



# Holly Oaks Park Plan and Standards Manual Appendix J. Public Comment Report





# Public Comment Report

November 7 to December 9, 2019

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## Executive Summary

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The feedback received from the public comment for the Holly Oaks ORV Park Plan and Standards Manual is incredibly important to the development and finalization of the plan. OCPR and MDNR were grateful to receive 424 responses to the survey, indicating a strong interest in Holly Oaks ORV Park and providing excellent feedback on the park development and operations. The survey was open from November 7 through December 9, 2019. The average age of survey respondents was 44, and the range was 18-77 years of age. The state and county where respondents live was identified using the zip codes, with 423 valid zip codes provided. Most respondents were from Michigan (97%), with nearly half from Oakland County (47%). Half of the respondents indicated they used a Full-Size Vehicle and/or an Off-Road Motorcycle/Dirt Bike.

Respondents were asked about the types of features they'd most like to see at Holly Oaks ORV Park. They could make multiple selections and the 3 highest ranking types of features were: hill climb area, uni-directional trails, and sand area. All three of these features are being planned for the park. Respondents were also asked what they thought would make Holly Oaks ORV Park a desired destination for ORV riding. Nearly half of respondents indicated location was important, indicating the significant benefit of being located in metropolitan Detroit; one quarter discussed the variety of ORV experiences; 11% each discussed amenities and safety issues.

The proposed park entry fees in the DRAFT Holly Oaks ORV Park Plan & Standards Manual were \$20/day for full-size and side-by-side vehicles, and \$15/day for ATVs and motorcycles. ORV Permit and Trail stickers from the Michigan DNR will also be required for park use. Respondents were asked to comment on the proposed daily vehicle fees. Nearly half of respondents indicated they thought the fees were fair; one quarter discussed the need for an annual or other type of bulk pass. Twenty-two (22%) percent said they thought the fees were too high and some (8%) felt they should be able to ride without a fee in addition to the ORV permits. Several respondents indicated they thought that all vehicles should pay the same fee. OCPR and MDNR will be using this feedback to set the final fees for the park in the coming months. A season pass will likely not be offered in the first year (2020) but is being planned for 2021.

Comments on the ORV Park Plan document were provided by 16% of the total respondents (67 out of 424). Of those comments, 31% had a positive comment; 21% had a negative comment; 19% discussed management issues; and 10% discussed fees.

Forty-four percent (44%) of total respondents provided additional comments (182 out of 424). General positive comments were provided by 41% - mostly indicating they appreciated the effort and were looking forward to the park opening. Others discussed the types of experiences they were looking for (14%), the location of the park (12%), and the importance of separating types of ORV use (10%).

## Public Comment Survey Process

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Notice of the public comment survey and follow-up reminders were posted on the Oakland County Parks and Recreation and Holly Oaks ORV Park Facebook pages and on the Oakland County Parks Instagram and Twitter accounts. MDNR notified subscribers of the Michigan Trails or ORV Riding listserv (96,619 recipients) via their email marketing system. Stakeholders were alerted by email and encouraged to share the information with the various groups they are involved with.

The Holly Oaks ORV Park Plan and its appendices were posted at [OaklandCountyParks.com/Planning](https://OaklandCountyParks.com/Planning) and a link to the survey provided. Printed and bound copies of the Park Plan and several printed copies of the survey were made available at the OCPR Administrative Office and at the Groveland Township Hall. The survey was open from November 7 through December 9, 2019.

The survey instrument is attached at the end of this report.

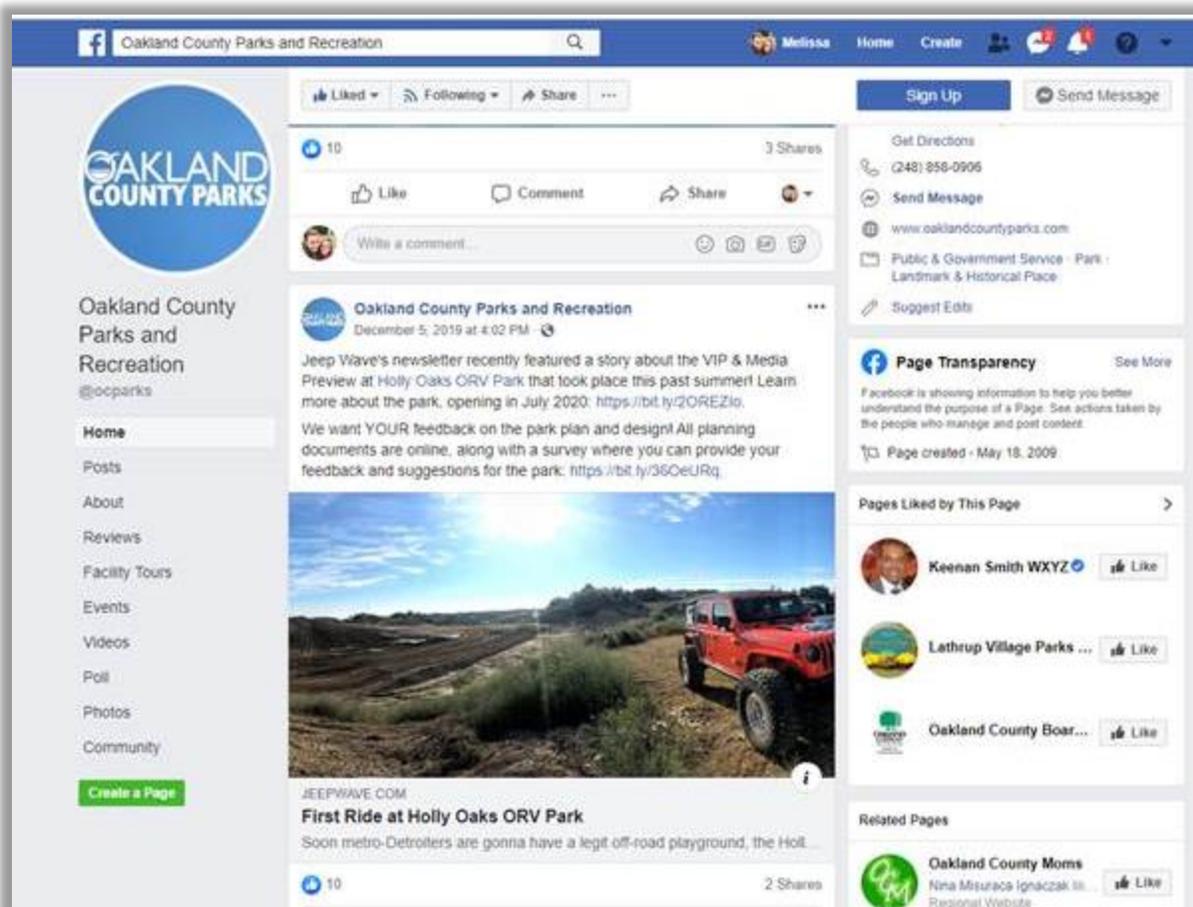


Figure A: Example posts on Instagram and Facebook

## Summary of Public Comment

### Number and type of public comment

A total of 424 people submitted comments during the public comment period between November 7 and December 9, 2019. 423 people used the online survey. 1 person submitted comments in writing using printed surveys provided at one of the community locations.

### Age of survey respondents

The survey asked respondents to provide their age. The average age of survey respondents was 44 years of age. The age range was 18-77 years of age.

### Where survey respondents live

The survey asked respondents to provide their home zip code. The state and county where respondents live was identified using the zip codes. 423 valid zip codes and 1 invalid zip code were provided. Most respondents were from Michigan (97%), with nearly half from Oakland County (47%).

Table 1: Residence (state and county) of survey respondents (n=423)

| State        | County                    | Number of responses | Percent of total responses |
|--------------|---------------------------|---------------------|----------------------------|
| Michigan     |                           | 412                 | 97%                        |
|              | Oakland                   | 199                 | 47%                        |
|              | Macomb                    | 44                  | 10%                        |
|              | Genesee                   | 38                  | 9%                         |
|              | Wayne                     | 22                  | 5%                         |
|              | Livingston                | 15                  | 4%                         |
|              | Lapeer                    | 11                  | 3%                         |
|              | Monroe                    | 9                   | 2%                         |
|              | Washtenaw                 | 9                   | 2%                         |
|              | Kent                      | 6                   | 1%                         |
|              | Ottawa                    | 6                   | 1%                         |
|              | Saint Clair               | 6                   | 1%                         |
|              | 29 counties with <1% each | 47                  | 11%                        |
| Non-Michigan | 5 states with <1% each    | 11                  | 3%                         |
| TOTAL        |                           | 423                 | 100%                       |

## Type of ORV

Respondents were asked to indicate which type of ORV they used. They could select more than one ORV type. Over half of the respondents indicated they used a Full-Size Vehicle and/or an Off-Road Motorcycle/Dirt Bike. 3% of respondents indicated they did not use an ORV.

Table 2: Types of ORVs used by survey respondents (n=424)

| ORV Type                      | Number selected | % n | % total selections |
|-------------------------------|-----------------|-----|--------------------|
| Full-Size Vehicle             | 244             | 58% | 30%                |
| Off-Road Motorcycle/Dirt Bike | 260             | 61% | 32%                |
| All-Terrain Vehicle (ATV)     | 148             | 35% | 18%                |
| Side-by-Side                  | 118             | 28% | 15%                |
| Other Option                  | 19              | 4%  | 2%                 |
| I do not use an ORV           | 12              | 3%  | 1%                 |

| ORV Type | Number selected | % n | % total selections |
|----------|-----------------|-----|--------------------|
| TOTAL    | 801             | NA  | 100%               |

“Other Option” responses: 1947 Willys CJ2A, Amphibious 6x6, ATC, Fat Bike, full size mud truck and we have some trail rig jeeps, I also have a minibike, I have been on Rubicon trail and other off road trail/courses, Jeep (4), Mega mud truck, Radio controlled off road, Sandrail (4), Snowmobile (2), would love to rent and have a close place to go.

## Test Events

Respondents were asked if they had visited any of the test events that were held at Holly Oaks ORV Park in the past 18 months. They could make multiple selections. Almost three quarters of respondents had not attended a test event. At 19%, Detroit 4Fest was the most widely attended event.

Table 3: Attendance of test events (n=416)

| Test Event                    | Number selected | % n | % total selections |
|-------------------------------|-----------------|-----|--------------------|
| I did not attend a test event | 293             | 70% | 65%                |
| Detroit 4Fest (9/14/2019)     | 81              | 19% | 18%                |
| Frozen Mines (2/23/2019)      | 37              | 9%  | 8%                 |
| Ironman (12/1/2018)           | 21              | 5%  | 5%                 |
| Bent Wheels (5/11/2018)       | 18              | 4%  | 4%                 |
| TOTAL                         | 450             | NA  | 100%               |

## Preferred ORV Features

Respondents selected their preferred ORV features from a list. They could make multiple selections. The 3 highest ranks types of features were: hill climb area, uni-directional trails, and sand area. 88 people selected “Other Option”.

Table 4: Preferences for ORV features (n=416)

| Features                 | Number selected | % n | % total selections |
|--------------------------|-----------------|-----|--------------------|
| Hill climb area          | 310             | 75% | 14%                |
| Uni-directional trails   | 260             | 63% | 12%                |
| Sand area                | 239             | 57% | 11%                |
| Beginner training area   | 227             | 55% | 10%                |
| Rock crawl area          | 210             | 50% | 10%                |
| Water crossing           | 196             | 47% | 9%                 |
| Off-camber or mogul area | 195             | 47% | 9%                 |
| Gravel pit               | 179             | 43% | 8%                 |
| Jumps                    | 155             | 37% | 7%                 |
| Mud holes                | 147             | 35% | 7%                 |
| Other option             | 88              | 21% | 4%                 |
| TOTAL                    | 2206            | NA  | 100%               |

“Other Option” responses:

- 25 comments: technical features

- 22 comments: racetracks, drag strips, motocross tracks
- 22 comments: single track, motorcycle or ATV only tracks, and tracks that are one direction or uni-directional
- 7 comments: natural elements, such as trees
- 5 comments: services and amenities
- 3 comments: dedicated times for different types of usages
- 3 comments: mud
- 11 miscellaneous comments: Exploring park circumference, general trail riding, kids area, mountain biking, radio controlled race course, winter riding
- 2 comments indicated the park was a bad idea and should not open

## ORV Destination

Respondents were asked what they thought would make Holly Oaks ORV Park a desired destination for ORV riding. Nearly half of respondents indicated location was important; one quarter discussed the variety of ORV experiences; 11% each discussed amenities and safety issues. See Compiled Comments for ORV Destination for full text.

Table 5: ORV destination comment topics (n=360)

| Code | ORV Destination Topics      | Number of Comments | % n |
|------|-----------------------------|--------------------|-----|
| [A]  | Amenities                   | 40                 | 11% |
| [B]  | Camping                     | 27                 | 8%  |
| [C]  | Crowding                    | 14                 | 4%  |
| [D]  | Direction and flow          | 22                 | 6%  |
| [E]  | Entrance                    | 7                  | 2%  |
| [F]  | Events                      | 13                 | 4%  |
| [G]  | Fees                        | 14                 | 4%  |
| [H]  | Hours and days of operation | 14                 | 4%  |
| [I]  | Location                    | 167                | 46% |
| [J]  | Management                  | 25                 | 7%  |
| [K]  | Maps and signs              | 13                 | 4%  |
| [L]  | Negative comment            | 13                 | 4%  |
| [N]  | ORV services and equipment  | 10                 | 3%  |
| [O]  | Parking                     | 9                  | 3%  |
| [P]  | Positive Comment            | 6                  | 2%  |
| [Q]  | Question or other comment   | 32                 | 9%  |
| [R]  | Safety                      | 40                 | 11% |
| [S]  | Separation of ORV uses      | 20                 | 6%  |
| [T]  | Suggested features          | 24                 | 7%  |
| [U]  | Variety of ORV experiences  | 85                 | 24% |
| [V]  | Vegetation and wildlife     | 5                  | 1%  |

## Park Entry Fees

The proposed park entry fees in the DRAFT Holly Oaks ORV Park Plan & Standards Manual are \$20/day for full-size and side-by-side vehicles, and \$15/day for ATVs and motorcycles. ORV Permit and Trail stickers from the Michigan DNR will also be required for park use. Respondents were asked to comment on the proposed daily vehicle fees. Nearly half of respondents indicated they thought the fees were fair; one quarter discussed the need for an annual or other type of bulk pass. 22% said they thought the fees were too high and some (8%) felt they should be able to ride without a fee in addition to the ORV permits. See Compiled Comments for Park Entry Fees for full text.

Table 6: Park entry fee comment topics (n=357)

| Code | Park Entry Fee Topics                        | Number of Comments | % n |
|------|--|--------------------|-----|
| [1]  | Fees are fair                                | 175                | 49% |
| [2]  | One fee for all vehicles                     | 22                 | 6%  |
| [3]  | Lower fees for ATVs and motorcycles          | 8                  | 2%  |
| [4]  | Fees are high                                | 80                 | 22% |
| [5]  | Should be able to ride with ORV permits only | 30                 | 8%  |
| [6]  | Annual pass or bulk pass                     | 94                 | 26% |
| [7]  | Other fee adjustment suggestions             | 22                 | 6%  |
| [8]  | Question or other comment                    | 19                 | 5%  |
| [9]  | No comment on fees                           | 11                 | 3%  |

## Comments on the Holly Oaks ORV Park Plan

Respondents were asked for comments regarding the Holly Oaks ORV Plan. 16% of the total respondents commented on the ORV Park Plan itself (67 out of 424). Of those comments, 31% had a positive comment; 21% had a negative comment; 19% discussed management issues; and 10% discussed fees. See Compiled Comments for Holly Oaks Park Plan for full text.

Table 7: Park plan comments (n=67)

| Code | ORV Destination Topics      | Number of Comments | % n |
|------|-----------------------------|--------------------|-----|
| [C]  | Crowding                    | 2                  | 3%  |
| [D]  | Direction and flow          | 4                  | 6%  |
| [F]  | Events and Training         | 5                  | 7%  |
| [G]  | Fees                        | 7                  | 10% |
| [H]  | Hours and days of operation | 1                  | 1%  |
| [I]  | Location                    | 2                  | 3%  |
| [J]  | Management                  | 13                 | 19% |
| [K]  | Maps and signs              | 1                  | 1%  |
| [L]  | Negative comment            | 14                 | 21% |
| [M]  | No Comment                  | 1                  | 1%  |
| [N]  | ORV services and equipment  | 1                  | 1%  |
| [P]  | Positive Comment            | 21                 | 31% |
| [Q]  | Question or other comment   | 3                  | 4%  |
| [R]  | Safety                      | 8                  | 12% |
| [S]  | Separation of ORV uses      | 3                  | 4%  |
| [T]  | Suggested features          | 3                  | 4%  |
| [U]  | Variety of ORV experiences  | 3                  | 4%  |
| [V]  | Vegetation and wildlife     | 1                  | 1%  |

## Other Comments

44% of total respondents provided additional comments (182 out of 424). General positive comments were provided by 41% - mostly indicating they appreciated the effort and were looking forward to the park opening. 14% stated they had no comment. Others discussed the types of experiences they were looking for (14%), the location of the park (12%), and the importance of separating types of ORV use (10%). See Compiled Comments for Other Comments for full text.

Table 8: Other comment topics (n=182)

| Code | ORV Destination Topics      | Number of Comments | % n |
|------|-----------------------------|--------------------|-----|
| [A]  | Amenities                   | 9                  | 5%  |
| [B]  | Camping                     | 3                  | 2%  |
| [C]  | Crowding                    | 4                  | 2%  |
| [D]  | Direction and flow          | 12                 | 7%  |
| [F]  | Events                      | 8                  | 4%  |
| [G]  | Fees                        | 9                  | 5%  |
| [H]  | Hours and days of operation | 11                 | 6%  |
| [I]  | Location                    | 22                 | 12% |
| [J]  | Management                  | 15                 | 8%  |
| [K]  | Maps and signs              | 3                  | 2%  |
| [L]  | Negative comment            | 10                 | 5%  |
| [M]  | No Comment                  | 26                 | 14% |
| [N]  | ORV services and equipment  | 4                  | 2%  |
| [O]  | Parking                     | 0                  | 0%  |
| [P]  | Positive Comment            | 74                 | 41% |
| [R]  | Safety                      | 4                  | 2%  |
| [S]  | Separation of ORV uses      | 18                 | 10% |
| [U]  | Variety of ORV experiences  | 26                 | 14% |
| [V]  | Vegetation and wildlife     | 5                  | 3%  |

## Compiled Public Comments

All public comments are provided here verbatim and without edits, as they were entered by the commenter in the online survey or on the paper survey. References to the analysis tables with topic codes are provided at the beginning of each table of compiled comments.

### ORV Destination

See ORV Destination analysis table for topic list and codes.

Table 9: ORV destination compiled comments

| Comment Code | Table 9: ORV Destination Comment   | Topic              |
|--------------|--|--------------------|
| A. 1         | Local camping, fuel, food ,  | [A] [B]            |
| A. 2         | Family Fun, and the ability to camp out for the weekend  | [B]                |
| A. 3         | Continual evolution of trails  | [S]                |
| A. 4         | Location   | [I]                |
| A. 5         | Hurry up and open. There is so many people in Oakland County ready to come have fun. we are sick of driving hours to go up north :)  | [I]                |
| A. 6         | Location   | [I]                |
| A. 7         | A great variety of versatile and challenging + entertaining event areas  | [F]<br>[S]         |
| A. 8         | More trails like the notch rock climb from Detroit 4 fest event  | [R]                |
| A. 9         | Many people in the surrounding communities need a safe and fun place to ride besides going up north or south to Bundy Hills  | [I] [P]            |
| A. 10        | Make it affordable! To pay \$20 per day for a full size 4x4!?? To much imo. And ill base this on places like Silver Lake, Bundy Hill, The Mounds and Rocks & Vallys to name a few. Why not make it equal to all orv or atv users.  | [G] [L]            |
| A. 11        | Location! Closer to the Detroit area than going up to the Mounds or way out to Silver Lake   | [I]                |
| A. 12        | A variety of different terrain and skill levels.   | [S]                |
| A. 13        | as more and more trails close orv users need a place where they can go enjoy what we do. If it has plenty of obstacles for everyone and enough space people will love it.  | [C] [I]            |
| A. 14        | Have a variety of events throughout the year.  | [F]                |
| A. 15        | Go to Rocks and Valley ... their Python Trail is the best. Been to Holly twice .. too much flat road.  | [L] [R]            |
| A. 16        | Bring more rock crawling stuff like out west   | [R]                |
| A. 17        | Air pump station for tire inflation. Bathrooms Easy access to food Observation area Onsite Safety/ assistance crew   | [A] [M] [P]<br>[R] |
| A. 18        | These types of places seem to be mostly geared towards jeeps and larger vehicles and can be unsafe for smaller ATV's and dirt bikes. Since the closest place for a dirt bike or ATV to ride is a couple hours a way, and most of these vehicle types are sold in our area, I think it would be a real shame if you simply copied the "Mounds" model and didn't gear a portion of the park to ORVs that are 48" or less. If it isn't safe for dirtbikes, we won't use it. | [L] [P] [Q]<br>[R] |
| A. 19        | Creating a park that is unique to Michigan. Do not base it on trail riding in Northern Michigan. Challenges from mild to wild. Rocks and shot crete. Steep sandy climbs. Off camber tight and twisty trails. Scramble areas where people can pick their own lines. Creative out of the box challenges.   | [R] [S]            |
| A. 20        | Large, difficult obstacles not found in other areas within the state.  | [R]                |
| A. 21        | Just having this park in general will be terrific for everyone!!   |                    |
| A. 22        | Just having this park in general will be terrific for everyone!!   |                    |

| Comment Code | Table 9: ORV Destination Comment   | Topic                   |
|--------------|--|-------------------------|
| A. 23        | Better permanent signage for trails and hills Whether or not there one way or two way. Especially at the top and bottom of the hills. Maybe even color-coded signs. Also a unlimited season pass would be wonderful.   | [G] [H] [K] [O]         |
| A. 24        | proximity and a little bit of everything.  | [I] [S]                 |
| A. 25        | Location. Everything else is far away. Metro Detroit people will be there a lot!   | [I]                     |
| A. 26        | A top notch rock crawl spot. Not my thing, but others like it. I would add winch points to this. Maybe sink a few I beams in spots. Make sure there are trails that stock 4x4 vehicles can have fun on. Restrooms would be nice.   | [A] [R]                 |
| A. 27        | LOCATION LOCATION LOCATION   | [I]                     |
| A. 28        | Having a little bit for every ORV rider, but having a bias towards Full sized vehicles and Side by Sides. This is because they are much more popular compared to ATVs and Trail bikes.   | [O] [S]                 |
| A. 29        | Location. Mixture of beginner to expert obstacles. Camping across the street.  | [B] [I]                 |
| A. 30        | Specialized areas  | [Q] [S]                 |
| A. 31        | Well layed out and defined trails. With enough hard to extreme trails to make it a destination people are will to tavel.   | [S]                     |
| A. 32        | Much closer to home  | [I]                     |
| A. 33        | Restroom building  | [A]                     |
| A. 34        | Features beyond what is available to the public on the state's ORV trail system.   | [R]                     |
| A. 35        | Well Maintained trail features and good enforcement of saftey protocols. Also 7 day a week availability.   | [H] [J] [O] [P]         |
| A. 36        | Safe riding area of all types of orv vehicles  | [P]                     |
| A. 37        | Already is IMO. But if you were to add to it, good signage, enforcement of rules, food trucks regularly available.   | [A] [K] [P]             |
| A. 38        | More challenging unidirectional trails and as many rock areas as possible. Michigan ORV parks do not have a lot to offer in terms of rocks.  | [D] [R] [S]             |
| A. 39        | Close toeto Detroit. Not just MUD like mounds  | [I] [O]                 |
| A. 40        | Good signage Clean bathrooms/showers Machine rinsing area. Sufficient parking for quick and easy unloading and loading Year round access Onsite campground   | [A] [B] [E] [H] [K] [O] |
| A. 41        | More than anything, not getting hit by on-coming traffic! A place close to me that I can ride my dirtbike.   | [I] [K] [P]             |
| A. 42        | Watered track  | [R]                     |
| A. 43        | I think if you were to have trails sponsored by off road companies that could focus on how their product works; would be great! If you had a suspension company, maybe a locker company, winch...maybe combine them even. They could even produce videos on how to approach specific obstacles and how their product would help overcome said challenges.  | [O]                     |
| A. 44        | Proximity, location, multi use, safety, organization   | [I] [P] [S]             |
| A. 45        | closer than mounds and trails up north   | [I]                     |
| A. 46        | If you run a long motocross track like at the Bent Wheels event, you'll capture a big market. This market has proven they are willing to drive over an hour to a experience the various motocross tracks in the outer Detroit areas. Holly and the areas south are void of a local track. Baja is the next closest by 40 minutes North. In my opinion, this would become the most conveniently located Mx track from metro Detroit, easily accessed in under an hour. This crowd is looking for berm'd corners (at least some), a groomed and watered surface, with some table top or double jumps. The elevation at the gravel pit creates an extra special feature not found in most Michigan Mx tracks. | [O] [R] [S]             |

| Comment Code | Table 9: ORV Destination Comment  | Topic       |
|--------------|---|-------------|
|              | Most of these riders also enjoy single track trail, but again, there is nothing within an hour of Metro Detroit. I think the motocross market is crucial to the success of this park.   |             |
| A. 47        | Location  | [I]         |
| A. 48        | It's size and intermediate climbs.  | [S]         |
| A. 49        | I good blend of challenges for all levels of vehicles is what will make it the most broad in terms of user experience. The test runs have a pretty good mixture although a few more med to moderate rocks sections would help. The one crawl is knarly but the others are pretty tame. A couple in between would be nice. | [R] [S]     |
| A. 50        | The prerunner scene is huge in Michigan. A prerunner track would bring all the Silver Lake people to this destination. Also, food and bathrooms for patrons.  | [A] [R]     |
| A. 51        | Good Bathrooms and food. short course style track or scramble area with jumps for pre-runner style trucks and side-by-side's  | [A] [R] [S] |
| A. 52        | proximity   | [I]         |
| A. 53        | Local and diverse things to do  | [I] [S]     |
| A. 54        | Good management of the park ,offering a diverse range of events and riding / driving opportunities. Constant maintenance of the area will pay huge dividends  | [F] [J] [S] |
| A. 55        | Location  | [I]         |
| A. 56        | As difficult as it may seem, being able to keep the smaller vehicles and the full size vehicles somewhat separated so that they do not interfere with each other  | [Q]         |
| A. 57        | once it's open, its location will be the most desired part about it. so many people in the metro detroit area have to drive a long way to get some off road fun   | [I]         |
| A. 58        | A little something for everyone. Safe and maintained trails / track   | [J] [P] [S] |
| A. 59        | Location  | [I]         |
| A. 60        | Interesting trails and maybe re establish some vegetation throughout the park so it's not a big pit like some of the other parks in the state   | [T]         |
| A. 61        | Location and being new. It's half my current distance to the Mounds.  | [I]         |
| A. 62        | Its the closest to my house.  | [I]         |
| A. 63        | Organized traffic control and not too expensive. The orv stickers are already over priced.  | [G] [P]     |
| A. 64        | Convenience in location.  | [I]         |
| A. 65        | The only one in Oakland County  | [I]         |
| A. 66        | Having events not everyone has sidexside knockout races or actual track races. Rocks and mud for the jeeps and trucks. Sand pits are up north everywhere. Tight trails are always fun.  | [F] [R] [S] |
| A. 67        | Planned events for specific user events. Competition type events. Multiple types of obstacles.  | [F] [S]     |
| A. 68        | Affordable admission  | [G]         |
| A. 69        | Location and the abundance of different off-road options available  | [I] [S]     |
| A. 70        | There is nothing like it in the area. The well thoight out rock crawling areas. There will be more to the park than just mud. Like some parks.  | [I] [R]     |
| A. 71        | Good variety of obstacles, terrain  | [S]         |
| A. 72        | Location  | [I]         |
| A. 73        | Its location makes it the closest orv area in lower mi  | [I]         |
| A. 74        | Location. No matter what is offered it will be perfect because of the location.   | [I]         |
| A. 75        | Location, it's great to see something in southern Michigan can't wait!  | [I]         |
| A. 76        | Location and offerings  | [I] [S]     |
| A. 77        | Rock climbs, ledges, staircases.  | [R]         |

| Comment Code | Table 9: ORV Destination Comment   | Topic           |
|--------------|--|-----------------|
| A. 78        | Both sick trails and sweet jumps, but that's just me on what I like to ride through.   | [R]             |
| A. 79        | Bathrooms and air pump station to refill tires at the end of the day. Coffee area would be nice too!   | [A] [M]         |
| A. 80        | There is only one other such park in southeast Michigan and it's another 40 miles up the road and it doesn't have many of the features that Holly Oaks has.  | [I] [S]         |
| A. 81        | Location. And from what I saw the terrain looks simply incredible. It's the type of riding I grew up in.   | [I]             |
| A. 82        | Location , safety , Motorcycle riding  | [I] [P]         |
| A. 83        | I had a lot of fun at the Detroit 4 Fest. I think the layout was really nice. If everything could change up every so often in the main areas (like different/new obstacles) I think it would keep a fresh feeling so people won't get burnt out. Also, the biggest issue I saw when it was really busy was that trails weren't directional. This was very challenging and in some cases annoying with how crowded it was. Maybe come up with a way to have the trails directional on certain days like the weekend or maybe even half the day they are one direction and then the second half it switches to the opposite direction? Just a thought. | [C] [D] [S]     |
| A. 84        | Yes, it just needs better signage. Directional, speed limits, etc.. When I went out for Detroit 4fest it was a mess. Very dangerous as well.   | [D] [K] [O] [P] |
| A. 85        | It's closer to the Detroit metro area than most of the other parks.  | [I]             |
| A. 86        | Being close to metro Detroit is nice and hopefully will bring more people  | [I]             |
| A. 87        | Location and availability  | [H] [I]         |
| A. 88        | Good management of the park, maybe have the staff turn off their annoyingly bright amber lights. There is no need for them.  | [J] [L] [O]     |
| A. 89        | Fewer restrictions than Mounds. Promise of growth. Future events for clubs in addition to open riding days.  | [F] [S]         |
| A. 90        | Being open consistently, and predictable schedual for motocross bikes.   | [H]             |
| A. 91        | Dedicated areas For different uses. Dirt biking Orv Large vehicle.   | [S]             |
| A. 92        | Having unique trails and obstacles, not just another mud infested ORV park.  | [S]             |
| A. 93        | Easy access to Camp sites, fuel, and food with out trailering atv and utv.   | [A] [B] [M]     |
| A. 94        | Size, location and varied terrain i.e. something for everyone  | [I] [S]         |
| A. 95        | A large variety of features at a decent daily or yearly rate.  | [G] [I]         |
| A. 96        | Accessibility to be able to use offroad vehicles at such a large park.   |                 |
| A. 97        | Close to home  | [I]             |
| A. 98        | Diversity  | [S]             |
| A. 99        | It is ADVANCED! I've let my kid ride his dirt bike and 4wheeler at the sand dunes for years. As a mom - it's too tight and too many vehicles... if they are allowed in at the same time there will be too many accidents. I don't think our jeep group of 18 "family's" felt it was a good area for them at all. Dads liked it- moms and kids no!  | [L] [P]         |
| A. 100       | Rock crawling/climbing   | [S]             |
| A. 101       | location is you ace in the hole  | [I]             |
| A. 102       | Will add diversity to the ORV areas at Silver lake and also will be a good test run for people to drive their vehicles before that tackle something bigger. Also will be a nice mix of Silver Lake/Drummond  | [S]             |
| A. 103       | Close to people, but ATTRACTIONS will bring them. As it sits it is good for about a day or two then boring. Frequent additions will help.  | [S]             |
| A. 104       | Challenging obstacles and easy access to local restaurants, lodging, and parts stores.   | [A] [M]         |

| Comment Code | Table 9: ORV Destination Comment  | Topic       |
|--------------|---|-------------|
| A. 105       | Location and the set up. The park has a great set up with a lot to offer.   | [I] [S]     |
| A. 106       | I think you guys are on the right track now. I enjoyed the event I went to.   |             |
| A. 107       | I hope it doesnt  | [L]         |
| A. 108       | Events  | [F]         |
| A. 109       | Safety  | [P]         |
| A. 110       | have separate trails that are marked for motorcycles and then trails or areas for side by side/ORV's. These trails should all be one way travel to help avoid any collisions and reduce the possibility of serious injury. Or have separate areas that are motorcycle only and 4 wheel vehicle only to ensure there are not collisions between the two. | [D] [P] [Q] |
| A. 111       | Location Location Location  | [I]         |
| A. 112       | Camping, limited traffic per day, advanced reservations   | [B] [C] [O] |
| A. 113       | The ability to actually open. This park has become a joke in off road discussions because the project has gone on for so many years that many have lost interest. Finish the project, open the doors, let the public use it, and then modify it as needed.  | [L]         |
| A. 114       | Ease of access, facilities at the load/unload area.   | [A] [E]     |
| A. 115       | It's location to metro Detroit.   | [I]         |
| A. 116       | Organized parking, good signage especially in the park/on the trails, and some level of supervision. You have some crazy folks at the Mounds and other scramble type areas which makes it dangerous for everyone.   | [K] [N] [P] |
| A. 117       | Directional trails, every one needs to go one way, head on collisions are not a good thing  | [D]         |
| A. 118       | Key location just north of Detroit  | [I]         |
| A. 119       | Beginning riding area, family oriented.   | [S]         |
| A. 120       | Oversight for safety by staff that is understanding of the hobby.   | [P]         |
| A. 121       | Family friendly trail riding.   |             |
| A. 122       | location and amenities  | [A] [I]     |
| A. 123       | This would be the only park like it in the lower part of MI   | [I]         |
| A. 124       | The location and the pricing make it attractive.  | [G] [I]     |
| A. 125       | As much single direction traffic as possible  | [D]         |
| A. 126       | open it and they will come  |             |
| A. 127       | Location is a huge factor   | [I]         |
| A. 128       | Ensuring all ORV types are included. Not just jeeps and side by sides - but quads, dirt bikes, off road motorcycles as well.  | [O]         |
| A. 129       | A wide variety of trails and areas that cater to a large group of ORV drivers, with various technical difficulty levels, like basic two tracks for beginner/casual drivers, that are challenging enough to require 4x4, without being excessive to the point where it's easy to get stuck or damage a vehicle.  | [S]         |
| A. 130       | It needs to be safe. I see it as a possible place to teach my children. Controlled ORV USE.   | [P]         |
| A. 131       | A variety of trails. Open all daylight hours. Little interference with activity   | [H] [S]     |
| A. 132       | Of the park is not restricted to only a few types of vehicles   | [S]         |
| A. 133       | Camping too   | [B]         |
| A. 134       | Well groomed trails, safety   | [J] [P]     |
| A. 135       | Set high expectations for the behavior for proper use of the recreation area. We need training and education for people to use this resource in a responsible manner.   | [J] [P]     |
| A. 136       | i feel that it is alot closer then other parks for me to go to and someone with travel anxiety makes it closer for me to travel to  | [I]         |

| Comment Code | Table 9: ORV Destination Comment  | Topic               |
|--------------|---|---------------------|
| A. 137       | It would be nice to have a camping area it could be rustic this would Aid people travelling long distance to stay overnight   | [B]                 |
| A. 138       | It has a great location   | [I]                 |
| A. 139       | Close by and get the thing open. If a private business moved this slow they would be in bankruptcy  | [I] [L]             |
| A. 140       | Organization/management and good operating hours. Good rules and well defined routes with directional signage. Restroom area and a small food/refreshment area.   | [A] [D] [H] [J] [K] |
| A. 141       | Being open. It will be a hit no matter what due to its closeness to the Detroit area.   | [I]                 |
| A. 142       | Limit restrictions - no helmets required for SXS. If helmets are required we will NOT come  | [L] [O]             |
| A. 143       | Friendly atmosphere. Easy in and out with trailer parking.  | [E] [N]             |
| A. 144       | Obviously the proximity to metropolitan areas is number one. Diversity of terrain and managing overcrowding will be main factors in getting people to come back.  | [C] [I] [S]         |
| A. 145       | The location. There are not many ORV parks located in the southern/mid lower peninsula.   | [I]                 |
| A. 146       | Location, proximity to population center.   | [I]                 |
| A. 147       | Cheap rates, not that crowded, good hours, good features  | [C] [G] [H]         |
| A. 148       | Excellent location !grat idea   | [I]                 |
| A. 149       | Proximity to high population density areas, as well as other recreation areas like Groveland Oaks and Holly Rec.  | [I]                 |
| A. 150       | Limiting rutting and damage caused by careless and inconsiderate off roaders. They have destroyed other obstacles and mud holes at other parks like The Mounds. Makes mud holes and other paths unusable unless you have tractor tires.               | [J]                 |
| A. 151       | Location is key and you have that already. Close to Metro Detroit I unlike other parks.   | [I]                 |
| A. 152       | Personally I would love to see more rock crawls and trails - I believe you need to work with the local nursurys to plant more trees for erosion control and better wind protection.   | [S] [T]             |
| A. 153       | Clean groomed trails nice little mx track that will be maintained!  | [J]                 |
| A. 154       | Close to heavily populated areas. Would be closer than the mounds and st helen  | [I]                 |
| A. 155       | A motorcycle focused endurocross style track with features to attract motorcycles but in a more safe manner than mounds. Directional single track trail system.   | [D] [P] [R] [S]     |
| A. 156       | Location is great, well managed use volume will help, and good parking situation.   | [C] [I] [J] [N]     |
| A. 157       | The only public site available in metro area!   | [I]                 |
| A. 158       | Well groomed trail system that is wide enough for full sized trucks (maybe some water crossings on the trails?) as well as some nice mud holes will make people want to come. A hill climb and possibly a flat drag racing area would be a huge plus. | [J] [R] [S]         |
| A. 159       | ORV riding without the 3 hour drive.  | [I]                 |
| A. 160       | All of the features listed above  | [S]                 |
| A. 161       | Dirt bike only attractions Single track Motocross tracks with separate dirt bike/atv times  | [D] [Q]             |
| A. 162       | Location and features.  | [I] [S]             |
| A. 163       | If it's open people will come..   |                     |
| A. 164       | Location. Size. Well planned. Near quality camping. Near restaurants, fuel. Nice surroundings. Looks like there will be a gathering area at the entrance so folks can take a break and have lunch etc.  | [A] [B] [I] [M]     |
| A. 165       | Trail layout to glow through natural features.  |                     |

| Comment Code |     | Table 9: ORV Destination Comment   | Topic               |
|--------------|-----|--|---------------------|
| A.           | 166 | Good single track away from side by sides and proper directional markings. No alcohol on premises. Enduro style obstacles. Training trials area. Designated areas where larger can mix with small, but designated small vehicle areas for safer worry free riding.   | [D] [P] [Q] [R]     |
| A.           | 167 | Location to home.  | [I]                 |
| A.           | 168 | Location. Not many places to go ride for a day without having to drive way up north. I think adding variety both in ORV stuff and other activities helps. Not everyone wants to ride all day. Keep the wives involved will boost attendance. Possibly food trucks etc.   | [A] [F] [I] [S]     |
| A.           | 169 | As long as it can provide what people are looking for the location is perfect. You don't have to drive hours up north to have the same amount of fun. Also makes testing stuff a lot easier before you do make the trip north.   | [I]                 |
| A.           | 170 | Variety of different obstacles. Beginner section - I have a couple kids and taking them on an ORV trail up north for the first time can be scary when they're learning to drive. Separate areas for different vehicles - ATV section / ORV section / full size rig - more safe environment. Too many scary crashes at Silver Lake between a full size rig and a dirt bike.   | [P] [Q] [S]         |
| A.           | 171 | The only location in Oakland County, let alone SouthEast Michigan.   | [I]                 |
| A.           | 172 | Proximity, easy to drive to  | [I]                 |
| A.           | 173 | Sadly yes  | [L]                 |
| A.           | 174 | Sadly yes  | [L]                 |
| A.           | 175 | Yes it's the perfect location not to far for southern city's.  | [I]                 |
| A.           | 176 | bathroom food court good trail markings good operating hours special events  | [A] [F] [H] [K]     |
| A.           | 177 | location and amenities   | [A] [I]             |
| A.           | 178 | designate trails for different vehicles.   | [Q]                 |
| A.           | 179 | Dedicated Motocross track and One way trails   | [D] [Q]             |
| A.           | 180 | Most importantly it's location. The key to long term success for multiple disciplines will be to promote safety thru the use of dedicated days/times for motorcycles and other 4 wheeled vehicles. The fact that Holly Oaks will be open to multiple user groups is really an attraction. I feel that by hosting special dedicated events Holly Oaks will become even more unique as the new park is rolled out to the public. It's success plan can be secured by catering to dedicated disciplines, uses and events. | [F] [I] [P] [Q]     |
| A.           | 181 | Alternate on which days full sized vehicles versus ATVs/Motorcycles use the area. Don't let this become the Mounds of Genesee County!! Can be safe for motorcycles and full size vehicles.   | [P] [Q]             |
| A.           | 182 | Allow food trucks to set up to serve food and drinks.  | [A]                 |
| A.           | 183 | Ease of entry, good parking, safety first. Single track. Good events. Missed the early ones, didnt know they were happening.   | [D] [E] [F] [N] [P] |
| A.           | 184 | Proximity to Metro Detroit   | [I]                 |
| A.           | 185 | It's an ORV park nearby.   | [I]                 |
| A.           | 186 | It's close, don't have to drive 2-4 hours to ride. Can access after work.  | [H] [I]             |
| A.           | 187 | The fact that everyone in the area will have a place to ride.  |                     |
| A.           | 188 | Make it SAFE. Uni-directional trails and hills is a major step towards this. Another step is LIMITING THE TOTAL AMOUNT OF TRAFFIC (see suggestion below). For weekend days, consider having a total cap on # of vehicles. You could do this quite well by having people sign-up and pay online in advance to reserve spots. Then you could post online if it is "full."  | [C] [D] [O] [P]     |

| Comment Code | Table 9: ORV Destination Comment   | Topic                  |
|--------------|--|------------------------|
| A. 189       | Distance, it's close by.   | [I]                    |
| A. 190       | Location   | [I]                    |
| A. 191       | Location   | [I]                    |
| A. 192       | It's location is likely a key factor. In my experience, south-eastern Michigan lacks public land ORV riding opportunities. Additionally, the designed terrain aspect has the opportunity to really enhance the user experience. In general, I think it's great that the DNR and Oakland County are willing to explore opportunities at this level to support recreation. | [I]                    |
| A. 193       | Location, location, location..   | [I]                    |
| A. 194       | Hours of operation and large area to drive around  | [H]                    |
| A. 195       | Location to southeast Michigan population  | [I]                    |
| A. 196       | It's location makes it very convenient.  | [I]                    |
| A. 197       | gravel or paved parking lots, post-ride rinse off area (coin operated ok), spare gear for rent (in case you forgot you helmet, gloves, etc.). ease of access from local camping areas.   | [M] [N]                |
| A. 198       | It's location  | [I]                    |
| A. 199       | mx/atv tracks  | [S]                    |
| A. 200       | Having seperate days for sport quads and dirt bikes. Or there will be collisions, trucks and side by sides just dont move as quick and dont see them well  | [P] [Q]                |
| A. 201       | Nothing like anywhere near here  | [I]                    |
| A. 202       | The location will lend the opportunity to ORV without traveling a long distance for many residents close by and if planned well can also bring visitors to the area and have a great economic impact.  | [I]                    |
| A. 203       | Terrain and trail options for all types of vehicles (quad, motorcycle, jeep, etc).   | [S]                    |
| A. 204       | The day I went was a bike only even. I feel that it would be nice to try to sepetate the dirt bikes from the other vehicles.   | [Q]                    |
| A. 205       | Location   | [I]                    |
| A. 206       | Ease of access - enough space to avoid busy days.  | [C] [E]                |
| A. 207       | Proper care of the park, and maintaining it so it doesn't get extremely rutted out and beat up. Also a drag strip area would be extremely nice as that is one of the most popular areas at the silver lake sand dunes. One it brings great friendly competition, two it's good for people to test their rides/toys, and three the spectators love it!                    | [J] [R]                |
| A. 208       | Family Friendly. Beginners area would be great!  | [S]                    |
| A. 209       | Kept clean, and well maintained  | [J]                    |
| A. 210       | Plenty of trails. Close by facilities (gas, food, camping/lodging) that provide direct access to the facility.   | [A] [B] [S]            |
| A. 211       | Shouldn't be an Orv area at all  | [L]                    |
| A. 212       | Daily limit on number of riders. Avoid over crowding. Well maintained trails.  | [C] [J]                |
| A. 213       | its the convenience of location that will make it a desired park but a high quality park can be created with camping and other outdoor activities to go along with it. Also a place were socializing can take place for parties or ORV groups. slower technical trails can make it last longer for the limited amount of space you have to create trails.                | [A] [B] [I]<br>[O] [S] |
| A. 214       | The size, location and all the possibilities of that property. It's also a beautiful area!   | [I]                    |
| A. 215       | Close to a lot of people who want to ride, but do not want to drive all the way up north.  | [I]                    |
| A. 216       | if managed correctly, it is close to a good number of people. with that said, if too busy or too dangerous, it will ruin it for others.  | [C] [I] [P]<br>[S]     |

| Comment Code | Table 9: ORV Destination Comment  | Topic           |
|--------------|---|-----------------|
| A. 217       | Must have challenges/obstacles for vehicles/drivers that fit between people who might use "The Notch" and the very simple stock course built for Detroit 4Fest  | [S]             |
| A. 218       | Variety of skill level trails and camp amenities  | [B] [S]         |
| A. 219       | Good camping near by and well thought out minimal rules   | [B] [J]         |
| A. 220       | great area  |                 |
| A. 221       | the location and size of the park   | [I]             |
| A. 222       | Safe family oriented facility with secure parking.  | [N]             |
| A. 223       | Close proximity to me in Oakland county   | [I]             |
| A. 224       | Needs to be different from the Mounds or Silver Lake. The fact that is close to the Detroit & Flint metro areas it should have alot of users.   | [I]             |
| A. 225       | Flexible Holiday Dates & Hours of Operation   | [H]             |
| A. 226       | Provide a challenging set of obstacles for a variety of vehicles. If people can't push the limits of their ORV, they'll lose interest.  | [S]             |
| A. 227       | affordable, variety of terrain/trails, safe (one way trails a must!)  | [D] [G] [P] [S] |
| A. 228       | If the sound is controled!  | [O]             |
| A. 229       | A closer ORV park for people in SE michigan and others along the I75 corridor.  | [I]             |
| A. 230       | A plan that segregates incompatible vehicles.   | [Q]             |
| A. 231       | close to population centers   | [I]             |
| A. 232       | The location in lower se Michigan   | [I]             |
| A. 233       | Proximity to Oakland county   | [I]             |
| A. 234       | location  | [I]             |
| A. 235       | I think the proximity to vast population will make it successful on it's own.   | [I]             |
| A. 236       | One wat trails to improve safety  | [D] [P]         |
| A. 237       | Location and popularity of area.  | [I]             |
| A. 238       | Proximity to metro Detroit.   | [I]             |
| A. 239       | any place to ride legally.  |                 |
| A. 240       | Just having it and all the great options!   | [S]             |
| A. 241       | A long trail will make it more desired. The biggest attraction is that it's in an excellent location for a day trip.  | [I] [O]         |
| A. 242       | Keep it organized and safe for all levels of riders. One-way trails, that can have their direction changed (Like DTE mtb trails) Create courses where people can have fun and work on their overall riding skills.              | [D] [P] [S]     |
| A. 243       | Less mayhem than silver lake Sand dunes. The pre-runners are too fast for that little area. Silver lake sand dunes needs more acreage for the amount of vehicles, so I wonder how this park will do.                            | [P]             |
| A. 244       | Sounds like a good place for the trolls so they can stay out of the UP.   | [I] [L]         |
| A. 245       | One way direction of trails, so you don't have to worry about head on collisions. Segregating areas for dirt bikes / ORV's/ etc, so we don't have to worry about getting run over by a vehicle coming from the other direction. | [D] [P] [Q]     |
| A. 246       | Nothing   | [L]             |
| A. 247       | Close to metro Detroit. Keep the main trails graded and smooth. Good management. Access to the campground.  | [B] [I] [J]     |
| A. 248       | Location to the masses  | [I]             |
| A. 249       | Maintenance of the park, groom the trails.  | [J]             |
| A. 250       | trails that lead to primitive camp sites  | [B]             |
| A. 251       | Ensure ORV area does not get overcrowded. Have effective plan for high traffic weekends   | [C]             |

| Comment Code | Table 9: ORV Destination Comment   | Topic           |
|--------------|--|-----------------|
| A. 252       | It's close to Oakland County residents, with easy freeway access.  | [I]             |
| A. 253       | No jeeps, SXS's or other huge vehicles that will kill or maim smaller riders.  | [P] [Q]         |
| A. 254       | Be able to camp at nearby campgrounds and be able to ride from campground to ride area for multiple day family fun.  | [B]             |
| A. 255       | Location   | [I]             |
| A. 256       | Make it challenging  | [O]             |
| A. 257       | location. ease of access.  | [E] [I]         |
| A. 258       | The location itself makes it a desired destination, as long as it does not become a mud hole like the mounds.  | [I] [O]         |
| A. 259       | A place for a machines to go. I have spent many years of my life at silver lake sand dunes and with work and children it makes it tough to get over there. With Holly being so close we could take the kids and the whole family could enjoy this.   | [I]             |
| A. 260       | Location for me.   | [I]             |
| A. 261       | Adding additional area to ride. Not a lot of riding in lower Michigan.   | [I] [S]         |
| A. 262       | lack of places to go   | [I]             |
| A. 263       | it will be the only park in the area   | [I]             |
| A. 264       | Legal access and technical obsticales  | [S]             |
| A. 265       | Trails. Many parks are just different areas of small events (hill climbs etc.) without long trails. I think having a small area of standalone events surrounded by trails that feature different obstacles along the way (hills to climb, log crossings, water fording, rock crawling, etc.) would set the park apart. It is easy to get bored or not want to come back if all you do is drive from test area to test area but a network of unique trails would keep people coming back. | [F] [O] [S]     |
| A. 266       | Offering competitive pricing and county resident rate discounts! The rates being proposed are too high and not competitive with other state/county financed and maintained parks.  | [G]             |
| A. 267       | being close to the metro detroit area is a plus, so far it looks like they are trying to offer something for all off-road enthusiasts. more room will be nice when it is available.  | [I] [S]         |
| A. 268       | As many riding features possible for the area available at this time. General parts shop, eating area, wash area, designated area for the little ones with a little peewee track which really brings in families with success for long time memories.  | [A] [M] [O] [S] |
| A. 269       | no other ORV parks near by and that will draw alot of people to the area to enjoy having somewhere they can finally go.  | [I]             |
| A. 270       | good location. lot of land available to use for ORV riding. Long over due for something like this in this area.  | [I]             |
| A. 271       | Challenging trails and geography. A good example of an expired mining operation refurbished into an ORV park is The Bad Lands in Attica Indiana. They have evolved the years, incorporating amenities such as camping and even an OEM dealer retail outlet.  | [B] [M] [O] [S] |
| A. 272       | A good mixture of truly challenging areas, and places for regular riding.  | [S]             |
| A. 273       | Plenty of parking & staging area, nearby hotels and restaurants.   | [A] [N]         |
| A. 274       | The location.. near Metro Detroit.   | [I]             |
| A. 275       | The location is more convenient than having to go up north.  | [I]             |
| A. 276       | Full ORV inclusion.  | [S]             |
| A. 277       | Location Location Location need I say more?  | [I]             |

| Comment Code | Table 9: ORV Destination Comment  | Topic   |
|--------------|---|---------|
| A. 278       | Having a variety of trails, and managing the full size ORV vs motorcycle traffic will be key. The short course style track for full size vehicles was awesome, very rare that people in this area get to drive/ride on things like that   | [Q] [S] |
| A. 279       | Close to home for me and not a bunch of mud like the mounds   | [I]     |
| A. 280       | Trails, surrounding activities for the family, location to metro detroit  | [A] [I] |
| A. 281       | Holly is a recreation destination. Leveraging other area recreations such as Mt Holly, Renaissance Festival, Dickens Festival, and State Parks, and County Parks will make the ORV Park a successful venture! Would be great to see Mt Holly open up their beautiful facility for year round restaurant services. The Lift Lounge could be updated for a full service higher end restaurant/bar servicing parks, events, and ORV customers. | [A] [I] |
| A. 282       | Is close  | [I]     |
| A. 283       | Being a fresh place to ride will make it desirable, but unfortunately, it can get crowded on trails with 4x4.   | [C]     |
| A. 284       | Nothing available in lower Michigan   | [I]     |
| A. 285       | Good facilities, good trails, and maintained well   | [J]     |
| A. 286       | Not really any other options...   | [I]     |
| A. 287       | Location and it's small enough so you don't get lost but room to play.  | [I]     |
| A. 288       | More land.Like an area the size of Orion Oaks.  |         |
| A. 289       | Close proximity   | [I]     |
| A. 290       | Yes   |         |
| A. 291       | The ability to have an open area to ORV use that provides a diverse area to ride in.  | [S]     |
| A. 292       | location to metro Detroit   | [I]     |
| A. 293       | The proximity to Detroit is killer. I will gladly use this as a test and tune area on the weekdays prior to a longer trip. I could also see off road clubs doing weekday trips.   | [I]     |
| A. 294       | If its a place for ALL, meaning its not just for the avid experts, this could really be a family, beginners AND expert destination. Don't let the avid people over-run this place with expert trails. This is a PUBLIC destination and must meet all needs not just the few. From the looks of it only clubs and invitational people have really commented and are directing its use.   | [S]     |
| A. 295       | Its central location to Southeastern Michigan. No longer needing to drive 3 hours to enjoy off road toys. Also its close proximity to OEMs like Jeep make it prime for investment and continued growth. If the DNR has not already engaged with the Jeep brand and FCA they need to. It is right in their backyard and I know they would like to be a part of it.   | [I] [O] |
| A. 296       | Location  | [I]     |
| A. 297       | Great trails and signage  | [K]     |
| A. 298       | Close by  | [I]     |
| A. 299       | Location  | [I]     |
| A. 300       | A beginner area Separate from an expert area  | [Q]     |
| A. 301       | close to populated areas. easy on/ off 75 the area is like being up north but your not.   | [I]     |
| A. 302       | Spacious trails , high speed areas, non groomed trails  | [S]     |
| A. 303       | Designated days for Trucks/ UTV and Bikes/ ATV. Biggest safety concern.   | [P] [Q] |
| A. 304       | Open area with a directional traffic set up   | [D]     |
| A. 305       | Because it's there and there really isnt anywhere legal in the are except the mounds and that place sucks   | [I]     |
| A. 306       | Good fun for all vehicle types  | [S]     |

| Comment Code | Table 9: ORV Destination Comment  | Topic           |
|--------------|---|-----------------|
| A. 307       | Location. Not having to drive north of Bay City to legally operate ORV's.   | [I]             |
| A. 308       | a wash off area and an area to BQ   | [A] [M]         |
| A. 309       | Open year round with heated shelter to warm and gather  | [A] [H]         |
| A. 310       | From what I have seen during the 2 event that I have attended, you already have a outstanding park that is on par with other parks in the region. If that can be maintained it will be a huge draw for metro Detroit'rs that don't want to take a couple days to go out state to ride.  | [I] [J]         |
| A. 311       | location  | [I]             |
| A. 312       | Good location you have, local support is there with camping, needs to be safe and should be patrolled.  | [B] [I] [J] [P] |
| A. 313       | Proximity to Metro area.  | [I]             |
| A. 314       | Make it free to all ORV route and trail permit holders. If this is not possible (for some unknown reason) sell annual riding permits, allowing holders to use the park on any days open to the public. This would be similar to the Waterford Oaks Platform Tennis membership, that allows for unlimited play during the season.  | [G] [O]         |
| A. 315       | A similar feature to Marble Head and being on the Jeep Jamboree or Badge of Honor Trail system.   | [R]             |
| A. 316       | Interesting riding area combined with scenery of forestry and wildlife. Additional recreational activities nearby   | [A] [T]         |
| A. 317       | Single track trail's  | [D]             |
| A. 318       | Varied terrain for all skills and users.  | [S]             |
| A. 319       | Close to home   | [I]             |
| A. 320       | Closeness to the cities   | [I]             |
| A. 321       | Events....jeep day,motocross.orv club days ...etc   | [F]             |
| A. 322       | Just existing. The Mounds and Bundy Hill are a long drive.  | [I]             |
| A. 323       | Ease of parking trailers for unloading. Convenience to riders on the Eastern part of the state.   | [I] [N]         |
| A. 324       | organization of park, knowing it's safe, limited amount of people at one time, let people have fun  | [C] [J] [P]     |
| A. 325       | Drag racing. Test it out, then maybe have a starting light. Lots of money in drag racing which means lots of people are into it!  | [O]             |
| A. 326       | Lack of anything else like it in and around metro detroit.  | [I]             |
| A. 327       | Close and easy access.  | [E] [I]         |
| A. 328       | I believe the park itself will be the major attraction. One item that I have not seen stressed is "EDUCATION". I believe the park should have the means to educate the new and youthful users of the park and should provide various types of education programs including UTV / ATV classes, Snowmobile Classes and others as required and may be beneficial to the residents.   | [O]             |
| A. 329       | Having a riding area near metro areas - not having to travel far to enjoy motorized off-road recreation.  | [H] [I]         |
| A. 330       | Variety of terrain, ease of use, season passes. Clear trail designations.   | [G] [K] [S]     |
| A. 331       | Close to home   | [I]             |
| A. 332       | It's always difficult to make the majority happy so the best advice I can give have enough variety so everyone has the option of being challenged if they want to, limit areas of confusion while navigating the park, and the trails need change a little a couple times a year maybe. Keep it interesting. "what's new this time?" As far as amenities go the bar is not set high in a 5ish hour circle around Detroit for a place to wheel with nice bathrooms, place to eat lunch, easy to follow maps. That should be an | [A] [K] [O] [S] |

| Comment Code | Table 9: ORV Destination Comment  | Topic                  |
|--------------|---|------------------------|
|              | easy way to make Holly Oaks high on folk's lists for a day or weekend destination. Have comfortable and clean common areas.   |                        |
| A. 333       | A safe place to ride near home.   | [I] [P]                |
| A. 334       | Variety of trails   | [S]                    |
| A. 335       | Being close to home   | [I]                    |
| A. 336       | Being close to the campground and not far off of a major interstate   | [B] [I]                |
| A. 337       | If everyone is respectful of each other, neighboring properties, and of the park. Also if the surrounding / perimeter area is maintained in a natural setting, so the user will feel like they are "in the wild" rather than in an industrial type setting. This is all about "survival" driving so we need the proper scenery! | [J] [T]                |
| A. 338       | Location, location, location. It is close to me and easier to get to. Plus, it's a nice ride getting there.   | [I]                    |
| A. 339       | Tailgating  | [A]                    |
| A. 340       | MUCH closer than the Dunes. Much better area than the Mounds. I wish someone would buy the Old Nike Base in Monroe/Newport and do the same thing there!   | [I]                    |
| A. 341       | Offering a wide verity of off road options. Also finding ways to get the youth involved to keep the hobby/sport growing and alive.  | [S]                    |
| A. 342       | Maintaining the trails and keeping the entry fee affordable.  | [G] [J]                |
| A. 343       | High quality uni-directional trails   | [D]                    |
| A. 344       | Land features and reasonable pricing  | [G] [S]                |
| A. 345       | If the trails are well maintained and diverse (some well groomed, some more challenging, and some difficult), clearly marked trails (difficulty level and direction), clean and organized accommodations such as food, restrooms, and parking.  | [A] [J] [K]<br>[N] [S] |
| A. 346       | Safe one way orv where ATV and Dortbikes can ride instead of going 3hours away. Also adding in a nice area for little kids to learn and rest area for lunches during breaks.  | [A] [D] [I]<br>[O] [P] |
| A. 347       | Build feature obstacles to represent famous orv obstacles from around the country. Having a flowing waterfall riverbed boulder and ledge crawl would set it apart from all the other parks in michigan. Dont screw this park up with clutter garbage nobody will use.   | [O] [S]                |
| A. 348       | Low cation  | [I]                    |
| A. 349       | Location close to home  | [I]                    |
| A. 350       | Terrain   | [S]                    |
| A. 351       | Close place to ride my dirt bike  | [I]                    |
| A. 352       | Large space with varied terrain and possibly designated areas for full size & side by sides and bikes and quads. Direction of travel well defined and a limit to the amount of vehicles.  | [C] [D] [K]<br>[Q] [S] |
| A. 353       | The main point it being so close to a larger population. But there needs to be riding that is enjoyable for all, not just the loud/rowdy truck, jeep, sxs crowd I see at similar places. This will not replace the state trails for me, just another option.  | [I] [O] [S]            |
| A. 354       | Some type of drag strip. We go to Silver Lake Sand Dunes a lot and one of the main attractions there is the drag strip.   | [O] [S]                |
| A. 355       | If you have the cost for admission cheap and you have ORVs for people to rent.  | [G] [M]                |
| A. 356       | Have mud, they will come! Female here... The mud community is just as big as the Jeep/rock crawler community. Please focus on ALL vehicals. We have some of each sand, mud, and quads, and this would love to make this a weekend family attraction.  | [S]                    |
| A. 357       | open to public and location   | [I]                    |
| A. 358       | Making it available for people who only run headers.  | [O]                    |

| Comment Code |     | Table 9: ORV Destination Comment   | Topic       |
|--------------|-----|--|-------------|
| A.           | 359 | Making it available for people who only run headers.                       | [O]         |
| A.           | 360 | Steep hills, off chamber hilly trails, not a lot of rules or requirements. | [J] [S]     |
| A.           | 361 | East to get to location with lots of parks and camping nearby              | [A] [B] [I] |

Park Entry Fee

See Park Entry Fees analysis table for topic names and codes.

Table 10: Park entry fee compiled comments

| Comment Code | Table 10: Park Entry Fee Comment  | Topic Code  |
|--------------|---|-------------|
| B. 1         | Fair price  | [1]         |
| B. 2         | these prices are very reasonable.   | [1]         |
| B. 3         | It should be \$20 across the board to make it easy no hassle for employees at the entrance and maximize revenue for the park. \$20 is low to begin with.  | [1]         |
| B. 4         | Acceptable.   | [1]         |
| B. 5         | seems pretty reasonable but \$10 for atv and motorcycles would be better  | [3]         |
| B. 6         | You need an annual pass.  | [6]         |
| B. 7         | If you already paid for orv stickers then price should discounted and then be based on county residency and size of vehicle.  | [7]         |
| B. 8         | \$15 a day sounds fair and atv's/motorcycles should be charged the same as full sized vehicles because we all use the same land   | [1]         |
| B. 9         | Are you out of your minds? WAY TO HIGH. I wont go at that fee and my wife and kids wont either. \$60.00 bucks for my family of 4 to ride on a little teeny tiny postage stamp. 1hr and a half north we have thousands of acres of state and federal land that we use for free and it wont cost me but 30-40 bucks for gas for the extra distance. It will take me 20-30 minutes to get to the park from my house to ride on 113 acres another 60 minutes and I have thousands of acres. Its a County park all that should be required is a county park pass. Its a state park all it should require is a passport. This is a combined park so I all should be required to have is both of those. You may get a lot of out of towners to stop by but I doubt many ever come back. As for those of us within a half hour once our stuff is loaded an extra hour is not that much of a deal compared to the land mass we have available. | [4]         |
| B. 10        | These are somewhat comparable rates but would like to see them reduced to not be exclusive. Would like to see an annual fee to make use of the park as much as possible. A vehicle fee can allow as many passengers as available?   | [4] [6] [8] |
| B. 11        | Fees are to high. Just because we are driving a shorter distance?..... I dont see other parks charging \$20 per day. Most users will be there on average a 2-3 day weekend using the local campgrounds or hotels as a place to stay   | [4]         |
| B. 12        | If someone is just going to watch an event, the fees should be the same as entering any park, rather than the full fee.   | [7]         |
| B. 13        | That is fair.   | [1]         |
| B. 14        | sounds reasonable to me   | [1]         |
| B. 15        | The proposed fee plan is reasonable   | [1]         |
| B. 16        | One price for all.  | [1]         |
| B. 17        | Fair  | [1]         |
| B. 18        | What does the \$20 fee provide?   | [8]         |
| B. 19        | I think you need a family rate. We would have 3 motorcycles so a discounted family rate (maybe up to 4 passes) would make sense. Annual passes too.   | [6] [7]     |
| B. 20        | Charge 1 fee for a driver, regardless of type of vehicle. Give a reduced rate for children driving separately with a parent or guardian. No need to charge for passengers. Make it affordable for a family.   | [7]         |
| B. 21        | Seems appropriate.  | [1]         |
| B. 22        | Perfectly acceptable  | [1]         |
| B. 23        | Perfectly acceptable  | [1]         |

| Comment Code | Table 10: Park Entry Fee Comment   | Topic Code |
|--------------|--|------------|
| B. 24        | Would be very interested in a season pass.   | [6]        |
| B. 25        | Sounds fair  | [1]        |
| B. 26        | That's a great price!  | [1]        |
| B. 27        | Seems very reasonable to me.   | [1]        |
| B. 28        | These are not DNR trails. There is no reason I know why DNR permits should be required .   | [7]        |
| B. 29        | Those are very reasonable prices and will keep people coming back. However you should have an annual pass for perhaps \$99 for full size and \$75 for ATV  | [1] [6]    |
| B. 30        | Maybe a season pass for some of the locals or travelers that will enter multiple times   | [6]        |
| B. 31        | Should be the same for dirt bikes,sxs and full size. Can add a per passenger charge. I think 20.00 is a good amount. Also think about a season pass amount   | [1] [6]    |
| B. 32        | Its fine with me. Id spend that in fuel to go up north anyways. More time to play with less roas travel  | [1]        |
| B. 33        | Not sure why different prices, all are vehicles  | [2]        |
| B. 34        | If you ever charge over \$20 people will not come unless you have world class attractions / facilities.  | [8]        |
| B. 35        | It would be nice to have a discounted bulk buy program. Like 10 visits for \$120.  | [6]        |
| B. 36        | Sounds great   | [1]        |
| B. 37        | Seems reasonable.  | [1]        |
| B. 38        | I have no issue paying \$20 to go offroading at a local park and support making the park better.   | [1]        |
| B. 39        | Will there be a annual pass for purchase   | [6]        |
| B. 40        | A bit expensive. Would prefer \$10 for sxs and 5\$ for ATV, given the DNR permit and trail stickers are also required. Would also like to see week, monthly, and/or annual passes available.   | [3] [6]    |
| B. 41        | What I wonder is would they consider a discount for veterans and over 62 or 65 years old. I think you would draw more older riders given many are on fixed incomes. Just a thought.  | [7]        |
| B. 42        | Sounds good  | [1]        |
| B. 43        | Fee for trailered rigs? Overnight or weekend stays?  | [8]        |
| B. 44        | Sounds fair  | [1]        |
| B. 45        | seems reasonable to me   | [1]        |
| B. 46        | I think the feels are extremely reasonable. In fact, if it would mean a greater chance of success for the park and pay for track maintenance, I'd be willing to pay double that to ride a well groomed track.  | [1]        |
| B. 47        | A lil high. But i get it. Have some fundraisers!! Corporate Sponsors!  | [4]        |
| B. 48        | Sounds fair.   | [1]        |
| B. 49        | If it is \$20/day for entire vehicle I think that is more than fair. Have you considered a season pass option also? Many folks would likely be willing to purchase a season pass I'm sure so they could pop in / out at random times throughout the year even for short durations. Being able to buy a season pass and maybe stop by for a couple hours hen bar the park is more attractive to me than daily passes as that requires more planning to ensure can spend full day there. | [1] [6]    |
| B. 50        | I think \$15 a day for all vehicles is fair.   | [1] [2]    |
| B. 51        | I think \$15 should be standard for everything   | [1] [2]    |
| B. 52        | is there a yearly pass that can be purchased for unlimited use or a punch card type to buy a 10-20 use pass?   | [6]        |
| B. 53        | No if charge then up keep should good with dnr present   | [1]        |

| Comment Code | Table 10: Park Entry Fee Comment  | Topic Code  |
|--------------|---|-------------|
| B. 54        | Those fees are fine , but please put the revenue back into the park   | [1]         |
| B. 55        | Should be the same cost for all types. My suggestion would be \$15 a day and offer a yearly pass  | [1] [2]     |
| B. 56        | The fees seem fair with regards to the other parks around, the mounds, Bundy hill, etc...   | [1]         |
| B. 57        | sounds good   | [1]         |
| B. 58        | You have to be competitive with The Mounds  | [8]         |
| B. 59        | That's fine. Affordable and worth it for convenience if being nearby  | [1]         |
| B. 60        | 20 is fair, I don't like the separate charge for passengers common at other parks in the state  | [1]         |
| B. 61        | I like how the Mounds does fees. 15 a day is good.  | [1]         |
| B. 62        | I feel those are reasonable fees.   | [1]         |
| B. 63        | It is wrong to charge on top of REQUIRING ORV stickers  | [4]         |
| B. 64        | If you ever been to silverlake y you have to have a trail sticker orv sticker why go out for more money ...just saying.   | [4]         |
| B. 65        | Season passes for the person not per vehicle. Most of us own multiple vehicles and bring multiple to each event for instance most people I know have rZR, jeep, atv, mx, trucks, etc. We already have to have orv and orv trail stickers if its gonna cost me a bunch of money most people will just go north to their cabins or campers. | [6]         |
| B. 66        | should offer a seasonal pass, as this area has a lot of people in the hobby in the nearby area, with a seasonal pass would be more likely to go during the week after work for a few hours. At \$20.00 a day, I would only go if I was planning on it for the day.  | [6]         |
| B. 67        | To me there shouldn't be a different rate for different types of users.   | [2]         |
| B. 68        | All vehicles should be the same price per day, and have a discounted annual pass. Also Oakland county residents should have a price break   | [2] [6]     |
| B. 69        | The price seems fine if there are amenities like bathrooms and power washer s and air. I'd also like to see monthly and yearly passes   | [1] [6]     |
| B. 70        | Sounds fair   | [1]         |
| B. 71        | Fair pricing, I think a flat rate for per person not vehicle would be better. Or Perhaps offer a seasonal pass option like "the mounds" offers. I will be going most likly several times a week and it will get pricey...   | [1] [2] [6] |
| B. 72        | Better than fuel to go up north   | [1]         |
| B. 73        | Dont do a seperate rate for non residents. Its not likeable, i live in grandblanc and pass by holly oaks everyday for work, i will be stopping by more than once a week when it opens. Perhaps a season pass option.  | [1] [2] [6] |
| B. 74        | seems fair  | [1]         |
| B. 75        | Yearly passes for \$80  | [6]         |
| B. 76        | ATVs and Bikes sounds reasonable, for full-size and other types I can't say.  | [3]         |
| B. 77        | Oakland county parks should be free to tax payers   | [4]         |
| B. 78        | Why the difference between full size and atv?   | [8]         |
| B. 79        | Have an option for a seasonal pass.   | [6]         |
| B. 80        | Sounds reasonable. Practice MX tracks charge \$20 to \$30 for a practice day.   | [1]         |
| B. 81        | Sounds good , or yearly pass for Park   | [1] [6]     |
| B. 82        | I think that fees should be required. It helps with the upkeep of the place and prevents a little bit of the riff-raft away. Once it's up and running, maybe offer a "season pass" sort of thing?   | [1] [6]     |
| B. 83        | Sounds fair   | [1]         |

| Comment Code | Table 10: Park Entry Fee Comment   | Topic Code  |
|--------------|--|-------------|
| B. 84        | Nope, fine with the fee  | [1]         |
| B. 85        | Seems high compared to other parks in the area if I want to visit. I believe metro parks daily fee is \$8.   | [4]         |
| B. 86        | If it's mostly like The Mounds (scramble area with trucks and keeps, a large population of off-road riders will be missed (bikes, quads, racers, trailer riders, etc)  | [8]         |
| B. 87        | \$20 a day is too much, full size, atvs & motorcycles should all be the same price. It is known that the atvs & motorcycles do more damage to the trails then full size do. Maybe offer a discount for in county residents?, like the Mounds does. Also maybe a yearly pass that provides a good discount.                         | [2] [4] [6] |
| B. 88        | Sounds right. Not too much..not too cheap.   | [1]         |
| B. 89        | Proposed fees are good.  | [1]         |
| B. 90        | Huh? I pull up with 2 bikes on trailer, I give you 30 bucks.   | [4]         |
| B. 91        | Ok fee. A multi day pass option for 5 or 10 visits would be a nice option. I.e. motorcycles For 5 for \$60 10 for \$100  | [1] [6]     |
| B. 92        | Pricing seems fair, as long as the park is well maintained.  | [1]         |
| B. 93        | Please offer a annual options  | [6]         |
| B. 94        | No, but it would be nice to pay a one time annual fee instead.   | [1] [6]     |
| B. 95        | Seems like a high price, but not sure how it compares to other similar parks in the state. I wonder if that price will deter people from coming often. A yearly pass would be great!   | [4] [6]     |
| B. 96        | Extremely expensive. I would think ORV permit and trail stickers would be enough or an extra yearly pass. A per day charge without a yearly pass or sticker seems very excessive.  | [4] [5] [6] |
| B. 97        | There should be a annual sticker   | [6]         |
| B. 98        | Sounds about right for an off-road park  | [1]         |
| B. 99        | I wish it could be like Silver Lake Sand Dunes where you pay the recreation vehicle fees and you can get in without paying extra cost  | [4]         |
| B. 100       | That's almost the same price as a YEAR pass with the state. If we bought our family-that's \$100 if they are \$20 a pop... nope we go find state trails to ride. A day trip for the dad - they might but mom - who has her own Jeep and the kids on bikes and four wheelers- forget it.  | [4] [5]     |
| B. 101       | Any thoughts on seasonal passes or punch cards for a discount?   | [6]         |
| B. 102       | \$20/vehicle? All passengers included? If so, price is fair.   | [1]         |
| B. 103       | \$15 for full size and \$10 for ATV's might be a bit more enticing   | [3]         |
| B. 104       | Seems low, \$25-30 would be fair considering no travel time to go north. Make a little money to spend on FUN ATTRACTIONS   | [1]         |
| B. 105       | I would gladly pay more, but the current fee schedule should appeal to most users.   | [1]         |
| B. 106       | That seems high. I assumed the stickers would be required, but did not think there would be additional fees as well. Because I live so close to the park I planned to visit multiple times per week. At \$20 a day, that will not be the case. \$20 a day seems more like a private park price and not a state/ county park price. | [4] [5]     |
| B. 107       | The fees are OK if that's what is needed for park upkeep and personnel costs, bathroom maintance. A concession stand on the weekends would be nice too.  | [1]         |
| B. 108       | Needs to be more for traffic control noise ordinance violations  | [8]         |
| B. 109       | Sounds good  | [1]         |
| B. 110       | That seems expensive when Silver Lake doesn't charge any additional entry fee  | [4] [5]     |
| B. 111       | \$10 a day for motorcycles seems more palatable and maybe \$15 for full size and side by sides.  | [3]         |

| Comment Code | Table 10: Park Entry Fee Comment  | Topic Code  |
|--------------|---|-------------|
| B. 112       | Seems okay. Maybe a annual pass, or discount for clubs?   | [6]         |
| B. 113       | I wouldn't spend \$20 when I can use my ORV sticker that I have to purchase to offroad public/state land. I can go to the state land for free with my ORV sticker.  | [4] [5]     |
| B. 114       | \$15 seems ok for a day for one vehicle, but to bring a family seems expensive, maybe a family rate is applicable? also, if I was local a yearly rate would be attractive, who wants to pay \$15 for a quick 30 minute ride?  | [4] [6] [7] |
| B. 115       | Seems reasonable.   | [1]         |
| B. 116       | Seems too high given you also have to buy permit and trail stickers. Maybe increase that fee to \$25 per day if you don't have the stickers and lower it if you do. personally, I won't go if it costs that much.   | [6] [7]     |
| B. 117       | yearly passes? we are already spending money on trail stickers and license fees, the cost in this state are getting out of control  |             |
| B. 118       | This is fine. May want to consider limiting the number of vehicles somehow. Detroit 4fest was crowded and I have a hard time seeing a safe way to add side by sides and bikes to the mix.   | [1]         |
| B. 119       | Great idea  | [1]         |
| B. 120       | Sounds fine to me.  | [1]         |
| B. 121       | Shouldn't be any. Being a state funded project, a orv sticker should be enough.   | [4] [5]     |
| B. 122       | Wow that is expensive!  | [4]         |
| B. 123       | If your charging this much I would expect a 'cleaning station' for ORVs, bathroom facilities, and some sort of food/drink store.  | [4]         |
| B. 124       | Sounds fair   | [1]         |
| B. 125       | I think a \$20 fee is reasonable.   | [1]         |
| B. 126       | happy to pay to ride  | [1]         |
| B. 127       | Offer discounted weekend, monthly and annual passes. I would certainly purchase an annual pass if it was available.   | [6]         |
| B. 128       | Perhaps have a membership card for frequent users at a discounted rate.   | [6]         |
| B. 129       | Seems a little high. But I would pay it if the features and safety are there.   | [4]         |
| B. 130       | Seems expensive. Rates should be set to optimize use. Not too crowded. As low as possible   | [4]         |
| B. 131       | Daily seems steep with also having trail one orv stickers. Maybe a discount for people that have already purchased these as well as a year pass option.   | [4] [5] [6] |
| B. 132       | Annual pass available? Are the rate applicable only to Oakland County residents?  | [6]         |
| B. 133       | The proposed fees seem very reasonable to me.   | [1]         |
| B. 134       | i think that is very fair   | [1]         |
| B. 135       | Trail stickers from the DNR are going to make this an expensive trip you should have people with Trail stickers pay one entry fee and people without Trail stickers paying a different entry fee this would make more sense   | [4] [5]     |
| B. 136       | 15\$ is fair  | [1]         |
| B. 137       | Why wouldn't you charge everyone the same? Seems silly to have a tiered pricing system and its something else to have to maintain. Most people would pay \$25 for a day use pass.   | [2]         |
| B. 138       | The daily fee is comparable to other parks in the state and seems reasonable. I hate that the ORV trail sticker is required. This isn't a trail, its a park. Same objection with Silver Lake. Its a stupid money grab. Increase the rate of the ORV sticker and get rid of this trail sticker nonsense. | [1] [7]     |
| B. 139       | Sounds fair. Maybe a discount for multi day pass and have a yearly pass   | [1] [6]     |

| Comment Code | Table 10: Park Entry Fee Comment   | Topic Code |
|--------------|--|------------|
| B. 140       | Fees would be waiver with those who have MI SOS passport, ORV, and ORV Trail permits.  | [7]        |
| B. 141       | I understand a higher fee for multi-passenger vehicles but in my experience, quads seem to cause the most damage to terrain. to offset the cost of maintaining the area, I would like to see them pay the same as I do for my Jeep.  | [2]        |
| B. 142       | The daily fees are costly enough to discourage routine users of the park. Recommend a flat \$10 per day fee. Should offer a discounted rate (eg \$5 entry) for vehicles with a current county park sticker. Potentially, also a tiered fee structure for county residents and non-residents. | [4] [7]    |
| B. 143       | That sounds good. I would also offer a seasonal pass for local people. You could phrase what you currently have as "ride in" or "ride on" for pricing structure  | [1] [6]    |
| B. 144       | Sounds just right...   | [1]        |
| B. 145       | Would there be a potential discount if also camping at Groveland Oaks or Holly Rec?  | [7]        |
| B. 146       | Would there be a potential for a seasonal pass?  | [6]        |
| B. 147       | I'll pay those but those fees are on the high side all considered. I'd prefer both fees to be \$10 per vehicle (all vehicles as ATV and dirt bikes cause as much wear and tear as full size and side by side).   | [2] [4]    |
| B. 148       | I see no reason that atvs or motorcycles should be any cheaper (if anything these are the more dangerous vehicles at parks like these as they think they can just fly everywhere) - if anything they should be the same price -  | [2]        |
| B. 149       | Mounds is 15/day for any vehicle for non residents. Would be nice to offer same pricing as well as a yearly pass.  | [4] [6]    |
| B. 150       | Very reasonable. If there's an option to buy an annual or season pass, that might be popular as well.  | [1] [6]    |
| B. 151       | Not bad.   | [1]        |
| B. 152       | Seems reasonable   | [1]        |
| B. 153       | Maybe have a yearly pass so riders could save some money if they attend the park often.  | [6]        |
| B. 154       | ok with all of that.   | [1]        |
| B. 155       | Seems high price   | [4]        |
| B. 156       | Season pass rates  | [6]        |
| B. 157       | Seem reasonable.   | [1]        |
| B. 158       | Fair maybe offer a year pass of some kind  | [1] [6]    |
| B. 159       | I agree with proposed pricing  | [1]        |
| B. 160       | \$20 a day adds up quick. And that's on top of the MI State stickers. I assume that is per vehicle. Might I suggest there be a seasonal pass like at the Mounds and Silver lake. Makes sense for the regulars.   | [6]        |
| B. 161       | Keep parking lot gravel and dont charge canadians more to park   | [8]        |
| B. 162       | That's an acceptable fee, season passes for discount would be nice, or a punch pass with bigger discount as local/close residents will be there often to get their fix.  | [1] [6]    |
| B. 163       | come down 5 dollars on both rates!!!!  | [4]        |
| B. 164       | possibly an annual pass option.  | [6]        |
| B. 165       | Pretty much the standard fee.  | [1]        |
| B. 166       | Daily fee sounds reasonable. May want to consider an annual pass for locals.   | [1] [7]    |
| B. 167       | ????   | [8]        |
| B. 168       | \$15/day for atv and motorcycle is reasonable.   | [1] [3]    |
| B. 169       | Great pricing  | [1]        |

| Comment Code | Table 10: Park Entry Fee Comment   | Topic Code |
|--------------|--|------------|
| B. 170       | Should be initially more expensive so as to be self sustaining from the beginning. This will mitigate unexpected expenses and should remain in place until the goal is reached. Then the fees can be reduced as you go forward. I am opposed to the use of DNR funds to operate this park.   | [1] [8]    |
| B. 171       | Should be initially more expensive so as to be self sustaining from the beginning. This will mitigate unexpected expenses and should remain in place until the goal is reached. Then the fees can be reduced as you go forward. I am opposed to the use of DNR funds to operate this park.   | [1] [8]    |
| B. 172       | Fees should be the same, Do not penalize user for their choice of recreational vehicle.  | [2]        |
| B. 173       | There is nothing else like this park in the general area. A fee should be expected. \$15-20 per day in my opinion is low. A higher fee may be more appropriate and help manage the size of the crowd and wait times. At \$20 per day for a full size Jeep, as an example, there could be people waiting hours to get on the trails. or so much traffic that it is too congested to have fun. | [1]        |
| B. 174       | Seems fair as long as the fees are going back into the park  | [1]        |
| B. 175       | Sounds a little steep  | [4]        |
| B. 176       | These rates seem reasonable for play ride/ practice type days. For special event groups and dates the fees will need to be examined. Can a multiple day pass at a discounted rate be considered as well?   | [1] [6]    |
| B. 177       | Looks good!  | [1]        |
| B. 178       | The daily fees seem high. Discounts for Oakland County residents would be appreciated. Oakland County residents pay taxes for Oakland county parks. Oakland County residents should not have to pay the same amount as non-residents.  | [6] [7]    |
| B. 179       | Season pass?   | [6]        |
| B. 180       | Too Expensive. For that price I'd rather gather a group of friends and carpool to ORV trails in northern Michigan.   | [4]        |
| B. 181       | No, could an annual sticker be purchased?  | [6]        |
| B. 182       | There should be a yearly pass that would allow unlimited access which can be purchased at a discount. Also depending on how sales of day passes are once the grand opening occurs prices should drop to \$15 a day.  | [4] [6]    |
| B. 183       | Need a yearly pass for frequent riders   | [6]        |
| B. 184       | This fee seems fair. You could also consider passes for different time frames on the weekend (9am-noon, noon-4pm, 4pm-8pm). This would get you a lot of total traffic, but also avoid having everyone show up at the same time.  | [1]        |
| B. 185       | Daily pass should be available for around the same price as The Mounds, not greater than \$100-\$150   | [4]        |
| B. 186       | I predominantly ride dirt bikes on State Land and private (pay for use) tracks. The \$15/day is less than what we pay per rider to ride on private tracks. I may be an anomaly however, I personally would be willing to pay a higher / comparable daily use fee in conjunction with the ORV permit and trail stickers to fund existing maintenance and future opportunities like this.      | [1]        |
| B. 187       | Fee should be same price for full size and atv people  | [2]        |
| B. 188       | That dollar number is acceptable to me.  | [1]        |
| B. 189       | Seem reasonable  | [1]        |
| B. 190       | Fees are fair, so long as the park is routinely maintained like trail grooming.  | [1]        |
| B. 191       | I don't like it. I don't have to pay extra to get into Silver Lake, why would this be any different. I would rather see an increase in ORV permits.  | [4] [5]    |
| B. 192       | Seems reasonable.  | [1]        |

| Comment Code | Table 10: Park Entry Fee Comment  | Topic Code |
|--------------|---|------------|
| B. 193       | Why different costs? are there areas not going to be able to be used by the ATV's and Motorcycles?  | [2]        |
| B. 194       | Fees are too high since you already pay for 2 other permits   | [4] [5]    |
| B. 195       | NOPE, just keep it this way for near future at least  | [1]        |
| B. 196       | Sounds appropriate.   | [1]        |
| B. 197       | For \$15/day, I would prefer to drive another hour north and ride trails for free (both require the same permits/stickers).   | [4] [5]    |
| B. 198       | As always I think the smaller the vehicle the less the money to get it. A anual pass at a discounted rate would be really nice.   | [3] [6]    |
| B. 199       | Perhaps a season pass?  | [6]        |
| B. 200       | \$20 per day is spot on. Like Bundy Hill.   | [1]        |
| B. 201       | So I'm paying for my ORV stickers already and you want to charge me even more for each day I want to ride there? This sounds like robbery from the state..... I'd rather take the extra time and head up north and ride unlimited trails or go over to silver lake sand dunes where it won't cost me extra. If you're charging extra amounts of money then I do believe you shouldn't require a ORV sticker. I can go to other private establishments in the state for the same amount of money and not be harassed about how loud my bike is or if I have proper stickers exc. This is most definitely gonna be a turn away for me, I'd rather use that \$15-20 in gas to head somewhere else. | [4] [5]    |
| B. 202       | Seems reasonable  | [1]        |
| B. 203       | Seems fair, discounted annual passes would be nice also.  | [1] [6]    |
| B. 204       | The fees seem reasonable.   | [1]        |
| B. 205       | Yes, the park was paid for out of ORV funds and promised many years ago. I reliazed the park required a partnership which requires fees to accomplish it but I would like to know that a good part of the fees are going back into improving the park, not just from general ORV dollars from the orv licenses.   | [1]        |
| B. 206       | I think that's perfect pricing. About the same as other ORV parks in Michigan.  | [1]        |
| B. 207       | I think they are reasonable amounts; however, it would be nice to have a "family" discount applied if you are bringing more than 1 vehicle/ATV for the family.  | [1] [7]    |
| B. 208       | Seems high for one day usage. can ride trails throughout the year up North for almost the same amounts.   | [4] [5]    |
| B. 209       | Additional cost for passengers?   | [8]        |
| B. 210       | Seems reasonable to me  | [1]        |
| B. 211       | Should be permit based only just like silver lake   | [4] [5]    |
| B. 212       | sounds good   | [1]        |
| B. 213       | make them high  | [1]        |
| B. 214       | seems fair  | [1]        |
| B. 215       | Seems a little high.  | [4]        |
| B. 216       | Seems reasonable.   | [1]        |
| B. 217       | There will be very busy days, for a fee like that I'm only going if I can spend a lot of time there. Not a short day. Very different than mountain biking where I might drop in for a quick ride at no cost.  | [1]        |
| B. 218       | The fees should be the same for everyone. Motorcycles & ATV's should not be less. I would also like to see an Annual entry fees for people that want to use multiple times for short periods of time.   | [2] [6]    |
| B. 219       | seems expensive, I wouldn't visit often at that price. But maybe it would keep the rift raft out  | [4]        |

| Comment Code | Table 10: Park Entry Fee Comment  | Topic Code  |
|--------------|---|-------------|
| B. 220       | If it will be \$20/day, it needs to have a majority of features listed in the question above. The Mounds ORV park in Genesee County is only \$10/day for residents, \$15/day for non-residents.   | [1]         |
| B. 221       | Fair  | [1]         |
| B. 222       | I would pay going rate for motorcycle track \$25 ; if they have a motorcycle only section to ride.  | [1]         |
| B. 223       | There should not be any vehicle fees there are no fees for ORV trails up north besides having your license  | [4] [5]     |
| B. 224       | Daily fee is fine, but they should also offer seasonal pass for regular users   | [1] [6]     |
| B. 225       | Seems expensive!!   | [4]         |
| B. 226       | fine  | [1]         |
| B. 227       | Better be outstanding for that cost on top of orv stickers. Commercial off road parks are about 25 and no orv sticker costs.  | [4] [5]     |
| B. 228       | Hopefully have a season pass  | [6]         |
| B. 229       | Not bad fee price.  | [1]         |
| B. 230       | Are there limits to number of entrants? Fee seems appropriate as there must require significant resources to maintain park.   | [1] [8]     |
| B. 231       | Thats quite abit, as long as a seasonal pass a better deal  | [4] [6]     |
| B. 232       | Fees are reasonable. Consider an alternate annual fee for those that frequent the park. Consider free days/weekends during off-peak times to promote the park.  | [1] [6] [7] |
| B. 233       | Offer a yearly pass.  | [6]         |
| B. 234       | Seems high to me after you already have to buy two DNR stickers. Especially if you only want to ride a few times a year.  | [4]         |
| B. 235       | Will never cost me anything because I will never be there.  | [8]         |
| B. 236       | I support them, as long as all \$\$ is directed back to the park.   | [1]         |
| B. 237       | Seems about \$5 to high. Will you offer an annual pass?   | [4] [6]     |
| B. 238       | Very reasonable   | [1]         |
| B. 239       | What does the Genesee county charge? Keep it the same price.  | [4]         |
| B. 240       | seem fare   | [1]         |
| B. 241       | As long as 100% of the money is being put back into the park I don't have an issue with it. But if it is just for state income I think ORV users already pay enough in trail stickers and passes  | [1]         |
| B. 242       | I think it's imperative to offer a multi-day or annual pass.  | [6]         |
| B. 243       | You should raise the fee & put the money back into creating habitat for all the loss and destruction of habitat the park has & will cause.  | [8]         |
| B. 244       | No fee if a ORV permit is on vehicle, hell we paid for this.  | [4] [5]     |
| B. 245       | Discount for multiple days or a yearly pass   | [6]         |
| B. 246       | A little high. \$15 for vehicle or sxs and \$10 for an atv or cycle seems better.   | [4]         |
| B. 247       | One price   | [2]         |
| B. 248       | seeem steep for a day. maybe one month pass   | [4] [6]     |
| B. 249       | Maybe decrease prices by 5 dollars for the first few months so people can see if they like it.  | [4]         |
| B. 250       | I think it should be \$15 for full size and \$10 for ATVs and Motorcycles. This would be more consistent with other parks.  | [4]         |
| B. 251       | This fee seems high compared to let's say silver lake. I would not attend that much for that price. When you have a family show up with 2-3 toys that will add up and could drive some away that's just my opinion as it costs so much to keep their toys up and running. | [4]         |

| Comment Code | Table 10: Park Entry Fee Comment  | Topic Code  |
|--------------|---|-------------|
| B. 252       | Im not familiar with other costs. It would be great if you offered a year pass.   | [6]         |
| B. 253       | That seems like a reasonable price.   | [1]         |
| B. 254       | fine with me  | [1]         |
| B. 255       | Seems high  | [4]         |
| B. 256       | daily passes are fine as those are standard in the industry, however a season pass should also be available   | [1] [6]     |
| B. 257       | Some sort of family pass?   | [7]         |
| B. 258       | Seems reasonable.   | [1]         |
| B. 259       | When I purchase my state ORV and trail stickers I'm charged the same rate as ATV's and Motorcycles, we are not charged a different rate based upon our vehicle. There shouldn't be different rates for different vehicles! Genesee county partnered with the state for "The Mounds" ORV park. Funding for "The Mounds" has always been primarily through state grants. <a href="http://www.themounds.org/wp-content/uploads/2014/05/Capital-Improvement-Schedule.pdf">http://www.themounds.org/wp-content/uploads/2014/05/Capital-Improvement-Schedule.pdf</a> Because Genesee county uses their parks and rec employees to maintain the park, Genesee county gives their residents a "resident discount" because they know that the county taxpayers are taking the risk. As a lifelong Oakland county resident I expect to get a "resident rate" exactly like Genesee county is doing!. <a href="http://www.themounds.org/fees-rules/">http://www.themounds.org/fees-rules/</a> Oakland County residents are taking the risk here and we're not getting a discount? VERY DISAPPOINTING! | [2] [4] [5] |
| B. 260       | i know that the state wants to make money off of this but if you are charging to get in the park, ORV permits should not be required. scramble areas in other states i have been to do not require ORV permits  | [4] [5]     |
| B. 261       | \$3.00 is fair, maybe adjust depending attendance   | [4]         |
| B. 262       | Price is ok, should have options for annual passes and possibly discounts for residents in the area.  | [1] [6]     |
| B. 263       | No issues, need to pay to play. \$15 is reasonable.   | [1]         |
| B. 264       | Does the SXS/full size rate cover all people in the vehicle ?   | [8]         |
| B. 265       | The fees sound fine as long as I wouldn't be double charged for hauling an ATV with my truck if I only plan to use the ATV.   | [1]         |
| B. 266       | The proposed fees seem very reasonable to me.   | [1]         |
| B. 267       | A little high compared to Silver Lake Sand Dunes but I guess the close location makes up for it.  | [1]         |
| B. 268       | The price seems a little steep if I already have to buy the permit and trail stickers.  | [4]         |
| B. 269       | My suggestion is, \$20 for full size, \$15 for side-by-sides and \$10 for ATV's and motorcycles.  | [3]         |
| B. 270       | I think the fees are fair. It would be very cool to have a season pass option ( i would buy for \$100-\$200 no problem) for your target market of those that live within 30 mins and could make a lot of shorter trips. Speaking for myself, i would use the area regularly during the week if i could go 5-8PM and have the cost be lower. There could be a use case here for people who do off road racing and may way to use the park for short suspension tuning sessions between traveling to events.  | [1] [6]     |
| B. 271       | The fees seem a little high compared to other parks in michigan   | [4]         |
| B. 272       | Seems reasonable  | [1]         |
| B. 273       | Sounds reasonable. You may want to offer discounts/passes for those residents within a mile radius to encourage support as noise may possibly be a consideration? Just an idea to ensure acceptance & support.  | [1] [7]     |

| Comment Code | Table 10: Park Entry Fee Comment   | Topic Code |
|--------------|--|------------|
| B. 274       | There should a nominal fee for all vehicles. It should be the same regardless of vehicle size. Folks are already purchasing an appropriate ORV permit/sticker.   |            |
| B. 275       | Seems fine. A year pass would be nice  | [1] [6]    |
| B. 276       | The fees seem reasonable to me.  | [1]        |
| B. 277       | Good   | [1]        |
| B. 278       | Seems ok, but a little high.   | [4]        |
| B. 279       | I am ok with \$20/day but nothing any higher. The money should be used directly to maintain a top notch park!  | [1]        |
| B. 280       | What if I bring multiple bike/quad. Or if I want to play in the truck if bike quits. How would that be charged?  | [8]        |
| B. 281       | A annual fee would be a nice option.   | [6]        |
| B. 282       | Do a cheap per person instead of vehicle. Otherwise fee is good.   | [1]        |
| B. 283       | Seem's a little steep since orv sticker and trail pass alone are 45\$  | [4] [5]    |
| B. 284       | create a yearly pass with discount like \$200-300 for a yearly unlimited VIP pass or something   | [6]        |
| B. 285       | I want an option of a season pass, or some deal to make you come back often  | [6]        |
| B. 286       | Seems okay. No comments.   | [1]        |
| B. 287       | Seems high for a daily. What this the annual rate? For those types of day rates I would expect premium services such as bathrooms, trail signage and maintenance. Given the volume I would expect to flow through the park with the campground nearby, I would think you could get by with a lower annual rate from all of the tourists coming in and out of it.   | [4]        |
| B. 288       | I think they are comparable to other similar parks.  | [1]        |
| B. 289       | I think all vehicles should pay the same amount  | [2]        |
| B. 290       | Ok   | [1]        |
| B. 291       | Seems fair   | [1]        |
| B. 292       | \$14   | [4]        |
| B. 293       | fee is responsible especially if the money helps support the park.   | [1]        |
| B. 294       | Kind of expensive. \$15 and \$10 would be better   | [4]        |
| B. 295       | I would pay if the money is put back into the park , maybe offer like 5 days for a discounted price as a package deal  | [1] [6]    |
| B. 296       | No, annual pass needs to be offered.   | [6]        |
| B. 297       | Fees are understandable however I would hope you can get a seasonal pass   | [1] [6]    |
| B. 298       | Offer a year pass for vehicles   | [6]        |
| B. 299       | a little steep but i would pay.  | [1]        |
| B. 300       | Have a annual fee that encourages repeat visits  | [6]        |
| B. 301       | I would like to see a discount for Oakland county residents. Perhaps \$15 instead of \$20 and \$10 instead of \$15 for atv's and motorcycles. For example.   | [7]        |
| B. 302       | yearly membership/pass   | [6]        |
| B. 303       | I read the manual, and there is talk about a seasonal pass, and long term I think that is important. I don't live in Oakland county, but it seems like there should be a benefit to the people of the county if it is run by the county. Better price maybe? Also seems like it would require a county park pass to enter. Then part of the funding would be by the increase in those pass sales, either a one day pass or annual. Why a different price for car, side by side UTV, ATV and motorcycles? Almost seems like there would be a better price if you could drive in, compared to if you have a truck and trailer and need to park that. | [6] [7]    |

| Comment Code | Table 10: Park Entry Fee Comment  | Topic Code  |
|--------------|---|-------------|
| B. 304       | They seem a little high. I think \$10 would be more appropriate and would be more than enough to cover operating expenses.  | [4]         |
| B. 305       | I have dirt bike and would be interested in riding in this park. Most dirt bike riders do not want to spend all day at the park. I think most want to go out for 1 - 2 hours, that's it. \$15 for a 2 hour ride is very pricey! I would pay \$30 for an annual pass, but probably would not spend \$15/day for more than 1 pass per year. I can ride on trails all over the state for free with my ORV trail permit. I travel from Clarkston to Evert, Mi for a 2 hour ride at least once per year. But 2 hours is enough, and it is worth 5 hour in the car. | [4] [5]     |
| B. 306       | Fine.   | [1]         |
| B. 307       | Most ORV trails only require stickers so the additional cost seems high. Better to make money off camping and use of restaurants and other activities nearby?? In order for you people beyond the immediate area to pay the quality of what is offered here will need to be excellent.  | [4] [5]     |
| B. 308       | Sounds good   | [1]         |
| B. 309       | I think the state laws requirement should be saved for anyone under 16. I don't get orv permits for my kids since they don't ride the trails up north.  | [8]         |
| B. 310       | Sounds about right  | [1]         |
| B. 311       | Is there an annual pass like the Mounds have  | [6]         |
| B. 312       | Fine  | [1]         |
| B. 313       | seems to be a little on the high side   | [4]         |
| B. 314       | add a season pass for frequent users  | [6]         |
| B. 315       | It's fare. Little steep. Do like the Mt. Morris does and make it cheaper if your a resident of Oakland County   | [4] [7]     |
| B. 316       | People are going to complain that those fees are too high, that it should be included in the cost of an ORV sticker since this is an ORV park. I personally see no problem with it, as this is a resource to go off-roading without having to go up north.  | [1]         |
| B. 317       | I believe they are sufficient.  | [1]         |
| B. 318       | Sound reasonable for a riding area where those using it don't have to travel far from a metro area.   | [1]         |
| B. 319       | No, but season passes would be a great idea and highly used.  | [1] [6]     |
| B. 320       | Seems to be reasonable  | [1]         |
| B. 321       | I think that is reasonable and many of the folks that will go also go to Silver Lake and will have to get the ORV anyway.   | [1]         |
| B. 322       | I think the fees are reasonable for summer riding. I think you should consider reduced fees for the winter. I would also like you to consider a multi day pass that could be used throughout the year. Example a 5 day ATV day for \$50.  | [1] [6] [7] |
| B. 323       | Seems reasonable. Consider annual rates for frequent users.   | [1] [6]     |
| B. 324       | This price seems high in addition to the trail permits. A reasonable annual pass option should be available.  | [4] [5] [6] |
| B. 325       | They seem to be a bit high. We pay \$15 for daily non resident at the Mounds. The annual pass is \$70 for non resident. \$200 for an annual seems really high, I don't think that we would purchase one at that rate. Also we have a 50 inch (trail) side by side It doesn't seem fair that we would pay the same as a full size vehicle, or even a 60 inch side by side.   | [4]         |
| B. 326       | I can only speak for the dirt bike and atv crowd here but it seems reasonable to me IF there is a good quality moto track to be ridden along with some trails for dirt bikes and atvs only.   | [1]         |

| Comment Code | Table 10: Park Entry Fee Comment  | Topic Code      |
|--------------|---|-----------------|
| B. 327       | Sounds ok to me. Folks that can afford maintenance of the larger vehicles, and which will do the larger amount of degrading of trails should pay more than the smaller, more affordable and less damaging vehicles.   | [1]             |
| B. 328       | The fees seem to be in alignment with everywhere else. Maintenance of the park needs to be covered to make it self sustaining.  | [1]             |
| B. 329       | Nope, I'd pay it for the fun.   | [1]             |
| B. 330       | These fees should be fine. I did read in the manual that a \$200.00 dollar annual fee may be an option. I feel this may be a little much because I would have to do more than 10 trips in the season to get the benefit of this pass. I am not sure if that would be possible.                                      | [1]             |
| B. 331       | They seem reasonable.   | [1]             |
| B. 332       | The fees seem quite high given that state park stickers and ORV tags are already required. This would deter me from using the park.   | [4] [5]         |
| B. 333       | Reasonable if you can ride all day  | [1]             |
| B. 334       | I would be interested in a yearly park admission pass like when I visit a metropark.  | [6]             |
| B. 335       | no as long as there is enough trails for atv and bikes only. It is hazards for bikes to be riding with full size vehicles.  | [1] [8]         |
| B. 336       | Silver lake state park is free after u buy orv and park pass. Why is this not? Have a aseason pass available.   | [4] [5] [6]     |
| B. 337       | an annual pass would be a nice option.  | [6]             |
| B. 338       | I like the price the money will hopefully kee the park well maintained  | [1]             |
| B. 339       | If I take my two kids with our dirt bikes, I pay for the ORV and trail permits (~\$108 which I have to buy anyway to ride ORV trails) and then on top of that pay another \$45. I'll just go up north and ride ORV designated trails. The additional fees seem too high for me.                                     | [4] [5]         |
| B. 340       | It seems fair, it is cheaper than Ogemaw Sport and Trail. I do think a seasonal or yearly pass would be nice.   | [1]             |
| B. 341       | Sounds good.  | [1]             |
| B. 342       | Yearly passes for locals please   | [6]             |
| B. 343       | why would you need all these fees to enter a gate policed area and on top of a licence plate idk about all that crazyness   | [4] [5]         |
| B. 344       | Fair  | [1]             |
| B. 345       | Fair  | [1]             |
| B. 346       | \$20 a day is quite pricey. I would try it once. Hopefully there will be enough things to do and see that I would want to come back again.  | [4]             |
| B. 347       | Sounds pretty steep since its gonna be required to have other stickers too. There is definitely no reason the price should be different for different kinds of orvs(this actually makes me mad to see). Should be a seasonal pass available thats discounted for those of us that plan to visit on a regular basis. | [2] [4] [5] [6] |
| B. 348       | No  | [8]             |
| B. 349       | No  | [8]             |
| B. 350       | No  | [8]             |
| B. 351       | No  | [8]             |
| B. 352       | No  | [8]             |
| B. 353       | No  | [8]             |
| B. 354       | No  | [8]             |
| B. 355       | n/a   | [8]             |
| B. 356       | No  | [8]             |

| Comment Code |     | Table 10: Park Entry Fee Comment | Topic Code |
|--------------|-----|----------------------------------|------------|
| B.           | 357 | No                               | [8]        |
| B.           | 358 | nope                             | [8]        |

Holly Oaks ORV Park Plan

See Comments on the Holly Oaks ORV Park Plan analysis table for topic names and codes.

Table 11: Holly Oaks ORV park plan compiled comments

| Comment Code | Table 11: Holly Oaks ORV Park Plan Comment  | Topic Code  |
|--------------|---|-------------|
| C. 1         | Have some areas that are 4 wheel vehicles only. For safety  | [R] [S]     |
| C. 2         | Segregation of Trucks/UTV and ATV/ Bikes  | [S]         |
| C. 3         | Much better signage. Single direction flow. The silver Lake sand dunes outside the directional travel zones are super dangerous. Takes the fun out of it for a family always having to pay close attention for idiots. The more single direction flow the better.   | [D] [K] [R] |
| C. 4         | Seems straight forward. Every place will have idiots that will not follow rules or do stupid things. I wish they would be monitored and vehicles be given warnings and bans for not following rules/signs.  | [J] [R]     |
| C. 5         | controlled! Inforcement   | [J] [R]     |
| C. 6         | Recommend string enforcement of no alcohol and safety policies. Everyone in side by sides, ATVs, and motorcycles should have appropriate safety gear including helmets. Recommend season passes.  | [G] [R]     |
| C. 7         | Who is going to police the park ? Who is going to enforce the rules in the park ? Who is going to police the traffic influx to the area. The intersection of Grange Hall and Dixie Highway is almost impassable during the Renaissance Festival.  | [C] [R]     |
| C. 8         | It appears to be sufficient. It's super important the rules are enforced.   | [R]         |
| C. 9         | Its good. Moto track can be fun and safe for all. Needs expert design input and maintained regularly.   | [J] [P]     |
| C. 10        | As I ride dirt bikes, any other plans to establish a 10-20mile dirt bike loop in SE Michigan? Think of how much energy we can save by avoiding people travel at least 2.5 hrs to the closest trail!!  | [I] [Q]     |
| C. 11        | Spark arrestors will be an issue for many of the motorcycle disciplines. Due to the unique nature of the site (it is a gravel pit) and it's unique situation (operated by Oakland County Parks) and the fact that it will host competition oriented special events; will an exemption be considered for spark arrestors on motorcycles?. Spark arrestors are not commonly available for trials type motorcycles. USFS approved spark arrestors for trials bikes do not exist. Closed track competition dirt bikes will also be affected by spark arrestor issue. A similar concern exists with flags for motorcycles. It is very impractical to attach a flag to a trials bike and a single track off road or a motocross style bike. In the event that these items are required for use on these types of motorcycles the outcome may result in reduced use by many of the motorcycle disciplines. | [J]         |
| C. 12        | All seem reasonable. I am interested in the dirt bike opportunities and wonder if it will be a big scramble area or will there be trails? If there are trails, it would seem reasonable to make them directional, since this is a small park.   | [D] [P] [Q] |
| C. 13        | Any possibility to connect it to the tracks/ trails further north? Connect to the Mounds?   | [Q]         |
| C. 14        | Safety flags like silver lake   | [J]         |
| C. 15        | The design of the plan looks good. I do question the ORV drivers age. Using the ORV manual offered by the DNR a 12 year old can drive a full size truck as long as the adult is with them and they have their ORV license.  | [P] [J]     |
| C. 16        | Orv stickers ok, but flags and spark arresters would limit people from using the park. You would need a on site store to buy them.  | [L] [N]     |

| Comment Code | Table 11: Holly Oaks ORV Park Plan Comment   | Topic Code |
|--------------|--|------------|
| C. 17        | The 1 special event per month seems excessive if allowed on weekends. That potentially can take the park out of public use for 25% of the summer weekends. This park needs to be for the public and taxpayers first, private interests second. Communication needs to be very good with the public when removing it from public use during the week and weekends. I also have reservations about the banning of radio control devices, effectively eliminating any use of aerial photography or drones. DNR cannot control the airspace as that is controlled by the FAA. All that does is not let someone take off from the park, they still can legally fly over if the operator isn't on the park soil. Secondly, a beginner, or motocross track is ideal for persons wanting to jump larger RC trucks, and potentially could be used for race events. RC trucks such as the roughly 30lb Traxxas XMAXX 8s reach speeds from 40-50mph+ and can jump as high as 20' on motocross tracks. Banning of these vehicles would limit the ability to have events, or use those tracks for this purpose. | [F] [L]    |
| C. 18        | I was looking forward to reading it to learn about the park. Not the KOA or Holly community or Groveland community or median household income. I didn't even bother to finish reading it. Nice pictures though.  | [L]        |
| C. 19        | Link to the manual would be nice here, as I don't know where to find it and finding this survey was not easy either.   | [L]        |
| C. 20        | Stop building it   | [L]        |
| C. 21        | State and county should be discouraging vehicle use due to environmental conditions in world today   | [L]        |
| C. 22        | what about noise we have one by us and it is very noisy on weekends  | [L]        |
| C. 23        | It seems like a lot of things are being farmed out and all of that has a cost. The more people you have with their hands open, it just adds cost and complexity. If this is truly a Oakland County project, then there should be a dedicated team that is taking care of this stuff.   | [L]        |
| C. 24        | No exhaust or noise rules. Same price no matter what type orv is being used.   | [G] [J]    |
| C. 25        | Local ORV clubs would like to be involved to maintain park. WE WANT to help and be involved. Need to offer 4wd awareness training thought groups such as Great Lakes four wheel drive association.   | [F] [J]    |
| C. 26        | Always looking for ways our Offroad Club can help. We are local. Jolly Jeeperz in Highland, MI   | [F] [J]    |
| C. 27        | How and who is responsible for upkeep  | [J]        |
| C. 28        | Good document. Concern with vehicle inspection, who will determine what is acceptable and not prior to entering and while in the park? With potential for multiple types of oil/fluid spills in sand, water, rocks - how will this be cleaned up properly?   | [J]        |
| C. 29        | Very important that the park is family friendly. Economic impact is understated. Having a park closer to home will encourage people to get into the hobby of ORVs, which will lead to increases in ORV activity across the state. It will also lead to a good hobby for younger people, helping them avoid bad activities.   | [I]        |
| C. 30        | everything I have see so far seems good been looking forward to it being officially open and to finally have somewhere to go that has ORV trails locally   | [I]        |
| C. 31        | I am very excited about the proposed seasons/days/times. I think it all makes a lot of sense, and it is good to see that there will be a lot of open time durning the peak season. This should help to reduce over-crowding.   | [C] [H]    |
| C. 32        | Please lower the fees to one set price across the board. \$12. to \$15 would be more appropriate/fair.   | [G]        |
| C. 33        | I say just try to have it similar like the mounds price  | [G]        |

| Comment Code | Table 11: Holly Oaks ORV Park Plan Comment  |  | Topic Code  |
|--------------|---|--|-------------|
| C. 34        | The proposed fees seem very reasonable to me.   |  | [G]         |
| C. 35        | season pass   |  | [G]         |
| C. 36        | one fee plate or orv it makes no sence to need a trail permit in a fenced in orv park come on now   |  | [G]         |
| C. 37        | Looking for training for full size Vehicle off road   |  | [F]         |
| C. 38        | One way trails  |  | [D]         |
| C. 39        | Try to make everything directional and flow.  |  | [D]         |
| C. 40        | Not at this time. I think this park has taken a long time to come to fruition but I know dealing with all the agencies etc it was to be expected. If the same level of enthusiasm is kept and the Park keeps getting better and better I think it will do well.   |  | [P]         |
| C. 41        | Clear and large font  |  | [P]         |
| C. 42        | Nope. Looks Good  |  | [P]         |
| C. 43        | i like it   |  | [P]         |
| C. 44        | Sounds like a great plan.   |  | [P]         |
| C. 45        | Who is going to police the park ? Who is going to enforce the rules in the park ? Who is going to police the traffic influx to the area. The intersection of Grange Hall and Dixie Highway is almost impassable during the Renaissance Festival.  |  | [J]         |
| C. 46        | Very thorough. Good information.  |  | [P]         |
| C. 47        | This is a fantastic body of work; however, with attachments it is about 194 pages too long to be meaningful to the users. The names of the features are nice to have, along with an overall conceptual idea of what it might look like in the future, but until you build some features and open the park this is all just a planning exercise. |  | [P]         |
| C. 48        | Probably should read it first   |  | [M]         |
| C. 49        | Relax, make it fun for us, easy to hang out.  |  | [J]         |
| C. 50        | Thanks for doing this. I'm excited.   |  | [P]         |
| C. 51        | Well thought out  |  | [P]         |
| C. 52        | seems very comprehensive.   |  | [P]         |
| C. 53        | Nope I think it is a good start, the true comments will come after the opening of the park.   |  | [P]         |
| C. 54        | fine  |  | [P]         |
| C. 55        | Looks good  |  | [P]         |
| C. 56        | Very thorough and well planned out  |  | [P]         |
| C. 57        | Looks good.....   |  | [P]         |
| C. 58        | It is very detailed and pretty much spells out how things will be run. I guess we will see what happens the first year.   |  | [P]         |
| C. 59        | Sounds great. A long time coming.   |  | [P]         |
| C. 60        | I appreciate how well detailed and thought out it was. It discusses a lot of my concerns/ideas/questions. I would bet most have not read it.  |  | [P]         |
| C. 61        | Focus more on natural like trails rather than creating obstacles with garbage (old tires, concrete tubes, etc)  |  | [V]         |
| C. 62        | I would like to see a more middle difficuty obstacle course added. Right now the giant boulders are too difficult, and the rock pile is very easy. The Jeep brand would like to work with and develop a course with the park that would be a bit more challenging. Utilizing the water elements would also be helpful.                          |  | [T] [U]     |
| C. 63        | I hope user conflict won't be an issue and was happy to see design elements aimed at assisting on that front (e.g. variable width gates). That concept also supports allowing younger enthusiasts the ability to participate. As the father of two young riders, safety concerns via proximity to larger vehicles is a concern.                 |  | [R] [S] [U] |

| Comment Code |    | Table 11: Holly Oaks ORV Park Plan Comment   | Topic Code |
|--------------|----|--|------------|
| C.           | 64 | I personally think they motocross track should stay a top priority for consideration. Having a track where people can practice their craft or even hold sanctioned races would help draw attention to this park and bring in families who might not ever consider visiting. Often those who ride motorcycles also are into side by sides, atv, or full size off road vehicles. | [F] [U]    |
| C.           | 65 | Just a drag strip! I honestly do believe this will make or break this place.   | [T]        |
| C.           | 66 | Operate more as a scramble area.   | [T]        |

Other Comments

See Other Comments analysis table for topic names and codes.

Table 12: Other compiled comments

| Comment Code | Table 12: Other Comments   | Topic Code  |
|--------------|--|-------------|
| D. 1         | Great work everyone.   | [P]         |
| D. 2         | None   | [M]         |
| D. 3         | Can't wait to try the new park out.No  | [P]         |
| D. 4         | No   | [M]         |
| D. 5         | I really hope the park is a success. I don't see many repeat visitors at those rate those. Sure the first few years curiosity will bring people out but once your on I-75 anyways an extra hour or so of driving is worth the trip for ALL the open land the state has to offer. As an example, Genesse county has an ORV park last time I was there the fee was 5 bucks. Nice LITTLE place. Never went back, never took my kids there, never took the wife. Why bother when an hour up the road we can ride from town to town and from breakfast at one town to lunch at another and dinner at yet another. People like to ride their ORV's to the restaurant not trailer them so I don't expect the big surge in business many people are hoping for either. The gas station on the corner will be the biggest winner. I wish the park lots of success but believe unless you reassess those fees your better of not even opening. | [A] [G] [L] |
| D. 6         | nope   | [M]         |
| D. 7         | None   | [M]         |
| D. 8         | So excited for this park to open! I'm happy it's an Oakland County park vs private run business.   | [P]         |
| D. 9         | My concerns with the park is more on safty than any other subject. Id like to see as much directional traffic as Silver Lake Michigan has. Thank you for letting me sound off in the survey. Im looking forward to this next July, Opening day.  | [D]         |
| D. 10        | Not at this time.  | [M]         |
| D. 11        | Plant trees  | [V]         |
| D. 12        | No   | [M]         |
| D. 13        | I really hope you don't make this just a place geared towards Jeeps and trucks. Everyone around here has a 4 wheel drive truck and I'm sure most haven't taken it north to offroad so they have little to no experience. With this being so easily accessible, you'll have more inexperienced offroad drivers in large vehicles making even more unsafe for smaller ATV's and motorcycles. Don't get me wrong, I was excited when I heard about this a few years back. We just don't get enough seat-time as it is due to how many hours we need to drive in a weekend to ride. That said, it needs to be safe for smaller ORVs.   | [R] [U]     |
| D. 14        | No   | [M]         |
| D. 15        | I hear that the park will possibly be closed once per month for special events. This is too many. It was envisioned by the DNR and County for ORV users - not special promoters. Allow for 4 season usage.   | [F] [H] [L] |
| D. 16        | No   | [M]         |
| D. 17        | Cant wait!!  | [P]         |
| D. 18        | None at this time  | [M]         |
| D. 19        | Cant wait!!  | [P]         |
| D. 20        | no   | [M]         |
| D. 21        | Had a blast with a group for Detroit4fest. Will be a great day trip park.  | [P]         |
| D. 22        | N/A  | [M]         |

| Comment Code | Table 12: Other Comments  | Topic Code         |
|--------------|---|--------------------|
| D. 23        | Looking forward to it opening and having some fun! Thank you for all the hard work and dedication everyone has put into this. It is greatly appreciated.  | [P]                |
| D. 24        | No  | [M]                |
| D. 25        | Can't wait for it to open   | [P]                |
| D. 26        | No  | [M]                |
| D. 27        | Would be amazing to see an area for minors to operate smaller cc utvs or small built buggys. Our future generation of off road enthusiasts shouldnt be neglected. I have 3 girls id really love to to pass this along to an im sure others would love the same opportunity for their children   | [U]                |
| D. 28        | No  | [M]                |
| D. 29        | Thx for the hard work to make it happen   | [P]                |
| D. 30        | no  | [M]                |
| D. 31        | I wouldn't dedicate a ton of area to difficult / pro level rock crawling. They did that at The Mounds and almost no one ever uses that area because it's too damaging and difficult for 95+% of the people that go to the park. It's a waste of space for anyone not owning a \$60k plus dedicated rock crawler. Just look at the events run in Holley so far, it's always the same small batch of high dollar rock crawlers in the rock valley. Those are the same few guys that pushed building massive, pro level rock courses at the Mounds and the St. Helen Motorsport area. Those courses set unused now except for the rare occasion when the dedicated rock crawler crew visits them. A varied terrain approach (like Rocks & Valleys ORV Park) would be best for everyone and subsequently more profitable. | [U]                |
| D. 32        | No  | [M]                |
| D. 33        | I would love to see an annual pass option.  | [G]                |
| D. 34        | no  | [M]                |
| D. 35        | Keep it clean, keep it safe, keep it eclectic from easy to challenging, keep it available all year round, get linked up with local restaurants, set up a campground that allows machines to drive from the campsite right out to the trails and riding areas.   | [A] [B] [J]<br>[U] |
| D. 36        | None.   | [M]                |
| D. 37        | I am happy to see this park finally happening whether I come out to it or not. It's good for everyone.  | [P]                |
| D. 38        | no  | [M]                |
| D. 39        | Need more defined go/no-go zones, trail rash free trails too lol  | [K] [U]            |
| D. 40        | No  | [M]                |
| D. 41        | Safety, motorcycle only trails..marked no side by side or atv, marked directional to avoid collisions as well.  | [D] [K] [S]        |
| D. 42        | No.   | [M]                |
| D. 43        | Don't use the Mounds as a model for this park! Capture the motorcycle market!   | [U]                |
| D. 44        | None  | [M]                |
| D. 45        | Glad to see it come true 7-8 years after i first saw this at Jeep.  | [P]                |
| D. 46        | None  | [M]                |
| D. 47        | It is nice to see the county / state opening a park close to Detroit metro area. I love going off reading but often times the travel is very far which limits the times I can go per year. Something being this close will be nice. I think season passes for a vehicle would be a great add. Make it expire on same date as that years MI ORV passes   | [G] [I] [P]        |
| D. 48        | No.   | [M]                |
| D. 49        | Prerunner jumps and sand would bring is much more business because of the high prerunner scene in Michigan.   | [U]                |

| Comment Code | Table 12: Other Comments  |  | Topic Code  |
|--------------|---|--|-------------|
| D. 50        | No  |  | [M]         |
| D. 51        | Nope cannot eait until opening  |  | [P]         |
| D. 52        | Nope  |  | [M]         |
| D. 53        | Make the park more of a full-size 33"-39" tire / UTV ORV playground with different trails and climbs. Don't turn the place into a rock crawl  |  | [U]         |
| D. 54        | Let's get this open! I'm excited  |  | [P]         |
| D. 55        | Thanks for creating this.   |  | [P]         |
| D. 56        | Thank you   |  | [P]         |
| D. 57        | Love the park on our first visit, am concerned on the trail markings as they were very clear, and the map that was handed out was very poor. Concerned on the safety aspects, Should require FRONT mounted safety flag at 10' (similar to SLSD) as there are a lot of hills and last visit some people had what I considered to be a poor example of safety flag and mounted on the back does nothing when your traveling up a hill.                                |  | [R]         |
| D. 58        | Make it legal to ride from the campground to the entrance.  |  | [B]         |
| D. 59        | Glad more places like this are becoming available   |  | [P]         |
| D. 60        | Will probably need a few more creature comforts than other parks to appease the yuppies and wives. Nice bathrooms etc   |  | [A]         |
| D. 61        | Thanks for all the time and effort to work with the different types of orv use which could be involved in the use of the area.  |  | [P] [U]     |
| D. 62        | Cant wait to go. Ive been excited ever since i heard about it   |  | [P]         |
| D. 63        | Thank you :-) maybe some manufacture demo rides could be cool?  |  | [F] [P]     |
| D. 64        | Please try to design the jumps so the ATVs can't destroy them. Plus, I look forward to when the park opens  |  | [J] [P]     |
| D. 65        | air pump station to refill tires is a big deal. Also water hose to wash mud off radiators, lights, wheels, wheel balance can be way off when mud is stuck to rims. This can often result in "death wobble".   |  | [N]         |
| D. 66        | Please and I'm begging you on this. Keep dirt bikes separate from the Jeep and S x S traffic. We do not mix well and it's not safe. Make all traffic flow in a single direction as well. Do not let this place become The Mounds Part 2. I live fairly close to that place and refuse go ever again because of the mixed traffic.   |  | [D] [S]     |
| D. 67        | I think that this would also be a cool place to host annual/quarterly events. Such as festivals, races, climbs, safety/offroad classes, fundraisers for charity, etc. The area to work with is great.   |  | [F]         |
| D. 68        | Consider strategic partners. Large corp \$ can be overpowering. Include clubs like Bent Wheels - we want to be a long term relation. Sponsored benches, plaques etc.  |  | [J]         |
| D. 69        | Can't wait  |  | [P]         |
| D. 70        | Thank you for you hard work.  |  | [P]         |
| D. 71        | Cant wait for it to open!   |  | [P]         |
| D. 72        | '- set a capacity limit! - alternate- jeep traffic; ATV and bike only days  |  | [C] [H] [S] |
| D. 73        | I look forward to visiting!   |  | [P]         |
| D. 74        | If Oakland County can afford to operate golf courses at a loss, they can afford to sink money into this that will get used if they keep it interesting and fresh. Don't let the County Commissioners and people in charge of funding make it look like a failure by not giving it a real budget to help make it work. Self funded is fine long term, but in the short term you need to get people to want to come. With what is there, they will quickly get bored. |  | [L]         |

| Comment Code | Table 12: Other Comments   | Topic Code  |
|--------------|--|-------------|
| D. 75        | I have not seen a test event with trucks/utvs & atvs/dirtbikes at the same time. If running them together doesn't go so good you could try alternating weeks with them.  | [F] [H] [S] |
| D. 76        | You should make one of these areas in the UP (eh).   | [I]         |
| D. 77        | The Mounds is too small so having something a bit bigger is nice. It is also nice to have something closer to home.  | [I]         |
| D. 78        | The additional price seems a little steep considering all the other 'fees' ORV's must pay - is there any plan to make a season pass?   | [G]         |
| D. 79        | This type of area is needed. I would like to see more of them throughout MI>   | [I] [P]     |
| D. 80        | open it!   | [P]         |
| D. 81        | I'm glad there's something finally downstate. There needs to be much more. Use the rec money. Otherwise politicians will always try to redirect it away from the intended purpose. That's what the sticker money is for. Only.   | [I]         |
| D. 82        | I apologize for not being able to read the complete plan as I am completing this survey through my phone. I would like to see if it is not included: covered picnic table area of appropriate size that would allow visitors to remain in the park for several hours and enjoy a picnic lunch.   | [A]         |
| D. 83        | thankyou very much for putting this park in place for everyone to enjoy  | [P]         |
| D. 84        | Get it open. What on earth is taking so long? Classic example of how slow government works   | [L]         |
| D. 85        | Open the park already. It has been talked about for years.   | [P]         |
| D. 86        | I think this park is a fantastic idea and would like to see it replicated elsewhere. Especially closer to Lansing since there are no places nearby.  | [I] [P]     |
| D. 87        | The park is going to do well, it's location is huge. Building it and keeping it up is the only concerns on how users and park maintenance teams handle issues of erosion and control.  | [I] [J] [P] |
| D. 88        | Please be more motorcycle/dirt bike friendly! Directional single track/areas ONLY for motorcycles so some side by side doesn't run me over!  | [D] [S]     |
| D. 89        | Maybe have heavy machinery available to pull out stuck ORV's and trucks.   | [N]         |
| D. 90        | Try to re-create that "Up-North" trail feel. Many of the ORV parks lack the trail areas for ATV and Motorcycles. They all seem to cater to Jeeps and trucks, which by your own studies, are the minority of ORV vehicles. The wooded trails "up-north" are the biggest reason I still ride. Would be nice to have that closer to home.   | [U] [V]     |
| D. 91        | Looking forward to it.   | [P]         |
| D. 92        | If the plan doesn't include this should be added: Air and/ or electric plug in availability included in entry fee to refill tires. Drinking water. Pop machine.  | [A] [N]     |
| D. 93        | The Unidirectional trail per day of the week system is in use at dte energy trail system in Chelsea MI... This changes this up and adds to safety...it works   | [D] [H]     |
| D. 94        | Looking forward to visiting.   | [P]         |
| D. 95        | Thank you for entertaining the idea of bring more trails to Michigan. It seems too many are getting shut down nowadays.  | [P]         |
| D. 96        | Hurry up and open!   | [P]         |
| D. 97        | I am old enough to harken back to the early days of snowmobiling and the introduction of ATV"s. My observation over the years is that the people who engage in this activity are generally disruptive individuals who regularly flaunt rules, laws and have little regard for private property and the people who live in the area. I am afraid this park will become a destination for those types of people. | [L]         |
| D. 98        | Endurocross section, motocross track, single track trails for motorcycles.   | [U]         |
| D. 99        | A dedicated Motocross track would be wonderful or one way trails.  | [U]         |

| Comment Code | Table 12: Other Comments   | Topic Code         |
|--------------|--|--------------------|
| D. 100       | The fact that Holly Oaks is a one of a kind facility nearby to an urban area makes this an opportunity for many ORV type disciplines. Everyone agrees that safety is paramount. Mixing of multiple uses (motorcycles and four wheeled orvs) brings with it many issues. My point here is to highlight the fact that most off road motorcycle riders will not choose to ride at the same time there are other four wheeled orvs riding in the park. For practice days and an occasional ride, this may work for some riders. In my opinion, IT IS ESSENTIAL that the use plan allow for dedicated locations (within the park) and/or dates for use by motorcycles only. At this time the "two wheeled community" is invested and anticipating the opening of Holly Oaks with optimism and excitement. The biggest concern of the "two wheeled community" is that if Holly Oaks is operated as a mixed use only park, (similar to The Mounds), very few motorcycles will choose to use the park in the future. | [H] [I] [S]<br>[U] |
| D. 101       | Need to really find a way to keep the moto's and vehicles to play nice with each other. If things are to be off limits, moto only or vehicle only, how will that be enforced?  | [J] [S]            |
| D. 102       | You have to make it SAFE and ACCESSIBLE for it to be worthwhile. Especially on the weekends. Suggestions to do this include: - limit # of total vehicles - one directional trails and hills - no alcohol or marijuana allowed, anywhere, ever near here - add an external "spectator" area where people can watch some of it without having a vehicle inside   | [C] [D] [R]        |
| D. 103       | We're fortunate to have Michigan's land managers focused on providing access to the recreation opportunities that they do. Also, the partnerships between the government and volunteer organizations to coordinate / support things like this is fantastic. Thank you for your efforts.  | [P]                |
| D. 104       | Please try to make the trails and obstacles in way so they aren't fragile and the technical portions disappear because of use or erosion. Maybe shotcrete some features.   | [J]                |
| D. 105       | I would like a motorcycle practice area for learning to jump logs. It is a common obstacle during trail riding and it is a very useful skill to learn.   | [U]                |
| D. 106       | This is a great addition by the parks system for the recreation industry. Hope to see more like this in the metro area.  | [P]                |
| D. 107       | Allowing snowmobiles in winter for the track?  | [U]                |
| D. 108       | Need a kids and beginner spot with safe training instructions  | [U]                |
| D. 109       | I am very much in favor of a park which provides this type of recreational experience. Michigan is an awesome state with so much to offer! Keep up the great work!!  | [P]                |
| D. 110       | Very excited for a new place to go - close to Metro Detroit - off roading is growing exponentially and we need more places to go.  | [I]                |
| D. 111       | I can't emphasize "Drag strip enough"  | [U]                |
| D. 112       | Can't wait for Opening Day! This is going to be a fantastic park! Looking forward to holding many club events here! [Name redacted]  | [F] [P]            |
| D. 113       | I'm very pleased with the work that's been done to open up roads and trails to riding in the northern lower as compared to what it was years ago when I bought my first atv. Use of State owned land such as this park is a good thing to do to continue the attraction and develop Michigan as a destination not only for residents but those out of state as well.   | [I] [p]            |
| D. 114       | Find me some greenery please   | [V]                |
| D. 115       | I would hope consideration is given to motorcycles   | [U]                |
| D. 116       | I wish we were also doing something in the SW Michigan area. Congratulations!  | [I] [P]            |
| D. 117       | Thank you!   | [P]                |

| Comment Code | Table 12: Other Comments   | Topic Code |
|--------------|--|------------|
| D. 118       | keep motorcycles separate on their own track, maintain the track well for good riding and safety. at least daily but better twice per day if track is open more than 5 hours. other off road vehicles need there own track as they tear up a two wheeled track to make dangerous ruts, and non 2 whl vehicles are two heavy to ride with motorcycles for safety.   | [J] [S]    |
| D. 119       | Despite my criticism I do appreciate your efforts to provide another area for off road recreation  | [P]        |
| D. 120       | This is ridiculously small for an ORV Park. Even with the additional acreage.  | [L]        |
| D. 121       | Looking forward to volunteer opportunities.  | [P]        |
| D. 122       | Make sure to keep the hills maintained, as to avoid washouts. There were a lot of them during 4Fest  | [J]        |
| D. 123       | I can't wait!!!  | [P]        |
| D. 124       | Keep it organized so it doesn't become like the Mounds. Offer opportunities for the community to become involved in it's maintenance.  | [J]        |
| D. 125       | Good luck on traffic and parking management as it will be a difficult task with a small area. The fees might hinder some attendance which is both good and bad.  | [C] [G]    |
| D. 126       | What about the UP???   | [I]        |
| D. 127       | Keep all trails one way!!  | [D]        |
| D. 128       | How about instead of wasting money on that we spend some money rebuilding some trails in the UP that were destroyed by the fathers day flood a LONG time ago???  | [L]        |
| D. 129       | I attended the very first event. I think it is a great idea. I like how you included the ORV community like Great Lakes Four Wheel Drive Association.  | [F] [P]    |
| D. 130       | Good work. Need more of these  | [P]        |
| D. 131       | Thank you, Oakland County.   | [P]        |
| D. 132       | Loss of habitat is the number reason for the decline of millions of birds. We have a responsibility to maintain more green space. Have we not learned this from previous mistakes. Birds are a barometer of our own existence. Swamps, wetlands & ponds are needed to filter water we as humans destroy.   | [V]        |
| D. 133       | Thank you for bringing this park into reality. It will be nice to have a place to play close to home.  | [I] [P]    |
| D. 134       | if it is run annything like The Mounds Holly Oaks ORV should be great. Not so great if it turns out like Silver lake Dunes   | [J]        |
| D. 135       | looking forward to this  | [P]        |
| D. 136       | i find rice to be a satisfying meal  | [P]        |
| D. 137       | My only concern is that it will draw ORVehicles into Holly Recreation Area campgrounds and ruin the quiet atmosphere there. Most ORVs are loud   | [B] [L]    |
| D. 138       | As a lifelong Oakland County and state taxpayer I'm VERY disappointed in the partisan roll out that I've seen to date of MY taxpayer funded ORV park! Not a single "test event" was made public until AFTER the "events" were sold out. Yet I've managed to get all of the other correspondence about this park via an email from the DNR, including this survey. So essentially participation in every "test" event that has been held to date has been held for private groups and NOT the public.<br>Now that I've seen the different per vehicle rates, no county "resident rate" being offered and how the public has been locked out of "test" events, I have very little confidence that Oakland County will be a good steward of this park. Taking all of this into account I have to ask myself, do I want to frequent a ORV park that stiffs it's county residents and the taxpayers who pay to operate it and charges a rate higher | [G] [L]    |

| Comment Code | Table 12: Other Comments   | Topic Code  |
|--------------|--|-------------|
|              | then others based solely on the vehicle I own, or do I want to frequent a park that charges non-residents \$5 less then Oakland county and actually gives it's county taxpayers a discount because they know their county taxpayers are on the hook for the costs to maintain the park? If changes aren't made to the rates to mirror the rates being offered by "The Mounds" it's HIGHLY unlikely I will frequent this park as I have done over the years with "The Mounds". If angering county residents and it's taxpayers before this park has even been opened to the public was your goal, you have succeeded! |             |
| D. 139       | keep up the good work, many people are excited for this!   | [P]         |
| D. 140       | I live in Indiana and enjoy Michigan for all that you offer. Love riding the orv trail system, single track, silver lake, snowmobiling, skiing, in the lower and upper parts of the state. Look forward to another park to add to the great selection. I plan on moving to Michigan when I retire to enjoy the great state on a daily basis.   | [P]         |
| D. 141       | This is a great start and should be encouraged throughout the state. Keep the trails challenging and maintained, people will participate.  | [I] [P]     |
| D. 142       | Hopefully there will be plenty of dirt biking opportunities here. The main reason is because the closest ORV trails for dirt bikes are in the upper LP. We need/want more ORV activities in the southern LP areas.   | [I] [U]     |
| D. 143       | Wish I was given an invitation to come see the park. Other than that hurry up and open the park, I'm tired of driving up north 2+ hours.   | [I]         |
| D. 144       | The idea for "time slots" for the short course track makes sense. The pace between some of the full-race vehicles, the UTV's and some of the slower traffic can vary greatly. One thing that could help with this is to add a "Joker Leg" to the course, for example you could have a small sections with an additional turn for the slower traffic to take, and let faster vehicles pass by continuing on the more direct path. This should help people from taking risky passing maneuvers on track, and not being stuck behind slow traffic.  | [H] [S] [U] |
| D. 145       | Excited to see this development succeed!   | [P]         |
| D. 146       | I would really like to see uni-directional trails and possibly wide enough to pass jeeps on a dirt bike, or trails 50" or less.  | [D] [U]     |
| D. 147       | Sounds like a great place I may travel to check it out. Would love to see an orv park in my area of Traverse City.would think it would attract more tourists.  | [I] [P]     |
| D. 148       | Can't wait to get my SXS out there!  | [P]         |
| D. 149       | I think it's great. More parks that open spread the people so they parks don't get over used.  | [C] [P]     |
| D. 150       | It's a great idea and it should get a lot of users.  | [P]         |
| D. 151       | Create some obstacles for Jeeps. Its an ORV Park not a cruise. \$ fest the roads not trails were too easy.   | [U]         |
| D. 152       | Learn from silver lake sand dunes. There will be a lot of people, and this could become a tradition for many. Don't overprice it like hunting licenses. I want to bring the family and have a good time. Food trucks could make a killing too.   | [A] [G]     |
| D. 153       | Safety should be paramount at this park! Therefore, one way trails based on skill level that are clearly marked would be required.   | [D] [K] [R] |
| D. 154       | continue to grow the park. This will be one of the most impactful outdoor recreation parks that oakland county has ever done and could stand to generate a significant amount of revenue for the community in the area. I look forward to seeing it grow. Please reach out to the surrounding communities and companies for support as many of us cannot wait for it to open to go exploring.  | [J] [P]     |
| D. 155       | Restrooms in the park? Besides mt holly  | [A]         |

| Comment Code |     | Table 12: Other Comments   | Topic Code  |
|--------------|-----|--|-------------|
| D.           | 156 | Keep up the great work!!   | [P]         |
| D.           | 157 | Terrain management is obviously a big factor, possibly limiting the ATVs/Bikes to a specific area will help. Trucks and UTVs are less harmful to the terrain. It also becomes a safety concern just as we have all seen at silver lake.  | [J] [R] [S] |
| D.           | 158 | Great fun so far.  | [P]         |
| D.           | 159 | I and my friend in the Jeep clubs are looking forward to the opening of the gem so close to home!  | [I] [P]     |
| D.           | 160 | If this is put together correctly, and it seems that is what is being done by the extensive plan, it should be a benefit for the immediate area, and Michigan. This will attract more business, and give more business existing companies. The sponsorships talked about will be good and valuable.  | [J] [P]     |
| D.           | 161 | I think you are way overpriced for dirt bikes. I can understand \$15/day for ORVs as a primary consideration for riding them is the cost of getting them to the trail. It is much less expensive to get to a trail with a dirt bike thrown in the back of a truck, so your competitive advantage is the amount of time I save from going up north. I think anything over \$5 for dirt bikes and ATVs will significantly limit usage and your chance for success. Also, consider having at least 2 days per summer that are free to all users, so people can experience what you have in the park and see if it is worthwhile. The DNR already does this for all State DNR trails. Lastly, dirt bikes do not want to ride on trails where UTVs/ORV are coming around the corner at speed aiming for them. Consider areas or trails that are only for less than 50." This is much safer. | [G] [H] [S] |
| D.           | 162 | Lets ride!!  | [P]         |
| D.           | 163 | I think it would be a good idea to restrict certain types of users on some days. For example, have a day or two for only dirt bikes and atvs, and a day or two for side x sides and jeeps. I think out would make it safer for kids and those on bikes and quads.  | [H] [S]     |
| D.           | 164 | Looking forward to doing some riding!  | [P]         |
| D.           | 165 | controlling traffic without stopping the experience of fun and adventure. special days set aside, different times for different vehicles at least on some days.  | [H] [J] [S] |
| D.           | 166 | It's about time! This has been in discussion for several several years. Thank you!   | [P]         |
| D.           | 167 | Will you be able to rent out the park for special events?  | [F]         |
| D.           | 168 | Back to education! As an employee of the County and a trained ATV / ORV DNR Instructor for the Sheriff's Office I believe this should be addressed. I would be pleased to add and participate in further discussions. Regards, [name and contact information redacted]   | [F]         |
| D.           | 169 | Looking forward to it!   | [P]         |
| D.           | 170 | Thank you for all of your efforts to make this happen. We appreciate you!  | [P]         |
| D.           | 171 | I think it is important to keep smaller vehicles like ATVs and motorcycles separate larger UTVs and SUVs. I do worry about how vehicles will be allowed on the property at one time.   | [S]         |
| D.           | 172 | We are looking forward to having somewhere closer to home to ride.   | [I] [P]     |
| D.           | 173 | Those areas within the park that may attract amphibians due to quality habitat for breeding purposes should be off limits to vehicles. I am not suggesting to eliminate the big mud baths... but rather the small isolated & vegetated areas where amphibians would likely travel to for breeding purposes. Vernal ponds.  | [V]         |
| D.           | 174 | Safety is #1. Recovery vehicles would be a plus (as has been shown in the past). An air station (for filling up tires) would nice, but not necessary. I guess we will see what happens the first year in. Thank you to everyone that made this park a reality for everyone to enjoy! The entire off road community is excited for this park to finally open!   | [N] [P] [R] |

| Comment Code | Table 12: Other Comments   | Topic Code              |
|--------------|--|-------------------------|
| D. 175       | PLEASE use whatever resources you have to get a park like this in Monroe County Michigan. There is plenty of old factory land, swamp land, and the old Nike Missile Base. I was trying to get this started many years ago, but a divorce forced me cancelling it.  | [I]                     |
| D. 176       | If the demand is high which is should be based on silver lake and the local market the park should get a high number of visitors. Since the park is going to be 235 arces and silver lake is 450 arces will there be room to expand the park once mining is done and demand is there? Have you considered doing day passes for vendors at the riding area? This could help off set costs of operation and keep riders from traveling back for forth to the parking lot.  | [A] [G]                 |
| D. 177       | This park has great potential for diverse recreation offerings. Mountain bike trails would be a perfect complement as they could avoid the main orv sections but benefit from the all-weather use the gravel pit slopes—it drains!   | [P] [U]                 |
| D. 178       | More dirt bike trails that are one way to avoid head on collisions   | [D] [S] [U]             |
| D. 179       | My concern with the area is safety. There will be more younger adults and kids being able to access due to not having to drive up north who typically ride more aggressively and not as aware of their surroundings. Possibly consider a limit to number of riders/vehicles, direction of travel, possibly bike and ATVs on certain days and Side by Side and full size on other days or separate areas.   | [D] [H] [R] [S]         |
| D. 180       | First off, I think the fact that it is so close to Southeast MI is awesome, thank you! I (along with my group of 10 riding buddies, wives, young children; we are all very excited about this!) I wish I was able to attend the Bentwheels event and hope there will be more similar in the future. I am a dirtbiker, who just started in this sport in my mid 30's, for point of view reference. I have a few comments, concerns, suggestions...I know that some of my comments are also within the "Park Plan and Standards Manual", but I wanted to still point them out so you are aware these things should be considered. I think we need to grow young riders, so a small area that is flat yet has a "trail" feel would be great for parents to take out their young rider on a PW50 for example, to get them some training for going up north to the miles of trails. Being so close to SE MI, if clubs like Bentwheels have a part in this and help to maintain, I would be up for applying for membership, as I could help and be closer to home/more active in the group. I hope there are areas, designated to dirt bikes (single track) and max 48" width class dirtbike/ATVs. If all areas are wide, mudholes from the jeep/truck/sxs crowd, I do not see this being as beneficial for two reasons. 1) The danger factor of that class of vehicle mixing with smaller personal vehicles, especially if the traffic is 2 way. 2) The lack of fun of driving a dirtbike/atv down a massively wide, non-technical trail I hope there is a focus and accountability for safety. In "scramble" areas like this I often see less than ideal behavior, especially from certain vehicle groups. Behaviors such as, lack of safety equipment, poor safety equipment, drinking, "rough" behavior, the thinking that louder exhaust and more tire spin is better (I am a dirtbiker but I know we need to protect and preserve our land/neighbors). I hope the trails can be designed in a way that they can be 1 way traffic. I understand this would not work on the miles of trails up north for many reasons, but in a closed park system I think it can (Ogemaw Sport and Trail does this). To mix things up and help with erosion/maintenance, the direction could be different based on days of the week, monthly, etc. I think a year or seasonal pass would be a good idea. Has there been any talk with local dealers to setup a vehicle rental program? I know a few similar places around the country do this (one example is Florida Track and Trails). I think that closing for certain special events or vehicle | [D] [H] [I] [J] [S] [U] |

| Comment Code |     | Table 12: Other Comments  | Topic Code  |
|--------------|-----|---|-------------|
|              |     | specific days throughout the year could be beneficial for all groups. Not all the time, just a few special events such as: -"hard enduro" dirtbike race -ATV harescramble - Jeep/truck rock crawl -Moto Trials event Maybe once a month a specific vehicle only day, suggest during the week to not impact the widespread weekend crowd, (first Wednesday each month is dirtbikes only, second Wednesday is jeeps/trucks/large SXS, third is SXS/small atv, etc.) Offer the ability to "rent" the facility for a day, to allow for "training" courses, I am sure other vehicle classes have this, but with dirtbikes, if you get enough people, you can get world class riders to come run a class if you have the land |             |
| D.           | 181 | Very thankful for this to be so close to home. Can't wait to get my kids out of the house to go 2 tracking and mudding. Mud Mud Mud!!! Thank-you.   | [I] [P] [U] |
| D.           | 182 | just counting the days cant wait  | [P]         |

## Survey Instrument

See following pages

Holly Oaks ORV Park is a joint effort between Oakland County Parks and Recreation (OCPR) and the Michigan Department of Natural Resources (DNR). The park, located in Groveland and Holly Townships, is scheduled to open in the summer of 2020. OCPR and DNR have developed a draft Park Plan and Standards Manual for Holly Oaks ORV Park and are seeking public comment through December 6, 2019. The plan and all associated documents are available to view on OCPR's Web site at <http://www.oaklandcountyparks.com/planning>. We appreciate your participation in the Holly Oaks ORV Park Survey. Your input is very important to the continued development and operation of Holly Oaks ORV Park.

If you have questions about the survey, please contact Donna Folland, Senior Planner at [follandd@oakgov.com](mailto:follandd@oakgov.com), or (248) 736-1649. We thank you for your time and input!

In which 5-digit ZIP code is your home located? (Example ZIP code: 48123) \_\_\_\_\_

What is your age? \_\_\_\_\_

What type of ORV do you use? (check all that apply)

- Full-size vehicle
- Side-by-Side
- All-Terrain Vehicle (ATV)
- Off-Road Motorcycle/Dirt Bike
- I do not use an ORV
- Other: \_\_\_\_\_

Have you visited Holly Oaks ORV Park in the past 18 months for any of the test events? (check all that apply)

- Ironman (12/1/2018)
- Frozen Mines (2/23/2019)
- Bent Wheels (5/11/2019)
- Detroit 4Fest (9/14/2019)
- I did not attend a test event

What types of features or attractions would you like to see at Holly Oaks ORV Park? (check all that apply)

- Hill climb area
- Rock crawl area
- Mud holes
- Gravel pit
- Off-camber or mogul area
- Jumps
- Beginner training area
- Uni-directional trails
- Water crossing
- Sand area
- Other: \_\_\_\_\_

Thank you for taking the Holly Oaks ORV Survey!

What do you think will make Holly Oaks ORV Park a desired destination for ORV riding?

The proposed park entry fees in the DRAFT Holly Oaks ORV Park Plan & Standards Manual are \$20/day for full-size and side-by-side vehicles, and \$15/day for ATVs and motorcycles. ORV Permit and Trail stickers from the Michigan DNR will also be required for park use. Do you have any thoughts on the daily vehicle fees?

Do you have any comments on the DRAFT Holly Oaks ORV Park Plan & Standards Manual?

Any additional comments?

Thank you for taking the Holly Oaks ORV Survey!