

### 2.3.3 ALTERNATIVE B: THE PREFERRED ALTERNATIVE

Under Alternative B, a non-motorized trail would be constructed in the M-22/M-109 right-of-way, in many areas, but deviating from the highway corridor where possible to avoid physical or environmental constraints, provide access to natural, cultural, or recreation resources, and to promote a broader variety of experiences for the Trailway user. It would be a contiguous non-motorized trail of over 27 miles commencing from the southern Leelanau County line at Manning Road to County Road 651 at Good Harbor Beach (Please see Figure 3. Map B). Disturbance of interior vegetated areas, steep slopes, and difficult soils would be minimized and sensitively planned. Trail user experience would be less closely associated with the highway or road right-of-way.

Access to the Trailway would be made at existing Lakeshore trailheads and designated visitor parking areas located along or near M-22 and M-109, including the Pierce Stocking Scenic Drive lower parking area, Dune Climb, Glen Haven, Bay View Trailhead, Port Oneida, and Lake Michigan beaches at Bohemian Road (CR 669) and Good Harbor Trail (CR 651). Some new trailheads may also be proposed, especially at either end of the Trailway. Such trailheads and parking areas may be augmented with Trailway “wayfinding” maps and information as well as provide bike racks, benches, picnic tables, potable water/drinking fountains, interpretive information, and restroom facilities. Universal accessibility signage and amenities as well as trail segment, trail challenge level information and mileage markers would also be used.

The proposed routing for Alternative B is described in terms of **Segments 1-9**, which were previously identified for evaluation and assessment.

#### **Segment 1:**

The west side of M-22 would be used to establish a 10' crushed limestone path from Manning Road north to Stormer Road. A new trailhead would be located near Manning Road. Consideration of the Tweddle-Treat cultural landscape would be made through use of this trail material and a width variation. A crushed limestone surface would be utilized to have the Trailway integrate with the cultural and historical character of the landscape and be visibly less distracting than a modern asphalt surface. A variation from the right-of-way would be made to descend a steep gradient along M-22. As the Trailway enters the valley, it would be placed close to the right-of-way on the west side of M-22 until it curves out to follow a hedgerow behind the Pelky Barn and Tweddle School.

A crossing would be made on Stormer Road near the intersection with M-22. The Trailway continues as a 10" wide asphalt cross section and follows an existing utility right-of-way, crossing Wilco Road. The route then deviates into the wooded area on the west side of M-22 using some ridgelines and relatively gentle gradient to emerge back in the M-22 right-of-way before the Lakeshore entrance sign. Steep side slope areas would necessitate excavation and possible retaining walls before and after the entrance sign. An M-22 crossing could be located at the New Neighborhood.

This segment of the Trailway would provide an open vista of the historic fields and buildings of the Tweddle-Treat cultural landscape. Wayfinding information would be developed at an appropriate location to assist Trailway users in accessing the Empire Bluffs Trail (hiking only) and the cultural landscape.

**Segment 2:**

The Trailway would enter the Village of Empire along the M-22 right-of-way. The Village Council would determine the trail route within the Village of Empire, but access to the Lakeshore Visitor Center, the downtown area, and the beach should all be considered in route planning. For purposes of this alternative however, the following possible trail route is described:

The Trailway routing could continue within the Village of Empire by using existing road right-of-way through the Quercus Alba (New neighborhood) and Beaver Creek neighborhoods. With oversight from MDOT, a north-south oriented M-22 crossing could be implemented and a north-south oriented M-72 crossing accessing Trailway users to the Visitor Center. The facility provides public restrooms, information, interpretive displays, and other support facilities open to the public during regular business hours. Trailway users could also have direct access to the Village of Empire. Continuing through the Beaver Creek development, the Trailway could use Ottawa Street as a crossing location at M-22 at the north end of the Village.

A new paved section in the right-of-way along the northwest side of M-22 could be developed to LaCore Road, then north to Fisher Street. From there the Trailway could travel along the east side of LaCore to Bar Lake Road in the county road right-of-way. The Trailway would cross to the north side of Voice Road and continue east to the intersection at M-22. This section would require a minor creek/wetland crossing along LaCore Road and address several side slope and grading challenges along Voice Road, including at the corner of Voice Road and M-22 where Segment 3 begins.

The Trailway segment provides a direct link to the North Bar Lake public beach access, although the existing access on Bar Lake Road is gravel. Wayfinding information could be added at the Voice Road-Bar Lake Road intersection to assist Trailway users with accessing North Bar Lake facilities.

**Segment 3:**

The grade falls away at the intersection of Voice Road and M-22 and includes roadway guardrail and overhead utilities. MDOT would need to approve some additional fill material and trail grading at the corner within the utility right-of-way, as well as the alignment of the trail to allow safe access around this corner. The Trailway continues from Voice Road and along M-22 to M-109 in the right-of-way on the west side of the road. The Trailway would include a new 10' wide asphalt cross-section from Voice Road to Pierce Stocking Scenic Drive. Considerations for Trailway construction in this area include side slopes, existing mature trees, and proximity to the road (see Chapter 4 - Trail Cross-section Development).

The Trailway segment provides access to hiking trailheads, loops and support facilities at Pierce Stocking Scenic Drive and the Windy Moraine Trail parking area. Wayfinding information would be added to assist Trailway users in recognizing other existing facilities in the area. Trailway users would be able to use the parking area at Pierce Stocking Scenic Drive as a trailhead. Information would be provided regarding the challenge level and safety considerations for riders interested in using the Pierce Stocking Scenic Drive, since it is a very challenging bicycling experience. A connecting trailhead link would connect the parking area to the main Trailway along M-109.

**Segment 4:**

North of the Pierce Stocking Scenic Drive, the Trailway would veer to the northwest on an old logging road outside of the right-of-way, which allows a more gradual descent and avoids highway curves hazardous in the right-of-way of M-109. A 10' asphalt section

would take the trail user through a wooded area and emerge on Greenan Road. An adjacent 10' wide pathway along this gravel county road could be paved to the M-109 right-of-way where it would continue along M-109 until Hunter Road.

Several unique factors would be considered in this segment. Greenan Road is already frequented by walkers and hikers and warrants consideration of mixed modes of non-motorized traffic using the Trailway. In addition, on the northern half of the segment private driveways bisect the Trailway, as well as some landscaping encroachments into the right-of-way. Cooperation with MDOT and landowners will be necessary to develop safe and viable routing through the area to Hunter Road.

**Segment 5:**

Hunter Road links the Trailway to the Dune Climb, a major attraction within the Lakeshore. The Trailway would cross the perimeter of the parking area. A wide cleared area to the east of the parking area would allow for a 10' paved trail to be developed adjacent to, but separate from, the Duneside Accessible Trail, a 6' wide universally accessible crushed limestone path that provides about a ¾-mile round trip hike with accessible surface, interpretive signage and seating. The Trailway continues as a 10' wide paved trail along the east side of the Duneside Accessible Trail and extends another 1000' to Harwood Drive. Trailway users would also be directed to the Dune Center and public restrooms that serve the Dune Climb.

From Harwood Drive, near the D.H. Day Group Campground, the former narrow gauge rail bed would be used for continuation of a 10' wide crushed limestone path connecting north to Dune Valley Road and then continuing into the Glen Haven Historic District. (Map 2.14.1)

The Trailway would follow an existing two-track road to connect the railroad grade route with M-209 in Glen Haven. An M-209 crossing would be developed near the Dean and Rude houses and in the vicinity of the Blacksmith Shop. Continuing east, the Trailway would continue as a 10' crushed limestone path and utilize an existing county road (two-track) to access to D.H. Day Campground.

The Trailway (Map 2.14) would then use Pine Haven Road right-of-way as a separate paved 10' asphalt path to avoid the user conflicts associated with the D.H. Day Campground access road. With oversight from MDOT, a north-south oriented M-109 crossing would be aligned at Pine Haven Road and Stocking Road, creating a safe crossing. The road grade and slight curve in this area dictate careful consideration of clear vision and advanced warning by MDOT for an at-grade crossing in this vicinity.

The Trailway would then use an existing unmarked two-track trail running east-west along the base of the Alligator Hill escarpment from Stocking Road to South Forest Haven Drive, connecting to Glen Arbor. A 10' asphalt cross-section is proposed for this section and continues on the west side of the South Forest Haven Drive right-of-way to emerge back in the M-109 right-of-way at Sylvan Street.

This Trailway segment provides access to hiking trailheads and support facilities at the Glen Haven Maritime Museum, Glen Haven Village, D.H. Day Campground, and Alligator Hill. Wayfinding information would be added to assist Trailway users in recognizing the other facilities in the area.

**Segment 6:**

From Sylvan Street, the Trailway would enter downtown Glen Arbor. The Glen Arbor Township Board would determine the best way through the town. For purposes of this alternative however, the following trail route possibility is described:

The Trailway would be a paved shoulder at a minimum width of 5' on both sides of M-109. To circumvent heavy summer traffic, the route would turn south on Ray Street (M-22), one block to State Street at the Township Park, then east to Oak Street, and then north on Oak Street back to the M-22 right-of-way. Trailway signage could guide trail users through Glen Arbor on existing streets via 5' paved shoulders on both sides of the local streets.

From Oak Street, trail users would travel along M-22 using the 5' paved shoulder. If conditions allow the Trailway would then widen to a 10' pathway within the existing M-22 right-of-way on the southeast side of the road. A boardwalk section could be installed for several hundred feet in the vicinity of the bicycle club rest area across from the gasoline service station. The Trailway then turns east at the intersection onto West Crystal View Road.

A 10' asphalt path would be installed along the south side of West Crystal View Road. Three river crossings would occur at existing culvert locations on the Crystal River, two immediately after M-22 and a third just before Westman Road. Boardwalk sections would be needed for several hundred feet in multiple areas, in particular along the Crystal River bend. Trail users would cross the Crystal River on a separate pedestrian bridge which would span the river on the south side of the road and continue to Westman Road on an off-road 10' asphalt path on the east side. Another boardwalk as long as 1,000' would be necessary to traverse wetlands on the west side of Westman Road, near Tucker Lake.

From that point, the Trailway would continue north as an off-road 10' wide asphalt path located on the west side of the M-22 right-of-way up to the entrance of The Homestead Resort near Westman Road. With oversight from MDOT, a north-south oriented M-22 crossing at Westman Road would be implemented with striped pavement markings, advance warning, and safety signage.

**Segment 7:**

The Trailway would use the west side of the M-22 right-of-way as an off-road 10' asphalt section from The Homestead Resort to the intersection of M-22 and Thoreson Road. The Trailway would then divert north on Thoreson Road to access the lower section of the Bay View Hiking Trail and be a 10' crushed limestone path. The Trailway would then again cross Thoreson Road at a safe distance past the "Y" intersection, and continue on the Bay View Trail. This section of the Bay View Trail would also be a 10' crushed limestone path from Thoreson Road to Port Oneida and provide access to the Olsen farm, Kelderhouse farm and cemetery, and other properties in the Port Oneida Rural Historic District. Wayfinding signage could guide trail users through the Port Oneida Rural Historic District.

**Segment 8:**

The Trailway connects back to M-22 along the Port Oneida Road. It continues as a 10' off-road crushed limestone path along M-22 from Port Oneida Road to Narada Lake. It would then deviate from the right-of-way to approach the North Unity School from an interior aspect. A gradient change would align the Trailway along the M-22 right-of-way below the embankment and guardrail at Narada Lake. A boardwalk (approximately 265 feet long) would provide a unique nature experience along this water resource, avoiding the hazardous proximity and the tight right-of-way of a roadside route.

From Narada Lake, the Trailway would continue as a 10' off-road asphalt section on the north side of the right-of-way to the Bohemian Road (CR 669) and M-22 intersection. This Trailway segment provides access to the Good Harbor Bay swimming beach and other Lakeshore facilities at CR 669. Wayfinding information would be added along the route to assist Trailway users in recognizing the Lake Michigan Beach access and other facilities at the end of Bohemian Road (CR 669).

**Segment 9:**

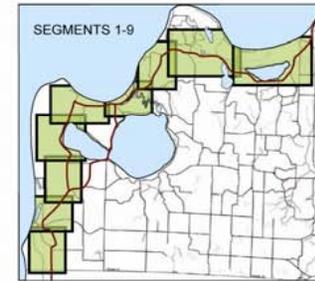
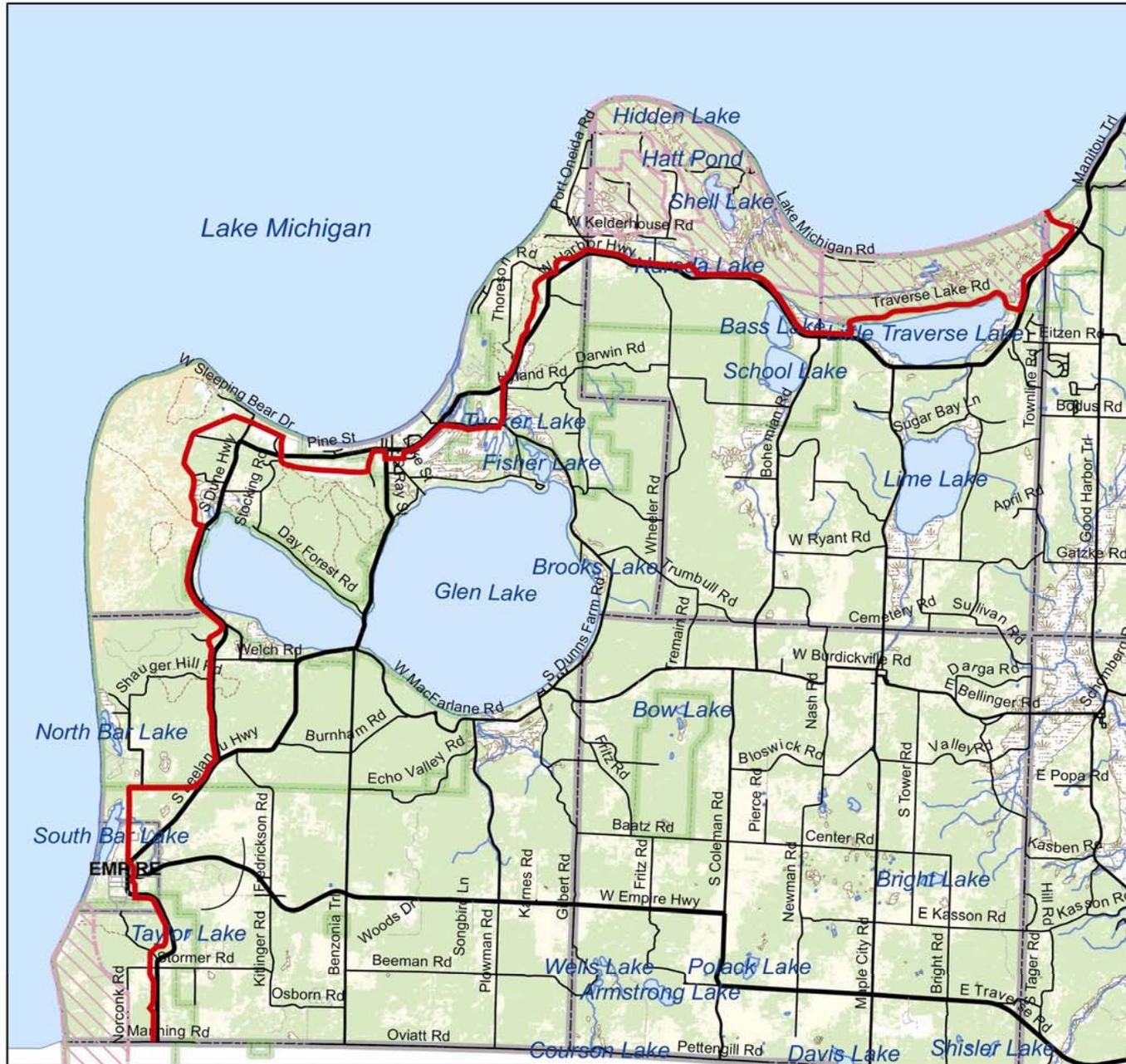
The Trailway would be a 10' off-road asphalt section on the north side of M-22 up to Traverse Lake Road. The Trailway route would then turn north, using Traverse Lake Road (with a chip-sealed surface) for approximately three miles and emerge back on the M-22 right-of-way. The routing takes Trailway users adjacent to the Lakeshore to the north, as well as along residential areas on Little Traverse Lake, and provides access to the Cleveland Township Park on Little Traverse Lake.

The Trailway continues along M-22 as a 10' off-road crushed limestone trail to the Bufka Farm. (Map 2.18.1) Approaching the Bufka Farm, the Trailway would be aligned away from the highway along the treeline of the farm field and connect to an old wagon road which runs behind and below the farmstead. After the farm, the Trailway would stay below the M-22 right-of-way, to the extent possible, using the glacial ridges and valleys below the M-22 corridor. The steep embankment and narrow right-of-way with guardrails on both sides would be avoided with this routing; however, the lowland areas present some challenge for Trailway construction. The Trailway ends at Townline Road/Good Harbor Trail (CR 651).

The Trailway segment provides access to Good Harbor Trail (CR 651) and Good Harbor Beach. Wayfinding information would be added to assist Trailway users in recognizing the existing Lakeshore facilities at the end of Good Harbor Trail. A trailhead could be located at the road ending at Lake Michigan. A more formal parking area and safe crossings with pavement striping, advanced warning and wayfinding signage would be developed.

# MAP B

PROPOSED TRAILWAY ALTERNATIVE B  
LEELANAU SCENIC HERITAGE ROUTE TRAILWAY MASTER PLAN



### TRAIL LEGEND

Proposed Trailway



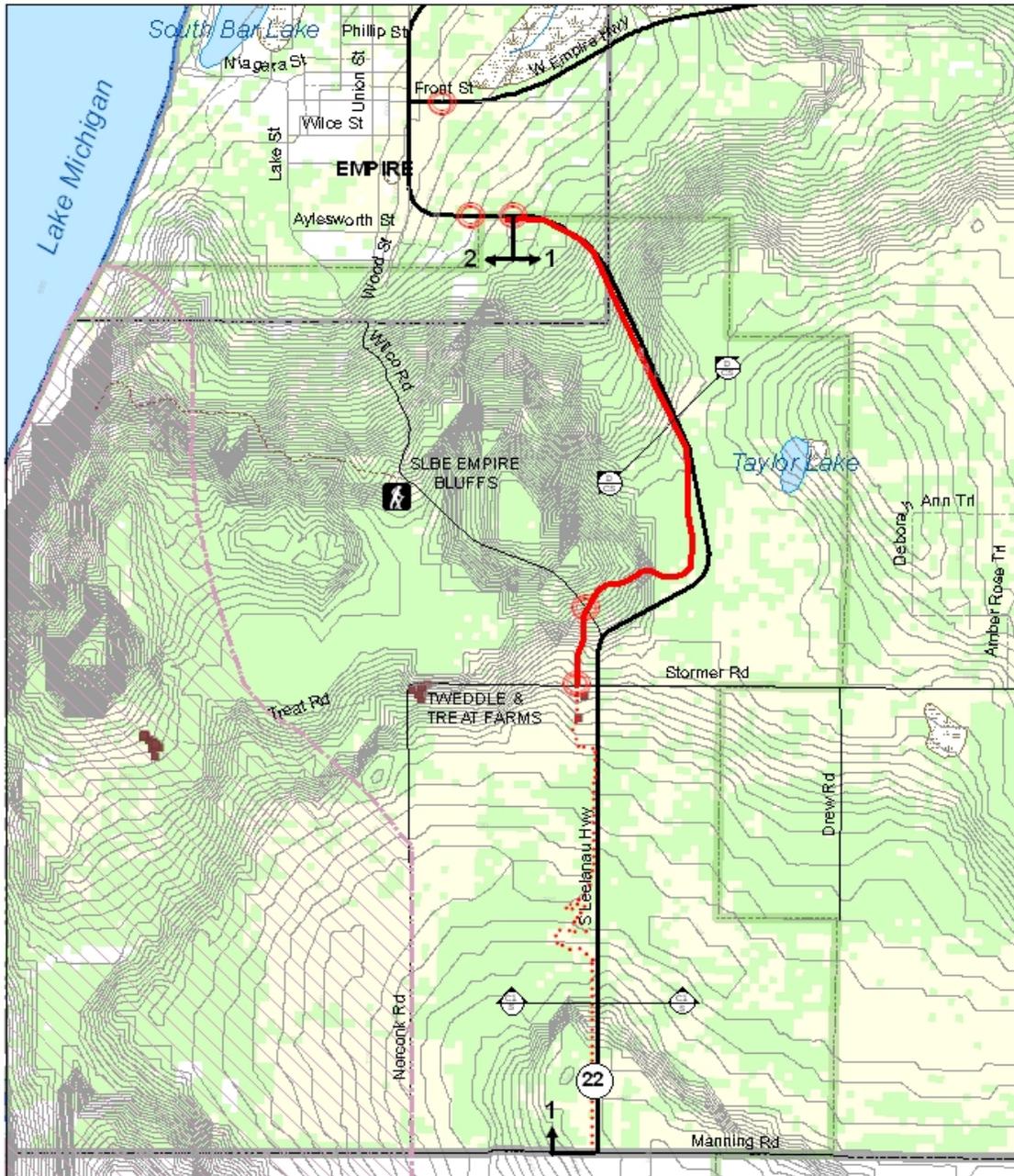
### GENERAL LEGEND

- State Trunkline
- County Primary Roads
- County Local Roads
- Village Roads
- Other Roads
- Existing Hiking & Skiing Trails
- Recommended SLBE
- Wilderness Boundary (1981)
- SLBE Boundary
- Rivers
- Lakes
- Village Boundaries
- Township Boundaries
- Aquatic Bed
- Forested
- Agricultural



Base GIS Data: Michigan Framework Data  
1992 National Land Cover Dataset  
1992 National Wetlands Cover Dataset  
National Park Service  
NAD 1983 UTM ZONE 16N

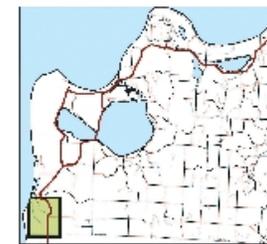




**MAP 2.10 - PROPOSED TRAILWAY ALTERNATIVES  
SEGMENT 1: ALTERNATIVE B**  
LEELANAU SCENIC HERITAGE ROUTE TRAILWAY MASTER PLAN

**TRAIL SURFACE LEGEND**

- Asphalt
- Crushed Limestone
- Boardwalk
- On-Road Bike Lane
- Existing Gravel Road
- Road Crossing Location



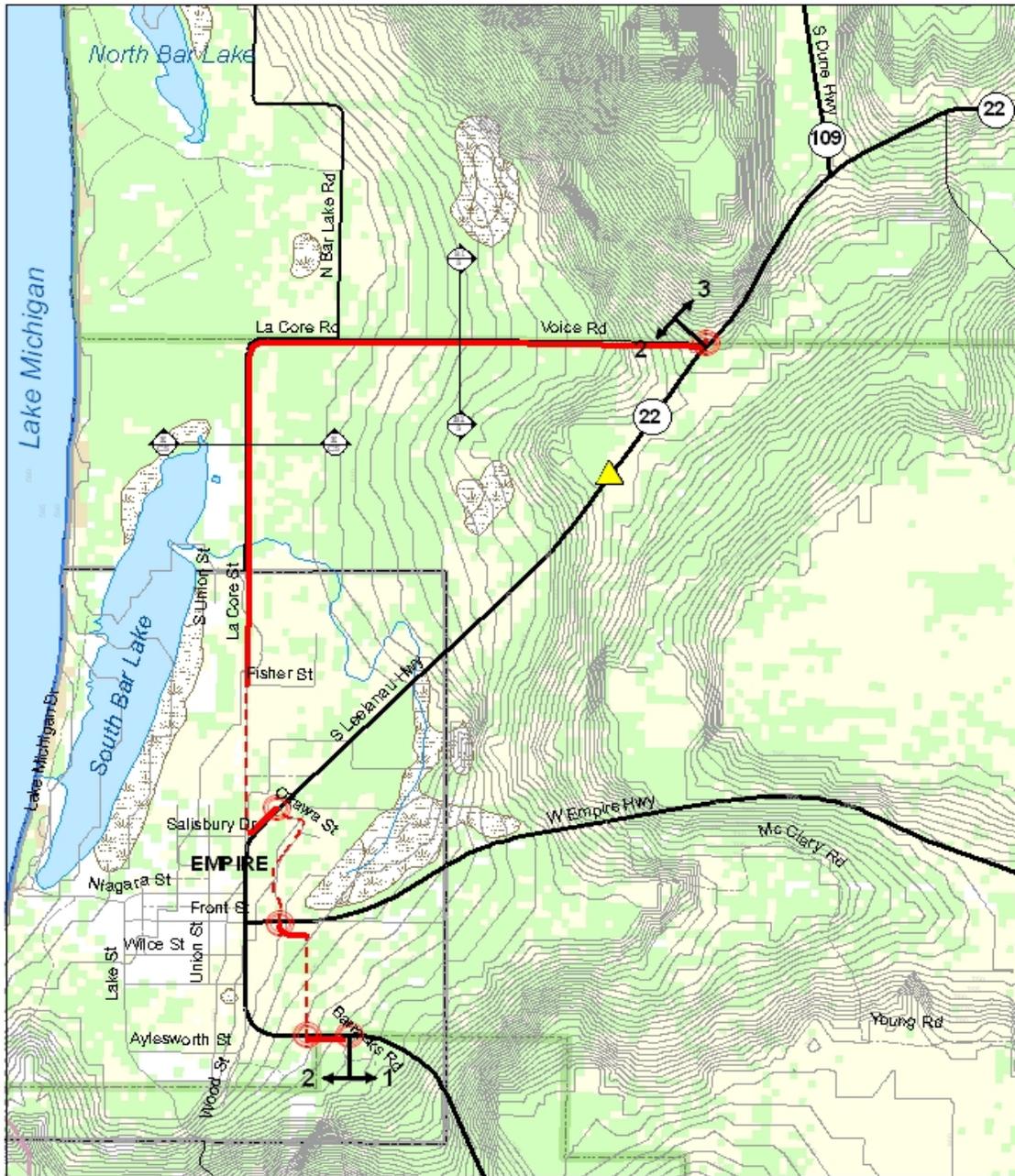
**GENERAL LEGEND**

- State Trunkline
- County Primary Roads
- County Local Roads
- Village Roads
- Other Roads
- Existing Hiking & Skiing Trails
- Historic Buildings & Structures
- Rest Areas/Scenic Turnouts
- Recommended SLBE Wilderness Boundary (1981)
- SLBE Boundary
- Rivers
- Lakes
- Village Boundaries
- Township Boundaries
- Aquatic Bed
- Forested
- Agricultural



Base GIS Data: Michigan Framework Data  
1992 National Land Cover Dataset  
1992 National Wetlands Cover Dataset  
National Park Service  
NPS 1981 Wilderness Map

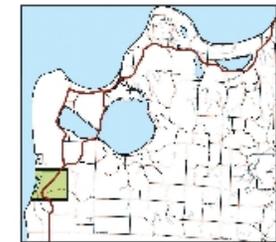




**MAP 2.11 - PROPOSED TRAILWAY ALTERNATIVES  
SEGMENT 2: ALTERNATIVE B**  
LEELANAU SCENIC HERITAGE ROUTE TRAILWAY MASTER PLAN

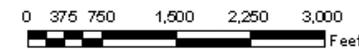
**TRAIL SURFACE LEGEND**

- Asphalt
- ⋯ Crushed Limestone
- - - Boardwalk
- - - On-Road Bike Lane
- ⊙ Existing Gravel Road
- ⊙ Road Crossing Location



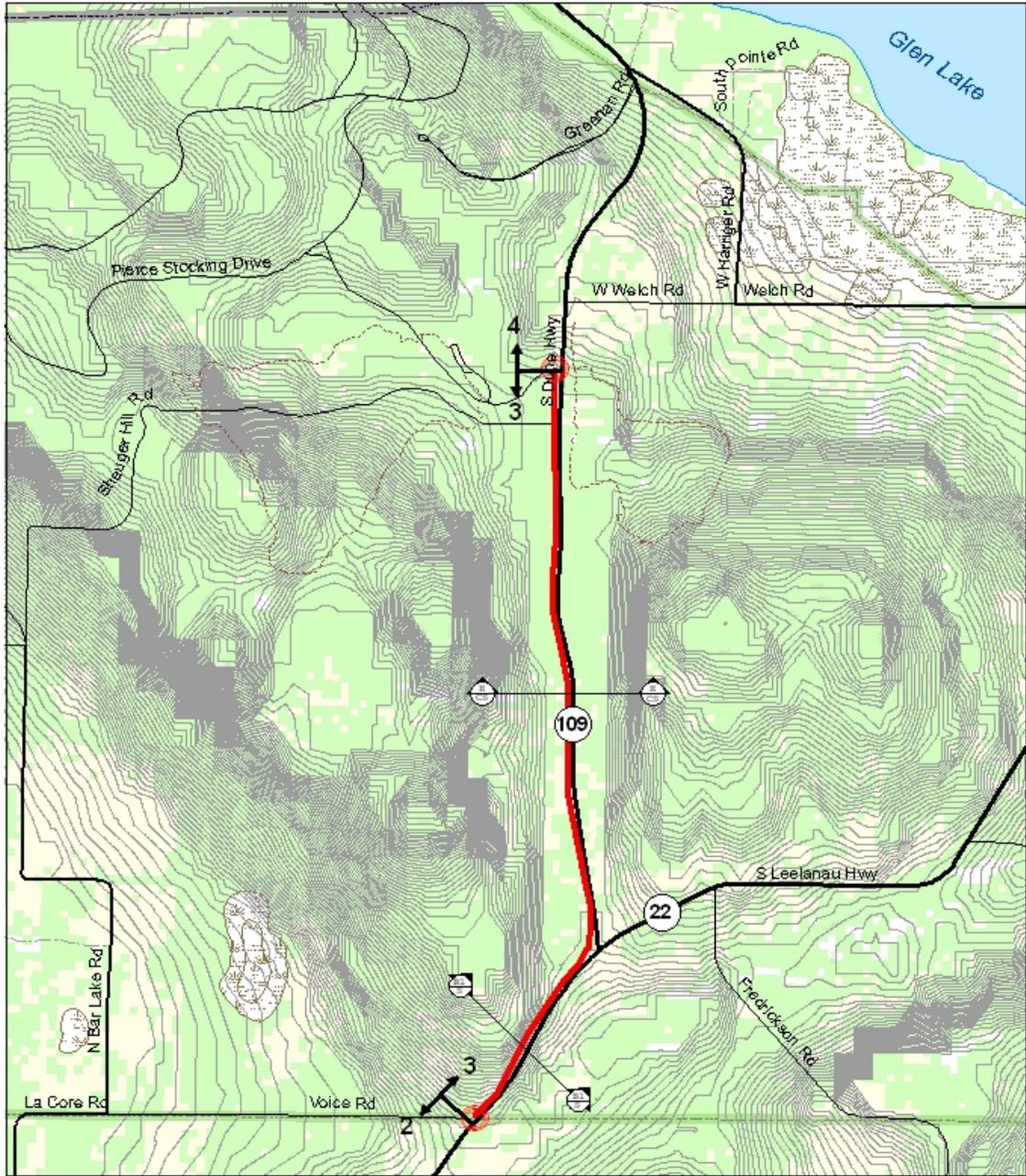
**GENERAL LEGEND**

- State Trunkline
- County Primary Roads
- County Local Roads
- Village Roads
- Other Roads
- Existing Hiking & Skiing Trails
- Historic Buildings & Structures
- ▲ Rest Areas/Scenic Turnouts
- ⊙ Recommended SLBE Wilderness Boundary (1981)
- ⊙ SLBE Boundary
- ~ Rivers
- ⊙ Lakes
- ⊙ Village Boundaries
- ⊙ Township Boundaries
- ⊙ Aquatic Bed
- Forested
- Agricultural



Base GIS Data: Michigan Framework Data  
1992 National Land Cover Dataset  
1992 National Wetlands Cover Dataset  
National Park Service  
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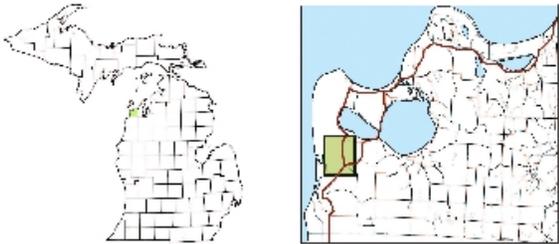




**MAP 2.12 - PROPOSED TRAILWAY ALTERNATIVES  
SEGMENT 3: ALTERNATIVE B**  
LEELANAU SCENIC HERITAGE ROUTE TRAILWAY MASTER PLAN

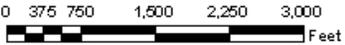
**TRAIL SURFACE LEGEND**

- Asphalt
- Crushed Limestone
- Boardwalk
- On-Road Bike Lane
- Existing Gravel Road
- Road Crossing Location



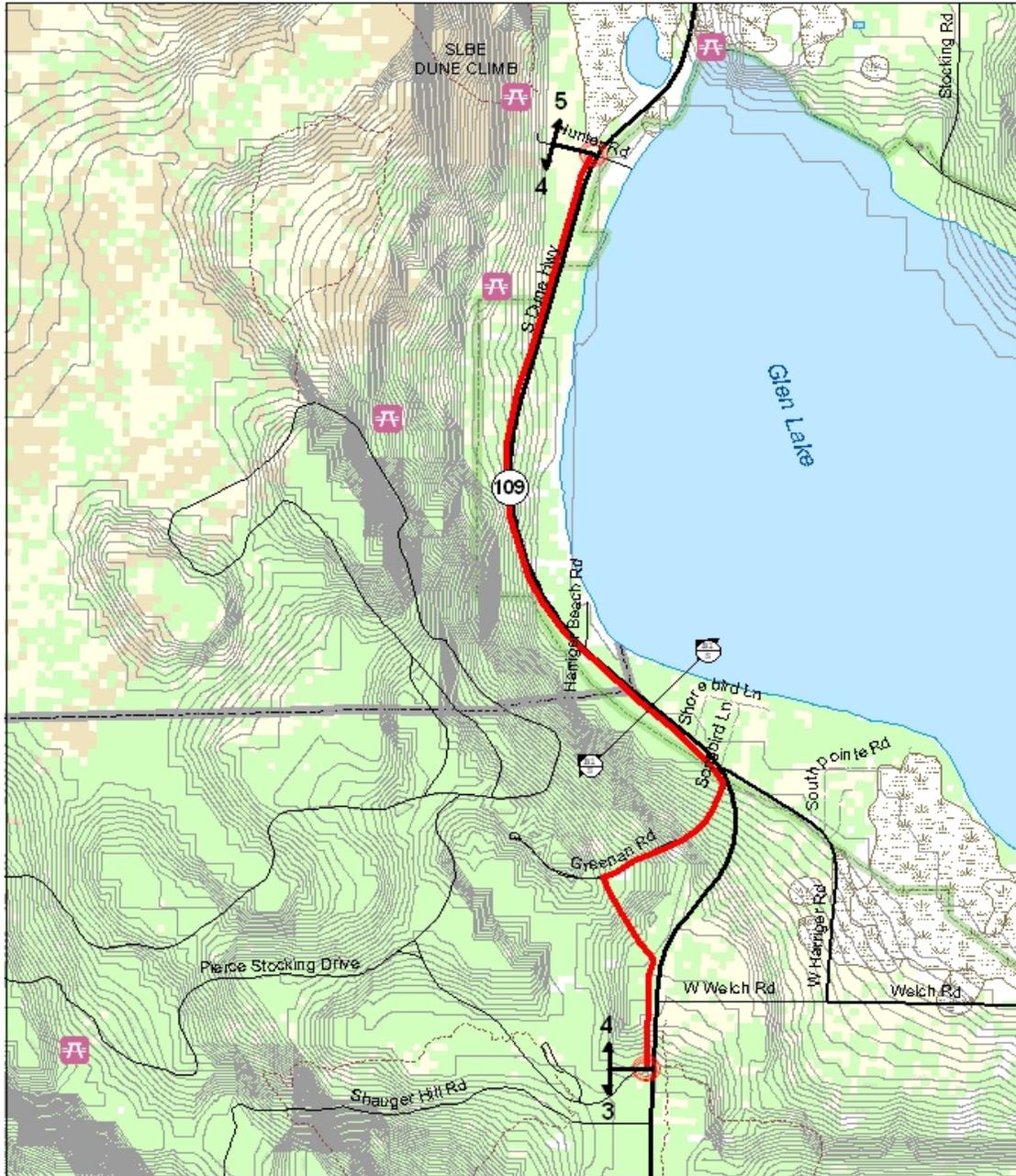
**GENERAL LEGEND**

- State Trunkline
- County Primary Roads
- County Local Roads
- Village Roads
- Other Roads
- Existing Hiking & Skiing Trails
- Historic Buildings & Structures
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Base GIS Data: Michigan Framework Data  
1992 National Land Cover Dataset  
1992 National Wetlands Cover Dataset  
National Park Service  
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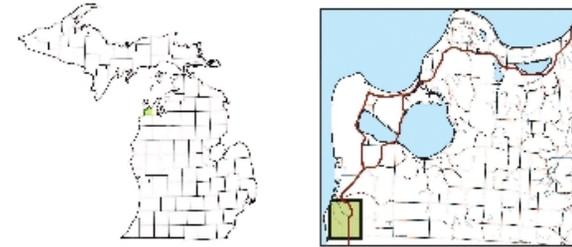




**MAP 2.13 - PROPOSED TRAILWAY ALTERNATIVES  
SEGMENT 4: ALTERNATIVE B**  
LEELANAU SCENIC HERITAGE ROUTE TRAILWAY MASTER PLAN

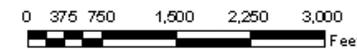
**TRAIL SURFACE LEGEND**

- Asphalt
- ⋯ Crushed Limestone
- - - Boardwalk
- - - On-Road Bike Lane
- - - Existing Gravel Road
- Road Crossing Location



**GENERAL LEGEND**

- County Primary Roads
- County Local Roads
- Village Roads
- Other Roads
- - - Existing Hiking & Skiing Trails
- Historic Buildings & Structures
- ▲ Rest Areas/Scenic Turnouts
- ⊞ Recommended SLBE Wilderness Boundary (1981)
- ⊞ SLBE Boundary
- ~ Rivers
- ⊞ Lakes
- ⊞ Village Boundaries
- ⊞ Township Boundaries
- ⊞ Aquatic Bed
- ⊞ Forested
- ⊞ Agricultural



Base GIS Data: Michigan Framework Data  
1992 National Land Cover Dataset  
1992 National Wetlands Cover Dataset  
National Park Service  
NPS 1993 Utilization Map

