

Sunrise Coastal Trail – Alpena to Oscoda

EXPLORATORY TRAIL PLANNING PROCESS

NORTHEAST MICHIGAN COUNCIL OF GOVERNEMENTS

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Signature: 

Counties impacted: Alpena, Alcona, Iosco

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MICHIGAN DEPARTMENT OF
ENVIRONMENT, GREAT LAKES, AND ENERGY



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The statements, findings, conclusions, and/or recommendations in this report are those of the Northeast Michigan Council of Governments and do not necessarily reflect the views of the Michigan Department of Environment, Great Lakes, and Energy and the National Oceanic and Atmospheric Administration.

Introduction

In the Fall of 2018 Northeast Michigan Council of Governments (NEMCOG) secured funds from the Michigan Coastal Zone Management Program, Office of the Great Lakes, administered by the at that time by the Michigan Department of Natural Resources, to facilitate an exploratory trail planning process for a trail between the Iron Belle Trail in Oscoda and the North Eastern State Trail in Alpena. The intent of the project was to facilitate a discussion about location, type of facility, and management of a potential 45-mile trail connecting communities, parks and other trail systems along the Lake Huron shoreline. Key tasks of the project included organization a steering committee who would then help to determine a preliminary route, trail uses, key destinations, obstacles, rough cost estimates, acquisition needs and potential trail management scenarios. Trail Snapshot:

Oscoda to Harrisville to Alpena

US-23 Corridor

Lake State Railroad Corridor

Lake Huron Shoreline

45 miles (along US-23)

Iosco County: 6 miles

Alcona County: 27 miles

Alpena County: 12 miles

Major destinations

Community of Greenbush

Harrisville State Park

City of Harrisville

Sturgeon Point Lighthouse

Black River Harbor

Negwegon State Park

Community of Ossineke

Squaw Bay

45th Parallel Park

Uses

Bicycling

Walking/Running

Recreation

Transportation

Trail Connecting: People → Places → Environment

Planning Process

1. A steering committee of over 50 people and later expanded to about 75 was created to guide the Exploratory Trail Planning process. The committee was made up of individuals from City, Village and County government, Road Commissions, Law Enforcement Agencies, Michigan Departments of Natural Resources and Transportation, National Forest Service, Tourist and Economic Development agencies, Environmental organizations, Trail, Bicycle and Park advocates as well as other interested parties. See Appendix A for Committee List.
2. The following work was completed prior to the first meeting with the Steering Committee.
 - a. Existing Recreation Plans, Non-motorized Transportation Plans and Trail plans were reviewed and summarized, see Appendix B.
 - b. Base maps were created with existing conditions including steep slopes, wetlands, existing parks, public and quasi-public lands, railroads and existing trails, see Map 1.
 - c. Traffic Counts and Crash Data was summarized, see Appendix C.
 - d. Preliminary route analysis was completed.
3. The first committee meeting was held at the Alcona Township Hall on May 8, 2019. At that meeting a presentation was given about trail benefits, types of trail facilities and types of trail management arrangements. The following were accomplished at that meeting (see Appendix D for meeting notes):
 - a. Discussed various types of trail facilities and local preferences of shared use path, side path, bike lanes, separated bike lanes, cycle tracks, sharrows and bike routes.
 - b. A mapping exercise was done to add to the map points of interest, existing facilities, existing uses of the corridor by non-motorized users, route ideas and known route concerns.
 - c. Reviewed the existing committee list and added missing people or organizations.
 - d. Discussed potential names for the trail.
 - e. Discussed the project process and timeline.
4. After the first meeting a website was set up for committee members and the public to access documents regarding the planning process and then a Press Release was issued to inform the public about it, how to get involved and how to get more information, see Appendix E. Find the website created at: <http://www.discovernortheastmichigan.org/sunrisecoasttrl.asp>.
5. Route Notes and Route Options were compiled (see Appendix F) and were then field checked and analyzed for potential constructability as follows:
 - a. Inventoried the proposed routes for construction concern areas including wetlands, steep slopes, river/drainage crossing, number of driveways crossings, number of road crossings. See Appendix G for a compilation of these notes.
 - b. Looked at route options related to connections to local parks, businesses, schools and residential areas.
 - c. Confirmed road right of way widths through right of way map analysis and conversations with county road commissions.
6. A short survey was distributed to the committee and general public via a press release to gain input on existing and proposed uses of the trail, proposed routing options, destinations along the trail and the name of a trail, see Appendix H.
7. In preparation for a second committee meeting the following was completed:

- a. Draft Maps were created that showed the potential routes with destinations, scenic views, existing trails, trail construction concerns including steep slopes, wetlands, rivers/stream crossings, driveway/safety concerns, right of way issues and commercial areas, see Map 2.
 - b. A memo was distributed to the committee regarding the influences on trail location related to costs of both development and maintenance of various trail facilities as well as other influences on trail routing including safety, scenic quality, transportation v recreation and overall enjoyment, see Appendix I.
 - c. A cost comparison chart of different types of trail facility costs and maintenance was created to help analyze the pros and cons of trail route options.
8. A second committee meeting was held on October 3, 2019 in a Go-To Format to encourage more attendance. At the meeting the routes were reviewed, and pros/cons of each route were discussed, see Appendix J for the meeting notes.
9. In order to gain input on potential owners, developers and managers of a future trail, a second survey was developed and distributed to the committee members, see Appendix K. In preparation of the survey, a summary of different types of management options were provided to the committee for reference, see Appendix L.
10. Final Route Analysis was completed by looking at the opportunities and constraints of each logical segment for the proposed trail and then comparing the routing choices looking at ballpark costs, potential increase in costs, facility enjoyment, recreation use, transportation use and constructability related to funding, politics and acquisitions. Corresponding Maps 3a-e were developed for each segment.
11. Development of the draft report was then completed and provided online and to the public.
12. The draft plan was then finalized, formatted and submitted.

Route analysis

After determining the key destinations along the trail which were coastal communities, coastal residential areas and coastal parks, the preferred trail route was to stay as close to the Lake Huron shoreline as possible. With the destinations in mind, existing public lands or corridors that could accommodate a trail were considered for trail routing options.

Throughout the process, the desire for a separated asphalt trail was preferred. More specifically when the trail was proposed within the US-23 right of way, due to the high speed and higher volume of traffic, a side path was the preferred facility type. When US-23 went away from the lakeshore and the railroad went closer to the lakeshore, and connected regional resources, a rail with trail was a preferred facility. This was especially the case if development costs in US-23 were considered higher than the development costs of a rail with trail. When a local paved road existed that was more scenic, direct and still connected regional parks, a shared road or paved shoulder was considered a solid alternative to a trail. In rare, exceptional circumstances a destination facility such as a “floating trail” was considered if the scenic value justified the costs. A floating trail is that of an extended boardwalk or bridge through a water source or along a river, See Appendix N for examples.

In order to compare facility costs, a chart was developed using costs per mile for trail construction and maintenance from averaging actual trail projects in Northern Michigan. When comparing alternatives, the following chart was used for ballpark cost comparisons:

| Non-motorized trail facilities | | | | | |
|--|--|---|----------------------------------|---|--------------------|
| General construction and maintenance costs PER MILE | | | | | |
| | Shared Roadway | Bicycle Lane/shoulder construction | Shared use Path (asphalt) | Shared use Path (packed limestone) | Boardwalk |
| Construction | \$3000 | \$11,000 | \$380,000 | \$280,000 | \$1,000,000 |
| Design Engineering (10% of construction) | \$300 | \$1,100 | \$38,000 | \$28,000 | \$100,000 |
| Construction Engineering (10% of construction) | \$300 | \$1,100 | \$38,000 | \$28,000 | \$100,000 |
| Contingencies (20% of construction) | \$600 | \$2,200 | \$76,000 | \$56,000 | \$200,000 |
| CONSTRUCTION TOTAL | \$4,200 | \$15,400 | \$532,000 | \$392,000 | \$1,400,000 |
| Annual Maintenance cost per mile | \$65 | \$150 | \$2,500 | \$1,500 | \$8,000 |
| Acquisition costs of rail corridor easement | Acquisition costs for a trail easement along active railroad grade is \$12 a lineal foot. Typically, you would acquire a 20' wide easement to accommodate the trail, maintenance and construction. | | | | |

Throughout the entire corridor a balance of cost and experience were considered & weighted. This analysis culminated in the following Opportunities and Constraints of each trail segment option with corresponding maps.

Opportunities and Constraints of Trail Segments

Oscoda (F-41) to Greenbush (RR Xing)

See Map 3a

| US-23 East Side, 11.8 miles | | |
|---|--|---|
| Opportunities | Constraints | Other Comments |
| <ul style="list-style-type: none"> • Most scenic/along Lake Huron • Uninterrupted views of the lake for 1.5 miles • Connection to MDOT park & Beach that offer trailside amenities • Connects to the short multi-use path at the MDOT park • Many homes nearby which will increase use. • Connects to the Lakewood shores subdivision, Lake Huron facility • Lake to Lake Road End could be a trailhead • MDOT P&R in Greenbush could be a trailhead • Entirely in MDOT Right-of-way | <ul style="list-style-type: none"> • There are many driveways on either end of this segment which decrease trail safety and trail enjoyment • Businesses & residential areas are on the west side of the road; pedestrian crosswalks will be needed. • There may be right-of-way issues in the community of Greenbush | <ul style="list-style-type: none"> • Bike lanes or a paved shoulder were mentioned as a solution on US-23 but overall the committee wanted a separate trail in this section. |

| Railroad Corridor, 11.9 miles | | |
|---|--|---|
| Opportunities | Constraints | Other Comments |
| <ul style="list-style-type: none"> • Most safe option with very limited road and driveway crossings • Unique experience because you cannot drive there. • Rural and quiet • Great through route | <ul style="list-style-type: none"> • Costs and ability to purchase an easement. • It is away from the Lake which is where people want to be. • Less populated so most likely less use • It would be used less as it does not get people to places, they want to go between the endpoints of this section. • Significant wet areas will increase cost of development | <ul style="list-style-type: none"> • It is unknown if the railroad would sell a 20' wide easement for a trail. |

| Cedar Lake Road, 11.8 miles | | |
|---|--|--|
| Opportunities | Constraints | Other Comments |
| <ul style="list-style-type: none"> • There is one large property owner (the golf course) on the west side and if an easement was possible a lot of the trail could be moved away from the road. • Less traffic and then US-23 | <ul style="list-style-type: none"> • Road right of way is only 66' wide so there would be a need for easements • There are many driveways • Although less traffic it is a narrower road than the highway with fast moving cars. • There are wetlands to the west of Cedar Lake Road, and it is unknown if trail development would impact them. | <ul style="list-style-type: none"> • It is unknown if an easement is possible; if not an on-road system would be needed. • Paved shoulders are possible, but it was preferred on US-23 if it is the only option. |

Other Options considered and eliminated:

1. West side of Cedar Lake Road due to the many driveways and limited road right of way (66’).
2. West side of US-23 offered no advantages over the east side and was not on the lake. Plus, there are many road crossings and drainage issues on the west side.
3. East side of Cedar Lake Road was not considered due to the limited right-of-way and many driveways.
4. Paved shoulders were not considered in this section due to higher traffic volumes and higher density; if paved shoulders were a solution, due to the scenic value, US-23 was preferred.

| Route Option Comparison Oscoda (F-41) to Greenbush (RR Xing) | | | | |
|--|---------------------------------------|---|---------------------------------------|---------------------------------------|
| | US-23 East Side 11.8 miles | Railroad Corridor 11.9 miles | Cedar Lake Road 11.8 miles | Paved Shoulders 11.8 miles |
| Acquisition Costs | - | \$608,000 | Unknown | - |
| Base cost per mile to construct | \$6,277,600 | \$6,330,800 | \$6,277,600 | \$181,720 |
| Construction cost increases | - | Wetland/Boardwalk will be needed | Wetland/Boardwalk may be needed | - |
| Facility Enjoyment | High | High | Medium | Low |
| Trail Recreation Use | High | Medium | Medium | Low |
| Trail Transportation use | High | Low | Medium | Medium |
| Facility Safety | Medium | High | Medium | Low |
| Constructability (funding, politics, acquisition) | High | Low* | Low | Medium |
| Notes: *Because there is another option that is lower cost to develop it may be difficult to get funds to purchase an easement along the railroad corridor | | | | |

Conclusions: US-23 East Side

If a separate trail is desired it is recommended for it to go on the east side of the US-23 right of way due to lower cost to develop, most scenic, highest potential for use, connects to existing parks and potential trailheads.

Greenbush (RR Xing) to Harrisville (Main Street)

See Map 3b

| US-23 East Side, 4.2 miles | | |
|--|---|--|
| Opportunities | Constraints | Other Comments |
| <ul style="list-style-type: none"> On the north end there are many residential areas it would connect to. Many homes along the lake could access the trail without crossing the highway (they are not located on the highway but on parallel streets) Nice filtered views of the Lake from the bluff. Mostly in MDOT right of way. | <ul style="list-style-type: none"> The Railroad and Highway right of way overlap, and it is unknown the actual width of the highway right of way. Steep bluff with guardrail over a mile long adjacent to the railroad could hamper development plans. Right of way is limited in some areas Steep hills may decrease use on the south end Businesses and potential trail head are on the west side and would need a highway crossing Culverts/bridges may be needed. | <ul style="list-style-type: none"> Greenbush Golf Course could be a potential trailhead with property owner agreement |

| US-23 West Side, 4.2 miles | | |
|---|---|--|
| Opportunities | Constraints | Other Comments |
| <ul style="list-style-type: none"> Local quaint cemetery could be used as a trailhead with good views Connect residences to businesses near town Mostly in MDOT right of way | <ul style="list-style-type: none"> Near Harrisville there are many commercial and residential driveways. Steep grades will require retaining wall and fill increase cost of development | <ul style="list-style-type: none"> Greenbush Golf Course could be a potential trailhead with property owner agreement A highway crossing is needed near the state park so a trail crossing would provide the needed crosswalk. |

| Railroad Corridor, 4.2 miles | | |
|---|---|--|
| Opportunities | Constraints | Other Comments |
| <ul style="list-style-type: none"> Extremely Scenic with .5 mile of unobstructed lake views. A unique experience as you have a bluff on one side and the lake on the other. Relatively flat and dry so easier to construct. It is accessible to the many lakefront property owners. Springport Road End could be a potential trailhead Safest option as there are very few road/driveway crossings. | <ul style="list-style-type: none"> Costs and ability to purchase an easement. There are some existing "trespass" issues on the railroad corridor on the south end that would have to be resolved Between Springport and the State Park the railroad corridor gets very wet. It does not connect to the businesses on US-23. | <ul style="list-style-type: none"> Greenbush Golf Course could be a potential trailhead with property owner agreement There may be an opportunity to utilize Sunrise street as a shared roadway and then access the railroad corridor. |

Mixed Option, 4.2 miles

Utilize part of the Railroad Corridor (2.75 miles) from the south to Springport Road; then utilize Lake Huron Shores Road as a shared route that directly connects to the Harrisville State Park multi-use Trail that goes to 3rd Street which is a local bike route.

| Opportunities | Constraints | Other Comments |
|---|--|---|
| <ul style="list-style-type: none"> The section of railroad corridor has unobstructed views of Lake Huron. A unique experience as you have a bluff on one side and the lake on the other. Relatively flat and dry so easier to construct It is accessible to the many lakefront property owners. Less cost to develop as little would need to be done on the northern 1.5 miles Utilize Harrisville State Park multi-use trail (built for this purpose). | <ul style="list-style-type: none"> Costs and ability to purchase an easement. There are some existing “trespass” issues on the railroad corridor on the south end that would have to be resolved There may be concern for a regional trail bike route on Lake Huron Shores Drive Does not connect to the commercial areas along US-23. | <ul style="list-style-type: none"> Greenbush Golf Course and Springport Road End could be utilized for trailheads for phasing the trail development. |

Other Options Considered and Eliminated:

1. Due to lack of road right of way, topography, the lack of large property owners and being away from the lake, no other options were seriously considered.

| Route Option Comparison Greenbush (RR Xing) to Harrisville (Main Street) | | | | |
|---|---|---|--------------------------------|--|
| | US-23 East Side 4.2 miles | US-23 West Side 4.2 miles | Railroad Corridor 4.2 miles | Mixed Option* 4.2 miles |
| Acquisition Costs | - | - | \$266,112 | \$174,240 |
| Base cost per mile to construct | \$2,234,400 | \$2,234,400 | \$2,234,400 | \$1,463,000 + \$4200 shared road signs |
| Construction cost increases | Steep grades / retaining walls/ fill/culverts | Steep grades / retaining walls/ fill/culverts | Wetland near State Park | - |
| Facility Enjoyment | Medium | Low | High | High |
| Trail Recreation Use | Low | Low | High | High |
| Trail Transportation use | Medium | Medium | Medium | Medium |
| Facility Safety | Medium | Low | High | Medium + |
| Constructability (funding, politics, acquisition) | Medium | Medium | Medium | High |
| Notes: *Uses the RR (2.75 miles) from the south to Springport Road, then a shared road route into the State Park trail to the Harrisville bike route to Main Street | | | | |

Conclusions: Mixed Option

Use a mixed option of 2.75 miles of railroad corridor to a bike route along Lake Huron Shores Road that connects directly with a trail through Harrisville State Park to 3rd Street to an existing bike route to Main Street. This is a lower cost, more scenic option and utilizes existing facilities and gets people to destinations.

Harrisville (Main Street) to Lake Shore Drive

See Map 3b

| US-23 East Side, 2.65 miles | | |
|---|--|--|
| Opportunities | Constraints | Other Comments |
| <ul style="list-style-type: none"> On the same side of the highway as most of the recreation destinations such as the State Park, Local Beach, Marina and Township sports fields. Mostly in MDOT right of way | <ul style="list-style-type: none"> Limited right-of-way in the town of Harrisville There are a lot of commercial and residential drives. | <ul style="list-style-type: none"> Former Depot at Dock Street could be an excellent trailhead; Dock Street Right of way appears to connect to US-23 but would require a crossing of the active rail line. The local parks provide ample opportunities for trailheads in Harrisville |

| US-23 West Side, 2.65 miles | | |
|--|---|---|
| Opportunities | Constraints | Other Comments |
| <ul style="list-style-type: none"> Connects to a local park and playground at Mill Creek County Building has a nice “lawn area” and park. There is a sidewalk from M-72 to Mill Creek Park that could be expanded to accommodate a trail Mostly in MDOT right of way | <ul style="list-style-type: none"> Limited right-of-way in the town of Harrisville On the opposite side of the highway from town and larger recreation opportunities There are many commercial drives. There would be a need for highway crossings on either end. | <ul style="list-style-type: none"> County Building and local park could be utilized for a trailhead. |

| Railroad Corridor, 2.85 miles | | |
|--|---|--|
| Opportunities | Constraints | Other Comments |
| <ul style="list-style-type: none"> The railroad corridor development within the community could provide a nice local trail. The former Depot would be an excellent trailhead, located at Dock St. Safer alternative due to few road and driveway crossings. | <ul style="list-style-type: none"> Costs and ability to purchase an easement. The corridor becomes extremely wet north of Huron Terrace Drive. There is a smaller wetland near Mill Creek. | <ul style="list-style-type: none"> Having the trail go by the Depot may provide better funding to preserve and use the historic site. |

| Mixed Option 1: 2.9 miles | | |
|---|---|--|
| Utilize Main Street to N Lake Street to Washington Street as a shared road route and then utilize the east side of US-23 for 2 miles. | | |
| Opportunities | Constraints | Other Comments |
| <ul style="list-style-type: none"> Within Harrisville the utilization of low traffic roads that connects to local parks and neighborhoods. Avoids the high driveway and limited right of way of US-23 Lower cost overall Utilize existing parks as trailheads | <ul style="list-style-type: none"> Not a separated trail within town. Does not go directly by the former Railroad Depot which is unique location. Does not connect to many local businesses on US-23 | <ul style="list-style-type: none"> There may be an opportunity to extend the trail from Washington through the Township Ballfield/Park providing local recreation resource while allowing the trail to be off US-23 for an extra .25 miles. |

| Mixed Option 2: 2.8 miles | | |
|---|--|---|
| Utilize Railroad corridor for .8 from Main Street to Huron Shores and then use the east side of US-23 2.0 miles | | |
| Opportunities | Constraints | Other Comments |
| <ul style="list-style-type: none"> • Create a nice local rail trail for the community of Harrisville connecting neighborhoods and the township Ball fields to downtown. • Safer alternative • Avoids the high driveway and limited right of way of US-23 | <ul style="list-style-type: none"> • Costs and ability to purchase an easement. • Does not connect directly to local beach and Marina • There is a small wetland and Mill Creek crossing. | <ul style="list-style-type: none"> • Connects directly to the Depot providing unique opportunity and partnership to potentially renovate it. • Could move the trail onto the Township ballfield property for .25 miles to reduce acquisition costs. |

Other Options Considered and Eliminated:

1. Lake Shore Drive is a destination for cyclists due to the low traffic and high scenic quality but leaves 2.8 miles along the highway to Harrisville. Being that the highway in this area has higher traffic, a separate trail was highly desired in this section; therefore, paved shoulders on US-23 were not considered.

| Route Option Comparison: Harrisville (Main Street) to Lake Shore Drive | | | | | |
|--|---------------------------------------|---------------------------------------|---|--|-------------------------------------|
| | US-23 East Side 2.65 miles | US-23 West Side 2.65 miles | Railroad Corridor 2.85 miles | Mixed Option 1 2.9 miles | Mixed Option 2 2.8 miles |
| Acquisition Costs | - | - | \$180,576* | - | \$50,688* |
| Base cost per mile to construct | \$1,409,800 | \$1,409,800 | \$1,515,200 | \$1,064,000 + \$3790 for shared route sign | \$1,489,600 |
| Construction cost increases | May need to purchase right of way | May need to purchase right of way | Extensive Wetlands and bridge | - | Small wetland and bridge |
| Facility Enjoyment | Low | Low | High | Medium | High |
| Trail Recreation Use | Low | Low | High | Medium | High |
| Trail Transportation use | High | Medium | Medium | Medium | High |
| Facility Safety | Low | Low | High | Medium | High |
| Constructability (funding, politics, acquisition) | Medium | Medium | Medium | High | Medium+ |
| Notes: *If an easement were allowed through the Township Ballfields the cost of acquisition would decrease by \$15,840 | | | | | |

Conclusions: Mixed Option 2

Mixed Option 2 is the most ideal having .85 miles of rail with trail in town and 2 miles along the highway, all as a separated trail. This provides an excellent way in and out of town from the north and provides a great local trail connecting parks within Harrisville. This option also goes directly by the Historic Depot providing ample partnership opportunities to preserve and utilize the historic site as a trailhead. Mixed Option 1 is a good lower cost alternative, but it does not provide the same local benefits.

Lake Shore Drive to Black River Road

See Map 3c

| US-23 East/West Side, 9.25 miles | | |
|--|---|--|
| The east and west sides are similar in this area therefore they are being looked at as one option at this time. | | |
| Opportunities | Constraints | Other Comments |
| <ul style="list-style-type: none"> • Entirely in MDOT right of way • Very few road or driveway crossings. • Just north of Black River Road is Alcona Township Hall which is a potential trailhead location. | <ul style="list-style-type: none"> • A LOT of grade issues. steep drop offs, wetlands and four drainage crossings need bridges or culverts. This will significantly increase cost to develop the trail. • Steeper grades require resting areas and some switch backs will increase costs to develop. • Due to the topography, the trail will have steeper grades which might decrease the use of the facility. • It is away from Lake Huron and the scenic destinations along the trail • Not a high residential area so less local use. | <ul style="list-style-type: none"> • There is a power line that runs parallel to the highway just north of Lakeshore drive which could be used as an alternate. • Depending on the location of the trail north of Black River Road, a shared road route on Fontaine or LaFave Road would be more direct. • The west side may be easier to develop than the east side, but it is on the wrong side of the highway from lakeshore destinations. |

| Railroad Corridor, 8.75 miles | | |
|---|---|---|
| Opportunities | Constraints | Other Comments |
| <ul style="list-style-type: none"> • Railroad corridors have very few driveway or road crossings making it typically the safest alternative. • The railroad runs closer to the lake with easy accessibility to Sturgeon Point Lighthouse Park and Alcona Township Park at Black River Harbor, both of which can serve as trailheads. • Topography is totally flat making it an accessible higher use trail. • Closer to the many lakefront communities. | <ul style="list-style-type: none"> • Costs and ability to purchase an easement. • There is extensive wetland in the corridor making it costly and difficult to develop in parts. • In part the railroad is west of Lake Shore Drive and therefore away from the lake. Recreation users may choose the local road option instead of the rail corridor trail due to the scenic nature of the road. | <ul style="list-style-type: none"> • There are some state lands and federal lands that might be able to be utilized to reduce some acquisition costs of easements and avoid some high cost development through wetlands. |

| Lake Shore Drive, 8.85 miles | | |
|--|--|--|
| Opportunities | Constraints | Other Comments |
| <ul style="list-style-type: none"> • Lake Shore Drive is currently being used as a local bike route; it is low traffic, flat and scenic. • Beautiful views of Lake Huron • It connects to the destinations of Sturgeon Point Lighthouse Park and Alcona Township Parks at Black River Harbor; both can be utilized as trailheads. • Very low cost with high appeal | <ul style="list-style-type: none"> • There is not enough right of way to develop a separate trail therefore either paved shoulders or a shared road is the best option. • Due to adjacent wetlands, the purchase of easement along the road for a trail creates similar issues as the railroad option. • Due to adjacent wetlands, even | <ul style="list-style-type: none"> • Locally a shared route is the preferred option even though it is not a separate trail due to the high scenic quality, low traffic and low cost to develop and maintain. • Paved shoulders should be considered as a second alternative as it would provide more room to ride comfortably. |

| | | |
|--|---|--|
| <ul style="list-style-type: none"> • Being a relatively flat road and near residential areas will increase use. | <ul style="list-style-type: none"> • a paved shoulder may be costly. • On road facility appears less safe than a trail AND may have less use because of that. • Shared road does not provide a facility for pedestrians. | |
|--|---|--|

Other Options Considered and Eliminated:

1. There is a large block of Federal Forest Service property west of the highway but due to topography of this area it was not seriously considered as an option. In addition, there are no destination (trails, campgrounds) on the property.

| Route Option Comparison | | | | |
|---|---|--|--|--|
| Lake Shore Drive to Black River Road | | | | |
| | US-23 East Side 9.25 miles | Railroad Corridor 8.75 miles | Lake Shore Drive Shared Road 8.85 miles | Lake Shore Drive Paved Shoulders 8.85 miles |
| Acquisition Costs | - | \$544,400 | - | - |
| Base cost per mile to construct | \$4,921,000 | \$4,655,000 | \$37,200 | \$136,290 |
| Construction cost increases | Due to steep grades, wetlands and stream crossings, greatly increase costs. | Due to wetlands and boardwalk needs it will significantly increase costs | - | Due to adjacent wetlands may increase development costs |
| Facility Enjoyment | Medium | High | Medium | Medium+ |
| Trail Recreation Use | Low | High | Medium | Medium+ |
| Trail Transportation use | Low | High | High | High |
| Facility Safety | High | High | Medium | Medium+ |
| Constructability (funding, politics, acquisition) | Medium | Medium | High | Medium+ |
| Notes: | | | | |

Conclusions: Lake Shore Drive

Lake Shore Drive should be developed as shared road route with sharrows and signs and overtime, as the road needs to be repaved, add paved shoulders with bike route symbols. (It is more cost effective to build shoulders during road work). The reason for this is it is the most scenic route connecting to recreation resources and provides a solid transportation choice. The high cost to develop on the highway or railroad corridor with the decrease in potential use and connections to lake shore makes the road option the best choice.

Black River Road to Ossineke Road

See Map 3d

| US-23 East/West Side, 8.5 miles | | |
|--|--|--|
| The east and west sides are similar in this area therefore they are being looked at as one option at this time. | | |
| Opportunities | Constraints | Other Comments |
| <ul style="list-style-type: none"> Entirely in MDOT right of way Connects to local businesses south of Ossineke and in town businesses, school and neighborhoods in the community of Ossineke including Paul Bunyan Statue and Dinosaur Gardens Sanborn School is a potential trailhead option as well as Sha-Ba-Gin Park | <ul style="list-style-type: none"> Steep grades and need for guard rail, retaining walls and fill will increase costs to develop. Steep grades may limit the number of people that utilize the trail. Large areas of wetlands near creek crossings. Does not connect to the unique destination of Negwegon State Park. | <ul style="list-style-type: none"> Passing Lanes exist in this segment which reduces the road right of way width that is useable. Within the community of Ossineke, a trail within US-23 could serve local as well as regional purposes. |

| Railroad Corridor, 9.75 miles | | |
|---|---|---|
| Opportunities | Constraints | Other Comments |
| <ul style="list-style-type: none"> Connects Recreation destinations in Ossineke including State Forest Campground, Negwegon State Park and Black River Harbor Most Unique experience going through a remote part of the state Safest Option because of very few road crossings Sha-Ba-Gin Park and Negwegon State Park can be used as trailheads. | <ul style="list-style-type: none"> Costs and ability to purchase an easement. Wetlands will increase costs to develop a trail Bridge will be needed over Devils River The corridor may go through a sensitive dune/swale complex. | <ul style="list-style-type: none"> Because the corridor traverses a sensitive dune/swale complex, designing a trail with the least impact would be required and could increase costs to navigate away from the area. |

| Mixed State/Rail Option, 10.4 miles | | |
|---|---|--|
| Use railroad corridor from Black River Harbor to Negwegon Park Entrance (3 miles), utilize Park Entrance road and then State Forest Lands to Wilds Road (4 miles) and then back to the Railroad Corridor into Ossineke (3.4 miles) | | |
| Opportunities | Constraints | Other Comments |
| <ul style="list-style-type: none"> Connects Recreation destinations in Ossineke including State Forest Campground, Negwegon State Park and Black River Harbor A unique experience going through a remote part of the state Safe option because of very few road crossings Like the railroad corridor option but a decrease in acquisition and development costs. Compared to Railroad option eliminates some wetland areas. Negwegon State Park and Sha-Ba- | <ul style="list-style-type: none"> Costs and ability to purchase an easement. Wetlands will increase costs to develop a trail Bridge will be needed over Devils River The corridor may go through a sensitive dune/swale complex. | <ul style="list-style-type: none"> This would utilize Negwegon State Park Road which might require a management plan change. The route may traverse a sensitive dune/swale complex, designing a trail with the least impact would be required and could increase costs to navigate away from the area. |

| | | |
|--------------------------------------|--|--|
| Gin Park can be used as a trailhead. | | |
|--------------------------------------|--|--|

Other Options Considered and Eliminated:

1. The use of Sand Hill Road connecting to other local roads was not considered as an on-road option due to the sandy seasonal nature of the roads. Although a local bike route could be shown along Sand Hill and Sampson Roads it is not recommended for a regional trail due to the surface.
2. Utilizing Sand Hill and Sampson Road right of ways were also not considered as they are only 66' in width which is not wide enough for a trail to meet AASHTO standards.
3. Utilizing State Forest Lands was also eliminated for the following: the lands do not connect between the accessible surfaces so road right of way would have to be used which is not wide enough and 2. Cutting across the State Forest Land back to US-23 north of Negwegon Park Entrance Road was eliminated due to extensive wetland area.
4. The use of Negwegon State Park trails were eliminated because in the Park Management Plan most of the park is zoned primitive and does not allow for the development of trails. In addition, the trails that do exist, the plan does not allow for bicycles on them; therefore, the use of the Park lands, except for the road corridor, was not considered a viable option.

| Route Option Comparison Black River Road to Ossineke Road | | | |
|--|--|---|---|
| | US-23 East/West Side 8.5 miles | Railroad Corridor 9.75 miles | Mixed Rail/State* 10.4 miles |
| Acquisition Costs | - | \$618,000 | \$405,504 |
| Base cost per mile to construct | \$4,522,00 | \$5,187,000 | \$5,532,800 |
| Construction cost increases | Extensive Steep slopes will require retaining walls and fill plus boardwalk and a bridge | Wetlands will require some boardwalk and a bridge | Wetlands will require some boardwalk and a bridge |
| Facility Enjoyment | Low | High | High |
| Trail Recreation Use | Low | High | High |
| Trail Transportation use | High | Medium | Medium |
| Facility Safety | High | High | High |
| Constructability (funding, politics, acquisition) | High | Medium | Medium+ |
| Notes: *Approval and potential changes to the Negwegon Park Management Plan would be required as well as a permit to use State Forest Lands. | | | |

Conclusions: Railroad Corridor

Developing the railroad corridor for the entire length of the trail would provide the best trail experience for transportation and recreation; consider the mixed option in order to avoid wetland and costs to develop boardwalk.

Ossineke Road to Alpena Bi-Path

See Map 3e

| US-23 East/West Side, 6.8 miles to S. Partridge Point Road | | |
|--|---|--|
| The east and west sides are similar in this area therefore they are being looked at as one option at this time. | | |
| Opportunities | Constraints | Other Comments |
| <ul style="list-style-type: none"> • Squaw Bay is unique and a destination. • High number of houses along US-23 would have direct access to a trail and connect to towns. • Connects to the future 45th Parallel Park and Partridge Point Park • Connects directly with the Alpena Bi-Path extension to S. Partridge Point Road | <ul style="list-style-type: none"> • MDOT Right of way is limited between Ossineke and Squaw Bay • In Squaw Bay the highway goes through bottomlands. • Wetlands through Squaw Bay will be costly to traverse • The number of driveways between Ossineke and Squaw Bay is staggering (over 120) creating a potential unsafe situation for trail users. • Drainage concerns along the road and driveways • Three bridges and a large wetland | <ul style="list-style-type: none"> • It is suggested that Ossineke Road be used as a shared road route to avoid two river crossings and wetland on US-23 between Ossineke Road intersections. • Recommend creating a "floating trail" in Squaw Bay to make it a destination trail. • West side through Squaw Bay is more protected but less scenic. • West side has less driveways than the east side but still a lot of them. |

| US-23 Protected Bike Lanes/Cycle Track, 6.8 miles to S. Partridge Point Road | | |
|--|---|--|
| Opportunities | Constraints | Other Comments |
| <ul style="list-style-type: none"> • Connects to destinations if highway crossings are developed as part of the system. • Safer alternative to a separate path because of the many driveways. • Less right of way is needed than for a separate trail | <ul style="list-style-type: none"> • Less desirable as a destination is if it not a separate trail. • Large wetland adjacent to the road • Drainage concerns along the road and driveways • Doesn't provide pedestrian option which may be desired with all the residences. | <ul style="list-style-type: none"> • Work with MDOT to allow for "pedestrian/bike lanes" otherwise bike lanes may not be fundable through TAP as they do not provide a pedestrian option. |

| Railroad Corridor / Piper Road /State Forest, 9.8 miles | | |
|--|---|---|
| The Railroad Corridor runs primarily though State Forest Lands and Parallel to Piper Road; to reduce costs this option looks at using railroad corridor (3 miles) only where State Forest Land is not available (6.8 miles). | | |
| Opportunities | Constraints | Other Comments |
| <ul style="list-style-type: none"> • Rural trail opportunity • Very few road crossings, safest option. • Due to the sandy soils it would be less expensive construction. | <ul style="list-style-type: none"> • This area connects very few people and does not get you directly to commercial areas. • Alpena County has two other regional rail trails similar in feeling to this, so it is a repeat experience rather than unique experience • 1.2 miles of trail would be needed along Werth Road to connect to the Bi-Path | <ul style="list-style-type: none"> • Werth Road Trail Construction was not investigated for this project. • It was suggested to look for a way to connect Piper Road to Squaw Bay at Partridge Point. An easement from a private property owner would be needed to make this work; there are extensive wetlands in this area. |

Mixed Option, 6.8 miles

Shared Road Route (1.4 miles) in Ossineke to paved bike/pedestrian lanes (4.0 miles) to a floating/wetland trail in Squaw Bay (1.7 miles) to the Alpena Bi-Path extension at S. Partridge Point Rd.

| Opportunities | Constraints | Other Comments |
|--|--|--|
| <ul style="list-style-type: none"> Provides access and experience to Squaw Bay making it a destination trail. It balances the high cost to develop Squaw Bay with lower cost to develop Pedestrian/Bike Lane and shared Road It is a safer option than a trail as it reduces the driveway crossings Due to limited right of way it may be the only option north of Ossineke Direct connection to existing and proposed parks and the Bi-Path extension. | <ul style="list-style-type: none"> Limited Right of way on US-23. Drainage issues along the houses. Getting approval for a trail in Squaw Bay Most people prefer a separate bike trail | <ul style="list-style-type: none"> Consider working with MDOT to allow for bike lanes to be for both bikes and pedestrians or to create a cycle track along this area to allow for two-way traffic on one side of the road. |

Routes Not Considered and eliminated:

- Utilizing Piper Road/Railroad Corridor area from Ossineke and cutting through State and Private Lands to Partridge Point and US-23. This option would provide a safer alternative north of Ossineke and still getting trail users to Squaw Bay. Due to private property, this option was not considered at this time.

| Route Option Comparison Ossineke to Alpena Bi-Path | | | | |
|---|---|---|--|---------------------------|
| | US-23 East Side 6.8 miles | US-23 protected bike lanes/cycle path 6.8 miles | Railroad/State Forest/Piper Road 9.8 miles | Mixed Option 6.8 miles |
| Acquisition Costs | - | - | \$190,000 | - |
| Base cost per mile to construct | \$2,713,200* + \$2,238,000 | \$142,800 | \$5,213,600 | \$61,600+ \$2,238,000 |
| Construction cost increases | Drainage concerns, wetlands & boardwalk, bridges | - | - | Drainage Concerns |
| Facility Enjoyment | High | Medium | Medium | High |
| Trail Recreation Use | High | Medium+ | Low | High |
| Trail Transportation use | High | High | Low | High |
| Facility Safety | Low+ | Medium+ | High | Medium |
| Constructability (funding, politics, acquisition) | Medium | High | High | Medium+ |
| Notes: | * If Ossineke Road is a shared Road Route it would reduce the mileage of a trail by 1.4 miles and \$744,800 | | | |

Conclusions: Mixed Option

Squaw Bay is a unique resource and a destination in its own right; a proper trail through the Bay would create a destination trail. In order to balance the cost to develop that portion, the limited right/of way, and unsafe nature of the driveways south of Squaw Bay, an on-road system such as protected bike lanes or cycle track is recommended.

Plan Recommendations:

Trail Route Location and Facility Type

The following route location and facility type summary is a basis to start discussions on a trail development process, see corresponding Map 4.

| Trail Route and Facility Type Summary | | | | | |
|--|---|--------------|-------------------|--|----------------------------------|
| Segment | Description | Miles | Acquisition Costs | Base Development Cost | Cost Increases |
| Oscoda (F-41) to Greenbush (RR Xing) | East side of the US-23 MDOT Right of way | 11.8 | - | \$6,278,000 (trail) | - |
| Greenbush (RR Xing) to Harrisville (Main Street) | Mixed Option of 2.75 miles of rail with trail and 1.45 miles of shared road and existing Harrisville State Park Trail. | 4.2 | \$174,000 | \$1,463,000 (trail) \$4,000 (bike route) | - |
| Harrisville (Main Street) to Lake Shore Drive | Mixed Option to utilize .8 miles of railroad corridor and 2 miles of US-23 right of way | 2.8 | \$51,000 | \$1,490,000 (trail) | Small wetland and creek crossing |
| Lake Shore Drive to Black River Road | Lake Shore Drive Share Road (developing bike lanes with future road construction; this cost is not included). | 8.85 | - | \$37,000 (bike route) | - |
| Black River Road to Ossineke Road | Mixed Railroad (6.4 miles) and State Forest Lands and the Park Entrance Road (4 miles) | 10.4 | \$406,000 | \$5,533,000 (trail) | Wetlands will require boardwalk |
| Ossineke Road to Alpena Bi-Path | Mixed option of shared road (1.4 miles) in Ossineke, bike lanes (4 miles) and a floating bike trail (1.7 miles) through Squaw Bay | 6.8 | - | \$62,000 (bike route and bike lanes) \$2,238,000 (floating trail) | Drainage concerns |
| TOTALS | | 44.85 | \$631,000 | \$17,105,000* | ++++ |

*Base development cost includes construction, design and construction engineering for typical conditions along a route. This cost will increase significantly if boardwalk or bridges are needed. Location of this cost increases are notes but without further study the amount of increase is not projected at this time. The recommended route tried to balance any of these cost increases with a safe, high use, and scenic facility.

Trail Management

The initial outreach for this planning project received enthusiastic responses from local government and other agencies. However, throughout the actual planning process there was limited involvement from local government on the committee. After the survey about management types, it appeared the best and preferred solution was to investigate a recreation or trail authority to develop and manage the trail. Therefore, for the project to move forward, an exploratory committee made up of the three counties with support of other interested parties, should be created to further explore a multi-jurisdictional recreation/trail authority.

Trail Funding

Federal Transportation Alternatives Program (TAP) administered by Michigan Department of Transportation and the Michigan Natural Resources Trust Fund administered by the Michigan Department of Natural Resources are the only known funding possibilities at this time. In order to utilize these funds, all trail and

facility development would have to meet the standards required by TAP and therefore all trail routing, cost estimates and analysis were based off the assumption that TAP funds would be used. These grants also require a local match and to date a match source has not been determined. Depending on the trail management scenario, a recreation/trail authority could garner funds to help with the match to develop a trail and for long term maintenance of the trail.

Trail Name: Sunrise Coastal Trail

Various names were discussed and suggested and in a survey the Sunrise Coastal Trail received 60% of the votes. Through discussions this name identified north east Michigan which is known as the Sunrise Side that the trail is along the Coast (implied Lake Huron).

Maps

1. Existing Conditions
2. Proposed Route Options
3. Route Analysis Maps by Segment
 - a. Oscoda (F-41) to Greenbush (RR Xing)
 - b. Greenbush (RR Xing) to Lake Shore Drive
 - c. Lake Shore Drive to Black River Road
 - d. Black River Road to Ossineke Road
 - e. Ossineke Road to Alpena Bi-Path
4. Overall Route Recommendation

Appendix

- A. Steering Committee List
- B. Existing Plan Review Summary
- C. Traffic Counts and Crash Data Summary
- D. May 8, 2019 Meeting Notes
- E. June 2019 Press Release
- F. Route Notes
- G. Route Field Notes
- H. Survey 1 Summary, Survey results and Press Release
- I. Routing Options Memo
- J. October 3, 2019 Meeting Notes
- K. Survey 2 Summary and Survey results
- L. Management types
- M. Floating Trail Examples

**Sunrise Coastal Trail
Steering Committee & Contacts**

| | |
|--------------------------------|-----------------------|
| Alpena County | John Kozlowski |
| City of Alpena | Adam Poll |
| Alpena Township | Nathan Skibbe |
| Sanborn Township | Ken Gauthier |
| Sanborn Township | Pat Sampier |
| Alcona County | Craig Johnston |
| Caledonia Township | Kathy Vichunas |
| City of Harrisville | Tom Keerl |
| Alcona Township | Marlena MacNeill |
| Harrisville Township | Randy Thompson |
| Haynes Township | Sharon Scheffes |
| Greenbush Township | C. Lee Major |
| Iosco County | Tom Ferguson |
| Oscoda Township | Aaron Weed |
| AuSable Township | Kelly Graham |
| MDOT-TSC | Kevin Schaedig |
| MDOT-Region | Scott Thayer |
| DNR-Parks | Eric Ostrander |
| DNR-Parks | Blake Gingrich |
| DNR-Trails | Greg Kinser |
| DNR-Trails | Amy Swainston |
| DNR-Trails | Paige Perry |
| DNR-Forest | Tom Barnes |
| DNR-Forest | Cody Stevens |
| Huron National Forest | Kristin Thrall |
| Huron National Forest | Andrew Kenyon |
| Alpena CVB | Mary Beth Stutzman |
| Alpena South Corridor | Larry Clark |
| Alcona Historic Society | Ken Hubbard |
| Bicycle enthusiast | Marcia Simmons |
| Inspiration Alcona | William (Wil) St.John |
| Friends of Negwegon State Park | Sue Keller |
| Harborside Cycle & Sport | Tommy Dowd |
| Thunder Bay Trails Association | Mike Dipzinski |
| Thunder Bay Trails Association | Joe Gentry |
| Thunder Bay Marine Sanctuary | Katie Wolf |
| Alpena Chamber of Commerce | Jackie Krawczak |
| Besser Museum Director | Chris Witulski |
| Mitten Women Productions | Mary Ellen Jones |
| Oscoda Chamber of Commerce | Rose Ford |
| Oscoda CVB & Resort Owner | Belle Flora |
| Oscoda Coastal Coalition | Pat Shiflet |
| AuSable Valley Audubon | Peggy Ridgeway |

| | |
|------------------------------------|------------------------|
| District Health Department #4 | Mary Donakowski |
| Alpena County Road Commission | Larry Orcutt |
| Alcona County Road Commission | Jesse Campbell |
| Iosco County Road Commission | Bruce Bolan |
| NEMCOG | Steve Schnell |
| Top of Michigan Trails Council | Jim Conboy |
| Iosco Exploration Trail Committee | Fred Lewis |
| NEM Community Foundation | Patrick Heraghty |
| Alcona Health Center | Malinda Amlotte |
| Mid Michigan Hospital | Amanda Fleming |
| Huron Pines | Lisha Ramsdell |
| Huron Pines | Heather Huffstutler |
| Alcona County Parks and Recreation | Gary Somers |
| Alcona County Parks and Recreation | Doug Lee |
| Alcona County Parks and Recreation | John McBain |
| Alcona County | Dan Gauthier |
| Iosco Bikes & Trails | Brian Pritchett |
| Cobblestone Bike & Vac | Jerry |
| Alpena Sheriff | Steve Keilisewzski |
| Alcona Sheriff | Scott Stephenson |
| Iosco Sheriff | Allan MacGregor |
| Michigan State Police | Sergeant John Grimshaw |
| GLSI | Brandon Schroeder |
| Alcona Schools | Conner Hubbard |
| Alcona MSU Extension | Les Thomas |
| Alcona Library | Denise Bearre |
| The Alpena News | Crystal Nelson |
| Alcona Review | Cheryl Peterson |

**Sunrise Coastal Trail
Existing Planning Document Review
Summary of Findings
April 29, 2019**

| Jurisdiction | Name of Plan | Year | Trail References/Notes |
|----------------------|-----------------|-----------|---|
| Iosco County | Recreation Plan | 2010-2015 | <ul style="list-style-type: none"> • Goal 5: Provide a variety of multi-use trails for hiking, bicycling, and horseback riding that can be incorporated into a pathway system. |
| Oscoda Township | Recreation Plan | 2017-2021 | <ul style="list-style-type: none"> • Goal: Work on bike paths and non-motorized transportation throughout the community as described in the Non-Motorized Pathway Plan. • Paved trails is #1 response to what people want in the community |
| Alcona County | Recreation Plan | 2010 | <ul style="list-style-type: none"> • A proposed project was a Multi-purpose Trail, 5-8 miles connecting Lincoln Depot to Harrisville Depot & Sunrise side Heritage Trail and refers to connecting this trail to the Coastal trail towards Oscoda. |
| Greenbush Township | Master Plan | 2016-2020 | <ul style="list-style-type: none"> • Very limited along corridor due to wetlands • Infrastructure Goal, Objective 12 is to promote, maintain and expand recreational trail systems • Recreation Goal, Objective 3 is to connect parks, community centers and residential areas with non-motorized trails; Objective 4 is to work with other to expand trail systems. |
| Harrisville Township | Recreation Plan | 2017-2021 | No reference to trails |
| City of Harrisville | Recreation Plan | 2016-2020 | <ul style="list-style-type: none"> • Heritage Trail • Old Depot at the end of Dock Street north of town; consider renovation • Objective 7 is to promote use, development and expansion of non-motorized trail systems within the city and connecting to other systems and points of interest. There are 4 distinct action items related to trail development. |
| Haynes Township | | | |
| Alcona Township | Recreation Plan | 2016-2020 | <ul style="list-style-type: none"> • Black River Route Bike Tour • Survey say people want more walking and bike paths; 55% people bike, 58% hike, 68% walk and 13% run • Many people leave the county for bike trails. |
| Caledonia Township | Recreation Plan | 2016-2020 | No reference to this trail |
| Alpena County | Recreation Plan | 2019-2023 | <ul style="list-style-type: none"> • General Goal 6, 7 and 8 refer to trails including promotion and expansion. Goal 7 f. specifically refers to expanding trails to connect to Oscoda and to Ossineke. |

Appendix B

| | | | |
|------------------|---|-----------|---|
| | | | <ul style="list-style-type: none"> County Action Plan item 4 specifically states developing a trail south to connect to the Iron Belle Trail in Iosco County. |
| Sanborn Township | Recreation Plan | 2017-2020 | No reference to trails |
| Alpena Township | Recreation Plan | 2019-2023 | <ul style="list-style-type: none"> Creating a trail from current end of the Alpena Bi-path to 45th parallel park and then to the southern township line. 2018 Alpena Survey in 2018 showed 95% people felt tourism was important. |
| City of Alpena | Recreation Plan | 2016-2020 | <ul style="list-style-type: none"> General Goal refers to trail connections |
| NEMCOG | Huron Greenways Plan | 2000 | <ul style="list-style-type: none"> Refers to a non-motorized trail within the US-23 corridor |
| NEMCOG | US-23 Heritage Route Management Plan | 2015-2019 | <p>Goals and objectives</p> <ul style="list-style-type: none"> Under Attractions Objective 1, strategy 8 refers to promotion of non-motorized trails. Under Highway safety and multimodal transportation Objective 2, strategy 1, refers to working together to construction non-motorized facilities, strategy 2 refers to promoting development of facilities and strategy 3 refers to advocating for alternative forms of transportation such as bicycle. |
| MDOT/NEMCOG | NE Michigan Non-motorized Plan | 2009 | <ul style="list-style-type: none"> US-23 shown as a regional non-motorized corridor Suggest a mix of facility types for the trail system In Iosco County, refers to implement coastal trail plan. In Alcona county refers to connecting to Iosco county as well as linking sites along the corridor such as Harrisville State Park, Sturgeon Point Lighthouse and Negwegon State Park. In Alpena County refers to widen shoulders to connect south along US-23 to Ossineke and Negwegon. |
| MDNR | Negwegon State Park General Management Plan | 2008 | <ul style="list-style-type: none"> Most of the park (79%) is in the “primitive zone” which only allows foot traffic. 21% of the park and all the existing trails are in the “backcountry zone” which allows for “activities that are compatible with the natural character” and that includes non-motorized uses such as hiking and bicycling. |

**Oscoda to Alpena Traffic County and Crash Data
Complied 5-15-19**

| Traffic Counts | | | | | | |
|-----------------|--|---------------|--|--------|------|------|
| Road | Section | ADT | Subsection | ADT | CV | Year |
| US23 | AuSable River to Jordanville Rd | 10,000-20,000 | | | | 2017 |
| | | | AuSable River to F-41 | 16,000 | 1007 | 2016 |
| | | | F-41 to Jordanville Rd | 12,000 | 810 | 2016 |
| US23 | Jordanville Rd to Spruce Road | 2,000-5,000 | | | | 2017 |
| | | | Jordanville Rd to Harrisville City limit | 3178 | 324 | 2016 |
| | | | S city limit to M-72 | 3959 | 436 | 2016 |
| | | | M-72 to N city limit | 3101 | 211 | 2016 |
| | | | N city limit to Spruce Rd | 2234 | 139 | 2016 |
| US23 | Spruce Rd to Partridge Pt. Rd | 5,000-10,000 | | 5627 | 320 | 2017 |
| US23 | Partridge Pt. Rd to City limits | 10,000-20,000 | | 13,118 | 510 | 2107 |
| Cedar Lake Rd | Iosco County section | 2,000-5,000 | | , | | 2014 |
| Cedar Lake Rd | Alcona County section | 0-2,000 | | | | 2010 |
| Lakeshore Drive | Harrisville and Black River + connecting rds | 0-2,000 | | | | 2010 |
| Piper Rd | No Data | | | | | |

ADT: Average Daily Traffic CV: Commercial Vehicles

Sources:

US23: MDOT Trunkline Traffic Volume

Local Roads: MDOT non-trunkline Federal Aid Mapping Application

Accidents with bicycles or pedestrians last 10 years:

Source: Michigan Traffic Crash Facts website

Iosco County

3 accidents with bicycles on US23, one a fatality

4 accident with pedestrians on US23 between River and F-41, none fatal but appears crossing (s) are needed

1 accident with a pedestrian on Cedar Lake Drive near Chippewa

Alcona County

No bicycle accidents on US23, Cedar Lake Road or Lakeshore Drive

3 accidents with pedestrians on US23, one of which was fatal near Black River Road and one was serious near Harrisville State Park entrance

1 accident with pedestrian on Cedar Lake Road

Alpena County

No Bicycle accidents on US23 or Piper Road

2 accidents with pedestrians, both with serious injuries

Sunrise Coastal Trail Planning Kickoff Meeting Notes May 8, 2019

Attendees: Joseph Gentry, Thunder Bay Trails Association; Jim Conboy, Top of Michigan Trails Council; Kevin Schaedig, MDOT Alpena TSC; Mary Beth Stutzman and Jess Moarasky Alpena Area CVB; Nathan Skibbe, Alpena Township; Jim Klarich, Alpena Chamber; Marlena MacNeill, Alcona Township; Eric Ostrander, MDNR Harrisville & Negwegon State Park; Tom Keerl, City of Harrisville; Sue Keller, Friends of Negwegon; Larry Clark and Gary Parteka, South Bay; Andrew Kenyon, USFS; Steve Schnell, NEMCOG; Emily Meyerson, NEMCOG/Trail Consultant.

The meeting convened at 1:30pm. Emily Meyerson facilitated the meeting with assistance from Steve Schnell. Everyone introduced themselves. Emily provided an introduction to this project. She then provided a brief presentation on general trail planning and how trails can benefit communities. Maps were introduced which indicated the extent of the planning area and the communities along the general route corridor. The maps highlighted state-owned land, public parks, and recreational assets that were known. The attendees were asked to share any thoughts they had about the route, what they knew about traffic in the corridor, local highlights, connections that would be important to make to the trail, and any existing trails or routes in the area. The attendees were asked who is missing from this first meeting, what users of the trail need to be included and how to name the trail.

Trail Route Thoughts

The following were comments from the attendees:

- There is a need to connect to the existing Alpena bicycle routes and cycling infrastructure.
- In Harrisville, there is a subdivision along to the north of the city center that is a destination and important connection.
- The railroad grade along Piper Road should be reviewed for possible trail route location.
- The railroad grade east to Squaw Bay could be part of this route. There was a question about whether the wetlands in that area could be an issue, though.
- Negwegon State Park has a Plan that should be referenced. They are supported by the Friends of Negwegon, which participated in the planning effort. The Plan includes reference to trails. Note: the 2010 Plan includes as a long range action goal a statement that the trails “may allow for equestrian and bicycle use, where appropriate”.
- Crossing US23 at the Harrisville State Park entrance, safety is a concern with the heavy traffic on US23.
- The only school on the route is in Ossineke.

- There is the large Lost Lake Woods Development should be added to the map.
- The main destination sites are on the map, include Harrisville State Park, City of Harrisville, Sturgeon Point Lighthouse, Black River Recreation Area, Negwegon State Park, Ossineke park facilities, campground and shops, Squaw Bay and the 45th Parallel.
- There are maritime interpretive signs at the NOAA Thunder Bay National Marine Sanctuary. More can be added along the proposed route.
- Logging history should be highlighted for users of the proposed trail.
- Connections to water trails should be included in the plan.
- There is a trail through Harrisville State Park which was developed to be part of this entire trail network and leads to local roads on either end.

- There is a small trail connector between Ossineke school and Paul Bunyon statue.
- There is good riding and sight lines on Lakeshore Drive between Harrisville and Black River.
- City of Harrisville Historic Trail is just a marked road route through town.
- On the north end of Harrisville there is a subdivision that needs connections to town.
- MDOT plans shoulder improvements north of Harrisville in the near future.
- Golf Course on Cedar Lake Road.
- Wet area along railroad corridor north of Harrisville.
- Ossineke needs a trail through town to connect their community including the State Forest Campground, DNR Boat Launch and Sanborn Twp. Park.
- Hubbard Lake Nature Preserve (owned by Huron Pines Conservancy) should be added to the map.
- Scott Road Overlook

Others to invite

We asked for ideas on who else should be part of this process. Some of the following were invited but were unable to attend.

- Alcona Health Care Center (KiAnn Kruttlin)
- Thunder Bay National Marine Sanctuary
- Northeast Michigan Community Foundation
- Huron Pines
- Sheriff, State Police
- Alcona Parks and Recreation (Dan Gauthier)
- Cobblestone Cycle Shop
- Iosco Exploration Trail
- Follow up with county boards
- Mid-Michigan Hospital
- Alpena News
- Alcona Review
- Iosco newspaper

Names for the trail

- Reference Lake Huron in some way
- Keep it simple
- Some like "Sunrise Coastal Trail"

Next Steps

Emily stated that there will be a press release soon that will let people know that this effort is underway and inviting more to participate. The next meeting may be in the same location since the township hall was agreeable to those in attendance since it's in the middle of the project area. We will be adding details to the map from today's meeting and inviting the additional people and organizations mentioned.

Marlena Mac Neill 5411
N. Hubbard Lake Rd.
Spruce MI 48762
989 727 3788

May 31, 2019

Bike trail gets second breath

Trail enthusiasts gathered May 8, 2019, at the Alcona Township hall, Black River, Michigan, for a preliminary discussion about creating a non-motorized pathway connecting Oscoda and Alpena. The invited group was a list based on previous or current involvement in trail discussions and included all the local units of government, state officials, community and economic development groups, local businesses and trail advocates.

With a grant from Coastal Zone Management Program garnered by the Northeast Michigan Council of Governments (NEMCOG), Emily Meyerson, an independent planning consultant with a background in trail planning and development, is facilitating the process. Meyerson and NEMCOG's Steve Schnell, Community and Economic Development Planner, led the discussion. The idea of a trail between Oscoda and Alpena has been on the wish list for representatives of the US 23 Heritage Route for quite some time as it will enhance the recreational opportunities along the route.

"I know the late Karen Sanderson would be in her words 'geeked' by this news," says attendee Marlena Mac Neill, whom sat in on the May 8th meeting and represented Alcona County along with Sanderson on the Heritage Route Advisory Council beginning in early 2000.

"We couldn't seem to get the idea to grow, although the path through Harrisville State Park and the City of Harrisville was sparked by the Alcona Heritage Route group in part due to Karen's enthusiasm and energy. And now, after all these years, there's hope for continuation of the trail," said Mac Neill. "So I, too, am excited to learn the idea is getting a second breath."

The discussion revealed that factors and influences have changed for the positive in relation to building non-motorized trails over the years. Statistical data showing both economic benefits and increased safety benefits are now documented, helping to pave the way for new facility development. "Trails typically increase property values, local economic vitality including trail-oriented development, and a general trend toward better physical and mental health thru recreational and physical activity," Meyerson said. Meyerson added "With this documented benefits, non-motorized facilities and trails have grown throughout the nation and different types of facilities are now more accepted than 10 years ago. In Michigan, trails are now being developed within active rail corridors and on existing roadways".

The grant funded project goal is to develop a publicly supported trail route based on feasibility to construct, costs and the best location for both transportation and recreation uses. Part of the plan for trail development is the long-term management and maintenance of such a facility.

Attendees were tasked with identifying trail connections and destinations, inventorying the local highlights and existing bicycle routes and discussing known safety concerns for bicyclists and pedestrians. The group created a list of others who may be interested in participating and chatted about an appropriate name characterizing the trail.

The project is being funded by the Coastal Zone Management Program, Office of the Great Lakes, Michigan Department of Natural Resources and the National Oceanic and Atmospheric Administration.

Meyerson explained the trail planning process will include public input through online surveys and public meetings later this year. If you are interested in participating in the committee and/or want more information about the project please contact Emily Meyerson, emeyerson14@gmail.com or 231- 838-1539.

**Sunrise Coastal Trail
Oscoda to Alpena
Route Notes & Options
August 2, 2019**

Route Notes

Mileage along US-23:

46.8 miles Au Sable Township Trailhead to Island Road/southern end of the Alpena Bi-Path
Of which:

- 7 miles in Iosco County
- 27 miles in Alcona County
- 15 miles in Alpena County

Transportation Corridors:

US 23 Road Right-of-way: Typically, 100' to 200' in width

Limited right of way in Greenbush, Harrisville, Bai Vue Beach (north of Ossineke)

Railroad Right-of-way: 100' in width

F-41 Right-of-way: 66' in width

Cedar Lake Road right-of-way: 66' in width

Lakeshore Drive right-of-way: 66' in width

Piper Road right-of-way: 66' in width

Existing or planned trail connections:

- Huron Sunrise Trail Tawas-Alabaster Township /planned to go north through Au Sable Township to connect to the Iosco Exploration Trail (All part of the Iron Belle Trail)
- Huron Sunrise Park Trail, Iosco County
- Harrisville Heritage Trail
- Black River Route Bike Tour
- Planned Trail to connect Harrisville State Park to Sturgeon Point
- Alpena South Trail to Squaw Bay
- Alpena Bi-Path
- Connections to North Eastern State Trail and the Alpena to Hillman Trail
- Future connection from Harrisville to Lincoln

Significant Historic and Recreation Resources:

- Huron Sunrise Park
- Harrisville State Park
- City of Harrisville Harbor
- Harrisville Depot
- Old Bailey School
- Sturgeon Point Lighthouse
- Black River Park
- Historic Marker at Alcona Road/Lakeshore Drive
- Historic Marker in Greenbush

- Negwegon State Park
- Ossineke State Forest Campground and other parks
- Sanborn Elementary School
- Paul Bunyan
- Dinosaur Gardens
- 45th Parallel
- Partridge Point
- Squaw Bay

Other connections needed:

- Harrisville residential areas
- Xing of US-23 at Harrisville State Park
- Connection to Sanborn Elementary School in Ossineke
- Connection to the Huron Blueway water trail
- Connection between Harrisville and Lincoln

Other sites that should be on the map for future consideration

- Lost Lake Woods Club
- 40 acre park on Hansen Road in Caledonia Township
- Hubbard Lake Nature Preserve
- Lakewood Shores Golf Resort (large landowner along Cedar Lake Road and Railroad in this area)

Significant Large property owners beyond transportation corridors:

- Lakewood Shores
- Lakewood Shores Golf and Country Club
- USFS
- MDNR
 - Parks
 - State Forest
- Nature Conservancy

Route Options

Oscoda to Greenbush

1. East side US23
2. West side US23
3. West side Cedar Lake Road
4. Rail w/trail
5. Cedar Lake Drive (on east side of lake) was eliminated as there are too many drives and too little right-of-way

Greenbush to Harrisville

1. East side US23
2. West side US23
3. Rail w/trail to Harrisville State Park

Harrisville to Black River

1. East side US23
2. West side US23
3. Rail w/trail
4. Rail w/trail to Lakeshore, then Lakeshore

Black River to Ossineke

1. East side US23
2. West side US23
3. Rail w/trail
4. Combo of Rail w/trail and trail on Public lands

Ossineke to Alpena

1. East side US23
2. West side US23
3. Rail w/trail / Piper Road/Public lands

**Sunrise Coastal Trail
Emily Meyerson Field Notes
August 19, 2019**

On 6/17/2019 Emily drove US-23 corridor north to south and then south to north checking on driveways, steep slopes, wetlands and other issues related to using the US-23 corridor for trail development.

| Segment | Miles | E/W | Road xings | Res Drives | C/I Drives | Creek xings / wetlands | Steep slopes Fill/retaining wall | Ditch areas | Right of way concerns | Other notes |
|-----------------------------------|-------|-----|--|------------|------------|------------------------|----------------------------------|---|---|---|
| AuSable Township Trailhead to F41 | 2 | E | Did not inventory it is the main commercial corridor; five lanes with bridge over river. Many roads and commercial drives. There is sidewalk on the entire east side (including over the bridge). Right of way is limited between Evergreen and Huron. A decent alternative is to utilize Lake Street to Evergreen Road which would connect to the commercial area and Oscoda public beach/park. | | | | | | | |
| | | W | Did not inventory; main commercial corridor; five lanes, bridge over the river. Many drives. There is sidewalk. Limited right of way between Evergreen and Huron Street. Finish line park is on the west side where the IET Phase 1 will end. | | | | | | | |
| F41 to Jordanville Rd | 2.1 | E | Fullerton Elk Beech Norway Interlake | 57 | 9* | | | | Question of right of way between Elk and Norway Roads; 4 lanes of roadway | *five entries are for the lakeside resort |
| | | W | F41 Huron Interlake Jordanville | 26 | 15 | | | Drainage issues 100' either side of Interlake | Between Norway and Beech road r-o-w is unknown | Highway becomes 4 lanes at Huron Street |
| Jordanville to Lake to Lake Road | 3.15 | E | Lake to Lake | 50 | 21* | | | | | *Lakewood Shores Subdivision access is two of the Commercial drives and four MDOT entries to park. Incredible views in this section as there is no development on the lake between the MDOT park and north of Celia Road (other side) Lake to Lake Road end on |

Appendix G

| | | | | | | | | | | |
|--|------|---|--|-----|----|---------------------------------|--|---|---|--|
| | | | | | | | | | | water; could be a trailhead |
| | | W | Gaston Way Nels Andrew Charles Joy Trey Celia Christopher Aaron Lake to Lake | 101 | 7 | | | | | Public Road end of Cedar lake and Lake Huron on Lake to Lake Road Primarily large subdivision and the lake side is NOT developed. Great views. Gaston Way to Charles is MDOT owned on Lake Side |
| Lake to Lake Road to RRxing | 6.5 | E | Lake Lake Main Huron shore Spruce Sunrise* RRxing | 281 | 16 | | | | Right of way is very limited in Greenbush. | MDOT Park and Ride lot on lake; could be a trailhead Greenbush Golf Club; potential for Trailhead |
| | | W | Martell Huron Cedar S Timber Lake N Timber Lake Smith Groff Campbell Main Burton Mikado Cedar Lake | 75 | 11 | 2000' adjacent WL 50' GR, WL | | Lots of drainage issues near res drives; 1.5 mile | Gruff to Smith, semi limited r-o-w Gruff to just north of Main, very limited r-o-w | Goes through the community of Greenbush |
| RRxing to Main Street (across from M-72) | 4.25 | E | Ellen Huron Bluff Springport State Park Main St. (M-72) | 32 | 7* | | 1 mile of GR north of RRxing 1mile of GR along Huron Bluff; both VERY steep down to RR. 100' GR near Springport Rd | | Road and RR r-o-w's overlap Limited r-o-w in Harrisville | *two entrances to local cemetery Springport Road end at lake could be a trailhead Just south of State Park road turns to three lanes. Park bike path ends at Lake Huron Shores Road. |

Appendix G

| | | | | | | | | | | |
|-------------------------------|------|---|--|----|-----|---|---|--|---|--|
| | | | | | | | 2000' of steep drop off | | | |
| | | W | Everett Wallace Springport Pine Clark M-72 | 49 | 28* | | Significant grade issues that MAY need RW within 1 mile area 150' fill 200'GR | | South of Springport about 1000' there is about 2000' of limited r-o-w and then another 1000' of semi limited r-o-w. | At Wallace Road there is a twp cemetery *Many commercial drives were to closed buildings and most had double entries; many residential drives have double entries |
| M-72/Main Street to Lakeshore | 2.65 | E | Church Westbridge Huron Shore Trask Lake Lakeshore | 28 | 9 | Mill Creek;20 GR | | | Limited r-o-w | Harrisville has lakeshore parks for trailheads. Former depot is beautiful and off of Dock Street that does not appear to go to US-23? |
| | | W | Church Walker Medor Trask Lake | 14 | 16* | Mill Creek, 100' GR (at Twp Park and there is a small pedestrian bridge crossing this creek) | 1000' RW | | Washington to M-72 limited r-o-w Walker Road to Washington semi limited r-o-w | Nice Green space an open lawn in front of County building at NW corner of US-23 and M-72 Sidewalk from south side of Mill Creek at Twp Park to M-72 *Twp Park entrance |
| Lakeshore to Black River Road | 9.3 | E | Alcona LaLande Fontaine LaFave Black River | 45 | 2 | 1400' wetland may need BW 100' GR 100' GR at Black River 100' GR 100'GR at Silver Creek | 1000' GR, very steep leaving Lakeshore 1 mile of topo issues with drives will need fill; parallel power line may be better location 2000' of GR may be needed due to topo 1000' GR | | | Lots of grade issues in this area as the road roles up and down. Fontaine is a low traffic road that goes to Black River Road; could use it to avoid grades on US-23. |

Appendix G

| | | | | | | | | | | |
|------------------------------------|-----|---|---|-----|----|--|--|--|--|--|
| | | | | | | | 500' RW 3000' of drop off between Fontaine and LaFave 30' GR 50' GR 100' of drop off | | | |
| | | W | Beaton Everett Shaw Sucker Creek Elmer Mulaski | 56 | 2 | Black River, 200' GR, B Silver Creek, 50' GR | 50' fill 50' fill 200' fill 200' fill 30' GR 50' GR 100'RW 100' RW 250' RW 30' GR | | | Steep Road grades will require retaining wall, fill and guardrail |
| Black River Road to County Line | 4.5 | E | Busk Run | 15 | 6* | 200' GR | 100' GR 300' GR 100' GR 500' RW 100' GR 50' GR 3000' of potential fill area | | | *two are Alcona Twp Hall; could be a trailhead. Lots of Grade issues long this area |
| | | W | Black River Sayer Small F41 Forest Hills | 16 | 11 | 2100' GR, WL 2100' GR , SL, WL | 250' RW 100' GR, SL 200' GR, SL 50'GR 100' GR | | | Steep Road grades will require retaining wall, fill and guardrail Passing Lanes in this entire segment *Paul Bunyan Kampground at the sw corner of Hubert and US- 23 |
| County Line to RRxing | 4.8 | E | Scott Wilds Ossineke | 58* | 22 | 300' GR 100' wetland adjacent | 100' GR 100' GR | | | *4-6 of these may be minor dirt roads Crosswalk across to |

Appendix G

| | | | | | | | | | | |
|---|------|---|--|-----|-----|--|-------------|------------------------------|---|--|
| | | | Nicholson Hill Ossineke RRxing | | | 50' GR South Branch Devil River 50' GR North Branch Devil River | | | | Sanborn School is south of Nicholson Hill Road Just off of Ossineke Road is a large park great location of a Trailhead |
| | | W | Hubert Hannah Scott Park Milton River Nicholson Hill Ossineke RRxing | 40 | 21* | South Branch Devil River, 50' GR North Branch Devil River, 100' GR, B | 200' GR, SL | | | Paul Bunyan Statue at sw corner of Nicholson Hill Rd and US-23 *2 drives are into Sanborn Elementary School |
| RRxing to Squaw Bay (south end) | 4.7 | E | Piper Ossineke | 178 | 7 | 1500' of adjacent wetland 50' GR 50' GR Cranberry Creek | | Drainage issues x 4@50 | US-23 r-o-w is very limited through this plated area | |
| | | W | Piper Kurnash Timm | 121 | 4 | Cranberry Creek, 100' GR Drainage, 100' GR | | Drainage issues x 4@50 | US-23 r-o-w is very limited through this plated area | |
| Squaw Bay (south end) to Island Road where Bi-Path Ends | 2.85 | E | Partidge Point Outer Drive Partridge Point Island | 5 | 4 | 200' GR in Squaw Bay at drainage. 1.7 miles of wetland 50' GR 50' GR | | | | |
| | | W | Pohl Birch Joseph | 11 | 14* | 1.7 miles of wetland 200' GR in Squaw Bay at drainage. | | 3 @80 feet | US-23 r-o-w MAY be limited in squaw bay | Could be a destination trail if it was floating in the water separate from the road *thunder bay campground/rv park |

Other Notes:

Sunrise Road; nicely paved; could it be used and then connect to RR grade? On the north end of the road?

RR Grade is below highway, much more developable for a trail; sandy. There are a few "trespass" type issues along Huron Bluff that may impede development; private road at the north end of the public road, is it legal? It is on RR property and could impede trail development on the east side.

Railroad is very wet north of the Harrisville Twp Park and Lake shore.

Access management would greatly reduce the number of curb cuts as multiple properties have multiple access points.

Total Miles 46.8

7.25 in Iosco County

27.2 in Alcona County

12.35 in Alpena County

Other potential corridor notes:

Piper Road is sandy and dry and goes through primarily state land with a rail corridor. It has potential for a trail but it connects to no residential areas or recreation areas and is very secluded.

Railroad corridor is somewhat wet between Harrisville Twp Park and Lakeshore Drive.

Railroad corridor along Huron Bluffs has a few areas that the railroad either sold land or there are trespass issues (buildings, roads) on the east side of the tracks.

Negwegon Management Plan does not allow for any type of paved bicycle trail; utilizing the railroad corridor could be a way to get the trail to Negwegon.

Cedar Lake Road, west side is primarily along golf course so not that many driveways; railroad in this area also appear dry.

Utilizing Lake Street in Oscoda could be a good alternative it goes from US-23 on the South end to Evergreen Street on the North. There are two other public roads that do not connect between Evergreen and Fullerton (near F41/Sacred Heart Church) that with easements to connect between them could create a facility on the back sides of the commercial buildings. Otherwise sidewalk could be shared and/or expanded in places or you could have pedestrians on the existing sidewalk and bike lanes or a cycle path.

GR: Guard Rail SL: Steep Slope RW: Retaining Wall WL: Wetland B: Bridge

Sunrise Coastal Trail Survey 1
Non-motorized use, routes, destinations and trail name
Summary
July 23, 2019

In early July a survey went out to the committee and the general public via a press release to gain insight on existing non-motorized choices, corridor destinations, potential routes and trail name preferences.

34 Respondents

56% do not ride a bike within the corridor

44% ride to destinations within the corridor

Destination locations were split somewhat evenly but more in Alpena

62% felt they were safe riding

Of the 38% who did not feel safe for various reasons, most stated was US-23 appeared unsafe, with busy traffic and larger trucks, distracted drivers, no shoulders (in some areas) or no designated path.

Potential main user of a trail between Oscoda and Alpena in order of importance:

1. Local people for exercise
2. Visitor/Resorters to get to town/parks
3. Bicycle Tourists
4. Children for recreation/transportation
5. Local people to get to work.

Main destinations for trail users, in order of importance:

1. Parks
2. Towns
3. Water Access
4. Neighborhoods
5. Schools

Missing destinations on the map:

- Food stops
- Devils Lake Trails
- Shipwrecks/Marine Sanctuary
- Links to blue water trails
- Old Bailey School House
- Norway Ridge
- Alpena to Hillman Trail
- Remove items on the map not within the corridor area, too confusing

60% preferred the name of the Sunrise Coastal Trail

No other choice had a lot of votes; one comment was Lake Huron should be in the name.

Other ideas for trail routing:

- Access management (remove driveways)
- Railroad grade along Piper Road to avoid all the driveways north of Ossineke
- Off of US-23 as much as possible
- Concerns going through squaw bay
- Old US-23 (?)
- Public land not private property
- As close to the Lake Huron shoreline as possible.
- Along Lake State Railroad

Survey Press Release

FOR IMMEDIATE RELEASE

July 8, 2019

TRAIL INPUT NEEDED

A local steering committee is working on developing a trail plan between Oscoda and Alpena. A successful trail project always starts with local input on where the trail is going to be located. This local trail projects needs your help!

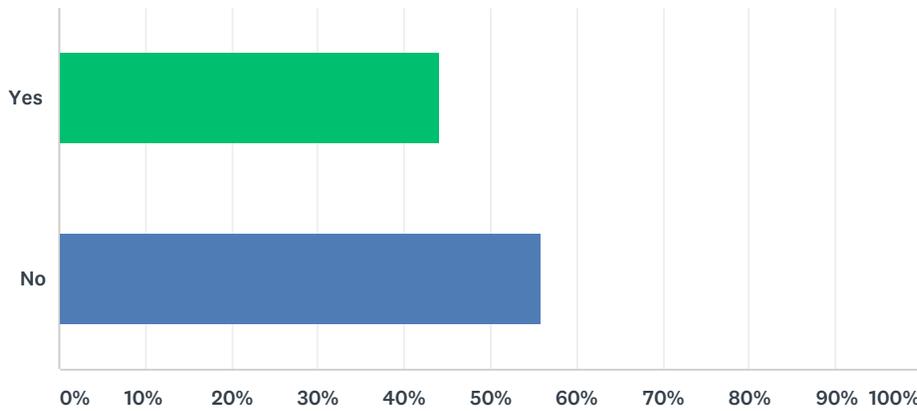
“Understanding where trail users are coming from and going to is the basis of where we want to locate a trail,” said Emily Meyerson, trail planning consultant leading the project with the Northeast Michigan Council of Governments, “local input is integral to success”.

Please provide input on the trail project via this short survey:

The Oscoda to Alpena Trail Planning Project is being funded with a grant from Coastal Zone Management. For more information on the project go to: <http://www.discovernortheastmichigan.org/sunrisecoasttrl.asp>

Q1 Do you currently walk or ride a bike to get to local destinations along the US-23 corridor?

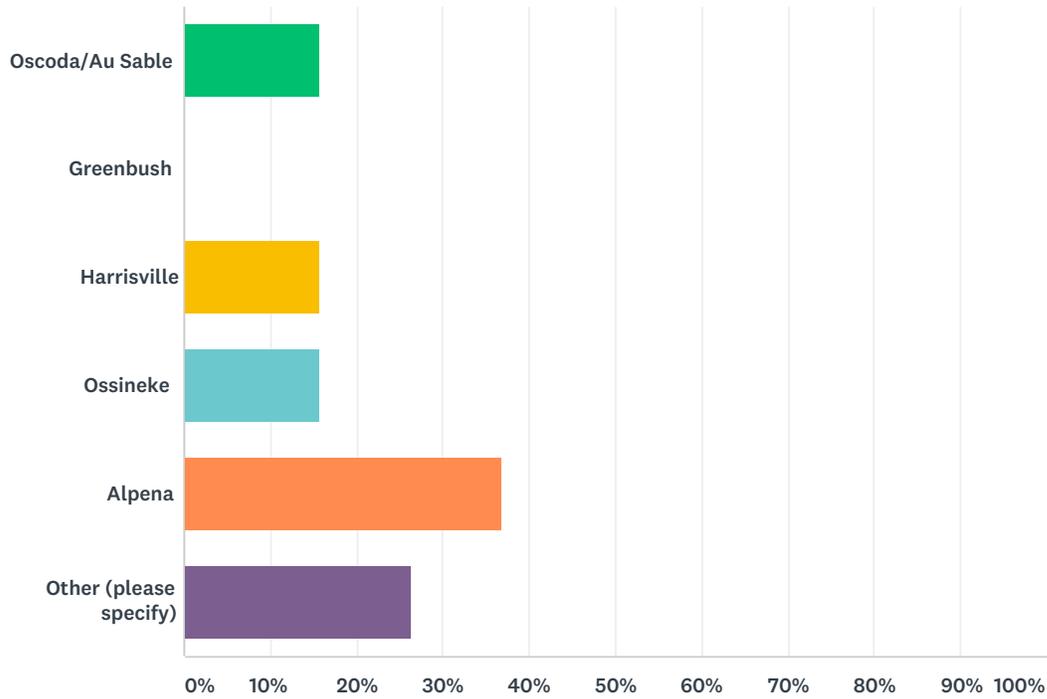
Answered: 34 Skipped: 0



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|----|
| Yes | 44.12% | 15 |
| No | 55.88% | 19 |
| TOTAL | | 34 |

Q2 If yes generally where?

Answered: 19 Skipped: 15

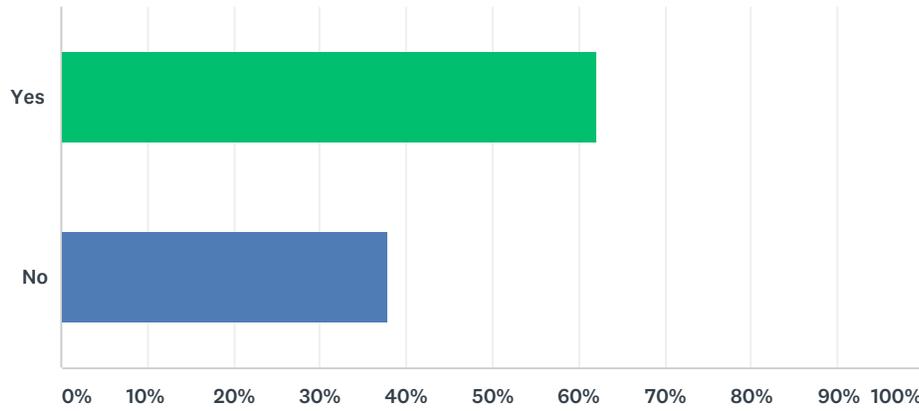


| ANSWER CHOICES | RESPONSES | |
|------------------------|-----------|---|
| Oscoda/Au Sable | 15.79% | 3 |
| Greenbush | 0.00% | 0 |
| Harrisville | 15.79% | 3 |
| Ossineke | 15.79% | 3 |
| Alpena | 36.84% | 7 |
| Other (please specify) | 26.32% | 5 |
| Total Respondents: 19 | | |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|--|-------------------|
| 1 | Rogers City | 7/15/2019 1:04 PM |
| 2 | None to get mail or to neighbors | 7/8/2019 6:49 PM |
| 3 | Alpena | 7/7/2019 8:58 AM |
| 4 | We ride the trails in Alpena and in Harrisville just for recreation. We transport our bikes from the Hubbard lake area to access these and other trails around Michigan. | 7/2/2019 6:16 PM |
| 5 | Black river | 7/2/2019 10:56 AM |

Q3 If you ride a bike do you feel safe riding?

Answered: 29 Skipped: 5



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|----|
| Yes | 62.07% | 18 |
| No | 37.93% | 11 |
| TOTAL | | 29 |

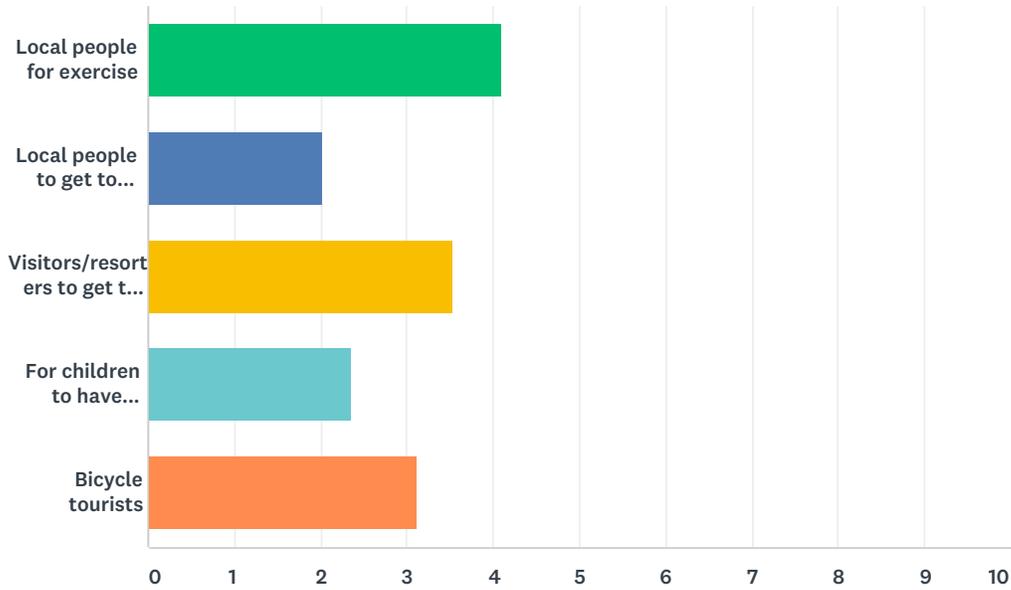
Q4 If no, please explain why.

Answered: 14 Skipped: 20

| # | RESPONSES | DATE |
|----|---|--------------------|
| 1 | On the bike path there are way too many driveways and drivers are not paying attention to who is on the bike path | 7/23/2019 2:57 PM |
| 2 | no shoulders on the main roadway | 7/23/2019 2:55 PM |
| 3 | There is so much traffic on US-23 it doesn't feel safe to ride on the shoulder. | 7/18/2019 11:00 AM |
| 4 | US 23 is a very busy roadway and I would not be that comfortable on the right of way | 7/15/2019 3:00 PM |
| 5 | I stick to existing trails and don't ride on the side of the road | 7/15/2019 1:04 PM |
| 6 | Traffic too close to me. | 7/7/2019 11:38 AM |
| 7 | Traffic. Distracted drivers | 7/7/2019 8:58 AM |
| 8 | High speed cars and semis. | 7/6/2019 10:01 AM |
| 9 | US-23 is dangerous, there are no alternative pathways. | 7/4/2019 9:36 AM |
| 10 | I am safe on the bile paths,, but most areas do not have a special path or lane | 7/3/2019 8:46 AM |
| 11 | Na | 7/3/2019 7:57 AM |
| 12 | I rarely ride often due to having to ride on the shoulder of the road. | 7/2/2019 2:13 PM |
| 13 | Cars are too close | 7/2/2019 2:00 PM |
| 14 | n/a | 7/2/2019 11:14 AM |

Q5 If a non-motorized trail was to be built between Oscoda and Alpena, who do you see as the main user of the trail, mark in priority order

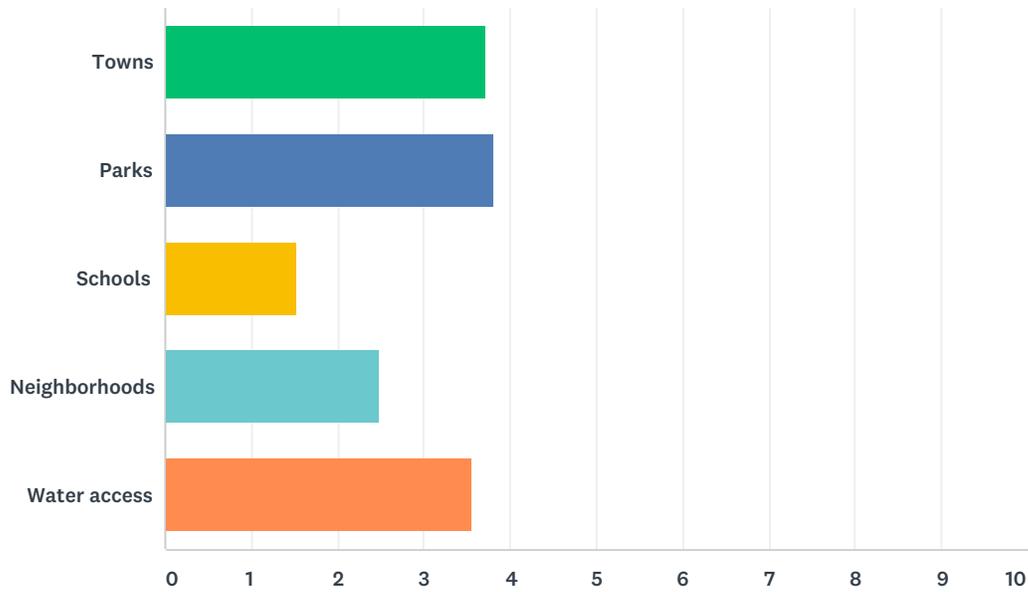
Answered: 34 Skipped: 0



| | 1 | 2 | 3 | 4 | 5 | TOTAL | SCORE |
|---|--------------|--------------|--------------|--------------|--------------|-------|-------|
| Local people for exercise | 51.52% 17 | 24.24% 8 | 15.15% 5 | 0.00% 0 | 9.09% 3 | 33 | 4.09 |
| Local people to get to places like work | 9.09% 3 | 3.03% 1 | 12.12% 4 | 33.33% 11 | 42.42% 14 | 33 | 2.03 |
| Visitors/resorters to get to towns and parks | 26.47% 9 | 32.35% 11 | 14.71% 5 | 20.59% 7 | 5.88% 2 | 34 | 3.53 |
| For children to have recreation/transportation option | 0.00% 0 | 15.15% 5 | 30.30% 10 | 30.30% 10 | 24.24% 8 | 33 | 2.36 |
| Bicycle tourists | 15.15% 5 | 27.27% 9 | 27.27% 9 | 15.15% 5 | 15.15% 5 | 33 | 3.12 |

Q6 What do you believe are the main destinations for bicyclist or pedestrian along the route, place in priority order.

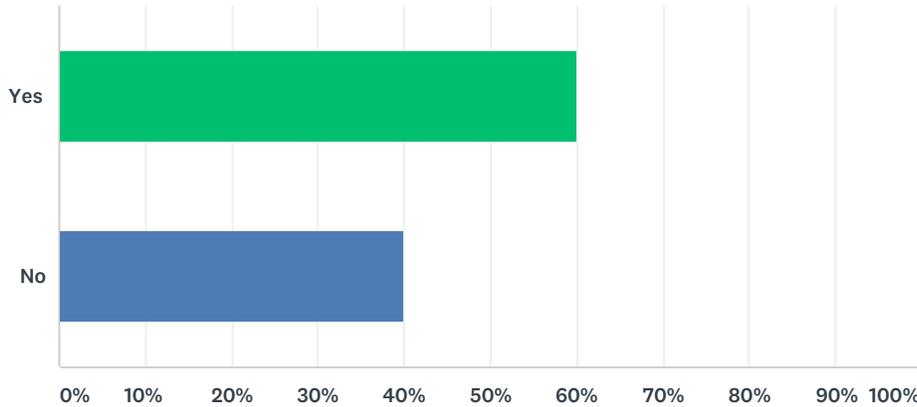
Answered: 33 Skipped: 1



| | 1 | 2 | 3 | 4 | 5 | TOTAL | SCORE |
|---------------|--------------|--------------|--------------|--------------|--------------|-------|-------|
| Towns | 25.00% 8 | 40.63% 13 | 18.75% 6 | 12.50% 4 | 3.13% 1 | 32 | 3.72 |
| Parks | 25.00% 8 | 43.75% 14 | 18.75% 6 | 12.50% 4 | 0.00% 0 | 32 | 3.81 |
| Schools | 6.45% 2 | 0.00% 0 | 6.45% 2 | 12.90% 4 | 74.19% 23 | 31 | 1.52 |
| Neighborhoods | 6.45% 2 | 12.90% 4 | 16.13% 5 | 51.61% 16 | 12.90% 4 | 31 | 2.48 |
| Water access | 40.63% 13 | 3.13% 1 | 37.50% 12 | 9.38% 3 | 9.38% 3 | 32 | 3.56 |

Q7 The map below shows many destinations along the US-23/Lake Huron corridor, such as parks, towns and other interesting destinations that bicyclists and pedestrians may access. Do we need to add some destinations that are missing?

Answered: 30 Skipped: 4



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|----|
| Yes | 60.00% | 18 |
| No | 40.00% | 12 |
| TOTAL | | 30 |

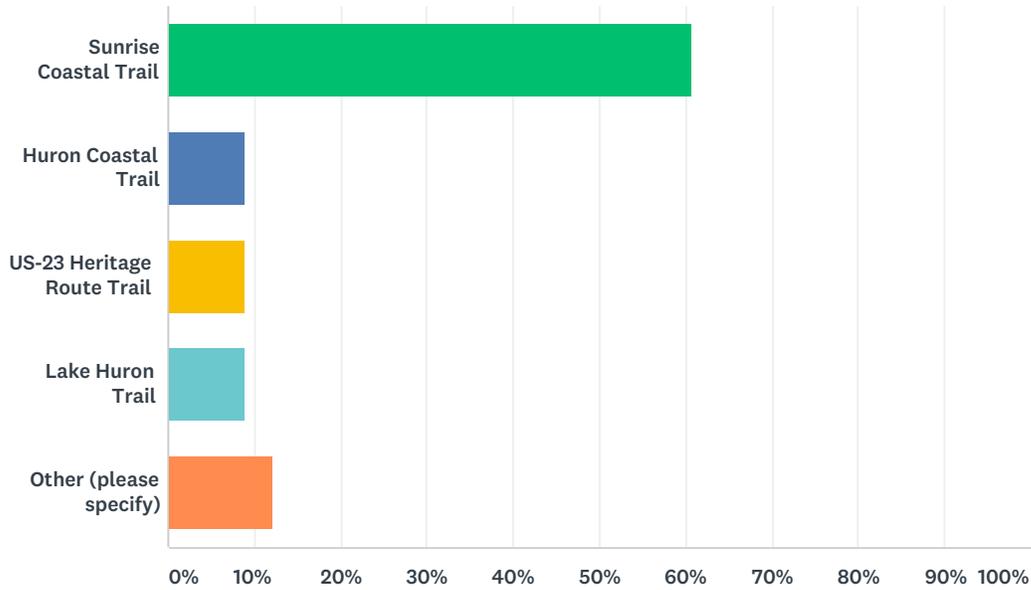
Q8 If yes what other destinations should be considered when planning this trail?

Answered: 15 Skipped: 19

| # | RESPONSES | DATE |
|----|---|-------------------|
| 1 | Food stops | 7/23/2019 2:59 PM |
| 2 | I don't know. I chose yes because I wasn't sure what else to do since the question wasn't a yes or no question but the answer choices were. | 7/23/2019 2:58 PM |
| 3 | Devils Lake trails East and West side of the lake, access to Piper Rd | 7/23/2019 2:57 PM |
| 4 | shipwrecks along the coast | 7/23/2019 2:55 PM |
| 5 | Rather than adding destinations, I think it should be cleaned up some. There are a lot of destinations that aren't on the trail, and while people may want to visit them, I think people looking at the map would be slightly overwhelmed (in the sound-byte age) by so much. | 7/15/2019 2:57 PM |
| 6 | It's hard to read the map without being able to zoom in, but I would include all publicly accessible areas like the TB Marine Sanctuary and preserves owned by non-governmental groups. It would also be great to see linkages to other non-motorized trails. | 7/15/2019 1:09 PM |
| 7 | Old Bailey School House. Sturgeon Point Lighthouse. | 7/6/2019 10:03 AM |
| 8 | The existing Sunrise Coast Blrding Trail | 7/5/2019 1:01 PM |
| 9 | Partridge Point viewing area. | 7/3/2019 10:02 AM |
| 10 | Hubbard Lake Preserve - Huron Pines Emily Min Hunt Preserve - Huron Pines | 7/3/2019 9:03 AM |
| 11 | Oscoda Beach Park Oscoda Pier Three Mile Park | 7/3/2019 8:49 AM |
| 12 | Three Mile Park north of Oscoda owned by MDOT. | 7/2/2019 2:01 PM |
| 13 | Huron-Manistee National Forests | 7/2/2019 11:15 AM |
| 14 | Norway Ridge Trail, Soon to be Alpena-Hillman Trail | 7/2/2019 11:11 AM |
| 15 | Black River Park and negewgon | 7/2/2019 10:58 AM |

Q9 What is your thought on the best name for a potential trail between Oscoda and Alpena?

Answered: 33 Skipped: 1



| ANSWER CHOICES | RESPONSES |
|----------------------------|-----------|
| Sunrise Coastal Trail | 60.61% 20 |
| Huron Coastal Trail | 9.09% 3 |
| US-23 Heritage Route Trail | 9.09% 3 |
| Lake Huron Trail | 9.09% 3 |
| Other (please specify) | 12.12% 4 |
| TOTAL | 33 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|-----------------------------|-------------------|
| 1 | None! | 7/8/2019 6:52 PM |
| 2 | no trail here | 7/8/2019 6:50 PM |
| 3 | Sunrise non-motorized trail | 7/2/2019 6:17 PM |
| 4 | Lake Huron Coastal Trail | 7/2/2019 11:11 AM |

Q10 Do you have any other ideas for a potential trail route along this corridor?

Answered: 20 Skipped: 14

| # | RESPONSES | DATE |
|----|---|-------------------|
| 1 | No | 7/23/2019 2:59 PM |
| 2 | no | 7/23/2019 2:58 PM |
| 3 | Removing as many driveways as possible in congested areas using a service drive when possible | 7/23/2019 2:57 PM |
| 4 | no | 7/23/2019 2:55 PM |
| 5 | Piper Road rail grade from Ossineke to Alpena, due to a vast amount of driveways South of Squaw Bay | 7/17/2019 1:06 PM |
| 6 | At any points where it does not go along US 23 would likely be preferred, but understand that ultimately will be difficult. | 7/15/2019 3:01 PM |
| 7 | The town of Metz has a really fantastic idea. They've made a few eye-catching, visually appealing displays along a mini-trail of specific historic events. Wherever particular things of historical, human-interest, or "Weird Michigan"-style significance happens, make a fun display to go along with it :) Local artists in the affected area would probably be happy to contribute their work in the displays as well! | 7/15/2019 2:57 PM |
| 8 | Does this trail connect parallel any blue trails? That would be interesting to note. Different points of interest might drawn more visitors and showcase the variety of fantastic natural resources we have in the area. | 7/15/2019 1:09 PM |
| 9 | I am concerned about a trail going through squaw bay not to mention my property. | 7/8/2019 6:52 PM |
| 10 | no | 7/8/2019 6:50 PM |
| 11 | Old us 23. | 7/7/2019 11:39 AM |
| 12 | Please respect private property owners and use public land wherever possible. | 7/6/2019 10:03 AM |
| 13 | Not at this point in time, but may in the future. | 7/5/2019 1:01 PM |
| 14 | Not referencing Lake Huron in the trail name would be ignoring the largest and most important natural asset along the east coast of Michigan. | 7/4/2019 9:41 AM |
| 15 | no | 7/3/2019 9:03 AM |
| 16 | Not at this time but I am sure I will as the project proceeds and things become clear | 7/3/2019 8:49 AM |
| 17 | No | 7/3/2019 7:57 AM |
| 18 | Keeping as close to the coast/shoreline as possible. | 7/2/2019 11:15 AM |
| 19 | Adjacent to Lake State Railroad | 7/2/2019 11:11 AM |
| 20 | No | 7/2/2019 10:58 AM |

Q11 If you are not on our current contact list to hear about this project and want to be, please include your name and email:

Answered: 6 Skipped: 28

| # | RESPONSES | DATE |
|---|--------------------------|-------------------|
| 1 | khoppe25@gmail.com | 7/23/2019 2:59 PM |
| 2 | Thomasdowd2010@gmail.com | 7/23/2019 2:57 PM |
| 3 | tuper2@earthlink.net | 7/8/2019 6:52 PM |
| 4 | harryknopp9@gmail.com | 7/7/2019 8:59 AM |
| 5 | wafelder@aol.com | 7/6/2019 10:03 AM |
| 6 | danog1951@yahoo.com | 7/2/2019 10:58 AM |

MEMORANDUM

TO: Sunrise Coastal Trail Committee

FROM: Emily Meyerson, Plan Facilitator

DATE: September 30, 2019

RE: Trail Routing Options / Go To meeting format

We are following up on the Sunrise Coastal Trail Project with information for you to review prior to video conference calls scheduled for this Thursday October 3, 2019:

- 9:00-10:30, to discuss south half of project area ([link to GoToMeeting](#))
- 1:30-3:00 to discuss north half of project area ([link to GoToMeeting](#))

At the meeting we will discuss proposed route alternatives for the Sunrise Coastal Trail between Oscoda and Alpena. On the project website, <http://www.discovernortheastmichigan.org/sunrisecoasttrl.asp>, you can access a map that shows the route alternatives and all other project documents. Please note, not all route alternatives are created equal; different types of facilities are possible in different locations. AND ALSO NOTE A PREFERRED ROUTE CAN BE A COMBINATION OF THE ALTERNATIVES.

Be sure to zoom into areas on the map to more clearly see the data that is available. A direct link to the map:

http://www.discovernortheastmichigan.org/downloads/sunrise_coastal_trail_draft_all_sm.pdf

Routes:

1. US-23 a separate trail may be possible on either side of the road.
2. Along Lake State Railroad a separate trail might be possible, but acquisition of trail easement will be required.
3. Along local roads the trail facility would most likely be a paved shoulder, bike lane or a signed bike route.

Influences on cost to both develop and maintain a facility (see attached cost comparison chart):

1. Steep slopes are shown on the map; this is important because when steep slopes are adjacent to the road the construction costs increase with the need for retaining walls, fill and guardrail.
2. Wetlands; this is important because if there are regulated wetlands boardwalk would be required with increases costs.
3. River/Creeks: Need for bridges and culverts increase costs.

Other Influences (pros and cons) of trail routing:

1. A trail along a road with many driveways decreases the enjoyment and safety for the trail user due to many conflict points; at the same time, the local residents who live along those drives are potential trail users increasing use of the trail. Areas with many drives are shown on the map.
2. Although costly, some scenic areas that may require boardwalks and bridges, access to towns and parks and potential amenities like overlooks add to the trail experience and creating destination trails.
3. Type of trail facility (separated trail, bike lane, paved shoulder, road route)

Please take a look at the map and think about the above factors to share with us on where you would like to see a trail. If you can not make one of the video calls, feel free to send us feedback by email or by phone: emeyerson14@gmail.com or 231-838-1539.

**Sunrise Coastal Trail
Oscoda to Alpena
Trail Planning Process**

**October 3, 2019
Go-To Meetings
9:00-10:00 a.m. and 1:30-3:30 p.m.**

Meeting Notes

9:00-10:00 meeting

Emily Meyerson, the facilitator on the project, thanked everyone for calling in and participating. She explained that the low response to the on-site meeting, an idea came to have two go to meetings to try and get more participation via video conference. She then asked everyone to introduce themselves.

Those present at the 9:00 meeting : Those present at the : Marlena MacNeill, Alcona Township; Heather Huffstutler, Huron Pines; Eric Ostrander, DNR-Harrisville and Negwegon State Parks; Joe Gentry, Thunder Bay Trails Association; Greg Kinser and Amy Swainston, DNR Trails; Cody Stevens, DNR Forest Resources Division; Steve Schnell, NEMCOG and Emily Meyerson, NEMCOG Facilitator.

Emily first asked if there were any questions on the materials provided via email and website before looking at the actual route. Amy Swainston just let everyone know that VanEtten Lake State Forest Campground could be utilized as a trailhead.

Emily talked about some factors that influence trail locations include:

Costs to build:

1. Construction limitations (wetlands, steep slopes, drainage) which increase costs
2. Long term cost to maintain a facility.
3. Acquisition costs. Road right of way is typically free while purchasing easements for the trail take time and money. Using the railroad grade may be possible with the acquisition of an easement but know the going rate is about \$12' a lineal foot.

Trail Experience:

1. Does the trail go to where trail users want to go? i.e. transportation
2. Is it a good experience with low stress with destinations along it? i.e. recreation
3. Does it feel safe?

Emily explained there is no right answers but that at times higher cost should not eliminate an option, if the experience it worth it. In addition, looking at different types of trail facilities (on road versus off) may be beneficial to balance the costs of high cost segments.

The map that was provided showed the areas of potential higher construction costs, destinations, good trail experience and bad trail experience. It was explained the PTH meant Potential Trailhead and this becomes important because one of the main funding entities requires a trailhead for each built section of trail. Therefore, knowing where existing PTH are located helps with future phasing of trail development. The map was on the screen so everyone could see these areas and we proceeded to review trail route options from south to north.

Oscoda to Greenbush

It was explained that the southern end terminus would be the Iosco Exploration Trailhead at Mill Street or the future AuSable Township Trailhead next to the Township Hall. The section from the Township Hall to the County Road 41 at the end of the business district needs more specific local attention so for our purposes today we will look at routes starting at US-23 and Country Road 41 intersection. The options include either side of US-23, west side of Cedar Lake Road and along the active railroad right of way. Emily stated she looked at West Cedar Lake Road and with the driveways and limited right of way that option was eliminated as well as the east side of Cedar Lake Road due to the high number of driveways.

East Side of US-23

Pros: close to Lake Huron and people want to be near the lake, beautiful open viewshed, MDOT park, many homes nearby to utilize it; road right of way is wide enough for a separate trail.

Cons: Multiple Driveways, safety concerns

West Side of US-23

Due to the high number of driveways on the west side thoughts that using the shoulders in this area may be better (on road facility). In general, the west side of US-23 in this section was NOT preferred of the East Side for a separate trail.

Cedar Lake Road

Pros: Large property owner, the golf course, so there is a potential to get the trail off the road. Less road traffic than US-23 if an on-road facility.

Cons: Limited right of way (66') would need to get easements OR have an on-road facility.

Railroad Corridor

Pros: Most safe option with limited crossings; provide the best separated trail facility; takes you places you can't see on the road for a unique experience.

Cons: It is away from the Lake, may be more costly due to acquisition, may be not as scenic.

Greenbush to Harrisville

Emily explained in this area the railroad crossed to the east side of US-23. In this section both sides of US-23 and Railroad right of way were considered for options. In one section the highway is higher up than the railroad corridor which stays basically adjacent to the lake.

US-23

Pros: Road right-of-way

Cons: Higher cost due to steep slopes; hills may limit users

Railroad corridor

Pros: Flatter terrain for lower cost to develop and more people to utilize it due to flatter topography; great scenic views that you can't see from the road; more easily ties into the existing State Park trail in Harrisville.

Cons: Acquisition costs; potential neighbor concerns

Notes: Eric Ostrander explained that the State Park property goes south to the west side of Lake Huron Shore Drive, so that could be utilized. It was also suggested that the trail could potentially come off the railroad corridor at Springport and use Lake Huron shore Drive as a shared road into the park trail.

Harrisville to Black River Harbor

Routes to be consider are US-23, railroad corridor and some use of local road in Harrisville and along Lake Shore Drive.

It was noted that there is a bike route on local streets through City of Harrisville which could be utilized or the railroad corridor. It was pointed out just north of the city there is a large wet area along the railroad.

US-23

Pros: Road right of way

Cons: Lots of topography would increase costs to develop; potentially less users due to the topography; away from the local destinations.

Railroad Corridor

Pros: goes to the destinations, safe routing

Cons: A lot of wetlands increase the costs to build trail; costs to acquire railroad easement

Lakeshore Drive

Pros: Low traffic, goes to destinations, very scenic, flat

Cons: On road bike facility due to limited right of way, not as safe as a separate trail

Notes: The main area of concern is this section is getting from Harrisville to Lakeshore Drive as a separate trail is needed for safety; it could be railroad corridor but there are a lot of wetlands. Options considered were using railroad for part and then the highway for part of this section. All agreed the use of the former depot would make a great trailhead.

Black River Harbor to Ossineke

The route options in this area include US-23 and Black River Harbor Road, Railroad Corridor, or potentially utilizing state land (Negwegon State Park and State Forest). It was explained that Negwegon's Management Plan limits building trails in most of the park but there are some exiting and proposed trails that might be able to be utilized.

Eric explained that bike use is currently prohibited on the trails so there would have to be a change on that land use order. Cody explained that the road is very sandy and not an alternative. He added that there is a dune/swale complex which is sensitive in nature and should be avoided if possible. He wondered if there was a way to cut through the state land back to the highway at some point.

US-23

Pros: Road Right of way

Cons: Topography increases costs to build and maintain, may limit users due to the grades, doesn't go to Negwegon State Park which is a unique destination.

Railroad Corridor

Pros: Safest alternative, goes to destinations including Negwegon and Ossineke State Forest Campground

Cons: Sensitive environmental issues, wetlands increase cost to develop, increase cost to purchase easement

State Lands

Pros: Public land, goes to the destinations, unique trail experience

Cons: Changes to the management plan would be needed on the State Park property. Due to the sensitive dune/swale complex it may limit approval of a trail on State Forest Land.

Heather added she would want to do as little as possible in the dune/swale areas.

Ossineke to Alpena

This area US-23 was considered as well as the Railroad corridor. The Railroad crosses the highway again (therefore away from the lake)

US-23

Pros: near the lake, Squaw Bay is a destination, other destinations (Partridge Point and the 45th parallel park), where the people are (higher use), connects directly to the Alpena Bi-Path.

Cons: All the driveways, safety concerns, questions of right of way width in this section, high cost to develop in Squaw Bay.

Railroad Corridor

Pros: safest alternative

Cons: Away from the lake, creates a similar experience as other rail-trails in Alpena, doesn't go to destinations or residential areas, costs to acquire easement.

1:30-2:20 Meeting

Those Present at the 1:30 meeting: Adam Pohl, City of Alpena; Larry Clark, Alpena South Committee, Heather Huffstutler, Huron Pines; Greg Kinser, Paige Perry and Amy Swainston, DNR Trails; Cody Stevens, DNR Forest Resources Division; Steve Schnell, NEMCOG and Emily Meyerson, NEMCOG Facilitator.

Due to only having three addition people from this morning, after introductions Emily briefly went through the meeting purpose, development costs, trail experience and the map itself. She then said we would go through the corridor this time from North to South focusing on the segment between Alpena and Black River Harbor.

Alpena to Ossineke

Larry explained that they have a wetland permit to extend the Alpena Bi-Path 1.15 miles to S. Partridge Point Road and the proposed 45th Parallel Park at that location.

Larry also added that most of US-23 is on Great Lake Bottom Land so there would be a need for a boardwalk to get through this area

US-23

Pros: Connection to Bi-path, scenic/showcase area, unique experience, connect to proposed parks, connect to many homes

Cons: Driveways/safety, there may be limited road right-of-way, cost to develop in Squaw Bay

Railroad Corridor

Pros: Safety

Cons: Not unique in the area (rural backcountry experience), away from destinations.

Notes: Larry suggested a possibility would be to connect the 45th Parallel park across to the railroad corridor. He believed it was possible near the private campground with a few easements and then onto State Forest Land near Piper Road.

On the rest of the segments a summary of what was discussed at the earlier meeting today was provided. Additional input included: Negwegon is a show case of natural beauty versus US-23 and that Lakeshore Drive is much more scenic than US-23.

In wrap up it was asked that Paige Perry, DNR Trail Specialist for Gaylord Region, Blake Gingrich, Ossineke State Forest Campground manager and Tom Barnes, Grayling Forest Manager be added to the email list.

Emily thanked everyone for coming and that she would follow back up with next steps.

**Sunrise Coastal Trail
Development, Management and Maintenance Survey Results
November 27, 2019
Summary**

In mid-November a short survey was distributed to Sunrise Coastal Trail Committee to learn about attitudes, thoughts and opportunities related to the development, management and maintenance of a future trail.

19 people completed the survey

Response to what organizations would be good leaders for the project included:

74% (14 respondents) Multi-Jurisdictional Recreation/Trail Authority

42% (8 respondents) DNR, MDOT and Alpena County

26% (5 respondents) Road Commissions

21% (4 respondents) Alcona County

16% (3 respondents) Iosco County

11% (3 respondents) Alpena Township and Sanborn Township

5% (1 respondent) included Alcona Township, Iosco Exploration Trail Committee, Thunder Bay Trails Association and Huron Pines

Conclusion: a multi-jurisdictional Recreation/trail authority should be considered with the counties taking the lead with support from state agencies, townships and non-profits. If you combine the county totals it would be 15 respondents said a county.

The question about who would not take the lead was intended for us to see where committee members thought there was apathy. This question may have been unclear (there were 4 responses of that nature). What we did get was concern that every government unit might have some apathy to take on this project. Top vote getters included Road Commissions, DNR, Alpena Township, Harrisville Township and Alpena county. All governments had at least 3 votes except Iosco County which had none.

Conclusion: this is an indication that there is a lot of work to find the right partners together to build momentum to bring the project to fruition.

When asked what organization/governmental entities were best suited to “own” and manage the trail there was overwhelming support for a multi-jurisdictional authority. Responses were as follows:

84% (16 votes) Multi-jurisdictional Recreation/Trail Authority

42% (8 votes) MDOT

37% (7 votes) DNR

18% (3 votes) County Road commission

11% (2 votes) Alpena County and Alpena Township

5% (1 vote) for Sanborn Township, Alcona County, Harrisville Township, City of Harrisville and Iosco County.

To the question if respondent was supportive to create and fund a Multi-jurisdictional Recreation/Trail Authority: 58% said yes, 5% no and 37% maybe.

To the question if they would support local tax dollars going toward the development of trails: 58% said yes, 5% no and 37% maybe.

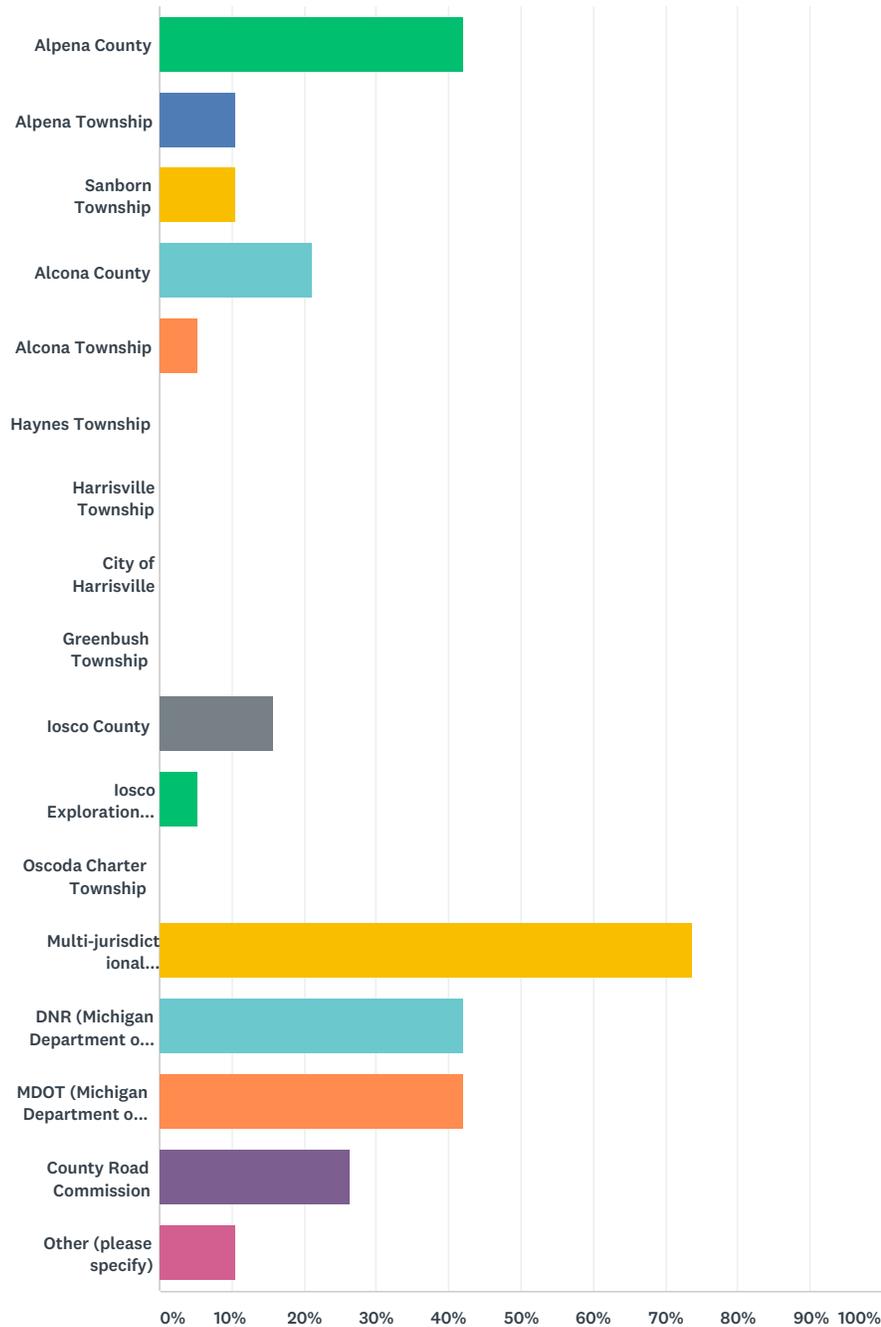
To the question if they would support local tax dollars going toward maintenance of the trail, 74% said yes, 5% no and 21% maybe.

To the question if respondents would sit on a committee to create a trail 50% said yes and 50% said no.

Conclusion: These responses help clarify a potential recommendation that an exploratory committee be created under the auspicious of the three counties to consider a multi-jurisdiction recreation/trail committee to move this trail project forward.

Q1 Which of the following do you think would be good leaders for this trail project? (You can choose more than 1)

Answered: 19 Skipped: 0



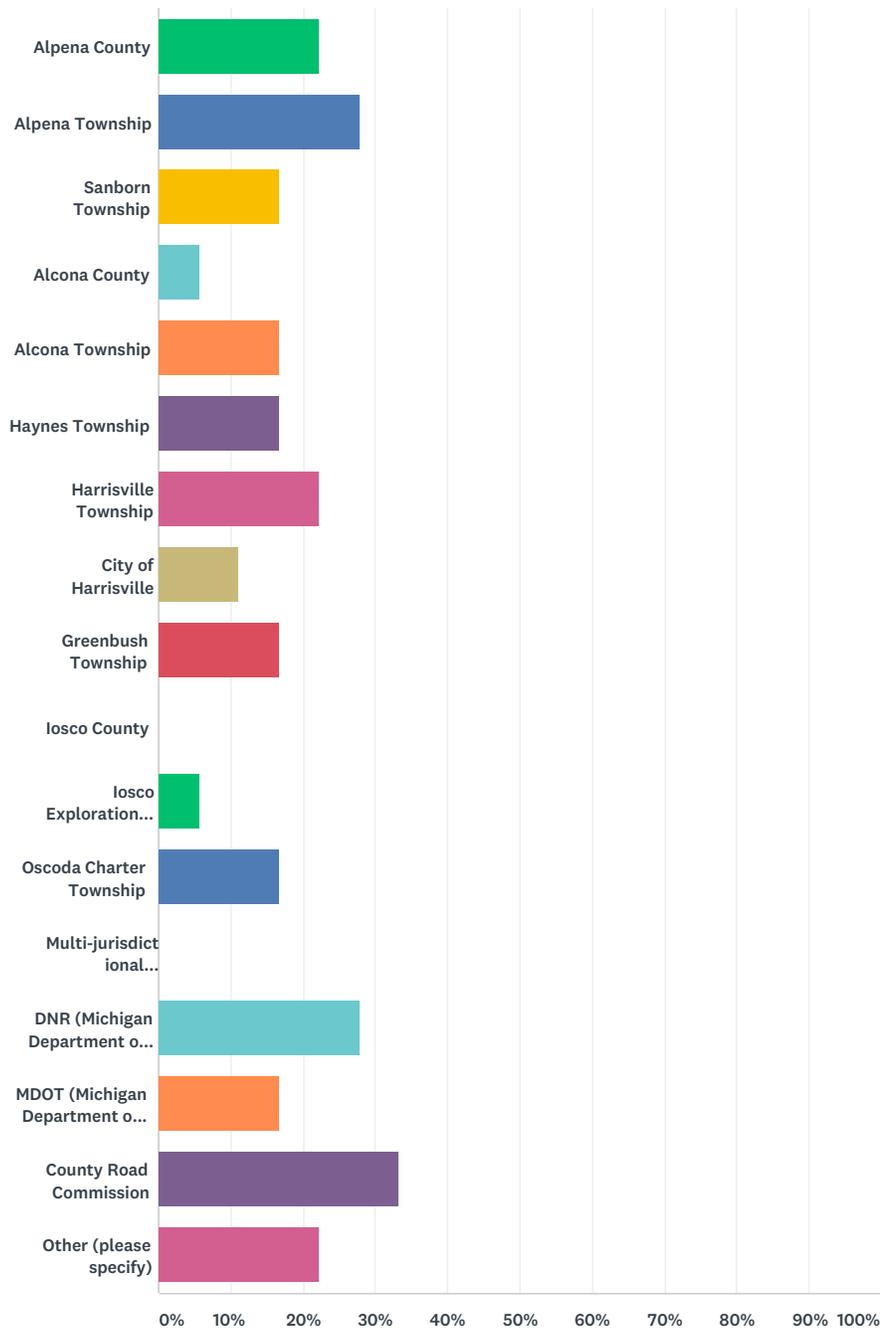
| ANSWER CHOICES | RESPONSES | |
|------------------|-----------|---|
| Alpena County | 42.11% | 8 |
| Alpena Township | 10.53% | 2 |
| Sanborn Township | 10.53% | 2 |
| Alcona County | 21.05% | 4 |
| Alcona Township | 5.26% | 1 |
| Haynes Township | 0.00% | 0 |

| | | |
|---|--------|----|
| Harrisville Township | 0.00% | 0 |
| City of Harrisville | 0.00% | 0 |
| Greenbush Township | 0.00% | 0 |
| Iosco County | 15.79% | 3 |
| Iosco Exploration Trail Committee | 5.26% | 1 |
| Oscoda Charter Township | 0.00% | 0 |
| Multi-jurisdictional Recreation/Trail authority | 73.68% | 14 |
| DNR (Michigan Department of Natural Resources) | 42.11% | 8 |
| MDOT (Michigan Department of Transportation) | 42.11% | 8 |
| County Road Commission | 26.32% | 5 |
| Other (please specify) | 10.53% | 2 |
| Total Respondents: 19 | | |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|---|--------------------|
| 1 | Non-profit agencies such as Huron Pines when traversing environmental areas | 11/15/2019 6:24 PM |
| 2 | Thunder Bay Trail association | 11/13/2019 1:54 AM |

Q2 Which of the following do you think may not see the need to be a leader on this project? (You can choose more than 1)

Answered: 18 Skipped: 1



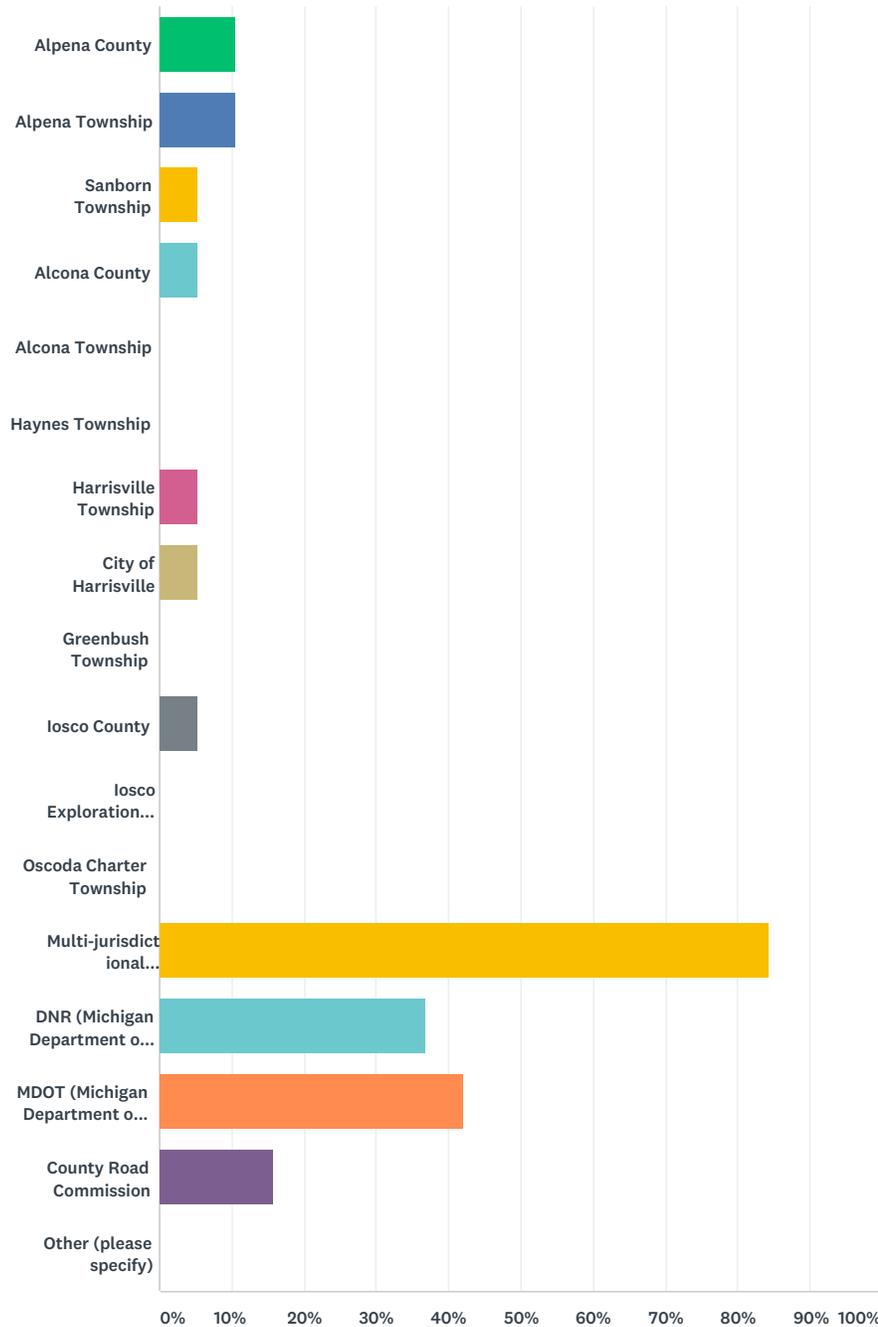
| ANSWER CHOICES | RESPONSES |
|------------------|-----------|
| Alpena County | 22.22% 4 |
| Alpena Township | 27.78% 5 |
| Sanborn Township | 16.67% 3 |
| Alcona County | 5.56% 1 |
| Alcona Township | 16.67% 3 |
| Haynes Township | 16.67% 3 |

| | | |
|---|--------|---|
| Harrisville Township | 22.22% | 4 |
| City of Harrisville | 11.11% | 2 |
| Greenbush Township | 16.67% | 3 |
| Iosco County | 0.00% | 0 |
| Iosco Exploration Trail Committee | 5.56% | 1 |
| Oscoda Charter Township | 16.67% | 3 |
| Multi-jurisdictional Recreation/Trail authority | 0.00% | 0 |
| DNR (Michigan Department of Natural Resources) | 27.78% | 5 |
| MDOT (Michigan Department of Transportation) | 16.67% | 3 |
| County Road Commission | 33.33% | 6 |
| Other (please specify) | 22.22% | 4 |
| Total Respondents: 18 | | |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|--------------------------------------|--------------------|
| 1 | not sure | 11/20/2019 8:08 PM |
| 2 | not sure | 11/20/2019 1:58 PM |
| 3 | Don't really understand the question | 11/18/2019 8:54 PM |
| 4 | No idea. | 11/12/2019 2:54 PM |

Q3 What organization/governmental entity is best suited to “own” and manage the facility? (You can choose more than 1)

Answered: 19 Skipped: 0



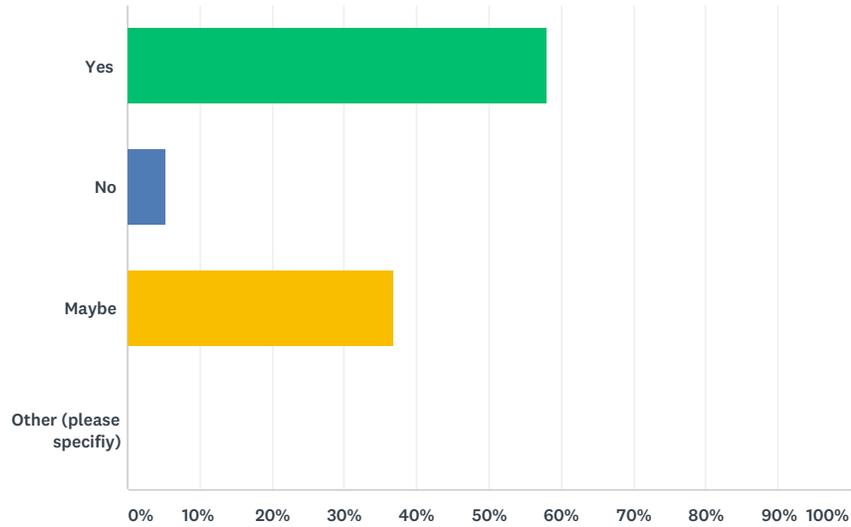
| ANSWER CHOICES | RESPONSES |
|------------------|-----------|
| Alpena County | 10.53% 2 |
| Alpena Township | 10.53% 2 |
| Sanborn Township | 5.26% 1 |
| Alcona County | 5.26% 1 |
| Alcona Township | 0.00% 0 |
| Haynes Township | 0.00% 0 |

| | | |
|---|--------|----|
| Harrisville Township | 5.26% | 1 |
| City of Harrisville | 5.26% | 1 |
| Greenbush Township | 0.00% | 0 |
| Iosco County | 5.26% | 1 |
| Iosco Exploration Trail Committee | 0.00% | 0 |
| Oscoda Charter Township | 0.00% | 0 |
| Multi-jurisdictional Recreation/Trail authority | 84.21% | 16 |
| DNR (Michigan Department of Natural Resources) | 36.84% | 7 |
| MDOT (Michigan Department of Transportation) | 42.11% | 8 |
| County Road Commission | 15.79% | 3 |
| Other (please specify) | 0.00% | 0 |
| Total Respondents: 19 | | |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|-------------------------|------|
| | There are no responses. | |

Q4 If it is determined that a multi-jurisdictional Recreation/Trail authority is the best entity to manage the trail, would you support its creation and funding thereof?

Answered: 19 Skipped: 0

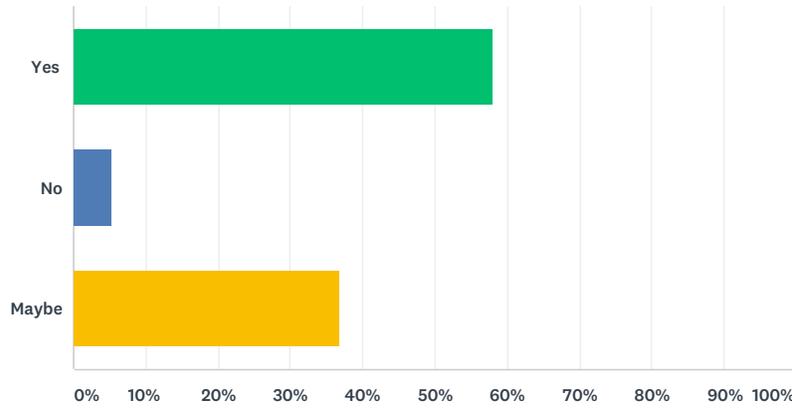


| ANSWER CHOICES | RESPONSES | |
|------------------------|-----------|-----------|
| Yes | 57.89% | 11 |
| No | 5.26% | 1 |
| Maybe | 36.84% | 7 |
| Other (please specify) | 0.00% | 0 |
| TOTAL | | 19 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|-------------------------|------|
| | There are no responses. | |

Q5 If a trail project was to move forward, would you support local tax dollars to go towards development of the trail?

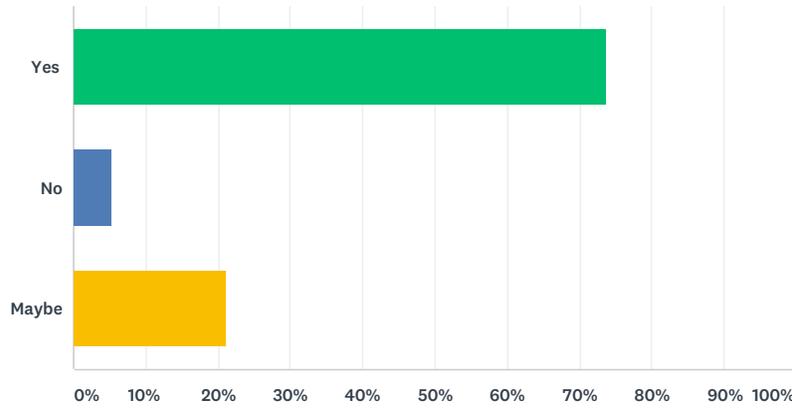
Answered: 19 Skipped: 0



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----------|
| Yes | 57.89% | 11 |
| No | 5.26% | 1 |
| Maybe | 36.84% | 7 |
| TOTAL | | 19 |

Q6 If the trail project was to move forward, would you support local tax dollars to go towards maintenance of the trail?

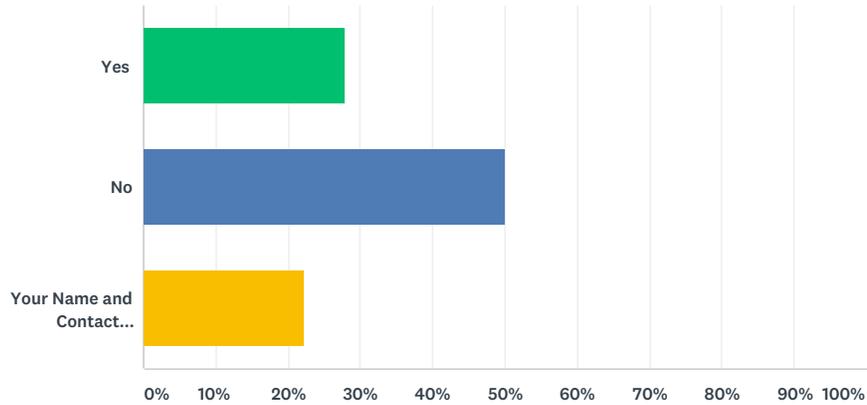
Answered: 19 Skipped: 0



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|----|
| Yes | 73.68% | 14 |
| No | 5.26% | 1 |
| Maybe | 21.05% | 4 |
| TOTAL | | 19 |

Q7 In order to get this trail plan off the shelf, it will take a commitment of local volunteers, organizations and officials. Are you willing to sit on such a committee to make that happen?

Answered: 18 Skipped: 1



| ANSWER CHOICES | RESPONSES |
|-----------------------------------|-----------|
| Yes | 27.78% 5 |
| No | 50.00% 9 |
| Your Name and Contact Information | 22.22% 4 |
| TOTAL | 18 |

| # | YOUR NAME AND CONTACT INFORMATION | DATE |
|---|---|--------------------|
| 1 | Sue Keller alcosmk@gmail.com | 11/20/2019 8:08 PM |
| 2 | Maybe: Heather Huffstutler, Huron Pines heather@huronpines.org | 11/18/2019 6:33 PM |
| 3 | Joseph Gentry joseph.gentry51@gmail.com | 11/13/2019 1:54 AM |
| 4 | Nathan W. Skibbe, Supervisor Charter Township of Alpena 989-464-0029 ; skibben@alpenatownship.com | 11/12/2019 5:29 PM |

Trail Management Scenarios

November 12, 2019

(Sent as part of Survey #2)

This trail needs your leadership!

The Sunrise Coastal Trail planning project is an effort to find a preferred route and potential management options for a non-motorized trail connecting Oscoda and Alpena. We are at the point in the planning process to learn more about thoughts and concerns around trail development and management which there is a short survey.

Background

How do we manage and maintain trails that go through many townships and counties? The answer is: as a many different ways as there are trails. Here are some examples from around the region:

1. Little Traverse Wheelway (Emmet and Charlevoix Counties) is managed by counties and cities. The trail was developed in segments with Charlevoix County, Emmet County and City of Petoskey each agreeing to develop and then manage/maintain the trail in their jurisdictions.
2. North Eastern State Trail (Alpena, Presque Isle, Cheboygan Counties) is entirely on DNR land and in this case the DNR developed and manages the trail. Local governments provide support facilities such as trailheads.
3. Leelanau Trail (Leelanau County) is entirely on property owned by the non-profit Traverse Area Recreation and Transportation Trails (TART). It was developed and is managed by the non-profit.
4. Huron Sunrise Trail (Presque Isle County) was developed by MDOT with support of local trail advocates and is maintained by City of Rogers City.
5. Iron Ore Heritage Trail (Marquette County) - local trail advocates helped to create a Recreation Authority to develop and maintain the trail. Millages were passed in each jurisdiction the trail goes through to support the effort.
6. Otsego County Trail (Otsego County) was developed by DNR, on MDOT and DNR easements, with the agreement that Otsego County would maintain the facility.
7. North Western State Trail (Emmet County) - the paved segment of the trail is on DNR land that was leased to Emmet County who then developed and maintains it with support from the townships.
8. Boyne City to Charlevoix Trail (Charlevoix County) is being developed by the Road Commission but maintained Charlevoix County.
9. Boyne Valley Trailway (Charlevoix County), is being developed by the City of Boyne City with support from Townships and the Village of Boyne Falls.
10. Crawford County Iron Belle Trail (Crawford County) is being developed and maintained by Crawford County Road Commission with financial support to do so from the local governments including Grayling Township.

In every instance local trail advocates were needed to help find a way to get the trail built. Without the local advocacy there would be no trail. Therefore, there is no single answer, no perfect solution, and each trail finds its own path eventually to bring local and state governments together to make it happen.

Floating Trail Examples
December 20, 2019



Schuylkill River Trail
Philadelphia, PA



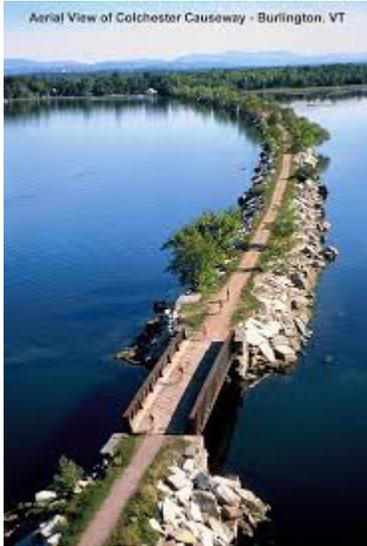
Florida Keys Overseas Heritage Trail
Key Largo to Key West, FL



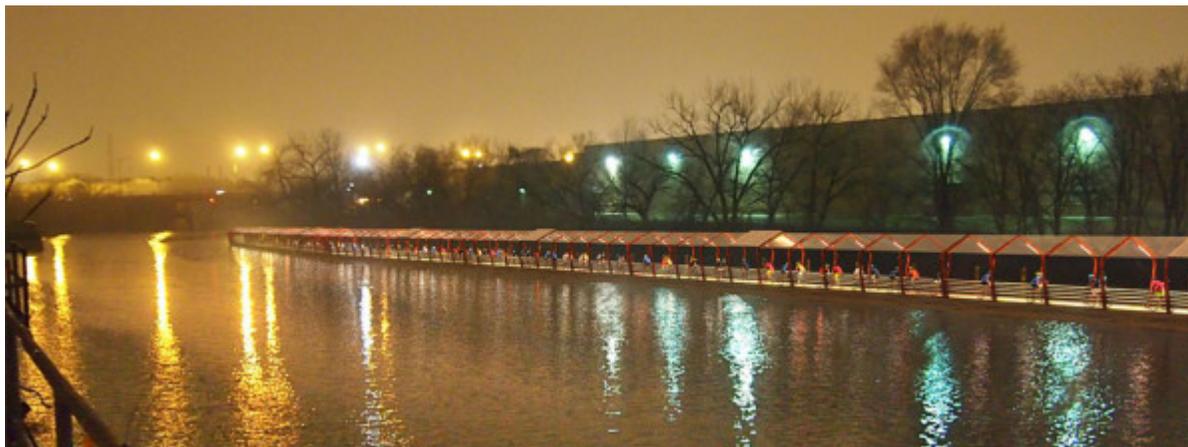
Yanweizhou Park, China



Riverwalk, Brisbane, Australia



Island Line Trail, Vermont ↕



Greenbush

Golf Course

MDOT Park and Ride

MDOT Roadside Park

Oscoda Township Beach Park

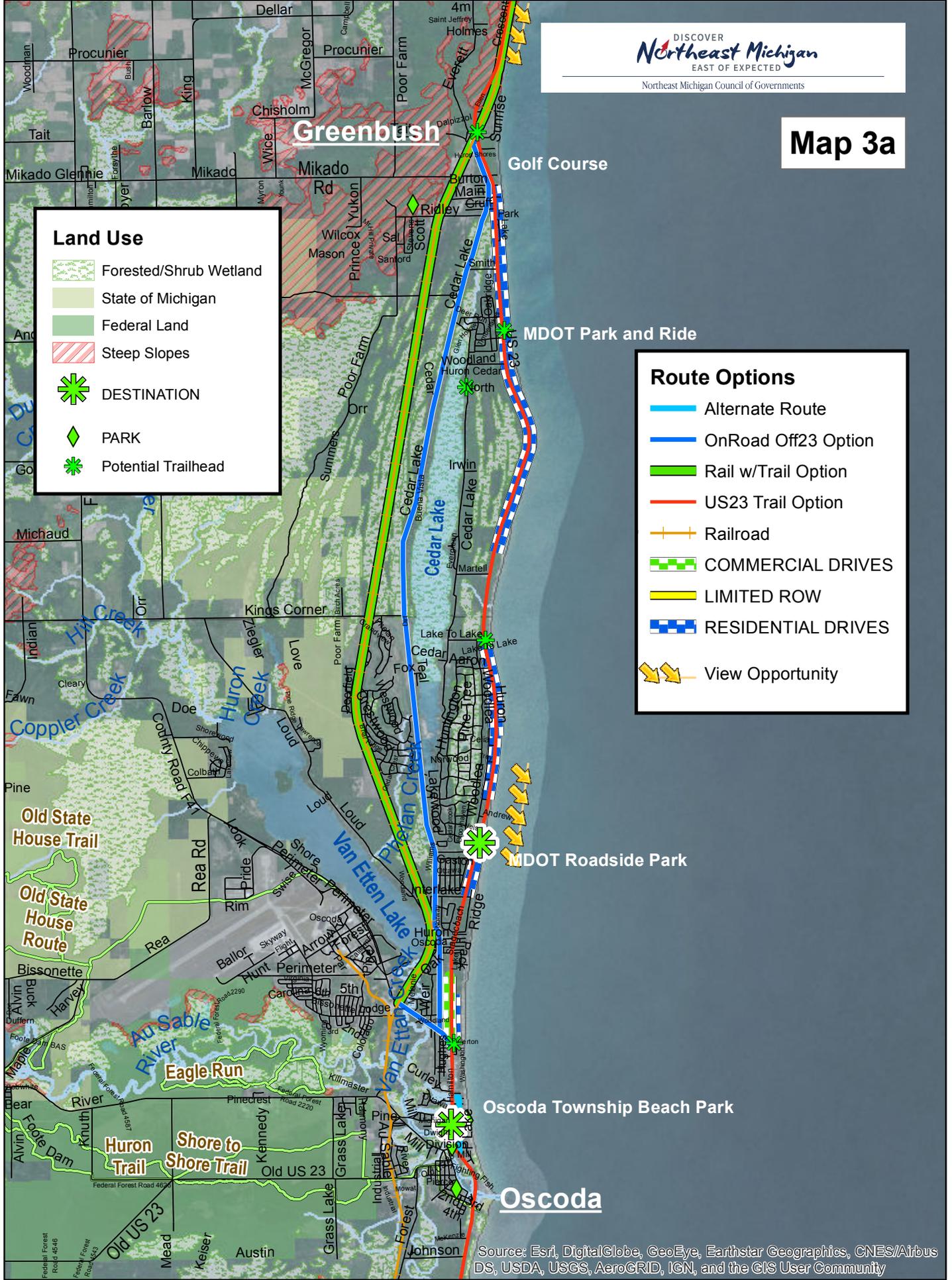
Oscoda

Land Use

- Forested/Shrub Wetland
- State of Michigan
- Federal Land
- Steep Slopes
- DESTINATION
- PARK
- Potential Trailhead

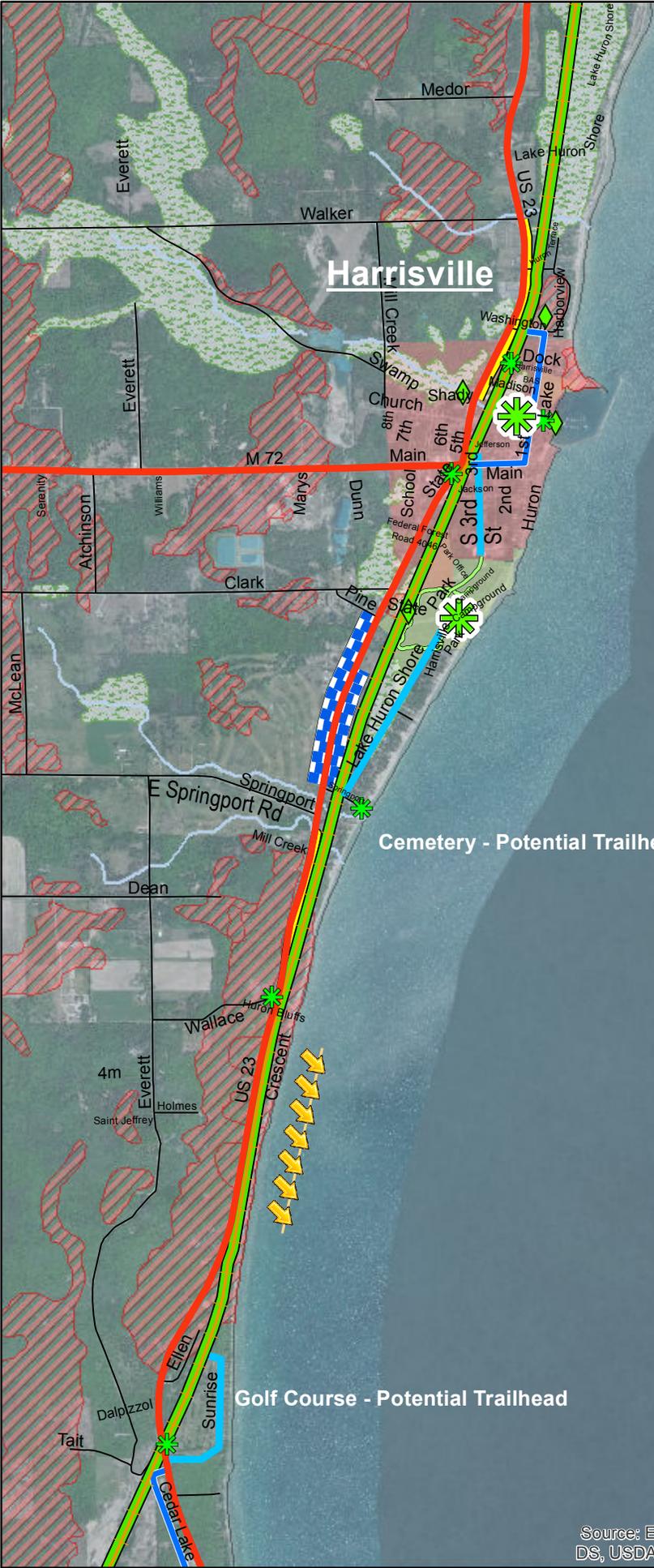
Route Options

- Alternate Route
- OnRoad Off23 Option
- Rail w/Trail Option
- US23 Trail Option
- Railroad
- COMMERCIAL DRIVES
- LIMITED ROW
- RESIDENTIAL DRIVES
- View Opportunity



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Map 3b



Route Options

- Alternate Route
- OnRoad Off23 Option
- Rail w/Trail Option
- US23 Corridor Option
- ▨ COMMERCIAL DRIVES
- ▨ LIMITED ROW
- ▨ RESIDENTIAL DRIVES
- +— Railroad
- ↘↘ View Opportunity

Land Use

- ▨ Forested/Shrub Wetland
- ▨ State of Michigan
- ▨ Federal Land
- ▨ Steep Slopes
- ✱ DESTINATION
- ◆ PARK
- ✱ Potential Trailhead

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

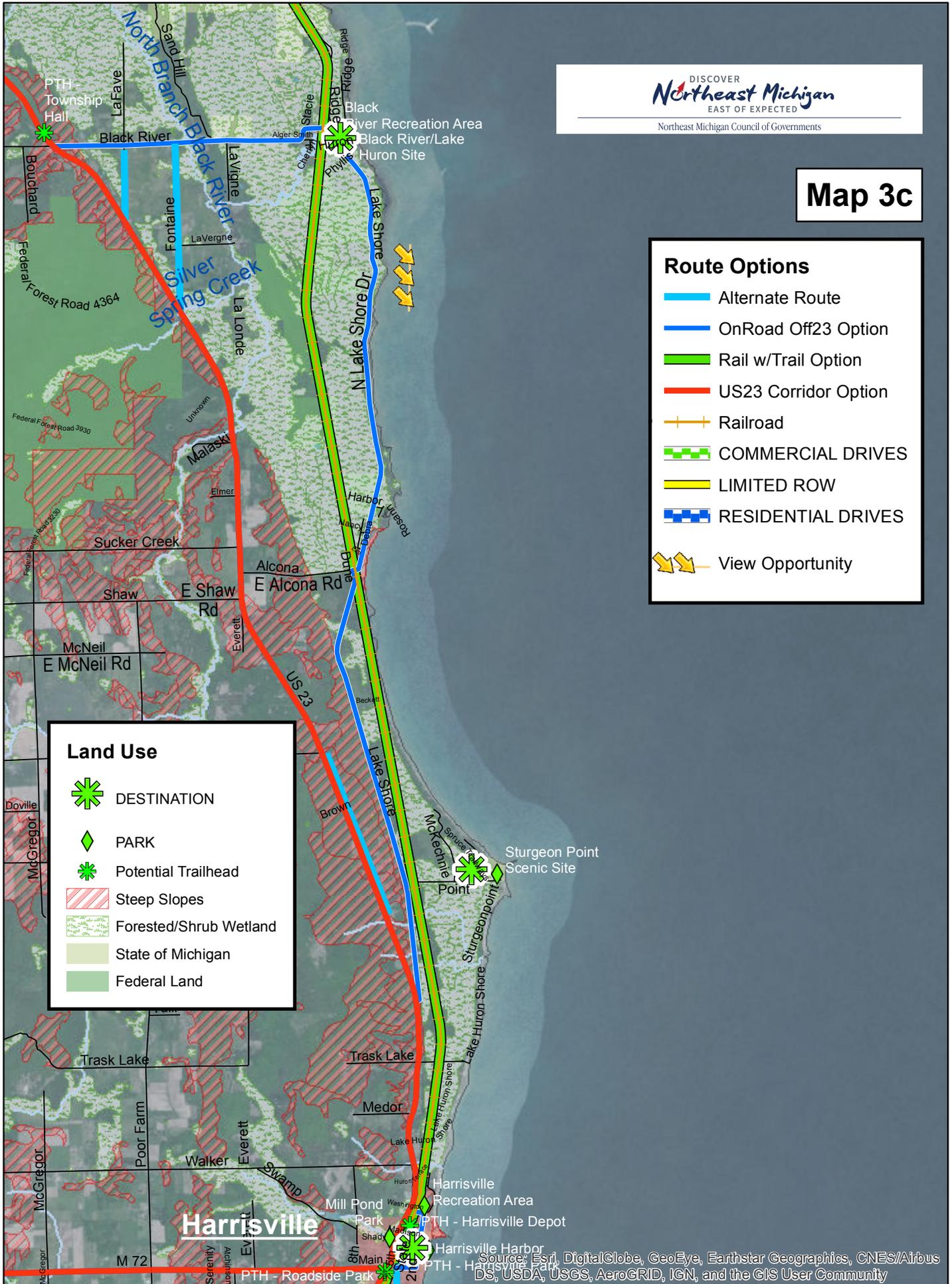
Map 3c

Route Options

- Alternate Route
- OnRoad Off23 Option
- Rail w/Trail Option
- US23 Corridor Option
- + Railroad
- ▨ COMMERCIAL DRIVES
- ▨ LIMITED ROW
- ▨ RESIDENTIAL DRIVES
- ↘ View Opportunity

Land Use

- ✱ DESTINATION
- ◆ PARK
- ✱ Potential Trailhead
- ▨ Steep Slopes
- ▨ Forested/Shrub Wetland
- ▨ State of Michigan
- ▨ Federal Land



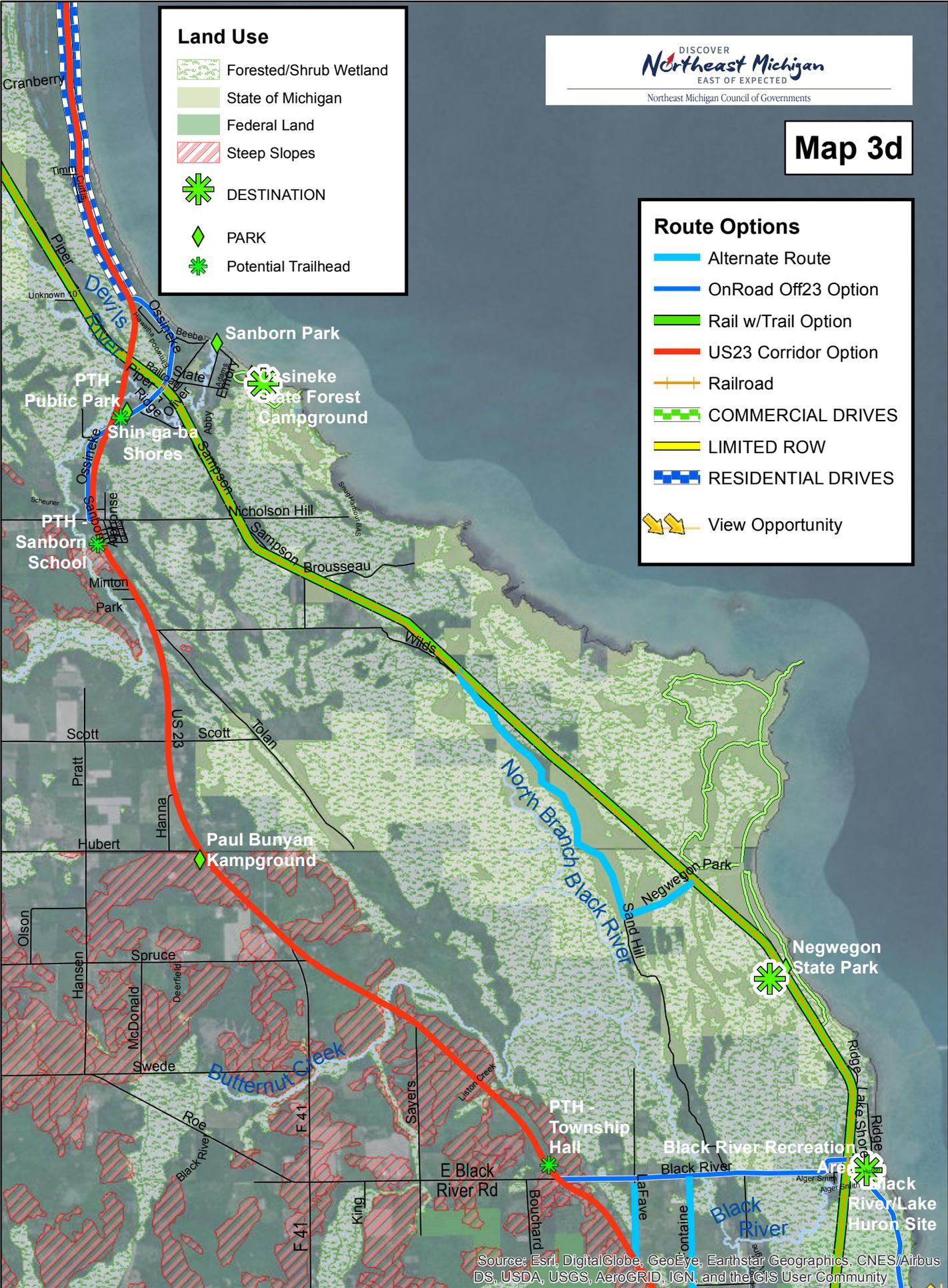
Map 3d

Land Use

- Forested/Shrub Wetland
- State of Michigan
- Federal Land
- Steep Slopes
- DESTINATION
- PARK
- Potential Trailhead

Route Options

- Alternate Route
- OnRoad Off23 Option
- Rail w/Trail Option
- US23 Corridor Option
- Railroad
- COMMERCIAL DRIVES
- LIMITED ROW
- RESIDENTIAL DRIVES
- View Opportunity



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

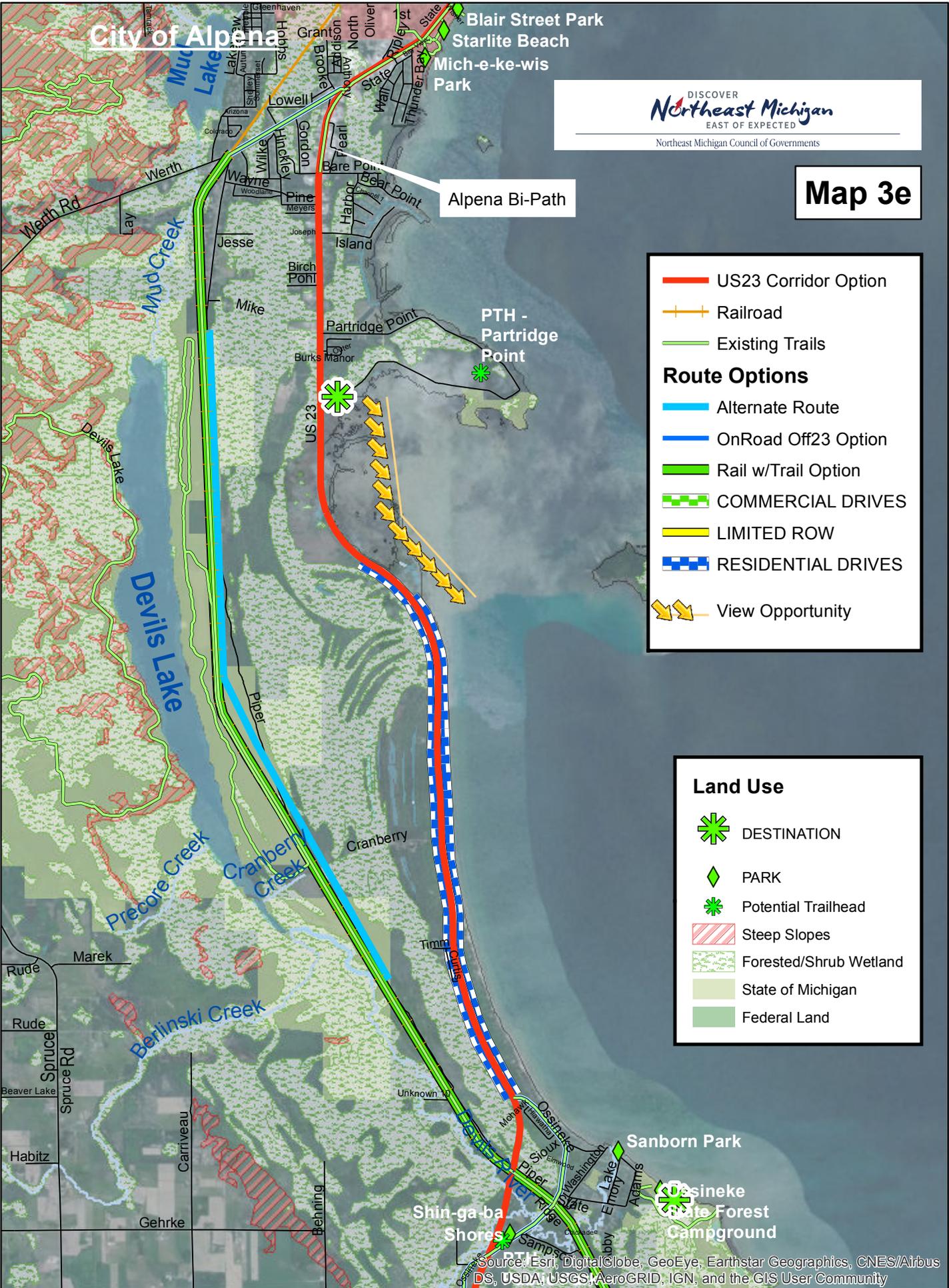
Alpena Bi-Path

Route Options

- US23 Corridor Option
- Railroad
- Existing Trails
- Alternate Route
- OnRoad Off23 Option
- Rail w/Trail Option
- COMMERCIAL DRIVES
- LIMITED ROW
- RESIDENTIAL DRIVES
- View Opportunity

Land Use

- DESTINATION
- PARK
- Potential Trailhead
- Steep Slopes
- Forested/Shrub Wetland
- State of Michigan
- Federal Land



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

RECOMMENDED ROUTE

LEGEND

-  Floating Trail
-  Side path, bike trail
-  On Road Trail Facility
-  Shared Road
-  Rail w/Trail
-  Existing Trail
-  COMMERCIAL DRIVES
-  LIMITED ROW
-  RESIDENTIAL DRIVES
-  Railroad
-  View Opportunity

Land Use

-  Steep Slopes
-  Forested/Shrub Wetland
-  State of Michigan
-  Federal Land
-  DESTINATION
-  PARK
-  Potential Trailhead



MICHIGAN DEPARTMENT OF
 ENVIRONMENT, GREAT LAKES, AND ENERGY