

# 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



SCENIC

SCENIC



- The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) established the NSBP
  - Sought to create a distinctive collection of American roads.
  - ISTEA 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?

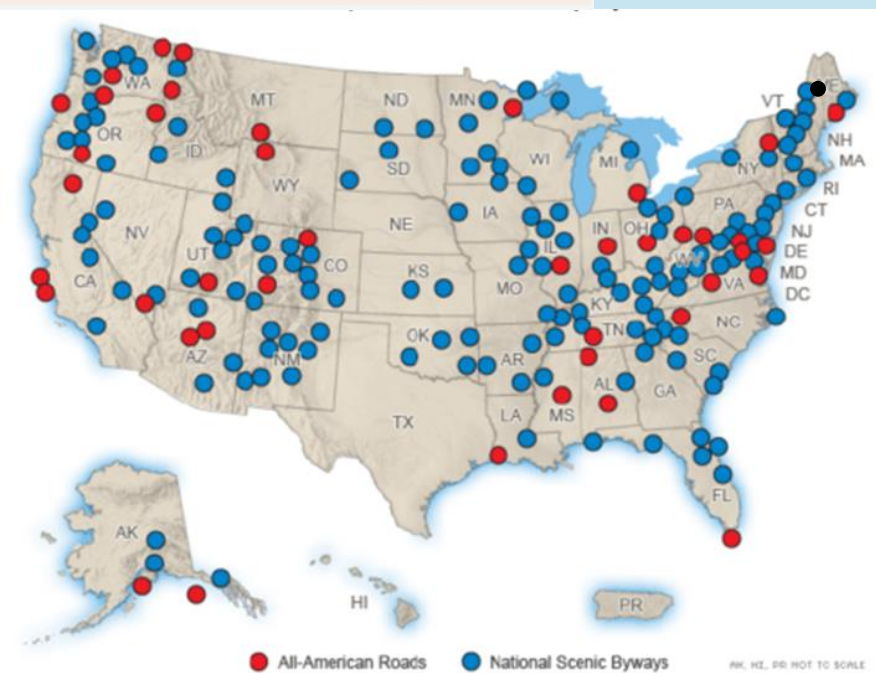
- Byways Must Posses At Least 1 of 6 Intrinsic Qualities:
  - Archeological, Cultural, Historic, Natural, Recreational, and Scenic
- Currently 1,152 miles of truckline road have been designated as state and/or federal Byway



ROUTE	NAME	PAGE
<b>NATIONAL SCENIC BYWAY/ALL AMERICAN ROAD</b>		
1	Woodward Avenue	7
2	Copper Country Trail	10
3	River Road	13
<b>NATIONAL FOREST SCENIC BYWAY</b>		
4	Whitefish Bay National Forest	14
5	Black River National Forest	16
<b>STATE SCENIC BYWAY</b>		
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
<b>STATE RECREATION BYWAY</b>		
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
<b>STATE HISTORIC BYWAY</b>		
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

## 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



# 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.

<b>View</b>		<b>Township</b>
(3) Looking west; northwest and north		Friendship
<b>Owner Type</b>	<b>Name</b>	<b>Public Y/N</b>
		No
<b>Description/Use/Facilities</b> 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.



*Management  
Plan*

*November 2008*

*Updated September 2013*



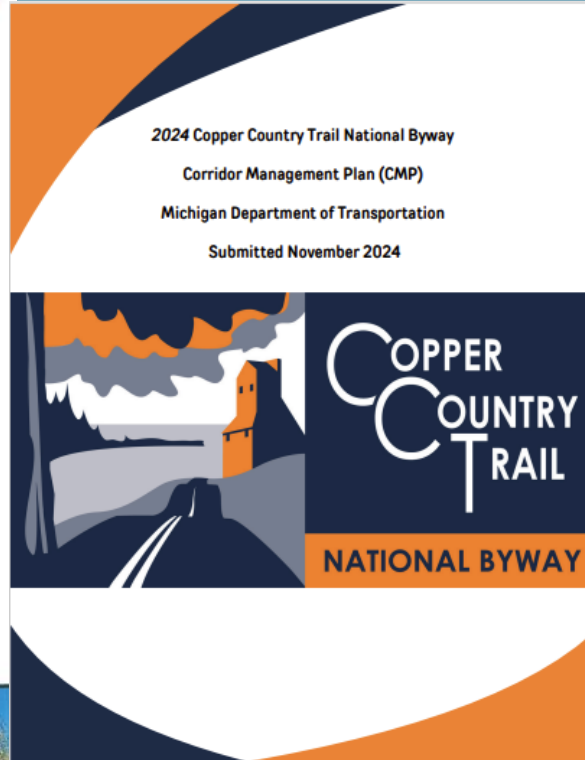
River Road  
Scenic Byway



Corridor  
Management  
Plan



Huron-Manistee  
National Forests



## 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

SUNRISE COAST



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



## PURE MICHIGAN SCENIC ROUTE -SWEEPSTAKES-

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.).



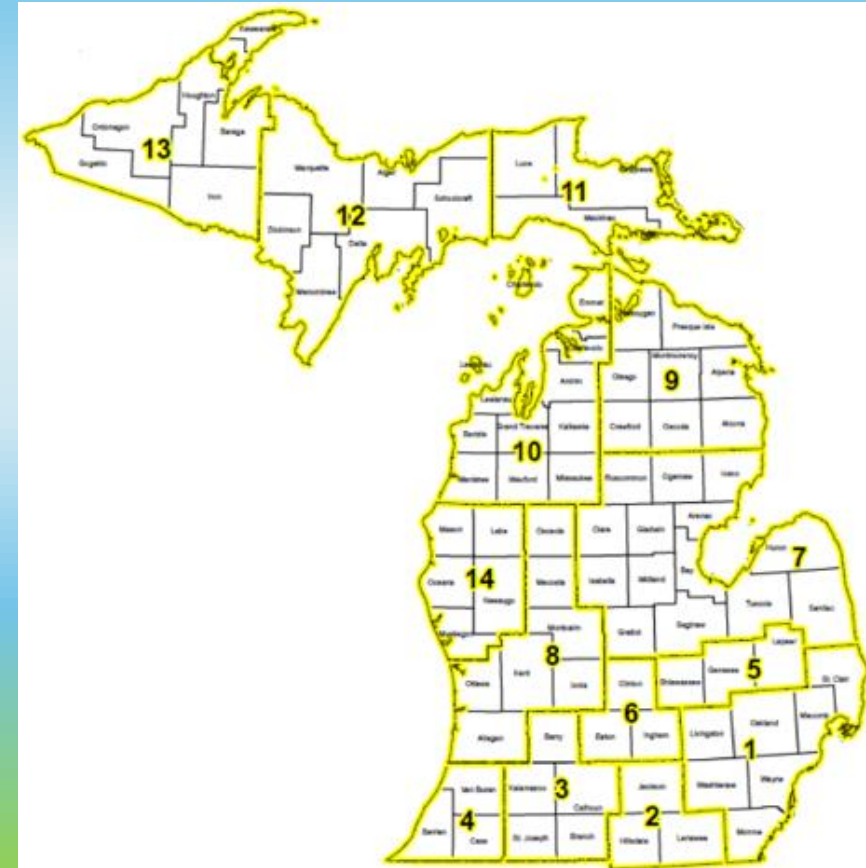


# The Regional Planning Agency's Role

- 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!**





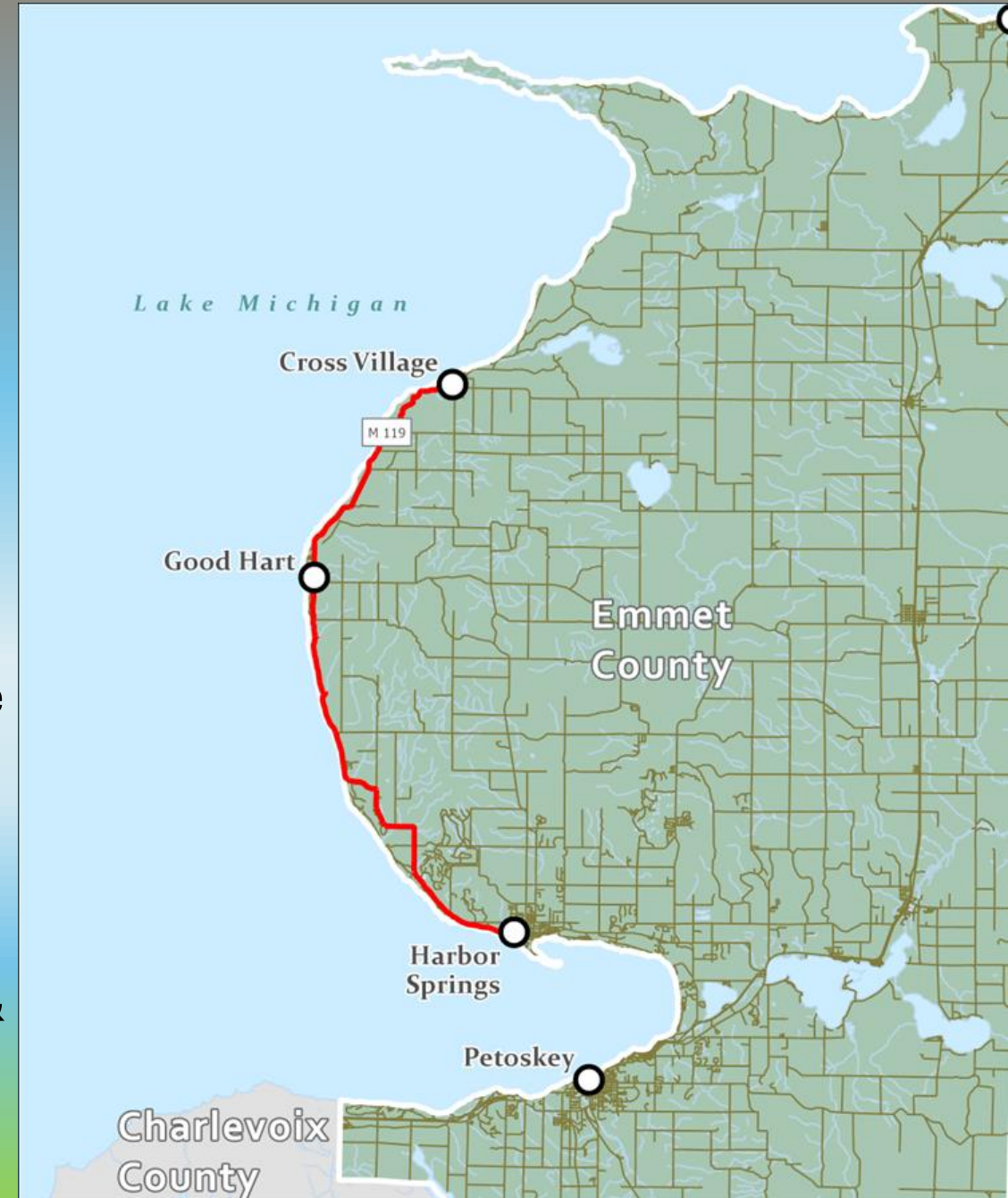
# Your Byway





# 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

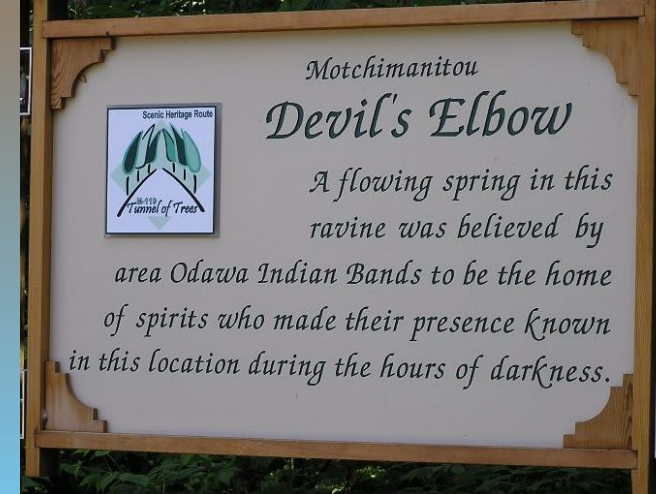
## ToT Historical Sign Project

- 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**



# 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



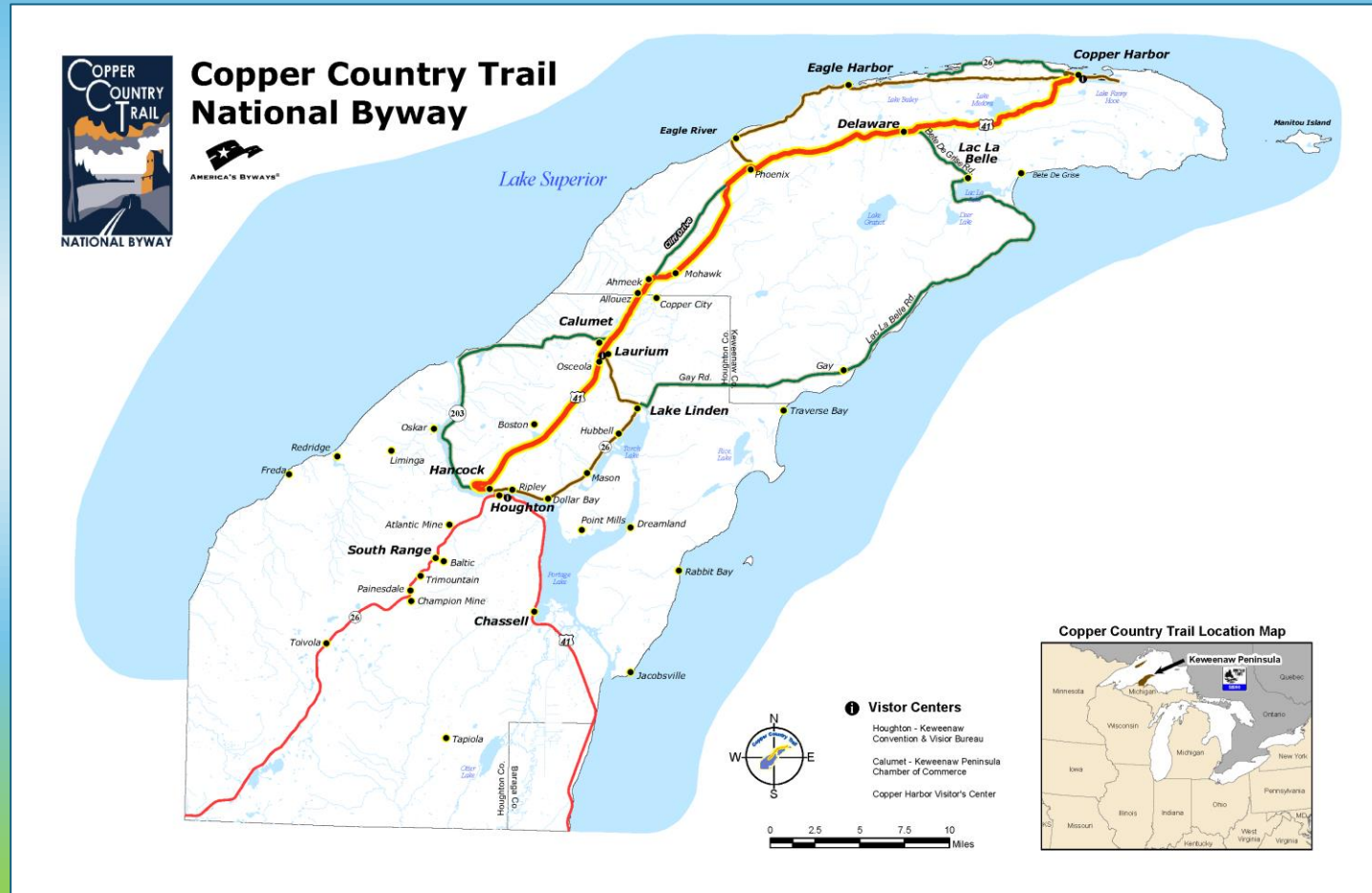
## Volcanic Legacy Community Partnership DMO Plan

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



## 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







# BROCKWAY MOUNTAIN DRIVE







**M-119 Tunnel of Trees  
Heritage Route Committee  
&  
Pure Michigan Byways**



**Messaging for Visitors to  
The Tunnel of Trees**



tunnel of trees

All

Images

Videos

Maps

News

Short videos

Shopping

More

Tools

Photos

Directions

Tickets

Reviews

Open now

Hike

Top rated

Michigan route

Fall colors

Results for Petoskey, MI · Choose area

Places

Tunnel of Trees

4.6 ★★★★★ (812) · Scenic spot

Harbor Springs, MI

Open 24 hours

Leafy backroad with sightseeing stops

Website

Directions

Tunnel of Trees

4.5 ★★★★★ (40) · Scenic spot

Harbor Springs, MI

Directions

Scenic Outlook - Tunnel of Trees

4.8 ★★★★★ (70) · Scenic spot

Harbor Springs, MI

Open · Closes 7:30 PM

Directions

More places →

Open in Maps

Map data ©2025 Terms

People also ask

How long is the drive through the Tunnel of Trees?

What month is best for Tunnel of Trees?

facebook

Log In

**Tunnel of Trees, M119**

32K likes · 40K followers

Posts

About

Reels

Photos

Videos

More

**Intro**

Welcome to the Tunnel of Trees Fan Page! This iconic 27.5 mile stretch of road runs from Petoskey to Cross Village. We highlight local attractions, support nearby businesses, and share the best of this scenic drive's year-round beauty!

**Tunnel of Trees, M119**

3h · 🌐

What do you think. Is the Petoskey State Park the best beach in Michigan?



Pure Michigan

<https://www.michigan.org> › article › stops-scenic-road-tri...

## 16 Stops for a Scenic Road Trip Along M-119 and ...

The historic M-119 scenic route, or the Tunnel of Trees, skirts Lake Michigan, between Harbor Springs and Cross Village. During this 20-mile drive, ...



Tripadvisor

<https://www.tripadvisor.com> › Attraction\_Review-g422...

## Tunnel of Trees - M119 (2025) - All You Need to Know ...

Take your time to negotiate this **winding narrow road** and you have beautiful views of the lakeshore passing some neat log homes, both modern and and historic.

4.2 ★★★★★ (387)



MyNorth.com

<https://mynorth.com> › Northern Michigan Articles

## Guide to Michigan's Iconic Tunnel of Trees on M-119

May 3, 2017 — The M-119 Tunnel of Trees is **one of Michigan's most iconic attractions**. Here's your guide to the scenic drive with coffee, beaches and more.



Facebook · Tunnel of Trees, M119

40.2K+ followers

## Tunnel of Trees, M119

Welcome to the Tunnel of Trees Fan Page! This iconic **27.5 mile stretch of road** runs from Petoskey to Cross Village. We highlight local attractions, ...

4.6 ★★★★★ (182)



Tunnel of Trees Heritage Route

<https://www.m119tunneloftrees.org> › learn

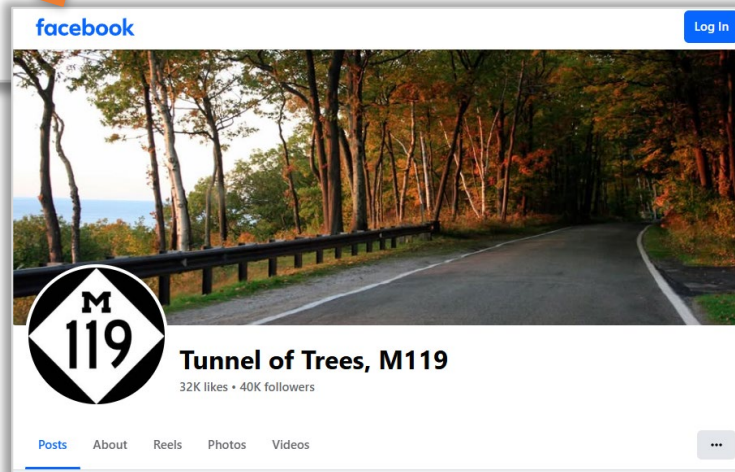
## Learn

The M-119 Tunnel of Trees Scenic Heritage Route runs along the northwestern coast of Michigan's Lower Peninsula, north of Harbor Springs and south of Cross ...



divingotter536

The historic M-119 scenic route, or the **Tunnel of Trees**, skirts Lake Michigan, between Harbor Springs and Cross Village. During this 20-mile drive, you'll experience tree canopies, ridiculously charming small towns, and delicious local cuisine.





## 1. Cross Village

The first town worth exploring along the Tunnel of Trees is Cross Village. It has a Heritage Museum in its old town hall, and features a giant white cross on a bluff overlooking the lake. The story of the cross has its roots back in the seventeenth century, when Jesuit missionary Jacques Marquette supposedly planted a white cross on the bluff before he died.

## 2. Legs Inn - **Cross Village**

The first thing you'll notice when you arrive at the Legs Inn is the incredible, rustic stone architecture... and things only get cooler from there. The inside is just as kitschy and lodge-like, and they serve up a wild menu of very authentic Polish cuisine (think pierogis, smoked whitefish, and stuffed cabbage.) Enjoy it all with a Polish beer or some Polish vodka, and, if you're there on the right evening, some live music. They also have cottages for rent if you want to make a whole night of it.

## 3. Three Pines Studio and Gallery – **Cross Village**

Another spot to pull off and stretch your legs is Three Pines Studio and Gallery. Hosting a huge variety of local crafts and art, you can admire the wares and purchase anything that strikes your fancy. You'll find anything from fiber arts pieces and jewelry to woodworked art, blown glass, and paintings here.

## 4. Good Hart

Stop in the tiny hamlet of Good Hart. Seriously, it's tiny. The downtown only has three businesses. The Good Hart General Store is one of the most iconic stops along the Tunnel of Trees. It's totally authentic. The store has been a central gathering spot for the people of Good Hart since the 1930s. It's the town's grocery, bakery, deli, real estate office, and post office. Stop in for snacks, one of their famous pot pies, souvenirs, or just a photo op with the red building.

## 5. Middle Village Park – **Harbor Springs**

Also along the route, you might want to take a quick dip in the lake at Middle Village Park's beach. The trail behind the Middle Village church features an observation deck and easy access to the quiet little public swim spot.

## 6. Harbor Springs

Harbor Springs has been a resort destination for decades, so it's a great place to visit on your journey. Located on Lake Michigan's Little Traverse Bay, Harbor Springs offers scenic beauty, stargazing, quaint historic sites, and, of course, one end of the Tunnel of Trees.

## 7. Pond Hill Farm – **Harbor Springs**

Pond Hill Farm is one of the main attractions along the M-119, and it's not hard to see why: There's something for everyone here. Kids will love exploring the working farm, petting the animals, and enjoying a sundae from the ice cream parlor, and adults will want to unwind with a wine tasting or nice sit-down meal at the Garden Cafe before picking up some farm-fresh fruits and veggies, locally made goods, and more.

## 8. Balsam and Cedar Trails – **Harbor Springs**

Thorne Swift Nature preserve is tiny, but that doesn't mean it isn't worth exploring. Take the short Balsam and Cedar Trails, and explore the dunes, swamplands, and ponds in addition to the stretch of beach and lake just off the Tunnel of Trees.

## 9. Petoskey Area

Petoskey is a rare gem. The town, famed for its Victorian architecture, has more than 500 historic places on the National Historic Register, as well as Petoskey's Historic Gaslight District and a postcard-worthy downtown. A visit here is almost like stepping back in time! Plus, Petoskey is the best place to find a Petoskey stone, which is the official state stone of Michigan. Petoskey stones are actually made of fossilized coral that was abundant in the area before the Ice Age. Glaciers rubbed these coral fossils into smooth stones, which are most easily recognized by the six-sided pattern that crisscrosses the surface.

## 10. Magnus Municipal Park – **Petoskey**

Petoskey's Magnus Park is one of the best places to go hunting for those Petoskey stones. It's right on the shore, and also has a nice campsite as well.

## 11. Bear River Valley Recreation Area – Petoskey

If all of the natural beauty along the M-119 has you eager to get exploring, then you'll definitely want to visit the Bear River Valley Recreation Area. It's home to one of the best whitewater courses in the Midwest, and is perfect for an epic excursion into the wilderness. The Northern Michigan Paddling Club frequently hosts classes and events, so if you don't have the gear or experience needed to hit the water, check out the club and see what they have going on.

## 12. Lake Michigan Water Trail Northwest – Petoskey

For those who do have gear and want even more boating fun, the Lake Michigan Water Trail Northwest covers nearly 300 miles, and passes along the Tunnel of Trees region as it follows the entire Northwest Michigan coast.

## 13. Odawa Casino – Petoskey

On a hilltop above Petoskey, you'll find plenty of modern-day excitement at the Odawa Casino Resort. It's got games, luxurious accommodations, several different dining options, and a schedule full of performances and shows.

## 14. Horton Bay General Store – Boyne City

Did you know Ernest Hemingway spent almost every summer of his childhood in northern Michigan?? His family vacationed near Petoskey every year, and many of the spots he frequented as a young man are still open. Horton Bay General Store is one such Hemingway Haunt; opened in the mid-nineteenth century, the general store has remained a community hub of Horton Bay for decades. Hemingway mentioned the store in his short story "Up in Michigan" and used it as inspiration for Mr. Packard's store in "The Last Good Country." Pop in for a malted at the soda fountain or grab a beer in the garden patio after you check out the Hemingway memorabilia!

## 15. Tunnel of Trees

The Tunnel of Trees makes for a stunning scenic drive, but it's also worth cruising on a bike. The route is only about 30 or so miles, and experiencing the sounds of nature and the rush of the breeze as you peddle along really adds to the experience of the trip.

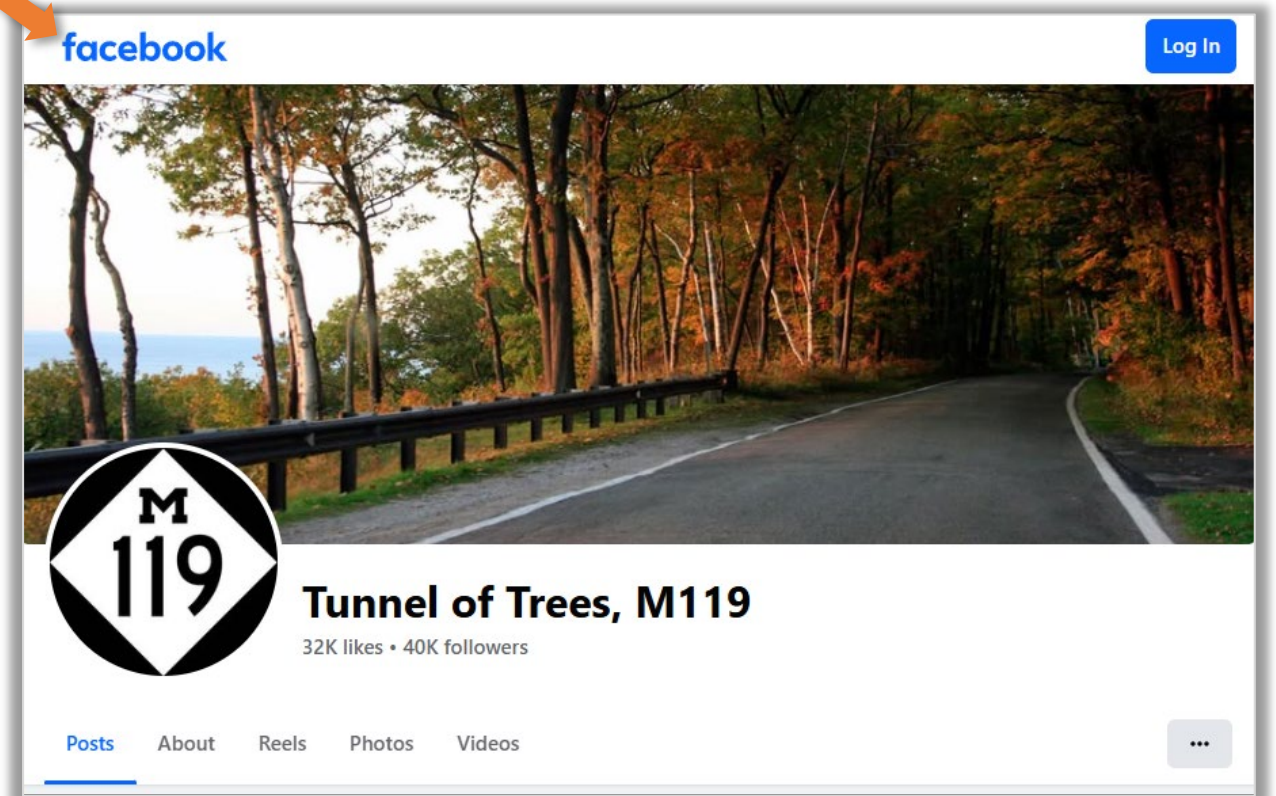
## 16. Hiking Trails

There are also some great hikes along the route as well: the North Western State Trail, which features seven miles of paved trail and another 20 or so of unpaved path, is worth checking out. Like the developed part from Spring Lake Park, just off the M-119, to Alanson or keep going down the trail from Alanson until you reach Mackinaw City.



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Take your time to negotiate this **winding narrow road** and you have beautiful views of the lakeshore passing some neat log homes, both modern and and historic.

4.2 ★★★★★ (387)



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## Guide to Michigan's Iconic Tunnel of Trees on M-119

May 3, 2017 — The M-119 Tunnel of Trees is **one of Michigan's most iconic attractions**. Here's your guide to the scenic drive with coffee, beaches and more.



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## Tunnel of Trees, M119

Welcome to the Tunnel of Trees Fan Page! This iconic **27.5 mile stretch of road** runs from Petoskey to Cross Village. We highlight local attractions, ...

4.6 ★★★★★ (182)



Tunnel of Trees Heritage Route

<https://www.m119tunneloftrees.org> › learn

## Learn

The M-119 Tunnel of Trees Scenic Heritage Route runs along the northwestern coast of Michigan's Lower Peninsula, north of Harbor Springs and south of Cross ...



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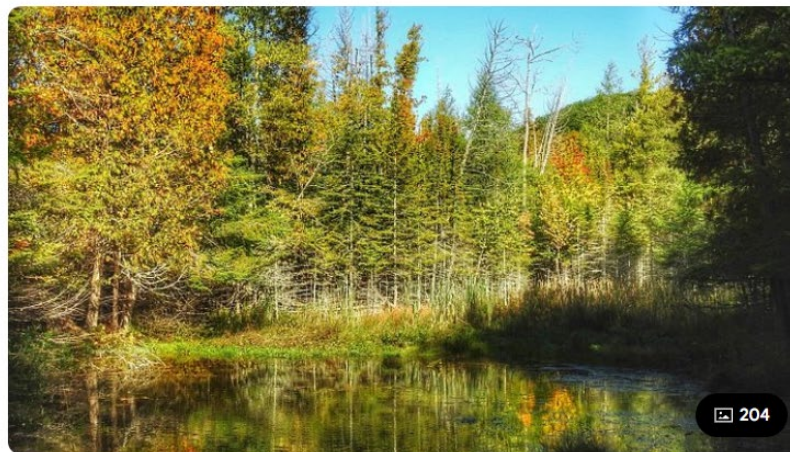
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4.2 (387 reviews) #2 of 17 things to do in Harbor Springs





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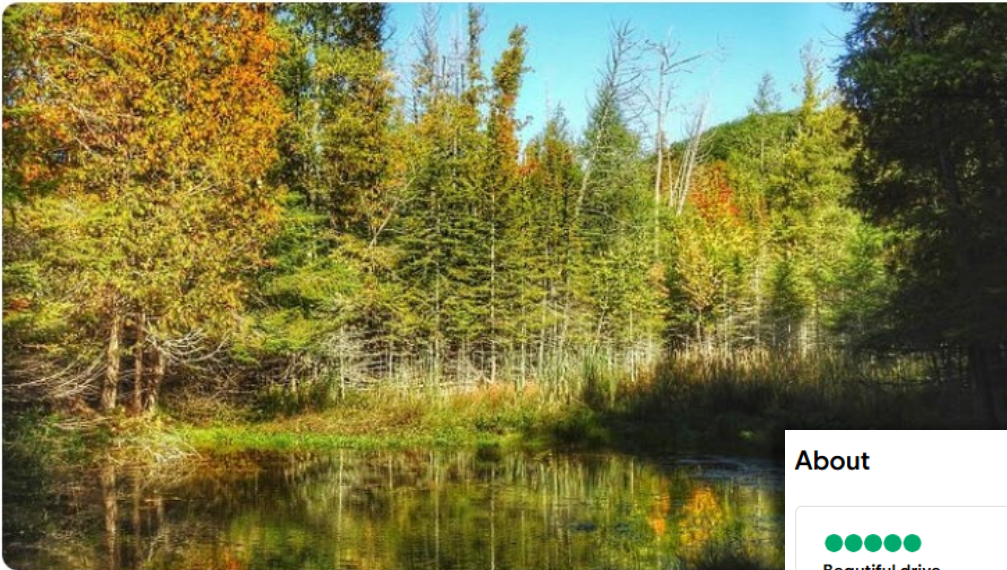
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### About



Oct 2024

#### Beautiful drive

Mid-October would be a perfect time to enjoy the foliage.

[Read more](#)



Oct 2024

#### Beautiful

Quirky twisted **narrow road** with fabulous tree canopy!



By BrianandFaithFalkowski

[Read more](#)

### Hours



Open now

Tuesday

12:00 AM - 11:59 PM



**mittens2018**

Jackson, MI • 8 contributions

👍 0 ...



### The Tunnel of Trees Isn't

Oct 2023 • Solo

It's not a "tunnel" of trees, it's a twist 1 and a half lane road with WAY too much traffic during tour. It's a great road to take on a motorcycle when it's not October and is no more than a parking lot jam packed with tourists.

Written May 27, 2024

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**norm m**

20 contributions



### Beautiful Drive

Oct 2023 • Friends

Very serene and peaceful! Not something you won't be disappointed.

Written November 16, 2023

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**BrianandFaithFalkowski**

Spring Lake, MI • 47 contributions

👍 0 ...



### Beautiful

Oct 2024 • Couples

Quirky twisted narrow road with fabulous tree canopy! We enjoyed it very much! Views of Lake Michigan at times. Be careful of the deer crossing! We saw several. Would highly recommend the drive!



**Teaveling**

San Diego, CA • 399 contributions

👍 0 ...



### That's a lotta trees

Sep 2024 • Family

I wished to avoid lots of cars so we went south on the tunnel of trees after an early dinner at Legs Inn. It was dusk when we were done. However almost no traffic at all. **More residences than I imagined which must be a bummer for them to have cars in front of their houses all season(s).** Anyway beautiful trees saw several deer and one jumped across the road in front of our car. The roads out to M119 from US31 were just as beautiful I have to say. The whole area is beautiful. Well worth the drive.

Written October 8, 2024

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4.6 ★★★★★ (182)



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## Guide to Michigan's Iconic Tunnel of Trees on M-119

by [Marty Hair](#) | May 3, 2017

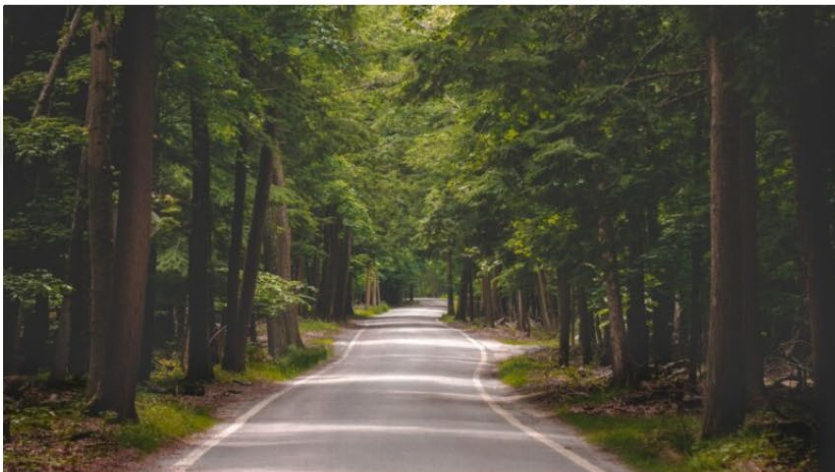


Photo by Connor Gray

Guide to M-119 Tunnel of Trees, a premiere Michigan attraction, including Northern Michigan restaurants, shopping, lodging from Petoskey to Harbor Springs.

Northern Michigan's Tunnel of Trees on M-119 is one of the state's most iconic attractions. The scenic road winds from Harbor Springs, north of Petoskey, to Cross Village, and takes about an hour without stops (see [facebook](#)).

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**Tunnel of Trees, M119**

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# M-119 Tunnel of Trees Scenic Heritage Route

## Learn

The Tunnel of Trees Scenic Heritage Route continues to work to ensure the residents of Emmet County the character of the region and will be managed in a manner that protects the "Tunnel of Trees."

## Resources

Please see the 2025 Pure Michigan Byways Spring Coordinators Call Presentation below:

- [Pure Michigan Byways Spring Coordinators Call 2025](#)

Please see the 2024 Pure Michigan Byways Workshop Presentations below:

- [Managing the Byway PMB Workshop 2024](#)
- [NSBF Grant Applications PMB Workshop 2024](#)
- [Marketing the Byway PMB Workshop 2024](#)

[View All Resources](#)

[2022 Tree Health Assessment](#)

[M-119 Management Plan Brochure](#)

[M-119 Management Plan Guidebook](#)

[Management Plan \(2018 Update\)](#)

[Management Plan \(2022 Update\)](#)

[Share the Road Bike Brochure Etiquette](#)

## Map of the M-119 Tunnel of Trees

The M-119 Tunnel of Trees Scenic Heritage Route runs along the northwestern coast of Michigan's Lower Peninsula, north of Harbor Springs and south of Cross Village.







# Pure Michigan Byways



Pure Michigan Byways offer a rich taste of all the grandeur and diversity the Great Lakes State has to offer. Outstanding natural beauty and many sites of historical, scenic, recreational and cultural significance have earned Michigan its place at the top of the list of travel destinations. Whether you're an outdoor enthusiast, a history buff or merely enjoy a relaxing drive in the country, Pure Michigan Byways will take you there. So, take the road less traveled and discover the wonders of Michigan's Byways.

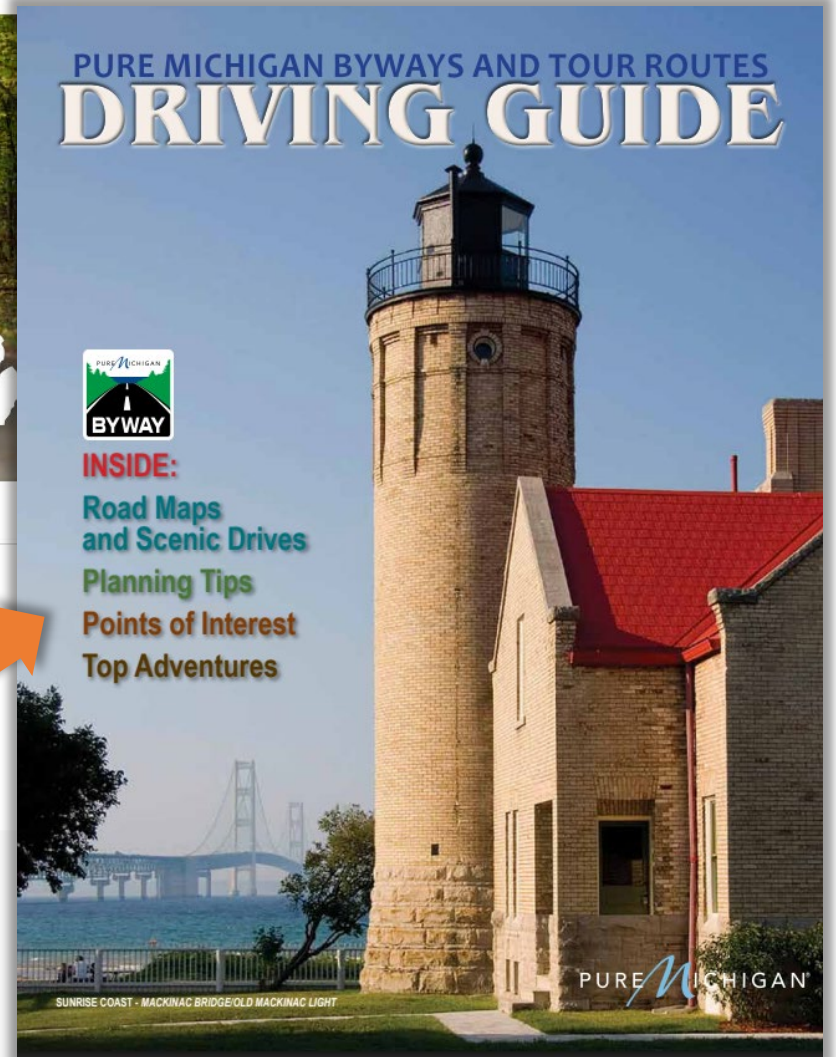
Learn more about it [MDOT's Byways Program](#)



## Pure Michigan Byways and Tour Routes Driving Guide

Michigan's wonders are easily accessible from the collection of 22 state and National Byways and Tour Routes. Each byway description in the driving guide highlights scenic, natural, historical, cultural, and archaeological attractions along the route. Maps and information regarding availability of services, time needed to drive and enjoy each byway and tour route, and best times of year to travel are included. The routes are categorized by their designations. Hard copies can be obtained at your nearest [MDOT welcome center](#).

[View the Driving Guide](#)





ROUTE	NAME	PAGE
<b>NATIONAL SCENIC BYWAY/ALL AMERICAN ROAD</b>		
1	Woodward Avenue	7
2	Copper Country Trail	10
3	River Road	13
<b>NATIONAL FOREST SCENIC BYWAY</b>		
4	Whitefish Bay National Forest	14
5	Black River National Forest	16
<b>STATE SCENIC BYWAY</b>		
6	M-22 Byway	18
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11	Sunrise Coast	31
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16	North Huron Recreational Trail	42
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<b>STATE HISTORIC BYWAY</b>		
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

## TOP ADVENTURES LEGEND

Look for these symbols in each byway's planning tips.

- |   |   |
|---|---|
| Natural Beauty                                | Bicycling                               |
| Hiking, Trekking and Mountain Climbing        | Boating, Canoeing, Kayaking and Rafting |
| National and State Parks and Recreation Areas | Camping                                 |
| Sand Dunes or Mountains                       | Fishing                                 |
| Island Experiences                            | Winter Sports                           |
| Lakes, Rivers and Waterfalls                  | Family Fun                              |
| Beaches                                       | Wine and Cuisine                        |
| Indian Country                                | Theatre, Arts, Culture and Heritage     |
| Wildlife and Bird Watching                    | Sports, Festivals and Events            |
| Photography                                   | Museums and Galleries                   |
|   | Breweries                               |



## NATIONAL HISTORIC LANDMARKS

Designated by the United States Secretary of the Interior, National Historic Landmarks possess exceptional value or quality in illustrating or interpreting America's heritage. These landmarks are shown in **Green** throughout this guide.

## NATIONAL REGISTER OF HISTORIC PLACES

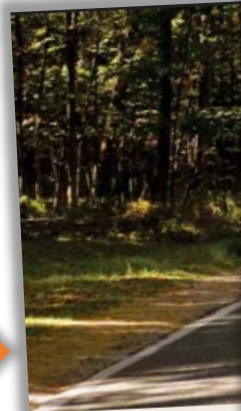
This National Register is an official list of the nation's historic places worthy of preservation. The program coordinates and supports public and private efforts to identify, evaluate, and protect America's historic and archeological resources. These places are shown in **Blue** throughout this guide.

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The Michigan State Police Office of Highway Safety Planning would like to remind you that, while enjoying Pure Michigan's Byways and tour routes, always buckle up and have a safe, sober driver.

### ABOUT THIS TOUR GUIDE

The byways are broken down into four tiers: the All-American Road, the National Scenic Byway, the state's Pure Michigan Byway and the National Forest Service's own Scenic Byway program. To learn more, please refer to the Byway Designations on page 68.



This centuries-old  
its can

Native people (Odawa) life trails created foot and followed the wind looking Lake Michigan Springs and Cross Village called Waganakising, is bent." When the Fr arrived, they gave it to Croche because of a that stood on the cre was visible for many used as a landmark t by canoe on Lake M American camps we all along the Lake M at various points, in Springs, Seven Mile Village (Good Hart),

Following the voyag missionaries, logge grantees came to t immense virgin har lost to logging and decline of that ind rail and passenger tourists to this are 1880s. In 1936, Mrs via her statewide r initiated a grassro and preserve the f eral hundred peop protecting the co to other plans bei would have modl commodate grow successfully petit

## Middle Village to Good Hart

East of the byway are two conservancy nature preserves. The 685-acre **Goodhart Farms Nature Preserve** on Robinson Road is a mix of meadows, hay fields, and a maple, beech, and ash forest with old orchards and pine plantations, and rolling scenic fields that offer views of Lake Michigan. There are 6.5 miles of marked trails with 3.5 miles groomed in winter that are ideal for hiking, horseback riding, snowshoeing, and cross-country skiing. The 220-acre **Elmer Johnson Nature Preserve** on Church Road is a mix of meadowlands and rolling hardwood forest dominated by beech, sugar maple, and red oak. There are 2 miles of trails with hilltops that offer magnificent views of Lake Michigan and Beaver Island.

The area now known as Good Hart was also called **Middle Village** after its location halfway between Harbor Springs and Cross Village. This area is also home to the first Jesuit mission, set in 1741. **St. Ignatius Church** was later built in the same vicinity as the mission in 1833 and is located west of the byway on Lamkin Road. The present building was built in 1889 with the tall steeple. There is a pathway that leads to the **Middle Village Beach**, a popular spot for swimming in Lake Michigan. The **Good Hart General Store**, built in 1934, was a general grocery, butchery, and gas station and is still in operation as a general store that hosts the post office. It has many of the original features still intact.

About 4 miles north of Good Hart is the **Area of the Old Council Tree**, which was in close proximity to the byway. In this area, beneath a large tree, tribal chiefs of the Menominee, Ojibwe (Chippewa), and Odawa held many councils in the late 1700s. The tree was also used as a navigational tool during seasonal migrations.

## Good Hart to Cross Village

Stop by the conservancy's 62-acre **Woolam Family Nature Preserve** that has Lake Michigan frontage with mature beech-maple hardwoods near the byway to mixed upland conifers near the water. The half-mile trail takes you through the hilly woods to the Lake Michigan shoreline.

The byway ends at Cross Village, which sits high on a bluff overlooking Lake Michigan. The first known settlers of Cross Village were members of the Odawa Tribe, who picked the area near Cross Village because of its suitable terrain to grow corn. They established a small village in the late seventeenth century and called the settlement Waganakisi. The first Europeans to arrive in Cross Village were French Jesuit missionaries, who set up a mission in the early eighteenth century and likely placed a white cross on the bluff, as was their custom. Later, Cross Village was known for its lumber and commercial fishing.

The Conservancy's 0.4-acre **Shurtleff Preserve** is located on the bluff between the byway and Lower Shore Drive and provides magnificent views of Lake Michigan. Visit the **L'Arbre Croche Museum**, which features information beginning with the Odawa through present day. There are separate rooms dedicated to the Native Americans and the lumber industry with artifacts and displays showcasing the rich history of the village over the past several

## TUNNEL OF TREES

hundred years. There is also a research room containing many books on the village. **Legs Inn** restaurant was built in 1921 and was named for the stove legs that adorn the roofline of the unusual and artistic structure. This Michigan Historical Site sits on the bluff overlooking Lake Michigan and is known for its unique atmosphere and authentic Polish cuisine. The 9-acre **Port of Cross Village Park** on Lake Michigan provides beach access, a boat launch and picnic tables.



8

## PLANNING TIPS

**GETTING THERE:** The route begins in Harbor Springs and follows northern Emmet County's Lake Michigan shore, traveling through the village of Good Hart and ending at Cross Village.

**GAS, FOOD AND LODGING:** Food establishments are available in Harbor Springs, Good Hart, and Cross Village. Cottage, cabin rentals, resorts, hotels, motels, and B&B lodging are available in the Harbor Springs and Petoskey areas.

**BYWAYS THAT ARE NEAR:** Sunrise Coast, US-2 Top of the Lake Scenic Byway, North Huron Recreational Trail

### LOCAL RESOURCES

**M-119 Tunnel of Trees**  
[www.m119tunneloftrees.org/](http://www.m119tunneloftrees.org/)  
**Harbor Springs Chamber of Commerce**  
[www.harvorspringchamber.com](http://www.harvorspringchamber.com)  
**Emmett County**  
[www.emmettcounty.org](http://www.emmettcounty.org)

DRIVING DISTANCE	20.5 MILES
DRIVE TIME	1 HOUR
PLAN TO SPEND	3-5 DAYS
BEST SEASONS	YEAR-ROUND
TOP ADVENTURES	



# M-119 Tunnel of Trees Scenic Heritage Route

Preserve Protect Learn Connect



Photo © Paul Horgan Photograph

preserving and enhancing the scenic, natural, and cultural integrity of the M-119 corridor

Preserve



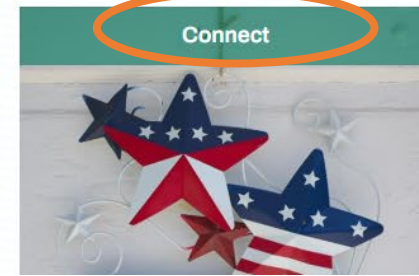
Protect



Learn



Connect





# Preserve

*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.*



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. That movement continues to the present day.

In 1993, the Michigan Heritage Route Program was created by Public Act 69 of 1993, giving the State of Michigan the authority to designate heritage routes. Under the Heritage Route Program administered by the Michigan Department of Transportation, local communities have the opportunity to apply to have routes designated under one of three categories: scenic, recreation, or historic. Essentially, route designation enables local communities to preserve or market the corridor.

In June 2001, the M-119 Heritage Route Committee was formed to develop the M-119 Heritage Route Management Plan. The Northwest Michigan Council of Governments (NWMCOG) staff members worked with a dedicated group of representatives from Cross Village, Friendship, and Deadwood Townships and the Emmet County Lakeshore Association to develop the Management Plan. The





# M-119 Tunnel of Trees Scenic Heritage Route

Preserve Protect Learn Connect

## Protect

*The Committee is dedicated to preserving and enhancing the scenic, cultural, natural, and historic characteristics of the M-119 Corridor*

### Goals of the M-119 Tunnel Of Trees Scenic Heritage Route Committee

The Committee is dedicated to preserving and enhancing the scenic, cultural, natural, and historic characteristics of the M-119 Corridor.

- Balancing growth and development with preservation and conservation

Future land use along the corridor will be influenced by a variety of factors: individual land owners' decisions, regulations, the state of the economy, land costs, and pressures resulting from changing demographics and recreational and travel patterns.

- Balancing roadside safety with aesthetics

Safety is of primary importance along the roadway. Preserving and protecting the natural, cultural, and scenic character of the corridor is an equally important goal.

- Maintaining steep slope integrity

Township residents along the corridor have expressed concern regarding shoreline development. The M-119 Management Plan supports efforts to minimize the disruption of steep slopes that could damage the integrity of the roadway and undermine the safety and character of the corridor.

- Preventing intrusions to scenic character



# Messaging for Visitors to The Tunnel of Trees

## Possible next steps:

### Short Term

- Request Pure Michigan change links from Facebook fan page to MDOT feature.

### Long Term

- Request funding from Pure Michigan Byways to work with a marketing consultant to help improve messaging.
  - **Visitors Guide** that promotes the beauty, history, and local points of interest, but also communicates how to visit the TOT safely and respectfully.
  - **Website content** organized by target audience. For example:
    - Plan Your Visit
    - Landowner Resources
    - Byway Committee

