

**Boyne City to US 31 Non-motorized Trail Forum**  
**Responses from input sheet on county web site**  
**January 4, 2010**

*Below are all 54 responses from the input sheet on the county web site received prior to January 4, 2010. 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?

- "1. A positive community improvement offering a safe outlet for healthful outdoor activity. Why: History of trail use and accident occurrences on roadways."
- "Nothing. Because I own property that will be ruined by this idiotic proposal"
- Safety issue. Bikes are on the road in the condition it is in presently.
- Safety is the primary concern and should receive the highest priority. I am the victim of an auto-bicycle accident and have paid a very high physical price as a result.
- It will promote economic development in that it will attract tourists during the off of slack seasons (Spring and Fall). It will provide the residents and visitors to our area with a safe recreational path. It will allow more people the ability to park their cars and use a more environmentally friendly method of transportation.
- I do not like anything about this proposed trail if it is going to infringe on the privacy and rights of those whose property will be affected
- I like NOTHING about this non-motorized bike path!
- I like the idea of a safe way to ride from Boyne City to Charlevoix. The existing road is virtually impossible to ride. It would be a great addition to the county, connecting to the US31 trail, and allowing people to ride around the lake safely, using the Ironton Ferry.
- Nothing. I think this is a mis-use of public or private funds & an attempt by the County and special interest group(s) to further devalue my investment, destroy the natural beauty of my private property and generally disrupt what could have been a good idea (continuation of a wider road shoulder from the State Park).
- Nothing. Its an encroachment on peoples' private property for the personal pleasure of a few, that is un-American and a waste of taxpayer dollars in an era of tightened budgets.
- Recreational opportunities for local residents and out of towners
- "It offers safe options for non-motorized traffic that has never mixed well with motorized traffic. That makes it attractive for bicycle, foot and winter cross country skiing. These uses are certainly healthy uses. Some users will combine the health with a practical commuter transportation which reduces automobile use."
- I believe this to be the biggest waste of tax money by government in some time. I think that because it brings more attention to the area, and fails to bring with it the money that they say is spent as the result. Think of it, 300 bike riders spend the night on school property in Boyne City,

rent free. Most bring their own food rather than head downtown. The special needs of such a program seems to come at the expense of the residents, most of whom are not riders.....I can go on, however hopefully this issue will be brought to the vote of the people.

- Safer travel, Increased property values, Healthier citizens.
- I would like a bike path for recreational use.
- " I think it is a great idea, no traffic to compete with, quite & peaceful 15 to 20 mile adventure, for the whole family. "
- I believe it may help tourism as well as locals with healthy activities from bike riding to walking, hiking. It could also connect with the current trails that link Charlevoix with Harbor Springs so it could develop into a trail system that would help attract more tourism dollars. This is something that could help the local economy.
- the county is a great destination for cyclists from all over the State. Having a better path from 31 to Boyne City will add to the attractiveness of the area as a cycling destination-adding to tourist dollars.
- It will not only add a safe trail to and from Boyne city to US 31, but will create a new generation of travelers that will use the trail, for all destinations. Fitting right in line with the county's land management plan. Putting Charlevoix county ready for the future."
- The opportunity to ride my bike on a path for bikers only and not on the road. I think that because it makes sense.
- I do not like it at all we have plenty of roads and trails to ride. Why do we need that one
- Recreation for all. Residents from Boyne City, Young State Park, Horton Bay, and points between, have "free passes" to enjoy "Northern Michigan" without cost.
- NOT A DAMN THING; WHEN TIMES ARE TUFF YOU QUIT GOING OUT FOR PIZZA TO PAY CLOSE ATTENTION TO THE EVERYDAY COST OF LIVING. THIS IS NOT THE TIME TO PUT ADDED COST ON THE CITIZEN OF NORTHERN MICHIGAN
- I think it would be a great idea. It would allow people to exercise and maintain their health. If I were to buy a new home, I would want to buy one by a trail.
- The peace and quiet of an area free of ORVs. I thought of that because of recent laws allowing ORV use on county roads
- Safety for the users. A separated trail is the only safe option.
- It gives the residents and tourists a chance to enjoy the beautiful Charlevoix County area. The Little Traverse Wheelway and other local mountain bike paths create a mecca for bicyclists from all over. It also promotes a healthy lifestyle and tourism from Charlevoix to Boyne City in a unique fashion. Would also boost tourism regarding running races, bicycling tours/events, etc that will augment the local economy.
- Of course it would provide another recreational bikeway in this area.
- Feeling safe as I am riding my bike. I don't ride my bike when I don't feel safe.
- More recreational opportunities close to home.
- I can ride to Young State Park and then on to BC to eat.

- The connection will allow snowmobilers from all around the state to connect to Boyne City. I would be able to ride from my house, to Gaylord or Cheboygan without trailering. It could bring a lot of new business into Boyne City.
- a safe fun way to enjoy the beautiful Charlevoix County scenery. Because a designated pathway is very safe!!!
- Ability to ride into either Boyne or Charlevoix safely.
- That this would be an economic boost to the City of Boyne City. We have used the bike trail on the Little Traverse Wheelway and have observed many out of area users on the trail.
- Nothing. At this time the Boyne City Road needs to be reconstructed for motorized vehicles not bicycles. The roads are built and maintained by tax dollars and taxes on gasoline. Bicycles do not pay taxes or provide any income toward the roadways.
- Safety for obvious reasons. This area is a recreational area and would help draw more people into the area. My 6 siblings and their families love to come to this area because of the recreational opportunities and this would be one more big plus.
- We live in front of Young State Park and watch countless young families ride bikes & walk on the BC/Charlevoix Rd. into Boyne City at all hours of the day and night during the summer months. Very dangerous and hazardous conditions exist which could easily wipe out an entire family with one mishap with a semi or truck/car not heeding the pedestrian or bicycles in the roadway.
- I live in the springwater beach area. The pathway will allow me to connect to Charlevoix, Petoskey and Boyne City from my house. It will allow me to run errands to BC and connect me to East Jordan where I work. The road today is much too dangerous. I never ride out on this road and I do ride 2000 miles each year on the road.
- It would be a great attraction to the area. It could boost business for places such as the state park and Horton Bay General Store. It would promote a more health lifestyle. I suspect that more people would ride their bikes to work or into town on the weekends. It is a much safer option for bikers from not only our area but tourists. Since there is not a shoulder along the road, adding a bike path would prevent unnecessary injuries and even deaths.
- ties into the Charlevoix-Petoskey bike path 2) would be much safer than riding the shoulder 3) would draw commerce to local business
- Great asset for the boyne area. It will increase the fun loving outdoor image of the Boyne area
- The Connection with the Little Traverse Wheelway, Charlevoix, Petoskey and Harbor Springs and their connection with Boyne City in a safe manner.
- The recreational possibilities for all our residents and the fact it can be done almost entirely with grant funding.
- Participant safety and attractiveness for potential tourism recreation. The Char./Harbor Springs Wheelway is a showcase offering that will become nationally known. The Char/Boyne City pathway will further enhance this, and add such a showcase pathway circling Lake Charlevoix.
- Safety! There are cyclists who use that road and it would be much safer with a trail. There are also cyclists who avoid that stretch. A trail would attract a lot of out of town as well as local cyclists. It would connect to the trail from Petoskey to Charlevoix along 31.
- Nothing

- A SAFE route to bike between Boyne and Charlevoix. There are many bikers in this area who would like to bike this road but do not now as it is very unsafe.
- I like the possibility that it would attract more tourists to the area. I think it would particularly attract families as biking is a great family past time in Michigan and the trail would ensure a SAFE experience for families.
- DO NOT LIKE IT. Requires seizure of private property and much more cost than widening the Boyne Charlevoix
- "Providing safe bicycle access for residents and tourists. For commerce and recreation."

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?

- "1. That it may not be accepted by governmental agencies and land owners along the route. Why: The miss-information given out by opponents."
- "Destruction of or any type of alteration to my property. Because I own property that will be ruined by this idiotic proposal
- That it will get held up by property rights issues. That it will only be a part of the road shoulder and not a separate dedicated trail.
- The greatest concern is the road dep,ts idea of making a trail as nothing more than a wide road shoulder. My accident took place as i rode on the shoulder and the auto crossed over the fog line and hit me.
- "That it will take another 24 years to complete it.
- The lack of support by the county board of supervisors for this recreational facility while the county pours money into other facilities that I have not, nor will I ever use.
- That it will be constructed as an attached bike lane."
- How close it will come to our residence, 05200 Boyne City Rd. since there is very little distance between the shoulder and our front porch. Also, use of tax dollars for this project at a time of such need in other areas. The upkeep of the trail (both physical and financial) is of concern.
- Intrusion onto my property and to the property of others along its route. I think that because after reading the grant application there is a real threat to many thousands of trees and my privacy.
- How is it going to be maintained and how much is it going to cost the county to keep it maintained? Maintaining the bike path, once it is installed, does not end, it is ongoing as long as the path is there.
- My biggest concern is the trail being done without enough input from all parties-riders as well as property owners. There is no perfect solution, but let's get the best we can with as many good ideas as possible, looking at other trails and learning from their successes and short comings.
- see #1 . The BC/CH road has needed repair for many years. We pay too much taxes to experience the 'circus' that was witnessed this past year. When are you going to do the job you have been elected (and paid) to do?
- "We are strongly opposed to destroying more green space and trampling on private property rights to make a separate bike trail for the benefit of only a small fraction of the community, the

bikers. This is NOT the same as taking some abandoned railroad tracks and turning them into a bike trail, that many of us have enjoyed throughout Michigan,

- My father and others in my family escaped Communism and came to the USA to flee government that steals land from private property owners. It is Un-American to take away our private land for the benefit of a few bicyclists and sets a terrible precedent. How would the bikers like if some of us decided to take their land for our own want? I cannot believe we need to spend my time addressing such a thing!
- And the local Chamber of Commerce should be ashamed of themselves. We are small business owners too. Governments that steal land from property owners do not attract business, but make business owners worry about their own property rights. It is clear many who have signed the online petition don't even own property in the area. How easy it is for some outsiders to want to take other people's land for their own biking fancy! And we don't see any "economic boom" from people biking between Petoskey and Charlevoix- why does anyone think this will be such a boom for several miles outside of Boyne?
- We see occasional bicyclists, but certainly not any high demand for a bike trail and there is NO WAY to justify the long-term expenses for such a project, especially during these difficult economic times.
- What about the long-term costs of the loss of woodlands and destruction of natural habitat disrupting the local wildlife? Why- so some bikers can have there own relatively quiet, separate bike path through other peoples' formerly private property?
- Lake Charlevoix already provides a significant outdoor recreational opportunity and is the main outdoors attraction for people in our community, more than Lake Michigan which is less usable due to the much colder waters and less developed/accessible shoreline.
- Spending more of our tax dollars to satisfy a few bikers is unreasonable, especially during these tough economic times. If a bike trail is felt absolutely necessary, we believe that incorporating any potential bike trail on an existing road shoulder is much more environmentally sensitive, economically rational, and would not trample on private property owners rights.
- safety. seperate trail off of roadway.
- "I am uneasy about a trail that shares the main roadway because of safety.
- I am also concerned for property owners that may have this trail crossing their property. It will likely be a nuisance to them; privacy, litter, trespassing, saftey (trail crossing driveway is one more decision a driver must make each transit of their own driveway.)"
- taking individual's property, lack of a public vote on a matter that requires tax payers money to be involved in a project that will not benefit the poor or moderate income tax payers in anyway.
- It will be on the shoulder of the road and someone will die because of this decision.
- If the bike path is located too close to the road, I'm concerned for bikers and children getting hit by cars (people who text while driving) etc.
- "What parent in there wright mind would say,Ok kids take the new bike path,al the way to Boyne or Charlevoix, and we will see you when you get back home in 6 to 8 hours or more? Do you under stand the nature of today, With all of the petifulls,& rapists

- this bike path is a bad idea Plus the property owners,I understand there concerns,this path will be open 24hrs every day.And it will become a snowmobile & crosse-country trail in the winter.Plus the taxes to every resedent of Charlevoix County,with very few who will ever use it.
- I would think that the property owners along the trail are concerned about the fact that this might cost them some of their property.
- Most cyclists todat ride to Boyne on Ferry Road from the ferry. I drive both roads and there is much more interest on the Ferry road route-very feww cyclists are on the Boyne-Char. road. Spending dollars on that road would not have the retrurn that spending the same money to build a better path from the ferry to Boyne City. Much of that road is already fairly good. More Cyclists will use it-since crossing the ferry is a big draw in itself. The ferry charges cyclists \$1 and increased traffic will generate revenue, the road is safer, and it could be linked to Charlevoix and US 31 on M66-already a good road-or soouth to the Breezeway running between US 31 and Ellsworth. Bulid a bike pathe from Boyne to Charlevoix, but go down Ferry to Irinton. It will be cheaper, more used and generate money.
- continude funding. Always a unknowen.That it is NOT conected to the road side. If the trail is to be used it must be safe.
- "I'm concerned it will only be a wide shoulder and I would still have to deal with traffic. I think that because I would be scared to ride on it."
- "the COST of a trail that is not needed
- I have been riding a bike for years and do not need that road to get anywhere I want to go"
- It's SAFETY ISSUE!! Bikers, walkers, joggers, mothers pushing buggies, children on bikes, all require a buffer between a path and autos operating at 55-plus MPH.
- ADDING COST TO THE COUNTY TO MAINTAIN THE TRAILS AFTER CONSTRUCTION WHRN PEOPLE ARE STUGGLING TO PAY THEIR TAXES AND TO "GET BY" WHEN THE TAX PAYERS LEARN WHAT IT COST THE COUNTY TO MAINTAIN, REPAIR THESE TRAILS. DO YOU THING THEY WILL SUPPORT THE RENEWAL OF COUNTY MILAGES??AND THEY WILL FIND OUT....
- I have no negative concerns. My only concern is that it would not happen.
- The cost of maintenance. When times get tough the first to go is this type of recreation
- That a minority of people may block the trail. Only a few people along the proposed trail are opposed and that is primarily because they don't know what a trail looks like.
- Safety. The bike trail needs to have adequate clearance to the main road.
- The BC CHVX Road is a heavily populated residential road. Properties are privately owned and the wishes of property owners must be honored. I do not live on this road however I do consider this a very intrusive project and as a property owner would not support a bikeway across my yard. The existing bikeways were built along major highways with little residential properies and I believe they were easily accepted. This will not be the case with this project. Private property owners have a right to their privacy and the ultimate say in what their property can be used for.
- Drivers not paying attention to their driving and wandering into the bike lane. I often see drivers going out of their lanes, particularly in rounding a curve.

- Maintenance. The trail currently along Bay Harbor does not have preventive maintenance or needed maintenance until the pavement is in such bad condition it poses a safety issue. Unless funds are budgeted for regular maintenance, this will be another situation where a trail is built and then forgotten because funds aren't available to maintain it properly.
- I ride the Charlevoix to Harbor trail often and if it can be duplicated I have no concerns.
- Safety of the trail. I think the trail would need to be clearly marked, in town especially. Cars that are not used to snowmobiles on the side of a road could be surprised and cause accidents.
- I am concerned that it may not happen. Because of problems it has encountered. I just want to add my support for the trail.
- Path coming too close to people's houses and infringing on privacy. Some of the houses on that road are very close to the road so to get the path safely away from the road, would put it very close to some of the houses.
- It only concerns me that the county would consider putting it on the shoulder of the road which would be a very unsafe situation. A distinct separate trail is needed.
- We have the largest road side apron in 3-4 miles. I have seen cars use this as a meeting place. I fear this would also be a meeting spot for cyclists. Also, my wooded area could possibly be used for a toilet facility as there are no facilities between Boyne City and Charlevoix. I am also very concerned about trash being left on my property and additional liability I could incur. I feel this would violate my rights. I have about 1300 feet of road frontage.
- If this would go through property owners property it would be wrong. The property owners have worked hard to own, keep and pay their county taxes to lose parts of their property to non tax paying bikers.
- Safety. If they just add a couple more feet on to the road, it just isn't very safe. I wouldn't want my grandchildren riding on it.
- We do wish to use money all the way for a SEPARATE bike path. The most logical solution will be to have it separate only where children are involved and the path would most likely be used by children (from Young State Park into Boyne City and back). The rest of the bikeway should be combined with the BC/Charlevoix roadway. This would be the most fiscally responsible path to choose. Once you're past Young State Park, the usage would drop dramatically and should only need to be on one side of the road, combined with the road.
- The property owners. The supporters of the pathway do not want to impose on the property owners and do want to address their concerns.
- Nothing
- lack of support for maintenance
- "Using a widened shoulder as an option. Safty and charm"
- Not getting it built.
- The potential to divide our citizens into two polar opposite groups that are not able to compromise.
- The potential of unformed, relatively unrelated, prejudiced citizens hijacking and killing the project in a mean spirited, selfish manner simply because they don't like bicyclists who influence

their own driving and lifestyle habits. The cyclists and citizens who will use these pedestrian paths are ALSO DRIVERS AND TAX PAYERS who deserve recognition of their investments, too.

- I have no concerns about it. I understand some home owners have issues, so I think it's important to address those.
- This is the taking of private property by the government and goes against private property rights..... Plus, it's too expensive, when we already have a long trail from Chx. to Petoskey
- That the trail is not separate from the road. A widened shoulder is not as safe as a separate trail. The goal of a safe route between the two towns would not be accomplished.
- That it won't happen due to short-sightedness individual home owners who exaggerate the imagined dangers. Let's face it - a bicycle is not the preferred get away vehicle after a home invasion!! Even criminals aren't that stupid!!!
- "We have a serious concern and due not support the Plan for the small interest group to put a bike path through our property. Especially since a less destructive and more cost effective option exists. If the existing Boyne-Charlevoix road is widened by 5ft on either side, not only will that provide bikers a safe bike path, provide a more robust shoulder for the existing road, be more cost effective, have less environmental impact, but it will also have limited or no impact on the Tax Payer property owners along the road. On the other hand, below are our concerns with the more destructive and expensive approach of creating a separate 10ft road for bikes through the properties of Tax Payers:
  - Our first concern is that the proposal cuts through many Private Properties that the owners have been paying taxes for many years.
  - The path will cut through our property close to our home which has a negative effect on our privacy and safety, and the added liability of the path will increase our property insurance.
  - The Plan would require the environmentally destructive removal of 45 year old Pine Trees, and trees we planted to provide a natural sound barrier to the Road. Your plan would not only limit our privacy but increase the noise form the road and the path. Furthermore, the removal of these trees will affect the natural habitat for the local deer and other animals.
  - Your plan calls for a 10 foot wide path through our property which will disrupt the natural drainage and can cause our basement to flood during heavy rains.
  - The removal of a huge portion of our property, and close proximity of this path will severely reduce the already economically depleted value of our property and the other affected properties. This will make the properties difficult to sell by the property owners. Who would buy a property with an unsightly 10foot bike path/ road right in their back yard? This would not only affect us, but also lower the tax base for the Government.
  - Given the width of the path, during the winter months, 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?



- How much will the county have to spend to insure the paths are clean and maintained? This will be an additional burden to the tax payers at an already cost conscious time in our economy.
- "Delay. The county seems reluctant to act.

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

- What are the legal facts concerning the appropriateness of placing a detached non-motorized trail within the existing road right-of-way? Need authoritative legal opinion.
- "Too many questions to list here. You need to actually ask property owners who own property along the trail route if they will give their permission for easements for the trail.
- I'll give you my answer now: NO, NEVER in any way, shape or form!!"
- None
- I do not have enough knowledge regarding the extent of any proposed trail other than the road dep'ts planned wide shoulder trail plan.
- "Where is the road relative to the right-of-way.
- Why were homes allowed to be constructed so close to the highway and are they in the right-of-way.
- Who will pay for ongoing maintainance? Would that be part of a grant or would it be part of our taxes? What about sanitary facilities along the way? Trash disposal along the way? Liability in accidents if the trail is "in our front yard"? What about disturbing natural habitats that exist?
- If grants are not secured, who is going to pay for it? If it is eventually built, who is going to pay for it's maintenance? Why not investigate another route that has much less of an effect on property owners?
- If someone is injured on someone's property because they fell off their bike onto private property or chose to leave the bike trail and go onto someone's private property, is the property owner liable for those injuries and can they be sued? How do you protect private property owners from someone who chooses to vandalize their property? Can the private property owner sue the county for damages?
- Is the trail going to be widened shoulders or unattached or a combination of both? There are advantages/disadvantages for all 3.
- "1. Why can one township be allowed to widen the shoulder ( BC to State Park ) and the adjacent township be denied that option?
- 2. Why would a special interest group be allowed to disrupt a County endorsed plan (rebuilding the road) without submitting a detailed plans(location, costs, survey's, public endorsement, alternatives ect.)
- 3. What gives you the right to take my private property without my authorization?
- 4. When are you people going to represent the general interest of the people that hired you? "
- How do a few people think they can steal land from others, destroy the natural beauty, and invade other peoples' privacy, so they can lay down some asphalt to for their own enjoyment at others' cost? This is not the same as abandoned railroads.What is the longterm costs of such a

venture? We know the White Pine trail in the Grand Rapids area has trouble enough finding funds to maintain it and that is with a lot more population and a much greater tax base than the Boyne City area. What are the environmental costs with trees and wilderness areas being replaced by miles of asphalt? (again, we are not talking about putting a bike path on abandoned railroad tracks does not do further damage to the environment).

- make public aware NO private property is being taken
- "What will be the roadbed material? Asphalt? It becomes a problem to maintain. A gravel surface seems to be more practical.
- A PUBLIC VOTE BY RESIDENTS OF THIS COUNTY
- A review of assessed property values in areas where bike paths have been added... before and after.
- Can the city over-ride property owners decision to not have a bike path along Boyne City/Charlevoix Road?
- How can the trail be best designed to minimize the loss of property. Some portions of the trail would involve state land so no concern with that but this needs to be considered a good thing for it to have acceptance by all.
- Why on this road-it is not a bike road now, and it is not the best site for a good one.
- how the trail will be monitored for safety and legal use by motorized vehicles. Maintained by who.
- I don't understand what else needs to be said. If one life is saved by providing a safe trail away from the traffic, then it is worth it.
- Why doesn't the county spend litigation costs to achieve an acceptable outcome. Poll the county for meaningful information of acceptance of costs.
- "I UNDERSTAND THERE IS SUPPORT TO THE BIKE TRAIL BEING ALONG THE PAVED ROAD WAY???"
- WHAT COST LATER WILL HAVE BE COVERED BY THE COUNTY TO MAINTAIN THESE TRAILS???"
- Will it be away from the road?
- Will there be parking fees, Maps, Loops. Will there be camping
- None. I am fully informed.
- How is construction proposed? A separate trail distanced from the roadway proper or an extension of the shoulder on one side of the road?
- No questions.....but a complete door to door survey should be done with each property owner. I think you will then understand the feasibility of this bikeway.
- How will the trail be maintained? Will there be parking areas and restrooms?
- What entity will be responsible for maintenance and will funds be set aside to address maintenance issues?
- Maintenance and the control of snowmobiles whose runners mar the trail.
- Where the proposed trail would be planned.
- None at this time.

- I think the trail should be on the lake side of the road to take advantage of Young State Park, and lake views when available. It should not cut back and forth across the road as this would present increased danger and add to serious accidents.
- Who will be responsible for maintaining it? Information on future maintenance needs to be gathered.
- If the trail is built during the time the road is built it seems that would be the best of both worlds. A bike path along the roadway and not infringing on property owners front yards.
- How many people are opposed to a separate trail? If they can run a trail from Charlevoix all the way to Harbor Springs , why can't a trail be available from Boyne City to Charlevoix. Do we let only a few people determine whether a good safe trail goes in or not?
- Who's maintaining the path? Who's repairing the path when it begins to break down? We can't even keep up the existing Boyne City Rd!!!!
- The actual location of the trail. To me this is not clear and any one I have spoke to is not really sure either.
- I think in order to encourage the community to support the trail, we should look at how many bikes have experienced injuries, death, or harassment as a result of riding along the current road with no shoulder and unsafe conditions. When I am driving on the road during the summer, it appears a lot of tourists ride their bikes on the road and I have seen people almost hit bikes or yell at them. My father is an avid biker and has been threatened by others operating vehicles who were angry about bikes on the road.
- Why did the opportunity to use grant funds go to waste?
- I own property which will be impacted and I fully support the seperate trail option.
- Why we can't get it built? Soon!
- The exact location of the trail needs to be established and we need to determine the legal rights of every property owner on which the trail passes over or runs adjacent to.
- Can't we spend some money on a sport for all racquet sport enthusiasts in Charlevoix, Boyne City and East Jordan by spending only about \$150,000 for two platform tennis courts with a warming hut instead?
- Please keep an open mind, whether you bike or not. Do not resent that funds are available for bike trails when road funds are scarce. Bikes are a valid form of transportation and have long been neglected.
- I'm not sure what has been done. Perhaps data could be gathered on home sales for property on established bike trails to demonstrate that the value of property has not been lowered due to the existence of a bike trail.
- What right does the county have to exercise Eminent Domain to service a small special interest group. Especially, when lower cost solutions exist. Also, why is the widening for the Boyne-Charlevoix road (a lower cost and less destructive solution) not the number one alternative.
- NA

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

- PROPERTY OWNERS WHO'S PROPERTY IS GOING TO BE AFFECTED BY THIS ABOMINATION!!

- Don't know
- I live on the south side of Lake Charlevoix and I suggest that survey data be collected from the multitude of bicyclists who are riding on Ferry Rd between Advance and the Iroton Ferry. These people will be the eventual users. For help call me: N. David Scott @ 582-7765
- Members of the Township Boards, Chamber of Commerces, and Convention and Visitors Bureaus.
- Each property owner along the trail needs to be personally alerted should this proceed. We have never been personally contacted; good thing we do our best to keep up with what is going on in our county.
- Not sure. It appears that both sides have been represented.
- All the property owners who's property would be affected by this bike trail!
- Perhaps local bike clubs, or designers of other trails that are successful- maybe Rails To Trails or other trail org's.
- All of the property owners along the BC/CH road.
- All the taxpaying people who own land that would potentially be taken from them, including those that do not live in the area year round. Other people who could be affected by this potentially terrible precedent and have their land taken from them for some others' personal pleasures.
- "Perhaps snowmobile clubs should be included in the discussions. They can help promote the reason for the different kinds of trails.
- Is law enforcement involved? They will be involved in any mishaps and disputes involving use.
- Are the property owners and park people directly involved?
- I think this is the first survey I've ever taken that wasn't multiple choice and actually wanted my thoughts. Thank You.
- the poor and moderate income individuals that will be said getting something from this, however the best way to find out would be for a public vote
- Tourists
- Unknown.
- "What the outcome will be to the property owners. My home is in the Boyne Valley Twp.
- Put the money where it is good for our county, and not for a select few Thank you."
- From what I have read the property owners along the route need to be involved. If a trail is done well it might enhance their property values.
- Eviline Township officials?
- No one I know of.
- Victims of auto injury!
- COUNTY CHAPTER OF THE MTA
- Maybe hikers, the DNR, Chamber of Commerce. Backpacking stores
- I think everyone has had a chance to voice their concerns.
- Each and every property owner.
- Don't know
- No suggestion.

- Children
- Not sure.
- Don't really know.
- People who are in support of family values and family activities. We have observed many families spending time together on the Little Traverse Wheelway.
- More property owners on BC/Charlevoix Road. I did not receive a letter about this proposed bike path.
- I believe it should be the property owners since they are the ones being unjustly infringed upon.
- Law enforcement, all tourism agencies, all bike groups, Medical emergency staff
- I am not sure. The pathway I see as only a very positive addition to our community. Great for our health, less impact on the highway itself and good for the environment. I ride the pathway between Charlevoix and Harbor Springs and I am amazed at the diverse group of people using it and the number of people on it. If the roadway is widened five feet on either side the only cyclist who will use it are the high end long distance riders. Staying healthy is a growing concern and the pathway will provide an ease access and safe addition to our community.
- We need to continue to attempt to get the directly affected landowners involved.
- Michigan DOT, Rails to trails, Pure Michigan tourism, etc.
- Do not let the threat of a lawsuit by a few property owners deter you. Giving up a few feet by the roadway is not a large sacrifice. There are numerous precedents of larger sacrifices for the benefit of the public for roads, utilities, etc. Perhaps some of the grant funds could be used to compensate the property owners.
- Again, I'm not sure what has been done. Are the results of meetings etc. prominently reported in area newspapers? And even down state newspapers from which a lot of the area tourism derives??
- Primarily the people involved in the discussion should only be residents of the county, property owners and residents of the area. Not seasonal special interest groups.
- NA