

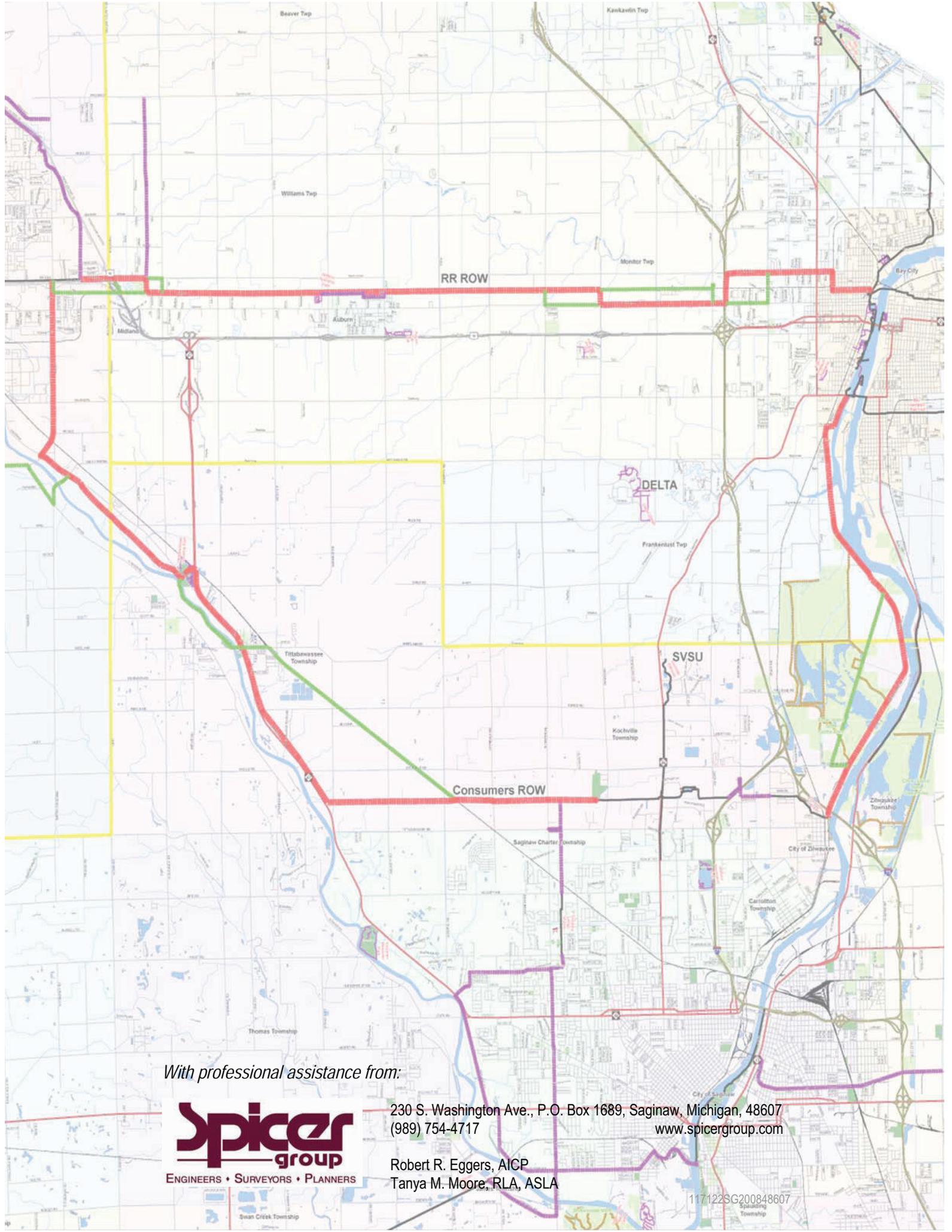
Tri-County Regional Path Study

Phase 2

Bay, Midland and Saginaw Counties



January, 2009



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The Phase 2 Tri-County Regional Path Study was funded by the following entities and events:

Dow Chemical Company Foundation

Saginaw Community Foundation

Midland Area Community Foundation

Bay Area Community Foundation

Friends of the Saginaw Valley Rail Trail

Friends of the Pere Marquette Rail Trail

Bay Area Community Foundation Riverwalk/Rail Trail Committee

Proceeds from the 2007 MBS Connection 3 Trails 3 Days event

Spence Brothers Construction — proceeds from a fundraiser at the May 6, 2008 Mid Michigan Regional Business Expo

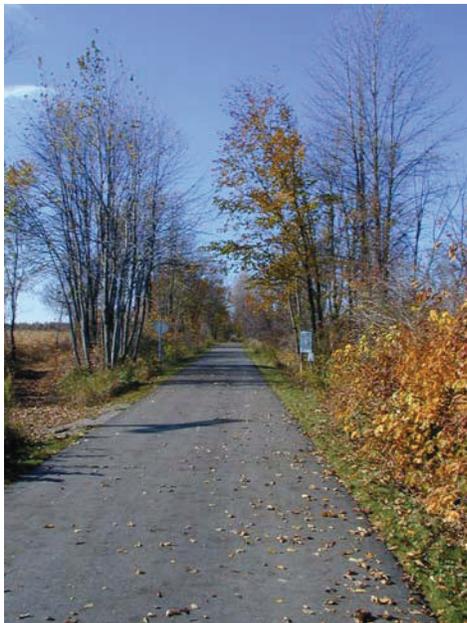
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Introduction

This report is the second phase of a two-phase study, the goal of which is to develop a plan that identifies potential non-motorized paths linking Bay, Midland and Saginaw County. Phase 1 of the study examined the big picture or potential routes to connect each community.

This phase, Phase 2, takes a more detailed look at these routes and their potential issues and challenges. The process was led by the “Core Committee” which consisted of 13 members of the group from Phase 1 plus an additional eight members. This group included representatives from each of the counties, road commissions, Michigan Department of Transportation, City of Bay City, City of Saginaw, City of Midland, existing trail groups, and other key regional stakeholders. Possible routes were defined, shared, discussed and examined with local governmental units and community leaders. As part of this study, the Core Committee also began to study other development and management issues such as funding, maintenance and overall control of a potential regional pathway system.



Guiding Principles

The following principles helped guide the Core Committee through its study:

- Trails must be viewed as part of a total, integrated transportation system.
- Trails must be properly designed to achieve a successful trail system.
- A trail system must be properly maintained to keep it viable.
- Trails are important to livable neighborhoods and vibrant business communities.
- Trails are an important component of a region’s park and recreation system.

Process

Phase 2 of the Tri-County Regional Path Study took place between July and December of 2008. The Core Committee met five times during this period and numerous subcommittee meetings were held. At the initial meeting in July of 2008, the discussion centered around expanding the Core Committee to include additional key leaders and a review of the scope of work for this phase of the project. At this meeting the group also developed a list of stakeholders, or a list of key people in the



tri-county region that were not part of the Core Committee, but who would be informed on a regular basis about the project. At the August and September meetings, the Core Committee established four subcommittees, determined the chairperson and members for each subcommittee, and reviewed the goals for each of the subcommittees. The subcommittees were broken into segments of trail - Saginaw County to Bay County; Bay County to Midland County; and Midland County to Saginaw County - with an additional subcommittee developed to begin looking at financing, organizational structure and operation and management of a Regional Path system.

As with Phase 1, the following factors became important when evaluating potential routes for a Regional Path System:



- A route that could connect or have the potential to connect to other pathways.
- A route that was located close to the population centers of each community.
- A route that could connect traffic generators such as schools, retail centers, business and parks.
- Scenic features of the route.
- The possibility of acquiring property and/or securing easements for the intended use.

The final meeting of the Core Committee, for the purpose of completing this study, included a review of the findings of each of the subcommittees in a final draft report. And although it was the final meeting regarding the study, the Core Committee will continue to meet to drive the Regional Path Initiative.

The Bigger Picture

The scope of this project was to develop a plan which links Bay, Saginaw and Midland Counties with a non-motorized trail network. Other linkages that already existed were noted but not further explored. Within that context, the committee explored a number of options for extending the proposed path system including natural river corridors, utility corridors, railroad corridors and existing road right-of-way. In addition to the criteria utilized in Phase 1, as listed above, additional principle factors were involved in Phase 2 of the study while selecting suitable routes for both bicyclists and pedestrians including the following:

Develop a plan which links Bay, Saginaw and Midland Counties with a non-motorized trail network.

- *Right-of-Way:* Public Right-of-Way (ROW) either exists or could be negotiated.
- *Directness & Connectivity:* The route provides a direct or indirect link in the system. Connectivity is essential.
- *Surface & Width:* Overall pavement width, shoulder width and the type and quality of surfacing are conducive to safety and enjoyment.
- *Traffic Volume:* Low traffic volumes are generally conducive to non-motorized travel. Higher traffic volumes require a more careful consideration of speed, shoulder width, and pavement conditions.
- *Speed:* Lower traffic speeds are generally less intimidating to cyclists and pedestrians. Higher speeds require a more careful consideration of traffic volume, shoulder width, and pavement conditions.
- *Truck & Bus Traffic:* Higher volumes of truck and bus traffic may diminish safety and comfort for non-motorized users.
- *Maintenance:* Poorly maintained facilities do not encourage cycling or walking as alternatives to motor vehicle use. A surface that is smooth and generally free of obstructions, gravel and debris is obviously more desirable.
- *Safety & Security:* Safety is always an issue of concern. From a practical standpoint, not all safety concerns can be detected or prevented.
- *Attractive/Scenic:* Routes may have high, moderate, or low aesthetic appeal in terms of adjacent natural features, views and scenery, historic or architectural features, or other qualities. Less

attractive routes may still offer important links in the system or could be enhanced through landscaping or other improvements.

- *Cost:* The relative cost of improvements needed to make a route suitable for non-motorized use is an important consideration.
- *Major Barriers:* Significant physical barriers which seriously impede the potential for the route to provide a useful link in the system were considered.
- *Barrier-Free (ADA) Trails:* Access for people with mobility impairments should be considered for all trails. The standards are quite flexible and try to account for a variety of practical and aesthetic considerations, while at the same time providing valuable trail experiences for all.

Other factors may be important as well, however, while these factors may influence the design, they do not generally preclude their development.

Examining Corridors

Existing corridors generally provide the most cost effective routes for trails. The following types of corridors were examined within the three counties as they are already linear in nature and they provided many of the necessary connections.

Utility Right-of-Way

Utility corridors are linear and can be surrounded by natural features. Trails are often built in utility corridors of all kinds, from underground pipelines to electric power lines overhead. The utility corridors offer a tantalizing prospect for trail planners as they are linear tracts of land that already connect communities. Typically they only have the actual utility (i.e. electric, gas) in them while the land is laden with rich green plant life. The presence of linear utility corridors within the tri-county region is present in each connection from Kochville to Midland, from Midland to Bay City, and from Bay County to Zilwaukee. Within the Tri-County Region, utility companies have been receptive to allowing trails to co-exist with their utility lines. Use of the right-of-way (ROW) for trails is typically through some type of long term agreement with the utility company.

Railroad Right-of-Way

Railroad corridors are linear and often are surrounded by natural features. They can be extremely attractive corridors with many opportunities for trail connectivity. Whether or not a railroad is in use is not always evident. There are three categories that a railroad may fall into: active, abandoned and inactive.



The Kochville Township Path runs within a Consumers Energy electric line right-of-way.

Rail corridors are an excellent re-purposing of abandoned or inactive railroad corridors, often transforming once derelict properties into vibrant community assets. Abandoned and inactive rail corridors offer, in most cases, a natural location for trails because they are unused linear connections connecting communities. Rail corridors offer the same health, transportation and environmental benefits by utilizing existing resources when there may be limited appropriate space for multi-use trails. Trails in rails

corridors enhance local transportation networks by providing non-motorized local connections that are sometimes preferable to on-road bike lanes or sidewalks located on congested, dangerous roadways.



Trails can run next to an active railroad line.

An active railroad is one that is currently in use by a rail company. In cases where there is adequate right-of-way (ROW), these corridors could be available for having trails parallel the tracks, known as Rails-with-trails. Rails-with-trails benefit railroads, too. In most cases, the trail manager purchases a use easement or license from the railroad, providing financial compensation and in some cases reducing liability responsibility and cost to the railroad. In some instances, a fully

developed trail will also provide the railroad with improved access for maintenance vehicles.

The two most comprehensive resources on rails-with-trails were developed to address common concerns and highlight best practices used in this unique type of trail development. These resources include safety statistics, design guidelines, recommendations for acquisition methods and liability protection, sample legal agreements and case studies and should be used to learn more about successful rails-with-trails and to determine the best strategies for negotiating with the railroad or other managing agency:

[Rails-with-Trails: Design, Management, and Operating Characteristics of 61 Trails Along Active Rail Lines. Rails-to-Trails Conservancy](http://www.railstotrails.org/resources/documents/resource_docs/Rails-with-Trails%20Report%20reprint_1-06_lr.pdf)
(http://www.railstotrails.org/resources/documents/resource_docs/Rails-with-Trails%20Report%20reprint_1-06_lr.pdf)

[Rails-with-Trails: Lessons Learned. Alta Planning & Design and the U.S. Department of Transportation](http://www.fhwa.dot.gov/environment/rectrails/rwt/index.htm)
(<http://www.fhwa.dot.gov/environment/rectrails/rwt/index.htm>)

Road Right-of-Way

While roadways may not be the most ideal venue for trails, they can prove useful for bicycle and pedestrian movement. Because they are linear and have connectivity to just about anywhere, roadways have an inherent transportation utility. Roadways can be useful in a couple of ways: with a portion of right-of-way (ROW) dedicated to a trail, or with bike lanes on the side of a road. Utilizing the roadway is not the ideal; however, it can be a cost-effective alternative to creating trails where it may not be financially, physically or politically feasible.

River Corridors

Trails and greenways often follow river corridors. Rivers, trails, and greenway corridors (linear open spaces connecting recreational, cultural and natural areas) are traditionally recognized for their environmental protection, recreation values, and aesthetic appearance.

The heart of the Saginaw Bay Watershed network of rivers and streams is in the tri-county region, primarily Saginaw and Bay Counties. The area known as the Shiawassee Flats is created by the confluence of the Tittabawassee, Shiawassee, Flint and Cass Rivers. This web of tributary rivers join to form the Saginaw River, the largest tributary to the Saginaw Bay and Lake Huron. In our area of study we looked at two of these river corridors as potential path routes for this study. The Saginaw River corridor connects the urban center, the City of Saginaw, in Saginaw County to the urban center of Bay County, known as Bay City; and the Tittabawassee River corridor connects Saginaw to the urban center of Midland.

Findings

Existing Non-Motorized Paths & Development Plans

In Phase 1 of this study we reviewed existing plans from individual communities that had been developed. The following existing and proposed trail routes were mapped and included:

Saginaw County

- Kochville Township Multi-Use Path
- Saginaw Valley Rail Trail
- Zilwaukee Pathway
- City of Saginaw Riverwalk
- Saginaw Township George Olson Pathway

Midland County

- Pere Marquette Rail Trail
- Chippewa Nature Center Trail
- City Loop Trail

Bay County

- Bay Area Riverwalk/Railtrail
- Bay City State Recreation Area Trails
- Bangor Township Railtrail
- Hampton Railtrail
- Hampton Township Nature Trail
- Portsmouth Township Railtrail
- Fraser Township Railtrail

Potential Non-Motorized Path Routes

Phase 1 of this study created the vision, or the big picture, for connecting Bay, Midland and Saginaw Counties with a non-motorized transportation system. The Core Committee was able to identify potential routes and prioritize the routes into preferred, alternate or linkages to connect the three counties. Phase 2 of this study examined the preferred and alternate routes in more detail, looking at the issues and challenges in each segment. A map showing the big picture and the proposed connections between the three counties is shown at the end of this section. A detailed synopsis of the findings of each subcommittee is as follows, in priority order:

Phase 2 of this study examined the preferred and alternate routes in more detail looking at the issues and challenges in each segment.

Saginaw County to Bay County

Subcommittee Chair: Cathy Washabaugh

The Saginaw-Bay subcommittee met one time to discuss this segment. A lot of work has already been completed on this segment of trail and therefore **was rated as the number one priority** of the Core Committee. At this point, initial discussions with the railroad company have taken place and appraisals have been completed for the railroad property.



The old railroad bed in the Saginaw to Bay segment of proposed trail.

The preferred route for the Saginaw County to Bay County segment is the inactive rail right-of-way (ROW) running on the west side of, and parallel to, the Saginaw River. The inactive rail corridor provides approximately 6.2 miles

of linear railroad ROW. The Riverwalk/Railtrail Committee of Bay Area Community Foundation has been working with the Saginaw Bay Land Conservancy (SBLC) to acquire this inactive rail ROW. Two appraisals were completed, one by the land owner and one by the SBLC. The next step is to negotiate a purchase price on the inactive railroad property. The group has already received some financial

commitments from the Saginaw Bay Watershed Initiative Network (WIN) to purchase this ROW. Additionally, the Michigan Department of Transportation has offered to sponsor and write an enhancement grant to provide additional funding for the acquisition of the property, utilizing the WIN funding as local match.



Old railroad bridge south of Stone Island in the Saginaw to Bay segment of proposed trail.

At the southern end of the inactive rail property, the Saginaw County Road Commission (SCRC) had a Safety grant to improve the intersection of Kochville

Rd and Melbourne which was recently withdrawn. The SCRC will reapply for this grant in early spring of 2009. For the completion of this safety project, it is necessary to acquire the inactive rail property so that a portion of that may be traded to re-align the streets. This will allow a larger radius where the two roadways intersect instead of a ninety degree intersection. The SCRC, working with Crow Island (DNR) has the potential to construct a trail head parking lot with these funds.

After the rail property is acquired, the committee can move forward on a number of other items including:

- Funding should be sought for the development of this trail segment.
- The City of Bay City should continue to acquire easements to complete the connection north of the inactive rail property to the existing Riverwalk/Railtrail in Bay City.
- Connections to the City of Zilwaukee and Kochville’s trail systems, south of the inactive rail property, need to be finalized. Contact was made with each community to inform them of the project so coordination could take place.

Alternate Routes

The alternate segments for this leg of trail consist of:

- An inactive rail ROW (the Inter-urban) which runs north-south between Kochville and Melbourne Roads, through Crow Island.
- M-84 from Saginaw Valley State University (SVSU) to Salzburg Road and the existing Bay City Riverwalk/Railtrail.

Bay County to Midland County

Subcommittee Chairs: Dirk Westbury and Dave Engelhardt

The Bay-Midland Subcommittee took a very detailed look at this segment. The Core Committee rated this segment as **priority number two**.

The proposed route would start in Midland with the existing path along Patrick Road, head east and cross under US-10 along Patrick (known at N. Union Road in Bay County) to the Consumers Energy (CE) right-of-way (ROW). From this point the proposed path

would turn south within the CE ROW to the Pipeline ROW, paralleling the railroad ROW. It would then follow this pipeline ROW to Mackinaw Road where it would head south along the Wilcox Drain, which runs parallel to Mackinaw Road, to Midland Road; along Midland Road east, crossing under I-75, to Monitor Road; then following Monitor to North Union Road where it would turn east and follow Union into Bay City, crossing M-13 (Euclid Avenue) at the traffic signal. Once into Bay City the only existing option at this point is to utilize the existing sidewalk system or “share the road” to connect to the Riverwalk/Railtrail. The preferred route for this final connection is North Union to Blend St., south to



A portion of the Bay to Midland County route between Garfield and Eleven Mile Road.

Indiana St, then through Nate Doan Park to connect with the existing Riverwalk/Railtrail at the Liberty Bridge.

Alternate Routes

The alternate segments for this leg of trail consist of:

- From Patrick Road, head south on Waldo to the railroad ROW, head east on the existing abandoned railroad ROW to the pipeline ROW
- From North Union Road, turn south on the east side of US-10 and follow the US-10 ROW to the pipeline ROW.
- Remain on North Union ROW to Flajole Road and turn south along Flajole to the pipeline ROW.
- From the pipeline ROW, turn south along Fraser Road to E. Midland Road then head east on Midland Road.
- Follow the pipeline ROW/rail ROW east to Three Mile Road.
- After crossing under I-75, remain on Midland Road to Two Mile Road and then head north to North Union along Two Mile Road.



The proposed Bay County to Midland County route would follow North Union into Bay City.

Other Connection Options:

Although not necessary for the linkage of the route from Bay to Midland Counties, there were some significant places of interest that the subcommittee deemed important to make possible connections to.

These places consist of:

- Connect to Williams Park.
- Connect to Bay City Western High School.
- Connect with the City of Auburn along Auburn Road.
- Connect with Monitor Township Park along Three Mile Road, just north of the pipeline ROW.

Midland County to Saginaw County

Subcommittee Chair: John Schmude

Due to the challenges and issues along this segment of trail, it was rated at **priority three**. These issues are numerous with acquisition of property, potential contamination and the potential large expense to construct it, to name a few.

The subcommittee met three times to discuss these issues and challenges and finally developed a preferred route for the connection. The preferred connection beginning in Saginaw at the west end of the Kochville Path, would continue west in the Consumers Energy (CE) right-of-way (ROW) to M-47 (also known as Midland Road). From this point the proposed path would run north on the east side of M-47 through Freeland and continue along M-47 to the railroad ROW, where it would cross under M-47, parallel to the railroad, into Tittabawassee Township Park. The proposed path will traverse through the park, cross over Saginaw Road and turn northwesterly along the Tittabawassee River to the Dow property, a large parcel of land between the easterly side of the river to Saginaw Road. The path would continue along the river until just before Smiths Crossing Road (or the Bailey Bridge) where it would turn back up to follow Saginaw Road, which runs parallel with the river, to Gordonville/Waldo Road. From this point, the proposed path would turn north and follow in the Waldo Road ROW to the existing path along Patrick.



Looking eastward at the Consumers Energy ROW that is the suggested route between Midland Road and the Kochville Township path.

Alternate Routes

The alternate segments for this leg of trail consist of:

- From the south (Kochville) head northwesterly along the active railroad ROW to the Freeland.



Runners along Waldo Road need a safer non-motorized path.

- Follow Freeland Road (sidewalks) to the west side of the Tittabawassee River.
- Follow the river north and then cross the river into Tittabawassee Township Park.
- From Saginaw Road, head westerly to the Bailey Bridge to cross the river (Smith's Crossing Road).

- From Smith's Crossing head northward on River Road to Gordonville Road.
- From River Road head westerly along Gordonville Road to the Consumers Training Facility, then head northward to Progress Street and to the Midland Overlook Park where the trail would connect with the existing path in Midland.

Other Path Linkages

Although deemed important to the success of the regional path, the focus of this study did not include an analysis of connecting new paths to existing, already developed, paths. However, every attempt was made to connect to existing paths where feasible.

Funding/Organization/Operation and Maintenance

Subcommittee Chair: Jeff Martin

The fourth subcommittee formed discussed issues related to future funding, including matching funds for acquisition and development, and endowment funds for future maintenance. It also discussed developing a regional entity to oversee the path, take ownership of it and maintain the segments of path once developed.

Funding Opportunities

Creating a functional, safe non-motorized pedestrian system in the Tri-County region will require a significant capital investment in infrastructure. The cost to develop the entire path will depend on the type of features constructed and the conditions at each project site.

Funding opportunities for trail development are numerous, and resources are available from both private and public sources on national, state and local levels. While recognizing that funding is available, generating revenue for land acquisition, grant match, trail development, and trail maintenance does require creativity and perseverance.

Organization

The Core Committee recognized the need for a group to keep this project moving forward. Many discussions took place regarding how best to form a group or organization. At this time, it is thought that the Core Committee or a select group from the Core Committee will be the organization that continues to drive the Regional Path initiative. What has not yet been determined is how funding will be handled.

Maintenance and Operation

As new trails are developed in the Tri-County, it will be important to determine and clarify who will maintain and operate them, and to anticipate any extraordinary expenses or specialized needs, if any, that may arise. The trail facilities should be maintained on a regular basis by the communities they are located in, unless other arrangements are made. Formal or informal agreements for facility maintenance and operation can be made for projects that extend across two or more jurisdictions for coordinated maintenance between communities.

Trail maintenance and stewardship provide excellent opportunities for volunteers to get involved, especially where city, county, or other local staff are able to assist with equipment, materials project coordination, or other support can be provided.

Maintenance can be broken into two categories, short- and long-term. Short-term maintenance includes activities such as sweeping, snow removal or other such activity, while long-term maintenance includes larger capital investments such as repaving or complete boardwalk repairs. Funding should be set aside on an annual basis for both short- and long-term maintenance.

Maintaining facilities to a reasonable standard not only enhances safety and provides a more enjoyable experience for users, but also encourages good stewardship of public facilities.

Implementation

Planning is merely one early step toward creating a comprehensive system of trails connecting the Tri-county region. Implementing this plan will be a long and sometimes tedious process that will require cooperation among groups, tenacity in working towards goals and endurance in dealing with long time tables. Another important factor in the success of implementation is the knowledge of available funding.

Implementing trails is a team effort. State and local government, citizens, special interest groups, land owners and developers are entities that can make trails a reality. It is the goal of the Core Committee of the Tri-County Regional Path Committee to act as an information hub that can bring the key entities together so that a common goal and vision can be established. Because the Core Committee does not have the ability to own and maintain trails, commitment to acquire and maintain must come from local entities. There are many implementation strategies that can help turn much of this plan into a reality.

As a group made up of people with a strong interest in trail development, the Core Committee needs to make the early push that brings the implementation of individual trails to the table. Because this group is made up of individuals from state and local governments and not-for-profit organizations as well as private citizens, it is an appropriate forum to gather information, obtain broad support, inform local entities of their funding options, and encourage trail planning to play a role in many activities.

Because of its centralized position, the Core Committee can also play a role in creating intergovernmental coordination and cooperation. Many trails pass through multiple jurisdictions. It will be imperative to garner support from each of them, otherwise implementation could be jeopardized.

Recommendations and Next Steps

While this study presents components necessary to achieve the vision of a tri-county regional pathway, it would not be complete without specific recommendations that must be accomplished if the process is to remain on track and produce successful results throughout the coming years.

The creators of this plan hope that local government agencies adopt it and utilize it in their land use and transportation project decisions. To implement a well-connected regional network of trails, it is necessary to have the support and commitment of local agencies that are willing to work together toward the benefit of the entire region.

The ultimate goal in preparing this plan is to see the plan come to fruition. In order to assure continued success in this trail planning effort, the following next steps have been outlined:

Involve Local Government

Most of those who served on the Core Committee were county level officials and staff. While they are the appropriate leaders to take on and coordinate a regional initiative, many others will need to be involved in order to carry out its goals. In order to make the connections between the three counties that have been described in this document, many units of local government need to be actively involved with planning, development, and maintenance of the proposed trail connections.

Grow and Maintain Partnerships

Successful projects are a testimony to the healthy interactive partnerships that exist and provide a firm foundation for the implementation of the projects suggested in this study. Therefore, one very important task that will help the projects move forward is the “care and feeding” of the partnerships that have been established and the forging of new partnerships with other groups and organizations that have an interest in non-motorized trails.

Actively Coordinate

This plan addresses a long-term vision that includes the expansion and maintenance of a large and integrated trail system. Therefore, an equally long-term coordination effort is required.

Core Committee Continuation

The Core Committee should continue to meet on a regular basis to continue the efforts outlined in this plan. The next step is to determine how the Committee will be structured for maximum effectiveness.

Acquire property for the development of the trail

Each segment of trail will require acquisition of property or the donation of easements. This can be accomplished with fee simple purchase, easements, or license agreements, or some other form of use agreement. Cooperative and mutual acquisition will try to be achieved.

Seek Funding

Seek funding for the acquisition and development of the trail from federal, state and local sources. To receive funds from most state and federal programs, communities must provide match money and projects must be in a master plan, or recreation plan. The Core Committee should be the driving force to encourage communities to seek funding from grant programs and to support the local communities in securing their local match to continue the efforts of making this proposed plan a reality.

Develop Trail Segments

Three things must be in place to develop the path: land, funding and people. LAND must be acquired or secured; FUNDING must be in place; and PEOPLE must be on board to support the project. Once these three things are in place, the trail can be developed. The Core Committee developed the following priorities in the process of this study:-

Priority One: Saginaw County to Bay County connection

Priority Two: Bay County to Midland County connection

Priority Three: Midland County to Saginaw County connection

Explore Maintenance and Operation of the Proposed Segments of Trail

Regular maintenance of the trail, once developed, will be very important to ensure that they function safely and efficiently for users. Considerations will need to be taken for both short-term and long-term maintenance. Some portion of each dollar collected should be put into a maintenance fund in each county.

Timing

The creation and implementation of a regional path plan is a time-consuming process requiring patience and perseverance on the part of all involved. As stated earlier in this study, the Tri-County Regional Path has been broken up into three segments which have been prioritized. The following outlines those segments, their priorities and an estimated time frame for completion time. There is an ongoing process and things being worked on.

Priority 1 – Saginaw County to Bay County Connection

Completion Time: 0-3 years



The SBLC (Saginaw Bay Land Conservancy) has already begun to work on acquisition of the railroad ROW between Kochville and Backus roads. Once this property is acquired and funding is secured for the development, the path can be constructed on this segment. Additionally, the end points connecting to Bay City and Zilwaukee should secure the necessary easements and funding to finalize the connections.

Priority 2 – Bay County to Midland County Connection

Completion Time: 3-5 years

This segment will start with negotiating the acquisition or use of property, particularly along the pipeline ROW. Once all property is secured, funding for the development should be sought. Construction of the path in this segment can be implemented once all property is acquired and funding is in place.

Another key factor in this segment includes working with the Bay County Road Commission (BCRC) on their Midland Road improvement project. It was determined that a portion of the Bay to Midland connection could run parallel along Midland Road in the road right-of-way (ROW) and be constructed at the same time as the road reconstruction. The road reconstruction is slated to occur in 2011.

Priority 3 – Midland County to Saginaw County Connection

Completion Time: 5-10 years

This segment of the path appears to have the most hurdles to jump through and therefore may take the most time to implement. This segment, like the prior two, will require the property to be secured through either acquisition or easement first and funding sought and secured before construction of the path can occur.

Appendix A

MAPS

Tri-County Regional Path Study

Bay,
Midland
and
Saginaw
Counties



Legend

Proposed Routes

- Preferred Route
- Alternative Route
- Loopback

Existing Trails

- Park Path
- Paved Multi-Use Trail
- Unpaved Multi-Use Trail
- Other Multi-Use Trail

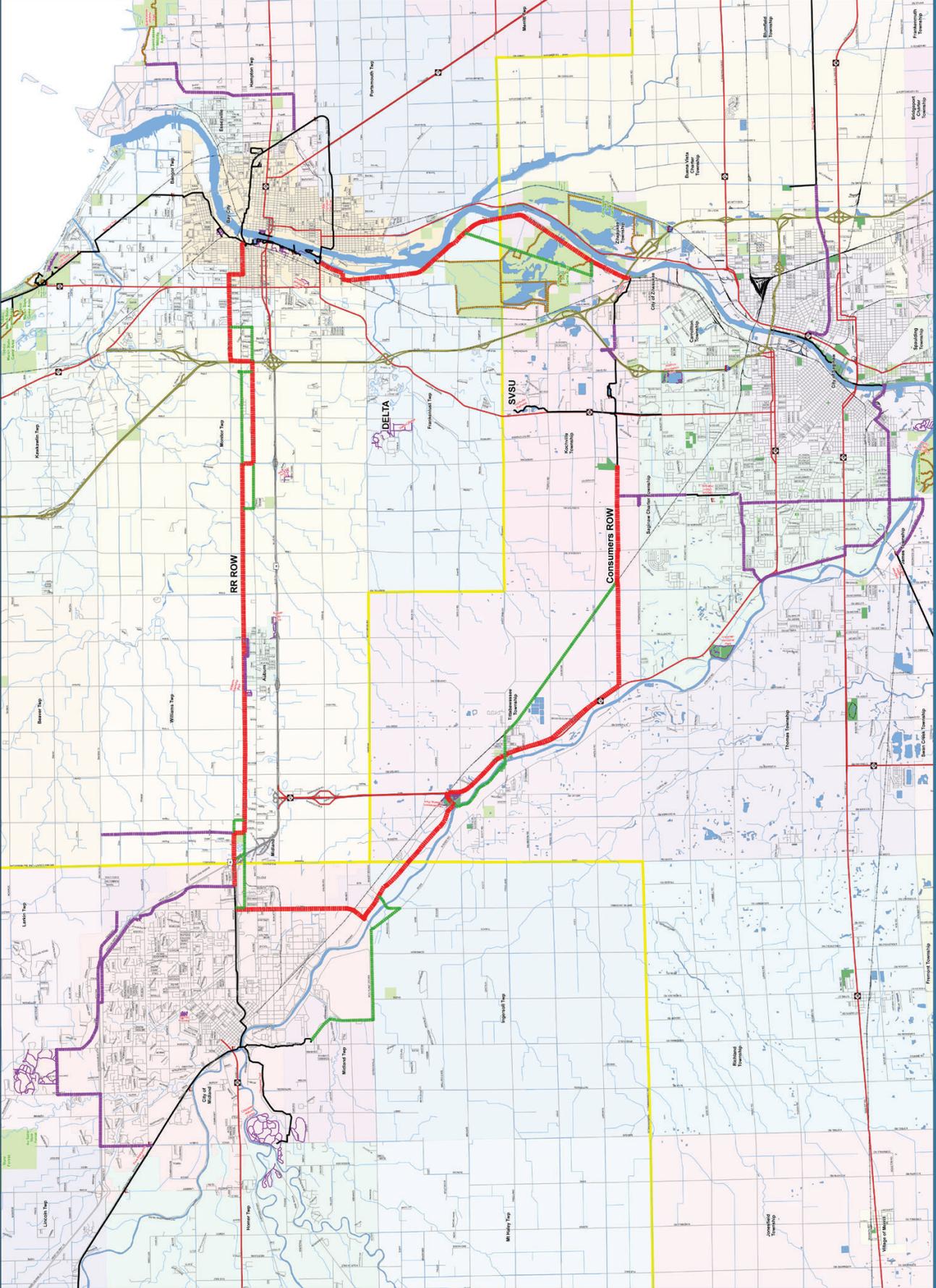
Other Features

- County Boundary
- Down Channel Property
- Parks
- Public Land



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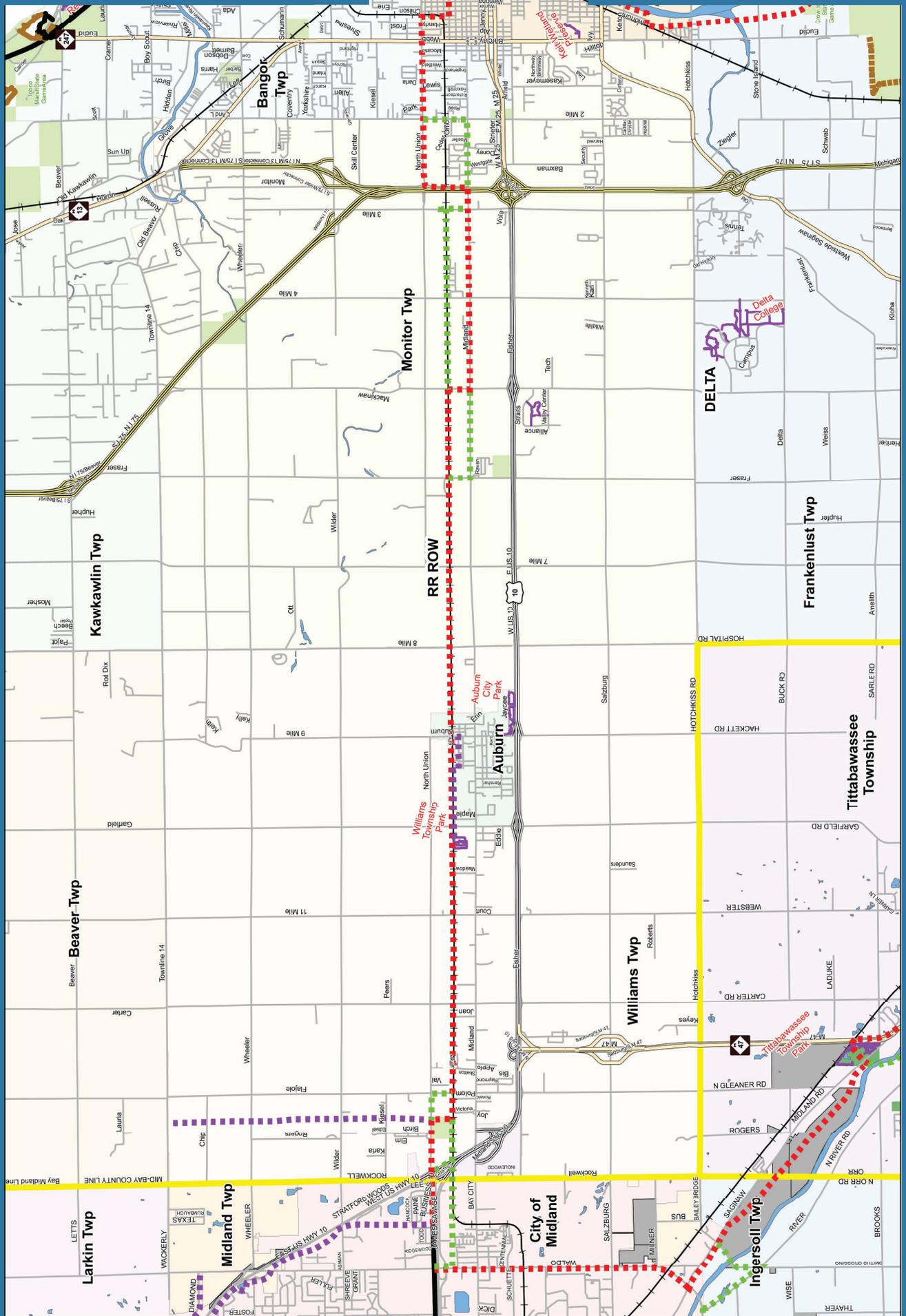
February, 2009
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Legend

- Proposed Routes
 - 1 Inland Route
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 - 96 Inland Route
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 - 98 Inland Route
 - 99 Inland Route
 - 100 Inland Route
- Existing Trails
- County Boundary
- State Boundary
- Public Land



Appendix B

PRELIMINARY ESTIMATES OF COST

Preliminary Estimate of Cost
TRI-COUNTY REGIONAL PATH STUDY, Phase 2
 Bay, Midland & Saginaw Counties

Item No.	Estimated Quantity	Unit	Description	Unit Price	Amount
SAGINAW COUNTY to BAY COUNTY					
<i>Acquisition of Property:</i>					
1.	1.0	Lump Sum	Acquisition of abandoned RR ROW	\$260,000.00	\$260,000.00
<i>Development of the Path:</i>					
2.	6.2	Miles	RR row, Kochville Rd. to Backus	\$300,000.00	\$1,860,000.00
3.	0.8	Miles	Backus Rd. to Railtrail	\$1,200,000.00	\$900,000.00
4.	1.0	Miles	Kochville Rd. to Zilwaukee Path	\$300,000.00	\$300,000.00
Subtotal					\$3,320,000.00
Contingencies					\$332,000.00
Design Engineering					\$332,000.00
Construction Engineering					\$332,000.00
TOTAL PRELIMINARY ESTIMATE OF COST					\$4,316,000.00

Preliminary Estimate of Cost
TRI-COUNTY REGIONAL PATH STUDY, Phase 2
 Bay, Midland & Saginaw Counties

Item No.	Estimated Quantity	Unit	Description	Unit Price	Amount
BAY COUNTY to MIDLAND COUNTY					
Acquisition of Property:					
1.	1.0	Lump Sum	Acquisition of Pipeline (RR) row	\$500,000.00	\$500,000.00
2.	1.0	Lump Sum	Acquisition of Consumers Energy (CE) row	\$10,000.00	\$10,000.00
Development of the Path:					
3.	1.2	Miles	Patrick Rd., ex. path to CE row	\$300,000.00	\$360,000.00
4.	0.3	Miles	CE row, Patrick to Pipeline row	\$300,000.00	\$75,000.00
5.	8.2	Miles	Pipeline row, CE row to Mackinaw	\$300,000.00	\$2,460,000.00
6.	0.3	Miles	Mackinaw, Pipeline row to Midland Rd.	\$300,000.00	\$75,000.00
7.	2.3	Miles	Midland Rd., Mackinaw to Monitor Rd.	\$300,000.00	\$675,000.00
8.	0.5	Miles	Monitor Rd., Midland to North Union	\$300,000.00	\$150,000.00
9.	3.2	Miles	Connection from North Union to ex. Railtrail	\$300,000.00	\$960,000.00
Subtotal					\$5,265,000.00
Contingencies					\$526,500.00
Design Engineering					\$526,500.00
Construction Engineering					\$526,500.00
TOTAL PRELIMINARY ESTIMATE OF COST					\$6,844,500.00

Preliminary Estimate of Cost
TRI-COUNTY REGIONAL PATH STUDY, Phase 2
 Bay, Midland & Saginaw Counties

Item No.	Estimated Quantity	Unit	Description	Unit Price	Amount
MIDLAND COUNTY to SAGINAW COUNTY					
<i>Acquisition of Property:</i>					
1.	1.0	Lump Sum	Acquisition of Consumers Energy (CE) row	\$150,000.00	\$150,000.00
2.	1.0	Lump Sum	Acquisition of RR row (near Tittab. Twp. Park)	\$100,000.00	\$100,000.00
<i>Development of the Path:</i>					
3.	0.8	Miles	E-W CE row, Kochville Path to N-S CE row	\$300,000.00	\$225,000.00
4.	1.8	Miles	E-W CE row, N-S CE row to RR row	\$300,000.00	\$525,000.00
5.	2.4	Miles	E-W CE row, RR row to M-47 (Midland Rd.)	\$300,000.00	\$720,000.00
6.	3.0	Miles	M-47, E-W CE row to Freeland Rd.	\$300,000.00	\$900,000.00
7.	1.6	Miles	M-47, Freeland Rd. to RR row (Tittab. Twp. Park)	\$300,000.00	\$480,000.00
8.	0.5	Miles	Tittabawassee Twp. Park to Saginaw Rd.	\$300,000.00	\$150,000.00
9.	3.3	Miles	Saginaw Rd., Tittab. Twp. Park to Waldo Rd.	\$300,000.00	\$975,000.00
10.	3.0	Miles	Waldo Rd., Saginaw Rd. to Patrick Rd.	\$300,000.00	\$900,000.00
				Subtotal	\$5,125,000.00
				Contingencies	\$512,500.00
				Design Engineering	\$512,500.00
				Construction Engineering	\$512,500.00
TOTAL PRELIMINARY ESTIMATE OF COST					\$6,662,500.00