

The County Press OPINION

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READER FEEDBACK

Fixing roads should be priority in Lapeer

The paper seems to have a love affair with Dale Kerbyson and the City of Lapeer, as if they can do no wrong. But look at the roads. Start there!

The man probably makes the most money of any government official in Lapeer County, but what about the real leadership that's needed to get the roads fixed? The city road millage proposal failed by a slim margin, yet the city commission nor the city manager have said nothing since the election about roads. Why don't they try again, and this time guarantee more than crack sealing?

Imlay City voters approved their proposal, so why can't Lapeer?

I'll tell you why. Imlay City told its people exactly what roads would be rebuilt, whereas Lapeer nibbled around the edges and essentially said "trust us," but said give us your money. It doesn't work that way.

I can care less about stupid walking trails or solar energy panels, because I drive every day on the streets and they need to be fixed. The city commission, Kerbyson and the Dept. of Public Works should be hard at work to come up with another funding plan other than sticking out their hands for more grants of public taxpayer money to fix what is a local problem.

The man priority for 2016 should be to come up with a plan to pay for long-term street projects.

Jen Brohm
Lapeer

lead include Christie and Kasich because they're Republican governors who have had to balance budgets and work with Democrats to make things happen in their states.

Hillary Clinton will absolutely wipe up Trump, and I'm not a Hillary fan but it's true.

Martia Brown
Goodland Township

* Upgrade Sutton Road to handle truck traffic

There has been a lot of opposition to the Boy Scout's desire to turn over their D-Bar-A Scout ranch to the Levy Corporation to be used as a gravel mining operation. The opposition is based on the mining operation increasing the heavy truck traffic on Dryden road, and mainly, through the village of Metamora. If this increase in mining is allowed to expand, the increase in truck traffic will escalate the deterioration of the existing roads that the trucks will utilize to access the mine. As a result, any future repairs and upgrades to the roads will fall on the taxpayers in the state. It makes sense to me that if the mining operation is approved it should be the Levy Corporation's responsibility to find an alternative route for the truck traffic that will not devalue the homes, or destroy the roads, in the process of expanding their business.

One alternative would be for the Levy Co. to explore the idea of utilizing Sutton Road to

the west as an exit to M-24 by upgrading Sutton road to the west to a Class A, all-weather road, at Levy's expense (there is information that indicates that the Levy Wixom gravel mine does over 10 billion dollars of business annually).

As there is already an existing mining operation to the west of D-Bar-A, so it seems reasonable that the gravel trains enter and exit the new mine from the west off Sutton Road as do the trucks that access the existing mine on Sutton Road.

Are the Boy Scouts going to leave the tranquil D-Bar-A better than they found it?

Robert Denton
Lapeer

Pleased with water deal

It's wonderful to see lower water rates coming to Lapeer. I always suspected if they stuck with Detroit water long enough things would improve and they have. If I were with the Karegnondi Water Authority I would be a little nervous.

Not one Lapeer County community has decided to go with the new agency, and with Flint switching back to reliable Detroit water (Great Lakes Water Authority) it would appear there may be less need for the pipeline now. I'm glad Lapeer officials did their homework and did the right thing by signing with Great Lakes.

Now if they can just fix our horrible roads.

Karen McCormick
Lapeer