



Connecting MICHIGAN

A statewide **trailways** vision and action plan





Connecting MICHIGAN

Welcome to *CONNECTING MICHIGAN*, an especially proactive and broad-based initiative to identify and address the critical issues that are impeding Michigan's progress on developing a statewide interconnected system of trailways and greenways. These treasured resources, so appealing to a wide array of interests, benefit Michigan communities and provide exceptional opportunities for various recreational pursuits, health and fitness, nonmotorized transportation, environmental enhancement, economic and educational benefits, and tourism. Today's vision can be tomorrow's reality.



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- The bi-partisan Michigan Land Use Leadership Council, a public-private council formed in early 2003 by Governor Jennifer Granholm, recommended that *"the state should provide incentives ... to develop and maintain trailways and to avoid the interruption of trailways vital to recreation and tourism interests,"* and that it should *"encourage a statewide linked system of trails and recreation."*

- A study, conducted by Dr. David Chenowith in 2003 for the Michigan Fitness Foundation, found that physical inactivity among Michigan's 7.6 million adults cost nearly \$8.9 billion in avoidable health care costs in 2002.



Championing Sustainable Change

The Michigan Trails & Greenways Alliance (MTGA) is an active and vital partnership that promotes the on-going development of our state's trailways. In early 2006, MTGA launched *CONNECTING MICHIGAN* at a kickoff event, attended by more than 200 people energized and intent on making a positive difference in the future of Michigan's trailway system. Championing sustainable change, *CONNECTING MICHIGAN* is committed to a statewide trailways vision and an action plan to bring that vision to life.

Focusing Beyond Trails to a Statewide System

While Michigan is already a national leader in trailway mileage, much more remains to be done for realizing a far-reaching, interconnected statewide trailway system that touches all communities, is accessible to all citizens, and improves the quality of life for Michigan's residents. Fifteen regional trailway opportunities are focused on trailway-to-trailway and trailway-to-destination connections. These and other opportunities support an interconnected trailway network, envisioned in the Michigan Trailways Act of 1993.

With that in mind, MTGA has undertaken the *CONNECTING MICHIGAN* challenge in cooperation with the National Park Service: Rivers, Trails, and Conservation Assistance (NPS-RTCA) Program and the Michigan Recreation and Park Association (MRPA). The Ruth Mott Foundation, Saginaw Bay Watershed Initiative Network, and People and Land are providing financial support for this exciting process of changing mindsets and shaping promise.

Planning to Realize the Vision

CONNECTING MICHIGAN has engaged stakeholders at national, state, regional, and local levels in a process to investigate and define the critical issues, develop goals, and formulate action plans to improve state and local policies and programs for supporting trailways.

This document takes a brief look at Michigan's trailways past and present, and summarizes the results of the *CONNECTING MICHIGAN* collaborative planning process for realizing a statewide system of interconnected trails, readily accessible by most and beneficial to all.

INSIDE ...

History of Trailways in Michigan	2
Today: Our Successes	2
Roots of Michigan's Trailways	2
Rails-to-Trails Conservancy	3
The Michigan Trailways Act	4
National Trails Support	4
Michigan Trails Develop, MTGA Evolves	4
Connecting Michigan: The Process	6
Our Studies & Action Plans	6
Trailway Funding	8
Database & Website	12
Property Issues	16
Trails Usage	18
On-Road Connections	20
Building Trailways Support	22
Overcoming Boundaries	24
Coordinating Resources	26
Multi-Use Trails and Design	30
Trails in a Statewide Context	34
Implementation Strategy: Moving Forward	36
Gratitude and Recognition	40
Trailways Information Resources	42

APPENDIX (See a separate CD at the back of this book)

- A. Connecting Michigan: A Statewide Trailways Vision and Action Plan
- B. Connecting Michigan Partners Endorsement Form
- C. Michigan Trails at the Crossroads: a Vision for Connecting Michigan
- D. Statewide Greenways Maintenance Inventory and Case Studies
- E. Preliminary Results from a Nationwide Survey of Trail Enforcement Personnel
- F. Genesee County Trail Prioritization Process for a Regional Trail Network
- G. Initial Survey of Feasible Funding Options for Long-term Trail Maintenance
- H. Tools for Regional Collaboration: The Metropolitan District Act, The Recreational Authorities Act, and The Urban Cooperation Act



History of Trailways in Michigan: Past Achievements & Future Possibilities

Today: Our Successes

Michigan is already near the top nationally in the development of recreational trailways. Currently, the state is second only to Wisconsin in the nation with 131 established trails, commonly called "rail-trails," covering some 1,398 miles. Adding in the connectors on utility corridors, road rights of way, public lands, and private easements, Michigan's developed trailways stretch to more than 2,000 miles. That's surely an impressive starting point.

The Michigan Trailways Timeline shows how far we've come in just 20 years. Beginning with the barest grassroots support, we can certainly take pride in what the energy and support of friends' groups; local and regional planning efforts; and the collaboration and financial investment from municipal, state, federal, and private-sector partners have accomplished.

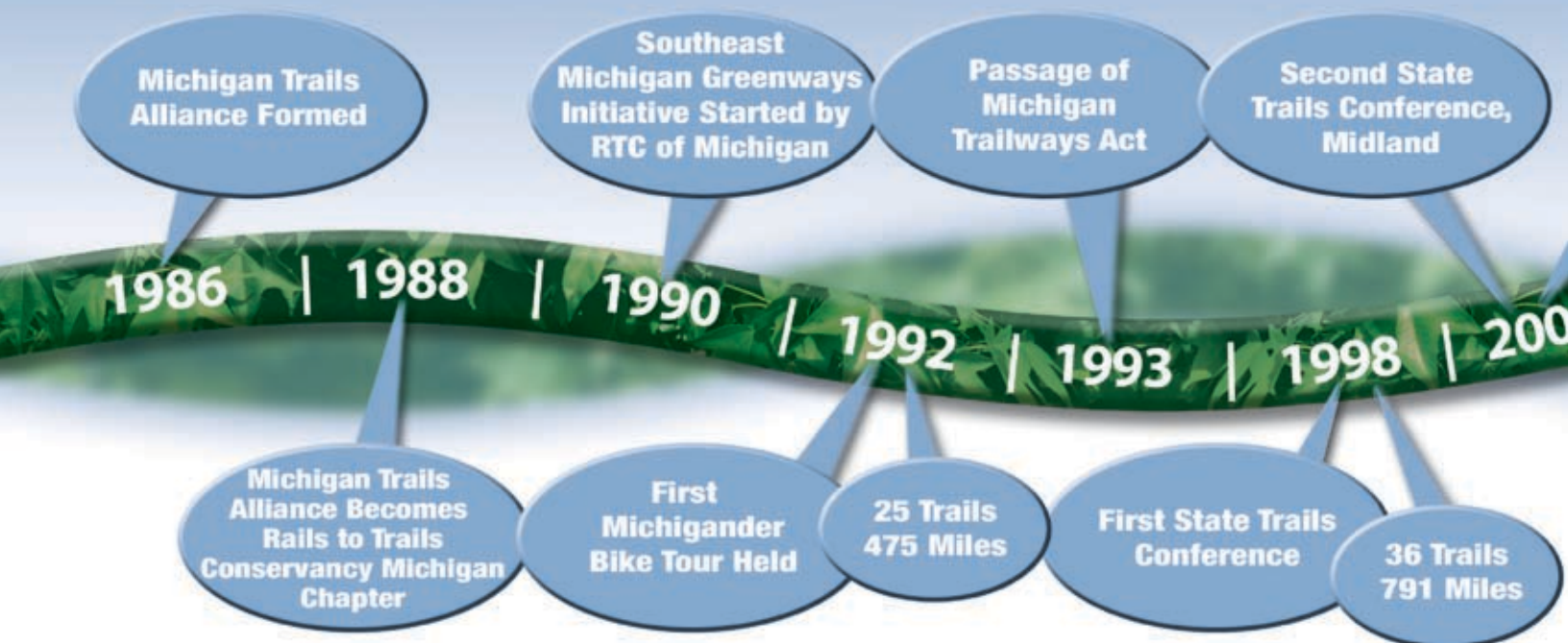
Fifteen regional trailway initiatives are working in Michigan to connect individual trailways to

each other and to important destinations. The map on page 5 illustrates where these efforts are underway. Also underway is a new state trails initiative, chaired by Governor Granholm, "Michigan Trails at the Crossroads: A Vision for Connecting Michigan". This plan includes all trails, including multi-use trailways, and recognizes our work. Implementation of the Governor's plan is beginning to happen in 2007 and *CONNECTING MICHIGAN* will help to drive its success.

Roots of Michigan's Trailways

Michigan's expansive system of trails and greenways has emerged without the benefit of a statewide trailways plan or a state/local coordinated program with dedicated funding to support trailway planning, development, operations, and maintenance. Thankfully, the Michigan Department of Natural Resources (MDNR) and the Michigan Department of Transportation (MDOT) have both recognized the tremendous recreational, health, and transportation value of abandoned railroad corridors in Michigan. Together, they have financially supported the development of the state's many miles of trails now in place.

Michigan Trailway Timeline





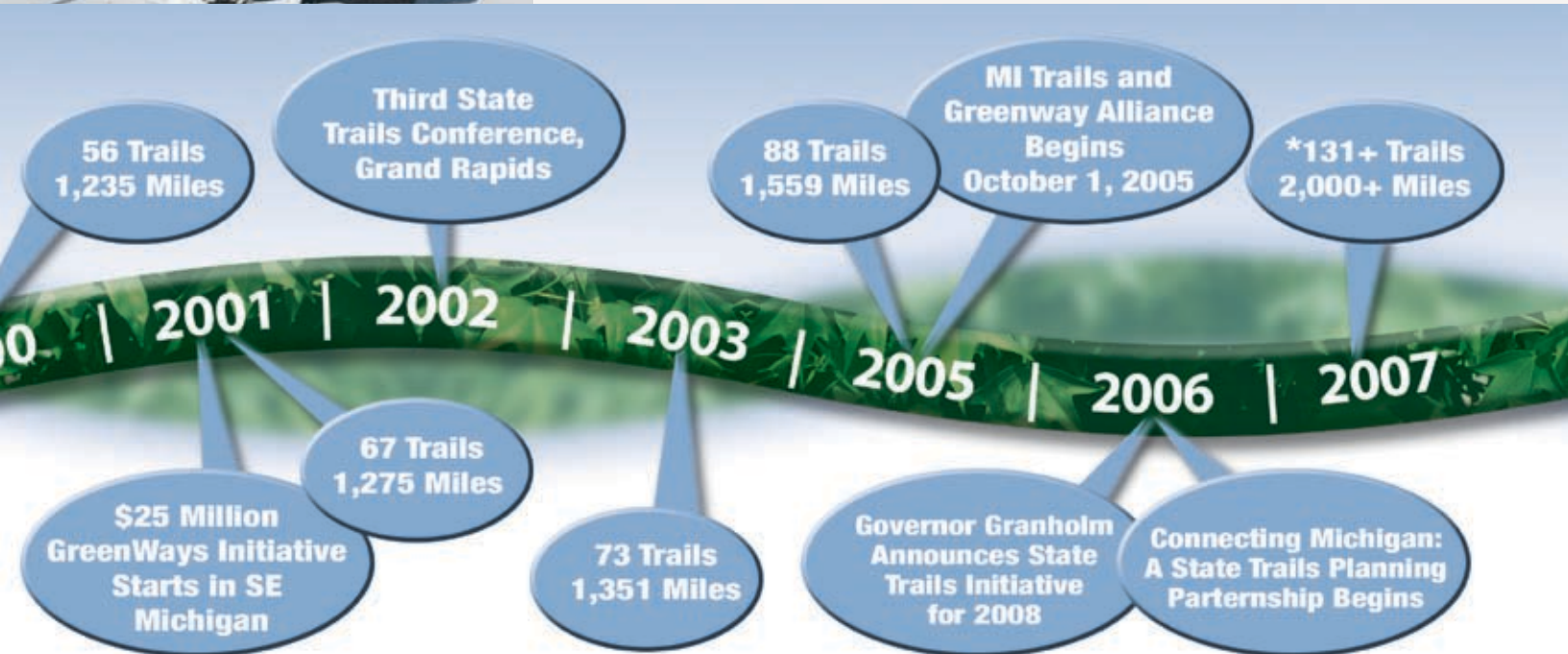
Michigan's trailways effort began in the 1970s and early 80s with citizen groups supporting local projects. These included the Paint Creek Trail (Oakland County), the Kal-Haven Trail (Kalamazoo County), the LakeLands Trail (Jackson County), the Hart-Montague Trail (Oceana County), and the West Bloomfield Trail (Oakland County).

In 1985, representatives of rail trail friends' groups and various trail user groups – including the League of Michigan Bicyclists, Michigan Horse Council, Michigan Snowmobile Association, and Michigan United Conservation Clubs – met and agreed to establish a statewide organization that would share information and promote common interests regarding rails-to-trails development efforts. The group incorporated in 1986 to form the *Michigan TRRrails Alliance*.

Rails-to-Trails Conservancy

On the national front in 1986, driven by the urgency to preserve thousands of miles of railroad corridors for public use before they became fragmented and permanently lost, the *Rails-to-Trails Conservancy (RTC)* was founded. The RTC mission was to promote the conversion of abandoned railroad corridors to multiple-use trails by sharing development information, supporting and assisting local projects, working with involved governmental agencies and grassroots advocacy organizations, generating more national support, and promoting favorable federal legislation and policy.

In view of their parallel goals, the TRRrails Alliance and RTC organizations merged in 1988 to form the *Michigan Chapter of the Rails-to-Trails Conservancy (RTC MI)*. Based on a statewide inventory of abandoned railroad corridors, RTC MI proposed construction of a 1,000-mile long trail, named the Discover Michigan Trail, built primarily on abandoned railroad corridors. The multi-use trail network would act as the backbone linking together other trails, parks, communities, and open space into a cohesive recreational system throughout Michigan. The Discover Michigan Trail Vision was presented to the Michigan legislature and received resolutions of support from both houses, paving the way for passage of the Michigan Trailways Act.



The Michigan Trailways Act

The *Michigan Trailways Act* (Parts 721 and 733 of Act 451 of 1994) created the Michigan Trailways Program under the Michigan Department of Natural Resources (MDNR), which established criteria for Michigan Trailway designation and authorized a Michigan Trailways Fund. Related legislation enhanced landowner liability protection from injuries to trail users and provided for the transfer of inactive railroad right-of-way lands from MDOT to MDNR in a State Transportation Preservation Act. *The Michigan Trailways Program has never been fully enacted and funds have never been designated for the Michigan Trailways Fund.*

National Trails Support

Nationally, three concurrent key pieces of federal legislation supporting trails and nonmotorized transportation were enacted:

- The *National Trails System Act*, amended in 1983, allowed for “railbanking,” the process by which rail corridors not currently in active train service can be used on an interim basis for trails.
- The *Intermodal Surface Transportation Efficiency Act (ISTEA)* was signed into law in 1991. It changed the way transportation funding decisions were made, emphasizing diversity and balance of modes and proposing that a series of social, environmental, and energy factors be considered in transportation planning, programming and project selection. This enacted law provided a tremendous new funding source for nonmotorized transportation facilities, which included trailways and greenways.
- The *Transportation Equity Act for the 21st Century (TEA-21)* in 1998 and the *Safe, Fair, and Efficient Transportation Equity Act – A Legacy for Users (SAFE-TEA-LU)* in 2005 both added additional federal funding for nonmotorized transportation and environmental enhancements.

Michigan Trails Develop, Michigan Trails and Greenways Alliance Evolves

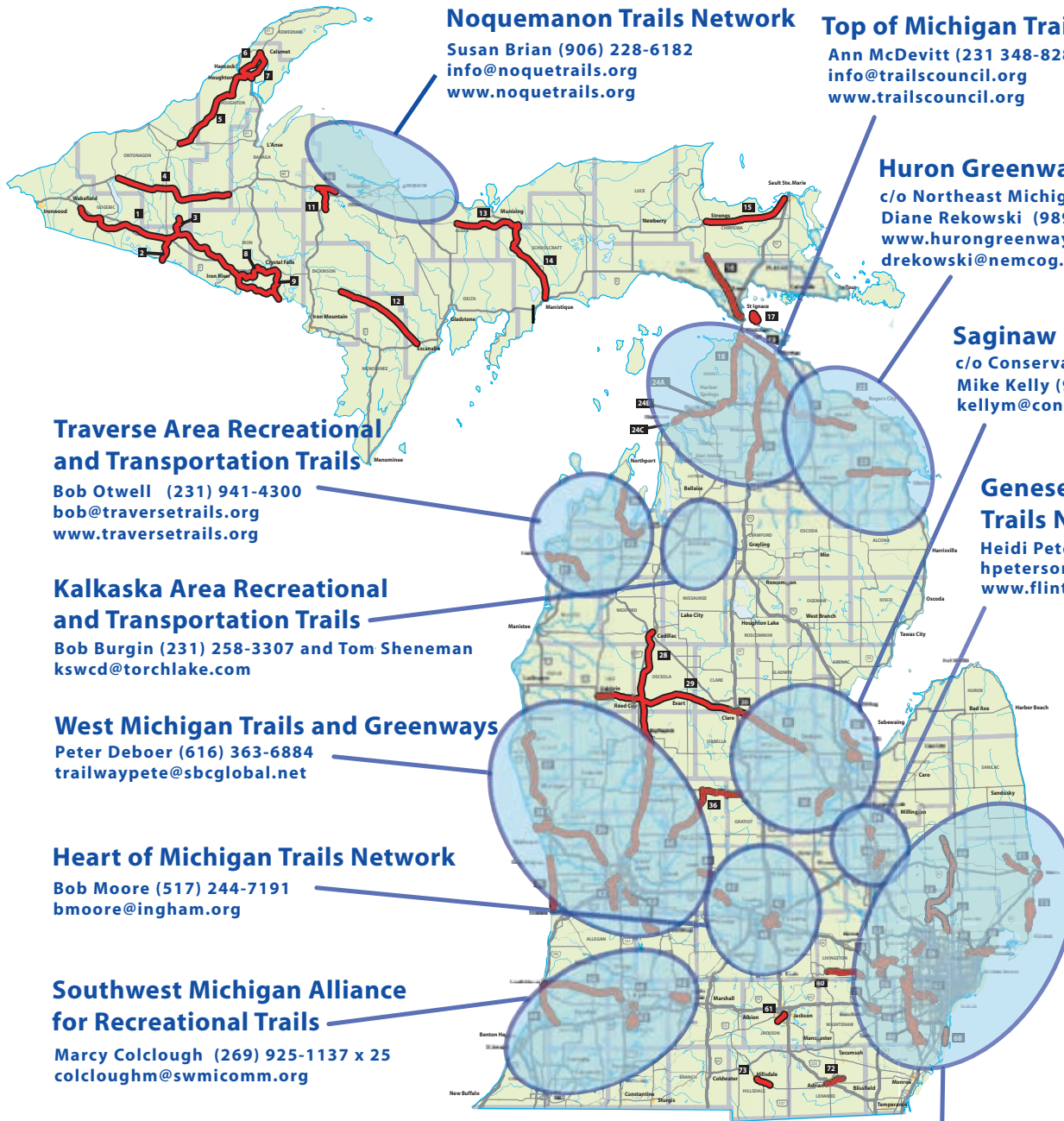
With the increased public and financial support for trailways, at both the local and national level, RTC MI launched the *Southeast Michigan Greenways Initiative* (1990-99) to connect 4.5 million people in Southeast Michigan to the proposed Discover Michigan Trail. This regional planning effort was in collaboration with the NPS-RTCA, MDOT, MDNR, The Greenways Collaborative, Community Foundation for Southeast Michigan, city and county municipalities, park districts, non-profit organizations, and the private sector.

The Southeast Michigan Greenways Initiative assessed more than 2,300 miles of corridor and over 200,000 acres of mostly public land to build a seven county vision for a greenway network that links communities to existing parks, trails and open space; protects natural and cultural resources; and improves the quality of life throughout the region. This regional initiative sparked similar actions across Southeast Michigan and the State, including the Downriver Linked Greenways Initiative, Northwest Michigan Greenways, the GreenWays Initiative, West Michigan Trails and Greenways Coalition and several others.

One such effort, the GreenWays Initiative (2001), is a model of private-sector investment in a region’s natural environment and quality of life. Managed by the Community Foundation for Southeast Michigan, the initiative has generated up to \$25 million in foundation and private contributions that have helped communities and organizations develop and implement greenway plans and projects and leveraged well over \$50 million of matching public investment in building a green infrastructure for Southeast Michigan.

As RTC consolidated their Midwest field offices, the Michigan office formed an independent private non-profit organization, the *Michigan Trails and Greenways Alliance (MTGA)*, in 2005 to foster and facilitate the creation of a Michigan statewide system of trails and greenways. And, that brings us to the story of *CONNECTING MICHIGAN* – how we can change mindsets and shape promise for delivering the recreation, health, transportation, economic development, and environmental and cultural preservation benefits such a system will provide. Our vision shapes the plan for delivering results.

Regional Trail Initiatives



Noquemanon Trails Network
 Susan Brian (906) 228-6182
info@noquetrails.org
www.noquetrails.org

Top of Michigan Trails Council
 Ann McDevitt (231) 348-8280
info@trailsCouncil.org
www.trailsCouncil.org

Huron Greenways Initiative
 c/o Northeast Michigan Council of Governments
 Diane Rekowski (989) 732-3551
www.hurongreenways.info
drekowski@nemcog.org

Saginaw Bay Greenways
 c/o Conservation Fund
 Mike Kelly (989) 892-9171
kellym@conservationfund.org

Traverse Area Recreational and Transportation Trails
 Bob Otwell (231) 941-4300
bob@traversetrails.org
www.traversetrails.org

Kalkaska Area Recreational and Transportation Trails
 Bob Burgin (231) 258-3307 and Tom Sheneman
kswcd@torchlake.com

West Michigan Trails and Greenways
 Peter Deboer (616) 363-6884
trailwaypete@sbcglobal.net

Heart of Michigan Trails Network
 Bob Moore (517) 244-7191
bmoore@ingham.org

Southwest Michigan Alliance for Recreational Trails
 Marcy Colclough (269) 925-1137 x 25
colcloughm@swmicomm.org

Genesee Regional Trails Network
 Heidi Peterson (810) 766-6565
hpeteron@co.genesee.mi.us
www.flinriver.org/greenlinks

GreenWays Initiative
 Tom Woiwode (313) 961-6675
twoiwode@cfsem.org
<http://greenways.cfsem.org>

Oakland Trails Advisory Council
 Melissa Prowse (248) 858-4611
prowsem@oakgov.com
http://www.oakgov.com/parksrec/program_service/trails_intro.html

Downriver Linked Greenways
 Anita Twardesky (734) 626-5465
anita@riversidekayak.com
 Mary Bohling (313) 235-9159
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St. Clair County Trails
 Mark Brochu (810) 989-6960
mbrochu@stclaircounty.org
www.stclaircounty.org

Macomb County Trails
 John Crumm (586) 469-5285
john.crumm@co.macomb.mi.us
www.wadetrail.com/resources/macomb/index.htm

Process to Achieve the Vision: Shaping Goals, Action Plans, & Responsibilities

CONNECTING MICHIGAN is an on-going project being spearheaded by the Michigan Trails and Greenways Alliance to address the critical issues which impede the state's progress toward developing a quality statewide networked system of trailways and greenways.

● In 2002 and 2004 surveys of recent home buyers sponsored by the National Association of Home Builders and the National Association of Realtors, trails were ranked as the second most important community amenity on a list of 18 choices – bettering even golf courses and playgrounds. Quiet, safe streets and neighborhoods ranked Number One.

● A 2000 Michigan State University Survey about the Pere Marquette Rail-Trail found that 62% of trail users cited exercise as the primary reason for using the trail and 73% said they reported improvement in their health due to use of the trail.

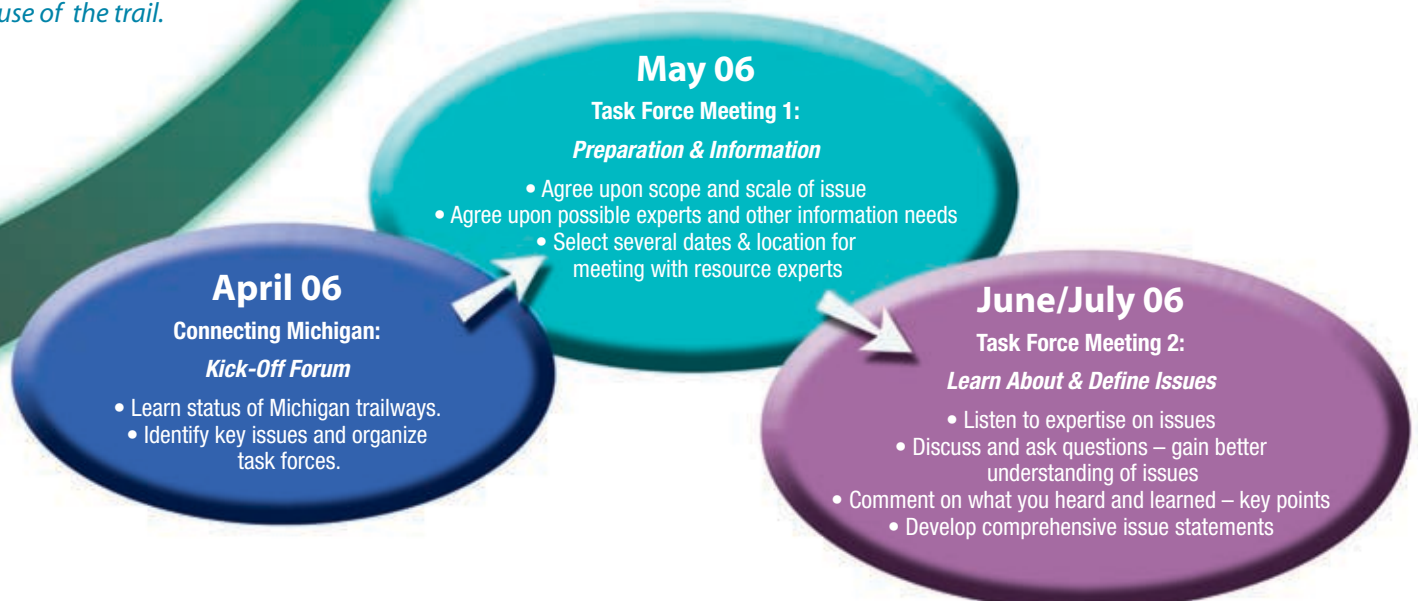
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Process, People, and Issues

The *CONNECTING MICHIGAN* process was launched in early 2006 by MTGA in cooperation with NPS-RTCA and MRPA, which convened and facilitated a year-long collaborative planning process. A kickoff event engaged more than 200 stakeholders representing public, private, and non-profit organizations from all levels to address the critical issues affecting the future of Michigan's statewide trailway system. The 200-plus registrants for the April 2006 *CONNECTING MICHIGAN* Kick-Off identified 10 major topics to investigate, and over 100 volunteered to work on the task forces focused on these major issues.

The planning process shown here focused on setting goals, defining action plans, and assigning responsibilities. Task Force Topics and Targeted Issues are summarized for easy reference and an overview of the project's scope and depth. Details follow. With a sincere "Thank You!" for their exceptional work, we gratefully recognize the *CONNECTING MICHIGAN* Task Force chairpersons, facilitators, members, and supporting resource authorities in the *Acknowledgments* provided on pages 40 and 41.

Connecting Michigan Vision and Action Plan: Task Force Planning Process



TASK FORCE TOPICS	TARGETED ISSUES
Trailway Funding: Acquisition & Construction Maintenance & Operation	Financial requirements for acquiring and constructing trailways are greater than primary federal and state funding sources can provide, and finding & coordinating the technical expertise for trailway planning and funding is difficult. Trail managers lack access to adequate, stable, and permanent resources to operate and properly maintain the Michigan Trailway System.
Statewide Trailway Database & Website: GIS-Mapped Trailways (Existing & Planned)	No single internet accessible geo-spatial trails database or statewide trailway map in a user friendly format exists for the State of Michigan. Some websites, partial data, and maps with limited or dated information are available from various venues in different formats.
Property Issues: Easements & Titles	Michigan's trailway system development opportunities are often delayed, stymied, or lost because of the lack of capacity, knowledge, and expertise necessary to effectively complete a complex property acquisition.
Trailways Usage: Programming & Promotions	Use of Michigan trailways, greenways, and blueways by all ages and for a wide array of purposes should be maximized to achieve the most community benefit from the investment, including recreation, conservation, health, transportation, and economic growth.
On-Road Connections: Linking the Trailways	Michigan's growing trailway network is not well connected from trailway-to-trailway and/or trailway-to-destination: on-road links are needed to fill many of the gaps.
Building Trailways Support: Education & Advocacy	Because of a lack of widespread awareness, non-motorized transportation and trailway planning, development, and maintenance are not considered essential and, as such, are not incorporated into all levels of government planning, programming, budgeting, and management.
Overcoming Boundaries: Gaining Cooperation	A lack of open communication, cooperation, and sharing of resources among communities serves to discourage regional and statewide collaboration and diminishes the benefits of such partnerships.
Coordinating Resources: Technical Assistance for Funding, Planning, Design	An integrated system for coordinating needed resources for Michigan trailways development between all relevant state departments and non-state agency stakeholders does not exist, resulting in slow progress on important connections, lost opportunities, and knowledge disparities on each trail project.
Multi-Use Trails & Design: Guidelines & Information	A comprehensive resource with consistent guidelines for different types of trailways does not exist, covering elements such as design options, intended use and flexibility, costs vs. benefits, and pros vs. cons. A clearinghouse for information, examples, designs and costs, planning processes, and road-crossing requirements is needed.
Statewide Trailways Network: Opportunities & Priorities	Michigan's landscape can sustain an extraordinary system of trailways that will capture opportunities and imagination: <ul style="list-style-type: none"> • A creative, coordinated statewide plan will radiate energy to harness funding, promote cooperation, invite public involvement, & unite trail thinking among state departments and stakeholders. • A statewide trailways network will provide transportation, leisure, recreation, social, economic, tourism, health, family & community benefits and encourage residents' active participation & ardent support.

September 06

Task Force Meeting 3:

Goals & Actions for Each Issue

- Brainstorm and agree on a set of goals to address issue
 - Prioritize goals
- Describe what will be different when goals are achieved (impact)
- Brainstorm/agree on set of actions to achieve goals

December 06

Task Force Meeting 4:

Create an Action Agenda

- Identify the action's
- Determine who will take responsibility for initiating and implementing the action
- Action timeframe -When the action will be taken
- Other people/organizations who need to be included, other issues/plans to coordinate

March 07

Task Force Meeting 5:

Review and Comment on the Connecting Michigan Vision and Action Plan that will be compiled by the planning team and derived from the task force reports.

Trailway Funding: Acquisition & Construction, and Long-Term Maintenance & Operations

Financial requirements for acquiring and constructing trailways are greater than primary federal and state funding sources can provide, and finding & coordinating the technical expertise for trailway planning and funding is difficult. Trail managers lack access to adequate, stable, and permanent resources to operate and properly maintain the Michigan Trailway System.

Analyzing the Issue with Highlights from Resource Authorities

The challenge of securing resources for acquisition & construction and long-term maintenance & operations (LMO) was analyzed, and goals and action plans for Trailway Funding were set. Valuable input came from the Michigan DNR Grants Division, Ruth Mott and Frey Foundations, Midland County (MI) and Greene County (OH) Parks, Public Sector Consultants Inc., the Trust for Public Land, MDOT Transportation Enhancements Program, and the Community Foundation for Southeast Michigan.

Background Information

The Michigan Trailways Initiative (1993) gave rail-trail advocates great expectations, creating the Michigan Trailways Act, expanding liability protections of the Recreational Trespass Act, and opening opportunities for transferring abandoned railroad rights-of-way from MDOT to the MDNR.

It was designed to provide for a statewide system of trailways and for their designation, use, and maintenance as state trailways. As part of the Act, the Michigan Trailways Fund was set up to capture revenue for trail development from federal transportation legislation known as ISTEA, and the National Recreational Trails Fund and other revenue sources such as concessions and/or utility easements.



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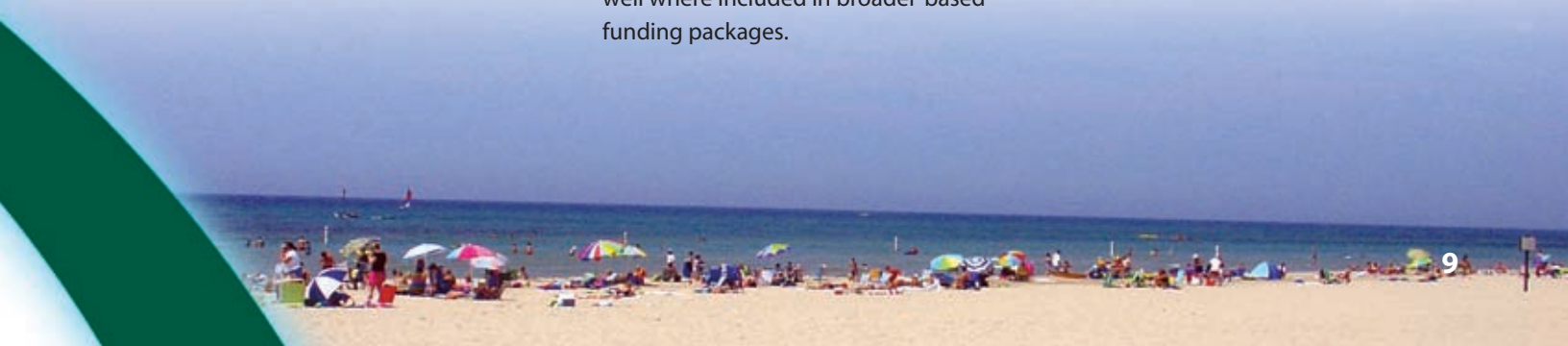
- A 2000 MSU study of the Pere Marquette Trail found that 8 of 10 trail users also visited a business along the trail. Also businesses located within one-quarter of a mile of the Pere Marquette Trail reported that 96% of the employees used the trail.

- A 2006 National Trail Symposium presentation, recounted that when Chattanooga, Tennessee was on a downhill slide in the 1980's, the City began acquiring land for open space, parks, and trails. As a result they found their property values increased 127.5%, a total of \$11 million.



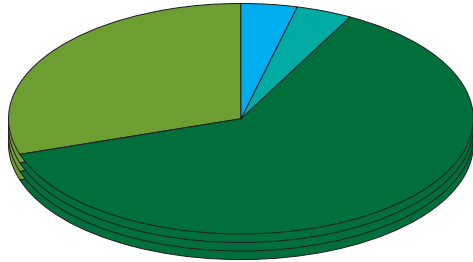
Since the passage of the Michigan Trailways Act, only the Kal-Haven and Hart-Montague Trails have been designated Michigan Trailways. Failure of the Michigan Trailways Fund to capture any revenue has effectively stalled implementation of the Act, as envisioned in 1993.

- MDNR funding is primarily from the Michigan Natural Resources Trust Fund (MNRTF), which has provided funds for significant state trails such as the Kal-Haven, LakeLands, and Betsie Valley trails; regionally significant trails such as the Lansing River, Paint Creek, Boardman Lake, and Dequindre Cut trails; and important linkages between cities including the Gaylord-to-Cheboygan, Marquette-to-Munising, and Alpena-to-Rogers City trailways.
- MDNR has awarded almost \$40 million in MNRTF grants to trailway projects.
- MDNR also maintains operation partnerships with trail managers for the Falling Waters, Musketawa, Polly Ann, Pere Marquette, Fred Meijer White Pine trails, and others.
- The MDOT Transportation Enhancement Program has given \$85.5 million in grants to non-motorized trail projects. Almost 33% of all nonmotorized applications submitted were funded.
- Annual operation and maintenance costs for the Greene County, OH trailway system are \$3,200 per mile. Occupation fees are a source of funding for operations and maintenance on trails with public utilities, communications, or other corridor users.
- An endowment fund for the Pere Marquette Rail-Trail supports annual trailway operation and maintenance costs of \$75,000, or approximately \$3,800 per mile. It is managed by the Midland Community Foundation.
- The Trust for Public Land tracks the public voting record on conservation and open-space ballot measures nationwide. Since 1996, voters have approved over 1,000 open-space ballot measures across the U.S., authorizing \$27 billion in conservation funding. Conservation ballot measures pass 77% of the time, with voter support a consistent 60% across all jurisdictions. Since 1998, Michigan voters have approved 24 out of 37 local government measures (a 64% passage rate) authorizing \$258 million in conservation funding. All except one of these involved property tax increases.
- Voters ranked clean drinking water, water quality (rivers and streams), natural areas and land, and wildlife habitat as top reasons for supporting conservation measures. Trails and greenways were not strong purposes by themselves and, frequently, did well where included in broader-based funding packages.
- Foundations are not the best choice for securing long term maintenance and operation funding resources.
- Private funding sources interested in trailways tend to be regionally focused, rather than statewide. Endowments for state trail maintenance are not likely.
- Private foundations serve the interests of the foundation, defined by a family or corporation. Community foundations work to improve, within their geographic area, the quality of life for residents.
- The more evidence that the impact is regional, rather than local, the more compelling and attractive the issue becomes.
- The Kal-Haven Trailway collects user fees via an annual pass. Surveyed users were okay with the fee as long as the trails were well maintained.
- Trail license fees, like those for fishing and hunting, can be considered. People (trail users) don't mind paying a fee to support their sport.



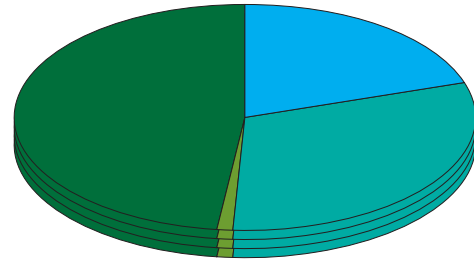
Show Me The Money: 1992-2005

Michigan Natural Resources Trust Fund (MDNR)
Spending Awarded to Multi-Use Trailways Projects



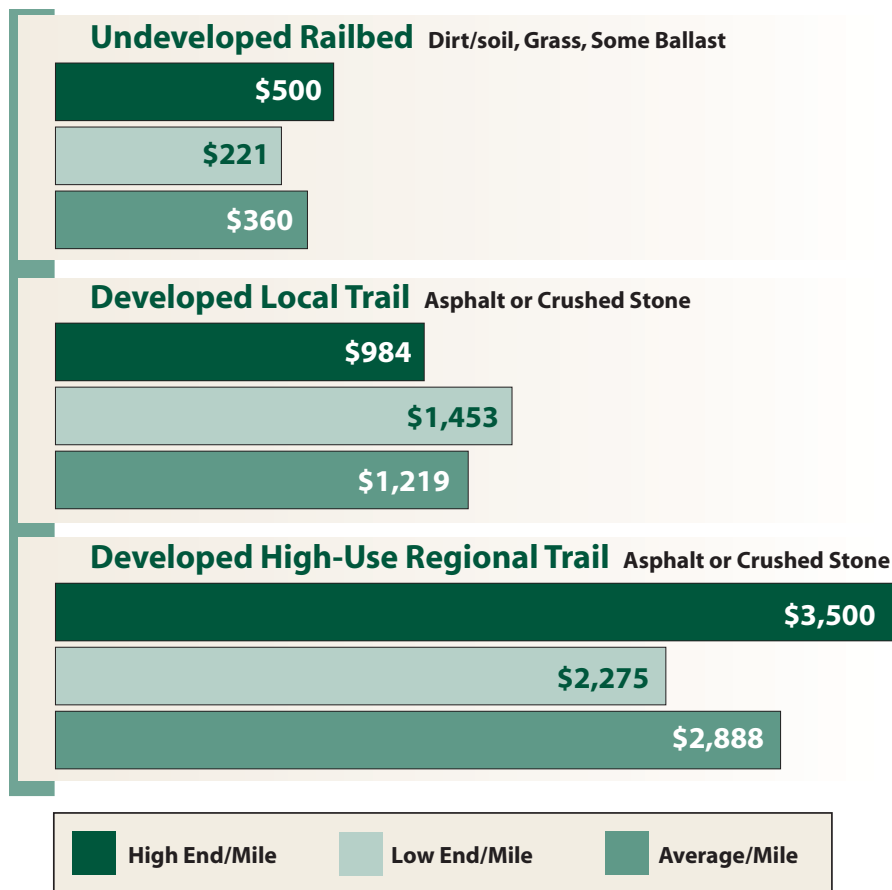
- Trailway Development 4%
- Trailway Acquisition 4%
- Match - Avg. 30%
- Other Trust Fund Projects 62%

Transportation Enhancements Grant (MDOT)
Expenditures on Multi-Use Trailways



- Multi-Use Trail Development 20%
- Match 31%
- Other Non-Motorized Projects 1%
- Other TE Projects 48%

Maintenance Costs For Multi-Use Trailways



*Source: Statewide Greenways Maintenance Inventory and Case Studies, Public Sector Consultants, Inc., March 2007.

Taking the expert testimony into account, the following goals and action steps were developed by the task force.

GOALS	PROPOSED ACTIONS	RESPONSIBILITIES
<p>Estimate annual costs of completing, maintaining, and operating a statewide trailways network.</p>	<ul style="list-style-type: none"> • Develop comprehensive data in a consistent format to document typical costs per mile for right-of-way acquisition and for trailway construction, maintenance and operation • Estimate the additional trailway right-of-way mileage that must be acquired and built to complete the trailways network; and set a target year for completion. • Make the information available via website, printed materials, and other media. 	<p>MTGA, MDNR, MDOT, and managers of locally owned and operated trailways work together on data generation, and interactive sessions for shaping the network vision and completion timeline.</p>
<p>Shift existing funding toward allocating more resources to trailways.</p>	<ul style="list-style-type: none"> • Create and maintain a trailway caucus in the Michigan legislature to provide guidance, support, and leadership for changes in policy and/or legislation effecting trailways.. • Convene a funding action team (multi-agency & organization) to assess existing funding sources that can possibly shift toward trails, identify feasible options, develop trail priorities, evaluate and build support and prepare a proposal in cooperation with legislators for increased funding. 	<p>MTGA identifies the best potential candidates for the legislative trailway caucus and supports with resource information. MTGA will also coordinate the funding action team, and provide assistance.</p>
<p>Identify and/or develop new funding sources for trailways and finance the Michigan Trailways Fund.</p>	<ul style="list-style-type: none"> • Identify new feasible funding sources to secure through legislation; for instance, secure share of proposed new deposit on non-carbonated beverage containers and increase share of Act 51 dollars earmarked for nonmotorized transportation including trailways. • Propose and promote other sources of trailway funding such as user fees, occupation fees on right-of-ways, and land-use bond initiatives. 	<p>MTGA, interested task force members, and trailway caucus will develop and pursue this action plan.</p>
<p>Develop a strategy for securing legislative action to increase trailway funding.</p>	<ul style="list-style-type: none"> • Build a coalition to support trailway funding; this would include LMB, MEC, MRPA, Governor’s Council, and additional advocates/ stakeholders. • Work in cooperation with the trailway caucus to develop an overall legislative strategy, for implementing feasible funding options. • Raise the visibility and priority of trailways within State citizen advisory committees and trail user groups to gain support for legislative action. 	<p>MTGA Works with trailway caucus and a broad coalition to shape legislative strategy and support.</p>
<p>Support and empower the trailway advocacy and management community by ensuring complete access to information, expertise, best practices, and resources for acquisition, construction, maintenance, and operations.</p>	<ul style="list-style-type: none"> • Contribute to a “trailway tool box” with content related to identifying and effectively utilizing existing funding resources. • Sample communications include how to set up an endowment fund or an adopt-a-trail program; case studies of trail fundraising initiatives and programs such as how to secure occupation fees, a sample maintenance budget, basic steps for acquisition and construction, using free or low-cost labor, and a technical advisors list. 	<p>Connecting Michigan task force members will create an outline and identify sources for existing information and the experts and mentors who are willing to assist in a process for developing new information resources.</p>



Statewide Trailway Database & Website: GIS-Mapped State Trails (Existing & Planned)

No standard geo-spatial trails database or mapped-trailway website exists for the State of Michigan. Some websites, partial data, and maps with limited or dated information are available from various venues in different formats.

Analyzing the Issue Based on History and Experience

The need for an up-to-date Michigan trailways database and an online trailways map was identified and goals and action plans were set, using valuable information from the task force members. MSU's Center for Remote Sensing and Geographic Information Services (GIS) drafted a working document for generating a Michigan trailways database. The task force initiated their deliberations by taking stock of what is currently available.

- Since 1997, Michigan Trails and Greenways Alliance has been producing a state trails and greenways map and directory which is distributed to state welcome centers, chambers of commerce, convention and visitor bureaus, bicycle shops and the general public. The directory is also available online through the MTGA website.
- While the MTGA map and directory is used by the public to get the location and characteristics of a trail (such as length, surface type, and contact information), it does not offer detailed tourism information, such as where to park, nearby hotels, other nearby attractions, and so on.
- Similarly, trail planners can get a general overview from the state trail directory and see what other trails are in their general vicinity, but they need road endpoints, jurisdictional boundaries, land use, proposed trails, and other detailed information to inform their trail planning decisions.
- A physical representation of all of the desired information for both uses would be extremely cluttered and hard to use.

● *Richard Jackson, MD, Director of the Center for Disease Control, National Center for Environmental Health, stated in the 2001 report, "Creating a Healthy Environment: The Impact of the Built Environment on Public Health, "It is dishonest to tell our citizens to walk, jog, or bicycle when there is no safe or welcoming place to pursue these life-saving activities."*

● *About 23% of the PMRT users surveyed and 21% of TART users surveyed by MSU were tourists to the respective areas when the trails were assessed from April through September in 2000 and 2002. No travel or tourism promotion had been done for either trail by local Convention & Visitor Bureaus or by Travel Michigan prior to or during the survey period.*

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Recent Developments Offer Solutions

MDOT has spearheaded the production of bicycle maps, including trailways and on-road facilities, in all of the state regions. Several are complete at this time (Superior, Southwest, Northeast, Northwest, and Southeast) and more will follow over the next couple of years. While several thousand of these maps have been distributed to date, no central location or website exists for full public access to this information.

- Today's sophisticated GIS or geo-spatial data allows collecting the information needed for both tourism and trail planning and providing it in one user-friendly website.
- A grant from The Saginaw Bay Watershed Initiative enabled the development of a pilot trails website for the Saginaw Bay area for demonstration at the April 2006 Connecting Michigan kickoff.
- A People and Land Grant, provided by W.K. Kellogg Foundation, allowed the MSU Remote Sensing and GIS Research and Outreach Services to work with MTGA to explore and implement a more permanent alternative.

Task Force Plan of Action

The task force members, all knowledgeable with various facets of GIS data collection and mapping, developed the following plan of action with MSU:

- 1 Establish a database for GIS trail contacts throughout Michigan.
- 2 Define the necessary attributes beneficial for the trail community.
- 3 Collect and organize existing digital trails data and identify data gaps.
- 4 Develop a publicly accessible website using geo-spatial trails data.
- 5 Develop a protocol for updating the statewide GIS trails database, including roles and responsibilities for participating agencies.

The RS & GIS Center contacted 29 possible sources for regional GIS data, and 25 provided digital data. The task force identified trail attributes as shown on the next page for building the trailways database. A map interface from Google was selected as most user-friendly for tourism and trail planning; it should decrease future workload because its base map is kept current and only the trailway layer will need to be updated. Links to individual trail websites will allow potential users to access individual trailway maps and more detailed tourism information.

What Lies Ahead: Next Steps

In the next phase of the project, the geographic gaps (portions of Michigan lacking digital trail data) as well as trail characteristic gaps will be identified in the collected geo-spatial data. A website developer and host will be selected. Protocol for updating the trailways data will ensure up-to-date, accurate information.

A statewide GIS trailway database and website will improve trail user access to much needed information, enhancing the potential tourism economic benefit. Discussions are already underway with Travel Michigan to link to this database and map as well as to individual trail websites. At the same time, trail planners will have convenient access to existing and proposed trail information, improving opportunities for regional tie-ins.

Trail Attributes: Building a Database

A fully completed trails database will have the following trail attributes:

Trail Name:

- Description: Official name of trail
- Format: Name of trail including the word trail
- Example: White Pine Trail

Contact Info:

- Description: Contact organization for more information.
- Format: Name of organization; phone #, general e-mail, if applicable
- Example: Huron-Clinton Metropolitan Authority, 800.477.2757, mail@metroparks.com

Website:

- Description: Trail website or website of above
- Format: website address
- Example: www.metroparks.com

Trail Status:

- Description: The usability of the trail
- Format:
- Existing
- Under Development: Property owned and ready for development/construction
- Detailed Plan/Study: More than a feasibility study. Detailed routing & phasing determined.
- Planned: Identified in an officially approved plan
- Conceptual: Discussed but not officially adopted.

Primary Type:

- Description: Type of nonmotorized corridor
- Format:
- Off-Road: Shared use path (> 8 ft wide) separate from the road right of way.
- Side Path: Path (> 8 ft) within the road right of way but separated from the road surface.
- Bike Lane / Paved Shoulder: Path (> 8 ft) that is contiguous to the road surface
- Foot Trail: Other trail types (< 8 ft) including dykes; nature trails; park paths; and interpretive paths.
- Water Trail: Water pathways
- Other: Anything not included in above categories.

Corridor:

- Description: Type of corridor to which the trail belongs
- Format:
- Abandoned railroad right of way

- Active railroad easement (rail with trails)
- Parklands
- Road right of way
- Utility corridor
- Water corridor
- Unknown

Width:

- Description: Width of the trail
- Format:
- < 4 ft
- 4 - 7 ft
- 8 - 9 ft
- > 10 ft
- Unknown

Surface Type:

- Description: Type of trail surface.
- Format:
- Aggregate
- Asphalt
- Boardwalk
- Concrete
- Grass
- Other
- Limestone
- Wood Chips
- Water
- Dirt
- Mixed
- Unknown

Trail Usage:

- This will be a set of 9 separate fields. Usage will be indicated with a "Y" or "N".
- Description: Type of usage allowed on the trail
- Format:
- Bike
- Pedestrian
- Equestrian
- Cross country
- Other
- Skiing
- Water
- Snowmobile
- ATV ORV

County:

- Description: County in which the trail is located
- Format: N/A
- Example: Huron

Update Date:

- Description: Date of last data update
- Format: Month/Year
- Example: 07/06

Creation Method:

- Description: Method of data collection
- Format:
- Example: GPS, digitized from aerial, etc...

Traffic Volume:

- Description: Volume of road traffic
- Format: ADT (Average Daily Traffic) obtained from state & county road agencies
- Example:
- < 2500 ADT
- 2500 – 10,000 ADT
- > 10,000 ADT

Trail Volume:

- Description: Estimated volume of trail use
- Format: N/A – volumes may come in different formats
- Example: 25000 users / year

Restrictions:

- Description: Restriction on the trail
- Format: N/A
- Example: No rollerblading or skateboarding

Grade:

- Description: Grade of the trail
- Format: %
- Example:
- < 5%
- > 5%

Agency-type:

- Description: Type of organization that owns or retains the rights to the property
- Format: N/A
- Example: State of Michigan, city, township
- Agency-Info
- Description: Name of organization that owns or retains the rights to the property.
- Format: Name, phone number, website
- Example: City of Rochester Hills, 555-1212, www.rochester.com
- Source
- Description: Organization through which the data was gathered.
- Format: Name, contact name, phone number, e-mail address
- Example: Region XX, Name, 517-555-1212, name@comcast.com
- Description: Comments/information that may be useful in the future and are not covered by any other attributes
- Format: N/A

Existing and Planned Trailways

Proposed trail connections represented here (in blue) are only the ones that are in some stage of planning by the state. There are many other potential trail

connections not represented here proposed by local governments and nonprofit agencies in various stages of planning and implementation.

The upcoming GIS trailway database to be released by MTGA in the next year will show many more of the potential connections throughout the state. Contact MTGA to add your trailway to the state database.

Prepared by:
Michigan Trails and Greenway Alliance

Legend:


-  Open Multi-Use Trails
-  Potential Aqueducts
-  Boundary Between Adjacent Trails
-  Urbanized Areas
-  County Boundary
-  Highways
-  Other Primary Roads
-  Other Bodies
-  Rivers and Streams

Datum: **Place Name**
 Name: **County Name**
 0 5 10 20
 Miles
 Scale 1" = 25 Miles
 April 2007



Michigan Railway System 1992



 Michigan D.N.R. Owned
Railroad R.O.W. 1992

Property Issues:

Working with Easements & Titles

Michigan's railway system development opportunities are often delayed, stymied, or lost because of the lack of capacity, knowledge, and expertise necessary to effectively complete a complex property acquisition.



Key Factors Complicating Property Acquisition

Completing a property acquisition for developing, operating, and maintaining a new trail is complicated by:

- Varying requirements among funding programs;
- Varying requirements of corridor owners from whom rights are sought;
- The disparity of usage purposes – corridor owners vs. trail interests;
- A current “case by case” approach to acquisitions instead of a statewide strategy which could be shared and collaborated on by trails interests and owners of major candidate corridor networks; and,
- The lack of a comprehensive broad guidance and technical assistance resource available to any trail interest pursuing property rights.

● *Once the Clinton River Trail (Oakland County, Michigan) was acquired, the Friends of the Clinton River Trail decided to take a long-term view by identifying opportunities all along the corridor for open space and environmental preservation. They formed a Clinton River Land Vision Task Force in 2003, inviting citizens and environmental leaders in the area to draft a guiding vision for the future. In 2006, a land preservation millage was passed to help fund land preservation according to the established vision. The trail sparked citizens to be involved in an additional project for the good of the community.*

● *A study documented in the September 5, 2006 issue of Science, found that plant diversity in natural areas connected by corridors compared to natural areas that were unconnected had 20 percent more species of plants.*

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Analyzing the Issue with Highlights from Resource Authorities:

Issues involving property easements and titles for trail development were analyzed, and goals and action plans for addressing them were set, using valuable input from several resource authorities.

- The greatest opportunity for trail system development lies in corridors already prepared for other purposes. Active and abandoned railroad rights of way, utility corridors and road rights of way are available and offer potential for trails throughout Michigan.
- For any property to be considered practical for trail development, long-term rights to develop, operate and maintain a trail on the property must be secured. This is sound investment strategy, but also a prerequisite to qualify for funding from major public and private sources.

- The primary concern of utility companies is that any railway development should not compromise the security, maintenance, or future potential use of their right-of-way corridors.
- Railroad companies share the same concerns as utility companies.
- MDOT's Transportation Enhancement Program and the MDNR Natural Resources Trust Fund have specific requirements for property acquisition using these funds. Both require public access to the objects of their investment in perpetuity. In principle, this requirement cannot be met without fee title to the property in which the investment is made.

- The Federal Highway Administration has reached agreement with MDOT, stating that Transportation Enhancement program investments for trails in utility corridors can meet the spirit of federal requirements as long as the instrument of conveyance provides usage rights for eight to 12 years. This does not relieve the trail owner/operator of the burden of replacing the function of the asset built with federal funding, in order to meet the "perpetuity" principle.
- Coordinating trail development on private property involves assessing risk to the property owner and to the trail operator, and balancing or reducing the risks sufficiently enough to enable agreement on each. Collaboration must occur within the policies and regulations governing the participating organizations.

GOALS	PROPOSED ACTIONS	RESPONSIBILITIES
<p>Address and monitor current and emerging trail property issues (easements and titles) in a coordinated way across multiple state departments and agencies.</p>	<ul style="list-style-type: none"> ● Create a state-level interagency Trailway Property Work Group, which would be charged with the actions needed to meet this goal. ● Membership in the work group would consist of property professionals and grant program staff from MDOT and MDNR; utility corridor and railroad right-of-way owners; grant staff or representatives from private foundations; and representatives from county and municipal governments, trail/greenway Friends' groups and authorities, and MTGA. 	<p>The Trailway Property Work Group, created to meet these goals, would be responsible for establishing and overseeing the work plan it creates.</p>
<p>Develop standard guidelines for trail development on privately owned land, which will assist trailway advocates, developers, and managers in trail development.</p>	<ul style="list-style-type: none"> ● Develop a work program for the Trailway Property Work Group. ● Provide an instructional reference with step-by-step guidelines for property rights acquisition and dealing with easement/title issues for trail developers, advocates, managers, funding sources, and trail operators. 	<p>The Trailway Property Work Group will carry out the background work and produce the instructional reference. If consulting assistance is needed to facilitate the process, funding options will be explored.</p>
<p>Coordinate the state trail plan with utility companies, railroads, and road agencies to identify suitable and feasible corridors for trailway development.</p>	<ul style="list-style-type: none"> ● Inventory and identify corridors needed to complete a state trailways plan, so that local and regional groups can focus their searches on corridors that are feasible candidates. ● Engage various corridor owners in a gap-analysis discussion to determine potential development approaches for closing gaps in the state trailway system. 	<p>The Trail/Greenway Property Work Group will develop the analysis protocol and its members will conduct the analysis and document the results.</p>

Trailways Usage: Programming & Promotions

Use of Michigan trailways, greenways, and blueways by all ages and for a wide array of purposes should be maximized to achieve the most community benefit from the investment, including recreation, conservation, health, transportation, and economic growth.

Analyzing the Issue with Highlights from Resource Authorities

Encouraging optimum trailways utilization was discussed. Goals and action plans for Programming & Promotions were devised, using valuable input from the Midtown Greenways Coalition (MN), Michigan State University (MSU) trail studies, a trip report on the Sparta Elroy Trail (WI), and other resources.

- The Midtown Greenway Coalition Board of Directors, with representatives from the 16 neighborhoods (pop. 102,000) the greenway passes through, developed a collective vision for the trail that identifies transportation, recreation, greenspace, public art, the economy, and local housing stock as its main reasons for existence. The Board ensures that those reasons, or values, are the basis for every program or promotion that is developed.
- Program examples are: a Parade of Arts, a progressive dinner party on bikes, a speed painting exhibit, an Arbor Day tree planting event, a bike center with rentals, bike culture exhibits, and bike repair & safety training.
- Special attention is given to safety and security on the trail, including CPTED (Crime Prevention Through Environmental Design), good lighting, emergency phones, security cameras, police patrol, and lots of people on the trail. MGC has had very little incidence of crime since the trail opened.
- The City has an overlay-zoning district for the trail, which gives guidelines for building design & orientation that all property owners must follow as they improve properties. Developers must present plans to a Land Use & Transit Committee for approval and recommendations before they are allowed to proceed. This encourages more use of the trail by property inhabitants and more economic value from users accessing businesses.
- Michigan State University studied the Pere Marquette Trail, the TART Trail, the White Pine Trail, the Lansing River Trail, and the Paint Creek Trail between April 2001 and September 2005. These studies showed that between 80 to 90 percent of the use was from residents of the community or the county in which the trail is located.
- The marketing of trails should consider Product, Price, Place, and Promotion.
- Some hotels have distributed laminated playing card-sized trail maps and access directions for their guests to encourage use of nearby local trails.
- Walk New Hampshire, Keystone Active Zone (PA), and Healthy Maine Walks are examples of three statewide programs other states have set up to encourage increased walking in parks and using trails.

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● A 1995 nationwide Personal Transportation Survey by the US Department of Transportation found that nearly 25% of all trips are less than one mile, but more than 75% of these short trips are made by automobile. Although bicycling and walking will not work for all short trips, these nonmotorized modes may be practical for many of them, leading to an increase in activity and possible improvement in health.

● In 2000, Midland County, Michigan Sheriff John Reder reported that crime related to the Pere Marquette Rail Trail is negligible and that the social nature of the trail has enhanced opportunities for police-citizen interaction, including the free distribution of bicycle helmets by bicycling officers to youths without helmets.

The following goals and action steps were formulated by the task force:

GOALS	PROPOSED ACTIONS	RESPONSIBILITIES
<p>Increase awareness of Michigan's trailways, trail amenities, and related programs throughout the state and elsewhere.</p>	<ul style="list-style-type: none"> • Post trail-related programs and events on Travel Michigan's website: www.michigan.org. • Inventory all existing trail programs and events and document in the trails tool box. • Explore opportunity for Travel Michigan to host state trail website. 	<p>MTGA met with Travel Michigan in March 2007. Task force members will create a web survey for the MTGA website to inventory trail programs and events.</p>
<p>Increase year-round trail usage through proper programming as a forethought, rather than an afterthought, in trail development.</p>	<ul style="list-style-type: none"> • Create a presentation on diversified trails use from around the country, including Michigan, that represents all-seasons' use by appropriate audiences. Include the 2008 MRPA (Michigan Recreation and Park Association) conference. 	<p>MRPA Trails & Greenways Committee will collect examples of diversified trail use, develop presentation, determine venues, organize speakers for presenting.</p>
<p>Increase the number and diversity of partners who incorporate Michigan trails into their programs, so that trails are affirmed as important community assets.</p>	<ul style="list-style-type: none"> • Create list of potential partners for trail programs from known examples around the country. • Create a presentation on various trail program partnerships for showings to Michigan Municipal League, Michigan Townships Association, Michigan Association of Counties, and other appropriate audiences. 	<p>Various members from this task force will prepare the inventory list, document trail program partner examples, and create the presentation. MTGA will explore various venues for presentation.</p>
<p>Identify trails as attractive venues for more non-traditional activities such as art fairs, food festivals, and special community events.</p>	<ul style="list-style-type: none"> • Meet with appropriate event management and promotion associations to highlight how nearby trailways can be a part of their program; for example, using trails as pathways to the event or to a secure bicycle parking area. 	<p>This task force will contact and explore the possibilities with the Festival and Events Association, the Michigan Arts Council, and others.</p>
<p>Increase the percentage and diversity of Michigan's population using trailways.</p>	<ul style="list-style-type: none"> • Explore grant opportunities to research and document sectors not utilizing trails in terms of state demographics and national usage data. • Perform required research & develop programs to attract sectors underutilizing trails. • Develop a guide of "best practices" for trail groups to attract sectors not using trails. 	<p>Various members of this Task Force will investigate the funding opportunities and requirements for the needed activities and research.</p>
<p>Increase the number of partners for reaching diverse community organizations and encouraging them to incorporate Michigan trails programming into their activities.</p>	<ul style="list-style-type: none"> • For the MTGA website, develop a directory list of convention and visitor bureaus, destination marketing organizations, and chambers of commerce for trail groups to make connections. • Send a letter to trail groups, notifying them of this directory posted on the MTGA website. 	<p>Various members of this task force will compile the directory and compose the materials for the mailing by MTGA, as needed.</p>
<p>Boost grassroots awareness of the importance of trails and trail events for Michigan tourism using the Michigan Tourism Strategic Plan.</p>	<ul style="list-style-type: none"> • Summarize the content of the Michigan Tourism Strategic Plan as it relates to trailway resources. • Determine the actions that can increase trails awareness as a result of the Plan. 	<p>The task force will summarize the plan for trail-related content and determine the next steps required.</p>
<p>Expand the trail experience and increase usage by promoting the multi-modal connections between regional trails and local community trail systems.</p>	<ul style="list-style-type: none"> • Identify existing multi-modal connections (transit rail and other modes) for the various established Michigan trails. • Connect with Wisconsin's railway network via the Lake Michigan ferry service. • Develop examples of how multi-modal connections between systems could increase. • Incorporate Active Living by Design guidelines for multi-modal connections into the trails toolkit. 	<p>Various members of this Task Force will work on the various actions required to achieve this goal.</p>

On-Road Connections: Linking the Trailways

Michigan's growing trailway network is not well connected from railway-to-railway and/or railway-to-destination: on-road links are needed to fill many of the gaps.

Analyzing the Issue with Input from Resource Authorities

The issue of Michigan's trailway network not being well connected was analyzed, and goals and action plans for On-Road Connections were set, using valuable input from the New York and Minnesota Departments of Transportation, the League of Illinois Bicyclists, and other resources.

- The Michigan State University study of the TART Trail indicated that 17-percent of its use was for transportation; more than any other trailway in the study. The TART Trail is connected to shopping and neighborhoods along its entire 10-mile route.
- If long-distance trail routes are made with on-road connections and promoted with a user guide, the route will attract residents and visitors (with tourism revenue) for both transportation and recreational use.
- Off-road trail rights of way may not be available now or ever to connect the gaps between trailways and to destinations, so on-road linkages may be needed to complete the nonmotorized infrastructure.
- Road cyclists may prefer the legal right to share roadways with motorized traffic, but trail users tend to prefer separation from traffic and the extra accommodation that a designated bike lane or striped shoulder provides for trips with utilitarian purposes.
- New York State has more than 2,000 miles of designated on-road state and county bicycle routes.
- Minnesota DOT developed the Minnesota Scenic Bikeways Program, which will link trailways to low-traffic-volume roads so that pedestrians and bicyclists can travel from one trail to another or from a trail to their destination in safety.

Michigan Airline Trail



● In trailway studies conducted by Michigan State University on the Pere Marquette, TART, Leelanau, Lansing River Trail, and Paint Creek Trail, at least half of all trail users accessed the trail by means other than driving to it. This reinforces the theory that trails are used most often by those who find it easiest to get there. As such, regional trail networks and on-road connections to nonmotorized facilities would be beneficial.

● An April, 2003 study for the Surface Transportation Policy Project, using a national telephone survey of 800 randomly sampled adults 18 and older, found that 55% of adults would like to walk more throughout the day either for exercise or to get to specific places.

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The following goals and action steps were recommended by the task force:

GOALS	PROPOSED ACTIONS	RESPONSIBILITIES
<p>Raise awareness of state and local transportation officials on how nonmotorized on-road connections can be used to complete connections between trails.</p>	<ul style="list-style-type: none"> • Identify on-road connections to Michigan trails, and in other states as needed, and develop a presentation to showcase these examples. • Deliver the presentation to targeted audiences, i.e., county road commissions, funding agencies, local elected officials, at conferences and meetings. • Develop and share a version of the on-road trail connection presentation with selected media. 	<p>MTGA convenes / facilitates a meeting of nonmotorized transportation advocates to organize the presentation development and identify venues for distribution.</p>
<p>Promote a completed “Michigan Airline Route,” from South Haven to Port Huron, to demonstrate a long-distance trailway with on-road connections, thereby encouraging its use and replication on other routes.</p>	<ul style="list-style-type: none"> • Establish regional workgroups to meet with road agencies and local & regional planners, to identify needed road connections to complete the Michigan Airline Route. • Promote installation of on-road route signage for guiding nonmotorized users to trail connections, and promote bicycle friendly road improvements. • Develop maps and a user guide to encourage use of the Michigan Airline Route. 	<p>MTGA enlists the help of the MDOT Nonmotorized Transportation Coordinator and the League of Michigan Bicyclists for forming and supporting the workgroups.</p>
<p>Increase the number of long-distance nonmotorized transportation routes, which will encourage increased trailway use and tourism.</p>	<ul style="list-style-type: none"> • Present information about the Michigan Airline Route at travel & outdoor shows in Michigan and nearby states, and request that Travel Michigan also promote this nonmotorized trail resource. • Identify criteria to assess where on-road links are needed for trails and other nonmotorized transportation opportunities. • Identify advocacy groups, road agencies, and other stakeholders to complete the top-ten gaps. 	<p>MTGA determines venues and logistics for promotion of Michigan Airline Route; convenes stakeholders at state, regional, local levels for making on-road links; enlists support of advocacy groups, road agencies, and others to identify trail gaps.</p>
<p>Obtain federal funding for an urban-area, interconnected, nonmotorized network to provide a statewide model for communities to follow & promote for transportation.</p>	<ul style="list-style-type: none"> • Support the Rails-to-Trails Conservancy (RTC) efforts to secure federal funding for completing trail network(s) in Michigan in the next federal transportation reauthorization, similar to those received in Minneapolis, MN, Sheboygan, WI, Columbia, MS, and Marin County, CA. 	<p>MTGA will assist the Rails-to-Trails Conservancy in its efforts to develop federal funding for completing the nonmotorized transportation infrastructure in Michigan.</p>
<p>Showcase nonmotorized transportation networks (and on-road trail connections) so that municipalities, transportation planners, and public officials regularly incorporate nonmotorized transportation into their planning, programming and development.</p>	<ul style="list-style-type: none"> • Establish a statewide bicycling enthusiast event as a conference, legislative day, or other activity to raise awareness of needed on-road trailway links, educate attendees, promote networking and collaboration for success. • Establish event-planning committee of bicyclists and pedestrian trail users, with representatives from government, advocacy groups, property & business owners, handicapped individuals, etc. 	<p>MTGA will join in an effort to establish such an event in coordination with MDOT, the League of Michigan Bicyclists, and the Michigan Mountain Biking Association; research other states’ successful events; establish core committee to pursue these activities.</p>
<p>Improve Michigan’s policies and budget support for a statewide interconnected, nonmotorized transportation system.</p>	<ul style="list-style-type: none"> • Lobby for passage of a legislative resolution, supporting interconnected on-road/off-road transportation networks throughout Michigan. • Approach key government influences (Governor, representatives, senators) for legislative wording and advocating broad-based support. 	<p>MTGA will work to raise awareness of the issue with legislators and public to motivate interested parties to take action.</p>
<p>Improve coordination of nonmotorized transportation planning across jurisdictional boundaries to promote developing interconnected nonmotorized transportation networks.</p>	<ul style="list-style-type: none"> • Support House Bill 4310 (02/22/07), requiring county road commissions to notify townships in their jurisdictions when a multi-year planning program is ready for a 60-day review period. 	<p>MTGA will join forces with a coalition (e.g. League of Michigan Bicyclist, Michigan Mountain Biking Association) to support and/or amend the legislation as needed.</p>

Building Trailways Support: Education & Advocacy

Because of a lack of widespread awareness, nonmotorized transportation and trailway planning, development, and maintenance are not considered essential and, as such, are not incorporated into all levels of government planning, programming, budgeting, and management.

Analyzing the Issue with Input from Resource Authorities

How to increase public and private awareness to build support for more nonmotorized transportation and improve technical assistance for trailway planning and development was discussed, and goals and action plans set using valuable input from the Michigan Townships Association, Public Sector Consultants, Inc. and other resources.

- Know the targeted audiences (influences) and tailor key messages to the different audiences, specifically relating to their information needs.
- Get the word out ... every organization has a magazine or newsletter that can be a communications vehicle (opportunity); every media person is looking for a good story.
- Identify partners for building coalitions (informal relationships) based on common ground and interests.
- Policy makers need you as much as you need them ... provide resources that policy makers can use that will help them do their job.
- Communicate regularly with local, regional, and state officials – not just when something is needed.
- Create image goals as well as policy goals to address the issues.
- Generate success stories that support and advocate for the cause.
- At the local level, a “how to” and “hands on” approach is needed; at the state level, a “this is what we want you to do” approach works best.
- Be proactive and focused unemotionally in getting out the facts and messages about trailway benefits before any trailway project is started.
- A multi-level plan of action for trailways education and advocacy activities is needed for gaining support at state, county, local, and individual levels.

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● *Mary Lagerblade, a realtor for the Mel Foster Company (relocation-assistance company for the John Deere corporate headquarters) and speaker at the 2006 National Trail Symposium, indicated in her presentation, that the company had no trouble recruiting new employees from outside the state once they began showing prospects the area's extensive trailway system.*

● *A 1998 study done by the Rails-to-Trails Conservancy, Rail-Trails and Community Sentiment: A Study of Opposition for Rail-Trails and Strategies for Success, found that 85% of trails experience little or no opposition.*



With the expert testimony in hand, the following goals and action steps were set:

GOALS	PROPOSED ACTIONS	RESPONSIBILITIES
<p>Increase the awareness of the many benefits of trailways and nonmotorized transportation among Michigan's public, private and governmental sectors to build and show more support for an interconnected system of trailways, locally, regionally, and statewide.</p>	<ul style="list-style-type: none"> • Develop a marketing toolbox, available online and in print, to promote the benefits of trailways and an interconnected statewide trail system. • Develop a recognizable brand & logo for the Connecting Michigan initiative that trail groups and others can use to promote projects as part of creating a statewide interconnected system of trailways. • Identify different audiences and develop effective messages on the benefits of trailways, factual data, and case studies tailored to their interests and concerns. Available online. • Develop speakers' and writers' bureaus that will provide information tailored to key audiences via conferences, meetings, association newsletters, periodicals, and other media opportunities. • Develop partnerships with Travel Michigan, Community Health, State Police, Cool Cities, the Governor's Trails Initiative, and state NGOs for supporting and sharing key trailway messages. • Develop a strategic public service messaging program that resonates with key audiences; e.g., health, recreational, and economic benefits. 	<p>MTGA should develop an education and marketing committee to work with the MRPA Trails and Greenways Committee, and strengthen partnerships and interaction with Travel Michigan, the Governor's Council on Physical Fitness, and the Governor's Trails Initiative.</p>
<p>Enhance the capability of key trailway advocates, planners, and managers to develop more trailways and trailway connections, by providing improved technical assistance, better access to information, and increased support for their activities.</p>	<ul style="list-style-type: none"> • Develop and provide access to a network of resources on the benefits of trailways, as well as information on funding, acquisition, planning, construction, management, maintenance, safety, liability, economic impact, and security. Provide sources, web links, and roster of expert contacts for advice & technical assistance. • Create and maintain an online communications system and resource network that educates and increases understanding of trailway benefits and issues. Provide continuous updating. • Develop a resource toolbox with a "how- to" handbook (e.g., Safe Routes to School) on trail funding, acquisition, development, maintenance & management; provide online & print versions. (See "Trailway Resources" for existing tools on page 42.) 	<p>MTGA works in cooperation with MDNR, MDOT, NPS-RTCA, MSU, MRPA, and other relevant, public-sector organizations to research, compile, develop, and distribute information and resources. Assign staff to a communications and marketing position and/or add new staff expertise.</p>
<p>Raise awareness that non-motorized transportation is essential and thus is incorporated into all levels of government planning, programming, budgeting, and management; e.g., included in transportation plans & programs, land use plans & policies, outdoor recreation plans & budgets.</p>	<ul style="list-style-type: none"> • Develop a strategic advocacy plan to address and impact local, state and federal legislation and policies that affect and/or benefit trailways. • Open and maintain channels of communication with elected officials and policy makers; become familiar with new legislators upon election. • Form and facilitate a legislative trailway caucus to guide policy decisions concerning trailways. • Advocate for the Integration of nonmotorized transportation and access into governmental, departmental, and programming policies at all levels. 	<p>MTGA convenes and facilitates the formation of a NGO Advocacy Task Force in cooperation with MRPA, MEC, LMB, MMBA, and other such groups, using technical assistance from government agencies.</p>



Overcoming Boundaries: Gaining Cooperation

A lack of open communication, cooperation, and sharing of resources among communities serves to discourage regional and statewide collaboration and diminishes the benefits of such partnerships.

Analyzing the Issue with Input from Resource Authorities

Increasing communications, cooperation, and resource sharing to encourage improved regional and state collaboration was discussed. Goals and action plans for Overcoming Jurisdictional Boundaries were defined using valuable input from Michigan State University, the Ruth Mott Foundation, Pollack Design and Associates, Southern Lakes Park and Recreation Authority, the City of Howell, and other resources.

- Incentives are needed to promote governmental collaboration.
- The most economical way to deliver community service is by partnering for joint production of services.
- The State of Michigan has no legal constraints for collaboration; it is very permissive about interactions between communities, counties, and state.
- Up to 65 enabling statutes have been adopted in Michigan, regarding contracting for collaborative initiatives.
- Economics and finances may be driving forces for collaboration.
- Social and political concerns become key negotiating issues and, often, these become roadblocks to making progress.
- Collaboration is often capital intensive vs. labor intensive.
- Premium revenue sharing should be considered for communities that collaborate – rich and poor do not tend to collaborate.
- Regional authorities can be created to bring communities together to maximize their resources and save money.
- Some advantages of Recreation Authorities include the facts that: They can override the Headlee Act, they can condemn land, and they do not require employees.

trailfacts

● *Johnson County, Kansas expected to spend \$120 million on stormwater-control projects. Instead, voters passed a \$600,000 levy to develop a countywide stream-way park system. Development of greenways along streambeds has addressed many of the county's flooding problems and has provided a valuable recreation and wildlife resource.*

● *The TART Trail Study by MSU in 2004 found that transportation uses of the TART Trail in the City of Traverse City accounted for one in five trail uses.*

The task force developed the following goals and actions to encourage collaboration across jurisdictional boundaries:

GOALS	PROPOSED ACTIONS	RESPONSIBILITIES
<p>Increase collaboration between local units of government on trailway development across jurisdictional boundaries.</p>	<ul style="list-style-type: none"> • Promote collaborative trail development among local units of government. • Create a tool kit to assist local units of government in forming partnerships; include this as part of the larger Trailways Development tool kit, proposed in a number of targeted task force study areas. • Create regular opportunity, such as an annual workshop or conference, for government representatives from all levels to gather and discuss partnering. This opportunity should be coordinated and available within each county. 	<p>MTGA should develop the public-private collaboration (partnering) toolkit and distribute it with the help of the Michigan Association of Counties, Association of Planning, MDOT, Municipal League, Recreation & Park Association, and the Townships Association. These same agencies can spearhead the inclusion of partner networking opportunities at their conferences.</p>
<p>Encourage the formation of more multi-jurisdictional partnerships for trail development and management.</p>	<ul style="list-style-type: none"> • Encourage the State of Michigan executive and legislative branches to enhance incentives for local units of government to form partnerships in areas of trail development. As an example, state grant programs should award more points for multi-jurisdictional partnerships. • Develop a means for demonstrating the potential fiscal benefits of collaboration in both trail development and maintenance to communities. 	<p>The lead responsibility on encouraging new state incentives for partnerships should be taken on by the legislative trail caucus. A conclusion was not reached on the lead responsibility for community demonstrations of fiscal benefits.</p>
<p>Improve the understanding of local units of government, so they become willing to partner on trailway projects.</p>	<ul style="list-style-type: none"> • Enhance the training available to local units of government to help increase understanding of the benefits, risks, and possible roles and responsibilities of trailways partnerships. • Create a training program for educating local government officials on the basics of developing partnerships. This could be tied into funding. For example, communities that attend the training would receive additional scoring. 	<p>MTGA should lead the development of this training program, assisted by the same agencies noted for supporting other goals.</p>



Coordinating Resources:

Technical Assistance for Funding, Planning, & Design

An integrated system for coordinating needed resources for Michigan trailways development between all relevant state departments and non-state agency stakeholders does not exist, resulting in slow progress on important connections, lost opportunities, and knowledge disparities on each trail project.

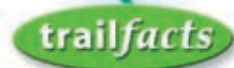
Analyzing the Issue with Input from Resource Authorities

The task force discussed the need for better coordination and improved communication for trailway development including funding, planning, design, and permitting. This led to setting goals and devising action plans for improving State Interdepartmental Cooperation. Valuable input came from the Florida Office of Greenways and Trails, Iowa Natural Heritage Foundation, Michigan DNR Trails Section, and the Minnesota Department of Natural Resources. A key-point summary of resource input follows.



● *Dr. Joshua Meyerson, of Charlevoix, Michigan, Medical Director of Northwest Michigan Community Health Agency credits the Little Traverse Wheelway with transforming his lifestyle. "I can honestly say, that if the trail were not there, I would never have even thought of biking to work. 'If you build it, they will come.' Having the trail meant I had a safe, easy, no excuses way to commute to work by bike." Dr. Meyerson is now 40 pounds lighter since he began commuting to work by bike on the trail.*

● *The Kresge Foundation, General Motors Corporation, City of Detroit, and State of Michigan are investing \$500 million to develop the Detroit Riverwalk and Tri-Centennial State Park as a centerpiece attraction of downtown Detroit. Tri-Centennial State Park is Michigan's newest and first urban state park.*



Key-Point Summary of Resource Input



Michigan

Michigan's DNR Trails Section manages all types of trails: snowmobile (6,216 miles); ORV (3,183 miles); multi-use trailways (1,145 miles); state forest pathways (880 miles); and state park and recreation area trails (878.8 miles). Its authority for trail acquisition, development and operation originated with the Michigan Trailways Act of 1993. Only snowmobile and ORV trails have their own dedicated trails funding, which originates from trail-user registration fees.

Minnesota

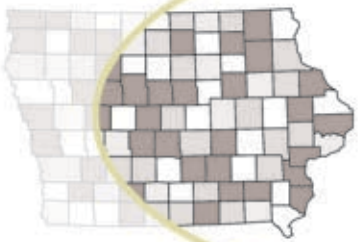
The Parks and Trails Council of Minnesota is a 501c3 statewide advocacy organization, which is heavily involved in land acquisition for trail development. The Council lobbies the State Legislature with firm plans and prepackaged projects, generating millions in project funding. They provide training for local agencies and Friends' groups to address options, opportunities, and structures for operation.

Minnesota's economic studies on nine of their state trails found that a typical tourist spends between \$25 and \$39 per day on food, lodging and transportation, adding up to more than \$5 million per year in trails-related tourism spending.

The Minnesota Department of Natural Resources has many resources to assist local communities, including a trail planning, design, and development manual.

An evolution in the bicycling culture in Minnesota has generated enormous support for trail development. This evolution was accomplished by: bike clubs leading recreational trips; organized bicycle and trail advocates; key legislators; a state bicycle advisory committee; an annual state bicycle conference; high-profile officials at state trail openings; bike-to-work days; energetic, creative activists at the local level; and a comprehensive state plan.





Iowa

The Iowa Natural Heritage Foundation, a state 501c3 organization, assists with the acquisition of trail corridors, helps with proposal writing for funding, works on public policy at the state or federal level, participates in regional trail planning efforts, and provides technical assistance to counties and cities in rail-trail acquisition and initial trail planning. It also aids in marketing and promotion with their state trails website: www.inhf.org.

Other Iowan trail system partners include county conservation boards, DOT and DNR, local non-profits and volunteers, and the Iowa Trails Council, a statewide non-profit which assists in land acquisition and railbanking.

"Iowa Trails 2000" provides a framework for a statewide trails vision and offers guidance and resources to trail developers with two handbooks, "Implementing Trail-Based Economic Development" and "Local Community Planning for Bicyclists and Pedestrians."

Florida

Florida's statewide trails plan has a series of seven recommendations:

- Focus on most significant components of the greenways and trails system.
- Adopt a process to designate lands and waterways as part of the system.
- Stimulate awareness, involvement, and action in public and private groups to create and manage community greenways, trails, and components of the statewide system.
- Provide resources for local, regional, state and federal agencies and private landowners to *acquire, protect, and develop* lands for greenways and trails.
- Provide additional resources to local, regional, state and federal agencies and private landowners to *manage and maintain* greenways and trails.

- Develop mechanisms for management within Florida Greenways and Trails System.
- Educate and inform Florida's residents and visitors about the value of the state's greenways and trails system.

Florida has a web-based system for trail suggestions, additions, and changes to the statewide plan to reflect the reality of current conditions and to integrate local plans.

The Florida Trails Advisory Council has 11 citizen appointees and ten government representatives.



Given the excellent input from the above states, the task force arrived at the following goals and action steps.

GOALS	PROPOSED ACTIONS	RESPONSIBILITIES
<p>Establish a Michigan Trailways and Greenways Council, which would provide a forum to discuss local partnership issues, communicate about trail opportunities, and provide coordination and strategy for trail development, maintenance, and operations. A representative from this Council would have a seat on the Governor's Trails Advisory Council, which includes all trail types.</p>	<p>Advocate for the State of Michigan to establish a Trailways Council, similar to that provided for in the Michigan Trailways Act.. The Council would help to:</p> <ul style="list-style-type: none"> • Develop a statewide communication mechanism that encourages local agencies to talk to each other and to the state. • Determine where the gaps are in state and local trailway ownership and how to connect them, including who should own, who should fund, and who should operate. • Coordinate working together with all agencies, state and local, on planning and timing issues. 	<p>The MTGA Policy Committee will consult with the Governor's office and, if needed, support legislative action for establishing a Michigan Trailways and Greenways Council.</p>
<p>Support the development of an interconnected statewide system of trailways by establishing a prototype and mechanism for the creation of regional trail organizations, which would blend local support with regional collaboration across jurisdictional boundaries.</p>	<ul style="list-style-type: none"> • Assess and evaluate the structures of regional trail organizations in Michigan and elsewhere to determine suitable options for the development of an acceptable prototype for Michigan. • Examples in Michigan could include the GreenWays Initiative (Southeast Michigan), West Michigan Trails and Greenways Coalition (West Michigan), TART Trails (Northwest Michigan), and Kalamazoo River Valley Trailway (Southwest Michigan) and others. 	<p>MTGA will confer with the Task Force on Overcoming Jurisdictional Boundaries to determine further required actions.</p>
<p>Reach an understanding and working agreement with the Department of Environmental Quality on possibly modifying certain permitting guidelines which affect trailway development.</p>	<ul style="list-style-type: none"> • Initiate discussions with the Department of Environmental Quality (DEQ), Land and Water Management Division, to resolve these issues: • Provide some recognition that the development of urban trails, in the absence of ready-made rail corridors, will often be located in floodplain and wetland corridors along waterways. • Allow for greater consideration of public benefit in the permit process, weighing the benefits of trails in relation to the constraints on the land. • Recognize the different nature of public development compared to private development. • Resolve the current conflicting standards on bridge and boardwalk width between MDOT and MDEQ, that leaves the local project manager stuck in the middle. 	<p>The MTGA Board Policy Committee will initiate discussions with the Michigan Department of Environmental Quality.</p>
<p>Establish a single point of contact at the state level for technical information regarding trail funding, planning, and design to make trail building a more streamlined and expedient process.</p>	<ul style="list-style-type: none"> • Explore alternatives with MDOT, MDNR, MDEQ, and the Governor's Office for establishing and equipping a single point of contact for trail development technical assistance. 	<p>MTGA will pursue this plan initiative with the Governor's Office and appropriate State of Michigan Departments of Transportation, Natural Resources & Environmental Quality.</p>



Multi-Use Trails and Design: Resource Guidelines & Information Clearinghouse

A comprehensive resource with consistent guidelines for different types of trailways does not exist, covering elements such as design options, intended use and flexibility, costs vs. benefits, and pros vs. cons. A clearinghouse for information, examples, designs and costs, planning processes, and road-crossing requirements is needed.

Analyzing the Issue with Input from Resource Authorities

The need for comprehensive guidelines and centralized information for multi-use trails and design was discussed, and goals and action plans were detailed based on valuable input from the following key studies on trail surface types:

- The National Center on Accessibility's *National Trails Surface Study* (see <http://ncaonline.org/trails/research>).
- *Genesee Regional Trails Council: Trail Prioritization Process and Matrix* (prepared by Genesee Metropolitan Planning Commission).
- *Paved Hike/Bike Trail Data: Southeast Michigan Region Survey Notes* (prepared by Jim Kropp, Huron-Clinton Metropolitan Authority).
- *Multi-Use Trails and Design: Definition of Linear Trail Surface Types* (prepared by Paul Yauk, MDNR Parks Division). The MDNR document defines preliminary trail surface classifications, and it will serve as the basis for further development of the guidelines for Multi-Use Trails and Design. (See pages 31 and 32.)

A St. Louis University Prevention Research Center study showed that 42% of the residents in the area use the trails in rural Missouri and that 55% of trail users report that they have been more physically active since the trails were built.

Businesses along the Hart-Montague Trail, a 22-mile trail in West Michigan, found that their sales revenues increased 25- to 30-percent within the first six months of the trail's existence.

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Definition of Linear Trail Surface Types Universal Design Standards

Each surface type listed below has positive and negative aspects in regard to durability, seasonal use, ADA requirements, maintenance costs and installation costs.

Native or Natural Rail Surface

This surface consists of the sub-base once the steel rails, ties and large ballast are removed. This underlying base material would be a combination of well drained fines, gravel cinder.

Surface Positives: Raised surface from neighboring land, under 2% slope.

Surface Negatives: Soft, un-compacted surface, vegetation and erosion issues and hard to maintain ADA requirements.

Costs: Extensive maintenance costs due to the raised grade made of well drained fines, surface will be rugged, and rutted. Limited development costs if used as passive trail in rugged condition.

Lineal Trail or Utility Corridors

Vary in width and provide greenbelts for native plant life and wildlife habitats. The width of some corridors allow for off grade side multi-use paths for runners, equestrian or snowmobile use.

Surface Positives: Utilizes native soils, takes advantage of any topography changes in the corridor, and would be maintained by clearing, brushing or by mower.

Surface Negatives: Not a compacted surface, vegetation and erosion issues, hard to maintain ADA requirements.

Costs: Limited, if only a path is mowed or maintained as a passive greenbelt or habitat corridor.

Soft or Installed Surface

Application would consist of compacted gravel, limestone, steel slag or it could consist of a sub-base of compacted gravel, with a finish base of limestone or slag over the existing sub-base.

Surface Positives: Provides a “soft” surface for runners, joggers, wide-wheeled bikes and strollers, meets ADA requirements, is stable and compacted. Surface can be re-graded and compacted as needed in the season, compatible with snowmobile use. Limestone can repel some invasive vegetation on the trail.

Surface Negatives: Dust issues during dry seasons, not compatible with inline skaters and narrow wheel road bikes. Needs seasonal grading.

Costs: \$60,000 to \$80,000 per mile depending on surface materials; this figure does not include culvert repairs, bridge work and road crossings.



Hard Surface, Asphalt

Application would consist of a single 2-inch lift or two (1.5" lifts) of MDOT 13A material over a 6" aggregate base with 2 foot wide gravel shoulders installed over the existing sub-base. (MDNR installs a single 2 inch lift over an aggregate base.)

Surface Positives: Meets the needs of all varieties of wheeled trail users. Provides a well-drained surface, easy to brush clean and maintain.

Surface Negatives: Root or plant damage, linear cracks and asphalt separation along the trail edge. Snowmobile stud damage.

Costs: The estimate to asphalt pave a section of the Fred Meijer White Pine Trail in Kent County ranges between \$150,000 to \$183,000 per mile.

Hard Surface, Concrete

Surface would consist of a single 4" thick run of concrete over a graded and compacted railroad sub-base. Little history for use on linear trails. Municipalities have used concrete for sidewalks for years.

Surface Positives: Meets the needs of all varieties of wheeled trail users. Provides a well-drained surface, easy to brush clean and maintain.

Surface Negatives: Limited history on this surface for linear trail, and how the surface responds to winter snowmobile stud use.

Costs: The estimate for this surface type is \$200,000 per mile.



After reviewing the available resources, the task force arrived at the following goals and action steps.

GOALS	PROPOSED ACTIONS	RESPONSIBILITIES
<p>Create a Statewide Trail Classification System for Multi-Use Trailways in Michigan to help ensure consistency in trailway development and user information and expectations.</p>	<ul style="list-style-type: none"> • Develop a linear trail-planning document to create consistency on types of trails. This will reflect existing linear trail uses and criteria that can be utilized for development of new multi-use trails. The Outdoor Access Board Guidelines, Guide for the Development of Bicycle Facilities (AAS-HTO), and Americans with Disabilities Act guidelines on trail construction and facility development will be followed. • Define the types of uses that are compatible and allowed on each type of trail. This will provide clear expectations among users and serve to reduce conflict. A uniform classification system would outline 6 to 12 distinct “grades” of linear, recreational trail types, including single-use, multi-use, and a separated-trail system. • Provide an ongoing education program that details trail etiquette for all types of users. 	<p>The MDNR should take the lead to collect current information and develop a planning document for uniform trail classifications with impacts and compatible uses of each linear trail type. MTGA, along with friends’ groups, should provide ongoing education regarding trail etiquette to help ensure success for multi-use trail concepts.</p>
<p>Make available a comprehensive information clearinghouse on trailway design, engineering, construction, and cost estimates for use by state and local agencies and trailway organizations.</p>	<ul style="list-style-type: none"> • Define costs and benefits for each type of trail. • Clearly articulate the intent of each of the various types of trails based on their surface type, degree of connectivity, anticipated maintenance costs, and appropriate uses. • Develop and assign estimated operation costs and maintenance values for each different type of trail surface. • Create a clearinghouse of state and national information on current costs and designs of surface types, grade-separated crossings, road crossings, bridges, and other trail-related support requirements or elements. 	<p>Government units must identify and include long-term trails management and maintenance costs into trailway planning. MTGA should undertake creating a reference library on national operational cost issues.</p>
<p>Generate a coordinated information and marketing program for Michigan trailways that gives trailway users & visitors a clear understanding and expectation of trailway characteristics, facilities, and permitted uses.</p>	<ul style="list-style-type: none"> • Provide uniform trail information to increase consistency between trails across jurisdictions and agencies involved in trail development. • Create a “Trail Surface Guidelines” document for distribution to public agencies and trail planning and development advocates. • Communicate Trail Classifications within the statewide GIS trails map so that local units of government can use the information as a tool for promoting local recreational uses as well as for attracting visitors. • Provide assistance to local governments and trailway organizations for more effectively marketing and promoting their multi-use trails based on classification. 	<p>Once the statewide trail classification system is in place, MTGA and Travel Michigan could distribute information. Communities can use the classification system as a resource for promoting their trails for use by area residents and as a destination for visitors.</p>



Statewide Trailways Network: Identifying Opportunities & Setting Priorities

Michigan's landscape can sustain an extraordinary system of trailways that will capture opportunities and imagination:

- A creative, coordinated statewide plan will radiate energy to harness funding, promote cooperation, invite public involvement, & unite trail thinking among state departments and stakeholders.
- A statewide trailways network will provide transportation, leisure, recreation, social, economic, health, family & community benefits and encourage residents' active participation & ardent support.

Analyzing the Issue with Input from Resource Authorities

During the process of identifying opportunities and setting priorities for establishing a statewide trailways network, Governor Granholm announced an intention to expand trailways in Michigan, and assigned the Department of Natural Resources the responsibility to devise a plan. The MDNR submitted a "Michigan Trails at the Crossroads" plan, that recognizes the *Connecting Michigan* initiative of MTGA and it anticipates building from this work. This development and valuable resource input from Urban Edges, the Indiana and Michigan DNR offices, Wilcox & Associates, and other authorities helped set goals and action plans.

- Focus on finishing projects that are started, continuing the momentum.
- Vision + \$ + Political Will + Leadership = Trailways.
- State and local trailways should be viewed and marketed as a network.
- For success, trail projects must leverage resources; for example, provide a community benefit for health, safe route to school, tourism, or other.
- Create an image of the future that people will embrace, such as close a loop, encircle a city, reach a destination like a lakeshore, or cross the state. Then map it in an easy-to-read, graphically inspiring format, and address and highlight the destinations and gaps.
- Recruit capable, politically effective leadership. No power is all power!
- Get the constituent communities to be cooperative, not competitive.
- Build successful, timely pilot projects that demonstrate the concept. Great example projects inspire and enable others to do the same.
- Visualize the outcome and set it in your sights. Be patient, but persistent.
- Never make the plan cumbersome to develop or comprehend.

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- *The National Homebuilder's Association says that residential properties will realize a 10- to 20-percent gain in value the closer they are located to greenspace.*

- *Governor Jennifer M. Granholm described a vision for a statewide network of interconnected trails by 2009. She stated, "The future I see for Michigan is one where access to trails and recreation is available to everyone." The report, "Michigan Trails at the Crossroads: A Vision for Connecting Michigan," states, "Achieving the Governor's vision will require connectivity in all its manifestations: infrastructure, financial, programmatic, stakeholder support, design and technical assistance, maintenance, legal defense, and most of all unified commitment and leadership."*



GOALS	PROPOSED ACTIONS	RESPONSIBILITIES
<p>Ensure that Michigan’s trail stakeholders will have ready access to technical resources and best practices from Michigan and beyond, and across all facets of trail planning, acquisition, development, maintenance, and advocacy.</p>	<ul style="list-style-type: none"> • Conduct a comprehensive Inventory and list the existing physical, financial, human, and technical resources available for all types of trails. • Develop the inventory information in different formats and make it available and accessible to all interested parties. • Undertake and/or partner with others on various trail research projects. 	<p>This may be the task of a coordinated statewide trails council that involves state, regional, and local trailway stakeholders, as named in the Governor’s State Trails Initiative. MTGA will follow up on this possibility.</p>
<p>Provide Michigan’s trailway stakeholders with a statewide vision for trailways, a tactical plan to achieve the vision, and new partners and programs that enhance the trailway experience.</p>	<ul style="list-style-type: none"> • Reach consensus on a compelling overall vision. • Identify gaps and prioritize connections through a community-based planning process. • Develop a long-term plan that identifies opportunities and potential trailway corridors. • Encourage advocates and volunteers to share resources. • Identify new partners for acquisition, development, maintenance, marketing, and educational activities. • Foster legislative relationships. • Improve accessibility of the trailway system for use by all desiring to do so, regardless of limiting physical factors. • Coordinate trailway plans with government, private, and non-profit initiatives. • Encourage the development of new trailway programs, which integrate with existing community initiatives and maximize use. 	<p>Most of these items were echoed in several of the other task force groups. Some of the actions call for development of new work groups or may defer to MTGA. Some of these items may also belong to the coordinated statewide trails council involving state, regional, and local stakeholders, as named in the Governor’s State Trails Initiative. MTGA will follow up on all these options as it monitors progress on this plan.</p>
<p>Improve the capability for Michigan to have the financial, maintenance, and marketing resources available for promoting, enhancing, and sustaining a statewide trailway system.</p>	<ul style="list-style-type: none"> • Create a long-term financial plan for state trailway acquisition and development • Incorporate maintenance requirements into trailway development, as a fundamental component of all trailway plans. • Develop a long-term plan for marketing trailways and their numerous benefits, locally, regionally, and statewide for residents’ use and in tourism attraction initiatives. 	<p>As noted by the Task Force on Funding for Long-Term Maintenance and Operations, a special committee will be convened by MTGA to pursue development of funding strategies. The long-term plan for marketing trailways and their benefits will be the result of continuing work by the Task Force on Tourism: Marketing and Promoting Trails.</p>





Implementation Strategy:

Moving Michigan Trailways Forward

The Connecting Michigan – Vision and Action Plan has come alive with the culmination of the work of 10 multi-agency task forces. The participation, expertise, and commitment from partners over a year-long process has generated a wealth of new understanding of the complexity of the issues and the need for collaboration. Both are necessary if we are to succeed in achieving the vision of Connecting Michigan, a statewide interconnected trailway system second to none. More than 200 partners are energizing the process, and millions more will enjoy the results.

Four comprehensive goals emerged from the task forces' action plans which are crucial for realizing the vision. They are listed here.

Goal ONE

Ensure that Michigan's trailway stakeholders will have ready access to technical resources and best practices from Michigan and beyond, and across all of the many facets of trailways planning, acquisition, development, maintenance, operations, and advocacy.

Priority Actions:

Create and manage a comprehensive and accessible Trailways Information Clearinghouse, which includes:

- Marketing Toolbox (effective messages on the benefits of trailways, factual data, and case studies tailored to key audiences interests and concerns)
- Technical Toolbox (on trail funding, acquisition, development, maintenance, management, trailways standards and guidelines) and
- Technical resource network (expert contacts for advice & technical assistance).

Actions Underway:

- A Statewide Greenways Maintenance Inventory and Case Studies report and a Nationwide Survey of Trail Enforcement Personnel (preliminary results) are completed and are included in the Appendix.
- A CONNECTING MICHIGAN web link expands access to technical information on trailway planning, acquisition, development, maintenance, operations, and advocacy. Information such as the CONNECTING MICHIGAN Vision and Action Plan, Appendix, and the GIS statewide trailway database and map will be available through this website link at www.michigantrails.org.



Goal TWO

Improve Michigan’s financial, maintenance, and marketing resources necessary for developing, promoting, enhancing, and sustaining a statewide, interconnected trailway system.

Priority Actions:

- Determine the current and future fiscal demand for trailway acquisition and development, and long-term maintenance and operations.
- Form a legislative trailways caucus to assist in the development of feasible financing options and supporting policies.
- Create and implement a long-term financial plan for state trailway acquisition and development, and maintenance and operations.

Actions Underway:

- An annual Michigan Trails and Greenways Legislative Day which educates state legislators about important trailway benefits, issues, and projects in their districts and fosters relationships for participation in a legislative caucus.
- Initial assessment of new funding options for trailway acquisition, construction and maintenance.
- Statewide trailway inventory and mapping of existing and planned trailways will provide the data base for projecting fiscal demand for acquisition, development, and maintenance.
- Coalition building with MRPA and other organizations that support policies affecting nonmotorized transportation and trailways.

Goal THREE

Improve coordination and communication, encourage cooperation, foster new partnerships to support trailway planning, development, management, and programming that enhance the trailway experience.

Priority Actions:

- Establish a State Trailways Council comprised of various trailway representatives, which would have a seat on the Governor’s State Trails Advisory Council, which represents all types of trails and users.
- Create a Trailways Property Work Group, including utility companies and others, to develop standard guidelines for property rights acquisition and mechanisms to deal with easement/title issues.
- Expand and strengthen partnerships with the health sector, tourism industry, safe routes to school communities, and other diverse partners to integrate trails into community programs and initiatives, to maximize the benefits of trailways.
- Improve accessibility of the trailway system for use by all desiring to do so, regardless of limiting physical factors.

Actions Underway:

- The Connecting Michigan Initiative – bringing trailway stakeholders together in the process of developing the Connecting Michigan Vision of completing a statewide interconnected system of trailways and an action plan to achieve the Vision.
- An accessible GIS trailway database and statewide map will be available on-line in early 2008 to improve trail planning coordination and encourage cooperation between regional governing jurisdictions.
- MTGA represents trailway interests on the Tourism Industry Planning Council.
- The Governor’s State Trails Plan, recommends establishing a State Trails Advisory Council to improve communications and coordination between state, regional, and local trail entities and diverse trail user groups.

Goal FOUR

Provide Michigan's railway stakeholders with a compelling statewide railway vision and a tactical plan to achieve and market the vision.

Priority Actions:

- Complete a comprehensive railway inventory, identify gaps and possible on road and off road connections to complete the railway system, and prioritize the connections through a community-based planning process.
- Develop coordinated implementation plans for priority railways and trail connections in cooperation with federal, state, local government and the private and non-profit sectors.
- Develop a long term marketing plan for a statewide railway system in cooperation with Michigan's travel and tourism Industry to include:
 - A coordinated information and marketing program for Michigan railways that gives railway users & visitors a clear understanding and expectation of railway characteristics, facilities, and permitted uses.
 - Creation of a speakers' and writers' bureau to develop effective messages on the key benefits of railways tailored to fit diverse audiences.
 - Outreach to new audiences of potential stakeholders utilizing various conference workshops and public presentation venues.
 - Promotion of trails as attractive venues for more non-traditional activities such as art fairs, food festivals, and special community events.

Actions Underway:

- Development of CONNECTING MICHIGAN identity and marketing tools such as publications and presentations to educate and inform a variety of audiences about the Vision and Action Plan.
- Marketing strategy for the CONNECTING MICHIGAN Vision and Action Plan is being coordinated by MRPA in cooperation with MTGA, and includes a planned release, distribution, and presentation schedule.
- A CONNECTING MICHIGAN web link will provide marketing and technical support for railway stakeholders and Action Committees.
- The GIS railway database and statewide map will be available online in 2008. This information, as well as individual trail websites, will be shared with Travel Michigan to provide trail user and tourist information and promote Michigan's railways.
- Collaboration with the Governor's State Trails Plan initiative has begun.

Now that we have a plan of action . . .

The implementation strategy is simple: Move ahead with manageable tactics in hand and proceed to prioritize activities beyond. This plan-of-action goes well past a simplified MTGA work plan, as it testifies to the energy of all who supported the vision and shaped the action plans to address critical issues.

Every organization, agency, and individual involved must consider the goals, proposed actions, and assigned responsibilities as owners of an on-going process to effect true change and bring the vision to life: **CONNECTING MICHIGAN** – and delivering the promises of the Michigan Trailways Act of 1993 – with an interconnected system of trailways and greenways.

Implementation must be a collaborative effort and we are asking for your endorsement of the Vision and goals set forth in our report and your commitment to continue participation in the Connecting Michigan initiative by working with us and our many partner agencies and organizations to carry out the action steps we've identified together.

As an initial step, MTGA suggests organizing Action Committees, which will be guided to maintain the principles behind our statewide trailways vision and action plan. MTGA, MRPA, and NPS-RTCA stand ready to continue the organizing, coordinating and facilitating role we played over the past year. You may also consider how to implement the proposed goals and action steps in the context of your own organization and individual capacity to effect change and make progress towards the vision.

Please join us...

...and signify your endorsement and continued participation by having your agency or organization sign on to the partnership agreement provided in the appendix of this report. This partnership agreement is: a cooperative, voluntary agreement, not a legally binding contract, does not require a commitment of funds, and will be used by various partners to support projects that implement the plan. As a partner you will have direct input into setting the directions, goals, and measurable progress of the Connecting Michigan initiative. You will also be invited to participate in meetings, and other activities.

Read and discuss the partnership agreement with your group. If your organization supports the vision and goals of Connecting Michigan, mail, e-mail, or fax back your signed copy, along with the printed name of your group representative.

Feel free to suggest other groups that may be interested; organizations will be added to the partnership as the project proceeds. Thank you for your support and cooperation as we move into the most exciting phase of Connecting Michigan: taking the actions necessary to finish the task of developing Michigan's interconnected trailway system, which touches every community, is accessible to all citizens, and improves the quality of life for Michigan's residents.

(please copy onto your agency/organization letterhead and affix head of agency/organization official signature and date of signing)

**CONNECTING MICHIGAN PARTNERS:
VISION ENDORSEMENT AND
COMMITMENT TO PARTICIPATION**

We, the undersigned, attest to our endorsement of the Connecting Michigan Vision to complete an interconnected statewide trail system, and commit to participating with each other and our many partners in a collaborative effort to carry out the action steps necessary to achieve the Vision.

Signature

Title

Date

With Gratitude & Recognition ...

A sincere thank you for sharing your vision, and helping us to shape our goals and action plans

The Michigan Trails and Greenways Alliance Board and Staff wish to acknowledge the contributions made by so many in allowing the Connecting Michigan project to first of all become reality and second, to enable such a fruitful discussion which led to remarkable results in this Statewide Vision and Action Plan.

First, our wholehearted thanks to our funders, the Ruth Mott Foundation and the Saginaw Bay Watershed Initiative who funded the MTGA staff time to manage this project, and who facilitated task force operations by funding the April 2006 kickoff, logistics for task force meetings, including expert speaker travel assistance, and all expenses involved in producing this report. In addition, funding from W.K. Kellogg Foundation through the People and Land program, has provided for expert assistance from the MSU Remote Sensing and Geographic Information Services Center to work through the task force to develop a state GIS trails database and website (to be released in early 2008).

Another sincere note of gratitude goes out to our partners on the Steering

Committee: Barbara Nelson-Jameson, National Park Service, Rivers, Trails and Conservation Assistance Program, and Anita Twardesky, Michigan Recreation and Park Association, for their leadership and assistance with development of the task force process, training of task force leaders, work within various task forces, mid-course project adjustments, especially Barbara for her volume of writing and editing of this report; and Anita, for extending the efforts of the Michigan Recreation and Park Association Trails, Greenways, and Blueways Committee in planning the celebration event and the release and dissemination of this report.

The leaders and facilitators for each of the 10 task forces are owed a huge debt of gratitude for first, stepping boldly forward to make a difference for Michigan trailways and then carrying the project through the process from start to finish, delivering what we believe to be concrete recommendations for moving us forward. Thank you Sarah Acmoody, Scott Anderson, Annamarie Bauer, Barry Culham, Mike Eberlein, Bob Ford, Carol Fulsher, Brad

Garmon, Lisa Grost, Darrell Harden, Michelle Haugen, Cindy Krupp, Dave Lorenz, Sam Lovall, Bob Moore, Connie Morrison, Chuck Nelson, Robin Palmer, Art Slabosky, Roger Storm, Roberta Urbani, Phil Wells, Risa Wilkerson, and Paul Yauk. The experts, who gave their knowledge and insight to the task forces on each of the 10 critical issues, are also deeply appreciated.

We are also thankful for the state departments, organizations, local governments, and private sector entities who supported this project by allowing their employees, whether they were task force leaders or task force participants, to make the investment of time and effort into making this plan a reality.

And last but not least, this plan would not have come to fruition without the diligent attendance and input of the task force participants, who contributed the ideas in this report. We acknowledge the hours above and beyond their regular work commitment, and the painstaking deliberations that went into creating these recommendations. Thanks to you, all of Michigan's trail stakeholders have a solid foundation to make some exciting improvements to Michigan's trailways starting today!



TARGETED STUDY AREA	CHAIRPERSON & FACILITATOR	TASK FORCE MEMBERS		RESOURCE AUTHORITIES
Trailway Funding: Acquisition & Construction Maintenance & Operation	Roger Storm , MDNR Bob Ford , Landscape Architects & Planners, Inc. Phil Wells , Wilcox & Associates, Inc. Annamarie Bauer , MDNR	Lisa Coombs-Gerou Linda Hegstrom Tim McCaffrey Barbara Nelson-Jameson Bob Resh	Jennifer Hill Sharene Kessler Jeff Mitchell Sherlynn Everly Chuck Nelson Stephany Diana Nancy Krupiarz	Deb Apostol , MDNR Natural Resources Trust Fund. Jennifer Hill , Ruth Mott Foundation Paul Ponders , formerly with Midland County Parks Jim Schneider , Greene County Parks Amy Spray , Public Sector Consultants Amber Thelen , MDOT Transportation Enhancements Program Milt Rohwer , Frey Foundation Cindy Whiteford , Trust for Public Land Tom Woiwode , Community Foundation for Southeast Michigan.
Statewide Trailway Database & Website: GIS-Mapped Trailways (Existing & Planned)	Sarah Acmoody , MSU Remote Sensing & Geographic Information Systems. Barry Culham , Michigan Trails and Greenways Alliance.	Debra Alfonso Justin Booth Marcy Colclough Norm Cox Jon Lindenmayer	Jeff Mitchell Leyla Sanker Todd Scott Christy Sheeran Janine Sinno Kristen Wiltfang	All members of the Task Force.
Property Issues: Easements & Titles	Roberta Urbani , DTEenergy. Michael Eberlein , MDOT.	Clare Cain Leah Groya Jeff Holyfield	Heidi Peterson Lisa McTiernan Roger Storm	All members of the Task Force.
Trails Utilization: Programming & Promotions	Risa Wilkerson , Governor's Council on Physical Fitness and Dave Lorenz , Travel Michigan. Carol Fulsher , Noquemanon Trails Council and Michelle Haugen , Garfield Township	John Calvert Sara McDonnell Bud Lowers Toni Thompson	Roger Tuuk Phil Van Noord Chuck Vannette	Tim Springer , Midtown Greenways Coalition (Minneapolis, MN). Christine Vogt , MSU, Dept. of Community, Agriculture, and Recreation Resource Studies. Carol Fulsher , Noquemanon Trails Council, trip report from Sparta Elroy Trail in Wisconsin.
On-Road Connections: Linking the Trailways	Scott Anderson , East China Township, St. Clair County. Art Slabosky , MDOT.	Josh DeBruyn Michael Hood Sue Julian	Cindy Pine Richard Skalski Michael Sproul	Eric Ophardt , New York Department of Transportation. James Dustrude , Minnesota Department of Transportation. Ed Barsotti , League of Illinois Bicyclists.
Building Trailways Support: Education & Advocacy	Cindy Krupp , MDOT. Barbara Nelson-Jameson , NPS	Mark Brochu Wayne Koppa Russ LaRowe	Jack Minore Leyla Sanker Lynn Wilson	Bill Anderson , Michigan Townships Association. Bill Rustem , Public Sector Consultants.
Overcoming Boundaries: Gaining Cooperation	Robin Palmer , formerly with MDCH. Darrell Harden , MDOT.	Karen Bond Andrea Brown Harry Burkholder Peter DeBoer Larry Deck Lonnie Kester	Patty O'Donnell Vince Ranger John Schmude Justin Sprague Tom Woiwode	Leroy Harvey , citizen advocate. Dr. Lynn Harvey , MSU. Jennifer Hill , Ruth Mott Fnd'tion. Patrick Judd and Peter Pollack , Pollack Design and Associates Vince Paris , Southern Lakes Park and Recreation. Eric Reickel , City of Howell. Dick Skalski , retired, City of Kalamazoo
Coordinating Resources: Technical Assistance for Funding, Planning, Design	Bob Moore , Ingham County Parks. Lisa Grost , Michigan Department of Community Health.	Bryan Armstrong Amy Butler Peter DeBoer Darrell Harden Carolyn Kane	Jim Kropp Sue Nyquist Kara Schrader James Wood	Lisa Hein , Iowa Natural Heritage Foundation. Julia Rundberg , Minnesota Department of Natural Resources. James Wood , Florida Office of Greenways and Trails. Jim Radabaugh , Michigan DNR Trails Section.
Multi-Use Trails & Design: Guidelines & Information	Paul Yauk , MDNR. Brad Garmon , Michigan Environmental Council.	Karen Bond Peggy Johnson Rex Houseman Doug Morgan Jerry Allen Jim Kropp Brandon Ransom Daren Kaschinske Dot LaLone Sharon L. Greene	Merrie Carlock Doug Schultz Tom Sheneman Nancy Foster Dennis Hansen Peter Pollack Sue Armstrong	National Center on Accessibility's National Trails Surface Study, www.ncaonline.org/trails/research Multi-Use Trails and Design: Definition of Linear Trail Surface Types, prepared by Paul Yauk Genesee Regional Trails Council: Trail Prioritization Process And Matrix, prepared by Genesee Metropolitan Planning Council. Paved Hike/Bike Trail Data: Southeast Michigan Region Survey Notes, prepared by Jim Kropp , Huron-Clinton Metropolitan Authority
Statewide Trailways Network: Opportunities & Priorities	Sam Lovall , Hamilton-Anderson & Associates, Inc. Connie Morrison , MDOT.	Bryan Armstrong Darrell Harden Karah Mantinen	Michelle Myers Peter Pollack Dean Sandell	Robert Searns , Urban Edges, Inc. Steve Morris , Indiana DNR. Roger Storm , Michigan DNR. Phil Wells , Wilcox & Associates, Inc.

Trailway Information Resources:

Discovering & Learning What You Need to Know

For professionals seeking technical details and for those simply interested in learning more, additional trailway information resources include a wide selection of special interest websites, reference publications, and DVDs.

National Advocacy Groups

Active Living By Design
www.activelivingbydesign.org

American Canoe Association – Water Trails
www.americancanoe.org

American Trails
www.americantrails.org

National Center for Bicycling and Walking
www.bikewalk.org

National Recreation and Park Association
www.nrpa.org

Professional Trail Builders Association
www.trailbuilders.org

Rails-to-Trails Conservancy
www.railtrails.org

Thunderhead Alliance
www.thunderheadalliance.org

The Conservation Fund
www.conservationfund.org

The Trust for Public Land
www.tpl.org

Federal Government Agencies

Federal Highway Administration
www.fhwa.dot.gov

National Park Service: Rivers, Trails, and Conservation Assistance Program
www.nps.gov/rtca

Other National Groups

Pedestrian and Bicycle Information Center
www.pedbikeinfo.org

Walkable Communities, Inc.
www.walkable.org

State Advocacy Groups

League of Michigan Bicyclists
www.lmbike.org

Michigan Environmental Council
www.mecprotects.org

Michigan Mountain Biking Association
www.mmba.org

Michigan Recreation and Park Association
www.mrpaonline.org

Michigan Trails and Greenways Alliance
www.michigantrails.org

● A 2005 *Delightful Places Survey*, conducted by Catherine O'Brien, Ph.D., for the National Center for Bicycling and Walking, 200 respondents indicated that natural environments, trails, paths, and parks were the sites of their most delightful places.

● In a 2000 Midland Area Community Foundation survey, area citizens rated the Pere Marquette Rail Trail the Number One community asset in Midland, Michigan. The trailway was more highly regarded than many local churches and the arts.

trailfacts

State Government Agencies:

Michigan Department of
Community Health
www.michigan.gov/mdch

Michigan Department of
Natural Resources
www.michigan.gov/dnr

Michigan's Safe Routes to School program
www.saferoutesmichigan.org

Michigan Department of Transportation
www.michigan.gov/mdot

Travel Michigan
www.michigan.org

Other State Groups

Governor's Council on Physical Fitness,
Health and Sports
www.michiganfitness.org

Regional Trail Groups

Genesee Regional Trail Council
<http://www.co.genesee.mi.us/gcmpr-plan/Trails.htm>

Heart of Michigan Trails
www.michigantrails.org/heart_of_mi.asp

Huron Greenways Initiative
www.hurongreenways.info

Macomb County Trails
www.wadetrin.com/resources/macomb/index.htm

Noquemanon Trails Network
www.noquetrails.org

Oakland Trails Advisory Council
<http://www.oakgov.com/parksrec/>

St. Clair County Trails
<http://www.stclaircounty.org/Offices/parks/btob.asp>

The GreenWays Initiative
(Community Foundation for Southeast
Michigan)
<http://greenways.cfsem.org/>

Top of Michigan Trails Council
www.topofmichigantrails.org

Traverse Area Recreational and
Transportation Trails
www.traversetrails.org

West Michigan Trails and Greenways Coalition
www.wmtrails.org



Resources (continued)

Publications

Trails for the 21st Century, 2nd Edition, Rails-to-Trails Conservancy, 2001. Available at www.railtrails.org



Guide for the Development of Bicycle Facilities, 3rd edition, American Association of State Highway and Transportation Officials, 1999. Available at <http://www.ashto.org>

Design Guidelines for Active Michigan Communities, 1st Edition, K. Alaimo, E. Bassett, R. Wilkerson, M. Smiley, J. Warbach, A. Hines, L. Guzman, C. Krupp, J. Mosack, and K. Petersmarck. Available at <http://www.mihealthtools.org/communities>

Trail Planning, Design, and Development Guidelines, Minnesota Department of Natural Resources Trails and Waterways, 2006. Available at www.minnesotabookstore.com.

Designing Sidewalks and Trails for Access, Part I of II: Review of Existing Guidelines and Practices, Beneficial Designs, Inc.: Axelson, P., D. Chesney, D. Galvan, J. Kirschbaum, P. Longmuir, C. Lyons, K. Wong, 1999. Available at <http://www.fhwa.dot.gov/hep/pubs.htm>

Designing Sidewalks and Trails for Access: Part 2: Best Practices Design Guide, Beneficial Designs, Inc.: Kirschbaum, J., P. Axelson, P. Longmuir, K. Mispagel, J. Stein, D. Yamada, 2001. Available at <http://www.fhwa.dot.gov/hep/pubs.htm>.

Economic Impacts of Protecting Rivers, Trails and Greenway Corridors by National Park Service, 4th edition, 1995. Available at www.nps.gov/rtca.

Logical Lasting Launches by National Park Service Rivers, Trails and Conservation Assistance Program, 2004. Available at www.nps.gov/rtca.

Recreational Use Statutes and the Private Landowner, by National Park Service, American Association for Horsemanship Safety, American Whitewater, Equestrian Land Conservation Resource and International Mountain Bicycling Association, 2002. Available at www.nps.gov/rtca.

Michigan Trails at the Crossroads: A Vision for Connecting Michigan Michigan Department of Natural Resources in collaboration with the Michigan Department of Transportation, 2007. Available at www.michigan.gov/dnr and on the Connecting Michigan Appendix CD.

Ribbons of Discovery by National Park Service and North American Watertrails, Inc., 1999. Available at www.nps.gov/rtca.

How Greenways Work: A Handbook on Ecology by National Park Service and QLF/Atlantic Center for the Environment, 1992. Jonathan Labaree. Available at www.nps.gov/rtca.

Trail Solutions, IMBA's Guide to Building Sweet Singletrack by International Mountain Biking Association, 2004. Available at www.imba.com/resources/trail_building/trail_solutions.html.

Trail Atlas of Michigan, 3rd edition, Dennis R. Hansen, 2002. Available at bookstores or order from MTGA (www.michigantrails.org)

Statewide Greenways Maintenance Inventory and Case Studies Public Sector Consultants, Inc., March 2007. Available on the Connecting Michigan Appendix CD.

Nationwide Survey of Trail Enforcement Personnel (preliminary results), C. Nelson, Ph.D., Michigan State University, 2007. Available on the Connecting Michigan Appendix CD.

Rail-Trails and Trails Research Studies, Michigan State University, Christine Vogt and Chuck Nelson. Available at www.carrs.msu.edu/trails/

Media: DVDs

Making the Connection: Rail-Trails in Michigan Today, Michigan State University by Scott Allman with Chuck Nelson & Christine Vogt, 2006. 26 minutes, available at www.carrs.msu.edu/trails.

The Life of a Michigan Rail Trail: The Pere Marquette Rail-Trail Story, Michigan State University by Scott Allman with Christine Vogt, Ph.D. and Joel Lynch, Ph.D. 23:30 minutes, 2004. Available at www.carrs.msu.edu/trails.

Connecting with Us

Please visit www.michigantrails.org and click on the link *CONNECTING MICHIGAN* to stay current with the latest news about this challenging initiative supporting a statewide system of interconnected trailways. Some features include:

- *Connecting Michigan* vision and action plan
- Information found in the Appendix
- Progress reports on meeting goals
- Emerging legislative actions
- Trail planning & development resources
- Case studies of successful projects
- Links to other states' trail initiatives
- And, much more ...

CD Contents:

- Connecting Michigan:
A Statewide Trailways Vision
and Action Plan
 - Connecting Michigan
Partners Endorsement Form
 - Michigan Trails at the
Crossroads: a Vision for
Connecting Michigan
 - Statewide Greenways
Maintenance Inventory and
Case Studies
 - Preliminary Results from
a Nationwide Survey of Trail
Enforcement Personnel
 - Genesee County Trail
Prioritization Process for a
Regional Trail Network
 - Initial Survey of Feasible
Funding Options for Long-term
Trail Maintenance
- Tools for Regional Collaboration:
The Metropolitan District Act
Recreational Authorities Act, and
The Urban Cooperation Act

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