

**TC ↔ CHX Trail: Village of Elk Rapids Routing
Stakeholder Meeting Notes
July 15, 2019**

SOUTH BAYSHORE

Opportunities:

- Already a designated bike route through the Village
- 25 mph speed limit
- No stop signs
- Scenic
- Light traffic
- Lower cost (as not continuing separated trail along 31)
- Elk Rapids Day Park/Art Park
 - o Access to restrooms, parking, beach, water, and art
 - o Go off-road and route through entire park
- Veteran's Memorial Park
 - o Brings you down to the beach and bathrooms
 - o Cedar St. vs Dexter St.
- More public access (parks and road ends)
- Natural route - trail users coming north along US-31 will cut down S Bayshore regardless
- Bring trail users into town and the businesses
- Subdivision road (unfinished) – potential new routing option?
- Route from US-31 to S. Bayshore, then route onto less travelled street
- Paradise Pines

Constraints:

- No shoulder/narrow shoulder
- Traffic? High? How many cars?
- River Street concerns
 - o Angled parking and lots of parked cars
 - o Heavy pedestrian traffic
 - o No stop signs

BRIDGE STREET

Opportunities:

- Already the US 35 bike route
- Wider
- Good visibility
- Zoned for business (not residential) – directing people on the business route
- Parking at Administration/Gov't Center
- More direct route
- Connects to the Lamoreaux neighborhood and Miller's Park (by continuing along US-31)

Constraints:

- More curb cuts (zoned for biz)
- Does not take trail users through the business district
- Does not take trail users through the park district
- Parallel parking on both sides
- Corner of Bridge and River St. is blind
- Boat trailer parking

- Gets more congested as get into town - corner of Bridge and River St.
- Not attractive (less “wow” factor)
- Blind spot at Lamoreaux (along 31, before 4th st)
- Separated trail stays on US-31 longer – more expensive and more topography

US-31 (Continuation of separated trail)

Opportunities:

- Services more neighborhoods (Lamoreaux apartments, Millers Park) and east side of town/Ames
- Trail users turn off wherever they choose
- Fewer people riding all over the place

Constraints:

- MDOT bridge - How to cross? Too narrow as is for bikes
- Cost/expensive
- Fewer people directed/going downtown
- More people riding all over the place?
- First impressions? How will people perceive coming into town?
- More people trying to cross over into Rotary Park?

East-West Connection

- Need to take east-west connection into account. Village Council is looking into this area, including how to improve Ames (including access to Ames)
- Regardless of where trail traffic is, needs to accommodate crossing and access to the east, and is important for east side improvements
- It connection needs work
- Dependent on trail routing from the north (which side of US-31)
- Plans for MDOT bridge re-development?
- Boardwalk needs improvement
- Intimidating intersection
- Not well signed
- Crossing over and/or under at the intersection?
- Crosswalks but no sidewalks – lot of dollars to make those ADA accessible

Other/Considerations:

- Traffic counts on S Bayshore and Bridge street
- Could ask Chief about stop signs
- People are going to scatter when they get into town
- At some point need to talk to BATA?
- For on-road options – needs to be 25 mph, and 2500 cars or less – if this is viable option – look into it
- Does the Harbor care where routed?
- How was Traverse City’s in-town route determined?
- River Street – Could parking be changed to parallel? Or is there a way to divert bikes to the trail here?
- Identify/use a less travelled street than River St. to continue S. Bayshore route
- Route through the Day Park off south bayshore
- Route from US-31 to S. Bayshore, then route onto less travelled street
- Explore routing by the harbor
- Evaluating any opportunity to go off road