

2025



# ACTIVE TRANSPORTATION PLAN

## NORTH REGION





# NORTH REGION ACTIVE TRANSPORTATION PLAN

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# Introduction

The Michigan Department of Transportation (MDOT) and two regional planning agencies, the Northeast Michigan Council of Governments (NEMCOG) and Networks Northwest (NN), collaboratively developed this regional plan to create a safer, more balanced, interconnected, and sustainable active transportation network within the MDOT North Region. The vision for this network is to provide comfortable and convenient multimodal transportation options (using more than one mode of transportation) for residents and visitors and encourage more active transportation utilization in the region. The MDOT North Region encompasses the following counties:

- |                       |                     |
|-----------------------|---------------------|
| Alcona County         | Leelanau County     |
| Alpena County         | Manistee County     |
| Antrim County         | Missaukee County    |
| Benzie County         | Montmorency County  |
| Charlevoix County     | Ogemaw County       |
| Cheboygan County      | Oscoda County       |
| Crawford County       | Otsego County       |
| Emmet County          | Presque Isle County |
| Grand Traverse County | Roscommon County    |
| Iosco County          | Wexford County      |
| Kalkaska County       |                     |

This plan replaces the *2009 Northeast Michigan Regional Nonmotorized Transportation Plan* and the *2008 Northwest Michigan Regional Nonmotorized Strategy*. This plan aims to assist local communities, organizations and transportation agencies with active transportation investment throughout the MDOT North Region as well as serve as an informational document to enhance ongoing state and local efforts.

This plan strives to:

- Inventory existing active transportation facilities within the MDOT North Region.
- Identify future/proposed routes and connections that users desire within the MDOT North Region.
- Identify and analyze gaps within the active transportation network.
- Identify new and existing policies, guidelines, procedures, and/or programs that facilitate active transportation.
- Provide a regional overview of pedestrian and bicycle facilities (shared-use paths, paved shoulders 4 feet or greater in width, and bike lanes).
- Assist with the identification of funding sources for future active transportation investment.
- Foster collaborative planning efforts across governmental boundaries to leverage opportunities for infrastructure expansion.
- Coordinate future projects to fill gaps in the active transportation network to enhance connectivity and mobility for all users.
- Assist with future updates to the maps within the regions' road and trail bicycle guides, which highlight the local and regional bicycle facilities, amenities, and recreational assets.

**Figure 1 MDOT North Region County Map**



## What is Active Transportation?

Active transportation is human-powered transportation that is primarily nonmotorized and engages people in physical activity while they travel. The two primary classes of active transportation are walking and bicycling. This type of transportation tends to be human scale, has vulnerable road users, performs better via its own infrastructure networks, and is inclusive of people who use assistive devices to aid their mobility. As fuel prices, environmental issues, and vehicle and road maintenance costs continue to rise, active transportation is rapidly becoming a more viable, healthy alternative to the automobile as people travel for work, school, recreation, and shopping.

The U.S. Department of Transportation estimates that the average cost of owning and operating a motor vehicle is 72 cents per mile, compared to 26 cents per mile for a bicycle. The *2014 Community and Economic Benefits of Bicycling Study* found bicycling provides an estimated \$668 million per year in economic benefits to Michigan's economy due to spending associated with bicycling, food, tourism, and hotels. As new and used vehicle prices continue to rise, bicycle commuting has been increasing nationwide. A mainstream e-bike with adequate range and speed for use on local roadways is becoming a more popular transportation option in urban areas with a price tag between \$1,500 and \$4,000.

### Benefits of Active Transportation

- Reduces traffic congestion
- Improves air and water quality
- Enhances recreational opportunities
- Fosters more active, healthier lifestyles
- Reduces the risk of chronic diseases
- Improves mental wellbeing
- Enhances overall quality of life
- Increases mobility
- Assists in developing a more mobile, livable community
- Reduces costs associated with fuel and maintenance
- Assists with offsetting climate change

## Vision Statement and Goals

### Vision Statement

The North Region Active Transportation Plan will support developing an interconnected regional system that provides for the mobility needs of communities to walk, bike, and roll safely to their destinations.

The North Region Active Transportation Committee developed a vision statement and goals to guide the plan's development and implementation. The vision focuses on enhancing regional connectivity and promoting active transportation to improve the quality of life for all residents and visitors. The goals aim to continue developing a safer, healthier and sustainable active transportation network within the region through the improvement of access to noteworthy destinations, fostering partnerships and integrating transportation and recreation needs.

### Goals

- **Improve Regional Connectivity:** Develop a cohesive active transportation network that links the various regional and local systems, communities, schools, commercial areas, workplaces,

parks, and other points of interest. Work to ensure the network promotes accessibility and will support various modes of active transportation.

- **Facilitate Partnerships to Aid Planning and Implementation Efforts:** Collaborate with local governments, organizations and partners to identify resources and opportunities for developing and sustaining the regional active transportation system. Seek partnerships to balance the transportation and recreational user needs.
- **Ensure Sustainable Maintenance of the Active Transportation System:** Establish and maintain high standards for the upkeep, repair and longevity of active transportation infrastructure to ensure long-term usability and safety.
- **Enhance Safety for All Active Transportation Users:** Implement comprehensive safety measures, design improvements and educational initiatives to encourage and protect those who walk, bike and use other forms of active transportation.
- **Promote the Health Benefits of Active Transportation:** Work to educate people on the health and wellness benefits of using active transportation. Work to foster a culture of active transportation to improve the quality of life for all residents and visitors.
- **Improve the Appeal of the Active Transportation Network:** Work to improve the overall appeal and ease of use of the system by adding amenities, such as shelters, benches, restrooms, trail art, historical and cultural signs, and wayfinding signage.

## Other Studies, Research and Programs

A significant amount of pedestrian/bike research projects, initiatives and programs have been funded by MDOT to work toward creating complete streets throughout the state. Below are some studies and research that have contributed to the understanding, growth and implementation of active transportation facilities within Michigan. Links to many of the studies below, along with much more information on active transportation, can be found on the MDOT Biking webpage at [www.Michigan.gov/MDOT-Biking](http://www.Michigan.gov/MDOT-Biking).

1. **Michigan Mobility 2045 Plan (State Long-Range Transportation Plan):** This plan identifies active transportation as vital for the creation of an integrated multimodal transportation system to improve safety and enhance mobility and connectivity.
2. **Effective Pedestrian/Nonmotorized Crossing Enhancements Along Higher-Speed Corridors:** This report summarizes an MDOT research project to identify and analyze common locations of pedestrian and bicycle crashes in an effort to develop cost-effective mitigation strategies.
3. **Best Design Practices of Walking and Bicycling in Michigan (part of Share the Road: Optimizing Pedestrian and Bicycle Safety and Vehicle Mobility):** This plan intends to reduce pedestrian and bicyclist crashes through assisting with the optimization of pedestrian and bicycle facilities while minimizing the impacts to vehicular mobility.

4. **Northeast Region and Northwest Region Road and Trail Bicycling Guides:** These guides show road surface type, traffic volume ranges, paved/unpaved shared-use paths with regional significance, recreational facilities, points of interest, and other facilities and amenities associated with bicycling.
5. **Statewide Economic Impact of Biking:** This project describes the economic benefits of bicycling on Michigan's economy.
6. **Safe Routes to School:** This program strives to make it safe, convenient and fun for children to bicycle and walk to school. Schools develop a plan to become eligible for funding to implement projects.
7. **Walkability Reviews/Training Wheels:** These training sessions intend to teach people about the basic principles of walkability, the design of on-road bicycle facilities, and the benefits of providing safe and attractive environments for walking and biking.
8. **Complete Streets:** This transportation planning approach supports balanced mobility and safe, convenient ground transportation travel (e.g., transit, walking, bicycling, motor vehicles, and freight movement). The context of the road and its surrounding land use influences the appropriate Complete Streets response.
9. **Multimodal Development and Delivery (M2D2):** This project strives to assist MDOT staff with improvements to MDOT's institutional capacity to plan, design, construct, operate, and maintain Michigan's transportation system for Complete Streets and multiple modes, including multiple modes on state trunkline highway facilities.
10. **Michigan Byway Program:** This program was designed to identify, inventory, protect, enhance, and promote state trunklines and adjacent land with distinctive or unique scenic, cultural or historic qualities.
11. **U.S. Department of Transportation Policy Statement:** This policy statement on bicycle and pedestrian accommodation regulations and recommendations strives to support the development of fully integrated transportation networks.
12. **Effective Pedestrian/Nonmotorized Crossing Enhancements Along Higher Speed Corridors:** This study examined crashes along higher speed roads (speed limit of 45 mph or more) at signalized and unsignalized locations to determine predominate causes of these crashes and to identify countermeasures.

## Regional Description

The MDOT North Region encompasses approximately 11,662 square miles. The region is known for its diverse landscape, including scenic coastlines along the Great Lakes, numerous inland lakes and rivers, forests and charming towns. There are approximately 1,779 named inland lakes, a little more than 6,000 miles of rivers and streams, and more than 800 miles of Great Lakes shoreline.

The topography of the region could generally be described as gently rolling, with a low of 420 feet near Grand Lake in Presque Isle County to a high of 1,680 in west-central Wexford County. Elevations of 600 feet or less are found close to the Great Lakes shoreline and generally increase as you go inland.

The region has a humid continental climate and experiences distinct seasons, marked by mild summers and cool winters. The Great Lakes exert a significant influence on the region's climate. Lake-effect snow is common, leading to localized heavy snowfall events. The lakes also moderate temperatures, especially near the shoreline, leading to slightly cooler summers and warmer winters compared to inland areas.

A popular destination for tourists and seasonal residents, the region attracts visitors year-round with its scenic woods, water and abundant recreational activities. The easy travel from southern Michigan's urban areas, along with its natural beauty, makes the MDOT North Region a vibrant hub for tourism and an ideal place for enjoying outdoor activities throughout the seasons.

### Population Change

Since 2010, the MDOT North Region's population has seen a 1.4 percent increase, which is comparable to the state (2 percent) (Table 1). The majority of the growth occurred in the northwest section of the region and may be attributable to younger people moving into the area. The county populations range from 8,219 in Oscoda County to 95,238 in Grand Traverse County. The largest population growth was experienced in Grand Traverse County at 9.5 percent, while Crawford County experienced the greatest population decline at 7.7 percent.

<b>Table 1 - Population</b>			
<b>County</b>	<b>2010</b>	<b>2020</b>	<b>Percent Change</b>
<b>North Region</b>	<b>506,028</b>	<b>513,354</b>	<b>1.4%</b>
<b>Michigan</b>	<b>9,883,640</b>	<b>10,077,331</b>	<b>2.0%</b>
Alcona	10,942	10,167	-7.1%
Alpena	29,598	28,907	-2.3%
Antrim	23,580	23,431	-0.6%
Benzie	17,525	17,970	2.5%
Charlevoix	25,949	26,054	0.4%
Cheboygan	26,152	25,579	-2.2%
Crawford	14,074	12,988	-7.7%
Emmet	32,694	34,112	4.3%
Grand Traverse	86,986	95,238	9.5%
Iosco	25,887	25,237	-2.5%
Kalkaska	17,153	17,939	4.6%
Leelanau	21,078	22,301	5.8%
Manistee	24,733	25,032	1.2%
Missaukee	14,849	15,052	1.4%
Montmorency	9,765	9,153	-6.3%
Ogemaw	21,699	20,770	-4.3%
Oscoda	8,640	8,219	-4.9%
Otsego	24,164	25,091	3.8%
Presque Isle	13,376	12,982	-2.9%

Roscommon	24,449	23,459	-4.0%
Wexford	32,735	33,673	2.9%
Source: U.S. Census Bureau, 2010 and 2020 Redistricting Data			

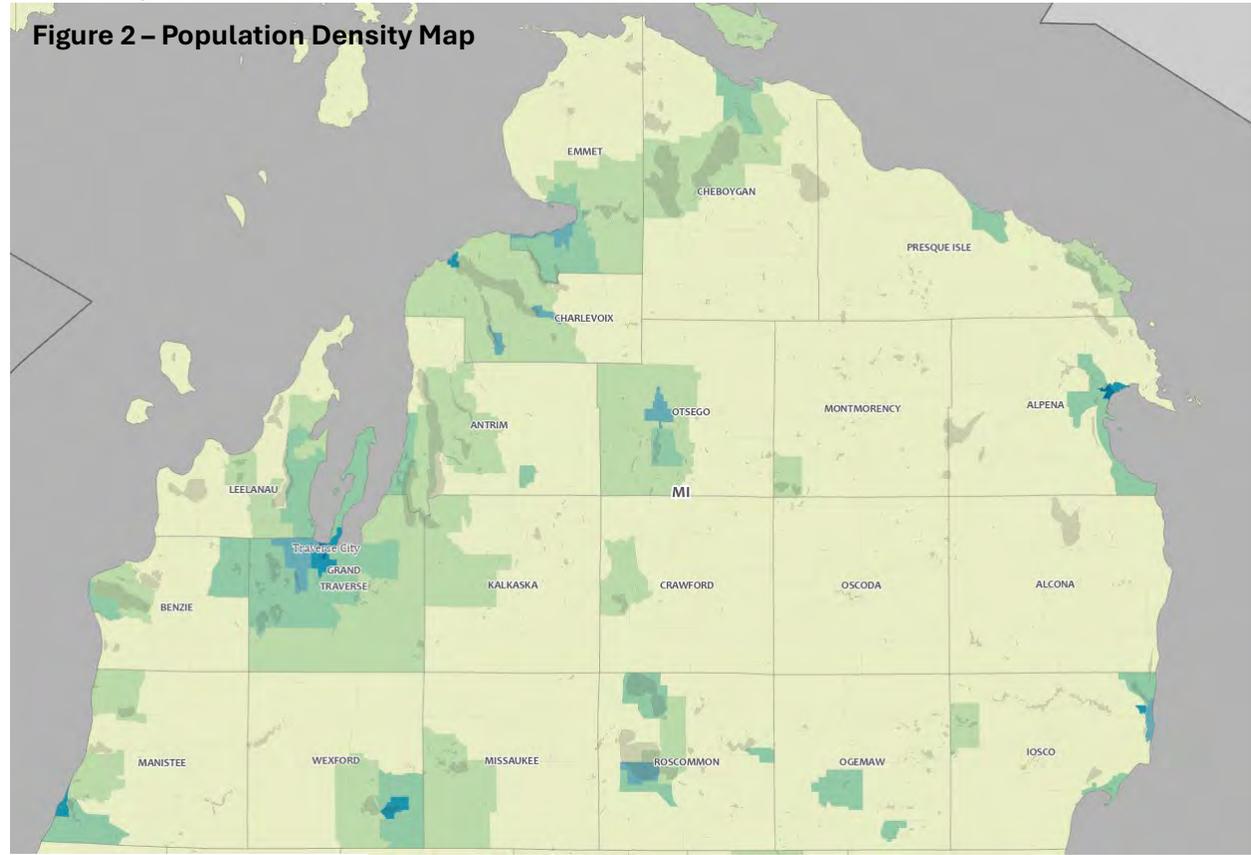
### Median Age

The MDOT North Region has an older population than the state (Table 2). Since the region’s median age is increasing at a faster rate when compared to the state, this may be indicative of younger individuals leaving the region in pursuit of schooling or other opportunities, or people retiring to the region. Alcona County has the highest median age at 58.9 years, while Wexford County has the youngest median age at 41.7 years.

County	2010	2020	Percent Change
<b>North Region</b>	<b>46.1</b>	<b>50.1</b>	<b>8.5%</b>
<b>Michigan</b>	<b>38.1</b>	<b>39.8</b>	<b>4.5%</b>
Alcona	54.3	58.9	8.5%
Alpena	44.7	48.1	7.6%
Antrim	46.3	51.6	11.4%
Benzie	44.7	50.1	12.1%
Charlevoix	44.2	49.1	11.1%
Cheboygan	45.7	51.6	12.9%
Crawford	46.1	50.9	10.4%
Emmet	41.9	45.7	9.1%
Grand Traverse	40.5	43.0	6.2%
Iosco	49.7	52.9	6.4%
Kalkaska	42.5	44.3	4.2%
Leelanau	48.9	54.6	11.7%
Manistee	45.9	49.5	7.8%
Missaukee	41.8	43.3	3.6%
Montmorency	51.7	56.0	8.3%
Ogemaw	46.6	50.6	8.6%
Oscoda	48.9	52.3	7.0%
Otsego	42.1	44.8	6.4%
Presque Isle	50.5	55.7	10.3%
Roscommon	51.8	56.6	9.3%
Wexford	39.9	41.7	4.5%
Source: 2006-2010 American Community Survey Five-year Estimates; 2016-2020 American Community Survey Five-year Estimates			

### Population Density

The greatest density of people within the region is located in and around the population centers of Traverse City, the city of Alpena, Cadillac, Manistee, Oscoda, Petoskey, Charlevoix, Boyne City, East Jordan, the city of Gaylord, Houghton Lake, Cheboygan, Harbor Springs, Rogers City, and Frankfort (Figure 2). There is also a higher density of people along the shores of Lake Michigan, Lake Huron, and the region’s lakes and rivers.



**Figure 2 – Population Density Map**

**Legend**

Persons per square mile by census tract

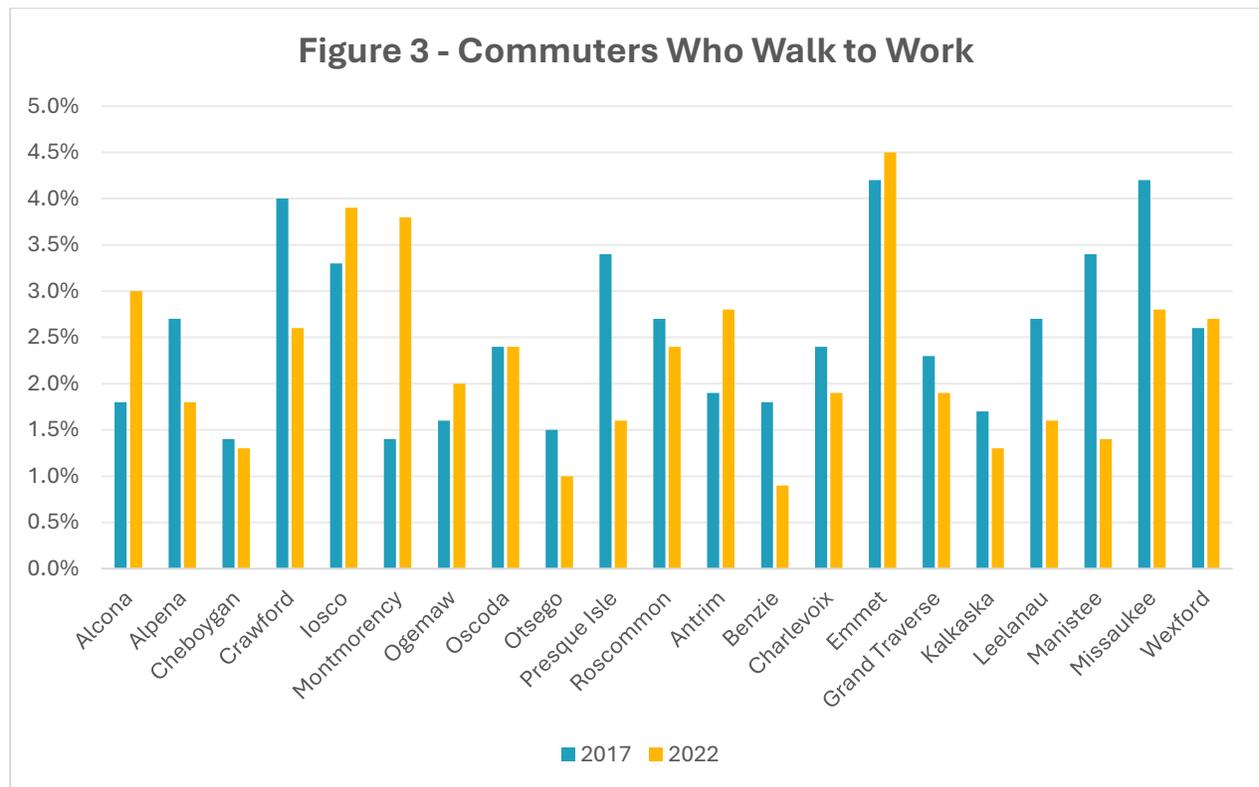
- 10,000.0 or more
- 5,000.0 to 9,999.9
- 2,000.0 to 4,999.9
- 1,000.0 to 1,999.9
- 500.0 to 999.9
- 100.0 to 499.9
- 50.0 to 99.9
- Less than 50.0
- Water only

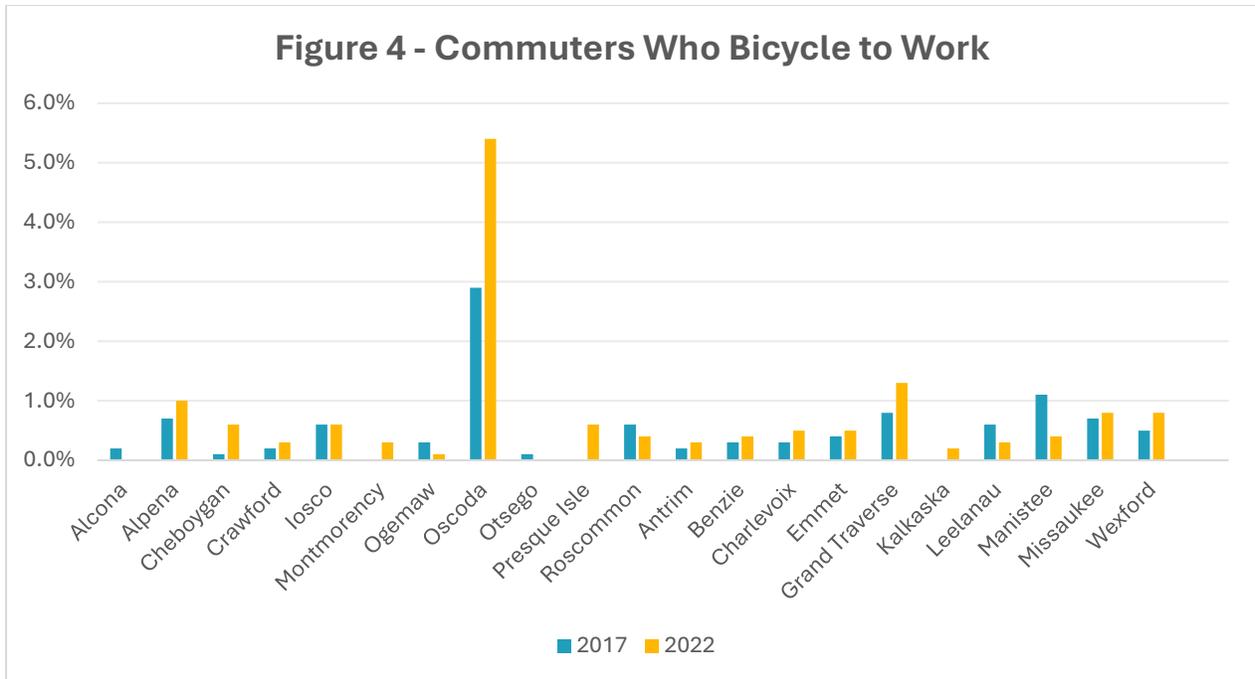
Source: 2020 Census Demographic Data Map Viewer

### Bicycle and Pedestrian Commuters

Few commuters within the MDOT North Region walk or bike to work (Figures 3 and 4). Counties with higher levels of commuters who walk or bike to work tend to have large population centers. However, Oscoda County has the highest percentage of people who bike to work, which is most likely attributable to the county’s substantial Amish community whose primary mode of transportation is horse-drawn vehicles. This mode of transportation has similar connectivity and safety concerns as biking.

According to U.S. census data, just more than 40 percent of workers aged 16 and over in the North Region commute less than 10 miles to work. Many of these workers could bicycle to work if they had safe and efficient routes to get there. A little more than 2 percent of workers do not have access to a vehicle, so providing these workers with options is essential. Opposite that, 77 percent of workers drove alone to work. Providing active transportation facilities so even a portion of those drove to work less could have a large impact on reductions in traffic congestion and vehicle emissions.





### Crash Statistics

As an increasing number of people turn to various forms of active transportation, it is essential these vulnerable road users have access to a safe means of travel within the transportation network. The analysis of traffic crash statistics assists with identifying areas of concern as well as raising awareness about bicycle and pedestrian safety.

The North Region had 91,284 total traffic crashes between 2019 and 2023, with 42,700 being animal crashes. Removing animal crashes leaves 48,584 total crashes which will be used for the remainder of any analysis. About 1.1 percent (517) of the crashes involved a bicyclist or pedestrian, which is slightly lower than the state (1.5 percent, 16,527 crashes). The five-year average of crashes is a typical way to report crash statistics to account for yearly variation.

County	Average Pedestrian Crashes/Year	Average Bicycle Crashes/Year	Average Bicycle/Pedestrian Crashes per 1,000 Residents	Bicycle/Pedestrian Crashes as a Percent of Total Crashes
Alcona	0.6	0.2	0.4	0.6%
Alpena	1.4	5.6	1.2	1.6%
Antrim	1.8	1.0	0.6	0.7%
Benzie	1.0	1.8	0.8	1.0%
Charlevoix	4.0	1.4	1.0	1.3%
Cheboygan	1.4	1.8	0.6	0.7%
Crawford	0.6	0.4	0.4	0.4%
Emmet	1.0	2.8	0.6	0.5%

Grand Traverse	16.4	20.2	1.9	1.4%
Iosco	4.0	2.8	1.3	2.0%
Kalkaska	2.2	1.4	1.0	1.0%
Leelanau	1.4	1.6	0.7	1.0%
Manistee	2.0	2.2	0.8	1.1%
Missaukee	1.6	0.8	0.8	1.1%
Montmorency	0.2	0.0	0.1	0.2%
Ogemaw	1.6	0.6	0.5	0.6%
Oscoda	0.8	0.2	0.6	1.0%
Otsego	2.6	1.8	0.9	0.8%
Presque Isle	0.4	0.4	0.3	0.6%
Roscommon	1.0	1.6	0.6	0.6%
Wexford	5.0	3.8	1.3	1.1%
<b>North Region</b>	<b>51.0</b>	<b>52.4</b>	<b>1.0</b>	<b>1.1%</b>
<b>Michigan</b>	<b>1948.6</b>	<b>1356.8</b>	<b>1.6</b>	<b>1.5%</b>

Source: University of Michigan's Michigan Traffic Crash Facts

In addition to overall crash rates, the percentage of crashes resulting in injuries or fatalities can be used to gauge bicycle and pedestrian safety. As can be seen in Table 4, almost 84 percent of bicycle and pedestrian crashes resulted in injury or fatality. While urban areas accounted for 75.2 percent of bicycle and pedestrian crashes, rural crashes were much more likely to result in a fatality. Fatalities occurred in 16.4 percent of rural bicycle/pedestrian crashes, but only 5.4 percent of urban crashes. Fatal crashes occurred in 15 of the 21 counties within the North Region, with 8.1 percent of bicycle or pedestrian crashes resulting in a fatality (33 pedestrian and nine bicycle). This is just slightly higher than the state (6 percent of bicycle and pedestrian crashes were fatal). The higher speeds and often unlighted conditions of rural roads are most likely a significant contributing factor. In fact, 36.7 percent of rural crashes occurred in dark or unlighted conditions compared to only 21.1 percent in urban areas.

Crash Severity	Rural		Urban		Total	
	Number of Crashes	Percentage of Rural	Number of Crashes	Percentage of Urban	Number of Crashes	Percentage of Total
Fatality	21	16.4%	21	5.4%	42	8.1%
Injury	99	77.3%	292	75.1%	391	75.6%
Property Damage Only	8	6.3%	76	19.5%	84	16.2%
<b>TOTAL</b>	<b>128</b>	<b>24.8%</b>	<b>389</b>	<b>75.2%</b>	<b>517</b>	

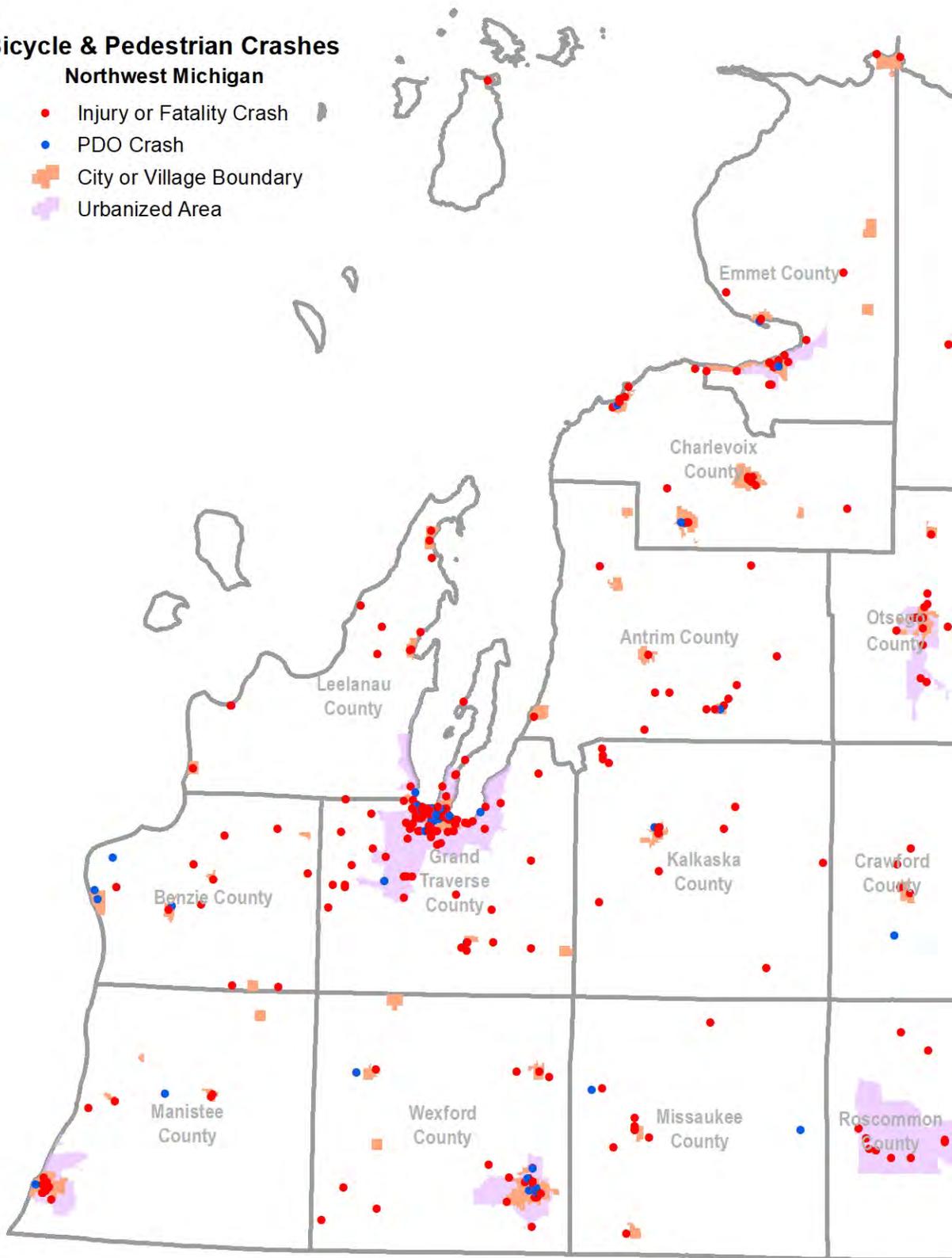
Note: For this analysis, urban areas were considered to be within the boundaries of a village, a city, those urban-like areas surrounding a city, or other unincorporated areas within a county that serve as the residential and commercial center of the county.



### Bicycle & Pedestrian Crashes

#### Northwest Michigan

- Injury or Fatality Crash
- PDO Crash
- City or Village Boundary
- Urbanized Area



# Plan Process

The Northeast Michigan Council of Governments (NEMCOG) and Networks Northwest (NN) created a regional planning agency team (RPA Team) to work with MDOT North Region and Lansing staff to facilitate the development of the *North Region Active Transportation Plan* between 2023 and 2024. In July 2023, NEMCOG and NN developed project webpages on their respective websites to provide information about the *North Region Active Transportation Plan*, including a project description, meeting date announcements, draft maps, documents available for review, and the planning team's contact information. Each planning agency conducted public outreach and engagement, and data collection and analysis tasks within their respective planning areas.

## **Stakeholder Engagement and the North Region Active Transportation Advisory Committee**

The RPA Team developed a stakeholder contact list for each county and revised it per stakeholder review and comments (e.g. supplementing missing contact information, suggesting additional contacts, etc.). Project kick-off meetings were held in each county to familiarize stakeholders with the plan and development process as well as to request each county appoint a representative to the North Region Active Transportation Committee. The county representatives were tasked with assisting the RPA Team with scheduling community input sessions.

The North Region Active Transportation Advisory Committee was assembled to guide the plan's development. It is composed of representatives from MDOT, local road agencies, Michigan planning regions, local governments, and other active transportation advocates (e.g., local trail groups, the Michigan Department of Natural Resources, etc.). The advisory committee aims to cultivate a culture of active transportation within the region through the extension and maintenance of a cohesive network to support and promote health, wellness, and community connectivity. The committee plans to collaborate with local governments, organizations and stakeholders to ensure the effective, sustainable implementation of the region's active transportation network. During plan development, committee members, local partners and government officials within each Michigan planning region reviewed an inventory of active transportation connections to provide insight into local conditions and challenges.

## **Data Collection, Analysis and Mapping**

The RPA Team undertook a thorough process to collect and analyze the existing active transportation infrastructure within the MDOT North Region. Data and maps for the existing facilities were reviewed for accuracy and updated, as needed. Then, existing facility maps were prepared and given to the stakeholders for review and comment. MDOT, local road agencies, and other stakeholders provided updates regarding new pathways and bike lanes, roadways with 4-foot or greater paved shoulders, and proposed projects that were currently in development. The existing facility maps were updated per the stakeholder comments and used throughout the planning process (e.g., during community input meetings).

## **Community Input Meetings**

Following the data collection, analysis, and mapping period, a series of community input meetings were scheduled and hosted in all counties. The community input collected during these meetings was used to draft this plan. The goals of the meetings were to:

- Provide information to the public about the active transportation plan and planning process, including updates on the status of the active transportation system and proposed projects.
- Review and update, if necessary, the collected active transportation data.
- Gather public input regarding the needed and desired connections, gaps, priorities, and areas of concern.

The Northeast Michigan Council of Governments (NEMCOG) staff conducted open-format meetings (Table 4). At each meeting, attendees were asked to introduce themselves and provide a summary of their interest in active transportation. Then, NEMCOG staff led a short discussion about the history of active transportation within the region, described the planning process and timeline for the development of the active transportation plan, and outlined the goals of the meeting. Attendees were given time to review the existing facility maps and provide comments and markups. Each meeting resulted in an open discussion regarding the desired routes and connections, safety concerns and the status of ongoing projects.

<b>County</b>	<b>Location</b>	<b>Date and Time</b>
Alcona	Alcona Township Hall	Sept. 19, 2023, 5:30 p.m.
Alpena	Alpena Township Hall	Sept. 28, 2023, 5:30 p.m.
Cheboygan	Mackinaw City Hall	Sept. 21, 2023, 5:00 p.m.
Crawford	City of Grayling	Sept. 20, 2023, 5:30 p.m.
Iosco	Plainfield Township	Sept. 22, 2023, 5:30 p.m.
Montmorency	Albert Township Hall	Sept. 7, 2023, 5:30 p.m.
Ogemaw	Ogemaw County Building	Sept. 12, 2023, 5:30 p.m.
Oscoda	Oscoda County Community Center	Sept. 12, 2023, 5:30 p.m.
Otsego	Otsego County Community Center	Sept. 5, 2023, 5:30 p.m.
Presque Isle	City of Onaway	Sept. 19, 2023, 5:30 p.m.
Roscommon	Roscommon County Road Commission	Oct. 9, 2023, 5:30 p.m.

Networks Northwest staff conducted open format/walk-in meetings (Table 5). At each meeting, staff described the active transportation plan and planning process, and provided an overview for the process of the meeting. The meetings began with a gallery walk where attendees were asked to review a series of images showcasing good and bad examples of various transportation elements, such as sidewalk designs, pathway designs and cycling lane designs. Attendees expressed their likes and dislikes regarding these elements.

Following the gallery walk, attendees were provided with a collection of maps that included an overall map for the entire county to highlight the regional active transportation connections and assets, and several detailed maps for centering on more densely populated areas, such as cities and villages. Attendees were asked to mark the maps with dots to comment about the existing and future active transportation assets, make map corrections and updates, and strategize potential developments for the active transportation infrastructure. They also expressed their view of community needs for active transportation facilities, suggested safety and design improvements on data sheets, and drew changes to existing and proposed future routes. Data from the input meetings was entered into a tabular format as well as updated in the map files.

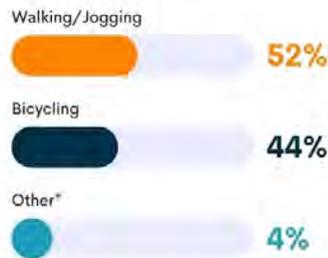
<b>Table 6 - Networks Northwest Community Input Meetings</b>		
<b>County</b>	<b>Location</b>	<b>Date and Time</b>
Antrim	Elk Rapids Government Hall	Sept. 26, 2023, 3-5 p.m.
	Mancelona Village Hall	Sept. 28, 2023, 5:30-7 p.m.
Benzie	Grow Benzonia	Oct. 2, 2023, 5:30-7 p.m.
Charlevoix	Charlevoix Public Library	Oct. 4, 2023, 5:30-7 p.m.
	East Jordan The Boathouse	Oct. 11, 2023, 5:30-7 p.m.
Emmet	Petoskey City Hall	Sept. 27, 2023, 6-7 p.m.
	Little Traverse Hall	Sept. 27, 2023, 2:30-5 p.m.
Grand Traverse	East Bay - Farmers Market	May 30, 2024, 5-6:30 p.m.
	Garfield Township	April 24, 2024, 5-6:30 p.m.
	SMART Commute Week, Traverse City	June 7, 2024, 8-9:30 a.m.
Kalkaska	Railroad Square	Oct. 3, 2023, 5:30-7 p.m.
Leelanau	Leelanau County Government Center	Oct. 18, 2023, 4-5:30 p.m.
Manistee	Pleasant Valley Community Center, Arcadia Township	Oct. 23, 2023, 4-6 p.m.
	Maple Grove Township/Kaleva Village Halls	Nov. 13, 2023, 6-7:30 p.m.
Missaukee	Lake City School's Community Center	Oct. 9, 2023, 5:30-7 p.m.
Wexford	Cadillac Utility Meeting Space	Oct. 17, 2023, 5:30-7:30 p.m.

**Online Survey**

Networks Northwest developed an online survey to gather additional public input about active transportation in the North Region (Appendix A). The survey, created using Qualtrics, was formatted to meet the WCAG 2.0 guidelines for accessibility and optimized for computers and mobile devices. The survey was open from September 2023 to June 2024 and received 443 responses, with the highest number of responses from Grand Traverse County (108), Alpena County (61), and Charlevoix County (60).

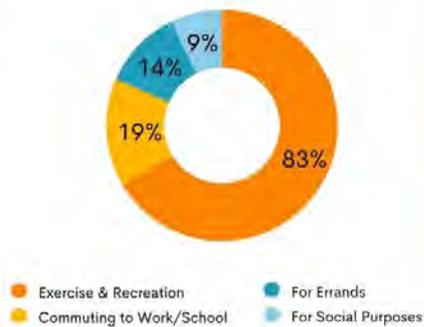
# Summary of Survey Results

## Preferred Modes of Active Transportation

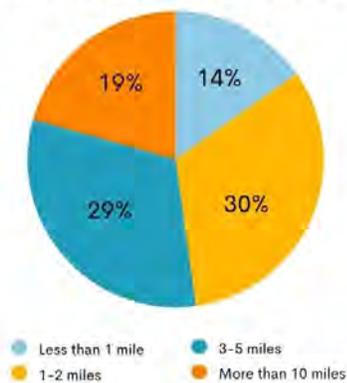


\*Other category includes unique forms of transportation, such as rollerblading, skateboarding, horseback riding, kayaking, and a combination of walking and bicycling.

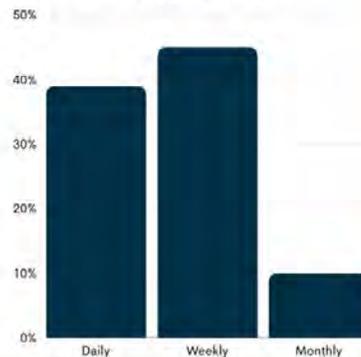
## Primary Purposes for Using Active Transportation



## Average Distance Traveled



## Active Transportation Frequency of Use

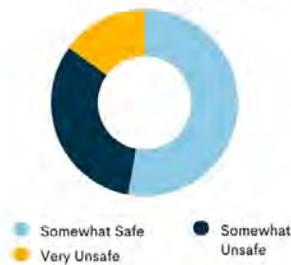


## Infrastructure & Safety Concerns

**76%**

Feel there are insufficient sidewalks/bike lanes (with an emphasis on the need to expand infrastructure)

### Intersection Safety



To enhance safety, respondents suggested:

- Clearly marked crosswalks (58%)
- Pedestrian light signals (43%)
- Pedestrian islands & improved maintenance (23% for both)
- Curb extensions or bump-outs (19%)

## Summary of Survey Results

### Additional Comments & Suggestions

- Improve **infrastructure** for connected and continuous sidewalks & bike lanes, especially around schools and commercial areas
- **Safety Enhancement Needs**, such as better lighting, more visible crosswalks, traffic calming measures, and educating drivers about pedestrian and cyclist rights
- Improve **Community-Specific Areas** within different counties, such as the TART Trail in Traverse City, the Little Traverse Wheelway in Emmet County, and the Boyne City to Charlevoix Trail
- **Winter Maintenance** for the paths to be used year-round
- Stricter **Enforcement** of Traffic Laws & More **Education** campaigns for drivers, pedestrians, and cyclists
- **Innovative solutions** to enhance safety and usability, such as pedestrian only streets, overpasses, and underpasses

### Inferences from Other Comments

- Ensure all paths are **accessible and inclusive** to all ages and abilities, such as wider paths and better maintained surfaces
- Active transportation provides **community benefits**, such as reducing vehicle dependency, noise, and pollution, as well as enhancing the area's attractiveness
- Address **specific local issues**, such as dangerous intersections and gaps in existing trail networks
- **Encourage usage** of active transportation to make it a more attractive option through publicity at community events, upgraded infrastructure, and integration with public transportation

# Facility Types and Definitions

People often use “trail” when discussing or thinking about active transportation. However, the term trail is a generic definition that can be used to describe an active transportation facility that is comprised of multiple facility types. Therefore, when describing active transportation, MDOT utilizes terms and definitions that are used by the Federal Highway Administration (FHWA) as it relates to the various types of active transportation facilities. MDOT has outlined these and other terms in its own [Bicycle and Pedestrian Terminology](#) booklet.

The following list of definitions is a sample of those found in the booklet and represents the most commonly used terms and facility types in the MDOT North Region.

**Active Transportation:** Human-powered transportation that engages people in physical activity while they travel. There are two primary classes of active transportation: walking and bicycling. The following are common characteristics of these modes of travel: human scale, vulnerable road users, primarily nonmotorized, perform better via their own infrastructure networks.

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

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

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

**Bicycle Route:** A segment of road designated by a jurisdiction having authority with appropriate directional and informational markers but often without striping, signs or pavement markings for the preferential or exclusive use of bicyclists.

**Buffered Bike Lane:** A bicycle lane accompanied by a marked buffer space, separating the bicycle lane from the adjacent travel lane and/or parking.

**Complete Streets:** As defined by Michigan law, roadways planned, designed and built to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle. MCL 247.660p

**E-Bike:** A device upon which an individual may ride that is equipped with all the following: (1) A seat or saddle for use by the rider, (2) Fully operable pedals for human propulsion, and (3) An electric motor of not greater than 750 watts. In Michigan, state statute defines three classes of e-bikes. Michigan statute MCL 257.662a further defines the three classes of e-bike and the individual rights and responsibilities of e-bike riders.

**Pathway:** A generic, non-descriptive, non-standard term referring to any type of facility used for active transportation purposes.

**Pedestrian:** A person afoot, in a wheelchair, on skates, or on a skateboard.

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

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

**Separated Bike Lane:** A bicycle lane separated from other modes of travel by a vertical element such as on-street parking, bollards/delineators, curbing, or grade-separation. Separated bike lanes can be one direction or bi-directional.

**Shared-Use Pathway:** A bikeway physically separated from motor vehicle traffic by an open space or barrier, either within the highway right of way or an independent right of way. Shared-use paths also may be used by pedestrians, skaters, wheelchair users, joggers, and other nonmotorized users. Most shared-use paths are designed for two-way travel. Also known as multi-use pathways.

**Shoulder:** The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use and for lateral support of sub-base, base and surface courses. Shoulders, where paved, are often used by bicyclists.

**Side Path:** A shared-use pathway located immediately adjacent and parallel to a roadway within the road right of way.

**Trail:** Non-descriptive general term referring to off-roadway facilities but with no standardized definition. Often used interchangeably with “pathway” or “path,” the term “trail” should generally be avoided as it may refer to a range of facilities, including a coarse, unpaved hiking/biking route, a paved shared-use facility or a facility intended to serve people on horseback.

**U.S. Bicycle Route:** An interconnected network of roads and/or paved shared-use pathways that are officially designated by the American Association of State and Highway Transportation Officials (AASHTO) and connect one state with another, a state with an international border or two U.S. Bicycle Routes. In Michigan, U.S. Bicycle Routes are intended for long-distance touring bicyclists who are comfortable riding with traffic. U.S. Bicycle Routes are mapped and may or may not be signed.

**Walkability/Bikeability:** The ability to easily and safely walk, bike and roll to and through a location while having reasonable access to desired destinations.

# Existing Facilities

Local communities, organizations and transportation agencies have made substantial investments in pedestrian and bicycle infrastructure in the North Region. Therefore, it should be noted that the maps and graphics within this plan provide a snapshot in time as the active transportation network continues to evolve. The inventory developed during this planning process should be regularly reviewed and updated to reflect the region's current conditions and plans. This plan recommends agencies within the region track all types of active transportation facilities to assist with future improvements and to allow for future data comparisons.

For the purposes of this plan, the advisory committee identified three types of systems within the region: regional active transportation corridors, local active transportation networks, and recreational trail systems. Within these systems, the advisory committee identified shared-use paths, bike lanes, and paved shoulders 4 feet or greater in width for the existing and proposed facilities as well as for the gap analysis. Based on the information received as of December 2024, the MDOT North Region includes 757.7 miles of shared-use paths and 1,291 miles of paved shoulders 4 feet or greater. In addition, the MDOT North region is proposing another 2,249 miles of active transportation facilities.

## Regional Active Transportation Corridors

Regional corridors are the primary arteries that regionally connect active transportation travel throughout the MDOT North Region and into other regions. These corridors include regional shared-use pathways, bike lanes, 4-foot or greater paved shoulders, some on-road facilities, and some local facilities that connect communities, recreational facilities and other destination points. The corridors often include significant portions of existing or planned on- or off-road systems. Information about some of the region's key corridors is provided below.

### Top of Lower Peninsula Michigan Trails

The Top of Lower Peninsula Michigan Trails spans about 250 miles across the northern Lower Peninsula from Lake Huron to the Straits of Mackinac and from the Central Highlands to Lake Michigan. About 180 miles have been built along old railroad corridors. These multi-purpose facilities are primarily nonmotorized and accommodate various activities, such as running, hiking, bicycling, and snowmobiling. While most facilities are dedicated and do not share the right of way with automobiles, some segments have restrictions on certain activities. These facilities are continually being developed by the State of Michigan and local municipalities. The Top of Michigan Trails Council (TOMTC) oversees the system and manages approximately 300 miles of existing or soon-to-be built trails.

### North Country National Scenic Trail

The North Country National Scenic Trail spans 4,800 miles across eight states, making it the longest National Scenic Trail in America. The trail is primarily a hiking facility but some segments are open to biking or other uses. Trail users should check the North Country Trail Association (NCTA) website (<https://northcountrytrail.org/>) for allowable uses. The North Country Trail also serves as the hiking route of the Iron Belle Trail. Within northern lower Michigan, the trail travels through a variety of landscapes and along lakes and rivers from the Mackinac Bridge to the

northern boundary of the Manistee National Forest. It includes two scenic loops, a 20-mile loop at Fife Lake and an 18-mile loop at the Jordan Valley Pathway, as well as travels through four North Country Trail Association Trail Towns: Mackinaw City, Petoskey, Kalkaska, and Fife Lake. The National Park Service provides management oversight for the trail and provides guidance to the NCTA to foster community involvement in building, maintaining and promoting the trail. The Harbor Springs, Jordan Valley 45°, and Grand Traverse Chapters of the NCTA maintain, develop, and/or organize events/activities along this section of the trail.

### **Iron Belle Trail**

The Iron Belle Trail is a 2,000-mile scenic network of pathways traveling across Michigan from Ironwood in the western Upper Peninsula to Belle Isle in Detroit to promote Michigan's natural resources, cultural sites, outdoor recreation, and tourism. The route is officially recognized as the longest designated state trail in the United States and is divided into two segments: the hiking route and the bicycling route. The hiking route offers various landscape experiences from the remote wilderness of the U.P. to the urban landscapes in southern Michigan. It follows parts of the North Country National Scenic Trail through dense forests, rugged terrain and picturesque communities. The bicycling route utilizes rail trails, state park paths and roadways to create a smooth, accessible route for cyclists. This segment passes through serene countryside, historic towns, and villages.

### **Michigan Shore to Shore Trail**

The Michigan Shore to Shore Trail spans 220 miles between the village of Empire on Lake Michigan to Oscoda on Lake Huron in the Lower Peninsula. The route intersects the North Country Trail at multiple segments and is only open to hikers and equestrians. The trail features horse camps complete with privies and wells at approximately 18 to 25-mile intervals. Most of the camps overlook lakes or rivers. The east segment of the Shore to Shore Trail begins in Oscoda and generally parallels the AuSable River (south of the river). Some sections of the Shore to Shore Trail share segments with snowmobile trails.

### **U.S. Bicycle Route 35**

U.S. Bicycle Route 35 traverses across a variety of landscapes in multiple counties throughout the northwest region of the northern Lower Peninsula. The route follows a short trail section before transitioning to on-road cycling from Mackinaw City (Emmet County) to Petoskey and Harbor Springs. The route follows a trail from Harbor Springs to Charlevoix, then shifts to on-road cycling as it passes through Charlevoix toward Elk Rapids and Traverse City (Grand Traverse County). Within Grand Traverse County, the route utilizes roadways and local trails (e.g., TART Trails system) to run parallel to the shoreline of Grand Traverse Bay. Within Leelanau County, the route follows M-22 and M-109 along the west side of the Leelanau Peninsula then turns east on M-204 before heading south on M-22 through Suttons Bay to connect with the Leelanau Trail. The route follows the Leelanau Trail south into Grand Traverse County, then travels through Manistee and Mason counties before continuing northward into Benzie County along M-22 toward Ludington. The route passes numerous towns, such as Manistee, Onkama, and Arcadia.

### **North Central State Trail - Gaylord to Mackinaw City**

The North Central State Trail spans 75 miles from Gaylord to Mackinaw City and follows the historic Michigan Central Railroad route. It offers scenic views of Otsego Lake, Sturgeon River Valley, and Mullet Lake, and travels near towns for amenities. The route features mile markers from Bay City to Mackinaw City and its surface is primarily comprised of packed crushed limestone. Within

Mackinaw City and Gaylord, there is an asphalt surface. The Rails to Trails Conservancy has recognized the route as a premier cycling destination. The trail is open year-round for all active transportation users, including equestrians. From Dec. 1 to March 31, snowmobiles are permitted. Major segments include Waters to Gaylord (10.4 miles), Gaylord to Vanderbilt (8.4 miles), Vanderbilt to Wolverine (10.8 miles), Wolverine to Indian River (10 miles), Indian River to Topinabee (5.4 miles), Topinabee to Cheboygan (12 miles), and Cheboygan to Mackinaw City (16.3 miles). Planning efforts are underway to connect south to the Grayling area.

### **North Eastern State Trail (NEST)**

Completed in 2011, the North Eastern State Trail offers unique rural experiences, such as farmlands and former lumber towns. The route spans 70 miles from Alpena to Cheboygan, with limited cell coverage in some areas. It is primarily comprised of crushed limestone and uses historic railroad numbering for its mile markers. The NEST is accessible year-round for all active transportation users and allows snowmobiles from Dec. 1 to March 31. Highlights along the NEST include historic sites, river crossings, scenic views of ponds and lakes, and trail towns for amenities (e.g., Alpena, Posen, Millersburg, Onaway, and Cheboygan).

### **North Western State Trail**

The North Western State Trail (NWST) spans 32 miles along the former Grand Rapids and Indiana line of the Pennsylvania Railroad that was once known as “The Fishing Line.” The NWST connects Petoskey, Alanson, Pellston, and Mackinaw City. It offers a mixture of surface types, including 7 miles of asphalt between Petoskey and Alanson, 1 mile of road route in Alanson, 23 miles of crushed limestone to Mackinaw City, and 1 mile of asphalt in Mackinaw City. The NWST travels through scenic areas like Mud and Round lakes, rural farmlands, and small towns, such as Conway and Oden, to showcase local landmarks and parks, such as the Inland Waterway Museum, Spring Lake Park, and Sanctuary Park. Emmet County maintains the segments between Petoskey and Alanson, the Michigan Department of Natural Resources maintains the portion between Alanson and Mackinaw City, and Mackinaw City maintains it within the village limits.

## **Local Active Transportation Networks**

Local active transportation networks are connecting arteries that enable active transportation mobility within the MDOT North Region, connecting rural and urban residential, commercial and recreational areas. These systems may provide the vital connections between communities, major employment, retail and other services, major destinations/attractions, and the regional active transportation corridors. Most of the region’s local systems have varying designs, with most relying on the shared roadway network or inter-city facilities. Active transportation networks have been identified in the regional and county maps, and are listed below.

### **Alpena Bi-Path**

The Alpena Bi-Path is a flat, asphalt-paved urban pathway that spans approximately 14 miles to offer scenic views along Lake Huron and the Thunder Bay River, and easy access to most any destination within the city. The pathway is managed by the City of Alpena and provides convenient access to amenities and opportunities for loop rides on local roads. It connects various civic attractions (e.g., Alpena Wildlife Sanctuary, NOAA Great Lakes Maritime Heritage Center, etc.), parks (e.g., Water Works Park, Bayview Parks, Rotary Park, etc.), neighborhoods and other residential areas, downtown Alpena, and schools. Local community interest is driving planning efforts to extend the bi-path south to Partridge Point Road and beyond. This segment would also be

part of the proposed Sunrise Coastal Trail noted in the Proposed Routes and Connections section of this plan.

### **Alpena to Hillman Trail**

The Alpena to Hillman Trail (also known as the Paxton Spur) is a 24-mile rail trail that utilizes an abandoned railroad. Within the city of Alpena, 0.7 miles from Franklin Street to Bagley Street, there is an asphalt surface and lighting. Between Bagley Street and Emerson Station, approximately 9.5 miles to the west, the surface consists of crushed compacted limestone. There is an MDOT carpool lot at Emerson Station that also serves as parking. Between Emerson Station and Hillman, the surface consists of dirt, cinder and ballast. This western half is accessible to all active transportation users; however, it is primarily used by snowmobiles in the winter. Pedestrians and cyclists are encouraged to bypass the gates despite their closed appearance.

### **Betsie Valley Trail**

The Betsie Valley Trail spans 22 miles along the old railroad grade of the former Ann Arbor Railroad. This well-loved pedestrian and cyclist trail stretches from Frankfort through Elberta and Beulah to Thompsonville in Benzie County. It allows dogs, provided they are on a leash and under the control of their owner, except for a segment between Mollineaux Road and Beulah, where dogs are banned. The Michigan Department of Natural Resources (DNR) owns the trail, although it is managed and maintained by Benzie County's Betsie Valley Trailways Management Council. The Friends of Betsie Valley Trail, a nonprofit organization established in 1993, fundraises and provides support to the trail through trail awareness efforts and coordination of individuals, civic groups, local businesses, and government entities. The Friends group's trail mission is to facilitate the ongoing development and accessibility of the Betsie Valley Trail with a long-term goal of linking the trail to the broader trail network in Michigan.

### **Boyne City to Charlevoix Trail**

The Boyne City to Charlevoix Trail covers 14 miles of mostly separate, active transportation trail to connect Boyne City to Charlevoix along the scenic north shore of Lake Charlevoix. The trail passes through picturesque townships, such as Horton Bay, Evangeline Bay, and Hayes. In 2016, Phase 1 of the trail was completed and spans 3.2 miles from W. Michigan Avenue and Boyne City Road in Boyne City to N. Springwater Beach Road. In 2017, Phase 2 was completed to build nearly 3 miles from Hayes Township to Quarterline Road, crossing US-31 and Susan Lake. Phase 3 was scheduled for construction in 2024 to extend from N. Springwater Beach Road to Pincherry Road. This section will pass through Horton Bay and feature a bike route to connect to the Little Traverse Wheelway. Two more phases are planned to be built, which include about 2.7 miles to connect Quarterline Road to Hayes Township Park (Phase 4) and the extension of more than 3.3 miles from Hayes Township Park to Pincherry Road (Phase 5).

### **Boyne Valley Trailway**

The Boyne Valley Trailway is a 6.3-mile paved, multi-use pathway designed for active transportation users. It follows the former Boyne City, Gaylord and Alpena Railroad route to connect Boyne City and Boyne Falls. Access between Boyne Falls, Boyne City and Charlevoix is accomplished via the Boyne City to Charlevoix Trail.

### **Burt Lake Trail**

The Burt Lake Trail is a combination of paved and limestone surfaces that spans 18 miles. There are both separated pathway and paved shoulder segments. The route provides a safe pathway for pedestrians and bicyclists to connect to various points of interest (e.g., North West State Trail, North Central State Trail, etc.). Grants and local contributions were used to complete Phase 1 of the trail in 2013, which covered 5 miles Between Maple Bay Road and Hogsback Road. The segment from Brutus to Maple Bay offers picturesque views of the lake and access to the hiking trails in Chaboiganing Preserve. Phase 2 completed the route from Hogsback Road going north and east to Birchwood Road/East Burt Lake Road. Paved road shoulders were recently completed along East Burt Lake Road to Mullet Burt Road. Future phases aim to expand the route to create a 67-mile loop that connects to the Iron Belle Trail.

### **Grayling Area Bicycle and Pedestrian Facilities**

The Grayling Bicycle Turnpike (also known as the Wayne C. Koppa Trail) spans 6.5 miles near M-93 to connect the north side of downtown Grayling at North Down River Road with the entrance of Hartwick Pines State Park. The route is mostly flat between downtown Grayling and Grayling High School, but several small hills between the school and Hartwick Pines State Park may pose a challenge to users. It is paved with asphalt except for the Michigan Department of Natural Resources heavy equipment gravel driveway (about 50 feet). In 2017, a bike-pedestrian bridge was built to assist users with crossing I-75. The Grayling Bicycle Trail is a recently completed 4.7-mile asphalt pathway that connects Grayling, near the M-72/I-75 Business Route intersection, to the Kirtland Community College Campus at 4 Mile Road. The Grayling Bicycle Route is a series of on-road facilities that winds through the city of Grayling connecting the Grayling Bicycle Trail to the Grayling Bicycle Turnpike and the many residential and business areas in between. The area also features a mix of paved separate pathways and on-road facilities, forming a loop to connect the Hansen Hills Recreation Area to the Grayling Bicycle Route.

### **Huron Sunrise Trail**

The Huron Sunrise Trail is a 6-mile asphalt pathway traveling north of Rogers City along Lake Huron to connect to the Forty Mile Point Lighthouse. The route connects South Shore Park to Seagull Point Park and passes through Lakeside Park, Rogers City Marina, Hoeft State Park, and the Herman Vogler Conservation Area. Restrooms, parking, beach outings, and scenic walks are located along different route segments. Future plans include extending the pathway through the Michigan Limestone Operations Quarry to connect to the Rogers City Spur Railroad right of way and the North Eastern State Trail.

### **Iosco Exploration Trail**

The Iosco Exploration Trail is a 44-mile pathway stretching across Iosco County and is part of the Iron Belle Trail. Currently, three out of eight phases have been completed. In 2022, Phase 3 was completed from Oscoda High School along River Road to Old Orchard Park. In 2021, Phase 1 was completed to build a 2.7-mile portion from AuSable to Oscoda, Mill Street to River Road, and out to Oscoda High School. In 2019, Phase 2 was completed to build the Loon Lake Trail in Hale, which is a 1.9-mile pathway traveling from Loon Lake Park to Kokosing Road.

### **Kalkaska Area Recreational Transportation (KART) Trail**

The KART Trail is a 2-mile-long paved, active transportation loop with access points primarily located at the Kalkaska County Fairgrounds. It passes through significant areas in Kalkaska County, such as the Kalkaska Area Fairgrounds, Kaliseum, and Kalkaska Public Schools and administrative buildings. In 2007, MDOT grants and local contributions were used to build Phase I. Ownership and maintenance are shared among Kalkaska County, the Village of Kalkaska, Kalkaska Public Schools, MDOT, and volunteers. Phase 2 aims to extend the trail to Chalker Park, Mill Pond and Log Lake Campground with the proposed reroute of the North Country Trail.

### **Little Traverse Wheelway**

The Little Traverse Wheelway (locally known as the “Bike Path”) spans 26 miles along a well-developed asphalt trail to connect Charlevoix (Charlevoix County) to Harbor Springs (Emmet County). The path follows the original Little Traverse Wheelway route to offer scenic views of Lake Michigan. From Charlevoix Township Park to the MDOT rest area, the trail covers 3 miles as it passes Charlevoix and scenic spots along Lake Michigan. The trail segment from the MDOT rest area to West Park and East Park in Bay Harbor offers 9.3 miles of picturesque views of Lake Michigan and the bay. This segment also connects to Loeb Nature Preserve and other Bay Harbor parks. Currently, the most scenic 1.3-mile segment between East Park in Bay Harbor and Magnus Park in Petoskey is closed. Other segments include Magnus Park to Little Traverse History Museum (1 mile), Little Traverse History Museum to Fettis-McCue Overlook (2.5 miles), Fettis-McCue Overlook to Packy Offield Trail Center (1 mile), and Packy Offield Trail Center to Little Traverse Township Park at Pleasantview Road (2.5 miles). The trail ends at Harbor Springs, offering access to amenities and beautiful views of Little Traverse Bay (an additional 4 miles). Additionally, Beach Road is an alternate route to Harbor Springs (about 1 mile).

### **Petoskey City Trails**

The Bear River Valley Recreation Area in Petoskey offers a scenic 1.5-mile paved trail along the Bear River, which is accessible from the Little Traverse Wheelway. Restrooms and observation decks are located along the trail as visitors walk, bike, ski, or snowshoe. The park also boasts the only 25-mile whitewater park in Michigan’s Lower Peninsula that extends from Sheridan Avenue to Lake Street and continues south on an unpaved section towards Standish Avenue and Riverbend Park to form part of the North Country National Scenic Trail.

In downtown Petoskey, the Downtown Greenway connects to Bay View, while the Anderson Road Trail enhances pedestrian and bicycle safety along the busy Anderson Road shopping corridor to connect Petoskey to Lears Road.

### **Scenic Manistee Area Recreation Trails (SMARTrails)**

The SMARTrails envision a well-connected trail system throughout Manistee County. SMARTrails partners with various organizations, such as the Benzie-Manistee Snowbirds, Shoreline Cycling Club, and governments, to enhance the motorized and active transportation opportunities in the region. The Friends of SMART, a nonprofit advocacy group, spearheads efforts to create, maintain, and promote these trails. Efforts include securing grants for amenities (e.g., trailheads, signage, bridges, etc.) and surface enhancements, bridging the gaps in trail ownership, and establishing connections to neighboring areas, such as Wexford and Grand Traverse counties. In late 2021, a gravel trail between Chief and Kaleva was completed as part of the long-term plan to develop a multi-use trail system throughout the county. Current ongoing projects funded by an Economic

Development Administration (EDA) grant through Networks Northwest include the extension of the Betsie Valley Trail as a year-round trail to Copemish through trail surfacing and amenity projects on a 3.4-mile section of an abandoned railroad corridor between Thompsonville and Copemish, as well as bridge placement over Bear Creek in Springdale Township to connect Thompsonville and Kaleva along an abandoned railroad property.

## **Other Active Transportation Trail Organizations and Local Trails**

### **Norte Youth Cycling Group**

With various bike groups, such as the Balance Bike Club, Pedal Power, Adventure Bike Club, Mountain Bike Club, Summer Bike Camp, and Bikes for All, Norte provides diverse opportunities for kids (2-18 years) and families to experience cycling activities and other forms of active transportation first-hand. In 2023, 67 percent of parents reported riding more after their kids participated in the Norte Summer Bike Camp. Norte also offers in-school and after-school cycling programs throughout the northern Lower Peninsula to annually reach more than 2,000 kids. These programs empower kids to adopt healthy habits, build confidence and engage with their communities. In addition to programming, Norte partners with public libraries to operate a Kids Bike Library, which annually loans more than 1,000 bikes from their Wheelhouse to kids in need within six counties. The mission of the Kids Bike Library is to increase bicycle access through the reduction of the financial barriers preventing participation. Bicycles are loaned free of charge as long as the family wants to borrow it, with the bike being returned to Norte in exchange for a bigger size. Returned bikes are repaired and then loaned to another kid in need.

### **Traverse Area Recreation and Transportation (TART) Trails**

Established in 1998 through a merger of four separate trail groups in the Traverse City area, TART Trails is a 501(c)(3) nonprofit organization that aims to foster recreation and alternative transportation opportunities through the preservation of open space corridors, construction of trails, and advocating for active living and outdoor recreation in the northwest Lower Peninsula. Initially, the groups focused on projects, such as the Vasa Pathway, TART, Boardman Lake Trail, and the Leelanau Trail. Currently, the TART Trails network encompasses multi-use trails spanning across Grand Traverse and Leelanau counties along with a designated cross-town bike route that offers diverse outdoor and active transportation opportunities. Active Projects include the Buffalo Ridge Trail Project, Deepwater Connector Trail, Leelanau Trail updates, Nakwema Trail, TART Bayfront and Extension Project, Three Mile Trail Project, Traverse Ridge Trail, and VASA Trail Improvements.

TART Trails has 12 staff members and 13 volunteer board members who are committed to its mission to establish and promote a trail network that enhances the lives of individuals and communities across the greater Traverse region. Their efforts include negotiating easements, organizing events to encourage healthy lifestyles, and collaborating with local partners to foster vibrant, interconnected communities.

## **Recreational Trail Systems**

Michigan's North Region is renowned for its extensive and diverse recreational opportunities, including an impressive array of recreational trails. Although these trails may not always meet the

same standards as regional or local active transportation networks, they offer numerous pathways for exploring and enjoying the region's natural beauty and cultural heritage. They traverse stunning forests, meander along pristine rivers and lakes, and connect to natural, historic and cultural sites that attract outdoor enthusiasts, nature lovers, adventure seekers, and individuals looking for peaceful recreation activities and/or exercise opportunities. While this plan will not list or describe the numerous recreational systems in the region, the trail systems will be displayed on the plan's maps since they are frequently sought after by active transportation users who are interested in accessing these trail systems without the use of a motor vehicle. The North Region has just shy of 1,300 miles of hiking, mountain biking, cross-country skiing, and other recreational trails. In addition to those, the North Region has 1,940 miles of snowmobile trails, 540 miles of ORV routes, and 924 miles of ATV trails. These motorized facilities are not shown on the map or included in any mileage calculations in this plan.

## Proposed and Existing Routes and Connections

This section of the plan utilizes maps and text to depict the active transportation facilities network within the region that connects communities, points of interest, recreational facilities, and adjacent counties and regions. The section is organized alphabetically by county. The following information reflects the results of the various public outreach efforts and the work sessions held by the North Region Active Transportation Advisory Committee.

The proposed improvement table for each county is keyed to the maps using the route number (#) column. Each proposed route has a general description of the route and the linkages it would make. Both the proposed routes and facility type recommendations were derived from public input. The actual routes and facility types could change based on numerous factors such as future needs, available funding, available opportunities, detailed engineering analysis, and existing conditions such as wetlands or right of way issues. There is also a jurisdiction noted for each route. The jurisdiction only notes the government agency that owns the right of way that the proposed route primarily follows. This does not necessarily dictate that the jurisdiction noted will be responsible for the planning or development of the proposed route.



*Bike Trail in Harrisville State Park*

## Alcona County

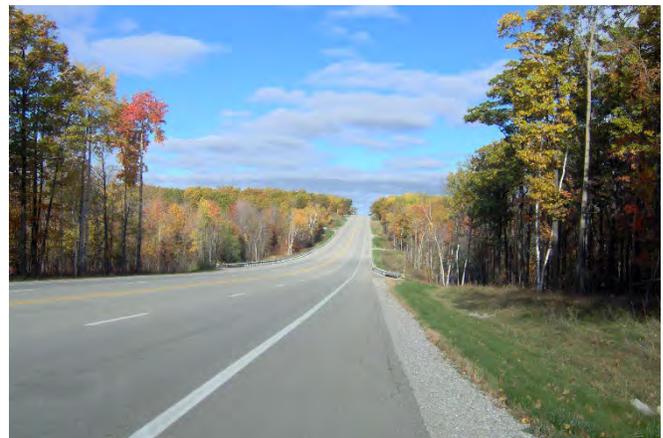
### Existing and Proposed Facilities

Alcona County has almost 71 miles of existing active transportation facilities (not including sidewalks), of which approximately 67 miles are paved shoulders (4 feet in width or greater); the remaining 3.6 miles are local shared-use pathways. The vast majority of the paved shoulders are on state trunklines US-23, M-72 and M-65. There are also 53 miles of recreational trails within the county, the majority of which lie in the Huron National Forests Hoist Lake and Reid Lake Foot Travel Areas, and segments of the Shore to Shore Trail.



*Lake Huron Beach*

Identified proposed improvements total just over 223 miles. The proposed routes aim to connect communities, residential areas and many recreational sites. A loop around Hubbard Lake is one highly desired proposed improvement. Many of the proposed routes are also part of major regional corridors. Routes 1a, 1b and 3 on the accompanying map are part of the proposed US-23 Sunrise Coastal Trail that would extend between Standish and Mackinaw City. Routes 7c and 8 are part of the overall AuSable River corridor that would roughly follow the AuSable River from its headwaters near Grayling to the river mouth in Oscoda.



*Paved Shoulder Along US-23 Near Black River*



## COMMUNITY MAP AND MILEAGE TABLE



### Alcona County

Facility Type	Miles in 2024	Miles in 2009	Change
Improved Shared-Use Regional Paths	0	0	No change
Unimproved Shared-Use Regional Paths	0	0	No change
Local Shared-Use Paths	3.6	3.6	No Change
Bike Lanes	0	0	No change
MDOT-Owned 4-foot or Greater Paved Shoulder	63.4	63.4	No change
Locally Owned 4-foot or Greater Paved Shoulder	3.5	3.5	No change
Recreational Trails	52.9	52.9	No Change
Proposed Improvements	223.6	218.7	-----

<b>Alcona County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
MDOT	1a	<p>A 4-foot or greater shoulder exists along US-23 from the south county line north to the point at which the proposed route splits off at Lake Shore Drive. A separate shared-use pathway is preferable along this segment, but north of Harrisville, deep ditches might make this difficult.</p> <p>The route in Harrisville follows US-23 and also diverts onto the Harrisville Heritage Route Trail along Lake Street and north on Harborview Drive (a scenic route).</p>	Harrisville to Sturgeon Point Lighthouse to Black River (larger connection of Alpena to Tawas area)
County	1b	<p>The proposed route leaves US-23 at the intersection of Lake Shore Drive. Two possible routes are shown to connect this intersection point to Black River.</p> <p>Option 1: One route travels along Lake Shore Drive and could be provided by a 4-foot or greater paved shoulder or a separate shared-use pathway.</p> <p>Option 2: The second route travels along the existing active rail corridor (Lake State Railway). This would require a separate shared-use pathway and an agreement with Lake State Railway.</p> <p>A spur off either of these options travels along Point Road to Sturgeon Point (Sturgeon Point Lighthouse).</p>	
County	2a	The proposed route travels north/south on Poor Farm Road and east/west on Trask Lake Road. A 4-foot or greater paved shoulder is desired on Poor Farm Road, but a separate shared-use pathway is desired along Trask Lake Road.	Harrisville to Lincoln
County	2b	The proposed route travels along Walker Road. A 4-foot or greater paved shoulder is desired.	
MDOT	2c	The proposed route parallels M-72. While a 4-foot or greater paved shoulder already exists in this location, the safety of travelers on this shoulder becomes an issue due to the 65 mph speed. A separate shared-use pathway is desired here.	
County	3	This route travels along Sand Hill Road, an unpaved road that is difficult to navigate. A separate shared-use pathway or boardwalk is desired.	Black River area to Negwegon State Park
County	4a	A series of routes are shown connecting Hubbard Lake on the north and south sides. A route is shown from US-23 along Spruce Road to Hubbard Lake Road (and to the community of Hubbard Lake). A route is also shown connecting Hubbard Lake Road to Mount Maria Road on the	Black River area to Hubbard Lake area

<b>Alcona County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
		west side of the lake. Paved shoulders or separate shared-use pathways are both desired.	
MDOT	4b	A gap exists in the paved shoulder on US-23. Extending the 4-foot or greater paved shoulder is desired to eliminate this gap.	
County	5	A proposed connection is shown between US-23 (between Spruce and Black River) and Lincoln along Barlow Road. A small portion of 4-foot paved shoulder exists on the north end of Barlow Road, so the desire is to continue that paved shoulder south to Lincoln (and connecting to M-72 just south of Lincoln).	US-23 to Lincoln
County	6	Two options are shown to connect M-72 to Barton City: one along Ritchie Road and Trask Lake Road. The other connection is from M-72 then north on Sanborn Road.	Lincoln to Barton City
County	7a	A route connecting Greenbush to Mikado to Glennie is proposed along Mikado Glennie Road. This route could be a 4-foot or greater paved shoulder or a separate shared-use pathway.	Greenbush to Glennie
County	7b	A route connecting Greenbush to Glennie is proposed along Cedar Lake Road to Kings Corner Road (a gap in the road exists approximately where the 7b symbol is located on the map). A separate path is necessary for this route due to the fact that the road is unpaved. It would necessitate working with the National Forest Service.	
MDOT	7c	4-foot or greater paved shoulders exist along this route except for a gap between Glennie and Sawmill Road. Closing this gap with 4-foot or greater paved shoulders is desired.	Glennie to Au Sable River (Iosco County) and River Road National Scenic Byway.
County	7d	Along Glennie Road, Clouse Road and Ford Road, a local separate shared-use pathway is desired. Public input also indicated a desired connection to Pine River Campground.	Glennie to Greenbush and M-65 Glennie to Pine River Campground
County	8	A series of proposed routes are shown on the map which allow active transportation users to traverse throughout the Huron National Forest and the Au Sable River area. The routes utilize Bamfield Road, F-4001, F-32, Federal Forest Road 3995, Curtisville Road, Brodie Road, and Body Road.	Huron National Forest sites including Shore to Shore Trail and the Hoist Lakes Foot Travel Area, the

<b>Alcona County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
			Au Sable River, and Alcona Park
MDOT	9	A proposed route traverses along M-72 north of the M-72/M-65 intersection (where an MDOT carpool lot is located). Continuing the 4-foot or greater paved shoulder from that intersection north to where the paved shoulder already exists along M-65 is desired.	MDOT carpool lot/Hoist Lakes Foot Travel Area to M-65 north.



## Alpena County

*Mountain Biking the Chippewa Hills Pathway*

### Existing and Proposed Facilities

Alpena County has just more than 95 miles of existing active transportation facilities (not including sidewalks), including just more than 54 miles of shared-use paths, and a little more than 40 miles of paved shoulders (4 feet in width or greater). The majority of paved shoulders are on M-32 (from Alpena to the west county line) and US-23 (from Alpena to the south county line). Shared-use pathways include the North Eastern State Trail (NEST), Alpena to Hillman Trail, and the Alpena Bi-path. There are 0.7 miles of bike lanes within the city of Alpena. The county also has more than 40 miles of recreational trails. Chippewa Hills, Norway Ridge, and Rockport State Recreation Area all offer highly popular hiking, biking and cross-country ski trails.



*Biking the Alpena Bi-Path*

An array of proposed routes were identified during the planning process. Many local routes and loops are proposed to connect the county parks and other recreational areas. Proposed regional routes include the US-23 Sunrise Coastal Trail (routes 9, 10, and 14c on the accompanying map) and the M-32 Corridor (routes 11 and 12 on the accompanying map).



*North Eastern State Trail Signs at Trailhead*

## ALPENA COUNTY PROPOSED IMPROVEMENTS MAP

### LEGEND

 Proposed Active Transportation Improvements

#### Trail Facilities

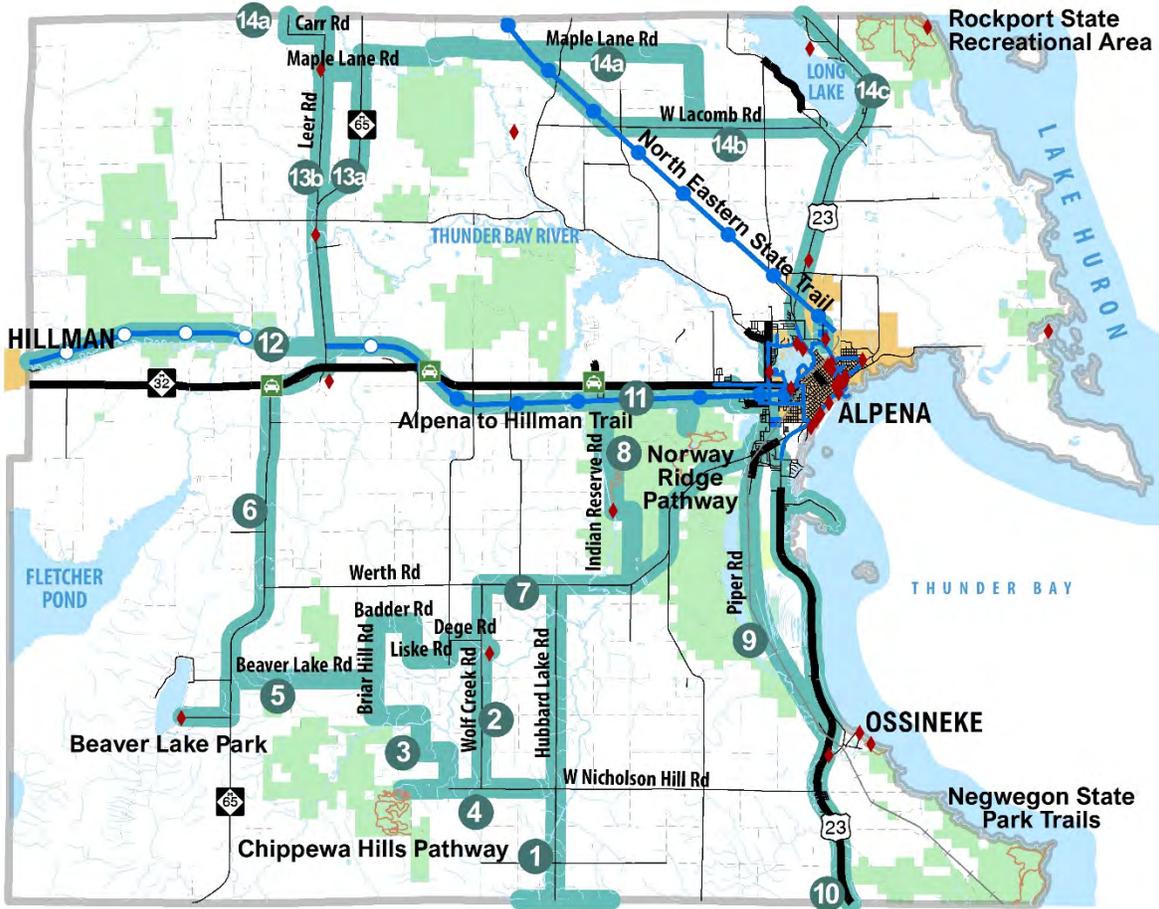
-  Improved Shared Use Regional Path
-  Unimproved Shared Use Regional Path
-  Local Shared Use Path
-  Recreational Trail

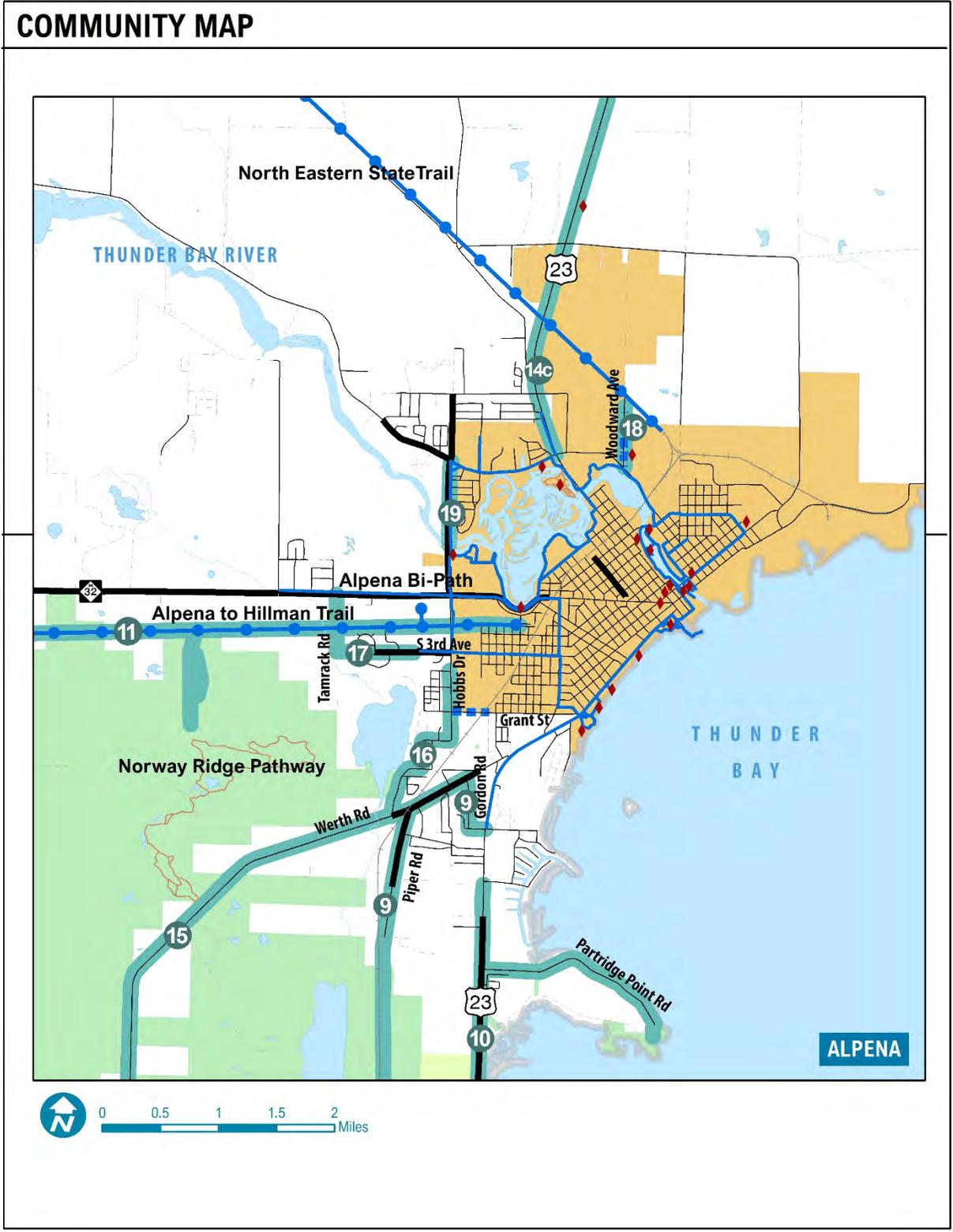
#### Roads

-  Roads with 4' Paved Shoulder
-  Paved Roads
-  Unpaved Roads
-  Limited Access Highway
-  Bike Lane

#### Other Facilities

-  Recreational Facility
-  MDOT Carpool Lot
-  State of Michigan Land





<b>MILEAGE TABLE</b>				
<b>Alpena County</b>				
<b>Facility Type</b>	<b>Miles in 2024</b>		<b>Miles in 2009</b>	<b>Change</b>
Improved Shared-Use Regional Paths	22.7	95.5Miles Total	0	+22.7
Unimproved Shared-Use Regional Paths	9.2		31.9	-22.7
Local Shared-Use Paths	22.2		20.2	+2
Bike Lanes	0.7		0	+0.7
MDOT-Owned 4-foot or Greater Paved Shoulder	33.1		33.1	No change
Locally Owned 4-foot or Greater Paved Shoulder	7.6		7.6	No change
Recreational Trails	40.7		25.4	+15.3
Proposed Improvements	163.1	174	-----	

<b>Alpena County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
County	1	This route connects Hubbard Lake to the Alpena area. A 4-foot or greater paved shoulder or separate shared-use pathway would be desired.	Hubbard Lake to Alpena area
County	2	This route uses Wolf Creek Road to connect Werth Road to Nicholson Hill Road, connecting these roads to Wolf Creek Park. To do this, adding 4-foot or greater paved shoulders or, alternatively, a separate shared-use pathway would be desired.	Werth Road to Nicholson Hill Road and Wolf Creek Park
County	3	This route connects the Chippewa Hills Pathway to Beaver Lake Park. There could be an existing two-track to use for the route. A creek crossing and easements will have to be addressed. A separate shared-use pathway is most desired.	Chippewa Hills Pathway to Beaver Lake Park
County	4	This route connects Hubbard Lake to Chippewa Hills Pathway. Adding a 4-foot or greater paved shoulder or a separate shared-use pathway is desired.	Hubbard Lake to Chippewa Hills Pathway
County	5	This route connects the Chippewa Hills Pathway to Beaver Lake Park along Beaver Lake Road. Adding a separate shared-use pathway is desired.	Chippewa Hills Pathway to Beaver Lake Park
MDOT	6	This route travels north along M-65 and connects Beaver Lake Park to the Alpena to Hillman Trail. A separate shared-use pathway is highly desired due to high speed and heavy truck traffic.	Beaver Lake Park to the Alpena to Hillman Trail
County	7	This route connects Wolf Creek Park and Chippewa Hills Pathway to Alpena. Adding 4-foot or greater paved shoulders or a separate shared-use pathway to at least Hubbard Lake Road, but ideally to Wolf Creek Road, is desired.	Wolf Creek Park and Chippewa Hills Pathway to Alpena
County	8	This route branches off the Alpena to Hillman Trail and connects to Werth Road, passing by Thunder Bay River State Forest Campground. A separate shared-use pathway is desired.	Alpena to Hillman Trail to Thunder Bay River State Forest Campground and Werth Road
Railroad	9	This alternate route for the Sunrise Coastal Trail connects Ossineke to Alpena along an active railroad corridor. This option would develop a separate shared-use pathway.	Ossineke to Alpena
MDOT	10	This route travels along US-23 and connects Alpena to Oscoda and Tawas. There are currently paved shoulders, but a separate shared-use pathway is desired due to the high speeds. This route is identified in the Sunrise Coastal Trail Plan.	Alpena to Oscoda and Tawas

<b>Alpena County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
MDNR	11	This separate shared-use pathway is existing and has crushed compacted limestone from Bagley Street to the MDOT park and ride on the north side of M-32.	
MDNR	12	A short section of the Alpena to Hillman Trail only allows snowmobiles and the easement needs to be expanded for other uses. Upgrading the surface to crushed compacted limestone is desired. This segment also requires repairs or replacement of bridges due to river and stream crossings.	Alpena to Hillman Trail
MDOT	13a	This route spurs north of the Alpena to Hillman Trail and travels along M-65, connecting with Thunder Bay Karst Preserve and Sunken Lake Park, passing by Long Rapids Park. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Alpena to Hillman Trail to Long Rapids Park, Karst Preserve, and Sunken Lake Park
County	13b	This is an alternate route to Thunder Bay Karst Preserve and Sunken Lake Park, branching off M-65 and traveling along Leer Road.	
County	14a	This route connects the Alpena area to Presque Isle County, passing by the North Eastern State Trail, Thunder Bay Karst Preserve, Sunken Lake Park, and Mystery Valley. A separate shared-use pathway is desired due to unpaved roads.	Alpena area to North Eastern State Trail, Thunder Bay Karst Preserve, Sunken Lake Park, Mystery Valley, Presque Isle County
County	14b	This route travels along Lacombe Road and connects with Maple Lane Road, US-23, and the North Eastern State Trail. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Lacombe Road to Maple Lane Road, US-23, North Eastern State Trail
MDOT	14c	This route goes along US-23 from Alpena and connects to Long Lake County Park and passes by Rockport State Park. A separate shared-use pathway is desired due to the high traffic volume and speed.	Alpena to Long Lake Park and Alpena Township Park
County	15	This route connects Alpena to Norway Ridge Pathway through Werth Road and passes through state land. A separate shared-use pathway is desired.	Alpena to Norway Ridge Pathway
County	16	This route serves to connect the Alpena to Hillman Trail to Werth Road via Hobbs Drive. A separate shared-use pathway is desired.	Alpena to Hillman Trail to Werth Road
County	17	This route connects the Junior High School to M-32 via 3rd Street and Tamarack Road. A new/upgraded road might be needed or a separate shared-use pathway with easements through private property.	Junior High School to M-32

<b>Alpena County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
City	18	This route connects Johnson Street to Woodward Avenue and provides access to the Alpena Events Complex, Northern Lights Arena, and North Eastern State Trail Trailhead. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Johnson Street to Woodward Avenue, Alpena Events Complex, Northern Lights Arena, North Eastern State Trail Trailhead
City	19	This route goes along Bagley Street and connects with Sytek Park and is part of the Alpena Bi-Path. The road already has a 4-foot or greater paved shoulder, but a separate shared-use pathway is desired due to the traffic volume and truck route. Including a 4-foot or greater paved shoulder in the nearby subdivision is also an option.	Bagley Street to Sytek Park.



*View from Glacial Hills Pathway*

## **Antrim County**

### **Existing and Proposed Facilities**

Antrim County has a little more than 50 miles of existing active transportation facilities (not including sidewalks), including 15.6 miles of local shared-use paths, and 34.8 miles of MDOT-owned roads with paved shoulders (4 feet in width or greater). The county does not have wide paved shoulders on locally owned roads, nor does it currently have dedicated regional shared-use paths. However, there are proposed plans identified and strong community desire to expand the active transportation network.

Many of the existing routes are local shared-use paths (such as Bellaire path and Glacial Hill Pathway) and paved shoulders, which help connect rural communities to local parks and recreational areas while separated connections and additional connectors are desired for better access within the county and regionally. North Country Trail is another long-distance hiking trail that passes through the western part of the county, which spans 8.9 miles both on and off-road.

A variety of proposed routes were identified to improve connectivity within the county and regionally. Key proposals include the extension of the Nakwema Trailway, which would link Elk Rapids to Torch Lake Township, Eastport, and beyond, creating connections to natural and recreational destinations. Another significant project is the development of a Central Lake to Bellaire Connector Trail along M-88, enhancing access between communities and regional systems. Improvements to Mancelona’s pathways are also proposed to strengthen local connectivity. Additionally, plans to pave 4-foot shoulders along M-66 and M-32 aim to improve safety for cyclists and pedestrians while increasing access to recreational areas and state parks. Many of these proposed improvements are still in the conceptual stage informed by community desires, with feasibility studies and public input guiding future development.



*Bellaire Walking and Biking Pathway*



*4-foot Paved Shoulder in Antrim County*

# ANTRIM COUNTY PROPOSED IMPROVEMENTS MAP

## LEGEND

 Proposed Active Transportation Improvements

### Trail Facilities

-  Improved Shared Use Regional Path
-  Unimproved Shared Use Regional Path
-  Local Shared Use Path
-  Recreational Trail
-  U.S. Bicycle Route 35
-  Existing North Country Trail
-  Existing On road North Country Trail

### North Country Trail Public Facilities

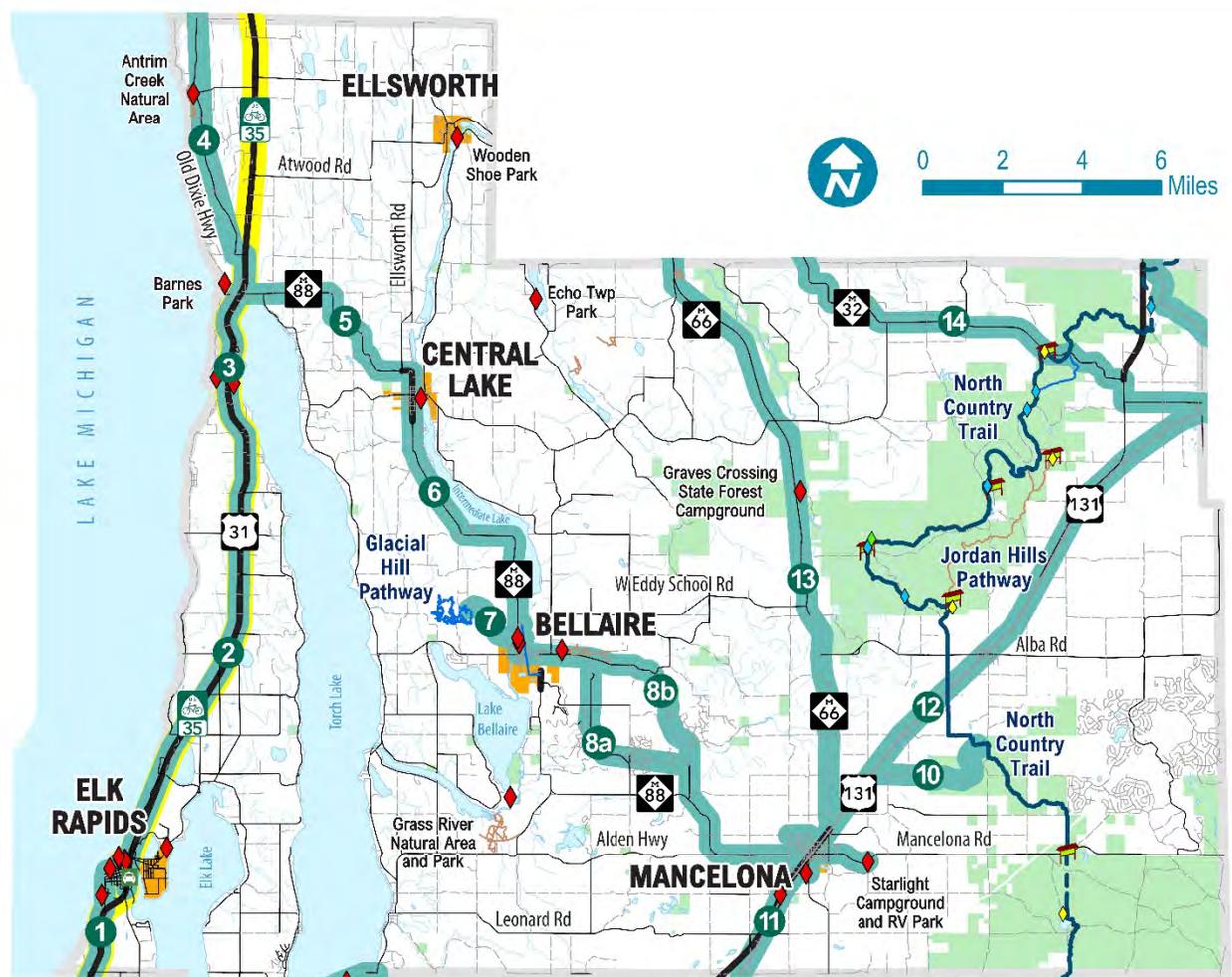
-  Camping
-  Parking
-  Water Access

### Roads

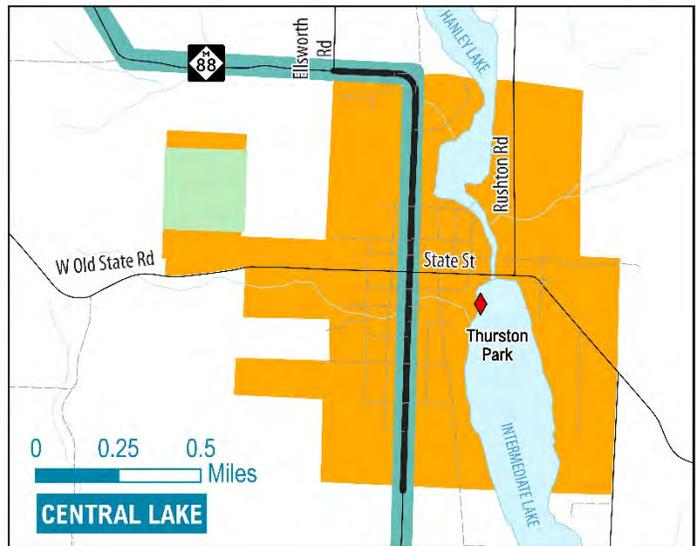
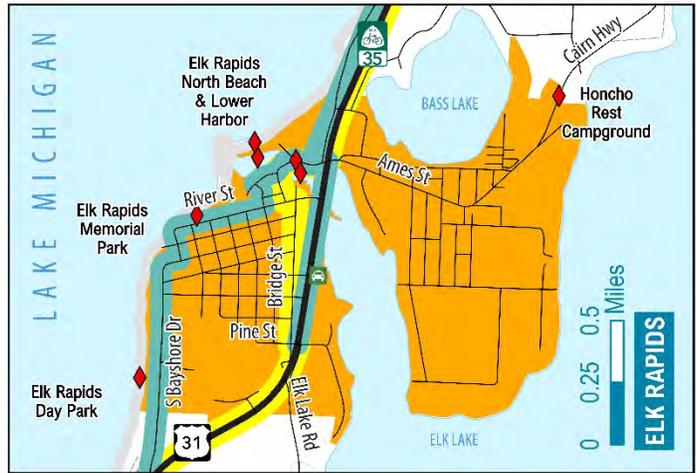
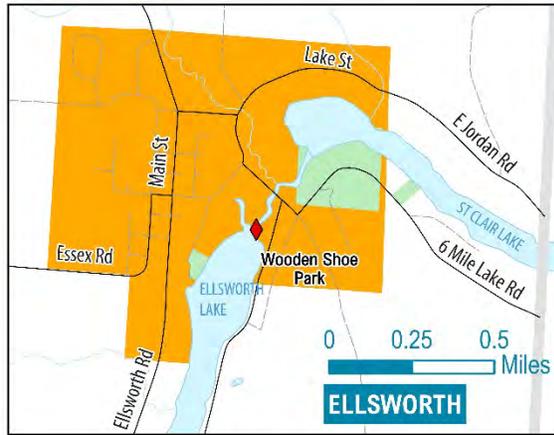
-  Roads with 4' Paved Shoulder
-  Paved Roads
-  Unpaved Roads
-  Limited Access Highway

### Other Facilities

-  Recreational Facility
-  MDOT Carpool Lot
-  Trailheads
-  DNR Parcels
-  Critical Dune Areas
-  State Park



## COMMUNITY MAPS



## MILEAGE TABLE

Antrim County				
Facility Type	Miles in 2024		Miles in 2009	Change
Improved Shared-Use Regional Paths	0	50.4 Miles Total	0	No change
Unimproved Shared-Use Regional Paths	0		0	No change
Local Shared-Use Paths	15.6		15.6	No change
Bike Lanes	0		0	No change
MDOT-Owned 4-foot or Greater Paved Shoulder	34.8		27.9	+6.9
Locally Owned 4-foot or Greater Paved Shoulder	0		0	No change
North Country Trail - On-road	4	34.82	4	No change
North Country Trail - Off-road	30.82		30.82	No change
Recreational Trails	30		23.5	+6.5
Proposed Improvements	137.5		--	--

<b>Antrim County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
MDOT	1	<p>Nakwema Trailway - TC-CHX - Maple Bay to Elk Rapids Connector Trail</p> <p>This proposed route is a scenic stretch that connects Elk Rapids to Petobego State Game Area and Maple Bay Park and Natural Area. Currently, trail planners are reaching out to targeted landowners to discuss design concepts and design for the trail progress parcel by parcel. The Village of Elk Rapids identified and approved a trail route through the village in July 2020. The in-town route will be shared roadway through the village.</p>	<p>Maple Bay and Natural Area (Grand Traverse County to Village of Elk Rapids in Antrim County (in-town)</p> <p><a href="https://nakwematrailway.org/the-vision/the-trail/maple-bay-to-elk-rapids/">https://nakwematrailway.org/the-vision/the-trail/maple-bay-to-elk-rapids/</a></p>
MDOT	2	<p>Future Trail from Village of Elk Rapids to Torch Lake - TC-CHX Nakwema Trailway</p> <p>This segment is a desired connection on a conceptual stage and a continuation of the proposed Route 1, aimed at linking the Maple Bay and Elk Rapids Connector to the Torch Lake and Eastport Connector Trail as part of the TC-CHX Trail. The majority of the route follows US-31, with further design and studies guiding its development.</p>	<p>Village of Elk Rapids to Torch Lake</p> <p><a href="https://nakwematrailway.org/the-vision/the-trail/">https://nakwematrailway.org/the-vision/the-trail/</a></p>
MDOT	3	<p>Nakwema Trailway - TC-CHX - Torch Lake Township Connector</p> <p>This proposed segment of trail connects coastal natural areas, including Barnes Park with Torch Lake Township Day Park, the hamlets of Eastport and Torch Lake, and the businesses in this corridor.</p> <p>The recommended alignment was presented and approved by the Torch Lake Township Board on Dec. 19, 2023. This marks the culmination of a comprehensive schematic design process that included significant public input, a detailed engineering evaluation, and the guidance of the Torch to Bay Trail Team, a group of</p>	<p>Torch lake to Eastport</p> <p><a href="https://nakwematrailway.org/the-vision/the-trail/torch-lake-township/">https://nakwematrailway.org/the-vision/the-trail/torch-lake-township/</a></p>

<b>Antrim County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
		<p>resident trail champions.</p> <p>The preferred trail alignment identified through this process is on the west side of US-31, extending from the Torch Lake Township Community Services Building north through Torch Lake and Eastport to Old Dixie Highway in Torch Lake Township. The engineering team is working on the alignments and design from the Township Hall north to Old Dixie Highway after their public input session, which took place in 2023. The schematic design is underway and a draft is expected to be ready sometime fall 2024.</p>	
MDOT	4	<p>This segment is a desired connection and a continuation of the proposed network, linking north of Eastport to the Charlevoix–Fisherman’s Island State Park segment. It remains in the conceptual stage, with future design and studies guiding its development.</p>	<p>Eastport to Charlevoix</p> <p><a href="https://nakwematrailway.org/the-vision/the-trail/">https://nakwematrailway.org/the-vision/the-trail/</a></p>
MDOT	5	<p>Future Trail Eastport to Central Lake</p> <p>This desired connection would link the proposed Torch Lake Township Connector to the village of Central Lake and extend along M-88 to connect with the village of Bellaire. It remains in the conceptual stage, with future design and studies guiding its development.</p>	<p>Eastport to Central Lake along M-88</p> <p><a href="https://www.trailsCouncil.org/trails-2/">https://www.trailsCouncil.org/trails-2/</a></p>
MDOT	6	<p>Central Lake to Bellaire Connector along M-88</p> <p>This section of 6.2-mile multi-use trail project is currently in conceptual stages, with a local group of stakeholders identified and public interest and feedback are being solicited. With the success of previously created facility on the northwest end of the village of Central Lake called North Street Nature Trail, this proposed project was seen</p>	<p>Village of Central Lake to Bellaire along M-88</p> <p><a href="https://www.trailsCouncil.org/bellaire-central-lake/">https://www.trailsCouncil.org/bellaire-central-lake/</a></p>

<b>Antrim County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
		as a great project to promote community development in the area and initial discussions about the project started in 2020. The feasibility study was completed in 2022 and currently the stakeholders, including TOMC, meet with municipalities and townships to share public input and future planning process to solidify the project.	
Village	7	Community desires a potential bike connector route from the existing Bellaire walking and bike path to the Glacial Hills biking and hiking trail. Future study on potential route design and feasibility is recommended.	Bellaire walking and bike path to the Glacial Hills biking and hiking trail
MDOT	8a	Future trail facility from the village of Bellaire to the village of Mancelona is a desired connection; further studies and design recommended to guide its development.	Village of Bellaire to the village of Mancelona
	8b	An alternative potential route from the village of Bellaire to the village of Mancelona.	
Village	9	The Village of Mancelona desired features and safety concerns.	
	9a	Sidewalk addition/broaden from Palmer Park to E State Street is desired in addition to traffic calming facilities for safer access.	S Maple Street
	9b	Sidewalk addition/broaden sidewalk for improving safety is desired in addition to safe crossing.	Maple Street, E State Street and Mancelona Road
	9c	Sidewalk addition desired along W Limits Road toward Antrim Meadows Campground and along Green Street.	W Limits Road and Green Street - access to Antrim Meadows Campground
	9d	Sidewalk addition desired along Kresnak Road and E Lincon Street.	Kresnak Road and E Lincon Street
MDNR	10	Connector Trail desired from NCT to Wetzel Lake Park.	Wetzel Lake Road

<b>Antrim County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
MDOT	11	Future Connector Trail from the village of Mancelona to south. This section is still a conceptual connection for future design and study	Along old railroad bend south of the village of Mancelona
MDOT	12	Future connector trail from the village of Mancelona to Elmira (Antrim County/Otsego County) crossing North Country Trail and other local trails. This section remains in the conceptual stage, with future design and studies recommended.	US-131
MDOT	13	Future connector trail from north of the village of Mancelona along M-66 to East Jordan. This section is still a conceptual connection for future design and study.	M-66
MDOT	14	There is an existing gap of unpaved M-32 south of the city of East Jordan. Completing this section with a 4-foot or greater paved shoulder or separate shared-use pathway is desired.	M-32



*Frankfort North Pier Lighthouse*

## **Benzie County**

### **Existing and Proposed Facilities**

Benzie County has a little more than 132.8 miles of existing active transportation facilities (not including sidewalks), including 22.7 miles of regional shared-use paths, 26.5 miles of local shared-use paths, and 83.6 miles of paved shoulders (4 feet in width or greater).

The Betsie Valley Trail serves as the county’s regional active transportation pathway, connecting communities from Frankfort to Thompsonville. The county’s focus is on expanding connections to key recreational areas like Crystal Lake and enhancing links with regional networks. The recreational trails consist of Shore to Shore Trail from Leelanau County to south of Lake Ann and into Grand Traverse County.

Benzie County’s proposed improvements focus on expanding current connections to improve its access to communities and improving regional interconnectivity. Proposals includes extending the trail from Elberta to Lake Michigan, creating a crucial link between Frankfort and the waterfront. Another important connection desired is to connect Thompsonville to TART/Traverse City via Grawn/Chums Corner. Other proposals include creating connections from Honor to the Betsie Valley Trail, and expanding routes through Elberta Dunes South - from Penfold Park to Elberta Dunes South via Lincoln Avenue to connect to Elberta Dunes South Trail. Most of the improvements aim to connect communities to the TART Trails and other regional systems, with several in the conceptual stage and community desired connections.



*Village of Honor - US-31*

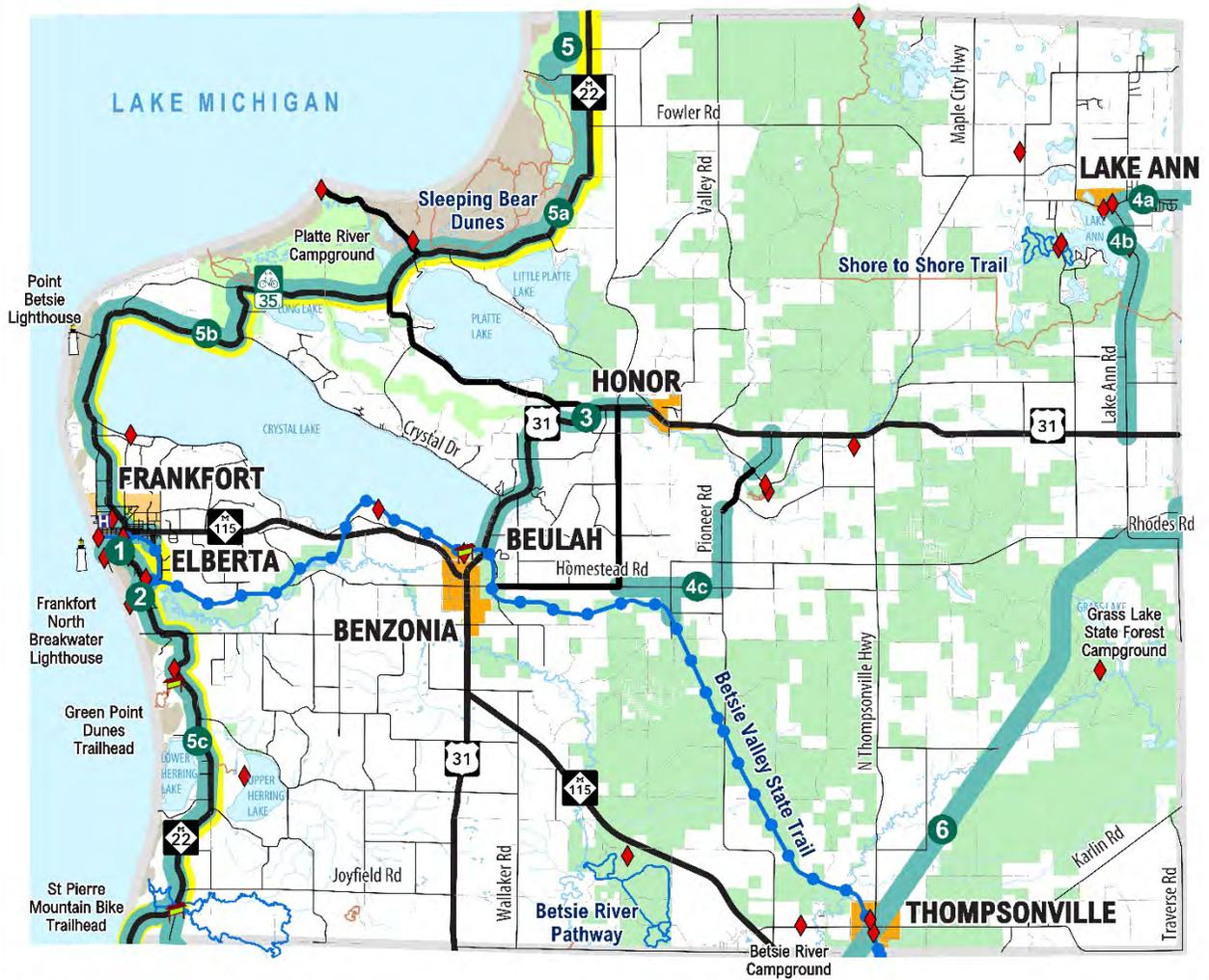


*Village of Beulah*

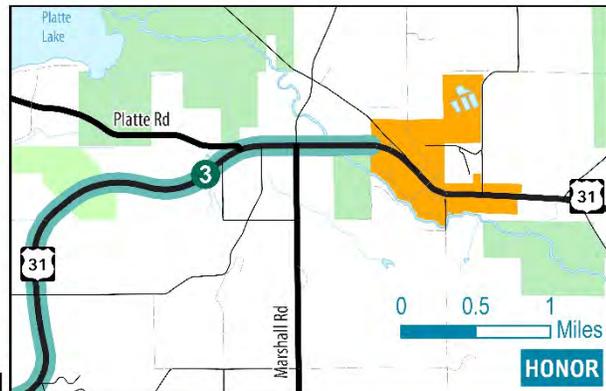
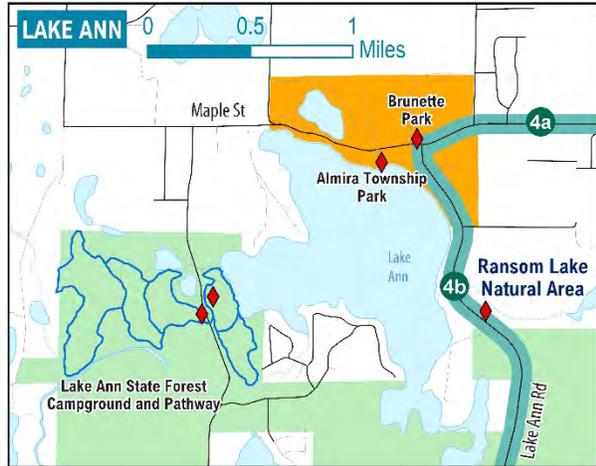
# BENZIE COUNTY PROPOSED IMPROVEMENTS MAP

## LEGEND

- |  |   |  |                              |
|--|---|--|------------------------------|
|  | Proposed Active Transportation Improvements |  | Roads with 4' Paved Shoulder |
|  | Improved Shared Use Regional Path           |  | Paved Roads                  |
|  | Unimproved Shared Use Regional Path         |  | Unpaved Roads                |
|  | Local Shared Use Path                       |  | Limited Access Highway       |
|  | Recreational Trail                          |  | Recreational Facility        |
|  | U.S. Bicycle Route 35                       |  | MDOT Carpool Lot             |
|  | Existing North Country Trail                |  | Trailheads                   |
|  | Existing On road North Country Trail        |  | DNR Parcels                  |
|  |   |  | Critical Dune Areas          |
|  |   |  | National Lakeshore           |



## COMMUNITY MAPS



<b>MILEAGE TABLE</b>				
<b>Benzie County</b>				
<b>Facility Type</b>	<b>Miles in 2024</b>		<b>Miles in 2009</b>	<b>Change</b>
Improved Shared-Use Regional Paths	22.7	132.8 Miles Total	22.7	No change
Unimproved Shared-Use Regional Paths	0		0	No change
Local Shared-Use Paths	26.5		26.5	No change
Bike Lanes	0		0	No change
MDOT-Owned 4-foot or Greater Paved Shoulder	68.9		52.1	+16.8
Locally Owned 4-foot or Greater Paved Shoulder	14.7		11.2	+3.5
North Country Trail - On-road	0	0	0	No change
North Country Trail - Off-road	0		0	No change
Recreational Trails	41.5		41.5	No change
Proposed Improvements	67.9		--	--

<b>Benzie County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
MDOT	1	<p>The current Betsie Valley Trail is 22 miles long and extends from Frankfort through Elberta and Beulah to Thompsonville.</p> <p>Betsie Valley Trail 2020 Master Plan update: The proposed extension of the Betsie Valley Trail is approximately 1.3 miles long from M-22 trailhead, through Elberta along the south shore of Betsie Bay and ending at Lake Michigan. This connection where it crosses M-22 connects west through Penfold Park intersection of Frankfort Avenue and then north running parallel to Frankfort Avenue (with a 25 feet trail easement). This connection would be connecting Lake Michigan beaches of Frankfort and Elberta.</p> <p>The extension of the Betsie Valley Trail to the village-owned beach has been highly prioritized by the community through public input and discussions; yet, developing the extension faces challenges related to easements along the waterfront. Alternative routes for the Betsie Valley Trail may need to be identified in order to ensure the completion of the trail. (Village of Elberta Master Plan 2020-2024) There may be opportunities to work with the Friends of the Betsie Valley Trail to explore opportunities to reroute the trail outside of the waterfront district, potentially along Furnace Street.</p>	Through Elberta along the south shore of Betsie Bay and ending at Lake Michigan.
MDOT	2	Connecting to existing Betsie Valley Trail through Elberta South and to create safe route for bikes and pedestrians from Penfold Park to Elberta Dunes South via Lincoln Avenue to connect to Elberta Dunes South Trail. A possible pedestrian/bike access at Lincoln Avenue would be appropriate. This will be a combined effort of the Parks and Recreation Plan and the Village Streets Capital Improvement Plan as mentioned in the Village of Elberta Parks and Recreation plan 2020-2024.	From Penfold Park to Elberta Dunes South via Lincoln Avenue to connect to Elberta Dunes South Trail.
MDOT	3	There is an existing connection from Honor to Betsie Valley Trail via US-31/Benzie Highway 4-foot	Honor to Betsie Valley Trail

<b>Benzie County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
		paved shoulder; however, an alternative off road pathway is preferred	
	4	There is a strong community desire to improve interconnectivity within Benzie County townships and villages with larger trail systems such as TART, Betsie Valley Trail, Shore to Shore Trail, Platte River Trail as well as possible access to existing township recreation sites. The recommended route is along the roads via 4-foot shoulder; however, alternative pathways can be considered should they become available.	Maple Street - Lake Ann Road - US-31 - Pioneer Road
County/Village	4a	Connecting Almira Township, Long Lake Township and TART via 4-foot paved shoulder is desired. This also connects the users to Almira Township Lake Front Park and Lake Ann recreation sites.	Long Lake Township and Almira Township via Maple Street into Lake Ann
County/Village	4b	Connecting Ransom Lake Natural Area, Shore to Shore Trail and the village of Lake Ann via 4-foot paved shoulder southward to US-31. This eventually connects to Betsie Valley Trail.	Lake Ann Road
County	4c	There is a gap of 4-foot paved shoulder on Pioneer Road. Completing the portion of paved shoulder connects Platte River Trail as well as US-31 to Betsie Valley Trail. This also connects communities to the Platte Springs Pathway and Campground recreational area. This route completes the interconnectivity of communities within and beyond Benzie County in east-west and north-south directions. A possible alternative route off-road may also be studied should they become available.	Pioneer Road
National Lake Shore/MDOT	5	Sleeping Bear Heritage Trail extension is proposed in Leelanau county which extends from the village of Empire to the county line on Norconk Road. Connecting the proposed section from Norconk Road - Aral Hills Road to the Sleeping Bear Dunes is desired to create a connection within the two counties as well as eliminate the gap between paths. Additionally, an extension along M-22 into Manistee County to further expand regional trail connectivity is desired. While this connection is not currently	Norconk Road - Aral Hills Road

<b>Benzie County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
		planned, it is considered a desired link as part of the broader TART Trail regional network vision (See connections 5a, 5b and 5c).	
	5a	Desired connection to extend the Sleeping Bear Heritage Trail separately to the south end of the national park along M-22. This set of improvements remains conceptual, with future studies and planning efforts needed to guide feasibility and development.	Along M-22 to south end of national park
	5b	Connection from the southern end of Sleeping Bear Dunes National Park to Frankfort along M-22, enhancing regional trail continuity. This set of improvements remains conceptual, with future studies and planning efforts needed to guide feasibility and development.	Along M-22 from south end of national park to Frankfort
	5c	Continuation of the above connection, extending the trail from Frankfort along M-22/M-31 toward Manistee County. This set of improvements remains conceptual, with future studies and planning efforts needed to guide feasibility and development.	Along M-22 from Frankfort towards Manistee County
	#N/A	Community showed interest to create an active transportation path around Platte Lake and Crystal Lake.	
MDOT/DNR/Private	6	A conceptual active transportation connection is envisioned between Thompsonville and the TART Trail/Traverse City via Grawn and Chums Corner. Informed by community input, this route follows portions of the old railroad corridor, as well as sections of DNR and private parcels. While not yet formally proposed, it is recommended for future planning. Alternative routes should be considered to guide should they become available.	From Thompsonville to US-31 near Interlochen in Grand Traverse County



## Charlevoix County

### Existing and Proposed Facilities

*Boyne City to Charlevoix Trail (Photo Courtesy of Top of Michigan Trails Council)*

Charlevoix County has a little more than 96 miles of existing active transportation facilities (not including sidewalks), including 13.9 miles of regional shared-use paths, 24.7 miles of local shared-use paths, and 57.5 miles of paved shoulders (4 feet in width or greater). The other trails are motorcycle trails or ORV trails. The Boyne City to Charlevoix Trail, Lake to Lake Trail, and Little Traverse Wheelway are the primary improved shared-use regional paths of the county. North Country Trail passes through the county on the east side of the county, providing access to hikers. Charlevoix is also known for its rich outdoor activities, drawing residents and tourists alike for hiking, cycling and water sports. Lake Charlevoix is a popular hub for these activities, with multiple parks and access points for public use.

The proposed improvements in Charlevoix County focus primarily on expanding the Boyne City to Charlevoix Trail. Additionally, there is a proposed connector along M-66, which would link Charlevoix with East Jordan. This project aims to expand active transportation access to the southern part of the county and improve the connection to nearby recreational destinations. Other improvements include the continued development of the Nakwema Trailway, which would provide a route from Charlevoix to Eastport and beyond, which will further connect key recreation areas like Fisherman’s Island State Park. The majority of these improvements are still in the planning or conceptual stages, driven by community input and desired facilities. Future feasibility studies will help guide the development of Charlevoix County’s active transportation network.



*Boyne City to Charlevoix Trail*



*Boyne City to Charlevoix Trail (Photo Courtesy of Top of Michigan Trails Council)*

# CHARLEVOIX COUNTY PROPOSED IMPROVEMENTS MAP

## LEGEND

Proposed Active Transportation Improvements

### Trail Facilities

- Improved Shared Use Regional Path
- Unimproved Shared Use Regional Path
- Local Shared Use Path
- Recreational Trail
- U.S. Bicycle Route 35
- Existing North Country Trail
- Existing On road North Country Trail

### North Country Trail Public Facilities

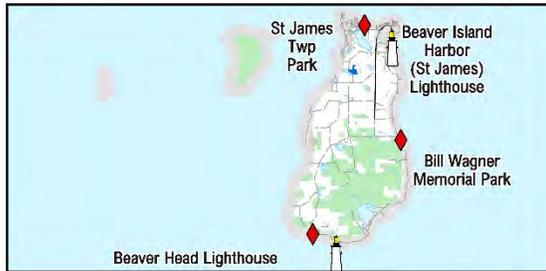
- Camping
- Parking
- Water Access

### Roads

- Roads with 4' Paved Shoulder
- Paved Roads
- Unpaved Roads
- Limited Access Highway

### Other Facilities

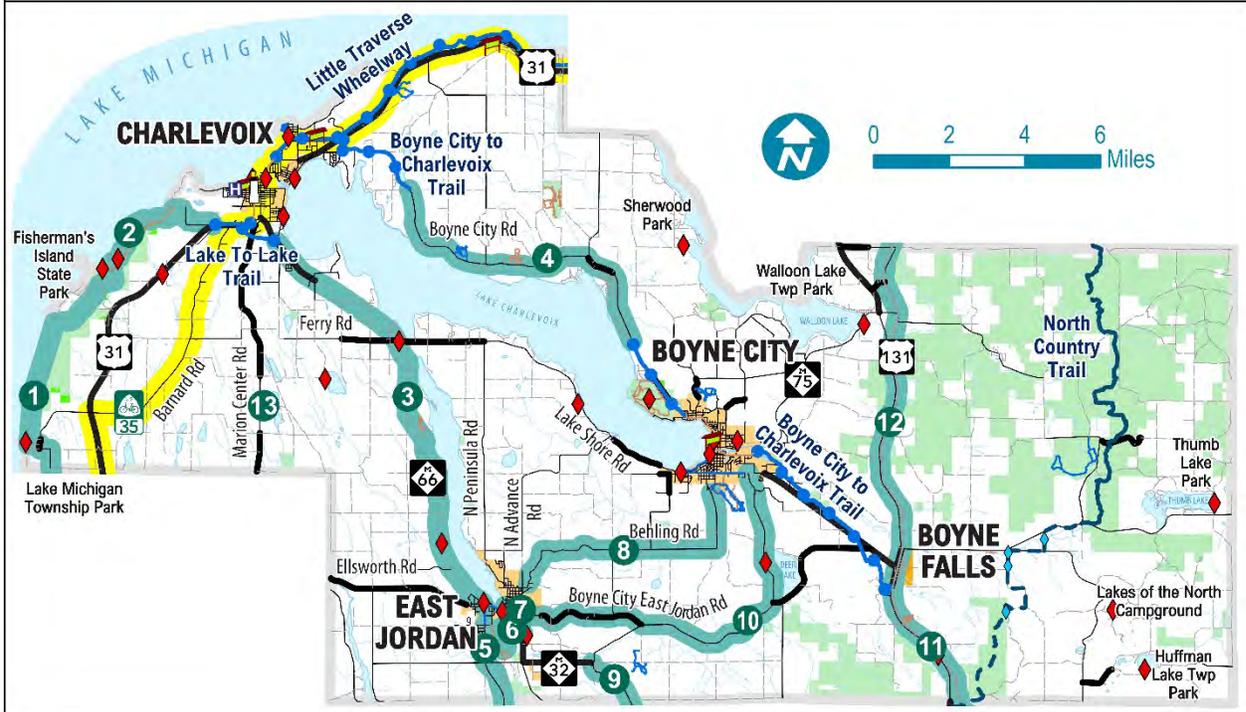
- Recreational Facility
- MDOT Carpool Lot
- Trailheads
- DNR Parcels
- Critical Dune Areas



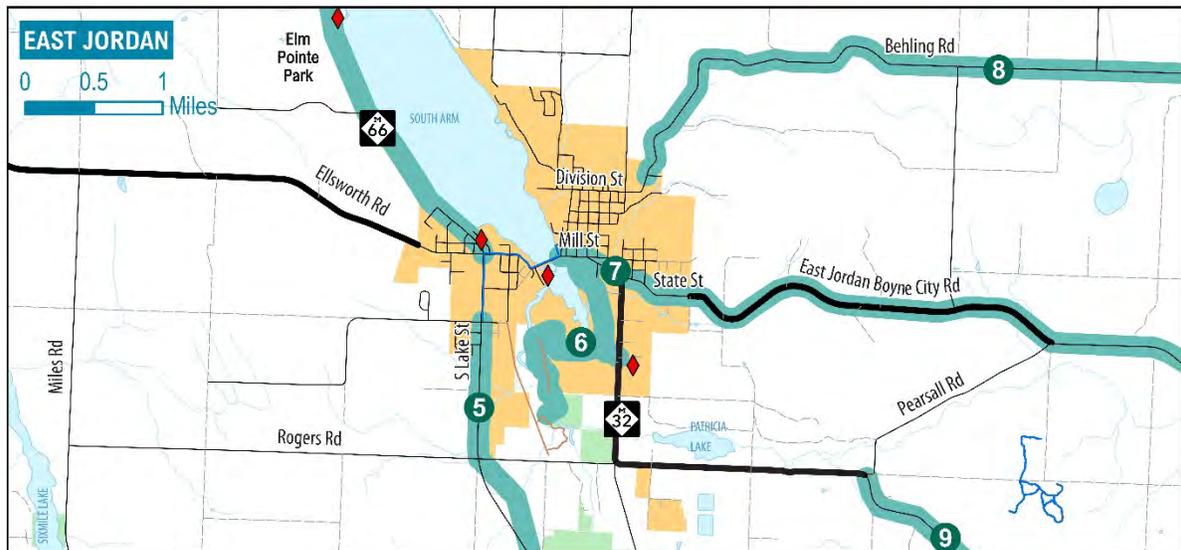
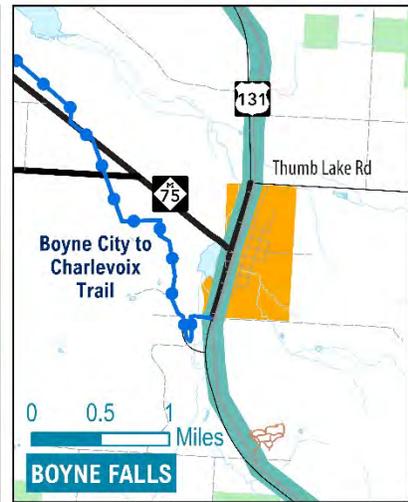
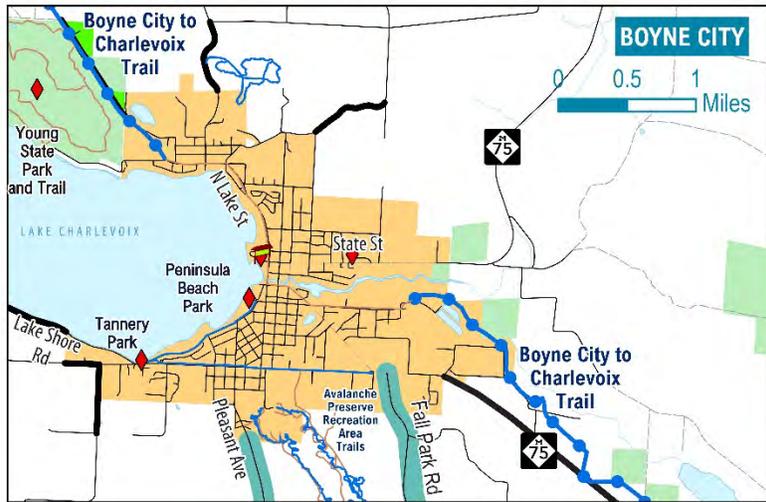
HIGH ISLAND | BEAVER ISLAND



GARDEN ISLAND | HOG ISLAND



## COMMUNITY MAPS



## MILEAGE TABLE

Charlevoix County				
Facility Type	Miles in 2024		Miles in 2009	Change
Improved Shared-Use Regional Paths	13.9	96.1 Total Miles	13.9	No change
Unimproved Shared-Use Regional Paths	0		0	No change
Local Shared-Use Paths	24.7		24.7	No change
Bike Lanes	0		0	No Change
MDOT-Owned 4-foot or Greater Paved Shoulder	29.8		29.8	No change
Locally Owned 4-foot or Greater Paved Shoulder	27.7		22.4	+5.3
North Country Trail - On-road	8.7	8.9	8.7	No change
North Country Trail - Off-road	0.2		0.2	No change
Recreational Trails	29.8		29.8	No change
Proposed Improvements	111.9		--	--

<b>Charlevoix County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
MDOT, County, City, DNR	1	Nakwema Trailway - Future Trail from north of Eastport to another proposed connector trail segment (i.e., Charlevoix to Fisherman’s Island State Park segment). This section is still a conceptual connection for future design and study. Anticipated length: 6.5 miles.	East Port to Charlevoix - Clipperview Road to Old Dixie Highway  <a href="https://nakwematrailway.org/the-vision/the-trail/">https://nakwematrailway.org/the-vision/the-trail/</a>
	2	Nakwema Trailway - TC-CHX - Charlevoix - Fisherman’s Island State Park  This proposed section connects the Lake to Lake Trail at Bells Bay Road in Charlevoix Township to Clipperview Road in Norwood Township. The design/engineering is in process and project actively seeking funds. This section ends at the current Lake to Lake Trail end point south of Charlevoix City	Nakwema Trailway - TC-CHX - Charlevoix - Fisherman’s Island State Park  <a href="https://nakwematrailway.org/the-vision/the-trail/charlevoix-connector/">https://nakwematrailway.org/the-vision/the-trail/charlevoix-connector/</a>
	3	This future facility is a conceptual section not yet proposed. It connects Charlevoix City from the southside at existing Lake to Lake Trail end point to East Jordan along M-66.	Charlevoix to East Jordan Connector Trail - M-66
MDOT	4	This proposed section is a part of Boyne City to Charlevoix Trail.  Phase 4 - It starts at the completed Phase 2 of the trail at Quarterline Road in Hayes Township and continue detached within the right of way along Boyne City Road to Hayes Township Park (Camp Sea-Gull) on the east/north side of the road (the side opposite Lake Charlevoix). The trail will cross Boyne City Road in the vicinity of Hayes Township Park, where there are plans to establish a trailhead in the future. This phase will cover a distance of 2.69 miles.  Phase 5 - Phase 5 will begin at the	Boyne City to Charlevoix Trail along Boyne City Road  <a href="https://www.trails council.org/boyne-city-charlevoix-trail/">https://www.trails council.org/boyne-city-charlevoix-trail/</a>

<b>Charlevoix County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
		<p>completed Phase 4 of the trail at Hayes Township Park (formerly Camp Sea-Gull) and continue as a detached trail within the right of way along Boyne City Road on the south (Lake Charlevoix) side of the road to Pincherry Road in Bay Township, where it will connect to the end of Phase 3. This phase will cover a distance of 3.3 miles.</p> <p>Phase 3 (Under Construction) - Phase 5 will begin at the completed Phase 4 of the trail at Hayes Township Park (formerly Camp Sea-Gull) and continue as a detached trail within the right of way along Boyne City Road on the south (Lake Charlevoix) side of the road to Pincherry Road in Bay Township, where it will connect to the end of Phase 3. This phase will cover a distance of 3.3 miles.</p>	
City/County	5	<p>Future connector trail from north of the village of Mancelona along M-66 to East Jordan. This section is still a conceptual connection for future design and study. Additionally there is a strong community desire for adding sidewalks along M-66 and S Lake Streey southside of the city of East Jordan.</p>	M-66
City	6	<p>A path/shared-use local path connecting to the city of East Jordan's existing local trails is desired. This section is not yet proposed, future alternative routes or study is recommended for the desired connection.</p>	Along existing Jordan Valley Trail/Brown Creek (south of State Street)
City	7	<p>Sidewalk addition or a separated path in addition to crosswalks along Mill Street - State Street (outward to city limit) connecting existing shared-use local trails within the city of East Jordan is desired.</p>	Mill Street - State Street

<b>Charlevoix County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
City	8	Bicycle route desired from Boyne City to East Jordan. This section is not yet proposed; either 4-foot shoulder widening or a separated pathway is desired. Future study of the connection is recommended and alternative routes can be considered if they become available. Extension or connecting to either shared-use local paths of both cities should also be considered. TOMC has already included a conceptual alternative route for connecting Boyne City to East Jordan along East Jordan-Boyne City Road; part of it is already paved with 4-foot wide shoulders south of East Jordan.	Pleasant Avenue/Pleasant Valley Road to Behling Road to Division Street into the city of East Jordan
MDOT	9	There is an existing gap of unpaved M-32 south of the city of East Jordan. Completing this section with 4-foot paved shoulders is desired and would be appropriate.	M-32
County	10	Future trail connector from the city of East Jordan to Boyne City is planned along East Jordan-Boyne City Road. This section is not yet proposed and is still a conceptual connector.	East Jordan-Boyne City Road
MDOT	11	Future trail connector from the village of Boyne Falls to Elmira in Otsego County is planned along US-131. This section starts from the existing Boyne Valley Trail end point. This section is not yet proposed and is still a conceptual connector.	US-131 - Boyne Valley to Elmira
MDOT	12	Future trail connector from the village of Boyne Falls to Petoskey is planned along US-131. This section connects the existing Boyne Valley Trail end point in Boyne Falls to North Country Trail in Petoskey. This section is not yet proposed and is still a conceptual connector.	US-131 - Boyne Valley to Petoskey

<b>Charlevoix County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
County	13	There is an existing gap of unpaved shoulder along Marion Center Road south of the city of Charlevoix to county line. Completing this gap with a 4-foot wide paved shoulder would be appropriate.	Marion Center Road



*North Eastern State Trail River Trestle*

## **Cheboygan County**

### **Existing and Proposed Facilities**

Cheboygan County has 176 miles of existing active transportation facilities (not including sidewalks). This includes 97 miles of shared-use paths, and 79 miles of paved shoulders (4 feet in width or greater). The NCST, NEST, and Burt Lake Trail provide most of the shared-use path mileage in the county. The entire length of US-23 in Cheboygan County has 4-foot or greater paved shoulders. Levering Road and South Straits Highway/M-27 have paved shoulders several miles outside of Cheboygan. Other county roads encircling Burt and Mullett lakes have areas of paved shoulders. There are also more than 117 miles of recreational trails in Cheboygan County. The Shore to Shore Trail and High Country Pathway both run through the county. Black Mountain Recreation Area has many miles of ORV trails. Several state forest and nature preserve areas offer miles of hiking trails as well.

Cheboygan County has fewer proposed routes than many of the northeast counties, most likely due to the larger number of existing mileages with the NEST, NCST, and Burt Lake Trail. The proposed routes look to begin connecting those existing routes, connecting to recreation areas, and creating loops around Burt, Mullett, and Black lakes.



*North Eastern State Trail*



*North Central State Trail Alongside US-23*



## COMMUNITY MAPS



<b>MILEAGE TABLE</b>				
<b>Cheboygan County</b>				
<b>Facility Type</b>	<b>Miles in 2024</b>		<b>Miles in 2009</b>	<b>Change</b>
Improved Shared-Use Regional Paths	83.2	176 Miles Total	50.7	+32.5
Unimproved Shared-Use Regional Paths	0		26.5	-26.5
Local Shared-Use Paths	13.8		4.1	+9.7
Bike Lanes	0		0	No change
MDOT-Owned 4-foot or Greater Paved Shoulder	45		45	No change
Locally Owned 4-foot or Greater Paved Shoulder	34		0	+34
Recreational Trails	117.8		117.8	No change
Proposed Improvements	90.1		217.0	-----

<b>Cheboygan County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description*</b>	<b>Linkages</b>
County	1	The proposed route travels north/south on South Black River Road and traverses in a southwestern direction through the Pigeon River Country State Forest to connect the North Eastern State Trail to the High Country Pathway. The proposed route crosses M-68/M-33 near the North Eastern State Trail, which would enable users to travel toward Tower or the city of Onaway.	North Eastern State Trail to High Country Pathway
County	2	The route travels from Wolverine along S Straits Highway/N Old 27 to connect Petoskey with the North Central State Trail. Lumberman’s Park can be accessed by travelling along the North Central State Trail in a northern direction. The Wilmot Township Roadside Park and Gaylord State Forest Area are located along this route. About 0.2 miles west of the proposed route along W Allen Creek Road is a tourist attraction, Gnome Village, and about a quarter-mile east of the proposed route along Sunshine Trail is the Maple Ridge Stables.	Wolverine to NCST connection west to Petoskey
MDOT	3a	The proposed route travels along M-68/Sturgeon Street around the southern and western sides of Burt Lake to connect Indian River to Alanson. The route begins at Sturgeon Street and travels adjacent to Burt Lake State Park, the Cross in the Woods Catholic Shrine of Indian River, and the Seasons of the North Winery. At the beginning of this route, users can travel south along Sturgeon Street to access lodging, restaurants, an MDOT carpool lot, and Cooperation Park. A 4-foot or greater paved shoulder or separate shared-use pathway are desired.	Indian River west toward Petoskey, Alanson, and Camp Pet-O-Se-Ga
County	3b	This proposed route travels from M-68/Sturgeon Street in a westward direction along Parke Road then south along Bamwell Road to connect Indian River with Camp Pet-O-Se-Ga and Pickerel Lake. The Gaylord State Forest Area is adjacent to the beginning of this proposed route (where M-68/Sturgeon Street connects to Parke Road). A 4-foot or greater paved shoulder or separate shared-use pathway are desired.	
County	3c	This proposed route travels south along Reams Road from Parke Road then traverses in a western direction along Pickerel Lake Road to connect Indian River with Petoskey. The route travels through the Gaylord State Forest Area. A separate shared-use pathway is desired.	
County	4	Two options are shown to connect the North Eastern State Trail to the North Central State Trail. The first travels from the North Eastern State Trail in a southern direction along	North Central State Trail to

<b>Cheboygan County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description*</b>	<b>Linkages</b>
		<p>M-33 to E Devereaux Lake Road then southwest along E Mullett Lake Road toward Onaway Road then west toward the North Central State Trail and Marina Park in Indian River. The second option travels in a western direction along Mann Lake Road to M-33, then south to E Hackleburg Road then southwest along E Mullett Lake Road to Onaway Road then toward the North Central State Trail and Marina Park in Indian River. The proposed routes travel by or through the Gaylord State Forest Area and users can travel on adjacent roadways to connect to Scott Bay, Parrott Point, and Pigeon River Bay in Mullet Lake. E Mullett Lake Road has a 4-foot or greater paved shoulder, except for a section between Old School Road and an area slightly northeast of Gannon Drive. Extending the 4-foot or greater paved shoulder along the gap on E Mullett Lake Road is desired.</p> <p>The first proposed option allows users to travel a longer distance along the eastern side of Mullett Lake and connect them to less traveled roads that lead to Round Point, Stony Point, and Red Pine Point along Mullett Lake. This route also permits users to travel in a northwestern direction along the North Eastern State Trail to Aloha State Park.</p> <p>The second proposed option permits users to continue in a western direction on Mann Lake Road to connect the North Eastern State Trail to Needle Point Nature Preserve. This option also connects the North Eastern State Trail to the Shore to Shore Trail and the Stoney Creek State Forest Trail Camp.</p>	North Eastern State Trail
County	5a	<p>Two options are shown to connect Black Mountain Forest Recreation Area to N Black River Road. The first option travels west along Town Hall Highway to Doriva Beach Road then in a northwestern direction to Twin Lakes Road. This option would allow users to stop at the Black Mountain Presque Isle Shelter or connect users to the Black Mountain Pathway. The second option travels south along County Road (CR) 489 to Black Mountain Road, then travels along the northeastern side of Black Lake to Doriva Beach Road then in a northwestern direction to Twin Lakes Road. The proposed route travels by the Black Mountain Forest Recreation Area Trailhead, the Black Mountain ORV Scramble Area, the Black Mountain Nordic Ski Trails, Rippling Rapids Golf Course, and various lodging</p>	Black Mountain Forest Recreation Area to the North Eastern State Trail and Mullett Lake

<b>Cheboygan County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description*</b>	<b>Linkages</b>
		accommodations, as well as through the Atlanta State Forest Area. About a mile south of the proposed route is the Black Lake State Forest Campground.	
County	5b	The proposed route travels south on N Black River Road to S River Road and makes a sharp turn onto Long Lake Road to travel to M-33 and connect to the North Eastern State Trail. Users can travel along lesser traveled roads to connect to the Black River, Long Lake Creek, and the south side of Long Lake.	
County	5c	The route continues along S River Road then travels in a western direction on Orchard Beach Road toward the North Eastern State Trail and Mullett Lake.	
County	5d	The proposed route travels across N Black River Road to continue along Twin Lakes Road and reconnect to N Black River Road and travel north to Orchard Beach Road, then traverse in a western direction to the North Eastern State Trail and Mullett Lake. About 0.1 miles west of the proposed route is a boat/kayak launch on Kensington Road to access the Black River. The route travels through Alverno.	
County	6	The proposed route travels from M-211 in Presque Isle County into Cheboygan County along N Allis Highway and north along N Black River Road to S River Road. This route traverses along the west side of Black Lake and travels through the Gaylord State Forest Area. Lodging accommodations, restaurants, the UAW Black Lake Campground, and the Black Lake Golf Club are adjacent to the route. A 4-foot or greater paved shoulder or separate shared-use pathway are desired.	M-211 to Black River Road, the North Eastern State Trail, and Cheboygan County
Village	7	The proposed route begins at the North Central State Trailhead in Mackinaw City and follows the North Western State Trail until it turns in a northwestern direction toward Griffen Street and in a western direction toward the Headlands International Dark Sky Park, the Mackinaw Heritage Village, and a trail system south of the Mackinaw Heritage Village. Users that stay on the North Western State Trail are connected to the Mackinaw City/Mackinac Island KOA Journey. At the Headlands International Dark Sky Park, users can travel north along Wilderness Park Drive/Headlands Road to McGulpin Point Lighthouse, McGulpin Rock, and the Lake Michigan shoreline. Users can travel north from the North Central State Trailhead into Mackinaw City to be connected to lodging accommodations, restaurants, retail shops, the Mackinaw	Mackinaw City Crosstown Trail

<b>Cheboygan County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description*</b>	<b>Linkages</b>
		Historical Pathway, Indian Pathways Park, Old School Park, Wawatam Park, Gary W. Williams Memorial Park, Maritime Park, Alexander Henry Waterfront Park, Old Mackinac Point Lighthouse, Old Mackinac Point, Mackinaw City Municipal Marina, Mackinaw City Harbor, Conkling Heritage Park, Fort Michilimackinac State Park, the Icebreaker Mackinaw Maritime Museum, and the Lake Huron shoreline.	
County	8	The proposed route begins in the community of Topinabee and runs north and west to meet the existing Burt Lake Trail. The Burt Lake Trail loops around the northern end of Burt Lake. Segments along Mullet Burt Road and East Burt Lake Road to Birchwood Road are paved shoulder. The remainder is a mix of paved and crush-compacted limestone separate pathway. The proposed route and Burt Lake Trail segments would connect users to Topinabee, Melvin Family Preserve, The Gorge Hiking Trails, Chaboiganing Preserve, Indian Point Memorial Forest, Maple Bay State Forest Campground, and the west to Brutus, US-31 and the northwestern State Trail.	Topinabee, Burt Lake, Maple Bay SFCG, Brutus, US-31, NWST



*Bridge Over the Au Sable River*

## Crawford County

### Existing and Proposed Facilities

Crawford County has 28 miles of existing active transportation facilities (not including sidewalks), including more than 14 miles of shared-use paths, 1.9 miles of bike lanes, and approximately 12 miles of paved shoulders (4 feet in width or greater). The shared-use path miles are segments of the Iron Belle Trail and the Grayling Bicycle Turnpike. Remaining gaps in the Iron Belle Trail are in various planning and engineering stages. There are also 134 miles of recreational trails within the county. Hansen Hills, North Higgins Lake and Hartwick Pines State Parks, and Wakely Lake Foot Travel Area each offer miles of recreational trails. In addition, the Shore to Shore Trail and the Midland to Mackinaw Trail both pass through the county.

Almost 120 miles of proposed routes were identified in Crawford County. Many of the routes will close gaps in existing facilities or make regional connections. Proposed routes 1a, 1b and 1c will all close gaps in the Iron Belle Trail and make the route complete within the county. Proposed routes 8 and 9 are a part of the overall regional AuSable River corridor connecting many communities and recreational sites all the way to the mouth of the river in Oscoda.



*Trail Town Amenities in Downtown Grayling*



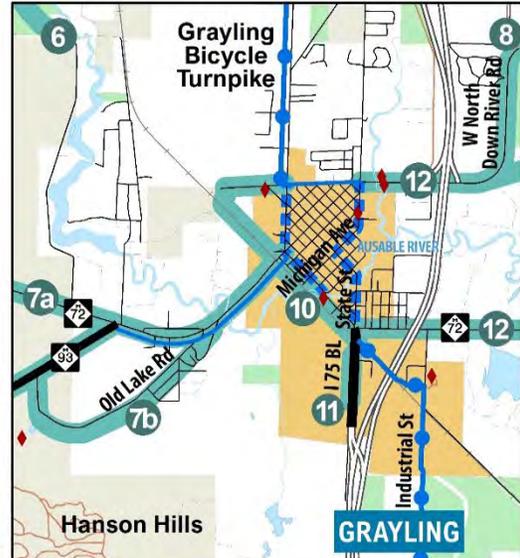
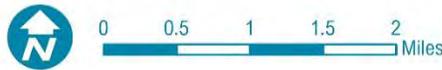
*Paved Shoulders on an Early Morning Highway*



## COMMUNITY MAP AND MILEAGE TABLE



*Pedestrian Bridge over the Au Sable River*



### Crawford County

Facility Type	Miles in 2024	Miles in 2009	Change
Improved Shared-Use Regional Paths	10.8	5.4	+5.4
Unimproved Shared-Use Regional Paths	0	0	No change
Local Shared-Use Paths	3.9	0	+3.9
Bike Lanes	1.9	0	+1.9
MDOT-Owned 4-foot or Greater Paved Shoulder	4	4	No change
Locally Owned 4-foot or Greater Paved Shoulder	7.4	7.4	No change
Recreational Trails	134.1	133.4	+0.7
Proposed Improvements	118.3	171.1	-----
		28 Miles Total	

<b>Crawford County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description*</b>	<b>Linkages</b>
County	1a	The route follows the proposed Iron Belle Trail along Old US-27 through Frederic toward the Grayling Area Bike Path on Hartwick Pines Road/I-75 Business Loop to travel into Grayling. The route crosses the Shore to Shore Trail and travels through the Grayling State Forest Area as well as Camp Grayling lands. Users can travel along a 4-foot paved shoulder from Frederic to the Grayling Area Bike Path. Users can access restaurants, the Betty Sadjak Memorial Park and the Frederic Township Hall/Eagle Park within Frederic. The Gaylord South/Bradford Lake KOA Holiday, Hankerd's Horseshoe Lake Campground, North Central State Trail, Horseshoe Lake, Blue Gill Lake, Big Bradford Lake, Polack Campground, Bradford Creek, the Au Sable River, Gaylord High School, and Trails Campground are adjacent to this route. The route connects to existing trails that travel to and from the restaurants, lodging and retail shops in Grayling. A separate shared-use pathway is desired due to high traffic volume and speed.	Waters to Frederic, Grayling, and North Higgins Lake State Park
County	1b	The route follows the proposed Iron Belle Trail route segment along Old US-27 from 4 Mile Road south of the Kirtland Community College to W Fletcher Road then connects to North Higgins Lake State Park's trail system. Users can travel to the nearby Civilian Conservation Corps Museum, North Higgins Lake State Park Campground and Higgins Lake Beach. The route travels through the Grayling State Forest Area and state park lands. A separate shared-use pathway is desired due to high traffic volume and speed.	
County	1c	This proposed route follows the proposed Iron Belle Trail route along N Higgins Lake Drive into Roscommon County. Adding 4-foot or greater paved shoulders is desired to connect existing paved shoulders and separate shared-use pathway segments.	
County	1d	This route is shown on the Roscommon map to travel north on S Grayling Road to connect the Higgins Lake Area to Grayling. However, it is recommended this route be abandoned in favor of allocating resources toward the proposed Iron Belle Trail routes (1b and 1c).	
County	2	The route traverses in a western direction along N Higgins Lake Road then travels south on S Old US-27 into Roscommon County. It is recommended to extend the 4-foot or greater paved shoulder along N Higgins Lake Road	North Higgins Lake State Park to Higgins Lake Loop, South

<b>Crawford County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description*</b>	<b>Linkages</b>
		that connects this proposed route to the entrance of North Higgins Lake State Park. The route travels through state park land and the Grayling State Forest Area.	Higgins Lake State Park and Marl Lake
County	3	The route is a continuing connection along Sherman Road from Otsego County to connect to Hartwick Pines State Park. The route travels through the Grayling State Forest Area and Camp Grayling lands. Users can access the Hartwick Pines Trail system, Hartwick Pines Logging Museum, Hartwick Pines State Park Campground, and the Grayling Area Bike Path. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Waters and Guthrie Lakes Area to Hartwick Pines State Park
County	4	The proposed route follows CR 612 from Lewiston to Frederic, or users can travel south on Hartwick Pines Road to connect to Hartwick Pines State Park. The route passes through the Grayling State Forest Area, Camp Grayling lands, and Lovells. Users can access lodging, restaurants, and Douglas Park in Lovells and restaurants, the Betty Sadjak Memorial Park, and Frederic Township Hall/Eagle Park in Frederic. The AuSable River Public Water Access Site, Jones Lake State Forest Campground, Jones Lake, Shupac Lake State Forest Campground, and Shupac Lake are nearby this route. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Lewiston to Lovells to Hartwick Pines State Park or Frederic
County	5	The proposed route travels west along CR 612 out of Frederic toward Kalkaska in Kalkaska County. The route travels through the Grayling State Forest Area and parallels the Shore to Shore Trail. Users can access restaurants, the Betty Sadjak Memorial Park, and Frederic Township Hall/Eagle Park in Frederic. The Goose Trail Camp and Upper Manistee River State Forest Campground are adjacent to the route, and the Red Bridge is an attraction along the route. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Frederic to Kalkaska
MDNR	6	The route travels along multiple two-tracks in the Grayling State Forest Area (State of Michigan-owned land). It is recommended the two-tracks be improved for hikers and mountain bikers. There is an area near Camp Grayling west of Wendy Lane and north of Pollak Bridge Road that could serve as a small parking area. This route is adjacent to Sand Hill Lake.	Shore to Shore Trail to Camp Grayling
MDOT	7a	The proposed route travels west on M-72 from Grayling toward Kalkaska in Kalkaska County. Within Grayling, the route crosses the Grayling Area Bike Path and connects	Grayling to Kalkaska

<b>Crawford County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description*</b>	<b>Linkages</b>
		users with lodging, restaurants, and retail shops. It is desired to have a separate shared-use pathway on both sides of M-72. Currently, this segment begins at the intersection of Fig Street, I-75 Business Loop, Lake Street, and M-72 in Grayling, which is a busy and dangerous intersection for pedestrians and bicyclists. It is not recommended this crossing connect to the paved shoulder along the I-75 Business Loop since M-72 is too close to the intersection. The route travels through Camp Grayling lands and is adjacent to the Manistee River Bridge State Forest Campground, Grayling State Forest Area, and the north side of Lake Margrethe. Points of interest and facilities around Lake Margrethe include Eagle Point, McIntyre Landing, Danish Landing, Lake Margrethe State Forest Campground, Lincoln Park Landing, Summett Road Landing, Collens Landing, Big Bear Point, Little Bear Point, and a fitness trail on the southwest corner of Lake Margrethe. Users can travel from this route along 4-foot or greater paved shoulders on either M-93 or Old Lake Road to connect to Hanson Hills Recreation Area, Hanson State Game Refuge, the Grayling Sportsman Club, and the south side of Lake Margrethe.	
County, MDOT	7b	This proposed route would connect the city of Grayling and the M-72 west corridor to the Hanson Hills Recreation Area via an Old Lake Road loop, and then south along M-93 to Camp Grayling. M-93 currently has 4-foot or greater paved shoulders but a separate pathway is desired.	Grayling to Hansen Hills Recreation Area and Camp Grayling
County	8	The route travels east on N Down River Road to connect to Fairview, or users can travel north on N Red Oak Road to connect to Lewiston. The proposed route travels through the Grayling State Forest Area and Camp Grayling lands, and crosses the Shore to Shore Trail. Users can travel to the Rayburn Forest Preserve, Kellogg’s Bridge, Blonde Dam Bridge, Stephans Bridge, and the Au Sable River State Forest Canoe Camp. Lodging, restaurants and retail shops can be found in Grayling and Lewiston. A restaurant and retail shops can be found in Fairview. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Grayling to Lewiston and Fairview
MDOT	9	The proposed route travels east along S Down River Road/M-72/W Park Road/Cripps Road/Ryno Road/W 8th Street to connect to Mio. The route travels through Luzerne, the Grayling State Forest Area, and the Huron National Forest. Lodging, restaurants and retail shops can be found	Grayling to Mio

<b>Crawford County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description*</b>	<b>Linkages</b>
		in Grayling, Mio and Luzerne. Users can travel to the Mio Pine Acres Cabins Campground, Smith Bridge, the Shore to Shore Trail, Comstock Nelson Community Park, Wakely Lake Foot Travel Area, Wakeley Lake Area, the Mason Tract Pathway Trailhead, and Mason Tract Trail. A separate shared-use pathway is desired due to the 65 mph speed limit and truck traffic.	
MDOT/City	10	The proposed route follows the proposed Iron Belle Trail route segment through Grayling with a trailhead located at the Grayling City Hall. The proposed route connects to the 4-foot paved shoulders along M-93 and the I-75 Business Loop. The cemetery fence impairs vision at the intersection of N Down River Road and S I-75 Business Loop and only has crossings on one side of the road. Lodging, restaurants and retail shops can be found in Grayling. The existing footbridge over the Au Sable River is proposed to be used since it is intended only for pedestrians. However, this bridge could become a pinch point. The route travels by the Grayling Skatepark and the Au Sable River City Park.	Within Grayling
MDOT	11	The proposed improvement is intended to address the gap in the sidewalk on the west side of the I-75 Business Loop. The purpose of this improvement is to address the current safety issues users face when walking through parking lots.	I-75 Business Loop (Grayling)
MDOT	12	The route follows the proposed Rayburn Loop. It travels east on S Down River Road, north along the Shore to Shore Trail through the Grayling State Forest Area to connect to the Rayburn Forest Preserve then travels west to connect to N Down River Road toward Grayling. This multi-use pathway to the new COA building is currently being developed with MDOT. A potential trailhead may be located at the Grayling Township Fish Hatchery Nature Park. Lower speed limits are recommended on the east end of the loop. The Grayling Community Health Center, Grayling Fish Hatchery, the Grayling Little League Fields, and Shellenbarger Lake are adjacent to the route. A separate shared-use pathway is desired due to the 65 mph speed limit and truck traffic.	Grayling to the Rayburn Forest Preserve/COA building



*Little Traverse Wheelway*

## Emmet County

### Existing and Proposed Facilities

Emmet County has a little more than 148 miles of existing active transportation facilities (not including sidewalks), including 47.9 miles of regional shared-use paths, 23 miles of local shared-use paths, and 77.6 miles of paved shoulders (4 feet in width or greater).

The North Western State Trail and sections of the Little Traverse Wheelway, which continue from Charlevoix County, are the primary improved shared-use regional paths in Emmet County. These trails connect communities such as Petoskey, Harbor Springs, and Mackinaw City, as well as recreational areas like the Petoskey Pierhead Lighthouse, Petoskey State Park, Alanson Parks, Pellston Parks, and the Mackinaw Point Lighthouse. Additionally, the North Country Trail runs through the county, from Mackinaw City through Petoskey and southwards into Charlevoix County.

The proposed improvements in Emmet County primarily focus on expanding the North Western State Trail, which currently runs from Petoskey to Mackinaw City. Plans aim to extend this trail further into northern Emmet County, providing better access to Wilderness State Park and connecting to surrounding counties. Additionally, there are proposed improvements to the Burt Lake Trail on Brutus Road south of Pellston. The majority of these proposed improvements are still in the conceptual stage, guided by community input and conceptual plans/studies. As these projects move forward, Emmet County's active transportation network will continue to expand, offering safer, more connected routes to its natural and recreational attractions.



*North Western State Trail*



*Oden Fish Hatchery*

*Photos Courtesy of Top of Michigan Trails Council*

# EMMET COUNTY PROPOSED IMPROVEMENTS MAP



## COMMUNITY MAPS



## MILEAGE TABLE

Emmet County				
Facility Type	Miles in 2024		Miles in 2009	Change
Improved Shared-Use Regional Paths	47.9	353.4 Total Miles	47.9	No change
Unimproved Shared-Use Regional Paths	0		0	No change
Local Shared-Use Paths	23		23	No change
Bike Lanes	0		0	No Change
MDOT-Owned 4-foot or Greater Paved Shoulder	49		37.7	+11.3
Locally Owned 4-foot or Greater Paved Shoulder	28.6		10.6	+17.4
North Country Trail - On-road	11.8	71.98	--	--
North Country Trail - Off-road	61.9		--	--
Recreational Trails	49		--	--
Proposed Improvements	26.6		--	--

<b>Emmet County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
DNR/MDOT	1	A future trail connector from the village of Boyne Falls to Petoskey is planned along US-131. This section would link the existing Boyne Valley Trail endpoint in Boyne Falls to the North Country Trail in Petoskey. While still a conceptual connector, it has not yet been formally proposed. An alternative route is suggested along the DNR parcels for this connection from the Emmet County line to Petoskey in the City of Petoskey Parks and Recreation plan to connect North Country Trail and other local connections.	US-131 - Boyne Valley to Petoskey
MDOT/City	2	Sidewalk extensions or broader shoulders are needed along US-131 and Spring Street to connect with the Petoskey Greenway. A separate bike path or sidewalk would be an appropriate solution for this connection.	Spring Street
City	3	A sidewalk along Sheridan Street, Jennings Avenue, and Kalamazoo Avenue is intended to connect key areas, including Petoskey city parks, the downtown greenway, schools, and playgrounds, to the North Country Trail (NCT) via Sheridan Street.  A portion of this connection is already completed up to the NCT parking area where Sheridan Street intersects the trail. The extension is desired to continue south along River Road until the existing pavement begins, with either a separated pathway or sidewalk. Further studies and alternative routes could be explored to enhance connectivity and guide its development. As this remains a conceptual connection, additional analysis and route options may be considered as opportunities arise.	Sheridan Street - River Road S
City	4	This section along Emmet Street is desired to extend the Petoskey Greenway, connecting to all town parks and the sports field. A separate bike path or sidewalk would be an appropriate solution for this connection.	Emmet Street
County	5	The Burt Lake Trail is an 18-mile mixed-surface trail, including crushed limestone, pavement and road shoulders. Phase one, completed in 2013, covers 5	Brutus Road  <a href="https://www.trailsouncil.org/burt-lake-trail-2/">https://www.trailsouncil.org/burt-lake-trail-2/</a>

<b>Emmet County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
		miles from Maple Bay Road to Hogsback Road, funded by grants and local contributions. When fully completed, the trail will connect the North Central State Trail and the North Western State Trail, creating a 67-mile loop. It will also link to the Iron Belle Trail. Future segments will include widened shoulders and separated pathways where feasible. This section from Brutus to Maple Bay Road is a future phase of the Burt Lake that that will be 5 to 6-foot road shoulders.	
County/DNR	6	This future trail is planned to connect Mackinaw City to Wilderness State Park/Campground area. This section is still a conceptual connection not yet proposed, is intended to connect to North Country Trail and Northwestern State Trail.	Mackinaw City to Wilderness State Park/Campground area
City	7	The City of Harbor Springs would like to extend the Little Traverse Wheelway to the downtown area to improve safety and to support local businesses. The project will likely be funded through grants and private donations, with an estimated cost of \$785,000. This connection is desired to further extend the existing Little Traverse Wheelway further into the town, utilizing the existing pedestrian/drainage tunnel that goes under M-119.	<a href="https://www.cityofharborsprings.com/harbor-way-little-traverse-wheelway-extension/">https://www.cityofharborsprings.com/harbor-way-little-traverse-wheelway-extension/</a>  Detailed Map: <a href="https://www.cityofharborsprings.com/wp-content/uploads/2023/11/Bike-Path-Route-09-12-23.pdf">https://www.cityofharborsprings.com/wp-content/uploads/2023/11/Bike-Path-Route-09-12-23.pdf</a>
Private/City	8	In March 2020, the combination of high Lake Michigan water levels at the bottom and a high water table at the top destabilized the slope along the “Miracle Mile” section of the Little Traverse Wheelway, causing a major washout. This popular paved trail, which connected Charlevoix and Petoskey with scenic views of Little Traverse Bay, has remained closed since. Efforts led by the Top of Michigan Trails Council and local partners have been ongoing to restore this critical active transportation corridor.  On Oct. 21, 2024, Baird Engineering presented a preliminary design to the Petoskey City Council, reaching a 50 percent design milestone.	<a href="https://www.trailsCouncil.org/engineers-wheelway-restoration/">https://www.trailsCouncil.org/engineers-wheelway-restoration/</a>

<b>Emmet County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
		<p>The project area is split into two sections which will have different solutions:</p> <p>The East Reach covers 2,000 feet of shoreline, including the main washout near Magnus Park on Emmet County-owned land. The West Reach spans 1,750 feet toward East Park, where smaller collapses occurred along private property. The Wheelway runs on an easement granted by the owners of the private property.</p> <p>Plans include a small bridge over the main washout, regrading slopes to prevent further erosion, improving drainage, and enhancing the cobble beach with dynamic revetment for long-term stability. If grant funding is secured, construction could begin as early as 2026, ensuring a safe, sustainable and environmentally friendly restoration of this vital trail connection.</p>	
MDOT	9	<p>The US-31 corridor through Oden presents several critical safety concerns for active transportation users, requiring a more detailed study to address pedestrian and bicycle accessibility. Speeding remains a major concern, with informal speed studies showing the 85th percentile speed exceeding the posted 45 mph limit. The lack of safe crossings and the high-speed environment contribute to safety risks, as evidenced by multiple pedestrian and cyclist crashes, including fatal pedestrian incidents. While MDOT's upcoming 2025 resurfacing project includes minor curb, sidewalk ramp and drainage improvements, it does not comprehensively address the need for a safer active transportation network. With only limited sidewalks on the south side and the Petoskey to Mackinaw Trail on the north, gaps in pedestrian infrastructure create unsafe conditions.</p> <p>A pedestrian connectivity study is necessary to determine appropriate crossing locations, active</p>	

**Emmet County**

*\*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.*

Jurisdiction	#	Description	Linkages
		<p>transportation access improvements, and speed management strategies. Additionally, access management measures such as driveway consolidation and alternative local road connections should be explored to reduce conflict points along US-31. While recent signs and no-passing zone extensions are steps in the right direction, a more detailed plan studying all the safety and design aspects is essential to implement meaningful safety improvements. These findings can help support future grant applications aimed at enhancing active transportation access in Oden.</p>	



## Grand Traverse County

### Existing and Proposed Facilities

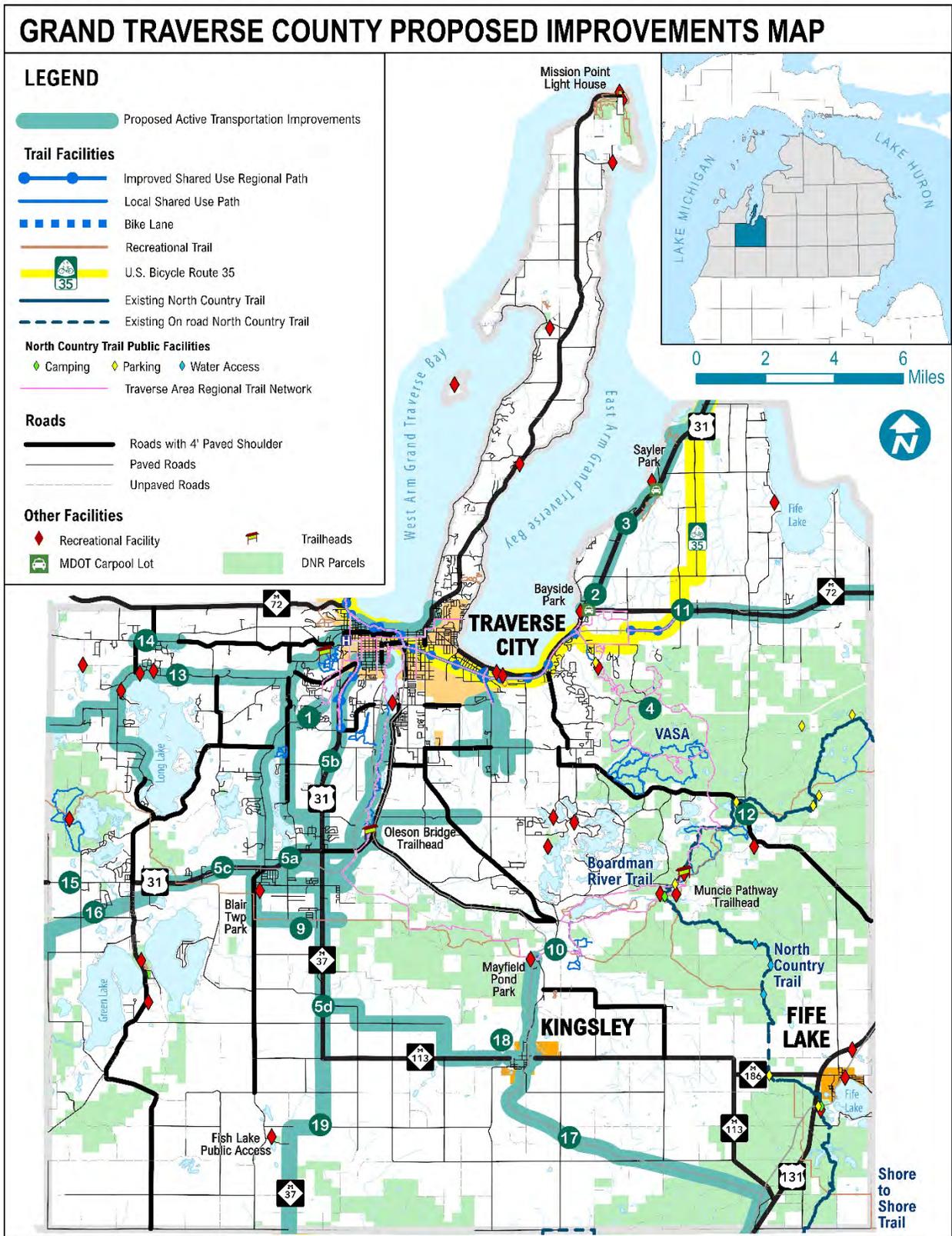
Grand Traverse County has almost 296 miles of existing active transportation facilities (not including sidewalks), including 12.6 miles of regional shared-use paths, 102 miles of local shared-use paths, 4.1 miles of bike lanes, and 177.2 miles of paved shoulders (4 feet in width or greater).

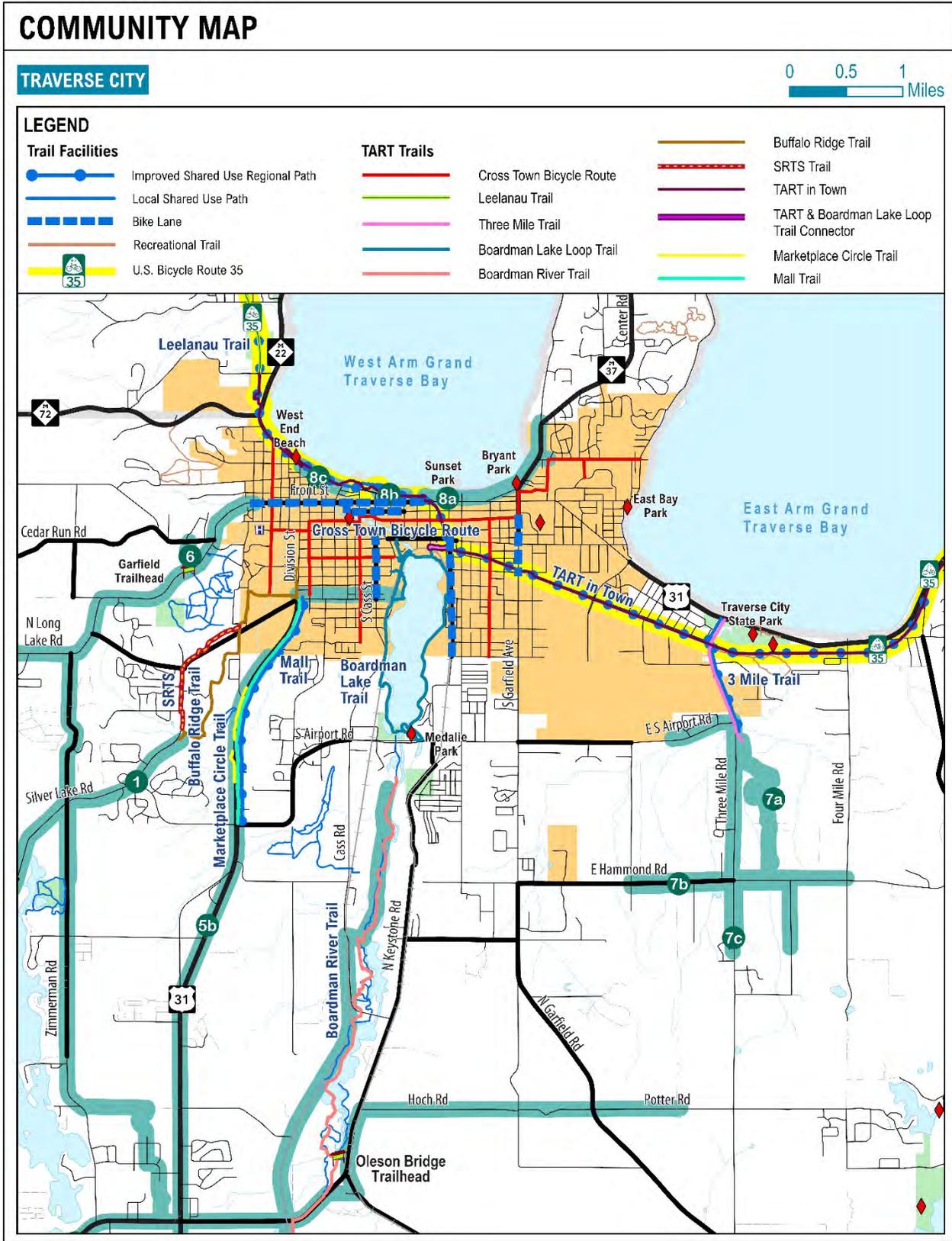
The TART Trails form key active transportation corridors, connecting Traverse City to recreational areas and other communities in Grand Traverse County as well as the VASA Pathway. The North Country Trail connects the southeast part of the county and Fife Lake. The regional trails consist of the Shore to Shore Trail passing through Grawn to east of Fife Lake and south to Wexford and Kalkaska counties.

The county continues to expand its regional network with projects like the Nakwema Trailway, linking communities to broader regional trails. It also has many potential local trail improvement and expansion desires to connect to its larger existing trail system such as Buffalo Ridge Trail expansion, Blair Township connectivity, SRTS sidewalk and TART 3 mile trail extension, TART Bayfront improvements and extension, connecting Thompsonville to TART, etc. The Shore to Shore Trail has reroutes desired in Grawn, following US-131 and CR633 at Ellis Lake, along Garfield Road at Mayfield, and the M-72/Bates Road intersection. Many of these proposed improvements remain in the conceptual stage, shaped by community input and desired connections to enhance active transportation access. Further studies, including feasibility assessments and alternative route evaluations, are recommended to guide future planning and development.

*Sunset Over M-113 in Kingsley*







## MILEAGE TABLE

<b>Grand Traverse County</b>				
<b>Facility Type</b>	<b>Miles in 2024</b>		<b>Miles in 2009</b>	<b>Change</b>
Improved Shared-Use Regional Paths	12.6	295.9 Miles Total	12.6	No change
Unimproved Shared-Use Regional Paths	0		0	No change
Local Shared-Use Paths	102		102	No change
Bike Lanes	4.1		--	--
MDOT-Owned 4-foot or Greater Paved Shoulder	90.3		55.4	+34.9
Locally Owned 4-foot or Greater Paved Shoulder	86.9		53.01	+46.11
North Country Trail - On-road	3.4	21.1	3.4	No change
North Country Trail - Off-road	17.7		17.7	No change
Recreational Trails	78.3		78.3	No change
Proposed Improvements	135.03		--	--

<b>Grand Traverse County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
TART Buffalo Ridge Trail expansion - City/ Township	1	<p>The Buffalo Ridge Trail is a proposed 4.5-mile trail connecting the west and southwest areas of Traverse City with an improved pedestrian crossing at West South Airport Road.</p> <p>The existing trail currently extends almost 1.5 miles, linking the Village at Grand Traverse Commons to West Middle School and the YMCA. It passes by significant landmarks, including the TBA-ISD main office and conference center, the Historic Barns Park, and the Botanic Garden. The Buffalo Ridge Trail Phase III Concept envisions a 2-mile segment of trail along Silver Lake Road. This extension would be more appropriate as it connects nearby neighborhoods, such as Silver Lake Farms and Horizons West, with safe bike and pedestrian access. Approximately 300 homes in the area would benefit, with improved routes to TC West Middle School and the new TCAPS Montessori School, as well as access to nearby shops and connections into downtown Traverse City and beyond. An extension of the Buffalo Ridge Trail is desired from its terminus at Division Street, extending along Griffin Street to connect with the Boardman Lake Loop.</p>	From Creekside Drive to Zimmerman Road, continuing south to East Silver Lake Park
MDOT/ County/ Township	2	<p>The Acme Connector's 2-mile construction was completed from the TART Trail at Bunker Hill Road to the M-72/US-31 intersection. This section of the trail runs east toward the Acme Meijer and Grand Traverse Town Center development. Nakwema Trailway is working on a connector beginning at the southernmost Nakwema trailhead at Bayside Park, following a scenic stretch of Acme Creek, providing access to Deepwater Point Natural Area via shared roadway. The schematic design was completed in 2022 while anticipated construction is to be in 2024. This project is ready for construction as the project fundraising goals are met.</p>	<p>From southernmost Nakwema trailhead at Bayside Park Deepwater Point Natural Area via shared roadway</p> <p><a href="https://nakwematrailway.org/the-vision/the-trail/deepwater-connector/">https://nakwematrailway.org/the-vision/the-trail/deepwater-connector/</a></p>
MDOT/ County/ Township	3	<p>Future trail planned as a part of Nakwema Trailway project connecting Deepwater connector from Deepwater Point Natural Area to</p>	Deepwater point Natural Area to Maple Bay Park and Natural

<b>Grand Traverse County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
		Maple Bay Park and Natural Area. This route is planned along US-31, which also connects Saylor Park. Further up, this connection connects toward the village of Elk Rapids in Antrim County as the Maple Bay to Elk Rapids Connector Trail.	Area  <a href="https://nakwematrailway.org/the-vision/the-trail/">https://nakwematrailway.org/the-vision/the-trail/</a>
TART - The VASA Pathway is owned by the Michigan DNR and groomed by TART Trails through a contract with the MDNR	4	<p>With increased use and popularity throughout the four seasons, TART Trails is working to make crucial updates and improvements at the Vasa Pathway. The VASA Pathway active projects include extensive and necessary facility updates, improved signs and kiosks, and the expansion and maintenance of the VASA Pathway and VASA Bike Park. These projects are completed through impressive collaboration between the TART Trails, the Northern Michigan Mountain Bike Association, and Grand Traverse County.</p> <p>The following are the improvement elements along VASA:</p> <ol style="list-style-type: none"> <li>1. VASA Bike Park Kiosk.</li> <li>2. Warming hut patio expansion.</li> <li>3. Continued Buildout of Skillz Upper and Lower Loops: While the trail beds have been completed and some features have been built, there are some remaining features, such as including berms, rollers, jumps, and drops.</li> <li>4. VASA Pathway and Bike gateways.</li> <li>5. Professional warming hut exterior paint, gable VASA sign.</li> <li>6. Maintenance and grooming facility/building at Supply Road</li> <li>7. Parking lot surface, drainage, and landscaping improvements: Plan to pursue a professional review, design and repairs/construction of the VASA Pathway trailhead at Bartlett Road. Native species will be incorporated to accommodate storm water runoff better and improve trailhead aesthetics.</li> <li>8. Pump track.</li> <li>9. Skills Trail Phase II on state land: Construction of 2.7 miles of single-track trail, proposed to be</li> </ol>	<p>VASA nonmotorized facility improvements and Skills Trail Phase II on State Land - construction of 2.7 miles of single-track</p> <p><a href="chrome-extension://efaidnbnmn-nibpcajpcglclefindmkaj/https://www.gtcountymi.gov/DocumentCenter/View/21654/2023-VASA-Trailhead-Improvement-Vision-PKG">chrome-extension://efaidnbnmn-nibpcajpcglclefindmkaj/https://www.gtcountymi.gov/DocumentCenter/View/21654/2023-VASA-Trailhead-Improvement-Vision-PKG</a></p>

<b>Grand Traverse County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
		located on state land immediately south of the existing loops. Phase II will build off the existing Skillz loops and will provide additional trail distance, terrain and feature diversity, and continue to create a trail system destination.	
MDOT/ Township/ County/ Private	5	Existing pedestrian trails north of the township are being extended southward and will allow for connection into Garfield Township and eventually to Traverse City. Connection to and extension of these trails into and through the township is of high priority. Potential trail extensions and locations are identified on the proposed Nonmotorized Transportation Vision Plan, but alternative, yet unknown trail locations will also be considered should they become available to the township.	
	5a	Connect Grawn to Chums Corner on US-31.	Grawn to Chums Corner
	5b	Extend TART Trail to Chums Corner and extension to Blair Township Park. Elmer and Rose Schmuckal land to Blair Township for park purposes. This land is envisioned as a central parcel for trail connections, as well as having potential for playground and passive recreational opportunities. Additional land would be considered for acquisition as funding and availability present themselves to the township. Improvements and facilities complimentary to this envisioned purpose will be considered and pursued as such opportunities present themselves to the township and a connection can be made to the former TCAPS property, which is located directly to the south of this parcel. This has been a part of Blair Township Nonmotorized Plan action items 2023.	TART extension to Chums Corner and Blair Township Park
	5c	Connect Grawn to Interlochen on US-31 and west side to Oleson Bridge Trail Head from Chums Corner. This path alternatively goes south to Blair Township Park on CR 633. This has been a part of Blair Township Nonmotorized Plan action items 2023	Connect Grawn to Interlochen on West - Continued on US-31 west side to Oleson Bridge Trail Head from Chums Corner
	5d	Connect South to Buckley and southeast to Kingsley. Additionally A 4-foot paved shoulder along M-37 is desired and would be appropriate	Chums Corner to crossing Shore to Shore

<b>Grand Traverse County</b>			
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<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
		connecting communities south into Wexford County.	Trail connecting south on M-37 to Buckely
City/Land Conservancy	6	TART Trails is collaborating with SEEDS and the Grand Traverse Regional Land Conservancy on a pilot program to construct 0.5 miles of sustainable single-track trail behind the Oleson Plaza. This trail is part of a larger vision to join Hickory Meadows with the Grand Traverse Commons Natural Area. The planned trail will be built directly west of Oleson’s Plaza. In turn, this Traverse Ridge Trail will also connect to the Buffalo Ridge Trail, which connects via pathway the Village at Grand Traverse Commons, Traverse City West Middle School and the YMCA, the TBA-ISD main office and conference center, the Historic Barns Park, and the Botanic Gardens.	N Long Lake from Garfield Trail head to Cedar Run Road west of Oleson Plaza
City/Land Conservancy	7	The conceptual plan for the Three Mile Trail Extension was launched in summer 2020 by TART Trails, East Bay Township, the Grand Traverse Regional Land Conservancy, and Norte Youth Cycling. Please visit the TART Three Mile Trail website for most recent updates. This trail has different sections along with an intended sidewalk and SRTS.	<a href="https://traversetrails.org/projects/three-mile-trail-project/">https://traversetrails.org/projects/three-mile-trail-project/</a>
	7a	The new Three Mile Trail will extend from its current terminus at Three Mile Road and South Airport Road, cross through the Grand Traverse Regional Land Conservancy’s Mitchell Creek Meadows Nature Preserve. Additionally, planned crossing at Buttermilk Loop (i.e., south of E South Airport Road/Three Mile Road intersection).	South of E South Airport Road on 3 Mile Road through Mitchell Creek Meadows (The Don and Jerry Oleson Nature Preserve)
	7b	Conceptual connections are planned alongside the Three Mile Trail that connect users to the planned safe routes pathway on Hammond Road. Note that this section is intended as sidewalk, different from Three Mile Trail extension. - Extension alongside E South Airport Roa to Costco. - Connection on west side of Three Mile Road to E Hammond Road.	Three Mile Road

<b>Grand Traverse County</b>			
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<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
		<p>- Eastward connection on both sides of E Hammond Road.</p> <p>- Connection to planned Safe Routes to School path along the Library and East Bay Township Hall. Extension eastward from the planned Three Mile Trail to Four Mile Road as well as southward connection to Center Ice Arena along west side of Carlisle Road.</p>	
	7c	<p>As part of the Safe Routes to School initiative, East Bay Township is seeking to improve pedestrian access to area schools in the vicinity of the 3 Mile Road/Hammond Road intersection, while also furthering the enhancement of regional trail connectivity. The township has received conditional commitment from MDOT for \$1.2 million worth of walking and biking infrastructure improvements, as well as programming to support the investment at each of the local schools. Prein and Newhof is kicking off the first phase of engineering design for the Safe Routes to School sidewalks and pathways, which will connect four township schools with safe walking and biking infrastructure: Cherry Knoll Elementary, Grand Traverse Academy, East Middle School, and St. Elizabeth Ann Seton Middle School.</p>	<p>- South of East Bay Township Hall along St. Elizabeth Ann Seton Middle School</p> <p>- East side of Three Mile Road along Cherry Knoll Elementary and TC East Middle School</p> <p>- Eastward on Hammond Road connecting Caliste Road</p>
City/MDOT/County		<p>The extension of trail east will provide new community connections to Delamar, Sunset Park, NMC Great Lakes Campus/Hagerty Center, and soon-to-be built Senior Center all to the regional trail network and downtown. The improvements to the west will enhance trail user experience and safety with an eye on the next 20 years of trail use as the trails and use continue to grow. The plan also includes a trail on the south side of the Parkway connecting from Division Street to Hall Street.</p> <p>Significant changes are called for along Peninsula Drive to Bryant Park to enhance both the trail and residential experience and connect trail all the way to Eastern Avenue. Design plans are calling for a completely rebuilt Peninsula</p>	<p><a href="https://traversetrails.org/projects/tart-improvement-and-extension-project/">https://traversetrails.org/projects/tart-improvement-and-extension-project/</a></p>

<b>Grand Traverse County</b>			
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<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
		Drive to Bryant Park, which includes narrowing the roadway, curb and gutter, burying utilities and adding a separated trail. MDOT is taking the design ideas and looking to incorporate them as their base plans for a future road reconstruction of Garfield/US-37 up to the city limits at the base of the peninsula.	
	8a	Sunset Park to Senior Center: North side of US-31, connecting the public properties with an improved trail, new 10-foot multi-use and 6-foot pedestrian facilities at Sunset Park and NMC's Hagerty Center transitioning to 12-foot multi-use at the Senior Center.	1. Sunset Park - Senior Center - Extend the TART east through the Senior Center
	8b	Clinch Park to Murchie Bridge: North side of Grandview Parkway with reconstruction of the asphalt TART Trail between Clinch Park and 200 feet east of the Park Street/Grandview Parkway intersection with separated 10-foot cycle/multi-use and 10-foot pedestrian facilities.	2. Clinch Park - Murchie Bridge - Pilot trail improvement east of Clinch
	8c	Division Street to Hall Street: Trail construction along the southern portion of Grandview Parkway with new 10-foot multi-use path between Division Street and the existing 8-foot sidewalk at Harbor View Centre (across from the volleyball courts).	3. Division Street - Hall Street - Build trail on the south side of US-31
DNR/MDOT/ County	9	Shore to Shore Trail existing around Grawn has dangerous crossing following US-31 (major highway traffic on US-31 and CR 633 at Ellis Lake Road). An alternative route that is off the roads is desired. Adding signs for pedestrians and equestrians crossing would be appropriate.	- Grawn re-route off US-31, Fall Road, CR 633 and Blair Township Road west end - Flip Signs Caution Horses along CR 633 - Re-route off roads through Grawn on east end of Blair Township Road
	10	Shore to Shore Trail existing route along Garfield Road at Mayfield has dangerous road crossing. Adding signs for pedestrians and equestrians crossing is desired.	Garfield Road at Mayfield
	11	Dangerous pedestrian crossing at M-72/Bates Road intersection. Adding signs is recommended to warn drivers to slow down and watch for pedestrians along M-72. Adding flashing lights to	M-72/Bates Road intersection

<b>Grand Traverse County</b>			
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<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
		signs is recommended. Additionally, there is a connection from Rapid City to Bates Road TART Trails desired along M-72. This is a conceptual connection along M-72 and there is an existing wide shoulder along M-72 currently; however, alternative routes off road may be studied in future as they become available.	
	12	Shore to Shore Trail existing route crossing Supply Road as well as Williamsburg Road near powerlines. Adding signs for pedestrians and equestrians crossing would be appropriate.	Supply Road and Williamsburg Road near Powerlines
MDOT/ County	13	There is a strong community desire for active transportation access connecting TART Trails via Long Lake Township into Almira Township in Benzie County eventually to a regional connection of trails towards Betsie Valley Trail. Connecting existing TART Trails west towards Long Lake township and further toward Benzie County via a 4-foot paved shoulder would be appropriate. This can also connect Taylor Park and other facilities in Long Lake Township. Additionally a 4-foot paved shoulder ends abruptly on W Long Lake Road at Lakewood Road. Extending W Long Lake Road 4-foot pavement to N Long Lake Road would be appropriate.	Long Lake Road and Maple Street
County	14	A portion of Cedar Run Road is recommended for 4-foot paved shoulder to fill in the gap at this location.	Cedar Run Road to Church Road Intersection
MDOT	15	Paving 4-foot wide shoulders along US-31 from county line to north of Interlochen to Grawn is desired. This connection is intended to eliminate the gap of paved shoulders and provide better connectivity.	
MDOT/DNR	16	Connection from Thompsonville to US-31 and to TART Trail.	US-31
Private/ MDOT	17	The Railroad Bend connection from the city of Cadillac to Manton, extending to TART, is desired. The connection continues south of Fife Lake along the old railroad bend toward the village of Kingsley, crossing M-113. This conceptual route follows north to an existing shared-use local path and the Shore to Shore	Old Railroad Bend toward the village of Kingsley crossing M-113 north to an existing shared-use local path and the Shore to Shore

<b>Grand Traverse County</b>			
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<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
		Trail along S Garfield Road. This route is included in the conceptual regional plan for the northwest region by TART. While still in the conceptual stage and not yet formally proposed, alternative routes evaluation and studies are recommended.	Trail along S Garfield Road
MDOT	18	Paving 4-foot wide shoulders along M-113 to eliminate the gap in the village of Kingsley is desired.	
MDOT	19	Community desires to have a nonmotorized connection south to Wexford County. Paving 4-foot-wide shoulders along M-37 from M-113 south toward Buckley would be appropriate in eliminating the current gap and connecting the communities while further studies and alternative routes can be considered, as they become available.	M-37 from M-113 to Buckley



## Iosco County

### Existing and Proposed Facilities

Iosco County has just more than 77 miles of existing active transportation facilities (not including sidewalks), including more than 29 miles of shared-use paths, and approximately 48 miles of paved shoulders (4 feet in width or greater). The shared-use pathways are a part of the Iosco Exploration Trail, which is a part of the Iron Belle Trail. US-23 has 4-foot or greater paved shoulders throughout the county. Iosco County has several recreational areas that offer 93 miles of trails. Eagle Run, Wildcat Trails, and Corsair Trails offer premier hiking, biking, cross-country skiing, or other recreational pursuits. The Shore to Shore Trail also passes through the county roughly paralleling the AuSable River.

Iosco County has more than 204 miles of proposed routes, which are a mix of regional corridors and local routes and connections. Proposed routes 3a, 3b, 3c and 10 are segments of the Iosco Exploration Trail/Iron Belle Trail through the county. Proposed routes 3c, 6 and 7 are part of the AuSable River corridor connecting Oscoda to the Grayling area and many communities and recreation sites along the way. Routes 9 and 10 are a part of the US-23 Sunrise Coastal Trail, a regional corridor spanning from Standish to Mackinaw City. Route 2a is part of the M-55 corridor crossing the North Region from Lake Huron to Lake Michigan. The remaining proposed routes make up parts of the local Iosco Exploration Trail and local loops and connections to communities and recreational areas.

*Walking the Pier in Oscoda*



*Oscoda Sugar Sand Beach on Lake Huron*



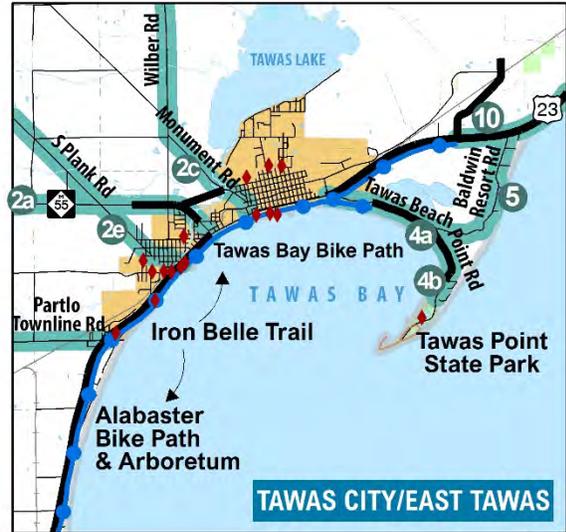
*Tawas Point Light - A Popular Destination*



*River Road National Scenic Byway*



## COMMUNITY MAPS



## MILEAGE TABLE

<b>Iosco County</b>				
<b>Facility Type</b>	<b>Miles in 2024</b>		<b>Miles in 2009</b>	<b>Change</b>
Improved Shared-Use Regional Paths	27.4	77.5 Miles Total	7.4	+20
Unimproved Shared-Use Regional Paths	0		0	No change
Local Shared-Use Paths	2.2		0	+2.2
Bike Lanes	0		0	No change
MDOT-Owned 4-foot or Greater Paved Shoulder	36.5		36.5	No change
Locally Owned 4-foot or Greater Paved Shoulder	11.4		6.2	+5.2
Recreational Trails	93.0		78.5	+14.5
Proposed Improvements	204.5		210.1	-----

<b>Iosco County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
MDOT	1	This route runs south of Whittemore along M-65 and connects with Arenac County. A 4-foot or greater paved shoulder or separate shared-use pathway is desired for this route.	Whittemore to Arenac County
MDOT	2a	This route travels along M-55 and connects West Branch to Tawas City and the Alabaster Bike Path, going past Au Gres River Roadside Park. A separate shared-use pathway is desired due to the high volume of traffic and speed.	West Branch to Tawas City, Alabaster Bike Path, Au Gres River Roadside Park
County	2b	This route connects Whittemore to Tawas City and the Alabaster Bike Path, passing through National City. A 4-foot or greater paved shoulder or separate shared-use pathway would be desired options.	Whittemore to Tawas City, Alabaster Bike Path, National City
County	2c	This route along Monument Road connects East Tawas to the Oscoda-AuSable area and Old Orchard Park. A 4-foot or greater paved shoulder or a separate shared-use pathway would be desired.	East Tawas to Oscoda-AuSable area, Old Orchard Park
County	2d	This route travels along Old US-23 to the Oscoda-AuSable area and connects the area to East Tawas. A 4-foot or greater paved shoulder or separate shared-use pathway would be desired. The Shore to Shore Trail parallels this route.	Oscoda-AuSable area to Wilbur, East Tawas
County	2e	This route connects Tawas City to the Sand Lake area through Plank Road. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Tawas City to Sand Lake area
County	2f	This route travels along Monument Road and connects the Sand Lake area to Corsair Trails, Highbanks Trail, and Cooke Dam Pond. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Sand Lake area to Corsair Trails, Highbanks Trail, Cooke Dam Pond
County	2g	This route connects the Sand Lake area with Hale through Vaughn Road. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Sand Lake area to Hale
County	2h	This route travels south of Sand Lake and connects with M-55, therefore connecting the Sand Lake area with Whittemore and Tawas City. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Sand Lake area to Whittemore area and Tawas City area
County	3a	This route connects Hale with Rose City, passing through Long Lake and by Rifle River Recreation Area. A 4-foot or	Hale to Rose City, Long Lake,

<b>Iosco County</b>			
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<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
		greater paved shoulder or separate shared-use pathway is desired.	Rifle River Recreation Area
MDOT	3b	This route travels north of Hale along M-65 and connects to Loon Lake Park. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Hale to Loon Lake Park
MDOT	3c	This route is part of the Iosco Exploration Trail and uses River Road (a National Scenic Byway) for the majority of the distance. M-65 is used to access existing local pathways around Long Lake. This route connects Hale to the Shore to Shore Trail, Iosco Exploration Trail, Wildcat Trail, Highbanks Trail, and the Oscoda-AuSable area. This route also passes by Largo Springs Scenic Overlook, Canoe Paddlers Monument, Monument Campground, River Road Trail Camp, and Old Orchard Park. A separate shared-use pathway is desired.	Hale to the Shore to Shore Trail, Iosco Exploration Trail, Wildcat Trail, Highbanks Trail, Oscoda-AuSable area, Largo Springs, Canoe Paddlers Monument, Monument Campground, River Road Trail Camp, and Old Orchard Park
County	4a	This route connects East Tawas with Tawas Point State Park and US-23. A narrow sidewalk exists on the south side of the road but needs to be on both sides and wider. A separate shared-use pathway is desired.	East Tawas to Tawas Point State Park and US-23
County	4b	This route connects Tawas Point State Park to East Tawas and US-23. There is no pathway or shoulders in this section, which creates a safety issue due to the traffic from the state park, so a separate shared-use pathway is desired.	
County	5	This route is an alternate route to head north from Tawas Point State Park by bypassing the section of US-23 near East Tawas and linking with US-23 further along. This route also serves residences living along Lake Huron. A separate shared-use pathway is desired.	Tawas Point State Park to US-23
MDOT	6	This route travels along M-65 and connects the Oscoda-AuSable area and the River Road National Scenic Byway with Glennie in Alcona County, passing by Five Channels Dam. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Oscoda-AuSable area/River Road National Scenic Byway to Glennie
County	7	This route goes along Bisonette Road along the AuSable River and connects the Glennie and Oscoda-AuSable areas, passing by Cooke Dam. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	

<b>Iosco County</b>			
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<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
County	8	This route connects the Glennie area to the Oscoda-AuSable area by connecting M-65 to Cedar Lake Road via Kings Corner Road and other local roads as necessary. A separate shared-use pathway is desired.	
County	9	This route provides an alternate route to Harrisville State Park and Harrisville by bypassing US-23 and going along Cedar Lake Road. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Oscoda-AuSable area to Harrisville State Park, Harrisville
MDOT	10	This route goes along US-23 and is part of the Iron Belle Trail and Iosco Exploration Trail, connecting Tawas City, East Tawas, Oscoda-AuSable, and Harrisville. There are already 4-foot or greater paved shoulders, but a separate shared-use pathway is desired and would be consistent with the pathway south of Tawas City (Alabaster Trail Arboretum). Having a separate shared-use pathway along US-23 in Iosco County is currently part of the Sunrise Coastal Trail Plan.	Tawas City and East Tawas to Oscoda-AuSable, Harrisville



## Kalkaska County

### Existing and Proposed Facilities

Kalkaska County has a little more than 48 miles of existing active transportation facilities (not including sidewalks), including 2.2 miles of local shared-use paths, and 46.4 miles of paved shoulders (4 feet in width or greater) on MDOT-owned roads. The county has no wide paved shoulders on its locally owned roads.

The North Country Trail, KART Trail and the Shore to Shore Trail provide the county's main active transportation links to the wider region. The other trails are motorcycle trails or ORV trails and recreational trails mostly comprise of Shore to Shore Trail that passes through north of the village of Kalkaska. The proposed improvements aim to expand its active transportation connections and improve access to outdoor destinations like Rapid River area - Seven Bridges Natural Area and the Skegemog Lake area. Other major connection is reroute of North Country Trail along south side of the village of Kalkaska and improving connections within the village. Additionally, 4-foot-wide shoulders along M-66 to Missaukee County is proposed to fill in the gap and provide access for active transportation users. Most of these improvements are conceptual, reflecting community input and the desire for better connections. Additional studies, including feasibility assessments and route alternatives, will help refine and guide future planning efforts.

*Rapid River at Seven Bridges Natural Area*



*M-66 in Kalkaska County*

## KALKASKA COUNTY PROPOSED IMPROVEMENTS MAP

### LEGEND

 Proposed Active Transportation Improvements

#### Trail Facilities

-  Local Shared Use Path
-  Recreational Trail
-  U.S. Bicycle Route 35
-  Existing North Country Trail
-  Existing On road North Country Trail

#### North Country Trail Public Facilities

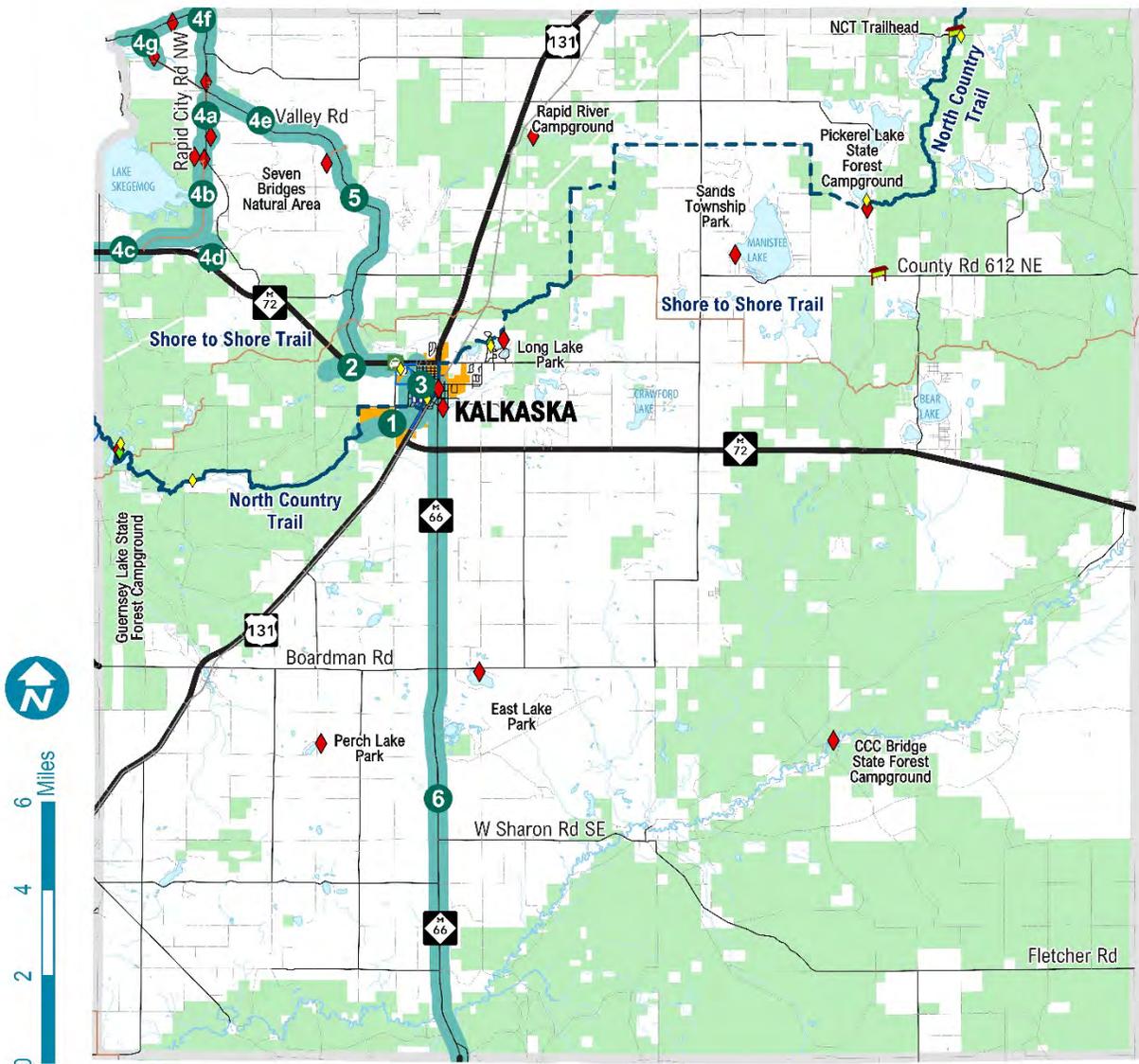
-  Camping
-  Parking
-  Water Access

#### Roads

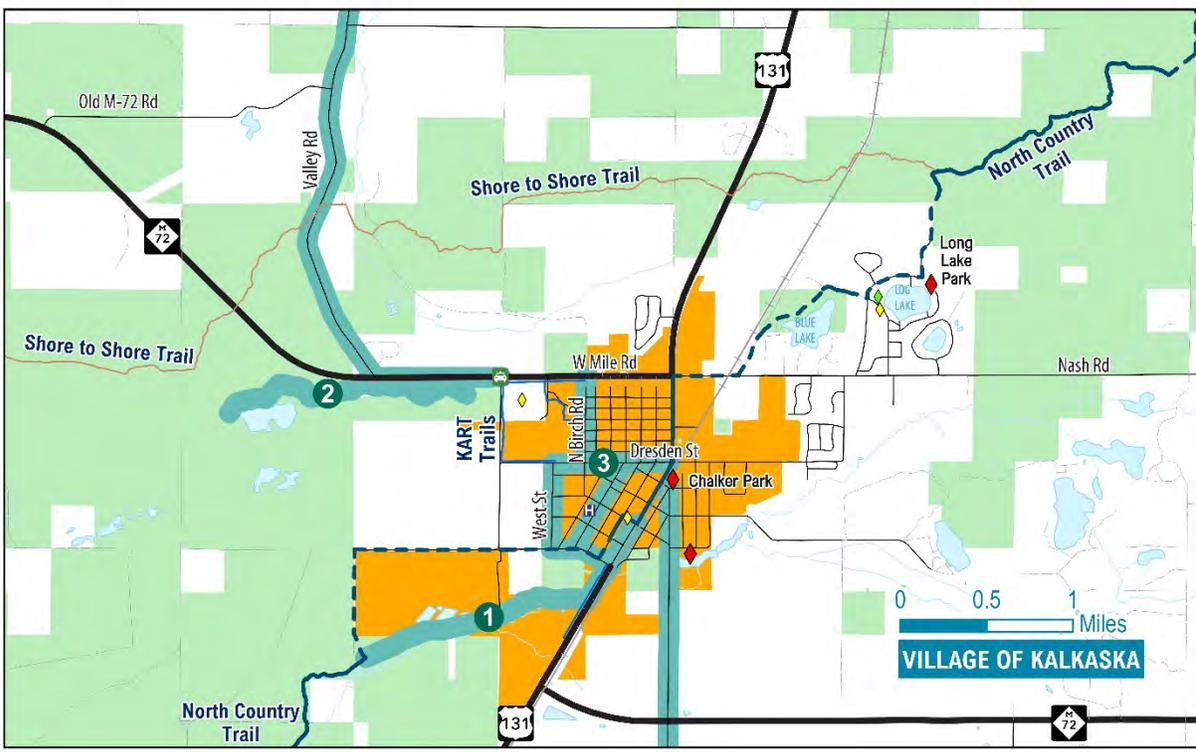
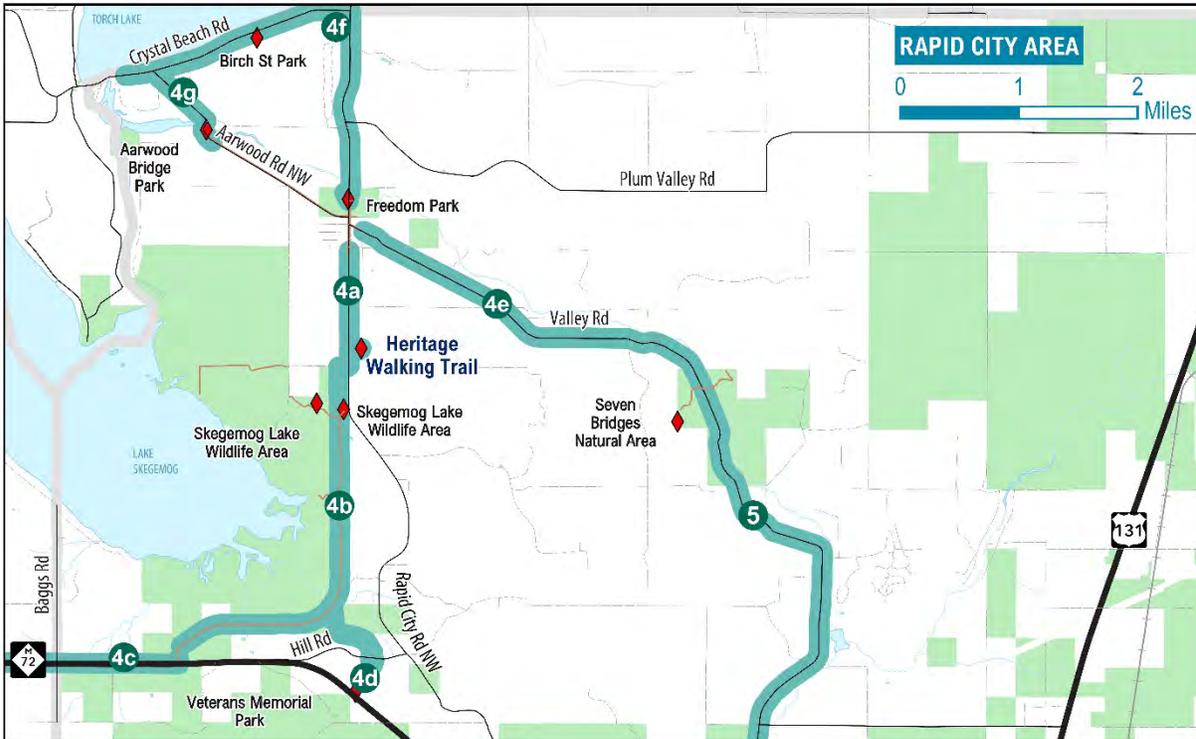
-  Roads with 4' Paved Shoulder
-  Paved Roads
-  Unpaved Roads
-  Limited Access Highway

#### Other Facilities

-  Recreational Facility
-  MDOT Carpool Lot
-  Trailheads
-  DNR Parcels



## COMMUNITY MAPS



# MILEAGE TABLE

## Kalkaska County

Facility Type	Miles in 2024		Miles in 2009	Change
Improved Shared-Use Regional Paths	0	48.6 Miles Total	0	No change
Unimproved Shared-Use Regional Paths	0		0	No change
Local Shared-Use Paths	2.2		2.2	No change
Bike Lanes	0		0	No change
MDOT-Owned 4-foot or Greater Paved Shoulder	46.4		30.2	+16.2
Locally Owned 4-foot or Greater Paved Shoulder	0		0	No change
North Country Trail - On-road	16.4	35.8	No Data - Route Change	No Data - Route Change
North Country Trail - Off-road	19.4		17.7	No change
Recreational Trails	36.7		36.7	No change
Proposed Improvements	46.8		--	--

<b>Kalkaska County</b>			
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<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
MDNR	1	This route links the existing on-road section of the North County Trail (NCT) from South Cedar Street, near the KART Trail, beginning at 3rd Street. It continues south and then turns west to connect with the existing off-road portion of the trail. Additionally, a trailhead is proposed along Cedar Road, just south of 1st Street.	Proposed reroute NCT off-road south of the village of Kalkaska
MDNR	2	North County Trail (NCT) was re-routed south of M-72 toward the KART trails to accommodate future connections to a new trailhead on the south side of the village. Both proposed connection points (1 and 2) are planned to link up as route plans are finalized and become available.	Reroute NCT off-road south of M-72 west of KART Trails/the village of Kalkaska
Village	3	A sidewalk connector loop is needed to link key community locations, including the school, hospital, museum, and downtown, to residential areas. This loop would enhance access for both businesses and residents, with a particular focus on serving disabled and senior residents in the Coral Street area. The loop is intended to be Americans With Disabilities Act (ADA)-accessible. Currently, this is a conceptual route and has not been formally proposed. Alternative routes may be considered as studies and plans become available.	--
MDNR	4	Sidewalk expansion within Clearwater Township is desired to create connectivity and begin a Greenways Trail System to connect to TART, Kalkaska and surrounding communities. The desired connections are the trail expansions that would eventually connect to Acme Trail system that ends at Bates Road, into Kalkaska and around Elk Lake into Elk Rapids.	
	4a	Southside of Rapid City along Rapid City Road toward Heritage Park and Walking Trail.	Heritage tie-in - Rapid City Road and Skegmog tie-in - Rapid City Road to Schnieder Road turn
	4b	Continuing 5a: the trail way continues south toward Skegemog Lake Wildlife Area and further to M-72. This extension is intended to eventually connect to Acme Connector trail that currently ends at Bates Road.	Schnieder Road to M-72 on east side
	4c	This extension is intended to eventually connect to Acme Connector trail that currently ends at Bates Road.	Rapid City to Acme Connector on M-72
	4d	Westward connection to Veterans Memorial Park.	

<b>Kalkaska County</b>			
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<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
	4e	Extending Rapid City sidewalks to Seven Bridges Natural Area along Valley Road.	
	4f	Extending Rapid City sidewalks to village market area from Freedom Park. This extension not only connects to the village market but also towards the Torch Lake and Birch Street Park.	Village tie-in - Rapid City Road Northside of Rapid City and Crystal Beach Road
	4g	Connect Rapid city eastside to Aarwood Bridge Park on Aarwood Road.	Aarwood Road
County/MDNR	5	Trail connector between Rapid City and the village of Kalkaska to NCT and KART. Traffic calming at major intersections needed - Valley Road. Connection to natural area and Rugg Pond Dam. A separated pathway is desired. This is a conceptual route and not formally proposed, alternative routes may be considered and studies should they become available.	Valley Road
MDOT	6	There is an existing gap of wide shoulders from the village of Kalkaska to the county line southward on M-66. M-66 has paved shoulders in Missaukee County and north to the village of Kalkaska. A 4-foot- wide paved shoulder is desired and would be appropriate on M-66 to fill in the gap.	M-66



## Leelanau County

### Existing and Proposed Facilities

Leelanau County has a little more than 100 miles of existing active transportation facilities (not including sidewalks), including 38.6 miles of regional shared-use paths, 0.7 miles of local shared-use paths, and 61.2 miles of paved shoulders (4 feet in width or greater).

The Sleeping Bear Heritage Trail and TART Leelanau Trail are the primary paths, providing stunning access to the Sleeping Bear Dunes National Lakeshore and connecting the county's recreational hotspots and communities. The recreational trail consists of Shore to Shore Trail from Empire to south of M-72 into Benzie County.

Future expansions in Leelanau County aim to extend the Sleeping Bear Heritage Trail and enhance/provide access to existing regional connections, as well as create an extension of Leelanau Trail to Northport from Suttons Bay. Proposals also include widening shoulders along M-72 to connect Traverse City to Empire and completing the trail extension from Empire to Manning Road, creating a continuous link to Benzie County. There is also plans/desires to connect Good Harbor to Lake Leelanau to Suttons Bay along M-22 and M-204, providing local and regional connections to communities connecting both Sleeping Bear Heritage Trail and Leelanau Trail. Many of the improvements, such as widened shoulders and separated facilities, are still in the conceptual or desired stage, focusing on filling gaps between existing active transportation paths.

*Leelanau Trail in Suttons Bay*



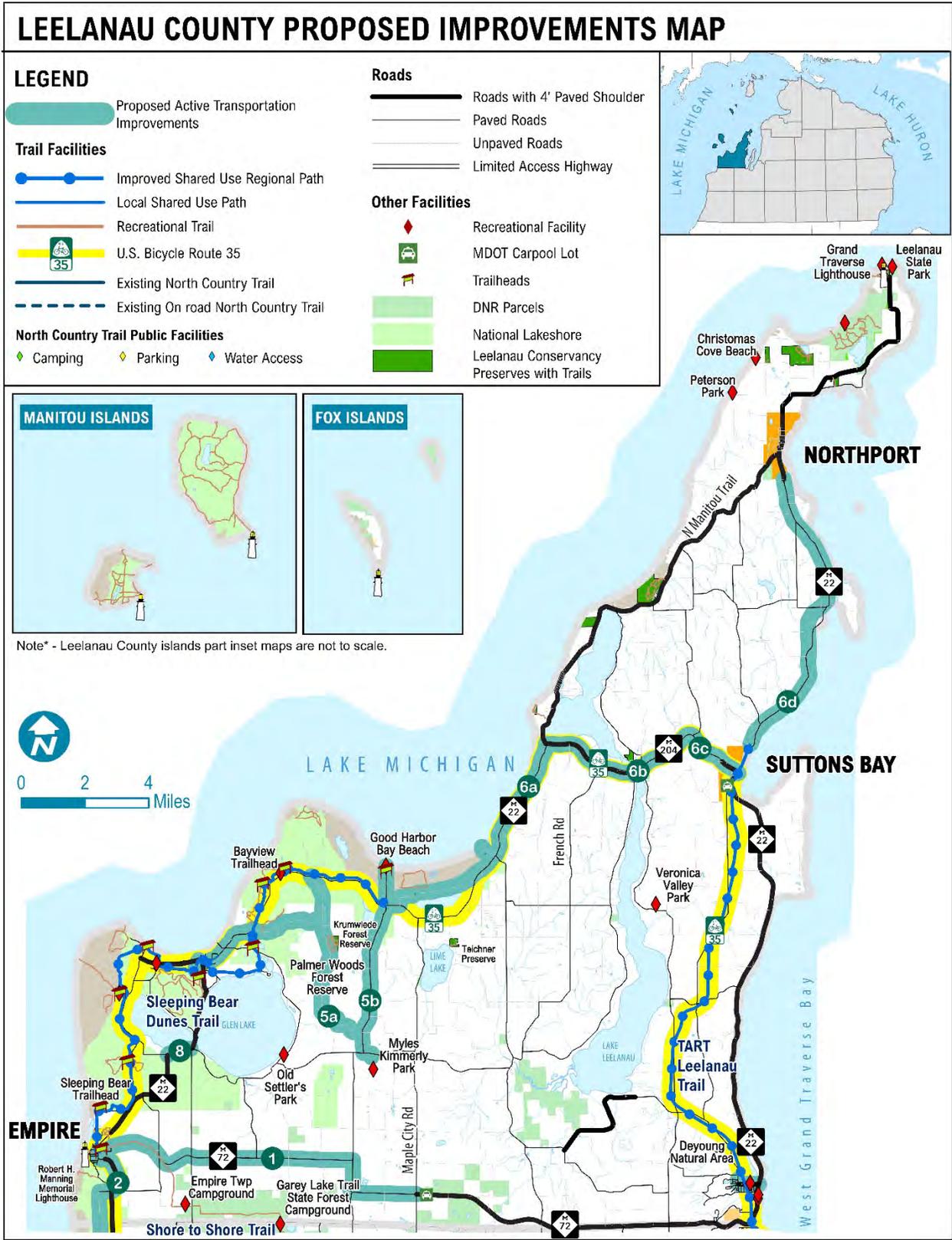
*Sleeping Bear Dunes Headquarters*



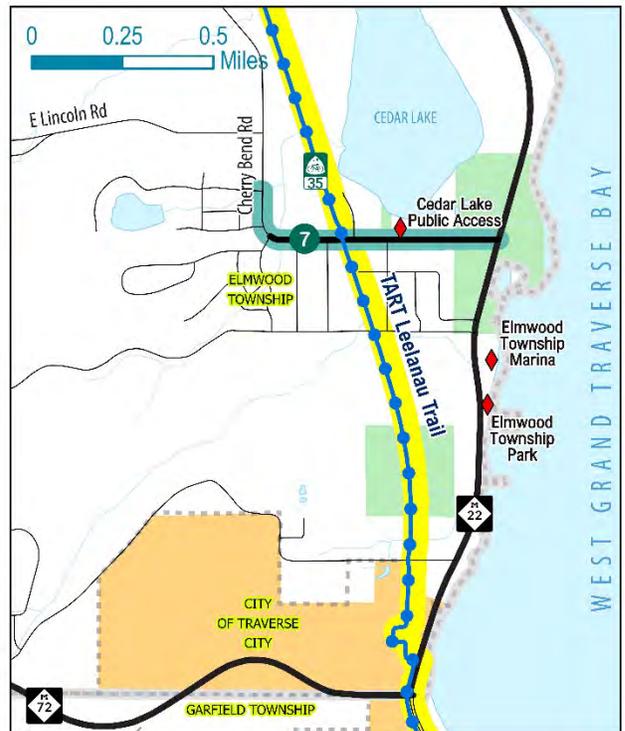
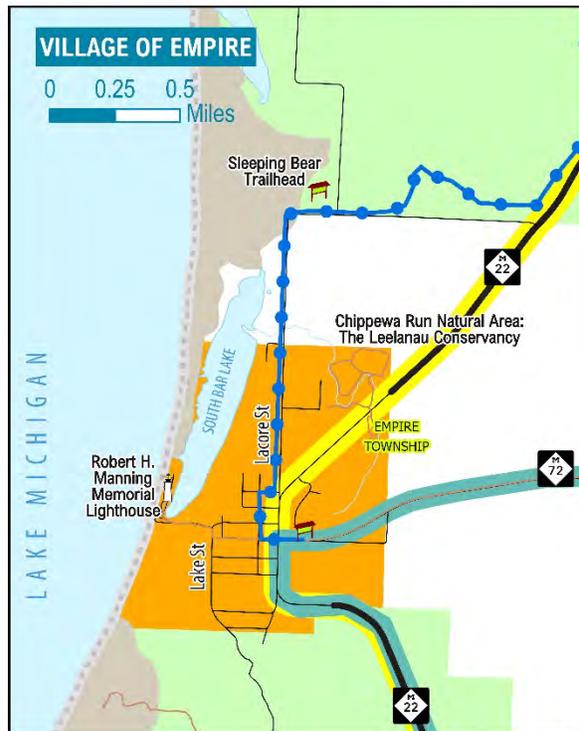
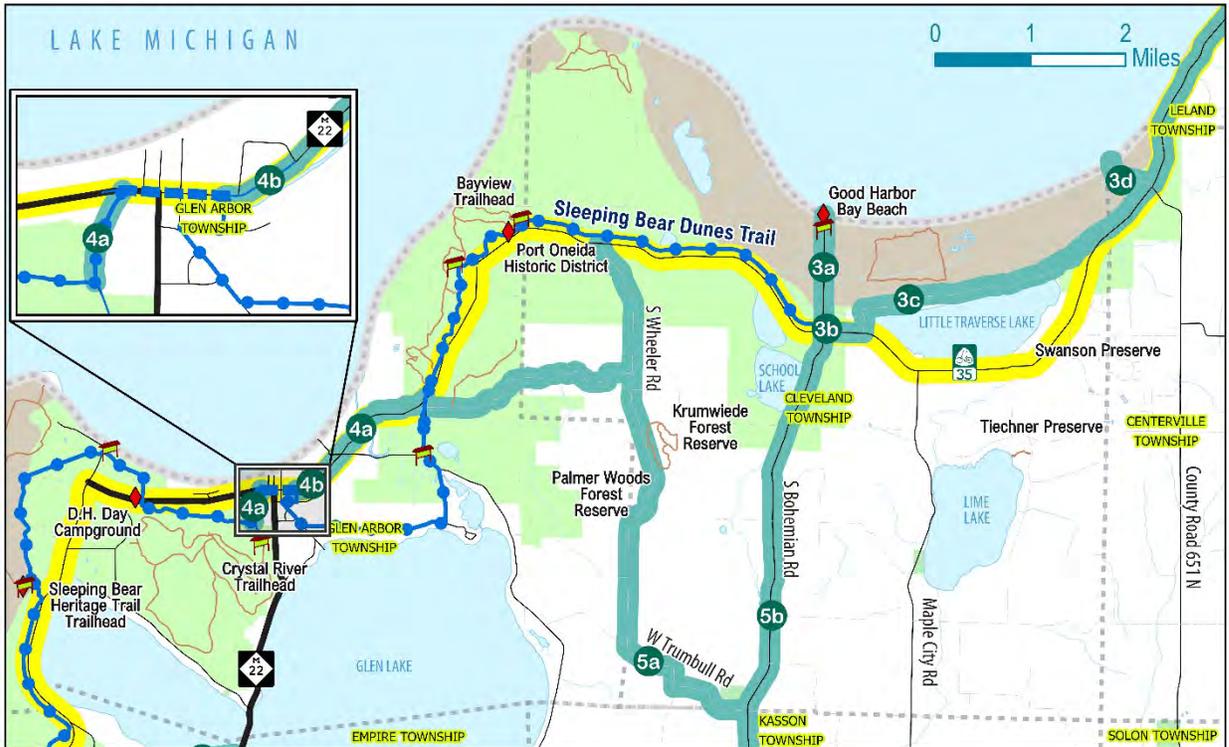
*Northport Downtown Street*



*Phone Booth Map in Suttons Bay*



### COMMUNITY MAPS



## MILEAGE TABLE

<b>Leelanau County</b>				
<b>Facility Type</b>	<b>Miles in 2024</b>		<b>Miles in 2009</b>	<b>Change</b>
Improved Shared-Use Regional Paths	38.6	100.5 Miles Total	38.6	No change
Unimproved Shared-Use Regional Paths	0		0	No change
Local Shared-Use Paths	0.7		0.7	No change
Bike Lanes	0.4		0	+0.4
MDOT-Owned 4-foot or Greater Paved Shoulder	50		39.1	+10.9
Locally Owned 4-foot or Greater Paved Shoulder	11.2		6.8	+4.4
North Country Trail - On-road	0	0	0	No change
North Country Trail - Off-road	0		0	No change
Recreational Trails	107.5		--	--
Proposed Improvements	59.3		--	--

<b>Leelanau County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
MDOT	1	This route follows M-72 from Traverse City to Empire, connecting communities along the corridor. A 4-foot or greater paved shoulder or separate shared-use pathway is desired, with strong community interest in improving connectivity and linking the Sleeping Bear Heritage Trail to the TART system.	From E Traverse Highway to Empire on M-72
National Park Service, MDOT, Leelanau County Road Commission,	2	This route extends the Sleeping Bear Heritage Trail from Empire to Manning Road, enhancing connectivity and providing a future link to Sleeping Bear Dunes in Benzie County. A separated facility is desired, with an alternative option along M-22 featuring a 4-foot paved shoulder.  Anticipated Length: 2.3 miles  Anticipated Facility Type: Desired - separated facility; Alternative - on-road facility  Status: Conceptual design level - identified in the Heritage Trail Master Plan	Start/end points: Empire (current south trail terminus) to Manning Road and points of interest in between.
National Park Service, MDOT, County	3	Anticipated Length: 4.3 miles Status: Final engineering  The Pathway to Good Harbor, or Segment 9, of the Sleeping Bear Heritage Trail, is planned to extend north from Bohemian Road (CR 669) to Good Harbor Trail (CR 651). The trail will feature both a paved trail and boardwalk, all separated from the roadway. The trail will be 10 feet wide, with 2-foot shoulders on either side. The project includes a trailhead with a parking lot of CR 669.  This segment increases accessibility for all ages to the Sleeping Bear Dunes National Lakeshore. It showcases natural resources while providing a gateway for environmental stewardship. This segment completes the northern end of the Sleeping Bear Heritage Trail.	Start/end points: Bohemian Road (CR 669) to Good Harbor Trail (CR 651).  <a href="https://sleepingbeartrail.org/the-pathway-to-good-harbor/">https://sleepingbeartrail.org/the-pathway-to-good-harbor/</a>

<b>Leelanau County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
	3a	Proposed Future Trail: The section begins at the current Sleeping Bear Dunes Trail end point north toward the Good Harbor Bay Beach. This section is proposed for future study.	
	3b	Proposed future trail head and parking lot.	
	3c	Recommended separated trail route from current Sleeping Bear Dunes Trail end point east to M-22/CR 651 intersection off-road	
	3d	Proposed future trail: This section follows Good Harbor Trail to Good Harbor Bay Beach and Trailhead as an on-road route. A parallel off-road option is also proposed for future study.	
National Park Service, MDOT, County	4	<p>Glen Arbor Township has approved necessary items to move forward with preliminary trail design for the Glen Arbor Connector, which will join Glen Arbor to the Sleeping Bear Heritage Trail just north of the Homestead property along M-22.</p> <p>Anticipated Length: 2.6 miles</p> <p>Anticipated Facility Type: Separated trail and shared roadway</p> <p>Status: Preliminary design</p> <p>The Glen Arbor Connector will provide a more direct route through Glen Arbor between and along M-22, M-109, and S Forest Haven Road. The trail will feature separated asphalt facilities with shared roadway through downtown Glen Arbor.</p>	<p>Start/end points: M-22 just north of The Homestead to S Forest Haven Road</p> <p><a href="https://sleepingbeartrail.org/the-glen-arbor-connector/">https://sleepingbeartrail.org/the-glen-arbor-connector/</a></p>
	4a	Proposed off-road trail route: Part along S Forest Haven Drive (access to Alligator Hill Trail Forest Haven Trailhead). Continued off-road along M-22 from W Egeler Road to north of Homestead Road merging into existing Sleeping Bear trail.	
	4b	Proposed on-road trail route: Along M-22, W Harbor Highway from N Oak Street to W Egeler Road.	

<b>Leelanau County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
Leelanau Conservancy, Leelanau County Road Commission, MDOT, National Park Service	5	Recreational sites need better connectivity with the existing trail network. An active transportation path connecting Sleeping Bear Heritage Trail from M-22 to other county recreational areas is desired. These extensions eventually lead to Maple City Trail, M-72, Shore to Shore Trails and further south to Benzie County. There are existing mountain biking and active transportation paths at Palmer Woods Forest Reserve (See details: <a href="https://www.mtbproject.com/directory/8023637/palmer-woods-forest-reserve">https://www.mtbproject.com/directory/8023637/palmer-woods-forest-reserve</a> ).	Leelanau Myle Park and Township Connector Trail
	5a	East-west on M-22 /Hyland Road intersection to Darwin Road/S Wheeler Road intersection. Extending this, north-south from M-22 to Trumbell Road on S Wheeler Road will connect existing Sleeping Bear Dunes Trail, trailheads, Krumwide Forest Reserve, Palmer Woods Forest Reserve and Kimberly Park.	
	5b	Widened shoulders and safety signs on Bohemian Road from M-22 to Myles Kimberly Park will serve as a continued connector with the proposed Pathway to Good Harbor extension southward.	
MDOT	6	Good Harbor to Lake Leelanau to Suttons Bay along M-22 and M-204. This would provide local and regional active transportation connections to communities in Leelanau county. The route would connect to the Sleeping Bear Heritage Trail and Leelanau Trail and points of interest in between. The connection is early conceptual and requires future studies on feasibility and routing alternatives.	Good Harbor to Lake Leelanau to Suttons bay on M-22 and M-204
MDOT	6a	Good Harbor to Lake Leelanau Connector Trail  Anticipated Length: 6.9 miles  Anticipated Facility Type: Desired - separated facility; Alternative on-road facility	Start/end points: Good Harbor - Lake Leelanau

<b>Leelanau County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
		<p>Status: Conceptual design level</p> <p>Community Need: Connectivity between residential, commercial, regional trail, recreation, schools, and points of interest. Additionally, section on M-22 has a gap of 4-foot paved shoulder, completing that portion would be appropriate.</p>	
Lake Leelanau, MDOT	6b	<p>Lake Leelanau Active Transportation Connections</p> <p>Anticipated Length: 0.5 miles</p> <p>Anticipated Facility Type: Desired - separated facility</p> <p>Status: Conceptual design level</p> <p>Community Need: Active transportation connectivity between residential, commercial, regional trail, recreation, schools, and points of interest.</p> <p>Goal of providing safe connections to the schools and businesses in Lake Leelanau.</p>	Start/end points: Gertrude Street - Eagle Highway
Lake Leelanau, MDOT	6c	<p>Suttons Bay and Lake Leelanau Connector Trail</p> <p>Anticipated Length: 3.9 miles</p> <p>Anticipated Facility Type: Desired - separated facility; Alternative on-road facility</p> <p>Status: Conceptual design level</p> <p>Community Need: Active transportation connectivity between residential, commercial, regional trail, recreation, schools, and points of interest.</p> <p>Goal of connecting Lake Leelanau to Suttons Bay along M-204 and south to the existing terminus of the Leelanau Trail (TART).</p>	Start/end points: Eagle Highway – M-22

<b>Leelanau County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
TART, MDOT, Grand Traverse Band of Chippewa and Ottawa Indians, Suttons Bay Township, Leelanau Township, Northport	6d	<p>Leelanau Trail Extension North: Suttons Bay - Peshawbestown - Northport village - bike/walking connector trail.</p> <p>There is a strong community desire for connecting Suttons Bay - Peshawbestown - Northport village along M-22 and eventually connecting Leelanau County communities to North Point Beach, Grand Traverse Light House, and other recreation sites. The extension of the trail from 4th Street to Dumas Road in Suttons Bay was completed as a part of the Front Street road project in 2013. Continuing the Leelanau Trail (TART Trails) from Suttons Bay to Grand Traverse Lighthouse through Northport is recommended.</p> <p>Anticipated Length: 10.5 miles</p> <p>Anticipated Facility Type: Separated facility</p> <p>Status: Conceptual design level</p> <p>Community Need: Active transportation connectivity between residential, commercial, regional trail, recreation, and points of interest.</p> <p>Goal of continuing from the current terminus of the Leelanau Trail just north of Suttons Bay to Peshawbestown to the village of Northport with connections to points of interest.</p>	<p>Start/end points: Dumas Road - Northport Leelanau Trail (TART Trails) from Suttons Bay to Grand Traverse Lighthouse through Northport</p>
MDOT/Leelanau County Road Commission/Elmwood Township	7	<p>The planned reconstruction and improvements for the M-22 corridor during the 2025 construction season extend from the M-72/M-22 intersection north side to Cherry Bend Road in Elmwood Township. However, the project's termination point at Cherry Bend Road on the northern end results in a discontinuity of the active transportation facilities. To address this, the Leelanau County Road Commission and Elmwood Township, with support from MDOT, plan for roadway improvements along Cherry</p>	<p>Cherry Bend M-22 Connector Path - Start/End Points: Division Street - Cherry Bend Road</p>

<b>Leelanau County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
		<p>Bend Road that would include a 10-foot active transportation pathway with curb and gutter along the south side of the roadway providing separation. This pathway would connect active transportation facilities along M-22, the Leelanau Trail, and the Elmwood Township Park and Hall located along Cherry Bend Road.</p> <p>Funding for these improvements are currently under discussion with plans for submission of a Transportation Alternatives Program (TAP) grant application by the Leelanau County Road Commission through assistance provided by Networks Northwest. Submission of the application was planned to occur in February 2025. Support for this project will be requested of the TTCI MPO.</p> <p>Cherry Bend Road Trail</p> <p>Anticipated Length: 1 mile</p> <p>Anticipated Facility Type: Separated facility</p> <p>Status: Final design/engineering level</p> <p>Community Need: Active transportation connectivity between residential, commercial, regional trail, recreation, and points of interest.</p>	
MDOT/Leelanau County Road Commission	8	<p>There is an existing gap of 4-foot paved shoulder on M-22 south of Glen lake (W Glenmere Road). Completing that portion should eliminate the gap along M-22 on south side of Glen Lake.</p> <p>Additionally, throughout Leelanau County, there are multiple gaps along M-22, M-72, and USBR-35 where broad or 4-foot-wide paved shoulders are missing. Completing these gaps with paved shoulders or bike lanes would enhance connectivity and support links to larger on- and off-road trail systems in the county.</p>	



## Manistee County

*Manistee Riverwalk*

### Existing and Proposed Facilities

Manistee County has a little more than 133 miles of existing active transportation facilities (not including sidewalks), including 8.4 miles of regional shared-use paths, 19.2 miles of local shared-use paths, and 105.7 miles of paved shoulders (4 feet in width or greater).

The proposed improvement focuses on providing a regional connection through the county and connecting communities to the existing regional shared-use paths. Most of these proposed trails remain informed by community input and desired connections and are not yet formally proposed. Connecting Thompsonville to the city of Manistee is desired for improved access across the county. Other proposed improvements include better connections between Arcadia Township and surrounding amenities. Additionally, there are plans to enhance connectivity by filling gaps along key corridors such as M-55, M-115, Coates Highway, 13 Mile Road, and US-31, ensuring safer and more integrated routes for active transportation users.



# MANISTEE COUNTY PROPOSED IMPROVEMENTS MAP

## LEGEND

 Proposed Active Transportation Improvements

### Trail Facilities

-  Improved Shared Use Regional Path
-  Local Shared Use Path
-  Recreational Trail
-  U.S. Bicycle Route 35
-  Existing North Country Trail
-  Existing On road North Country Trail

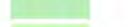
### North Country Trail Public Facilities

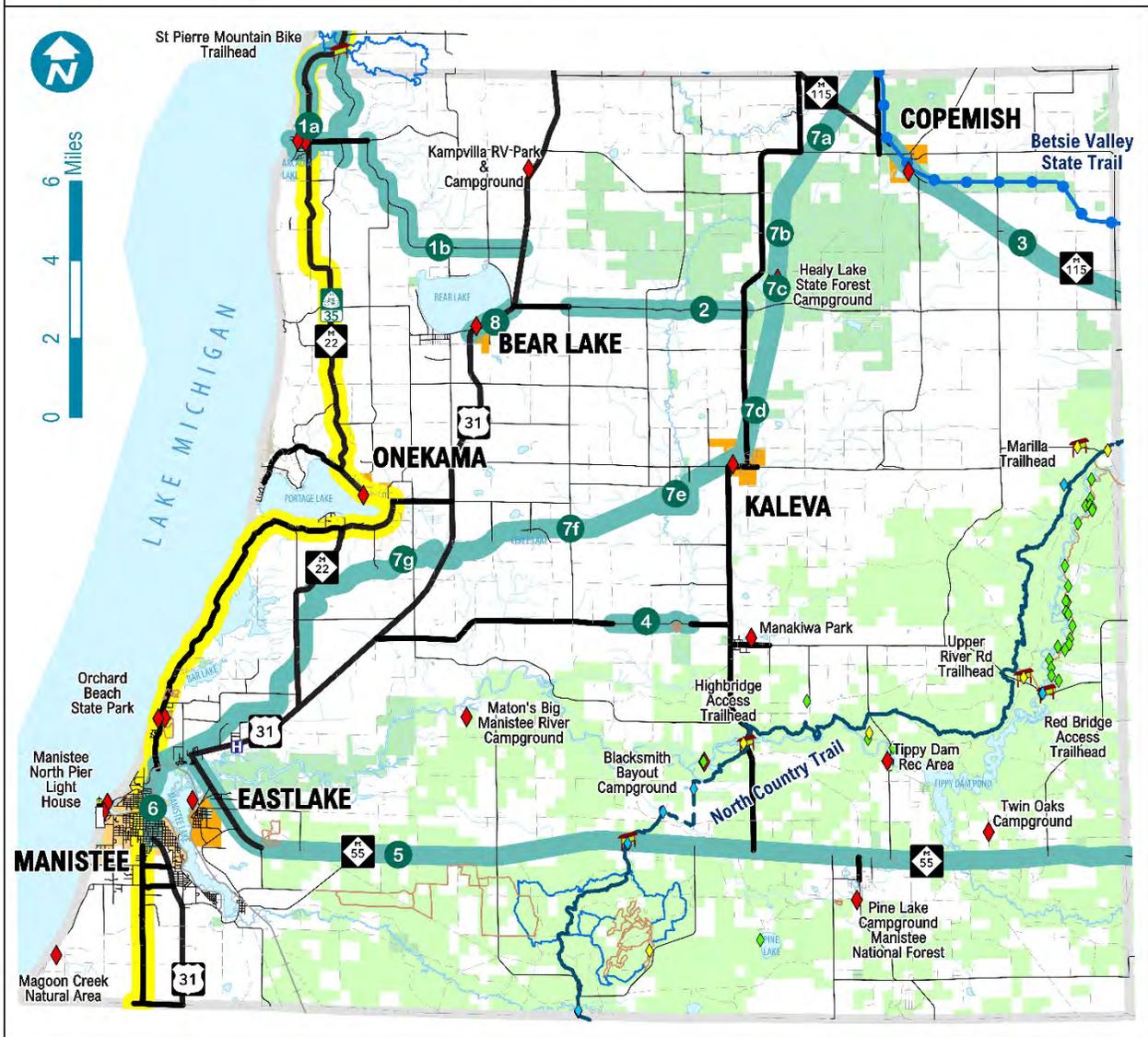
-  Camping
-  Parking
-  Water Access

### Roads

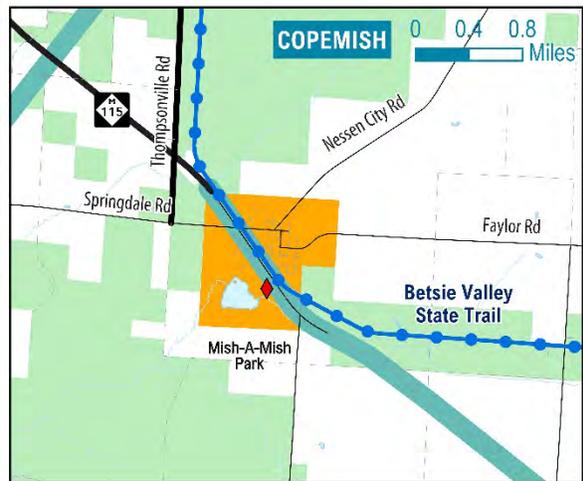
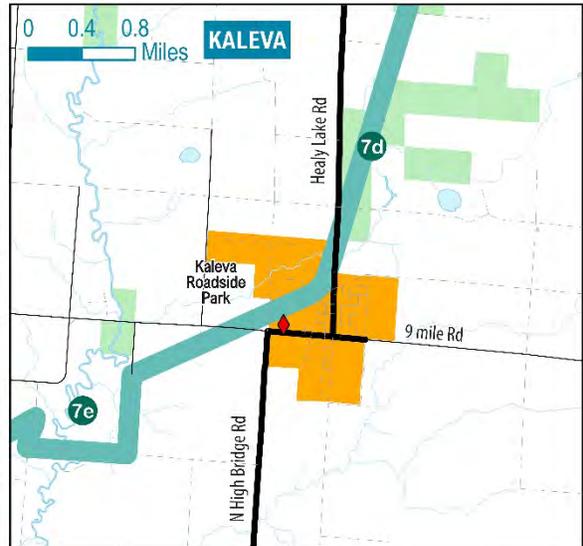
-  Roads with 4' Paved Shoulder
-  Paved Roads
-  Unpaved Roads
-  Limited Access Highway

### Other Facilities

-  Recreational Facility
-  MDOT Carpool Lot
-  Trailheads
-  DNR Parcels
-  National Lakeshore
-  State Park



## COMMUNITY MAPS



## MILEAGE TABLE

<b>Manistee County</b>				
<b>Facility Type</b>	<b>Miles in 2024</b>		<b>Miles in 2009</b>	<b>Change</b>
Improved Shared-Use Regional Paths	8.4	133.3 Miles Total	8.4	No change
Unimproved Shared-Use Regional Paths	0		0	No change
Local Shared-Use Paths	19.2		19.2	No change
Bike Lanes	0		0	No change
MDOT-Owned 4-foot or Greater Paved Shoulder	50.03		44.5	+5.53
Locally Owned 4-foot or Greater Paved Shoulder	55.7		53.4	+2.3
North Country Trail - On-road	3.7	34	3.7	No change
North Country Trail - Off-road	30.3		30.3	No change
Recreational Trails	63.7		54.5	+9.15
Proposed Improvements	68.9		--	--

<b>Manistee County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
Arcadia Township	1a	The proposed active transportation pathway connects Arcadia Township to its major amenities: Arcadia Sunset Station and Beach, Grebe Park Veterans Memorial Marina, Pleasant Valley Community Center, Arcadia Marsh Nature Preserve, Arcadia Dunes, and the C.S. Mott Nature Preserve. Additionally, the community desires sidewalks around the township, especially on Mill Street. In the north, bike route sign needed above Norman Road before the county boundary. Adding crosswalk at the Lake Street/M-22 intersection, signs and markings for nearby trails is desired.	Arcadia Township Active transportation pathway: M-22 - Glover’s Lake Road - Norconk Road – US-31
	1b	Community showed interest in bike routes around Arcadia Marsh Nature Preserve, and bike route shoulders along the Norconk Road to Iverson Road to US 31. Paving a 4-foot-wide shoulder or a bike shoulder is recommended, as it eliminates the gap of bike route shoulders and connects Arcadia Township to Bear Lake and other communities, opening connections to Bear Lake Trail and River Trail.	
County	2	This segment follows 13 Mile Road east of Bear Lake to Healey Lake Road. Paving 4-foot-wider shoulders would eliminate the gap and connect Bear Lake to Kaleva and Copemish, as well as existing trails like Bear Lake Trail, Luhtaneh North Trail, Platte River Trail, and Betsie Valley Trail. This would also provide access to the proposed active transportation connection from Thompsonville to the Manistee Lake area.	13 Mile Road east of Bear Lake Village
MDOT	3	This route follows M-115/Cadillac Highway from the village of Copemish to Mesick. Completing the gap with 4-foot paved shoulders or bike lanes is desired to improve connectivity and safety for active transportation users.	M-115
County	4	This segment follows Coates Highway east from US-31 to Brethren. Completing the 4-foot paved shoulder gap is desired to connect Brethren to other communities and recreational assets, including M-55 to the south, which provides access to trails and recreational sites.	Coates Highway before Brethren

<b>Manistee County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
County/MDOT	5	The community has expressed a desire for paving or adding a bike lane on M-55 from the city of Manistee east to improve access to active transportation paths, the North Country Trail, and other key connections through Norman Township.	M-55
	6	Complete the pavement or bike shoulder along US-31 in the city of Manistee. Bike shoulders or 4-foot-wider shoulders is desired.	8th Street to M-55 along US-31
	7	Reference: SMART trails Manistee County, Manistee County Parks and Recreation Plan, Manistee Lake Area Nonmotorized Plan, TART north west region proposed and conceptual plan. The following sections are partly proposed as well as conceptual, however, discussed in various plans.	
	7a	The segment of the historic public railroad bed from Thompsonville to Bear Creek extends from the terminus of the Betsie Valley Trail in the village of Thompsonville southeast into Manistee County and the village of Copemish, then continues into Wexford County. Currently, this trail accommodates snowmobiles. A grant application has been submitted for the segment between Thompsonville and Copemish to secure funding for amenities, including a trailhead, road crossings and signs, as well as for surfacing the trail with crushed limestone to support active transportation uses.	Thompsonville to Bear Creek
	7b	The Bear Creek Crossing bridge site, once part of a historic public railroad bed, previously featured a bridge that has long since been removed. Without the bridge, the railroad bed is currently unusable as a snowmobile trail at this location. This bridge crossing is currently included in a grant application seeking funding for placement of a new clear-span bridge for immediate snowmobile use and future nonmotorized uses.	Bear Creek Crossing
	7c	Bear Creek Crossing to 13 Mile Road: Placement of a bridge over Bear Creek will accommodate immediate snowmobile use, but the corridor is also a priority for surfacing for future use by active transportation users. The segment from Bear Creek Crossing to 13 Mile Road is a gap in public ownership of the historic railroad bed. The trail reverts to use of adjacent public gravel roads.	Bear Creek Crossing to 13 Mile Road

<b>Manistee County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
	7d	13 Mile Road to Healy Lake: This historic railroad bed extends from 13 mile Road an unincorporated community of "Chief" to the village of Kaleva, which is also split by the gap in public ownership. The surface of this segment is compacted road gravel and the segment can currently accommodate active transportation uses along with snowmobiles. Future amenities and improvements may include benches, signs, gates, and surfacing of crushed limestone.	13 Mile Road to Healy Lake
	7e	Healey Lake Road to Chief Road and #G Chief Road to Adamson Lake Road/Lyman Road: This segment of historic private railroad bed extends from the unincorporated community of "Chief" west toward Onekama and then southwest in Manistee Township. This segment is entirely under private ownership, with discussions ongoing with private landowners concerning property easements, long-term leases or acquisition for placement of the trail along this corridor.	Healey Lake Road to Chief Road and #G Chief Road to Adamson Lake Road/Lyman Road
	7f	Proposed/future trailhead.	
	7g	Further into the city of Manistee from Lyman Road: This section extends toward US-31 and M-22 to further south toward the city of Manistee USBR-35. This section has been a conceptual part and mentioned in the Manistee County Parks and Recreation Plan as well as Manistee Lake Area Nonmotorized Plan.	To the city of Manistee from Lyman Road
	8	The community expressed safety concerns and interest in having separated bike route shoulders along US-31 due to high traffic and speeding issues. A dedicated bike route, or broad bike shoulders separated from the roadway, is desired.	US-31 along Bear Lake



*Countryside Views in Missaukee County*

## **Missaukee County**

### **Existing and Proposed Facilities**

Missaukee County has a little more than 32 miles of existing active transportation facilities (not including sidewalks), including 4.7 miles of local shared-use paths and 27.9 miles of paved shoulders (4 feet in width or greater), of which 21.9 miles are MDOT-owned roads. The county currently has no regional shared-use paths or major local shared-use paths. The Cadillac Pathway continues from Wexford County on the southwest end, north of M-55. The county's active transportation network is still developing, with need of new pathways to link communities like Lake City and McBain to key recreational areas such as state forest campgrounds and parks, as well as provide connection to regional paths in neighboring counties. Recreational trails include the Shore to Shore Trail, which runs along the west side of the county, connecting Grand Traverse County to Wexford County.



*Green energy viewscape*



*Gateway to Lake City*

Proposed plans aim to improve active transportation access to key recreational areas, with a focus on connecting Lake City and McBain. The county is also working on improvements along the M-66 corridor. Paving wide shoulders along M-42 and M-55 will help connect communities internally and provide access to recreational sites. Most of these improvements are conceptual, reflecting community input and the desire for better active transportation connections. Additional studies, including feasibility assessments and route alternatives, will help refine and guide future planning efforts.

# MISSAUKEE COUNTY PROPOSED IMPROVEMENTS MAP

## LEGEND

 Proposed Active Transportation Improvements

### Trail Facilities

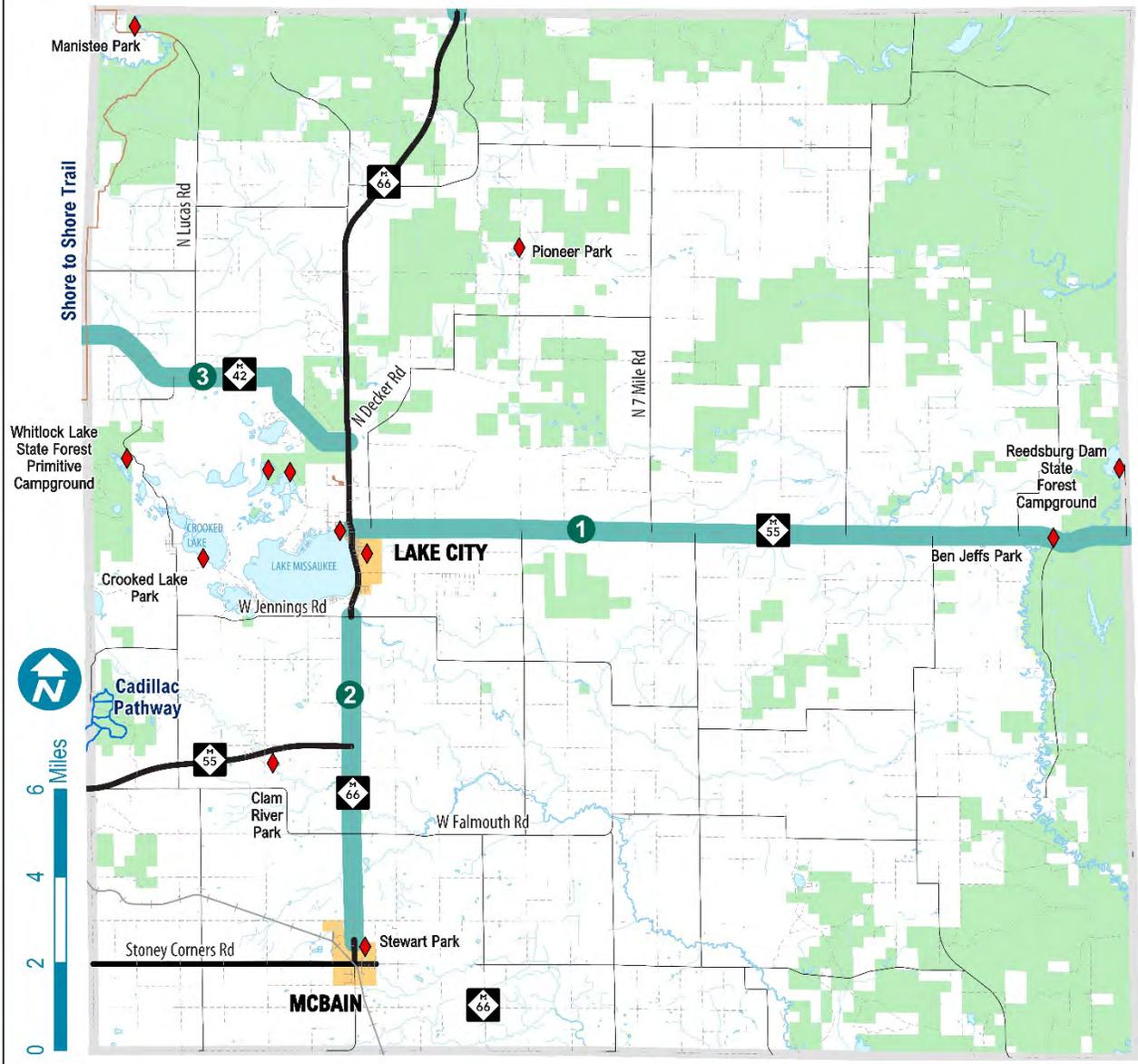
 Local Shared Use Path  
 Recreational Trail

### Roads

 Roads with 4' Paved Shoulder  
 Paved Roads  
 Unpaved Roads  
 Limited Access Highway

### Other Facilities

 Recreational Facility  
 Trailheads  
 MDOT Carpool Lot  
 DNR Parcels



## MILEAGE TABLE

Missaukee County				
Facility Type	Miles in 2024		Miles in 2009	Change
Improved Shared-Use Regional Paths	0	32.62 Miles Total	0	No change
Unimproved Shared-Use Regional Paths	0		0	No change
Local Shared-Use Paths	4.7		4.7	No change
Bike Lanes	0		0	No change
MDOT-Owned 4-foot or Greater Paved Shoulder	21.9		20.3	+1.6
Locally Owned 4-foot or Greater Paved Shoulder	6.02		6.02	No change
North Country Trail - On-road	0	0	0	No change
North Country Trail - Off-road	0		0	No change
Recreational Trails	9.5		9.5	No change
Proposed Improvements	32.7		--	--

<b>Missaukee County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
MDOT	1	Paving 4-foot-wider shoulders on M-55 east to the county line is desired. Part of M-55 is paved initially to north of McBain and also M-55 in Roscommon County.	M-55
MDOT	2	This route follows M-66 from McBain to Lake City. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	M-66
MDOT	3	This route follows M-42 from the Wexford County line to M-66, connecting to Lake City. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	W Roby Road
County	--	<p>Missaukee County Parks and Recreation Plan includes a draft pathway along the existing Missaukee Trail (north and east side).</p> <p>Another active transportation pathway is planned along the west side of Lake City.</p> <p>County roads are highlighted in the plan for proposed paved shoulders.</p>	<a href="chrome-extension://efaidnbmnnnibpcajpcgltcllefindmkaj/https://cms8.revize.com/revize/missaukeecountymi/APPROVED%20%20MISSAUKEE%20COUNTY%20ROAD%20RECOMMENDATIONS%20PLAN%2001.10.2023.pdf">chrome-extension://efaidnbmnnnibpcajpcgltcllefindmkaj/https://cms8.revize.com/revize/missaukeecountymi/APPROVED%20%20MISSAUKEE%20COUNTY%20ROAD%20RECOMMENDATIONS%20PLAN%2001.10.2023.pdf</a>
MDOT/County		Desired connection from McBain and Lake City with the Cadillac Pathway in Wexford County, which would then provide access to the White Pine Trail and other regional bike routes. This connection could be established either through road shoulders or a separated bike path. Currently, Lake City is collaborating with Networks Northwest on an M-66 visioning project, aiming to integrate bike paths and trails into their future planning efforts.	



## Montmorency County

### Existing and Proposed Facilities

*Elk Viewing Opportunities Along Trail Routes*

Montmorency County has approximately 42 miles of existing active transportation facilities (not including sidewalks), most of which are paved shoulders (4 feet in width or greater). The majority of paved shoulder mileage is on state trunklines with all but the west 4.5 miles of M-32 having 4-foot or greater paved shoulders. The only shared-use pathways are the 1.2 miles of local pathways in the village of Hillman. The county also has 59 miles of recreational trails offering hiking, biking, cross-country skiing and equestrian activities. The High Country Pathway makes up much of the recreational trail mileage.

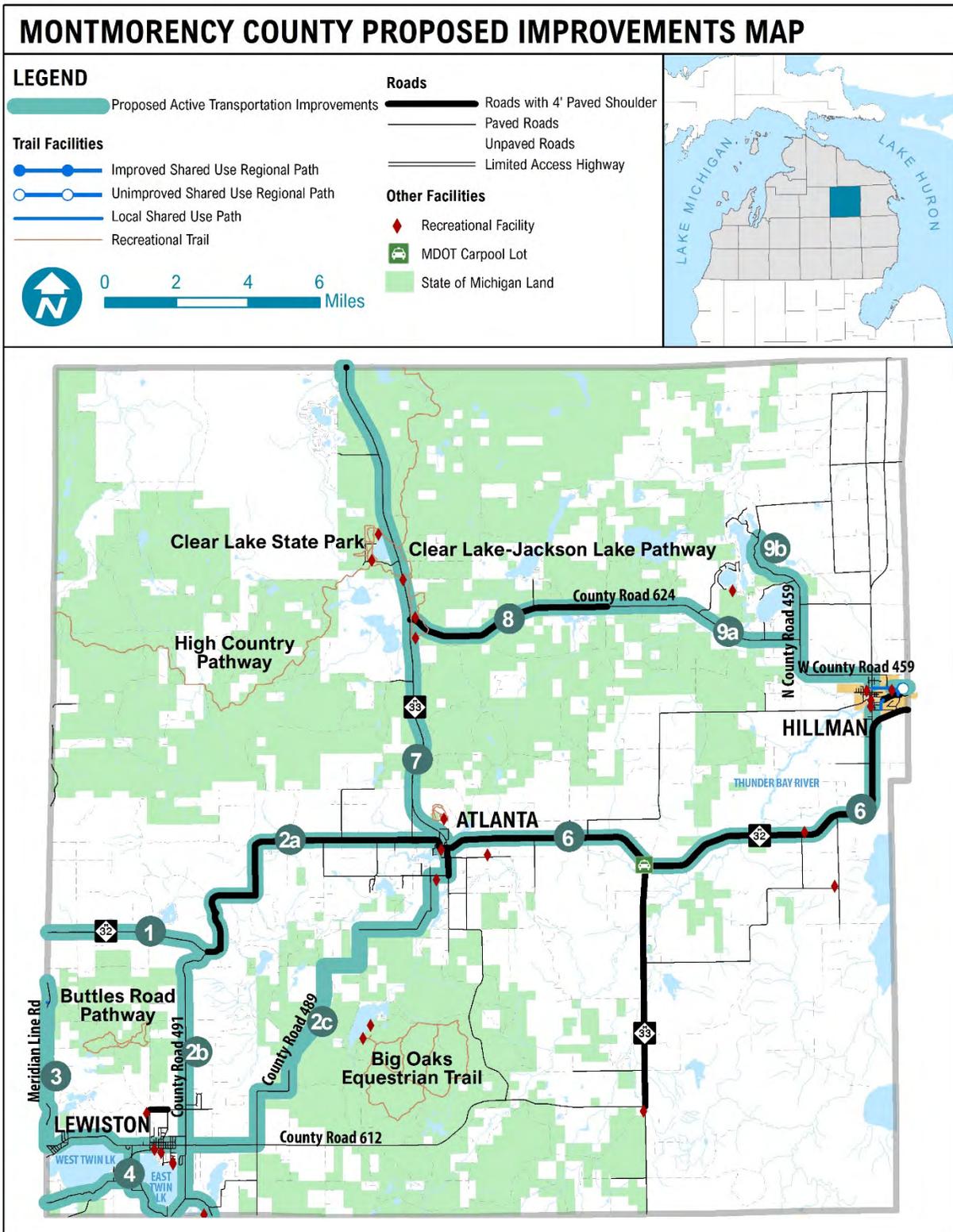


*Rustic Trails in the State Forest*

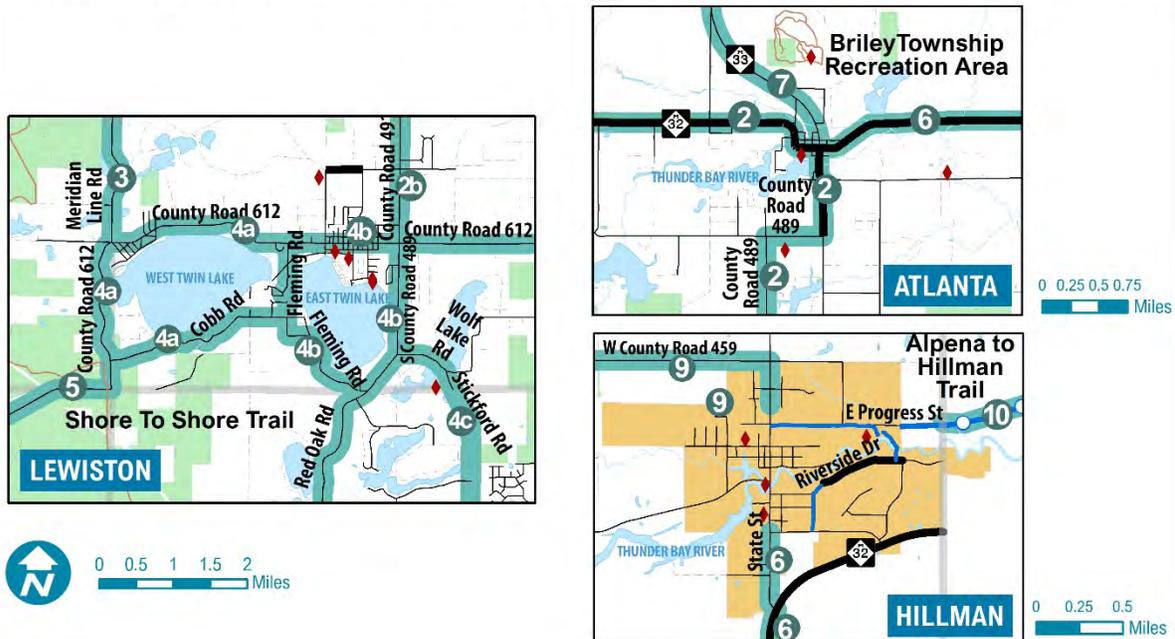
Approximately 100 miles of proposed routes were identified in Montmorency County. These proposed routes support both regional corridors and local community and recreational connections. Proposed routes 1, 2a and 6 are part of the M-32 corridor spanning from Alpena to East Jordan, connecting several communities and recreational sites along the way. All of the proposed routes around the community of Lewiston aim to connect Lewiston to Atlanta to the north, Gaylord to the west, or Mio and the AuSable River area to the south.



*Trail Town Amenities in Lewiston*



## COMMUNITY MAP AND MILEAGE TABLE



### Montmorency County

Facility Type	Miles in 2024	Miles in 2009	Change
Improved Shared-Use Regional Paths	0	0	No change
Unimproved Shared-Use Regional Paths	0.4	0.4	No change
Local Shared-Use Paths	1.2	0	+1.2
Bike Lanes	0	0	No change
MDOT-Owned 4-foot or Greater Paved Shoulder	32.9	19.5	+13.4
Locally Owned 4-foot or Greater Paved Shoulder	7.9	0	+7.9
Recreational Trails	59	59	No change
Proposed Improvements	100.9	192.3	-----
		<b>42.4 Miles Total</b>	

<b>Montmorency County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
MDOT	1	This route goes along M-32 and connects the Johannesburg area to the Atlanta area. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Johannesburg area to Atlanta area
MDOT	2a	This route goes along M-32 and connects with CR 491, linking the Atlanta and Lewiston areas. A separate shared-use pathway is desired due to speed and traffic in this area. Existing 4-foot or greater paved shoulders exist along M-32 from Atlanta to CR 491.	Atlanta area to Lewiston area
County	2b	This route goes along CR 491 and connects Lewiston to Atlanta. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	
County	2c	This alternative route goes through CR 489, connecting the Atlanta area to the Lewiston area. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	
County	3	This route goes along Meridian Line Road and connects the Lewiston area to Otsego Lake. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Lewiston area to Otsego Lake
County	4a	This route is a local connection that loops around West Twin Lake. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Lewiston to West Twin Lake
County	4b	This route is a local connection that loops around East Twin Lake. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Lewiston to East Twin Lake
County	4c	This route serves as a connection to Big Wolf Lake, Little Wolf Lake, and Little Wolf Lake State Campground. Certain segments also help form broader connections. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Lewiston area to Big Wolf Lake, Little Wolf Lake, Little Wolf Lake State Campground
County	5	This route connects the Lewiston area to Hartwick Pines State Park and the Frederic area. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Lewiston to Hartwick Pines State Park and Frederic area
MDOT	6	This route connects Atlanta to Hillman and passes through Hillman Roadside Park. A separate shared-use pathway is desired due to the 65-mph speed limit.	Atlanta area to Hillman Roadside Park and Hillman area
MDOT	7	This route goes along M-33 and connects the Atlanta area to Presque Isle County and the Onaway area, going past Clear Lake State Park, Jackson Lake State Forest Campground, and Jackson Lake Pathway. A separate	Atlanta area to Clear Lake State Park, Jackson Lake State Forest

<b>Montmorency County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
		shared-use pathway is desired due to the 65-mph speed limit.	Campground, Jackson Lake Pathway, Onaway area
County	8	This route goes along CR 624 and connects the Hillman area to Clear Lake State Park. Part of the route has a 4-foot or greater paved shoulders, so adding them to the rest of the road is desired.	
County	9a	This route goes along CR 624 and connects the Hillman area to nearby lakes, including Avalon Lake. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Hillman area to Avalon Lake, Ess Lake, Long Lake, and other nearby small bodies of water
County	9b	This route goes along CR 459 north of Hillman and connects the area to nearby lakes, including Ess Lake and Long Lake. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	
MDNR	10	This route is the Alpena to Hillman Trail, connecting the Alpena and Hillman areas. The trail is existing but needs improvement to connect to the crushed compacted limestone at the MDOT car pool lot near Herron.	Alpena area to Hillman area



## Ogemaw County

### Existing and Proposed Facilities

Ogemaw County has approximately 27 miles of existing active transportation facilities (not including sidewalks), with paved shoulders (4 feet in width or greater) accounting for almost all of that mileage. The only shared-use paths at this time are local facilities in or near West Branch. There are an additional 30 miles of recreational trails in the county.

Ogemaw County had the least amount of proposed routes identified in the northeast region, at 79.6 miles. All of the proposed routes support desired regional corridors for active transportation. Proposed route 2 on the accompanying map is the M-55 corridor spanning from Lake Huron in the Tawas area to Lake Michigan in the Manistee area. Routes 1a, 1b, 1c and 1d are part of the Iron Belle Trail, and proposed route 3 is the M-33 corridor leading to Mio and the AuSable River area.

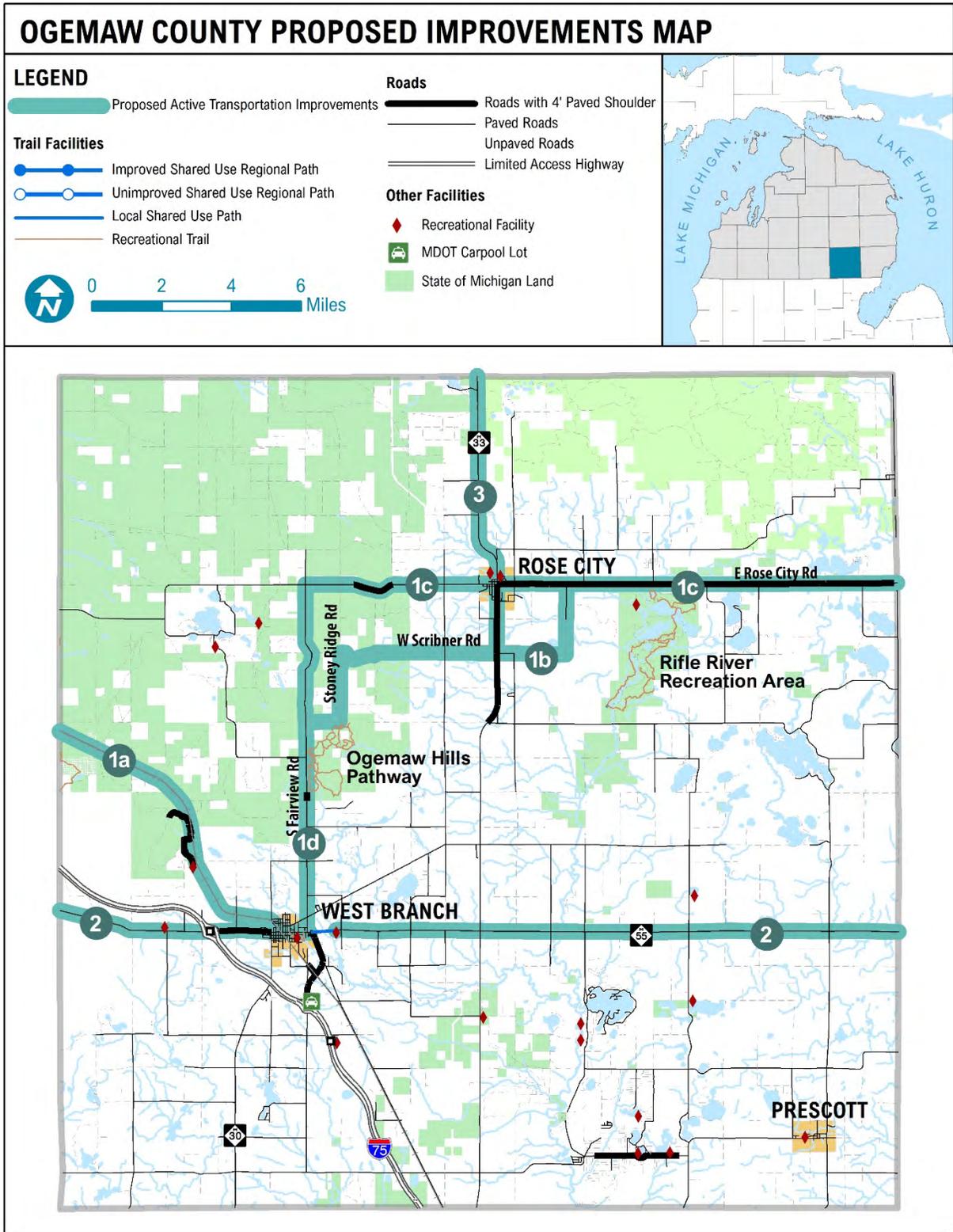
*Biking the Rifle River State Recreation Area*



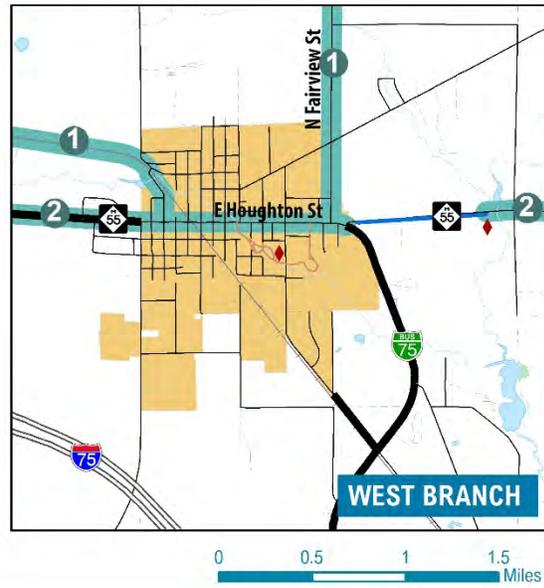
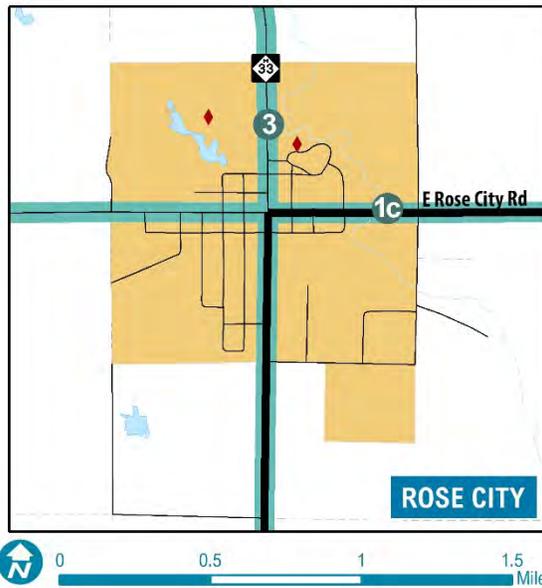
*Biking the Ogemaw Hills Pathway*



*Trail Town Amenities in West Branch*



## COMMUNITY MAP AND MILEAGE TABLE



### Ogemaw County

Facility Type	Miles in 2024	Miles in 2009	Change
Improved Shared-Use Regional Paths	0	0	No change
Unimproved Shared-Use Regional Paths	0	0	No change
Local Shared-Use Paths	0.7	0	+0.7
Bike Lanes	0	0	No change
MDOT-Owned 4-foot or Greater Paved Shoulder	8.5	4.4	+4.1
Locally Owned 4-foot or Greater Paved Shoulder	18.1	11.5	+6.6
Recreational Trails	30.1	30.1	No change
Proposed Improvements	79.6	259.9	-----
		27.3 Miles Total	

<b>Ogemaw County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
Railroad	1a	This is a railroad connecting West Branch to St. Helen. A separate shared-use pathway is desired due to this being an active railway.	West Branch to St. Helen
County	1b	This is an alternative Iron Belle Trail route that goes around Rose City, which connects to West Branch. It is mostly unpaved roads with occasional portions being paved. A separate shared-use pathway is desired.	Rose City to West Branch
County	1c	This is an Iron Belle Trail route that goes through Rose City to Long Lake. Parts of the route have a 4-foot or greater paved shoulder, so adding a 4-foot or greater paved shoulder to the rest of the route is desired.	Rose City to Long Lake
County	1d	This is an Iron Belle Trail route that connects to West Branch, passing Ogemaw Hills Pathway, and connects with F-28, which leads to Rose City. A 4-foot or greater paved shoulder is existing, but a separate shared-use pathway is desired.	West Branch to Ogemaw Hills Pathway West Branch to Rose City
MDOT	2	This route goes through West Branch and connects to East Tawas. It also connects to Pointer Hill Park, Irons Park, and Ogemaw Hills Recreation Complex. Part of the route has a 4-foot or greater paved shoulders, and a separate paved shared-use pathway from West branch to the Ogemaw Hills Recreation Complex. Adding 4-foot or greater paved shoulders to the rest would be an appropriate option; however, a separate shared-use pathway is desired due to high traffic volume and speed.	West Branch to East Tawas West Branch to Pointer Hill Park West Branch to Irons Park West Branch to Ogemaw Hills Recreation Complex
MDOT	3	This route connects Rose City to Mio. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Rose City to Mio



## Oscoda County

*The Au Sable River, a Popular Destination For Trail Users*

### Existing and Proposed Facilities

Oscoda County has a very small number of existing active transportation facilities, 13.5 miles (not including sidewalks), all of which are paved shoulders (4 feet in width or greater). The county does have a large number of recreational trails, almost 72 miles. The Shore to Shore Trail makes up the majority of those miles, with federal forest trails making up the remainder.

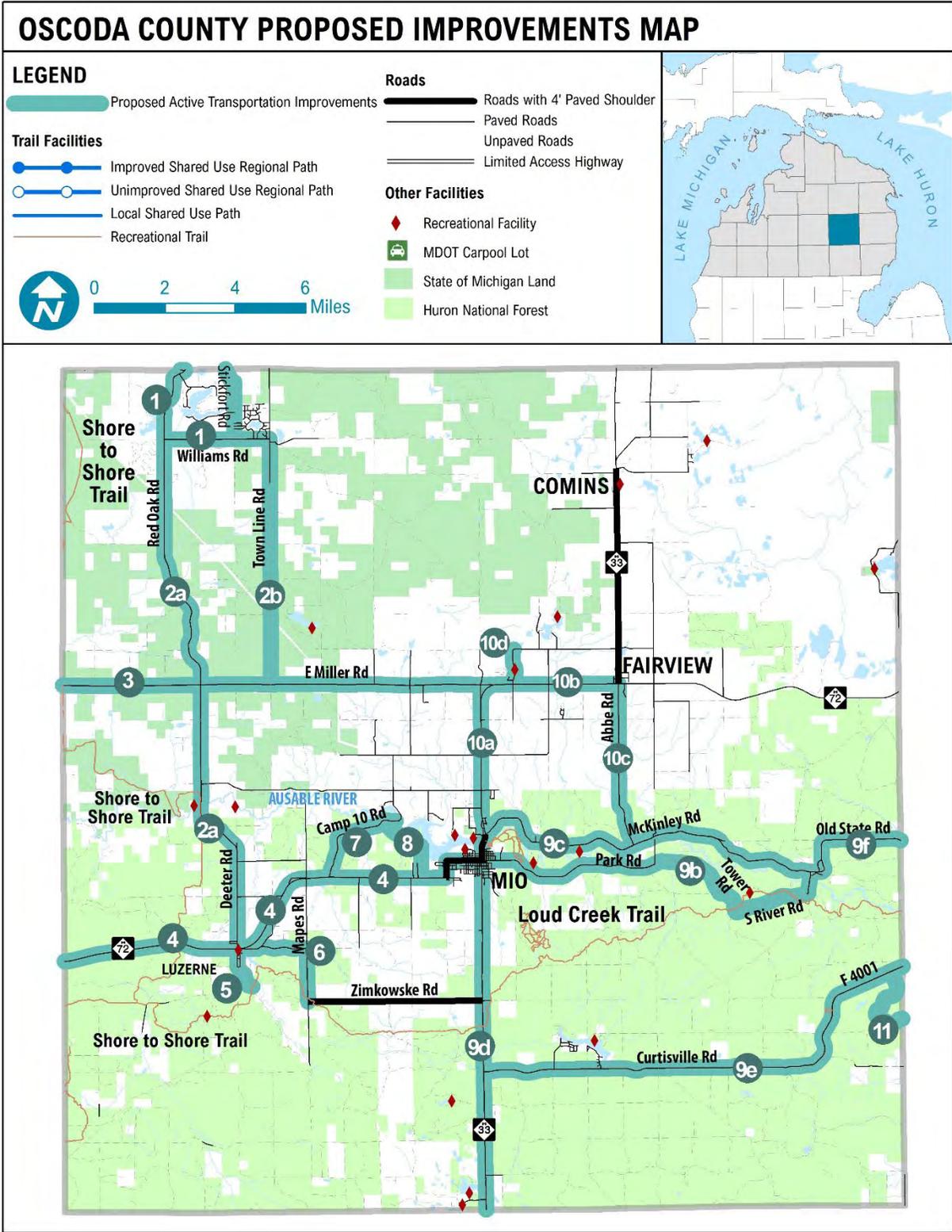
A little more than 131 miles of routes were proposed in Oscoda County. The Mio area is in the heart of the AuSable River and many of the proposed routes lie within that corridor. Proposed routes 4 - 9 and 11 all make up proposed segments of the corridor. Routes 1 - 3 make connections from the AuSable River north to the Lewiston area or west to Grayling. Proposed route 10 connects to the community of Fairview. All of the proposed routes would connect users to nearby communities and numerous recreational sites, especially the many scenic and recreational sites in the Huron National Forest.



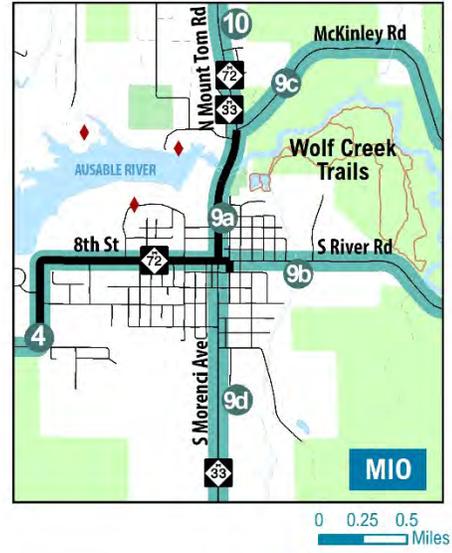
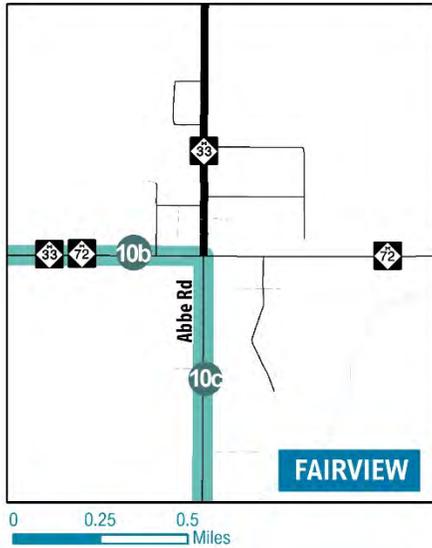
*Sunset on the Au Sable*



*View of Farming Heritage from the Highway*



## COMMUNITY MAP AND MILEAGE TABLE



### Oscoda County

Facility Type	Miles in 2024	Miles in 2009	Change
Improved Shared-Use Regional Paths	0	0	No change
Unimproved Shared-Use Regional Paths	0	0	No change
Local Shared-Use Paths	0	0	No Change
Bike Lanes	0	0	No change
MDOT-Owned 4-foot or Greater Paved Shoulder	8.4	8.4	No change
Locally Owned 4-foot or Greater Paved Shoulder	5.1	0	+5.1
Recreational Trails	71.9	71.9	No change
Proposed Improvements	131.4	160.1	-----
		13.5 MILES TOTAL	

<b>Oscoda County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
County	1	This route loops around Tee Lake, creating a local connection for the Lewiston area. It also serves to form a broader connection to the Mio area. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Lewiston area to Tee Lake and Mio area
County	2a	This route connects the Lewiston area to the Luzerne area through Red Oak Road and intersects with Miller Road, which leads to the Mio and Fairview areas. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Lewiston area to Luzerne area, Mio area, and Fairview area
County	2b	This is an alternate route from Lewiston along Town Line Road to Miller Road. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	
County	3	This route goes along Miller into Crawford County, connecting the Fairview/Mio area to the Grayling area. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Lewiston to Grayling
MDOT	4	This route goes along M-72, passing through Luzerne, and connects the Luzerne, Mio, and Grayling areas. A separate shared-use pathway is desired due to the 65 mph speed limit and the high volume of truck traffic.	Luzerne to Mio and Grayling
MDNR	5	This route connects the Luzerne area to the Shore to Shore Trail. A separate shared-use pathway is desired.	Luzerne area to Shore to Shore Trail
County	6	This route uses Mapes Road and Park Road and bypasses Mio by connecting with Zomowske Road. Zimowske Road has existing paved shoulders, so adding a 4-foot or greater paved shoulder to this route to connect them is desired.	Luzerne to Zimowske Road
County	7	This route is a local loop that goes along Camp 10 Road and connects the Mio area with Mio Dam Pond. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Mio area to Mio Dam Pond
Utility	8	This route is part of a local loop that connects the Mio area to Mio Dam Pond using a utility corridor. A separate shared-use pathway is desired.	
MDOT	9a	This route travels along M-33 north of Mio and connects with McKinley Road and CR 602, both of which are part of a loop that connects the Mio area with AuSable RV Loop Campground, Alcona Park, and Huron National Forest. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Mio to AuSable RV Loop Campground, Alcona Park, Huron National Forest
County	9b	This route goes along Park Road and is part of a loop that connects the Mio area with AuSable RV Loop Campground,	

<b>Oscoda County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
		Alcona Park, and Huron National Forest. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	
County	9c	This route goes along McKinley Road and is part of a loop that connects the Mio area with AuSable Loop Campground, Alcona Park, and Huron National Forest. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	
MDOT	9d	This route goes along M-33 south of Mio and is part of a loop that connects the Mio area with AuSable Loop Campground, Alcona Park, and Huron National Forest. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.  This proposed route crosses the Shore to Shore Trail. A difficult crossing for horse riders exists at the intersection of M-33 and the Shore to Shore Trail. Additional signs are recommended to warn drivers to slow down and watch for equestrians crossing M-33. Adding flashing lights to signs may be warranted.	
County	9e	This route travels along Curtisville Road through the Huron National Forest and is part of a loop that connects the Mio area with AuSable Loop Campground, Alcona Park, and Huron National Forest. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	
County	9f	This route goes along F-32 and connects the Mio area with Alcona Park. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	
MDOT	10a	This route goes along M-33 north of Mio and is part of a loop that connects Mio with Fairview. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	
MDOT	10b	This route goes east along M-33/M-72 and connects with Fairview, being part of the loop connecting Mio and Fairview. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Mio to Fairview
County	10c	This route goes along Abbe Road and travels south of Fairview, being part of the loop connecting Mio and Fairview. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	
County	10d	This route spurs off the Mio and Fairview loop and connects the route with the Oscoda County Fair Grounds and Smith Lake Park. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Fairview area to Oscoda County Fair Grounds and Smith Lake Park

<b>Oscoda County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
County	11	This route spurs off AuSable Valley River Road and connects the Mio area with the Glennie area and Alcona Park. A separate shared-use pathway is desired.	Mio area to Glennie area and Alcona Park



*North Central State Trail North of Gaylord*

## Otsego County

### Existing and Proposed Facilities

Otsego County has almost 76 miles of existing active transportation facilities (not including sidewalks), including just less than 37 miles of shared-use paths, and a little fewer than 39 miles of paved shoulders (4 feet in width or greater). The county also has more than 121 miles of recreational trails. The centerpiece of existing facilities in the county is the North Central State Trail (NCST)/Iron Belle Trail, which traverses the entire county largely following the Old 27 and I-75 corridors. The paved shoulder areas generally radiate out from the city of Gaylord. They also lead into Michaywe or circle Otsego Lake, both of which have large residential areas and are major recreational attractions.

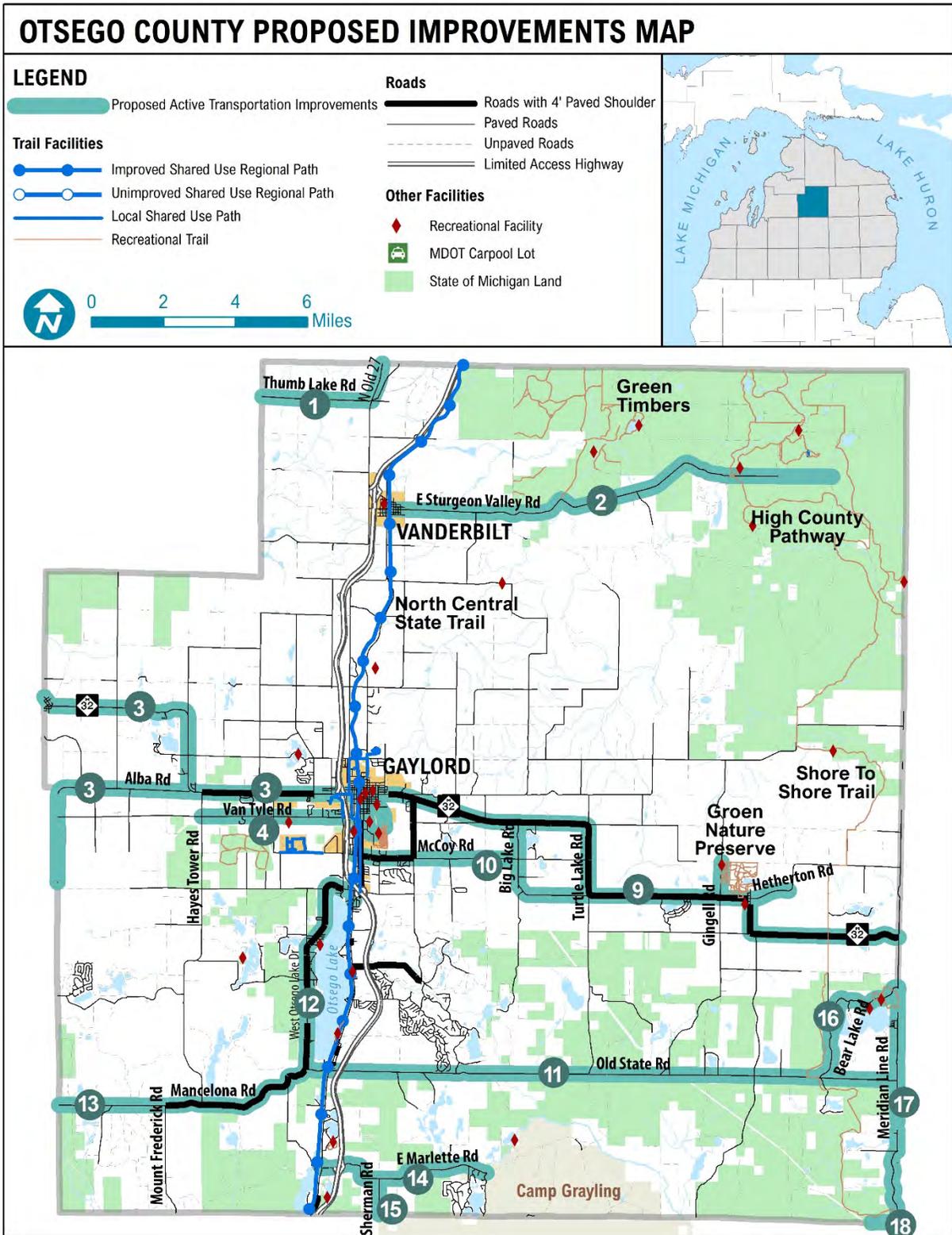
A total of 117.4 miles of proposed routes were identified during this planning process. Many of the proposed routes aim to connect Gaylord to residential areas outside the city, connect to the NCST, or reach recreational sites within or outside the county. Two of the major desired recreational connections are the Groen Nature Preserve and Pigeon River Country State Forest. Many of the proposed routes also serve as part of a larger regional corridor. Proposed routes 3, 4, 9, and 10 all serve as part of the overall M-32 corridor which would cross the region from Alpena to East Jordan.



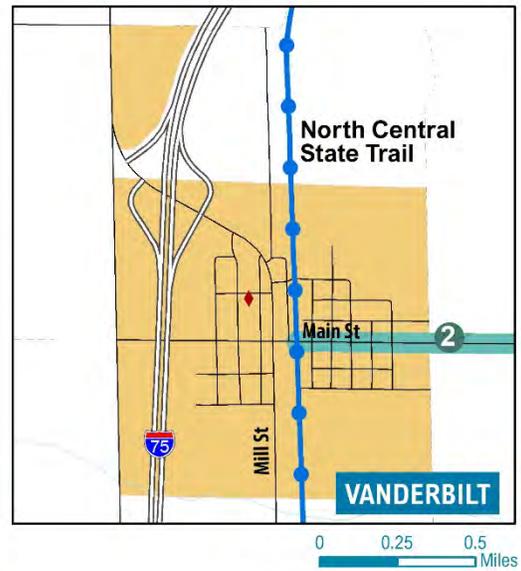
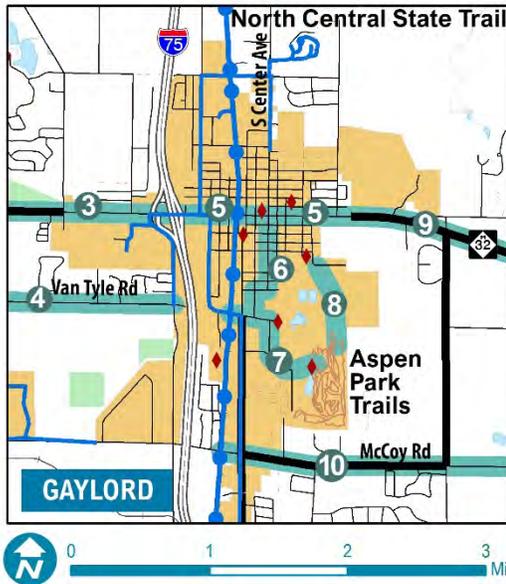
*Gaylord Gateway Trailhead for the NCST*



*Map Kiosk Showing Trails in the Region*



### COMMUNITY MAP AND MILEAGE TABLE



#### Otsego County

Facility Type	Miles in 2024	Miles in 2009	Change	
Improved Shared-Use Regional Paths	25.0	12	+13.0	
Unimproved Shared-Use Regional Paths	0	0	No change	
Local Shared-Use Paths	11.8	75.5 Miles Total	11.8	No change
Bike Lanes	0		0	No change
MDOT-Owned 4-foot or Greater Paved Shoulder	22.3		10.9	+11.4
Locally Owned 4-foot or Greater Paved Shoulder	16.4		4.2	+12.2
Recreational Trails	121.6	94.2	+27.4	
Proposed Improvements	117.4	197.6	-----	

<b>Otsego County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description*</b>	<b>Linkages</b>
County	1	The route traverses north/south along S Straits Highway/N Old 27 from Cheboygan County into Otsego County, then travels in a western direction along Thumb Lake Road toward Petoskey, Thumb Lake, and Thumb Lake Park. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Wolverine to NCST connection west to Petoskey
County	2	The proposed route begins at the Vanderbilt Trailhead Park/North Central State Trail in Vanderbilt and traverses along E Sturgeon Valley Road to connect to the Pigeon River Country State Forest, Shingle Mill Pathway, and High County Pathway. The route travels adjacent to or through the Pigeon River Country State Forest. Within the Pigeon River Country State Forest, users can travel along nearby trails to reach Green Timbers Special Use Area, Pickerel Lake Pathway, Pigeon River Country Scenic Overlook, DNR Elk Viewing Area #2, Pickerel Lake State Forest Campground, Pigeon Bridge State Forest Campground, Pigeon River State Forest Campground, and DNR Elk Viewing Area #6. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Vanderbilt and North Central State Trail to Pigeon River Country State Forest
County	3	There are two options to connect Gaylord to East Jordan, Petoskey, and Boyne City. The first proposed route follows M-32 to connect Gaylord to Elmira, East Jordan, Boyne City, and Petoskey. The second route follows M-32 and continues along Alba Highway toward Alba and Mancelona. Users can access lodging, restaurants, retail shops, and the Gaylord State Forest Area along this route. The Gaylord Country Club is adjacent to the first option for this proposed route, while users will pass by farms and a hunting preserve along the second option for this route. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Gaylord to East Jordan, Petoskey, and Boyne City
County	4	This route travels along Van Tyle Road to connect Dickerson Road and the Gaylord Community Pathway to Hayes Tower Road. The route travels by the Gaylord Regional Airport, Libke Fields, and through the Gaylord State Forest Area. Users can travel south through the Gaylord State Forest Area to connect to the Pine Baron Pathway. Travelling north along Dickerson Road/the Gaylord Community Pathway connects users to lodging, restaurants, and retail shops. Paved shoulders are proposed for Van Tyle Road.	Dickerson Road to Hayes Tower Road
MDOT	5	The proposed route travels along M-32 through Gaylord's downtown area. However, the purpose of this route is to increase walkability and may be modified due to the high	Meecher Road/Edel Weiss Village

<b>Otsego County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description*</b>	<b>Linkages</b>
		traffic volumes and safety concerns along M-32. Local roads paralleling M-32 may be more appropriate for this route. This route travels across the North Central State Trail and connects to the Gaylord Community Pathway. The route provides access to nearby lodging, restaurants and retail shops. Users can travel along local roads either north or south of this proposed route to connect to Freel Memorial Park, Dumas Park, Claude Shannon Park, and Hale Park.	Parkway to Hayes Road
City	6	The proposed route travels along S Central Avenue and W 7th Street to connect M-32/Main Street to Grandview Boulevard. The purpose of this route is to improve connections to the downtown area’s parks, restaurants, and retail shops. The route could be designated city sidewalks.	Grandview Boulevard to M-32 (Main Street)
City	7	The route travels from the Gaylord Community Pathway/North Central State Trail along Wisconsin Avenue/Grandview Boulevard to Elkview Drive then travels east along E Commerce Boulevard to Aspen Park. Users can travel to the Elk Park, retail shops and neighborhoods that are adjacent to the route. Part of this route will be built with a Gaylord Spark Grant. The route could be designated city sidewalks.	North Central State Trail to Aspen Park
City	8	The route travels north/south from Aspen Park to Gaylord Middle School and Gaylord South Maple Elementary School. The Gaylord Disc Golf Course is located adjacent to the route. A shared-use pathway is needed as no infrastructure currently exists.	Aspen Park to the nature area, Gaylord Middle School, and Gaylord South Maple Elementary School
MDOT	9	The proposed route travels from owntown Gaylord east along M-32 toward Johannesburg, the Groen Nature Preserve, and Lewiston. The route passes by the Otsego Resort, Alpen Bluffs Outdoor Resort, Otsego Christian School, Charleton Township Park, Johannesburg-Lewiston Area Schools, Johannesburg Branch Library, and a variety of businesses. Users can travel south on Big Lake Road to the Big Lake Public Access Site on Big Lake. A portion of this route has a 4-foot or greater paved shoulder, but due to the high volume of traffic and speed, a separate shared-use pathway is desired.	Downtown Gaylord to Johannesburg, Big Lake, Groen Nature Preserve, and Lewiston

<b>Otsego County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description*</b>	<b>Linkages</b>
County/MDOT	10	There are two options for this proposed route. The first option starts at the North Central State Trail and follows McCoy Road toward Johannesburg. The second option starts at M-32 and travels south along Big Lake Road by the Big Lake Public Access Site on Big Lake then follows McCoy Road toward Johannesburg. Both options travel by the Big Lake Nature Preserve. Users can travel north on Gingell Road to connect to the Groen Nature Preserve or continue travelling on M-32 to reach Johannesburg and Charleton Township Park. Part of the proposed route has 4 foot or greater paved shoulders.	North Central State Trail or Downtown Gaylord to Johannesburg, Big Lake, and Groen Nature Preserve
County	11	The proposed route begins at the North Central State Trail and travels east along Old State Road to Meridian Line Road to connect Otsego Lake with Lewiston. Users can travel along nearby roads to access East and West Twin Lakes. The route travels through the Gaylord State Forest Area and crosses the Shore to Shore Trail. Users can travel north along the North Central State Trail to access Otsego Lake State Park or south toward Waters to connect to Otsego Lake Township Park, lodging and restaurants. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Otsego Lake to Lewiston
County	12	The proposed route encircles Otsego Lake by travelling from S Old 27 to N Otsego Lake Drive across the North Central State Trail on the north side of Otsego Lake to W Otsego Lake Drive, then in an eastern direction on Mancelona Road to connect to the North Central State Trail on the southern side of Otsego Lake. There are segments of existing 4-foot or greater paved shoulders along the north and west sides of the lake; however, a separate shared-use pathway is desired here due to the traffic and road geometry. The route would connect users to the Gaylord State Forest Area, Otsego Lake County Park, Wah Wah Soo, Otsego Lake State Park, Corey Cove, and Comfort Point. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Loop around Otsego Lake
County	13	The proposed route travels west along Mancelona Road to connect Otsego Lake to Mancelona. The route travels through portions of the Gaylord State Forest Area and is adjacent to Lake Tecon and portions of the Gaylord State Forest Area. A 4-foot or greater paved shoulder exists to Mount Frederick Road, so a 4-foot or greater paved shoulder is desired to continue from that point.	Otsego Lake to Mancelona

<b>Otsego County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description*</b>	<b>Linkages</b>
County	14	The proposed route travels east along Marlette Road through portions of the Gaylord State Forest Area to connect the North Central State Trail and Waters to Camp Grayling and the Guthrie Lakes Area. Users can travel within Waters for lodging, restaurants and connections to Lake Marjory, Lake Marjory State Forest Campground, Big Bradford Lake, Otsego Lake Township Park, Remi and Edna Schotte Memorial Park, Heart Lake, and Fawn Lake. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	North Central State Trail and Waters to Camp Grayling and the Guthrie Lakes Area
County	15	The proposed route travels south on Sherman Road into the Grayling State Forest Area in Crawford County to connect Waters and the Guthrie Lakes Area with Hartwick Pines, the Grayling Area Bike Path, and Hartwick Pines State Park Trail.	Waters and Guthrie Lakes Area to Hartwick Pines
County	16	The proposed route encircles Big Bear Lake State Forest Campground, Big Bear Pointe State Forest Campground, Little Bear Lake, and Big Bear Lake. The route travels on Bear Lake Road, Meridian Line Road and Old State Road. It crosses the Big Bear Lake Nature Pathway and is adjacent to the Shore to Shore Trail. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Loop around Big Bear Lake State Forest Campground, Big Bear Pointe State Forest Campground, Little Bear Lake, and Big Bear Lake
County	17	The proposed route encircles East Twin and West Twin Lakes with the intent of connecting the residences around the lake and creating a starting point for future connections. A small portion of this loop follows Meridian Line Road/CR 612 N in Otsego County along the west side of West Twin Lake. This route travels through the Gaylord State Forest Area and users can travel along nearby roadways to connect to the Shore to Shore Trail. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Loop around East Twin and West Twin Lakes
County	18	The proposed route follows CR 612 into Crawford County toward Hartwick Pines State Park and Frederic. This route travels through the Gaylord State Forest Area and the Grayling State Forest Area. Users can access the Shore to Shore Trail from this proposed route. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Lewiston to Hartwick Pines State Park and Frederic



## Presque Isle County

### Existing and Proposed Facilities

Presque Isle County has a little more than 109 miles of existing active transportation facilities (not including sidewalks), including 34 miles of regional shared-use paths, 22 miles of local shared-use paths, and 53 miles of paved shoulders (4 feet in width or greater). The largest portion of regional pathway is the Northeastern State Trail (NEST), which runs through the entire county connecting several communities and recreational sites. Local shared-use paths are the Huron-Sunrise Trail running through Rogers City and north to Hoeft State Park and 40 Mile Point Lighthouse Park, and the pathway along E Grand Lake Road. Much of US-23, M-65 north of Posen, and all of M-33 has paved shoulders. The county also has approximately 56 miles of recreational trails.

Many of the 113 miles of proposed routes aim to connect communities and recreational areas to the NEST. Proposed routes 6 - 10 on the accompanying map would connect the Black Mountain Recreation Area, along with several other recreational sites, to the NEST in Millersburg and Onaway. Proposed routes 2, 4 and 5 connect the Rogers City area to the NEST. Routes 1 and 3 connect the Long Lake area and several recreational sites in Alpena County to the NEST as well.

*Biking to P.H. Hoeft State Park*



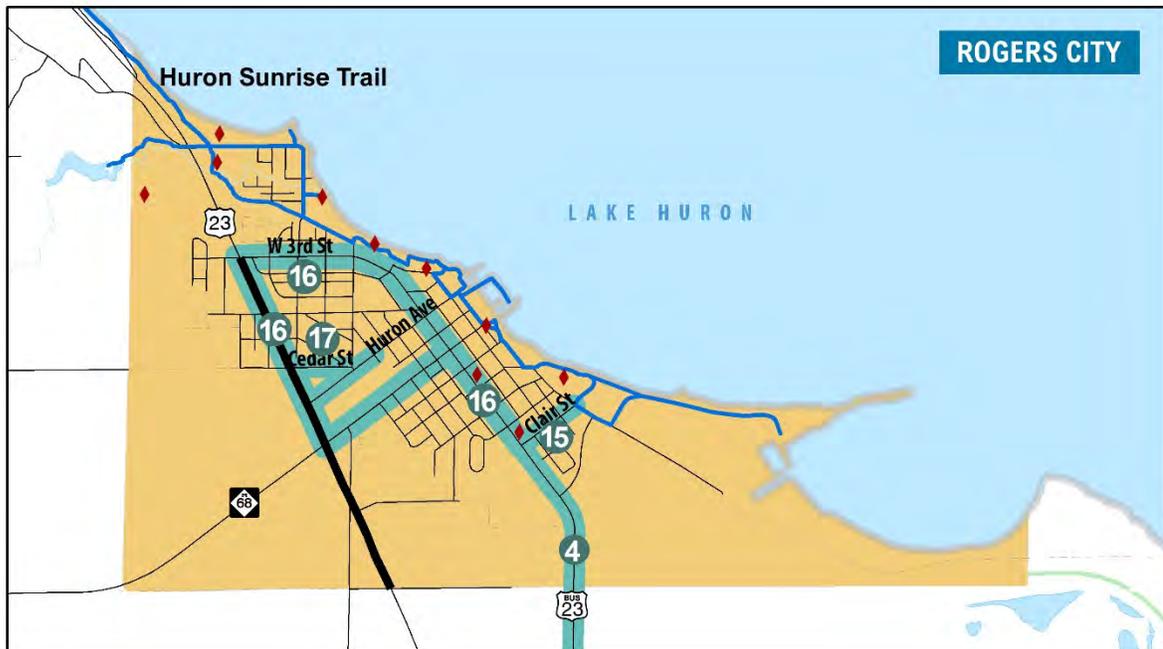
*Huron Sunrise Trail*



*US-23 and Huron Sunrise Trail*



## COMMUNITY MAPS



## MILEAGE TABLE

Presque Isle County				
Facility Type	Miles in 2024		Miles in 2009	Change
Improved Shared-Use Regional Paths	34	109.2 Miles Total	0	+34
Unimproved Shared-Use Regional Paths	0		34	-34
Local Shared-Use Paths	22.1		19.1	+3.0
Bike Lanes	0		0	No change
MDOT-Owned 4-foot or Greater Paved Shoulder	46.4		46.4	No change
Locally Owned 4-foot or Greater Paved Shoulder	6.7		6.7	No change
Recreational Trails	61.2		44.7	+16.5
Proposed Improvements	113.5		285.4	-----

<b>Presque Isle County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
County	1	The route is proposed along Long Lake Highway at the north end of Long Lake. It provides access to the Emily Min Hunt Preserve and a scenic turnout, ending at Rockport State Recreational Area. This route is mostly paved road, and a 4-foot paved shoulder is desired. Paving the section of road from M-65 to Leer Road would be necessary.	Posen area and North Eastern State Trail to Rockport State Recreational Area
MDNR	2	This route spurs off the North Eastern State Trail and connects the Rogers City area to the Posen area and the North Eastern State Trail. This spur is already existing but needs improvement.	Rogers City area to Posen area and North Eastern State Trail
County	3	This route spurs off the North Eastern State Trail and connects the trail to Sunken Lake Park and Mystery Valley via Leer Road. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	North Eastern State Trail to Sunken Lake Park and Mystery Valley
MDOT	4a	This route connects Rogers City to the Quarry View Roadside Park and CR 441 via US-23. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Rogers City area to Metz area, Sunken Lake Park and Mystery Valley
County	4b	This route connects the Rogers City area to Metz, Metz Fire Historical Trailside Park and the North Eastern State Trail via CR 441. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	
County	4c	This route starts from Metz and the North Eastern State Trail and continues along CR 441, turns onto East CR 634 and connects to Leer Road. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	
MDOT	5	This route connects from the Rogers City/Metz proposed route along US-23 to the “Rogers City Spur” that leads to the North Eastern State Trail. A separate shared-use pathway is desired due to the medium traffic volume and the speed of traffic.	Rogers City area and US-23 to North Eastern State Trail
County	6	This is a sidepath along Millersburg Road that connects the Millersburg Area and the North Eastern State Trail to Ocqueoc Falls and the Ocqueoc Falls State Forest Campground, as well as a roadside park near the falls. A separate shared-use pathway is desired.	Millersburg Area and North Eastern State Trail to Ocqueoc Falls, Ocqueoc Falls State Forest Campground,

<b>Presque Isle County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
			and Ocqueoc Roadside Park
MDNR/Private Ownership	7a	This route connects the Ocqueoc Area to the Lake Huron Coast and the Hammond area. A separate shared-use pathway is desired. Easements through private land are needed.	Ocqueoc Area to Lake Huron Coast and Hammond Bay area
Private Ownership	7b	This route goes along the Lake Huron coast from Hammond Bay, passing through Evergreen Beach, Hess Nature Preserve, and Manitou Beach to 40 Mile Point Lighthouse Park. A separate shared-use pathway is desired. Easements through private land are needed.	Hammond Area to Evergreen Beach, Hess Nature Preserve, Manitou Beach, and 40 Mile Lighthouse Park
County	8a	This route runs parallel to Ocqueoc Road and Ocqueoc Lake Road and connects US-23 to Ocqueoc Outdoor Center. A separate shared-use pathway is desired.	US-23 to Ocqueoc Outdoor Center
County	8b	This route connects US-23 to Black Mountain Recreation Area and Onaway State Park along Town Hall Highway. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Black Mountain Recreation Area and Onaway State Park
County	9	This route runs along CR 489 and connects Black Mountain Recreation Area and Onaway State Park. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	
County	10	This route branches off CR 489 and connects to other local roads on the north side of Black Lake. The route eventually leads into Cheboygan County and the North Eastern State Trail on Mullett Lake. A separate shared-use pathway is desired.	Black Mountain Recreation area to North Eastern State Trail and Mullett Lake area.
MDOT	11	This route connects M-211 to a route using local roads on the south side of Black Lake. The route eventually leads into Cheboygan County and the North Eastern State Trail on Mullett Lake. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	M-211 to North Eastern State Trail
MDOT	12	This route connects Onaway/North Eastern State Trail to the High Country Pathway and eventually to the Canada Creek Ranch area through a separate path parallel to M-33 that uses State of Michigan Land. A separate shared-use pathway is desired.	Onaway to Canada Creek Ranch
City	13	This route is a local connection that loops around Onaway and connects with the North Eastern State Trail. City sidewalks could be utilized.	Onaway to North Eastern State Trail

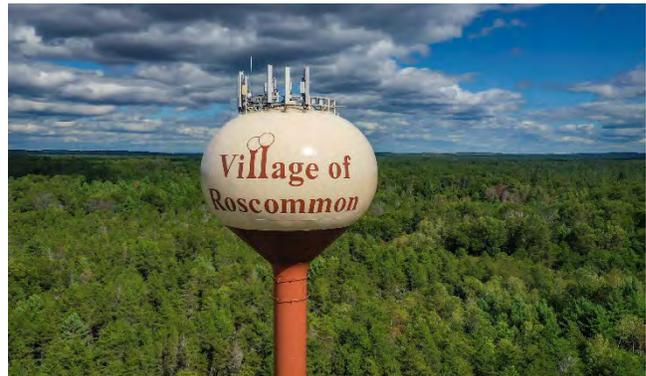
<b>Presque Isle County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
City/Private Ownership	14	This pathway uses Main Street in Onaway then travels through private land to access Ocqueoc Falls. Private easements would be necessary with a separate shared-use pathway being desired.	Onaway to Ocqueoc Falls
City	15	This route is a local connection that connects 3rd Street to the Huron Sunrise Trail and South Shore Park. This is a paved road, and city sidewalk could be utilized.	3rd Street to Huron Sunrise Trail and South Shore Park
MDOT/City	16	This route is a local connection that loops around Rogers City, connecting the city to the Huron Sunrise Trail, Public Works Park, South Shore Park, and Lakeside Park. A sidepath on both sides is desired due to higher traffic volume and speed on the US-23 section.	Rogers City to Huron Sunrise Trail, Public Works Park, South Shore Park, and Lakeside Park
City	17	This route is a local connection that loops around Cedar Street, Huron Ave, and US-23, connecting the Rogers City Middle and High School. A separate shared-use pathway is desired.	US-23 to Cedar Street, Huron Ave, and Rogers City Middle and High School
Village/County	18	These short routes serve as connections in and around the village of Posen. One segment would run north from the village limits to Grand Lake Highway connecting the village to Posen Schools and the Catholic Church. A separate pathway is desired. The other segment would run south from the NEST to the library at Elm Highway.	Village of Posen to the NEST, Psoen Schools, Presque Isle Library



**Roscommon County**  
**Existing and Proposed Facilities**

*Houghton Lake and the Muskegon River: An Area of Planned Trails*

Roscommon County has just fewer than 128 miles of existing active transportation facilities (not including sidewalks), including 9.4 miles of shared-use paths, and 118.5 miles of paved shoulders (4 feet in width or greater). Unlike most counties, locally owned roads have the most paved shoulders. The majority of the locally owned paved shoulders circle and connect Houghton and Higgins lakes, and connect to the community of Roscommon. There are 52.7 miles of recreational trails in the county, including portions of the Midland to Mackinaw Trail.

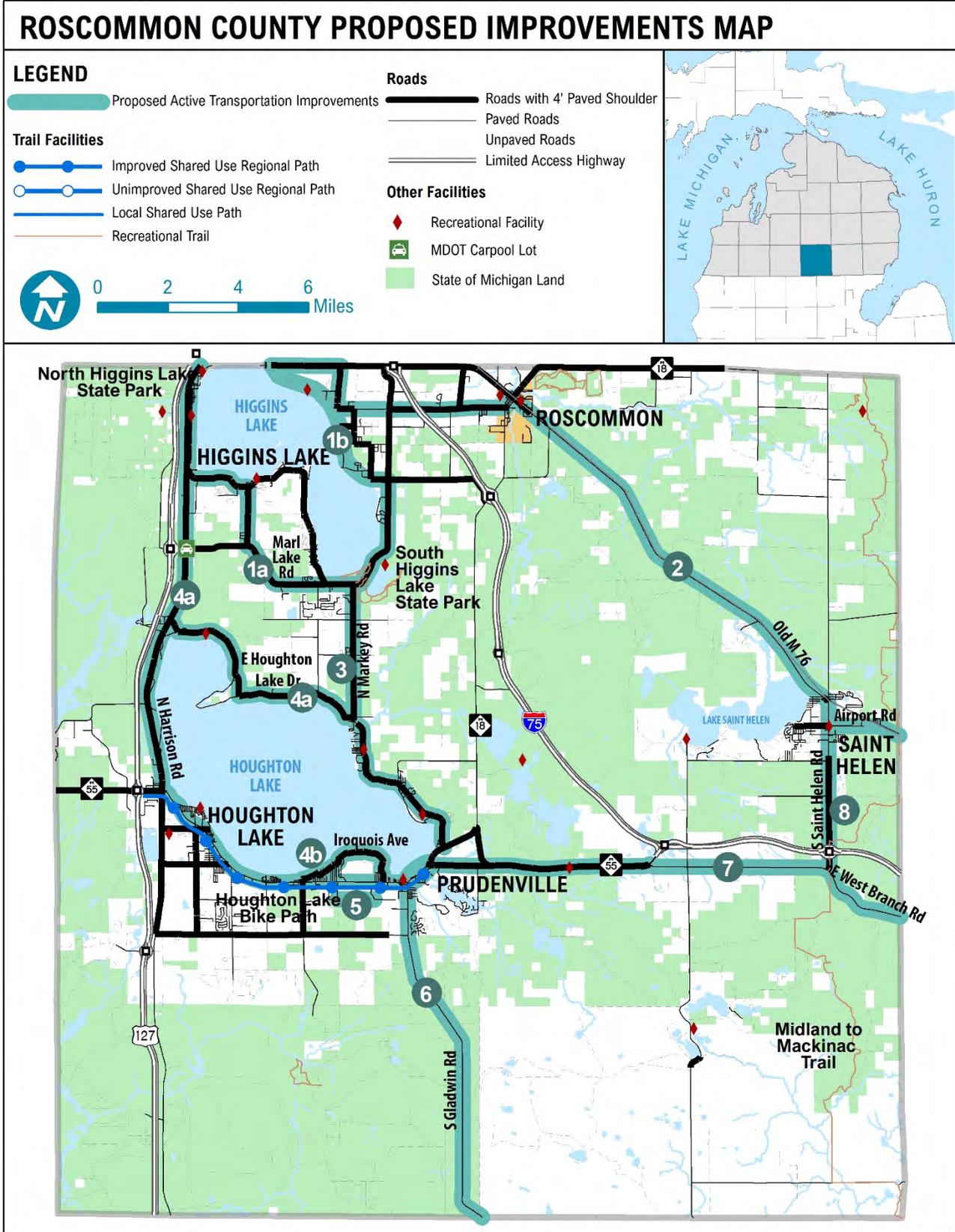


*Roscommon Provides Amenities for Trail Users*

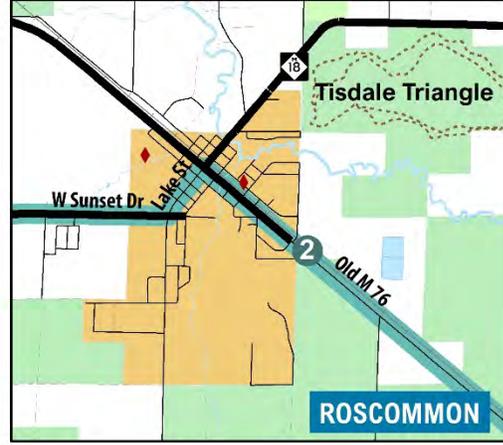
A total of 114.7 miles of proposed routes were identified within the county and area mix of local connections and regional corridors. Proposed route 2 on the accompanying map is the Iron Belle Trail route through Roscommon County. Routes 5 and 7 are a part of the M-55 corridor. Proposed routes 1 through 4 all make connections between or around Houghton and Higgins Lakes, and connect North and South Higgins Lake State Parks. Proposed route 6 would connect south to the community of Gladwin in the MDOT Bay Region.



*Outdoor Activities Abound*



## COMMUNITY MAPS



## MILEAGE TABLE

### Roscommon County

Facility Type	Miles in 2024		Miles in 2009	Change
Improved Shared-Use Regional Paths	9.4	127.9 Miles Total	9.4	No change
Unimproved Shared-Use Regional Paths	0		0	No change
Local Shared-Use Paths	0		0	No change
Bike Lanes	0		0	No change
MDOT-Owned 4-foot or Greater Paved Shoulder	23.0		16.6	+6.4
Locally Owned 4-foot or Greater Paved Shoulder	95.5		38.0	+57.5
Recreational Trails	52.7		52.7	No change
Proposed Improvements	114.7		142.9	-----

<b>Roscommon County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description*</b>	<b>Linkages</b>
County	1a	The proposed route travels on N Harrison Road/Old US-27 on the west side of Higgins Lake and can either continue on N Harrison Road/Old US-27 to travel through the Roscommon State Forest Area, then travels east on W Higgins Lake Drive or can travel into the neighborhoods on W Higgins Lake Drive. At Hillcrest Road, the route can either continue around the lake on the 4-foot shoulder along W Higgins Lake Drive between Hillcrest Road and W Higgins Lake Road or can travel south on Hillcrest Road. There are gaps on the 4-foot or greater paved shoulders of W Higgins Lake Drive at Cleveland Street, from Lone Pine Street to Akron Street, and at Edward Kumm Drive. Hillcrest Road and W Higgins Lake Drive both connect to W Higgins Lake Road/E Higgins Lake Drive to continue travelling around Higgins Lake. Users can travel on less traveled roads to connect to lodging, restaurants, the American Legion Park, the Higgins Lake shoreline, Phoenix Park, Gerrish Township Park, Old Point Comfort, Detroit Point, Sam-O-Set Park, and Flag Point. South Higgins Lake State Park and Marl Lake are located along the route.	Higgins Lake Loop
County	1b	The proposed route travels on the east side of Higgins Lake.	
County	2	The proposed route follows the proposed Iron Belle Trail route. It travels east on North Higgins Lake Drive to E Higgins Lake Drive/W Sunset Drive and travels toward M-18/Lake Street into Roscommon, then travels toward St. Helens on M-76/S 5th Street/Washington Street, and travels out of St. Helens along N St. Helens Road to E Airport Road into Ogemaw County to connect to West Branch. Users can access restaurants, Wallace Park, and Roscommon Metro Park in Roscommon. Within Roscommon, users can travel on 4-foot or greater paved shoulders on either Old M-76 or N Roscommon Road. In St. Helens, users can access lodging, restaurants, and Richfield Township Park. Users can travel on 4-foot or greater paved shoulders along W Airport Road toward Lake St. Helen and the Lake Saint Helen Public Water Access Site. The route passes by Pioneer Ski Hill, Roscommon High and Middle Schools, Roscommon State Forest Area, the South Branch of the Au Sable River, and State of	North Higgins State Park to Roscommon, St. Helens, and West Branch

<b>Roscommon County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description*</b>	<b>Linkages</b>
		Michigan lands. Users can travel on nearby roads to connect to Gahagan Nature Preserve.	
County	3	The proposed routes connect the west side of Higgins Lake to the west side of Houghton Lake by traversing along N Harrison Road, and connects the south side of Higgins Lake to the east side of Houghton Lake along N Markey Road. The routes travel through the Roscommon State Forest Area. Markey Memorial Dog Park and Markey Township Memorial Park are located along N Markey Road. A 4-foot or greater paved shoulder exists, but a separate shared-use pathway is desired.	Houghton and Higgins Lake Connection
County	4a	The route travels on N Harrison Road along the west side of Houghton Lake to M-55 and continues toward Prudenville, then traverses along M-18/W Houghton Lake Drive/E Houghton Lake Drive/Algon Drive to Bradford Drive. It is recommended the route use the existing 4-foot paved shoulders along M-18/E Houghton Lake Drive. The proposed route parallels the Houghton Lake Bike Path. Between S Gladwin Road and Petite Road, there is a very dangerous section on M-55 known to local bicyclists as Dead Man’s Pass. Users can connect to adjacent neighborhoods, Roscommon Township Park, Denton Park, Houghton Lake Rotary Park, Markey Park, Houghton Lake State Forest Campground, and Houghton Lake Community Center Park along less-traveled roads and 4-foot or greater paved shoulders. Users can access lodging, restaurants and retail shops in Houghton Lake and Prudenville.	Houghton Lake Loop; Houghton Lake to Prudenville
County	4b	The proposed route travels north on Houghton View Drive from M-55 into nearby neighborhoods, then travels south on Stanley Drive to continue along Iroquois Ave/Harrison Avenue. The purpose of this route is to provide an alternative lakeshore route to M-55. Houghton Lake Bike Path is nearby this route.	
County	5	The proposed improvement is to pave the gravel section of NestleRoad with the intent of moving the bike path from M-55 to Nestle Road. The proposed route travels adjacent to the Roscommon State Forest Area and connects users to the White Deer Country Club and nearby restaurants, retail shops and the Houghton Lake Bike Path.	Nestle Road

<b>Roscommon County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description*</b>	<b>Linkages</b>
County	6	The proposed route travels from W Houghton Lake Drive south on S Gladwin Road into Gladwin County to connect to Gladwin and through Gladwin County into Midland County to connect to Coleman and the Pere Marquette Trail. The route travels through the Roscommon State Forest Area. Denton Park and Trestle Park are nearby this route. A 4-foot or greater paved shoulder or separate shared-use pathway is desired.	Prudenville to Gladwin to Coleman and the Pere Marquette Trail
MDOT	7	The proposed route travels along M-55/West Branch Road to connect Prudenville/Houghton Lake to Tawas. The route travels through the Roscommon State Forest Area; the Backus Township Park is located along the route. The route crosses the Midland to Mackinaw Boy Scout Trail. A 4-foot or greater paved shoulder exists along M-55 to the entrance to I-75, so extending those paved shoulders is desired from that point.	Prudenville/Houghton Lake to Tawas
County	8	The route follows the proposed Iron Belle Trail route. It travels along N Saint Helen Road to M-55/E West Branch Road toward West Branch in Ogemaw County. Users can access lodging, restaurants and Richfield Township Park in St. Helens. West of this route is a 4-foot paved shoulder that users can travel along to access Lake St. Helen and the Lake Saint Helen Public Water Access Site. A 4-foot paved shoulder exists, but a separate shared-use pathway is desired.	St. Helen to West Branch



## Wexford County

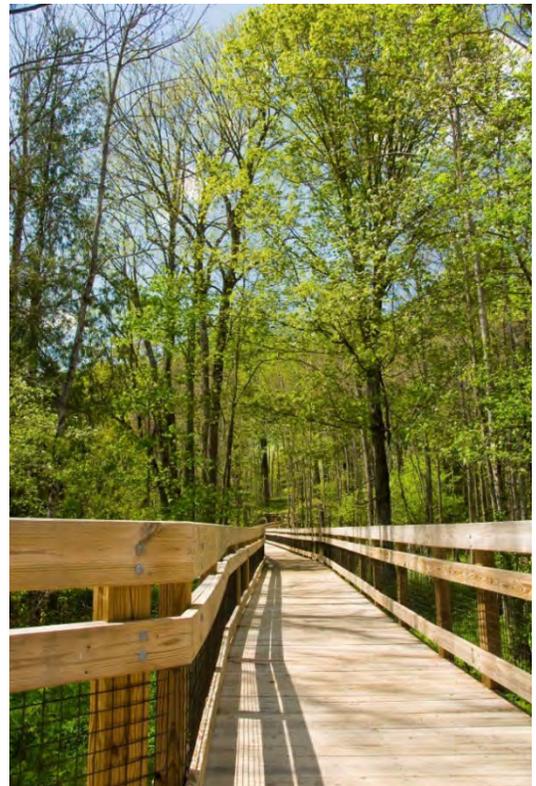
### Existing and Proposed Facilities

*US-31 in Wexford County North of Cadillac*

Wexford County has a little more than 173 miles of existing active transportation facilities (not including sidewalks), including 66.6 miles of regional shared-use paths, 24.8 miles of local shared-use paths, and 82.4 miles of paved shoulders (4 feet in width or greater).

The improved regional shared-use paths comprise of Betsie Valley State Trail and White Pine Trail. North Country Trail passes north of Manton and Mesick, connecting to neighboring counties. Local shared-use paths such as Cadillac Pathway and Lake Cadillac Bike Path provide connectivity to communities and also to larger trail systems. The other trails are motorcycle trails or ORV trails, while recreational trails comprise of Shore to Shore Trail on the east side along the county line, Mackenzie Trail and also loops within and around Cadillac, such as Calm River Walkway and Mitchell State Park Walkway, etc.

Proposed improvements focus on creating a connection between the Betsie Valley Trail and the White Pine Trail. Another key proposal is to connect Cadillac area to the TART/Traverse City trails. Additionally, there are plans to pave shoulders along M-55, M-115 and M-37 to fill in gaps along high-traffic corridors and providing access for active transportation users.



*Boardwalk to the River at the  
Manistee River Roadside Park on  
US-131*

# WEXFORD COUNTY PROPOSED IMPROVEMENTS MAP

## LEGEND

Proposed Active Transportation Improvements

### Trail Facilities

- Improved Shared Use Regional Path
- Local Shared Use Path
- Recreational Trail
- Existing North Country Trail
- Existing On road North Country Trail

### North Country Trail Public Facilities

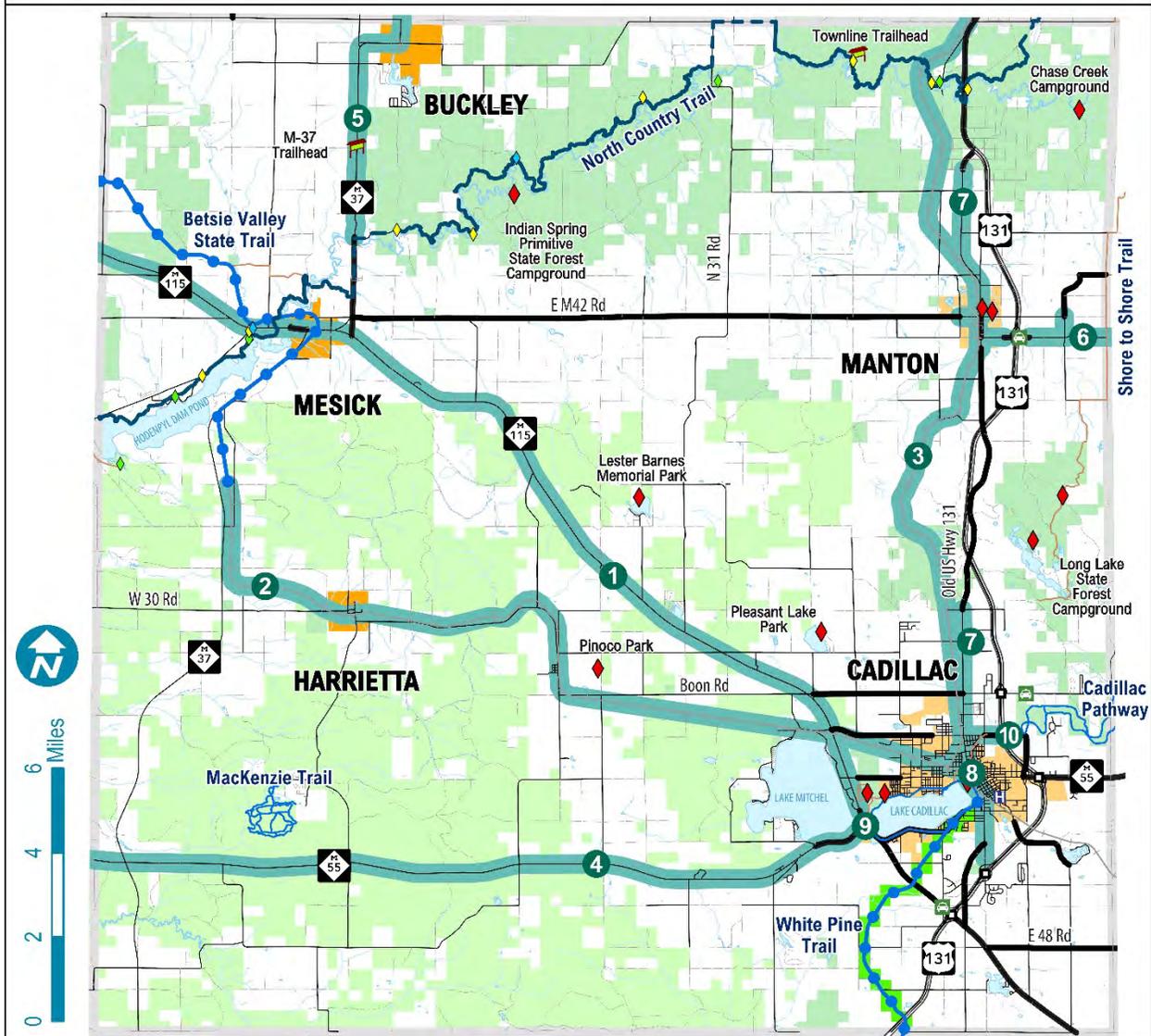
- Camping
- Parking
- Water Access

### Roads

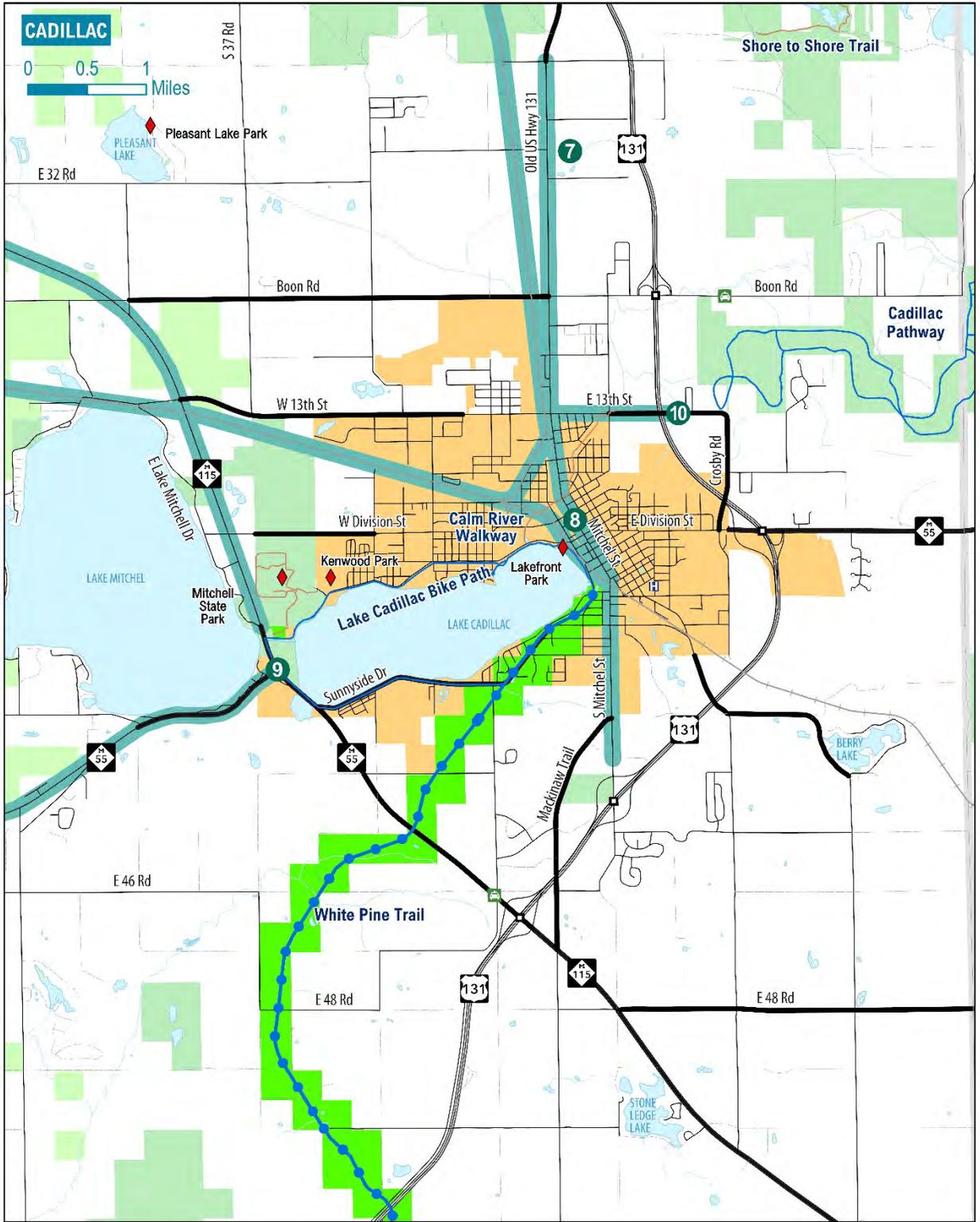
- Roads with 4' Paved Shoulder
- Paved Roads
- Unpaved Roads
- Limited Access Highway

### Other Facilities

- Recreational Facility
- MDOT Carpool Lot
- Trailheads
- DNR Parcels
- National Lakeshore
- State Park



# COMMUNITY MAP



## MILEAGE TABLE

<b>Wexford County</b>				
<b>Facility Type</b>	<b>Miles in 2024</b>		<b>Miles in 2009</b>	<b>Change</b>
Improved Shared-Use Regional Paths	66.6	173.8 Miles Total	66.6	No change
Unimproved Shared-Use Regional Paths	0		0	No change
Local Shared-Use Paths	24.8		24.8	No change
Bike Lanes	0		0	No change
MDOT-Owned 4-foot or Greater Paved Shoulder	44		41.9	+2.1
Locally Owned 4-foot or Greater Paved Shoulder	38.4		1.2	+37.2
North Country Trail - On-road	7.8	43.4	7.8	No change
North Country Trail - Off-road	35.6		35.6	No change
Recreational Trails	17.52		17.52	No change
Proposed Improvements	105.9		--	--

<b>Wexford County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
MDOT	1	There is an existing gap of unpaved M-115 from the village of Copemish in Manistee County to Cadillac in Wexford County. Paving a 4-foot wide shoulder is recommended.	M-115
	2	An active transportation, off-road or separated connection between the Betsie Valley Trail and the White Pine Trail is desired. Connecting the Betsie Valley Trail from its current endpoint south of the village of Mesick, along Railroad Bend, to the village of Harrietta, and into the city of Cadillac (linking with the Lake Cadillac Bike Path) would provide an alternative connection to the White Pine Trail other than M-115. This route is included in the conceptual regional active transportation plan for the northwest region by TART. While still in the conceptual stage and not yet formally proposed, alternative routes may be considered if they become available.	Old railroad bend from existing Betsie Valley Trail end point south of Mesick to White Pine Trail
	3	Continuing the Railroad Bend connection from the city of Cadillac to TART Trails and Traverse City Trails is desired. This connection would cross the North Country Trail north through Manton toward the village of Kingsley, ultimately linking to the existing shared-use local path north of Kingsley and the Shore to Shore Trail. This conceptual path is intended to connect Cadillac to TART/Traverse City and is included in the conceptual regional active transportation plan for the northwest region by TART. While still in the conceptual stage and not yet formally proposed, alternative routes may be considered if they become available.	Old Railroad bend from Cadillac to Traverse City
MDOT	4	A westward connection along M-55 to Manistee County, linking with the North Country Trail and other local trails, is desired. Paving a 4-foot shoulder on M-55 would be an appropriate starting point for this connection.	M-55
MDOT	5	This route goes along M-37, connecting the county line to M-115. A 4-foot or greater paved shoulder or separate shared-use pathway is desired. While a portion of M-37 is already paved from the intersection of the North Country Trail to M-115, completing the gap by paving 4-foot shoulders would be appropriate. The route continues north in Grand Traverse County until reaching M-113.	M-37 from NCT intersection in Wexford County to M-113 intersection in Grand Traverse County

<b>Wexford County</b>			
<i>*Proposed routes and facility type recommendations are based on public input and may change depending on future needs, available funding, opportunities, analysis and conditions.</i>			
<b>Jurisdiction</b>	<b>#</b>	<b>Description</b>	<b>Linkages</b>
MDOT	6	Paving 4-foot wide shoulders along M-42 from the village of Manton boundary east toward the county line is desired.	M-42
MDOT/County	7	Paving 4-foot wide shoulders along Old US-31 is desired as an alternative connection from Cadillac to Manton and further north. While some sections of Old US-31 are paved, the portions through Manton and north from Cadillac remain unpaved and completing them would be beneficial. Additionally, a separated pathway to south of Manton to Cadillac is preferred to cater to buggy travelers around the area.	Old US-31
City	8	Pedestrian and bike barriered pathways are desired along Mitchell Street. Although there is currently a sidewalk around the commercial district, it is not ADA-accessible. A barriered pedestrian and bike pathway is needed, along with road improvements, paved shoulders, or a physically separated pathway. A proper street design study is also recommended to improve crossings and connectivity for downtown Cadillac on Mitchell Street.	Mitchel Street
City	9	Dangerous crossing and high traffic volume at the M-55/M-115 intersection. Better street design and an ADA-accessible pathway is desired.	M-55 and M-115 crossing south of Mitchell State Park
City	10	There is currently no adequate active transportation connection to the schools/YMCA connecting Cadillac downtown and other areas. A separated bike path is desired.	E 13th Street/36th Road

# Funding Options

There are three stages of development for active transportation that need to be financed. One stage is the acquisition of property through the purchase, lease or attainment of an easement. Another stage is the development of the active transportation facilities and the final stage is facility maintenance. Since maintenance costs are dependent on the design and materials of the active transportation facilities, considerations should be given to future maintenance funding as well as the costs associated with the capacity needed to maintain the facilities.

Active transportation facilities may be funded through private dollars, local sources, and state/federal sources. Combining various funding sources is often advantageous when trying to fund the development of comprehensive active transportation initiatives. Collaboration between state agencies, local governments, nonprofits, and private entities is crucial to maximize the funding and implementation of active transportation projects.

**Private Dollars:** Monies are donated or provided via citizens, businesses, private philanthropic organizations, or citizen groups.

**Local Sources:** Counties, townships and cities can establish millages to fund transportation projects that benefit a defined area. Tax increment financing can also utilize property tax revenues from the increase in taxable value to be used for transportation improvements. Downtown development authorities can also use these methods, along with private dollars, to support transportation enhancements in downtown districts.

**State and Federal Sources:** There are numerous state and federal funding options available to support active transportation development. These sources support various project types and local state and federal agencies. The list below is not meant to be comprehensive and additional information about funding sources can be found on the Federal Highway Administration's and MDOT's Bicycling in Michigan websites.

- **Transportation Alternatives Program (TAP):** This competitive grant program uses federal transportation funds to enhance the intermodal transportation system, including providing pedestrian and bicycle infrastructure.
- **Active Transportation Infrastructure Investment Program (ATIIP):** The ATIIP is a new competitive grant program created by the Bipartisan Infrastructure Law enacted as the Infrastructure Investment and Jobs Act to build projects to provide safe and connected active transportation facilities in active transportation *networks* or active transportation *spines*. ATIIP will award two types of grants: planning and design grants and construction grants.
- **Safe Streets and Roads for All:** Safe Streets and Roads for All is a new competitive grant program created by the Infrastructure Investment and Jobs Act that provides funding to local government agencies to support “vision zero” safety improvements, including for bicycle and pedestrian projects.
- **Highway Safety Improvement Program (HSIP):** Supports projects that enhance transportation safety, including active transportation infrastructure that addresses pedestrian or cyclist safety.

- **Surface Transportation Block Grant Program (STBG):** A flexible program that provides funds for various transportation projects, including bicycle and pedestrian facilities.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** Offers funding for projects that reduce traffic congestion and improve air quality in areas with non-attainment status for air quality. These funds can be used for the construction of bicycle transportation facilities and pedestrian walkways (new construction), bike lanes on existing streets, or non-construction projects such as bike share equipment.
- **United States Department of Agriculture (USDA) and Rural Development:** The Community Facilities (CF) program offers primarily loan dollars (but does have grants as well) to municipalities, nonprofit organizations, and tribal entities interested in improving or developing essential community facilities. This may include active transportation infrastructure. Loan rates are typically lower than those available on the open market and can have a term equivalent to the life of the infrastructure, up to 20 years. Loan guarantees may also be available to work in partnership with local lenders. Eligible rural areas must have a population of 20,000 or less, demonstrate a need for assistance, and have a documented ability to repay. Additional priority can be given to projects that include multi-jurisdictional collaboration.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE):** The RAISE program, formerly known as the TIGER and BUILD programs, is a federal grant initiative by the U.S. Department of Transportation. The program provides funding for a wide range of transportation infrastructure projects that have a significant local or regional impact. It focuses on projects that improve safety, economic competitiveness, quality of life, environmental sustainability, and state of good repair, with special attention to underserved communities and areas of persistent poverty.
- **ACT 51:** Act 51 revenue from the Michigan Transportation Fund (MTF) is shared among transportation agencies for the construction, maintenance and operation of Michigan's transportation systems. State transportation law mandates that at least 1 percent of state transportation funds be allocated to active transportation, such as shared-use paths, sidewalk/ramps/curb cuts, active transportation planning and education, bike lanes, and shoulder paving.
- **Safe Routes to School (SRTS):** SRTS is an international movement to make it safe, convenient and fun for children to bicycle and walk to school. In Michigan, the program is funded under the TAP and administered by the Michigan Fitness Foundation and MDOT. Developing an SRTS plan is a process that involves schools, cities and community groups working together to develop a plan that helps students walk or bike to school safely and in greater numbers. The Michigan SRTS program offers communities opportunities to receive federal funding for an SRTS program in the form of major grants to help communities build sidewalks, crosswalks, and any other infrastructure improvements that may be needed to make it possible for students to walk, bike, and roll safely to school.
- **MDNR Natural Resources Trust Fund (MNRTF):** The MNRTF provides grants to local governments and the MDNR (with approved plan) to secure and develop lands for recreational purposes. Trail projects connecting communities to one another and to natural resources are a priority of the trust fund board and are routinely awarded grants through the MNRTF. Additionally, since the MNRTF is a state source of funds, it can be used as match for TAP or other federal grant projects.

- **Land and Water Conservation Fund (LWCF):** The LWCF federal program provides grants to local governments and the MDNR (with approved plan) for the acquisition and development of public outdoor recreation areas and facilities, including active transportation facilities.
- **Recreation Passport:** The Recreation Passport Grant Program funds the development of public recreation facilities for local units of government. Money for this fund is derived from the sale of the Recreation Passport, which replaced the resident Motor Vehicle Permit (MVP), or window sticker, for state park entrance. The renovation or construction of trails and trail heads, accessible pathways, restrooms, and related amenities can all be funded by the program.