

CITY OF SWARTZ CREEK
Park and Recreation Advisory Board
Tuesday, February 17, 2026, 5:30 P.M.
City Council Chambers, 8083 Civic Drive
Agenda

1. CALL TO ORDER:
2. PLEDGE OF ALLEGIANCE:
3. ROLL CALL: James Barclay (Chair), Dennis Cramer, Mark Gonyea
(Secretary), Nate Henry, Kelli Melen, Walt Melen, David Witter, Sara Witter,
Vacant (Vicechair)
4. APPROVAL OF AGENDA:
5. APPROVAL OF MINUTES:
6. MEETING OPEN TO PUBLIC:
7. COMMUNICATIONS TO BOARD:
 - A. December 16, 2025 Minutes
 - B. Staff Letter
 - C. Otterburn Plans
 - D. Holland Square Plans
 - E. Church Concept
 - F. [Regional Trail Priorities Link](#) & Plan Excerpts
 - G.
8. REPORTS:
 - A. DPW Director & City Manager
9. BUSINESS:
 - A. Officer Selection
 - B. Regional Trail Priorities
 - C. 2025 Recap Discussion
 - D.
10. MEETING OPEN TO PUBLIC:
11. BOARD MEMBER COMMENTS:
12. ADJOURNMENT:

**CITY OF SWARTZ CREEK
VIRTUAL PARK AND RECREATION ADVISORY BOARD
ACCESS INSTRUCTIONS
TUESDAY, FEBRUARY 17, 2026 5:30 P.M.**

The **February 17, 2026 Park Board meeting** will commence at 5:30 p.m. This meeting will be conducted in-person and virtually (online and/or by phone), due to health concerns surrounding Coronavirus/COVID-19 and rules promulgated by the Michigan Department of Health and Human Services.

To comply with the **Americans with Disabilities Act (ADA)**, any citizen requesting accommodation to attend this meeting, and/or to obtain the notice in alternate formats, please contact Renee Kraft, 810-429-2766 48 hours prior to meeting,

Zoom Instructions for Participants

To join the conference by phone:

1. On your phone, dial the teleconferencing number provided below.
2. Enter the **Meeting ID** number (also provided below) when prompted using your touch-tone (DTMF) keypad.

Before a videoconference:

1. You will need a computer, tablet, or smartphone with speaker or headphones. You will have the opportunity to check your audio immediately upon joining a meeting.
2. Details, phone numbers, and links to videoconference or conference call is provide below. The details include a link to **“Join via computer”** as well as phone numbers for a conference call option. It will also include the 9-digit Meeting ID.

To join the videoconference:

1. At the start time of your meeting, enter the link to join via computer. You may be instructed to download the Zoom application.
2. You have an opportunity to test your audio at this point by clicking on “Test Computer Audio.” Once you are satisfied that your audio works, click on “Join audio by computer.”

You may also join a meeting without the link by going to join.zoom.us on any browser and entering the Meeting ID provided below.

If you are having trouble hearing the meeting, you can join via telephone while remaining on the video conference:

1. On your phone, dial the teleconferencing number provided below.
2. Enter the **Meeting ID number** (also provided below) when prompted using your touchtone (DMTF) keypad.
3. If you have already joined the meeting via computer, you will have the option to enter your participant ID to be associated with your computer.

Participant controls in the lower left corner of the Zoom screen:



Using the icons in the lower left corner of the Zoom screen you can:

- Mute/Unmute your microphone (far left)
- Turn on/off camera (“Start/Stop Video”)
- Invite other participants
- View participant list-opens a pop-out screen that includes a “Raise Hand” icon that you may use to raise a virtual hand during Call to the Public
- Change your screen name that is seen in the participant list and video window
- Share your screen

Somewhere (usually upper right corner on your computer screen) on your Zoom screen you will also see a choice to toggle between “speaker” and “gallery” view. “Speaker view” show the active speaker.

Renee Kraft is inviting you to a scheduled Zoom meeting.

Topic: City of Swartz Creek Park & Recreation Board Meeting

Time: February 17, 2026 05:30 PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/83096401128>

Meeting ID: 830 9640 1128

One tap mobile

+13017158592,,83096401128# US (Washington DC)

+13126266799,,83096401128# US (Chicago)

Dial by your location

+1 301 715 8592 US (Washington DC)

+1 312 626 6799 US (Chicago)

+1 929 205 6099 US (New York)

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 669 900 6833 US (San Jose)

Meeting ID: 830 9640 1128

Find your local number: <https://us02web.zoom.us/j/83096401128>

If you have any further questions or concern, please contact 810-429-2766 or email rkraft@cityofswartzcreek.org. A copy of this notice will be posted at City Hall, 8083 Civic Drive, Swartz Creek, Michigan.

**CITY OF SWARTZ CREEK
VIRTUAL (ELECTRONIC) MEETING RULES AND PROCEDURES**

In order to conduct an effective, open, accessible, and professional meeting, the following protocols shall apply. These protocols are derived from the standard practices of Swartz Creek public meetings, Roberts Rules of Order, and city board & commission procedures. These procedures are adopted to govern participation by staff, councilpersons and members of the public in all City meetings held electronically pursuant to PA 228 of 2020. Note that these protocols do not replace or eliminate established procedures or practices. Their purpose is to augment standing expectations so that practices can be adapted to a virtual meeting format.

The following shall apply to virtual meetings of the city's public bodies that are held in accordance with the Open Meetings Act.

1. Meetings of the City Council, Planning Commission, Zoning Board of Appeals, Downtown Development Authority, Park Board, or committees thereunder may meet electronically or permit electronic participation in such meetings insofar as (1) the Michigan Department of Health and Human Services restricts the number of persons who can gather indoors due to the COVID-19 pandemic; (2) persons have an illness, injury, disability or other health-related condition that poses a risk to the personal health or safety of members of the public or the public body if they were to participate in person; or (3) there is in place a statewide or local state of emergency or state of disaster declared pursuant to law or charter by the governor or other person authorized to declare a state of emergency or disaster.
2. All meetings held hereunder must provide for two-way communication so that members of the public body can hear and respond to members of the general public, and vice versa.
3. Members of the public body who participate remotely must announce at the outset of the meeting that he/she is in fact attending the meeting remotely and by further identifying the specific physical location (by county, township, village and state) where he/she is located. The meeting minutes must include this information.
4. Notice of any meeting held electronically must be posted at the City Offices at least 18 hours before the meeting begins and must clearly explain the following:
 - (a) why the public body is meeting electronically;
 - (b) how members of the public may participate in the meeting electronically, including the specific telephone number, internet address or similar log-in information needed to participate in the meeting;

- (c) how members of the public may contact members of the public body to provide input or ask questions on any business that will come before the public body at the meeting;
 - (d) how persons with disabilities may participate in the meeting.
5. The notice identified above must also be posted on the City's website homepage or on a separate webpage dedicated to public notices for non-regularly scheduled or electronic public meetings that is accessible through a prominent and conspicuous link on the website's homepage that clearly describes the meeting's purpose.
 6. The City must also post on the City website an agenda of the meeting at least 2 hours before the meeting begins.
 7. Members of the public may offer comment only when the Chair recognizes them and under rules established by the City.
 8. Members of the public who participate in a meeting held electronically may be excluded from participation in a closed session that is convened and held in compliance with the Open Meetings Act.

MAINTAINING ORDER

Public body members and all individuals participating shall preserve order and shall do nothing to interrupt or delay the proceedings of public body.

All speakers shall identify themselves prior to each comment that follows another speaker, and they shall also indicate termination of their comment. For example, "Adam Zettel speaking. There were no new water main breaks to report last month. That is all."

Any participants found to disrupt a meeting shall be promptly removed by the city clerk or by order of the Mayor. Profanity in visual or auditory form is prohibited.

The public body members, participating staff, and recognized staff/consultants/presenters shall be the only participants not muted by default. All other members must request to speak by raising their digital hand on the Zoom application or by dialing *9 on their phone.

MOTIONS & RESOLUTIONS

All Motions and Resolutions, whenever possible, shall be pre-written and in the positive, meaning yes is approved and no is defeated. All motions shall require support. A public body member whom reads/moves for a motion may oppose, argue against or vote no on the motion.

PUBLIC ADDRESS OF BOARD OR Commission

The public shall be allowed to address a public body under the following conditions:

1. Each person who wishes to address the public body will be first recognized by the Mayor or Chair and requested to state his / her name and address. This applies to staff, petitioners, consultants, and similar participants.
2. Individuals shall seek to be recognized by raising their digital hand as appropriate on the digital application.
3. Petitioners are encouraged to appropriately identify their digital presence so they can be easily recognized during business. If you intend to call in only, please notify the clerk in advance of your phone number.
4. The city clerk shall unmute participants and the members of the public based upon the direction of the mayor or chair. Participants not recognized for this purpose shall be muted by default, including staff, petitioners, and consultants.
5. Individuals shall be allowed five (5) minutes to address the public body, unless special permission is otherwise requested and granted by the Mayor or Chair.
6. There shall be no questioning of speakers by the audience; however, the public body, upon recognition of the Mayor or Chair, may question the speaker.
7. No one shall be allowed to address the public body more than once unless special permission is requested, and granted by the Mayor or Chair.
8. One spokesperson for a group attending together will be allowed five (5) minutes to address the public body unless special permission has been requested, and granted by the Mayor or Chair.
9. Those addressing the public body shall refrain from being repetitive of information already presented.
10. All comments and / or questions shall be directed to and through the Mayor or Chair.
11. Public comments (those not on the agenda as speakers, petitioners, staff, and consultants) are reserved for the two "Public Comment" sections of the agenda and public hearings.

VOTING RECORD OF PUBLIC BODIES

All motions, ordinances, and resolutions shall be taken by "YES" and "NO" voice vote and the vote of each member entered upon the journal.

CITY OF SWARTZ CREEK
SWARTZ CREEK, MICHIGAN
PARK AND RECREATION ADVISORY BOARD
MINUTES OF REGULAR MEETING
ABRAMS PARK
PAUL D. BUECHE MUNICIPAL BUILDING
DECEMBER 16, 2025

Meeting called to order at Abrams Park at 5:35 p.m. by Secretary Gonyea

Members Present: Gonyea, Henry, K. Melen, D. Witter, S. Witter.

Members Absent: Barclay, Cramer, Bosas, W. Melen.

Staff Present: Adam Zettel.

Others Present: Sandi Brill, Boots Abrams,

APPROVAL OF AGENDA: Motion by Henry to approve the agenda for December 16, 2025, support by S. Witter.

Unanimous Voice Vote.
Motion Declared Carried.

APPROVAL OF MINUTES: Motion by D. Witter to approve minutes of November 18, 2025, with the change of the adjournment to 7:28, support by Henry.

Unanimous Voice Vote.
Motion Declared Carried.

MEETING OPEN TO THE PUBLIC:

No comments.

COMMUNICATIONS TO THE BOARD:

- A. November 18, 2025 Minutes
- B. Staff Letter
- C. Abrams Garden Drawings (distributed at meeting)
- D. Otterburn Update from Rowe (distributed at meeting)

REPORTS:

- A. DPW Director Mr. Bincsik was not present and Mr. Zettel did not have any updates.

BUSINESS:

- A. Abrams Garden Plans: Sandi Brill described the plans for the Abrams Park Butterfly Garden master plan amendment. The board made some inquiries. Sandi indicated that the project would be entirely funded by their group as it relates to installation, and they would maintain the beds and assets if the city provided irrigation. The project would not commence until fully funded, for which they are hoping for grants.

Motion by Henry to recommend approval of the updated Friends of Abrams Park Butterfly Garden master plan, as included in the packet, to the city council under the same terms and conditions that were originally considered, support by D. Witter.

Unanimous Voice Vote.
Motion Declared Carried.

MEETING OPEN TO PUBLIC:

No comments.

BOARD MEMBER COMMENTS:

Board Member Henry noted that the school vocal groups are likely caroling this evening.

Board Member S. Witter noted that she is looking forward to the changes coming.

Board Member K. Melen wished everyone Happy Holidays!

Board Member Gonyea wished everyone a Merry Christmas!

ADJOURNMENT: Meeting adjourned at 6:04 p.m.

NEXT MEETING: January 20, 2026, 5:30 p.m.

Mark Gonyea, Secretary



Adam Zettel, AICP

City Manager

azettel@cityofswartzcreek.org

Date: February 2, 2026

To: Park Commissioners
From: Adam Zettel, AICP
RE: February 17, 2026 Park Board Meeting

Hello everyone,

We will be meeting at 5:30 p.m. on Tuesday, February 17, 2026. The location is the council chambers at city hall.

First on the agenda is officer selection. The positions of chair, vice chair, and secretary and usually selected at the first meeting of the calendar year, and the appointments are in place until the first meeting of the next calendar year. Currently, the Chairman is Mr. Barclay, Vice Chair was Mr. Bosas (he resigned in January), and the Secretary is Mr. Gonyea.

For the rest of the meeting, I would like to recap 2025 and discuss some current happenings. This should position us well for budget discussions and action plan discussions at the March and April meetings. To facilitate this, I am including some plans for the Holland Square, Otterburn, and church projects. Every city commissioner and boardmember should be familiar with these and how they relate to the city's overall strategy to improve the quality of life.

I am also including some excerpts from and a link to the Genesee County draft regional trail plan!

Draft Strategic Trails Plan: [Click Here](#)

In short, this plan prioritizes the creek path that is in our local plan, which is good for our community. We may be able to leverage this into funding sources to get this connection in place and finally connect the Elms/Miller area with downtown and Abrams Park. Please take a look and become familiar with the regional efforts going on that tie into our local network.

8083 Civic Drive

Swartz Creek Michigan 48473

Phone: (810)-635-4464

Fax: (810)-635-2887

www.cityofswartzcreek.org

<ftp://cityofswartzcreek.org>

February 17, 2026
Park Board

In addition, we can visit or revisit some trends. This should include park security, existing events, forestry, group use of parks, etc. There may not be much new to discuss with these issues. If not, that is fine. If so, we can integrate findings into our 2026 action plan.

With that said, we will not have good budget figures for spring or summer work for another month or so. Once we have that, we can look at the park wish lists, apparent needs, deferred maintenance, and expenses. Contact me with additional future agenda items, questions, or comments.

Sincerely,



Adam H. Zettel, AICP
City Manager
City of Swartz Creek
azettel@cityofswartzcreek.org

For Review

11/19/2025 11:36:57 AM

CONSTRUCTION DRAWINGS FOR CITY OF SWARTZ CREEK OTTERBURN PARK IMPROVEMENTS T 07N, R 06E, SECTION 30 GENESEE COUNTY, MICHIGAN



UTILITIES AND MUNICIPALITIES

THE EXISTING UTILITIES LISTED BELOW AND SHOWN ON THESE PLANS REPRESENT THE BEST INFORMATION AVAILABLE AS OBTAINED FROM THE UTILITY OWNERS. THIS INFORMATION DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY TO BE SATISFIED AS TO ITS ACCURACY AND THE LOCATION OF EXISTING UTILITIES.

NAME OF OWNER	CONTACT	TYPE OF UTILITY
CITY OF SWARTZ CREEK 8083 CIVIC DRIVE SWARTZ CREEK, MICHIGAN 48473	ROB BINCSIK RBINCSIK@CITYOFSWARTZCREEK.ORG (810) 635-4464	SANITARY SEWER POTABLE WATER STORM SEWER ROAD
FRONTIER/PEARCE 3006 APPLE AVE MUSKEGON, MICHIGAN 49442	SANIYA HASHMI SANIYA.HASHMI6466@PEARCE-SERVICES.COM (517) 266-5755	FIBER OPTICS TELEPHONE
CONSUMERS ENERGY 3201 E COURT STREET FLINT, MICHIGAN 48506	TRACY MAHAR TRACY.MAHAR@CSEENERGY.COM (800) 477-5050	ELECTRIC
CONSUMERS ENERGY 3201 E COURT STREET FLINT, MICHIGAN 48506	TONNA WILCOX TONNA.WILCOX@CSEENERGY.COM (810) 280-8827	GAS

PROJECT DESCRIPTION

CONSTRUCTION OF A 8'-WIDE TRAIL ALONG THE PERIMETER OF THE SITE. NEW PAVILION, BIKE FIX STATION, ACCESSIBLE PARKING AREA, LANDSCAPING AND SITE FURNISHING. SITE ALSO WILL INCLUDE SWING ENTRANCE GATES AT DRIVEWAYS.

100-YEAR FLOODPLAIN

FER FEMA COMMUNITY MAP PANEL NUMBER 26049C0281D, DATED 9/25/2009, PROJECT LOCATION IS NOT WITHIN THE 100-YEAR FLOODPLAIN

PROXIMITY TO WATERS OF STATE

THE SOUTHERN MOST POINT OF THE WORK AREA IS APPROXIMATELY 1,650 FEET FROM THE WEST BRANCH SWARTZ CREEK



OWNER INFORMATION

CITY OF SWARTZ CREEK
8083 CIVIC DRIVE
SWARTZ CREEK, MICHIGAN 48473
MR. ADAM ZETTEL, MANAGER
PHONE: (810) 635-4464
EMAIL: AZETTEL@CITYOFSWARTZCREEK.ORG

VICINITY MAP



PROPERTY ADDRESS

6162 BRISTOL ROAD
SWARTZ CREEK, MICHIGAN 48473

LEGAL DESCRIPTION

PARCEL NUMBER: 58-30-400-004
LEGAL DESCRIPTION:

(AS SURVEYED)
A PARCEL OF LAND BEG N 89 DEG 26 MIN 32 SEC E 732.63 FT FROM S 1/4 COR OF SEC TH N 0 DEG 58 MIN 31 SEC W 1440 FT TH N 89 DEG 01 MIN 29 SEC E 580.50 FT TH S 0 DEG 58 MIN 31 SEC E 1440 FT TH S 89 DEG 26 MIN 32 SEC W 580.50 FT TO PL OF BEG SEC 30 T7N R6E (08) 19.19 A

SHEET INDEX

- 1 - COVER SHEET
- 2 - LEGEND SHEET
- 3 - GENERAL NOTE SHEET
- 4 - DETAIL SHEET
- 5 - DETAIL SHEET
- 6 - GDC-WWS STANDARD CONSTRUCTION NOTES
- 7 - GDC-WWS PRESSURE PIPE CONSTRUCTION DETAILS
- 8 - GDC-WWS SANITARY SEWER CONSTRUCTION DETAILS
- 9 - REMOVAL SHEET
- 10 - OVERALL CONSTRUCTION PLAN
- 11 - ENLARGED SITE PLAN
- 12 - GRADING PLAN
- 13 - PLAN AND PROFILE SHEET P.O.B. TO 4+50
- 14 - PLAN AND PROFILE SHEET 4+50 TO 12+50
- 15 - PLAN AND PROFILE SHEET 12+50 TO 17+50
- 16 - PLAN AND PROFILE SHEET 17+50 TO P.O.E.
- 17 - SESC SHEET
- 18 - SESC DETAIL SHEET
- 19 - 21 - ELECTRICAL SHEETS

GENERAL NOTES

ALL FACILITIES FOR THIS PROJECT ARE DESIGNED FOR AND WILL BECOME THE CITY OF SWARTZ CREEK PUBLIC SYSTEMS UPON SATISFACTORY APPROVAL BY THE GENESEE COUNTY DRAIN COMMISSIONER DIVISION OF WATER AND WASTE SERVICES (GDC-WWS).

ALL PUBLIC FACILITIES SHALL BE LOCATED WITHIN A RIGHT-OF-WAY, AN EXISTING EASEMENT, OR SHALL HAVE AN EASEMENT GRANTED TO THE CITY OF SWARTZ CREEK FOR MAINTENANCE, REPAIR AND/OR REPLACEMENT.

EXISTING UTILITIES HAVE NOT BEEN EXPOSED FOR VERIFICATION OF LOCATION AND ELEVATIONS. THE CONTRACTOR SHALL EXCAVATE, LOCATE, AND VERIFY DEPTH OF ANY EXISTING UTILITIES PRIOR TO CONSTRUCTION.

THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR PROTECTION OF ALL EXISTING UTILITIES DURING CONSTRUCTION. ALL COSTS FOR LOCATING, REMOVING AND REPLACING, OR RELOCATING THESE UTILITIES SHALL BE INCIDENTAL TO CONSTRUCTION. ALL UTILITIES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED WITH LIKE MATERIAL.

FOR THE PROTECTION OF UNDERGROUND UTILITIES, THE CONTRACTOR SHALL CALL "MISS DIG" AT 1-800-482-7171 OR DIAL 811 OR ONLINE AT WWW.MISSDIG.ORG A MINIMUM OF 3 WORKING DAYS EXCLUDING WEEKENDS AND HOLIDAYS PRIOR TO BEGINNING EXCAVATION. ALL "MISS DIG" PARTICIPATING MEMBERS WILL BE ROUTINELY NOTIFIED. THIS DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY TO IDENTIFY AND NOTIFY UTILITY OWNERS WITHIN THE PROJECT AREA WHO MAY NOT PARTICIPATE IN THE MISS DIG NOTIFICATION PROGRAM.

FOR ALL CONSTRUCTION ACTIVITY THAT DISTURBS 5 ACRES OR MORE OF LAND, THE OWNER OF THE PROPERTY SHALL OBTAIN AN NPDES STORM WATER DISCHARGE PERMIT FOR CONSTRUCTION ACTIVITIES FROM EGLE AS REQUIRED UNDER P.A. 245. THE NOTICE OF COVERAGE FORM SHALL BE SUBMITTED THROUGH GDC-WWS WITH THE SOIL EROSION CONTROL PERMIT APPLICATION. THE DISTURBED AREA FOR THIS PROJECT IS APPROXIMATELY 4.9 ACRES. AN NPDES PERMIT IS NOT REQUIRED FOR THIS PROJECT.

EASEMENT STATEMENT: ALL PUBLIC SANITARY SEWERS AND PUBLIC WATER MAINS SHALL HAVE AN EASEMENT GRANTED TO GDC-WWS AND/OR LOCAL MUNICIPALITY FOR MAINTENANCE, REPAIR AND/OR REPLACEMENT. FOR CONDOMINIUMS, THE EASEMENT SHALL BE RECORDED ON THE MASTER DEED DOCUMENT AND FOR A SUBDIVISION, THE EASEMENT SHALL BE NOTED ON THE FINAL RECORDED PLAT. ALL OTHERS SHALL BE RECORDED ON THE NEW STANDARD GDC-WWS EASEMENT FORM.

CONTRACTOR ALERT STATEMENT: THIS PROJECT HAS BEEN DESIGNED IMPLEMENTING THE LATEST GDC-WWS AND THE CITY OF SWARTZ CREEK DESIGN SPECIFICATIONS. CAREFULLY REVIEW THE NOTES, DETAILS, AND DESIGN PRIOR TO SUBMITTING A BID. FULL COMPLIANCE WITH THE NEW STANDARDS WILL BE REQUIRED.



Know what's below.
Call before you dig.

PLAN SUBMITTALS AND CHANGES

DATE	DESCRIPTION	BIDDING DOCUMENTS
12/2/2025	ISSUED FOR BIDS	

REV:

SHT# 1 of 21
JOB No: 2500068

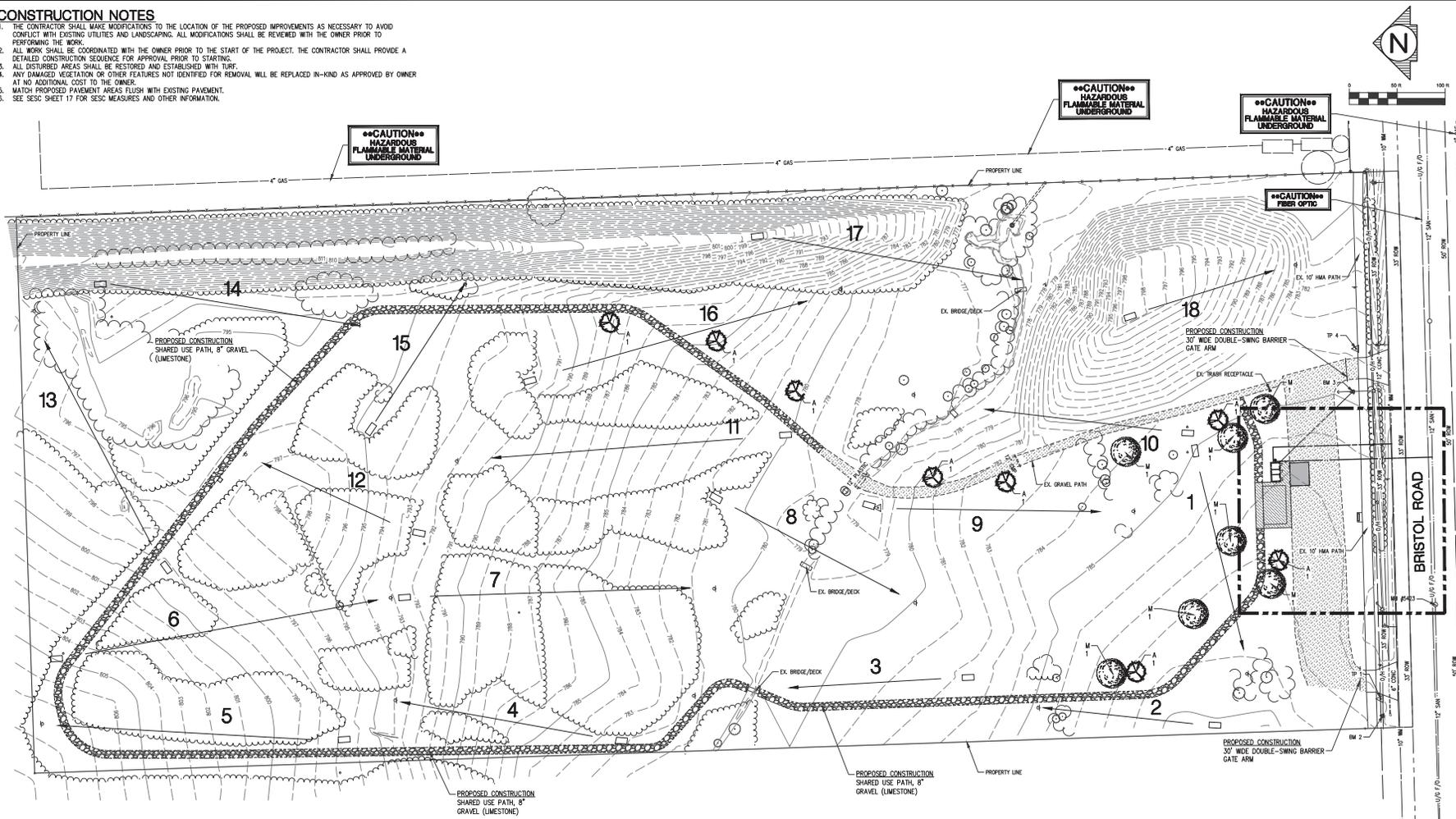
PREPARED FOR
CITY OF SWARTZ CREEK
OTTERBURN PARK IMPROVEMENTS
SWARTZ CREEK, GENESEE COUNTY, MICHIGAN
COVER SHEET

ROWE PROFESSIONAL SERVICES COMPANY
The Rowe Building
540 S. Saginaw St., Suite 200
Flint, MI 48502
O: (810) 341-7500
www.rowepscc.com

PLAN DATE: NOVEMBER 2025
PROJECT MGR: D.R.S.
REVIEWER: R.A.B.
NOT TO SCALE

CONSTRUCTION NOTES

1. THE CONTRACTOR SHALL MAKE MODIFICATIONS TO THE LOCATION OF THE PROPOSED IMPROVEMENTS AS NECESSARY TO AVOID CONFLICT WITH EXISTING UTILITIES AND LANDSCAPING. ALL MODIFICATIONS SHALL BE REVIEWED WITH THE OWNER PRIOR TO PERFORMING THE WORK.
2. ALL WORK SHALL BE COORDINATED WITH THE OWNER PRIOR TO THE START OF THE PROJECT. THE CONTRACTOR SHALL PROVIDE A DETAILED CONSTRUCTION SEQUENCE FOR APPROVAL PRIOR TO STARTING.
3. ALL DISTURBED AREAS SHALL BE RESTORED AND ESTABLISHED WITH TURF.
4. ANY DAMAGED VEGETATION OR OTHER FEATURES NOT IDENTIFIED FOR REMOVAL WILL BE REPLACED IN-KIND AS APPROVED BY OWNER AT NO ADDITIONAL COST TO THE OWNER.
5. MATCH PROPOSED PAVEMENT AREAS FLUSH WITH EXISTING PAVEMENT.
6. SEE SECS SHEET 17 FOR SECS MEASURES AND OTHER INFORMATION.

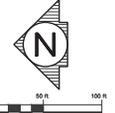


CAUTION
HAZARDOUS
FLAMMABLE MATERIAL
UNDERGROUND

CAUTION
HAZARDOUS
FLAMMABLE MATERIAL
UNDERGROUND

CAUTION
HAZARDOUS
FLAMMABLE MATERIAL
UNDERGROUND

CAUTION
FIBER OPTIC



LANDSCAPE NOTES:

1. ALL LANDSCAPE MATERIALS SHALL BE HEALTHY AT THE TIME OF INSTALLATION.
2. CONTRACTOR SHALL SUPPLY FINISH GRADE AND EXCAVATE AS NECESSARY TO SUPPLY A MINIMUM 6" TOPSOIL DEPTH IN ALL PLANTING BEDS AND 3" TOPSOIL IN ALL LAWN AREAS UNLESS NOTED OTHERWISE.
3. ALL TOPSOIL SHALL BE MOISTENED AND SCREENED. EXISTING TOPSOIL MAY ONLY BE REUSED IF APPROVED BY THE OWNER'S REPRESENTATIVE.
4. THE CONTRACTOR SHALL GUARANTEE ALL PLANTS TO BE IN A HEALTHY CONDITION FOR A PERIOD OF TWO YEARS FOLLOWING ACCEPTANCE. CONTRACTOR SHALL REPLACE WITHOUT COST TO THE OWNER ANY DEAD OR UNACCEPTABLE PLANTS, AS DETERMINED BY THE OWNER'S REPRESENTATIVE DURING AND AT THE END OF THE GUARANTEE PERIOD.
5. ALL PLANTINGS SHALL CONFORM TO ANS 2601 OR CURRENT EDITION.
6. AREAS SPECIFIED WITH PLANT MATERIAL SHALL BE FINE GRADED AND SEEDED FOR TURF ESTABLISHMENT.
7. ALL EXCESS EXCAVATED MATERIALS AND DEBRIS WHICH ARE NOT ACCEPTED FOR DISPOSAL ON SITE BY THE OWNER SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR AND DISPOSED OF LEGALLY OFF SITE.
8. ALL LANDSCAPE AREAS SHALL HAVE PROPER DRAINAGE THAT PREVENTS EXCESS WATER FROM STANDING ON LAWN AREAS OR AROUND TREES & SHRUBS.
9. THE OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO REJECT ANY MATERIAL NOT MEETING SPECIFICATIONS.
10. THE CONTRACTOR SHALL PLACE 3" OF SHREDED BARK MULCH AROUND TREES PER DETAIL ON SHEET 4.

LEGEND

DISC GOLF HOLE DIRECTION

TREE SCHEDULE						
SYM	KEY	SIZE	BOTANICAL NAME	COMMON NAME	NOTES	QUANTITY
	A	2" CAL.	ACER RUBRUM 'RED SUNSET'	RED MAPLE	B & B	8
	M	2" CAL.	METASEQUOIA GLYPTOSTROBOS 'JACK FROST'	DAWN REDWOOD	B & B	7

PLAN DATE: NOVEMBER 2025
 PROJECT MGR: D.R.S.
 REVIEWER: R.A.B.
 SCALE: 1" = 50'
 O: (810) 341-7500
 WWW.ROWEPSC.COM

ROWE PROFESSIONAL SERVICES COMPANY
 The Rowe Building
 540 S. Saginaw St., Suite 200
 Flint, MI 48502

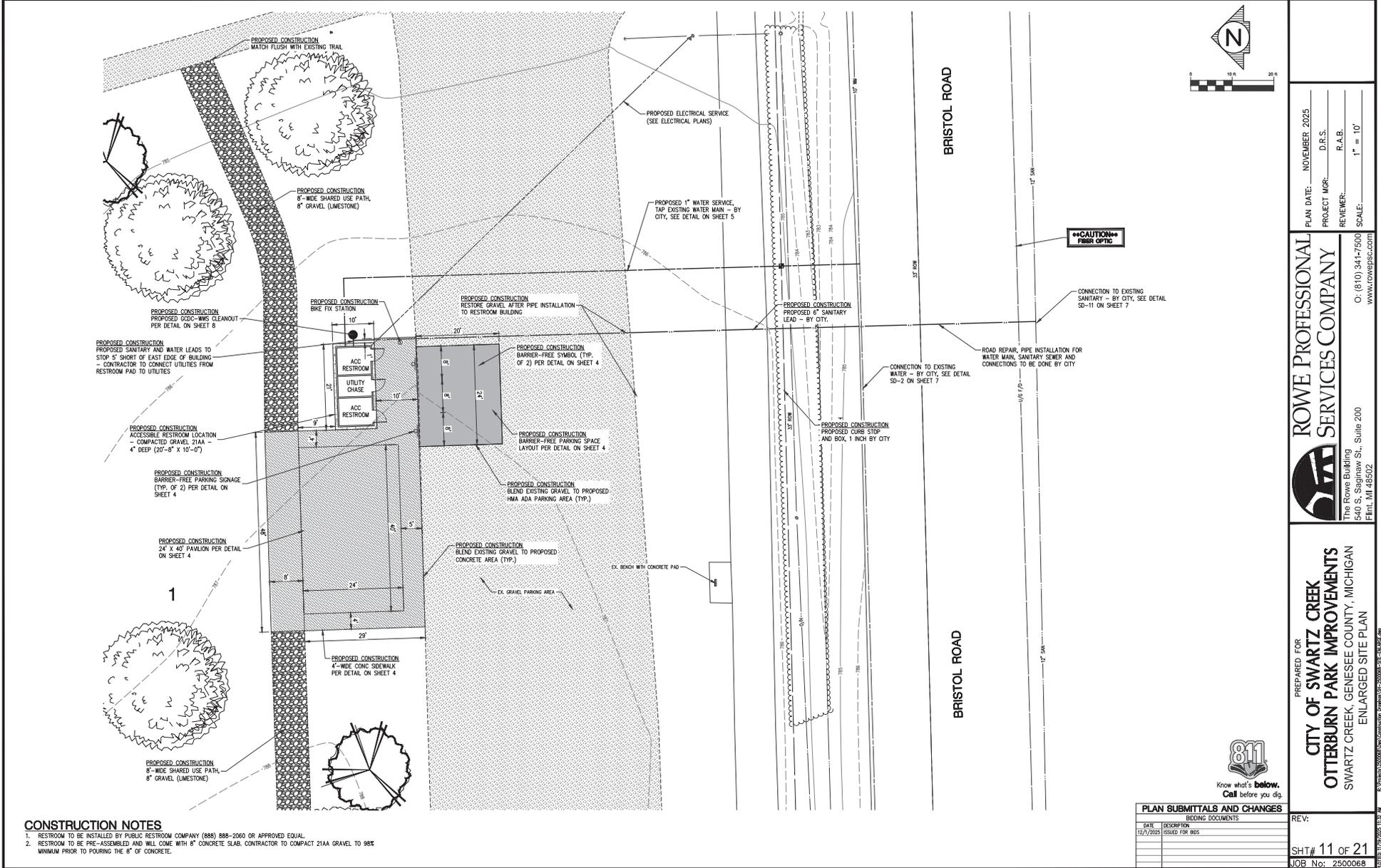
PREPARED FOR
CITY OF SWARTZ CREEK
OTTERBURN PARK IMPROVEMENTS
 SWARTZ CREEK GREENE COUNTY, MICHIGAN
 OVERALL CONSTRUCTION PLAN

Know what's below.
 Call before you dig.

PLAN SUBMITTALS AND CHANGES
 BINDING DOCUMENTS

DATE	DESCRIPTION
12/2/2025	ISSUED FOR BIDS

REV: _____
 SHT# 10 OF 21
 JOB No: 2500068



CONSTRUCTION NOTES

1. RESTROOM TO BE INSTALLED BY PUBLIC RESTROOM COMPANY (888) 888-2060 OR APPROVED EQUAL.
2. RESTROOM TO BE PRE-ASSEMBLED AND WILL COME WITH 8" CONCRETE SLAB. CONTRACTOR TO COMPACT 21AA GRAVEL TO 98% MINIMUM PRIOR TO POURING THE 8" OF CONCRETE.

PLAN DATE: NOVEMBER 2025
 PROJECT MGR: D.R.S.
 REVIEWER: R.A.B.
 SCALE: 1" = 10'

ROWE PROFESSIONAL SERVICES COMPANY

The Rowe Building
 540 S. Saginaw St., Suite 200
 Flint, MI 48502

O: (810) 341-7500
 www.roweps.com

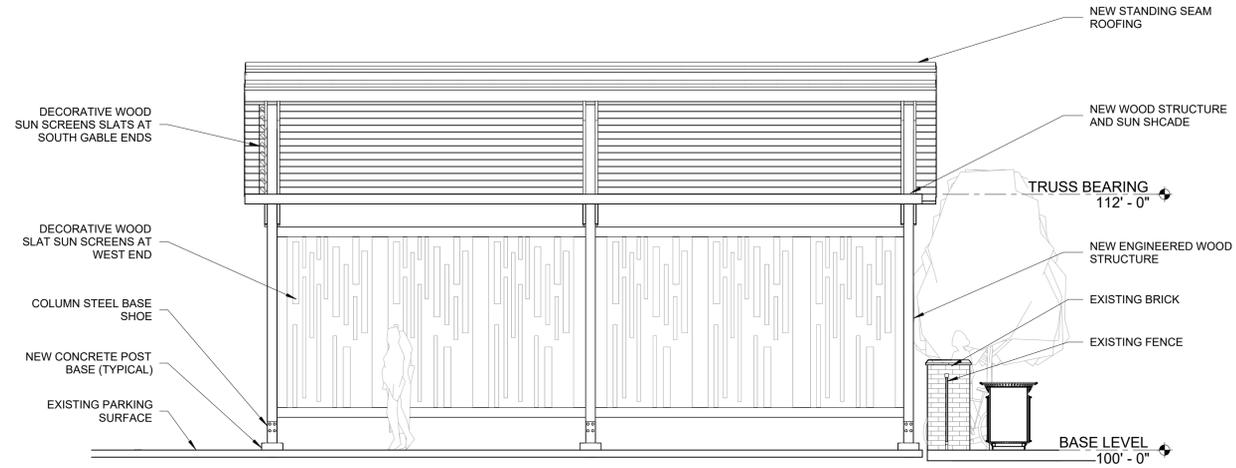
PREPARED FOR
CITY OF SWARTZ CREEK
OTTERBURN PARK IMPROVEMENTS
 SWARTZ CREEK, GENEESE COUNTY, MICHIGAN
 ENLARGED SITE PLAN



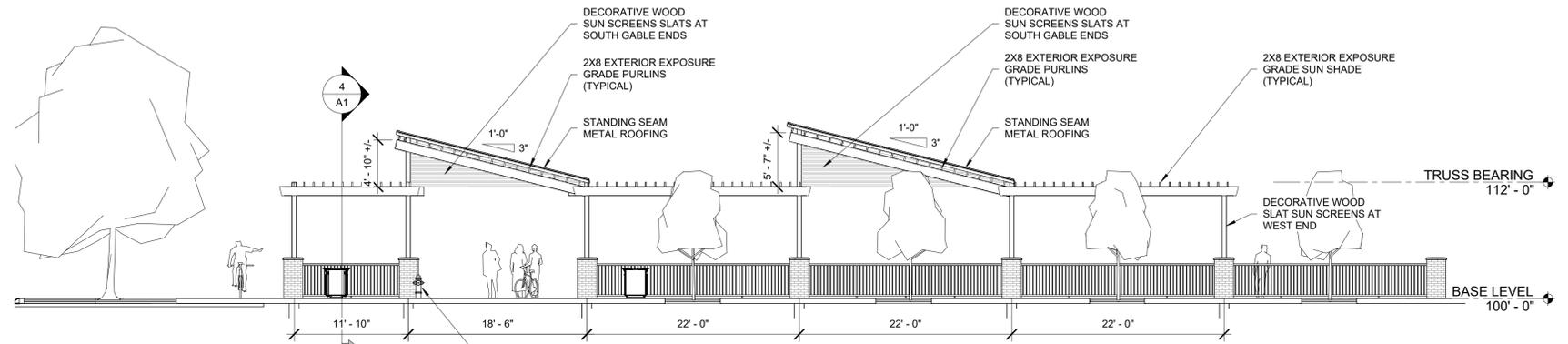
PLAN SUBMITTALS AND CHANGES

REVISION DOCUMENTS	
DATE	DESCRIPTION
12/2/2025	ISSUED FOR BIDS

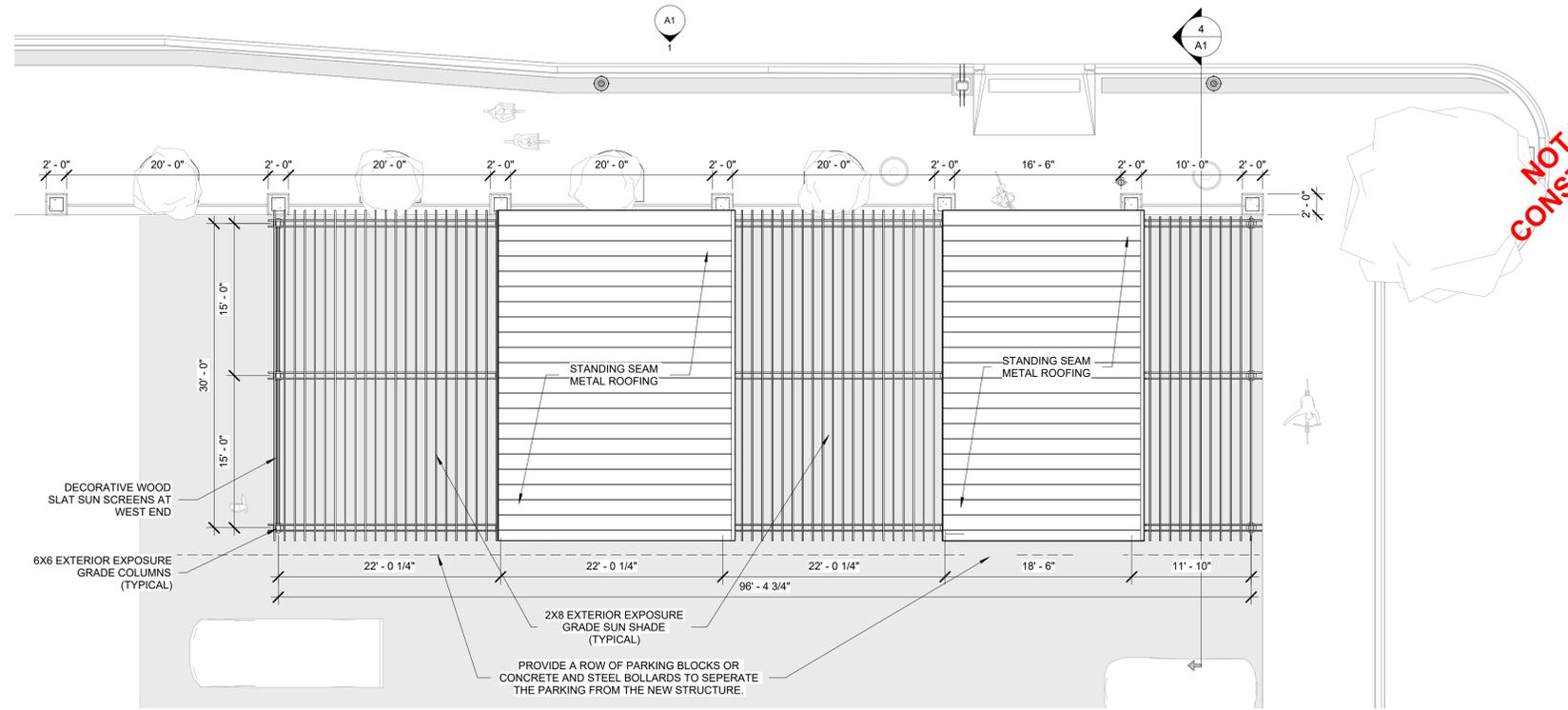
REV: _____
 SHT# 11 of 21
 JOB No: 2500068



4 SECTION 1
A1/A1 1/4" = 1'-0"



MILLER ROAD ELEVATION
1/8" = 1'-0"



LAYOUT PLAN
1/8" = 1'-0"







REQUEST FOR DEVELOPMENT PACKAGE FOR



4488 MORRISH ROAD SWARTZ CREEK, MICHIGAN

PPN: 58-35-576-053



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williams&works
engineers | surveyors | planners

THOMAS ROBERTS ARCHITECT
Architecture
Planning
Historic Preservation



4488 MORRISH ROAD Swartz Creek, Michigan

Celebrations and cheer echo through the halls of the former Methodist Church in Swartz Creek.

Located in the heart of downtown and a short walk from City amenities, an attractive and stately community icon is awaiting redevelopment. 4488 Morrish Road is home to a historic church and adjacent open land. The site represent 1.03 acres of land and 250' of frontage on Morrish Road.

Economic studies point to many in-demand options that would garner a strong market position. The site is less than a mile from the I-69 freeway interchanges at Morrish Road and Miller Road and also near I-75. Traffic counts for I-69 at this location are upwards of 40,000 daily trips.

Local market data demonstrates an unmet need for many uses. Be it a brewery, restaurant, banquet hall, or event space, the unique interior with colorful and intricate stained-glass accents will become a new city icon and backdrop for memories to come. City leadership anticipates being a partner in the rehabilitation and redevelopment, and the community provides robust support for entrepreneurs and new businesses.

The property is eligible for several financial incentives including Redevelopment Ready support from the Michigan Economic Development Corporation through the Community Revitalization Program, local façade grants, expedited approvals, collaboration with the City for parking development on adjacent lands, TIF reimbursement, and MDOT logo sign reimbursement.

Architectural studies have proven the brick edifice is structurally sound and repurposing the nave and aisles into seating could accommodate more than 200 guests. Outdoor seating and yard games in the front of the church will welcome passersby, while rear deck seating provides a secluded oasis for gathering. The lower level is ideal for private events, chef dinners, dressing rooms for wedding parties, and other social occasions.

The City is supportive and welcomes new development. Future community planning envisions new uses for and surrounding this former church. Swartz Creek has welcomed condos and townhouse development the past year, as well as several revitalization projects in the downtown. City leaders are prepared to facilitate and support the project.

A LITTLE BACKGROUND

Zoning | Central Business District

Acreage/Frontage | 1.03 acres, 250' on Morrish Road

Utilities | Municipal water and sewer

Parking | Existing lot meets ordinance requirements; additional expansion to the north is possible

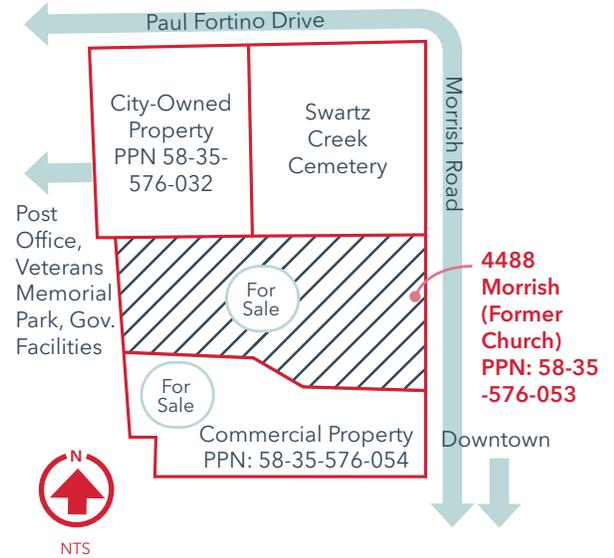
Traffic Counts | I-69 (40,000 ADT), Morrish (9,000 ADT), Miller (14,000 ADT)

Proximity | Located within downtown, near parks, public facilities, walkable neighborhoods, bike lanes on Morrish, and the new Holland Square Event Pergola

Flexibility | Outdoor activity space (front and rear), multiple interior space configurations, ADA accessibility could easily be accommodated

Iconic | Historic building, original wood work and light fixtures, stained glass rosettes

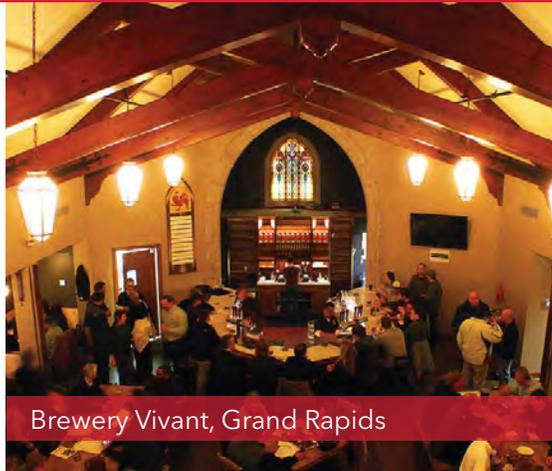
Site Location Key



This site is ripe for investment and brimming with potential

CHURCH TO BREWERY ADAPTIVE REUSE

East to west and north to south, throughout Michigan several former churches have been rehabilitated into restaurants, food halls, breweries and other social gathering spaces. There are many successful redevelopment models to replicate in Swartz Creek.



Brewery Vivant, Grand Rapids



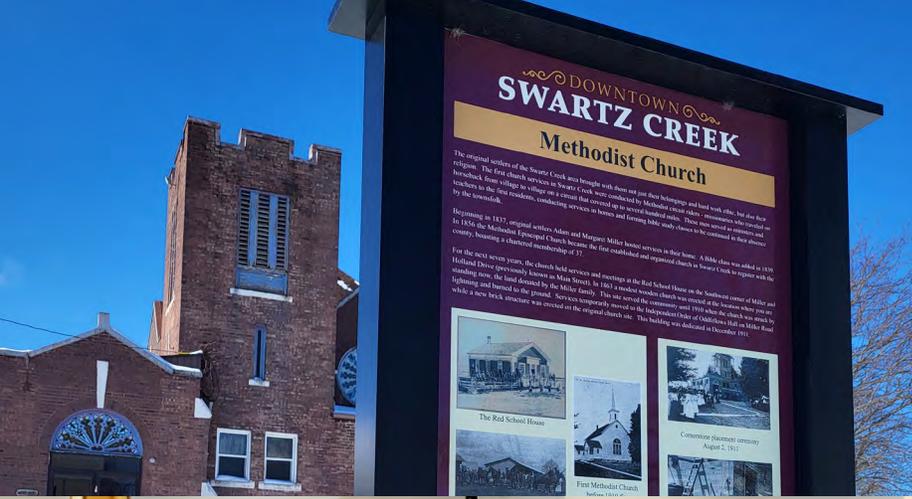
Beer Church Brewery, New Buffalo



Salt Springs Brewery, Saline



Salt Springs Brewery, Saline



LARGE GATHERING SPACES, VAULTED CEILINGS, STAINED GLASS WINDOWS, AND OTHER HISTORIC FEATURES PROVIDE CHARACTER AND OPPORTUNITY TO ENVISION THE FORMER CHURCH AS SOMETHING NEW.

BUILDING ASSESSMENT & OPPORTUNITIES

- Open floor plan and overall structure size lends itself to assembly use, with opportunity for gathering spaces on two levels.
- Structurally sound, with excellent exterior brickwork and unique millwork.
- Cosmetic site improvements needed include: paving, lighting, walkways, and landscaping.
- Tuckpointing is recommended to seal the foundation and all building walls, as well as vegetation removal and positive grading away from the building.
- Roof is weathertight, and reinforcing/repairing along coping, gutters, downspouts is recommended to ensure long-term structural integrity.
- Windows and doors are in fair condition; however, higher-performing doors would ensure improved insulation and could better align with the building's architectural style.
- Barrier free, unisex, and ADA-compliant improvements to the restrooms, entry, and lower level are needed to accommodate accessibility.
- Existing plumbing infrastructure provides basis for the necessary system, and upgrades are needed for modern conveniences.
- The building placement and site orientation are ideal for outdoor gathering, garden spaces, nooks, and unique elements to draw patrons and provide entertainment options as well as possible banquets, weddings, or other communal uses.





CONCEPTUAL RENDERING OF THE PREFERRED DEVELOPMENT SCENARIO

PREFERRED DEVELOPMENT SCENARIO

Imagine wedding ceremonies and celebrations in the building, with receptions and celebrations that spill outside to picturesque and lush outdoor spaces. The building can accommodate approximately 200 guests, and architectural studies prove the ability to provide barrier-free access, outdoor dining, brewery equipment spacing, commercial kitchen, and storage space as well as ample restrooms.

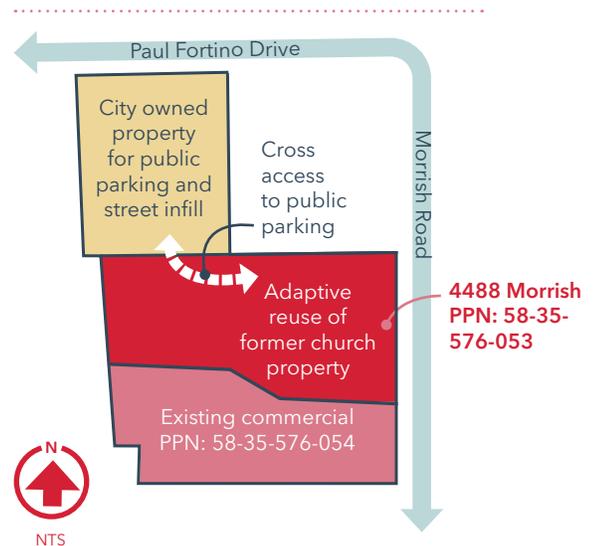
Off-street surface parking may be accommodated on-site and also adjacent to the north in partnership with the City of Swartz Creek. Intuitive and direct sidewalk connections link up with downtown, the City's Civic Campus, including city offices, library, senior center, and amphitheater, Veteran's Memorial, and nearby neighborhoods.

Morrish Road is a prime connector with bike lanes accessing the newly extended Genesee Valley Trail and the Cosmos in the Creek Solar System Model.

The City of Swartz Creek would like to see the former church be renovated into an active and engaging development. While this adaptive reuse has potential, know that the City has moved beyond only considering preservation as a church and is anxious to see reuse of the vacant structure. The preferred development scenario is

one option of many.

Available Properties & Potential Uses





MORRISH ROAD

4488 Morrish Conceptual Site Plan Legend

- | | |
|--|---|
| A Adaptive reuse of former church | E Existing ground sign |
| B New entry sidewalks and ramps | F Reconstructed parking lot |
| C Outdoor dining deck | G Refuse enclosure |
| D Lawn for programming & events | H Connections to existing cemetery and proposed public parking |



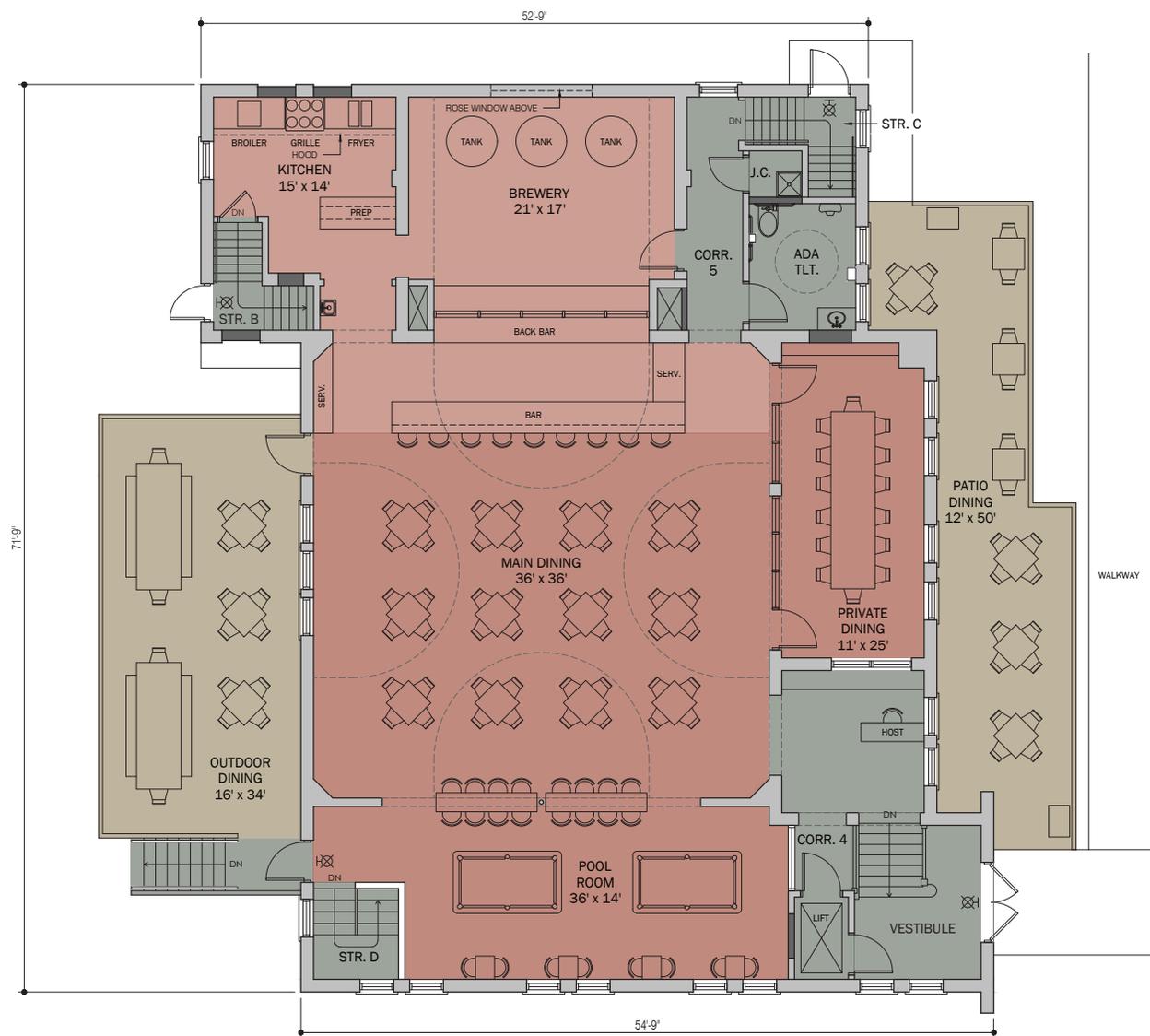
The Big Picture

CONCEPTUAL BUILDING LAYOUT

The existing historic church building is generally in good condition and well suited to the proposed commercial use of a restaurant and/or banquet hall. The large, open, column-free volume of the nave lends itself to an assembly use, with the benefit of the adjacent support spaces for private dining rooms, game rooms, bar, and food preparation spaces. The basement can be used for open multi-purpose space, meeting or dressing rooms, accessible restrooms, storage, kitchen support spaces, and mechanical rooms.

Total Building Gross Area: 7,452 sf **First Floor Gross Area:** 3,726 sf **Basement Gross Area:** 3,726 sf

- Guest Areas: 3,345 sf
- Kitchen/Support Areas: 1,490 sf
- Total Outdoor Areas: 1,060 sf



4488 Morrish Conceptual Building Layout - First Floor

First Floor Areas (net)		Dining & Bar: 1,768 sf		Kitchen & Support: 845 sf		Accessory Spaces: 627 sf		Outdoor: 1,060 sf
		Main Dining - 1,036 sf Pool Room - 455 sf Private Dining - 277 sf		Kitchen - 209 sf Brewery - 346 sf Bar - 290 sf		Waiting / Host - 127 sf Vestibule - 122 sf Restroom - 85 sf J.C. - 16 sf Corridors/Stairs - 277 sf		Outdoor Dining - 536 sf Patio Dining - 524 sf

REQUEST FOR QUALIFICATIONS

The City of Swartz Creek is seeking qualified developers to rehabilitate and adaptively reuse the historic church located in the heart of the community. The iconic structure represents an important piece of local heritage and presents a unique development opportunity. The City aims to partner with an experienced developer who can transform this significant property while preserving its remaining historic character and creating lasting value for the community. The project is expected to make use of state and local incentives, including Michigan Community Revitalization Program (CRP) or Revitalization and Placemaking Program (RAP).

The City and Downtown Development Authority are committed to selecting a developer with demonstrated experience in preservation, proven financial capacity, and a vision that aligns with the community’s values and economic development objectives. Through a transparent and thoughtful two-step selection process, we aim to identify a development partner who can successfully execute this important project while ensuring the building’s long-term viability and positive contribution to Swartz Creek’s downtown district.

The DDA and City will consider creative deal structures with qualified development partners, including offsite parking provision, and/or the potential transfer of the real estate at a nominal cost to facilitate project feasibility and support the substantial private investment required for this renovation project.

SUBMISSION PROCESS

PHASE ONE | evaluate capabilities and experience

Development Qualifications

- Company profile and history
- Development team structure and key personnel qualifications
- Portfolio of similar preservation/redevelopment projects completed in the last 10 years
- Financial statements demonstrating company stability, including balance sheet and P&L for the last three years. Also, please provide a summary of any current real estate holdings and debt
- 2 letters of reference with contact information from previous municipal partners
- Proof of insurance and bonding capacity
- List of any litigation or bankruptcy history in the past 10 years
- Preliminary concept statement (2 pages max) describing vision for the church property

PHASE TWO | evaluate financing and timelines

Financial Proposal

- Detailed project concept and design plans
- Development budget and pro forma
- Project timeline with major milestones
- Proposed purchase price or lease terms. Note that the DDA may offer the property at no cost to the qualified developer.
- Sources and evidence of project funding
- Letters of intent from potential tenants (if applicable)
- Historic preservation approach
- Maintenance and operations plan
- Project team’s roles and responsibilities
- Detailed financial documentation:
 - Proof of funds or financing commitment letters
 - Three years of audited financial statements
 - Tax returns
 - Bank references

SUBMISSION AND REVIEW PROCESS, PHASE ONE

The two phase process allows the DDA and City to thoroughly vet developers' qualifications before investing time in reviewing detailed proposals. The two-phase approach helps ensure that only serious, qualified developers advance to the full proposal stage.

The DDA will establish a Selection Committee to evaluate developer submissions and make recommendations to the DDA Board and City Council. At a minimum, the committee will be composed of the City Manager and staff from the building, planning, community development, engineering and finance departments, as well as the Downtown Development Authority.

PHASE ONE | qualifications

**MINIMUM TO ADVANCE:
75 POINTS**

1. Development Experience (30 points)

- Project scale and complexity (10 points)
 - * Successfully completed projects of similar size/budget (5)
 - * Demonstrated experience with mixed-use developments (5)
- Municipal partnership experience (10 points)
 - * Track record working with local governments (5)
 - * Experience with public-private partnerships (5)
- Historic preservation project experience (10 points)
 - * Completed at least 3 renovations in past 10 years (5)
 - * Experience with buildings on National/State Historic Register (5)

2. Financial Capacity (35 points)

- Company financial strength (15 points)
 - * Strong debt-to-equity ratio (5)
 - * Positive cash flow history (5)
 - * Adequate working capital (5)
- Project financing capability (20 points)
 - * Demonstrated access to capital (15)
 - * Strong banking relationships (5)

3. Professional Qualifications (20 points)

- Team expertise (10 points)
 - * Key personnel qualifications (5)
 - * Relevant certifications/licenses (5)
- Organization capacity (10 points)
 - * Adequate staffing levels (5)
 - * Clear organizational structure (5)

4. Professional Standing (15 points)

- References and reputation (10 points)
 - * Positive municipal references (5)
 - * Strong industry reputation (5)
- Legal/regulatory compliance (5 points)
 - * No significant litigation history (3)
 - * Clean regulatory record (2)

TIMELINE AND SITE VISIT

Responses are due by
Friday, July 25th, 2025.

Interested parties are encouraged to schedule a site visit with the City Manager during the due diligence phase.

The City is able to provide on-going building access to contractors, architects, and other project team members to facilitate the proposal and development process.

SUBMISSION AND REVIEW PROCESS, PHASE TWO

After verifying completeness, the Committee will evaluate submissions, conduct interviews with top candidates, check references, and may visit completed projects. Developers will present their proposals publicly during the Phase Two process, before the Committee makes recommendations to the DDA and City Council for final selection.

Please submit one complete digital copy of all materials in PDF format by Friday, July 25, 2025 to the City Manager, Adam Zettel, azettel@cityofswartzcreek.org. For any questions, please contact Mr. Zettel at 810.287.2147.

PHASE TWO | proposal

1. Project Concept and Design (30 points)

- Architectural quality (10 points)
 - * Design excellence (5)
 - * Contextual appropriateness (5)
- Historic preservation approach (10 points)
 - * Adherence to preservation standards (5)
 - * Restoration methodology (5)
- Functionality and use (10 points)
 - * Space utilization (5)
 - * Programming mix (5)

2. Financial Proposal (30 points)

- Financial feasibility (15 points)
 - * Realistic cost estimates (5)
 - * Market-supported revenue projections (5)
 - * Reasonable operating assumptions (5)
- Funding security (15 points)
 - * Committed funding sources (8)
 - * Equity contribution (7)

3. Community Benefits (20 points)

- Economic impact (10 points)
 - * Job creation (5)
 - * Tax base enhancement (5)
- Public benefits (10 points)
 - * Community access/amenities (5)
 - * Public space improvements (5)

4. Implementation Capacity (20 points)

- Project timeline (10 points)
 - * Realistic schedule (5)
 - * Clear milestones (5)
- Project management (10 points)



4488 MORRISH ROAD
SWARTZ CREEK, MICHIGAN

REQUEST FOR DEVELOPMENT PACKAGE

DRAFT

HEALTHY, HAPPY, AND RESILIENT COMMUNITIES BY 2030

A STRATEGIC TRAILS PLAN FOR
FLINT AND GENESEE COUNTY



ACKNOWLEDGEMENTS

The Flint and Genesee County Strategic Trails Plan was developed by the Genesee County Metropolitan Planning Commission (GCMPC) with input and guidance from community partners, local governments, and regional stakeholders. This plan represents a shared vision to connect communities, promote active and healthy living, and expand equitable access to trails and non-motorized facilities throughout Genesee County.

GCMPC extends sincere appreciation to the residents, organizations, and municipal leaders who contributed through meetings, workshops, and surveys, as well as to the Charles Stewart Mott Foundation for supporting the 2025 Flint and Genesee County Trails Symposium. Additional thanks are given to the Genesee County Parks and Recreation Commission and regional partners for their ongoing collaboration and commitment to advancing trail development.



RESOLUTION OF ADOPTION

The Flint and Genesee County Strategic Trails Plan (“The Strategic Trails Plan”) was adopted by resolution on **INSERT DATE HERE** by the Genesee County Metropolitan Alliance, the MPO for the Flint and Genesee County Region.

Adoption Resolutions can be found in Appendix A.



324 S SAGINAW STREET, SUITE 8D - FLINT, MI 48502 • (810) 257-2010 • FAX (810) 257-5185

RESOLUTION TO ADOPT THE FLINT AND GENESEE COUNTY STRATEGIC TRAILS PLAN

WHEREAS, the Genesee County Metropolitan Planning Commission (GCMPC) is committed to expanding safe, accessible, and interconnected trail networks that support recreation, transportation, public health, and quality of life for residents and visitors; and

WHEREAS, nonmotorized transportation facilities play a vital role in promoting active lifestyles, enhancing community connections, supporting economic development, and providing equitable access to outdoor recreation opportunities; and

WHEREAS, the Flint and Genesee County Strategic Trails Plan has been developed through a collaborative, data-driven planning process that includes public engagement, coordination with municipal partners, review of existing assets, and analysis of connectivity, demand, and community needs; and

WHEREAS, the Plan identifies priority trail corridors, proposes system-wide improvements, and outlines strategies to enhance safety, close network gaps, expand access to underserved communities, and strengthen regional connectivity; and

WHEREAS, the Strategic Trails Plan provides a long-term framework to guide local governments, partner agencies, and regional stakeholders in planning, funding, and implementing nonmotorized transportation and recreation projects; and

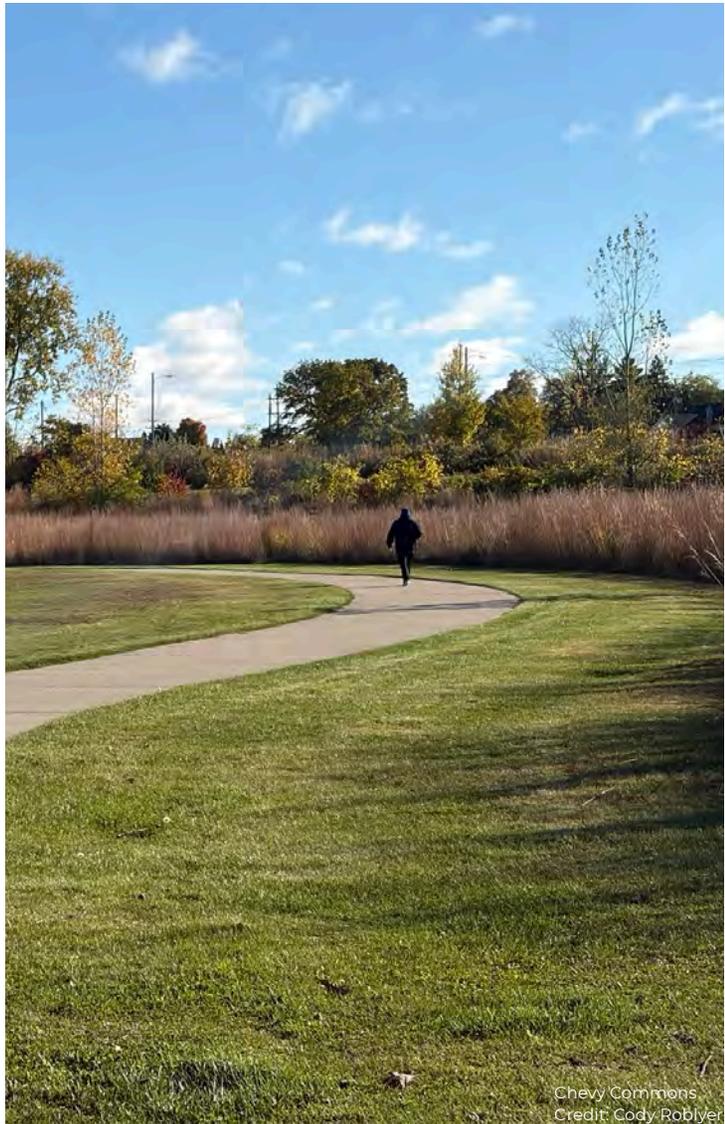
WHEREAS, the Technical Advisory Committee met on _____ to recommend approval of the Flint and Genesee County Strategic Trails Plan; and

NOW, THEREFORE, BE IT RESOLVED, that the Genesee County Metropolitan Alliance hereby adopts the **Flint and Genesee County Strategic Trails Plan** as the guiding framework for nonmotorized network development and trail system enhancement throughout the region; and

BE IT FURTHER RESOLVED, that the GCMPC will support implementation efforts, monitor progress on priority projects, collaborate with local jurisdictions and community partners, and update the Plan as needed to reflect new opportunities, funding resources, data, and community priorities.

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EXECUTIVE SUMMARY

The Genesee County Strategic Trails Plan establishes a unified vision for a safe, connected, and accessible non-motorized network linking communities across the County. Building on decades of planning and investment, the plan provides a clear framework to expand trail connectivity, strengthen partnerships, advance equitable access, and accelerate the delivery of trail projects countywide.

As of 2025, Genesee County has made meaningful progress in expanding its trail system, yet significant gaps remain. Approximately 70 miles of critical missing links continue to separate key corridors - limiting safe and continuous travel between neighborhoods, schools, parks, and downtowns. At the current pace of development, these gaps would take decades to resolve, underscoring the need for a more coordinated and proactive implementation approach.

The plan prioritizes twenty-two Tier 1 projects that form the backbone of a regional hub-and-spoke trail network centered on the City of Flint. These projects represent an \$80 million investment and closes critical gaps, connect key destinations such as parks, schools, downtowns, and employment centers, and position Genesee County to leverage future funding. A broader set of Tier 2 and future projects continues this momentum, guiding long-term network expansion into additional communities.

Organized around four goals - connectivity, identity, implementation, and health & equity - the plan addresses not only where trails are built, but how they are designed, funded, maintained, constructed, and marketed.

Through collaboration among local governments, agencies, and community partners, the Strategic Trails Plan provides a practical roadmap for delivering a connected, healthy, and resilient trail network that enhances quality of life and supports Genesee County's transportation, recreation, and economic goals.



Chapter 1 INTRODUCTION

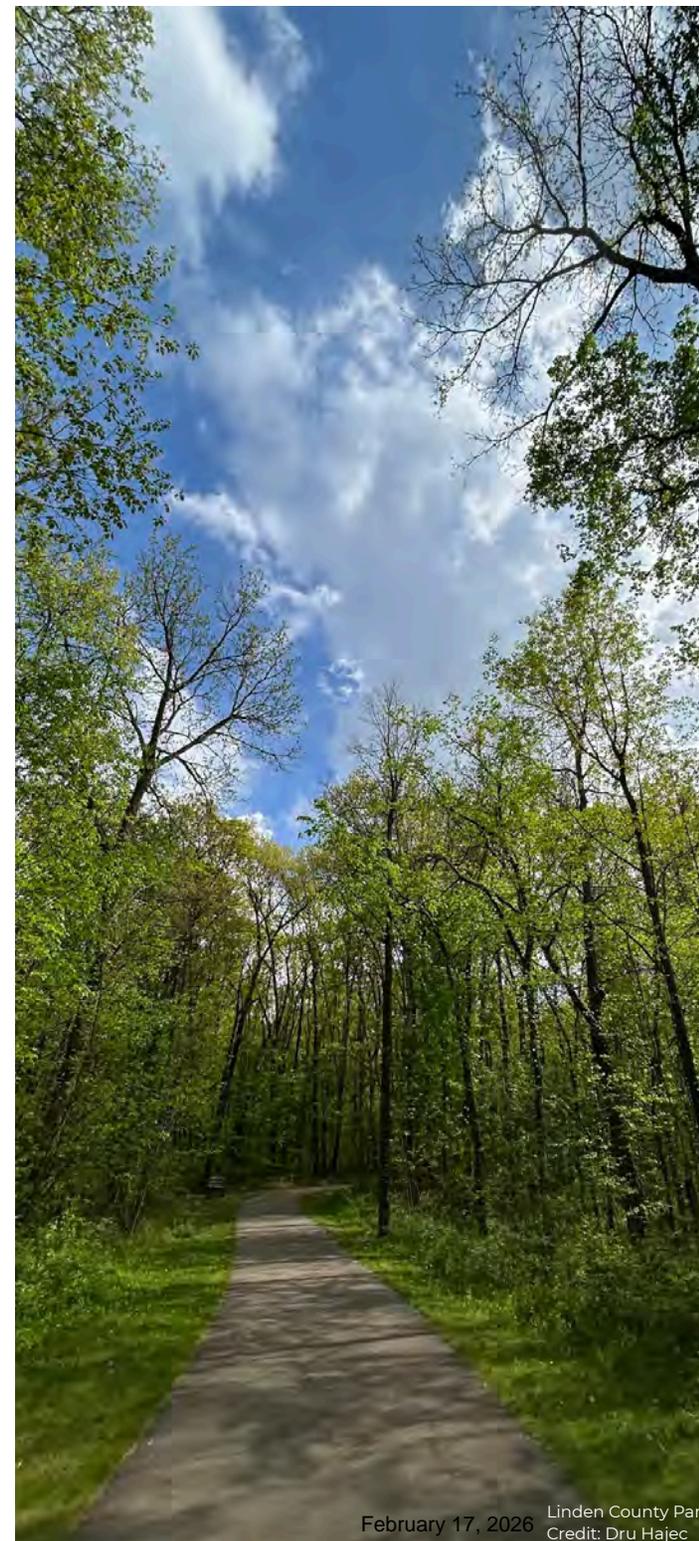
The Flint and Genesee County Strategic Trails Plan tells the story of how our region can build a stronger, more connected trail system, one that links people to the places they care about most. It brings together community voices, local expertise, and data to imagine a safe, welcoming, and accessible network that supports recreation, transportation, and everyday life.

The Plan describes where our trails stand today, where key connections are still needed, and which projects can create the greatest benefit for residents across the county. It also introduces a set of four goals and supporting actions that translate this story into clear direction: highlighting what we aspire to achieve and outlining practical steps communities and partners can take to make that future real.

Together, these elements form a guide for creating a trail network that truly serves Genesee County, uniting neighborhoods, parks, schools, downtowns, and natural spaces through a seamless and enjoyable system of paths and corridors.

VISION STATEMENT

“To accelerate trail and sidewalk development in Genesee County to schools, parks, and communities through a strategic improvement plan, prioritized projects, and a clear funding strategy.”



GOALS & ACTIONS

CONNECTIVITY

Goal: Create a seamless, safe non-motorized network connecting people to places

Actions:

- Gather local knowledge through surveys and stakeholder meetings to understand community priorities.
- Identify opportunities to establish safe pedestrian and bicycle access to parks, schools, and transit stops.
- Develop a framework to identify and prioritize key connectivity gaps to focus investments.
- Formalize partnerships to align project timelines and share funding opportunities.
- Inclusion of strategic trails plan priorities into municipal five-year recreation plans.
- Utilize existing transportation study recommendations such as Genesee County's Safe Streets for All Action Plan.



GOALS & ACTIONS

IDENTITY

Goal: Establish a recognizable, branded trail network

Actions:

- Design the trail network to be instantly recognizable to users through a cohesive brand package (name, logo, colors, fonts, signage) for the entire trail system.
- Create a seamless user experience across jurisdictions through branded signs, maps, mile markers, and trailhead kiosks with the network logo and color scheme.
- Balance local identity with regional cohesion by partnering with existing trail groups or municipalities to keep their local names/logos while incorporating the regional brand.
- Raise visibility of the trail network and build excitement through a public marketing and outreach campaign.
- Develop a digital presence through the creation of a dedicated website, mobile application and interactive map.

IMPLEMENTATION

Goal: Move beyond incremental progress towards rapid, coordinated implementation of the trail network

Actions:

- Create a dedicated cross-sector team (planners, public works, recreation, and community) to oversee and coordinate rapid implementation.
- Identify centralized staffing to support the administration, coordination, implementation and promotion of non-motorized initiatives.
- Cultivate elected officials and partner agencies as champions to build capacity to accelerate project delivery
- Identify anchor projects, set timelines, assign responsibilities, and prioritize high-impact gaps in the network.
- Establish multi-year, flexible funding sources through public funds, state and federal grants, and public-private partnerships.
- Establish cooperative agreements between Genesee County and municipalities to streamline the procurement of design, engineering, and construction phases.
- Work with local and state agencies to fast-track permitting for trail projects.

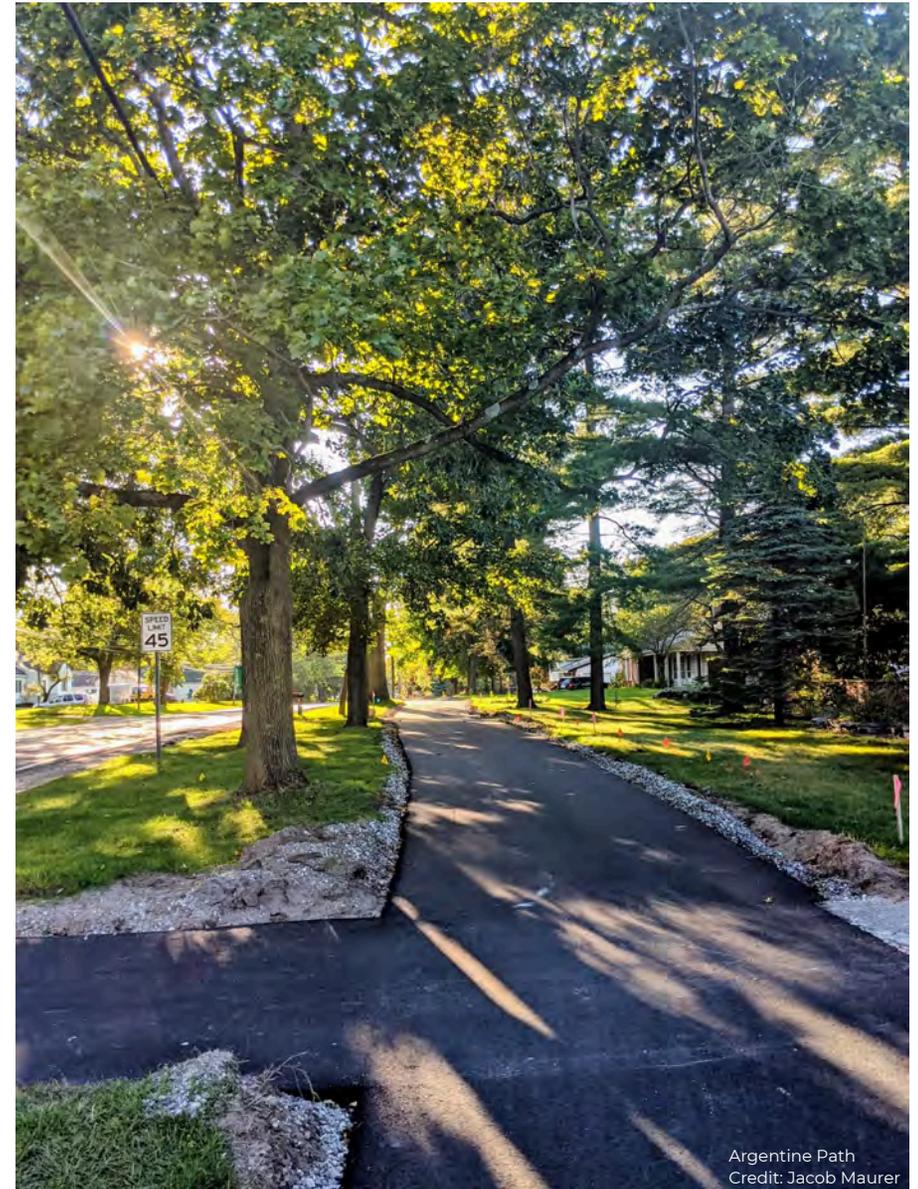
GOALS AND ACTIONS

HEALTH AND EQUITY

Goal: Ensure all residents benefit from convenient and affordable access to trails for physical activity and healthier lifestyles

Actions:

- Prioritize projects that increase proximity of trails to all residents, particularly those in low-income or high-density areas.
- Partner with local health organizations to provide free walking groups, fitness classes, or "prescription trails" programs.
- Improve trails and sidewalks to be ADA-compliant with clear signage, lighting, rest areas, and safe crossings.
- Involve residents in planning trail routes through surveys, public meetings, or pop-up events to ensure the non-motorized network reflect the needs of the community.
- Address maintenance issues such as vegetation control, surface repair, and winter access.



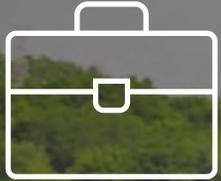
Argentine Path
Credit: Jacob Maurer

February 17, 2026

WHY TRAILS MATTER

HAPPY, HEALTHY, RESILIENT COMMUNITIES

ECONOMY



Outdoor Recreation added \$13.9B to Michigan's GDP in 2023

Michigan Economic Development Corporation



The top 5 recreation activities by economic value in Michigan are all related to trail and sidewalk utilization.

Michigan Department of Natural Resources Statewide Comprehensive Outdoor Recreation Plan 2023-2027



Visitors spent \$615.8 million in Genesee County in 2023 generating \$73 million in tax revenue

Michigan Economic Development Corporation

HEALTH OUTCOMES



29% of Genesee County residents do not engage with leisure time physical activity

Flint and Genesee County Community Health Needs Assessment Report 2025



< 25% of Michigan children get an hour of physical activity each day

Data Resource Center for Child and Adolescent Health

SOCIAL FACTORS



24% of Genesee County Households have 1 or fewer available vehicles

The Censur Bureau ACS Estimate

Chapter 2 CURRENT CONDITIONS

HISTORY

The groundwork for today's trail system was laid decades ago, shaped in part by a period when Flint and Genesee County was projected to grow in a population of nearly twice as present day. During this era of rapid growth and optimism, philanthropist Charles Stewart Mott co-established the Genesee Recreation Area—one of the county's most significant early investments in public open space and outdoor recreation. These efforts created a foundation upon which modern non-motorized infrastructure could grow. The Flint River Trail, begun in the 1970s as a modest riverside path, has since evolved into one of mid-Michigan's most recognizable corridors, connecting downtown Flint, area universities, and neighborhood parks with the Genesee Recreation Area.

Over time, numerous trail projects have emerged across the county, forming a patchwork of community connectors that demonstrate both sustained public demand and the ongoing

challenge of linking these assets into a fully cohesive network.

REGIONAL SIGNIFICANCE

Genesee County—Michigan's fifth most populous county and a historic center of the American automobile industry—sits at a critical junction in the state's trail system. The Iron Belle Trail, Michigan's signature long-distance route from Belle Isle to Ironwood, passes directly through the new State Park, positioning Flint and its surrounding communities as a hub within a statewide recreation and mobility network. This role provides a unique opportunity to develop local connections and sidepaths that meet neighborhood needs while linking residents to destinations across the region and state.





TRAIL STATUS AS OF 2025

Since the release of the 2014 Regional Trail Plan, Genesee County has made steady progress in expanding its non-motorized network. More than \$21 million in construction funds were captured, resulting in nearly 19 miles of new trail segments completed or under construction by the end of 2025. These investments have strengthened community connections and advanced the vision of a safe, accessible, and integrated countywide trail system.

Yet, the system remains incomplete. Approximately 70 miles of critical missing links continue to separate key destinations—including corridors from Flushing to Flint, Grand Blanc to Burton, Clio to Genesee and Grand Blanc to Fenton—limiting safe and continuous travel between neighborhoods, schools, parks, and downtowns. At the current rate of trail development, these critical missing links are not expected to be completed until 2070.

Beyond these gaps, Genesee County’s pipeline of planned and proposed projects totals 237 miles of future trail corridors identified through local and regional planning efforts. At the current development pace of roughly 1.5 miles per year, full buildout of this network would take more than 150 years to complete—an unsustainable trajectory that underscores the need for accelerated investment, interagency coordination, and dedicated implementation planning to meet community demand and achieve a truly connected regional trail system.



Current Construction Pace

1.5 miles per year



Missing Trail Links

70 miles



Time to Complete Critical Network

47 years

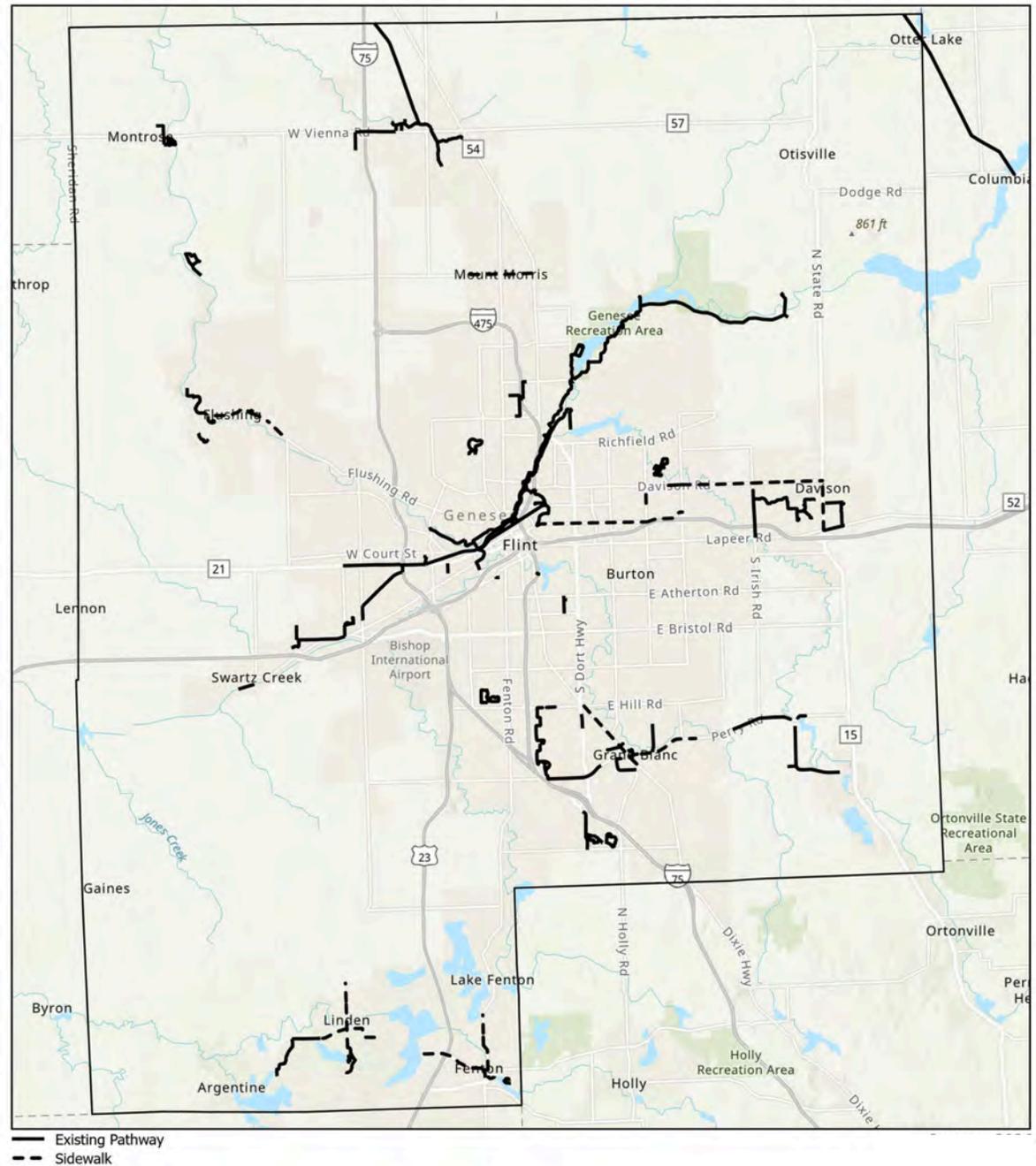
OUR NETWORK

Genesee County's trail network is a diverse system of facilities built through decades of collaboration among municipalities, agencies, and community partners. It includes paved shared-use paths, bike lanes, sidepaths, riverfront greenways, and neighborhood connectors, forming a mosaic of regional corridors and local loops that serve both recreation and transportation purposes.

To understand and strengthen this system, Genesee County operates Michigan's first countywide trail count and data dashboard program, which lends portable counters to local municipalities and supports the installation of permanent trail counters on key trail corridors. Since 2020, these efforts have recorded over two million trail users, providing a clear picture of how residents and visitors use non-motorized facilities across seasons and communities.

Trail use data guides decisions for investment — ensuring that trail development is data-driven, equitable, and responsive to community needs while advancing a unified, connected network across Genesee County.

As of 2025, Genesee County's trail network includes approximately 130 miles of existing facilities. An additional 6 miles of trail are currently in progress, with 7 miles in the planned stage and another 224 miles identified as priority or pipeline projects. Combined, these represent 237 miles of future trail development potential. When added to the existing system, the total network—built, planned, and proposed—reaches 367 miles.



WHAT WE LEARNED

Community engagement revealed not only what residents value in the trail network, but also how the process for planning and delivering projects must evolve. For years, trail development in Genesee County has advanced one mile at a time, often through independent municipal projects that operate in isolation. While this approach has yielded important connections, it has also led to repeated challenges—including redundant permitting, misaligned funding cycles, and recurring easement delays. Stakeholders noted that funding itself is not the greatest barrier; rather, time, internal capacity, and technical knowledge limit how quickly projects can move from concept to construction.

Through the Flint and Genesee County Trails Symposium, follow-up meetings with local officials, and targeted discussions with user and neighborhood groups, participants identified a clear path forward. The new approach calls for building a coordinated project delivery framework grounded in collaboration, speed, and accountability.

Under this new process, each trail project would begin with a defined Project Team—including municipal staff, County representatives, engineers, and community partners—with clear roles and responsibilities. Projects will be advanced on a fast-paced timeline designed to secure funding within the first two years of development, using every available funding mechanism to maintain momentum and minimize delays. This shift reflects a move from reactive, siloed project delivery to a proactive, strategic, and regionally coordinated model.



Flint and Genesee County Trails Symposium
Credit: Dru Hajec



Flint and Genesee County Trails Symposium
Credit: Kris Garris

COMMUNITY SENTIMENT

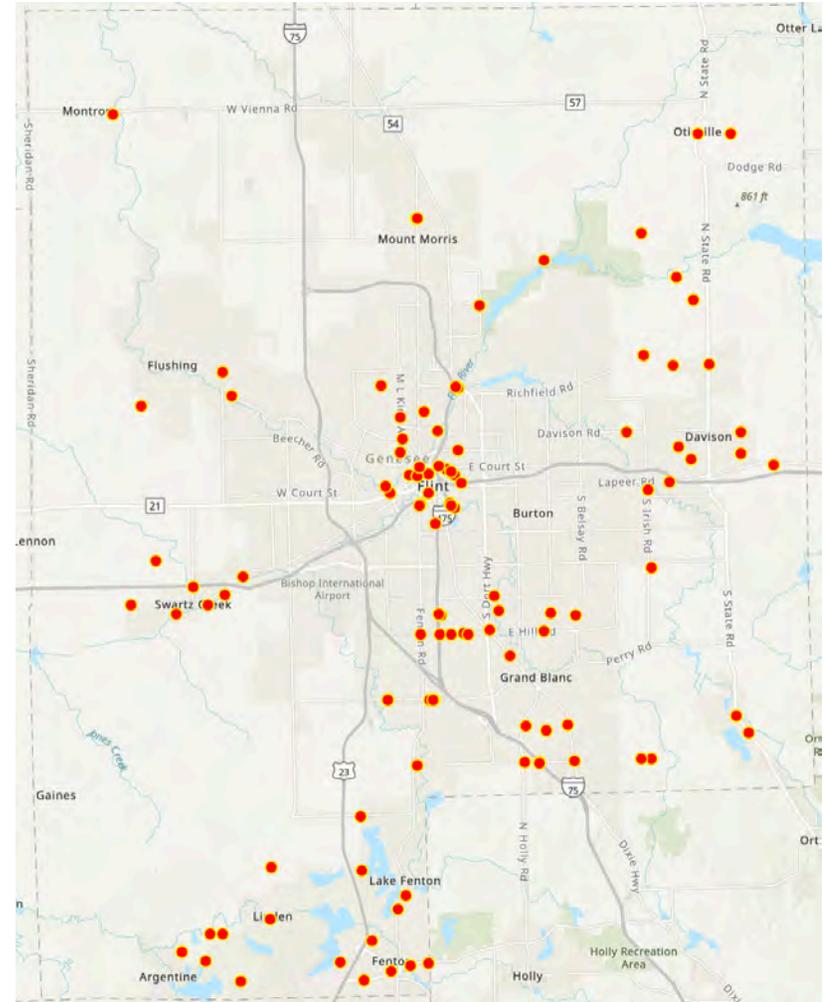
Public input reinforced that residents view trails as essential infrastructure, not simply recreation amenities. Key takeaways from in-person and online engagement include:

- Connectivity is the top priority. Residents want direct, continuous routes linking neighborhoods, schools, parks, and downtown areas.
- Safety and maintenance follow closely behind. Consistent lighting, signage, and routine upkeep are critical to ensure comfortable and reliable trail use.
- Equitable access matters. Expanding trails in areas with limited park space, lower incomes, or higher transportation barriers was identified as a core value.
- Collaboration drives success. Coordinated partnerships among municipalities, county departments, and advocacy organizations can streamline permitting, leverage funding, and promote consistent standards.

Specific project ideas that emerged from these conversations include completing key connections between Flushing and Flint, Grand Blanc and Burton, and Fenton and Grand Blanc, as well as developing additional sidepaths and riverfront greenways that enhance access to schools, parks, and employment centers. Additionally, repairing and replacing sidewalks in the City of Flint became a recurring theme, with calls for improving connections to parks and downtown for residents as well as maintenance improvements around parks and trails.

This collective feedback represents a paradigm shift from incremental, project-by-project progress toward a strategic, unified trail network that is planned, implemented, and maintained collaboratively for the benefit of all Genesee County residents.

INTERACTIVE ONLINE MAP FEEDBACK LOCATIONS



85

Symposium
Attendees

82%

Responses prioritizing
connectivity in new non-
motorized facilities

111

Responses recorded
throughout the
online mapping
exercise

February 17, 2026

NETWORK GAP ANALYSIS

BACKGROUND

In 2025, staff at the Genesee County Metropolitan Planning Commission (GCMPC) developed an updated project prioritization methodology to evaluate and rank trail segments identified through the Strategic Trails Plan. This framework builds on prior prioritization workshops and planning initiatives conducted since the adoption of the County's first Regional Trail Plan, incorporating lessons learned from a decade of implementation.

Earlier prioritization efforts relied primarily on municipal input and qualitative criteria to identify project readiness. While this process successfully supported funding applications and project coordination, the 2025 update introduces a quantitative, data-driven approach that emphasizes connectivity, access, and equity as guiding principles, aligning with countywide goals for mobility, public health, and economic vitality.

PROCESS

A review of prioritization models from trail coalitions and peer Metropolitan Planning Organizations were reviewed to identify best practices for evaluating trail development potential. The intent is to ensure that project selection is data-driven, transparent, and aligned with countywide planning goals. Through this review, a scoring rubric was created to support decision-making and identify candidate trail segments with the highest potential impact.

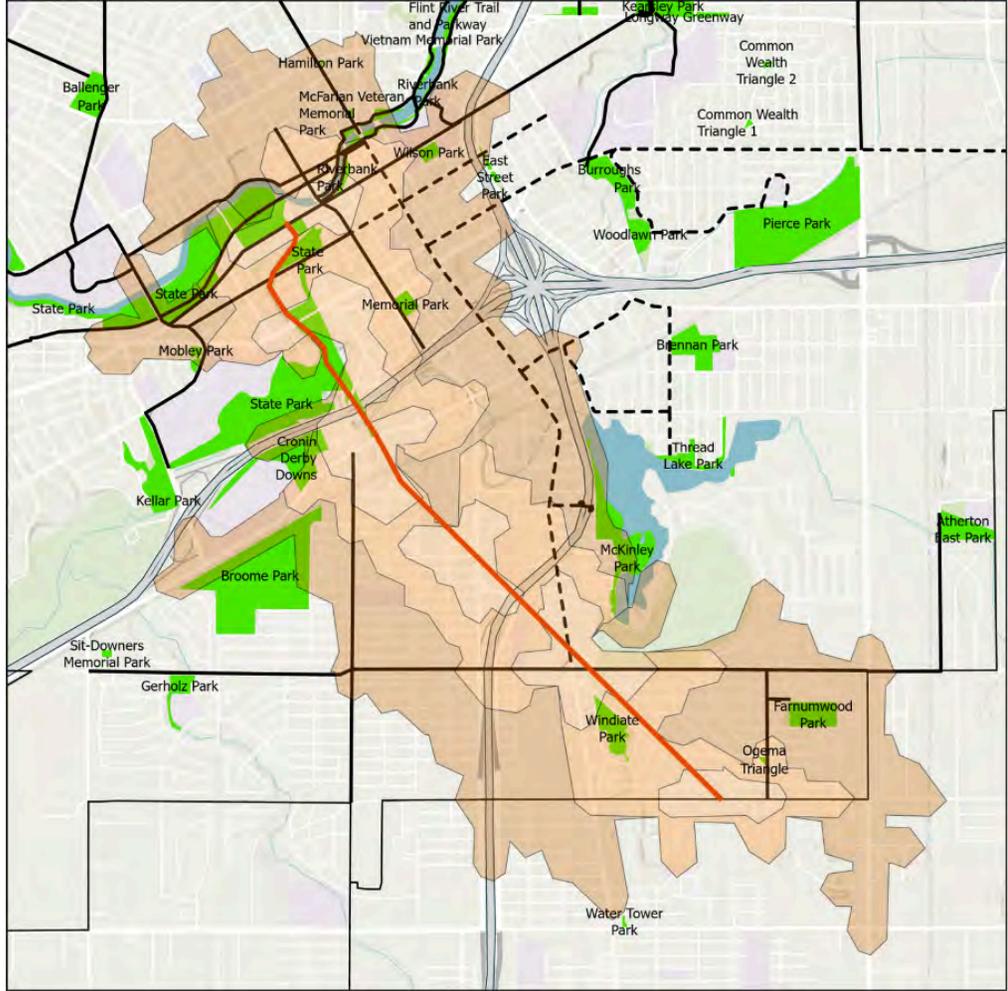
METHODOLOGY

Candidate trail segments were evaluated according to eight measurable factors, each reflecting a specific aspect of connectivity, accessibility, or community impact. Each factor was assigned a score ranging from 0 to 3, with 0 indicating limited benefit or connection and 3 representing the highest level of benefit or alignment with plan objectives. Scores were then multiplied by their assigned weight and summed to produce an overall prioritization score, with a maximum possible total of 46.5 points.

This weighting framework emphasizes projects that close major network gaps, serve large populations, and improve access to key community destinations while also accounting for equity and multimodal integration. Quantitative data were compiled using spatial and demographic datasets maintained by the Genesee County Metropolitan Planning Commission (GCMPC) and the Genesee County GIS Department. Key data inputs include:

- Travel Demand Model outputs for employment density, population distribution, and proximity to transit.
- County GIS layers identifying parks, schools, and employment centers.
- Climate and Economic Justice Screening Tool (CEJST), which identifies census tracts with elevated social, economic, or environmental burdens, ensuring equity-driven prioritization.
- Trail network datasets reflecting existing, planned, and proposed non-motorized facilities to assess connectivity and access.

Grand Traverse Greenway Community Impact

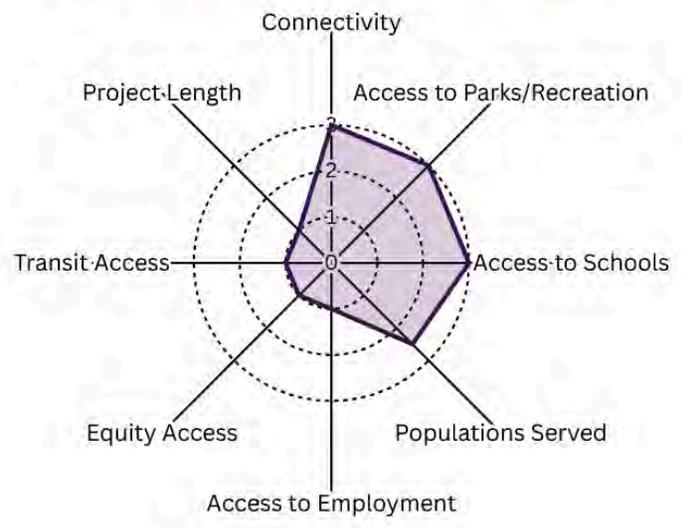


The resulting scores provide a transparent and replicable basis for comparing projects across jurisdictions. Higher-scoring trail segments represent those with the greatest potential to:

- Advance regional connectivity and mobility,
- Expand access to parks, schools, and employment centers,
- Serve dense or historically under-resourced populations, and
- Strengthen equitable, multimodal transportation options.

The methodology ensures that each project is evaluated consistently and objectively, allowing decision-makers the option to allocate funding and implementation efforts strategically based on data-supported priorities.

Weighting Framework - Project Prioritization

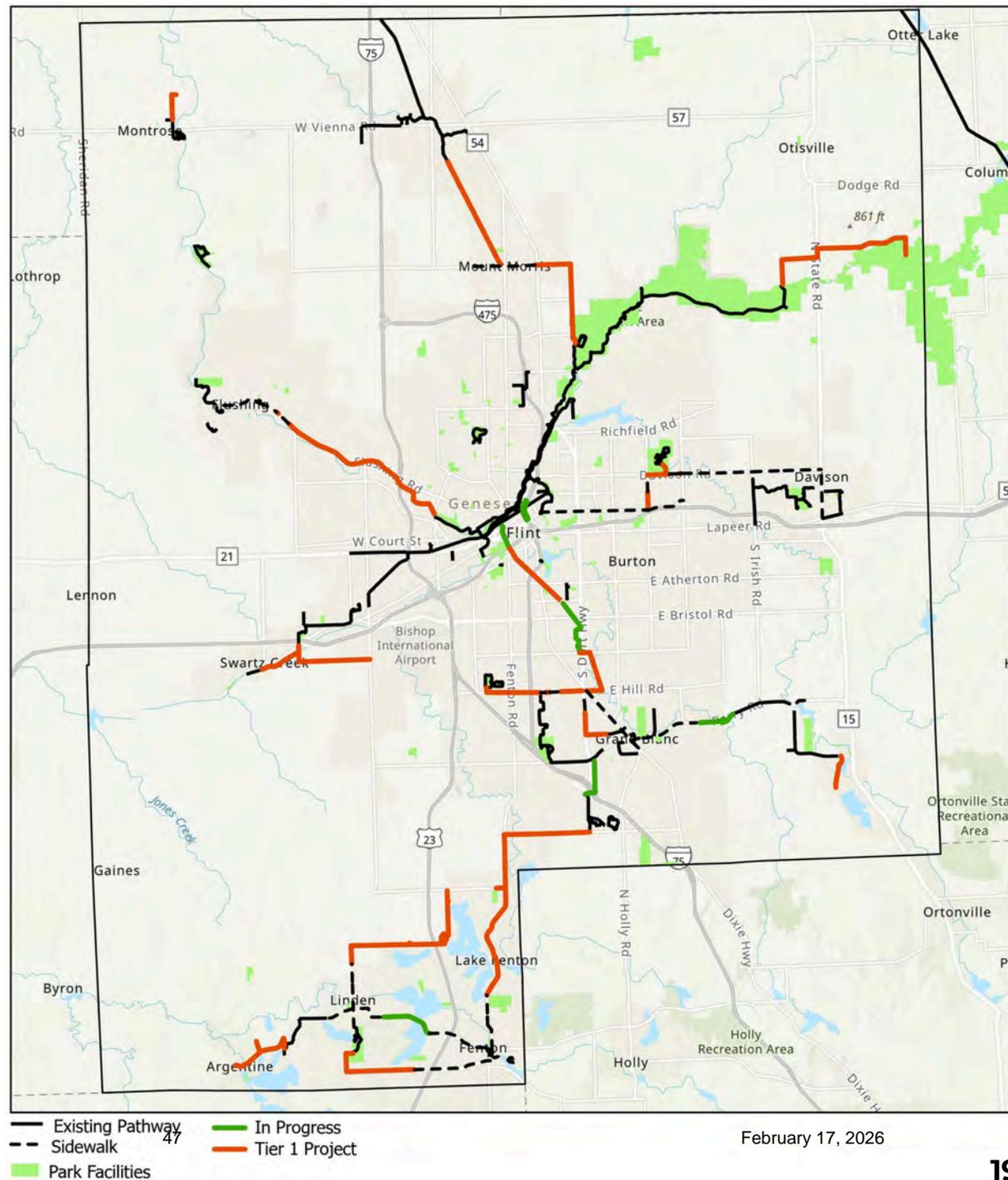


TIER 1 PROJECTS

To accelerate progress and complete the framework for a cohesive “hub-and-spoke” network centered on Flint, this plan identifies a select group of Tier 1 Projects—high-impact trail investments that will serve as the initial focus for implementation. These projects were prioritized for their ability to enhance regional connectivity, serve high-density population areas, address local mobility and recreation needs, and demonstrate visible progress toward completing the countywide system.

These twenty-two (22) Tier 1 projects, along with the City of Flint sidewalk investment initiative, were selected based on their consistency with the plan’s goals of connectivity, equity, safety, and access, as well as their readiness for implementation. Collectively, these projects are positioned to create strong linkages between major population centers, parks, schools, and employment hubs, while serving as the backbone for future trail expansion.

Five trail projects are scheduled to be completed in the next 12 months, identified in green on maps. In addition to traditional non-motorized facilities, this plan recognizes the opportunity to build state-of-the-art mountain biking courses within parks and open spaces. Working in partnership with Genesee County Parks and the State of Michigan, efforts are already underway at the new State Park in Downtown Flint with plans to open in mid-2026.



Each project was identified through a combination of technical analysis and local input, serving as a “gut check” for those most suitable to form the foundation of a truly connected regional network. By focusing on these projects first, Genesee County and its municipal partners can build momentum, demonstrate success, and continue leveraging resources.

An overview of the Tier 1 Projects can be found on the following pages. Each overview includes project location, description, estimated cost, and a reference map.

City of Flint Sidewalk Investment

While the City of Flint currently possesses a robust sidewalk network, there still exists substantial maintenance issues due to age, as well as critical gaps in infrastructure. The City of Flint has made recent investments in sidewalk infrastructure through ARPA funds and this project is intended to complement the work completed to date by the City of Flint.

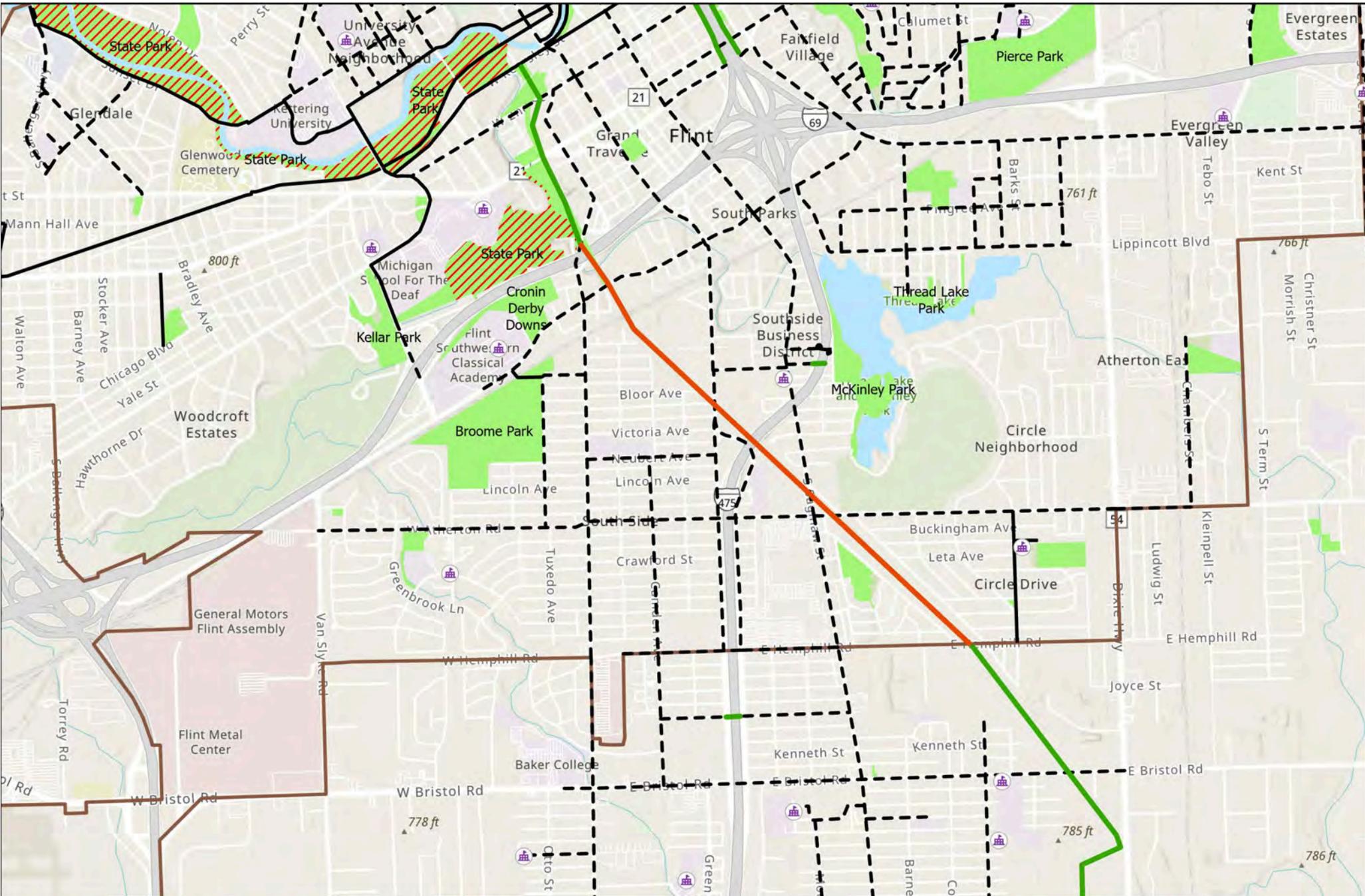
Collaboration with the City of Flint will be an essential component to improving pedestrian infrastructure across the community. Through coordination with the City’s 50/50 Sidewalk Replacement Program, the project team will work to replace aging or damaged sidewalks in priority areas, enhance accessibility, and close gaps in the local pedestrian network. Leveraging this program allows for cost-effective improvements while supporting the City’s broader goals for safe, walkable neighborhoods.

Through several conversations with neighborhood groups and community advocacy groups, substantial emphasis was placed on maintenance and safety of sidewalk infrastructure. Particularly those providing access to parks and closing critical gaps to core community services. Sidewalk infrastructure displayed in the following maps were identified through public input as critical connections in need of further evaluation



City of Fenton
Credit: Kris Garris

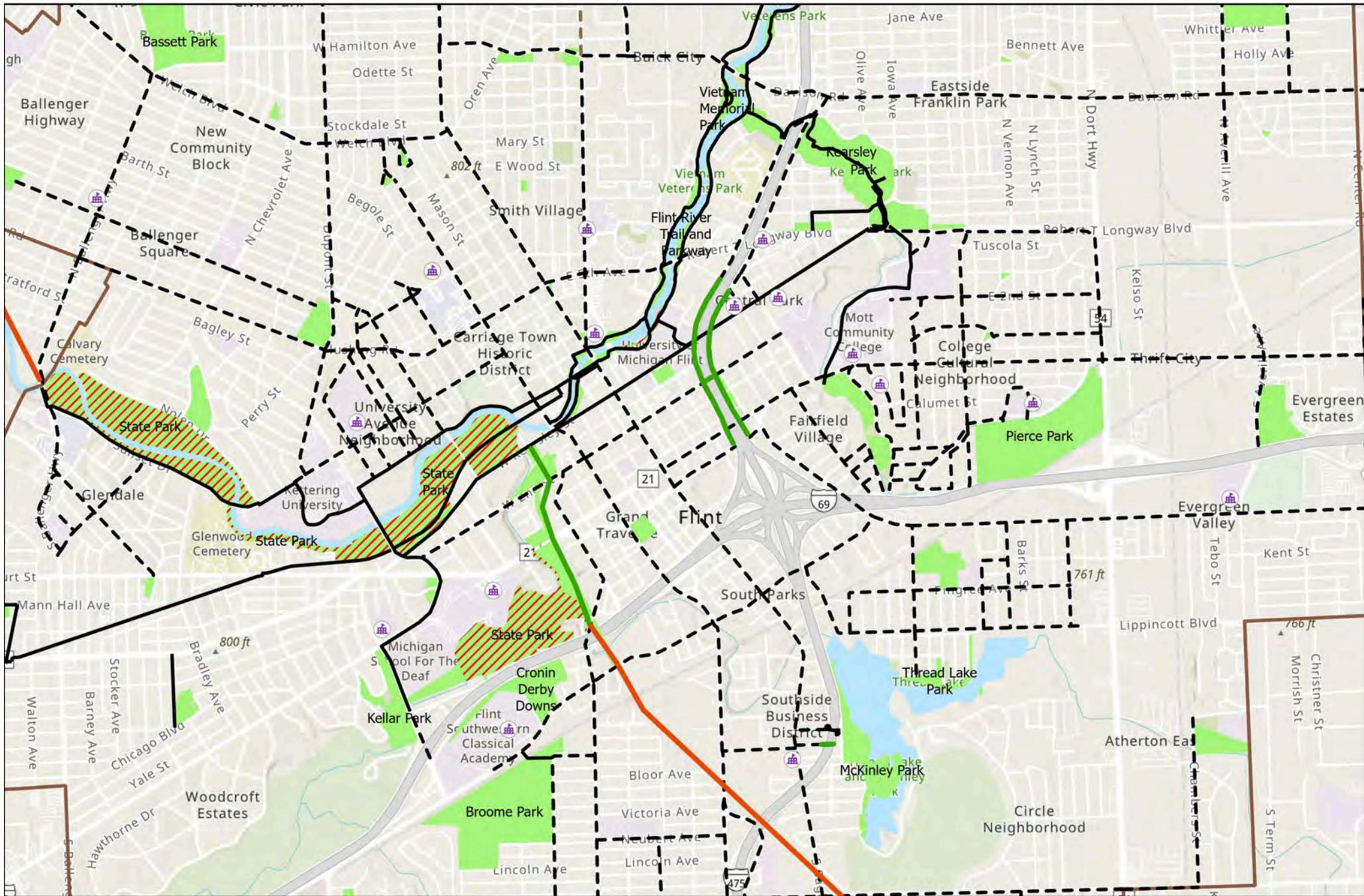
TIER 1 PROJECTS & SIDEWALK INVESTMENT - CITY OF FLINT - SOUTH



- Existing Pathway
- - - Sidewalk
- - - Bike Lane
- Tier 1 Project
- 2026 Project
- City of Flint Limits
- ▨ 2026 State Park Trail Project
- Park Facilities
- Ⓧ Schools

Park Board Packet

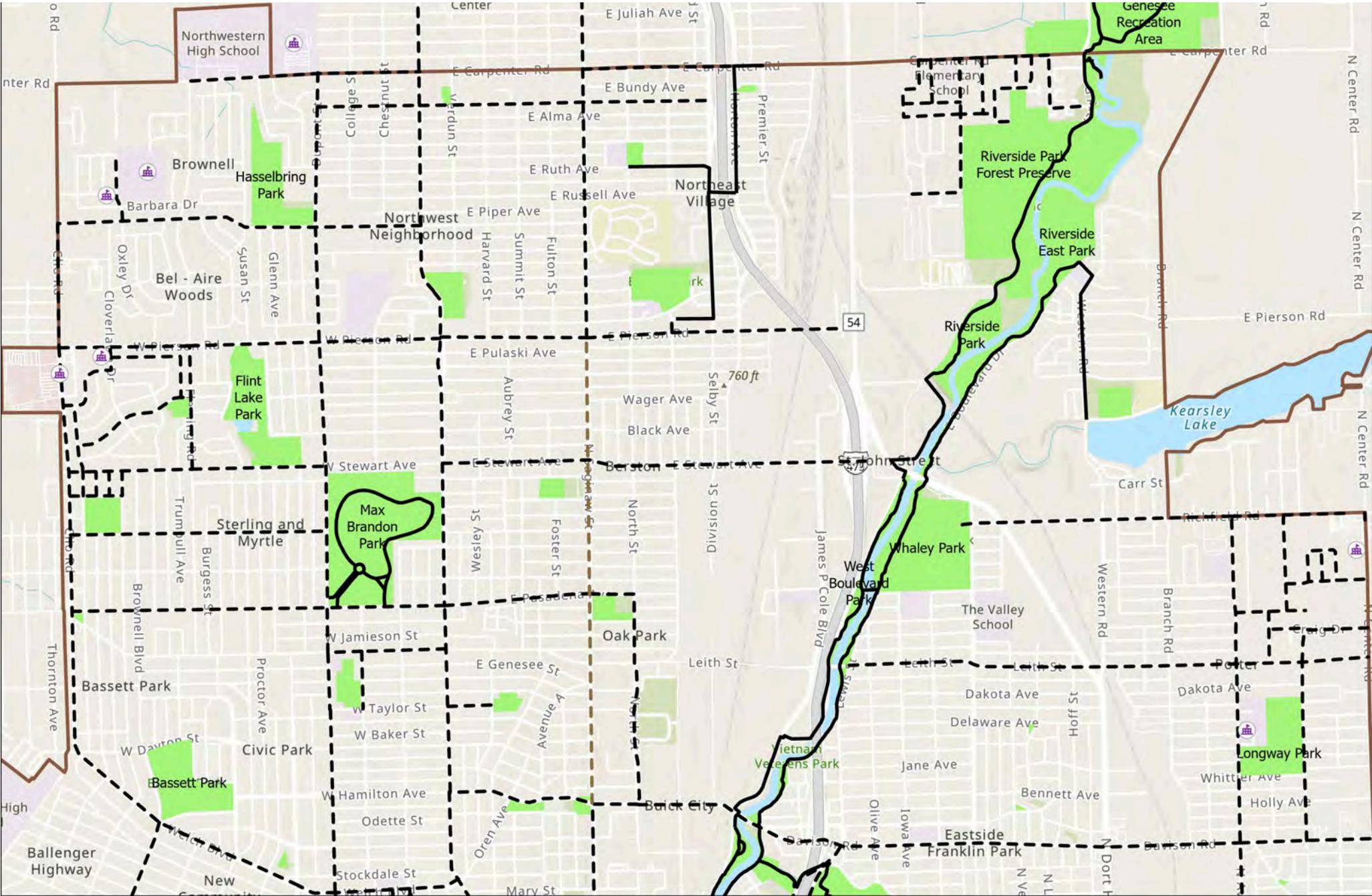
TIER 1 PROJECTS & SIDEWALK INVESTMENT - CITY OF FLINT - CENTRAL



- Existing Pathway
- - - Sidewalk
- - - Bike Lane
- Tier 1 Project
- 2026 Project
- ▨ 2026 State Park Trail Project
- Park Facilities
- City of Flint Limits
- 🏫 Schools

Park Board Packet

TIER 1 PROJECTS & SIDEWALK INVESTMENT - CITY OF FLINT - NORTH



- Existing Pathway
- - - Sidewalk
- - - Bike Lane
- Tier 1 Project
- 2026 Project
- Park Board Packet
- 2026 State Park Trail Project
- Park Facilities
- City of Flint Limits
- Schools

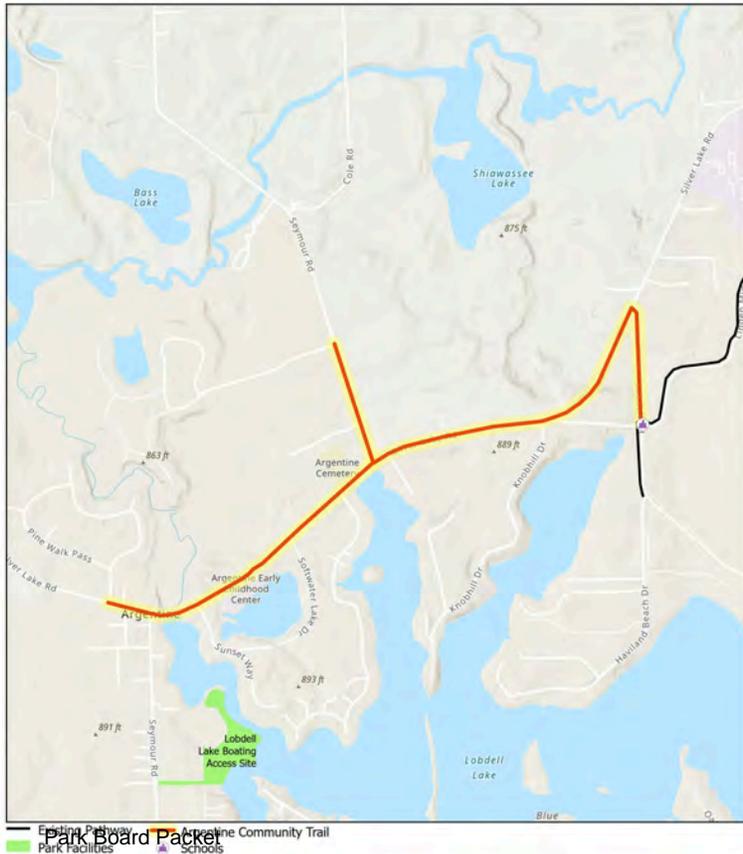
ARGENTINE COMMUNITY TRAIL

Project Location: Argentine Township

Project Length: 2.3 miles

Description: Beginning on Silver Lake Road at River Ridge Trail, this project continues east before turning south on Lobdell Road to connect to the existing Argentine Trail and the Linden Community Schools Campus. Additionally, this project continues north along Seymour Road from Silver Lake Road to Pineview Lake Drive. This project connects residential neighborhoods to downtown Argentine and the greater trail system serving the Fenton-Linden area.

Estimated Cost: \$ 1,531,200



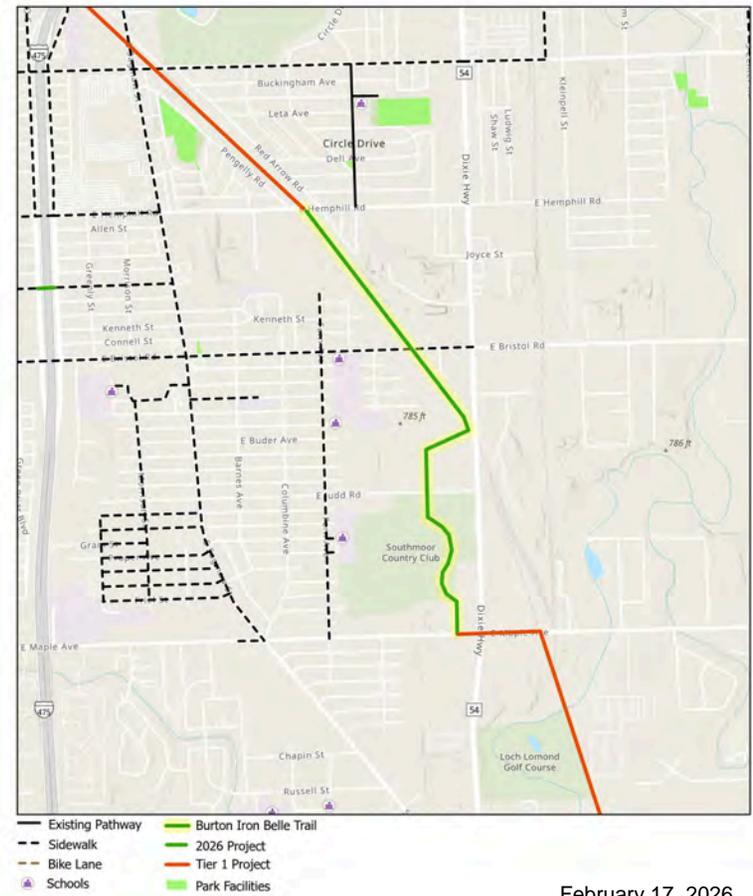
BURTON IRON BELLE TRAIL

Project Location: City of Burton

Project Length: 1.8 miles

Description: Beginning on Maple Ave, this project runs through the former Southmoor Country Club property, joining with the utility corridor and continuing north to Hemphill Road. This project is part of the Iron Belle Trail and completes a critical connection between the City of Flint, City of Burton, and Grand Blanc. This project is scheduled to start in mid-2026.

Estimated Cost: \$3,544,200



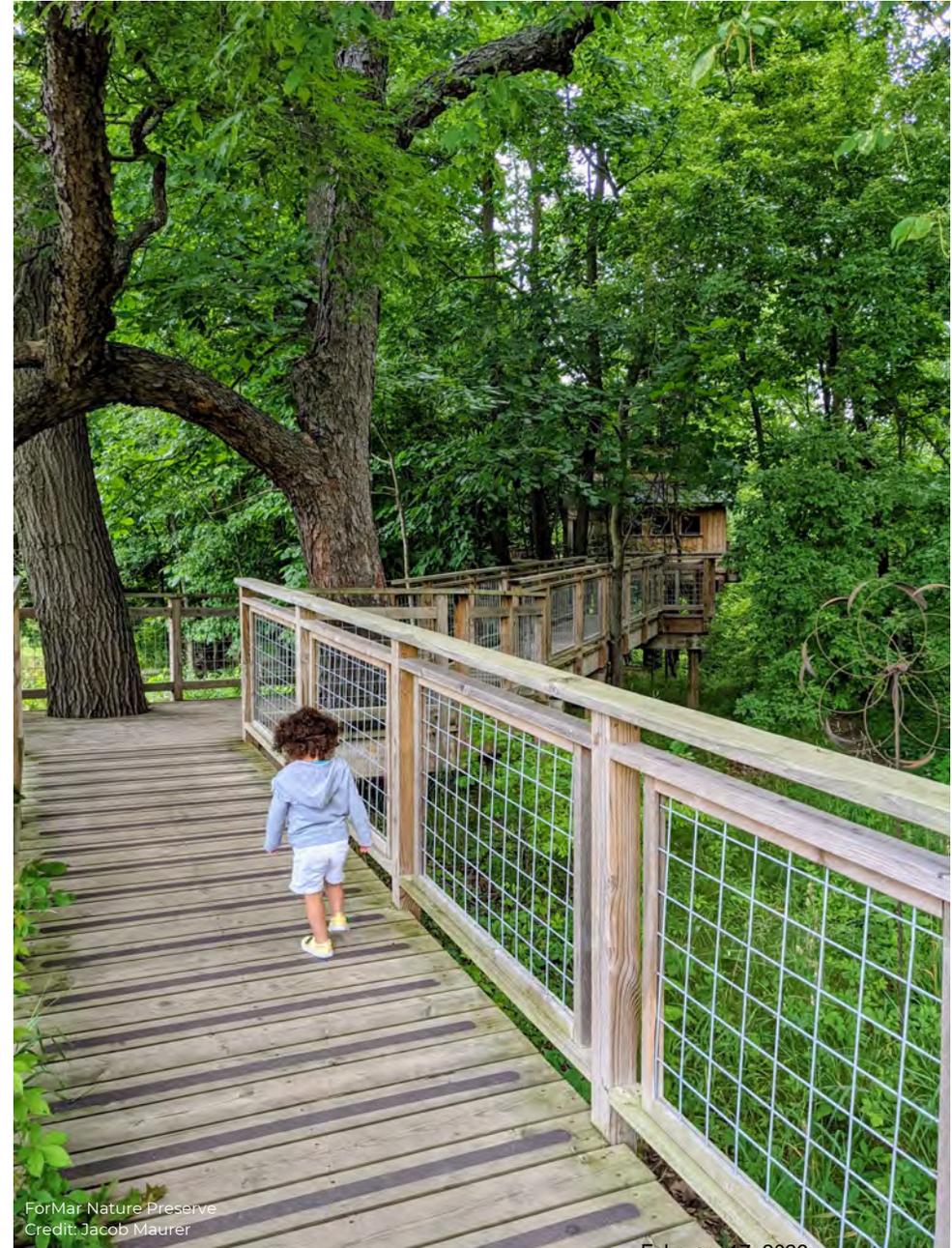
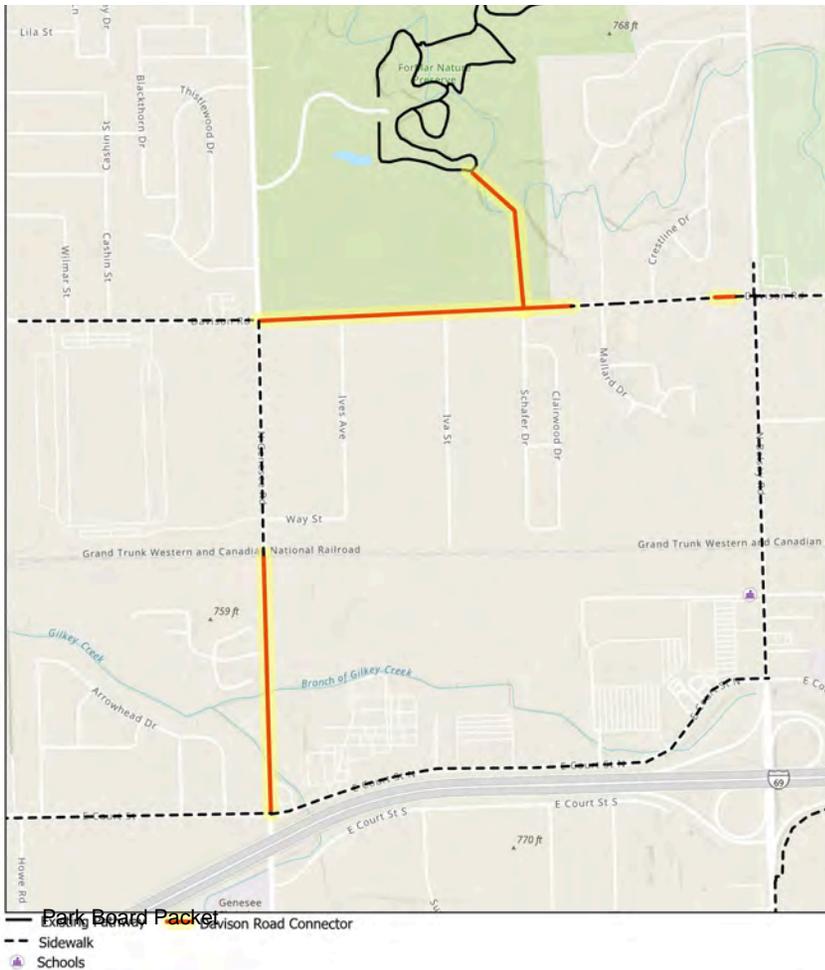
DAVISON-BURTON-FLINT CONNECTOR

Project Location: City of Burton

Project Length: 1.9 miles

Description: Beginning on Genesee Road at Court Street, this project connects existing sidewalks before continuing east on Davison Road, connecting to the ForMar Nature Preserve. This project will fill the missing connection between the City of Flint (Flint River Trail) and the greater Davison community (Black Creek Trail).

Estimated Cost: \$1,045,000



ForMar Nature Preserve
Credit: Jacob Maurer

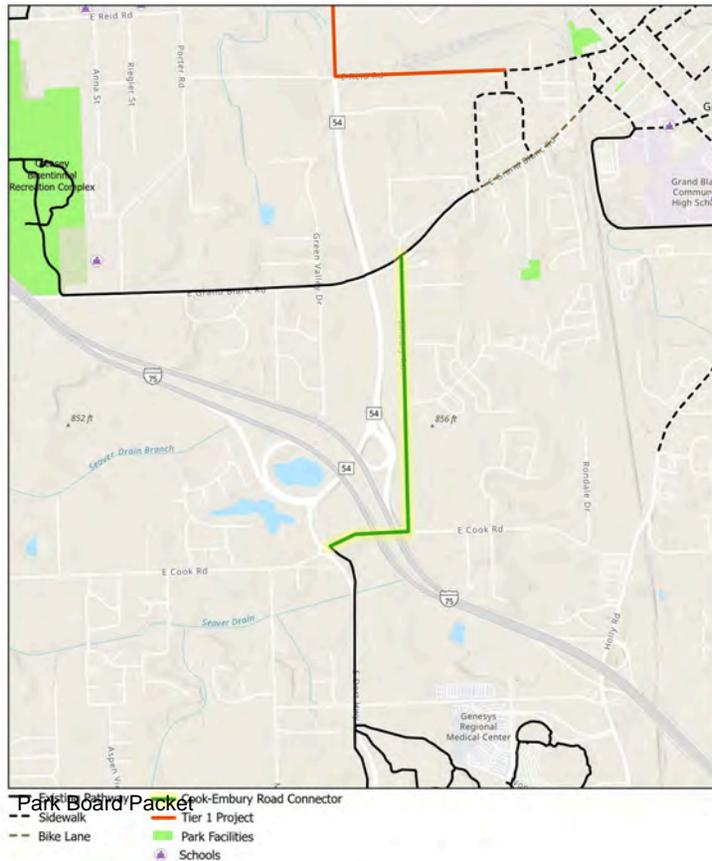
COOK-EMBURY ROAD CONNECTOR

Project Location: Grand Blanc Township

Project Length: 1.3 miles

Description: Beginning on Cook Road at S. Dort Hwy., this project continues east to Embury Road before heading north on Cook Road, concluding at Grand Blanc Road. This project provides a connection between currently existing trail systems. This connection will provide residents additional access to the Bicentennial Recreation Complex, Henry Ford Genesys Regional Medical Center, and the Grand Blanc school system. This project is scheduled to be complete in mid-2026.

Estimated Cost: \$ 1,816,200



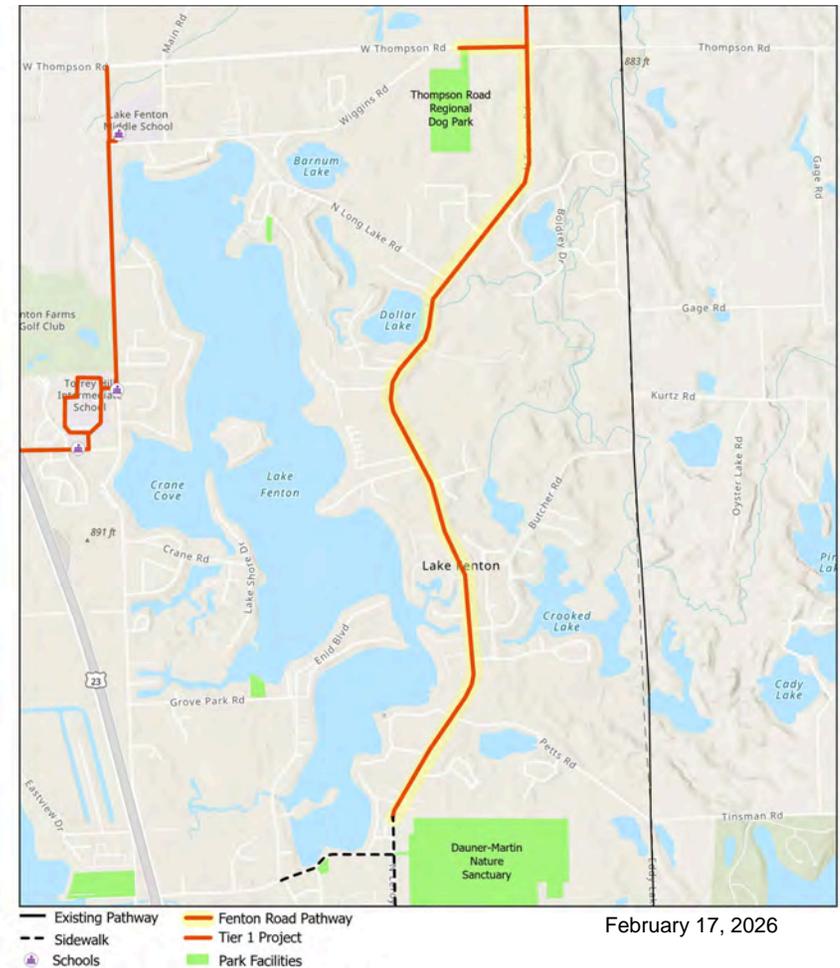
FENTON ROAD PATHWAY

Project Location: Fenton Township

Project Length: 3.7 miles

Description: Beginning on Fenton Road at the city limits, this project continues north to Thompson Road, heading west and concluding at the Regional Dog Park. This project provides park access to the substantial residential population along Fenton Road and establishes the first section of a critical connection to the larger County trail network.

Estimated Cost: \$5,746,577



FENTON-BALDWIN ROAD CONNECTOR

Project Location: Mundy Township, Grand Blanc Township, Fenton Township

Project Length: 4 miles

Description: Beginning on Fenton Road at Thompson Road, this project continues north until Baldwin Road, continuing east and terminating at the existing S. Dort Highway Extension Trail. This project completes a core connection between the Linden-Fenton Area and the greater Grand Blanc community.

Estimated Cost: \$2,607,000

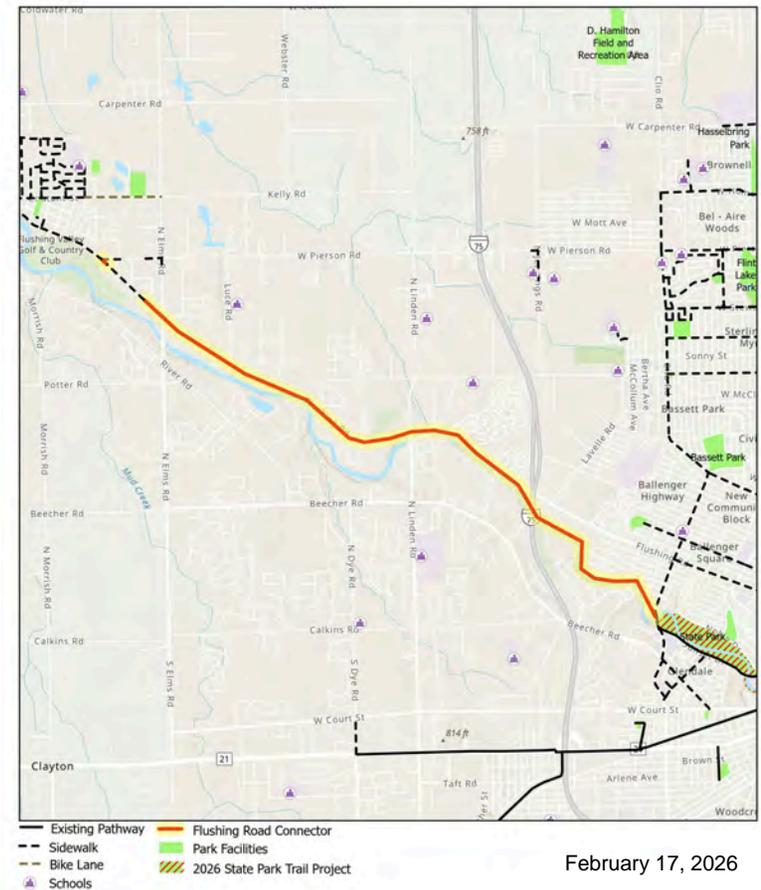
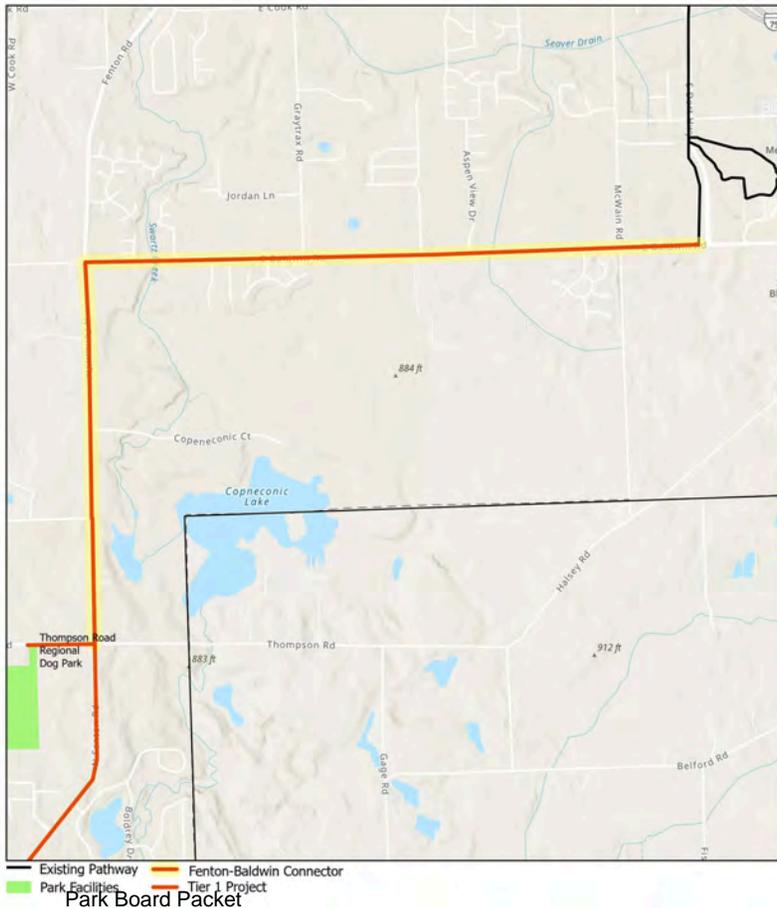
FLUSHING ROAD CONNECTOR

Project Location: Flint Township, Flushing Township, City of Flushing

Project Length: 5.4 miles

Description: Beginning the intersection of the Flint River and Ballenger Highway, this project continues along the river before continuing along Flushing Road, terminating at the existing sidewalk infrastructure at Diane Drive. This project provides a critical connection between the City of Flushing and residents in Flint Township to the City of Flint and the greater Genesee County Trail System.

Estimated Cost: \$3,544,200



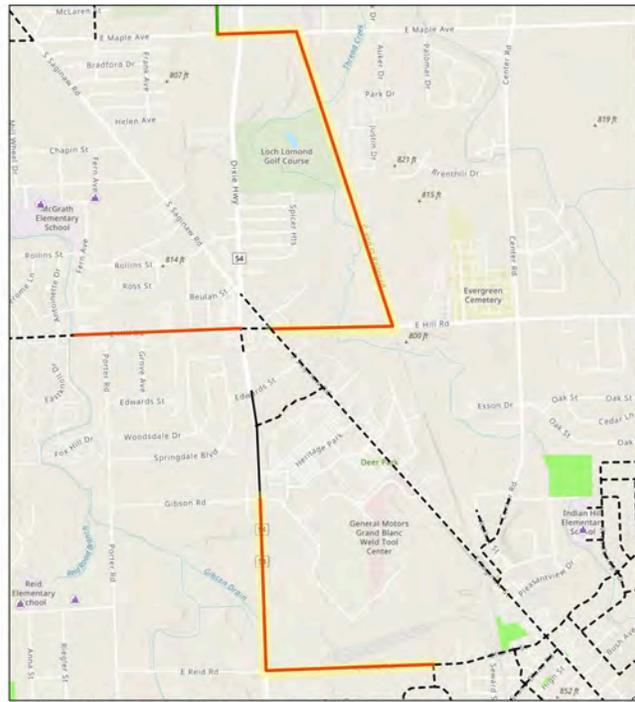
GRAND BLANC IRON BELLE

Project Location: Grand Blanc Township

Project Length: 2.4 miles

Description: Beginning on Reid Road at the currently existing sidewalk, this project continues east before heading North on M-54, connecting to the existing pathway. The project continues east on Hill Road beginning at the existing sidewalk, turning north and following the rail utility corridor, continuing West on Maple Ave, concluding at the beginning of the City of Burton Iron Belle Trail. This project completes a critical gap in the Iron Belle Trail and connects the Grand Blanc area to the City of Burton and City of Flint once planned projects have been completed.

Estimated Cost: \$ 2,179,100



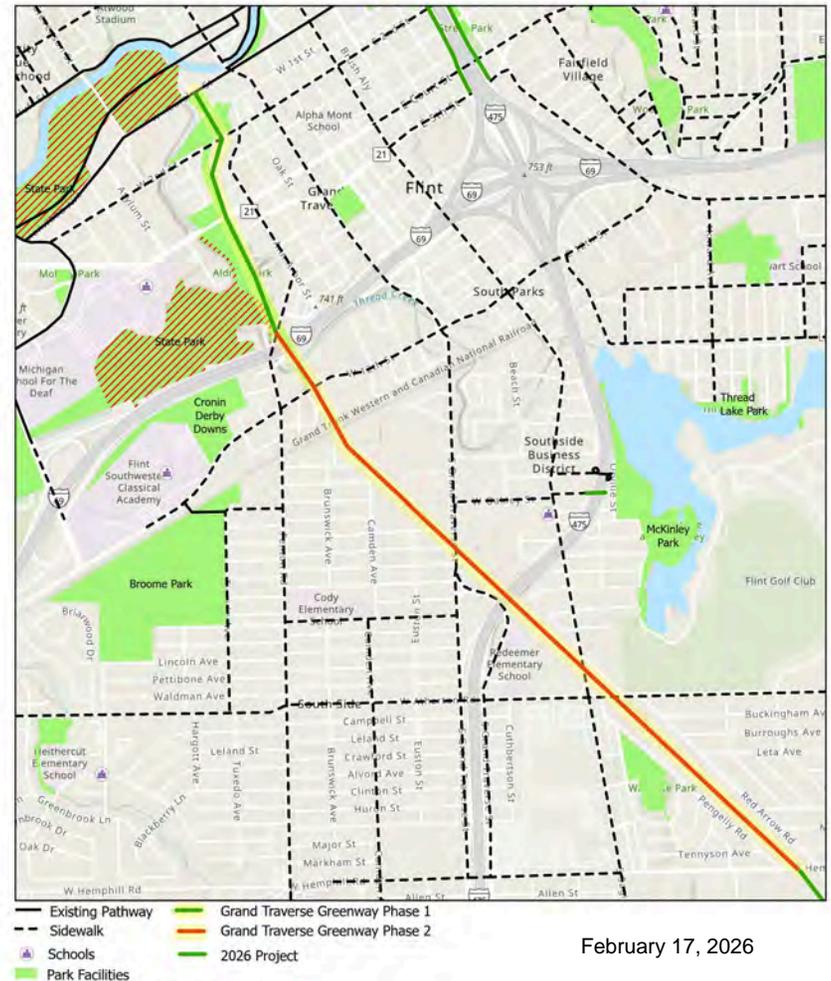
GRAND TRAVERSE GREENWAY

Project Location: City of Flint

Project Length: 3 miles

Description: In the planning stages for several decades, this project starts in downtown Flint at the new State Park and continues south along the utility corridor, concluding at Hemphill Road connecting to the City of Burton's funded trail. Phase one of the project will begin construction in 2026.

Estimated Cost: \$ 5,713,013



HILL ROAD TRAIL

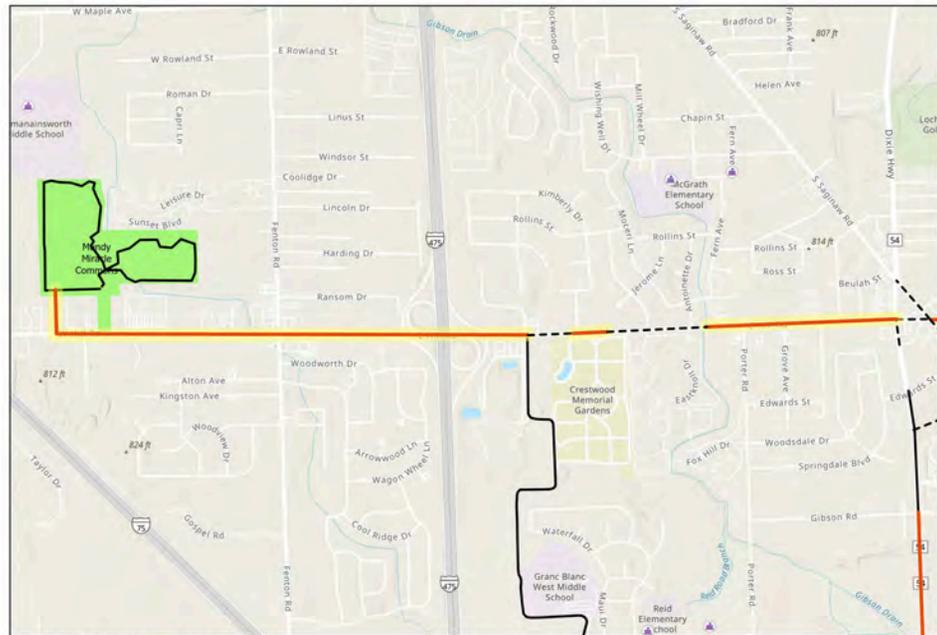
Project Location: Mundy Township, Grand Blanc Township

Project Length: 2.2 miles

Description: This project begins at the Mundy Miracle Commons in Mundy Township continuing east down Hill Road into Grand Blanc Township, concluding at M-54.

This project provides increased park access, substantial pedestrian access to a dense urban environment that serves as an economic engine to the area, as well as connections to Grand Blanc and their trail system, ultimately connecting to the Fenton community.

Estimated Cost: \$ 1,243,000



Park Board Packet



Mundy Miracle Commons
Credit: Cody Roblyer

I-475 MODERNIZATION

Project Location: City of Flint

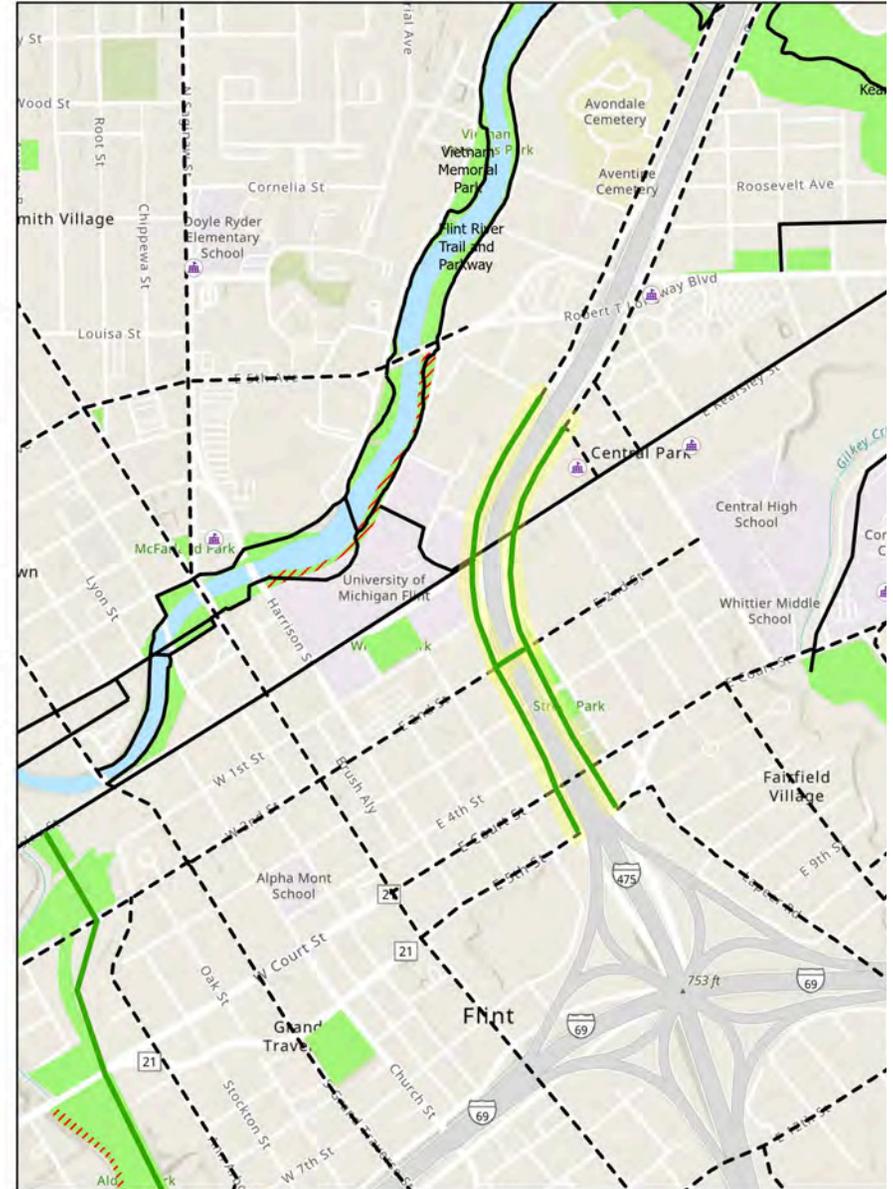
Project Length: 1.6 miles

Description: Planned to begin construction in late-2026, the multi-modal / pedestrian facilities included with the I-475 reconstruction improve connectivity between the neighborhoods on the east and west sides of I-475. As a direct result of community engagement, funds will be used to construct 1.3 miles of shared use path from NB Chavez Dr. from Avon St. to 5th St., and SB Chavez Dr. from Schwartz St. to 5th St. Furthermore, four pedestrian bridges will be constructed including the repurpose of the 2nd Street Bridge over I-475.

Estimated Cost: \$ 8,181,047



I-475
Credit: MDOT



- Existing Pathway
- - Sidewalk
- 🏫 Schools
- 🌳 Park Facilities
- I-475 Modernization Project
- 2026 Project
- 🚶 2026 State Park Trail Projects

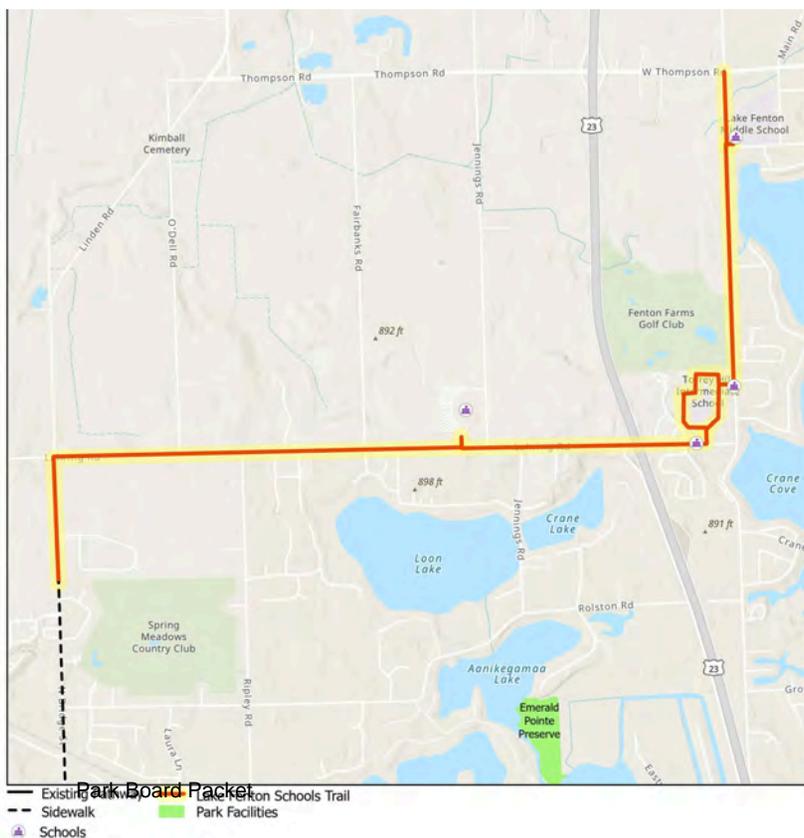
LAKE FENTON SCHOOLS TRAIL

Project Location: Fenton Township

Project Length: 6.1 miles

Description: This project begins at Thompson Road in Fenton Township heading south on Torrey Road, connecting to the Torrey Hill Intermediate School and West Shore Elementary School property with a sidewalk loop around the schools, before continuing west along Lahring Road (including a pedestrian bridge across US-23), concluding at Lake Fenton High School. Connecting all five (5) Lake Fenton Schools, this trail provides important school connections in the Township, allowing students to safely walk or bike to school.

Estimated Cost: \$ 5,792,600



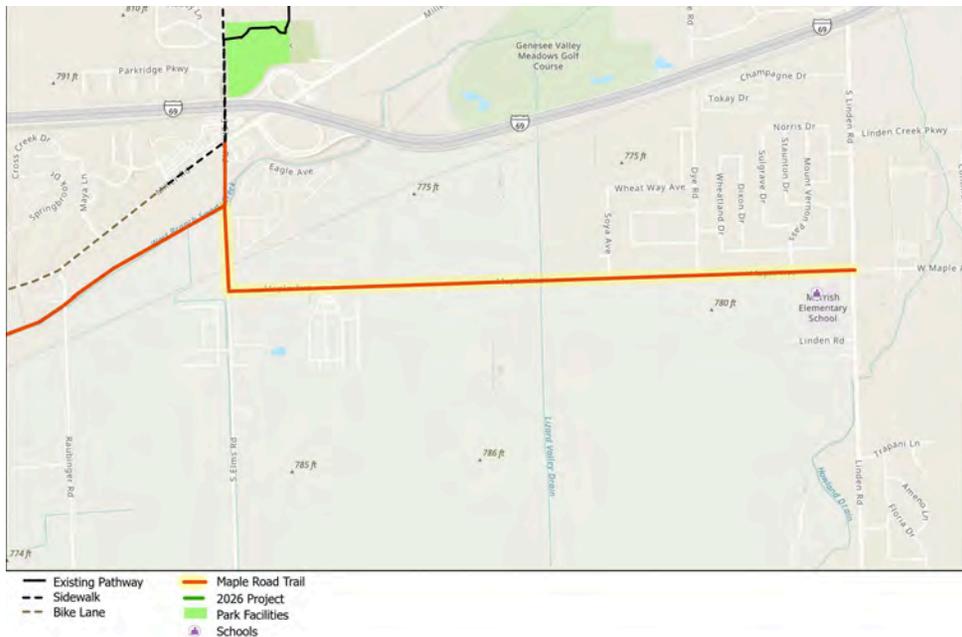
MAPLE ROAD TRAIL

Project Location: Mundy Township

Project Length: 2.3 miles

Description: Beginning at the existing sidewalks on Elms Road, this project will provide pedestrian access to neighborhoods along Maple Road and the future Advanced Manufacturing Site. Furthermore, this facility will be the first phase to connecting the Genesee Valley Trail in Swartz Creek to Mundy Township.

Estimated Cost: \$ 3,036,000



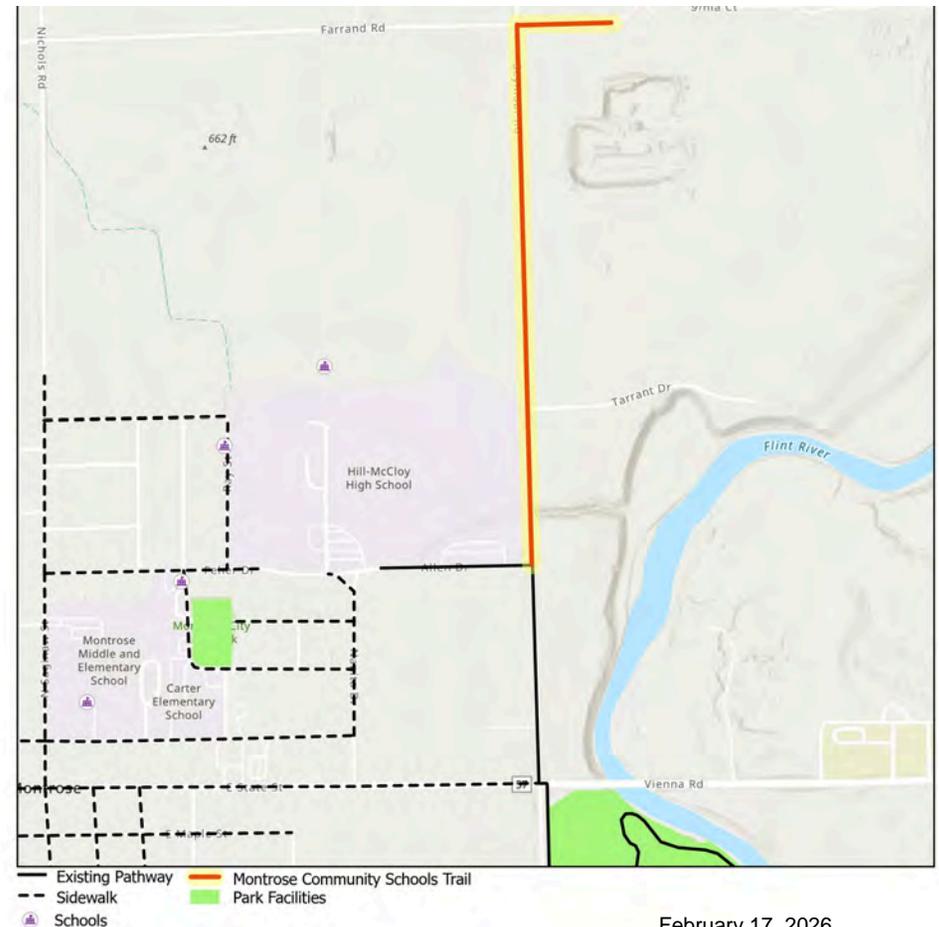
MONTROSE COMMUNITY SCHOOLS TRAIL

Project Location: Montrose Township

Project Length: 0.9 miles

Description: Beginning at Allen Drive on Seymour Road at the currently existing sidewalk, this project continues north before heading east on Farrand Road. This project fills a missing non-motorized gap between a large neighborhood and the Montrose Community Schools campus.

Estimated Cost: \$ 467,500



OWEN ROAD TRAIL

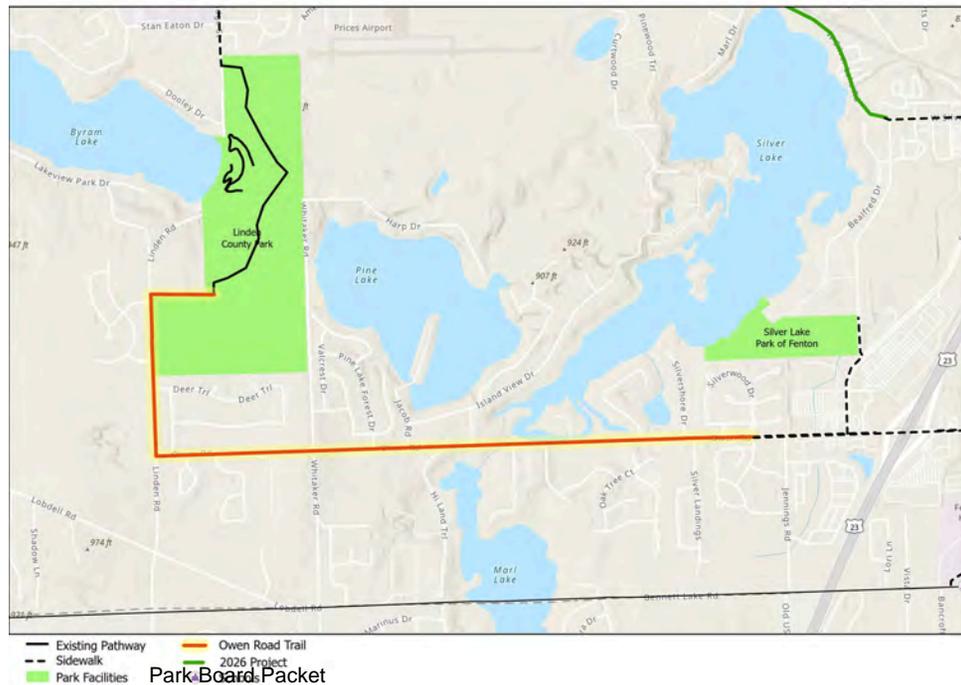
Project Location: Fenton Township

Project Length: 2.8 miles

Description: Beginning at Linden County Park in Fenton Township this pathway travels south on Linden road then east along Owen Road terminating at Silverwood Drive.

This project connects the City of Fenton, the City of Linden, and a dense residential population together, including a connection to the Linden County Park. This pathway provides a critical connection in Fenton Township, assuring a growing residential population can safely move around.

Estimated Cost: \$ 6,318,125



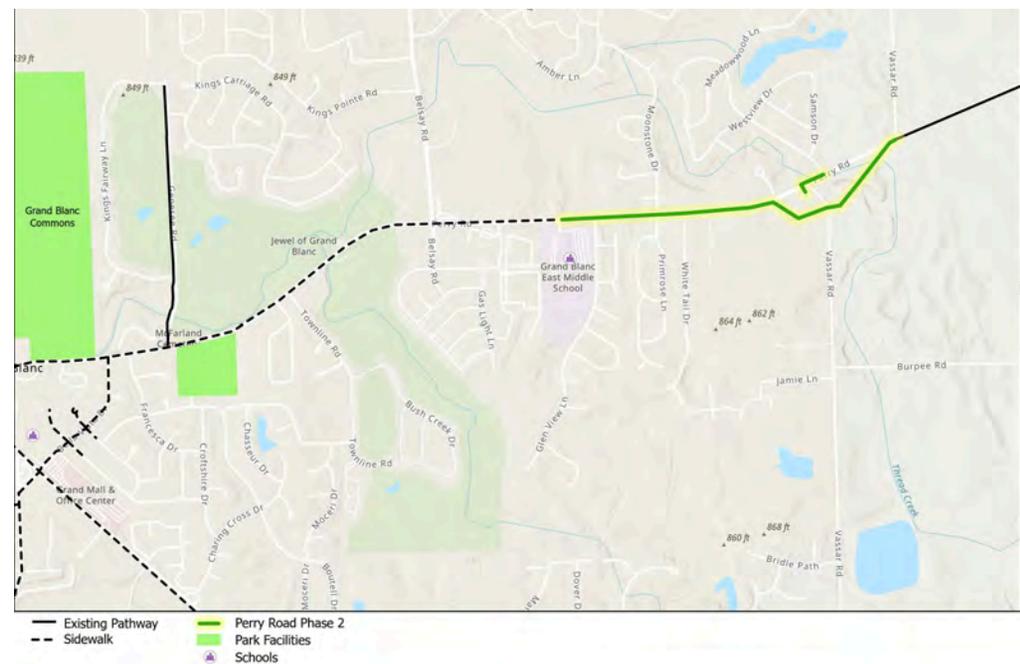
PERRY ROAD TRAIL - PHASE 2

Project Location: Grand Blanc Township, Atlas Township

Project Length: 1.3 miles

Description: This non-motorized path will complete the missing connection between the Atlas Township and Grand Blanc Township. The project, part of Michigan's Iron Belle Trail route, will begin at a new trailhead located at Grand Blanc East Middle School, travel east and connect with the recently constructed trail in Atlas Township. This will serve both the Grand Blanc Community Schools and the Goodrich Area Schools with a continuous and safe transportation facility. This project is set to begin construction late-2026.

Estimated Cost: \$ 2,092,695



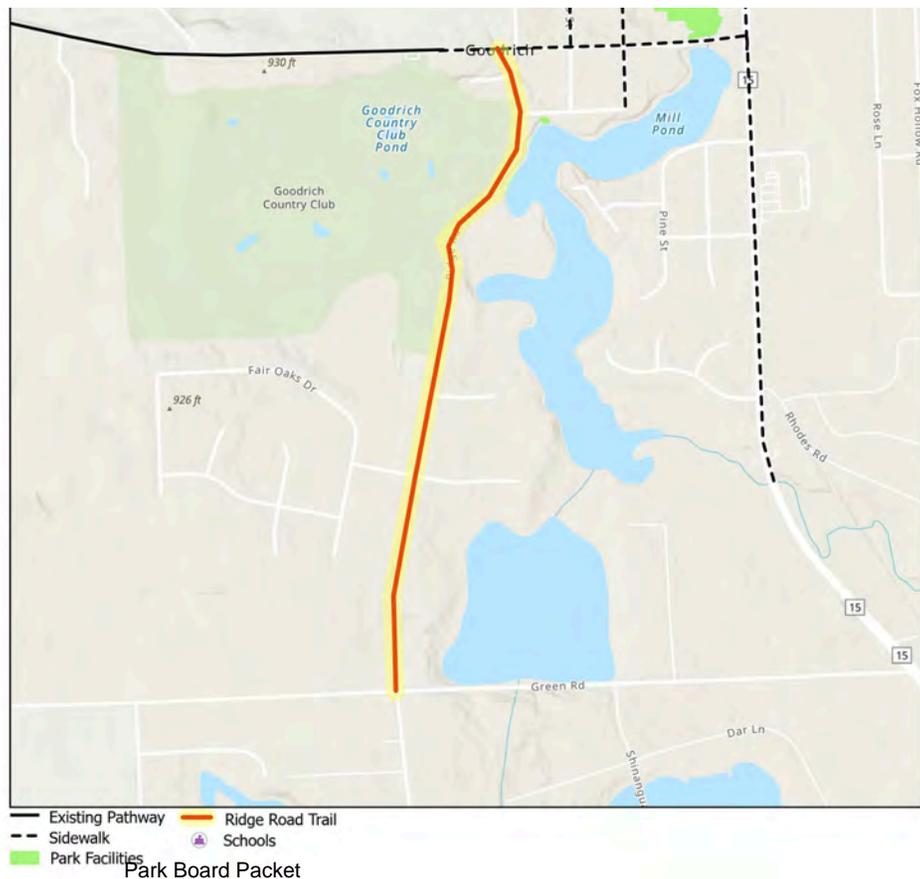
RIDGE ROAD TRAIL

Project Location: Village of Goodrich

Project Length: 1 mile

Description: Starting in Downtown Goodrich, this pathway travels south along Ridge Road to Green Road. The proposed sidewalk will provide several neighborhoods access to existing non-motorized facilities along Hegel Road that lead to Goodrich Community Schools and the larger Iron Belle Trail route.

Estimated Cost: \$ 550,000



SILVER LAKE ROAD CONNECTOR

Project Location: City of Linden, Fenton Township, City of Fenton

Project Length: 2.1 miles

Description: This pathway will be constructed along the south side of Silver Lake Road and connects existing sidewalks at Triangle Park in the City of Linden with Silver Lake Park in the City of Fenton. The project will border the north shoreline of Silver Lake where modifications will be made to the lake edge to provide erosion control, bank stabilization, and accommodate subgrade fill for pathway construction. Construction is underway with the ribbon cutting scheduled for mid-2026.

Estimated Cost: \$ 5,387,227



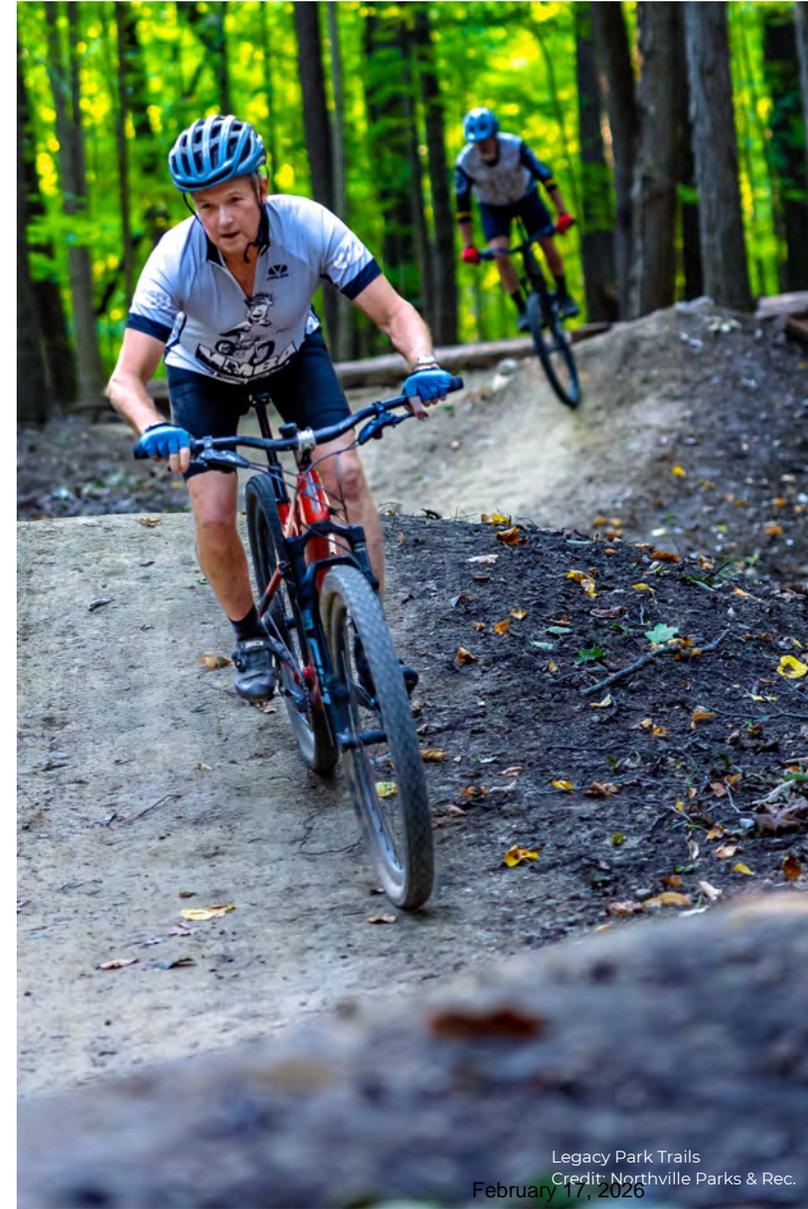
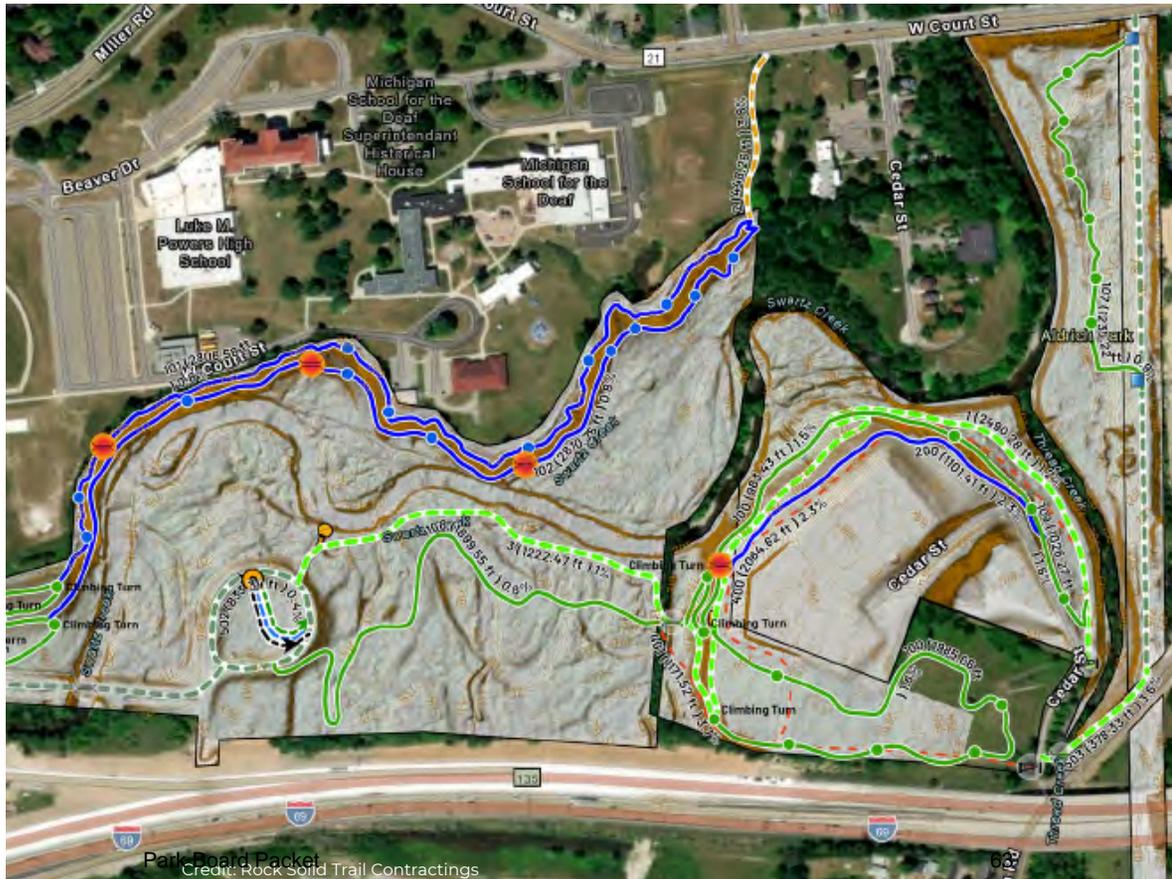
STATE PARK - CITY OF FLINT

Project Location: City of Flint

Project Length: 16 miles

Description: As Michigan's 104th state park, the area includes five park units and three trailway connections, which will provide visitors non-motorized access to the entirety of the park. This composition will provide diverse land use typologies and recreational uses for Flint and Genesee County residents and all park visitors.

Estimated Cost: \$ 4,718,523



SWARTZ CREEK RIVERWALK

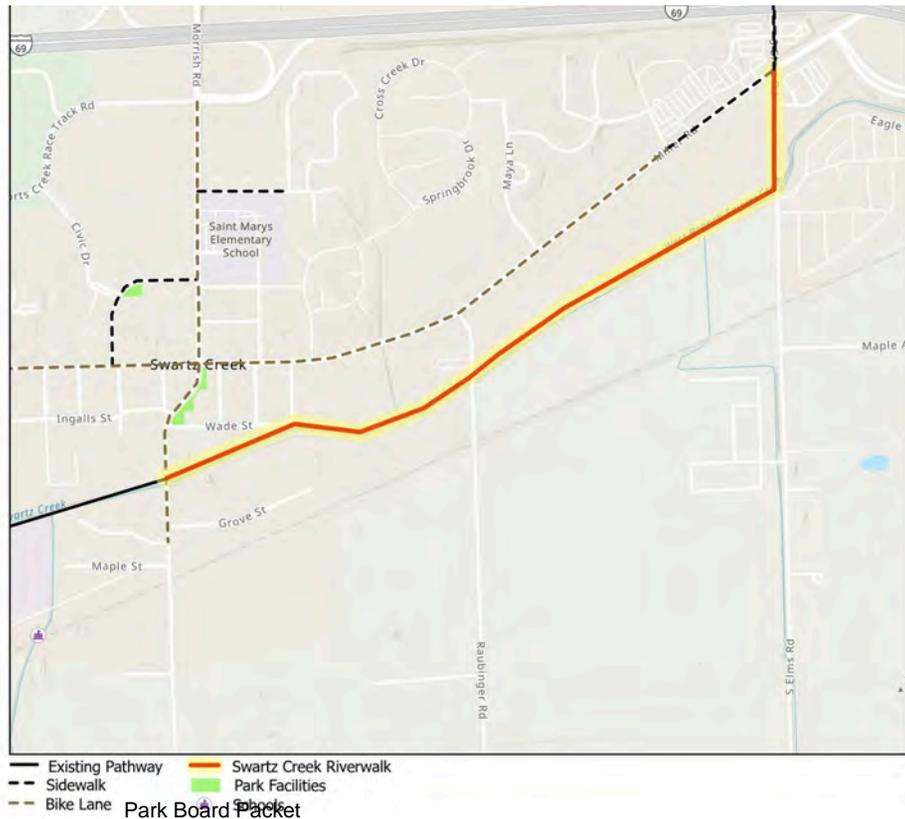
Project Location: City of Swartz Creek

Project Length: 1.4 miles

the

Description: Beginning at Morrish Road in the City of Swartz Creek, this project continues along the West Branch of the Swartz Creek, continuing north on Elms road, concluding at Miller Road. This project connects to existing pathway and sidewalk facilities in the City of Swartz Creek and provides additional access to the schools and business of the city.

Estimated Cost: \$ 910,800



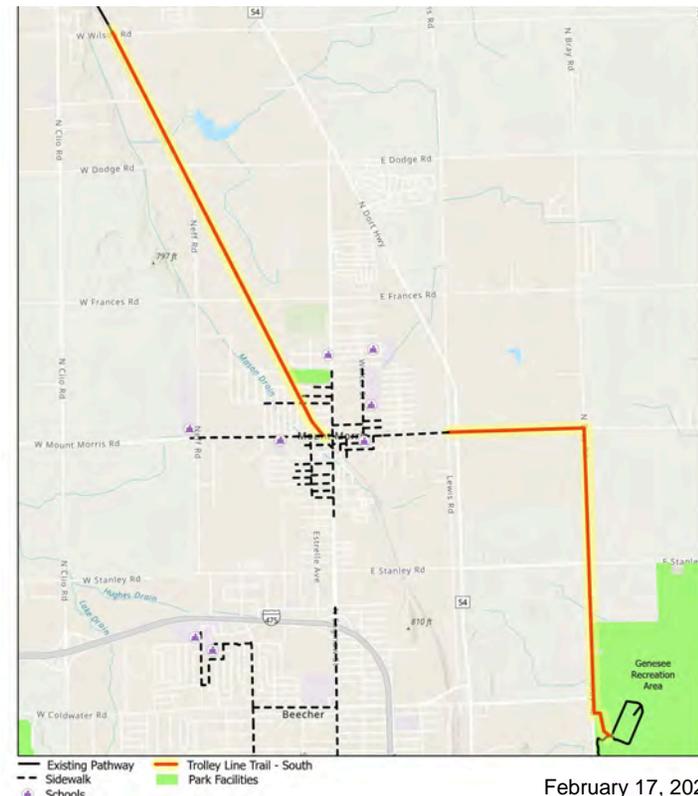
TROLLEY LINE TRAIL SOUTH

Project Location: Vienna Township, Mt. Morris Township, City of Mt. Morris, Genesee Township

Project Length: 6.7 miles

Description: Beginning at the Genesee Recreation Area, this project continues north on Bray Road and West on Mount Morris Road, connecting to the existing sidewalk infrastructure of Mt. Morris. The project continues along the utility corridor from downtown Mt. Morris connecting to the existing Trolley Line Trail pathway in Vienna Township. This project provides a completed trail connection to northern Genesee County, connecting the City of Clio, Vienna Township, and the Mt. Morris area to the greater Genesee County Trail system and recreation facilities.

Estimated Cost: \$ 4,318,600



WOLVERINE TRAIL

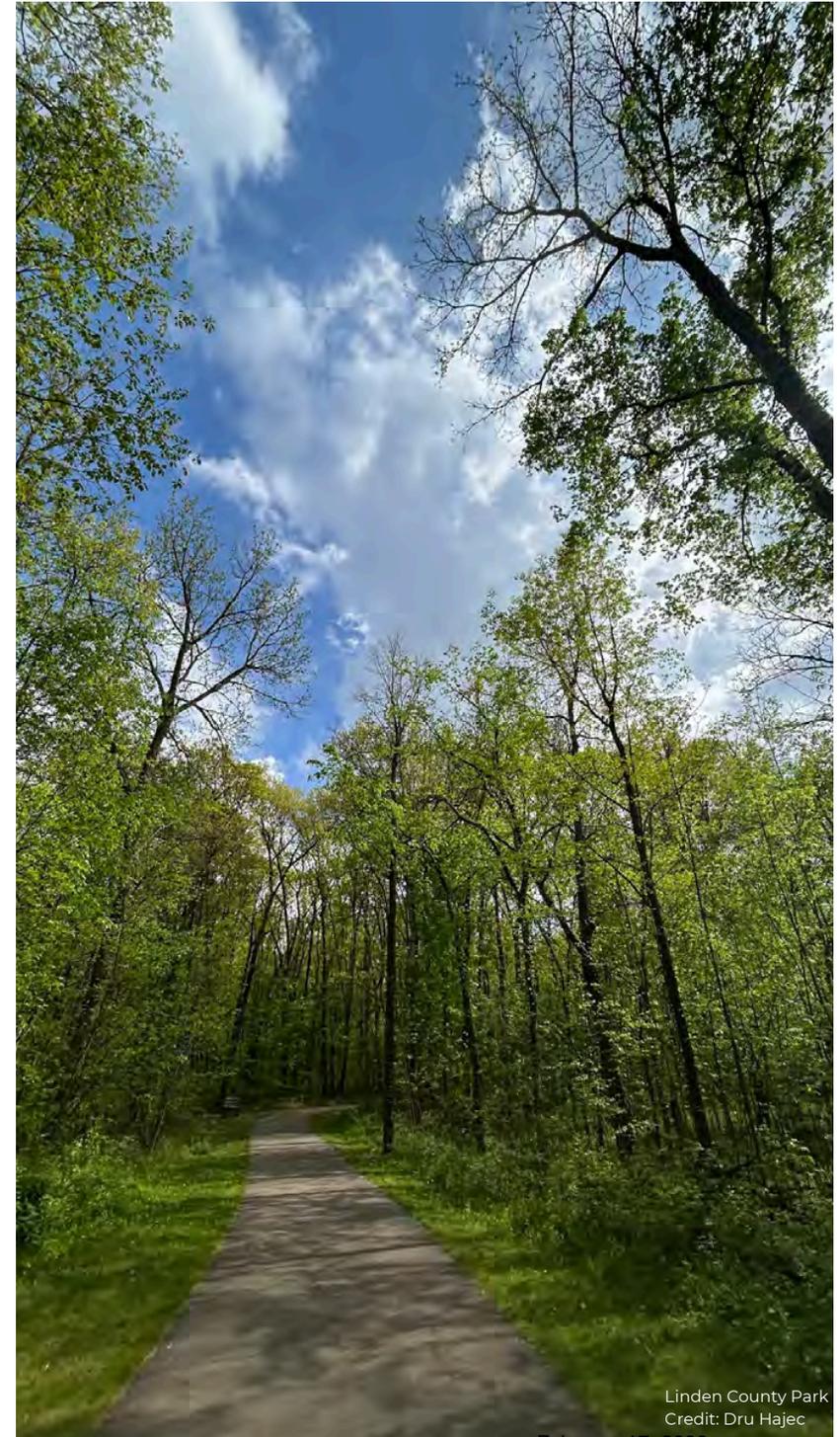
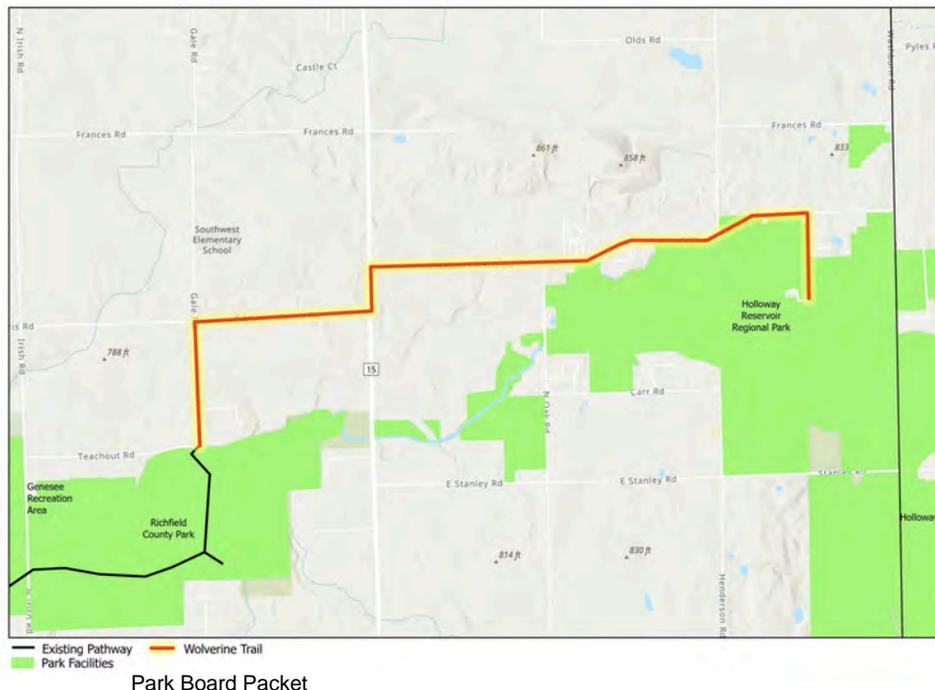
Project Location: Richfield Township

Project Length: 4.6 miles

Description: Beginning at Richfield County Park, this trail heads north along Gale Road, east on Mt. Morris Road, North on M-15 before continuing east on Mt. Morris Road, terminating at Wolverine Campgrounds on Baxter Road.

This project continues an important recreation trail between Richfield County Park and Wolverine Campground, an extension of the Flint River Trail. In addition, this project completes one of the few remaining sections of the Iron Belle Trail in Genesee County.

Estimated Cost: \$ 3,003,000



Linden County Park
Credit: Dru Hajec

February 17, 2026

TIER 2 AND TIER 3 PROJECTS

In addition to the critical connections at the heart of the hub-and-spoke network, a robust set of secondary connections were identified in the public participation process.

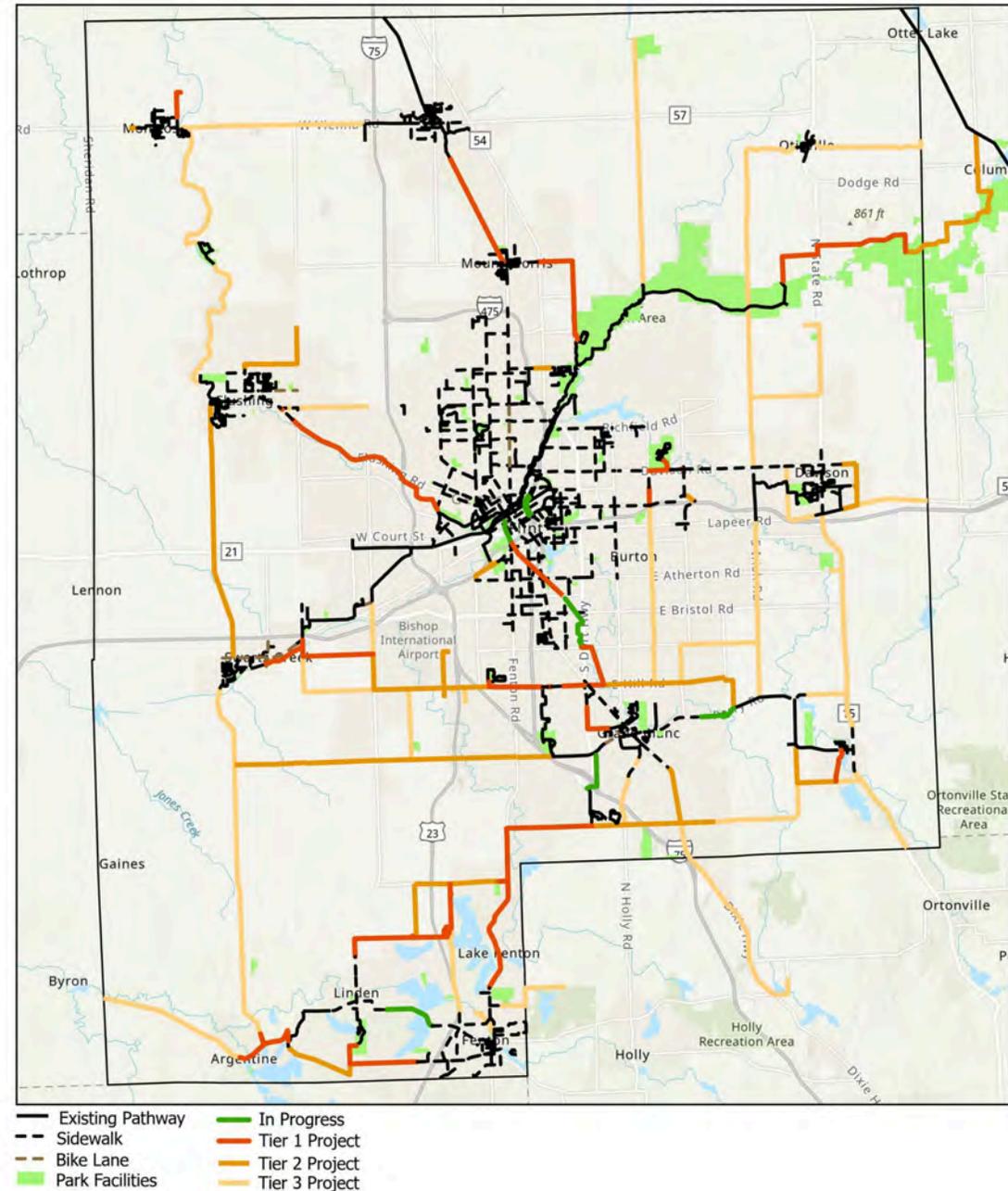
Tier 2 projects, planned for years 6–8, hold strong long-term value but require additional coordination, design, or funding before advancing.

Tier 3 projects, anticipated in years 9–10, include longer-range connections that may involve more complex partnerships or design considerations.

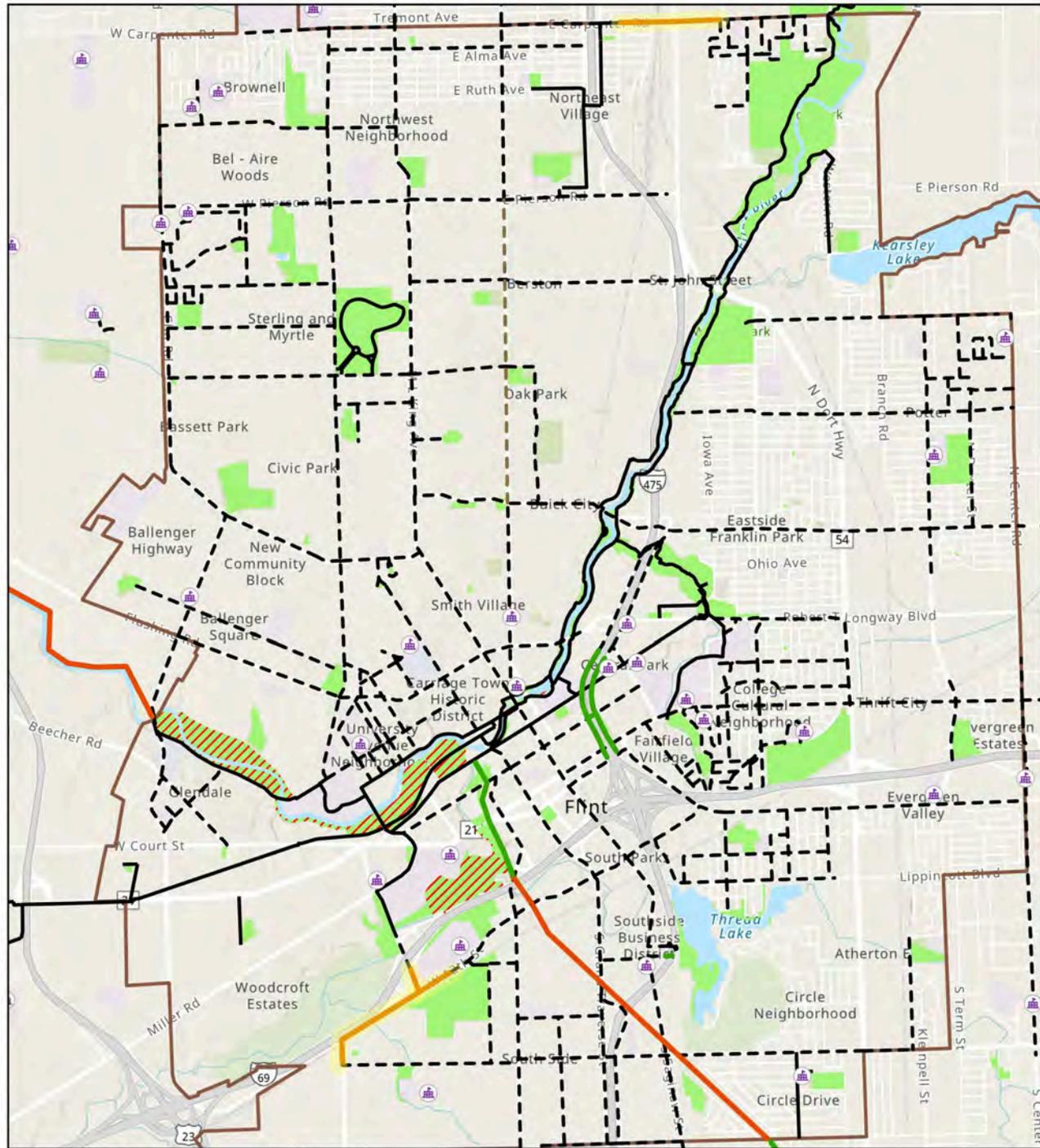
Once complete, these projects will connect an additional 100,000 residents within a 20 minute walk of the Genesee County Trail system.

This approach ensures that Genesee County can pursue emerging funding opportunities, maintain project momentum, and steadily advance toward a fully connected, countywide non-motorized network.

A closer look at the Tier 2 and Tier 3 connection within the City of Flint can be found on the following page.



TIER 2 AND TIER 3 PROJECTS - CITY OF FLINT



- Existing Pathway
- - - Sidewalk
- - - Bike Lane
- 🏫 Schools
- Tier 1 Project
- Tier 2 Project
- 2026 Project
- 🏠 City of Flint Limits
- 🏠 2026 State Park Trail Projects
- 🌳 Park Facilities

Chapter 4 ACTIVE TRANSPORTATION NETWORK DESIGN

The scale and diversity of Genesee County’s active transportation network will require consistency and quality across jurisdictions., This section provides strategic design considerations and guidance for each major facility type recommended in the Strategic Trails Plan. These recommendations will help communities achieve a cohesive, safe, and high-quality system while allowing flexibility to adapt to site-specific conditions and local priorities.

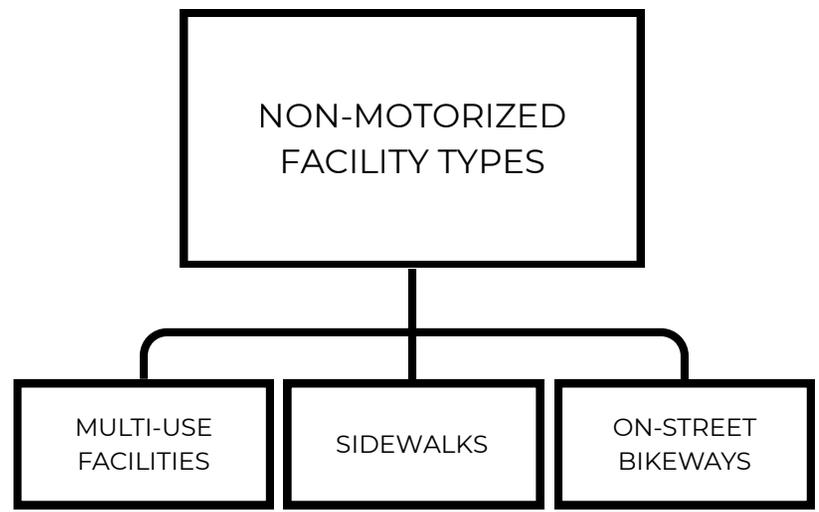
Successful network development will depend on coordination among local governments, Genesee County departments, and state and federal partners. Design and construction must align with recognized industry standards to streamline permitting, ensure safety, and maintain eligibility for funding. Accordingly, the following facility recommendations were developed with reference to established best practices from sources such as:

- AASHTO – American Association of State Highway and Transportation Officials
- FHWA – Federal Highway Administration
- MDOT – Michigan Department of Transportation Design and Roadway Standards
- MDNR – Michigan Department of Natural Resources Trail Design Guidelines
- Rails-to-Trails Conservancy – Trail design and management principles

These guidelines are intended to provide a unified framework that supports both regional connectivity and community-specific design flexibility. They serve as a reference point for planning, permitting, and project development; final design solutions should always consider local context, right-of-way constraints, user needs, and long-term maintenance capacity.

The facility design recommendations in this plan should be viewed as general guidance rather than rigid design standards. Before construction, detailed engineering and site-specific assessments must be conducted to adapt these concepts to existing environmental conditions, infrastructure, and user needs. The goal is to ensure every facility is context-sensitive, cost-effective, and designed for safety and comfort.

The recommendations are organized around three primary facility categories central to Genesee County’s active transportation system:



MULTI-USE FACILITIES

The facility recommendations in this section are intended to guide consistent, high-quality trail design throughout the county. They reflect conditions commonly found across urban, suburban, and rural contexts in Genesee County.

These recommendations are intended to complement and coordinate with local trail design standards, ensuring regional consistency.

FACILITY CONTEXT

Multi-use trails form the backbone of Genesee County's regional active transportation network, linking communities, parks, schools, downtowns, and regional destinations. These facilities are designed to accommodate a wide variety of users—including pedestrians, runners, cyclists, and wheelchair users—and provide a safe, comfortable environment separated from motor vehicle traffic.

Unlike sidewalks or on-street bikeways, multi-use facilities are typically located within independent corridors such as rail-to-trail conversions, riverfronts, utility easements, or greenways. These routes allow users to experience natural areas while still serving practical transportation purposes. In rural and suburban areas, multi-use trails often provide the only continuous non-motorized connection between communities, schools, and neighborhoods. In more urbanized areas, they serve as spines of the non-motorized network, connecting with sidewalks, local bikeways, and transit routes.

DESIGN CONSIDERATIONS

While site conditions and budgets vary, the following general principles apply to all multi-use facilities:

1. Width and Alignment

- Minimum width: 8-10 feet to accommodate two-way travel, depending on funding source requirements
- Clear zones: Maintain a 2-foot lateral clearance on each side and 10 feet of vertical clearance.
- Wider paths should be used in high-volume areas or where cyclists and pedestrians share space frequently.
- Curves should be gentle (minimum 100-foot radius where feasible) to ensure visibility and accommodate higher bicycle speeds.

2. Surface and Materials

- Paved surfaces (asphalt or concrete) are preferred in high-use or urban corridors for accessibility and ease of maintenance.
- Crushed limestone or compacted aggregate surfaces may be appropriate for rural greenways or nature corridors with lower volumes.
- Trails should be designed for year-round use and constructed with proper drainage, stable subgrade, and cross-slope (1–2%) to prevent ponding.

3. Intersections and Crossings

- Trail crossings at roadways should prioritize user safety through signage, sight distance, and appropriate crossing treatments.
- Urban crossings: Use high-visibility crosswalks, refuge islands, and user-activated beacons where warranted.

- Rural crossings: Utilize advanced warning signage and flashing beacons as needed.
- Grade-separated crossings (bridges or underpasses) should be pursued where traffic speeds and volumes present safety risks.

4. Bridges and Structures

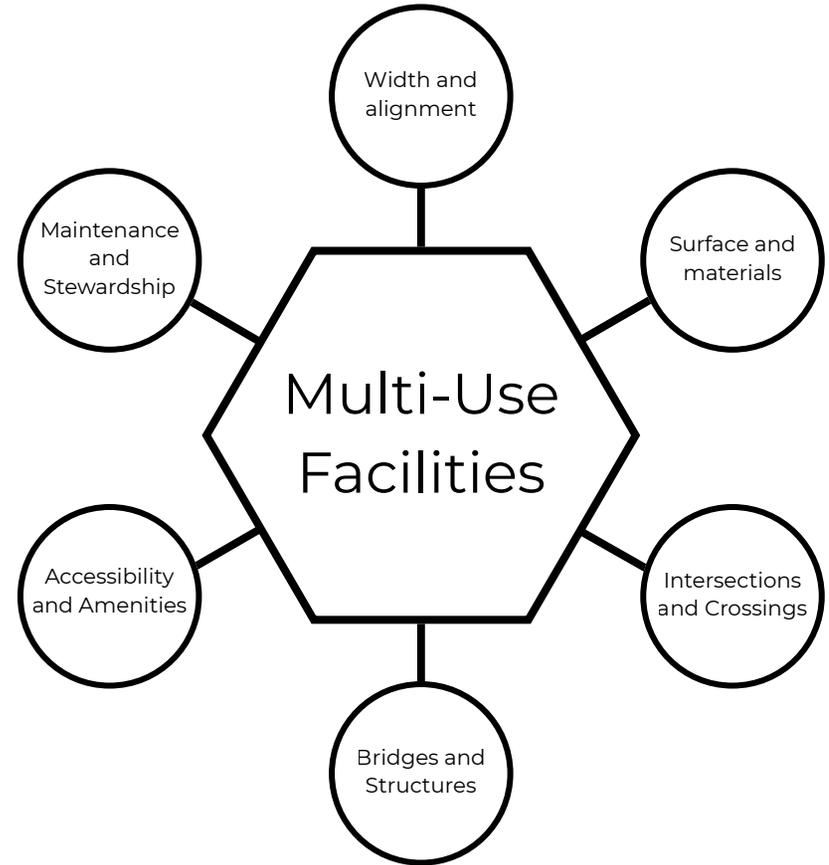
- Trail bridges should match or exceed the width of the connecting trail section and include railings per AASHTO bicycle and pedestrian standards.
- Structures should be designed with durable materials and aesthetic consideration to enhance the user experience.
- Where feasible, incorporate scenic overlooks or viewing areas at bridge locations.

5. Accessibility and Amenities

- Multi-use trails must meet ADA standards for grade, cross-slope, and surface smoothness.
- Amenities such as trailheads, benches, wayfinding signage, and lighting should be included at major access points and intersections.
- Consistent wayfinding and branding—through coordinated signage, maps, and kiosks—will reinforce a unified countywide identity.

6. Maintenance and Stewardship

- Regular inspection, vegetation management, and pavement maintenance are essential for safety and user satisfaction.
- Partnerships between municipalities, Genesee County, and local organizations should define responsibilities for long-term care through formal agreements or MOUs.



COST CONSIDERATIONS

Multi-use Facilities typically represent the highest investment among nonmotorized facility types due to greater construction complexity and stand-alone alignments. Costs are largely determined by the surface type—commonly asphalt, concrete, or crushed limestone—and the extent of earthwork, clearing, and drainage improvements required.

Paths are generally 8 to 10 feet wide, with wider segments increasing material costs. Crossing enhancements such as signage, refuge islands, or signalized crossings at roadways significantly influence total project cost, particularly along higher-volume corridors.

Trailheads, wayfinding signage, lighting, and amenities like benches or rest areas can improve user experience but should be incorporated strategically based on demand and available funding.

Typical costs for HMA multi-use facilities range from \$700,000 - \$1,000,000 per mile depending on factors such as scope of project, current infrastructure, right-of-way considerations, road crossing, pedestrian bridge facilities, and wetlands among other factors.

Crushed limestone multi-use facilities costs range from \$250,000 to \$450,000 per mile with similar cost considerations.





SIDEWALKS

Sidewalks are the foundation of pedestrian mobility and accessibility across Genesee County's communities. They provide the most direct and universal connection between homes, schools, parks, businesses, and transit stops, and are an essential part of the active transportation network. In both urban and suburban contexts, sidewalks support short-distance travel, improve safety, and encourage daily physical activity for residents of all ages and abilities.

While sidewalks have historically been viewed as part of local infrastructure, they play a critical role in achieving regional mobility and equity goals. A well-maintained and interconnected sidewalk network expands access to transit, employment, and recreation, particularly for residents without access to a vehicle. As communities reinvest in walkable infrastructure, prioritizing sidewalk repair and infill will be essential to creating safe, healthy, and connected neighborhoods across Genesee County.

FACILITY CONTEXT

Sidewalk design varies significantly based on setting, existing roadway conditions, and adjacent land use. Within urban centers such as the City of Flint, sidewalks typically accommodate high pedestrian volumes and require wider design standards, accessible curb ramps, and durable materials. Suburban and rural corridors, meanwhile, often face space or right-of-way constraints, emphasizing context-sensitive design that balances safety, cost, and environmental impact.

Sidewalks should be integrated into all new roadway and development projects whenever possible and retrofitted along established corridors with high pedestrian demand—particularly those connecting to schools, parks, bus routes, and employment centers

DESIGN CONSIDERATIONS

Design considerations include:

1. Width and Clearance

- Minimum width: 5 feet (6 feet preferred in commercial or high-volume areas).
- Buffer zone: A minimum 2–6-foot separation between the sidewalk and roadway is recommended using a planting strip, curb, or other barrier to increase safety and comfort.
- Clear zones: Sidewalks should maintain a clear, unobstructed path of travel free of poles, utilities, or vegetation encroachment.

2. Surface and Accessibility

- Surface materials should be concrete or asphalt for durability, smoothness, and ADA compliance.
- Sidewalks must incorporate ADA-compliant curb ramps at intersections with detectable warning surfaces.
- Driveway crossings should be sloped to maintain a continuous pedestrian path.
- Tree roots and settlement issues must be addressed through proper subgrade preparation, tree well spacing, and, when needed, root barriers.

3. Intersections and Crossings

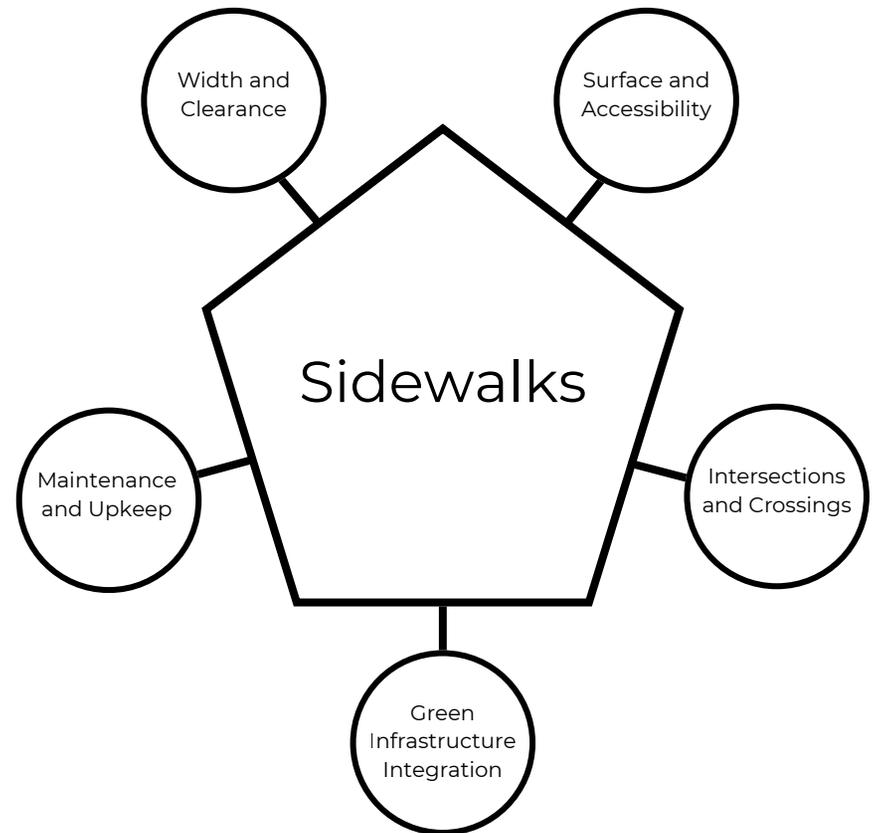
- Apply high-visibility crosswalk markings and consider pedestrian refuge islands at multilane crossings.
- Where traffic volumes or speeds are high, implement pedestrian signal phases, countdown timers, and curb extensions to reduce crossing distances.
- Lighting and signage could be considered to enhance nighttime visibility and improve perceived safety.

4. Green Infrastructure Integration

- In areas with appropriate right-of-way, integrate street trees, bioswales, or permeable pavers to manage stormwater and improve pedestrian comfort.
- Where tree removal is necessary for new sidewalks, replacement trees should be planted.

5. Maintenance and Upkeep

- Sidewalks require routine maintenance, including snow and debris removal, vegetation trimming, and surface repair.
- Municipalities should establish clear maintenance responsibility policies (public vs. private) to ensure consistent upkeep across jurisdictions.



COST CONSIDERATIONS

Sidewalk projects generally involve moderate costs and are strongly influenced by existing site conditions, width, and materials. Concrete is the standard surface type due to its durability and ADA compliance, though costs increase with wider installations or decorative treatments in urban centers.

Construction often requires grading, drainage adjustments, removal/disposal of old sidewalk and driveway approaches, and installation of curb ramps to meet accessibility standards. Crossing improvements such as high-visibility crosswalks, pedestrian signals, and detectable warning surfaces contribute to safety but can elevate costs at major intersections.

Additional features like street trees, lighting, or pedestrian furnishings enhance comfort and aesthetics, though these are typically considered optional amenities rather than core construction items.

Typical costs for Sidewalk facilities range from \$400,000 - \$600,000 depending on project scope, current infrastructure, right-of-way considerations, among other factors.



ON-STREET BIKEWAYS

On-street bikeways are a vital component of the Genesee County active transportation system, expanding trail access and improving mobility for cyclists across both urban and rural settings. These facilities occupy the public right-of-way and include a variety of treatments—such as dedicated bike lanes, buffered or separated lanes, shared-lane markings, and bicycle boulevards—each serving a unique role in providing safe, comfortable travel options for users of varying confidence levels.

While multi-use trails are central to the regional network, on-street bikeways serve as key connectors where off-street alignments are not feasible due to environmental, right-of-way, or cost constraints. These routes support first- and last-mile connections to schools, parks, transit stops, and employment centers, forming an integrated system that enables residents to navigate the county safely and efficiently without relying on a motor vehicle.

FACILITY CONTEXT

Genesee County includes a mix of urban, suburban, and rural roadway types, from Flint's high-volume corridors to lightly traveled township routes. This diversity requires context-sensitive design, meaning that the appropriate bikeway type depends on the surrounding environment, roadway width, traffic speed, and user demand.

- Urban Corridors (e.g., Dort Highway, Miller Road, Saginaw Street, Clio Road): may be suitable for buffered or separated lanes to improve comfort and visibility.
- Suburban or Collector Roads(e.g., Irish Road): can often accommodate striped or shared-use lanes with signage and pavement markings.
- Rural Routes(e.g., Seymour Road): may utilize wide shoulders, signed bicycle routes, or low-volume shared facilities that encourage recreational and tourism-oriented cycling.

DESIGN CONSIDERATIONS

While each bikeway segment must be tailored to its environment, several universal considerations apply across facility types:

1. **Pavement Markings and Signage**

- Use consistent pavement markings with the bicycle symbol and directional arrows.
- Signage should follow Manual on Uniform Traffic Control Devices (MUTCD) standards to promote driver awareness and indicate designated routes.

2. **Shoulder and Lane Widths**

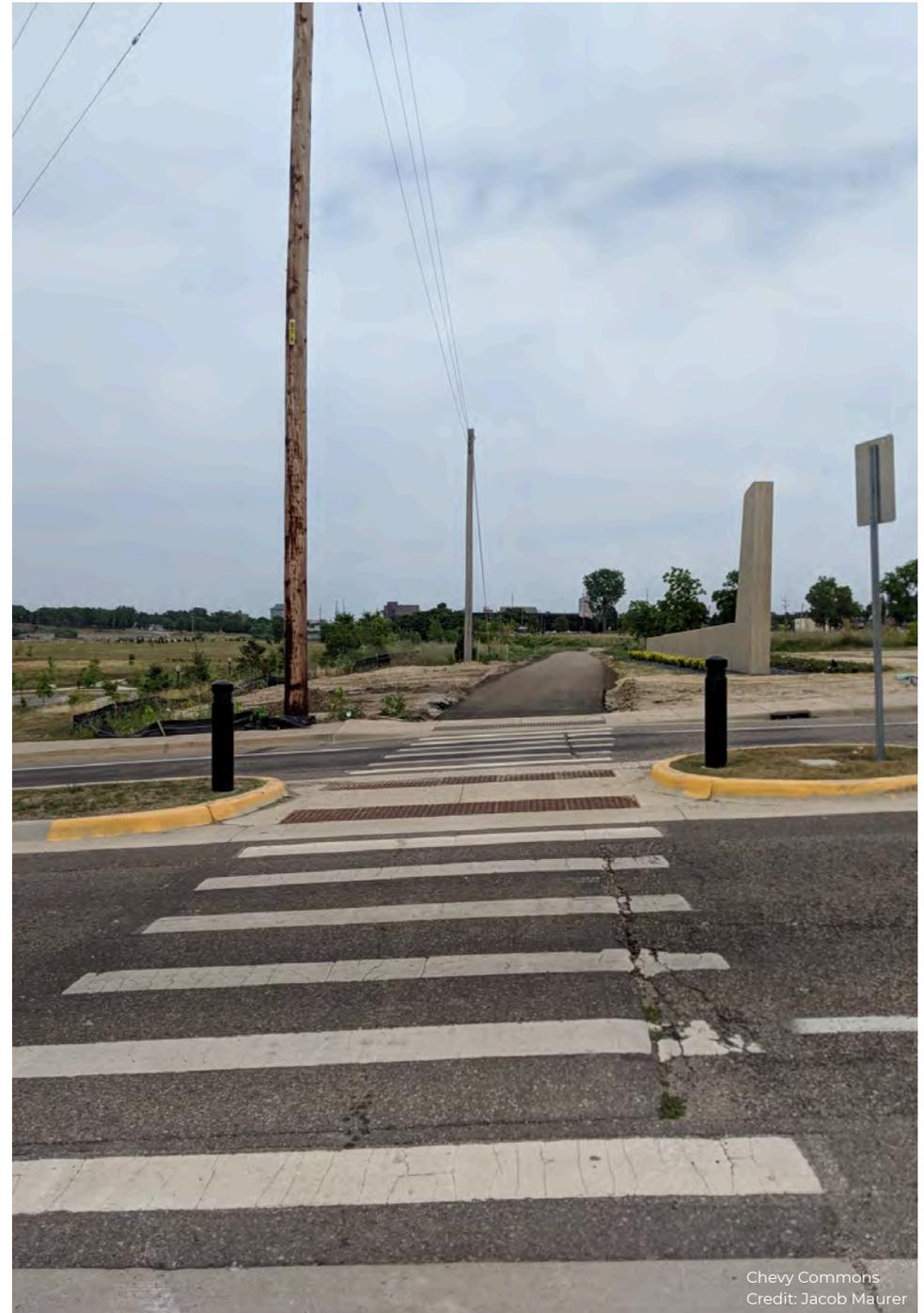
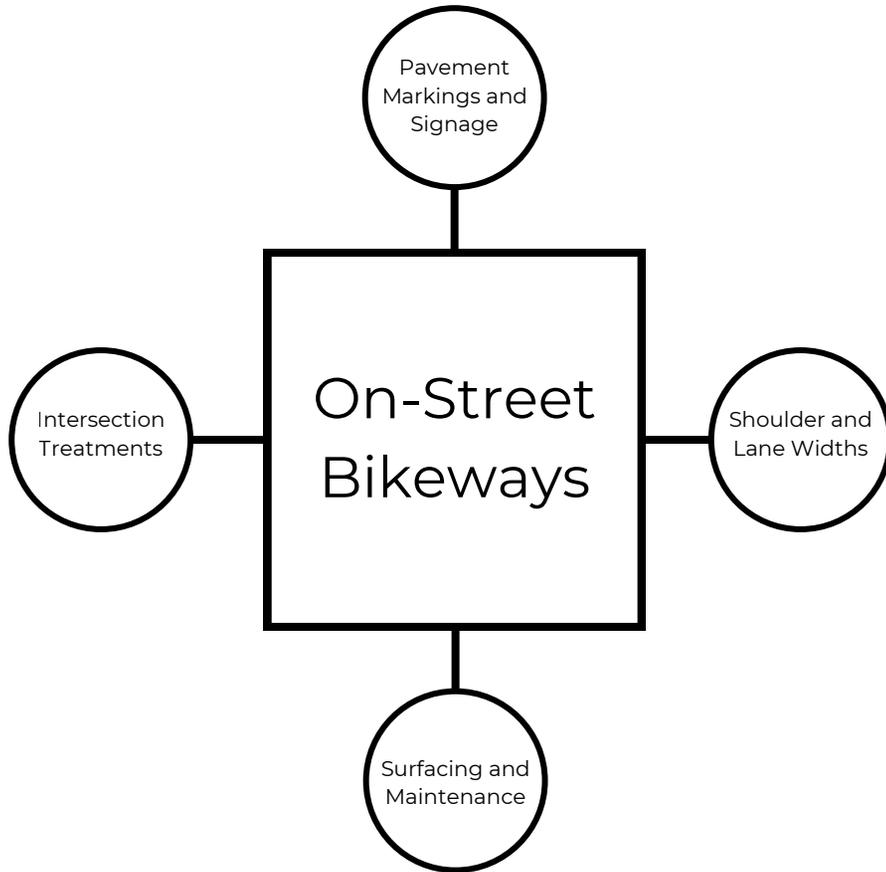
- Where roadways (8–10 feet typical) include paved shoulders, they can function as de facto bicycle facilities with minor enhancements such as signage and striping.
- If shoulder width is less than 5 feet, consider re-striping, road diets, or lane narrowing to achieve the minimum preferred bicycle lane width (5 feet minimum, 6 feet preferred).
- On rural routes with no shoulders or shoulders 2 feet or less wide, consider incremental shoulder widening during resurfacing projects

3. **Surfacing and Maintenance**

- Pavement quality directly influences safety and comfort. Smooth asphalt or concrete surfaces are preferred over chip seal or coarse aggregates.
- Regular maintenance, including sweeping, resurfacing, and debris removal, must be prioritized to ensure safe use and year-round accessibility.

4. Intersection Treatments

- The majority of bicycle-vehicle conflicts occur at intersections
- Apply intersection markings, advance stop bars, or signage to alert motorists to potential bicycle crossings
- In constrained areas, consider converting existing shoulders into designated right-turn and bicycle lanes approaching intersections



COST CONSIDERATIONS

On-street bikeways can be one the most cost-effective bicycle facility type, particularly when implemented in coordination with planned roadway resurfacing or reconstruction projects. Most costs are associated with pavement markings, signage, and minor geometric adjustments to existing roadways.

The type of bikeway—such as standard bike lanes, buffered lanes, or shared lane markings—affects cost depending on the level of striping and separation desired. Intersection improvements, including green conflict zone markings, bicycle detection systems, or bike boxes, can enhance safety but add modest additional expense.

Projects that involve re-configuring traffic lanes or removing parking may also require design refinements and public outreach, though overall construction costs remain relatively low.

An additional cost consideration is coordination with Road Agencies for preventative maintenance or road rehabilitation/resurfacing at the same time a shoulder is added or expanded upon to reduce the overall project cost.

Typical Costs for On-street bikeways range from \$200,000 - \$400,000 per mile, dependent on the scope of the project and current infrastructure, among other factors.



NETWORK ACCESS & AMENITIES

A well-connected trail network depends not only on high-quality facilities but also on the supporting amenities that make them safe, comfortable, and easy to navigate. Access points, wayfinding elements, and supporting infrastructure all contribute to a positive user experience and play a vital role in making the trail system an everyday mobility option for residents and visitors. The Genesee County trail network will prioritize the development of consistent access and amenity features that reflect the region's character while providing clarity and ease of use across jurisdictions.

Access and Supporting Amenities

Trail access points serve as gateways to the network and must be designed to be visible, safe, and inclusive for all users. Primary access points—such as those located at major trail intersections, parks, or downtown districts—should include defined trailheads with parking, seating, rest areas, bike racks, trail counters and wayfinding kiosks. Secondary or neighborhood access points may be smaller but should still include consistent visual cues and accessibility features such as curb ramps, tactile surfaces, and clear sightlines.

Additional amenities such as lighting, benches, hydration stations, and maintenance stations will be incorporated where appropriate based on usage and location. These enhancements improve comfort, safety, and usability, particularly for commuters and families. In urban settings, integration with transit stops, sidewalks, and adjacent destinations is essential to promote multimodal connectivity and maximize daily use. In more rural settings, trailheads may highlight the county's natural landscapes and provide interpretive or ecological education opportunities.

Wayfinding and Signage System

A cohesive wayfinding system is essential to help users navigate the trail network efficiently and intuitively. Consistency in design and placement enhances safety, supports branding, and strengthens the identity of the trail system as a connected countywide network.

The recommended signage hierarchy should include:

- Trailhead Kiosks with maps, distances, and nearby destinations.
- Directional and Mileage Signs at decision points and intersections.
- Regulatory and Safety Signage following MUTCD and AASHTO standards.
- Interpretive Signage highlighting historical, cultural, and environmental features.

The design of this system should be visually unified, durable, and easily maintainable. It should reflect Genesee County's identity while maintaining legibility and accessibility for users of all ages and abilities.



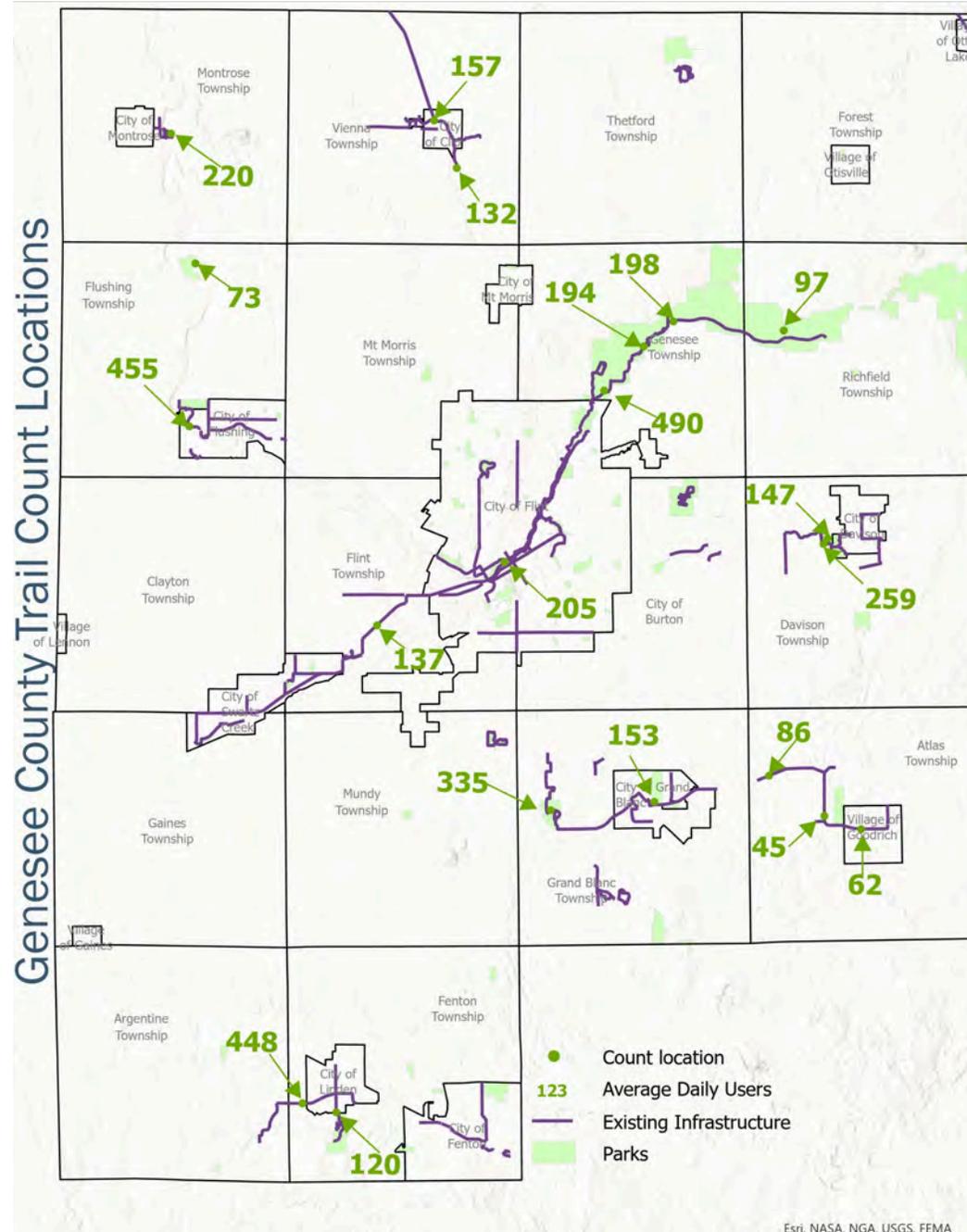
Trail Counters

To support data-driven decision-making and monitor trail usage over time, it is recommended that a permanent trail counter be installed as part of all new trail projects. Permanent counters provide consistent, year-round data that can be used to evaluate trends in trail activity, justify future funding applications, and guide maintenance and improvement priorities. Establishing a network of counters across the county will create a reliable baseline for understanding how residents and visitors use the trail system, helping to demonstrate the economic, health, and connectivity benefits of continued trail investment.



Park Board Packet

City of Flint
Credit: Jacob Maurel



Chapter 5 IMPLEMENTATION

This chapter outlines the timeline for implementing the Strategic Plan, establishes the organizational structure for overseeing its execution, aligns potential funding sources with relevant projects and initiatives, and presents a prioritized short-term action plan. To that end, this chapter addresses the following:

PLAN ADMINISTRATION

Presents a recommended framework for managing the Strategic Plan, including the roles and responsibilities of local stakeholders and strategies for tracking progress and accountability throughout implementation.

COORDINATION AND PARTNERSHIPS

Highlights the interagency collaboration needed to develop and maintain a cohesive countywide trail network. Successful implementation relies on strong coordination among the GCRC,

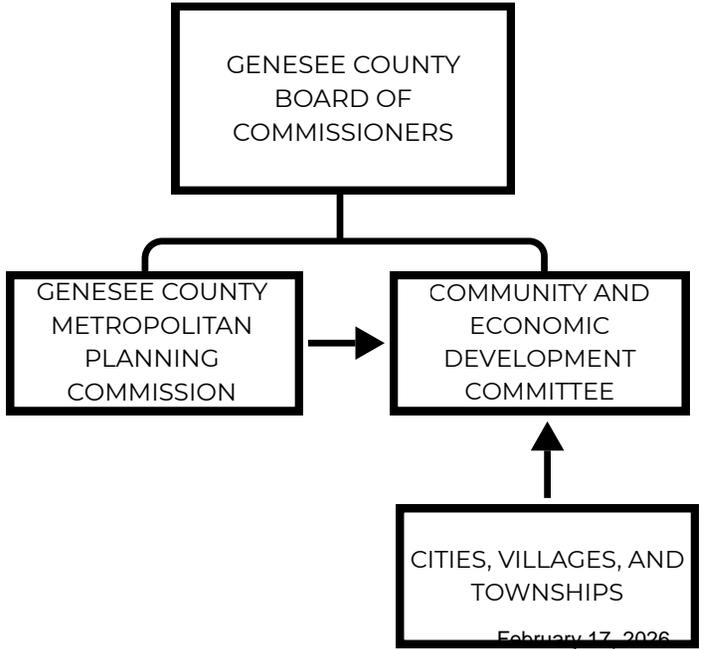
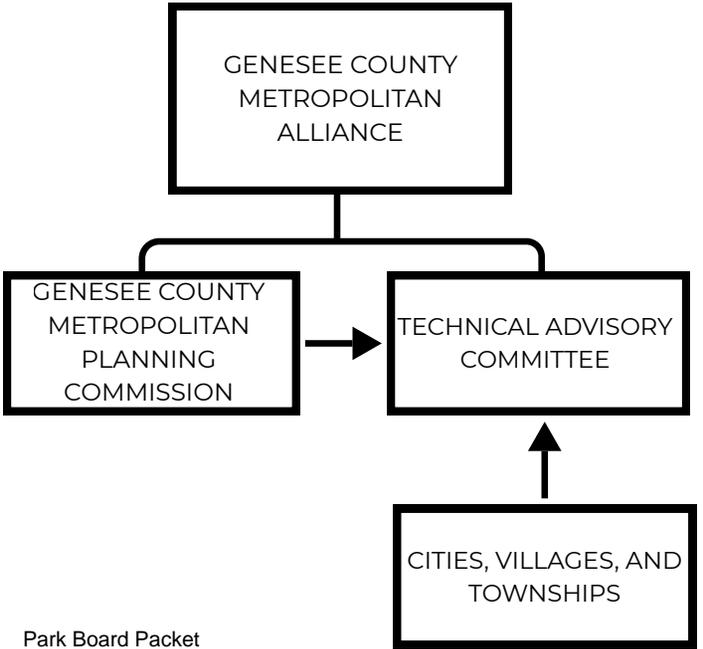
GCDC, municipal governments, GCMPC, and the Genesee County Parks and Recreation Commission to ensure consistent standards, efficient delivery, and long-term stewardship across jurisdictions.

WORK PROGRAM

Summarizes key initiatives introduced in Chapter 1 and organizes them into a focused list of early-action priorities with anticipated costs to build out Tier 1 projects and guide implementation efforts in the initial years following adoption or endorsement.

FUNDING OPPORTUNITIES

Details a range of eligible funding sources that may be accessed by one or more implementation partners to support active transportation infrastructure projects or active marketing/media promotion efforts.



PLAN ADMINISTRATION

To ensure coordinated, transparent, and sustained implementation of the Strategic Trails Plan, administration will occur through two interconnected frameworks: planning guided by the Genesee County Metropolitan Planning Organization (MPO) committees, and funding administration overseen by the Genesee County Board of Commissioners and its Community and Economic Development Committee.

Plan Administration

The planning framework will operate through the existing MPO structure. The Genesee County Metropolitan Alliance (METRO), serving as the transportation policy committee for Genesee County, provides final approval for transportation programs, policies, and projects. The Technical Advisory Committee (TAC), with voting members composed of each City, Village, and Township (represented by the Genesee County Road Commission) and partner agencies MDOT, FHWA, MTA, and Bishop Airport, reviews and recommends actions to METRO. GCMPC staff supports both committees by coordinating project planning, prioritization, and alignment with regional and federal transportation goals to ensure consistent implementation of the Strategic Trails Plan.

Funding Administration

The funding framework provides oversight and authorization of financial resources through the Genesee County Board of Commissioners and its Community and Economic Development Committee. This structure integrates the Strategic Trails Plan into the County's broader community development initiatives, ensuring that project funding, grant applications, and implementation agreements align with county priorities and fiscal policies.

STAFFING

As seen in many regional planning efforts nationwide, the likelihood of long-term success for the Strategic Plan significantly improves with the support of dedicated, paid staff. While the staffing requirement is minimal, ideally one to two individuals from the County Planning Commission, having personnel solely focused on advancing the Plan's goals is critical to maintaining momentum and accountability.

RESOURCES

To manage costs, the professional staff could be housed within an existing organization, such as the Genesee County Metropolitan Planning Commission, allowing for shared use of office space, equipment, and software. Financial support for operations could be drawn from a mix of sources, including contributions from local governments, grant funding, and potential endowment resources.

FUNDING

A comprehensive list of funding opportunities to support implementation of the Strategic Plan is provided on the following pages. Federal, state, and local funding programs outlined here are primarily intended to support the development and construction of the proposed non-motorized transportation network.

Many of these opportunities are offered through competitive grant programs. In several cases, they can be combined—either with one another or with local sources such as general fund allocations, hotel/motel tax revenues, private foundation grants, endowment funding, or in-kind contributions—to maximize impact and match requirements.

COORDINATION AND PARTNERSHIPS

The success of the Genesee County trail network depends on close coordination among multiple agencies, jurisdictions, and departments responsible for transportation, parks, land management, and utilities. Most existing and proposed trail corridors are located within public rights-of-way or publicly owned lands managed by federal, state, county, and municipal authorities. While limited segments may traverse private lands through easements or agreements, the majority of implementation will rely on strong intergovernmental collaboration and sustained institutional support.

The Strategic Trails Plan establishes a framework for aligning the goals and responsibilities of these various entities to create a cohesive, efficient, and well-maintained regional network. Formalized cooperation among agencies, through Memorandums of Understanding (MOUs), will help ensure consistency in design, construction standards, long-term maintenance, and a consistent, regional branding and signage across jurisdictional boundaries.

Coordination Framework

Implementation of the trail network will require coordination among multiple Genesee County departments and external partners, including:

- Genesee County Metropolitan Planning Commission (GCMPC): Lead agency responsible for trail network administration, planning, procurement, promotion, and coordination of funding and technical assistance.
- Genesee County Parks and Recreation Commission: Primary partner for non-federally funded trail construction and maintenance within county parklands, as well as trail programming and user amenities.

- Genesee County Road Commission (GCRC): Collaborates on right-of-way access, permitting on-street facilities, safety improvements, and maintenance of road network. The Act-51 agency representative for federal grants.
- Genesee County Drain Commission (GCDC): Collaborates on trail planning efforts involving county drains, retention basins, or other stormwater infrastructure.
- Municipal Governments: Partners in design, implementation, and upkeep of local trail segments, as well as coordination with residents and neighborhood organizations.
- Flint River Watershed Coalition, Mott Foundation, and Other Nonprofits: Support network development, programming, and public engagement through advocacy and grant partnerships.

These partners will collectively advance the development of an interconnected trail system by integrating trail planning into local and regional transportation, recreation, and land-use initiatives.

Design, Construction, and Maintenance Coordination

To streamline project delivery and ensure long-term consistency, the County will facilitate the creation of intergovernmental agreements that clearly define each party's role in trail development. These agreements may include, but not limited to:

Design Coordination:

- Adoption of shared design standards and specifications to ensure compatibility across jurisdictions.

Construction and Procurement:

- Coordination of bidding, permitting, and contracting processes to leverage economies of scale and improve efficiency.
- Establishment of joint procurement mechanisms to simplify material sourcing and professional service contracting.

Maintenance Responsibilities:

- Clear delineation of routine and capital maintenance roles among county, municipal, and park agencies.
- Inclusion of maintenance standards within MOUs to ensure consistent upkeep and safety across the network.

Marketing and Media Strategy

A coordinated marketing and media strategy will ensure that Genesee County's trail network is promoted with a clear, consistent, and compelling identity. This approach strengthens public awareness, encourages trail use, and supports long-term community investment.

Brand Development

- Hire a professional media and branding consultant.
- Create a unified countywide trail brand
- Ensure consistent adoption of branding across all jurisdictions.

Marketing and Outreach

- Develop a comprehensive marketing and media strategy
- Utilize digital and social media campaigns, public service announcements, and collaborative outreach

Outcomes

- Establish a polished and professional brand identity.
- Enhance regional visibility and awareness of the trail network.
- Encourage trail use and community engagement.
- Build long-term pride and support for the countywide trail system

Memorandums of Understanding (MOUs)

The development and adoption of MOUs between GCMPC, municipalities, and relevant county departments will formalize cooperation for trail implementation. Each MOU will outline:

- Roles and responsibilities for design, funding, construction, and maintenance.
- Cost-sharing arrangements and funding sources.
- Communication and reporting procedures for project milestones.
- Long-term maintenance expectations and inspection schedules.
- Consistent, cohesive regional branding and signage.

Ongoing Communication and Oversight

Regular coordination meetings between participating agencies will ensure progress tracking and early identification of potential challenges. GCMPC will maintain a Trail Coordination Committee composed of representatives from each partnering department and municipality to oversee:

- Annual updates to trail priorities and implementation timelines.
- Review of trail design standards and funding opportunities.
- Monitoring of trail condition data and maintenance needs.
- Coordination of marketing and media efforts for consistent regional messaging.

This structure promotes transparency, efficiency, and shared ownership of Genesee County's growing trail system, ensuring that all agencies are working collectively toward a common vision of connectivity, safety, and equitable access.

Professional Advisor

Engaging a professional advisor in a limited, strategic role will strengthen the trail planning process by providing specialized expertise and an objective, experience-based perspective. An outside firm can help the project team avoid preventable missteps and accelerate decision-making. This added support ensures that Genesee County and its partners move efficiently through critical planning stages while maintaining high-quality, defensible, and well-coordinated outcomes.

WORK PROGRAM

The successful realization of the Genesee County trail network depends on a coordinated approach to funding and implementation. This section outlines the financial resources, partnerships, and programmatic strategies necessary to advance priority projects and support long-term maintenance and promotion of the system. Aligning local, regional, state, and federal funding opportunities with an organized work program will ensure steady progress toward a connected, accessible, and sustainable trail network that benefits all communities.



Park Board Packet

Linden County Park
Credit: Dru Hajec



84

Max Brandon Park
February 17, 2026
Credit: Keep Genesee County Beautiful



2026 WORK PROGRAM

GOVERNANCE & ADMINISTRATION

YEAR 1 TASKS



COORDINATION and GOVERNANCE

- Convene the Technical Advisory Committee (TAC) and the Genesee County Metropolitan Alliance (GCMA) to oversee and guide implementation.
- Conduct an annual strategic plan review to assess progress, identify challenges, and update priorities.



FUNDING and RESOURCE DEVELOPMENT

- Seek resources through local foundations and grant programs to support staffing needs.
- Review and evaluate state / federal grant funding opportunities to assist in the development of anchor projects. Consider the best fit based on grant cycle and requirements.



LOCAL GOVERNMENT and PUBLIC AGENCY ENGAGEMENT

- Engage local governments and public commissions (e.g., Road, Parks, Drain) to secure financial commitments and/or technical assistance.
- Prepare and disseminate resolutions of support templates endorsing the strategic plan and each agency's role in its execution.

AGENCIES INVOLVED

- Genesee County (Planning, Road, Parks, Drain Commissions)
- Michigan Department of Transportation (MDOT)
- Local Municipalities
- Michigan Department of Natural Resources (MDNR)
- Charles Stewart Mott Foundation
- Genesee County Metropolitan Alliance

ADDITIONAL DETAILS



FUNDING OUTLOOK

YEAR 1 **\$175,000**

YEAR 2 through 5 **\$1,120,000**



METRICS

- Adopted Resolutions
- Funding Strategy for Anchor Projects
- Refined Schedule
- Annual Report



2026 WORK PROGRAM

BRANDING & PROGRAM DEVELOPMENT

YEAR 1 TASKS



MARKETING and MEDIA STRATEGY

- Secure seed funding to create website and mobile application.
- Release a Request for Proposals (RFP) to identify experienced consultant(s) capable of leading branding, website / app development, and outreach efforts.
- Develop a detailed work plan outlining marketing objectives, target audiences, deliverables, and timelines.



TRAIL NETWORK BRANDING

- Create a unified brand identity for the local and regional trail network to strengthen recognition and user engagement
- Develop comprehensive branding elements including logos, color palette, and signage design standards.



BRAND IMPLEMENTATION AND COORDINATION

- Collaborate with local municipalities and stakeholders to apply the new brand across existing and future non-motorized facilities.
- Develop partnership agreements to establish terms of use, ensuring consistent application of logos, messaging, and branding materials.
- Provide guidance and technical support to assist local partners in integrating the brand into trail signage, communications, and promotional materials.

AGENCIES INVOLVED

- Genesee County (Planning, Parks Commissions)
- Local Municipalities
- Charles Stewart Mott Foundation

ADDITIONAL DETAILS



FUNDING OUTLOOK

YEAR 1 **\$100,000**

YEAR 2 through 5 **\$280,000**



METRICS

Website and mobile application

Regional Trail Brand

Marketing Strategy

Design Guidance



2026 WORK PROGRAM

PROJECT IMPLEMENTATION

YEAR 1 TASKS



PRELIMINARY ENGINEERING and COST ESTIMATION

- Initiate preliminary design engineering (PE) for identified priority projects, including preparation of detailed cost estimates.
- Request proposals (RFPs) and engage qualified consultants to perform preliminary engineering services for all priority projects.



GRANT FUNDING and RESOURCE DEVELOPMENT

- Engage the services of a consultant to prepare grant applications, assemble supporting documentation, and coordinate with stakeholders to ensure comprehensive submissions.
- Identify and align funding opportunities with specific project needs and timelines to maximize leverage of available resources.



FINAL DESIGN, CONSTRUCTION, and OVERSIGHT

- Request proposals and select qualified consultants to perform Construction Engineering (CE) and project oversight services, ensuring adherence to design standards, specifications, and funding requirements.
- Advertise and procure construction contracts for anchor projects following applicable procurement policies and regulations. Coordinate with road agencies.



LOCAL TRAIL MAINTENANCE and MATCHING PROGRAM

- Launch maintenance program to support ongoing care of existing non-motorized facilities. Solicit applications from local agencies for projects requiring a 50% local match, promoting shared investment in trail upkeep and sustainability.

AGENCIES INVOLVED

Park Board Packet

- Genesee County (Planning, Road, Parks, Drain Commissions)
- Michigan Department of Transportation (MDOT)
- Local Municipalities
- Michigan Department of Natural Resources (MDNR)
- Charles Stewart Mott Foundation

ADDITIONAL DETAILS



FUNDING OUTLOOK ¹

YEAR 1 **\$22.3 Million**

YEAR 2 through 5 **\$54.8 Million**



METRICS

Final Design Packages

Successful Grant Applications

Connected Trail System

(1) Costs are 2025 estimates as of February 17, 2026 and may vary by item, location, and conditions. Detailed evaluations are needed for specific site assessments and costs.



2026 - 2030

FINANCIAL OVERVIEW

ANTICIPATED COSTS

	Year 1	Year 2	Year 3	Year 4	Year 5	Total
Administration	\$ 175,000	\$ 280,000	\$ 280,000	\$ 280,000	\$ 280,000	\$ 1,295,000
Program Development	\$ 100,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 380,000
Design and Construction ¹	\$ 23,100,000	\$ 21,550,000	\$ 12,006,000	\$ 13,200,000	\$ 9,200,000	\$ 79,056,000
	\$ 22,575,000	\$ 21,900,000	\$ 12,356,000	\$ 13,550,000	\$ 9,550,000	\$ 80,731,000

(1) Costs are 2025 estimates at a pre-design level and may vary by item, location, and conditions. Detailed evaluations are needed for specific site assessments and costs.

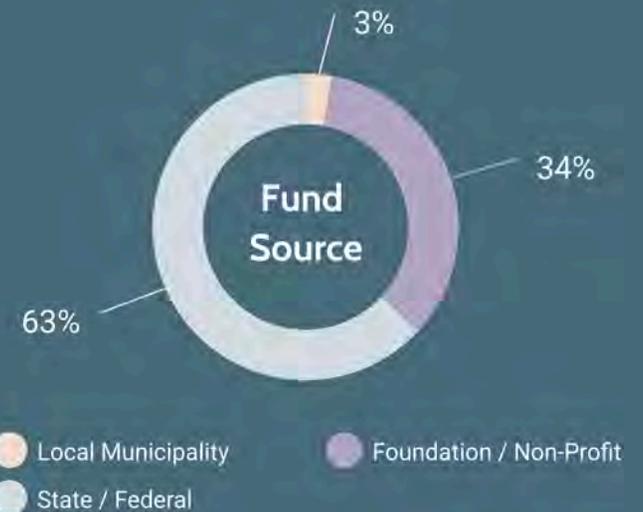
Projected Grant Funds Leveraged

\$48.7 Million



Projected Philanthropic Funds to be Raised

\$26.2 Million



FUNDING OPPORTUNITIES

Funding a countywide trail system requires a multi-pronged strategy that blends capital grants, local commitments, philanthropic leverage, and long-term maintenance funding. The scale of Genesee County's proposed trail network means no single source can deliver the system alone; instead, implementation will depend on stacking resources, leveraging partnerships, and matching projects to the programs that best fit their purpose and scale. This chapter explains available programs, match strategies, life-cycle cost planning, and approaches to make Genesee County's projects competitive for funding.

Funding Sources

Funding a comprehensive trail system requires a mix of federal, state, local, and private investment. Each level of funding plays a unique role, and successful projects often layer multiple sources to create a complete financing package. Understanding the scope and intent of each category helps communities position their projects for success and maximize competitiveness.

Federal Funding

Federal programs provide the largest and most transformative grants for trail development, particularly for projects that advance regional connectivity, multimodal transportation, and climate or equity goals. These programs are administered either directly by federal agencies or through state departments of transportation, typically requiring local match commitments and strong evidence of project readiness.

In Year 1 of implementation, the initiative has already secured over \$9 million in federal funding, marking a major early milestone and demonstrating strong alignment with federal priorities.

These awarded dollars position the County and its partners to move high-impact projects into design and construction more quickly, reinforcing the regional significance and feasibility of the proposed trail network.

Federal dollars remain best suited for large-scale, high-priority trail connections, grade-separated crossings, and trailheads that provide regional or multi-community benefits—projects that form the backbone of Genesee County's long-term non-motorized transportation system.

State Funding

State programs, such as those administered by the Michigan Department of Natural Resources (DNR), provide critical support for land acquisition, park-based trail development, and recreation facilities. These grants typically require a strong local match and are highly competitive, with scoring criteria emphasizing recreation demand, community need, and alignment with state priorities.

To date, the initiative has secured more than \$4 million in state funding, reinforcing the strong statewide recognition of the project's value. These investments bolster early implementation efforts and help advance trail segments located within parks, greenways, and natural corridors.

State funding is especially effective when paired with federal awards, allowing communities to leverage multiple funding sources to deliver high-quality, well-connected trail infrastructure.

Local and Private Funding

Local funding—whether through municipal general funds, parks budgets, or dedicated millages—forms the backbone of the match commitments required by state and federal programs. Communities that demonstrate local buy-in and recurring financial support are far more competitive in grant processes.

At the same time, some trail projects are better suited to be delivered entirely with local or private funds due to factors such as accelerated timelines, cost savings, reduced administrative burden, or the desire to avoid federal or state regulatory requirements. For smaller connectors, quick-build improvements, or locally driven enhancements, relying solely on local or philanthropic dollars can enable faster deployment and greater flexibility in design and implementation.

Private and philanthropic contributions also provide adaptable funding that can support planning, branding, public art, or amenities not always eligible under public programs. Partnerships with foundations, local businesses, and advocacy organizations can fill critical funding gaps while strengthening community ownership and long-term stewardship of the trail network.



Park Board Packet

Matching Strategies

State and federal programs nearly always require a local match, which demonstrates local commitment and ensures project sustainability. Genesee County can employ multiple approaches to strengthen applications:

- Municipal Cash Match
- Dedicated Millages
- Public-Private Partnerships

Managing costs is as critical as raising funds. Best practices include:

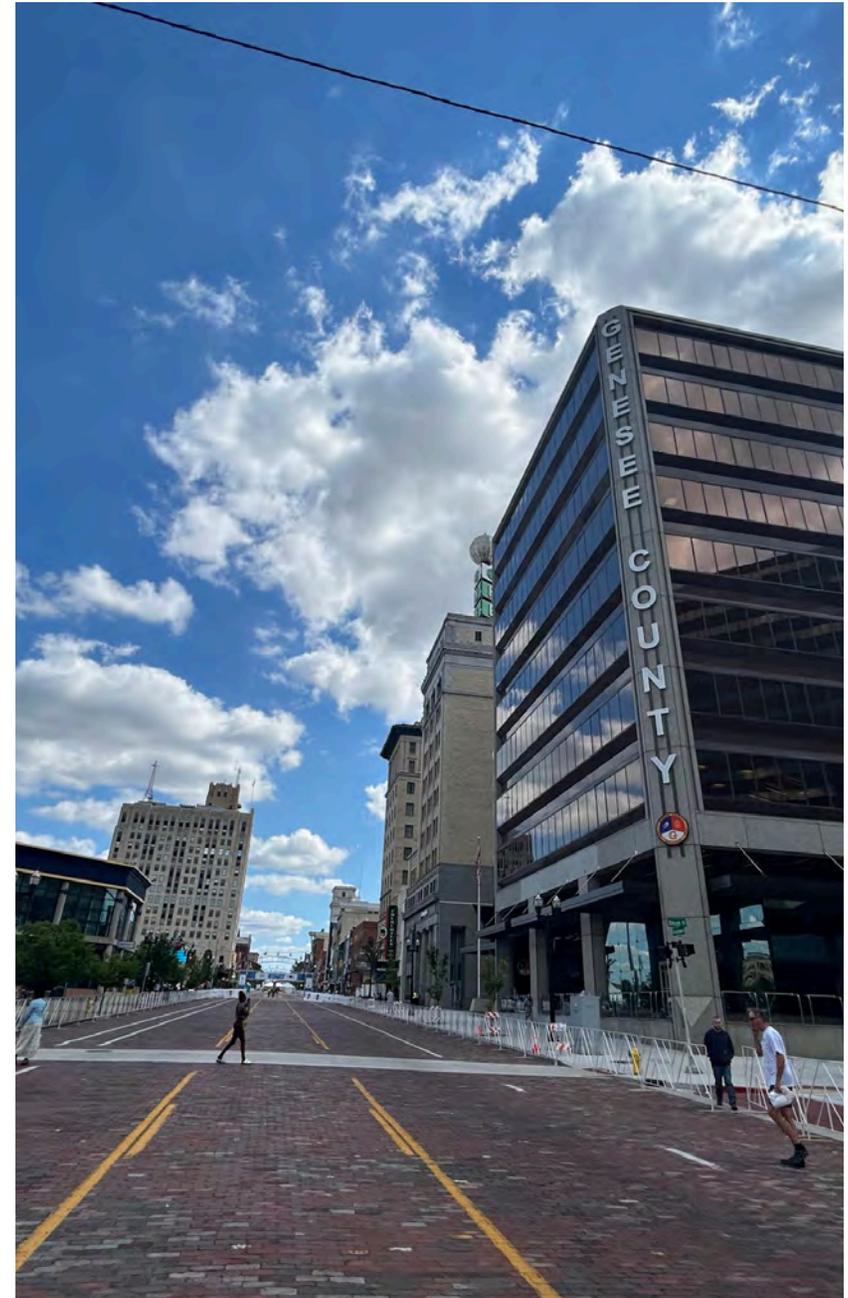
- Bundling Projects: Combine smaller gaps or amenities into a single bid package to reduce per-mile costs.
- Single-Firm Engineering Model: Ensures design continuity and cost predictability across phases.
- Phased Construction: Start with high-impact, low-cost projects to build momentum.
- Value Engineering: Apply standard specifications and review designs for cost-effectiveness.

By aligning the funding strategy with these practices, Genesee County will be better positioned to stretch dollars further while maintaining high-quality outcomes.

Trail projects vary widely—from small sidewalk connectors to regional greenways. Each has different cost profiles, widths, and contexts, which makes aligning projects to the right funding source essential. In order to accurately and consistently align projects to the most suitable funding, a funding source matrix has been created. Project types can be aligned to the funding sources most appropriate.

Grant Funding Opportunities

Grant Program	Eligible Uses	Award Size	Match Requirements	Best-Fit Project Types	Example Projects
Transportation Alternatives Program (TAP)	Shared-use paths, sidewalks, on-road bike facilities, safety projects	\$100k-\$1M typical	20% local match	8-12 ft trails, sidewalks, roadway adjacent connections	Grand Blanc to Burton connector
Michigan Natural Resources Trust Fund (MNRTF)	Land acquisition, recreation development (including trails)	\$200K-\$1M typical	25% Local match	Park based trails, greenways, new corridor acquisitions	Trailhead at Flushing Riverview Trail, Argentine Pathway expansion
Safe Routes to School (SRTS)	Sidewalks, crossings, safety improvements near schools	\$50K-\$500K	No local match required (in many cases)	sidewalks (5-8 ft), crossings, connectors to schools	Sidewalk gap closure near Carman Ainsworth Schools
Land and Water Conservation Fund (LWCF)	Acquisition and development of outdoor recreation facilities	\$100K-\$750K	50% match	Park trails, trailheads, multi-use recreation facilities	Bicentennial Park trail loop improvements
Federal Discretionary	Large-scale active transportation, climate, equity projects	\$5M-\$25M+	20% match typical	Regional connectors, transformative multi-jurisdiction projects	Flint River Greenway expansion, regional hub and spoke buildout
Congestion Mitigation and Air Quality (CMAQ)	Non-Motorized projects that reduce VMT/Emissions	Variable, Up to \$1M	20% match	Commuter oriented trails, urban corridors	Flint to Grand Blanc commuter corridor
Local/Philanthropic	Flexible support for capital or programming	Varies widely	Often leveraged as match	Branding, trailheads, amenities, pilot projects	Countywide signage/branding



Appendicies

Appendix A: Public Involvement Documentation

Appendix B: Maps