

Connecting Michigan's Trails and Greenways

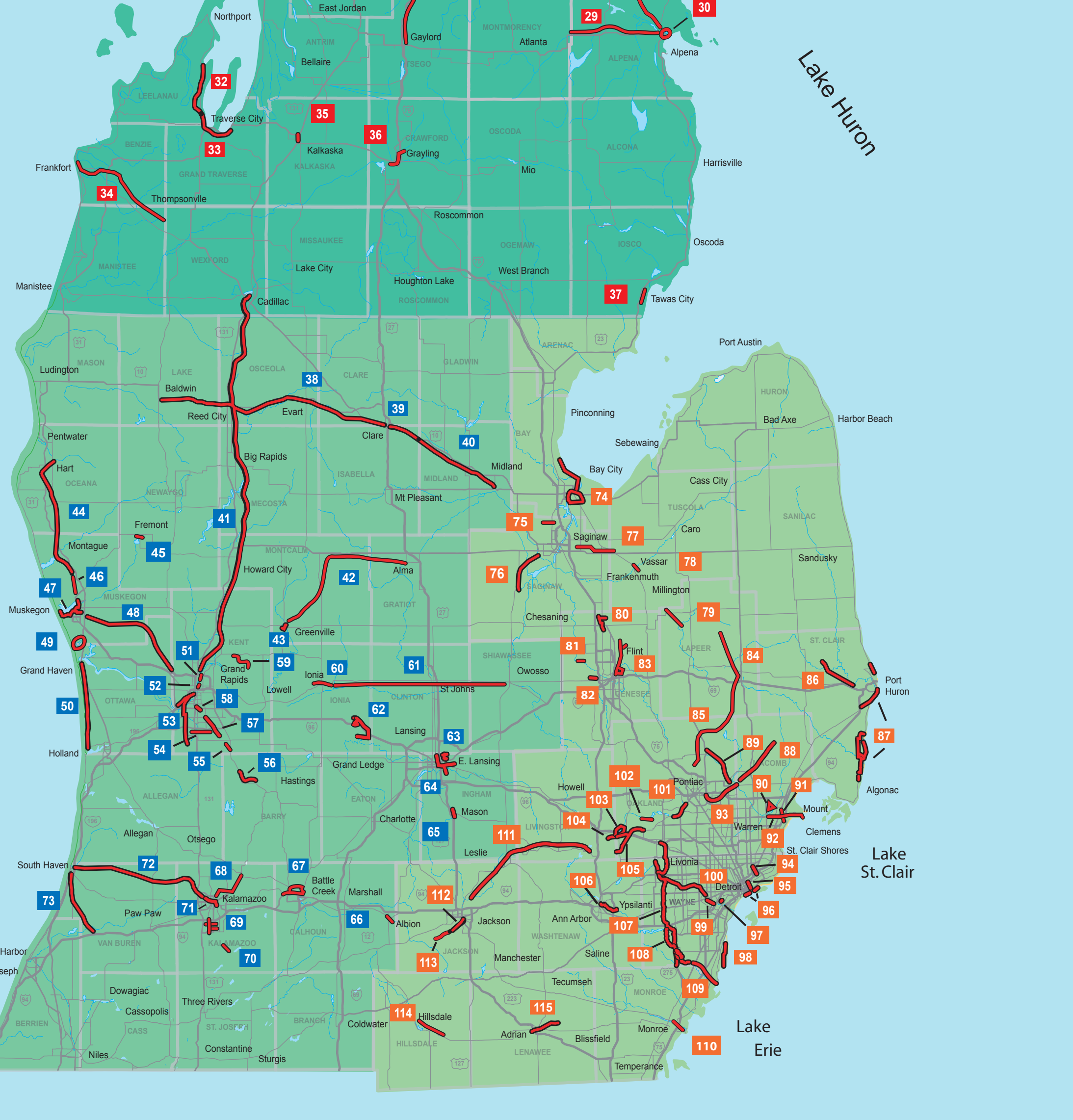
Michigan Trail Map & Directory

ID	NAME OF TRAIL	MILES	SURFACE	INFORMATION CONTACT	PHONE	UPPER PENINSULA	LOWER PENINSULA	ENDPOINTS	WEBSITE
1	State Line Trail	102	unimproved	MDNR Forest Management Division	(906) 353-6651	●	●	Wakefield, Stager	www.michigantrails.org
2	Watersmeet/Land O'Lakes Trail	9	unimproved	MDNR Forest Management Division	(906) 353-6651	●	●	Land O'Lakes, Watersmeet	www.michigantrails.org
3	Bergland to Sidraw Trail	45	unimproved	MDNR Forest Management Division	(906) 353-6651	●	●	Bergland, Sidraw	www.michigantrails.org
4	Bill Nichols Trail	40	unimproved	MDNR Forest Management Division	(906) 353-6651	●	●	Houghton, Adventure Mountain	www.michigantrails.org
5	Hancock/Calumet Trail aka (Jack Stevens)	13.5	unimproved	MDNR Forest Management Division	(906) 353-6651	●	●	Hancock, Calumet	www.michigantrails.org
6	Keweenaw Trail	12.5	unimproved	MDNR Forest Management Division	(906) 353-6651	●	●	Hancock, Calumet	www.michigantrails.org
7	Houghton Waterford Trail	1.5	paved	City of Houghton	(906)482-1700	●	●	City of Houghton	www.michigantrails.org
8	Crystal Falls to Iron River Trail	25	unimproved	Iron County	(906) 265-2514	●	●	Crystal Falls, Iron River	www.michigantrails.org
9	Apple Blossom Trail	3	paved	City of Caspian	(906) 265-2514	●	●	Brady Ave (Caspian), Iron River	www.michigantrails.org
10	Crystal Falls to Stager Trail	11	unimproved	MDNR Forest Management Division	(906) 875-6022	●	●	Crystal Falls, Stager	www.michigantrails.org
11	Peshekee to Clowry ORV Trail	7	unimproved	MDNR Forest Management Division	(906) 346-6201	●	●	Near Champion	www.michigantrails.org
12	Republic/Champion Grade Trail	7	unimproved	MDNR Forest Management Division	(906) 346-6201	●	●	Champion, Republic	www.michigantrails.org
13	Ispheming to Republic	20.5	unimproved	MDNR Forest Management Division	(906) 346-6201	●	●	Ispheming, Republic	www.michigantrails.org
14	Marquette City Bike Path	13	paved	City of Marquette Parks and Recreation	(906) 228-0460	●	●	Presque Isle, McClellan Street	www.mqcity.org
15	Iron Ore Heritage Trail	3	paved	Lake Superior Community Partnership	(906) 228-6591	●	●	7th Street (Ispheming), Iron Street (Negunee)	www.ironoreheritage.org
16	Marquette to Munising Trail	37.6	unimproved	City of Marquette Parks and Recreation	(906) 228-0460	●	●	Harvey (Marquette), Munising Junction	www.ironoreheritage.com
17	Escanaba to Hermantownville	23.7	unimproved	MDNR Forest Management Division	(906) 786-2354	●	●	Escanaba, Hermantownville	www.michigantrails.org
18	Fitch Grade Trail	35	unimproved	MDNR Forest Management Division	(906) 786-2354	●	●	Nareneta, Fitch	www.michigantrails.org
19	Coalwood Trail	10	unimproved	Hawatha National Forest	(906) 387-2512	●	●	M-94, N. Branch of Shulls Creek	www.fs.fed.us/r10/forestshawatha
20	Hawite Trail	20	unimproved	Hawatha National Forest	(906) 387-2512	●	●	N. Branch of Shulls Creek, Lake Superior State Forest	www.fs.fed.us/r10/forestshawatha
21	Soi/Strongs Trail	32	unimproved	MDNR Forest Management Division	(906) 635-5281	●	1	Sault Ste. Marie, Strongs	www.michigantrails.org
22	St. Ignace to Trout Lake Trail	26	unimproved	Hawatha National Forest	(906) 643-7900	●	●	St. Ignace, Trout Lake	www.michigantrails.org
23	Mackinac Island Perimeter Road	8.2	paved	MDNR Parks & Recreation Division	(906) 847-3328	●	2	Mackinac Island	www.mackinacisland.org/hikingand_biking.html



Table Key and Notes

- Use permitted
 - Use permitted on portions of trail
- Trail is interrupted with a few gaps.
 - Rollerblading only allowed on portions of trail.
 - The Mackinaw to Petoskey Trail has several gaps in ownership in the Villages of Pellston and Alanson.
 - On the North Central State Trail, snowmobiles are prohibited on a 12-mile stretch from Foote Rd. (Strongs Hwy.) to the crossing under I-75. No restrictions on horses.
 - Leelanau Trail is paved at both endpoints, 7.2 miles at southern terminus and 2.6 miles at northern terminus.
 - Includes 2 mile on-road section at Bunker Hill Rd.
 - Paved from the Frankfort Lake Michigan Beach, through Frankfort to Elberta, and to Mollinoux Rd. one block from Crystal Lake, a total of 7 miles. It is then completed with aggregate to Thompsonville, another 16 miles.
 - On the Betsie Valley Trail, snowmobiles are permitted from Beulah to Cleon Twp (Viaduct Rd) sections December 1st through March 1st.
 - Paved from Reed City to Eart (13 miles).
 - Equestrian Trail is 5 miles long and begins at N Bradley (M-18) and ends at Coleman Rd.
 - The White Pine Trail is paved in 2 sections, Big Rapids to Reed City (13 miles) and from Consock Park to Sand Lake (12 miles).
 - On the White Pine Trail, snowmobiles are permitted from Russell Rd. north of Rockford to Cadillac.
 - The Fred Meier Heartland Trail is paved from Lake Rd. to Edmore (18 miles). The trail is paved in Gratiot County from Alma to County Line Road (9.5 miles). The remainder of the trail in Gratiot County (the edge of Gratiot County) westward is unimproved.
 - The Muskegon Lakeshore Trail has several segments complete: Causeway St. to Heritage Landing, Lakeshore Dr. from McCracken Ave. to Bluffton School, Pere Marquette Harbor Towne Beach and the Beach St. Dunewalk to Lakeshore Dr. and the Laketon Trail Section from Getty to Southern.
 - Equestrian Trail on one side, with wide shoulder.
 - This trail is state-owned, but not open for public use yet.
 - Northern Tier Trail is a network trail with these endpoints: State Rd, Towar Rd, Peblebrook, Crocket Lane, and Abbey.
 - The Lansing River Trail is open from Dietrich Park to Harrison Rd. at the MSU campus, Hazel St. to Moores Park and from Potter Park to Maguire Park.
 - On the Kat-Haven Trail, horses are permitted from 67th St. to 1 mile east of Grand Junction on an adjacent bridle path.
 - Includes a 9.5 mile loop in the city.
 - Some portions of the trail include on street connections (at James P. Cole Blvd. and Garfield St., and at E. Boulevard D).
 - The trail is paved for one mile in Inlay City.
 - Paved only in downtown Oxford and North of Leonard (1 mile); the rest of the trail is unimproved. Horses aren't allowed on paved portions.
 - The northern half of the 12.5 mile trail is surfaced with limestone fines and the south half of the trail is paved with asphalt.
 - The Bridge to Bay Trail is being built by each participating community. The longest continuous section of trail is 10 miles long and runs from the City of St. Clair through Marine City.
 - On the Paint Creek Trail, horses are only permitted north of Dutton Rd. There is a 1/4 mile paved segment at the northern endpoint which is Alwate St.
 - Paved 1.7 miles along Canal and Romeo Plank Rd.
 - 80% of trail is developed, gravel, limestone, paved sections.
 - This trail connects to Hines Park Trail.
 - There is a connector trail between Kenington Hike-Bike Trail and the Island Lake Trail under I-96.
 - No bicycles allowed on trail.
 - 6.5 miles is paved with a parallel equestrian path from Green Oak Township to Putnam Township.



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Should you find any inaccuracies or omissions on this map, we would appreciate hearing about them. Please mark up a map and send your correction to Michigan Trails and Greenways Alliance
Revised September 2008

Michigan Trail Map & Directory

Who is Michigan Trails and Greenways Alliance?

Michigan Trails and Greenways Alliance (MTGA) is a 501c3 non-profit membership organization formed in 2005 to foster and facilitate the creation of an interconnected statewide system of multi-use trails and greenways. As the former state field office of Rails-to-Trails Conservancy, the staff are knowledgeable and experienced to carry out this mission in a number of ways.

First, MTGA provides technical assistance to communities, organizations and individuals on all aspects of railway planning, building, and operation. Whether a trail project is just beginning or in the operational phase, MTGA assists with recommended strategies for trail implementation and a vast network of informational resources and contacts.

Second, MTGA educates the public through presentations and distribution of railway information through a variety of means, including print media, website, and in person. MTGA also holds a 2-7 day cross-state bicycle tour, the Michigander, to showcase the trails across the state.

Third, MTGA advocates for policy change at state and local levels to facilitate the planning, building and operation of trails and greenways. A recent example of this at the statewide level is the Connecting Michigan State Trailways Vision and Action Plan, the result of a year-long project, engaging ten task forces and over 100 stakeholders at the national, state, regional, and local levels. It contains 39 goals and 109 action steps towards the advancement of an interconnected system of trails and greenways across the state. (The plan can be viewed at www.connectingmichigan.org).

MTGA is funded through memberships, donations, and grants, in addition to proceeds from the Michigander bicycle tour. For membership details and further information about MTGA's work, as well as details about Michigan's trails, visit www.michigantrails.org.

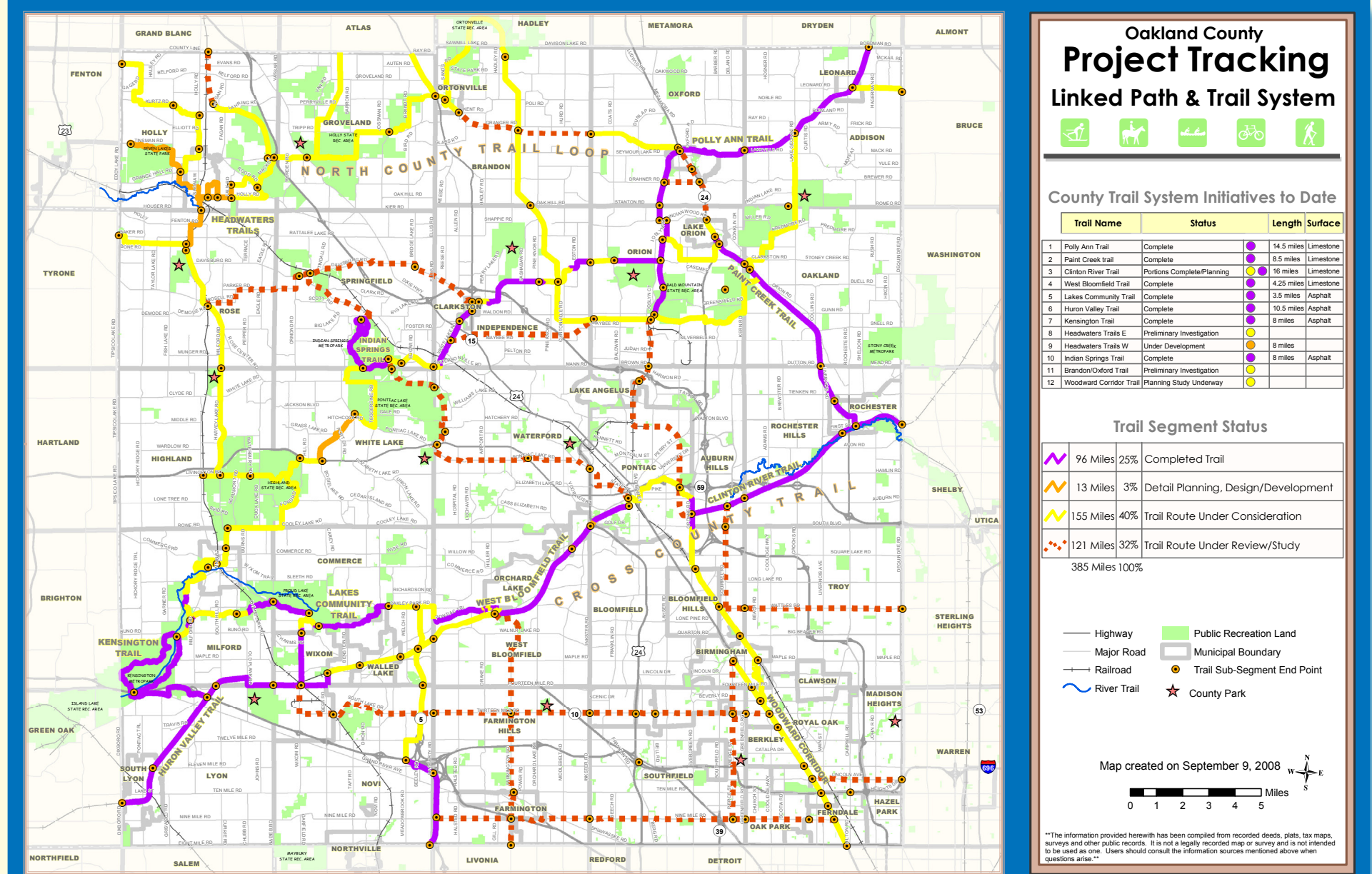
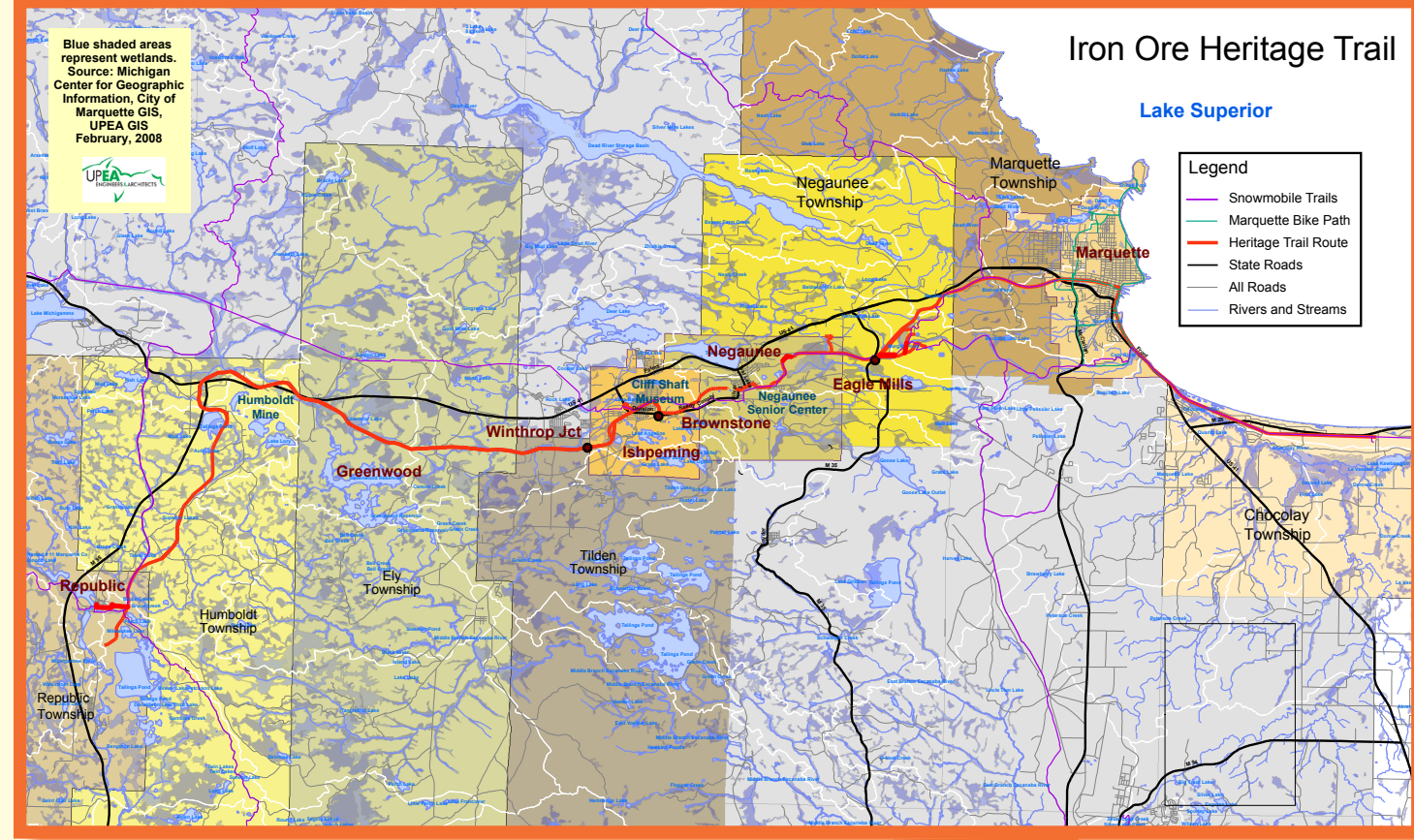
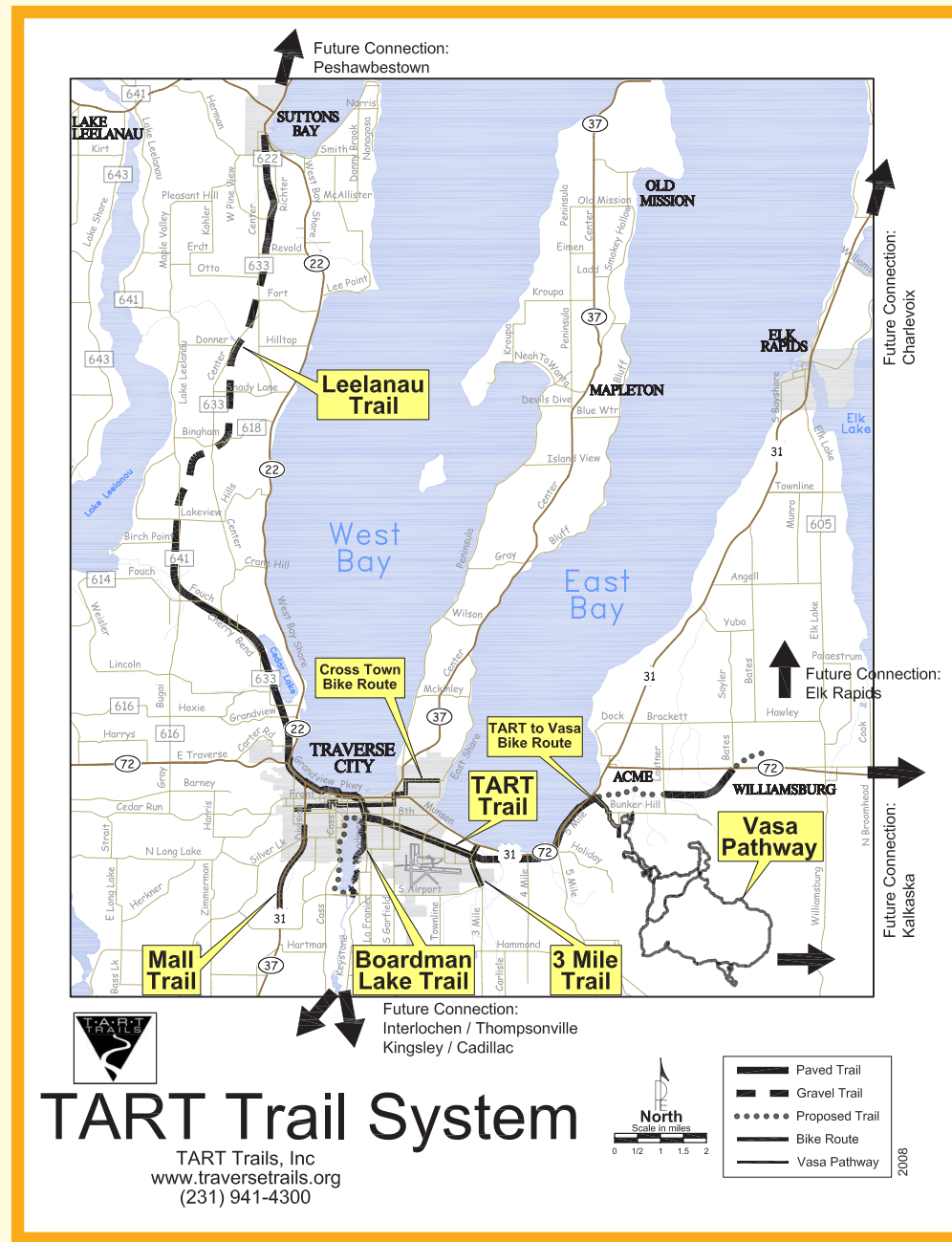
Regional Trails Systems Multiply the Benefits

The benefits of multi-use trails are greatly enhanced when they are connected to each other and to on-road bicycle facilities. The more interconnected a system is, the more it is accessible to a variety of destinations along its routes. At least fifteen regional trail initiatives are emerging across our state, in both peninsulas and from shore to shore. Some regional systems, such as the Iron Ore Heritage Trail in Marquette, provide one continuous link to towns and notable landmarks, providing a shared recreational asset for their citizens. Others link suburbs and outlying rural areas to a central city as the hub, as is the case with Grand Rapids and the West Michigan Trails and Greenways Network.

Regardless of the shape of the regional trail system, they all have 2 principles in common: they have not only connected the physical topography, but in doing so, have coordinated with a wide variety of community initiatives, partners and goals to fully integrate the trail system with the communities through which they pass. The Michigan Airline Trail from South Haven to Port Huron is another linear system that will provide a major tourism destination when complete, connecting over 200 miles through eight counties and two Great Lakes! It takes an intricate patchwork of funding resources and inspired partners in the fields of transportation, recreation, health, economic development, and conservation to realize a regional multi-use trail system, but the benefits far outweigh the trials and tribulations along the way. A regional trail system elevates the area to a new benchmark as a high quality place to live, work, and play, which in turn equates to economic returns.

Trails for Health

Trails provide easy opportunities for people to exercise. They also provide a safe convenient way to run errands or commute to school or work without the use of an automobile. Studies have shown that trails increase the number of people exercising and the amount of physical activity in a community. They are an important tool for combating rising obesity levels for both children and adults. Michigan Trails and Greenways Alliance (MTGA) works in partnership with health agencies to ensure trails make useful connections to schools, libraries, parks civic building and other destinations so that they will be used not only for recreation but transportation.



Agate Bridge / Upper Peninsula



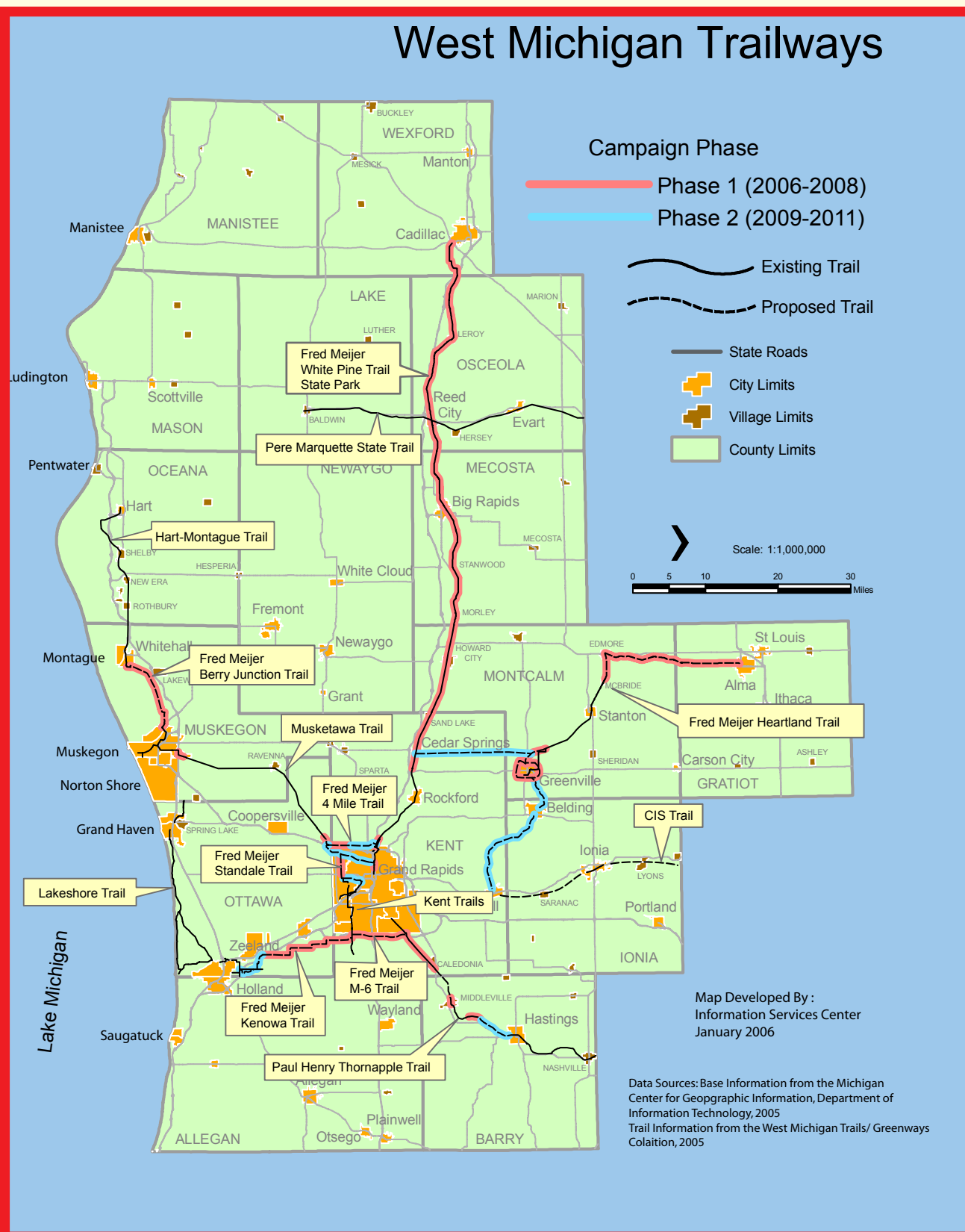
White Pine Trail / West Michigan



Saginaw Valley Rail Trail / East Central Michigan



Hart Montague Trail / West Michigan



Map Developed By: Information Services Center January 2006

Data Sources: Base Information from the Michigan Center for Geographic Information, Department of Information Technology, 2005. Trail Information from the West Michigan Trails/ Greenways Coalition, 2005.

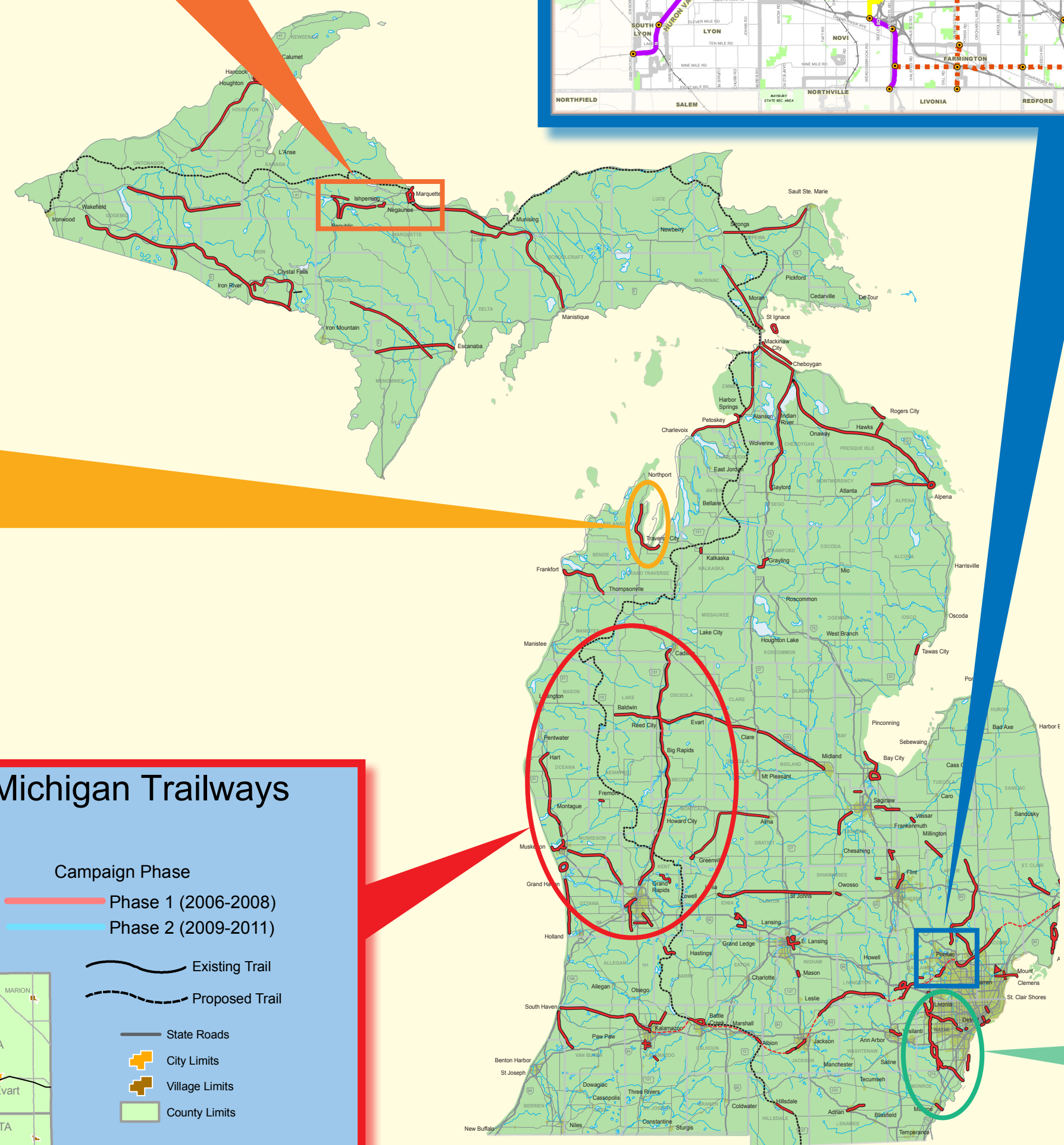


Musketawa Trail / Grand Rapids to Muskegon



White Pine Trail / Cadillac

Regional Trail Examples



Detroit International Riverfront / Downtown Detroit



Fred Meier Heartland Trail / Central Michigan



Cross State Connections

North Country National Scenic Trail
The North Country National Scenic Trail, authorized by Congress in 1980, is a 4,600 mile hiking trail crossing seven states from New York to North Dakota. The trail connects more than 160 public land units – including national forests, national wildlife refuges, state parks, and state historic areas, as well as private land, and when complete will be the longest of eight National Scenic Trails. In Michigan, the trail is over half completed with 620 miles and 530 left to build. While the trail is intended for hiking only, there are segments which incorporate existing multi-use trails, and these are denoted on the map the same as other multi-use trails. The NCNST is a collaborative effort between the National Park Service and its local partners, including a non-profit, the North Country Trail Association. For more information on the North Country National Scenic Trail and the partners who are making it happen, visit: www.northcountrytrail.org or www.nps.gov/noco.

Michigan Airline Trail
Another cross-state "super" trail, the Michigan Airline Trail, follows what was once the Michigan Airline Railway, from South Haven to Port Huron. Eleven existing multi-use trails follow this 200+ mile historical route, including the Kai-Haven, the Kalamazoo River Valley Trailway, the Battle Creek Linear Path, the Falling Waters Trail, the Jackson Intercity Bike Trail, the LakeLands Trail, the Huron Valley Trail, the West Bloomfield Trail, the Clinton River Trail, the Macomb Orchard Trail and the Bridge to Bay Trail. Many communities within the few remaining gaps are working on trail and/or on-road nonmotorized connections. With so many trails already on the ground, it is MTGA's goal that this shore-to-shore opportunity will be realized in the near future so that the tourism, transportation, and recreation benefits of all the individual trails can be maximized in one continuous route.

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- ### Benefits of Trails
- Recreation for diverse users and a place to socialize with neighbors and friends
 - Income for Michigan's tourism-related businesses
 - Preservation of historic corridors, buildings and communities
 - Linkage of Michigan's recreation opportunities into a statewide network of trails
 - Opportunities for education about nature and environmental quality
 - Revitalization of communities

- ### Trails for Economic Benefit
- The economic benefit of trails have been proven through many state and national studies. Trails serve as "economic engines" for their communities by enhancing quality of life, increasing property values, and generating new tourism-related businesses and increased economic activity at existing businesses.
- Trails rank at the top of master recreation plans across Michigan due to public demand. They are one of the bell-weather indicators of a vibrant community.