

Pure Michigan Byways Report for Fiscal Year 2021

Public Act 69 of 1993, Michigan Heritage Routes, as amended by Public Act 445 of 2014 to change the name from Heritage Routes to Pure Michigan Byways (MCL 247.958, Section 8) states that, by December 31 each year, the department shall report to the commission, the governor, and the legislature the following information regarding this act:

(a) Routes designated as Pure Michigan Byways during the previous year.

(b) Deletions or other changes made in the Pure Michigan Byway system during the previous year.

Routes Designated as Pure Michigan Byways in 2021:

- There were no designations in 2021.

Deletions of other changes made in the Pure Michigan Byway system during 2021:

- There were no deletions to the collection of state and federal byways in 2021.

Routes currently under consideration for nomination under the Pure Michigan Byway system:

- M-37, Old Mission Peninsula Byway, was mentioned in the 2020 report as having the potential to be declassified from a trunkline and therefore, lose its Byway status. Plans to declassify have been abandoned. M-37 is remaining a trunkline for a variety of reasons and will remain a Pure Michigan Byway for the foreseeable future.
- M-26, a resident of the Keweenaw Peninsula brought forward the proposal that M-26 become part of the Copper County Trail Byway. This byway is currently M-41 from Houghton to its terminus just before Copper Harbor. M-26 is considered a Spur Route of this Byway. In September 2021, Jerry Wuorenmaa of Western U.P. Planning & Development Region sent the resident information on the course of action needed for M-26 to become its own byway. There has been no further action on this inquiry.

Pure Michigan Byway
Statewide Transportation Planning Division
Michigan Department of Transportation

