

# Holly Oaks Park Plan and Standards Manual

## Appendix A: Public Engagement Report

### Contents

Key Findings.....	3
Key findings from survey questions.....	3
Key findings from survey comments .....	4
Key findings from Stakeholder Advisory Team.....	4
Data sources .....	4
Data Analysis .....	5
Median Drive Time .....	5
County of residence.....	5
Types of off-road vehicles used .....	5
Trailer of vehicles.....	6
Expected Frequency of Use .....	7
Activities During Park Visits .....	8
Park Feature Preferences .....	8
ORV Feature Preferences .....	9
Trail Preferences.....	9
Ratings of ORV Features in Park .....	11
Facebook Polling.....	15
Survey Comments.....	15
Stakeholder Advisory Team Meetings.....	41
May 16, 2019 – Groveland Fire Hall .....	41
June 5, 2019 – Groveland Fire Hall .....	43
June 26, 2019 – Groveland Township Hall.....	45
August 7, 2019 – Groveland Township Hall.....	47
August 28, 2019 – Groveland Township Fire Hall.....	51
September 18, 2019 – Groveland Township Fire Hall .....	52

*Figures*

Figure A: Expected frequency of use dependent on distance of residence from ORV park (MSU 2014).....7  
 Figure B: Expected frequency of use by event participants .....8  
 Figure C: Rating of features by Ironman Invitational event participants.....12  
 Figure D: Rating of features by Frozen Mines event participants .....13  
 Figure E: Rating of features by Bent Wheels event participants .....14

*Tables*

Table 1: ORV event participants’ county of residence .....5  
 Table 2: Types of vehicles used by event participants .....6  
 Table 3: Full-size vehicle tire sizes at Frozen Mines event .....6  
 Table 4: Trailering and street-legal status of participants’ vehicles .....7  
 Table 5: Activities during park visit .....8  
 Table 6: Preferences for features within ORV recreation areas .....9  
 Table 7: Preferences for ORV features .....9  
 Table 8: Trail surface preferences by full-size vehicle users .....10  
 Table 9: Trail preferences by motorcycle users (Bent Wheels only) .....11  
 Table 10: Facebook poll on vehicle types .....15  
 Table 11: Facebook poll on dirt bike features .....15  
 Table 12: Number of survey comments received for each event.....16  
 Table 13: Topics coded in survey comments .....16  
 Table 14: Survey comments .....17

The public and stakeholders have been engaged throughout the process of planning and developing Holly Oaks ORV Park. Appendix A provides details on the sources of public engagement, data charts and tables, and full text of public comments. The results are summarized below:

## Key Findings

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### Key findings from survey questions

- **MEDIAN DRIVE TIME:** The median drive time to the ORV Park is approximately 30 minutes
- **COUNTY OF RESIDENCE:** Most event attendees came from outside Oakland County, the exception was Dixie Gully Run II, which was heavily promoted within the county
- **VEHICLE TYPE:** Statewide, approximately two thirds of ORV-users indicate they use ATVs. Vehicle choice at test events has depended on focus of the group organizing the event. The Dixie Gully Runs, Ironman Invitational, and Frozen Mines were predominately full-size vehicles and Bent Wheels focused on motorcycles. Among full-size vehicles, the majority had wheel sizes between 31” and 37”. Motorcycle types were predominately motocross bikes or dirt bikes. Informal polling on the Friends of the Holly Oaks ORV Park Facebook Group indicated approximately 60% full-size users and 40% other types. These proportions may change as knowledge of the park among various user groups develops.
- **VEHICLE TRAILERING:** About one third of participants at Frozen Mines trailered their full-size vehicles. At Bent Wheels, about 80% of motorcycle participants trailered their vehicles; most not being street legal.
- **EXPECTED FREQUENCY OF USE:** Over half of all event participants indicated they would use the park more than six times per year. Statewide studies showed that visits are more frequent when drive-times are shorter, suggesting that the presence of an ORV park in southeast Michigan has a good probability of being used frequently by ORV-users in the region.
- **ACTIVITIES DURING PARK VISITS:** Participants were asked what they did or planned to do during their visit. The top choice was “operated an ORV” followed by socializing, watching other drivers, and patronizing local gas stations.
- **PARK FEATURE PREFERENCES:** Participants were asked to select all the factors they consider when choosing an ORV recreation area. Among the top three choices selected by participants of Ironman Invitational, Frozen Mines and Bent wheels was rule enforcement and unidirectional trails. Motorcycle users (Bent Wheels) selected “trails that are only for the type of ORV I am using” as a top choice. For full-size vehicle users “an available meeting space for groups/clubs” was important. The lowest percentage selections concerned additional amenities such as playgrounds, showers, and other recreational opportunities.
- **ORV FEATURE PREFERENCES:** Participants indicated their preferences regarding ORV features. In all studies the most desired feature was trails and second was a hill climb area.
- **TRAIL PREFERENCES:** Participants of the events with mostly full-size vehicle participants were asked to rank their preferences for a variety of trail surfaces. The most preferred trail surface was hard rock followed closely by hard-packed dirt. Responses from the MSU 2014 study are included – these represent a mix of user-types. Bent Wheels, the motorcycle-focused event, was provided with a different list of choices for trail types. Their most preferred trail type was single-track trails followed by hare scramble area.
- **ORV FEATURE RATINGS:** Event participants were asked to rate the named features within the park as poor, fair, good or excellent. The responses were weighted from 1 to 4 (poor=1 to excellent=4) and all the features placed in ranked order. The Ironman Invitation and Frozen Mines participants ranked the overall experience the highest, followed by the Big Easy Hill Climb. At the bottom of the ranked list were water features and tire features. Bent Wheels had features developed specifically for motorcycles. One of these,

the Enduro Course, was ranked #1 followed by the overall experience in second place. The least favored feature for motorcycles was the Clay Track. Water and tire features ranked low for motorcycles also.

#### Key findings from [survey comments](#)

A total of 359 comments are documented from the surveys collected at Ironman Invitational, Frozen Mines and Bent Wheels. Overall, the comments were positive and expressed comments on a job well done and excitement about the park. Approximately 4% of the comments were negative about the park and the experience. Some comments also addressed specific suggestions for improvement or brought up issues important to the commenter. The greatest frequency of comments concerned maps and signage (18%), direction of traffic flow (14%), and the management of ORV trails and features (11%). The comments are coded with letters in brackets that refer to the topics mentioned in the comment.

#### Key findings from [Stakeholder Advisory Team](#)

- [May 16, 2019](#): This meeting included reports on the Frozen Mines and Bent Wheels events and discussion of a possible future mixed-use event in summer 2019.
- [June 5, 2019](#): The group reviewed status of the proposed land swap with Mt. Holly, emergency access to the park, vehicle recovery, and the site plan of the future park. Operational items were discussed: days of operation, fees and charges, nighttime lighting, and park rules.
- [June 26, 2019](#): The group confirmed the name of the park as determined by the OCPRC leadership is Holly Oaks ORV Park. Discussion focused on operational planning.

## Data sources

**Michigan State University – 2010:** The ORV study conducted in 2010 by Michigan State University surveyed 3,000 randomly selected Michigan ORV licensees in 2008-09. After the removal of invalid addresses (861), 30% of those with valid addresses completed and returned the survey. The results were used to estimate the vehicle and amenity preferences of ORV users and to develop a demographic profile (Nelson, Stynes, Wu, McCarty, & Hughes, 2010).

**Michigan State University – 2014:** The ORV study conducted in 2014 by Michigan State University was contracted by OCPR. A sample size of 4,032 subjects was randomly selected from a list of people who registered an ORV in Michigan during 2012. The study primarily explored the preferences of ORV users for characteristics and amenities, as well as pertinent demographic and other data that will help identify the potential market for ORV recreation in southeast Michigan (McCole, 2014).

**Dixie Gully Run I Event Survey – 2014:** Dixie Gully Run I was an invitation-only event held on August 9, 2014. 122 drivers and 154 passengers participated in the event. The event survey conducted at Dixie Gully Run I was a 17-question survey developed by planning staff in consultation with staff teams and public engagement consultants at University of Michigan – Flint. The survey was administered during the lunch break (over a 2-hour period) at the event. 177 surveys were completed.

**Dixie Gully Run II Event Survey – 2014:** Dixie Gully Run II, held on November 1-2, 2014, was open to the public and actively marketed to residents of Oakland County. 242 drivers and 433 passengers participated in the event. The event survey conducted at Dixie Gully Run II used the same 17-question survey. Dixie Gully Run II participants were invited via email to complete the survey online. The survey was open for one week following the event. 166 surveys were completed.

**Ironman Invitational ORV Event Survey – 2018:** The Ironman event on December 1, 2018 was organized by Ironman Offroad in Saginaw. An estimated 90 vehicles were onsite for the event. OCPR staff provided an online survey. 56 surveys were completed between December 1 and 4.

**Frozen Mines Invitational ORV Event Survey – 2019:** The Frozen Mines event on February 23, 2019 was organized by Great Lakes Four Wheel Drive Association. 209 vehicles were checked into the event. 30 people volunteered. OCPR staff provided an online survey. 204 surveys were completed between February 24 and March 5.

**Bent Wheels Invitational ORV Event Survey – 2019:** The Bent Wheels event on May 11, 2019 focused on motorcycle use of the park. 311 people participated, with 203 people riding in the event. The event was organized by Z-Performance and the Bent Wheels Competition Club. OCPR staff provided an online survey. 63 surveys were completed between June 12 and 17.

**ORV Park Stakeholder Advisory Team meetings held at the Groveland Township Fire Hall:**

- May 16, 2019
- June 5, 2019
- June 26, 2019 August 7, 2019
- August 28, 2019
- September 18, 2019

## Data Analysis

### Median Drive Time

Drive-times, based on zip code analysis, were calculated for the two Dixie Gully Run events. The median drive-time was approximately 30 minutes (i.e. 50% of the participants drove 30 minutes or less). For those who drove farther than 30 minutes – DGR I participants drove farther than DGR II participants.

### County of residence

Most event attendees came from outside Oakland County, except for Dixie Gully Run II, which was heavily promoted within the county. Strong attendance from outside the county also reflects the park’s position near multiple counties and suggests opportunity to draw park users from a wide area. The top percentages are highlighted in blue.

*Table 1: ORV event participants’ county of residence*

Event Name:	Dixie Gully Run I	Dixie Gully Run II	Ironman Invitational	Frozen Mines	Bent Wheels
Number of responses	173	158	56	204	63
County of Residence	% of survey responses				
Oakland County	42	60	41	29	38
Non-Oakland County	58	40	59	68	62
Adjacent counties			43	48	48
Other Michigan counties			16	20	14
Out-of-state			0	3	0

### Types of off-road vehicles used

Statewide, ATVs are the predominant vehicle choice. Vehicle choice at test events has depended on focus of the group organizing the event. At the Bent Wheels event, which focused on motorcycles and dirt bikes, participants were asked to specify the type of bike they were riding.

Table 2: Types of vehicles used by event participants

Event Name:	MSU 2010 Study	MSU 2014 Study	Dixie Gully Run I	Dixie Gully Run II	Ironman Invitational	Frozen Mines	Bent Wheels
Number of responses	181,659	1454	129	257	56	200	62
Vehicle Type	% of survey responses		% of registrations		% of survey responses		
Full-size vehicle	14	10	91	89	91	92	
Side-by-side	5	13	9	11	9	6	
All-Terrain Vehicle (ATV)	67	63					
Off-road motorcycle/dirt bike	14	13					
▪ Motocross bike							48
▪ Off-road/trail bike							35
▪ Dual sport bike							8
▪ Trials bike (other option)							5
▪ Kids bike							4
Other option		1				2	

At the Frozen Mines event in December 2019, we asked participants for details regarding tire size of their full-size vehicles. Most vehicles had tire sizes between 31” and 37”.

Table 3: Full-size vehicle tire sizes at Frozen Mines event

Event Name:	Frozen Mines
Number of responses	196
Full-Size Vehicle: Tire Size	% of survey responses
Stock: 31”	5
31-35”	47
35-37”	32
38” or more	10
I did not drive a full-size vehicle	5

### Trailing of vehicles

At Frozen Mines and Bent Wheels, we asked who trailered vehicles and if their vehicles were street legal. About one third of participants at Frozen Mines trailered their full-size vehicles. At Bent Wheels, about 80% of motorcycle participants trailered their vehicles; most were not street legal.

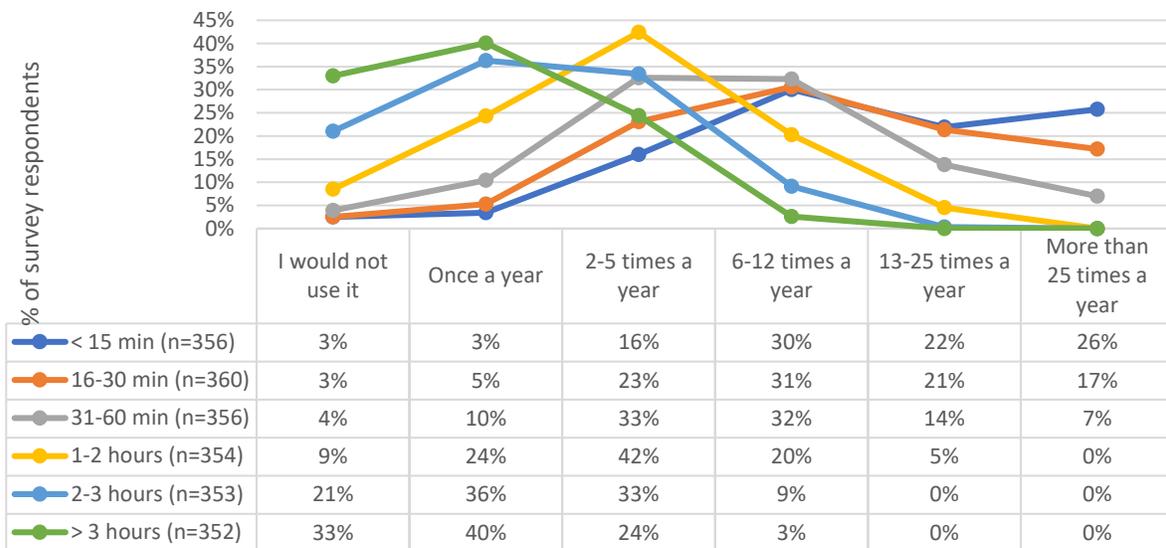
Table 4: Trailering and street-legal status of participants' vehicles

Event Name:	Frozen Mines	Bent Wheels
Number of responses	197	61
Vehicle/Trailer	% of survey responses	
I did not trailer a vehicle	63	21
I trailered a street-legal vehicle	21	18
I trailered a street NON-legal vehicle	15	61
Other option	2	

### Expected Frequency of Use

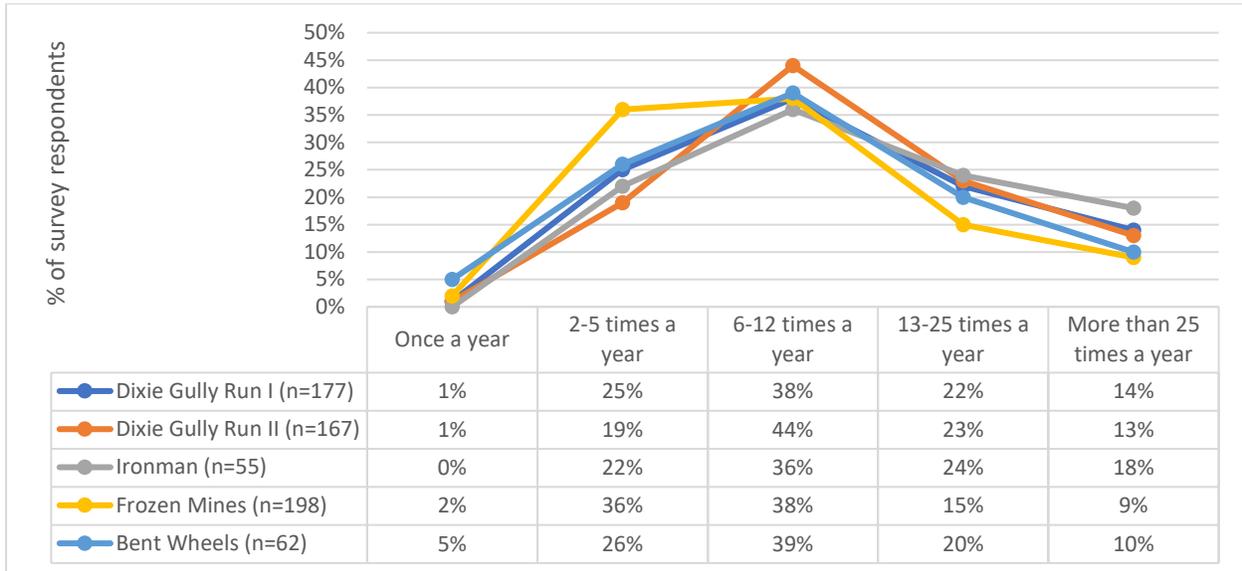
The MSU 2014 Study asked participants how often they were willing to drive to a new ORV park in Groveland Township. The results were compared using a crosstab analysis with drive-time from residence to the new park. The results showed that proximity matters: with shorter drive-times, respondents were willing to visit more frequently.

Figure A: Expected frequency of use dependent on distance of residence from ORV park (MSU 2014)



Event participants were asked how often they would be willing to visit a proposed new ORV park. Most indicated they would be willing to visit at least 6 times per year.

Figure B: Expected frequency of use by event participants



### Activities During Park Visits

Participants were asked what they did or planned to do during their visit. The top choice was “operated an ORV” followed by socializing, watching other drivers, and patronizing local gas stations. The top three choices are highlighted in blue.

Table 5: Activities during park visit

Event Name:	Ironman Invitational	Frozen Mines	Bent Wheels
<b>Number of responses</b>	<b>55</b>	<b>198</b>	<b>61</b>
<b>Activity</b>	<b>% of survey responses</b>		
Operated an ORV	98	93	97
Rode along while someone else drove	16	23	2
Watched other riders and drivers in the park	91	80	48
Socialized and relaxed	95	80	66
Had lunch at the event	87	74	46
Patronized local businesses – gas stations	73	61	49
Patronized local businesses – restaurants	47	41	36
Patronized local businesses – other	18	10	16
Camped at local campground	4	6	3
Other option	5	4	7

### Park Feature Preferences

Participants were asked to select all the factors they consider when choosing an ORV recreation area. Among the top three choices selected by participants of Ironman Invitational, Frozen Mines and Bent wheels was rule enforcement and unidirectional trails. Motorcycle users (Bent Wheels) selected “trails that are only for the type of ORV I am using” as a top choice. For full-size vehicle users “an available meeting space for groups/clubs” was

important. The lowest percentage selections concerned additional amenities such as playgrounds, showers, and other recreational opportunities. The top three choices are highlighted in blue.

Table 6: Preferences for features within ORV recreation areas

Event name:	Ironman Invitational	Frozen Mines	Bent Wheels
<b>Number of responses (n)</b>	<b>55</b>	<b>199</b>	<b>62</b>
<b>Park Features</b>	<b>% of survey responses</b>		
The presence of very few other vehicles in the riding/driving area	11	12	32
Picnic tables/designated places to eat	28	43	15
A play area or playground for children	12	6	2
The proper enforcement of the area’s rules/policies	44	70	58
An on-site campground	16	18	18
On-site concessions (food and beverage)	14	31	13
A vehicle wash station with high pressure hoses	28	43	13
A place to take showers after riding/driving	9	4	6
On-site recreation opportunities (e.g. fishing, swimming, boating, etc.)	7	6	6
A service center with access to tools, tire changer, etc.	12	19	6
Trails that are only for the type of ORV I am using	21	26	74
An available place to ride/drive fast	23	23	52
An available meeting space for groups/clubs	39	47	19
Uni-directional (one-way) trails	33	53	74

### ORV Feature Preferences

Participants indicated their preferences regarding ORV features. In all studies the most desired feature was trails and second was a hill climb area. The top three choices are highlighted in blue.

Table 7: Preferences for ORV features

Event Name:	MSU 2014 Study	Dixie Gully Run I	Dixie Gully Run II	Ironman Invitational	Frozen Mines	Bent Wheels
<b>Number of responses</b>		<b>173</b>	<b>163</b>	<b>55</b>	<b>199</b>	<b>62</b>
<b>ORV Features</b>	<b>% of survey responses (n)</b>					
Hill climb area	42	91	92	95	88	96
Rock crawl area	12	86	73	82	78	84
Mud holes	26	48	44	48	32	49
Gravel pit	24	64	52	59	49	60
Off-camber or mogul area	29	68	77	70	77	71
Jumps	11	34	24	25	12	25
Beginner training area	28	47	48	45	43	45
Trails	79	92	97	95	91	96
Water crossing	32	56	53	50	57	51
Sand area				59	57	60
Other		24	13	9	7	9

### Trail Preferences

The most preferred trail surface was hard rock followed closely by hard-packed dirt. Respondents from the events were mostly full-size vehicle users. The MSU 2014 study respondents represented a mix of user-types. The highest percentages for preference level are highlighted in blue.

Table 8: Trail surface preferences by full-size vehicle users

Event Name:	MSU 2014 Study	Dixie Gully Run I	Dixie Gully Run II	Ironman	Frozen Mines	COMPILED EVENTS
<b>Hard-Packed Dirt</b>						
<b>Number of responses</b>	<b>3863</b>	<b>166</b>	<b>163</b>	<b>55</b>	<b>197</b>	<b>581</b>
<b>Average weighted score</b>	<b>4.12</b>	<b>4.15</b>	<b>3.93</b>	<b>3.67</b>	<b>3.89</b>	<b>3.96</b>
5 – Strongly prefer	34%	39%	26%	22%	21%	28%
4 – Prefer	45%	42%	42%	27%	48%	43%
3 – Neither avoid nor prefer	20%	17%	29%	49%	28%	28%
2 – Avoid	1%	1%	2%	0%	2%	2%
1 – Strongly avoid	0%	1%	0%	2%	0%	1%
<b>Sand</b>						
<b>Number of responses</b>	<b>3711</b>	<b>169</b>	<b>164</b>	<b>54</b>	<b>197</b>	<b>584</b>
<b>Average weighted score</b>	<b>3.40</b>	<b>3.95</b>	<b>3.82</b>	<b>3.94</b>	<b>3.67</b>	<b>3.82</b>
5 – Strongly prefer	11%	29%	22%	26%	14%	22%
4 – Prefer	33%	40%	41%	44%	46%	42%
3 – Neither avoid nor prefer	45%	29%	35%	28%	37%	33%
2 – Avoid	10%	2%	1%	2%	2%	2%
1 – Strongly avoid	2%	0%	1%	0%	2%	1%
<b>Hard Rock</b>						
<b>Number of responses</b>	<b>3606</b>	<b>168</b>	<b>160</b>	<b>55</b>	<b>195</b>	<b>578</b>
<b>Average weighted score</b>	<b>2.79</b>	<b>4.24</b>	<b>3.87</b>	<b>3.95</b>	<b>3.90</b>	<b>3.99</b>
5 – Strongly prefer	4%	49%	36%	35%	29%	37%
4 – Prefer	13%	30%	28%	36%	43%	34%
3 – Neither avoid nor prefer	47%	18%	25%	18%	19%	20%
2 – Avoid	28%	4%	9%	11%	8%	7%
1 – Strongly avoid	7%	0%	2%	0%	1%	1%
<b>Gravel</b>						
<b>Number of responses</b>	<b>6542</b>	<b>161</b>	<b>158</b>	<b>54</b>	<b>194</b>	<b>567</b>
<b>Average weighted score</b>	<b>3.1</b>	<b>3.9</b>	<b>3.7</b>	<b>3.7</b>	<b>3.7</b>	<b>3.7</b>
5 – Strongly prefer	4%	25%	16%	22%	14%	19%
4 – Prefer	16%	37%	41%	31%	43%	40%
3 – Neither avoid nor prefer	73%	35%	41%	44%	38%	39%
2 – Avoid	6%	1%	3%	2%	4%	3%
1 – Strongly avoid	1%	1%	0%	0%	1%	1%
<b>Mud</b>						
<b>Number of responses</b>	<b>3674</b>	<b>166</b>	<b>162</b>	<b>54</b>	<b>187</b>	<b>569</b>
<b>Average weighted score</b>	<b>2.99</b>	<b>3.07</b>	<b>3.20</b>	<b>3.04</b>	<b>2.85</b>	<b>3.03</b>
5 – Strongly prefer	9%	20%	17%	11%	7%	14%
4 – Prefer	20%	18%	25%	24%	25%	23%
3 – Neither avoid nor prefer	39%	29%	27%	33%	31%	30%
2 – Avoid	24%	13%	21%	20%	21%	19%
1 – Strongly avoid	7%	20%	9%	11%	16%	15%

Bent Wheels, the motorcycle-focused event was provided with a different list of choices for trail types. The most preferred trail type was single-track trails followed by hare scramble area. The highest percentages for preference level are highlighted in blue.

Table 9: Trail preferences by motorcycle users (Bent Wheels only)

	Motocross Track	Sand Motocross Track	Hare Scramble Area	Single-Track Trails	Extreme Off-Road Obstacles	Other
<b>Number of responses</b>	<b>59</b>	<b>58</b>	<b>61</b>	<b>60</b>	<b>56</b>	<b>19</b>
<b>Average weighted score</b>	<b>4.10</b>	<b>3.78</b>	<b>4.30</b>	<b>4.62</b>	<b>3.36</b>	<b>3.37</b>
5 – Strongly prefer	37%	34%	54%	70%	21%	16%
4 – Prefer	39%	21%	30%	23%	21%	16%
3 – Neither avoid nor prefer	20%	34%	11%	5%	38%	63%
2 – Avoid	3%	9%	2%	2%	11%	0%
1 – Strongly avoid	0%	2%	3%	0%	9%	5%

### Ratings of ORV Features in Park

Event participants were asked to rate the named features within the park as poor, fair, good or excellent. The responses were weighted from 1 to 4 (poor=1 to excellent=4) and all the features placed in ranked order. The Ironman Invitation and Frozen Mines participants ranked the overall experience the highest, followed by the Big Easy Hill Climb. At the bottom of the ranked list were the water features and the tire features. Bent Wheels had features developed specifically for motorcycles. One of these, the Enduro Course, was ranked #1 followed by the overall experience in second place. The least favored feature for motorcycles was the Clay Track. Water and tire features ranked low for motorcycles also.

Figure C: Rating of features by Ironman Invitational event participants

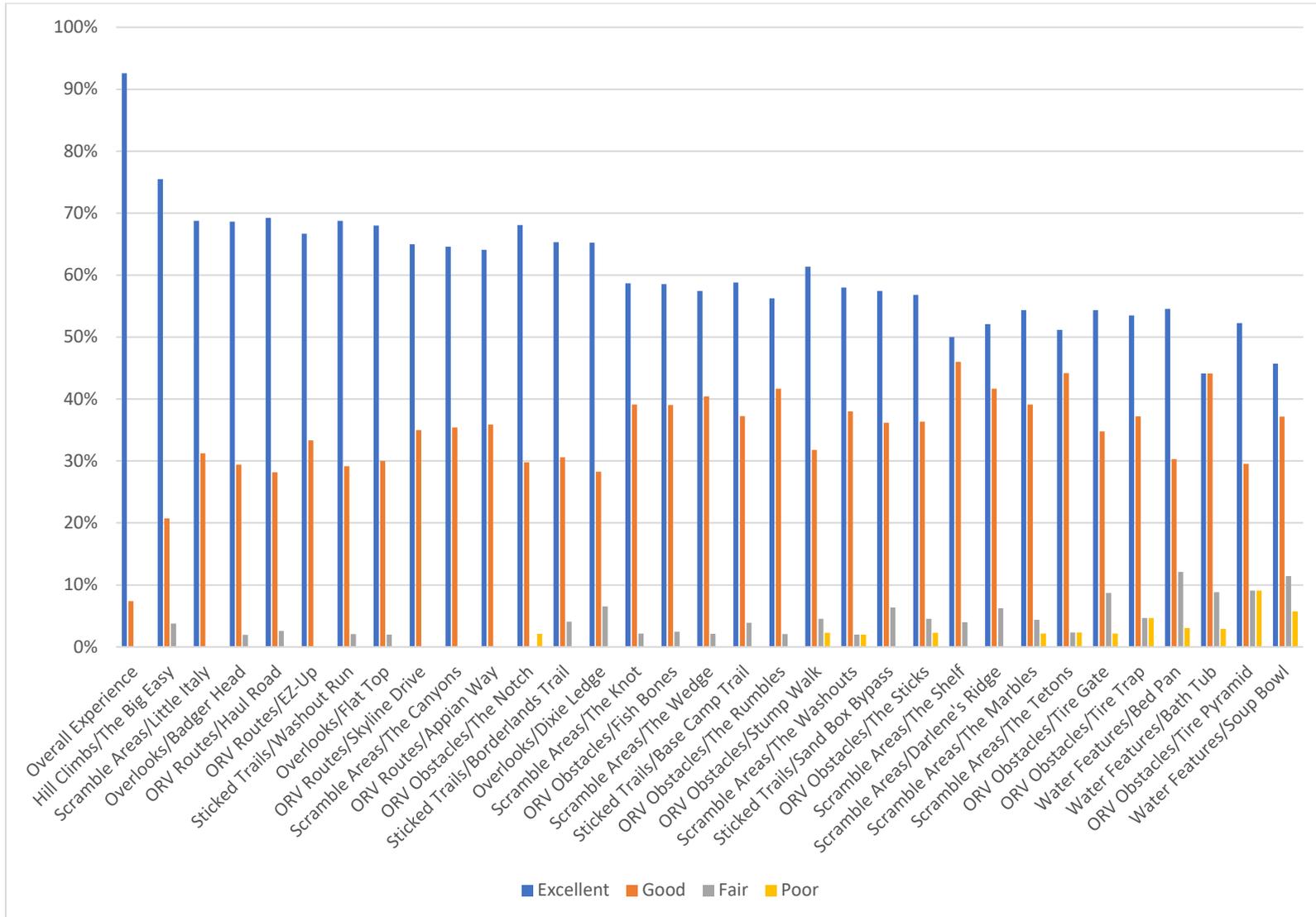


Figure D: Rating of features by Frozen Mines event participants

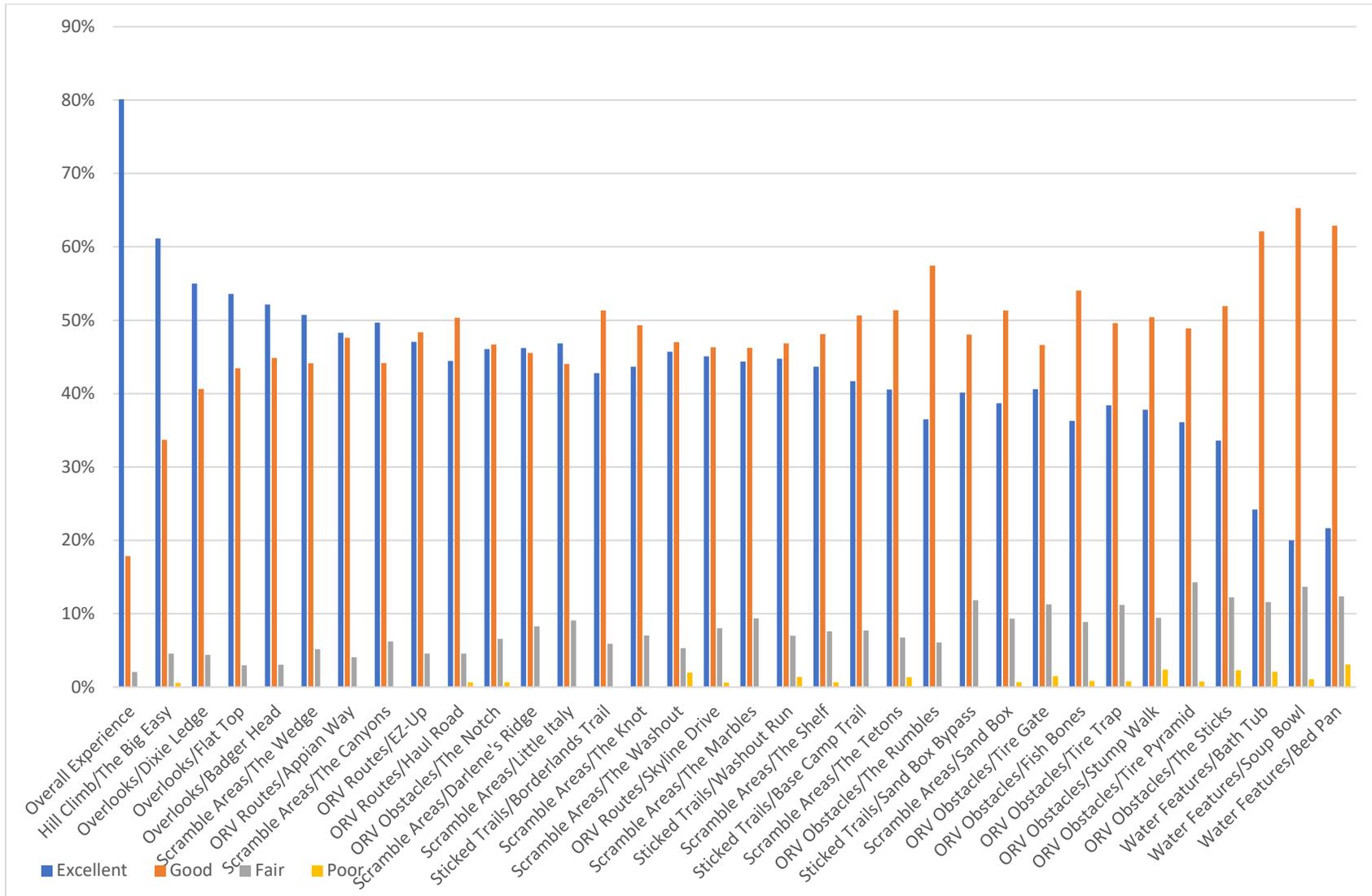
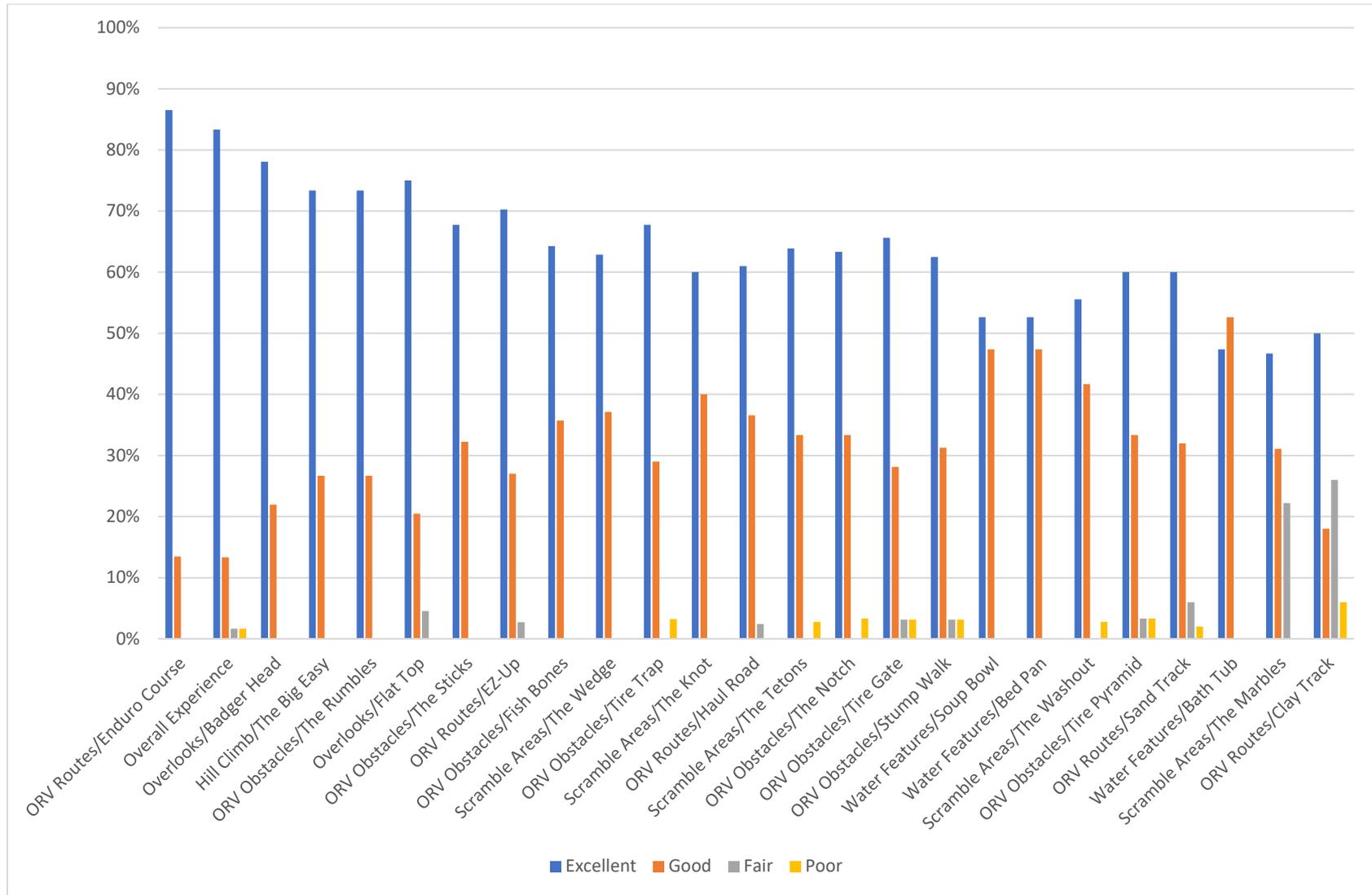


Figure E: Rating of features by Bent Wheels event participants



### Facebook Polling

The Friends of Holly Oaks ORV Park Public Facebook Group has 2,098 members as of July 31, 2019. The moderators conducted an informal poll in July seeking to understand the mix of user-types who are interested in the ORV Park. Two questions were asked:

**Question 1:** “Out of curiosity, we would like to understand our user base following this page. If you are a multi-user, pick all and then post a comment of your choices with a percentage.”

Table 10: Facebook poll on vehicle types

Vehicle Type or Feature	Number of Responses	% of Total Responses	% of Total Responses Vehicle Type ONLY
Full size	359	30%	63%
Rocks	262	22%	
Sand	184	15%	
Mud	101	8%	
Quad/ATV	76	6%	13%
Motorcycle	74	6%	13%
Side by Side	63	5%	11%
Motocross track	47	4%	
Short Track	29	2%	
<b>TOTAL</b>	<b>1195</b>	<b>100%</b>	<b>100%</b>

**Question 2:** “For the dirt bike fans. What types of trails/features/obstacles do you enjoy? Please comment with additional options I may not have listed.”

Table 11: Facebook poll on dirt bike features

Motorcycle Feature	Number of Responses	% of Total Responses
Flowing single track	47	25%
Hill climb areas	33	18%
Tight technical single track	29	16%
Hare scramble trails	23	12%
Motocross/ supercross track	19	10%
Trials features	15	8%
Log crossings	9	5%
Endurocross obstacles	9	5%
Other	1	1%
<b>TOTAL</b>	<b>185</b>	<b>100%</b>

### Survey Comments

Survey comments are compiled from the Ironman Invitational, Frozen Mines and Bent Wheels events. The earlier Dixie Gully Run survey comments are not included because they involved a different site and layout. Two open-ended questions were asked:

- A. Do you have any additional comments you would like to share about your experience?

B. Do you have any suggestions for the development of this park?

A total of 359 comments are documented as shown in the table below:

Table 12: Number of survey comments received for each event

Event	Question A	Question B	TOTALS
Ironman Invitational (II)	41	39	80
Frozen Mines (FM)	104	112	216
Bent Wheels	33	30	63
TOTALS	178	181	359

The comments are coded as to the event (II=Ironman Invitational; FM=Frozen Mines; and BW=Bent Wheels) and the question asked (A or B) and are numbered to provide each comment with a unique key.

Overall, the comments were positive and expressed comments on a job well done and excitement about the park. Approximately 4% of the comments were negative about the park and the experience. Some comments also addressed specific issues for improvement or brought up issues important to the commenter. The greatest frequency of comments concerned maps and signage, direction of traffic flow, and the management of ORV trails and features. These comments are coded with letters in brackets that refer to the topics mentioned in the comment.

Table 13: Topics coded in survey comments

Code	Topic	Number of Comments	% of Total Comments
[A]	Variety of challenge/difficulty levels; including beginner/youth areas	24	7%
[B]	Management of features, obstacles and surfaces	38	11%
[C]	Signs, maps, ratings of features and trails	63	18%
[D]	Direction of traffic/flow	50	14%
[E]	Parking	29	8%
[F]	Winch points	6	2%
[G]	Services/equipment for ORVs	18	5%
[H]	Wooded trails/trees/vegetation	10	3%
[I]	Conflict and/or separation of vehicle types	34	9%
[J]	Other amenities – i.e. restrooms, concessions, other recreation	22	6%
[K]	More of the same, ideas for other features	25	7%
[L]	Park entrance and entrance drive	9	3%
[M]	Crowding	9	3%
[N]	Posts along trails	2	1%

Table 14: Survey comments

CODE	COMMENT	TOPIC
	<b>IRONMAN INVITATIONAL EVENT – Question A</b>	
II.A.1	Great time and lots to do as is.	
II.A.2	The park has tons to offer as is i dont think i even seen half of the park in the 4 hours i was there. Looking forward to a return visit. The washouts and log featured were challenging but fun.	
II.A.3	Thanks for allowing the event and giving us an idea of what's to come	
II.A.4	This sport is a family sport. I had my grandson with me (13). U find many if not most participants in ORV with their families. This is a family sport.	
II.A.5	Had an awesome time. Took out a bone stock polaris ranger 1k out was able to navigate many of the trails and had a great time. Cannot wait until its open for use. We love seeing the change as they grow and built always adding an changing.	
II.A.6	Big thanks to Ironman for hosting the event and a big thanks to everyone that is helping to make this park great. Had a great time and looking forward to this park being open regularly. Some man made obstacles could use a bit of love in order to make them not impossible, or could just use to have more people attempt them. I have a Jeep on 40" tires, and the notch was doable for most of it but toward the top near the large red metal obstacle there was an unavoidable hole that would eat just about any size tire. The logs right near base camp (I think fish bones) that were in a short line on flat ground were awesome, but had a huge gap in the middle that was very difficult. These things change with weather and use and did not hinder my enjoyment of the park at all. As the park is today and with the trailer parking situation I would easily find myself there every other weekend. I hope to see more events in the future that I'll be sure to try to attend if possible. And once open I fully intend to purchase a year pass or whatever is available. It seemed that those near stock were having a good time and finding plenty to challenge themselves with and I pushed myself and my vehicle beyond what I have ever before and a lot of that was due to the terrain of the park.	[A] [B]
II.A.7	As long time fellow jeep enthusiasts, me and my wife can really see the potential this park has to be great. It already is and it's not even open! Keep up the good work.	
II.A.8	My experience was very good, would definitely go back tomorrow if I could.	
II.A.9	Rebar in concrete needs to be cut flush on concrete used, it punctures tires easily. Also any random sheet metal out near little Italy	[B]
II.A.10	Truly thankful for the opportunity to be at the event. Being local this is a great opportunity to finally see what this place is about. Had an amazing time! Obstacles were challenging and fun. Hills were steep but majority could make it. Overall was a 10/10 would love another run here in the near future!	
II.A.11	Had a great time and can't wait until this is open. It will be the closest place for me and a lot of others to go off roading.	
II.A.12	I had an absolute riot! One of the most fun times I have ever had four wheeling. Lots to do, lots to see and the environment was awesome.	
II.A.13	The terrain was very muddy slippery for non mud specific tires. I have never had so many problems getting around then I did yesterday. Super slippery & went sideways several times. Not safe in a 4 door Jeep on hills several in our group had similar problems. We think once packed down some won't be a problem.	[B]
II.A.14	I brought the family out we all had a great time the kids cannot wait to tell everyone about it.	

CODE	COMMENT	TOPIC
II.A.15	My family and I really enjoyed this park I have stock jeep and there was enough for me to do to keep busy all day and enjoy. Also when I visited local gas station they was happy for extra business and any people I talked to seemed happy to know site was being used	
II.A.16	It was great how it was. Open gates as soon as possible	
II.A.17	Was a blast cant wait for it to be open	
II.A.18	Some of the border signs were in odd locations or hard to understand. I know they were put up fairly quickly but a little better placement would help keep people out of trouble	[C]
II.A.19	It was a great opportunity to see what this park has in store for the community and I am so excited to get back here!	
II.A.20	Overall my family had a great time full of thrills, looking forward to playing at the park again.	
II.A.21	First time to ANY ORV Park! FREAKING AWESOME! More than enough for everyone to enjoy! Some places were too wet to use, but what was not too wet, was just PERFECT! From what I saw, there was more than enough for everyone from newbie to expert! Have a daily pass & a yearly pass. Please open this park sooner than 2020, so I can give you my \$\$\$! Opening day would be a epic attendance of ORV Park enthusiast from across the State!	[A]
II.A.22	Great park! Needs some driving on to get everything packed down and tight. If any of the main trails had some gravel that may be good. With it being all clay it'll get torn up quickly. People would enjoy coming and wheeling as it is today. Like most parks, things are added and modified all the time. The change and additions is what keeps it exciting and people coming back.	[B]
II.A.23	need to work on the top of the hill at the notch the barriers were too far apart Short TJ or long JKU great challenging trail	[B]
II.A.24	Better labeled trails on the map, possibly directional route. Easier labeled elevation changes (hill climbs) I had a lot of fun on the log, tire, the notch obstacles and look forward to more to come. The trails are nice as well, but could use some obstacles along the way with a bypass around them for vehicles that cannot go over them but can still stay in your group and go on the same trail.	[C] [D]
II.A.25	Love the direction the park is going. Think it will be very beneficial for all to have a legal place to play!!	
II.A.26	It is very encouraging to see how much development has been completed in a relatively short timeframe.	
II.A.27	As a second generation member of the Wolverine 4-Wheelers, Michigan's oldest Off-Road club since 1965, we fully support the new off-road area and believe there is a lot of potential for a park so close to the states largest population area.	
II.A.28	I think since it's not finished yet that it is off to a good start. On site parking will definitely be a huge benefit.	[E]
II.A.29	We had a 4 door JKU and a 2 Door JK at the event and had lots of fun in both. We are local and can not wait to buy a season pass and visit often. We are used to basic trail riding and enjoy all aspects of wheeling so having a "finished" product is not as important. Being able to use this location while things are still being created and finished would be amazing. Its been a long time coming and the community is very excited about this ORV park. Thank you for the opportunity. We will be anxiously awaiting the next opportunity to visit this park as is!	

CODE	COMMENT	TOPIC
II.A.30	I had a great time at the event. Even with the rough weather we had full turn out of vehicles. This shows that this park is needed NOW. NOT IN 2 YEARS. GET IT DONE.	
II.A.31	This park is exactly what the state needs to attract ORV enthusiasts from all over the state and country. I was at the event for about 4 hours and I still didn't get to cover all the trails. I am very excited to come back again soon and explore more.	
II.A.32	I would like to share that although we didn't patronize once of the local eateries on Saturday, I can see us doing so in the future. Also, I don't see myself camping in the area, as I am only 25min from the park; however, we have camped at ORV parks outside of Michigan. The park will draw people to the area and they will use the local camp grounds. We had an AWESOME time on Saturday and cannot wait for more events throughout 2019. My son, 3 yr. old, had an awesome time with us in the Jeep, as well as playing with his trucks in the mud around the campfire. BRING ON THE GRAND OPENING! Is 2020 here yet?	
II.A.33	Ready for it to be open. It's very nice the property has things like the tire pyramid and the concrete see-saw. Better than the Mounds and I'm there all through the year. That's with a 45 minute drive. Love it's not far from Waterford.	
II.A.34	The park has a lot of potential. It's got a nice mix of easier and very difficult obstacles. It's hard to please everyone but it's obvious that efforts are being put in to create enough terrain diversity to give everyone a chance to play. Keep it up!	[A]
II.A.35	Make a few specific trails like the Woodlands course at the mounds.	
II.A.36	I had an awesome time. The place is shaping up to be absolutely amazing, and I can't wait to have something so close to play in my vehicle in. I've driven hours and hours to do stuff like this.....thank you for the experience.	
II.A.37	Great ORV park. Can't wait for it to open.	
II.A.38	Great potential can't wait till it's open for regular use! I think that this would be ideal place to hold "Bounty Hill" type competition lots of challengeing hill climbs and great places to watch all the action	
II.A.39	I am limited on the things I can do because my vehicle is a daily driver but overall the course is very good	
II.A.40	Had a great time looking forward to a return trip	
II.A.41	It was a awesome time there ! Great place to take a side by side to ride at, climbing the hills was FUN and trails was good , like to see you guys open real soon, i would buy a seasonal pass from you , but i do wish for a parking lot to unlaod and load and leave are vehicles there , i was surprise me and my 3 friend's were the only side-by-sides that showed up but i definitely would come back out if was open and thank you for leting us come try it out ,	[E]
<b>IRONMAN INVITATIONAL EVENT – Question B</b>		
II.B.1	Love the built in winch points could use a few more on some of the harder trails and obstacles, but great start to a awesome park.	[F]
II.B.2	better signage for trails, better idea of where the trails are. Probably easier to figure out once they are used more cement wall of steps instead of logs (??) logs were moving easily today can only guess with more traffic this would be a bigger issue.	[B] [C]
II.B.3	Open it soon. Build it as you go. The ORV communities will enjoy it as it goes. Any questions please ask. [NAMES AND CONTACT INFORMATION REDACTED]. Thank you	
II.B.4	Parking for trailers and in the staging area let ot grow and build as we go! So excited	[E]

CODE	COMMENT	TOPIC
II.B.5	On site parking for trailers for normal days I think would be a good addition. The park overall is really great and if the effort that has gone in continues this will likely be one of the best parks in the state and probably the most heavily attended with its location. The sooner that it can open even if still a work in progress with parking and obstacles the better. Personally I enjoy the more difficult obstacles a lot, and there are quite a few challenging ones for me as is. I would never complain about more obstacles being built, and I'd be interested to explore the park on a drier day and see all that I can do and explore.	[E]
II.B.6	Good parking, concessions, bathrooms. But these features don't HAVE to be implemented before the park even opens. I firmly believe that everyone today had a blast, and we don't have these items that may seem extremely important to folks in charge. Make baby steps and do the updates as funding and time allows, but Keep doing these awesome events! Build the fan base. Create a social media page and update! ORV'ers communicate via social media. Thanks for all the hard work and those involved.	[E] [J]
II.B.7	Add more signs.	[C]
II.B.8	More rock crawl trails spread out through park. Big piles of of un organized rocks where cool to see but fairly impossible for most. Loose logs just get moved easily. Have equipment on site for trail repairs and additions and changes. Always add more features	[A] [B] [G] [K]
II.B.9	Washing Station	[G]
II.B.10	Possibly a kid or under 16 area? For small 4wheelers/utvs. Directional flow	[A] [D]
II.B.11	More rock areas without any rebar that is exposed.	[B] [K]
II.B.12	Mire technically challenging trails. Rockz & valleys has several that are very good. Hoping for some in Holly that don't need 37's or 40's to do. Thank you for allowing us to visit the park & help with feedback! Looking forward to more visits!	[A] [K]
II.B.13	Keep doing what your doing.	
II.B.14	It would be nice to have air on site to air tires back up so gas station doesn't get overwhelmed but has I said they didn't seem to mind the extra business either.	[G]
II.B.15	Don't over think it, no need to make it pretty. Leave how it is.	
II.B.16	Dont over think it. Doesn't have to look pretty	
II.B.17	I know this was a pre-opening event but It was Great!!! I can see this park growing and becoming a go to spot in the state especially when the remaining areas are added. I hope to be able to come here a lot in the future and Would be more than willing to help out with park or trail markings and or maintenance if help is needed.	
II.B.18	If there are wooded areas, some good trails through them would be awesome if possible! I think you all are doing a great job at getting this park ready for the off-road community!	[H]
II.B.19	I noticed in the rocks, there was some rebar sticking out. It would be good to have it removed so people don't damage their tires.	[B]
II.B.20	Open it now & make some \$\$\$ to pay for improvements & upgrades needed. Campground is across the street & not needed in the park/ORV area. Takes away from the orv park play zone! Also need more on site parking for trailered rigs!	[E]
II.B.21	One obstacle, don't remember the name, had a bunch of broken up concrete in it. There was a super sharp piece of rebar in it that punctured my tire. No biggie at all as that's part of the hobby. If they could watch for things like that as the park continues to grow it would be good.	[B]
II.B.22	Less concrete and rebar lots of cut tires including myself know of at least 5 others with the same issue	[B]

CODE	COMMENT	TOPIC
II.B.23	More medium level obstacle courses that wont break a well built rig, but can be cleared rather quickly. Keep up the good work! I am glad I had the opportunity to be part of this event.	[A]
II.B.24	A solid(solid soil) designated parking area.	[E]
II.B.25	As the park develops, it may be beneficial to have the Monkey Trees numbered. Having these numbered on the trees and the map will help people navigate the park with ease. I understand the park is not completed, so most of my other comments are in regards to this... 1. a well thought out parking area for trucks and trailers 2. a defined gathering/staging area at the parking lot 3. good signage for the trails and obstacles (I know this is already in process) 4. planting of trees throughout areas of the park to make it feel less like an open gravel pit	[C] [E] [H]
II.B.26	Trailer parking, restrooms, power wash.	[E] [G] [J]
II.B.27	The eventual marking of difficulty on the trails would be a nice touch to alert less versed wheelers to the challenge that lies ahead. A restroom or porta potty solution, for now, would be a nice addition. As we stated above, we feel like the park is great as is and would love to be able to wheel while any other changes/ finishing touches are done. We would also encourage a season pass to be offered, or maybe a "first wheelers" lifetime pass for this group. We would also love to be part of helping with the finishing and testing of anything in the future. Thank you very much for the opportunity. Great job!	[C] [E] [J]
II.B.28	OPEN IN!! the park is ready to be used as is. The best part about opening it now is that as features get added it will draw people to come back and see the additional features. Use shot-crete. Get rid of the tire obstacles. Make natural looking obstacles out of dirt and shoot them with shot-crete to create that rock crawling feel that all Michigan wheelers want. Not all users can afford to go to Moab, Utah.	[B] [K]
II.B.29	Continue to allow user input on types of obstacles and trails. At some point in would love to see a fully functional park with camping, concession areas, ect... but currently even at the early stages of development this park is one of the best I have been to.	[J]
II.B.30	I only have 2 suggestions after visiting the park on Saturday and I am positive the folks at DNR & GL4WDA are already working on them. 1) Have unidirectional trails so groups don't meet each other head on in technical areas of the park or steep, blind hill climbs. This was not an issue on Saturday but could be with more traffic. 2)Although I love the technicality of the rock gardens & obstacles that are already build (i.e. the Notch & the Fish Bones), there needs to various level of difficulties. GL4WDA & Rowe Engineering have done a fantastic job with this in the past, at the Mounds & in St. Helen. I did not make the initial 100 vehicle list for this event. I was bumped off of the waiting list late on Wednesday. I was the only vehicle from my normal group of wheeling friends that made the list. So, my last suggestion for you is to allow/schedule as many special events throughout 2019 as you can! [NAMES AND CONTACT INFORMATION REDACTED] has been doing a wonderful job of updating the masses on Facebook! Thank you! The consensus of the ORV population from these updates seems to be understanding yet disappointment in the the delays. In the words of the movie Field of Dreams, "If you build it, they will come!" We are "patiently" waiting.	[A] [D]
II.B.31	I feel like the front part of the park known as Dixie ledge would make great tow rig parking if graveled in.	[E]

CODE	COMMENT	TOPIC
II.B.32	On some of the difficult obstacles and rock gardens it would be nice to see wider areas for different lines and route options. Just a personal preference. Tough to do in a converted gravel pit, but slow, technical trails through the woods are always fun too.	[B] [H]
II.B.33	Onsite parking and go!	[E]
II.B.34	Most other places I've visited have had some sort of "Welcome Trail", to get some of the beginners warmed up to being thrown around a little bit. I'd recommend a soft trail for this purpose, very near the entry point. The place has a lot of cool features, but I'm pretty new to this hobby, and the hardcore stuff right at the meeting point was a bit intimidating at first. It took me a minute to warm up. I'd also like to see more trail rides in the future, maybe a "mild to wild" type thing that have going on at Bundy, or like Rocks and Valleys. Mapping the place (also using Bundy as an example) with color coded areas/trails will be really helpful as well, so I know what I'm getting into before I enter a trail/obstacle course. I was scared to death of getting into something I couldn't back out of - I used the lookout points to check things out before I did them. I hope this helps, god bless and thank you again!	[A] [C]
II.B.35	I am the president of the Wolverine 4 Wheel Drive club. We have been involved in wheeling since 1965 as a club. We are members of both Great Lakes and United associations. We have volunteered to do trail clean up on state trails for years. Please contact me if our club/members can help with the park in any way. [NAMES AND CONTACT INFORMATION REDACTED]	
II.B.36	A nice restroom and a free air station would be great, well marked map and trails help alot ( They were very good for this event)	[C] [G] [J]
II.B.37	When I go to an off-road park I don't expect to have full amenities mpre Porta-Johns would be nice maybe some place to have picnic tables and maybe some sort of Air Station to air up tires so we don't have to drive on Dixie Highway with low tire pressure	[G] [J]
II.B.38	No need to make it pretty we loved it just the the way things are .	
II.B.39	Trailer parking and open the gates ! Thank u very much for the opportunity of being there . Was a great time . We hit places all around state and we stayed busy there which is always fun .	[E]
<b>FROZEN MINES EVENT – Question A</b>		
FM.A.1	Great friends make for a great day. Off-road parks are where I have made some of the best of both!	
FM.A.2	Need to rank the trails. Need one way routes. Some trails start out fine then fall into tiny bunny hills that high center longer wheelbase vehicles, but there is no way off the trail. Need rock trails.	[A] [B] [C] [D]
FM.A.3	Really great location and amazing what has already been built. I can not wait to see what the future holds for this location.	
FM.A.4	Borderlands trail is great until up around the point where it's between the Notch and the Bottomless Pit. There, the mud/ice got very slippery and I had a very hard time not just sliding off the side of the trail and into the "bottomless pit" area, which would have rolled my vehicle. Either the ground needs more rocks to provide traction, or the ground needs to be banked up a bit so there's somewhere to slide onto without tipping. Or just provide a warning not to go there in winter with crappy tires or something. Whatever it's called, the hills by the highway and billboards were great for me in a short wheelbase rig, and I hope they aren't changed, but several four door Jeeps and trucks high centered there and had to go	[B] [C]

CODE	COMMENT	TOPIC
	out the side. The wooden posts on the side were very difficult for them to work around, and should be moved to the highway side of the hills so people can easily bail into the park rather than off the property. I was mildly disappointed with how few proper trails there were - the park felt largely like one big scramble area with obstacles and very short trails scattered in it. However, being a mine, I'm not sure how that could actually be changed without just planting a bunch of trees and waiting for ages. It was impossible to tell how deep the water was, so I didn't go through any of the water features. It'd be cool for there to be some signage as to what can be forded by a vehicle and what will swallow you. There was a sign at the beginning of the Appian Way in the middle of the road that made me think it was outside the bounds of the park, so I didn't go there at all, if I'm interpreting the map right.	
FM.A.5	Lots of remarkably nice people and volunteers. Lots of excitement all around for this ORV park to open and lots of future commerce and economic opportunities. PEOPLE ARE EXCITED!	
FM.A.6	I cannot wait for this to be open, make it harder rather than water it down. Add in some facilities and other obstacles/signage and it will be great with the addition of the other land coming in a few years.	[A] [C] [K]
FM.A.7	Grouping vehicles together for big events would be helpful.	[I]
FM.A.8	Had a great time!	
FM.A.9	Great job!	
FM.A.10	The park is coming along nicely!! Please keep up the good work!	
FM.A.11	Had a great time and can't wait for this place to open. The team has done a great job to make this park challenging and fun.	
FM.A.12	I feel that all of the wash outs were a danger to most vehicles and some dangerous spots were not marked, like where the Jeep Cherokee rolled.	[B] [C]
FM.A.13	Dale from Groveland board came up to me and spoke about the history of this park, and the plans to come along with it. He was a very polite and patient man after I interrupted him to spot my friend on The Sticks haha he was so interested in how we use our Jeeps. Gave me his card and shook my hand. I felt so welcomed by everyone! I can't express the fun I had, thank you all for giving us this opportunity and can not wait to go back!!	
FM.A.14	This was a great experience! The volunteers, organizers and participants were all OUTSTANDING!	
FM.A.15	Even though a last minute vehicle issue kept us from going, it seemed we were well informed.	
FM.A.16	a beginners course, I am fairly new to ORV and this was my 2nd time doing some ORV'ing. I really enjoyed watching others and making my way around.... It was great at least i thought	[A]
FM.A.17	Thank you!!	
FM.A.18	Thank you for the great event and progress on the park!	[B]
FM.A.19	i you didnt catch it at the end of the day there was a rather danguose trail washout towards the parking lot. i sugest closing of fixing that trail.	[B]
FM.A.20	The group I was with had a blast! We travel all over MI to use ORV parks (Bundy Hill, The Mounds, Rocks and Valleys, Rouch Offroad, Silver Lake Sand Dunes, ST Helen Trails, and having this NEW FUTURE park right here in Holly will be awesome! For being basically undeveloped it was awesome! I have NO complaints at all! Everything takes time, and as long as US the People who OFF-Road voices are heard this park will be an amazing success. No one knows off road and how our vehicles	[C]

CODE	COMMENT	TOPIC
	handle and what they are capable more than we do. Cant wait for another special event here and a GRAND OPENING! Thank You so much for a great place to drive off road.	
FM.A.21	It was difficult to follow the map and find where the areas were. The ones I marked "don't know" I may have been to but couldn't figure out the name. Signs were really small if there were signs.	[C]
FM.A.22	Well run and organized. Everyone was helpful and got us towed out when needed.	
FM.A.23	This was the first event I've attended since getting into the offroad community 3 years ago, in Michigan. By far one of the best offroad events I've been to.	
FM.A.24	I had a blast all day, Thanks to all the volunteers. This place is way better than going to the mounds and an improvement over going to Bundy Hill.	
FM.A.25	This was a well organized event. The people, both volunteers and officials were courteous and helpful.	
FM.A.26	I had a lot of fun and the park shows a lot of potential.	
FM.A.27	I can't rate the features on the map because i never received one or a link to one. I don't know what or where any of those are. I did have a great time. I enjoyed the trails and hills that i did climb. I just don't know there names. Suggestions would be one way traffic, and maps. This is the biggest and best laid out park i have been too in Michigan. Keep up the good work. This place will be a big success.	[C] [D]
FM.A.28	One way trails are ideal when allowing full size rigs on tight trails.	[D]
FM.A.29	Very happy to see another off road park in Michigan. The volunteers did an excellent job and I appreciate them donating their time. Everyone, including the sheriff deputies, DNR, and Oakland County employees were very helpful and friendly.	
FM.A.30	I think the park, the trails, and the obstacles are all set up very well. There is something for someone of every size and experience level. The only issues I encountered was trouble with some of the side by sides being disrespectful in their way of driving and not being courteous of others at all times. This was not a consistent issue but did happen a time or two. I think that is just a simple inforcement issue though. All and all I think that everything went very well and the park could open at any time and have plenty of fun for plenty of people!	[I]
FM.A.31	SOME OF THE TIGHT TRAILS NEED TO BE ONE WAY	[D]
FM.A.32	It was a good day! Thanks.	
FM.A.33	had a great time very well run event and met some great people too.had one mishap got caught off camber and stuck,Ironman off road was quick to react and lend a hand. They were very professional and courteous, It was a great event	
FM.A.34	I thought the event went well and am excited for the opening!	
FM.A.35	I brought my whole family to this event and we had a great time. We bought gas from the local station and ate at local restaurants afterward. This is EXACTLY the sort of thing that this area needs and I'd happily pay membership dues if that is what it took to have access to a park like this in the future!	
FM.A.36	We had a great day at the park and really appreciated the invitation. All of the volunteers were very helpful and friend during registration. We enjoyed exploring the area. I would suggest making use of one way roads as we did have a few cases where we ran into another group on the trail and had to back up a far distance to allow the others out. We would love to see a mix of all obstacles including rocks, mud, sand, water, tires, etc. I would also suggest hiding everyone's emails when you send correspondence so not everyone's name and contact info are available for everyone to see.	[D] [K]

CODE	COMMENT	TOPIC
FM.A.37	I thought it was a well run event, the only issue i had was I arrived around 2-3, so I think the crowd of arrivals had died down and it was unclear how to come into the park. I am glad I had the opportunity to attend.	[C] [L]
FM.A.38	Glad we didn't have Sunday's weather on Saturday. Love the opportunity to have a challenge area so close.	
FM.A.39	Better than Bundy. Who ever layed out the different obstacles did great job. They took advantage of every acre available.	
FM.A.40	Love the fact that it's only 35 min. drive from home. (Madison Heights)	
FM.A.41	It'd be nice if we could fish in the lake,. Also the telephone Post in the whipty do, do not allow recovery from the bottom of the whipty-dos.	[B] [J]
FM.A.42	It was a great day! We are so excited for the opening of this park.It is actually quite beautiful! It was fun in the snow and ice, it will be awesome when it's warmer weather! Thank you for all that made our day fantastic! [NAMES AND CONTACT INFORMATION REDACTED]	
FM.A.43	The need for one way traffic on some trails and hill climbs is very necessary. Had to wait many times for traffic to go by on trails. And many of the climbs have blind spots at the top and can't see vehicles coming down.	[B] [D]
FM.A.44	Needs more signage and identification of 2-way traffic.	[C] [D]
FM.A.45	Can't wait for no ice ! More obstacles for the average guy . I mean keep street trucks on street but some of those obstacles are extreme .	[A]
FM.A.46	I'm not sure which obstacles where which since I didn't pay attention to the map and just drove around trying different things. After a while everything blurs together.	[C]
FM.A.47	Its a great park with a lot of potential. Running at night is a bit risky do to your lights don't shine over and down hills. Pretty much running blind and hoping there is not a 7 foot wash out. Overall great experience lots of fun with lots of challenging trails.	
FM.A.48	If 02/23/19 would of been opening day, that is what I would expect every day when it does open. Respect, friendship, people getting along and helping others when they need help. The rules of this event were perfect. The "hold my beer & watch this" crowd should not even gain access. Keep it as it was, friends & family orientated. Concession stand & covered patio/picnic would be a bonus to keeping folks there for the day.	
FM.A.49	I like the concept of an ORV park being within close proximity to my home. The variety of trails and obstacles provides something for everyone. I know the park is far from complete and has great potential given the natural landscape; however, the event possibly should have been re-timed, given the unpredictable weather (snow, freezing conditions, followed by thaw, then a mixture of temps / precipitation). This, combined with the loose earth that was found in most areas, led to premature washouts / erosion. My hope is that the engineers will add a solid / compact base on the sides of hills and drop offs and widen or clearly post one way signs - narrow passes do not provide enough room to turn around or safely back up if presented with another oncoming vehicle. I personally witnessed a roll over occur. Even though the occupants were unhurt, no DNR, sheriff, fire/rescue, or identifiable GLFWDA member could be reached for assistance. If a GLFWDA volunteer was there, they did not promote safety first during the recovery. I was very disappointed to read [NAMES AND CONTACT INFORMATION REDACTED] and other's response to someone questioning the integrity of the trails. In 2017, while lobbying for the park, he stated to the Free Press that he wanted to change the	[B] [I]

CODE	COMMENT	TOPIC
	<p>minds of those who regard off-roading as "Hold my beer and watch this," while emphasizing safety and family fun. His cavalier response directly reflects the red neck stereotype he is trying to change - "roll overs are just a part of off-roading." Blaming the driver first without finding out the facts behind what led to the accident is irresponsible. I respectfully will argue that three roll overs does not equal a SAFE event. If he or the DNR had not personally reviewed all of the trails, then he bares some of the responsibility for the accident. I would hate to see what he considers an UNSAFE event - more roll overs or an ambulance run? "Travel at your own risk" is no different than saying "buyer beware" - it does not instill confidence in the product but rather tries to deflect or hide known problems / concerns. Keep this in mind before promoting the next event.</p>	
FM.A.50	<p>We had an amazing time - would love to come back!</p>	
FM.A.51	<p>Had a great time...novice offroader here..suggest oneway markings on some trails...suggest sign to stop others from using Consumers Energy parking lot to air up,,,left a lot of mud there.</p>	[C] [D]
FM.A.52	<p>Might need sand dune size flags....or make trails directional only...at least the trails that go up and down with quick steep hills</p>	[D]
FM.A.53	<p>First thanks to everybody for this park and this event. The Oakland county sheriffs deputies were top notch at this event. I wish we could have talked to the officials at the event but theirs ears were being filled by a certain few long winded participants. Hopefully they were getting all the feedback that they needed because this is a great future parks. I have used The Mounds of the Genesee County Parks and Silver Lake Sand Dunes Michigan State Park since 1978. We loved saying Yes to Michigan for off reading. Thanks</p>	
FM.A.54	<p>Enjoyed seeing law enforcement "let their hair down" and experiencing the park</p>	
FM.A.55	<p>Do not like trails with huge drop offs on the side.</p>	[B]
FM.A.56	<p>So, heres my take on the potential new ORV park in Oakland County... In all, I LOVED the place! This was probably my favorite time wheeling inside of a park to date. (though i havent been to R&amp;V yet)! I will not lie at the very beginning i wasnt impressed as most of the "parks" i go to have trails and such and i was just not seeing/feeling it... But then i actually got around the place and explored and fell in love. I normally get bored and after 3hrs want to leave the park, but i couldnt get bored here and didn't want to leave! We spent nearly 6hrs playing. This is a great idea for this area as it has just about everything you'd want to tackle. We dont get the opportunity to do hill climbs around here thats for sure lol 1st, i think they ran EVERYTHING smoothly from what i could see. I like the fact that it was kinda a free for all for us. We got to make trails somebody probably has never been on. I know i made two myself and by mid-day they were official paths that everyone was using. The 2nd one scared the crap outta [NAMES AND CONTACT INFORMATION REDACTED] she closed her eyes lol (You know the one [NAMES AND CONTACT INFORMATION REDACTED], down the steep snow cliff to get to the lower section, the one you freaked on at the end of the day cause we went sideways at the end lol) IMO that was a smart way to "design" the park trails. If we saw something and said "i can do that", we were allowed. I hate parks where you see something you want to go over and its just outside the mapped zone. 2nd, I think GLFWDA did a good thing getting the word out to the Jeep Clubs. I realize it was open to all ORVs, 90-95% was Jeepers. I've wheeled long before relative to how long I've been Jeeping, and we are a different breed. We are respectful, we dont leave anyone behind if we dont know you, things of that nature. We stopped twice for people we didnt know as we spectated someone doing a tricky spot just to make sure they</p>	[A] [B] [I] [L]

CODE	COMMENT	TOPIC
	<p>make it, as did other for us when i pushed the limits... And the thumbs up you receive when you do it makes you feel great. If just starting wheeling with your jeep, you might think its like that all the time, but its not when your wheeling trucks and bidders, it really is a Jeep thing. Nobody hogging trails in the Jeeps or not being courteous on the trails... My only complaint is how many times i was cut off or cock-blocked by the SxS's, but not by a Jeeper lol But regardless, if you are trying to show the officials how an ORV park was and when its running, it might look like chaos, but with Jeepers it's a controlled chaos 3rd, i think this will be a good place to have ESJ meets at for those who have gone off the pavement at least once. This is a place i dont see really as being a 1st timer place... If they keep the entrance the way it was yesterday when it officially opens, the drop in is gonna scare the crap out of a 1st timer, and there is no room to turn around. If this place officially opens, a cpl trial runs to learn it, and meets can be had and led as a group. That is how ESJ meets at The Mounds are. Ive been there enough to know whats tricky and what you may or may not be able to go thru, and where you can get around it so we can stay together. The Frozen Mills was all new to most of us and i felt bad we didnt all stay together. 4th, my complaints... In all i really don't have any. Its a place that will get muddy, but i think a LOT of hay could have been put around the johns. I know they are not permanent, but should facilities for that get into place they need to be better. i made a new trail behind them. Near the evening i watched someone make it thru the waterhole and up the cliff, right behind the heads. A trail i made. I was hoping no one went balls out and crowned into the heads. I also think the "terrain" that's spread out all-around, needs to be put in, if it opens, im a more beginner/intermediate level. We hit everything the mine had to offer with confidence, but playing on rocks, the timbers, tires, etc was for big boys. We went thru "things" that people stood around to watch, and [NAMES AND CONTACT INFORMATION REDACTED] closing her eyes, but i wouldn't touch the "terrain"... So all in all, I really liked this place! No name is decided, but for now it was called the "Oakland Mine" I think, IMO, we put the "place on the map" for the officials to really consider opening an ORV park close to us.</p>	
FM.A.57	I live 18 minutes from this park and I have many friends that would meet me here once a month maybe more in the summer. I can't wait for this to open!	
FM.A.58	Better signage would be a big plus. One way trails or areas for a convoy to pull to the side to let others pass would be great.	[C] [D]
FM.A.59	Great time excellent people.. it was super nice not to have to drive 2 1/2 hours to get there.	
FM.A.60	Had a great time! Hill climbs were awesome. Something for rigs big and small!	
FM.A.61	Very good start. Always room for improvements.	
FM.A.62	Awesome. Can't wait for it to open	
FM.A.63	The opportunity will be ensuring that most of if not all trails are at least passable at all times by a modified ORVs. This may take some rethinking. Some were eroding badly and quite dangerous. Others were not accessible (little Italy valley area) all small things that will make the experience that much better. Rocks and Valleys does a decent job of marking trails, but The Mounds does not for reference.	[B]
FM.A.64	Did not have a map so didn't know what was what.	[C]
FM.A.65	It was very well received and I am excited to visit this place when it is open.	
FM.A.66	Overall it was an amazing day, there was so much to do and explore that the day went by too fast. Thank you for the opportunity, it was a great day!	
FM.A.67	Just need good parking. The staging area should fit the bill nicely.	[E]

CODE	COMMENT	TOPIC
FM.A.68	The only thing I really thought should of be marked danger was in the front where we rolled the jeep into a wash out, and a few others rolled also. If no body inspects the whole area before opening each and everyone should of been warned at sign in. also to have extra danger signs available for us more educated people to install in danger spots that we find.	[B] [C]
FM.A.69	There were some areas around the park that had bi-directional arrows, when there should have been one-way arrows, in my opinion. Especially on trails that were adjacent to the Mt Holly snow hill. It's a couple hundred feet of trail that I would hate to see somebody have to back up on, because of oncoming traffic. Could make for a dangerous situation that could be avoided with one way signs.	[C] [D]
FM.A.70	Too many vehicles, not a lot of intermediate areas, never seen a pdf map, trails/obstacles weren't marked well.	[A] [C] [D]
FM.A.71	Thank you to all that made this day possible. We had a great time and anxious to see it grow.	
FM.A.72	All of us from Michigan Jeeps had a fantastic time. Great mix of different skills levels. Thanks to GLFWDA , sheriff department,DNR and volunteers for making this a successful day.	
FM.A.73	Had a great time even though it's mostly undeveloped. Can't wait til it's open because it's by far the closest park to me in Warren, MI. I will be visiting often with multiple different vehicles. Thanks for another great test event.	
FM.A.74	Well run event. It's going to be an amazing park and am very excited. I like it better than the Mounds already.	
FM.A.75	Even with the decent sized turnout the driving didn't seem to become overly bottle necked at an particular.	
FM.A.76	I think 300 cars was a little bit too much - it become crowded in certain areas. Other than that excellent organized. Thank you	[M]
FM.A.77	Some trails need to be directional due to not enough room to pass. We had to back up several times because of this	[D]
FM.A.78	Nothing	
FM.A.79	Every one there was very courteous	
FM.A.80	I wish there were a few vendors to be able to buy swag	[J]
FM.A.81	Well organized. Well supervised And a positive atmosphere. Everyone helped everyone.	
FM.A.82	Clarification on proper direction of trails.	[C]
FM.A.83	Had a blast. With erosion, every visit is bound to be a whole new experience. Can't wait to play again when it's warmer	
FM.A.84	We had a blast at this park. I am very excited for it to open	
FM.A.85	Had an excellent time, enjoyed the whole day!	
FM.A.86	Please make this happen. Thank you for the dedication and hard work that went into past present and future events. I'm really looking forward to seeing this become a reality.	
FM.A.87	Liked the park and happy to see another ORV location	
FM.A.88	Good sized ORV park - can't wait for it to fully open up. Good mix of trails with different levels of challenge from purpose built rigs to factory street vehicles. I wish I had a copy of this questionnaire while at the event. Much closer to home and Oakland county residents to have an ORV day.	[A]
FM.A.89	It was over all very good would come back. I went on a run to this park 2-3 year back. And didn't see any or The obstacles that I encountered the first time I was there. Didn't know if this was a different area or what. Also handing out maps	[C]

CODE	COMMENT	TOPIC
	would have been nice wasn't really sure where it started and stopped or where anything really was just kinda drove around	
FM.A.90	Nope	
FM.A.91	Its tough to rate the trails and sites better because It was ghard to tell what we were on . better marking of trails and areas would help.	[C]
FM.A.92	Had such a Great time!! Loved this place and cannot wait for it to open!!!	
FM.A.93	This was a great day, I hope to see a few more day events prior to the official opening.	
FM.A.94	Had a great experience both times I have been now and hope to get more opportunities to go before the expected opening date!	
FM.A.95	I think some of the trails needed to be one way to avoid traffic jams. Also, my vehicle was fairly stock so having a rating system for some of the trails,etc would have been helpful so I could know whether or not I wanted to try a particular trail,etc Overall I had a great time/experience.	[C] [D]
FM.A.96	I had a great experience and I was honored to be able to be a part of it. I have had my Jeep for a few years but only been off-road a few times (other than two-track type trails). I felt very comfortable at this event and there were a lot of options for easing my way into things and testing/learning new skills. I am excited to see what the future holds and am already planning to visit regularly as I live only 30-40 minutes away. Thank you again for the experience and allowing us to give feedback!	
FM.A.97	Really enjoyed this event. Everyone was friendly and helpful when needed.	
FM.A.98	Excellent family-friendly event. Kids had fun. Wife and I had fun. Everyone was friendly and lots of teamwork to help vehicles that got stuck.	
FM.A.98	The lunch was great the event organizers to the awesome job didn't deal with parking so I'm not sure how that went other than I heard it was good to me it seemed like everyone had a great time I took a couple dignitaries for rides I know they had a awesome time I was glad to be a part of it	
FM.A.99	I can't wait for this to open. The fact this is only a few miles away I will be utilizing it quite often	
FM.A.100	Snowing grounds had affect on all trails. I see them heading in the right direction and looking forward to doing a little more and trying more once ground warms up.	
FM.A.101	I think this park will be a success. I cant wait to see whats next!	
FM.A.102	Need signs at wash out area where the 2 role overs happen.	[C]
FM.A.103	We had a great time everyone was great! I brought my wife and kids and they had a lot of fun	
FM.A.104	Over all this was an excellent experience. There is so much potential for this area to be a great location for me, my family and friends to enjoy on a regular basis.	
	<b>FROZEN MINES EVENT – Question B</b>	
FM.B.1	I have been to one other park and the map that they had was very difficult to follow. A high quality map would really help in getting to the areas you want to go to and that your vehicle can handle.	[C]
FM.B.2	If you build it, we will come.	
FM.B.3	Need a picnic area, some concrete parking. Permanent bathrooms/concessions would be nice too. Printed maps, well labelled routes. A common use building for clubs/events. Soupy mess in place, need that concrete or gravel to "get out of it". Trails need bypasses.	[B] [C] [D] [E] [J]
FM.B.4	Keep up the good work. I know the people involved are highly knowledgeable about ORV areas around the country and I trust their judgement.	

CODE	COMMENT	TOPIC
FM.B.5	Posted some in the last box before seeing this one	
FM.B.6	Vehicle wash, bathrooms, air compressor, and picnic shelters would be awesome when this park opens. Also, signage is critical. Everything MUST be well-marked with signs. Also, some trails have no turnoff areas which makes oncoming traffic situations hazardous. Should some trails be assessed for 1-way traffic & signage?	[C] [D] [G] [J]
FM.B.7	Rock climbs on the steep faces (would also double as bank stabilization) Parallel mud drags for the mud guys layout the trails in a way you can safely, but closely watch the action. The instagram generation, and attendee's of events will like this In the open areas due to lack of tree's maybe some built in winch pylons. some tight and twisty trails (washout is a great example) tree'd would be nice, but the terrain/substrate may not be feasible for it.	[F] [H]
FM.B.8	I would keep parking where it was along Dixie highway. The DNR said that was the plan.	[E]
FM.B.9	Need a air station min.. love it over all. So excited!	[G]
FM.B.10	Would like to see a few more rock climbing gardens	[K]
FM.B.11	Haul road seemed to get a little busy and could be enlarged to handle traffic better.	[B]
FM.B.12	More designated trails for all experience/vehicle levels.	[A]
FM.B.13	Coming down that steep entrance might be a bit much for new or novice wheelers. I'm not sure if there is an alternate entrance but maybe having that option?	[A]
FM.B.14	Just needs more signs	[C]
FM.B.15	A kids play ground and maybe a puppy/ doggy play ground... sometimes these events stress kids/ pets out so they need a place to just let loose and get their feet on the ground before going again. maybe a place where pets can nap also... my pup was to excited to even lay down... but once she got home he was just snoozing away LOL	[E]
FM.B.16	I would like to see more and longer rock crawling challenges. Primarily of the high to extreme difficulty levels. Also, as time and funds allow, plant some vegetation on the open areas.	[H]
FM.B.17	-Name Markings for the obstacles -Directional markings for tight trails -A few more man-made obstacles -Air filling station for inflating tires	[C] [D] [G]
FM.B.18	entrance and exit should be easy. the challenges are up to the visitor on what they are up for. a lot of the people that come out will be in a 500 dollar beater with shitty breaks. the entrance trail was fun but not as a entrance. the exit trail worked find as i limped my shitly run engine to the parking lot	[L]
FM.B.19	Needs more rock sections.	[K]
FM.B.20	Please just listen to the off road community, no one knows off road better than the people who drive the vehicles, build them, etc. Having all different types of obstacles and terrain so that there is something for everyone is what you want. Frozen Mines offered a ton!! and with time and help and insight from US the offroad community this park will be AWESOME!!! Keep up the great work and myself and family and friends cant wait til its open, we would be visiting many times a year as we all live within 10-30mins from this location.	[A] [E] [F]
FM.B.21	I would like to see more rock crawl areas for all vehicle levels, not just extreme ones for buggys. Also some rocks in the Little Italy/Canyons area would be nice. Permanent winch anchor points at some of the more extreme features could be helpful. A few covered picnic shelters would be nice too.	[A] [F] [J]
FM.B.22	In the Canyons area it might be safer with some directional or one way signage.	[C] [D]
FM.B.23	Identify the tire trees with numbers or letters to help provide points of reference on the map.	[C]

CODE	COMMENT	TOPIC
FM.B.24	Create some one way areas, there were some sections where you couldn't see vehicles on the other side even with the flags.	[D]
FM.B.25	Need one way roads to ease congestion. I got a bit crowded at peak times. Shelter area for group events would be great. Get rid of the posts on the bunny hops. Signage of the areas to identify them. Indicate water depths. Rate obstacles on difficulty, any wheelbase recommendations.	[C] [D] [J] [M] [N]
FM.B.26	Get it open ASAP I want everyone to be able to explore a place close to home with as much versatility as there is available here.	
FM.B.27	More rocks and one way trails.	[D]
FM.B.28	Visibility is poor in a lot of places. Flags are definitely needed, tho' I dislike them. Due to the low visibility, perhaps some trails should be made one-way. I don't like suggesting that, but it might be needed. There were a couple of times when I thought about needing to winch myself. I didn't actually need to winch, but since there were no winch anchors, I would have needed another rig to use as an anchor point. Perhaps a Heavy Duty pole could be driven into the ground to provide such an anchor. All-in-all, you folks put on an excellent event. Well Done & Congratulations.	[F]
FM.B.29	Directional trails	[D]
FM.B.30	The parking situation for trucks and trailers other than that everything was very enjoyable!	[E]
FM.B.31	Picnic areas area great. Just a few tables and some shade would be ideal.	[E]
FM.B.32	I think it had been developed very well so far and with continued effort and work it will just continue to make an already great park in my eyes even better!	
FM.B.33	would love to see more trails developed but for a new park you have a great start	
FM.B.34	Nothing in particular, I was pleased with the obstacles as they were. It was nice to see that the park was not one big mud hole (like the Mounds). But it was available for those who do prefer mud.	
FM.B.35	Perhaps plant trees so that in 5-10 years there is more woods in the park. I'd personally volunteer to help do this if there were ever a coordinated effort.	[H]
FM.B.36	Keep up the good work.	
FM.B.37	Understanding that the park is still under development I thought it was better than I had expected. The biggest thing i would have asked for would be more/better directional markings. There were some trails that it wasn't clear what direction to go without seeing other traffic and i was concerned for some of them because the lack of visibility coming over a hill you might not see someone until too late. This never happened, but there were a couple of places I didn't go because of this concern. I am new to the ORV world, but my preference has mostly been toward trail rides. Obviously the prior use of this land didn't leave much for that, but this place is so close to home I see myself coming here as a place to hone my skills and to get to know my vehicle better.	[C] [D]
FM.B.38	Keep it moving forward.	
FM.B.39	Maybe a campground nearby for the outta towners.	[J]
FM.B.40	I know it's in the plan but more acreage	
FM.B.41	Need directional marketing. Maybe the label the areas better with signs.	[C] [D]
FM.B.42	Listen to what the people want!!	
FM.B.43	A large map of the area posted at the entrance would be nice.	[C]
FM.B.44	More trail routes.	[K]
FM.B.45	The meeting area was especially nice to gather and socialize.	[J]

CODE	COMMENT	TOPIC
FM.B.46	My co-pilot suggest a depth gauge for water holes . I just want warmer weather and I'll try em . I personally say it's fine just how it is . I travel with water and power washer and everything else I need to survive for a weekend of wheeling . Thank you very much to all involved. Been there for last 2 runs and hope I am at the next . Great time	[B]
FM.B.47	I've always been a fan of trails that have rocks and logs that you need to climb over, especially when they look natural and not man made. Or even a dry river bed that has ledges and natural obstacles, another words, no tires. Check out Rouch Off Road park in Sturgis Michigan ( <a href="http://www.rouchoff-road.com/">www.rouchoff-road.com/</a> ) They have some rocky areas that are nice and a rock hill climb that is fun, not to steep but not flat either. The rocky hill climb incorporates cement tubes which are fine for that but would be so much better if it didn't have the cement tubes but bigger rocks. Something that will be more challenging for those with bigger tires. Other than that maybe an area that bikes and quads aren't allowed, sick of having to always keep an eye out for them because they are flying around like unruly kids.	[I] [K]
FM.B.48	A good friend of mine rolled his jeep on a very misleading trail. Its a gravel pit due to the soft gravel the conditions will change daily! The trial you may have ran yesterday could be washed out and gone. I feel if someone would have scouted the gravel pit ahead of time and planted a few flags, my friends rig wouldn't be destroyed right now. I believe three Jeeps rolled on the same trail. The trail looked like you could have taking a stock rig through it. But half way up the hill was a 7-9 foot washout. One single flag in the middle of the trail could have prevented a-lot of unwanted damage. I feel like it just needs people to actually manage it. Drive around and scout the trails early each day, mark things that have changed. This is not natural terrain like other ORV parks which make it very unpredictable. Don't get me wrong I love the location. Also it offers Michigan Jeeper's something similar to Utah, very hardcore and challenging. It will defiantly bring lots of people from all over when it opens. But it needs to be managed right and taking seriously or people will get hurt. If you guys need any help testing or have any questions give me a call. [NAMES AND CONTACT INFORMATION REDACTED]	[B] [C]
FM.B.49	More trail routes (like Rocks and Valleys) would be nice, but I understand you can only do so much with the property available.	[K]
FM.B.50	Keeping all the different types of riders (ORV,SxS,Quad, Dirt bikes) satisfied will be the challenge. Maybe certain days or even certain areas for each type. Also time for club events or special park events would have to be figured in. Most importantly, SAFETY needs to be first on the list. If that means someone breaks the rules, that we all followed with no problem, they will be removed from the park. Park supplied recovery vehicle(s) would be a bonus. Also, consider day & seasonal passes for entry. Promotional giveaways & a store for recovery/Jeep items onsite would also profit. As you have witnessed over the past events, this park will be a wonderful addition to the area as long as rules are followed & enforced. Those that don't follow the rules & cause trouble, can feel free to find another park. Thank you once again for letting us have this great opportunity for a local ORV park in SE Michigan.	[E] [I] [J]
FM.B.51	Id rather see rocks rather than slabs of concrete for obstacles to crawl over, through or around. As an example would be like the Rubicon trails that are out West, two areas: Little Sluice and Big Sluice, Gullys and the like. These would be set as one-way trail heads with go-arounds depending on difficulty. This could be easily set up to go around the outside border of the park with other trails branching off the main trail leading to hill climbs, scramble areas, etc.	[B] [D]

CODE	COMMENT	TOPIC
FM.B.52	Vehicles need to be better inspected prior to entry - just having an ORV sticker should not guarantee entry. Recovery is a strong possibility in off-roading, and a vehicle without proper towing points should be banned, I.e. Saturn VUE, or raw / exposed bumper beams that were not engineered to be anchor points but for impact protection. If safety is truly important, spectators need to be protected. I witnessed several dangerous extractions - one in particular was a man standing less than two feet next to a steel winch cable, directly in front of the vehicle doing the extraction. If the cable broke or the shackle point gave way, he would have been cut in half and / or the driver possibly injured since he wasn't standing behind an open hood or door. Waivers will not protect the county against liability, properly trained staff / strong DNR presence is a necessity (no different than with hunting). I assume there will be an emergency number available for reporting accidents, roll overs, and other dangers (either with the trails or other drivers). That is one thing that was not provided for this event - that needs to be corrected for the next event. Don't rush the next event if the trails and support staff are not up to the highest standards. Asking your participants to "explore and make their own paths" is contrary to what the DNR promotes for off-roading and will cause erosion quicker.	[F]
FM.B.53	Please keep the huge hill coming into the park from the parking lot - a great way to start.	[L]
FM.B.54	Proper signage is a must	[C]
FM.B.55	I am an Electrician at FCA, has anybody contacted our CEO Mike Manley about funding or sponsoring the park? We proudly make Jeeps, RAM truck's plus we are headquartered in Oakland County, just down I 75 in Auburn Hills. Thanks [NAMES AND CONTACT INFORMATION REDACTED]	
FM.B.56	Need a name...otherwise I will keep calling it "The Mines" just to piss off [NAMES AND CONTACT INFORMATION REDACTED] :) Need to get whatever that name is up on the sign area built by the previous owner on Dixie Hwy @ Shields Rd; it looks naked	[C]
FM.B.57	I love would to see more stuff for quads and dirt bikes and maybe a drag strip	[I] [K]
FM.B.58	I hear there are lots of plans for this park. I just want to get the ORV part open and then you can start to add other features. Thank you	
FM.B.59	I'd like to see more technical trails for stock full-size ORVs. The features for modified full-size ORVs were awesome.	[A] [K]
FM.B.60	Rough day to judge with snow, ice and all. But that too just made it interesting.	
FM.B.61	Get rid of the posts in the long stretch of up and down hills. They make egress and recovery a pain, as well as a safety hazard if someone flopped into them .	[D] [N]
FM.B.62	More parking	[E]
FM.B.63	More air at local gas station. We have onboard air and let many people use it. A place to wash keeps	[G]
FM.B.64	We live in the 48439 area code which is not Oakland county but the closest neighbor to it. We are planning on spending lots of time at The Mines and hope there is a yearly or lifetime pass option that doesn't penalize living outside of Oakland County. That is one thing that we feel limits The Mounds revenue potential for none Genesee county residents. Marking of trails by difficulty and danger clearly will be important as well to keep the safety level high. I would also encourage The Park to have multiple opportunities to use the area as it is being developed. At least once a month possibly more over the spring and summer months. Great job thus far. Very excited to frequent The Mines	[C]

CODE	COMMENT	TOPIC
FM.B.65	Good signage is always something missing at an ORV park, tied in with a good map. More/different obstacles/challenges	[C]
FM.B.66	There should be more mogul and tight trails. Also there should be more up to date information on what the progress is on when this place will be open. Lastly, this survey would have been good if it was open during the event. It is very hard to recall which obstacle/trail was which. If this was available during the trail ride, people would have gone and tried out a couple things and parked to the side to make notes: 1) You might want to have a alternate access than Skyline Dr for lesser experienced drivers. 2) Outhouses in a couple location opposite ends of the park.	[J] [K] [L]
FM.B.67	Open it!	
FM.B.68	Nope you guys are doing a fantastic job!! Armstead Automotive would like to be noticed out there as a local business so ask for support so we can help out also.	
FM.B.69	It's coming along really well. Lots of cool obstacles to play on (could use more). I'm sure when the rest of the property opens up, there will be so much more. It's kind of hard to get that "trail" feel at a mining property, but if you could incorporate more of that, it would be great. You're going to be compared to other offroad parks in the region that have wooded trail areas, and from what I've seen, there's not a whole lot of opportunity for that. I don't personally look for a kids area or camping area when I'm choosing an offroad park to go to. However, I think that could bring in more people. One thing that I think every park should have is a great area for airing back up, onsite. Something substantial with a large compressor/tank and many hoses (maybe 10). A plus would be to have a high pressure wash station, but I don't think it's necessary. That's about all I have for input/feedback. Thanks for taking the time to listen to everyone's feedback. I'm really hoping that this park is a huge success.	[G] [H] [O]
FM.B.70	Better marking of trails and obstacles, one way only all obstacles, more intermediate obstacles, restrict the number of vehicle until more of the area is developed. 100 acres is insufficient for 200 vehicles let alone 300..	[C] [D] [M]
FM.B.71	You need a speed limit. Some of the side by sides go too fast.	[I]
FM.B.72	Fire pit and picnic table, I love that idea. And a few different meet up area.	[E]
FM.B.73	The only negative for me was the parking situation, on-site parking would be great, but I'm assuming the current way is a temporary thing and really not a big deal. Just had a hard time figuring out what lot to park in. And even though I was street legal, my Jeep had a last minute alignment issue so street driving wasn't a great idea, but that's my problem for not having it ready.	[E]
FM.B.74	Would like to see more obstacle courses in the future	[K]
FM.B.75	A parking lot	[E]
FM.B.76	A parking lot	[E]
FM.B.77	Entrance road seemed a like it could have been a little extreme for someone with little experience. Trails and route will develop over time, the park just needs to be driven on.	[L]
FM.B.78	Some of the trails are too narrow for bi-directional use. Could be made uni directional or have bypass spots that allow 2 cars to pass by. Also have some pull-outs along the trails for quick repairs/tire changes	[D] [G]
FM.B.79	One ways to prevent head on collision .	[D]
FM.B.80	Not at this time	
FM.B.81	No	
FM.B.82	Good drainage, no mosquitoes	
FM.B.83	Better signage for the trails and paths.	[C]

CODE	COMMENT	TOPIC
FM.B.84	Lots of clear signage with level of difficulty and boundaries clearly marked. Although we had no problem with the jumps near 75 others would have benefited from an egress option to exit.	[C]
FM.B.85	An area with an air compressor or two would be nice.	[G]
FM.B.86	“Blind” trails like the canyon needs to be directional as it is impossible to turn around and some newbies can’t backup worth a dam.	[A] [D]
FM.B.87	Directional signs and trail rating/level	[C] [D]
FM.B.88	Directional paths in the hilly areas to avoid head on collisions	[D]
FM.B.89	A few more “Kodak” spots. The tires were cool though.	
FM.B.90	My group is personally not a huge fan of water obstacles or deep mud. I think focusing on the trails, hills, and rock crawl areas is what I would like to see most.	
FM.B.91	Hope they eventually build a bathroom facility. Maybe with vending or concessions. Have some onsite air compressor stations.	[G] [J]
FM.B.92	More rock crawls and a race track.	[K]
FM.B.93	Trails to be directionally marked as there were times when you would meet someone head on and need to find a area were you could pull off so the other person could continue on the trail.	[C] [D]
FM.B.94	It would be nice to see trees and trails in the woods. Nice job so far.	[H]
FM.B.95	A couple areas that seemed to be choke points to 2-way traffic. There was a volunteer helping to warn of oncoming traffic before entering the area of the trail challenge. All in all a great time and can't wait to see 2nd half of the park open up.	[D]
FM.B.96	I liked everything would enjoy more room and more obstacle but over all loved it and would come back	[K]
FM.B.97	Nope	
FM.B.98	Maybe more wooded trail runs.	[H]
FM.B.99	This area is off to a great start. I Would like to see a few unidirectional areas, and a little more for the utv crowd.	[D] [I]
FM.B.100	Even with trailer parking at a remote location this is a great park and going to be my favorite in the area when open!	[E]
FM.B.101	Understandably it is still under construction; but some one-way directional signs on some of the more narrow or blind trails would be nice. Possibly a more "beginner friendly" trail entry into the park would be a good thing. I would be extremely happy with just the ORV park; but if you are looking for added attraction ideas: A blocked off picnic/socialization area could be nice. If you wanted to get crazy, maybe even a little beach/picnic area. I would say a old fashioned quarry type "swimming hole"; but then adding a lifeguard and safety issues could get complicated.	[C] [D] [J] [L]
FM.B.102	Larger/clearer signs of names of areas. One way signs so no one gets bottle necked.	[C] [D]
FM.B.103	On some of the trails that will only fit one ORV, there needs to be one way signs to prevent people from having to try and back up.	[C] [D]
FM.B.104	Trails will need to be well-marked and ideally identified by level of difficulty. One-way trails in a few spots would have helped. Once open I hope the park doesn’t become too expensive to get in. This park was already nicer than Bundy Hill and would be a great attraction for the area If it doesn’t get cost-prohibitive to use. I would make the 2 hour trip from Ohio gladly to play here.	[C] [D]
FM.B.105	The park is heading in the right direction.. it’s definitely not something that should be rushed and by the looks of it it hasn't been.. we need more boundary signs we need steep drop off ledge signs... it's forever going to be a changing park because of erosion which is great and water runoff.	[C]

CODE	COMMENT	TOPIC
FM.B.106	Adding a few more intermediate rock crawlers. also trails that are combination off crawls and tight turns with some ravine navigation.	[K]
FM.B.107	More ways to enter the park, a power washer station, an air station to refill your tires if needed	[G]
FM.B.108	Love what has been done so far...just more boulders in rock gardens. :)	[K]
FM.B.109	Multiple airing stations. Better method of marking trails. One Way Trails, well marked. A power washing stations keeps your dirt and rock in your hole... Difficulty of trails and outs for rigs that decide thats a bad idea when possible.	[C] [D] [G]
FM.B.110	Please open this park full time.	
FM.B.111	I would like to see directional traffic in some of the tight areas. It would be cool if there was somewhere to air up and wash your vehicle off also. Doesn't have to be free I'm sure people would gladly pay for a car wash area. It would help if the rock area had rocks that were more in place and didn't move as much. Maybe cemented together or something. Also I like more trails routes better marked for the future with difficulty ratings	[B] [C] [D] [G]
FM.B.112	If you open it they will come.	
<b>BENT WHEELS EVENT – Question A</b>		
BW.A.1	Maintaining MX tracks can be expensive. User fees will have to reflect this. I'd recommend seeking outside sponsors to maintain tracks to keep fees lower. Most riders don't moto but trail ride.	
BW.A.2	This was the most fun I've had on my bike with an hour from home, hands down. I really loved the use of natural elevation on the large "GP track" that went around the perimeter of the facility. That was by far my favorite feature. Everyone who was there was courteous and responsible.	
BW.A.3	I don't have a map. And wasn't really aware of areas being named. I like the entire course	[C]
BW.A.4	The endure track was fun but I wish there was more single track and play areas for dirt bikes. Like log sections and rocks to play and practice on.	[K]
BW.A.5	During the event on May 11th I rode the Sand MX and Hare Scramble tracks. Both were great! The MX track could still use some work, but for the 1st attempt it was much more than expected. The hare scramble track was perfect, tough hills, some tight and fast areas, a nice mix of everything!	
BW.A.6	I have no interest in this park, not my type of riding. I ride singletrack motorcycle trails. I think this place will turn into an off-roader (jeeps side-by-side quad) park.	[I]
BW.A.7	Great job!	
BW.A.8	Awesome event. Liked the tracks and overall riding experience	
BW.A.9	I really enjoyed only riding with motorcycles at this event. The presence of other vehicles on this type of terrain negatively effects the riding conditions.	[I]
BW.A.10	I really enjoyed having a bike only day to bring people mind at ease about getting hit by larger vehicles. I know it hold be very hard to do but I believe having designated days or areas in which larger vehicles cannot fit could be very helpful.	[I]
BW.A.11	I know the park won't end up in this exact configuration. But I really hope it does or atleast stays close. This configuration is perfect for motorcycles	[I]
BW.A.12	It was awesome being able to have motorcycle specific trails and a track to train and have fun.	[I]
BW.A.13	I very much appreciated being part of the test day. This is a great park and I look forward to riding here a lot in the future. Thank you to all the selfless people that worked and organized this event. Thanks to the county also for developing this park.	

CODE	COMMENT	TOPIC
BW.A.14	I dont know the names of all the trails and couldnt match from memory to the pdf. I did like the long flow of the hare scramble. I would like to see a motorcycle trials section developed. I think there is tons of potential and thought the organizers and layout was impressive as a dry run.	[C] [K]
BW.A.15	Make this happen, that track was awesome,, both tracks I should say. I ride both, every break I took I hit the other track then back to other again and again.	
BW.A.16	Due to working the event I didn't get to ride until about 1:00 and by that time the main trail was in bad shape. I ended up crashing on one of the big down hills behind the sand track due to a big rut or lip that formed halfway down the hill and the bike flipped on top of me.	[B]
BW.A.17	Motocross tracks needed to be a little longer and will have to be groomed periodically.	[B]
BW.A.18	I had a incident happen when I was ridding over a blind hill (on my dirt bike) and when I crested over the top there was a jeep coming at me in the opposite direction ! I'm not sure if they where even supposed to be on the course when we were out there ? But I was going slow and almost couldn't stop ,if I had been going faster I would have hit the jeep for sure . In my opinion the orv park should be clearly marked a one way only direction ,or there is going to be something bad happen out there .i really loved the day I had out there and really hope the park becomes a success .	[D] [I]
BW.A.19	Please don't change the layout much, it was awesome! I only desire the trails and areas just simply be finished and groomed out a little more but that will happen anyways. I hope to attend the next private event and I'll be there opening day when it is finalized.	
BW.A.20	a wider road in / out so vehicles can pass. Love the fact that there was one way trail. Need better signage on the main road (I came in the wrong way)	[C] [L]
BW.A.21	Awsome time great people please open and expand	
BW.A.22	I thought that the ride day was resounding success. I also received feedback from [NAMES AND CONTACT INFORMATION REDACTED], both guests were very positive about the area and our running if the event. Both men were critical of the severity of the terrain, It being too technical for beginning riders. Also the danger of running bikes and 4-wheeled vehicles, "4wd, quads and side by sides on the same day as bikes! Over all both men were very positive about the facility.	[A] [I]
BW.A.23	Great time for everyone- This is close to my home so I love the easy access.	
BW.A.24	it was a great first ride, looking forward to many others, just hoping that bikes and jeeps can share the area without getting in each other's way. Bikers don't like SxS, Jeeps and 4x4's coming at that - each need their own area or time slice. But i am sure that will be figured out! Great job everyone, thank you so much for your time and effort that you all put into this event and building the track.	[I]
BW.A.25	I had very good time at the park cant wait for it to open! Also having a club involvement was a bonus to help with development.	
BW.A.26	Don't have the map in print or pdf form so I had to answer "I don't know"	[C]
BW.A.27	I had a great time at the ride day. I was pleased with the quality and the number of different types of riding areas. I live less than 20 minutes away and look forward to the park's opening next year.	
BW.A.28	I live in Holly only about 10 minutes from the park, so am thrilled to know it's coming, and more-so thrilled and thankful I was able to join in on this event. The Hare Scrambles track was absolutely fantastic and I thoroughly enjoyed the amount of elevation changes on it and through-out the park. The jumps on the HS and both	

CODE	COMMENT	TOPIC
	moto tracks were both challenging and also made with safety in mind. I'm originally from NE Ohio and learned to ride in Ohio, and Pennsylvania and SO miss hills. Michigan's sand dunes aren't for me and other than those there just aren't many hills I'm aware of in our great state of Michigan. That said this park offers an off-road experience not available to those residing in our state let alone northern Illinois, Indiana, Ohio, nor our neighbors in Canada.	
BW.A.29	I think the Bent Wheels put on a great event and hope they can put on another event, in the near future.	
BW.A.30	I was unable to ride that day due to a surgery the day before which explains all the "I don't know" answers. Just took my kid and a buddy of his. Our day was cut short due a crash. The place looks amazing though and I can't wait to ride there.	
BW.A.31	The long motocross track along the perimeter of the park was excellent!	
BW.A.32	would like to see more trails.	[K]
BW.A.33	I am thrilled that this park is going to be available. I was pleasantly surprised with the layout and I think it has a great chance of success.	
	<b>BENT WHEELS EVENT – Question B</b>	
BW.B.1	While I really enjoyed this experience I would love to see a greater focus on single track motorcycle trails. Given the elevation changes that exist on the property it could make for some of the most interesting single track in the lower peninsula.	[D] [I]
BW.B.2	Please keep the motocross tracks ONE WAY and please keep the Jeeps and 4 wheeled vehicles off the motocross tracks and motocross hill climbs.	[D] [I]
BW.B.3	Worried about how these tracks and trails can be maintained against erosion. Seems without constant maintenance the tracks will erode quickly.	[B]
BW.B.4	Would be nice to have some dirt bike only singletracks but there is little woods, not sure what can be done.	[H]
BW.B.5	Notice there was some big cable in trail. Could use trail maintenance	[B]
BW.B.6	Just adding water :)	
BW.B.7	Multi-use vehicle traffic Is something that will need to be managed effectively to make this park a success. I feel having some General mixed use areas are OK But will need to have Single use sections Designated Where appropriate.	[I]
BW.B.8	Have a little more consistency in throughout the courses. Some jumps/obstacles you could approach very fast and others you needed to approach slowly. Without memorization of the layout it was difficult to anticipate the skill required for each upcoming obstacle.	[C]
BW.B.9	Keeping this sectioned off so it does not turn into the mounds where everything has turned into a Jeep/ truck park.	[I]
BW.B.10	Keep the 4 wheel drive area away from the bikes	[I]
BW.B.11	More motorcycle only trails!!	[I]
BW.B.12	I would suggest alternating track direction per day. perhaps even calendar days=clockwise track direction, odd calendar days=CCW track direction. This is like getting 2 tracks for the price of 1. I am a dirtbike rider, I would suggest keeping trucks and jeeps away from the dirtbike tracks for safety sake or at least separate times for each.	[D] [I]
BW.B.13	see above..further. I dont think mixing motorcycle and side by side, or four wheeler is a good idea. I wont go if they do. I dont mind if two wheel and four wheel are on different days.	[I]
BW.B.14	Bikes cant mix with jeeps and Razors. One way directions of travel,, exactly the way it was set up. It was a magical day for a racer.	[I]
BW.B.15	Better track / trail maintenance. Parking and road improvements. Restrooms etc.	[B] [E] [J]

CODE	COMMENT	TOPIC
BW.B.16	I know there is extensive plans for the park, but for me the sooner it's open the better. There are a ton of people in this area chomping at the bit awaiting the opening of this park.	
BW.B.17	Allow one type of ORV on a course at a time. Time slots could be posted and courses rotated to where everyone could use at least some areas while others were allowed access to other areas	[I]
BW.B.18	Must have area designated for only certain types of vehicles. Keeps and side by sides can not be on an enduro trail. Must have monitors to ensure people are safe. Ambulance on site would be good also.	[I]
BW.B.19	I had a incident happen when I was ridding over a blind hill (on my dirt bike) and when I crested over the top there was a jeep coming at me in the opposite direction ! I'm not sure if they where even supposed to be on the course when we were out there ? But I was going slow and almost couldn't stop ,if I had been going faster I would have hit the jeep for sure . In my opinion the orv park should be clearly marked a one way only direction ,or there is going to be something bad happen out there .i really loved the day I had out there and really hope the park becomes a success .	[I]
BW.B.20	Just finish what you started, little grooming and cutti g here, a little reshaping there and you guys have a top notch place.	[B]
BW.B.21	Orv specific trails, 50 inch or less dirtbike only trails	[I]
BW.B.22	Complete it soon please. Keep different types of vehicles separated to avoid accidents.	[I]
BW.B.23	A bypass of the sandy sections of the main outside loop would be great for kids/beginners as many new and young riders get discouraged by sand. A sand training area might be a good idea, a few lanes that progressively get more difficult - maybe a more defined skills learning area. The kids tracks needs more lines, easy to more challenging. More line choices (tables) through all the jump areas so pros and do the doubles and triples and newer riders can slowly learn to get some air without landing on the face of another jump. Higher banks in the tight turns so we can rail them we some more speed.	[A] [K]
BW.B.24	Add more single track, enduro trails/ routes. Improve the trail signage , i.e. turns , drop offs, and skill level. And widen access road to accommodate two way traffic better for bigger trucks and trailers.a concessions / store would be awsome. Picnic areas and pavilions would be nice too. Definitely a mechanics area with air/water / tools available because things happen when your off roading.	[C] [G] [J] [L]
BW.B.25	I thought the children's riding area, "The Washout" as I believe it is called, could be improved. It was essentially a flat oval, which isn't challenging enough for even beginner junior riders. The addition of some small hills, jumps, and turns would be welcomed.	[B] [K]
BW.B.26	When I was a kid my family was riding at a place in PA called Mott's Farm which offered dirt-bike, quad, and buggies and jeeps all together. The last time we visited I was following my dad and riding with other friends and came around a turn without realizing a jeep that was coming the opposite way heard us coming and came to a stop. Unfortunately I rounded a turn and had no way of stopping so hit it square on the front bumper, and the only thing that kept me from going over the bars was my helmeted head hitting it's hood... i dropped back down onto my bike and the guy behind me just missed me, but caught his leg in the jeep's front wheel well and broke his leg in 3 places. I ended up with a minor concussion and bent front forks. I said all of that to say please figure out a way to separate bikes from	[I]

CODE	COMMENT	TOPIC
	jeeps and side-by-sides... whether it's an 'every other day ride' kind of thing or by some other means please don't allow mixed traffic. I don't know if the park is large enough as of now to have such high quality riding experiences with mixed traffic on the same day. Many thanks, and being a local feel free to reach out to me if help is needed in and around the park. [NAMES AND CONTACT INFORMATION REDACTED]	
BW.B.27	The tight single track was my favorite, I would like to see more motorcycle only trails similar to the ones currently there.	[I]
BW.B.28	Just keep dirt bikes in one direction and separate from the other ORVs. Mixed vehicles is the number one reason why I quit going to The Mounds. And I used to go there a lot and it's also quite a bit closer to home. I'll never go there again though. Dirt bikes and Jeeps don't mix.	[D] [I]
BW.B.29	Designated parking, concessions, motocross races.	[E] [J] [K]
BW.B.30	Please make all trails and tracks flow in one direction. Have days for jeeps and side by sides and days for quads and motorcycles. Would like to see something like even days for jeeps/sxs and odd days for quads and bikes. Don't want to see this turn into the mounds, which is dangers and I avoid riding there. I have hopes this will be a places that I will go to often.	[D] [I]

## Stakeholder Advisory Team Meetings

May 16, 2019 – Groveland Fire Hall

Attended by:

<p>HERSE SIGN IN 5/16/19</p> <p>Since 1950</p> <p><b>MONTGOMERY &amp; SONS, INC.</b></p> <p>Since 1950</p> <p>FIRE &amp; RESTORATION CONTRACTORS</p> <p>24 Hour Emergency Service</p> <p>235 BROWN ROAD - ORION, MICHIGAN 48353</p> <p>Phone (248) 391-4400 / After Hours (248) 391-9295 / Fax (248) 381-3970</p>	
Phil Neighbors	Jon Noyes
DJ Coffey	John Jacobs
Sgt. JASON BECKER	Melissa House
ED JACOB GRIFIN	Danny Jolliffe
Jon Moore	Chris Kevin Mason
Jim KITSON	Mike Dinnelton
TOM ZIELINSKI	
JESSICA Holley	
Pamc Hattie	
BASIL KHAJA	
Zachary Zank	
Mark Zumbach	
AARON BAMBACH	
BRIAN AHERNE	
Bob DelAlma	
Jason Fleming	
<p>email: montgomerysons@ameritech.net • website: montgomeryandsons.com</p>	

### Frozen Mines Overview

Jim Kitson gave an overview of the Frozen Mines event. Law enforcement attended and Jim and his team were able to meet with them and drive them around the site. There was some good discussion and good questions. Parking and staking went well.

There was some concern about people leaving the site with muddy tires and stopping to kick mud off their tires in business parking lots – need to make sure we let people know not to do this. It was suggested that paving the small section of Shield’s Road from the park entrance out to Dixie Highway might help with that road freezing in the winter months (water sheet drains and creates black ice – there were some slick spots the morning of the event).

It was noted that we need to have a plan for people new to the sport. Even with signs, waivers, and e-mails describing the site and how to use it, inexperienced drivers will still have incidents. Possibly create some “park etiquette” that can be shared with drivers, either as part of the waiver, on signs, online, etc.

### **Bent Wheels Overview**

- 213 riders
- 325 participants
- 165-175 vehicles and lots of trailers

There were no injuries at the site that day.

Hal suggested that the site could have used a brief “intermission” to get on a dozer and hit the tracks to smooth out some areas, as by the end of the day some areas needed a lot of work. Hal also mentioned the potential for topsoil from RCOC for future projects/earthwork.

Parents liked having a kids’ track – consider a small kids track at the site, fenced in, for kids or beginners. There were a lot of kids on trials bikes at the event.

There was a potential sound issue at Little Italy. The group discussed the option of slowing down the track in certain points or creating a berm to block sound. We did receive one call about the sound – not an official noise complaint. The owner of the apartment building in front of Mt. Holly indicated that his tenants called him about being able to hear the motorcycles in the park. The owner did not seem overly concerned but this is something to keep in mind.

The DNR Conservation Officers reminded the group that there is currently no vehicular access at the site without prior permission from DNR (Shawn Speaker). COs will write tickets if they see unauthorized vehicles on the property, which carry a fine up to \$500 and up to 90 days in jail.

There was some discussion about OEM use of the site in the future, and the need for gates and privacy. OCPR and DNR staff indicated that gates would be going in at the Shield’s Road access points in the near future. The DNR was also going to post some “No Hunting” signs as people have been hunting (coyote/deer?) in the park.

### **Mixed Use Event**

It has been discussed to try to hold a mixed-use event sometime this summer, where full size, side by side, quads and bikes could all be using the site at the same time. It was suggested that another track like the sand track be added in the washouts for full-size vehicles. There was also some conversation about locations – and how to water the tracks for dust control.

The group also discussed track access and the possibility of utilizing sliding gates to restrict vehicle access by size during different days or parts of the day.

For a mixed-use event it was discussed that we could modify one of the existing tracks to accommodate all vehicle types, and possibly utilize a sliding gate (or a posted staff person) to regulate type of vehicles using it at different times. This could be done in 30-45-minute blocks. The group discussed event size – possibly up to 50 of each type of vehicle for 200 vehicles.

June 5, 2019 – Groveland Fire Hall

Attended by:

6/5 ORV meeting	
DS Coffey	O CPR
MENSSA PROUSE	O CPR
Kevin Mason	GTFD
Zoë DePalma	GROVELAND TWP
Jon Noyes	O CPR
RON MEREDITH	FORD
Hal Neighbors	Stante
Chad Gilbert	Chad
TOM ZIELINSKI	
Matt Zurbuch	
BASIL KUSA	
AARON BAMBACH	
Jacob Maganck	
Jon Wood	
Dana Waxler	
Kourtney Determan	
Alex Determan	

**General Updates**

We had initially staked the property lines for after the land swap with Mt. Holly was completed. The land swap is currently on-hold, so we will have ROWE out to re-stake the existing property boundary.

Groveland Fire indicated that they have a 4WD ambulance that will be able to access the site. There were some questions about maintenance standards for trails or wooded areas – where trees need to be trimmed for the ambulance to be able to get through. Chief Mason indicated that they are used to having to carry someone back to the ambulance from out in a park or an inaccessible area, and that ambulance access to every area of the site was not required.

Vehicle recovery was also discussed – this is not something that OCPR/DNR want to manage. We will not contract with a tow company to pull vehicles out. It was noted that the vast majority of stuck vehicles will be pulled out by another park user and that tow truck recovery was not likely to be needed unless a vehicle was wrecked and not drivable.

The group went over the revised site concept taking into account the new/current boundary lines and accommodating all users. We asked the group to do some homework in the way of continuing to evaluate the site design and let us know what you'd like to see based on the current concept. What's good and what's bad and what other suggestions/ideas do you have? Jon will send out PDF documents to the group to use. The group was asked to please not share the documents or post them online.

**Days of Operation**

OCPR has been considering hours of operation and potential “maintenance days” where the park would not be open. Initial thoughts were Monday and Tuesday, which could be days for maintenance work or possibly days for private rental of the site.

It was indicated that for OEM’s to use the site they would need the park to be closed to the public while they were using it. The group agreed that if the park was going to be closed any days it should be consistent every week. Possibly consider 10-10 on weekdays instead of 9-9, since it’s light out later. It was also noted that the hours can/will change as the park gets more developed.

### **Fees**

It was suggested to start with a higher fee and be able to reduce it if it’s too much. The group thought \$15/vehicle was too low. The group also thought a season pass was critical, especially for people closer by who may come more regularly and/or help valve-off peak days by coming at more non-peak times. It was noted that a season pass to Mt. Holly is around \$500. It was suggested to have a one-price annual pass fee, no matter what time of year you buy it.

There was discussion about if the season pass would be tied to a person, or to a vehicle. It was suggested per person because people have multiple vehicles. Pricing for kids was highly recommended.

The group discussed the possibility of lighting the park at night for night rides. After some discussion the consensus was that a few times a year as a special event would be an attraction, but to stay open late every night in the peak season would likely not provide the return on investment. Four wheelers and jeeps like to get out in the fall more in the evenings and shoulder seasons, but motorcycles generally do not. There may be a market for a few weekend/night rides in the fall that would bring additional campers to Groveland and Holly as well. It was also suggested to be open not just on “holidays” in the off-season but to be open in line with the school schedule – be open during Thanksgiving and Christmas breaks.

The site will self-regulate in terms of busy/crazy days. It was suggested to maybe keep a ticker in the sales office so people could see how many people had bought passes so far that day to get a feel for the experience that day.

For flags, 4-wheel vehicles are all fine with using flags. They are more cumbersome for bikes, but still feasible. The thought is to require for all or none, and all would be safer, especially with mixed use and different speeds on the site. The group did agree that on a closed course or track for motorcycles that a flag would not be needed, but that it should be required of all vehicles in mixed-use areas.

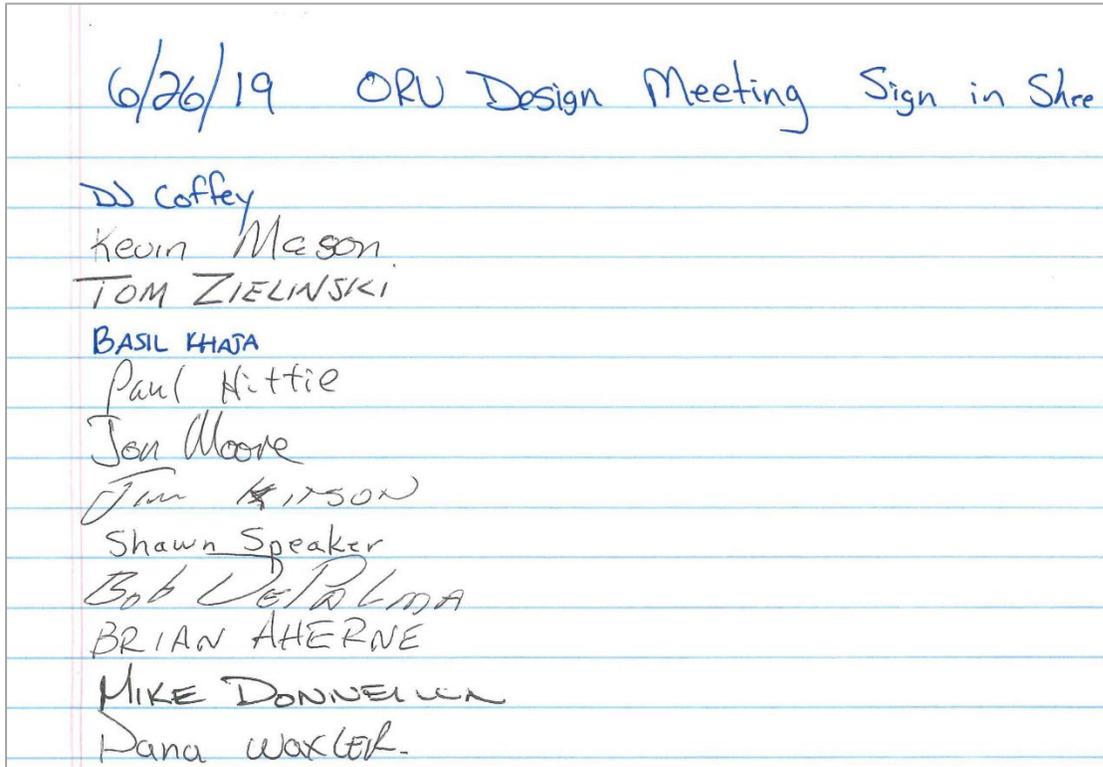
We will send out draft park rules to the group to consider for our next meeting.

Logistics – there was some discussion about how people who have paid are flagged – on their person or on their vehicle. Wrist bands can also be used on vehicles. This led to some discussion about a possible family pass? The group discussed maybe a \$20 per person entry fee (with a child rate) and then a family pass rate.

Jon indicated that the next meeting would be on July 17th with Cam. More information to come.

June 26, 2019 – Groveland Township Hall

Attended by:



- Park Name – Holly Oaks ORV Park;
  - All attendees agreed to move forward with the name as determined by park leadership.
- Primary purpose of the meeting was to review operations and park rules
  - Vehicle Flags
    - Create no flag riding areas within the park, especially on closed single entry courses, i.e. motorcycle tracks.
    - With or without vehicle flags are a non-issue with full-size vehicles.
    - Vehicle flags are more of an issue with motorcycles and ATVs.
    - Consider no vehicle flag at the beginning of park operations.
    - Vehicle Flags are an issue in vegetative areas, i.e. trees and low branches.
    - Consider removing obstacles that require vehicle flags to eliminate the need for the flags, i.e. clear lines of sight.
    - One-way trails would not require vehicle flags.
    - Consider trail intersection guidelines/design to prevent the necessity to use Vehicle Flags.
    - Vertical Climbs and Drops have the right-of-way.
  - Park Waivers
    - Model waivers similarly as a ski-resort lift ticket.
    - Include waivers as part of the individual payment receipt.
    - Do not have every individual sign waiver's upon entry.
    - Do not keep individual waivers in an annual file.
  - Review of Dixie Gully Run Rule and Regulations;
    - Noise
      - Train park staff for what to look for noise and randomly test as necessary.
      - 94 decibels

- Post and Publish noise decibel ranges
    - A rule for ‘No revving an engine in the parking lot’ would not be followed.
      - Post a volunteer/staff to patrol parking lot for the first year.
  - Passengers
    - Allow passengers as required by Manufacturers design recommendation.
  - Spark Arresters
    - Do not have a rule requiring ‘Reverse Flow Mufflers’
    - Is a rule to require a spark arrester really needed in a park that is void or vegetation/fuel?
  - Batteries
    - Must be secured, however avoid telling the user how to secure the battery.
  - Allow for scramble areas and properly sign area where blazing trails is against the rules.
  - Post and follow speed limits where needed.
  - Driver License required is an issue, because;
    - Individuals can be younger than 16 years old
    - Does not promote youth riding
    - Individuals under 18 cannot sign waivers by law.
  - Post Signage for ‘No Wheelies in Parking Lot’ and patrol.
  - Side x Side usage;
    - Why do you need a driver’s license for off-road usage?
  - Require use of lights after dark.
    - Consider nighttime operations or special events.
  - ATV/Motorcycle
    - Consider changing the ‘2-up’ verbiage in rules.
  - Cannot prohibit the use of 3-wheeled vehicles.
  - Remove recreational passport requirement for truck, jeep, dune buggy.
  - Consider no dress code, i.e. closed toed shoe requirement.
  - Remove vehicle title requirement
    - Custom ORV vehicles do not have a vehicle title
- Entry Fees
    - Consider entry fee per individual, not by vehicle.
    - Keep the entry fee simple!
      - Adult & Kids Rate
    - Consider a driver and passenger rates (\$20/\$10 respectively)
  - Consider a single flat fee.
  - Consider un-regulating the number of ORV vehicles in the park and allow self-regulation.
  - Season Pass is a must.
  - Having experienced the current property area, most attendees agreed the park offers a 4-6-hour ORV experience and would recommend to avoid a variable start time.
  - Most attendees agreed that entry fees must be kept simple and be based on the individual not the vehicle.
- Hours of Operation
    - Current budget assumes winter operations are for events only.
      - Attendees advised against this and preferred a 365-day operation
    - Based on this preference and utilizing the initial operating budget, DJ presented an operation plan that included park operations on weekends only during the winter months.
      - Attendees agreed that this was a much better option.
    - Consideration must be given to allow Corporate Days, which happen when manufacturers schedule private use of the park for concept vehicles.

- Due to trademark patents these days are random and only scheduled one week in advance.
- Consider allowing these days to happen on the closed day of the week, with park authority to approve.
  - Consider night riding events, i.e. 'Friday Night Lights' for all users.
- Multi-user Type Event
  - Discussed and selected **October 12, 2019** to host event with insurance provided by Tom Z's club for any vehicle that is straddled and Jim K's club for any vehicle that a seatbelt is required.
  - This was the earliest date and time that didn't conflict with other scheduled events.
  - Although this date was selected, it was noted that from a planning & design perspective it would be better if the event was in late August or September.

August 7, 2019 – Groveland Township Hall

Attended by:

**SIGN-IN SHEET**

Date: 8/7/19 Event: ORV STAKEHOLDER MTG

Name (PLEASE PRINT)	Agency	Address	E-mail Address
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Shawn Speaker	DNR / PRD		speakers@michigan.gov
TOM ZIELINSKI	Z PERFORMANCE		ZPERFORMANCECONCEPTS@GMAIL.COM
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DS Coffey	OCPR		
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BASIL KHADA	MIDWEST OFFROAD EXPEDITIONS		basil@catchmeoffroad.com
Ryan Hartz			RHartz@SpringsFeed-Twp.us
Matt Zurbach	Z Performance		matt.zurbach@gmail.com
BRIAN AHERNE	MOTA		baherne@netzel.com
Jon Moore	Moto		Jonmoore91@gmail.com

Public engagement report from Donna

- Appendix A in the ORV Park Plan; hard copies passed out; shared via email
- Reviewed key findings sections at beginning of document, which coordinate well with the design concepts coming out of this group

- Encouraged everyone to read through the comments in detail and make sure we don't miss reviewing the many individual suggestions or concerns
- Discussed varying the survey for FourFest; eliminate questions about rating individual features; look at the past surveys to see if we need more information about specific topics; Donna will send previous surveys out to group and request comment

*Report from Tom on preparations for FourFest*

- 650 ton of asphalt milling has been brought in. They are working to distribute throughout the Ledge to firm it up. Vendors will be set up there.
- Working on new rock obstacle suitable for stock jeeps, including supplier demonstrations and corporate clients.
- Working on signage. The Holly Oaks ORV Park sign we installed for the media day was temporary through a temporary permit with Groveland Township. Tom will work with Bob on a temporary permit for this event.
- Social media campaign will launch this week.
- Meeting with Ren Festival next week to discuss cooperation with traffic management and at a minimum ensure we are fully aware of each other's events.
- Will have all the trails groomed and ready for the event.
- 3x5 promotional cards have been printed and will be available for everyone to distribute.

*Report from DJ on operation plan development*

- Park rules have been drafted that combine comments from this group with the Dixie Gully Run rules. Met with Sgt. Becker (DNR Law Enforcement) and Lt. Hill (Oakland County Sheriff's Office, Parks Unit) to make sure the rules can be enforced by both DNR conservation officers and Oakland County deputies.
- Building out open days/hours:
  - Memorial Day to Labor Day – open 6 days a week; closed Tuesdays for maintenance, testing, etc.
  - Shoulder seasons – open four days a week
  - Winter – weekends only
  - Thanksgiving – open Wednesday before Thanksgiving, closed Thanksgiving Day (this is The Mounds biggest day -we don't need to compete with them and it's difficult to staff on holidays), open for 3-day weekend
  - Christmas – Closed Christmas day, open most of Christmas holiday vacation
- Meeting at Silver Lake
  - Met with Conservation Officer – thought our expected capacity of 300 vehicles was too conservative and we'll be busier than that; also, being busier is good – speeds are slower and there are fewer accidents
  - Met with Friends Group – at Silver Lake they help with parking and monitoring safety; we will be meeting with DNR to learn how to help establish a Friends Group with own 501(c)3 that can fundraise and do maintenance (which OC Parks volunteers are not allowed to do)
  - Question: where are the accident-prone areas at Silver Lake? They tend to be weather dependent – strong winds from the south gouge out the dunes on the other side making steep peaks and unexpected steep descents.

*Concept map and narrative concepts from Jon*

- Jon will send out to group and invite comment; instructed that these are very preliminary and not to share
- Concept plan will help us ask for specific funding of items

- ORV Park areas are described by the experience and not by the specific vehicle type – it’s more about how the landscape is being used rather than what you are driving
- Each area will have a strategy to limit incompatible uses between vehicle types and with the site itself
- Some areas can be freely accessed from multiple points and there are many ways to use the site; other areas will have designated access points and limited uses.
- Proposed “Test ‘n’ Tune” area
  - Silver Lake’s similar area is 100’ x 300’ – our concept is 100’ x 500’
  - People use it to test their vehicles
  - Not a drag strip – drag racing is illegal
  - One-direction course with clear sightlines
  - People will park to watch – it is important to make sure they are parked away from the course
  - Grade weekly
- Perpendicular crossing points – 6 sites
  - Good sightlines
  - One-way crosses two-way route
  - Signage
  - Future concept: overpass using concrete box culvert with faster vehicles going through the tunnel. Tunnel at grade with the other route built over it.
  - Will flags go through the tunnel? Yes, flag drags through ok at other sites.
  - Use concrete barriers to narrow traffic going through tunnel
- Concepts start to develop traffic circulation plan and address worries that motorcycles will be surprised by other vehicles
- Drainage map also shared which shows movement of water through site and begins to address how to adapt features to the site’s hydrology
- Notes on specific features:
  - Base Camp will continue to be a place to congregate – we need to fix the drainage
  - Rest Area – odd triangle that doesn’t necessarily fit into ORV recreation; any type of vehicle can access it. Consider use for vendors or as a service center.
  - Single-track Stacked Loops – not really a part of the current concepts – we will develop this over time as we get more property; align loops on this plan to fit into future stacked loop vision
  - The Notch – was rebuilt after a rain event. We put straw and grass seed on a nearly vertical surface to stabilize
  - Haul Road – people drive faster there but we need to slow it down
  - Holly Glen – flatter – tends to be faster

#### *Mud Bogging*

- Need black dirt/topsoil – not silt; we have stockpile leftover from previous owner
- Will we have a mud feature? Potentially in The Troubles; also see Slop Town.
- Potentially in The Bottoms – but this is already filled with silt. But this is a better location because its not so distant and people would have fun watching
- We need the mud bidders to come out with design team
- We also need to evaluate noise levels

#### *Haul Road*

- Properties have a ridge separating the two mines
- Each mine had a separate haul road
- We need one road to form a spine to enable emergency access
- Could use other mine roads to make this continuous spine and make it into a more developed road

- Assignment: group's ideas for how to lay out this road

*Work on Park in Fall 2019*

- There was agreement with the following proposal: Do not hold additional mixed-use event in the fall that had been suggested earlier. Why? We need to develop our final design and stop changing the site for specific events and recovering from rain events. We need to focus on stabilizing the site.
- Holly Disposal was the winning bidder to provide topsoil. Also, they can do custom seed mixes and have experience with restoring mine sites
- Barry Bass is testing dust control products
- We are getting quotes from National Fence to secure site with gates
- Agreement with Mt Holly is not in place yet – need to have it by September
- We will strategically create clay stockpiles on site – from Holly Disposal

*Call for ideas to stabilize site*

- Consider winter wheat for erosion control. DJ met with OCPR Natural Resources to discuss this and other solutions
- Consider fryer oil for dust control
- Consider leaves for erosion control
- Increased organics along trails increase sustainability; plant grass seed when building mountain bike trails; bikers ride on long grass at first then it gets ground into the trail and stabilizes surface
- Low growing sumac is used on expressways to hold bank. Fragrant sumac is a native
- Use a combination of multiple vegetative stabilization solutions

*Suggestion from DNR Conservation Officer*

Less is more. Don't make the site too complex. Be mindful that there will be a lot of users who have less experience than the people in this group.

*Next Steps*

- Group is ok with the concepts presented as a common vision and continue to work together to develop the details
- Assignment: Review concept maps and narrative and comment
- Assignment: Need your ideas for how to layout the main road from existing haul roads and for solutions to stabilize the site
- Next meeting 8/28/2019 – meet on site and start staking and flagging; will not conflict with FourFest
- Meet more frequently after this meeting and break into specialty groups to test our rigs against various features; do it while we still have daylight in the evening

August 28, 2019 – Groveland Township Fire Hall

Attended by:

Event: Holly Oaks ORV Park Stakeholder Meeting

Location: Groveland Township Fire Hall

Date: Wednesday, August 28, 2019

Name	Home Zip Code OR Your Organization	Email Address
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MIKE DONNELLON	OCPR	DONNELLONM@OAKGOV.COM
Bob DeFahma	GROVELAND TWP	supervisor@grovelandtownship.net

September 18, 2019 – Groveland Township Fire Hall

Attended by:

Event: Holly Oaks ORV Park Stakeholder Meeting

Location: Groveland Township Fire Hall

Date: Wednesday, ~~August 28, 2019~~ September 18, 2019

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BRIAN AHERNE	MOTA	bahernea@netzco.com
Bob DePalma	ROWE	
Doug Schulte		

**OCPR Planning Update**

- OCPR and DNR staff internal groups have reviewed a draft operations plan for the park that will be updated and submitted to the Parks Commission in November to receive and file. This will be followed by a public comment period.
- Tom Z. will get the email addresses of Detroit 4Fest participants to Donna, who will send them a survey. It will be a similar survey to previous events, minus questions about specific features, plus a question each about parking and the vendor village. The group decided to add a question about how much people are willing to pay for future events.

**Detroit 4Fest Update**

- Tom Z. reported that the event was a big success with 403 vehicles registered (420 including Jeep and Roxor demonstrations) and the number of signed waivers indicated approximately 5,000 individuals in attendance (final count pending).
- Parking
  - People towing trailers came early and filled in at the north end of lot
  - Paved lot filled quickly, and we had to use grass areas
  - We got vehicles off Dixie Highway very quickly; Ren Festival traffic was backed up almost to the Mount Holly entrance
  - People were directed to the registration tent

- More trailered vehicles than expected – 100-125; 25-30% of participating vehicles were trailered
- Some mega-rigs – 12 at Mount Holly; 6 came in at CMI Drive (for vendor village)
- Single vehicles – 200-250 parked and took the shuttle in
- How many drove in to play? Estimate another 200.
- We blocked Shields Road entrance to Dixie Ledge with a couple rigs – people tried to sneak in that way

#### *Report from Groveland Township*

- Bob DePalma received noise complaints from 3 individuals in Thread Valley subdivision indicating they were also representing their neighbors. Bob checked the noise levels with a meter and didn't get any readings outside of the acceptable range.
- Jim K. noted they had intentionally invited some high-powered vehicles to test the noise levels and these complaints give us good justifications for efforts to manage noise.
- The event had music at the Mount Holly parking lot – Bob said there were no complaints about the music.
- According to Bob, when the county operates the park or events, we need to be ready with equipment to test noise levels and other hosts will need to work with the township to obtain a special use permit.
- O CPR staff met with the people who manage the cemetery and they mostly need to be alerted well in advance of events so they can schedule graveside services around it.
- Situation may be like fireworks at Groveland Oaks – everyone knows well in advance that the event is occurring
- It is important that events have clear start and finish times

#### *Operations update*

- DJ reported that O.C. Risk Management has approved NOT using signed waivers. Disclaimer will be printed on entrance ticket and on signage.
- Still to be determined: per vehicle or per person entry fee
- Group discussed need for rule that there are absolutely no pop-ups that take up parking space – Silver Lake enforces this, and it is in our draft rules

#### *Access Road*

- 2-track between Mount Holly parking lot and Dixie Ledge was widened for 4Fest and berm punch through into park property.
- Road still needs a lot of work. Still waiting for cost estimate for Mount Holly to build the road to spec. DNR will pay Mount Holly for this.

#### *Rentable ORVs*

RFP returned with 3 bidders each looking at having a fleet of 10 vehicles to rent

#### *Parking Process*

We'll do a dry run in the spring

#### *Parking Space Sizes*

- Rigs: 12 ½' x 75' provides room for opening gates and ramps

#### *Camera Surveillance*

Suggested by a group member – one camera at an undisclosed location and sign indicating its use to help prevent unruly behavior in parking lots

#### *Mount Holly Parking Lot*

- Lease with DNR is signed

- Lot is mostly asphalt with 2 grass parking areas
- Flooding issue at base of White Lightning ski slope; area is very low; hardpan doesn't drain well; work was done here in preparation for 4Fest that provided a temporary solution; drainpipes are draining to an RCOC ditch
- Types of customers parking
  - Trailered vehicles -full-size and side by sides
    - Pre-paid rigs: unload at Mount Holly, and proceed into park
    - Unpaid rigs: park temporarily, pay, then park and unload at Mount Holly, and proceed into park
  - Trailered or truck-hauled motorcycles and ATVs (group noted that motorcycles will like being closer to their rigs)
    - Pre-paid proceed to Dixie Ledge, park and unload, and proceed into park
    - Unpaid: park temporarily, walk into building and pay, then proceed with to Dixie Ledge, park and unload, and proceed into park
  - Street legal ORVs
    - Pre-paid ORVs proceed into park
    - Unpaid ORVs park temporarily, pay, then proceed into park
  - ORV rentals
    - Vendors with ORVs to rent – parking for vendor and for rentable ORVs
    - Drivers renting ORVs – parking for driver's vehicle
  - Spectators: park and walk or take shuttle into park (do they pay? – depends on whether we go per person or per vehicle)
- Managing flow
  - Vehicles: moveable banners, signage, volunteers or staff providing direction
    - Signage must be few and strategic! "The more signs you put up; the more signs people ignore."
    - Staff or volunteer at Checkpoint 1 as you enter park:
      - Directs traffic into paid and unpaid lanes
      - Directs paid mega-rigs to Dixie Ledge
      - Directs paid rigs with motorcycles or ATVs to Dixie Ledge
  - Pedestrians: cross line of traffic into building; traffic will be at 5-10 mph
- Direction of parking/travel
  - Angled parking allows for tighter parking
  - We received recommendations to follow the DNR boat launch parking model, with Selfridge offered as an example
  - Switched from pull-through to pull in and back up parking for rigs – the turn radius is better backing up
  - Pull vehicles in nose to nose with one-way loops – applying this eliminates one access lane

#### *Dixie Ledge Parking Lot*

- This is the winter parking lot and the parking lot for vehicles trucking/towing louder motorcycles and ATVs.
- Mega-rigs will park here
- Roundabouts – 2 created with concrete bollards, water barrels, cattle gates or other materials; centers are high-visibility sponsorship opportunities
- Traffic flow – one-way; three lanes on the west side; 2 lanes on the east side
- Checkpoint 2
  - Just before riding area

- Turn people back if they haven't pay or are non-compliant in other ways
- Angled parking for rigs
  - Group recommended nose in and back out
  - Group recommended increasing angle of parking spot
- Winter parking – come off Shields Road directly into roundabout

#### *Vehicle Routes through Park*

- Stock-vehicle accessible
- Main ways to circumnavigate park
- Used to divide park into theme areas, each with a distinct character
- Must be sustainable!
- Routes within adventure areas are less sustainable – we expect changes with conditions and transitions that create more challenges

#### *Sense of Place*

- Brand development
  - Will be spearheaded by OCPR communication unit; this group will be asked to review and provide input
  - Brand will coordinate with the local Dixie Byway concept
- Themed areas
  - Look for images that capture the character of the features we are creating
  - Jon asks everyone's help in finding reference images

#### *Prioritized List of Key Elements Prior to Public Opening*

The elements need to be completed in the following order to proceed towards opening.

1. Site Access – Ingress/egress; stacking; parking; emergency vehicles; signage/orientation
2. Site Control – Perimeter fencing; seasonal entrances; maintenance access; vendor access
3. Point of Sale (POS) – Conducting sales; facilitating customer interactions
4. ORV Riding Access – Feature development; access routes; signage/wayfinding
5. Guest Services – Toilet facilities; food/water; shelter; ORV parts/services; Swag

#### *Commencing Staking Work on Site*

- Prep for opening next July – no more temporary features for events
- Start with ORV routes and work out the interaction with adjacent features
- Meeting requests will go out from Jon.

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