

1. INTRODUCTION

C2AE was provided with three alternate trail routes through the Village of Elk Rapids, as part of the overall Traverse City to Charlevoix Trail (please refer to attached map of trail routing options). C2AE was tasked with assessing the alternatives and providing feedback for consideration by the Village and Project Team. In November 2019, C2AE designers and project engineers performed a site visit to Elk Rapids, to review and evaluate the various routes under consideration within the Village. Taking into consideration a number of factors, C2AE prepared the matrix and notes below, to assist the Village and Project Team in Choosing by Advantages. The route selection criteria includes evaluation of overall constructability, recreational experience, safety and cost considerations.

While each of the routes considered had both opportunities and challenges, the preferred route when Choosing by Advantages is Route A – South Bayshore Dr. to Ottawa St. to Oak St. to River St. to Dexter St. Refer to the Table -Trail Route Choosing by Advantages on the following page.

Village of Elk Rapids - Traverse City to Charlevoix Trail Route Choosing by Advantages						
Route Selection Criteria		Route A - S. Bayshore Drive (Shared Roadway)	Route B - Bridge Street (Shared Roadway)	Route C - US-31 (Separated Path)	Notes:	
1	Overall Safety of Route	4	3	2	The separated trail would be a safer option only if a separate bridge or separated trail were present over Elk River	
2	Aesthetics (trees, open water, views, etc.)	5	3	3	Route A – Oak to River to Dexter is a premier stretch in terms of aesthetics	
3	Recreation Connectivity (parks, etc.)	5	3	2	Route A provides direct access to Elk Rapids Day Park, Veteran's Memorial Park	
4	Downtown Connectivity	5	4	1	Route C provides complete pass-by of the Village, while routes A & B run through the downtown (A for longer than B)	
5	Natural Resource Impacts	5	3	1	Wetlands on US-31 will require boardwalk construction on Route C; drainage ditches on US-31 will require boardwalk construction on Routes B & C	
6	Topography	3	4	4	Small hill near south end of S. Bayshore Drive	
7	Potential User Conflicts (parking, congestion, etc.)	3	2	4	Traffic congestion, parking and turning movements to be expected in downtown area	
8	Cost of Construction	5	2	1	Routes B & C will require boardwalk along US-31 between S. Bayshore and Heights Dr.; Route C will also require boardwalk between First & River St. and possible bridge construction over Elk River	
9	Cost of Engineering	5	3	1	Routes B & C will require boardwalk along US-31 between S. Bayshore and Heights Dr.; Route C will also require boardwalk between First & River St. and possible bridge construction over Elk River	
10	Cost of Easements	5	3	2	Easements may be required for boardwalk construction and to accommodate existing drainage and ditching along US-31	
11	Driveway conflicts (residential, commercial, etc.)	3	1	4	Several commercial drives and some residential drives along Bridge St. route.	
12	Intersection/Intersection Road conflicts	3	2	4	Many intersecting streets and site distance at Bridge St & River St intersection along Route B	
Choosing by Advantage Score:		51	33	29		
Rating Scale: 5 = Highly desirable 4 = Desirable 3 = Neutral 2 = Undesirable 1 = Highly Undesirable						

1.1 Additional Route Review Notes

Route A – Shared Road Along South Bayshore Drive (Including Ottawa, Oak, River and Dexter)

1. 25 mph, mostly residential roadway in good condition
2. Roadway is fairly narrow (no consistent shoulders) and would need to be a true shared road, signed as such with pavement marking Sharrow and signage
3. Tree cover over roadway in some areas – providing scenic views and shade
4. Due to large trees, roadway widening may be challenging, without tree removal and changing the look of the road (tree removal is not required for shared use roadway)
5. Runs right along Elk Rapids Day Park
6. Several driveways, but few intersecting roads and no dedicated parking along Bayshore Dr.
7. Ottawa and Oak Streets are low speed, residential streets
8. River Street from Oak to Dexter is a premier stretch along this route, offering: open water views, Veteran's Memorial Park access, Elk Rapids District Library/Island House access via footbridge, downtown business access, etc.
9. River St includes angled and parallel parking which does provide conflicts; East of Pine St. the downtown atmosphere (buildings on ROW, on-street parking, etc.) encourages slow speeds and caution by bicycle and vehicle traffic
10. Proper signage and pavement markings would be necessary to notify all users of the shared roadway
11. Dexter provides views of the water and marina and access to open/park space
12. Improvements at Dexter & US-31 would need to be made to provide a safe route for trail users, perhaps starting west of N. Bayshore Dr. to get off or back onto the separate trail heading north out of Elk Rapids.

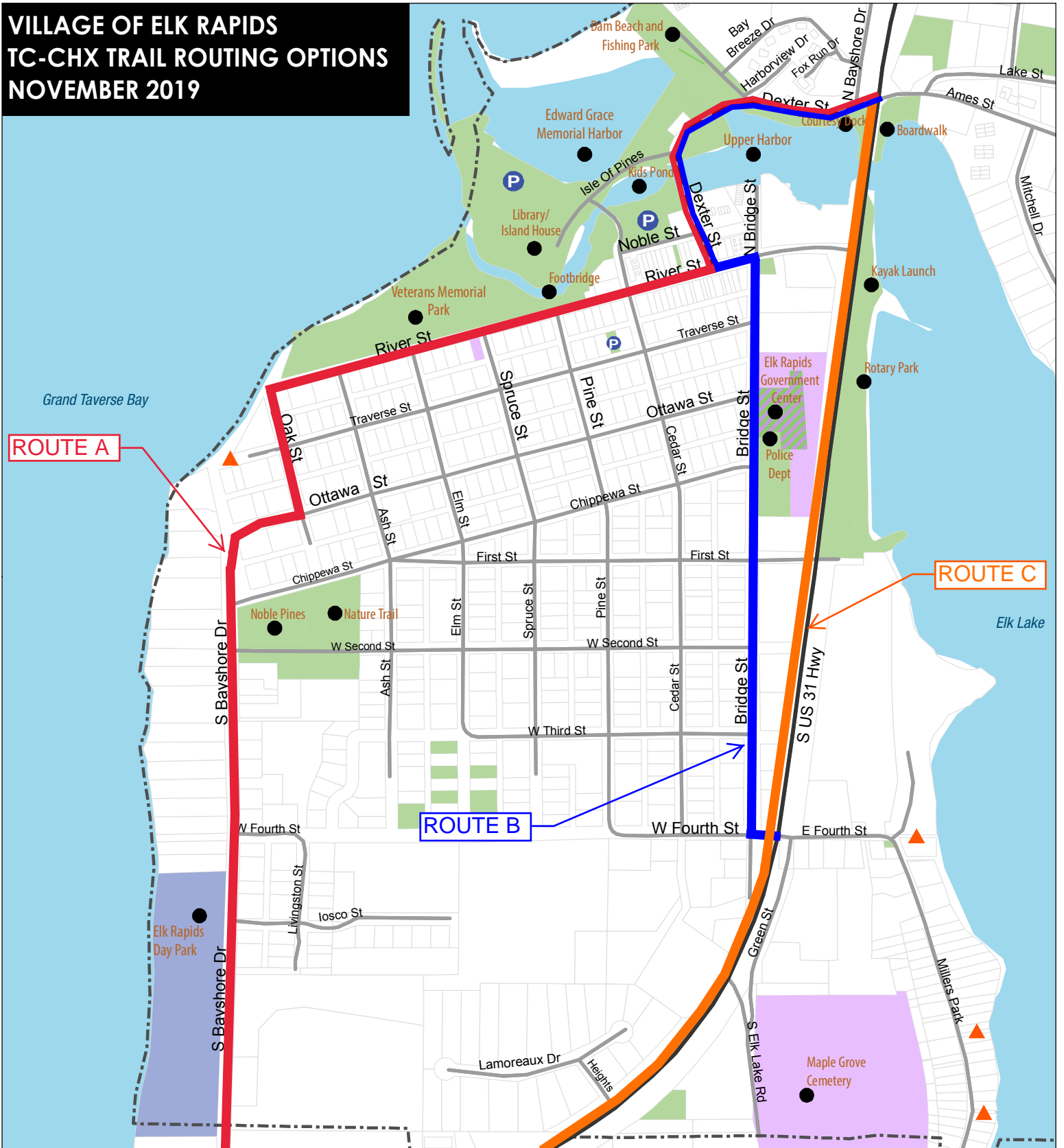
Route B – Shared Road Along Bridge Street (Including Fourth, River and Dexter)

1. 25 mph, mostly commercial/governmental (some residential on west side) roadway in good condition
2. Current, signed bike route
3. Multiple intersections, driveways and parallel parking present for the full length of Bridge St.
4. Bridge St. does not offer views of lake or connection to parks or open spaces
5. Poor site distance at Bridge St. & River St. intersection
6. River St. & Dexter St. include parallel parking and congested roadways – downtown atmosphere (buildings on ROW, on-street parking, etc.) encourage slow speeds and caution by bicycle and vehicle traffic
7. Brings trail users into and through downtown
8. Dexter provides views of the water and marina and access to open/park space
9. Improvements at Dexter & US-31 would need to be made to provide a safe route for trail users, perhaps starting west of N. Bayshore Dr. to get off or back onto the separate trail heading north out of Elk Rapids.

Route C – Separated Trail Along US-31

1. Boardwalks and/or easements would be required in locations where significant drainage ditches are present (between Bayshore Dr. & Heights Dr.) with significant cost ramifications
2. Boardwalks would likely be required between First St. & River St. (wetlands)
3. North of River St. there is not sufficient width to construct AASHTO compliant separate trail (existing guardrail & bridge).

VILLAGE OF ELK RAPIDS TC-CHX TRAIL ROUTING OPTIONS NOVEMBER 2019



KEY

- Public Amenities
- ▲ Road End Access
- ⬡ Village Boundary
- Parcels
- Village of Elk Rapids
- Elk Rapids Township
- ▨ Village/Township
- Antrim County

