

Manistee Lake Area Non-Motorized Plan

August 2020



Forward:

The development of this plan is a part of a multi-phase plan development process which incorporates several different aspects of multi-modal transportation planning in different documents. The context of this particular document is that of non-motorized transportation in the Manistee Lake Area of Manistee County. The reader will find inclusion of multi-use trails (which incorporate snowmobiles) within this document while the focus lies primarily on the pedestrian and bicyclist. The inclusion of these multi-use trails links to the bigger picture of County-Wide Regional Connector Trails, which is the focus of a separate document to be completed later in 2020. The vision is to have a focused approach to trail planning that includes all users and abilities.

With the completion of this draft occurring in an “unprecedented” time of global pandemic, it is easy to dismiss the document, as life has taken focus and direction to essential needs. We should be reminded that evening during social distancing and limitations on access to businesses and services, we were encouraged to go outdoors and recreate. Healthy mind, body and soul are as important today as they have ever been, and spending time outdoors builds the health of each. With health comes resiliency, a term that can define our County as we move forward.

The goal of this document is to help pave a path forward. The desires of the community are packaged neatly and a road map is provided that outlines a guide for how to implement and meet the goals. The importance of the document is only overshadowed by the importance of keeping this information in the hands of elected and appointed officials, stakeholders, residents and visitors, rather than sitting on a shelf.



Document Entirely Produced By and Within the Manistee County Planning Department

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Acknowledgments:

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This document wouldn't have been possible without the generous support of these organizations and the grants they approved for the development and distribution of this plan:

*Manistee County Community Foundation
Northern Michigan Community Health Innovation Region (NMCHIR)
LiveWell Manistee*

We appreciate the support and influence the following entities, agencies and groups provided for the plan:

*Manistee County Board of Commissioners
Manistee County Planning Commission
Manistee County Recreation Commission
City of Manistee
City of Manistee Parks Commission
City of Manistee Downtown Development Authority
Charter Township of Filer
Little River Band of Ottawa Indians
Manistee Township
Stronach Township
Village of Eastlake
Friends of SMARTrails
Manistee Recreation Association
Manistee Area Public Schools
Manistee Area Chamber of Commerce
Manistee County Visitor's Bureau
Manistee County Council on Aging
West Shore Community College*

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1.0: Introduction

The Manistee area non-motorized trail plan is the culmination of work in the field of recreation within Manistee County over several years. The plan encompasses jurisdictions within the area surrounding Manistee Lake. The importance of the development of this plan is to further provide capacity for non-motorized uses such as walking, running, biking and use of other non-motorized transport. Community support of safe routes for pedestrian and non-vehicular movement is evident through input captured and detailed within this planning document. That public input from community stakeholders and the public at large gathered during the summer and fall of 2019 shapes this document and the recommendations contained within.

The document outlays the public input gathered, translates that information into visual maps of various areas of the communities around Manistee Lake with itemized tables of recommended improvements and lastly provides a toolbox for how to accomplish these non-motorized improvements and implement the recommendations of the plan.

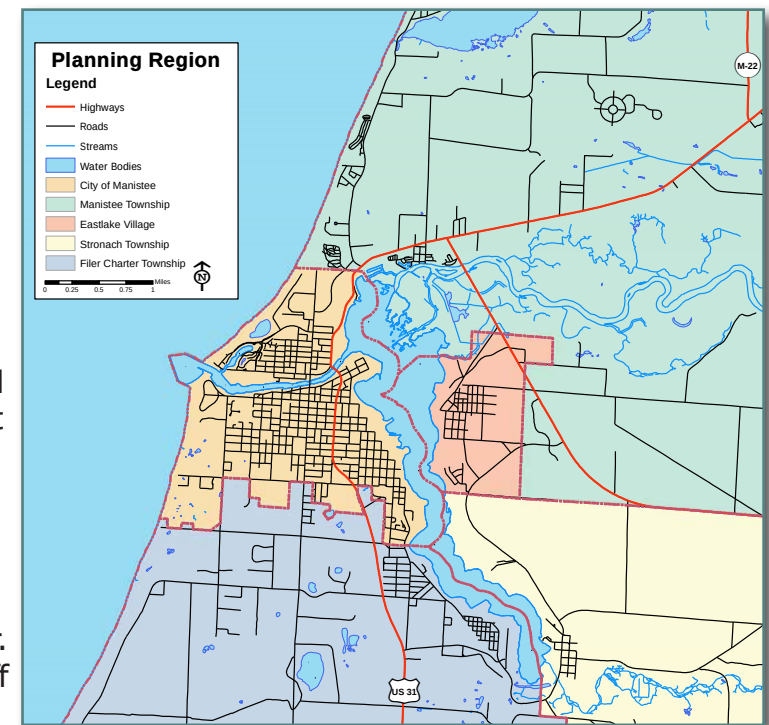
1.1: Geography of the Region

This plan identifies the planning region as the “Manistee Lake Area”, but what actually constitutes this area? The “Manistee Lake Area” is made up of the City of Manistee, the Townships of Manistee, Filer and Stronach and the Village of Eastlake. The planning region doesn’t extend to the farthest Township boundaries when measuring from the shoreline of Manistee Lake, as this planning document is focused primarily on non-motorized transportation planning efforts in the immediate area of the City of Manistee. Thus the document is focused in the more urban and semi-urban areas immediately surrounding Manistee Lake in the communities outlined previously. Continued efforts toward multi-use trail planning on a regional level are on-going with more information detailed later in this plan.

1.2: Methodology

The process that was initiated for the development of this non-motorized trail plan was similar to that of the 2016 County-Wide Recreation Plan developed by the Manistee County Planning Department and the Alliance for Economic Success. That plan relied heavily upon public input for developing the structure and recommendations of the final document. The same method of outlining and cataloging the public needs for non-motorized transportation has led to the underlying structure of this document. Utilizing the input from the public, including survey responses, discussions at community events and input from appointed and elected officials, along with direct stakeholder input of actual desired features and assets; the plan authors were able to create a conglomerate map that contained each of these inputs that could then be paired down to sub-regions of the full geographic planning area.

The sub-regions created were less for isolating individual local units of government and the proposed implementation of features in those units, and rather for ease of documenting and locating the features in an intuitive manner that would translate much easier into larger scale maps, making the plan more condensed and friendlier to the reader. As such the geographic Planning Area is divided into 3 separate sub-regions that section off on East to West dividing lines, creating sub-regions from North to South.



Planning Region

Northern Sub-Region:

The Northern sub-region encompasses the Northern third of Manistee Lake and includes Northern portions of the City of Manistee, Southern Manistee Township and Northern portions of the Village of Eastlake.

Mid Sub-Region:

The mid sub-region encompasses the central part of Manistee Lake and includes central portions of the City of Manistee, Northwestern Stronach Township, Northern Filer Charter Township and Southern portions of the Village of Eastlake.

Southern Sub-Region:

The Southern sub-region encompasses the Southern third of Manistee Lake and includes Southwestern Stronach Township and Filer Charter Township.

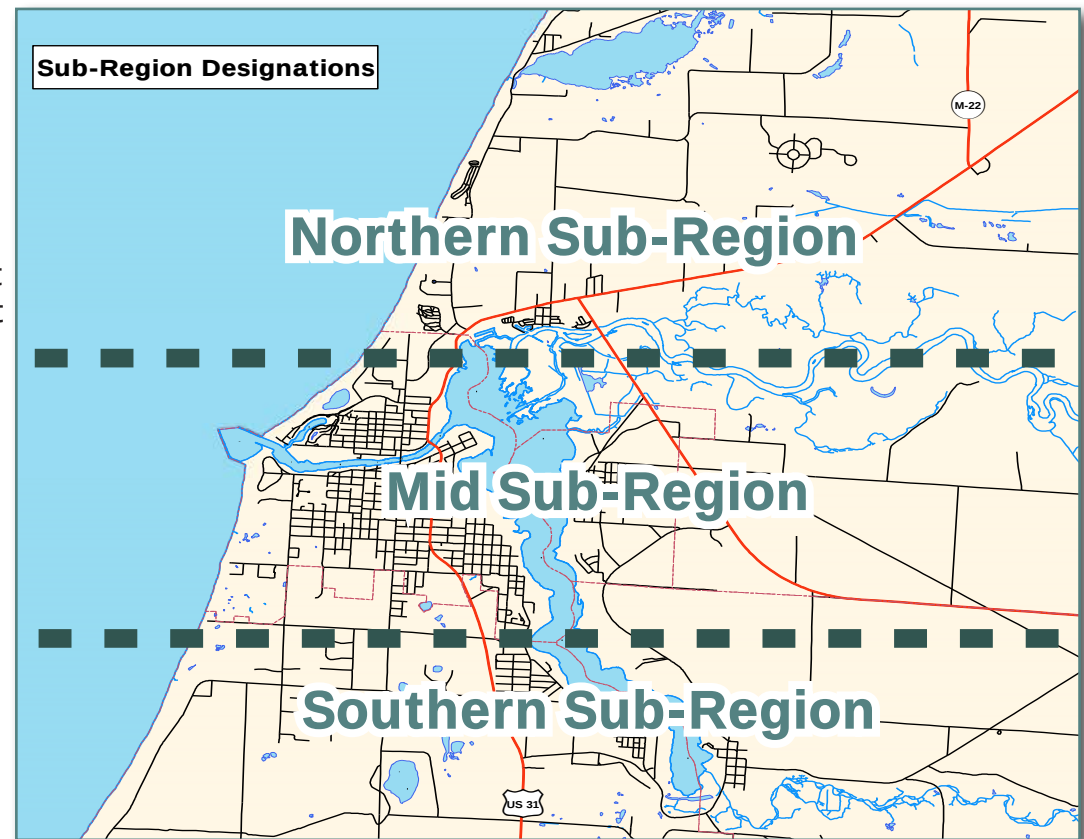
State of Michigan Department of Natural Resources 5-Year Park and Recreation Plan requirements outline certain necessities in order to meet State approval of planning documents. The aforementioned public input is one such section of the plan that is not only the backbone of the process, but is also a formal requirement. Other requirements for sections of the plan as outlined by the State include Community Descriptions which provide the reader with a base of information on each of the local units of government contained within the plan. These descriptions allow for a reflective look at the community make-up and help to determine needs outside of the public input sessions based upon the demographics of the local unit.

A comprehensive look at the Administrative Structure of each of the local units of government is also a requirement to be contained within the plan. Outlining this structure is important to grasp an understanding of the funding abilities of the local units for improvements and maintenance as well as staffing considerations which are integral to maintaining sound infrastructure when/if implementation of asset improvements occurs.

The comprehensive public and stakeholder input directed the desired features and assets, that were then outlined on the region maps. These maps were then broken down into sub-area maps that specifically outline the desired improvements at locations throughout the region in a large scale format sub-area maps. These sub-area maps included bulleted lists of the recommended improvements.

Following the recommended improvements the plan then provides sample designs for the various types of improvements such as pathway and cross-walk sectionals to signage and bike rack designs.

Ultimately the plan contents wrap up with a goal and objective section that is followed by an implementation toolbox that includes information on responsible parties, funding sources and time-frame and a strategy for moving forward through design, construction and maintenance. This plan outlines the path for how best Manistee County and it's communities can meet the desires of the community for non-motorized improvements in a responsible manner.



Sub-Region Designations

1.3: Past Planning Efforts

State of Michigan Trail Planning

Trail Planning is far from a new concept in Michigan and Manistee County. "The State of Michigan operates more than 13,000 miles of State Designated Trails and Pathways. (Michigan.gov)" Planning for most of these trail corridors took place over many years and involved multiple agencies and staff producing supporting documentation that cataloged the public desires, and outlaid strategies for how to implement and construct trails in the State. The current plan for Michigan the "Michigan Comprehensive Trail Plan 2013" spans a 5-year time-frame of 2013 to 2018 and includes a separate document devoted to Implementation. The plan outlines Recommendations and Actions, tackles both Motorized and Non-Motorized Trail Uses as well as Water Trails. Pulling together abundant data on a State wide level, the plan is a good starting point for insight into development of local plans based upon the support structure the State has in place. The inclusion of various users, use of public lands, connection of parks and historic sites and the inventory of existing facilities are all valuable components to be included in a local planning document.



Michigan Comprehensive Trail Plan, 2013

Regional Trail Planning

Trail Planning in Manistee County has been captured largely within Recreation Plans at both the County and Local level. The most recent "Manistee County-Wide Recreation Plan 2016" met State DNR 5-Year Plan requirements for each of the local units of government in the County through 2022. Outcomes of the plan identified a very strong need for trails and specifically regional trails that connect our communities and communities outside of our County. Development of the Plan took into account considerable information that laid a groundwork of support for trail development through previous "County or Regional based planning", these included the "Rail Relocation Feasibility Study, 2008", "enVision Manistee, 2006" and the "Manistee County Recreation Plan, 2008". Review of these plans found several common themes, with the most prevalent being trail development has been a desire of the residents and visitors to Manistee County and recommendations outline that a comprehensive plan that focuses on trail development should be a focus within the County.

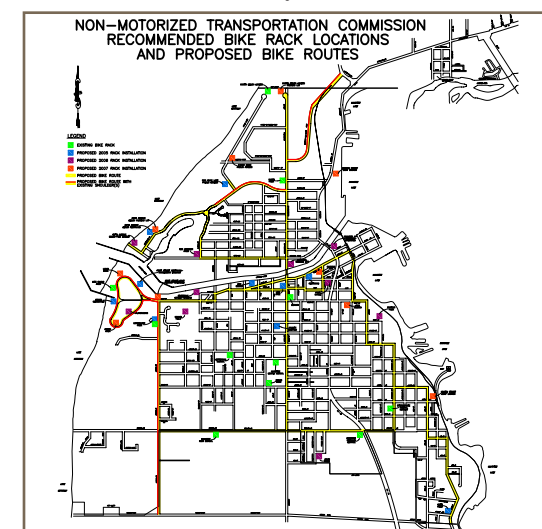


Manistee County-Wide Recreation Plan, 2016

Localized Trail Planning

Trail Planning as stated previously was captured for each of the communities in Manistee County in the County-Wide Recreation Plan 2016, but it is important to note that most local planning documents for local units of government in the County also had their own supporting evidence in localized plans. The plans that support this planning endeavor for the Manistee Lake area are the "Filer Township Master Plan, 2009 (An updated plan is currently in process for adoption as of the writing of this document)", the "City of Manistee Community Recreation Plan, 2012", the "Manistee Township Recreation, Open Space and Community Park Plan, 2006", the "Stronach Township 2013 5-Year Park and Recreation Plan", and the "Village of Eastlake Master Plan & 5-Year Recreation Plan, 2011".

Efforts from groups such as the City of Manistee Non-Motorized Trail Committee and the City Parks and Recreation Committee provide insight to past recommendations for non-motorized improvements. These improvements are combined with current stakeholder/public input and recommendations to shape the desired improvements that are brought forth within this document. This information is detailed in the Public Input section of the plan.



City Non-Motorized Transportation Commission Past Recommendations, 2014

Past Planning Recommendations

Manistee County-Wide Recreation Plan 2016

Manistee County Goal # 6: *Develop a County-Wide, multi-use trail system that connects communities, natural features, and is universally accessible.*

Local Community Goals: *Each local unit of government has a stated goal to work towards collaborative trail planning and to connect communities via regional trails.*

enVision Manistee, 2006

Strategy: *Recreational Trail Connectivity; Create and implement strategies to connect existing trail systems in Manistee County*

Rail Relocation Feasibility Study, 2008

Benefit: *Removal of track materials while leaving bridges in place facilitates the development of an attractive rail trail through the North shore.*

City of Manistee: Community Recreation Plan 2012

Goal # 3, Objective: *Connect scenic areas with walking, bicycle, cross-country skiing trails, etc.*

Goal # 4, Objective: *Continue development of a system of walkways along the Manistee River with view points, fishing piers, benches and drinking fountains*

Goal # 5, Objective: *Develop areas for walking, bicycles, roller skates, roller blades, skateboards, cross-country skiing, etc.*

Eastlake Village 5-year Recreation Plan, 2011

Transportation Goal, Objective: *Create separate bike/walking paths, where needed and feasible. Consider safe, wide shoulders on street pavement for bicycles*

Transportation Goal, Objective: *Explore the creation of non-motorized linkages to nearby trail systems and neighboring communities.*

Manistee Township Recreation, Open Space and Community Park Plan, 2006

Goal # 2, Objective (a): *Encourage and coordinate future extensions of Zimmerman Lane to tie in exiting and future land uses and connect to surrounding communities.*

Goal # 2, Objective (b): *Develop a bike route for non-motorized transportation uses*

Goal # 2, Objective (c): *Create a non-motorized path around Manistee Lake*

Goal # 2, Objective (d): *Create cross-country skiing and snowshoeing trails*

Stronach Township 2013 5-Year Park and Recreation Plan

Goal # 7: *Compile and implement the list of site enhancements warranted through public input. (Public input identified trail development at Claybank Park and discussion of connection to neighboring communities around Manistee Lake.)*

Filer Township Master Plan, 2009

Guiding Principle # 7: *Cooperate with MDOT in developing a regional trail within the US-31 Corridor.*

Future Land Uses Section: *Residential areas of the Township should be interconnected with parks via a trail network.*

Transportation Plan, Collector Roads: *"These are intended to be built to an urban standard with paved surfaces,.....and associated sidewalks, bikeways or trails."*

2.0: Community Descriptions

A requirement of the State of Michigan's 5-Year Park and Recreation Plan Guidelines is to outline the communities captured within the planning region. This planning effort is regional in nature, and is led by the Manistee County Planning Department under the authority of the newly established Manistee County Recreation Commission. It is envisioned that the planning department will be making application to grant sources at the State level under the authority of this plan on behalf of the Manistee County Recreation Commission for improvements that span across local unit jurisdictional lines. With this in mind the plan will seek to meet guidelines for the County as the planning authority, but inclusion of information for local units of government supports a collaborative platform that provides a sound basis for consensus of the plan contents.

2.1: City of Manistee

It is the beauty and natural wonder that abounds in the region's forests, lakes and rivers that remain a constant factor and will always make Manistee a special place to live and visit. The city is located at the mouth of the Manistee River on Lake Michigan, a part of northwestern Michigan. Historic Manistee, the Victorian port city, has a river walk running through downtown to Lake Michigan to enjoy. You will find activities for all personalities, from the adventurous winter sports to the casual strolls along the beach. Manistee is your four season's destination for adventures, excitement and relaxation. The city is a paradise for water and sports enthusiasts and is known as the "Fishing Capitol of the Midwest." The abundance of nearby outdoor activities, beaches and trails are second to none.

Manistee has a vast natural beauty and a "hometown" feeling, and cultural arts include the historic Ramsdell Theatre, Manistee Symphony Orchestra, Manistee Art Institute, dance studios, and art galleries. The city is also home to nearly 150 businesses and community resources. River Street features an eclectic mix of retail shops, antique stores and restaurants.

2.2: Manistee Township

Manistee Township, located in the southwest portion of Manistee County is characterized by a wide variety of land uses both rural and urban. Access to the Township is via US 31, M-55 and M-22. The Township is home to the County's largest employer, the The Little River Casino Resort, Oaks Correctional Facility, West Shore Hospital, Elmers and Meijer.

County facilities in the Township include, Manistee-Blacker Airport, County Sheriff's Department and Jail, West Shore Medical Center and the County Medical Care Facility. Other employment opportunities exist in the township's urban area including an industrial renaissance zone, and small businesses. In rural areas of the Township are a variety of farms, forestry and a vineyard and small homesteads.

Manistee Township works cooperatively with neighboring governments and is preparing for growth along the US 31 corridor. It partnered with the Little River Band of Ottawa Indians for sewer service and the City of Manistee to provide a municipal water supply.

Land ownership includes the City, County, Tribal, State and Federal public lands in addition to private land ownership. Recreational opportunities abound with the natural resources of Lake Michigan and the Big Manistee River.

Residents appreciate the natural beauty of the area and the quiet laid back atmosphere as well as the convenience of shopping, employment and a wide variety of housing types. The Township is welcoming to new businesses and residents.

2.3: Eastlake Village

Eastlake is defined in part by its setting along the lakeshore and by the natural resources that surround it, as well as its proximity to the City of Manistee and the surrounding region. This regional context and access to natural resources have been the drivers for much of the Village's development and economic patterns, and continue to provide much of the Village's recreation, service, and employment opportunities.

The rural character and access to water, forest, and other natural resources has been the region's greatest economic driver. Many communities, Eastlake among them, were built up around the lumber industry, or served as major hubs for water-based or rail-based transportation.

Eastlake had its beginnings in the logging boom of the nineteenth century, with the construction of a sawmill on the shore of Manistee Lake in 1870. The Village later became a stop on the Pere Marquette Railroad, which supported the logging industry and contributed to the growth of the Village, which was incorporated in 1912.

The area's history as a thriving industrial center and commercial port has resulted in a fairly stable population base in Manistee County, when compared to the rapid growth witnessed in other parts of the region. Between 1920 and 2010, the population in many parts of the region has more than doubled. Manistee County's population, on the other hand, has increased by about 18% during that time period.

In large measure as a result of the decline of logging and other industries, the population of Eastlake has dropped substantially since its peak in the late 19th century, when it was home to around 3,500 residents. With the end of the logging boom, the number of Eastlake residents dropped to 675 by 1920. Since that time, the population has fluctuated, with a low of 376 in 1950. The 2010 population of Eastlake was 512—a 16% increase from 2000, likely reflecting the construction of new dwelling units in the Village over that time period.

2.4: Stronach Township

Stronach Township is an organized township located within south-central Manistee County, where it borders Mason County. Stronach Township is a double township meaning that it contains almost twice the area of a normally bound 36 square mile township. The Township extends east from the shoreline of Manistee Lake to the western boundary of Norman Township located to the east.

Stronach Township was organized in 1855 as a three parent township. In 1868, Stronach Township saw the last split of land area from the original parent in the form of Filer Township which is located to the west. At this time, Stronach Township contained the land area that is currently contained within its jurisdictional boundaries.

Stronach Township has a population of 821 as of the 2010 US Census. There are slightly more males in the total population at 51%, but the total population of males decreased 3.2% from 2000 to 2010, while the female population increased 8.4%. The median age of the total population has increased from 42.0 years of age to 50.4 years of age from the 2000 to 2010 census.

2.5: Charter Township of Filer

The Charter Township of Filer provides residents with a high quality of life in a varied four-season climate. The township is located on the shores of Lake Michigan in Manistee County's southwest corner. Filer Township consists of 16.5 square miles, including four miles of shoreline on Lake Michigan and two miles on Manistee Lake. The township's natural beauty is a product of the glaciers, resulting in some of the finest fresh water recreation opportunities in northwestern Michigan.

Magoon Creek Park offers 97 acres on the shores of Lake Michigan. Visitors can enjoy stunning views from the shoreline bluffs, picnicking, hiking trails and swimming in a beautiful park setting. Nearby Sundling Park provides a 66 foot easement to a pristine swimming beach on Lake Michigan.

Two small parks located in the Oak Hill and Filer City neighborhoods offer playground equipment. Our Recreation Center is used for exercise classes and community meetings. It can also be rented for family reunions, wedding receptions, parties and other activities.

Filer Township partners with Manistee Area Public Schools to support the Community Pool and the Manistee Recreation Association which offers a wide variety of recreational activities. Partially paved road shoulders used by bicyclists and pedestrians connect Filer Township to her adjacent neighbors.

The US-31 Commercial Corridor has many businesses offering a variety of retail, banking, medical services and leisure activities to the community.

Our Lakefront Industrial Area has been able to adapt to the changing economy, improve its environmental footprint, while employing hundreds of residents in secure and well-paid positions.

3.0: Administrative Structure

Administrative Structure is the method by which units of government manage and plan for funding, staffing and overall support structure for recreation improvements and maintenance within their jurisdictional boundaries. Following the completion of the County-Wide Park and Recreation Plan in 2016, a need for a centralized approach to seeking funding for and implementing local and regional trail projects became apparent. After internal research and discussion with outside entities that had followed similar paths toward trail planning and development, the Manistee County Board of Commissioners under recommendation of the “informal” Manistee County Multi-Use Trail Committee, began the process of establishing a County Recreation Commission. In June 2019, approval of a resolution formally establishing the Recreation Commission and appointment of the 10 member commission occurred.

3.1: Manistee County Recreation Commission & Friends of SMARTrails

Having a regional authority devoted to planning, seeking grants and implementing projects cleared a major hurdle towards development of trails and linear park space across jurisdictional lines. This regional approach still honors the true grassroots effort of the County-Wide Recreation Plan with the co-establishment of a “Friends” Group, a nonprofit 501(c)(3), that is comprised of leadership of many communities within Manistee County. The Friends Group in tandem with the Recreation Commission would work towards collaborative projects that are borne of consensus of the communities. A theme that transcended initial planning efforts was that of improvements in a single community had ripple effects to neighboring communities. This type of support structure will be a true catalyst for seeking and meeting implementation of projects within our communities.

Manistee County Recreation Commission:

The Administrative Structure for Manistee County is now led by the County Recreation Commission. The Commission is comprised of 10 members. With four statutorily set seats (County Board Representative, County Planning Representative, Road Commission Representative and Drain Commission Representative, and 6 “At-Large” seats). The Commission meets regularly and is staffed by the Manistee County Planning Department, which acts in a recreational body support role. Members of the Commission are volunteers with limited funding at this time for compensation to members. It is envisioned that the Recreation Commission will take on an ever increasingly responsible role for trail implementation and maintenance within Manistee County. This could lead to a more robust staff and compensation for members.

Mission

Interconnecting Communities with Trails

Vision

A Region Where Trails Connect Communities

Roles and Responsibilities

- *To oversee the creation of a County-Wide multi-use trail system*
- *Prioritize projects*
- *Act as the representative of your community ensuring there is good communication between the Commission and the communities*
- *Evaluate in the decision making; costs, budgets and other financial issues related to trail development*
- *Establish goals and work to actualize them.*

Friends of SMARTrails:

Filing of the Articles of Incorporation with the State of Michigan in late winter of 2020, set to establish the “Friends of SMARTrails”. This non-profit organization comprised of passionate community members would work hand-in-hand with the County Recreation Commission for trail development within Manistee County. The non-profit once formally formed and filed with the Internal Revenue Service would assist with marketing,

outreach, fund-raising and trail maintenance efforts. Collaboration with the Manistee County Community Foundation, whom has been a strong supporter of trail and recreation implementation efforts throughout Manistee County, will lend mentor-ship to this newly established non-profit. Under the advisement of the Community Foundation, the Friends of SMARTrails can lesson pitfalls that may occur with non-profits while also providing a sound location for establishment of funds for both implementation and maintenance efforts of trails.

Purposes

The corporation is organized and its general purpose is to receive and administer funds exclusively for the charitable purpose as permitted for organizations defined in Section 501(c)(3) of the Internal Revenue Code. The specific purpose for which the corporation is organized are:

- *To foster and support the construction, maintenance, and use of multi-use trails and to promote the interconnection of communities with such trails; and*
- *To solicit, receive, and administer funds exclusively for such charitable purposes.*

3.2: City of Manistee Parks Commission

The Parks Commission is charged with an advisory role on parks development, maintenance, improvements and identifying planning and implementing public and private beautification projects. The Parks Commission is established under Chapter 276 of the Codified Ordinances and 289 of the Codified Ordinances. The Parks Commission should work collaboratively with the County Recreation Commission for projects within the City of Manistee.

3.3: Manistee Area Public Schools (MAPS)

Manistee Area Public Schools is an important partner for non-motorized transportation as school age students benefit greatly from enhanced multi-modal facilities. MAPS can work hand in hand with the County Recreation Commission to seek and leverage Safe Routes to School Grants, which can enhance facilities that connect neighborhoods to schools. This program will detailed within the Toolkit chapter of this document.

3.4: Administrative Structure Table

Municipality	Governing Body Responsible for Recreation Planning	Governing Body Authorized to Commit Funds	Budget	Sources of Funds	Volunteers	Partnerships and/or Collaborative Agreements	Contributes to Manistee Recreation Association (MRA)
Manistee County	Recreation Commission	County Board	\$0	Obtain Grants	10 Members (Works Directly with Friends of SMARTrails)	Partnered with the Friends of SMARTrails	No
City of Manistee	Parks Commission: Parks & Recreation Department	City Council	\$391,027.00	Line Item	Volunteers from Lions Club, Rotary, Local Veterans, Jaycees assist with various parks. An "Adopt-a-Park" program has been enacted.	Yes	Yes
Manistee Township	Township Board	Township Board	\$0	General Fund	No Volunteers	Yes	Yes
Eastlake Village	Village Council	Village Council	\$14,000.00	Line Item	No Volunteers	None	No
Stronach Township	Township Board	Township Board	\$5,308	General Fund	No Volunteers	None	No
Charter Township of Filer	Township Board; Parks Department	Township Board	\$45,000.00	General Fund	No Volunteers	Yes	Yes \$10,000.00

4.0: Stakeholder & Public Input

The planning process included extensive public and stakeholder input that captured the desires of the community shaping the recommendations found within this plan. All planning processes should be grounded in information that is brought about by the community at large as they have intimate knowledge of the needs and desires of the community. The public input utilized in this planning document, was gathered through 3 different sources of information:

1. 2015 Survey for the County-Wide 5-Year Park & Recreation Plan: This survey completed in 2015 for the County-Wide 5-Year Park and Recreation Plan received over 1000 responses. It laid a foundation of information for the development of that plan. The community has not changed much in terms of demographics since that time, therefore the survey information still holds value for this process.
2. 2019 Survey for Trail Development in Manistee County: This survey was administered during the summer of 2019, and sought to capture information very specific to trail usage and future trail implementation efforts within the County. The data gathered through the survey built upon the 2015 survey, supporting earlier results.
3. Stakeholder Desired Facility Improvements for the Manistee Lake Area: During late summer and fall of 2019, stakeholder community groups, governing bodies and educational boards were approached for their input specific to actual recommended improvements. Information received was detailed and cataloged for use within the plan to shape the actual mapped recommendations.

4.1: 2015 Survey for the County-Wide 5-Year Park & Recreation Plan

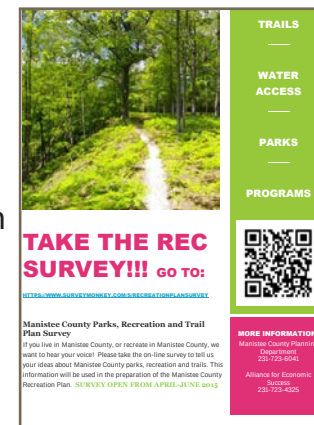
This survey utilized Survey Monkey, an on-line survey tool. The survey was well advertised throughout the County with the use of traditional and social media, flyers, personalized invitations to stakeholders, and public announcements at community events. The on-line survey was open for three months (May through July 2015) which allowed easier incorporation of both permanent and seasonal residents. Paper versions of the survey were available to those who did not have on-line access.

Facilitated vision sessions were conducted during the month of April through June to the general public and for youth at each high school in the County, with the survey administered at each of these sessions. Over 100 high school students were engaged through this process, along with around 125 residents attending the 6 evening sessions held throughout the County. The survey had a total of over 1000 respondents.

This survey captured information about all areas of recreation for the county-wide plan, thus the survey data was sorted to synthesize only the information that concerns levels of support for facilities for non-motorized and trail uses in fitting with the context of this document. The primary points of information from the survey are outlined below:

Results:

- 52% of respondents stated they had hiked in the last 12 months, this recreational activity was second only to beach going/swimming
- Multi-modal transportation/recreational uses also included kayaking at 42%, road cycling at 31%, canoing at 28%, snowshoeing at 19%, mountain biking at 18% and cross-country skiing at 16%, providing ample support for various non-motorized transportation uses
- 70% of respondents stated they stay within Manistee County for recreation facilities, with 78% of respondents utilizing a vehicle to access recreational sites; this points to an issue of lack of access to sites via multi-modal facilities, creating a vehicle centric approach to access
- 58% of respondents were less than satisfied with the number of trails in Manistee County
- 70% of respondents were less than satisfied with the connectivity of trails within Manistee County
- 53% of respondents would like to see additional walking and biking trails
- 31% of respondents would like to see additional pedestrian paths and sidewalks
- 52% of respondents feel that availability of trails and multi-modal facilities is important or very important to visitors



Analysis:

- The results of the survey point towards support from respondents for increasing multi-modal facilities for transportation and the need to connect those facilities directly to residential areas to alleviate the need for access through automobiles
- Trails and facilities are not thoroughly connected and are lacking in many areas.
- Improvements to land facilities such as sidewalks, interconnected trails and bike lanes are needed along facilities that access water trails

4.2: 2019 Survey for Trail Development in Manistee County

During the summer of 2019 the Planning Department set public input sessions at various community events throughout the County, with attendance at the Farmer's Market and Sidewalk Sales. These events saw the placement of a canopy and table with various maps and materials which displayed and provided information on existing multi-modal facilities with County Planning Department Staff disseminating the information and answering questions of the public.

A short survey of 12 questions was developed using the on-line survey tool "survey monkey". This survey was publicized at these events through the use of flyer's, flyer's were also placed at private businesses and public buildings and social media was utilized to reach a broader audience. The survey yielded approximately 250 respondents. Administration of the 2019 survey differed from that of 2015, due to a lack of direct facilitation of the survey within the school systems. It can be inferred that the 2019 survey didn't capture as much youth input.



Results:

- Trails used most often by respondents are walking/jogging at 90% and biking at 50%.
- Winter trail use of cross-country skiing and snowshoeing were nearly identical at 30%
- Nearly 60% of respondents identified lack of existing facilities and lack of interest in facilities that exist as a barrier.
- 88% of respondents see connection of trails to existing parks as moderately to very important.
- 86% of respondents see a need to connect trails to river/water access locations
- 97% of respondents expressed that locating of trail-heads and parking areas for access to trails is moderately to very important
- Support for both donations and grants for trail development was high at 80% for each respectively
- Re-appropriation of existing tax dollars for trail development was supported at 66%
- Support for a mileage for trail development was supported at 57%, with 66% of those respondents supporting a mileage of \$20 per year

Analysis:

- Continued support for multi-modal transportation facility development from the community with a focus on walking/jogging and biking is evident.
- Facilities should incorporate both warm weather and winter weather uses on the same system to focus efforts
- Facilities should connect and allow ease of use across systems which provide access to both land and water recreation sites.
- Trail-heads should be easily located with information on the system such as uses, routes and connections to other systems and trail-heads
- Support for funding of trail systems was evident, with a need to establish fund raising processes and technical grant writing
- Funding support from local tax contributions whether re-appropriation of existing dollars or through a mileage was rather well supported, and should be heeded by political leaders.

4.3: Stakeholder Desired Facility Improvements for the Manistee Lake Area

Fall of 2019 saw staff approaching various stakeholder groups to gain direct information on the desired improvements to and establishment of facilities in the Manistee Lake Area. Groups were approached and given direction on how to accurately provide direct improvements to the non-motorized facilities in the Manistee Lake Area.

The mapping of existing non-motorized facilities (including sidewalks, crosswalks and trails/paths) and the placement of that data with overlays of topography, schools, institutional sites, recreation sites and aerials, allowed the staff to provide hard copy maps to the stakeholder groups to thoroughly review and display visually on the "Work Maps" desired improvements. The "Work Maps" were then returned to the planning department where staff summarized the improvements into a single map, and itemized the improvements by type and community. Ultimately staff took the information and digitized into various GIS shapefiles for the planning document and summarized the improvements that were desired by each stakeholder group.

Stakeholder Improvement Summaries:

Live Well Manistee:

Promote a Culture of Health and Wellness for all is their mission. The lack of crossing over the busy highway, US-31 is of utmost concern. The addition of sidewalk networks throughout the region to prominent areas like Orchard Beach State Park, Bar Lake, Senior Center and Man Made Lake. Suggestions for biking include adding bike lanes along roadways that are at least 3 feet wide. Support for Safe Routes to school will help promote their mission statement and make walking to school a more prevalent opportunity. Live Well considers the following important regarding trail efforts: regional connection, supporting surrounding jurisdictional trail efforts, support a workout trail, and locate restrooms at trailheads and parks.

Manistee Area Public Schools:

The Manistee Area Public Schools believes in supporting students by making positive choices, striving towards personal goals and supporting each other. The main input suggestions from MAPS involves connections of schools with sidewalk extensions and paths. Completing sidewalk connections between Jefferson Elementary, Kennedy Elementary and Manistee Middle/High School is a definitive recommendation. Further, connecting all exterior roads with sidewalks that outline the school system to aid in multi modal transportation possibilities. Safe pedestrian crossing on US-31 is essential to MAPS recommending a bridge or tunnel.

West Shore Community College:

West Shore Community College (WSCC) is embarking on a new locale for their services in downtown Manistee. This location will service students and employment seekers to work on their mission of making the community a better place in which to learn, live, work and prosper. The main suggestions from WSCC include bike lanes from downtown Manistee to popular locations including Meijer, area schools and running the entire length of River Street. Amenities to biking, as suggested, include bike racks around downtown Manistee. Other



US 31, Vicinity of Kemmer Rd. (lack of sidewalks & crosswalks)



Bikelane & Sidewalk Combination
(12th Street, City of Manistee)

suggestions included crosswalks which have been indicated as needed to cross US-31 as noted with other stakeholder groups' input.

Manistee County Recreation Commission:

Manistee County Recreation Commission is a quasi-judicial Commission comprised of many different stakeholders throughout the County focusing on interconnecting communities with trails. To that end, their vision is seeing a region where trails connect communities. Some input given on their behalf includes extending the non-motorized radius around the City of Manistee and having a route leading to the Little River Casino. Other localized trail connection suggestions including access to State Forest, park lands, and private campgrounds. Buffering the trail and maximizing specific power-line easement were other major suggestions from the Commission.

City of Manistee DDA:

Manistee City Downtown Development Authority is charged with overseeing the orderly development of the downtown district. They've noted the speeds on US-31 to be unsafe as well as contradictory signage throughout the district (i.e. walk your bike signs). Considering noted safety concerns, the group has acknowledged that River Street would benefit from a "road diet." This is a technique in transportation planning whereby the number of travel lanes and/or effective width of the road is reduced in order to achieve systemic improvements. Keeping with the theme prior, the DDA suggests making downtown more bike friendly.

Council on Aging - Senior Center:

The Manistee County Council on Aging provides a variety of programs and activities that offer assistance and social interaction to Manistee County residents over the age of 60. Their main objective is to serve the senior citizens of Manistee County by promoting quality of life and independence by addressing their unique needs and challenges. That noted, the organization has recommended a walkway around Man-made lake with access to Lake Michigan. This would be helpful for access from the Wagoner Center to this lake front area. The Council on Aging believe that having pathways that lead Seniors from the Senior Center to these two lakes is of greatest importance.

Little River Band Tribal Council:

The Little River Band of Ottawa Indians Tribal Council is the governing body of the tribe that dictates the direction the organization is going in and striving for. The Council support extending existing trail efforts including the Zimmerman trail as well and extension to the Aki Maadiziwin Housing Development. Another area of interest for the organization is enacting snowmobile trails near the Little River Casino.



River St. & US 31
(Sidewalks, Crosswalks, Signalization)



Looking North Along US 31
(Sidewalk Terminates at City of Manistee & Manistee Twp. Boundary)

City of Manistee Parks Commission:

The City of Manistee Parks Commission is charged with an advisory role on parks development, maintenance, improvements, and identifying planning and implementing public and private beautification projects. Many of the parks and areas of interest for the Parks Commission include the Riverwalk, multiple city-wide parks as well as beaches. Echoing previous suggestions, the Commission recommends a multi-modal route including River Street and City beaches. Further, a route to the Little River Casino is a high priority for this stakeholder group.

Manistee County Visitor's Bureau:

The Manistee County Visitor's Bureau is the official travel and tourism organization to promote Manistee County. The mission of the Visitor's Bureau is to promote Manistee County as a travel destination and to increase overnight visits. The Bureau is the lead organization focusing on building the local tourism economy. Some suggestions for non-motorized trails from this groups includes increasing access and parking to the wildlife viewing platform as well as establishing a trailhead memorial for local resident.

Filer Township:

Filer Township is a local township just south of the city of Manistee on the South shore of Manistee Lake. This entity mimics past suggestions of snowmobile trail needs. Some recommended amenities for a non-motorized trail includes benches, signage, and



US 31 & M-55 Intersection (lack of sidewalks, crosswalks and signalization)



Manistee State Game Area Marsh Dikes Available for Trail Route
(Manistee Township)

accessibility. Along with previous stakeholder input, this group is recommending sidewalk extensions along and within proximity of US-31. Lastly the Township supports exploring Safe Routes to Schools.

Manistee Township:

With the Township located along the northern shore of Manistee Lake and adjacent to the City, it is positioned for a multi-use trail extending north connecting lakeshore communities and Tribal lands to the City. The US 31 corridor is desired to have sidewalks or pathways connecting office, retail, medical facilities and residential areas, and extending southward into the City of Manistee. Crosswalks for US 31 are considered necessary.



Riverwalk Trail
(City of Manistee)



Railroad Track and Bed Vicinity of Penny Park
(Railroad Relocation Allows for Conversion to Trail System)

5.0: Existing Conditions

The existing non-motorized facilities in the Manistee Lake Area include sidewalks, on-road bike facilities, off-road trails, cross-walks, and other amenities such as bike racks, signage and benches. The facilities are detailed on map 3 displayed on the accompanying page. Below is a brief synopsis of existing facilities by community.

5.1: City of Manistee

- An extensive sidewalk network, which only lacks some key segments in the areas of 8th Street to Bryant Ave., Monroe St., Northern Washington St., Veterans Oak Grove Dr., Duns Dr., Elm St., Spruce St. , Robinson Ave., Greenwich and Cornell Streets.
- On-road bike facilities (designated lanes) along Cherry Rd., 1st St., 12th St. and Veterans Oak Grove Dr.
- On-road bike facilities (no designated lanes) along Cherry to Red Apple and South Maple St.
- River-walk non-motorized path/boardwalk along the south side of the river channel
- Designated water trails from Lake Michigan into the Manistee River Channel to Manistee Lake and beyond
- Bike racks at various locations throughout downtown, park, school and institutional/civic buildings.
- Existing Crosswalks on US 31:



River St. & US 31 (Signaled, Striping, Tactile Paving & Stoplight)



First St. & US 31 (Signaled, Striping, Tactile Paving & Stoplight)



Fifth St. & US 31 (Signed & Striping)



Eighth St. & US 31 (Signed & Striping)

5.2: Manistee Township

- One mile non-motorized pathway (Zimmerman Trail) from Lakeshore Dr. to Hill Rd.
- Trails at Orchard Beach State Park
- On-road bike facilities along Lakeshore Dr.
- One section of sidewalk located on Westshore Bank parcel

5.3: Village of Eastlake

- Limited sidewalks along 3rd st., Division St., Geoff Ave. and Ave. A
- Designated water trail access from Penny Park

5.4: Stronach Township

- Sidewalks along Water St., 3rd St., 4th Ave. and Main St.
- Designated water trail access from the DNR boat launch along south arm of Manistee Lake

5.5: Filer Charter Township

- A sidewalk network exists, but lacks extensions in the areas of Avenue A, B, C, D & E, sections of 25th, 26th, 27th and 28th streets, the US 31 corridor and Merkey Rd.



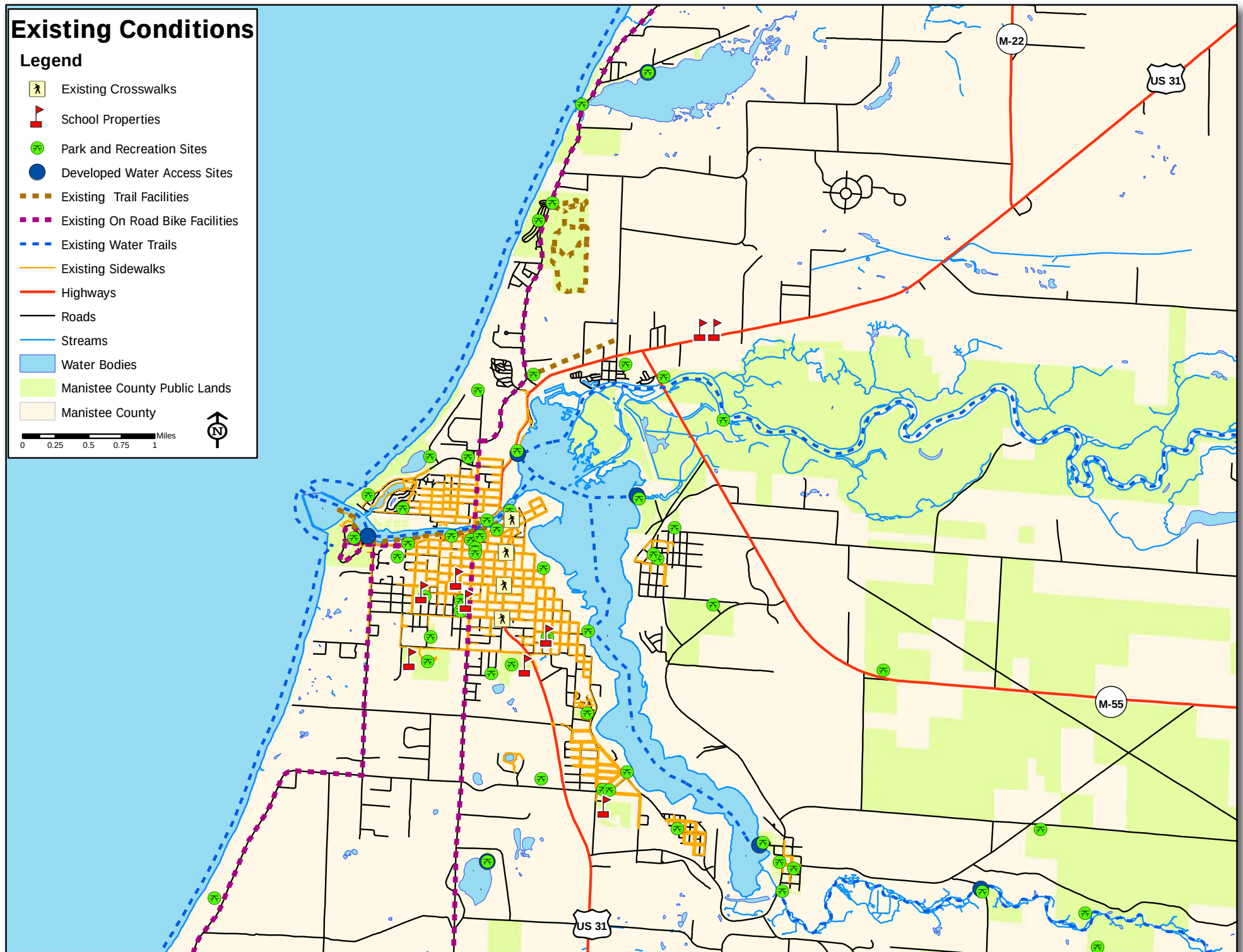
Zimmerman Non-Motorized Trail in Autumn

Existing Conditions

Legend

-  Existing Crosswalks
-  School Properties
-  Park and Recreation Sites
-  Developed Water Access Sites
-  Existing Trail Facilities
-  Existing On Road Bike Facilities
-  Existing Water Trails
-  Existing Sidewalks
-  Highways
-  Roads
-  Streams
-  Water Bodies
-  Manistee County Public Lands
-  Manistee County

0 0.25 0.5 0.75 1 Miles



6.0: Recommended Improvements

After synthesizing the public input, stakeholder input and existing conditions of the facilities within the Manistee Lake area, staff began to develop a cohesive digital GIS Map that brought together all of the information into a single source of material that could be readily displayed and easily interpreted by the reader. The map information and recommendations in this document along with the “Design Examples” and “Tool Box”, can be considered of the utmost importance to the reader.

The organization of the recommended improvements follows an approach that guides the reader through maps that increase in scale allowing for more complex digital data to be accurately displayed (aerials) improving the visual representation of the information. Starting with the “Overall Improvements Map”, on the accompanying page, the entirety of the Manistee Lake Area is broken down into the 3 subregions as were identified previously within the document. These sub-regions are then broken down further into sub-area maps that provide an in-depth look at the improvements overlaid on aerials with pertinent data such as roads, schools, parks, public institutions and public lands within each of these regions. Accompanying the sub-area maps are labels that link to descriptive text so the reader can easily determine the location of the recommended improvements through the legend and the improvement labels. Appendix A should be utilized by work groups for organization of improvements.

6.1: Crosswalks

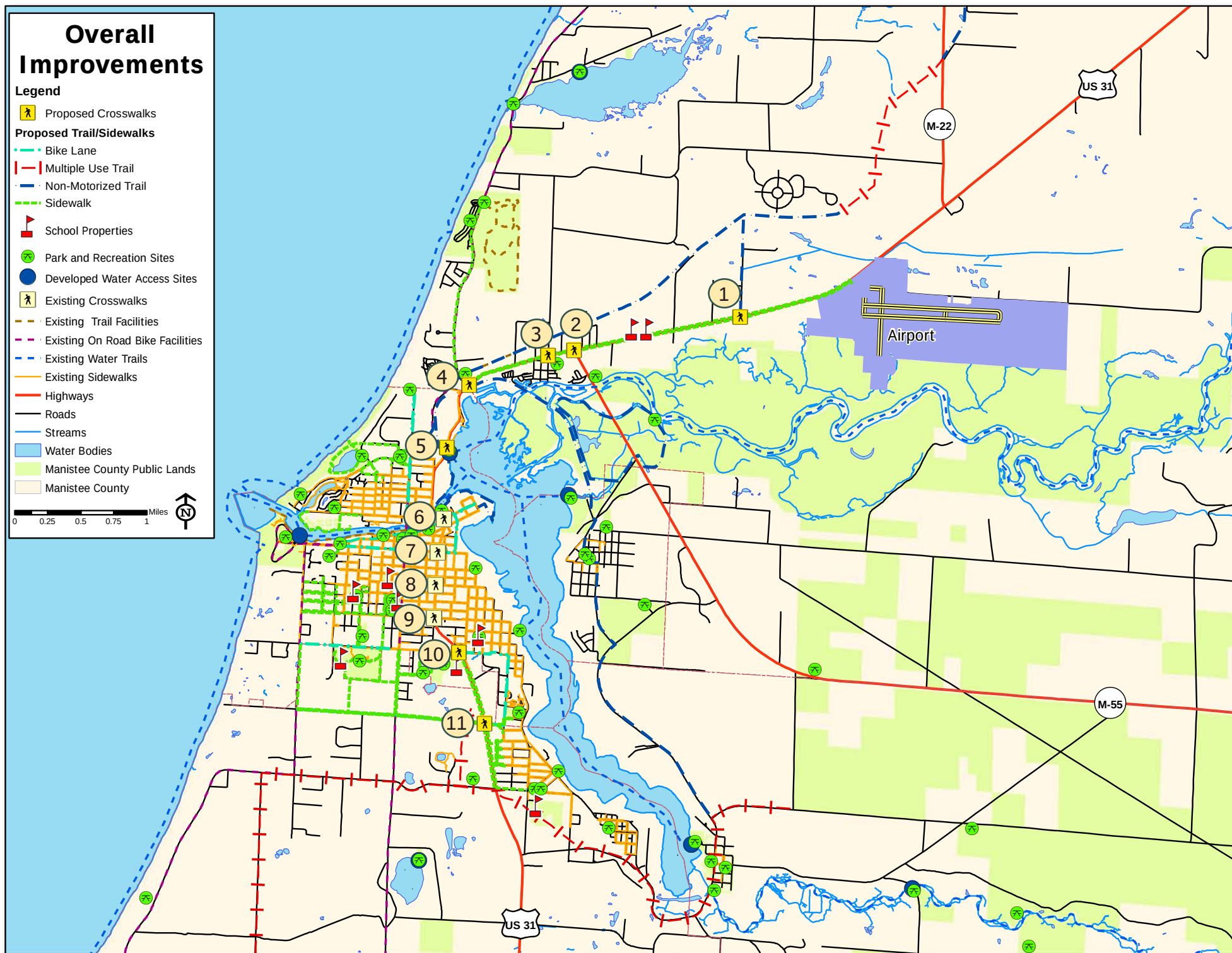
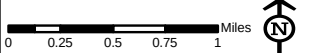
Crosswalks garnered support across all sectors of the community, with members of the public & stakeholder groups identifying crosswalks as a necessity, particularly in the urban and suburban areas of US 31. Crosswalks are features that can vary greatly from one site to another in terms of recommended improvements. Below is a table that outlines cross-walk locations, current conditions and recommended improvements. Design Templates are then provided in the following chapter.

Crosswalk ID #	Crosswalk Location	Existing Features	Recommended Improvements
1	Kemmer Rd. & US 31	None	Flashing Signage & Preemptive Signage, Pedestrian Island if Mid Block, Striping, Stop Blocks or Teeth, Detectable Warning
2	M-55 & US 31	None	Signalized Crosswalks, Striping, Stop Blocks, Detectable Warning, Crosswalk Signals, Sidewalks
3	Hill Rd. & US 31	None	Flashing Signage & Preemptive Signage, Pedestrian Island, Striping, Stop Blocks, Detectable Warning
4	Lakeshore Dr. & US 31	None	Flashing Signage & Preemptive Signage, Pedestrian Island, Striping, Stop Blocks, Detectable Warning
5	Vicinity of Arthur St. Boat Launch & US 31	None	Flashing Signage & Preemptive Signage, Striping, Stop Blocks or Teeth, Detectable Warning, Bike Lanes, Mid-Block Refuge Island (with US 31 Road-Diet)
6	River St. & US 31	Signalized, Striping, Detectable Warning	None
7	First St. & US 31	Signalized, Striping, Detectable Warning	None
8	Fifth St. & US 31	Sign & Preemptive Sign, Striping	Flashing Signage, Stop Blocks, Detectable Warning
9	Eighth St. & US 31	Sign & Preemptive Sign, Striping	Flashing Signage, Stop Blocks, Detectable Warning
10	Twelve St. & US 31	Sign & Preemptive Sign	Flashing Signage, Stop Blocks, Detectable Warning & Striping (A pedestrian bridge is highly sought)
11	Merkey Rd. & US 31	None	Signalized Crosswalks, Striping, Stop Blocks, Detectable Warning, Crosswalk Signals, Sidewalks

Overall Improvements

Legend

-  Proposed Crosswalks
- Proposed Trail/Sidewalks**
 -  Bike Lane
 -  Multiple Use Trail
 -  Non-Motorized Trail
 -  Sidewalk
-  School Properties
-  Park and Recreation Sites
-  Developed Water Access Sites
-  Existing Crosswalks
-  Existing Trail Facilities
-  Existing On Road Bike Facilities
-  Existing Water Trails
-  Existing Sidewalks
-  Highways
-  Roads
-  Streams
-  Water Bodies
-  Manistee County Public Lands
-  Manistee County

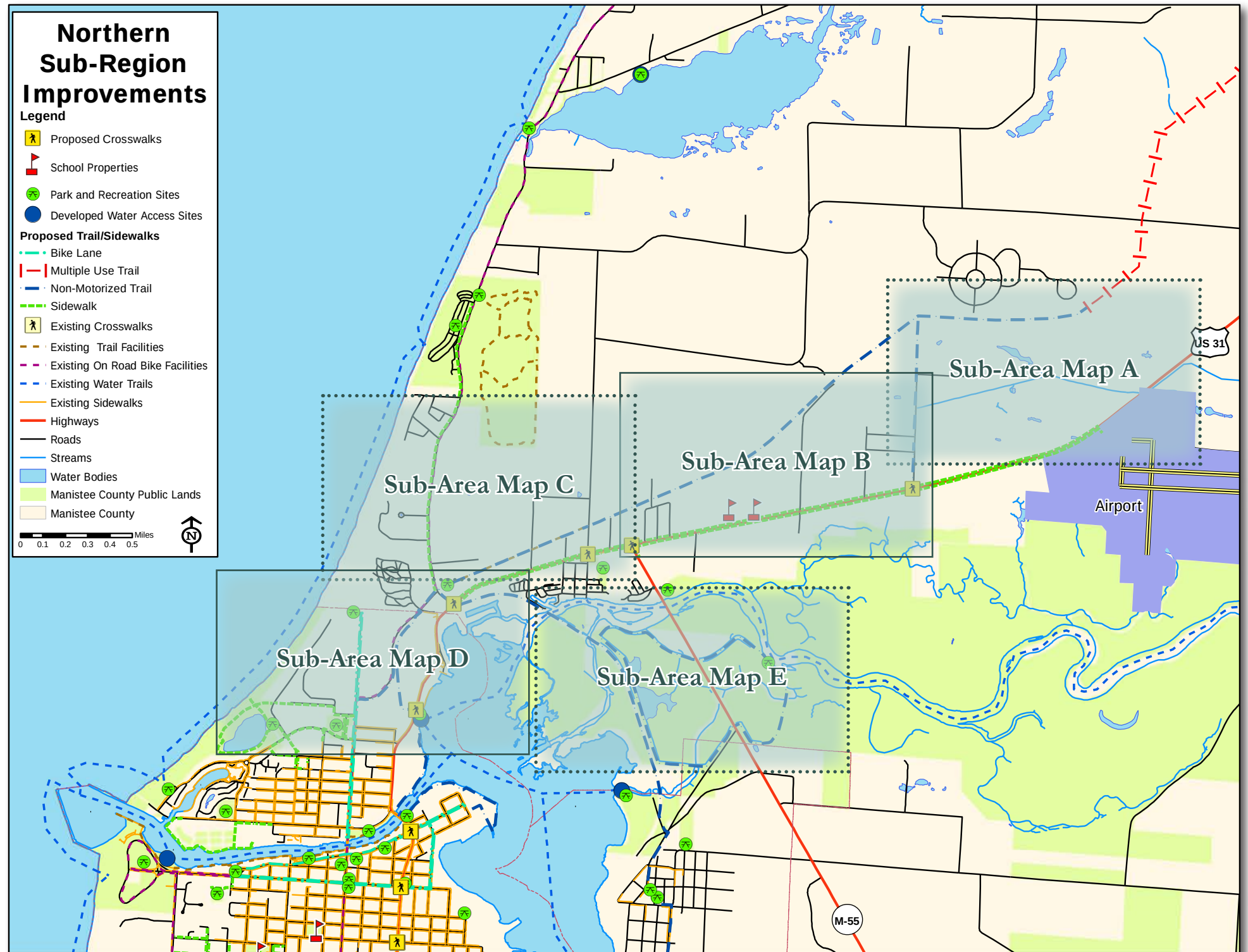


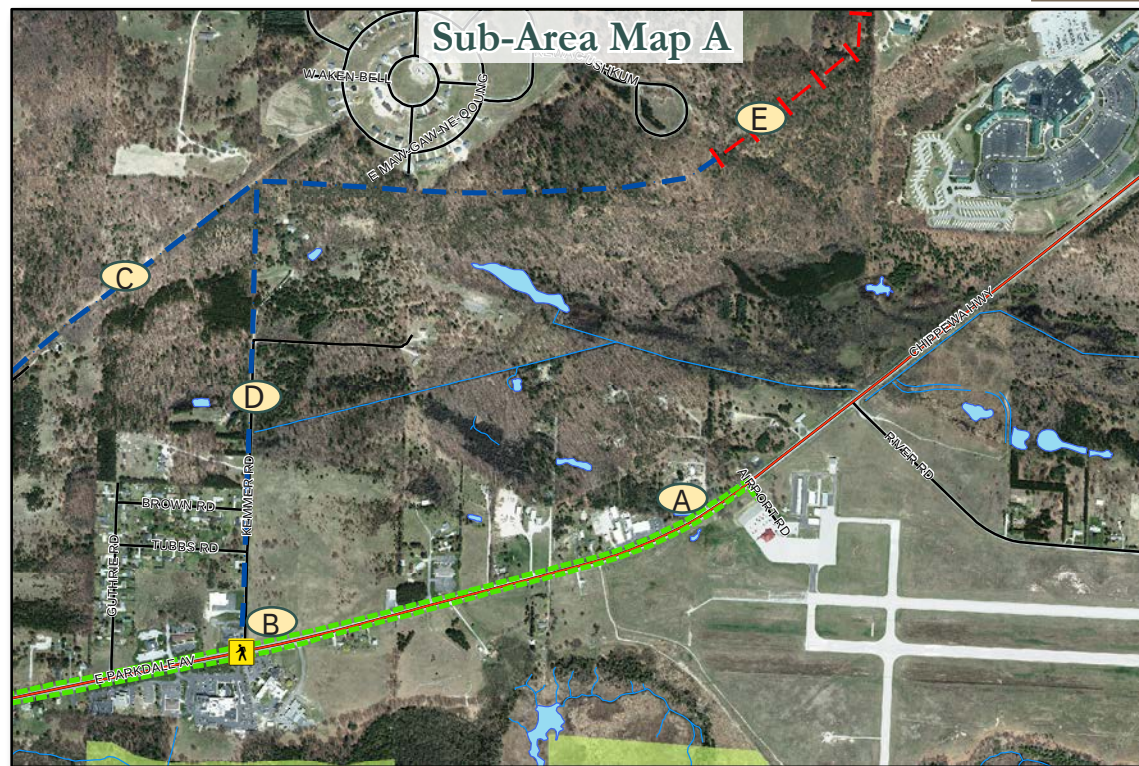
Northern Sub-Region Improvements

Legend

-  Proposed Crosswalks
-  School Properties
-  Park and Recreation Sites
-  Developed Water Access Sites
- Proposed Trail/Sidewalks**
 -  Bike Lane
 -  Multiple Use Trail
 -  Non-Motorized Trail
 -  Sidewalk
- Existing Infrastructure**
 -  Existing Crosswalks
 -  Existing Trail Facilities
 -  Existing On Road Bike Facilities
 -  Existing Water Trails
 -  Existing Sidewalks
-  Highways
-  Roads
-  Streams
-  Water Bodies
-  Manistee County Public Lands
-  Manistee County

0 0.1 0.2 0.3 0.4 0.5 Miles

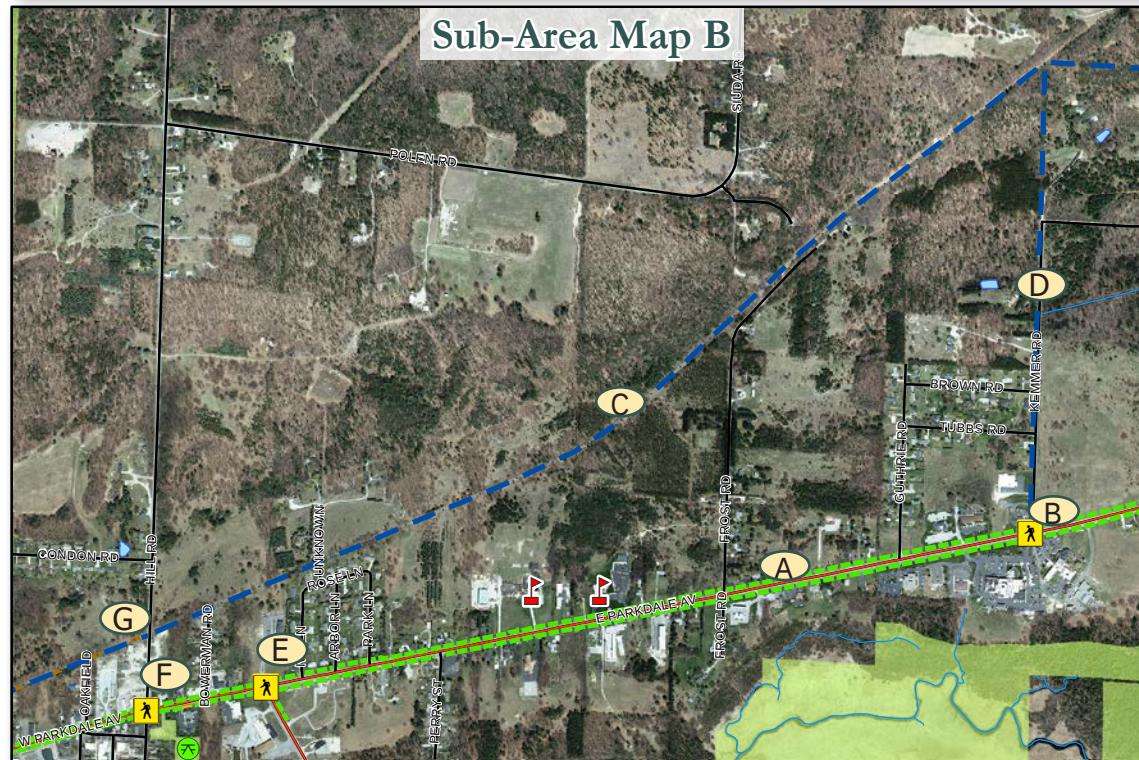




6.2: Recommended Improvements Northern Sub-Region

Sub-Area Map A:

- (A) Sidewalk extension from City of Manistee to Airport along US 31
- (B) Place signalized crosswalk crossing US 31 at Kemmer Rd.
- (C) Non-motorized pathway extension from Hill Rd. to LRBOI Casino along former rail line
- (D) Non-motorized pathway connection to US 31 following Kemmer Rd.
- (E) Multi-use pathway extends North from LRBOI Casino towards Onekama and Chief Lake to Kaleva.



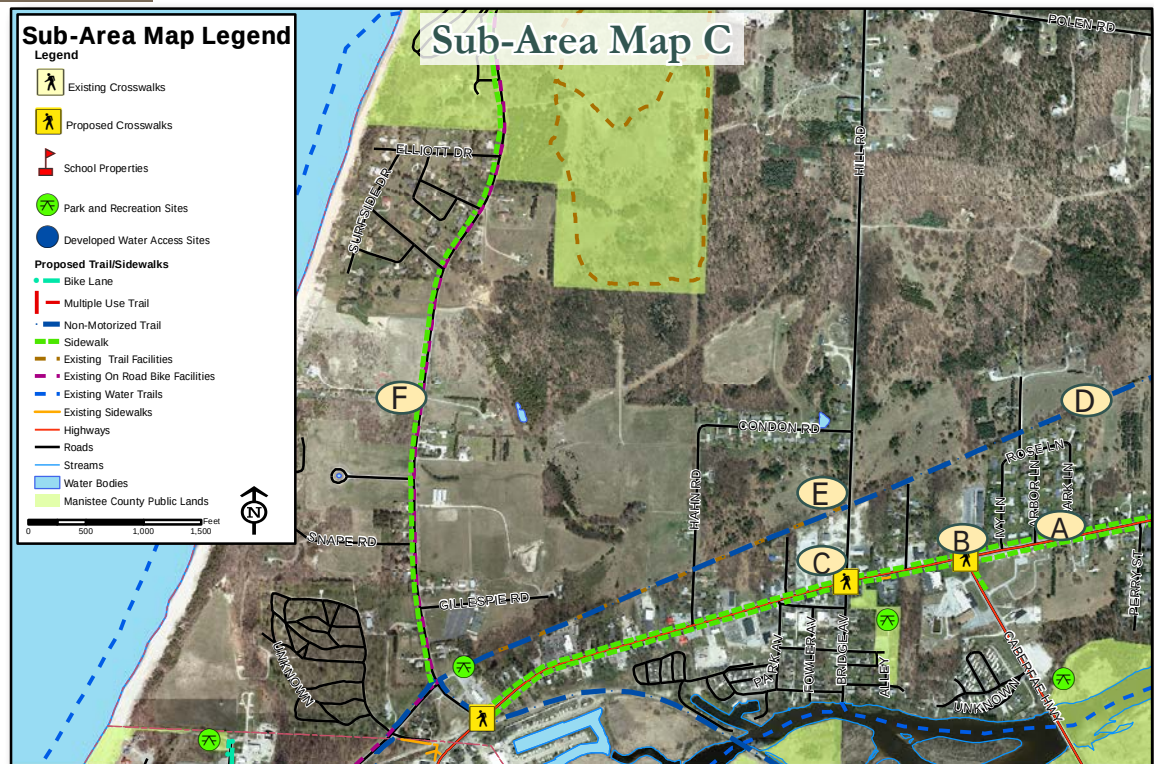
Sub-Area Map B:

- (A) Sidewalk extension from City of Manistee to Airport, along US 31
- (B) Place signalized crosswalk on US 31 at Kemmer Rd.
- (C) Non-motorized pathway extension from Hill Rd. to LRBOI Casino along former rail line
- (D) Non-motorized pathway connection to US 31 following Kemmer Rd.
- (E) Stripe and signalize crosswalk at US 31 and M-55 intersection
- (F) Place crosswalk at Hill Rd. and US 31 connecting Manistee Township Hall and Park to commercial corridor.
- (G) Connection and extension of non-motorized pathway from existing terminus of Zimmerman Trail behind Wesco at Hill Rd.

6.2: Recommended Improvements Northern Sub-Region

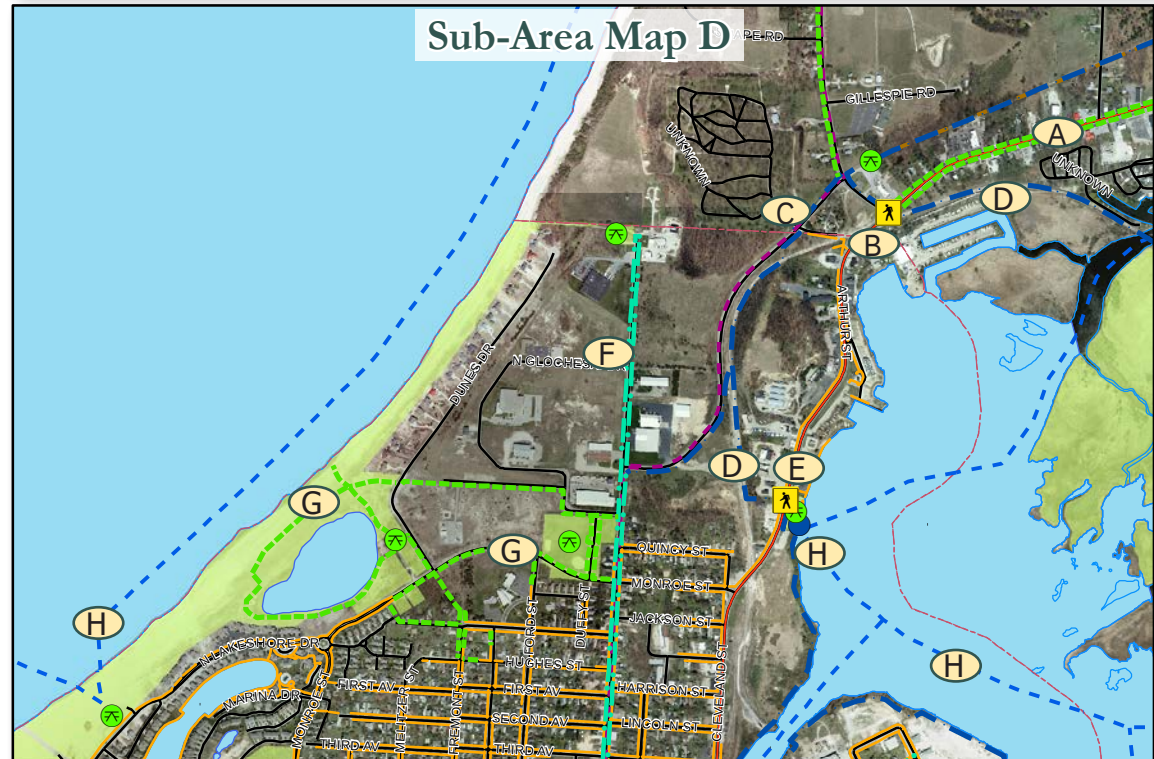
Sub-Area Map C:

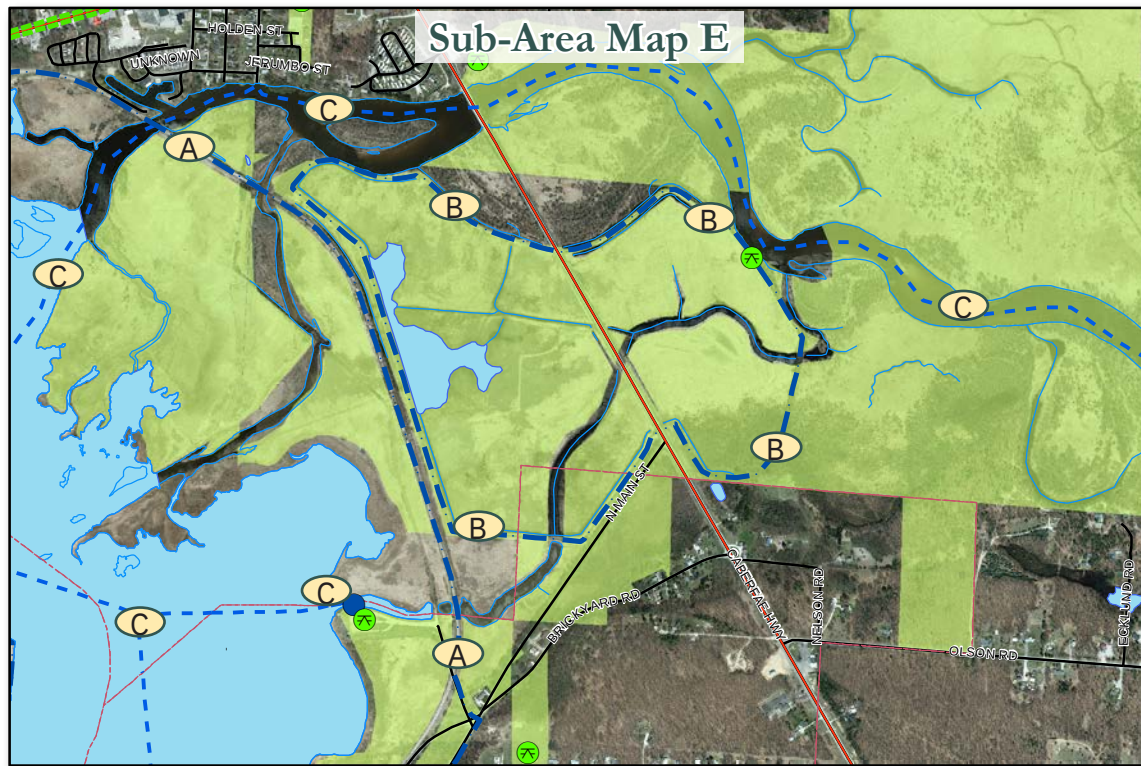
- (A) Sidewalk extension from City of Manistee to Airport
- (B) Stripe and signal crosswalk at US 31 and M-55 intersection
- (C) Place crosswalk at Hill Rd. and US 31 connecting Manistee Township Hall and Park to commercial corridor.
- (D) Non-motorized pathway extension from Hill Rd. to LRBOI Casino
- (E) Connection and extension of non-motorized pathway from existing terminus of Zimmerman Trail
- (F) Sidewalk connection and extension along Lakeshore Dr. North from Veterans Oak Grove Dr. to Orchard Beach State Park



Sub-Area Map D:

- (A) Sidewalk extension from City of Manistee to Airport, along US 31 commercial corridor
- (B) Place crosswalk on US 31 Lakeshore Dr.
- (C) Non-motorized pathway extension from Lakeshore Dr. south along Veterans Oak Grove Dr. to Washington St. sidewalk system
- (D) Non-motorized pathway along rail corridor after relocation of rail-line
- (E) Place crosswalk on US 31 at Arthur St. boat launch
- (F) Bike-lanes on Washington St.
- (G) Extension and Connection of sidewalk system in vicinity of the Wagner Center and Man-made Lake.
- (H) Water trails along Lake Michigan, within Manistee Lake and connecting to water access points





6.2: Recommended Improvements Northern Sub-Region

Sub-Area Map E:

- (A) Non-motorized pathway along rail corridor after relocation of rail-line
- (B) Maintain a pathway along dikes within Manistee State Game Area marsh complex
- (C) Water trails in Manistee River, within Manistee Lake and connecting to water access points

Mid Sub-Region Improvements

Legend

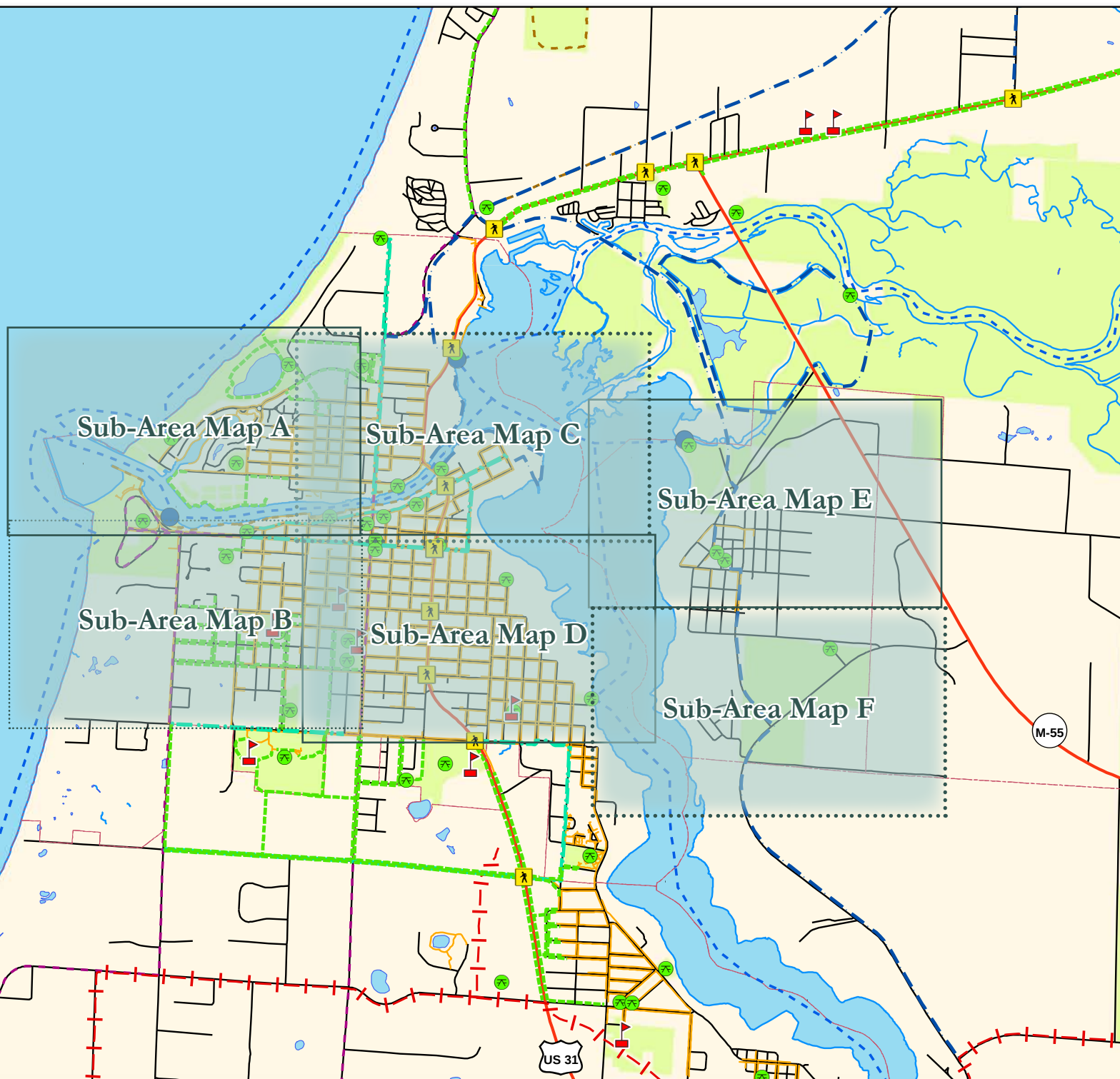
-  Proposed Crosswalks
-  School Properties
-  Park and Recreation Sites
-  Developed Water Access Sites

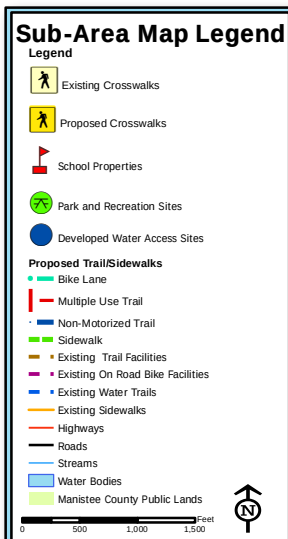
Proposed Trail/Sidewalks

-  Bike Lane
-  Multiple Use Trail
-  Non-Motorized Trail
-  Sidewalk
-  Existing Crosswalks
-  Existing Trail Facilities
-  Existing On Road Bike Facilities
-  Existing Water Trails
-  Existing Sidewalks

-  Highways
-  Roads
-  Streams
-  Water Bodies
-  Manistee County Public Lands
-  Manistee County

0 0.1 0.2 0.3 0.4 0.5 Miles





Sub-Area Map A

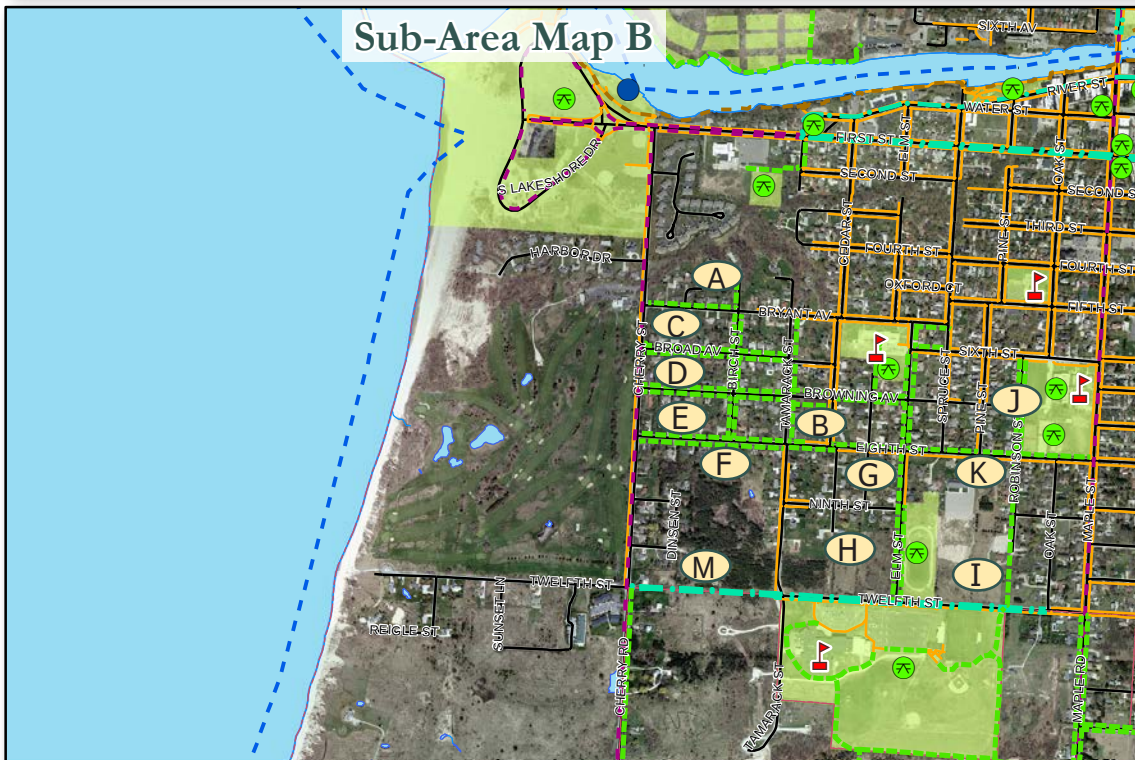


6.3: Recommended Improvements Mid Sub-Region

Sub-Area Map A:

- (A) Bike lanes on Washington St.
- (B) Extension and Connection of sidewalk system in vicinity of the Wagner Center and around Man-made Lake.
- (C) Extension and connection of sidewalk system from end of 5th Ave. to North side of river channel
- (D) Water trails along Lake Michigan, within Manistee River Channel and connecting to water access points
- (E) Place bike-lanes on River St. extending to Water St. and First St.

Sub-Area Map B



Sub-Area Map B:

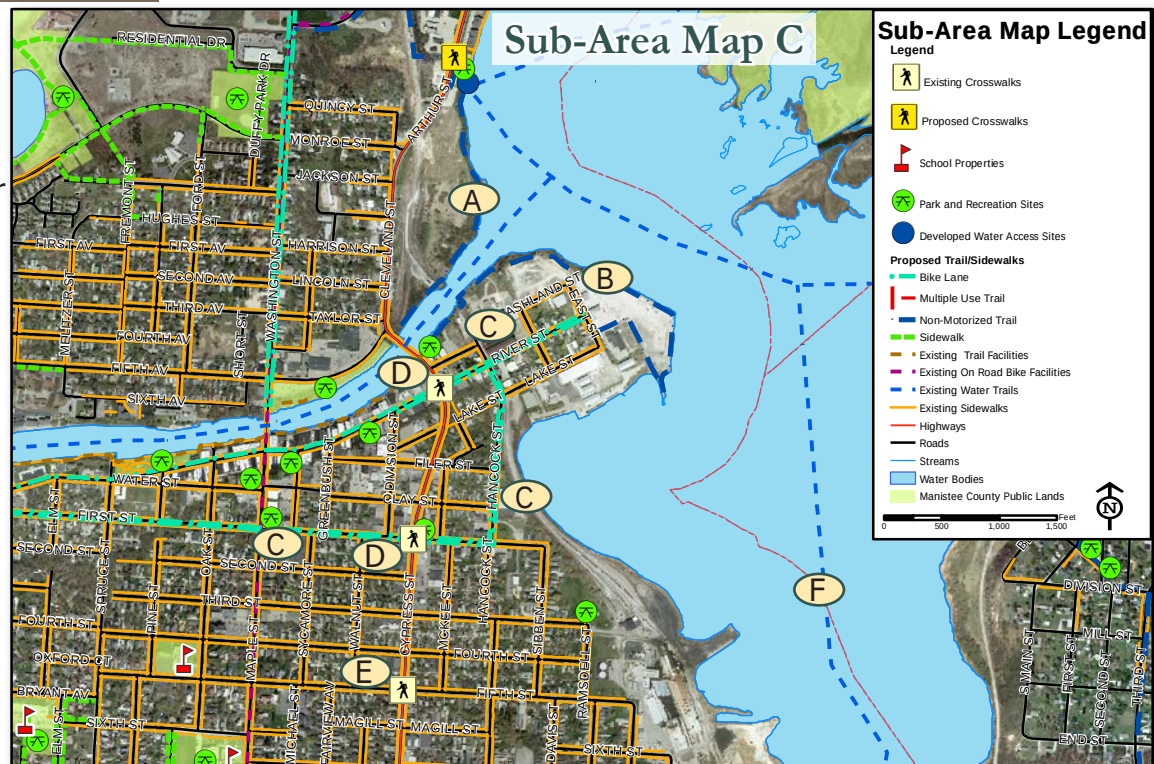
Sidewalk additions in City of Manistee to include:

- (A) Both sides of Birch St. South from Bryant St. to 8th St.
- (B) Both sides of Tamarack St. South from Bryant St. to 8th St.
- (C) Both sides of Bryant Ave West from Tamarack St. to Cherry St.
- (D) Both sides of Broad Ave West from Cedar St. to Cherry St.
- (E) Both sides of Browning Ave West from Cedar St. to Cherry St.
- (F) Both sides of 8th St. West from Cedar St. to Cherry St.
- (G) Both sides of Locust St. South from 7th St. to 9th St.
- (H) Elm St. South from 6th St. to 12th St.
- (I) Robinson St. South from 6th St. to 12th St.
- (J) Both sides of 7th St. West from Kennedy School to Cedar St.
- (K) North side of 8th St. West from Maple St. to Cedar St.
- (M) Along 12th St. from Tamarack to Cherry St. & Bike-lane extension along same route

6.3: Recommended Improvements Mid Sub-Region

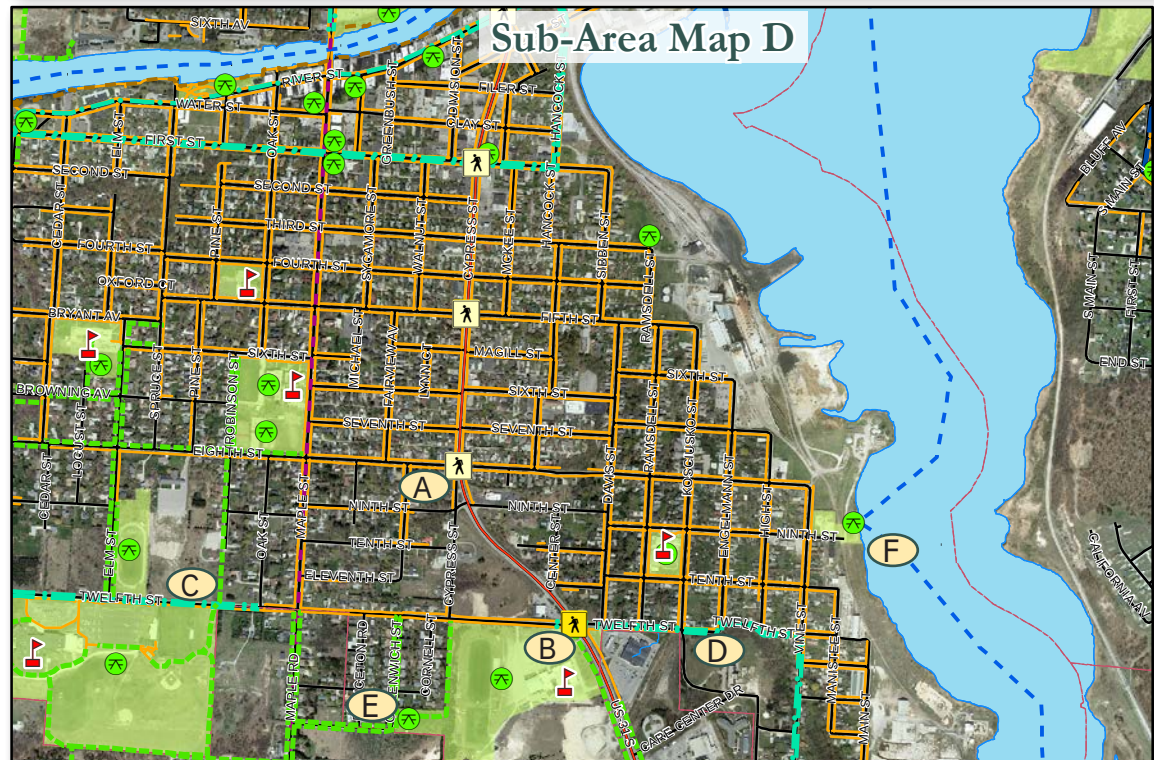
Sub-Area Map C:

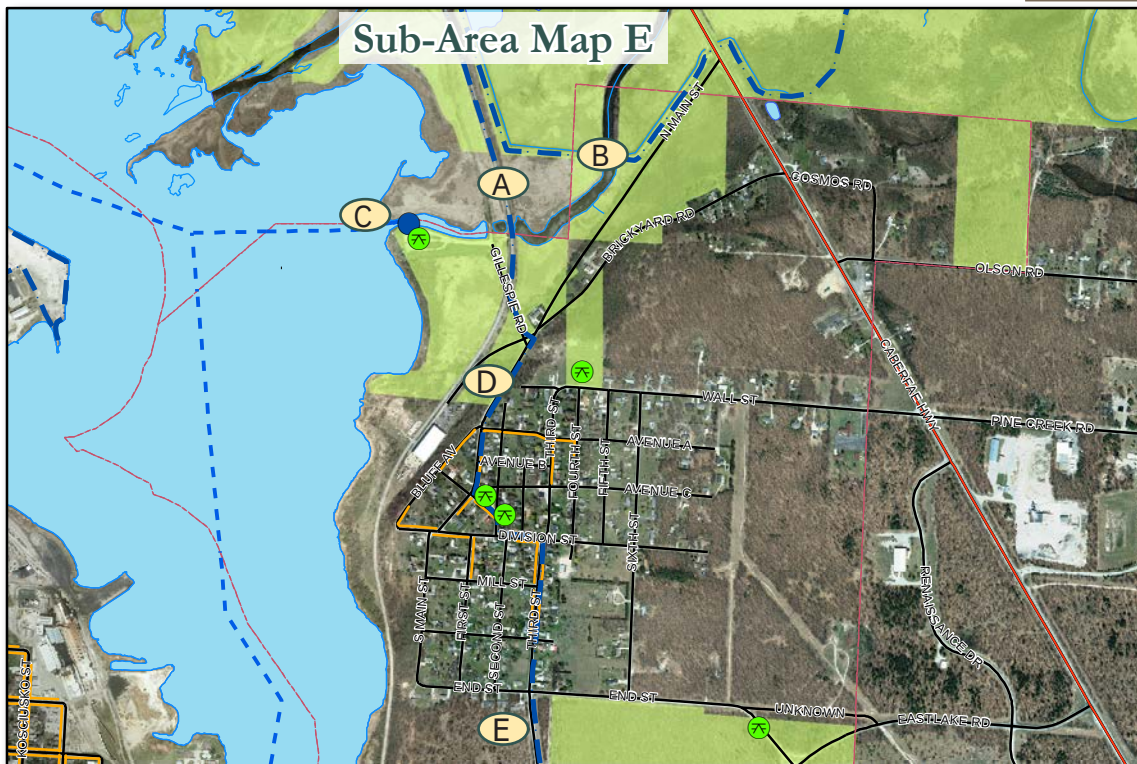
- (A) River-walk extended Northwest side Manistee Lake & River
- (B) River-walk extended along Peninsula District
- (C) Bike-lane extended along River, Hancock & First Streets
- (D) Existing signaled cross-walks at River & First Streets
- (E) Existing signed cross-walk at 5th St.,
- (F) Water trail extending towards south arm of Manistee Lake



Sub-Area Map D:

- (A) Existing signed cross-walk with striped pavement and flashing caution light at 8th St.
- (B) Existing signed crosswalk, no pavement striping or light at 12th St.
- (C) Place bikelanes extended on 12th St. from Tamarack to Cherry as well as sidewalks
- (D) Place bikelanes along 12th St heading East then South along Vine St.
- (E) Place sidewalk connection from Manistee Catholic Central through Mack Park to Maple Rd.
- (F) Water trail connects to 9th St. boat access, continues to extend South in Manistee Lake.

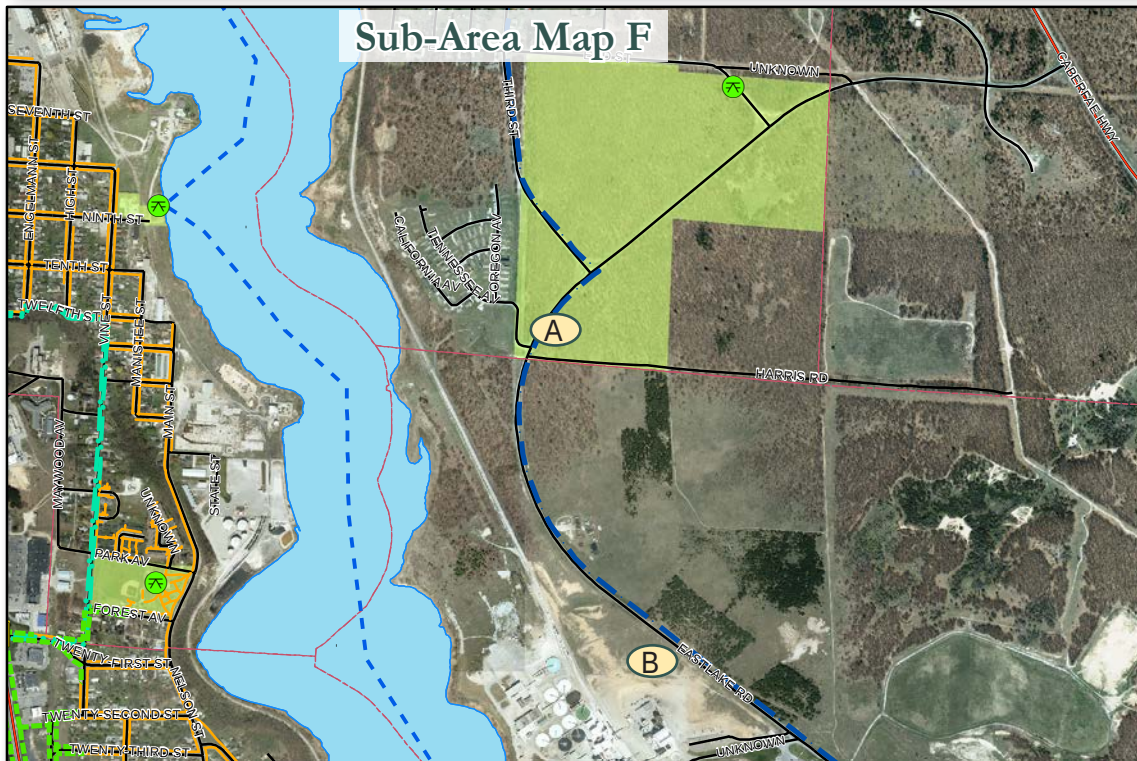




6.3: Recommended Improvements Mid Sub-Region

Sub-Area Map E:

- (A) Non-motorized pathway along rail corridor after relocation of rail-line that connects to Penny Park
- (B) Maintain a pathway along dikes within Manistee State Game Area marsh complex
- (C) Water trails in Manistee Lake and connecting to water access points (Penny Park)
- (D) Non-motorized pathway exits abandoned rail corridor into Village of Eastlake
- (E) Non-motorized trail exits Village of Eastlake and heads South towards Stronach Township



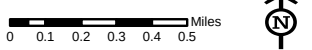
Sub-Area Map F:

- (A) Non-motorized trail exits Village of Eastlake and enters Stronach Township
- (B) Non motorized trail is placed adjacent to Eastlake Rd. with views of Manistee Lake.

Southern Sub-Region Improvements

Legend

-  Proposed Crosswalks
- Proposed Trail/Sidewalks**
 -  Bike Lane
 -  Multiple Use Trail
 -  Non-Motorized Trail
 -  Sidewalk
-  School Properties
-  Park and Recreation Sites
-  Developed Water Access Sites
-  Existing Trail Facilities
-  Existing On Road Bike Facilities
-  Existing Water Trails
-  Existing Sidewalks
-  Highways
-  Roads
-  Streams
-  Water Bodies
-  Manistee County Public Lands
-  Manistee County



Sub-Area Map A

Sub-Area Map B

Sub-Area Map C

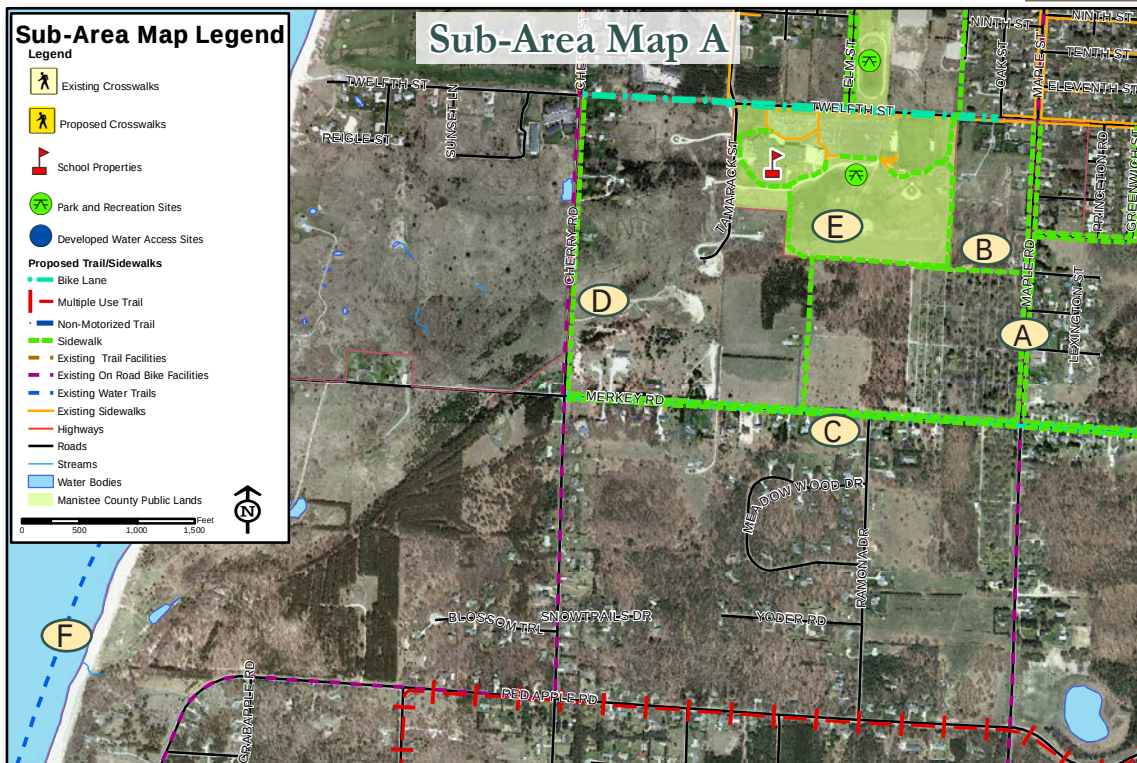
Sub-Area Map E

Sub-Area Map D

Sub-Area Map F

US 31

M-55



6.4: Recommended Improvements Southern Sub-Region

Sub-Area Map A:

- (A) Place sidewalks along both sides of Maple Rd.
- (B) Place sidewalk connector along North side of cemetery that connects Maple Rd. to Manistee High School
- (C) Place sidewalks along both sides of Merkey Rd.
- (D) Place sidewalks along Cherry Rd. heading North to City
- (E) Place pathways around and within Manistee High School property with "Fit Trail Stations"
- (F) Lake Michigan water trail along coast



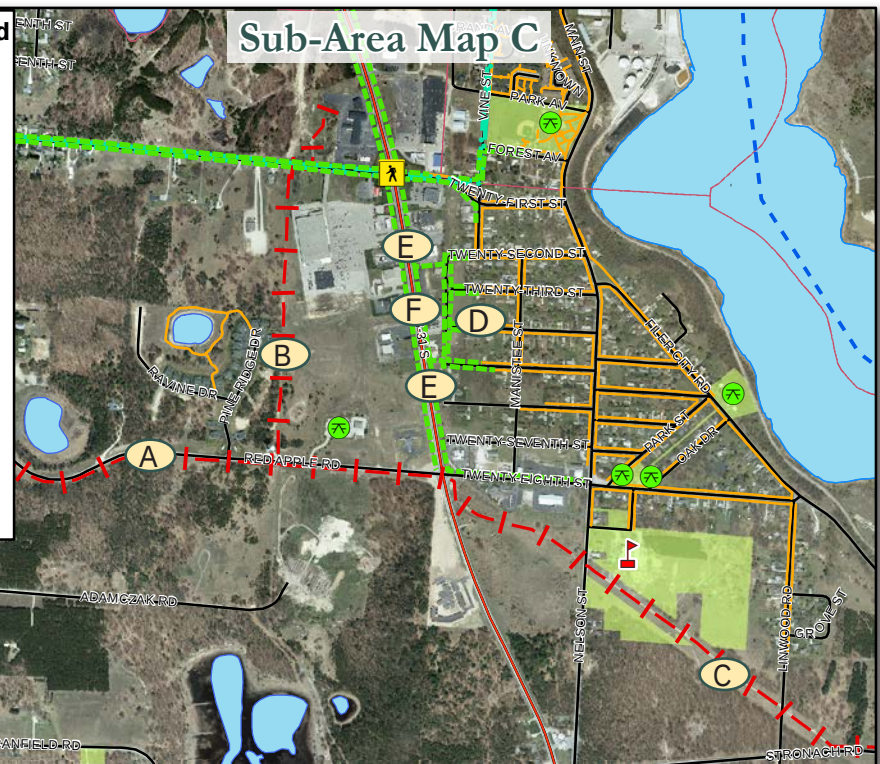
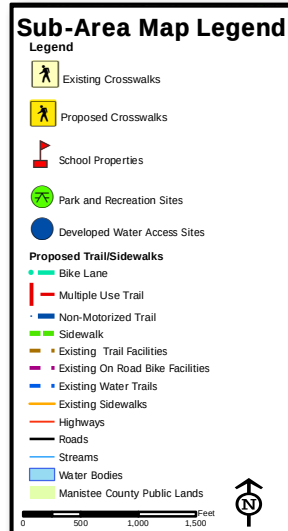
Sub-Area Map B:

- (A) Existing signed crosswalk, no pavement striping or light at 12th St., improve with pedestrian bridge
- (B) Bike lane along Vine St. connecting and extending down Merkey Rd.
- (C) Multi-use trail (snowmobile & non-motorized) terminates behind Days Inn location on US 31
- (D) Sidewalks extend both sides of US 31 in Filer Township from Red Apple Rd. North to 12th St.
- (E) Crosswalk signage and striping placed at Merkey Rd.
- (F) Multi-use trail (snowmobile & non-motorized) extends north on west side of US 31 commercial corridor
- (G) Water trail extends down south arm of Manistee Lake

6.4: Recommended Improvements Southern Sub-Region

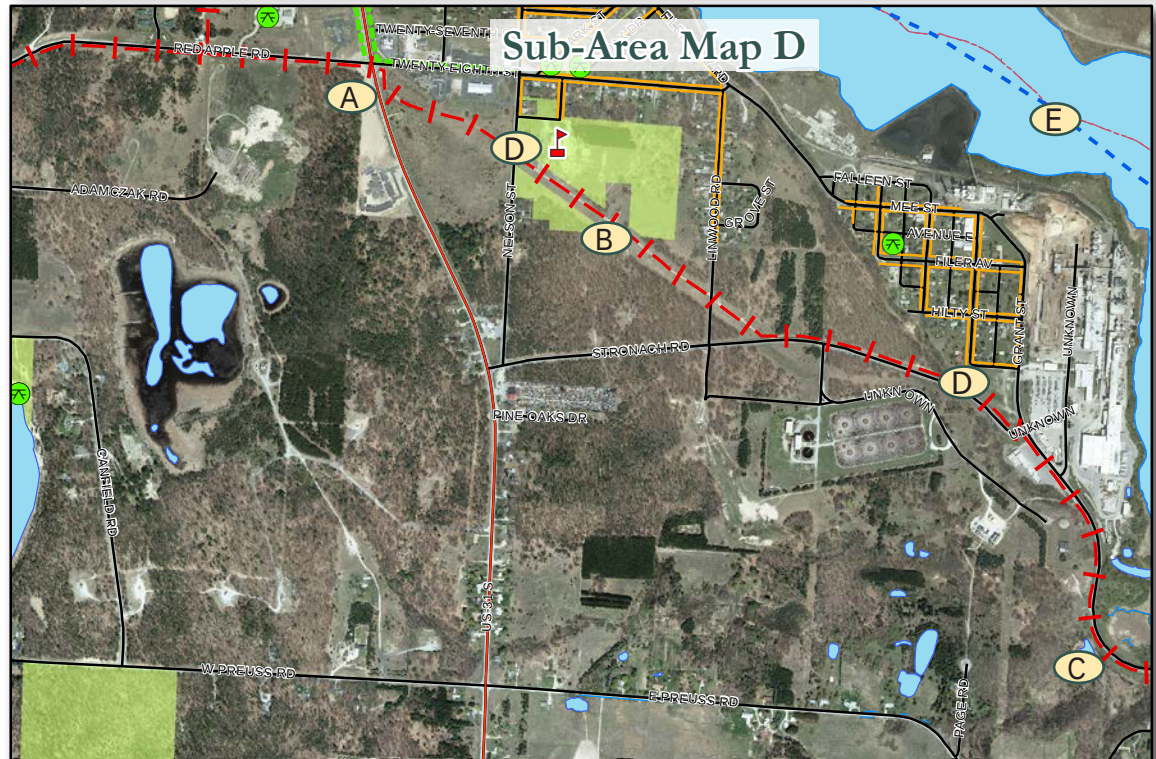
Sub-Area Map C:

- A** Multi-use trail extends West adjacent to Red Apple Rd., eventually turning South towards Mason County and the Manistee National Forest (Nordhouse Dunes)
- B** Multi-use trail extends North just West of US 31 commercial corridor
- C** Multi-use trail extends up powerline corridor from Stronach Rd.
- D** Sidewalks extended along 22nd, 23rd, 24th and 25th Streets in Filer City
- E** Sidewalk connections to US 31 corridor from 22nd and 25th Streets
- F** Sidewalks extend both sides of US 31 in Filer Township from Red Apple Rd. North to 12th St.

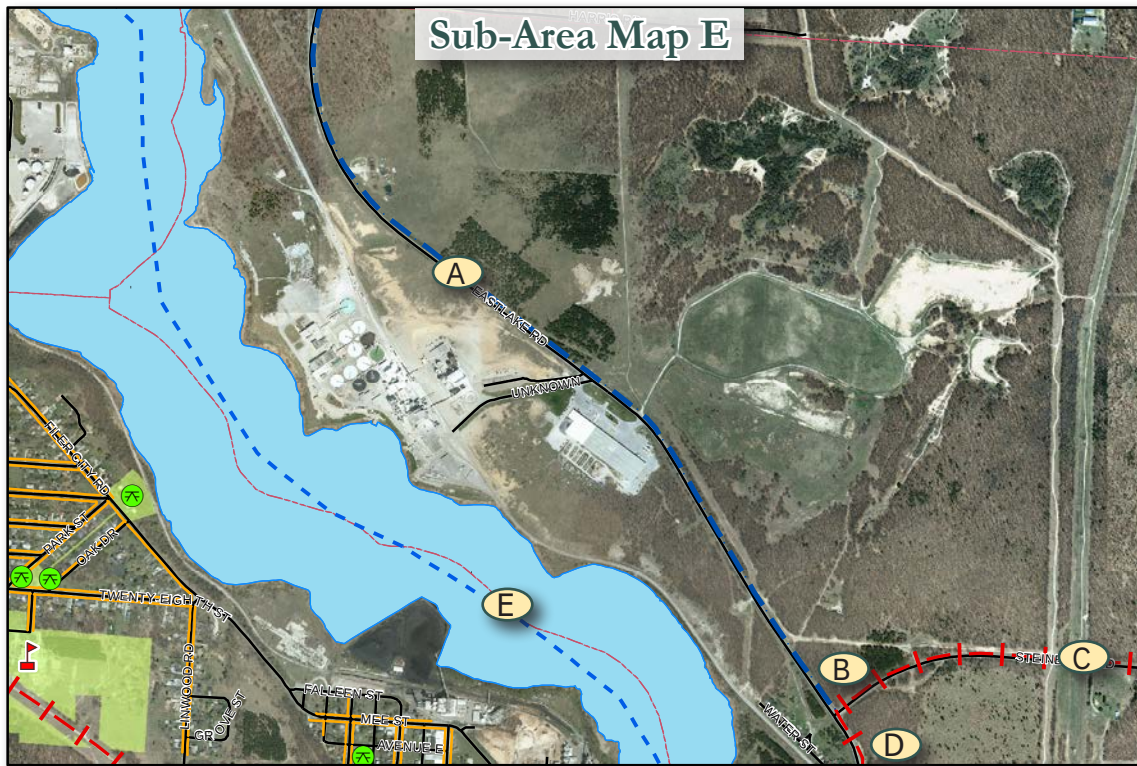


Sub-Area Map D:

- A** Multi-use trail crosses US 31 at Red Apple Rd. (Signage is placed denoting crossing)
- B** Multi-use trail extends up powerline corridor from Stronach Rd.
- C** Multi-use trail is adjacent to Stronach Rd.
- D** Existing sidewalk network is connected to Multi-use trail in key locations
- E** Water trail extends down south arm of Manistee Lake



Sub-Area Map E

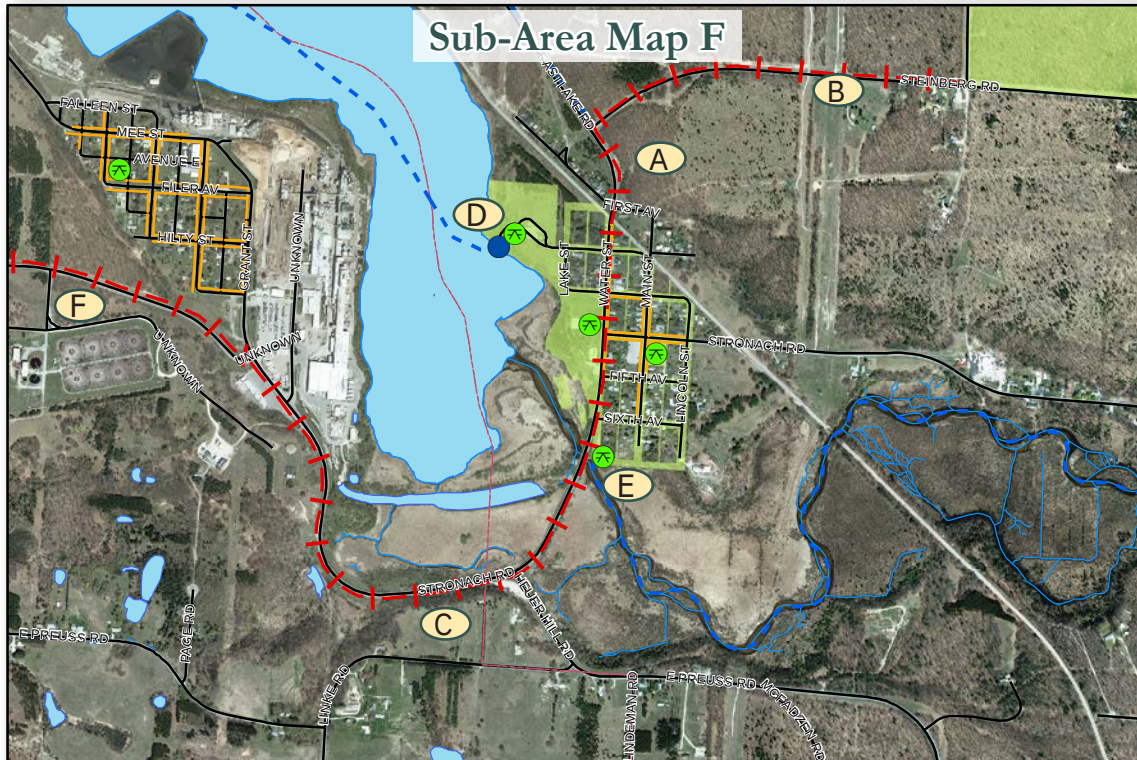


6.4: Recommended Improvements Southern Sub-Region

Sub-Area Map E:

- (A) Non-motorized pathway extends along Eastlake Rd. South in Stronach Township.
- (B) Non-motorized pathway connects to multi-use pathway
- (C) Multi-use pathway extends East to Steinberg trailhead and towards Norman Township
- (D) Multi-use pathway extends South into Stronach Township higher density residential area
- (E) Water trail extends down south arm of Manistee Lake

Sub-Area Map F



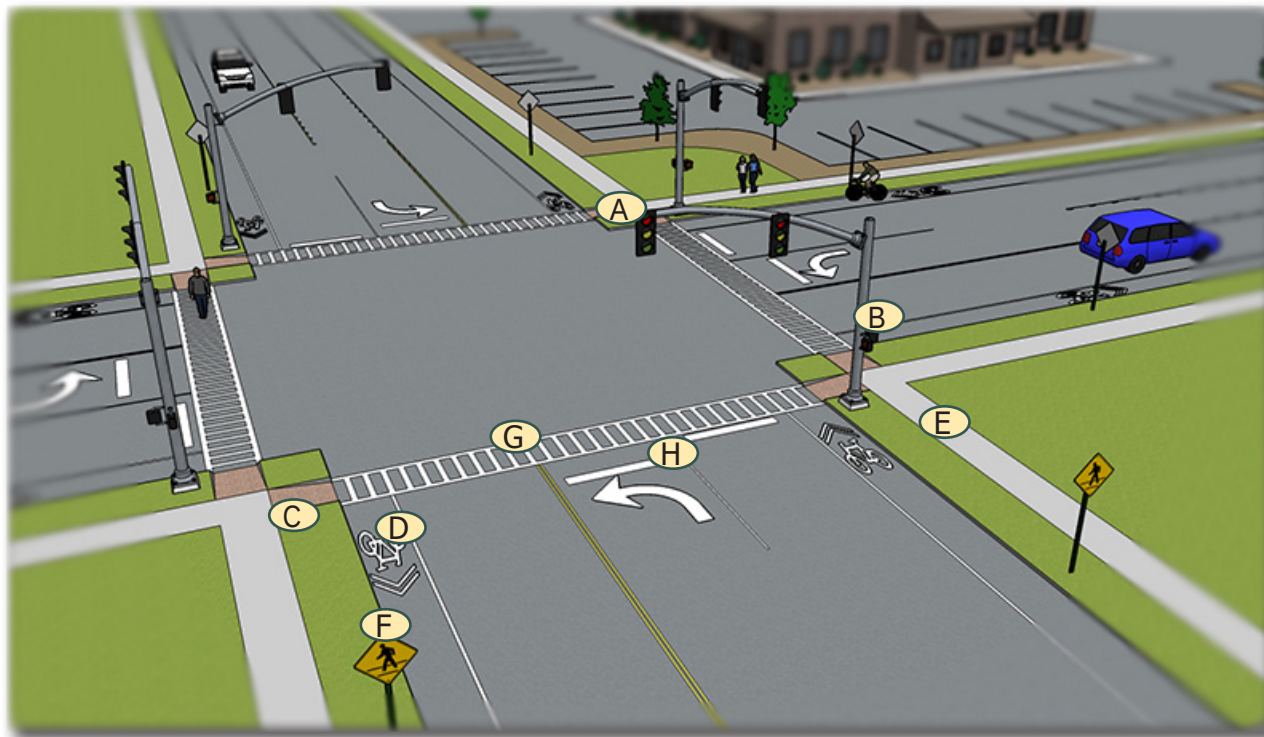
Sub-Area Map F:

- (A) Multi-use pathway extends South into Stronach Township higher density residential area
- (B) Multi-use pathway extends East to Steinberg trailhead and towards Norman Township
- (C) Multi-use pathway extends around South arm of Manistee Lake adjacent to Stronach Rd.
- (D) Water trails in south arm of Manistee Lake and connects to water access point (DNR Stronach boat launch)
- (E) Water trail access to be developed with partnership of Stronach Township, Manistee County, DNR and MCRC
- (F) Multi-use pathway adjacent to Stronach Rd. heading towards Filer Township US 31 commercial corridor

7.0: Design Examples, Schematics and Images

The recommendations provided in the previous section outline specific improvements within the Manistee Lake area which include bike lanes, sidewalks, non-motorized pathways, multi-use pathways and crosswalks. The determination of specific improvements coupled with the locations for those improvements is the heart of this document. Many communities have led the way in multi-modal transportation improvements throughout the US and here in Michigan. Therefore many examples of improvements exist and are readily viewable. This section will outline specific types of improvements and provide examples of their features for the reader.

7.1: Crosswalk Examples:



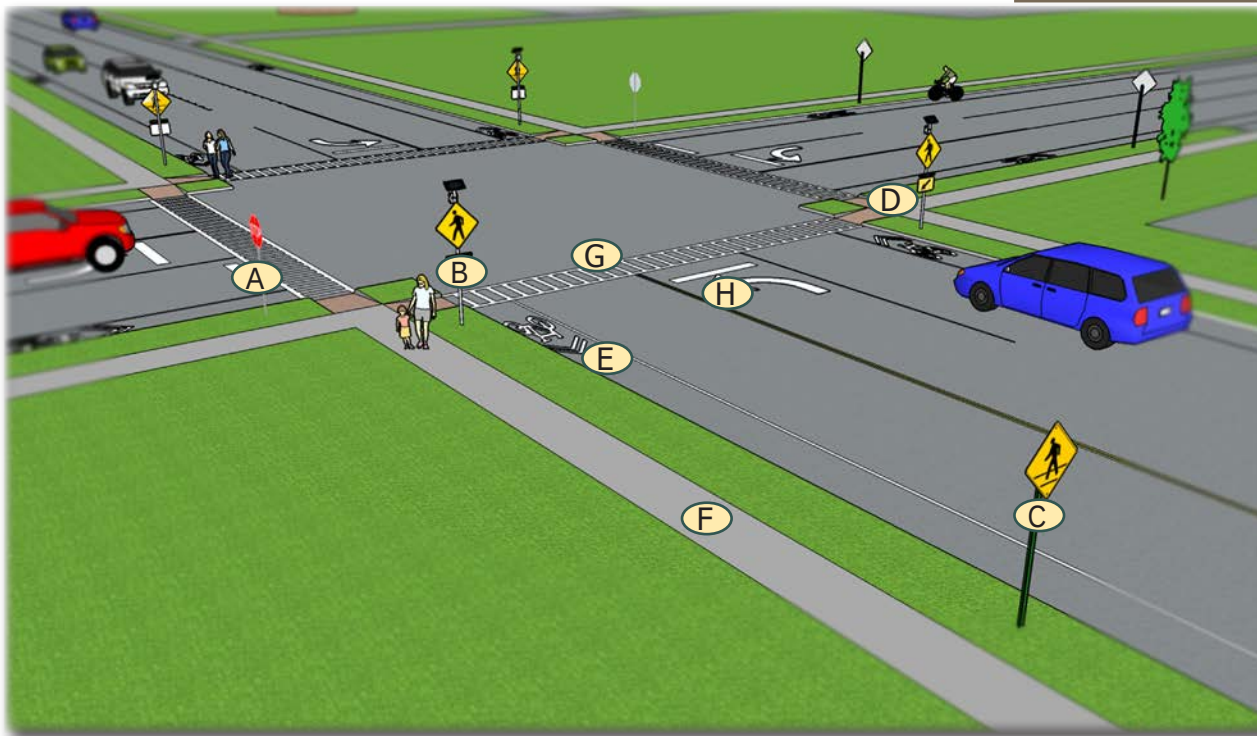
Crosswalk Traffic Signal Intersection

Features:

- (A) Traffic Signals
- (B) Crosswalk Signals
- (C) Detectable Warning
- (D) Bike Lanes w/pavement markings
- (E) Sidewalks
- (F) Crosswalk Signs
- (G) Striping
- (H) Stop Lines

Applications:

- Merkey Rd. & US 31
- First St. & US 31
- River St. & US 31
- M-55 & US 31



Crosswalk Intersection No Signal

Features:

- (A) Side Street Stop Sign
- (B) Flashing Crosswalk Signs
- (C) Preemptive Crosswalk Signs
- (D) Detectable Warning
- (E) Bike Lanes w/pavement markings
- (F) Sidewalks
- (G) Striping
- (H) Stop Lines

Applications:

- Twelve St. & US 31
- 8th St. & US 31
- 5th St. & US 31
- Hill Rd. & US 31
- Kemmer Rd. & US 31

Crosswalk

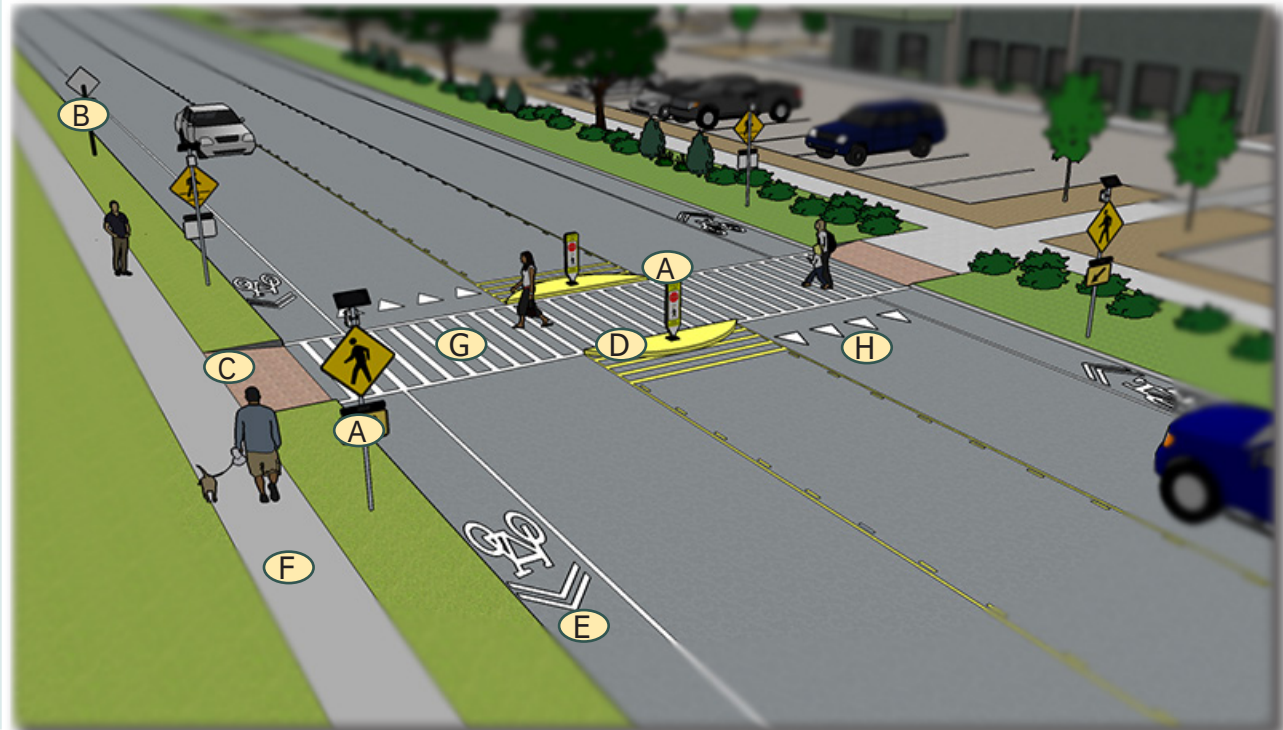
Mid-Block with Refuge Island

Features:

- (A) Flashing Crosswalk Signs
- (B) Preemptive Crosswalk Signs
- (C) Detectable Warning
- (D) Pedestrian Refuge Island
- (E) Bike Lanes w/pavement markings
- (F) Sidewalks
- (G) Striping
- (H) Stop Line Teeth

Applications:

- Vicinity of Arthur St. boat launch in combination with US 31 road diet
- Vicinity of Hospital
- Vicinity of Manistee Catholic Central



Crosswalk

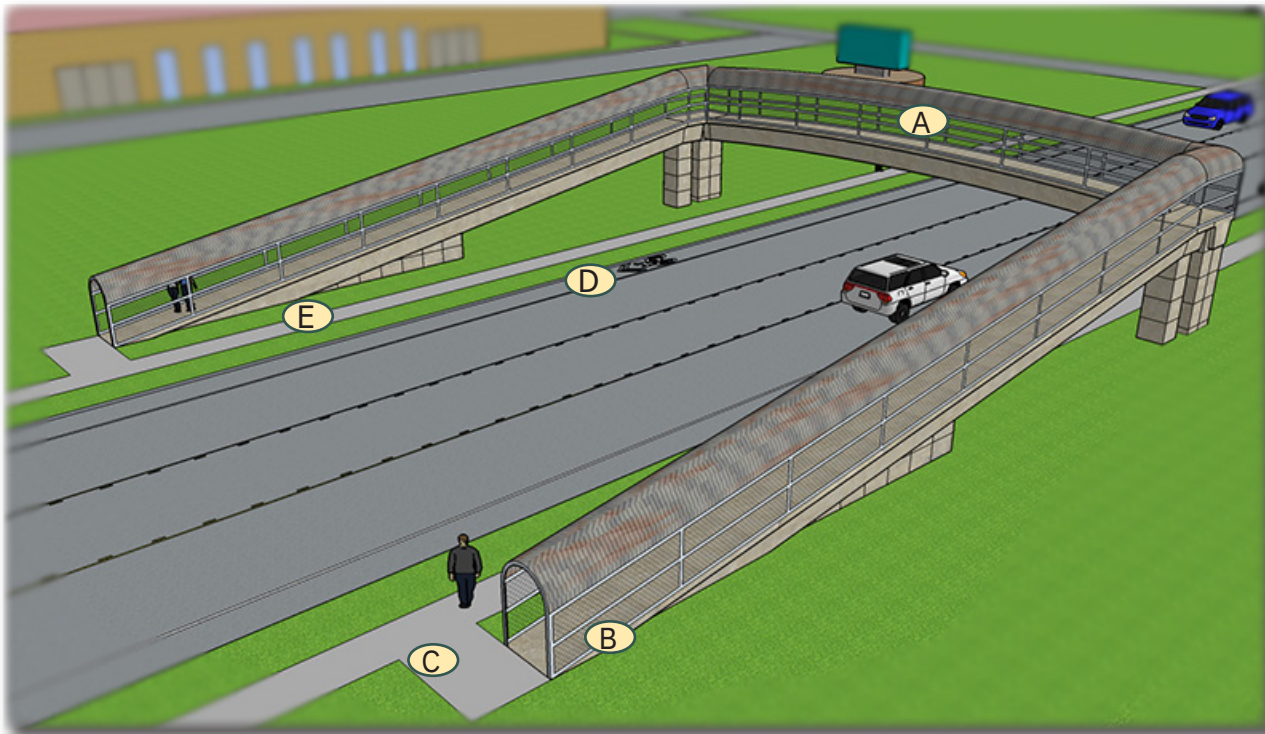
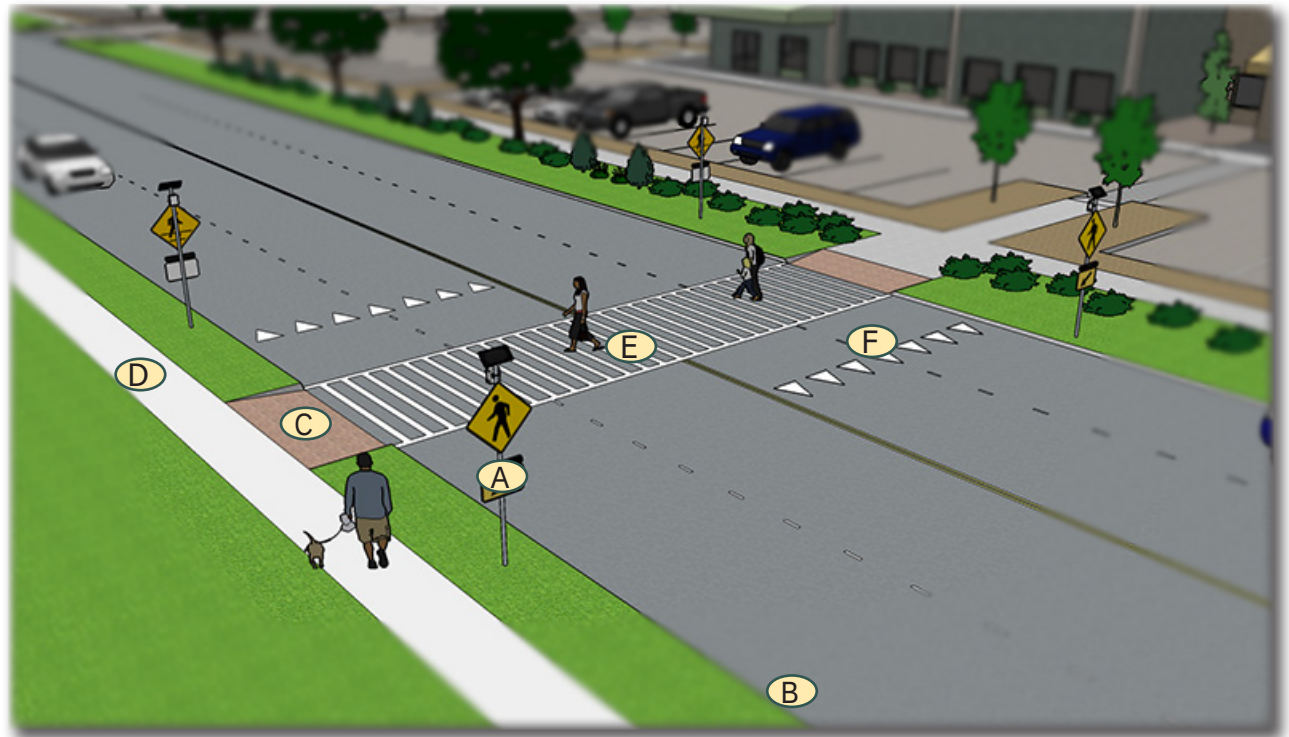
Mid-Block Four Lane Road

Features:

- (A) Flashing Crosswalk Signs
- (B) Preemptive Crosswalk Signs
- (C) Detectable Warning
- (D) Sidewalks
- (E) Striping
- (F) Stop Line Teeth

Crosswalk Plan Applications:

- Vicinity of Arthur St. boat launch with current US 31 design



Pedestrian Bridge

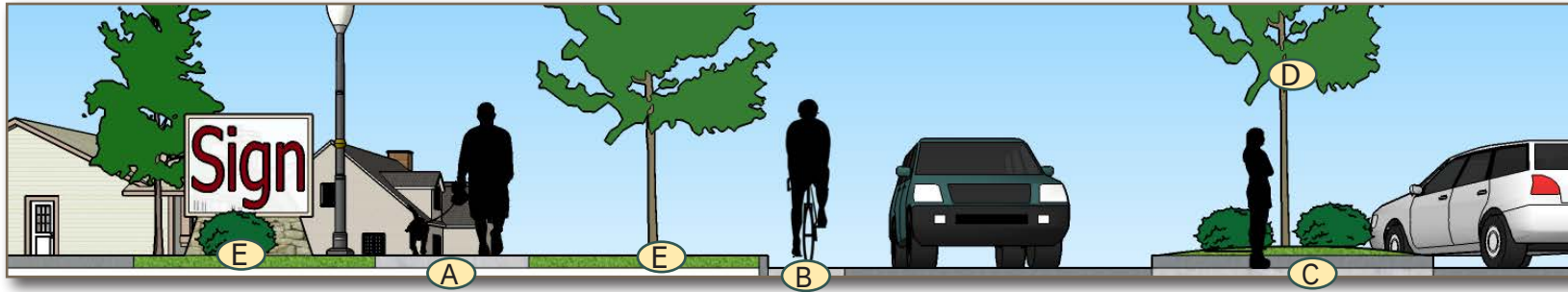
Features:

- (A) Overpass bridge
- (B) ADA accessible
- (C) Bike accessible
- (D) Bike Lanes w/pavement markings
- (E) Sidewalks

Applications:

- US 31 in vicinity of 12th St.

7.2: Sidewalk, Bike-lane and Pathway Sectional Examples

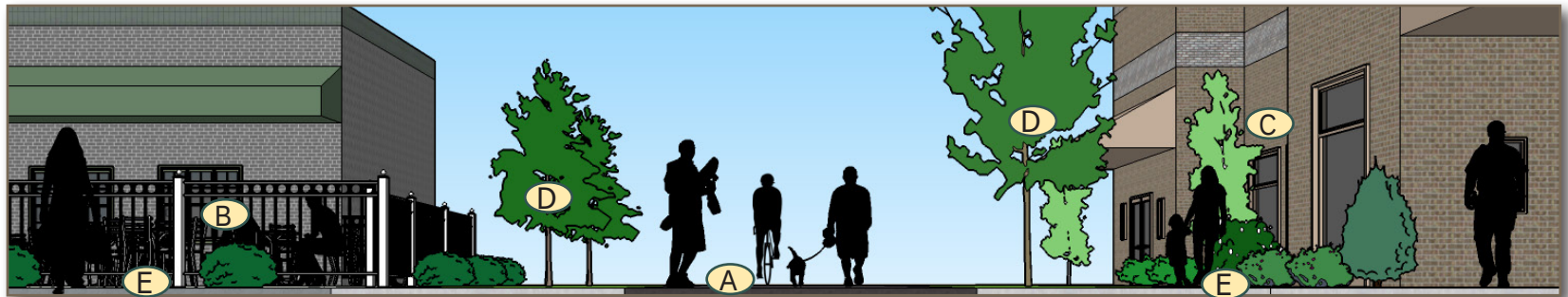


Sidewalk & Bikelane

Features:

- (A) 4' Sidewalk
- (B) Bike Lane w/pavement markings
- (C) Pedestrian Refuge Island

- (D) Landscaping Traffic Calming & Use Separation
- (E) Low Level Signage Promotes Safety

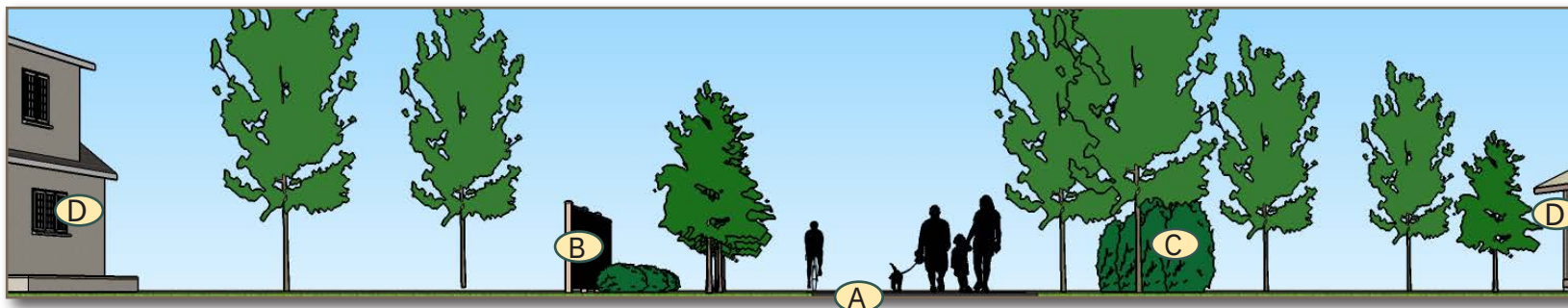


Urban/Suburban Pathway

Features:

- (A) 14' Paved Pathway
- (B) Restaurant Adjacent Outdoor Seating
- (C) Retail/Office Space Access to Pathway

- (D) Landscaping for Buffering and Aesthetics
- (E) Connecting Sidewalks



Suburban/Rural Pathway

Features:

- (A) 14' Compacted Limestone or Paved Pathway
- (B) Fence Buffer for Adjacent Residences

- (C) Landscape Buffer for Adjacent Residences
- (D) Adjacent Residences

7.3: Signage Examples



Painted Bike Lane



Bike Lane Warning

Bike Route/Lane Signs
Bike Routes should be signed along the route for motorists and bicyclists alike. Direction and Safety (awareness) are principles of these signs.



Bike Route Directional



Bike Route Directionals



LED Flashing Crosswalk



LED Flashing Crosswalk

Crosswalk Signs
Crosswalks should be highly visible to motorists. Opportunities for push button flashing crosswalk signs should be utilized along the US 31 Corridor for increased visibility. Inclusion of mid roadway signage is encouraged for traffic calming.



Push Button for Crosswalk



Mid Roadway Signage

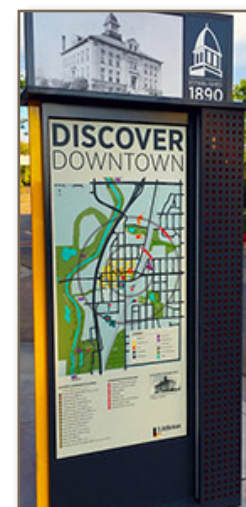


Districts & Uses Directional

Way-finding Signs
Directional signage for districts and uses that supports visitation to areas of a community can be complimented with signage which includes maps displaying sidewalk, pathway and crosswalks for users.



Districts & Uses Directional



Districts & Uses Directional

8.0: Implementation Toolbox

8.1: Organization

The purpose of this planning process and document was to provide a path towards consensus of recommendations for improvements for non-motorized facilities. Facilities are utilized for many purposes such as recreation, health & wellness and transportation to work or school. The various user groups presents opportunities for identifying passionate representatives that will assist with facilitating processes. The geography of the planning area spans many local units of government and encompasses school systems, all of which have councils, boards, and various commissions and sub-committees which can both support endeavors, but also directly apply for funding. With the support of a community and guidance and leadership from elected and appointed officials, avenues can be followed that will lead to success in implementation of recommendations.

Success in implementation relies upon several sequential factors

1. Organization and Support
2. Project Selection & Planning
3. Eligibility & Ability for Funding
4. Grant Administration
5. Project Management
6. Project Completion
7. Project Maintenance

The contents of this plan along with the tools provided for within this toolbox can be utilized to guide our communities thorough a successful implementation process.

8.2: Roles and Responsibilities

Local Government Council, Boards & Commissions

Our elected officials and appointed officials serve in a capacity of not only representation of residents, but also in a broader sense of community building, economic development and environmental stewardship. The structure of local governments guides the appointed planning & park and recreation commission members to coordinate with staff to research, develop, review and critique plans such as this, offering recommendation to the elected body when they are satisfied with the direction of the document. Elected bodies upon recommendation of an appointed body hold public hearings prior to formal adoption of a plan. This process of support and adoption, with a properly crafted plan containing the appropriate content, leads to eligibility for various funding opportunities at State and Federal levels as well as a support case for non-profit funding.

Plan Adoption Process



Role of Staff

Local governments often provide staff or support for staff to see that processes are initiated, and completed appropriately. Staffing is necessary for organizing support, managing projects and grants as well as continual maintenance of facilities into perpetuity. Staff work closely with appointed bodies such as Park and Recreation Commissions and Planning Commissions, whom provide support for plan adoption, selection of projects and the seeking of grants.

Role of Friends Group

Friends Groups are tasked with the raising of funds to assist with development and maintenance of sites and facilities as well as making recommendations for projects. The members maintain a pulse on the community. They spread awareness and nurture support that builds within communities for projects from a grassroots level. The success of many projects can be traced back to the establishment and support of a friends group.

Role of Stakeholders

Stakeholders have a role as a participant, user, business owner or steward of facilities or resources. Stakeholders were consulted for this planning process as they hold valuable information, unique points of view and experience that shapes content of the plan. Support for specific improvements & facilities, access to funding, fundraising & capacity building are roles that are often met in part through stakeholders.

Role of the School System

The School System plays a vital role with non-motorized transportation facilities. The denser residential areas in the Manistee area provide the opportunity to connect school age children with the ability to access their schools via non-motorized routes. These routes must be designed appropriately to provide safe and efficient travel from home to destinations. A primary role of the school system is support through "Safe Routes to School".

Roles & Responsibilities	Responsible Parties	Functions	Project/Plan Support & Input	Plan Development	Plan Approval & Recommendation	Plan Adoption	Obtain Request for Qualifications for Design & Construction Firms	Project & Facility Selection	Obtain Request for Proposals from Qualified Firms	Obtain Preliminary Design & Cost Estimate	Grant Applicant	Grant Writing	Grant Administration	Obtain Final Project Design (From Selected Firm)	Invoice Payment & Grant Fund Capture	Fund Development	Capacity Building	Maintenance
	Elected Governmental Bodies or Official		✔			✔					✔				✔			✔
	Planning Commissions		✔		✔													
	Park and Recreation Commissions		✔	✔	✔		✔	✔	✔	✔	✔			✔			✔	✔
	Friends Groups		✔					✔			✔					✔	✔	✔
	Stakeholders & Public		✔															
	Staff		✔	✔			✔		✔	✔		✔	✔					✔

8.3: Necessary Actions

Much has been accomplished in recent years that prepares our communities to achieve the recommendations of this plan, although there are several necessary actions that should be undertaken in order to ensure that we as a community are in the best possible position to compete and be successful. The following actions should be undertaken.

Complete Streets Policies and Resolutions

In 2003 an Executive Directive was handed down from the Governor's Office that directed "Context Sensitive Design For Transportation Projects". Later in 2010 two pieces of legislation were adopted, Public Acts 134 and 135, under the influence of the 2003 executive directive. These two acts established complete streets legislation and the Complete Streets Advisory Council (CSAC). The CSAC was charged with providing education and advice to local governments, road agencies and stakeholders. The CSAC was disbanded in 2015 under a sunset repeal of that portion of the act having met their charges and believing that the MDOT and local road agencies can carry the effort forward.

The legislation supports the adoption of resolutions and establishing policy at the local governmental level. These resolutions and accompanying policy seek to develop roadway infrastructure that meets the needs of all users including pedestrians and bicyclists. A sample Resolution and Policy is included in Appendix B. Act 134 points to the planning process for incorporation of these facilities and seeks to tie them directly into Community Master Plans or in this case a Non-Motorized Plan, as it directly references the 2008 Planning Enabling Act and amendments. More information can be found on the MDOT website at [COMPLETE STREETS](#)

NECESSARY ACTION: Local Governments and County adopt Complete Streets Resolutions and Policy that will support the inclusion of multi-modal facilities into Local Transportation Planning.

Safe Routes To School

The Safe Routes to School (SRTS) is a federal program that seeks to make it safe, convenient, and fun for children of all abilities, to bicycle and walk to school. Eligibility for the granting program is available to any school with at least one grade in the K-8 range, whether public, charter, tribal or private. The program is managed by the Michigan Department of Transportation with support provided by the Michigan Fitness Foundation and seeks to:

- *Enable and encourage students in K-8, of all abilities to walk and bicycle to school;*
- *Make bicycling and walking to school a safer and more appealing transportation choice, thereby encouraging a healthy and active lifestyle from an early age;*
- *Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of elementary and middle schools*

A cooperative approach to this program should be explored with the local governments in the Manistee Area providing a supporting role to the School Board to participate and utilize the advantages of the program. The program provides free webinar training that outlines the basics of the program. The program website can be explored for more information at [SAFE ROUTES TO SCHOOL](#)

NECESSARY ACTION: School Board members, local elected officials, school administrative staff and planning staff participate in the free webinar and then hold a dialogue concerning the feasibility of moving forward with the program.

Grant Writing Workshops & Continuing Education

Funding for improvements can be a difficult prospect when budgets are tight, therefore many times grants are relied upon to fill in the gaps. Seeking and obtaining grants is a multi-facilitated process that incorporates identifying a project, finding eligible grants, soundly completing a grant application, achieving application selection and project awards, tracking of invoices and payments for eligible costs, seeking reimbursement of funds and managing the grant award through proper reporting. All of these tasks incorporate more than one individual within the process in order to achieve success. This often includes staff whom can write grants and administer the process, Treasurers whom manage the invoicing and payments of reimbursable funds, and Supervisors or Presidents of local governments whom sign off on the grant applications.

Complexity of grant writing and administration is a known impediment to the success of obtaining grants. Therefore many opportunities exist to participate in workshops and trainings that teach the skills necessary to be successful in grant writing. The State of Michigan utilizes grant workshops each spring that educate on changes to grant programs, and offers refreshers and pointers on building a successful grant application.

NECESSARY ACTION: Local governments should encourage elected officials and staff to attend grant workshops and continuing education opportunities that will assist with success in obtaining grants.

8.4: Capacity Building and Funding Mechanisms

"It almost always comes down to funding." Project implementation often time hinges on the availability of funding in order to see success. Fund development and success in obtaining funds often relies upon well developed and supported plans. This section will outline different sources of available funds and funding mechanisms that are available for multi-modal and non-motorized transportation.

Grants

Grants are available in many different forms through both the public and private sector. The most common grants stem from the State and Federal Government. These grants often have match requirements that rely upon a percentage of the total grant allotment to be met. They include administrative reporting that often requires monitoring of the project, expenses, invoicing and payment reimbursements. Non-motorized transportation funding often meets criteria for both standard transportation granting programs as well as recreation granting programs.

State Grants

The State of Michigan has funding sources for which many of these projects meet eligibility through two primary agencies, the Michigan Department of Transportation (MDOT) and the Michigan Department of Natural Resources (MDNR). Each agency funds different types of improvements, but there is overlap. The following tables provide eligible grant opportunities.

MDOT Grant Table

Grant/Loan Name	Type	Match	Allotment	Eligible Applicants	Priorities	Eligible Projects
Safe Routes to School	Grant	No	\$200,000	School Districts (K-8)	School Route Improvements	Sidewalks, Crosswalks, Bike Lanes, Bike Racks, Signage
State Infrastructure Bank	Loan	No	\$2 Mil	Act 51 Public Entities	Reduce Borrower Costs, Investment, Accelerate Delivery of Projects	All phases of a transportation project within road right of way
Transportation Alternative Program	Grant	20%	No Max.	Local Units of Government, Tribal Governments, Road Agencies	Multi-modal and non-motorized facilities	Trails, Bike Lanes, Crosswalks, Signage, Bike Racks, etc.

MDNR Grant Table

Grant/Loan Name	Type	Match	Allotment	Eligible Applicants	Priorities	Eligible Projects
Michigan Natural Resources Trust Fund	Grant	25%	\$300,000* No Min**	Local Units of Government, School Districts	Development of Recreation Sites, Land Acquisition	Trails, Recreation Facilities, Land Acquisition
Land and Water Conservation Fund	Grant	50%	\$300,000	Local Units of Government	Recreation Development Projects	Trails, Recreation Facilities
Recreation Passport Grant Program	Grant	25%	\$150,000	Local Units of Government, School Districts	Multi-modal and non- motorized facilities	Trails, Bike Lanes, Crosswalks, Signage, Bike Racks, etc.

*Site Development

**Land Acquisition

Federal Grants

The Federal Government provides ample grant opportunities for Pedestrian and Bicyclists through many established programs. Programs are administered through the U.S. Department of Transportation Transit, Highway, and Safety Funds.

USDOT Grant Table

Grant/Loan Name	Type	Match	Allotment	Eligible Applicants	Priorities	Eligible Projects
Build Discretionary	Grant	20%	No Min.	State, Local, Tribal Gov.	Safety, Economic, Sustainable	Sidewalks, Crosswalks, Bridges, Bike Lanes, etc.
Infrastructure for Rebuilding America	Grant	40%	No Min.	State, Local, Tribal Gov.	Economic, Fund Leverage, Innovation, Performance	Sidewalks, Crosswalks, Bridges, Bike Lanes, etc.
Surface Transportation Block Grant Program	Grant	N/A	N/A	State, Regional Planning Authority	Improve Mobility, Economic Growth, Innovation	Project must be in a State Trans. Improve Program Sidewalks, Crosswalks, Bridges, Bike Lanes, etc.

Manistee County Community Foundation Grants

The Manistee County Community Foundation serves the community of Manistee with a wide array of endowments that impact all facets of our community. The Minger Family Endowment was created through the generosity of Forest R. Minger, upon his passing, he provided significant funds to the MCCF for the purpose of recreational trail and site development. This granting program is available on a yearly basis and will be a critical source of funding to see the recreational visions of the community become a reality.

MCCF Grant Table

Grant/Loan Name	Type	Match	Allotment	Eligible Applicants	Priorities	Eligible Projects
Minger Family Endowment Fund	Small & Large Grants	10%	\$5,000 or \$100,000	Local, Tribal Gov., School Districts, Nonprofit	Trail Acquisition/Dev., Indoor & Outdoor Rec., Water Sites	Trails, Boardwalks, Water Trail Access, Rec Sites

Fundraising & Donations

Performing fundraising and seeking donations is an important piece to the funding equation. Most grants require a match in order to receive the grant award. Meeting that match percentage can mean the difference between a project meeting completion or being left on the drawing board. The establishment of the Friends of SMARTrails non-profit provides the avenue for setting up and scheduling fundraising events and seeking and obtaining donations. As of this writing the Articles of Incorporation have been filed with the State of Michigan, and work has begun on the

completion of the appropriate IRS Forms for the non-profit.

Over the next few years the Friends Group should be setting work plans for events that support and build upon the development of non-motorized, multi-modal and multi-use facilities. These events could become annual, which may further build and increase support for a succession of projects that work to complete the desired system. The development of marketing materials and “swag” that can be offered to attendants of an event or sold and proceeds going to the cause will build support and funds.

Tax Disbursement/Re-appropriation & Mileage

The last piece in the capacity building and funding discussion is that of utilizing tax dollars to fund facilities. Often discussed apprehensively, the use of tax dollars to fund projects and facilities is common place in several rural Michigan communities. The advantage of having a set amount of tax dollars on a yearly basis to implement projects is immense. With the abundance of grant dollars available through several sources, including the MCCF, which requires that their grant funds be expended within Manistee County; it is strategically advantageous to have a fund of monies that are specifically for a grant match.

Survey results from both the 2015 and 2019 surveys displayed support for a mileage specific for recreation, with 57% supporting a mileage in 2019. The 2019 survey went further and asked the controversial question of whether re-appropriation of existing taxes should be a consideration for non-motorized, multi-modal, multi-use facility and recreation site development. 66% of respondents were in favor of re-appropriation.

The percentages in support of these measures through two consecutive surveys with 4 years of separation should be heeded by local and regional elected officials. With immense projects on the horizon supported by large majorities of our community, funding from governmental entities displays a full “buy in” to the process and implementation. This both shows local support to our communities residents and visitors, and also to granting agencies that favor approving applications that are both morally and financially supported by our local units of government.

8.5: Project Selection & Implementation

A work group of responsible role players should be assembled. The work group should begin synthesizing the recommended improvements from within this document and enter the information into the tables of Appendix A. These tables should then be utilized with the project selection process and implementation flow chart within this section. Following the Selection Process and Implementation Flow Chart will lead to meeting the desires of the community as outlined within this plan. Meeting the desires of the community achieves the purpose of the plan.

Selection Process

- Need
 - * *Representatives from the various “role players” should meet and discuss the overall need for specific projects. Projects considered “low hanging fruit” or readily available for completion should funding be available and those that are a starting point for a succession of projects should be given priority.*
- Funding Eligibility
 - * *Eligibility of various funding mechanisms, whether grants or other means, is critical to the success of projects and must be determined prior to establishing full support and submittal of applications seeking the funds.*
- Support
 - * *With projects identified that are with the plan, and considered feasible with identified funding, support should be sought from both residents and the local unit of government in which they are located and those adjacent that will build off that projects success. Formal support in the form of resolutions and letters is desired to accompany the project application.*

8.6: Implementation Flow Chart

1. Responsible Role-players & Support

Initial assignment of responsible role-players and support of project(s) type(s).

2. Project Selection

Role-players determine specific project from plans and project options.

3. Eligibility & Funding Ability

Determine routes for funding (grant, government general fund, etc.); is match needed?

4. Formal Project Support

Obtain resolutions of support from governmental units.
Obtain letters of support from governmental agencies, stakeholders & residents.

5. Project Preliminary Design & Cost Estimate

Determination of design and cost for inclusion within grant application(s). The request would be made to selected firms following a Request for Qualifications (RFQ) & Request for Proposals (RFP).

6. Grant Application Preparation

Grant application is prepared for the selected project.

7. Grant Application Submittal

Grant application is submitted under the authority of respective agency or non-profit with accompanying support materials (resolution(s)/letter(s) of support, and project design/cost estimate.

8. Grant Award

Grant Applicant is notified of success of application.

9. Final Project Design

Success of grant award triggers a final design for the project with updated costs.

10. Grant Administration

Accountability to granting agency of project status, payments and reimbursement requests through completion of project and close-out of grant.

11. Project Construction Management

Contracted firm initiates construction of project.

12. Project Completion

Project is constructed and made available to the public.

13. Grant Close-out

Final reporting of grant administration and close-out of grant.

14. Project Maintenance

Continual maintenance of the project and site is important to preserve the quality of the site for use into perpetuity.

The Flow Chart on this page provides a sequential order of operations for successful implementation of this plan.

Closing

Upon the closing of this planning process; the completed document, meant to be dynamic and absorb change as the community grows, should be readily viewed and utilized as a the guide it is meant to be. The utilization of the implementation process and appendices should provide readily and easily discernible steps to be taken with priority projects for which funding can be sought through the many eligible funding sources.

The desired improvements provided for within the document, if instituted, will have far-reaching affects on the community. Looking ahead to the Manistee Area, twenty or thirty years from now, we can envision that the recommended improvements will provide greater access to residential, retail, recreation and school/civic locations for those utilizing non-motorized methods of transportation. Increase in business that relates to non-motorized transportation and locations that become hubs centered around non-motorized, multi-modal and associated facilities will continue to drive economic development for the community.

The area residents are proud of the existing community, and with the correct foresight and planning, can continue to maintain pride in the community as it grows.

Appendix A (Work group members should utilize the following tables for organization of improvements and rank by project priority).

[illegible]