



NON-MOTORIZED TRANSPORTATION PLAN

2018-2023

PORTAGE TOWNSHIP

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BACKGROUND

Background

The Sault Tribe of Chippewa Indians has been a driving force throughout their seven-county service area in bringing together community leaders and members in an effort to promote healthy living lifestyles through the support of a 3-year Partnerships to Improve Community Health (PICH) program from the Centers for Disease Control and Prevention (CDC) in 2015. The PICH funding is used to support the planning and implementation of state and community projects proven to reduce chronic diseases—such as diabetes, heart disease, stroke, and cancer. The Sault Tribe’s PICH project has included working with partner communities and schools to make environmental, programmatic, and infrastructure changes that will lead to healthier communities.

Portage Township is one of the partners, and in 2015, the Portage Township Recreation Committee was organized. In efforts to promote a more active community through walking and biking, the Portage Township Recreation Committee (in 2017 it was decided to be the oversight committee) together with the Sault Tribe’s CTG Project began work on the plan below/this plan.

The Eastern U.P. Regional Planning and Development Commission (EUPRP&DC), having co-authored the Superior Region’s Non-Motorized Investment Strategy for the Michigan Department of Transportation in 2009 and more recently in 2010 led planning efforts for the City of Sault Ste. Marie in the development of a city-wide non-motorized transportation plan, was commissioned by Portage Township to assist in the development of their non-motorized plan.

This plan would not be possible without the financial support from the Sault Tribe of Chippewa Indians through the PICH funding and MDOT’s Transportation planning supplemental Funding to Members received by EUPRP&DC. Additionally, this planning effort is made possible through the dedication of time and services of the staff of the Portage Township government and involved community members. It will be those local people who will ultimately implement the actions identified in this plan.

PLAN PURPOSE AND VISION

Plan Purpose and Vision

PURPOSE

The overall purpose of the Portage Township Non-Motorized Transportation Plan is to document the vision of the people, to make the community a place where citizens of every age can safely bike or walk, and to entice more people to the area by creating a destination that promotes active lifestyles.

This plan will identify and describe the community planning area and people who live and visit the area. Existing facilities of bike routes, bike lanes, sidewalks and crosswalks, as well as current policies, ordinances and places of destinations within the community will be identified and described. Through this planning process gaps in those facilities and community issues will be identified, documented. Goals will be set to resolve those issues, and strategies will be developed to achieve those goals.

The end result will be a planning document that can be used by community leaders to guide future policy and infrastructure projects that relate to non-motorized activities, and to provide a document that is a basis for future funding strategies for projects identified throughout the process.

VISION

The vision of this plan is to *create a non-motorized transportation network, which encourages residents and visitors to choose walking or biking, is safe and convenient in all seasons, and provides access to identified important destination places.* Such a network will promote commercial, recreational, environmental, social and cultural opportunities, making Portage Township a healthier, sustainable, and livable community and a desirable place to visit.

GOALS & STRATEGIES

1. Build a network to connect people with places inside the community and to other communities.
2. Promote and encourage a culture of walking and cycling.
3. Reduce conflicts and risks for pedestrians and cyclists.

Planning Process

The Portage Township Recreation Committee acted as a steering committee for the non-motorized transportation plan. The Portage Township Recreation Committee met monthly to review chapter progress, identify projects on maps, conducting a public hearing, and develop goals and prioritization criteria.

A public hearing was held on September 12, 2017 at the Curtis Community Building where large maps were available for mark-up, and planners and committee members were available for discussion. This meeting allowed members of the public an additional venue to add their input. The Portage Township Recreation Committee used the public input to develop the proposed facilities, projects and strategies to improve the non-motorized access in the community.

As supplementary information, community surveys had been distributed and results gathered. These surveys were placed strategically throughout the community for people to fill out. The short questionnaire asked for input on important destinations within the community, and what recreational facilities respondents would like to see in the community. (See Appendix B – Survey & Results.)

The information received from the public input process was used to develop the goals and objectives. (See Appendix D – Public Hearing Responses.)

COMMUNITY PLANNING AREA AND PROFILE

Community Planning Area & Profile

DESCRIPTION & LOCATION

Community Description

Portage Township, a General Law Township, is located in the western end of Mackinac County in Michigan's Eastern portion of the Upper Peninsula. The Township is considered rural in character due to its generally sparse population. Portage Township is accessed from US-2, heading north on the Manistique Lakes Road (H-33), or, coming from the north, by H-33 south from the Luce County line. From the west, take H-42 east from M-77. The Township is accessed from via the Sandtown Road from M- 117, to the Old Gould City road, and into H-33. The land area of this Township is primarily forested, with the Lake Superior State Forest covering approximately 20.5 percent of the land. (See Appendix C – Map 1 – Location of Portage Township.)

The majority of the Township's population is located in and around the small, unincorporated village of Curtis. Curtis is located on a strip of land that borders both the northern shoreline of the South Manistique Lake and the southern shoreline of Big Manistique Lake.

Planning Area Boundaries

Portage Township has a total area of 72.223 square miles, of which 55.4 square miles is land and 16.8 square miles is water. It occupies the north-eastern corner of Mackinac County. The village of Curtis is centered between Big Manistique and South Manistique Lakes, where it extends between the shores and along Main Street.

For the purpose of this plan, planning boundaries for non-motorized transportation facilities will mainly concentrate in and around this unincorporated community while keeping in mind neighboring communities. (See Appendix C – Map 2 – Community Planning Area.)

Topography

There are slight elevation changes all throughout the Township. The highest elevations can be found in the most north-eastern corner of the Township. From there, the elevation slowly lowers when moving to the south west. The lowest points of elevation are around lakes, some lakes have surrounding ridges. The western half of the Township's elevation ranges between 688 to 754. The eastern half of the Township's elevation ranges between 688 to 853.

Geology

Glacial Moraine deposits constitute almost 75% of the Township. They cut a wide swath through the center of Portage Township from north to south and are located around the Manistique's Lakes. In the glacial moraine areas, bedrock tends to be well below the surface. Most of the bedrock in the Township lies greater than five feet of the surface, bedrock does lie within five feet of the surface in several areas throughout the Township.

Soils

There are sixty-nine soil types that make up the total soil configuration of Portage Township. The majority of the soil is Solona Loam, Shoepac Fine Sandy Loam, or Markey/Carbondale Mucks.

Public Land Ownership

Portage Township covers 72.223 square miles. Residential owned property accounts for 47% of the land in Portage Township. State land and state forests encompass 19.4%. Private businesses control 9.9%. Inland lakes cover 23.3% of the Township. Township-owned & school-owned land covers roughly 0.3%.

Commercial forest properties are primarily located in the southeast portion of the Township, while the largest blocks of state land are in the northeast and southwest corners.

The prime property along, and in close proximity to, the Manistique Lakes shoreline is almost entirely in private ownership. (See Appendix C – Map 3 – Public Land Ownership.)

COMMUNITY PROFILE

Demographics

The people of Portage Township, Michigan give the community character. This place is unique because of factors such as population size/density, ethnic background, ratio of males to females, and average age.

The 2010 Census reports 972 persons living in 471 households in Portage Township. Family households made up 64.1 percent of the total number of households in the Township. Of these, 86 percent were husband-wife families, 3.9 percent were male heads with no spouse present, and 9.9 percent were female heads with no spouse present. There were 169 (35.9%) non-family households in the Township, 91 percent of these were one-person households, these households are composed as follows: 32.0 percent were males ages 65 years and older, and 21.6 percent were females ages 65 years and older, males and females of all other ages accounted for 46.4 percent of the one-person households in 2010

The average household size in Portage Township in 2010 was 2.06, slightly lower than the household size of the County (2.19). The average family size for Portage Township was

2.55 in 2010, which was also slightly less than the family size found at the County of 2.70 persons.

There were 1,216 housing units in the Township in 2010, 471 of which were categorized as occupied, and 745 as vacant. However, it should be noted that 665 of the vacant housing units were categorized as seasonal (89 percent). Overall the Township has a higher percent of housing units classified as seasonal, than does the County on the whole. There were 807 owner occupied units in 2010, a decrease of 1.0 from 2000, and 165 renter-occupied units, an increase of 20.6 percent during the 2010 Census. Both the homeowner vacancy (+88.2%) and rental vacancy (+167.6) rates increased substantially during the past decade.

Types of Users

Types of users are very diverse:

- Some are riding for transportation. In this case, way finding signage, direct paths and bike parking are important.
- Some are highly experienced road riders looking for exercise first and then scenery. They would need longer trails or safe routes.
- Some are family groups with little or no bicycling experience. Safety and frequent resting areas are important to them.
- Some are novice bicyclists and unclear of bicycling safety principles. Education and good signage should be provided for them.



EXISTING POLICIES & FACILITIES

Policies

Portage Township has adopted in Ordinance 2008 OA 240, MCL 324.81131. for the purpose of authorizing and regulating the operation of Off Road Vehicles (ORVs) on roads in Mackinac County. This ordinance provides penalties for the violation thereof, and for the distribution of public funds from those penalties pursuant of said code.

Facilities

Definition: Facilities - something designed, built, installed, etc., to serve a specific function affording a convenience or service: transportation facilities; educational facilities; a new research facility.

The following inventory of Portage Township non-motorized facilities was created by interviewing Township officials, review of the current recreation plan and by making site visits. The definition of the facility as used by in this plan is also included.

Existing Facilities – Bicycle Routes

Definition: Bicycle Route (also known as Class III bikeway) - a network of streets and/or bike paths to enable direct, convenient and safe access for bicyclists. In determining a design, volumes of motorized vehicles, speeds and physical characteristics of streets are analyzed. Bike Routes are designated with signs that indicate shared use for automobiles and bicycles.

There are no existing marked bicycle routes in the planning area.

Existing Facilities – Bicycle Lanes

Definition: Bicycle Lane (also known as Class II bikeway) is defined as a separate space designated with striping, signage or pavement markings for exclusive use by bicycles within a street or road. This facility is utilized by the commuter bicyclist but also increases the comfort level for novice bicyclists. Its width of four feet is less than a Recreational Path.

There is currently no potential to develop bicycle lanes due to the inadequate size of road shoulders to provide a safe distance between bicyclers and vehicles.

Existing Facilities – Off Road Multi-Use Paths

Definition: Multi-Use Path (also known as Class I bikeway, RecPath, bike path, shared-use, side path). For the purpose of this plan a Multi-Use Path is a separate path adjacent to and independent of the street and is mainly intended solely for non-motorized travel. Some proposed multi-use paths in this plan may be considered shared-use with snowmobiling and atv trail connections. These paths often form great recreational multi-use trails (for pedestrians, bikes, rollerbladers) in open space. The width of a RecPath is typically eight to ten feet. Sometimes these trails are soft-surface using a crushed fine material that is less expensive, more natural and easier on the joints of walkers and runners. The issue of safety comes into question with this type of facility. It is typically thought to be a safe alternative from riding on the road. However, statistics are showing that when these facilities run parallel to a road with many driveways it is much more dangerous, as drivers may not see a bicyclist and there is no place for a bicyclist to go to avoid a collision. Conflict between users is common with many beginner and different type of users (pedestrians, bikes, strollers). Traffic on the bike path runs both ways which may also arise in collisions among users.

Potential project: to identify all trail segments and who owns/maintains these trails. There is also a need to establish new or refurbished trail segments that connect to other trails segments, parks, and recreational facilities. Currently, no township owned, off road, multi-use paths are located within the planning area.

Existing Facilities – Trail

Definition: Trail - A "Trail" can be defined many ways by many different people. A trail might generally be defined as a route or path which has been specifically prepared or designed

for one or more recreational functions. Sometimes this is done with thought, planning and effort and sometimes trails just appear on the landscape, having been created by individuals who find the path functional or recreational where design and management have not taken place. **Specialty trails** and **activity trails** are two broad categories of trails. Specialty trails relate to a general environment or function while activity trails are designed and built around a function and use.

Potential to establish trail segments has been identified within the area, located by the Erickson Center. This potential trail would be developed as a cross country ski trail that could possibly be used as a bike trail during summer months. (See Appendix C –Map 4– Potential Trail Location)

Existing Facilities – Sidewalks

Definition: A paved walkway along the side of a street.

There are no existing sidewalks in the planning area.

Existing Facilities – Crosswalks

Definition: A path marked off on a street to indicate where pedestrians should cross.

There are no existing marked crosswalks in the planning area.

YEARLY GOALS

Goals & Objectives

The goals provide a vision of what the plan aims to achieve, and the objectives provide direction to accomplish the goals and a means to assess progress towards the goals. Along with development of non-motorized transportation networks, Portage Township can benefit from the adoption of ordinances and policies that promote safe, convenient and comfortable walking or biking for a wide range of people. The adoption and administration of local bicycle and pedestrian friendly ordinances and policies will help to encourage community members to walk and bike more often and feel safer while doing so, as well as improve driver awareness of their presence.

Goal: Develop and implement multiple trail types for non-motorized uses along with policies and programs to accommodate non-motorized travel.

Objective 1: Identification of grant and other funding opportunities for bike lanes, off-road multi use paths, and trail creation throughout Portage Township.

Objective 2: Identify all trail segments (Motorized, Non-Motorized, All-Season, Seasonal, Water) along with ownership and maintenance.

Objective 3: Establish new or refurbished trail segments that connect other trail segments or parks and recreation facilities.

Objective 4: Develop cross country ski trail that could be used as biking trail during summer months.

Objective 5: Identification of funding opportunities for trail maintenance, including equipment.

Design Specifications

Ideally, all trails and routes would be suitable for all levels of bicyclists. Realistically, due to funding limitations, that may be impossible. However, the Township at a minimum can try to develop best cycling practice strategies.

Providing safe infrastructure - as the bicycle is legally defined as a vehicle, the cyclist has the same right to use the public road system as any other user. All new road infrastructure should take account of the needs of cyclists unless cycling is specifically prohibited. Similarly, all traffic management schemes on existing roads should cater for cyclists, wherever possible giving them visible priority. Drainage grates, railroad tracks, potholes, utility covers, gravel, wet leaves, pavement joints and many other surface irregularities have a profound impact on bicyclists and can cause a fall and serious injury.

The AASHTO ***Guide for the Development of Bicycle Facilities*** notes that in rural areas "adding or improving paved shoulders often can be the best way to accommodate bicyclists" and they have the additional attraction of providing a variety of benefits to motorists and other road users as well.¹

People can't be expected to bike if they can't park their bikes. Good parking will encourage newcomers to bike and will legitimize biking. To set a good example, the Township should provide bike parking at all public buildings and parks.

Bicycle parking should be encouraged at all developments. Consider an ordinance that requires secure, bike parking at motels and retail outlets. Secure parking should be designed to reduce thefts and protect the bike. The requirements can be based on land use and the number of car parking spaces required.

¹ <https://nacto.org/wp-content/uploads/2011/03/AASHTO-Guide-for-the-Development-of-Bicycle-Facilities-1999.pdf>

FUNDING SOURCES

Funding Sources

FEDERAL FUNDING SOURCES

Bicycle and pedestrian projects are broadly eligible for most federal surface transportation funding categories, including federal-aid, highway, transit, safety, and other programs. Federal legislation has defined non-motorized transportation to include pedestrians and bicyclists and allows expenditures from most federal transportation funds to be used on bicycle and pedestrian facilities. “Congress clearly intends for bicyclists and pedestrians to have safe, convenient access to the transportation system and sees every transportation improvement as an opportunity to enhance the safety and convenience of the two modes” (*Federal Highway Administration (FHWA) Program guidance* February 4, 1999).²

Transportation Alternatives Program (TAP)

The Moving Ahead for Progress in the 21st Century Act (MAP-21) replaced the Transportation Enhancement (TE) Activities with the Transportation Alternatives Program (TAP) to provide funding for programs and projects defined as **transportation alternatives**, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The primary goal of the CMAQ program is to reduce traffic congestion and enhance air quality. Among other eligible expenditures, CMAQ funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use. Funds are available to counties designated as non-attainment areas for air quality, based on federal standards. Relatively few non-motorized projects have been funded with CMAQ funds in Michigan.

² https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/index.cfm

Other Federal Funding

Other federal funding sources include the Recreational Trails Program. Recreational Trails Program funds may be used for all kinds of trail projects. Of the funds apportioned to a state, 30 percent must be used for motorized trail use, 30 percent for non-motorized trail uses, and 40 percent for diverse trail uses (any combination).

STATE FUNDING SOURCES

Public Act 51 of 1951 created the Michigan Transportation Fund (MTF) into which all state fuel taxes and license plate fees are deposited. The fund currently collects over \$1.8 billion in revenue each year. This revenue is shared among city, county and state transportation agencies for construction, maintenance, and operation of Michigan's transportation systems. Michigan's state transportation law (MCLA 247.660k) requires a minimum of one percent of state transportation funds be spent for non-motorized transportation. Section 10k of Public Act 51 of 1951, as amended, allows for non-motorized plans, services, and improvements to a road, street, or highway, which facilitates non-motorized transportation by the widening of lanes, striping of lanes to designate bike lanes, or any other appropriate measure considered a qualified non-motorized facility for the purpose of this section. An amendment to PA 51 in 2006 (P.A. 82) allows for the construction or maintenance of sidewalks as an eligible expenditure.

The Michigan Natural Resources Trust Fund (MNRTF) provides grants to local units of government and the state for acquisition and development of lands and facilities for outdoor recreation or the protection of Michigan's significant natural resources. MNRTF only funds off road trails or trails separated from a community's road network. The MNRTF is administered by the Michigan Department of Natural Resources (MDNR) and requires applicant communities to have on file with the MDNR a 5-year recreation plan identifying projects they wish to receive funding for and justified as being a high priority within their community.

The MDNR also administers the Recreation Improvement Fund that funds the renovation and development of recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. These are additional funding sources that can be utilized to broaden the non-motorized network.

LOCAL FUNDING SOURCES

Transportation Improvements Program (TIP) and Capital Improvements Program (CIP)

Local units of government can include and fund non-motorized improvements, within road rights-of-ways, as incidental parts of larger transportation projects, and thus these improvements qualify for the same transportation funds as the rest of the roadway construction or improvement project.

Parks and Recreation Budgets

Trailway funding can come from the budgets of willing agencies, which may include local and county parks and recreation departments, the HCMA, or the MDNR Parks and Recreation Division.

Millages, Bonds and Assessments

Local, county, or state millages and bond issues may be passed by voters or governing bodies. A number of Michigan communities – for example, Ann Arbor, Rochester Hills, Grosse Ile, Novi, and West Bloomfield Township – have millages for park operations, maintenance, development, and land acquisition. This can be one of the most effective approaches for funding a greenway or local trailway system initiative.

Sault Tribe of Chippewa Indians 2% Money

Sault Tribe of Chippewa Indians 2 Percent Money Since 1993, the Sault Tribe has disbursed 2 percent payments twice annually to U.P. communities and organizations. Funds are distributed to communities extending from St. Ignace to Manistique, to Marquette to Sault Ste. Marie. To date more than \$32 million has been awarded by the tribe based on 2 percent of slot revenues from the tribe's Kewadin Casino properties in Sault Ste. Marie, St. Ignace, Hessel, Manistique and Christmas. Groups or agencies apply to the tribe for funding requests, and tribal officials choose which programs to grant the money to.

ALTERNATIVE FUNDING SOURCES

In addition to federal and state funding, there are many other resources available to assist with the planning and development of non-motorized facilities. Local, statewide, and national foundations, plus other non-profit organizations provide funding specifically for non-motorized related activities. Each foundation and non-profit organization has particular requirements and procedures that must be followed to acquire their funding or services.

Conservation Fund

The Conservation Fund started in 1985 as a smart solution to an old problem: how to balance environmental and economic goals. For decades, environmentalists and business or development leaders had been at odds, with each group favoring its own use of the landscape. Conservationist Pat Noonan, former head of The Nature Conservancy, decided to found a small, savvy nonprofit organization that would bring economics and the environment together—providing a win for all of America.

That idea became the Fund—a business of conservation, staffed by a skilled team with real estate, finance, legal, investment and science expertise. Rather than pursue their own conservation agenda and membership, they partner with community, government and corporate organizations—fulfilling their conservation priorities.³

³ <http://www.conservationfund.org/>

DALMAC Fund

Established in 1975 to promote bicycling in Michigan, the DALMAC Fund is administered by the Tri-County Bicycle Association and supported by proceeds from the DALMAC (Dick Allen Lansing to Mackinaw) bicycle tour. The Fund has supported safety and education programs, bicycle trail development, statewide bicycle organizations and route mapping projects. Applications must be submitted between January 1st and March 1st. Grants are awarded between June and August.⁴

Land Trusts

National, state, regional, county, and local private land trusts (or conservancies) can purchase land for resale to public agencies, buy options to protect land temporarily, receive land donations, put together land deals, and provide technical assistance. As private entities, land trusts can often act more quickly than public agencies.

Businesses

Local businesses are frequent partners in the promotion of non-motorized transportation and trail projects. Public-spirited companies provide meeting rooms, provide small grants, donate copying or printing services on company equipment, or free or reduced fee use of the company's special services. Local firms also sometimes promote bicycling and walking to work by hosting seminars and providing bicycle parking and other incentives.

Friends Groups and Other Organizations

Friends Groups and Other Organizations The long-term success of many trail projects and non-motorized initiatives has been due to "friends" groups and advocacy organizations that follow a project through from inception to implementation. Friends groups can also provide a number of services including, physical labor as through "Adopt-a-Trail" maintenance or construction activities, fundraising, user education, promotion, and actual surveillance of the facility.

Civic groups and school groups can play an important role in supports of non-motorized projects through advocacy, promotion, and hosting events. Local organizations often best understand local needs.

⁴ <http://www.biketcba.org/>

Community and Other Foundations

Private Foundations are non-governmental, nonprofit organizations managed by trustees and directors, and established to maintain or aid charitable, educational, religious, or other activities serving the public good, primarily by making grants to other nonprofit organizations. The overwhelming majority of foundation grants are awarded to nonprofit organizations that qualify for “public charity” status under Section 501(c)(3) of the Internal Revenue Code.

The following directories might identify sources of funding to support the efforts of organizations wishing to promote non-motorized transportation and trail projects.

Directories of Foundation Funding Sources

- *Guide to Foundation Grants for Rivers, Trails, and Open Space Conservation*, 2nd edition. Prepared by National Center for Recreation and Conservation, National Park Service. June 1996. Available from NPS (330) 657-2378
- *Michigan Foundation Directory*. Prepared by Council of Michigan Foundations and Michigan League for Human Services. Available from libraries and the Council of Michigan Foundations, (616) 842-7080. www.cmif.org
- *The Foundation Directory, & The Foundation Directory Part 2*. Prepared by the Foundation Center. Available from libraries and the Foundation Center (212) 620-4230. www.fdncenter.org

APPENDIX A – OFFICIALS & MEMBERS

Appendix A – Township Officials

OFFICE	OFFICIAL	ADDRESS	TELEPHONE
Supervisor	Steven Sicinski	P.O Box 70 Curtis, MI 49820	906-586-9522 x3
Clerk	Pat MacLachian	P.O Box 70 Curtis, MI 49820	906-586-9522 x2
Treasurer	Marlene Porter	P.O Box 70 Curtis, MI 49820	906-586-9522 x4
Trustee	Edgar Holbrook	P.O Box 70 Curtis, MI 49820	906-586-9522
Trustee	Patrick Abram	P.O Box 70 Curtis, MI 49820	906-586-6751
Ambulance Captain	Eric Wiegand	P.O Box 70 Curtis, MI 49820	906-586-3687
Assessor	Paula Fillman	P.O Box 70 Curtis, MI 49820	906-586-9522 x5
Building Inspector	Dennis Alberts	P.O Box 70 Curtis, MI 49820	906-586-9522 x6
Fire Chief	Jeff Burton	P.O Box 70 Curtis, MI 49820	906-586-9522
Planning Commission Chair	Joe Kolder	P.O Box 70 Curtis, MI 49820	906-586-9522

Appendix A – Oversight Committee Members

NAME	ORGANIZATION	ADDRESS	TELEPHONE
Bernie Hubbard	Portage Township	P.O Box 70 Curtis, MI 49820	906-630-0767
Tom Kenney	Portage Township	P.O Box 70 Curtis, MI 49821	906-748-0374
Tom Hoogterp	Portage Township	P.O Box 70 Curtis, MI 49822	906-586-3366
Rachel Bommarito	Portage Township	P.O Box 70 Curtis, MI 49823	906-586-6631
Bill Munding	Portage Township	P.O Box 70 Curtis, MI 49824	906-586-9454
Jeff Burton	Portage Township	P.O Box 70 Curtis, MI 49825	906-586-3366
Pat MacLachlan	Portage Township	P.O Box 70 Curtis, MI 49826	906-586-6399

APPENDIX B – SURVEY & RESULTS

Appendix B – Sample Survey

PORTAGE TOWNSHIP NON-MOTORIZED TRANSPORTATION SUPPLEMENTARY SURVEY

Date: _____

1. Are you a resident of the Eastern Upper Peninsula (Chippewa, Luce, Mackinac Counties)?
Circle One: Yes No

2. In which municipality (city, village or township) do you reside?

3. Which kind of resident are you?
Circle One: Year-round Seasonal

4. How long have you been a resident at your current location?
Circle One: 1 to 5 years 5 to 10 years 11 to 20 years More than 20 years

5. How satisfied are you with the present number of public parks and recreation facilities available in your municipality?
Circle One: Very Dissatisfied Dissatisfied Neutral Satisfied Very Satisfied

6. How satisfied are you with the maintenance of public parks and recreation facilities available in your municipality?
Circle One: Very Dissatisfied Dissatisfied Neutral Satisfied Very Satisfied

7. How satisfied are you with the amount of land that is preserved in your municipality?
Circle One: Very Dissatisfied Dissatisfied Neutral Satisfied Very Satisfied

8. Approximately how often during the past year did you, or members of your household, use or visit any public park or recreation facility located within your municipality?
Circle One: Several times a week Once a week Only when it's warm Only during winter Rarely Never

9. Which parks or recreation facilities (trails, marinas, campgrounds, stadiums, gyms, etc.) do you use frequently?

10. What additional recreational facilities does your community need?

11. Which of your municipality's recreation programs do you use?

12. What recreation programs would you like to have in your municipality?

13. Would you be willing to pay a nominal fee for entrance to improved parks and recreational facilities?
Circle One: Yes No

14. What is your age?
Circle One: Prefer not to answer less than 18 years 18 to 44 years 45 to 64 years More than 65 years

15. What is your gender?
Circle One: Female Male

APPENDIX B – SURVEY & RESULTS

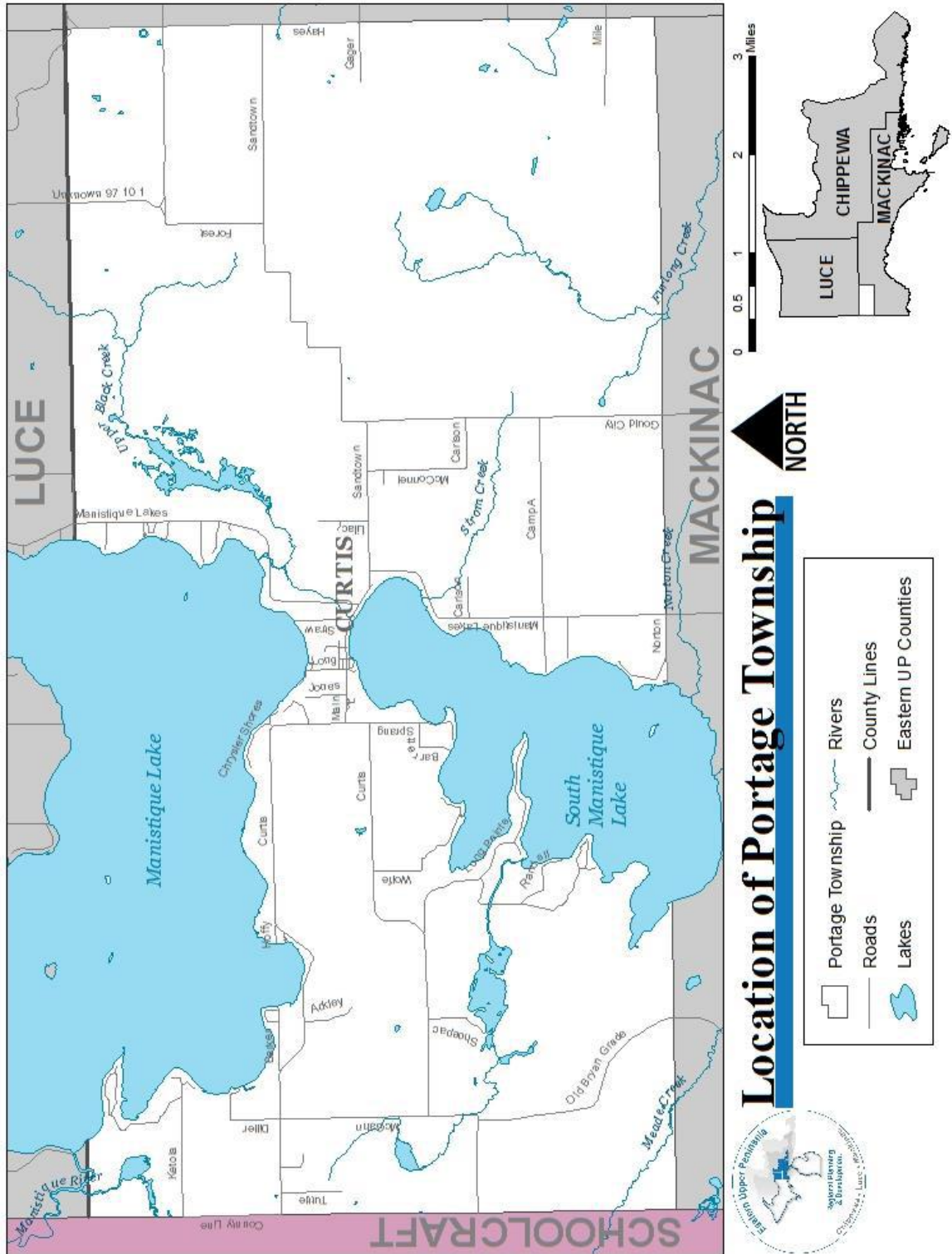
Appendix B – Sample Survey Results

SUPPLEMENTARY SURVEY RESPONSE RESULTS

Q1. Are you a resident of the Eastern Upper Peninsula (Chippewa County, Luce County, and Mackinac County)?		No = 0%
Yes = 100%		
Q2. In which municipality (city, village or township) do you reside?		Portage Township = 62%
Curtis = 38%		
Q3. Which kind of resident are you?		Year-round = 89%
Seasonal = 11%		
Q4. How long have you been a resident at your current location?		More than 20 years = 21%
1 to 5 years = 17%	5 to 10 years = 21%	11 to 20 years = 40%
Q5. How satisfied are you with the present number of public parks and recreation facilities available in your municipality?		Very Satisfied = 13%
Very Dissatisfied = 4%	Disatisfied = 17%	Neutral = 26%
Q6. How satisfied are you with the maintenance of public parks and recreation facilities available in your municipality?		Very Satisfied = 4%
Very Dissatisfied = 2%	Disatisfied = 26%	Neutral = 25%
Q7. How satisfied are you with the amount of land that is preserved in your municipality?		Very Satisfied = 13%
Very Dissatisfied = 4%	Disatisfied = 17%	Neutral = 26%
Q8. Approximately how often during the past year did you, or member of your household, use or visit any public park or recreation facility located within your municipality?		Never = 11%
Several times a week = 9%	Once a week = 19%	Only during winter = 2%
Q9. Which parks or recreation facilities (trails, marinas, campgrounds, stadiums, gyms, etc.) do you use frequently?		Other responses = 6
Responses included lakes = 6	Responses included trails = 4	Responses included launches/marinas = 20
Q10. What additional recreational facilities does your community need?		Other responses = 7
Responses included swimming access =	Responses included parks = 6	Responses included campgrounds = 2
Responses included ball fields = 3	Responses included trails = 5	Responses included wildlife = 2
Q11. Which of your municipality's recreation programs do you use?		Other responses = 4
Responses included tennis = 2	Responses included launches/marinas = 6	Responses included community groups = 1
Responses included Athletics = 3	Responses included playground = 1	Responses included swim lessons = 2
Q12. What recreation programs would you like to have in your municipality?		Responses included community groups = 1
Responses included playground = 1	Responses included trails = 3	Responses included swim lessons = 2
Q13. Would you be willing to pay a nominal fee for entrance to improved parks and recreational facilities?		Responses included community groups = 1
Yes = 38%		No = 47%
Q14. What is your age?		More than 65 years old = 46%
Prefer not to answer = 2%	less than 18 years = 6%	18 to 44 years old = 4%
Q15. What is your gender?		45 to 64 years old = 36%
Female = 49%	Male = 45%	

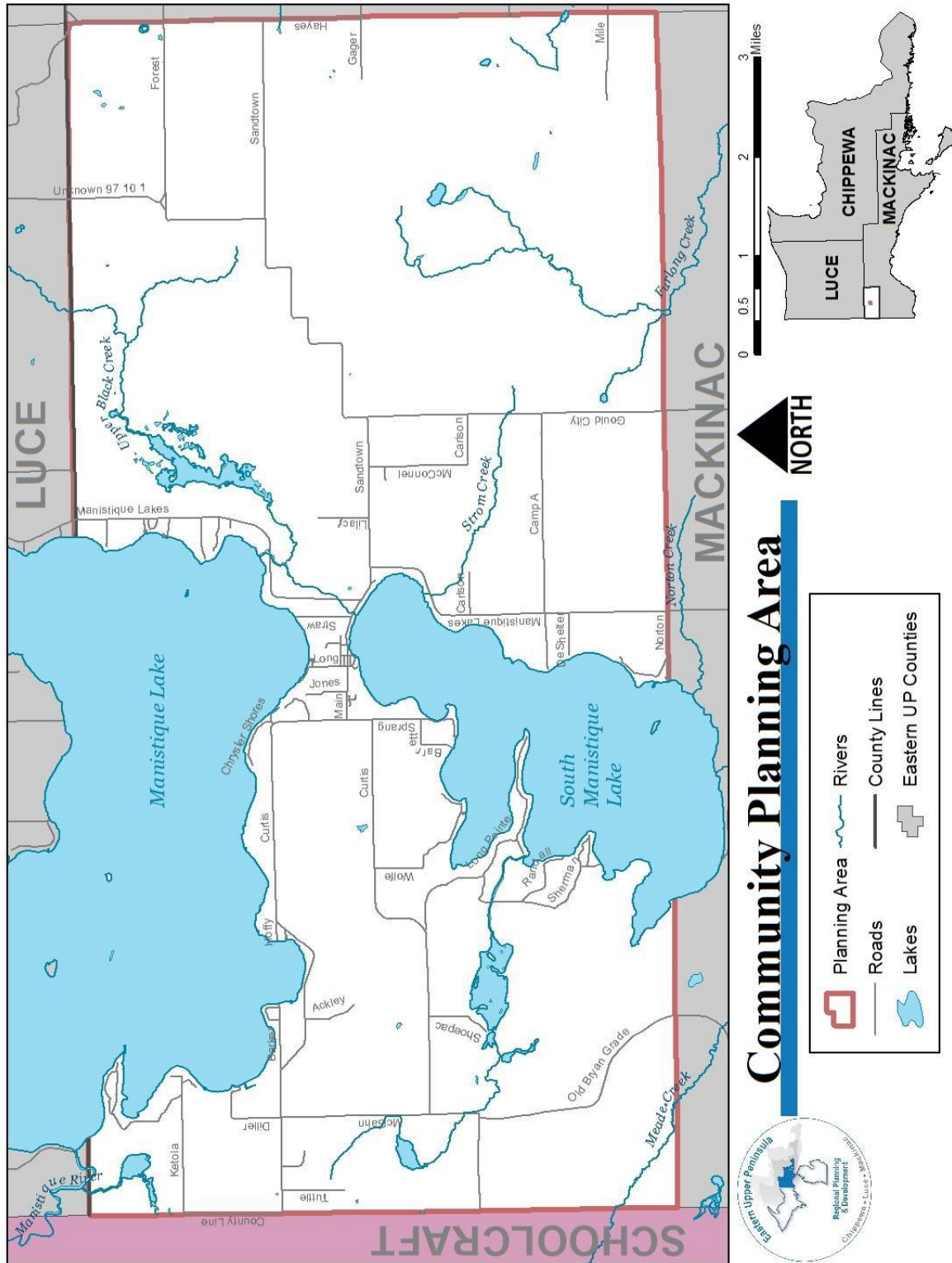
APPENDIX C – MAPS

Appendix C – Map 1 – Location of Portage Township



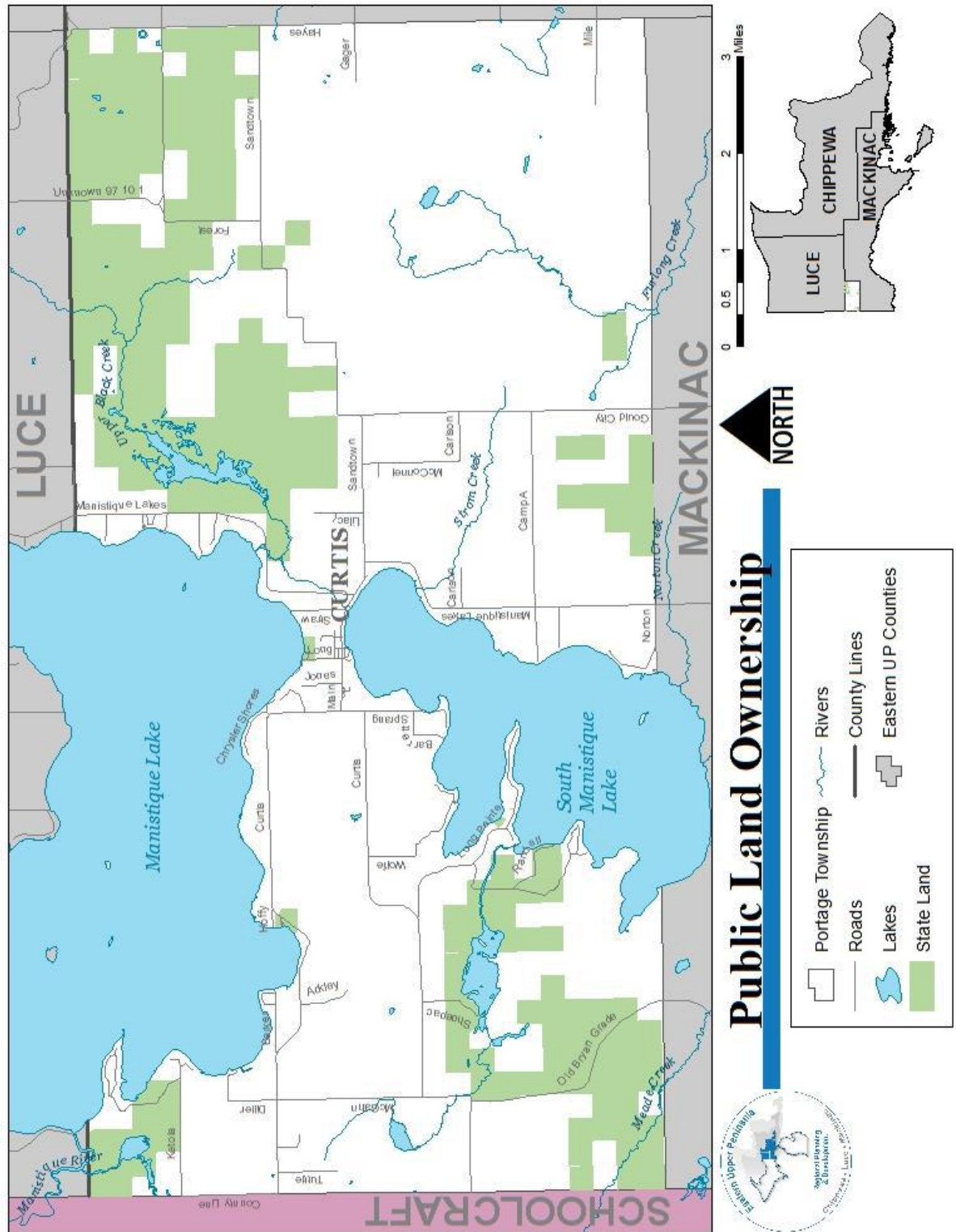
APPENDIX C – MAPS

Appendix C – Map 2 – Community Planning Area



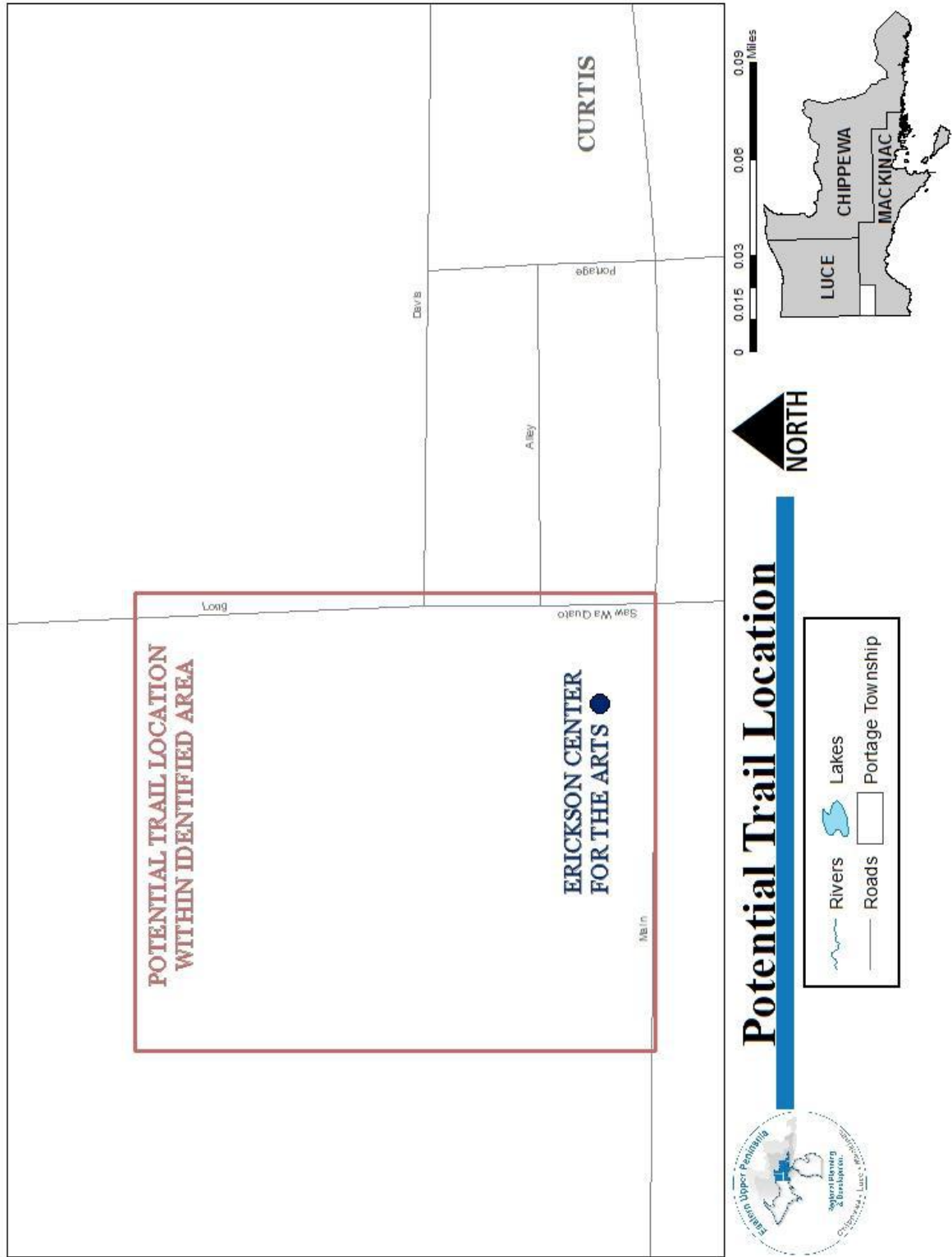
APPENDIX C – MAPS

Appendix C – Map 3 – Public Land Ownership



APPENDIX C – MAPS

Appendix C – Map 4 – Potential Trail Location



APPENDIX D – PUBLIC HEARING RESPONSES

Appendix D – Public Hearing Responses

RESPONSE TO PUBLIC INPUT HEARING

The public hearing was advertised in the local paper and the draft plan was on display at the local library for public viewing. The list as follows were the comments regarding the Portage Township Non-Motorized Transportation Plan:

Comment 1: Contact county road commission to see what roads will be redone within the coming years to utilize the possibility of making road shoulders large enough for the public to safely use as a bike path when roads are re-paved.

Comment 2: Clean and maintain natural areas, trails, and roads to allow for more use by the public.

Comment 3: Establish new or refurbished trail segments that connect other trail segments or parks and recreation facilities.

Comment 4: Capitalize on local water resources, the Big Manistique and South Manistique Lakes would be an ideal and unique kayaking experiences for travelers to the area.

Comment 5: Consider the potential of creating a bicycle loop around the Big Manistique and South Manistique Lakes, identify what would hinder the township from developing a bike loop around each lake.