



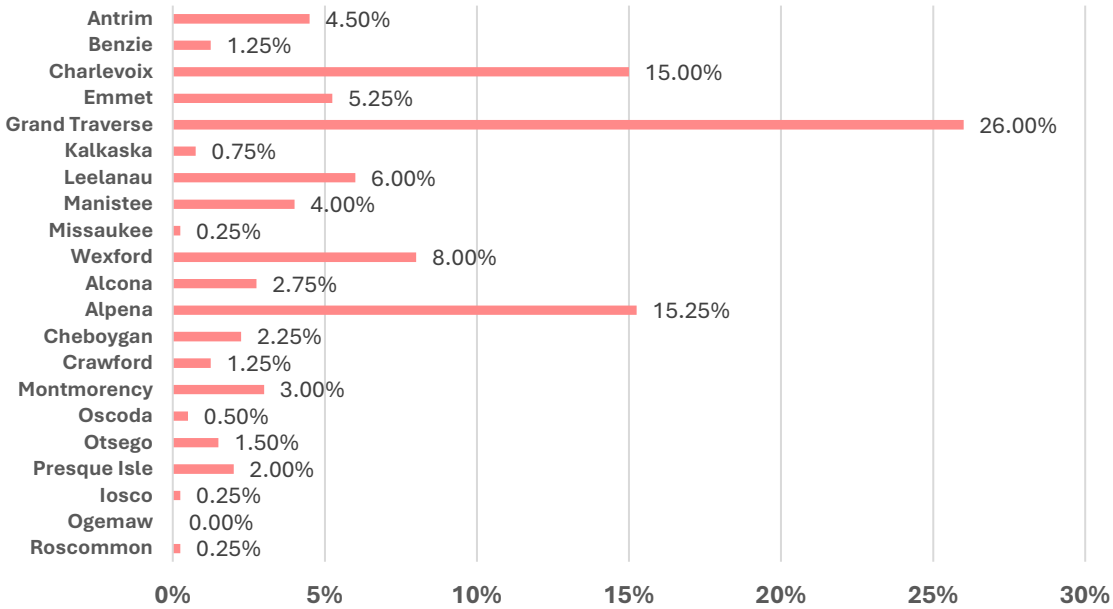
2025

NORTH REGION

ACTIVE TRANSPORTATION PLAN SURVEY RESULTS

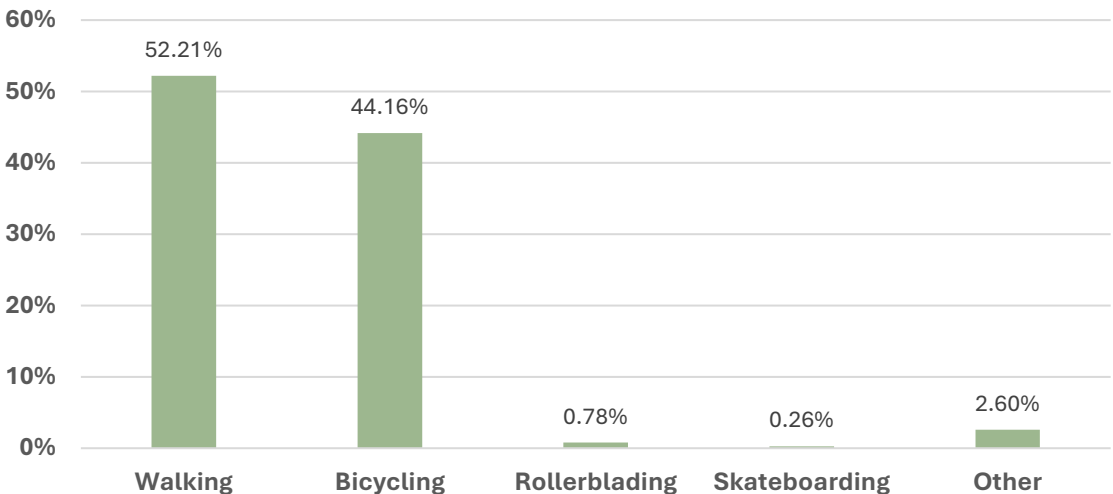
Question 1 - With which county in the Northern Lower Michigan Region do you most associate (where you most often use non-motorized transportation)?

(400 Responses)



Question 2 - What is your preferred mode of non-motorized transportation?

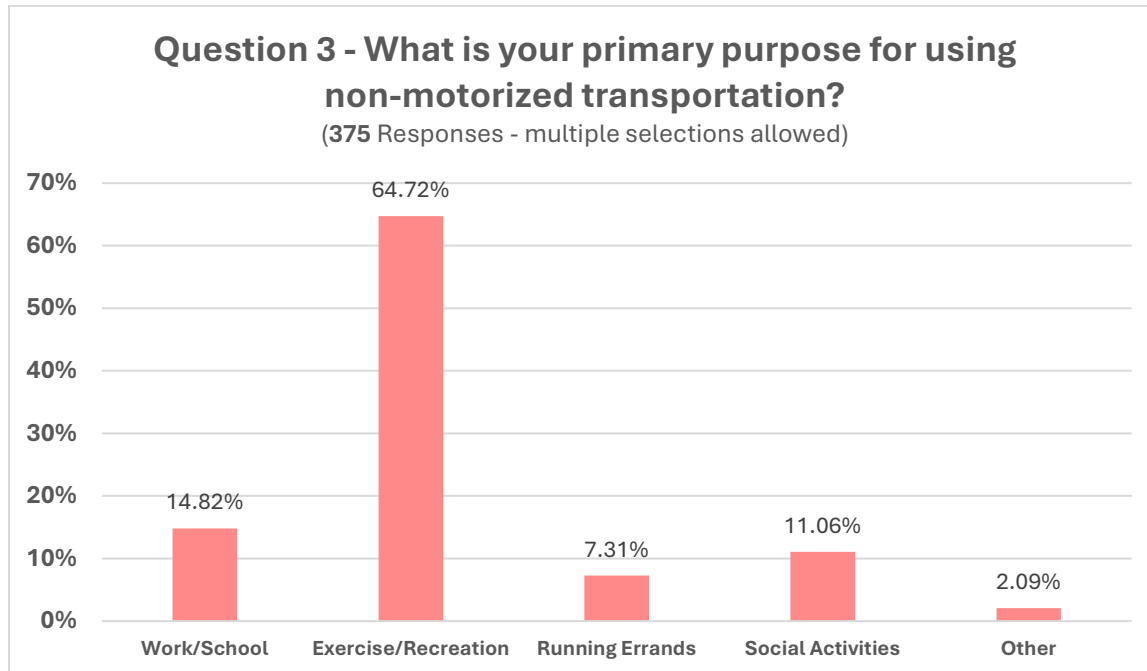
(385 Responses)



Other Responses to Question 2:
(10 Responses – 1 recorded but missing)

- Public Transportation

- Mountain biking
- Horseback
- side by side
- Hiking
- Kayak
- horse back
- Walking and Bicycling
- All of the above!



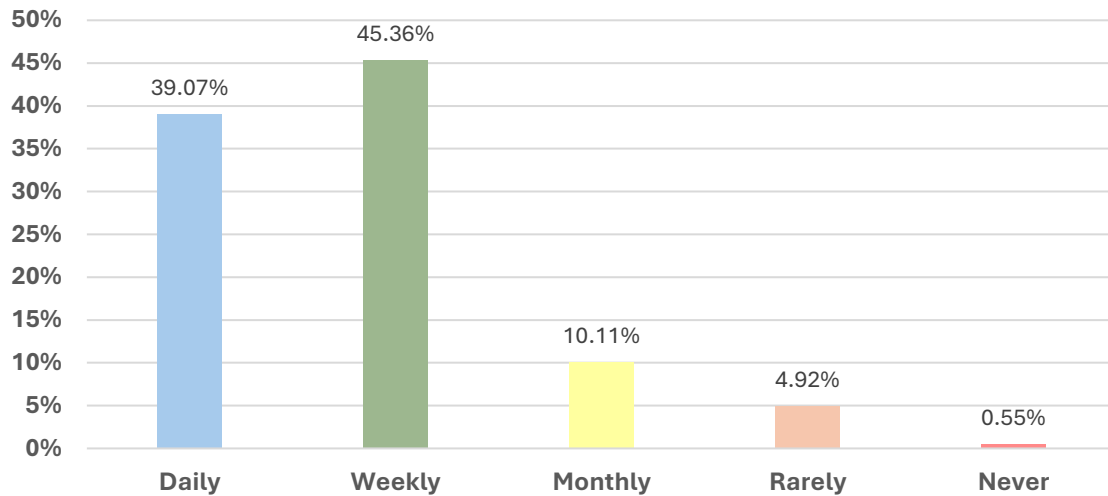
Other Responses to Question 3:

(10 Responses)

- I love the exercise, but also want to reduce my use of a car. Car-centric places are noisy, polluting, and much less attractive than tree-lined corridors where it's safe to walk and bike.
- Avoiding motor vehicle traffic
- Amish Transportation
- farming
- All of the above
- And exercise and getting to work
- enjoy nature
- My primary use is recreational but I do my best to use for work. If we had better infrastructure I would
- All of the above
- For fun

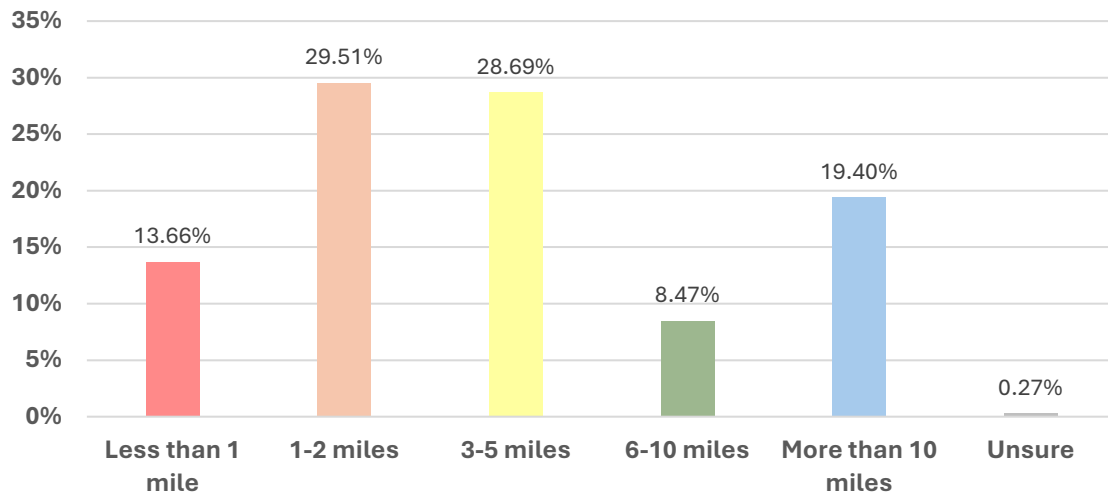
Question 4 - How often do you use non-motorized transportation?

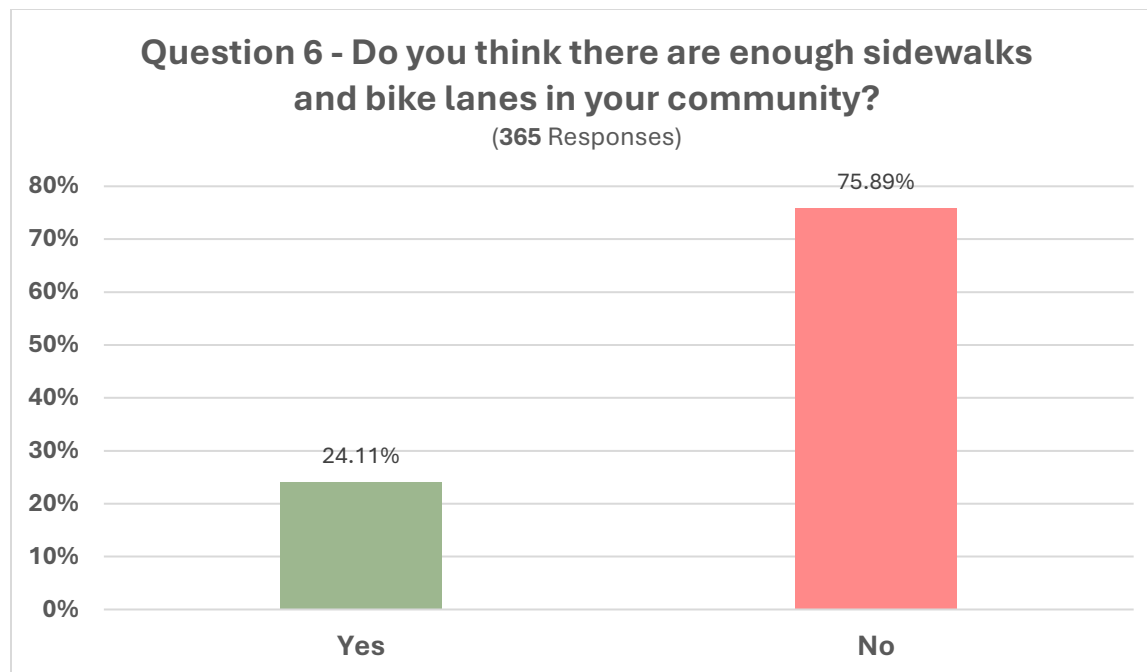
(366 Responses)



Question 5 - On average, how far do you travel for your non-motorized trips?

(366 Responses)





Question 7 – Where would you want to see more sidewalks or bike lanes in your community?

Responses to Question 7:

(235 Responses)

- Bike lanes should be able to take folks to and from the population centers of GT county, and others. I would ride my bike for utility more often if it was safer. My husband was hit by a car last week and remains hospitalized. He had friends who were killed when hit by cars. Bicycles do not belong on sidewalks.
- along all major roads
- On Cass Rd / South Airport
- Residential streets in Traverse City typically lack dedicated bike infrastructure
- Sidewalks should be everywhere, well-maintained, and accessible for strollers and wheelchairs.
- Boyne City to Ironton Ferry
- north and mid Emmet cty
- Connecting downtown areas
- In Petoskey: Howard rd to lears to bear creek crossing would be a huge win. Modernization and creation of sidewalks north of bayview allowing front access into D&W and safe ways to cross to minigolf/culvers would be amazing
- All major north-south or east-west arterial roads
- Everywhere!
- Fix the washout on the Little Traverse Wheelway; this has made non-motorized transportation linking our community super dangerous. Sidewalks and bike lanes need to be extended out of the city into the townships. Currently they end at the city limits. Most notably on Mitchell and Atkins Roads at the City of Petoskey/Bear Creek Township Line.

- 31 only has sidewalks on one side thru part of Bayview. Repair bike trail from Petoskey. To East Park where it collapsed.
- Finish the Boyne City to Charlevoix trail. Add trails to the south side of Lake Charlevoix
- Through and across downtown traverse city, to West Senior High School, to Buckley, to Sleeping Bear Dunes NP
- Chums corner, south airport rd
- Along J. Maddy Parkway and S Long Lake road in Interlochen. Also along 31 from Interlochen to Boardman River trail. Would like to connect southwest communities to traverse city.
- Would like bike lanes added to all new roads and re-surfaced roads
- To TC Costco
- Along all M-roads - could partner with utilizes to clear and use ROWs
- On Barlow Street and other residential areas
- Connecting neighborhoods and downtown
- in town and along main corridors into town
- I would like to see the Leelanau trail extended further north than currently, ideally to Northport.
- Improved bike lanes throughout the community
- Every single road right of way. The right of way is for everyone, not just motor vehicles
- extend the TART trail system into all adjoining communities. Also, set up long distance network so cycle tourists can take a 1-2 week trip throughout NW Michigan.
- complete sidewalks in central neighborhood and add dedicated bike lanes as well. Parked vehicles in central neighborhood cause congested streets which is dangerous on a bicycle.
- Traverse City
- I would like to see a bike lane/pathway/wider shoulder on 4 Mile Rd. It is heavily trafficked and frightening to ride a bike on, but many people use it for walking or biking
- More sidewalks where there are none. Most of Traverse City has them. Not bike lanes but cycle tracks and/or separate bike paths along busy state and county roads. Inexperienced cyclists will not bike on bike lanes along bust, high speed roads.
- Eighth Street and improve crossing at eighth and Munson
- On S West Bayshore Dr
- Sidewalks should be on both side of every City street. Bike lanes/shoulders should be an option on any City arterial street where the speeds are over 25mph and where there is no convenient paved off-road bike path nearby
- Connections to parks and schools
- Along US-23 and Tawas Beach Rd
- Residential neighborhoods
- U.S 23 South
- Lakeshore Road and Parkdale Avenue
- Out of city limits
- Long Rapids Rd and French rd
- Alpena Township
- Along Loud Drive in Oscoda township; along route 23 between Tawas and Greenbush
- City of harrisville
- From Alpena to Hillman
- throughout
- Bike lanes along the major roadways such as US 23 and M32 also along Chisholm St

- Forest trails
- On US 23/Chisholm
- historic and all village homes connected to business districts
- PAVED PATH FROM CITY PATH TO TRAIL HEAD OF N.E.S.T.
- Along US 23. or some other route connecting Northern Grand Lake to Alpena and up to Rogers City
- All around the outskirts of Alpena, US 23 Alpena to Ossineke
- Bike lanes aren't enough. We need dedicated non-motorized pedestrian roadways. Cyclists should be able to travel the entire county without ever encountering a motorized vehicle.
- Between Long Rapids Road and the newly constructed Bagley Street Bridge. Both a sidewalk and bike lane that extend the Alpena Bike Path down a busy road with no protection or pedestrian designation.
- There are no side walks to walk on in my community.
- Bagley St from M32 to Long Rapids Road, north of the bridge. Grant St between Hods Dr and S Brooke. Hobbs Dr from Grant to M32
- Hubbard Lake area
- Shoulder of road, around Wakeley Lake
- Along Bagley and Johnson
- city streets and highly traveled highways/roads
- On M-72 and US-131 just outside of the Village and along the main roads
- both
- Hwy M 65
- Along the Bagley St corridor and waterfront areas
- Along Bagley, Norway ridge
- Bike lanes on F41-Barlow Road etc
- complete the sidewalk project in the city. Paved rails to trails opportunities.
- I am referring specifically to bikes in this response, but I believe the same needs to be applied to non-cycling pedestrian infrastructure as well. Alpena needs dedicated bike lanes on all the major through ways, least pedestrian minded roads, and all through our downtown. When I say bike lanes, I am referring to a raised curb height dedicated lane that is not merged with other pedestrian traffic. Painting a picture of a bike with a line of paint on the shoulder of the road is not a bike lane and is extremely dangerous for cyclists and pedestrians. Curb height bike lanes give cyclists a better view of their surroundings and forces drivers to slow down when turning onto side streets. This causes fewer accidents and deaths because drivers are forced to be aware of their surroundings. Bikes and walking need to be looked at as a primary means of transportation and not recreation if we want our communities to be more economically resilient, safer, and generally nicer places to live. These are the specific roads that need to see some form of dedicated bike infrastructure. All listed are either major through ways, in our downtown, or lead to frequently used locations such as the college, hospital, grocery stores, etc. Chisholm St., 11th Ave., 9th Ave., Washington Ave., State Ave., Ripley Blvd., 3rd Ave., 2nd Ave., Johnson St., Long Rapids Rd., Bagley St., River St., Water St., Fletcher St., W Miller St., M32
- North of 40 mile point lighthouse
- Around S Ripley Blvd, more bike lanes all over town
- from Alcona Park to Glennie, Glennie to Pine River Campground
- Connecting 23 North and South of Alpena

- Along county roads
- 612 corridor, connect shopping to residential
- The south side of town near the high school does not have a lot of sidewalks, and a bike lane on US 23
- Along Bagley St
- There are no bike lanes. Sidewalks are inconsistent with many residences missing sidewalks. A continuous bike path without breaks in high traffic areas would be safer.
- Throughout downtown Alpena, along major roads like 1st, 2nd, 3rd, Washington Ave, Ripley
- Downtown Alpena needs bike lanes. Biking/walking down some of the less travelled avenues (ie. 1st, 2nd) in the City is safe. But once you get to Chisholm/US23 and Second Ave., it needs PROTECTED bike lanes. Also, trying to get out of the City limits via walking or biking is not safe. It would be awesome to connect the City to areas like Us-23 South, Bagley/M32.
- In wooded areas
- on city streets (bike lanes)
- roadside
- tower, mi
- downtown
- Along 612 going East to 489 and to our buttlles park
- Connect the Alpena bi path on Bagley, need more sidewalks in some of our residential areas, more bike paths in most areas
- Between Inland lake schools and M-68 (south of schools) and Cooperation Parks (north of schools)
- Portions of the City of Alpena's without sidewalks; separated bike path on Bagley Street from the river north to Long Rapids Road
- All over!
- I have a two fold approach as I live in the city of Manistee. 1. Protected pedestrian lanes from Magoon Creek Park to the 1st street beach area and around - then through downtown out to 5 Ave beach and then to Orchard beach. Separately from 28th St in filer down 31 through town and to the hospital. This provides to main trunk likes for pedestrians utilizing both recreation as well as work transportation. The lanes should be able to accommodate non-road legal golf carts as well. 2. From Orchard Beach a route should head out to the other towns in the county like Kaleva, we don't need a ton of pedestrian lanes to make our area friendlier or to make it more transportation accessible. Technically there are three trunk lines and getting to them from day a neighborhood is easier and safer
- More sidewalks throughout the community in all areas that lack them.
- Bike lanes: US23, Ripley, and maybe 9th or 11th Ave; sidewalks: bipath between Bagley bridge and Long Rapids, complete missing sidewalks in residential neighborhoods
- on the roads that lead into the downtown area of my community
- Downtown mio and luzerne
- Along M-68 and along Lynn Street that goes up to Lynn Street manor
- Along f41
- from downtown Lewiston to Family Fare and Rite Aid
- Along US 23 through the village
- Along Commerce Blvd. to Aspen Park
- Need more sidewalks, too many people walking down the shoulder of the road

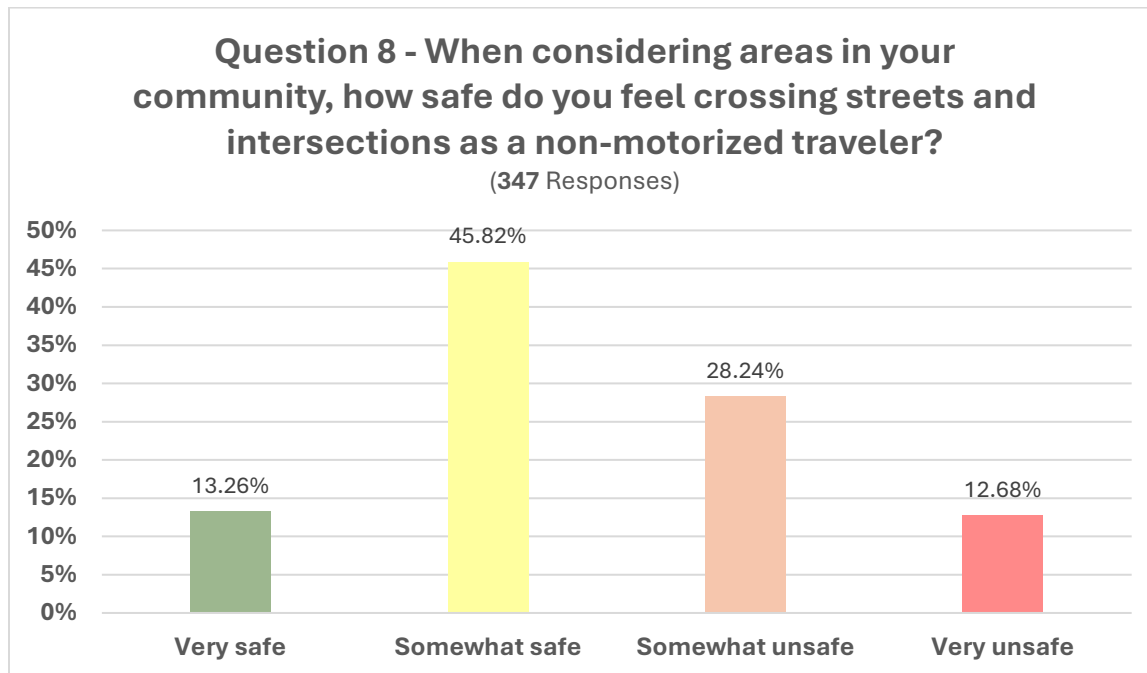
- City of Manistee and Manistee township
- Maple St, Washington St
- Parkdale between Lakeshore drive and the hospital
- City of Cadillac neighborhoods. Aspen St area
- There are portions of U.S. 31 in Manistee that have no sidewalks. In my opinion the entire stretch of U.S. 31 from Red Apple Road north to Meijer should have sidewalks so that people who cannot drive or prefer not to drive are able to get around safely. Sidewalks are only found in portions of this stretch.
- Sidewalks
- South airport front division to Garfield
- Franke Rd across from Montessori school
- US-23 and M-72
- Wider shoulders or separated bike lanes along county roads.
- Overall, just wider roads in general. Providing space for cyclists to move over.
- More sidewalks connecting the entire area, not just the downtown area. More in the Parkdale area, around Manistee Lake.
- On U.S.-31 for the safety of the public
- Yes please
- Bike lane along M22
- St Pierre, Glovers Lake, in town sidewalks repaired
- Rural roads
- Lake Leelanau and Leland area
- Bike lane From Northport to Omena & Sutton's Bay. Sidewalk on Mill St in Northport to Eighth st. Painted crosswalks at intersections.
- around the lakes
- Thru the City of Charlevoix, Boyne City Rd from Charlevoix to BC, south of Charlevoix toward TC
- From TC to Northport to the Leelanau State Park
- by Franklin School, going out to Baker, parts of the industrial park
- Silver Lake Rd, Franke RD and Barnes RD
- Franke road. Garfield road.
- All through and around the downtown area
- Franke and franke/silver lake for TCAPS Montessori
- need better sidewalks around Mitchell Street towards 34 rd.. more sidewalks around Lincoln elementary school. updated roads and sidewalks around the courthouse
- Franke Rd at Silver Lake Rd - now a heavily used school crossing and approaching dangerous
- Along US 31 from Tom's East Bay to Five Mile on both sides of the road.
- On busier main roads like 4 Mile and 5 Mile
- traverse city
- From the Crescent Shores boat launch to Moomers.
- Sidewalks are needed in most neighborhoods that are in the surrounding areas. And we need a crosswalk in Frankie road for the new school there and to get for the kids who need to get the the Meijer bus stop from the middle school and the new school there. It's dangerous since kids are crossing with no crosswalk or crossing guards

- Lake Leelanau corridor needs sidewalks from heart of village eastward towards Suttons Bay. Many country roads from Lake Leelanau N and S need bike and pedestrian lanes.
- Paved shoulders on country roads
- Franke road, division, peninsula drive, Garfield, eastern ave,
- Need save options of M22, M201, 204. Need TART or something similar from Suttons Bay to Omena to Northport and Grand Travers Light House. Ideally with tangents towards Leland.
- Northport to lighthouse, Suttons bay to northport
- Traverse Heights
- We need to look at a Division. More purple need to walk along there and Silver Lake and Frankie. So dangerous for walkers and drivers.
- Silver lake road! Buffalo ridge trail expanded to south airport. This would greatly improve non motorized access to west middle school, tcaps montessori, ymca, meijer, just to name a few.
- Veterans drive, Franke Rd., South Airport, any major corridor
- Franke Rd
- Garfield Township
- Intersection of Franke and Silver Lake Road
- Downtown cadillac needs a road diet. Cut it to one lane in each direction with a middle turning lane. Extend parking to fit the size of modern vehicles and add a designated bike lane. There also needs to be more infrastructure to secure bikes that dont block entrances and accessibility.
- Routes to school, on residential streets, wide shoulders on busier roads.
- Cadillac West- on 55, around lake Mitchell
- connecting the downtown of Lewiston to the residential areas
- Silver Lake Road, west of Division and Franke Road
- Along 13th street from Mitchell thru to CTC/Baker College/ YMCA
- Connecting Lake Mitchell area / National forest with the Cadillac Pathway
- I'd like to see more bike lanes in northern Leelenau County; Northport, Omena, Leland
- Franke Road
- Bike Lane along Veterans Drive, Crosswalk at new school on Franke Road and Meijer parking lot and sidewalks on both sides of Franke Road for school access.
- Pine Grove Neighborhood, Franke Road
- More sidewalks near town/ meijer, Frankie rd, division, south airport
- More sidewalks in neighborhoods and near schools
- Franke Road
- Franke Road
- From Division and 14th Street straight down the road on the west side of the road beginning at the intersection and ending at Chum's Corner intersection. Franke Road, both sides, with a crosswalk at Montessori
- Franke Rd. needs crosswalks/lanes/sidewalks to make ease of crossing to Meijer and the other businesses more accessible. Additionally, 4Front Credit Union should connect the trail that runs parallel to US 31 through ALL the other businesses. Cass Rd. South of 14th St. needs lanes/trails to the Conservation District and beyond.
- Franke Rd / Silver Lake Rd
- along major arteries that are dangerous to be on alongside cars, but connect populations to stores and services. South Airport, Garfield, Long Lake Rd., Cedar Run, Silver Lake, etc

- Wherever possible
- Downtown Cadillac and West Corridor
- A long arterial and collector roads
- Barlow
- Extending SBHT and paving the gravel portion
- In Cadillac - A designated lane that stretches from the south end of town to the north end
- Connecting infrastructure
- I believe many Northern Michigan communities would benefit from additional bike lanes on primary roads.
- South Airport Road and surrounding area
- Suttons bay to northport, Leelanau trail connecting to heritage trail
- Sidewalks need to be on every city street. There are stupid gaps all over town and it needs to be a priority. Bike lanes should be separated from the streets not just lines on pavement and, again, everywhere
- Everywhere
- Near ALL schools
- More sidewalks than needed. Bike lanes are a dream. I'm just hoping for county roads with a paved shoulder wider than the white line. We have low traffic on countless paved country roads but we also have countless fairly busy roads with no paved shoulder at all.
- South 41 Road
- Clean and in good repair bike lanes and sidewalks throughout downtown Cadillac, around both lakes, out to the Big Box District, out to WMISD/CTC/Baker, and along 41 Rd would be awesome. Additionally, wider shoulders along both ends of M-55 and M-115 would be very helpful.
- Clam Lake Township. Along 41 Road for starters.
- Wider bike lanes on all county and state roads.
- Neighborhood/communities, walking path around the lake
- I think our downtown areas bikers should have access to sidewalks. Before the signs were put out for no bikers I used them and no problems at all. The type of parking situation downtown makes it dangerous for bikers on the street. It's very difficult to see bikers when backing out. I have to bike around the outside of town (Boyne city) and then often walk into where I need to go. Very few bike areas to park my bike as well. It used to be that biking was very welcome in town and many of our signs would show families Biko g near the lake on the sidewalk which was wonderful. That was part of our appeal. Small town feel and appeal.it would also help to cut back on the car traffic in our small and wonderfully small town. I'm an adult but I also feel it is anti-children. Biking in a community our size should be welcomed for kids. It's good transportation for them and for me too.
- Along lake leelanau
- bike lanes everywhere. sidewalks in Lake Leelanau, south end of village and along west end of main street
- In natural settings.
- Town
- Inter-connect county roadways with designated lanes to village centers as well as existing pathways (TART, NPS)
- Bay Township
- Please connect the Boyne City bike path to the Charlevoix bike path

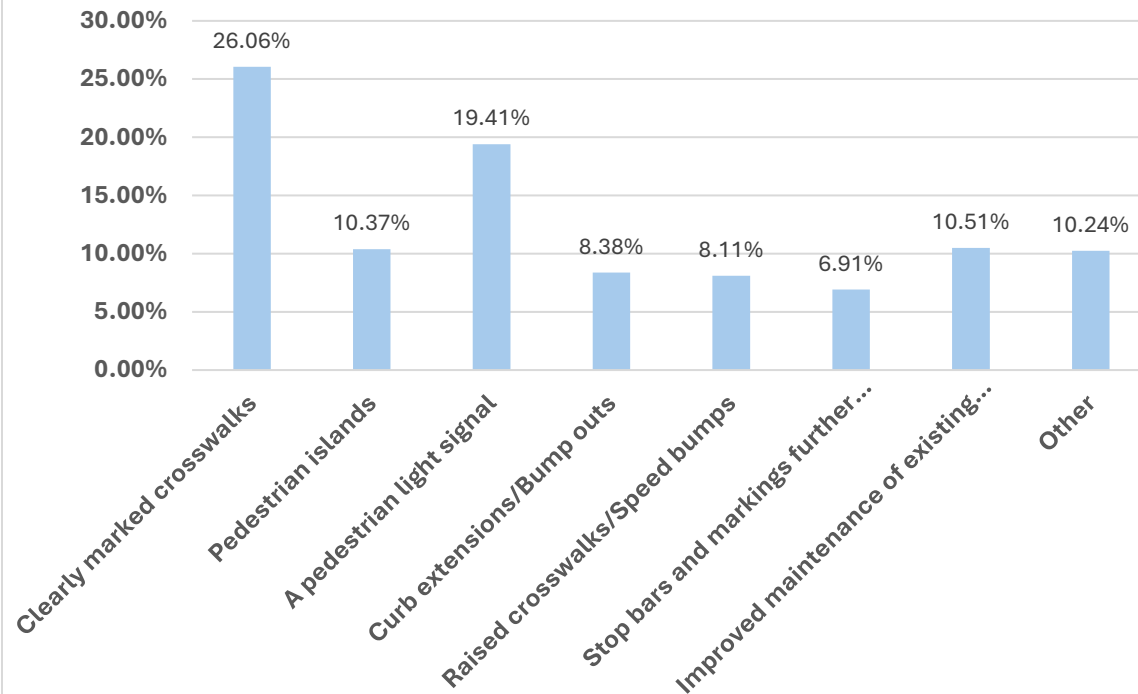
- Marshall Road - to connect with existing sidewalks past the Boyne City sign
- Division st both sides all the way; Front Street extension to the city limit
- Bike lanes
- City of Charlevoix
- more sidewalks on neighborhood streets in City of Charlevoix that currently don't have them
- along M-75 N & S wider shoulder paving safer for walkers and bikes
- North of Springwater beach
- Close to high school
- I'd like to see safer bike lanes/ sidewalks in my community. Bikes and walkers sharing the same space is dangerous.
- Downtown and on main roads that connect to the wheelway
- I would most like to see a stop sign on Emmet at State in Petoskey. The speed of traffic makes it so unsafe for children walking to and from school. There are pedestrian signs but very few people stop.
- Wherever it would facilitate more walking and biking:)
- Protected bike lanes on HWY31 when the bike trails share the road with cars would be nice to keep cyclists safe from fast vehicle traffic! more painted, visible crossing points would also be nice to improve safety. additionally, the bike trail from Charlevoix to Boyne City is still incomplete in its middle section, and closing the gap would be nice!
- completion of the trail between Boyne City and Charlevoix
- On m75 south from Boyne city to Boyne falls. also on Boyne city/charlevoix road.
- Mitchel Street and N Division Rd Bear Creek Township
- Near the schools.
- Boyne city. More sidewalks and crosswalks surrounding the main school campus. Bike lanes connecting the bike trail through the city the
- Whenever new road construction is done especially downtown and along major travel routes. Look at countries/cities that support biking. Not just bikes on youtube or propel talk of the this often
- Extend the Boyne City - Charlevoix bike path. Also safer bike trail through Boyne City.
- Connect the bike path from Charlevoix to Boyne City, please.
- I'm thinking of the Boyne Valley Trail and connecting that to the trail systems in Petoskey and Charlevoix - but this is already in the plans.
- I would like to see the trails along Boyne City Charlevoix road connected so you could ride between the two cities
- Every road should have bike lanes or at least wide shoulders. Bicycle Route 35 needs a safe and well defined path thru the City of Charlevoix.
- Side streets west of State St
- Near the lake shore would be great, but at least a network of trails to navigate through all the parts of town.
- Boyne City to Charlevoix; Boyne City to Walloon; Boyne City to Ironton Ferry; Boyne City to East Jordan; Boyne City to Horton Bay
- In the Residential areas
- From Boyne Falls to Walloon
- Finish the nonmotorized trail between Boyne City and Charlevoix.
- Elk Rapids (bike lanes and sidewalks), around Torch Lake (bike lanes), Forest Home Township (bike lanes), Bellaire (bike lanes and sidewalks).

- Everywhere. Right now the roads are not safe to ride on
- Road ways
- Main Routes
- The "side streets" and a bike path through parks and around town, somewhere to take the kids for a ride that's safer than riding on the road
- Bike lanes to connect to trails
- Along main transportation corridors
- Along m-66 connecting east Jordan to Charlevoix. This would bring the communities further together and create a wonderful recreation space
- East side of community
- I think Mancelona needs more bike/walking paths. We have none and it would be great for the families in our community
- Outside of city limits
- South Maple in Mancelona



Question 9 - What improvements would make you feel safer crossing streets and intersections as a non-motorized traveler?

(337 Responses - multiple selections allowed)



Other Responses to Question 9:

(77 Responses)

- Bike lane on Cass Rd.
- Enforcing moving violations of cars. Some diagonal crosswalks would be nice
- Within the City of Petoskey it is fine, but in the Township it is terrible.
- Motorists who actually stopped at red lights or yield to pedestrian signs.
- Better Signage
- Personal responsibility and good decision making while riding or walking
- All way stops at busy intersections. I've almost been hit twice at Division and Front Streets (Traverse City) from cars turning, sun was in their eyes and they didn't see me crossing-- even though I had the "walk" sign. In New Haven CT the busy intersections have traffic stop both ways and walkers can cross diagonally if they want--no cars are turning. It feels much safer.
- Side path illumination
- barriers between vehicle traffic and non motorized vehicle lanes
- Enforcement of the non motorized rules (no eBikes allowed on the trail)
- education with drivers about when to and when NOT to yield to bikes and peds.
- The bike path on U.S 23 South has too much up and down at every driveway
- educating the public

- Dedicated cycling paths connecting every part of the city, properly maintained throughout the year.
- Awareness campaign that pedestrians have the right of way and the personal benefits of using cars less.
- Signage
- Raised bridge over Us 23 and Long Rapids Rd intersection...so you can get to the college and Boys and Girls Club safer
- Suspended crosswalks by high-school to allow kids to walk without impeding the intersection
- Access to state, federal land
- more sidewalks and wide shoulders, they do not exist in all places needed
- bike lanes on road
- Pedestrian only streets and Public Transportation needs to also be considered when planning safe pedestrian infrastructure. More people will opt to not drive if pedestrian infrastructure or public transit is safe and easy to use.
- none
- Get cameras going to catch unsafe drivers
- Light at dangerous intersection near library
- Better street design to slow traffic
- Elevated crosswalks so pedestrians aren't exposed to traffic
- Vehicle speed control
- it really depends on the specific area
- clear the right of way so people driving can see you
- More enforcement of traffic laws.
- Narrowing lanes and raising crosswalks would be a huge improvement
- improved design and markings on the street to make it feel more walkable
- I've seen flags used in some communities. The walker picks up one, walks across the street, and then puts the flag in a container.
- more sidewalks
- More rigorous driving instruction and enforcement. The problem isn't the pedestrian or how the sidewalk is constructed; the problem is the driver in the vehicle not yielding or know they have to yield to the pedestrian.
- Traffic around Arcadia is too fast
- Marked bike lanes & consistently wide shoulders
- tunnels under the parkway
- None of the above exist in Leelanau Township. Need crosswalks in villages; roundabouts in a number of intersections and separate paths/trails for non-motorized.
- Pedestrian overpasses or underpasses on busier roads
- Speed enforcement in Downtown Cadillac
- Slower motor vehicle speeds
- Roundabouts with crossings.
- Downtown Cadillac is very narrow!
- four way stop in place
- A crosswalk at Franke Rd/Montessori School. I cross there daily, along with families and children. It feels very risky and unsafe with so many lanes of traffic traveling at high rates of

speed. Additionally, crossing at Ave B and Indian Trail Blvd (only a 2 way stop) has proven life risking for me on many occasions. People do not stop at the stop signs.

- School crossing sign
- HAWK crossing signals
- Longer green light intervals to cross streets
- Reduced number of lanes on Mitchell Street
- More crosswalks
- Separated lanes
- bridges, tunnels, etc.
- overpass or tunnel on busy tart trail crossings
- Not an issue in Wexford county
- All of the above
- DRIVER EDUCATION and REAL consequences for drivers involved in non-motorized accidents. Until that happens, there is NOTHING that would make us feel safer.
- Maybe blinking red light on the pedestrian signs sitting in the roads because people do t seem to notice or they ignore. More police presence on the bikes to be sure those driving cars are actually stopping at those crosswalks. Issuing tickets to those who are ignoring them. T
- be a responsible pedestrain, use your brains when crossing streets.
- Elimination of stop bars or markings that prioritize pedestrians over vehicle traffic along driver tax-funded roadways!!!!
- Add crosswalks to Boyne Ave in Boyne City
- Enforcement of rules
- Enforcement of speed limits
- Eliminating crosswalks in the middle of the block.
- lighting so night use is safer
- Clearly marked bike lanes
- More stop signs.
- there are no walking lanes on M-75 N outside the village of Walloon Lake. The berm is about 1 ft. wide and you can not walk off the berm since the topography is too steep.
- raised crosswalks would be the most significant thing you could do to improve pedestrian safety in our county
- Educating motorized vehicle drivers on walker and bicycle rights on the road. And their responsibility to me.
- If bikes and cares intersect minimally and we use bollards to protect pedestrians they will be more comfortable using those pathways. Green paint or lines painted on the road are useless.
- Seperation between pedestrian crossings and roadways.
- Clearly visible signs for vehicles. Some stop signs - especially in Boyne City - are not readily visible to motorists - I've noticed almost a half dozen instances of people running the stop signs and I'm sure they did not see them.
- In BC at Michigan Ave and Lower Lake Dr. I personally have seen multiple instances where someone is either walking or biking from the one side closer to the lake and between the angle of the corner, bush/trees, and blind spot of the driver quite a few people have to stop due to cars not seeing people until they are half way into the cross walk. It's a terrible place to put a crosswalk in a tight corner with blind spots.

- Keep bikes off from the board walk
- More yield signs at intersections, side street speed monitoring

Question 10 – Are there any specific crossings or intersections in your community that need safety improvements?

Responses to Question 10:

(221 Responses)

- the intersection on 8th street in TC, 1 block east of Boardman
- Cass please! I say a prayer every time I have to cross South Airport that drivers are alert and see me. Not enough of a shoulder to safely bike down Cass. Bike lane please!
- The intersection of Barnes Rd and Silver lake Rd. Also the pedestrian crossings across division at 12th and 13th streets in Traverse City.
- 11th and Division in Traverse City. I avoid it at all costs even though it would make my commute much simpler.
- M-119/Spring Lake crossing. Motorists need clear directions and bikes need a traffic light to give crossing times
- Crossing Boyne City Charlevoix Rd at West Court Street
- E sheradin and emmet constantly has people run the 4 way going west on Emmett. Petoskey and state street could have a diagonal cross for the greenway
- 3-Mile and Hammond Road, All crossing of US-31 in East Bay Township
- We're good locally
- Division Road and US-31; Both Powell Road and Woodview Drive with M-119 (to get to LTW). Resort Pike and Eppler Roads with US-31 (to get to the LTW); Warren Street and US-31 in Alanson;
- Motorists consistently run the red light (just after it changes from yellow) on 31 by Kilwins. Crossing 119 near the Trails Council/ Spring Lake Park is dangerous for walkers /bicyclists and for motorists who do stop and almost get rear ended.
- North conway road/us31
- Be selective about all the crosswalks being established, many folks don't look when crossing the street
- Front/garfield, all south airport road intersections
- Woodmere and Boyd. 2 people have been hit in the last month
- 31 and J Maddy Parkway as well as gonder and 31 crossing. Reynolds road in lake Ann.
- I am concerned about the safety between the Delamar and the Murchie Bridge in TC. I think it is worthy of eminent domain. If Delamar doesn't see the potential liability of the stone wall and bushes 'gauntlet,' the community should seek legal measures to protect its citizens. Delamar guests benefit greatly from access to the TART trail and include it in their advertisements. They are prospering off of a community funded trail but not supporting it. Can community leaders put pressure on the executives? Should citizens wage a boycott? I am so frustrated by their lack of generosity and short-sightedness.
- Division and Grandview
- TC, crossing Woodmere near main library, some cars do not stop even when you are part way across the street
- Front and Division, Division and Parkway, Division and 14 Street, Front street at Union and at Cass, Parkway and Union, State and Union

- Alden, Bellaire
- 14th and Division, Cass and 14th
- not sure
- The crosswalks on M22 between Cedar Run and M72 are extremely dangerous and would benefit from many of the changes I noted in the prior question.
- TART trail crossing Hastings at Parsons
- Eighth Street at Fair Street. A HAWK signal is critical
- Silver Lake Rd and Franke Rd
- 7th & 11th street crossing Division.
- TART Trail crossing at Holiday Rd is heavily trafficked and is close to traffic lights and business driveways so it can be difficult to cross for cyclists and pedestrians
- Munson and Eighth Street
- M-22 and 72
- South shore m55
- US-31 and Lakeshore Road
- US 23 South commercial driveway
- Us 23 near dollar general all the way to the state park
- Downtown Alpena crosswalks. Vehicles will often turn into crosswalks when pedestrians are still crossing.
- INTERSECTION OF M-32 AND BAGLEY/HOBBS DRIVE
- Bagley and M32
- All of them. Not a single road crossing in Manistee County is safe for non-motorized traffic.
- Ripley at chisholm
- Intersection of Long Rapids Rd/Johnson St. and US-23 north by MyMichigan Medical Center Alpena.
- By the lighthouse. Bike trail doesn't go the whole way
- Hibbs at Grant. Babley at M32. Bagley at Long Rapids
- All
- Us 23 and Long Rapids Rd, State St side walk is not good for biking need it wider, Bagley St isn't very safe with cars going 55 mph next to a widen shoulder it should have a designated bike path to the Bridge.
- The crossing by the highschool but only thing safer would be to get the kids above the road so as to not block traffic
- Yes, five corners, dangerous to walk
- Every intersection on US 31 and every intersection on River St.
- No
- M-72 and US-131, M-72 and Birch St
- LK Augusta Hwy approaching M 65
- Between our Jr High and Senior High. Intersection @ Third and Bagley
- M32 and Bagley St to get to the grocery stores as a pedestrian is extremely dangerous. All intersections in our DDA district should not be allowed to use right turn on red, because there is no visibility of the sidewalk when at the stop bar. Long Rapids and US-23, the timer to cross a 100ft intersection is ridiculously short.
- Erie st and Us 23 in rogers city
- First Avenue. It's very dangerous to cross because it's hard for all parties to see clearly
- M65 Bamfield/F30

- no
- kneeland/612, 612 and 491
- 2nd/chisholm
- Intersection in front of the county library and intersection where second ave becomes a one way, right across the second avenue bridge
- Intersection on River St. by the library.
- 1st Avenue and Water, all of Downtown Alpena
- The intersection of Hobbs Drive and Third St. Also the crossing points by the library.
- First Ave. @ Carter & Water, Ripley @ First, Second & Third, Washington & 11th, Third & Chisholm, State from Mason to Blair
- Working at the Alpena County Library the intersection of 1st and Water has had anumerous near misses for both employees and patrons since drivers gun down the road without yielding to pedestrians in the crosswalk. I also feel that most of downtwon Alpena prioritizes car use rather than pedestrain use (i.e no raised crosswalks, trucks rev on 2nd Ave, and local trucking companies use Chisholm rather than the Ripley trucking route).
- Chisholm & 1st Avenue Downtown, Water St & 1st Avenue downtown (near the library), Water St. and 2nd Avenue (by Thunder Bay River), and Chisholm and 2nd Ave.
- 3rd/Bagley, Ripley/3rd, M32/Bagley, M32/ Walmart
- Clinton. There are no stop signs on Clinton. Parallel traffic tends to blow through the stop signs because it's a small neighborhood kind of street. There have been times when I've been bicycling and seen cars not even stop at the stop signs.
- chisholm by dr. gonzales office, chisholm by st bernards church,
- no
- SLOWER SPEED THRU THE MAIN STREET, THRU TOWN
- on main corner of Kneeland St and 612 (Salling St) also Marius St and 612
- Old 27 and McCoy intersection in Gaylord
- First/Ridley and Third/Ridley pedestrian lights. Some not working and one at the southeast corner of Third and Ridley, the device is askew and cannot be seen from the other side of Ripley
- That would be the intersection of 23 North, Johnson and Long Rapids. It's quite a few lanes that must be crossed.
- Second Avenue in from of JJ's
- Downtown Manistee is awful especially at river and maple streets.
- 3rd & Erie, 3rd & Michigan, 3rd & Huron
- Intersections: Long Rapids/US23, Ripley/M32, 1st Ave/US23; crossings: City of Alpena Marina to downtown Alpena, crossing US23 to Starlight Beach, bipath crossing US23
- Yes, Kneeland Street at Salling Ave. (County Road 612) and Alexander Street at Salling Ave. and Marius St. at Salling Ave.
- M72
- At the corner of M-33 and M-68
- us23 and river road
- all of them
- Us 23 at Nicholson hill road
- Downtown Gaylord--it's like playing frogger
- Anything west of I-75 in gaylord
- On Washington St directly across from the Brewery.

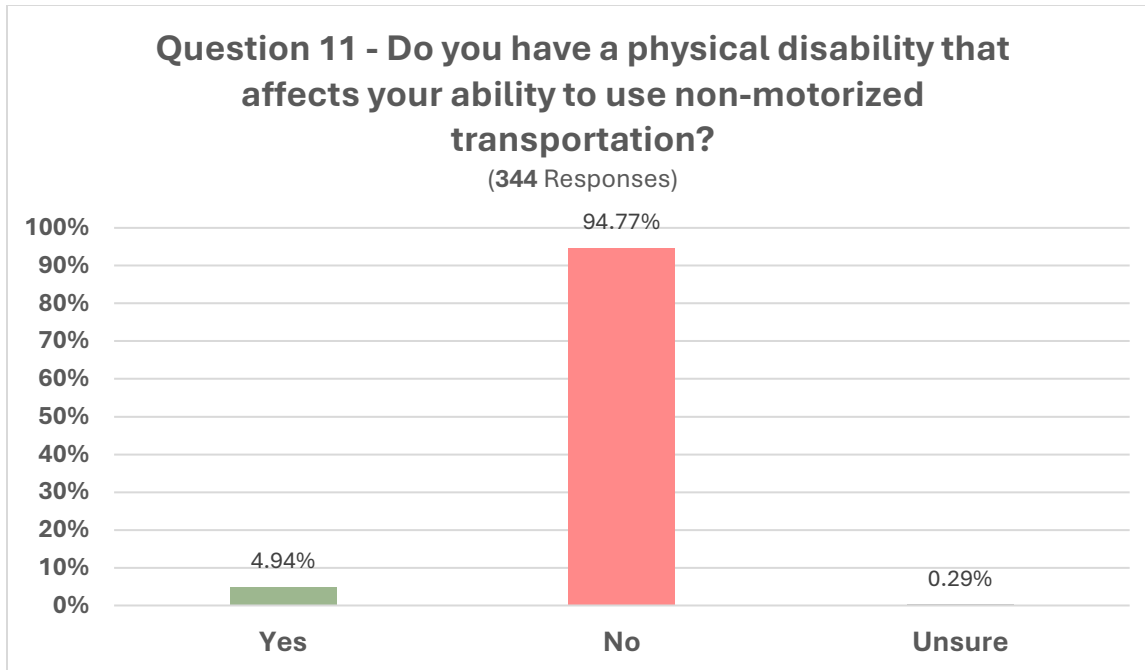
- Again, more sidewalks are needed. There are portions of U.S. 31 near Family Fare where sidewalks are present, then they disappear, forcing people to walk on the shoulder of the road.
- Glen Arbor/Heritage Trail intersections
- M-119 & Konle Rd. One has to experience this, please go to this intersection of the Little Traverse Wheel-way and M-119 and try to cross during traffic. Maybe a digital speedlimit sign for motorists to slow them down or so they yield...but this is a dangerous crossing.
- Hospital area. Major intersections
- Glovers Lake and M22
- M22 & Glovers Lake
- Waukazoo & Nagonaba. Nagonaba & Bay.
- lake street and chestnut intersection (by the boat launch)
- Possibly
- Silver Lk & Franke = repainted lines and better signage. Franke @ Meijer/Montessori does not have a crosswalk or way for these using TART to cross over to Meijer.
- Franke road. The increase in children in this area has raised a lot of concern for the safety of our youth. The light at 8th and woodmere. It takes a very long time for pedestrians to get the chance to cross the street. People tend not to pay attention to the "no turn on red" because it often turns on and off very quickly. It also causes issues with the traffic and people turning because the no turn on red turns off so quickly. Many people do not pay attention to the flashing lights of the cross walks on 8th street. At least daily someone also turns left onto railroad because the sign is small and out of the view of those in the turn lane attempting to turn left. Non-motorized people using the sidewalks do not anticipate vehicles turns left there, because they are not supposed to. The sign needs to be on the corner and bigger.
- Franke Road/TCAPS Montessori, traffic lights through and around downtown
- Franke and Franke/silver lake for Tcaps Montessori
- Franke Rd intersection at the school near meijer back entrance
- all of them i think need audio queues when its time to cross.
- Franke Rd and Silver Lake Rd - now a high use area for school crossing is rather dangerous due to lack of protections from drivers and driver unawareness (lights, crosswalks, etc would be very helpful)
- Extremely important! On Franke Road there is no school crossing from Meijer to the school. Lighting at this time is inadequate. Nothing is safe about this area. The condition of Franke Road is very poor and many drivers exceed the speed limit.
- Franke rd and m72 by Tom's west bay
- the parkway in TC is unsafe, needs 2-3 more tunnels. Corner of Garfield and Front is really bad, TART crossing at Garfield is really bad, even the Civic Center needs its roads realigned to accommodate non motorized users better
- Frankie road by meijer and the Montessori school
- Silver Lake and Franke Rd. and pretty much any oedestrian crossing of North Long Lake Rd
- Frankie road for both schools near there to cross to the meijer bus pick up. And the cross walks on grand view should be bridges as the stop the flow of traffic too much and people get hit and hurt there a lot
- M72 M22 unsafe by design
- Franke /silver lake, peninsula dr/Garfield, front/peninsula drive. Eastern/peninsula drive, 14/division,

- Omena village needs a number of safety actions for crossings. Northport village needs roundabouts. SO many seniors need safer paths for walking and biking connecting to/from/along M22 and M201 and 204
- Franke/Silver Lake Rd. No school zone posted, light is short to cross. 8th and Munson-timing of light could be longer when crossing Munson- it's very short for both cars and pedestrians.
- TCAPS Montessori at Franke Road
- Division and 14, division and Franke, franke and silver lake
- Tcaps montessori/franke road
- Franke Rd. At Meijer parking lot/bus lot crossing from Meijer to the school is scary.
- Franke Rd across from the Montessori school
- Silver Lake/Franke, Silver Lake/Division, 11th St/Division
- Franke and Silver Lake Road. People use the shoulder on Silver Lake to turn onto Franke. Co workers have almost been hit several times on bikes. There are two schools that could access that intersection.
- Cadillac commons
- Franke Road and Silver Lake intersection.
- Downtown Cadillac. Speed to fast
- M22 crossings through downtown Suttons Bay. A Crossing, reduced speed limit, or some sort of pavement marking at Hop Lot before something really bad happens with people trying to cross in the area.,
- intersection of M115 and M55
- Kneeland Street at Salling Ave.
- Yes! It is dangerous to cross Silver Lake Road at the Red Drive/Franke Road intersection. It is extremely dangerous to cross Franke Road at the TCAPS Montessori School. We do not even have School Zone signs that flash and signal drivers to slow down.
- Mitchell St in downtown Cadillac/13th st & Plett Road/
- fewer electric bikes on trails
- All of downtown Cadillac... Narrow and on street parking makes biking and crossing unsafe because motorists can't see
- All intersections in Central Neighborhood of Traverse City should be 4-way stop for child safety
- Cass St. & 16th St.
- Silver Lake and Franke Rd. This is near TWO schools. Traffic is heavy. The crosswalk time is very short. Also - needs to have more light to caution slower traffic during school hours.
- Silver Lake Rd/Franke Road. Crossing on Franke Road from Meijer parking lot to TCAPS Montessori parking lot.
- See last question regarding Franke Rd/Montessori School and Indian Trail/Ave B intersection.
- franke road
- Crossing Franke!! Franke road needs significant improvement
- Franke Road by TCAPS Montessori
- Franke Road at TCAPS Montessori, there are no crosswalks for students and kids at all, cars go 50mph by the school, there are no school zone signs
- Between Meijer and TCAPS Montessori School on Franke Road
- Barnes Road is dangerous in the winter time.

- Silver Lake Road and Franke - crossing to go to TCAPS Montessori school. Very unsafe!!
- Franke Rd and silver lake needs a cross walk for kids walking to school
- I have nearly been hit at the intersection of Franke and Silver Lake Rd. on multiple occasions by traffic from multiple directions. People use the shoulder as a turn lane and do not yield to pedestrians. Left-turning traffic is also scary
- Franke Rd and Silver Lake
- Across Franke to Meijer where the new TCAPS Montessori is
- Franke Rd Silver Lake Rd
- Silver lake rd and Franke Rd, also Franke rd between Meijer and the new TCAPS Montessori school. Both of these intersections have many students and parents trying to cross and drivers who are not slowing down/aware of pedestrian traffic.
- Railroad tracks on Pine Street are terrible; very difficult for bikes to cross.
- Downtown Cadillac and West Corridor Cadillac
- M-115 and M-56 intersection
- Cadillac - North Mitchell and E 34 Road, E 34 Road and Hanthorn Street, E 34 Road and Plett Road
- yes
- Crossing Division Street and the Parkway are terrifying. Cross the Parkway at most points is quite dangerous, especially near the Parkway and 8th Street intersection.
- TART and Woodmere
- Bugai/Lake Leelanau Dr/Fouch should be 4 way stop. Then the speed coming toward trail crossing north of intersection would be slower.
- Most everywhere that isnt on Front street or the new ones on 8th (NOBO)
- Many, but divison at 14th comes to mind for sure
- Major intersections that do not have sidewalks
- North Blvd and m115, m115 and 55 west
- Every crossing of M-115. The intersections of N Mitchell and 13th St and Boon Rd are AWEFUL.
- Crestview Drive and Mackinaw Trail. Colleen Drive and 41 road.
- No
- M-22 south of Leland and north of M-204 intersection is very dangerous for pedestrians trying to access Lake Leelanau shoreline. M-204 in Lake Leelanau is dangerous when motorists do not yield to pedistrians in the crosswalk. Speed is too high on many roads where there is a lot of pedestrian traffic. We need motorists to slow down on our curving roads where walkers and bikers are common.
- crossing at 31 and Ames
- All of downtown Cadillac
- Ames and uS 31
- Al the ones with the signs need to the lights on them. Even when walking around town near the river or down my oennisula park drivers are ignoring them and just driving through without allowing bikers and pedestrians through first.
- M204 and st Joseph's st
- all crossings in Lake Leelanau on M204, Leland village is a free-for-all with pedestrians causing unsafe traffic situations. This somehow needs to be clearer for them.
- North Long Lake Road at both parks in Long Lake Township
- Too many crosswalks in charlevoix

- Bridge st. People don't use the crosswalks. In summer need crosswalk guards like at schools
- In Boyne City at the intersection of W. Michigan Ave and Lower Lake Rd.
- none
- Absolutely none. Pedestrians need to prioritize their own safety and not walk in front of vehicles. Common sense.
- Boyne City by the Post Office. Boyne Ave/Main Street
- Lake Street from Water Street to Open Space; water Street and East Street intersection
- Front street crosswalks at Peninsula Park are dangerous with speeding traffic. They are often ignored by drivers.
- No
- Downtown Charlevoix Dangerous crosswalk in the middle of the block. Can't see people crossing, to much traffic. Needs to be eliminated before someone is killed.
- Antrim and State street intersection
- downtown Charlevoix by Van Pelt Alley
- All crosswalks downtown Charlevoix. They need to be better marked for visiting drivers
- East Jordan 3rd street. All crosswalks are ignored by drivers.
- Any crosswalk on lake street in BC
- Main Street east jordan intersections
- By middle school
- Lake and 31: mainly drivers that are not paying attention and/or unaware of pedestrians. That crosswalk only alerts if the buttons are pushed. It should be switched to always changing with the light.
- Create designated bike routes
- Emmet and State St. This is a school route and there is no cross walk to cross Emmet at either State or Grove to make traffic stop for pedestrians, which are frequently children
- There are three crosswalks in a 100 yard distance in the village of Walloon Lake. Very few people use the crosswalk, they all just "jaywalk". This creates a great hazard since there is extremely poor line of sight due to crowded parking. Parking needs to be reduced and barriers need to be erected to force people to the crosswalks.. Traffic is well trained and stops for people in the crosswalk but the jaywalkers/cars are an accident waiting to happen.
- Mancelona-crossing 131, cars racing to beat the light there
- There was a close call with a car and a stroller near Sheridan Elementary School; that is an area that should be considered.
- where the bike lane crosses hwy31 north of charlevoix, near the pool and that church. cars tend not to stop there, so you can end up waiting a long time. a light + 'yield to pedestrians' sign or something would be nice.
- The crossing of bicycles and pedestrian crossing on m75 from completed path for crossing at Boyne Mountain.
- Division Rd and Mitchell Street and Division Rd and US 31
- None
- Around Boyne schools. Brockway street and the m75 student crossing.
- All streets surrounding Boyne City School campus. The area is unsafe and unwalkable. No clear crosswalks and
- Yes, when crossing the street on Main Street cars do not yield to pedestrians... enforcement of the law would be helpful

- Every intersection along the only major trail we have is barely marked. An orange sign across M119 which is 45mph is useless
- The crosswalk to the alley in downtown Charlevoix always makes me nervous as a driver. You can't see pedestrians very well when traffic in the opposite lane is backed up and I'm always afraid pedestrians will dart out.
- In BC at Michigan Ave and Lower Lake Dr. I personally have seen multiple instances where someone is either walking or biking from the one side closer to the lake and between the angle of the corner, bush/trees, and blind spot of the driver quite a few people have to stop due to cars not seeing people until they are half way into the cross walk. It's a terrible place to put a crosswalk in a tight corner with blind spots.
- Boyne Ave and Main St
- Across the highway at the Dairy Grille
- Crossing Bridge Street in areas other than downtown (Charlevoix). Some areas on highway 66 as well.
- Main St and M75 Boyne City; Boyne Valley Trail at M75 Boyne Falls
- US 31 and Antrim St., Charlevoix
- M75 South in Boyne Falls and US 131 in BF
- Ames Street/US-31 crossing in Elk Rapids.
- Keep bikes off park sidewalks and the board walk
- Crossing at middle school entrance on West State Street, Int of E Michigan and Asbury
- Van pelt alley crossing Bridge St.
- US-31 and Ames St
- Connecting east Jordan to Charlevoix along M66. The shoulder is not wide enough to safely feel like you can bike and walk along it. Especially with all the twists and turns. I'd love to see a sidewalk or bike path connecting the two cities.
- Maple and State. Maple and 131.
- The crosswalks by the middle school and the high school. Where the kids cross the main road, people fly through and pass each other. I almost saw a child hit one day
- Around the parks and 131/88 intersection
- The streets around Palmer Park in Mancelona. South Maple and Palmer Park road and 131



Question 12 – Please describe your experience using non-motorized transportation in your community. What improvements could be made to make travel easier for people with disabilities?

Responses to Question 12:

(9 Responses)

- Not that bad; I'm just slower than I was.
- better winter maintenance, mid-block curb cuts, more pedestrian crossings with sound indicators, timing of pedestrian crossing signals for slower-moving pedestrians, enforcement of slower speeds for bikes on shared paths
- Plowed access. Traffic control. Reduce speed to 25 on m55 in Prudenville
- Ban Harleys with loud / altered exhaust...start informing existing laws
- People need to at more attention. There is nothing the government can do for that.
- inconsistent sidewalks make it very difficult to walk far. I think we need more sidewalks with busy areas accommodated wide enough for at least one wheelchair
- More trailhead parking areas adjacent to trails.
- Slow traffic down
- Lack of driver yield enforcement. Not all of us can move quickly. Twice now in the last month I've nearly been hit by cars turning onto a street and speeding ignoring the fact I was already in the crosswalk while the street was empty.

Question 13 – In Antrim County, where do you feel most comfortable using non-motorized transportation?

Responses to Question 13:

(11 Responses)

- On all the dirt/gravel roads, the pathway up 31, and on the Tunnel of Trees along with the paved roads around the Wilderness State Park area.
- Off-road or on side roads where possible.
- Everywhere in the Village of Elk Rapids except on River St.
- On its own trail not through residential areas
- Along 131, down m88 near the cemeteries
- In parks with paved pathways (Veterans Memorial Park Elk Rapids, path system in Richardi Park) and Glacial Hills.
- Bike/hiking path in Bellaire and at shanty creek. Would like to see similar in Mancelona.
- Walking on downtown sidewalks and biking on residential and Village streets
- Alden
- The light in town
- Trails. Needs more walking/hiking trails in mancelona

Question 14 – In Antrim County, where are you uncomfortable using non-motorized transportation?

Responses to Question 14:

(10 Responses)

- I'm good.
- M-roads, some local highways. Roads with tiny to zero shoulders.
- In the Village of Elk Rapids, everywhere but River St. (answered last question wrong)
- On it's our trail along US31 not through residential areas
- Crossing 131 at the light in Mancelona, crossing the Main Street in bellaire can be tricky.
- Roads where there are no sidewalks and especially around curves - Third/Elm and Fouth/Pine in Elk Rapids.
- Side streets in mancelona
- US-31, M-88
- The triangle park, croasing between that and bojacks.
- Around 131

Question 15 – Specifically, what about the area you described as uncomfortable made you feel that way?

Responses to Question 15:

(10 Responses)

- N/A
- Drivers not psssing safely, aggressive and threatening behavior
- Too congested with cars, people, parked cars, etc
- To unsafe on proposed route now! To much traffic and parking to make proposed bike route safe
- A lot of traffic and cars going too fast
- Motorists.
- No sidewalks, old street lights that are dim or don't work
- speeding traffic

- Its hard for cars to see so they pull into the cross walk and zoom through.
- Lots of traffic and not many safe places to cross

Question 16 – In Benzie County, where do you feel most comfortable using non-motorized transportation?

Responses to Question 16:
(1 Response)

- Mountain Bike trails

Question 17 – In Benzie County, where are you uncomfortable using non-motorized transportation?

Responses to Question 17:
(1 Response)

- Roads with no shoulder

Question 18 – Specifically, what about the area you described as uncomfortable made you feel that way?

Responses to Question 18:
(1 Response)

- Cars can't always get over when there's on coming traffic.

Question 19 – In Charlevoix County, where do you feel most comfortable using non-motorized transportation?

Responses to Question 19:
(40 Responses)

- The Boyne City to Boyne Falls trail
- on the existing non motorized trails
- Little Traverse Wheelway
- On the outskirts but I want to be able to go into town. To stores, work and friends homes in town. Once I get right into town I worry about people backing into me. I've had a couple of close calls.
- Bike trail. On residential areas away from the highway.
- Bike paths
- On designated trails and paths
- Boyne City
- non motorized trail from Boyne City
- Trails and sidewalks
- Neighborhoods that don't cross highways
- Any downtown side walks in Boyne city
- In the downtown areas of Charlevoix, Boyne city, and east Jordan.
- Most parts of the city but less so in business district (bridge and state streets)

- On trails and sidewalks.
- Where there are sidewalks and trails
- In town via crosswalks; on Wheelway
- Boardwalks.
- Petoskey / Charlevoix bike trail
- all bike trails are safe except in Horton Bay
- residential streets in towns. rural roads, while very scenic, can be unsafe due to fast vehicle speeds and careless drivers. not sure what to do about that, since it'd be prohibitively expensive to put in protected lanes everywhere, but something needs to be done to protect cyclists: people die every year
- My areas where I choose to walk I am very familiar with. I walk 90% in downtown area of Charlevoix and Boyne City.
- Bike trails
- I the main district of Charlevoix city. Plenty of marked crosswalks, etc.
- Paved pathways seperated from the road.
- The bike paths and sidewalks are the safest places.
- Boyne Valley Trail and the trail from Charlevoix leading into Petoskey
- Parks, not on the street cross walks. I have seen some crosswalks in other places that light up or flash when someone is using it. That would be nice.
- Rail trails
- LTW
- Residential areas with sidewalks
- In the non-downtown areas generally.
- Boyne Valley Trail
- Bike path
- From BF to BC and from Charlevoix to Petoskey
- on the existing non motorized trails
- Back roads
- None
- Little traverse Wheelway. All neighborhoods away from bridge street
- Only Along the little traverse wheel way

Question 20 – In Charlevoix County, where are you uncomfortable using non-motorized transportation?

Responses to Question 20:

(41 Responses)

- Most of Boyne City
- Boyne City to Charlevoix road
- Thru City of Charlevoix, along Boyne City Rd
- Downtown Boyne city.
- Bridge st
- BC-Charlevoix Rd.
- Walking on shoulders of streets where there are no sidewalks
- Charlevoix

- down town
- Crossing Boyne Ave
- Downtown areas that cross highways without traffic lights
- N/A
- The Boyne City-Charlevoix Rd on the out skirts of Boyne City; Division Street going to Boyne Falls- area near airport, Challenge Mt, the Campground.
- Everywhere
- Bridge and state streets of Charlevoix
- Roads without shoulders
- When you have to walk the edge of the road.
- At crosswalks
- By the train in east Jordan. People driving don't stop
- around the village of Walloon Lake
- rural roads
- between Villa de Charlevoix and the portion of the road toward Boyne City that is without the bike/walking trail.
- US131
- By the schools
- Boyne City downtown and school district
- In town. Need slightly wider paths along the road or barriers.
- Along 31 all the way through Charlevoix because it's busy. I appreciate the Waller Road bike lanes as an option.
- Where ever there is no trail.
- In BC at Michigan Ave and Lower Lake Dr. I personally have seen multiple instances where someone is either walking or biking from the one side closer to the lake and between the angle of the corner, bush/trees, and blind spot of the driver quite a few people have to stop due to cars not seeing people until they are half way into the cross walk. It's a terrible place to put a crosswalk in a tight corner with blind spots.
- Boyne Ave
- City of Charlevoix streets; Boyne City Road
- Crossing the highway at any intersection without a pedestrian stoplight
- All along Bridge Street and highway 66.
- Boyne to Charlevoix where the trail ends (phase 2 and 3); Lake Shore Drive on way to Ironton (bike lane disappears in sections)
- US 31 and Antrim St. Crossing
- From Charlevoix to BC and from BF to Walloon
- Boyne City to Charlevoix Road
- In cities and all major and minor roads
- City park and boardwalk
- Crossing bridge st downtown Charlevoix
- M-66 between east Jordan and Charlevoix.

Question 21 – Specifically, what about the area you described as uncomfortable made you feel that way?

Responses to Question 21:

(39 Responses)

- Road shoulders are very small
- speed and frequency of traffic
- Little/no defined bike lanes with lots of hi-speed traffic
- The direction of parked cars along park at and lake st. It's difficult for cars to see bikes.
- Downtown bridge st
- Speed of cars/trucks and a narrow shoulder on the road
- Too close to the traffic, especially in areas with high truck traffic
- Downtown
- lots of pedestrian and motorized traffic
- people do not go the speed limit
- About half the cars, especially in off season times, don't slow for crossing pedestrians,
- N/A
- No sidewalks and cars whizzing by.
- Too much traffic and people driving too fast.
- Most drivers are patient but some are not. Those are the ones to look out for.
- Closeness to traffic
- Drivers of cars and bicycles ignoring pedestrians. Bicycles are as dangerous or more so than the motorists.
- BC/Charlevoix road
- Don't know if people are going to walk across or not. Stand there talking
- roads don't have adequate berms for bikes and walkers, jay walking in the village
- they're very scenic and fun to ride on, so I find myself on them often, but some drivers don't give any room or slow down, which can be dangerous for cyclists, especially if the driver is distracted or intoxicated
- the closeness of the road to the shoulder where we need to walk
- No sidewalks and high speed traveling and disregard for anything not a motorized vehicle.
- See prior answer
- Speeding vehicles and trucks, no marked crosswalks, sidewalks on only one side of the street, no bike lanes. No police presence for speeding vehicles. It's a shame that it seems that walking and biking is almost discouraged in this town due to lack of safety features.
- All of the traffic.
- Distracted drivers
- As an avid walker and as someone who drives this direction home every day I feel this spot is an accident waiting to happen. It's not if, but when because I almost got ran over walking through it and then one day I was driving out of town and where my car's front corner blind spot is and the angle of the corner I could see how people do not have clear vision if someone was jogging or biking across until the last moment.
- A lot of vehicle traffic
- No non-motorized trail along most of Boyne City Road
- Cars speeding on the highway in the city limits
- Lack of non-motorized infrastructure. Heavy traffic. Speeding traffic.
- Highway driving without designated bike lane can be dangerous if vehicle drivers are reckless.
- Wide road, with a wide corner. It is dangerous for pedestrians

- Some places no way to get away from auto traffic
- no bike lane/shoulder
- Bikers riding on sidewalks and boardwalks
- Uncomfortable as a pedestrian and driver.
- The shoulder doesn't feel big enough and hard for cars to see pedestrians with all the twists. There are always people walking along this road so the need is there.

Question 22 – In Emmet County, where do you feel most comfortable using non-motorized transportation?

Responses to Question 22:

(18 Responses)

- Little Traverse Wheelway
- On the shoreline of Lake Michigan
- little traverse wheelway
- wheelway
- Little Traverse Wheelway and North Western Michigan Trail
- North Country Trail between Petoskey and Alanson. Has fewer stops and doesnt have a shoulder part like both directions on the little traverse wheelway
- Tannery park to M119
- Within the City of Petoskey because there are sidewalks and cross walks and good connections to the Little Traverse Wheelway
- Bike trails throughout. Little Traverse Conservancy Trails.
- Spring lake park to alanson
- Near my home. East Bay View
- Between Top of Michigan Trails Council and Staffords Bay View Inn running. Except behind the old Glens as the homeless people vagrants/transients/or whatever they are, are a little scary when they walk out of the woods or from the lake.
- Walking under the tunnel at the waterfront to downtown
- Wheelway and sidewalks
- On the bike path along the waterfront because it is set away from traffic. Along 31 and 131 where the bike path is on the road It would be great to see some sort of barrier between the path and the road as vehicles are traveling at high rates of speed
- In and about Petoskey and other downtown areas.
- Petoskey, US 131 From Petoskey to Lears Rd
- I dont feel all that safe using non motorized transportation aling any viable transit way. Although using it would improve my health and help me save money

Question 23 – In Emmet County, where are you uncomfortable using non-motorized transportation?

Responses to Question 23:

(16 Responses)

- M-119 / Spring Lake crossing
- 131 and 31 particularly around bayview
- along 119

- Stretch along M-119
- Going up leers road to meijer/bear creek crossing plaza
- Tannery Park
- State Highways and crossing them to get to existing non-motorized facilities such as the LTW and NWST. Having to use the US-31 shoulder because of the LTW washout.
- Crossing 31 and 119. Riding thru the portion of 31 that goes thru Bay View where the sidewalk is narrow, there are multiple cross streets and it is difficult when you meet someone going the opposite direction.
- Rural roads
- Behind the old Glens & all the crossings from M-119 to Conway on the wheel-way.
- Along the bike trail from Magnus Park to Petoskey State Park and when crossing 119 to get to the path to Alanson
- Any roadway
- Along 31 and 131 I feel very unsafe with the high rate of vehicle speed
- I often walk the walkway along the old railway bed in Petoskey parallel to the waterfront. As a walker, there is no walk "lane" or bike "lane" delineated. I've had a number of close calls with bikes approaching from the rear. Some holler "on the right" or "on the left" or ring a bell but it is an accident waiting to happen. There should be bike and/or walking lanes delineated perhaps with a simple painted line and "bike" lane marking.
- everywhere else
- All major roads anywhere downtown.

Question 24 – Specifically, what about the area you described as uncomfortable made you feel that way?

Responses to Question 24:

(17 Responses)

- when the bicyclist is close enough to wait to cross it causes the seasonal motorist to stop while local motorists do not stop, causing accidents (I've seen multiple, I work very near this intersection)
- sidewalk is narrow and congested
- aggressive drivers
- No separation from roadway for a short distance
- Uphill, sidewalk is not fully implemented, lanes are made in a way that a cyclist cannot be passed in the road
- Loiters and drug dealers.
- Lots of traffic and no safe crossings. Protected bike lane along US-31 would be beneficial where the LTW washout detour is located.
- Likelihood of crashing or getting force into traffic when meeting other non-motorized travelers. Cars turning out of or into Bay View streets.
- Small shoulders
- At my safest place, I am still concerned about e-bikes speed, and even motorized skateboards and scooters now. Bikers who are traveling fast are a concern too, and they need to give pedestrians adequate warning. Also concerned when children are ahead of parents and don't stop at street crossings.
- The transient people behind old Glens & the lack of motorist yielding at crossings.

- Too crowded on the path: electric bike levels no enforced, cars along 119, crossing streets with cars turning into streets from 31 around Bay View, it is seasonally congested- but that's the time most people are on there walking and using their bikes. Even other bikers make me uncomfortable when they are racing on the trails- they are going too fast for conditions and/or not riding in a line, not paying attention to their surroundings.
- Drivers not wanting to share the road with bikers
- high vehicle speed with no barrier between bikes and vehicles
- See above. This may apply to other walking paths in Petoskey, as well. The above path is the one I most often frequent.
- In most shopping areas in Bear Creek Township there is no pedestrian walkways other than Walmart mall
- Car traffic is the only thing this county seems to care about. Aside from being unsafe ive seen this create financial and mental stress for friends and employees who have car trouble.

Question 25 – In Grand Traverse County, where do you feel most comfortable using non-motorized transportation?

Responses to Question 25:

(77 Responses)

- on the designated bicycle/pedestrian trails, and the "sidewalk" along Division, south of 14th Street
- tart trail
- The downtown area feels pretty safe (Front street, surrounding downtown area) and I will frequently bike wherever I need to go downtown because it's easier than driving.
- Tart trails. Buffalo ridge and the leelanau peninsula trails are wonderful.
- TART around the boardman.
- Any areas where the non-motorized pathway is separated from traffic
- Tart trails, sleeping bear dunes pathway
- Boardman river trail a packed trail allowing for commuting would be great!
- On the tart trail and Leelanau trail where vehicles traffic is separate from trails.
- TART in Town
- Tart trails
- TART
- I'm most comfortable walking in neighborhoods. I'm most comfortable biking on trails only. I don't like biking on city streets--was hit once at an intersection because the car "didn't see me."
- On tart Trail
- Boardman Lake trail, GT Commons and hospital down to the Bay, Buffalo Ridge Trail
- on stretches of the paved TART trail that do not have lots of street crossings or utilize the roadway and are separated from the motor roadway
- neighborhood sidewalks
- TART trails
- TART Trail. Away from motor vehicles
- 8th Street separated bike lane
- Tart trails

- TARTT
- On the TART Trail.
- Within the city limits most streets are comfortable, or on the TART Trail network in Elmwood, East Bay and Acme Twp. The Mall Trail in Garfield Township is good.
- City limits - safest as you closest to downtown.
- village of fife lake
- Boardman River area
- TART routes/trails -- though I have had issues with the TART in town (on Washington)
- Downtown neighborhood
- Boardman loop, least interaction with motorized vehicles.
- Around Boardman Lake
- Downtown and tarte trail
- Tart trail
- Only where there are marked bike lanes.
- TART trail
- Tart trail in leeelanau county
- in the woods or on TART
- Along the bay, any part of the TART, the Boardman Loop, the NoBo region of downtown.
- Front street with all the shops
- Tart trail where not shared with cars (protected)
- Tart Trail/ Boardman Loop.
- Boardman Lake Trail
- On the tart trails, downtown streets
- TART trail
- Less-utilized side streets, bike paths
- TART Trail
- Downtown
- Crossing on the parkway to go to slabtown beach. New crossing lights and visibility help. I am always cautious though because the cars often don't stop, but when they are all stopped I feel comfortable
- on the cherry trail
- On the TART
- Downtown in the Front St. / State St. areas, within the Civic Center, and on designated hiking trails.
- On dedicated bike paths, roads with wider shoulders.
- Front Street
- 8th St. on the bike lane
- Paved bike lanes (8th street corriodor), any lanes off the streets, TART system.
- Commons
- The Tart Trail on either end of town-East of Garfield and West of M-72/M22(not through town)
- Downtown traverse city. Where there are sidewalks and crossing paths
- On designated bike paths
- Downtown
- Downtown Traverse City
- On the Tart trail where cars are not able to reach me.

- Downtown Traverse City
- front st
- TART trail, downtown TC,
- Tart trails, boardman lake loop
- TART
- Rail trails, and off-road trails
- TART Trails
- VASA unmarked mountain bike trails
- Downtown and the TART seem to be the safest places to ride and commute.
- TART Trail
- TART trail, VASA
- Mostly on the TART. But it doesn't go everywhere
- The woods
- Mountain bike trails
- Pathways in rural settings, TART trail in areas with few road crossings, and at the Civic Center on the path.

Question 26 – In Grand Traverse County, where are you uncomfortable using non-motorized transportation?

Responses to Question 26:

(79 Responses)

- Crossing the Parkway/Munson Ave. 8th Street, 14th Street. I've developed routes around town to avoid places where I think cars are out to get me.
- 5 mile road
- Outside of downtown city limits, Cass Rd.
- Anything that crosses or travels near to silver lake Rd and Division in traverse city
- The sidewalk next to the parkway along the bay.
- Any road where there is only a shoulder to bike on, or sidewalks are uncomfortably close to the road. Most areas
- Garfield, 4 mile, US 31
- Keystone rd, long lake rd, silver lake rd
- Along J Maddy Parkway and S Long Lake road.
- Grandview and Division.
- All 2-lane roads with 45 mph speed limits or faster
- Where TART goes by Skegemog Nursery and Filling Station huge holes in pavement and cars driving all over as road is not well defined
- most city streets
- On most streets
- Crossing Silver Lake Road from Buffalo Ridge Trail
- grandview parkway east of down town especially in the area near the state park beach. Also crossing division street.
- Boardman Lake Loop (bike speeds endanger walkers)
- 8th St west of Garfield
- Peninsula Drive and East Front Street to the Murchie Bridge

- Garfield Ave north of US-31
- most streets around town including residential areas
- Downtown TC
- 4 Mile Rd
- Bust, high speed state and county roads
- Munson and Eith crossing and along with from Munson to Garfield
- Garfield Township - particularly suburban areas
- The commons trails
- GT Commons -> Division Ave
- Silver lake Rd, Barnes Rd Division St Franke Rd
- Franke road. Intersection of parsons and hastings.
- Through and around downtown
- Busy roads. Franke and silver lake
- Downtown
- Mostly unmarked side streets.
- Busy 55 mph roads
- Most
- crossing all major County trunklines
- By tcaps montisorri
- Mostly everywhere
- Franke/silver lake, e shore / center road, Meijer and Franke (no cross walk to get to school)
- Larger intersections. Kids go to Montessori and as much as I'd love to park at the gardens and walk them over, that whole area is frightening
- Garfield Road, Franke Road, Potter Road
- Walking my children to school at the Montessori building.
- Silver lake road south of ymca
- Most major streets when I need to leave the bike lane to turn left, or if there isn't a bike lane.
- Franke Rd
- Silver lake/division, silver lake/Franke, division/11th
- Franke and Silver Lake
- Crossing Franke road to reach the TCAPS Montessori/the alternate parking at Meijer
- Boardman trail in fall/winter with lack of lighting.
- Center Road (Old Mission Peninsula), Silver Lake Road (west of Division), Garfield Road (south of Eighth St.), Franke Road
- Bike lanes with merging turn lanes (was almost hit today by a vehicle that didn't look before pulling into turn lane). Roads with ped signals that do not automatically change without a button push.
- Silver Lake/Franke Road
- Cass St. and 16th St.
- Veteran's Drive. Franke Rd. (passed the TCAPS Montessori School and across the street from it (through Meijer) to access the trail on Division at the Meijer entrance.
- crossing Franke rd from Meijer parking lot to TCAPS Montessori lot.
- Through town-crossing Woodmere Ave, Crossing 8th Street/Woodmere Ave, Pine Grove Neighborhood (where I live and walk daily-no sidewalks), Crossing Franke Road to get to the Montessori School
- franke road

- Anywhere closer to meijer, the mall, other businesses near etc
- Franke Road by TCAPS Montessori
- Crossing Franke Road to get to school
- 31/37/Division/S. Airport/Garfield
- Silver Lake Road and Franke Road
- Silver Lake and Franke intersection
- Everywhere but downtown Traverse City
- Franke Rd., To Montessori school
- Airport Rd, Silver lake rd, veterans Drive, old mission peninsula
- I avoid biking with on the street as much as possible & stick to bike trails as much as possible.
- surface streets
- Streets, roads, etc.
- Downtown, in the side streets of the city proper
- Tart trail busy road crossings
- Traveling south in any direction is dangerous, such as Garfield, Division, Three Mile, Four Mile and 31/37.
- Peninsula
- Mission Peninsula.
- Living near the civic center we cross 8th by the cemetery but take a convoluted route because people driving Fair St are insane. Also all the on street parking on Fair is dangerous for anyone trying to cross it. Car drivers either don't understand the lines or just don't care if they are parking legally or not.
- On or near any major road
- Roads with no shoulders in highly dense traffic zones
- Anywhere downtown Traverse City.

Question 27 – Specifically, what about the area you described as uncomfortable made you feel that way?

Responses to Question 27:

(80 Responses)

- Cars go too fast, the drivers aren't paying attention. Some would just as soon get people on bicycles outta their way.
- narrow shoulder, high automobile speeds
- No bike lanes, angry drivers flying by super close to the shoulder where it is narrow and gravelly, crossing South Airport with no bike lane, into merging traffic
- Automobile drivers drive at high speeds and are often unaware of the presence of cyclists and pedestrians.
- It is too close to the traffic.
- Proximity to high-speed vehicles
- No shoulders or bike friendly lane options
- Narrow shoulder
- Lack of road shoulders and lack of driver education about being bike safe drivers
- Distracted drivers, wide vulnerable crossing.
- No bike lanes

- See above
- Without designated bike lanes, you're sharing the road and cars don't see you. Even where there are bike lanes (e.g. along Front Street between Division and downtown) there is often parking right next to a bike lane. Someone parks, doesn't see a biker coming and opens their car door--could be a serious accident. It would be great to have designated lanes that are separated with a barrier from car traffic and no parking in them!
- Traffic passes too close and doesn't stop at stop signs
- Going north only, as left turning vehicles off Granke do not look for you and you can't see if they've noticed you. Sometimes they drive around you.
- minimal areas to cross 4 lanes of fast traffic, no bike lane or sidewalk. The crossing at 3 mile even with the cross walk is scary. Division street can really only be crossed at 7th at the traffic light and I regularly see cars running the red light on division
- Bike speeds endanger walkers
- narrow bike lane (or none in places)
- No active transportation along Peninsula Drive, people are in the street! Pinched sidewalks and driveways to the bridge
- no separation from vehicles
- downtown and central neighborhood.
- Too many cars, not enough trail
- Very little shoulder on 4 Mile with heavy traffic traveling at high speed. Lots of large commercial vehicles too
- high speed traffic
- Garfield Ave from Munson to Airport road
- the development style makes it hard to share a road, walk along the road, cross the road - even walk/bike from one business to an adjacent business. Everything is designed for cars, to a point where just moving from one parking lot to one 50 feet away is meant to do only in a car...but not always as efficiently.
- Not sure where the homeless are and if there would be confrontation
- Speed of vehicles and lack of consistent sidewalks or bike lane on Division
- Too busy and not enough sidewalks or crossing times
- Lack of people paying attention. No safe space. Cars going too fast.
- Bike lanes are dangerous and unsafe
- Nothing to note a school and kids. No safe area, light or speed bumps to slow people down.
- Unaware drivers; not much protection for cyclists
- There is not enough room for a bike lane.
- Narrow shoulder, no sidewalk and high speed limit
- Traffic and homeless people
- not adequate crossings, again the need for tunnels under these busy roads is the best (albeit most expensive) option
- High traffic
- Updated bike and pedestrian lanes and a lot of space where walkers and bikers are away from cars.
- Cars do not look and hit people all the time
- Fast drivers. Franke bc it's not safe at all since it's a long intersection and 55mph down a hill, montessori kids want to cross there all the time for outings, etc. also Franke to the Meijer lot from the school. And no speed zones around the school.

- No school postings, speed down Franke Rd
- Fast traffic, lack of sidewalks
- There aren't side walks and the cars are so fast. It isn't meant for walkers or bikers but we have a school where there are no buses located there
- Very busy road, no bike path, very narrow shoulder to the road
- Crossing lanes of traffic.
- No crosswalk, bike lane.
- Speed limit too high, crosswalk not well marked
- People using shoulder to turn onto Franke, speed of cars, kids wanting to bike to school
- There is nothing to alert drivers to pedestrians crossing. There is no crosswalk, there is no light, drivers often speed yet there are no police officers enforcing the safety of the area during school drop off/pick up.
- Lots of total darkness on trail.
- Lack of sidewalks, School Zone signs not present, crosswalks not clearly marked, sidewalks too close to the busy highway, and/or narrow shoulders on busy highways.
- As identified, cars turning into the bike lane. Ped signals! I have been yelled at that I didn't have a cross signal when the pedestrian button wasn't pushed because I was not at the light when it changed. A cyclist, nor a pedestrian, should have to touch a button to get the pedestrian signal to turn. I wish the State of Michigan had a state law regarding pedestrian right of way as many other states do.
- Not enough attention to pedestrian crossing with very busy intersection
- There needs to be a pedestrian light at that intersection. It is difficult to cross.
- Lack of lanes, lighting, signage and crosswalks. Fast moving traffic. Road condition.
- no crosswalk, signs, signals even though the traffic is heavy and dozens of people have to cross it every day, including school children
- Motorists in cars have little regard for walkers, runners, cyclists-anything smaller than them. There is also a high density of automobile traffic, many of which are speeding.
- the crosswalks aren't clearly marked and the cars go too fast and don't slow down.
- People move fast and there's no space for walkers
- There is no stop sign/pedestrian walkway on a dark road with high volume & speed traffic near a school.
- The traffic is very busy and there is no crosswalk from the parking lot at Meijer to the school. We need a crosswalk or a pedestrian bridge to make it safe.
- Not enough designated space, drivers don't pay attention, sidewalks needed
- Cars drive too fast, don't pay attention to walk signs, not marked well enough
- busy road and children crossing
- Frequent instances where cars have not yielded and risked my safety. One morning two cars from different directions nearly ran me over at the same time when I had the right of way.
- Many of the areas do not have sidewalks, no safe crossing.
- No legit crosswalk, Traffic is too fast
- no infrastructure for cyclists - you have to ride on the road alongside drivers who are (frequently) driving above the speed limit. Even if you are 100% following traffic laws as a cyclist, drivers will drive aggressively and cause unsafe interactions
- Safety concerns. I'd rather bike on a sidewalk than with traffic.
- Motorist not giving you enough room.
- too many cars going way too fast

- lots of traffic. even with walk signals there are still many cars turning that cross the crosswalk to watch out for
- Too much traffic with little safety infrastructure.
- Lack of shoulder
- No bike routes that don't include cars.
- See above. Our area has way too much on street parking. It blocks being able to clearly see other traffic
- Cars going too fast, too many curb cuts and car crossing on side walks and paths
- Poor shoulders..or no shoulders at all..the entire Spider Lake infrastructure..
- The proximity of pedestrian areas in relationship to the driven portion of the transportation corridors.

Question 28 – In Kalkaska County, where do you feel most comfortable using non-motorized transportation?

Responses to Question 28:

(1 Response)

- North Country Trail

Question 29 – In Kalkaska County, where are you uncomfortable using non-motorized transportation?

Responses to Question 29:

(1 Response)

- along state highways with no sidewalks or wide shoulders

Question 30 – Specifically, what about the area you described as uncomfortable made you feel that way?

Responses to Question 30:

(1 Response)

- proximity to traffic

Question 31 – In Leelanau County, where do you feel most comfortable using non-motorized transportation?

Responses to Question 31:

(19 Responses)

- Anywhere on the Leelanau Trail.
- I feel pretty safe because on the county roads it is low traffic. In Traverse City I mostly use the TART trail and feel safe there.
- Tart Trail before 7am (before the e-bikes are on the trail).
- Roads with wide shoulders; Heritage Trail south of Glen Arbor
- Tart and sleeping bear Bike trails

- Bicycling for exercise & recreation on back roads like Kilcherman, Scott, Peterson Park Rd, etc.
- Designated trails & roads with shoulders & low volume roads
- In neighborhoods and at the parks and trails
- North of Sutton's Bay
- The trails in the Leelanau State Park and Conservancy properties. Walking within Northport village. Relatively short routes on CR side roads.
- Tart trails, state park trails
- On the trail.
- woods/off road - secondary roads - Leelanau Trail (except for e-bikes)
- SBHT
- I rarely bike on county roads, I almost exclusively use the TART and the Heritage Trail, other than riding to the trails. My hiking is mainly in on NPS or Conservancy hiking trails, my subdivision with occasional walks on county roads when needed. Not comfortable using roads with motorized traffic.
- Tart trail
- In the designated park areas and on sidewalks in villages
- TART
- TART Trail, Leelanau Trail, Heritage Trail, Village sidewalks

Question 32 – In Leelanau County, where are you uncomfortable using non-motorized transportation?

Responses to Question 32:

(19 Responses)

- M22 between Fort and Hilltop-I occasionally need to walk or ride there. Drivers pass on the shoulder and the rate of auto travel commonly exceeds the speed limit.
- M22 and M72 close in to Traverse City
- E Cherry Bend Rd
- In and out of Glen Arbor
- Roads
- M-22 (both south & west of Northport)
- M22 when shoulder width varies
- Back roads that wind or M-22 where traffic is streaming by quickly. The roads in the southern half tend to have straightaways so drivers are going fast!
- 641 along Lake Leelanau, Maple City Rd, Cedar Rd
- 201 and 629 from Northport to Lighthouse. M22 from Suttons Bay to Omena and around to Leland. Eagle Highway. Omena village.
- Northport to light house, Northport to Suttons bay
- Downtown Suttons Bay during the summer. There's a lot going on, peds and drivers are unfamiliar with the area and are not paying attention. Add inexperienced ebike Riders to the mix and it's definitely uncomfortable.
- Leelanau Trail due to e-bikes
- Portion of M22 between town and the homesteads
- County roads and M-22 and M-204 - rarely feel comfortable.
- North lake leelanau dr.

- along most of the roads feels very unsafe
- All county 2 lane roads
- As long as I utilize common sense and don't believe pedestrians overrule vehicle traffic, I feel safe anywhere in Leelanau County.

Question 33 – Specifically, what about the area you described as uncomfortable made you feel that way?

Responses to Question 33:

(19 Responses)

- Noted above.
- lots of fast moving traffic (even if shoulder is wide like on M72)
- There are no sidewalks and vehicles are often speeding in the 35 mph zone.
- It's poorly marked and not logistically intuitive
- Too many distracted drivers
- Lack of bike lane and lack of sidewalks (in village area).
- As above
- Drivers do not expect pedestrians,
- High traffic speeds and dangerous passing
- Insufficient shoulder and protections from fast moving (55 mph) traffic. Motorists unprepared for the curves, blind turns and needing to respect farm equipment and non-motorized travelers.
- Limited shoulder with cars moving very quickly. No sidewalks or bike lanes
- See previous.
- excessive speed of e-bikes
- Particularly when the mill has cars parked on road
- Speed of vehicles, thoughts of distracted drivers, especially on curves.
- Just road there. There is no bike lane.
- Lack of safe space to walk along roads. fast traffic, distracted drivers--no buffer
- Traffic speed and lack of shoulder
- N/A

Question 34 – In Manistee County, where do you feel most comfortable using non-motorized transportation?

Responses to Question 34:

(14 Responses)

- On a track disconnected from motorized vehicles.
- Wooded Areas and Trails
- on our local roads
- Out of town on the dirt roads and forest service roads, usually I try to get to those areas as quickly and efficiently as I can
- Any dirt road with low traffic; Big M recreation area; north country trail
- Lakeshore Road from Washington St to M-22 in Onekama. Could use a much wider shoulder!!

- Orchard beach state park and Magoon creek recreation wrea
- Downtown to 1st Street Beach
- In the downtown area.
- rural areas
- Arcadia
- Arcadia, beach, Saint Pierre, Glovers Lake
- GTRLC trails
- Arcadia Township

Question 35 – In Manistee County, where are you uncomfortable using non-motorized transportation?

Responses to Question 35:

(13 Responses)

- Any road where cars and bicycles ride in tandem.
- City Streets and Highway
- in Manistee city
- Most places in town - Maple is a necessary road to head out of town so making Maple St to Orchard beach safer would help a lot
- City of manistee specifically the 31 corridor/crossing 31. Forest service roads
- Same.
- Parkdale between lakeshore drive and the hospital.
- many portions of U.S. 31 within Manistee proper
- heavy vehicle traffic
- Along M22
- Gloves Lake road
- M22
- On Route 22 near Arcadia Township (Route 22 in general along the Onekama to Arcadia area. Also on Glovers Lake Road near Arcadia Township - no walking area.

Question 36 – Specifically, what about the area you described as uncomfortable made you feel that way?

Responses to Question 36:

(13 Responses)

- The motorized vehicles.
- Blind spots caused by parked cars; no room on sidewalks or they are in unsafe conditions;
- Just busy downtown
- Traffic goes too fast or is in a rush, people not paying attention
- In the city, the speed of traffic and lack of non motorized infrastructure. On forest roads, the volume and speeds of side by side traffic. The whip through blind corners with little regard for what's ahead
- When vehicles do drive by, they can be a little too close.
- There is no sidewalk or even a dirt path to walk through that area
- In areas without sidewalks, I'm forced to walk on the shoulder of the road.

- no sidewalks or marked crosswalks
- No designated walk/bike paths
- No shoulder for walking
- Narrow shoulders
- No designated lane for walking/jogging/bicycling

Question 37 – In Missaukee County, where do you feel most comfortable using non-motorized transportation?

Responses to Question 37:

(1 Response)

- Residential areas

Question 38 – In Missaukee County, where are you uncomfortable using non-motorized transportation?

Responses to Question 38:

(1 Response)

- Crossing Main Street

Question 39 – Specifically, what about the area you described as uncomfortable made you feel that way?

Responses to Question 39:

(1 Response)

- Cars don't stop

Question 40 – In Wexford County, where do you feel most comfortable using non-motorized transportation?

Responses to Question 40:

(20 Responses)

- The downtown corridor
- White pine trail, around lake Cadillac (though the lanes need significant improvement and to be marked)
- downtown Cadillac, Cadillac pathways, White Pine Trail
- White pine trail in and near Cadillac. Also the Cadillac pathway.
- Cadillac downtown. areas from G&D's pizza to CAPS central office, and from Mitchell to the lake
- White pine trail. No where on roads
- White pine trail
- around the lake
- Clam River Greenway
- Biking/running around lake cadillac
- On the White Pine Trail

- White Pine Trail
- White pine trail
- Around Lake Cadillac is great due to the only dedicated bike lanes in town, traffic also is capped at a lower speed limit so micro mobility gives less anxiety than around the north end of town.
- Gravel and forest roads. An app called Strava has 'heat maps' that shows activity levels. It's not something every athlete uses but 80 to 90% of bikers use it.
- Bike trails
- On the White Pine Trail, and around Lake Mitchell. Also Cadillac Pathwsy.
- Inside the Cadillac City Limits.
- Areas East of Mitchell St and south of Division St.
- federal & state forests

Question 41 – In Wexford County, where are you uncomfortable using non-motorized transportation?

Responses to Question 41:

(21 Responses)

- Down by the pavilion
- Around lake mitchell and in Cadilalc West
- by Franklin
- Intersection of m55 and m115 near the state campground.
- Mitchell from G&D's to 34 rd is horrible the farther you are from downtown. all of 34rd in town is horrible
- Mitchell st
- Crossing Mitchell
- crossing m55 to m115
- Downtown Cadillac/M-55 ' M-115 in Cadillac west and Cherry Grove twp
- Any where from the far west side to the far east.wide.
- Mitchell and Cass streets for biking
- Case street where we live
- West Corridor Cadillac and crossing in Downtown Cadillac
- Downton Cadillac
- North end of town (Around Walmart/Meijer)
- Download Strava for bikers info
- Any and all the major roadways such as m115, 55, 131 business through downtown Cadillac, mackinaw trail, 33 road
- Downtown and the North end of Cadillac and most of Lake Cadillac.
- Clam Lake Township most anywhere and Herring Township in the north end business district.
- Downtown, and the Clam River walkway
- forest walking trails

Question 42 – Specifically, what about the area you described as uncomfortable made you feel that way?

Responses to Question 42:

(21 Responses)

- Seems to be a hang out for homeless
- Lanes not clearly marked, traffic does not watch for cyclists
- it has no sidewalks on some sides of the school
- It is a very high automotive traffic area
- no walkways on the side along mcdonalds and tractor supply yet they have crosswalks on this side. a lot of curbs that make the sidewalk uneven. wesco's sidewalk is greatly angled with a road sign in the middle of it. very narrow besides kountry kitchen. sidewalk walks are all non existent on the other side of Mitchell beyond the Wexford building
- Too many cars, not enough space
- Cars going 35 or 40 mph
- always backed up, congested, people hurrying to make lights
- Traffic congestion
- The only way to get there other than using the path around lake Cadillac are very busy without good shoulders
- Rude drivers, parked cars, numerous intersections, narrow lanes for cars on Mitchell
- Fast traffic
- No barrier between racing traffic and non motorized transportation- additionally no or minimal awareness for crossing.
- Traffic is too fast and intimidating
- Going northbound from downtown, after you reach Walgreens, the dedicated sidewalk becomes unreliable (unusable if in a wheelchair or cycling/scooting) Speeds of traffic are much higher than downtown, and with limited crossing areas, you may see an added mile and a half to your trip just to safely cross as sidewalks stop on the southbound traffic of the street.
- Paved secondary roads
- Those are the major roadways in and out of the city. Not enough space/shoulder to bike, walk, etc. Cars too close, distracted drivers
- Fast moving traffic with no regard for other users, no bike lanes, crappy sidewalks, and where there are bike lanes, they are full of potholes and debris.
- Lack of sidewalks and bike lanes as well as traffic speed.
- Dangerous intersections with Vehicle traffic downtown, and the pathway, is populated with homelessness, and trash.
- bears

Question 43 – In Alcona County, where do you feel most comfortable using non-motorized transportation?

Responses to Question 43:

(7 Responses)

- Smallest roads possible; whenever speed limit is below 35 mph; in towns with low speed limits; on very wide road shoulders
- Harrisville state park, city of harrisville, and anything not on us 23 or m72
- Private property

- Lakeshore, Beach Trails
- within our towns and city
- starting at M65/F30 east to Kimberlin Rd south to Ford Rd west to Sawmill Rd north to M65 to beginning
- Off main roads

Question 44 – In Alcona County, where are you uncomfortable using non-motorized transportation?

Responses to Question 44:

(7 Responses)

- When speed limit is 55 mph and road has little to no shoulder
- Us 23 from the shell gas station to the state park entrance
- Roadways
- M65 for certain
- M65
- Along highly traveled roadsides such as Hubbard Lake Road on the east side of Hubbard Lake..
- US-23 and M-72

Question 45 – Specifically, what about the area you described as uncomfortable made you feel that way?

Responses to Question 45:

(7 Responses)

- Drivers aren't looking for pedestrians; drivers aren't staying under speed limit; drivers are distracted by phone; no shoulder to stay clear from traffic.
- Speed of traffic, no shoulder in front of dollar general and sidewalk ends a few houses north!
- There are no designated areas
- fast vehicles no safety spots
- 65 mph speed limit
- Not enough room for pedestrians; vehicles travel too fast, especially commercial traffic.
- No Bike Lane and traffic speed

Question 46 – In Alpena County, where do you feel most comfortable using non-motorized transportation?

Responses to Question 46:

(44 Responses)

- Alpena Bi-Path
- The rails to trail going north of Alpena
- All routes
- rails to trails paths
- The bi path

- In the woods
- Duck park/sportsman's island
- CITY BI-PATH
- bike trailer (old train tracks) or the Bi path in town
- Designated bike trails
- Trails
- Alpena bi path
- Hiking trails as from the APLEX to Posen, and from Alpena High School to Hillman.
- On State St sidewalk on the water side
- Bike path behind cemetery and next to River along Washington St.
- State street, lake side of the road is amazing because there aren't many cross streets where people try to run stop signs and hit ya
- In downtown
- city
- Bike paths
- downtown, because of the directions. walking out of that space usually starts to disappear by the bowling alley
- City of Alpena bike path
- On the Bi Paths
- Generally, on all side or neighborhood streets because the traffic volume, speed, and noise level is lower. Also, our downtown (minus the entirety of Chisholm St.) feels generally safe, but could use some improvements, like narrowing the roads to make drivers uncomfortable and forcing them to slow down. I live off Long Rapids in the City limits and I bike to work at the courthouse when the weather permits. This ride is enjoyable through the Duck Park with the wide path and trees, but as soon as you get to Chisholm St. I feel uneasy (sidewalk is too small and close to the road, traffic is moving too fast, and the traffic/tire noise is way too loud to be an enjoyable experience) until I can get onto Lockwood St. where I can ride in the road with little worry.
- Downtown and in neighborhoods close to downtown. Other neighborhoods and businesses outside downtown don't always have sidewalks or safe crossing and it makes it hard to walk that way
- The Cemetery, Washington Park, along Chisholm by Island Park/Duck Park
- Downtown, the Great Lakes maritime heritage trail
- The bicycle path.
- In my neighborhood- Taylor Street on the north side
- Bike paths. Downtown area. Cemetery. Rails to Trails path. Paths around the river downtown.
- Evergreen Cemetery and the bike path that adjoins down Washington & 11th
- Along non-motorized trails. Would be amazing to add to the bi-path system to prioritize a bike safe way to get from residential areas to downtown
- Trails. 1st Avenue in the City because it doesn't have a lot of car traffic. Great Lakes Maritime Heritage Trail
- The Bike Path
- I ride my bike in the cemetery.
- behind the fairgrounds

- Walking on the bi-path since there are no motorized vehicles and I never trust other vehicles when I'm walking
- bipath and nature trails
- in the city
- Within the City - sidewalks and Bi-Path
- Rockport State Recreation Area.
- Island Park, Sytek Park, Boat Harbor/Bay View
- City of Alpena cemeteries; City of Alpena Bipath between 2nd and 9th as well as along Washington
- Downtown
- Back problems

Question 47 – In Alpena County, where are you uncomfortable using non-motorized transportation?

Responses to Question 47:

(40 Responses)

- None
- on any road where there are motorized vehicles
- Downtown and chisholm st
- State street near the beach
- Duck park/sportsman's island
- ALONG US 23 NORTH OF TOWN
- Along US 23 and M 32
- Roads
- Corner of bagley and m-32
- intersections
- The intersection of Long Rapids/Johnson and US 23, and then the stretch of road between the new Bagley St Bridge and Long Rapids Rd.
- Along US23 north and south of the city limits., and Hobbs Dr / Bagley St corridor
- All items mentions before
- Light at m32 and bagley. Ive seen special needs people sit there for multiple rounds of the light and never have an opportunity to cross
- M32 and bagley
- Downtown area
- Bike travel along Chisholm
- Downtown Alpena. Especially Chisholm & First Ave
- Chilsholm St, State St, 11th Ave, 9th Ave, Bagley St, M32
- First Avenue, S Ripley Blvd
- There are still areas in Alpena which do not have sidewalks. For seniors, we need a safe pathway to walk in all neighborhoods.
- Downtown
- M-32, near Meijer/Walmart/etc
- Main streets.
- All of Downtown Alpena, Miller Street

- Crossing Hobbs Drive and Third. Walking/biking down Grant St. (though there is a biking shoulder, still have to trust drivers)
- On First @ Water & Park Place between City Hall and Alpena County Library and all of the other intersections previously listed.
- downtown Alpena
- Downtown, honestly. The sidewalks are lovely, but cars travel WAY Too fast throughout the downtown. Some of the interesctions just have 2 stopsigns (or none), so crossing as a pedestrian is unsafe
- In the City of Alpena - non Bike Path
- Chisolm and State
- chisholm street
- side road where there are no sidewalks
- the rural areas
- On outlying County roads and State highways
- On any of the main trunk lines. US 23/Chisholm and M32/Washington
- Intersection of Third and Hobbs, and intersection of Bagley and M-32
- Anywhere crossing US23 within Alpena City limits...downtown is less scary because more people expect pedestrians I think; anywhere crossing Ripley; the bi-path between Long Rapids Road and Bagley bridge is extremely dangerous
- US-23 North & South business areas
- None

Question 48 – Specifically, what about the area you described as uncomfortable made you feel that way?

Responses to Question 48:

(37 Responses)

- reckless drivers that refuse to give cyclist any rights
- There are no paths for biking
- No pedestrian lights to cross
- There's no vehicles
- NO GOOD PAVED SHOULDER
- There is no room on the side of the road to ride. Very narrow.
- Potholes
- Chaotic traffic
- First, the intersection is busy and offers no support for non-motorized transportation outside of walking signals and a crosswalk. Second, the stretch of road has no sidewalk or rails separating 55MPH traffic from the pedestrians forced to walk on the side of the road with no light of safety until the new bridge.
- No sidewalks and drivers not trianed to respect pedestrians/bicyclists
- Mentioned previously
- Traffic flow
- Alpena drivers dont understand right of way for pedestrians
- Amount of traffic in relationship to width of the sidewalk especially while traveling with kids
- Alot of traffic in that intersection trying to cut around traffic light.

- The sidewalk is too small (nonexistent on Bagley for a stretch) and close to the road, traffic is moving too fast or at too high of a volume, and the traffic/tire noise is way too loud to be an enjoyable experience. If there was a dedicated infrastructure it would be a much more enjoyable experience. Traffic down Chisholm needs to be redirected around the city as the semi trucks and through traffic are a large part of what makes it uncomfortable.
- First Avenue is unsafe because it is hard for all parties to see what is happening on the road and the crosswalk. S Ripley does not have many sidewalks that aren't spaced out with grass in between and you have to walk very far to find a safe place to cross if the sidewalk ends. I don't like having to walk through the grass.
- Clear pathways, solid surface to walk on. Safety for balance challenged seniors to walk on.
- 32 near Walmart
- Very busy and wide road, not a lot of crosswalks or sidewalks
- Cars speeding around the corner near the old Armory & Post Office by the Library
- The one way traffic on Second encourages speeding through downtown, lack of signals or 4 way stop at 1st and Water and Second and Water allows vehicles to speed around corners. Miller and Second is dangerous without a stoplight. Visibility along Second north of the bridge is poor due to on street parking
- People speed through these areas, they are just pass-through spots. Hobbs/third can be congested.
- On First @ Water & Park, cars rarely stop or slow for pedestrians. They "fly" around the curves by the Library heading to and from the Northside. Many times I have witnessed cars ignoring the yield sign. There have been several accidents in that area and I know of at least one pedestrian that was struck by a car. There needs to be a four-way stop on Water & First or make Second a two-way so that traffic in that area is not so intense.
- many drivers do not yield to pedestrians and crosswalks prioritize cars rather than pedestrians (no crossing islands, medians, or crosswalk jut outs).
- Cars don't stop for pedestrians, cars travel too quickly, wide lanes of traffics (with no islands) to walk into, cars not paying attention. No protected bike lanes
- Large number of motorists
- For whatever reason, the bicycle path narrows on State avenue for about a mile between the southern corridor and the traffic light near the shopping center at Chisholm.
- crossing the street, especially at the corners
- there are no sidewalks and very little "shoulder" of the road to walk on
- the right of way have a lot of trees and shrubs that block view
- Small shoulders and speed of cars
- Heavy traffic.
- So much traffic!
- intersections are made for cars, not people...the design is vehicle focused and traffic is racing to get through stop lights; the bi-path along Bagley is 45+ mph with only a paved shoulder...very unsafe
- High rates of speeding
- No trails

Question 49 – In Cheboygan County, where do you feel most comfortable using non-motorized transportation?

Responses to Question 49:

(8 Responses)

- RAILS TO TRAILS BIKE PATH
- On the North Central State Trail
- various trails throughout the county
- BACK WOODS
- Rails to Trails
- downtown indian river
- city beach/soccer fields
- Topinabee

Question 50 – In Cheboygan County, where are you uncomfortable using non-motorized transportation?

Responses to Question 50:

(5 Responses)

- BUSY INTERSECTIONS
- Major Roads
- Main street near two bridges over the Cheboygan river
- STATE LAND, PRIVATE OWNED LAND
- In downtown areas

Question 51 – Specifically, what about the area you described as uncomfortable made you feel that way?

Responses to Question 51:

(5 Responses)

- INTERSECTIONS NOT CLEARLY MARKED ON RIGHT OF WAY
- Traffic Speed
- Heavy traffic
- BACK ROADS PEOLPLE DRIVE TO FAST
- No trails

Question 52 – In Crawford County, where do you feel most comfortable using non-motorized transportation?

Responses to Question 52:

(3 Responses)

- Off of main roads,drivers don't care whos walking,biking I like to walk daily but it's dangerous ,just walking to wakeley lake.
- I only walk in the woods. not for safety but for the tranquility. manmade trails are not important. any money for trails and bike paths should be reallocated to roads.
- Bike path to Hartwick Pines

Question 53 – In Crawford County, where are you uncomfortable using non-motorized transportation?

Responses to Question 53:

(2 Responses)

- no where
- In town downtown

Question 54 – Specifically, what about the area you described as uncomfortable made you feel that way?

Responses to Question 54:

(3 Responses)

- No room on shoulder, no path. ,too a national
- Manmade trails are waste of resources..
- Main lights

Question 55 – In Montmorency County, where do you feel most comfortable using non-motorized transportation?

Responses to Question 55:

(8 Responses)

- back roads
- Designated hiking/biking trails (e.g. parks)
- Hillman
- on the paved County Roads
- Side roads, shoulders on roads aren't wide enough
- on the downtown roads in the residential areas
- no where
- in the residential areas

Question 56 – In Montmorency County, where are you uncomfortable using non-motorized transportation?

Responses to Question 56:

(8 Responses)

- M-33 north to Clear Lake State Park. M-32 Atlanta to Hillman
- Dirt roads or unmarked paved roads
- Lewiston
- downtown and on the State highway
- 612, 489, 491, Marius St going down to schhol
- County Road 612, County Road 489 South, County Road 491, and Fleming Rd
- there really is no walking paths besides to the public beach in Lewiston.
- County Road 489 south is the worse

Question 57 – Specifically, what about the area you described as uncomfortable made you feel that way?

Responses to Question 57:

(7 Responses)

- High speeds and lack of wide shoulders or separate pathway
- Fast drivers, no markings
- There are no sidewalks, winter covers the wider shoulder and in the summer it is a parking lane. No where to safely walk in town.
- the speed of the traffic and number of vehicles
- Hi traffic, narrow shoulders, no sidewalks
- I've been almost hit several times while I walk on the side of the road
- High traffic, medium/higher speeds, very narrow shoulder, deep ditches and no sidewalks

Question 58 – In Oscoda County, where do you feel most comfortable using non-motorized transportation?

Responses to Question 58:

(2 Responses)

- Tee Lake Road
- Trails

Question 59 – In Oscoda County, where are you uncomfortable using non-motorized transportation?

Responses to Question 59:

(2 Responses)

- CR 489
- Crossing m33 or m72

Question 60 – Specifically, what about the area you described as uncomfortable made you feel that way?

Responses to Question 60:

(2 Responses)

- No walkway
- High traffic speeds

Question 61 – In Otsego County, where do you feel most comfortable using non-motorized transportation?

Responses to Question 61:

(3 Responses)

- Anywhere
- The park behind the post office

- in my neighborhood and down town on main

Question 62 – In Otsego County, where are you uncomfortable using non-motorized transportation?

Responses to Question 62:

(3 Responses)

- Near the I -75 tee changes and overpasses
- Main street
- anytime Im walking west of I-75 in Gaylord

Question 63 – Specifically, what about the area you described as uncomfortable made you feel that way?

Responses to Question 63:

(4 Responses)

- Traffic and speed
- Drivers do not pay attention
- traffic does not stop and there are no pedestrian lights. you get stuck in the middle of the road on the pedestrian island
- sidewalks arent connecting, no crosswalks, in the winter they arent plowed

Question 64 – In Presque Isle County, where do you feel most comfortable using non-motorized transportation?

Responses to Question 64:

(7 Responses)

- Rogers City has beautiful bike trails
- Co Roads, Leer, Hincka, 638 Hwy, Darga, Lk Augusta, Metz
- Bike path from 40 mile lighthouse into rogers city
- the trails
- Huron Sunrise Trail north from Rogers City
- The Nautical Bike (and walking) Trail
- On the snowmobile Trails that are through out the whole county

Question 65 – In Presque Isle County, where are you uncomfortable using non-motorized transportation?

Responses to Question 65:

(4 Responses)

- Presque isle harbor association
- M< 65 and US 23
- any road right of way
- busy intersections

Question 66 – Specifically, what about the area you described as uncomfortable made you feel that way?

Responses to Question 66:

(3 Responses)

- Bike trail doesn't continue all the way to the lighthouse and back and it's attached to the road not separate
- Heavy Traffic
- Wide traffic lanes and no pedestrian signals make crossings difficult.

Question 67 – In Iosco County, where do you feel most comfortable using non-motorized transportation?

Responses to Question 67:

(0 Responses)

Question 68 – In Iosco County, where are you uncomfortable using non-motorized transportation?

Responses to Question 68:

(0 Responses)

Question 69 – Specifically, what about the area you described as uncomfortable made you feel that way?

Responses to Question 69:

(0 Responses)

Question 70 – In Ogemaw County, where do you feel most comfortable using non-motorized transportation?

Responses to Question 70:

(0 Responses)

Question 71 – In Ogemaw County, where are you uncomfortable using non-motorized transportation?

Responses to Question 71:

(0 Responses)

Question 72 – Specifically, what about the area you described as uncomfortable made you feel that way?

Responses to Question 72:

(0 Responses)

Question 73 – In Roscommon County, where do you feel most comfortable using non-motorized transportation?

Responses to Question 73:

(0 Responses)

Question 74 – In Roscommon County, where are you uncomfortable using non-motorized transportation?

Responses to Question 74:

(0 Responses)

Question 75 – Specifically, what about the area you described as uncomfortable made you feel that way?

Responses to Question 75:

(0 Responses)

Question 76 – As the region continues to plan for active/non-motorized transportation, is there any other input you would like to provide that would be helpful to the planning team?

Responses to Question 76:

(191 Responses)

- I'm not sure where to get the information, but I think it behooves planners to look at the car collisions with bicyclists and pedestrians to make sure that the place where they most frequently happen are addressed first, even if it's a re-route
- Ebikes are making non motorized transit more accessible to a wide range of people. More should be done to encourage people to use them
- Making sure the sidewalks are plowed and maintained during the winter so they are still accessible.
- The curbs at every driveway from West Park to Beach Drive are miserable. To those on a true road bike it's painful. no wonder we see some cyclists on the road's edge, which makes the morotist angry
- I prefer the Complete Streets program that allows for pedestrian and bicycle use on every street
- wplease work toward expanding the trail system. connect Burt lake trail to the NW state trail!!
- If we make paths from the hotels on the south side of town and connect them to the existing paths along 31 north we could potentially alleviate the traffic from people staying at the hotels
- Keep doing what you are doing!
- CONNECTIONG COMMUNTIES IS INTEGRAL
- Widen road shoulders

- limiting speed of e-powered anything. And remind summer visitors, Bay View for one, that Golf Carts or 4-wheelers are NOT allowed on the trail.
- I appreciate the effort to make our community more bicycle and pedestrian friendly. I look forward to benefitting from the needed improvements
- Connect communities like Grawn, interlochen, chums corner via a rail trail using the rail corridor not being utilized
- Please consider connecting the SW communities to traverse City and to various trail systems
- The new 8th Street bike paths and walking paths are too wide and underutilized. The lanes for the drivers is too narrow and you can see drivers consistently driving over the painted lines near the intersection of Railroad and 8t St. That was a lot of money and should be studied as to why it is unattractive to bikers. Too many street crossings and parking lots? I think the city was bullied into that design by influential residents.
- Some stretches of TART are not shaded and can be very hot to walk in summer work on tree cover
- More bike lanes--real bike lanes--with barriers between the lanes and motorized traffic lanes.
- Need connections to TART east of Totch Lake. The Nakwema trail will an amazing addition but only on west side. Need more connections throughout the county.
- Education. Bikers have rules too! Drivers need also to know they don't have primacy at intersections.
- more dedicated bike lanes and paths
- please find a balance between investments in non-motorized and motorized transportation safety. Focus investments to benefit permanent residents, not just tourists.
- When nonmotorized trails are directly adjacent to an auto roadway I believe placing a guardrail between the two would increase safety and both auto and nonmotorized user confidence.
- Some trails are needing paving replacement or maintenance; consider separated bike and pedestrian where feasible as improvements are made
- Build places for people NOT in motor lanes! Build it and they will come. And change the options for people to circulate and save energy, be greener, get healthier and reduce congestion and parking needs. It's been such a piecemeal process up to now. Embrace a new mentality and get people the space and opportunity they need to move NOT in a vehicle!
- I would love to see and use a whole system of interconnected trails and safe roads in NWMich such that I and others can do longdistance cycle trips of 1-2 weeks. It would be so fun, and it would bring new people to the area (who could spend money) who are quiet and nice.
- No eBikes allowed on the trail, enforce the trail rules.
- Provide more funding for non-vehicular modes.
- Improve vehicle driver awareness with better signage for biking.
- Don't put bike lane signs where no bike lane or even shoulder and completely unsafe to ride.
- Yes, I believe e-bikes are a hazard on the paved trails.
- Smart Land use is key. It is hard to play catchup with sprawly development. If you want to walk and bike, develop core business/residential areas as if you were planning a downtown in the 1800s - where there is no automobile. Once the core needs are met, fit the cars in

later with parking/road widths and such that make sure cars do not get priority. Connect these core areas together with cars and transit with as little sprawl zoning as possible in between - rural or very low-density housing or business.

- Nope
- More bike path trails
- A bikeway / walkway from Tawas to Mackinaw City, all along the eastern shore or route 23 would be awesome.
- Yes, i would like to see a trail system start near the harrisville depot, or McGregor feild and travel to sturgeon point lighthouse
- Develop the trail between Alpena and Hillman, would draw people in.
- Repair us 23 path and extend south
- Community education around right-of-ways and sharing the road
- We have no designated mountain bike trails anywhere in Alpena County. There are many mountain bikers in Alpena County that have to travel to surrounding counties for designated mountain bike trails. I am hoping that the DNR would be willing to work with the citizens of Alpena County as it relates to building mountain bike trails within the county. Thank you.
- PAVE OUR N.E.S.T. RAIL TRAIL
- Bike paths are important and they should allow for travel between cities.
- The existing Alpena trail system needs repaving
- Check out the not just bikes, and strong towns youtube channels. They are fantastic "free" resources to help inspire walkable town infrastructure. They also don't have a political bias, just trying to build stronger towns.
- Quit pissing away taxpayers money on stuff that benefits about 1% of the population....do bicycles pay a license fee for this crap?
- don't allow E bikes on walking trails
- Please keep as many trees up as possible, northern Michigan keeps removing nature for people's convience and it makes out communities look bland and too mechanical.
- Netherlands has solar bike paths and roads that aid in winter snow removal. This could help build the tourism in northern MI and reduce plowing costs
- Consider bike lanes around The lake
- Na
- Yes,provide access to state,national Forest land ,with bike paths,better trail heads
- No
- In the case you do create routes, the current street signs are very hard to read
- No
- extend pathways along the Manistee River
- Safety
- Negative
- Improve snow removal along downtown streets. Once streets are cleared and sidewalks are cleared, snow banks prevent access from street parking. Snow piles narrow the sidewalks creating congestion.
- The City of Alpena is large enough and could use public transportation like a BRT (Bus Rapid Transit) system. But with transit-oriented development the stops MUST be placed in locations that people want to go, and the routes MUST be on a consistent timetable with extremely tight margins of error if the goal of curbing car traffic is going to be met. Example stop locations, hospital, 2nd Ave downtown, Walmart/Meijer, the college,

Courthouse/Annex, City Hall, select spots in residential areas where no matter where your house is located you are a 10ish minute walk from a bus stop, select parks, etc. The thing all these locations have in common is that they are places people want to go to or have a need to go. Do NOT place stops where a person gets off and is met with nothing of interest or purpose or that would be a failure of public transit design.

- Electric scooters are a rage now. What regulations are the to keep them from being a hazard to pedestrians.
- Reallocate funding for roads. non-motorized trails are not needed!
- none at this time
- Wider shoulders are most important if sidewalks are not going to be present.
- More greenways in the towns...connected greenways, pedestrian islands would really help with speeding through streets
- Separate bike/walking path on Grant heading into town. Maybe an over-the-road crosswalk from path by the high school to Meijer shopping area.
- I see this city as very unfriendly to walkers and bikers. In other Michigan cities, drivers are educated to stop when pedestrians are crossing. Drivers here do not seem to even realize they have to yield to pedestrians. In fact, they sometimes speed up! There is much to be done as far as education, law enforcement and implementation of safety signs. I applaud your planning efforts.
- Consider vertical options. If you're off the street level, you're safer.
- Some of the sidewalks could use redoing for smoothness.
- Better lighting for evening walking especially in more rural areas that don't have sidewalks
- no
- PEOPLE SHOULD BE ABLE TO DRIVE ON THE SIDE OF THE MAIN ROAD IN PIGEON RIVER
- This is a very healthy enjoyable mental and physical release for me
- Don't do this! Fix the damn roads
- no
- Only thought is to increase the interconnectedness of the trail systems in the county.
- I don't think we need a massive overhaul type approach, adding a few pedestrian trunk lines to make recreation and businesses more accessible would go a long way
- It would be helpful if MDOT would work closely with local municipalities when dealing with state trunk lines in the community.
- It's nice to connect parks to each other, but we have to connect people to parks also...making linkages to neighborhoods is just as important, if not more important
- I think the local government officials and the county road commission need to have a plan
- no
- put clearly marked walking paths on the sides of the main roads. Atlanta also
- Not at this time
- We would love to see the rails-to-trails extended into Manistee County and into the City of Manistee!
- I enjoy walking and riding my bike to do errands but if it requires me needing to venture north of Burger King, I will drive because of the lack of walkways
- Extend the Heritage Trail down Bohemian Rd. to Good Harbor and end it there. Makes the most sense from an environmental and cost criteria. Makes the most sense for user endpoint.
- Side walks from Cass to keystone area would be awesome for getting to the Boardman trail

- I think we need to clearly define what a "non-motorized" transportation is and its usage. Is a horse "non-motorized," yes but does it belong on the same path as children, people with dogs, and who cleans up after it...? I don't believe horses belong in the same area. Also, i've noticed a few people use electric bikes and trikes. I'm all for handicap people getting outside by whatever methods they are able but should someone on an electric bike/vehicle have unlimited speed...They shouldn't in my opinion.
- Need to find a way for the City and Manistee Twp. to connect to the rural areas of the county.
- Provide wider shoulders on roads
- Eventually we could use bike lanes in the Village of Northport. A parking lot at each end of town to encourage car drivers to park and then walk to shop.
- M-55 (West) also needs clearly marked bike lanes, guardrails where appropriate and signage
- Expand the Leelanau trail north
- Separated bike paths, like the white pine trail, are really nice to ride. They tend to go to somewhat remote areas and my wife and I feel a lot more safe being separated from automotive traffic.
- sidewalks everywhere. But also bike lanes. There continues to be mixed messages about when bikes should be on sidewalks.
- Safe, somewhat 'enclosed' bike lanes where cars aren't able to open their car doors onto bicyclers
- plan for non-ambulatory citizens better
- No, but thank you!
- Widen shoulders where possible to accommodate bikers and walkers.
- the road commission (staff) needs to be modernized to embrace this
- Extending the shoulder in the rural parts of the county isn't providing a safe walk/bike space. Cars drive fast and drivers don't pay attention. Having sidewalks would be so much better
- Stop with all the roundabouts or at least make them correctly. If we are going to have so many roundabouts people need to be trained and tested on how to use them if they currently have a license as it is not something Michigan has taught in drivers training in the past
- As road improvements are planned, there should be a standard width for bike/walking lane that is consistently applied. Signs stating watch for pedestrians and bikes should be more plentiful. Cross walks should all follow the rule that CARS MUST STOP. There are mixed messages and this causes confusion. Perhaps an ad on the billboard or other public service announcements may help too.
- Separate autos and bikes where possible. Promote a better biking culture with marketing
- Seriously expand TART trails or similar. Include composting toilets or similar and drinking water stations; plus anticipate battery charging location linkages. Many intersections need roundabouts for the combination of motorists and non-motorized movement.
- Tart trail expansion to the Leelanau lighthouse would be a terrific addition. At very least a dedicated bike lane from SB to the light house
- We should be looking not just to accommodate walkers and bikers but to encourage.
- Consider adding walkways/crosswalk/bike paths around the schools so that students can be safer.
- More designate bike lanes. More pedestrian activate cross walks.
- Be proactive! Do not wait for complaints or problems before making improvements.

- Instating the appropriate signage on Franke road, constructing a light/crosswalk with lights to pause traffic so pedestrians can cross safely.
- Fix sidewalk both downtown and neighborhoods
- We need to prioritize humans rather than vehicles.
- stressing the importance to Albert Township, Montmorency Co. Road Commission, Montmorency County and provide funding opportunities to address this lack of recourses.
- Thanks for all you do!
- Yes, please consider that we are an active community. Also, many people must bike or walk for transportation for various reasons. I am especially concerned about the lack of preparation on the roads surrounding the TCAPS Montessori School, as families, students, and staff are often endangered in crossing the streets to get to and from the school. At the very least, put in some flashing/reduced speed School Zone signs, and enforce them!
- Pedestrian/bicycle bridge across US 131 at 13 th street
- avoid conflicts between bikes and pedestrians
- Pedestrian right of way star wide ruling. Also pedestrian signage needs to be more prominent. Hawk signals are beneficial for busy drive areas.
- More designated pedestrian cross lights.
- Veterans Drive is used by many pedestrians and cyclists. It needs a seperate, marked, bike lane. It would be great to link it to the TART
- More education for motorists about their responsibilities, actual enforcement of laws (I still see a lot of people looking at their phones and driving).
- Every crosswalk should be specifically marked with a pedestrian signal as it seems to appear there are quite a few cross signs by traffic signals indicating that someone and/or multiple people have died there. It shouldn't take deaths to make safe and clearly identifiable crosswalks like they finally did for the downtown environment.
- please be conscious
- TCAPS Montessori needs a safer parking area for staff and parents. Cold, icy weather is coming and the probability of someone either falling or getting hit by a car is very likely.
- Allowing bikes on sidewalks and not putting bike lanes in the streets would be better.
- Make Silver Lake Rd and Franke safer for walkers/bikers please! This is a school zone
- Although I cycle and walk frequently for transportation, I also run and roller skate recreationally. Improvements to non-motorized infrastructure benefit many groups including business owners that benefit from increased tourism.
- Please make all of Grand Traverse County accessable to walkers/
- TCAPS Montessori School access is unsafe.
- Increased safety of non-motorized transportation will make it more likely that more people will opt to walk/bike/skate instead of driving...one piece in our local traffic congestion solution
- Do more to promote the WPT along it's entire length; nearby restaurants, bike shops, bars, etc.
- Connecting major roads, and highlighting nonmotorized transportation to meet her at outlet spaces such as hearing Township or the west cord, or I will be mandatory. Marked non-motorized areas for major roads to trails and trailheads will also be mandatory. West Corridor Cadillac in downtown cadillac need separated, and Walmart for both follicular and non-motorized transportation.
- Bike system within Cadillac and more sidewalks

- Increase and modernize bike parking systemically! Mandate level sidewalks through the whole strip of North Mitchell, with plowing during the winter a higher priority than it is now.
- More mountain bike trails
- improve road crossings
- Put people first. There will always be traffic, but designing for cars will negatively impact the lives of locals and visitors.
- Consider creating bike lanes instead of putting bicycles on sidewalks
- Planners need to be local. Stop hiring from outside the area as they don't know the right questions to ask and clearly don't understand the needs of those who live here year around and full time.
- Continue question and answer forums..
- Work to connect the White Pine with the North Country trail.
- The Clam River Greenway is helpful through town, but needs to be extended and the 'Portage' needs much better markings (those that are there need to be redone as well).
- As neighborhoods develop outside the city limits, we need to look at ways we can connect those neighborhoods to the city services with safe paths.
- In Arcadia Township proper, the streets are not busy, so there's no need to spend money/resource in the town itself (already walk friendly). However, on route 22 and Glovers Lake Road there is opportunity to improve safety. Speeding on 22 is common.
- Yes! I would very much want to be included as a county commissioner in Leelanau District 5 on a planning team to help my constituents feel more safe while using non-motorized transportation. We have to do a better job for the residents, tourists and our economic, environmental and health wellbeing.
- Please keep trails out of residential neighborhoods in Elk Rapids.
- Please listen to the residents that this proposed route through Elk Rapids will effect the most!! This proposed route through a residential area is extremely unsafe a cyclist will get hurt. If the bikers have their own path to take along 31 up to Bridge or River St in Elk Rapids they will be safe!! This would make a hole lot of sense! You would still have the bike trail come to Elk Rapids not down N Bayshore through a quite residential area!
- Please continue to consider that we all need to enjoy our town whether on foot or biking. And that we are a community of people who travel in different ways and we are all important and we should be able to do that safely. Thank you.
- Would love it if the tart trail ran to north port. Love it if heritage trail ran to Leland.
- thank you!!
- More Now!!!!
- More designated bike lanes throughout the area
- Comments from my neighbors include concerns about walking, walking with a dog, and biking through sections that do not have a sidewalk or shoulder (for riding a bike) and benches would encourage these walkers to go further in town rather than driving for errands
- motorized vehicles make us more productive and are necessary for days when the weather is not sunny and warm. we are a rural area spend the money on the roads
- Stopping traffic at pedestrian crosswalks decreases gas mileage and increases the carbon footprint. Prioritize traffic flow while encouraging non-motorized transportation options.
- It would be especially good for BC-Chx non motorized trail to be completed
- Thank you for looking at this ! We have so many beautiful areas to walk and view, it would be nicer to do it safely

- Bicycles on narrow roads with no shoulders are hazardous to bikers and motorists.
- Add more curb cuts to sidewalks to make them more accessible to the handicapped.
- Nope. Thanks.
- love the bike paths- please keep up the great work to add and expand these!
- Would like to see more trails on the south side of Charlevoix, that go past the airport and South.
- Enhance the North Country Trail - Multi use trails and routes-
- Crosswalk be new development at Young state park to new campground
- I know some of what I described is attributed to human behavior and that is hard to change. Awareness and education are key, there are some signs along the trail that provide guidance and rules, which is great! More needs to be done to keep locals and visitors safe on the trails. And. Really- improving the pedestrian crosswalk at Lake and 31 should be addressed. It's especially dangerous when it is dark.
- Designated bike routes, commuter bike routes, more signage and clearly marked biking lanes.
- I am very hopeful to see a focus on non-motorized transportation and the safety and use of these modes being prioritized over the convenience of drivers.
- Please see my previous response.
- not sure what to do because it's mainly a culture / development pattern issue, but creating places from a planning perspective that caters to no motorized transportation would be pretty awesome. we waste so much space on parking lots in desirable areas that could be housing, or businesses, or parks or whatever. if we can encourage people to bike instead of drive whenever possible, we can use our space more efficiently, and have more successful communities i think
- It would be nice to see the trail between Boyne City and Charlevoix finished earlier than currently planned.
- I think that the population of my area need to be educated so they are respectful and responsible to non motorized modes of transportation. We all need to learn that everyone has rights.
- Walkable to schools, shopping areas for both citizens but also employees
- Lighting is also important at road crossing.
- More bike lanes and crosswalks please. Where the bike lane does exist, it should be better marked and accessible for all. And easier to be seen by vehicles.
- The best action is to develop a simple plan based around safety and slow changes over time. When we do road construction stop widening lanes and start adding protected pedestrian lanes instead.
- Really just need to complete the Charlevoix to Boyne City sidewalk trail.
- Overall consideration of non-motorized transportation is good.
- Just want to reiterate completing the bike path from Boyne City to Charlevoix.
- I'm sure it's already factored, but a detailed understanding of who uses the trails, why and what areas should be accordingly included would make sense.
- Get crosswalks that light up.
- Support the development of Boyne City Riad trail and the Nakwema Trail
- Speed bumps really help slowing down the traffic
- Removing parking on one side of streets to allow for dedicated pathways. Or considering changing some streets to one-way to allow space for dedicated lanes.

- Bike trails promote healthy recreation and tend to support local businesses.
- Really glad you are looking to improve and grow this option
- Keep connecting our communities with trails
- use the existing Top Of Michigan Trails Council as a partner
- Love the Nakwema trail and very happy with the proposed trail through Elk Rapids! Please keep the path the same and do not change!
- A county wide bike path would be amazing!
- Antrim needs paved multi use trails that utilize existing transportation corridors and connect to downtowns, residential areas, schools, and parks
- We desperately need a bike/walk path. So many ride bikes to get around or families go walking or biking. So many towns around us have them and it would be so beneficial to our town
- Crosswalk from palmer park across 131. And more hiking trails in mancelona