

CALUMET AREA TRAIL SYSTEM CONCEPTS FOR ACTION



Calumet Area Trail Committee
Serving Calumet Township and the Villages of Calumet and Laurium
March 2021

ACKNOWLEDGEMENTS

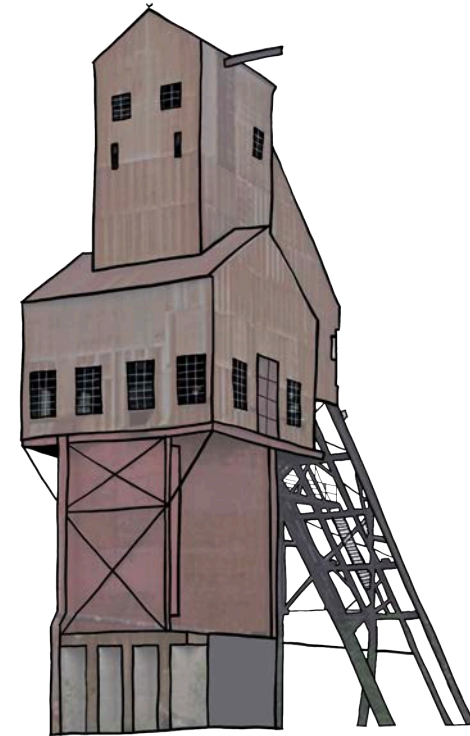
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Angie Tornes	National Park Service Rivers, Trails, and Conservation Assistance Program
Leah Polzien	Main Street Calumet, Inc./Village of Calumet DDA
Steve DeLong	Keweenaw National Historical Park
Wendy Davis	Keweenaw National Historical Park
David Geisler	Village of Calumet
Caleb Katz	Village of Calumet
Tim Gasperich	Calumet Township
Ed Vertin	Village of Laurium
Alanna Mingay	Western Upper Peninsula Planning & Development Region
Angela Yu	Western Upper Peninsula Planning & Development Region
Brad Barnett	Keweenaw Convention & Visitors' Bureau
Don Lafrienera	Michigan Technical University Geospatial Program
Lorri Oikarinen	Cross Country Sports
Larry Zurawski	Swedetown Recreational Area
Jeff Ratcliffe	Keweenaw Economic Development Alliance
Mike McMann	Keweenaw ATV Club
Sue Bushong	Keweenaw Snowmobile Club



TABLE OF CONTENTS

Acknowledgements	
Vision	<i>Page 1</i>
Introduction	<i>Page 2</i>
Background	<i>Page 3</i>
Need for a Concept Plan	<i>Page 4</i>
Vision and Goals	<i>Page 5</i>
Guiding Principles	<i>Page 5</i>
Benefits of Trails	<i>Page 6</i>
Existing Conditions	<i>Page 6</i>
Planning Process	<i>Page 7</i>
Recommendations	<i>Page 8-11</i>
Concepts	<i>Page 12-19</i>
Next Steps: How It will Work	<i>Page 20-21</i>
How to Implement This Plan	<i>Page 22-23</i>
Funding	<i>Page 24</i>
APPENDIX	
Appendix A.1: Funding Sources Overview	<i>Page I-II</i>
Appendix A.2: Calumet Area Trail System Funding Opportunities	<i>Page III-IV</i>
Appendix B: Trail Resources – Concept Plan to Master Plan; Basic Steps; Resources	<i>Page V-VII</i>



Osceola Mine Shaft- rockhouse



CALUMET AREA TRAIL SYSTEM VISION

The Calumet Area Trail System will link motorized, non-motorized and walking routes that feature local heritage, recreation, and commercial destinations to stimulate the area's social vitality and economy.



INTRODUCTION

In this planning effort, representatives from the Village of Calumet, the Village of Laurium, and the Calumet Township collaborated with other stakeholders to envision a trail system linking their towns and community assets together. The regional planning commission, local businesses, and non-profit organizations focused on outdoor recreation and economic development joined forces with the communities to plan for a multi-jurisdictional trail network that would highlight the communities' natural, recreational, and historical assets. This coordinated planning effort emerged from the communities' strong desire to recognize trails and routes as important connections within and among their communities.

The community requested technical assistance from the National Park Service's Rivers, Trails and Conservation Assistance Program to coordinate the planning effort. A planning committee was formed in 2019 to develop a trail system concept, seek community feedback on the proposal, and assist in preparing this report. This report summarizes the results of the planning in the form of vision, goals, objectives, concept plan, and next steps toward implementation.

The Rivers, Trails and Conservation Assistance program is driven by the mission of the National Park Service to conserve natural and cultural resources and promote outdoor recreation in partnership with communities.



The Calumet and Hecla Mine Captain's Office. Calumet, Michigan.



BACKGROUND

In recent years Michigan's Keweenaw Peninsula has experienced significant increased interest in recreational non-motorized and motorized trail use. Active, non-motorized recreation and transportation within, between, and around Keweenaw communities has dramatically increased. Tourists from downstate, region, and country are visiting year-round to experience what locals already know: the Keweenaw is resplendent with natural, cultural, and recreational resources.

Each season offers trail possibilities. Winter's average 19-foot snowfall results in snow depths of 4-5 feet, bringing cross-country skiers, snowshoers, and snowmobilers. Spring brings hikers, bicyclists, and ATVers as does Summer's verdant beauty and inviting lakeshores. Fall's brilliantly cloaked and varied landscape brings leaf-seekers on every mode of transportation.

In addition to outdoor recreation, the area hosts cultural and historical features left behind from the copper mining boom of the 1840s through the early 1880s when the region was the nation's leading copper producer. These features include handsome period residential and civic architecture as well as mine shafts and poor rock waste piles, and other landscape features.

The establishment of Keweenaw National Historical Park (KNHP) propelled notable growth in the Calumet area's historical tourism, providing conservation of resources and new ways to explore this nationally significant historic mining district and its geological foundations. Calumet Village and Calumet Township each have local historic districts that are within an inclusive National Historic Landmark, the foundation of the park's Calumet Unit. Laurium's historic district, outside the KNHP boundary, is included on the National Register of Historic Places.

The onset of the Covid-19 pandemic in early 2020 caused a sharp increase in outdoor recreation, further demonstrating need for a local trail network. A recent survey conducted by the National Recreation and Parks Association survey revealed that 83% of adults in the United States find exercising at their local parks, trails, and open spaces essential to maintaining their mental and physical health during the COVID-19 pandemic. Consequently, work done by the Calumet Area Trail System Committee developing an area trails system concept plan proved timely.



This segment of the non-motorized Green Circle Trail was popular before construction was finished. Whiting Hydropower Project, Whiting, Wisconsin.



NEED FOR A CONCEPT PLAN

Concept plans serve as a starting point for project development by promoting consensus among community leaders, businesses, volunteers, special interest groups, landowners and other interested individuals by articulating the need and goals for project work.

Concept plans demonstrate the project for use in developing the trails further, determining costs, and to help identify grants, appropriations and other funding sources. Before trails are built or enhanced, detailed documents with appropriate architectural and engineering solutions will need to be generated for structures such as bridges and trailheads. This concept plan is intended to be a 'living' document which can be modified and updated as further detailed planning and implementation occurs.

Calumet Area Trail System Concept Plan

This concept plan illustrates what an interlacing community trail system in the heart of the Keweenaw Peninsula could look like. It does not go into detail about exact locations, number of amenities, or contain detailed design and construction drawings; similarly, no cost analysis or business plan has been developed but rather presents an idea of trail character including locations of design elements such as trailheads, primary intersections, and proposed new trails sections.

This concept plan will initiate and guide development of a coordinated, continuous system of trails, routes and pathways that connect residential areas, schools, parks, recreational and cultural areas and retail/business districts within the villages of Calumet, Laurium and Calumet Township (Calumet Area). This plan identifies gaps such as missing linkages; needs such as a wayfinding system; and connection opportunities to existing trail systems in Houghton and Keweenaw counties.



Wheelmen and onlookers in nearby Lake Linden, circa 1905, demonstrating the historic importance of bicycles.



VISION AND GOALS

The community developed the following vision, goals, and guiding principles as a foundation for the Calumet Area Trail System network which will link local and regional trails, open spaces, heritage and cultural sites, and will boost the economic and social vitality of the Villages of Calumet and Laurium and the Township of Calumet.

Expanded Vision

The quality of life and sense of place for Calumet area residents and visitors is enhanced by a comprehensive system of motorized, non-motorized and walking routes connecting historic, commercial and recreational destinations throughout the area and neighboring communities. Bicycling and walking routes are safe, scenic, and serve people of all ages, abilities and circumstances. The trail system promotes health, strengthens community ties and local businesses, enhances learning, and supports restoration and conservation efforts in this beautiful, nationally significant landscape.

Goals

Create a continuous year-round network of pathways, routes, and trails that connect residential areas, schools, parks, recreation areas, public lands, retail/business centers and community event centers in the Calumet and Laurium communities.

Create sustainable, safe, and attractive trails; they enhance community character and leverage economic and community development opportunities.

Enhance the capacity of the community to collaborate and achieve goals.

Provide opportunities for people of all ages and physical abilities to be physically active using trails as close-to-home recreational amenities and ensure children have convenient and safe routes to schools.

Design and establish accessible trailhead facilities with parking, restrooms, trail access and related furnishings that support intuitive, easy use. Design and implement a wayfinding system to assist with trail navigation.

Guiding principles

Fiscal Responsibility

Seek all potential funding sources, partnerships, sponsorships, and investments from local municipalities, families, businesses, and foundations. Stage new infrastructure investments so that they are folded into other construction projects.

Safety

Increase and emphasize safety for all road users through infrastructure projects utilizing best practices for design and promoting safety through education and outreach.

Quality of Life

Increase the comfort, accessibility, usefulness, and appeal of trail and on-road bikeway networks to serve people of all ages, abilities, and circumstances for recreational and utilitarian use improving health, independence and quality of life.

Public Involvement

Include the public in decision-making to improve quality and ownership of the trail network. Market the network to increase public awareness and support of improvements.



BENEFITS OF TRAILS

Trails are valuable community assets and provide communities economic, recreational, and public health benefits. They encourage people to be active outdoors and provide an alternative means of transportation. Trails are inclusive, welcoming all residing in or visiting a community and they are typically free to use most times of the year. Communities with trails often experience a more integrated local economy and socially active neighborhoods.

At a community level, trails provide local economic benefits including increased tourism and general consumer spending. Trails through downtown or city centers attract residents and tourists who visit shops and restaurants. Trail users tend to spend more money in the local economy when they are not using a personal vehicle as their main means of transportation. Trails enhance the desirability of nearby homes and often increase property value. Additionally, having accessible trails to essential services such as grocery stores and medical facilities allows lower income individuals a safe route to receive these services.

Trails and routes provide a wide variety of public health benefits. Walking and biking can reduce a person's risk of developing cardiovascular disease, diabetes, and osteoporosis. Reduction in preventable disease would result in a healthier community spending less on health care costs. Trail use has also been shown to benefit mental health, often recommended to help treat depression and anxiety.

Modifying or improving the built environment for trails makes it easier for people of all ages and abilities to walk, bike, run, etc., within their community and builds stronger communities. People who live in neighborhoods with accessible trails and pedestrian ways take greater pride in their neighborhoods, trust their neighbors more, and are active in their local communities.

EXISTING CONDITIONS

Houghton and Keweenaw counties host hundreds of miles of recreational biking, hiking, winter ski, snowshoe, ATV, and snowmobile trails serving thousands of users including residents and tourists. The Calumet Area communities, centrally located on the Keweenaw Peninsula, are an important stopping point for travelers along these trail routes, providing services including restaurants, lodging, cultural and recreational resources. Several of the longer distance trails border the villages of Calumet and Laurium. However, gaps in infrastructure such as sidewalks, pedestrian and non-motorized routes, missing or poorly defined trail connections and poor surface conditions in areas hinder or prevent safe and effective use of these alternative transportation routes and recreational corridors through the Calumet Area.

In addition, there is a critical need to develop a separate plan for the Michigan Department of Natural Resources (MDNR) managed multi-use trail which border or lie within the boundaries of the Village of Calumet and Calumet Township. The lack of a multi-use trail plan is clearly reflected on the landscape: large segments of trail are unsigned and in dilapidated condition which creates unsafe, unsustainable, and unsightly conditions.

Developing a trail plan for the MDNR-managed multi-use trail is beyond the scope of this project and report. This concept plan and report pertain primarily to the routes and paths separate from, but which may overlap with, the MDNR-managed multi-use trail.

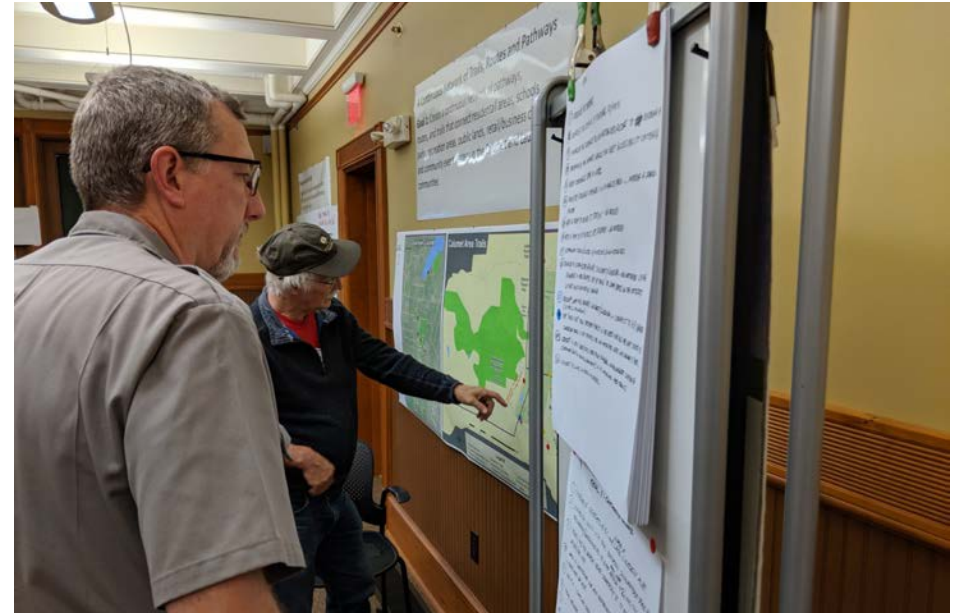


PLANNING PROCESS

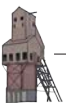
Main Street Calumet requested and received a grant of technical assistance from the National Park Service's Rivers Trails and Conservation Assistance Program. Project planning began with formation of a planning committee comprised of representatives from federal, regional and local agencies; non-governmental organizations; and local businesses. The planning committee drafted vision, goals, and guiding principles; made site visits to key trail areas of interest including those of concern; and solicited public feedback.

The committee obtained community ideas and comments at a well-attended public open house October 8th, 2019. The public open house provided large scale aerial images on which community members identified trail or route connections and gaps; made comments regarding overall as well as site specific trail enhancements; and identified possible uses and design of the repurposed Mineral Range Depot. Additional ways to comment digitally and via hard-copy were provided.

Members of the committee reviewed public comments; information gathered through this process has been consolidated into this concept plan and report.



Calumet Open House
Community members review maps and provide comments on possible trail routes and amenities.



RECOMMENDATIONS

The following recommendations apply to the routes and paths in the area that are separate from, but which may overlap with, the MDNR-managed multi-use trail; brief information is provided on the need for a multi-use trail plan. The Implementation Matrix (page 21) provides direction and actions, identifies responsible lead entity, and proposes a time frame for these and overarching concerns.

Sidewalk enhancements

- Install sidewalks where missing especially where people frequently walk, e.g., Laurium to US-41 via Lake Linden Ave (to IGA grocery)
- Repair damaged sidewalks and make them accessible, including corner aprons
- Winter clearing: in addition to clearing downtown side walks, clear key routes outside downtowns, e.g., at least one side of Hwy 41 from Methodist Church to 6th Street Extension (allows walkability to school, shopping, etc.)



An example of a safe trail crossing with sidewalk enhancements such as signage, bollards, material change at crossing, and a designated crosswalk. Port of Vancouver Trail, Vancouver, Washington.

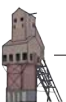
Trail connections

Close the gaps existing between trails and routes by installing new or missing sections:

- Complete the non-motorized trail around Calumet Lake
- Create visible connections to parks, e.g., art/signage to Calumet Lake Trail
- Develop ski/bike trail connecting connecting Swedetown to Calumet depot and commercial center
- Develop bicycle/walking trail loop/route around the villages of Calumet and Laurium
- Link south Laurium via multi-use trail connector to existing multi-use trails
- Develop formal non-motorized routes to specific places such as an historic route with interpretive signs



Wayfinding signage is an integral piece of a successful trail system, helping connect people and places. Heart of Vilas Trail, Wisconsin.



Safety

- Use best practice standards for increased barrier-free accessibility on trail surfaces in local parks and on the multi-use trail.
- Add night lighting for increased safety and security along non-motorized routes
- Implement programs and measures to enhance safety including “Safe Routes to School” and “Complete Streets”



Lighting along trails is important to increase safety. Renaissance Trail, Vancouver, Washington.

Amenities

- Add physical enhancements such as benches, picnic tables, historic markers, green open space throughout town
- Provide affordable equipment rentals for trails throughout community

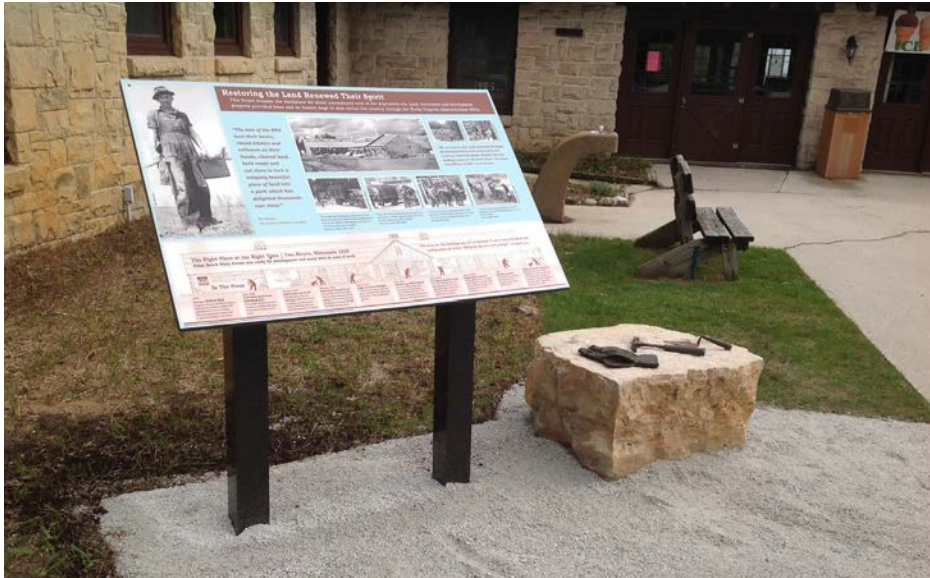


Separated and parallel trails on 3-mile Bessemer to Ramsey Section of the Iron Belle Trail.



Information sharing

- Develop signage throughout town and along trails
 - **Wayfinding:** directing reader to paths/trails, open spaces, and other areas of interest; include mileage/distance
 - **Interpretive:** geotourism and historical tourism interpreting landscape features like describing the conglomerate outcrop, former mine shaft locations, historic railroad overpass and historic context of/about the area
- Develop maps – digital, hard copy, signs to assist with wayfinding in the area
- Additional information technology
 - Develop/incorporate app for historic sites (e.g. around Calumet Lake and others)
 - QR codes, download pdf of trail map/system



An example of potential interpretive signage as seen along the Lake Michigan Water Trail at Point Beach State Forest, Wisconsin.

Calumet/Laurium Trailhead (former Mineral Range Depot) Amenities

Connect trails to proposed restored train depot as an in-town trailhead providing an informative and welcoming gathering place that directs trail users to other Calumet trails, amenities, and businesses. Amenities would include:

- Trail information including maps
- Bike repair kiosk with maps and signs
- Bike racks, air pump
- Ski and bike rentals
- Ski wax station
- Limited parking ORV's, snowmobile trailers; see alternative suggested parking locations on concept plan related to the trestle and Gipp Recreation Area
- Food, water
- Restrooms
- Heat/warming area
- Local business information



Amenities such as picnic tables and bike racks adjacent to trails enhance use and perception of the trail. Heart of Vilas County Trail, Wisconsin.



Multi-use Trail Plan

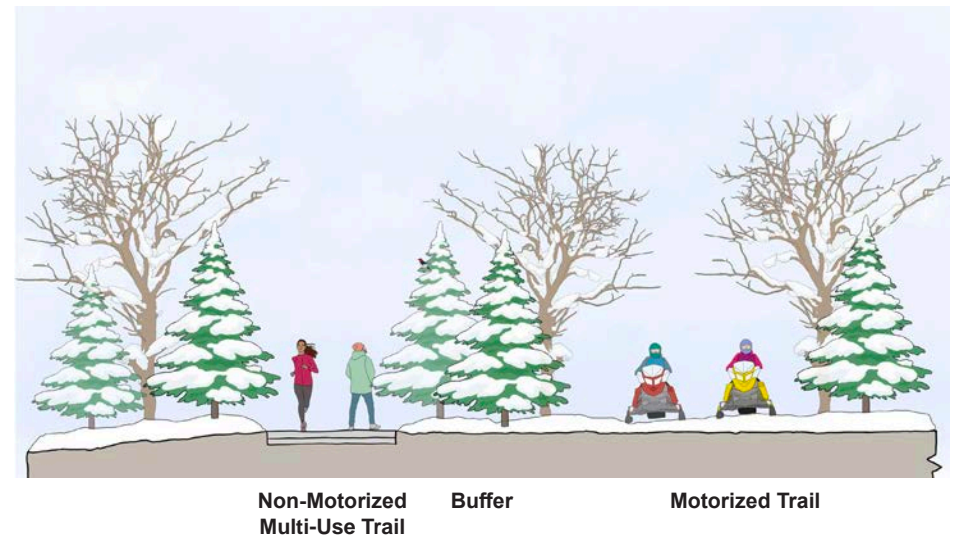
There is critical need for a separate plan for the MDNR-managed multi-use trail. Surface upgrades, wayfinding signage, separated use (motorized, non-motorized) design, safety measures, and the development of a trailhead at the former Mineral Range Depot would greatly benefit all user groups and would be an outstanding asset to the Calumet Area and the entire region. Guidance on developing a Master Plan is provided in Appendix B, Trail Resources.

The multi-use trail planning effort would require coordination and cooperation among stakeholders: local jurisdictions, WUPPDR, state; and the many user groups. “The trail planning process should be spearheaded by the primary user group, the motorized-use (ATV, snowmobile) community, in conjunction with the non-motorized trail-user community by requesting assistance from the Michigan Department of Natural Resources. Michigan DNR staff have the necessary skills of professional planning, design, facilitation and real estate to lead a collaborative trail planning effort. The existing Operating Agreement between Calumet Township, MDNR, and NGO’s provide an initial step on which to build future collaboration in planning and management. The MDNR has some trail surfacing guidelines but has not yet developed a no standard design for separated motorized and non-motorized trails.

Successful multi-use trails such as the Iron Belle Trail throughout Michigan, the Traverse Area Regional Trails, and others nationwide provide examples of well-constructed multi-use trails that are context sensitive. Developing a multi-use trail here, in this central area of the Keweenaw with such great potential to benefit residents and visitors, is possible. Planning and community commitment will be the springboard and on-going energy source for this effort.



Non-motorized and motorized trails merge briefly in the Ironwood to Bessemer segment of the Iron Belle Trail. Note trails are paved side-by-side and double width to reduce user conflict.



An artist rendering of a typical, separated multi-use trail.



CONCEPTS

Area Concept Map

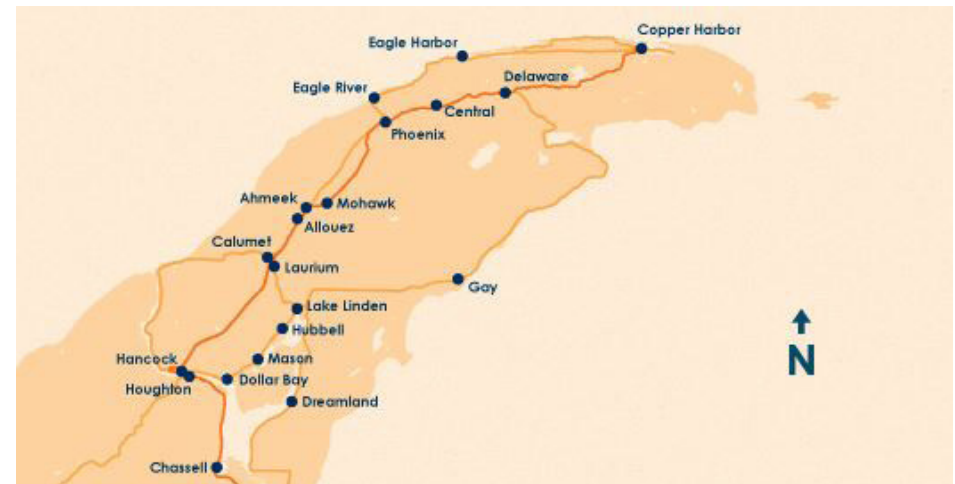
The concept map (opposite page) included provides an overarching framework to illustrate potential improvements. It provides a specific image to support trail improvements desired by the community. The suggested improvements overlap and complement the existing multi-use user trails operated by the MDNR and stand alone as separate improvements that benefit both residents and visitors to the area.

Multi-use trails are evident by the bold lines running north and south. West of Calumet the line represents an existing multi-use trail while east of Laurium is only used as a snowmobile trail at this time. Increasing the capacity of this trail (east of Laurium) to a multi-use trail is desirable and allows additional opportunity to connect to the existing multi-use trail south of Laurium and Calumet. They currently connect north of the communities.

A dashed line at the south end of map suggests a preliminary concept that would establish a connection to the existing the multi-use trail and form a loop around Calumet and Laurium. Creating a looped multi-use trail around both communities permits easier access to recreation and trails that also support alternative transportation.

A pedestrian corridor is represented by a dashed violet line that links destinations across both communities. This corridor extends from the Depot (west) through Agassiz Park to the Public Housing and Public Schools of C-L-K (east). It also connects historic resources along Mine Street (south) to Calumet Lake (north). Finally, a proposed connection between the Gipp Recreation Area (east) and Laurium commercial district (west) is suggested as a gateway into the Laurium downtown area via 3rd Street.

Asterisks shown on the map (opposite page) are principal community attractions and destinations that were identified by the community and this group. The location of these attractions informs recommended improvements. Three conceptual plan details were developed to illustrate potential improvements not easily depicted at a larger scale. The Calumet Depot, Calumet Trestle, and Swedetown Recreation Area are each addressed.



CALUMET AREA CONCEPT OVERVIEW

LEGEND



MULTI-USE TRAIL
(existing and proposed)



POTENTIAL MULTI-USE TRAIL CONNECTOR



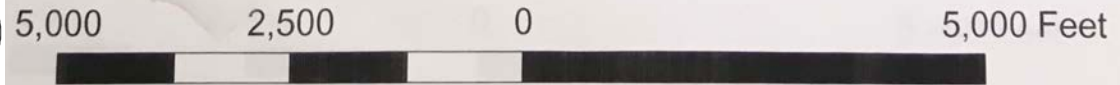
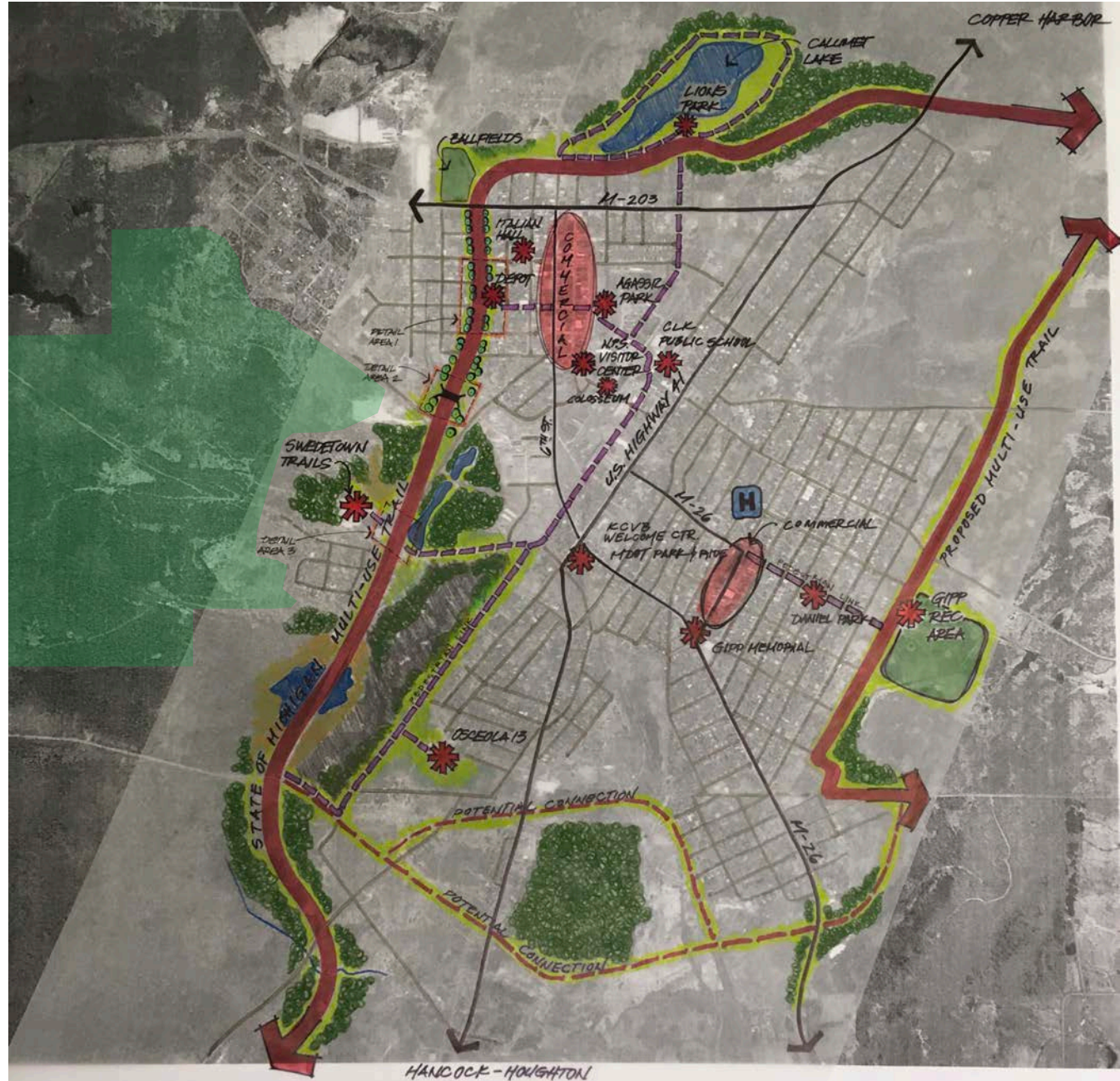
PEDESTRIAN LINK CORRIDOR



COMMUNITY ATTRACTIONS



NATURAL AREA/ SYSTEMS



CALUMET DEPOT

The Depot Detail illustrates one way the building may be rehabilitated as a trailhead and provide supporting interior and exterior spaces. Immediately west of the Depot the concept illustrates how motorized and non-motorized uses can exist separately/parallel by using plantings to help define the adjacent corridors.

Repairs to the Oak Street sidewalk and replacement of missing sections are shown as a way to strengthen the connection to the Depot, define circulation routes, and connect users to adjacent bike racks and a proposed outdoor patio/seating area. Flexible use open space around the depot lends itself well to supporting community gatherings like a farmers' market or art/craft show.

Signage is not shown on this drawing but would need to be considered and included among improvements to this area. Wayfinding signs would effectively help visitors navigate toward downtown, commercial services and other amenities. Interpretive signs would help communicate appropriate themes and stories about the community.

Parking in this area needs to be considered and balanced. Use of existing on-street parking along 9th street and Oak Street is encouraged. The need to park oversized trucks and trailers may be better accommodated trailside – closer to an existing motel near the Calumet Trestle. This should be informed by an understanding of how much of this parking type is needed and the feasibility of that alternative location. Shared parking opportunities for passenger vehicles may also exist with the nearby church. Consideration should also be given to how the community prefers people move toward the commercial district; on foot or by vehicle.

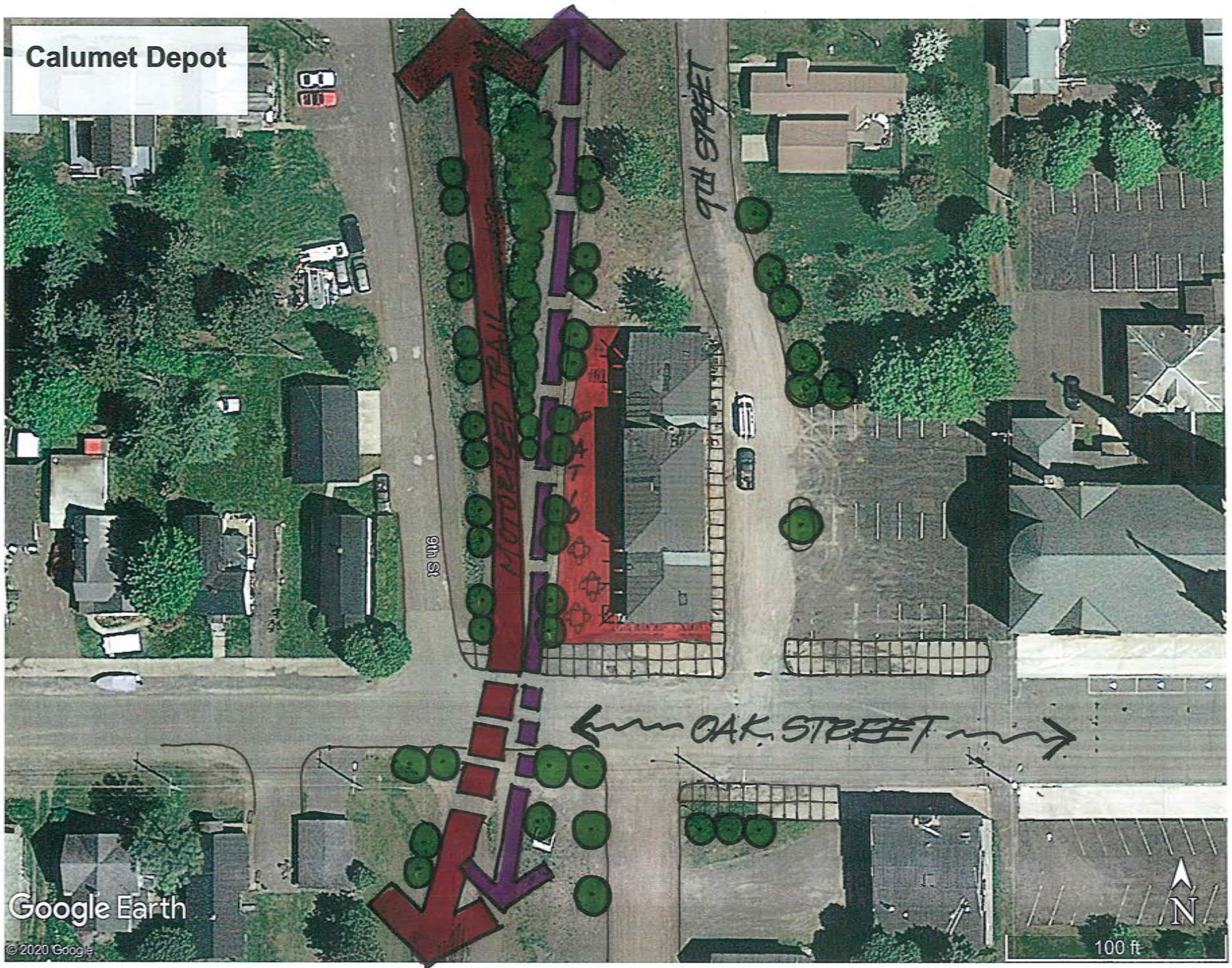


Top Photo: The historic Calumet Railroad Depot is shown above.

Bottom Photo: Adaptive re-use of former rail depot as a visitor center along the Iron Belle Trail, Ironwood, Michigan.



Calumet Depot



Google Earth

© 2020 Google



CALUMET TRESTLE

This feature links the area's extensive historic rail transport system with trail users along trails separated by plantings. The former railroad overpass now stands as a landmark gateway that welcomes users to the multi-use trail and nearby proposed adjacent land uses. A dashed line illustrates a potentially strong connection to a trailside hotel that can help eliminate confusing crisscrossed routes that have developed. To establish this gateway connection trail will require support from the current private property owners affected. A successful solution will also address truck and trailer parking and loading for trail users.

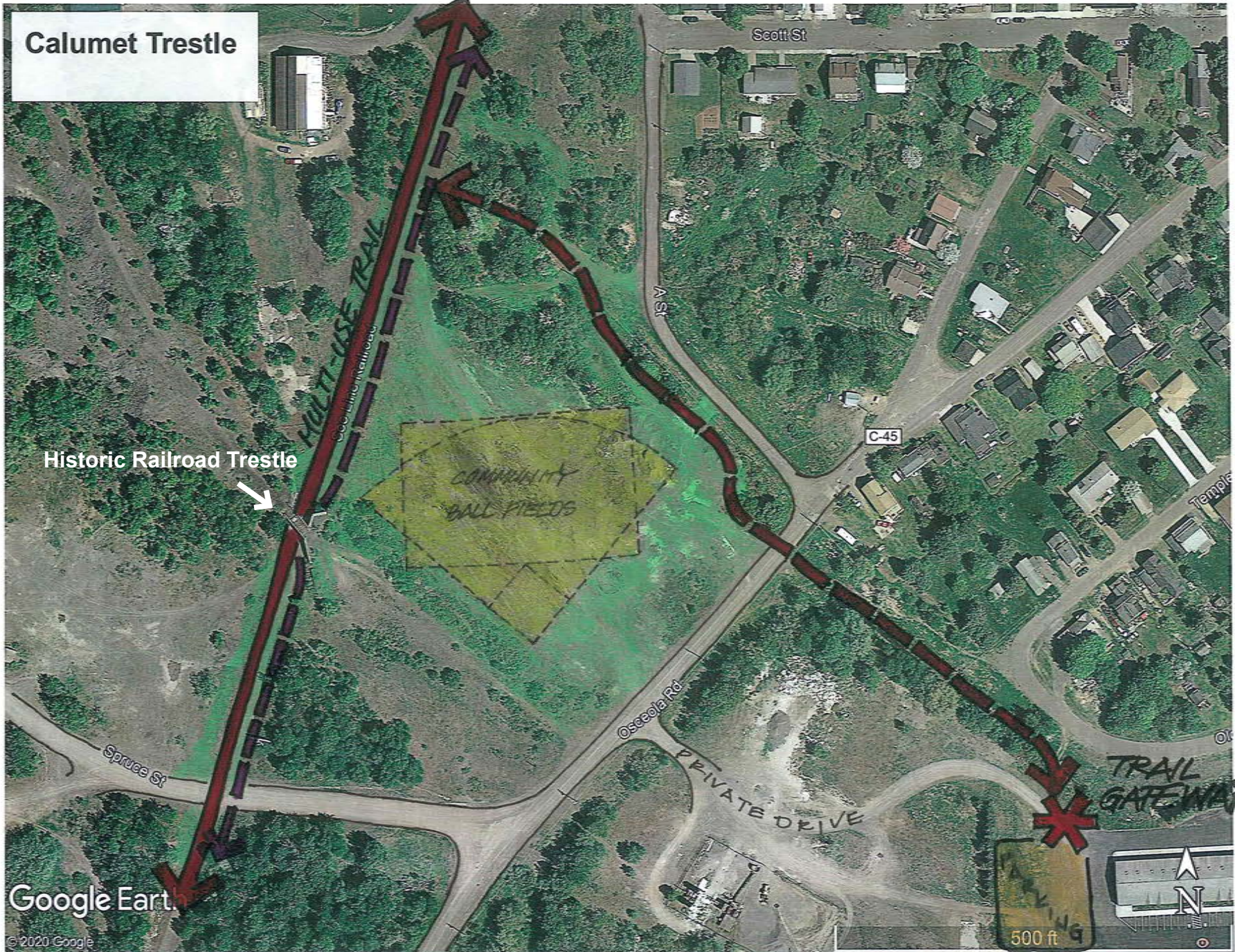
In winter, the open space near this route serves as a snow dump for the local community. Discussion about this location generated questions about the range of compatible land uses and community needs that may also be met here. This conceptual detail illustrates the possibility of a baseball/soccer field combination as an example of how active play or other large use areas like a community garden may fit within this space.



Top Photo: Showcasing the area's diverse transportation history can help educate visitors about historic land uses; and help preserve the area's unique identify.

Bottom Photo: An interpretive sign of the Rideau Canal in Ottawa, Canada.





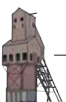
SWEDETOWN RECREATION AREA

This destination is popular with the community and a wide range of visitors including cross country skiers, mountain bikers, trail runners, sledding hill events, pond fishing, birthday parties and more. The existing offset intersection also invites a lot of year-round confusion and potential conflict points for motorized and non-motorized trail users and motorists.

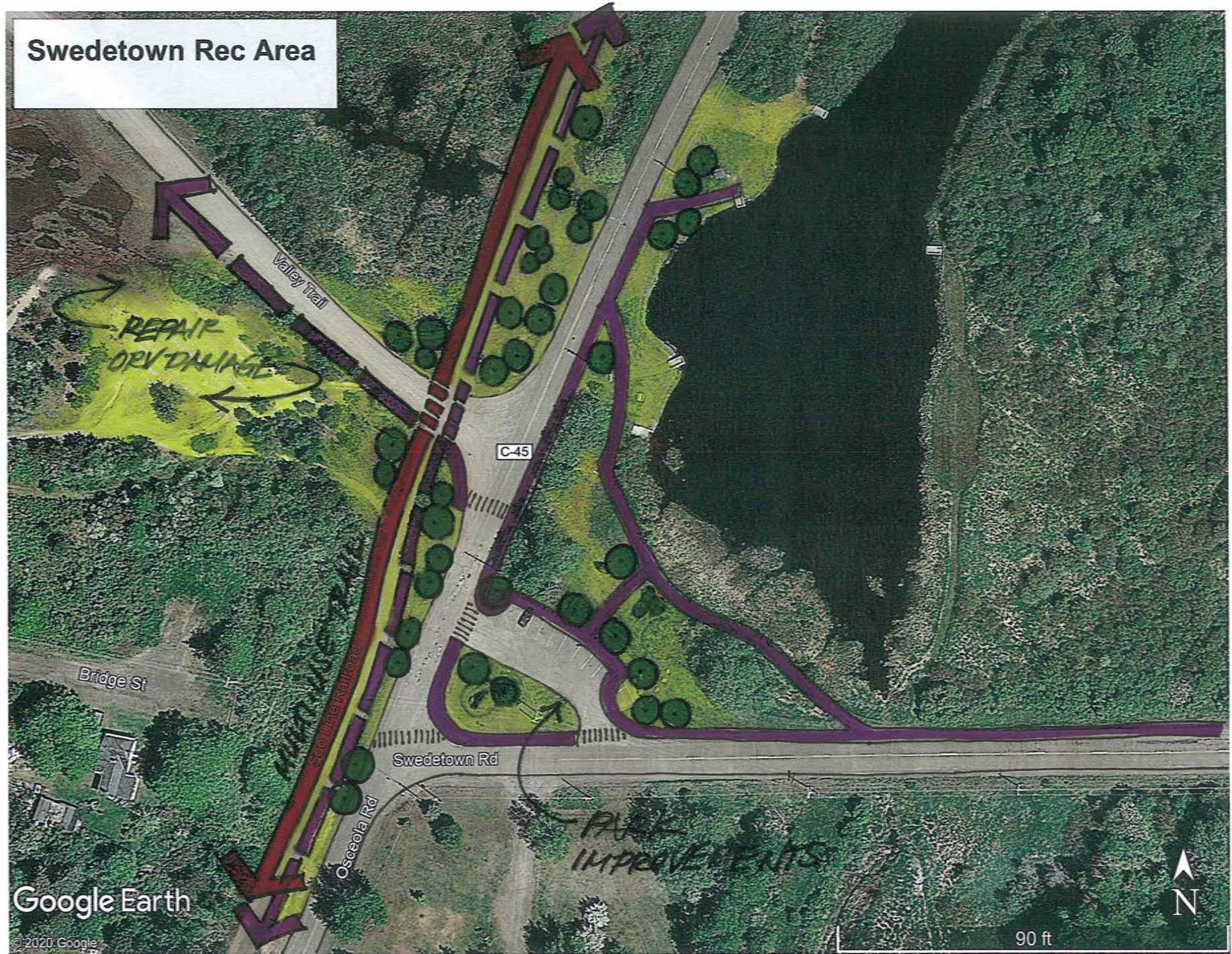
Separating motorized and non-motorized uses at this location is suggested to help eliminate confusion. Reinforcing this separation through plantings and adjustments to physical trail locations and features will help result in less confusion. Establishing crosswalks and adding non-motorized path segments will help provide clear, safe travel lanes and shoulders for the non-motorized users and extend benefits of existing improvements. The dashed line shown represents a path that is packed firm and stable to meet accessibility criteria.

Refreshing the sign and plantings associated with this location will help with traffic calming to slow down motorized traffic while providing an improved community appearance. Landscape improvements that consider planting design can improve the appearance of this location and frame views and features. Grading and surfacing improvements to the access drive at Swedetown Trails would help make the location more attractive/accessible and improve the visitor experience.

Swedetown Recreation Area offers a range of recreation opportunities including groomed winter trails. These pictures showcase the area's winter beauty and opportunities for outdoor recreation. Flow between Swedetown Nordic Ski Trails and the edge of downtown Calumet would be stimulated by a connector trail; an enhanced entrance area would make the location more inviting.



Swedetown Rec Area



NEXT STEPS: How will it work

This section outlines actions to implement the recommendations in textual and graphic form above. General, on-going direction is below; a matrix follows that lists these overarching directions as well as direction for each specific recommendation. For each direction, a lead entity is identified along with a suggested time frame.

Overarching Direction

- Main Street Calumet will continue coordinating CATS Planning Committee
- Develop a presentation describing the project and share with elected officials and community leaders
- Advocate for recommendations made in this plan and facilitate private-public partnerships as necessary to implement plan recommendations; use the endless talents of advocates to creatively share their interests
- Identify ways to coordinate trail enhancements and linkages within and across jurisdictions
- Leverage funding; solicit grant-writers or a team of writers to assist
- Develop trails opportunistically, opening in phases to promote use and build interest in engagement. Work with developers, planning and highway departments, and others to accommodate trails in plans for roads, bridges, and other projects.
- Promote awareness, appreciation, and protection of natural and cultural resources and promote community involvement in their protection and care. Develop, maintain, and manage the trails through diverse partnerships with public agencies, community groups, businesses, nonprofit organizations and private landowners.
- Review and update this Concept Plan so it remains a useful document; incorporate this plan into related plans at every jurisdictional level

Overarching Actions	Lead Implementer, Assistance from others/ Timeframe
Develop presentation describing the project and share with elected officials and community leaders	CATS Planning Committee/ 1-3 years, and on-going
Advocate for recommendations made in this plan and facilitate private-public partnerships as necessary to implement plan recommendations	CATS Planning Committee/ On-going
Identify ways to coordinate trail enhancements within and across jurisdictions; leverage funding	CATS Planning Committee/ On-going
Leverage funding; solicit grant-writers or a team of writers to assist	CATS Planning Committee/ On-going
Develop trails opportunistically, opening in phases. Work with developers, planning and highway departments, and others to accommodate trails in plans for roads, bridges, and other projects	Villages, Town, County/ 1-3 years, and on-going
Review and update this Concept Plan Report so it remains a useful document	CATS Planning Committee/ On-going
Promote awareness, appreciation, and protection of resources through community involvement	CATS Planning Committee/ On-going



IMPLEMENTATION MATRIX

Action Items	Lead Implementer, Assistance from others	Timeframe
Sidewalk Enhancements		
<ul style="list-style-type: none"> • Make sidewalks accessible • Improve/install sidewalks; conduct survey of sidewalks • Develop winter clearing plan 	Calumet and Laurium Calumet and Laurium Calumet and Laurium	1-3 years 1-3 years 1-3 years
Trail Connections		
<ul style="list-style-type: none"> • Develop and extend a pedestrian and wayfinding system throughout the area • Complete trail around Calumet Lake • Develop ski/bike trail from Calumet to Swedetown • Create visible connections/art to parks • Develop formal non-motorized routes to specific places • Link south Laurium via multi-use trail to existing trails • Develop historic route with interpretive signs • Develop bicycle loop trail/route around Calumet + Laurium 	Calumet and Laurium, Calumet Township Calumet Township Village of Calumet, Calumet Township CATS Planning Committee CATS Planning Committee Calumet Township/ Village Laurium CATS Planning Committee CATS Planning Committee	1-3 years 3-5 years 3-5 years 3-5 years 3-5 years 1-3 years 3-5 years 5-10 years
Safety		
<ul style="list-style-type: none"> • Improve surfaces for non-motorized use for accessibility in local parks and on multi-use trail • Add night lighting • Implement “Safe Routes to School” and “Complete Streets” recommendations 	Villages, Town, MDNR Villages of Calumet and Laurium Villages of Calumet and Laurium	On-going 3-5 years 1-3 years
Amenities		
<ul style="list-style-type: none"> • Add enhancements such as benches, picnic tables, historic markers throughout town • Conduct a “Bike Town” or similar assessment for needed enhancements to attract more bicyclists • Provide affordable trail equipment rentals throughout 	CATS Planning Committee CATS Planning Committee Non-governmental entities; businesses	1-5 years 1-5 years 3-5 years
Information Sharing		
<ul style="list-style-type: none"> • Develop wayfinding and interpretive signage throughout town and along trails • Develop maps -digital, hard copy, signage • Develop additional information technology: apps, QR codes 	CATS Planning Committee CATS Planning Committee Universities	1-5 years 1-5 years 3-5 years
Develop Calumet/Laurium Trail Hub in former depot		
<ul style="list-style-type: none"> • Leverage public engagement in developing vision, concept plans, and fund-raising 	Calumet Township	3-5 years
Multi-use Trail Plan		
<ul style="list-style-type: none"> • Work with MDNR to develop trail plan for design and implementation 	Motorized Recreational User Groups in collaboration with Non-motorized Trail User Groups	1-5 years



HOW TO IMPLEMENT THIS PLAN

Developing and maintaining the trail system as suggested in these pages depends on local organization and action. These projects will require a variety of expertise; the Trails committee will need to identify volunteers to form subcommittees to address various components of the plan. A Fund-raising Committee would identify grant opportunities and write grant applications, plan fund raising events, and solicit private donations. A Design and Trail Committee would oversee design of trailheads and signs along with improvement and installation. A Maintenance Committee would assure continued maintenance of trail surfaces, vegetation, culverts and other infrastructure using best management practices. An Outreach Committee would develop media relations and brochures/websites/social media postings.

Main Street Calumet is the logical convener of trail partners, those in the Calumet Area Trail System Committee and an expanded partner base as interest and stewardship of the trail grows. Routinely scheduled periodic meetings would afford collaboration and continuous momentum to build the trail. Subcommittees can schedule and oversee the basic work of trail development while abiding by the goals and guidelines of the Planning Committee.

A partner in these efforts will be the newly formed Houghton County Recreation Authority. This county-wide Authority was formed in 2020 and will be fully operational within the first quarter of 2021. The Authority includes representatives from both the Charter Township of Calumet and Village of Calumet. The primary focus of this Authority is trail infrastructure and supporting the Michigan DNR Marquette staff in securing funding for expanding, rebuilding and maintaining the multi-use trail systems within Houghton County.

Decision making would be a shared responsibility among board members. The board would be comprised of a representative from each municipality; a representative from each of these four recreation interest areas: summer motorized, summer non-motorized, winter motorized, and winter non-motorized; and one representative from economic development.

Phased Approach

Using the overarching directions above and the specific directions found in the matrix, the Trail Planning Committee and its subcommittees may consider the following phased approach for implementation:

- Draft and implement a Communications Plan
- Perform urgent maintenance
- Raise funds to support trail development
- Devise a signage plan for wayfinding and safety; initiate plan to install essential signs
- Remove barriers on the trail that impede use
- Develop and provide maps and user information for use at physical and web locations
- Install barriers and control devices to prevent motor vehicle access where applicable
- Organize or recruit others to organize and supervise volunteer opportunities such as brush/debris clearing
- Continue to raise funds to support planned activities
- Develop interpretive plan: identify sites, design signs
- Continue routine maintenance tasks including rudimentary trail surface improvements
- Develop Calumet/Laurium Trail Hub and other major trail heads; complete site design
- Prioritize and select trail segments for further construction and design
- Develop a Master Plan for new trail construction as needed; incorporate existing trails maintenance and enhancements (See “Developing a Master Plan” in Appendix A: Trail Resources)



Volunteers Needed to Implement This Plan

Developing the Calumet Area Trail System will be a significant but rewarding challenge as each step is implemented. The vision is achievable only through the concerted action of many. Potential volunteers are invited to contact Main Street Calumet at <https://www.mainstreetcalumet.com/> to inquire about ways to become involved. Possibilities include but aren't limited to lending expertise, hands-on labor, and equipment as well as grant-writing, outreach for donations, and activity coordination.

Connect Trail System Plan with Other Initiatives

The following initiatives, plans, or reports may be cross-referenced for useful content, coordination of plans or proposed projects, and leveraging of funds. Conversely, the Calumet Area Trail System Concept Plan may be incorporated into local or regional related plans.

- Calumet Unit Historic Landscape; Keweenaw National Historical Park; Cultural Landscape Report/Environmental Assessment – Next Steps
- Any outdoor recreation plans: local, regional or statewide plans mentioning Calumet/ Keweenaw (MI SCORP)
- Alternative Transportation Plans
- Municipal, town infrastructure upgrade plans
- County Health Plan
- Safe Streets to Schools -Calumet Recommendations
- Keweenaw Geoheritage Initiatives

Local residents work together to plant trees as part of a restoration effort along a new trail system. Local volunteers are integral to building and maintaining successful trail projects. Whatcom Land Trust, Washington.



FUNDING

Seeking funding for implementing the Calumet Area Trail System will be a gradual, shared effort among the jurisdictions and the community. Although fund-raising for trail implementation may seem daunting, numerous communities across Michigan and the rest of the country have carved large, total costs into smaller, approachable chunks to build and reap benefits from each trail success.

Financial responsibilities for implementation include the cost of permitting, design, construction, and maintenance for respective areas. It is expected that most if not all the funding will come from outside sources where the jurisdictions and partners may secure grant funding sources.

In general, the likelihood of acquiring funding increases by forming a broadly representative stakeholder group united around the potential for outdoor recreation in each community. Additionally, a hired grant/funding coordinator for a town, region or state can help uncover sources of funding, act as a messenger to potential funders on the benefits of outdoor recreation for a given community and assist with sometimes-burdensome grant requirements for a project sponsor.

Public and private sources of funding complement each other in leveraging grants. Examples of potential funding and other trail resource information, both general and specific to the Calumet Area Trail System, is provided in the Appendices. In-depth search for local, regional, and national foundation grants may be made using the Foundation Directory Online; access to this database is open to all and available at the Portage Lake District Library in Houghton, Michigan.



Example of CA&O Depot repurposed into trailhead and visitor center, Kokosing Trail, Mt. Vernon, Ohio.





An artist rendering of a typical safe road crossing that includes a dedicated crosswalk, pedestrian activated flashers, signage, bollards, a change of material where the trail meets the road, and set-back vehicle stop lines.



APPENDIX A.1

POTENTIAL TRAIL FUNDING - Overview

Note: See “Trail Funding Opportunities” matrix tailored for the Calumet Area Trails in Appendix A.

Although funding-raising for implementation may seem daunting, numerous communities across Michigan as well as the country have carved large, total costs into smaller, approachable chunks and have managed to build and reap the multiple, long-term benefits of their trail. While a matrix of CATS potential specific funding sources and application dates can be found in Appendix A.2, a brief description of funding options is provided here. Most funding typically comes from two sectors:

- government agencies: local, state and federal; primary federal and state sources described below and included in Appendix A.2
- private sector: see matrix in Appendix A.2

Government funding primarily is available through federal and state agency granting programs. Several federal agencies provide trail related funds; these are managed on the state level through the Michigan Department of Transportation and the Michigan Department of Natural Resources. Local governments may have small sources of funding available through various programs; local governments may also generate funds for park and open space by requiring impact fees from developers.

Private sector funding sources are typically recruited from a variety of sources. It is highly recommended that a capital campaign director be appointed to work with a development committee who can investigate and tap into these sources:

- Foundations – environmental, health, community, outdoor recreation, tourism
- Foundations, corporations, businesses, institutions
- Non-governmental organizations
- Friends groups
- Events

Active Transportation Grants

There are several different ways to obtain funding for active-transportation projects. Federal transportation programs provide the largest percentage of funding needed for the country’s bicycle and pedestrian infrastructure. State and local governments typically match federal funds and, increasingly, initiate their own programs. Private sources are also becoming more common. Most federal funding for trails, walking and bicycling comes through the surface transportation spending bill, currently known as the Fixing America’s Surface Transportation Act, or the FAST Act. <https://www.fhwa.dot.gov/fastact/> State DOT Bicycle and Pedestrian Program Grants are based in these federal programs:

- Federal Recreational Trails Program Grants:
<https://recreationaltrailsinfo.org/>
 - Michigan requires diverse distribution of funds between multi-use; non-motorized only; motorized only:
<https://recreationaltrailsinfo.org/rtp-state-profiles/mi/>
- Transportation Alternatives Grants:
https://www.fhwa.dot.gov/environment/transportation_alternatives/

In addition, a variety of other programs and foundations provide grants for bicycle and pedestrian projects:

- Federal Lands Access Program (FLAP)
- Federal Land and Water Conservation Fund (LWCF) State Side Grants (see below)
- Economic Development Funds, Tourism Funds (State)
- Safe Routes to School Grants
- Community Foundation Grants
- State Natural Resource Agency Grants, Regional Trails Program
- Corporate Foundation Grants
- Friends Groups
- Health and Wellness Grants



Federal Land and Water Conservation Fund (LWCF) State Side Grants

A 2020 study prepared by Wisconsin's Land and Water Conservation Fund Manager reported that contributions from national-level organizations are very rare and grantees cannot use other federal dollars to match LWCF, with limited exceptions. The report listed in order the most frequent sources of matching fund for LWCF State Side Grants; contact Michigan Department of Natural Resources for more information:

- Cash from the grant recipient
- Force account (i.e. in-kind services from the grant recipient)
- Cash donations from private partners (e.g. local businesses)
- Donated labor (non-recipient)
- Donated materials
- State stewardship/natural resource grants
- Donations/grants from local private foundations or organizations
- Cash donation or in-kind from partner jurisdictions (e.g. a county contributing to a city project)
- Grants/donations from land trusts (uncommon)
- Grants/donations from national nonprofits or private foundations (uncommon)
- State economic development, tourism, or office of outdoor recreation programs (uncommon, but gaining interest)

USDA Rural Cooperative Development Grant Program Rural Cooperative Development Grant Program | Rural Development ([usda.gov](https://www.usda.gov))

This program may be a novel source of funding for trails. It provides support to USDA Innovation Centers for cooperatives. Eligible work plans can include trail development/maintenance, feasibility studies, marketing, lodging development, business development, strategic planning. Example: Nonprofit organizations can use this program to develop a business plan for a cooperative focused on recreational activities such as rock climbing, guided tours, mountain biking, skiing, and hiking.



APPENDIX A.2: CATS TRAIL FUNDING OPPORTUNITIES

AGENCY	GRANT PROGRAM	AMOUNT	MATCH
MDOT	Safe Routes to School - Mini Grant	\$5,000/school; \$25,000/ISD	Not specified
	Safe Routes to School - Major Grant	\$200,000/school for infrastructure \$8,000/school for non-infrastructure	Not specified
	Transportation Alternatives Program	No Cap	Not specified
MDNR	Recreation Passport Grant	\$7,500 - \$150,000	25% minimum
	Land and Water Conservation Fund	\$30,000 - \$300,000	50%
	ORV Trail Improvement Fund	Max. allowable up to 100% cost; cannot exceed actual grant allocation	Not specified
	USDA Rural Cooperative Development Grant	\$200,000 maximum	25%
	Natural Resources Trust Fund	Land Acquisition: No limit Development: \$15,000 - \$300,000	Acquisition: No match required Development: 25% minimum
People for Bikes	Community Grants	\$10,000	Not specifically required, but helps
League of Michigan Bicyclists	Micro-grants	\$200 - \$2,000	Not specifically required, but helps
DALMAC FUND	Yearly Grant Program	\$500 - \$10,000	Not specified
Blue Cross Blue Shield- Michigan	Community Health Matching Grant Program	Up to \$25,000 per year for 2 years	Not specified
Goodyear Foundation	Better Future Community Grants	1st Time Awards: \$5,000 - \$25,000 No cap afterwards	Not specified
Keweenaw Community Foundation	Field of Interest Grants	Varies	
International Mountain Biking Association	Trail Accelerator Grants	\$5,000 - \$30,000	100%
Rails to Trails Conservancy	Doppelt Family Trail Development Fund	Community Support: \$5,000 - \$10,000 Project Transformation: \$15,000 - \$50,000	Not specified
Michigan Economic Development Corporation	Public Spaces Community Space	Varies	Not specified
Walmart Foundation	Walmart Foundation	Varies	Not specified
PeopleForBikes	Community Grant Program	Up to \$10,000	Not specified
Clif Bar Foundation	Small Grants- Bike and Pedestrian Routes	Varies	Not specified



DUE DATE	NOTES/ GRANT WEBSITES
March	"These grants allow schools and communities to create programs that educate and encourage students to stay healthy and active, and to reduce traffic around schools" https://saferoutesmichigan.org/major-grant/
Rolling - see website	
Rolling	"This is a major grant program that predicts a 1-5 year application process; funding via federal transportation funds"
April 1	"Do not need 5 year rec plan; CIP Required; highly competitive (current success rate of 20-25%) https://www.michigan.gov/dnr/0,4570,7-350-79134_81684_79209_81659---,00.html
April 1	"Need to have a 5 year rec plan; longer review process than other DNR grants https://www.michigan.gov/dnr/0,4570,7-350-79134_81684_79209_81655---,00.html
May 1	https://www.michigan.gov/dnr/0,4570,7-350-79134_81684_79209_81655---,00.html
See website	Rural Cooperative Development Grant Program Rural Development (usda.gov)
April 1	"Need to have a 5 year rec plan https://www.michigan.gov/dnr/0,4570,7-350-79134_81684_79209_81657---,00.html
Fall	https://peopleforbikes.org/apply-now/
Not listed	"LMB members given highest priority https://www.lmb.org/initiatives/micro-grants/ "
March 1	"Local support/funds helps application https://www.biketcba.org/content.aspx?page_id=22&club_id=604795&module_id=224021 "
Rolling	https://www.bcbsm.com/foundation/grant-programs/community-health-matching.html
Rolling	https://corporate.goodyear.com/en-US/responsibility/community/community-support.html
Varies	https://www.keweenawcommunityfoundation.org/grants
May	https://www.imba.com/trails-for-all/trail-accelerator-grants
January 31 (may vary)	"Information is from 2019: https://www.railstotrails.org/our-work/grants/doppelt/application/ "
Varies	"Crowdfunding opportunity with a 100% match from MEDC https://www.patronicity.com/puremichigan "
Varies	https://usagrantsapplications.org/nonprofit-grants.php/
1-2 Per Year	https://www.peopleforbikes.org/grant-guidelines
Varies	http://clifbarfamilyfoundation.org/Grants-Programs/Small-Grants



APPENDIX B- TRAIL RESOURCES

CONCEPT PLAN, MASTER PLAN

This document proposes the Calumet Area Trail System at a conceptual level and is therefore called a “concept plan.” Eventually the committee may wish to develop a master plan that addresses detailed plans and the coordination needed to build new and improve existing trail. Much of the information provided in this concept plan may be incorporated into a master plan.

This concept plan, which would eventually be superseded by a master plan, may be integrated into the local policy and planning documents, such as the village or township recreation plan, Keweenaw County’s comprehensive plan, or other such open space plans.

To identify where this document falls into the typical trail planning and design process, we list the consecutive planning steps here:

- Trail Vision or Concept Plan
- Master Plan
- Preliminary Design
- Construction Drawings and Documents

Developing a Master Plan

A master plan is generally completed in a year either by experienced professional agency staff or hired consultants working in conjunction with the community. Often consultants work with agency staffs that can provide information and assistance for certain tasks while the consultant applies coordination and other expertise. Selecting a qualified and experienced consultant is of ultimate importance; guidance for selection is provided in the document reference below.

Elements of a master plan include:

- Additional site analysis that identifies grades, barriers, land ownership, sensitive areas and other opportunities and constraints,
- Routing and design: graphic depiction on a property ownership map and in written form where trail is aligned in its corridor and where amenities will be built
- Cost estimates
- Design criteria for key components

- Implementation strategy that includes action steps, who will take them and in what order they should be taken. Recommendations for project funding, phasing, and management would be included.
- Feasibility of the project
- Continued trail partnership development and constituency building

We recommend that the committee and future planners use guidance on planning, design, and management for trails provided via through multiple sources:

“Trail Planning, Design, and Development Guidelines”, (Minnesota Department of Natural Resources)

<https://www.leg.mn.gov/docs/2007/other/070340.pdf>

Includes:

- Planning
- Design Principles
- Ecological Sustainability
- Trail Classifications
- Shared Use Paved Trails
- Sustainable Natural Trail
- Winter-Use Trails

American Trails Resource Library,

<https://www.americantrails.org/resource-library>

Includes:

- Advocacy
- Funding
- Planning and Design
- Trail Construction & Maintenance
- Management



Wayfinding and trail supporter recognition signs, Iron Belle Trail, Michigan.



“Trail-Building Toolbox”, (Rails-to-Trails Conservancy);
<https://www.railstotrails.org/build-trails/trail-building-toolbox/>

Includes:

- Basics
- Organizing
- Acquisition
- Funding
- Planning
- Design
- Management and Maintenance

U.S. Department of Transportation’s Recreational Trails Program Publications:

http://www.fhwa.dot.gov/environment/recreational_trails/publications/rwt/

“Trails for the Twenty-first Century, Second Edition”; available in hard copy.

ELEMENTAL STEPS IN TRAIL DEVELOPMENT

The following tasks are provided here to give a sense of what to expect as necessary steps in trail development; they may be incorporated into a master plan:

Task I: Acquisition/permits

A variety of strategies exist to acquire land and rights-of-way for trails; these strategies are often combined to complete the necessary transactions. Easements, fee simple, land dedication are either purchased or donated; donations, Bargain Sales and Right of First Refusal are extremely beneficial to trail builders and are usually mutually beneficial to owner and seller. Right of First Refusal is equally helpful in ensuring the trail can be built according to plan.

Acquisition should involve only willing sellers; be sure to consult a real estate attorney for assistance in developing and executing land transactions.

Required permits or approvals from local, state, and federal agencies should be identified and secured through various phases of development.

Task II: Survey and Design

The next task involves hiring a surveyor and experienced trail design firm to develop a topo survey and property easement exhibit. The steps include the following:

1. Reference the Keweenaw County GIS system and the concept plan to collect parcel information and develop a parcel ownership list.
2. Draft letter to owners to describe the project and request access for survey. (This is done as a courtesy since surveyors have protected access rights.)
3. Meet with landowners.
4. Conduct topographic survey under direction of principal design firm. (4 months)
5. Prepare trail design. (4 months)
 - a. Design will include details on grading, cross sections, construction details, and will indicate areas where permanent and temporary easements will be required. These plans will include specifications and bidding documents.
6. Document and establish land use rights.
7. Prepare legal description and exhibits of needed easements or acquisitions.

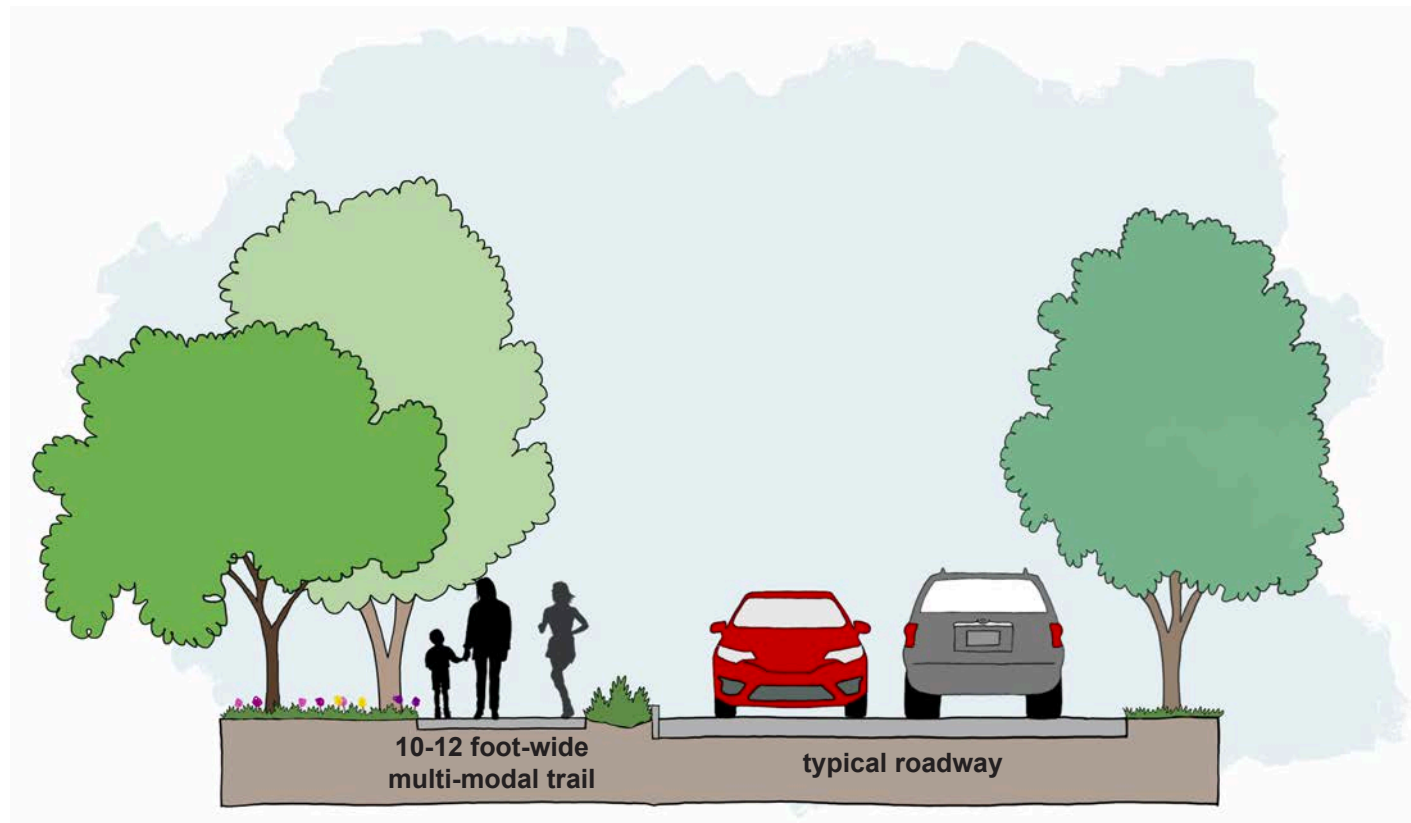
Task III: Development

The final phase is trail construction. This portion of the project may include hiring a project manager to represent the community’s interest during development. The project manager or consulting a design firm can provide bidding services if needed. The project would be advertised and publicly bid. A project manager may also provide construction inspection and management during construction.



OTHER TRAIL RESOURCES

- **American Trails:** <https://www.americantrails.org/why-trails>
- **The Value of Urban Trails by Tim Beatley:**
<https://www.thenatureofcities.com/2016/01/31/the-value-of-urban-trails/>
- **Recreational Trails Program:**
https://www.fhwa.dot.gov/environment/recreational_trails/
- **National Recreation Trails – seek designation for your trail**
<https://www.nps.gov/subjects/nationaltrailssystem/national-recreation-trails.htm>



An artist rendering of a typical cross section of a trail located next to a roadway.





Calumet Area Trail Sytem Plan
Graphic Design, Artist Renderings and Drawings: Brianna Truden