



Chapter Seven: Goals & Objectives

A. Goals and Objectives

Community Input

In order to solicit additional public input in developing goals and objectives, the Commission posted a link on its website to a survey and distributed paper copies at events. The input received was incorporated into our goals and objectives, and the results of the survey are included in the appendix of this document.

The Goals and Objectives address eight main issues identified by the Paint Creek Trailways Commission:

- Issue 1: Adjacent Land Uses
- Issue 2: Access and Acceptable Use
- Issue 3: Safety
- Issue 4: Identity and Continuity
- Issue 5: Character
- Issue 6: Trail Network Connections
- Issue 7: Undeveloped Trail Property
- Issue 8: Protection of Trail Property from encroachments

ISSUE 1: ADJACENT LAND USES

Experience on other Trails in the nation suggests that many anticipated problems related to adjacent land use either do not materialize or can be satisfactorily addressed. This has been the experience of the Paint Creek Trail. Originally viewed as a critical management issue, adjacent land use has not been incompatible with the Paint Creek Trail, and any problems worked themselves out early on. In the years that the Paint Creek Trail has been open, there has been a favorable response from near-by residents. Landscaping with native plants, when placed properly, can act as a visual buffer to adjacent properties. It can also act as a deterrent to motorized vehicles accessing the Paint Creek Trail. Additional screening or barriers may be installed along the Trail where necessary to minimize trespass problems to and from adjacent landowners. Screening will not be necessary where terrain and vegetation form a natural barrier, or where there is no conflict with adjacent use.

Chapter Seven: Goals & Objectives

Residents with abutting property have taken interest in the Trail, many connecting their property through the use of paths, bridges, and removal of brush. While the Commission encourages the support of the Paint Creek Trail by surrounding residents, guidelines must be established to govern such practices. These guidelines will be established for the benefit of the Trail and property owners.

Because of the proximity of the Trail to Paint Creek and the Clinton River, special attention continues to be given to stormwater runoff, soil erosion management, and streambank protection. New construction and allowed uses of the Trail have been designed so as not to adversely affect the water resources.

Issue 1: Adjacent Land Issues

Goal 1: Create Visual Buffer

Objectives

1. Identify areas where no native plant screening exists between Trail and neighbors.
2. Develop guidelines and provide screening along the Trail in keeping with the natural character of the Paint Creek Trail.
 - Encourage new developments abutting the Paint Creek Trail to provide natural screening with native plants where needed.
 - Develop guidelines and encourage appropriate screening by adjacent property owners, including preservation of existing vegetation.
 - Work with the appropriate municipalities in implementation of screening proposals at designated sites.
 - Host educational forums and post information on website to educate users, especially with regard to using native species for buffers.

Issue 1: Adjacent Land Issues

Goal 2: Create Natural Access Barriers

Objectives

1. Identify areas where trespass onto abutting properties is occurring or likely to occur.

Chapter Seven: Goals & Objectives

- Develop a plan to install plantings and/or natural barriers to discourage trespass.
- Provide plantings and/or barriers where needed.

Issue 1: Adjacent Land Issues

Goal 3: Assure Minimum Impact By Adjacent Developments

Objectives

1. Identify areas where adjacent developments are causing stormwater run-off or soil erosion onto the Trail.
 - Work with the adjacent property owners to correct situations that adversely impact the Trail.
2. Monitor new development on adjoining properties to ensure minimum impact on the Trail.
 - Work with local municipalities to ensure that site plan reviews adequately address the impact of adjacent developments on the Trail, especially the inevitable desire for Paint Creek Trail access.
 - Request the opportunity for Paint Creek Trailways Commission formal or informal review of adjacent development plans.
3. Educate developers, municipal staff and homeowners about development impact on the Trail.
 - Prepare and present information at community and homeowner association meetings.
 - Develop information for dissemination over local access television and on the Trail website.

ISSUE 2: ACCESS AND ACCEPTABLE USES

1. Types of Paint Creek Trail Access

The surfacing of the Paint Creek Trail in 1989-90 was a major step in the development of the Paint Creek Trail. A smooth, hard limestone surface allows hikers to share the Paint Creek Trail with bicyclists and horse riders. Although the multi-

Chapter Seven: Goals & Objectives

purpose nature of the Paint Creek Trail has increased the numbers of users, it has also raised the issue of compatibility of uses.

As the rural tracts of land in Oakland and Orion Township continue to give way to large residential developments, Trail access has become an issue. Many adjacent landowners have developed their own informal access points to the Trail directly from their back yards. While the Commission welcomes adjacent landowners use of the Paint Creek Trail, individual access points can increase erosion, lower safety standards, and be unsightly. Several residential developments adjacent to the Paint Creek Trail in Orion and Oakland Townships are planned for the near future. It will be important to provide enough well-placed access points in those areas to accommodate these new Trail users.

2. Types of Paint Creek Trail Use

The most common uses of the Paint Creek Trail are bicycling, walking, jogging, and horseback riding. The Paint Creek Trailways Commission continues to accommodate these uses. In recent years, there has been an increase in the amount of use on the Trail in the winter months of December through March. Snow is not a constant in this part of Michigan during the winter months, and ski conditions are not reliable. In exploring the possible expansion of winter uses, the issues of budgeting, equipment, staffing, liability and maintenance must be examined.

The Americans with Disabilities Act of 1990 and Federal Access Board Guidelines (updated 2004) provide clear, enforceable standards for improving the accessibility of public recreational trails. The Commission recognizes these standards must be taken into consideration in all Trailways development projects. Recommended guidelines regarding design, parking, restroom facilities, drinking fountains and trash receptacles are found in the Appendix of this document.

3. Parking Facilities and Rest Areas

Increased use of the Trail has put a demand on nearby parking and access. Parking areas are located at major road crossings. While it is not the intent of the Commission to provide parking at every road crossing, additional parking areas are recognized as necessary to accommodate the increased amount of users. The expansion of parking at Tienken Road in Rochester Hills would help alleviate some of the parking congestion. Another area appropriate for formalized parking is the Adams

Chapter Seven: Goals & Objectives

Road crossing. Development would include defining the parking area and laying out a logical and recognizable system of parking for the drivers, as well as uniform parking signage. Parking lots not adjacent to the Trail but which can be connected by feeder trails or existing local bike paths continue to be identified.

In conjunction with development of parking areas, the Commission has also considered, where possible, a limited number of trailside rest areas. These sites would be judiciously chosen for compatibility with nearby land uses, at selected Trail entrances. These sites may provide for sanitation needs, drinking water for Trail users and horses (as appropriate), seating, and picnic areas. Bicycle racks and horse-hitching area could be provided at appropriate locations. In response to the increasing demand for rest areas, and the Commission's desire for uniformity along the Trail, the Commission developed a "Trail Bench Donation Policy" in 2007. This policy provides guidelines for bench material, maintenance, and placement for future bench donations and purchases. To lessen the impact on the environment and the maintenance responsibilities of our voting member communities, all benches must be made of recycled plastic. The Trail has several trailhead locations that have appropriate rest areas. A major trail center is at the Clarkston-Kern Road entrance, which is a focal point not only for the Paint Creek Trail, but also for trail linkages to the adjacent Bald Mountain State Recreational Area, and any additional trails connecting to them. The Clarkston-Kern intersection has ample parking, and provides Trail users with an ADA accessible vault toilet restroom facility. Tienken Road, however, provides Trail users with parking and picnic locations. The City of Rochester Hills had originally planned for the installation of a restroom facility at the Tienken Road parking area for 2005, but setback issues forced the cancellation of the project. The Trailways Commission still feels this is an appropriate location for a restroom facility, and will encourage the City of Rochester Hills to work with the Trailways Commission on a solution. In Oakland Township, the Gallagher Road corridor provides Trail users with a trailhead that encompasses parking, picnic areas, and a water fountain. Through the generosity of the Charter Township of Oakland, a vault toilet restroom facility will be installed next to the new Trail office at the former Paint Creek Cider Mill Restaurant in 2010. As the midpoint of the Trail, the Gallagher corridor is fast becoming one of the most popular rest areas along the Trail. In addition, it is the goal of the Trailways Commission to

Chapter Seven: Goals & Objectives

establish rest areas and trailheads in the Village of Lake Orion and in the City of Rochester where appropriate.

4. Control of Motorized Uses

The Trailways Commission has successfully controlled unauthorized motorized uses by means of signs, enforcement, and physical entrance barriers. Experience in other trails and parks have shown that the best deterrent of offending uses of land is to facilitate steady use in acceptable ways. An informed citizenry, actively enjoying intended uses of this Trail has, and will, continue to afford the best social and environmental protection. In keeping with this experience, the Trailways Commission's efforts are directed toward continuing encouragement of active and appropriate use of the Trail.

Issue 2: Access and Acceptable Uses

Goal 1: Provide a Safe and Enjoyable Environment which encourages Acceptable Use.

Objectives

1. Accommodate major Trail uses by pedestrians and bicyclists.
 - Minimize conflicts between user groups by promoting trail etiquette.
 - Encourage positive interaction among user groups.
 - Utilize bike patrollers to encourage trail etiquette.
 - Continue to monitor progress.
 - Develop and distribute trail etiquette educational materials.
 - Consider a speed limit policy for bicyclists.
 - Work with the Charter Township of Oakland to construct a pedestrian foot bridge over the Paint Creek to connect the Trail to the Trail Office rest area.
2. Accommodate limited winter uses, such as cross-country skiing.
 - Identify needs of Trail users in the winter.
 - Maintain adequate access to trails at parking areas.
 - Consider a cross-country skiing grooming policy to accommodate use.
3. Accommodate equestrians on selected portions of the Trail.
 - Develop entrances to Trail for horses where needed.
 - Install hitching posts where appropriate.
4. Accommodate anglers.
 - Accommodate angler access to stream at desirable locations, while minimizing erosion.
 - Prevent erosion with installation of stairs
 - Promote appropriate fishing access points.
 - Encourage Catch and Release practices through dissemination of educational materials.
5. Improve accessibility of Trail for all persons.

Chapter Seven: Goals & Objectives

- Develop designs for improvements necessary for Accessibility, including improved parking spaces, access between lot and Trail, and at road crossings.
- Identify suitable ADA accessible areas and include specific improvements in plans for those areas.
- Conduct comprehensive use survey.

6. Accommodate pet owners

- Provide ordinance education to pet owners who use the Trail.
- Enforce public leash laws on the Trail.
- Provide pet waste disposal bags for pet owners.

Issue 2: Access and Acceptable Uses

Goal 2: Continue to bar unauthorized motorized vehicles, but allow access for maintenance and emergencies.

Objectives

1. Maintain visual/physical barriers to motor vehicles at cross roads.
 - Replace or upgrade barriers as needed following AASHTO design standards.
2. Provide for physical barriers for motor vehicles at high-use side access trails, on an as-needed basis.
3. Maintain communication with emergency agencies in all four communities.
 - Annually present Trailways Commission information update to each community public safety agency.

Issue 2: Access and Acceptable Use

Goal 3: Provide Parking where needed and as property becomes available.

Objectives

1. Designate parking in all communities.
 - Research available area.
 - Prepare and present proposals to appropriate owners for acquisition.

Chapter Seven: Goals & Objectives

2. Arrange for parking and horse staging at additional off-site properties.
 - Determine existence of additional public parking areas.
 - Work with businesses, adjacent developments and communities for acquisition of nearby Trail parking.
 - Develop and implement plan.
3. Develop additional parking at Tienken intersection.
 - Determine what improvements are necessary and develop plan to increase parking capacity utilizing Trailways Commission property.

Issue 2: Access and Acceptable Use

Goal 4: Identify the need for or the desirability of user facilities and rest areas along or adjacent to the Trail.

Objectives

1. Develop picnic/rest areas where appropriate, as well as near points of interest.
 - Develop rest area near Atwater, while working with the Village of Lake Orion on placement and ordinance compliance.
 - Develop additional rest areas in the City of Rochester.
2. Develop viewing areas, enhanced near scenic areas, so users may enjoy nature.
3. Develop restroom facilities in each community, as needed, for Trail users to utilize while on the Trail.
 - Determine appropriate placement and develop restroom facility at the Tienken Road intersection while working with the City of Rochester Hills on setback and ordinance compliance issues.
 - Determine appropriate location for on or off-site restroom facility in the Village of Lake Orion.
4. Develop drinking fountains or access to drinking water at various points along the Trail for Trail users, dogs, or horses.

Chapter Seven: Goals & Objectives

5. Develop interpretive side trails to serve as educational and cultural enhancements to the Paint Creek Trail experience.

6. Develop a Trail recycling program.
 - Determine appropriate locations and install recycle bins along the trail.
 - Develop a Trail improvement policy regarding the use of recycled plastic for amenities.

ISSUE 3: SAFETY

1. Signage

In 1996, the Commission implemented a comprehensive signage plan, including informational, directional and mileage signs. The Commission agrees signage is an important safety requirement not only at road intersections, but also along the Trail. The road crossings are signed from both Trail directions and road directions, ensuring that both Trail users and motor vehicle operators are aware of each other.

Signage can also be used as an important tool to provide information about distance and amenities along the Trail. Under the signage plan, distance markers are placed every half-mile along the Trail, noting distances to and from starting points. Mile marker signs have also been placed at bridges, gates, and road crossings to help users determine distance and location. At road intersections, additional informational signs contain information maps and locations of near-by amenities.

In 2003, local Eagle Scout candidate John Putnam developed and implemented signage to explain the Trails Mile Marker System. The signs were placed in seven different access points along the Trail and read as follows:

As recently as 1974, the Paint Creek Trail was a railroad corridor. The Detroit and Bay City Railroad Company built the rail line in 1872, connecting Detroit to Bay City. Michigan Central Railroad later acquired the line and developed the mile-marking system in the late 1890s. Each mile-marker contained the letter "D," signifying "Detroit," and a number that represented the distance in miles from the center of Detroit to that Point. These markers are metal, diamond-shaped signs and are found at ½ Mile intervals along the Trail. Additional rectangular mile-markers have been located at each gate, bridge and road crossing. In an emergency, identify the nearest mile marker you saw so that the location can be pinpointed, and dial 911.

The Mile-Marker System is an added benefit to Trail users in the event of an emergency.

2. Trailways Bridges

Eleven existing bridges across the Paint Creek are owned by the Trailways Commission. The bridges have been modified to provide for safe passage of all Trail users, through the installation of bridge decking, and side railings. Bridge safety

continues to be a top priority of the Commission, and bridges are inspected annually or bi-annually.

In 1993, Rochester Hills inspected the Trailways bridges in their area and in Rochester, with no problems noted. As part of the Trail resurfacing project in 2004, all bridges in Oakland and Orion Townships were inspected by engineers and found to be in good condition, with some substandard openings on several bridge railings and minor vegetation issues. Both communities followed the engineer's recommendations and have improved their bridges.

3. Trail Surfacing

The limestone fine surface was originally chosen for its durability, value, and to maintain the natural integrity of the Trail. This surface first applied in 1990, has received routine inspection and maintenance. During this time, many sections of Trail were noted as needing repair, reconditioning or resurfacing. In 2001, a pilot program, also known as a "trial mile", was implemented on a short section of Trail between Gallagher and Silver Bell Roads. Volunteers from a local Boy Scout troop and the Oakland County Sheriff's Department Boot Camp provided labor necessary to resurface this portion of the Trail. Although the specified material was not laid, through use, weathering and the additional limestone fines, the section was satisfactorily repaired. The Paint Creek Trailways Commission would like the surface of the Trail to receive regular maintenance, as well as resurfacing every 10 years. After discussion and recommendations from contracted engineers, the entire Trail was resurfaced with crushed limestone in 2004. The Commission investigated different surfacing options, but ultimately approved crushed limestone that was slightly smaller than the original surface. Many eroded areas were repaired, and approximately 400 feet of Trail was developed and surfaced in Orion Township, just north of Newton Street. The project was met with approval by Trail users, who enjoy the natural feel and user-friendly aspect of the surface. The aggregate specifications have been included in the appendix of this document.

4. Road Crossings

The Trail crosses 10 streets in its journey from the Village of Lake Orion to the Downtown Rochester River Walk in the City of Rochester. Many of the crossings are over little-traveled gravel roads or local streets, and one can cross from one side to the other safely with little or no effort. Two crossings, however, are on major arterial roads, and the traffic is continual and at high speeds. Trail users, unaccustomed at waiting for traffic to clear at other street crossings, often do not have the patience required and take risks to get across the street. The Commission will continue to monitor trail safety, and work with the individual communities to increase the safety of all road/rail crossings. In 2006, after much discussion and encouragement from the Trailways Commission, the City of Rochester Hills and the Road Commission of Oakland County made major improvements to one of our high priority areas – Tienken Road. The Trail was rerouted to the east approximately 100 feet north and south of the intersection, so Trail users can cross safely, utilizing a pedestrian crossing signal at Kings Cove Drive and Tienken. The former crossing points were closed by utilizing a landscape buffer, to encourage users to cross at the light. The remaining high priority area is Adams Road in Oakland Township. As development continues to the north, users are finding it increasingly difficult to cross. The Trailways Commission will continue to monitor the crossing, and encourage the Charter Township of Oakland and the Road Commission to make needed improvements as necessary.

5. Compatibility Among Trail Users

The overwhelming success of the Trail has been indicated by a large increase in use. This increase is in part responsible for keeping a significant amount of inappropriate uses off of the Trail. However, safety concerns must be monitored even closer with increased use. The special desires of every user group cannot always be met on the Trail. Those walking their pets have different interests than those watching nature or those out for a quick-paced bicycle ride. The Trailways Commission has consulted other trail administrators and reviewed literature for ideas on how to address user conflicts. A listing of useful practices is found in the Appendix of this document.

Chapter Seven: Goals & Objectives

The most common incompatible use continues to be pets on the Trail. The behavior of a pet toward other Trail users, or to other pets is the single largest source of Trail complaints. The Commission does not want to prohibit pets from the Trail, but would rather encourage owners to take more responsibility for their pets. The Commission promotes, with signs and brochures, notifying pet owners that all pets must be on a 6' leash and under control of the owner. This signage provides users with notice of the State of Michigan "Public Leash Laws." Police have been instructed to enforce this law with warnings and citations, if necessary.

Another incompatibility issue is between users on bikes and those on foot. With the biker approaching at a rapid pace, it is important to give adequate warning to a walker who is admiring nature. The Commission recognizes the need for education of all users in "trail etiquette." Bikers are being encouraged to pass on the left and sound a warning when approaching and passing pedestrians. Walkers are being encouraged to stay to the right on the Trail, and not block the Trail for other users. Beginning in 1992, the Commission distributed, and now sells, bicycle bells to Paint Creek Trail users to promote safety and etiquette. To this day, many recreational cyclists have the brightly colored bells attached to their handlebars, and use them when passing other users on the Trail.

6. Trailways Patrols

Since 1991, the Oakland County Sheriff's Department Mounted Division has patrolled the Trailways during the summer and autumn months. Starting from the Oakland Township Hall, the deputies ride the length of the Trail between Rochester Municipal Park and the Village of Lake Orion. There are many benefits to a mounted patrol program, including well-trained officers and horses with the power to enforce the Uniform Trailway Regulations, and the ability to ride in difficult terrain off the Trail in the event of the emergency. The officers also enjoy a height advantage on horseback to other Trailways users, allowing them greater sight distance. The program has been successful in promoting the Trail and its proper use. In late 1997, the Trailways Commission investigated additional patrol options, including by bicycle. The part-time Bike Patrol position was created in 1998 to help enforce Trailways Regulations and to give Trail users a point of contact with the Trailways Commission. The Bike Patrol

Chapter Seven: Goals & Objectives

program runs from May 1 through October 31 of each year. The bike patroller has no legal authority to issue tickets, but may summon the proper law enforcement agency via cellular phone or other means if necessary. The position is more “public relations” oriented, as users are reminded of proper Trail etiquette and municipal ordinances, thus limiting the number of “user conflicts” along the Trail. The City of Rochester Police Department bicycle officers often patrol the segment of the Trail in Rochester during the time of the year their bicycle patrol program is active.

7. Trail Access by Emergency Vehicles

Continued attention will be paid to barriers assuring that emergency or maintenance vehicles have appropriate access to the Trail. The current bollards placed at public roadway crossings are of strong construction as well as visually attractive, blending with the natural environment. The gates at most access zones have been removed so emergency and maintenance vehicles can easily enter the Trail. The Trail Manager coordinates closely with local police and fire agencies (Rochester Police Department, Oakland County Sheriff’s Office, Rochester Hills Fire Department, Oakland Township Fire Department) to assure emergency vehicle access points are acceptable, and that enough access points are present. In addition the Mile Marker System is an added benefit to emergency responders and Trail users in the event of an emergency.

Issue 3: Safety

Goal 1: At road crossings, continue to provide for the safety of Trail users and warnings to motorists.

Objectives

1. Continue to address the safety of the Trail street crossings.
 - Communicate concerns at local, regional, and state levels.
 - Encourage participation in exploring concepts for crossing improvements.
 - Develop viable responses to safety issues, by taking a proactive approach to improvements, and by maintaining a working relationship with local police and fire agencies.
 - Enhance road crossings with devices such as refuge islands and markings.

Issue 3: Safety

Goal 2: Preserve the safety of bridges along the Paint Creek Trail.

Objectives

1. Establish a timetable to conduct regular bridge inspections.
2. Work with communities to maintain/repair bridges as needed.

Issue 3: Safety

Goal 3: Maintain Trail's limestone and asphalt surface for the safety of all Trail users.

Objectives

1. Maintain the surface of 8.9 miles of existing Trail
 - Develop biennial surface maintenance program.
 - Work with communities to develop local funding sources and estimate resurfacing timeframes for budgets.

Issue 3: Safety

Goal 4: Continue to promote safety at road crossings

Objectives

1. Monitor the Adams Road crossing for safety improvements.

Chapter Seven: Goals & Objectives

- Encourage the Road Commission of Oakland County and Oakland Township to make needed improvements at the Adams Road crossing.

Issue 3: Safety

Goal 5: Continue to promote safety among Trail users

Objectives

1. Encourage the use of “Trail Etiquette” by all Trail users.
 - Continue education efforts with signs, brochures, and other materials.
2. Encourage users with pets to assume greater responsibility for their pets.
3. Encourage users to be alert for oncoming Trail traffic.
4. Maintain comprehensive signage along the Trail.

Issue 3: Safety

Goal 6: Maintain system of official and unofficial Trail patrols, contracted police services, and staff.

Objectives

1. Continue and expand the use of Trail bike patroller on the Trail.
2. Continue contracting with Mounted Patrol for peak season.
3. Encourage local police agencies to expand bike patrols on Trail.

Issue 3: Safety

Goal 7: Continue to assure availability of emergency access at designated entrances.

Objectives

1. Meet annually with municipal public safety departments to provide updates about Trail safety.

Chapter Seven: Goals & Objectives

2. Develop and update, as needed, emergency Trail access map and distribute to police, fire and other emergency response officials in all communities.

ISSUE 4: IDENTITY AND CONTINUITY

It is an overriding goal of the Commission to emphasize the natural beauty of the Trail, including landscape, wildlife and flora. When motorized vehicles and other sights and sounds associated with an urban development are minimized, the Trail preserves a very special natural character, rare to find in the heavily developed Southeast region of Michigan. Many people associate the Trail with the preservation of its natural resources.

In order to achieve this goal, Trail access was designated at only certain points from roadways. An emphasis of the Paint Creek Trailways Commission is to get away from motorized vehicles, and the original Commission felt that this could not be achieved if there was a parking lot at every intersection. The increased use of the Paint Creek Trail since the last Master Plan has tested this reasoning, with more and more people traveling to the Paint Creek Trail by vehicle. Many summer evenings find the existing parking lots at or near capacity, and on busy weekend days it is not uncommon to find parked cars lining the roads near Trail crossings. While the abundance of cars points to increased use of the Paint Creek Trail, it also presents an additional element of concern in protecting sight lines at crossings for Trail users and vehicles.

Continued maintenance of the Paint Creek Trail and parking areas is vital to uphold the utility and beauty of the Paint Creek Trail. Each member unit is responsible for maintaining the Paint Creek Trail, parking lots, and entrances within its jurisdiction. A program of mowing and pruning alongside the Trail prevents encroachment of vegetation.

Issue 4: Identity and Continuity

Goal 1: Continue to maintain major Trail entrances near parking areas.

Objectives

1. Continue with program for the improvement of major Trail entrances near each of the identified parking areas.
 - Use materials and designs consistent with other Trail entrances that are compatible with the natural environment as determined by the Commission.

Chapter Seven: Goals & Objectives

Issue 4: Identity and Continuity

Goal 2: Increase Trail access opportunities in Rochester, Rochester Hills, Oakland Township, Orion Township and the Village of Lake Orion.

Objectives

1. Work with local communities, local planners and developers to develop Trail access and parking at appropriate locations along the Trail.
2. Acquire adjacent properties by purchase or donation for use as access and parking areas.

Issue 4: Identity and Continuity

Goal 3: Maintain a uniform program of signage along the Paint Creek Trail.

Objectives

1. Work with local communities to continue standardized sign design.
 - Replace signs, as needed, using standard design.
2. Continue the system of signage on the new portions of Trail, when developed.
3. Develop interpretive signage.
 - Historical signage.
 - Plant identification signage.
 - Cultural signage.
4. Guard against unnecessary signage.

Issue 4: Identity and Continuity

Goal 4: Establish continuity of maintenance and repair.

Objectives

1. Coordinate a regular inspection among units.
2. Maintain the Trail.
 - Work with local communities to establish standard maintenance programs, such as mowing, dust control, grading, vegetative pruning, erosion control and parking area maintenance.
 - Maintain parking areas.
 - Develop a surfacing maintenance and improvement program.

ISSUE 5: CHARACTER

The Paint Creek Trail's history has contributed greatly to the character of the region. Historians believe that Native Americans were active in the area and followed the Paint Creek to create a transportation corridor in the Paint Creek Valley.

The Paint Creek Valley has long been regarded as an area of prime scenic interest in southeast Michigan. For the most part, vistas along the Paint Creek Trail are of farmland and woodland. To a large extent, floodplain development restrictions will ensure continued open spaces along the Paint Creek Trail. Local Open Space Easement Agreements, subdivision open spaces, and parkland acquisition are also being employed to protect key open spaces along the Paint Creek Trail.

In terms of railroad history, the Detroit and Bay City Railroad Company was organized on May 16, 1871. The first passenger train arrived in October 1872. The Village of Rochester utilized the railroad to ship farm products and Avon Township utilized all five miles of the railroad for various product shipments as well. A flag-station of the railroad was located in the Goodison area of Oakland Township at Goodison's mills. Orion Township's principal shipping point for the rail line was located in Orion Village. The Detroit and Bay City Railroad Company later became known as the Michigan Central Railroad Company. Subsequently, prior to becoming the Paint Creek Trail, the rail line was known as the Penn Central Railroad.

The Paint Creek Trail closely follows Paint Creek, which is managed by the Michigan Department of Natural Resources as a major remaining designated trout stream in the metropolitan area. Thus, the Paint Creek Trail provides a great deal of public access for fishing and other water-related recreational opportunities.

Many historic resources are located along this former rail route. The Rochester Municipal Park and Dinosaur Hill Nature Preserve abut the Paint Creek Trail in the City of Rochester. Within a short walk from the Trail, the Paint Creek and Goodison Cider Mills, as well as the Paint Creek Mill Race Historic Marker are located in the unincorporated Village of Goodison.

In Orion Township, the Carpenter-Rudd Mill Site is located near the intersection of Clarkston and Kern Roads, where the Trail abuts Bald Mountain State Recreation Area. Many historic resources, local historic districts, and designated historic resources are located along the Paint Creek Trail.

Issue 5: Character

Goal 1: Maintain a natural appearance consistent with a suburban/rural setting.

Objectives

1. Use structural elements only where necessary and so as to blend in with the natural environment.
2. Develop each improvement in keeping with this goal, balancing other needs where necessary.
 - Encourage the planting of hedgerows for screening, in preference to the use of fencing.
 - Limit the number of signs to those which are essential, and design them to be unobtrusive yet visible.
 - Assure that entrances are designed to appear inviting to a rural experience, not an urban one.

Issue 5: Character

Goal 2: Continue to optimize the enjoyment and protection of adjacent water resources.

Objectives

1. Provide for access to Paint Creek at areas which will be safe for the users and not destructive to the stream banks.
2. Coordinate with other groups to maintain the integrity of Paint Creek and adjacent water resources.
3. Support and encourage fishing and recreational uses of water resources.

Issue 5: Character

Goal 3: Encourage the appreciation and preservation of the ecosystem.

Objectives

1. Development of interpretive side trails, brochures, or other media to explain the botanical and wildlife aspects of the Trail, as well as the proper etiquette required to respect both aspects.

Chapter Seven: Goals & Objectives

2. Development of written materials explaining the Prairie Restoration Art Project and how it relates to the ecosystem.
3. Encourage Oakland Township's adherence to the Prairie Management plan to ensure proper appreciation, stewardship and preservation of the Nicholson Prairie Site.

Issue 5: Character

Goal 4: Relate the Trail to adjacent areas and historic resources.

Objectives

1. Identify selected natural areas and historic resources along the Trail suitable for preservation and/or acquisition.
 - Determine whether acquisition, easement, or another form of protection is appropriate for each area.
 - Design access that will allow for user enjoyment without abuse or overuse of the natural or historic resources.
 - Construct Historic signage where appropriate.

Issue 5: Character

Goal 5: Plan for the acquisition of appropriate side parcels to enhance character.

Objectives

1. Review adjoining lands to determine whether there are side parcels where acquisition could enhance the goals of access to water, protection of floodplains and wetlands, and enjoyment of natural and historic resources, and development of interpretive natural sites.
 - Develop plans for acquisition of desirable side parcels meeting these goals.
 - Identify possible side parcel acquisition sites.

Chapter Seven: Goals & Objectives

2. Review adjoining lands to determine whether there are side parcels which might be desirable for the installation of rest areas or side trails.
 - Develop plans for the acquisition of desirable side parcels meeting these purposes.

Issue 5: Character

Goal 6: Provide the public with a better access to the history, culture and general information of the Trail and the area around it.

Objectives

1. Partner with local groups and organizations for the creation of enhancement materials.
2. Develop informational materials that describe and interpret the historic resources and districts along the Paint Creek Trail, such as booklets, pamphlets, and videos.
3. Develop informational materials that describe and interpret flora, fauna, and birds along the Paint Creek Trail, such as booklets, pamphlets, and videos, and add such information to the Trail website.
4. Develop historical, cultural, informative displays and interpretive brochures.
5. Develop Paint Creek Trail merchandise for sale.
6. Continue to expand and improve the Paint Creek Trail website.

ISSUE 6: TRAIL NETWORK CONNECTIONS

The Paint Creek Trail was the first rail-to-trail in the State of Michigan. As a former railroad corridor the transition to a linear park was logistically easy. Since many railroad lines were connected to each other, subsequent abandonments helped other trails make the transition from rail to linear park. In southeast Michigan, the most recent

Chapter Seven: Goals & Objectives

abandonment was from the Grand Trunk Railroad in the late 1990's. Today, it has become two trails: the Clinton River Trail in Oakland County, and the Macomb Orchard Trail in Macomb County. Through the development of the Downtown Rochester River Walk, the Paint Creek Trail connects with the Clinton River Trail and Macomb Orchard Trail. Trail enthusiasts from all over the region were thrilled with this connection, and continue to utilize all trails.

The momentum from the building of new trails helped to create the Oakland Trail Network, with the ultimate goal of connecting the entire county through Trails, parks, safety paths, and sidewalks. This excitement helped create the Oakland County Trail Network map. It outlines current trails, trails under development, and connections under review and consideration. Free copies of the map are available at the Paint Creek Trailways Commission office.

In terms of the Paint Creek Trail corridor, trail enthusiasts have been inquiring about a future northern connection to the Polly Ann Trail. On paper, a connection seems simple. Unfortunately, due to the selling of several small segments of the former Penn Central railroad, a connection through the Village of Lake Orion, Orion Township, and subsequently Oxford Township has been difficult. Topography issues have been the biggest logistical problem.

In previous Master Plans, the Paint Creek Trail had identified connections with other trails, especially the Polly Ann Trail, as an important goal. While planning for the 2009-2013 Master Plan, the Trailways Commission distributed a user survey to obtain public input regarding Trail improvements. By an overwhelming margin, 64.5% of respondents chose "a connection to the Polly Ann Trail" as the most important improvement. In terms of additional connections, 19% of respondents want more connections to local businesses. A copy of the questionnaire and results are included in the appendix of this document.

The Oakland Trails Advisory Council commissioned a study of the gap between the Paint Creek Trail and Polly Ann Trail as part of the Oakland Trail Network Master Plan. The result was the identification of 4 possible routes to connect them, along with the design considerations and challenges. Details of the routes are located in Appendix 6 of this document.

Issue 6: Trail Network Connections

Goal 1: Connect with the Polly Ann Trail, following the recommendations outlined in the Oakland Trail Network Master Plan.

Objectives

1. Implement Route 1: Orion Township Residential Connection – 4.33 miles
 - Develop and install wayfinding measures in Orion Township, including signage and maps, to direct users to the Polly Ann Trail.
 - Encourage Orion Township to install a short segment of safety path on Glanworth Street to complement directional signage.

2. Explore feasibility of Route 2: Oxford Township Commercial Connection – 3.65 miles
 - Coordinate with the Village of Lake Orion, Orion Township, and Oxford Township to research this potential connection.
 - Encourage Oxford Township to resolve easement issues on Draher Road.
 - Encourage Oxford Township to review engineering issues and develop potential solutions near the Oxford Hills Country Club.

3. Explore feasibility of Route 3: Bald Mountain State Recreation Area Connection – 6.0 miles.
 - Communicate with the Michigan Department of Natural Resources regarding the status of their planned trail extension along the Consumers Energy corridor in Bald Mountain, and coordinate efforts regarding safety concerns as they pertain to lands open to hunting.
 - Coordinate with the MDNR, Oakland Township, DEQ and Orion Township regarding the potential need to cross the Paint Creek near Kern Roads.

4. Explore feasibility of Route 4: Oakland and Addison Townships Connection – 6.81 miles.

Chapter Seven: Goals & Objectives

- Coordinate with Oakland Township Parks regarding a trail connection through Marshview Park.
- Coordinate with the MDNR regarding a trail connection along Predmore Road.
- Coordinate with Addison Township and Oakland County regarding the use, engineering, and design considerations of Lake George Road as a connection to the Polly Ann Trail.

Issue 6: Trail Network Connections

Goal 2: Establish efficient connections to other trails and trail networks.

Objectives

1. Develop additional connections to Bald Mountain State Recreation Area.
 - Work with Orion Township and the MDNR on the design of connections.
2. Develop additional connections and/or trail extensions through the Village of Lake Orion.
 - Work with the Village of Lake Orion and the Downtown Development Authority to design trail connections through the downtown business district and points of interest.
3. Develop connections through Oakland Township Park properties.
 - Work with Oakland Township Parks on the design of connections.
4. Continue to encourage the connection of Trail through the City of Rochester, using the Downtown Rochester River Walk.

ISSUE 7: UNDEVELOPED TRAIL SEGMENTS

In 2007, the Paint Creek Trailways Commission conducted a comprehensive boundary map/survey of all Paint Creek Trail property to determine proper property lines. As part of the project, the boundary lines for the undeveloped portion of Trail property in southeast Rochester were determined. The property includes several acres adjacent to the developed portion of the Clinton River Trail in Rochester, and to Bloomer Park in Rochester Hills. In 2008, the Commission began discussions on how to best utilize the undeveloped property to enhance the Trail experience for users.

Issue 7: Undeveloped Trail Segments

Goal 1: Determine use for Trail property in southeast Rochester.

Objectives

1. Determine the monetary value of the parcels.
2. Determine the best possible use for the parcels.
3. Develop the parcels for the enjoyment of Trail users.
4. Maintain Natural Beauty and rural ambience of the Trail in this area.

ISSUE 8: PROTECTION OF TRAIL PROPERTY FROM ENCROACHMENTS

As previously mentioned, the Paint Creek Trailways Commission conducted a comprehensive boundary survey of Paint Creek Trail property in 2007. As part of the project, the contractor was asked to identify property encroachments along the Trail right-of-way. Many encroachments were identified, and they ranged from structures that had been built on Trail property to vegetation issues. In order to protect the Trail right-of-way for future generations, the Commission began discussions on how best to address encroachments while protecting the integrity of the Trail and our relationship to adjacent property owners.

Issue 8: Protection of Trail Property from encroachments

Goal 1: Determination of Encroachments.

Objective

1. Develop encroachment guidelines to classify the various types of encroachments.
2. Prioritize encroachments for enforcement.
 - Work with municipalities to develop plan of action for enforcement.

Chapter Seven: Goals & Objectives

- Communicate with property owners that are encroaching and attempt to resolve encroachments amicably.
- Implement plan of action to resolve encroachment.

Issue 8: Protection of Trail Property from encroachments

Goal 2: Prevent future encroachments.

Objectives

1. Develop educational materials for adjacent property owners to inform them of encroachment issues.
2. Inspect Trail regularly for new encroachments.

Action Program

The Action Program of the Recreation Master Plan was developed after much planning and analysis of current Trail facilities, as well as the local recreation inventory of our five communities. The purpose of the plan was to identify improvements and enhancements that can be made over the next five years to ensure that the needs of the community, Trail users, and visitors can be met. These needs were analyzed and reviewed by the Trailways Commission with input from the public.

The Trailways Commission has identified specific projects, as well as estimated anticipated costs, funding sources, coordinating and/or partner agencies, and the basis for action for each project. The Trailways Commission recognizes that the scheduling of these improvements may need to be occasionally modified to accommodate shifting needs, or the availability of appropriate funding. Cost estimates may also need to be revised to accommodate changing material, engineering, or acquisition costs.

[Table 7.1](#) details the Paint Creek Trail Capital Improvement Schedule for identified improvements.

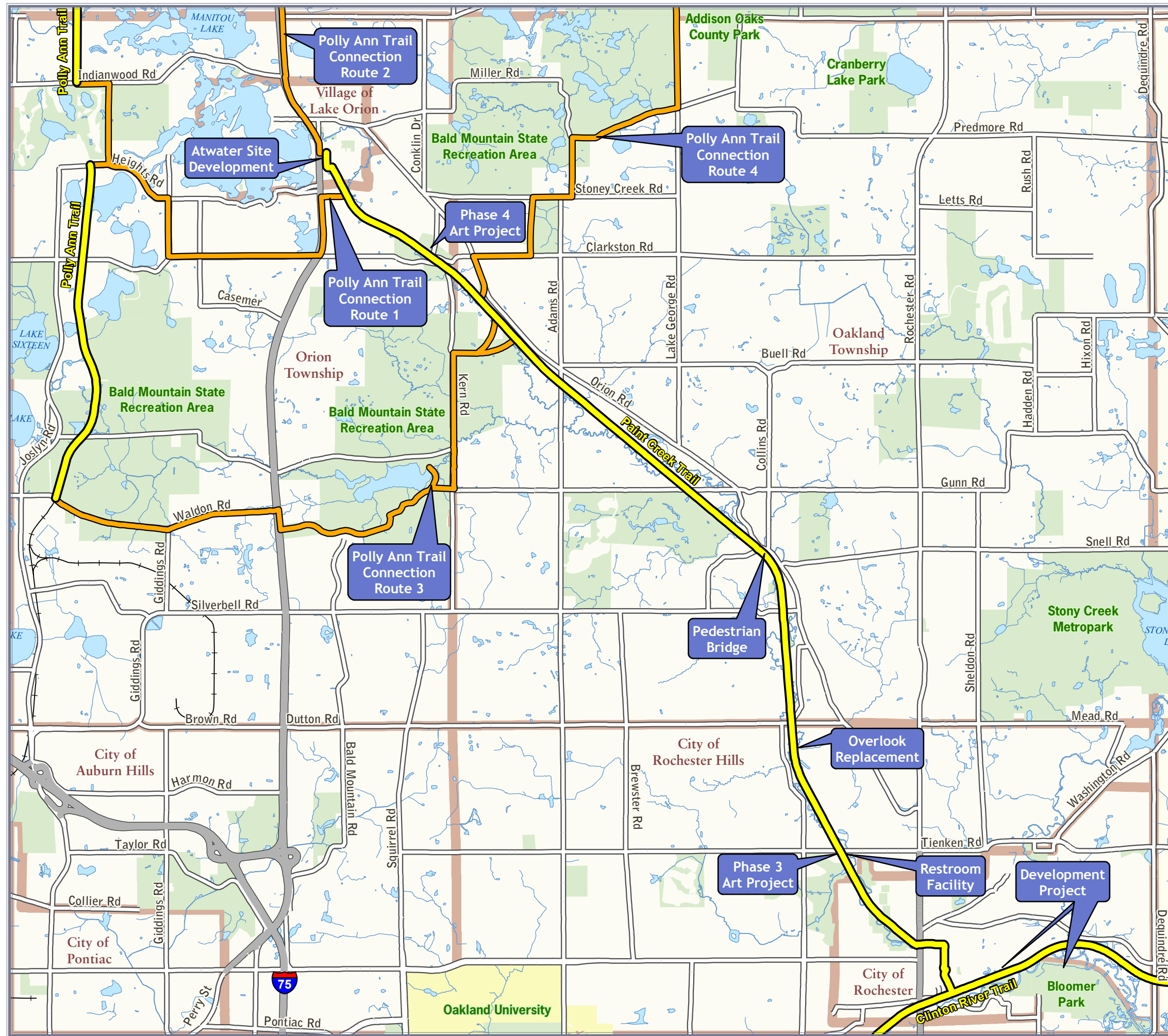
Table 7.1: Capital Improvement Schedule for the Paint Creek Trail, 2009-2013

| 2009 – 2013 Recurring Projects | | | |
|---|---|---|--|
| Improvement | Cost & Anticipated Funding Source (per annum) | Potential Project Partner and/or Agency | Basis – Goals & Objectives |
| Side Parcel Acquisition for Parking and Trail Access | \$80,000 MNRTF Grant; \$45,000 Local Matching Funds | Municipalities, State of Michigan | Issue 2, Goal 3 |
| Side Parcel Acquisition for Interpretive Side Trails and sites | \$80,000 MNRTF Grant; \$45,000 Local Matching Funds | Municipalities, State of Michigan | Issue 5, Goal 3 Issue 5, Goal 5 Issue 5, Goal 6 |
| Development of Interpretive side trails, sites and materials | \$10,000 MNRTF Grant or Private Donations \$3,000 Local Matching Funds | Municipalities, Local Business, State of Michigan | Issue 5, Goal 3 Issue 5, Goal 4 Issue 5, Goal 6 |
| Acquisition of historic resources related to the transportation theme of the Trail | \$75,000 Historic Preservation Grants \$25,000 Local Matching Funds | Historic Preservation agencies and organizations; Local Business | Issue 4, Goal 3 Issue 5, Goal 4 Issue 5, Goal 5 Issue 5, Goal 6 |
| Installation of Drinking Fountain along the Trail, where appropriate, in each community | \$10,000 Local Funds, Private Donations, or Grants | Municipalities, Local Business | Issue 2, Goal 4 |

| Non-Recurring Projects | | | | |
|------------------------|---|--|---|------------------------------------|
| Year | Improvement | Cost & Anticipated Funding Source | Potential Project Partner | Basis – Goals & Objectives |
| 2009 | Connect with the Polly Ann Trail - Route 1 (Orion Township Residential Connection) | \$10,000 Local Funds and Private Donations | Orion Township, Village of Lake Orion, Polly Ann Trail Management Council | Issue 6, Goal 1 |
| | Atwater Site Development | \$16,000 MNRTF Grant \$ 9,000 Local Matching Funds | Downtown Lake Orion, Village of Lake Orion, Local Business, State of Michigan | Issue 2, Goal 4 |
| | Pedestrian bridge over Paint Creek, south of Gallagher, connecting the Trail to Trail office and rest areas | \$64,000 MNRTF Grant \$36,000 Local Matching Funds | Oakland Township, Michigan Department of Environmental Quality (DEQ) | Issue 2, Goal 1 Issue 2, Goal 4 |
| 2010 | Development of Trailways Commission Property/User amenities in Southeast Rochester | \$16,000 MNRTF Grant; \$ 9,000 Local Matching Funds | City of Rochester; Clinton River Trail, State of Michigan | Issue 2, Goal 2 Issue 2, Goal 4 |
| | Connect with the Polly Ann Trail – Route 2 (Oxford Township Commercial Connection) | \$100,000 Local Funds, Private Donations, Matching Funds, In-Kind Services | Village of Lake Orion, Orion Township, Oxford Township, Polly Ann Trail Mgt Council | Issue 6, Goal 1 |
| | Phase 3 – Art Project in City of Rochester Hills | \$15,000 Local Funds, Private Donations, Matching Grants | City of Rochester Hills, Art agencies | Issue 5, Goal 6 |
| 2011 | Replacement of Overlook in Rochester Hills, north of Bridge 33.1 | \$16,000 MNRTF Grant \$ 9,000 Local Funds | City of Rochester Hills, State of Michigan | Issue 5, Goal 2 |
| | Trail Recycle Bin Program | \$ 500 Local Funds | Municipalities, Boy Scouts | Issue 2, Goal 4 |
| | Connect with the Polly Ann Trail – Route 3 (Bald Mountain State Recreation Area Connection) | \$64,000 MNRTF Grant \$36,000 Local Matching Funds | State of Michigan, Oakland Township, Orion Township, Polly Ann Trail Council | Issue 6, Goal 1 |
| 2012 | Phase 4 - Art Project in Orion Township | \$15,000 Local Funds, Private Donations, Matching Grants | Orion Township; art agencies | Issue 5, Goal 6 |
| | Restroom Facility in City of Rochester Hills | \$12,800 MNRTF Grant \$ 7,200 Local Matching Funds | City of Rochester Hills Planning, Parks & Forestry, State of Michigan | Issue 2, Goal 4 |
| | Expand the Tienken Road Parking Lot utilizing Trailways Commission property | \$51,200 MNRT Grant \$28,800 Local Matching Funds | City of Rochester Hills Planning, Parks & Forestry | Issue 2, Goal 3 |
| 2013 | Native landscaping screening/buffer in selected areas (one in each community) | \$10,000 Local Funds and Private Donations | Each municipality, Local Business | Issue 1, Goal 1 Issue 1, Goal 2 |
| | Connect with the Polly Ann Trail – Route 4 (Oakland and Addison Townships Connection) | \$160,000 MNRTF Grant \$ 90,000 Local Matching Funds | State of Michigan, Oakland Twp, County Road Commission Addison Twp, Polly Ann Trail | Issue 6, Goal 1 |

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Capital Improvement Projects



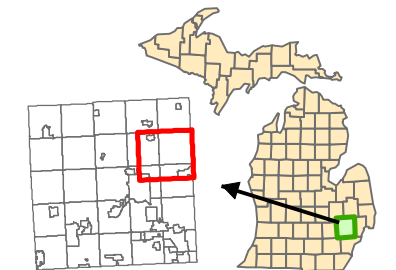
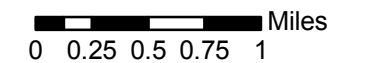
2009-2013 Paint Creek Trailways Commission Master Recreation Plan

| Year | Improvement |
|------|---|
| 2009 | Connect with the Polly Ann Trail - Route 1 (Orion Township Residential Connection) |
| | Atwater Site Development |
| | Pedestrian bridge over Paint Creek, south of Gallagher, connecting the Trail to Trail office and rest areas |
| 2010 | Development of Trailways Commission Property/User amenities in Southeast Rochester |
| | Connect with the Polly Ann Trail - Route 2 (Oxford Township Commercial Connection) |
| | Phase 3 - Art Project in City of Rochester Hills |
| 2011 | Replacement of Overlook in Rochester Hills, north of Bridge 33.1 |
| | Connect with the Polly Ann Trail - Route 3 (Bald Mountain State Recreation Area Connection) |
| 2012 | Phase 4 - Art Project in Orion Township |
| | Restroom Facility in City of Rochester Hills |
| 2013 | Native landscaping screening/buffer in selected areas (one in each community) |
| | Connect with the Polly Ann Trail - Route 4 (Oakland and Addison Townships Connection) |

- Highway
- Major Road
- Railroads
- Rivers & Streams
- Lakes & Ponds
- Existing Trail
- Potential Trail Connectors



Map Created on September 29, 2008



Environmental Stewardship Program
Oakland County Planning & Economic Development Services

The information provided herewith has been compiled from recorded deeds, plats, tax maps, surveys and other public records. It is not a legally recorded map or survey and is not intended to be used as one. Users should consult the information sources mentioned above when questions arise.

B Sources of Funding

1. Introduction

A well developed strategy for funding trail development and land acquisition projects is essential. Fortunately, there are several grant programs and other funding sources available.

As an intergovernmental agency, the Paint Creek Trailways Commission has unique qualities that should be kept in mind when searching for project funding. The Agreement to Establish the Paint Creek Trailways Commission states that the Commission is not empowered to levy a millage or request bonds. Additionally, because the Trail was partially purchased with Land Trust funds, it must remain open to the public; therefore, entrance fees are not an option. As an intergovernmental agency, the Commission has the ability to access the funding sources made available to all four voting member communities it serves.

The Paint Creek Trailways Commission would like to be proactive in acquiring grant funds. It is the goal of the Commission that at least one grant application be submitted annually to assist in the funding of our Capital Improvement Projects.

2. Federal Funding Sources

Most of the federal funds for trails are passed to trail agencies through the State of Michigan. The funding available through federal programs may vary from year to year, and should be confirmed before application is made.

a. Land and Water Conservation Fund (LWCF)

The Land and Water Conservation Fund is appropriated through the National Park Service who passes the funds through the Michigan Department of Natural Resources. The focus of this fund is the development of outdoor recreation facilities. For trails in particular, money can be used for community recreation, universal design, green technology, and coordination and communication projects. This is a 50/50 matching grant program, with a minimum grant request of \$30,000, and a maximum request of \$75,000.

b. SAFETEA-LU

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users is appropriated by the US Department of Transportation Federal Highway Administration and passed on to the Michigan Department of Transportation (MDOT) for distribution. Trail agencies are eligible to apply to the Recreational Trails Program. The Recreational Trails Program provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Funds are available to develop, construct, maintain, and rehabilitate trails and trail facilities. In 2009, \$85 million dollars has been set aside nationally for this program.

3. State Funding Sources

a. Michigan Department of Natural Resources Trust Fund (MNRTF)

The MNRTF provides funding for acquisition and development projects, as well as for the protection of Michigan's natural resources. This is a matching grant program, with a minimum local match of 25%. There are two annual deadlines for grant application submission. For development and acquisition projects, applications must be received by April 1. For acquisition projects only, an additional grant cycle deadline is August 1 of each year. The minimum grant request for development projects is \$15,000 and the maximum is \$500,000. There are thirteen evaluation criteria used for each grant application. The criteria includes: project and financial needs, protection of natural resources, wild-life related opportunities, to population served by the project.

b. Michigan Department of Transportation Act 51

Michigan's Act 51 program is funded primarily through gasoline tax. It sets aside 1% of the total revenue for the construction or improvement of non-motorized transportation services and facilities. Some eligible projects include the development of bicycle facilities, signage projects, planning and education, and the construction of sidewalks and shared-use paths. In 2007, over \$1 million dollars was used for non-motorized transportation facilities.

4. Additional Funding Sources

There is a variety of private and organizational funding opportunities available to trail agencies. Some of these include:

a. Bikes Belong Coalition

This grant program is administered through a coalition of bicycle retailers and suppliers throughout the United States. It is a nationwide program with a \$2 million dollar budget. The goal of the Bikes Belong Coalition is to fund projects that increase the amount of bicycle facilities, and to “put more people on bikes more often”. Grant applications are accepted four times a year, with a maximum request of \$10,000. An average of twenty projects is funded annually. Grant information and applications are available at www.bikesbelong.org

b. DALMAC Fund

The DALMAC Fund is administered by the Tri-County Bicycle Association. Founded by Dick Allen in 1975, DALMAC provides funding for a variety of bicycle activities, including Bicycle Safety programs, education, and trail development. Grant requests are limited to \$10,000, and applications are accepted from January 1 to March 15 each year. The Trailways Commission received a grant from the DALMAC Fund in 2007 for the paving of the Atwater section of the Paint Creek Trail.

c. Access to Recreation

Funded with \$15 million dollars by the W.K. Kellogg Foundation in 2006, and administered through the Midwest Community Foundations’ Ventures, the Access to Recreation program funds projects in four Midwestern states, including Michigan. Their mission is “to be a catalyst for change, enabling communities to create greater access and inclusiveness in recreation facilities, programs, and services for people of all ages and all abilities.” More information can be obtained at www.accesstorecreation.org.

d. Volunteer Labor, In-Kind and Private Donations

Businesses, corporations, private clubs and community organizations may contribute to the Trailways Commission as a means of benefiting the community where they live and work. Private sector contributions may be in the form of monetary contributions, donation of land, provision of volunteer services, or contribution of equipment or facilities. The Trailways Commission has received monetary donations

Chapter Seven: Goals & Objectives
from the Meijer Corporation, McLaren Health Care, Crittenton Hospital, and local
businesses that have sponsored our brochure. More recently, the Trailways
Commission received in-kind graphic design services from HMS Manufacturing in Troy,
Michigan, for the redesign of the Paint Creek Trail brochure and Paint Creek Trail
Directional Maps. Additionally, the Commission has received project funding from the
Community Foundation of Greater Rochester in recent years.

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