

M-119 Tunnel of Trees Scenic Heritage Route



www.m119tunneloftrees.org

Corridor Management Plan Update 2018

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MISSION STATEMENT

Recognizing the unique value of M-119 and the area surrounding the roadway, the M-119 Tunnel of Trees Scenic Heritage Route Corridor Management Plan will strive to protect, preserve, and enhance the natural, scenic, and cultural character of the Heritage Route.



The *M-119 Tunnel of Trees Scenic Heritage Route Corridor Management Plan* does not attempt to address every issue or concern along the highway. This Plan update is a guide to protect and preserve the Tunnel of Trees, to achieve the vision of the communities, to provide local communities a voice in the management of the State highway, and to clarify the actions that are needed for protecting and preserving the intrinsic qualities.

I. Location

The M-119 Tunnel of Trees Scenic Heritage Route begins at the north city limits of Harbor Springs and heads north in West Traverse Township, Friendship Township, Readmond Township, and Cross Village Township ending at County Road 77/State Road. Other major roads that enter M-119 include Lake Street, Middle, Stutsmanville, and Robinson.



II. M-119 Tunnel of Trees Scenic Heritage Route Committee

The Committee is made up of appointed members from the four townships and the Emmet County Lakeshore Association. The chair and vice chair are appointed each year on a rotating basis between the Townships and the Association.

West Traverse Township

Carolyn Sandford
Joey Arbaugh
Julie Collie

Friendship Township

Linda Casasanta

Readmond Township

Dell Weitzel
Larry Wallen
Joe Tomlinson

Cross Village Township

Henry Singer
Naomi Singer
Rob Deane

Emmet County Lakeshore Association

Sue Rentrop
Franz Neubrecht
Susan Stackhouse

*The Committee members work with the following **Partners**:*

- Little Traverse Bay Bands of Odawa Indians
- Emmet County Commissioners and the Planning, Zoning, and Building Department
- Little Traverse Conservancy
- Michigan Department of Transportation

The Committee works to ensure the residents of Emmet County that this Heritage Route will protect the "Tunnel of Trees" and to maintain its pastoral character. Eight Committee meetings are held each year to implement the corridor management plan, address issues and concerns, and educate the adjacent townships, landowners, businesses, organizations, agencies, and citizens.

a. M-119 Tunnel of Trees Committee Accomplishments in the Past Five Years

- **Historical/Cultural Sign Marker**

Waganakising Land of the Crooked Tree: The Committee worked with the Little Traverse Bay Bands of Odawa Indians staff for topic and narrative; applied for and was awarded funding from the Petoskey Harbor Springs Community Foundation; and hired the sign company.



- **The Tree Health Assessment for 2017 was specific to the trees located within the M-119 State Highway right-of-way (ROW)**



2017 Tree Health Assessment

The Tree Health Assessment for 2017 is specific to the trees located within the M-119 State Highway right-of-way (ROW) and not inclusive of trees outside of the right-of-way.

Native Tree Species: Sugar Maple, Red Maple, American Beech, Eastern Hemlock, Ironwood, Red Oak, White Oak, Northern White Cedar, Red Pine, White Pine, Black Cherry, Basswood, Paper Birch, White Ash. American Elm, Balsam Fir, Quaking Aspen

Non-Native Tree Species: Austrian Pine, Autumn Olive

OVERVIEW

The major cover types consist of Oak/Maple, Northern Hardwood, Maple/Beech, Hemlock, and Hemlock/Cedar and the overall health is average for the area. The trees range in age from seedling (less than 1 year) to over mature long-lived species such as hemlock and white pine that are over 200 years old, with the average age of 60 years. The southern portion of the route has more homes with lawns that extend to the highway and the northern portion contains more of a natural landscape with the canopy of trees. The views of Lake Michigan along the route are also an important consideration for tree health and it is recommended that any tree trimming be performed by certified arborists so that it is appropriately timed for the species as well as to limit impacts of disease.

Non-Native/Invasive Species

A stand of Scotch Pine is located about 3.5 miles south of Cross Village but are outside the right-of-way. If left unchecked they have the ability to expand into the ROW. Mowing of the ROW as it is currently, will continue to prevent the Scotch pine from encroaching into the ROW. The only other invasive species was Autumn Olive that can quickly overtake open areas. When it is found, it should be removed immediately including the roots if possible. Otherwise, it is recommended that the shrub be cut at the ground with an application of an herbicide to prevent sprouting.

Disease Concerns

The impacts of these diseases are causing the canopy to become thinner, allowing more light to the surface and an increase in small diameter trees.

Beech bark Disease

Beech bark disease is starting to have a moderate impact on the canopy in portions of the highway especially between Cross Village and Good Hart. Less than a half mile south of Cross Village, there are signs of beech bark disease on the American beech as evidenced by the high infestations of scale. The scale infestation is the precursor to the fungus that causes beech bark

disease and eventual death of the tree. Many trees have already succumbed to the disease as evidenced by the number of dead standing, fallen and broken trees in the ROW. This disease will continue to be a management issue for the highway for years to come as more trees die. Beech are prolific regenerators and many of these areas risk becoming beech brush if no action is taken. The concentration of beech between Cross Village and Good Hart intensifies the impact of this disease. The only effective method of control is using pesticides on healthy trees. Once started, pesticide applications must be continued until the disease is no longer present in the area.

Oak Wilt

Oak trees are a major tree species along the entire corridor. Both red and white oak are present with red oak being the dominant species. These trees will become a management problem in the future when infestations of oak wilt spread into the area. Oak wilt is a fungus that can quickly kill the trees. The fungus can spread to and infect adjacent trees through root grafts. The disease is also carried overland by beetles that feed on the sap of wounded oak trees. Left unchecked, the pattern of oak wilt continues on a yearly basis until the resource is destroyed. The only method of prevention is application of pesticide on individual trees until the disease is no longer in the area.

Emerald Ash Borer

The Emerald Ash Borer has had a moderate impact on the canopy but a major impact on the ash component. Most of the ash along the highway are dead or infected and in various states of decline. Since the ash trees are a small component of the overall tree composition, it is suggested that large individual trees that have died should be removed for safety reasons.

Hemlock Woolly Adelgid

This small insect stresses the hemlock and if left unchecked over time can kill the trees. There was a known infestation in the Harbor Springs area in 2006 and is expected to be eradicated from the area. Annual monitoring for this pest will be important and any infestations found should be controlled with pesticides. Guidance for disease and pest management can be found at <http://msue.anr.msu.edu/topic/info/forestry>.

Environmental Concerns

Many of the trees along M-119 have had objects nailed to them. This practice increases the potential for disease introduction.

Replanting

When planting trees to replace others lost to damage or disease, it is important to choose a native species that will fit with the soils and hydrology at that location. In general, hardwood trees such as beech and ash can be replaced with maple, basswood, birch or cherry. Conifers such as hemlock can be replaced with red pine, white pine, northern cedar, or balsam fir.

If oak wilt becomes established in the area, then a mixture of hardwood trees should be selected to replace those oaks. Oak may be replanted to replace trees taken out by individual events such as lightning strike or vehicle damage.

- **MI Department of Transportation Adopt-a-Highway Program**

The M-119 Tunnel of Trees Committee participates in the Adopt-a-Highway Program and cleans up 4.5 miles of M-119. The Committee requested no signage recognition to decrease the number of signs in the Corridor.

- **Little Traverse Conservancy**

- Hoogland Family Nature Preserve: This preserve includes nearly 3,000 feet of frontage along Scenic Heritage Route M-119 and is 100 acres in size
- Woollam Family Nature Preserve: This preserve includes 2,300 feet of frontage on M-119 and is 62 acres in size
- Rosen Family Nature Preserve: This preserve includes 1,000 feet of frontage on M-119 and is 4 acres in size

- **Emmet County Scenic Resource Zoning**

Continued to work with the Emmet County Planning and Zoning Staff on enforcement issues and updated wording.

- **Private and Public Events Utilizing the M-119 Tunnel of Trees Corridor**

Worked extensively with the owner of the Zoo-de-Mac bicycling event that utilizes M-119 to improve the annual bicycle ride regarding safety, courtesy, facilities, etc.

- **Noise Concerns**

Worked with the Emmet County Sheriff's Department on motorcycle noise concerns along the corridor and learned the enforcement process. Also, spoke to the MI Department of Natural Resources.

- **Educational Materials and Events**

- **M-119 Tunnel of Trees Guidebook**

The Guidebook was updated and is distributed to all new property owners along the Corridor by the County Planning and Zoning Department.

- **Share the Road: Bike Etiquette and Common Sense for Travel along the M-119 Tunnel of Trees**

The brochure was updated especially with a new relevant cover photograph.

- **Good Hart Fair**

Participated with an educational booth each year to distribute educational materials, answer questions, and gather comments.

- **Tree Diseases**

Provided information on Oak Wilt and Beech Bark Diseases to the Committee members, the public and posted the documents on the website.



M-119 TUNNEL OF TREES

"THINGS YOU SHOULD KNOW"

2017 CORRIDOR UPDATE

SPONSORED BY THE M-119 TUNNEL OF TREES HERITAGE HIGHWAY COMMITTEE

SEPTEMBER 14, 2017, 4:00 PM-5:30 PM
READMOND TOWNSHIP HALL 6034 WORMWOOD LANE

EVERYONE IS INVITED TO THIS SYMPOSIUM OF CURRENT INFORMATION REGARDING THE TUNNEL OF TREES.

PROGRAM :

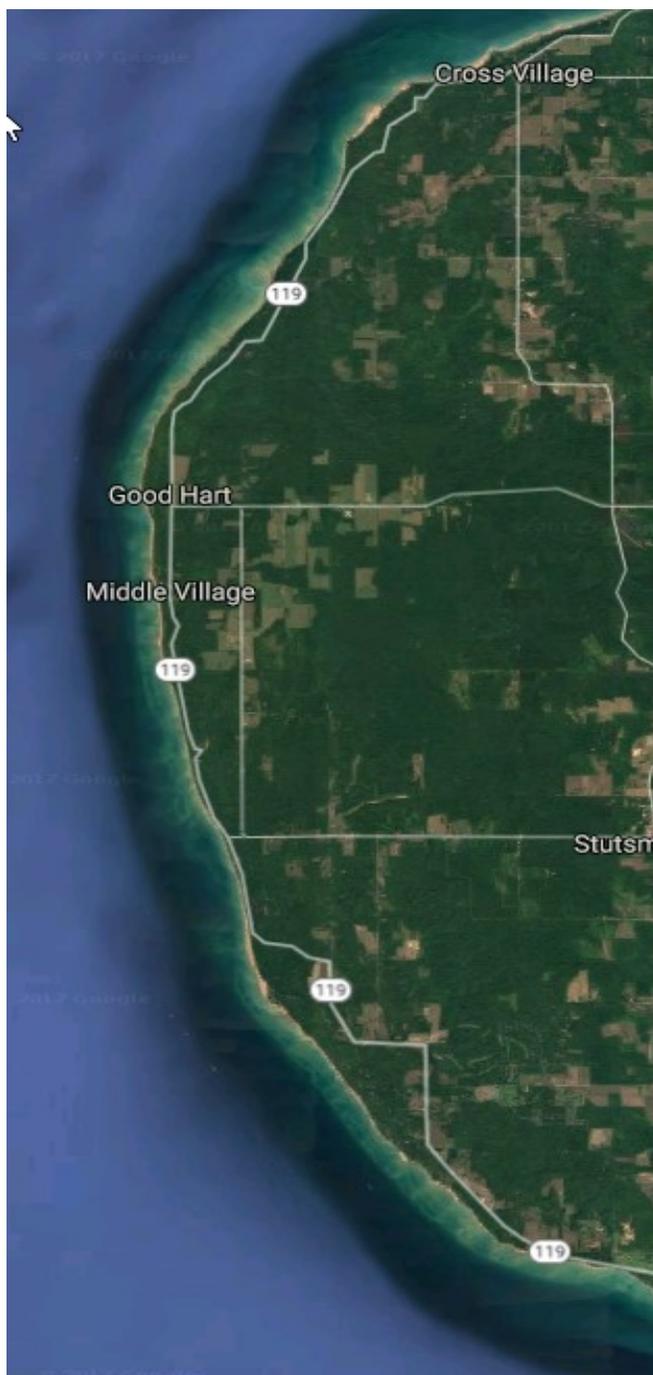
- **M-119 TREE HEALTH ASSESSMENT**
 - Jim Malloy, MDOT Resource Analyst
- **LITTLE TRAVERSE CONSERVANCY PRESERVE ADDITIONS**
 - Kieran Fleming, LTC Chief Operating Officer
- **EROSION ISSUES/SOLUTIONS**
 - Jennifer Buchanan, Tip of the Mitt Watershed Council Watershed Projects Director
- **TOWARDS ZERO DEATHS**
 - Garrett Dawe, MDOT Traffic and Safety Region Operations Engineer



III. Inventory and Assessment

a. Delineation of the corridor

The M-119 Tunnel of Trees Scenic Heritage Route begins at the north city limit of Harbor Springs and commences at the intersection of Emmet County Road M-77 at Cross Village. The Tunnel of Trees Scenic Heritage Route section of M-119 is the only State highway without a center line.





No centerline, no shoulders

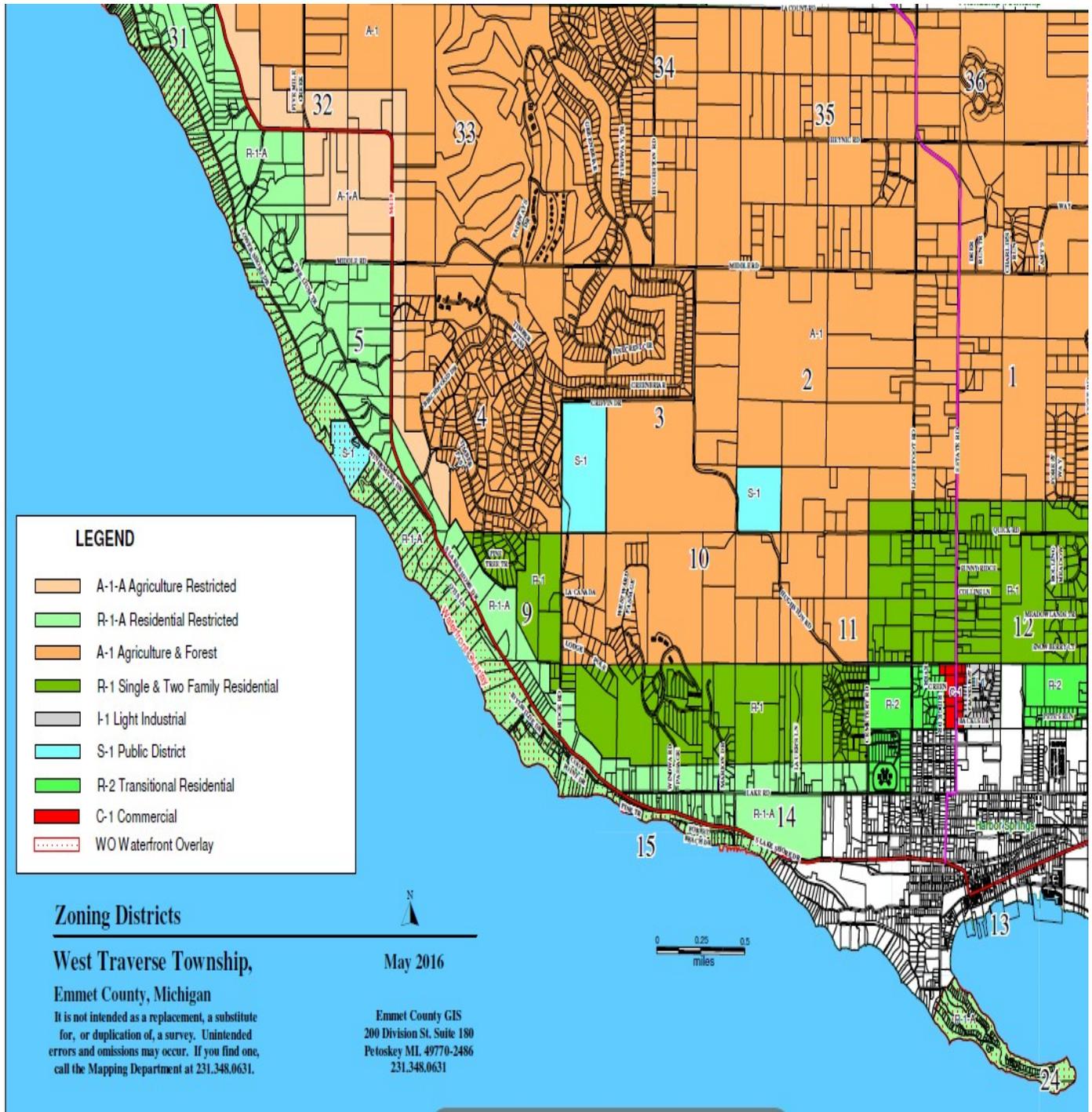
Water bodies: The main body of water is Lake Michigan that parallels the M-119 corridor. There are creeks and artesian springs in the area of the Thorne Swift Nature Preserve, Five Mile Creek, the drainage area from the Stutsmanville Bog, Horseshoe Bend, Devil's Elbow, and the Good Hart area to list a few.

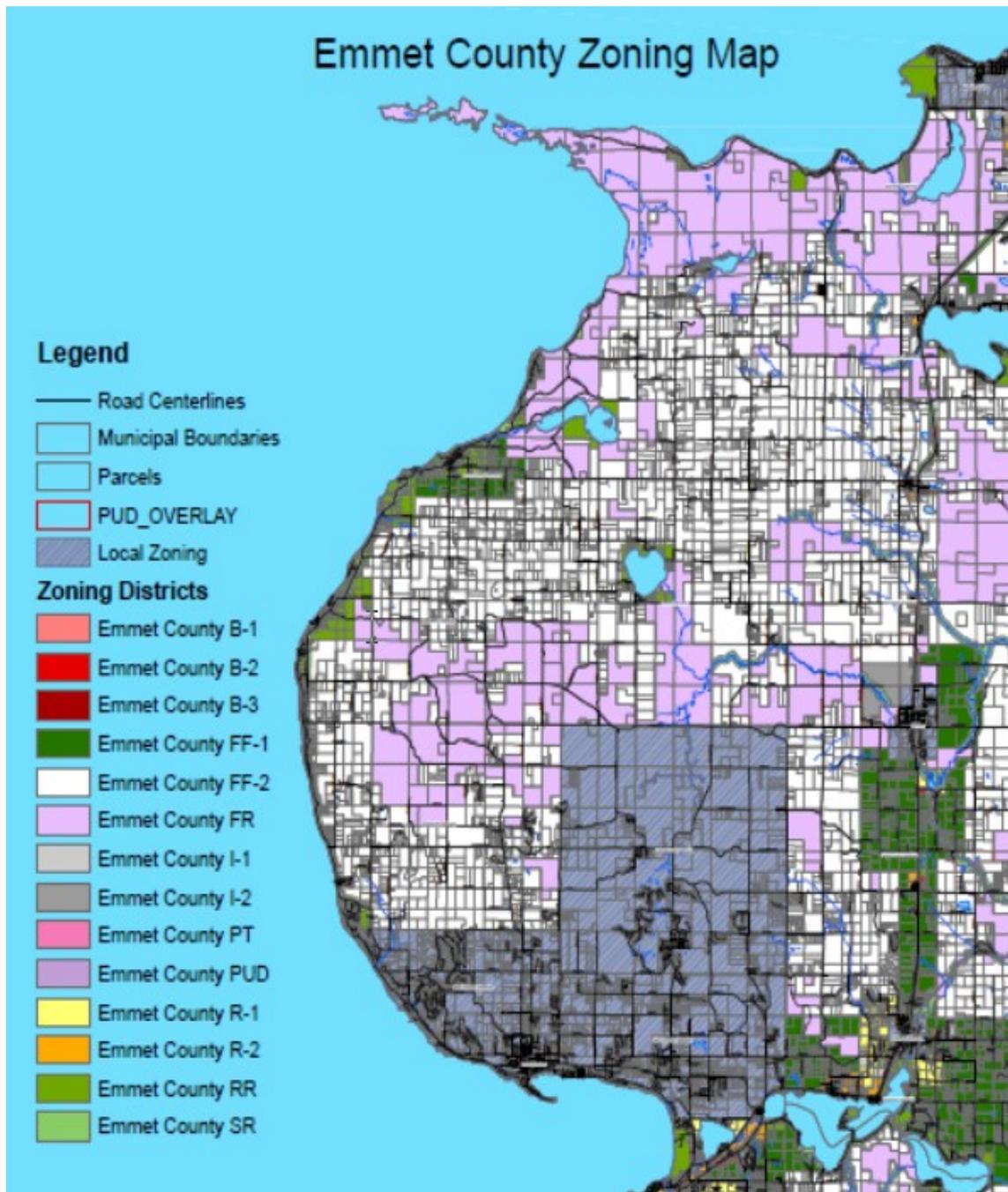
Settlements: The four townships where the corridor is located include West Traverse, Friendship, Readmond, and Cross Village. There are no incorporated villages or towns. The unincorporated areas include Good Hart, Middle Village, and Cross Village.

Terrain: The M-119 highway corridor begins on a bluff overlooking Lake Michigan, goes inland over some rolling hills then curves around back to the bluff, crossing creeks and springs along the way.

General Land Use.

The following zoning maps show that the general land use for the corridor is residential, conservation, and some small businesses.





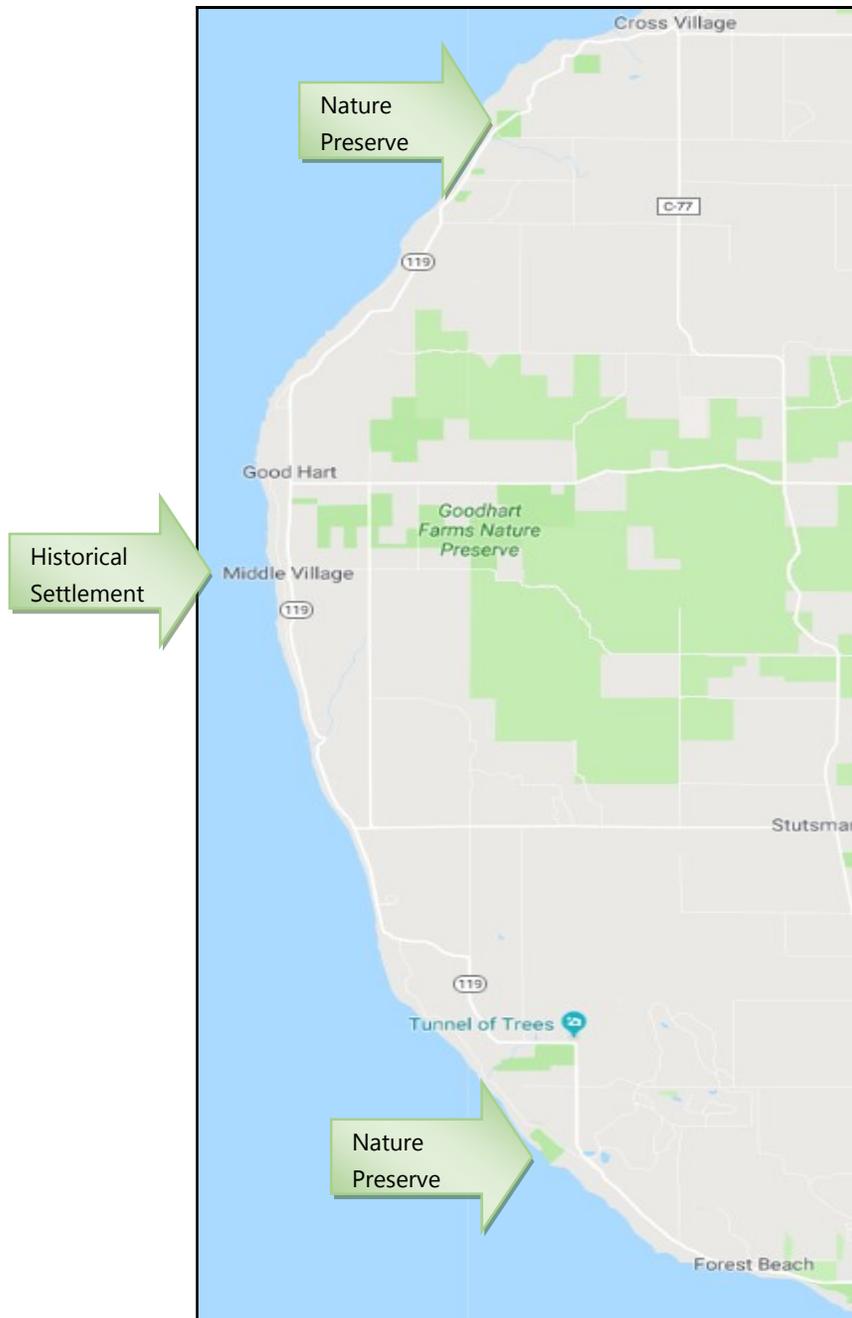
2015

Emmet County RR: The Recreational Residential District is designed to accommodate cottage and seasonal home developments. It is intended that the seasonal home areas be reasonably homogeneous discouraging the mixing of recreation home areas with commercial resorts, business services and community services.

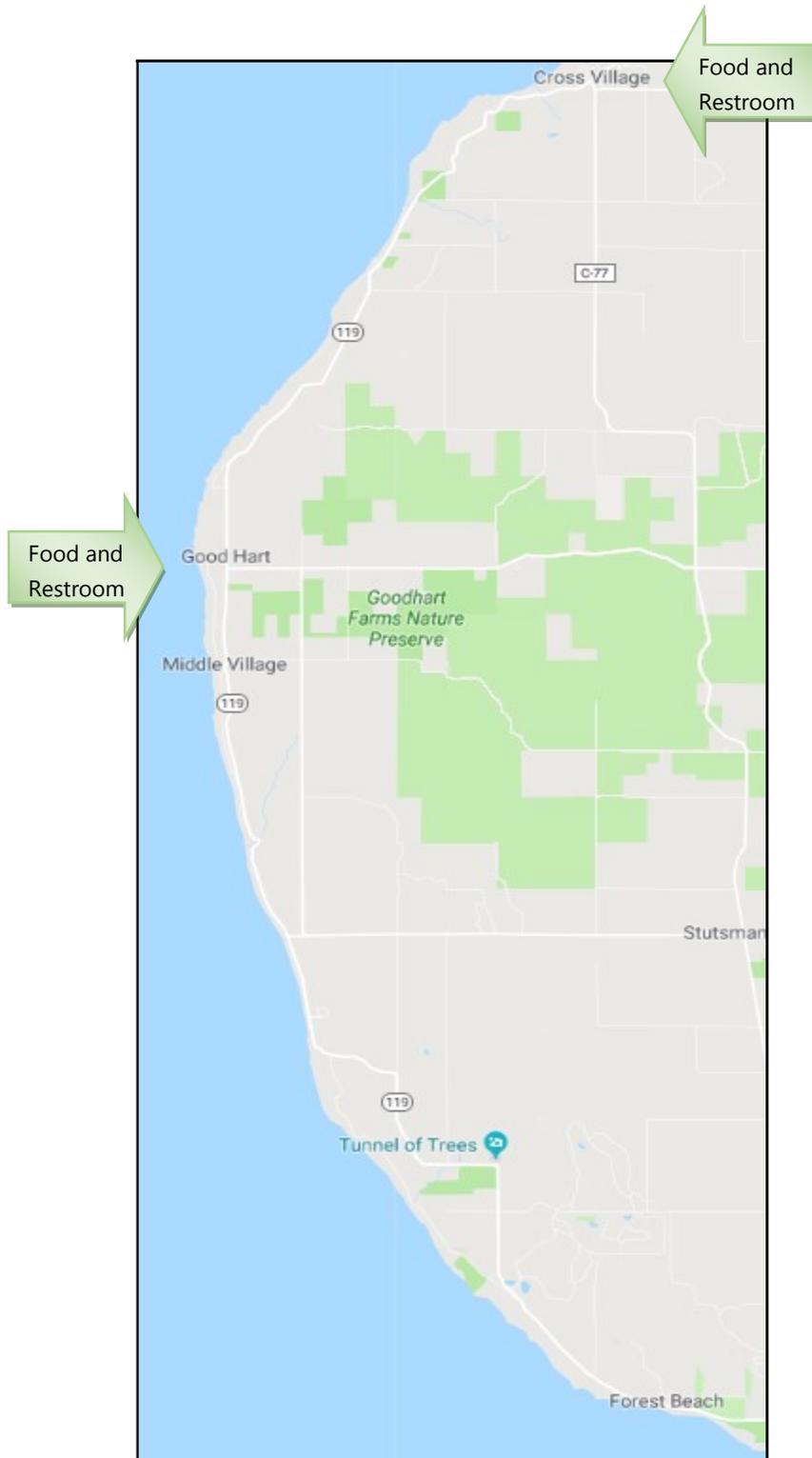
Emmet County SR: Because there exists in Emmet County numerous and varied resources that should be protected for their scenic values, environmental stability and character, the SR Scenic Resource District was established to protect scenic resources along rivers, highways and streets, lake shores and impounding waters.

Intrinsic Qualities Within the Corridor - Photograph Inventory attached

- The Tunnel of Trees: entire Byway; "M-119 Tunnel of Trees Aerial Inventory 2011" (attached)
- Enjoyment of the protection and preservation of the M-119 area
- Historical areas with interpretive signs
- Little Traverse Conservancy Preserves
- Traveling views of Lake Michigan
- Good Hart (Middle Village) and Cross Village areas
Readmond Township Natural Area



Visitor readiness.



b. Traffic and Safety Analysis

Traffic Counts

The Annual Average Daily Traffic (AADT) counts are the estimated mean daily traffic volume and are calculated by summing the Annual Average Days of the Week and dividing by seven.

2012	1,993
2013	1,065
2014	2,002
2015	2,119
2016	2,141

Vehicle Crashes (does not include animal crashes)

Year	Township	Lost Control	Left Turns into other vehicles	Pulling out of Parking Area at Good Hart
2012	West Traverse	3		
	Friendship	2		
	Readmond	2 motorcycles		
	Cross Village	1 and 1 motorcycle		
2013	West Traverse	3		
	Friendship	0		
	Readmond	0		
	Cross Village	1		
2014	West Traverse	1 motorcycle		
	Friendship	2 and 1 motorcycle	1 motorcycle	
	Readmond	1 motorcycle		
	Cross Village	1		
2015	West Traverse		1	
	Friendship	2 and 2 motorcycles		
	Readmond	2		2
	Cross Village	0		
2016	West Traverse	2		
	Friendship	3 motorcycles		
	Readmond	1		1
	Cross Village	0		

There were approximately three times as many vehicle/deer crashes with the most occurring in West Traverse Township.

c. Corridor Analysis

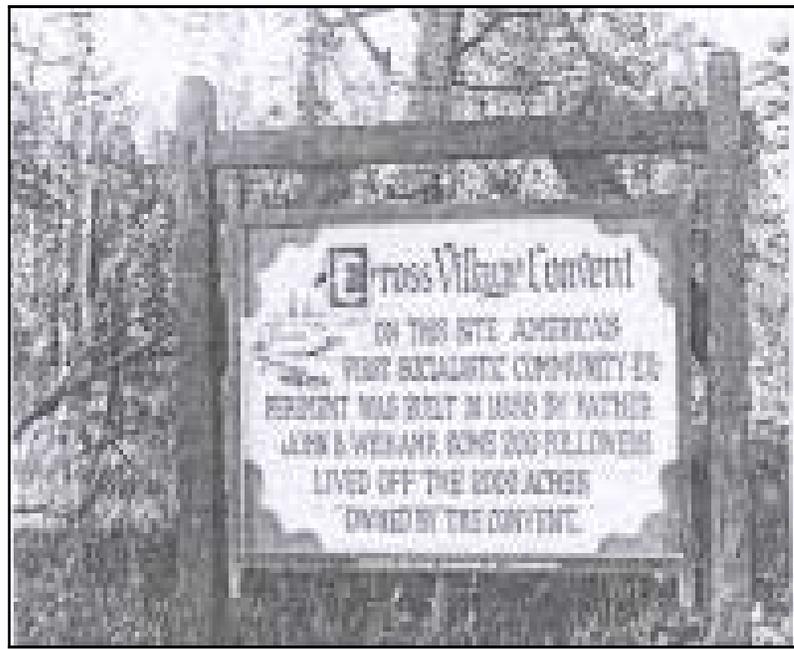
The corridor analysis includes physical, visual, and institutional surveys. This includes an inventory and analysis of the intrinsic qualities within the corridor and their context within the corridor. The six intrinsic qualities include Archaeological, Historical, Cultural, Natural, Recreational and Scenic.

Historical/Cultural





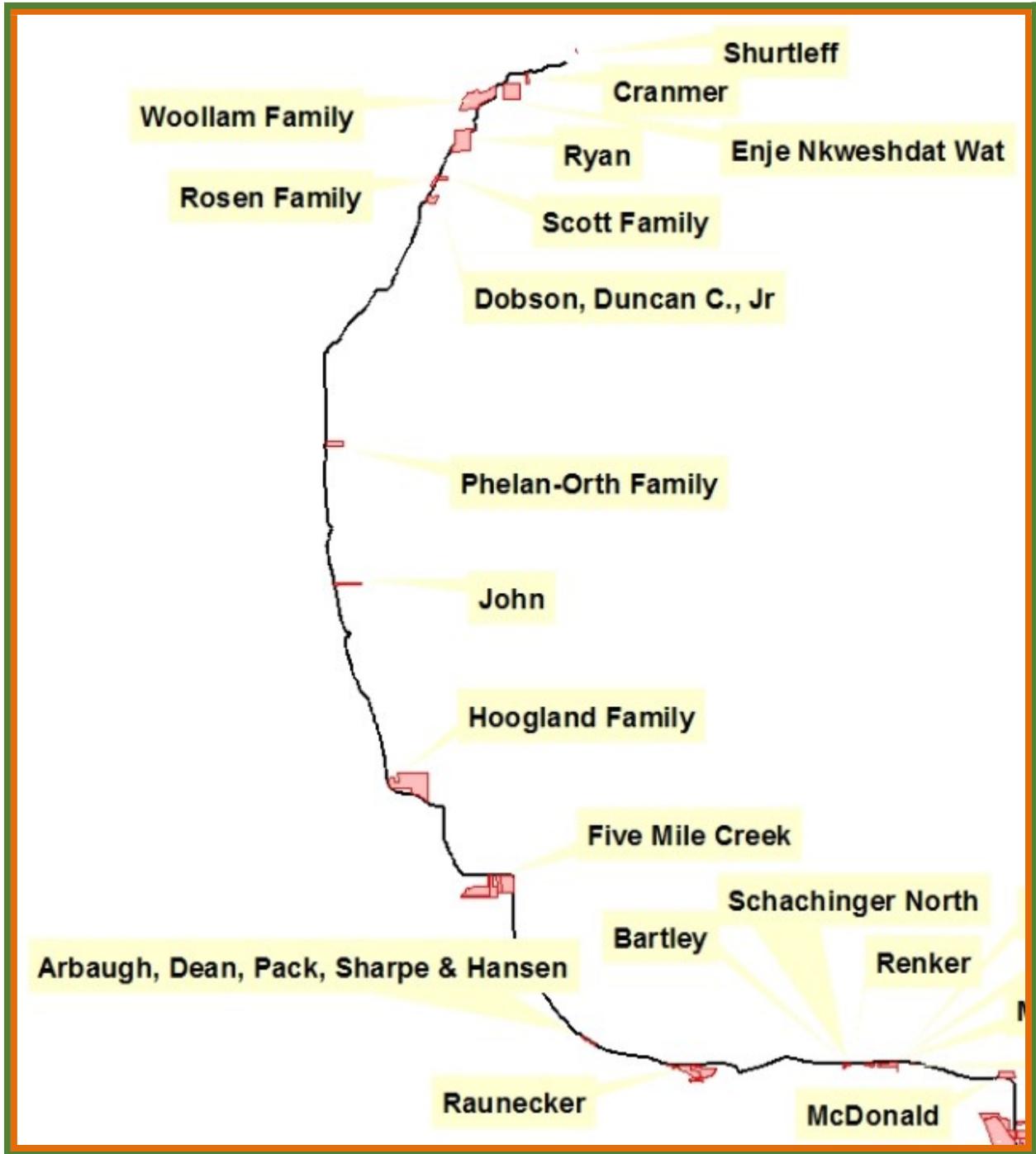




Natural

Little Traverse Conservancy Preserves

www.landtrust.org



M-119 Tunnel of Trees Aerial Inventory 2011



Protect and Preserve

IV. Management Strategy

a. General Goals, Objectives and Actions

Goals

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

Objective 1: Promote Preservation and Conservation of the Tunnel of Trees for Balanced Growth and Development

Preserving the Tunnel of Trees is one of the high priorities of local citizens and property owners along M-119 Corridor. Future land use along the corridor continues to be influenced by a variety of factors: individual land owner decisions, regulations administered by Emmet County and West Traverse Township, State legislation and regulations, the state of the economy, land values, and pressures resulting from a changing demographics, recreational, and travel patterns. Land use encompasses a variety of subjects ranging from site-specific such as signage or tree clearing, general concerns about density and open space preservation, and current regulations that may not sufficiently protect the natural features or characteristics.

Action Steps

- *Voluntary monitoring and providing guidelines for future redevelopment and new development*
The Townships need to continue planning for any future development and/or redevelopment that complements the existing character of the Heritage Route corridor such as supporting development that is consistent with the Emmet County Master Plan and the West Traverse Township Master Plan.
- *Support promotion and enforcement of existing regulations*
Enforcement of existing regulations is critical to maintain the Tunnel of Trees and the community character of the Corridor. Property owners and the Townships should be encouraged to take a proactive role in the preservation and protection of the Corridor through the Emmet County's Scenic Resource (SR) zoning district designation, soil erosion and sedimentation, etc.
- *Maintain the Tunnel of Trees by providing guidelines for land use activities*
Recommended guidelines should be promoted to ensure that the Tunnel of Trees, community character, and environmental quality are maintained. Inform the landowners about the negative environmental impacts of tree clearing and the impacts to the aesthetic values. Continue to distribute the *Guidebook* and promote the preservation and regeneration of the trees, selective tree trimming for views, erosion control, signage, etc. Monitor present and potential tree diseases – educate the property owners and public.

- *Promote a variety of methods for conservation and presentation of land along the corridor*
In order to preserve the unique character of the M-119 corridor it will be necessary to identify projects that preserve and protect land along the Corridor. Work with the Little Traverse Conservancy, Emmet County, the Little Traverse Bay Bands of Odawa Indians, Emmet County Lakeshore Association, and Scenic Michigan on conservation easements, land acquisition/donation for nature preserves and parks, promotion of greenbelts and buffers best management practices, regulatory measures such as zoning, and site plan reviews.
- *Develop and Expand Partnerships*
Continue to coordinate with the Little Traverse Bay Bands of Odawa Indians, Emmet County, the Townships, the Little Traverse Conservancy, Tip of the Mitt Watershed Council, Emmet County Lakeshore Association, businesses, and landowners along the Corridor.
- *Identify and utilize sources of funding for preservation and conservation of the Tunnel of Trees*

Objective 2: Promote Wise Land Use Development

Action Steps

- *The Committee and their Townships and the Emmet County Lakeshore Association should continue to support the Emmet County Steep Slope Ordinance and any efforts to make it more effective through public education and interagency communications.*
Residents along the M-119 corridor have continued to express concern regarding development on steep slopes on the Lake Michigan coastline. The steep slope ordinance works to protect the unique geology, and lakeside bluff, buildings, and the highway. Make the information available to landowners along the Heritage Route corridor.
- *Review M-119 corridor local land use plans and coordinate with MDOT*
Promote the Townships to review and compare the Heritage Route goals and objectives with existing land use plans such as the Emmet County and West Traverse Township Master and Future Land Use Plans, zoning ordinances, and parks and recreation plans. These documents may express similar intentions to protect or preserve particular scenic qualities, natural features, or landscape aesthetics.
- *Educate landowners, realtors, developers, and those conducting land transactions about Best Management Practices (BMPs).*
Best Management Practices are land use management actions that reduce the impact on the environment. They include many techniques that help minimize stormwater runoff, soil erosion, and sedimentation on to the highway, driveways, yards and water resources, and stabilizes soils.
- *Continue to share observations regarding erosion issues with MDOT and Emmet County Planning and Zoning Department staff.*

Objective 3: Prevent Intrusions to the Scenic Character

Intrusions to the scenic character include any built structure, landscape elements such as lighting, fencing, signage, and utilities that contrast with the scenic and natural character of the corridor.

Action Steps

- *Promote signage guidelines that preserve the Tunnel of Trees character and promote the use of natural or natural looking materials.*
- Signage, both temporary and permanent continues to be a threat to the character and actions should be considered that result in fewer signs and signage that blends with the natural environment. There are both regulatory requirements which includes MDOT and Emmet County, and non-regulatory ways to deal with signage. The Emmet County Zoning Ordinance regulates signage throughout the County and infers an intention to promote natural materials, it does not require them to be used. Promote the use of the MI Heritage Routes Signage Strategy that lays out the type and size that is appropriate for the scenic, historic, cultural and natural qualities of the Tunnel of Trees. Continue to work with MDOT, Emmet County Planning and Zoning Department staff, and West Traverse Township on permitting regulations.
- *Encourage Dark Skies/light pollution management policies and practices for outdoor lighting.* Dark Skies lighting improves visibility, safety, security and energy conservation. The dark skies recommendations are included in the Heritage Route Guidebook and used as an educational tool for property owners. Also, post the information on the Heritage Route's website.
- *Promote underground utilities*
Educate the landowners and developers about the value of placing utilities underground to protect the viewshed.
- *Focus on communication*
Utilize all available methods for enhancing communications on preventing intrusions on the scenic character.

Objective 4: Balancing Roadside Safety with Aesthetics

Safety is of primary importance along the Corridor. Speed and road design both influence the safety of the motorists, bicyclists and pedestrians. For the protection of the Tunnel of Trees, the highway should not be widened, straightened, shoulders added, the speed limit changed, or changes to the physical appearance in any way.

Action Steps

- *Communicate regularly with the Michigan Department of Transportation (MDOT)*
As a designated Scenic Byways, M-119 qualifies for a number of special considerations including that any MDOT highway project should balance safety, aesthetics and cost effectiveness. The local communities should partner with MDOT to determine effective ways to solve safety challenges.

- *Encourage community involvement in promoting responsible road maintenance and development along the M-119 Tunnel of Trees Scenic Heritage Route corridor.*
Support routine road maintenance for public safety. Regarding runoff of sand and gravel onto the highway, work with Emmet County's Soil Erosion and Sedimentation Control staff regarding control measures. Suggest additional maintenance such as sweeping and/or vacuuming by entities that will be utilizing the highway for events.
- *Continue to participate in the MDOT Adopt-a-Highway Program*
The Adopt-a-Highway Program is designed to help keep the State's highway roadsides clean and attractive. Participants adopt both sides of a section of State highway. The Committee is responsible for 4.5 miles of M-119 for trash clean pickup three times per year with no sign recognition to reduce the number of signs on the Heritage Route.
- *Promote the enforcement of existing regulations*
For the protection of community safety, character and aesthetics, encourage enforcement of existing regulations such as speed limit, bicycles sharing the road, noise, and signs.
- *Access Management*
Promote that Emmet County, West Traverse Township, Friendship Township, Readmond Township, and Cross Village Township work with MDOT on any new development or redevelopment with regards to access management (entrances and exits to developments and driveway cuts).

Objective 5: Promote Appropriate Use of the Corridor and Alternative Routes

The highway has many curves, no paved shoulders, no center line and the Tunnel of Trees is a road less traveled in the off-tourist season which are characteristics that the local communities would like to continue. The Heritage Route Committee should continue to focus on promoting the appropriate use of the highway.

Action Steps

- *Support ongoing review of traffic patterns*
The Committee will review the most recent traffic counts and crash data available. Update the M-119 Heritage Route brochures with information on the unsuitability for large and/or wide vehicles and through traffic, and make them available at local businesses, museums, and chambers of commerce, and posted on the Heritage Route website.
- *Continue to support the use of directional signs that promote County Road 77 (C-77)/State Road as an alternative route.*
Traffic data does indicate that many local travelers already utilize C-77. Continue to encourage the use of County Road 77/State Road to reach destinations north of Harbor Springs by large vehicles such as motor homes, trucks, tractor-trailers, logging trucks, tour busses/motor coaches, and travelers going directly to the Cross Village area. Continue to provide this information in the Heritage Route brochures and website

- *Event owners, businesses, townships, organizations, agencies, and citizens should keep the Heritage Route Committee up to date on any planned events or projects*
Work with MDOT, the Emmet County Road Commission, the Emmet County Sheriff's Department, and the Michigan State Police.

Objective 6. Education

A major objective to implement the M-119 Tunnel of Trees Scenic Heritage Route Corridor Management Plan is providing educational materials and activities.

Action Steps

- Research and provide educational resources for the Heritage Route Committee to distribute to the appropriate entities for the protection of the Tunnel of Trees.
- Develop and distribute educational resources for Committee members, Emmet County staff, township boards and halls, landowners, and at local events.
- Keep the website up to date with educational materials.
- Provide safety information to the users of the Heritage Route which includes events.
- *Educational Summits*
Schedule and host an educational summit every other year with topic speakers.
- *Historical Markers/Signs*
Identify potential historical marker sites. Develop a strategy for the maintenance of the historic marker signs.

b. Management Measures

Proposed Project	Potential Partners
<i>Identification and protection of priority sites; identify potential funding opportunities.</i>	Townships, Emmet County Lakeshore Association, Emmet County, Little Traverse Bay Bands of Odawa Indians, Little Traverse Conservancy, Tip of the Mitt Watershed Council Potential Funding: Little Traverse Conservancy, American Farmland Trust, foundations, private donors, Little Traverse Bay Bands of Odawa Indians
<i>Continue to work with the Little Traverse Conservancy to encourage protection of land through purchase, conservation easements, purchase of development rights, transfer of development rights.</i>	Little Traverse Conservancy
<i>Provide guidelines for future new development and redevelopment to maintain the Tunnel of Trees.</i>	Townships, Emmet County
<i>Work with Emmet County and the Townships regarding the Scenic Resource zoning district and the Emmet County Steep Slope Ordinance.</i>	Emmet County Planning and Zoning
<i>Continue to educate corridor property owners on tree management such as tree cutting, tree trimming; tree disease, steep slope protection; protecting wildlife habitats; invasive species; use of native vegetation.</i>	Emmet County Planning, Emmet Conservation District, Little Traverse Bay Bands of Odawa Indians, Little Traverse Conservancy, Tip of the Mitt Watershed Council, MI Department of Natural Resources, MI Department of Environmental Quality, realtors, developers, landscapers
<i>Complete a tree health assessment as needed.</i>	Emmet Conservation District, MI Department of Natural Resources
<i>Continue to promote signage guidelines (Michigan Heritage Route Signage Strategy) -type, purpose, size, and placement location; and permitting.</i>	Emmet County, West Traverse Township, MDOT
<i>Support and promote outdoor lighting standards (dark skies/night sky viewing). Post on the Heritage Route website.</i>	Emmet County Planning Commission, West Traverse Township Planning Commission, developers, landowners
<i>Monitor Use of Highway- size of bicycle and other events, weight and speed of trucks, size of RV's, appropriate speed; noise concerns such as motorcycles.</i>	
<i>Continue to participate in MDOT's Adopt-a-Highway Program.</i>	

<i>Review, update, distribute, and post on the website educational materials.</i>	Emmet County, Townships, Emmet County Lakeshore Association, chambers of commerce, museums, etc.
<i>Identify potential historic markers. Develop a maintenance strategy.</i>	Little Traverse Bay Bands of Odawa Indians, Harbor Springs Historical Society, Townships
<i>Participate in local events with the educational display and materials.</i>	
<i>Maintain the M-119 website and keep it current</i>	Heritage Route Coordinator and Volunteers
<i>Utilize various forms of communication to increase community awareness and to thank those involved in the continued efforts to maintain the beauty, health, and safety of M-119 (website, newspapers, radio, etc.)</i>	
<i>Schedule an educational summit every other year with topic speakers</i>	

c. Public Outreach and Engagement

- Committee meetings
- Committee members report to their local governments and the non-governmental organizations
- Partners are kept up to date through meeting notices, provided updates on any activities on the Heritage Route
- Public educational symposium: media release, flyers distributed, word of mouth
- Participation in community events and activities: booth/table with educational materials

d. Financial Plan

The M-119 Tunnel of Trees Scenic Heritage Route Committee will continue to organize and prioritize proposed projects each year with regards to funding opportunities. A budget will be established each fiscal year. Listed below are funding opportunities for the Heritage Route Committee, the communities, and partners:

1. Federal Highways Administration State Planning and Research funds for educational materials
2. Michigan Department of Transportation: Transportation Alternative Program
3. Michigan Department of Environmental Quality Coastal Management Program for project planning
4. Michigan Natural Resources Trust Fund for land acquisition
5. Private Foundations
6. Local Utility Foundations
7. Private donations

V. APPENDIX

- a. M-119 Tunnel of Trees Scenic Heritage Route History and Summary
- b. Photograph Inventory (upon request)

M-119 Tunnel of Trees Scenic Heritage Route History and Summary

The initiative to protect and preserve the M-119 corridor originated in 1936. Mrs. C. F. (Alice) Irwin, an early preservationist and naturalist living in Harbor Springs was able, via her state-wide newspaper column, to initiate a grass roots effort to protect and preserve the corridor. At that time several, hundred people met to consider protecting the corridor as opposed to other plans being entertained that would have significantly modified the route to accommodate growing usage. Mrs. Irwin successfully petitioned the State legislature to protect and preserve the road in its natural state. Based on a desire to control soil erosion and preserve the natural beauty the preservationists carried the day.

The protection and designation as a Michigan Scenic Heritage Route was championed by the Emmet County Lakeshore Association (ECLA) with the full support of Emmet County Planning, Emmet County Commissioners, Little Traverse Conservancy, Little Traverse Bay Band of Odawa Indians, and the community at large. That movement continues to the present day.

The following is a timeline of events from 1964 on that continue to accomplish the original goal:

- December 1964: Emmet County Road Commission Scenic Route Study
- Summer 1972: Emmet County Lakeshore Association (ECLA) formed by like-minded property owners to protect and preserve the corridor
- July 1990: the Michigan Department of Transportation (MDOT) completes an Origin and Destination Study
- Summer 1990: Preservation discussions begin
- December 1990: MDOT contracts with the Little Traverse Conservancy to conduct a scenic inventory of the route
- Michigan Scenic Heritage Highway Public Act 69 of 1993
- February 1993 MDOT Traffic Accident History Study is conveyed to the Little Traverse Conservancy
- March 1993: First informal public meeting held
- April 1993: MDOT Base Plots conveyed to the Little Traverse Conservancy
- May 1993: Property acquisition information request from Little Traverse Conservancy
- September 1993: Review of Scenic Corridor Study Draft begins
- November 1993: ECLA passes unanimous resolution supporting the Heritage Route Designation
- November 1993: County Commissioner and long time 'activist' ECLA president, Paul Lenahan requests State Attorney General's opinion on liability issue to the Townships
- November 1993: Public comments on Scenic Corridor Study Draft
- January 1994: Public hearing on Heritage Route guidelines
- February 1994: The Little Traverse Conservancy's M-119 Scenic Corridor Study is submitted to MDOT
- February 1994: Final M-119 Scenic Corridor Study is sent to interested parties
- December 1994: ECLA survey indicates 95% of their membership supports a Heritage Route Designation
- February 1996: Public meeting at Little Traverse Township Hall to discuss Heritage Route Designation
- May 1996: Discussion and debate on the designation of M-119 continues through September 1996

- September 1996: Meeting at West Traverse Township Hall where MDOT publicly proposes the Designation of M-119 as a Scenic Heritage Route
- September 1997: Pete Hanses becomes the MDOT Heritage Route program director
- June 1998: MDOT applies for a National Scenic Byways Grant to develop the M-119 Management Plan
- January 1999: The National Scenic Byways Grant is awarded to MDOT
- February 1999: The M-119 designation discussions resume
- March 1999: MDOT requests that the Northwest Michigan Council of Governments (NWMCOG) develop Corridor Management Plan
- Summer 1999: Discussions with Emmet County Planning Department and Emmet County Board of Commissioners to proceed with developing the Management Plan for M-119
- October 1999: MDOT contracts with the NWMCOG to develop the Management Plan
- Fall/Winter 1999-2000: NWMCOG begins preliminary discussions with the Townships
- March 2000: Draft Outline for the contents of the Management Plan
- Spring 2000: Meetings with the Townships and the City of Harbor Springs to solicit input on the Management Plan Outline
- Spring 2000: Formation of a M-119 Scenic Heritage Route Corridor Management Plan Committee which is an advisory committee comprised of three delegates from each Township: Friendship, Readmond, Cross Village; three delegates from ECLA; in partnership with the Little Traverse Bay Bands of Odawa Indians, MDOT, and Emmet County Planning and County Commissioners
- Summer 2000: Scheduled monthly meetings for the drafting of the Management Plan through the winter of 2001
- January 2002: Formal adoption of M-119 Heritage Route Management Plan
- June 28, 2003: **Dedication of the M-119 Tunnel of Trees Scenic Heritage Route** at the Cross Village Township Hall
- Summer 2003: Rollover of the Management Plan Committee to an Implementation Committee
- Summer 2004: Historical Signs developed and funded by the Little Traverse Bay Bands of Odawa Indians, Friendship Township, Readmond Township, Cross Village Township, Petoskey Harbor Springs Community Foundation; unveiling Ceremony at Devil's Elbow
- Summer 2006: Community Preference Survey sent to households and businesses in the Heritage Route corridor
- 2007: Tree Species identification and Health assessment
- Summer 2007: Township Resolutions in support of Survey Results and Committee Actions
- July 2007: Inventory, health, and recommendations of the Tree Species
- Fall 2007: West Traverse Township becomes a member of the Heritage Route Committee with three appointees
- September 2008: Statewide Heritage Highway Conference Traverse City
- Spring 2009: Heritage Route Corridor Management Plan five-year Update
- 2010: Tree Health Assessment Update
- 2011: Tunnel of Trees Aerial Inventory
- Summer 2013: Heritage Route Corridor Management Plan five-year Update
- 2016: New interpretive, historical sign dedicated at Five Mile Creek
- 2017: Tree Health Assessment Update

- 2017 September: Educational Symposium
- 2018: Heritage Route Corridor Management Plan five-year Update
- Other Committee Actions:
 - Regular Committee meetings open to the public and implementation of projects continue
 - Developed a "Guidebook" for property owners, townships, county, businesses, etc. and mailed copies to all property owners on the Heritage Route; updated
 - Developed a "Share the Road: Bike Etiquette and Common Sense for Travel along the M-119 Tunnel of Trees"; updated
 - Participate in the Good Hart Fair each year with a table of educational materials

In essence: Many years of citizen-volunteer efforts and persistence!

- Initial drive began in 1936
- More recent efforts beginning in 1964
- ECLA was created in 1972 for the purpose of corridor protection and preservation
- Dedication of the M-119 Tunnel of Trees Scenic Heritage Route June 28, 2003
- Unveiling of Historical Signs 2004
- Hosted Educational events on topics

This Heritage Route Committee would not exist without the dedication and commitment over the years of the M-119 Scenic Heritage Route Committee and the expertise and input provided by state and local agencies, non-profit organizations, landowners, and individual citizens.