

Boyne City to US 31 Non-motorized Trail Forum
Input form responses
January 5, 2010 to February 10, 2010

Below are all 36 responses from the input sheet on the county web site and the mailing to Boyne City/Charlevoix Road residents in Hayes and Charlevoix Townships. These responses are unsorted and unedited.

Question 1: What do you like most about the possibility of a Boyne City to US 31 non-motorized trail?
Why do you think that?

- Nothing-poor planning. How did it get this far before involving the residents it directly impacts?
- Nothing
- I don't
- Nothing
- The health benefits of bike riding in a safe, exhaust free environment. This can only happen on a detached trail. In our society of convenience we need to get out of the car and on to a bike. We must encourage that possibility. Bike riding must be convenient.
- Would help connect Boyne City to US 31 and keep walks and bike rides safe and give them enjoyment of our beautiful area. Right now it's a hazard to walk or ride on Boyne City Road.
- It should remove cyclists, etc. from the main highway where they ride in the middle of the road because of the deplorable condition of the sides of the main road. The situation as it is now is an accident waiting to happen.
- It would be nice to have but there are a lot of ifs.
- An additional tourism attraction. It would pass through some beautiful terrain.
- Nothing. We already have enough trails.
- I Don't like it since it will cost too much and require land to be taken from tax payers. A bike lane should be added to the BC RD. instead. It makes more common sense.
- It would enable me and my family to walk, ride, and run together from where we live - on the Boyne City Rd. Currently it is impossible to walk along the highway - it is very dangerous. Additionally, it would bring many people to our area to use it.
- WE ARE THE OWNEES AND TAX PAYERS OF PROPERTY BORDERING THE B/C ROAD AND DUE NOT SUPPORTN THE PLAN FOR THE SMALL INTEREST GROUP TO PUT A BIKE PATH THROUGH MANY PRIVATE PROPERTIES. ESPECIALLY SINCE A LESS DESTRUCTIVE AND MORE COST EFFECTIVE OPTION EXISTS. IF HE EXISTING B/C ROAD IS WIDENED BY 5FT ON EITHER SIDE THAT WILL PROVIDE: BIKERS A SSFE PATH ,ROBUST SHOULDER FOR THE EXISTING ROAD HAVE LESS ENVIRONMENTAL IMPACT. THIS IS NOT A PBLIC DEMAND PLAN !!!!!
- Is it necessary?

- Could link communities for expanded recreational opportunities & economic development. Having this along with the Chx to Petoskey trail could bring in more biking tourists as a destination.
- The opportunity to give exercise alternatives for bicyclists in a safe environment.
- I do not support the trail. The trail infringes on those who live along this corridor
- Another great recreational opportunity that ties the Charlevoix and Boyne City communities together. Boyne Mountain has already proven the bikers will travel here to ride through our great countryside. Lets provide a safe path Between these two communities and then promote more of these type of activities.
- Will bring money via tourists who ride the trail to local businesses.
- Being able to hop on and walk, run, or bikeride with my kids safely. Boyne City Road is a beautiful area to enjoy outside of your vehicle.
- "safety of bike riders.
- Road is presently too narrow and as you know it needs repair."
- "We do NOT like the idea of a trail.
- We do not feel the amount of bicycle traffic on this warrants a trail."
- NONE. PEOPLE CAN RIDE THEIR BIKES ON THE SIDE OF THE ROAD. MOST DRIVE THEIR AUTOS BETWEEN THESE DESTINATIONS AND HAVE TO--GO TO THE NEXT TOWN/SHOP/GASOLINE/POST OFFICE/ETC.
- I would like to be able to bike safely. Duh
- "The excitement of having bikers or pedestrians able to enjoy their own trail around Lake Charlevoix.
- Since we share Lake Charlevoix with boaters, swimmers, sightseers and others, it seems to me that the access road might well be a special place too, instead of just ""another road.""
- It doesn't make sense to me, so I have nothing positive to comment on regarding the BC Rd non-motorized trail.
- We badly need a bike trail that is separated from the roadway to encourage recreational biking. This will serve residents and boost tourism.
- I think it would enhance the chance for recreational use of the area (biking, hiking, roller blading).
- I can leave my driveway and bike to either town without worrying about getting hit. Now if I ride on the the BC-Char road, I am taking my life in my hands.
- Safe way to connect Boyne City to Petoskey/Charlevoix/Bay Harbor. Currently it is dangerous to walk or ride your bike on the side of Boyne City Road.
- This is a great idea. The trail between Chx and Petoskey gets a ton of traffic. My office is less than a 100ft from the trail and I'm amazed by the usage. I expect the Boyne trail to have an equal amount of traffic and I really hope people can see how much it will be enjoyed. I can understand that some people may not want a bike path through their front yard, but if I lived on the Boyne City Road, I'd let my kid take a ride on a bike path, but I'd never let my kid ride out on the road.

- Not paying for a non-motorized trail is what I like most about having the trail. If I have my taxes increased one penny to pay for the non motorized trail then I think we need new people doing the planning.
- Much safer for both traffic and bikers, walkers, and all other non motorized usage
- Getting bikers off the road---the road has high vehicle traffic and the road is in poor condition. We did not allow our children to ride their bikes on the roads.
- The ability to enjoy the beautiful scenery and not be on the "rails to trails" on US 31.

Question 2: What concerns you the most about the possibility of a Boyne City to US 31 non-motorized trail? Why do you think that?

- "I have recently been informed that Charlevoix County intends to exercising eminent domain to create a non motorized bike bath along the BC Rd. Not only is the county intending to take the property away from the owners, but there is no plan to justly compensate the property owners for the property the county intends to seize, or a plan to erect a fence separating the path from the property owners. Furthermore, the intent of this path is to appease a small interest group of bikers, who elsewhere in the county choose to use the streets rather than the Paths, such as along Highway 31. The BC Rd is pretty beat up and needs to be renovated. Why not add 5 feet on either side of the existing BC road to provide the bikers a safe path, and improve the stability of the road by increasing the shoulder. This approach would not only provide a path for the special interest group, but also improve the longevity of the road. If you had the opportunity to drive along the BC Rd. much of the damage has been caused along the edge due to not having a sufficient shoulder.
- As a property owner that will be negatively affected by this measure, I am concerned the county is not taking into account all aspects of this path. For instance, what is the environmental impact of eliminating an existing forest and displacing the deer and other animals which currently use it. Furthermore, if this path is created, it would lower the already depleted property value, increase liability and insurance premiums for the owner, lower the tax base for the county, and increase maintenance costs, since the county would need to clean and maintain the Path. Finally, although this path is called a non-motorized path it is highly likely that during the winter months snowmobiles are likely to use the path and create a disturbance to the owners and tax payers whom give up their land for the path.
- Consequently, the alternative of widening the BC Rd. is the more common sense and less disruptive alternative to the environment and owner taxpayers. I urge the council to shift their focus to this common sense alternative which will appease all parties involved, and have less financial impact to the county, the property owners, and the tax payers.
- If the trail is simply adjacent to the roadway, the safety will NOT be improved. It needs to be separate, if only by a small grassed area, for it to be safe for families.
- 1-THE PATH WILL CUT THROUGH OUR PROPERTY CLOSE TO OUR HOME WHICH HAS A NEGATIVE EFFECT ON OUR PRIVACY AND SAFTY. 2-ADDED LIABILLITY ,WILL INCREASE OUR PROPERTY INSURANCE 3-REMOVAL OF A HUGE PORTION OF OUR PROPERTY AND CLOSE PROXIMITY OF THIS PATH WILL SEVERELY REDUCE THE ALREADY ECONOMICALLY DEPLETD VALUE OF OUR

PROPERTY AND THE OTHER AFFECTED PROPERTIES. THIS WILL MAKE THE PROPERTIES DIFFICULT TO SELL BY PROPERTY OWNERS. WILL ALSO LOWER THE TAX BASE FOR THE GOVERNMENT.

4- HOW MUCH WILL THE COUNTY HAVE TO SPEND TO INSURE THE PATHS ARE CLEAN AND MAINTAINED .PAY THE LIABILITY ? THIS WILL BE AN ADDITIONAL BURDEN TO THE TAXPAYERS AT AN ALREADY COST CONSCIOUS TIME IN OUR ECONOMY. 5- GIVEN THE WIDTH OF THE PATH /10FT/ ,DURING THE WINTER MONTH,IT IS ONLY A MATTER OF TIME BEFORE SNOW MOBILES WILL CRUISE BY ON THE PATH RIGHT NEXT TO OUR BEDROOM WINDOWS. WHO WILL ENFORCE THAT SNOW MOBILES NOT USE THE PATH? 6- THE DNR HAVE TOO SEE OUR 45 YEAR OLD PINE TREES. THE PLAN WOULD REQUIRE THE ENVIRONMENTALLY DESTRUCTION -REMOVAL OF MANY 45 YEAR OLD PINE TREES AND TREES WE PLANTED TO PROVIDE A NATURAL SOUND BARRIER TO THE ROAD. THIS WILL LIMIT OUR PRIVACY AND INCREASE THE NOISE FROM THE ROAD AND THE PATH.WILL AFFECT THE NATURAL HABITAT FOR THE LOCAL DEER ,OTHER ANIMALS.AFFECT THE PROTECTED PLANTS !!!!!!!

- Who's paying for it. Is this the time for more government spending?
- Concerned that it won't get built & bikers will keep using the edge of road. We won't stop people from wanting to bike this route, we need to make it a positive to our community & safer for the users.
- That there would not be a safe way to get to it from heavily traveled avenue such as Boyne City East Jordan Road, etc.
- The invasion of my privacy. If this trail is ran off the main road it tramples property owners rights. If the trail is ran along the road, it would necessitate the road being widened. The frontage I have is less than 50 ft to the road and trees would need to be cleared this takes away any sound barrier as well as any privacy that I currently have in my home. I've been planting these trees to cut down on people looking into my house as they drive past as well as to cut down on the road noise. Now because of a vocal few this may be in vain.
- The ability to pay for this project. The economy is in tough shape right now and it is easy to see other more urgent projects (like BC-CHX Road) for the money it would take to complete this project.
- Safety.
- I can't think of a downside.
- Exactly where it will be built in relation to the roadway.
- We would not like to have a trail cutting across our yard, between our house and the highway.
- WHY AND HOW MUCH WILL THIS COST? PEOPLE WHO LIVE IN BOYNE/CHARLVEOIX STAY WITHIN THEIR OWN BOUNDRIES AND DO THEIR OWN TRAILS FOR EXERCISE/HIKING/FITNESS CENTERS/GOLF, ETC.
- It won't get done due to very poor leadership.
- The fact that it could possibly be built in an unsafe location, too close to traffic. If the trail was built generally off the road and only occasionally next to the road (only where necessary), then drivers would get used to being extra careful in those locations and all users would be safer.
- The cost. How much will it cost the county after the grants are received? How much is the county going to receive back for it's investments in the bike trail? From a financial point of view

it doesn't make sense. What the residents of the county will be required to pay in taxes or bonds, will they ever receive the money back from the people using the bike path? Financially, I feel this proposal is totally irresponsible!

- That it might not be separate from the roadway. It is too dangerous to have bikes that close to the cars and trucks doing 55-65 miles an hour on a two-lane road.
- The main thing I don't like about the idea is that any trail attached to a road is a) noisy and b) potentially unsafe. I would much rather have the trail parallel the road, but be separate from it.
- My biggest concern is if it were to be on my side of the road (lakeside), there are numerous pine trees that would have to be cut down. The other side of the road is wide open.
- Effect on property owners along the road.
- There are more cross roads and driveways on the Boyne City Road versus the trail to Petoskey. The bikers have a tendency to pass through stop signs without stopping. This will definitely upset drivers.
- My biggest concern about the possibility of a non-motorized trail from Boyne City to US 131 is that the trail will encroach onto property owners land. If one tree is cut down from a property owners land to make this non-motorized trail then it is not right. This trail would require maintenance that someone would have to pay for and I would not be in favor of another tax increase. It is not right to ask us to pay for it in these difficult economic times.
- with wet lands, right of ways, and private property
- "Cost. How will this be paid for. Seems the money that would be spent for a bike trail could be used to improve roads. How much money will be needed to upkeep the trail.
- As property owners we are not in favor of losing some of our property for bikers. There is a beautiful bike path between Charlevoix-Petoskey-Harbor that can be used."
- For those that do not live on the trail what will be done for parking?
- Loss of deer privacy in our yard and in our home. Liability and safety. Because of the close proximity to deer home and garage.
- People walking across my property raising my taxes to fund this project.
- Non-motorized trail should be incorporated along with fixing the road just widened.
- Where are you building this non-motorized trail? Are you building it on existing road right of way? Or are you asking property owners to give up more land for project that most of them will never use but have to pay taxes on and put up with the mess and clutter of more people on their land. If people want to use a non-motorized trail there is one in Boyne City and one from Charlevoix to Harbor. I think the American people are fed up with higher taxes and government debt. This is another pork spending that is not necessary. If you have money to spend why not fix the Boyne City to Charlevoix Road that we will all use! We don't have money to fix the road but we do to have a trail? Not very wise.
- Safety is my biggest concern. I do feel an attached trail would be safe. We have already had one death on an attached trail.
- Not much. Either very wide shoulders or a bike path but do it right the first time as it's go to last "almost forever".

- Money being spent on a non-motorized trail needs to be secondary to fixing the Boyne City/Charlevoix Road. For the amount of taxes we pay, we should be provided a worthy road, and a non-motorized trail if there is enough money to cover it without raising taxes.
- First, my concerns are the cost, especially in the middle of a major recession. People simply cannot afford any more taxes and if the state is still giving grants for things like this, we need some major changes in Lansing. Second, eminent domain, the government should not have the power to appropriate private property unless we are in a war in our country. Definitely not for a bike trail or a hotel, etc. Third, if anyone thinks they could attach a bike path to the Boyne City Road, they need to live next to this road. This is a dangerous road in very poor condition and people still drive way to fast and I bet when it is redone that it will get worse.
- The individual cost-initial and long range. It would not enhance our infrastructure which is deteriorating so badly.
- I don't want one on my property.

Question 3: What questions do you have about the trail? What other information do you think needs to be gathered?

- What arrangements have been made for rest rooms along the route? What will this do to our homeowner's insurance rates, property value, assessment and general life style? We're concerned about the safety of our pets-golden retrievers. 2. Legality of crossing our property.
- Have no questions. I need no further information. I will not vote for the proposal.
- The most important information relates to making our community function in a truly democratic way. We must know the will of the majority and act accordingly. Who can argue with that?
- Cost is always an issue but do it correctly not just the cheapest way. The tech is there for long lasting so go that way.
- Will there be an additional millage(tax)? Hope not. From where to where will this trail be? Northside or southside of road? Should it be built, will it be done all at once? How would construction interfere with traffic flow?
- I would be supportive if we were not in a recession and people had jobs, eminent domain was not used and it was not attached to the road. Thank you for asking and have a good week.
- The potential devastation it would cause to property values and the disruption to individual property owners.
- You're not getting a easement to come on my property.
- The cost of a wider BC RD vs cost of purchasing land from the tax payers + the cost of creating the non-motorized trail should be weighed properly.
- STADY : THE 10FT WIDE PATH THROUGH ALL PROPERTIES WHICH WILL DISRUPT THE NATURAL DREINAGE AND CAN CAUSE OUR BASEMENT TO FLOOD DURING HEAVY RAINS .
- What is the projected use? What is the upkeep of the trail? What funds will be used?
- How are we going to pay for it? Need more info on why some are saying that it is bad to have expanded shoulder lane. Is this true? Is it supported by facts?

- A map of the trail needs to be sent to every household affected as well as a vote for those affected. Unlike the Petoskey/Charlevoix trail this one affects many more residential homes. I also question whether the trail is really necessary. It would be a HUGE waste of money especially given the state of the economy. I also do not believe it will be the draw that those behind the project are thinking it will be. There are really not that many riding past on a day to day basis.
- Where does the money come from? Are the affected landowners onboard with this? When is the tentative start date for this project?
- Who will maintain it? How much will it cost? Will it be lighted. Will it be open year round?
- What the cost will be. Who will maintain it and who will pay for maintenance.
- Find out how much usage there might be, and get input from people living along the highway.
- LET'S DEAL WITH THE AVERAGE AGE OF POPULATION OF BOYNE/CHARLEVOIX RESIDENTS, MOST ARE RETIRED AND HAVE OTHER RESIDENCES. WHO WOULD USE THIS "SUPPOSED" TRAIL AND WHY? ARE WE NOT PAYING FOR THE EDUCATION SYSTEM--WHICH HAS STATE OF THE ART ATHLETIC FACILITIES, ETC.
- Get er done.
- "How will construction be funded? If there are not sufficient funds from ""regular "" road construction sources, what other sources are being considered? Have you considered a fund-raising committee?"
- I assume the county will be required to provide funds to maintain the bike trail which will be ongoing for the life of the trail. How do you propose to provide funds for the up-keep of this trail? Also, how is Boyne City going to provide bike racks or places for people to place their bikes? Who will pay for those? Where is the room?
- Can speed limits on the BCC road be lowered and enforced? Can heavy trucks be barred from the road?
- In this time of budget deficits going on forever, this is a luxury we probably cannot afford. I would like to know IN ADVANCE the complete cost of any trail oriented improvements.
- I would prefer an unattached trail instead of a 4' lane attached to the new road. I would still feel like I have a greater chance of getting hit by a car with a lane attached.
- How soon can it happen? What will be the effects during construction?
- Why should we do it? If people would only ride mountain bikes or bikes with similar tires the gravel side of the road is fine to ride on right now as it is. The problem is people spend too much money on road bikes with skinny tires that need a non-motorized trail. If people rode bikes that were adequate for the terrain government could be done with this silly issue and do something productive for the county.
- "The road needs repair and upgrading to class A. Will trail be done at same time and in coordination with road construction?"
- What is the exact timetable for the road construction?"
- Will the path be on the edge of the road or in our yards??? Again, as property owners we do not want bicyclists riding on our lawns.
- How is this being paid for?

Question 4: Who isn't part of this discussion but needs to be?

- Lawyers
- Nobody.
- Land owners
- Those who may not get a newspaper or be out and about, or be involved. This mailing is a good way to do that.
- Not sure? Handy to get input from bike clubs as if they'll use or not.
- Really am unaware of who has been in the discussions to date. Certainly would be wonderful addition to the community but in these economic times, not sure it is appropriate.
- Taxpayers who will be impacted.
- No one. When they pave the Boyne City Road put on 8 or 10 feet shoulder for a bike path and put a rumble strip between them.
- All property owners should be a part of this discussion since the negative impact will fall on them.
- The Trails Council? The businesses along the Boyne City Rd. B&B's, Horton Bay Gen Store, other businesses that would benefit.
- 1-ALL OWNERS AND TAX PAYERS OF PROPERTIES ON B/C ROAD. 2-DNR REPRESENTATIVE. 3- MICHIGAN STATE REPRESENTATIVE - TO KNOW FOR WHAT COUNTY WILL SPEND MILLIONS OFF MICHIGAN TAX PAYERS MONEY!!!!
- Land owners in the vicinity of the proposed trail. Community leaders of other areas with similar trails currently in use.
- Seems pretty well publicized
- Evidently there has been 1 public forum, I was'nt aware of it. I looked on the county website and could not find any preliminary drawings of the proposed trail. This is a response to the first letter I have received about the trail. It seems the discussion is all about those who are pushing the trail and those who rights are being trampled are just an afterthought.
- I don't what parties are involved currently but the following probably should be: Affected property owners along BC-CHX Road, County Road Commission, general public (to show support).
- N/A
- We feel that the best option would be to repair Boyne City Road, add a wide shoulder, at least on one side, that would accomate bicycle traffic.
- "IF I AM NOT GOING TO BE PRESENT, I DO NOT WANT TO BE ASSESSED FOR MY PROPERTY. I STRONGLY OBJECT TO THIS FRIVOULS EXPENSE WHEN WE HAVE SO MANY PROBLEMS WITH MICHIGAN UNEMPLOYMENT, HOUSE FORECLOSURES, DIRE ENDEAVORS, NO MEDICAL INSURANCE, ETC. I AM
- VERY FOCAL BEFORE THIS MIGHT PASS AND ASSESSMENT. WHY ARE WE EVEN HAVING THIS DISCUSSION???????????????????????????? "
- See #3

- "Other possible funding sources? Federal, State, ""Stimulus"" sources? How about Foundations? Land Conservancies?"
- "How about recruiting volunteers to ask road front property owners for donations of land, contributions of money, permission, etc."
- "If they aren't already, I would hope the people along the BC Rd would be participating in the discussions. They would be most adversely affected by the bike trail."
- "The tourism service stores and operations that will benefit from more leisurely recreation activities in Charlevoix County."
- "The cost/benefit analysis has been minimized. We need a clear statement of exactly how many extra tax dollars a trail of any kind will cost."
- "Anyone that can end it because I am not for a non-motorized trail from Boyne City to US 131 trail nor am I in favor of spending time and money dealing with it."
- "Do not know who is already part of discussion"