TEXAS TOWNSHIP TRAIL FEASIBILITY STUDY

Community Engagement Report

Summer 2025

Charter Township of TEXAS

williams&works

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Executive Summary

From January to August 2025, Texas Township conducted the community engagement phase of the Trail Feasibility Study. This phase was designed to provide residents with multiple opportunities to learn about the project and share their feedback. This report outlines the engagement activities, the groups that participated, and the key themes that emerged throughout the process.

Community Feedback Themes

In reviewing the extensive engagement feedback that was gathered during this process, common themes emerged. They are as follows.

Themes in Favor of Trails in the Study Area

SAFETY

The desire for safer transportation and recreation options emerged as a common reason cited in support of trail development. Individuals commented that existing roads and shoulders are not safe for biking, walking, or rolling (using mobility assistive devices like wheelchairs). The construction of additional trails would improve access to safer, dedicated facilities throughout the Township.

CONNECTING DESTINATIONS

Comments expressed support for developing trails that offer pedestrian-friendly connections between neighborhoods, parks, and the Texas Corners area. Feedback received noted an appreciation for the existing trails and indicated a strong interest in expanding the network to improve access to key destinations throughout the community. There were also a number of comments suggesting additional places and subdivisions to connect into future trail routes.

ENHANCING QUALITY OF LIFE

Individuals expressed that the existing trails contribute positively to the quality of life within the Township. Enthusiasm for the current trail system and a strong desire for its expansion, citing frequent use and the value of convenient access within the community, were also ideas cited by project participants. Trails were viewed as a community asset, and the development of additional trails was seen as a beneficial expansion of important community recreation and transportation public infrastructure.

Themes in Opposition to Trails in the Study Area

SAFETY

Safety concerns were raised during the feedback process. Issues related to vehicle speed and the high volume of traffic on some of the roads were noted. Some individuals expressed the view that constructing trails adjacent to busy roads could pose safety risks. Additionally, some residents expressed that they would have to exercise increased caution when exiting their driveways due to the presence of trail users.

TRAIL ON PRIVATE PROPERTY

Numerous public comments expressed opposition to the trail being located on "their" private property. Common concerns included the loss of privacy and large trees, disruption to personal landscaping investment, and the potential for increased litter. Comments also included that households had chosen to live in a rural area to avoid such disturbances and did not wish to have a public trail in their front yards.

COST

Questions were raised concerning project cost. For some, this was the number one concern of the project even though routes, facility types, and infrastructure length had not et been decided. Individuals sought clarification on how the project would be funded, with some expressing concern about the possibility of increased taxes to cover expenses. There was also uncertainty regarding the total cost of the project and whether the Township has the financial capacity to undertake an initiative. Additionally, a few individuals inquired whether property owners would receive compensation if a trail were to be constructed on their land.

MAINTENANCE

Residents raised the issue of maintenance needs on future routes. There were questions raised on who will be responsible for keeping the routes cleared after snow and ice events. Others wondered if there will be increased litter due to pedestrian and bicycle traffic along the corridor. There was also uncertainty about what the cost for maintenance will be on and along the trail.

Route-Specific Themes

MIXED OPINIONS FOR W Q AVENUE

Numerous comments were received in support of and opposition to the development of a trail along Q Avenue. Safety was the most frequently cited issue in discussions about trail development. Supporters emphasized that a trail would enhance pedestrian safety along this

corridor, which currently lacks adequate infrastructure and serves as a key route within the community. Opponents also voiced strong opinions, indicating that this particular route would be next to a road with high speeds and heavy traffic volumes.

Another notable impact regarding the route W Q Avenue that residents highlighted was the proximity of some houses to the road. Houses along this route have a variety of setbacks from the roads. In some locations, houses are located closer to the road and have a smaller right-of-way. This may present a challenge in locating a future trail route along the corridor.

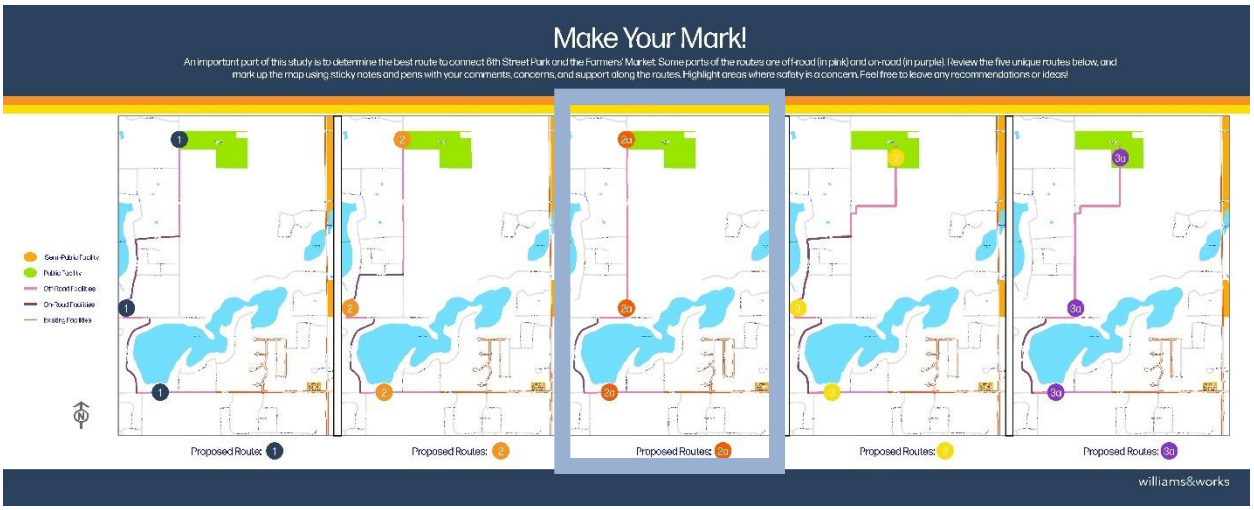
THE 10TH STREET CONNECTION

Numerous property owners along 10th Street north of the intersection of W Q Avenue expressed strong opposition to the proposed trail along this road. A significant number of comments centered on concerns about the potential loss of large, mature trees that contribute to changing the corridor's distinctive character. Many residents also opposed the idea of giving up portions of their yards for trail construction, citing fears of diminished rural character on the northern stretch of 10th Street. Additional concerns were raised about how a new trail would integrate with the existing sidewalks and trail segments along 10th Street. This proposed route elicited strong negative reactions from the community members who chose to provide feedback.

However, along south of the intersection of 10th Street and W Q Avenue, there was less opposition. Additionally, a future residential subdivision is planned for north of Blue Jay Drive, and route along 10th Street could be planned to connect into that development.

SELECTING A TRAIL ROUTE TO CONNECT THE FARMERS' MARKET TO 6TH STREET PARK

Determining a suitable trail connection between the Farmers' Market and 6th Street Park proved to be one of the most challenging aspects of the planning process, as no direct road or existing route links these two Township destinations. The Steering Committee initially evaluated seven potential trail alignments, ultimately identifying five as feasible options to present for public consideration.



Throughout the community engagement process, this proposed connection was discussed at every event. The Kalamazoo County Road Commission expressed support for identifying a viable route between these locations. Private property owners of large parcels along the proposed alignments were invited to engage in dialogue with the Township.

Participants in the three public workshops and the open house were given opportunities to review the proposed routes, provide feedback, and rank their top three preferences. While some participants did not want to participate in this activity, others took the opportunity to respond with their preference. The results of that ranking are summarized in the accompanying table.

Table 1. Ranking of Proposed Trail Route: Farmers' Market to 6th Street Park

	Route 1	Route 2	Route 2a	Route 3	Route 3a
Stakeholder Group					
Workshop 1, Group 1	3			1	2
Workshop 1, Group 2			1		2
Workshop 1, Group 3		3	2		1
Workshop 1, Group 4	3	1		2	
Results			#2 (tie)	#2 (tie)	#1
Property Owners west of 8th Street					
Workshop 2, Group 1	1		2		
Workshop 2, Group 2			x*		x*
Workshop 2, Group 3	1		1		
Workshop 2, Group 4			1		2
Results	#3		#1		#2
Property Owners east of 8th Street					
Workshop 3, Group 1		1	3	2	
Workshop 3, Group 2		3	1		2
Workshop 3, Group 3		3	1		2
Workshop 3, Group 4			1		2
Results	#3		#1		#2
Overall Preferred Route			**#1**		

*This group placed an "x" on these routes, and did not indicate a preferred route.

Route 2a was the preferred route based on feedback provided during the three workshops, shown in the image above. This route has an off-road connection that parallels 6th Street.

OPPOSITION ALONG AQUAVIEW AND EAGLE LAKE DRIVES

Some residents living along these streets submitted comments expressing strong opposition to the proposed trail being routed through their neighborhood. Although the Steering Committee initially selected this area under the assumption that residents would welcome a pedestrian connection to the park and Farmers' Market, the feedback revealed notable resistance to the idea.

Trail Amenities

Residents raised questions about the need for amenities like trailheads and parking spaces. People from within and outside of the Township sometimes drive to local trails and if the system continues to be built, there may likely be a need to accommodate more people who drive to access the new routes. Neighbors in residential subdivisions don't like people parking along the public roads. More may need to be done to address this potential conflict of interests and uses.

The Silent Majority

While there was a large effort to engage the community, not all Township residents provided input during the planning process. It is common for individuals with strong opinions on a particular topic to participate actively, while many others may choose not to engage for a variety of reasons. As a result, it is difficult to determine the views of every individual or household regarding the development of new trails within the study area. Nevertheless, the frequent use of existing trails—evident through daily activities such as dog walking, running, biking, and other forms of recreation—suggests that trails are a valued amenity within the community.

Summary of Events

Texas Township sought community input into the trail feasibility study process through a variety of events and activities. This phase of the project included six different engagement events that were held from January through August of 2025. At least 223 people participated in the engagement phase of the project, and 108 written comments were received. The community was invited to provide their feedback through a variety of events that are summarized below:

2 stakeholder interviews

- Stakeholder Interview #1
  - Attendees: Road Commission of Kalamazoo County Staff Engineers
  - **Result:** County staff engineers were in general support of this project and the potential routes that were shared with them. They had some general concerns about safety where the trail would cross a road, the amount of vehicular traffic and speed along Crooked Lake Drive and 6th Street, and if there would be a need for street lighting along portions of the trail located near roads.

- Stakeholder Interview #2
  - Attendees: Landowners who have large property holdings along potential trail routes between 6th Street Park and the Farmers' Market
  - **Result:** Of the ten households invited, two attended. The two individuals actively participated in the conversation and had some general questions about the project. The conversation retained a friendly tone. Neither party gave the Township permission to have any potential trail cross their property.

3 Workshops

- Workshop #1 – Stakeholder Group Members
  - Attendees: At least 27 people, including members of the Texas Township Board, Planning Commission, the Parks and Trails Committee; The Road Commission of Kalamazoo County; Kalamazoo County Parks; the Kalamazoo Area Transportation Study; Texas Township neighborhood associations representatives on the east side of Eagle Lake; Texas Township Friends of Parks & Trails, Bike Friendly Kalamazoo, and others
  - **Results:**
    - Attendees noted that they love access to the trails, nature, and outdoors. The trails are safe and provide recreational variety for community members. New trails should be built to primarily connect to parks, neighborhoods, and commercial areas in a way that retains this aspect of the community.
    - There was support for a trail along W Q Avenue, and that safety measures and intersection improvements are needed along this route in future trail construction.
    - Attendees liked routes 2a and 3 the best. Route 2a was seen as a "straightforward" option. Route 3 was selected because part of the route was significantly off-road and away from development. Connecting the lake neighborhoods to W Q Avenue via a trail was seen as valuable.
    - There was a generally favorable tone towards the idea of building more trails in the study area by attendees.
- Workshop #2 – Property Owners west of 8th Street
  - Attendees: At least 57 people, including property owners west of 8th Street adjacent to the potential trail routes along 6th Street, West Crooked Lake Drive, and within the neighborhoods east of Eagle Lake along and near Aquaview Drive
  - **Results:**
    - There was nearly an equal number of attendees who were in support, opposed, and unsure how they feel about the project

based on the results of the digital activity. (See Workshop #2 subsection and the Appendix.)

- When participants were given the opportunity to participate in a virtual role-play activity, they were asked if their opinion on the project changed. More than half of the participants said they had the same opinion.
- Attendees noted that more people in the Township would use trails more often if there were more trails and concerns about safety were addressed.
- A majority of participants indicated that the Township priority should be to build new trails.

- Workshop #3 – Property Owners east of 8th Street
  - Attendees: At least 62 people, including property owners along the potential trail routes east of 8th Street along Q Avenue, 10th Street, and 12th Street.
  - **Results:**
    - A majority of attendees were in support of the trail.
    - When participants were given the opportunity to participate in a virtual role-play activity, they were asked if their opinion on the project changed. More than half of the participants said they had the same opinion.
    - Attendees noted that more people in the Township would use trails more often if there were more trails and concerns about safety were addressed.
    - A majority of participants specified that they wanted to spend money to maintain the existing trail infrastructure.

1 Community Open House

- Attendees: At least 73 members of the public
- **Results:**
  - Participants noted that they felt unsafe along Crooked Lake Drive, 10th Street in between Texas Drive and W Q Avene, and along W Q Avene between 8th and 12th streets.
  - Concerns were raised regarding the high speeds and amount of traffic about the route along W Q Avenue.
  - Comments regarding a route along 10th Street centered around individuals not wanting a trail in their font yard and concerns about tree removal for trail construction. An alternative trail route suggestion was made along the utility corridor on the west side of 10th Street in between the neighborhoods.

- Participants provided comments on potential routes to connect 6th Street Park and the Farmers' Market. There were numerous critiques of the route options. There was a desire for an off-road facility. Concerns about litter and safety along the trail were raised. A suggestion was made to focus on making a connection from W Q Avenue to Finnagen Drive, as developing a route to 6th Street Park may be too ambitious.
- According to a majority of participants, the Township's priority should be to maintaining the existing trail infrastructure.

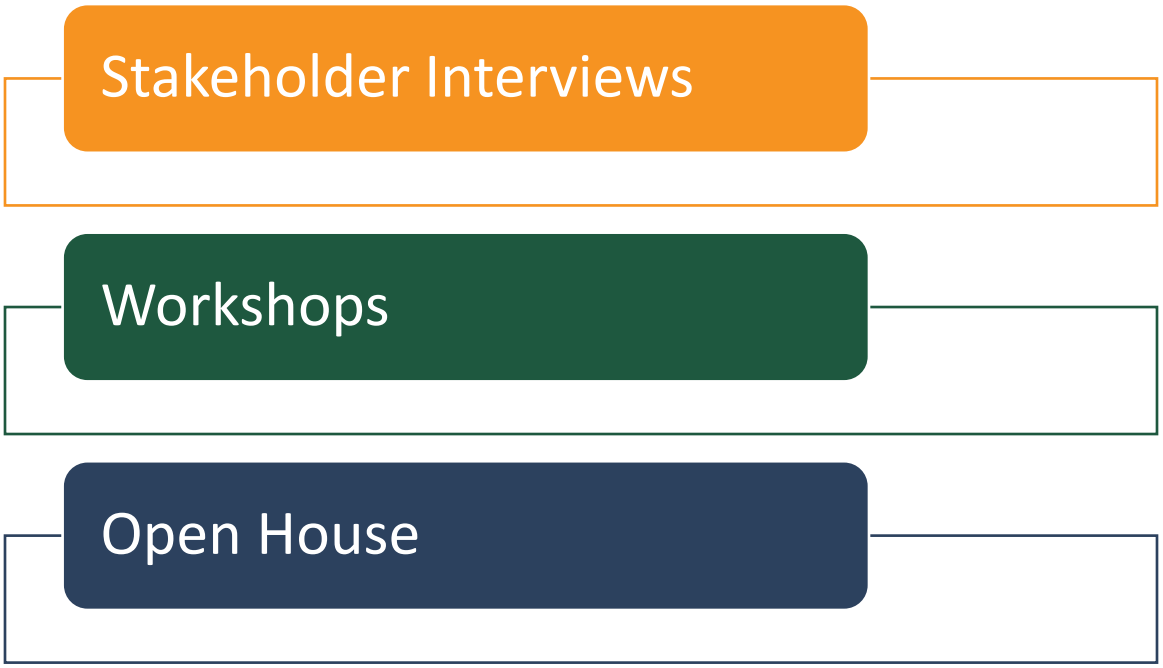
Community Comments

- 108 unique comments were received via the digital and physical comment cards, letters, and emails. The community was invited to share their comments via a physical and digital comment card that was made available during Workshop #2 (May 14) through August 4, 2025.
- Results: Of the comments received, there were more people who sent in positive responses to the project than negative comments. However, there are many strong sentiments expressed via written comment in favor of and opposed to the project in general and regarding the individual routes. It would be important to take time to review the extensive community input provided.

The activities were intentionally selected to ensure there were multiple touch points with community members. More information on these events is found within this report.

Community Engagement Events

Information about the six engagement events that occurred during the community engagement process for the Texas Township Trail Feasibility Study is documented in this section. The information that is provided for the events includes a description of the events and activities, results, and highlights.



Stakeholder Interviews

Two stakeholder interviews were held to get specific feedback on the project. Each meeting had a different goal.

Stakeholder Interview #1

The first stakeholder interview was with engineering staff from the Road Commission of Kalamazoo County to review the project routes and provide general feedback on the project. A summary of the feedback received during the interview with the Road Commission on the project is provided below.

IMPORTANT HIGHLIGHTS & NOTES

- 12th Street Off-Road Route Feedback
  - Extended the route from north of Queen Victoria Lane to Brinson Lane
  - *The Road Commission stated that they had no major concerns with this route*
- 10th Street Off-Road Route Feedback
  - Will existing sidepaths/sidewalks/trails be kept, retrofitted, or reconstructed?
  - *The Road Commission stated that they had no major concerns with this route*
- W Q Avenue Off-Road Route Feedback
  - Streetlighting may be needed in the future if sidepaths/sidewalks/trails are built
  - *The Road Commission stated that they had no major concerns with this route.*

- 6th Street Park to Texas Township Farmer's Market Pavilion Route Feedback
    - Important to increase visibility at future trail crossings.
    - The Road Commissions prefer off-road routes.
    - Crooked Lake Drive
        - Concerns about safety, speed, cut-through traffic.
        - Traffic-calming infrastructure may decrease vehicle speeds, volumes.
- General Feedback
    - Any off-road facility should be at least 6.5' setback from road when possible.
    - Safety at intersections and road crossings will be important to address.
    - Future street lighting may be needed to enhance safety, especially along major roads.
    - Consider the impact parking will have on local neighborhoods near trails. A trailhead to centralize parking may be needed.

Stakeholder Interview #2

The second stakeholder interview was a preliminary meeting that was held with a select group of large-parcel landowners from whom the Township would require easements to build a route that would connect 6th Street Park and the Farmers' Market on W Q Avenue. The objective was to introduce the project concept and gather initial feedback prior to initiating broader public engagement. Approximately ten landowners were invited to participate, and two attended the meeting. During the session, potential trail routes connecting the two destinations were presented. The attending landowners listened attentively, asked clarifying questions, and engaged in constructive discussion. While no firm positions were stated, the meeting provided valuable insight into initial reactions and allowed the Township to begin building a dialogue with key stakeholders.

Workshops

Three different workshops were held to get input from specific groups of people. Each workshop was two hours long and held at the Township Hall. An introductory educational presentation was held to orient community members to the project and trail routes being considered at the beginning of each workshop. A brief question and answer period followed the presentation to address concerns and allow individuals the opportunity to voice their opinion regarding the project. Community members were then invited to participate in a digital interactive activity using their phones or tablets that were provided. Following this, there were two separate mapping activities where attendees were encouraged to give feedback on potential trail routes. The results from each workshop are provided in this section. Consultant team members, attending Steering Committee members, and Township officials were available to answer questions during each workshop.

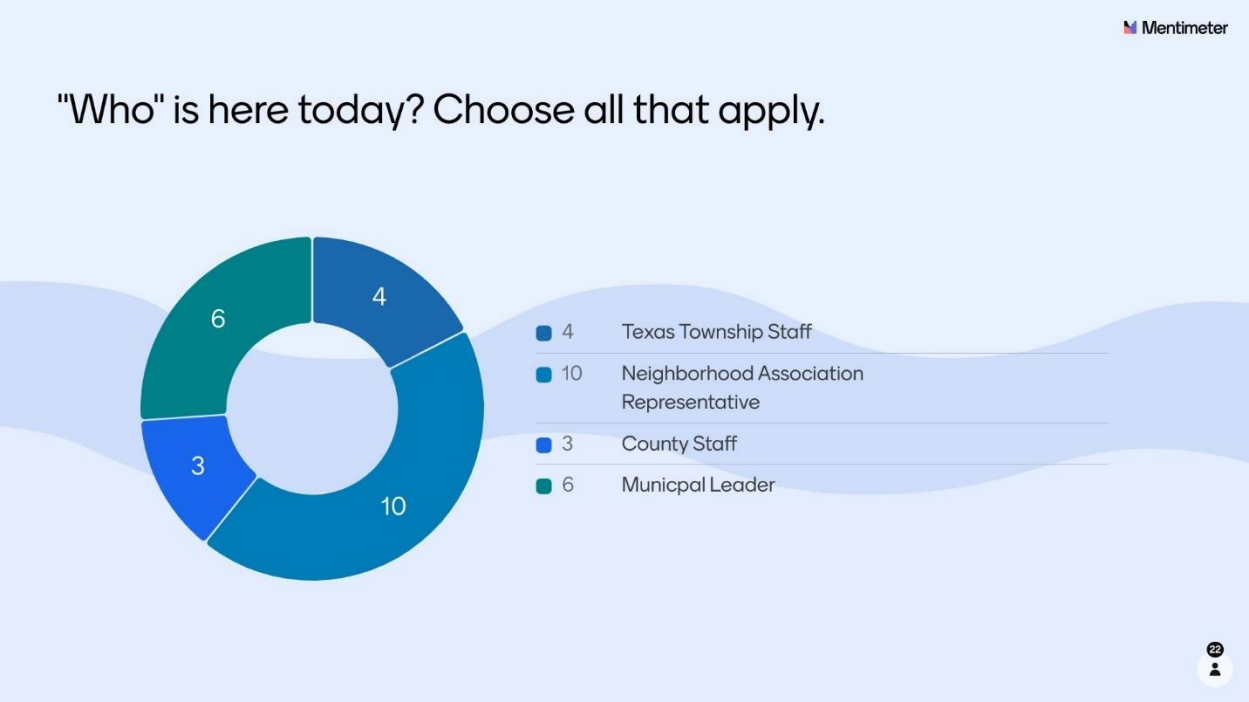
Workshop #1

Attendees included Township Planning Commissioners, Board Members, Staff, Steering Committee members, various neighborhood association presidents, Kalamazoo County Staff, Kalamazoo Area Transportation Study (KATS) staff, and others. At least 27 people attended the workshop.

DIGITAL ACTIVITY

Attendees were given instructions to join a digital activity via their phones, with tablets provided for anyone without a phone. A facilitator guided them through a set of questions, which participants answered individually, silently, and anonymously. This format encouraged honest feedback without peer influence or pressure to speak publicly. There were 33 participants.

The following show the results of the activity.



Mentimeter

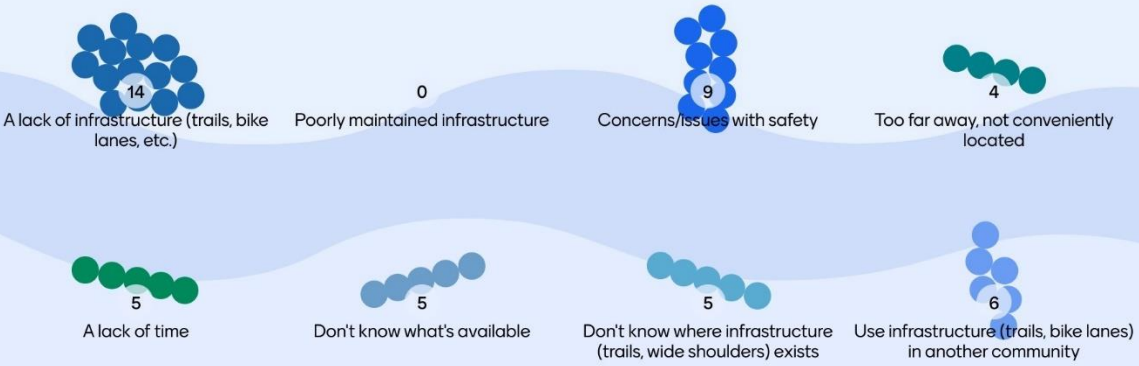
What do you love about biking, walking, and rolling in Texas Township?

60 responses

22

Mentimeter

What are the biggest obstacles in getting (more) people biking, walking, and/or rolling in Texas Township?



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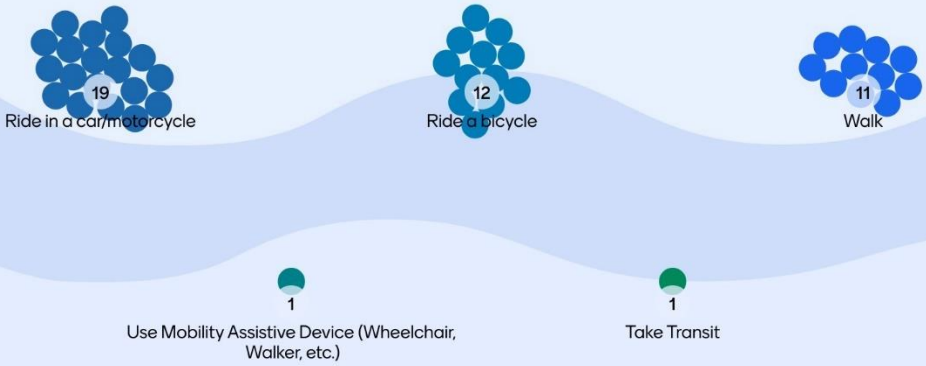
Mentimeter

How do people you know (family, friends, co-workers, constituents) get around the community?



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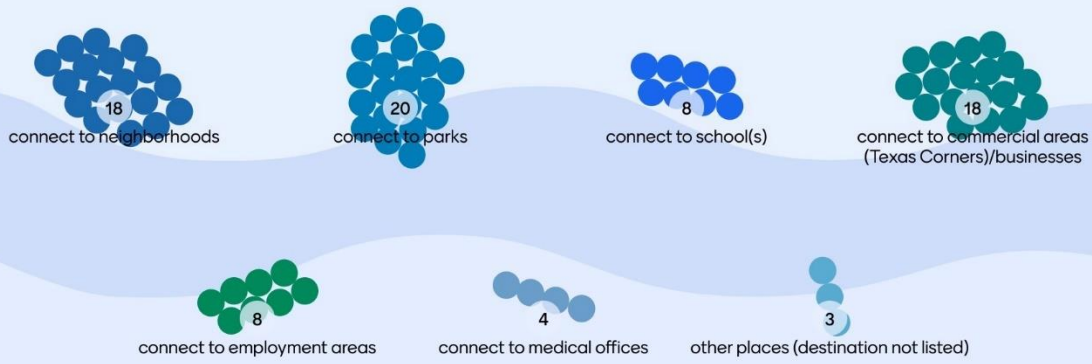
Mentimeter

The trail/nonmotorized network should...



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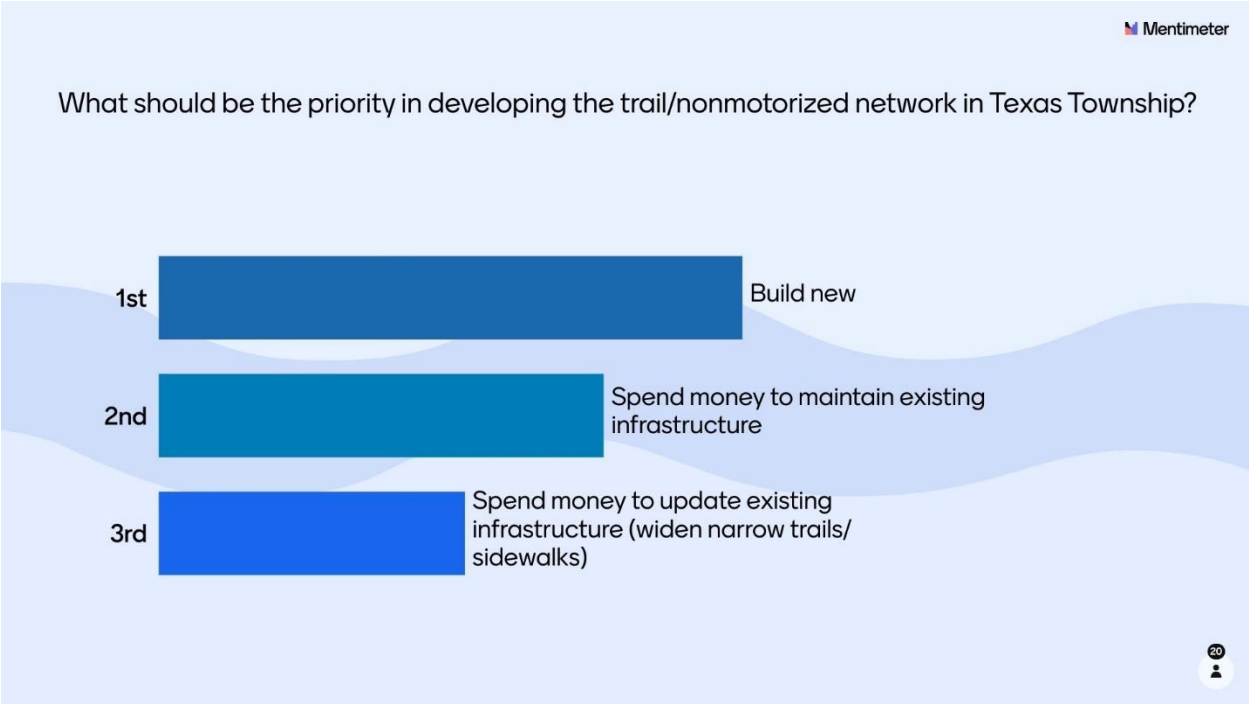
WORKSHOP 1



The final activity question was "What is your vision for the trail/nonmotorized network for Texas Township?" There were several pages of responses. The top themes that emerged were:

- **Connectivity**, providing links to neighborhoods, parks, schools, businesses, and near-by communities
- **Safety** should be prioritized
- **Nature-based**, compromised of off-road routes through scenic areas
- **Accessible** for all people regardless of ability, age, and location within the Township

The raw results from the digital activity are available in the Appendix.

MAKE YOUR MARK – POTENTIAL TRAIL ROUTES EAST OF 8TH STREET

Participants were asked to move into small groups, discuss the potential routes, and write down their comments, concerns, and ideas. The maps included the routes along 10th Street, 12th Street, W Q Avenue, and Texas Drive east of 8th Street. The following is a summary of their comments and concerns.

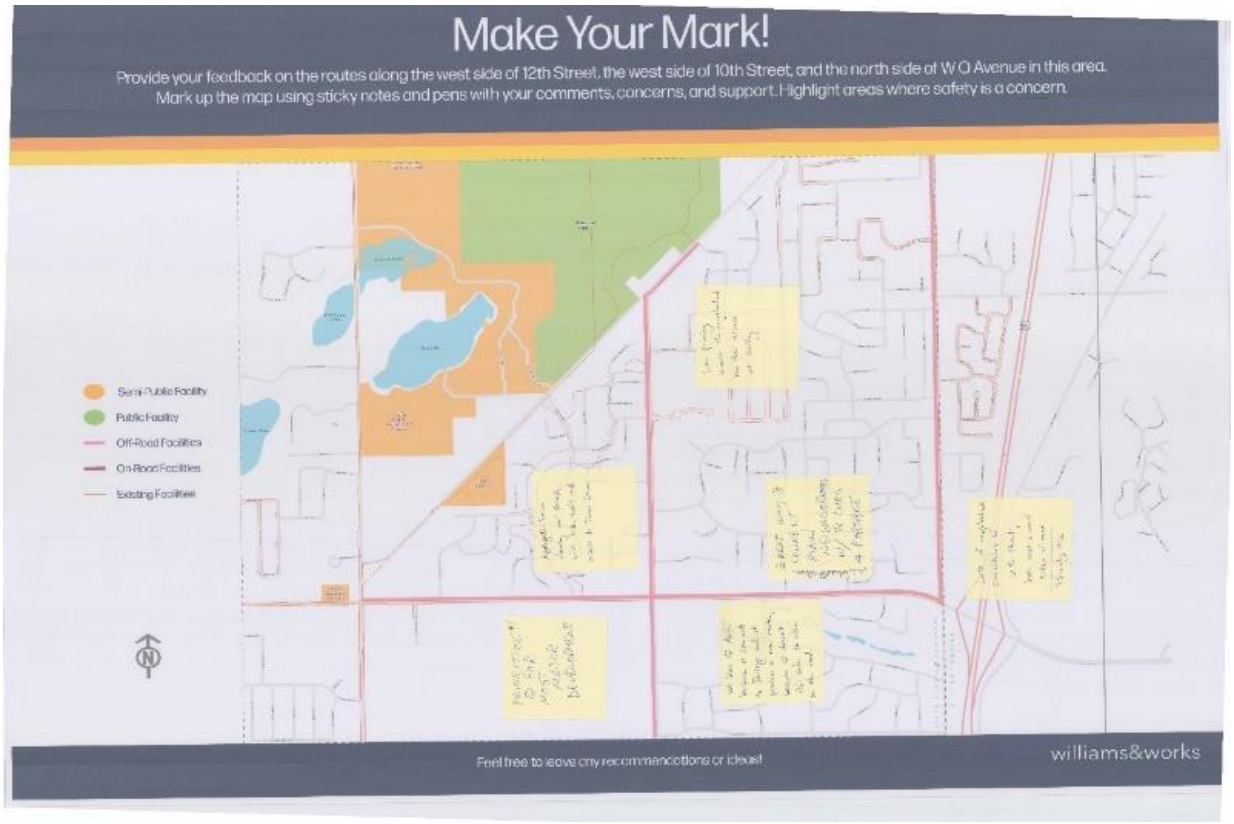
Results: Participants shared strong support for focusing trail development along W Q Avenue. Many liked that it would create a safe and direct connection between major neighborhoods, Texas Corners, and the City of Portage. Several noted that Q Avenue does not feel safe and a trail would be an improvement. The route would also serve a large number of families since the residential neighborhoods are located along the corridor.

Safety concerns were also noted by participants. Intersections at W Q Avenue and at both 10th and 12th Streets were described as busy and dangerous, with comments about drivers ignoring traffic signals and right-of-way. People also raised concerns about safely crossing the road in areas like Colony Woods and near the Al Sabo Nature Preserve.

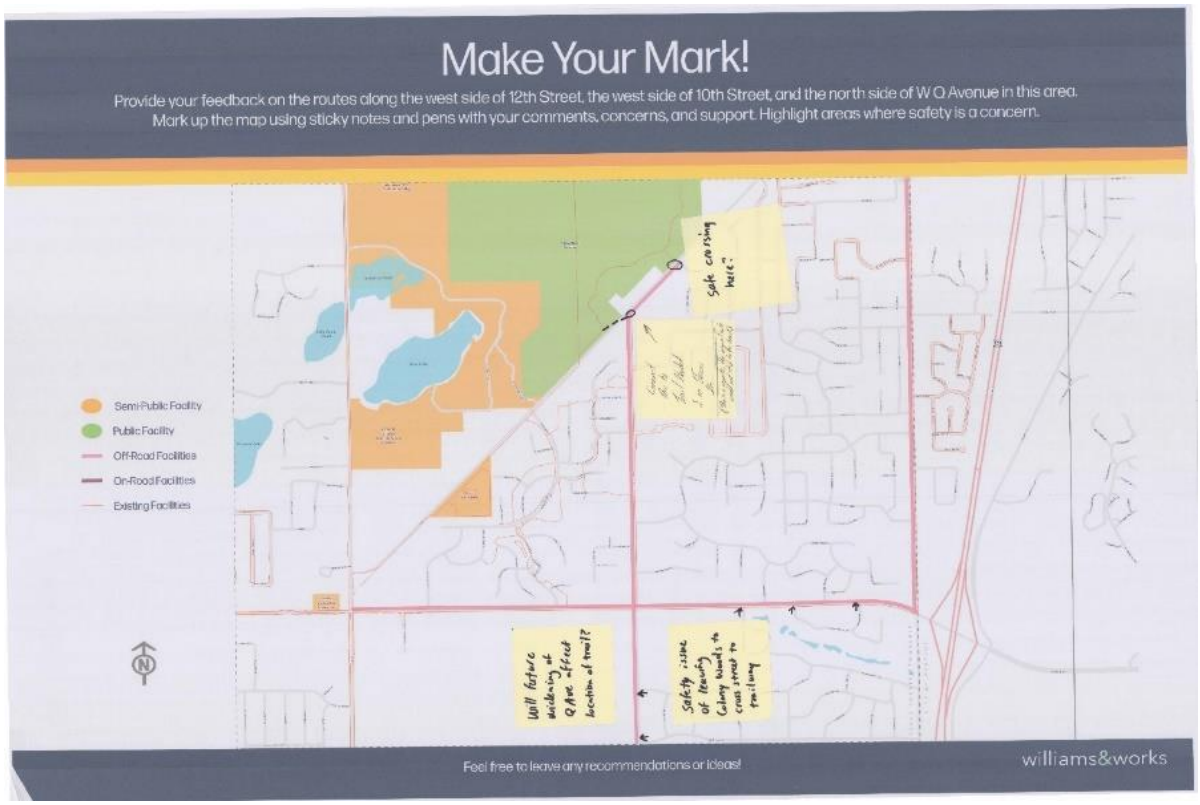
Some participants suggested improvements like better crossing points, ensuring that space for potential future road widening is considered, and adding parking at trailheads to avoid overflow parking along Texas Drive. Others mentioned that some neighborhoods already have trail access, and making a connection in those areas may be a lower priority. Overall, people supported the trail route ideas during this activity but stressed the need to make the trail safe and easy to use.

Results from the four small groups are shown in the following pages.

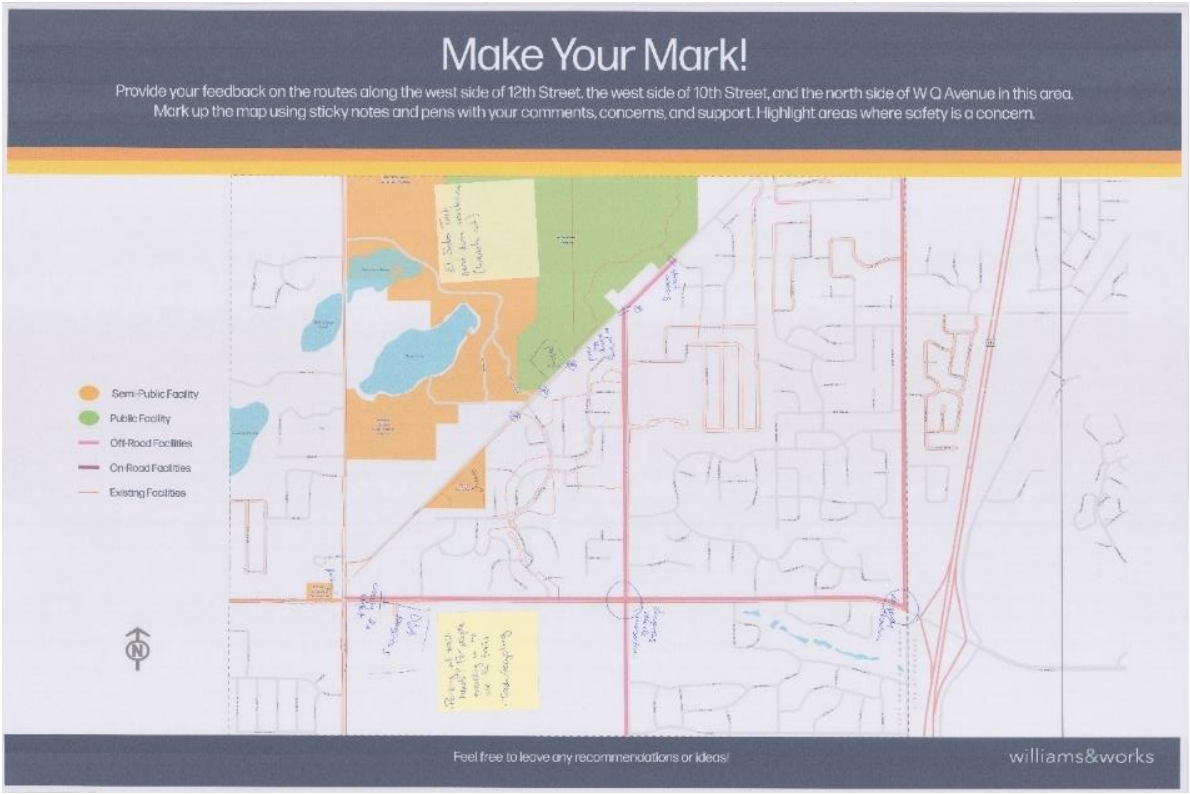
Workshop #1, Group A



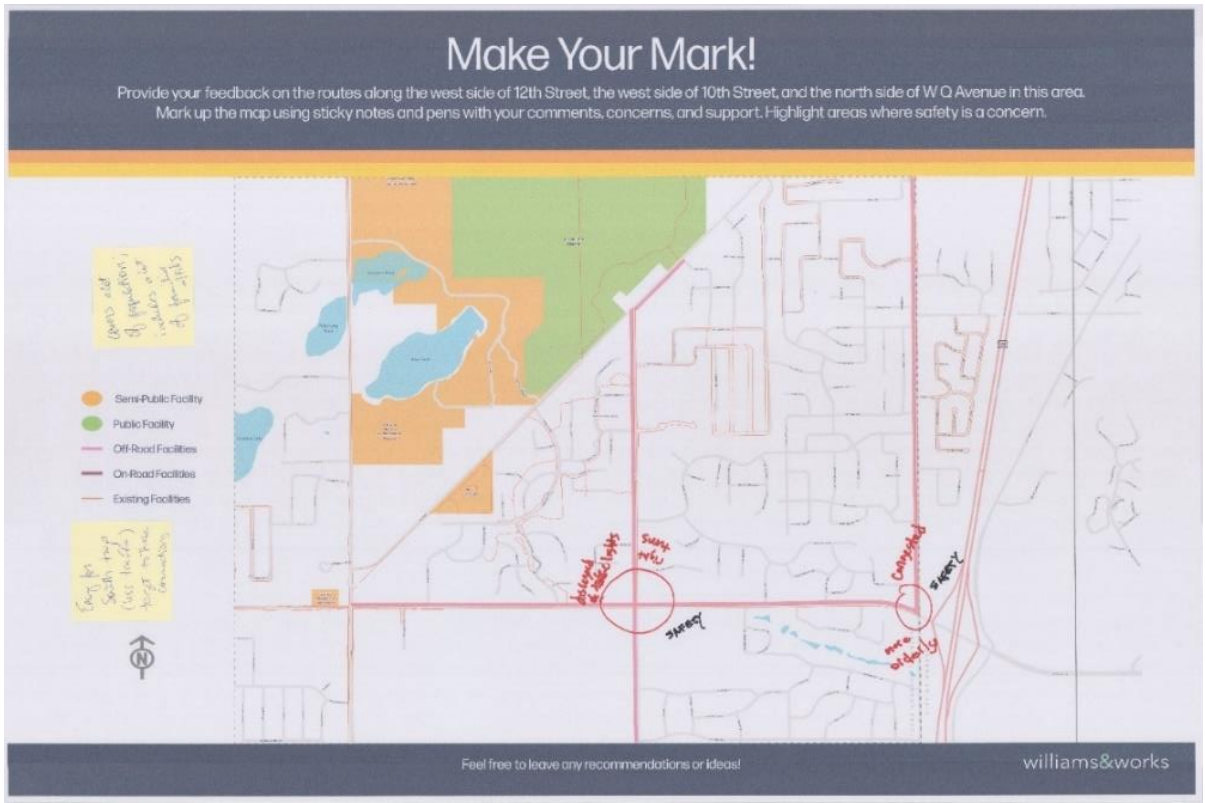
Workshop #1, Group B

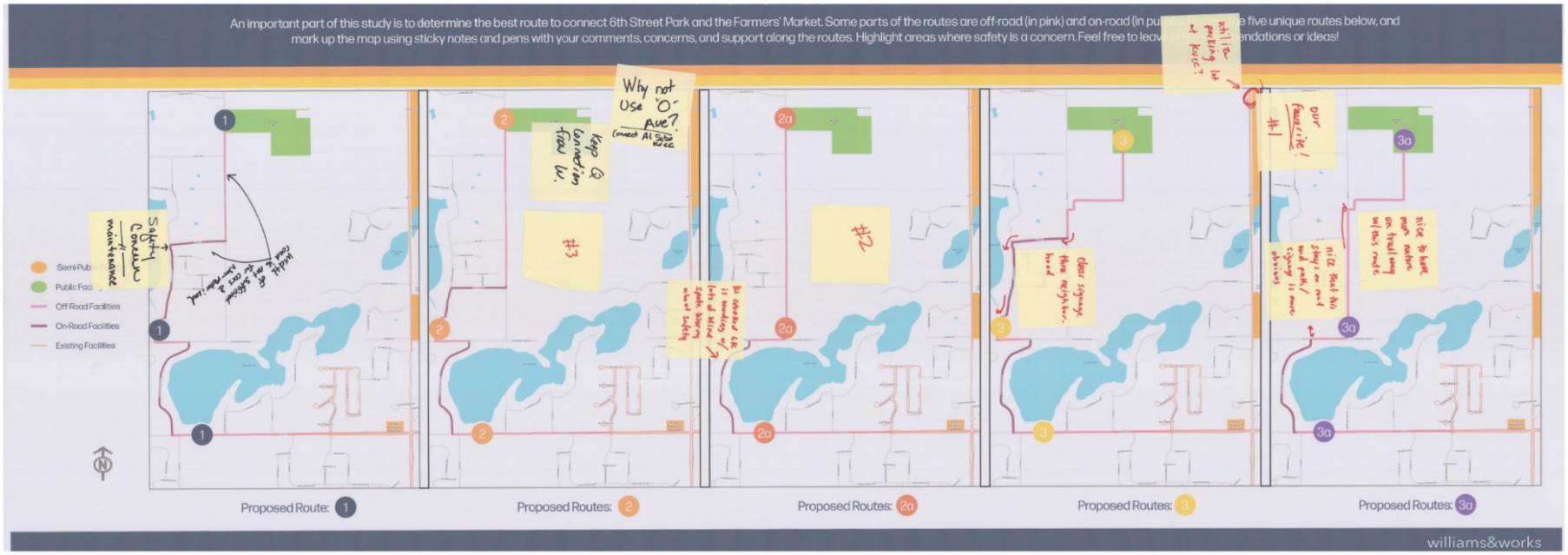


Workshop #1, Group C



Workshop #1, Group D




An important part of this study is to determine the best route to connect 6th Street Park and the Farmers' Market. Some parts of the routes are off-road (in pink) and on-road (in purple). Review the five unique routes below, and mark up the map using sticky notes and pens with your comments, concerns, and support along the routes. Highlight areas where safety is a concern. Feel free to leave any recommendations or ideas!
Why not Use 'O' Ave?
#1
#2
#3
Semi-Public Facility
Public Facility
Off-Road Facilities
On-Road Facilities
Existing Facilities
Proposed Route: 1
Proposed Routes: 2
Proposed Routes: 2a
Proposed Routes: 3
Proposed Routes: 3a
williams&works

mark up the map using sticky notes and pens with your comments, concerns, and support along the routes. Highlight areas where safety is a concern. Feel free to leave any recommendations or ideas!
Semi-Public Facility
Public Facility
Off-Road Facilities
On-Road Facilities
Existing Facilities
Proposed Route: 1
Proposed Routes: 2
Proposed Routes: 2a
Proposed Routes: 3
Proposed Routes: 3a
williams&works

WORKSHOP 1

In the same small groups, participants were asked to make comments on a map with five potential routes that would connect 6th Street to the Farmers' Market. The following is a summary of their comments and concerns.

Route 1

Concerns focused on the narrowness of W P Avenue, Aquaview Drive, and 6th Street. Participants felt these roads were not wide enough to safely support vehicle and non-motorized traffic. Maintenance of and safety on Aquaview Drive was also raised as an issue.

Route 2

Some participants noted the value in the access this route would provide for the White Oaks neighborhood, while others mentioned the narrowness of Heritage Drive and small front yards as challenges. Some participants felt this route would be confusing for users, especially along Heritage Drive, Aquaview Drive, and W PQ Avenue.

Route 2A

Comments received noted the general scenic character of this part of the Township. Notes were made regarding safety concerns along Crooked Lake Drive and the intersection at W PQ Ave. This route was seen as a more favorable and straightforward option.

Route 3

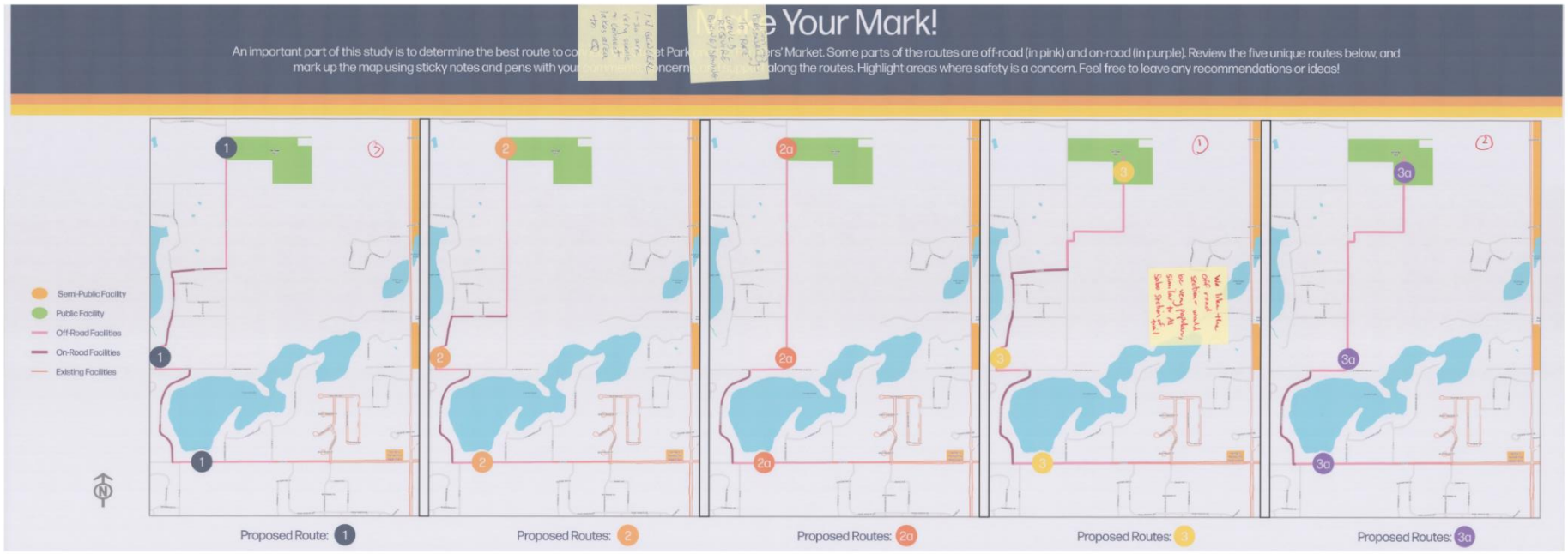
Participants liked the off-road sections and thought it would be very popular, comparing this route to the trails in the Al Sabo Nature Preserve. Some suggested extending the route to 3rd Street to create a connection to Pine Island Court and the Treasure Island neighborhood. Like Route 1, there were concerns about narrow roads in some sections.

Route 3A

Participants noted their appreciation for the natural feel and scenery along this potential route. They also liked that the route stays on the road with clearer signage. Suggestions were made to continue the route west past W PQ Avenue to at least 5th Street to improve neighborhood access.

General Comments

General comments were made regarding the routes as scenic and valuable for connecting the lakes area to W Q Avenue. Participants raised safety concerns along winding and narrow roads, especially on Crooked Lake Drive and at intersections like W PQ Avenue and 6th Street. There were suggestions to improve signage along Aquaview Drive, explore additional route alternatives like 5th Street and O Avenue, and consider using KVCC parking as a kind of trailhead.


Your Mark!
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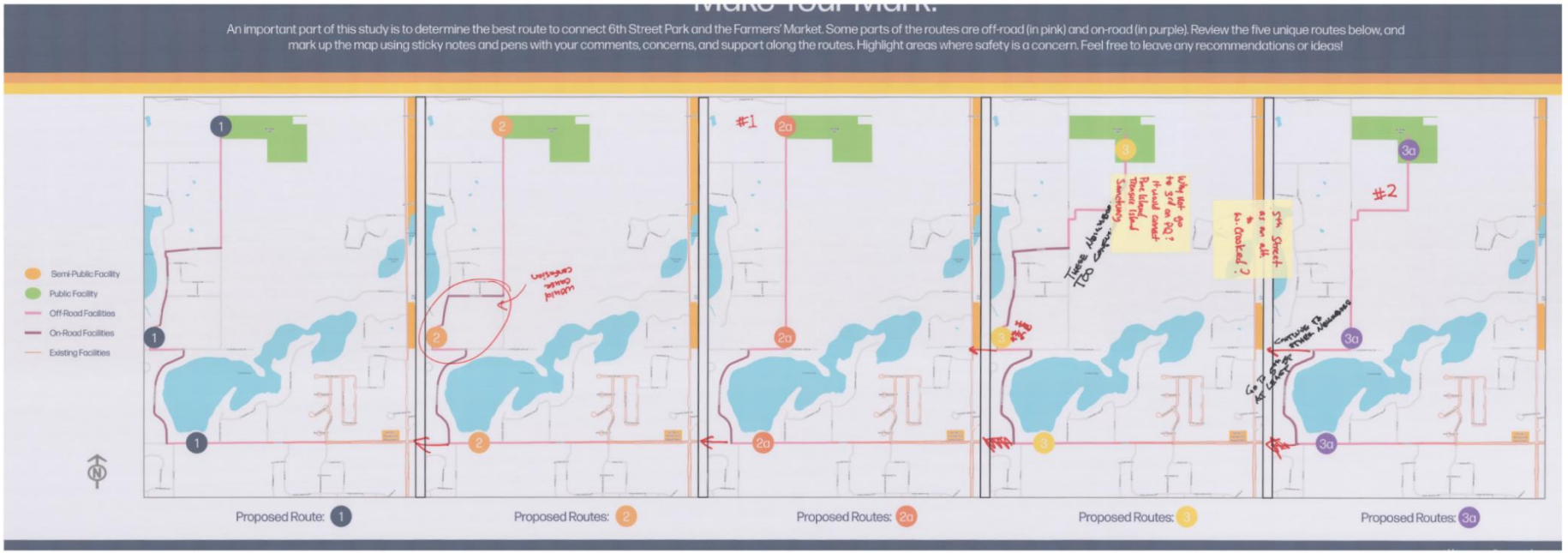
concern
along the routes. Highlight areas where safety is a concern. Feel free to leave any recommendations or ideas!
Semi-Public Facility
Public Facility
Off-Road Facilities
On-Road Facilities
Existing Facilities
Proposed Route: 1
Proposed Routes: 2
Proposed Routes: 2a
Proposed Routes: 3
Proposed Routes: 3a


An important part of this study is to determine the best route to connect 6th Street Park and the Farmers' Market. Some parts of the routes are off-road (in pink) and on-road (in purple). Review the five unique routes below, and
mark up the map using sticky notes and pens with your comments, concerns, and support along the routes. Highlight areas where safety is a concern. Feel free to leave any recommendations or ideas!
Semi-Public Facility
Public Facility
Off-Road Facilities
On-Road Facilities
Existing Facilities
#1
#2
Proposed Route: 1
Proposed Routes: 2
Proposed Routes: 2a
Proposed Routes: 3
Proposed Routes: 3a

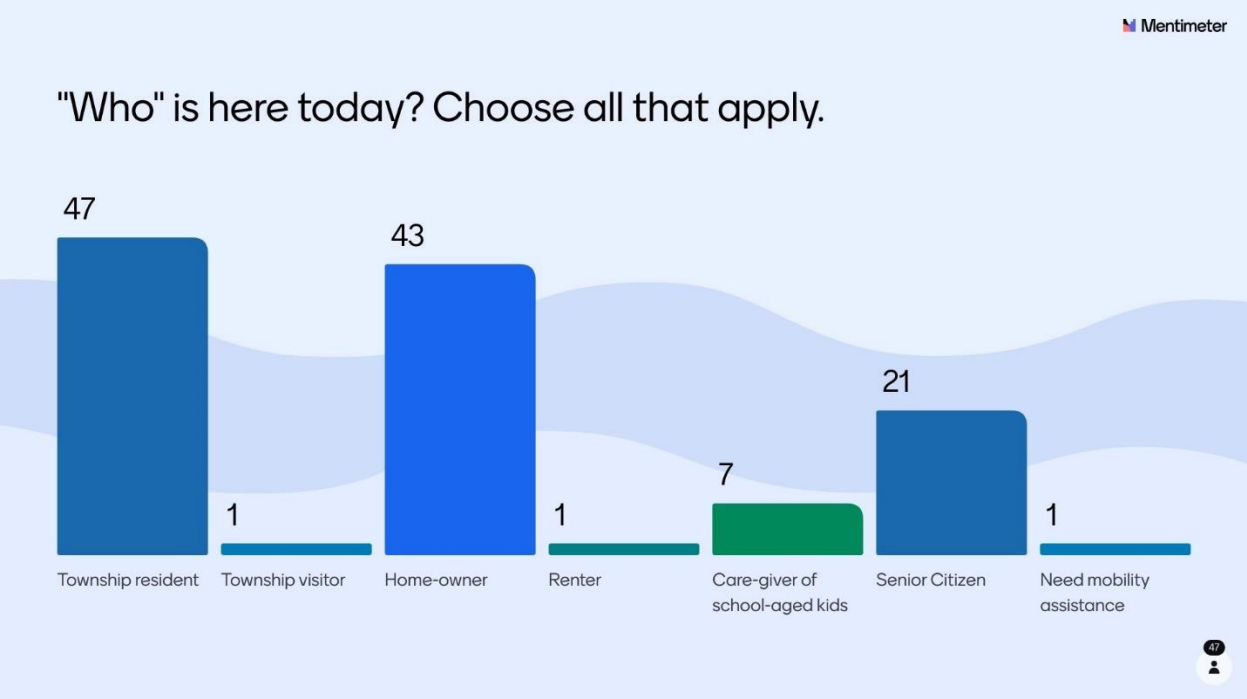
Workshop #2

People who owned property directly adjacent to the potential trail routes along 6th Street, West Crooked Lake Drive, and within the neighborhoods east of Eagle Lake along and near Aquaview Drive were invited to attend Workshop #2. At least 57 people attended.

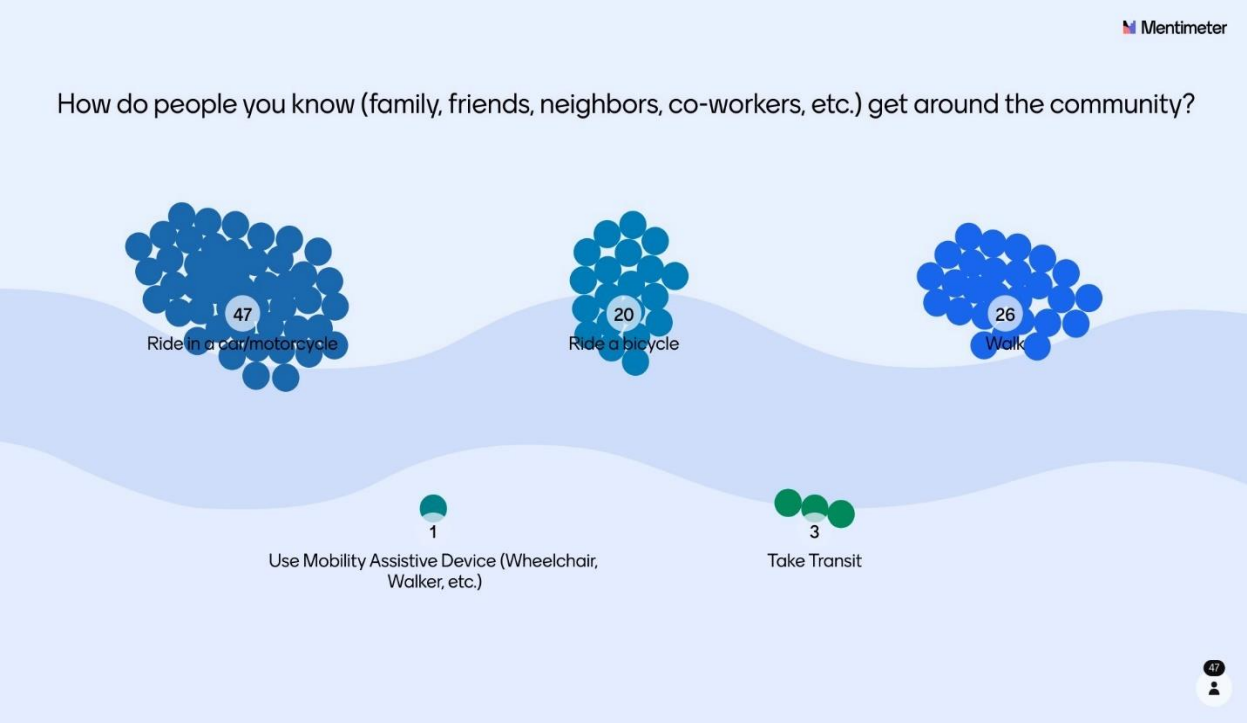
DIGITAL ACTIVITY

Attendees were given instructions to join a digital activity via their phones, with tablets provided for anyone without a phone. A facilitator guided them through a set of questions, which participants answered individually, silently, and anonymously. This format encouraged honest feedback without peer influence or pressure to speak publicly. There were 52 participants.

The following images show the results from the Mentimeter activity.



After this question, the next question invited participants to share their comments about the project and their property anonymously. There were several pages of responses. The majority of comments were in opposition to the project primarily due to concerns about property loss, safety, privacy, cost, and environmental impacts. However, there was a small but clear group expressing support, especially regarding the opportunity for increased connectivity across the Township. All comments from this question are available in the Appendix. The digital activity continued with the following prompts and results:

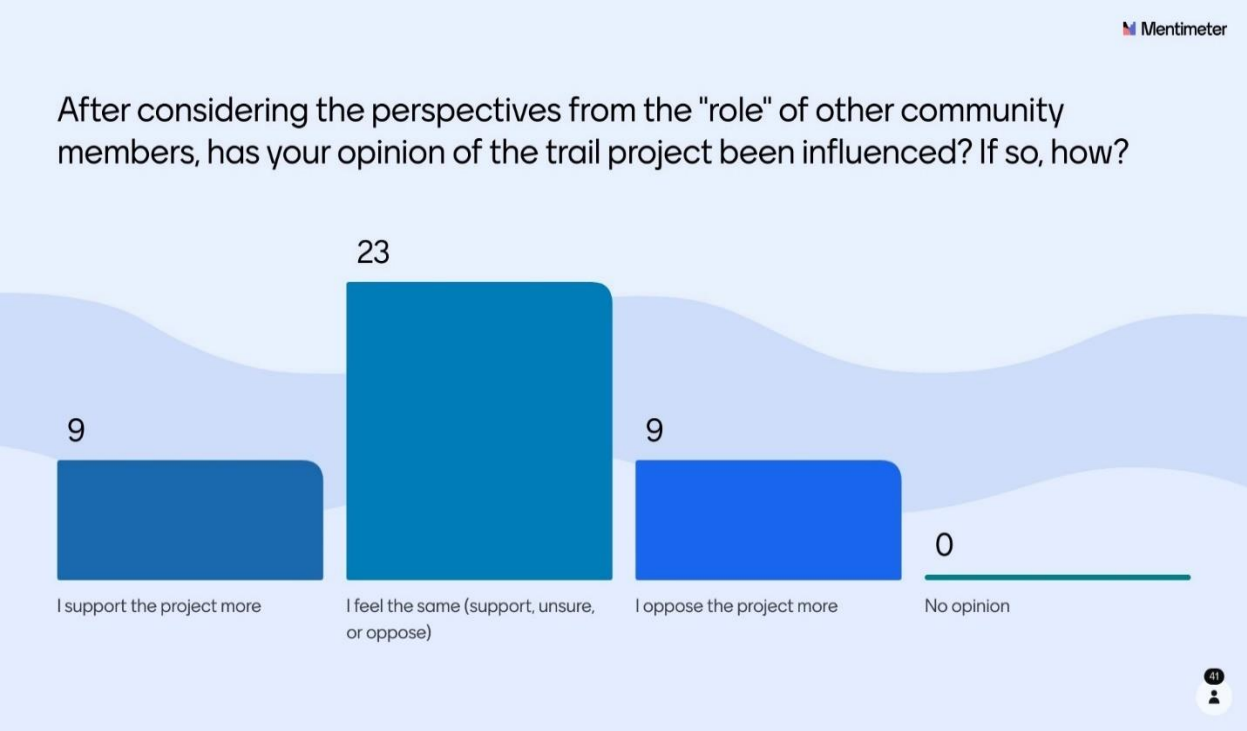


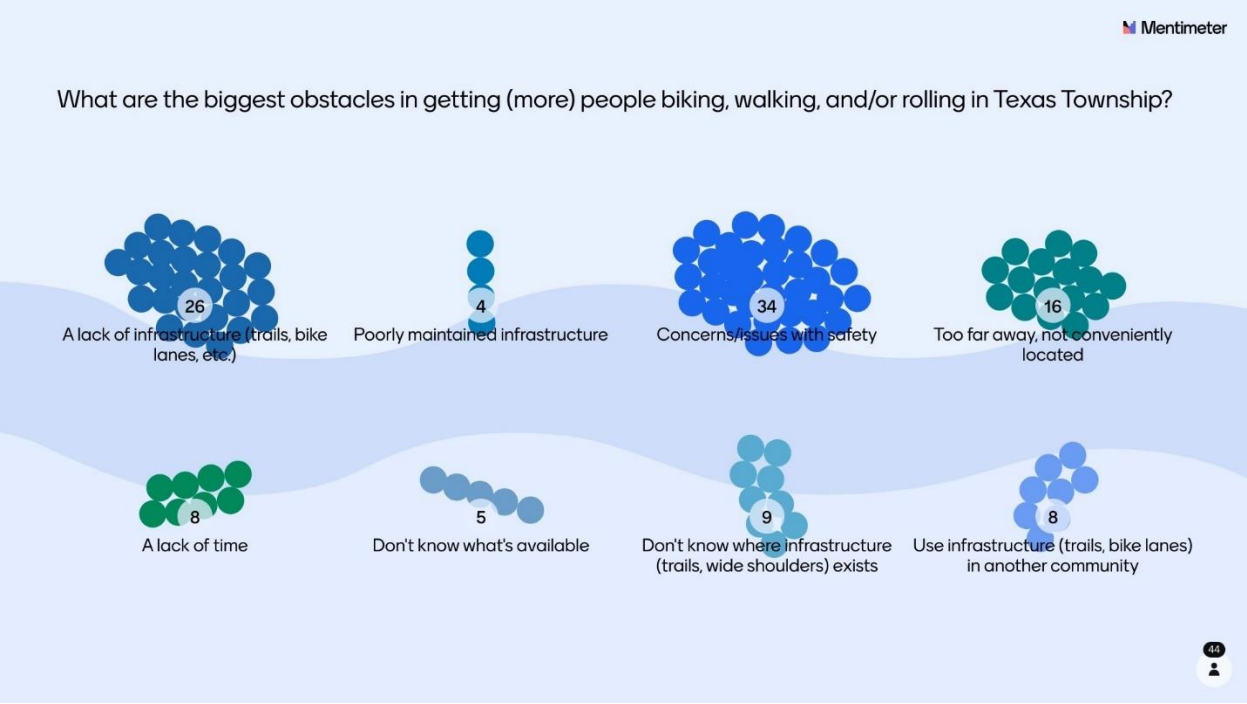
In the next portion of the activity, participants engaged in a virtual role-play exercise designed to explore the idea of expanding the trail system from a variety of community perspectives. Through a series of guided prompts, they were asked to consider how different individuals might experience and interact with the trail. Example roles included:

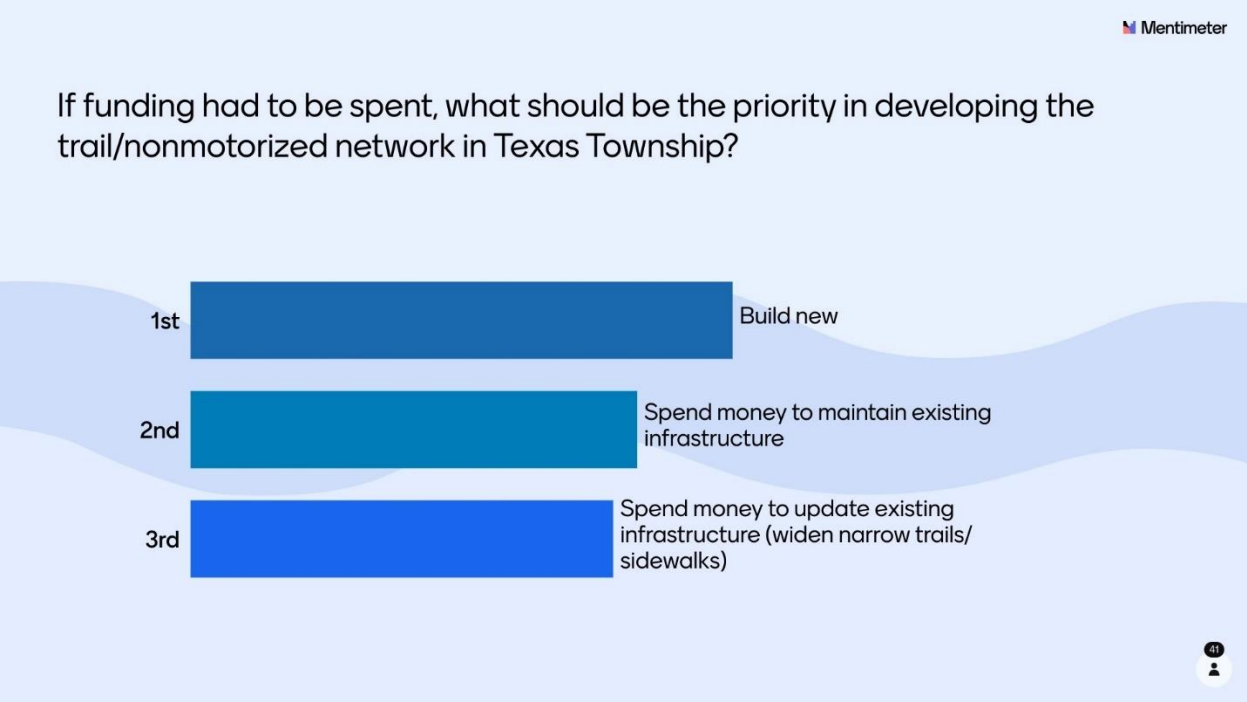
- Parents with Young Kids
- Concerned Homeowner
- Elderly Neighbor
- Dog Walker/Runner
- Opponent of Change
- Teen

The intent of the exercise was to help participants move beyond their personal viewpoints and reflect on the diverse needs and concerns within the broader community. Responses to the six roles generated dozens of pages of thoughtful comments, showing the range of insights into how the trail could impact a wide range of residents. This approach fostered empathy, encouraged open-mindedness, and broadened participants' understanding of the project's potential effects. By stepping into another person's shoes, participants were encouraged to consider how differing life experiences might shape opinions on the project. The individual, anonymous responses are included in the appendix.

The next question in the activity focused on the impact of the virtual role-play exercise.







The entire digital activity, including the raw results, is available in the Appendix.

MAKE YOUR MARK – POTENTIAL TRAIL ROUTES EAST OF 8TH STREET

Participants were asked to move into small groups, discuss the potential routes, and write down their comments, concerns, and ideas. The maps included the routes along 10th Street, 12th Street, W Q Avenue, and Texas Drive east of 8th Street. The following is a summary of their comments and concerns.

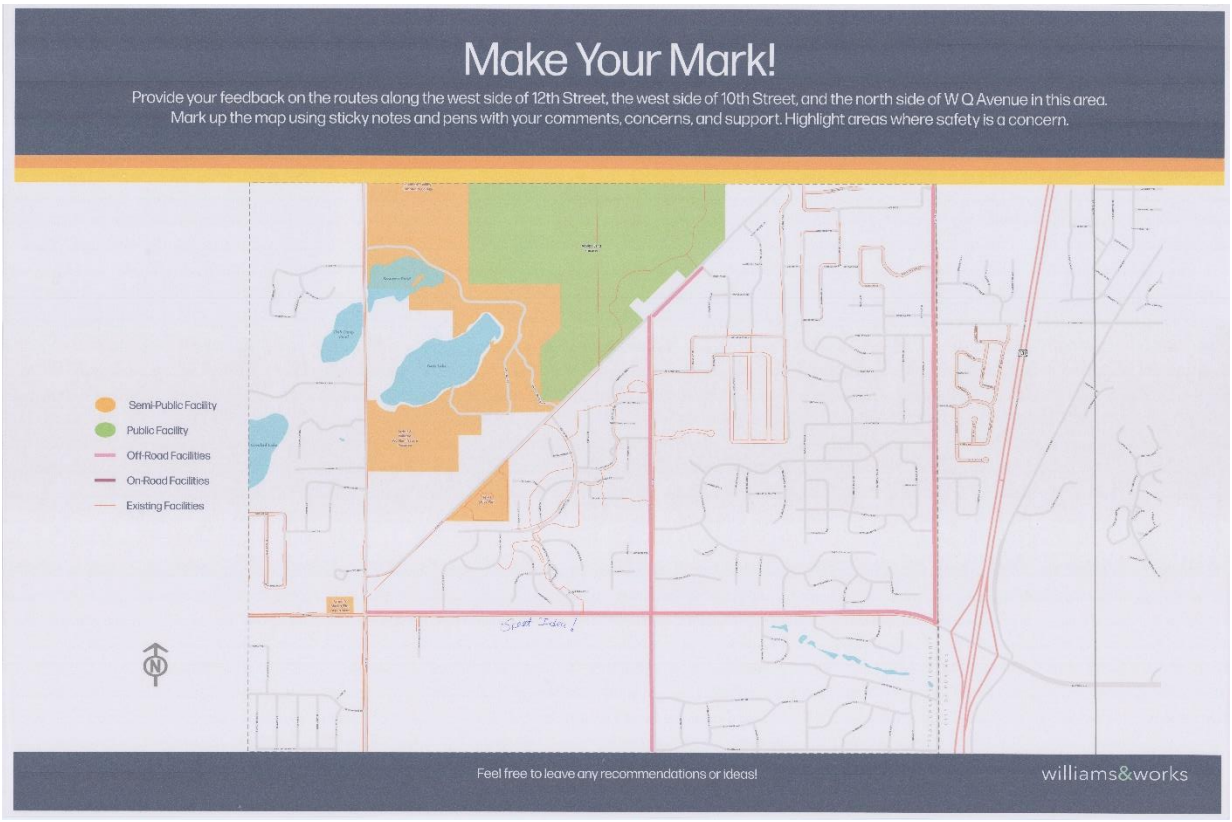
Result: A variety of comments were shared that highlighted support and concerns regarding specific segments. Several participants expressed strong support for the proposed route along W Q Avenue and recognized its potential to connect with nearby areas. Others emphasized the importance of having a safe route along W Q Avenue, suggesting that the trail should be protected from traffic with features like guardrails or berms. Specific concern was raised at the intersection of W Q Avene and 12th Street, with one participant noting that the area was intimidating and needed careful planning for pedestrian safety.

There was positive feedback on 10th and 12th street routes. The trail alignments along the two streets were favored, particularly appreciating the connection to other nearby trails.

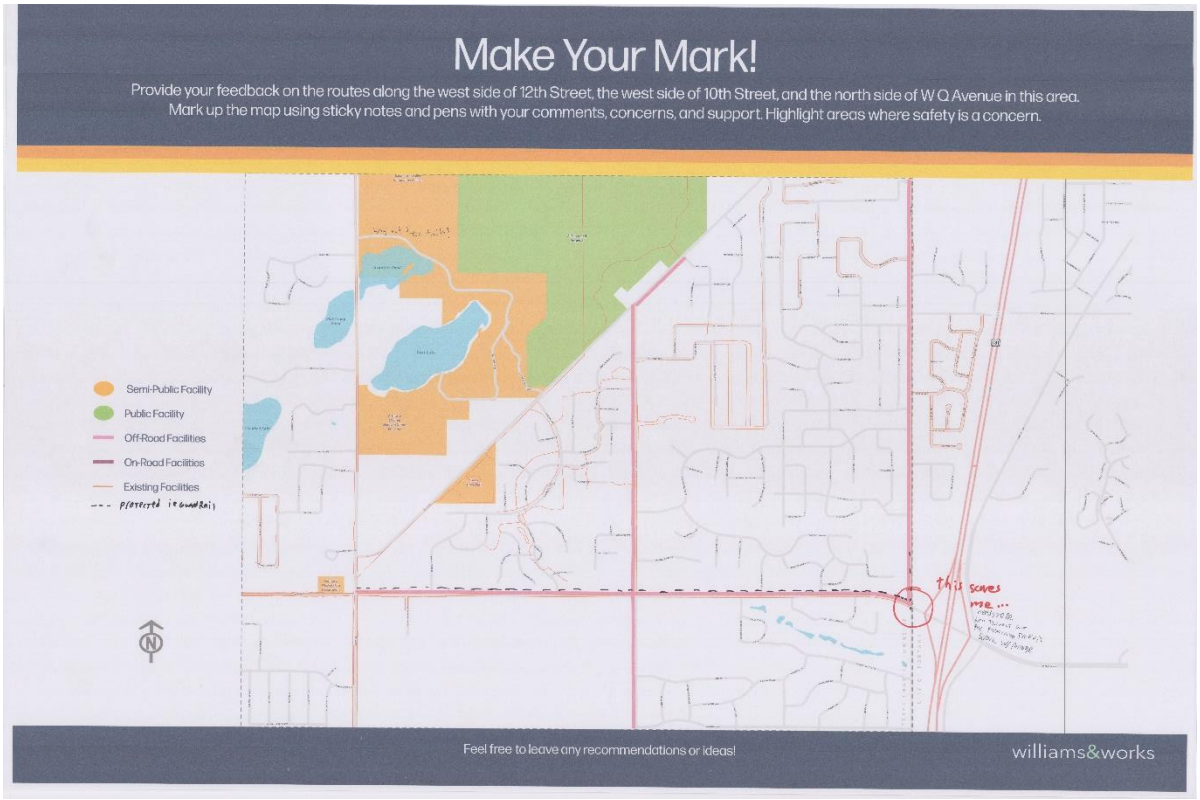
A few participants mentioned the potential for increased difficulty backing out of residential driveways if a trail was built on their property, as trail users would be additional traffic to manage. Another participant noted the idea of using the internal roads and paths within Kalamazoo Valley Community College campus and the adjacent Arthur and Mildred Woollam Nature Preserve as an alternative.

Results from the four small groups are shown in the following pages.

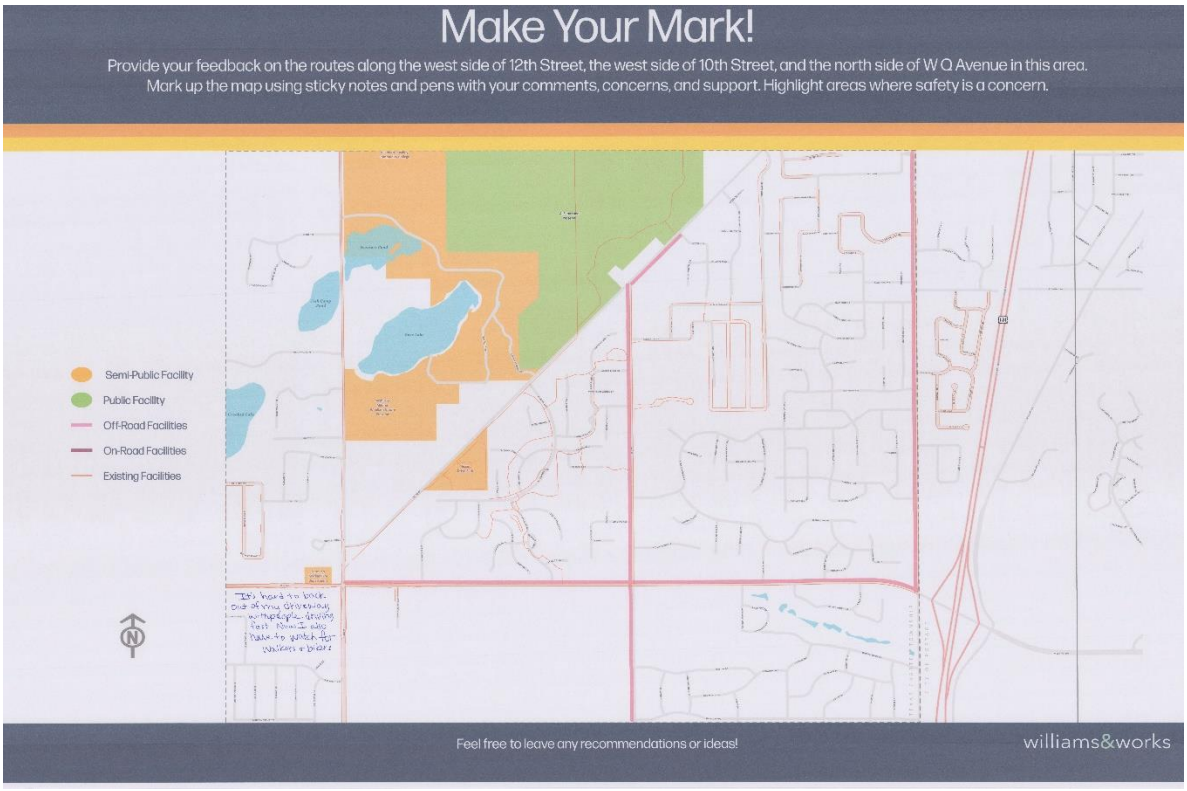
Workshop #2, Group A



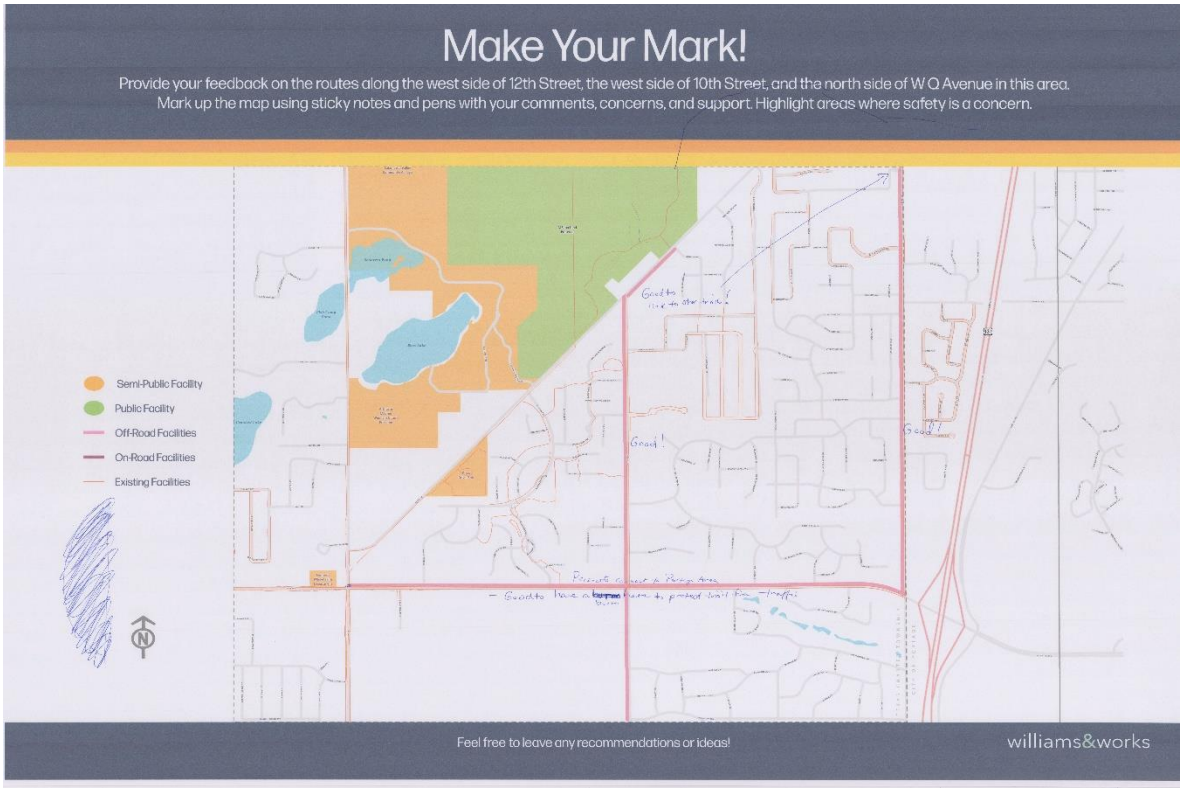
Workshop #2, Group B



Workshop #2, Group C



Workshop #2, Group D



MAKE YOUR MARK – POTENTIAL TRAIL ROUTES WEST OF 8TH STREET

In the same small groups, participants were asked to make comments on a map with five potential routes that would connect 6th Street to the Farmers' Market. The following is a summary of their comments and concerns.

Route 1

Route 1 received mixed feedback. Some participants liked that it would provide access to 6th Street Park and lake views, noting that this was their top-ranked route for scenery. Other comments positively noted the potential for additional recreation opportunities around the lakes. There were concerns raised about route feasibility due to a blind corner at W Q Avenue and Crooked Lake Drive, and parts of the route relying on private roads like W P Avenue. Safety issues were raised, especially related to kids driving golf carts. The section west of Crooked Lake was flagged for a needed extension to improve safety.

Route 2

Feedback on Route 2 was limited and pointed out that areas like Heritage Drive and Aquaview Drive have wide roads with frequent golf cart and dirt bike traffic. This may pose safety and compatibility issues for a trail route.

Route 2A

Route 2A received some of the most favorable feedback. A major benefit noted was that the alignment along the east side of 6th Street avoids crossing the road and provides a safe, direct connection to the 6th Street Park.

Route 3

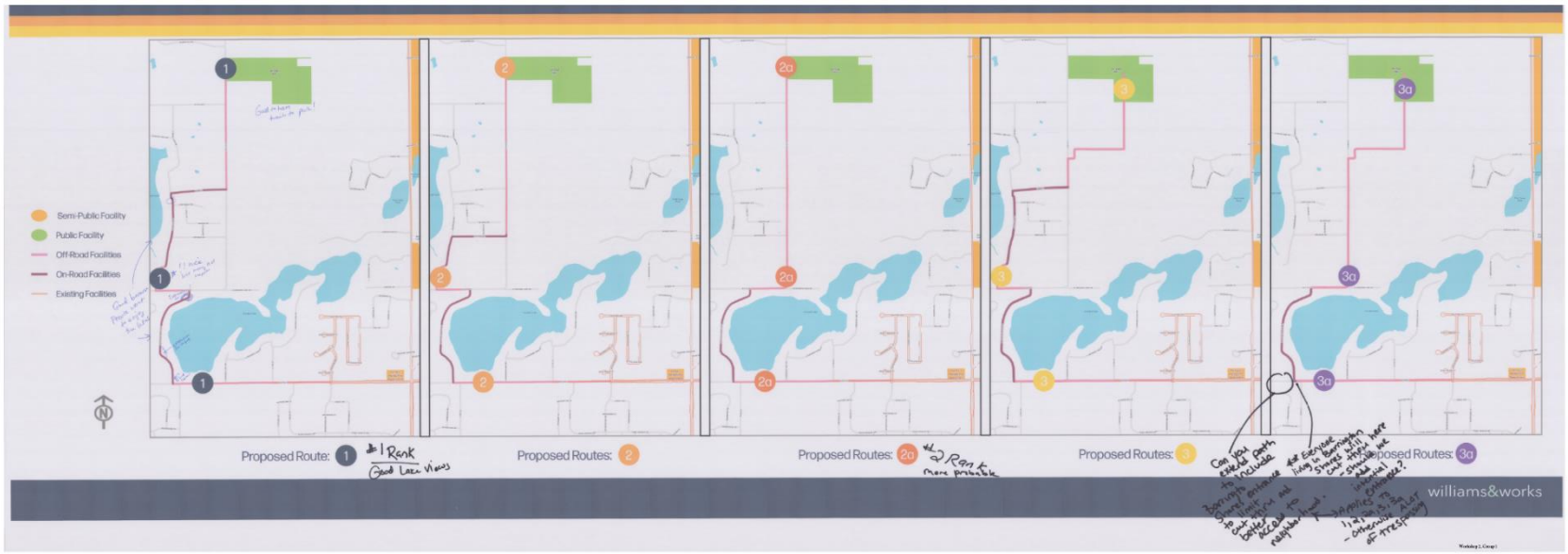
There were no comments recorded specifically regarding this route. There were some concerns about the proximity of the trail to specific residential homes along W Q Avenue.

Route 3A

Route 3A was generally viewed as a more acceptable option compared to Routes 1, 2, or 3, with fewer direct conflicts with private property.

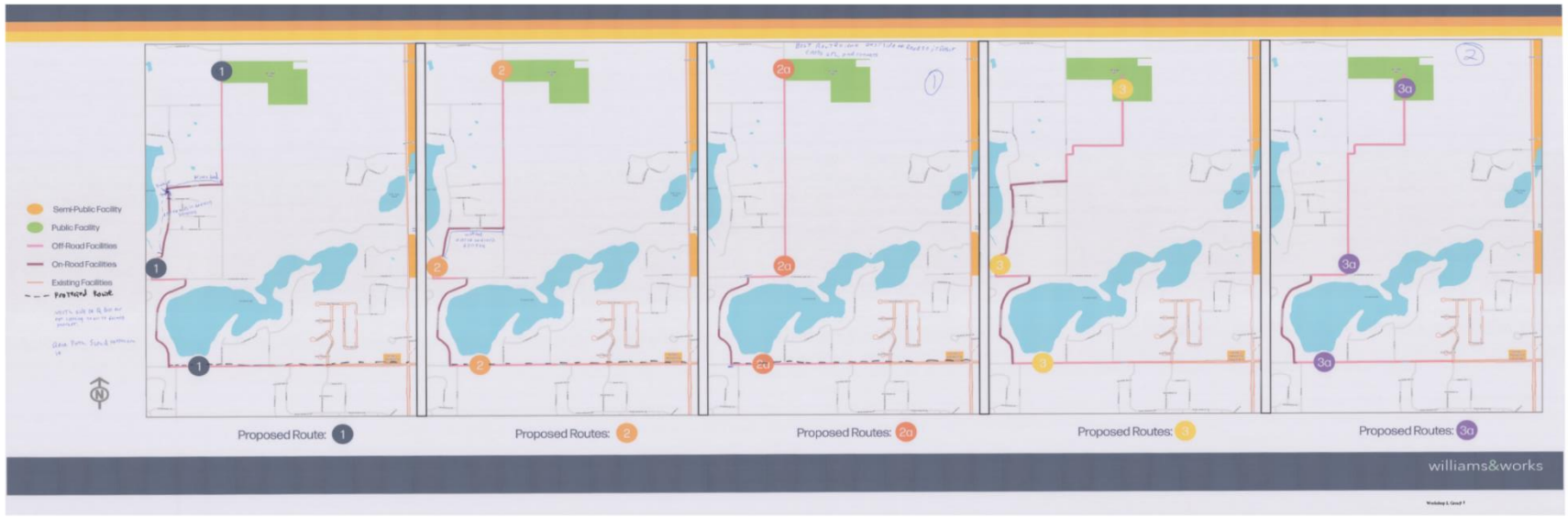
General Comments

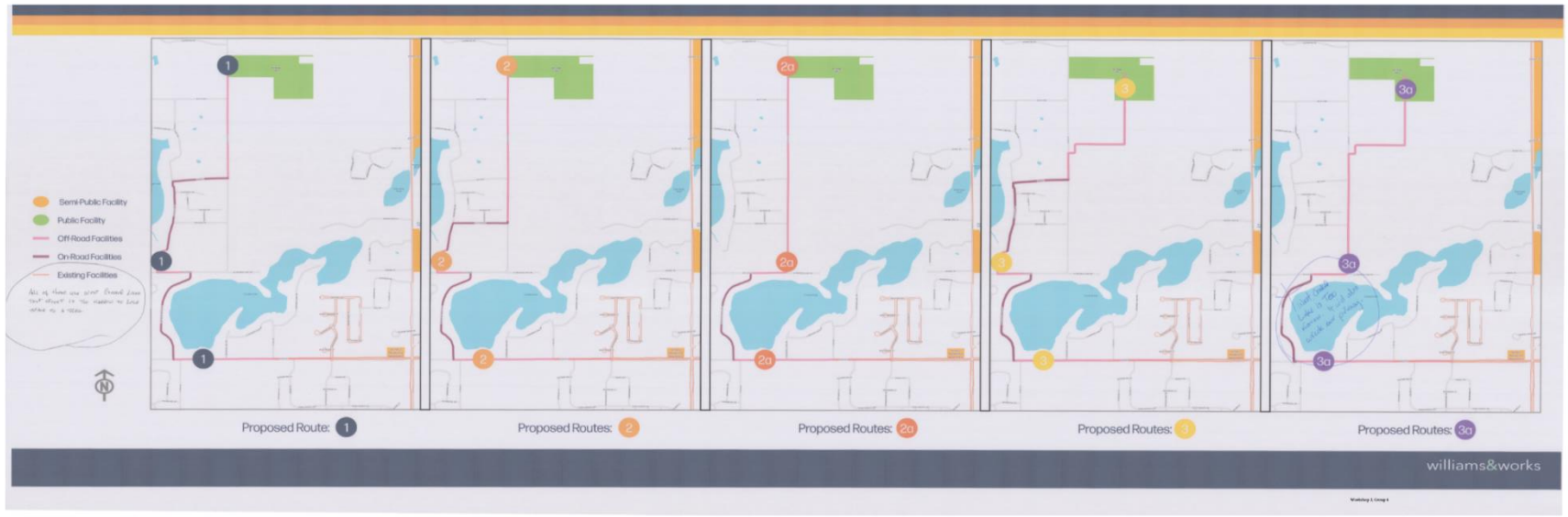
A common theme across all routes was the need to respect private property and avoid encroachment. A few residents strongly opposed any trail near their properties (especially around 8370 W PQ Avenue). The intersection of Crooked Lake Drive and W Q Avenue was identified as a potential trail access point, with suggestions to extend the path to the Barrington Shores entrance to discourage cut-throughs and trespassing. Crooked Lake Drive was frequently mentioned as being too narrow for a trail, and residents expressed concerns about safety and privacy. Participants emphasized the need for trails along W Q Avenue to be separated from traffic, ideally on the north side to avoid road crossings and improve access to the Farmers' Market.


Semi-Public Facility
Public Facility
Off-Road Facilities
On-Road Facilities
Existing Facilities
Proposed Route: 1
#1 Rank
Good Lake views
Proposed Routes: 2
Proposed Routes: 2a
#2 Rank
more private
Proposed Routes: 3
Proposed Routes: 3a
williams&works

Semi-Public Facility
Public Facility
Off-Road Facilities
On-Road Facilities
Existing Facilities
Proposed Route: 1
Proposed Routes: 2
Proposed Routes: 2a
simple!
Proposed Routes: 3
Proposed Routes: 3a
williams&works

WORKSHOP 2


Semi-Public Facility
Public Facility
Off-Road Facilities
On-Road Facilities
Existing Facilities
Proposed Route: 1
Proposed Routes: 2
Proposed Routes: 2a
Proposed Routes: 3
Proposed Routes: 3a
williams&works


Semi-Public Facility
Public Facility
Off-Road Facilities
On-Road Facilities
Existing Facilities
Proposed Route: 1
Proposed Routes: 2
Proposed Routes: 2a
Proposed Routes: 3
Proposed Routes: 3a
williams&works

WORKSHOP 2

Workshop #3

People who owned property directly adjacent to the trail routes along Q Avenue, 10th Street, and 12th Street east of 8th Street were invited to attend Workshop #3. At least 62 people attended the workshop.

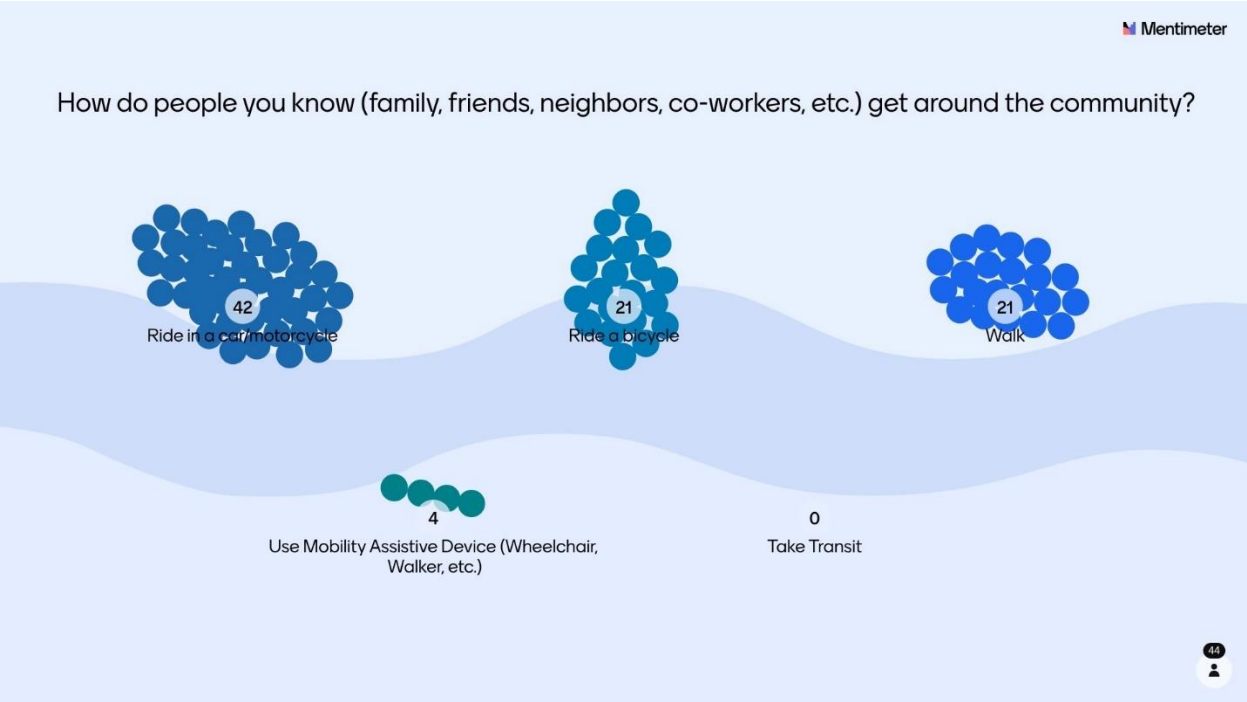
DIGITAL ACTIVITY

Attendees were given instructions to join a digital activity via their phones, with tablets provided for anyone without a phone. A facilitator guided them through a set of questions, which participants answered individually, silently, and anonymously. This format encouraged honest feedback without peer influence or pressure to speak publicly. There were 51 participants.

The following show the results of the activity.

After this question, the next question invited participants to share their comments about the project and their property anonymously. There were several pages of responses. The majority of comments were in opposition to the project, largely driven by concerns about property impacts, tree removal, safety, and project transparency. A smaller group of comments expressed support. All comments from this question are available in the Appendix

The digital activity continued with the following prompts and results:

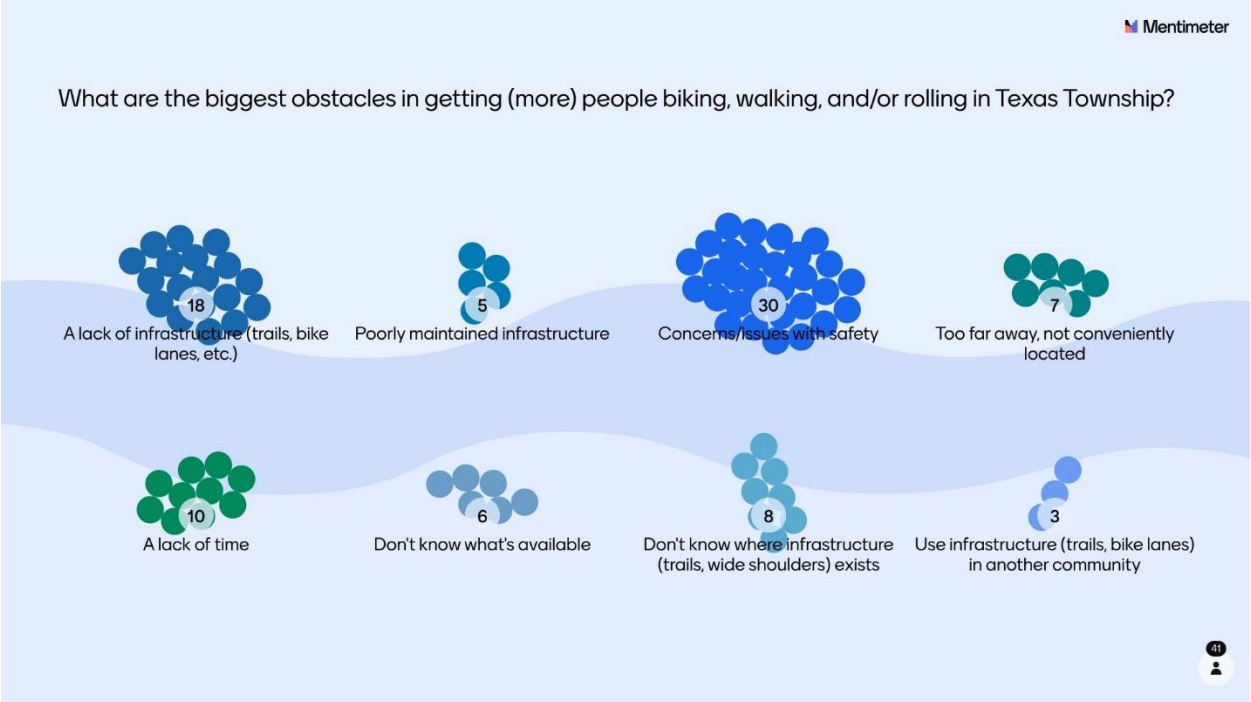


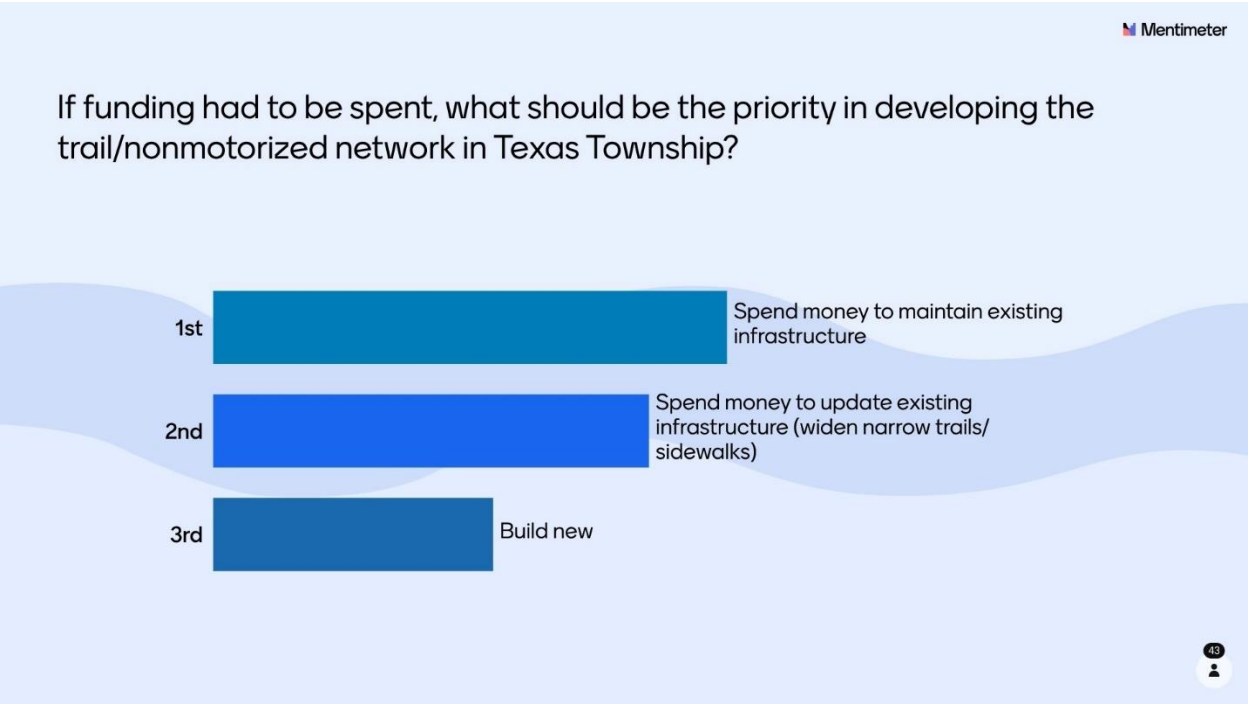
In the next portion of the activity, participants engaged in a virtual role-play exercise designed to explore the idea of expanding the trail system from a variety of community perspectives. Through a series of guided prompts, they were asked to consider how different individuals might experience and interact with the trail. Example roles included:

- Parents with Young Kids
- Concerned Homeowner
- Elderly Neighbor
- Dog Walker/Runner
- Opponent of Change
- Teen

The intent of the exercise was to help participants move beyond their personal viewpoints and reflect on the diverse needs and concerns within the broader community.

Responses to the six roles generated dozens of pages of thoughtful comments, showing the range of insights into how the trail could impact a wide range of residents. This approach fostered empathy, encouraged open-mindedness, and broadened participants' understanding of the project's potential effects. By stepping into another person's shoes, participants were encouraged to consider how differing life experiences might shape opinions on the project. The individual, anonymous responses are included in the appendix. The next question in the activity focused on the impact of the virtual role-play exercise.





The entire digital activity, including the raw results, is available in the Appendix.

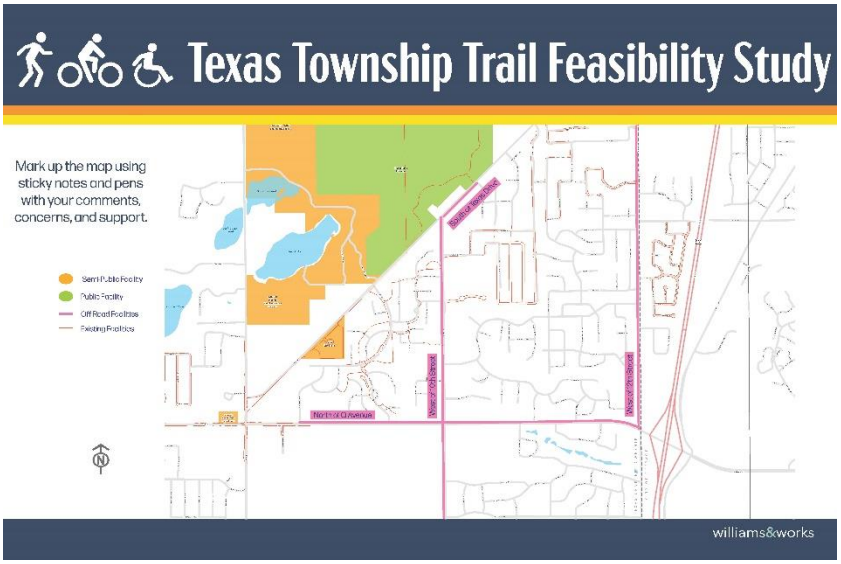
MAKE YOUR MARK – POTENTIAL TRAIL ROUTES EAST OF 8TH STREET

Participants were asked to move into small groups, discuss the potential routes, and write down their comments, concerns, and ideas. The maps included the routes along 10th Street, 12th Street, W Q Avenue, and Texas Drive east of 8th Street. The following is a summary of their comments and concerns.

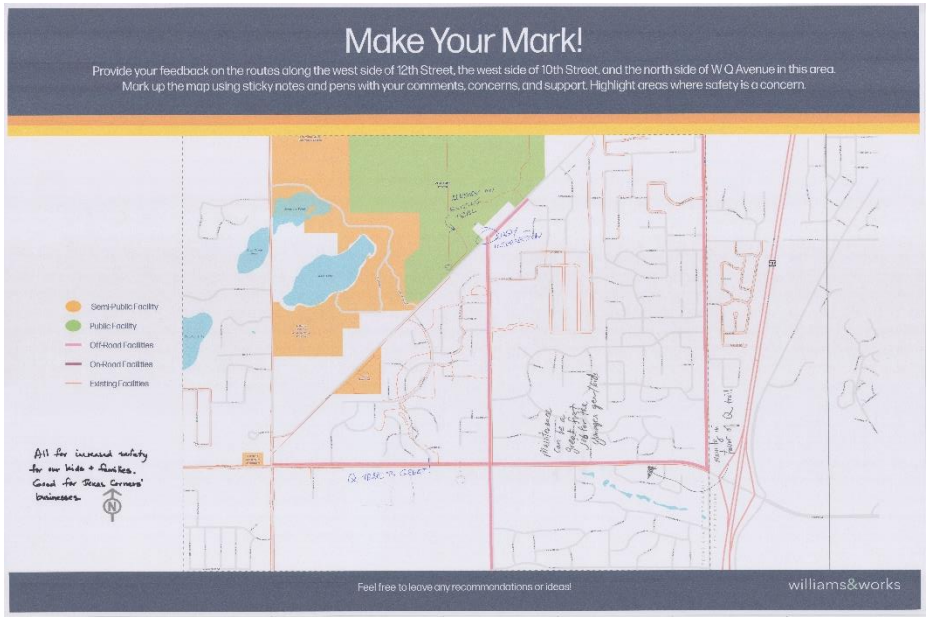
Results: Participants supported prioritizing W Q Avenue for future trail development because of connections with the City of Portage and the Texas Corners area. This route was frequently ranked as a top priority due to its potential to serve a large portion of the Township residential population, including many families with children. Safety was a recurring theme, with several comments noting that W Q Avenue currently feels unsafe for biking and asking whether future road widening would affect the trail's location. The route on 12th Street was also seen as important due to providing additional connections into multiple residential neighborhoods. Comments also reflected broader community interests, including potential youth involvement in maintenance, compensation for landscape restoration, and asking how to stay informed and involved in trail planning efforts.

At the same time, participants raised questions about long-term maintenance, the impact on nearby properties, and overall Township priorities if a trail were to be built. Some participants felt areas like Applegate Farms and neighborhoods near Bentley Drive already had adequate trail access and may be a lower priority when developing trail connections. Other comments emphasized the need for trailhead amenities such as parking, trash disposal, recycling, and trail maintenance.

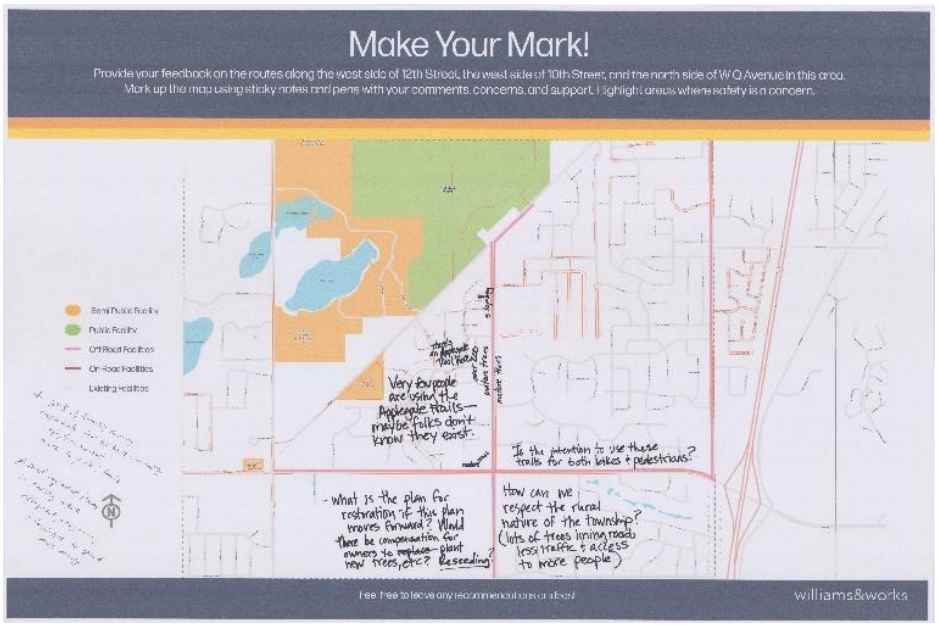
Results from the four small groups are shown below



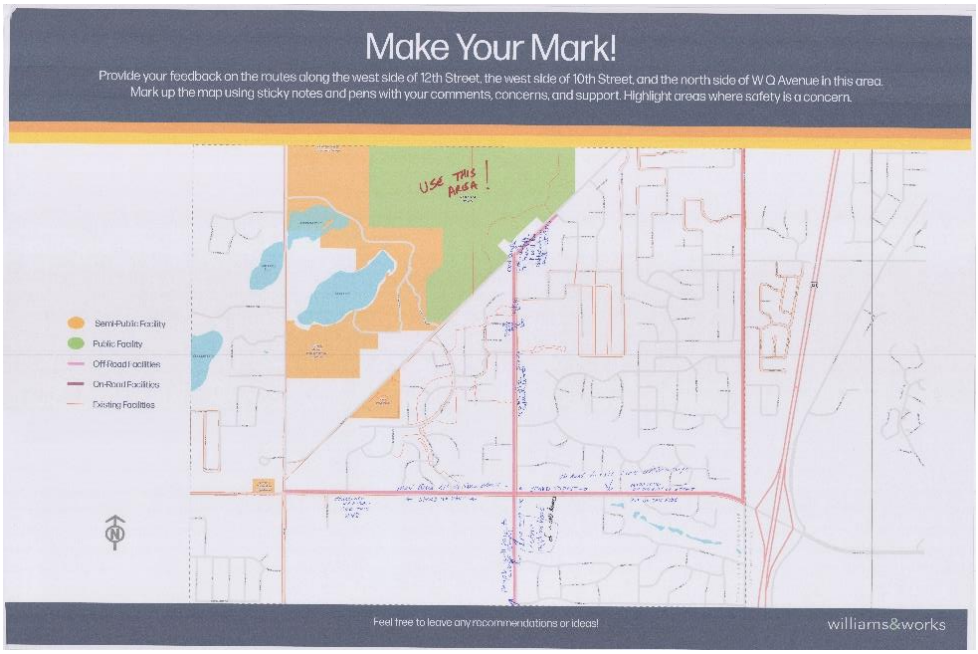
Workshop 3, Group A



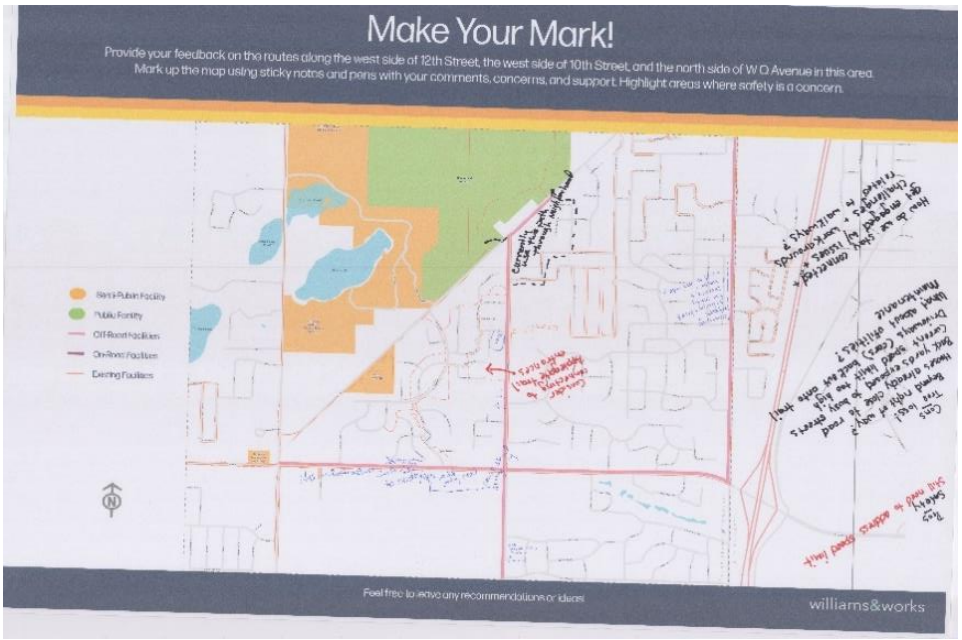
Workshop 3, Group B



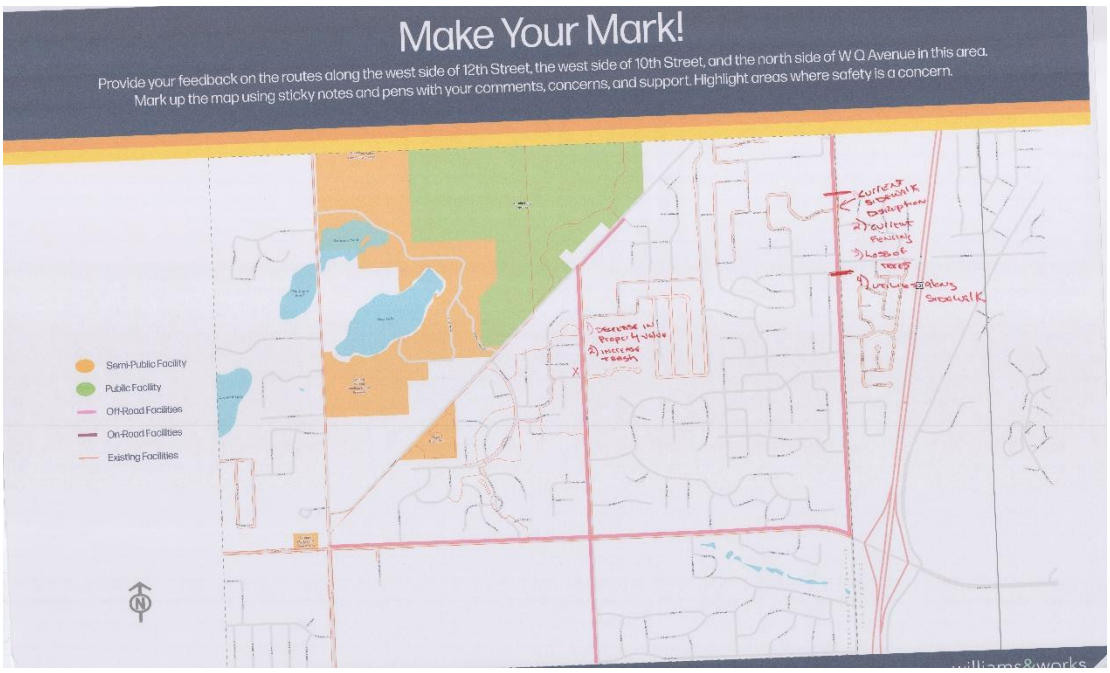
Workshop 3, Group C



Workshop 3, Group D



Workshop 3, Group E



MAKE YOUR MARK – POTENTIAL TRAIL ROUTES WEST OF 8TH STREET

In the same small groups, participants were asked to make comments on a map with five potential routes that would connect 6th Street to the Farmers' Market. The following is a summary of their comments and concerns.

Route 1

Comments were focused on concerns regarding the route being on winding roads, the cost to build the trail, and the need for homeowner support for a route to be built near the lake.

Route 2

There was a comment suggesting an alternative route connection into the Al Sabo Nature Preserve between the Texas Drive entrance and the KVCC entrance to make the route more bikeable and accessible.

Route 2A

Participants saw Route 2A as the most direct trail route option and felt it could attract more use despite potentially higher costs. Comments were made regarding the selection of this being the preferred route. However, feedback noted that nearby property owners' support may be a challenge. Additionally, the route may not appeal equally to all.

Route 3

Route 3 had a note that the inconsistency of trail facility types (on-road, off-road) along this route would discourage them from using it. This indicates a desire for a more continuous and predictable trail experience.

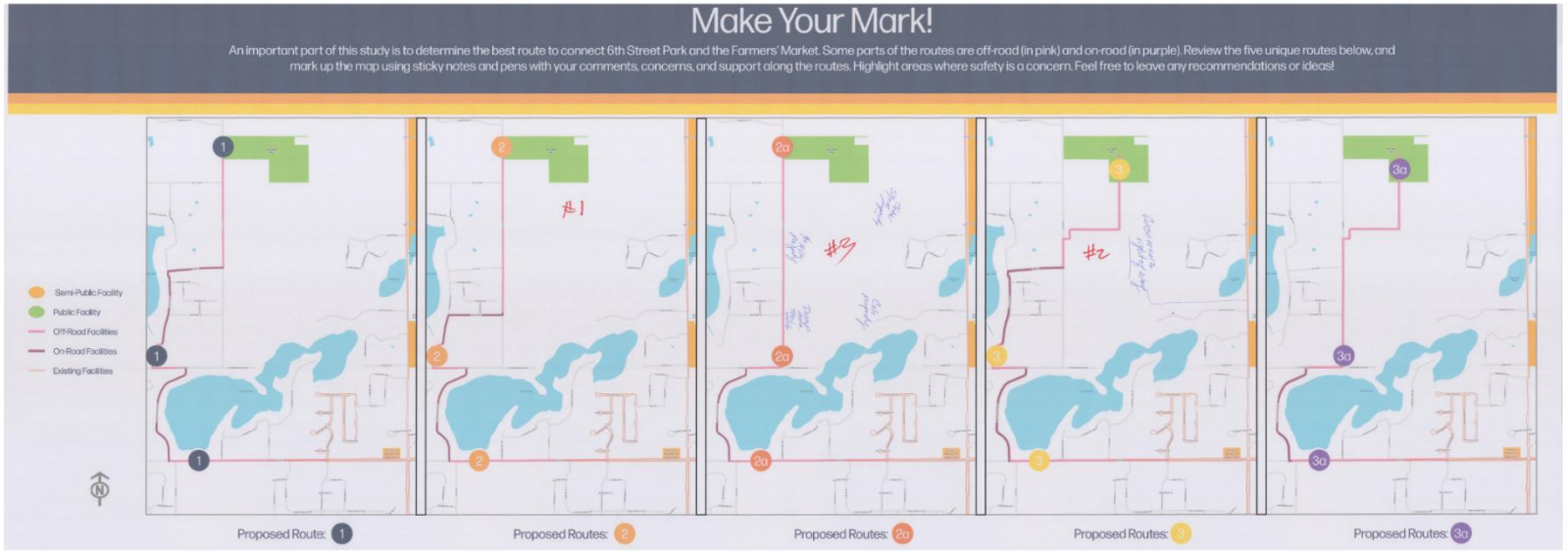
Route 3A

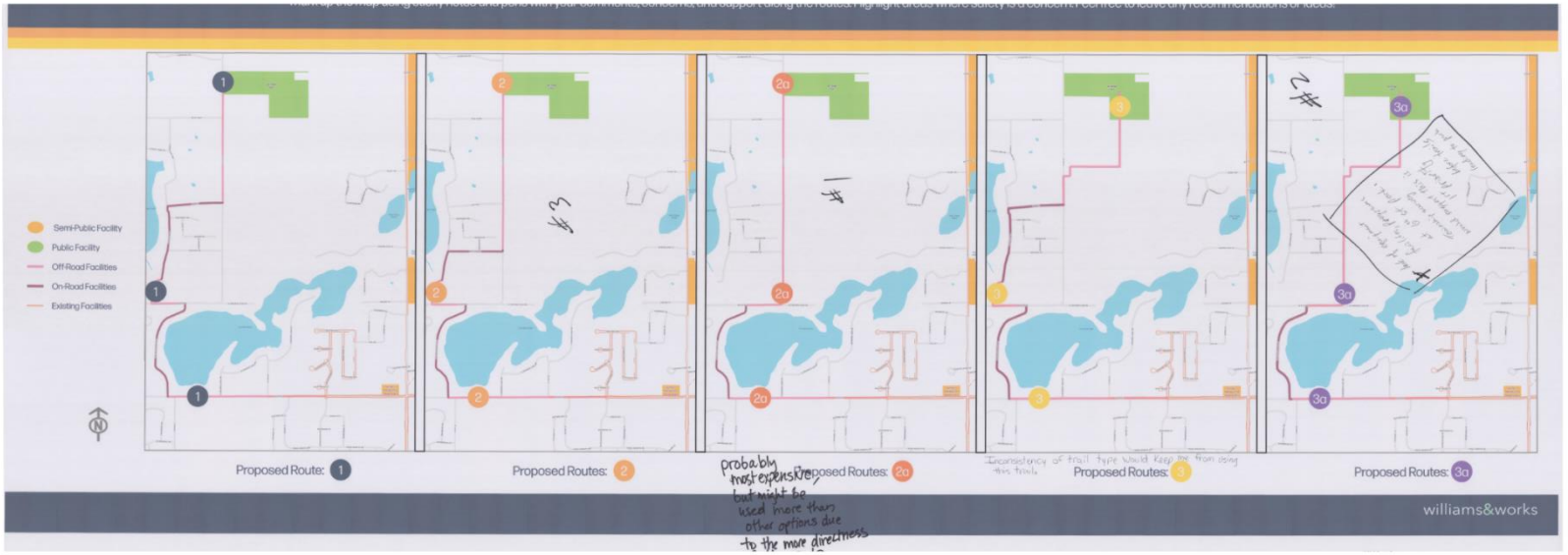
Route 3A was liked due to the natural setting along the trail and clear signage.

General Comments

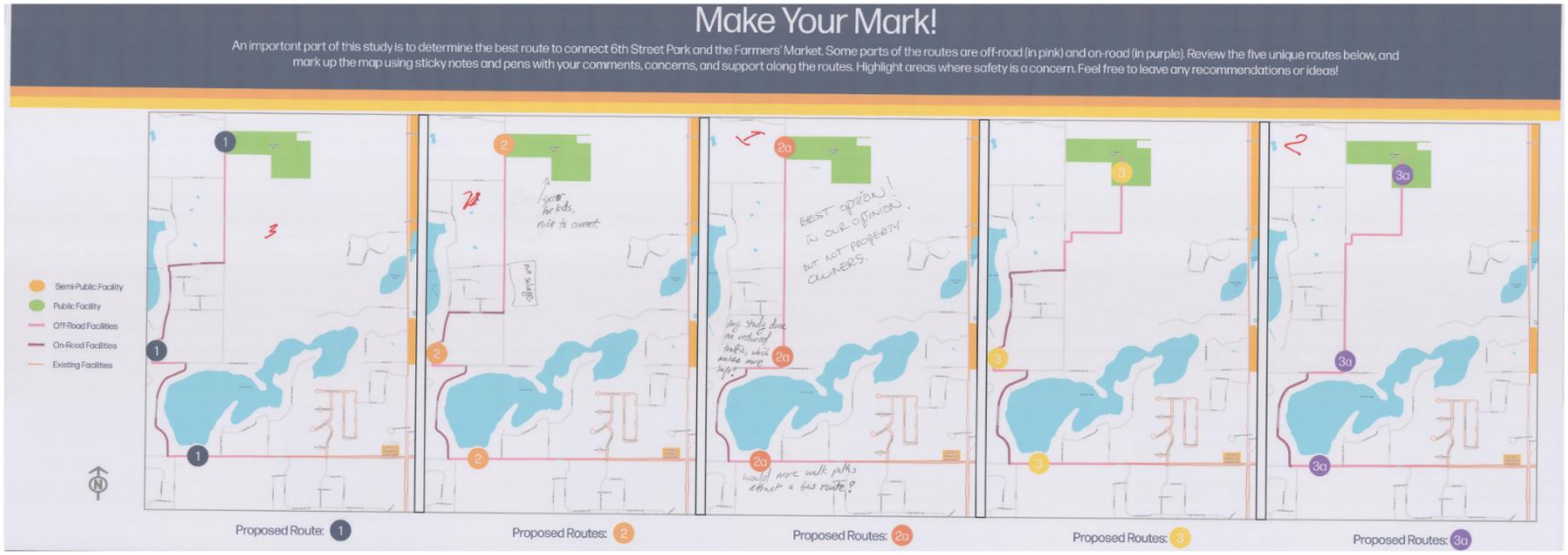
Several broader themes emerged in the general comments during this workshop. Participants appreciated the trail connections to 6th Street Park, especially to access the park for activities like soccer. However, some felt that the park itself lacks amenities, programs, and facilities, and building these should be a higher priority before building new trail connections. Concerns were raised about winding roads, particularly around Crooked Lake, and the need for homeowner buy-in. Off-road trails were preferred over routes through residential areas.

There were also calls for the Township to create bylaws for trail maintenance, including snow removal and liability protections. Some questioned whether walkable paths could lead to reduced traffic or attract future bus routes. A few notes suggested relocating the park to Al Sabo, where trails already exist.


Make Your Mark!
An important part of this study is to determine the best route to connect 6th Street Park and the Farmers' Market. Some parts of the routes are off-road (in pink) and on-road (in purple). Review the five unique routes below, and mark up the map using sticky notes and pens with your comments, concerns, and support along the routes. Highlight areas where safety is a concern. Feel free to leave any recommendations or ideas!
Semi-Public Facility
Public Facility
Off-Road Facilities
On-Road Facilities
Existing Facilities
#1
#2
#2
Proposed Route: 1
Proposed Routes: 2
Proposed Routes: 2a
Proposed Routes: 3
Proposed Routes: 3a


Semi-Public Facility
Public Facility
Off-Road Facilities
On-Road Facilities
Existing Facilities
#3
#1
#2
Proposed Route: 1
Proposed Routes: 2
probably most expensive but might be used more than other options due to the more directness
Proposed Routes: 2a
Inconsistency of trail type would keep me from using this route
Proposed Routes: 3
Proposed Routes: 3a
williams&works

WORKSHOP 3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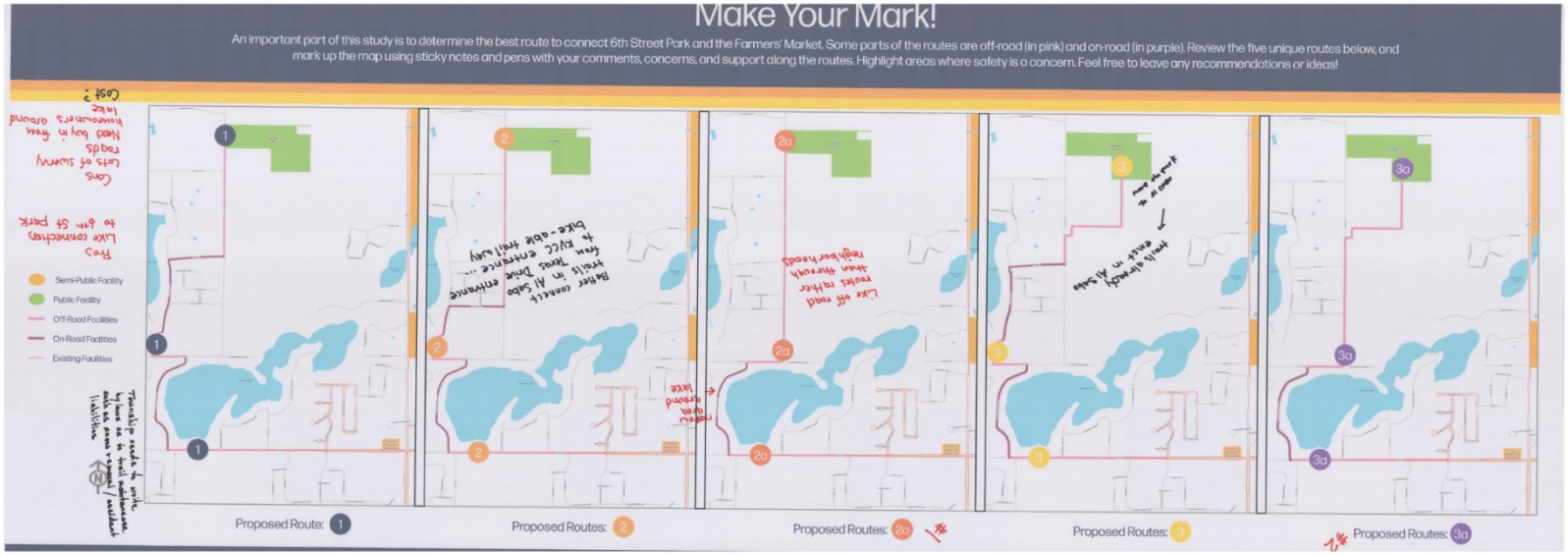
Off-Road Facilities
On-Road Facilities
Existing Facilities
Proposed Route: 1
Proposed Routes: 2
Proposed Routes: 2a
Proposed Routes: 3
Proposed Routes: 3a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Public Facility
Off-Road Facilities
On-Road Facilities
Existing Facilities
Proposed Route: 1
Proposed Routes: 2
Proposed Routes: 2a
Proposed Routes: 3
Proposed Routes: 3a

Open House

The community open house was held in June. The public was invited through a broad marketing campaign that included printed and social media outreach. The open house was a two-hour event where people were invited to participate at their convenience. At least 73 people attended.

During two different times during the open house, an educational presentation was provided to give community members a chance to listen and ask questions about the project with Township officials and the consultant team.

There were four stations set up around the room to provide an opportunity to learn about the project and solicit input.

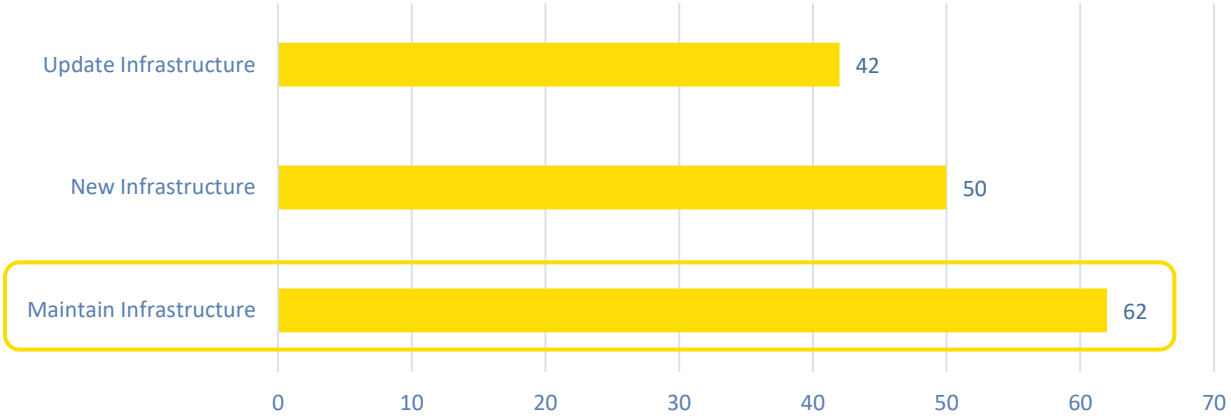
Penny Jars

At the first station a welcome board introduced attendees to the open house and included a warm-up activity where attendees used up to three pennies to answer the following question:

If money had to be spent in the Township, what should be the priority in developing the trail/nonmotorized network?

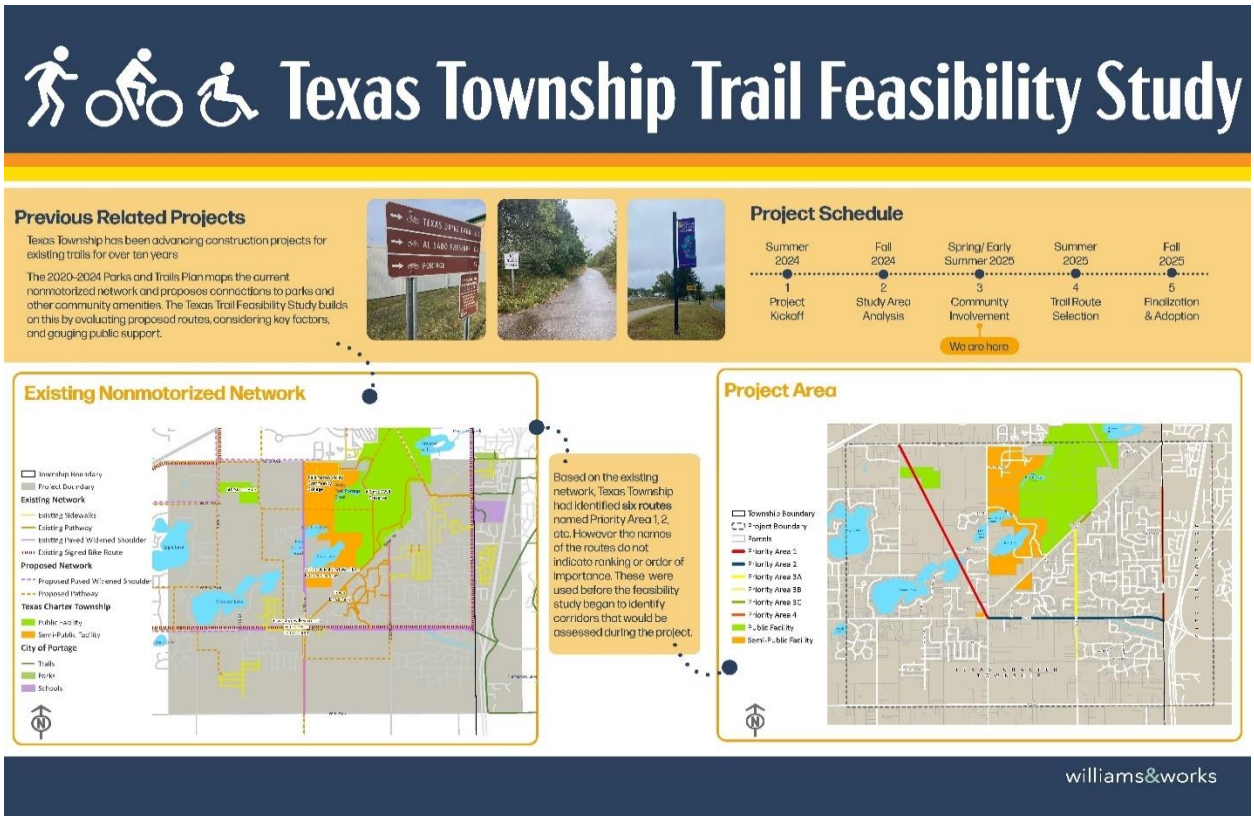
The results are as follows:

Result: People who answered this question indicated that they would prefer to prioritize investing in the Township's existing infrastructure, with the second priority being to build new infrastructure.



Educational Board

The second station contained an educational board that provided an opportunity for community members to learn about the project. There were no results for this board because there was no activity.



How Safe Do You Feel?

At the third station, attendees provided feedback on their perception of safety on the existing road and trail network. Community members put stickers on the board that corresponded with their opinion on safety. The final map is shown below.

Result: People noted feeling unsafe along 10th Street between Texas Drive and W Q Avenue, along Crooked Lake Drive, and along some parts of W Q Avenue, especially between 10th and 12th streets. Participants noted that they felt safe within the El Sabo Nature Preserve, along some parts of Crooked Lake Drive, 12th Street, trails near the Farmers' Market, and the trail in the northwest part of the Township.

Make Your Mark

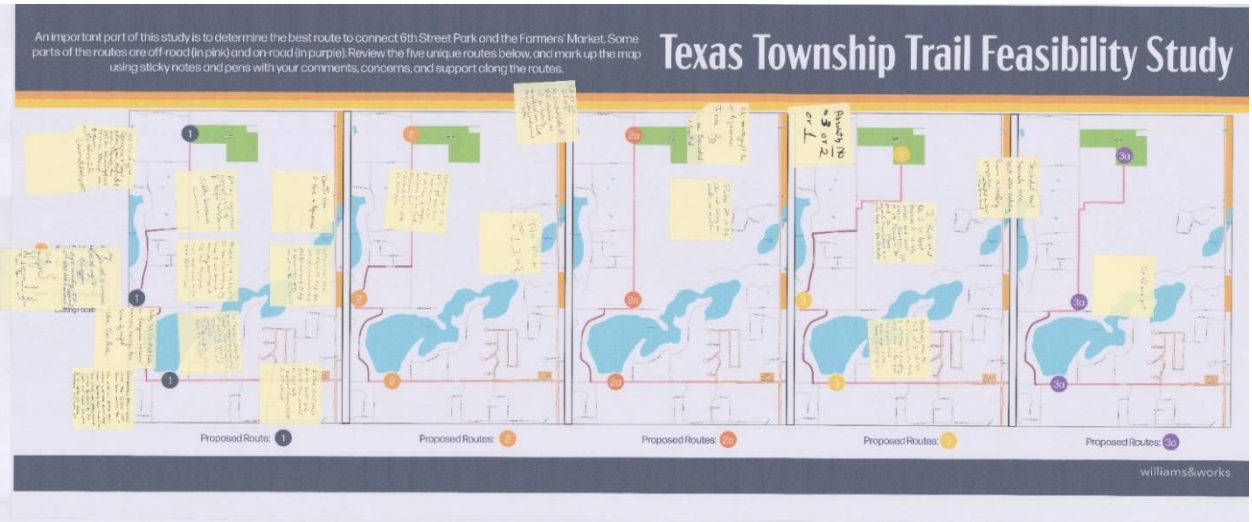
At the fourth station, attendees were invited to give feedback on the various proposed trail routes within the project area. One map included the proposed trail routes east of 8th Street. The other map included five different route options to consider that would provide a connection between 6th Street Park and the Farmers' Market that attendees could review and critique. The final maps are shown below.

ROUTE OPTIONS EAST OF 8TH STREET

Results: Open house attendees noted provided comments focused along W Q Avenue and 10th Avenue. Comments regarding the route along W Q Avenue included concerns about the high amount of vehicular traffic and high speeds. Comments regarding 10th Street included not wanting the trail through individual residential properties and concerns about possible extensive tree removal when the trail is constructed. An alternative suggestion was provided for a trail route along the utility corridor on the west side of 10th Street in between the neighborhoods.

ROUTE OPTIONS BETWEEN 6TH STREET PARK AND THE FARMERS' MARKET AREA

Results: Attendees provided comments on the potential routes being considered. Some notes urged that an off-road trail route should be selected or would be a better option. Concerns were raised regarding potential concerns for litter and safety along the trail route, especially along Crooke Lake Drive and W Q Avenue. A suggested alternative was to focus on making a connection from W Q Avenue to Finnagen Drive and to exclude making a connection to 6th Street Park, as that may be too ambitious for the community at this time.



Comment Cards

The community was provided an extended time to send in their comments regarding the project. Over 108 comments were documented in this subsection. A petition provided by residents is found in the Appendix. The following comments were received during or after Workshop 2, Workshop 3, and the Open House via comment cards or communications sent to the Township by August 4, 2025.

1. My suggestion is to use the Consumer's Energy National Gas North South Transfer Line easement property to achieve pathway(s) from Texas Drive to Q Street between 8th and 10th Streets.
   The Applegate development includes an eight-foot-wide paved pathway on the easement crossing Stone Creek, Delasala Ct. Falabella Ct. Streets. A continuation of that pathway on the easement could continue north to Texas Drive and South to Q Street.
2. I am exhausted financially, physically, and emotionally at the thought of my front yard being torn up again to put in a pathway.
   In the past 20 years property owners on 10th St have had their front yards at the street destroyed five times. The contractors have never returned the excavations to the original state they found it.
3. I hope that all township residents have a say so by vote on future pathways. And not just board members decide. And that any funding that's required of homeowners be required by all homeowners of the township and not to just homeowners where the pathways are installed.
4. The information from the Texas Twp office indicated the June 3rd meeting was for residents of 10th, 12th, and Texas Drive. It turned out to include the 6th St, Lake residents even thought they had an earlier meeting. More than half the meeting involved issues of 6th St and Lake Residents. The 10th, 12th and Texas Dr residents were cut off and not allowed to fully state all concerns. The 10th, 12th and Texas Drive residents were presented with only one option while 6th St + Lake had numerous options. The consultants should present more than one option to the residents of 10th, 12th, and Texas Drive and give them an opportunity to have another meeting without the concerns of 6th St + Lake. Brooke Hovenkamp was very professional and tried her best to answer questions.
5. The consultants are not giving enough importance about 100s of trees that will be removed along 10th + 12 St, or the disrupted lives by their invasive plans. Consultants are not offering enough options. It is a fallacy to think this is going to be a "safe" path with many driveways backing out on the path. Even people supporting the path thought it would run through woods or open areas, not through yards. Why not increase current path along the street? Much less invasive and much less expensive. Please no more taxes or assessments. We all remember the sewer hook-ups.

6. I have lived in Colony Woods for 32 years! We absolutely NEED a safer way for pedestrians + bikes to get from Swallow to Q on both 12th St. & 10th St. Sooo dangerous!
7. Regarding use of West Crooked Lake Dr for any route is unsafe, impractical.
   W. Crooked Lake Dr. is now overly used for vehicular traffic, pedestrians, and bicyclists. It is now a safety issue and adding more traffic is UNSAFE and dangerous.
   The intersection of Q Ave and W. Crooked Lake Dr. needs a traffic light now. It's a dangerous intersection.
   5th St is a safer route -straight, wider, and less used.
8. I lived on Crooked Lake for most of my childhood, and on Eagle Lake for most of my adult life. I'm 74 years old. I have ALWAYS wished for a trail to connect Texas Corners with the Lakes in the township to avoid biking or walking along Q Ave next to the road. I think the trail to connect 6th St Park and Q Ave to the Texas Corner's Farmers Market is BRILLIANT! Thank you so much! Maybe my dream will come true! – Vicki Konzen 450 Treasure Island Dr.
9. No trail on Q Ave! Too busy with traffic at 55 miles per hour – Hard to exit driveway now, let alone now having foot traffic/bike traffic + dogs pooping in front yards – Who's going to p/up liter? The home owner?
10. Forget 6th St Park. Do Q Ave 10th 12th
11. I would love to see off road trails on 10th, 12th, and Q Ave
    a. The route around the lake is already a tough ride June – Sept due to parked cars & trailers along the road & traffic speed along with the narrowness of the road.
12. Do not like the plan for path on 10th Street or elsewhere. The path will clearcut the existing Tree lined Street, expose the homes and cut through people's property. If bike/walking traffic is desired use the existing bike lanes and lower the speed limit to 35mph. Do not do this train on 10th Street. No one that I have spoken with wants it. Bad idea!
13. Dr Larry & Kay Ivey 654 Aquaview Blvd., Kalamazoo, MI 49009. No one has talked to us. We do not approve of the 10' trail through our property to E Eagle Lake Dr. We live on Aquaview cul du sac, own the property to the far side the telephone pole our granddaughter was almost killed going down our driveway when a truck or gator truck came racing through as E Eagle Lake Drive dead ends and Aquaview Dead ends out they opened it up 10 ' for cars. Trucks on our property. We do not want it on our property due to safety issues and NO ONE EVER talked to us!!!!
14. Off Road – Rapid water run off? Will it be tested in the winter? Who will clear the snow and where will it go
    Connecting the Park w/ the farmers market? Why – if that is important, then the park is in the wrong location.
    Off Road 10th St – Why on Earth would you clear cut the west side of the road. Changing the current use to a new 8-10' traffic lane will take away from the property value. I don't understand ever thinking about this. IN 2006/2007 we went down this

path and agreed to what is there now. Lower the 10th St speed as we wanted in 2006/2007. There are now 4 new plats (illegible) onto 10th St.

15. 10th West Side
    a. Destroy beauty of the street
    b. Lose 200 trees
    c. Already have a 4' trail on each side
    d. Property values will go down

    We are against the West 10th St option
16. I would not spend any money building more trails. I feel we have more than enough trails. I am very very opposed to putting a trail on Q Ave (where I live) as the road is very busy. Owners will have to watch carefully for not only cars but people when pulling out of their driveway onto Q Ave. Thank you. Fred Krymis.
17. There were minimal attempts to contact affected residents. I do not support this project. as a resident of 14 years, I am extremely disappointed in my community leaders. If this goes through, I would like to be compensated for the 10% of my ½ acre parcel for this project – let alone the safety issues.

    In addition: Reducing the speed limit. I had mentioned reducing the speed limit on S 10th St to make it generally safer. A board member's response was less than acceptable. "They do 70 past my house" – then fix the speed issue!

    Safety for homeowners- imagine biking trails being in the middle of your driveway. Do I have to sit on the trail if I'm turning out of my driveway?

    How many will get hit by cars?

    Why are we linking the Applegate and other subdivisions – we paid to not live with their trailways. We don't want it.

    12th St – What about the kid who died while crossing the road by the elementary school? Let's put a trail there?!? No- more kids will get hurt.
18. Better biking through Texas Corners area forced to ride in roadway or parking lots.
19. Absolutely no for E. Eagle Lake Dr to PQ
20. No for trail going through "P" or "Aquaview" or E. Eagle Lake Dr"
21. Suggestion for alternate 10 St Route – Path runs on EAST side of 10th St from Swallow North to Stoneybrook Rd from Stoneybrook Rd use Rd gate STREETS to get to Texas Dr or 12th St Path from Swallow runs on East side of 10th St to allow for Colony Woods and future development at South East Corner of 10th + Q access to path without crossing 10th!

    This would save MANY- 100s of trees on the North West Section of 10th St.
22. Suggestion for 10th Street Route – Path to run on East side would save 100s – many – trees on the West side. Majority of 10th canopy is on West side – run path on EAST side – save the trees!
23. The 10th St plan is NOT safe – too many drivers on 10th St. People will have a false sense of safety – most all drives BACK OUT of Drive onto 10th – easily hitting anyone passing on THEIR driveway.

24. Need off road on west crooked lake drive. currently unsafe to walk. Would be worse with more traffic
25. *Letter from Resident:*

    Dear Dr. O'Rourke,

    As a township resident who has lived on Crooked Lake (Q Ave.) for 37 years, I am writing to respectfully oppose the trail way plan as currently proposed and presented to affected residents by the township and outside consultants.

    As an avid bicyclist, I support the efforts of the Township to make pedestrian and cycling traffic easier and safer. However, the current proposed route between Texas Corners and the 6th Street Park is ill conceived and will result in many negative consequences while not achieving its intended goals. I am specifically addressing the portion of the proposed trail which will be routed down Q Ave.

    Here are the negative impacts:

    Negative Impact on Crooked Lake – The current proposal calls for a dedicated 8-10 solid pathway along Q Ave. (due to high-speed traffic). The addition of approximately 13,200 square feet of impermeable surface to an already suboptimal drainage situation will result in significantly higher water runoff into a lake which is already challenged in managing its level. IN addition, the water will be polluted by road impurities (salt and other undesirable chemicals.) The impact of the runoff will be exasperated by the removal of a significant number of trees and other vegetation to make room for the trail way.

    Safety to rail users will not be improved – The trail way will dissect the already congested road frontage of Q Ave. residents. Imagine the assortment of visitor vehicles, delivery vans, and service contractors which will necessarily block the trail causing the trail users to chicane into Q. Ave. In addition, resident's efforts to enter or exit their property while avoiding pedestrians and high-speed traffic on Q Ave will be extremely challenging. Now add the elements of seniors and young children to the mix.

    Negative impact on Q Ave. residents – The residents on Q are already space constrained. The trial-way will cause several garages to be relocated (if possible). Utility poles and underground utilities will need to be relocated. Any future utility modifications by the resident will face enormous installation challenges (e.g. water, sewer, internet, gas). The loss of tress and other landscaping will increase noise, reduce shade and the general quality of life. The decrease in property value to these residents' will be immediate and significant. Will the township reimburse them for the loss in value?

    Cost to the Township Residents – The cost of demolition and construction to build the trail way (considering the issues above) will be millions of dollars. But there are other obstacles which will have large costs and require signification construction (e.g. the lowland culvert near Boyne Street). It is my understanding that these costs will be borne by the township residents via a millage.

    I urge you to reject the proposed plan to build a trail way down Q Ave. and challenge

the consultants to develop alternative plans which are less detrimental and costly to your residents. As a longtime resident of the township, past president and treasurer for Crooked Lake and a CPA, I would offer to volunteer my time to work on the project if you desire.
Thank you for your time and Consideration.
Sincerely,
William Rhodes
8226 W. Q Ave
whrhodie@gmail.com
269-929-8901

26. "I am in favor of the following trails.12th Street: from McLin Avenue to Q Avenue Q Avenue: from Downtown Texas Corners to 12th Street"
27. Please make this happen! I live on Q, west of Texas corners, and this would be a game changer for us. I would love sidewalks on my property to help us be even more active. This will give my kids more independence, allow more family outdoor time, and raise property values.
28. Include a trail from downtown Texas corners west to S 6th Street
29. The proposed trail that extends down Q Ave to 6th street stops just short of 2 large subdivisions. I feel that it may be beneficial to include a short connection between either Barrington Shores or Turning Stone down 6th street allowing access to the trail for both subdivisions. I think this would mitigate travel down 6th Ave that could be dangerous on such a busy road for people who would be utilizing the trail.
30. Ohh! A trail along W Q North Side would be wonderful! My family could walk/bike to the farmers market and special events.
31. "Not Feasible.
    1. Priorities: fix Q Ave - at least 3 lanes and or Texas Corners becoming like 131/Schoolcraft situation.2. I was told that people wanted neighborhood bike paths. a. this is not a neighborhood b. 99% of the citizens should not have to pay for benefits for so few. There are neighborhoods with HOAs that provide paths if that is a family's priority. c. The bikes on that route will use the street anyway. Look at downtown Kalamazoo or the bike paths by the Nature Center where the tragedy happened. d. Are you kidding? Cutting down 200 mature trees? Have you looked at the east side of Colony Woods? Not pretty.3. an aside- there are not even bike racks in Texas corners to park a bike securely and patronize the businesses there. Ride to where or is it for purely exercise reasons to have bike paths.4. the one bike path that I might approve of is one along Q Ave. from 131 to Texas Corners. people riding along that road are a safety hazard to themselves and the traffic also."
    2. I am a resident of Grand Colony and am very excited by the prospect of improving pedestrian and bicycle friendly access to the township's parks and downtown area. The township has so many great cultural and recreational opportunities at its center so any efforts to improve access to these benefits for families and

recreational users would be greatly welcomed. Studies also suggest that communities with pedestrian and bicycle friendly transportation networks have higher property values, which is another benefit the township should consider in its decision making.

3. As a resident of Grand Colony sub (Red Pine Circle), I support the addition of a paved trailway along Q Avenue. It is currently nearly impossible for us to leave our sub to take walks anywhere, and as cyclists who frequently ride to Texas Drive Park and Al Sabo Preserve, Q Ave is very difficult and dangerous to cross. Adding a trailway along Q Ave would make travel along Q Ave and access to nearby neighborhoods much safer for both pedestrians and cyclists. If the trailway is added on the north side of Q we would request a crosswalk be added so that we can safely cross from the south side of Q to get to the north side. We also advocate lowering the speed limit to no higher than 45 mph on Q Avenue. This has become a very busy residential corridor and the 55 mph speed limit is way too high given the amount of traffic entering and leaving Q Ave between Texas Corners and 131.

32. My priority route on this list would be 6th st park into Texas corners. This would be amazing as there are not great ways to bike from the west side into Texas corners especially with children
33. "I am submitting a second comment as I just watched the recording of the Texas Township Trail Feasibility Study Public Meeting. In that recording, the presenter stated the consultant first met we every property owner who would be directly affected by the proposed trails crossing their property to discuss and get input. As stated in my previously submitted comment, we have NEVER BEEN CONTACTED by anyone from the township or it's consultants regarding the proposed trail extension which would cross our property and disrupt our front yard substantially. Her statement is false. The only reason we know about the proposed trail is due to 2 citizens taking it upon themselves to walk door to door to inform property owners. It does not surprise me that there was a limited turnout at the Public Meeting as the noticing on this has been dismal. We would request an opportunity to personally speak with someone from the township or the consultant regarding the project.
    Bruce and Tammie Frandsen
    5953 Texas Drive
    bafrandsen@gmail.com
    269-720-2814"
34. "We are the property owners at 5953 Texas Drive. I am strongly opposed the proposed trail extension which will run on the south side of Texas Drive east from 10th street and connect to the existing trail on the north side of Texas Drive across from Bentley Drive. I understand notices were supposed to be sent regarding the public meeting held to discuss this proposal. We NEVER RECEIVED ANY SUCH NOTICE and therefore did not have an opportunity to appear in person to voice our objections. The proposed route crosses our property and will eliminate at least 4 large trees, damage our driveway and require removal of a 10ft diameter planter in our front yard which my

wife has spent over 15 years developing and maintaining. Also, the right of way being used is already crammed full of utilities (phone, fiber and natural gas). As I understand the routing, this trail will sit right over the top of all the utilities requiring it to be disrupted whenever anyone wants/needs to tie into those utilities and/or they need repairs. I believe the placement is not well thought out or in the public interest.
Bruce & Tammie Frandsen
5953 Texas Drive
269-720-2814
bafrandsen@gmail.com"

35. As a resident of the Grand Colony development with young children, my family would appreciate a safe way to walk to the parks and the farmer's market in Texas Corners.
36. Trails are wonderful, but must be far from the main roads out in Texas Township as cars drive the speed limit which is fast. Whatever is planned, think safety first. JC
37. A trail on the north side of W Q would be wonderful. I could get into town easily.
38. Thanks, but no thanks. Too much traffic and speed is too fast.
39. "I do not support this new pathway project. Q avenue is very busy and traffic is very fast. I do not want to have to worry about bicycles along the road as well as people walking while I am on this busy road. We already have e plenty of paths for use. I don't think it is necessary and worry of potential accidents."
40. I love it! This would be so great for our community. Thank you for the work that's gone into this project so far - I'm excited and hopeful to see it become a reality.
41. Great idea please build these trials. I would proudly pay my taxes for this.
42. As a resident living on the south side of West Q Avenue, my family would benefit from and enjoy an off-road sidewalk to Texas Corners. The vehicle traffic on West Q Avenue is far too fast and frequent for us to let the kids traverse it own their own.
43. "I live along Q Ave. Biking on Q Ave. would be a terrible decision. With the hills and present speed limit it would be almost suicidal. First drop the speed limit to 40 mph. Then widen the road. Otherwise, it would be a big mistake to encourage biking on Q Ave. unless you are trying to give the medical industry more business.
Quinter Burnett, Grand Colony"
44. "It is difficult to offer intelligent comments without knowing any of the details. There are four possible proposed routs. What are the costs for each? How will the route selection be prioritized? Possible grant…Exactly what does that mean? How will our annual operating and maintenance budget be affected? What are the projected costs for maintenance? Are there options that should be considered and presented to the taxpayers BEFORE a final decision is made? Could our resources be better spent…tornado warning system for example. Maybe offer taxpayers a cost comparison.
You are way too premature for opinions that are not based on solid criteria and cost projections!"
45. All of these trail projects should be completed. They should be prioritized. The Q Avenue corridor between 12th Street and downtown Texas Corners should be the first

priority. This roadway connects to every neighborhood that each of the study's routes is adjacent to. With Q Ave. traffic increasing from housing projects, and downtown Texas Corners continuing to grow - having a way to walk or bike there will leverage the connections and opportunities that Texas Township already has in place.

46. why not continue the trailway from Q avenue to Whipporwill instead of Q avenue to Swallow. The costs will be far less. no trees involved, only three homes with deep lots and crosswalks already in place at 12th and Q avenue. you are still connecting Colony Woods to the trailway, just opposite end.
47. I love the idea of trails being added in all of these areas! My one concern is the speed limit on Q Ave. I live on Q Ave between 10th street and Texas Corners. Vehicles can be so impatient, wanting to treat this road as a highway. There have been times I've been honked at just for slowing down in order to turn left into my drive. If they're that impatient, and a bike lane is added, will they try to use the bike lane to go around vehicles that are turning? I think the speed limit needs to be lowered in order to reflect a residential area and not a highway connecting Portage to Mattawan. Especially if bike lanes or widening shoulders are added. A slower speed limit would help change this mentality and keep bikers and walkers safe.
48. Would absolutely love trails connecting 6th st park to Texas corners! A dream come true
49. Would absolutely love trails connecting 6th st park to Texas corners! A dream come true!
50. Would feel very positively about connecting Swallow, Tenth and Q!
51. Thank you for taking the time to complete this study and obtain input. For multiple reasons, I think a trail along Q Ave from downtown Texas Corners to 12th St should be prioritized. Due to the speed of Q Ave (55 mph) having a trail would greatly increase safety. It would also create access for multiple neighborhoods…Rudgate, Applegate, Old Colony, and Grand Colony to gain access to the Farmer's Market and businesses in downtown Texas Corners. While I'd love to see all of these proposed trails come into existence, I think a trail along Q Ave would both increase quality of life for residents and increase business for restaurants and businesses in Texas Corners.
52. "I love the proposed route from downtown TX Corners along Q to 12th. This would make a wonderful biking and walking circuit from 12th north to the many AWESOME trails, through downtown TX Corners, along Q, and back up 12th. I would use this 4-6 times every week. Keep Up the excellent planning and results. I LOVE how you all LISTEN to us in the community. So grateful and proud to be part of this true COMMUNITY! Thank you!"
53. Would love to have a route from Turning stone at 6th street along Q to downtown Texas Corners! What will the route be from 6th street park? Around the lake or a direct path?
54. For the trail connecting 6th Street Park to Texas Corners, it would be great if the trail connected to the Barrington Shores and Turning Stone neighborhoods. If it went

south on 6th street from Q Ave, that would be ideal so people from both neighborhoods could access it.

55. I think it's a great idea.
56. What about connecting Texas Corners to Portage over/under 131, which would allow for bike access all the way to Downtown Portage and the Celery Flats? There are already paths on both sides that could be connected following the power lines.
57. Yes to all
58. Love it, sounds like paved paths would come up the shoulder on county land by my property that I'd love to see used this way. Would also love to see portions of this land used for things like rain gardens etc with grants. Similar easement/trail projects were done in my old neighborhood Alger Heights, Grand Rapids MI with great success and are wonderful.
59. Please reduce the speed limit on W Q. Safety first
60. 1 vote for Q Avenue - from Downtown Texas Corners to 12th Street
61. 1 vote for Q Avenue: l - from Downtown Texas Corners to 12th Street
62. "Love it! Please prioritize: Q Avenue: from Downtown Texas Corners to 12th Street. It will bring the most traffic to businesses "
63. These are all great however I live on 3rd street and would love a safe option to get from 3rd street to downtown Texas corners. Q avenue from downtown out to 3rd is very unsafe yet people walk, run and ride bikes on it because there's no other choice. I would love to see expanded edging on all roads making it safer to walk or run on.
64. The cost is way too much for the percentage of residents who might use the trails. We suggest you shrink the project and respect our taxpayer dollars.
65. "Some questions, I just pour a new driveway, are you planning on cutting it for bikes? My understanding is ground sprinklers need to be moved? How far off the road will the trail come into my yard? Who will take care of the trail Who will cut the grass between the road and the trail? Will the trail be concrete or blacktop? If there is a bike trail do the bikers have to ride on it or will they stay in the road?"
66. I think it was 3a that I liked the best. At any rate, I always prefer to have a separate bike/pedestrian path vs. on-road riding, so the more that can be accomplished, the better.
67. When you surveyed people a few years ago, did you make it clear you'd be taking dozens of feet out of people's properties and their trees to build trails?
68. Why wasn't 8th st included?
69. If put on the Northside of Q Ave Could be a potential for a bad accident at the hill past Deerpath going eastbound because if I have to stop to turn into my driveway and cause a traffic jam people behind coming over the hill will not have enough time to stop (driving 55mph)
70. Why wasn't everyone who lives in Texas Corner not notified?
71. All your creating is a road for all the new electric bikes, skateboards etc which will be a big nuisance

72. Hard to pull out of driveway now with a 10-foot path it will be necessary for me to block the path to pull out
73. There is an existing bike/walking path.
74. Not a great idea we need sidewalks before we get bike rails
75. I like the idea of connection. I think the 10th St. portion would be devastating to the trees that line the street currently. Some homeowners would be sacrificing significant portions of their front yard.
76. "We believe that the Feasibility Study has, indeed, proven this project to be NOT feasible, for many reasons not limited to the following:

    1. The volume of traffic and 55 mph speed limit on West Q Avenue preclude this from being a safe place for a trail.

    2. Existing fire hydrants, buried telephone cable, fiber optics, and telephone service boxes are in the right of way and would have to be moved, incurring significant additional cost. Adding to that cost would be the necessary removal of all trees in our front yard and hundreds of trees along the proposed West Q Avenue frontage.
    3. The setback on our property is already only 40 feet from the front of our home to the road right-of-way, and this project would significantly impair our ability to safely use our driveway and virtually eliminate our front yard.
    4. The road surface is already approximately 1½ feet higher than our yard due to sewer installation and repeated road resurfacing over the years. As the trail would have to be on a level surface, this would cause the angle to be even greater, causing damaging road runoff towards our home.
    5. The necessity of this proposed trail is highly questionable, in that the existing Texas Township Trailway is a paved trailway (over 2.7 miles) which connects downtown Texas Corners to 12th Street & Milham Avenue.

    We, as homeowners, are unequivocally against any trail infringing on our property on West Q Avenue."
77. Bringing it down Q Ave is a mistake. Too much fast traffic on the road and too little room near the houses. Lots of accidents on Q between 6th St and 7 th especially
78. "This explore while it feels valid seems a bit cart before the horse since there is no funding. It also seems like if we want to spend money there are other beneficial things the township could use. Like recycling paid for by the township, another example would be leaf collection or more recently tree/debris pickup. While I understand that each property is different, I think the variables and the lack of how things would actually come to life it's hard to get on board or say yes to something with so many unanswered questions. "
79. "Hello – I am a property owner on 10th Street who is very well-educated in politics and experienced with GIS mapping. I am a historic supporter of tax increases to pay for greater and better government services, and I generally support the concept of increasing accessibility to township services through the connectivity of trails. The

process associated with this project, however, has tested my support and I know I will scrutinize the Township's requests and plans more critically in the future.
That all said, I do not support changing the character of the major corridor properties in the township, which would happen if off-road trails are constructed along the proposed routes. Over time, if the character of the properties in the township changes, I am concerned sprawl will accelerate and weaken property values over time. Think about Rudgate vs. Colony Woods as an example comparison in character and value retention. Actually, the tornado hit on Colony Woods has given us an unfortunate experiment to follow in terms of how the elimination of mature trees might impact property values with this trail project, too. Are we looking at that?
More specifically, I was sincerely disheartened to hear at the forum that on-road options for trails were no longer on the table. On-road pathway improvement is easier and would still be safer than what currently exists: shift the lanes to create one large pedestrian lane on one side of the road (rather than maintaining wide shoulders on both sides of the road). This would largely eliminate the need to cut down the mature trees that line the major roads in the township. A barrier (vertical, reflective stanchions or even a short, landscaping brick wall) could also be constructed and the speed limit lowered to provide greater safety between the wide shoulder and the vehicle traffic, too. While I agree that property values on the whole will increase with greater trail connectivity, I strongly suspect those of us who own property with mature trees that need to be cut down for this project will see a decrease in property value and a significant change in character of the properties we own. In essence, the property-owners whose collaboration you require will lose financially where the average resident homeowner will gain. Are we really using a 5.5% response rate on the initial survey to increase the trail network to justify the significant impact on the perimeter property owners to make this possible? I find it disappointing that impacted property owners were not brought in earlier in the process so that greater consensus among us and the planning team could be reached before the plan was ""too far long to change.""
Already, we have had to cut mature trees to connect to sewer (we were in support of this for the common good), ice storms and the tornado went through killing more mature trees, and now this (the off-road path). To be clear, I want a safer pathway for my family, but please reconsider a larger on-road pathway with a barrier and lower speed limit to protect the beauty of the township and respect the privacy of the property-owners, who assuredly chose homes OUTSIDE of the neighborhoods to achieve the beauty and privacy of a wooded canopy. Most of us on 10th seem to support this educated compromise (on road, wider lane with reduced speeds).
If an off-road trail will be constructed despite the opposition to cutting down the trees, the Township should plan for costs to restore the properties directly impacted to their "pre-construction equivalent" (i.e. pay to replant trees....and although you can't replace 30–50-year-old trees with 30–50-year-old trees, you can transplant 10-year-old trees, which might win back at least some good will of the owners).

We love trails, but we love natural beauty more. Minimize the footprint and be realistic about residents (this plan will not greatly increase numbers beyond folks who already utilize the trails, which is why it may not justify the costs (financially and politically)). Save taxpayer dollars to improve the amenities at the parks by choosing an extra wide on-road pedestrian lane on one side of the roads, at least on 12th and 10th, which are less traveled roads as it is."

80. As residents of S. 10th St. we feel disappointed that laneways were not given greater consideration. Just in asking around at the meeting almost everybody was opposed to cutting our beautiful trees down on 10th St. for construction of off-road trails, but I didn't hear of anybody opposed to a lower speed limit and adding laneways to the current roadway.
81. No trail is worth taking over my yard. build a park and leave my property alone.
82. It should be done. Good for pedestrian walking and road safety
83. I am thrilled about the possibility of adding sidewalks to Q Ave. This will give my family so many more opportunities to get out and be active, as well as much easier access to all of the businesses in Texas Corners. I see so many people using Q Ave to walk, run, cycle, and having trails will make it so much safer. I'll finally allow my children the chance to walk to their friends' homes, go to Biggby, etc. Please do all that you can to make this happen. It will help with property values, too.
84. Yes, it would an excellent addition to the township. It needs to extend to Pine Island.
85. I live on Q ave. My driveway will be shortened 10 feet or more. We won't have room to park our cars. It's hard enough backing out with the traffic now everyone will have to watch for people not paying attention: I've spent a lot of time and money landscaping the front of my lawn and I will not have it destroyed. So no I will not give you my permission to destroy it and decrease my property value while my taxes continue to increase.
86. I am so excited about the possibility of a trail expansion. I would love to see the trail connect from Texas Corners annd go west on Q and then south on 6th Street so that residents in Barrington Shores and Turning Stone neighborhoods could access it without having to walk or ride on 6th Street or through private property to access the trail.
87. Superintendent Brooke Hovenkamp-
    Our family has lived at 7650 S. 10th Street for over 34 years. When we built this home, there were over 100 acres of corn and alfalfa fields, and we could literally see Texas Dr. from the back of our house looking west. We have watched the area turn from mostly rural (one major reason we chose Texas Township) to clusters of subdivisions in a short span of time. When 10th Street was fitted with sewers (around 1993) we witnessed a beautiful canopy of trees lining the road be cleared to make room for them. Shortly after came the addition of bike lanes, which are mostly ignored by groups of bikers who clog the road anyway. Even if Texas Township seems a bit 'crowded' now, we still love where we live.

Now, comes the proposed Trailway. Please take a drive down 10th Street. The canopy of trees has come back somewhat. Building the Trailway will necessitate cutting back more old stately trees once again. Many residents have these trees as privacy between their homes and the road, which brings into question who will be required to maintain the Trailway to keep it clean and safe. Speaking of safety, the speed limit is 45mph which works for now, but staying safe is questionable for walkers.
Again, we live on 10th St. and we know that there are a few walkers, but not crowds of them that would make the Trailway/sidewalk feasible or monetarily beneficial. Presently, we and other residents are using the bike lanes, which tends to work out nicely.
The proposed Trailway, as depicted on your renderings, goes from Texas Drive to Q Ave. This connects one major road to another major road. Please inform us of the 'vision' behind this. As of now, we can walk just a short distance on 10th Street to the connecting walking paths - in either direction – in the subdivisions by using the bike lanes. Those same paths will easily connect us to the Al Sabo area trails, Texas Corners, and even up to 12th Street all safely.
Brooke, we are hoping that the proposed Trailway down 10th Street be reconsidered so as to preserve the beauty and character of our neighborhood.
Debra Garofola
7650 S. 10th St

88. Superintendent Brooke-

I oppose the 10th Street proposed Trailway. My reasons are as follows:
~ the benefit / cost ratio is unbalanced. The Township website mentions needing to ask for a grant for the funds to make this a reality. Why would our Township ask for funds for a project that is not necessary or wanted by most residents?
~The proposed Trailway seems actually a redundancy to the existing bike paths on both sides of 10th Street.
~The loss of privacy and the removal of existing mature trees is worrisome to us.
~Who will be liable for the maintenance of this proposed project - keeping it safe in winter snow removal, rocks, slippery fallen leaves, and debris at other times of year?
~If someone is hurt on the Trailway, who is then liable for damages and injuries?
~Where exactly is the Trailway supposed to lead or feed into? Ending and/or starting at two very busy and dangerous roads (Texas Dr. and Q Ave.) does not seem to give it an actual purpose.
Brooke, these are only a few questions and concerns about the proposed Trailway on 10th Street. Please reconsider this part of the Trailway project. Thank you for your consideration for us (34-year residents) and all neighbors on 10th Street.
Dr. Anthony Garofola
7650 S. 10th St.
Garofola.anthony@yahoo.com

89. Good morning, Ms. Havenkamp: I attended the informational meeting last night at Texas Township Hall regarding the various proposals for trails in Texas Township, whether off road or on road pathways. It was suggested to me to contact the Steering Committee to express my concerns. In calling the Township office this morning, I was further instructed to communicate with you and you, in turn, would convey my concerns to the Steering Committee.

    We have been residents of Texas Township for 23 years and specifically on West Crooked Lake Dr. for20 years. Over this period has come significant growth in Texas Township as a whole and the Crooked and Eagle Lake areas. When we moved to West Crooked Lake Dr. 20 years ago, we quickly learned that West Crooked Lake Dr. was a road that was used by non-residents and commercial vehicles as a connector from PQ Ave. to Q Ave. As Texas Township has grown, so has the vehicular, bicycle and pedestrian traffic significantly grown on West Crooked Lake Dr. It has grown to such an extent that it has become increasingly difficult to safely pull out of our driveway or even walk the street. The congestion is further aggravated by commercial traffic servicing the West Crooked Lake Dr. properties. Additionally, the intersection of West Crooked Lake Dr. and Q Ave. has become increasingly dangerous with increased traffic that a traffic light should be installed now at that intersection for safety measures.

    West Crooked Lake Dr is a narrow roadway with many curves and several "blind spots" along the way. Itis congested now with general traffic and more so when delivery trucks, HVAC services, lawncare companies and the like are servicing the properties on West Crooked Lake Dr. taking away half of the travel portion of the roadway when having to park on the street. If the street became part of a trailway from 6th St. Park to the Famer's market, it would only make congestion worse and significantly less safe. We have also observed that over recent years, there are younger families that reside on the street with more young children, walking, bicycling, scootering on this already congested street. There are "accidents waiting to happen now" let alone including the street as part of a trailway.

    Going the speed limit of 25 seems, at times, too fast for the conditions of the street, let alone the fact that many drivers exceed the 25- mph posted speed limit, anyway! It was mentioned by your consultants that speed bumps could be a solution to slow down traffic. That is an idea that would not ameliorate the congestion issue on a narrow, winding roadway. Also, given the length of West Crooked Lake Dr., it is impractical.

    Though it was told to us last night that 5th St. seemed too far west for the trailway, that appears to be an opinion without merit. First, 5th St. is wider and a straight roadway. It also is less active because you have less residents living there and it is not used as much as a connector to get from PQ Ave. to Q Ave. It also is not that much farther west! If safety is a concern for the Steering Committee, then 5th St. would be a far better choice. During the presentation last night, it was conveyed that safety/usage is one of the major factors in determining location of a trailway. If that truly is the case, it

would be contraindicated to propose West Crooked Lake Dr. as part of the trailway and not a safer street like 5th St.
We vigorously oppose West Crooked Lake Dr. to be part of any trailway proposal/project.
Thank you. Glenn D. Steeg

90. We oppose the 10th Street Trail.
    Our concerns:
    - Owners don't want an 8-10' asphalt trail in front of their homes
    - Loss of privacy and impact on home values
    - Redundancy with two 5' bike lanes already on 10th Street
    - Litter and trash
    - Maintenance responsibility
    - Removal of 200 mature trees destroying forever the look and feel of our street
    - You should already have received a survey showing that 93% of the home owners contacted on both sides of 10th Street and the south side of Texas Drive oppose this trail. Only one owner supported the trail.

    Lastly, in doing this survey, we detected an undercurrent of frustration and mistrust directed towards the Township. Many owners asked "Will the Township really listen to us (i.e. the home owners)?". I think this may be a lingering feeling stemming from the sewer connection mandate which left a bad taste with many residents. I responded that I thought the Township would listen if enough of us spoke up. I ask that you prove me right, and listen to these homeowners and oppose the 10th Street Trail. Stopping this trail may begin the healing process between residents and the Township.
    Greg & Sandy Opdycke (7036 S.10th; Phone 548-6634)
91. As a 10th Street homeowner, we wish to voice our strong opposition to the proposed 10th Street Trailway. We do not want an 8-10' public asphalt trail in front of our home and we doubt anyone else in the township would want one in front of their home. We are concerned about loss of privacy and the negative impact on our street.
    Our section of 10th Street already has two 5' wide bike lanes. Adding another 8-10' wide off-road trail is redundant and unnecessary. Furthermore, such a trail would require the removal of over 200 mature trees which is totally in conflict with preserving the rural character of the township.
    Greg & Sandy Opdycke 7036 S. 10th gsopdycke@gmail.com
92. Texas township leadership,
    I am writing today to express my concerns for this proposed 10th street trail as a proud 30-year resident of this great township. My family and I will be directly be affected by this unnecessary trail as we live at8270 S 10th St and will lose a significant chunk of our front yard. We oppose the 10th street trail. I honestly don't see the need or usefulness of this trail on our 55mph rural road. There is a very small amount of walking/running pedestrians currently on 10th street. Most of the pedestrian traffic stays in the neighborhood across the street, avoiding the 55-mph traffic on 10th.

The biggest pedestrian travel is by the bikers and I don't see the avid street bikers utilizing the trail. They travel at very high bike speeds. It would certainly introduce risk to people turning into and pulling out of driveways.
This has the potential to create unsafe situations for both pedestrians and people traveling in our community as directly across the street from my driveway is Blue Jay Ave. Over the 30 years living here I have witnessed many accidents and near miss incidents with cars turning both into the neighborhood and out. My mailbox has been struck multiple times by vehicles swerving to avoid accidents. This is a busy intersection and adding the potential of more pedestrian travel will certainly increase risk.
My personal concerns for my family and property is reduced values in my property by losing a part of my front yard. The value of my property will certainly not be increased by adding a 8-10' asphalt trail through the front yard. Would you want this trail through your yard? There is increased security risk and loss of privacy by having all this potential pedestrian traffic traveling through my front yard. The privacy and safety of this neighborhood was one of the draws that led us to move here 30 years ago to have and raise our 4 children. We have pets, both dogs and a cat that utilize our yard freely. The dogs are trained to not leave the yard but I have concerns with those traveling with dogs that could enter our yard and interact or entice our pets to unwanted interaction. We also have a very old and valuable walnut tree on my property that is potentially at risk of removal and I will push back on its removal. Who is going to maintain these trails through all 4 seasons of the year? Leaf removal, snow removal, asphalt repair, brush cleanup etc. Will this be the responsibility of the homeowners?
I know you have probably heard all of this from many others but I believe we could utilize these funds in a way that would benefit many more people in our great township. I have spoken to many of my neighbors on both sides of 10th street and not one of them believes this is a good project.
I appreciate your time and consideration of my thoughts. I am always open to more discussion should
you have any questions of me so feel free to reach out.
Thanks,
Jeff Fuller
8270 S 10th St
Kalamazoo, MI
jfuller54@comcast.net

93. Dear Superintendent Hovenkamp and Supervisor McFarland-O'Rourke,
My name is Joe Kiser, and I live in Texas Township at 7830 S 10th Street. I'm proud to say my family has lived here happily since 2011.
I'm writing to express my strong opposition to the proposed 10th Street Trail that would go through my property.

I am deeply concerned about the potential negative impacts this trail would have on our neighborhood. Specifically, I worry about:

- Backing out of my driveway and inadvertently injuring someone!
- Increased litter and trash
- Loss of privacy and potential decline in my home's value
- Ongoing and expensive maintenance burdens

While I certainly understand the value of public spaces, I believe this particular plan poses far more harm than benefit to local residents. I urge you to consider the concerns of your property owners, taxpayers, and voters. Stop this trail from moving forward. If you'd like to discuss this further with me, my cell is 269-330-7908 and I do attend township meetings with my neighbors.

Thank you for your attention to this matter.

Sincerely,

JOE KISER | PRESIDENT, OLD NATIONAL BANK FOUNDATION

t: 269-459-0467 Joe.Kiser@oldnational.com

Old National Bank

5003 Century Ave | Kalamazoo, MI 49006

94. Dear Superintendent Hovenkamp,

    I live in Texas Township at 7870 S. 10th St, and I'm very opposed to the proposed 10th Street trailway. The project would take away a large section of our yard, and require the removal of up to a dozen mature trees. We're very concerned about the loss of our privacy (having people biking through our yard so close to our house) as well as the possibility of trash and litter in our front yard. We also feel that safety will be a major issue, as quick moving bikes will be highly problematic for cars backing out of driveways. At the informational sessions hosted by the township, there were no definitive answers about maintenance for the trailways, which is another concern for us. There were also questions about the costs for tree removal, conflicts with existing utilities, and the impacts of the construction process that weren't addressed, but which will have a large effect on our daily lives and property.

    This trailway project will have a major, negative impact on myself and my family, and I'm strongly opposed to it. Please help me and my neighbors (who are also overwhelmingly opposed to it) to keep the integrity of our homes and street, and prevent the project from moving forward.

    Thank you,

    MEGAN STEPHANIC

    [e] stephanicmeg@gmail.com

    [m] 248.494.1629

95. Dear Brooke and JoAnne,

    I am writing to express my strong opposition to the proposed 10th Street/ Texas Drive trail. I believe this trail would have a negative impact on our community for several reasons:

- It would significantly affect property values and privacy for those who live along the trail route. Do you think a trail going through the middle of everyone's front yard and eliminating privacy from the street is helpful for property value?
- Safety is a major concern, particularly with increased traffic and pedestrians so close to residential areas. We do not want strangers passing through the middle of our yards, interacting with our kids and pets.
- The area already has a 5' bike lane on the north side of 10th Street, which serves current needs and makes this trail redundant and extremely unnecessary. Make the speed limit 35mph and the bike lane is great. Adding an 8-10' wide asphalt trail will not preserve the rural character of the township and instead will disrupt the natural landscape. The project would also
  require the removal of over 200 mature trees, which would be an irreversible loss to our environment and neighborhood appeal. 10th, 12th, 6th, and others are arguably the most scenic streets in the township in the fall; why would you ruin that for a trail that no one has asked for?

Many residents, including myself, value the quiet, natural, and rural feel of this area. This trail would compromise that in a way that feels unnecessary and inconsistent with what our community wants. I urge you to reconsider this project and explore alternatives that better align with preserving the character of our neighborhood.
It was clear in the community engagement meeting that the community is not in favor of this. It is poor stewardship of our tax dollars and goes against the community's desires. If we wanted a sidewalk or trail, we would have moved into one of the neighborhoods. I would be extremely disappointed in township leadership if they pursue this unpopular trail any further, and frankly, I'm surprised it's still a consideration. Surely, you could find a way to spend our money on something the community wants.
Respectfully,
Nicholas O'Hare
ARCO/Murray
331-251-9929
www.arcomurray.com

96. Dear Superintendent Hovenkamp and Supervisor McFarland-O'Rourke,
My name is Nina Kiser, and I live in Texas Township at 7830 S 10th Street. I'm proud to say my family has lived here happily since 2011.
I'm writing to express my strong opposition to the proposed 10th Street Trail that would go through my property.
I am deeply concerned about the potential negative impacts this trail would have on our neighborhood. Specifically, I worry about:
    - Backing out of my driveway and inadvertently injuring someone!
    - Increased litter and trash
    - Loss of privacy and potential decline in my home's value
    - Ongoing and expensive maintenance burdens

While I certainly understand the value of public spaces, I believe this particular plan poses far more harm than benefit to local residents.
I urge you to consider the concerns of your property owners, taxpayers, and voters. Stop this trail from moving forward.
If you'd like to discuss this further with me, my cell is 269-364-7899 and I do attend township meetings with my neighbors.
Thank you for your attention to this matter.
Sincerely,
Nina Kiser
7830 S 10th St
Kalamazoo, MI 49009

97. Brooke,
Greg Opdyke and I met with you in June about what we could do to influence the 10th St trailway proposal. We have since collected signatures of homeowners that are directly impacted and over 90% are opposed to the proposed 10th St trailway. Only one person was in favor. We discussed this with Seth Ganton and he offered to pass on to you a copy of the signatures and the reasons for our objections. We would be glad to discuss the results with you if that would be helpful.
Our questions are; what next? When will the final decision on the proposed trailways be made? What committee will make the decision and who is participating? Is there an opportunity for further in person public input to the committee prior to the decision?
Thank you for your prompt response. We understand that the decision will be made soon.
Paul Johnson
pdjohns1@gmail.com
Greg Opdyke
gsopdycke@gmail.com
98. Hi Brooke
It was nice meeting you on May 14 at the township hall.
As we discussed, I want to reaffirm that we DO NOT want the trailway going through the front of our property.
Thanks,
Rajesh Dagli
99. Hi Brooke,
Thanks for your response. I am disappointed that the presenter gave me the wrong impression. She obviously didnot know the details for 10th Street. I have some further questions:
    - My original question to the presenter was "what happens to the existing bike paths on 10th St? Right now, we have4 foot bike paths on both sides of the street." I still have not heard an answer to that question. I know the off-road path would be slightly safer but just yesterday I was driving along Texas Drive where the trailway was located (between Texas Drive Park and Al Sabo (and

bikers were riding on the road and not on the bike path. So, I am not sure if the trailway would be used by bikers.

- Greg Opdyke and Paul Johnson conducted a survey of the residents on the west side of 10th and the south side of Texas Drive. 70 of 75 people (93 %) surveyed were passionately against the trailway. Maybe you have already seen these results. What impact will this information have on the final decision for 10th St? Or has the decision already been made?
- If the decision has not been made yet, what can I, or my neighbors, do to change the decision to have the trailway on the west side of 10th?

Thank you again for your communication.
Richard Walter

100. Hi Brooke and JoAnne,

This email is to confirm that my wife and I are against putting in an off road trailway on the west side of 10th St. since we already have 5 ft bike paths on each side of the street and an off road trailway would require the removal of many trees and ruin the beauty of 10th St. that we have now. I have communicated this to Brooke separately but wanted to make are position known. Thank you for the communication that has occurred so far.
Richard Walter
7456 S. 10th St.

101. Dear Ms. Hovenkamp,

Before we can decide to support or oppose the Texas Township Trail Project, we need answers to the following questions.

- Will the trail be "On Road" or adjacent to the road on West Crooked Lake Drive (i.e. a sidewalk)?
- If there is opposition from some property owners, will there be discontinuities in the trail?
- What are the property owners' responsibilities for maintenance of an off -road, sidewalk option? Specifically, are owners required to clear nearby weeds and remove leaves, downed branches, and snow from a sidewalk, with penalties for failure to do so promptly? Does this include sidewalks that cut across the back of a property or that are adjacent to woods?
- Will property owners have any legal liability for users injured while on a sidewalk adjacent to their property?
- Will trees be cut down along the route?
- Will the road be widened along any part of the trail with the On Road option?
- Will speed limits be decreased along the route, including on Q Avenue and West Crooked Lake Drive?
- Will property owners incur any direct costs?
- What will be the average cost per homeowner for the project? Will it be paid for through a one-time assessment? A tax increase? A bond?

- What will be the total cost of the project? Can the money be spent to enhance the two existing parks instead of creating trails?
- Will you post the answers to these questions on a website or respond directly to us?

Thank you.
Rick & Ginny Lammers
7667 Fieldwood Point
Mattawan, MI 49071
(Back of property is on West Crooked Lake Drive)

102. Dear Supervisor O'Rourke and Superintendent Hovenkamp,

While I appreciate the township's commitment to expanding active-transportation options for our community, I, and the overwhelming majority of homeowners on South10th St, have serious concerns about the proposed cycling trailway that would Impact my property on South 10th St.

Key Concerns

- Loss of Privacy The trailway would eliminate the natural buffer provided by existing shrubbery and mature trees. Increased foot and bicycle traffic so close to my home will compromise the privacy my family has enjoyed for years.
- Litter and Trash Experience from similar projects shows that trails often collect discarded packaging and debris. Without dedicated trash receptacles and regular clean-up crews, my property—and the surrounding natural areas—will suffer.
- Impact on Home Values Studies indicate that properties directly adjacent to high-traffic recreational corridors often see depressed resale values. This financial impact is a serious concern for homeowners who invested here because of the township's rural character.
- Safety Risks A shared trail so near a private driveway raises collision risks between trail users and vehicles entering or exiting private properties. Lack of lighting after dusk could further endanger both cyclists and pedestrians.
- Maintenance Responsibilities It's not clear who will bear the ongoing costs of trail upkeep, vegetation management, and snow removal. If the township cannot guarantee prompt maintenance, adjacent property owners may face related liabilities.
- Removal of Over 200 Mature Trees The environmental and aesthetic value of our tree canopy cannot be overstated. Mature oaks, maples, and pines currently serve as a sound and privacy buffer, habitat for wildlife, and a cornerstone of our rural landscape.
- Erosion of Rural Character The quiet, pastoral quality of our township is one of its greatest assets. A paved trail packed with recreational traffic will fundamentally alter that character and could shift our neighborhood's identity in ways we did not anticipate.

Request for Action

I respectfully ask the board to revisit this segment of the trailway and consider investing any funds in maintenance of current trails and facilities. Thank you for your dedication to thoughtful, community-centered planning.

Sincerely,

Sami Merhi
7870 S 10th St, Kalamazoo, MI 49009
semerhi@gmail.com
203-313-8522

103. Good afternoon Brooke and JoAnne,

We live at 7082 S 10th Street which will be directly impacted by the proposed bike trail on the west side of 10th Street. We oppose the proposed 10th Street trailway.

We understand your goal of trying to get easier bike access to Texas Corners from neighboring communities. From 10th Street there are already 2 trailway access points into Applegate that ultimately lead to Texas Drive Park and subsequently the existing trailway on Texas Drive. These access points are very close to the adjacent Rudgate and Applegate Woods/Applegate North/Applegate Trails communities. There is also a huge Consumers Energy gas line easement that you could run a trailway on that would connect Q Avenue and Texas Driveway to the Applegate trail system.

Your proposed plan for the west side of 10th Street would require taking down so many mature trees not to mention marring the natural beauty of that road in an irreparable way. We do not need a trailway system all the way along 10th Street to accomplish your objective.

We are hopeful that the lure of the free money from the state will not cause you to make decisions that aren't in the best interest of those that are most impacted by your decision. Again, we oppose the proposed 10th Street trailway plan. Thank you.

Scott and Teresa Ulsh
7082 S 10th Street
Cell# 269-998-2814

104. To the Texas Township Board and Planning Committee,

I am writing to express my absolute and vehement opposition to the proposed Trailway plan that would cut directly through the front yards and private properties of long-standing residents in this community. Including my own.

In 1988, my late husband chose this property on this land, precisely because it was not part of a subdivision, because it offered privacy, space, and the peace of a rural community. Over the years, we have watched as development has steadily chipped away at the rural character of Texas Township. And now, this trail proposal threatens to finish the job.

Let me be clear: I totally oppose any action to put a pathway though the yards of residents on 10th Street from Swallow Drive to Texas Drive.

While you may argue the township has legal access through the 33-foot right-of-way from the road centerline, let's not pretend this was ever intended to be a green light for laying down public trails through private front yards. That right-of-way exists for

road safety and maintenance. Not for pushing pedestrians and cyclists a few feet from residents' living rooms, destroying the privacy and safety we've cherished for decades. The idea that paving over what's left of our rural area somehow "promotes nature" is, frankly, laughable. This is not progress. Its destruction disguised as improvement.

If safety is truly the township's concern, then begin by lowering the outrageous 55-mph speed limit on this stretch of road! This would offer immediate, meaningful safety benefits at a fraction of the cost without obliterating the last stretches of undisturbed land and turning our homes into a public thruway.

I can tell you from firsthand conversations: I have not spoken to a single neighbor who supports this project. You are pushing forward a plan that the community does not want, that damages property values, erodes quality of life, and disrespects the people who have called this place home for decades.

I demand that you halt this plan and develop alternative solutions that respect both the landscape and the people who live here. We have already lost enough.

Sincerely,

Sherry Patten

8162 S. 10th Street

Texas Township Resident

105. Dear Superintendent Brooke Hovenkamp

Our home is located at the corner of 10th street and Chateau Avenue. I am writing to let you know we OPPOSE the 10th Street trailway. Close to 100% of my neighbors also oppose the 10th St. trailway plan.

We purchased out home on 10th St because of privacy and natural beauty, both will be lost with an asphalt path through out yards and 100s of trees removed. What about the birds that nest in the trees? Has there been a study to see where the birds will go?

I would also like to point there is already a marked 5-foot bike lane (both east and west side of 10th St) on 10th St from Q Ave to Texas Drive. the large bike clubs that ride on 10th St will continue to use the street. They will not use a pathway with roots causing dangerous bumps and lumps in the pathway. This is a common issue when trees are removed-what a liability for the township!

With all respect we are asking for the denial of any trailway on 10th St.

Thank you very much!

Wayne A. Skalnizan

106. This letter is to register my disapproval of the proposal to add 8 - 10 foot wide "trails" throughout Texas Township. Especially along 10th Street, where that width of pavement would eliminate dozens if not hundreds of mature shade trees providing a wonderful canopy over the road. And the loss of front yardage for the homes would be a severe loss in privacy, green space, and overall home values. I do not want the increased pedestrian traffic this trail would bring with potential safety issues, noise, and litter.

I vote NO on this proposal.

William L Crown

7572 S 10th Street
Kalamazoo, MI 49009

107. Preserving the rural character of Texas Township
Removal of over 200 mature trees
Off-road trail is redundant to the existing two 5'-wide bike lanes
Trash & litter
Responsibility and/or cost for maintenance (snow removal, up-keep of paved surface, mowing buffer strip, etc.)

108. Dear Texas Township leaders,
Thank you for the opportunity to share my concerns regarding the 10th St./Texas Drive bike path. I've lived on 10th St. since 1996 and have seen much growth and change over the years. As a child I moved many times, and 8270 S. 10th St. has been the longest and most loving residence of my life. Over the last 30 years we have transformed an old asbestos-shingled farmhouse into our forever home. We've watched a wonderful neighborhood unfold before our eyes and have made many connections because of it. It is because of my love for our neighborhood that I am strongly opposed to this bike path. I feel it creates safety issues as the corner of 10th and Bluejay is already an accident waiting to happen as well as other concerns such as damage to the environment from the loss of trees, loss of privacy, losing a significant amount of my property and the potential negative impact on property value. My husband and I were drawn to Texas Township for its beauty and commitment to preserving the natural environment. We feel blessed to have found our little slice of heaven and hope that you will take our concerns into consideration, as so many of us are committed to preserving the natural beauty that makes our neighborhood so special.
Respectfully,
Melissa Fuller
269-271-2002

109. To Whom It May Concern,
We are the property owners at 5953 Texas Drive. We were recently made aware of the proposed trailway extension which would cross our property going east from 10th street on the south side of Texas Drive to connect with the existing trail across from Bentley Drive.
This email is to voice our strong opposition to this proposed routing for the following reasons:
•Elimination of at least 4 mature trees on our property
•Major disruption to our concrete driveway and turnaround at the road
•Major disruption of the lawn irrigation system in our front yard
•Elimination of a 10 foot diameter planter in our front yard which I built and my wife has spent 15+ years developing and maintaining.
•The right of way being used for the proposed routing is full of utilities (phone, fiber, natural gas), The proposed route is directly over the top of these utilities. Therefore,

anytime someone will want to tie into those services or they need to be repaired, the trail pavement will need to be removed and replaced.

•This proposed trail route was looked at over 10 years ago when the trail system was expanded. We were opposed then and still are opposed.

I watched the recording of the public meeting online with the consultant who is conducting the feasibility study. In the meeting, the consultant stated "We first met with any directly affected property owners where proposed routing would disrupt/cross their property." We HAVE NEVER BEEN CONTACTED by anyone from the township or their consultant on this proposed project.

Furthermore, we never received the attached notice for the Workshop. The first we heard about this project (and saw the postcard notice) was from 2 concerned citizens who took it upon themselves to go door to door to inform affected property owners. Had we known about the Workshop, we would have been there in person to voice our objections.

We would appreciate the opportunity to discuss this in person with someone from the Township or the consultant.

Bruce & Tammie Frandsen

5953 Texas Dr, Kalamazoo, MI 49009

269-720-2814

110. Greetings Ladies:

My name is Darrell Wagaman and I have owned our property, located in the Charter Township of Texas, since 1988. We chose to purchase our acre of land, in the location that we preferred, because of its rural nature and did not purchase a lot in a neighborhood because that was not our preference. My wife and I have attended a Trailway Feasibility Study township meeting at the invitation received by postcard in the mail. We were not made aware of any meeting(s) preceding or following the meeting that we attended. It was abundantly evident that those in attendance were opposed to this Trailway system expanding to include their personal property. I don't wish to fund this program at all. Those who prefer quieter streets, sidewalks, and postage stamp lots choose to live in neighborhoods and those who choose not to live that way purchase property in more rural areas without such sidewalks, pathways, or the like.

Our township has not lacked in growth and desirability for the decades that we have resided here. Those who live here did not buy here in hopes of a trailway existing some day, or that all neighborhoods would somehow be interconnected one day. In my opinion, this is not money well spent and it will harm the property values of those who lose the land that they purchased.

If this trailway system is intended for the serious bicyclists, that is what we paid for when our roads were widened to accommodate them. I have yet to see a group of bicyclists riding single file in these expanded bike lanes that the township created for them and I helped pay for. Do you really think that these trailways will draw the serious

bicyclists off of the streets and onto the trailways? If it does, it will only cause increased liability and injuries to walkers and the casual bike rider.

Please note that the taxpayers, residing at 7791 South 10th Street, Kalamazoo, MI 49009-9700, are OPPOSED to the Trailway system expanding into the front yards of our neighbors.

Thank you very much for taking our opposition into consideration when making your final decision.

Sincerely,

Darrell Wagaman
7791 South 10th Street
Kalamazoo, MI 49009-9700
dwagaman78@gmail.com
Cell: (269) 254-0358

111. Hello.

We are Texas Township residents who live at 7616 S 10th Street. We understand that a feasibility study is underway to possibly build a trail on the west of 10th Street. We are opposed to this proposal for a number of reasons:

•There are already two 5-foot bike lanes, one of each side of the street.

•Removal of over 200 mature trees to put in an 8-10 foot wide asphalt trail will not preserve the rural character of the township.

•There's a three-phase power line that would be impacted.

•This would negatively impact our home value and privacy.

•We have concerns about maintenance, safety, litter and trash.

Thank you for your consideration.

Joyce and John Ruhrup

112. TRAILWAYS/WALKWAYS.....AQUAVIEW TO N. EAGLE LAKE DRIVE

Dr. Larry and Mrs. Kay Irey, 654 Aquaview Drive, Kalamazoo MI 49009 ...Since we bought our home in 2014, we have maintained a walkway that the previous owner put in on his/our property, so N. Eagle Lake Drive students could catch the bus in our neighborhood instead of on 6th street.. The walkway is on our property which extends to behind the telephone pole. The rest of the end of the cul de sac we maintain but I believe it belongs to the county but my husband said he talked to a county employee and no one owes that grass section at the end of the cul de sac. That would be a good place for a path or walkway and not on our property.....

We have had issues of our granddaughter almost being killed going down our driveway, as trucks and cars were coming through that opening so it is not safe to have it right by our driveway...I would like it moved over to the middle of the county property and the county maintain the walkway. Now that our neighbor, Judy Lewis has put in boulders, cars have not gone through there but golf cars and motorcycles fly through there. So we would like the path moved to the middle of the grass section....

Kay and Larry Irey

113. Good morning, Texas Township Leadership

I (we) oppose the 10th Street trailway as a property owner that will be negatively impacted by this trailway.
We also feel that discretionary projects such as this, the property owner should have the greatest decision influence.
The Overheul family
7382 S. 10th Street

114. I oppose the proposed 10th St trailway for the following reasons.
- Litter and trash
- Loss of privacy and Impact on home values - Lack of Safety - 8-10 crosswalks will be required for access to the east siders. The westsiders already have access to Al Sabo and Texas drive park
- Maintenance issues have not been defined/clarified for residents
- Redundancy with two 5' bike lanes already on the northern section of 10 th Street
- Removal of over 200 mature trees to put in an 8-10' wide asphalt trail will not preserve the rural character of the township
-Engineering costs have not been addressed or investigated.
The township survey says that 88% of residents are satisfied with the current trailway system.
Paul Johnson 7060 S. 10th St

115. Google defines a trailway as "a path or route, often unpaved, designed for recreational use...typically through natural areas...". The proposed "trailway" on 10th St is a 8-10 ft wide paved path alongside a road requiring over 200 trees to be cut down. Please vote No on the proposed 10th St sidewalk that goes nowhere and does not provide additional access to downtown or other trails.

Appendix

Community Engagement Outreach Materials

Trailway Small Group Meeting

Tuesday, April 15 at 6:00 pm @ Township Hall

The Township is considering developing a new trailway to provide a connected network for people to walk and bike safely from 6th Street Park to Downtown Texas Corners. We are in the planning phase and are interested in feedback from community members to help determine the feasibility of various potential routes. One of the routes that is being considered would have an impact on your property. We would like to have the opportunity to talk about the project and listen to your feedback at a small group meeting.

Refreshments will be provided.

***Please RSVP online via the QR code or by calling the Township Office at 269.375.1591.**

SCAN ME

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SCAN ME

Property Owner Trailway Workshop

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The Township is considering developing a new trailway to expand our connected network for people to walk, run, and bike safely. We are in the planning phase and are interested in feedback from community members to help determine the feasibility of various potential routes. One of the routes that is being considered would have an impact on your property. We would like to have the opportunity to talk about the project and listen to your feedback at a property owner workshop.

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Property Owner Trailway Workshop

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Refreshments will be provided.

***Please RSVP online via the QR code or by calling the Township Office at 269.375.1591.**

SCAN ME

TEXAS TOWNSHIP

PARKS & TRAILS OPEN HOUSE

Thursday, June 26 | 6 - 8 PM

Texas Township Hall

Both events will be drop-in. *Each event will include two identical project presentations—attend whenever it works best for your schedule!

EVENT A: TRAILWAY FEASIBILITY STUDY OPEN HOUSE

Location: Board Room
Project Presentations: 6 PM & 7 PM*

The Township is considering developing a new trailway to expand our network for people to walk, run, & bike safely. Participate in the planning phase by learning more about the potential routes & provide feedback.

EVENT B: PARKS & REC MASTER PLAN UPDATE OPEN HOUSE

Location: Conference Room 1
Project Presentation: 6:30 PM & 7:30 PM*

As part of the 5-year Parks & Rec Master Plan update, share feedback on your TOP FIVE goals for parks and trails!

Contact Us

269-375-1591

www.texastownship.org

7227 West Q Avenue | Kalamazoo, MI 49009 | www.texastownship.org | P: 269-375-1591 | F: 269-375-0791

TRAILWAY FEASIBILITY STUDY NOTICE OF PUBLIC COMMENT PERIOD

Texas Township is seeking public input on its Trailway Feasibility Study, which evaluates potential routes and impacts for expanding the Township's non-motorized trail network. The goal of the study is to explore ways to create safe, accessible pathways that could connect neighborhoods, parks, and community destinations within Texas Corners and to neighboring municipalities.

Please Note: *This study is for planning purposes only. No final decisions have been made, and no trail routes have been approved or funded at this time. Community feedback will help the Township evaluate options and determine if, where, and how future trail connections could be developed.*

The study focuses on expanding the Township's non-motorized network in four key areas:

- 6th Street Park to Downtown Texas Corners
- 10th Street: from Texas Drive to Q Avenue, then from Q Avenue to Swallow Avenue (including connection along Texas Drive from 10th Street to existing trailway stub across from Bentley Drive)
- 12th Street: from McLin Drive to Q Avenue
- Q Avenue: from Downtown Texas Corners to 12th Street

Community input is vital to this effort. We are seeking input and feedback from residents, businesses, and stakeholders to help shape trail priorities and design considerations. This engagement process and public comment period will continue through **August 1, 2025**.

How to Submit Written Comments:

- **Online:** www.texastownship.org/trailwaystudy
- **By Mail:** 7227 West Q Ave | Kalamazoo, MI 49009 (Attn: Trailway Feasibility Study)
- **By Email:** info@texastownship.org

All comments received during the public comment period will be reviewed and considered prior to finalizing the Trailway Feasibility Study.

For more information about this project, please visit www.texastownship.org/trailwaystudy.

Trailway Feasibility Study Public Comment Period

The Township is committed to expanding safe, accessible pathways that connect our neighborhoods, parks, and community destinations. To guide this vision, we've undertaken a comprehensive Trailway Feasibility Study to evaluate potential routes, costs, and impacts for expansion of the township's non-motorized trail network.

This study explores opportunities to create new walking and biking connections throughout the Township. It examines existing conditions, community needs, right-of-way constraints, safety considerations, and potential funding sources. The goal is to identify the most feasible routes that link key destinations while balancing environmental, financial, and community factors.

To lead this effort, the Township hired Williams & Works, an engineering and planning firm, with guidance from a Steering Committee comprised of members from various Township boards and committees.

The study focuses on expanding the Township's non-motorized network in four key areas:

- 6th Street Park to Downtown Texas Corners
- 10th Street: from Texas Drive to Q Avenue, then from Q Avenue to Swallow Avenue
- 12th Street: from McLin Avenue to Q Avenue
- Q Avenue: from Downtown Texas Corners to 12th Street

You can view project information and proposed routes at www.texastownship.org/trailway-study

Community input is vital to this effort. Residents, businesses, and stakeholders have shared valuable feedback to help shape trail priorities and design considerations. The engagement process will continue through **August 1, 2025**.

You're encouraged to provide written comments by submitting them online or by emailing info@texastownship.org.

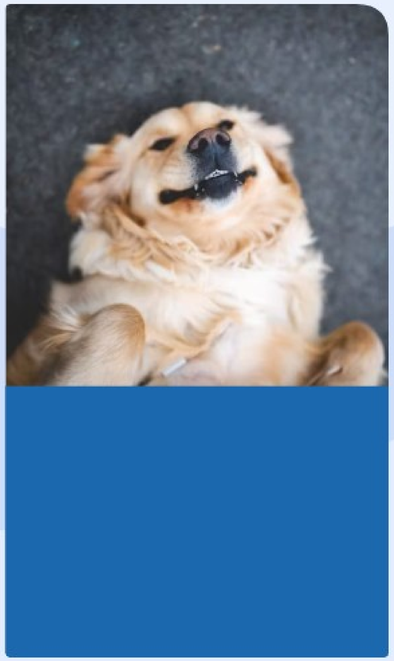
Workshop #1, #2, and #3 Digital Activity Results

Mentimeter

Biking, Walking, and Rolling in Texas Township

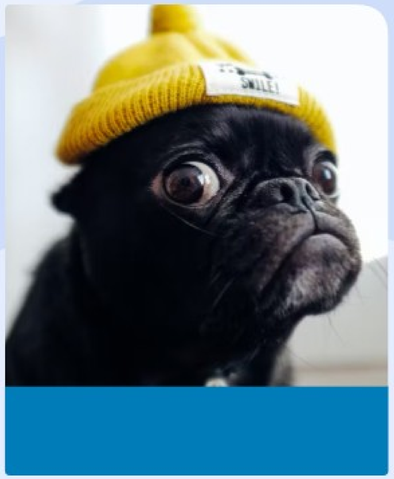
Who is a good dog?

10



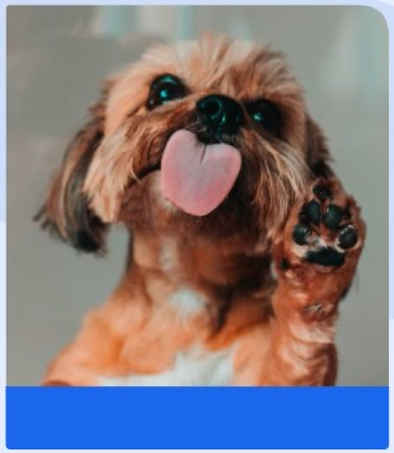
Sleepy Dog

3



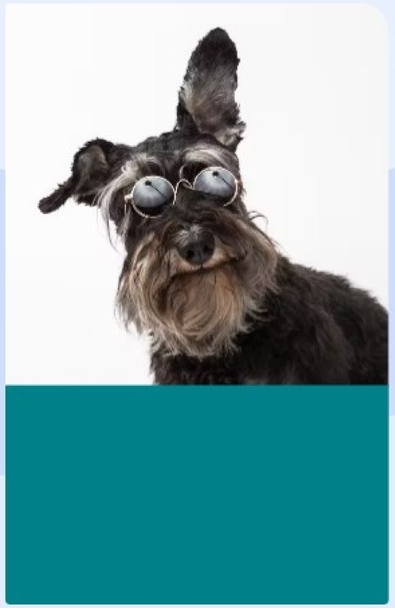
Fashion Dog

2



Kissy Dog

8



Rockstar Dog

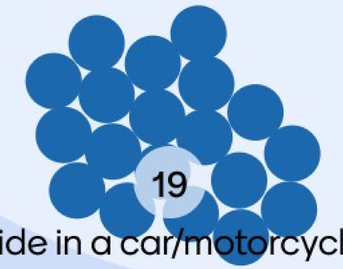
"Who" is here today? Choose all that apply.

4	Texas Township Staff
10	Neighborhood Association Representative
3	County Staff
6	Municpal Leader

What do you love about biking, walking, and rolling in Texas Township?

60 responses

How do people you know (family, friends, co-workers, constituents) get around the community?



Ride in a car/motorcycle

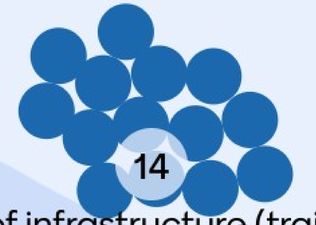
Ride a bicycle

Walk

Use Mobility Assistive Device (Wheelchair, Walker, etc.)

Take Transit

What are the biggest obstacles in getting (more) people biking, walking, and/or rolling in Texas Township?



14

A lack of infrastructure (trails, bike lanes, etc.)

0

Poorly maintained infrastructure

9

Concerns/issues with safety

4

Too far away, not conveniently located

5

A lack of time

5

Don't know what's available

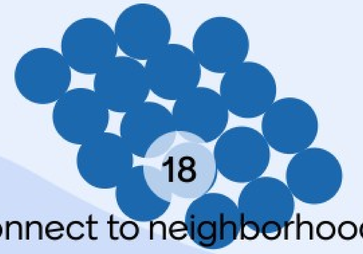
5

Don't know where infrastructure (trails, wide shoulders) exists

6

Use infrastructure (trails, bike lanes) in another community

The trail/nonmotorized network should...



connect to neighborhoods

connect to parks

connect to school(s)

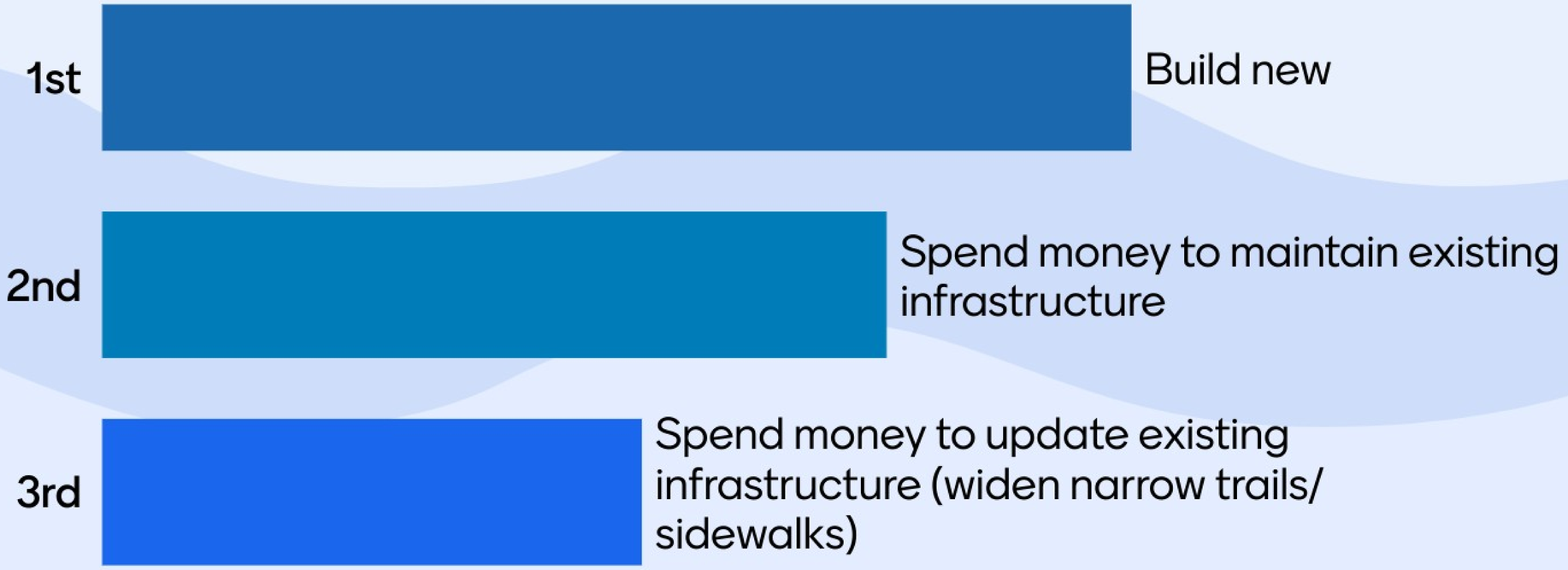
connect to commercial areas (Texas Corners)/businesses

connect to employment areas

connect to medical offices

other places (destination not listed)

What should be the priority in developing the trail/nonmotorized network in Texas Township?



Mentimeter

What is your vision for the trail/nonmotorized network for Texas Township?

Connect neighborhoods to the Corners

Connections to people and places

Build along the existent roads, without incursions into neighborhoods!

Connecting neighborhoods to both parks and the DDA area. Providing separated trails whenever possible.

Expansive network connecting neighborhoods, recreation facilities, and destinations - with Texas Twp and beyond.

Good connections to the greater Kalamazoo area

An all encompassing network that connects neighborhoods to schools, business, recreation, and nearby communities that provides safe and reliable non-motorized transportation options.

A safe, beautiful, expansive and connected system designed to optimize the heath of our community and its members.

Mentimeter

What is your vision for the trail/nonmotorized network for Texas Township?

Connection & accessibility

A connected way to get to most neighborhoods of Texas Township and downtown

Every neighborhood is connected

That the network would be scenic and not street adjacent.

Connected trails from Portage to Texas Corners to Mattawan and also north to 9th St/Oshtemo. Safe and running through nature.

Multiple opportunities to get to different places by walking, running or rolling, different routes, through woods and downtown

Very strong commitment to developing trail network, very easy access for leaving home and navigating township on foot or a bike. Safety.

An off road trail network linking all neighborhoods to the parks and to Texas Corners for those who prefer more separation from cars, plus wider shoulders on all roads for on road cyclists.

What is your vision for the trail/nonmotorized network for Texas Township?

Connect with existing trails. Connect neighborhoods. Safe locations. Avoid busier roads with higher speed limits.

Purposeful and thought out. Planned implementation in phases.

That it be world class, worthy of attracting people to it from outside the township.

Connect neighborhoods to parks and. Central businesses. Provide adequate path ways for safe uses especially when sharing roadways with vehicles Connect to other communities

Mentimeter

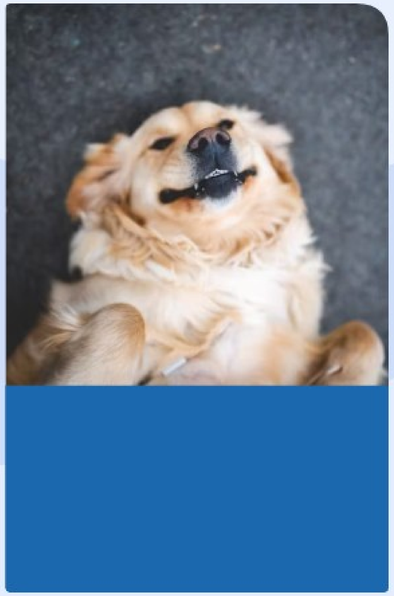
Let's build a better community together.

Mentimeter

Biking, Walking, & Rolling in Texas Township - Workshop #2

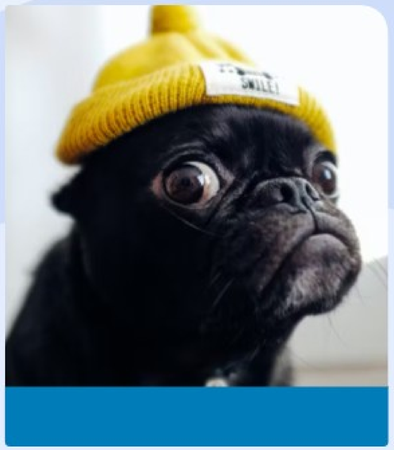
Who is a good dog?

20



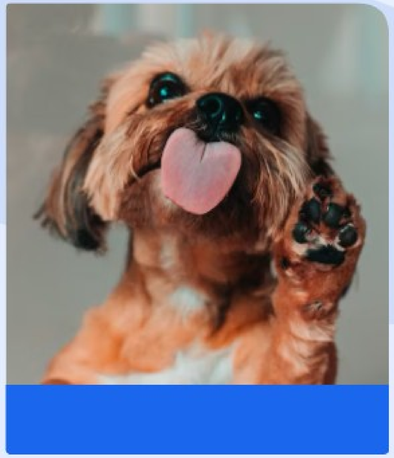
Sleepy Dog

5



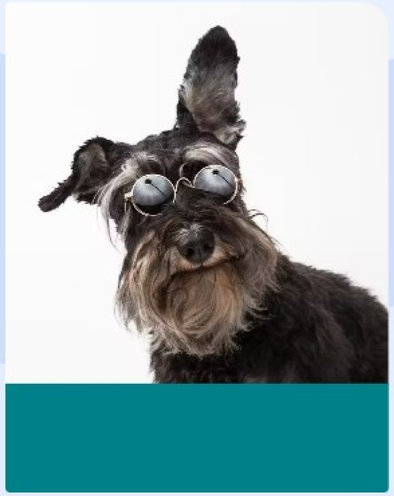
Fashion Dog

6



Kissy Dog

10



Rockstar Dog

Mentimeter

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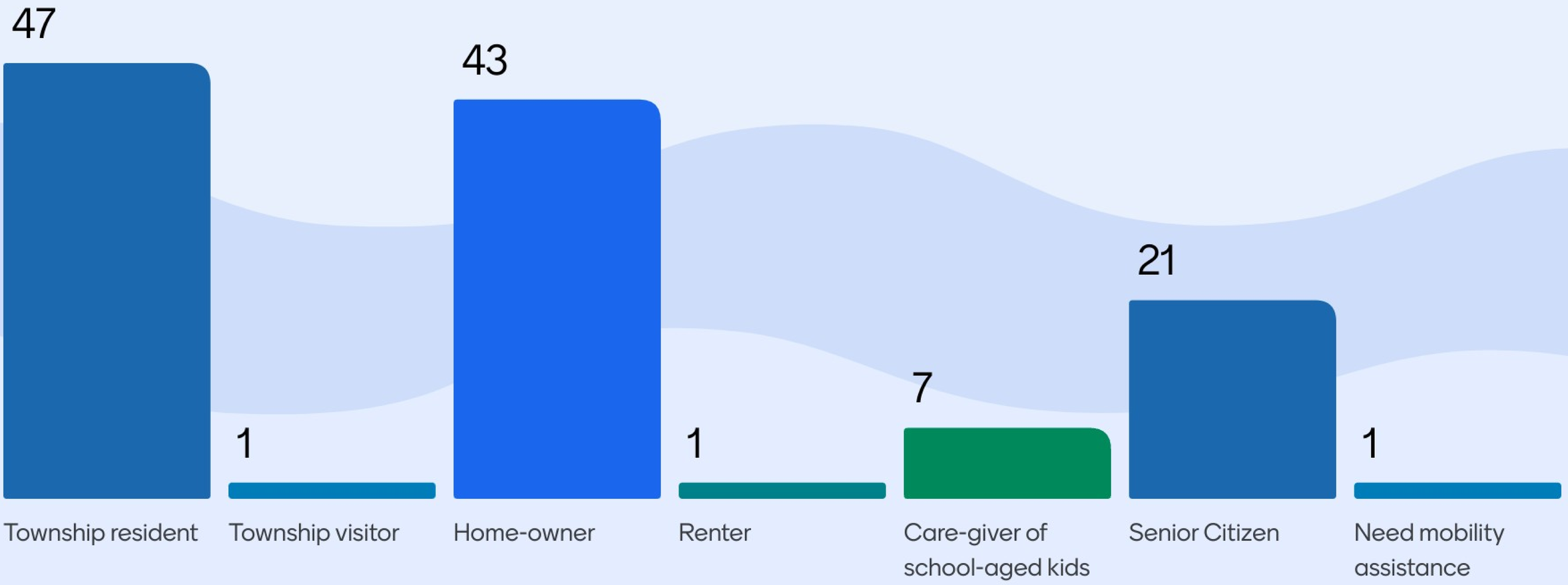
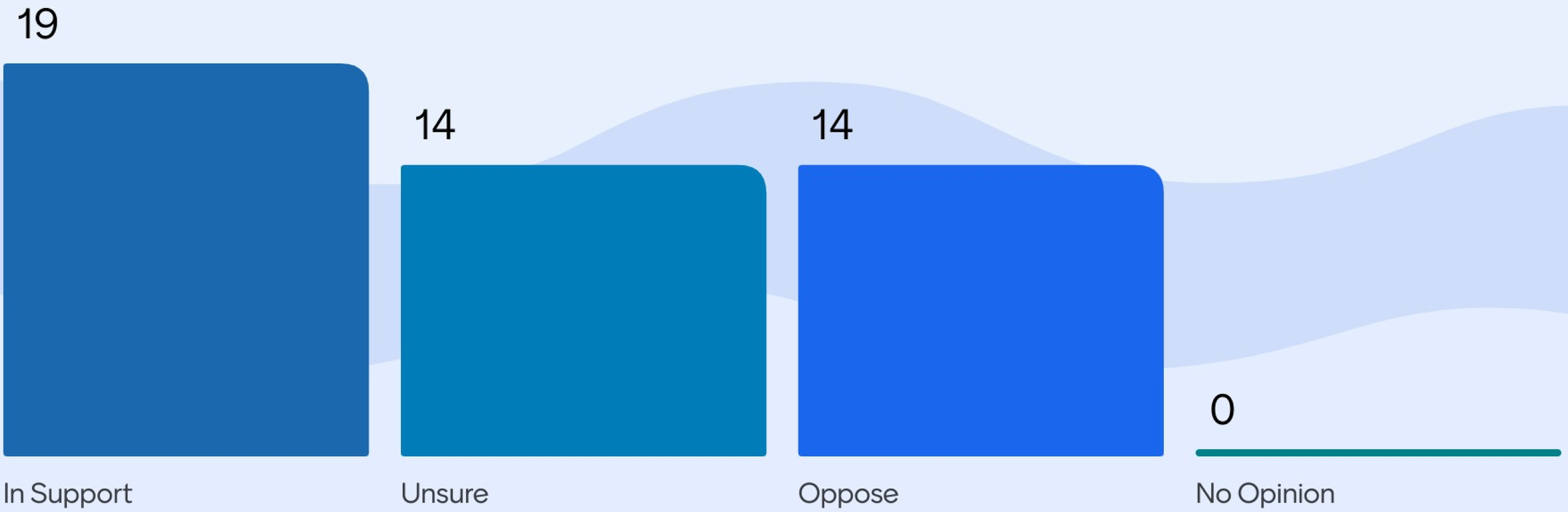


Do you like the plans for the trail based on what you have learned?



Mentimeter

What concerns, support, or comments do you have about this project, your property? Please share them anonymously here.

Who responsible for clearing the path?

Speed on Q. What side of road on W Crooked Lake

Who will clear the snow on the off-road trails?

Want to support; NEEDS to be safe; Kid safety important

Not on my lot

Don't like the potential impact on my property.

Access for all

12th street crown Vic to existing trail.

Mentimeter

What concerns, support, or comments do you have about this project, your property? Please share them anonymously here.

I am in support, but am worried about the speed limit on W Q Ave.

Not MY property!!!

Who is paying for it? Concerns with safety.

Don't want the extra traffic. Foot or bikes

Tight space on crooked

Concerned about safety and privacy. Not in support.

The loss of my property for this project

I would be very happy to see more connectivity in our community! Still some concerns about traffic and safety, but overall excited to see what happens

What concerns, support, or comments do you have about this project, your property? Please share them anonymously here.

Cost, maintenance, safety

The proposed trails would border 2 of the 4 sides of my property. I do not want trails, I don't want that added traffic impacting my privacy. I bought property here for privacy.

Price, taxes and speed on Q Ave.

Quality of user experience Appearance of facility

West crooked lake drive will need to be off road. We can not even walk on that street without running off the road because of how fast and inattentive the drivers are

Safety priority, cost

My main concern is the safety of residents when walking and biking around the township. This is a project thr must be done, so opposition from residents is a big concern.

I walk from 6th street to the farmers market a lot and a trail would be great

What concerns, support, or comments do you have about this project, your property? Please share them anonymously here.

Property loss Space on roads for projects Safety for the trail users and for the property owners

I have some concerns about the safety of the on- road parts of the trails. I also worry about the affect of the project while it is underway.

Speed, heavy traffic, little law enforcement patrol!

More research needs to be done before moving forward. None of these plans make sense to me

Trash clean up, encroaching on my yard and having to deal with people/kids around my property at all times. Hard no if it encroaches on my property. Will this exclude golf carts and dirt bikes, etc

Some houses on Q have small yards. Taking part of it would be a concern.

Concern for impact/loss of property. Potential for increased crime in area with increased use/ access to property.

What is the desire to connect the park with the farmer's market. Is your company the same company that was involved with the bike lanes downtown

Mentimeter

What concerns, support, or comments do you have about this project, your property? Please share them anonymously here.

Very excited to have a safe and accessible route to walk, run etc. so happy that we are having these discussions. It will be a much more age-friendly community!

All in favor! Can't wait for sidewalks on Q! Great property impact!

If major changes are necessary, will township return the property to its original beauty.

Safety issues for West crooked Lake dr. People drive way too fast - it would have to be off road.

West crooked lake drive is very narrow on the turn from PQ and also blind turns. Safety is big concern on that road.

Concerned about safety of trail users with vehicle interaction.

The proposed route on W Crooked. East side has 40-50 homes built close to road, west side has a handful of houses built away from the road.

Trees near rd. Space between path and my house

Mentimeter

What concerns, support, or comments do you have about this project, your property? Please share them anonymously here.

Heritage drive has a lot of underage kids driving golf carts and electric dirt bikes on heritage drive. Use caution when sending extra bike traffic.

Speed limit of W Q Could impact a large portion of yard/parking Excited for a safer way to walk on W Q Ave

Environmental impact on lake (additional rainfall impact on lake level.)

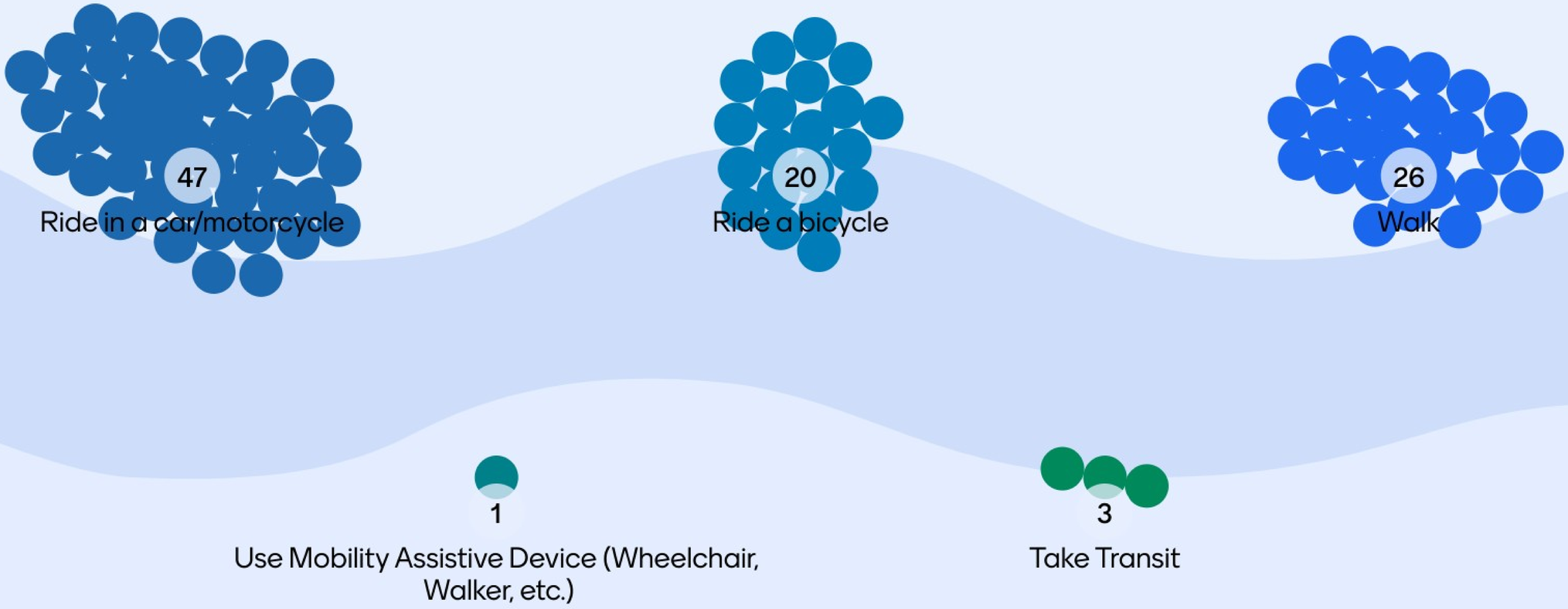
Will I be assessed for work on my property.

Concerned for environment and wetlands that may be effected along with the trash that may appear along my property. I've spent time and money landscaping my property that will be destroyed

Concerned about a route that utilizes private property/private roads Safety !!! Number of users out of total residents in township. Is this the right investment??

Cost, not on my property, privacy, not lowering speed limit, crooked lake dr is too narrow,

How do people you know (family, friends, neighbors, co-workers, etc.) get around the community?



Role: Parents with young kids. You have kids who want to walk/bike to school, neighbors' houses. Safety concerns? Would a trail change daily routine?

Only if it's off road.

Yes - if off road on west crooked lake - it would be much safer

It could if it was safe. Right now I would not allow my kids to take the routes on the roads d./t speed of traffic.

Would depend on how busy trail could be and who would use trail.

Better if w crooked becomes safer as a result of this project

Trail would improve the daily routine so they can bike or walk to more places

No, and you can't let kids walk that far.

A trail would make it better

Role: Parents with young kids. You have kids who want to walk/bike to school, neighbors' houses. Safety concerns? Would a trail change daily routine?

Yes, currently our teens and preteen children would love to bike/walk to friends our the stores at texas corners. A safe trail would allow them to do that.

Yes. It would be worse. Trail would be dangerous.

Cars, trucks move VERY fast and not very accessible unless you drive. Trails would provide more freedom for kids to move about without driving

No. Wouldn't allow them to go out on own along busy roads.

More individuals on the trails potentially or in the neighborhood because of a trail. More strangers communicating with my child.

I have safety concerns with the lack of trails today - adding off-road paths would increase their safety and mobility - definitely opening up so many options for them. So excited!

Yes an off road facility would be a safer option. Concerns about crossing the street may still exist.

My safety concerns are cars flying down the roads and not paying attention, often times hitting things like mailboxes. Trail would help to keep them safe but would also like lower speed limit

Role: Parents with young kids. You have kids who want to walk/bike to school, neighbors' houses. Safety concerns? Would a trail change daily routine?

Probably not change kids going to school but could change more family time on the trail.

I wouldn't let them walk on W Q right now without parental supervision and even then, probably not. If there was a sidewalk or trail, then I would be more open to letting them walk.

No. We have lots of schools buses

My son was hit by car on Q Ave while riding his bike. Safety concerns are a valid issue.

No young kids.

The proposed trail routes would bring more kids around my property which is not appealing to me at all

I wouldn't feel they would be safe with out an adult.

No. Not safe on Q Ave

Role: Parents with young kids. You have kids who want to walk/bike to school, neighbors' houses. Safety concerns? Would a trail change daily routine?

Too distant from school. Travel to neighbors would depend on trail location.

Traffic on 12th street and volume entering the 12th street school would be a safety concern.

No, most if not all Mattawan students are bused to school.

Trail might work, but road crossings would have to be safe.

I would want my children to use this trail if it makes it easier to get places. They would gain independence.

A safe trail protected from traffic would likely improve a trip to the parks

I would feel much safer with my kids on a trail instead of a primary road

Yes it would help, if it's safe

Role: Parents with young kids. You have kids who want to walk/bike to school, neighbors' houses. Safety concerns? Would a trail change daily routine?

My rules for my children would not change. They are not allowed out of our neighborhood

No.

Speed would have to come down to 40 mph on W Q Ave. even than I wouldn't let ot walk down W Q Ave.

If I had children, I would only let them use off-road trails to bicycle/walk

I would mostly want to use this while supervising my child.

No

A trail would be beneficial to most young families. I feel it would change daily routine very little though

Trails would give more access to family time outside together

Role: Parents with young kids. You have kids who want to walk/bike to school, neighbors' houses. Safety concerns? Would a trail change daily routine?

Allow the building of privacy fences along the trail if feasible

Mentimeter

Role: Concerned Homeowner . You've spent years caring for your yard & you value privacy. How do you feel? What would you want Township staff to know?

Bring it on! I've wanted this for years. Please make it happen.

Stop it.

We are not in support of the trail.

Restoring my yard when trail is built would be important to me.

Keep off my property

Feel violated by close proximity to our home.

Keep or have enough separation so that privacy isn't an issue

Do not encroach on my property for this project. I'm 100% opposed to the suggested trail routes

Role: Concerned Homeowner . You've spent years caring for your yard & you value privacy. How do you feel? What would you want Township staff to know?

How will you be respectful of trees and gardens?

Would be curious if the township will pay homeowners for their property

I believe the greater good that would be the outcome of a trail system outweighs my personal privacy.

Stay away from houses.

A little concerned. Could potentially have a little less security, as wouldn't know exactly who is using the trail.

A trail through my property would not make me feel safe.

To close to existing homes

More patrol on the trail to watch for bad activity

Mentimeter

Role: Concerned Homeowner . You've spent years caring for your yard & you value privacy. How do you feel? What would you want Township staff to know?

My only concern would be a possible off road path would be way to close to my home

Who will enforce keepng them on the trail and offmy property.

Concerns about litter, safety, and privacy.

Just leave the property as nice as you found it.

Having a safe trail in front our property won't impact privacy. People walk by all the time on the street. No difference! (Only safer)

Being on W Q is already very public, but people already walk/bike down the road. Having a safe space for them would be nice.

I would want professional design of the installation and landscaping.

Trail should only be on public property.

Role: Concerned Homeowner . You've spent years caring for your yard & you value privacy. How do you feel? What would you want Township staff to know?

I feel a walkable neighborhood will increase property values. This is absolutley needed

I'm all for it, if people respect my property.

I would not like the added traffic to my yard, lack of privacy, vandalism or potential garbage

I live W Crooked- not concerned about privacy it the trail has to go on the less populated west side of the road

Concerned about property damage or misused because of a new trail or walkway

Safe trails are worth it

Many people would likely leave the trail on the property to get into Barrington Shores

Make trail look pleasing and kept up maintenance. What are projected numbers.

Role: Concerned Homeowner . You've spent years caring for your yard & you value privacy. How do you feel? What would you want Township staff to know?

Bought property for privacy. Strongly opposed to increasing traffic along my property, especially the backyard. I should feel safe and private, already feeling like that's jeopardized.

I moved to the "country" for the peace and quiet. I feel my safety and privacy will be voided. Big No

This would bring community together

Available yard space is insufficient in many lake locations.

I wouldn't consider it a bonus when I try to sell my home.

Would have to put cameras up to make sure no one breaks in or steals anything off my property. Or some o e complaining about what's in my yard to the township

I think that the proposed trails would increase the value of my property.

Trail must be routed on the west side of west crooked

Mentimeter

Role: Concerned Homeowner . You've spent years caring for your yard & you value privacy. How do you feel? What would you want Township staff to know?

Don't need a trail across my property. I've invested much.

Enough space between the trail and my home. I strongly support off road trails.

We didn't want to live in Portage...

I want to move

No trail

We should be thinking forward so that we can all age inplace

Township must maintain budget to keep trail smooth and accessible

Role: Elderly Neighbor. You use a walker & find uneven ground hard to navigate. What helps or hinders you? Would a trail help or hurt your mobility?

Help

It would help me be able to take walks on my road

Help

A trail would help. I could go more places without requiring a vehicle.

No. Would not be able to use it

Trail would be a big help

Help

A paved trail would help me to get around unassisted.

Role: Elderly Neighbor. You use a walker & find uneven ground hard to navigate. What helps or hinders you? Would a trail help or hurt your mobility?

Makes no difference

Help ability to get around

A paved trail would help

DO walkers and bikes mix?

Would help mobility and would be safer for me to get to neighbors house

Certainly, a trail would help.

It would help mobility to get out for a safe walk

No

Role: Elderly Neighbor. You use a walker & find uneven ground hard to navigate. What helps or hinders you? Would a trail help or hurt your mobility?

Trail would help.

Well I don't have 4x4 on my mobility scooter and I can't shovel who takes care of it

Help

Elderly neighbors are not traveling any distance by foot.

Too far for a handicapped person to use

A trail would help make it easier for me to walk as it would provide an even ground.

Help. It would be great to walk to the farmers market without risking being run over by a car

No Trail

Role: Elderly Neighbor. You use a walker & find uneven ground hard to navigate. What helps or hinders you? Would a trail help or hurt your mobility?

We need to find a way to improve accessiblitly for all ages—older adults with mobility as well as younger populations with disabilities!

Trail would not be feasible.

It is dangerous for elderly people to go out without a partner!

If I had to use a walker, I wouldn't be on a trail.

Unless it's on my property I would have to drive somewhere to enter it

Hurt. Too far

A trail would help if it accommodated wheelchairs.

I use walking sticks on paved level ground so the sixth street park trail is currently my choice for walking

Role: Elderly Neighbor. You use a walker & find uneven ground hard to navigate. What helps or hinders you? Would a trail help or hurt your mobility?

I'm sure it would be beneficial with someone that struggle with mobility

Could walk in your driveway

T

Deo

Trail will not help.

This would help me. If we had a dog, we would not be able to walk it on W Q Ave currently. We would have to drive to a park to do so

Poor or non existent lighting on west crooked lake

Mentimeter

Role: Dog Walker/Runner. Your dog needs daily walks. You run daily. What part of the street feels safe/unsafe? Would a trail make your routine safer?

Safer

Trail is much safer than walking on Q

Have no dog!

Feels very unsafe now, so my dog doesn't get the walks she needs. A trail on Q would be amazing - my dog and I would both be thrilled.

Yes, much safer for myself and for my dogs!! Only neighborhood roads feel safe now.

Wcl is unsafe currently. Off road would help tremendously

No. Our neighborhood is quiet.

Trail would make routine safer

Role: Dog Walker/Runner. Your dog needs daily walks. You run daily. What part of the street feels safe/unsafe? Would a trail make your routine safer?

Yes, a trail alternative would help.

Definitely safer

Safer

Q is scary. Anything to make it safer is better

Not relevant

Q Avenue trail would be more safe for runners and walkers

I do both of these activities multiple times a week. I like the sidewalks and neighborhood roads usually.

Of course.

Role: Dog Walker/Runner. Your dog needs daily walks. You run daily. What part of the street feels safe/unsafe? Would a trail make your routine safer?

I do it now without a trail by cutting through Texas Heights.

Yes- trail would be safer if all dogs are on a leash

Off-road trail would certainly help. Walking my road is near impossible

Yes! I love waking and running my dogs on trails

A designated trail would feel safer than just walking in the street since we do not have sidewalks.

Love the separate off road trail for safety. Running adjacent to cars is uncomfortable.

As long as people clean up after their dog and keep it on a leash.

Very few safe streets in TC, trials safer,

Role: Dog Walker/Runner. Your dog needs daily walks. You run daily. What part of the street feels safe/unsafe? Would a trail make your routine safer?

Be safer for people walking or running down 6th street

Trails for bikes and dog walkers don't mix. Visit Florida trails.

Currently it is unsafe to walk along Q Ave.

All of Q Ave is unsafe. Speed too high

Q Ave is difficult to navigate

Everything along W Q is unsafe due to the amount of cars and their speed. I would love to be able to walk down the street and feel safer on an off road path. It would increase outside activity.

Being able to get to 6th street by walking safely instead of by car would be nice.

I wouldn't use it. I take my dogs elsewhere for exercise, I run on a treadmill, or I walk on trails at a park - not near road.

Role: Dog Walker/Runner. Your dog needs daily walks. You run daily. What part of the street feels safe/unsafe? Would a trail make your routine safer?

I am a runner and currently have to drive at least two miles to run safely. In fact a few years ago my friend broke her foot while running due to having to jump of the road for an uncoming car on Q av

As a runner and off road trail is safer. Would love to be able to get a 10 mile run without going on the street in Texas corners

The way people drive and lack of law enforcement, no road is safe.

Didn't buy property out here to worry about the safety of others. If you go out, you need to watch out for yourself. Find a route that won't encroach on others private property

Obviously a trail would make it safer to walk my dog. But I would not want this decision based on my dog.

Yes as along as it's not along a road

All of west crooked lake Dr is unsafe.. yes a trail would be nice.

Bikes and dogs sounds dangerous

Mentimeter

Role: Dog Walker/Runner. Your dog needs daily walks. You run daily. What part of the street feels safe/unsafe? Would a trail make your routine safer?

I've stopped using PQ Ave to walk my dog because of safety I only use the Texas Drive or sixth street parks

As long as it's not along the road

Role: Opponent of Change. Putting in a trail makes you uneasy. What past experience makes you weary? What would make you more open to this idea?

Option for privacy fences along the trail for home owners

There is potential of privacy invasion

I like the idea

Reduced speed

If we moved out of Texas Township.

A safer route than Q Ave.

So - I am the opposite of this. My last neighborhood had trails and we used them all the time

Open to off road paved trails

Role: Opponent of Change. Putting in a trail makes you uneasy. What past experience makes you weary? What would make you more open to this idea?

Plug it some place else

Showing the positive impact putting in trails on the other side of Q to Texas corners has had.

Put it on the other sideof the road.

From my experience, people litter and do not respect property along trails. Might not be everyone but even a few would be a big negative impact.

Barriers between the trail and road

Living 20 yeas in Colorado, trials work.

Many areas proposed are unsafe

Slower speed limits and pedestrian crossing signs/lights/bridges

Role: Opponent of Change. Putting in a trail makes you uneasy. What past experience makes you weary? What would make you more open to this idea?

Township is going to do what it wants

Keep the trails off the busy roads.

Nothing would make me more open

Texas corners is going to take property from us and then most likely make us eat the entire cost of this trail too. Unnecessary expense. No trail!

More details on exactly what this looks like for my property. Reduced speed

Safety and privacy concern makes me uncomfortable to the idea.

Having assurances that the trail will be maintained well all year round

When my property was developed, I was forced to put in sidewalks at my expense. Will the homeowners be responsible for this cost?

Role: Opponent of Change. Putting in a trail makes you uneasy. What past experience makes you weary? What would make you more open to this idea?

I think sometimes we have to think about the safety of a whole community rather than our our individual property. Walkable paths will make it safe to move around the township and will increase health

Additional safety measures for residents this impacts. Agreement from the township that the trails will be well maintained.

Just slow the speeds down W Q Ave and a few others roads you'll get it. Who will replant my trees

If the path wasn't on Q Avenue at all and crooked lake dr. It would be feasible to just keep it on backroads & subdivisions

Lack of public safety and of property encroachment. Nothing helps.

Realize this can get you to be more active a necessity

No cost to us

Can I get paid if the sidewalks on my property if I do t want it?

Role: Teen. You walk daily & often feel cars pass too close. How safe do you currently feel? Would a trail change how you use the neighborhood?

I don't safe currently. Yes it would encourage me to walk more

Not on Q ave

Yes

I often feel unsafe. A trail would help

Do not feel safe currently and a trail may be better if it is safe

No.

Unsafe walking on the road right now but a trail would be safer since I'm going to walk down the road regardless.

Not safe today; a trail would help walk safely to friends, work, and home

Role: Teen. You walk daily & often feel cars pass too close. How safe do you currently feel? Would a trail change how you use the neighborhood?

I don't feel safe now, but my mom and I would definitely feel safer with trails. I'd be able to walk to my friends' homes and to Texas corners to biggby, etc

We walk on the roads all the time and feel safe. A trail is completely unnecessary

Currently very unsafe. A trail would help that aspect.

Currently feel unsafe. The trail would help minimize the potential of an accident

When the kids take a walk they always say how close and fast the cars are. Having a buffer would let them feel much safer and maybe even use them more

Not likely.

Yes an off road would change how I feel

No. Put it more off the road

Role: Teen. You walk daily & often feel cars pass too close. How safe do you currently feel? Would a trail change how you use the neighborhood?

No

Not safe at all, especially on Q ave. A properly constructed trail would be much safer

Currently I would not walk on Q or 8th street.

I walk down 6th st every day. Some cars drive to close and fast but most are respectful. A trail would make it more comfortable

No safe at all. A trail would be great to give me more indepedence to walk or bike to friend's houses

It could encourage physical activity among teens (as an alternative to screen time in some cases)

It would, but teens don't pay the taxes & pick up the trash

Not safe, love the idea of any new trials.

Role: Teen. You walk daily & often feel cars pass too close. How safe do you currently feel? Would a trail change how you use the neighborhood?

I would like not having to walk on Q.

There's no safety on Q. No change.

The current set up does not make activity convenient and it is necessary

It would encourage fitness efforts

They can lease my property if they really want it

No M

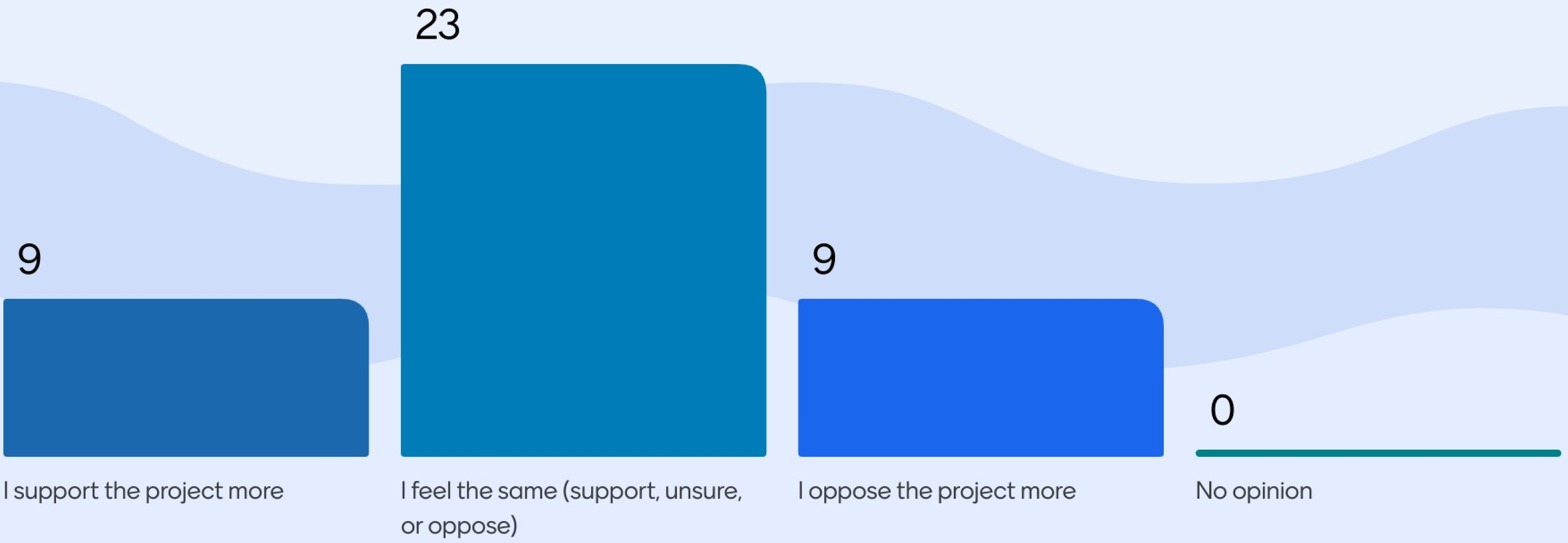
It's not just the speed of cars but people on cellphones not paying attention. I

As a teen I preferred to ride my bike on trails to get to parks and friends houses.

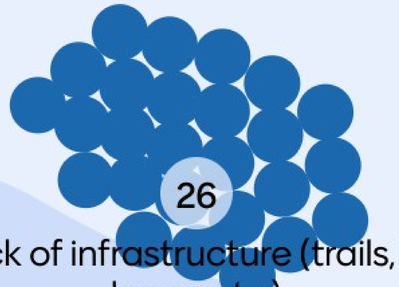
Role: Teen. You walk daily & often feel cars pass too close. How safe do you currently feel? Would a trail change how you use the neighborhood?

I oppose the project.

After considering the perspectives from the "role" of other community members, has your opinion of the trail project been influenced? If so, how?



What are the biggest obstacles in getting (more) people biking, walking, and/or rolling in Texas Township?



A lack of infrastructure (trails, bike lanes, etc.)

Poorly maintained infrastructure

Concerns/issues with safety

Too far away, not conveniently located

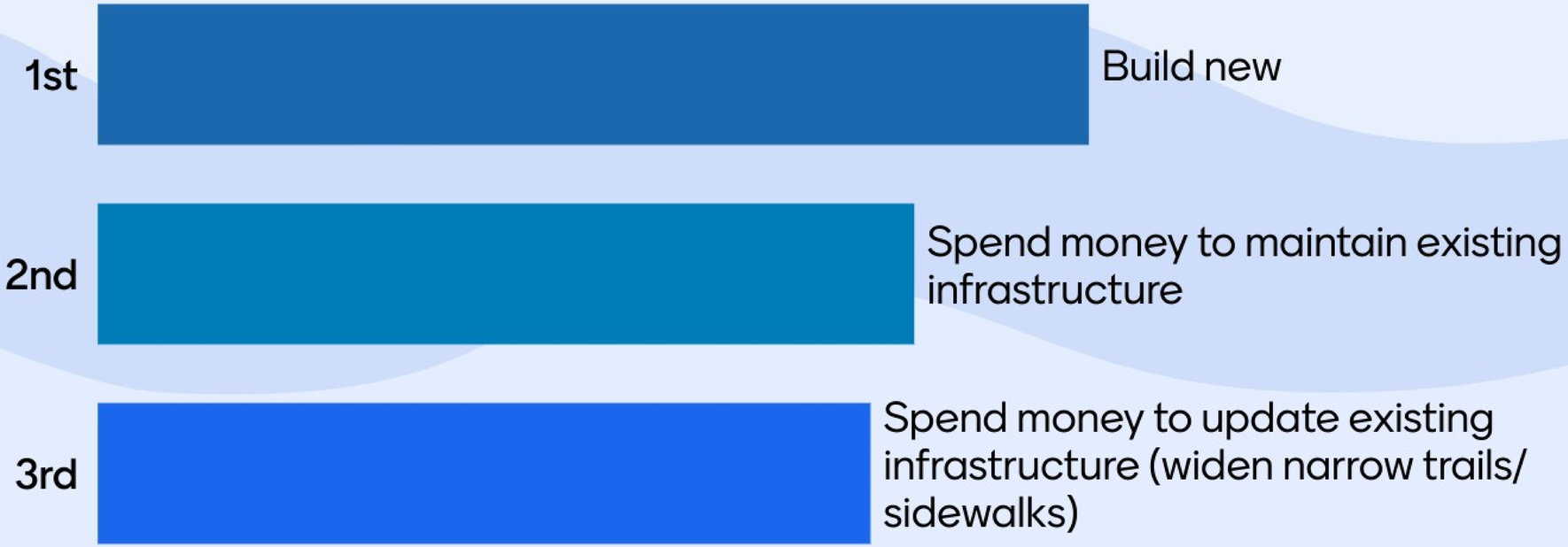
A lack of time

Don't know what's available

Don't know where infrastructure (trails, wide shoulders) exists

Use infrastructure (trails, bike lanes) in another community

If funding had to be spent, what should be the priority in developing the trail/nonmotorized network in Texas Township?



Mentimeter

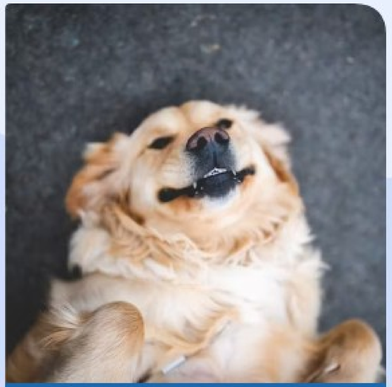
Let's build a better community together.

Mentimeter

Biking, Walking, & Rolling in Texas Township - Workshop #3

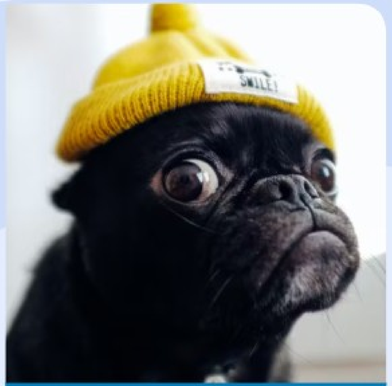
Who is a good dog?

24



Sleepy Dog

3



Fashion Dog

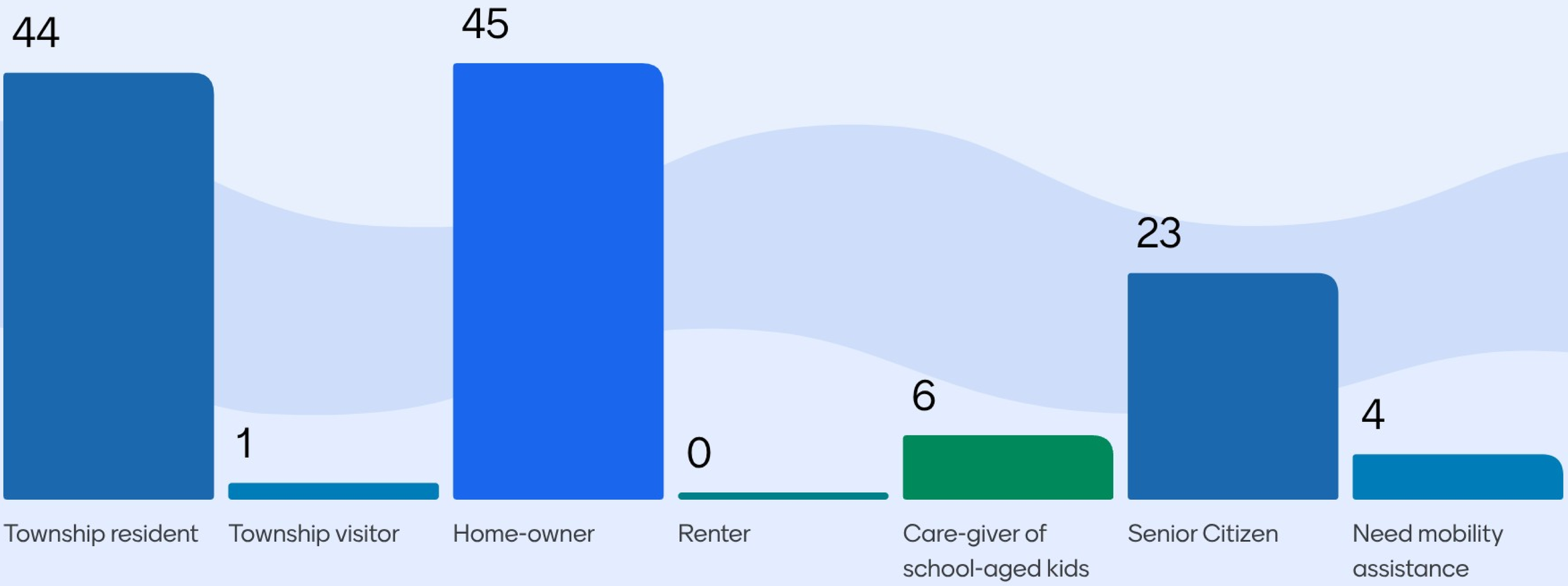
11

Kissy Dog

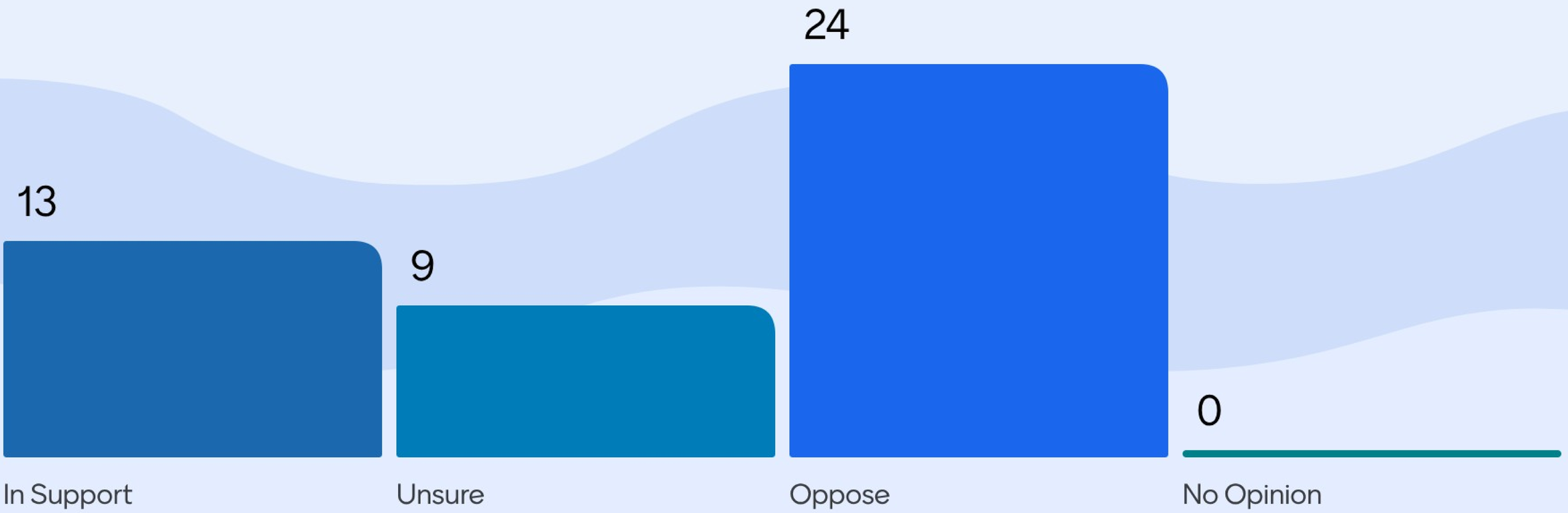
7

Rockstar Dog

"Who" is here today? Choose all that apply.



Do you like the plans for the trail based on what you have learned?



What concerns, support, or comments do you have about this project, your property? Please share them anonymously here.

Cost and safety along Q Avenue.

Loss of big trees

I am in support generally. I would like to know how my property would be affected.

Homes close to the road. Removing trees that are important to the feel of the community and individual property owners

Current sidewalks, current trees, utilities buried, current fencing

Curvy trail is a danger

Tree, privacy, taking away front yard. Noise

Loss of trees Traffic Noise Path maintenance

What concerns, support, or comments do you have about this project, your property? Please share them anonymously here.

Cost tax payer money. Don't need. Few people use. Dangerous and cause accidents.

Love the idea but concerned about property impacts

This is a great progressive idea to grow our community and keep it vibrant. Great for families.

I support and would use the trail. I understand how some home owners would be upset about this though.

Safety of others crossing on private property

Going over my yard and and it effecting the value of my property

Im concerned about my front yard. Trail safety on 10th st. For would be trail users. The cars move so fast from tenth and center.

Not enough detail yet on how railway will be constructed around challenges such as trees, utilities and berms separating yards from busy streets.

Mentimeter

What concerns, support, or comments do you have about this project, your property? Please share them anonymously here.

To far in on my property. It takes my only front yard trees out. Do you replace cement with cement.

Opening property up for anyone's access. Liability. Moved here to be more private. Incentivizing people to walk on busy roads like Q ave

There is not enough room for this path. Increased traffic. Absolutely not. Cost and upkeep.

Infringes on property. No specific questions were answered. No clear idea what the trails mean for taxes, home value, etc. Process seems rushed and unclear.

Concern about the 10th street, Texas Drive intersection. Already a dangerous intersection for vehicles, adding a crossing without lights would be irresponsible.

No comment at this time.

Our setback is already only 30' because of the Q Avenue roadway expansion over the years; we literally won't have any front yard left if this project goes through!

I do wonder about the removal of trees. I understand that property values generally increase with trail access and improvements, though I wonder about the net property value after tree removal.

What concerns, support, or comments do you have about this project, your property? Please share them anonymously here.

Increased traffic Cost

Why cant one side of the road just widen the existing edge of the road by 3 feet to limit the encroachment in properties.

1 vote for W Q north side!

Property value declines. Traffic too busy and not safe for pedestrians on Q Ave. Lost of privacy on my property if trees are removed. Speed limit is too fast on Q Ave . Hard to pull out of driveway

I am okay with going across the property. Love that you're trying to bring biking trails.

Who knew would use these trails and sidewalks that do not use the roads. People use the existing or park close to elsabo

Highly supportive of the entire plan. For school age children, our streets are far too dangerous to traverse by foot. Without these trails we are robbing them and ourselves a more healthy lifestyle.

I'm not convinced that there is a demand for such a trail system. Our township is flourishing at above average rates without such a trail system. Build it and they will come is not a just cause.

What concerns, support, or comments do you have about this project, your property? Please share them anonymously here.

Property damage, value and strangers around the property. I don't want to spend the money on this project.

This project benefits us all and is for the greater good. We live less than 2 miles from hardings. It would be good to be able to walk to it.

I support a more robust trail network for our township. I like the idea of laneways better than off-road trails that may comprimise many mature trees that make our road corridors beautiful.

Q ave is too busy for walkers or bikers with the amount of traffic and the speed of the road

Very dangerous with speeding cars. Hard to pull out of driveway with cars let alone people and bikes. My dog wonders my property and I will not leash him.

That the township notifies to all residents before finial construction! Great project to add to the township!

The reason for road selection is not clear. What metrics were used for selection. Why not Texas drive? 10th street leads to the unsafe shoulders of Texas drive.

I think we need more trails.

What concerns, support, or comments do you have about this project, your property? Please share them anonymously here.

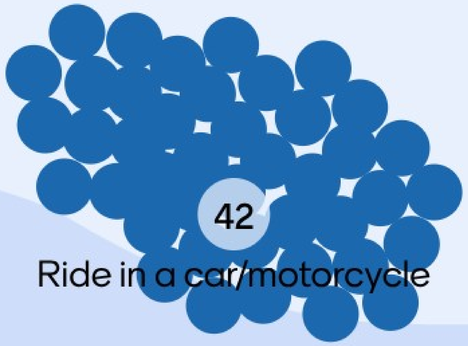
Maintanence, repair, clearing snow Over 200 trees 6" or greater Lost 10th St Cost for amount of use Township survey says we already have sufficient access to trails

Loss of yard and trees, added traffic existing driveway on already busy street

De,struction of trees Impact on our property Don,t think putting in. Ten foot paved trail will preserve rural character of township

1.Will speed on WQ be lowered. People need to cross the road that live on this street to get yo the trail. 2. Who will maintain the barrier area between road and trail. 3. Are you paying for tree

How do people you know (family, friends, neighbors, co-workers, etc.) get around the community?



Ride in a car/motorcycle

Ride a bicycle

Walk

Use Mobility Assistive Device (Wheelchair, Walker, etc.)

0

Take Transit

Role: Parents with young kids. You have kids who want to walk/bike to school, neighbors' houses. Safety concerns? Would a trail change daily routine?

No	No	No	No
No	Yes!	No	Living on Q avenue I can't let my children on Q Ave in its current state. My children would love to be able to safely cross to see friends.

Role: Parents with young kids. You have kids who want to walk/bike to school, neighbors' houses. Safety concerns? Would a trail change daily routine?

No	You are doing a great job	No I wouldn't let my kid out on any path from Q ave.	No
No	There's is no world, with or without trails, where I would let my kids ride a bicycle to school on 45+ mph.	Build the trail, but please reduce the speed on W Q	Safety on 10th st related to cars and trails.

Role: Parents with young kids. You have kids who want to walk/bike to school, neighbors' houses. Safety concerns? Would a trail change daily routine?

I would love for kids to have more safe routes to walk around the neighborhood. Q Avenue in particular is a death trap to walk down.

Not now a days . Kids don't go alone.

A trail would obviously increase safety for kids.

That would be a heck of a walk to school.

No, my kids use what we have available now.

Yes. Trails would be safer.

No

Too far from any school to utilize trails.

Role: Parents with young kids. You have kids who want to walk/bike to school, neighbors' houses. Safety concerns? Would a trail change daily routine?

I feel like a trail would make it safer to travel and kids would walk or bike more.

I don't want strangers walking across my property, especially with increasing crime rates in the area.

Yes it does, for the better!

No one would claim a trail is not safe..... safety is always important, selection of de risking the key areas is most critical.

55 mph on 10th street not a safe choice

It would if I had to clear sidewalks in winter

There was already a child killed on 12th street already with the current system. This will put more people at risk

No. Not due to vehicular safety, but due to the safety concerns of what other people may do to my children.

Role: Parents with young kids. You have kids who want to walk/bike to school, neighbors' houses. Safety concerns? Would a trail change daily routine?

No. Iam a responsible adult and would not allow my children to walk alone on trails . Too many children have come up missing .

Yes, safety concerns. Trail May interfere with daily routine.

The trail would be a great safe addition to our neighborhood for young kids and adults with children and dog walkers to keep them off the road!

My kids would use the trail to bike. We cannot bike without a trail because Q is too busy. We wouldn't use it to commute but for recreation.

No. Cars are going 55 mph very dangerous

Sidewalks on the secondary roads would be more helpful than a trailway for children along the primary roads

I am a parent with children. These trails would help prevent injury. I personally know children who were killed or injured wearing a bicycle helment on a 40 mile an hour road.

Absolutely! A trail will offer the many children of our township more connection and a better, healthier life. The current concerns with the speed is why kids don't walk/bike.

Role: Parents with young kids. You have kids who want to walk/bike to school, neighbors' houses. Safety concerns? Would a trail change daily routine?

It would be more safe for my kids to have a trail

No. Safety concerns. Speed for roads

Would affect daily

Yes. Our kids have to walk along 10th street in the dark in the winter to get to their bus stop. Our kids would utilize a bike path to visit their friends houses.

Too far from school

Don't want strangers un tge area

Mentimeter

Role: Concerned Homeowner . You've spent years caring for your yard & you value privacy. How do you feel? What would you want Township staff to know?

My trees are important to me

Need trailway

Lower my taxes

Lost value of removed trees - will you pay them

As long as you provide upkeep it is okay with us.

I would be concerned with losing trees tuat serve as a beautiful buffer at the front of our property.

I have a super expensive fence that we just put in. I would like to know that the fence will be either infected or repaired after the project.

Too many trees and well kept landscaping wouybe list on 10th street

Role: Concerned Homeowner . You've spent years caring for your yard & you value privacy. How do you feel? What would you want Township staff to know?

I would not mind loosing some of my yard so everyone in the neighborhood has safer paths.

The trial would be so close to my house, i could hand them water from my porch.

I do not want this. We already went through this with the school across 12th street. We already had 97 trees taken out for current sidewalk. NO MORE!

Totally opposed.

Like trail idea, dont like front yard getting smaller, privacy, trees, taxes

I have had trees planted and my front yard the way that I like it. Taking 10 to 12 feet seems overwhelming

I don't want people crossing on my property.

My taxes would need to be ruduced to carry more liability insurance.

Mentimeter

Role: Concerned Homeowner . You've spent years caring for your yard & you value privacy. How do you feel? What would you want Township staff to know?

My dog is off leash walking my property. It could lead to bad outcomes

This seems a lot of money and aggravation for homeowners when there is existing roadside space for bike and walkers

I'm against this totally . I moved here from the city , and want peace and quiet . Enjoy my yard during my golden years

If my house was closer to the road I may have concerns.

You're taking away my Maples.

Trash on trail, irresponsible dog owners, noise , property value, loss of trees

Don't like project. Lose privacy. Could cause more accidents and kids walkers die.

It would eliminate my front yard and enable stangers on my property, completely against this project!

Role: Concerned Homeowner . You've spent years caring for your yard & you value privacy. How do you feel? What would you want Township staff to know?

Just be thoughtful of what you do to develop a path.

I could probably make the risk/benefit analysis and be in favor of a trail.

I am seriously concerned that the net value would decrease if my mature trees were taken out, despite the value of other properties nearby who might benefit because they have no mature trees.

As long as the trail is as close to the road as possible and cuts into my property as little as possible I am in support of it. Please cut down as little trees as possible.

Invasive, opening up my front yard to anyone, good or bad.

The township shouldn't have a right to effect our property

I don't want the responsibility for people on my near or on my property.

I fear that trail users would cause litter in my yard. Path would be ugly in my front yard.

Role: Concerned Homeowner . You've spent years caring for your yard & you value privacy. How do you feel? What would you want Township staff to know?

I am a homeowner of 33 years and intentionally built on a county road and not in a plat. I do not want a trail to pass through my property.

We moved here for the quiet and privacy. This takes that away. Another expense on the homeowners forced by the township

Upkeep of trail during winter months, loss of trees and privacy

Absolutely no.

Not enough people will be utilizing our section of Q ave that a trail would be used

N/a

Fitness trails will be a great addition

Dogs will constantly be barking during increased pathway. Yard will be open to busy street.

Mentimeter

Role: Concerned Homeowner . You've spent years caring for your yard & you value privacy. How do you feel? What would you want Township staff to know?

It would change our front yard drastically. (. Live on west side of 10th).

Please work with the homeowner in advance to ensure our property landscaping is not disrupted!

I don,t want a trail in front of my house on tenth street What about litter issue?

Do you want these people walking?do we want these people out and about?

I dont think it would hurt mobility for elderly

No trees will be removed you will not devalue my property on 10th street.right of way for utilities .i own 600 ft of ffrontage

Role: Elderly Neighbor. You use a walker & find uneven ground hard to navigate. What helps or hinders you? Would a trail help or hurt your mobility?

N/a	Help	Hurt	Help
No	Trail would help, but only if well maintained.	A trail would help with staying active, strong, and alive.	A trail would definitely help me be more mobile right now.

Role: Elderly Neighbor. You use a walker & find uneven ground hard to navigate. What helps or hinders you? Would a trail help or hurt your mobility?

Hurt

No help

A sidewalk like trail will obviously support mobility.

It would be safer to walk and ride a bike !

Would not help, too far to walk

Elderly people are not going for hikes

Paved trail could offer more mobility to access resources in the corners

A trail would be fantastic for health as walking would be easier. I might even have a better social life.

Role: Elderly Neighbor. You use a walker & find uneven ground hard to navigate. What helps or hinders you? Would a trail help or hurt your mobility?

I would not be using the pathway.

Trail would help

It would be helpful until I try to cross Texas drive.

A well defined path helps everyone to be able to get out and move more. Please make sure there are accessible crosswalk.

25 MPH Cul de sacs are good enough

Sidewalks go up and down as they pass drives. Making it still difficult

Likely would not use trailway if I have mobility issues.

I think it would help.

Role: Elderly Neighbor. You use a walker & find uneven ground hard to navigate. What helps or hinders you? Would a trail help or hurt your mobility?

A trail would be easier to navigate.

I believe my elderly mother would use this trail to walk and it would help.

Q Avenue is not a safe road to use a wheelchair on!

Help if they lived in the city or near businesses

Trail would interfere and hurt mobility. Need to be careful crossing trail.

Not a honest question - loaded question.

If I had mobility issues, I would not be going long distances on busy roads

Plenty of trails as it is...

Role: Elderly Neighbor. You use a walker & find uneven ground hard to navigate. What helps or hinders you? Would a trail help or hurt your mobility?

Wouldnt use it. Current trail thru Applegate it paved but has huge roots cracks and bumps making it unpassable for elder walkers

Q is a death trap

A trail would neither enhance or hinder me if I relied on a mobility device for my mobility. I would stay off of the trail due to bicycles.

Who would help me when I fall on the trail ? Go to PT in a facility

I would not be using the pathway

If you are not mobile this is not a good option to live here

Help

It would help.

Role: Elderly Neighbor. You use a walker & find uneven ground hard to navigate. What helps or hinders you? Would a trail help or hurt your mobility?

Could offer easier access to walk to resources and businesses in the corners

Only if I can drive my tractor

Hurt mobile. Danger to cross track

A nice trail will help me navigate my e-assist bike

Elderly people would be fearful of trail in their yard

Role: Dog Walker/Runner. Your dog needs daily walks. You run daily. What part of the street feels safe/unsafe? Would a trail make your routine safer?

Safer

Safer for sure.

Obviously,

It's terrifying to walk a dog or run on Q. Having a separated path would be a big improvement.

Definitely would improve safety

My dog has a yard to run around in. You're taking that yard away.

Dog walkers currently use existing street. If you wanted a different dynamic why did you move here

No for me or the dog

Mentimeter

Role: Dog Walker/Runner. Your dog needs daily walks. You run daily. What part of the street feels safe/unsafe? Would a trail make your routine safer?

Trail will be safer

8th Street is a death trap for everyone. A trail will help. It would also help to lower the damn speed limit on Q.

Trail would be more safe

Already walk 10th St no problem

No. Already have adequate areas to walk my dog

Safer, but pickup after the pets is a big issue...

I use the shoulder

It would during the day.

Role: Dog Walker/Runner. Your dog needs daily walks. You run daily. What part of the street feels safe/unsafe? Would a trail make your routine safer?

It's impossible to walk a dog on Q. This would help.

I walk my dogs on the secondary streets currently

Go to AlSabo woods or the water park . Not in front of homes

No part of the street feels safe. We fear getting our mail at the mailbox on the side of the road.

Q Avenue is not a safe road to be walking a dog or even walking solo on.

Walk him in Al Sabo not streets

Yes, but we already use the Al Sabo preserve.

A quiet road feels safe. Without cars zooming by.

Role: Dog Walker/Runner. Your dog needs daily walks. You run daily. What part of the street feels safe/unsafe? Would a trail make your routine safer?

Again, Q avenue is a death trap. I would love to be able to walk my dog more on expanded trails.

Probably. But would owners clean up after their pets? Probably not.

Definitely, much safer on a trail. My dog loves it.

Yes, but there are many places to walk, or run.

Dog may attack homeowners.

Trail is safer than the road! Cars drive too fast on 10th street and 12th street!

We already have dog walkers throw their bags of dropping on our property. This would in trade this issue

I choose where i walk run based on safety. If there isnt a safe place, ill go to a different area. Separating pedestrians from high speed traffic is a safer option.

Role: Dog Walker/Runner. Your dog needs daily walks. You run daily. What part of the street feels safe/unsafe? Would a trail make your routine safer?

A trail would not enhance my dog walk. We own property with a large fenced in back yard where our dogs exercise.

No

I run almost every day. Pathways would obviously make running in the township safer and give me company!

I walk my dogs daily just fine without these trails.

Park at elsabo and walk

As a runner, I currently have to drive to a place where trails exist to safely run. This system would allow me to run directly from home without playing frogger with speeding cars.

Dog may attack homeowner

Reduce the speed and it would be safe

Role: Dog Walker/Runner. Your dog needs daily walks. You run daily. What part of the street feels safe/unsafe? Would a trail make your routine safer?

More people would go to the Corners. Improved business

No massive improvement for me.

No it wouldn't

Safer yes but responsible owners have fenced areas for the pets.

No

People dont pick up after their pets. Dont want that in my yard

I use Al Sabo. Don

Already walk 10th street. No issues due to bike path

Role: Opponent of Change. Putting in a trail makes you uneasy. What past experience makes you weary? What would make you more open to this idea?

If it wasn't on my property.

Put it on the other side of 10th

None

Not putting it on 10th street.

Other side of the street

Nothing would make me open to this idea. Already had bad experience with school. They are not keeping up their promises of maintenance.

I don't like the idea of losing mature trees.

Curvy trails are bad

Role: Opponent of Change. Putting in a trail makes you uneasy. What past experience makes you weary? What would make you more open to this idea?

I have no concerns and am fully on board.

Loss of trees, lost privacy, increased traffic without reduced speed limits

The look of joy on a child's face, SAFELY walking will make me open.

Texas township has a poor history on communities acceptance and voice of the affected people.

Not on my property

If the township lowered my taxes

Strangers on and closer to home.burglery in past

The Al sabo trail changed many times and ended up being a 10' path due to MDOT funding.

Role: Opponent of Change. Putting in a trail makes you uneasy. What past experience makes you weary? What would make you more open to this idea?

A more clear vision of what is to be done and how it will be funded.

No answers to questions on property taxes and value, effects to utilities and safety. Very few specific details presented.

Trails in large cities have brought criminal elements off roads and into yards

Don,t want a trail on my street

Use a larger shoulder on one side of the road to keep as much property for lawns

Cost over runs

Anywhere will invonvenience someone. If we are being a part of a community it is fair to work out an agreeable plan.

I think some find it difficult to understand the value of walkable commminities to others

Role: Opponent of Change. Putting in a trail makes you uneasy. What past experience makes you weary? What would make you more open to this idea?

Trash left along the trail

This township has a history of not working well with its residents. Concerns about maintenance, cost and communication

If it wasn't affecting me or my property or having to maintain sidewalks

Strangers walking near my house. Homeowner dog May attack me.

The township does not need to continue to explore ways to spend their taxpayers' money. We chose to live where we do because of the community that has been in place.

I did not select Texas Corners for the trails. There is nothing that can justify this project.

Experience with contractors in the past who care less about my property than I do, and who do not take care of existing property during construction.

Loss of trees. Same speed limits

Mentimeter

Role: Opponent of Change. Putting in a trail makes you uneasy. What past experience makes you weary? What would make you more open to this idea?

Pulling out of my driveway is very dangerous now dealing with cars let alone bikes, runners and children

Avoiding removal of trees. Infringing on people's property. I like idea of connecting our community.

I don't oppose this. Can't put myself in the position.

Accidents along Q Ave at 55 miles per hour. Emergency vehicles daily driving down Q Ave. Where will drivers pull over to avoid? May hit pedestrians

No previous engagement on construction to property, little respect to property owner on issues and challenges

Sewer connection. Township would not listen to options. No problem if 10 th street not changed

The people I see currently walking on the road makes me weary, and increasing foot traffic from 131 feels. Do these trails allow bikes and walkers?

People moved here without it

Role: Opponent of Change. Putting in a trail makes you uneasy. What past experience makes you weary? What would make you more open to this idea?

Specific details on property value increase in similarly situated communities outside of Texas Township.

Forced sewer hook-up when they worked just fine. Unknown Cost is scary

Terribly unsafe to walk on Q.

Role: Teen. You walk daily & often feel cars pass too close. How safe do you currently feel? Would a trail change how you use the neighborhood?

No

My mom won't let me cross Q by myself

Unknown...

Maybe if it was well lit

Trails would make walking and 10th street bus stops safer.

Currently walk on 10th St no problem

Don't walk on a ave

Not a teen, but I'd drive my teen to a dedicated park/trail.

Role: Teen. You walk daily & often feel cars pass too close. How safe do you currently feel? Would a trail change how you use the neighborhood?

I don't feel safe. I know that even my own friends text and drive.

My teens don't feel safe now and a trail would definitely help. Especially along Q.

A trail is a great benefit to runners and walkers.

Most all teenagers have cars.

No, if I wanted to walk, I would use existing trails, such as those on Texas Drive.

Not if you are in a subdivision

Made it this long with no trail, stop building new neighborhoods.....

Most of the large neighborhoods have ample walking spaces in this are.

Role: Teen. You walk daily & often feel cars pass too close. How safe do you currently feel? Would a trail change how you use the neighborhood?

Yes, if I were a teen walking to a friends home, I would use the trail to get there.

I'd bike more if I had access to safe trails and the speed limit on W Q is lower

I would walk in areas that are already made . Such as AlSabo woods or at Kalamazoo college trails on 8 street

Will the speed limit on Q be lowered?

A trail would have minimal effect on neighborhoods. The feasibility is focusing more on the county roads than anything else.

I would feel safer and my parents would feel better knowing that I'm not on the road.

A trail would be safer.

Would give another choice. Depends on where friends are

Role: Teen. You walk daily & often feel cars pass too close. How safe do you currently feel? Would a trail change how you use the neighborhood?

No

We bought houses as they were and can drive to trails if wanted

Trail not change things. Strangers on trail.

No. They want to go to other locations to bike or do trails for fun/ exercise

This project will increase stranger danger.

Yes, it would be, in a positive way.

Already picking up liquor bottles on Tenth street

Absolutely not. Drivers don't pay attention now.

Role: Teen. You walk daily & often feel cars pass too close. How safe do you currently feel? Would a trail change how you use the neighborhood?

When I run away from home it would be safer to have a trail

Connecting county roads to the neighborhoods would be great for teens

No nothing will change.people have to change.a bike trail will not help

I would use a trail more.

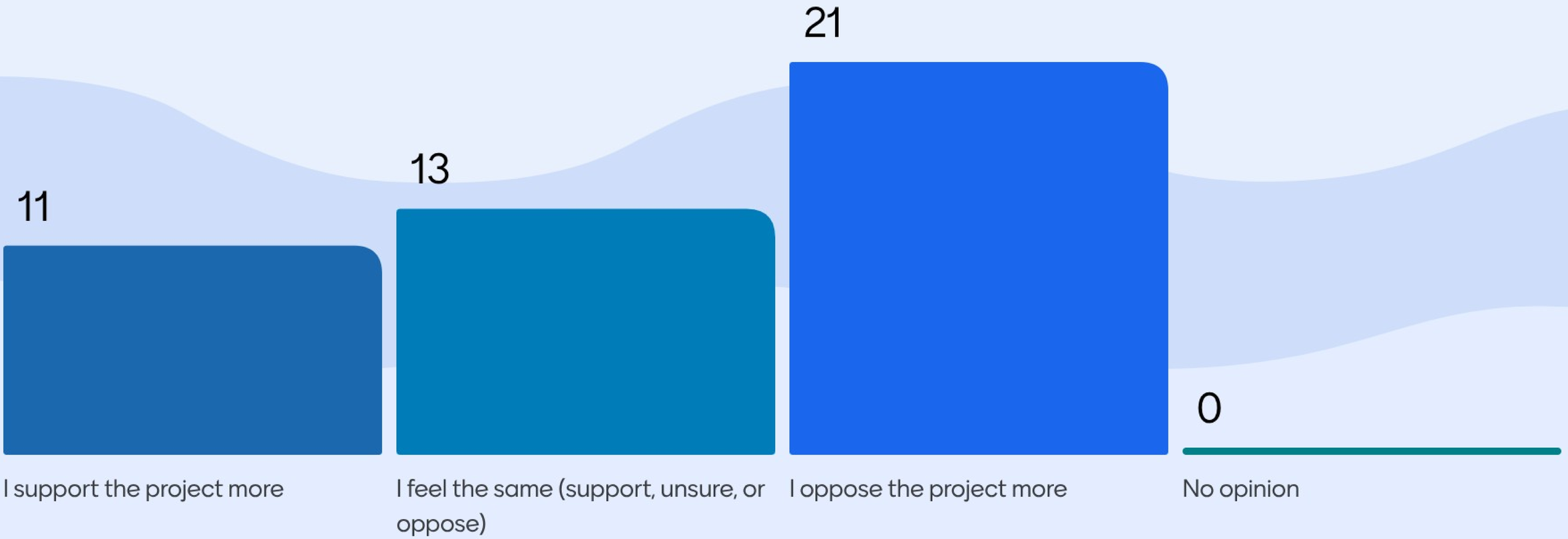
I have had bottles thrown at me while running Q

Yes, in a good way.

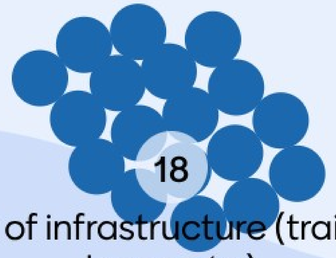
No

Don't feel safe

After considering the perspectives from the "role" of other community members, has your opinion of the trail project been influenced? If so, how?

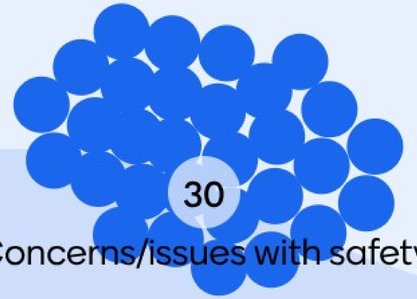


What are the biggest obstacles in getting (more) people biking, walking, and/or rolling in Texas Township?



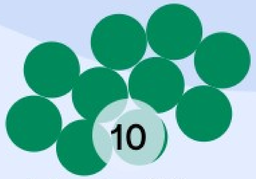
A lack of infrastructure (trails, bike lanes, etc.)

Poorly maintained infrastructure



Concerns/issues with safety

Too far away, not conveniently located



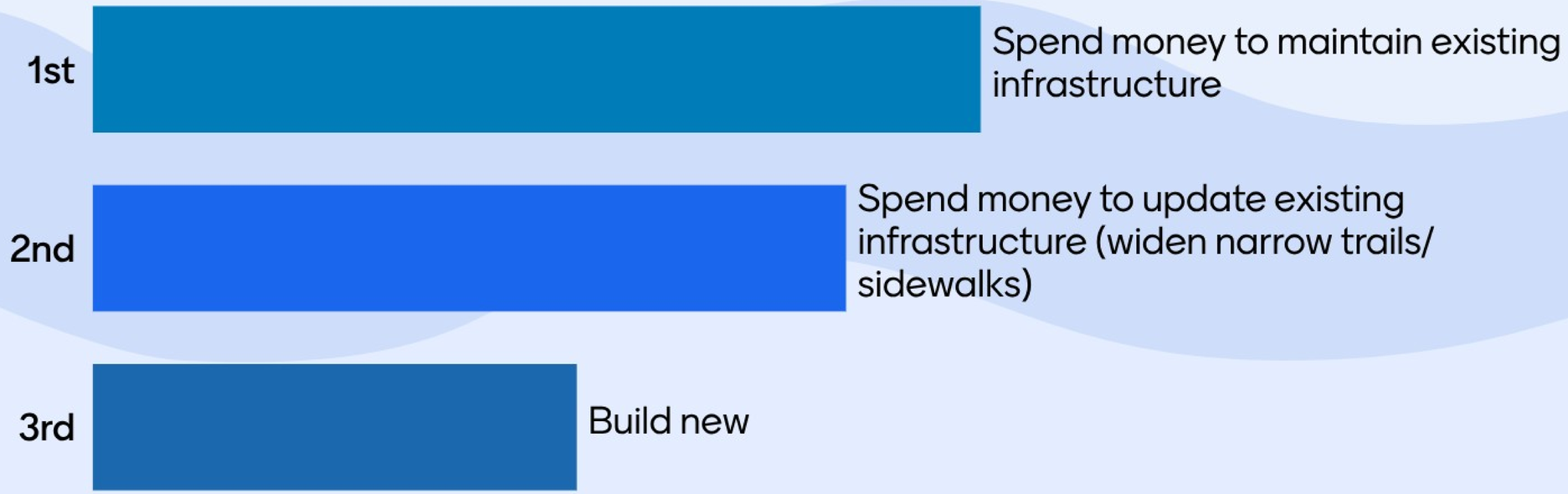
A lack of time

Don't know what's available

Don't know where infrastructure (trails, wide shoulders) exists

Use infrastructure (trails, bike lanes) in another community

If funding had to be spent, what should be the priority in developing the trail/nonmotorized network in Texas Township?



Mentimeter

Let's build a better community together.

Transcribed Workshop #1, #2, & #3 Comments from the Make Your Mark Mapping Exercises

Participants were asked to make comments on a map with the routes along 10th Street, 12th Street, and W Q Avenue east of 8th Street. The following is a summary of their comments and concerns.

10th Street, 12th Street, and W Q Avenue (east of 8th Street) routes - Infrastructure Concerns & Notes

- Intersection of 10th St & W Q Avenue
    - Right Turns
    - Disregard of traffic lights
    - Dangerous
- Intersection of 12th St & W Q Avenue
    - General concerns about safety,
    - Work with City of Portage
- Intersection of Texas Dr & 10th Street
    - Concerns about safety
- W Q Avenue
    - Concerns about crossings at all residential roads like Oak Hill Dr, Colony Drive, Grand Colony Drive
    - Concerns about speeding traffic, emergency vehicles use of the road, snow plows hitting mailboxes, hard to exit from driveways along road, desire for putting trail on south side of road, roads being located close to road
    - General support for route
    - Comments related to providing infrastructure to separate road from trail
- 10th Street
    - Concerns about crossings at Blue Jay Dr, Swallow Ave
        - Use of neighborhood roads to connect to Blue Jay Drive
    - Concerns about increase in trash, decrease in property value, yards that lack space between house and street, mature trees along road, retaining pond west side of road
    - Concerns about people having to cross 10th Street to use the trail because they live on the opposite side of the street from the trail.
    - Desire to lower speed limit
    - General support for route
- 12th Street
    - General support for route
    - Concerns about existing fencing, loss of trees, and utilities along sidewalk, existing backyards/berms, noise, loss of privacy

- No on-street parking desired along Texas Drive across from El Sabo from Belgian Avenue to 8th Street, as the road is currently not designed to handle it.
- Street Crossings desired at:
    - W Q Avenue west of 8th Street to access businesses on either side of road
    - Texas Drive across 8th St
    - El Sabo Trail to Bentley Dr across Texas Drive
- Parking lots for people to use trail system
    - Texas Drive Park
    - El Sabo Preserve
    - Farmers' Market
- General comments about use of existing trails, neighborhood trails, Al Sabo Land Preserve

General Comments on Maps:

- Will future widening of Q Ave affect location of trail?
- Applegate Farms already will service with bike trail and access to Texas Drive, connections into Applegate
- Low priority because the neighborhoods has trail access at Bentley
- Prioritized #1 Q for most major development
- We like Q Ave because it connects to Portage and it provides a new route, Because Q doesn't feel safe to ride on the road.
- Great way to connect main neighborhoods with Texas Corners and Portage [in reference to Q Ave]
- Lots of neighborhood connections to 12th St, both east and west side of road. Priority #2
- Covers a lot of population, includes a lot of families with kids
- Easy for South Twp (less traffic) to get to those connections
- El Sabo Trail needs more maintenance (branch cutting, trimming)
- Parking at trailheads? For people traveling in to use the trails. Trash/recycling [needed]
- Maintenance can be a great first job for the young generations
- Wanting to know if there is compensation for owners to plan new trees, reseeding, etc.?
- 88% of Township survey respondents feel we have currently safe/convenient access to parks and trails.
- A most requested items in survey were equipment, programs, and facilities to spend more money.
- Need to address speed limit
- How do we stay connected and get engaged with issues and challenges and work arounds related to walkways?
- Beyond right of way?
- Houses already close to road

Comments regarding routes to connection Farmers' Market to 6th Street Park

Participants were asked to make comments on a map that identified five unique routes in between the Farmers' Market and 6th Street Park. The results are groups by Workshop.

Workshop 1 Results

- In general 1-3a are very scenic and connect lakes area to Q
- We like the off-road section – would be very popular, similar to Al Sabo section of trail.
- [Notes regarding route sections in neighborhoods near Eagle Lake] Would cause confusion
- Why not go to 3rd on PQ? It would connect Pine Island Treasure Sanctuary.
- 5th Street as an alt. to W. Crooked.
- Safety & maintenance concerns for Aquaview Drive & W P Ave
- Would like to use O Ave. [Some current property owners would not allow trail to be built.]
- W. Crooked Lake is winding with lots of blind spots. Worry about safety.
- Clear signage would be needed through neighborhood of W P Ave, Aquaview Dr.
- Can parking at KVCC be used?
- Would be nice to have more natural on trailway with this route [3a].
- Nice that this stays on road and path/signage is more obvious [3a].
- White Oaks development trail/park [at 6th St & W PQ Ave]. Additional benefit for the nearby neighborhood(s).
- Corner of 6th Str & W PQ Ave dangerous

Workshop 2 Results

- Good to have trails to park
- [Comment referring to Aquaview Dr] Good because people want to enjoy the lakes
- [Comment referring to Route 1] Nice but may not happen
- [Comment related to West Crooked Lake Drive] Extension for safety
- [Comment related to West Crooked Lake Drive] Extension for safety (second location identified)
- [Comment referring to West Crooked Lake Drive and West Q Ave] Blind corner
- [Comment referring to Route 1] Good lake views
- [Comment referring to Route 2a] More probable
- Can you extend path to include Barrington Shores entrance to limit cut through and better access to neighborhood.
- Everyone living in Barrington Shore will cut through here. Should we add intentional entrance?
- [Comment referring to trail on West Q Ave west of the S Crooked Lake Dr] Too close to homes

- No to any trail that goes near 8370 W P Q Ave. hard no to maps 1, 2, 3. Only on board with 2A and 3A. No amount of money would allow encroachment on my property. It would need to be stolen.
- North side of Q best for not crossing to get to farmers market
- Q Ave Path should happen even if
- [Comment referring to Aquaview Dr] A lot of kids in golf carts dangerous
- [Comment referring to Route 2A] Best route on east side of road so it doesn't cross 6th and connects
- All of these use West Crooked Lake that street is too narrow to lose space to a trail.
- West Crooked Lake is too narrow. It will also wreck our privacy.

Workshop 3 Results

- Dump area toxic waste (identified on 6th Street across from intersection with Heritage Drive)
- [Comment related to Route 2A] Probably most expensive but might be used more than the other options due to the more directness of the route.
- [Comment related to Route 3] Inconsistency of trail type would keep me from using this trail.
- Lack of equipment, facilities, programs at 6th St Park. Township survey would suggest this a 1st priority before trails leading to parks.
- Soccer for kids, nice to connect [relating to 6th St Park]
- Auto salvage area (identified on along 6th St across from intersection with Heritage Drive)
- Best option in our opinion! But not property owners. [Comment related to 2A]
- Any study done on reduced traffic which makes more safe?
- Would more walk paths attract a bus route?
- Township needs to write bylaws as to trail maintenance such as snow removal/accident liabilities
- [Comments related Route 1] Pros Like connection to 6th St Park
- [Comments related Route 1] Cons lots of swurvy roads
- [Comments related Route 1] Cons need buy-in from homeowners around the lake.
- [Comments related Route 1] Cost?
- Better connect trails in Al Sabo from Texas Drive entrance to KVCC entrance….bike-able trailway
- West Crooked Lake Drive – narrow around lake
- Like off road routes rather than through neighborhoods
- Trails already exist in Al Sabo – move the park [6th St Park] to Al Sabo

The following is a petition that was provided during the engagement process

Texas Township Board

Petition To:

We the property owners in Heritage Estates subdivision object to any new planned trailway Texas Township is considering that would pass through the properties of our subdivision.

Printed Name	Address	Contact Info	Signature + DATE
Thomas C. Rogers	610 Aquaview DR	(269) 760-6448	5/15/25
Marie Rogers	612 Aquaview Dr - Kal 49009	269-352-2107	Marie Rogers 5/15/25
DAWN Bettin JENN Kalbfleisch	614 Aquaview Dr Kal 49009	269-375-9970	5/15/25
Karen Torino	618 Aquaview Dr Kal 49009	269-547-0624	5/15/25
Bonnie Langeland	646 Aquaview Kal 49009	269 744-1498	5-15-25
Larry D. Irey	654 Aquaview Dr Kal 49009	269 207-7571	
Patricia Kay Irey	654 Aquaview Drive Kal 49009	Home 2658707043 269 720 2058	Patricia Kay Irey 05/15/2025
Carol Moore	624 Aquaview Dr. Kal 49009	269. 423.8458	Carol A. Moore 5/15/2025
CLARE ROTHI	614 Aquaview Dr Kal 49009	269-375-9970	5/15/25
Brendon Tabaldo	542 E Eagle Lk Dr	269-720-6951	5/15/25
Kathleen Hayes Kathleen Hayes	536 E Eagle Lk Dr	269-598-6132	Kathleen Hayes 5/15/25
Tom Yinling	520 E. Eagle Lk. Dr	269 753-2346	5-15-25
Tom Yinling	526 E. Eagle Dr	269 753-2346	5-15-25

Texas Township Board

Petition To:

We the property owners in Heritage Estates subdivision object to any new planned trailway Texas Township is considering that would pass through the properties of our subdivision.

Printed Name	Address	Contact Info	Signature + Date
Tom Vincent	532 E. Eagle Lk	269 753-2346	5-15-25
Barry LaBarr	594 Aquaview Dr	269-250-0939	5/15/25
B J. Huizenga	619 Aquaview Dr.	269 491-1273	5-16-25
Tami Gaishin	600 Aquaview Drive	269 921 0495	5.19.25
Rody Gaishin	"	269 369 0862	5/19/25
J. SCHROEDER	603 AQUAVIEW DR		5-19-25
Gillian Jones	591 Aquaview Drive	269 599 0355	5/19/25
Shawn Jones	" "	269-290-4170	5/19/25
Kurt Rose	564 Aquaview	269-808-5871	5/15/25
Frank Loedeman	510 Eagle Lake Dr	269 365 4065	5/19/25
Corin Nulty	628 Aquaview Dr	269 760 4282	5/19/25
Norman Langeland	646 Aquaview Dr	269-217-9016	5/21/25
Michelle Loedeman	510 E. Eagle Lk Dr.	2693307540	Michelle Loedeman 5/21/25

Michelle Loedeman

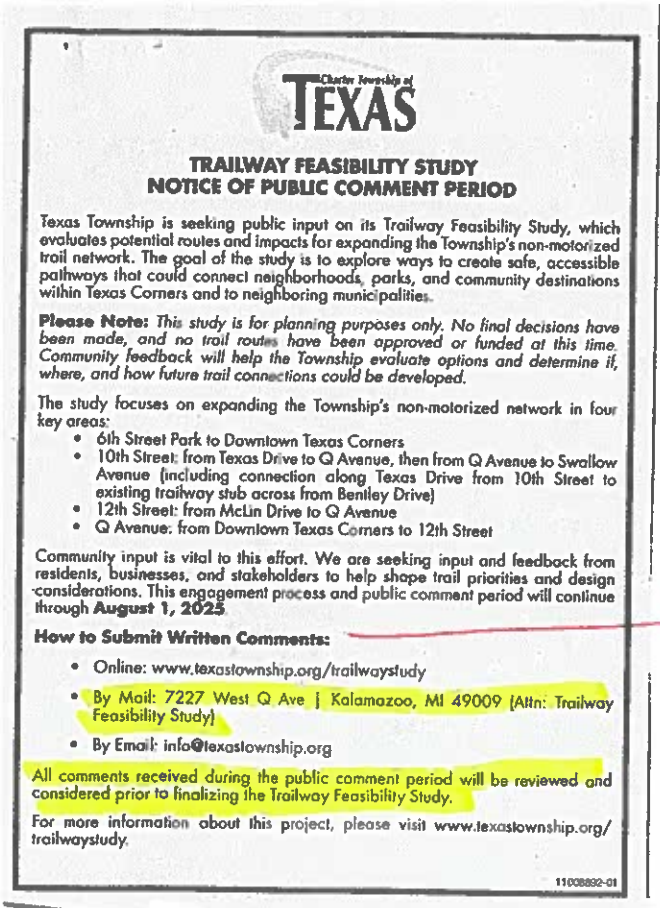
Texas Township Board

Petition To:

We the property owners in Heritage Estates subdivision object to any new planned trailway Texas Township is considering that would pass through the properties of our subdivision.

Printed Name	Address	Contact Info	Signature
Ken Raab	623 Aquaview Dr.	330-9826 269-~~[illegible]~~	
Angela Curtis	627 Aquaview Dr	269 808 2275	Angela Curtis 5/26/2
Connie Speers	633 Aquaview Dr.	269-375-8089	Connie Speers 5/26/2

10th Street Survey Comments



Charter Township of
TEXAS

TRAILWAY FEASIBILITY STUDY
NOTICE OF PUBLIC COMMENT PERIOD

Texas Township is seeking public input on its Trailway Feasibility Study, which evaluates potential routes and impacts for expanding the Township's non-motorized trail network. The goal of the study is to explore ways to create safe, accessible pathways that could connect neighborhoods, parks, and community destinations within Texas Corners and to neighboring municipalities.

Please Note: *This study is for planning purposes only. No final decisions have been made, and no trail routes have been approved or funded at this time. Community feedback will help the Township evaluate options and determine if, where, and how future trail connections could be developed.*

The study focuses on expanding the Township's non-motorized network in four key areas:

- 6th Street Park to Downtown Texas Corners
- 10th Street: from Texas Drive to Q Avenue, then from Q Avenue to Swallow Avenue (including connection along Texas Drive from 10th Street to existing trailway stub across from Bentley Drive)
- 12th Street: from McLin Drive to Q Avenue
- Q Avenue: from Downtown Texas Corners to 12th Street

Community input is vital to this effort. We are seeking input and feedback from residents, businesses, and stakeholders to help shape trail priorities and design considerations. This engagement process and public comment period will continue through **August 1, 2025**.

How to Submit Written Comments:

- Online: www.texastownship.org/trailwaystudy
- By Mail: 7227 West Q Ave | Kalamazoo, MI 49009 (Attn: Trailway Feasibility Study)
- By Email: info@texastownship.org

All comments received during the public comment period will be reviewed and considered prior to finalizing the Trailway Feasibility Study.

For more information about this project, please visit www.texastownship.org/trailwaystudy.

11008892-01

TO: Attention Trailway Feasibility Study

I am a home owner at the corner of 10th St and Chadeau Ave. I am OPPOSED to any development of a 10th St trail. As you can see from the survey conducted by my neighbor, 70 of 75 residents are opposed, 4 undecided and 1 supported. Please review all attached suggestions and comments. The streets chosen for the trails are the busiest in the township - How is that SAFE? Please make a common sense decision - the consultants are not listening to the home owners.

Thank you!

10th Street/Texas Drive Trailway Survey Results

Over the past couple of weeks, Paul and I have conducted a survey of 10th Street and Texas Drive property owners to determine your reaction to the proposed 10th Street Trailway.

Below is a brief summary of our data findings:

- We visited 51 houses on the west side of 10th Street and on the south side of Texas Drive
- If no one was home, we returned a second time. Most of the time we were able to make contact on the second visit, but there were a few houses where we unable to make contact.
- Although most people were aware of the proposed trail, some were not.
- We talked directly to 75 residents.
- 70 (93%) of those residents were opposed to the trail
- 4 were undecided or had no opinion about the trail
- 1 supported the trail

Wayne A. Workman

6019 Chadeau Ave
Kalamazoo

Corner of 10th St and Chadeau Ave

Please Review Suggestion

Please share your thoughts about the Texas Township Trail Feasibility Study routes.

My suggestion is to use the Consumers Energy / Natural Gas North South Transfer Line easement property to achieve pathway (s) from Taylor Drive to Q Street / between 8th and 10th streets.

The Aylesgate development includes an eight foot wide paved pathway on the easement crossing Stone Creek, Delasala Dr. Falapella Ct streets. A continuation of that pathway on the easement could continue north to Texas Drive and south to Q street.

Trail Feasibility Study

To provide your feedback digitally, please scan the QR Code.

TEXAS CHARTER TOWNSHIP

Charter Township of TEXAS

Please share your thoughts about the Texas Township Trail Feasibility Study routes.

I am exhausted financially, physically and emotionally at the thought of my front yard being torn up again to put in a pathway.

In the past 20 years property owners on 10th St have had their front yards & the street destroyed five times. The contractors have never returned the excavations to the original state they found it.

Trail Feasibility Study

To provide your feedback digitally, please scan the QR Code.

TEXAS CHARTER TOWNSHIP

Charter Township of TEXAS

Please review Suggestion - Consultants have not Considered

Please share your thoughts about the Texas Township Trail Feasibility Study routes. Suggestion for Alternate 10th St Route —

Path runs on EAST side of 10th St from Swallow Ranch to Stoneybrook Rd from Stoneybrook Rd use Budgate STREETS to get to Tyrol Dr or 12th St. Path from Swallow runs on EAST side of 10th St to allow for Colonybrook and future development at South East Corner of 10th + Q access to path without crossing 10th.

This would save MANY — 100s of trees on the North West Section of 10th Street.

Trail Feasibility Study

To provide your feedback digitally, please scan the QR Code.

Please Review

Please share your thoughts about the Texas Township Trail Feasibility Study routes. Suggestion for 10th Street Route —

Path to Run on East Side would save 100s — MANY — trees on the West Side. Majority of 10th Canopy is on West Side — Run path on EAST side — Save the trees !!

Trail Feasibility Study

To provide your feedback digitally, please scan the QR Code.

Please share your thoughts about the Texas Township Trail Feasibility Study routes. The information from the Texas Twp office indicated the June 3rd meeting was for residents of 10th, 12th and Texas Drive. It turned out to include the 6th St, Lake residents even though they had an earlier meeting. More than half the meeting involved issues of 6th St and Lake residents. The 10th, 12th + Texas Dr residents were cut-off and not allowed to fully state all concerns. The 10th, 12th and Texas Drive residents were presented with only one option while 6th St + Lake had numerous options. The consultants should present more than one option to the residents of 10th, 12th and Texas Drive and give them an opportunity to have another meeting without the concerns of 6th St + Lake. Brooke Hovenkamp was very professional and tried her best to answer questions.

Trail Feasibility Study

To provide your feedback digitally, please scan the QR Code.

Please share your thoughts about the Texas Township Trail Feasibility Study routes. The 10th St plan is NOT safe - too many drives on 10th St. People will have a false sense of safety - most all Drives BACK Out of Drive onto 10th - easily hitting anyone passing on Their Driveway.

Trail Feasibility Study

To provide your feedback digitally, please scan the QR Code.

10th Street Petition

We, the undersigned, oppose the 8-10' wide paved public trailway proposed for the west side of 10th Steet.

Some of our concerns:

-Preserving the rural character of 10th Street and Texas Township.

-Preventing the removal of approximately 200 mature trees that line the west side of 10th Street.

-A separate off-road trail is redundant to the two 5' wide paved bike lanes already existing on 10th Street.

-Increasing litter and trash

-Maintenance cost/responsibility (removing snow, mowing buffer strip between the road and trail, etc.)

Name (Print)	Signature	Address	Date
Sandra Opdycke	Sandra Opdycke	7036 S. 10th	6-20-2025
Greg Opdycke	Gregory C. Opdycke	" "	6/20/2025
Candace Johnson	Candace Johnson	7060 S. 10th	6/20/2025
PAUL JOHNSON		" "	6/20/25
SHAWN POTT		7014S 10th	6.20.25
Leigh Potts		7014 S. 10th	6.20.25
Jonathan Ulsh		7082 S. 10th	6.20.25
THOMAS BURNS		7150 S. 10th	6/20/25
Carrie Burns		7150 S. 10th	6-20-25
(2) Heidi + Kelly Bradmon		7358 S. 10th ST.	6/20/25
Nick O'Hare		7400 S. 10 St	6/20/25
Katie O'Hare		"	6/20/25
RAYMOND NOVESS		7430 S 10th	6/20/25

We, the undersigned, oppose the 8-10' wide paved public trailway proposed for the west side of 10th Street.

Name (Print)	Signature	Address	Date
Debbie Overheul	Debbie Overheul	7382 S. 10th St.	6-24-25
Kylie Overheul	Kylie Overheul	7382 S. 10th St	6-24-25
James M. Gichigg		7510 S. 10th St	6-24-25
Stephen & Tamara Thomas		7827 S. 10th St	6-24-25
Tamara Thomas		7822 S. 10th St	6-24-25
Nina Kiser		7830 S. 10th St	6/24/25
Joseph Kiser		7830 S 10th St	6-24-25
Paula Nicolich-Kizer		6990 S 10th St	6-30-25
Lucile A. Kloko	Lucile a. Kloko	~~7864~~ 8036 South 10th	7/1/25
Richard A. Kloko	Richard A. Kloko	"	7-1-25
Sue Egan	Sue Egan	8188 S. 10th	7-1-25
Diane Gleason	Diane Gleason	8250 S 10th St	7-1-25
MELISSA FULLER	Melissa Fuller	8270 S 10th St	7-1-25
Kris Messenger		8276 S 10th	7-1-25
Holly Messenger	Holly Messenger	8276 S 10th	7.1.25
WILLIAM R.	PERKINS	8350 S. 10th	7/1/25
DAVID KONING	David Koning	8376 S. 10th St.	7-1-25
Debra Koning	Debra Koning	8376 S 10th St	7/1/25
JOAN HILLSTEAD	Joan Hillstead	8400 So. 10th	7-1-25
Peggy Motter	Peggy Motter	8462 S. 10th	7-1-25
JEFF FULLER		8270 S. 10th	7/1/25

We, the undersigned, oppose the 8-10' wide paved public trailway proposed for the west side of 10th Street.

Name (Print)	Signature	Address	Date
Bruce Frandsen		5953 Texas Drive	7/2/25
Tamera L Frandsen	Tamera Frandsen	5953 Texas Dr	7/2/25
AMIR KEZIC		5907 TEXAS DR	7/2/25
LAMONT BROOKS		5889 TEXAS DR	7-2-25
Janine Brooks	Janine Brooks	" " "	7-2-25
Martha Pacheco	Martha Pacheco	8086 S. 10th St.	7-2-25
Ruben Pacheco	Ruben Pacheco	8086 S. 10th St	7-2-25
NICHOLAS W FINCH		8116 S. 10TH ST	7-2-25
Stephanie C. Finch		8116 S. 10th St.	07.02.2025
Sherry Patten	Sherry Patten	8162 S. 10th St.	07/02/2025
Tamara Vollrath	Tamara Vollrath	8300 S. 10 St	07/02/2025

We, the undersigned, oppose the 8-10' wide paved public trailway proposed for the west side of 10th Street.

Name (Print)	Signature	Address	Date
Chris Flethers	Chris Flethers	7047 S. 10th, 49009	7/18/25
Sarah Johnson	Sarah Johnson	7067 S. 10th 49009	7/21/25
Penny Stunt	Penny Stunt	7101 S. 10th 49009	7/21/25
Destiny Wallace	Destiny Wallace	7449 10th Street 49009	7/21/
Randall Smith		7467 S 10th St	7-21-2
GREGORY RAPP		7507 S 10TH ST	7/21/25
Sandra L. Rapp		7507 S. 10th St	7/21/25
Kelly Kuster	Kuster	7645 S 10th St	7/21/25
Mitch Shepard		7641 S 10th St.	7/21/25
TAMA SALISBURY		7689 S 10TH ST	7/21/25
DARRELL WAGAMAN	Darrell Wagaman	7791 S. 10th St.	07/21/2025
Sarah Lindmark	Slindmark	7933 S 10th	7-21-25
Derek Stepanski		7937 S 10th St	7-21-25
Sue VanHaaresveld	Sue VanHaaresveld	7955 S. 10th St	7-21-25
Dave Van Haaresveld		7955 South 10th	7-21-25
MARK JACKSON		7983 S. 10TH ST	7/21/25
MARK MASTENBROCK	Mark Mastenbrock	8363 S. 10th	7/21/25
LORI MASTENBROCK	Lori Mastenbrock	8363 S 10th	7/21/25
Amanda Vasquez	Amanda Vasquez	8424 S 10th St	7/21/25

Texas Township Trailway Website Materials

Trailway Feasibility Study

The Township is committed to expanding safe, accessible pathways that connect our neighborhoods, parks, and community destinations. To guide this vision, we've undertaken a comprehensive Trailway Feasibility Study to evaluate potential routes, costs, and impacts for expansion of the township's non-motorized trail network.

This study explores opportunities to create new walking and biking connections throughout the Township. It examines existing conditions, community needs, right-of-way constraints, safety considerations, and potential funding sources. The goal is to identify the most feasible routes that link key destinations while balancing environmental, financial, and community factors.

To lead this effort, the Township hired Williams & Works, an engineering and planning firm, with guidance from a Steering Committee comprised of members from various Township boards and committees.

The study focuses on expanding the Township's non-motorized network in four key areas:

- 6th Street Park to Downtown Texas Corners
- 10th Street: from Texas Drive to Q Avenue, then from Q Avenue to Swallow Avenue
- 12th Street: from McLin Avenue to Q Avenue
- Q Avenue: from Downtown Texas Corners to 12th Street

Community Engagement

Community input is vital to this effort. We are seeking input and feedback from residents, businesses, and stakeholders to help shape trail priorities and design considerations. This engagement process and public comment period

Contact Us

Township Office

Email Texas Township

Physical Address
7227 West Q Avenue
Kalamazoo, MI 49009

Phone:
269-375-1591

Existing Plans

- 2020 Parks & Trails Master Plan
- 2020 Non-Motorized Trailway Plan

Project Resources

Trailway Presentation with Proposed Route Maps

Public Comment Period Notice

Trailway

will continue through **August 1, 2025.**

How to Submit Written Comments

- **Online:** Submit comments online
- **By Email:** info@texastownship.org
- **By Mail:** 7227 West Q Ave | Kalamazoo, MI 49009 (Attn: Trailway Feasibility Study)

Feasibility Study Session Recording from Parks & Trails Open House

Parks &

Project Timeline

- **August 2024:** Project kickoff with Williams & Works and Steering Committee
- **Fall 2024:** Williams & Works conducted site visits and used GIS data to evaluate route options; input provided by Steering Committee
- **Spring 2025:** Community engagement began with initial outreach to property owners who may be directly impacted
- **Summer 2025:** Ongoing engagement with property owners potentially impacted by construction in the right-of-way
- **June 26, 2025:** Parks & Trails Open House featuring a public presentation & engagement session on the Trailway Feasibility Study
- **July 2025:** Extended public comment period through August 1, 2025. Community input can be shared in writing, online, or by email through the channels above.
- **Fall/Winter 2025:** Review of community feedback by Steering Committee; consideration of adoption by Township Board

Next Steps

When the community engagement phase is complete, the Steering Committee and Township Board will review comments received and discuss the feasibility of the proposed route options. Williams & Works will continue refining financial cost estimates for construction.

Ultimately, the Trailway Feasibility Study will provide the Township Board with clear recommendations and next steps for phased trail development — ensuring that future investments deliver safe, connected, and well-used pathways for all.

Trails Open House

Open House Flyer

Steering Committee Members

- Brooke Hovenkamp, Superintendent
- Kelly McIntyre, Planning Director
- Michelle O'Neill, Trustee & Road Committee Representative
- Emily Beutel, Clerk, Parks & Trails Committee Representative & Texas Township Friends of Parks & Trails Board Member
- Tricia Keala, Parks & Trails Committee Representative
- Wendy Mazer,

FAQs

- Is the township committing to build all of the routes?
- Will the trails be paved?
- How wide will the trails be?
- Are both on-road and off-road segments being proposed?
- How would trailway construction be funded?
- Who would be responsible for maintenance?
- How will trailway maintenance be funded?
- When will maintenance responsibilities be finalized?
- Would all of the routes be constructed at once? Which routes are prioritized over others?
- How can I share my input?

View All

Kalamazoo County Commissioner & Kal County Parks Representative

- Larry Loeks, Planning Commission Representative
- Seth Ganton, Downtown Development Authority Representative

Government Websites by CivicPlus®

Trail Feasibility Study Presentation

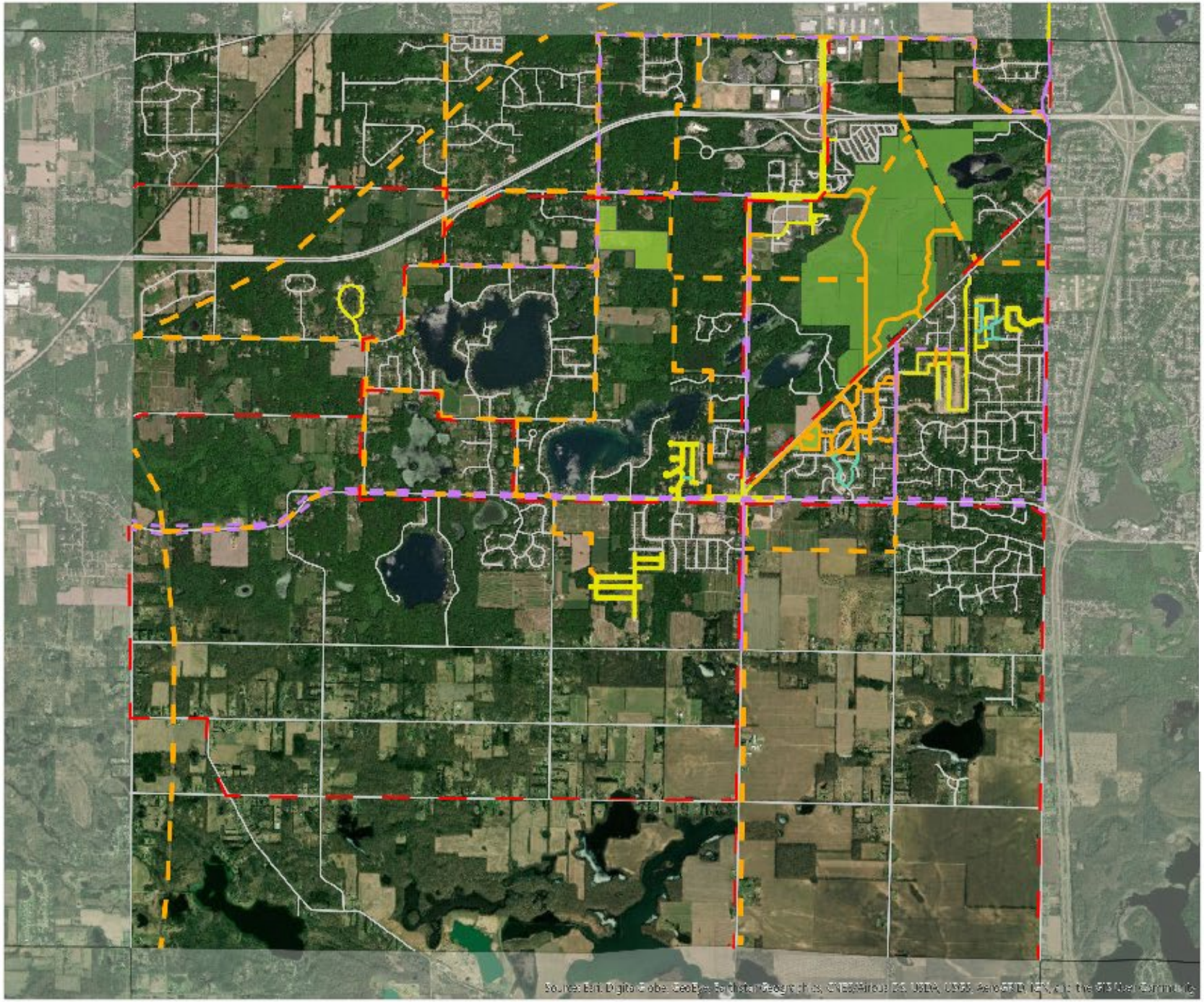
July 2, 2025

Presentation Overview

- Introductions
- Previous Trail Projects
- Trail Feasibility Study Overview

Previous Related Projects in the Township

- **Construction of existing trails/sidepaths**
- **Parks & Trails Plan 2020 – 2024**



Non-Motorized Network

Texas Charter Township

December 4, 2019

Legend

- Township Parks
- Al Sabo Land Preserve
- Existing Trailway
- Proposed Trailway
- Existing Paved Widened Shoulder
- Proposed Paved Widended Shoulder
- Existing Neighborhood Trailway
- Existing Sidewalk
- Proposed KATS Bike Commuter Route

Nonmotorized Map

(from Township Parks & Recreation Plan)

0 2,500 5,000

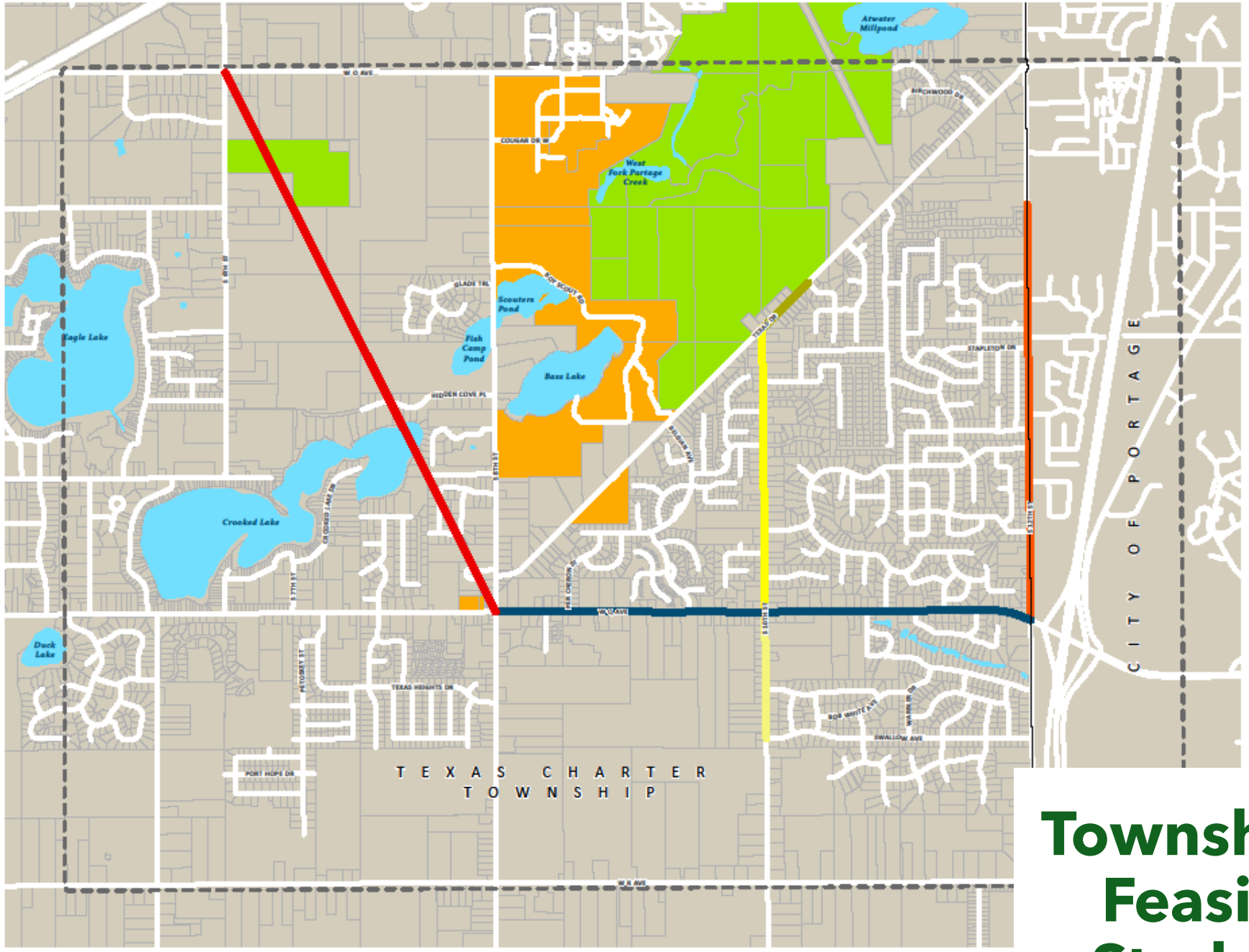
Feet

Basemap Source: Michigan Center for Geographic Information, Version 17a
Data Source: County or Local Community Source; McKenna 2019

MCKENNA

Project Areas

Texas Charter Township
Trail Feasibility Study



Township Trail Feasibility Study Area

What is a feasibility study?

- Testing if a project is possible or realistic
- Can it be completed with the resources available?

Why does it matter?

- Deeper analysis of previous idea
- Community input
- Re-examine existing vision, plans for infrastructure
- Consensus building

Charter Township of TEXAS

williams&works
engineers | surveyors | planners

Project Schedule

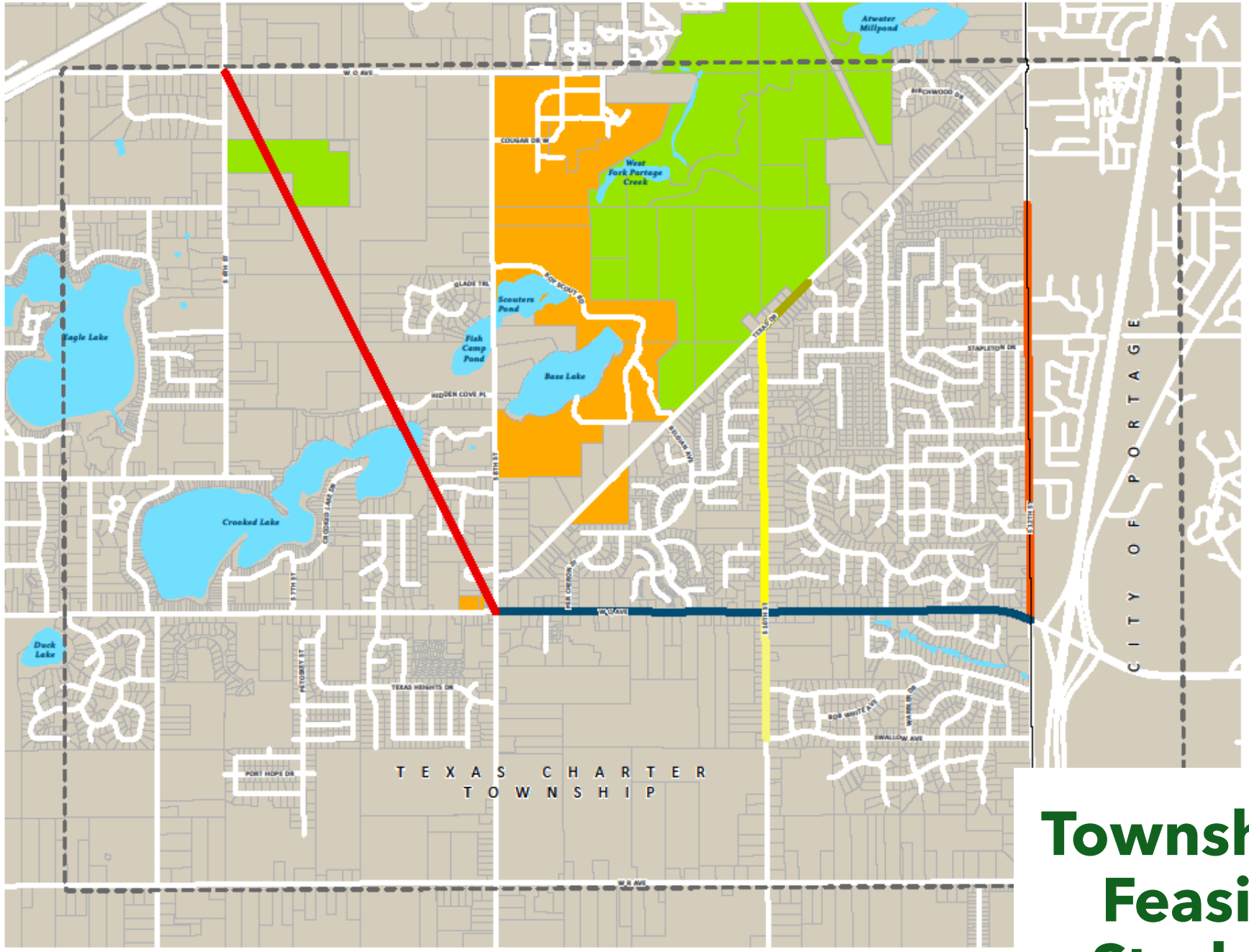
Summer 2024	Fall 2024	Spring & Early Summer 2024	Summer 2025	Fall 2025
1	2	3	4	5
Project Kick-Off	Study Area Analysis	Community Involvement	Trail Route Selection	Finalization & Adoption

Charter Township of TEXAS

williams&works
engineers | surveyors | planners

Project Areas

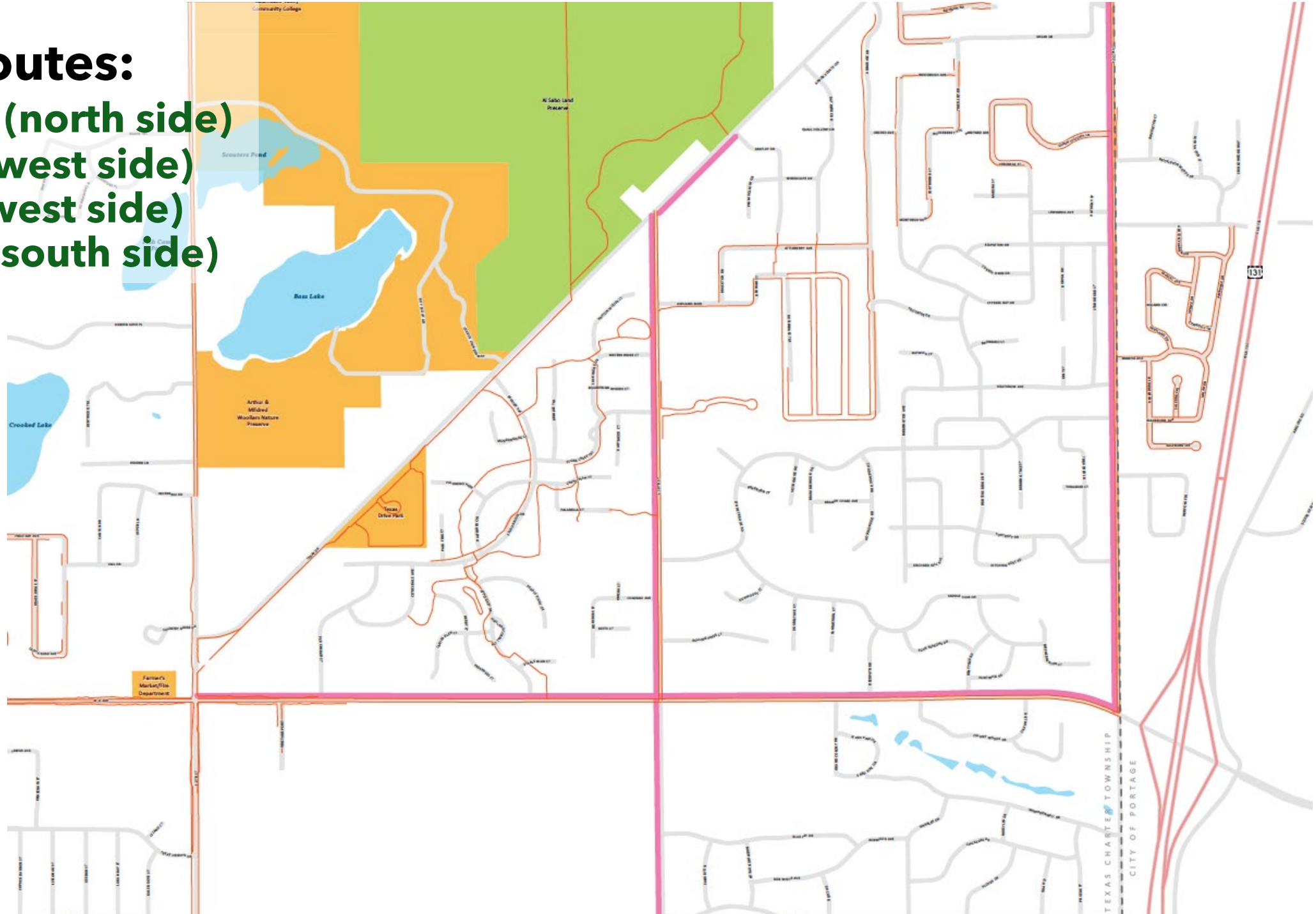
Texas Charter Township
Trail Feasibility Study



Township Trail Feasibility Study Area

Proposed Routes:

W Q Avenue (north side)
10th Street (west side)
12th Street (west side)
Texas Drive (south side)



- Semi-Public Facility
- Public Facility
- Off-Road Facilities
- On-Road Facilities
- Existing Facilities

On-road Facilities

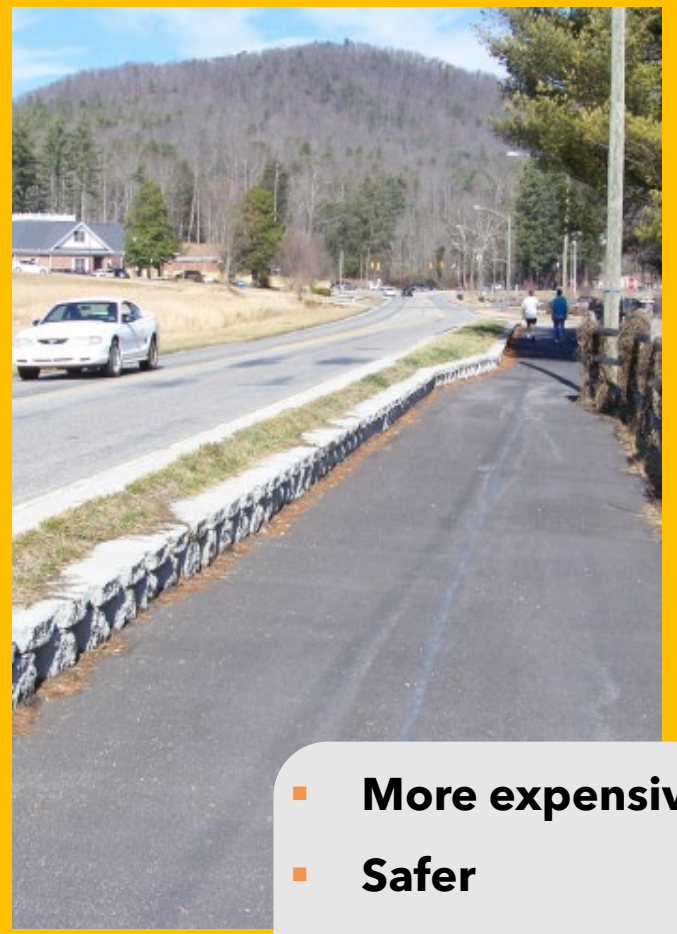
Shoulder

Neighborhood Road

- Less expensive
- Easier to build
- Safety/use dependent on speed & # of cars

Off-road Facilities

Sidepath



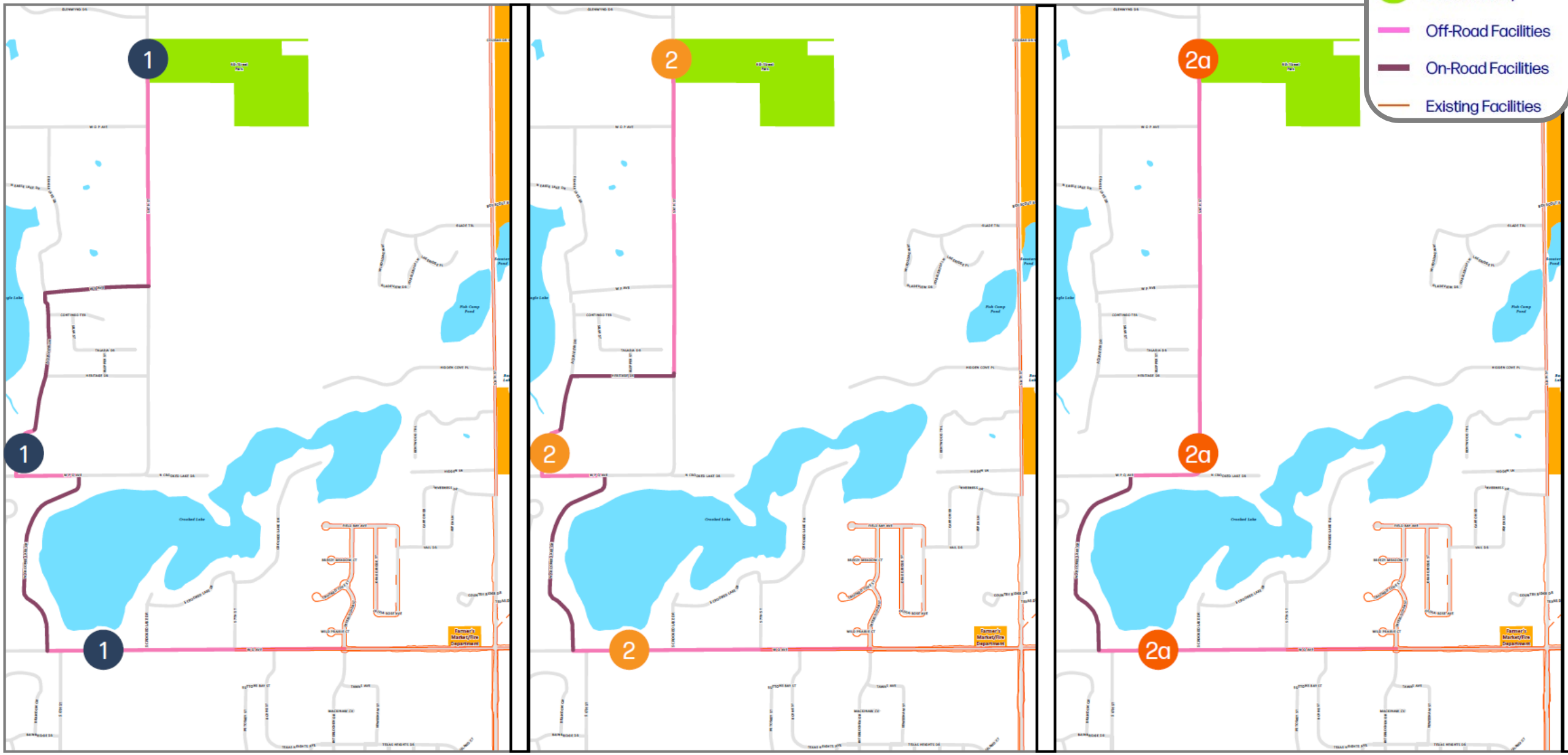
Paved Trail

- More expensive
- Safer
- More use by people/kids

Charter Township of TEXAS

williams&works
engineers | surveyors | planners

Proposed Routes: 6th Street – Farmers' Market

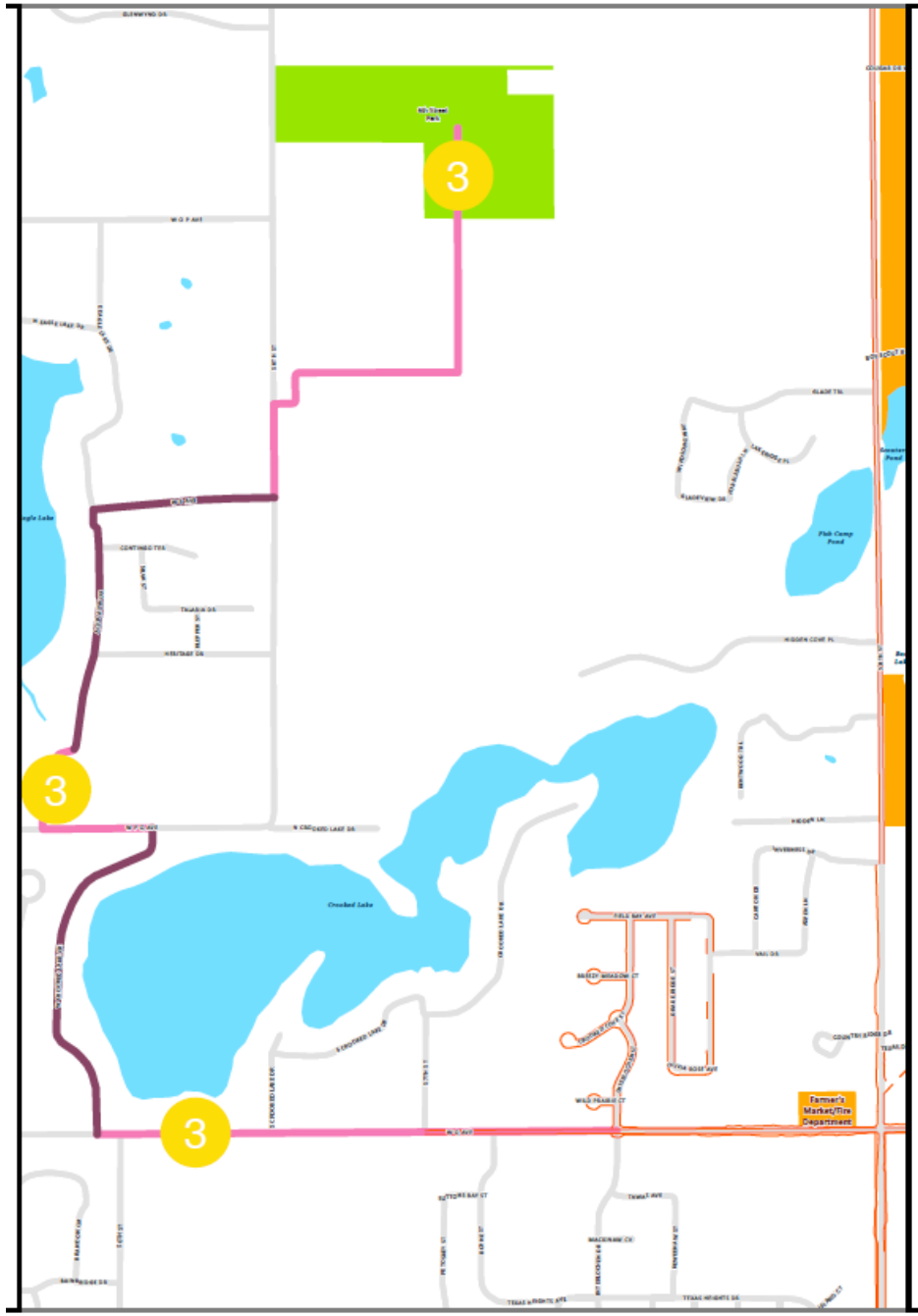


Proposed Route: 1

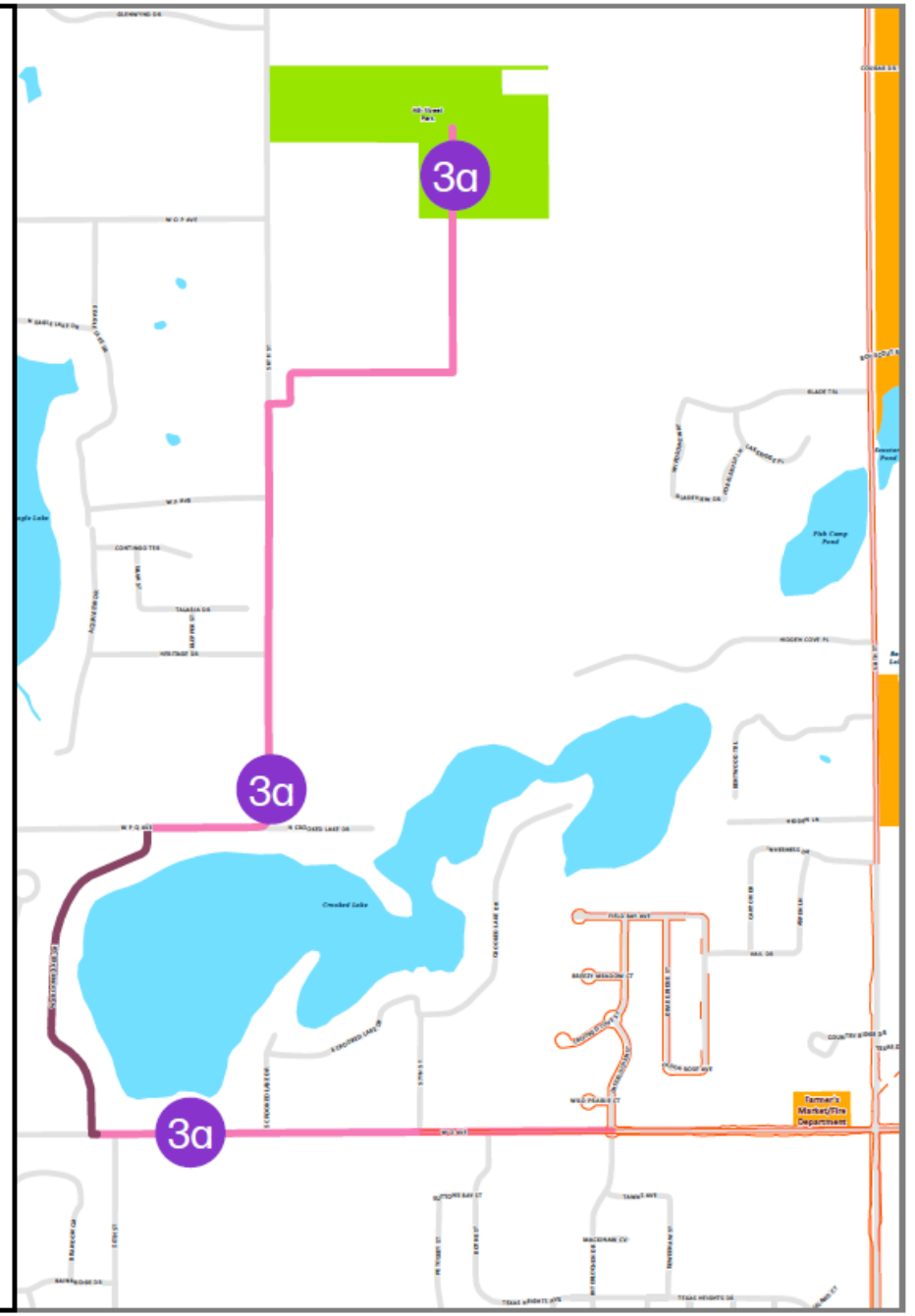
Proposed Routes: 2

Proposed Routes: 2a

Proposed Routes:
6th Street – Farmers' Market

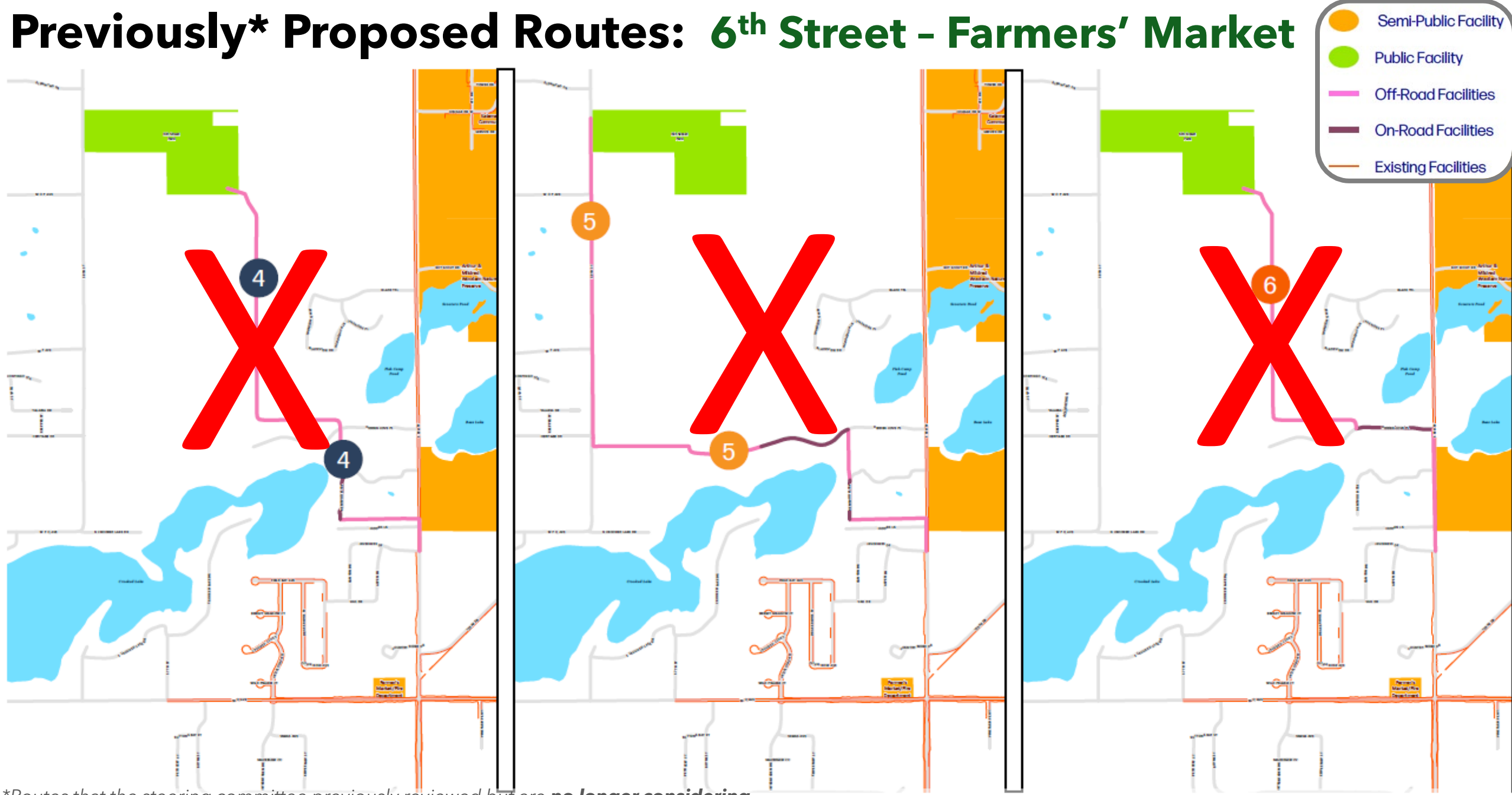


Proposed Routes: 3



Proposed Routes: 3a

Previously* Proposed Routes: 6th Street – Farmers' Market



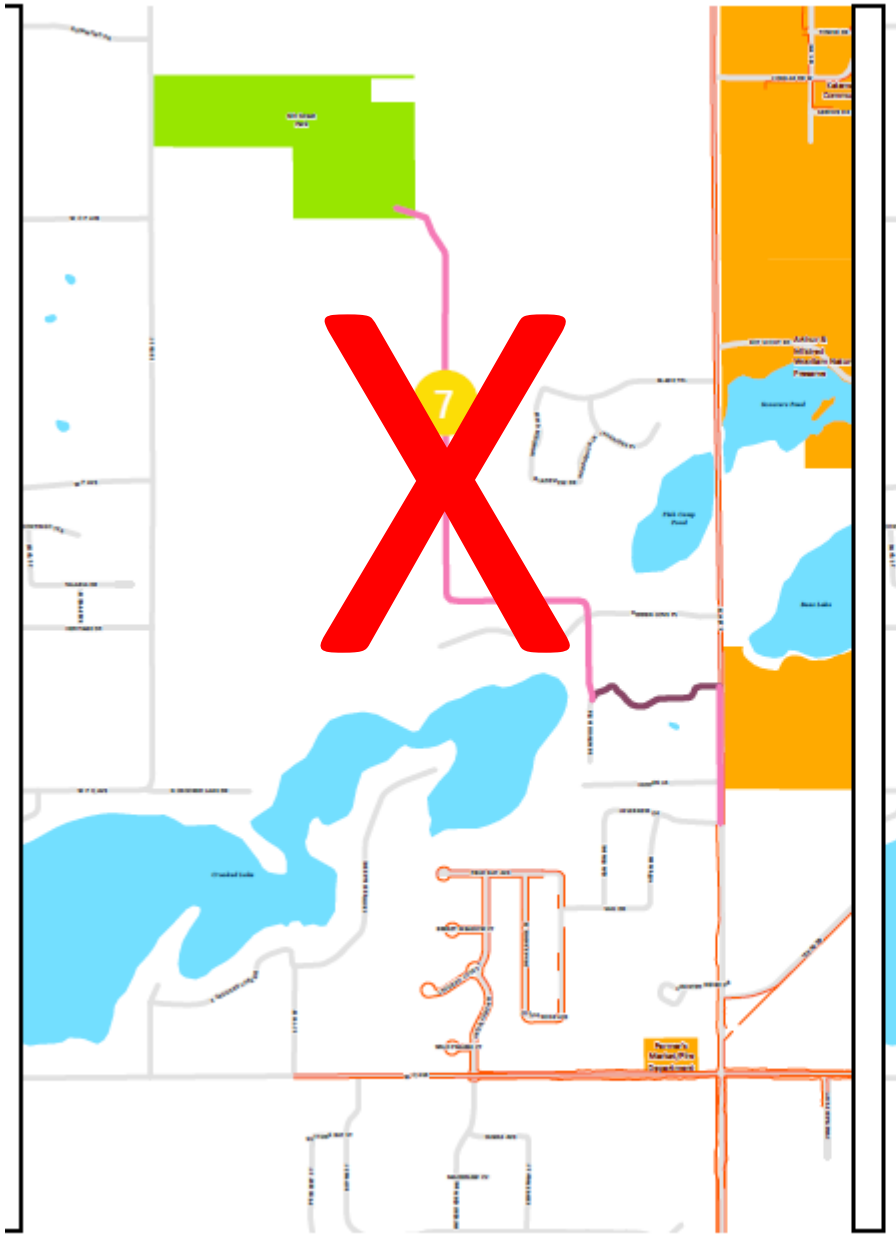
*Routes that the steering committee previously reviewed but are **no longer considering**.

Proposed Route: 4

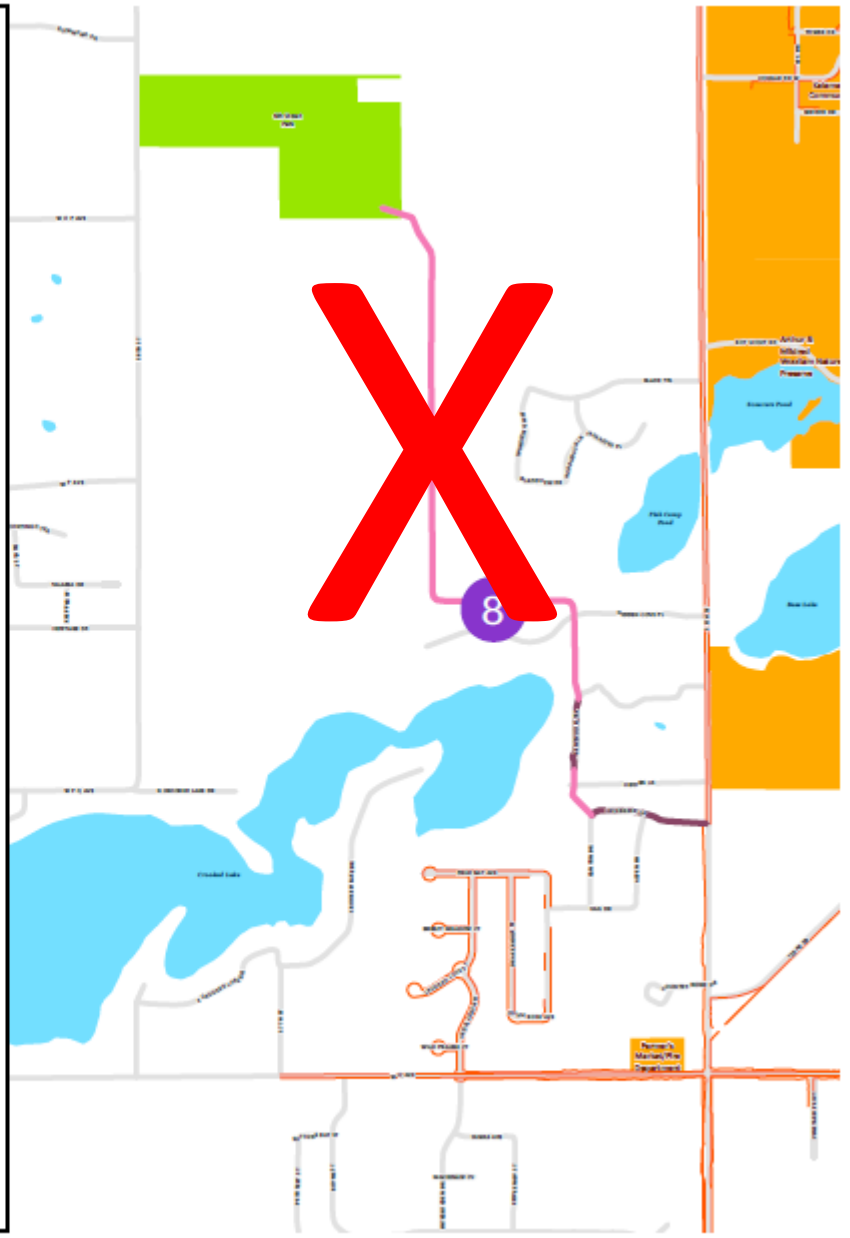
Proposed Routes: 5

Proposed Routes: 6

Previously* Proposed Routes: 6th Street – Farmers' Market



Proposed Routes: 7

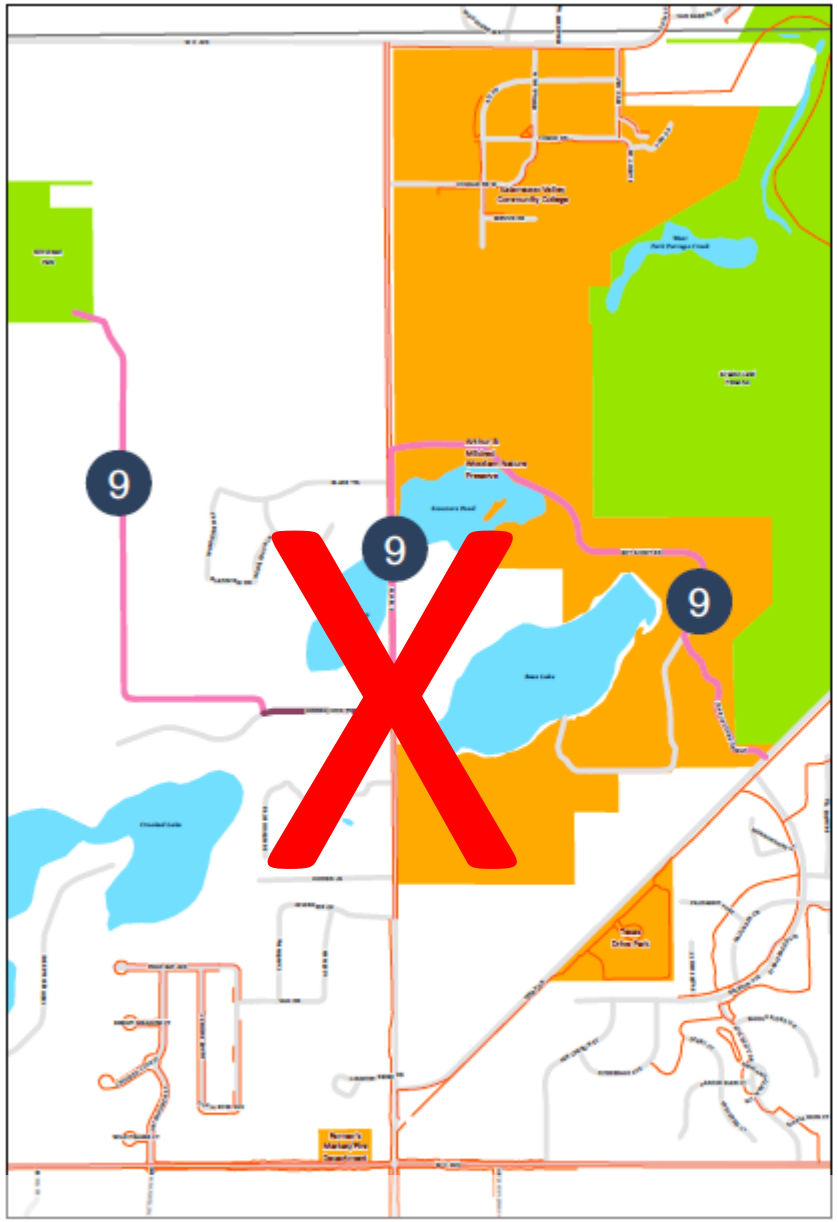


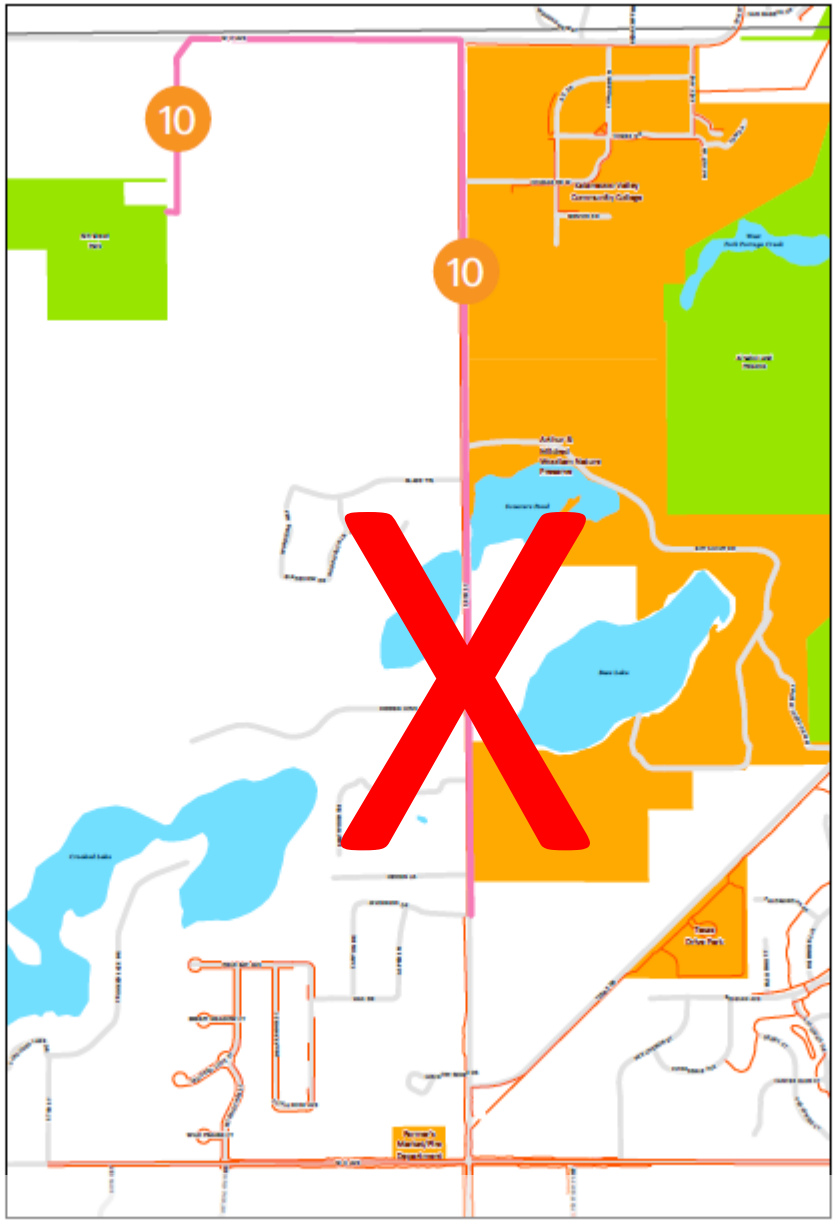
Proposed Routes: 8

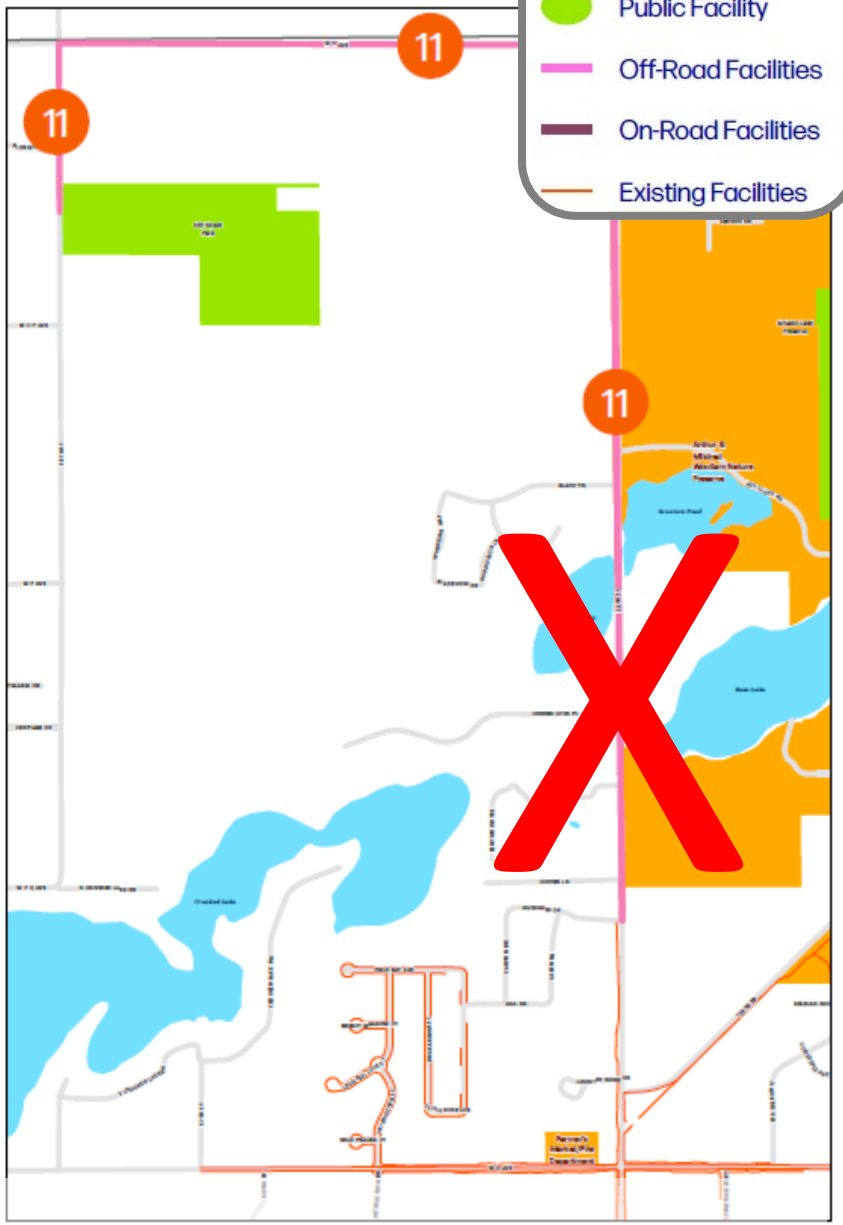
- Semi-Public Facility
- Public Facility
- Off-Road Facilities
- On-Road Facilities
- Existing Facilities

Routes that the steering committee previously reviewed but are **no longer considering.*

Previously* Proposed Routes: 6th Street – Farmers' Market







Semi-Public Facility
Public Facility
Off-Road Facilities
On-Road Facilities
Existing Facilities

*Routes that the steering committee previously reviewed but are ***no longer considering***.

Proposed Route: 9

Proposed Routes: 10

Proposed Routes: 11

Thank you

Charter Township of TEXAS

williams&works
engineers | surveyors | planners