

IRON ORE HERITAGE RECREATION AUTHORITY RECREATION PLAN

MARQUETTE COUNTY, MICHIGAN
DATED JANUARY 1, 2013



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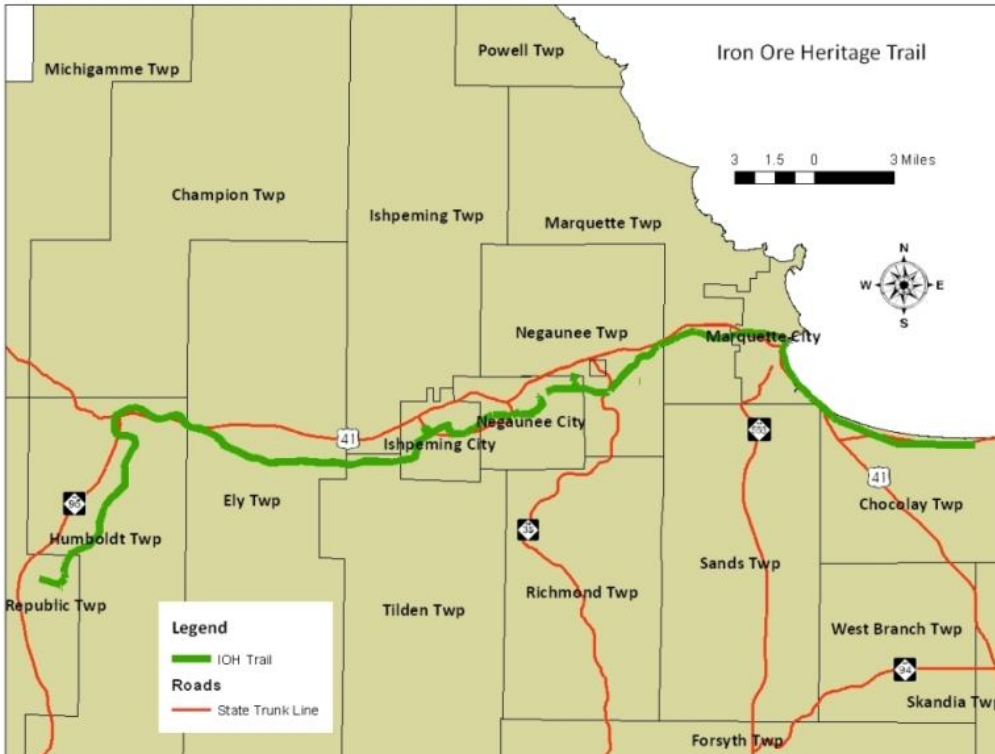
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DESCRIPTION OF THE COMMUNITY

The Iron Ore Heritage Recreation Authority (IOHRA) was created under the provisions of Public Act No. 321 of 2000: the *Recreational Authorities Act*. The geographic coverage of the plan includes an area that will support the mission of the IOHRA which is to create, maintain and operate a regional 48-mile, multi-use, year round, interpretive trail. The “Iron Ore Heritage Trail” will connect the populated areas of the member communities as well as bring residents and visitors to the sites and stories of the Marquette Iron Range.

This recreation plan includes the participation of the member communities of the “Iron Ore Heritage Recreation Authority”. These communities are Chocolay Charter Township, City of Marquette, Marquette Charter Township, Negaunee Township, City of Negaunee, City of Ishpeming, Tilden Township, and Republic Township. *Ely Township is voting on a millage proposal in November of 2012 that would allow Ely Township membership.*

The plan focuses on development of the trail in the context of not only the recreation opportunity but also the economic potential of a long distance trail system that incorporates interpretation of natural, cultural, and historical features associated with our iron mining story.



ADMINISTRATIVE STRUCTURE

The Iron Ore Heritage Recreation Authority (IOHRA) was established with ten municipal members. Articles of Incorporation were drawn up and reviewed by each of the municipalities and signed in May of 2007. In November of 2008, a .2 mill was voted on in all ten municipalities to provide funding for the IOHRA to accomplish its mission. Two of the member municipalities did not pass the millage and therefore, the millage proposal was not passed. After the vote, members were asked if they would like to continue with the IOHRA and nine of the ten members signed back on.

In the spring of 2010, two of the remaining nine members elected to withdraw from the IOHRA due to their own ballot initiatives and did not want to jeopardize the remaining members.

In August of 2010, the seven remaining members (Chocolay Township, City of Marquette, Marquette Township, Negaunee Township, City of Negaunee, City of Ishpeming, and Tilden Township) voted to approve the .2 mills which raises approximately \$260,000 annually. The electorate in all of the municipalities was overwhelmingly supportive of the millage request. In 2011, Republic Township requested to join the IOHRA and in November their electorate voted approval of the .2 mills to join the IOHRA. The IOHRA's Articles of Incorporation and Bylaws and 2012 budget are included in **Appendix A**.

The IOHRA is governed by a Board of Directors. The Board consists of one appointed member from each participating municipality. The Board members serve as volunteers and cannot accept monies from the IOHRA. When the IOHRA has an even amount of members, the County of Marquette appoints a board member who has to reside in one of the members' municipalities.

The board members serve three years and are allowed to be reappointed. The executive board consists of the Chair, Vice Chair/Secretary, and Treasurer. These positions are voted on by the Board at the annual meeting in April.

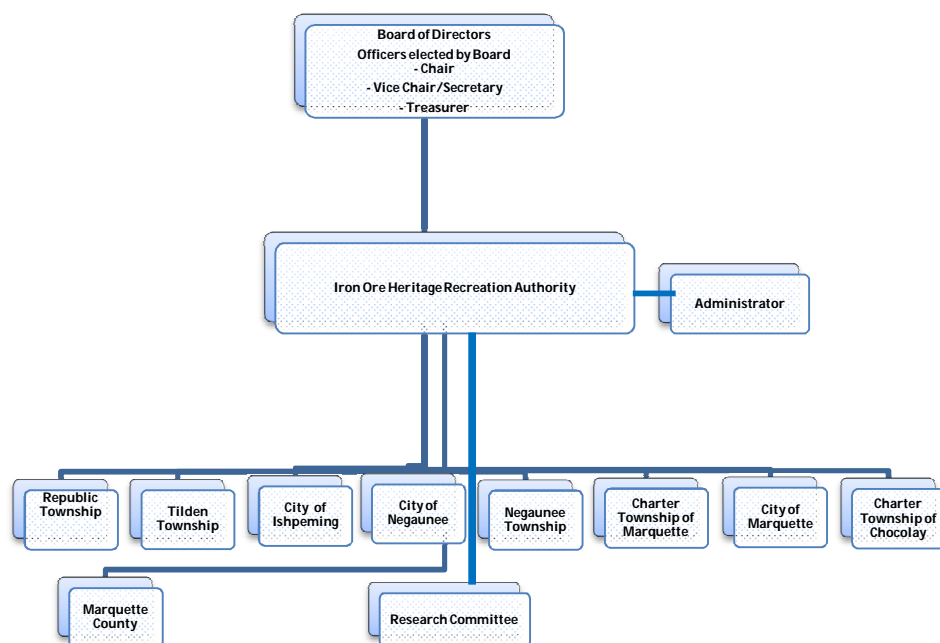
An Administrator has been hired to work on behalf of the goals and objectives of the Board of Directors. The current budget is included in **Appendix A**.

In addition to the millage funding approved by the electorate, the IOHRA has also set up a fund at the Marquette Community Foundation to allow for personal, corporate, and grant funding.

The volunteer Board provides the direction of the trail building, operations and maintenance. They are a dedicated group that provide expertise in trail building, government relations, legal issues, property transactions, interpretation of historical and natural resources, and recreational wants and needs.

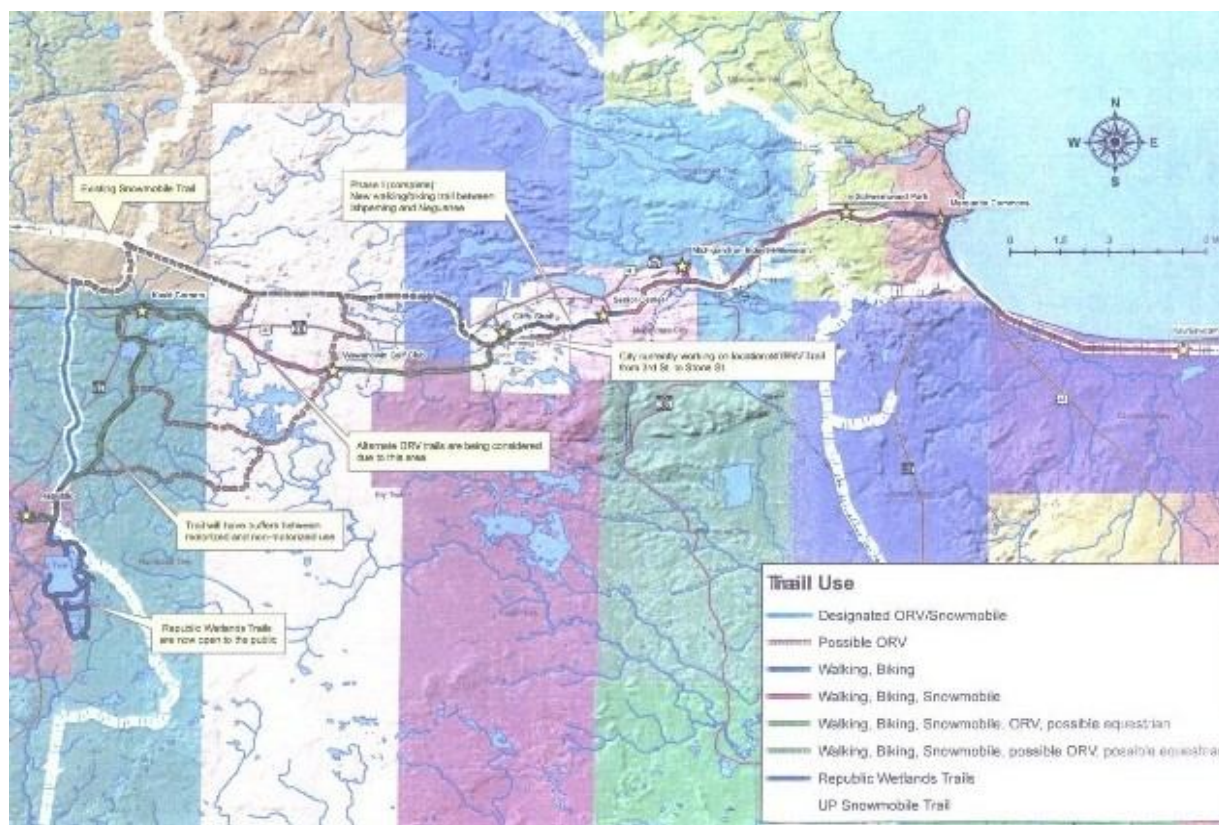
The Planning Commissions and governing bodies of the member communities were involved early on in the process of establishing the Authority. As each planning commission updated and/or drafted recreation plans for their communities, the future establishment of the Iron Ore Heritage Trail was considered. Their recreation plans point to a need for multi-use trails in general and in the case of recently drafted plans, refer specifically to support of the Iron Ore Heritage Trail.

The IOHRA updates each of the participating municipal members with written quarterly reports on the development of the trail and members are also encouraged to verbally update their boards at the monthly meetings.



RECREATION INVENTORY

The proposed Iron Ore Heritage Trail is a 48-mile long greenway that extends from the former Republic Mine site adjacent to downtown Republic north and east to the Lake Superior shoreline in downtown Marquette where it continues generally along the shoreline to the eastern border of Chocolay Township. The trail follows contemporary rail corridors as well as long abandoned rail grades dating from the earliest days of mining in the Upper Peninsula. The entire 48 miles is now either in State ownership (with IOHRA securing a lease with the State), is in a member municipal's ownership (such as City of Marquette bike path), IOHRA ownership, or IOHRA has secured long term leases and/or permanent easements. The IOHRA has recently secured ownership of some critical trail segments and also has 387 acres of property within the City of Negaunee and Negaunee Township.



Significant trail segments, particularly recently banked rail grades, are currently under the ownership of the State of Michigan Department of Natural Resources. The IOHRA will construct and operate trail segments on these lands under a lease agreement. Other segments are located on public lands of the neighboring communities and will also be improved and operated under lease agreements.

This trail will be the only one like it in Marquette County—an across the county, multi-use, interpretive trail system

To facilitate access to the trail, twelve trail heads are proposed and will be located where shown on the trail map included as **Appendix B**. The trail heads will typically include interpretive signage, parking, information kiosks, public art, artifacts and public toilets. In cases where trail heads are part of park development within member communities, additional elements may be incorporated. Trail heads will be properly signed and conveniently located for tourists and local residents.

The scale of the trail and the historic significance of the ‘story’ the trail tells insures a trail clientele well beyond the citizenry of the member communities, Marquette County and the State of Michigan. While the majority of users are most likely to come from Michigan and its neighboring states, the popularity of historic site tourism and the effective trail marketing through the support of the Marquette County Convention and Visitors Bureau will make the trail an important engine of economic growth in the region.

RESOURCE INVENTORY

The considerable length of the Iron Ore Heritage Trail will treat users to a wide variety of natural resources. For most of its length, it traverses the southeastern edge of the Laurentian Shield landform with typical rocky outcrops and northern hardwood climax forest. Open areas and edge habitat occur where the forest has been harvested and where open grassy areas abut the trail. The numerous lakes (including several miles of Lake Superior shoreline) and streams that intersect the trail provide access to unique fishing experiences.

Much of the trail length parallels private forest land open to public recreation under the Commercial Forest Reserve Act and further supplements access to nature. Wildlife viewing opportunities encompass the range of species found in the 'north woods' (including moose, deer, coyote, bear and other small species) and the diversity mirrors the many habitat types found along the trail.



ATV near Eagle Mills Negaunee TWP

A key element of the trail and perhaps its greatest value to the nature enthusiast is the access it provides to the numerous small streams and wetlands. This access for stream fishing may introduce the sport to a new generation of sportsmen and women. The exact placement of the trail grade and surfacing improvements will ultimately make stream access available to everyone regardless of physical ability.

Bird watching, a growing national pastime, will also play a prominent role along the 48 miles.



Carp River

The cultural resource embodied in the trail itself is one of the primary draws to the tourist. The trail follows parts of the earliest roads and railroads in the Upper Peninsula. The modern discovery of iron ore occurred in 1844 when state surveyors noticed their compass fluctuating wildly. Samples of ore were collected and returned to Michigan's



Jackson Mine

first state geologist, Dr. Douglas Houghton. Learning of this discovery, a group of investors organized as the Jackson Mining Company in 1845. That same year, several of these investors were led to a location near Negaunee's Teal Lake by a Native American guide, Chief Mah-je-gezhik, where they found iron ore exposed under the root of a fallen pine tree. This became the site of the Jackson Mine--the first iron mine in the entire Lake Superior region.

A flurry of activity followed as developers recognized the economic value of this resource. The three mining regions (Marquette, Menominee and Gogebic) of the Superior Iron Range would soon become the most abundant source of iron ore in the United States and would feed the needs of the Union Army during the Civil War. It became a critical source of iron during World Wars I and II. From the earliest days, Lake Superior iron ore fueled the needs of the industrial revolution and would largely build the cities of Chicago, Detroit and other early manufacturing centers. The stories of the early miners and pioneers and their families are well known by local residents many of whom are direct descendents of these pioneers. The interest in history to a new generation of tourist that seeks not only recreation but to find out more about their world begs that these stories be made available to the world beyond the isolation of the communities of the Upper Peninsula.

These stories are being rediscovered by all generations of local residents as part of a rich written and oral history. The cultural resource provides that extra dimension to the value of the trail. Some of the important features include the State owned and operated Michigan Iron Industry Museum located in Negaunee Township, at the site of the Carp River Forge, the massive ore docks that sit in Marquette's harbor, and the towering mine shafts of the Cliffs Shaft Mine.

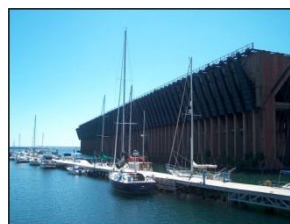


miners at Jackson Mine



Michigan Iron Industry Museum

Early



Marquette Lower Harbor Ore Dock



Cliff Shaft Mine Museum

A central story of the mining industry occurred in Negaunee's Old Towne. Almost one quarter of the city of Negaunee's urban core was abandoned beginning in the 1960's and 1970's due to concern over possible caving of old mines under the town. Homes were moved to other parts of the city and those that could not be moved were demolished with much of the lumber used to build new homes. The area was fenced in and remained inaccessible until 2007.

Most of the property is now open to the public and the old streets, sidewalks, and stairs leading to former homes are still visible. Each of the communities along the trail route has equally interesting tales to tell. These stories and the excitement and pride that come from their telling are perhaps one of the most lasting ways to preserve the cultural landscape of the Marquette Iron Range. It is a history written by the common working man upon whose labors the success of a nation was pinned.

PLANNING METHODS/PUBLIC INPUT

The cooperation required between the member communities in the establishment of the Recreation Authority by its very nature required a tremendous amount of community support. The concept was first discussed between the Noquemanon Trail Network and the National Park Service as part of their Rivers & Trails Program and grew into a community project. The project gained additional momentum at a National Park Service Greenways presentation in 2004.

As each community was approached, their planning commissions and governing bodies were engaged. In many cases the elected officials were the same people that pitched in with research and personal stories that became part of the fabric of the Iron Ore Heritage Trail.

Their efforts include searching for long abandoned sections of the early wagon roads and rail ways that supported the first mines as well as the remnants of many artifacts that will become future interpretive elements. Some of the activities and the excitement that surrounded the early planning of the Iron Ore Heritage Trail have resulted in a recent flurry of local history publications.



NPS Greenway Presentation

The early organizers of the trail also held numerous public meetings whose primary purpose was to use the talents and knowledge of the citizens of each community to identify areas of interest and to glean a perspective available only from those whose lives are most closely intertwined with the history of iron mining in the area.

Appendix E lists the outcomes of early community meetings. These tabulated results serve to document the extent of effort made to gather public input.

At the same time that organizers of the Iron Ore Heritage Trail were going to municipalities to gain interest from the citizenry, the city of Marquette, the township of Marquette Township and Chocolay Township embarked on a recreational survey. The most asked for recreational want within these three municipalities was more paved bike paths.



Ishpeming Mayor Updating Group

The planning process continues to play an important role in the creation of the trail and the interpretation of the resource. Seventeen interpretive signs have been created and installed due to the efforts of the signage committee who strenuously works to provide research, photos, and storylines for interpretation. Their efforts are ongoing and based upon the early public input sessions.

The IOHRA sends out quarterly reports to all its municipal members for them to discuss at their planning and township/city board meetings.

The IOHRA has also been utilizing trail surveys conducted twice annually on sections of the trail. These surveys are part of an Active Living campaign within Marquette County organized by the Marquette County Health Department. They provide background information on the demographics of trail users, their continued wants and needs for the trail, and personal stories of increased activity due to the trail construction. **Appendix C** includes the trail results.



Web site



Web site

The IOHRA has also designed a web site and Facebook page. The Facebook page provides an opportunity for daily input by residents. Currently there are 250 members of the page who are engaged in the trail construction and enhancements.

also In October 2012, a survey tool was devised using survey monkey and sent out via email to

- 1) organized trail groups, such as Hiawatha Snowmobile, Moose Country snowmobile group, Noquemanon Trail Network, TEAM ATV group
- 2) Superior Alliance of Independent Living to send to their members
- 3) Board members who were encouraged to send on to contacts within their address books
- 4) Ironoreheritage.com web site link
- 5) IOHRA's Facebook page.
- 6) Printed copies were also distributed to each municipal member to distribute from their offices.
- 7) A press release was sent out to local TV, radio, and newspapers.

Over 400 surveys were returned through survey monkey and printed. The survey tool and results are included in **Appendix C** as Recreation Plan survey tool and results.



Trail Survey

*The draft plan was then submitted to each member municipality to comment on. We also submitted to the Peter White, Negaunee, and Ishpeming Carnegie Libraries for citizen review. A copy of the notice is enclosed in Appendix C. Lastly, a public hearing was held on December 19. Minutes of that public hearing and the input received are included in **Appendix C** as public hearing minutes.*

GOALS AND OBJECTIVES

GOAL ONE: PRESERVE, DEVELOP AND MAINTAIN A CORRIDOR ACROSS MARQUETTE COUNTY.

Objective: Work with land owners to enter into purchase agreements, long term leases and/or easements options to secure a 48-mile permanent trail.

Rationale: A trend that is concerning to the residents' recreational and trail access is the parceling of large tracts of land. The County and entire Upper Peninsula are losing trails and access to recreational lands because large land owning companies, who historically have provided our residents access to their land through the Commercial Forest Act, are currently selling off parcels and portions. These smaller segments are now being gated and residents are restricted in their access to lands they used to enjoy. Snowmobile trail clubs secure access to these lands through seasonal easements and trail-based events gain access through one-day easements. This means that the trails are off limits for most of the year. The residents, through the survey, told us that creating a longer distance route was of highest priority to them. In fact, the highest number of respondents wanted a trail of 50 miles or more.

Objective: Build a trail using the corridor

Rationale: We have identified a 48-mile route across the Marquette Iron Range based upon railroad grades (mostly) and we have been successful in gaining access through land purchases, land swaps and easements. Approximately 2/3's of the trail is not upgraded and remains a non-improved trail with many obstacles. Again, the survey respondents identified upgrading the trail surface as a high priority.

GOAL TWO: PROVIDE A QUALITY USER EXPERIENCE AND SAFE TRAILS FOR THE DIVERSE TRAIL USERS.

Objective: Enhance trail surfaces and separate users where possible.

Rationale: Marquette County is an urban and rural County with a population that enjoys a multitude of recreational pursuits, including walking, roller skiing, bicycling, running, cross country skiing, horseback riding, snowshoeing, ATVing, and snowmobiling. The IOHRA recognizes the need that all these users require trails for their purposes and we will look for ways to share trails when safe to do so, provide separation of motorized and non-motorized trails where room allows, and provide dedicated trails where necessary.



Asphalt work in Ishpeming

Objective: Provide a route that connects our most populated areas.

Rationale: The proposed route of the Iron Ore Heritage Trail utilizes railroad grades once used to deliver the ore mined in western Marquette County to the harbor in Eastern Marquette County. The biggest advantage of these corridors is that they go through the towns and cities of Marquette County and connect our most populated areas. This will allow the majority of our County's residents to have easy access to the trail. In fact, location of the trail, is the largest factor in residents using the trail. It also allows our residents an opportunity to utilize alternative transportation options for commuting and gaining access to goods and services.

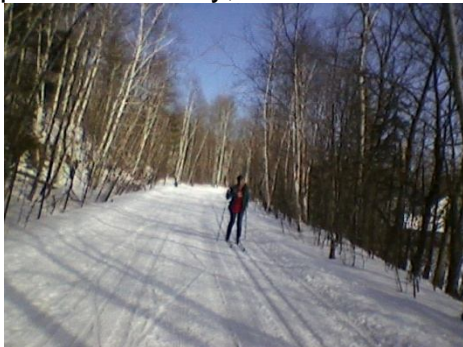
GOAL THREE: ENHANCE PHYSICAL ACTIVITY OF MARQUETTE COUNTY'S RESIDENTS AND ADD TO THEIR QUALITY OF LIFE

Objective: Provide a trail for a diversity of user groups near where they live.

Rationale: An Active Living survey done within the County noted that residents will get up and move when opportunities are easy. The Iron Ore Heritage Trail, with its proposed route near city centers and neighborhoods, has and will encourage more segments of our society to get up and move. With upgraded surfacing, the trail can be used for walking, running and biking with no obstacles. It is also free to use. All ages, income levels and abilities can utilize the trail.

Objective: Provide access in winter months.

Rationale: Marquette County has a distinct winter season with 180 inches of snowfall annually. An obstacle to physical activity in the winter is no safe, easy, accessible place to cross country ski and snowshoe. The Iron Ore Heritage Trail is an easy trail with little gradation. There are few areas in the County that provide an easy, level trail that is groomed for cross-country skiing.



XC Skiing from Negaunee to Ishpeming

Objective: Provide safe routes and connections to schools

Rationale: Research connections and work with municipalities to provide a safe means for school aged children to walk and bike ride to school thereby encouraging more physical activity for that age group.

Objective: Enhance the trail experience with connections to parks and recreational areas

Rationale: Trail users like to have destinations. The trail's proximity to tracts of State owned lands, City and Township parks, and non-profit controlled trails greatly enhances the possibility of recreation related partnerships. In the rural areas of the County, it provides access to State owned acres of land providing access for hunting, berry picking, and wildlife viewing. In the more urban areas, the trail abuts township and city parks such as Marquette Township's Schwemwood Park, Ishpeming's Bancroft Park, Negaunee's Jackson Mine Park, Marquette's Lower Harbor Park, and the Chocolay Marina and Park. All provide areas for picnics, green space for outdoor games and special events, children play areas, benches and sitting areas, and public restrooms.



Fishing Pier in Ishpeming

The trail is intersected by many water bodies which provide a diversity of fishing experiences. It parallels the Carp River for several miles and also crosses the river five times providing opportunities for fishing and birding. In Republic, the trail provides access to the Michigamme River, well known for kayaking, canoeing, and fishing. And in Marquette and Chocolay Township, the trail hugs Lake Superior providing opportunities for water sports such as swimming, fishing, boating, and nature and wildlife viewing. In Ishpeming, where we put a fishing pier adjacent to the trail, we notice a lot more kids on their bikes carrying their fishing gear.

Objective: Work with Superior Alliance for Independent Living (SAIL) to incorporate Universal Design Features

Rationale: The Recreation Authority will work with SAIL to make sure we are incorporating design features that work with all abilities. As we upgrade the trails, we will need to make sure the grades are accessible for persons in wheelchairs. As we provide trailhead facilities and outlets for fishing piers and access to parks, we will use the expertise of SAIL to make sure we are incorporating designs that work for all potential users. In all cases, trail improvements and trailhead support facilities will be designed to be 'universally accessible' in addition to complying with the Americans with Disabilities Act and

the Proposed Accessibility Guidelines for Outdoor Developed Areas (36 CFR Part 1195). The proposed trail surface will be a variety of materials, selected specifically for barrier free accessibility. The surface for most of the trails length will be self compacting, fine aggregate, commonly known as limestone screening (MDOT 36-A, modified). Urban trail sections will be asphalt paving. The trails are planned for either 10 or 12 foot width.

GOAL FOUR: PROVIDE A TRAIL SYSTEM THAT CAN BE USED FOR EVENTS

Objective: Provide a reliable point to point trail that event planners can have easy access.

Rationale: Trails and trail-based events have become part of the equation in our quality of life in Marquette County. The Noquemanon Ski Marathon, Ore to Shore Mountain Bike Epic, and the Marquette Marathon are three trail based events that provide a one-of-a-kind trail experience for users. Unfortunately, these events have to enter into one-day easements to use their routes. The trail is then closed to users the remainder of the year. The Iron Ore Heritage Trail will provide a long term, year round access trail for event creators. The events also increase the number of residents interested in a particular sport. A new event, the Harvest Half Marathon and Festival utilized the Ishpeming-Negaunee portion of the trail for its running race in October of 2012.

GOAL FIVE: INCORPORATE AN EDUCATIONAL COMPONENT FOR ENHANCEMENT OF TRAIL EXPERIENCE AND DEVELOP TRAIL USER INTEREST

Objective: Provide interpretation of the Marquette Iron Range's cultural, historical and natural features.

Rationale: Iron played a crucial role in the industrial revolution, the rise of the automobile industry, and weapons production during the Civil War and World Wars I and II. The ore that came from the Marquette Iron Range was instrumental to these national events. We will provide educational components along the trail to spike interest in the trail. Designed as a linear museum, the trail will tell the Marquette Iron Range stories of human commitment and sacrifice. We intend to utilize school students in the identification of our resources so the pride they take in their work will increase their stewardship of the trail into the future.



Interpretive Sign at Jackson Park

Lastly, by identifying the incredible natural resources along the trail—Lake Superior shoreline, wetlands, streams, rock outcrops and inland lakes, and wildlife, we open up the trail to other segments of the population including birders, wildlife viewers, photography enthusiasts, and rock hounds.



Recycled Rail Mile Marker

Objective: Connect the region's museums.

Rationale: The trail's route will connect all the museums in the County that combine to document the history, culture, and natural resources of the region--from the Republic Museum to the Cliffs Shaft Mine Museum in Ishpeming, to the Negaunee History Museum to the State-owned Michigan Iron Industry Museum in Negaunee Township to the Marquette Regional History Center, Marquette Maritime Museum and U.P Children's Museum in Marquette. Our partnerships with these documenters will allow us an enormous opportunity to tell the Marquette Iron Range story through multiple methods including: signage, ipod programs, cell phone technology, costumed interpreters, trail guides, web sites, artifacts and brochures. Seventeen interpretive signs, two kiosks, three pieces of artwork, and four benches have already been installed. This is the beginning of an interpretive plan for the entire 48 miles. Our signs are fabricated using recycled rail and steel and fit into our theme of iron mining.

Objective: Provide trailhead facilities for added interpretive areas and ease of accessing the trail.

Rationale: In order to preserve appropriate connections between the trail and the community, eleven trail heads are proposed. Their placement is based on ease of access, visibility, amount of miles between trailheads, and the ability to partner with existing attractions, parks, and sites. In many places, the trail heads will utilize existing buildings and sites such as the Marquette Commons Building, the Michigan Iron Industry Museum, and the Cliffs Shaft Mine Museum, and



Double Jacking Artwork

Republic's Bank Building. These facilities already have parking, lighting, restrooms, and sitting areas. We can then use our money to enhance their facilities with additional interpretive signage and artwork, directional signage, and bike racks. Other trailhead facilities that will be built from scratch will include toilets, landscaping, parking, interpretive kiosks, and interpretive signage.



Eagle Scout Bench Project

GOAL SIX: PROVIDE AN ASSET THAT CONTRIBUTES TO THE ECONOMIC DEVELOPMENT OF MARQUETTE COUNTY

Objective: Provide an asset that brings recognition to Marquette County.

Marquette County's population has decreased since the mid 1990's due to demographic shifts including smaller families, an aging population, and a closure of an air force base. The County has been searching for ways to counteract the trend by introducing the area to new families and entrepreneurs. Because of our geographic remoteness, we are not a pass through area. We are a destination. Trail based events and the snowmobile trail have introduced Marquette County to a population that might never have known we were here.

New business owners, retirees, and employees have stated that part of their reason for moving here is based on the trails, the events, and the quality of life they provide. Pioneer Surgical, a local health care manufacturer, uses our recreational trails and events as a way to attract talent to their company.

Objective: Provide a long distance, interpretive trail system (the only one in the Upper Peninsula) that will be marketed to visitors.

The Iron Ore Heritage Trail has made its home within the offices of the Marquette Country Convention and Visitors Bureau. This partnership allows the IOHRA to tap into the expertise of those who are marketing Marquette County to the outside world. We believe that the Iron Ore Heritage Trail with its 48 miles will be an attraction that will increase the tourism industry in Marquette County.

ACTION PLAN

The construction and maintenance necessary for the IOHT will be funded by a Recreation Authority tax that has passed in eight municipalities in 2010 and an additional municipality in 2011. The annual income from the .2 mill is \$264,000. This funding will be used for operations and maintenance and will be leveraged against grant funds, private donations and 'in-kind' donations to finance the trail's construction and trail amenities.

The IOHRA has secured ownership or easement along the entire 48-mile trail. Our priority projects will be in the construction of the trail and the associated amenities including trailhead facilities.

Priority projects are listed below along with projected costs. In all cases, potential funding sources include MDOT Transportation Alternatives Funds Michigan DNR Recreational Trail Program, Natural Resources Trust Fund, and State Passport Fund.

1. Clearing, grading, surfacing and signing of trail from Winthrop Junction to Co. Rd. 478. Approximately 4 miles.
Approximate Cost \$400,000
2. Clearing, grading surfacing and signing of trail from Co. Rd. 478 to Humboldt.
Approximately 5 miles.
Approximate Cost \$500,000
3. Clearing, grading, surfacing and signing of trail from Humboldt to Republic with bridge capping. Approximately 7 miles.
Approximate Cost \$725,000
4. Trail Head parking, signage, toilets and amenities. Twelve locations. Includes trail alignment adjustments and landscaping.
Approximate Cost \$ 420,000
5. Trail Head and Trail interpretive signage, kiosks and displays, public art.
Approximate Cost \$ 150,000.
6. Motorized trail development in Negaunee and Negaunee Township, bridge building, railroad crossing. Approximately 3 miles.
Approximate Cost \$200,000
7. Connections with local schools and museums
Connections will be made through trail building and upgrading. No additional costs.

8. Signing for ecology. Smaller signs for identifying floral and fauna along the trail. Accomplished through working with schools, public university.
Approximate Cost \$25,000
9. Make policy for trail usage by event planners. Signage along trail with contact information.
Approximately cost: \$1000

The Iron Ore Heritage Recreation Authority is updating its five-year Recreation Master Plan. We'd like your input on development and use of the trail. Below is a map of the proposed Heritage Trail for you to reference as you take the survey. **The survey is due on October 19.** Written copies are available at Township and City Halls or at our office at 337 W. Washington Street, Marquette, MI 49855. Please return via mail, fax or email. Addresses listed above.



1. If you have heard of the Iron Ore Heritage Trail, please let us know how. (Check all that apply)

Word of Mouth.....	<input type="checkbox"/>	Chamber of Commerce..	<input type="checkbox"/>
Radio.....	<input type="checkbox"/>	Facebook.....	<input type="checkbox"/>
Signage.....	<input type="checkbox"/>	Brochure.....	<input type="checkbox"/>
Newspaper.....	<input type="checkbox"/>	Web Site.....	<input type="checkbox"/>
Television.....	<input type="checkbox"/>	Map.....	<input type="checkbox"/>
Other _____		Convention/Visitors.....	<input type="checkbox"/>

2. Have you ever been on the Iron Ore Heritage Trail? If not, please go to question 5.

Yes ☐ No ☐

3. If so, which portions of the trail have you been on (please check all that apply)?

Chocolay.....	<input type="checkbox"/>	Through Ishpeming.....	<input type="checkbox"/>
Marquette.....	<input type="checkbox"/>	Ishpeming to Humboldt..	<input type="checkbox"/>
Marquette to Negaunee...	<input type="checkbox"/>	Humboldt to Republic....	<input type="checkbox"/>
Negaunee to Ishpeming...	<input type="checkbox"/>		

4. Please select your primary uses of trails. Please check all that apply.

Bicycle.....	<input type="checkbox"/>	Roller Ski.....	<input type="checkbox"/>
Mountain Bike.....	<input type="checkbox"/>	ATV/Quad.....	<input type="checkbox"/>
Walk.....	<input type="checkbox"/>	Snowmobile.....	<input type="checkbox"/>
Run.....	<input type="checkbox"/>	Cross Country Ski.....	<input type="checkbox"/>
Horseback	<input type="checkbox"/>	Snowshoe.....	<input type="checkbox"/>
Hike.....	<input type="checkbox"/>	Snow Bike.....	<input type="checkbox"/>
Other _____		Wheelchair.....	<input type="checkbox"/>

5. How long of a trail do you prefer?

Less than 5 miles ☐ 16-20 miles.....☐ More than 50 miles ☐
5-10 miles.....☐ 21-30 miles.....☐
10-15 miles.....☐ 31-50 miles.....☐

6. Please check your top **five** reasons for using the Iron Ore Heritage Trail.

Ability to enjoy a peaceful/quiet experience..... <input type="checkbox"/>	Availability of trail maps..... <input type="checkbox"/>
Location of trail <input type="checkbox"/>	Scenic Beauty..... <input type="checkbox"/>
Quality of the trail surface <input type="checkbox"/>	Trail Design..... <input type="checkbox"/>
Directional signage..... <input type="checkbox"/>	Cleanliness of trail..... <input type="checkbox"/>
Interpretive Signage..... <input type="checkbox"/>	Trail well groomed for snow sports..... <input type="checkbox"/>
Availability of parking..... <input type="checkbox"/>	Other.....

7. Please check the top **five** improvements you would like to see that would enhance your experience on the Iron Ore Heritage Trail.

Create longer distance routes..... <input type="checkbox"/>	Provide more bike racks..... <input type="checkbox"/>
Upgrade trail surfacing..... <input type="checkbox"/>	Add Lighting..... <input type="checkbox"/>
Better maintenance of trails..... <input type="checkbox"/>	Provide better parking..... <input type="checkbox"/>
Create more trailhead facilities..... <input type="checkbox"/>	Create a few single use trails (ie equestrian only)..... <input type="checkbox"/>
Improve trail signage and maps..... <input type="checkbox"/>	Provide more interpretive signage..... <input type="checkbox"/>
Provide more restrooms..... <input type="checkbox"/>	Provide more artwork..... <input type="checkbox"/>
Provide more benches/sitting..... <input type="checkbox"/>	Other.....
areas	

8. Please check your top **five** priorities for items at Iron Ore Heritage Trail heads.

Restrooms..... <input type="checkbox"/>	Bike racks..... <input type="checkbox"/>
Directional signage..... <input type="checkbox"/>	Garbage cans..... <input type="checkbox"/>
Interpretive signage..... <input type="checkbox"/>	Dog waste bags..... <input type="checkbox"/>
Parking..... <input type="checkbox"/>	Trail maps..... <input type="checkbox"/>
Lighting..... <input type="checkbox"/>	Artwork..... <input type="checkbox"/>
Benches/Sitting..... <input type="checkbox"/>	Other.....
areas	

9. Please provide any additional comments.
