



Study of

1999 Michigander Bike Ride and Its
Participants: A Focus on Midland County's
Pere Marquette Rail-Trail

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Executive Summary

1999 Michigander Bike Ride

The purpose of studying the Michigander Bike Ride was to better understand the character of events on rail-trails, particularly the Pere Marquette. Toward that end, a sample of participants in the 1999 event were mailed a four-page questionnaire which asked about their past experience with the Michigander, nature of the 1999 ride, spending during the trip, general bicycling activities, and demographics. Of the 1,811 registered participants, 276 were 18 years or younger and not mailed a survey. Of the remaining 1,535 riders, 600 adults were randomly selected and mailed a questionnaire. A 71 percent response rate was achieved, yielding 424 complete questionnaires.

The highlights of the results include the following:

- Michigander participants are primarily from households without children (60%). Two adult households without children are most common (34%), followed by households comprised of two adults and children (33%), and single adult households (15%). The most frequent age group is 41 to 50 years old (38%), followed by 31 to 40 years old (24%) and 51 to 60 years old (20%). The sample is almost equally split between men and women. The participants predominantly reside in Michigan (95%), mostly from the Detroit metropolitan area. Almost three-quarters of the participants work full-time (72%) and eight percent are retired. Forty-six percent of the participants are from households with annual income of \$80,000 or greater.
- Most Michigander participants ride less than once a week (62%) and 42 percent have ridden less than six years. On average, rider households own 3.5 bikes or 1.4 bikes per person. It is more common for riders to own mountain bikes than road bikes.
- Participants most prefer riding on paved trails (59%), followed by unpaved trails (28%). However, participants find themselves riding most often on paved roads (51%), followed by paved trails (26%) and unpaved trails (14%).
- Top motives for bicycling by Michigander participants are to promote health, exercise, enjoy nature, be outside and to relax. Social reasons such as being with others, spending free time, and to be by one's self are less important. Training for events or transportation are important bicycling motives for only a small segment of Michigander participants.
- While most participants (83%) had never ridden on the Pere Marquette Rail-Trail before this year's Michigander, 58 percent had previously ridden in the Michigander. Three-quarters of the Michigander participants had ridden in one or more bike events in the past five years.

- The Michigander event was the dominant reason among respondents for their trip to mid-Michigan (99% main purpose). Fifty-eight percent of the respondents rode in the two-day event between Clare and Midland, thirty-four percent rode in the six-day trip (Midland to South Haven), and seven percent rode in the full seven-day trip (Clare to Midland to South Haven). Including the Pere Marquette Rail-Trail in the Michigander itinerary had a positive influence in gaining the participation of almost half (48%) of the riders.
- The majority of the respondents (91%) participants had another rider with them. Forty-nine percent of the riders had a friend ride with them in the event and 61 percent of the riders had one or more family members ride in the event.
- Bicyclists and their travel parties spent \$207,000 in conjunction with the Michigander. \$104,000 was spent before or after the event in the state of Michigan and \$103,000 was spent during the event (not including the event fee). On a trip basis, travel parties spent about \$233 on the trip, excluding the fees associated with the event. Approximately 500 hotel room nights were generated by Michigander participants.
- Michigander participants spent about \$748 in 1998 on bicycling. On average, \$302 is spent on bikes and \$180 on event registrations. Smaller amounts are spent on bike repairs, clothes, racks, books, and memberships.
- Michigander participants gave a very high rating to the condition of the Pere Marquette Rail-Trail with 82 percent rating the trail “very good” and 13 percent rating it as “good.” The Michigander event received a “very good” rating from 54 percent of the respondents and a “good” rating from 36 percent.
- When asked whether they would return to ride the Pere Marquette Rail-Trail or visit Midland County, 79 percent of the Michigander participants said they are “extremely or quite likely” to ride the Rail-Trail again. Seventy-seven percent of the participants are “extremely or quite likely” to visit the county again.
- When asked what they enjoyed about the 1999 Michigander event, participants were most likely to cite the Pere Marquette Rail-Trail, the stay at Northwood University, the organization of the entire event and the social exchange between riders. The most common concerns were the weather conditions (rain, heat), muddy trail conditions, long lines for food, undesirable sleeping conditions, crowded or unclean restrooms, and nonpaved trails and road shoulders.
- Michigander participants were asked to express their desires for bicycling opportunities and trails in Michigan. Many indicated the need for more trails, particularly paved trails. They would also like to see more interconnection of trails and better promotion of trails. However, many also stated their opposition to charging fees for trail use.

Purpose of Study

The study of Michigander bicycle participants is one of two event studies that are part of a larger, multi-year study examining the usage and benefits of Midland County's Pere Marquette Rail-Trail. In addition to the Michigander Bike Event, the 1999 Midwest Tandem Bike Rally was also studied. Both events represent an important segment of rail-trail use and benefits originating outside Midland County.

The purpose of studying bicycling events is to describe the participants and their cycling history, to chronicle their participation in the event, and to gather their opinions concerning the event and the rail-trail. This information allows managers and event organizers to better plan and market future events and to estimate the economic impact of the event.

Toward that end, this report is organized in the following sections:

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Description of Michigander Bike Event

The Michigander is sponsored by the Rails-to-Trails Conservancy, Michigan Chapter. The annual event takes place in different parts of the state. The 1999 event began in either Clare or Midland, Michigan depending on the participant's choice of event duration, and finished in South Haven. There was a choice of three ride lengths - a weekend or two-day ride, a six-day ride, or a seven-day ride. The weekend ride consisted of Saturday and Sunday and a 90 mile ride which included the 22 mile Pere Marquette Rail-Trail twice. The six day ride was 290 miles long and participants rode the Pere Marquette Rail-Trail once, as well as other rail-trails including the Fred Meijer Heartland, White Pine, Musketawa, Thornapple, and Kal-Haven. The seven-day ride was 325 miles long and participants rode the Pere Marquette Rail-Trail twice and all the other previously mentioned rail-trails once. The first night was hosted by Northwood University in Midland, where participants also had the option of attending the annual Midland River Days festival.

Procedures for Conducting a Study of Participants

Based on registration data provided by the Rails-to-Trails Conservancy, 1,811 individuals participated in the event; of these, 276 registrants were 18 years old or younger and were not part of the sample population. Registrations were: 1,042 for the two-day event, 617 registrants for the six-day event, and 146 registrants for the seven-day event. Six registrants made no event designation. Six hundred (600) names for those over 18 years were randomly selected from the list of 1,535 adult names.

The self-administered mail questionnaire was designed by the authors and reviewed by cooperators and the Michigan State University Committee on Research Involving Human Subjects. All questions, except for spending, overnight accommodations, and some demographic questions, were framed for a person and therefore represent an individual unit of analysis. Hence, households with more than one adult who participated in the bike ride could have received and completed multiple surveys. Spending, overnight accommodations, and some demographic reporting represent the travel party as a unit of analysis.

The first mailing of the survey packet, which included a personalized cover letter, prepaid return envelope and a four-page survey, occurred on October 4, 1999. A reminder postcard was mailed to everyone on October 20, 1999. On October 27, 1999 a second mailing of the survey was done to those individuals who had not responded. In total, 424 surveys were received for an overall response rate of 71 percent (Table 1). A copy of the survey instrument, registration form, letters and postcard can be found in Appendices A, B, and C.

Table 1. Response Rates for 1999 Michigander Survey

Original Sample Size^a	Bad Address	Adjusted Sample Size	Returned^b	Overall Response Rate
600	2	598	424	70.9%

^a Population size of 1,811.

^b An additional four surveys were returned but were incomplete or were completed by minors.

Results

Demographic Profile of 1999 Michigander Participants

The respondents to the Michigander survey are largely from two adult households without children. Sixty-seven percent of the respondents live in a two adult household and 18 percent live with no other adults (Table 2). Sixty percent of the respondents have no children in their household.

Considering both adults and children (Table 3), the results show one-third of the respondents live with another adult and another one-third live with an adult and children. Fifteen percent of the respondents are single without children and three percent are single parents. A final fifteen percent are households with more than two adults. Respondents are generally in their middle years (Table 4). The most common age group is 41-50 years old (37.9%), followed by 31-40 years old (24.4%) and 51-60 years old (20.1%). The mean age is 45 years old. Individuals under the age of 18 were not mailed a survey. There is almost an equal number of women and men who completed the survey (Table 5).

Michigan is the dominant rider origin (Table 6). Many other states are represented, including individuals from Ontario Canada, Georgia, Illinois, Indiana, Ohio and Pennsylvania, but they comprise less than five percent of the riders. The Michigan zip codes that drew the largest number of participants include: 483, 481, and 480 (Table 7). These zip codes represent the Detroit metropolitan area.

Most respondents are employed full-time (72.4%) (Table 8). Nine percent of the respondents are retired, seven percent are homemakers, six percent are employed part-time, four percent are self-employed, and two percent are students.

The largest group (46.2%) of participants had 1998 household income of \$80,000 or more (Table 9). Less than 10 percent of the respondents had household income of \$40,000 or less in 1998.

Table 2. Household Composition of 1999 Michigander Participants

<u>Adults in Household</u>		<u>Children in Household (under 19)</u>	
Number of	Percent of Respondents	Number of	Percent of Respondents
1	18.1%	0	60.1%
2	67.4%	1	12.8%
3	9.0%	2	20.2%
4 or more	<u>5.5%</u>	3 or more	<u>6.9%</u>
Total	100.0%	Total	100.0%

Table 3. Summary of Household Composition of 1999 Michigander Participants

Types of Households	Percent of Respondents
Two adult household	34.4%
Two adult household with children	32.9%
Single adult	14.7%
More than two adults in household with no children	9.7%
More than two adults in household with children	5.0%
One adult in household with children	<u>3.3%</u>
Total	100.0%

Table 4. Age Distribution of 1999 Michigander Participants

Age	Percent of Respondents
18-30	10.0%
31-40	24.4%
41-50	37.9 %
51-60	20.1%
61 or older	<u>7.6%</u>
Total	100.0%
Mean Age	45 years old

Table 5. Gender of 1999 Michigander Participants

Gender	Percent of Respondents
Female	50.7%
Male	<u>49.3%</u>
Total	100.0%

Table 6. Residence of 1999 Michigander Participants

State	Percent of Respondents	State	Percent of Respondents
MI	95.3%	FL	0.2%
Ontario, Canada	1.4%	MN	0.2%
GA	0.5%	NJ	0.2%
IL	0.5%	NY	<u>0.2%</u>
IN	0.5%	Total	100.0%
OH	0.5%		
PA	0.5%		

Table 7. Top Zip Codes of 1999 Michigander Participants

Three Digit Zip Code	Including the Counties of:	Percent of Respondents
483	Oakland, Macomb	23.7%
481	Livingston, Washtenaw, Wayne, and Monroe	22.7%
480	Oakland, St. Clair	21.4%
482	Monroe, Wayne	5.2%
488	Iona, Clinton, Montcalm, and Gratiot	4.5%
486	Midland, Saginaw, Bay	3.2%
All others	-----	<u>19.3%</u>
Total		100.0%

Table 8. Employment Status of 1999 Michigander Participants

Employment Status	Percent of Respondents
Full-time	72.4%
Retired	8.6%
Homemaker	6.7%
Part-time	6.4%
Self-employed	3.8%
Student	1.9%
Unemployed	<u>0.2%</u>
Total	100.0%

Table 9. 1998 Household Income of 1999 Michigander Participants

Income	Percent of Respondents
\$80,000 and greater	46.2%
\$60,000-\$79,999	23.9%
\$40,000-\$59,999	20.2%
\$20,000-\$39,999	7.6%
less than \$20,000	<u>2.1%</u>
Total	100.0%

General Biking Preferences and Behaviors

This next section addresses the nature and extent of bicycle riding by Michigander participants. This includes the number of years cycling, the frequency of riding, ownership of bicycles, preference for trail types, motives for riding, and membership in bicycle related organizations.

The greatest number of respondents are relatively new to the sport (Table 10). Two-thirds of the respondents have been riding for ten years or less. Sixteen percent of the respondents have been riding twenty-one years or more.

The frequency of bicycling is relatively low among Michigander participants (Table 11). Twenty-one percent ride several times a week with only a few individuals (1%)

riding every day. The most common response is bicycling just a few times a year (27.3%), followed by several times a month (26.7%)

Respondents own more mountain bikes than road bikes (Table 12). Ninety-four percent own one or more mountain bikes compared to 58 percent who own one or more road bikes. Many households own both types of bikes and several bikes within each type. On average, a household had 3.5 bikes and 1.4 bikes per person in the household.

A paved roadway is the most common riding location (Table 13). Over fifty percent (51.2%) ride most often on paved roads and 26 percent ride most often on paved trails. Respondents were also asked where they prefer to ride. Paved trails (58.9%) are most preferred over unpaved trails (28.2%), paved roads (9.3%) and unpaved roads (3.6%).

Promoting health, exercising, enjoying nature, and being outside are the top reasons for bicycling (Table 14). Close to 50 percent of the respondents indicated these four reasons as being extremely important to them. Other reasons for bike riding that are important to fewer participants include bicycling as a form of transportation, event training, being by ones self, spending free time, and being with others.

Even though the Michigander is a Rails-to-Trails Conservancy sponsored event, only 29 percent of the respondents are members of that group (Table 15). In general, most of the respondents are not a member of a bike-related organization. The most popular organization is the Rails-to-Trails Conservancy, followed by various local bicycle organizations (9.7%), the League of Michigan Bicyclists (5.4%), and the League of American Bicyclists (4.5%).

Table 10. Number of Years Riding Bikes by 1999 Michigander Participants

Number of Years	Percent of Respondents
0-5 years	41.8%
6-10	25.5%
11-20	16.7%
21-30	10.0%
31 +	<u>6.0%</u>
Total	100.0%

Table 11. Frequency of Recreational Bike Riding by 1999 Michigander Participants

Bike Riding Frequency	Percent of Respondents
Every Day	1.2%
Several Times a Week	21.0%
Once a Week	16.2%
Several Times a Month	26.7%
Once a Month	7.6%
Few Times a Year	<u>27.3%</u>
Total	100.0%

Table 12. Number of Bikes in Household by 1999 Michigander Participant

Number of Bikes Owned	<u>Mountain Bikes</u> Percent of Respondents	<u>Road Bikes</u> Percent of Respondents
0	5.7%	42.4%
1	21.3%	27.9%
2	34.4%	19.6%
3	15.8%	5.4%
4	14.9%	3.1%
5 or more	<u>7.9%</u>	<u>1.6%</u>
Total	100.0%	100.0%

Note: On average a household had 3.5 bikes or 1.4 bikes per person per household.

Table 13. Bike Riding Areas Used and Preferred by 1999 Michigander Participants

	Paved Trails	Unpaved Trails	Paved Roads	Unpaved Roads	Total
Most Used	25.6%	13.5%	51.2%	9.7%	100.0%
Most Preferred	58.9%	28.2%	9.3%	3.6%	100.0%

Table 14. Motives for Bike Riding by 1999 Michigander Participants

I bike ride to:	not at all important (1)	somewhat important (2)	very important (3)	extremely important (4)	mean score
Promote Health	0.3%	10.2%	42.5%	47.0%	3.4
Exercise	0.2%	9.7%	40.1%	50.0%	3.4
Enjoy Nature	0.0%	11.2%	40.7%	48.1%	3.4
Be Outside	0.0%	5.0%	47.3%	47.7%	3.4
Relax	1.9%	14.6%	43.2%	40.3%	3.2
Be with Others	12.1%	33.9%	33.9%	20.1%	2.6
Spend Free Time	15.0%	37.7%	30.9%	16.4%	2.5
Be by Oneself	31.7%	32.3%	17.0%	19.0%	2.2
Train for Events	30.6%	34.2%	22.8%	12.4%	2.2
Have Transportation	67.0%	21.6%	7.4%	4.0%	1.5

Table 15. Membership in Bike Groups by 1999 Michigander Participants

Group	Percent of Respondents	Group	Percent of Respondents
Rails to Trails Conservancy	29.2%	MI Mountain Bike Association	2.6%
Local Bicycle Organization	9.7%	International Mountain Bike Association	0.5%
League of MI Bicyclists	5.4%	National Off Road Bicycle Association	0.5%
League of American Bicyclists	4.5%		

Multiple responses allowed.

Past Experience with Pere-Marquette Rail-Trail, Michigander Bike Ride and other Bike Events

Besides general bicycling behaviors, experience with the Rail-Trail, the Michigander event, and other bicycling events was also studied. Over 80 percent of the respondents had not ridden on the Pere Marquette Rail-Trail in the year prior to the 1999 Michigander event (Table 16). Of the 20 percent who had ridden the trail recently, very few were frequent riders.

Close to 60 percent of the respondents had ridden in previous Michiganders (Table 17). Of the past riders, one-half of them had ridden in one or two other Michiganders. The remaining past riders had ridden in three to eight previous Michiganders.

Experience with other bike riding events varied. Over three-quarters of the respondents had ridden in some type of bike event in the past five years (Table 18). Twenty percent of the respondents had ridden in six or more events in the past five years.

Table 16. Past Experience Riding the Pere-Marquette Rail-Trail in the Past 12 Months by 1999 Michigander Participants

Number of Times Riding Pere-Marquette Rail Trail in the Past 12 Months	Percent of Respondents
0	82.9%
1 (in the last 12 months)	10.8%
2	2.8%
3 - 5 times	1.2%
6 - 10	0.7%
11 or more	<u>1.6%</u>
Total	100.0%

Table 17. Previous Experience Riding in the Michigander by 1999 Michigander Participants

Number of Years Riding in Michigander Event	Percent of Respondents	Number of Years Riding in Michigander Event	Percent of Respondents
0	42.4%	5	5.4%
1	16.5%	6 or more times	6.6%
2	13.0%	Yes, previous number of times not reported	<u>1.2%</u>
3	6.6%	Total	100.0%
4	8.3%		

Table 18. Number of Bike Events Over the Past Five Years by 1999 Michigander Participants

Number of Bike Events	Percent of Respondents	Number of Bike Events	Percent of Respondents
0	22.8%	5	8.5%
1	14.9%	6 - 10	12.8%
2	14.0%	11 or more events	<u>7.1%</u>
3	12.3%	Total	100.0%
4	7.6%		

Nature of Participation in 1999 Michigander

The Michigander event was the primary trip purpose for 99 percent of the respondents (Table 19), with only one percent having another primary reason for traveling to mid-Michigan.

Respondents rated how much influence the Pere Marquette Rail-Trail had on their decision to ride in the 1999 Michigander (Table 20). Almost half of the respondents said the Pere Marquette was a positive influence and slightly more said it was a negligible influence.

Registration for the two-day event was most common with 58 percent of the respondents, compared to 35 percent for the six-day, and seven percent for the seven-day ride (Table 21). Some participants, however, appear to have ridden fewer days than they registered for and a few individuals extended their ride (Table 22).

Almost everyone (97.8%) stayed overnight during this trip involving the Michigander event (Table 23). Many respondents spent one or more additional nights away from home than were included in the Michigander registration package (Table 24). Staying in a hotel was more common than staying with friends or relatives living in the area. Over 500 hotel room nights were generated by the Michigander event, with over half of those room nights occurring the Friday before the event. Two-day participants generated the most hotel nights on the night before with most overnighting in Clare. Midland and Mt. Pleasant also received hotel business.

When asked who accompanied them on the trip, the majority of the respondents (91.4%) had only other riders in their party (Table 25). Riding with family members was more common than riding with friends, as 61 percent rode with one or more family members and 49 percent rode with one or more nonfamily members. Respondents paid for, on average, the travel expenses of 2.3 persons, including themselves. The most common number of adults covered in a travel party was one person - "themselves" (Table 26). Thirty-five percent of the travel parties included two adults, 21 percent included three or more adults, and 20 percent included children in their travel party. Spending amounts by Michigander participants are presented in the next section.

Table 19. Purpose of Riding in Michigander for 1999 Michigander Participants

Primary Purpose of Trip	Percent of Respondents
Michigander	98.5%
Something else	<u>1.5%</u>
Total	100.0%

Table 20. Influence of Pere-Marquette Rail-Trail on Decision to Ride by 1999 Michigander Participants

Amount of Influence	Percent of Respondents
Not Much	51.9%
Some	21.1%
Moderate	14.1%
A Lot	<u>12.9%</u>
Total	100.0%

Table 21. Number of Days Registered for by 1999 Michigander Participants

Registered For	Percent of Respondents
Two Day	58.3%
Six Day	34.9%
Seven Day	<u>6.8%</u>
Total	100.0%

Table 22. Number of Days Participating in the 1999 Michigander Event

Number of Days	Percent of Respondents
1	2.2%
2	55.9%
3-5	1.4%
6	33.1%
7	<u>7.4%</u>
Total	100.0%

Note: According to respondents of the survey, 4 individuals who signed up for the seven-day event rode less than 7 days; 5 individuals who signed up for the six-day event rode less than 6 days and 6 individuals rode more than 7 days; and 9 individuals who signed up for the two-day event rode just one day and 2 individuals rode six- or seven-days.

Table 23. Number of Nights Away from Home by 1999 Michigander Participants

Number of Nights	Percent of Respondents
0	2.2%
1	22.7%
2	26.6%
3-5	15.1%
6	18.6%
7	7.7%
8 or more	<u>7.1%</u>
Total	100.0%

Table 24. Overnight Accommodations Other Than Event Provided Per Travel Party by 1999 Michigander Participants

	Two-day	Six-day	Seven-day	Total
Number of travel parties for full population	418	363	76	857
Hotel room nights				
Before event	175	78	23	276
During event	81	41	28	150
After event	<u>36</u>	<u>45</u>	<u>3</u>	<u>84</u>
Total hotel	292	164	54	510
Nights at friends or relatives				
Before event	50	29	13	92
During event	12	2	3	17
After event	<u>10</u>	<u>49</u>	<u>3</u>	<u>62</u>
Total friends or relatives	72	80	19	171

Table 25. Group Composition of 1999 Michigander Participants

Number of People	Family Members Riding in Event Percent of Respondents	Others Riding in Event Percent of Respondents	Nonriders who were on the Trip Percent of Respondents
0	38.6%	50.8%	91.5%
1	35.7%	19.7%	5.5%
2	12.2%	12.0%	1.4%
3	6.5%	5.8%	0.7%
4	2.6%	5.0%	0.7%
5	2.4%	1.9%	0.2%
6 or more	<u>2.0%</u>	<u>4.8%</u>	<u>0.0%</u>
Total	100.0%	100.0%	100.0%

Table 26. Travel Party Composition for Spending Profile of 1999 Michigander Participants

Number of People	Adults - Percent of Respondents	Children - Percent of Respondents
0	0.0%	79.8%
1	44.8%	12.6%
2	34.7%	5.0%
3	10.1%	1.5%
4	5.5%	0.0%
5	2.5%	0.0%
6 or more	<u>2.4%</u>	<u>1.1%</u>
Total	100.0%	100.0%

Spending Profile of Event and Bike Purchases

Excluding the registration fee, bicyclists in the 1999 Michigander spent \$207,000 in conjunction with the event (Table 27). Of this, 51 percent or \$104,000 was spent before or after the event and 49 percent or \$103,000 during the event. Participants in the six-day event were responsible for half of the overall spending. During the event, the largest total expenditures were made at restaurants, and before or after the event the largest total expenditures were made at lodging establishments.

Based on records provided by the Rails-to-Trails Conservancy, an additional \$81,700 was spent by the Conservancy near the event route. Expenditures were made primarily for food, equipment, and facility usage. These funds came from the registration fees paid by participants.

The total estimated spending for the Michigander event was \$288,700. These dollars were spent in many counties in Michigan and primarily were spent by Michigan residents.

Excluding registration fees, travel parties averaged \$233 of spending in Michigan for the entire trip (Table 28). On average, \$111 was spent during the event and \$122 before or after the event. Two-day participants averaged \$192 in trip spending, six-day \$292, and seven-day \$273.

Six and seven-day participants were more likely than two-day participants to spend money during the event, particularly on restaurants, groceries, bicycle-related expenses, and recreation (Table 29). Two and seven-day participants were more likely to pay for lodging both during the event and before or after the event.

Michigander participants reported annual expenditures of \$748 (mean) on bicycling related items in 1998 (Table 30). Participants were more likely to spend money on bike repairs, event registrations, and clothes than on buying bikes, racks, books, or memberships. In total expenditure dollar, 40 percent of all expenditures covered bicycle purchases, followed by event registrations (24%). When expanded to the population of 1,535 adult participants in the 1999 Michigander, it is estimated that approximately \$1.15 million was spent on bicycle related items in 1998. This includes \$464,000 on bicycles and \$276,000 on event entry fees.

Table 27. Total Travel Party Spending by 1999 Michigander Participants

	Two-day	Six-day	Seven-day	All Bicyclists
Spending during event				
Lodging	\$6,068	\$2,739	\$1,235	\$10,043
Restaurant	11,114	26,388	4,824	42,326
Grocery	2,574	10,453	1,984	15,012
Bicycle	1,301	5,885	1,944	9,130
Motor vehicle	1,706	3,016	1,099	5,821
Recreation	980	3,937	945	5,861
Other	<u>4,200</u>	<u>8,773</u>	<u>1,648</u>	<u>14,621</u>
Total during event	27,943	61,192	13,679	102,814
Spending before and after event				
Lodging	18,089	10,991	2,720	31,800
Restaurant	11,351	10,054	1,167	22,572
Grocery	2,369	2,932	206	5,507
Bicycle	7,011	5,113	1,398	13,522
Motor vehicle	7,926	8,679	1,243	17,848
Recreation	1,943	1,291	54	3,289
Other	<u>3,713</u>	<u>5,609</u>	<u>285</u>	<u>9,607</u>
Total before/after event	52,401	44,671	7,074	104,145
Total Trip	\$80,344	\$105,863	\$20,753	\$206,959

Table 28. Mean Spending Per Party Per Trip by 1999 Michigander Participants

	Two-day	Six-day	Seven-day	All Bicyclists
Trip spending during event				
Lodging	\$14.51	\$7.55	\$16.25	\$12.16
Restaurant	26.58	72.77	63.46	45.64
Grocery	6.16	28.83	26.11	15.64
Bicycle	3.11	16.23	25.57	9.38
Motor vehicle	4.08	8.32	14.46	6.33
Recreation	2.34	10.86	12.43	6.09
Other	<u>10.04</u>	<u>24.19</u>	<u>21.68</u>	<u>15.91</u>
Total during event	66.83	168.75	179.96	111.16
Trip spending before and after event				
Lodging	43.26	30.31	35.79	38.12
Restaurant	27.15	27.73	15.36	26.51
Grocery	5.67	8.09	2.71	6.31
Bicycle	16.77	14.10	18.39	15.94
Motor vehicle	18.96	23.94	16.36	20.54
Recreation	4.65	3.56	0.71	3.98
Other	<u>8.88</u>	<u>15.47</u>	<u>3.75</u>	<u>10.85</u>
Total before/after event	125.33	123.19	93.07	122.26
Total Trip	\$192.16	\$291.94	\$273.04	\$233.42

Note: These means include participants who did not spend money overall or only in some spending categories.

Table 29. Percent of the Respondents Spending Money by Category - 1999 Michigander Participants

	Two-day	Six-day	Seven-day	All Bicyclists
Percent who spent in each category during event				
Lodging	22%	6%	21%	16%
Restaurant	68	85	86	76
Grocery	46	81	83	61
Bicycle	17	52	45	32
Motor vehicle	19	21	31	20
Recreation	13	33	38	22
Other	<u>32</u>	<u>57</u>	<u>59</u>	<u>43</u>
Total during event	81%	91%	97%	86%
Percent who spent in each category before and after event				
Lodging	52%	31%	45%	44%
Restaurant	66	50	45	59
Grocery	37	28	24	33
Bicycle	20	26	24	22
Motor vehicle	74	65	59	70
Recreation	14	10	7	12
Other	<u>24</u>	<u>26</u>	<u>14</u>	<u>24</u>
Total before/after event	86%	77%	76%	82%

Table 30. 1998 Annual Expenditures on Bicycling Related Items by 1999 Michigander Participants

Spending Categories	Percent Spending Money in the Category	Mean Spending	Percent of Total
Bike	41%	\$302	40%
Event registrations	72	180	24
Clothes	66	89	12
Bike repair/maintenance	76	80	11
Other	37	46	6
Vehicle rack	28	34	5
Books	21	7	1
Memberships	26	<u>10</u>	<u>1</u>
Total	n/a	\$748	100%

Methods for spending analysis

Respondents reported spending during the event as well as trip spending before and after the event. Expenses were reported in seven categories on a spending party basis. The average spending party was 2.3 people which includes 2.17 riders and 0.13 nonriders. Spending averages were computed from the sample on a per party trip basis. Per day averages were estimated for each event by dividing the per trip averages by the number of days spent riding in the event and extra days spent before and after the event. Days spent before or after was computed as nights away from home plus one minus days spent riding in the Michigander. Averages were estimated separately for bicyclists in the two-day, six-day and seven-day events.

Total spending was estimated by extrapolating from the sample of 395 respondents to the 1,811 participants who registered for the Michigander. One participant paid for themselves plus an average of 1.17 other riders in the event. Hence, the 1,811 registered riders constituted 857 distinct spending parties. Within each sub-event (i.e., two-day, six-day, seven-day) the number of spending parties was multiplied by the average spending per party per trip to yield total spending associated with each event.

Selected Parameters for Spending Calculations

	Two-day	Six-day	Seven-day	All Bicyclists
Number of respondents	226	140	29	395
Size of population (all registered cyclists)	1,036	642	133	1,811
Number of travel parties in population (calculated)	418	363	76	857
<u>Party size for spending profile (means)</u>				
Spending party size (adult and children participants and nonparticipants)	2.58	1.94	1.93	2.30
Paid riders/per respondent (adult and children participants only)	2.48	1.77	1.75	2.17
<u>Party size for group composition profile (means)</u>				
Family members riding	1.39	0.82	0.93	1.16
Others riding	1.40	1.28	1.63	1.37
Family members not riding	0.11	0.19	0.27	<u>0.15</u>
Total party size	2.90	2.30	2.83	2.68
<u>Length of trip (means)</u>				
Number of days rode in event	1.98	5.98	6.53	3.73
Days before or after the event	0.76	1.28	0.93	0.96
Numbers of nights away from home	1.74	6.26	6.47	3.69

Evaluation of 1999 Michigander

A majority of the respondents had very high satisfaction levels with both the Michigander event and the Pere Marquette Rail-Trail. Eighty-two percent of the respondents rated the Rail-Trail “very good” and 54 percent rated the Michigander “very good” (Table 31). Less than two percent rated the Pere Marquette Rail-Trail or the Michigander event as poor or very poor.

Respondents were also asked what they most liked and disliked about the Michigander in two open-ended questions. First, “among those things that you liked about the tour, what one item stands out and why?” Second, “among those things that you disliked about the tour, what one item stands out and why?”

Of the 424 respondents, 333 individuals provided either a positive or negative comment. The actual responses can be found in Appendix D. A summary of the most common positive responses shows participants liked the Pere Marquette Rail-Trail; the stay at Northwood University; the organization and arrangements of the event; the social exchange among riders; and the mid-Michigan setting in which the event was held. In regards to arrangements, many positively commented on the quantity and quality of the food served, the convenient bathrooms, and the entertainment and recreation such as the Three Men and a Tenor and swimming opportunities.

Respondents also provided comments about what they didn’t like. A summary of the most common negative responses includes: unpleasant weather (rain, heat); muddy trail conditions; long lines for registration, food, and bathrooms; difficult trail surfaces encountered (sand, pea gravel, mud/dirt, glassphalt on Pere Marquette); riding on paved roads and road shoulders adjacent to fast motorized traffic; shower and restroom conditions (lack of availability and cleanliness, cold water temperatures, lack of privacy); undesirable sleeping arrangements (tents in the hot temperatures); and poor organization (lost baggage, mishandled baggage, and “kindergarten” level instructions).

Table 31. Satisfaction of Participants in the 1999 Michigander

Satisfaction Level	Condition of Pere-Marquette Trail - Percent of Respondents	Overall Michigander Experience- Percent of Respondents
Very Good	81.7%	54.1%
Good	12.7%	35.8%
OK	4.2%	8.4%
Poor	0.7%	1.7%
Very Poor	<u>0.7%</u>	<u>0.0%</u>
Total	100.0%	100.0%

Likelihood of Event Leading to Additional Visitation to Midland County

Repeat visitation to the Rail-Trail area is important for Midland County tourism. Over three-quarters (79.0%) of the respondents indicated they were likely to ride the Pere Marquette Rail-Trail again (Table 32). The likelihood of returning to Midland County in general was similar.

Table 32. Likelihood of Return Visits from 1999 Michigander Participants

Likelihood of Return Visit	Pere Marquette Rail-Trail Percent of Respondents	Midland County Percent of Respondents
Quite Likely	50.2%	54.3%
Extremely Likely	28.8%	23.2%
Quite Unlikely	16.9%	19.0%
Extremely Unlikely	<u>4.1%</u>	<u>3.5%</u>
Totals	100.0%	100.0%

General Comments about Bike Opportunities and Trails in Michigan

Finally, we asked respondents two open-ended questions about biking opportunities on Michigan trails. The first was “what is the one most important item that should not change about biking opportunities on Michigan trails?” and the second was “what is the one most important item that should change about biking opportunities on Michigan trails.” The verbatim responses are found in Appendix E.

Of the 424 respondents, 289 provided comments about bike opportunities on Michigan’s trails. In summary, respondents most frequently mentioned support for the continued development of new trails and improvement of existing ones; and for non-motorized trails to remain that way. Some respondents commented on the benefits of a variety of trail surfaces, while others advocated for more paved trails. Many voiced support for the continued development of trails in urban and rural areas. Many also supported continuation of no fee trails. Respondents felt that bicycling events and tours on Michigan’s trails should be continued.

Changes most frequently proposed include: requests for better information about trails; increased connectivity of trails; and more emphasis on trails in urban areas. Trail-side facilities on more trails, such as toilets and water stations, was a frequent suggestion.

Implications

An event like the Michigander has both short-term and long-term effects on the participants and the area in which it is held. For example, individual social impacts have occurred in terms of individuals becoming aware of a recreation facility that they may visit again with friends or family members. Community social impacts have accrued to Midland County and other communities along the event route. Individuals and groups partnering to host this event may enfranchise other events in the future. Economic impacts have occurred from participants and their travel parties spending money along the way and event organizers providing locally purchased meals and services.

The role and effect of events like the Michigander on the Pere Marquette Rail-Trail and Midland County includes:

- Increased awareness of the Rail-Trail
- More positive attitudes about the Rail-Trail
- Participants returning to the Rail-Trail and Midland County
- Placing the Pere-Marquette Rail-Trail on the list of sites for future Michiganders and other trail events

Events like the Michigander are important uses of a rail-trail. The results of this study show some participants are introduced to the trail because of the event. Events also promote return visits as many participants showed interest in returning to the Rail-Trail and the area for bicycling vacations. Both of these outcomes suggest ongoing positive economic and social outcomes for Midland County.

The vast majority of participants had positive attitudes about the Pere-Marquette Rail-Trail and Michigander event. Positive attitudes can influence future participation, encourage the participants to tell others about the Rail-Trail, adjacent communities, and the Michigander. Such word-of-mouth effects are economically valuable as they are likely to be deemed credible and trustworthy.

Staging events that are successful shows the participants and other bike enthusiasts that the Rail-Trail is feasible for future events. Not only will the Pere Marquette be considered for future Michiganders, but other bike events may be attracted to the area.

Planning for future events—how Midland County and organizers can do a better job planning, marketing and operating events on the Rail-Trail includes:

- Select communities which offer a variety of activities for evenings and for nonriding travel party members
- Consider family units as participants in terms of pricing, housing, and activities
- Market event to past riders and find additional communication mediums to attract new participants

- Select trails that are suitable for medium skill and endurance level participants in a wide variety of weather conditions
- Select trails that offer a variety of settings
- Continue to seek and find solutions to weak service areas

Bicycling appears to be just one element of the Michigander experience. Many respondents comments were made about filling the non-bicycling times. Participants commented positively about enjoying swimming, entertainment and the ambiance of communities where they stayed overnight. Future Michiganders and other bicycle events need to program and plan beyond the bicycling portion of the event and consider “all hours of the day and evening” as well as members in the travel party who do not ride. Communities that offer a broad range of recreation and entertainment venues should be considered for the overnights. Information on “things to see and do” is also important to attract participants, fill free time and extend vacations. The results of this study shows the Michigander is primarily an event for groups such as families or friends. Programming and pricing may be more effectively structured to consider multi-person groups and children rates. However, it is important to consider whether more participants are manageable. Poor experiences reported by some with over crowded facilities in 1999 may be more numerous if preparations are not sufficient for more users or special user groups such as children.

Past participant lists should be maintained to keep contact with and promote return riders. Several years worth of lists should be considered each year the Michigander is staged. Besides direct mailing, e-mail based marketing should be considered using solicited e-mail addresses.

Weather is one variable that is hard to control. However, alternate plans plus pre-program advice on suitable equipment and clothes can moderate some of the negative impacts of poor weather. In hot weather, event organizers need to provide additional water supply, cold foods, and swimming opportunities. In rainy weather, alternative routes that are more rideable need to be considered along with options for delayed starts or early finishes.

Service delivery is of utmost importance in staging events. Specific negative comments were made about food quality and quantity, the organization of rider’s belongings, sleeping arrangements, and restroom facilities. Comments were made about sleeping outside in the heat and in a tent. Information on alternatives (motel or bed and breakfast) could be made available to registrants before the event so that those seeking more comfortable accommodations can do so easily. Each of these areas need to be considered and improved (for specific comments see Appendix D).

Economic impact

The Michigander had a minimal economic impact on the state of Michigan because almost all the riders were from Michigan. However it achieved a significant impact

on the counties where the event was staged. An event like the Michigander has limited impact because most participants do not stay overnight in a hotel or motel and most of the food arrangements are pre-made for the entire group which limits individual discretionary spending. Depending on the procurement of food and other necessary supplies, the local impact of an event like the Michigander can be minimal. However, results show a significant number of participants, particularly two-day riders, purchased hotel or motel rooms. This was concentrated on the evening before the start of the event. Further, most participants spent money in the local economy during the event on food items, in restaurants, and on recreation and entertainment.

The participants in the Michigander are generally high income earners and spend a significant amount of money on bicycle related equipment and experiences. These findings suggest there is an opportunity for increasing the economic impact to the communities where the event is staged. It also suggests that corporate sponsors related to bicycling may find the Michigander a good event to help sponsor. This would provide targeted awareness of products and services to a proven market segment.

Implications for the Rails-to-Trails Conservancy includes:

- For most, the Michigander appears to be recreational entertainment rather than funding a vital cause
- With less than 30 percent of participants as Rails-to-Trails Conservancy Michigan Chapter members, folding in the membership with registration would provide almost 1,300 additional members annually

The Michigander is a major awareness and fund-raising event for the Rails-to-Trails Conservancy (RTC), Michigan Chapter. However, the majority of participants are not RTC members. This presents an outstanding opportunity to fold annual membership into event registration fees. This would raise additional money, generate a larger membership and keep participants in communication with RTC and rail-trail issues throughout the year.

The socio-economic status of Michigander participants is much higher than state levels. This suggests that many would be in the financial position to more clearly support RTC and rail-trails as a valued recreation opportunity. Showing participants how they can financially help safeguard and strengthen rail-trail recreation and transportation opportunities could be done through goal oriented RTC fund raising efforts.

However, such efforts may be challenging, given the major emphasis placed on entertainment by participants and the minimal emphasis placed on the event as a way to support the cause of an expanded, well maintained rail-trail system. This is exacerbated by many participants who report higher than median incomes yet adamantly oppose fees for bicycle use of rail-trails. Conversely, other trail users who pay modest fees, snowmobilers and off-road vehicle riders, have seen their

trail systems grow and maintenance efforts increase. Who will fund trail maintenance if users won't?

One positive marketing insight for RTC is to consider that the two-day event is more popular than the six or seven-day events combined. RTC may want to consider creating or facilitating more two-day events throughout the state. These events could result in a larger membership base, increased exposure of the state's rail-trails, and increased popularity for bicycling in the state of Michigan.

Appendix A
Mail Questionnaire

Michigander Bike Event Survey

Sponsored by Michigan State University, Michigan Dept. of Transportation,
Michigan Dept. of Natural Resources, and Midland County Parks

Thank you for agreeing to complete this survey about your Michigander bike experience. Please read each question carefully before responding. Answer to the best of your ability and save any additional comments for the end. Your responses will help the organizers of the event and the organizations which build and maintain trails in Michigan.

This first section asks about your experience with the Michigander.

1. Was this your first ride in the Michigander bike event? (*✓ one*)

YES, CONTINUE TO QUESTION 2

NO A. HOW MANY PREVIOUS TIMES HAVE YOU RODE IN THE EVENT? _____ TIMES

B. IN WHAT YEAR DID YOU LAST RIDE IN THE EVENT? _____ YEAR

2. Was the Michigander the primary purpose of your trip? (*✓ one*) YES NO

3. Who accompanied you on this bike event and trip? (*Fill in a number for those that apply*)

In your travel party:

How many?

FAMILY MEMBERS WHO RODE IN THE EVENT _____

OTHERS BESIDE FAMILY WHO RODE IN THE EVENT _____

FAMILY OR FRIENDS WHO DID NOT RIDE IN THE EVENT _____

4. How much influence did the Pere Marquette Rail-Trail and staying in Midland have on your decision to ride in the 1999 Michigander? (*✓ one*)

NOT MUCH INFLUENCE

SOME INFLUENCE

MODERATE INFLUENCE

A LOT OF INFLUENCE

5. How many days did you ride in the Michigander and how many nights were you away from home? (*fill in a number*)

_____ NUMBER OF DAYS RODE IN EVENT

_____ NUMBER OF NIGHTS AWAY FROM HOME

6. For each night away from home, where did you or members of your travel party stay? Check (✓) the accommodation type(s) in each column that applies to your travel party's trip. For any hotel or motel stays, indicate the name of the town where you or members of your travel party stayed.

Accommodation options:	Night before event	Day one	Day two	Day three	Day four	Day five	Day six	Day seven	Additional nights away from home
Provided by organizers	n/a								n/a
Hotel/motel/other (provide name of town)									
Friends or relatives									

7. How much did you and other members of your travel party spend on your trip? Include spending by members of your travel party, whether or not they biked. Record dollar amounts according to categories and when the money was spent. (Enter spending to the nearest dollar in each category below. Exclude your registration fee. Leave space blank if you spent nothing in a category.)

Spending categories:	Spending in Michigan for en-route, and nights away from home before or after the event	Spending during event days
LODGING (MOTEL, CAMPGROUND, CABIN, ETC.)	\$ _____	\$ _____
RESTAURANT AND BAR MEALS AND DRINKS	\$ _____	\$ _____
GROCERY/ CONVENIENCE STORE FOOD AND DRINK	\$ _____	\$ _____
BICYCLE RELATED EXPENSES (REPAIRS, PARTS)	\$ _____	\$ _____
MOTOR VEHICLE EXPENSES (GAS OIL, ETC.)	\$ _____	\$ _____
RECREATION AND ENTERTAINMENT	\$ _____	\$ _____
ALL OTHER ITEMS (E.G., SOUVENIRS, FILM, CLOTHES)	\$ _____	\$ _____

8. How many people in your party do these expenses cover? (provide two numbers)

_____ NUMBER OF ADULTS 18 OR OLDER _____ NUMBER OF CHILDREN (UNDER 19)

9. How satisfied were you with the Michigander on the following items? (circle a response)

	Very Poor	Poor	OK	Good	Very Good
CONDITION OF THE PERE MARQUETTE RAIL-TRAIL (MIDLAND TO COLEMAN)	1	2	3	4	5
OVERALL MICHIGANDER EXPERIENCE	1	2	3	4	5

10. Among those things that you liked about the tour, what one item stands out and why?

11. Among those things that you disliked about the tour, what one item stands out and why?

12. In the future, how likely are you to? (*✓ one for each*)

	Extremely unlikely	Quite unlikely	Quite likely	Extremely likely
RIDE THE PERE MARQUETTE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VISIT MIDLAND COUNTY	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This second section includes questions about your general biking interest.

13. How long have you rode bikes on roads and trails for recreation? (*fill in a number*) _____ NO. OF YRS
14. How often do you bike ride on trails as a recreational activity? (*✓ one*)
- EVERY DAY (AS WEATHER PERMITS) ONCE A WEEK ONCE A MONTH
 SEVERAL TIMES A WEEK SEVERAL TIMES A MONTH FEW TIMES A YEAR
15. How many bikes are in your household? (*fill in a number*) _____ NUMBER OF MOUNTAIN BIKES
 _____ NUMBER OF ROAD BIKES
16. Where do you do most of your bike riding? (*✓ one*)
- PAVED TRAILS UNPAVED TRAILS PAVED ROADS UNPAVED ROADS
17. Where do you prefer to bike ride? (*✓ one*)
- PAVED TRAILS UNPAVED TRAILS PAVED ROADS UNPAVED ROADS
18. How many bike events like the Michigander have you participated in the past five years?(*fill in a no.*)
 _____ NUMBER OF BIKE EVENTS IN PAST FIVE YEARS
19. What groups are you a member of this year? (*✓ all that apply*)
- LEAGUE OF AMERICAN BICYCLISTS LEAGUE OF MI BICYCLISTS
 RAILS TO TRAILS CONSERVANCY MICHIGAN MOUNTAIN BIKE ASSOCIATION
 INTERNATIONAL MOUNTAIN BIKE ASSOCIATION LOCAL BICYCLE ORGANIZATION
 NATIONAL OFF ROAD BICYCLE ASSOCIATION
20. How much money did you spend on bikes and related equipment in 1998? (*fill in amounts*)
- | | | | |
|-------------------------|----------|-------------------------|----------|
| BIKES | \$ _____ | VEHICLE RACK | \$ _____ |
| BIKE REPAIR/MAINTENANCE | \$ _____ | BOOKS | \$ _____ |
| EVENT REGISTRATION FEES | \$ _____ | MEMBERSHIPS | \$ _____ |
| SPECIALIZED CLOTHES | \$ _____ | ALL OTHER BIKE SPENDING | \$ _____ |

21. Had you previously rode on the Pere Marquette Rail-Trail before this year's Michigander event?

NO YES, HOW MANY TIMES IN THE PAST 12 MONTHS? _____ NUMBER OF TIMES

22. People bike ride for many reasons. How important are the following reasons to you? (*✓ one for each*)

<u>I bike ride to:</u>	not at all important	somewhat important	very important	extremely important
EXERCISE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BE OUTSIDE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ENJOY NATURE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PROMOTE HEALTH	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RELAX	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BE BY MYSELF	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BE WITH OTHERS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SPEND MY FREE TIME	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HAVE TRANSPORTATION	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TRAIN FOR EVENTS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

23. What is the one most important item that should not change about biking opportunities on Michigan trails? (*please describe*) _____

24. What is the one most important item that should change about biking opportunities on Michigan trails? (*please describe*) _____

The final section of the survey asks for descriptive information on your household. This information will be kept in the strictest confidence and used for statistical purposes only.

25. How many adults and children live in your household? (*fill in a number*)

_____ NUMBER OF ADULTS INCLUDING YOURSELF _____ NUMBER OF CHILDREN (UNDER 19)

26. What is your present employment status? (*✓ one*)

EMPLOYED, FULL-TIME RETIRED UNEMPLOYED STUDENT
 EMPLOYED, PART-TIME SELF-EMPLOYED HOMEMAKER OTHER

27. Which statement best describes your total 1998 annual household income (from all sources and before taxes)? (*✓ one*) LESS THAN \$20,000 \$20,000 - \$39,999 \$40,000 - \$59,999 \$60,000 - \$79,999 \$80,000 OR MORE

Thank you for completing this survey. Please return it in the envelope or to C. Vogt, Michigan State Univ., 131 Natural Resources Bldg., East Lansing, MI. 48824-1222. If there is anything else to add, please include it on an additional sheet.

Appendix B

Copy of registration form (omitted)

Appendix C

Letter and postcard

October 4, 1999

Insert Name and address and town/state/zip from mail merge

Dear Insert Name:

Michigan State University, the Michigan Department of Transportation and Midland County are cooperating to assess the use and values of rail trails and improve their management in Michigan. In particular, our study focuses on the Pere Marquette Rail Trail in Midland County, stretching from Midland to Coleman.

One important use of the trail is for events, like the recent Michigander. The enclosed questionnaire asks about your experiences in the event, your experiences bicycling in general, your assessment of improvements that can be made regarding Michigan bicycling and trails and descriptive information about you and your household.

Your name was randomly chosen from the list of event participants. You and another person in your household may have both received a survey in the mail. It is important that both of you complete the survey and return it, however, only one of you needs to complete question 7 covering how much money your travel party spent. Please take the 10 or so minutes necessary to complete the questionnaire. Your responses will be critical in shaping future Michigan trail opportunities. They will be heard by trail managers and by those who fund trail development and management, including the Michigan Department of Transportation and the Michigan Department of Natural Resources. You indicate your voluntary agreement to participate by completing and returning this questionnaire. However, if you choose not to participate, you will not suffer any penalty.

When you have completed the questionnaire, please mail it back to us in the postage paid envelope provided. Your responses will be kept confidential and your name will not be associated with any results. If you have any questions or concerns about this survey, please contact either of us at the phone or fax number listed alongside.

Thanks for your help.

Sincerely,

Christine Vogt,
Visiting Professor

Charles Nelson,
Associate Professor

Enc.

October 27, 1999

Insert Name and address and town/state/zip from mail merge

Dear Insert Full Name:

Recently you should have received a survey in the mail from Michigan State University. We have not yet received your completed survey and are very interested in your opinions. If you mailed the survey already we must not have received it when this letter was written. If you have not completed the survey, please take the time to complete the survey enclosed.

The enclosed questionnaire asks about your experiences in the Michigander event, your experiences bicycling in general, your assessment of improvements that can be made regarding Michigan bicycling and trails and descriptive information about you and your household. Even if you did not ride in the event this year, please note that and complete the third and fourth page of the survey.

Your name was randomly chosen from the list of event participants. You and another person in your household may have both received a survey in the mail. It is important that both of you complete the survey and return it, however, only one of you needs to complete question 7 covering how much money your travel party spent.

Please take the 10 or so minutes necessary to complete the questionnaire. Your responses will be critical in shaping future Michigan trail opportunities. They will be heard by trail managers and by those who fund trail development and management, including the Michigan Department of Transportation and the Michigan Department of Natural Resources. You indicate your voluntary agreement to participate by completing and returning this questionnaire. However, if you choose not to participate, you will not suffer any penalty.

When you have completed the questionnaire, please mail it back to us in the postage paid envelope provided. Your responses will be kept confidential and your name will not be associated with any results. If you have any questions or concerns about this survey, please contact me at the phone or fax number listed alongside or email me at vogtc@pilot.msu.edu.

Thanks for your help.

Sincerely,

Christine Vogt,
Visiting Assistant Professor

Enc.

October 19, 1999

Dear Michigander Rider,

Recently, we sent you a survey about your ride in the 1999 Michigander. If you have already returned the survey, thank you for your timely response. We appreciate your time and effort.

If you have not yet sent the survey back in the prepaid envelope, please take some time now to complete the survey. Because only a small number of people are being asked to participate, your response is very important for the completion of our study. Some households may have received more than one survey and we need all surveys to be completed as soon as possible.

Once again, thank you for your help in completing this research. If you have any questions, please do not hesitate to call me at 517-353-5190 ext 118 or e-mail at vogtc@pilot.msu.edu.

Sincerely,

Christine A. Vogt, Michigan State University

Appendix D

Respondent's Responses to the Questions

“Among those things that you liked about the tour, what one time stands out and why?”

“Among those things that you disliked about the tour, what one item stands out and why?”

Liked about the Michigander

#Pere-Marquette Trail
#The beauty of the woods trails. I love being away from traffic and in woods
#People, challenge, local help at site
#Trail was very nice
#Accommodation at campus in Midland
#Pere-Marquette Trail, fair in Midland
#Good trail
#Organization
#Paved trail and scenery
#Very organized
#Friendly people
#Job well done. Good organization and organizers
#We had a good experience, we stayed in the dorm
#The food and swimming pool
#Riding through forest
#Trail and people
#Camaraderie with other riders
#The group experience
#Great food
#The trail from Coleman to Midland was absolutely wonderful for my 10 year old son and myself. I was not nervous about him riding near cars because of this
#The trail, accommodations, food
#Trail marking always reliable
#Very good accommodations
#Overall very organized, friendly people, good food
#Northwood University – beautiful campus
#Campground, proximity to Midland was nice
#Being with others and meeting new people
#I'll do it again
#Very friendly supportive people

#Nice railroad depot restaurant in Coleman
#The variety of the route
#Organized sag vehicles and great meals
#It is fun (plain and simple!)
#Facilities at Midland
#The Pere-Marquette Trail was great
#Friendliness of other riders
#Enjoyed the biking and meeting new people
#The chance to spend 2 days alone with my son
#The camaraderie
#The condition of the trail. The wildflowers!
#Enjoying the outdoors
#Accommodations – swimming pool was nice
#Organization of event
#Once on the trail – it was great
#Paved trail and how wide it was (not all trails have to be this wide)
#No hills
#Riding and camping with the group – camaraderie, motivation, fun, information
#Everyone was so nice and friendly
#Association with friends
#People were super
#The scenic beauty of nature
#The small towns and beautiful scenery
#Fun – enjoyed group interaction – nice trail, clean bathrooms
#Varying terrain – challenging/scenic
#Meals on campus – delicious and plenty
#Trails, clean restrooms, water
#Ability to be with other bikers for an extended period of time
#Well organized
#Trail

#Food was good – many choices – variety
#The catered meals because riding increased the appetite.
#Friendliness of people and how well organized the trip was
#The friendliness of most participants
#Paved trail – big difference! Much more enjoyable than dirt roads
#Nice people. Scenic ride
#Good food
#Friendliness and helpfulness of volunteers and participants
#Camping, safety, diversity of people
age/job/background.
Challenge, well run
#3 Men and a Tenor
#Food – volume and quality
#The closeness with nature and my child
#People
#Fellow bikers are great
#Ending in Midland with festival
#Well organized, friendly people
#Safe and easy trail to ride with my kids
#Food and the stay at Northwood
#Well organized, fun experience as a participant
#The interesting people I met
#Well organized
#Friendliness of group
#Things to do in Midland
#The friends I've met and the scenery
#The trail was in good condition
#3 Men and a Tenor
#Paved trails
#Great trails
#The accommodation on sat. night at the college
#Friendliness of riders and staff

#Friendliness of fellow bikers – made tour more enjoyable
#The people
#Food and accommodations at Northwood Univ. were excellent
#People
#Riding along the countryside experiencing the beauty of the earth
#Re-route of trail on Sunday – to avoid all that mud –thank you! Also help with multiple flat tires on Sunday from sag teams – thank you!
#Northwood University was nice
#Seeing the countryside and small towns
#The paved trail was nice
#Great route
#Pere-Marquette Trail overnight stay at university
#Rail to trail system
#Well organized, lots of water, great food
#Family feeling of all people
#Good meals – well organized meal service
#No single thing stands out – whole trip was good this year
#Meeting the best people on earth
#It was very well organized (good maps, signage/route markings, food, etc.)
#The paved trail was very good
#Camaraderie – neat to meet like minds
#Riding the Pere-Marquette Trail itself – very nice
#The friendliness of fellow bikers
#Trail was flat black top – restrooms very clean
#Pools great to cool off
#Ending at beach relaxing – great end spot
#Food at Northwood University was great

#Perfect length this year
#Food that was provided
#Variety of trails and roads. It's never boring
#Nice organization and road choices – food good
#The actual ride and going through all the towns and cities
#Paved trail
#Northwood University
#The trail
#The helpfulness of fellow riders
#Small towns – food break/socializing
#Helpful people – also friendly
#Outstanding trail, outstanding meal service in Midland
#I liked trail and Northwood Univ. and Midland fair
#Accommodations at Northwood Univ.
#Good and a lot of fun
#The entertainment – dancing in the street
#The trail itself was enjoyable biking
#Biking the still-undeveloped trails – they are the most fun. Also ending at a public beach
#Rockford dirt trail was very beautiful
#The whole experience
#Fellowship with riders
#Fun with friends and family
#Safety and paved trail – easy and safe for the whole family
#770 really nice people
#This years trail was 10 times better than last years
#Overall organization and friendliness of bikers
#Pere-Marquette Trail is in wonderful condition
#Well organized
#People – love to meet new people

#People – easy to meet, friendly
#Good company
#Food – it was wonderful and plenty of it
#Available swimming pool; good meals provided
#Pool at the school. Great for sore legs and fun
#Friendliness of people
#Activities going on in Midland
#Routes marked
#The friends you make along the ride
#The trail was very easy, Midland was fun
#The food was excellent
#Variety of trails and roads, paved and otherwise
#Off road trails – beauty and enjoyment
#Organization and food
#Friendliness of people
#The people – MI countryside
#Enjoyed the variety of trails (paved/unpaved and difficulty varied)
The Pere-Marquette Trail
#Accommodations along the trail – bathrooms
#Good people, the food
#Riding the back roads/trails
#The challenge itself
#I loved the trail
#Friends
#Meeting people and having a carefree good time
#Camaraderie
#Country setting
#The trail was great
#The accommodation at Northwood Institute – i.e. athletic facilities, etc
#People
#How nice the trail was – a beautiful trail
#The challenge of doing a fairly difficult ride
#Ease of trail – bathroom conveniences, drinks
#Variety of road/trail, landscape along tour

#Pere-Marquette Trail
#Paved trail – easy, fast ride
#Riding with friends and family
#The facilities at Northwood– pool, cafes, camping site, etc
#Food
#Meals well organized, sag stops, good scenery
#Friendliness of the people
#Great facilities and food at Northwood
#Riding with friends
#Trail was in great shape, trip not difficult
#The trail was smooth and easy to ride on
#Northwood facility was excellent
#First 2 days along Pere-Marquette Trail and 30 mile distance each day
#Friendliness – restaurant along the way
#Seeing the people you meet year to year
#Spirit of participants
#Biking/exercise
#The great hospitality at each campground by the cities
#No alcohol allowed, even I understand it.
#I liked the gravel road of day 1 because of vistas being better than on the trail
#The ride itself – the beautiful MI farms – the camaraderie
#The route was great; visited towns that I didn't know existed
#The food
#Pere-Marquette Trail
#Flat, well maintained route – great food in Midland
#Paved trail
#The paved trail. Easier than dirt
#The trails and route, both pleasant

#Good food
#People – all friendly
#Three Men and a Tenor – good entertainment
#The scenery
#The friendly people
#Well organized
#Bike repair/service
#The trail was excellent from Coleman to Midland
#Scenery
#Organization
#Companionship with friends. Two days peddling allows for catching up
#Pere-Marquette Trail
#Organization and volunteers – helpful
#The people
#The night at Northwood
#The trail from Midland to Coleman that was paved
#Getting away from it all
#Great maps and signage; nice routes, very friendly volunteers
#Seeing different small towns
#Quality of the people involved in the trip – all 1100 were very friendly
#Meeting all the people
#Location and food
#Facilities – convenient and clean
#Excellent organization
#The people – friendly/outgoing/fun
#The bicycling – that's what I went for – and the scenery
#The people – the togetherness and team spirit
#Pere-Marquette Trail – nice place to ride
#Variety of trails – most easily rideable – some more challenging – also very organized – was very impressed
#Camping at college – plenty of room
#Friendliness of people on tour

#Festival and fireworks at Midland
#People were very friendly
#Festival Saturday night
#Trail was in good shape
#The way it was organized
#Arriving at Coleman and being able to hose off the sand
#The ease of the ride. The food at the university
#Well marked – sagged route
#Meeting new people, everyone was friendly
#The people (also food)
#The scenery
#The facility we camped at on day one (the college) was beautiful and the food was great
#The paved road to ride on
#Good condition of rail trail
#Food at the college in Midland, variety, quality, quantity
#The food was very good
#Trail cleanliness
#Trail was very nice
#“butt” breaks
#Great trail – and friendly people
#Paved trail
#Food
#Beautiful countryside – not seen in usual car travel. The people you meet on the trail
#Camping
#Organization of event
#The people, everyone was always in good spirits even in the rain
#The beauty of the route
#Helpful people – positive
#Scenery
#Rail to trail route, food at Northwood was good
#Camaraderie amongst riders
#It was a very easy, pleasant route
#Meals – lots of variety
#Very organized

- #Clear road signs/maps
- #Social aspect – “Michigander family”
- #The food and organization in serving the food
- #Condition of the Pere-Marquette Trail
- #Friends and fellowship
- #Bike trails were excellent
- #The people – how supportive and helpful
- #Food in Northwood was very good
- #Riding with my friends
- #The challenge – pushing myself
- #Scenery and bathroom/hoses at start of paved trail
- #Organization
- #Good trails – well maintained, beautiful scenery
- #The camaraderie
- #Midland location was very nice with River Days Festival
- #The paved trail – oh so nice to ride on
- #The trail was great
- #Clean restrooms
- #Friends – good food – camping
- #People – challenge – no phones
- #The room in Midland at the university, we got a good night’s sleep and stayed the day
- #Clean and frequent bathrooms
- #Companionship
- #Everyone’s needs are taken care of
- #Pere-Marquette Trail was fantastic
- #Well organized
- #The paved path; smooth ride
- #Organization
- #Meals in Midland, selection was good
- #Kal-Haven trail
- #Beautiful trail
- #The activities going on in Midland giving you something to do
- #Group atmosphere/camaraderie
- #I enjoy the unpaved trails very much
- #Organization and management of all
- #The friendly people – the camaraderie helps get you through the challenge
- #The nice path
- #The paved trail was 100% better than anything I have ridden on
- #The camaraderie among participants
- #The trails
- #Accommodations at Northwood were excellent
- #Organization of event
- #Trail – scenic and smooth
- #Very friendly people! Great trail!
- #Got engaged
- #Condition and beauty of the paved trail
- #Feeling of camaraderie
- #The food and friendly organizers
- #Dinner and breakfast well organized
- #Adventure, outdoors
- #Mingling with other participants – facilities provided good mixing
- #The attitude (positive) of bikers
- #Meeting new friends
- #The trail and the people and even the camping
- #Organization – program was well run
- #The other bikers – very friendly
- #Good trails – improvement over previous years
- #The friendly volunteers
- #The challenge of the route
- #Finding microbreweries along the way
- #I liked all the camp sites
- #The more primitive trails
- #The wide open spaces and the people you meet along the way
- #The people, all for one one for all – togetherness
- #Meal selections – liked the buffet
- #Paved surface and food
- #Sag vehicles everywhere
- #Rail trail system
- #Great food
- #The people were great – will do the full trip next year
- #The trails I like to ride are through small towns
- #Fellowship, food and plenty
- #Paved trails were very enjoyable
- #The paved trail 20 miles
- #Off road rail riding
- #Distance each day
- #Paved trail back to nature and away from traffic
- #The food was great
- #Friendly people made everything enjoyable
- #Nice and easy trail (Pere-Marquette Trail) convenient to hotel
- #Overnight accommodations at Northwood exceptional
- #Overall atmosphere and staff
- #The food at Northwood
- #The rail-trail
- #Food, Northwood did good job
- #Group support – many people, one purpose
- #I liked that there are usually festivals going on during the tours. It gives riders an opportunity to really see the town
- #Sag’s were real good
- #I like the ride days of 50-60-70 miles – challenge
- #Trail was nice
- #Being out-of-doors for a week (I work inside)
- #Organization and marking of the course

#Kal Haven – great trail
#Kal Haven – great trail
#The beautiful paved trails

Disliked about the Michigander

#Basic organization at camp sites
#Riding in the mud and rain: it was cold, difficult and bad with glasses
#No video, food ok, not all that much to do at night. This year seemed a bit unorganized
#First day should have been 40 to 50 miles
#Bathroom facilities sometimes hard to come by. The last day – last 10 miles – hot and awful
#Course markers
#Dirt road in rain
#I prefer to ride to explore places not to stay on trail with only destination in mind
#Unpaved trail Clare to Coleman
#Gravel trail from Clare to Midland
#The rain
#Didn't have enough showers at 1 gym – minor issue
#The rain
#Standing in countless lines
#The wait to register
#The weather – oh well, what can you do
#Pre-ride treatment like we were 2 years old – reciting some stupid pledge, sitting through some kind of pre-instruction – tremendous insult and waste of time
#Fred Meijer Heartland trail, crushed stone

#It rained the first morning; very muddy for our first experience
#Rain, muddy trails
#Route, not enough trail
#2-day trip too short (Clare – Midland) mostly paved trails better suited to road bikes
#The showers and restrooms – not very clean. Trail was boring, flat, not very scenic
#Rain; dirt roads
#Trail on 2nd day was changed and more dangerous due to traffic. I understand why, just scarier with cars/trucks and kids on ride
#I cannot think of one
#The weather – no fault of the tour
#A little disorganized at times (final pictures, prize drawing, bathroom signs at one site)
#Biking on a regular street the 10 miles from Coleman to Clare – very dangerous – cars went by at 50-55 mph
#Not having pools at all the stops
#The trail that was sand
#Nothing
#Inaccurate mileage information from RTC
#Route from Clare to Coleman
#No complaints
#Rainy weather
#Taking down camp in rain
#The weather
#Not enough toilets at camp
#The pea gravel side road on 1st day
#The ride in the rain

#None
#Rain! Speaks for itself
#None
#The muddy wet trip to Coleman
#Too bad Coleman to Clare wasn't paved
#Cleaning bikes right by our tent – water got in tent
#No food at sag stops
#Gravel trail – gravel too thick (new trail?) to plow bike through on day 2
#Too long on dirt roads
#The rainy weather
#None
#No motels or hotels in some towns
#The food at the schools was terrible this year. This year's ride was too expensive for what we got
#Nothing
#Rain
#Unimproved trail – loose rock for extended miles
#Rain – terrible roads before trail
#Check in time is too long
#Some overnight facilities not big enough to support number of riders
#Start at Midland – pretty congested
#Lack of activities at destination
#Muddy road to start of trail. Glass in pavement in Coleman
#One supper was poorly planned and preparers ran out of food and drink. Not a good thing to happen when you are hungry, tired and thirsty
#The first nights meal

#Misplaced gear – after riding 35 miles I wasn't happy that my tent and duffle were not in the place they were supposed to be and no one seemed to know where the gear was
#All that riding on bumpy, very muddy dirt roads in the rain – that was ridiculous
#From Clare to Sidney a trail was closed – the volunteers did not know what to do
#No events of presentation at the finish
#Nothing
#People that believe not all rules pertain to them
#Cold showers
#Lack of safety/courtesy bike class
#The rain
#Sandy road
#Too hot (tents very hot for sleeping)
#Mud
#Weather; routes were higher than other tours
#Rain
#Weather
#Terrible conditions Clare to Coleman without portajohns and awful mud conditions, good decision to use alternative route on Sunday.
#None
#None
#Ride too easy
#The rain
#Condition of muddy roads prior to Pere-Marquette Trail
#The finish line – unorganized – no lunch
#The rain (first day only)
#One trail on second day (gravel)

#Dinner at Northwood was a long wait – approx. 45 minutes in line

#Condition of Meijer – Hartland Trail (unpaved part) – broke axles on my bike
#The weather
#Didn't like dirt roads on first part of trail
#Heavy gravel on Fred Meijer trail
#None
#The trail surface between Coleman and Midland – glass and flat tires, had one flat on Saturday and 2 on Sunday
#Poor condition of gravel roads
#Rain on unpaved mud roads, camping in football fields with 800 people
#The unpaved part (Clare to Coleman) was difficult to ride on (dirt roads) and had too much car traffic, which is dangerous
#Mud on first day
#Clare to Coleman – rain and dirt
#Better showers (more hot water)
#Standing in line for food
#Sunday's ride was very crowded
#Fred Meijer Trail – very unfinished condition
#Riding in rain
#The accommodations in Clare were bad (showers, facilities, food)
#The dirt 10 miles we rode on
#Too much time spent on roads
#Having to ride part way on M-10 on way back to Clare
#Heavy rain on dirt roads (1st day) made riding difficult, dirty and dangerous
#People driving in Midland were rude to bikers
#Hills (dirt) rain

#Clare – facilities – crowded – poor food
#Not much to do in surrounding area
#Wish we had more of road biking
#Too much paved road riding
#The way people put their tents so close together. The late night talking and laughing keeps me awake
#The heat and humidity
#Portion of day 1 on gravel roads
#Rain (riding in mud)
#Rain – mud on unpaved part
#Sometimes workers and sags are disinterested
#Cold showers and waiting for bathrooms
#Rain – mud – rocks – hills
#Too many people in the school because of sporting camps. No entertainment like a tv or movie (due to rain) School not air-conditioned
#The restrooms at Northwood – too many users
#None
#Trail not complete, Midland to Clare
#Where were the video people? Bring them back
#The dirt trail (gravel roads) prior to the Pere-Marquette Trail
#Bumpy muddy gravel/sand roads getting to the Pere-Marquette Trail (Clare to Coleman)
#The lack of decent, healthy, carb-laden food at the event
#Biking on the road with the construction, just past Rockford
#Saddle sore
#Poor selection of some of the roads
#Glass in trail

#Too expensive – when you bring your kids there should be a family discount
#Rain, wind, big hills, wet gravel hills, wet tent and sleeping bag, big guy that snores
#Not as many water stops as last year
#The first part of trip on roads that were unacceptable for the weather since trail not complete
#Weather with rainy gravel road to Pere-Marquette Trail
#Showers – I’m a private person
#Riding in rain, mud
#Would like circular route so vehicle can be available at start and end of event
#The miles we were told we would be riding
#Restroom conditions crowded
#Public showers. My wife felt uncomfortable
#Planning of the tour – lacks consistency
#Changed route having you go on highway instead of dirt roads
#Weather
#Waiting in long lines for meals
#Gravel muddy roads
#A tour planned on an unusable route. Also trail wasn’t very interesting
#The rain and heat were only dislikes
#The rain
#Stress of riding on vehicle roads
#Gravel surface
#Too few bathrooms – showers ok

#Some riders not respecting others level/ability of biking. Some rude and felt since better riders entitled to run others off trail. Especially on unpaved more difficult terrain
#It rained the road was muddy
#Midland stores/town closed up early
#Flat tires
#Meals – breakfast – dinner
#The time after arrival with nothing to do. I did not appreciate how people threw others luggage around when unloading
#Since it was my 1st time, it appeared disorganized. Once we got to the college and camped out...no one knew where to go or put our tents
#Rain
#Rain and wet tents
#Rain
#Dirt roads and rain
#Dirt roads. Very bumpy and tough on bike
#Lack of training of some participants
#We were far from town and the rain was unpleasant
#Potty situation
#Small town we visited seemed unprepared for the number of people coming
#Waiting for luggage and not knowing where the camp site was to be
#No complaints
#The weather – rained on the first of two days
#Talent show
#Food in Clare pretty weak
#Weather
#Rain
#Boring Saturday afternoon

#The dirt road we traveled on needed to be smoothed out – it had lots of pot holes
#Riding on muddy country roads in rain
#Longer distances for additional days.
Weather/road conditions
#Showers only hot water
#Meals are not always well organized
#The way organizers placed belongings from the truck on the wet (muddy) ground while it continued to rain
#Camping
#Mud and rain
#Bathroom availability – too few
#Sleeping in the tent – hot
#The food
#The food provided to us for breakfast and dinner, sometimes wasn’t enough, like in Clare, and not enough vegetarian selections
#Would have liked to have started earlier in the a.m.
#Dirt roads in rain – the mud
#The lengthy drawn out kindergarten “instructions” before the ride started. I have never been subjected to such nonsense (and I have done many organized rides in the past)
#Community showers
#Campgrounds were too crowded
#I don’t think it was as organized as last year, but last year I rode for a week and this year 2 days so maybe I wasn’t on it long enough to judge that
#Having to arrange travel to Midland from South Haven
#Shower facilities and toilets – some plugged and very dirty

#Cold showers
#Need pre or day before or earlier registration
#Camping with 500 people – no water in showers
#Too many miles
#2 day route was too short, too much paved trail
#Extended miles significantly from original program
#Saturday a.m. rain and trail from Clare to Coleman
#Pitching a tent in the heat of the afternoon – it would be ideal to be near a lake if possible (within 3 miles) ie Cadillac last year
#Having to ride on the highway the second day. Although, I know it could not be helped
#Undeveloped Fred Meijer trail
#The Mexican dinner in Cadillac
#The part of the trail that was like a washboard
#Glass on Pere-Marquette Trail near Sanford
#The rock trail before Montcalm CC
#½ the trip on dirt roads of poor quality
#Days of 60 miles or more
#Food line-ups – understandable when dealing with such large #'s
#Hard to find luggage at end of each day
#The first few miles of the Fred Meijer trail – virtually impassable – gravel
#The rain
#The rain and my tent
#Heat (but that wasn't your fault)
#Touring on paved trail
#Unorganized sag support
#Riding on dirt roads in the rain
#Trail was very difficult

#Being routed onto highways that I won't even ride on at home
#Not very well sagged
#Riding the dirt road in the rain
#I felt we should have rode more – esp. since it was so easy
#Rain – we were wet
#Detours onto paved roads
#Transporting gear
#Hauling my bags to camp areas after days ride
#The rain
#Not much shade along the trail. Difficult to ride later in the day without much relief from the sun
#Riding in the mud
#Riding on dirt roads where there was no trail
#Rain, got very muddy
#The campsite was unclear where we set-up
#Weather (no control)
#Arrived to campsite too early and there wasn't much to do when we got there
#Sore butt
#Long lines at meals
#Riding on road – second day
#Cost
#Lack of toilets. Cold showers
#Some of the meals
#Weather
#Not long enough
#Poor biking conditions on trail, camping was too jammed, bathroom facilities OK, too hot
#The paved path wasn't a challenge – straight and very boring
#Confusion at the campsite
#Riding in the mud during the rain
#Some of the food
#Mileage a little too long
#Rude drivers

#The showers. There was no cold water – just extremely hot showers
#My bike seat was uncomfortable! Liked everything
#Rain
#Mud (not your fault)
#Very easy ride and too much pavement
#Hills
#Too much on-road riding
#The Fred Meijer Trail – potential for injury and bike breakdown (a dangerous trail)
#Crowded dinner hour
#Ride was almost too easy; and I like easy rides
#My sore butt – need I explain further
#The distance was somewhat short for a day's ride
#Long wait for meals
#Confusion at Midland re: where to go
#Rain
#Dirt roads at beginning of Michigander stunk. Thanks for changing route on day 2
#Rain
#Dirt road; extremely bumpy
#Not enough sag wagons – especially on Saturday when it rained all day
#Van Buren traffic
#Bad weather
#I dislike riding on paved roads
#Pavement most of the route
#Lines in the bathrooms (not enough facilities in most places)
#Weather (can't help it)
#Camping at the college, it was way too crowded
#Muddy roads on first day due to rain
#The weather
#Dirt roads in the rain
#Short distance first day

#Riding roads with cars,
weather – rainy and very
humid. Finding glass
pieces mixed in with trail
tar
#Restaurants were
unaware we were coming –
Chamber of Commerce
should have told them over
1,000 people were coming
through
#Wet and muddy road on
early part of trip
#Poor bathroom facilities
#Muddy road at start –
could have taken the
alternate route
#Slick, muddy, gravel
roads
#No drinks or food at rest
stops
#Communications at camp
in the am and pm
#Weather – more rain
than usual
#The weather – it rained
#A 6 hour rain day
#The cold showers at
Kalamazoo
#Rain
#Some of the volunteers
weren't very friendly
#Too much road riding
#The lack of organization
(such as the maps for the
ride repeatedly quoting the
wrong mileage)
#Rain
#Distance to the cafeteria
#Cafeteria seemed far
from tents
#Clare to Coleman 1st day
rain and dirt roads
#The dirt road with ridges
#Dirt road and rain – 1st
day unloading bags from
truck very disorganized
#Sometimes the lines were
too long for meals
#Fruit stand or table at
school
#No dislikes
#Distance between water
from start to first water
stop

#Steep on road hills
#Gravel roads to Coleman
in the rain
#The last day was too long
(too many miles) too much
pressure to get to bus for
final trip
#Weather
#Rain
#Bicycle seat.
#The ride from Gladwin to
Coleman (messy)
#The rain
#Driving vehicle to and
from tour site due to poor
road quality
#Bathrooms at the small
schools
#The trail being all mud
due to rain – but that is not
something that can be
controlled, however
rerouting on the 2nd day
took care of this
#Alternate routes for street
bikes
#You should have an
event every night for the
participants
#Waiting in line for lunch
#Getting all muddy on the
back roads when it rained
#Very rough trails
#Railroad ballast for
“more than a mile”
exhausting. Never left the
trail as many, many rides
do
#Having to jump start
because of non-paved trail
or use of highways. My
visually impaired son came
with me and those surfaces
are too dangerous

Appendix E

Respondent's responses to the questions

“What is the one most important item that should not change
about biking opportunities on Michigan trails?”

And

“What is the one most important item that should change
about biking opportunities on Michigan trails?”

Aspects of Biking Opportunities on Michigan Trails that should not Change

- #Number of rail-trails
- #The designation of and protection of trails for biking. The variety of trails in many places
- #No motorized vehicles
- #Dedication to rail-trails
- #Continual growth and maintenance
- #Bathrooms and trash cans
- #Continue to offer events
- #They should remain open to all
- #Availability, and quality
- #Keep developing trails
- #Unpaved trails
- #Biking on decent trails
- #The many miles of trails
- #Public access
- #Time of year
- #Pushing more of them
- #The funding from the government
- #Well maintained
- #Free access
- #Good attitude, good people involved
- #No problems
- #Free for everyone to use
- #Camping all together at different schools
- #Stressing safety/helmets
- #Opening more rail trails and bike trails in parks
- #The number of trails available
- #Keep litter free
- #Combination of surfaces – small town routes
- #Fighting to save right of ways for future trails
- #The leadership of the Rails to Trails group – they're doing a great job

- #To not develop areas with condos and businesses, that are popular for biking
- #Keep unpaved trails unpaved
- #Being given the freedom to ride on these great trails with no charge
- #The variety. I like the paved linear parks (rail trails) but the mountain bike trails are the greatest. I've ridden all over the USA and MI has great mountain biking
- #Many are free
- #Free access
- #The ever increasing amount of miles of rail-trails and paved rail-trails
- #Free of charge
- #A variety of trails – flat, hills
- #Opportunities to enjoy nature – Kal-Haven trail is the best I've been on. Road surface and natural environment
- #Trail width was wonderful
- #To continue to add new trails and expand and upgrade existing trails
- #Keep trails in good condition and keep adding new ones throughout MI
- #Clean bathrooms, nice paved trails
- #Paved trails with at least 20 miles one-way distance
- #Should always be a choice of trail conditions from paved to rough to satisfy all riders
- #Maintenance and existence of current trails
- #Continued development of trails

- #The availability of the trails
- #Effort to have trails paved
- #Continue acquisition and connect trails as a unit
- #Location and trails
- #The beautiful trails
- #Keep a variety of surfaces to appeal to a broad spectrum of participants
- #Keep the natural surroundings as much as possible
- #Continue to acquire and convert them to paved trails
- #Cost to use
- #Great organization
- #Funding for rail trails
- #Expansion of rail-trails – prefer the packed surface vs. a paved trail
- #Continue to expand Rails-Trails
- #Continue to grow
- #Have a variety of trails and events open to riders of all types of experience levels
- #Develop more trails
- #Reasonable cost of using trails
- #Don't allow motorized vehicles like snowmobiles
- #More interest and more press
- #All the trails should not be paved – biking more challenging
- #Transport
- #Well-kept, paved – keep up the good work
- #Free
- #Restrictions to access to trails and roads
- #Development of trails
- #Availability of trails

#Development of bike trails
#Continue having tours
#Good road surface
#Should remain open
#The amount being spent to open new bike trails and improve the ones already in existence
#Continue to develop rail-trails. They are excellent routes and safe for biking
#Michigander bike tour
#Organizations, such as RTC and MMBA, must continue to proactively promote the trails and safe biking – they do an excellent job and all bike enthusiasts benefit from their hard work
#Paved trails
#Keep up the excellent work on rails to trails.
#MI has many great trails – keep the trails open to bicycling and in good condition
#That the trails are clearly marked
#Easy access to paved trails
#Do not stop with rail-trails
#The closeness to nature
#Continued improvements to rail trails
#Very good already – on the right track
#Trails designated for biking only
#Trails should continue to be improved and maintained
#Keep them open and free of motorized vehicles. Good signage at roads, restrooms
#Trails should not be used for motorized vehicles
#The food at this year's 2 day was fantastic

#The nice bathrooms
#The outstanding effort by the bike groups to improve MI trails
#Elimination of shoulders on paved roads
#Free to ride on
#Cont. work to improve and expand trail system
#Opportunities and trail miles increasing
#Vary the types of trails – paths from easy Pere-Marquette Trail to hard like Pinckney Rec.
#Expand the rails to trail system improve other trails
#Pere-Marquette Trail is a nice paved trail but don't pave all trails
#Continue to promote and develop more trails
#Keep slower moving traffic (skateboarding, in-line skates) in particular areas
#Cost to use trails
#Aggressive trail promotion
#Better maintenance on trails
#Good maintenance
#Need some unpaved rail trails like white pine near Rockford, MI
#Keeping up existing trails
#Trails often go through wooded areas
#The accessibility
#No motorized vehicles
#No motorized vehicles
#Cleanliness and upkeep
#Freedom to ride at parks without being charged or have to sign up for that right. Dodge park in Sterling Heights is an example. Nice trail
#Don't pave all trails, unpaved is more like mountain biking
#Getting them – we need more

#Keep on developing bike trails
#Keep building more trails
#The increase of opportunities
#Proactive drive to convert rails to trails
#Good planning along scenic routes
#Don't give up on making more trails
#The warmth and welcome of MI residents
#Don't feel all trails should be paved – variety (natural and paved)
#The quality and maintenance of existing trails
#Letting people know how they and their communities can benefit from trails
#Easy access to trails
#I have enjoyed the trails I have been on
#Maintaining our existing bike trails and maintaining the push to provide more
#Don't lose any trails – don't let any more railroad beds be lost – convert them to trails
#Should not pave all rail-trails
#Yours and all of our diligence in acquiring more trails and connecting them with each other
#Keep variety of surfaces. I like paved trails, but also enjoy unpaved Kal Haven and White Pine
#Day pass charge to use the trail
#Restriction of access
#Open to everyone without requiring a permit to enter – some states require permits to ride on their trails
#Upkeep

#Keeping everything around the trail natural.
Enjoy the trees
#Commitment and camaraderie among bikers
#No alcohol/smoking
#The amount of open access available to bikes
#Keep the trails paved
#Not wearing headphones
#Weekend bike events within two hour drive of Detroit area
#The increase in rails to trails sites
#Scenery
#The diversity of trail types
#Affordability
#The scenery
#Camp out side at night. Therefore luggage transportation service
#Having it be a family event for all ages
#The helpfulness of the volunteers
#Continue to aggressively convert rails to trails
#Continue Michigander
#Do not decrease them
#Paved trails
#That they are free to the public
#Kept in good repair
#Use as many trails as possible
#Keep bike trails as bike trails
#Free access, nice restroom facilities
#I like to ride on different types of trails – mostly unpaved
#Lots of rail-trails present great inter-city tour opportunities
#Should not decrease available trails
#Fees
#Decreased spending on improved trail opportunities
#Reducing funding

#Free access to trails
#I like that most of them are not paved. I think it creates a more natural setting
#Community support
#They should not decrease
#Less trails
#Expansion and access to new trails
#Remain free
#I was very impressed with the quality of the trail and the facilities along the trail it is an outstanding asset to MI and should be expanded from the bridge down to Detroit
#Safety
#The excellent accommodations and service of the volunteers
#Don't turn trails into roads
#The quality of the maintenance of the trails and the quality of surroundings ie. Natural
#Open to everyone and free for all
#Trails should be free to its users
#Don't pave trails – unimproved trails are much more fun
#The opportunity to ride on trails away from traffic
#Frequency of sag stops
#The ability of all people to use them
#Paved trails with great outhouses going through small towns
#The upkeep along the Pere-Marquette Trail was beautiful
#Leave the trails free to use
#Don't pave Kal-Haven trail – it's too beautiful to change
#General good upkeep
#Free trails

#Upkeep and continuous development
#The ride must remain a fun and non-competitive event
#Helmet requirements
#Inexpensive trip
#Paved, secure trails
#Trail maintenance
#Long routes
#Quality of trails
#Do not black top more than 3 miles out of town
#Don't pave all of the trails
#No motorized vehicles
#Being able to visit the towns
#Ending at Northwood – much to do and very relaxing
#Choose paved routes for events like the Michigander – off road riders can go elsewhere
#Don't close them
#Leave
#Unpaved rail-trails
#Safe
#Continue to obtain and improve the trails
#Love the tree cover and privacy of trails; I liked paving
#There's a good variety of trails, and they're inexpensive
#Development of trail biking opportunities
#Paved trails and hard packed unpaved
#Do not pave all trails
#Continue to establish and improve trails
#Having restrooms available
#That they are well maintained and have "attendants" who ride to help bikers or just oversee trail
#Aside from grooming or paving the trails they should be kept as natural as possible

#Keeping bikes and motorized vehicles separate
#No fee for use
#The trails, the challenge
#Helmets
#Stop paving trails
#Upkeep of trails and continuous improvements
#That the trails are maintained
#Rest stops
#Availability of developed trails
#The variety of trails
#Safety precautions
#The freedom to use the trails whenever you desire, with no fees
#The continuous improvement of trail system
#Keep the trails hard pack not pavement
#Holding events to promote trails and raise money for development and upkeep
#The amount of trails
#Paved trails, I cannot stress enough, about how much more of a pleasure it was to ride on a paved trail
#Condition of the Pere-Marquette Trail
#Keep having the Michigander ride
#Keep a good portion of the trails unpaved
#Free public access
#Natural beautiful surroundings
#RTC
#Converting sandy trails to paved trails to avoid traffic
#High quality bike lanes and paved bike trails
#No cost or low cost trail access
#No motorized vehicles on trail
#Miles per day
#The whole thing

#They should not lose their support for maintenance
#Improvement of highway shoulders for riding to connect trails
#The calendar and bike club sponsored rides
#Mixture of trails from paved to unimproved, not much unimproved however
#More of our tax dollars should go to make bike trails. Then maybe bikes could be used more as a means of transportation
The scenery
#Keeping the natural beauty along the trails
#Increased paved trails and not disturbing nature
#They should not be closed
#The trails are great
#I would like trails that are not paved, but at the same time easy for hybrids to travel. (like Kal Haven trail)
#Safety
#Off road on trails
#We need more
#The commitment to expand and develop more rails and trails
#I like the trails best when unpaved, but do dislike the ballast rock type trail
#Staying well maintained
#Never give up trying to obtain and maintain more bike trails
#That motorized vehicles not be allowed on trails
#Mandatory helmet
#Continue to provide challenges
#The opportunities to ride in a tour should not decrease
#Should not change the mountain biking challenge

#The unpaved trails that are in good shape please do not pave them, especially the Kal-Haven trail
#The chance to ride for miles and be away from traffic, and go from town to town
#Events on paved trails
#Not all trails should be paved (like Kal-Haven)
#Not all trails should be paved (like Kal-Haven)

Aspects of Biking Opportunities on Michigan Trails that should Change

#Upkeep/improvements to rail-trails
#More promotion to drivers and cyclists about safety and rules
#More trails/paved
#More trail riding opportunities
#Continual growth and maintenance
#Move paved trails
#Pave more gravel roads
#We need more off road trails
#Remove access by farmers claiming squatters rights
#More trails in smaller cities
#Biking on rough/boring trails
#More miles of trails
#More trails
#Nothing to speak of
#I don't live in MI to know
#Perhaps more advertising. Until the Michigander, I had no idea bike trails like the Pere-Marquette Trail existed.
#More paved trails like the Pere-Marquette Trail
#Stop paving them
#More trails
#More bike trails
#Expand trails throughout MI
#Consider "general" vs specialized tours to cater to all types of riders
#The more the better
#More publicity about trails, location, parking, etc.
#I don't have any complaints
#Ride all trails free

#More of them, interconnected with permanent location maps
#More info about all the trails
#Be honest about mileage – very hard to pace yourself with inaccurate daily mileage – a health issue; a safety issue as well
#More trails should be improved and opened
#More trails, more races
#Helmets required
#No pea gravel that's not packed down
#Linking of more trails together
#More trails
#More interconnecting routes to accommodate destination to destination riding
#Reduce the number of miles of unpaved rail-trails with gravel
#More trails
#Keep motorized vehicles out – prohibit snowmobiling on bike trails
#Maybe a few more hills
#Roads should have a wide paved shoulder for bicycles
#More info about trails that need volunteer work
#Less government red tape
#Don't wait so long to add new trails
#Nothing – just provide more trails
#More established bike routes i.e. provide wider, paved surfaces on sides of narrow/busy roads
#More toilets/water en-route
#Would be nice to have a connecting trail system both across and north/south routes in total state – Katie trail in MO is fantastic

#More paths
#More bike trails
#More trails in urban areas
#The trails should not be able to landlock landowners. Rendering their property virtually useless. This is an outrage and needs to change
#Finish the trails, esp. Coleman to Clare, too many unconnected trails
#More of them
#Continue to expand and add new trails
#Dirt roads
#More paved trails and letting communities know how important these trails are to the people
#Strive to be able to connect trails through state of MI
#More trails connecting more towns
#None
#Need to construct future bridges (overpasses) with room for bikers. Hard and dangerous to bike to trail over surface roads when you must travel overpass
#More publicity about them for all people, not just biking associations
#More of them. Better education for people using
#1 day – 2 day rides for beginning riders
#Don't pave all the trails, but smooth the rough ones out
#Many more miles of trails should be added
#More trails – lighted trails
#More new trails
#More should be developed in metro Detroit area
#Unnecessary road miles
#Can't think of anything
#Heavy gravel

#All bikers should be absolutely required to wear helmets
#Using glass shards in pavement surface material for trail riding surface. Very bad move and decision
#More published events in S.E. MI near the Metro Parkway bike trail
#More trails
#Development of trails, education of auto drivers
#Create more paved trails
#More water fountains
#Pave more of the rails to trails so younger children can ride them
#More improved trails – separate snowmobile paths
#Maintenance of trails close to major cities (i.e. along I-75 highway and Hines Road to Northville trails
#I would like to see the state parks open up some of their trails to biking
#Making more trails available, especially upper eastern lower peninsula
#A few more trails on the east side of the state
#I believe there should be 2-4 day circle events organized for the entire family in addition to longer events such as the Michigander
#More paved trails with restrooms
#Keep some of the trails natural
#More connections between trails with less need for using busy roads
#Repainting of marked trails
#More trails
#Need more trails and maps for these trails. Packed dirt trails or paved are well liked
#Need more of them

#More rest areas, portajohns, safety on trail signs, publicity
#I look forward to a time when trails will connect across the state. Bathroom facilities
#Connections between trails should be expanded
#More trails – unpaved through woods
#Less emphasis on paving, especially in the country away from towns. Trails like the Kal-Haven are smooth and fun but not paved
#More trails – but maybe not so straight and limited sight – sides grown up trees so you see basically the same thing for miles
#The addition of more trails – all over the state
#RTC's known presence with new trail development. I have not heard of any progress on Concord to Jackson trail. Flyers would be nice
#Increase number of mountain bike trails
#More trails
#Increased number of weekend rides, with one or two night stops
#More shoulders and continued maintenance of mt. Trails due to run-off
#There should be more of them
#More money to repair trails and build more trails
#Trails are hard to access by bike – very busy roads are at trailheads
#Better upkeep of trails
#Keep changing rails into trails
#More trails. More bike lanes on the roads
#More mountain bike access to low traffic hiking trails
#More trails

#Affordability
#Trail development
#More available trails
#More rails to trails – especially like to see rail bed that parallels M-21 Owosso to Grand Rapids developed
#More of them
#More trails
#Interconnect more trails and provide alternate routes for extra exercise
#Bike education – motorists need to be tested and acknowledge that they share the road with bikes
#More paved trails
#More sidewalks since drivers of vehicles do not give bikers the right of way. I've been hit once and lived to tell about it.
#Routing of trails so that even in wet weather you are not covered in mud
#More restroom and water facilities
#Rules being gotten to motorists
#More bike trails or beside road lines for bikes
#Longer continuous trails
#Greater advertising of trail opportunities
#More rails to trails completely across state east-west and north-south
#Keep improving rails to trails
#More paved or completed trails of considerable length (not just gravel)
#Can't think of anything
#To maintain and keep clean, possibly a fee required to use or permit annually
#We need more of them
#Improve the trails – add new ones. Improve maintenance
#More paved trails

#Adding bike lanes on roads, providing safe places for recreation
#Develop a continuous system of bike trails
#Improve trails – Pinckney – Gregory – bad
#More emphasis on bikes as modes of transportation, making it safer and more convenient for bike riding. Too often roads are designed with only cars in mind. No wonder we are more and more dependent upon cars for transportation, on many roads and in many communities there is no choice
#More rails to trails in MI
#Purchase and development of more railroad beds into rail-trails
#Continuing to make safe paths when there aren't rail-trails around. The highways are very dangerous around us
#More trails, possibly interconnected so we don't have to compete with cars/trucks to travel long distances
#More paved trails
#Mandatory all riders wear helmets
#More quality paved trails
#Increase the number of paved trails in MI
#Increase the use of abandoned rail lines
#Link the trails. Eliminate the gaps
#Paved trails
#More trails
#Pave more
#Try to keep weekend events on paved or hard-packed trails
#Keeping snowmobiles and other motorized vehicles off the paved trail
#To offer more safe (traffic free) area to bike

#More portajohns and benches stationed for tired bikers
#Paved, unpaved, up/down information in advance
#State funding for all trails to eliminate fees and trail passes. Take ½ of 1% from license tab fees for trail development
#More trails
#Increase them – all of our country needs to
#More paved trails
#The number of trails should increase
#I think that they should be rated to degree of difficulty, some trails are extremely easy and some are difficult, I believe because of degree of maintenance
#More trails should be provided that link together
#Expand and improve current trails
#Keep bike trails open
#More of them, better advertising of trails. I had never heard of many of them
#You ought to stop paving the trails – they lost their rustic charm
#Should increase number of trails – we could use more in SE MI
#Develop trail surfaces
#More paved trails
#Develop more trails
#More paved trails
#More access to water
#More access to trail and link them from Detroit to suburbs
#Increase the number of trails and work on connecting more
#Make more
#They should increase
#They all should be like the trail from Midland
#More trails
#Restrictions and closures

#All should be paved or at least crushed hard packed stone
#More rail-trails open
#Make some events available in winter months. Advertise other events to participants in Michigander
#Better signage to find trails, connections between trails. Better maintenance of existing trails, e.g. I-275 trail
#There should be more interconnecting trails – more of an opportunity to ride distance off of roads
#There should be more opportunities, possibly near Detroit
#More trails
#Availability of information to the general public, get the word out about rides or trail information in MI, adjoining states and Canada.
#More old railroads should be converted to trails
#Would like to see more trails
#Need more of them so we can use them to commute
#Pave them or at least make them more “family friendly” for small children
#Improving some of the trails
#Making more trails out of recreation money provided by the state
#More paved trails
#More paved trails
#More conversion of rails to trails
#I enjoy no more than 50-60 miles/day
#More trails in the Detroit metro area and advertise
#More trails

#Some trails should be more challenging and difficult to ride
#More availability
#Campsite should be close to cities providing a variety of activities
#Gravel roads and riding on highways
#More trails completed. It would be nice to have a few more paved trails
#Upkeep on unpaved trails
#Restrictions
#Along trails have signs when food and drinks are close to trail (1 to 1 ½ miles)
#Trails should all eventually connect
#More trails made
#More of them
#More rail to trail opportunities, safer bike/auto training for all drivers and bikers
#Have somewhat challenging trails – perhaps a hill or curve. Straight become defeating
#Build more
#Directions/length of trail/where you are/restrooms (should be more)
#More and longer trails
#More of them
#Nothing – it was great
#Do not use glass as a surface item on the trails
#Trails in sandy soil were torture
#More trails to be paved or easily accessible
#We need an increased focus on safe non-road biking routes especially in urban areas
#Increase the number of them. I wish, too, we could have more in towns
Good maintenance should be practiced
#More publicity, increase public awareness

#We need more of them
#More trails and more that interconnect with more benches to rest and more restroom facilities (as Pere-Marquette Trail)
#More trails to ride on
#Increase trail mileage and connectivity of paved/firmly packed trails
#Need more trails located within a few hours drive from the metro Detroit area
#More trails
#Some trails do not have bathrooms. I would like to see a port-a-potty or bathrooms
#Stop paving trails
#No horses on bike related trails
#Develop more trails
#Need more trails
#Paving all trails
#Have more bike trails
#Events should be advertised and promoted more and there should be more local events
#More trails connecting to make biking in MI a total travel experience
#Conflicts on use (i.e. snowmobiles tearing up paving
#Stop the pavement
#More trails closer to Detroit. I live in Grosse Pointe and have to drive approximately 45 minutes to get to trails
#More events
#I would never put the trail on a dirt road or a road like we took back to Clare again, that was ridiculous.
#We need more trails like the Pere-Marquette Trail
#More rails to trails
#Increasing number of trails
#More trails
#Acquiring more trails
#More trails

#Increased number and length of paved trails (include Thumb area)
#More trails
#Avoid traffic as much as possible
#More bike lanes – particularly in non-friendly places like Oakland County
#More trails
#More rail trails – Paint Creek is my favorite place to ride
#Make information on where trails are easier to get
#More trails – interconnected – I like the hard pack trails as well as asphalt
#Surface inconsistency
#We need more government support to create new trails
#Get more younger people involved
#More outhouses
#More roadside bike paths
#All the rail trails don't need to be paved – some should be left in a natural state
#The rock and sand
#Better surfaces on trails. I like paved trails
#Improved path surfaces
#More approved trails and restrict snowmobile use on paved trails
#It's not the trails, it's the part that's off the trails
#Widen shoulders on 2 land roads for safer riding
#I would love to see trails that connect the whole state of MI. it would be nice to ride to a different city on bike without getting on a road
#More on trail less steep hills
#Paved or unpaved – we need more

#More rails and trails so that you may ride, enjoy nature and not have to worry about autos next to you

#When given a rough trail the day should be under 60 miles

#More extensive, interconnected network of trails

#More trails and connectors please

#There should be more weekend rides on the rail trails – organized and supporting RTC

#Continue to work on paving MI trails

#More trails

#Need more trails

#Camping accommodations can improve

#It would be nice to increase the number of trails and tours aimed at families and recreation

#Alternate routes, if a route is set it should not change because of weather

#I would like to see more trails going into wilderness areas. Also less roads dirt and paved.

#I'd like to see more of the trails improved (paved) and also more roads with shoulders resurfaced

#Events on un-paved trails
#Keep “extreme” conditions i.e. rail ballast, ungroomed weeds, soft sand, to a minimum, and broken up with “easier” terrain

#Keep “extreme” conditions i.e. rail ballast, ungroomed weeds, soft sand, to a minimum, and broken up with “easier” terrain

