



Connecting Communities Program Description

The Washtenaw County Parks and Recreation Commission is committed to the continued development of non-motorized trails throughout the County. The Commission has made significant investments in non-motorized trails during the last 10 years. Continuing that commitment, at the May 14, 2009 meeting the Commission authorized the **Connecting Communities Initiative**. Through this new program, WCPARC has pledged to make available up to \$600,000 each year during the 2010 – 2014 period (\$3 million in total) toward the cost of eligible trail projects.

The Connecting Communities Initiative will allow WCPARC to maximize its resources and assist communities with local trail projects that are consistent with the county-wide vision and aligned with WCPARC goals. The intent of the initiative is to work in partnership with local communities and other organizations, providing funds to supplement those provided or obtained by the partner organization. Funding will be available only for construction, not for planning or design development. Eligible projects will be those that accomplish the Commission's primary objective of providing valuable, non-motorized connections between communities and activity centers – offering a healthy alternative for recreation, transportation, fitness and energy conservation.

Application Process and Timing – Applications for Connecting Communities funding will be reviewed once per year. Project applications will be due by December 31st each year with funding decisions made at the WCPARC meeting in February of the next year (approximately 6 weeks later). The awarded funds will not be made available to the applicant until a contract for project construction has been executed.

Staff will review the application forms and present the projects to the Greenways Advisory Committee (GAC). With input from GAC, staff will prioritize the applications and make recommendations to WCPARC for final approval.

Project Eligibility – Funding will be authorized only for projects that meet the following specific eligibility requirements. Projects generally considered eligible for Connecting Communities funding:

- important links between communities, parks, or other points of interest.
- highway, river, railroad and other barrier crossings (grade separation structures)
- trail development within utility corridors
- trails adjacent to waterways
- park trails that connect with the county system
- abandoned railroad corridor preservation and development
- on-road bike lanes and shoulder improvements providing important links
- key property acquisitions (easement or title)
- major multi-jurisdictional project
- locally cost prohibitive project of regional or county wide significance

Projects generally **not** considered eligible for county assistance:

- trails solely within existing local parks
- replacement or restriping of existing trails/trail facilities
- limited use hiking or nature trails (non hard surfaced)
- trails related to building structures and parking lots
- planning, preliminary engineering, and land surveys
- streetscape improvements or sidewalks
- site furnishings (lighting, benches, bike racks, etc.)
- street crossing improvements
- utility relocations
- fencing, buffers and barriers
- trails maintenance equipment
- surveys and public participation programs
- local signage or traffic controls
- publications and marketing

Review Criteria – Applicants must document a compelling need for the project and its value to county residents. WCPARC has greatest interest in supporting projects with *County-wide Significance*. In reviewing project applications, the following review criteria will be applied to select projects that:

- are components of the existing or planned county greenway network (as shown on an existing county planning or parks map).
- link or have high potential to connect significant destinations or existing trails. Highest priority will be given to projects that connect to a WCPARC park or facility.
- directly relate to the county's important natural features, i.e., Huron River, River Raisin, Saline River, etc. NOTE: The Huron River Corridor has been identified as WCPARC's highest priority.
- involve partnerships of two or more adjacent communities or other entity (such as schools or Washtenaw County Road Commission)
- have a high use potential
- provide a wide range of functions (recreation, transportation, education/interpretation, conservation, water quality, tourism/economic)

Secondary rating criteria (applied to high ranking projects)

1. project quality
2. site suitability
3. land availability or encumbrances
4. probability of funding from outside groups or agencies
5. special considerations (community need, funding history, visibility, geographical balance, development intensity, safety, etc.)

WCPARC reserves the right to modify these criteria whenever it feels the interest of the County will be so served.

WASHTENAW COUNTY PARKS AND RECREATION COMMISSION

CONNECTING COMMUNITIES 2014

COMMUNITY	ROADS or ROUTE	LENGTH	TOTAL COST \$	REQUEST	PREVIOUS CC AWARD	REMARKS
Ann Arbor Twp	Dixboro Road Fleming Creek	2.0 miles	1.2 M	300 K	none	valuable N-S transp. Link
Manchester	Village owned railbed	2.0 miles	225 K	150 K	none	engineering in progress
Northfield Twp	Barker Rd	phase 3 2,925 ft	600 K	260 K	120 K (2010) 250 K (2011)	Phase 1 complete; Phase 2 complete
Pittsfield Twp	Textile Rd	1.8 mi	1.9 M	400 K	300 K (2010) 290 K (2011) 150 K (2013)	phase 2 of Lohr-Textile Greenway
Ypsilanti Twp	Tuttle-Hill Rd Whitaker Rd	2,032 ft 1,000 ft	165 K 75K	240 K (165 +75)	100 K (2010) 250K (2011) 75K (2013)	Township has pledged \$80,000 for project engineering


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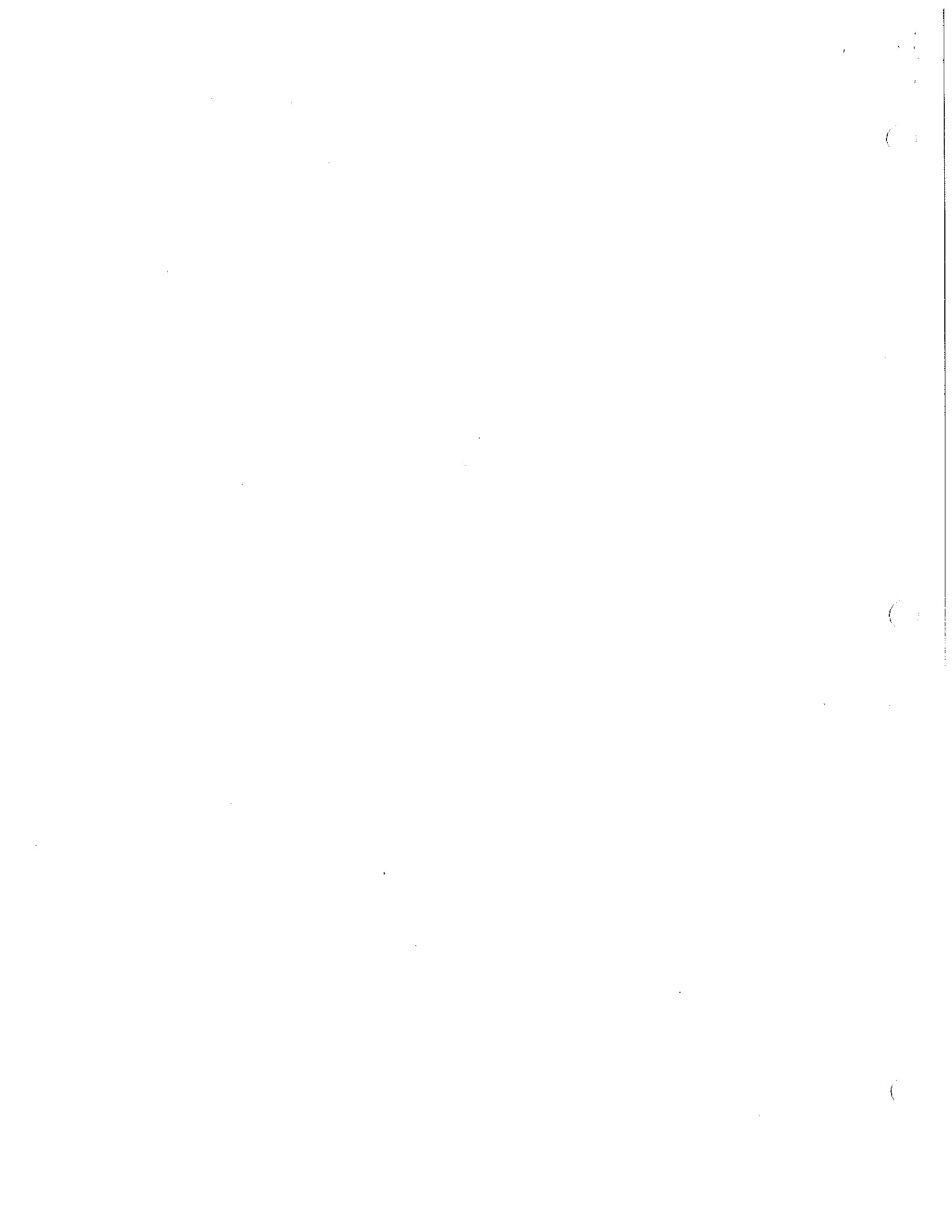
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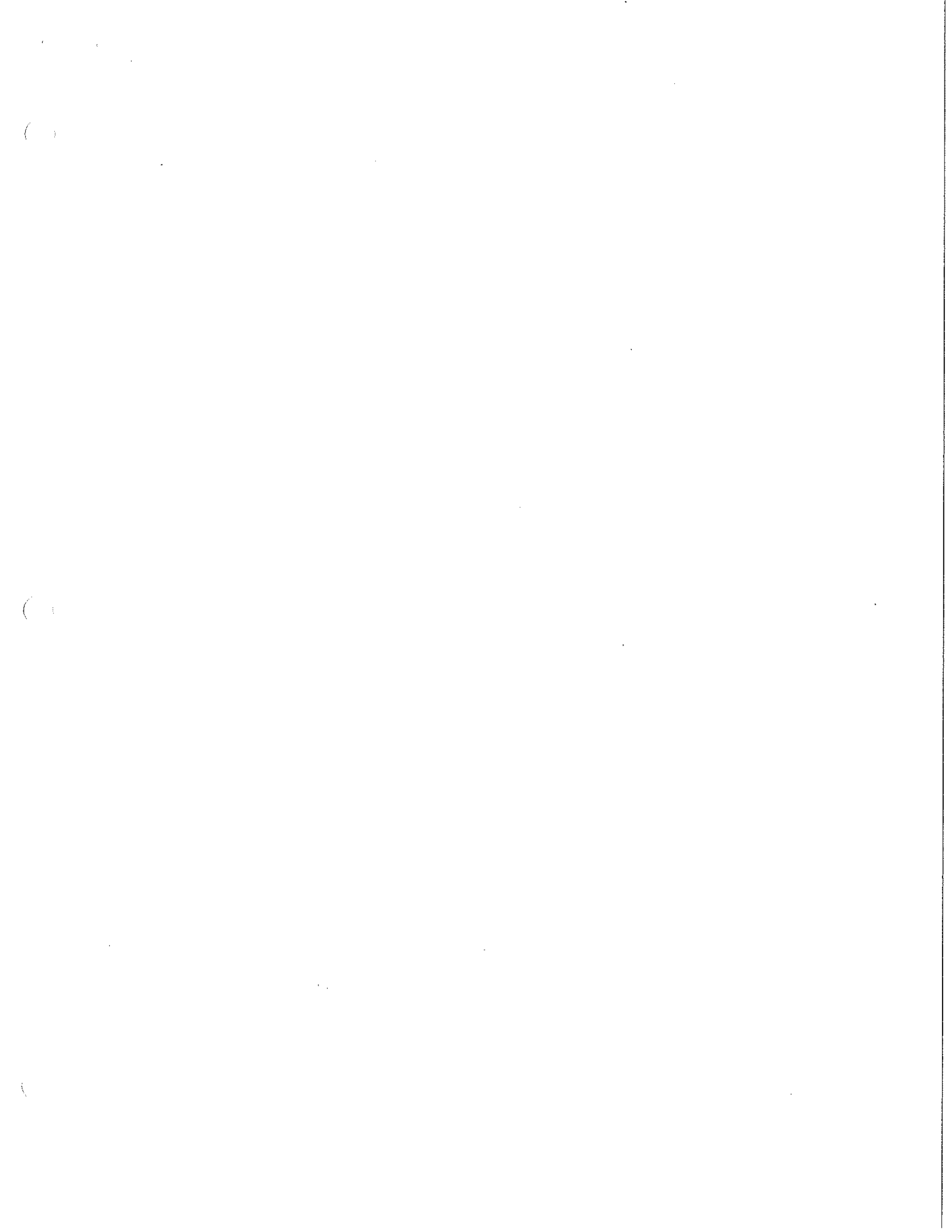
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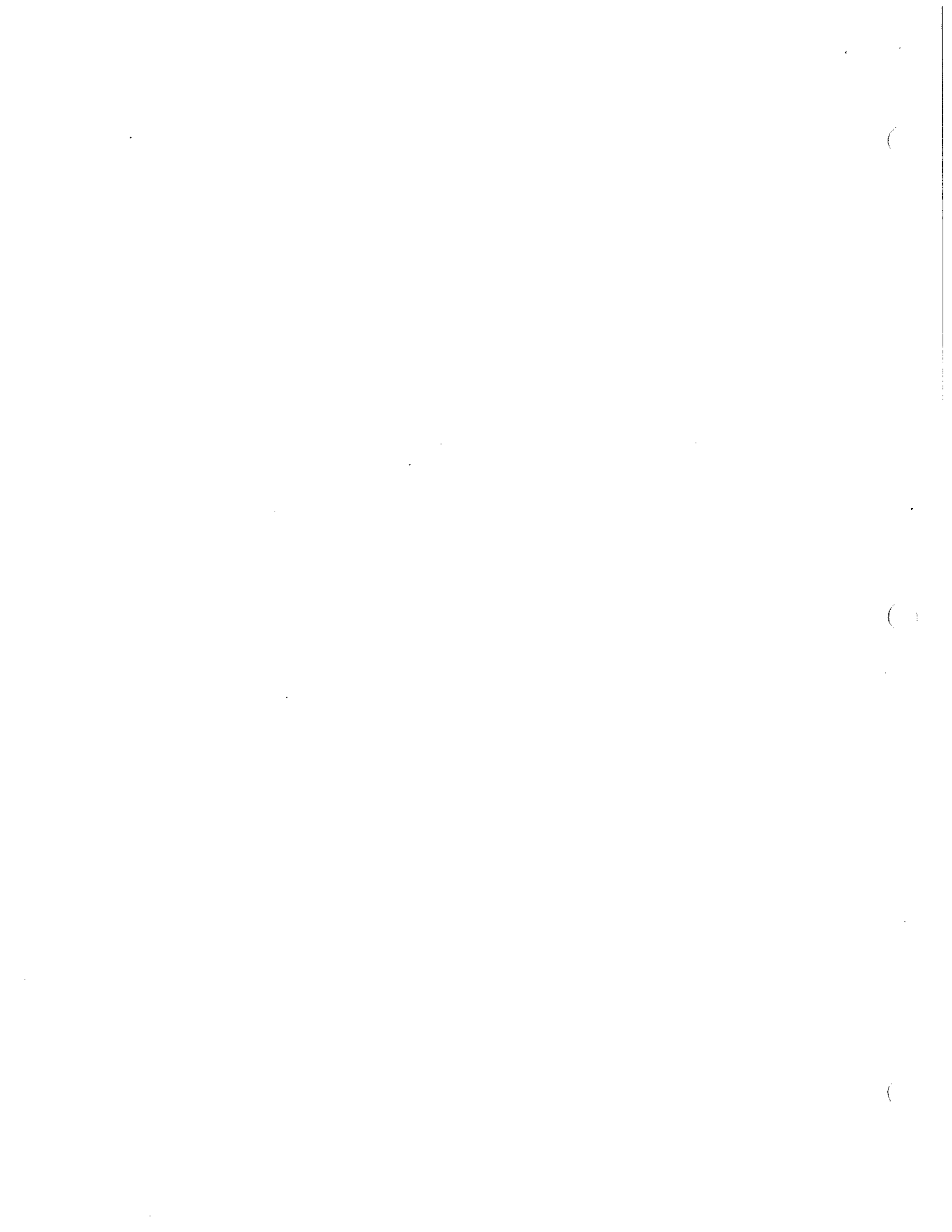
Project Summary Sheet

Ann Arbor Twp.

APPLICANT	Ann Arbor Township
Date submitted	December 20, 2013
Address	3792 Pontiac Trail Ann Arbor, MI 48105
Contact person	Michael Moran, Township Supervisor
Telephone	(734) 663-3418
Email	mmoran@aatwp.org
Project Title	Dixboro Road Shared Use Trail
Project Description (50 words)	Pedestrian and bicycle trail connecting Parker Mill and Plymouth Road along Dixboro Road. The trail would provide a critical north-south link, and would travel along beautiful Fleming Creek and Radrick Forest. The project is proposed in collaboration with the University of Michigan.
Length of proposed trail	2 miles
Starting Point	Northeast corner of Dixboro and Geddes Roads where Parker Mill trail ends
Ending Point	Southeast corner of Plymouth Road at Dixboro
Trails connected to	Parker Mill trail at Geddes & Dixboro (south); proposed trail from Plymouth/Dixboro to Main Street/Cherry Hill (north).
Estimated Construction Costs and Amount Being Requested	\$1.2M. Amount requested: \$300,000.
Other Confirmed Project Funders	\$600,000 - Private donor matching funds
Other Potential Project Funders	Michigan Natural Resources Trust Fund Road Commission MDOT Transportation Alternatives Program Private Donors
Project Map & Photos	Attach an 11"x17" map of the trail location and send up to 10 photos by email to vaughnc@ewashtenaw.org
Applicant signature	
Michael Moran Print name	signature
	12/20/2013 date









Connecting Communities Application Form

Washtenaw County Parks and Recreation Commission (WCPARC) wants to help communities expand the trail network in the County. In 2009 WCPARC made available \$600,000 per year, for five years (2010-2014), for the construction of non-motorized trails and accessory improvements. These funds must be matched by the local community with their own funds, or in-kind services, or funds obtained from other sources, i.e., state or federal allocations. Applications for Connecting Communities funding must also include a *resolution of support* for the project from the executive body of the community where the trail is proposed.

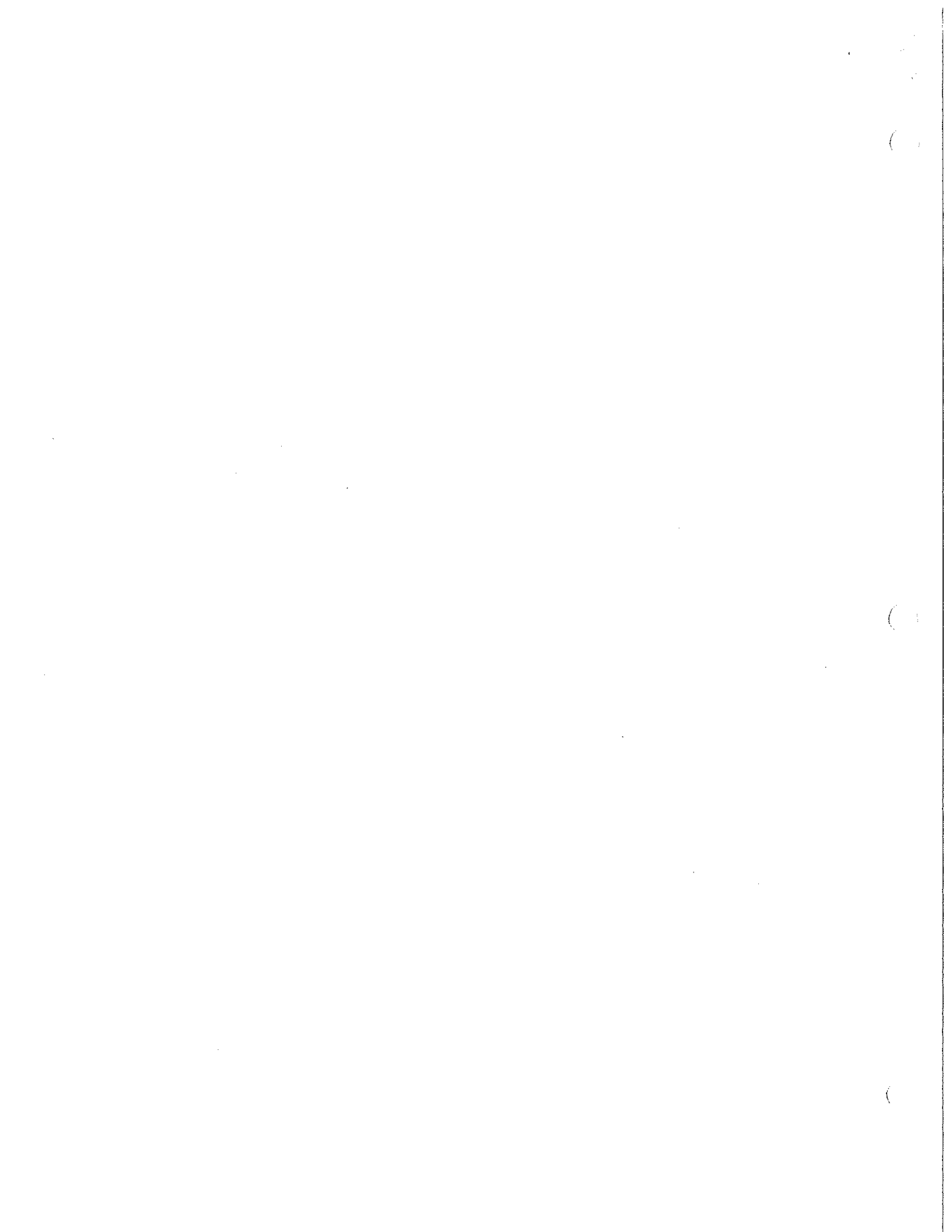
Project applications must be received by December 31st of each year for funding consideration the following year. Projects deemed worthy of funding will be approved at the following March Commission meeting. The following information will be used by WCPARC in determining which projects it will fund. Please answer the following questions (limit response to 1,000 words total):

1. What are the benefits of this project?

This project would provide a critical north-south non-motorized connection between Parker Mill County Park and Plymouth Road. With the extension of the Parker Mill trail to the northeastern corner of Dixboro and Geddes Roads and the creation of a pedestrian path connecting Earhart Road to Gallup Park by the freeway overpass on Geddes, this trail is the next logical connection. Superior Township is focusing on improving mobility in the Village of Dixboro, especially around the intersection of Cherry Hill Road and Main Street. This proposed trail would dovetail with those efforts. Dixboro Road is especially dangerous for bicycles because it is narrow and has no shoulder or passing lanes, traffic (motorized and non-motorized) is continually increasing, and the speed limit is relatively high. The trail will be beautiful, inviting walkers and bicycle riders into unique ecosystems that would otherwise be inaccessible. It will connect recreational users to a unique and beautiful community resource: Matthaei Botanical Gardens (MBG). The U-M Ropes Course and Radrick Golf course will also be made more accessible.

2. What efforts will be made to reduce the environmental impact of this project

We have identified a route that minimizes the impact on high quality natural areas and removal of trees and other desirable plants. Wherever possible, the trail is routed to avoid wetlands and follow existing informal walking paths. Matthaei Botanical Gardens has a long history of natural areas management and will use staff trained in conservation to maintain the trails. Matthaei Botanical Gardens would install interpretive signage informing trail users about the ecosystems within the trail's viewscape.



3. If constructed, how will the trail be maintained?

Matthaei Botanical Gardens will assume primary responsibility for trails maintenance, with in-kind equipment assistance from Radrick Farms Golf Course and occasional assistance from the UM Forestry Department. Trail maintenance is part of MBG's routine work. MBG has a goal of setting aside \$200K in private gifts to establish an endowment, yielding \$10K per year, for marginal costs associated with trail maintenance.

4. What community facilities are connected by this project?

The County's Parker Mill and Gallup Park, as well as the University of Michigan's Radrick Farms Golf Course, Matthaei Botanical Gardens, and Recreation Sports activities would all be connected by this trail. The trail connects to the Border-to-Border Trail. Superior Township is submitting a proposal for another leg of this trail linking the corner of Plymouth and Dixboro Road to Cherry Hill Road and Main Street in Dixboro. This proposed trail would also make possible the community facilities links included in that proposal.

5. What planning documents show the location of this trail? Provide page reference.

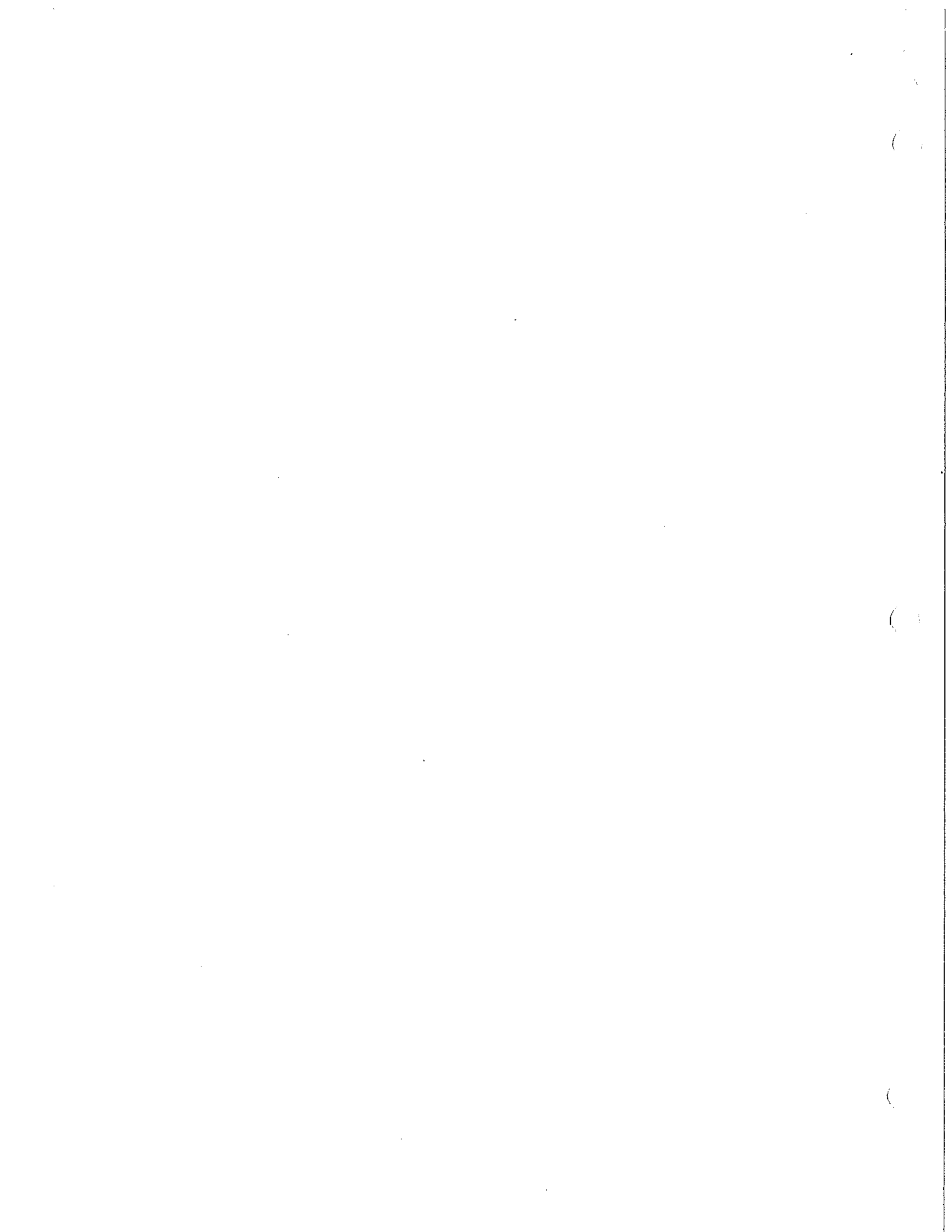
The Washtenaw County Parks & Recreation Commission Master Plan 2010-2014 page 94 location 10 shows the starting location of this proposed trail. The trail would connect location 10 to Plymouth Road, just short of location 12 on the map. Ann Arbor Township is currently revising its Master Plan to include non-motorized transportation facilities throughout the Township to meet the "Complete Streets" requirements in the Planning Enabling Act. An important location for future facilities is in the vicinity of Dixboro Road.

6. What natural and cultural features can be seen from the trail?

Fleming Creek, a tributary of the Huron River and a part of the Huron River watershed, can be seen from the trail. The trail will also continue through parts of Radrick Forest, one of the few very high quality old growth forests in Washtenaw County.

7. How many users are expected to use the trail annually?

We expect this trail to be very heavily used, although we don't have exact estimates of the number of users. Over 100,000 people visit Matthaei Botanical Gardens, the Challenge Course and Radrick Golf Course per year, and an even greater number of visitors use Gallup Park and Parker Mill. Many private corporations (Masco, NSF, Toyota) have their offices in this corridor. Between 1989 and 2000, over 800 residential units were added along this stretch of road: (1) Village Green, 500 apartments – studios to 2 BR; (2) Radrick Meadows – 12 houses; (3) Fleming Creek subdivision – 189 single family homes; (4) Laurel Gardens – 103 condominiums.



8. What are likely objections to this project? How will these be addressed?

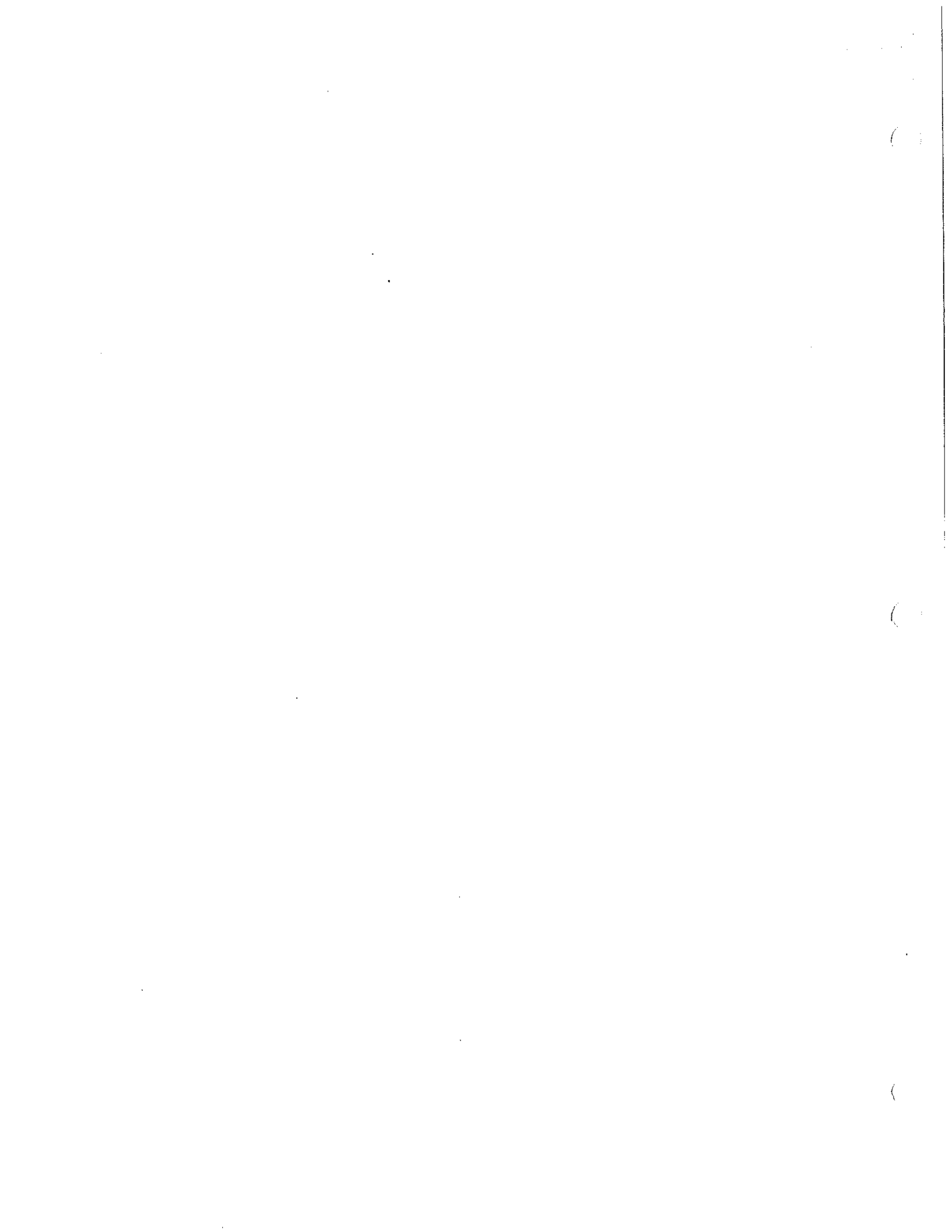
The University as well as homeowners in Laurel Gardens wish to protect adjacent property from vandalism and nuisance; discreet chain link fencing will be installed as appropriate. We plan to route the trail so that it is out of the viewscape of the Challenge Course and Laurel Gardens condominiums. The University will maintain legal control over the trail within its property so that its future flexibility is protected.

9. What background work has already been completed for the project?

Design work was completed over eight years ago for a trail that was largely boardwalk and intended for pedestrian use; this prior work serves as background for the presently proposed project. The University of Michigan executive officers have endorsed the trail concept, and every University of Michigan department with responsibility for land along this corridor has agreed with the intent and concept of the design. We have established consistent communications between ourselves and representatives of the University of Michigan, Superior Township, Washtenaw County, and the Road Commission, which will serve as a framework for the design phase of the project. We have also reached out to Laurel Gardens condominiums.

10. What background work needs to be completed for the project?

We need to reach out to the corporate and residential occupants along Dixboro to get their feedback. Detailed design work and construction documents need to be developed, in collaboration with all stakeholders. Construction documents also need to be created.



Manchester

Project Summary Sheet

APPLICANT: Village of Manchester

Date submitted: December 9, 2013

Address: 912 City Road, PO Box 485, Manchester, MI 48158

Contact person: Jeffery Wallace, Village Manager

Telephone: 734-428-7877

Email: jwallace@vii-manchester.org

Project Title: Village of Manchester Shared-Use Trail

Project Description (25 words): Improve existing railbed owned by Manchester Village into shared-use walking/bicycle trail traversing the entire community while linking several parks, businesses, schools and neighborhoods.

Length of proposed trail: Approximately two miles

Starting Point: Washtenaw County Leonard Preserve

Ending Point: Manchester Village Hall/Library

Trails connected to: New M-52 bicycle lane within Village of Manchester; New widened shoulders on M-52 to Chelsea; other potential river greenways and existing paths within Manchester

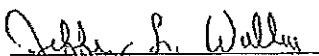
Estimated Construction Costs and Amount Being Requested: Approximately \$255,000 for entire project, pending final cost estimates from Project Engineer and decision on asphaltting one portion of the trail. This grant request is for \$150,000 for project construction costs.

Other Confirmed Project Funders: Manchester Village provides land equity of railbed (13.4 acres with conservative value of \$200,000), Chelsea-Area Wellness Foundation (\$100,000), Kiwanis Club of Manchester (\$2,000)

Other Potential Project Funders: Community fundraising and private donations; Non-Motorized Transportation Grants (e.g., MAP-21 TAP, STP, Rails-to-Trails grants, etc.)

Project Map & Photos: 11"x17" map of the trail location is attached, and 10 photos on USB flash drive provided to Coy Vaughn.

Applicant signature


Jeffery Wallace

12/9/13
Date



Connecting Communities Application Form

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Project applications must be received by December 31st of each year for funding consideration the following year. Projects deemed worthy of funding will be approved at the following March Commission meeting. The following information will be used by WCPARC in determining which projects it will fund. Please answer the following questions (limit response to 1000 words total):

1. What are the benefits of this project?

The Manchester Shared-Use Trail improves an existing former railbed owned by the Village of Manchester, and provides a two-mile finished walking and bicycle path through the length of central Manchester Village, connecting homes, schools, businesses and parks. The Trail connects Washtenaw County's Leonard Preserve at two locations on the Village's western limit to the downtown district, and also connects Chi-Bro Park and proposed Mill Pond park acreage purchased by the Village in 2011, to the Village Hall/Library at the village's eastern limits. Several access points to the River Raisin are provided, including sitting benches and canoe/kayak landings. The Trail is also an integral part of the River Raisin Waterfront Recreation Plan currently being developed by SmithGroupJJR, several area residents and Coy Vaughn of WCPARC. This will improve access to Village and nearby County resources along the river via proposed greenways, launch points and a trail crossing of the river. The Trail also intersects an expanded asphalt bicycling shoulder constructed along M-52 throughout the Village limits in 2012, as well as connection to improved paved shoulders along M-52 north to Chelsea. It will promote visitation of the Leonard Preserves and other county properties in western Washtenaw County.

2. What efforts will be made to reduce the environmental impact of this project?

The project utilizes an existing level and generally cleared railbed. Environmental impact will be negligible in cleaning and finishing this railbed for trail use. Companies experienced in rails-to-trails site preparation, engineering, and construction will be employed.

3. If constructed, how will the trail be maintained?

The trail will be monitored, cleaned and maintained by volunteers of a non-profit "Friends of the Manchester Trail" which will fundraise maintenance costs. Periodic major maintenance of the trail will be performed under contract with the Manchester DPW or a private trails contractor.

4. What community facilities are connected by this project?

The proposed trail route connects the Leonard Preserve, the Village of Manchester Chi-Bro Park, the Manchester Village Hall/Library, downtown River Raisin Mill Pond land purchased by the Village, downtown Manchester businesses, all Manchester Community Schools, and several residential neighborhoods. The River Raisin Plan group is also examining options for other community facilities and connections along the River Raisin. Docking facilities for canoe and kayak usage along the river are contemplated. Should the proposed River Raisin Recreation Area come to fruition, then the Manchester Shared-Use Trail might be extended west into Jackson County.

5. What planning documents show the location of this trail? Provide page reference.

The Village-owned former railbed is identified as Washtenaw County Parcel Number PM-16-02-426-014. The trail design and facilities are described in the report "*Proposal for a Village of Manchester Shared-Use Trail*" dated August 25, 2011, a copy of which has been provided to WCPARC. The Village Council has approved the proposed location and design of the Trail, less the pedestrian bridge crossing the Manchester Mill Pond as described in the 2011 report. The type, location and timing of the trail crossing of the Mill Pond is pending the conclusions of the River Raisin Waterfront Recreation Plan group and design work involving the replacement of the vehicular Main Street Bridge across the river in 2015. The attached map shows the location of this railbed and proposed links to the Leonard Preserve and the Village Hall. The Trail was approved as part of the Manchester 5-Year Parks and Recreation Plan (Page 45), which received State approval in 2012.

6. What natural and cultural features can be seen from the trail?

The trail directly accesses the Leonard Preserve (237 acres), runs alongside the River Raisin for some length, and accesses the downtown Mill Pond on both sides. Users of the trail will pass by significant historical residential homes, churches, Italianate downtown buildings and the Manchester Mill Dam. Chi-Bro Park contains a large pond with a walking trail. The trail length passes through both heavily treed areas and open views. The trail terminates at the Village Hall/Library bringing users to the River Raisin rapids below the Ford Manchester Dam.

7. How many users are expected to use the trail annually?

We expect several thousand users, including use by school children, residents engaged in community wellness activities (e.g., Manchester Wellness Coalition programs), those desiring convenient access to downtown and parks areas, and community events such as Run Manchester. Visitors will use the trail to directly access the Leonard Preserve, and as a means to canoeing/kayaking access on the river with possible travel from/to both the Sharon Mills Park upstream and the downriver Ervin/Stucki and Riverbend preserves. A tie-in of the trail to the existing Manchester Community Schools Klager Elementary and Middle School properties is contemplated as part of the Safe Routes to School Program.

8. What are likely objections to this project? How will these be addressed?

The trail runs adjacent to the backyards of some homes east of M-52. We have contacted all adjacent property owners to the trail, and invited them to public hearings where comments were heard and addressed. Installation of low, split-rail fencing to clearly mark property lines and other signage may be utilized to reduce trespassing concerns if required. One owner has grown trees in the village ROW, and we have adjusted the trail routing to avoid removing the trees.

9. What background work has already been completed for the project?

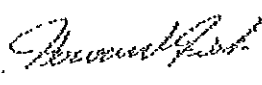
The trail was included in the Manchester Downtown Development Authority 30-Year Plan (2006), and approval of trail planning has been provided by the DDA, Village Parks Commission, Village Planning Commission, and Village Council. The trail is also a major program of the "Big 400" Gateway Communities Initiative (a regional ecotourism program), and the Manchester Wellness Coalition, part of the Chelsea-Area Wellness Foundation 5 Healthy Towns Initiative. Several public meetings and presentations have been held to collect community input. The Village interviewed trail engineering firms, and selected Stantec Consulting Michigan for project engineering and construction support. The Village Council appointed a Shared-Use Trail Design Committee consisting of village council and commission members, the Village Manager, and residents to work with Stantec.

10. What background work needs to be completed for the project?

Stantec commenced engineering of the Trail in October 2013. Trail construction will commence in Spring 2014. The ongoing River Raisin Waterfront Recreation Plan group will be involved with integration of the Trail into the master plan for village riverfront access and usage, and for stronger connections to WCPARC preserves and facilities along the river in cooperation with WCPARC. This work, as well as the engineering of the vehicular Main Street Bridge reconstruction,, will also evaluate and develop the best option for the pedestrian crossing of the Mill Pond/river.

NORTHFIELD TOWNSHIP MICHIGAN

Project Summary Sheet

APPLICANT	Northfield Township
Date submitted	12/30/2013
Address	Northfield Township 8350 Main St., Whitmore Lake, MI 48189
Contact person	Howard Fink, Township Manager
Telephone	734-449-2880
Email	finkh@twp.northfield.mi.us
Project Title	Northfield Township-Phase 3 of the Barker Rd. Non-Motorized Pathway
Project Description (50 words)	A non-motorized pathway connecting downtown Whitmore Lake to existing residential developments, an elementary school and Township Library along Barker Rd.
Length of proposed trail	5650 Linear Feet Total length (Phase 3 is 2925 Linear Feet)
Starting Point	US-23 (End of Phase 2)
Ending Point	Wildwood Lake Sub. (End of Phase 1)
Trails connected to	Existing downtown sidewalks, elementary school sidewalks and residential sidewalks
Estimated Construction Costs and Amount Being Requested	\$260,200 for Phase 3
Other Confirmed Project Funders	Northfield Township (\$60,000), Whitmore Lake DDA (\$60,000), Northfield Area Chamber of Commerce (\$1,000) Kiwanis (\$1,000)
Other Potential Project Funders	Kiwanis Club, Library, School Grant, Private Clubs
Project Map & Photos	Attached are 8.5"x11" maps of the trail location.
Applicant signature	
<u>Howard Fink</u> Print name	_____ Signature
	<u>12-30-13</u> Date

Northfield Township Non-Motorized Pathway Grant Application; Phase 3.
Submitted to Washtenaw County Parks and Recreation Commission

NORTHFIELD TOWNSHIP MICHIGAN



Connecting Communities Application Form

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1. What are the benefits of this project?

1. Providing pedestrian connectivity between the Whitmore Lake Downtown with the Northfield Township Library, existing and future residential developments along Barker Rd., and Whitmore Lake Elementary School.
2. Reduce amount of vehicular traffic near school and residential areas.
3. Potential future connection to Lakelands Trail and Independence Lake Trails.

2. What efforts will be made to reduce the environmental impact of this project?

1. Locate path to minimize tree removal.
2. Recycle existing materials removed for construction of path such as asphalt, concrete, etc.
3. Locate path to reuse existing sidewalk locations.

3. If constructed, how will the trail be maintained?

Private Contractor

4. What community facilities are connected by this project?

1. Downtown Whitmore Lake
2. Northfield Township Library
3. Whitmore Lake Elementary School
4. Potential future connection to Lakelands Trail system along railroad right of way.

NORTHFIELD TOWNSHIP MICHIGAN

5. What planning documents show the location of this trail? Provide page reference.

Please refer to the attached documents prepared by Boss Engineering numbered C1-C7.

6. What natural and cultural features can be seen from the trail?

1. The Northfield Township Library.
2. Adjacent woodlands and wetlands near the west end of the pathway.
3. Downtown Whitmore Lake.

7. How many users are expected to use the trail annually?

Approximately 12,000 people.

8. What are likely objections to this project? How will these be addressed?

From private residences along the proposed pathway.

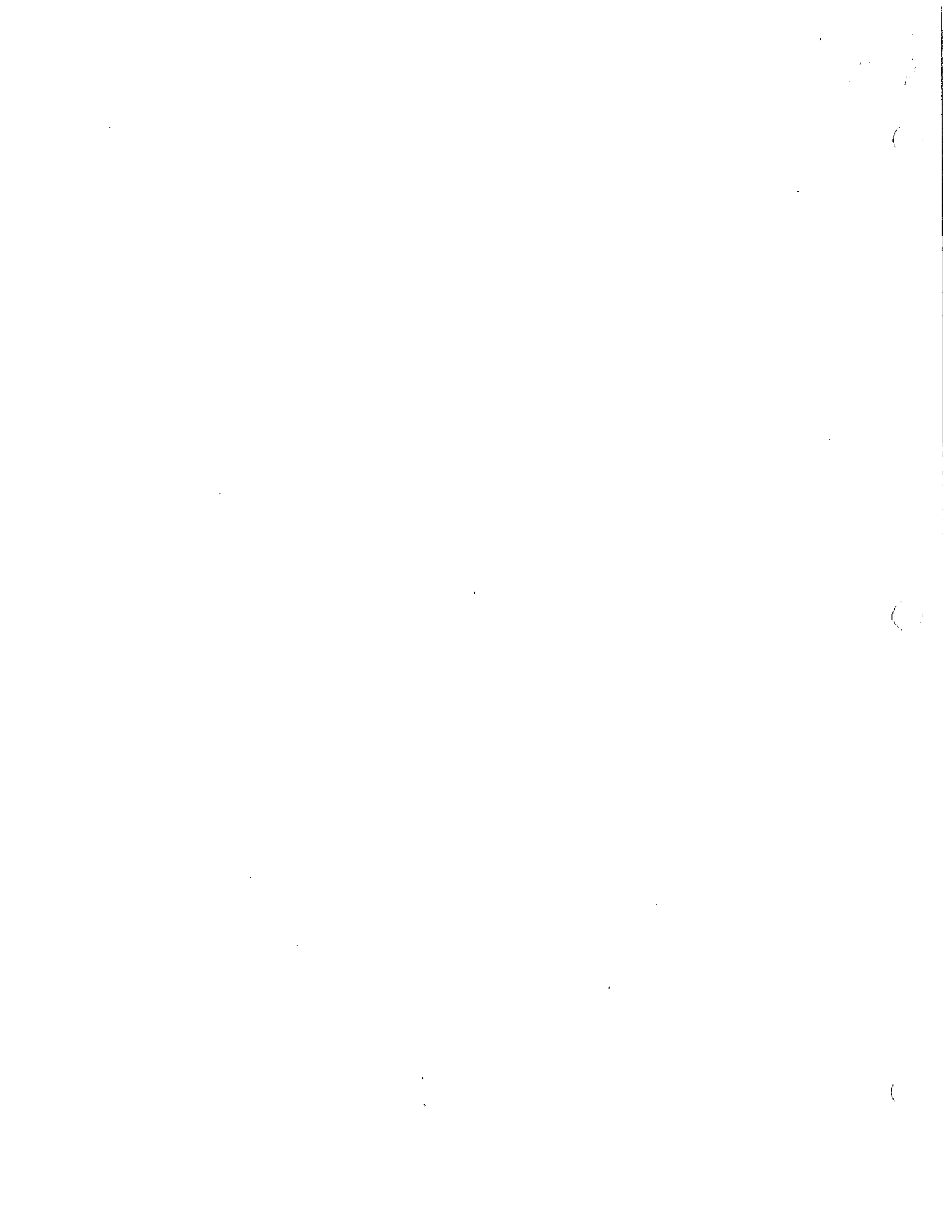
We have held and will hold additional stakeholders' meetings to inform the public of the project and to receive their comments.

9. What background work has already been completed for the project?

1. Phase 1 was constructed in 2011.
2. Phase 2 was constructed in the fall of 2012. Phase 2B was constructed in spring and winter of 2013.
3. Meetings with stakeholders including MDOT, Road Commission, Homeowners Association and private residences.
4. Preparation of preliminary estimate of probable costs.


10. What background work needs to be completed for the project?

1. Award Engineering Contract.
2. Topographic Survey.
3. Design Development Drawings.
4. Coordination and permitting with State and Local Agencies.
5. Preparation of Construction Documents.



Project Summary Sheet

Pittsfield Twp

APPLICANT	
Date submitted	12/19/13
Address	6201 W. Michigan Avenue, Ann Arbor, MI 48108
Contact Person	Trish Reilly, Deputy Supervisor
Telephone	734-822-2112
Email	reillyt@pittsfield-mi.gov
Project Title	Lohr-Textile Greenway Phase II
Project Description (50 Words)	Phase II of the Lohr-Textile Greenway (LTG II) picks up LTG I at the intersection of Lohr and Textile and extends it east on Textile up to State Street. This project will provide pathway access to about 11,000 residents just in Pittsfield.
Length of Trail	1.76 Miles
Starting Point	LTG II will pick up LTG I at the intersection of Lohr and Textile
Ending Point	Textile to State Street. Plus Railroad crossing at Marshview Meadows Park.
Trails Connected to	The LTG II will provide linkages both locally (e.g., Platt Road Greenway and Lohr-Textile Greenway, Maple Road bike lanes and Ellsworth Road bike lanes) and regionally (e.g., Tefft Park, City of Saline to Swift Run Park, City of Ann Arbor to Marshview Meadow Park, Pittsfield Township; Gallup Park, City of Ann Arbor to Pittsfield Preserve, Pittsfield Township).
Estimated Construction Costs and Amount Being Requested	\$1,875,560.00 - estimated construction cost. \$400,000- requested from WCPARC.
Other Confirmed Project Funders	Pittsfield Township (see Support Letters - Attachments C through J)
Other Potential Project Funders	MDOT/SEMCOG (\$1,064,708) Township Match (up to \$400,000)
Project Map & Photos	Map and Photos attached (See Attachments K and L).
Applicant Signature	
Mandy Grewal	
Print Name	Signature
	Date 12/19/13



Connecting Communities
Application Form

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1. What are the benefits of this project?

Pittsfield's primary objective in submitting this grant application is to continue the momentum provided by the success of LTG I, to more than 1,600 households, an immediate and safe non-motorized link between the City of Saline, Pittsfield Charter Township, and the City of Ann Arbor. The benefits of this project include inter-connecting, via non-motorized transit, historic (Sutherland-Wilson farmstead), cultural (Ann Arbor Public Library on Oak Valley, Saline Public Library), public (Pittsfield Township Administration building, Multicultural Academy), retail and entertainment (Cinemark Century Theatres, I-94/Ann Arbor-Saline Road hub, Carpenter Road corridor, Washtenaw/Platt Road hub), commercial/business (State St corridor), residential (approximately 11,000 residents just in Pittsfield), open and recreational (Tefft Park in City of Saline; Swift Run Park and Gallup Park in City of Ann Arbor; Lillie Park, Marshview Meadows Park, Centennial Commons Park, 535 acre Pittsfield Preserve in Pittsfield Township) spaces (see Multi-Modal Map - Attachment A).

2. What efforts will be made to reduce the environmental impact of this project?

The project will be designed for placement along existing road right-of-ways and adjacent right-of-way segments. By reducing the use of motorized transportation, this project will ultimately have positive environmental and health outcomes, and increased safety for county residents. Where wetlands are involved, the proposed project involves work in existing ROWs where some utilities are already located. The project will also involve crossings of wetlands and a County Drain; boardwalks will be utilized to minimize any adverse impacts to the area's natural features. Therefore, only minimal adverse environmental impacts are anticipated. The Township has met with Michigan Department of Environmental Quality (MDEQ) staff to review the proposed wetland crossings (see MDEQ letter - Attachment N). The Township has performed a wetland delineation report (ECT Report – Attachment M). Care will be taken to mitigate and enhance appropriately.

Plantings and bio swales will mitigate the roadway and pathway stormwater run-off, add an element of beauty and reduce our carbon footprint with the regenerative and air purification qualities that plants provide.

3. If constructed, how will the trail be maintained?

Similar to the Platt Road Greenway installed in 2009 and the Lohr-Textile Greenway (Phase I) in 2012, LTG II will be maintained by Pittsfield Township. The pathway will be periodically swept clear of stones and debris that interfere with traction and create uneven walking surfaces. During the winter season, the pathway will be kept clear of snow and ice. The pavement markings will be regularly monitored for visibility and the pathway surface will be checked for deterioration and repaired as needed.

Our commitment to the maintenance of our public spaces is apparent in the establishment, in fall 2012, of the new Grounds Maintenance division under the Department of Utilities and Municipal Services.

4. What community facilities are connected by this project?

Community facilities include the Pittsfield Administration Building and Multicultural Academy. This does not include the numerous entertainment (e.g., Cinemark Century Theatre on Carpenter, restaurant hub along Lohr/Ann Arbor-Saline and Washtenaw/Platt), commercial (Carpenter Rd and I-94/Ann Arbor-Saline Rd corridor) and business (State St.) inter-linkages that will be enhanced by the proposed LTG II.

5. What planning documents show the location of this trail? Provide page reference.

The 2010 Pittsfield Township Master Plan (<http://www.pittsfieldtwp.org/masterplan.html>), the 2009 City of Saline Non-Motorized Transportation Plan (nonmotorizedreport.pdf from www.city-saline.org), and the 2010-2014 Pittsfield Charter Township Parks and Recreation Master Plan (<http://www.pittsfieldtwp.org/p&r-2010-2015-masterplan.pdf>) include maps that encompass this segment (see Attachments P, Q, R, S, and T).

The LTG is included in the Washtenaw County Greenways Vision (see Attachment P)

Pittsfield Township has also dedicated a web page to Phase II of the Lohr-Textile Greenway Project that is also soliciting public feedback online (<http://www.pittsfieldtwp.org/lohr-textile-greenway.html>).

Letters supporting Phase II of the Lohr-Textile Greenway Project (See Attachments C through J) underscore the broad support and illustrate the spirit of cooperation that is becoming a hallmark of the region.

6. What natural and cultural features can be seen from the trail?

The proposed LTG II will link thousands of Washtenaw County residents to the following features:

Natural: Tefft Park, Marshview Meadows Park, 50 acres of the newly donated Centennial Commons Park (see Res # 12-51 - Attachment O), 535 acres of the Pittsfield Preserve, Lillie Park, Swift Run Park

Cultural: Saline Community Recreation Center; Saline Public Library; Pittsfield Township branch of the Ann Arbor District Library; Sutherland-Wilson Farmstead; and Cinemark Century Theatres.

7. How many users are expected to use the trail annually?

Approximately 30 percent of Pittsfield's roughly 36,000 residents live in the immediate vicinity of the proposed trail system along Lohr and Textile Roads. There are approximately more than 1,600 households within a ½ mile of both LTG I & LTG II. By connecting the Cities of Ann Arbor and Saline within this region, literally thousands of additional county residents will have access to hundreds of acres of park and natural areas via non-motorized transit. Usage patterns from the successfully completed Platt Road Greenway and the first phase of the Lohr-Textile Greenway, suggest that 7,000 users, at a minimum, would utilize this trail system annually.

8. What are likely objections to this project? How will these be addressed?

All easements and permits for the project have been acquired, thus objections to the project will likely be minimal.

9. What background work has already been completed for the project?

The preliminary pathway design and layout work for the second phase is complete and the first community meeting to obtain feedback on this preliminary design was held in December 2012. The website for the project (<http://www.pittsfield-mi.gov/lohr-textile-greenway.html>) has been updated and allows for continual community feedback through the online Community Remarks tool. On February 27, 2013, another resolution to apply for grant funding for LTG II was adopted (see Res # 13-08 – Attachment Z). Pittsfield also received confirmation, in June 2013, of a \$1M federal grant through the Transportation Alternatives Program. On August 14, 2013, the Pittsfield Charter Township Board of Trustee authorized the Township to enter into an agreement with the Ann Arbor Railroad for construction of two railroad pedestrian crossings associated with the proposed LTG II pathway (see LTG II Action Letter regarding the LTG II – Ann Arbor Railroad Pedestrian Crossing License Agreements – Attachment Y). All other required permits from WCWRC, MDEQ have been obtained. In addition to all permits in hand, the Township has acquired two necessary easements to construct the project and conducted a MDOT GI Meeting.

10. What background work needs to be completed for the project?

All background work has been completed except securing an additional \$400,000 in grant funding, as requested herein.

Ypsilanti 1

Project Summary Sheet

APPLICANT	Charter Township of Ypsilanti
Date submitted	December 3, 2013
Address	7200 S. Huron River Drive Ypsilanti, MI 48197
Contact person	Jeff Allen, Residential Services Director
Telephone	734.484.0073
Email	jallen@ytown.org
Project Title	Tuttle-Hill non-motorized trail 2014
Project Description (50 words)	This request is for a non-motorized trail along the east side of Tuttle-Hill, from Textile north to cross S. Huron River Drive and into Ford Lake Park.
Length of proposed trail	2032 ft.
Starting Point	Tuttle-Hill 100 yds. north of Textile
Ending Point	Ford Lake Park at the north end.
Trails connected to	Ford Lake path systems
Estimated Construction Costs and Amount Being Requested	\$165,000
Other Confirmed Project Funders	Ypsilanti Township and Washtenaw County Road Commission
Other Potential Project Funders	None
Project Map & Photos (See Attached)	Attach an 11"x17" map of the trail location and send up to 10 photos by email to vaughnc@ewashtenaw.org
Applicant signature Jeff Allen	
Print name	signature _____ date _____

Ypsilanti II

Project Summary Sheet

APPLICANT	Charter Township of Ypsilanti
Date submitted	December 3, 2013
Address	7200 S. Huron River Drive Ypsilanti, MI 48197
Contact person	Jeff Allen, Residential Services Director
Telephone	734.484.0073
Email	jallen@ytown.org
Project Title	Whittaker Road non-motorized trail from Paint Creek south
Project Description (50 words)	This would be an approximate 1,000 foot non-motorized trail on the east side of Whittaker Rd., commencing at the south end of the Paint Creek Bridge and going south to Merritt Rd.
Length of proposed trail	1,000 linear feet
Starting Point	Paint Creek near the bridge to connect with the existing path
Ending Point	To end at Merritt Rd.
Trails connected to	Trail connects numerous subdivisions in which now Hewen's Creek is accessible and
Estimated Construction Costs and Amount Being Requested	hopefully, eventually, Rolling Hills Park. \$ 75,000
Other Confirmed Project Funders	Ypsilanti Township and Washtenaw County Road Commission
Other Potential Project Funders	None
Project Map & Photos (See Enclosed)	Attach an 11"x17" map of the trail location and send up to 10 photos by email to vaughnc@ewashtenaw.org
Applicant signature	
Jeff Allen	
Print name	signature _____ date _____



Connecting Communities Application Form

Washtenaw County Parks and Recreation Commission (WCPARC) wants to help communities expand the trail network in the County. In 2009 WCPARC made available \$600,000 per year, for five years (2010-2014), for the construction of non-motorized trails and accessory improvements. These funds must be matched by the local community with their own funds, or in-kind services, or funds obtained from other sources, i.e., state or federal allocations. Applications for Connecting Communities funding must also include a **resolution of support** for the project from the executive body of the community where the trail is proposed.

Project applications must be received by December 31st of each year for funding consideration the following year. Projects deemed worthy of funding will be approved at the following March Commission meeting. The following information will be used by WCPARC in determining which projects it will fund. Please answer the following questions (limit response to 1,000 words total):

1. What are the benefits of this project?

Primarily safety and/or access to Ford Lake Park and the amenities associated with Ford Lake. This area is identified as an LMI area, lending itself to fewer opportunities for vehicle transportation and more dependency on bicycles and walking.

2. What efforts will be made to reduce the environmental impact of this project?

We will be predominately sheet draining the water run-off. This will encourage walking and biking, thus reducing the carbon emissions in the end. We will attempt to work around trees as well. I expect the majority of this work to be in the right-of-way.

3. If constructed, how will the trail be maintained?

The trail will be maintained through proper draining and upkeep from the Township Parks staff. We consider these linear parks.

4. What community facilities are connected by this project?

Ford Lake, Ford Lake Park, the Library and the Kroger shopping plaza for thousands of residents from the south.

5. What planning documents show the location of this trail? Provide page reference.

I have enclosed a map highlighting the areas. The red is existing paths (or to be built in 2013). The blue is the subject of this grant request.

6. What natural and cultural features can be seen from the trail?

There are still many natural features in the area, including meadows and wooded areas. Also, the waters of Ford Lake and the park itself, with its shelters and trail system.

7. How many users are expected to use the trail annually?

Annually, we expect this pathway to be utilized by 1-2,000 residents for exercise and pleasure.

8. What are likely objections to this project? How will these be addressed?

We anticipate most of this to be constructed in the right-of-way (80-90%), but a few easements may be needed. Residents in the area may initially feel as though it intrudes upon them with walkers in front of their homes but, as in other areas, we feel that they will actually feel safer knowing that there is a constant flow of people to be able to observe any suspicious behavior.

9. What background work has already been completed for the project?

I met with the Washtenaw County Road Commission on the grading and drainage in the area. We have also conducted rough calculations for construction and engineering. The Township has embarked on measuring, photographs and estimations.

10. What background work needs to be completed for the project?

If and when awarded the grant, we would have to finalize the engineering costs, including the detailed engineering for the project. Construction costs need to be finalized, along with easements garnered from the few isolated locations along the route. There would also have to be a crosswalk installed with striping and signage across S. Huron River Dr. at Ford Lake Park.