

Traverse City-Charlevoix Trail: Acme through Elk Rapids

Public Open House 08/22/18

Route Alternative Comments

Alternates 1A: Deepwater & Dock Rds (Shared Rd) – 4 positive responses

Alternates 1B: US-31 West – 5 positive responses

Responses:

- 1B
- 1B because: 1. less resistance from shared road residents 2. Actually more "vision" of Bay
- 1A: would be less traffic and connects to Bertha Vos School
- Dock Rd is steep - not ADA. West side US 31 - people debris on trail - large grades and driveways. Why not build a trail connector between Bunker Hill and Lautner and use trail to Bates?
- Shared Roads are not safe!! For trail pedestrians or users
- I feel like protecting bikers is so important I'd rather there was a path separate from the roadway. Although beautiful. Deepwater pt is less direct, too for commuters
- Both ideas good
- 1A & 1B
- Use 1A
- Off 31 share the beauty, farming - signs to warn of spraying, signs to warn when spraying
- connect Tart Trail parallel to Bunker Hill so can get on Bates Trail
- West side 31
- Deepwater point jog doesn't make sense
- 1B
- 1A
- I think the trail should be on the EAST side of US 31 because there are residence too close to the west side
- The concept of a shared road does not seem safe in this area. It carries too much traffic now and the road is narrow
- Deepwater is scenic concerned for the high road traffic 31

Alternate 1: West Side US-31 (between Dock Rd and Maple Bay Park) – 8 positive responses

Alternate 2: East Side US-31 (between Dock Rd and Maple Bay Park) – 1 positive responses

Responses:

- From Acme to Elk Rapids I would stay on US 31 as much as possible. It has great views and offers easy access to get on and off the trail. It should also benefit the fruit stands along the route
- Either
- West side allows access through Greek Orthodox church, Lochenheath and allows direct access/ same side to Saylor Park and Maple Bay
- Snow plow trash and gravel and propensity to high speed traffic- good for 8 year olds? 80 year olds?
- Good
- Alt 1 west side: provides access to property / sayler park/ maple bay
- alternate 1 prefer
- keeping on the same side of road as much as possible is safest and more cost efficient
- west side 31
- Please locate the trail on the east side of US 31 if you run it along the highway
- My home is on the west side of US 31 and I am not comfortable having people close to my home
- Concerned for the high road traffic 31 on either side. West side would connect to Saylor and Maple Bay

Alternate 3: West Side Bates – 3 positive responses

Alternate 4: East Side Bates Rd – 2 positive responses

Responses:

- East side bates
- Either
- County roads do not provide space for a stand-alone trail
- Bates has nice setbacks - less drives to cross on west side
- I like that this alternative connects with the TART, which shoots you into TC
- Definitely Bates prefer to stay away from 31 as much as possible
- Bates either side and stay away from 31 if possible
- West Bates prefer
- 1. Bates to Angell 2. Angell to Monroe 3. Monroe to Townline Rd 4. Townline to Elk Lake
- Bates Road option is definitely preferable, path must be off the road... at least 10 feet. Need to get off US 31 for a stretch and this does it!
- NO
- 4
- this would be the best choice I believe because it is in the country away from the busy 31 corridor
- Less road traffic along bates, would need good crossover (across tunnel?) the existing segment of tART could help connect from Bunker to Bates. Less road traffic nice connection
- Bates road (either side) is good non US 31 option of not shared with traffic

Alternate A: US-31 (east dependent on trail to south) – 6 positive responses

Alternate B: Townline & Elk Lake Rd – 9 positive responses

Responses:

- From Acme to Elk Rapids I would stay on US 31 as much as possible. It has great views and offers easy access to get on and off the trail. It should also benefit the fruit stands along the route
- Alternates along Bates Rd: 1: West Side Bates 2: East Side Bates Rd
- Alternates A & B: A: US-31 (east dependent on trail to south) B: Townline Rd. & Elk Lake Rd
- A
- Townline rd & Elk Lake rd
- A - Yes because B would be dangerous - lots of curves and ups/ downs and driveways
- US-31 preferred because it allows stand alone trail
- why not S. Bayshore Drive? It's the best way in. Follow gas line on US 31? Stay as far off 31 on east side. I just peddled up on 31 from TC. Awful cycling experience
- I think B
- Travel from Bates to Townline Rd to Elk Lake rd. (Alternate B) or Bates to Angell to Murro - Townline Rd - Elk Lake
- B. Townline rd and elk Lake
- again, prefer to be inland, elk lake rd up to Townline
- prefer to stay away from 31 - elk lake to Townline
- prefer B
- Cross 31 at S. Bayshore - longer view of oncoming traffic, less congested
- How far off 31 would the trail be? More pleasant not right next to the hwy. buffer between 31 and trail. Option A less distance and more cost effective
- Bates then Angell road east, left on Monro / Amos road
- Pro: US 31 - more room for safe distance from traffic, more direct route, more businesses along the route for stops and refreshments. Would need trees planted for natural screen/ shade. Etc... better visibility to traffic vehicles. Concern that Elk Lake road is too narrow, not enough easement
- West

- B
- The east side of the HWY, away from our private residence on the West side Please!
- B. Prefer Townline Rd and Elk Lake rd as long as non shared traffic

Alternate C: North Bayshore Rd (Shared Rd) – 10 positive responses

Alternate D: US-31 (east or west side) – 12 positive responses

East side: 9 positive

West side: 2 positive

Responses:

- At present N. Bayshore rd is extremely busy all summer long with joggers, walkers, runners, cross country roller skiers, dog walkers. In addition to home owners using the road for everyday use, plus construction traffic, on and on. This is why I am for the trail on the east side of US 31. It would be a lot safety for my family and grand children. Thank you, Richard W.
- C
- D. (Either is okay) C. NBS Dr. - already crowded with residence, visitors, guests. We oppose as official trail. We don't believe it should even be an option. It doesn't meet basic criteria. Safety is major issue. Shared road doesn't beginning to describe its mixed use.
- North Bayshore Rd (Shared rd)
- D. US-31 (east or west) safety for bikers, walkers, especially children. Safety for cars
- I ride/ walk Bayshore drive frequently - I prefer that to a trail along RT-31
- C: North Bayshore Dr. Keep the trail OFF N. Bayshore rd. Keep it on US-31, non motorized
- Please only consider along US-31- East or west. There is not enough road space for mixed use on N. Bayshore - very unsafe - Look a the research of mixed use roads with 35 mph or higher. NOT SAFE!
- Option C will meet much resistance. It is a well used road with cars, bikes, walkers, baby buggies, rollerblades. Just driving this road requires vigilance and careful watching. Better option for realistic completion is option D. It may be a little boring, but much more likely to accomplish. Farther north to Charlevoix, keep working with farmers and others who may donate property away from US 31. Do this also for option D. It will take time, and much discussion but hopefully residents will benefit from participating and donate land.
- D - mainly to avoid Bayshore residents resistance
- No curbs, no designated bike lanes, walkers and bikers go at different speeds and need to go around unsafe driveways
- C: North Bayshore Rd would be less costly due to wetlands along US-31 & North Bayshore allows access to public bay frontage
- No Use of N. Bayshore dr. Too many driveways are present - many blind. 35 MPH speed posted - many homes are close to the street - litter is a problem now!
- Avoid US 31. N. Bayshore - cross at Williams road. Cairn Hwy, to 31 then??? Will need to be set back a Lot!
- The current road has no "shoulders" and barely fits 2 cars. When there is a biker, walker or baby stroller on the street there is no room on the pavement for all 3 to pass. The walker, biker, or stroller must move to the dirt or off the pavement. Very dangerous! Shared roads are not safe and if safety is an issue, and priority - do not use Bayshore or Deepwater & Dock roads
- N. Bayshore is too narrow, though pretty. Could there be a bike path there? I think US 31 is the way to go
- Safety, Safety. Walkers, elders, Kids, bikes, cars, people with no clue. If there is a lawsuit and it goes up N. Bayshore who pays?
- NO shoulder. No lights. Narrow road that does not allow for cars, pedestrians, and bikes. Especially bikers who pass slower pedestrians etc... no studies conducted on average speeds or current use
- good

- C. N. Bayshore - shared takes one right to the village and river st.
- preference of 31 west side, ok with Bayshore shared
- The trail should be built on the east side of 31 in the ROW. If this is too costly, bayshore should be widened to provide a bike lane each way and utilize public land where possible.
- Prefer C then west 31 north
- More pleasant to be off 31 N. Bayshore is currently a walking, cycling, and other activity road. Share the beauty. Reduce speed of cars, speed bumps? Most cost effective, if not N Bayshore, then east side of 31?
- US 31 east Side!
- NO! walkers, bikers, joggers use N. Bayshore now - congested at all times of the day. Definite safety issue. Not all serious bikers follow the rules of the road. They do not always share the road and follow the rules - my back yard up to 31 - I do not want bikers using my yard as a bathroom or garbage pit!
- North Bayshore could not handle the additional bikes/ pedestrian traffic. This option would be too unsafe! Suggest East side of US 31 from traffic light North. Better stops align the way for bikers and pedestrians. This one is a no Brainer!
- Prefer east side of US 31 if trail is on US 31 If no N. Bayshore lower speed limit . Trail would be safer for bikers than it is now
- The speed limit (35) exceeds shared roadway criteria (25) and speeding is problematic already North Bayshore as a hared roadway is too narrow and unsafe for the increased volume the trail would create. Please utilize the east side of US 31 and make a safe non-motorized designated place for bikes/ pedestrians to enjoy the trail. property owners on N. Bayshore should not be imposed upon for the cost of savings and ease of development There are no shoulders, no lane markers, and no were for vehicles to go . bikes and pedestrians are on both sides of N. Bayshore it is not built for this type of volume. US 31 traffic has been rerouted to N. Bayshore. who is responsible for the maintenance and care and management of the effects of increased use?
- D
- C
- Please use the east side of US 31 if you must. As a senior I am not comfortable with strangers in my front yard
- N. Bayshore is a scenic drive that would connect day park 31 has high road traffic
- N. Bayshore is already used as a recreational road if additional safety features (rumble strip, clear designation of road/ trail) I think it is viable
- The trail needs to be set up on the east side of 31 starting at Shorts and then going north. Don't use Bayshore drive it is currently not wide enough for bikes, people, dogs and cars. Start on the east side of the road and stay on the EAST side as long as possible Bathrooms and water are already on that side of the road people are going to cross whether you want them to or not