



Study of

1999 Midwest Tandem Rally and Its
Participants: A Focus on Midland County's
Pere Marquette Rail-Trail

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Executive Summary

1999 Midwest Tandem Rally

The purpose of studying the Midwest Tandem Rally 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 Rally, nature of the 1999 ride, spending during the trip, general bicycling activities, and demographics. Of the 550 teams who registered, a total of 1,100 individual names were provided as participants in the Rally. From this list of 1,100 names, we randomly selected 600 names to send the questionnaire. Seventy-five percent of the questionnaires were returned yielding 452 participants to study. Based on calculations of travel and spending parties, we believe that 93% of all of the tandem teams are represented in the returned surveys.

The highlights of the results include the following:

- Tandem Rally participants are primarily from households without children (74%). Two adult households without children are most common (68%), followed by households with two adults and children (23%). Most participants (65%) work full-time and 17% are retired. Household incomes are primarily in the upper income bracket (51% earned \$80,000 or more before taxes in 1998).
- The Midwest Tandem Rally attracted participants from 28 states and Canada. Participants came from as far as Alaska and California. Michigan residents represent the largest group (26%), followed by individuals from Illinois (15%) and Indiana (14%), and Ohio (12%).
- Most Tandem participants ride their bicycle on trails as a recreational activity only a few times a year (44%). Thirty percent of the respondents ride either every day, a couple times a week, or at least once a week. Sixty-five percent have been riding on roads and trails for recreation for more than ten years. Twelve percent indicated being relatively new (5 years or less) to bike riding.
- On average, households of Rally participants own 5.8 bikes or 2.5 bikes per person. It is more common for tandem riders to own a tandem bike, followed by a road bike and a mountain bike.
- Tandem participants most prefer riding on paved roads (56%), followed by paved trails (40%). Participants find themselves most often riding on paved roads (86%). Only ten percent reported riding most often on paved trails.
- Top bicycling motives for Tandem Rally participants are to exercise, promote health, be outside, enjoy nature and to relax. Social reasons like being with others, spending free time, or being by one's self are less important. Training for events or transportation are important bicycling motives for only a small segment of Tandem Rally participants.
- Tandem Rally participants are most likely to be members of a local bicycle organization (66%). Approximately a quarter of the respondents indicated being a member of either the Leagues of American Bicyclists or Rails-to-Trails Conservancy.
- While most participants (91%) had never ridden on the Pere Marquette Rail-Trail before the Midwest Tandem Rally, 73% had previously ridden in the Rally with close to half riding in 1998. Almost everyone had ridden in some type of bike event in the past five years with 30% participating in more than 15 events over the past 5 years.

- The Midwest Tandem Rally was the dominant reason for their trip to Michigan (99% main purpose). Including the Pere Marquette Rail-Trail in the Rally had a positive influence in gaining the participation of 39% of the participants.
- Over half (54%) of the Tandem participants rode for two days in the event and an additional 42% rode three or four days. Almost everyone (98%) stayed overnight with 44% staying at a nonhost hotel, 39% staying at the host hotel, 14% camping, and 5% staying with friends or family.
- Majority of the respondents had another rider with them including 97% riding with another family member and 19% riding with a friend. Only 4% of the respondents had a nonrider with them on the trip.
- Midwest Tandem Rally participants and their travel parties spent \$260,000 in conjunction with the Rally. \$218,000 was spent during the Rally and \$42,000 before or after. On a trip basis, travel parties spent \$566 on the trip which included \$474 of spending during the event and \$92 of spending before or after the event. Approximately 1,100 room nights were generated in the local area.
- Rally participants spent an average of \$2,500 in 1998 on bicycling. Of this, \$1,438 was spent on bikes, \$310 on event registrations, and \$230 on bike repair and maintenance. Smaller amounts of spending occurred on clothes, vehicle racks, books, and memberships.
- Very high marks were given to the condition of the Pere Marquette Rail-Trail with 91% rating the trail “very good” and another 8% rating it “good.” The Tandem Rally also received high marks with 71% rating “very good” and “27% rating as “good.”
- When asked whether Tandem participants would return to the Pere Marquette Rail-Trail or visit Midland County, 45% said they are “extremely or quite likely” to ride the Pere Marquette again and 49% were likely to revisit Midland County.
- When asked what they enjoyed about the 1999 Michigander event, participants were most likely to cite the Pere Marquette Rail-Trail, the event route, Midland County as the setting, the Labor Day weather conditions, and the organization of the event including the volunteers and workers. The most common concerns were the distance of the host hotel to the start of the daily rides, the traffic conditions on some of the roads included in the event, the use of a mass and remote start, and poor maps and route assistance.
- Tandem participants were also asked to express their desires for bicycling opportunities and trails in Michigan. Many indicated that they like paved bike trails particularly long and wide ones, trails with amenities like bathrooms and signs, and that trails are free to use. Many indicated the need for developing more paved trails, improving trail information and promotions, and more interconnection of trails.

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Purpose of Study

The study of the Midwest Tandem Rally 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 Midwest Tandem Rally, the 1999 Michigander Bike Ride was also studied. Both events represent an important segment of Rail-Trail use and benefits to Midland County originating outside the region.

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 Midwest Tandem Rally

The Midwest Tandem Rally is an annual event that was held September 3 - 6, 1999 in Midland, Michigan. The sponsors of the 1999 Midwest Tandem Rally were the Michigan United Tandem Society, Tri-City Cyclists, and the Midland Convention and Visitors Bureau. The riders were given the option to ride approximately three different distances (i.e., 25, 50 or 60 miles) on Saturday and Sunday.

Information about the event was gathered from a volunteer for the event who works at Dow Chemical. Besides background information, this volunteer also provided the full registration list (N=550 pairs of riders) including names and addresses which was used to draw a random sample. Additional information about the event and the registration form was found at www.accn.org/~kvenden/muts/mtr/reg.form.htm.

Procedures for Conducting a Study of Participants

Based on registration information, 1100 individuals or 550 teams registered for the 1999 Midwest Tandem Rally. Other than the name and address of the team members, we had no other information such as age or the days they participated or length of ride. From this list, we randomly selected 600 names.

All questions, except for spending and spending party size, were framed for a person and therefore represent an individual unit of analysis. Hence, households with more than one adult who participated in the event may have received and completed multiple surveys. In these cases, only one person was asked to complete the spending questions so that dollar figures were not double counted.

The first mailing of the survey packet, which included a personalized cover letter, prepaid return envelope and a four-page survey, occurred on October 14, 1999. A reminder postcard was mailed to everyone on October 27, 1999. On November 2, 1999 a second mailing of the survey was done to those individuals who had not responded. In total, 452 surveys were received for an overall response rate of 75 percent (Table 1). The self-administered survey was designed by the authors and reviewed by cooperators and the Michigan State University Committee on Research Involving Human Subjects. A copy of the survey instrument, registration form and letters and postcard can be found in Appendices A, B, and C.

Table 1. Response Rates for the 1999 Midwest Tandem Rally Survey

Original Sample Size^a	Bad Address	Adjusted Sample Size	Returned^b	Overall Response Rate
600	3	597	452	75.3%

^a Population size of 1100.

Results

Demographic Profile of 1999 Midwest Tandem Rally Participants

The respondents to the Midwest Tandem Rally survey are largely from two adult households. Ninety-one percent of the respondents live in a two adult household and three percent live with no other adults (Table 2). Seventy-four percent of the respondents have no children in their household.

Considering both adults and children (Table 3), the results show two-thirds of the respondents live in two adult households without children. Slightly less than one-quarter of the respondents live with another adult and children. The remaining respondents were either single, a single parent, or the household had more than two adults.

Michigan is the dominant rider origin (Table 4) with over one-quarter of the respondents. Other states that drew greater than 10 percent of the participants include: Illinois (14.8%), Indiana (13.7%), and Ohio (11.7%). Western states like Alaska, Arizona, California, Colorado, Utah, and Washington were represented in the sample. In total, participants originated from 28 states and Canada.

Most respondents (65.1%) are employed full-time (Table 5). Seventeen percent of the respondents are retired, seven percent are self-employed, six percent work part-time, three percent are homemakers and two percent are students.

Over half (50.9%) of the participants had 1998 pre-tax household income of \$80,000 or more (Table 6). Twenty-three percent of the respondents earned from \$60,000 to \$79,999.

Table 2. Household Composition of the 1999 Midwest Tandem Rally Participants

<u>Adults in Household</u>		<u>Children in Household (under 19)</u>	
Number of	Percent of Respondents	Number of	Percent of Respondents
1	2.9%	0	74.0%
2	91.4%	1	11.3%
3	4.5%	2	12.0%
4 or more	<u>1.1%</u>	3 or more	<u>2.7%</u>
Total	100.0%	Total	100.0%

Table 3. Summary of Household Composition of the 1999 Midwest Tandem Rally Participants

Types of Households	Percent of Respondents
Two adult household	68.0%
Two adult and children household	23.3%
More than two adults in household and no children	3.9%
Single adult	2.3%
More than two adults in household and children	1.8%
Single parent	<u>0.7%</u>
Total	100.0%

Table 4. Residence of the 1999 Midwest Tandem Rally Participants

State	Percent of Respondents	State	Percent of Respondents
MI	26.1%	NE	0.9%
IL	14.8	CO	0.7
IN	13.7	TN	0.7
OH	11.7	AL	0.7
WI	6.9	OK	0.4
IA	6.0	KS	0.4
MN	3.8	DE	0.4
KY	1.8	AK	0.4
MO	1.8	NY	0.4
FL	1.3	UT	0.2
ONT, CANADA	1.2	CA	0.2
AZ	0.9	WA	0.2
PA	0.9	GA	0.2
MD	0.9	TX	<u>0.2</u>
VA	0.9	Total	100.0

Table 5. Employment Status of the 1999 Midwest Tandem Rally Participants

Employment Status	Percent of Respondents
Full-time	65.1%
Retired	17.1%
Self-employed	6.8%
Part-time	5.5%
Homemaker	3.2%
Student	1.6%
Unemployed	0.5%
Other	<u>0.2%</u>
Total	100.0%

Table 6. 1998 Pre-tax Household Income of 1999 Midwest Tandem Participants

Income	Percent of Respondents
\$80,000 and greater	50.9%
\$60,000-\$79,999	23.0%
\$40,000-\$59,999	17.5%
\$20,000-\$39,999	8.1%
less than \$20,000	<u>0.5%</u>
Total	100.0%

General Biking Preferences and Behaviors

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

Overall, the respondents were very experienced riders (Table 7). Over one-third of the respondents (39.1%) have been riding between 11 and 20 years. Twenty-three percent of the riders have been riding between 6 and 10 years and twenty percent between 21 and 30 years. Five percent of the respondents have been riding for more than 30 years. Only 12 percent have been riding for five years or less.

The frequency of recreational tandem riding was limited for most (Table 8). Forty-four percent responded to riding only a few times a year but over twenty percent rode several times a week or more.

Respondents were more likely to own a tandem bike than a road or mountain bike. Ninety-nine percent of the respondents own a tandem, 95 percent own a road bike, and 66 percent own a mountain bike (Table 9). On average, a participant household has 5.8 bikes or 2.5 bikes for each person in the household.

A paved roadway is the most common riding location (Table 10). Eighty-six percent ride most often on paved roads and ten percent ride most often on paved trails. Only three percent reported doing most of their riding on unpaved trails and less than one percent on unpaved roads. Respondents were also asked where they prefer to ride. Over half preferred paved roads (55.8%), while 40 percent preferred paved trails, 4 percent unpaved trails, and less than 1 percent unpaved roads.

Exercise and promoting health are the top two reasons for cycling (Table 11). Over fifty percent of the respondents indicated these two reasons are extremely important to them. Being outside (45.3%) ranked as the third most extremely important reason for bike riding. Other important reasons for smaller groups of respondents included enjoying nature, being with others, and relaxation. Transportation was the least important motivation for bicycling.

Respondents were asked in which bike-related organizations they carry memberships. Membership in local bike organizations (66.1%) and the League of American Bicyclists (29.9%) are most common (Table 12). Other organizations with lower percentages of membership were Rails-to-Trails Conservancy, League of Michigan Bicyclists, and League of American Wheelmen.

Table 7. Number of Years Riding Bikes by the 1999 Midwest Tandem Rally Participants

Number of Years	Percent of Respondents
0-5 years	11.6%
6-10	23.3%
11-20	39.1%
21-30	20.6%
31 +	<u>5.4%</u>
Total	100.0%

Table 8. Frequency of Recreational Bike Riding by the 1999 Midwest Tandem Rally Participants

Bike Riding Frequency	Percent of Respondents
Every Day	0.9%
Several Times a Week	19.9%
Once a Week	10.5%
Several Times a Month	17.4%
Once a Month	7.3%
Few Times a Year	<u>44.1%</u>
Total	100.0%

Table 9. Number of Bikes in Household by the 1999 Midwest Tandem Rally Participants

Number of Bikes Owned	<u>Mountain Bikes</u> Percent of Respondents	<u>Road Bikes</u> Percent of Respondents	<u>Tandem Bikes</u> Percent of Respondents
0	34.7%	4.9%	1.1%
1	19.8%	10.0%	66.4%
2	29.6%	29.8%	23.8%
3	9.3%	21.3%	5.8%
4	4.7%	18.0%	2.4%
5 or more	<u>1.9%</u>	<u>16.0%</u>	<u>0.4%</u>
Total	100.0%	100.0%	100.0%

Note: On average a household had 5.8 bikes or 2.5 bikes per person per household.

Table 10. Bike Riding Areas Used and Preferred by the 1999 Midwest Tandem Rally Participants

	Paved Trails	Unpaved Trails	Paved Roads	Unpaved Roads	Total
Most Used	9.8%	3.3%	86.5%	0.4%	100.0%
Most Preferred	40.1%	3.6%	55.9%	0.4%	100.0%

Table 11. Motives for Bike Riding by the 1999 Midwest Tandem Rally Participants

I bike ride to:	not at all important (1)	somewhat important (2)	very important (3)	extremely important (4)	mean score
Exercise	0.2%	8.4%	37.1%	54.2%	3.45
Promote health	0.2%	7.6%	41.1%	51.1%	3.43
Be outside	0.2%	8.9%	45.6%	45.3%	3.36
Enjoy nature	0.4%	17.0%	46.2%	36.4%	3.19
Relax	2.0%	16.6%	44.5%	36.9%	3.16
Be with others	4.9%	27.1%	44.1%	23.9%	2.87
Spend my free time	13.9%	30.1%	37.2%	18.7%	2.61
Train for events	39.3%	34.8%	18.0%	8.0%	1.95
Be by myself	55.3%	28.2%	10.4%	6.1%	1.67
Have transportation	54.9%	31.5%	9.2%	4.4%	1.63

Table 12. Membership in Bike Groups by the 1999 Midwest Tandem Rally Participants

Group	Percent of Respondents	Group	Percent of Respondents
Local Bicycle Organization	66.1%	League of American Wheelmen	4.2%
League of American Bicyclists	29.9%	International Mountain Biking Association	1.8%
Rails-to-Trails Conservancy	25.3%	MI Mountain Bike Association	1.1%
League of MI Bicyclists	11.5%	National Off Road Biking Association	0.7%

Multiple responses allowed.

Past Experience with Pere Marquette Rail-Trail, Midwest Tandem Rally and other Bike Events

Besides general bicycling behaviors, experiences with the Rail-Trail, the Tandem Rally event, and other bicycling events were studied. An overwhelming amount of the respondents were new to the Pere Marquette Rail-Trail. Most of the respondents (90.5%) had not ridden on the Pere Marquette Rail-Trail in the 12 months prior to the Midwest Tandem Rally (Table 13). Nine percent of the respondents had recent previous experience with the Rail-Trail.

Twenty-seven percent of the respondents were first-time riders in the Midwest Tandem Rally (Table 14). Fifty-three percent of the respondents reported they had ridden in the Rally from one to five times. The remaining riders had ridden six or more times. It was most common that experienced Tandem Event riders last rode in 1998 (46.5%), however, almost an equal number (45.4%) skipped 1998 and last rode in 1997 (Table 15).

Experience with other bike riding events varied. Ninety-eight percent of the respondents had ridden in some type of bike event in the past five years (Table 16). Sixty-eight percent of the respondents reported riding from one to fifteen events and thirty percent reported riding in sixteen or more events.

Table 13. Past Experience Riding the Pere Marquette Rail-Trail by the 1999 Midwest Tandem Rally Participants

Number of Times Riding Pere-Marquette Rail Trail in Past 12 Months	Percent of Respondents
0	90.5%
1	4.0%
2	2.0%
3 or more times	<u>3.5%</u>
Total	100.0%

Table 14. Previous Experience Riding in the Midwest Tandem Rally by 1999 Participants

Number of Times Riding Midwest Tandem Rally	Percent of Respondents
0	27.3%
1	14.4%
2	10.2%
3	12.4%
4	7.7%
5	8.2%
6	5.3%
7 to 20 times	<u>14.5%</u>
Total	100.0%

Table 15. Year Last Rode in Midwest Tandem Rally by 1999 Participants

Year	Percent of Respondents
1998	46.5%
1997	45.4%
1996	3.8%
1993 to 1995	<u>4.3%</u>
Total	100.0%

Table 16. Number of Bike Events Over Past 5 Years by the 1999 Midwest Tandem Rally Participants

Number of Bike Events	Percent of Respondents	Number of Bike Events	Percent of Respondents
0	2.0%	16-20	12.9%
1-5	21.9%	21-30	9.4%
6-10	30.1%	31 or more	<u>7.6%</u>
11-15	16.1%	Total	100.0%

Nature of Participation in 1999 Midwest Tandem Rally

The Midwest Tandem Rally was the primary reason for almost everyone’s trip (Table 17). Only one percent of the respondents had another primary purpose for traveling to mid-Michigan.

Respondents rated how much influence the Pere Marquette Rail-Trail had in their decision to ride in the Midwest Tandem Rally. Thirty-nine percent of the respondents indicated the Rail-Trail had a level of influence on their decision to participate in the event (Table 18). Sixteen percent of the respondents said the Pere Marquette Rail-Trail had some influence, fourteen percent felt it was a moderate influence, and nine percent reported that the trail had a lot of influence. Sixty-one percent indicated the Pere Marquette did not influence their decision ride the Midwest Tandem Rally.

The Rally was a two-day event and fifty-four percent of the respondents reported riding on both days (Table 19). Others reported riding three days (31%) and some four days (12%). This implies that many of the respondents rode on Friday or Monday at their own leisure. Twenty-eight percent of the respondents reported riding on the Pere Marquette Rail-Trail both before and after the rally. Seven percent of the respondents reported riding the Rail-Trail either before or after the rally but not both.

Almost everyone stayed overnight for at least one night (97.7%) (Table 19). The most common number of overnights was three nights. A few respondents (4.4%) appear to have taken extended vacations and were gone from home for over ten nights. The most popular accommodation was staying at a hotel, not necessarily the host hotel (Table 20). Fourteen percent of the participants camped.

When asked who accompanied them on the trip, the majority of the respondents (96.9%) had family members who also rode in the event (Table 21). One (57.8%) or two (23.7%) family members was most common. Nineteen percent of the respondents indicated that a nonfamily member was with them during the event. Only four percent of the respondents had a

family member or friend with them who did not ride.

Besides understanding who rode (or didn't ride in the event), the number of people the respondent was paying travel expenses for was estimated. The most common number of adults covered in a travel party was two (Table 22). Less than ten percent reported that three or more adults were covered by their expenses. Around 20 percent of the spending parties included children. Spending amounts by Midwest Tandem participants and average travel party sizes are presented in the next section.

Table 17. Purpose of Riding in Midwest Tandem for 1999 Participants

Primary Purpose of Trip	Percent of Respondents
Tandem Rally	98.6%
Something else	<u>1.4%</u>
Total	100.0%

Table 18. Influence of Pere Marquette Rail-Trail on Decision to Ride by 1999 Midwest Tandem Rally Participants

Amount of Influence	Percent of Respondents
Not Much	61.2%
Some	16.1%
Moderate	13.7%
A Lot	<u>9.0%</u>
Total	100.0%

Table 19. Number of Days in Event and Nights Away from Home by the 1999 Midwest Tandem Rally Participants

Number of:	Days Riding in Event - Percent of Respondents	Nights Away From Home - Percent of Respondents
0	N/A	2.3%
1	3.2%	0.5%
2	54.1%	12.1%
3	30.6%	55.4%
4	11.9%	10.1%
5	N/A	5.5%
6 to 10	N/A	9.6%
11 to 180	<u>N/A</u>	<u>4.4%</u>
Totals	100.0%	100.0%

N/A=not applicable.

Table 20. Lodging Arrangements of the 1999 Tandem Rally Participants

Lodging	Percent of Respondents
Nonhost hotel	44.0%
Host hotel	39.1%
Campground	13.5%
Friends or family's home	5.2%

Multiple response allowed.

Table 21. Travel Party Composition of 1999 Midwest Tandem Rally Participants

Number of Others in Travel Party	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	3.1%	81.3%	95.8%
1	57.8%	2.0%	1.3%
2	23.7%	8.0%	2.5%
3	5.6%	1.3%	0.4%
4	6.7%	2.5%	0.0%
5	1.8%	0.7%	0.0%
6 or more	<u>1.3%</u>	<u>4.1%</u>	<u>0.0%</u>
Totals	100.0%	100.0%	100.0%

Note: These figures do not include the rider who completed the survey. See page 19 for mean group size.

Table 22. Number of People in Travel Party's Expenses by 1999 Midwest Tandem Rally Participants

Number of People	Adults - Percent of Respondents	Children - Percent of Respondents
0	N/A	80.7%
1	2.4%	8.3%
2	91.3%	7.8%
3	1.4%	2.1%
4	3.1%	0.9%
5	0.2%	0.0%
6 +	<u>1.6%</u>	<u>0.2%</u>
Totals	100.0%	100.0%

Note: These figures include the rider who completed the survey. A total of 908 adults and 150 children are accounted for in these spending parties. See page 19 for mean group size.

Spending Profile of Event and Bike Purchases

In total, the 550 pairs of tandem bicyclists who participated in the 1999 Midwest Tandem Rally spent \$260,000 in Michigan, roughly \$218,000 during the event and \$42,000 before or after the Rally (Table 23). The event generated \$100,000 for lodging establishments and \$53,000 for restaurants. Based on our estimates, approximately \$44,000 should have been received in registration fees.

Applying the \$260,000 in spending to a model of the Michigan economy yields estimates of direct and total sales, income, and jobs. Tandem participants generated \$236,000 in direct sales, \$83,000 in personal income and supported six jobs on an annual basis. With multiplier effects, the total impact on the state economy is \$390,000 in sales, \$140,000 in personal income, \$222,000 in value added and about eight jobs. These figures assume all of the spending would not otherwise occur in Michigan. This estimate is supported by 74 percent of the participants being out-of-state residents.

Midwest Tandem Rally participants and their travel party averaged \$474 in spending during the Rally and another \$92 of spending in Michigan before or after the event for a total of \$566 (Table 24). The largest expenses were for lodging during the event, the rally fee and restaurant meals during the event. Participants staying in the host hotel (Best Western's Valley Plaza Resort) reported \$95 per night for the hotel, compared to \$84 for participants staying in other hotels and \$22 for campers. These accommodation figures are consistent with the rates in the area during the event. Approximately 1,100 room nights were generated at the host and other local hotels. Additionally, 20% of the participants spent at least one night in Michigan before or after the event. Travel parties averaged \$36 in restaurant spending per day during the event.

Total per day spending during the event was \$190, or \$158 after deducting the rally fee. The average travel party consisted of 2.5 people.

Participants were more likely to spend money on lodging (91%), restaurants (94%), and the rally fee (80%) during the Rally than groceries, bike expenses, recreation and entertainment, or vehicle expenses (Table 25). Motor vehicle expenses were slightly more likely to be spent enroute (63%) to the Rally, than during the event (57%). Groceries were more likely to be purchased during the event (53%), than enroute (28%).

Midwest Tandem Rally participants reported mean annual expenditures of \$2,446 on bicycling related items in 1998 (Table 26). More participants were likely to spend some money on bike repair and maintenance, event registrations, clothes and memberships than on bikes. However, 59% of all expenditures covered bicycle purchases, followed by event registrations (13%). When expanded to the population of 550 teams or 1,100 participants, it is estimated that Midwest Tandem Bike Rally participants spent approximately \$1.13 million on bicycle related items in 1998.

Table 23. Total Travel Party Spending by 1999 Midwest Tandem Rally Participants

	Host Hotel	Other Hotel	Camping	Friends or Relatives Home	Combination of Accom.	Total All Parties
Number of Spending Parties	203	199	33	10	15	460
Spending during event						
Lodging	\$43,560	\$40,590	\$2,400	\$50	\$3,350	\$89,950
Restaurant	17,910	17,820	2,660	1,420	1,320	41,120
Grocery	2,420	2,250	520	180	80	5,450
Rally fee	17,350	18,610	4,230	1,880	1,310	43,380
Bicycle	3,070	3,020	660	230	230	7,210
Motor vehicle	2,590	4,190	1,020	150	250	8,200
Recreation	1,380	990	160	150	170	2,860
Other	<u>8,690</u>	<u>6,990</u>	<u>3,020</u>	<u>380</u>	<u>770</u>	<u>19,860</u>
Total during event	96,970	94,490	14,660	4,450	7,480	218,040
Spending before and after event						
Lodging	4,250	4,500	430	0	370	9,560
Restaurant	5,520	5,340	650	310	330	12,160
Grocery	1,050	890	110	60	110	2,220
Bicycle	460	360	90	0	0	920
Motor vehicle	5,300	4,950	1,550	1,450	680	13,940
Recreation	490	230	10	50	60	840
Other	<u>1,190</u>	<u>1,270</u>	<u>150</u>	<u>130</u>	<u>30</u>	<u>2,770</u>
Total before/after event	18,270	17,550	2,990	2,010	1,590	42,410
Total Trip	\$115,240	112,030	17,650	6,450	9,070	\$260,450

Table 24. Mean Spending Per Party Per Trip by 1999 Midwest Tandem Rally Participants

	Host Hotel	Other Hotel	Camping	Friends or Relatives Home	Combination of Accomm.	All Parties
Trip spending during event						
Lodging	\$247.90	\$202.86	\$51.74	\$2.37	\$228.67	\$195.55
Restaurant	101.91	89.07	57.26	61.05	90.42	89.40
Grocery	13.79	11.25	11.13	7.89	5.42	11.85
Rally fee	98.75	93.01	91.18	81.21	89.33	94.31
Bicycle	17.47	15.11	14.29	9.74	15.83	15.68
Motor vehicle	14.76	20.96	21.92	6.32	17.33	17.84
Recreation	7.86	4.97	3.45	6.58	11.42	6.21
Other	<u>49.45</u>	<u>34.95</u>	<u>65.13</u>	<u>16.58</u>	<u>52.67</u>	<u>43.17</u>
Total during event	551.89	472.18	316.11	191.74	511.09	474.00
Trip spending before and after event						
Lodging	24.22	22.49	9.32	0	25.42	20.78
Restaurant	31.44	26.68	14.03	13.42	22.75	26.43
Grocery	5.99	4.45	2.37	2.63	7.50	4.83
Bicycle	2.64	1.80	1.97	0	0	1.99
Motor vehicle	30.15	24.76	33.42	62.63	46.67	30.29
Recreation	2.77	1.17	0.29	2.11	4.17	1.84
Other	<u>6.78</u>	<u>6.34</u>	<u>3.13</u>	<u>5.79</u>	<u>2.08</u>	<u>6.02</u>
Total before/after event	103.99	87.68	64.53	86.58	108.58	92.19
Total Trip	\$655.89	559.86	380.63	278.32	619.67	\$566.19

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

Table 25. Percent of the Respondents Spending Money by Category - 1999 Midwest Tandem Rally Participants

	Host Hotel	Other Hotel	Camping	Friends or Relatives Home	Combina- tion of Accomm.	All Parties
Percent who spent in each category during event						
Lodging	94%	98%	92%	5%	100%	91%
Restaurant	93	96	92	89	100	94
Grocery	57	51	54	47	50	53
Rally	78	81	79	84	83	80
Bicycle	35	23	23	21	33	28
Motor vehicle	51	62	64	26	67	57
Recreation	25	20	18	21	42	23
Other	<u>56</u>	<u>55</u>	<u>49</u>	<u>42</u>	<u>75</u>	<u>55</u>
Total during event	99	100	100	95	100	99
Percent who spent in each category before and after event						
Lodging	21	18	21	0	42	19
Restaurant	51	56	38	47	58	52
Grocery	29	30	21	21	33	28
Bicycle	5	4	3	0	0	4
Motor vehicle	62	65	56	74	58	63
Recreation	6	4	3	11	8	5
Other	<u>13</u>	<u>10</u>	<u>18</u>	<u>16</u>	<u>8</u>	<u>12</u>
Total before/after event	71%	77	59	74	83	73%

Table 26. 1998 Annual Expenditures on Bicycling Related items by 1999 Midwest Tandem Rally Participants

Spending Categories	Percent Spending Money in the Category	Mean Spending	Percent of Total
Bike	51%	\$1,438	59%
Bike repair/maintenance	87	230	9
Event registrations	86	310	13
Clothes	83	207	8
Vehicle rack	18	51	2
Books	34	18	1
Memberships	79	46	2
Other	<u>39</u>	<u>146</u>	<u>6</u>
Total	99%	\$2,446	100%

Methods for spending analysis

Respondents reported local spending for before, during, and after the event. Expenses were reported in eight categories on a spending party basis. Spending averages were computed from the sample on a per party basis. Days spent before or after was computed as nights away from home plus one minus days spent riding in the Midwest Tandem Rally.

Total spending was estimated by extrapolating from the 452 respondents to the 1,100 registrants or 550 teams. To obtain total spending, the 550 registered teams were converted to spending parties. Respondents on average covered expenses of 2.5 people or roughly 1.2 tandem bikes. Using this figure, 550 registered tandem bikes equates to about 460 spending parties.

Of the 452 respondents, 404 reported expenses. Of the 404, 27 cases were dropped from the spending analysis as outliers, as 20 stayed away from home for more than 10 nights and another 7 spent more than \$2,000 on the trip. Within each accommodation type, the number of spending parties was multiplied by the average spending per party per trip to yield total spending associated with each accommodation type and for the event.

Selected Parameters for Spending Calculations

	Statistics
Total number of teams (population)	550 teams or 1100 individuals
Number of individual survey respondents	452
Number of teams represented by survey respondents	512
Total number of travel parties (population)	460
<u>Party size for spending profile (means)</u>	
Spending party size (adults and children participants and nonparticipants) 2.11 adults and 0.36 children	2.5
Paid riders/per respondent (adult and children participants only)	2.4
<u>Party size for group composition profile (means)</u>	
Family members riding	1.7
Others riding	0.7
Family not riding	0.1
Total party size	2.5
<u>Length of trip (means)</u>	
Number of days rode in event	2.50
Days before or after the event	1.95
Number of nights away from home	3.45

Evaluation of 1999 Midwest Tandem Rally

A majority of the respondents had very high satisfaction levels with the Pere Marquette Rail-Trail (Table 27). Ninety-one percent rated the trail “very good.” The Tandem Rally also received high marks. Seventy-one percent of the respondents rated the event “very good” and 27 percent rated it “good.” Very few respondents rated the Rail-Trail or event poor or very poor.

Respondents were also asked what they most liked and disliked about the 1999 Midwest Tandem Rally in two open-ended questions. First, “among those things that you liked about the event, what one item stands out and why?” Second, “among those things that you disliked about the event, what one item stands out and why?”

Of the 452 respondents, 417 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 event route, Midland County as the setting of the event, the weather conditions in Michigan over Labor Day, the organization of the event, the volunteers and workers, the food served at the banquets, the company of the other riders, and the emphasis on safe riding.

Respondents also provided comments about what they didn’t like. A summary of the most common negative responses includes: the distance too great from the host hotel to the start of the rides, the banquet room was too small in size, the host hotel’s facilities, some food (i.e., lunch at the end of the long ride), the mass and remote start, the traffic conditions on some of the roads included in the event, and poor maps and route assistance.

Table 27. Satisfaction of Participants in the 1999 Midwest Tandem Rally Participants

Satisfaction Level	Condition of Pere-Marquette Trail - Percent of Respondents	Overall Tandem Rally Experience- Percent of Respondents
Very Good	90.5%	70.8%
Good	8.4%	26.9%
OK	0.7%	2.0%
Poor	0.2%	0.2%
Very Poor	<u>0.2%</u>	<u>0.0%</u>
Totals	100.0%	100.0%

Likelihood of Event Leading to Additional Visitation to Midland County

Repeat visitation to the Rail-Trail area is important to Midland County tourism. Forty-five percent of the respondents indicated they were “extremely or quite likely” to ride the Pere Marquette Rail-Trail again (Table 28). Slightly higher levels were reported for returning to Midland County where the Rail-Trail is located.

Table 28. Likelihood of Return Visits from 1999 Midwest Tandem Rally Participants

Likelihood of Return Visit	Pere Marquette Rail-Trail Percent of Respondents	Midland County Percent of Respondents
Extremely Unlikely	15.7%	12.3%
Quite Unlikely	38.6%	38.7%
Quite Likely	35.4%	37.4%
Extremely Likely	<u>10.3%</u>	<u>11.6%</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 452 respondents, 296 provided comments about bike opportunities on Michigan’s trails. In summary, respondents most frequently mentioned that they like the paved bike trails, the length and width of the trails, accessibility of the trails, amenities along the trail such as bathrooms and signs, that the trails are free to use, and that Michigan is developing and maintaining more trails. Suggestions were made for Michigan’s trails. In summary, respondents were most likely to suggest developing more trails particularly paved, widening or improving some of the existing trails, developing more trails promotions, increasing connectivity of trails, and widening of roads to add bike lanes.

Implications

An event like the Midwest Tandem Rally 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. For example, 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 purchasing local items that were used in staging the event.

The role and effect of events like the Midwest Tandem Rally on the Pere Marquette Rail-Trail and Midland County include:

- Increased awareness of the Rail-Trail
- Garnered a positive attitude about the Rail-Trail
- Caused participants to think about returning to the Rail-Trail and area
- Placed the Pere Marquette Rail-Trail on the list for future bike and other sports events

Events like the Midwest Tandem Rally are important uses of a Rail-Trail. The results of this study show some participants learned about the Trail for the first-time because of the event. While only 10 percent had previous experience with the Rail-Trail, 45 percent are now likely to return to it for further riding and another visit to Midland County. This suggests ongoing positive economic outcomes for Midland County associated with the Midwest Tandem Rally and the Pere Marquette Rail-Trail.

Many individuals had positive attitudes about the Pere Marquette Rail-Trail and Midwest Tandem Rally. Positive attitudes can influence future participant behaviors. They also cause the participants to tell others about the Rail-Trail, Midland County, and the annual Midwest Tandem Rally. Such word-of-mouth effects are economically valuable for rail-trails, Midland County, and bike events.

Staging events that are successful shows the participants and other bike enthusiasts that the Rail-Trail is feasible for future events. Not only could the Pere Marquette be considered for a future staging of the Midwest Tandem Rally, but other social, noncompetitive bike events may be attracted to the area. These may include rides as fund raisers for charitable causes, cycling tours of Michigan, etc.

Economic impact

The Midwest Tandem Rally had a positive economic impact to the state of Michigan. One-quarter of a million dollars is the direct economic impact of the Rally to the Midland County area. Importantly, three-quarters of the participants were from out-of-state and the Rally was the primary reason for their Michigan

trip. These are two important indicators that this Rally represents “new” money for Midland County and the state of Michigan. Without the Rally and the Rail-Trail as a key facility, these dollars would have likely been spent in another state. Midwest Tandem participant spending and contribution to the Midland County economy was enhanced by the use of commercial lodging establishments. Further, organizers encouraged participants to explore and use area restaurants. In contrast, the Michigander ride, which lasted longer and had more participants generated less than half the hotel nights due to using organized camping at non-profit sites (e.g., schools) and organizationally prepared meals versus restaurants for at least some of the meals.

Over 50 percent of the Midwest Tandem participants have annual household incomes over \$80 thousand and apparently high levels of disposable income as witnessed by registrant spending of almost \$2,500 annually on bicycling related items and services. This suggests that there is an opportunity for increasing the economic impact to the communities where such events are staged if retail opportunities are marketed.

Surprisingly, Midwest Tandem participants appear reluctant to directly fund the acquisition, development and operation of facilities dedicated to non-motorized trail activities. Since ability to pay does not appear to be an issue, it would be important to learn whether these riders are unaware of the substantial investment needed to develop and maintain such facilities or how they believe such public facilities should be funded.

Appendix A

Survey instrument

1999 Midwest Tandem Rally in Midland, Michigan

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 the Midwest Tandem Rally. 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 Midwest Tandem Rally.

- Was this your first ride in the Midwest Tandem Rally? (*✓ one*)
 YES, CONTINUE TO QUESTION 2
 NO A. HOW MANY PREVIOUS TIMES HAVE YOU RODE IN THE MIDWEST RALLY? _____ TIMES
B. IN WHAT YEAR DID YOU LAST RIDE IN THE MIDWEST TANDEM RALLY? _____ YEAR
- Was the Midwest Tandem Rally the primary purpose of your Midland trip? YES NO
- Who accompanied you on this bike Rally and trip? (*Fill in a number for those that apply*)
In your travel party: **How many?**
FAMILY MEMBERS WHO RODE IN THE RALLY _____
OTHERS BESIDE FAMILY WHO RODE IN THE RALLY _____
FAMILY OR FRIENDS WHO DID NOT RIDE IN THE RALLY _____
- How much influence did the Pere Marquette Rail-Trail and staying in Midland have on your decision to ride in the Midwest Tandem Rally? (*✓ one*)
NOT MUCH INFLUENCE SOME INFLUENCE MODERATE INFLUENCE A LOT OF INFLUENCE

5. Did you ride on the Pere Marquette Rail-Trail during the Midwest Tandem Rally? (*✓ all that apply*)

- BEFORE THE RALLY DURING THE RALLY AFTER THE RALLY

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

_____ NUMBER OF DAYS RODE IN RALLY
 _____ NUMBER OF NIGHTS AWAY FROM HOME

7. Where did you stay overnight in Midland during the Rally? (*✓ all that apply*)

- HOST HOTEL (VALLEY PLAZA) CAMPGROUND
 ANOTHER HOTEL, MOTEL, B & B FRIENDS OR FAMILY'S HOME

8. 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. Leave space blank if you spent nothing in a category.*)

Spending categories:	Spending in Michigan en-route to the Rally	Spending during Rally
LODGING (HOTEL, MOTEL, CAMPGROUND, CABIN)	\$ _____	\$ _____
RESTAURANT AND BAR MEALS AND DRINKS	\$ _____	\$ _____
GROCERY/ CONVENIENCE STORE FOOD AND DRINK	\$ _____	\$ _____
RALLY REGISTRATION FEE		\$ _____
BICYCLE RELATED EXPENSES (REPAIRS, PARTS)	\$ _____	\$ _____
MOTOR VEHICLE EXPENSES (GAS OIL, ETC.)	\$ _____	\$ _____
RECREATION AND ENTERTAINMENT	\$ _____	\$ _____
ALL OTHER ITEMS (E.G., SOUVENIRS, FILM, CLOTHES)	\$ _____	\$ _____

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

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

10. How satisfied were you with the Midwest Tandem Rally 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 RALLY EXPERIENCE	1	2	3	4	5

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

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

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

	Extremely unlikely	Quite unlikely	Quite likely	Extremely likely
RIDE THE PERE MARQUETTE RAIL-TRAIL	<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.

14. How long have you rode bikes on roads and trails for recreation? (*fill in a number*) _____ NO. OF YRS

15. 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

16. How many bikes are in your household? (*fill in a number*) _____ NUMBER OF TANDEM BIKES
_____ NUMBER OF MOUNTAIN BIKES
_____ NUMBER OF ROAD BIKES

17. Where do you do most of your bike riding? (*✓ one*)

- PAVED TRAILS UNPAVED TRAILS PAVED ROADS UNPAVED ROADS

18. Where do you prefer to bike ride? (*✓ one*)

- PAVED TRAILS UNPAVED TRAILS PAVED ROADS UNPAVED ROADS

19. How many bike events like the Tandem Rally have you participated in the past five years? (*fill in a no.*)

_____ NUMBER OF BIKE EVENTS IN PAST FIVE YEARS

20. What groups are you a member of this year? (*✓ all that apply*)

- LEAGUE OF AMERICAN BICYCLISTS LEAGUE OF MI BICYCLISTS
 LEAGUE OF AMERICAN WHEELMEN MICHIGAN MOUNTAIN BIKE ASSOCIATION
 INTERNATIONAL MOUNTAIN BIKE ASSOCIATION LOCAL BICYCLE ORGANIZATION
 NATIONAL OFF ROAD BICYCLE ASSOCIATION RAILS TO TRAILS CONSERVANCY

21. 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	\$ _____

Appendix B

Copy of registration form (omitted)

Appendix C

Letter and postcard

First Letter

October 14, 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 studies focus is 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 Midwest Tandem Rally. 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 8 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.

Postcard

October 27, 1999

Dear Midwest Tandem Rider,

Recently, we sent you a survey about your ride in the 1999 Midwest Tandem Rally. 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

Second Letter

November 2, 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 Midwest Tandem 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 8 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.

Appendix D

Respondent's Responses to the Questions

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

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

Participants Liked about the Midwest Tandem Rally

- ▣The total organization of the rally, the people at the Hampton Inn.
- ▣ People
- ▣Having the campground at the host hotel
- ▣Great weather and food
- ▣The trail, we didn't know about it, it was a nice bonus of the rally
- ▣Bike trail
- ▣Tridge, unique, Pere-Marquette trail, great trail, neat clean city, beautiful gardens
- ▣Ice cream, lunch stop
- ▣Our hotel, Fairfield Inn, was excellent, well located next to Bennigans
- ▣Good local support-volunteer workers
- ▣Pere-Marquette Trail
- ▣Pere-Marquette Trail, great riding
- ▣Enjoyed park setting of rally on trails
- ▣The tridge-unique; the trail (rail trail) nice
- ▣Ride routes
- ▣The trail was great and well organized
- ▣Routes
- ▣Well organized, nice routes, great roads, the people
- ▣Food
- ▣The banquet-good company
- ▣Pere-Marquette Trail and tridge
- ▣Very well organized
- ▣Being with all those tandems!
- ▣Lack of moter traffic on the roads; safety and enjoyment
- ▣Roads were flat
- ▣Routes low traffic- well marked
- ▣Well organized, good police support, good road marking for route, great people, county fairgrounds is good assembly area
- ▣Riding with so many other tandems
- ▣The camaraderie of riding with other tandem riders.
- ▣Friends
- ▣Riding with all those bikers
- ▣Well organized, surprised at good biking conditions
- ▣Good roads, particularly Pere-Marquette Trail

- ▣Very organized-banquet was our favorite
- ▣Everything
- ▣Pere-Marquette Trail / very nice/ well cared for
- ▣Good facility-good roads
- ▣Beautiful weather, low traffic routes, beautiful country
- ▣Pere-Marquette Trail
- ▣Lunches- great food & services
- ▣Rides were good-no traffic and good maps
- ▣Vendors (bought new tandem), being around other riders
- ▣Great roads & trails ; excellent riding
- ▣Organization was executed well
- ▣Helpful volunteers/ police at most intersections , fairgrounds
- ▣Food , routes, kids banquet
- ▣The people
- ▣Well organized-rides well marked
- ▣Experiencing that many tandem lovers together
- ▣Pere-Marquette Trail superior facility
- ▣Efficiency of breakfast service
- ▣Great routes, super food, outstanding weather
- ▣Stay at the Fairview Hotel- treated extremely well by all (also Sears was helpful with our car trouble; they did it late before closing)
- ▣Education sessions
- ▣The trail experience-clean & neat
- ▣Experience of riding with other tandem enthusiasts
- ▣Port-a-john provided on a 60 mile bike route, food very good
- ▣Route flat-bike friendly
- ▣Everything
- ▣Friendliness of participation and hosts
- ▣Very organized, liked the fairground, music, food
- ▣Fairgrounds for lunch
- ▣The mass starts just amazing!
- ▣The tridge park, the food
- ▣Beautiful scenery, nice people, good lunch on sun.
- ▣We were born in Midland. It's been thirty years since we've been back
- ▣The children's banquet
- ▣Outstanding organization
- ▣Extremely well organized

- ▣Nice routes, good weather
- ▣The number of people attending
- ▣Friendly people; great routes; bathrooms on route
- ▣Organization
- ▣Organization of the whole rally
- ▣Pere-Marquette Trail was great, with food along the way
- ▣Riding with all tandems
- ▣Effective organization
- ▣Very organized
- ▣The experience of riding with lots of other tandems
- ▣Midland Michigan! Tourist friendly
- ▣Well marked, good roads, good staff
- ▣Someone to supervise my child during the banquet
- ▣Sunday ride
- ▣We liked Midland and loved the trail
- ▣General atmosphere of Midland small enough but large enough
- ▣Very good lunches, taste good, quality food, snack stops were good also
- ▣Routes
- ▣Most roads not too much traffic and good condition, drivers fairly courteous. No loose dogs noticed
- ▣Flat terrain good for tandem rally riding
- ▣Police controlling intersections
- ▣Support on route very good, ie. Rest stops
- ▣Quality rest stops
- ▣Roads were excellent
- ▣Good roads
- ▣Well manned rest stops and food quality
- ▣Organization of it everything went very smoothly
- ▣Cue sheet and road markings were easy to follow
- ▣Routes that took us into the country
- ▣Food breakfast and lunches great
- ▣Good event coordination
- ▣Lack of hills nice flat rides
- ▣Tridge
- ▣The rest stops so many people at the stops
- ▣Being with like-minded people of all ages
- ▣Everyone was friendly and organized

- ❑Children ' s pizza banquet, ride noon lunches
- ❑Good peaches!
- ❑Good roads , some need paving
- ❑Roads marked well, didn ' t get lost
- ❑Good routes and road markings; good roads; not much traffic
- ❑Banquet
- ❑Using the trail to visit sightseeing venues along its length in Midland
- ❑Banquet, well organized
- ❑Country side, trail
- ❑The flat terrain
- ❑Well organized, weather
- ❑Good road, great food, entertainment
- ❑Excellent routes and food facilities; Sunday ' s chicken Caesar salad was fantastic!
- ❑Seeing old friends
- ❑Good roads, low traffic. Good chicken salad on Sunday
- ❑Good route, low traffic
- ❑Great roads
- ❑The rail trail was wide and smooth
- ❑All the people together with common interests
- ❑Roads were in great condition, lovely scenery, not too hilly, and friendly motorists
- ❑How friendly everyone was. The Fairfield Inn was close to the fairgrounds and employees there were great
- ❑Flat landscape
- ❑Riding on the trail
- ❑Being with friends, size
- ❑Well-paved roads, friendly people
- ❑Rides and people
- ❑Ice cream truck
- ❑Good roads and routes
- ❑Friendly people; good roads
- ❑Camaraderie among tandemists, vendor displays, Midland
- ❑Very well organized and really like Midland
- ❑Flatness of terrain
- ❑Road surface
- ❑Scenic, good quality, low traffic roads
- ❑The city of Midland, beautiful city and great people
- ❑Rest stops, food and route
- ❑Area riding paths
- ❑Friendly people of Midland
- ❑Visiting city (Midland)
- ❑Food at the fairground was well

- organized service
- ❑The people hosting the rally were very nice roads were in great shape
- ❑Visits with friends
- ❑The great weather
- ❑Rail trail, tridge
- ❑Good routes, nice area, few hills
- ❑Location of start, however for some registration and motel area was to far from the start
- ❑Well planned and organized ride through downtown Midland
- ❑The trail
- ❑Very friendly area for cyclists
- ❑Lunches at fairgrounds
- ❑Riding rail trail, police escort at trails
- ❑Friendliest of riders/nice park tridge
- ❑Bike routes
- ❑Organization of food and stops
- ❑The food was fabulous
- ❑Meals at the fairgrounds good food, lots of space
- ❑Locals were friendly and tolerant towards cyclists
- ❑Riding the trail
- ❑Midland was well informed that we were coming and the people welcomed us, we had a friend of ours breakdown and we had several people stop to help us
- ❑Very good low traffic roads change to ride Pere-Marquette trail
- ❑Meeting other tandem riders
- ❑The food, time and crews were great
- ❑Beauty of the countryside
- ❑The tridge is a unique and scenic site
- ❑No hills
- ❑The chance to see unique bikes
- ❑At the Sunday night banquet, 1200+ people were served in 20 minutes. This is phenomenal! Also loved Dahlia Hill
- ❑Our hotel, Fairview Inn, wonderful service
- ❑Flat roads, rail trail very good
- ❑The food organization (meals were great) the fairgrounds were an ideal spot
- ❑Campground at Valley Plaza, all the amenities and very close to rally
- ❑Pre-start gathering
- ❑The trail , its wider than any I ' ve been on

- ❑Organization and meals
- ❑Organization
- ❑The bike supplies and snacks
- ❑Great scenery , roads good , great food
- ❑The Pere-Marquette trail, peaceful scenic riding
- ❑Everybody was very friendly
- ❑Just seeing so many tandems at one place
- ❑I liked the mass gathering at the fairgrounds. The kids really enjoyed it and felt like they were really a part of something important
- ❑Tridge (local park) , unique and pleasant/pastoral
- ❑The lunch on Saturday. It was different than a sandwich
- ❑Seemed to be well organized and flowed well
- ❑People of all ages, abilities
- ❑The number of vendors , enables you to gain a better understanding of items available for tandem riders in the market place
- ❑Organization, volunteers, friendliness of people, country roads
- ❑Weather and the routes were well maintained
- ❑Well planned, good safety, friendly
- ❑Food was excellent, rest stops location, great and food good, especially the bagels
- ❑Rail-trail
- ❑The people of Midland were accommodating, helpful and very welcoming
- ❑Mass starting
- ❑Bikers concern for other bikers
- ❑People we met good people ride bikes
- ❑Very well organized
- ❑No lines! Everything ran smoothly which resulted in little time waiting in lines.
- ❑Great flat routes (and weather!)
- ❑Weather perfect. Roads well marked. Tridge great. Trail was smooth, wide and pretty
- ❑Pere-Marquette trail beautiful, well maintained trail
- ❑Routes and scenery. Dow Chemical tour
- ❑Good ride support police, etc. safety was good
- ❑It was very well organized
- ❑Pere-Marquette trail was excellent

- ❑No hills/flat terrain
- ❑Weather
- ❑Overall scenery of the area
- ❑The weather was wonderful
- ❑Rides with lunches at fairgrounds
- ❑Very well organized
- ❑City of Midland
- ❑Weather good, routes good
- ❑500 tandem mass start
- ❑Good weather, flat roads
- ❑The routes were well planned, mapped and covered by police
- ❑Organization for event was excellent (meals, maps, routes)
- ❑Very well organized
- ❑Tridge was very unique
- ❑Flat roads
- ❑Opportunity to try a recumbent tandem
- ❑So many tandems
- ❑Stay at Fairview Motel excellent service and rooms
- ❑Camaraderie with other cyclists
- ❑Well organized
- ❑Well organized excellent rides
- ❑The food
- ❑Fairgrounds facility area for lunch
- ❑Simply participating
- ❑Organized and family friendly (rest stops at playgrounds, lots of food)
- ❑The food was plentiful and many helpful volunteers
- ❑Good roads low traffic
- ❑Police involvement with traffic
- ❑The bike friendly routes and ease of following them (well marked)
- ❑Fastest I have ever cycled first time in a paceline
- ❑Well organized routes and rest stops
- ❑Rails to trails
- ❑Rides well organized superb lunches
- ❑People
- ❑The final banquet well organized and food access well-planned
- ❑Extremely well organized, excellent ride routes
- ❑Really flat land
- ❑Friendly, helpful volunteers
- ❑Pancake breakfast
- ❑The roads good conditions and flat
- ❑The food stops were very good
- ❑The rail trail
- ❑The rail trail and route around the city
- ❑The routes were nice

- ❑Organization was great lunches and ride route
- ❑Camping at the fairgrounds, because that's where the rides started and breakfast and lunch was served
- ❑The workshops very informative
- ❑Good roads and markings
- ❑Well organized
- ❑Routes and condition of roads
- ❑Overall organization, especially the banquet
- ❑Recumbent workshop
- ❑Ride selections and instructions
- ❑Banquet
- ❑Midland and Dow
- ❑Trail system well maintained
- ❑The terrain
- ❑Volunteers large number and helpful
- ❑Trail never ridden anything like it before. Lack of cars was great
- ❑General organization
- ❑Midland is a beautiful place
- ❑Seeing old friends
- ❑Good roads and routes
- ❑Good route good roads and low traffic
- ❑Excellent organization
- ❑The rail-trail it was wide and very smooth
- ❑Well marked routes
- ❑Lunches/set-up were excellent
- ❑Flat terrain
- ❑Meeting people
- ❑Lunch on Sunday good chicken breast
- ❑Hospitality especially at the Fairfield Inn
- ❑Weather
- ❑Good en-route directions
- ❑To be with cycling friends
- ❑Group start
- ❑Clear and open roads
- ❑Pizza party great for parents and kids
- ❑Good rides
- ❑No hills nice roads great weather
- ❑Riding on the Pere-Marquette trail
- ❑Flat, quiet (low traffic) roads
- ❑Flat roads, good roads, great weather, good food
- ❑Low traffic, good condition roads
- ❑Riding
- ❑Camaraderie
- ❑How well it was organized
- ❑The trail and the town were very nice

- ❑Meals were excellent
- ❑The trail and the scenery along the river (and Dow Gardens)
- ❑Very well organized
- ❑Tridge
- ❑Excellent weather, great company
- ❑Well marked routes and good roads
- ❑Host hotel and the activities for the kids during the banquet
- ❑Scenery
- ❑Rides did not start from host hotel
- ❑Lack of hills, bridges over river, sculpture park, Dow House, Art and Science Discovery Center
- ❑The tridge, and the grilled chicken at the fairgrounds was excellent
- ❑Good rest stops nice flat road
- ❑Well organized
- ❑The routes
- ❑Fairground as a meeting place lots of parking, low traffic
- ❑Seeing other friends and the tridge
- ❑Friendly people
- ❑How friendly and helpful the people at the rally and the people of Midland were
- ❑Organized rides ran smoothly/dealer room was great
- ❑Riding with other tandems
- ❑Pere-Marquette Trail enjoyed riding in a safe environment
- ❑banquet for children
- ❑Good rides and routes
- ❑Well run
- ❑How friendly the people of Midland were
- ❑Outstanding volunteers
- ❑Small town, pleasant riding, No hills
- ❑Rally organization
- ❑Friendly people, very well organized
- ❑Organization
- ❑The trail and the overall route friendly people
- ❑Sunday ride great route, great weather, great lunch
- ❑Pere-Marquette Trail, excellent
- ❑Camping and route
- ❑Trail
- ❑It was flat and our friends were there
- ❑Events well-planned and executed; roads and trail in good condition
- ❑Organization things went smoothly and on time
- ❑Scenic beauty

- ❑Condition of the roads
- ❑Sag stops organized and well supplied
- ❑Scenic beauty
- ❑Friends
- ❑Pere-Marquette Trail portion of the ride easy to ride, well maintained and restrooms provided as well as being scenic
- ❑Nice bike routes
- ❑The bike trail and traffic control and visibility of police
- ❑Well organized. Use of fairgrounds as starting place
- ❑Kids pool at host hotel
- ❑Food and rest stops very well stocked
- ❑The mass start the buzz, the anticipation, the camaraderie
- ❑Meeting other people
- ❑Lunch on the 2nd day of riding
- ❑Rail-trail, well maintained
- ❑Well organized
- ❑Food excellent choices, large quantity, efficient service
- ❑I liked the beautiful bike path
- ❑Good ride routes
- ❑The tridge
- ❑The organization was great. I liked the police directing traffic at the mass starts
- ❑Flat pretty routes, lots of food
- ❑People and food
- ❑The people
- ❑Riding rail trail, police escort at trails
- ❑No one item
- ❑Rail to trail
- ❑Good roads, good weather, good food
- ❑Great route
- ❑The bike route, road conditions, and rail trail. Great food
- ❑Rest stops, well placed, good food and drink
- ❑Good course, flat ride
- ❑Pere-Marquette Trail it was beautiful, clean, safe and a smooth ride
- ❑Trail food geography (beautiful)
- ❑The tridge for its uniqueness and we really enjoyed the rail trail no cars, smooth path
- ❑Routes, Midland area everything!
- ❑Wonderful people
- ❑Love those rail-trails, Pere-Marquette Trail

- ❑Pere-Marquette Trail
- ❑Everything was well organized
- ❑food stops great
- ❑The city of Midland and the way it welcomed us
- ❑Indoor lunch
- ❑Good food at sag stops
- ❑Hotel with nice campground
- ❑Route there were not many turns
- ❑The beautiful, flat routes of the area. Midland is a lovely community
- ❑Starting point ample parking, restrooms
- ❑Outstanding lunches
- ❑Pere-Marquette Trail
- ❑The route was well laid out and prepared
- ❑Great roads/Frankenmuth
- ❑The trail
- ❑Well organized
- ❑How flat the Midland area is
- ❑I like not having to make a lot of decisions. Everything was planned for us. We chose where to dine Friday and Saturday and relaxed
- ❑Great ride routes
- ❑Well organized start, meals and banquet. Good well-marked routes
- ❑My daughter loved the kids party
- ❑Accommodations
- ❑Great organization
- ❑Organization well done
- ❑Well organized and rail trail
- ❑Good bike routes and great people
- ❑Pere-Marquette Trail very good condition
- ❑Trail and downtown pedestrian bridges
- ❑Rail trail and tridge and bike route in town
- ❑The banquet, very well planned rally, excellent seminars
- ❑The roads were flat, made for a fast ride
- ❑Very nice roads and well marked
- ❑Flat roads, great riding
- ❑Superior organization

Participants Disliked about the Midwest Tandem Rally

- ❑ Nothing
- ❑ Mass start, need open space
- ❑ Lunch was served after the ride rather than during.
- ❑ Long route too great a distance to complete before lunch (so we did medium route)
- ❑ Nothing
- ❑ Banquet was too crowded
- ❑ Nothing
- ❑ Distance from host hotel to ride start
- ❑ Distance of the host hotel from the start
- ❑ Nothing
- ❑ Poor sags
- ❑ Banquet was too crowded, no room between tables, once you were seated you couldn't move.
- ❑ Fairgrounds had a dusty rally which made lunch a little less pleasant
- ❑ Host hotel too far from the start/end of ride
- ❑ Lack of easy to find restaurants by ride smart; ice cream ride
- ❑ Somewhat confusing directions how to get from Holiday Inn to fairgrounds.
- ❑ Remote start
- ❑ Nothing
- ❑ Entertainment
- ❑ Didn't dislike anything
- ❑ Poor marking missed 3 turns, one on the Pere-Marquette Trail - sign was not where rail crossed a side road-it was up on the highway
- ❑ None
- ❑ The only thing I would have liked differently was not having to travel to the ride start. It just complicated things.
- ❑ The tour of the Dow plant was boring.
- ❑ None
- ❑ No dislikes
- ❑ During our stay at county fairgrounds camping, there was an evening motorcycle race (2 nights) with some daytime trials. Very noisy. We wanted more peace and quite.
- ❑ No dislikes
- ❑ The distance between Valley Plaza

- (vendors) & the starting point at the fairgrounds
- ❑ Ran out of food
- ❑ The flies at the fairgrounds
- ❑ Dirt roads
- ❑ Nothing
- ❑ None
- ❑ Distance from motel to start of ride for breakfast and having to ride back after the ride ended
- ❑ Nothing
- ❑ Flies- lots of them during lunch
- ❑ Banquet-too much
- ❑ Banquet was too crowded and not kid friendly
- ❑ Transporting to fairgrounds to begin of rides
- ❑ Nothing disliked
- ❑ Remote start- host hotel fairgrounds
- ❑ Off-site start
- ❑ The banquet was too cramped
- ❑ Too many people in the banquet room was too expensive
- ❑ Really nothing-whole experience was positive
- ❑ Not much
- ❑ We were not aware of opportunities however when we asked we got very complete, prompt answers
- ❑ Motorcycle racing at fairgrounds-thats where we camped
- ❑ That it wont be held here again next year
- ❑ Had smoking room at hotel because that was all we could get
- ❑ Host hotel, needs major upgrading/remodeling
- ❑ None
- ❑ Some nasty drivers on country roads
- ❑ High Santana prices poor quality
- ❑ Quality of food at lunches food was awful
- ❑ None
- ❑ Had to haul my bike up the steps
- ❑ Trail too crowded early in the ride in the afternoon it was better because the tandemists had spread out more
- ❑ Quality of food
- ❑ The feast on Saturday night, nowhere to sit
- ❑ Banquet: overpriced, lousy food, overcrowded
- ❑ That it will be elsewhere next year
- ❑ None
- ❑ Lunch at end of ride would like to

- spend more time on ride before lunch
- ❑ Banquet facilities were very crowded
- ❑ Banquet was too crowded
- ❑ Lunch at the end of ride. Should be during the ride
- ❑ Nothing
- ❑ The distance from ride start to motel
- ❑ Traffic
- ❑ No dislikes it was great
- ❑ Michigan roads rough in spots
- ❑ Flies at lunch, otherwise good rally
- ❑ Terrain too flat. Lots of flies at fairgrounds
- ❑ Room mix-up; almost didnt get non-smoking room.
- ❑ Too hot (not controllable)
- ❑ Host hotel a good distance from ride start
- ❑ Road system to get to host hotel driving in circles. Restaurants
- ❑ The rides should go to points of interest, such as Saginaw Bay
- ❑ Valley Plaza campground electrical system failed several times
- ❑ Banquet seating too small of area for number served
- ❑ Nothing it was great!
- ❑ Attitude of the hotel staff messed up reservations without remorse
- ❑ The route through downtown, incorrect routing instructions we got lost in traffic
- ❑ Distance from host hotel and start of ride
- ❑ Lack of space at host hotel
- ❑ Hotel staff was rude and not helpful or very family oriented.
- ❑ Distance from fairgrounds
- ❑ Disliked nothing had a great time
- ❑ Adult banquet congestion
- ❑ Banquet was very tight! Not safe
- ❑ Would like a rally completely on a rail-trail
- ❑ Not one central hotel too scattered
- ❑ Missed group ride for ice cream social
- ❑ Dinner at banquet too congested and sort of haphazard
- ❑ Starting point too far away
- ❑ Mice in our hotel room at Valley Plaza
- ❑ Ice cream ride too many places to pick from directions confusing

- ❑Riders doing the long ride had to hurry to get back for lunch. Maybe lunch on the ride somewhere would be better
- ❑Having to drive to breakfast not starting at host hotel
- ❑Cant think of one
- ❑Hairy mass starts with bikes rolling in from different directions, then immediately having to funnel; dry sandwich Saturday lunch
- ❑Too short more days riding
- ❑Not being able to start at the host hotel, rather than the fairgrounds
- ❑Host hotel was too costly
- ❑It was all terrific. No negatives
- ❑Organization at sag stops. The banquet room was too small, tables were too close together. Once you got seated, you had to stay there.
- ❑Bugs in hotel room
- ❑The terrain was too flat
- ❑Lunch too late at end of ride
- ❑I like to ride to a destination, have lunch, and return. Did not like lack of destinations and late lunch at end of ride
- ❑Lunch stop on Saturday, band too far away
- ❑Food riding all day on sweets/fruit and getting lunch at 2 or 3 pm after 70 miles is not the best plan. Lunch should be en-route
- ❑Trail signs on when to turn
- ❑Lack of organized rides on Friday and Monday
- ❑Distance between host hotel and fairgrounds but not really too important
- ❑Riding to the fairgrounds from Holiday Inn on main roads
- ❑Host hotel was across town
- ❑Ride starts and host hotel not being in same area of town
- ❑(indecipherable)
- ❑Mass start
- ❑Location of lunch. Could not ride long route and make it back for lunch
- ❑Banquet was very crowded
- ❑The sandwiches on Saturday
- ❑Did not like lunch at end of ride
- ❑Sunday morning sag stop was in too confined of a space
- ❑The roads getting to the rally were bad from the time we entered MI for several miles

- ❑Road surfaces were poor
- ❑Poor city map great deal of driving frustration
- ❑Long lines at restrooms at rest stops
- ❑Crowded mass start
- ❑Lunch was after the rides. Needed to be earlier
- ❑Poor campground logistics, bike storage locked up too early, causing lost riding opportunity
- ❑None
- ❑Too flat
- ❑Distance between host hotel and ride start (fairgrounds)
- ❑First day too flat
- ❑Remote start of rides
- ❑None
- ❑Distance from host hotel to breakfast and ride start too far too early
- ❑Nothing comes to mind
- ❑Bike route in the city-section with stop signs almost every corner not bike friendly, especially on a tandem
- ❑Road construction in Midland on a designated route. We chose to drive instead
- ❑I didn't like having to drive 7 miles to the start point we cycled the first day. The last 7 back was the toughest
- ❑None
- ❑Banquet hall was too crowded
- ❑Traffic entering fairgrounds
- ❑The tridge should be well labeled slippery when wet
- ❑None
- ❑None
- ❑Nothing
- ❑Lunch was at the end of the rides. We shortened the ride the second day in order to eat lunch sooner
- ❑Separation of hotel and fairgrounds was very inconvenient
- ❑Nothing I thought it was put together very well
- ❑Lack of entertainment at the banquet
- ❑The distance of the host hotel from the fairgrounds having activities in two places, getting clean in between
- ❑Nothing
- ❑Standing in line for bathrooms
- ❑Registration closed too early Saturday.
- ❑Banquet room too small, not room

- to mingle
- ❑ mile of dirt road narrow tires
- ❑The mass start and the host hotel not being together
- ❑Remote start didn't want to drive or ride to start, too much trouble getting bikes and family coordinated each morning
- ❑None
- ❑An injury because of vendors neglect
- ❑Very little going on that weekend. We left Valley Plaza early by one day
- ❑The vendors were in a separate location from where the rides started.
- ❑Everything was fine
- ❑The work! It was an enormous job and exhausting (members of planning committee) Trail clean, but needs to be resurfaced due to glass slivers causing numerous flats this year
- ❑Nothing
- ❑Noise of car racing at night at campground
- ❑Not enough time to do everything
- ❑Distance of host hotel from ride start seemed more difficult to have a common gathering spot after rides because everyone dispersed
- ❑Banquet too crowded, wrong time listed, too many kids
- ❑Nothing it was great
- ❑Mass start. Very difficult to maintain extreme slow speed with hundreds of other cyclists of varied experience
- ❑Access to host hotel
- ❑Lousy movies at next door theater
- ❑Sunday banquet room was a little too crowded
- ❑Got lost getting from fairgrounds to host hotel both days
- ❑Banquet entertainment of dancing was not family friendly
- ❑Too much traffic on Friday night ride
- ❑Two lesbians kissing one another right outside the entrance to the banquet (they were rally participants) i.e. making a statement
- ❑Vegetarian lunches were bad, especially on Sunday
- ❑Distance from host hotel to starting point at fairgrounds (too long)

- ❑ Banquet too crowded and noisy. Would have been much better at the fairgrounds facility
- ❑ Banquet dinner way too crowded
- ❑ It was too flat
- ❑ Long straights on the rides
- ❑ Routes a little too flat
- ❑ None
- ❑ The convention/rally center was far from the starting point. Things were scattered
- ❑ Nothing comes to mind
- ❑ Lunch at the end of ride. Would have been better mid-ride
- ❑ Distance between main hotel and starting point
- ❑ The host hotel being across town from everything else
- ❑ Nothing stands out
- ❑ The roads on Saturday and the banquet Sunday night too crowded
- ❑ Location of host hotel
- ❑ Flies/cleanliness at meals at fairground
- ❑ Cliquiness
- ❑ Host hotel and start/finish too far apart
- ❑ Not all my muscles enjoyed the ride as much as I did
- ❑ Distance between host hotel and fairgrounds
- ❑ I could not think of one thing I disliked
- ❑ More people working at the rest stop and more tables for food
- ❑ Organization and position of food stops
- ❑ Entrance and exit off freeway to host hotel was very frustrating
- ❑ Some rough roads no hills
- ❑ Banquet room too small
- ❑ Crowded banquet room lack of speaker or entertainment
- ❑ Too far from home
- ❑ Banquet seating too crowded and fire exit hazard
- ❑ Host hotel too far from starting point, host hotel staff not very nice
- ❑ Ride maps
- ❑ Distance from host hotel to ride start
- ❑ The banquet too crowded during the meal
- ❑ Didn't dislike anything
- ❑ Banquet area was too crowded couldn't sit with our group
- ❑ The host hotel was a few miles

- from the ride start
- ❑ Host hotel dirty we had cat feces on carpet and friends had mice droppings on pillows and mice in room. Banquet dangerously overcrowded we had no room
- ❑ The distance between the host hotel and the fairgrounds
- ❑ Riding on trail mixed use is hazardous
- ❑ Not one central hotel
- ❑ Fridays ice cream ride could have had several group starts, ex. 2 3 4 5 pm from local hotels
- ❑ Breakfast at hotel too expensive
- ❑ No complaints. It was a nice rally
- ❑ Eating with the flies at the fairgrounds
- ❑ Starting point, no real interesting rides, nothing to see
- ❑ Not many towns on the route they make great rest stops
- ❑ The start was a little congested. Dinner maybe could have been on ride so not to rush the people going on the long rides
- ❑ Remote start location from host hotel
- ❑ We stayed near the start if we stayed at the host hotel I would have been disappointed with the travel distance through town to the start
- ❑ Host hotel so far from start
- ❑ Nothing
- ❑ None
- ❑ Flat terrain
- ❑ Close quarters banquet space
- ❑ Flat terrain
- ❑ Very flat very boring terrain
- ❑ Organization at sag stops
- ❑ Start not at host hotel
- ❑ Lunch after 70+ miles no lunch was left and the organizer of meals actually insinuated that we and another couple were weaker riders the four of us cycle a double century in early spring and do thousands of miles per year
- ❑ Very loud motorcycle races going on at the fairgrounds
- ❑ Traffic near the fairgrounds
- ❑ Not having shorter routes we ride a triple and pull a trailer. This is too hard on long rides
- ❑ Poor quality lunch
- ❑ Host hotel and start of ride separate
- ❑ There was nothing we disliked

- ❑ Nothing
- ❑ Could do better in providing tires and bike parts to buy
- ❑ Nothing
- ❑ We got lost, it was our own fault, went an extra 10 miles
- ❑ The official start for the rides was not at the host hotel
- ❑ Host hotel was filthy banquet hall was dangerously overcrowded
- ❑ Host hotel
- ❑ Room for banquet too crowded for seating
- ❑ Expensive motel, too small
- ❑ The distance from the Valley Plaza to the start of the ride each day
- ❑ Too flat, food on Sunday not very good
- ❑ Too flat
- ❑ Lack of ethnic food/restaurants downtown
- ❑ I know we like flat once in awhile, but Midland is too flat
- ❑ Riders on longer routes found little food left at lunch
- ❑ We asked for a non-smoking room and didn't get it
- ❑ Midland is not an easy town to get around in but I don't think they're ready to re-layout the city again
- ❑ Host hotel distance from ride start
- ❑ A little route confusion
- ❑ Host hotel far away from tour beginning
- ❑ Rides could have been longer 100 miles
- ❑ Route through road construction
- ❑ Really enjoyed the rally didn't really dislike anything
- ❑ Hotel and ride start too far apart
- ❑ Everything was real fine
- ❑ Long distance from our home
- ❑ Flat, straight ride
- ❑ Nothing
- ❑ Vendor area seemed very disorganized
- ❑ Very crowded banquet and unfriendly
- ❑ Not much to choose from for lunch 1st day; most gone for longer riders; vegetarian - lack of selection
- ❑ Nothing
- ❑ Did not like host hotel; ambience, service, attitude below average
- ❑ Lunch Saturday
- ❑ Crowdedness/noise at Sunday banquet

- ❑ Getting to host hotel was poorly marked
- ❑ Having the rally divided into 2 locations. It was somewhat inconvenient. The Ramada Inn should never have been recommended. It was dirty
- ❑ Banquet room too small to hold the number of people attending
- ❑ Fairgrounds was poor place to start out
- ❑ Food
- ❑ Flies at the campground
- ❑ Cramped dinner accommodations
- ❑ The start point for ride being away from host hotel
- ❑ Liked it all
- ❑ Nothing
- ❑ Distance from hotel to start of rides
- ❑ Registration for late arrivals was poor
- ❑ Banquet seating too tight
- ❑ Nothing to dislike happy people here
- ❑ Banquet room was crowded
- ❑ The maps available for Midland provided by the Midwest Tandem Rally
- ❑ You couldn't get back the way you came on the highway
- ❑ The flat land
- ❑ Distance between host hotel and ride start
- ❑ Ride terrain was not that interesting
- ❑ Traffic
- ❑ Prefer lunch to be during ride instead of at end of ride
- ❑ Banquet and vendors show location too small separate from host hotel
- ❑ Registration, not available at beginning of ride
- ❑ The millions of flies in the cafeteria during meal times. It was bothersome and frustrating; difficult to enjoy the meal
- ❑ Our lunches had a lot left to be desired. Skimpy on the food, too many flies, and the oil additive salesperson was unnecessary
- ❑ Distance from headquarters to start
- ❑ Nothing in particular registration and headquarters not at same place as where rally began
- ❑ Lack of bike lanes in heavy traffic areas
- ❑ Remote start
- ❑ Had to return to beginning of loop for lunch by 3 pm
- ❑ Mass start. Very dangerous
- ❑ We didn't enjoy the banquet very much. Too many people, too small room, too hot for dancing
- ❑ Nothing you could help all the road construction
- ❑ Same time start too hazardous, too late
- ❑ Distance of start from hotels
- ❑ Distance from host hotel to ride starts
- ❑ The mass start on Saturday and Sunday
- ❑ Waited too long to be served dinner at restaurant across the street from the host hotel
- ❑ Saturday lunch for long route riders was too late and too little food left
- ❑ Lunch at the end of the ride, made it difficult for long route riders, some items were gone by the time long riders arrived
- ❑ Difficulty finding headquarters location
- ❑ Hotel separation
- ❑ Some of the roads needed repair
- ❑ Ride starts 7 miles from host hotel
- ❑ Remote start

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?”

Should Not Change about Biking Opportunities on Michigan Trails

- ❑ Paved trails
- ❑ Paved trails
- ❑ Wide path
- ❑ I thought it was a great trail with lots of amenities
- ❑ Maintenance & patrol of bike path
- ❑ Care and maintenance of the trails
- ❑ Nice wide trails
- ❑ Width of Pere-Marquette Trail -excellent-could easily pass slower traffic or be passed by faster cyclists/or stop for adjustments for repairs
- ❑ Approach to design / interpretation of historic railway
- ❑ Continue development
- ❑ That they keep expanding & keep off motorized vehicles
- ❑ Continued paving and developing trails
- ❑ The general move to develop the trails
- ❑ Cost for use
- ❑ Keep snowmobiles with studs off
- ❑ Again can't answer 24-25 don't ride trails enough
- ❑ Continue trail up-keep
- ❑ Don't eliminate-add more
- ❑ The high quality of restrooms
- ❑ Continue paved trails in metroparks and state parks, keep well maintained
- ❑ Fee charge- this supports the trails
- ❑ Keep trails, continue to promote trails
- ❑ Paved trails
- ❑ Keep funding rails to trails
- ❑ Making more trails
- ❑ Connecting to different areas
- ❑ Paved roads
- ❑ We need to keep expanding, connecting, and paving trails
- ❑ Trails' maintenance- keep what we have in good condition
- ❑ Funding for current and future trails should not be reduced
- ❑ Unlimited access to roads and trails
- ❑ Multiple access points with parking
- ❑ No snowmobiles on trails in winter
- ❑ I liked the wide width of this trail
- ❑ Keep up the good work
- ❑ Maintenance
- ❑ Decreased access or reduced availability of trails
- ❑ Bathroom facilities on the trail
- ❑ The mix of paved and hard packed trails
- ❑ Free or inexpensive- allowing everyone to use
- ❑ Bicycle access of trails in Michigan state parks
- ❑ Continued expansion of existing & development of new trails
- ❑ Continue making trails and/or encourage 6 foot shoulders be included on roads
- ❑ Reduce funding
- ❑ Keep building them
- ❑ Location
- ❑ The high quality of the trail. If riding singles would clearly prefer PMRT to any thing else. On tandem, I simply prefer a paved road
- ❑ Don't change anything , the trail is great
- ❑ There should be a continued conversion of rail to trail in MI and other states as well
- ❑ The friendly people
- ❑ Keep them free of cars & glass
- ❑ Trails serve valid purpose for slow cyclists and others (walkers / rollerbladers)
- ❑ Rode several trails-don't stop developing
- ❑ Continued development
- ❑ To use trails for organized events as much as possible
- ❑ No fees (like Wisconsin has). Also keep them paved.
- ❑ Cleanliness-no liter
- ❑ Excellent trail surface
- ❑ Wide shoulders on roads
- ❑ Quality of trail maintenance
- ❑ No change needed from our ride, good width, great condition, well marked
- ❑ Limited access
- ❑ Wide trails that are well marked and rest room , stop, opportunities
- ❑ Paved and well maintained
- ❑ Trails should not become an excuse to force cyclists off the roadways
- ❑ Paved trails are great
- ❑ Building trails
- ❑ The high standards of maintenance
- ❑ The Pere-Marquette is only MI trail I've ridden - keep the surface in the great shape it is in
- ❑ Paved
- ❑ Keep trails nice wide size
- ❑ Keep in good condition
- ❑ Grooming
- ❑ Upkeep and maintenance
- ❑ The good surface and wide trails
- ❑ Keep them clean and safe
- ❑ Don't change the lovely system you have...expand on it! (Gorgeous trail!)
- ❑ Increase bike trails
- ❑ Wide trails
- ❑ Maintenance and building of trails
- ❑ Width of the trail, center line, glass and debris free
- ❑ The condition of the paved trail
- ❑ Paved trails are very nice!
- ❑ Do not pave or put gravel on mountain bike trails
- ❑ Limited access by charging for use
- ❑ Do not know anything about Michigan trails. Bathroom facilities were excellent in Pere-Marquette
- ❑ Maintain the trail width
- ❑ Open access, width of trails, trail placement, maps along trails
- ❑ The number - make more
- ❑ Trails were very nice - well marked and not crowded; good width
- ❑ We are not MI residents so have not had an opportunity to ride many trails so don't know how to answer this question
- ❑ Trails should be paved
- ❑ Keep number at grade intersections low - that is the danger point for trail riding
- ❑ Road upkeep
- ❑ Maintenance of trails
- ❑ No fee. Will travel to trail if know of them
- ❑ Keep the trails wide like Pere-Marquette trail
- ❑ Paved trails, limited to bikes, walking, roller blades, etc - no motorized traffic
- ❑ Continue to convert rails to trails
- ❑ Have taken many bicycle vacations in MI. The scenery is beautiful and the roads seemed to be maintained
- ❑ Keep it clean
- ❑ Trails must not be perceived by the public as the place we belong - we

are vehicles

- We loved the Pere-Marquette trail and found it a big plus to this very nice area
- Trail width - Pere-Marquette trail was widest we've ever been on and it was great
- Paved trails are best
- Continuing to open new trails throughout MI
- Allow riding on the roads even if there are trails - I like both and there are not enough trails
- Access to rail trails - Leelanau
- Zero or minimal cost for use
- Don't close any trails
- Emphasis on trails near population centers
- Maintenance of trails and increase number of trails. Trails should be wide enough to handle 2-way traffic such as Pere-Marquette trail
- Always be able to use road rights-of-way
- Nature
- Accessibility
- The effort to maintain and pave trails
- Trail access should be free
- Keeping trails open for mountain biking
- Keep them free, in states with a fee, it is annoying if there isn't a place to buy a sticker where you found it
- Keep them free of charge and keep motorized vehicles off of them
- Keep them clear
- Rail banking
- No motorized bikes
- Ban on motorized vehicles (snowmobiles) - included and horses
- The use of trails shouldn't be changed. Only allow specific use of trail, walking, riding, rollerblading
- Having less trails or not maintaining trails
- Safety issues - good pavement, well marked driveways, patrolled occasionally
- They should not be mandatory - a choice should be given to also ride the road. Tandems are typically too fast for bike trails
- Trails should be kept up
- Well maintained trails - wide shoulders for bikers

- Maintenance
- Building more rail trails
- Quality of upkeep as seen on Pere-Marquette
- Don't get rid of any
- Just started biking - had tandem since August - no opinion as yet
- If there has to be a fee (for upkeep) Rails-to-Trails members should be included with membership fee
- Their presence - they need to be available everywhere
- Keep them paved
- The width is very important. Restrooms need to be as often as they are. If no stores near - water stops available. These trails are so important for families
- Continue to keep trails in excellent shape
- Wide trails and locations of rest stops/rest rooms
- Surface - they should be paved
- Paved
- Trails should not be chat rock
- Good paved routes
- Can't answer - not familiar with MI trail issues
- Great rail trail - well done - signs are very good - rest room facilities are excellent
- They should not be made mandatory if next to a public road
- Beautiful scenery
- Not familiar enough to say
- Should not decrease
- Incorporate rails to trails
- No changes
- Price; it should stay free
- Keep on going with rails to trails
- Quality of restrooms
- Good mountain bike access
- Availability of trails
- We liked the wide paved trail and the frequent restroom facilities
- Keep them well paved
- Don't make hills
- They should be maintained in good condition and not allowed to deteriorate (surface, etc.)
- The fact that the rail/trail was very accessible to the city limits
- Don't restrict trail to "no bikes"
- No motorized vehicles on the trails
- Quality of trail surface
- How clean they keep the trail
- Pere-Marquette is fabulous

- Upkeep
- Excellent condition and maintenance
- Paved trails are worth driving to
- Restrooms
- Keep paving them, do not go to gravel trails
- There should not be fewer trails
- I don't know enough about MI biking opportunities to answer
- Continue to build them
- Bike trails, opportunity to bicycle on roads
- I liked paved trails
- Pavement
- Facilities provided. Keep it cleaned up. Great job
- Pere-Marquette is one of the best trails we have ever ridden on. All future trails should follow this plan
- Free
- Continue to have cycling info and maps available at parks, welcome centers, etc.
- Continual growth
- The nice wide trails and the good surfaces
- Providing trail opportunities should not restrict use of public roads
- Continue to develop and improve trails both paved and unpaved
- Your trail was the best I've ever ridden
- Continue maintenance and adding trails
- Quality of trails
- No trail closures
- Good condition of trail surface
- Access to trails
- Continue to ban all motorized vehicles
- Don't charge to use them
- Keep expanding
- Your state's commitment to constructing trails - Indiana stinks
- Availability
- The condition of the trails
- Keep them paved
- Nice wide clean trails
- Trails are for occasional riders, not cyclists
- Their maintenance. The trails we have ridden in MI are well maintained
- Roads free of traffic and construction

- ❑ Don't change your trail, it's great
- ❑ Keep conditions of trails up
- ❑ Including them in the tandem rally
- ❑ The one we did was fine
- ❑ No motor bikes
- ❑ The excellent upkeep of the trail
- ❑ Mile markers
- ❑ Decline
- ❑ Opportunity to use them
- ❑ The priorities set forth for these events
- ❑ Trail use must not be mandatory
- ❑ Condition of your trails
- ❑ Don't like trails
- ❑ Quality and maintenance of trails
- ❑ Do not let the electric company use bike trails for power line expansion
- ❑ Should be well maintained and never opened to motorized transportation
- ❑ The opportunity to ride trails - let's not lose them
- ❑ Pavement - need more, many trails are not complete
- ❑ Wouldn't like to see any lost
- ❑ High quality, wide rail-trails
- ❑ Paved surface
- ❑ Paved trails are best
- ❑ Increased availability, trail education and trail quality
- ❑ Rail-trails
- ❑ Width of trails was great
- ❑ Maintain good trail conditions
- ❑ Quality of trails should be maintained
- ❑ Trail upkeep
- ❑ The safety and cleanliness
- ❑ Do not stop promoting MI biking opportunities
- ❑ It should remain free
- ❑ Availability/access
- ❑ Upkeep
- ❑ Good signage
- ❑ Continued conversion of rails to trails
- ❑ MI support of trails
- ❑ Good paving
- ❑ Effort to promote bicycling and bike friendly facilities.
- ❑ Maintenance of trails - they are great to ride - clean, safe, etc.
- ❑ Nice, wide lanes
- ❑ Spend a little time on trail
- ❑ Keep trails in good repair
- ❑ Maintenance after the trail is built
- ❑ Don't know that much about MI trails, but I enjoy long trails, paved

- or unpaved, with occasional places to stop for food and restrooms.
- Appreciate occasional map/signs on the trail
- ❑ Maintain safety of existing trails
- ❑ Wide trails
- ❑ Do not ban bikers from roads because of trails
- ❑ The excellent conditions of the trails. They are well maintained
- ❑ Kept in good condition
- ❑ Wide paved trails

Should Change about Biking Opportunities on Michigan Trails

- ❑ Expand the trails
- ❑ Additional trails- across state trails
- ❑ Need more trails available in Frankfort or Manistee area
- ❑ Widen and improve older trails
- ❑ More paved surfaces
- ❑ A hill would be nice so you can coast down it
- ❑ Banning studded snowmobiles
- ❑ We need more trails - lots of bikers in area but limited trails
- ❑ A greater realization of the extreme complexity of trail development especially in regards to the question of ownership of rights-of-way
- ❑ Increase bike trail network so most trails connect to cover entire state , enough exits for food , water , accommodations
- ❑ Tandem & you can not ride at 16-18 in PM safely
- ❑ Wider bike lanes on well paved roads
- ❑ I would like to see more trails
- ❑ Eliminate crushed limestone
- ❑ Pave all trails
- ❑ Build more trails
- ❑ There should be more trails which connect to others. Metro Detroit could use a loop around metro beach west, then south down the river
- ❑ Repave section of rail trail that has glass embedded in it
- ❑ More rails to trails & whenever a new road is constructed , extend the width of road 18 inches on each side with painted lines for bicycles
- ❑ Increase the number and length of trails - create a US transcontinental trail
- ❑ More bike lanes along roads
- ❑ Connect more of existing trails, pave more trails, keep snowmobiles off paved trails
- ❑ More paved trails
- ❑ Promote trails
- ❑ Make more trails
- ❑ Wider trails and bicycle only lanes
- ❑ Widen roads and install a bike lane
- ❑ We need wide trails like the mtr trails, we often don't ride the trails

because there is not enough room or it is unsafe for us, others when we are riding at 15 mph. We fell once when a child turned right in front of us

- ❑ More paved trails
- ❑ More publicity about new and potential trails to increase use and educate about maintenance
- ❑ Trails should be longer for extended rides
- ❑ More trails available for bike use
- ❑ Rail trails should not be like Paint Creek material which coats your bike in dust that is hard on equipment
- ❑ No stop signs at corners-we need the same rights-of-way as roads!
- ❑ Restroom facilities, easy access and parking
- ❑ More rails to trails
- ❑ They should not be shared with walkers and rollerbladers
- ❑ More trails like PMRT - increased funding- so trails are accessible through out the entire state
- ❑ More delineation between types of activities on trails
- ❑ More paved trails
- ❑ The addition of restrooms like the one on the PMRT on the other trails in Michigan
- ❑ More trails - more support from government funding
- ❑ Need more trails, longer, connected with other trails
- ❑ Wider shoulders on the sides of every road
- ❑ Increase availability of "in city" riding trails, paths, rights of way
- ❑ All roads should have 6-foot shoulders NY does!
- ❑ Get more paved trails
- ❑ More rail trails and more driver awareness
- ❑ None
- ❑ I live in Omaha, Nebraska! I only ride on trails in Michigan when they have a tandem rally
- ❑ I rode this only once, no comment
- ❑ I have read of references to a Fee structure for access to the trails. There should be none!
- ❑ More paved trails
- ❑ Increase the number of trails
- ❑ Wider road shoulders are better , multi-use trails are very dangerous for serious cyclists- \$ is better spent

- on wide shoulders for roads
- ❑ Place to eat or drink after
- ❑ Directions to trails on roads and internet
- ❑ Ride markings on trails-we missed our turn off
- ❑ Nothing I noticed
- ❑ Keep debris and leaves off
- ❑ More trails
- ❑ Each trail should have a destination rail town rtc
- ❑ Connect more trails
- ❑ More pullouts
- ❑ Advertise them!!!
- ❑ Don't have enough experience to commit
- ❑ Building more trails
- ❑ I don't know...move the opportunities closer to Green Bay so I can take part more often
- ❑ Need a loop of trails 300-500 miles
- ❑ Limit crossroads as much as possible
- ❑ Safety
- ❑ More
- ❑ None
- ❑ The distance - 11 hour drive
- ❑ None
- ❑ Then, bring it to Illinois, please!
- ❑ Add more bike lanes - wider shoulders, etc.
- ❑ Nothing
- ❑ More trails
- ❑ I do not ride paved trails enough to comment. But your Midland trail is a nice one. I would recommend it to trail riders
- ❑ More trails, wider, longer
- ❑ Do not like multi use trail when overly crowded with non-bikers. Pere-Marquette trail was the nicest and best trail I have ever ridden.
- ❑ Information available to see all routes in MI
- ❑ Keep extending trails
- ❑ More organized rides that last more than one day
- ❑ None
- ❑ More of them
- ❑ Advertise trails and give details
- ❑ Have more paved trails from town to town so a person could travel safely between towns
- ❑ Not enough experience to answer
- ❑ More of them
- ❑ More trails
- ❑ All trails should be wider and

paved

- ❑ More paved trails - connecting trails
- ❑ Less pavement
- ❑ More paved trails for bikes - they should be wide so it can handle enough traffic on the trail
- ❑ More opportunities
- ❑ More bike lanes in planning MDOT
- ❑ Increase public visibility/awareness of how people can help these trails be created
- ❑ Continue expanding trail system
- ❑ Need more that are usable with road bikes
- ❑ More paved shoulders for biking in MI
- ❑ More paved trails
- ❑ Not have them listed as bike trails if they are really sidewalks (Holland to Grand Haven)
- ❑ Improve signage
- ❑ More paved trails
- ❑ Safety awareness - most near accidents I have had are teenage rollerbladers
- ❑ Build more trails - there are currently none close to us, would use if there were, especially if as nice as Pere-Marquette
- ❑ Better signs on trails
- ❑ More trails, more trails that move people from one place they want (or need) to be to another
- ❑ Develop more paved trails. In highly congested areas - develop trails separately for pedestrians and rollerbladers
- ❑ Urban designated trails that also pass as pedestrian walkways, or sidewalks (shared use with slow-moving folks)
- ❑ More trails
- ❑ More trails
- ❑ More trails
- ❑ More paved trails in country-side and more inner city bike lanes
- ❑ Trails should connect to cities so travel could be more convenient
- ❑ Multiple usage creates dangerous situations - rollerbladers, dogs, etc.
- ❑ All trails should be paved and wide enough for a few bikes to ride side by side
- ❑ Have more of them throughout state and connecting trails to travel

long distances

- ❑ More trails with parking, bathrooms, etc.
- ❑ Don't know the rules well enough to answer
- ❑ More trails though not at the expense of riding on the road
- ❑ Make them more interconnected. Also developers of land should contribute to trail development
- ❑ More paving
- ❑ There should be more rides promoting trail usage
- ❑ More paved trails
- ❑ Although we enjoy biking on roads and in the woods, I feel trail systems need to continue being developed for family use and the public's enjoyment. Support and funding are needed.
- ❑ Make more trails
- ❑ Just started biking - had tandem since August - no opinion as yet
- ❑ Better advertising of trails outside of MI - we would not have known how nice the trails are if it were not for the tandem rally
- ❑ Just keep putting them in
- ❑ Offer more paved trails. Include detailed info about paved trails on tourism website
- ❑ The glassphalt should have the glass crushed finer
- ❑ Nothing - it is fine the way it is
- ❑ More trails
- ❑ More trails of course
- ❑ Motorists are less kind (tolerant) of bicyclists on the roadways
- ❑ Make sure there are sufficient restrooms
- ❑ More trails
- ❑ More road side bikeways
- ❑ There should be more of them. We would drive to the state for them
- ❑ Cars should yield to bikes at stop signs
- ❑ It's all great
- ❑ More mountain biking access
- ❑ More of them
- ❑ More trails
- ❑ Make more
- ❑ Keep them flat
- ❑ There should be more
- ❑ I don't have an opinion, I live in Ohio. This was my 1st MI event
- ❑ More trails
- ❑ Walkman use and lack of helmet

use by cyclists (walkman use by cyclists, runners, rollerbladers)

- ❑ Longer distances
- ❑ To far from Virginia
- ❑ Can't think of one
- ❑ More trails linking towns
- ❑ Crushed limestone trails are nice too
- ❑ Publicize trails - we were going to ride from Ludington to Midland. Didn't know about trail. Local chambers in each town should have more info
- ❑ Complete the paving of the Pere-Marquette trail from Coleman to Ludington
- ❑ Use centerlines on trails to mimic the roadway - encourage people to ride in a more organized manner
- ❑ Crossing streets and the unknown behavior of non-cyclists (walkers, skaters, runners) on the trail
- ❑ Build more trails like the Pere-Marquette. It's the nicest trail ever
- ❑ MI is one of the best states we travel to for cycling sites and information
- ❑ None that I know of
- ❑ Provide more paved trails for those frightened of public road use. People need to get out into nature
- ❑ Don't limit trails to rail conversions
- ❑ Pave the trails
- ❑ Open more trails for mountain biking
- ❑ Pave all trails
- ❑ More paved trails
- ❑ Don't exclude bikes from roads
- ❑ Need a trail that runs the length of the state and one that runs the width
- ❑ Paved for road bikes
- ❑ Establish more of them
- ❑ More trails
- ❑ Change to paved trails - it's hard to go back when you're used to it
- ❑ Pere-Marquette is the only trail I have tried in MI
- ❑ You have to go slow and stop every 100 feet
- ❑ Bring them to Indiana
- ❑ Would like the trails in hilly areas
- ❑ Improve pot holes in MI roads
- ❑ Continue to expand trail system
- ❑ Add more paved trails as money comes forward

- ❑ When I called the MI travel info center this summer, they never sent the promised bike trail info
- ❑ More publicity in tourist information on the web
- ❑ Allow bikes only at times
- ❑ More organized rides
- ❑ Put bike trails on the web and in tourist information. We stay at parks that advertise bike trails. We drive about 11,000 miles on vacation each year
- ❑ Distance
- ❑ Somewhat wider trails and more of them
- ❑ All trails should be connected together
- ❑ Need more
- ❑ Continuity
- ❑ They should be moved to Indiana
- ❑ More trails
- ❑ Need to be aware of inclines and corners for ease of use by bicycles. Surfaces should be able to accommodate road bikes
- ❑ Open up more single track trails
- ❑ Information - didn't know about Midland trail until we got there. Check out Wisconsin's biking guide - could MI do something similar?
- ❑ Would like to see more of them
- ❑ Build more rail trails, publish map book
- ❑ More of them
- ❑ More paved trails - connect trails
- ❑ More ways to communicate the specifics of your trail system to those outside the state
- ❑ More rail-trails
- ❑ Keep building more of them
- ❑ Keep adding more trails
- ❑ Trails should be expanded whenever economically possible
- ❑ More trails
- ❑ There should be more of them
- ❑ Even more trails
- ❑ Greater connections between trails
- ❑ Hard surface for all trails
- ❑ More paved trails instead of rocky, sandy, and muddy trails
- ❑ Posts at intersections removed
- ❑ Keep providing paved trails
- ❑ Connect trails together
- ❑ Wider corners for tandems
- ❑ More bike lane access to the trail
- ❑ Increase number of trails and access and publicity

- ❑ More paved trails - crushed rock is not always tandem friendly
- ❑ Drinking water available
- ❑ Don't get too much commercial industry along the trail
- ❑ Need more trails
- ❑ Move MI closer to Florida