

Mackinaw City Council Gets a Look at Preliminary Bike Trail Plans

Trailhead Committee Wants To Start Buying Bicycle Racks Next Year

By Michael Ayala

Deciding to create a bicycle trail through Mackinaw City is a philosophical decision, Planning Commission Chair Rob Most told the Mackinaw City Village Council. If council members wish to draw

friendly, family-oriented people in the future, a bike trail will fit that goal, he said.

Sandy Planisek, Rosada Mann, and Bo Whipkey of the trailhead committee presented their bicycle trail plans to the council during a

meeting at the Mackinaw City Village Hall Thursday, October 29. Mrs. Planisek explained the trails can make Mackinaw City a more attractive destination, as people would be able to ride along the paths and explore the village at their leisure. While the same can be accomplished with a car, people are more likely to jump into their car and drive away, rather than explore

as they would on a bicycle. Other benefits offered include relieving street congestion and reducing parking demand.

The plan indicated a proposed route that would take cyclists around town from the trail head behind Central Avenue, down to the state dock, along the lake front near Arnold and Shepler's boat lines, past Fort Michilimackinac, and back to the trail head. Potential areas for bicycle racks were also included on the plan. In the beginning, some paths would be paved, while others would not.

was discussed, as well. The basic outline includes paved, unpaved, and mountain bike paths that extend from the trail head due west toward the Mackinaw City Historic Village. From the village, the trail travels north to Central Avenue and south toward French Farm Lake, Mrs. Planisek said. The path would then run toward Wind Turbine Park and the trail head. Mrs. Planisek stressed the cross-town loop is a proposal, and easements and land swaps with residents would be needed to create the trail.

Bike stations could be built around bicycle racks as the trail

project continues, the trailhead committee explained. Signs could be placed at each seating area detailing the route, as well. Stylized bicycle racks could be used, the committee said, including some racks that look like bicycles.

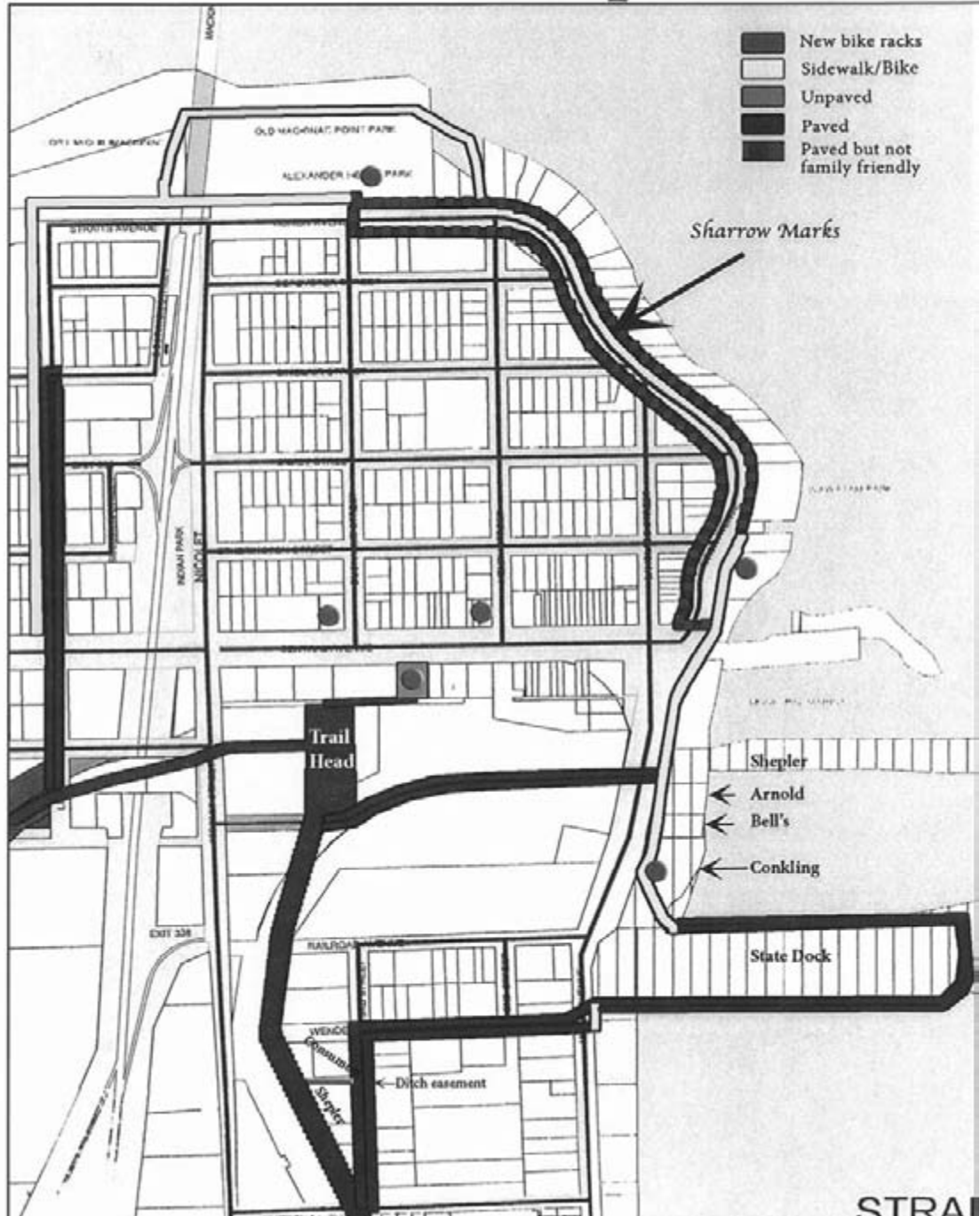
A problem area identified in the plan was along North Huron Avenue. Sharrow marks, symbols that indicate a particular lane can be occupied by bikes, would be placed along North Huron but would not be "family friendly," according to the plan. Mrs. Planisek explained North Huron is not striped, and often times cars drive all over the street.

Another issue identified was near the fort. The path is smooth, but ends near a road. If the cyclist continued across the street in the same direction, he would have to take a sharp turn to get to the next path or ride into the nearby grass. The issue would need to be addressed in the future.

The committee included a list of improvements for the downtown trail loop along with a very rough breakdown of prices. In 2010, the committee wants to install eight bicycle racks around town at an estimated cost of \$1,000 per rack. Other work included a set of 20 to 30 trail signs costing roughly \$5,000, curb improvements for several areas the trail would pass through estimated between \$1,000 to \$3,000, and grading and gravel work around the west side of Louvigny and south end of Louvigny to the trail, for roughly \$3,000 to \$5,000.

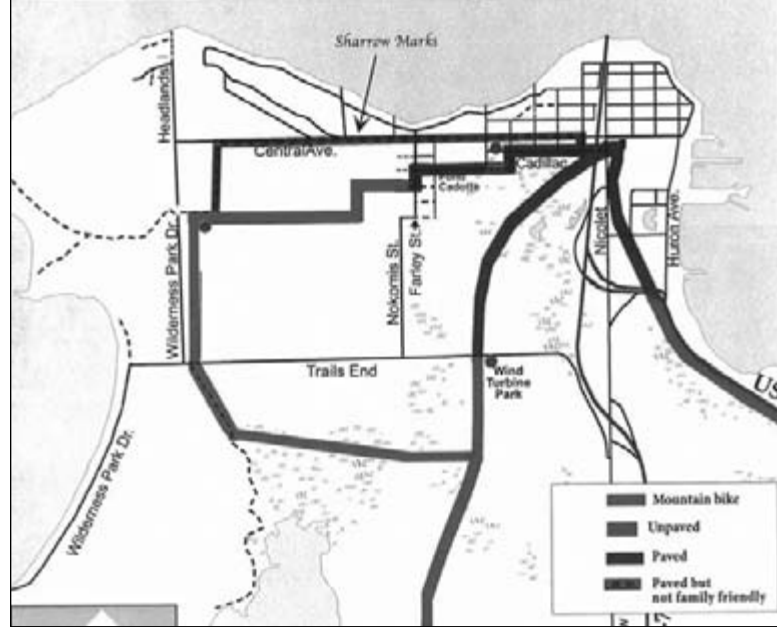
The plan will be considered at a future council meeting. No action was taken during the October 29 meeting.

Around-town Loop 2010



This trail map shows an example of what the Mackinaw City Trailhead Committee would like to see developed around the village. Bicycle rack locations were also included in the plans. (Image provided by the Mackinaw City Trailhead Committee)

Cross-town Loop 2010



This map details a proposed bicycle path that would also function as a mountain bike trail in certain areas. Ideally, the trailhead committee would like to see more of the trail paved. (Image provided by the Mackinaw City Trailhead Committee)

Looking Back

Looking Back: From page 21

attend both the shows in Chicago and Detroit. That leaves the "Bridge Cities" to handle the enormous task of attracting and convincing visitors to the two shows that they should definitely plan to spend their vacations and holidays in the Straits Area next summer.

Having played to capacity audiences for the four nights of their November production, the Straits Area Playcrafters have set their sights on their new production.

The cast has been chosen for "Play It Again, Sam," a comedy to be presented in February. Shirley Peterson, director, said the 20 taking

part was the most ever taking part in Playcrafters tryouts.

In the cast, Ed McNamara has the Bogart dream part, Jim Vaughn will be Alan Felix, Judy Watson will be Linda Christie, and Toby Denny, a coast guardsman, will play Dick Christie. The women in Jim's life are played by Kathy Jackson, his dream-sequence wife, Julie Hagen, Patricia Ramsey, Judy Ryerse Joyce Wait, Mimi Gustafson, Cheryl Schlehner, and Deanna Fennell.

30 YEARS AGO
The Weekly Wave
November 29, 1979

An update on the Don Neal memorial beacon, increased mem-

bership efforts, the August annual dinner meeting, and discussion on the proposed Army Corps of Engineers' channel dredging made up the agenda in a more than two-hour meeting of the Les Cheneaux Islands Association held on Saturday evening, November 24.

Strong disapproval was voiced to the proposed United States Army Corps of Engineers dredging operations in Les Cheneaux Islands channels and Cedarville harbor, scheduled for the summer of 1980.

This dredging operation was considered as costly, impractical and unnecessary by those present. Specific factors cited were the shallow draft of most drafts, the average 12-foot water depth, the rapidly filling in of displaced channel surface, and the fact that there was not one grounding of a boat last summer.

Other effects shared by Association members of the channel dredging were cited as the pollution of the area waters, the adverse effect on fishing, the despoiling of the natural beauty of Cedarville Bay and adjoining channels, and presumed "unsightly debris" to be left in streets and highways by the dredged materials being hauled to the dump. The disrupted highways in the midst of the summer business was also felt to be a potential problem of the dredging.

A formal protest to the dredging program will be drafted... and sent to the U.S. Army Corps of Engineers.

Most of the hunters in the Eastern Upper Peninsula are probably not noticing the effects yet of decreasing deer herd size, with biologists estimating hunter success, both here and around the state, remaining at about 10 percent.

In District IV, which covers the Eastern U.P., herd size is down about 30 to 40 percent, said District Wildlife Biologist Jack Cook. Hunters are down about 20 to 30 percent, however, he said, allowing the success to remain about the same.

Severe winters for the past three years have significantly reduced the deer population in the District, said Cook, with survival of the spring fawn low. Cold winters, deep snow, and late spring breakup are disastrous to the unborn and the newly born. Many doe will abort in the winter or fawns, if they are born, will die shortly thereafter, victims of malnutrition. Older deer, unable to reach food, will starve to death.

Without yearlings to make up much of the herd, the deer being shot are older.

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