



DISCOVER
Northeast Michigan
EAST OF EXPECTED

Northeast Michigan Council of Governments



Michigan's Iron Belle Trail

Ogemaw County 5/24/2017





Agenda

- Introductions
- Review of April meeting discussion
- Discuss preferred conceptual route
 - Benefits, Challenges, Potential Solutions, Preferred Surface Type
- Funding Options, Ownership and Maintenance
- Review and Next Steps



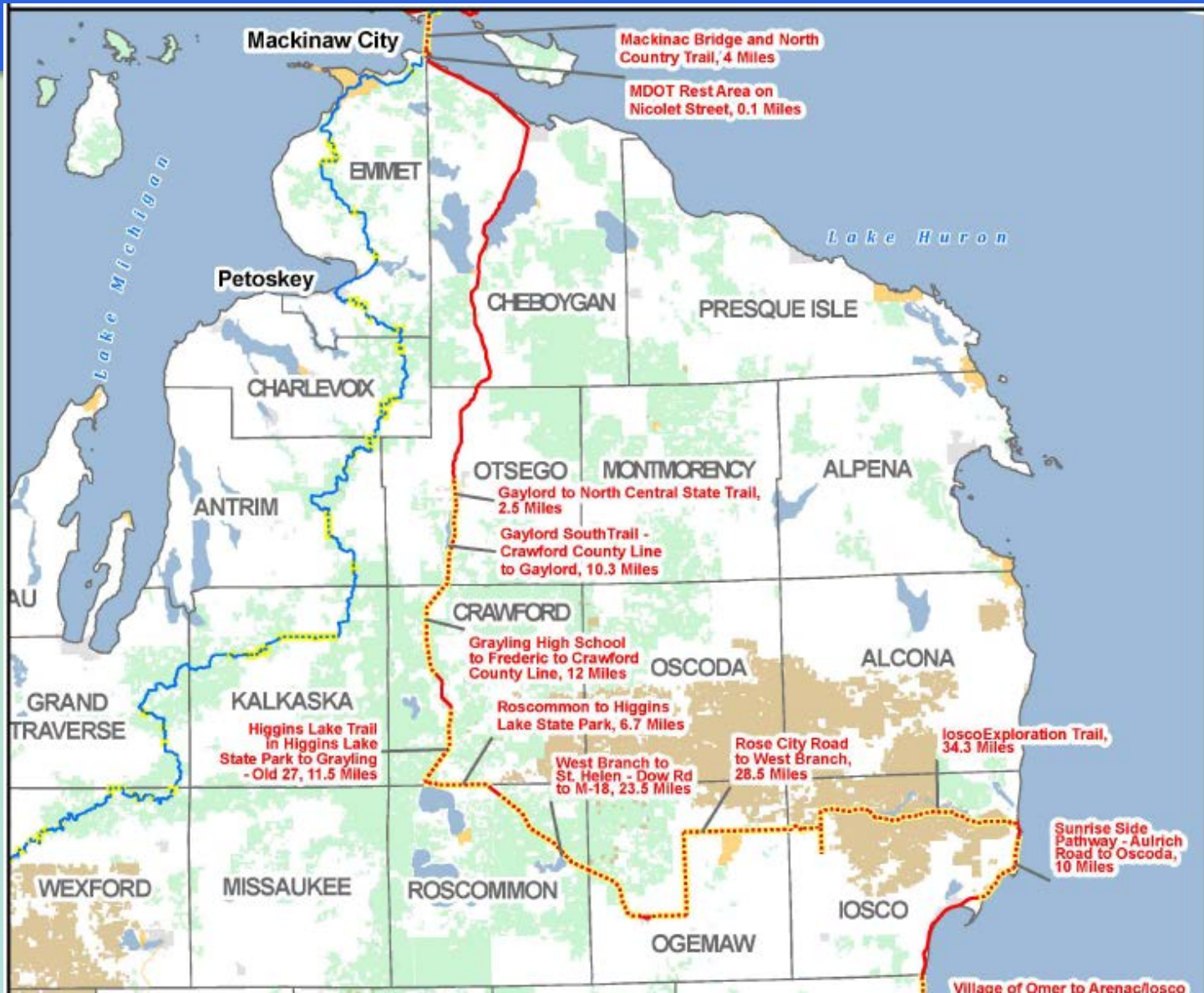
Biking Route



- Uses existing multi-use trails
- Follows US-2 (federal bike route 10 in the U.P.)
- 791 miles
- 60% completed
- 40% to be developed

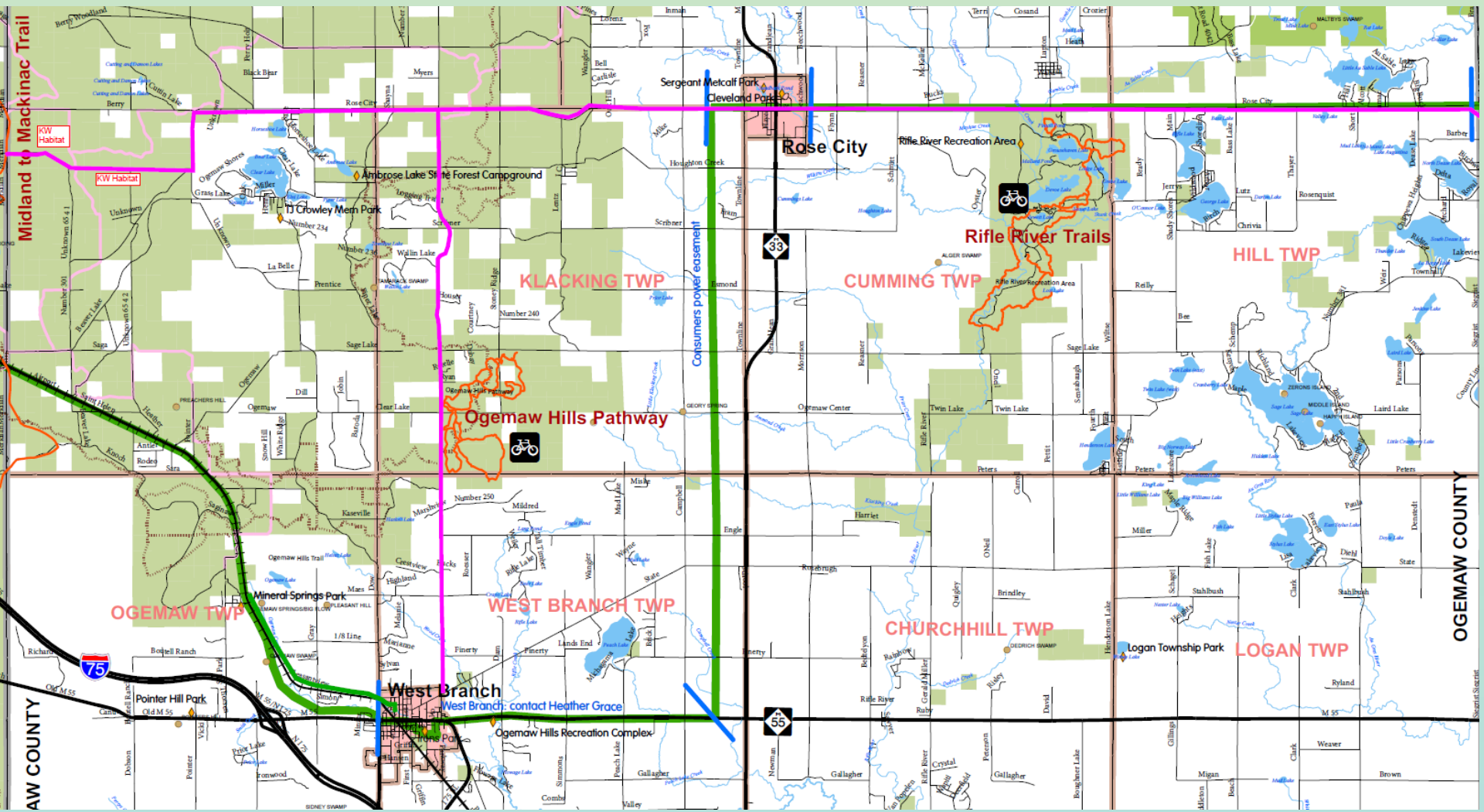


Northern Lower Peninsula





Some Route Options





April Meeting

<https://drive.google.com/open?id=13lc7Z6536cgbbcXExneWhrdkJsE&usp=sharing>

- ✓ Stay in scenic and forested areas where possible
- ✓ Connect to RRRA, Rose City, Ogemaw Hills Pathway, State Forest Land
- ✓ Connect to City of West Branch for amenities, lodging, Riverwalk and potential new snowmobile trail connection
- ✓ Rose City Road west of Rose City has widened shoulders all the way to the County line (about 11.5 mi.)



April Meeting

AVOID:

- Trail route along high speed roads (M55 or M33)
- Trail route along rural dirt roads where high speed vehicles/ORVs are a problem
- Disturbing Kirtland's Warbler habitat in NE portion of County
- Cons. Power Utility Corridor – topo, wetland issues, \$1000/mi/year lease, need farmer's consent



April Meeting

CONSIDERATIONS

- ROW on Fairview Road is only 66 feet. May need easements of private property/State land.
- Minimize tree removal on State land
- Might be able to utilize two-track/snowmobile trails for trail route
- Powerline easements and pipeline xings

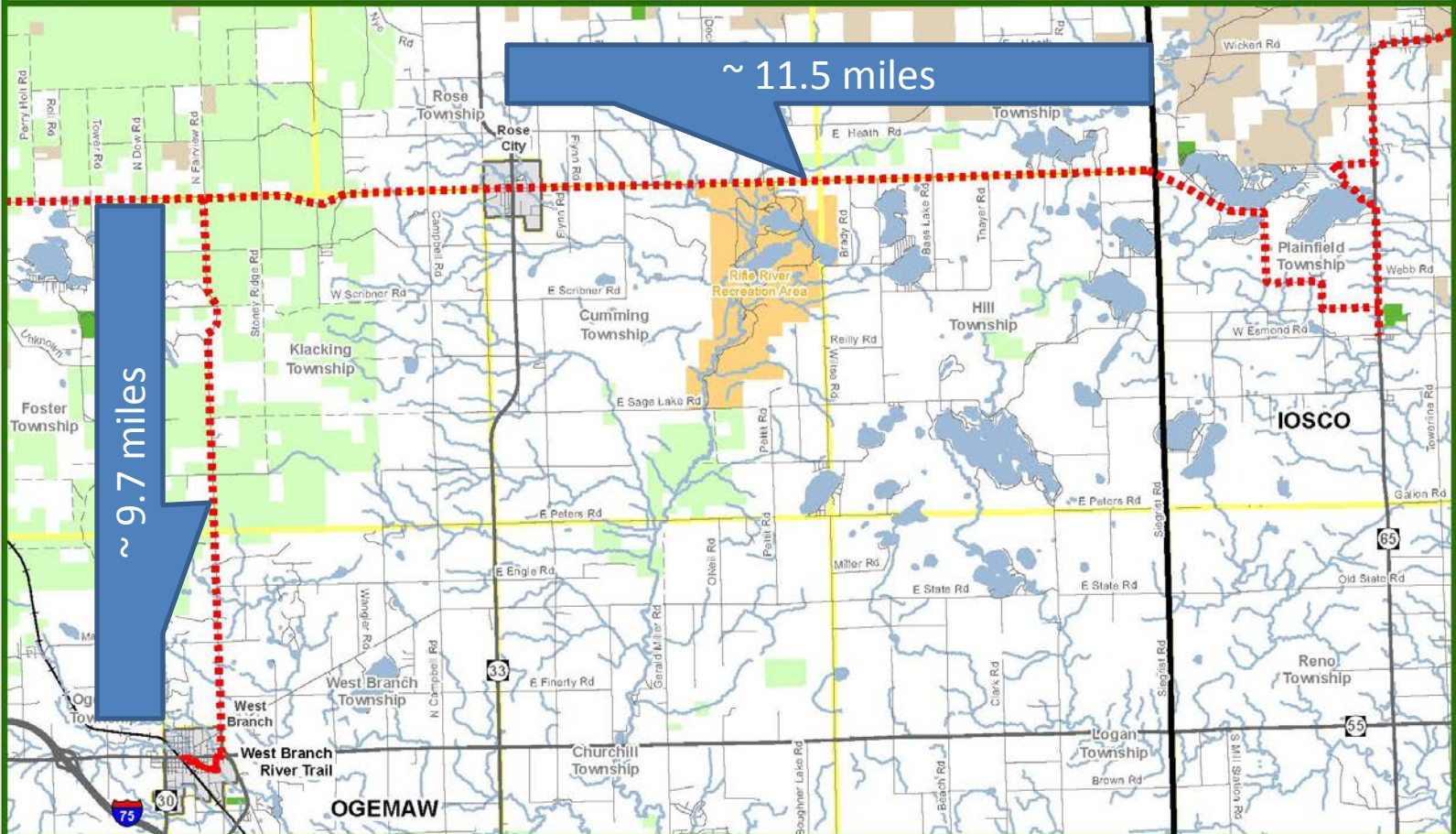


<http://www.michigan.gov/ironbelle>



Michigan's Iron Belle Trail - Two Routes, One Great Trail

Iosco County River Pathway - County Road F-28 - Rose City - Consumers Energy - M-55 West Branch



** The illustrated hike and bicycle trail connections will rely upon partnership opportunities. **

0 1.5 3 Miles

May 5, 2017
Michigan Department of Natural Resources
Forest Resources Division
Resource Assessment Section

Biking Trail

- Biking - Existing Trail
- Biking - Proposed Trail

Road Type

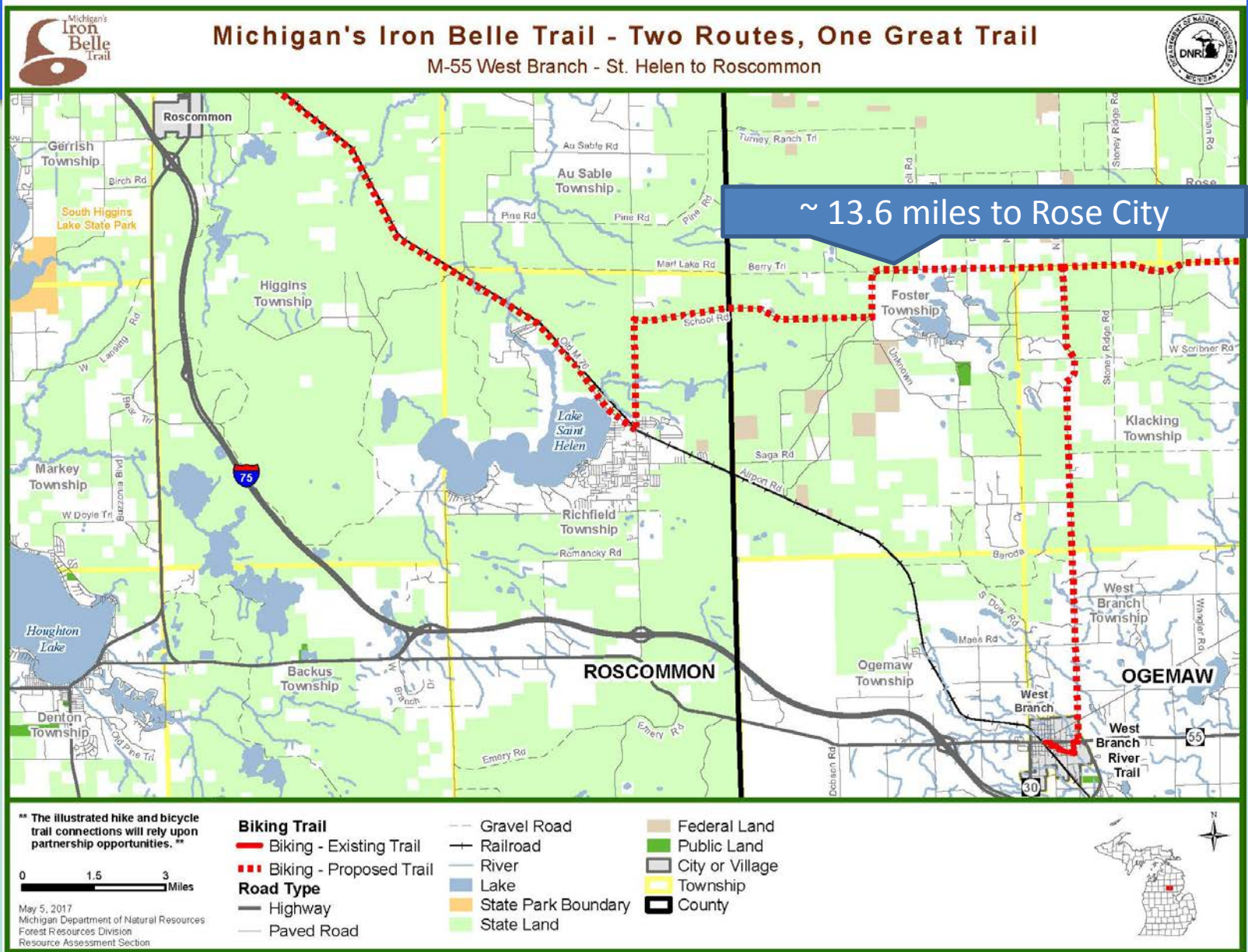
- Highway
- Paved Road

- Gravel Road
- Railroad
- River
- Lake
- State Park Boundary
- State Land
- Federal Land
- Public Land
- City or Village
- Township
- County





<http://www.michigan.gov/ironbelle>





Cost Estimates for Ogemaw County

- Ogemaw County: +/- 35 miles
- Est. approx. \$440,000/mile to design, engineer and construct
- 35 miles x \$440K = **\$15,400,000** (possibly cheaper if not paved)
- Also consider funding for regular operations and maintenance (est. budget of \$1,000/mi/year for regular and long-term maintenance).



Key Funding Source #1



Iron Belle Trail Mini-Grants

- Annual (this year was round 3) money from DNR general fund; any entity can apply
- Up to \$30,000
 - * Engineering and design assistance
 - * Construction project assistance
 - * Purchase and installation of Iron Belle signs
- Suggested 5-10% match
- November 2017 application available; due early January 2018



Key Funding Source #2



Michigan Natural Resources Trust Fund

- For land acquisition (no minimum request) or development (max \$300,000) of public recreation lands
- Only local units of government, school districts, or a local recreation authority with a current, approved MDNR 5-Year Recreation Plan on file may apply
- Minimum 25% match
- Due annually on April 1





Key Funding Source #3



MDOT Transportation Alternatives Program (TAP) Grants

- For construction of ped/bike facilities that are regional transportation connectors, and streetscape projects.
- Eligible applicant could be the County Road Commission, City, Village or DNR. MDOT may also partner with a local agency to apply for funding and implement the project.
- Ideal 35-40% match; reimbursement program
- Applications accepted year round





Other Funding Sources



For match \$:

- Local government funds (including adjacent communities)
- Cash, labor or material donations
- Grants that the MDNR can only apply for (Recreational Trails Program)
- Private foundations
 - i.e., DTE Energy, Consumers Energy, ITC \$1K to \$10K
 - Most will only award to a 501(c)3 non-profit (need to establish?)
- Consider creating an account with local Community Foundation to receive funds
- **Local fundraising efforts**

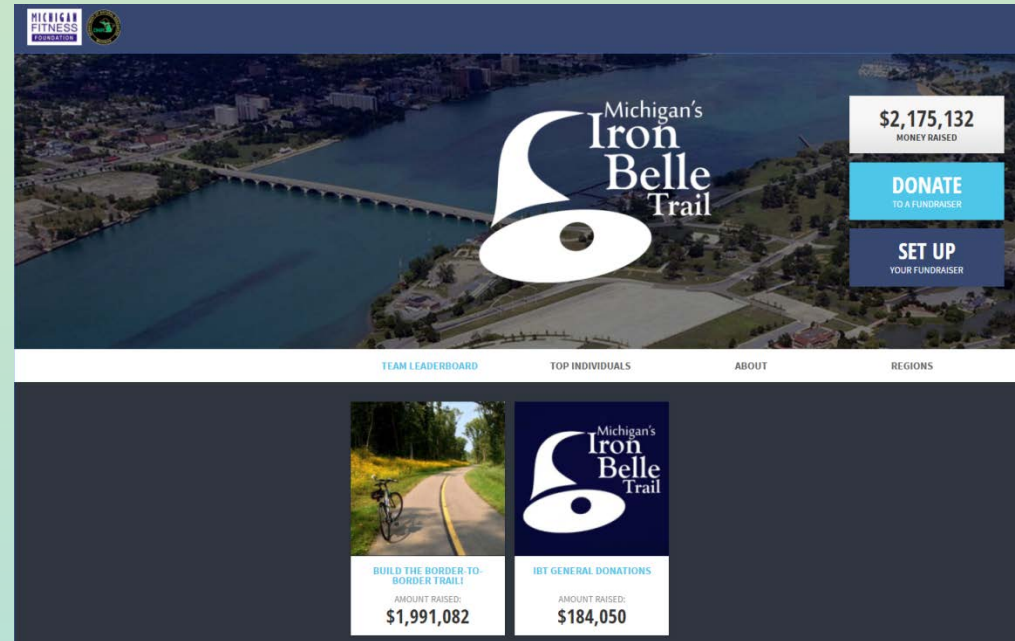


Other Funding Sources



New! Crowdrise site
<https://www.crowdrise.com/IronBelle>

- Page that showcases IBT projects
- No fee for communities to raise funds
- \$ goes through MI Fitness Foundation
- Great for raising all or part of local match for TF/TAP grants





Questions?

IBT Contracted Facilitator for Northeast MI:

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Northeast Michigan Council of Governments

More information on Iron Belle Trail including an interactive map: <http://www.michigan.gov/ironbelle>

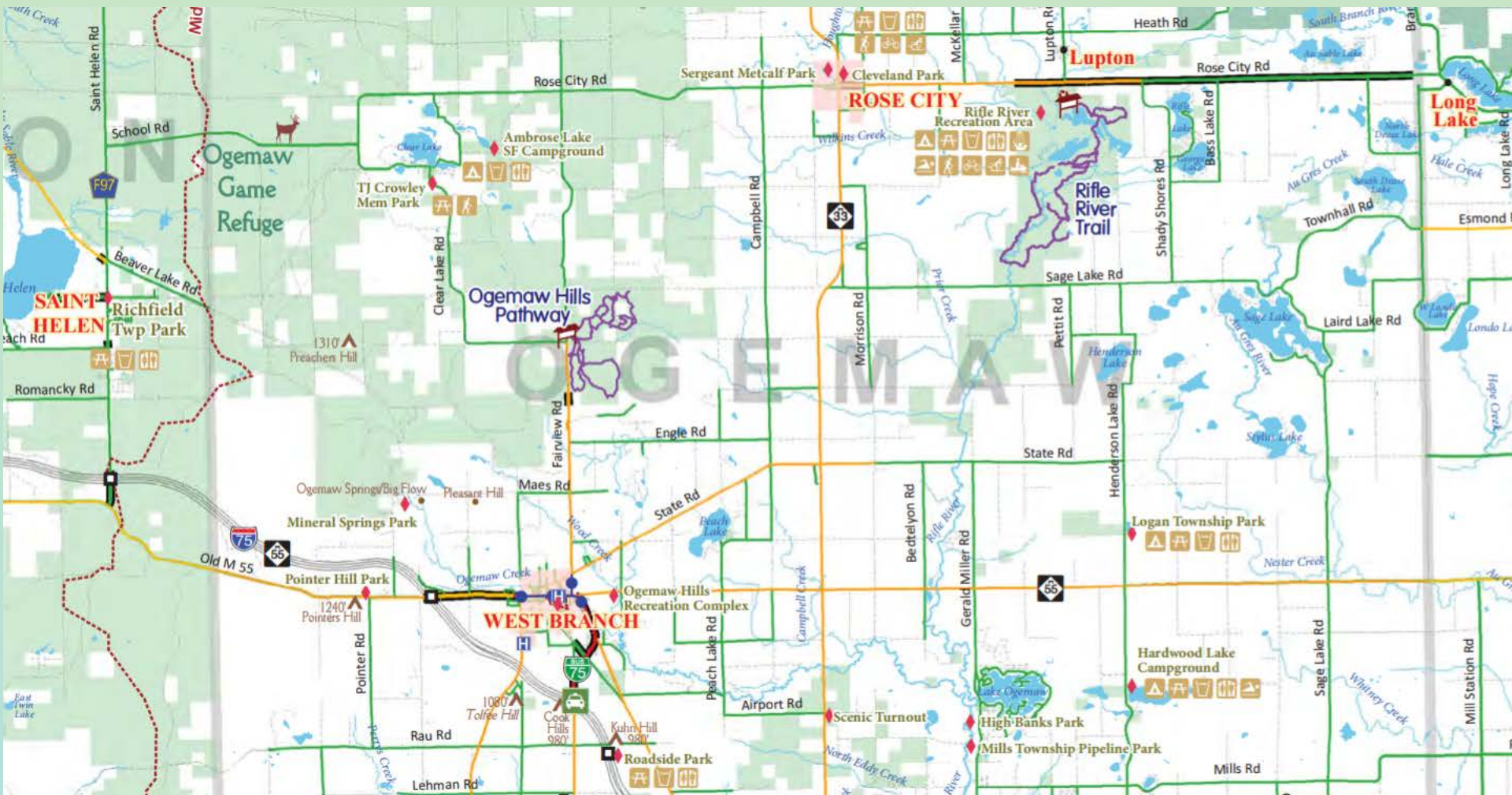


Route Evaluation – Supporting Docs

- **2016 Ogemaw County Master Plan**
 - Cooperate with the MDNR to guide trail improvement and development within the county
 - Consider development and linkage of no-mo pedestrian trails
- **2014 Ogemaw County Recreation Plan**
 - Create a trail system connecting State parks, local parks, public places and other community resources...
 - Develop a walking pathway to promote outdoor exercise and benefits of non-motorized forms of locomotion and provide an opportunity to view wildlife and experience natural resources
- **City of Rose City 2016 Rec Plan**
 - Promote...improvement of connected recreational opportunities
 - Develop a system of non-mo paths within and outside the City
- **City of West Branch 2014 Master Plan**
 - Market the City and the region to attract commercial and industrial enterprises; and to draw visitors and tourists to support local businesses and local economy
- **West Branch Twp 2011 Rec Plan**
 - Promote non-motorized connections



MDOT Road & Trail Cycling Guide





Route Evaluation – Previous Work

- 2009 NE MI Non-Motorized Transportation Plan
 - Side path connecting Rose City to RRRA
 - On-Road facilities and side paths connecting West Branch to Rose City and other communities in and adjoining the County



Route Evaluation Tool

