesque 63-mile stretch of M-123, which was originally designated from Galloway Creek to CR 500 as a Michigan Scenic Heritage Route in 1997. The route was expanded to include all of M-123 from Newberry to Eckerman.

M-134 Scenic Byway was designated in 2015; the Pure Michigan Byway Program recognizes the boundless recreational opportunities found along the north Lake Huron shore from thousands of miles of trails to dozens of water-access points. The byway extends from the junction with I-75 all the way to Four Corners on Drummond Island, and binds together the communities of the Les Cheneaux Islands, DeTour, and Drummond Island.



US-2 Top of the Lake Scenic Byway extends from St. Ignace to Manistique and offers drivers scenic vistas and beautiful white sand beaches, and highlights the small communities found between St. Ignace and Manistique.

Trail and Bicycling Organizations

Trail organizations in the eastern U.P. are driving forces to promote, plan, fundraise, and develop nonmotorized transportation facilities in collaboration with governmental entities. The following is a list of the trail organizations in the eastern U.P. region:

- **Bike Friendly Soo** - Volunteer group dedicated to making Sault Ste. Marie bicycle-friendly and safe for cyclists.
- **Chippewa County Building a Healthier Community Coalition** - Representatives from Chippewa County Health Department, Chippewa County Michigan State University (MSU) Extension, Sault Tribe of Chippewa Indians, Bay Mills Indian Community, Superior Shores Trail Group, and Sault Ste. Marie Downtown Development Authority are working together on building a healthier community.
- **Drummond Island Silent Sports** - Community members inspired by the natural beauty of Drummond Island looking for ways to increase the enjoyment and use of land on the island while preserving the heritage. Members have developed and maintain the Heritage and Rainbow Trail systems.
- **Friends of Les Cheneaux Area Trails** - An informal group of trail enthusiasts who strive to support the use and care of multi-use, nonmotorized trail networks in the Les Cheneaux area. They offer events and raise funds for trail improvement and expansion.
- **Hiawatha Shore-to-Shore and Superior Shoreline Chapters, North Country Trail** - The Hiawatha Shore-to-Shore Chapter and Superior Shoreline Chapter of the North Country Trail Association consist of volunteers who oversee 164 miles of the North Country Trail across the eastern U.P. Together they help achieve the mission to develop, maintain, protect and promote the Trail.
- **Les Cheneaux Bike Path Committee** - A group of local citizens working to promote, fundraise and develop trails in the Les Cheneaux area while building partnerships with MDOT, Eastern Upper Peninsula Regional Planning and Development Commission (EUPRP&DC), Eastern Upper Peninsula Nature Tourism Alliance, Little Traverse Conservancy, Michigan Nature Association, MSU Extension, the United States Forest Service, Mackinac County Road Commission, MDNR, Sault Ste. Marie Tribe of Chippewa Indians, Les Cheneaux Community Foundation, and the Les Cheneaux Chamber of Commerce and Tourist Association.

- Mackinac Trails Network (MTN) - A volunteer group of local citizens working to promote and develop trails in St. Ignace and the surrounding area.
- North Huron Scenic Pathway Committee - An informal group with representatives from Chippewa County, Mackinac County, City of St. Ignace, St. Ignace Township, Clark Township, DeTour Township, DeTour Village, and Drummond Island Township, with additional representation from MDOT, MDNR, EUPRP&DC, and Mackinac County MSU Extension.
- OUT House Consortium - A nonprofit group established to develop, maintain, and promote trails in Sault Ste. Marie and the surrounding areas.
- Spirit Stone Trail Group (formerly known as Superior Shores Trail Group) - An informal trail advocate group including representation from Bay Mills Indian Community, Bay Mills Township, Brimley State Park, Hiawatha Forest Service, Superior Township, MDOT, EUPRP&DC, and local citizens.

Stakeholder Engagements

Three primary means of gathering input were utilized to develop this document:

Project Website: In January 2020, a webpage was updated in conjunction with the plan development at www.eup-planning.org. The primary purpose of the site was to serve as an informational portal to describe the project, announce meeting dates/ times, post draft maps and documents for review, provide opportunity for online input, and provide team member contact information. In addition, multiple comments were received during the final draft of the maps after they were posted online.

Stakeholder Contact List (e-mail): Along with the most recent local unit of government list of contacts, staff began with the 2008-09 stakeholder list, which was reviewed and updated with new contact information. This list contained approximately 64 people, including a large cross-section of municipal partners, agencies, advocacy groups, trail organizations, bike clubs, residents, etc. The distribution list includes all invitees of the outreach meetings. E-mails were sent throughout the project to gather input, announce meetings, and ask for review of draft documents.

In December 2021, EUP regional planning staff sent out an e-mail to all local units of government, facility owners, and other stakeholders asking for their review and input of existing facilities on file for their communities. An online map was made available for designation of new trails and areas of concern. Included in this e-mail was a “save the date” for one of four public input sessions to be held.

Local Meetings: Four outreach meetings were held in January 2022 via Zoom, two of which included in-person attendees. The goals for these outreach meetings were:

- To provide information about the project;
- To gather additional information and review the information collected;
- Provide updates on the status of trail systems in each geographic sub-area of the region; and
- Provide input related to major connections, gaps, priorities, and concerns.

Twenty people attended this initial series of outreach meetings.

Location	Date	Attendees
Virtual - Zoom	Jan. 12, 2022	5
Virtual - Zoom	Jan. 13, 2022	1
Virtual - Zoom Sault Ste. Marie SmartZone Conference Room	Jan. 25, 2022	10
Virtual - Zoom Sault Ste. Marie SmartZone Conference Room	Jan. 26, 2022	4

Observations regarding the series of outreach meetings included:

- A good cross-section of groups, communities and organizations attended;
- Attendees were supportive of the effort to update the plan;
- Newly built and proposed facilities were shared and added to the maps; and
- Local plans were offered for input.

Status of Action Items Since Previous Plan (2009)

The following table lists the actions identified in the 2009 Superior Region Nonmotorized Transportation Plan and Investment Strategy and gives a status update of what has been accomplished and new actions to achieve future goals:

Action Item (2009)	Status (2022)	New Goal
M-134: Widen paved shoulders from Mackinac Trail to Hessel/Cedarville	Accomplished: Paved shoulders widened to 5 feet.	Connect the 5-mile stretch between Hessel and Cedarville with an off-road multi-use path.
M-134: Widen paved shoulders from Cedarville to DeTour Village	Accomplished in 2020.	
M-134- Widen paved shoulders from Drummond Island Ferry to Four Corners	Very narrow in places and difficult terrain.	Widen paved shoulders around sharp curves and hills. Identify areas for alternative routes using local roads or utility rights of way.
Lakeshore Drive: Create a route connecting Brimley State Park to Iroquois Point Lighthouse	Accomplished a major portion with wider paved shoulders and an off-road path in 2018. Superior Shores group renamed Spirit Stone Trail Group, continuing to work on connecting segments.	Add bike route signs and/or flashing warning high pedestrian use signs/buffer between traffic lane and bike lane. Complete connection to Point Iroquois Lighthouse using local road, building trail connection to HNFS land.
<p>Close Gaps</p> <p>1) Easterday Avenue from Ryan Street to Portage Avenue</p> <p>2) East side of Ashmun Street from Newton Street to 7th Avenue</p> <p>3) East side of Ashmun Street from 8th Avenue to Marquette Avenue</p> <p>4) East side of Ashmun Street just south of Marquette Avenue to 3 Mile Road</p> <p>5) 3 Mile Road to Radar Road</p> <p>6) M-129 from 3 Mile Road to Ashmun Street</p> <p>7) W. 12th Street to I-75 tunnel, eventually connecting to I-17 BS side path (exact routing to be determined).</p>	<p>1) Accomplished with road diet with bike lanes marked.</p> <p>4) East side of I-75 BS sidewalk installed from roundabout to Ashmun Street.</p> <p>4) Roundabout connection to bike path on west side of I-75 BS.</p>	<p>2) Still need additional sidewalk to fill in gaps on east side.</p> <p>3) Still need additional sidewalk to fill in gap on east side.</p> <p>5) Wider overpass for pedestrian/bikers.</p> <p>6) Scheduled for FY 2023 expanding paved shoulders; Sault Tribe prefers off-road side path.</p> <p>7) Proposed connection through Sault Ste. Marie.</p>
Bike Parking facilities: Sault Ste. Marie/St. Ignace/Kincheloe	Bike racks/bike fix-it stations added in downtown Sault Ste. Marie	DDA has bike fix-it station to add on Power Canal Pathway.
M-129: I-75 BS (Ashmun Street) to 3 Mile Road, 3 Mile Road to Pickford, Pickford to Cedarville	MDOT project: 10 Mile Road to Ashmun Street.	3 Mile Road to 10 Mile Road on MDOT schedule in FY 2023.
<p>6 Mile Road: Two dangerous areas</p> <p>1) Railroad crossing</p> <p>2) W. 6 Mile Road/I-75 overpass too narrow</p>	<p>1) Construction project planned for FY 2022; railroad owns the right of way so no plans for widening the road in this area of concern.</p>	<p>1) Work with railroad to develop a nonmotorized off-road side path crossing along 6 Mile Road with a boardwalk.</p> <p>2) Consider widening overpass to accommodate nonmotorized/equestrian buggies.</p>

Continued >>>

Action Item (2009)	Status (2022)	New Goal
Sault Ste. Marie Canal Path	Phase I (Portage Avenue to Ashmun Street) completed; Phase II scheduled for FY 2022	Add benches/informational signs. Build from Ashmun Street to Johnston Street.
St. Ignace: Routes developed in and around the city, improving old rail grade	Mackinac Trails Network trail group started to discuss trail development.	Connection from Mackinac Bridge to downtown for bicyclists. Improvements at trailhead, wayfinding signage and online maps of routes.
USBR-35: Wayfinding signs	Signs developed for route from St. Ignace to Kinross to Sault Ste. Marie.	Eventually move signs to MDOT Welcome Centers (St. Ignace and Sault Ste. Marie) for trailheads.

Performance Measured Since Previous Plan

The actions outlined above were identified through research, community surveys, and stakeholder sessions and then given a prioritization using a scoring matrix. Several projects, particularly those that were listed higher in the action table, were accomplished by MDOT, local/tribal governments, and through trail groups and partnerships. However, some projects remain unaccomplished or with work remaining. Some of the completed projects are highlighted below:

- US-2: Improvements since 2009 include paved shoulder improvements along a 6-mile section from Brevort Lake to Martin Lake Road, the deck replacement of the Cut River Bridge with scenic enhancement and erosion control measures, paved shoulder improvements along a 2.7-mile stretch west of Engadine, a 5-mile stretch between Naubinway and M-117, and an 8-mile stretch from Borgstrom Road to west of Hiawatha Trail.
- North Huron Scenic Pathway: Since 2009, improvements along M-134 have included increasing the width of paved shoulders from 3 feet to 5 feet from Mackinac Trail to Hessel with American Recovery and Reinvestment Act (ARRA) funds. In 2020, MDOT invested about \$3 million to improve 15 miles of roadway, including paved shoulder widening between Cedarville and DeTour Village. The paved shoulder remains narrower between Hessel and Cedarville.
- Spirit Stone Trail: This 9-mile route is a combination of on-road and off-road facilities that connect Brimley State Park to Point Iroquois Lighthouse along Lakeshore Drive. Facilities were built in conjunction with road construction on Lakeshore Drive in 2018-2019. The Chippewa County Road Commission determined that it was possible to move from a standard 3- or 4-foot paved shoulder to the Trail Committee's idea of an 8-foot paved shoulder with a reasonably small amount of additional funding for slightly more pavement and moving a few power poles and mailboxes within the right of way. For a portion of the route, the east side of Lakeshore Drive has a paved 8-foot shoulder and a standard 3-foot shoulder on the west side. This was possible as the surrounding terrain was relatively flat and the soil was compatible. The Bay Mills Indian Community (BMIC), through its transportation department, contributed \$400,000 toward the expanded resurfacing project. While the resurfacing project was still in the planning stage, the BMIC continued to seek funding for an off-road trail segment along Lakeshore Drive in areas where high vehicle travel speeds (55 mph) made pedestrian and bicycle traffic along the road extremely dangerous. In fact, there have been injuries and one fatality in a high-speed segment that highlighted the need for safer travel options. During conversations between the Bureau of Indian Affairs (BIA), the tribe, and the Chippewa County Road Commission, it was discovered that the BIA had already authored a rural safety audit for the area. That audit opened the door to BIA grant funding. In 2016, the BIA provided \$400,000 for the off-road segment as a safety project. The paved off-road multi-use path is approximately 1 mile long and runs from the Bay Mills Resort and Casino to S. Bay Mills Point Road.
- The City of Sault Ste. Marie completed a 10-foot-wide multi-use pathway along Easterday Avenue and along Portage Street. The I-75 overpass on Easterday Avenue was widened on the south side and Easterday Avenue was given a road diet with four lanes reduced to two, with bike lanes included. A portion of the Power Canal Pathway was built. A sidewalk was added along the east side of I-75 BS in conjunction with a road project. A roundabout was added at the intersection of I-75 BS, 3 Mile Road, and Mackinac Trail, providing connections to the bike path on the west side. The Sault Tribe of Chippewa Indians paved a multi-use pathway along Shunk Road and added sidewalks in and around the residential areas.
- Healthier community coalition groups in St. Ignace and Sault Ste. Marie were instrumental in providing bike racks, a bike locker, and bike fix-it stations at various locations in each community. Wayfinding signs were developed for USBR-35 and placed in St. Ignace, Kinross Township, and Sault Ste. Marie.

Gap Analysis of Current Network

Since the 2009 plan, MDOT, local units of governments, and interest groups have accomplished significant expansions of nonmotorized trail networks in the eastern U.P. region. As was outlined in the 2009 plan, there remain significant portions of state-owned routes that could benefit from roadway or paved shoulder improvements. Secondly, developing routes along parallel county roads and improving first- and last-mile connections into communities would have the benefit of providing bicyclists with options to travel away from high-traffic areas, providing greater mobility for riders less comfortable with busier roadways, and promote economic and tourism assets in the region. Gaps were identified through extensive analysis of nonmotorized assets in the region, stakeholder events, and through local government planning documents.

The two major routes of travel for bicycling in the eastern U.P. region are east-west, including the southern Iron Belle Trail/USBR-10 route along US-2, and M-28 in the northern part of the region. The major route of travel north-south is USBR-35, which follows H-63 (Mackinac Trail). This road runs parallel to I-75, the region's only long-distance limited access highway, and is a direct route from St. Ignace to Sault Ste. Marie. M-123 travels north-south and is a connection to M-28, which continues to connect to major tourist attractions in northern Chippewa and Luce counties. M-129 runs north-south and connects Cedarville and Sault Ste. Marie. The major route traveling east from I-75 is the North Huron Scenic Pathway, which follows M-134 in the southern part of the region or M-48 in the middle of the region.

The following "gaps" in the nonmotorized transportation system of the eastern U.P. region have been identified as potential areas of improvement along state and federal highway routes. In addition to the actions outlined from the 2009 plan above, realizing these projects would enhance long-distance bicycle routes while also providing opportunities to attract local users and increase mobility to economic and tourism assets in the region.

- Along the Iron Belle Trail, rural areas with wider paved shoulders provide some separation from high-speed traffic; however, in the urban fringes, roadway and lane constrictions provide less safe passage for bicyclists and dissuade local users from the highway route. One of the areas where challenges exist is at the northern terminus of the Mackinac Bridge. There are numerous challenges with bicyclists or pedestrians navigating between the Mackinac Bridge Authority (MBA) administration building and areas where bicyclists and pedestrians are free to travel. Addressing these challenges will need to involve conversations and coordination between multiple parties, including MDNR, MDOT, the City of St. Ignace, and representatives from the MBA.
- Voyageurs Bike Route: Beginning at the Mackinac Bridge Authority to the west of I-75, improving the road surface of Boulevard Drive would provide an alternative route west parallel to US-2 along the shoreline for 3.5 miles. Together with Pointe LaBarbe Road and Gros Cap Road, this off-highway route is approximately 8.5

miles and makes connections to Cheeseman Road and Portage Road into and around the St. Ignace area. An off-road side path along the south side of US-2 for approximately 0.8 miles would close the gap between Pointe LaBarbe Road and Gros Cap Road and be safer for cyclists traveling west than having to cross five-lane US-2 multiple times or ride facing traffic on the shoulders of the same side of the road to cover the short distance.

- Along the more northerly route, M-28 has some areas between Mackinac Trail and the Luce County western border with wider paved shoulders but for much of the route the paved shoulder width is insufficient for cyclists. Pavement corrugations along the roadway reduce the safety for cycling on this route where paved shoulders are less than 4 feet wide.
- M-123 from Newberry to Paradise and from Paradise to Eckerman does not have sufficient paved shoulder width for cycling. This is the only paved route through this area. Placement of pavement corrugations make it even more dangerous, and cyclists have no choice but to use the travel lane. The bridge crossing at the Tahquamenon River mouth is very narrow and does not allow for separation of nonmotorized/motorized travel.
- While MDOT has made considerable improvements to M-134 since 2009, strategies are being explored to close the gap between Hessel and Cedarville, which include building an off-road side path along M-134 and/or to improve the surface of the MDNR trail from Blind Line Road to Three Mile Road.
- M-134 on Drummond Island has seen a considerable increase in tourism traffic, including recreational vehicles and those pulling trailers. Between EUPTA ferry transits with DeTour Village, traffic is forced to queue in the westbound lane. A significant safety risk exists during this time, as queued vehicles encumber the westbound shoulder and traveling vehicles use the eastbound lane. With little to no shoulder on this road, a 55-mph speed limit, and rough geography, nonmotorized users are forced in proximity to traffic in both directions. Extended paved shoulders or passing lanes from the ferry dock to Johnswood Road could help alleviate some of the issues.

- St. Ignace Road, to the north of M-134, is paved for approximately 2.5 miles but gravel for 8.5 miles. By paving the gravel road section, it would create an 11-mile alternative route to travel east parallel to M-134 toward Hessel. This road is on Mackinac County's transportation improvement plan.
- Five miles of Hiawatha Trail from US-2 to M-117 is a gravel road. If paved, it would be possible to utilize another off the highway route using H-40. This would provide an alternative to approximately 33 miles of US-2. This route would connect central Mackinac County and USBR-35 near Rudyard in Chippewa County.
- Paving 2.5 miles of the gravel portion of E. 12 Mile Road/S. Scenic Drive would make a connection to Barbeau and Neebish Island. Alternatively, the Chippewa County Road Commission has 13 Mile Road on the transportation improvement plan for pavement.
- There remain several state routes with insufficient paved shoulder width for bicycle safety. These have been identified as:
 - M-28 from M-129 west to Munising (Alger County) (76 miles)
 - M-134 from the Drummond Island ferry dock to Johnswood Road (8 miles)
 - M-123 from Newberry to Eckerman Corners (95 miles)
 - M-129 from Sault Ste. Marie to Cedarville (32 miles)

Chippewa County Nonmotorized Network




Legend

 Proposed Nonmotorized Improvement



Facilities

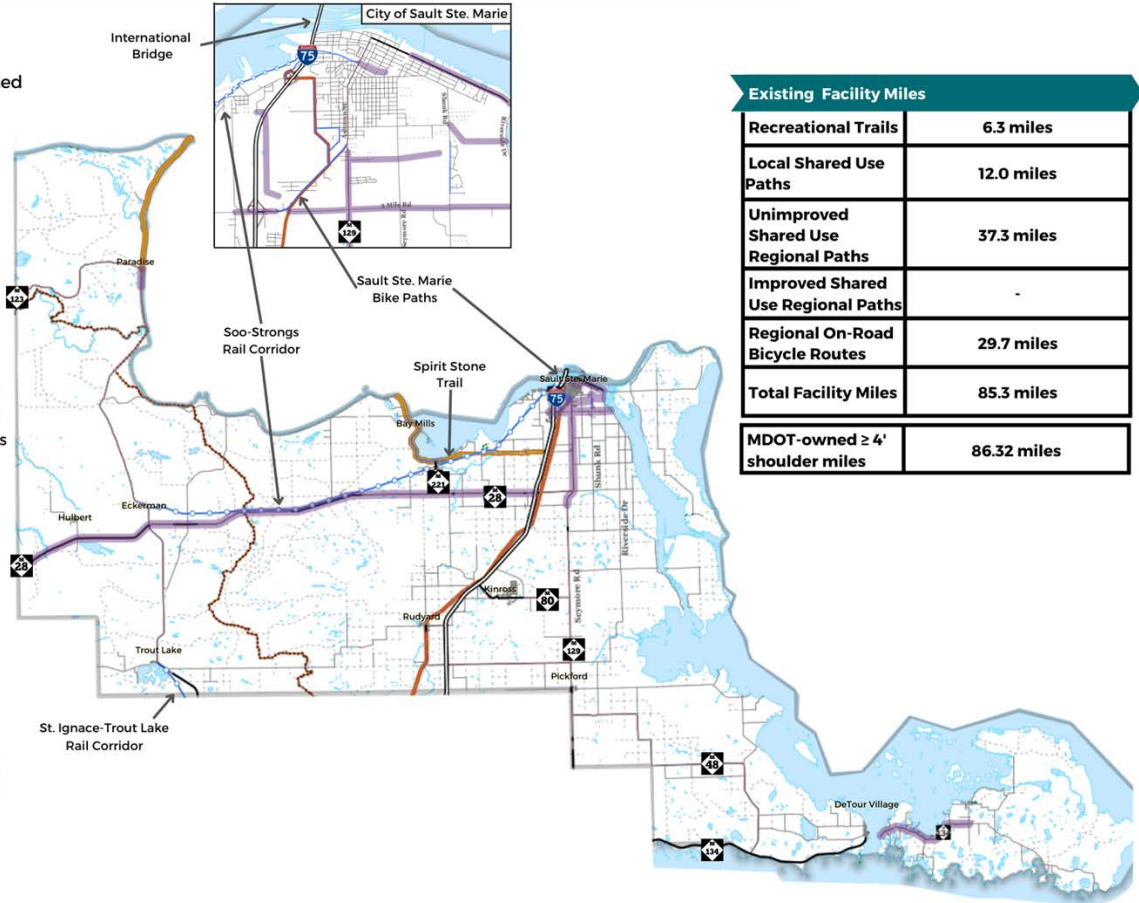
-  Improved Shared Use Regional Path
-  Unimproved Shared Use Regional Path
-  Local Shared Use Path

Roads

-  Paved Roads
-  Unpaved Roads
-  MDOT Roads with 4-foot or greater paved shoulders or bicycle lanes
-  County Roads with 4-foot or greater paved shoulders
-  Limited Access Highway

Regional Routes

-  U.S. Bicycle Route 35
-  North Country Trail



View an interactive detail map at: https://bit.ly/Superior_Nonmotorized

Eastern Upper Peninsula Region Chippewa County Proposed Nonmotorized Projects

Project	On-road or off-road facility	Enhances existing transportation network	Identified in community plans	Community Support		Promotes Safety	Expands access to other recreational activities and/or promotes tourism
				Local Governments	Public/Private Partners		
M-129 from 3 Mile Road to 18th Avenue Safety Improvements First/Last-Mile Connections	Wider paved shoulders; preference off-road, paved side path.	Connects to existing facilities and routes within the vicinity of Sault Ste. Marie.	FY 2023-2026 Transportation Improvement Plan	City of Sault Ste. Marie	Sault Tribe of Chippewa Indians	Paved shoulder improvements.	Soo Bike Path and city attractions
M-129 from 3 Mile Road south to 10 Mile Road Safety Improvements	On-road-wider paved shoulders.	Improves maintenance issues and safety.	FY 2023-2026 Transportation Improvement Plan	Soo Township, Bruce Township	Chippewa County Road Commission	Paved shoulder improvements.	Soo Bike Path and city attractions
M-134 from Drummond Island ferry dock to Four Corners Safety Improvements	Mixed - wider paved shoulders and multi-use off-road side path.	Widen travel lanes, improve safety issues.	North Huron Scenic Byway Corridor Management Plan, 2017; Drummond Island Township Recreation Plan, 2020-2024	Drummond Island Township	Drummond Island Tourism Association; MDNR	Paved shoulder improvements.	North Huron Scenic Pathway
M-123 - Paradise downtown Safety Improvements First/Last-Mile Connections	Mixed - streetscape, wider paved shoulders, or off-road side path.		FY 2023-2026 Transportation Improvement Plan; Tahquamenon Scenic Byway Nonmotorized Study, 2014; Whitefish Township Recreation Plan, 2021-2025	Whitefish Township	Tour da Yoop, Eh	Diverts users off busy M-123.	Tahquamenon Scenic Byway, Tahquamenon Falls State Park, Whitefish Point

Continued >>>

Project	On-road or off-road facility	Enhances existing transportation network	Identified in community plans	Community Support		Promotes Safety	Expands access to other recreational activities and/or promotes tourism
				Local Governments	Public/Private Partners		
M-123 - Tahquamenon River Bridge Safety Improvements	Widen bridge deck or add a separate crossing.		Tahquamenon Scenic Byway Nonmotorized Study, 2014; Whitefish Township Recreation Plan, 2021-2025	Whitefish Township	Tour da Yoop, Eh	Expand narrow passage over bridge.	Tahquamenon Scenic Byway, Tahquamenon Falls State Park, Whitefish Point
M-123 - Luce-Chippewa county border to Eckerman Safety Improvements	On-road wider paved shoulders where feasible.		Tahquamenon Scenic Byway Nonmotorized Study, 2014 Whitefish Township Recreation Plan, 2021-2025	Whitefish Township	Tour da Yoop, Eh	Paved shoulder improvements.	Tahquamenon Scenic Byway, Tahquamenon Falls State Park, Whitefish Point
M-28 - Sault Ste. Marie to Luce County border Safety Improvements	On-road wider paved shoulders to fill in gap areas.			Multiple		Paved shoulder improvements.	Superior Central Region
M-28 - North Country Trail First/Last-Mile Connections	Add a pull-off area for parking.	North Country Trail		Chippewa Township		Provides an off-road parking area for trail users.	North Country Trail
M-80 at Gaines Highway intersection First/Last-Mile Connections	Park-n-Ride.	Adds additional parking area for trailhead.	Kinross Charter Township Nonmotorized Plan, 2014	Kinross Charter Township		Provides an off-road parking area for trail users.	USBR-35

Non-MDOT Proposed Trails and Improvements

Sault Ste. Marie: In development is a plan to complete Phase II of Power Canal Pathway from Ashmun Street to Johnston Street. Future plans include developing a multi-use side path along Portage Avenue from Johnston Street to Rotary Park, development of a multi-use side path along 3 Mile Road from I-75 BS to Riverside Drive, and expansion and surface improvements to Ashmun Bay trail. The Sault Ste. Marie Tribe of Chippewa Indians will receive nearly \$19.8 million to make multimodal improvements on routes to essential services including reconstructing 3 Mile Road with a nonmotorized path, reconstructing the Shunk Road corridor, and redesigning and reconstructing the Casino Road loop, among other improvements. This project, funded by a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant, will provide improved, reliable, and equitable connections between housing, schools, the community center, and essential services for Tribal members and the surrounding community.

Soo-Strongs Rail Trail from Sault Ste. Marie to Brimley: Challenges include sharing pathway with motorized users including ATV/ORV/dirt bikers, gaps where trail runs through private property and improving surface to allow for nonmotorized use along this 11-mile segment.

Bay Mills Township/BMIC - Spirit Stone Trail: Complete the existing route to the USFS land through development of identified on-road and off-road connections.

Whitefish Township - Whitefish Point Road from M-123 north to Whitefish Point: Develop an off-road side path to separate nonmotorized traffic from motorized.

Drummond Island Township: Develop an off-road side path along Townline Road and seek Safe Routes to School funding for including sidewalks around the elementary school and residential areas.

Bruce Township: Pave 2.5-mile section of E. 12 Mile Road and Scenic Drive or 13 Mile Road.

Kinross Charter Township: Pave wider shoulders on Gaines Highway. Paint bike lines in residential area of Woodside. Develop a multi-use side path along Curtis Street.

Rudyard Township: Pave multi-use path along Mackinac Trail/M-48 connecting township hall and school area.

Luce County Nonmotorized Network





Legend

 Proposed Nonmotorized Improvement

Facilities

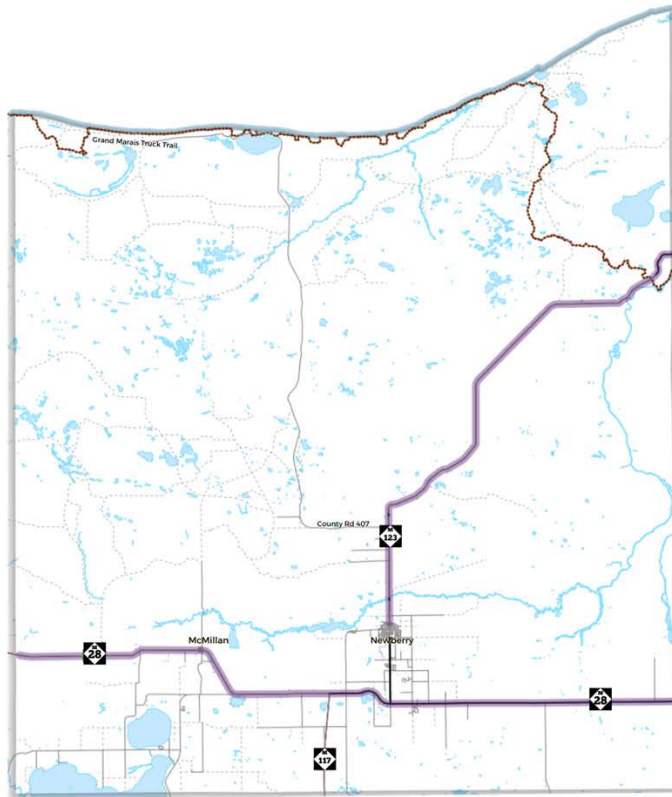
-  Improved Shared Use Regional Path
-  Unimproved Shared Use Regional Path
-  Local Shared Use Path

Roads

-  Paved Roads
-  Unpaved Roads
-  MDOT Roads with 4-foot or greater paved shoulders or bicycle lanes
-  County Roads with 4-foot or greater paved shoulders

Regional Routes

-  North Country Trail



Existing Facility Miles

Recreational Trails	-
Local Shared Use Paths	1.0 miles
Unimproved Shared Use Regional Paths	-
Improved Shared Use Regional Paths	-
Regional On-Road Bicycle Routes	-
Total Facility Miles	1.0 miles
MDOT-owned ≥ 4' shoulder miles	20.48 miles



View an interactive detail map at: https://bit.ly/Superior_Nonmotorized

Eastern Upper Peninsula Region Luce County Proposed Nonmotorized Projects

Project	On-road or off-road facility	Enhances existing transportation network	Identified in community plans	Community Support		Promotes Safety	Expands access to other recreational activities and/or promotes tourism
				Local Governments	Public/Private Partners		
M-123 from Newberry village limit to CR 407 (4 Mile Corner) Proposed Shared-Use Path	Off-road, paved 10-foot-wide side path.	Adds to nonmotorized facilities inventory.	Tahquamenon Scenic Byway Nonmotorized Trail Study, 2014	Luce County, McMillan Township	Luce County EDC Tour da Yoop, Eh	Diverts users off M-123.	Private campground Tahquamenon Logging Museum Tahquamenon Scenic Byway Oswald's Bear Ranch
M-123 from CR 407 to Luce-Chippewa county border Safety Improvements	On-road wider paved shoulders where feasible.		Tahquamenon Scenic Byway Nonmotorized Trail Study, 2014	Luce County, McMillan Township	Tour da Yoop, Eh	Current pavement corrugations dissuade users from paved shoulder.	Tahquamenon Falls State Park Tahquamenon Scenic Byway









Non-MDOT Proposed Trails and Improvements

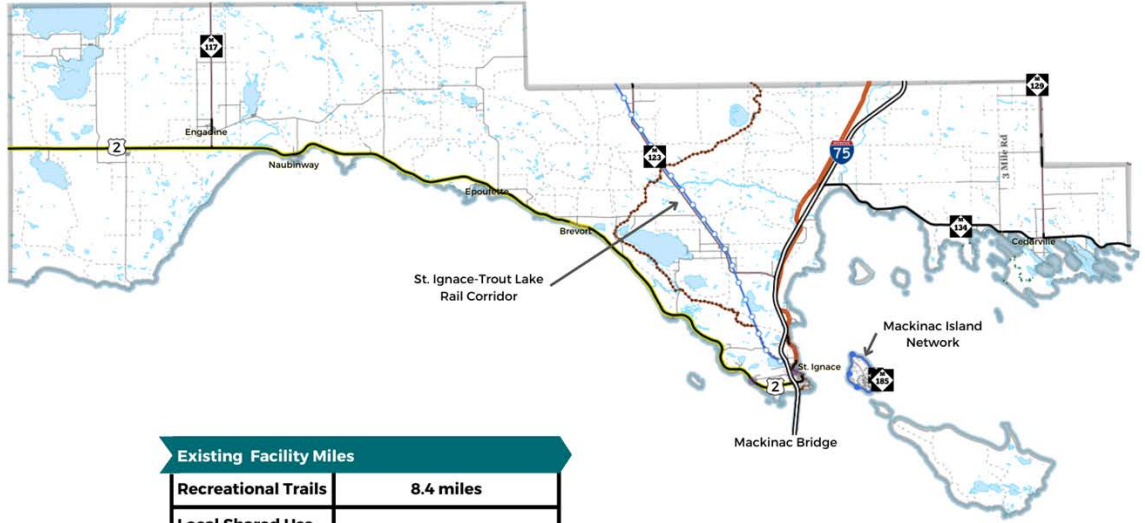
Grand Marias Truck Trail surface improvements: Funding is currently being sought to improve the surface of the Grand Marais Truck Trail. Paving the surface of this road would make it suitable for road bikes. Users could follow the Lake Superior coastline from east of Grand Marais to Deer Park in Luce County and continue places south and east. This improvement would allow users to completely divert from M-28 from Munising to Sault Ste. Marie. Approximately 13 miles would need to be paved.

Zellar Trail: Expand the trail to connect to the Hamilton Lake area and improve connections to local and regional routes.

Mackinac County Nonmotorized Network

Legend

-  Proposed Nonmotorized Improvement
- Facilities**
-  Improved Shared Use Regional Path
-  Unimproved Shared Use Regional Path
-  Local Shared Use Path
- Roads**
-  Paved Roads
-  Unpaved Roads
-  MDOT Roads with 4-foot or greater paved shoulders or bicycle lanes
-  County Roads with 4-foot or greater paved shoulders
-  Limited Access Highway
- Regional Routes**
-  U.S. Bicycle Route 35
-  U.S. Bicycle Route 10 & Iron Belle Trail South
-  North Country Trail



Existing Facility Miles

Recreational Trails	8.4 miles
Local Shared Use Paths	-
Unimproved Shared Use Regional Paths	22.9 miles
Improved Shared Use Regional Paths	8.0 miles
Regional On-Road Bicycle Routes	94.8 miles
Total Facility Miles	134.1 miles
MDOT-owned ≥ 4' shoulder miles	135.67 miles



View an interactive detail map at: https://bit.ly/Superior_Nonmotorized

Eastern Upper Peninsula Region Mackinac County Proposed Nonmotorized Projects

Project	On-road or off-road facility	Enhances existing transportation network	Identified in community plans	Community Support		Promotes Safety	Expands access to other recreational activities and/or promotes tourism
				Local Governments	Public/Private Partners		
M-134 from Hessel to Cedarville Proposed Shared Use Path	Off-road, paved side path.	Adds additional off-road nonmotorized facilities.	Clark Township Nonmotorized Plan, 2014; Clark Township Recreation Plan, 2018-2022	Clark Township	Les Cheneaux Bicycle Committee Little Traverse Conservancy Tour da Yoop, Eh	Diverts users from M-134.	North Huron Scenic Byway/ bike path
Straits area pedestrian crossing First/Last-Mile Connections	I-75 overhead pedestrian crossing with ramps. Alternatively, a tunnel under the highway.	Fills a gap in transportation network for nonmotorized since it is not allowed on I-75.	Straits State Park General Management Plan, 2015 City of St. Ignace Recreation Plan, 2019-2023 Iron Belle Trail – Route Conception	City of St. Ignace Moran Township	MDNR MBA MTN Tour da Yoop, Eh	Allows for a safe pedestrian crossing across busy highway.	Iron Belle Trail USBR-10 St. Ignace bike routes
MBA/MDOT Welcome Center connection Proposed Shared Use Path	A paved connection between Mackinac Bridge Authority and Welcome Center parking lot.	Closes connectivity gap between facilities.	City of St. Ignace Nonmotorized Plan, 2013	City of St. Ignace	MTN Cloverland Electric		Iron Belle Trail USBR-35
US-2 south side from Pt. LaBarbe Road to Gros Cap Road Proposed Shared Use Path	Off-road, paved side path.	Adds additional off-road, nonmotorized facility, providing 8.5 miles of rural road off of busy US-2.	St. Ignace Nonmotorized Plan, 2013 Moran Township Recreation Plan	Moran Township	MTN Tour da Yoop, Eh	Diverts users from US-2, connecting local roads.	Iron Belle Trail Voyageurs Bike Route
US-2 shoulder maintenance and improvement Safety Improvements	On-road paved shoulder.	Improving shoulder condition would enhance the safety of riding on this busy road.				Improves surface condition for road cyclists.	Iron Belle Trail USBR-10

Non-MDOT Proposed Trails and Improvements

St. Ignace - Straits area utility line from MDOT Welcome Center to Graham Avenue: Create a hard packed or paved surface 10-foot nonmotorized pathway along utility line, improve surface of rail trail through the city, improve connections of rail trail to other on-road routes, improve Iron Belle Trail corridor through the city. Develop and install wayfinding and route marking signs, develop the trail-head area at Little Bear Arena.

Clark Township: Develop a multi-use side path in an area roughly parallel to M-134 between Hessel and Cedarville. Widen paved shoulders on local roads that make up the Four Mile Block for nonmotorized use, improve MDNR trails

for nonmotorized use from Blind Line Road to Three Mile Road, off-road side path along Three Mile Road from Sault Tribe housing area to airport/trail connection and on to waterfront.

Marquette Township: Pave gravel section of St. Ignace Road from Simmonds Road to 3 Mile Road.

Garfield Township: Pave H-40 Hiawatha Trail from M-117 to US-2.

Moran Township: Pave Boulevard Drive and develop an off-road paved side path connecting Pte. LaBarbe Road with Gros Cap Road. Develop wayfinding and route marking signs for the Iron Belle Corridor/Voyageurs Bicycle Path.

Central Upper Peninsula Region

The central U.P. region is comprised of Alger, Delta, Dickinson, Marquette, Menominee, and Schoolcraft counties, along with the federally recognized Hannahville Indian Community and the Sault Ste. Marie Tribe of Chippewa Indians. The region is bordered by Lake Superior to the north and Lake Michigan and the Menominee River border with Wisconsin to the south. The majority of the cities in the region are along these waterways, with large forestlands and smaller communities through the interior.

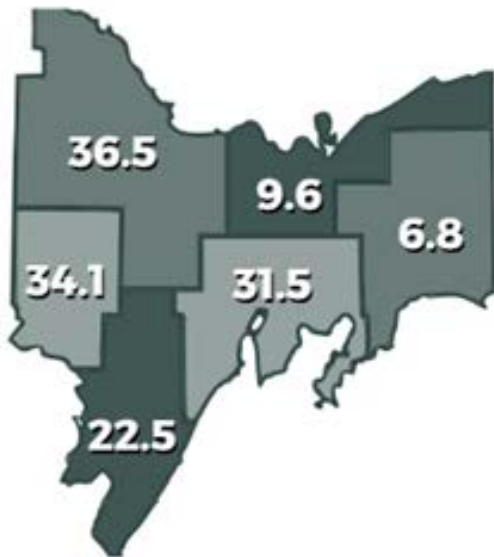
The total area of the region is approximately 14,465 square miles largely existing as tracts of national, state, and private commercial forests. The topography varies widely, with flatter marshy areas along the Lake Michigan coastline to the south and east rising to rocky and hilly terrain as one travels toward Lake Superior and to the north and west.

With two Great Lakes shorelines and a rural, relatively low-traffic interior, the central U.P. is an excellent area for bicycling. A number of recreational and tourism assets in

the region offer a wealth of trip destinations as well. Major destinations include Pictured Rocks National Lakeshore, Seney National Wildlife Refuge, Hiawatha National Forest, the Escanaba River and Gwinn state forests, and several local recreation areas, parks, and hiking/biking trail networks. The region is also home to Northern Michigan University in Marquette and Bay de Noc Community College in Escanaba and Iron Mountain. Nonmotorized and motorized recreation, kayaking, canoeing, hiking, fishing, and climbing facilities are found across the area.

Population, Central Region

Persons Per Square Mile



County	2010	2020	Percent Change
Alger	9,601	8,842	-7.9%
Delta	37,069	36,903	-0.4%
Dickinson	26,168	25,947	-0.8%
Marquette	67,077	66,017	-1.6%
Menominee	24,029	23,502	-2.2%
Schoolcraft	8,485	8,047	-5.2%
Central Region	172,429	169,258	-1.8%

US Census Bureau

Existing Facilities

Transportation Network

Roadways provide the most extensive network of transportation facilities, with two major east-west routes and one major north-south route, and a number of secondary connections. With no freeways and only small sections of limited access highways, the majority of roads are open to bicycles. However, not all roads are suitable or “comfortable” for bicycling. Comfort for bicycling includes factors like pavement type and condition, paved shoulder width, and traffic speed and volume. Across the central U.P., the most common factor affecting bicycle comfort is a lack of sufficient paved shoulder width. Insufficient paved shoulder width creates unsafe situations where vehicles passing cyclists either do not have appropriate room within a lane to pass or must cross into the oncoming lane. Michigan law requires drivers to give bicyclists a minimum of 3 feet of room while passing. This law also permits motor vehicle drivers to pass bicyclists where double yellow no passing zones exist so long as it is safe to do so. When traffic is present and passing is not possible, drivers must slow and pass when it is safe to do so at a safe distance.

Average daily traffic volumes in the Marquette-Negaunee-Ishpeming area are the highest in the Superior Region, with nearly 27,000 vehicles per day outside Marquette on US-41/M-28. Volume between Escanaba and Gladstone tops 20,000 vehicles per day, also the second-highest regionally. Major routes in rural areas average 2,000-3,000 vehicles per day with volume increasing in proximity to urban areas. Volume fluctuates seasonally, with an influx of part-time residents and tourists peaking in summer months.

The central U.P. can be accessed from the eastern and western regions via regional corridors and from connections to Wisconsin along the Menominee River border. Inside the region there are a number of state highways and county roads that create an interconnected network.

The Iron Ore Heritage Trail is the region’s showcase pedestrian and bicycle facility. The 47-mile multi-use trail travels across Marquette County highlighting the area’s mining history and natural resources with interpretive information throughout. The Iron Ore Heritage Recreation Authority was incorporated in 2007; a millage of municipal members through which the trail passes fund maintenance and trail improvements, as well as state grants and private funding. Roughly a third of the trail mileage is paved, allowing people to walk or bicycle with ease within Marquette, Negaunee, and Ishpeming. The trail allows movement across almost the entire width of Marquette County, connecting recreational assets, economic centers, and cultural and historic resources across three cities and several smaller communities.

State Highways

Major state trunk lines include:

US-2 connects to the eastern U.P. in Schoolcraft County and travels west through Manistique, Gladstone, Escanaba, Norway, and Iron Mountain before crossing into Wisconsin. There is a high volume of commercial traffic and a high rate of speed along this road, though because it has wider paved shoulders and is a direct connection west it is a route that has been designated as USBR-10 and the southern cycling route of the Iron Belle Trail. Paved shoulder width averages 8 feet along the majority of the roadway.

US-8 has a 2-mile segment that enters Dickinson County from Wisconsin south of Norway and ends within the city. The road has 8-foot paved shoulders from Wisconsin to Norway, and 5-foot shoulders within the city as Brown Street.

US-41 travels north-south through the region entering from Wisconsin at Menominee and traveling north toward Escanaba and Gladstone, and then turning west at Marquette toward the western region. US-41 in Marquette has the highest volume of daily traffic (27,639 vehicles in 2020) in the Superior Region. The Iron Belle Heritage Trail runs parallel near the roadway for nearly 30 miles. Paved shoulder width is less than 4 feet along the route between Menominee and Powers, and from Rapid River to the Skandia area.

M-28 is a Superior Region east-west travel corridor, traveling from the Schoolcraft County line through Munising to Harvey before traveling concurrently with US-41 to the west. The route has an average of 8-foot-wide paved shoulders, apart from an approximately 38-mile section between the Schoolcraft County line and Munising, which has paved shoulders less than 4 feet wide. The portion of the route that parallels the Lake Superior shoreline is in close proximity to the North Country Trail for nearly 40 miles, as well as a portion of the Iron Ore Heritage Trail.

M-35 travels north-south through the region from Menominee to Escanaba along the Lake Michigan coast and has been designated as the Hidden Coast Heritage Trail as part of the Pure Michigan Byways Program before crossing the rural interior through several small communities and an active mining area to connect to US-41 east of Negaunee. Much of the roadway, apart from a segment from Gladstone to the Gwinn area that was rebuilt several years ago, has paved shoulders less than 4 feet wide.

M-67 is a 12-mile route between Trenary and Chatham in Alger County. No wide paved shoulder segments are present.

M-69 travels in a northwest direction from a connection with US-41 in rural Delta County through several small communities before running north concurrently with M-95 for 6 miles and turning west again to Crystal Falls in the western region. No extended paved shoulder segments are present. The Felch Grade Rail Trail, an unpaved primarily ORV and snowmobile trail, parallels this route for nearly 32 miles.

M-77 intersects with US-2 in eastern Schoolcraft County and travels north before crossing M-28 at Seney and then terminates in Grand Marais (about 42 miles). A section of the route forms the eastern boundary of the Seney National Wildlife Refuge. M-77 has little to no paved shoulder width along the route.

M-94 begins in Manistique and travels north and then west, running concurrently with M-28 and US-41 for short distances, before terminating near K.I. Sawyer International Airport. Much of the route is rural and scenic, traveling through state and national forest areas. The majority of route lacks paved shoulders comfortable for bicycling.

M-95 is a north-south route connecting Iron Mountain to US-41 in western Marquette County. The southern portion of Iron Belle Trail runs parallel to the route for 15 miles along county roads. No extended paved shoulder segments are present along the roadway.

M-183 travels for nearly 18 miles south on the Garden Peninsula to connect US-2 to Fayette Historic State Park, a regional recreation asset. There are no extended paved shoulder segments present.

M-553 is a nearly 20-mile connection between Marquette and K.I. Sawyer International Airport, created when the latter was an active Air Force base, and heavily utilized by Marquette-area residents and commercial traffic from industry in the Gwinn area. The majority of the route includes an extended segment of roadway with 10-foot-wide paved shoulders, making it an active bicycling route in the area.

Trail and Bicycling Organizations

Trail organizations in the central U.P. are driving forces to promote, plan, fundraise, and develop nonmotorized transportation facilities in collaboration with governmental entities. The following is a list of the nonmotorized trail organizations in the central U.P. region:

- [Delta County Nonmotorized Trails \(DCN Trails\)](#)
- [Dickinson Trail Network](#)
- [Iron Ore Heritage Recreation Authority](#)
- [Munising Bay Trail Network](#)
- [Noquemanon Trail Network](#)
- North Country Trail, [Marquette Area](#) and [Superior Shoreline](#) Chapters
- [Range Area Mountain Bike Association \(RAMBA\)](#)

Stakeholder Engagement

In developing this plan, the Central Upper Peninsula Planning and Development (CUPPAD) Regional Commission utilized the following methods to gather stakeholder input and supporting data:

Project Website: A web page was added to CUPPAD’s website as part of the transportation planning page: <https://cuppad.org/non-motorized/>. The web page included the 2009 plan and Road and Trail Bicycling Guide. An interactive dashboard application was utilized to allow others to navigate through the existing nonmotorized transportation networks in the region.

Stakeholder Contact List (e-mail): Along with the most recent local unit of government contact list, additional contact information from stakeholder organizations, local and regional trail groups, businesses, schools, and interested residents was collected to communicate and organize attendance for the in-person and virtual workshops.

Workshops and Local Meetings: CUPPAD held four workshops (two in-person workshops in Alger and Marquette counties, one hybrid-attendance in Delta County for Delta and Schoolcraft counties) and one virtual workshop for Menominee and Dickinson counties to collect input and updates related to the region’s nonmotorized transportation systems.

Workshops were presented through MS PowerPoint, the Esri ArcGIS Online Story Map application, and MS Teams. Every workshop included information about the scope of the plan, a brief summary of the previous 2009 plan, additional information and recommendations from a local bike group (Tour Da Yoop), and information related to Michigan Mobility 2045.

Workshop Date and Time	Location	Number of invitees
Aug. 12, 2021, 4-6 p.m.	Grand Marias School Building	46 Stakeholders from Alger County
Sept. 10, 2021, 2:30-4:30 p.m.	Marquette Township Hall	74 Stakeholders from Marquette County
Jan. 6, 2022, 2-4 p.m.	Delta County Service Center, and MS Teams for online option	60 Stakeholders from Delta and Schoolcraft counties
March 31, 2022, 2-4 p.m.	MS Teams	55 Stakeholders from Menominee and Dickinson counties

Feedback from these workshops was incorporated in the gap analysis and project lists developed for central region counties.

Status of Action Items Since Previous Plan (2009)

The following table lists the actions identified in the 2009 Superior Region Nonmotorized Transportation Plan and Investment Strategy and provides a status update regarding what has been accomplished and if there are new actions added to achieve future goals:

Action Item (2009)	Status (2022)	New Goal
M-35 Heritage Route from 1 mile north of the Menominee County line to Menominee	Passing lanes widened the road area in recent years, but much of the shoulder from Ingallston Township to 1 mile north of the county line is still unpaved or less than 4 feet in width. MDOT has a FY 2025 project planned to widen paved shoulders from Jim Town Road north to Wells State Park.	Widen M-35 with 4-foot or wider paved shoulders from Ingallston Township to 1 mile north of Menominee County line in Delta County.
Marquette-Negaunee-Ishpeming area from Kawbawgam Road to Ishpeming	The Iron Ore Heritage Trail has paved sections from Harvey to Negaunee Township, and in Negaunee and Ishpeming, offering a highway-alternative route. Rebuilding of US-41 in Marquette included adding bicycle paths and trail connections.	Work with Iron Ore Heritage Trail (IOHT), Chocolay and Negaunee townships to pave remaining sections of route. Facilitate first/last-mile connections to planned IOHT expansion from Kawbawgam Road to Lakenland area.
US-41/US-2/M-35 Gladstone-Escanaba from Gladstone to CR 426	The multi-use Little Bay de Noc Trail from Gladstone to P Road was built in 2017. The Escanaba River Bridge was rebuilt in 2019, adding an off-road bikeway from CR 426 to Pioneer Trail Park.	A gap of less than 1 mile remains from Pioneer Trail Park to P Road. Heavy industry and commercial traffic and poor sign placement in this area dissuade more casual bicyclists from completing the connection.
Munising Bay bike path near M-28 through downtown Munising from Munising Tourist Park to Lakeshore/North Country Trail	A road diet was conducted in Munising, leading to a reduction of lanes and traffic calming. Rebuild by MDOT in 2020-22 added wider paved shoulders and a multi-use path to this section of M-28.	Extend multi-use path south from downtown along M-28 or add dedicated bike lanes along the uphill portion to Wetmore area.
M-95 from US-41/M-28 to Iron Mountain	M-95 shoulders remain unpaved or less than 4 feet in width. MDOT FY 2023 planned project to widen paved shoulders to 5 feet from Randville to Sagola.	Widen paved shoulders along M-95 from Iron Mountain to M-69 intersection to extend completion of the Iron Belle Trail.
M-94 to M-28 from US-41 to M-28 near Munising	M-94 shoulders remain unpaved or less than 4 feet in width.	Widen paved shoulders along M-94.
US-41 from Rapid River to M-28 east from Rapid River to intersection of M-94 east	Shoulders along US-41 from Rapid River to approximately 4 miles south of M-94 intersection remain less than 4 feet or unpaved.	Widen paved shoulders along US-41.
M-35 in south Escanaba from Lakeshore Drive to 9th Avenue	The South Lincoln Bike Path was completed by the City of Escanaba.	
US-41 from Powers to Menominee from Powers to Wallace	Small sections have paved shoulders 4 or more feet in width.	Continue widening paved shoulders along US-41.
M-35 from Gwinn to US-41 from Middle Escanaba River Bridge to US-41/M-28	5.5 miles of M-35 from Palmer to the intersection of CR 480 have widened paved shoulders. MDOT FY 2025 project planned to widen paved shoulders to 6 feet from CR 480 north to the US-41/M-28 intersection.	Continue widening paved shoulders along M-35 from Gwinn to US-41.
M-77/US-2 to Grand Marais from the US-2/M-77 intersection to Grand Marais	M-77 remains largely unimproved.	Widen paved shoulders along M-77.
M-94 from Shingleton to Manistique	M-94 remains largely unimproved.	Widen paved shoulders along M-94.
M-28 from Luce County line to Wetmore	MDOT FY 2022 project planned to widen paved shoulders to 8 feet from Wetmore to Shingleton. East of Shingleton M-28 remains largely unimproved.	Widen paved shoulders along M-28.

Performance Measured Since Previous Plan

The actions outlined above were identified through local citizen surveys and stakeholder sessions, and then given a prioritization using a scoring matrix. Several projects, particularly those that were listed higher in the action table, were accomplished by MDOT, local governments, and through trail groups and partnerships. However, some remain unaccomplished or with work remaining; some of the completed projects are highlighted below:

- Marquette-Negaunee-Ishpeming Area from Kawbawgam Road to Ishpeming: The Iron Ore Heritage Trail (IOHT) is one of the premier trails in the U.P. and travels this corridor in parallel with US-41/M-28. In recent years, the IOHT Authority has worked to pave or hardpack the majority of the route and has plans to expand the trail and amenities along it. Recent rebuilding of US-41 included adding trail connections and safer crossings in areas near the trail. The IOHT is a vital transportation route in Marquette, Negaunee, and Ishpeming, and there are opportunities for additional transportation connections that could expand mobility across the three cities.

- US-41/US-2/M-35 Gladstone-Escanaba from Gladstone to CR 426: The 2.5-mile Little Bay de Noc Trail from Gladstone south to P Road along US-41/US-2/M-35 was completed in 2017 with assistance from the Michigan Economic Development Corp. and community donations. The trail connects to Lake Shore Drive and Van Cleve Park and has become a popular recreational asset in the community. To the south, the City of Escanaba and MDOT have recently completed additional off-road trail connections and dedicated bike lanes on city streets along the route, enhancing mobility and connecting to CR 426 north of the city limit in Wells Township through an MDNR Trust Fund Grant. MDOT rebuilt the Escanaba River Bridge in 2019, adding an off-road facility that travels from CR 426 across the river to Pioneer Trail Park Campground. Approximately 1.5 miles remains to connect the Little Bay de Noc and Escanaba River Bridge facilities, and recent paving and safety upgrades on CR 426 make it a viable option to connect to Escanaba off the highway.

- Munising Bay Bike Path near M-28 through downtown Munising from Munising Tourist Park to Lakeshore/North Country Trail: MDOT and the City

of Munising collaborated on a 2020-2022 project to rebuild 4.8 miles of M-28 from west of the city through to a new roundabout at Cedar Street. The project's accompanying road diet decreased the number of lanes from four to three and reduced speeds, and an accompanying Transportation Alternatives Program grant added a shared use pathway and streetscape elements along this corridor.

- The City of Escanaba and MDOT created a nonmotorized pathway along the east side of M-35 that connects to southside neighborhoods along the route and to the larger city network.

- The region's county road commission have added paved shoulders, 4-foot-wide or greater, on a limited number of segments in each county. Though limited, each county's segments are near popular bicycling routes that, with further expansion, could provide viable route alternatives to the highway systems and expand the local roadway networks near urban areas. Additional stakeholder engagement and funding resources could identify parallel route alternatives to the highway network with less traffic, providing more comfortable long-distance bicycling facilities between communities.



Image courtesy of CUPPAD

Gap Analysis of Current Network

Since the 2009 plan, local units of government and interest groups have accomplished significant expansions of nonmotorized trail networks in the central region, though much of the rural areas remain less attractive to less-experienced cyclists. As was outlined in the 2009 plan, there remain significant portions of the region's roadways that could benefit from roadway or paved shoulder improvements. Secondly, first- and last-mile connections to local community facilities would have the benefit of providing bicyclists with route choices separate from high-traffic areas, providing greater mobility for riders less comfortable with busier roadways, and promote economic and tourism assets in the region. Gaps were identified through extensive analysis of nonmotorized transportation assets in the region, stakeholder events, and through local government planning documents.

The two major routes of travel for bicycling in the central Superior Region are east-west; the Iron Belle south/ USBR-10 route along US-2, and a route roughly parallel to the North Country Trail that uses M-28 and US-41. Along the Iron Belle south route, rural areas with wider paved shoulders provide some separation from the high-speed traffic; however, in the urban fringes, roadway and lane constrictions provide less comfortable passage for bicyclists and dissuade local users from the highway route. In the urban areas, local governments have worked to provide locally connected route alternatives that allow users to bypass some of these busier areas, but the widespread implementation of additional safety measures along the portions of the route where the road constricts would be highly beneficial.

Along the more north route, M-28 lacks sufficient paved shoulder width for bicyclists from the Schoolcraft County line west to Munising. Once in Munising, dedicated nonmotorized transportation facilities open the route to more users, and west of the city the paved shoulders remain largely sufficient for bicycles, with few exceptions. At Harvey, bicyclists have the opportunity to connect with a paved portion of the Iron Ore Heritage Trail, providing a safer off-road facility along Lake Superior and through Marquette, where traffic increases significantly. US-41 in the Marquette-Negaunee-Ishpeming area (with the highest average daily traffic in the U.P.) is constricted by local topography and is heavily utilized by commercial and industry traffic throughout. West of Ishpeming, US-41 has 8-foot-wide paved shoulders, with few exceptions.

The following "gaps" in the nonmotorized transportation system of the central region have been identified as potential areas of improvement along state highways and local routes. In addition to the actions outlined in the 2009 plan above, realizing these projects would enhance long-distance bicycle routes while also providing opportunities to attract local users, and increase mobility to economic and tourism assets in the region.

- A critical last-mile connection opportunity on US-2 exists between Gladstone and Escanaba, where an off-road facility just longer than one-half mile or more in length would allow a much greater number of users of all abilities an opportunity to travel between the two cities and could divert long-distance bicyclists from more than 20 miles of US-2 from Rapid River to west of Escanaba. From 14th Avenue North (Danforth Road) in Escanaba 6 miles north to South Hill Road in Gladstone there are no crossing facilities. This section of US-2 has high speeds (45-55 mph) and traffic counts (over 18,000 AADT), including heavy industry traffic entering the nearby paper mill, and poor sign placement for bicyclists that makes using the highway as a connection a significant safety hazard. Three separated nonmotorized facilities exist in this area; however, they require utilizing the paved shoulder as a connection or crossing the divided or five-lane highway. A separated nonmotorized facility beginning at the existing pathway at Pioneer Trail Park and traveling north approximately one-half mile to 18.25 Road would allow a complete off-highway connection of nonmotorized facilities and low-volume roads between Rapid River to Escanaba and beyond.

- Widening the paved shoulders along M-95 north of Iron Mountain to the intersection of M-69 west, and then widening the paved shoulders of M-69 west to Crystal Falls would complete the on-highway southern route of the Iron Belle Trail that remains to be accomplished in the U.P. The Iron Belle Trail currently lacks formal designation in this area. Semi-formally, this route has signs that take users along parallel county roads because of the lack of facilities on M-95/M-69. Continued paved shoulder widening and safety improvements along M-69 would connect Iron Mountain to the Iron Ore Heritage Trail at Republic and US-41.
- Paving the remaining sections of the Iron Ore Heritage Trail in Chocolay and Negaunee townships would allow an opportunity to divert cyclists from the busiest parts of M-28/US-41 through the Marquette-Negaunee-Ishpeming area and would divert users from more than 25 miles of highway while promoting local tourism in the three cities. However, without the partnership of the Iron Ore Heritage Trail Recreation Authority and the townships, which fund local trail improvement through dedicated millage, this facility will take time to realize. At present, MDOT could enhance the safety of M-28 and US-41 in Chocolay and Negaunee townships and build or promote trailhead connections along this route to the Iron Ore Heritage Trail. A similar trailhead connection was recently completed with MDOT and MDNR assistance during the rebuilding of US-41 in Marquette Charter Township.
- There remain several state and federal routes with insufficient paved shoulder width for bicycle safety. These have been roughly identified as:
 - US-41: Powers to Menominee (40 miles)
 - US-41: Rapid River to Skandia (37 miles)
 - M-28: Munising to M-117 (Luce County) (44 miles)
 - M-35: Ford River Township to Ingallston Township (20 miles)
 - M-35: Gwinn to US-41 (25 miles)
 - M-69: Hope Mine Road (Iron County) to M-95 (10 miles)
 - M-77: US-2 to Grand Marais (42 miles)
 - M-94: Manistique to Shingleton (32 miles)
 - M-94: Munising to US-41 (30 miles)
 - M-95: US-2 to US-41 (49 miles)

Completing improvements on these minor routes would promote travel through the interior while the most popular routes currently travel along the lakeshore. They would also allow users to mix and match and form loop routes across the central region.

Alger County Nonmotorized Network

Legend

Proposed Nonmotorized Improvement

Facilities

- Improved Shared Use Regional Path
- Unimproved Shared Use Regional Path
- Local Shared Use Path
- Recreational Trails

Roads

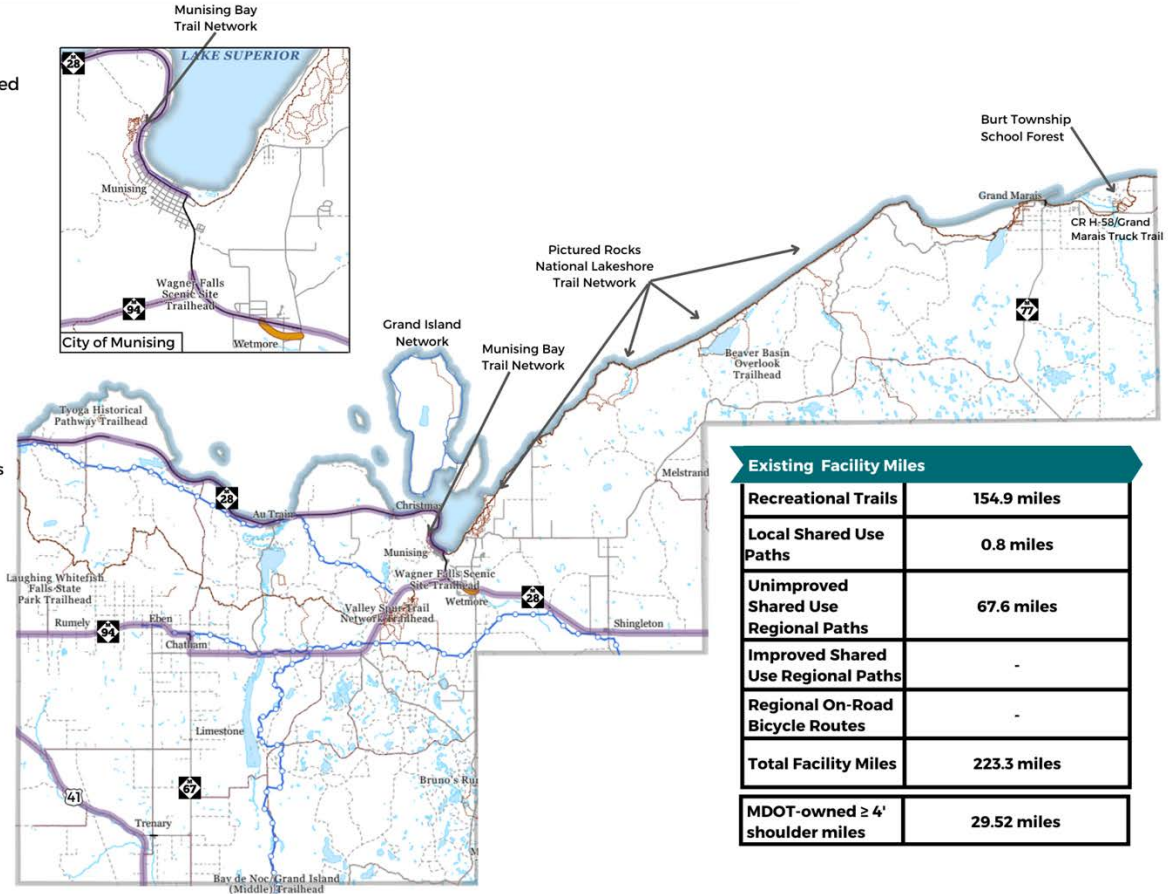
- Paved Roads
- Unpaved Roads
- MDOT Roads with 4-foot or greater paved shoulders or bicycle lanes
- County Roads with 4-foot or greater paved shoulders

Regional Routes

- North Country Trail



MDOT CUPPAD



Existing Facility Miles	
Recreational Trails	154.9 miles
Local Shared Use Paths	0.8 miles
Unimproved Shared Use Regional Paths	67.6 miles
Improved Shared Use Regional Paths	-
Regional On-Road Bicycle Routes	-
Total Facility Miles	223.3 miles
MDOT-owned ≥ 4' shoulder miles	29.52 miles

View an interactive detail map at: https://bit.ly/Superior_Nonmotorized

Central Upper Peninsula Region Alger County Proposed Nonmotorized Projects

Project	On-road or off-road facility	Enhances existing transportation network	Identified in community plans	Community Support		Promotes Safety	Expands access to other recreational activities and/or promotes tourism
				Local Governments	Public/Private Partners		
Munising Bay Trail Network improvements (Munising) First/Last-Mile Connections	Mixed	Connects to existing trails within the vicinity of Munising.	City of Munising Master Plan	Clark Township	Munising Bay Trail Network group Munising Visitors Bureau	Diverts users from M-28, M-94, H-58 (Grand Marais Truck Trail).	North Country Trail Hiawatha National Forest Pictured Rocks National Lakeshore
M-28 from Marquette County line to Munising Safety Improvements	On-road	Iron Ore Heritage Trail North Country Trail		Alger County	Iron Ore Heritage Recreation Authority	Shoulder improvements.	Connects with and improves existing regional and cross-country routes.
M-28 from Munising to Luce County line Safety Improvements	On-road			Alger County		Shoulder improvements. Current pavement corrugations dissuade users from paved shoulder.	Connects central and eastern U.P. regions, assets.

Non-MDOT Proposed Trails and Improvements

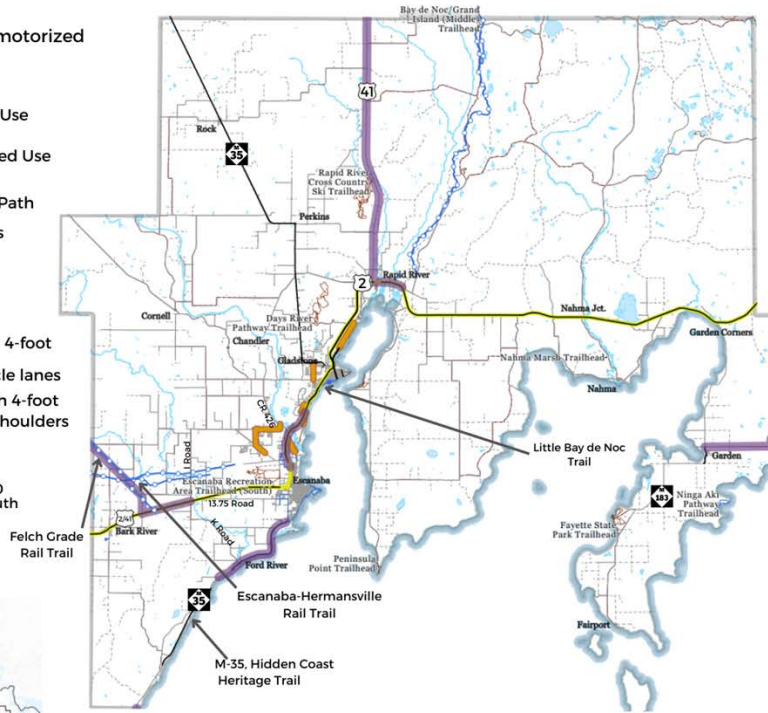
School Forest Trail (Grand Marais) off-road mixed-use trail: An expansion of existing off-road trails in the vicinity of the Burt Township School. Mixed-use pathway would allow travel from central Grand Marais east to the school-owned forest local trail network and divert users from H-58 (Grand Marais Truck Trail). Approximately 4 miles.

Grand Marias Truck Trail surface improvements (H-58): In improving the surface of the Grand Marais Truck Trail to be suitable for road bikes, users could follow Lake Superior from east of Grand Marais to Deer Park and continue on the existing paved surface. This improvement would allow users to completely divert from M-28 from Munising to Sault Ste. Marie in the vicinity of the existing North Country Trail/ Iron Belle Trail North Route. Approximately 13 miles.

Delta County Nonmotorized Network

Legend

-  Proposed Nonmotorized Improvement
- Facilities**
-  Improved Shared Use Regional Path
-  Unimproved Shared Use Regional Path
-  Local Shared Use Path
-  Recreational Trails
- Roads**
-  Paved Roads
-  Unpaved Roads
-  MDOT Roads with 4-foot or greater paved shoulders or bicycle lanes
-  County Roads with 4-foot or greater paved shoulders
- Regional Routes**
-  U.S. Bicycle Route 10 & Iron Belle Trail South



Existing Facility Miles	
Recreational Trails	52.3 miles
Local Shared Use Paths	18.7 miles
Unimproved Shared Use Regional Paths	43.4 miles
Improved Shared Use Regional Paths	-
Regional On-Road Bicycle Routes	52.4 miles
Total Facility Miles	166.8 miles
MDOT-owned ≥ 4' shoulder miles	94.50 miles



View an interactive detail map at: https://bit.ly/Superior_Nonmotorized

Central Upper Peninsula Region

Delta County Proposed Nonmotorized Projects

Project	On-road or off-road facility	Enhances existing transportation network	Identified in community plans	Community Support		Promotes Safety	Expands access to other recreational activities and/or promotes tourism
				Local Governments	Public/Private Partners		
Escanaba-Gladstone Nonmotorized Pathway First/Last-Mile Connections and Safety Improvements	Mixed	USBR-10 Iron Belle Trail	Delta County Master Plan	City of Escanaba City of Gladstone Delta County	Tour da Yoop, Eh	Diverts users from crossing US-2 in heavy industry traffic area, dedicated signs.	Connects Escanaba and Gladstone and enhances existing bicycle routes. Connection to Pioneer Trail Park and Campground.
M-35 from K-Road to US-2 Proposed Shared Use Path and/or Safety Improvements	Mixed	Hidden Coast Heritage Trail City of Escanaba nonmotorized trails	Ford River Township Recreation Plan	Ford River Township City of Escanaba Delta County	Mr. Bike Group	Proposed separated shared use pathway or expanded signs and paved shoulder improvements.	Increases safety and promotes ridership along M-35 from Ford River Township to Escanaba, enhancing existing local network.
US-2 through Rapid River Safety Improvements	On-road	USBR-10 Iron Belle Trail	Delta County	Delta County	Tour da Yoop, Eh	Dedicated bike lanes and signage, paved shoulder improvements.	Enhances existing bicycle routes.
US-2 from I Road to 13.75 Road Safety Improvements	On-road	USBR-10 Iron Belle Trail City of Escanaba nonmotorized trails	Ford River Township City of Escanaba Delta County	Ford River Township City of Escanaba Delta County	Mr. Bike Group	Shoulder improvements.	Connects to existing City of Escanaba trails.

Non-MDOT Proposed Trails and Improvements

CR 426 improvements: Shoulder and surface improvements along CR 426 to connect the recently dedicated bike lanes at Escanaba city limits north to the intersection of US-2, where there is a shared use-pathway over the Escanaba River. Safety crossing improvement at CR 426/US-2 intersection, where there is no crossing facility. Shoulder and surface improvements along CR 426 from the intersection of US-2 to Cornell would provide an alternative route from Escanaba to Gladstone along the

Escanaba River. Users could also avoid the steep incline and traffic on M-35 (North Bluff) in Gladstone to connect with M-35 further west. Approximately 13.5 miles.

Escanaba, Ludington Street lane reconfiguration: The City of Escanaba has proposed reconfiguring the downtown area of Ludington Street to Ludington Park. The street varies from five to three lanes with areas of angled parking along the route. The reconfiguration and subsequent improvements would include streetscape enhancements, safety elements, and dedicated facilities for bicycling. Approximately 1.5 miles.

Dickinson County Nonmotorized Network

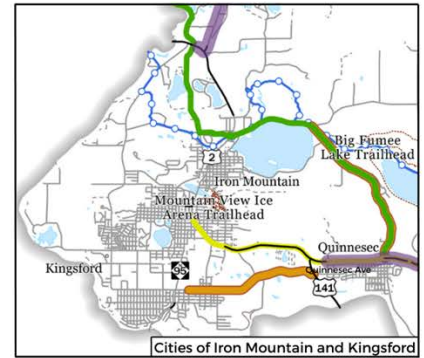
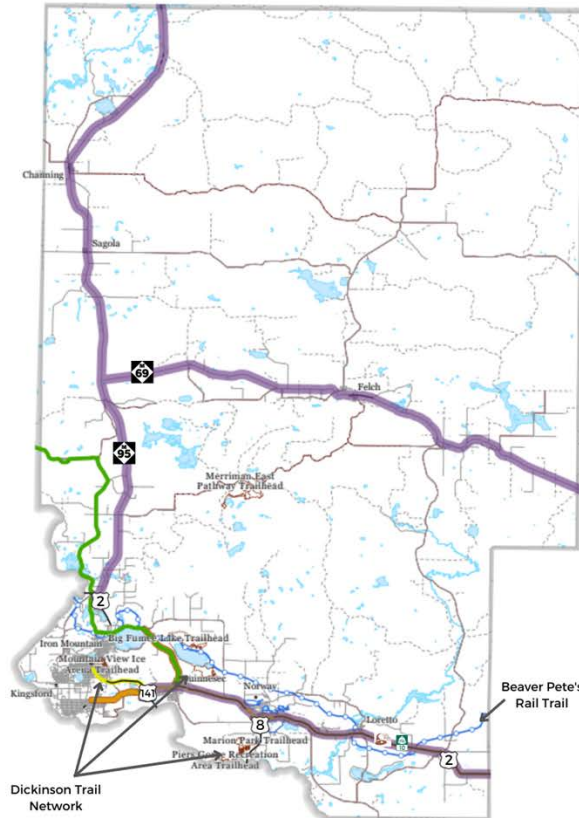
Legend

- Proposed Nonmotorized Improvement

- Facilities**
- Improved Shared Use Regional Path
- Unimproved Shared Use Regional Path
- Local Shared Use Path
- Recreational Trails

- Roads**
- Paved Roads
- Unpaved Roads
- MDOT Roads with 4-foot or greater paved shoulders or bicycle lanes
- County Roads with 4-foot or greater paved shoulders

- Regional Routes**
- U.S. Bicycle Route 10 & Iron Belle Trail South
- Iron Belle Trail South



Existing Facility Miles

Recreational Trails	40.6 miles
Local Shared Use Paths	15.3 miles
Unimproved Shared Use Regional Paths	37.4 miles
Improved Shared Use Regional Paths	-
Regional On-Road Bicycle Routes	37.0 miles
Total Facility Miles	130.3 miles
MDOT-owned ≥ 4' shoulder miles	24.36 miles

View an interactive detail map at: https://bit.ly/Superior_Nonmotorized

Central Upper Peninsula Region Dickinson County Proposed Nonmotorized Projects

Project	On-road or off-road facility	Enhances existing transportation network	Identified in community plans	Community Support		Promotes Safety	Expands access to other recreational activities and/or promotes tourism
				Local Governments	Public/Private Partners		
Iron Belle Trail expansion, Iron Mountain-Crystal Falls Safety Improvements	On-road	Completes southern route of Iron Belle Trail.	City of Iron Mountain Recreation Plan	Dickinson County	Dickinson Trail Network MDNR	Paved shoulder improvements, dedicated signs.	Improvements on M-95 and M-69 to Iron County would complete the southern route of the Iron Belle Trail.
US-2 from Menominee County line to Iron Mountain Safety Improvements	On-road	USBR-10 Iron Belle Trail Dickinson County Trail Network		City of Iron Mountain City of Norway Breitung Township	Dickinson Trail Network	Paved shoulder improvements.	Connects Iron Mountain/Kingsford with Norway and enhances connections between Dickinson Trail Network assets.
M-95 from Iron Mountain to US-41 Safety Improvements	On-road	Connects to Iron Ore Heritage Trail at Republic.				Paved shoulder improvements.	Widened paved shoulders would connect Iron Mountain to Marquette-Negaunee-Ishpeming through Iron Ore Heritage Trail/US-41.

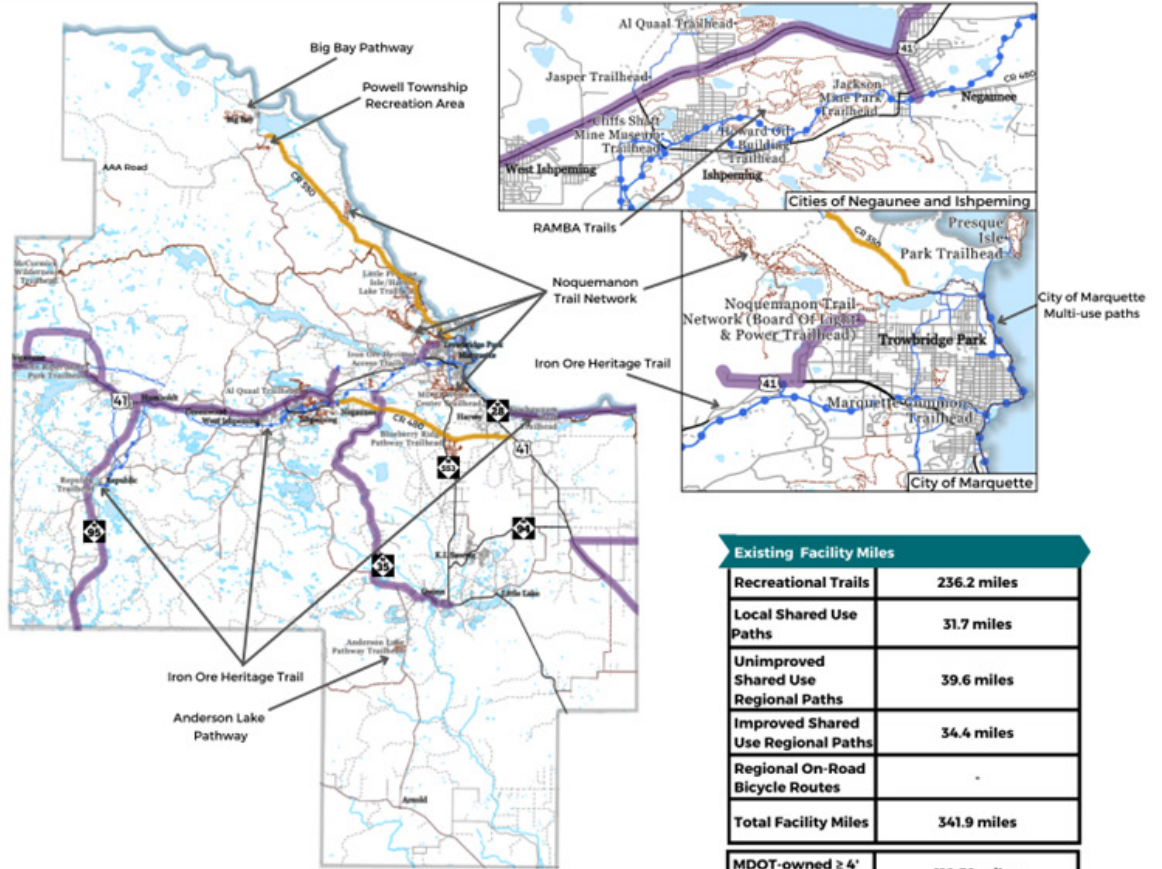
Non-MDOT Proposed Trails and Improvements

Quinnesec Bicycle Pathway: Connection from bicycle route at US-41/Lake Antoine Road using Quinnesec and Lincoln avenues to US-141. Project would enhance connections between Kingsford and Dickinson County Trail Network, increase mobility in Quinnesec. Approximately 1.6 miles.

Marquette County Nonmotorized Network

Legend

- Proposed Nonmotorized Improvement
- Facilities**
- Improved Shared Use Regional Path
- Unimproved Shared Use Regional Path
- Local Shared Use Path
- Recreational Trails
- Roads**
- Paved Roads
- Unpaved Roads
- MDOT Roads with 4-foot or greater paved shoulders or bicycle lanes
- County Roads with 4-foot or greater paved shoulders
- Regional Routes**
- North Country Trail



Existing Facility Miles	
Recreational Trails	236.2 miles
Local Shared Use Paths	31.7 miles
Unimproved Shared Use Regional Paths	39.6 miles
Improved Shared Use Regional Paths	34.4 miles
Regional On-Road Bicycle Routes	-
Total Facility Miles	341.9 miles
MDOT-owned ≥ 4' shoulder miles	118.52 miles



View an interactive detail map at: https://bit.ly/Superior_Nonmotorized

Central Upper Peninsula Region Marquette County Proposed Nonmotorized Projects

Project	On-road or off-road facility	Enhances existing transportation network	Identified in community plans	Community Support		Promotes Safety	Expands access to other recreational activities and/or promotes tourism
				Local Governments	Public/Private Partners		
US-41 from Ishpeming to L'Anse Safety Improvements	On-road			Marquette County Baraga County		Paved shoulder improvements.	Connects central and western U.P. regions, assets.
M-28 from US-41 to County Line Safety Improvements	On-road	Iron Ore Heritage Trail North Country Trail	Chocoley Charter Township Master Plan	Marquette County Chocoley Charter Township	Iron Ore Heritage Trail	Paved shoulder improvements.	Connects with and improves existing regional and cross-country routes. Lake Superior turnouts and beach access.
M-35 from Gwinn to US-41 Safety Improvements	On-road	Connects to Iron Ore Heritage Trail in Negaunee Township.				Paved shoulder improvements.	Lower traffic route from Gwinn, travels through scenic and active mining area.
Iron Ore Heritage Trail trailhead, M-28 First/Last-Mile Connections	Mixed	Iron Ore Heritage Trail North Country Trail	Iron Ore Heritage Trail 2022 Projects and Priorities	Marquette County Chocoley Charter Township	Iron Ore Heritage Trail MDNR	Diverts users from 5 miles of M-28.	Improves existing regional routes. Connects to tourism assets.

Non-MDOT Proposed Trails and Improvements

Big Bay/Powell Township nonmotorized trail expansion:
A number of possible nonmotorized pathway connections would connect to tourism assets and existing trail networks. Creating a nonmotorized trail in the vicinity of Big Bay Road through Ishpeming and Marquette charter townships in the vicinity of CR 550 would connect with the Noquemanon Trail Network and City of Marquette. Further connections

in the area of CR 510 could connect Big Bay to the Noquemanon Trail Network trailhead on CR 510 and further south to Negaunee and Ishpeming. Approximately 20 miles and 27 miles, respectively.

AAA Road pavement improvements: Pavement and/or other surface improvements along AAA Road near Eagle Mine would provide an alternative route from US-41 from Marquette to L'Anse, diverting users from over 50 miles of highway. Approximately 18 miles.

Menominee County Nonmotorized Network

Legend

Proposed Nonmotorized Improvement

Facilities

- Improved Shared Use Regional Path
- Unimproved Shared Use Regional Path
- Local Shared Use Path
- Recreational Trails

Roads

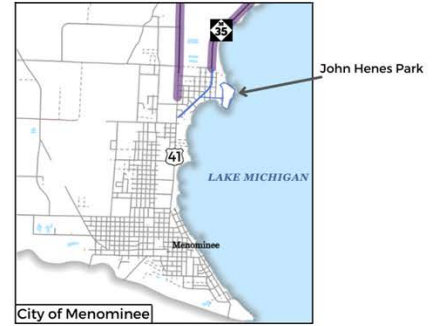
- Paved Roads
- Unpaved Roads
- MDOT Roads with 4-foot or greater paved shoulders or bicycle lanes
- County Roads with 4-foot or greater paved shoulders

Regional Routes

- U.S. Bicycle Route 10 & Iron Belle Trail South



MIDOT CUPPAD



Existing Facility Miles

Recreational Trails	13.6 miles
Local Shared Use Paths	0.5 miles
Unimproved Shared Use Regional Paths	32.8 miles
Improved Shared Use Regional Paths	-
Regional On-Road Bicycle Routes	19.6 miles
Total Facility Miles	66.5 miles
MDOT-owned ≥ 4' shoulder miles	39.07 miles

View an interactive detail map at: https://bit.ly/Superior_Nonmotorized

Central Upper Peninsula Region Menominee County Proposed Nonmotorized Projects

Project	On-road or off-road facility	Enhances existing transportation network	Identified in community plans	Community Support		Promotes Safety	Expands access to other recreational activities and/or promotes tourism
				Local Governments	Public/Private Partners		
M-35 through Menominee County Safety Improvements	On-road	Hidden Coast Heritage Trail		Menominee County		Paved shoulder improvements.	Connects to trails in Escanaba River State Forest, camping opportunities. Lake Michigan beach access.
US-41 from Powers to Menominee Safety Improvements	On-road					Paved shoulder improvements.	Promotes alternative connections to Escanaba, Iron Mountain.
US-41, Menominee Safety Improvements	On-road	City of Menominee bike routes		City of Menominee	Tri-Cities Regional Active Communities Coalition	Bicycle lanes, markings/signs.	Enhances safety on high-traffic arterial route. Connects to Marinette, Wisconsin.

Non-MDOT Proposed Trails and Improvements

CR 366/CR 551 pavement improvements: Improving the road surface along CR 551 and CR 366 north of Cedar River provides lower traffic alternative routes for users traveling US-2/US-41 or M-35 between Escanaba-Menominee or Escanaba-Dickinson County Trail Network. Approximately 5 miles.

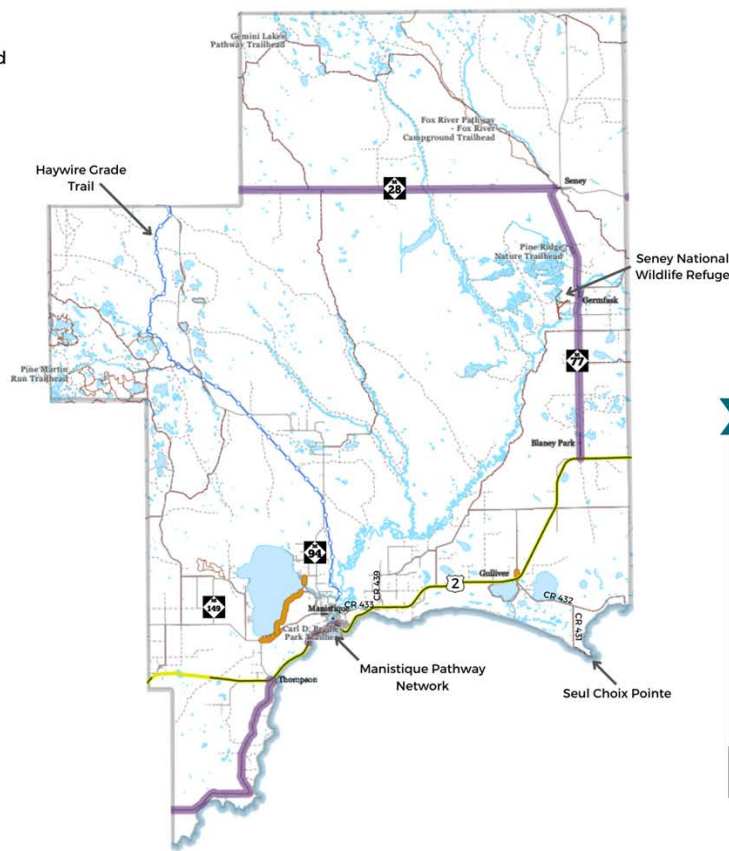
City of Menominee Bicycle Pathways: Complete connections between city streets with bicycle facilities. Inventory, signs, and mapping of facilities.

CR 577 pavement improvements: CR 577 is a popular highway-alternative route for bicyclists traveling north/south between Menominee and Norway. With constrained lane width, little to no shoulder, and poor surface condition along much of the route, bicyclist safety and comfort could be improved. Approximately 48 miles.

Schoolcraft County Nonmotorized Network

Legend

- Proposed Nonmotorized Improvement
- Facilities**
 - Improved Shared Use Regional Path
 - Unimproved Shared Use Regional Path
 - Local Shared Use Path
 - Recreational Trails
- Roads**
 - Paved Roads
 - Unpaved Roads
 - MDOT Roads with 4-foot or greater paved shoulders or bicycle lanes
 - County Roads with 4-foot or greater paved shoulders
- Regional Routes**
 - U.S. Bicycle Route 10 & Iron Belle Trail South



Existing Facility Miles

Recreational Trails	85.1 miles
Local Shared Use Paths	1.6 miles
Unimproved Shared Use Regional Paths	31.3 miles
Improved Shared Use Regional Paths	-
Regional On-Road Bicycle Routes	38.3 miles
Total Facility Miles	156.3 miles
MDOT-owned ≥ 4' shoulder miles	36.79 miles

View an interactive detail map at: https://bit.ly/Superior_Nonmotorized

Central Upper Peninsula Region Schoolcraft County Proposed Nonmotorized Projects

Project	On-road or off-road facility	Enhances existing transportation network	Identified in community plans	Community Support		Promotes Safety	Expands access to other recreational activities and/or promotes tourism
				Local Governments	Public/Private Partners		
M-77 Safety Improvements	On-road	US-2 to Grand Marais mobility improvements.		Schoolcraft County Alger County	Tour da Yoop, Eh	Paved shoulder improvements.	Connects to Seney National Wildlife Refuge, Grand Marais. Provides alternative connection between north/south Iron Belle Trail routes.
US-2 through Manistique Safety Improvements	On-road	USBR-10 Iron Belle Trail	City of Manistique Master Plan City of Manistique Recreation Plan	City of Manistique	Tour da Yoop, Eh	Paved shoulder improvements, dedicated signs, traffic calming.	Promotes safety in Manistique and connects to local recreation assets.
Iron Belle Trail trailhead, US-2 First/Last-Mile Connections	Off-road	USBR-10 Iron Belle Trail	City of Manistique Recreation Plan	City of Manistique			Establish trailhead and primitive camping area to promote tourism in Manistique.

Non-MDOT Proposed Trails and Improvements

CR 433 to CR 439 connection: A short, paved pathway connection between CR 433 and CR 439 would divert users from a dangerous and difficult overpass on US-2 and provide an alternative bypass to the highway along county roads from Manistique to the vicinity of M-77 (more than 16 miles). A portion of the area is used as an existing trail right of way along ATC transmission lines and is part of the existing Iron Belle Trail. Approximately 1 mile.

CR 432 and 431, US-2 to Seul Choix Pointe: Safety and surface improvements along these two county roads would create a nonmotorized connection between US-2 and Seul Choix Pointe Lighthouse, a regional tourism destination. The route is currently affected by heavy industrial traffic from the Port Inland quarrying operation, making safety a significant concern. Approximately 8 miles.

Western Upper Peninsula Region

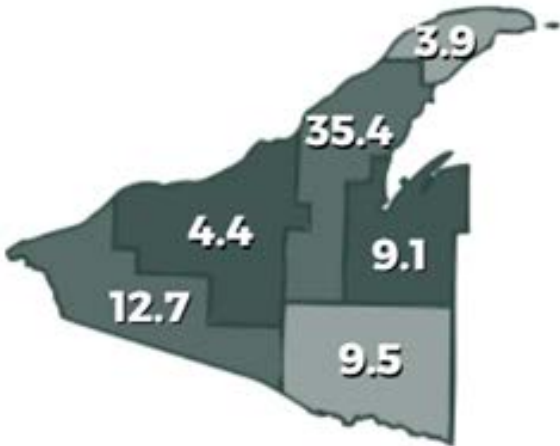
The western U.P. region is composed of the six rural counties of Baraga, Gogebic, Houghton, Iron, Keweenaw, and Ontonagon, and the two federally recognized tribal nations of the Keweenaw Bay Indian Community and the Lac Vieux Desert Band of Lake Superior Chippewa. The region covers 6,026 square miles and is well-connected in terms of major highways and roads, including US-41, US-2, US-45, US-141, M-28, M-26, M-64, M-38, M-203, M-73, M-189, and M-69. The region is also on the Indian Trails bus line which supports bicycle transport if the bicycle is contained in a carrying case.

The western region includes several destinations and micropolitan statistical areas: Houghton, Hancock, Ironwood, L'Anse, Iron River, and Crystal Falls. The region is also home to several educational institutions: Michigan Technological University, Finlandia University, Keweenaw

Bay Ojibwa Community College, and Gogebic Community College. Some of the public lands in the region include Ottawa National Forest, McLain State Park, and the Porcupine Mountains Wilderness State Park.

Population, Western Region

Persons Per Square Mile



County	2010	2020	Percent Change
Baraga	8,860	8,158	-8.0%
Gogebic	16,427	14,380	-12.5%
Houghton	36,628	37,361	+2.0%
Iron	11,817	11,631	-2.0%
Keweenaw	2,156	2,046	-5.1%
Ontonagon	6,780	5,816	-14.2%
Western Region	82,668	79,392	-4.0%

US Census Bureau

Existing Facilities

Transportation Network

Like other regions in the U.P., roadways provide the most extensive network for nonmotorized transportation in the western U.P. The largest and most vital transportation infrastructure for the region is the highway network. All roads in the region are open to bicycles, though not all roads are comfortable for bicyclists. Many communities have continued to make substantial investments in bicycle and pedestrian transportation over the last decade and the maps included in this plan were updated for this document based on those developments. The database created from the previous planning process will continue to be updated regularly to reflect timely conditions and plans.

Traffic volumes in the western U.P. region are considerably lower than the volumes of traffic in the southern half of the Lower Peninsula. On the heaviest traveled roads in this area, daily traffic volumes fall within the range of 800 to 17,400 AADT. Most of the roads in this area have an AADT less than 2,500, which are classified as light. The only road in the region that falls within the classified-heavy volume of traffic (greater than 10,000 daily vehicles) is located at the Portage Lake Lift Bridge on US-41 in Houghton County (28,000 daily). The Portage Lake Lift Bridge is the only crossing of the Portage Canal on the Keweenaw Peninsula, and as such is a major transportation chokepoint. Traffic volumes in the western U.P. fluctuate seasonally due to increases caused by summer and winter tourism. Compared to areas in lower Michigan, traffic volume is still considerably less even on the busiest road in the region. Traffic counts from 2020 may be lower than average due to the COVID-19 pandemic.

The western U.P. can be accessed from the south via crossing the border between northern Wisconsin and Michigan. For long distance travelers, US-2 and US-41 are the main travel corridors from the east. Inside the region there are many highways and county roads that interconnect and cover the area, which are described below.

State Highways Major state trunk lines include:

US-41 is a major route throughout the region, as well as a major route for commerce and recreation to the Keweenaw Peninsula. The highway connects to Marquette County in the eastern portion of the region and ends north at Copper Harbor in Keweenaw County. US-41 travels through several western region communities, including L'Anse, Baraga, Houghton, Hancock, Calumet, and Copper Harbor. From the Portage Lift Bridge north to Copper Harbor (47 miles), the corridor is a designated national scenic byway, the Copper Country Trail National Scenic Byway (<https://coppercountrytrail.org/>).

The highway is well-maintained and includes wide paved shoulders along much of its length. Paved shoulders along most of the highway are 4 to 8 feet wide, except north of Bete Gris Road along the "covered drive of trees"; no paved shoulder exists for the 10 miles to Copper Harbor.

The AADT of US-41 varies throughout the region. AADT is highest at the Portage Lift Bridge, with approximately AADT of 28,000 vehicle crossings per day between Houghton and Hancock in 2022. Traffic is the lowest east of Copper Harbor, with an AADT of 1,026 vehicles in 2020 near the northern terminus of US-41.



US-41 (Keweenaw County) north of Delaware (Bete Gris Road) has no paved shoulders

US-41 (Keweenaw County) north of Delaware (Bete Gris Road) has no paved shoulders

US-2 is a major east-west corridor that stretches across the southern portion of the western region. The highway enters Gogebic County at Ironwood and heads south toward Wisconsin in Iron County at Crystal Falls. US-2 connects several communities, including Bessemer, Wakefield, Watersmeet, and Iron River. The highway provides access to the Ottawa National Forest and other recreational trails.

Paved shoulders are present along most of the highway. In Ironwood, Bessemer, and Crystal Falls, four lanes of traffic are supplemented with sidewalks in some areas. AADT for the route ranges from a high of 7,984 (FY 2020) in Ironwood to a low of 1,408 east of Watersmeet.

US-2 (Iron County): 8-foot paved shoulders with rumble strips reducing rideable width (image courtesy of WUPPDR)



US-45 runs 55 miles throughout the region, entering the state from Wisconsin south of Watersmeet and ending in Ontonagon. It runs parallel to the Ontonagon River. US-45 also crosses the boundary between the Central and Eastern time zones.

Connecting Ontonagon to Rockland, Bruce Crossing, Watersmeet, then to Wisconsin, US-45 provides an important link for the western U.P. Wide 8-foot paved shoulders accommodate bicyclists and pedestrians for approximately 1 mile north of Watersmeet; otherwise, 3-foot paved shoulders are present along the remainder of the route. AADT ranges from 828 at Ontonagon to 2,741 (FY 2020) north of Watersmeet.

US-141 splits from M-28 near Covington and connects Covington to Amasa, Crystal Falls and Wisconsin. US-141 is a primary route for visitors from the Green Bay-Appleton area of Wisconsin. No wide paved shoulders are present. The AADT of the route varies from 981 vehicles in Amasa to 2,800 in Crystal Falls.

M-28 splits from US-41 halfway across Baraga County and traverses southern Baraga, Houghton, and Ontonagon counties until it ends in Gogebic County at Wakefield. M-28 connects several small communities, including Kenton, Bruce Crossing, and Bergland. Most of the route has 3-foot paved shoulders but near the communities of Covington, Bruce Crossing, Ewen, and Bergland, 8-foot paved shoulders provide space for bicycle and pedestrian traffic. AADT along the route range from a high of 2,343 vehicles in Wakefield to 1,387 west of Covington Township.

M-26 originates from US-45 just east of Rockland and heads north all the way to Copper Harbor, making it a major south-north corridor for the region. Mass City, Twin Lakes, Painesdale, Trimountain, South Range, Houghton, Ripley, Dollar Bay, Mason, Hubbell, Lake Linden, Laurium, Calumet, Mohawk, Eagle River, Eagle Harbor, and Copper Harbor are among the communities served by this roadway. Large stretches of M-26 between north of M-38 to South Range (32 miles) lack sufficient shoulder widths for bicyclists, along with poor placement of rumble strips, which creates a safety hazard for bicyclists.



Section of M-26 shoulder width heading south from Twin Lakes (Image courtesy of WUPPDR)

M-26 is concurrent with US-41 from Calumet to Phoenix. Paved shoulder width varies from 4 feet to 8 feet from South Range to Houghton, and portions of the route from Hancock to Dollar Bay and beyond to Calumet/Laurium. MDOT has long-range plans to provide wide paved shoulders along M-26 from the Portage Lift Bridge to Calumet. AADT varies along the route from 17,413 vehicles (where concurrent with US-41) at the Portage Lake Lift Bridge to 924 north of Eagle River in Keweenaw County. The 14-mile stretch of M-26 in the Keweenaw County from Eagle River to Copper Harbor is a very scenic drive that overlooks western Lake Superior much of the way, with many tourist attractions (Jampot, Jacobs Falls, Brockway Mountain, Eagle Harbor Lighthouse and Museum) to name a few along the route. The road, however, has non-existent paved shoulders, with the bicyclists sharing the traffic lanes with cars, RVs, SUVs, trailers, and motorcycles.

M-26 near Great Sand Bay between Eagle River & Copper Harbor has no paved shoulders (photo courtesy of WUPPDR)



M-64 connects Ontonagon to Silver City, White Pine, and Bergland and then follows the west edge of Lake Gogebic to connect with Marenisco and on to Wisconsin. The route is lightly traveled, with AADT ranging from 501 vehicles south of Silver City to 2,100 outside Ontonagon. Paved shoulders of 8 feet were completed by MDOT in 2017 from Silver City to White Pine (5.8 miles). The remainder of the route (40 miles to Wisconsin border) has mostly 3-foot or less shoulders with smaller sections closer to towns and tourist locations that feature wider shoulders.

M-38 connects Baraga to Nisula to Greenland to Ontonagon, providing a vital east-west connection. AADT ranges from 756 vehicles near Nisula to 4,084 west of Baraga. Sections of M-38 are served by 4-foot paved shoulders, which are reduced to 2 feet near Forest Highway 16.

M-203 parallels the Portage Canal from Hancock to Calumet (17 miles), before turning east near McLain State Park and is an immensely popular recreational and scenic drive. Narrow paved shoulders of only 2-3 feet provide very minimal space for people walking and traveling via bicycle along a vast majority of the route. A section near McLain State Park provides only 2-foot-wide paved shoulders. M-203 is an extremely popular route for commuters and tourists as well as recreational and more experienced bicycle riders. Pedestrian users, rollerbladers, and roller skiing are also highly popular. AADT along the route ranges from 3,382 vehicles in Hancock to 581 west of Calumet.



Bicyclists traveling north along M-203 toward McClain State Park in Hancock Township encounter very narrow paved shoulders (Image courtesy of WUPPDR)

M-73 splits from US-2 west of Iron River before passing through the southeast corner of the Ottawa National Forest and connects into Wisconsin across the Brule River. The AADT ranges from 380 vehicles for most of the route and 1,010 west of Iron River. The shoulders are paved 3 feet wide.

M-189 heads south from Iron River into Wisconsin. The road provides access to the Ski Brule resort. AADT is 4,250 vehicles immediately south of Iron River and 1,006 for the rest of the route. The shoulders are paved 3 feet wide.

M-69 connects Crystal Falls to M-95 in Dickinson County. The AADT for the route is 3,043 vehicles in Crystal Falls and 1,757 to the Iron County line. The shoulders are paved 3 feet wide.

The MDOT Superior Region has been working to provide wide paved shoulders along the state trunklines as need and resources permit. Beyond the state trunklines, nonmotorized travel is spread among county and local roads, paved pathways, multi-use trails, and combinations of these facilities. These roads and facilities are primarily lightly traveled, provide loop connections for recreational bicyclists, connect to destinations (parks, etc.), or provide alternatives to highway routes.

County Road Connections and Local Bike Tours

Keweenaw County:

- Five Mile Point Road (from Eagle River to Mohawk - 11.3 miles, routes bikers off US-41)
- Bete Gris Road to Lac La Belle Road (US-41, Delaware to Gay - 25 miles)
- Cliff Drive (from Phoenix to Allouez - 6.6 miles)

Baraga County:

- Tour De Pequeaming (22 miles)
- Tour De Baraga (5.6 miles)
- Tour De Mt. Arvon (29 miles round trip)
- Tour De Aura (26 miles)
- Tour De Skanee (51 miles)

Trail and Bicycling Organizations

Trail organizations in the western U.P. are driving forces to promote, plan, fundraise, and develop nonmotorized transportation facilities in collaboration with governmental entities. The following is a list of the nonmotorized trail organizations in the western U.P. region:

- North County Trail Association, Marquette Area, Peter Wolfe, and Ni-Miikanaake Chapters
- Western Gateway Trail Authority (Iron Belle Trail)
- Michigan Trails Authority Trail Coordinator (MDNR - Western Region)
- Ironwood Community Development (Gogebic)
- Friends of Miners Memorial Heritage Park (Gogebic)
- Wolverine Nordic (Gogebic)
- Active Backwoods Retreat (ABR Ski Trails - Gogebic)
- U.S. Forest Service, USDA
- Ottawa National Forest
- Keweenaw Trails Alliance
- Copper Harbor Trails Clubs
- North Woods Conservancy (Keweenaw)
- UP Land Conservancy (Keweenaw)
- Michigan Nature Association (Keweenaw)
- Keweenaw Outdoor Recreation Coalition

- Swedetown Trails Club
- Baraga County Trail Authority
- Iron County Recreation Trail
- Iron County Trail Club

Regional and Community Connections

North Country National Scenic Trail is a 4,800-mile-long hiking trail that crosses eight northern states from Vermont to North Dakota. Across the U.P. the Trail traverses through Mackinac, Chippewa, Luce, Alger, Marquette, Baraga, Houghton, Ontonagon, and Gogebic counties. The Iron Belle Trail hiking route runs concurrently with the North County Trail. The trail is predominately a native footpath.

Iron Belle Trail Bicycle Route is an on-road facility that uses US-2 through the region (99 miles), connecting Crystal Falls, Iron River, Watersmeet, Wakefield, Bessemer, and Ironwood west to the Wisconsin border (approximately 99 miles). This trail is mostly 4 feet to 8 feet paved shoulders along US-2, with offroad paved trails connecting Ironwood to Ramsay (9.7 miles). The longer-term goal is to continue to plan and expand Iron Belle with additional paved multi-use offroad trails heading east to Wakefield and beyond. The City of Bessemer is also planning a trailhead connection and facility for the Iron Belle.



Iron Belle Trail crossing at Powder Mill Creek near Bessemer

Iron River to Marenisco Trail is a multi-use trail (76.4 miles) that spans two counties (Gogebic and Iron), connecting the communities of Marenisco to Watersmeet and Iron River. This trail is mostly unimproved dirt and gravel and utilized by hikers, mountain bikes, ATVs, and snowmobiles in winter months.

Houghton County Trail System (Bill Nicholls Trail/Jack Stevens Trail) wanders for 41 miles through the U.P.'s scenic Copper Country. Beginning south from Wyandotte to Houghton and across the Portage Lift Bridge (Jack Stevens Trail) and ending just south of Calumet, the trail is a soft surface multi-use trail for ORVs, snowmobiles, hikers, and mountain bikers that also connects to Houghton's bicycle trail network. This trail is mainly unimproved dirt and gravel.

Bergland to Sidnaw Rail-Trail is a 43-mile multi-use trail for hiking, mountain biking, ATVs, and snowmobiling that spans Ontonagon and Houghton counties. This trail is mostly unimproved dirt and gravel.

Facilities by County

To determine gaps and needs within the region, it is important to inventory the existing nonmotorized travel routes within each county. Because communities in the western U.P. tend to be clustered with long distances between each other, it is important to recognize that most travel will be within the localized clusters. New opportunities to connect these local clusters may become available if additional railroad corridors are abandoned. The focus of this plan is not only providing connections within communities but also connecting clusters of communities and recreational assets. A priority for the western U.P. is to identify improvements that encourage more bicycle commuting accessible to the core communities. Each of the six counties is unique in their setting and their connectivity and has been reviewed individually to identify specific nonmotorized transportation needs.

Baraga County

In Baraga County, Baraga and L'Anse are the population centers for the area. Sufficient paved shoulder width along highways provides connections between the communities, but limited facilities exist to connect to the larger region. Sections of Pequaming and Skanee Road heading north from L'Anse have narrow 3 to 4-foot-wide paved shoulders. Sidewalks are available in L'Anse and Baraga and short walking/nature trails are available at the Baraga State Park and Sand Point. The North Country Trail also passes through the county.

Gogebic County

The main nonmotorized transportation corridors in Gogebic County are the state trunkline paved shoulders (US-2 Iron Belle Trail). Beyond the trunklines, rural roads and sidewalks within communities support nonmotorized travel. A short, shared use path is available in Ironwood along Alfred Wright Boulevard from downtown to Lime Street. Wide paved shoulders are present on Lake Road from US-2 to Jackson Street. Ironwood lacks pedestrian facilities along US-2. Off-road loop trails include the Powers Trail System near Little Girls Point and at the Wolverine Ski Trails in Ironwood. An unpaved multi-use trail travels from Marenisco east into Iron County (mountain bikes), and a paved recreational pathway circles Sunday Lake in Wakefield (road bikes and pedestrian). A small section of Porcupine Wilderness State Park extends into Gogebic County with hiking trails (no bikes or motorized use) beginning at Presque Isle Campground. The North Country Trail enters Gogebic County in the north and efforts are underway to extend it through the county. The Agonikak Trail, featuring crushed gravel and pavement (multi-use nonmotorized for all bikes and pedestrians), stretches 11 miles from Watersmeet south to Wisconsin.

Planning efforts in recent years have led to paved off-road trails from the Ironwood-Bessemer-Ramsay communities for the Iron Belle Trail. Off-road paved trails to connect more communities (Wakefield to Watersmeet and beyond) for the Iron Belle via a paved pathway following old US-2 or following old rail grades are in the planning stages. A looped network of nonmotorized trails at Miner's Memorial Heritage Park are being planned within Ironwood. In the Watersmeet area, the Wilderness Lakes Trail System project has been recently completed: a 37-mile road bike loop using existing roads (low-volume vehicles) in combination with 25 miles of off-road paved/hard pack aggregate trails circling the Sylvania Wilderness that dips over the state border into Wisconsin and then loops back into Michigan as the Agonikak Trail.

Houghton County

In Houghton County, a combination of trunkline paved shoulders, bicycle lanes, paved pathways, and trails provide for nonmotorized travel. Houghton and Hancock are the economic and educational centers of the area, with Michigan Technological University in Houghton and Finlandia University in Hancock. UP Health Systems-Portage and the Quincy Unit of the Keweenaw National Historic Park are also located in Hancock. In northern Houghton County, Calumet and Laurium are the community focal points, home to the Calumet Unit of the Keweenaw National Historic Park, Aspirus Keweenaw Hospital, and the Swedetown Trails (hiking, skiing, mountain biking).

An existing nonmotorized trail from Houghton to Chassell utilizes state-owned forest land but is not currently managed as an official trail. This trail was a former rail line that still needs to be improved by removing a section of track, along with paving and/or crushed aggregate material.

Paved pathways are located along the waterfront in Houghton from Kestner Park to Nara Park and from Sharon Avenue to the Portage School, and in Hancock from the Portage Lift Bridge to north of Ingot Street and along Campus Drive near Portage Health. One serious gap in the system is the connection between the Portage Lift Bridge and the Hancock paved trail (start of the Jack Stevens Trail), along with connections to Quincy Street and M-26 traveling north to Ripley. Multi-use trails (unpaved - unimproved) used for mountain biking, ATVs, and snowmobiles, following old rail beds, stretch south from Houghton 41 miles toward Ontonagon (Bill Nichols Trail), from Houghton to Chassell (8.6 miles), Hancock to Calumet (14 miles) (Jack Stevens Trail after Hancock), and the Portage Bridge to Lake Linden.



Biking and pedestrian access along the Portage waterfront in Houghton (Image courtesy of WUPPDR)

Hancock-Lake Linden: There is a second rail grade from the Portage

Lake Lift Bridge (Hancock) to Lake Linden (11 miles) that has potential as a paved bike/pedestrian nonmotorized shared use pathway and is supported by the communities along the route. Planning for this proposed nonmotorized shared use paved path began in January 2022.

Paved 4-foot shoulders are provided for nonmotorized travel along a portion of the Houghton Canal, along the Bootjack Road and along Sharon Avenue in Houghton, contributing to the on-road nonmotorized network. The state trunklines provide main connections and have wide paved shoulders from Houghton to Chassell, Dollar Bay to Lake Linden, and Lake Linden to Calumet. M-203 is lacking in extended paved shoulder width between Hancock and Calumet. MDOT has plans to add paved shoulder width from Ripley to the Portage Lake Lift Bridge. There is a significant gap connection (safety, signs, pavement widths, lane markings, etc.) after crossing the Portage Lake Lift Bridge north (from Houghton) to the connecting trail networks and main roadways (Jack Stevens Trail - Hancock to Calumet, M-26 to Ripley, Quincy Street in downtown Hancock). There is also a lack of biking signs to direct cyclists from the Portage Lake Lift Bridge traveling south into Houghton direct to the trail network along the canal. Initial planning is in progress to build a future paved shared use bike path (11 miles total) that would run parallel to the railroad easement and the existing ORV pathway from Hancock to Lake Linden.

M-203 heading north from Hancock along the Portage waterway



Numerous off-road looped trail systems (hiking, cross country skiing, mountain biking) are available in Houghton County, including Michigan Technological University/Nara Trails, Maasto Hiihto/Churning Rapids, Swedetown Trails, Chassell Trails, and numerous other small recreational and nature trails.

Iron County

Iron County includes Iron River, Caspian and Gaastra on the west and Crystal Falls in the east. Connecting Iron River and Crystal Falls are extended paved shoulders along US-2 on the Iron Belle Trail and a multi-use off road trail. This portion of US-2 is a designated State Heritage Route, the Iron County Heritage Route (6.8 miles), and a portion of the Iron County Heritage Trail System. Between Iron River and Caspian is the Apple Blossom Trail (2.5 miles), which provides family friendly recreation along a paved pathway. A plan has been developed to extend the Apple Blossom Trail east through Caspian to connect with Pentoga Park, then to Bewabic State Park and Crystal Falls. A 36-mile looped trail system connecting to historic sites between Crystal Falls and Iron River is also being planned.

Keweenaw County

As the most least populated county in the Superior Region, Keweenaw County is known for its natural and recreational amenities. The nonmotorized transportation infrastructure for road travel is limited to 2 to 4-foot-wide paved shoulders along US-41. From the southern county line to Bete de Gris Road (about halfway between Copper Harbor and Phoenix), the road is constrained by forests and topography, with little to no paved shoulder to Copper Harbor. A trail surfaced with crushed limestone provides access from Fort Wilkins State Park to Copper Harbor. The Keweenaw County Road Commission has added 2-foot-wide paved shoulders to Eagle Harbor Cutoff Road to improve safety along that route. Brockway Mountain Drive is a lesser traveled paved motor vehicle road that climbs to the top of the scenic mountain, beginning south at Silver River Falls Trailhead (off M-26) and then down the mountain north to Copper Harbor (total of 8.8 miles). The road surface needs extensive repairs and has potential of being utilized as an alternative nonmotorized route for a portion of M-26 to Copper Harbor. There are several low-volume traffic paved county roads that lack paved shoulders but are considered safer to bicyclists than the trunkline shoulders that are also utilized by Tour da Yoop, and other bicycle clubs and individual riders.

An extensive looped nonmotorized trail system (mountain biking/hiking) connects Copper Harbor to the Keweenaw Mountain Lodge, Fort Wilkins State Park, and the Keweenaw conservancy lands. In Eagle Harbor there is a looped ski trail and a point-to-point trail to Mt. Lookout (Mt. Baldy). There is also a hiking trail at Hunter's Point on the west end of Copper Harbor. Other trails provide for nature walks within established nature sanctuaries. Sidewalks in the communities of



Mohawk and Ahmeek provide local system connections. A long-range goal in Keweenaw County is to connect Copper Harbor to Eagle Harbor and Eagle River via a nonmotorized trail following the spine of the peninsula. The 14-mile stretch of M-26 between Eagle River and Copper Harbor is very scenic with outstanding views of Lake Superior and many tourist destination attractions. The route, however, lacks paved shoulders for cyclists and the road is therefore shared with cars, trucks, RVs, motorcycles, and other recreational vehicles.

Extensive mountain biking trail system in Keweenaw County (image courtesy of WUPPRDR)

Ontonagon County

Ontonagon County has several small communities, including Ontonagon, Silver City, White Pine, Rockland, Bergland, Bruce Crossing, and Mass City. Ontonagon is the county seat and the most populated community in the county. The communities are all isolated from each other by rural roadway mileage. Existing nonmotorized facilities include a paved pathway crossing the Ontonagon River in Ontonagon and an unpaved pathway connecting Ewen to the school on the west end of Ewen, and sections of 8-foot-wide paved shoulder within communities along M-28. A combination of sidewalks and sections of 2 to 3-foot-wide paved shoulders along Lakeshore Drive provide access to Ontonagon Township Park. There are 8-foot-wide paved shoulders installed along M-64 from Ontonagon to Silver City, and 107th Engineers Memorial Highway (formerly M-107) has 5 to 6-foot-wide paved shoulders from Silver City to 4 miles east of Porcupine Mountains State Park. Bicyclists looking for a paved route can take the 107th Engineers Memorial Highway and M-64 along the shore of Lake Superior. Off-road trails include looped hiking and biking trails at Porcupine Mountains State Park and the North Country Trail. There is an effort by local groups underway to connect the multi-use trail in Gogebic County from Marenisco up to Bergland.

Stakeholder Engagement

In developing this plan, the Western Upper Peninsula Planning and Development Region (WUPPDR) utilized the following methods to gather stakeholder input and supporting data:

Project Website: A web page was added to WUPPDR website as part of the transportation planning page:
<https://www.wuppdr.org/nonmotorized-transportation>.

The web page included the 2009 Superior Nonmotorized Transportation Plan and WUP Trail Project Online Survey.

Create Stakeholder Contact List (e-mail and telephone): The most recent local unit of government contact list, additional contact information from stakeholder organizations, local and regional trail groups, businesses, schools, and interested residents was collected to communicate and organize attendance for the one-on-one phone interviews and virtual workshop.

- **Stakeholder Regional Trail contact phone interviews:** Conducted in August-October 2021 with trail groups/government agencies from all six counties.
- **Workshops and Local Meetings:** WUPPDR held one regional stakeholders' workshop Jan. 26, 2022, via Zoom, which included 35 online attendees. The online workshop included:
 1. Information about the scope of the plan
 2. A summary of the previous 2009 Plan
 3. Goals and objectives for 2022 update
 4. Strategies to consider for 2022 update
 5. Perceived gaps for 2022 update
 6. Next steps
 7. Resources:
 - a. [MDOT Website](#)
 - b. MDOT Training Wheels
 - c. Local Bike/Pedestrian Groups
 - d. [UPNorthTrails.org](#)
 - e. MM2045 Active Transportation Plan

In addition to the phone interviews, and the virtual workshop, WUPPDR e-mailed a survey created with Google Forms to all stakeholders in the contact database after the virtual meeting to gain additional input.

Status of Action Items Since Previous Plan (2009)

The following table lists the actions identified in the 2009 Superior Region Non-Motorized Transportation Plan and Investment Strategy and gives a status update of what has been accomplished and if there are new actions to add to achieve future goals:

Action Item (2009)	Status (2022)	New Goal
Fill in bike lane gaps along Sharon Avenue to complete connection from M-26 to Michigan Technological University (Houghton County).	Complete.	Recently repaved sections of Sharon Avenue need to be re-stripped to establish the designated biking lane.
Extend the Apple Blossom Trail to Pentoga Park to link Iron County Heritage Trail sites and provide safe access to Pentoga parallel to CR 424 (Iron County).	Complete.	
Install 8-foot-wide paved shoulders from the Portage Lake Lift Bridge to Dollar Bay to improve bicycle access along this narrow, high-traffic area (Houghton to Dollar Bay).	Paved shoulders or pathway have been completed to the extent possible, terminating near the east side of the Portage Lake Lift Bridge. Terrain makes a shoulder/path connection beyond that point difficult. Paved shoulder width has been extended from Ripley to Dollar Bay.	Complete the 8-foot-wide paved shoulders from Portage Lake Lift Bridge to Ripley (approximately 2 miles). Explore future design option to improve the connection between the paved shoulder and bridge.
Resurface Brockway Mountain Drive to improve travel for bicyclists along the deteriorating destination roadway (Keweenaw County: Silver River Falls Park to Copper Harbor).	Not started. Brockway Mountain Drive remains unimproved.	Provides an alternative route from M-26 between Silver River Falls Park and Copper Harbor by utilizing Brockway Mountain Drive (8.8 miles).
Provide Portage Lake Lift Bridge access to/ from Hancock Trail to improve nonmotorized connections between Hancock and Houghton.	Not started.	Widen paved shoulder from Hancock side of bridge to Jack Stevens (Hancock) trail and combine with directional signs. High motor vehicle volumes on both sides of bridge. Much needed connections from lift bridge to Quincy Street, Hancock Trail, M-26, US-41, and M-203.
Agonikak Trail surface improvements that contribute to Wilderness Lakes Trails Plan (Watersmeet to Wisconsin Border).	Complete.	Widen paved shoulders along M-94.
	Ongoing trail maintenance.	Widen paved shoulders along US-41.
Complete Border Lakes Trail improvements that contribute to Wilderness Lakes Trails Plan (Watersmeet).	Complete.	Ongoing trail maintenance.
Surface second rail grade from Portage Lake Lift Bridge to Lake Linden to provide family friendly corridor and connection to Hancock Trail (Hancock to Lake Linden).	Not completed. In planning as of January 2022.	In planning stages as of fall 2022 to create a pedestrian and bicycle paved trail alongside the existing ATV/snowmobile trail from Lake Linden to Hancock.
Trail improvements/delineation of Chassell Grade to provide safe use (Houghton to Chassell).	Partial improvements completed.	Complete paving trail and remove existing railroad debris.
Construct spur trail to Lac Vieux Desert Casino that contributes to Wilderness Lakes Trails Plan (Watersmeet).	Complete.	Widen paved shoulders along M-77.
Improve access between Michigan Technological University and Portage waterfront by building a pathway to mitigate elevation change.	Partial improvements completed.	Unknown.

Continued >>>

Action Item (2009)	Status (2022)	New Goal
Improve signs on M-26 and US-41 to make motorists aware of the potential for cyclists along narrow roads lacking paved shoulders (Keweenaw County).	Not completed or started.	Evaluate suitability for "share the road" or similar signs at limited, appropriate locations along M-26 and US-41 corridors in Keweenaw County that lack paved shoulders.
Pathway along old US-2 from Ironwood to Wakefield to provide off-highway paved nonmotorized route for the communities.	Three phased segments completed: Phase 1 - Gogebic County Iron Belle Trail: Through Ironwood, 2.5 miles. Separated pathway created from US-2 utilizing abandoned railroad right of way, completed in 2015. Phase 2 - Gogebic County Iron Belle Trail: From Ironwood to Bessemer, 4.2 miles. Separated pathway created from US-2 utilizing abandoned railroad right of way, completed in 2016. Phase 3 - Gogebic County Iron Belle Trail: Bessemer to Ramsay, 3 miles, completed in 2020.	Complete extension of Iron Belle Trail off-road from Ramsay to Wakefield (Phase 4). Planning in progress but work is pending funding and property access issues.
Extend Apple Blossom Trail to Pentoga Park to link Iron County Heritage Trail sites and provide safe access to Pentoga parallel to CR 424.	Complete; extension referred to as Iron County Heritage Trail.	
Extend shoulders along Lake Road (Ironwood) to Gogebic-Iron County Airport to provide safer access for bicyclists along this high-traffic corridor.	Shoulders are mostly widened but unpaved.	Pave shoulders along entire segment.
	Not started.	Widen paved shoulder from Hancock side of bridge to Jack Stevens (Hancock) trail and combine with directional signs. High motor vehicle volumes on both sides of bridge. Much needed connections from lift bridge to Quincy Street, Hancock Trail, M-26, US-41, and M-203.
Designate off-highway (US-2) Iron Belle route from Watersmeet to Wakefield using existing roads as feasible to provide off-highway routes (Watersmeet to Wakefield).	Not completed.	Continuing off-road planning for paved expansion of Iron Belle to the eastern part of the U.P.
Paved shared use pathway, Ft. Wilkins to Hunter's Point around Lake Fanny Hooe, to improve connections and opportunities between parks and town (Copper Harbor).	Not started.	In planning stage.
Sidewalks or shared use pathway along US-2 in Ironwood to provide pedestrian access along this high-traffic corridor (Ironwood).	Sidewalks completed on the north side of US-2 in Ironwood.	Complete sidewalks on the south side of US-2.
M-26 (Eagle River to Copper Harbor - 14 miles): Improve shoulders and/or bike lane markings/signs to provide safer travel along this narrow, winding very scenic stretch of highway (Keweenaw County).	Not started.	In planning stages as of fall 2022 to create a pedestrian and bicycle paved trail alongside the existing ATV/snowmobile trail from Lake Linden to Hancock.
	Continue to advocate for paved shoulders or shared nonmotorized/motorized lanes and evaluate suitable sign options.	Complete paving trail and remove existing railroad debris.
Widen paved shoulders from White Pine to Silver City on M-64 to complete shoulder connections to White Pine from M-107 intersection (Ontonagon).	Complete.	

Continued >>>

Action Item (2009)	Status (2022)	New Goal
Build a shoreline pathway from Baraga State Park to Baraga Marina to improve connections between community and recreation sites (Baraga).	Not started; however, planning was completed and funding approved (MDOT/village match). Project to begin in 2023 and be completed same year.	MDOT part-sponsored project to be completed in 2023. Ultimate plan is to extend the pathway past L'Anse around the south side of Keweenaw Bay to Zeba.
Build pathway from Marina to Sand Point to improve recreational opportunities and connections to community (Baraga).	Phase 1: Baraga Marina to Sand Point, 1.7 miles (completed 2020).	Phase 2: Marina to state park, to begin construction in 2023 (1.5 miles). Phase 3: Through L'Anse to Zeba in longer-term planning.
Build trail connection to Chassell via old railroad grade to connect to Chassell-Houghton Trail (Baraga to Chassell).	Improvements of infrastructure are mostly complete for snowmobile trail #15 relocation. (Multi-use grade to paved trail) this could provide a future nonmotorized section along the route.	The removal of the railroad tracks that are still in place on MDOT-administered section from Arnheim to Chassell (10.4 miles) A longer-term plan and/or timeline to complete the entire trail from Chassell to Baraga has not been established or verified.
Pave shoulders on CR 424 to provide safe travel along this narrow route (Iron County).	A 7-mile stretch of paved shoulder on one side of road has been completed.	Complete remainder of the proposed shoulder improvements.
Widen paved shoulders along M-28 to 8 feet where needed to complete connections (Baraga County to Houghton County).	Completed by MDOT in 2017.	
Fill in paved shoulders along roads from Skanee to Pequaming to provide route to northern Baraga County.	Not started due to funding constraints.	Provide a safer route along the county roads from Skanee to Pequaming.
Build paved shoulders along Black River Road to provide safer nonmotorized travel options to Black River Harbor (Gogebic County).	Not started due to funding constraints.	Provide a safer route along the Black River Road to Black River Harbor.
Research L'Anse-Baraga off-highway shared use pathway to provide family friendly connection between the two communities (L'Anse and Baraga).	Research has been conducted; implementation is in planning stage.	Funding not yet in place to build a 10-foot-wide shared use off-road paved path along the east side of US-41 (4.8 miles).
US-2: A trial four- to three-lane (with bike lanes) conversion in Iron River is gaining support and will likely be maintained. The four- to three-lane conversion was also tried in Bessemer but was rejected by the local community after one year.	Iron River remains three lanes; Bessemer three-lane conversion was eventually accepted and is being completed in 2022.	
US-45: MDOT to provide 8-foot-wide paved shoulders from the Wisconsin border to North Moon Lake Road and from Duck Lake Road to the US-2 intersection.	Complete.	
Ontonagon County: Install 8-foot-wide paved shoulders along M-64 from Ontonagon to Silver City and 107th Engineer Memorial Highway (formerly M-107).	Project completed with 7-foot-wide paved shoulders.	
Gogebic County: Miners Memorial Heritage Park (Ironwood) is a 167-acre park. A 10-mile double-looped mountain biking/hiking trail system is planned. Will be open also to cross country skiers, snowshoers, and snow bikers in the winter. In the summer, it is open for biking and hiking.	14,514 feet (2.8 miles) completed to date.	Project (remaining: 7.2 miles) is on schedule to be completed in September 2022.

Performance Measured Since Previous Plan

The actions outlined above were identified through local citizen surveys and stakeholder sessions, and then given a prioritization using a scoring matrix. Several projects, particularly those that were listed higher in the action table, were accomplished by MDOT, local governments, and through trail groups and partnerships. However, some remain unaccomplished or with work remaining; some of the completed projects are highlighted below:

Iron Belle Trail off-road paved connections:

- US-2: 2.5-mile abandoned railroad corridor south and parallel to US-2 (Phase 1 Gogebic County Iron Belle Trail through Ironwood, 2.5 miles). Separated pathway created from US-2 utilizing abandoned railroad right of way; completed in 2015.
- US-2: 4.2-mile abandoned railroad corridor south and parallel to US-2 (Phase 2 Gogebic County Iron Belle Trail from Ironwood to Bessemer, 4.2 miles). Separated pathway created from US-2 utilizing abandoned railroad right of way; completed in 2016.
- US-2: 3-mile abandoned railroad corridor south and parallel to US-2 (Phase 3 Gogebic County Iron Belle Trail from Bessemer to Ramsay). Completed in 2020.

Iron County:

- Apple Blossom Trail in 2017 was extended from Caspian to Pentoga Park as the Iron County Heritage Trail, providing safe access to the park and other sites.
- Iron County Heritage Trail: The 6.8-mile trail was completed in 2017 from Caspian to Pentoga Park. It is the first phase of a long-range plan to create a 36-mile paved trail loop connecting several historic sites between the communities of Iron River and Crystal Falls.

Gogebic County:

- Sunset Road, Ironwood: Sunset Trailhead was created in 2021.
- Little Iron River Bridge: The project consisted of building a new 70-foot-long bridge and 1.5 miles of new trails through the Ottawa National Forest and building 3 miles of new trails in the Porkies. Trail construction began in summer 2019 and is now completed in the Porkies. Trail and bridge construction in Ottawa National Forest will be completed in fall 2022.

Baraga County:

- M-28 (between M-38 and Lyon Street): A traffic-calming curb extension and ADA ramp were completed in 2020.
- US-41 (Baraga State Park to Baraga Village Marina): A 10-foot-wide shared use pathway along the east side of US-41 is to be completed in 2022. Project includes additional pedestrian crossing countermeasures, curb ramp upgrades, wayfinding signs, a trailhead at Baraga State Park, and a short boardwalk.
- M-28 from US-41 west to East Johnson Road: paved shoulders widened to 8 feet in 2017.

Houghton County:

- US-41 (through Hancock, Quincy Street): various nonmotorized improvements.
- US-41 (College Avenue, Houghton) from Franklin Street to Montezuma Avenue: Will include geometric enhancements to improve current and future nonmotorized connections along the corridor. Will also include the rebuilding of “wide” sidewalks along US-41/M-28. The road will be rebuilt to three lanes with a sidewalk extension along Montezuma. An additional pedestrian crossing at the west end of College Avenue was built in conjunction with an MDOT road project.

Iron County:

- CR 424 (Gaastra, CR424 from Gaastra to Pentoga Park): Combination separated pathway along CR 424.
- US-2 (Iron River from North 9th Street to Bernhardt Road): Improvements along the Iron Belle Trail.

Gap Analysis of Current Network

Since the 2009 plan, local units of government and interest groups have accomplished significant expansions of nonmotorized transportation networks in the western U.P. region, though much of the rural areas remain less attractive to less-experienced cyclists. As was outlined in the 2009 plan, there remains a considerable number of miles of roadway that could benefit from roadway or paved shoulder improvements. Secondly, first- and last-mile connections to local community facilities would have the benefit of removing cyclists from high-traffic areas, providing route options for riders less comfortable with busier roadways, and promote economic and tourism assets in the region. Gaps were identified through extensive analysis of nonmotorized assets in the region, stakeholder events, and through local government planning documents.

Three major routes of travel for bicycling in the western Superior Region are east-west: the Iron Belle South/USBR-10 route along US-2, M-28 from Nestoria to Wakefield, and M-38 from Baraga to Ontonagon. Along the Iron Belle south route, rural areas with wider paved shoulders provide some separation from the high-speed traffic; however, in the urban fringes, roadway and lane constrictions provide less comfortable passage for bicyclists and dissuade local users from the highway route. In the urban areas, local governments have worked to provide locally connected route options that allow users to bypass some of these busier areas, but the widespread implementation of additional safety measures along the portions of the route where the road constricts would be highly beneficial.

Along the northern routes, pavement corrugations on M-26 from Greenland Township to Houghton make the use of the road challenging and uncomfortable for bicyclists. The placement of these treatments is inconsistent, eliminating the paved shoulder in many areas, making it exceedingly difficult to navigate in the rain. Dedicated signs and wider paved shoulders that allow bicyclists to move over so that motor vehicles can safely pass are also needed; these are low-cost treatments that could help mitigate some safety issues.

Feedback from the stakeholder input resulted in some consensus in recommendations for travel along main trunklines: 1) move the pavement corrugations to the white line, not 6-12 inches to the right of the white line; 2) sweep paved shoulders of roads two to three times per year, especially on segments with pavement corrugations, and immediately after corrugations are added; 3) additional extended paved shoulders; and 4) more marked bike lanes and signs.

There is also a major consensus among stakeholders for safer alternative bicycle travel on county or local road routes versus major trunklines. Alternatives could run either parallel to major roadways or be built as paved off-road trails via existing abandoned roads or abandoned railroad lines and spurs.

The following “gaps” in the nonmotorized system of western U.P. region have been identified as potential areas of improvement. In addition to the actions outlined from the 2009 plan above, realizing these projects would enhance long-distance bicycle routes while also providing opportunities to attract local users and increase mobility to economic and tourism assets in the region.

- The transition from the Portage Lake Lift Bridge from Houghton over to Hancock (Houghton County) is not well defined or developed and could use improvements in pavement, sidewalk, and directional and safety signs to transition to M-26. Improved facilities are needed to connect to Hancock (Quincy Street) leading to the M-203 Portage Canal Scenic Route, Quincy Hill (US-41), and the pathway traveling underneath the bridge to the Calumet Trail (Jack Stevens).
- M-203 (Hancock to Calumet, 17 miles) is a very scenic route along the Portage Waterway Canal that also connects to McClain State Park and Calumet. The roadway lacks sufficient paved shoulder widths, biker awareness and safety signs, and pavement markings for both recreational and experienced bicyclists.
- M-26 (Eagle River to Copper Harbor, 14 miles) is another scenic route that hugs parts of the western coast of Lake Superior and lacks sufficient paved shoulder widths, signs, pavement markings, etc. for comfortable recreational and experienced bicycling along a popular scenic tourism destination route that features many attractions along the drive.
- Widening paved shoulders along M-69 east from Crystal Falls into Dickinson County would complete the southern route of the Iron Belle Trail that remains to be accomplished in the U.P.
- There remain several state and federal routes with insufficient paved shoulder width for bicycle comfort and the placement of pavement corrugations that amplify discomfort along these routes. These have been identified as:
 - US-41: Delaware to Copper Harbor (11 miles)
 - US-41: Calumet to Phoenix (13 miles)
 - M-26: Eagle River to Copper Harbor (14 miles)
 - M-26: M-38 to South Range (32 miles)
 - M-203: Hancock to Calumet (17 miles)
 - M-26: M-45 north to M-38 (6 miles)
 - M-38: Greenland to Ontonagon (14 miles)
 - M-45: Rockland and Ontonagon (11.6 miles)

Baraga County Nonmotorized Network

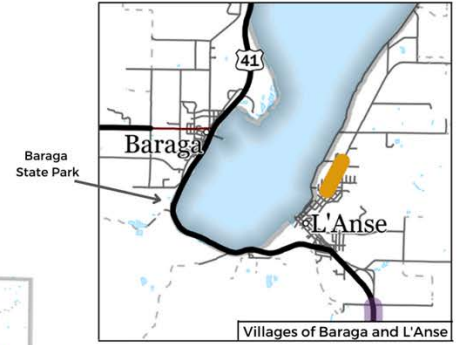
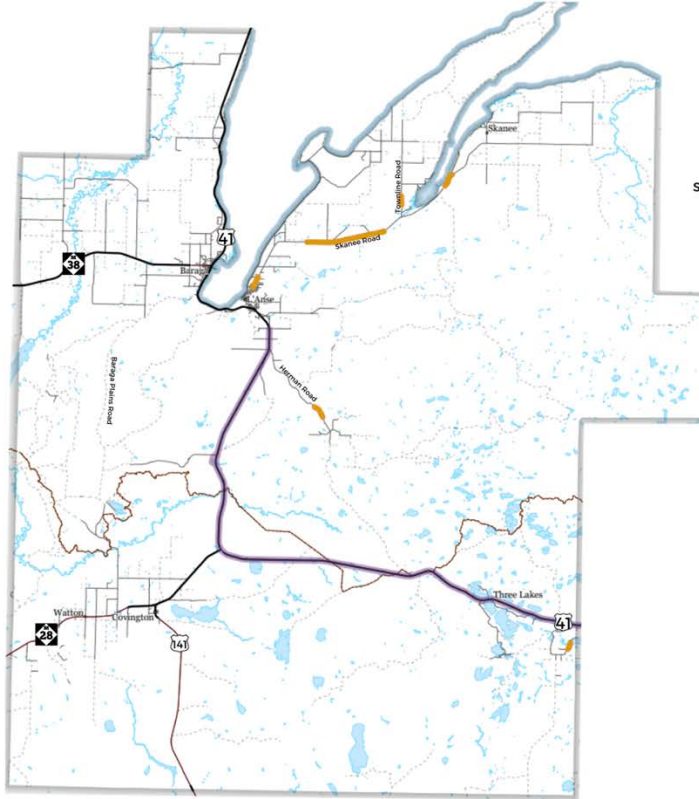
Legend

- Proposed Nonmotorized Improvement

- Facilities**
- Improved Shared Use Regional Path
- Unimproved Shared Use Regional Path
- Local Shared Use Path

- Roads**
- Paved Roads
- Unpaved Roads
- MDOT Roads with 4-foot or greater paved shoulders or bicycle lanes
- County Roads with 4-foot or greater paved shoulders

- Regional Routes**
- North Country Trail



Existing Facility Miles

Recreational Trails	49.9 miles
Local Shared Use Paths	-
Unimproved Shared Use Regional Paths	-
Improved Shared Use Regional Paths	-
Regional On-Road Bicycle Routes	-
Total Facility Miles	49.9 miles
MDOT-owned ≥ 4' shoulder miles	60.58 miles



View an interactive detail map at: https://bit.ly/Superior_Nonmotorized

Western Upper Peninsula Region

Baraga County Proposed Nonmotorized Projects

Project	On-road or off-road facility	Enhances existing transportation network	Identified in community plans	Community Support		Promotes Safety	Expands access to other recreational activities and/or promotes tourism
				Local Governments	Public/Private Partners		
US-41 from Ishpeming to L'Anse Safety Improvements	On-road			Marquette County	Tour da Yoop, Eh	Paved shoulder improvements.	Connects to Seney National Wildlife Refuge, Grand Marias. Provides alternative connection between north/south Iron Belle Trail routes.
Connect trails from L'Anse to Baraga State Park Proposed Shared-use Path	Off-road	State Park nature trail and long-distance multiuse (motorized) trail	Baraga County, Village of Baraga, and L'Anse Village and Township recreation plans, 2018 and later; improvements to DNR grade planned by Baraga State Park	Baraga County Village of Baraga Village of L'Anse Baraga and L'Anse townships	MDNR	Off-road trails.	State park and downtown L'Anse.

Non-MDOT Proposed Trails and Improvements

Baraga Plains Road: Paving the surface of Baraga Plains Road would complete a highway-alternative route between Copper Harbor, L'Anse and the southern side of the western U.P. Paving this section would divert users from more than 26 miles of highway, while the entire route diverts users from more than 130 highway miles (approximately 10.2 miles).

Gogebic County Nonmotorized Network





Legend

 Proposed Nonmotorized Improvement

Facilities

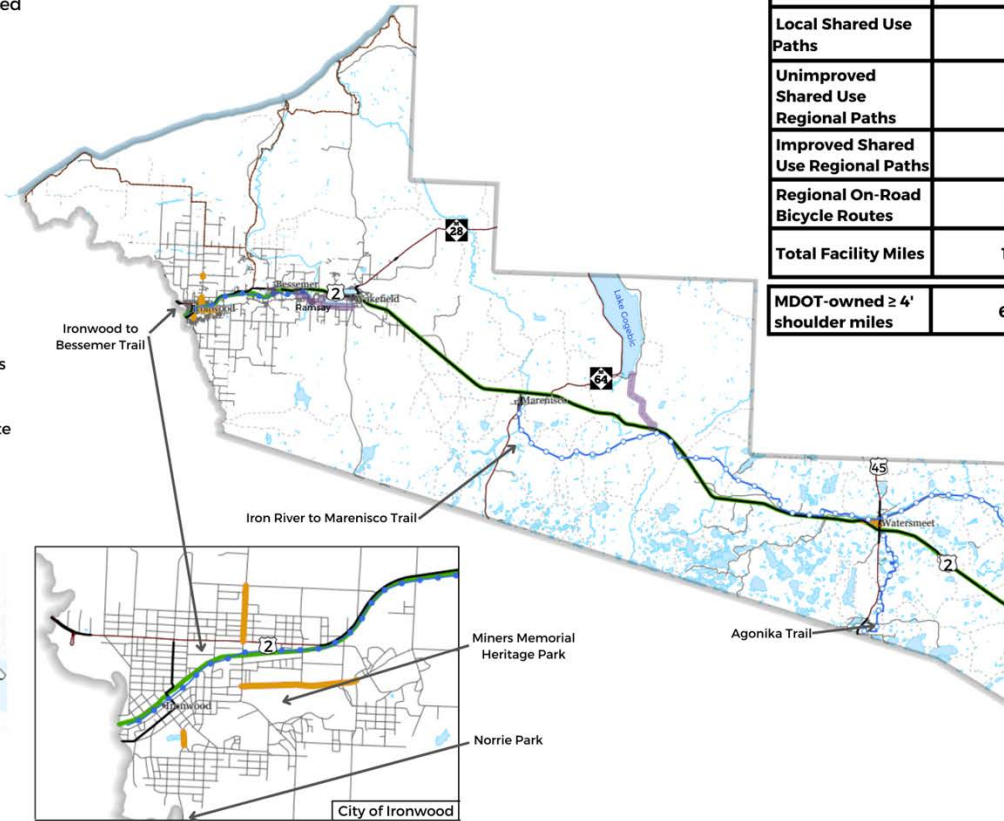
 Improved Shared Use Regional Path
 Unimproved Shared Use Regional Path
 Local Shared Use Path

Roads

 Paved Roads
 Unpaved Roads
 MDOT Roads with 4-foot or greater paved shoulders or bicycle lanes
 County Roads with 4-foot or greater paved shoulders

Regional Routes

 Iron Belle Trail South Route
 North Country Trail



Existing Facility Miles

Recreational Trails	56.8 miles
Local Shared Use Paths	-
Unimproved Shared Use Regional Paths	53.0 miles
Improved Shared Use Regional Paths	9.7 miles
Regional On-Road Bicycle Routes	67.7 miles
Total Facility Miles	187.2 miles
MDOT-owned ≥ 4' shoulder miles	67.76 miles

View an interactive detail map at: https://bit.ly/Superior_Nonmotorized

Western Upper Peninsula Region

Gogebic County Proposed Nonmotorized Projects

Project	On-road or off-road facility	Enhances existing transportation network	Identified in community plans	Community Support		Promotes Safety	Expands access to other recreational activities and/or promotes tourism
				Local Governments	Public/Private Partners		
2.9-mile abandoned railroad corridor south and parallel to US-2: Phase 4 Iron Belle Trail from Ramsay to Wakefield Proposed Shared Use Path	Off-road	Separated pathway, from US-2, utilized abandoned railroad right of way; extension of existing Iron Belle.	Gogebic County Recreation Plan, 2018; much interest from local and regional nonmotorized user groups	Gogebic County City of Wakefield Bessemer Township	Western Gateway Trail Authority MDNR MDOT	Off-road from US-2 existing route.	Improved connection to remainder of Iron Belle Trail.
Southern Beltline Railroad grade 2 miles in Ironwood connecting Norrie Park to Miners Memorial Heritage Park and the Iron Belle Trail First/Last-Mile Connections	Off-road	To connect the southern-most park in the city to the Iron Belle Trail with a nonmotorized trail.	City of Ironwood Comprehensive Plan, 2019; much interest from local and regional nonmotorized user groups, along the Iron Belle Trail network.	City of Ironwood	MDNR		Improves access to the entire city for Iron Belle users.
Miners Mountain Bike Trail Looped Systems: Miners Memorial Heritage Park Ironwood First/Last-Mile Connections	Off-road	Develops 10 miles of mountain bike trails.	City of Ironwood Comprehensive Plan, 2019; local interest in mountain bike trails in town for citizens and youth development.	City of Ironwood	MDNR		Enhances the draw of mountain biking opportunities for visitors.
Constructing off-road Iron Belle Trail trailhead to Bessemer First/Last-Mile Connections	Off-road	Connects Bessemer to Iron Belle Trail.	City of Bessemer Master Plan, 2021	City of Bessemer	MDNR		Improves access to the city's businesses for Iron Belle users.

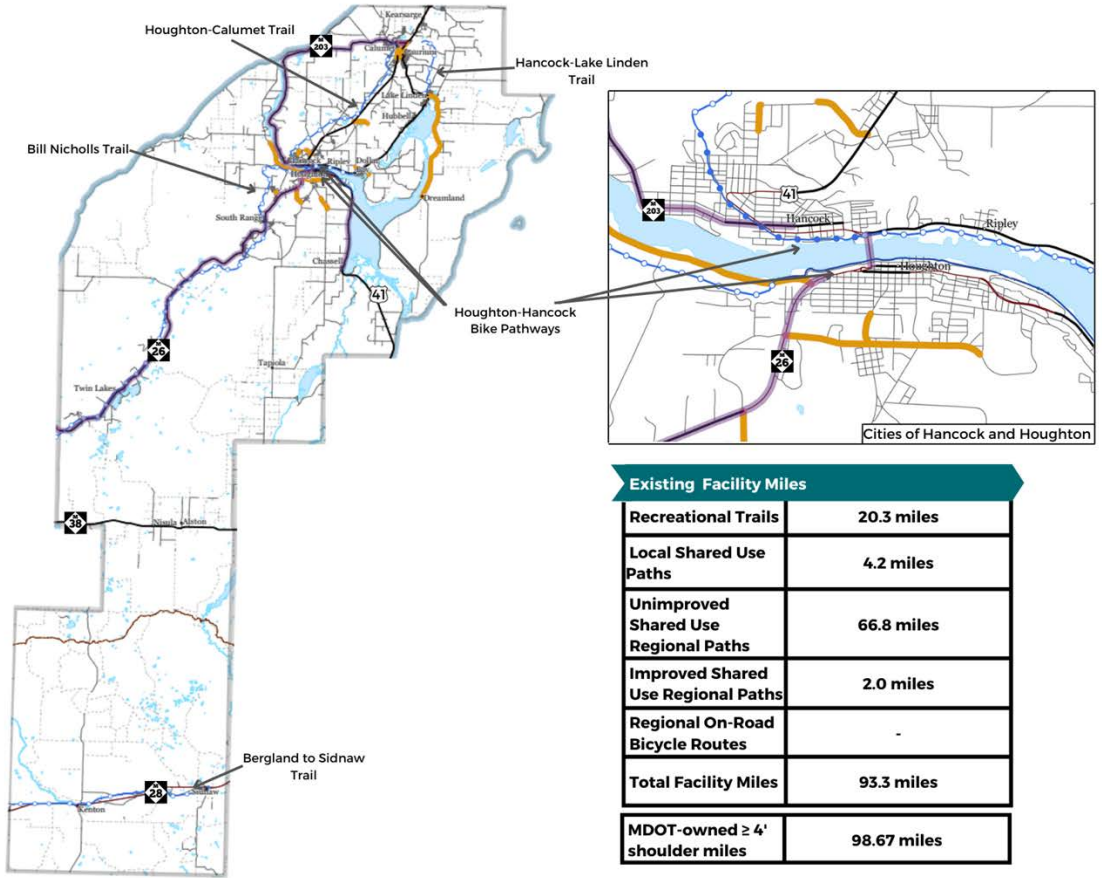
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Project	On-road or off-road facility	Enhances existing transportation network	Identified in community plans	Community Support		Promotes Safety	Expands access to other recreational activities and/or promotes tourism
				Local Governments	Public/Private Partners		
Paving gravel segment of old US-2 west from Basswood (approximately 23 miles) Safety Improvements	On-road	Safety improvements		Gogebic County Watersmeet Township	Gogebic County Road Commission Tour da Yoop, Eh	Diverts users from approximately 21 miles of US-2.	
Paving Stage Coach Road between Lake Gogebic and US-2 Iron Belle Trail; alternatively, construct off-road bike path Safety Improvements; Shared Use Path	On- or off-road	Safety improvements		Gogebic County Marenisco Township	Gogebic County Road Commission Tour da Yoop, Eh	Diverts users from 7 miles of US-2.	Improves and encourages access to campgrounds and resorts around Lake Gogebic.

Houghton County Nonmotorized Network

Legend

- Proposed Nonmotorized Improvement
- Facilities**
- Improved Shared Use Regional Path
- Unimproved Shared Use Regional Path
- Local Shared Use Path
- Roads**
- Paved Roads
- Unpaved Roads
- MDOT Roads with 4-foot or greater paved shoulders or bicycle lanes
- County Roads with 4-foot or greater paved shoulders
- Regional Routes**
- North Country Trail



Existing Facility Miles

Recreational Trails	20.3 miles
Local Shared Use Paths	4.2 miles
Unimproved Shared Use Regional Paths	66.8 miles
Improved Shared Use Regional Paths	2.0 miles
Regional On-Road Bicycle Routes	-
Total Facility Miles	93.3 miles
MDOT-owned ≥ 4' shoulder miles	98.67 miles



View an interactive detail map at: https://bit.ly/Superior_Nonmotorized

Western Upper Peninsula Region

Houghton County Proposed Nonmotorized Projects

Project	On-road or off-road facility	Enhances existing transportation network	Identified in community plans	Community Support		Promotes Safety	Expands access to other recreational activities and/or promotes tourism
				Local Governments	Public/Private Partners		
Improve Portage Lake Lift Bridge connections to/from Calumet (Jack Stevens) Trail and Quincy Street, M-26, M-203, and US-41 First/Last-Mile Connections	Off-road and On-road	Greatly improves nonmotorized connection between Hancock and Houghton.		City of Hancock	MDOT	Need to make improvements to curb ramps, sidewalks, shoulders, signs, safety, etc.	
M-203 (Hancock to Calumet, 17 miles) Safety Improvements	On-road	Promotes safer bike travel from Hancock to McLain State Park and beyond to Calumet.		City of Hancock Hancock Township Village of Calumet Houghton County	MDOT	Expand existing narrow paved shoulders to minimum 4 feet and provide signs.	Improves access to McLain State Park and downtowns of Calumet and Hancock.
Lake Linden to Hancock rail trail Proposed Shared Use Path	Off-road	Creates paved off-road bicycle/pedestrian connection on adjacent existing railroad rights of ways.	Copper Heritage Trail, WUPPDR	City of Hancock; Village of Lake Linden; Franklin, Osceola, Schoolcraft, and Torch Lake townships; Houghton County	Houghton County Recreation Authority MDNR MDOT	Creates paved shared use nonmotorized path from Hancock to Lake Linden (alternative to shoulder use on US-41).	Accommodates novice/ infrequent trail users and includes mobility-accessible design.
Trail improvements and delineation of Chassell grade (Baraga to Chassell) Proposed Shared Use Path	Off-road	Provides official and well-designed all-season off-road route.		Village of Baraga Baraga Township Chassell Township	Houghton County Recreation Authority MDNR MDOT	Diverts users from US-41.	Improves trail user access to businesses.

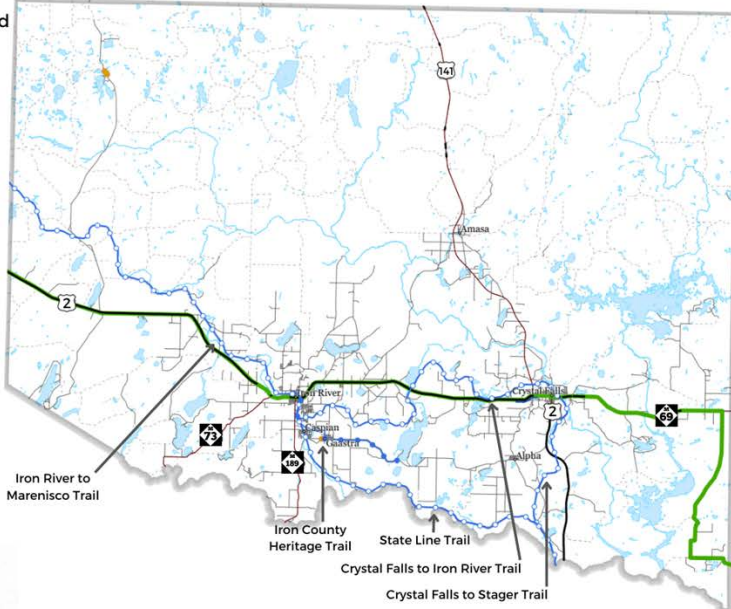
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Project	On-road or off-road facility	Enhances existing transportation network	Identified in community plans	Community Support		Promotes Safety	Expands access to other recreational activities and/or promotes tourism
				Local Governments	Public/Private Partners		
M-26: Greenland Township (Ontonagon County) to Houghton Safety Improvements	On-road	Potential modifications to pavement corrugations on paved shoulders, and increased width at various locations along M-26.		Several townships	MDOT	Need to make improvements to curb ramps, sidewalks, shoulders, signs, safety, etc.	
Houghton to Chassell bike trail Safety Improvements	Off-road	Enhances the connection for off-road biking.		City of Houghton Chassell Township Portage Township	Houghton County Recreation Authority MDNR	Removes existing railroad ties and adds possible pavement or crushed limestone for road biking use.	

Iron County Nonmotorized Network

Legend

-  Proposed Nonmotorized Improvement
- Facilities**
 -  Improved Shared Use Regional Path
 -  Unimproved Shared Use Regional Path
 -  Local Shared Use Path
- Roads**
 -  Paved Roads
 -  Unpaved Roads
 -  MDOT Roads with 4-foot or greater paved shoulders or bicycle lanes
 -  County Roads with 4-foot or greater paved shoulders
- Regional Routes**
 -  Iron Belle Trail South Route



Existing Facility Miles

Recreational Trails	-
Local Shared Use Paths	1.3 miles
Unimproved Shared Use Regional Paths	57.0 miles
Improved Shared Use Regional Paths	9.0 miles
Regional On-Road Bicycle Routes	56.9 miles
Total Facility Miles	124.2 miles
MDOT-owned ≥ 4' shoulder miles	43.05 miles



View an interactive detail map at: https://bit.ly/Superior_Nonmotorized

Western Upper Peninsula Region Iron County Proposed Nonmotorized Projects

Project	On-road or off-road facility	Enhances existing transportation network	Identified in community plans	Community Support		Promotes Safety	Expands access to other recreational activities and/or promotes tourism
				Local Governments	Public/Private Partners		
<p>Expand the Heritage Nonmotorized Trail:</p> <p>Build a trail from Crystal Falls to Iron River to connect to the Apple Blossom Trail</p> <p>Proposed Shared Use Path</p>	Off-road	Connects existing off-road paths.		Cities of Crystal Falls and Iron River; intervening townships	Iron County Road Commission	Diverts users from heavily traveled roads.	Increases access to heritage sites along the trail.
<p>Create a 36-mile nonmotorized paved trail loop connecting several historic sites between Iron River and Crystal Falls</p> <p>Proposed Shared Use Path</p>	Off-road	Connects existing off-road paths.		Cities of Crystal Falls and Iron River; intervening townships	Iron County Road Commission MDOT	Diverts users from heavily traveled roads/ enhances scenic environment.	Increases access to heritage sites along the trail.

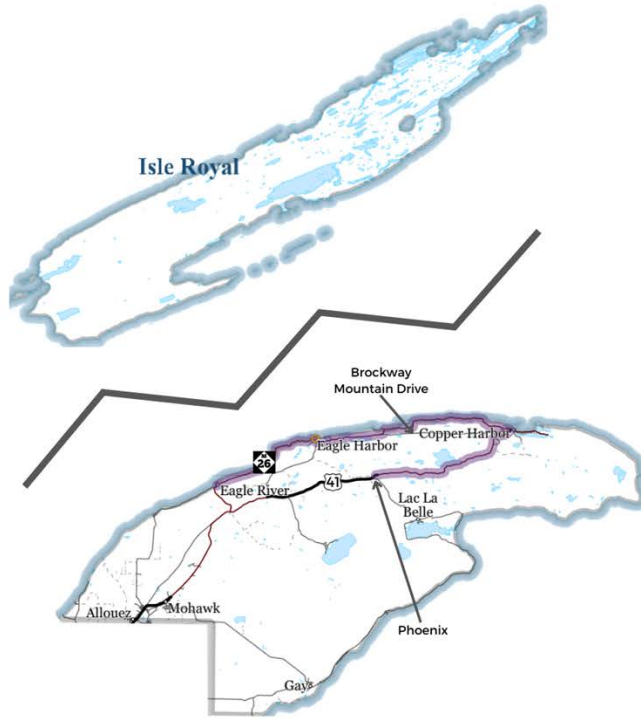
Keweenaw County Nonmotorized Network

Legend

- Proposed Nonmotorized Improvement

- Facilities**
- Improved Shared Use Regional Path
- Unimproved Shared Use Regional Path
- Local Shared Use Path

- Roads**
- Paved Roads
- Unpaved Roads
- MDOT Roads with 4-foot or greater paved shoulders or bicycle lanes
- County Roads with 4-foot or greater paved shoulders



Existing Facility Miles

Recreational Trails	-
Local Shared Use Paths	-
Unimproved Shared Use Regional Paths	-
Improved Shared Use Regional Paths	-
Regional On-Road Bicycle Routes	-
Total Facility Miles	0.0 miles
MDOT-owned ≥ 4' shoulder miles	10.57 miles



View an interactive detail map at: https://bit.ly/Superior_Nonmotorized

Western Upper Peninsula Region Keweenaw County Proposed Nonmotorized Projects

Project	On-road or off-road facility	Enhances existing transportation network	Identified in community plans	Community Support		Promotes Safety	Expands access to other recreational activities and/or promotes tourism
				Local Governments	Public/Private Partners		
Resurface Brockway Mountain Drive (Silver River Falls Park to Copper Harbor, 8.8 miles) Safety Improvements	On-road	Safety and road improvements.		Keweenaw County Copper Harbor	Keweenaw County Road Commission Tour da Yoop, Eh	Provides safer travel for bicyclists along the deteriorating destination roadway.	Improves a key tourism driving route.
M-26 from Eagle River to Copper Harbor (14 miles) Safety Improvements	On-road	Safety and road improvements.		Eagle Harbor, Houghton, and Grant townships Keweenaw County	MDOT	Improve biker awareness signs and pavement markings.	Allows access to numerous tourist attractions and businesses along route.
US-41 from Phoenix to Copper Harbor Safety Improvements	On-road	Safety and road improvements.		Grant Township	MDOT Tour da Yoop, Eh	Creates paved shared use nonmotorized path from Hancock to Lake Linden (alternative to shoulder use on US-41).	Accommodates novice/ infrequent trail users and includes mobility-accessible design.
Proposed Keweenaw Peninsula trail (Eagle River to Copper Harbor) Proposed Shared Use Path	Off-road			Eagle Harbor and Houghton townships	MDNR MDOT Keweenaw County Road Commission	Diverts users from dangerous M-26.	Connects to numerous mountain biking trails and tourist destinations in Keweenaw Peninsula.

Ontonagon County Nonmotorized Network





Legend

 Proposed Nonmotorized Improvement

Facilities

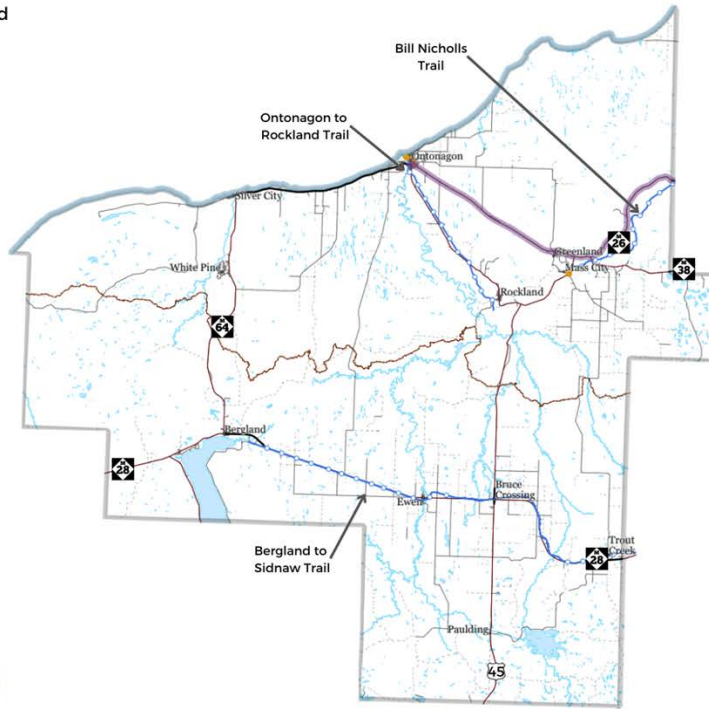
-  Improved Shared Use Regional Path
-  Unimproved Shared Use Regional Path
-  Local Shared Use Path

Roads

-  Paved Roads
-  Unpaved Roads
-  MDOT Roads with 4-foot or greater paved shoulders or bicycle lanes
-  County Roads with 4-foot or greater paved shoulders

Regional Routes

-  North Country Trail



Existing Facility Miles

Recreational Trails	76.3 miles
Local Shared Use Paths	-
Unimproved Shared Use Regional Paths	54.4 miles
Improved Shared Use Regional Paths	-
Regional On-Road Bicycle Routes	-
Total Facility Miles	130.7 miles
MDOT-owned ≥ 4' shoulder miles	18.75 miles



View an interactive detail map at: https://bit.ly/Superior_Nonmotorized

Western Upper Peninsula Region Ontonagon County Proposed Nonmotorized Projects

Project	On-road or off-road facility	Enhances existing transportation network	Identified in community plans	Community Support		Promotes Safety	Expands access to other recreational activities and/or promotes tourism
				Local Governments	Public/Private Partners		
M-28 road improvements from M-64 (east) to M-64 (west) Safety Improvements	On-road	Widen paved shoulders from 3 feet to 8 feet.		Bergland Township	"Tour da Lake" MDOT	Provides safer travel for bicyclists.	
M-28 road improvements from Bergland to Ewen (including Bergland) Safety Improvements	On-road	Widen paved shoulders from 3 feet to 6 feet; possible lane reconfiguration in Bergland would provide a shoulder for bicycles and other users.		Bergland, Matchwood, and McMillan townships	MDOT	Provides safer travel for bicyclists.	
M-26: Greenland Township, Ontonagon County, to Twin Lakes (14 miles) Safety Improvements	On-road	Consider modifications to pavement corrugations on paved shoulders and increase width at various locations along M-26.		Greenland and other intervening townships	MDOT Tour da Yoop, Eh	Provides safer travel for bicyclists.	

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