



**Pathways**  
TO SLEEPING BEAR

# Sleeping Bear Heritage Trail Fact Sheet

- The Sleeping Bear Heritage Trail (SBHT) idea came from the Leelanau Scenic Heritage Route (LSHR) Committee. The State of Michigan designated the LSHR in 2001 to preserve the beauty and historical integrity of State Highways M-22, M-109, and M-204 while also keeping the roads safe.
- The LSHR Committee is a broad partnership of all 12 townships and villages along the route, Leelanau County, the Michigan Department of Transportation (MDOT), Sleeping Bear Dunes National Lakeshore (Lakeshore), the Grand Traverse Band of Ottawa and Chippewa Indians, the Leelanau Conservancy, the Leelanau Conservation District, area chambers of commerce, and local citizens. The Northwest Michigan Council of Governments coordinates the Committee's activities. Information and materials can be found at [www.nwm.org/lshr.asp](http://www.nwm.org/lshr.asp). The SBHT concept is supported by all members of the LSHR and is the group's top priority.
- Planning for the SBHT began in 2005 when the LSHR suggested the idea to the Lakeshore. The SBHT concept received repeated public reviews in the Lakeshore's General Management Plan process, and was included in the final Plan. In 2009, an Environmental Assessment (EA) for the SBHT was completed that included diligent efforts to solicit input from interested parties through two public review periods and a series of public meetings. The EA demonstrated that the SBHT will have no significant impact on any natural or cultural resources along the route.
- The SBHT will be a hard-surfaced, multi-use trail paralleling M-22 and M-109 for 27 miles through the Lakeshore. It will provide a safe, non-motorized, multi-use transportation alternative connecting the Lakeshore's main visitor destinations with Glen Arbor and Empire. The SBHT will give walkers, runners, wheelchair users, bicyclists, baby strollers, and rollerbladers a safe, enjoyable, and car-free way to access and explore the Lakeshore and neighboring communities.
- The Lakeshore has less than a mile of universally accessible (handicapped accessible) trail. The SBHT will meet the ADA Accessibility Standards for Outdoor Recreation wherever possible so the Lakeshore can be enjoyed by people of all ages and physical abilities.
- The SBHT uses existing transportation corridors to avoid environmental impact – old rail beds and roadways, and existing road rights-of-way and trails. It will not fragment the Lakeshore's pristine areas nor impact proposed wilderness.
- The Lakeshore has over 100 miles of soft-surfaced hiking trails, including about nine miles for equestrian use. It has zero miles of trail suitable for bicycles and other non-motorized wheeled recreation. The road shoulders along M-22 and M-109 DO NOT provide safe or enjoyable recreational opportunities for most people, especially families with children.
- The SBHT will include interpretive exhibits along the route to help visitors understand and appreciate the natural and historical resources of the Lakeshore.
- The SBHT will meet the American Association of State Highway and Transportation Officials (AASHTO) Standards for trail safety, including those for width and grade. The SBHT will be 10 feet wide with 2 feet of clearance from trees on either side. In forested areas, the route will wind among the trees to minimize cutting.
- The AASHTO standards state that a paved surface is preferable, noting that crushed aggregate "provide(s) a much lower level of service and require(s) higher maintenance." The SBHT will be hard-surfaced in order to accommodate wheeled recreation of all types, and will vary between pavement, crushed aggregate, and boardwalk, depending on the resources to be protected. The surface will be paved except where a different surface is absolutely essential to protect resources.
- The SBHT is similar to other trails throughout the National Park Service, including paved bicycle trails in Grand Teton National Park, Yosemite National Park, Cape Cod National Seashore, Indiana Dunes National Lakeshore, and Valley Forge National Historic Park, to name a few. Similar non-motorized trails in the region include the Leelanau Trail, the Boardman Lake Trail, the Little Traverse Wheelway, and the Beaver Island Trail.
- The Federal Highway Administration National Scenic Byways Program has awarded \$1.3 million to design, engineer, and construct the first segment of the trail that will connect the village of Glen Arbor to the D.H. Day Campground and on to the Dune Climb. Construction is scheduled for spring 2011.

**MAP B**  
**SBHT PROPOSED ROUTE**  
 LEELANAU SCENIC HERITAGE ROUTE TRAILWAY MASTER PLAN



**TRAIL LEGEND**  
 Proposed Trailway



**GENERAL LEGEND**

- State Trunkline
- County Primary Roads
- County Local Roads
- Village Roads
- Other Roads
- Existing Hiking & Skiing Trails
- Recommended SLBE
- Wilderness Boundary (1981)
- SLBE Boundary
- Rivers
- Lakes
- Village Boundaries
- Township Boundaries
- Aquatic Bed
- Forested
- Agricultural

Base GIS Data: Michigan Framework Data  
 1992 National Land Cover Dataset  
 1992 National Wetlands Cover Dataset  
 National Park Service  
 NAD 1983 UTM ZONE 16N



Little Traverse Wheelway



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