

City of Plainwell



Rick Brooks, Mayor
Lori Steele, Mayor Pro-Tem
Brad Keeler, Council Member
Todd Overhuel, Council Member
Roger Keeney, Council Member

Department of Administration Services
211 N. Main Street
Plainwell, Michigan 49080
Phone: 269-685-6821 Fax: 269-685-7282
Web Page Address: www.plainwell.org

“The Island City”

AGENDA City Council Monday, March 26, 2018 7:00 PM

1. **Call to Order**
2. **Invocation**
3. **Pledge of Allegiance**
4. **Roll Call**
5. **Approval of Minutes/Summary – 03/12/2018 Regular Meeting**
6. **General Public Comments**
7. **County Commissioner Report**
8. **Presentation**
 - A. Suzanne Deneau – Wightman & Associates – River to River Trail Plan Update
9. **Agenda Amendments**
10. **Mayor's Report**
11. **Recommendations and Reports:**
 - A. **Resolution 18-09 – Property Transfer Affidavit Fee Waiver**

Council will consider adopting Resolution 18-09 to waive the penalty for failure to timely file a Property Transfer Affidavit.
 - B. **Resolution 18-11 – Remove South Woodhams Street from Act 51 Map**

Council will consider adopting a resolution to remove a section of South Woodhams Street, south of Colfax, from the city's Act 51 map.
 - C. **Resolution 18-12 – Arbor Day 2018**

Council will consider adopting a resolution setting April 27, 2018 for the city's Arbor Day celebrations, including a tree planting ceremony at 12:30pm honoring Dale Harrington.
 - D. **WR – Replacement Screw Pumps**

Council will consider approving a construction contract with Franklin Holwerda Company for \$225,800 for replacement screw pumps at the Water Renewal Plant.
12. **Communications:** The February 2018 Water Renewal Report.
13. **Accounts Payable - \$82,857.28**
14. **Public Comments**
15. **Staff Comments**
16. **Council Comments**
17. **Adjournment**

Note: All public comment limited to two minutes, when recognized please rise and give your name and address

The Island City
The City of Plainwell is an equal opportunity provider and employer

MINUTES
Plainwell City Council
March 12, 2018

1. Mayor Pro-tem Steele called the regular meeting to order at 7:01 PM in City Hall Council Chambers.
2. Scott Fenner from Lighthouse Baptist Church gave the invocation.
3. Pledge of Allegiance was given by all present.
4. Roll Call: Present: Mayor Pro-Tem Steele, Councilman Overhuel, and Councilman Keeler. Absent: Mayor Brooks and Councilman Keeney.
5. Approval of Minutes/Summary:
A motion by Overhuel, seconded by Keeler, to accept and place on file the Council Minutes and Summary of the 02/26/2018 regular meeting. On voice vote, all voted in favor. Motion passed.
6. General Public Comments: None.
7. County Commissioner Report:

Commissioner Black asked for feedback regarding tax issues from the Commission on Aging, and about a pipeline from Lake Michigan.
8. Agenda Amendments: None
9. Mayor's Report: None.
10. Recommendations and Reports:
 - A. Superintendent Updike reported having received an Act 51 Street Map from the State of Michigan that was missing a few streets, as well as the new section of Prince Street north of M-89. The resolutions before Council are to certify that the streets exist so the State can update its maps.
A motion by Keeler, seconded by Overhuel, to adopt Resolutions 18-06, 18-07 and 18-08 to add sections of Benhoy, North Anderson, and Prince Streets to the State's Act 51 Mileage Certification. On a voice vote, all in favor. Motion passed.
 - B. Superintendent Updike reported damage to a streetlight by a private contractor. A second streetlight could be ordered without additional shipping costs saving the city some money and providing a backup.
A motion by Keeler, seconded by Overhuel, to approve the purchase of two (2) Halophane street lights from Kendall Electric for \$5,146.00. On a roll-call vote, all in favor. Motion passed.
 - C. Director Bomar reported having ordered a new patrol vehicle approved by Council in December 2017. This request is to equip the new vehicle with public safety equipment.
A motion by Overhuel, seconded by Keeler, to approve the project with Tele-Rad to equip the new patrol vehicle in the amount of \$7,445.00. On a roll-call vote, all in favor. Motion passed.
 - D. Jeff Wingard from Fleis & Vandenbrink gave Council a status report on where the SAW Grant project is and milestones reached and targeted. He noted the need to confirm the city's commitment to match the required funds within the grant (\$108,700). He reported their work related to the Grant would include inspecting and cleaning pipes, mapping GIS coordinates for the sewer and storm systems as well as a prioritized snapshot of the infrastructure. Related to the Grant work, their staff could update GIS coordinates for the water system for additional costs, which would be reduced by having the work done whole. Fleis & Vandenbrink staff was already walking through the entire town mapping and inventorying the sewer and storm water systems
A motion by Keeler, seconded by Overhuel, to confirm the city's provision of matching funds of

\$108,700 for the SAW Grant. On a roll-call vote, all in favor. Motion passed.

A motion by Overhuel, seconded by Keeler, to approve a 2-phase project with Fleis & Vandembrok to map the water system for GIS purposes with a total project cost of \$37,000. On a roll-call vote, all in favor. Motion passed.

E. Community Development Manager Siegel reported the Planning Commission's work on updating the zoning classifications and that a Public Hearing needed to be set.

A motion by Keeler, seconded by Overhuel, to set a public hearing on April 9, 2018 for purposes to reviewing amendments to the zoning ordinance. On a voice vote, all in favor. Motion passed.

11. Communications:

A. A motion by Keeler, seconded by Overhuel, to accept and place on file the February 2018 Investment and Fund Balance Reports. On a voice vote, all in favor. Motion passed.

12. Accounts Payable:

A motion by Keeler, seconded by Overhuel, that the bills be allowed and orders drawn in the amount of \$194,127.24 for payment of same. On a roll call vote, all in favor. Motion passed.

13. Public Comments None.

14. Staff Comments

Personnel Manager Lamorandier reported having placed ads for seasonal labor and for the DPW Superintendent's position.

Superintendent Updike reported working on grants for street upgrades, as well as training on Cartegraph.

Superintendent Pond updated Council on the subsiding water levels after recent flooding.

Community Development Manager Siegel reported working on fundraising for a planned sesquicentennial celebration in 2019.

Clerk/Treasurer Kelley reported having helped the City of the Village of Douglas with property tax settlement after Plainwell's settlement was completed without incident on March 1. He also noted the planned arrival of new election equipment this week.

15. Council Comments: None

16. Adjournment:

A motion by Keeler, seconded by Overhuel, to adjourn the meeting at 7:38 PM. On voice vote, all voted in favor. Motion passed.

Minutes respectfully

Submitted by,

Brian Kelley

City Clerk/Treasurer

SUMMARY
Plainwell City Council
March 12, 2018

1. Mayor Pro-Tem Steele called the regular meeting to order at 7:01 PM in Council Chambers at City Hall.
2. Invocation given by Scott Fenner from Lighthouse Baptist Church.
3. Pledge of Allegiance was given by all present.
4. Roll Call: Present: Steele, Keeler and Overhuel. Absent: Brooks and Keeney.
5. Approved Minutes/Summary of the 02/26/2018 regular meeting.
6. Approved Resolutions 18-06, 18-07 and 18-08 to update the Act 51 Street Funding Map.
7. Approved purchase of two (2) street lights from Kendall Electric for \$5,146.00.
8. Approved project to equip the new DPS patrol vehicle from Tele-Rad for \$7,445.00.
9. Confirmed the city's obligation to provide matching funds of \$108,700 for the SAW Grant.
10. Approved a 2-phase project with Fleis & Vandenbrink for \$37,000 to map and inventory the water system for GIS purposes.
11. Set a Public Hearing for April 9, 2018 to consider amendments to the Zoning Ordinance.
12. Accepted and placed on file the February 2018 Investment and Fund Balance Reports.
13. Approved Accounts Payable for \$194,127.24.
14. Adjourned the meeting at 7:38 pm.

Submitted by,
Brian Kelley
City Clerk/Treasurer

Allegan County Board of Commissioners



County Services Building
3283 – 122nd Avenue
Allegan, MI 49010
269-673-0203 Main Office
269-686-5331 Main Fax
<http://www.allegancounty.org>

Dean Kapenga, Chairman
Max Thiele, Vice Chairman

BOARD OF COMMISSIONERS MEETING – AGENDA

Thursday, March 22, 2018 – 1PM
Board Room – County Services Building

DISTRICT 1
Dean Kapenga
616-218-2599
dkapenga@
allegancounty.org

9AM

DISCUSSION ITEMS:

DISTRICT 2
Jim Storey
616-848-9767
jstorey@
allegancounty.org

1. Administrative Update (*Health Dept. addressed the processes set by DEQ for R. Smith's issues, and reviewed performances for environmental services provided. Otsego and other location wells are being tested. Mr. Smith reported that other counties are not complying to DEQ required inspections. Allegan County will invite DEQ to discuss the said inspections and frequencies.*)
2. Commission on Aging—Senior Millage Options (166-079) (*August Primary renew millage for four years, millage heated misunderstanding discussion*)

DISTRICT 3
Max R. Thiele
269-673-4514
mthiele@
allegancounty.org

3. 2018 Board Planning (*Discusson; passed unanimously*)

1PM

CALL TO ORDER:

OPENING PRAYER: Commissioner Gale Dugan

PLEDGE OF ALLEGIANCE:

ROLL CALL:

PUBLIC PARTICIPATION: (*R. Smith & Sons complained about health dept. inspections costs that doubled from 2017, and inquired to know how fees are calculated.*)

ADDITIONAL AGENDA ITEMS:

ADMINISTRATIVE REPORTS:

DISTRICT 4
Mark DeYoung
616-681-9413
mdeyoung@
allegancounty.org

DISTRICT 5
Tom Jessup
269-637-3374
tjessup@
allegancounty.org

CONSENT ITEMS:

1. Motion to approve of claims paid and to incorporate into proceedings of the Board (3/16/18 & 3/23/18) (*\$566,920.40, \$251,149.88; passed unanimously*)

ACTION ITEMS:

DISTRICT 6
Gale Dugan
269-694-5276
gdugan@
allegancounty.org

1. Central Dispatch Authority—renew 911 Operating Surcharge (165-611) (*Move to August 7, 2018 ballot at \$3.00 per month (same as currently) from through December 31, 2025; passed unanimously 5-absent DeYoung, Jessup*)
2. Board of Commissioners—Resolution Authorizing Election Pursuant to Public Act 69 of 2005 (166-478) (*Recycling or composting-for Dorr and any other municipalities who did not participate in 2017, for a period of 5 years ; passed unanimously*)

DISTRICT 7
Don Black
269-792-6446
dblack@
allegancounty.org

3. Board of Commissioners—approve Economic Development Services Proposal (166-544) (*Consider to partner with Lakeshore Advantage, and recommended by the EDC 2/28/18 to the BoC; passed 6-1 Thiele*)

Mission Statement

“The Allegan County Board of Commissioners shall plan, develop, and evaluate the necessary policies and resources to ensure our county continues to progress and prosper”

4. Transportation—upgrade Public Safety Communications System-Radios (166-635) *(With \$94,903 from federal gov. and \$30,764 from state; passed unanimously)*
 5. By-Laws Community Correction Advisory Board-Approve Amendment-*(passed unanimously)*
 6. Commission on Aging—Senior Millage Options (166-079) *(BoC Budget Policy/Senior Services Fund Change; passed unanimously)*
-

DISCUSSION ITEMS:

1. Commission on Aging—Senior Millage Options (166-079) *(Continued discussion about millage? Answers to commissioners from Director from last commission meeting)*
-

PUBLIC PARTICIPATION: *Jim Pitsch inquired of shape of West Side Park*

ROUND TABLE:

- District-1-Dean Kapenga-*(Nothing)*
- District-2-Jim Storey-*(Nothing)*
- District-3-Max R. Thiele-*(This is the 5th meeting without approaching shortfall of 2018 budget and sheriff request for money. Attended a meeting regarding recycling at Kalamazoo College.)*
- District-4-Mark DeYoung-*(The Tribe has a candidate for The Tourist Council)*
- District-5-Tom Jessup-*(Same recycling meeting seemed not good plan)*
- District-6-Gale Dugan-*(Nothing)*
- District-7-Don Black-*(Gathered 1,100 gallons of maple sap to date this season and syrup for sale)*

District #7 Commissioner (616) 920-2875 Don Black Synopsis-March 22, 2018
(Comments in italics are my opinions and interpretation of the Commission meeting and actions)

Deceit

Watch out! The person who flatters you always wants to get something out of you.

Aesop (600 BC)

ADJOURNMENT: Next Meeting – Thursday, April 12, 2018, 1PM @ **BOARD ROOM – COUNTY SERVICES BUILDING, COUNTY SERVICES COMPLEX.**



RIVER TO RIVER TRAIL PLANNING STUDY

DRAFT

February 2018

Wightman & Associates
Williams & Works

[List other contributors here]

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Introduction

The River to River Trail Planning Study was funded by a grant from MDNR Recreation Improvement Fund (RIF) and matched by the following communities: Cooper Township, Gun Plain Township, City of Kalamazoo/Kalamazoo Parks and Recreation, Friends of the Kalamazoo River Valley Trail, Martin Township, Village of Martin, City of Plainwell, and City of Wayland (Verify that all donations were accounted for). The plan analyzes potential non-motorized trail routes from Kalamazoo to Grand Rapids that would connect communities as well as improve mobility options and recreation opportunities for the communities.

The River to River Trail Planning study examined trail route opportunities and challenges on the ground, held stakeholder and public meetings, and held meetings with stakeholders, regulatory agencies, and the interested public. The recommended trail route follows the previously known Interurban Railroad Line and provides a completely off-road trail with beautiful views of the countryside and access to destinations along the route.

The recommended trail route of The River to River Trail traverses on privately-owned property. Most of the route is along the old Interurban Railroad line that is currently owned by Consumers Energy and leased by International Transmission Company (ITC). Consumers Energy and ITC have been stakeholders in this planning study and provided information about leasing the land for use as a non-motorized trail. The land would cost \$1,000 per mile, per year to lease.

The River to River Trail Plan also examines potential cooperative trail management opportunities, funding opportunities and other next steps in order to fulfill the goal of a completed River to River Trail. The study also lists potential trail support facilities, including parking areas, trailhead locations, and signage to enhance the experience along the trail corridor. Finally, the River to River Trail Plan provides trail management strategies and next steps required for the completion of this trail to connect Kalamazoo to Grand Rapids, a significant segment of West Michigan's regional trail network.

1. Project Purpose and Goals

The objective of the River to River Trail Planning study is to recommend a preferred route for a non-motorized trail connection from the Kalamazoo County trail system to the Kent County trail system. Specifically, the trail plan looked at a route connecting the existing Kalamazoo River Valley trailhead at D Avenue in Cooper Township north to The Fred Meijer M-6 trailhead at Carriage Lane SW in Cutlerville. This trail section would connect multiple communities and improve transportation and recreation opportunities for the people in the surrounding communities.

Project Background and Purpose

A trail connecting Kalamazoo to Grand Rapids along the old Interurban Rail Line has been an interest to local residents and trail advocates for some time. The Kalamazoo River Valley Trail and the Kent Trail systems are both heavily used trail systems. West Michigan has a strong bicycle community with many bicycle groups, organizations and support along with pedestrians of all ages and capabilities looking for a safe, off road walking and running route. The landscape of the proposed trail along the Interurban Rail Line ranges from prairie and farmland to rolling hills and forests. This varied landscape provides numerous opportunities in communities for outdoor recreation and enjoyment. There are some challenges involved in connecting the communities and these natural resources through private property, leasing property, topography changes, and trail management challenges. The Interurban Rail Line is owned by Consumers Energy and leased to ITC, who have shown interest in leasing the land for use as a non-motorized trail. The Interurban Rail Line would provide the most scenic route of the three proposed routes which makes the route a desirable choice. This planning study looks to determine the development potential as well as the cost to lease the land from Consumers Energy.

Currently bicyclist and pedestrians have limited transportation options when traveling between Kalamazoo and Grand Rapids as well as everywhere in-between. The main option currently is road-riding or running which can be unappealing and unsafe. The River to River trail will serve as a vital link between communities, enhance access to and appreciation of numerous scenic farming and natural areas, provide a non-motorized transportation option for residents of the nearby communities, and complete an important connection in the state-wide non-motorized trail system as proposed by the West Michigan Trails and Greenways Coalition.

The River to River trail will create a continuous non-highway route for touring cyclists and long-distance runners from southern to northern West Michigan. In addition to adding transportation options to the communities, a complete River to River trail would further the quality of life for residents and add to the opportunities for visitors to the area.

There are many ways that trails and greenways affect the local economy including: tourism, events, urban redevelopment, community improvement, property value, health care savings, jobs and investment, and general consumer spending” (McDonald, 1). Touring bicyclists, runners and hikers play “an important role in Michigan’s tourism industry. Tourists coming to Michigan may take a day trip through a rural section of the Upper Peninsula on a rail trail or...explore an urban environment” (BBC Research and Consulting, 57). For example, “The total annual economic impact of bicycling in Michigan is \$668 million” (BBC Research and Consulting, Infographic), this is made up of retail, bicycling events, and vacations in Michigan. In general, “people who live in communities where it is safe and convenient to engage in active transportation enjoy better overall health, greater economic opportunities, a cleaner environment, lower energy bills and numerous personal and social gains associated with a strong sense of community” (Rails-to-Trails Conservancy, 5). The River to River trail can only be expected to increase tourism potential.

Goals of the River to River Trail Planning Study

The River to River Trail Planning study will stress improving access for non-motorized users along the Kalamazoo-Grand Rapids / US-131 Corridor.

The planning study will:

- Advance the completion of an important connecting route from Kalamazoo County to Kent County
- Improve transportation options for residents along the route to connect with other communities and services
- Enhance appreciation of local landscapes and natural areas
- Provide safe alternative transportation
- Create more access to recreation opportunities, enhancing quality of life for residents

The study will result in 1) conceptual trail design, alternative routes, 2) preliminary cost estimates for engineering and construction, 3) identification of potential funding sources; and 4) analysis of leasing Consumer’s Energy owned property.

2. Project Approach

The methodology used to determine a preferred trail alignment included analysis of potential routes, public meetings, and stakeholder meetings. Wightman and Associates conducted studies utilizing GIS and field visits to map possible routes. The gathered included identification of wetlands, floodplains, existing rail corridors, right-of-way widths, grades, utilities, and culverts/bridges. These notes were used to create the maps of the route options and were then taken to stakeholder meetings where they were further refined.

Stakeholder and Public Outreach Summary

The community and stakeholder outreach portions of this study intended to bring together the diverse user groups from the communities along with the many agencies that have a stake in the trail. The River to River trail stakeholder meetings included many of the key stakeholders and agencies but had yet to involve adjacent landowners.

The five stakeholder meetings held at Plainwell City Hall in Plainwell, MI. The meetings were held on January 11, 2016; February 8, 2017; March 8, 2017; October 11, 2017; and March 14, 2018. The stakeholder meetings brought stakeholders together to review preliminary trail route options and discuss next steps for the feasibility study and beyond. These meetings included representatives from Allegan County Board of Commissioners, Allegan County Parks Commission, Bike Friendly Kalamazoo, Byron Township, City of Plainwell, City of Wayland, Friends of the Interurban Trail, Consumers Energy, Cooper Township, Dorr Township, Friends of the Kalamazoo River Valley Trail, Governor's Office of Urban Initiatives, Gun Plain Township, International Transmission Company (ITC), Kalamazoo Area Transportation Study (KATS), Kalamazoo Bicycle Club, Martin Township, MDNR, MDOT – Grand Region, MDOT – Southwest Region, MDOT – Kalamazoo Transportation Service Center, The National Park Service, Plainwell Citizens for Safer Cycling, Village of Martin, and West Michigan Trails & Greenways Coalition. Additional stakeholders include Allegan County, The Disability Network, Grand Valley Metropolitan Council (GVMC), Kalamazoo County Road Commission, Kent County Road Commission, Leighton Township, LIAA, Parallel Solutions, Plainwell Parks & Trees Committee, Rapid Wheelmen, Southwest Michigan First, and Wayland Township.

Trail Route Analysis

The project team used review of field visits, stakeholder meetings, public input meetings and study of opportunities and challenges to determine a preferred trail alignment. Preliminary maps, along with observations of the terrain and a list of opportunities and challenges were reviewed and discussed in the stakeholder meetings. The input gained from these stakeholder meetings refined the alignments considered, which in turn required further investigation on the ground. During these meetings, feedback was given that led to elimination of Route 3 from discussion during the public input meetings.

Public Meetings

Four formally-advertised public meetings were scheduled to solicit feedback from residents, adjacent property owners, stakeholders, and other community partners to help guide the recommendations of this plan. Public meetings were advertised via facebook, email blasts, and on community websites. Due to the considerable geographic size of the project area, the public meetings were held at strategic locations along the proposed routes. These four sites provided more convenient locations for local residents, property owners, and interest groups along the 35-mile stretch to attend a meeting nearest to them. Meeting locations also allowed for equitable geographic coverage and resulted in more meaningful feedback.

The public meetings featured several interactive stations, display boards, and maps designed to solicit public feedback. Attendees were asked to weigh in on their preferred trail alignment and construction material, how they would use the trail, and ideas for the name of the future trail. Additionally, attendees were prompted to identify challenges, opportunities, and key destinations along the trail on large-sized maps. These comments will be considered during trail planning, design, and construction.

Challenges are locations that may pose a challenge to trail routes through a particular area such as steep slopes, wetlands and water features, and heavy traffic volumes and/or high vehicle speeds.

Opportunities are potential routes which may be more advantageous such as avoiding steep slopes, promoting local businesses, shaded areas, lower traffic volumes and/or vehicle speeds, and scenic areas.

Key Destinations are attractions within close proximity to the proposed trail routes which may be of interest to potential trail users.

The schedule for the public meetings is as shown in the table below. 153 total people signed in at the four meetings.

Meeting	Host	Location	Date	Attendees
1	Cooper Township	Cooper Township Hall 1590 D Ave. W Kalamazoo, MI 49009	Wednesday, May 17, 2017	34
2	Byron Township	Byron Township Hall 8191 Byron Center Ave. SW Byron Center, MI 49315	Wednesday, July 12, 2017	45
3	City of Wayland	Wayland Union HS Fine Arts Center 850 E Superior St. Wayland, MI 49348	Wednesday, August 9, 2017	23
4	Old Mill Brewpub	Old Mill Brewpub 717 E Bridge St. Plainwell, MI 49080	Thursday, September 14, 2017	51
TOTAL				153

Digital Engagement Platforms

The River to River Trail planning process incorporated several digital engagement platforms in addition to the community open house meetings. A project-specific website, Facebook page, and an interactive mapping tool were utilized to solicit further input from residents and interest groups who were unable to attend public meetings as well as spread awareness surrounding the planning effort.

Website (r2rtrailplan.org)

The project website was utilized to provide information essential to the planning effort, display public meeting dates and locations, and provide links to the interactive mapping site, project documents, Facebook page, and other resources applicable to the project. In total, the project website received nearly 2,500-page views and was accessed by 1,663 unique users.

(stats for other platforms in a side bar/text box titled “by the numbers” or something similar to be added)

Facebook ([facebook.com/r2rtrailplan](https://www.facebook.com/r2rtrailplan))

Posts on the Facebook page included relevant media articles covering the planning process, Facebook events for each public meeting, reports and other documents produced for this project, and other official announcements. A total of 567 Facebook users liked or followed the page (as of October of 2017). Posts on the page received 1,915 clicks, 715 reactions, and were seen by nearly 19,000 users.

Interactive Mapping Page (communityremarks.com/rivertorivertrailplan)

An interactive mapping tool was established to allow participants to conveniently post ideas, comments, and images to a website and relate them to specific geographic locations. The prompts provided in this exercise mirrored those issued at the public meetings in order to gather consistent feedback and allow additional opportunities to those who were unable to attend a public meeting. In total, 78 comments were received from this platform. A full list of all comments received from the interactive mapping page and the public meetings is available in [\[insert Appendix letter\]](#).

Media

A press release was prepared to provide essential information about the project to various local media outlets. Two articles featured on MLIVE.com which provided in-depth coverage of the trail planning process and goals of the public outreach efforts. Additionally, two members of the project team were featured in an interview on the Lori Moore Show, a day-time talk show on the local Kalamazoo CBS-affiliate television station.

Map Comments

As previously mentioned, users were asked to provide comments on specific locations along the proposed trail routes to identify challenges, opportunities, and destinations. The list below contains several comments which were most applicable or received the greatest number of votes. A full list of comments is available in **[INSERT APPENDIX LETTER]**. Comments were sorted by geographic segments of the trail for relevancy. Overall, there were 129 total comments received from the digital and public meeting map exercises.

Southern Segment – Kalamazoo River Valley Trail to Plainwell

Challenges:

- Steep hill at D Ave. heading west (affecting Route 2) [4 votes].
- Fast moving vehicles on Douglas Ave. (affecting Route 2).
- Former Interurban traverses near several adjacent residences; property owners are wary of a trail bisecting their property [several comments].
- Crossing Bridge St. near downtown Plainwell poses a major challenge given volume of traffic, location of transmission towers, and lack of available right-of-way width along the north side of the road [3 votes].

Opportunities:

- Potential location for a trailhead north of Bridge St. between Maple St. and Acorn St. The City of Plainwell currently owns the vacant property which likely has very little potential for future development.
- Routes 1 & 1B are much more scenic as they are located off of local streets and traverse through wooded areas [10+ comments].

Key Destinations:

- Downtown Plainwell shops and stores [7 votes].
- Thurl Cook Park [3 votes].
- Plainwell River Trail.
- Plainwell Ice Cream [3 votes].
- Old Mill Brewpub [3 votes].

Central Segment – Between Plainwell and Wayland

Challenges:

- Steep grade and wetland areas with flooding issues along the proposed routes at 110th Ave. south of Martin [3 votes].
- There are a few landlocked properties north of Martin which are currently used for farming where the former Interurban line is used as a cross-access for farm equipment [2 votes].
- Railroad crossing north of 126th Ave.

Opportunities:

- Potential trailhead location at Veterans Memorial Park in Martin village. The park currently contains a statue but is largely open and could accommodate a small parking lot and other amenities. Also, it could provide access to the local businesses in Martin.
- A connection to Gun Lake Casino for lodging, entertainment, and food.

Key Destinations:

- Martin village.
- Shops in Shelbyville.
- Gun Lake Casino.
- Yankee Springs Recreation Area.

Northern segment – Wayland to Kent Trails

Challenges:

- Right-of-ways are narrow through downtown Wayland which may be difficult for installation of on-street bike facilities to allow trail users to truly feel safe.
- West Michigan Auto Auction property is bisected by former Interurban line; re-routing or an access easement would be required.
- Vehicles tend to travel too fast on Division Ave. from 92nd St. to 68th St. [2 votes].

Opportunities:

- Connection to Kent Trails by constructing an off-road path on the north side of 68th Street would be ideal [7 votes].
- A well-designed trail could allow for safer crossing of 68th St. just west of Division Ave. which tends to be very busy and dangerous to pedestrians and bicyclists.

Key Destinations:

- Wayland City Park (with new splashpad).
- OpenRoad Brewing.
- Rabbit River Nature Trail.
- Leighton Township Park in Moline.
- Cranker’s Brewery.

Trail Name

Participants at the public meetings and Facebook followers were asked to help determine the name of the future trail. The top answer choices are listed below:

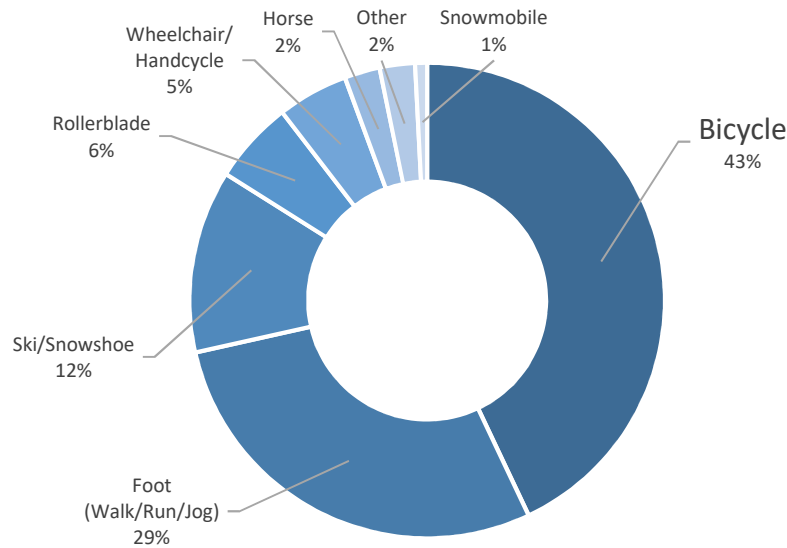
- “River to River” (17 votes).
- “Interurban Trail” (6 votes).
- “Kal-Rapids” or “Kala-Rapids” (5 votes).
- “Grand Zoo Trail” (5 votes).

Trail Usage

In an effort to better understand how the future trail may be used, participants were asked to select the ways they would like to use the trail. The purpose was to gain a firmer understanding of what modes of travel should be accommodated in the design of a future trail. In some cases, one mode of travel may directly conflict with another (e.g., snowmobile travel can damage trails making it more difficult for bicyclists and runners).

The majority of attendees indicated they would use the trail for cycling (approximately 43%). The second-highest favored form of trail use was by foot (i.e., walking, running, or jogging), garnering just

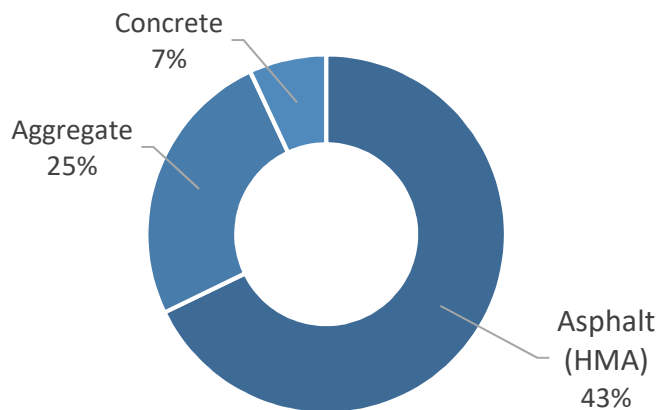
under 30% of selections. Skiing or snowshoeing were other highly-favored activities with 12% of selections. Rollerblading, wheelchair/handcycling, horseback riding, snowmobiling, and other uses together received 6% of votes or less. A breakdown of responses can be found below:



Trail Material

The planning process considered a range of trail surface materials. Each type of surface may be conducive or prohibitive to certain types of activities. To better understand the public’s preference for types of trails, attendees were asked to choose the type of material that should be used to construct the trail. Options were asphalt (HMA), aggregate, and concrete. Each option was explained in further detail including construction and maintenance costs as well as local trail examples for each type.

Overwhelmingly, asphalt was the top choice for public meeting attendees. Over 40% of attendees preferred an asphalt trail to other types. About one-quarter preferred the aggregate option with 7% preferring concrete.



Trail Alignment

One of the primary goals of the public outreach effort was to identify the preferred trail alignment. Three routes were presented to the public:

Route 1: Follows former Interurban Rail Line, corridor is currently owned by Consumers Energy and ITC.

Route 1b: Alternative route using private properties from D Ave in Cooper Township north to Bridge St in Plainwell.

Route 2: Follows County Road A-45.

Public meeting attendees were asked to review the route alternatives and select their preferred alignment. Route 1b received 43% of votes, Route 1 received 22%, and Route 2 only received 4%, indicating a very clear preference for Route 1 (including 1B) over Route 2. Similar to comments captured from the interactive mapping exercises, Route 1B emerged as the preferred alignment, primarily due to its more wooded and scenic nature. Below are two of the most common general comments received throughout the planning process which succinctly capture the public opinion.

“First of all, the overall proposal is fantastic. I like route 1b or 1 as they are not adjacent to a road. More natural experience. I know maintenance costs could increase but I think a better ride experience.” [5 votes]

“I know right-of-ways may be prohibitive, but I would love to see as much of this trail be off-road as possible, i.e. route 1 far preferable to route 2 in my opinion.” [5 votes]

Common Themes and Other Comments

A clear and evident trend in opinion emerged as the public heavily favored keeping the trail “natural” and as far away from vehicular traffic as possible. More scenic and aesthetic views afforded by the former Interurban/Consumers Energy line (Route 1) were strongly valued by public meeting attendees which largely lead to its emergence over Route 2.

Concerns also arose during the engagement process. Considerations for equestrian uses, particularly along the southern segment of the trail in southern Allegan County, were discussed. Additionally, several farmers currently use the Interurban Line for access to fields. Planning must consider the lifestyle and occupations of those who live and make their livelihood along the trail.

Lastly, participants were excited to provide ancillary suggestions and considerations for lodging, future trailhead locations, drinking water and restroom facilities, bike repair locations, wayfinding signage, and information kiosks which are critical elements for a successful trail. These comments can help guide further implementation of trail facilities and amenities in the future.

3. Feasibility Analysis of Route Alternatives

This section describes the trail alignment alternatives studied and discusses the criteria used in refining these alignments, which eventually led to the preferred alignment. A brief overview of the project area is used as an introduction to the process of determining the alignments. Each of these alignments will be reviewed with a list of opportunities and challenges including trail management considerations.

Evaluation of Routes

The period prior to the stakeholder meetings saw alternatives developed internally by project staff and vetted with stakeholders during the stakeholder meetings. The alignments presented at the stakeholder meetings represented a starting point to examine the alignment evaluation process. At this point in the evaluation there were four basic alignments based largely on project staff research,

the four alignments are described below. All alignments begin at the north trailhead of the Kalamazoo River Valley Trail at D Avenue in Cooper Township and end at the south trailhead of the Fred Meijer M-6 trail at Carriage Lane SW in Cutlerville. These routes are shown on a map in appendix [\[letter\]](#).

Alignment 1 follows the former Interurban Rail Line, it heads east on the north side of D Avenue either on the road, on a paved shoulder, or on a separated non-motorized trail. The trail then heads north along the Interurban Rail Line until reaching E Bridge Street / M-89 in Plainwell, crossing to the north side, heading west then heading north along the east side of Broad Street until reaching the Interurban Rail Line and heading northwest along it. The route then heads through downtown Martin, crossing Main Street / A-45 west, heading along the west side for a short while before reaching the Interurban Rail Line and heading northwest along it. The route then crosses through Wayland just to the west of downtown and continues northwest along the Interurban Rail Line, then through downtown Moline, and then crossing through Cutlerville until meeting up and connecting to the Fred Meijer M-6 Trail in Cutlerville.

Alignment 1b is an alternative route using private properties from D Avenue to downtown Plainwell, it heads east on the north side of D Avenue either on the road, on a paved shoulder, or on a separated non-motorized trail. The trail then heads north along private property just west of the Interurban Rail Line until reaching E Bridge Street / M-89 in downtown Plainwell, then heads west along Allegan Street / M-89 on the south side, crossing north, then meeting up with and following Route 1.

Alignment 2 follows County Road A-45, it heads west on the north side of D Avenue on either the road, on a paved shoulder, or on a separated non-motorized trail. A separate bridge would need to be installed along D Avenue over the Kalamazoo River or the existing bridge would need to be widened to allow for a bike lane. Another option would be to add a safe crossing to the north side of D Avenue. Route 2 then heads north along the east side of Douglas Avenue either on the road, on a paved shoulder, or on a separated non-motorized trail. The route then heads through the center of downtown Plainwell, continues north along the east side of Douglas Avenue / A-45, then through the center of downtown Bradley, on through Bradley, and through the center of downtown Wayland. The route then continues north along A-45 / Division Ave through Cutlerville until meeting up and connecting to the Fred Meijer M-6 Trail in Cutlerville.

Alignment 3 follows the US-131 corridor, it heads west on the north side of D Avenue either on the road, on a paved shoulder, or on a separated non-motorized trail. A separate bridge would need to be installed along D Avenue over the Kalamazoo River or the existing bridge would need to be widened to allow for a bike lane. Another option would be to add a safe crossing to the north side of D Avenue. The route then heads north along the east side of the US-131 entrance ramp on a separated, fenced off, non-motorized trail. The trail follows along the east side of US-131 north until turning east and following along the south side of M-6 until meeting up and connecting to the Fred Meijer M-6 Trail in Cutlerville.

Route 3 was considered early in the feasibility study process but stakeholder input regarding the route determined it not to be feasible and was not included in further refinement of the alignments and it was not presented as a viable option during public input meetings, however, this alignment is described below in order to fully detail the alignment evaluation process.

To thoroughly assess possible trail choices alternatives, a feasibility analysis was built by using a set of evaluation criteria. The criteria were developed by considering the goals of the feasibility study, the opportunities and challenges found during site visits and feedback from stakeholders and public input meetings. Alignments were evaluated by these criteria, which helped the project team recommend a preferred trail alignment.

The feasibility analysis criteria included the following:

- Topographical feasibility

- Cost feasibility
- Scenic experience
- Safety such as traffic patterns, road speeds and volumes
- Hydrological features such as floodplains and wetlands
- Social features such as destinations and facilities

The opportunities and constraints of each trail alignment below were developed during public input workshops and project team site visits. They outline the key criteria which helped with the evaluation of the alignment.

Route 1

Follows former Interurban Rail Line, corridor is currently owned by Consumers Energy and ITC.

Opportunities:

- More scenic route as it is located off local streets and traverses through wooded and farming areas.
- Does not go near any existing houses or properties which provides a more scenic route.
- Not adjacent to a road which allows for a safer and more scenic route.
- Uses existing infrastructure which could reduce construction cost.
- Existing trail corridor so existing species environment will not be disturbed by construction of this trail.

Challenges:

- Crossing Bridge Street near downtown Plainwell poses a major challenge given volume of traffic, location of transmission towers and lack of available right-of-way width along the north side of the road.
- Steep grade and wetland areas with flooding issues along the proposed routes at 110th Avenue south of Martin.
- There are a few landlocked properties north of Martin which are currently used for farming where the former interurban line is used as cross-access for farm equipment which could be a safety concern.
- Railroad crossing north of 126th Avenue could be a safety concern as well as increase construction cost.
- Right-of-ways are narrow through downtown Wayland which may be difficult for installation of on-street bike facilities to allow trail users to truly feel safe.
- West Michigan Auto Auction property is bisected by former Interurban line; re-routing or an access easement would be required which could increase construction cost.
- Railing needed for sections of route in Shelbyville area and north of Gun Lake Casino area because of large grade changes which could increase construction cost.
- Large grade change between 126th Ave and 128th Ave, north of Shelbyville which could increase construction cost.
- Some areas of the route currently being used for farm animals yard space which could be a safety concern.
- High speed limit on Riverview Drive in Cooper Township were there will be a road crossing as well as 68th St SW in Cutlerville which could be a safety concern.

Route 1b

Alternate route using private properties from D Avenue in Cooper Township north to Bridge Street in Plainwell.

Opportunities:

- More scenic route as it is located off of local streets and traverse through wooded areas.
- Avoids powerlines and sticks closer to the Kalamazoo River which could be a more scenic experience.

- Not adjacent to a road which could be a safer and more scenic route.

Challenges:

- High speed limit on Riverview Drive in Cooper Township were there will be a road crossing which could be a safety concern.
- Traverses near several adjacent residences; property owners are wary of a trail bisecting their property which could be a safety concern.
- Crossing Bridge Street near downtown Plainwell poses a major challenge given volume of traffic, location of transmission towers and lack of available right-of-way width along the north side of the road which could be a safety concern.
- Requires significant tree removal to develop trail route.

Route 2

Follows County Road A-45 (Douglas Ave. / 10th St. / Division Ave. S)

Opportunities:

- Proximity to downtown Plainwell; route runs right by downtown businesses which provides social features.
- Possibly reduced construction cost due to use of already graded right-of-way.
- Possibly more regular grade changes for trail users.
- Located closer to existing destinations and facilities.

Challenges:

- Railroad crossing north of 126th Avenue which could be a safety concern.
- Steep hill at D Avenue heading west which could increase construction cost due to increased topographical grading.
- Right-of-ways are narrow through downtown Wayland which may be difficult for installation of on-street bike facilities to allow trail users to truly feel safe.
- Railroad crossing and steep hill at D Avenue which could be a safety concern.
- Fast moving vehicles on Douglas Avenue and 68th St SW makes this route unsafe feeling and unappealing for bike travel.
- Wetlands / ponds located north of 110th Ave.
- Steep grade and wetland areas with flooding issues along the proposed route at 100th Avenue, south of Martin.

Route 3

Follows US-131 corridor.

Opportunities:

- Located close to existing destinations and facilities such as Gun Lake Casino.
- One land owner to coordinate with for use.

Challenges:

- Crossing Bridge Street near downtown Plainwell poses a major challenge given volume of traffic, location of transmission towers and lack of available right-of-way width along the north side of the road.
- Increased topographical grading could increase the construction cost.
- Many crossings under or around bridges could increase construction cost.
- Not appealing to be so close to fast moving vehicles.

4. Preferred Trail Route

The preferred trail alignment for the River to River Trail is Route 1 with alternative Route 1b. Based on the aforementioned feasibility criteria, this alignment represents the most feasible option for completing this section of the regional West Michigan trail system, connecting Kalamazoo to Grand Rapids and many communities in between and providing residents and visitors with the most rewarding trail experience. This alignment considered future trail connections that would enhance the experience of the River to River Trail and provide an important connection in the state-wide non-motorized trail system as proposed by West Michigan Trails and Greenways Coalition.

The preferred route provides an excellent user experience, is buildable, cost effective, scenic and logically sited to connect Kalamazoo to Grand Rapids. There are no significant environmental impediments, but the lands are privately owned and will need to be leased on a yearly basis.

The River to River Trail will be a great project, serving West Michigan communities and visitors. By removing a major non-motorized transportation barrier, it will become a vital transportation corridor for hikers, bicyclists, and others.

Preferred Trail Route Description

Alignment 1b is an alternative route using private properties from D Avenue to downtown Plainwell, it heads east on the north side of D Avenue either on the road, on a paved shoulder, or on a separated non-motorized trail. The trail then heads north along private property just west of the Interurban Rail Line until reaching E Bridge Street / M-89 in downtown Plainwell. The alignment then meets up with Route 1 and heads west along Allegan Street / M-89 on the south side, crossing north, then heading north along the east side of Broad Street until reaching the Interurban Rail Line and heading northwest along it. The route then heads through downtown Martin, crossing Main Street / A-45 west, heading along the west side for a short while before reaching the Interurban Rail Line and heading northwest along it. The route then crosses through Wayland just to the west of downtown and continues northwest along the Interurban Rail Line, then through downtown Moline, and then crossing through Cutlerville until meeting up and connecting to the Fred Meijer M-6 Trail in Cutlerville.

[Insert images]

Opportunities:

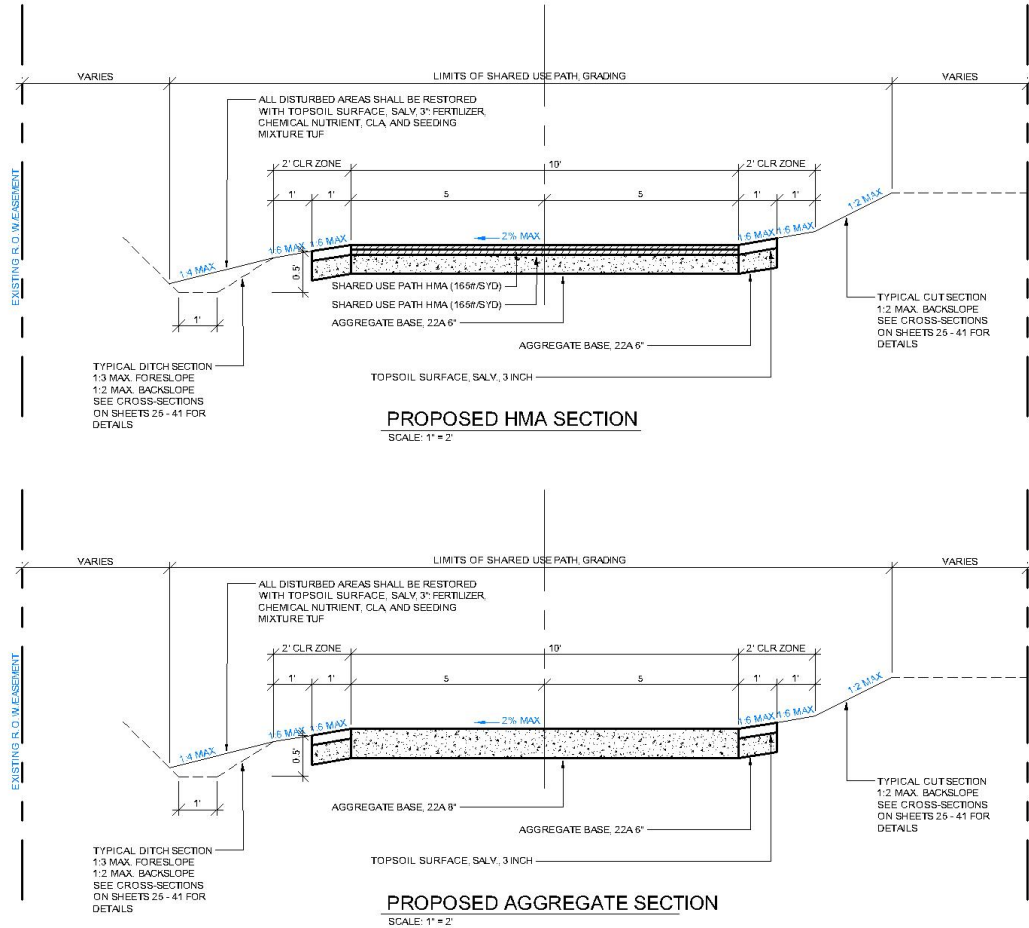
- More scenic route as it is located off local streets and traverses through wooded and farming areas.
- Not adjacent to a road which allows for a safer and more scenic route.
- Avoids powerlines and sticks closer to the Kalamazoo River which could be a more scenic experience.

Challenges:

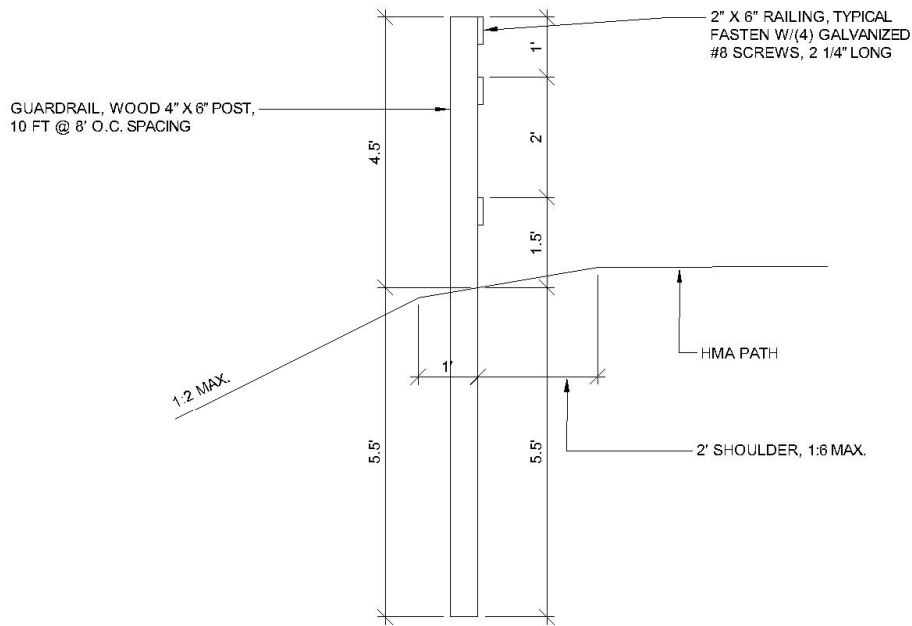
- Crossing Bridge Street near downtown Plainwell poses a major challenge given volume of traffic, location of transmission towers and lack of available right-of-way width along the north side of the road.
- Steep grade and wetland areas with flooding issues along the proposed routes at 110th Avenue south of Martin.
- There are a few landlocked properties north of Martin which are currently used for farming where the former interurban line is used as cross-access for farm equipment which could be a safety concern.
- Railroad crossing north of 126th Avenue could be a safety concern as well as increase construction cost.
- Right-of-ways are narrow through downtown Wayland which may be difficult for installation of on-street bike facilities to allow trail users to truly feel safe.
- West Michigan Auto Auction property is bisected by former Interurban line; re-routing or an access easement would be required which could increase construction cost.
- Railing needed for sections of route in Shelbyville area and north of Gun Lake Casino area because of large grade changes which could increase construction cost.

- Large grade change between 126th Ave and 128th Ave, north of Shelbyville which could increase construction cost.
- Some areas of the route currently being used for farm animals yard space which could be a safety concern.
- High speed limit on Riverview Drive in Cooper Township were there will be a road crossing as well as 68th St SW in Cutlerville which could be a safety concern.
- Traverses near several adjacent residences; property owners are wary of a trail bisecting their property which could be a safety concern.
- Requires significant tree removal to develop trail route.

Cross Section



The cross section above depicts a general area along the trail. It is a 10 ft wide trail, with a 1 ft gravel shoulder, and a 1 ft grass shoulder. The pavement section consists of 6" of aggregate base, 1.5" of HMA 36A base, and 1.5" of HMA 36A wearing surface.



TRAIL GUARDRAIL DETAIL
SCALE: 1" = 2'

The cross section above depicts a general guardrail along the trail. Guardrail is recommended in areas where a 5-foot shoulder with max slope of 1V:6H cannot be provided or where there is a body of water or steep drop off. Following are rules of thumb for providing guardrail.

- Slopes 1V: 3H or steeper, with a drop of 6 feet or greater
- Slopes 1V: 3H or steeper, adjacent to a parallel body of water or another substantial obstacle
- Slopes 1V: 2H or steeper, with a drop of 4 feet or greater
- Slopes 1V: 1H or steeper, with a drop of 1 foot or greater

Cost Estimates

Cost estimates for the trail construction were calculated by comparing the trail construction cost of recent nearby completed trail projects. These construction costs were then scaled to a per linear foot estimate to apply to our cost estimate for this trail. For ease of estimating as well as understanding for the communities, the trail was broken up into 9 sections, each section representing a community the trail crosses through. The project team created a one-page handout for each community to present at a regular community meeting that helped explained the rough linear foot pricing, material, and route per section of trail along with some general trail funding information. A member of the project team attended each of these meetings to help answer questions as needed. These one-pagers with cost estimates can be found in appendix [letter]. Costs were based on 2017-2018 costs and should be increased by 4% each year beyond.

Construction includes all earth work and drainage improvements needed to construct a 10 ft wide trail, 1 ft of gravel shoulder, and 1 ft grass shoulder. The pavement section would consist of 6" of aggregate base, 1.5" of HMA 36A base, and 1.5" of HMA 36A wearing surface. Also included in this

estimate are pavement markings, traffic control and regulatory signage. One kiosk with signage and bench were included in each estimate (see sign plan section in Chapter 5 for further discussion of kiosks) Additional restrooms and parking for trailheads were not included. Utility work (sewer, water, electric) is not included with the scope of this estimate. The cost estimate per community is listed in the table below and described in more detail as follows.

Community Name	HMA Surfacing	Limestone Aggregate Surfacing	Approximate Segment Length
Cooper Township	\$ 1,002,000.00	\$ 758,000.00	3.35
City of Plainwell	\$ 598,000.00	\$ 490,000.00	1.50
Gun Plain Township	\$ 2,266,000.00	\$ 1,779,000.00	6.70
Village of Martin	\$ 404,000.00	\$ 322,000.00	1.00
Martin Township	\$ 1,554,000.00	\$ 1,175,000.00	5.20
Wayland Township	\$ 2,074,000.00	\$ 1,736,000.00	4.70
City of Wayland	\$ 508,000.00	\$ 400,000.00	1.40
Leighton Township	\$ 1,115,000.00	\$ 844,000.00	3.60
Dorr Township	\$ 905,000.00	\$ 688,000.00	2.90
Byron Township	\$ 1,712,000.00	\$ 1,319,000.00	5.40
Totals:	\$ 12,138,000.00	\$ 9,511,000.00	35.75

The section of the trail that crosses through Cooper Township includes a total of 3.35 miles of trail along Consumers property in Cooper Township. The trail extends from D Ave, just west of the Kalamazoo River, north to the northern township border. **The total estimate 2018 project cost including design and construction engineering is \$1,002,000. The project cost for limestone aggregate surface rather than HMA is \$758,000.**

The section of the trail that crosses through the City of Plainwell includes a total of 1.5 miles of trail primarily along Consumers property in the City of Plainwell. A small portion of the trail will parallel M-89. The trail extends from the West City line at Locust Street (south of M-89) and follow the route to the north/northwest to the northern border of the city just south of Miller Road. **The total estimate 2018 project cost including design and construction engineering is \$598,000. The project cost for limestone aggregate surface rather than HMA is \$490,000.**

The section of the trail that crosses through Gun Plain Township includes two sections for a total of 6.7 miles of trail along Consumers property in Gun Plain Township. The first section extends the trail from Baseline Road north to the City of Plainwell and the second from the City of Plainwell north to 112th Avenue. **The total estimate 2018 project cost including design and construction engineering is \$2,266,000. The project cost for limestone aggregate surface rather than HMA is \$1,779,000.**

The section of the trail that crosses through the Village of Martin includes a total of 1 mile of trail along Consumers property in the Village of Martin. The trail extends from the Village line south of Templeton Street north to 10th Street. **The total estimate 2018 project cost including design and**

construction engineering is \$404,000. The project cost for limestone aggregate surface rather than HMA is \$322,000.

The section of the trail that crosses through Martin Township includes two sections for a total of 5.2 miles of trail along Consumers property in Martin Township. The first section extends the trail from 112th Avenue north to the Village of Martin and the second from the Village of Martin north to 124th Avenue. **The total estimate 2018 project cost including design and construction engineering is \$1,544,000. The project cost for limestone aggregate surface rather than HMA is \$1,175,000.**

The section of the trail that crosses through Wayland Township includes for a total of 4.7 miles of trail along Consumers property in Wayland Township. The trail extends from 124th Avenue north to the City of Wayland. Bridges are included over the railroad just north of 126th Avenue and Buskirk Creek just north of 129th Avenue. **The total estimate 2018 project cost including design and construction engineering is \$2,074,000. The project cost for limestone aggregate surface rather than HMA is \$1,736,000.**

The section of the trail that crosses through City of Wayland includes a total of 1.4 miles of trail primarily along Consumers property in the City of Wayland. The trail follows Consumers Property from the south City limit, just west of S Main Street, to the northern City limit just west of Park Street. The property currently has a varying width gravel trail present. **The total estimate 2018 project cost including design and construction engineering is \$508,000. The project cost for limestone aggregate surface rather than HMA is \$400,000.**

The section of the trail that crosses through Leighton Township includes a total of 3.6 miles of trail along Consumers property in Leighton Township. The trail extends from the southern township border just west of Park Street and travels north until it intersects with the western township border north of 142nd Street. **The total estimate 2018 project cost including design and construction engineering is \$1,115,000. The project cost for limestone aggregate surface rather than HMA is \$844,000.**

The section of the trail that crosses through Dorr Township includes a total of 2.9 miles of trail along Consumers property in Dorr Township. The trail extends from the eastern township border just north of 142nd street and travels north until it intersects with the northern township border at the county line. **The total estimate 2018 project cost including design and construction engineering is \$905,000. The project cost for limestone aggregate surface rather than HMA is \$688,000.**

The section of the trail that crosses through Byron Township includes a total of 5.4 miles of trail along Consumers property in Byron Township. The trail extends from the eastern township border north of 142nd Street to the north, through Moline, and ends at the northern township line at the county line west of Division Ave. **The total estimate 2018 project cost including design and construction engineering is \$1,712,000. The project cost for limestone aggregate surface rather than HMA is \$1,319,000.**

5. Trail Support Facilities

Highly visible and friendly trail heads and trail access points at both the north and south ends of the River to River Trail will be necessary to ensure the River to River Trail is inviting and accessible to residents and visitors alike. Trailheads help orient users to the local area and can be designed to fit with the natural and cultural surroundings of the local area. There are many opportunities for safe, clear trail access points to the River to River Trail that will help connect residents and visitors alike to the trail.

Trail Support Facilities

Trail support facilities include trailheads, directional, regulatory and interpretive signage and other trail amenities (e.g. site furnishings, trash cans, lighting). Trail support facilities for the River to River

Trail should allow for safe, easy access to the River to River Trail while also helping to connect trail users to other attractions in the area.

Trailhead Locations

The River to River trail's southern terminus will be at the north trailhead of the Kalamazoo River Valley trail on the south side of D Avenue, the west side of the Kalamazoo River. The Kalamazoo River Valley trails continues south, leading users into the City of Kalamazoo and beyond. An additional trailhead to officially welcome the user to the River to River trail could be built on the north side of D Avenue, east side of the Kalamazoo River. The northern terminus of the River to River trail will be at the west side of Division Avenue south, connecting to the Fred Meijer M-6 trail. The M-6 trail continues, leading users into the City of Grand Rapids and beyond.

[insert pics of terminus points]

This study recommends utilizing the existing Kalamazoo River Valley trail north trailhead parking area for accessing the River to River trail from the south, by developing a partnership with the Kalamazoo County Parks Department and utilizing the existing Fred Meijer M-6 trail south trailhead parking areas for accessing the River to River trail from the north by developing a partnership and maintenance agreement with Kent County Parks Department. Both existing parking areas should be sufficient for meeting the demand of users starting their trip along the River to River trail from the south or the north. This study also recommends adding kiosks to all trailheads that include information and maps about the River to River trail and nearby destinations as well as that there is a trailhead location available within the southern, central, and northern segments of the trail. The potential trailhead locations are listed below. Improvements to or creation of trailhead amenities were not included in the cost estimates and would be added on a project by project basis.

Southern Segment

Undeveloped Property in Plainwell: The City of Plainwell currently owns the vacant property located on the north side of Bridge Street between Acorn Street and Maple Street. The location has easy access to Plainwell shops, restaurants, breweries and the Plainwell River trail. The River to River trail is accessible from the park via Acorn Street, Maple Street and Bridge Street.

Thurl Park in Plainwell: The park contains parking, sheltered picnic tables and restroom facilities. The location has easy access to Plainwell shops, restaurants, breweries and the Plainwell River trail. The River to River trail is accessible from Thurl Park via Oak Street.

Central Segment

Veteran's Memorial Park in the Village of Martin: The park currently contains a statue but is largely open and could accommodate a small parking lot and other amenities. The location provides access to downtown Martin shops and restaurants.

Martin High School in the Village of Martin: The school has ample parking that could be shared. The location provides access to downtown Martin shops and restaurants. The River to River trail is accessible from the high school via Templeton Street.

Northern Segment

Wayland City Park in Wayland: The park contains parking areas, restroom facilities, drinking fountains and a picnic shelter. The location provides access to downtown Wayland shops, restaurants and breweries. The River to River trail is accessible from Wayland City park via Cherry Street and W Maple Street.

142nd Street Park and Ride in Wayland: The park and ride has ample parking. The location provides access to Bysterveld Park. The River to River trail is accessible from the park and ride via 142nd Avenue.

Brewer Park in Byron Township: The park contains ample parking, restrooms, shelters and picnic areas. The location provides access to Byron Township shops and restaurants. The River to River trail is accessible from Brewer Park via 84th Street SE.

Trailhead parking, lighting, and an informational kiosk are recommended to serve trail users at all proposed trailheads. The informational kiosk, with a map and informational signage about the River to River trail, would be provided to inform users of amenities and nearby destinations in the area.

[insert photos of proposed trailheads]

Additional Trail Support Facility Considerations

Other trail support facilities proposed for the River to River trail are viewpoints/viewsheds at stop-offs along the trail. These stop-offs would provide resting points for users as well as a place for activities such as bird watching, picnicking, and wildlife viewing, along with amenities such as benches, interpretive signage, and wildlife viewing scopes. Improvements to or creation of additional trail support facilities were not included in the cost estimates and would be added on a project by project basis.

Below is a list of potential stop-off locations:

- A deck overlooking Gun River at the historic Interurban Rail bridge crossing north of 106th Avenue.
- A stop-off between 106th Avenue and 100th Avenue. Area is composed of rolling forests and fields and sandy dunes.
- An overlook at 110th Avenue. From this viewpoint one can see miles down the trail from the north and south.
- A stop-off north of 114th Avenue would showcase the big open spaces and fields.
- A stop-off between 114th Avenue and 116th Avenue would showcase the big open fields.
- A stop-off at 128th Avenue would showcase rolling hills, forests and fields.
- A stop-off at 130th Avenue would showcase fields, forests and big open skies.

[insert pics]

Access Management

Managing how the River to River trailheads are accessed will be important to ensure safety near and along adjacent roadways. A combination of trail crossing markings, signage, pavement markings, and landscape will need to be used in locations where the trail crosses roadways. Layout of trail access points will need to be designed to not allow vehicle access. This can be done through a combination of trail alignment, landscape, and barricades. Although bollards work well as barricades to block vehicular access to trails, they should only be used when necessary as they can be an obstacle for trail users and bicyclists.

Signage Plan

A signage plan will enhance usage of the River to River trail. Wayfinding signage, regulatory signage and interpretative displays are essential for a complete trail user experience. The types of signage recommended has been broken down into the following categories:

1. US Hwy 131
2. Trailheads
3. Overlook / Stop-offs
4. Regulatory (along trail and cross roads)

The US Highway 131 section includes potential signage alerting highway users of approaching on and off ramps to and from River to River trail trailheads. Wayfinding signage along main roads off Hwy 131 approaching trailheads could also be considered. Signage will meet MDOT standards for recreation signage. [\[insert example pics\]](#)

The trailheads will have a mix of regulatory signage (on posts) and orientation/informational signage (in kiosks). The objective of the orientation/informational signage is to increase comfort and confidence in navigating the trail systems and improve travel within and between trail systems. QR (Quick Response) codes would be utilize on the kiosks signs. QR codes would link to a central website that would provide information such as updated trail information. QR codes are beneficial because they allow the user to get updated information about the trail without the trail management having to update all the Kiosks which would be costly. These signs have not been included in the cost estimates. [\[insert example pics\]](#)

The overlook / stop-offs will have potential for interpretative signage kiosks. The significance of the old Interurban Rail Line could be highlighted. Sign panels (up to 24" x 36") can be fabricated from either aluminum or laminated and mounted to posts. The objective of this signage is to improve the user experience. These signs have not been included in the cost estimates. [\[insert example pics\]](#)

Regulatory signage along the trail will include mile markers, regulatory, and wayfinding signage. The objective of this type of signage is to enhance the safety of people, vehicles, and property and to improve travel within and between trail systems. Mile markers will be provided at a spacing determined by the trail group. Regulatory signs include stop ahead, stop signs, curve ahead, and street signs. Wayfinding signage include pointing out landmarks, destinations, and Village / City / Township limits. These are included in the cost estimates for each community. [\[insert example pics\]](#)

6. Trail Management Strategy

The success of the River to River Trail will likely come through strong community support and cooperation between several public jurisdictions and community-based organizations. This is because maintenance cost can often limit a community's ability to build and expand trails.

Maintenance Costs

Maintenance costs along existing regional trail systems are substantial. Implementation grants are offered for trail construction, there are fewer funding options to pay for ongoing maintenance and operation costs. Find examples of community maintenance cost. Ex: over the past decade along the _____ trail, an average of \$_____ per mile per year was dedicated to maintenance costs. Below is an example maintenance task list along with the frequency one can expect.

Maintenance Task	Frequency
Litter Pickup	Weekly
Trash Collection	Weekly
Pruning	1 time / year
Crack Sealing	1 time / year
Tree Root Cutting	1 time / year
Aggregate Grading	2 times / year
Mowing	3-4 times / year
HMA Mill and Resurface	1 time / 30 years
HMA Seal Coat	1 time / 3-5 years

Recreation Authority

A recreation authority is two or more school districts, villages, cities, townships, or counties who have come together to improve and maintain recreation through acquisition, construction, maintenance, or improvement methods. To be an authority, the group must prepare articles of incorporation. The articles of incorporation include the name of the authority, the names of participating entities, the territory of the authority, the size of the board of the authority, how many members from each entity on the board, the qualifications of the members of the board, how the members are chosen for the board, and how long are the terms for members of the board.

Recreation Authorities can be funded in a several ways as long as the participating municipalities agree. Following are some of the methods:

- Millage
- Assessment
- Equal Shares
- Per mile basis
- Borrow money
- Issue general obligation unlimited tax bonds
- Private donors
- Grants

There are many benefits for creating an authority, some of these include increases chances for grant funding, overhead costs can be shared, project costs may decrease for larger projects, maintenance costs may decrease for larger projects, creates an atmosphere of cooperation, one entity responsible for maintenance, one marketing effort for trail, majority controls what happens in an authority, and flexibility in authority structure.

Other considerations for creating an authority:

- Issuing a millage requires voting approval in each entity
- Minority opinion
- Cooperation is a necessity

Links to example recreation authority agreements can be found in appendix [\[letter\]](#).

7. Final Recommendations and Next Steps

The purpose of the River to River Trail feasibility study was to outline a preferred alignment for a multipurpose trail connecting Kalamazoo to Grand Rapids, outline potential trailhead locations, trail support facilities locations, and provide information about trail management and funding strategies.

This feasibility study shows many ways to advance the progress of the River to River Trail, but there are many next steps for remaining phases of work. These steps include engineered designs for the trail, fund seeking for trail design, implementation fund seeking, leasing agreement for Consumers Energy land, and working on cooperative trail management partnerships. There will need to be a commitment from a lead entity for the trail and agencies and organizations for the design and permitting phases of the River to River Trail to go smoothly.

The steps below show that implementation of the River to River Trail will take years to complete. It should be realized that the stakeholder group should continue to gain support for the River to River trail and meet on a regular basis to discuss progress. This will greatly assist the group with seeking competitive implementation funding at the state level.

[Insert proposed implementation schedule]

-maybe mention about \$1 mil segment. Wayland going to fund quickly... const schedule for each community, need to work together for funding competition.

Engineered Designs

The next project phase for the River to River Trail is to garner detailed engineered designs, working towards 75% engineered designs. This phase should also identify the lead agency for trail implementation.

There are several areas that will require further research during the trail design phase:

- Designs and specifications for trail amenities (e.g. benches, picnic areas, signage for Hwy 131, signage for trailheads and signage for overlooks).
- Designs and layout of trailheads and of rest areas / overlooks.
- Locations and design needs for fill, design over wet areas, and installation of railings at higher trail elevations.
- SHPO investigation as part of grant funding.

It is likely that final design submission for the trail will occur once implementation funds are secured.

Fundraising

There are numerous funding sources that can be utilized for trail or pathway projects. One of the most comprehensive places to locate information on funding is the Michigan Trail and Greenways Alliance website www.michignatrails.org. Typically, funding will come from the following categories listed below:

Federal: Grants like MDOT Transportation Alternatives Program (TAP) which is competitive grant program that uses federal transportation funds designated by Congress for specific activities that enhance the intermodal transportation system and provide safe alternative transportation options. Grant applications are due quarterly.

State: Grants like Michigan Natural Resources Trust Fund (MNRTF) which is provided for development projects for public outdoor recreation such as trails, campgrounds, ball fields, tennis courts and restrooms. Grant applications are due April 1st and is a 1-year process.

Trail Authority: Two or more school districts, villages, cities, townships, or counties who have come together to improve and maintain recreation through acquisition, construction, maintenance, or improvement methods. To be an authority, the group must prepare articles of incorporation.

County: Recreation Millage.

Local: Special fund, private & corporate sponsorship and donations.

The following is a specific list of funding opportunities for trails and pathways:

Congestion Mitigation and Air Quality (CMAQ): The CMAQ program funds transportation projects or programs that will contribute to the attainment or maintenance of National Ambient Air Quality Standards. In the past CMAQ funds have been used for trail and pathway programs that will reduce the number of trips by automobile.

Transportation Alternatives Program (TAP): TAP is a competitive grant program that uses federal transportation funds designated by Congress for specific activities that enhance the intermodal transportation system and provide safe alternative transportation options. These options include facilities for pedestrians and bicyclists, including traffic-calming and other safety improvements; and safe routes for non-drivers. TAP funding requires matching funds of at least 20% of the eligible project cost.

Safe Routes to School (SR2S): SR2S is an international movement—and now a federal program—to make it safe, convenient, and fun for children, including those with disabilities, to bicycle and walk to school. When routes are safe, walking or biking to and from school is an easy way to get the regular physical activity children need for good health. Safe Routes to School initiatives also help ease traffic jams and air pollution, unite neighborhoods, and contribute to students' readiness to learn in school. Mini Grants and Major Grants are available that range from \$5,000 to \$200,000.

The Michigan Department of Natural Resources (MDNR) has numerous grant opportunities for recreation projects. All of these grants require that the local unit of government have a current 5-year recreation plan on file with the DNR.

DNR Natural Resources Trust Fund: Can be used for land acquisition or project development. Minimum match requirement of 25%. No minimum or maximum grant request for Acquisition projects. \$15,000 minimum grant and \$300,000 maximum grant request for development projects.

DNR Land and Water Conservation Fund: This grant may be used for development projects only. Match requirement is 50%. \$30,000 minimum and \$300,000 maximum grant request.

DNR Recreation Passport: This grant may be used for development projects only. Match requirement is 25% minimum. \$7,500 minimum and \$150,000 maximum grant request.

Potential Approval Agencies and Permitting Requirements

Development of non-motorized facilities on or adjacent to the road right-of-way will require close cooperation with the road agencies. State roads will require MDOT approval, local roads will require various county Road Commissions approval. If grant funds are used, funding agency will be involved in approval. The various county Drain Commissions will be involved for soil erosion permits. MDEQ will be involved with any culvert or bridge work.

Leasing of Consumers Energy Land, Private Land & Shared Access

The leasing of the Consumers Energy property from Consumers Energy will be necessary in order to complete the long-term vision for this Kalamazoo to Grand Rapids trail. In particular, the Consumers Energy property would be essential to ensuring a safe and welcoming trail experience. This property

will provide the safe, off-road, and scenic experience requested during public input and stakeholder meetings.

The team needs to reach out to begin working with private landowners of the Coggan Family Legacy Trust in order to move ahead with Route 1b. Discussion will also need to occur with private citizens who already hold leases with Consumers land so that we can work on shared access agreements.

Complete Streets

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists—making your town a better place to live. There are many benefits of Complete Streets, some example benefits are listed below:

Complete Streets Improve Safety: Complete Streets reduce crashes through comprehensive safety improvements. All road users – motorists, pedestrians and bicyclists – benefit from slower speeds.

Complete Streets Lower Transportation Costs: Transportation is the second largest expense for American households, costing more than food, clothing and health care. Transportation expenses can be reduced if local infrastructure encourages active transportation, which helps families replace car trips with bicycling, walking, or taking public transit.

Complete Streets Help Keep Kids Safe: Complete Streets provide children with opportunities to walk, bike and play in a safe environment. More children are likely to walk or bike to school when sidewalks or footpaths are present, when there are safe street crossings, and when school zones enforce a reduced vehicle speed. A community with a Complete Streets policy considers the needs of children every time a transportation investment decision is made.

Complete Streets Stimulate the Local Economy: Making it easier for residents and visitors to take transit, walk, or bike to their destinations can help stimulate the local economy, can spur private investment, and can raise property values.

Complete Streets Improve Mobility for Older Americans: Central to the creation of livable communities is the ability for everyone, regardless of age or ability, to travel safely. Complete Streets policies offer the opportunity to improve travel options of people of all ages. Planning, designing, and building roads with all users in mind will provide older adults a variety of options for getting around, whether walking, taking public transportation, or sharing rides with family and friends. A community with a Complete Streets policy considers the needs of older residents every time a transportation investment decision is made.

Complete Streets Create Livable Communities: Complete Streets contribute many benefits to the surrounding community: Wide, attractive sidewalks and well-defined bike routes, where appropriate to community context, encourage healthy and active lifestyles among residents of all ages.

Complete Streets Help People with Disabilities: Complete Streets policies provide flexibility to transportation professionals and give them room to be creative in developing

solutions that promote accessible travel. Operating under a policy can prompt a deeper analysis and encourage them to work with community members with disabilities. In roadway design, Complete Streets means attention to details at intersections, such as installing curb ramps, audible or tactile signals for blind pedestrians, and/or providing longer crossing times; along pedestrian routes by providing smooth sidewalks free of obstacles, with usable benches; and at transit stops with ample space to approach, wait, and board safely.

Complete Streets Promote Good Health: Incomplete streets restrict physical activity. When streets are designed only for cars, they deny people the opportunity to choose more active ways to get around, such as walking and biking. Incomplete streets mean many people lack opportunities to be active as part of a daily life. Complete Streets provide opportunities for increased physical activity by incorporating features that promote regular walking, cycling and transit use into just about every street.

The State of Michigan passed laws in 2010 that helped advance Complete Streets principals. Communities can begin to implement Complete Streets by resolution, ordinance or other policy action. Complete Streets goals can be advanced in local plans, including Master Plans, Non-motorized plans, Recreation Plans and transportation plans. For more information, including example ordinances see the Michigan Complete Streets Coalition website michigancompletestreets.wordpress.com . The Michigan Municipal League (MML) and Michigan Township Association (MTA) also have information about Complete Streets policies.

Closing

The River to River Trail will create a safe, non-motorized connection between communities between Kalamazoo and Grand Rapids, that will enhance appreciation of this natural area. Many opportunities exist for partnering for trail management, maintenance and funding to ensure completion of the River to River Trail.

Appendices

- Public input meeting docs
- Public input maps
- Public comment summary
- Stakeholder meeting minutes
- Draft comments
- One pagers with cost estimates

References

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- Michigan Municipal League. *Economic Development Tools - Corridor Improvement Authority*. Web. www.mml.org/resources/publications/one_pagers/FS%20Economic%20Development%20Tools%20-%20CIA.pdf. February 20, 2017.
- Michigan Trails & Greenways Alliance. *Summary of Funding Sources*. Web. michigantrails.org/resources/trail-toolkit/funding/. March 15, 2017.
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- Smart Growth America. *Complete Streets Help Create Livable Communities*. Web. www.smartgrowthamerica.org/app/legacy/documents/cs/factsheets/cs-livable.pdf. April 5, 2017
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- Smart Growth America. *Complete Streets Improve Safety*. Web. www.smartgrowthamerica.org/app/legacy/documents/cs/factsheets/cs-safety.pdf. April 5, 2017
- Smart Growth America. *Complete Streets Lower Transportation Costs*. Web. www.smartgrowthamerica.org/app/legacy/documents/cs/factsheets/cs-individuals.pdf. April 5, 2017
- Smart Growth America. *Complete Streets Promote Good Health*. Web. www.smartgrowthamerica.org/app/legacy/documents/cs/factsheets/cs-health.pdf. April 5, 2017

Resources

Michigan Recreation Authority Examples:

Greater Berrien Springs Recreation Department: gbsrd.org

River Country Recreation: rivercountryrecreation.org

City of Traverse City and Garfield Township Recreational Authority: www.garfield-twp.com/jtrecauthority.asp

Iron Ore Heritage Recreation Authority: ronoreheritage.com

Trail Implementation Funding Resources:

Trail and Greenway Alliance: www.MichiganTrail.org

Complete Streets: www.MichiganCompleteStreets.WordPress.com

Recreation Authority Resources:

www.legislature.mi.gov/documents/mcl/pdf/mcl-act-321-of-2000.pdf

www.mml.org/resources/publications/mmr/issue/mar-apr2012/recreation-authorities.html

RESOLUTION NO. 18-09

**CITY OF PLAINWELL
ALLEGAN COUNTY, MICHIGAN**

TO WAIVE THE COLLECTION OF PENALTIES OR FINES FOR THE NON-FILING OR LATE FILING OF PROPERTY TRANSFER AFFIDAVITS

At a Regular Meeting of the City Council of Plainwell, Allegan County, Michigan, held in the Council Chambers of City Hall, 211 North Main Street, Plainwell, Michigan on Monday, March 26, 2018, at 7:00 p.m., there were:

PRESENT:

ABSENT:

The following Resolution was offered by _____, and seconded by _____.

WHEREAS, Public Act 206 of 1893, MCL 211.27b requires a penalty to be assessed to buyers upon transfer of ownership of property if the filing of a Property Transfer Affidavit is not filed or not timely filed within forty-five (45) days of any transfer of ownership; and

WHEREAS, under the above referenced Act and Section, a local unit of government may waive that penalty by resolution; and

WHEREAS, the City of Plainwell desires to waive the filing penalty;

THEREFORE be it resolved that the penalty for failure to file or not timely a file a Property Transfer Affidavit upon transfer of ownership is hereby waived until further notice.

VOTE ON THE FOREGOING RESOLUTION AS FOLLOWS:

YES:

NO:

THIS RESOLUTION DECLARED ADOPTED.

CERTIFICATION

I, the undersigned, duly qualified and acting Clerk of the City of Plainwell, Allegan County, Michigan, do hereby certify that the foregoing is a true and complete copy of a Resolution adopted by the City Council at a Regular Meeting held on Monday, March 26, 2018.

Brian Kelley, City Clerk/Treasurer
CITY OF PLAINWELL

Dated: _____

DRAFT

**Resolution 18-11
City of Plainwell**

A RESOLUTION REGARDING A DELETION TO THE ACT 51 MILAGE CERTIFICATION:

SOUTH WOODHAMS STREET

At a regular meeting of the Plainwell City Council of Plainwell Michigan on March 26, 2018, the following resolution was offered by _____, and seconded by _____.

WHEREAS, South Woodhams Street in the City of Plainwell extends from East Bridge Street, south, to Colfax Street, and,

WHEREAS, the Act 51 street system map of the City of Plainwell shows South Woodhams Street extending from Colfax Street, south, to approximately the south City Limits, and,

WHEREAS, the property shown on the Act 51 map as South Woodhams Street extending from Colfax Street, south, to approximately the south City Limits, is not a City of Plainwell right-of-way and is not in control of the City of Plainwell, and

WHEREAS, the property shown on the Act 51 map as South Woodhams Street extending from Colfax Street, south, to approximately the south City Limits is not open to the public for public use, and

WHEREAS, the State of Michigan uses the street system mileage depicted in Act 51 map for the purpose of computing funds distributed to the City under ACT 51, P.A. 1951 as amended;

NOW, THEREFORE, BE IT RESOLVED:

That the southerly six hundred thirty five feet of South Woodhams Street south of Colfax Street does not exist as a Major Street and is henceforth removed from the Act 51 map.

YES:

NO:

ABSENT:

Adopted:

Brian Kelley, City Clerk/Treasurer

**Resolution 18-12
City of Plainwell**

**A RESOLUTION DECLARING ARBOR DAY IN THE CITY OF
PLAINWELL FOR 2018**

WHEREAS, the City of Plainwell has been recognized as a **TREE CITY USA** by the National Arbor Day Foundation for thirty-seven years and desires to continue its successful tree-planting ways; and

WHEREAS, the City of Plainwell is proud of the fact that the City is supportive of enhancing and maintaining our tree stock through comprehensive planning and budgeting for same; and

WHEREAS, the overall appearance of the City is now bringing joy and beauty to everyone who lives or visits here;

NOW, THEREFORE, the City Council of the City of Plainwell declares April 27, 2018 as Arbor Day in the City of Plainwell and urges all the citizens of Plainwell to plant trees to improve their own properties as we plant trees throughout the City in honor of this day.

YES:

NO:

ABSENT:

DATED: March 26, 2018

Richard Brooks, Mayor

March 20, 2018

Mr. Erik Wilson, City Administrator
City of Plainwell
211 N Main Street
Plainwell, MI 49080

**RE: City of Plainwell Water Renewal Plant Screw Pump Replacement
Tabulation of Bids and Recommendation of Award**

Dear Mr. Wilson:

On Thursday, March 15, 2018, bids were received for the Water Renewal Plant Screw Pump Replacement Project and are summarized in the attached Bid Tabulation. The apparent low bidder was Franklin Holwerda Company of Grand Rapids, Michigan.

We conducted a post-bid interview with the bidders to review their bid, scope of work, schedule, and their present commitments. Alternate screw pump manufacturer pricing came in substantially higher than the base bid therefore, bid alternate pricing was not provided by Franklin Holwerda Company on the bid form. Based on our review and the contractor's experience, we believe that Franklin Holwerda Company is capable of providing a quality project for the City.

We recommend that the City award the construction contract to Franklin Holwerda Company in the amount of \$225,800.00.

If you have any questions, please call.

Sincerely,

FLEIS & VANDENBRINK



Eric Griffith, P.E.
Project Engineer

cc: Bryan Pond
Allen Gelderloos, F&V

Attachments:
Bid Tabulation

City of Plainwell

Water Renewal Plant - Screw Pump Replacement DETAILED BID TABULATION



Date 3.20.2018

Project No. 832500

Item No.	BID ITEMS	Franklin Holwerda Company			Allied Mechanical Services, Inc.			Northwest Kent Mechanical Co.			
		Amount	Amount	Amount	Amount	Amount	Amount	Amount	Amount		
1	Screw Pump Replacement										
	Base Bid Price (Spaans Babcock Screw Pump)		\$225,800.00		\$249,400.00						\$297,900.00
	Bid Alternate Price (Approved Alternate Screw Pump)		No Bid		No Bid						\$364,400.00

Water Renewal

Superintendent: Bryan Pond

February 2018



Significant Department Actions and Results

We pulled two of three Chopper pumps for rebuild, it was later determined to rebuild one pump and buy new for the other remaining two.

We rescaled the lift station levels at Cushman St and 12th St to match the on site levels controllers; better operation and control.

Area wide flooding caused a high influx of flow in to the plant, no sewage was discharged to the river as what happened in many other communities.

I attended a food waste reuse seminar at GVSU, to explore the possibilities of more methane generation.

Pending Items (including CIP)

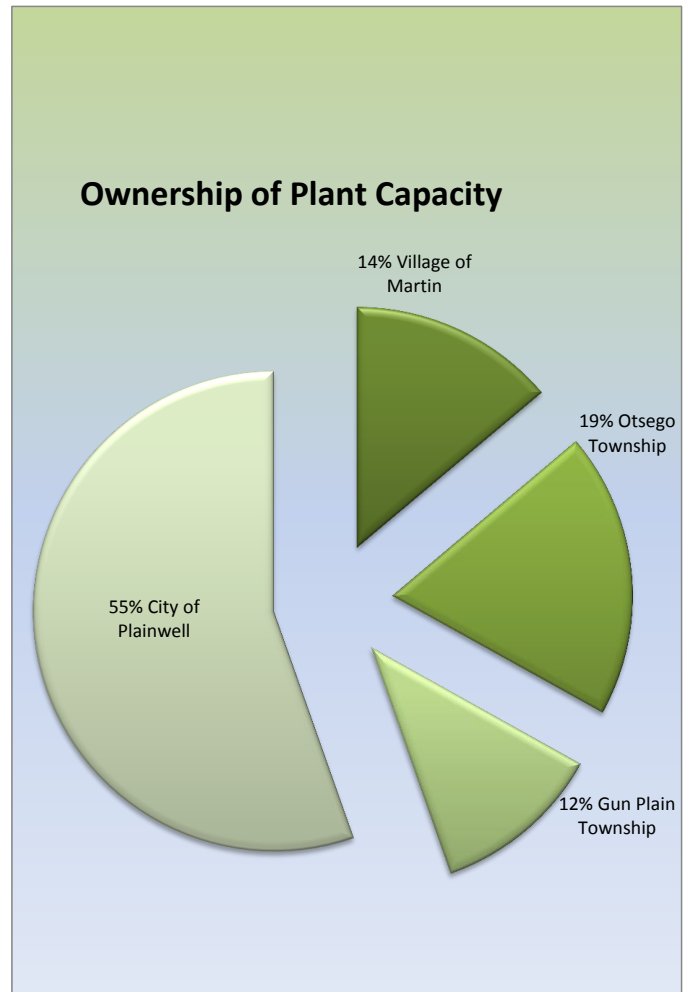
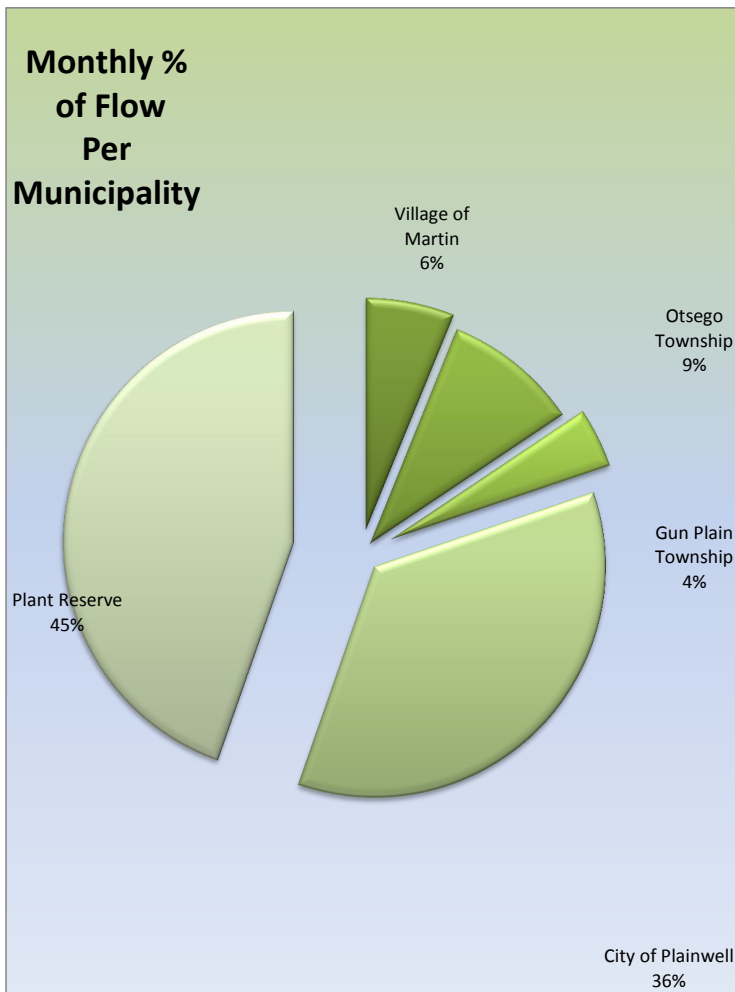
Expenditure Summary/Issues

	<u>(budgeted)</u>	(completed)	
Replace Bio -Filter Media	\$30,000	100%	\$23,189
Replace Hill St lift Station	\$90,000	33%	\$31,000
Engineering to replace Srew Pumps	\$37,114	12%	\$4,715
Paint back Room and Chemical Room	\$28,000	100%	\$19,690
Six new Radios SRM 6230	<u>\$13,000</u>	0%	<u>\$0</u>
	\$198,114		\$78,594

Monthly Flow Data

Our permitted volume of treatment is 1,300,000 gallons per day. The table and graph below shows the breakdown of average monthly flow from our customer communities, the percent ownership of our customer communities.

	Total Gallons	Permitted Daily Flow Gallons	Reserve	Ownership of Plant Capacity
Village of Martin	1,173,080			
Gun River MH Park	1,051,000			
US 131 Motor Sports Park	0			
Total:	2,224,080			
AVG. DAILY:	79,431	180,000	56%	14%
Otsego Township	Total: 3,450,000			
	AVG. DAILY: 123,214	250,000	51%	19%
Gun Plain Township	Total: 1,044,000			
North 10th Street	314,600			
Gores Addition	173,000			
AVG. DAILY	54,700	150,000	64%	12%
City of Plainwell	Total: 12942088			
AVG. DAILY:	462217	720,000	36%	55%
Avg. Daily Plant Flow from entire service district	0.702			



State Required Reporting Compatible Pollutants

MI State Requirement	City Benchmark	Monthly Avg. Reported/MDEQ
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Carbonaceous Biochemical oxygen demand (CBOD-5):

25 mg/l	15	26.73
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This test measures the amount of oxygen consumed by bacteria during the decomposition of organic materials. Organic materials from wastewater treatment facility act as a food source for bacteria.

TOTAL SUSPENDED SOLIDS (TSS):

30 mg/l	15	19
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Includes all particles suspended in water which will not pass through a filter. As levels of TSS increase, a water body begins to lose its ability to support a diversity of aquatic life.

PHOSPHORUS (P):

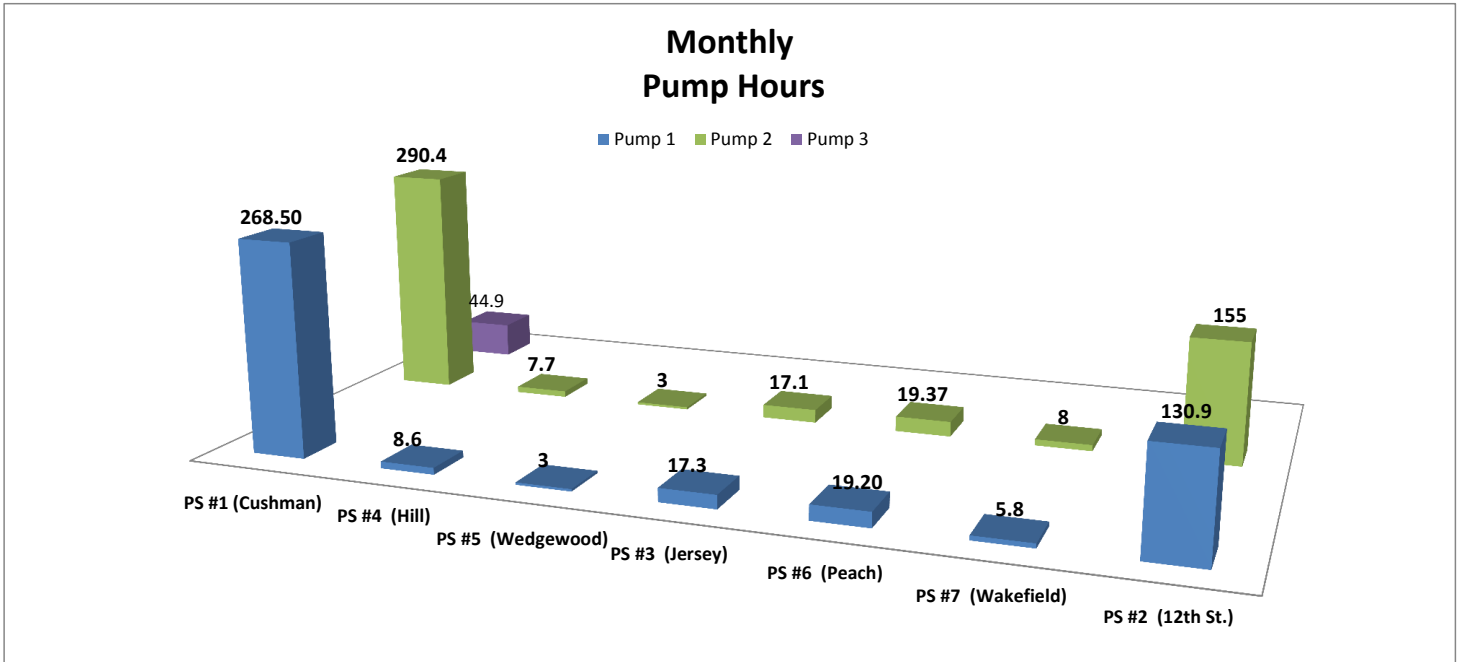
1.0 mg/l	0.45	0.49
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Controlling phosphorous discharges is a key factor in preventing eutrophication of surface waters. Eutrophication is caused by water enrichment of inorganic plant nutrients. Eutrophication negatively effects water bodies due to increases in algal blooming, causing excessive plant growth which depletes dissolved oxygen in the river which is necessary for aquatic life to survive.

Total Coliform (COLI):

200counts/ml	50	41
--------------	----	----

A group of bacteria found in soil, on vegetation and in large numbers in the intestine of warm-blooded animals, including humans. Water is not a natural medium for coliform organisms and their presence in water is indicative of some type of contamination.



Pumps convey the waste where gravity sewers cannot, run times are a indicator of how the station is operating and being maintained.

03/22/2018 INVOICE APPROVAL BY INVOICE REPORT FOR CITY OF PLAINWELL
 EXP CHECK RUN DATES 03/27/2018 - 03/27/2018
 BOTH JOURNALIZED AND UNJOURNALIZED
 BOTH OPEN AND PAID

Vendor Code	Vendor Name	Description	Amount
002571	AL-PAR PEAT INC 0096707-IN	BRUNSWICK ULTRA GARDEN SOIL	1,447.08
TOTAL FOR: AL-PAR PEAT INC			1,447.08
002347	ALRO STEEL CORPORTATION ICM7755KZ	MILL RACE DOCK	157.31
TOTAL FOR: ALRO STEEL CORPORTATION			157.31
000106	AMERICAN HOIST, AIR, LUBE EQUIPMENT 13780	HYDROTEST DPW	283.40
TOTAL FOR: AMERICAN HOIST, AIR, LUBE EQUIPMENT			283.40
000035	APPLIED IMAGING 1093081	3/13/18 - 4/12/18 CITY HALL COPIER	120.38
TOTAL FOR: APPLIED IMAGING			120.38
000002	AT&T - SBC		
	2018-03 AIRPORT	2/14/18 - 3/13/18 AIRPORT FUEL PUMP	137.00
	2018-03 CITY DATA	2/14/18 - 3/13/18 CITY DATA GATE	152.28
	2018-03 DPS	2/14/18 - 3/13/18 DPS NON PUBLISHED #	180.76
	2018-03 DPS TRAINING	2/14/18 - 3/13/18	314.08
	2018-03 DPW	2/14/18 - 3/13/18 DPW SECURITY GATE	158.29
	2018-03 DPW CENTRAL	2/14/18 - 3/13/18 DPW CENTRAL DIALER	648.67
	2018-03 WR	2/14/18 - 3/13/18 WR	616.60
TOTAL FOR: AT&T - SBC			2,207.68
002323	BELLE TIRE 30991709	#19 2013 FORD TRUCK TIRES DPW	900.00
	31032691	#83 TRAILER TIRES DPW	168.00
TOTAL FOR: BELLE TIRE			1,068.00
000461	BOB'S HARDWARE		
	51087	PELL PARK KAYAK DOCK ANCHORS	35.98
	51101	PARK BENCH REPAIR	61.97
	51126	PELL PARK KAYAK DOCK BOLTS MISC	37.72
	51153	WR	51.98
TOTAL FOR: BOB'S HARDWARE			187.65
002890	CHEF CONTAINER LLC 434296	4/1/18 - 4/30/18 RESIDENTIAL RECYCLE	2,445.30
TOTAL FOR: CHEF CONTAINER LLC			2,445.30
002219	CLARK TECHNICAL SERVICES 61-2018	FEB 2018 SUPPORT	1,966.25
TOTAL FOR: CLARK TECHNICAL SERVICES			1,966.25
000114	COLUMBIA PIPE & SUPPLY CO. INC		
	2637429	WR SUPPLIES	146.47
	2638549	WR SUPPLIES	32.14
TOTAL FOR: COLUMBIA PIPE & SUPPLY CO. INC			178.61
000944	DEATON TRUCKING 9506	SAND	839.41
TOTAL FOR: DEATON TRUCKING			839.41
000164	ETNA SUPPLY CO INC		

	S102534092.001	WATER PARTS	239.07
	S102541519.001	WATER PARTS MISC	174.00
TOTAL FOR: ETNA SUPPLY CO INC			413.07
000038	FARM N GARDEN INC/FENCE & GARDEN		
	151631	PELL PARK KAYAK DOCK	180.20
TOTAL FOR: FARM N GARDEN INC/FENCE & GARDEN			180.20
000166	FISHER SCIENTIFIC		
	7318845	WR LAB SUPPLIES	198.88
TOTAL FOR: FISHER SCIENTIFIC			198.88
002763	GIVE EM A BRAKE SAFETY CORP		
	55456	SIGN FOR NEW LIGHT BY SWEETWATERS/PRINCE STREET	2,700.00
TOTAL FOR: GIVE EM A BRAKE SAFETY CORP			2,700.00
000140	HACH CO		
	10858018	CHLORINE/FLUORIDE DPW	953.79
TOTAL FOR: HACH CO			953.79
000134	HAROLD ZEIGLER INC		
	274746	PD CAR #4 BATTERY ISSUES/REPAIR	257.96
TOTAL FOR: HAROLD ZEIGLER INC			257.96
002281	HOME DEPOT		
	2018-02	FEBRUARY 2018 STATEMENT	568.56
TOTAL FOR: HOME DEPOT			568.56
002301	JOYFUL CLEANING - LINDA TUBBS		
	972	MARCH 2018 CLEANING	964.00
TOTAL FOR: JOYFUL CLEANING - LINDA TUBBS			964.00
000245	KENNEDY INDUSTRIES INC		
	601653	REMOVAL & INSTALLATION OF DAMAGED 4" VALVE FOR	2,781.75
	601690	PURCHASE & INSTALLATION OF NEW 6"VALVE E DIGESTE	663.00
TOTAL FOR: KENNEDY INDUSTRIES INC			3,444.75
001993	KERKSTRA PORTABLE RESTROOMS INC		
	119318	HANDI-CAP RESTROOM @ SHERWOOD PARK	100.00
TOTAL FOR: KERKSTRA PORTABLE RESTROOMS INC			100.00
001920	LAKE MICHIGAN MAILERS		
	389842	POSTAGE FOR BALANCE TO MAIL 2018 PERSONAL PROPE	42.88
TOTAL FOR: LAKE MICHIGAN MAILERS			42.88
REFUND UB	LIFE STORY FUNERAL HOME		
	03/22/2018	UB refund for account: 04-00048800-00	50.30
TOTAL FOR: LIFE STORY FUNERAL HOME			50.30
000037	LIFELOC TECHNOLOGIES, INC		
	301541	DPS	100.00
TOTAL FOR: LIFELOC TECHNOLOGIES, INC			100.00
000014	MICHIGAN GAS UTILIITIES CORP.		
	2018-02	2/7/18 - 3/7/18 GAS BILLS	2,993.11
TOTAL FOR: MICHIGAN GAS UTILIITIES CORP.			2,993.11
001921	MICHIGAN MUNICIPAL LEAGUE		
	17010	ADD FOR DPW SUPERVISOR POSITION (2/27/18 - 3/26/18)	78.50
TOTAL FOR: MICHIGAN MUNICIPAL LEAGUE			78.50
000609	MIDWAY CHEVROLET		
	55654	INJECTOR PUMP REPLACEMENT ON TRUCK #17	2,648.46
TOTAL FOR: MIDWAY CHEVROLET			2,648.46

002708	MORGAN BIRGE' & ASSOCIATES		
	33912	MARCH 2018 PHONE MAINTENANCE	130.00
TOTAL FOR: MORGAN BIRGE' & ASSOCIATES			130.00

001413	NORTH CENTRAL NCL OF WISCONSIN INC		
	403264	WR LAB SUPPLIES	412.03
TOTAL FOR: NORTH CENTRAL NCL OF WISCONSIN INC			412.03

000282	OUDBIER INSTRUMENT CO INC		
	8668	FLOW METERS CHECKED (BILL TOWNSHIPS)	388.00
TOTAL FOR: OUDBIER INSTRUMENT CO INC			388.00

004852	PACE ANALYTICAL SERVICES LLC		
	1846206408	H2O SAMPLES 3/5/18	112.00
TOTAL FOR: PACE ANALYTICAL SERVICES LLC			112.00

000233	PEERLESS-MIDWEST INC		
	54680	SERVICE ON WELLS #4 & #5	910.00
	54826	CLEAN SERVICE WATER WELL @ WR PLANT	2,950.00
TOTAL FOR: PEERLESS-MIDWEST INC			3,860.00

001829	PERCEPTIVE CONTROLS INC		
	13233	REPAIR (2) SCADA WR RADIOS	1,600.00
	13244	NEW TOWER COMPUTER FOR SCADA SYSTEM (CRASHED	2,400.00
	13244A	LABOR TO TRANSFER DATA, SOFTWARE & LICENSE FOR V	1,800.00
TOTAL FOR: PERCEPTIVE CONTROLS INC			5,800.00

004855	PLAINWELL ACE HARDWARE		
	432	SHOVEL	13.99
	440	MISC FOR GATOR AND OTHER	12.99
	453	FIRE DEPT	5.97
	466	BATTERIES/ANT SPRAY CITY HALL	15.97
	468	PARK BENCH REPAIR MISC	13.16
TOTAL FOR: PLAINWELL ACE HARDWARE			62.08

002714	PLAINWELL MUSIC SOCIETY		
	2018	PLAINWELL MUSIC SOCIETY DONATION 2018	250.00
TOTAL FOR: PLAINWELL MUSIC SOCIETY			250.00

004198	QUALITY CYLINDER SERVICES LLC		
	2164	PARTS FOR TRUCK #10	245.55
TOTAL FOR: QUALITY CYLINDER SERVICES LLC			245.55

000880	QUALITY PRODUCTS SALES &		
	52391	CHAIN SAW MISC	73.98
TOTAL FOR: QUALITY PRODUCTS SALES &			73.98

002602	RICHLAND MACHINE & PUMP		
	19287	LABOR TRAVEL MACHINING TO REBUILD DYSTOR CHOPP	5,700.00
	19288	PUMP REPAIR WR	690.00
TOTAL FOR: RICHLAND MACHINE & PUMP			6,390.00

004168	SBF ENTERPRISES		
	0129656	GREEN PAPER H2O/SEWER BILLS	219.70
TOTAL FOR: SBF ENTERPRISES			219.70

001350	STATE OF MICHIGAN		
	BLR413867	BOILER INSPECTION 129 FAIRLANE ST (INSPECTED 2/23/1	120.00
	BLR413990	BOILER INSPECTION 200 ALLEGAN ST (INSPECTION ON 2/	60.00
TOTAL FOR: STATE OF MICHIGAN			180.00

002402	STEENSMA LAWN & POWER EQUIPMENT		
	497640	MISC	65.43

497816	MISC	14.99
TOTAL FOR: STEENSMA LAWN & POWER EQUIPMENT		80.42

002334	TOUGH COAT CUSTOM POWDER COATING LL	
649840	ROLL BAR FOR GATOR	100.00
TOTAL FOR: TOUGH COAT CUSTOM POWDER COATING LL		100.00

004814	WILLIAMS & WORKS	
84510	PROFESSIONAL SERVICES FEB 2018 INDUSTRIAL DISTRICT	709.25
TOTAL FOR: WILLIAMS & WORKS		709.25

TOTAL - ALL VENDORS 45,608.54

INVOICE AUTHORIZATION

Person Compiling Report	Brian Kelley, City Clerk/Treasurer
I verify that to the best of my knowledge the attached invoice listing is accurate and the procedures in place to compile this invoice listing has been followed.	I verify that I have reviewed the expenditures attributed to my department and to the best of my knowledge the attached invoice listing is accurate and complies with the City's purchasing policy.
Insert Signature: <div style="display: flex; align-items: center; justify-content: center;"> <div style="font-size: 24pt; margin-right: 10px;">Cheryl Pickett</div> <div style="font-size: 8pt; margin-left: 10px;"> Digitally signed by Cheryl Pickett DN: c=US, st=Michigan, l=Plainwell, o=City of Plainwell, ou=CoP, cn=Cheryl Pickett, email=cpickett@plainwell.org Date: 2018.03.22 10:45:59 -04'00' </div> </div>	Insert Signature: <div style="display: flex; align-items: center; justify-content: center;"> <div style="font-size: 24pt; margin-right: 10px;">Brian Kelley</div> <div style="font-size: 8pt; margin-left: 10px;"> Digitally signed by Brian Kelley DN: c=US, st=MI, l=City of Plainwell, o=Internet Widgits Pty Ltd, cn=Brian Kelley, email=bkelley@plainwell.org Date: 2018.03.23 13:44:40 -04'00' </div> </div>
Bryan Pond, Water Renewal Plant Supt.	Bill Bomar, Public Safety Director
I verify that I have reviewed the expenditures attributed to my department and to the best of my knowledge the attached invoice listing is accurate and complies with the City's purchasing policy.	I verify that I have reviewed the expenditures attributed to my department and to the best of my knowledge the attached invoice listing is accurate and complies with the City's purchasing policy.
Insert Signature: <div style="display: flex; align-items: center; justify-content: center;"> <div style="font-size: 24pt; margin-right: 10px;">Bryan Pond</div> <div style="font-size: 8pt; margin-left: 10px;"> Digitally signed by Bryan Pond Date: 2018.03.22 15:17:18 -04'00' </div> </div>	Insert Signature:
Rick Updike, Public Works Supt.	Erik J. Wilson, City Manager
I verify that I have reviewed the expenditures attributed to my department and to the best of my knowledge the attached invoice listing is accurate and complies with the City's purchasing policy.	I verify that I have reviewed the expenditures attributed to my department and to the best of my knowledge the attached invoice listing is accurate and complies with the City's purchasing policy.
Insert Signature: <div style="display: flex; align-items: center; justify-content: center;"> <div style="font-size: 24pt; margin-right: 10px;">Rick Updike</div> <div style="font-size: 8pt; margin-left: 10px;"> Digitally signed by Rick Updike Date: 2018.03.22 11:03:12 -04'00' </div> </div>	Insert Signature: <div style="display: flex; align-items: center; justify-content: center;"> <div style="font-size: 24pt; margin-right: 10px;">Erik Wilson</div> <div style="font-size: 8pt; margin-left: 10px;"> Digitally signed by Erik Wilson DN: c=US, st=Michigan, l=Plainwell, o=City of Plainwell, ou=CoP, cn=Erik Wilson, email=ewilson@plainwell.org Date: 2018.03.23 10:15:43 -04'00' </div> </div>

03/23/2018

CHECK REGISTER FOR CITY OF PLAINWELL
CHECK DATE FROM 03/12/2018 - 03/30/2018

Check Date	Bank	Check	Vendor Name	Description	Amount
Bank APPNC PNC Accounts Payable Checking					
Check Type: EFT Transfer					
03/30/2018	APPNC	461(E)	PNC BANK (SERVICE CHARGE)	MARCH 2018 PNC BANK SERVICE CHARGES	6.00
Total EFT Transfer:					<u>6.00</u>
APPNC TOTALS:					
Total of 1 Checks:					6.00
Less 0 Void Checks:					0.00
Total of 1 Disbursements:					<u>6.00</u>
Bank CBGEN Chemical Bank - General AP Account					
Check Type: ACH Transaction					
03/23/2018	CBGEN	1290(A)	ALLEGAN COUNTY TREASURER	MOBILE HOME TAXES - 1ST QUARTER 2018	562.50
Total ACH Transaction:					<u>562.50</u>
Check Type: EFT Transfer					
03/12/2018	CBGEN	1288(E)	PNC BANK (CREDIT CARD)	PNC CREDIT CARD ANNUAL FEE	500.00
03/16/2018	CBGEN	1289(E)	CHEMICAL BANK	MARCH 2018 BANK FEES FOR FEBRUARY	262.63
Total EFT Transfer:					<u>762.63</u>
Check Type: Paper Check					
03/21/2018	CBGEN	12104	CONSUMERS ENERGY	2/1/18 - 2/28/18 STREET LIGHT ELECTRIC	3,292.46
03/21/2018	CBGEN	12105	PITNEY BOWES (RENTAL ON METER)	4/1/18 - 6/30/18 POSTAGE METER RENTAL AT	90.15
03/23/2018	CBGEN	12106	SIGNATURE FORD INC	2018 FORD POLICE UTILITY VEHICLE	31,235.00
03/23/2018	CBGEN	12107	RICHMOND, MICHAEL J	APRIL 2018 ASSESSING SERVICES	1,300.00

Total Paper Check:

35,917.61

CBGEN TOTALS:

Total of 7 Checks:

37,242.74

Less 0 Void Checks:

0.00

Total of 7 Disbursements:

37,242.74

REPORT TOTALS:

Total of 8 Checks:

37,248.74

Less 0 Void Checks:

0.00

Total of 8 Disbursements:

37,248.74

Off Cycle Payment Authorization

Brian Kelley, City Clerk/Treasurer

I verify that I have reviewed the off-cycle payments listed above and to the best of my knowledge the listing is accurate and complies with the City's purchasing policy.

Insert Signature:

Brian Kelley

Digitally signed by Brian Kelley
DN: c=US, st=MI, l=City of Plainwell,
o=Internet Widgits Pty Ltd, cn=Brian
Kelley, email=bkelley@plainwell.org
Date: 2018.03.23 11:34:26 -0400

Erik J. Wilson, City Manager

I verify that I have reviewed the off-cycle payments listed above and to the best of my knowledge the listing is accurate and complies with the City's purchasing policy.

Insert Signature:

Erik Wilson

Digitally signed by Erik Wilson
DN: c=US, st=Michigan, l=Plainwell,
o=City of Plainwell, ou=CoP, cn=Erik
Wilson, email=ewilson@plainwell.org
Date: 2018.03.23 13:57:50 -0400

MAR 12 2018

City of Plainwell
Clerk/Treasurer's Office

**STATE OF MICHIGAN
BEFORE THE MICHIGAN PUBLIC SERVICE COMMISSION**

**NOTICE OF HEARING
FOR THE NATURAL GAS CUSTOMERS OF
CONSUMERS ENERGY COMPANY AND
CMS GENERATION MICHIGAN POWER LLC
CASE NO. U-20089**

- Consumers Energy Company and CMS Generation Michigan Power LLC requests Michigan Public Service Commission approval for a Certificate of Public Convenience and Necessity to construct and operate a 12-inch Lateral Gas Pipeline (Kalamazoo River Lateral)
- The information below describes how a person may participate in this case.
- You may call or write, Consumers Energy Company and CMS Generation Michigan Power LLC, One Energy Plaza, Jackson, Michigan 49201, (800) 477-5050 for a free copy of their application. Any person may review the application at the offices of Consumers Energy Company and CMS Generation Michigan Power LLC.
- The prehearing conference in this matter will be held:

DATE/TIME: **Wednesday, March 21, 2018, at 9:30 A.M.**

BEFORE: Administrative Law Judge Sharon L. Feldman

LOCATION: Michigan Public Service Commission
7109 West Saginaw Highway
Lansing, Michigan 48917

PARTICIPATION: Any interested person may attend and participate. The hearing site is accessible, including handicapped parking. Persons needing any accommodation to participate should contact the Commission's Executive Secretary at (517) 284-8090 in advance to request mobility, visual, hearing or other assistance.

The Michigan Public Service Commission (Commission) will hold a hearing to consider Consumers Energy Company and CMS Generation Michigan Power LLC's February 12, 2018 application for a Certificate of Public Convenience and Necessity to construct and operate a 12-inch Lateral Gas Pipeline (Kalamazoo River Lateral). Consumers Energy Company and CMS Generation Michigan Power LLC request the Commission to: 1) find, determine, and affirm that the proposed Kalamazoo River Lateral, when constructed and in operation, will serve the convenience and necessities of the public and issue an appropriate further order authorizing Michigan Power to construct the proposed Kalamazoo River Lateral and to transfer the Pipeline to Consumers Energy, after which Consumers Energy shall be authorized to operate the Kalamazoo River Lateral to provide natural gas transportation service to Michigan Power; 2) affirm the route of the proposed Kalamazoo River Lateral and the map showing the route, subject, however, to such changes in location as Michigan Power may find necessary upon actual construction; 3) affirm the specifications for the proposed Kalamazoo River Lateral; 4)

affirm the terms and conditions set forth in the application and cost estimate; 5) determine the proposed Kalamazoo River Lateral will still not have a significant adverse effect on the environment; 6) grant the relief requested in the application on an expedited and ex parte basis; and; 7) grant other relief.

All documents filed in this case shall be submitted electronically through the Commission's E-Dockets website at: michigan.gov/mpscedockets. Requirements and instructions for filing can be found in the User Manual on the E-Dockets help page. Documents may also be submitted, in Word or PDF format, as an attachment to an email sent to: mpscedockets@michigan.gov. If you require assistance prior to e-filing, contact Commission staff at (517) 284-8090 or by email at: mpscedockets@michigan.gov.

Any person wishing to intervene and become a party to the case shall electronically file a petition to intervene with this Commission by **March 14, 2018**. (Petitions to intervene may also be filed using the traditional paper format.) The proof of service shall indicate service upon Consumers Energy Company's Legal Department - Regulatory Group, One Energy Plaza, Jackson, MI 49201.

Any person wishing to appear at the hearing to make a statement of position without becoming a party to the case may participate by filing an appearance. To file an appearance, the individual must attend the hearing and advise the presiding administrative law judge of his or her wish to make a statement of position. All information submitted to the Commission in this matter becomes public information, thus available on the Michigan Public Service Commission's website, and subject to disclosure. Please do not include information you wish to remain private.

Requests for adjournment must be made pursuant to the Commission's Rules of Practice and Procedure R 792.10422 and R 792.10432. Requests for further information on adjournment should be directed to (517) 284-8130.

A copy of Consumers Energy Company and CMS Generation Michigan Power LLC's request may be reviewed on the Commission's website at: michigan.gov/mpscedockets, and at the office of Consumers Energy Company and CMS Generation Michigan Power LLC. For more information on how to participate in a case, you may contact the Commission at the above address or by telephone at (517) 284-8090.

Jurisdiction is pursuant to 1929 PA 9, as amended, MCL 483.101 et seq.; 1919 PA 419, as amended, MCL 460.54 et seq.; 1939 PA 3, as amended, MCL 460.1 et seq.; 1969 PA 165, as amended, MCL 483.151 et seq.; 1969 PA 306, as amended, MCL 24.201 et seq.; and Parts 1 & 4 of the Michigan Administrative Hearing System's Administrative Hearing Rules, Mich. Admin Code, R 792.10101 through R 792.10137, and R 792.10401 through R 792.10448.

[THE MICHIGAN PUBLIC SERVICE COMMISSION MAY APPROVE, REJECT, OR AMEND PROPOSALS MADE BY CONSUMERS ENERGY AND CMS GENERATION MICHIGAN POWER LLC.]

Reports & Communications:

A. Resolution 18-09 – Property Transfer Affidavit Fee Waiver:

Current State of Michigan laws and regulations set forth a penalty to be assessed to the buyer of a property for failure to file the Property Transfer Affidavit within 45 days of any transfer of ownership. The law also allows the city to waive that penalty by resolution. Administrative cost burdens and political goodwill are the factors in waiving the penalty.

Recommended action: Consider adopting Resolution 18-09 to waive the penalty for failure to timely file a Property Transfer Affidavit.

B. Resolution 18-11 – Remove South Woodhams Street from Act 51 Map:

A recent review of the state's Act 51 map shows a small section of South Woodhams that is no longer under the city's control. This section is south of Colfax and is part of the Gilkey School campus. The resolution authorizes the State to remove that section of street from the city's Act 51 map.

Recommended action: Consider adopting Resolution 18-11 to remove a section of South Woodhams Street, south of Colfax, from the city's Act 51 map.

C. Resolution 18-12 – Arbor Day 2018:

The city has received the Arbor Day's Tree City USA designation for 37 years. This year's honoree is Dale Harrington and the city sets aside time on April 27, 2018 to plant a tree.

Recommended action: Consider adopting Resolution 18-12 setting April 27, 2018 as Arbor Day, including a tree planting ceremony at 12:30pm honoring Dale Harrington.

D. WR – Replacement Screw Pumps:

On March 25, 2018, the city received bids for the Water Renewal Plan Screw Pump Replacement Project. Fleis & Vandenbrink interviewed the bidders reviewing the project and recommend contracting with Franklin Holwerda Company, the low bidder firm.

Recommended action: Consider approving a construction contract with Franklin Holwerda Company for \$225,800 for the Water Renewal Plant Screw Pump Replacement Project and authorizing the City Manager to approve all documents related to the approved action.

Reminder of Upcoming Meetings

- April 12 2018 – Allegan County Board of Commissioners – 1:00pm
- April 10, 2018 – Plainwell DDA/BRA/TIFA Board – 7.30am
- April 18, 2018 – Plainwell Planning Commission – 7:00pm
- April 9, 2018 – Plainwell City Council – 7:00pm (includes a Public Hearing)

Non-Agenda Items / Materials Transmitted

- Notice of Public Hearing – Consumers Energy