

A dirt road lined with autumn trees, with fallen leaves on the ground.

The Pure Michigan Byways Program



Where Are We Going?

Program History & Overview

Byway Management

Your Byway

Benefits of a Byway Designation

Examples



PURE MICHIGAN BYWAYS

The goal of the program is to identify, designate, and support certain portions of the state trunk line highways system as Pure Michigan Byways for the enhancement and enjoyment of Michigan's scenic, recreational, and historic resources along its roadside.

- Previously called “Michigan Heritage Routes,” the program was established in 1993 by Public Act 69.
- It was rebranded in 2014 to “Pure Michigan Byways.”
- Administered by MDOT
- Staffed by Regional Planning Agencies

Pure Michigan Byways History

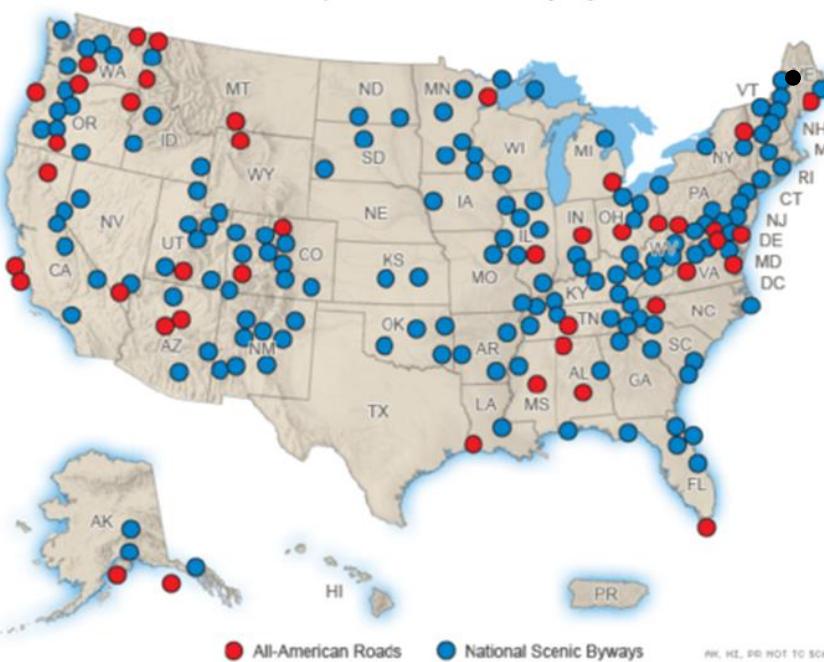


- The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) established the NSBP
 - Sought to create a distinctive collection of American roads.
 - ISTE A Instructed States to create their own Program for Recognition of Byways
- 1993 - Public Act 69 created the Heritage Route Program –
 - Legislation Sought to Create a program to identify, promote, and protect roadways throughout Michigan.
- 2014 - Public Act 445 renamed the program Pure Michigan Byways
 - Legislation Sought to align the program with the Award Winning Pure Michigan Campaign.



Where are we now?

- Byways Must Posses At Least 1 of 6 Intrinsic Qualities:
 - Archeological, Cultural, Historic, Natural, Recreational, and Scenic
- Currently 1,152 miles of truckline road have been designated as state and/or federal Byway



22 Byways Within Michigan

- National Scenic Byways: 2
- All-American Roads: 1
- National Forest Scenic Byways: 2
- State Scenic Byways: 17
 - Historic: 5
 - Scenic: 7
 - Recreational: 5

ROUTE	NAME	PAGE
NATIONAL SCENIC BYWAY/ALL AMERICAN ROAD		
1	Woodward Avenue	7
2	Copper Country Trail	10
3	River Road	13
NATIONAL FOREST SCENIC BYWAY		
4	Whitefish Bay National Forest	14
5	Black River National Forest	16
STATE SCENIC BYWAY		
6	M-22 Byway	18
7	Old Mission Peninsula	22
8	Tunnel of Trees	24
9	Tahquamenon	26
10	US-2 Top of the Lake Scenic Byway	28
STATE RECREATIONAL BYWAY		
11	Sunrise Coast	31
12	I-69 Recreational	34
13	Pathway to Family Fun	36
14	Hidden Coast	38
15	Chief Noonday	40
16	North Huron Recreational Trail	42
17	West Michigan Pike	45
STATE HISTORIC BYWAY		
18	US-12 Heritage Trail	49
19	Iron County Heritage Trail	53
20	Marshall's Territorial Road	54
21	Center Avenue/Bay City	56
22	Monroe Street	58

What is Needed for Designation

- **From the Inception of ISTEA, the transportation community has been balancing land-use and transportation planning.**

- FHWA in establishing the NSBP seeks to balance the long-range planning of America's premiere touring routes with sustainable management practices to ensure the route may be enjoyed for generations to come.
- To achieve that balance various materials are required to earn a byway designation.

- **Intrinsic Resources**

- A listing of the resources available to the traveler demonstrates planning from a destination perspective.

- **Letters of Support**

- Demonstrating support from the organizations actively engaged in management decisions for the route creates a mechanism for inspiring stewardship.

- **Nominating Team**

- Those undertaking the designation process are instrumental in creation of a Management Committee.

- **Management Plan**

- An initial plan is required to demonstrate how the route will be managed, and represents the Long-term desires for the route.

View	Township
(3) Looking west; northwest and north	Friendship

Owner Type	Name	Public Y/N
		No

Description/Use/Facilities
Just north of Devil's Elbow – view of Beaver Island and sailboat; special heritage route powder coated guardrails in brown



M-119 Tunnel of Trees Scenic Heritage Route
2023 Corridor Management Plan Update



Appendix 10

SAMPLE RESOLUTION OF SUPPORT

COUNTY/CITY/VILLAGE/VILLAGE OF ANYWHERE, MICHIGAN HERITAGE ROUTE RESOLUTION

WHEREAS the Michigan Department of Transportation (MDOT), pursuant to the Heritage Route Act of 1993 (P.A. 69 of 1993), is empowered to designate scenic, recreational, and historic highways in the state, and

WHEREAS the public highway known as _____ extending from _____ to within the County/City/Village/Township of _____ exhibits exceptional scenic/recreational/historic quality and passes through an area of significant regional importance, and

WHEREAS a study has been undertaken by _____ which assesses the quality of and documents the character and features of the _____ highway corridor, and

WHEREAS it is intended that the study be forwarded to MDOT in order to nominate _____ as a heritage route,

NOW, THEREFORE, BE IT RESOLVED that the County/City/Village/Township Board/Council enthusiastically supports the nomination of _____ as a heritage route and authorizes including this resolution with the nomination documents, and

BE IT FURTHER RESOLVED that the County/City/Village/Township Board/Council hereby requests and encourages the MDOT to quickly designate _____ as a heritage route.

BE IT FURTHER RESOLVED that the County/City/Village/Township Board/Council hereby commits itself to enforce within its jurisdiction the management plan part of this nomination.

On the motion to adopt by Member _____, seconded by Member _____, and a vote of _____ ayes and _____ nays, this resolution was carried and the _____ declared the resolution adopted.

Dated: _____

The M-119 Tunnel of Trees Scenic Heritage Route Plan does not attempt to address every issue and problem along the corridor. Ideally, this plan update should continue to be used as a guide to achieve community visions, while clarifying the issues and actions required for protecting its distinctiveness. The plan update is also a guide for future corridor protection, and continues to enable local communities to maintain more local control over the corridor without having ownership of the roadway.

The M-119 Tunnel of Trees Scenic Heritage Route Committee is made up of representatives from the following:

Four (4) townships:

- West Traverse
- Friendship
- Readmond
- Cross Village

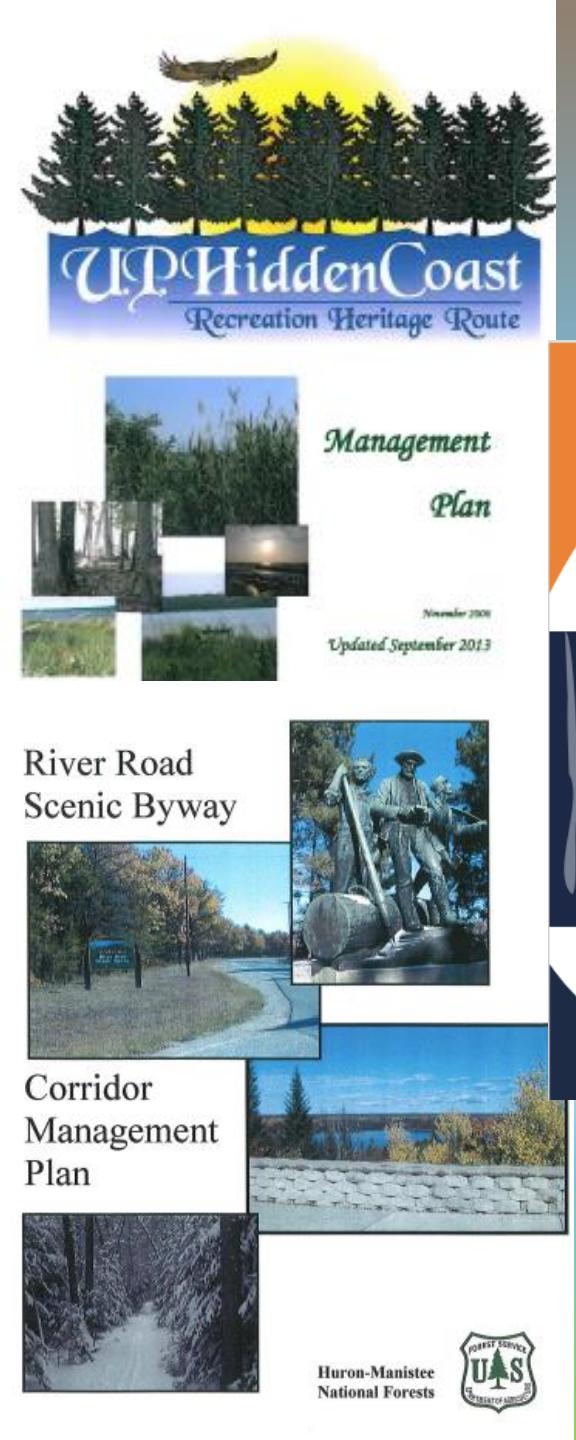
One (1) association:
Emmet County Lakeshore Association

Partners:

- Michigan Department of Transportation
- Little Traverse Bay Bands of Odawa Indians
- Emmet County
- Little Traverse Conservancy

The Northwest Michigan Council of Governments facilitates and coordinates the Committee and the process of the plan's update development by compiling the input, insights, resources, and comments provided by the Committee.





Implementing a Byway Designation

- Once Designated, the Management Plan outlines how a designation is implemented.
 - Primary Management Areas are: Preservation, Promotion, Protection
- Byway Actions are focused on advancing the route's focused management area.
- MDOT offers various forms of support to advance a Byway's Management Area
- The management plan demonstrates long-range planning and is crucial justification to support planning desires.

What Can You Do to Prevent Invasive Plants

1. Avoid disturbing natural areas, including the clearing of native vegetation.
2. Remove known invasive plants from your property.
3. Be an informed gardener and check if plants are invasive before you purchase and plant them.
4. Educate friends, neighbors, and local nurseries about problems caused by invasive plants.
5. Avoid spreading invasive plants you may come in contact with while enjoying outdoor activities by removing seeds and plant fragments from clothing and equipment before leaving an area.
6. Keep vehicles out of patches of known invasive plants. Drive on established roads. Remove clinging weeds before leaving an area.
7. Keep pets and other animals out of the known patches of invasive plants.
8. Check your watercraft and trailer for clinging aquatic weeds.
9. Never take plants from a wild area for transplanting or ornamental purposes!
10. Please protect and restore native plants:
 - Native plants are best suited for soil and light conditions, and rainfall amounts in the region for your property
 - These plants can require less maintenance
 - They have the best chance of survival
 - Protect natural habitats and the diversity of plants first
 - Please salvage native plants before development whenever possible
 - Restore natural habitats that have been changed or damaged

The Tunnel of Trees (M-119)

- Goals

- Balancing growth and development with preservation and conservation
- Balancing roadside safety with aesthetics
- Maintaining steep slope integrity
- Preventing intrusions to scenic character



Parks & Trails Iosco County, Michigan



Featuring...

US 23 Heritage Route
River Road National Scenic Byway
Tawas Point State Park
Tawas City & East Tawas
Oscoda & AuSable
Hiking Trails
Biking Trails
Snowmobile Trails
ORV Trails
Equestrian Trails

Sunrise Coast Touring Guide



Mackinaw City
Cheboygan
Rogers City
Presque Isle
Alpena
Harrisville
Oscoda/AuSable
East Tawas
Tawas City
Au Gres
Omer
Standish



A Pure Michigan Byway

A GUIDEBOOK FOR TOURING THE LAKE HURON COAST!

The Sunrise Coast

• Goals

- Ensure that alternative forms of transportation are available along US 23. FHWA
- Facilitate the public's enjoyment of forests, open spaces and scenic views along the route
- Provide visitors with quality information, guiding, and wayfinding along the US 23 Heritage Route.



Huron Blueways Paddling Atlas



Enter for a chance to win a journey through a breathtaking Michigan fall weekend, compliments of Pure Michigan.

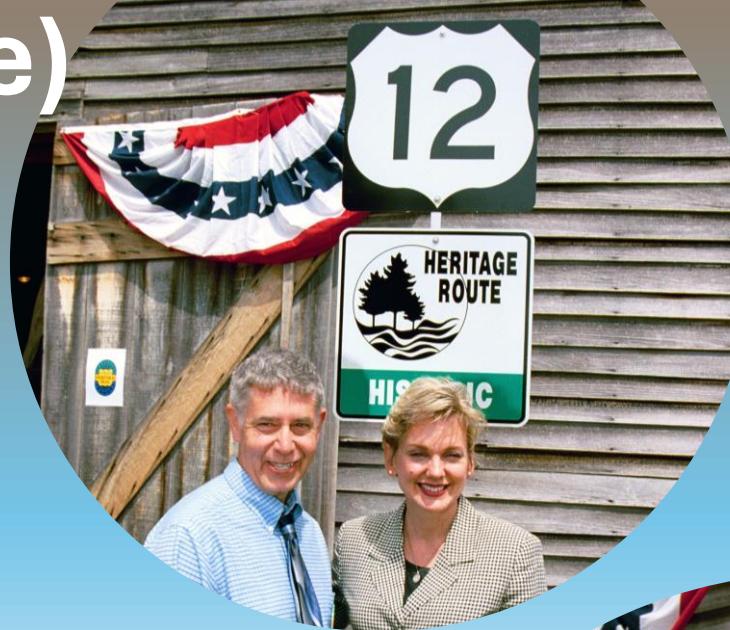
Au Sable River, Oscoda

Byway Management

- Management of a Byway is a collaborative action at various scales
 - Local Committee
 - RPA
 - MDOT
 - FHWA

The State's Role (Legislature)

- So, What Do We Do?
 - Legislature
 - Establishes the program and outline's its focus and function.
 - No Legislative Action Taken Since 2014
 - Governor
 - Any newly designated byway must be awarded their designation by the Governor.



The State's Role (MDOT)

- Central Office
 - **Designation**
 - We Provide Official Designations to Proposed Route's For Their Recognition
 - **Identification**
 - We Identify Funding Opportunities, Innovative Management Techniques, and Physically Unique Areas.
 - **Management**
 - We Manage Funding Distributions, Land-use Changes, and Recognition
 - **Planning**
 - We Assist in All Planning Activities For a Byway (Beautification, Construction, Maintenance, Safety, Etc.)
- Regional MDOT Offices
 - **Partner Status**
 - MDOT Regions are Primary Partners of Byway Committees As the Owner of the Designated Routes and inform committees over any planned work for a roadway.
 - **Management**
 - As the Owner of the Roadway, MDOT engages in the actual management of a roadway (Construction, Engineering, Etc.).



The Regional Planning Agency's Role

- Administration
 - **Manage or assist** in the management of designated byways
 - Serve as a **liaison between** MDOT and the local byway committee
 - **Ensure** the byway corridor management plan is up to date.
 - **Assist** in the management and facilitation of byways meetings.
 - **Maintenance** of existing byways websites.
- Planning
 - Assist **Regional Economic Development** Initiatives.
 - Assist in **Byway event creation and implementation.**
 - **Facilitate Marketing and Promotional Activities**
 - **Website creation or grand scale updates.**
 - Prepare and/or assist in the **development or update of corridor management plans (CMP).**
 - **Conduct studies and manage research initiatives** of the byway.

What's Been Done Recently?

- Marketing Plan
- Signage Improvements
- Corridor Management Plans
- Environmental Reviews
- Engineering & Design



The Local Committee's Role

- Following a Route's Designation, the Nominating Team then Transforms to a Management Council for the Byway
 - **This Committee retains the management of the byway as Local Byway Committee**
 - Additional Members may be from the Government, Industry and the Public
 - The role of the local byway committee is to provide leadership, promote the byway's vision, and to maintain a successful byway designation.



The Local Committee's Role

- What Do They Do?
 - Designation
 - The local scenic byway committee will **serve as the applicant for a proposed corridor designation** and is responsible for preparing and/or acquiring all required documentation.
 - Identification
 - **The committee analyzes the corridor**, including land use, transportation issues, community goals, lighting and more to implement the byway's vision.
 - Representation
 - The committee **manages meetings**, **Intergovernmental relations**, and serves as the primary point of contact for the Public.



The Local Committee's Role

- What Do They Do?
 - Management
 - This committee will be instrumental in **developing the Corridor Management Plan (CMP)**.
 - **Formulate bylaws** and a decision-making process.
 - **Maintain meeting minutes**.
 - **Establish a corridor vision**.
 - **Develop and implement** goals, objectives and strategies for the vision.
 - **Develop a schedule** or work plan for implementation.
 - **Develop a training program** for new members.
 - **Research and document** opportunities and techniques for corridor management protection.
 - **Identify existing management entities** having authority and ability to implement corridor strategies.
 - **Search for funding** sources such as grants and fund-raising opportunities to create funds for prospective projects.
 - **Manage** the implementation phase.



Who Is Involved?

- In Short, Anyone!
- Committee Members
 - **Membership can be broad**, and is ultimately decided by your Committee's Bylaws
 - A representative from each organization offering a Letter of Support for the Byway should be included.
 - Some Committees Require a Membership Fee
- Committee Partners
 - A representative from all organizations involved in byway activities should be included.
 - **Trail Groups, Energy Providers, MDOT, CRAs, FLMAs, and Many More!**

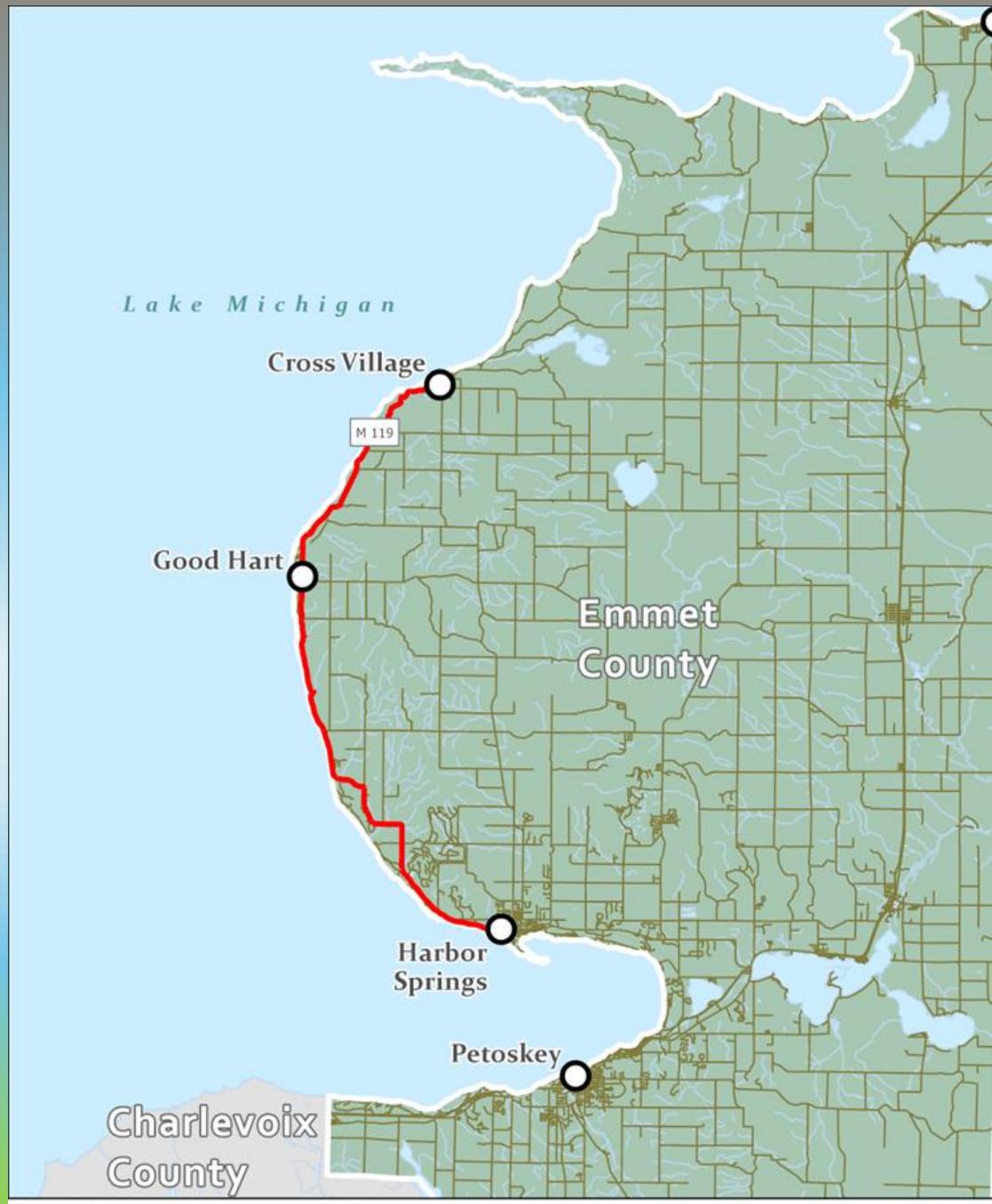


A scenic road lined with trees and a view of the ocean.

Your Byway

The Tunnel of Trees (M-119)

- The Tunnel of Trees Scenic Byway is a designated byway on M-119 from Harbor Springs to Cross Village MI.
 - Designated in 2003
 - 27 Miles North-South
- **The Route**
 - Linear corridor that traverses rolling hills, lakeshore bluffs, creeks and springs providing stunning views, undisturbed natural environments, and historic education along the way
 - Characterized by Picturesque Views as it hugs the shore of Lakes Michigan, providing scenic vistas and access to recreation areas across Emmet County.
- **What is it?**
 - A corridor with unparalleled natural beauty, a protected natural environment, varied historical & cultural resources, and numerous recreational opportunities that make M-119 one of Michigan's most visited corridors.



The Tunnel of Trees (M-119)

- **What's the Vision?**

- The natural, scenic, and cultural character of the Tunnel of Trees corridor will be protected, preserved, and enhanced for generations to come.



- **What are the Goals?**

- To promote protection and preservation of the “Tunnel of Trees” corridor.
- To assess existing community plans and regulations to ensure effective implementation of the goals and projects listed in the corridor management plan.
- To promote enhancement projects restoring character and showing the history of the Heritage Route.
- To unite the linear community through Heritage Route management.



- **How to Achieve the Goal?**

- Objectives are action items to support a byway goal.
 - “A major objective to implement the M-119 Tunnel of Trees ... Corridor Management Plan is providing educational materials and activities.”
- Strategies are the Action to be taken to achieve the objective.
 - “Identify potential Historical Markers/Signs sites. Continue maintenance of the historic marker signs.”



The Tunnel of Trees (M-119)

- Where is the funding to undertake action items?

- **NSBP Funding**

- Funding for visual assessments, preservation plans, and more is available from Byway Program Grants from FHWA.
 - SB-2003-MI-50: Marshall Historic Resource Protection Project received \$334,000 (Marshall's Territorial Road)

- **State Funding**

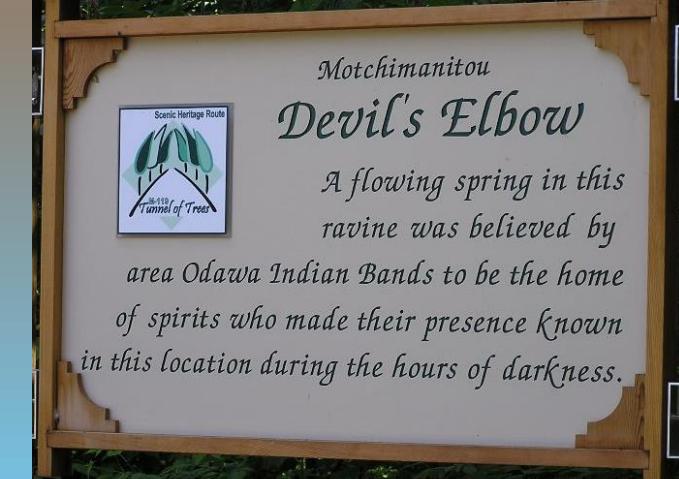
- Various funding sources are available across all state departments to address preservation & education concerns.
 - MACC Mission Support Grant Program: Harbor Springs Historical Society received \$20,000 (2025)

- **Non-Profit Funding**

- Numerous Foundations or Non-profit organizations are available to address issues of the corridor. Many local foundations are primary partners of Byway Committees.
 - The Petoskey-Harbor Springs Area Community Foundation Grants

ToT Historical Sign Project

- The project sought to achieve the long-running corridor goal: “To promote enhancement projects restoring character and showing the history of the Heritage Route.”
- **Project Demonstrated Strong Partnership**
 - Little Traverse Bay Bands of Odawa Indian (Consultant)
 - The Petoskey-Harbor Springs Area Community Foundation (Funder)
 - Tunnel of Trees Committee (Sponsor)
- **5 Signs have been installed since 2004**



Motchimanitou
Devil's Elbow

A flowing spring in this ravine was believed by area Odawa Indian Bands to be the home of spirits who made their presence known in this location during the hours of darkness.



Dibangegaumtig

Area Of The Old Council Tree

In this area, beneath a large tree, tribal chieftains of the Menominee, Ojibwe, and Odawa held many councils in the late 1700's. The tree was also used as a navigational tool during seasonal migrations.



Aapatawaaing

Middle Village

The church below, built in 1889, stands in the vicinity of the first Jesuit mission of 1741, which was rebuilt by local Waganakising Odawa carpenters and craftsmen in 1825.

Benefits of a Byway Designation

- The Ultimate Goal of a Byway Designation is to achieve a balance between Stewardships of Michigan's Intrinsic Resources and sustainable transportation planning
- To achieve that balance, the Byways Program Offers Technical & Financial Support.
 - RPAs Provide Technical Assistance
 - Administration
 - Planning
 - Funding is Made Available through Grants to Support Byway Activities
 - NSBP Funding
 - Targets Larger Projects Such as Construction
 - PMB Funding

I. Basic Project Information – Project Description, Location, and Parties

The project narrative should be submitted in a single PDF document and should thoroughly address each of the below statutory eligibility criteria and merit criteria with as much detail as possible, without exceeding the overall page limit. FHWA recommends that the Basic Project Information section follow the outline below to address the program requirements and assist evaluators in locating relevant information:

1. Name/title of proposed project.
2. The State DOT or Indian Tribe applying for funding (23 U.S.C. 162(b)(1)).
3. Name and contact information for the State DOT or Tribal applicant point of contact.
4. Name of the byway(s) impacted by the proposed project, and whether the project is a statewide or multi-State project.
5. Designation type of the byway(s) impacted by the proposed project (National Scenic Byway, All-American Road, State scenic byway, or Indian Tribe scenic byway) (23 U.S.C. 162(b)(1)(A)(i) – (v)).
6. The primary project type under which the proposed project aligns (23 U.S.C. 162(c)).
7. If applicable, the additional project types identified.
8. Project Abstract (maximum five sentences): Summarize project work that would be completed under the project. The project abstract must succinctly describe how the specific request for NSBP funds would be used to complete the project.

(a) Project Description

The applicant should provide detailed information about the project, including current challenges and how the project would address these challenges. The project description must also detail how the project will protect the scenic, historical, recreational, cultural, natural, and archaeological integrity of a highway and adjacent areas (23 U.S.C. 162(d)).

16

The applicant should provide a concise discussion of the project's history and a description of any previously incurred costs. The applicant may use this section to place the project into a broader context of other infrastructure investments being pursued by the project sponsor.

To the extent possible, FHWA encourages, but is not requiring, applicants to identify the degree to which the project may contribute to the functioning and growth of the economy, including the extent to which the project addresses congestion or freight connectivity, bridges service gaps in rural areas, or promotes greater land-use productivity, including main street revitalization or locally-driven density decisions that support equitable commercial and mixed-income residential development.

Benefits of a Byway Designation

- The Primary Benefit of a Byway Designation is establishment of a committee whose purview is Addressing the issues of the Corridor.
- Recognizing the committee's relative lack of control over the roadway, it is designed as a forum so the decision makers can adequately plan for the benefit of the community.
 - Safety Issues
 - Multi-Modal Transportation
- Outside of the Corridor Issues, the Committee Serves as a Forum to align planning for the region from a destination perspective.
 - Resource Protection/Preservation



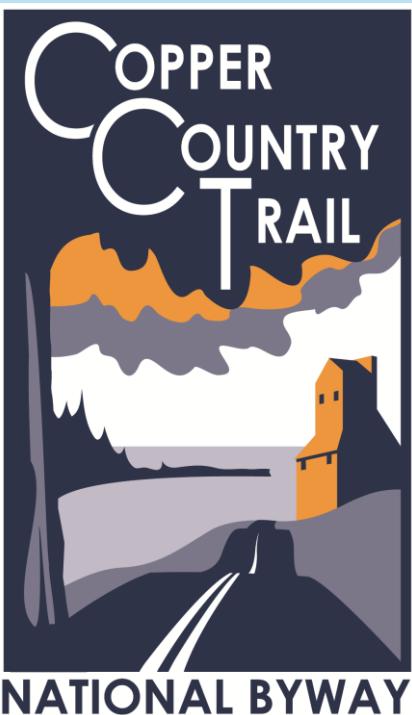
Volcanic Legacy Community Partnership DMO Plan

Part One: Visitor Focused Marketing Plan

Part Two: Member/Supported Focused Marketing Plan

Byway Success Stories

- US-41 “The Copper Country Trail

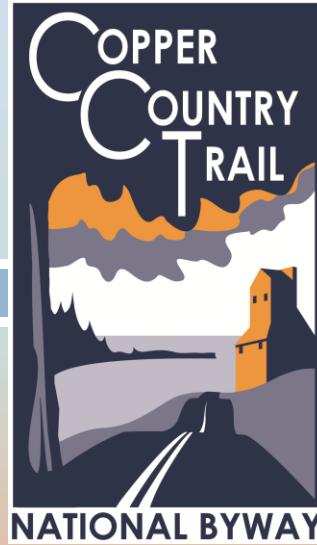




Copper Country Trail National Byway



BROCKWAY MOUNTAIN DRIVE IMPROVEMENT PROJECT



□ What?

- **An Improvement to a Road in Effort to Advance the Scenic Quality of the Route**

□ Where?

- **Brockway Mtn Drive: The Highest Scenic Route Between the Rocky & Allegheny Mtns.**

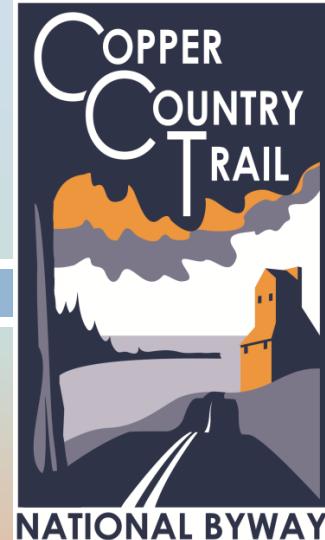
□ Why?

- **Overlooks Developed through desires of the Keweenaw County Road Commission & Keweenaw National Historic Park**





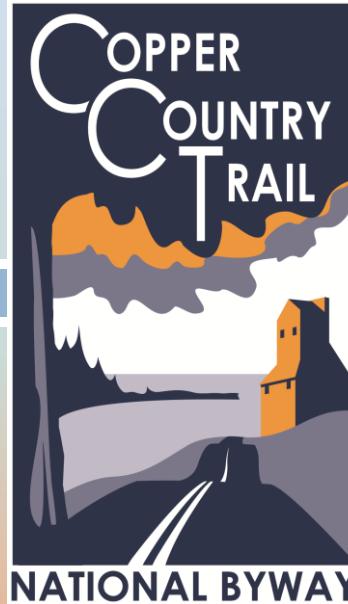
BROCKWAY MOUNTAIN DRIVE IMPROVEMENT PROJECT



History

- 1920's: Project Proposed
 - Jumpstart the Tourism Industry
 - Great Depression Creates A Cheap Labor Pool
 - Increased Workforce from 70-80 to 600-700 Men
- 1933: Construction Started
 - Basic road completed in 4 months
 - 150-300 men, all hand work – no machines
- Brockway Mtn Drive Officially opened on Tuesday, October 10, 1933
- Scenic Overlook Work continued:
 - 1934: Scenic Overlook Improvement Made
 - 1936: Project Considered Complete (\$40,000)
- 1938-1940 drive was hard-surfaced

BROCKWAY MOUNTAIN DRIVE IMPROVEMENT PROJECT



NATIONAL BYWAY

- **2005 Applied to Scenic Byways Grant Program**
 - Acquisition of Copper Harbor Overlook (“Brockway Nose”)
 - Construction of Overlook
 - Preservation of Walls
 - Surfacing of Turnouts
 - Interpretive Signage
- **Project Funded in 2006 (SB-2006-MI-03)**
 - Road Commission Applicant
 - Keweenaw National Historical Park Consulting
 - WUPPDR Facilitating
 - Matching funds/in-kind from Property Owner and KCRC.



BROCKWAY MOUNTAIN DRIVE IMPROVEMENT PROJECT



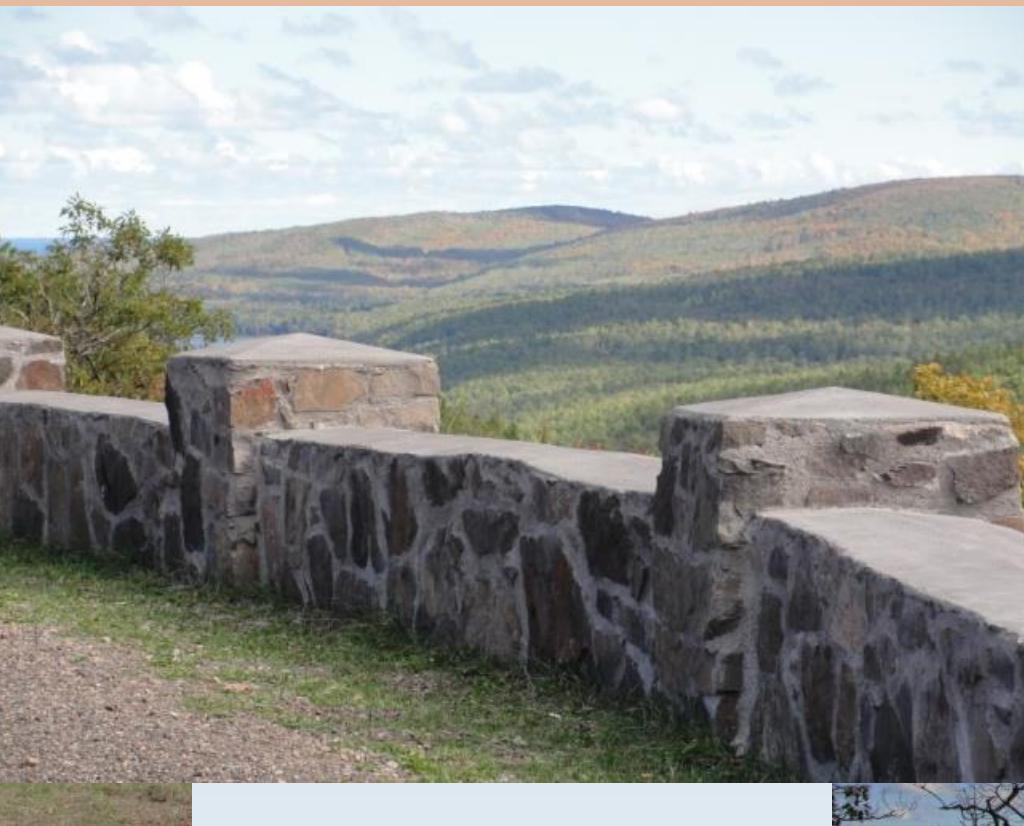
Fall 2012

Overlook Construction & Dedication Complete



Future Construction & Interpretive Signage Planned

- WUPPDR & Local Agency Programs (LAP) Involvement



2024

Resurfacing Needed



BROCKWAY MOUNTAIN DRIVE IMPROVEMENT PROJECT



NATIONAL BYWAY

BROCKWAY MOUNTAIN DRIVE



MDOT