

Traverse City-Charlevoix Trail: Acme through Elk Rapids Landowner Listening Sessions Summary

Fifty-one (51) comment cards were collected at the listening sessions; 60 people attended.

Primary land use among attendees:

- 84% Residential
- 23% Agriculture
- 7% Commercial or Retail

Desired use of the proposed trail, indicate:

- 67% of attendees want to use the proposed trail for recreation
- 11% want to use the trail for transportation purposes
- 26% do not plan to use the trail

Features of trail design most frequently listed as important were safety (over half of responses) and separated trail.

Below is a list of features discussed at the meeting:

- Safety
- Separated trail
- Scenic
- Hard surfaced
- Clear pavement markings
- Signage (wayfinding and rules)
- Accessible to/from residential areas and highway
- Non-disruptive
- Accessible
- Quickest and straightest route for purpose of efficient transportation
- Wider road
- Minimizes exposure to harsh winds
- Emergency kiosks
- Useable for winter activities
- Design that keeps food safety in mind
- Features that provide privacy
- Features that keep trail users off private property
- Features that keep trail users out of and away from heavy traffic and road crossings

The open-ended responses and comments are organized below by *concerns and solutions* related to three key issue areas – safety, private property, and agriculture.

Safety Concerns:

US-31:

- High speed of traffic
- Crossing of a busy highway
- Sight lines for vehicles turning off the highway
- Number of driveways (which large trucks and equipment regularly turn into)
- Distracted highway driving

Deepwater/Dock Roads & N. Bayshore Drive:

- Conflicts with motor vehicle traffic
- Narrow road width

- Number of driveways (some blind/hidden),
- Curves in the road
- Distracted driving
- Biker etiquette
- Speed of vehicle traffic
- Congestion of motorized and non-motorized traffic
- Drinking by trail users
- Availability/response time of emergency services.

Safety Solutions:

- Separated trail
- No shared roadway
- Widen roads
- Delineate bike lane from traffic lane/pavement markings
- Signage/clearly marked routes
- Route trail where there are fewer points of access
- Route trail along US-31 (and not along N. Bayshore Road)
- Route trail along US-31 (and not along Deepwater and Dock Roads)
- Route trail along Bates Rd (and not along Deepwater and Dock Roads)
- Potential turn lane along US-31 (section between Townline Rd and the Village)
- Reduce/control speed limit on Deepwater and Dock Roads
- Reduce speed limit on N. Bayshore Road

Private Property Concerns:

- Trespassing
- Encroachment onto property / too close to property / loss of property
- Removal of trees
- Loss of privacy
- Decreased property value

Private Property Solutions:

- Shared roadway
- Fencing
- Signage/clearly marked routes
- Place away from homes
- Do not route the trail along N. Bayshore Dr
- Do not route the trail along Deepwater and Dock Roads
- Route the trail along US-31 (instead of N. Bayshore Dr)
- Route the trail along US-31 (instead of Deepwater Rd)
- Route the trail on Bates Rd
- No trail

Agricultural Concerns:

- Trespassing
- Loss of land and rows of fruit trees near the road
- Stealing of produce
- Unknown of future regulations and how those will impact farm operations and workers;
- Spraying

- Bike traffic interrupting farm operations
- Use of driveway being impaired
- Drinking/partying/bad behavior
- Loss of business
- Liability
- Sanitation issues

Agricultural Solutions:

- Fencing barrier between trail and farmland
- Signage (such as “No Trespassing”)
- Potential turn lane along US-31 (section between Townline Rd and the Village)
- No trail