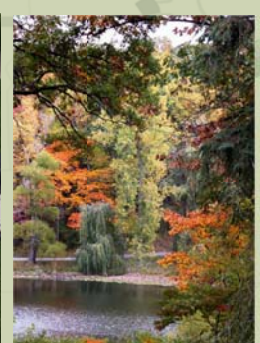


Connecting Lenawee Plan:

A Non-Motorized Vision for Lenawee County

2015



Connecting Lenawee Plan: A Non-Motorized Vision For Lenawee County

Acknowledgements



This document has been prepared by the Connecting Lenawee Task Force, working under the One Lenawee umbrella. One Lenawee is a collaboration of concerned volunteers dedicated to the vision of making Lenawee County a Great Place and keeping it that way. A key partner of One Lenawee is Lenawee Now, the county's economic development organization.

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September 2015

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Purpose and Process

The development of this Connecting Lenawee Plan was primarily funded as a project under The Healthy Lenawee 2020 grant. The larger Healthy Lenawee 2020 grant (MI 1422) is a 4-year grant aimed at reducing the risk of chronic disease in Lenawee County, including strengthening the prevention and detection of diabetes, hypertension and obesity in high burden communities. The goals of the 4-year grant are to connect residents of Lenawee County to programs that will:

- **Increase physical activity**
- Increase access to healthier foods
- Increase identification of people with pre-diabetes and undiagnosed hypertension
- Increase partnerships with worksites and other key community locations to implement healthy food standards

The grant is divided into four components that include several activities to achieve the goals. The Connecting Lenawee Plan falls under **1B**. The four components of the larger grant are:

- **1A Nutrition Education**
 - Identify sites to implement healthy food standards
- **1B Lifestyle/ Environment**
 - Corner Store Interventions
 - Walking Clubs
 - Improvement of Non-Motorized trails
 - Diabetes Prevention Program
- **2A Health Systems Intervention**
 - Use of Electronic Health Records to identify patients with undiagnosed hypertension
- **2B Community Clinical Linkages**
 - Identification of patients with Pre-diabetes
 - Community Health Workers to promote linkages between health systems and community resources
 - Bi-directional referrals from community resources to health systems

Intent of Plan

The One Lenawee Task Force prepared the Connecting Lenawee Plan in order to document and continue to support pedestrian and bicycle mobility, safety and connectivity in Lenawee County. The Plan does not supersede local planning efforts. Rather, the intent is for local communities to build upon the proposed network and make adjustments to the network as needed. The Plan is focused on making connections to various destinations within the County as well as to adjacent counties and the emerging regional systems. Because of its county-wide focus, it does not address sidewalks, crosswalks, etc. with the exception of crossings associated with the regionally significant Kiwanis Trail.

Connecting Lenawee Plan Purpose:

- Engage stakeholders to develop a **long-term vision for connecting** our communities to one another and to our neighboring counties.
- Use the MDOT University Region Plan as a basis to develop more specific details related to **non-motorized priorities** in Lenawee County
- Foster **cooperative and coordinated planning** across municipal/county boundaries
- Use the Plan to **continue progress** toward pedestrian and bicycle mobility, safety and connectivity in Lenawee County.

Non-Motorized Benefits

Non-motorized transportation, commonly referred to as bicycle and pedestrian travel, is vitally important to Michigan residents. Walking and biking serve as both a means of transportation, getting people to important places in their daily lives, and as a means of recreation, better connecting residents to nature and their communities. Non-motorized transportation is important to municipalities, the county, and state because it contributes to increased mobility, safety, transportation choices, recreation, placemaking, economic development, and the health of residents. A few of these benefits are further described below.

Increased mobility and equity. Ensuring mobility options for all is paramount, particularly for our young people, seniors or those physically or financially unable to drive. The number of young drivers in the US has been decreasing steadily. In 1983, about 87% of 19-year-olds had drivers' licenses and in 2010, only 69.5% did.ⁱ A 2014 Michigan Department of Transportation (MDOT) study showed that 39 percent of households in Michigan reported someone in their home used a bike for transportation in the last year. A connected non-motorized network provides an opportunity to meet multiple mobility needs. Infrastructure that supports bicycling and walking expands transportation options.

Recreation and health. While some Michigan residents use the non-motorized system as a way to increase mobility, many use the system for recreational and health benefits. The correlation between land use patterns, transportation systems and public health are being recognized and studied by a number of agencies including the Centers for Disease Control and the National Institutes of Health. There is a movement to integrate public health objectives in transportation decision-making because of the link to increased physical activity and reduction in air pollutants.

Economic development and talent attraction.

Non-motorized transportation contributes to continued economic growth. A 2014 MDOT study on economic benefits reports that bicycling provides an estimated \$668 million per year in economic benefit to Michigan's economy, including employment, retail revenue, tourism expenditure, and increased health and productivity. In order to maintain and enhance economic viability, communities are seeking to attract millennials and knowledge-based workers. According to research by the Rockefeller Institute, more than 50 percent of millennials surveyed said they would consider moving to another city if it had more and better transportation options.

Improved safety. Pedestrians and cyclists are the most vulnerable roadway users. Incorporating well-designed pedestrian and bicycle facilities encourages predictable behavior and alerts motorists to their presence, thus improving safety for all roadway users.

According to a **Community Health Needs Assessment** completed by ProMedica Herrick Hospital:

- **38%** of Lenawee County adults are **obese**
- **33%** of Lenawee County adults have **high blood pressure**
- **8%** of Lenawee County adults have **diabetes**
- **43%** of Lenawee County adults are **trying to lose weight**

Planning Process

The One Lenawee Task Force facilitated the development of the Connecting Lenawee Plan over a 5-month period from May 2015 – September 2015. The primary tasks associated with the development of the Plan included:

- Data Gathering
- Stakeholder Engagement
- Plan Development
- Finalizing the Plan

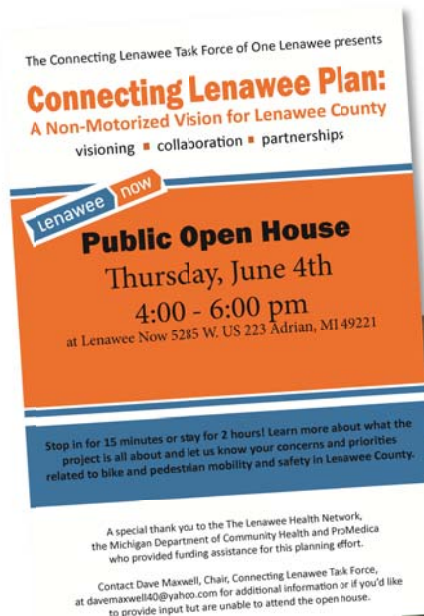
Outreach and Engagement

In addition to the input and discussions at the Task Force meetings, a series of Outreach Meetings were held throughout the planning process. A **2-day engagement session** was held in June 2015, including targeted stakeholder sessions and a public open house. Goals of these sessions and meetings were:

- raise awareness of the project and its goals
- share the work completed to date
- listen and document concerns, desired connections and priorities.

Input was gathered from approximately 30 people including, residents, staff or representatives from:

- MDOT
- Region 2 Planning Commission
- Lenawee County Road Commission
- Cities/Villages/Townships
- Bike and Walk Clubs
- Kiwanis Clubs
- Connecting Lenawee Task Force
- Siena Heights
- Adrian College
- YMCA



Input received during the 2-days of discussions included:

- Connect communities and destinations to one another
- Improve existing Kiwanis Trail including road crossings
- Extend Kiwanis Trail to Tecumseh, to 223 and along 223
- Connect Kiwanis to Island Park and Heritage Park
- Establish long-term endowment for Kiwanis Trail
- Coordinate with River Raisin Conservancy
- Coordinate with Road Commission projects

After a draft Plan was developed, a **Public Open House** was held on August 20, 2015 in order to discuss the draft vision and gather additional input prior to finalizing the document. Approximately 10 people attended.

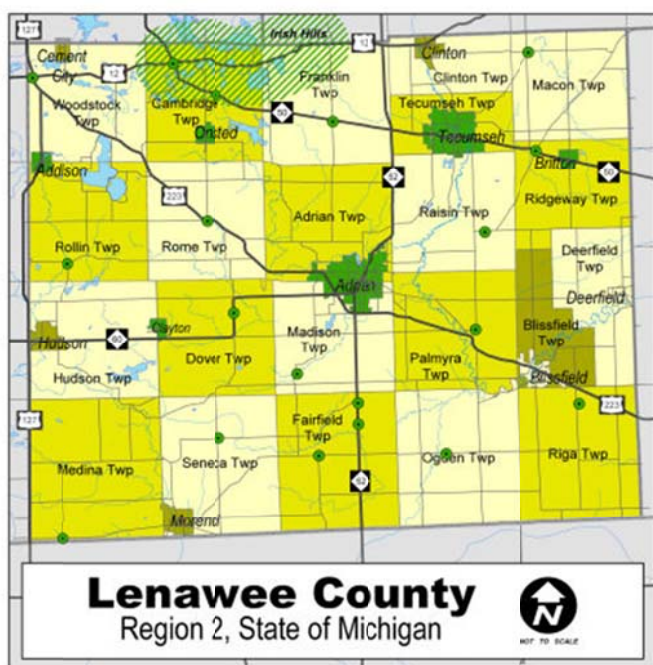
Input received during the Open House was supportive with a few additional items for consideration, including:

- Include etiquette signs/rules of trail on Kiwanis Trail for cyclists and pedestrians.
- Connecting City of Hudson to Hudson Lake State Recreation Area is a high priority
- Consider additional connections in the northeast portion of the County and to/from Washtenaw and Monroe Counties.



Existing Conditions and Plans

Lenawee County is located in the south-central portion of the Lower Peninsula of Michigan. County residents are within a 45 minute to 1.5 hour drive of Detroit, Toledo, Ann Arbor, and Jackson. The Meridian - utilized by surveyors, landowners and other powers to identify the location of real property in Michigan - is also Lenawee County's western border. US-127 / Meridian Road roughly follows the Meridian.

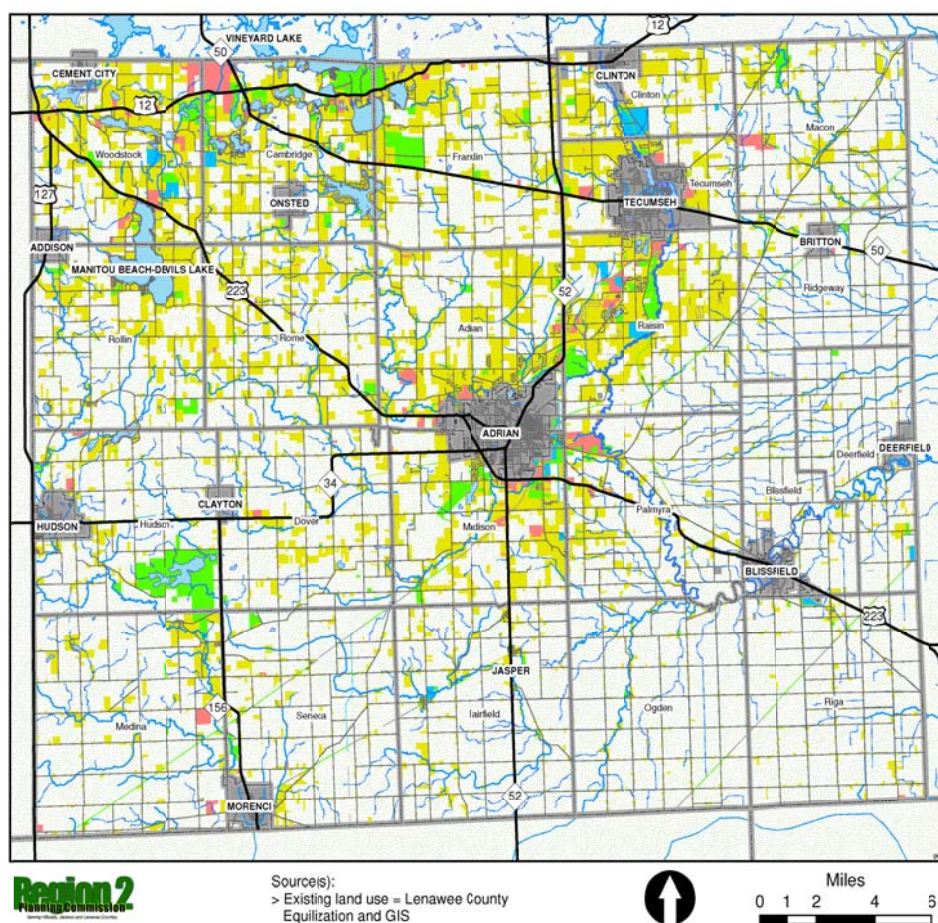


The county is comprised of 22 townships, 8 villages, 4 cities, and a variety of hamlets and other small settlements. The townships, incorporated villages and cities are governed by elected boards and councils. County residents are also represented by a county board of commissioners. County residents are represented by 1 of the 9 commissioners serving on that governing body. The county is part of Michigan District 7 of the US House of Representatives and the majority of the county is within House District 65, with a small portion in District 64. The entire county is located in Michigan Senate District 16.ⁱⁱ

Current Land Use Pattern

As is illustrated on the map on the following page, Lenawee County is characterized by an urban corridor extending from Adrian northeast to the Village of Clinton. The Clinton-Tecumseh-Adrian Urbanizing Corridor includes the townships of Adrian, Clinton, Madison, Raisin, and Tecumseh as well as the Village of Clinton and the cities of Adrian and Tecumseh. According to 2015 population estimates, 57,051 people live in the Corridor, accounting for 57.6% of the County's population. The Irish Hills-DeVils Lake Recreational Area is in the northwest part of the County and includes the villages of Addison, Cement City, and Onsted as well as the townships of Cambridge, Rollin, Rome, and Woodstock. According to 2015 population estimates, 14,234 people live in the Area, accounting for 14.4% of the County's populationⁱⁱⁱ.

Residential areas spread out from cities and concentrate in the Clinton-Tecumseh-Adrian Urbanizing Corridor and the Irish Hills-DeVils Lake Recreational Area of the county. Commercial uses are generally concentrated in the cities and villages along the main roads between those communities including US-12, M-52, and M-50. The Michigan International Speedway is a large land use in the northwest portion of the County along US-12. The larger industrial and institutional land uses are generally found on the northwest side of the county down to City of Adrian. Agricultural lands dominate the southern portion of the County. According to 2015 population estimates, 27,700 people lived in Rural Lenawee County, accounting for 28% of the County's population.



Connecting Lenawee Mapping Project

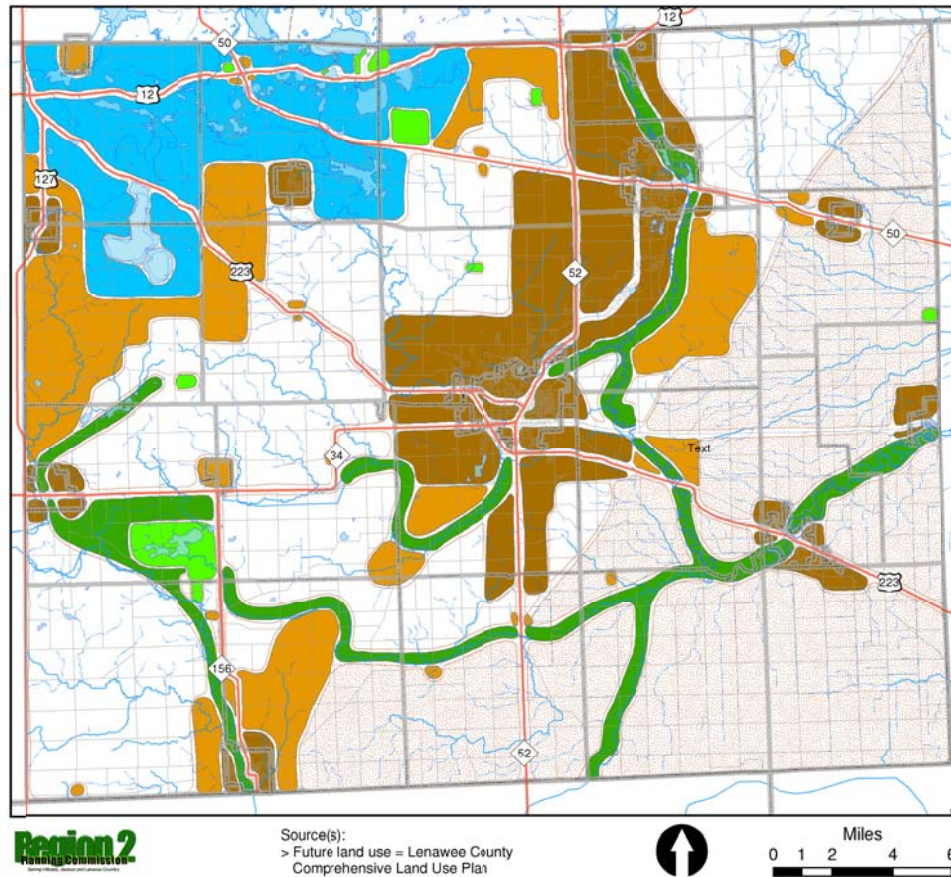
Current Land Use Map

Future Land Use Pattern

The most current source of data on future land use is the Lenawee County Comprehensive Land Use Plan, which was adopted in 2002. That plan calls for 'Intensive Development' within the Clinton-Tecumseh-Adrian (C-T-A) Urbanizing Corridor as well as within the vicinity of the cities of Hudson and Morenci and the villages of Addison, Blissfield, Britton, Deerfield, and Onsted. 'Open Space Development/Recreation' is planned for around the lakes located in the northwestern portion of the County. 'Low Intensity Development' is proposed predominantly at points around the periphery of the C-T-A Urbanizing Corridor; the 'Open Space Development/Recreation Area'; the City of Morenci; and the villages of Addison, Cement City, Clayton, and Onsted. 'Intensive Agriculture' is planned to continue in the southeastern portion of Lenawee County

from Macon Township in the north to the City of Morenci in the south. Greenways are proposed along major waterways. Large areas of parkland are also identified throughout Lenawee County.

Over half of the population in Lenawee County is concentrated in the C-T-A Urbanizing Corridor. Because public sewer facilities are available in much of this area, the Corridor contains Lenawee County's most intensive concentrations of residential, commercial and industrial land uses. The incorporated villages and cities outside of the urban corridor also contain high-density residential, commercial and industrial uses but not at the intensities found within the urban core. The Irish Hills-Devils Lake (IH-DL) Recreational Area and the rural townships primarily contain agricultural and low-density residential land uses. However, there are small pockets of commercial and



Connecting Lenawee Mapping Project

Future Land Use Map

Future Land Use Categories

- Agricultural
- Intensive Agricultural
- Low Intensity Development
- Intensive Development
- Open Space Development/
Recreation
- Greenways
- Parks

industrial uses in these areas. Generally, future land use in Lenawee County is expected to retain the existing pattern of development. Most of the high-density residential, industrial and commercial development is likely to take place in the C-T-A Urbanizing Corridor and incorporated cities and villages, including the planned new ProMedica Hospital north of Adrian along M-52 at Sheppard. Low-density residential development is likely to take place in the rural townships.

increased 16%, experienced the greatest population percentage changes from 2000 to 2010.

Community Profile

According to the US Census, the total population in Lenawee County gained 1% from 2000 to 2010, hovering just under 100,000 people, while the State of Michigan lost 0.6% of its population in the 10-year period. Populations range from 21,133 in the City of Adrian to 344 in the Village of Clayton. The Village of Britton, whose population declined 16%, and Raisin Township, whose population

Population Projection (Year 2040 Region 2 PC)

C-T-A Urbanizing Area	56,895 (58.3% increase)
IH-DL Recreation Area	14,360 (14.7% increase)
Rural Lenawee County	26,343 (27% increase)

POPULATION CHANGE 2000-2010

Area Name		2000	2010	Change	% Change
State of Michigan		9,938,444	9,883,640	(54,804)	-1%
Lenawee County		98,890	99,892	1,002	1%
Cities	Adrian	21,574	21,133	(441)	-2%
	Hudson	2,499	2,307	(192)	-8%
	Morenci	2,398	2,220	(178)	-7%
	Tecumseh	8,574	8,521	(53)	-1%
Villages	Addison	627	605	(22)	-4%
	Blissfield	3,223	3,340	117	4%
	Britton	699	586	(113)	-16%
	Cement City	422	405	(17)	-4%
	Clayton	326	344	18	6%
	Clinton	2,293	2,336	43	2%
	Deerfield	1,005	898	(107)	-11%
	Onsted	813	917	104	13%
Townships	Adrian	5,749	6,035	286	5%
	Blissfield	692	641	(51)	-7%
	Cambridge	4,486	4,816	330	7%
	Clinton	1,331	1,268	(63)	-5%
	Deerfield	765	670	(95)	-12%
	Dover	1,634	1,663	29	2%
	Fairfield	1,756	1,764	8	0%
	Franklin	2,939	3,174	235	8%
	Hudson	1,403	1,324	(79)	-6%
	Macon	1,448	1,486	38	3%
	Madison	8,200	8,621	421	5%
	Medina	1,227	1,090	(137)	-11%
	Ogden	1,063	973	(90)	-8%
	Palmyra	2,366	2,076	(290)	-12%
	Raisin	6,507	7,559	1,052	16%
	Ridgeway	881	956	75	9%
	Riga	1,439	1,406	(33)	-2%
	Rollin	2,721	2,840	119	4%
	Rome	1,772	1,791	19	1%
	Seneca	1,303	1,230	(73)	-6%
	Tecumseh	1,881	1,972	91	5%
	Woodstock	2,874	2,925	51	2%

Population Density

The population density of Lenawee County is 131.8 people per square mile, slightly lower than the 175 people per square mile in State of Michigan as a whole (2010). All cities and villages in the county have higher density than townships. And the City of Adrian has the highest density of 3,023.5 per square mile. The lowest density of population is in Ogden and Palmyra Townships in the southeast portion of the county where the primary land use category is agriculture.

Median Age

The median age of people in Lenawee County has been increasing over the past several decades, as is the case statewide and nationally. The following table illustrates the Median Age in each municipality in the county and State of Michigan, as well as the percent change from 2000 to 2010. The median age in Michigan is 38.9 years old. About 1/3 of the 34 municipalities have a lower median age than the state. Ogden Township has the highest Median Age of 45.9 years old, while Clayton Village is the lowest at 31.5.

Access to Vehicles

A well-connected and safe non-motorized transportation network provides an opportunity to meet multiple mobility needs with those that choose not to have a car and for young people, seniors or those physically or financially unable to drive. According to the American Community Survey (5-year estimates 2009-2013), 4% (1,192) of occupied housing units in Lenawee County have no access to a vehicle. The greatest percentage of housing units with no vehicle in the county is in the City of Adrian (9%). This is likely due to the density of development and the presence of educational institutions.

POPULATION DENSITY 2010		
		Population Density (per sq. mile)
State of Michigan		175.0
Lenawee County		131.8
Cities	Adrian	3023.5
	Hudson	1155.4
	Morenci	1134.1
	Tecumseh	1659.4
Villages	Addison	605.0
	Blissfield	1452.2
	Britton	741.8
	Cement City	426.3
	Clayton	484.5
	Clinton	1242.6
	Deerfield	935.4
	Onsted	945.4
Townships	Adrian	166.4
	Blissfield	185.9
	Cambridge	165.5
	Clinton	200.5
	Deerfield	70.4
	Dover	50.9
	Fairfield	41.8
	Franklin	76.4
	Hudson	44.5
	Macon	44.4
	Madison	267.4
	Medina	25.8
	Ogden	25.3
	Palmyra	64.5
	Raisin	179.5
	Ridgeway	55.1
	Riga	35.2
	Rollin	93.7
	Rome	49.4
	Seneca	32.6
	Tecumseh	143.3
	Woodstock	102.3

MEDIAN AGE 2000-2010

Area Name		2000	2010	% Change
State of Michigan		35.5	38.9	9.6
Lenawee County		36.4	40	9.9
Cities	Adrian	31.6	32.5	2.8
	Hudson	31.9	33.4	4.7
	Morenci	34	34.1	0.3
	Tecumseh	36.3	39.8	9.6
Villages	Addison	34.8	35.1	0.9
	Blissfield	36.7	38.8	5.7
	Britton	33.6	38.8	15.5
	Cement City	35.9	40.4	12.5
	Clayton	31	31.5	1.6
	Clinton	35.9	37.2	3.6
	Deerfield	32.5	38.4	18.2
	Onsted	36.2	39.3	8.6
Townships	Adrian	40.3	45.3	12.4
	Blissfield	37	39.2	5.9
	Cambridge	39.8	45.6	14.6
	Clinton	36.8	40.3	9.5
	Deerfield	34.1	39.6	16.1
	Dover	36.9	39.9	8.1
	Fairfield	36.9	41.4	12.2
	Franklin	38	43.1	13.4
	Hudson	48.1	42.8	12.4
	Macon	38.5	41.1	6.8
	Madison	36.2	39.6	9.4
	Medina	39.6	43.9	10.9
	Ogden	38.6	45.9	18.9
	Palmyra	36.1	42.3	17.2
	Raisin	36.3	40.1	10.5
	Ridgeway	39.5	35.5	11.3
	Riga	39.2	42.5	8.4
	Rollin	46.5	40.3	15.4
	Rome	37.1	43.6	17.5
	Seneca	43.1	36.8	17.1
	Tecumseh	40.8	43.9	7.6
	Woodstock	39.6	46.5	17.4

ACCESS TO VEHICLES 2009 - 2013 (est.)

	% Occupied Housing Units with No Access to a Vehicle
State of Michigan	6%
Lenawee County	4%
Adrian city	9%
Adrian township	5%
Blissfield township	4%
Cambridge township	1%
Clinton township	4%
Deerfield township	2%
Dover township	3%
Fairfield township	3%
Franklin township	1%
Hudson city	3%
Hudson township	2%
Macon township	3%
Madison charter township	3%
Medina township	4%
Morenci city	4%
Ogden township	2%
Palmyra township	1%
Raisin township	1%
Ridgeway township	3%
Riga township	1%
Rollin township	2%
Rome township	2%
Seneca township	1%
Tecumseh city	4%
Tecumseh township	2%
Woodstock township	5%

Student Enrollment

Lenawee County has a significant student population, particularly in the City of Adrian with Adrian College, Siena Heights University and the Jackson College @ LISD Tech Campus with a combined enrollment of more than 10,500 students.

STUDENT ENROLLMENT			
	Adrian College	Siena Heights University	JC@LISD
Full-Time Students	1,761	3,583	900
Part-Time Students	46	4,287	
TOTAL	1,807	7,870	900

Adrian College

Adrian College was founded in 1859. It is a private, co-educational college of liberal arts and sciences related to the United Methodist Church. It is a traditional four-year, residential college offering a focused undergraduate education with an advanced 4+1 Master's program. In recent years, the College has experienced momentous growth garnering national recognition. U.S. News & World Report has recognized Adrian College as the ' #1 Up and Coming Baccalaureate School in the Midwest'. Adrian College also has 20 Bruiser Cruiser bikes available for rent by students.

Siena Heights University

Siena Heights University is a Catholic university founded in 1919 and sponsored by the Adrian Dominican Sisters. Enrolling a diverse community of traditional-age and working adult students, Siena Heights is a coeducational North Central accredited institution founded in the liberal arts tradition, offering associate's, bachelor's, master's and specialist's degrees.

Jackson College @ LISD Tech

Jackson College was founded as Jackson Junior College in 1928 and operated as a division of the Jackson Union School District. While the main campus is located south of the City of Jackson, the LISD Tech campus is located in

Adrian. The Adrian campus includes a 27,000-square-foot facility with the latest in technology, expanded classroom spaces, state-of-the-art science wing, full-service bookstore, and a bistro.

Destinations

A key goal in the development of the Connecting Lenawee Plan is to connect residents and visitors to the various urban, rural and recreation destinations within the County. Some of those destinations are described on the following pages and are noted on the Non-Motorized Vision Map.

Hayes State Park

Established in 1920, Hayes State Park covers approximately 654 acres along the northern border of Lenawee County. In a scenic setting, 185 modern campsites and two mini-cabins are nestled in wooded, rolling hills next to Round Lake, a no wake lake. Campers have access to Wamplers Lake, an all sports lake. Features include sand beaches, shaded picnic areas, boat launch, concession stand, canoe, rowboat, tube and paddle boat rentals, horseshoe pits, volleyball net and playground. It is in the heart of the Irish Hills with close proximity to Michigan International Speedway.^{iv}



Lake Hudson State Recreation Area

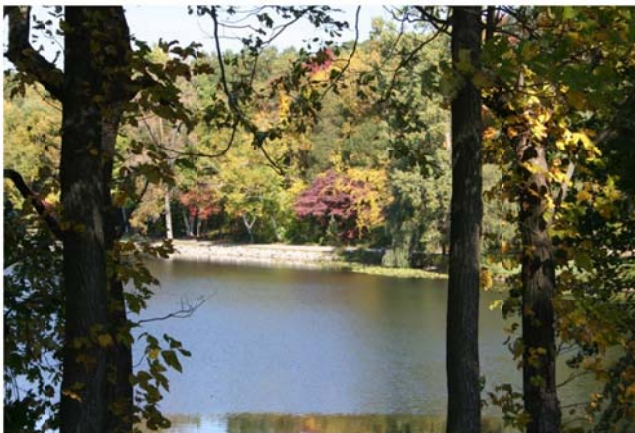
The Lake Hudson Recreation Area has 2,796 acres of recreational opportunities around Lake Hudson in the southwest portion of the County. The park offers premier

muskie fishing and game hunting. The beach area provides for sunbathing and swimming. There are 50 semi-modern campsites with electric hookups. Water is available by hand pump and the park has vault toilets. The day use area offers a swimming beach. There are volleyball nets and a picnic area with a shelter. Lake Hudson has been designated a dark sky preserve for learning more about the night time sky.^v



MSU Hidden Lake Gardens

MSU Hidden Lake Gardens includes a 755-acre botanical garden with a greenhouse complex, lake, picnic area, and a 6-mile paved scenic drive. Thousands of labeled trees, shrubs and flowers, appealing to a great variety of interests, are on display in indoor and outdoor collections. Highlights include the Benedict Hosta Collection (800 varieties), the Harper Collection of Dwarf and Rare Conifers (500 specimens), the Bonsai Collection as well as the conservatory (temperate house, tropical dome, and arid



dome. There are also more than five miles of marked hiking trails.^{vi}

Kiwanis Trail

Early in 1974, the City of Adrian adopted a Land Use Plan that called for the acquisition of all riverbank property between Riverside and Island Parks. The goal was to connect the two major city parks with a walkway. A major portion of the riverbanks was on unused Detroit Toledo & Ironton railroad properties. Negotiating to purchase the railroad properties began in 1985 with title acquisition taking place in 1987. The City of Adrian Parks & Recreation Department took the lead in acquiring all properties. The original objective was to purchase the railroad property from College Avenue to Curtis Road. However, the railroad refused to sell just part of their property but wished to dispose of all of their holdings from College Avenue to Tecumseh as a single parcel. The City questioned how the development and maintenance of property outside the City could be done.



Clyne (Ted) Durst, an Adrian Kiwanis member and long-time supporter of Adrian projects, volunteered to spearhead an effort for the Adrian Kiwanis Club to develop and maintain the property outside the City of Adrian. This eventually came to fruition and henceforth has been called the Kiwanis Trail.^{vii}

The Kiwanis Trail now is an approximately 8-mile long, paved trail for jogging, walking, and biking that goes from Adrian to just south of Tecumseh, ending at Green Hwy and Ives Road. The 8-mile path offers views of the River Raisin, Lenawee County Courthouse, residential areas, farmland and more.^{viii}

Lenawee County Parks

There are 6 county parks in Lenawee County, including:

- *Gerber Hill County Park (Deerfield Township)*
40 Acres
Facilities include: picnic shelter with grills and tables, port-a-john, soccer and baseball fields, volleyball, horseshoe pits, basketball, playground equipment, sledding hill and pond. The park was formed by glaciers which has left a sand base. There are trails in both woods with tree identification markers.
- *Iron Lake County Park (Cambridge Township)*
1 Acre
Facilities include: boat launch, fishing.
- *Taylor Road County Park (City of Adrian)*
80 Undeveloped acres
Engineered flood pond for nature habitat was designed in cooperation with the DNR and various wild life organizations.
- *Medina County Park (Medina Township)*
40 Acres
Facilities include: picnic shelter with grills and tables, softball field, playground. Activity includes: fishing in Bean Creek.
- *Bicentennial County Park (Adrian Township)*
78 Acres
Facilities include: shelter area with grills and tables, hand water pump and port-a-john, soccer field, volleyball, playground area and softball field.
- *Ramsdell Natural Park (Rollin Township)*
180 Acres
Facilities include: shelter area with center fireplace, grills and tables, water, a port-a-john, playground equipment, rolling hills, ponds, and native tallgrass prairie. Activities include: cross/country skiing in winter, hiking in spring, birdwatching, native prairie trails, family picnics in summer and color hikes in fall.

Downtowns

Adrian

Adrian is located near the geographic center of Lenawee County and is easily accessible from all directions via major State Highways and County Roads. Founded on the banks of the Raisin River in 1826 Adrian enjoyed a "Golden Age" from 1840 to 1870. Downtown buildings were featured with three story brick structures built in the Commercial Italianate style. By 1860 Adrian was the third largest city in the state of Michigan. Now the historic buildings continue to provide unique traveling experiences with a variety of businesses and events for the entire family to enjoy.

Blissfield

The Village of Blissfield is located in southeastern Lenawee County approximately 8 miles north of the Ohio-Michigan Border, and 10 miles southeast of Adrian. Blissfield is proud of its historic heritage and rural lifestyle. Various events are held in Blissfield, such as Tractor Cruise-in, car and bike shows and music festivals on Main Street.

Clinton

Clinton is an historic Village at the northern border of Lenawee County with a 2010 population of 2,336. The Village has a rich history and downtown based on its prime location along the intersection of the Sauk Trail and River Raisin and the route between Chicago and Detroit. Besides the various events such as Fall Festival, the Annual US-12 Garage Sale, etc., the Clinton Arts Center is developing a building in downtown Clinton as their future home for gallery, drawing, painting and special programming. Classes and featured events in the building will create a unique gathering space for downtown Clinton.

Hudson

Historic downtown Hudson (on the National Historic Register) is located on the western edge of Lenawee County at the junction of US-127 and M-34. It is supported today by small business, tourism and several manufacturing facilities including automotive control mechanisms, carbon and stainless steel machining, metal stamping and screw machine products. A new system of

paved multi-use pathways has been created throughout the City. They interconnect the City parks, and provide links to downtown and the Industrial Park. The Trails include: the Findlay Trail (opened in 2011), the Murdock and Sunrise Meadows Trails (both opened in 2013), and the Engle Trail (2014). The four connected trails form a 5 kilometer-long loop.



Road Jurisdiction and Traffic Counts

The road system within Lenawee County is anchored by three major US Routes – US-223, US-12, and US-127. US-223 bisects the County in the northwest-southeast direction, US-127 provides north-south access along the western portion of the County, and US-12 traverses the north part of the County in an east-west direction through Tecumseh and the Irish Hills. Other State trunklines supplement these three major highways. There are a total of five (M) Routes in the County: M-34, M-50, M-52, M-124, and M-156. M-34 and M-52 provide access to the urban center of Adrian. M-50 runs northwest-southeast through Tecumseh, M-156 runs north-south between Morenci and Clayton, while only a small portion of M-124 extends into the County near Wampplers Lake. These trunklines are further supplemented by a series of county arterial roads.^{ix}

Act 51 authorizes designation of jurisdictional road networks: county roads and city and village streets. These “legal systems” designate which road is under which agency’s jurisdiction, and determine funding. The Act sets criteria for those designations and allows for the transfer of mileage between systems. Act 51 assigns responsibility for maintenance, construction, and improvement of those roads to the various governmental bodies. Maintenance includes snow removal, cleaning, patching, signing, and marking, in addition to preservation, reconstruction, resurfacing, restoration and rehabilitation. Road jurisdictions within the County are illustrated on the map on the following page and include:

State Trunklines

The State Trunkline System (i.e. US and M routes) is one of the jurisdictional road systems authorized by Act 51. Designated by the State Transportation Commission, the state trunkline system consists of roads, streets, and highways found both inside and outside the limits of incorporated cities and villages. It assigns to the Michigan Department of Transportation the direction, supervision, control, and cost of maintenance, construction, and improvements to state trunkline highways.

Morenci

Morenci is located on the southern border of Lenawee County on M-156, just north of the Ohio state line. Morenci offers a wide variety of business opportunities and community activities, plus excellent schools, law enforcement, and city services, but also keeps a simple lifestyle in a rural small town setting. The unique blend of modern convenience and old fashion values and convenient distance to surrounding cities attract visitors from both Michigan and Ohio.

Tecumseh

Situated where M-50 crosses the River Raisin, a few miles east of M-52, Tecumseh is located within 25 minutes of Ann Arbor, 30 minutes of Jackson, 15 minutes of Dundee and 30 minutes from Toledo, Ohio. Tecumseh is also one of the first three settlements in the Michigan Territory. An interesting mix of specialty shops, professional services, boutiques and dining options locate inside historic buildings. Lively businesses and all year round fairs and festivals welcome visitors and enhance quality of life.

County Primary and Local Roads

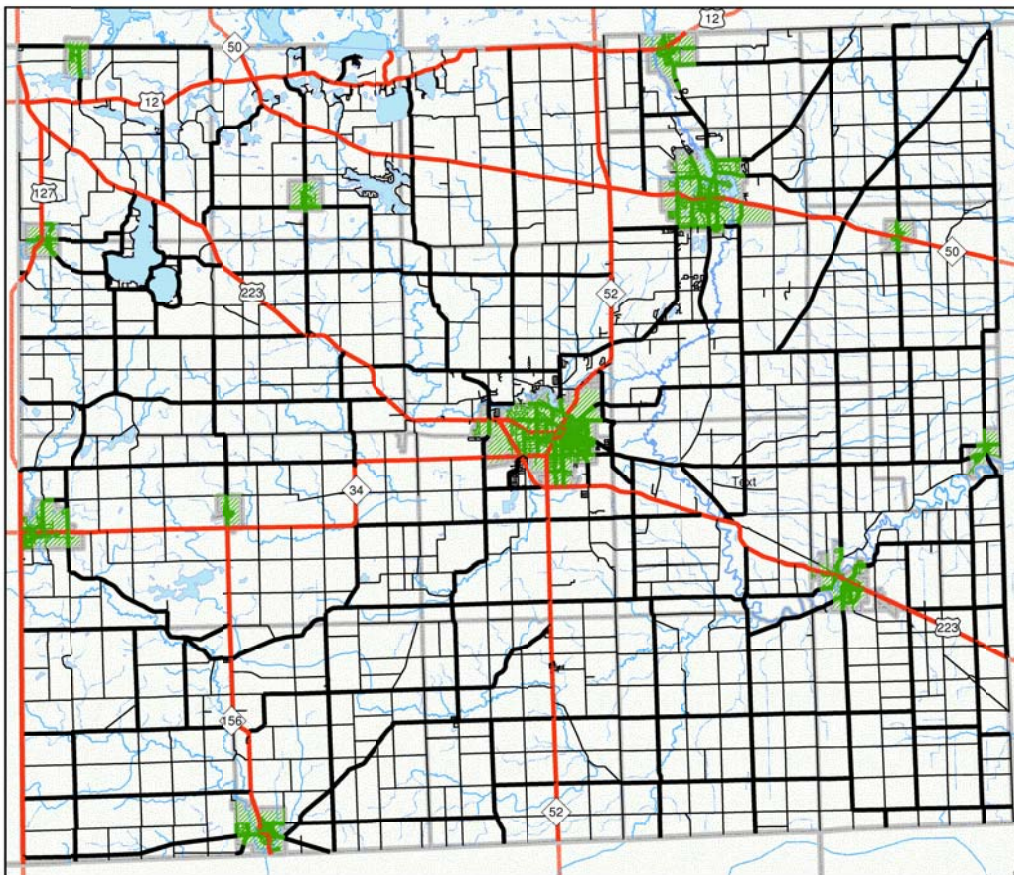
The County Primary and County Local Road systems, designated by board members of the County Road Commissions and subject to approval by the State Transportation Commission, are also established by Act 51. County Primary roads are selected according to their importance to the county. All other county roads are part of the County Local Road System.

City Major and Local Streets

City Major Street and Local Street systems established by Act 51 are designated by a municipality's governing body, subject to the approval of the State Transportation Commission. City Major Streets are chosen according to their importance to the municipality. All other streets are City or Village Local Streets and may be extensions of County Primary Roads. These street systems include no county roads or state trunkline highways.

Traffic Counts

As illustrated on the AADT Traffic Counts Map prepared by Region 2 Planning Commission, most roads in Lenawee County have less than 10,000 average annual daily traffic counts. U.S.223 is one of the most used highways with an average of 5,000 to 10,000 and some parts 10,001 to 20,000 AADT's. The busiest part of U.S.223, which reaches 20,000 AADT's and above, is on the south end of the Adrian city limit.



Region 2
Planning Commission

Source(s):
> Act 51 designations = Michigan Geographic Framework



Miles
0 1 2 4 6

Connecting Lenawee Mapping Project

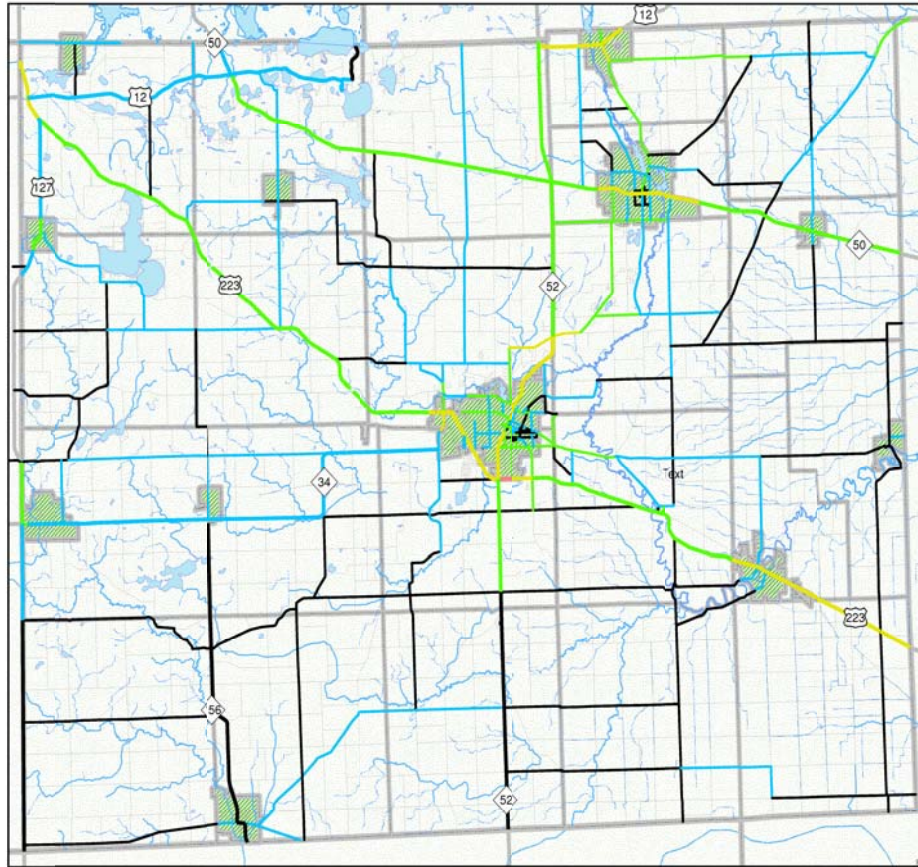
Roads & Streets

Roadway Classification - Act 51

Public Act 51 of 1951 Legal System (Act 51)

- State Trunkline
- County Primary
- City Major
- County Local
- City Minor

04/09/2015



Connecting Lenawee Mapping Project

Roads & Streets AADT Traffic Counts

Average Annual Daily Traffic Counts (AADTs)

- 2,000 & below
- 2,001 - 5,000
- 5,001 - 10,000
- 10,001 - 20,000
- 20,001 & Above



Source(s):
 > Highway AADTs = MDOT 2013 ADT map
 > Local AADTs = mcgi.state.mi.us/ntfa



Miles
 0 1 2 4 6

04/08/2015

Influencing Plans and Initiatives

It's important to understand the context of the existing non-motorized system in Lenawee County in order to make decisions about priorities and future improvements. There are a number of plans and initiatives that directly impact or influence non-motorized connections in Lenawee County. These are further described in more detail below including:

- Underground Railroad Bicycle Route
- MDOT University Region: Regional Non-Motorized Plan
- Lenawee County 2015-2019 Parks and Recreation Plan
- River Raisin Water Trail
- City of Adrian Comprehensive Plan
- City of Tecumseh Parks and Recreation Plan
- Blissfield Parks and Recreation Plan
- Hudson Parks and Recreation Plan
- MDOT Projects
- Kiwanis Trail Survey Results

Underground Railroad Bike Route

The Underground Railroad Bicycle Route (UGRR) is an initiative of the Adventure Cycling Association and memorializes the Underground Railroad, a network of clandestine routes by which African freedom seekers attempted to escape slavery before and during the Civil War. The 2,006.5-mile Underground Railroad Bicycle Route traverses from Mobile, Alabama to Owen Sound, Ontario. The Detroit Alternate1 route of the UGRR travels from Oberlin, OH to Sombra, ON (281.4 mi.) through Lenawee

County via Blissfield, Adrian, the Kiwanis Trail, Tecumseh and into Macon.

MDOT University

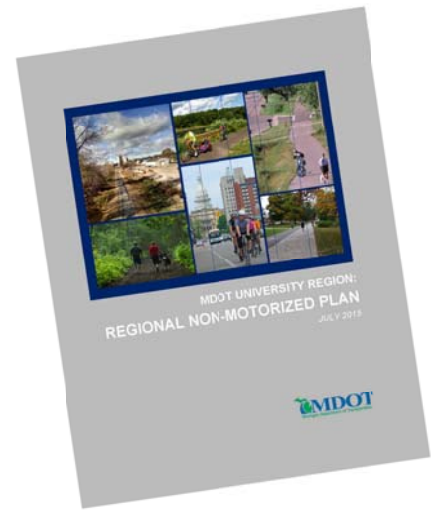
Region:

Regional Non-Motorized Plan

The MDOT University Region: Regional Non-Motorized Plan was completed in June 2015 by MDOT in coordination with multiple agencies, communities and

regional stakeholders. The goal of the plan is to support safe and well-connected pedestrian and bicycle facilities on a regional level. In the effort of identifying opportunities to enhance non-motorized transportation in Lenawee County, 88 miles of existing facilities (trails, side paths, and wide paved shoulders) were noted and priorities in the County include:

- Develop a Non-Motorized Plan for Lenawee County
- Improve experience of Underground Railroad Bike Routes users
- Extend Kiwanis Trail north into Tecumseh and north to Clinton
- Construct the US 223 By-Pass Trail



Lenawee County 2015-2019

Parks and Recreation Plan

The Lenawee County 2015-2019 Parks and Recreation Plan was adopted in 2015. The purpose of the Parks and Recreation Plan is to inventory existing recreational opportunities and facilities available to residents of Lenawee County and identify problems and future needs. Several goals and objectives in the plan support non-motorized transportation and trail development on a county-wide and regional basis, such as supporting



greenway systems as a means of preservation and linkage of existing parks. Specific objectives in the plan include:

- Explore options of the Irish Hills Lakes Greenway which traverses Deep, Dewey, Little Stone, Dotys, Washington, Mud, Marrs, Wolf, Allens, Meadow, Kellys, Killarney, and Iron Lakes.
- Explore options of the Bean Creek Greenway which traverses Bean Creek, Mallory Lake, Devils Lake, and Round Lake.
- Explore options of the River Raisin Greenway which traverses the River Raisin, Wolf Creek, Black Creek (tributary of Wolf Creek), and the South Branch of the River Raisin.
- Explore options of the Black Creek Greenway which traverses Black Creek and Lake Hudson.

River Raisin Water Trail

The River Raisin Watershed Council is a nonprofit membership organization with a growing constituency of individuals, businesses, municipalities and community groups seeking to protect the natural resources of the watershed. Working in partnership with these diverse interests, RRWC acts as a catalyst to improve the watershed environment through planning, advocacy, education, science, and protection of watershed lands. RRCW is working on an approximately 160 mile water trail on the River Raisin and Saline River. The portion that goes through Lenawee County is about 70 miles long with two directions. One of them travels from Tate Park in Clinton to Riverside Park in Adrian, and the other one travels along the River Raisin from the Kiwanis Trail to Deerfield through Blissfield and into Monroe County. Connecting Lenawee will be working with the RRWC to develop a vision and long-range plan to restore and improve the River Raisin as it flows through Adrian (see Goals section of Plan for more).

City of Adrian Comprehensive Plan

The City of Adrian Comprehensive Plan was completed by the City of Adrian Planning Commission in 2006 (the Planning Commission recently voted to update the Master Plan). The plan provides for future land use, housing, transportation, and community development and other

community features in a coordinated fashion and was intended to guide development in the City over a period of 10 to 20 years. Among the goals set for the city is to maintain a transportation network that facilitates safe and efficient circulation within and through the community, promotes alternative modes of transportation, and supports non-motorized transportation. The objectives include:

- Expand City sidewalk program to fill in gaps in the existing sidewalk network.
- Expand the system of bike paths throughout the City to connect residential areas with Downtown, shopping, entertainment, recreational, cultural, civic, and educational uses.
- Pursue opportunities for the development of an East-West bike path through the City as well as the extension of the existing path to the South.
- Pursue opportunities for converting abandoned railroad rights-of-way to pathways.

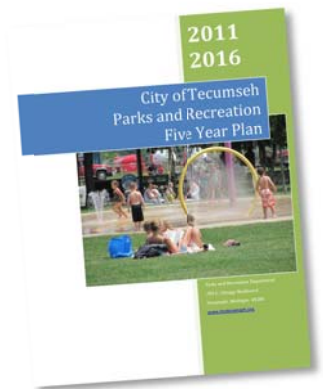
City of Tecumseh Parks and Recreation Plan

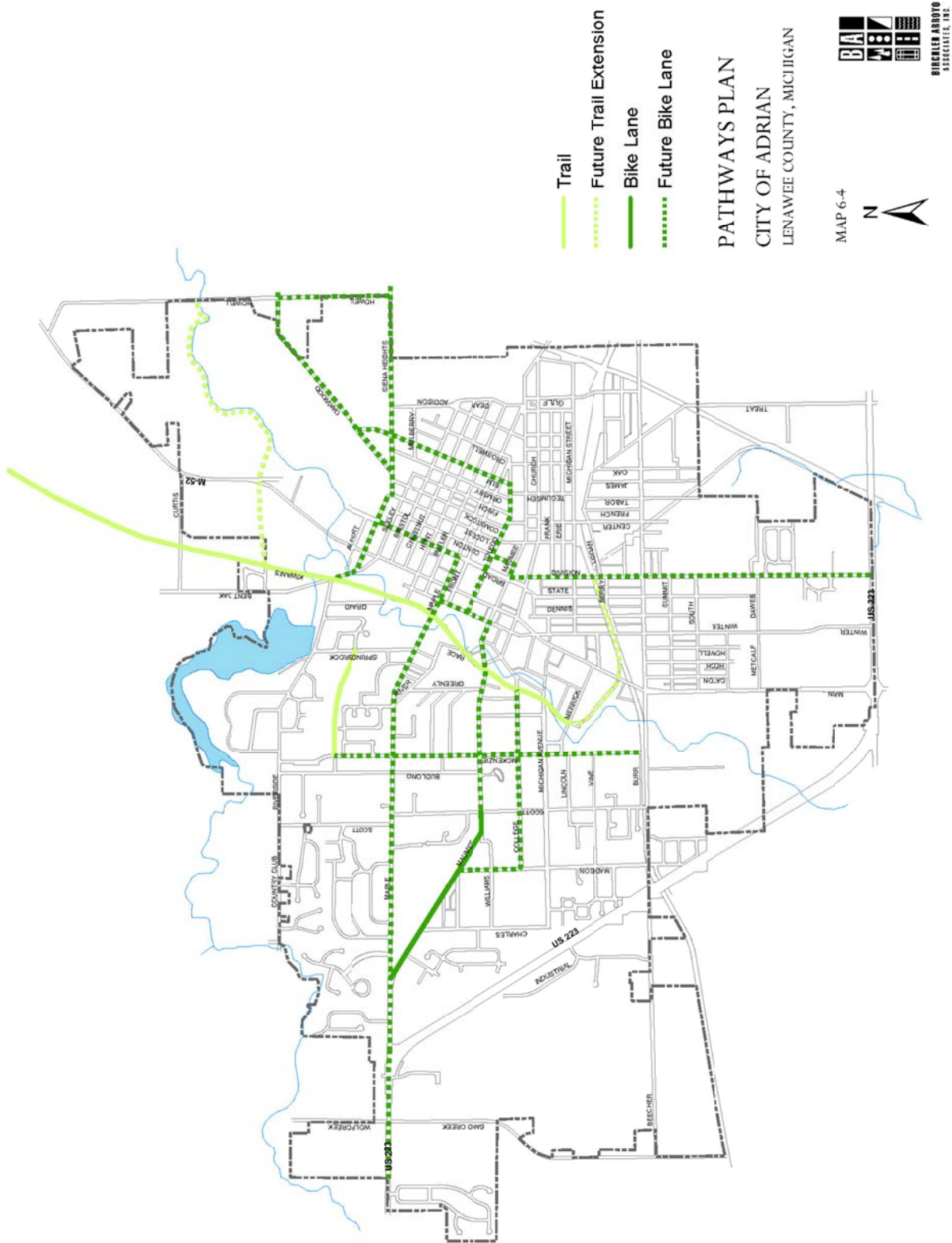
The City of Tecumseh Parks and Recreation Five Year Plan was developed in 2011.

The Purpose of the Plan is to form a road map for the decisions made in the next five years regarding the provision of park and recreation lands and other open space for the community. The plan also includes seven

Community Goals and corresponding objectives. The goal “non-motorized pathways: continue to expand and develop Tecumseh’s trail system” specifically addresses the importance of connecting the city with non-motorized transportation. The action plan for the goal includes:

- A connector trail from Tecumseh Elementary School to Evans Street.
- Installing a bike path on Evans Street.
- Linking the entire county with non-motorized trails.





Village of Blissfield Parks and Recreation Plan

The purpose of the Village of Blissfield Parks and Recreation Plan is to go beyond an inventory of existing recreational opportunities and facilities, and identify problems and future needs for Village residents. The plan includes several goals and objectives, including:

- Construct biking/walking trails within Ellis and Clara Bachmayer Park.
- Acquire property and develop nature trails along west bank of River Raisin, from the end of River St. northward.
- Construct bridges for non-motorized traffic across the River Raisin, in the vicinity of the Water Plant and the dam.
- Acquire property and develop nature trails along the west bank of River Raisin, from the south boundary of Clara Bachmayer southward.

Hudson Parks and Recreation Plan

The Hudson Parks and Recreation Plan was adopted in 2008. The purpose of the plan is to respond to the recreational desires of its citizenry and to plan for enhancements to the City's parks and recreational programs. A few goals were established for the 2008-2012 edition of the Recreation Plan, among which is a goal to expand the Bean Creek Linear Park by forming the

the objective of the goal is to extend the park northward to Will Carleton Park, Lincoln Elementary School, and Hudson Middle and High School and southward to Memorial, Thompson's, and Webster's Parks.

MDOT Projects

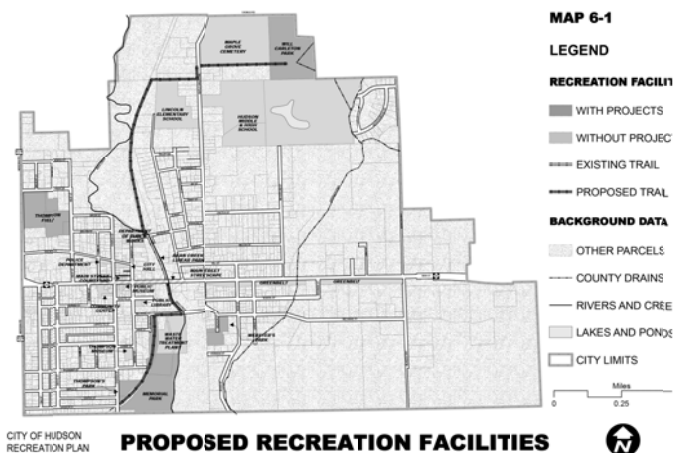
There are three projects planned by the Michigan Department of Transportation within Lenawee County within the next 3 years (other than region wide pavement marking and crack sealing). All are planned in 2017 in Adrian and include:

- CMAQ (Congestion Mitigation and Air Quality) Project #1 will improve the intersection of US-223 @ US-233BR (Maumee Street).
- CMAQ Project #2 will add a roundabout at the intersection of M-52 (Church/Broad)/State Street.
- A Safety Project will add a center turn lane at the intersection of M-52 @ Siena Heights.

Kiwanis Trail User Survey

During the summer of 2015, a local interested resident and frequent Kiwanis trail user led an informal survey of trail users. He (John Kuschell) and a few other volunteers visited the trail 21 times in July and August during good weather conditions. Each visit was 3 hours long and at various days and times. There were 720 users of the trail counted during these visits, 233 face-to-face interviews and 71 written surveys completed. A few results include:

- What do people use the trail for?
 - 63% biking
 - 37% running/walking
- Do people use the trail alone or in groups?
 - 39% alone
 - 34% in pairs
 - 27% in groups of 3 or more
- How often do people use the trail?
 - 24% once a week
 - 42% two to four days a week
 - 34% five to seven days a week
- Where do people live?
 - 42% City of Adrian
 - 20% Adrian Township
 - 10% Madison Township



backbone of a non-motorized transportation network extending throughout Hudson via municipal sidewalks. And

Non-Motorized Vision, Goals and Priorities

Types and Terminology

The Michigan Department of Transportation utilizes terms and definitions that are used by the Federal Highway Administration as it relates to the various types of non-motorized facilities. The following are the most common “facility types” and are based on the AASHTO: Guide for the Development of Bicycle Facilities 2012. These are brief introductions to the common non-motorized facility types. Some of the facilities are for both pedestrians and cyclists such as Shared Use Paths and in some cases Wide Paved Shoulders and Side Paths. On-street bike lanes and marked shared lanes (sharrows) are facilities for cycling.

Shared Use Path

- Physically separated from motor vehicle traffic
- Used by pedestrians and bicyclists
- Two-way travel
- Standard design width is 10' trail with 2' clearance on both sides
- Examples include rail trails or trails such as the Kiwanis Trail



Side Path

- Shared Use Path located immediately adjacent and parallel to a road
- Depending on land use and frequency of curb cuts, may not be safe for bicyclists



Bike Lane

- On-street
- Designated and marked for use by bicyclists
- Typically one-way travel in same direction as motor traffic
- Can be buffered and/or protected



Marked Shared Lane

- On-street
- Pavement symbol to help position bicyclists while sharing lane with vehicles



Paved Shoulder

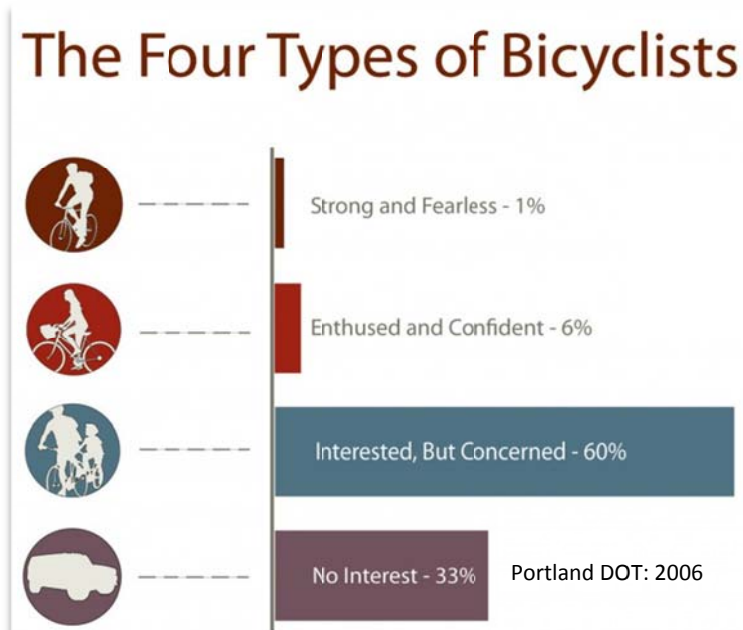
- 4 to 8 feet paved width minimum
- Provides space for pedestrians/bicyclists but not marked as a bike lane



Types of Cyclists

Before discussing the long-term vision and priorities specific to Lenawee County, it is important to understand the general types of cyclists and how design decisions can impact the number of cyclists using facilities. As categorized by staff in Portland, Oregon several years ago, most people can be categorized as one of four types of cyclists.^x

- The **“Strong and the Fearless”** are the people who will ride regardless of designated facilities or roadway conditions.
- The **“Enthusied and Confident”** are comfortable sharing the roadway with automotive traffic, but they prefer to do so with designated facilities.
- The largest portion of people fall into the **“Interested but Concerned”** category. These people are curious about bicycling. They like riding a bicycle and they would like to ride more. They would ride if they felt safer on the roadways.
- Finally, it is likely that a significant portion of the population falls into the last category of ‘cyclist.’ This is the **“No way, No how”** group that is currently not interested in bicycling at all, for reasons of topography, inability, etc.



of the population that should be kept in mind. This group represents the majority of latent demand for bicycle facilities. As such, their preference should be given significant consideration.

Non-Motorized Vision

The Connecting Lenawee Task Force worked together to document existing plans and initiatives and develop a long-term vision for connectivity in the County. The goal is to continue to work with the various stakeholders, agencies and organizations to make progress toward pedestrian and bike safety and mobility improvements. As this Plan evolves and discussions and design details advance, it's anticipated

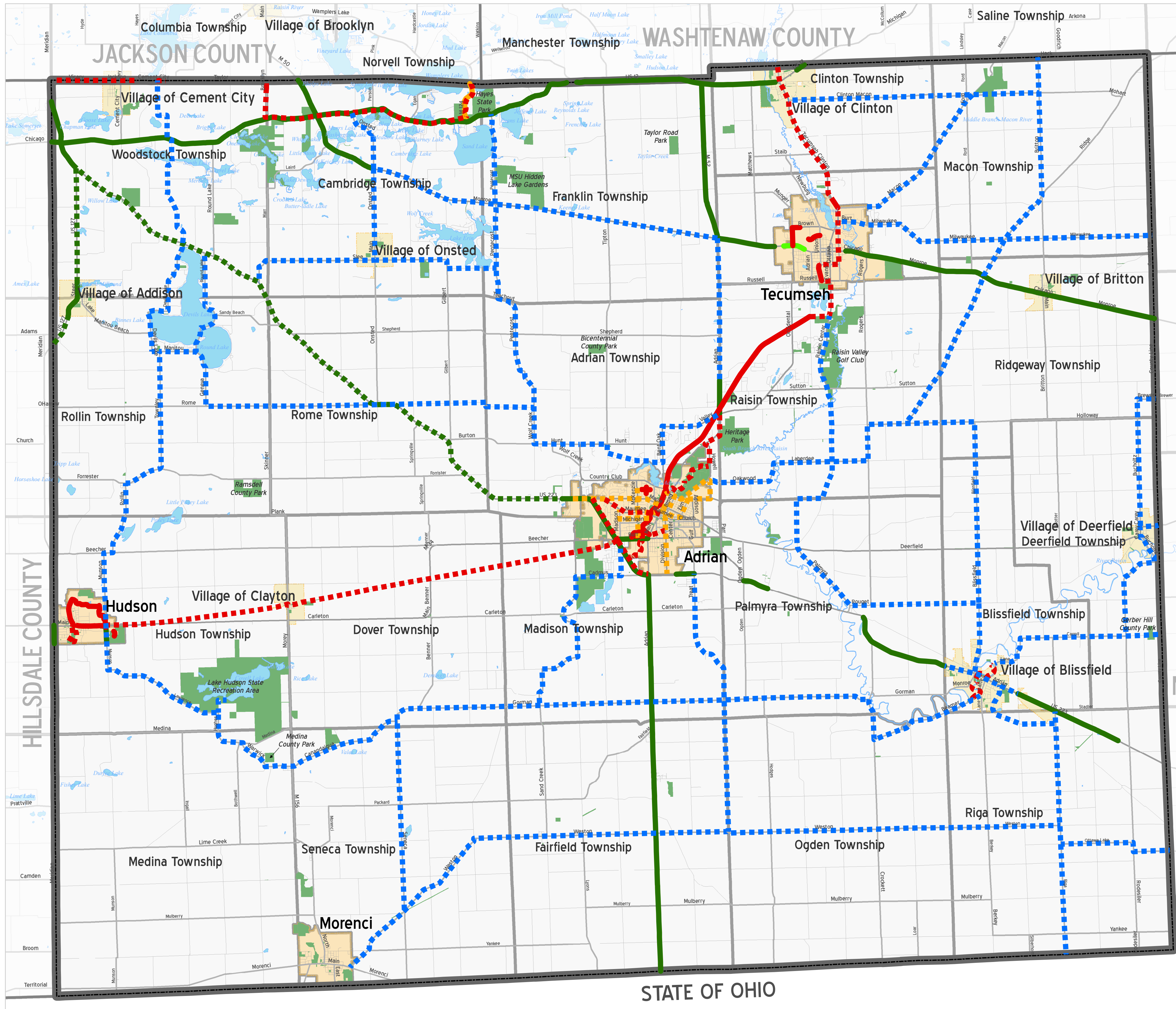
that particular routes may change or be modified based on existing conditions, preferences, ownership and funding. While this is expected, the goal of making connections to and from the various destinations and communities in the county and adjacent counties should remain at the forefront.

The Non-Motorized Vision Map illustrates the desire to encourage connectivity

and supports a holistic consideration of pedestrian and bike safety and mobility. The Non-Motorized Vision Map documents where existing facilities are located and where extensions or additional connections are desired or proposed. The intent is for this Vision to be a framework for continuing discussions and coordination efforts. The Map illustrates:

- Existing and Proposed Shared Use Paths
- Existing and Proposed Paved Shoulders (per MDOT University Region Plan)
- Existing and Proposed Bike Lanes (per Adrian and Tecumseh existing Plans)

When discussing or considering context sensitive solutions related to encouraging bicycling as a safe mode of transportation, it is the “Interested But Concerned” group



LEGEND

- Existing Shared Use Path
- Proposed Shared Use Path
- Existing Paved Shoulder - Greater Than 4 Feet Wide
- Proposed Paved Shoulder - Greater Than 4 Feet Wide
- Existing Bike Lane
- Proposed Bike Lane
- Existing Side Path
- Proposed Non-Motorized Facility/Route
- Publicly-Owned Property

- Existing Side Paths
- Proposed Non-Motorized Facilities or Routes

EXISTING AND PROPOSED MILEAGE

Existing	Miles
Shared Use Path	20.2
Paved Shoulder	66.2
Bike Lane	1.1
Side Path	0.6
TOTAL	88.1
Proposed	
Shared Use Path	45.3
Paved Shoulder	21.2
Bike Lane	12.4
Non-Motorized Facility/Route	232.5
TOTAL	311.4

A proposed shared use trail is also illustrated between Adrian and Hudson and would need further investigation to determine feasibility. This line generally follows a former rail corridor. Research completed under this planning process via Region 2 Planning Commission GIS data and review of aerial imagery indicates that while the majority of right-of-way still exists, it is divided into approximately 17 parcels, most of which are in private ownership, with significant lengths of the former rail corridor being actively farmed. It was noted, however, that the Adrian & Blissfield Railroad Company is listed as the owner of the former rail corridor from Adrian west to Porter Highway. While the likelihood of this corridor, or portions of it, becoming a trail are slim due to the number of private owners, the Task Force wanted to illustrate the long-term desire to connect Adrian and Hudson to one another via an off-road, shared use path. In reality, if a shared use path connecting Adrian and Hudson comes to fruition, its route would likely differ from that illustrated.

Existing and Proposed Shared Use Paths

The most significant shared use path facility within the County is the existing, 8-mile long Kiwanis Trail that traverses from Riverside Park in Adrian north to Ives/Green Highway, just south of Tecumseh. Planned shared use paths include sections in Hudson, Blissfield and along US-12 near Hayes State Park and the MIS. There are also proposed shared use paths within Adrian and Tecumseh including extensions of the Kiwanis Trail (discussed in greater details under Proposed Kiwanis Trail Extensions).

A new system of paved shared use paths exists throughout the City of Hudson. They interconnect the City parks, and provide links to downtown and the Industrial Park. The Trails include: the Findlay Trail (opened in 2011), the Murdock and Sunrise Meadows Trails (both opened in 2013), and the Engle Trail (2014). The four connected trails form a 3.1 mile long loop.

Existing and Proposed Paved Shoulders

The 2015 MDOT University Region: Regional Non-Motorized Plan documented the locations of existing and proposed wide paved shoulders along MDOT roads and highways within the County. Examples of existing wide paved shoulders are along M-50 east of Tecumseh, M-52 north of M-50, and US-12. Over time, as MDOT continues road improvements along roads such as US-223, and US-127, they are proposing shoulder upgrades to a 7' paved shoulder surface with a 2' aggregate ribbon (a typical MDOT upgrade on higher volume roads). Per MDOT's typical policy, when posted speed limits are greater than 45 mph, rumble strips will be included when shoulders are paved full width.

includes two, 10-11' wide travel lanes with little to no shoulder as is depicted in the photos below.



Existing and Proposed Bike Lanes

As documented in the 2015 MDOT University Region: Regional Non-Motorized Plan, the Non-Motorized Vision Map for Lenawee County illustrates locations of existing and proposed on-street bike lanes. Approximately 1-mile of bike lanes exists in the Lenawee County – along M-124 (Wamplers Lake Road) near Hayes State Park. The additional miles of proposed on-street bike lanes are within the City of Adrian as documented in their Pathways Plan. The City of Adrian has initiated (August 2015) an analysis to consider bike lanes along Maple Avenue between the Kiwanis Trail and West Maumee Street.

Existing Side Paths

Approximately 1-mile of Side Path (path adjacent and parallel to road) exists within the City of Tecumseh along M-50. No agencies currently have additional Side Paths documented in an existing plan.

Proposed Non-Motorized Facilities or Routes

The Proposed Non-Motorized Facilities/Routes illustrated in dashed blue lines on the Vision Map have, for the most part, been derived during the process of creating this Connecting Lenawee Plan. These lines represent the desire overtime to provide connections between communities and destinations within the county and to adjacent counties. Many of these routes are along Lenawee County Road Commission rights-of-way and in varying degrees of rural to semi-rural environments. A typical County road

When road improvements are being considered around the County, the intent is that non-motorized improvements also be considered in the planning and design process. Due to varying conditions, rights-of-way, drainage, relatively low traffic volumes, etc., it's anticipated that one of three alternative treatments be considered for rural areas:

- Signage and Markings
- Wide Paved Shoulders
- Shared Use Paths/Side Paths

Alternative Treatments for Proposed Non-Motorized Facilities/Routes in Rural Areas

When moving forward with road projects in the County, where it's proposed as a non-motorized facility or route on the Vision Map, one of three alternatives should be considered based on existing conditions and more detailed analysis.

Signage and Markings

In several areas throughout the County, particularly in the rural southern areas, where traffic volumes are low, and/or where no space exists for wide paved shoulders or shared use trails, the installation of signage and markings along the proposed routes may be a treatment that will raise the level of awareness and deliver a clear traffic control message. Use of a "Bicycle May Use Full Lane" (R4-11) sign along with shared lane pavement markings should be considered.



Wide Paved Shoulders

As documented by the FHWA Safety Program, the use of wide paved shoulders, at least 4' in width provides a number of safety benefits including a stable surface off the road for pedestrian use, increased level of comfort for bicyclists, reduces shoulder maintenance requirements, and reduces numerous crash types.

Shared Use Paths/Side Paths

Shared Use Paths are physically separated from vehicle traffic. Side Paths are the same, but parallel to or adjacent to the road but set back from the road and separated by a green area or trees. The AASHTO standard for a shared use path or side path is a 10' wide trail with 2' of clearance on both sides. If seeking federal or state funds through the MDOT Transportation Enhancement Program or the Michigan Natural Resources Trust Fund, they will require AASHTO standards are met. Within the County, particularly in the southeast portion, a significant drainage ditch is present along at least once side of the road. This option may be considered where there are minimal curb cuts, where a non-motorized facility is desired (more than just signage and markings), and where the cost to purchase right-of-way and build may be similar to the cost of moving large drainage ditches to accommodate a wide paved shoulder.

Proposed Kiwanis Trail Extensions

As is illustrated on the Non-Motorized Vision Map and the Kiwanis Trail and Extensions graphic, there are 4 proposed extensions to the existing Kiwanis Trail including:

- Tecumseh Connection
- US-223 Bypass Trail
- River Raisin Extension
- Island Park and Heritage Park Connection

Tecumseh Connection

A shared use path is proposed to extend approximately 1.8-miles from the terminus of the existing Kiwanis Trail (at Ives/Green Highway), east along Ives Road, and north along the western side of the Raisin Center Highway to Cal Zorn Park, connecting to the Tecumseh Trail with a mid-block crossing of Russell Road.



Two additional routes were discussed by the Task Force and stakeholders including utilizing the east side of Green



Highway and sharing the rail corridor on the east side of Raisin Center Highway. It was determined via discussions with the Road Commission, Task Force members, property owners and the Michigan Southern Railroad that the Green Highway option, while more direct, would be challenging due to the narrow width of Green

Highway and its associated right-of-way. Although, due to the recent repaving of Green Highway, the Task Force is pursuing installation of sharrows and bikes use full lane signage in the near-term. The railroad corridor on the east side of Raisin Center is owned and used regularly by the Michigan Southern Railroad Society for leisure excursions between Tecumseh and Clinton. From site meetings with Board members, it was noted that the rail corridor is fairly narrow – approximately 15-20 feet wide. With the rails still intact and used, there is not sufficient width for a 10' wide path plus an additional 2' wide clear zone on either side (AASHTO standard). However, a side path that is narrower may be an option, if necessary.

US-223 Bypass Trail

A shared use path is proposed to extend approximately 2.8 miles along the east side of the US-223 right-of-way from Maumee to Main Street/M-52. The path would connect a number of commercial destinations as well as Adrian College to one another. The trail would cross over the South Branch of the River Raisin, continue north, travel behind the Adrian Church of God, cross Airport Road and West Beecher Street at grade, travel west along Beecher back to the US-223 right-of-way and continue north to Adrian College and West Maumee Street. Preliminary discussions regarding feasibility have taken place with the Michigan Department of Transportation.

River Raisin Extension

A shared use path is proposed to extend approximately 1-mile along and/or near the South Branch of the River Raisin to connect the proposed US-223 Trail to the existing Kiwanis Trail at Bohn Pool and Riverside Park. This would require adjacent property owners to agree to easements for construction.

Island Park and Heritage Park Connection

An approximately 3.6-mile shared use path is proposed to connect the existing Kiwanis Trail to Island Park and Heritage Park. The conceptual route is from the Kiwanis Trail near Bent Oak Avenue east along the River Raisin, beneath M-52/Main Street and into the City of Adrian's Island Park. The path would continue east toward the

wastewater treatment plant and Howell Road. The trail is proposed to extend north along Howell Road and into Heritage Park, via Adrian Highway and Adrian Drive. Property ownership and feasibility of the route are in need of additional analysis as the proposal moves forward. Funds were received in 2015 through the same Grant that this Plan was developed to do a significant signage and wayfinding project in Heritage Parks 10+ miles of hiking and biking trails. Connecting the trails and associated amenities to one another is a priority for Kiwanis and the Task Force.

Goals and Priorities

The Connecting Lenawee Task Force worked to develop a number of goals and discuss priorities for limited resources as the plan continues to evolve.

Goals

- The Connecting Lenawee Task Force should continue to meet on a regular basis using the Connecting Lenawee Plan to guide discussion with a **focus on collaboration between partners** to move projects forward.
- **Work closely with partners** such as the Kiwanis Clubs of Adrian and Tecumseh, YMCA, MDOT, Region 2 Planning Commission, County Commission, County Road Commission, Watershed Council, local units of government, Adrian DDA, private businesses, health organizations and others to move priorities, plans and improvements forward.
- Ensure **county and local government agencies** are aware of the Connecting Lenawee Plan and encourage them to reference the plan as they develop their local planning documents.
- Continue to **seek a variety of funding sources and partners** to advance further planning, design and implementation of the Connecting Lenawee Plan.
- Access to the River Raisin is important for non-motorized users as well as kayaks and canoes throughout the County. **Coordination with the River Raisin Conservancy** is essential to further these efforts and realize efficiencies in locating amenities, support services such as trailheads, restrooms, and wayfinding signage.
- Work with the City of Adrian, DDA, River Raisin Conservancy and others to **develop a vision for greening the River Raisin corridor** and embracing the river for recreation and economic development opportunities. (See Priority Projects for more).
- **Support and encourage** MDOT, the County Road Commission and local agencies in their efforts to make pedestrian and bicycle safety and mobility improvements.
- Lead and encourage the **promotion** of the existing and proposed non-motorized network within the County to increase awareness and use.
- Work with Task Force partners to develop a **“brand” for the Connecting Lenawee** efforts so that existing and future facilities are associated with the larger, connected network within Lenawee County. (See priority projects for more).
- The **Underground Railroad Bicycle Route** traverses through Lenawee County including the Kiwanis Trail. Work with the Adventure Cycling Association to develop/install wayfinding signs to raise awareness of the route and sites along the way.

Priority Projects

The Connecting Lenawee Plan and Non-Motorized Vision represents a long-term concept of connectivity between communities and destinations in Lenawee County. Undoubtedly, the goals identified on this page are the priorities of the Task Force. However, during the development of this Plan, a number of specific “projects” were highlighted as priorities as efforts continue to move forward. Many of these will be moving forward concurrently and others will likely be added as discussions evolve. Priorities include:

- **Extend the Kiwanis Trail to Tecumseh**
- **Implement Improvements to Existing Kiwanis Trail**
(see call out box below for details)
- **Connect Hudson to the Lake Hudson State Recreation Area**
- **Island Park and Heritage Park Extension**
- **US-223 Bypass Trail**
- **Kiwanis Trail to US-223 Bypass Trail**
- **Tecumseh to Clinton Connection**
- **Wayfinding Plan and Signage**

The development of a coordinated wayfinding and signage plan is a priority to raise awareness of routes, connections and destinations. Wayfinding signage should be encouraged throughout the County.

Wayfinding Signs

In addition to wayfinding and branding signs along and near the existing Kiwanis Trail, there is a desire to develop a signage plan that includes wayfinding and directional signs along the various planned routes as they are improved. For example, if markings and signage are placed along roads to connect Adrian and Hudson, the signage package should include signs that direct people where to turn, distance to various destinations, and confirmation that they remain on the correct route as illustrated in the example below.



Existing Kiwanis Trail Improvement Priorities

There is significant interest in maintaining and improving the existing 8-mile Kiwanis Trail from Riverside Park in Adrian north to Ives/Green Highway in Raisin Township including the following:

- Construct small parking area at Ives/Green
- Design and implement treatments to improve all road crossings (i.e. signage, striping, flashing beacons)
- Develop wayfinding signage design plan (include signage related to etiquette, Underground RR, etc)
- Stripe centerline of trail (focused application at curves or high traffic areas)
- Re-deck existing bridges
- Plant shade trees
- Shelter/kiosks/recycling/trash containers along trail (3 locations)
- Restrooms/drinking water (2 locations)
- Integrate adjacent, vacant/underutilized property(ies) into trail

- **Endowment Fund for Kiwanis Trail**

There is great interest in establishing a long-term maintenance solution for the existing and proposed extensions of the Kiwanis Trail. The existing portion of the trail is aging and has been repaired and resurfaced in recent years. Significant maintenance is needed to ensure it is a high quality, well-used resource.

- **River Raisin Restoration and Development Plan**

Work with the River Raisin Watershed Council to develop a Vision and Long-Range Sustainability Plan to restore and improve the River Raisin as it flows through Lenawee County. Steps to develop such a Plan would include:

- Assessment of current conditions
- Identify and recommend:
 - projects for restoration / property clean up
 - navigability from Tecumseh to Adrian
 - access points in Adrian, Tecumseh and Clinton
 - beautification projects
 - organization and training of volunteers for on-going maintenance
 - funding sources

facilities by including pedestrian and bicycle facilities, striping, crosswalks, signals, ramps, signage, etc. in with a larger road improvement project.

ACT 51

Created by Public Act 51 of 1951, this is where all state fuel taxes and license plate fees are deposited. This revenue is shared among city, county and state transportation agencies for construction, maintenance, and operation of Michigan's transportation systems. The state transportation law (MCLA 247.660k) requires a minimum of 1% of state transportation funds be spent for non-motorized transportation. In 2010, Michigan passed legislation that encourages development of Complete Streets as appropriate to the context and cost of a project. This complements State Act 51. Additional information on federal transportation funding sources for bicycle and pedestrian projects can be found on the Federal Highway Administration's and MDOT's Bicycling in Michigan websites.

MDOT Transportation Alternatives Program (TAP)

One source of funding available to enhance the regionally significant portions of the non-motorized vision is the Transportation Alternatives Program (TAP). TAP is a competitive grant program administered by MDOT that offers funding opportunities to help expand transportation choices and enhance the transportation experience through implementing a number of transportation improvements, including pedestrian and bicycle infrastructure and safety paths and facilities. Additionally, investments made through TAP support place-based economic development by offering transportation choices, promoting walkability, and improving quality of life.

Michigan Natural Resources Trust Fund (MNRTF)

Another significant source of funding for bicycle and pedestrian projects as well as public access improvements to the River Raisin, is the Michigan Natural Resources Trust Fund (MNRTF), which provides grants to local governments and other agencies to secure and develop lands for recreational purposes. Trail projects connecting communities to one another and to natural resources are a

Potential Funding Sources

Financing the acquisition, development, and maintenance of the non-motorized system is essential to sustaining the system. The following describes some of the more common sources for funding pedestrian and bicycle safety and mobility projects.

Infrastructure Projects

Regardless of the source of funding, it is essential for bicycle and pedestrian projects to be coordinated with other road and infrastructure projects. If included early in the planning and design phases of roadway projects, there is potentially more design flexibility and economies of scale. A number of communities and road agencies throughout Michigan have put in a significant amount of

priority of the Trust Fund Board and are routinely awarded grants through the MNRTF. Additionally, since the MNRTF is a state source of funds, it can be used as match for TAP or other federal grant projects. Applicants must have a 5-year Recreation Master Plan on file with the DNR and projects must meet the goals of the Plan in order to apply.

Safe Routes to School

The SRTS program is a federally funded grant program managed by MDOT and administered by the Michigan Fitness Foundation. Developing a SRTS Plan is a process that involves schools, cities, and community groups working together to develop a plan that helps students walk or bike to school safely and in greater numbers. Quarterly infrastructure awards are made up to \$200,000 per school. Local match and Professional Engineering/Construction Engineering (PE/CE) costs are required. Also includes non-infrastructure items such as encouragement programs, enforcement, education and evaluation. www.saferoutesmichigan.org.

CMAQ

Lenawee County CMAQ funds are administered by MDOT via the Region 2 Planning Commission (and others). The primary goal of the Congestion Mitigation and Air Quality Improvement Program (CMAQ) is to reduce traffic congestion and enhance air quality. These funds can be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects such as maps, brochures, and public service announcements related to safe bicycle use. Funds are available to counties designated as non-attainment areas for air quality, based on federal standards.

Recreation Passport

PA 32 of 2010 created the Recreation Passport program which replaced the resident Motor Vehicle Permit when entering state parks. The funds generated during vehicle registration replaced the MVP revenue and 10% of generated revenue is allocated to the Recreation Passport grant program and made available for local public recreation development projects. The focus of the program is to improve and renovate existing parks. Applications are

due in April of each year and projects must be identified in the applicants Capital Improvement Plan.

Others

Non-traditional sources of funding can also be used for bicycle and pedestrian projects such as local millages, tax increment financing (TIF) district funds, and state and local philanthropic organizations such as the Lenawee Community Foundation. The Adrian Kiwanis Club has been instrumental in the development of the Kiwanis Trail. Other local service clubs and trusts will be encouraged to participate.

ⁱ Washington Post. Brad Plumer. August 7, 2013.

ⁱⁱ Region 2 website

ⁱⁱⁱ Lenawee County Park and Recreation Plan

^{iv} Pure Michigan

^v Ibid

^{vi} Ibid

^{vii} Kiwanis Trail Signage

^{viii} Eye on Michigan website

^{ix} Lenawee County Park and Recreation Plan

^x R. Gellar, Portland Office of Transportation