



Traverse City ↔ Charlevoix Trail: Acme through Elk Rapids Public Open House and Public Input Summary

A public open house was held on February 27, 2019 at the Williamsburg Event Center in Acme Township as part of the preliminary design process for the TC-CHX Trail between Acme and Elk Rapids. The purpose of the event was to:

- **Share** what has been learned since the first public open house in August 2018 by presenting:
 - Planning update on the preliminary design process
 - Design engineering assessments of the alternative route options
 - Summaries of public and stakeholder input
- **Propose** a preferred trail alignment based on the route information and input presented
- **Answer** questions and discuss the assessments, proposed alignment, and overall process
- **Provide** the opportunity for attendees to comment on the assessments, proposed alignment, and overall process

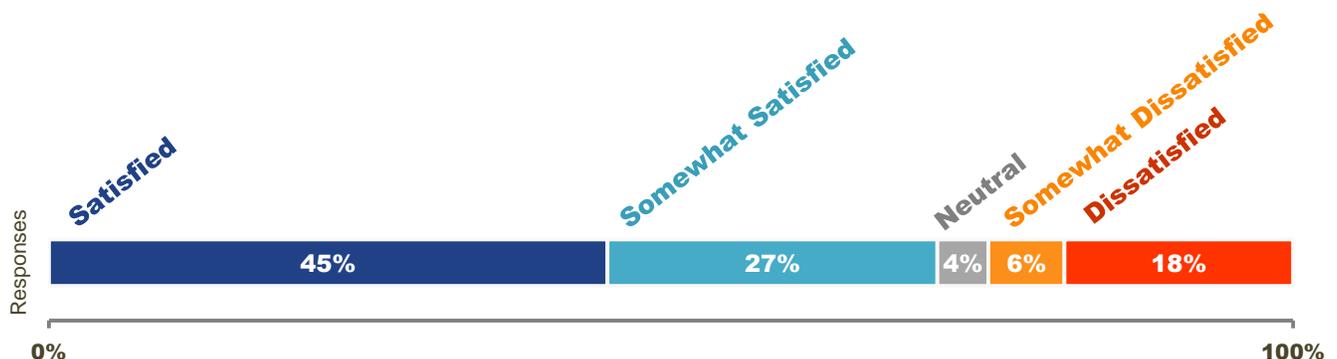
The presentations, including the route assessments and input summaries, and a public comment form were made available on the project website and promoted online following the open house. Input was collected through March 15, 2019.

The following report highlights, summarizes, and provides the complete responses of the public input received through the public open house and online form as part of the preliminary design of the TC-CHX Trail between Acme and Elk Rapids.

Question Summaries & Responses:

How satisfied are you with the proposed trail alignment on the West Side of US-31?

72% of respondents indicated satisfaction with the proposed trail alignment, including 45% who identified as *satisfied* and 27% as *somewhat satisfied*. 4% of respondents identified as *neutral*. 24% of respondents indicated dissatisfaction, including 18% who identified as *dissatisfied* and 6% as *somewhat dissatisfied*.



What features or amenities are important to you along the trail alignment on the West side of US-31?

The themes related to features or amenities that are important to respondents along the proposed trail alignment included:

- Access to parks, natural areas, and/or beaches (15)
- Away from/Separation from US-31/Traffic (9)
- Rest Areas/Stops (7)
- Views (7)
- Access to businesses and downtowns (5)
- Restrooms (5)
- Signage (wayfinding, road crossings) (5)
- Buffer/Barrier from highway (4)
- Noise Abatement (4)
- Parking (4)
- Safety at driveway crossings (3)
- Access to farm stands/markets (2)
- Wide trail (2)

43 Responses:

1	Scenic vistas--The bay, Access to Maple Bay Area
2	What about using Yuba Creek Natural Area, Meijer, the resort?
3	Access to public properties/amenities :)
4	Paved!!
5	Staying as far from traffic lanes as possible, especially when traversing public lands and parks. Beware of trees and shrubs.
6	Great idea since 70-80% of people biking want views and parks (businesses too)--like the idea of a separate road--safer
7	Rest stops, access to parks, bathrooms please
8	Trees/ bushes buffer from highway. Safety at driveways
9	Safe crossing on busy driveways, max separation from road to reduce noise, connections to public parks, including GTRLC properties, connection to existing trail currently ending at Bunker Hill
10	Access to parks, more direct route, separated trail safer for families
11	Separation, noise abatement, parking
12	Connection to amenities like downtown ER, not crossing 31
13	Align as far as possible from roadway. Grade on W side south of Yuba road is steep & land is missing. Possible access to Maple Bay--why no access to ER on old US 31 south? If on West side
14	Rest area
15	Parking, good landscaping for noise abatement, signage to public parks & water access, rest stop at 1/2 way point
16	I like the idea trail will access parks. Parks may have amenities that riders could use such as parking and restrooms
17	Access to nature areas, park areas quicker access to Acme and restaurants
18	Park/water views--away from high traffic area--like the area business along this route
19	Access to natural areas and beaches. Benches and scenic spots along the way to stop for snack breaks w/ the kids
20	Noise barrier-- I don't like Charlevoix to Petoskey because of road noise despite beauty of lake.

21	We are concerned about buildings/trees on our property that would be in the line of the proposed trail.
22	Cyclists Safety
23	Seems doable. Access to interesting bayside attractions
24	farm stands, connections to public natural areas and beaches along the way
25	Sharing the bike trail with North Bayshore Dr..... too many homes on the street and too much traffic, both car and pedestrians, and too many curves.
26	Just do it!!
27	Will there be parking at various mile points? Will there be some sort of restroom stops?
28	Either side of US-31 from Townline to Village of Elk Rapids is not a good choice for this trail.
29	Proximity of our house to the highway. Landscaping as a safety barrier to our house. Safety concerns for our driveway and our business. This stretch of Highway between Wilbur Ellis-chemical supply and Yuba, because of its hills and curves, has accounted for numerous serious accidents and many deaths since we've lived on this highway. There are many driveways and roads that come off of the west side of this highway which adds to further distractions by motorists. New Hope Church should be considered because of the amount of traffic in and out, on a daily basis. There have been some mishaps; our mailbox knocked down, cars on our lawn, and fender benders. There should also be concern for future developments... Lockenheath, the new Orthodox Church, housing developments, etc, which will only create more traffic on and off the highway.
30	I think our area is too developed already and you are asking for too many private property easements no matter which proposal is chosen.
31	Maybe some rest areas, bathrooms, water bottle or drinking fountain, a bike stand w/ basic tools and air pump. Routes w/ signage for water/lake/beach access. It might be nice if there was some basic camping areas every 60 miles or so.
32	Views and access to Farmer's markets
33	Public restrooms, good signage at any road crossings
34	Good separation and physical barrier from traffic on US31
35	Signage, road painting to separate bikes, cars and walkers
36	Wider trail than 10'. A dashed line and stay to the right posted at intersections. Crushed stone surface. Walking and running on pavement is hard a the body. Crushed stone allows for better drainage on the trail.
37	Access to Maple Hill Farm and Petobego Pond would be nice
38	Areas to rest (park bench), views, hiking trails to the lake, visits into the towns
39	Use East Side of 31 or Bayshore Dr.
40	That the trail be plenty wide enough
41	Trail should be as far away from US-31 as possible
42	The view is lovely and people could get to the beach
43	Rest areas

Please share any comments or questions you have regarding the proposed trail alignment on the West side of 31

Common themes among comments and questions pertaining to the proposed alignment included (numbers are rough estimates):

- Safety Importance/Concerns - such as from highway, heavy traffic, speeding or distracted drivers, road and driveway crossings (9)
- Support for proposed trail alignment and/or planning process (8)
- Separation/Distance from US-31 (8)
- Noise concerns (6)

- Hills/terrain (4)
- Connections to beaches/parks/natural area are supported (3)
- Questions/concerns over routing north between Village of Elk and Williams Rd (3)
- Questions/interest in route through the Village of Elk Rapids (2)
- Easement concerns/questions (2 or 3)
- Proximity of homes (3)
- Family friendly needs (2)

38 Responses:

1	Traffic on US 31 Yuba Hill
2	What about Yuba Hill?
3	How soon can we build?
4	Townline Rd is too hilly
5	see 1st. Comment
6	I'm concerned about road noise--would like to see Bayshore through Elk Rapids.
7	Very upbeat, positive, informative
8	Will it go on west side along highway thru ER? or along Bridge St?
9	Concerns w/noise, especially in summer due to very heavy US 31 traffic, multiple driveway crossings, advantages I see are affordability & potential this could be a reality in my lifetime, afraid the alt route would never get permitted
10	Having trail on US 31, gives safer additional route alt route can still be an option for riders--now 2 routes will be available
11	Noise & proximity to 31 is very draining & not conducive to families
12	How will steep grades be smoothed for ADA compliance? Please avoid Dock Rd! Let's see design schematics on a map or stake the proposed route for visual aid and comments by neighbors and users. Current hills/grades on US 31 too steep for many users--why build it if it won't be used
13	Have you gone house to house along route and ask opinion? Not everyone comes to meetings
14	Noise will be the #1 issue, #2 issue will be vehicles turning movements across proposed trail. Need to minimize # of crossings & provide caution marker for vehicles and trail users
15	I agree that there are 3 types of riders. These trails are for families, less confident and slower riders--or just those of us who don't care to mingle w/distracted drivers. I like the W side option because of the inclusion of parks (destinations themselves) and not having to cross 31.
16	Great Idea!
17	I preferred not to bike in high traffic area, open field, hot, less protection against wind, elements
18	Connect current TART to Bayside park to Maple Bay to Elk Rapids beaches
19	There is much less residential development on the EAST side of US-31 and the countryside views are just as beautiful. North of Elk Rapids, there are bathroom and picnic facilities available on the EAST side, not the West. There is a SAFE crossing to the West side, and therefore to the beaches, businesses, etc. available at the traffic light at US-31 and Dexter for people who choose to explore the village of Elk Rapids.
20	I think this is a great idea. My only concern is cyclists safety. I hope the right of way for cyclists is very wide. Cars zoom way to fast up and down that stretch of road. With people being so distracted now days with cell phones and electronics in their automobiles, there's a real possibility for a tragic accident. I think there should be a motorist education program (signs?) for motorists to watch out for cyclists. Thank You.
21	I don't like the noise aspect, but it is most important that pedestrians and bicyclists have trail that is separate from the roadway, the entire way
22	Vehicles already share N & S Bayshore with walkers, strollers, runners, bikes- drivers will have to obey traffic laws & be courteous.

23	It saddens me greatly that the only Antrim County business or individual that is promoting the trail is Shorts. ...YAHOO SHORTS, ALWAYS ON THE SIDE OF FUN, GROWTH, OUTDOOR, 21ST CENTURY...SAD, SAD for all of Antrim or Elk Rapids that fights the trail or does not support it... THANK YOU...CANNOT WAIT
24	Homes & Business and valuable orchards are way to close to US-31.
25	Please see number 4. The entire 10 miles of US 31 North should be a safety concern. Safety for both bikers and motorists should take priority over money.
26	The problem arises on all options.
27	Bidirectional bike travel on same side of road? Not an issue, just curious. How much separation would there be from bike lane to motor vehicle traffic?
28	Shorter and I think prettier. Not sure about issues acquiring assess?
29	Seems to be the most practical and straightforward of the various options
30	Looks like a very good plan so far.
31	I prefer the trail not be along any road. I suppose that along US-31 may be the best option because it is the only road currently unsafe to ride along currently.
32	Safety and separation from the road would need to be of extreme importance. If the path is put here it will not be quiet, peaceful or attractive (though functional).
33	I'm okay with it except I don't understand why the route from Elk Rapids to Williams Road would be on the East side - then no need to cross the road.
34	USE EAST SIDE. OUR PROPERTY IS ON WEST SIDE OF 31. NOT ENOUGH PROPERTY BETWEEN OUR CONDO AND US 31. BAYSHORE IS A INEXPENSIVE WAY TO MAKE TRAIL.STRONGLY DISAGREE WITH WEST SIDE OF 31 FOR TRAIL.
35	How is the trail going to be extended from Bunker Hill trail end to the west side of US 31? Can this segment be completed sooner than the rest of the trail?
36	Every effort should be made to achieve the same - not next to a highway- effect that one feels riding the trail from Charlevoix to Petoskey.
37	I am concerned about safety if people have to cross the street without a light.
38	I am concerned about the amount of noise from the highway. I avoid riding the trail between Charlevoix and Petoskey because it's too noisy. It also might have hills that are too big for families to manage.

Please share any comments or questions you have regarding the alternative route evaluations

Common themes among comments and questions pertaining to the alternative routes included (numbers are rough estimates):

- Support for Bates Rd - more scenic/pastoral, less traffic/quieter, Acme and GT Resort connections (5)
- Alternative routes are longer/less direct (4)
- Alternative routes are still preserved for avid riders (4)
- Improve/expand shoulders on alternative routes (Bates, Townline, Elk Lake Roads) (3)
- Alternative route concerns - speeding cars, no access to parks/beaches../
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32 Responses:

1	Bikers use Bates Rd.
2	Have you considered the railroad grade going along Elk Lake Rd?
3	Have there been any bicycle counts? Like traffic counts when highway upgrades are being planned. Which route are the current bicyclists taking? Why?
4	I appreciate the time/care taken. I would still like to see Dock Rd and Cabana Shores, but most important is West side
5	Take backside into Elk Rapids

6	Great to retain this route and possibly add paved shoulders for the club riders and other enthusiasts and group tours etc.
7	Alt routes add distance with no parks/places to stop. Also inland so hot in summer--longer ride than families could do
8	Towline Rd is very steep in spots
9	Presenters: always repeat questions from you audience. Not hearing the questions negates the understanding of the answer.
10	I agree on putting wide shoulders on Bates, Townline, Elk Lk Rd for "real" bicyclists
11	Concerns w/the additional cost & the higher likelihood this route would never happen due to the much greater challenge w/private landowners & easement requirements, this route can be ridden now (Bates) for more serious cyclists.
12	Alt route is longer, still good for avid riders
13	Understanding the constraints & challenges, I would still look at the shore/townline/elk rapids RT. It accomplishes a break from 31, a more scenic route, and access for 100 homes onto the trail into ER a huge local benefit
14	Lautner/Bates would allow access to GT resort. Grades are gentler & pastoral route. Bates needs all the love it can get. More positive connections w/Acme, Resort, existing trail. Why has meijer not stepped up to assist?
15	TART & local gov't agencies need to advocate for 3' minimum road shoulders on Bates, Townline & Elk Lake Roads. Cyclists will continue to use these roads as they are great rural cycling routes that are away from most traffic
16	Alt routes are ok for those road savvy riders but farmers along bates do not want a bike path as it "may" interfere with their spraying of chemicals. Those we are hammers heads already have riding options. Those of us who don't feel comfortable on the road love these trails
17	The shorter and more direct route the better! Feels like there are already plenty of roads for hardcore road bikers on the east side. Preference for a trail away from road is optimal. Keeping my kids away from distracted driver is paramount.
18	Concerned about speeding cars on Elk Lake Rd as well. It is a tough situation!
19	We are extremely OPPOSED to the route on N. Bayshore Dr. north of Elk Rapids for a variety of reasons. There is already too much traffic and too high a speed limit for such a narrow, curvy road that is filled with residences. Even more traffic represents even more danger to children and adults who live on this street. There is concern for encroachment on many already small lots and how property values will be impacted. There are NO bathroom facilities at the Wilcox-Shah conservancy as there are at the park on the EAST side of US-31. There are plenty of scenic water views in the village of Elk Rapids if cyclists are interested in taking a detour into town, using the bike path that is already present, as well as bathroom facilities, restaurants, etc. A SAFE crossing is available already at the traffic light at US-31 and Dexter.
20	There's a lot to like about Bates Rd route
21	US-31 North from Acme to Townline Road, then a crossover to Elk Lake Road then into the Village of ER. Hundreds of bikes travel Elk Lake Road each year especially the Dal-Mac which would make it much safer for all of the bikers on the less traveled Elk Lake Road. US-31 from Townline Road to Village of ER is very-very dangerous in the summertime.
22	Bates Road would definitely be a safer route for recreational activity and would not create additional concerns for motorists as would US 31 North.
23	These routes really are suboptimal. The existing roads are pretty shoddy in some places. Takes riders out of the way/longer routes. Probably less available help.
24	I feel that the TART trail should have their own trail/space to ride. Sharing the road with cars will make it harder for families with younger kids to bike safely. I'm very excited for the TART trail extension
25	Alternate routes appear to create far more landowner and access issues, as well and creating safety issues with traffic.
26	I can already ride those routes.
27	The Bates Rd option would be safer, quieter, more pastoral and more consistent with the atmosphere of the

	trail between TC and Suttons Bay.
28	The Deepwater Pointe option doesn't provide scenic water views except in two places and they are short lived. There is no "side of the road" to stop and look on Deepwater Pointe Road as it is private property. Dock Road has very little area in the way of be able to get off the road. I do not want bikers on Deepwater Pointe Road and especially if they are slow and looking around. If a path cannot be built for them, send them somewhere else but keep them off the well-traveled roads. I, also, don't understand how they are going to connect to the rest of the trail from Acme Park.
29	Currently bikers use N Bayshore drive with no problem. Why put bikers at risk by using minimum access on west side 31 north of elk rapids. Do not want bikers riding behind our condo and between us and us-31. Use west side us-31-more property. Or, N Bayshore drive.
30	Has the trail study even went through the Deep Water Point/Dock Rd. alternative? And if they did, why is it even still being considered?
31	Alternates were not assigned a factor for an Up-North feel. A lot of points for Bates. Also, many riders will use N. Bayshore event with a trail on the West side of US-31. Plan for this and do not spend the money for a trail segment on US-31 up to Williams Road.
32	I don't mind riding on the country roads between Acme and Elk Rapids, but I am an adult and a fairly experienced cyclist. That has some big hills too, and the last section of Elk Lake Road has shoulders that are too narrow. Brackett Hill is awful, though. It is worth it to me to go all the way down to the "orphan trail" from Lautner to Bates, just to avoid the gigantic dangerous hill on Brackett.