

## **Boyne City to US 31 Non-motorized Trail Forum**

### **Responses from groups during December 10, 2009 forum**

The responses below are directly transcribed from unedited flip charts generated by each group.

#### **GROUP 1**

##### **Question 1**

Is safe passage for cyclist and walkers  
    Danger of cars/people/bikes  
Nice for kids learning to ride bikes  
Exercise/recreation for people  
    Entire community too  
Big attractions for visitors/tourism  
    Gives them something to do  
    Why US 31 proves this  
Great economic addition (around Lake Charlevoix)  
Safety due to traffic  
Variety of recreations opportunities (walk, bike, rollerblade, roller ski, etc...)  
Makes area more accessible  
Brings people together  
Connect with existing trails (31-Petoskey, Boyne to Harbor Springs on bike)

##### **Question 2**

Maintenance  
    Why – have seen other trails not maintained fall apart.  
Cost to build  
    Can we afford it?  
Cost of waiting to build  
    More expensive in future  
    Finding funding may be harder in future  
Why doesn't each city have separate bike paths – circular path around each city, then connect the cities on a main path.  
May not happen  
    Why – needs to happen for safety  
Due to density of woods – Adequate view for driveways, etc. –safety  
Design – will it be safe at crossings , etc.  
Design Curbs for smooth riding  
Impact on property owners and public lands  
    How this will be taken into consideration  
Length of this process  
    When will we be riding  
Save all property owners been contacted and checked deeds that we sold to the county.  
Wetlands  
How to keep motorized vehicles off the trail  
Restrooms

Parking  
Access points

### **Question 3**

Fees for bikers/users

Location/route/which side?

Other roads of choice to be considered – not just main road

Maps next meeting showing where bike path could go other less traveled roads.

Easement permissions

What road makes most sense for ease of use and safety

What research has/can be done to give tax breaks to property owners that give up land.

What recourse does county have when 1-2 property owners block the process.

Property owners liability for having a path on their land –will it impact their rates, etc.

What research has/can be done that shows increased safety with trail (lives saved, etc.)

Who are stake holders?

Can we use snowmobile trails in Summer?

### **Question 4**

More land owners

Summer residents

Government – Road and County Commissioners

Experts/best practice from other committees that are successful

Groups representing groups with various handicaps that may use trail

Contractors/Designers of other trails

Biking associations (local and state-wide)

Other new bike users/moms with baby joggers, inline skaters, walkers, cross country ski club, dog walkers.

Tim VanAlstein – Boyne City (snowmobile right of way expert)

Event promotions (Boyne triathlon)

## **Group 2**

### **Question 1**

Safety because traffic

Nothing loaded question

Exercise healthy lifestyles

Make area nicer for young people

Economic families use support area

Increase land value connectivity

Inexpensive exercise available to all

Attract visitors

Use by organized activities cross county

### **Question 2**

Construction of trail respect property rights aesthetics

May not remain non-motorized trail because snowmobiles

Ruin property values people will not be next to trail

Spoil view shed, woods field, farms  
Cost of trail not a good use of tax dollars  
Increase road noise due to removal of trees  
Take private property  
Privacy trail will disrupt  
Definition of highway.  
Maintenance – how will it be paid for.  
Taxes would it increase?  
Liability  
People in favor not adjacent property owners

### **Question 3**

Can trail be converted to motorized? Information to confirm  
Will it be contracted according to existing plan?  
How will infrastructure (driveway crossing signs curbs) be paid for?  
What planning has been done in regards to public facilities? (bathrooms, parking etc.)  
Homeowner permission needs to be obtained  
Where is ROW? Need to find  
How many trees removed? Need inventory  
Will these be curbs?  
Different options available? Show different routes 3-4 if possible  
Participation of all?

### **Question 4**

Property owners who are not here  
Status of grant?

## **Group 3**

### **Question 1**

Access to rec without being on road “safety”  
Like nothing about it  
Quality of life encourage bike tourism to amenities area  
Safety and pleasure bikes and cars don’t mix  
Family  
Increases property values  
Question property values

### **Question 2**

Not being built?  
Cost and Route  
Concerned it will be attached to road for safety  
Disrespect of property by trail users, safety and liability. Crossing drives  
How much disruption to get done. Encroach on residences. Tight fit.  
Lack of public consent

### **Question 3**

Property Owners need to be informed. Media websites letter to property owners. Newsletters.

Why is it taking so long.

Property owners who don't want trail people problems.

What liability protections

Recourse for property owners

Maintenance

Confirm positive property value impact.

Property tax impact.

Who determines final route, will we have a vote.

Who is responsible for maintenance.

Where road goes and will trail fit.

Individual property owners need to be involved in solutions on their property. One side doesn't fit all.

Safety measures where road and trail have to be connected.

## **Group 4**

### **Question 1**

Safe, healthy, family oriented

Separated rider from traffic

Relief of traffic congestion in summer months

Safety, safer than shoulder of road

Can be used for walking or biking

Traffic speeds will go up when road is redone

Closer access from home

Economic gain, people influx

Important for tourism quality of life

Good for property values

### **Question 2**

Placement of trail – how far into the property.

Property owners should be allowed to decide location (right of way or other)

Cost

Money

Safety

Maintenance

Path on shoulder – not useable for grandchildren, etc..

Disrespect for exiting right of ways

Deed language

Safety for property owners

Strangers see who home & when

Vandalism

Liability

Restroom

Poor language by users  
Cost more off shoulder  
Deed issue: easement issue for next owner  
Maintenance – mowing, trash-area, both road and trail (who is responsible to mow etc..)  
Might not be built separately from road.

### **Question 3**

Right of way:

Impact on utilities

Are right of way issues valid

What are proposed routes absent the right of way route (shoulder)

New property owner – What was discussed at other (previous) meeting

Can it be added to the shoulder after road is built?

What will happen with floral (cut trees?) and drainage

Any alternative routes that will accomplish same thing?

Road commission concerned about where in right of way is constructed.

Hazard at Boyne City/31 intersection (trail go over or under, down the road, etc..)

Creative placement of trail

All good things take time and effort time to do it right – does the path have to be exclusively in road right of way? (i.e. thru sub divisions)

Is old Boyne City road going to be used in the path?

How much contact has been made with property owners –their thoughts? (Beyond a letter)

Out of town – mail stopped proactive communication with owners

What info?

Similar trails in Ottawa and Kent counties – seek their info

What timeline – how long to build mile by mile

Paved? Other?

### **Question 4**

Vacationers – owners not here

People involved with Harbor Springs trail (Harbor Inn)

Previous trail builders

Top O' Michigan Trails Council

Someone to answer deeding questions

Invite owners again

All property owners should get tonights materials, even if they can't be here.

Law enforcement to address safety.

## **Group 5**

### **Question 1**

Safe place to bike/ride safety

Local and tourism

Access between Boyne City/Charlevoix

Opportunity for healthy exercise – walking, rollerblading, cross county skiing etc..

Possibility of motorized?

Opportunity for groups use such as Scouts to use

Does non-motorized mean separate from roadway

Question 2

Funding?

Encroachment on property

Who will maintain?

Route

Privacy for property owners

Liability for property owners

Loss of vegetation/trees land sensitivity

If going by private youth camps what provision to protect youth

Boyne City to Charlevoix Road so busy –safer route?

Change of property values buyer/seller

Protection of trail users going by ball field for example

Noise on trail –privacy encroachment

Cost of possible litigation over easements

Property owners want information and timely communication

Parking/restrooms?

### **Question 3**

Yes owners – would a property owner be able to “stop” trail?

No owner – what happens here?

Alternatives to Boyne City Road such as Horton Bay Rd.

Would trail cross the road?

What is the “real right away?

Property ownership – investigation of deeds?

Are all property owners and Charlevoix County sent information? Or just residents on roads.

Funding – bike permits or user permits

Is expanding present road still a possibility?

### **Question 4**

County Planner?

Tax paying public across the county

Individuals capable/trained in grant writing for building and maintenance.

DNR/DEQ?

County Road Commission