

# Heritage Trail Considerations

LTL Association

August 2023

# LTL Association's Historical Focus

1. Support recreational trails
2. Communicate concerns of trail impact
3. Suggest alternative solutions

# Preliminary Staking

Check it yourself

Walk the stakes

# M-22 Corridor



# Turning the Corner

Five Private Properties



# West End Wetlands



# Shalda Creek Crossing



# North side forest path





# East of Swanson's Juniper Trail



# Critical Dune Area

State Designated  
State Protected



# Bufka Farm Cut - TLR to CR 651

Below (west) of Bufka Farm

Some wetland boardwalking

Forested entire way

Some rolling hill excavation

Ends top of CR 651



# NPS Environmental Assessment

2008 Trail Report – “0” Impact score for Segment 9

## **QUESTIONS**

How many trees will be removed?

Do trees matter?

# CRITICAL DUNE AREA

What will design look like?

Extent of excavation?

## **Permits Required**

Leelanau County Road Commission

State of Michigan EGLE

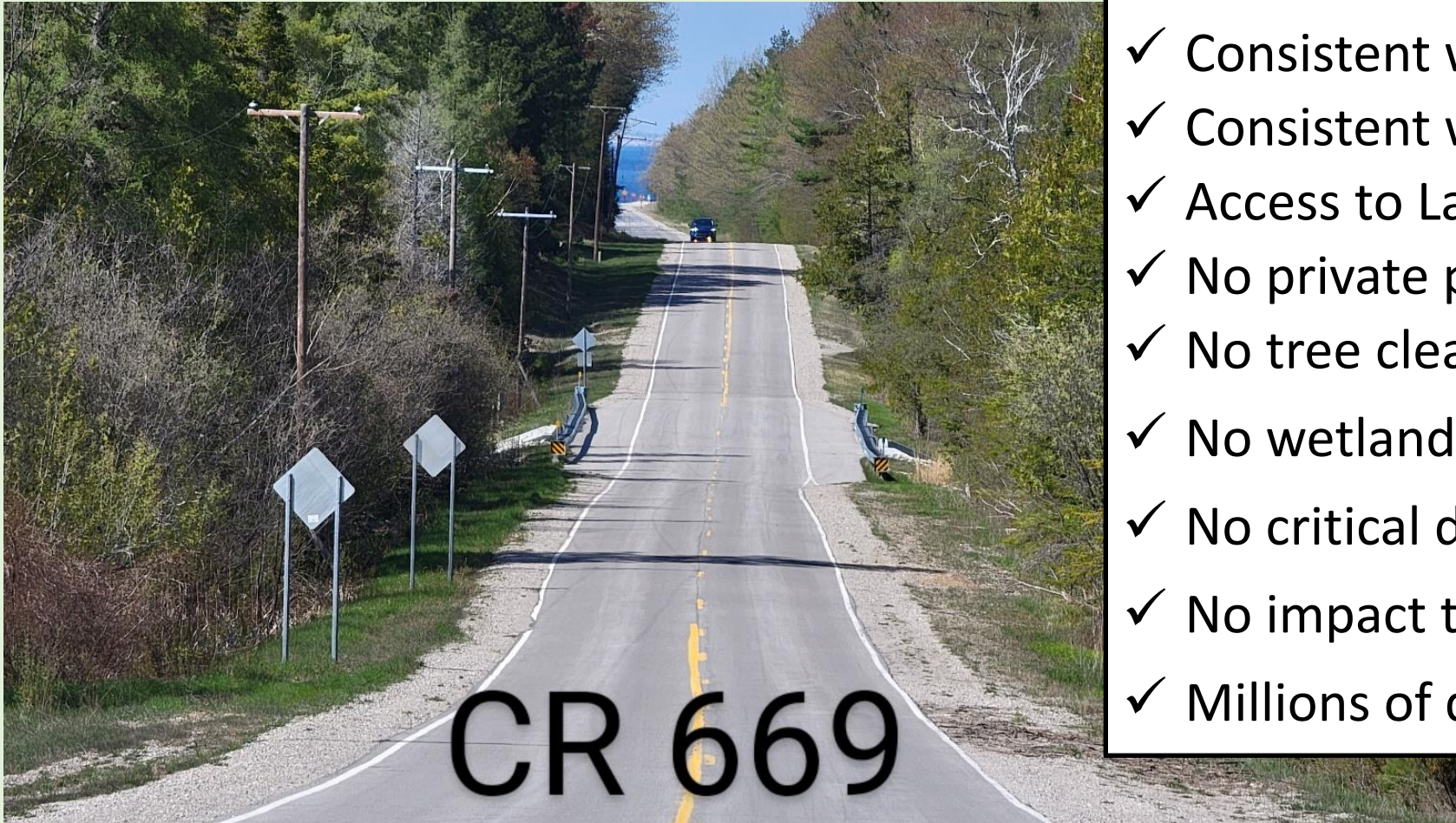
# One Viewpoint

Proceed as proposed – it's settled

The end result justifies the means,  
no matter what it takes

Build that trail! Get it done! Let's ride!

# CONSIDER ALTERNATIVE #1



- ✓ Access to Good Harbor Bay
- ✓ Trail head with parking
- ✓ Consistent with NPS Master Plan
- ✓ Consistent with Township Plan
- ✓ Access to Lake Michigan Drive
- ✓ No private property
- ✓ No tree clearing needed
- ✓ No wetlands
- ✓ No critical dune area
- ✓ No impact to wildlife area
- ✓ Millions of dollars lower cost

# CONSIDER ALTERNATIVE #2

## Innovative Road Design Options ?

NPS proposed a shared on-road trail

TART supported a shared on-road trail

Township explored a shared on-road trail

LCRC has safety concerns with a shared on-road trail

Assumption: Using TLR **“AS IS”**





# Current TLR aspects – a non connector road

## **September 2018 LCRC Traffic Count**

85<sup>th</sup> Speed Percentile 37 MPH – basis for speed limit

Average 85 vehicle trips per day (less than 100)

Up to 18 vehicle trips per hour

How many times do two cars meet?

# Traffic Calming Features

Speed Tables



Check Points



Reduce speeds 30% 37 mph – 27 mph

# Heritage Trail Usage - 2016 data

<b>Section</b>	<b>Daily Average</b> <i>(Number of Users)</i>	<b>Hourly Average</b> <i>(Daily Avg/12 hours)</i>	<b>Maximum Hourly</b> <i>(Number of Users)</i>
Dune Climb	349.2	29.1	55.7
Forest Haven	475.9	39.6	74.4
Homestead	92.4	7.7	13.2
Kelderhouse	70.9	5.9	9.2
Port Oneida	97.0	8.1	11.5
Voice Road	82.8	6.9	13.9

**100 users per day - up to 12 per hour**

# Is there a way?

Safely Accommodate:

200 vehicle trips a day (20 per hour)

100 non-vehicle users a day (15 per hour)

# New Road Design Concept

## **Edge Lane Roads (ELR) or Advisory Bike Lanes (ABL)**

Used in Europe since 1970, 11 countries

80 Communities in North America since 2011

Proven to work well and are safe

# Criteria for use

Urban Streets – up to 6,000 vehicle trips per day

Rural Roads – up to 3,000 vehicle trips per day

Speeds 35 mph or less

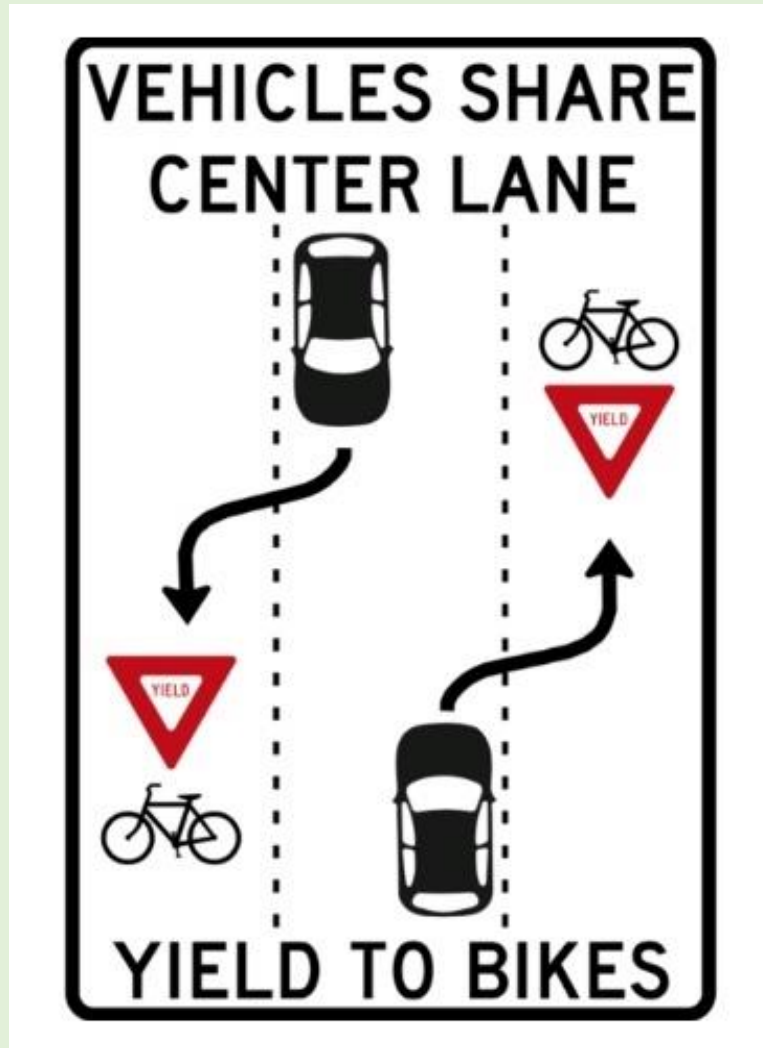


# What is the road design?



**TAILORED TO TLR – widen, sight distance, traffic calming, etc**

# Results and Benefits



**Could we drive differently?**

Drivers pay attention

Drivers yield to others

Speeds are reduced

Accidents decreased



# Can we learn more?

Be open minded – not as crazy as it first seems

Gain information

**[www.advisorybikelanes.com](http://www.advisorybikelanes.com)**

Go experience it

Feasibility study?

# Showcase opportunity?



- ✓ TLR fits the criteria for use
- ✓ Design meets safety guidelines
- ✓ Tailor design to road needs
- ✓ Solves local traffic issues
- ✓ No wetland boardwalks
- ✓ No stream crossing
- ✓ No forest clearing
- ✓ No dune excavation
- ✓ No property impacts
- ✓ Preserves scenic road
- ✓ Saves millions in cost (669?)
- ✓ Serves as trail connector