



Downriver Linked Greenways Initiative Master Plan Addendum

June 2008

Project Sponsors and Contributors:



Downriver Community Conference

**DTE Energy
Foundation**



Assistance Provided by:



DLG2002.01T

Downriver Linked Greenways Initiative Master Plan Addendum 2008



Table of Contents

Overview	4
Addendum	4
Marketing Brochure	4
DLGI Website Template.....	4
Update Process.....	6
History of DLGI	6
Progress and Happenings.....	7
Wayfinding Manual	7
Cooperation Conservation Conference.....	7
Connecting Michigan Plan.....	7
Michigan Recreation and Parks Association Committee	9
Discover Our Wild Side.....	9
Detroit River International Wildlife Refuge.....	9
Byways to Flyways	10
Rouge Gateway Greenway.....	11
DLGI Vision.....	12
Community Foundation for SE Michigan	12
HCMA/East West Connector	12
North South Connector	15
Rouge Gateway Greenway/Hines Park	15
I-275 Trail System.....	15
Monroe/Lake Erie Trails	16
Detroit Heritage River Water Trail.....	17
Potential Funding Sources	18

Overview

The Downriver Linked Greenways Initiative (DLGI) began in 1999 and is a community-driven regional effort to coordinate non-motorized transportation in the Downriver area. The Downriver communities recognize the importance and need for the improvement of issues surrounding quality of life in the area. The DLGI is attempting to improve the quality of life of Downriver residents, employees and visitors by connecting communities to one another and to the larger Southeast Michigan Region.

In 1999, the DLGI was one of only a few multi-jurisdictional, non-motorized initiatives in southeast Michigan. The DLGI was at the forefront of regional planning efforts and helped to fuel statewide momentum. Excitement, enthusiasm, public support, and funding opportunities have continued to grow and non-motorized planning and implementation is now considered one of the top Quality of Life issues in the region.

Addendum

This document is an addendum and update to the original DLGI Master Plan which was completed in 2001. This update was completed in order to recognize and document the significant efforts and accomplishments related to non-motorized connections and resource-based recreation that have taken place in the Downriver area over the past 7 years. This addendum also serves to update the vision for connectivity within the region and to provide updated information regarding potential funding sources.

Marketing Brochure

In addition to this addendum, the update efforts included the creation of a two-sided, full color, 11"x17" marketing brochure to represent the various opportunities available (or planned) to trail users in the Downriver area. The brochure will be a key communication piece for the DLGI to continue to raise awareness of the regional efforts.

DLGI Website Template

As part of the update to the DLGI materials, a web site template was developed for future use and implementation by the DLGI. The website will serve as a far-reaching communication media which is easy to update, provide news on events, and disseminate information throughout the world regarding the DLGI efforts. It's envisioned that

links to the DLGI website will be included on other state, regional, and local websites to direct more stakeholders and potential users of the non-motorized system to the Downriver area.

Downriver Linked Greenways Initiative Partners

City of Allen Park
Brownstown Township
Community Foundation for Southeastern Michigan
City of Dearborn
City of Detroit
Congressman John D. Dingell
Downriver Community Conference
DTE Energy
City of Ecorse
City of Flat Rock
Fort-Visger CDC
City of Gibraltar
Great Lakes Works United States Steel
Grosse Ile Township
Huron-Clinton Metropolitan Authority
Huron Township
International Wildlife Refuge Alliance
City of Lincoln Park
Marathon Oil
City of Melvindale
Metropolitan Affairs Coalition
Michigan Department of Transportation
Michigan Sea Grant
City of Monroe
Monroe County
Riverside Kayak Connection, LLC
City of Riverview
City of River Rouge
City of Rockwood
Southern Wayne County Chamber of Commerce
City of Southgate
City of Taylor
City of Trenton
Van Buren Township
Wayne County
City of Woodhaven
City of Wyandotte

Downriver Linked Greenways Initiative Marketing Brochure

"It's fun to be a little bit different in the world, to make a few new trails of your own."
Dennis Weaver



North-South Connector

Trail is planned to connect Lake Erie Metropark to the City of Detroit, generally following Jefferson Avenue and/or the Detroit Riverfront and link into the Fort-Walker Greenway project. Trail will traverse through 8 communities and provide a connection to Grosse Ile, Humbug Marsh, the International Wildlife Refuge Headquarters, Historic Elizabeth Park, John D. Dingell Park, and Belanger Park.

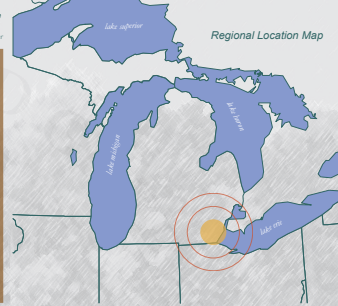
16 miles



HCMA/East West Connector

The trail provides a connection to the I-275 Bike Path, several Metroparks and communities. It generally follows Gibraltar, Woodruff, and Old Fort Roads, Lower Huron, Willow, Oakwoods and Lake Erie Metroparks total more than 6000 acres and provide a wide variety of recreational opportunities.

24 miles



DOWNRIVER -linked- GREENWAYS INITIATIVE



Rouge Gateway Greenway/Hines Park

The paved trail currently leads from the Hines Drive trail system, through the campuses of Henry Ford Community College and UJM-Dearborn, including parts of Wayne County and City of Dearborn parklands. The Hines Parkway trail system traverses from 7 Mile Road to Ford Road along the Middle Rouge River and Hines Drive.

27 miles



I-275 Trail System

Built in the mid-1970's within the I-275 right-of-way, the trail connects Oakland, Wayne, and Monroe Counties with links to Willow, Lower Huron and Oakwoods Metroparks. Wayne County's Hines Drive, as well as local communities, businesses and schools.

42 miles



The Downriver Linked Greenways Initiative (DLGI) began in 1999 and is a community-driven regional effort to coordinate non-motorized transportation in the Downriver area. The Downriver communities recognize the importance and need for the improvement of issues surrounding quality of life in the area. The DLGI is attempting to improve the quality of life of Downriver residents, employees and visitors by connecting communities to one another and to the larger Southeast Michigan Region.

The purpose of this brochure is to represent opportunities available to trail users in the Downriver area. In order to make your experience better, for more information on individual trails, and to get the most up to date status of proposed trails, log onto www.downrivergreenways.org



© Downriver Linked Greenways Initiative 2008

Downriver Linked Greenways Initiative Website Template



Update Process

The Downriver Linked Greenways Initiative Addendum, Marketing Brochure, and Website Template were spearheaded by the DLGI co-chairs, Anita Twardesky, of Riverside Kayak Connection, and Mary Bohling, of Michigan Sea Grant. The Downriver Community Conference again served as fiduciary for the project and the update was funded with assistance from corporate sponsors US Steel, Marathon Ashland, and DTE Energy Foundation. Representatives from the corporate sponsors provided input and review during the development process.

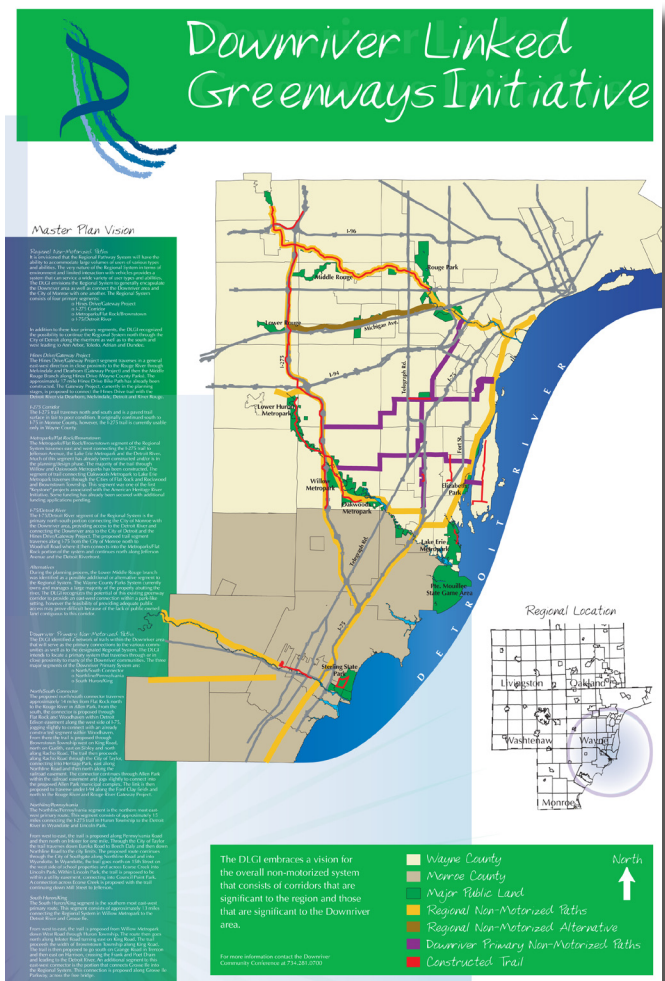
Once draft documents were complete, the DLGI held 3 stakeholder input/review meetings with assistance from local State Representatives Barbara Farrah, Ed Clemente, Gino Polidori, Hoon-Yung Hopgood, Kathleen Law, and Kate Ebli. The 3 input meetings were held:

- March 18, 2008
Stinson Center
Ecorse
- March 18, 2008
Gibraltar Community Center
- March 24, 2008
Van Buren Township Offices

Input from these meetings was incorporated into the final products. The complete Addendum, Marketing Brochure, and Website Template were unveiled at the Downriver Summit held on May 12, 2008 at the Flat Rock Community Center.

History of DLGI

At the 1999 Downriver Summit Meeting, it became apparent that there was a significant need in the Downriver area to improve on quality of life issues. One of the quality of life issues raised by major employers in the area stated that families and employees need connected walking and biking paths. From there, former Representative George Mans and Congressman John Dingell spearheaded the start of the Downriver Linked Greenways Initiative (DLGI) meetings to gauge the various communities level of interest. It soon became clear that local and regional interest in the development of connected, non-motorized trails was very high. Around the same time, the Detroit River had been designated a National Heritage River, making additional funding and resources available for improvements to the riverfront.



After several meetings, it was evident that a Master Plan was needed if the Downriver communities wanted to present a united front and apply for funding. Many of the Downriver communities as well as private institutions contributed funding for development of the original DLGI Master Plan. The intended purpose of the 2001 DLGI Master Plan was to coordinate the Downriver communities' development efforts in regard to non-motorized transportation. Rather than planning, designing and constructing non-motorized facilities to benefit only individual communities, the DLGI had the foresight and vision to embrace a plan that benefits the greater good. The DLGI believed in the wisdom of establishing a Primary Downriver System which feeds and links into a rapidly forming regional and state-wide system.

After the original Master Plan was completed in 2001, the DLGI communities and partners were quick to begin

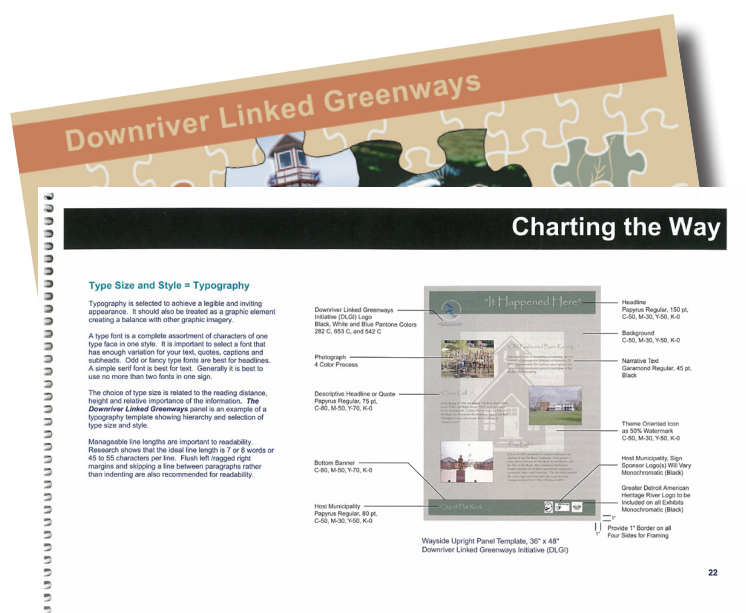
implementation focusing on the design and construction of the East-West Connector, the North-South Connector, a Wayfinding Manual, and cooperative efforts related to the International Wildlife Refuge, Heritage River Water Trail, Byways to Flyways, the formation of a Michigan Recreation and Parks Association Trails Committee, implementation of local trail connectors into the larger non-motorized system, and much more.

Progress and Happenings

Since the publishing of the original Downriver Linked Greenways Initiative Master Plan in 2001, numerous related efforts, activities, and initiatives have moved forward with positive affects on the Downriver region. These are highlighted in this update to illustrate the ever expanding resource-based efforts that closely correlate with the goals and mission of the Downriver Linked Greenways Initiative.

Wayfinding Manual

A Wayside Companion book was developed for the Downriver Linked Greenways Initiative in 2003. The manual, developed by the National Park Service, is a product that evolved out of requests that the NPS receives from outside the National Park System for interpretive training, assistance, and planning. The Wayside Companion is a manual illustrating various design ideas and standards for developing wayfinding exhibits and interpretive signs. The manual also depicts a template for coordinated wayfinding signage for the Downriver Linked Greenways Initiative system including colors, fonts, logo, and layout.



Cooperative Conservation Conference – St. Louis

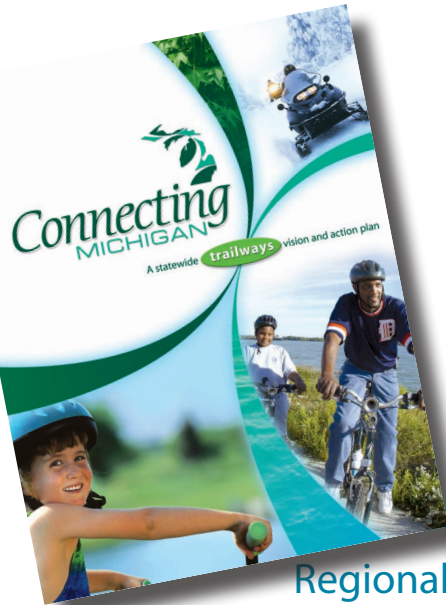
The White House Conference on Cooperative Conservation was held in August 2005 in St. Louis, Missouri to showcase the best cooperative conservation initiatives across the country and establish a conservation agenda for the 21st Century. In total, 37 conservation projects nationwide were highlighted at the conference including cooperative conservation efforts in southeast Michigan. Representatives from Downriver Linked Greenways, Michigan Sea Grant, the Detroit River International Wildlife Refuge and DTE Energy were invited to discuss the fact that the Detroit-Windsor Metropolitan Area offers world-class water, wildlife, heritage, and recreational opportunities and is becoming a model for cooperative conservation and enhanced quality of life. The transformation in the area was the result of many public-private initiatives (such as DLGI) "working synergistically to deliver cooperative conservation."

Connecting Michigan Plan

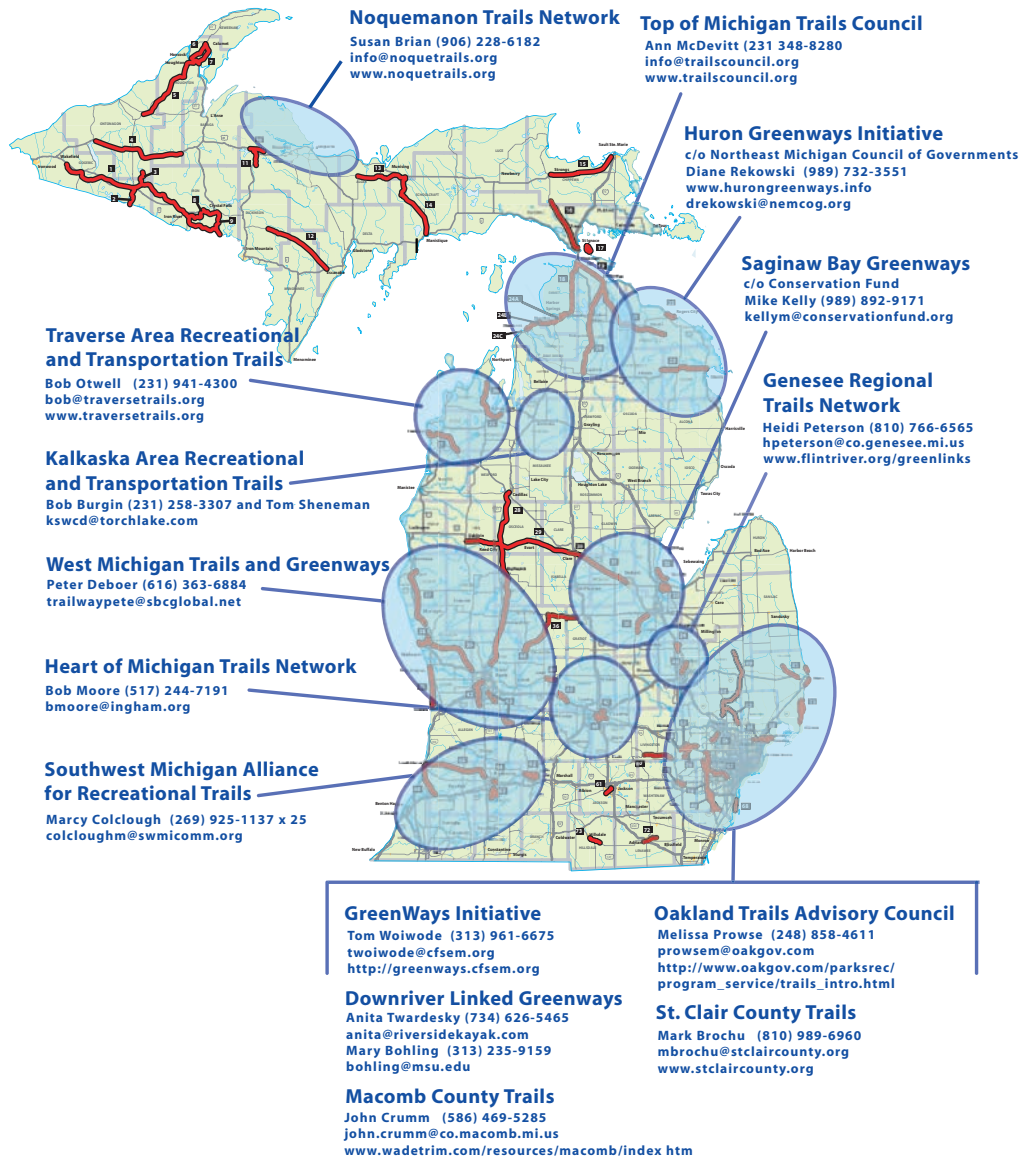
The year-long efforts of 10 task forces on statewide trail issues culminated in 2007 in the release of "Connecting Michigan: A Statewide Trails Vision and Action Plan", a report issued by project partners: Michigan Trails and Greenways Alliance, the National Park Service Rivers, Trails, and Conservation Assistance Program, and Michigan Recreation and Park Association Trails, Greenways, and Blueways Committee. The task forces each covered distinctly different topics:

- Funding
- Programming
- Promotions
- GIS statewide trails mapping
- On-road connections to trails
- Private property easements
- Multi-use trail design standards
- Advocacy support
- Regional collaboration
- State and local interdepartmental coordination

The deliberations of these task forces comprised of over 100 individuals resulted in 39 goals and 109 action steps. Four overarching goals emerged which form a framework for an interconnected trailway network that connects every region of the state.



Regional Trail Initiatives



- Ensure that Michigan's trailway stakeholders have ready access to technical resources and best practices from Michigan and beyond, and across all the many facets of trailways planning, acquisition, development, maintenance, operations, and advocacy.
- Improve Michigan's financial, maintenance, and marketing resources necessary for developing, promoting, enhancing, and sustaining a statewide interconnected trailway system.
- Improve coordination and communication, encourage cooperation, foster new partnerships to support trailway planning, development, management, and programming that enhances the trailway experience.
- Provide Michigan's trailway stakeholders with a compelling statewide trailway vision and a tactical plan to achieve and market the vision.

The Plan and accompanying endorsements are now being used to build momentum for funding, legislative action, and advocacy which will drive the implementation of the Connecting Michigan plan. Michigan Trails and Greenways Alliance will monitor the progress of the plan as well as undertake many of the action steps in addition to encouraging other groups to take the lead on other recommendations. MTGA will also dovetail their work with the Governor's state trails initiative, "Michigan Trails at the Crossroads: A Vision for Connecting Michigan", since the two plans work very well together. Coordination will also occur with the Governor's State Trails Advisory Council to improve communications between state, regional, and local trail entities and diverse trail user groups.

MRPA Trails, Greenways, Blueways, and Open Spaces Committee

The Michigan Recreation and Parks Association formed the Trails, Greenways, Blueways, and Open Space Committee in 2006. The Committee promotes a statewide network of trails, greenways, and water trails and also works to enhance the movement of trail advancement nationally and statewide to the trail community. Recreation opportunities are also promoted to enhance quality of life, influencing landscapes and diverse accessibility.

Discover our Wild Side

The "Discover Our Wild Side" project is an initiative spearheaded by the Metropolitan Affairs Coalition (MAC) to coordinate and promote the multitude of water, wildlife, and recreational activities and destinations within the southeast Michigan and southwest Ontario region. The Discover Our Wild Side campaign has partnered with numerous stakeholders and agencies such as the Detroit River International Wildlife Refuge, the Essex Region Conservation Authority, Michigan Sea Grant, the Downriver Linked Greenways Initiative and others to identify and promote the world-class resource based recreational opportunities in the region. Examples of events and opportunities promoted under the Discover Our Wild Side campaign include the Metroparks, State Game Areas, County Parks, the Detroit Heritage River Water Trail, Byways to Flyways, Detroit RiverWalk, the Downriver Linked Greenways Initiative, and much more.

Detroit River International Wildlife Refuge

The Detroit River International Wildlife Refuge is located along the lower Detroit River and western shoreline of Lake Erie. It was established in 2001 as the first International Wildlife Refuge in North America. The authorized refuge boundary includes islands, coastal wetlands, marshes, shoals, and waterfront lands along 48 miles of shoreline. The Refuge includes over 5,000 acres of land and focuses on conserving, protecting and restoring habitat for 29 species of waterfowl, 23 species of raptors, 31 species of shorebirds, over 100 species of fish, and a total of over 300 species of birds. A schematic plan for the Refuge Headquarters site in Trenton has been developed in partnership with Wayne County.

In 2005, the independent, non-profit International Wildlife Refuge Alliance (IWRA) formed to build the capacity of the US Fish and Wildlife Service to deliver the mission of the Refuge. The IWRA helps to protect wildlife and support wildlife dependent recreational uses such as hunting, fishing, photography, wildlife observation, interpretation, and environmental education. The mission of the IWRA is to support the Refuge by working through partnerships to protect, conserve and manage the Refuge's wildlife and habitats, and to create exceptional conservation, recreational and educational experiences to develop the next generation of conservation stewards. In 2007, the

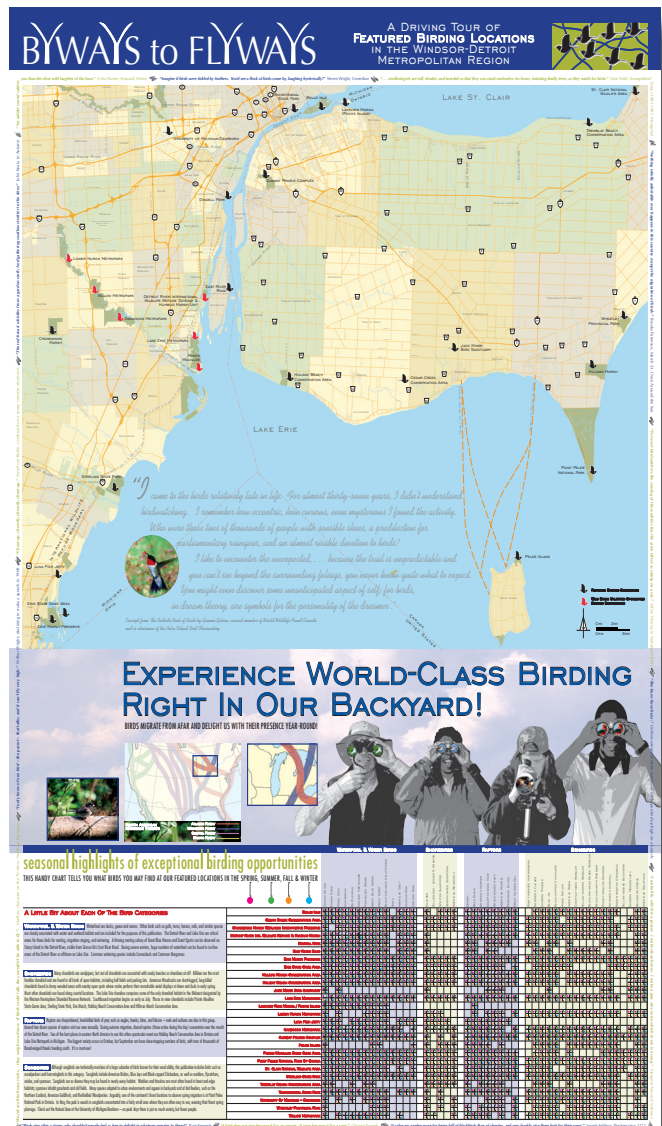


IWRA hired an Executive Director to help connect people to the Refuge, help improve quality of life, and provide an exceptional conservation experience in southeast Michigan.

Byways to Flyways

The Byways to Flyways project is a Bird Driving Tour completed in 2007 by the International Wildlife Refuge Alliance under the leadership of Michigan Sea Grant, and was made possible through funding from the Wild Birds Unlimited, Inc. Pathways to Nature Conservation Fund, in partnership with the National Fish and Wildlife Foundation, Metropolitan Affairs Coalition and U.S. Fish and Wildlife Service, along with a variety of local organizations also contributed to the project. The Windsor-Detroit metro area offers exceptional opportunities for birding enthusiasts due to its location at the intersection of two major flyways and over 350 species of birds that have been recorded in the region. A Byways to Flyways brochure was developed that features detailed descriptions of 27 sites across

the Windsor-Detroit metro area known for their birding opportunities – including eight Important Birding Areas, providing both novice and expert birders the best times of the year to see some of the region’s most notable feathered friends – the waterfowl, shorebirds, raptors, and songbirds that call this region home or pass through as part of their annual migration.



courtesy of hamilton anderson

Rouge Gateway Greenway

The Rouge River Gateway Corridor includes the river's final eight miles before emptying into the Detroit River and traverses through five neighboring communities. In 1999, the Rouge Gateway Partnership was formed by enthusiastic and diverse stakeholders. The Partnership is a collaborative effort among county government, corporations, local communities and academic and cultural institutions.

The Gateway membership area is located between the confluence of the Upper and Middle Rouge tributaries and the Detroit River. The purpose of the Partnership is to provide a forum through which a consensus approach can be implemented for the revitalization of the Rouge River.

Goals of the partnership are:

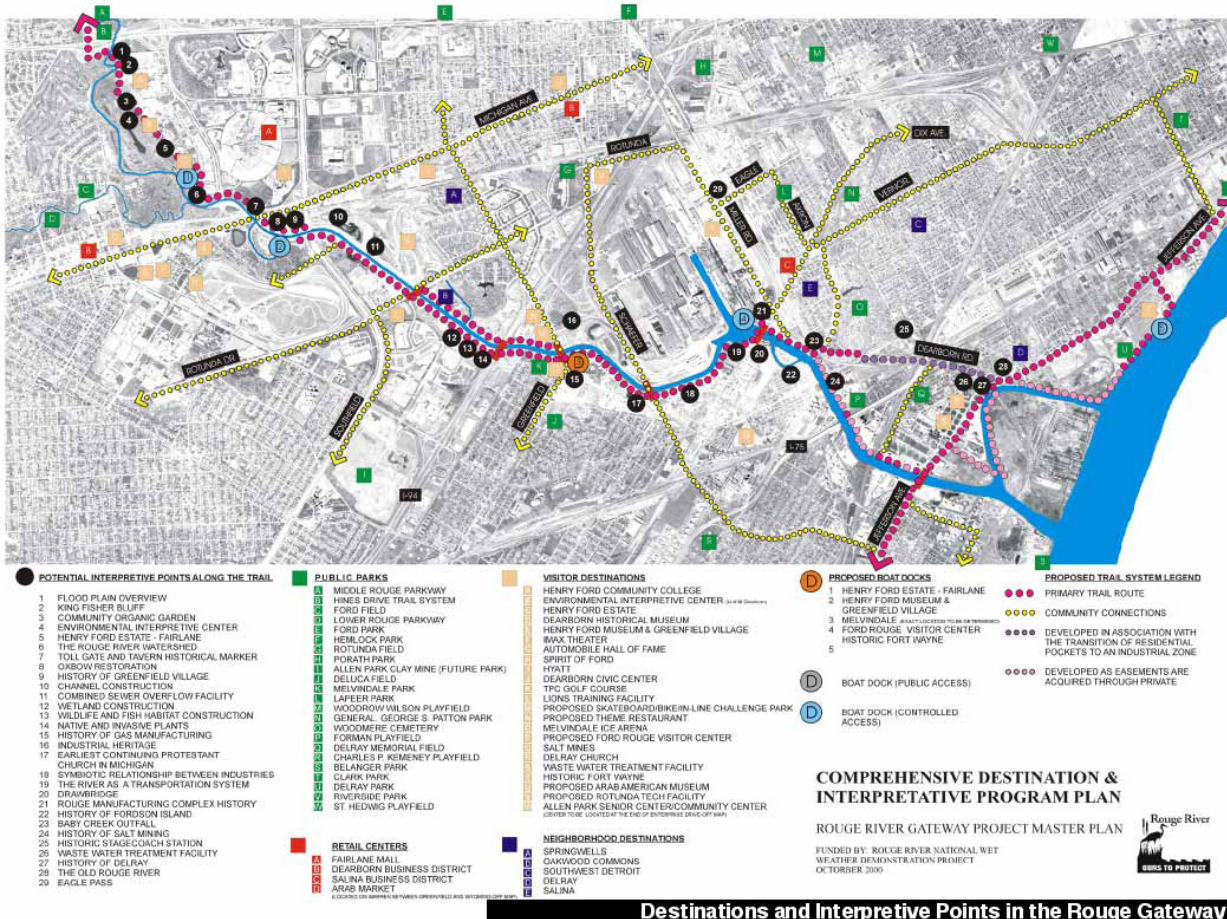
- To celebrate our heritage as the birthplace of manufacturing through the support and promotion of high quality, environmental and historic restoration projects.
- To encourage implementation of best management practices that provide air, land, wildlife habitat and water quality improvements.

- To support the efforts of our local communities in creating unique, educationally significant recreational opportunities.
- To attract new public and private investment within the region by building on the synergy of the Partnership.
- To expand on existing programs that establish the area as a world-class center for cultural and heritage tourism.

To achieve these goals, the Partnership will:

- Promote and support the next generation of environmental and business practices that lead to sustainable manufacturing for the 21st century.
- Promote and support projects that improve the quality of life and recreational opportunities in our communities.
- Coordinate efforts with the Automobile National Heritage Area Partnership.

A master plan for the Gateway Corridor of the Rouge Watershed serves as a guide to maximize recreation potential, reestablish river wildlife habitat and preserve the



region's rich historical heritage. The "new" Rouge River will be a national example of how an urban river can be transformed from a polluted waterway to a natural resource that is a valuable asset in our communities.

Downriver Linked Greenways Vision

The recommended trail routes from the original DLGI Master Plan (2001) were again referenced when updating the vision for a connected non-motorized system in the Downriver Area. In addition, the recent regional efforts spearheaded by the Community Foundation for Southeastern Michigan are presented here to provide an updated illustration of existing and desired non-motorized facilities and connections in the Downriver region.

Community Foundation for Southeastern Michigan Greenways Efforts

Over the past several years, the cities, counties, neighborhoods and community groups of southeastern Michigan have come together in unprecedented ways to create a network of greenways serving local areas as well as the region. These non-motorized routes are linking neighborhoods to schools, communities to cultural centers, and people to people. The benefits include new opportunities for recreation, fitness, economic development and neighborhood enhancement. Most recently, in 2006, the 7-county region that makes up Southeast Michigan got together to develop an updated Southeast Michigan Greenways Plan which also reflects the desired non-motorized connections in the DLGI geographic area. Counties worked together with each other and with local municipalities and interested stakeholders to develop a long-term vision for a connected system of greenways and non-motorized accommodations.

The Regional Trails and Greenways Vision for Wayne County was produced by utilizing the original DLGI Master Plan as a starting point and then holding several local and regional workshops to gather input and updates. The Greenways Vision for Wayne County reflects the desires of the workshop participants and represents the opportunities to provide connections to the major destinations within and around the Downriver Area.

The original DLGI Master Plan (2001) proposed a hierarchal system with "regionally" significant corridors as well as

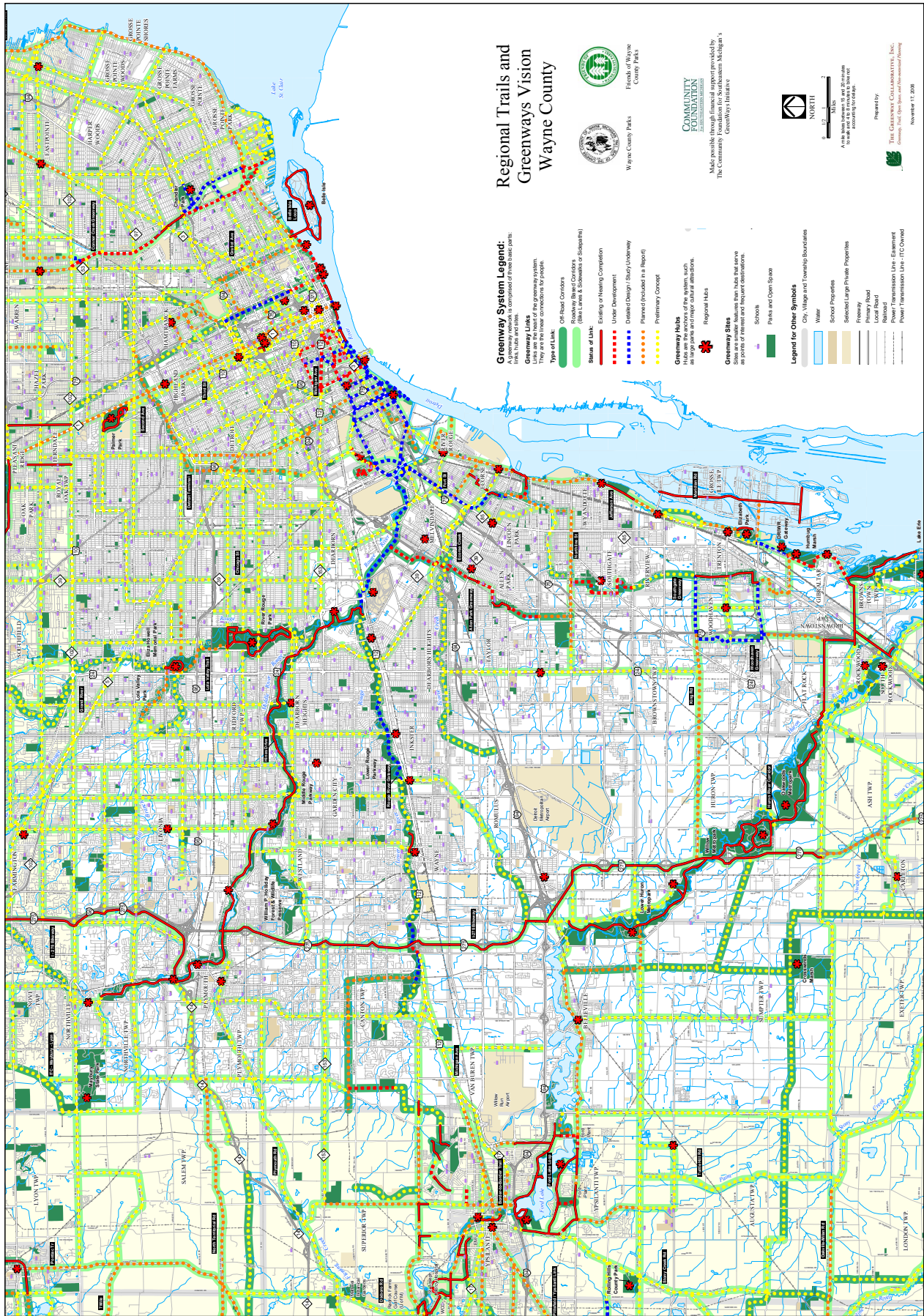
"local connectors" that would feed into the regional system. This hierarchy has been maintained in the updated DLGI Vision Marketing Brochure with the following "Regional Corridors" identified:

- HCMA / East West Connector
- North South Connector
- Rouge Gateway Greenway / Hines Park
- I-275 Trail System
- Monroe/Lake Erie Trails
- Detroit Heritage River Water Trail

HCMA/East West Connector

A tremendous amount of progress occurred on the East West Connector since the original DLGI Master Plan was developed and, with the exception of a short segment of trail connecting Oakwoods Metropark and Flat Rock, implementation is nearly complete. The East West Connector was the first "keystone" project of the DLGI connecting the non-motorized trail systems in Lower Huron, Willow and Oakwoods Metroparks, through Flat Rock, Brownstown, Rockwood, and Gibraltar and connecting into the trail system at Lake Erie Metropark. From east to west, the regional non-motorized connector is approximately 24 miles in length and also provides a connection to the I-275 Bike Path, more than 6,000 acres of a variety of recreational opportunities, downtown environments, neighborhoods, and schools. The implementation of the East-West Connector involved numerous public and private agencies working together to secure nearly \$3 million in funding and coordinate design and construction within the various geographic boundaries.





North South Connector

The North South Connector is the 2nd “keystone” project for the DLGI and is one of the segments currently being focused on in order for implementation to continue to progress. The North South Connector is a non-motorized trail planned to connect Lake Erie Metropark (and the East West Connector) to the Rouge Gateway Greenway and the City of Detroit. The connector is planned to generally follow Jefferson Avenue and/or the Detroit Riverfront. Once complete, the trail will traverse through 8 communities and provide a connection to Grosse Ile, Humbug Marsh, the International Wildlife Refuge Headquarters, historic Elizabeth Park, John D. Dingell Park, Belanger Park, and the Fort-Visger Greenway. By its geography, the North South Connector has the potential to integrate into the area’s natural, cultural and industrial heritage offering users a rich experience of the region’s character.

Since the completion of the 2001 DLGI Master Plan, various agencies and stakeholders have been working diligently in forwarding the North South Connector project. Funds were secured for detailed planning work to determine a preferred route, points of connection, easement agreements, and public involvement. Funding was also secured to develop construction drawings for a 3-mile segment from the East West Connector, north to the International Wildlife Refuge Headquarters site in Trenton. In addition, several improvements have occurred at historic Elizabeth Park (Wayne County). The City of Trenton has also completed improvements to the Trenton Riverfront Parks as well as a connector trail that traverses from Lyon’s Park to Van Horn Road and on to Jefferson Avenue. Significant progress and improvements have also taken place at Humbug Marsh and the International Wildlife Refuge Headquarters site.

A greenway effort at the northern end of the North South Connector, the Fort-Visger Greenway, is also underway. The Fort-Visger Greenway traverses along the Ecorse Creek to the intersection of Outer Drive and Fort Street. The MDOT plans to construct a side path from Schaefer Highway to the Rouge River as part of a series of Fort Street improvement projects. The historic railroad viaduct and Bascule Bridge over the Rouge River will be remodeled to carry non-motorized traffic as well. Ancillary greenway connections will stem from the primary spine along Visger Street and Electric Avenue to connect with Belanger Park,

Edmond Fitzgerald Park and the neighborhoods of Ecorse, Lincoln Park, River Rouge, and Detroit.

Rouge Gateway Greenway/Hines Park

The goals and mission of the Rouge Gateway Partnership are well-aligned with that of the Downriver Linked Greenways Initiative. The existing and proposed greenway and blueway system along the Rouge River, including the Hines Park trails, are highlighted as a major spine in the overall Downriver Linked Greenways system. The paved non-motorized trail currently leads from the Hines Drive trail system through the campuses of Henry Ford Community College and UM-Dearborn, including parts of Wayne County and City of Dearborn parkland. The Hines Drive trail system traverses from 7 Mile road to Ford Road along the Middle Rouge River and Hines Drive. Future plans call for Rouge Greenway to extend further downstream along the river to connect with Allen Park, Melvindale, the City of Detroit, and the DLGI North South Connector.

I-275 Trail System

Constructed in the 1970’s, the I-275 Bike Path is over 42 miles in length and located within the right-of-way of MDOT’s I-275 freeway. The path traverses through eleven communities and provides access to numerous destinations including Wayne County’s Hines Park, several Metroparks, neighborhoods, commercial, office, and entertainment venues, as well as local parks and natural resources. Until recently, the bike path, however, has received little attention in terms of maintenance and rehabilitation since construction. Renewed interest in connected trail corridors and transportation alternatives has breathed life into the deteriorating trail system.

Reviving the I-275 Bikeway: The Potential for Community Enhancement



An Interim Report
March, 2006

9/7/2006

including connections to the I-275 Bike Path (which when originally constructed began at Post Road, but has since been officially “closed” by MDOT from Will-Carleton Road south), and connections to and from the Downriver communities and East West Connector.

Major systems include the Monroe Riverwalk which connects to paved trails in Sterling State Park. The Monroe Riverwalk is a series of paved riverside paths following the River Raisin through downtown Monroe for approximately 1/2 mile. The Riverwalk connects Soldiers and Sailors Park to Saint Mary Park. City sidewalks and riverside paths extend west through parks and neighborhoods another 2.5 miles to Munson Park. There are also 6 miles of paved trails in Sterling State Park along Lake Erie that loop through forested wetlands, marshes, and lagoons. A connection from the park’s trail to the City of Monroe is planned to be paved in 2008 and will provide access from Elm Avenue near I-75.

Detroit Heritage River Water Trail

In September 2006, Metropolitan Affairs Coalition (MAC), in cooperation with local governments and stakeholders such as the DLGI, Friends of the Detroit River, HCMA, Michigan Sea Grant, National Park Service, US Fish and Wildlife Service, and Wayne County Parks, released plans for the Detroit Heritage River Water Trail, the first water trail planned for Southeast Michigan and the only one developed along a river designated by both Canada and the United States as a Heritage River. The Detroit Heritage River Water Trail is a river version of a greenway trail (or “blueway”) and provides opportunities for canoeing, kayaking, and small boat paddling.

The water trail will increase water recreation, education, and entertainment opportunities – allowing for different kinds of experiences and trips. It is planned to take advantage of the resources of riverfront communities and link to greenway trails, museums, cultural assets, restaurants and shopping opportunities, as well as other attractions. The water trail offers paddlers the opportunity to learn about the rivers’ distinctive wildlife, habitat, and heritage.

The Regional Vision for the Detroit Heritage River Water Trail is a network of recreational trails along the Detroit,

Huron, Raisin, and Rouge Rivers as well as western Lake Erie. It is planned to encourage small boaters to recreate and experience the natural, cultural, and historic resources offered along these routes.

The Detroit Heritage River Water Trail is divided into several phases. The first phase is identified for beginning project implementation, and subsequent phases for potential future development. The subsequent phasing does not imply a chronological order of development, but a logical organization of sections that might be developed. Ideally, these phases will be used as a starting point by local municipalities and/or grassroots organizations.

The first phase provides sufficient detail to allow community partners to begin implementing a portion of the



courtesy of hamilton anderson

trail and lays the foundation for subsequent expansion. It was selected based upon the abundant natural beauty of the area, the wide diversity of paddling experiences found along the way, and the strong interest of communities and partners in moving forward. The first phase served as a demonstration project for subsequent phases of the water trail.

Potential Funding Sources

Just as much has happened within the DLGI system and communities over the past 7 years, funding sources and opportunities have also evolved. This section provides an update regarding potential funding sources from outside entities for parks, recreation, non-motorized, and environmental restoration projects. Understanding available funding programs, their requirements, and deadlines requires continuous monitoring. A few of the more common funding sources have been detailed here as a reference and resource. These are in addition to traditional funding methods such as the general fund, millages, bond issues, etc.

Transportation Enhancement Funds (MDOT)

Transportation Enhancements (TE) activities are federally funded, community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of the transportation infrastructure. To be eligible, a project must fall into one of the 12 TE activities and relate to surface transportation. Activities that relate to the implementation of this Master Plan include:

- Provision of facilities for pedestrians and bicycles. Includes new or reconstructed sidewalks, walkways, curb ramps, bike lane striping, wide paved shoulders, bike parking, bus racks, off-road trails, bike and pedestrian bridges and underpasses.
 - Paved shoulders (4) four or more feet wide
 - Curb lane width greater than 12 feet
 - Bike lanes
 - Pedestrian crosswalks, sidewalks
 - Shared use paths 10 feet wide or greater
 - Path/trail user amenities
 - Grade separations
 - Bicycle parking facilities
 - Bicycle accommodations on public transportation
- Provision of safety and educational activities for pedestrians and bicyclists.
- Programs designed to encourage walking and bicycling by providing potential users with education and safety instruction through classes, pamphlets and signage.
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails).
- Acquiring railroad rights-of-way; planning, designing and constructing multi-use trails; developing rail-with-trail projects; purchasing unused railroad property for reuse.

A minimum 20% local match is required for proposed projects and applications are accepted online on an on-going basis.

Michigan Natural Resources Trust Fund

The MNRTF provides funding for both the purchase of land (or interests in land) for recreation or protection of land because of its environmental importance or scenic beauty and the appropriate development of land for public outdoor recreation use. Goals of the program are to: 1) protect Michigan's natural resources and provide for their access, public use and enjoyment; 2) provide public access to Michigan's water bodies, particularly the Great Lakes, and facilitate their recreation use; 3) meet regional, county and community needs for outdoor recreation opportunities; 4) improve the opportunities for outdoor recreation in Michigan's urban areas; and, 5) stimulate Michigan's economy through recreation-related tourism and community revitalization.

Any individual, group, organization, or unit of government may submit a land acquisition proposal. However, only state and local units of government can submit development proposals. All proposals for grants must include a local match of at least 25% of the total project cost. There is no minimum or maximum for acquisition projects. For development projects, the minimum funding request is \$15,000 and the maximum is \$500,000. Applications are due in April and August for acquisition projects and April (only) for development projects. A recent focus for the MNRTF has been the implementation of non-motorized trails as well as universally designed facilities.

Land and Water Conservation Fund

The Land and Water Conservation Fund (LWCF) is a federal appropriation to the National Park Service, who distributes funds to the Michigan Department of Natural Resources for development of outdoor recreation facilities. The focus of the program in recent years is on trailway systems, community recreation, green technology, coordination and communication, and universal design. Minimum grant

requests were \$30,000 and maximum grant requests were \$75,000. The match percentage must be 50% of the total project cost. In 2008, applications were due in March.

Bikes Belong Coalition

The Bikes Belong Coalition is sponsored by members of the American Bicycle Industry. Their mission is to put more people on bikes more often by funding projects that leverage federal funding and build momentum for bicycling in communities across the U.S. Requests for funding can be up to \$10,000. Applications are reviewed on a quarterly basis. More information can be found at www.bikesbelong.org.

DTE Energy Tree Planting

The DTE Energy Tree Planting program is conducted in partnership with the MDNR. The program began as DTE Energy joined the US Department of Energy's voluntary Climate Challenge Program to address greenhouse gas emissions.

Cost-share funds are available to municipalities in DTE Energy's service area on a competitive basis. In 2008, a total of up to \$3,000 was granted to selected tree planting projects on public and school property with a 100% local match. Applications are typically due in the Fall and could be sought for landscaping along trail routes.

Michigan Department of Environmental Quality : Non-point Source Pollution Control Grants – Clean Michigan Initiative and 319 Program

The mission of the Department of Environmental Quality (DEQ), Non-point Source (NPS) Program is to: (1) proactively reduce and prevent non-point sources of pollution in order to provide for healthy and diverse aquatic ecosystems, protect public health, and enhance environmentally compatible recreation opportunities, (2) develop public recognition of the value of Michigan's lakes, streams, wetlands and groundwater, and (3) encourage stewardship of these resources.

The CMI and 319 programs are water quality grants offered by the Environmental Science and Services Division (ESSD) of the MDEQ utilizing funding from Section 319(h) of the federal Clean Water Act, and from the Clean Michigan Initiative Non-point Source Pollution Control Grants and

Clean Water Fund. Completed proposals for funding are typically due to the MDEQ in October. Many Watershed Management Plans include restoration and water quality improvements along, near, or within public greenways and parks and may be able to be coordinated with trail projects.

Access to Recreation

Launched in 2006, Access to Recreation is a three-year initiative to strengthen communities by unifying community foundations, parks and recreation departments at the local, regional and state level, and other recreation organizations in common actions to achieve its mission. Access to Recreation projects will provide universal access for people of all abilities to a wide variety of recreation opportunities, such as nature viewing and photography areas, hiking trails, scenic outlooks, waterfalls and water activities of all kinds, beaches, fishing and boating, playgrounds, picnic areas, campgrounds, and much more. For up to date information regarding the program and funding availability go to www.accesstorecreation.org.

Safe Routes To School Program

The Safe Routes To School Program is a national movement to make it safe, convenient and fun for children to bicycle and walk to school. When routes are safe, walking or biking to and from school is an easy way to get the regular physical activity children need to succeed. In Michigan, the program is sponsored by the Michigan Governor's Council on Physical Fitness and has gained momentum over the past few years. With the passage of the federal transportation legislation in 2005, Michigan's SR2S program makes schools eligible for transportation enhancement funds, providing for infrastructure improvements and education campaigns. The purpose of the program as defined in the federal legislation is:

- (1) to enable and encourage children, including those with disabilities, to walk and bicycle to school;
- (2) to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- (3) to 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 schools.

The program authorized \$612 million over the 5 fiscal years beginning with 2005. The Michigan Department of Transportation estimates that Michigan's total apportionment over the 5 years will be roughly \$19 million. Schools must be registered, attend a day long training session, and develop a Walking Audit in order to be eligible to apply. SR2S funding is 100 percent federal; no match is required. 70% of the funding must be used for infrastructure projects, 10% for non-infrastructure projects, and 20% for either. www.saferoutesmichigan.org

Coastal Zone Management

The Coastal Zone Management Program is administered through the Department of Environmental Quality (DEQ) and provides grants and technical assistance to coastal communities to promote effective coastal management. The goals of the program are to enhance public access to the coast; identify, manage and protect sensitive coastal resources; revitalize coastal waterfronts; encourage local land use planning; preserve historic cultural resources; support coastal research and education; and manage development in coastal hazard areas. Applications are typically due in the Spring of each year with a \$50,000 maximum request and a 100% local match.

Recreational Trails Program / Recreation Improvement Fund

The Recreational Trails Program/Recreation Improvement Fund is administered by the MDNR for trails on DNR land or linked to a trail on DNR land. The DNR division must always be the applicant, but can be developed as a joint application with a local unit of government. Applications are typically due in June of each year. Additional information can be found on the MDNR-Grants website.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program was created to reduce congestion on local streets and improve air quality. Funds are available to urban communities designated as "non-attainment" areas for air quality. Pedestrian and bicycle projects are eligible for CMAQ funding. In this region, CMAQ funding and applications are managed by SEMCOG.

Great Lakes Fishery Trust (GLFT)

The GLFT was created in 1996 as part of a court settlement for fish losses at the Ludington Pumped Storage Project hydroelectric facility. The mission of the Great Lakes Fishery Trust is to provide funding to non-profit organizations, educational institutions, and government agencies to enhance, protect, and rehabilitate Great Lakes fishery resources. The GLFT has several funding categories, each of which has a different application process. Funding categories include:

- Ecosystem health and sustainable fish populations
- Access to the Great Lakes fishery
- Great Lakes Stewardship
- Land acquisition for any of the above purposes
- Special projects

Go to the Great Lakes Fishery Trust website for up to date information and details: www.glft.org.

ACT 51 Funds

Act 51 creates a fund into which specific transportation taxes in Michigan are deposited, and prescribes how these revenues are to be distributed and the purposes for which they can be spent. Act 51 establishes jurisdictional road networks, sets priorities for the use of transportation revenues, and allows bonded indebtedness for transportation improvements and guarantees repayment of debt.

Of the funds allocated from the Michigan Transportation Fund to the State Trunk Line Fund and to the counties, cities, and villages, the law states that "a reasonable amount, but not less than 1% of those funds" must be expended for "construction or improvement of nonmotorized transportation services and facilities". An improvement in a road, street, or highway that facilitates nonmotorized transportation by "the paving of unpaved road shoulders, widening of lanes, the addition or improvement of a sidewalk in a city or village, or any other appropriate measure shall be considered to be a qualified nonmotorized facility".

Zoning Ordinances

The opportunity may exist to require developers to contribute through construction or the escrowing of monies for non-motorized connections that benefit their project but also provide a community-wide benefit. For example, if a development is occurring in close proximity to the communities planned non-motorized system, the developer may be required to assist in the implementation of that portion of the non-motorized system that directly abuts their development.

Development Design Standards or Overlay Districts may be tools to consider within a zoning ordinance requiring the construction of non-motorized facilities that are part of your local non-motorized plan or vision. Language could detail construction, width, material, etc. specifications per local community desires.

DDA/TIFA Funds

Non-motorized connections and projects located within Downtown Development Authority or Tax Increment Finance Authority District boundaries may consider the use of funds collected by these Authorities to undertake public projects that aim to promote economic development. Several DDA's and TIFA's throughout Michigan have used these funds to implement non-motorized projects within their boundaries such as rail-trails, trailheads, and wayfinding signage.