

# 2017 SAFETY PATHS & TRAILS STRATEGY PLAN

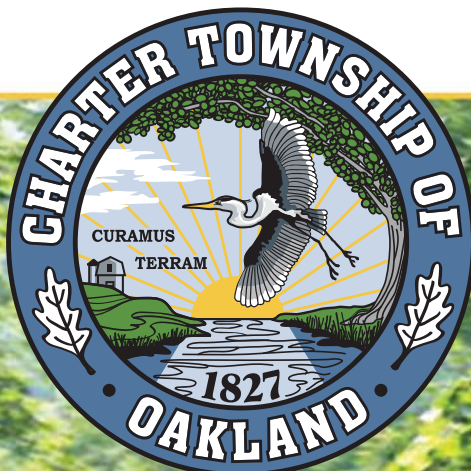


Photo courtesy of Sharon McKay

A Supplement to the 2015 Oakland Township Parks and Recreation Master Plan



Five-Year Plan Prepared by the  
Oakland Township Safety Paths & Trails Committee  
[http://www.oaklandtownship.org/township\\_departments/safety\\_paths\\_and\\_trails.php](http://www.oaklandtownship.org/township_departments/safety_paths_and_trails.php)



# VISION FOR CONNECTING OAKLAND TOWNSHIP WITH SAFETY PATHS AND TRAILS

Oakland Township's safety paths and trails system provides the following benefits that improve township residents' quality of life:

1. **Support A Healthy Lifestyle:**  
By providing safety paths and trails for physical activities such as walking, running, cycling and horseback riding which provide safe routes as an alternative to motorized transportation.
2. **Strengthen Our Community's Social Connections:**  
By providing safety paths and trails that support the interaction of users of all ages, abilities and interests.
3. **Provide Greater Access To Nearby Destinations:**  
Including parks, the Paint Creek Trail and other regional trails, churches, schools, shopping areas and community facilities.

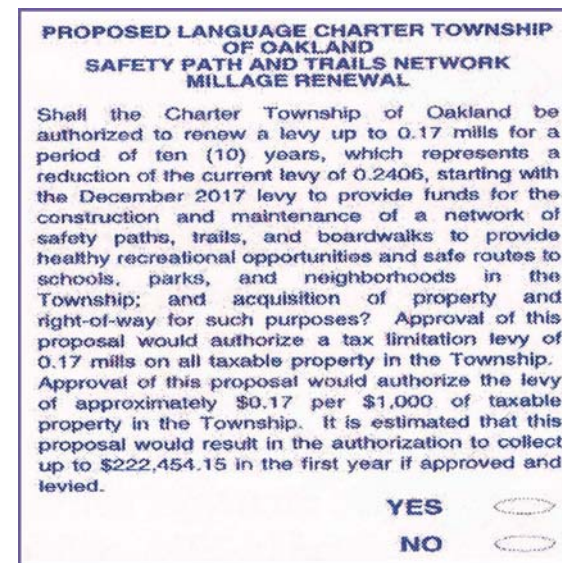
## CONTENTS:

Vision .....	2
Overview .....	3
Committee .....	3
Goals .....	4
Strategies .....	5
2016 Open House .....	6
Planning Process .....	7
Desireability/Feasibility Worksheets .....	8-15
Map: Strategy Plan .....	16-17
Map: Population Density .....	18-19
Map: Traffic Count .....	20-21
Map: Regional Connections .....	22-23
Funding Opportunities .....	24-25
SPTC Open House Displays .....	26-27

# OVERVIEW OF SAFETY PATHS & TRAILS IN OAKLAND TOWNSHIP

Until 2009, completed portions of Oakland Township's trails and paths consisted entirely of safety paths which were constructed in conjunction with private development. These existing multi-use paths are available for general public use, and are owned and maintained by a subdivision's homeowner's association. The majority of these paths are located in the southwest corner of the township where a significant portion of the township population, as well as residential and commercial developments, is located.

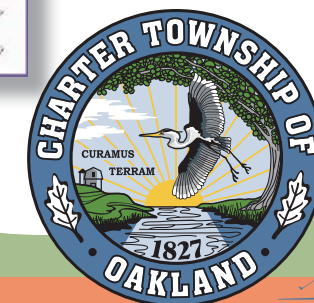
In 2005, a township trail and path vision was included in the township Master Plan. This unique vision to connect our township using not only safety paths, but also trails, became the basis for a millage that was approved by township voters in 2006. This millage was renewed at a reduced rate of 0.17 of one mill in November, 2016.



# OAKLAND TOWNSHIP SAFETY PATHS & TRAILS COMMITTEE

At the end of 2007, a Safety Paths and Trails Committee (SPTC) was established to make recommendations to the township board of trustees concerning the planning, analysis and implementation of this non-motorized system. The Oakland Township Safety Paths and Trails Committee, composed of township officials and involved residents, holds regular monthly meetings to accomplish the following:

1. Establish systematic desirability and feasibility criteria to aid in the selection of potential projects
2. Work with professional engineering consultants to consider safety paths and trails design, cost, and construction location
3. Work with engineering and legal consultants and township staff to secure necessary easements from private landowners
4. Recommend safety paths and trail projects to the board of trustees
5. Establish policies and guidelines which will help direct the implementation and maintenance of safety paths and trails
6. Gain an understanding of how our township's safety paths and trails system fits into the larger regional and state trail planning and funding vision
7. Review how safety paths and trails groups operate in other communities, and study what policies, procedures and tools they use
8. Review/update our township's trail and safety path information online and in township newsletters



# GOALS

## FOR OAKLAND TOWNSHIP'S SAFETY PATHS & TRAIL SYSTEM

1. Create a non-motorized transportation system providing greatest benefit to township residents at lowest cost.
2. Preserve, protect and interpret natural and historical areas in conjunction with trail/path improvements.
3. Provide trails/paths connections in variety of areas across the township where there is a desire and need for them.
4. Provide more trail-orientated recreation opportunities; connecting to a network of trails including local, regional and state parks and trails.
5. Provide multi-use trails/paths where appropriate and feasible for combined uses, which could include walking, running, cycling, horseback riding, roller-blade, dog walking and/or cross-country skiing.
6. Promote safe non-motorized transportation opportunities that address the needs of a full spectrum of users including children, elderly and disabled.
7. Research residents' individual and collective desires and concerns and address them whenever possible and feasible.
8. Respect property ownership rights – concerning land or amenities planted or constructed on their land – to the fullest extent possible.
9. Ensure long-term maintenance, which protects path and trail users, and financial stability for this system.

# STRATEGIES

(AS RELATED TO GOALS)

- 1
  - To economize resources expended, minimize the number of parcels traversed when selecting location of trail/path corridors- utilizing existing road/utility easements and land already owned by the township wherever feasible.
  - Integrate trail/path system with regional trail/park systems; roadway, utility, or drainage improvements and natural area preservation/interpretation which will also provide grant-funding opportunities.
  - Utilize opportunities to fill in gaps within existing trail and path system to provide complete linkages that will benefit the greatest number of users.
  - Construct paths/trails in areas with appropriate topography and hydrology, minimizing removal/disturbance of native vegetation.
- 2
  - During trail/path design and construction, employ guidelines and materials which minimize disturbance to the surrounding area and its natural processes.
  - Coordinate trail/path planning efforts with Oakland County green infrastructure planning, as well as Oakland Township greenways vision, Parks and Recreation Planning, and land and historical preservation efforts.
- 3
  - Integrate township trail/path system into the Oakland and Macomb county trail networks including existing and proposed local and regional non-motorized connections to/between parks, along transportation corridors, and along natural feature corridors.
- 4
  - Provide trails that are designed as recreation experiences, which emphasize natural areas and minimize built intrusions such as road crossings.
  - Provide connections to and from destinations where there is greatest interest and need based upon user population totals and densities.
  - Where multiple trail uses could be simultaneously enjoyed, trail/path planning and design will attempt to support the proposed uses while minimizing conflicts.
- 5
  - Ensure that safe pedestrian connections are offered between residential neighborhoods, schools and within their catchment areas
- 6
  - Ensure that ADA (or wherever possible Universal Access) and ASHTO standards are adhered to wherever feasible.
  - Minimize pedestrian and automotive conflicts by minimizing number of driveway and roadway crossings.
- 7
  - Provide residents opportunities to give their input concerning proposed trail/path segments through public and individual meetings.
  - Provide residents with a mechanism to nominate a trail/path segment which is not currently proposed or to elevate the priority of one which is proposed.
  - Provide residents with a mechanism to share their concerns about existing trail/path segments that may need maintenance, repair or improvement.
- 8
  - Where the best trail/path route must cross property owned or improved by others, township will aid or compensate property owners to the extent possible.
- 9
  - Reserve a portion of the millage revenue to provide funding for future repairs or improvements to township-held paths and trails.



# OAKLAND TOWNSHIP SAFETY PATHS & TRAILS OPEN HOUSE

A township-wide open house was held on September 21, 2016. The Safety Paths and Trails Planning Committee provided information, answered questions, and took citizen input concerning plans for the township's trails and pathway system. There were displays and hand-outs concerning future trails and pathways systems.

This drop-in event was advertised through the township website, press releases and social media three weeks prior to the event. Over 50 people attended the open house and over 90 responded to an online survey.



## Displays and Hand-Outs Included:

1. Visions, goals and objectives
2. Proposed trails and pathways routes
3. Trail and pathways segment evaluation and prioritization
4. 2016 high priority trail and path segments
5. The results pertaining to safety paths and trails from the 2015 township-wide Parks and Recreation Commission survey and 2015 Planning Commission Survey
6. A questionnaire for citizen input and opportunity to leave comments, which was also available online for four weeks after the event.

Posters displayed at the Open House Information Stations can be viewed on pages 26-27.

# OAKLAND TOWNSHIP SAFETY PATHS & TRAILS PLANNING PROCESS

## Planning Goals:

1. To set trail and path standards as a guide for future safety paths and trails for the next 10 years and beyond.
2. To prepare a master plan document that would be admissible for grant applications with the Michigan Department of Natural Resources. After consulting with the DNR Grant Coordinator and Oakland Township's Parks and Recreation Director, it was discovered that the 2015 Parks and Recreation Master Plan would be sufficient to include with grant applications to the DNR. The SPTC Planning Subcommittee determined that this Strategy Plan was still necessary to guide the SPTC in choosing future safety path and trail projects and to provide support information for a grant application.

The Safety Paths and Trails Planning Subcommittee met several times throughout 2015-2017.

## Subcommittee Planning Resources:

1. Previous PRC and SPT Master Plans and the 2009 PRC Feasibility & Affordability Matrix
2. The 2015 Parks and Recreation Master Plan
3. 2016 Oakland Township Draft Master Plan
4. The 2015 Township-wide Citizen Survey
5. The SPTC 2014 Feasibility Study
6. Consultations with the previous SPT coordinator, the township planning consultant, township engineering consultants, MDNR Grant Coordinators and neighboring local and regional trail planners
7. Results of the September 21, 2016 Citizen Open House

Progress of the Planning Subcommittee was reviewed at regular meetings of the SPTC for input from all members and public comment.



# DESIRABILITY/FEASIBILITY WORKSHEETS

The Desirability/Feasibility Worksheets used in this document help to prioritize prospective trail routes and to identify known issues. These worksheets are constantly being updated by the Safety Paths and Trails Committee as new information and trail opportunities become available due to circumstances such as road improvements, subdivision development or new easement opportunities.

Scoring criteria for the Worksheets was established by studying previous Township Master Plans, the 2014 Feasibility Study,

the Township's planning consultant and SPT Strategy Plan Subcommittee's recommendations as well as the data on the maps on pages 16-23.

Further study or changes in circumstances may reveal additional feasibility challenges that would prohibit progress of a high-scoring route. Conversely, a low-scoring path may rise to higher priority due to new circumstances.

# DESIRABILITY/FEASIBILITY WORKSHEETS

Line Item number	DESCRIPTION	2013 Feasibility Study Segment Number	Section Location	Side of Street	Parallel Street	FROM	TO	Recommended surface:	Number of Uncompleted Segments	Width of Existing Half Right-of-Way	Length of Completed Area within Segment, including those Committed	Approx. Length of segments NOT completed	Continuous length when complete	Construction Challenges: boardwalks, slope mitigation, retaining walls, bridge, tree replacements	SPTC Status & Comments
1	CIDER MILL CONNECTOR	na	28	na	Gallagher Rd.	Paint Creek Trail	Orion Rd. and PCCM	asphalt	1	na	685	685		Sprinkler system reroute, tree replacement.	COMPLETED Fall 2016
2	EAGLE CREEK BOARDWALK	P4-08	30	north	Silverbell Rd.	Kern Rd.	Country Creek Sub	asph/ board walk	1		325	325		Boardwalk	COMPLETE Spring 2017
3	SILVERBELL & BREWSTER	P4-14	28, 29	south	Silverbell Rd.	Brewster Rd.	Gallagher Rd.	asph	1	RCOC 33 ft.	506	3520		slope mitigation	COMPLETED Fall 2016
4	BREWSTER S. OF SILVERBELL FILL-IN	P4-17	32	west	Brewster Rd.	Dutton Rd.	Silverbell Rd.	sidewalk	1	RCOC 33 ft.	3930	1280		Steep slopes, retaining walls, slope mitigation, trees	Concept plans on 4 parcel easements presented in 2012. Tried again in 2014-15, NO progress
5	GUNN RD: Adams Rd. to Paint Creek Trail	P4-04	20 29	south	Gunn Rd.	Adams Rd.	Paint Creek Trail	sidewalk with paved shoulder	1			5900			Trail along Gunn would include bike lane in road. Roundabout & residential development @Adams & Gunn NE corner pending.
6	ITC Powerline Phase 0	na	30	na	ITC Powerline	Kern	Gunn	gravel	?	na		9600		golf course	Existing Thru Country Creek?
7	ITC Powerline Phase 1	T4-03	20	na	ITC Powerline	Gunn Rd.	Paint Creek Trail	gravel	1	na	0	2425		Creek Crossing, Steep Slopes, Span Bridge, Retaining Walls, Slope Mitigation	Prelim. Engineering studies made 2015.
8	ITC Powerline Phase 2: Paint Creek Trail to Orion Road	T3-04	20	na	ITC Powerline	Paint Creek Trail	Orion Road	gravel	1	na	0	1056		Boardwalk	Need to review
9	ITC Powerline Phase 3: Orion Rd. to Lake George Rd.	T3-05	20	na	ITC Powerline	Orion Rd.	Lake George Road	gravel	1	na	0	2112			Approx .4 miles
10	ITC Powerline Phase 4 Lake George Rd. To Rochester Rd.	T3-06 + na	21 22 15	na	ITC Powerline	Lake George Road	Hadden	gravel	1	na	0	11405		na	Over 2 miles
11	ITC Powerline Phase 5 Rochester Rd. to Draper Twin Lake Park	T3-06 T2-07	15 14	na	ITC Powerline & Hadden Rd.	Parks	Inwood	na	1	na	0	5280		wetland, stream, steep slope, heavily wooded, boardwalk, retaining wall, slope mitigation	Eventual connection to Draper Twin Lake Park
<b>Note:</b> For Alternate to ITC Phase 5: Buell/Inwood/Hadden to Draper Twin Lake: See page 2															
12	SILVERBELL Rd. from Adams to Gallagher Creek Park	P4-09	29	north	Silverbell Rd.	Adams Road	Gallagher Creek Park	asph				528		Wetlands, slope mitigation	Sherwood Forest
13	SILVERBELL Rd. from Gallagher Creek Park to Pinnacles	P4-09	29	north	Silverbell Rd.	Gallagher Crk Park/ Adams	Brewster Rd.	asph	1	RCOC 33 & 60'	320	660	?		Golf Course
14	GALLAGHER RD. to Paint Creek Trail	P4-11	28	north	Gallagher Rd.	Silverbell Crestone Way	Paint Creek Trail	sidewalk	1	RCOC 33 & 60'	0	5597	?	Steep Slopes, Span Bridge, Boardwalk, Retaining Walls, Slope Mitigation, trees	8-10' at Goodison Place, narrows to 5' up Gallagher
15	DUTTON: Blossom Ridge entrance to Adams Road	P4-19	31	north	Dutton	Musson Elementary Kingspoint	Adams	asphalt	1	na		1056		2 boardwalks	Part of Blossom Ridge Litigation
16	ADAMS Rd: Mystic Lane to Dutton Road	P4-15	31	west	Adams	Dutton	Mocerl Sub	asphalt	1	na		2112			
17	ADAMS RD: Plum Creek Sub to Marshview park	T1-06	17	east	Adams	Long Winter lane	Clarkston Rd./ Marshvie w Park	asphalt	1			2745			Crossing at Adams/Clarkston
18	ADAMS RD: Paint Creek Trail to Plum Creek Sub	na	17, 20	east	Adams	PCT	Plum Creek Safety path	asphalt	3		2050	2112	0	some boardwalk, heavily wooded +?	Crossing at Adams/Orion
19	ADAMS RD: Paint Creek Drive to Paint Creek Trail	P4-99	19	west	Adams	Paint Creek Drive	PCT	asphalt	1	RCOC 60'	475	528	1531	trees	Build in conjunction with Plum Creek connection?
20	ADAMS RD: Cairncross to Paint Creek Drive	P4-99	19	west	Adams	Cairncross	Paint Creek Drive	asphalt		RCOC 60'	1056	1320		Steep slope, boardwalk, bridge Paint Creek, retaining wall, slope mitigation, trees	
21	ADAMS RD: Delta Kelly School to Cairncross	P4-99	19	west	Adams	Gunn Rd.	Cairncross	asphalt				2640		Steep slope, boardwalk, bridge Paint Creek, retaining wall, slope mitigation	
22	BUELL RD Adams to Watershed Ridge Park	na	20 17		Buell	Adams	Lake George		1			5280		Wetlands, slope, trees	Possible partial inter-park link in Watershed Ridge

NOTE: Desirability/Feasibility Worksheets help to prioritize prospective trail routes and to identify known issues. Scoring criteria was established by studying current and previous Township Master Plans, the data provided by engineering consultants in the 2013 SPT Feasibility Study, further advice from planning and engineering consultants, data in the maps on pages 16-23, other regional trail plans as well as recommendations from citizens. The Worksheets are under continuous review by the SPTC as new information and trail opportunities become available due to changes such as road improvements, subdivision development or new easement opportunities.

DESIRABILITY										FEASIBILITY					OVERALL RANKING Desirability + Feasibility	
x3 Population Served within 1 mile radius: 0-300=1, 301-600=2, 601-1000=3, 1001-2000=4 over 2000=5 (x3)	x3 Traffic Count on adjacent street per 24 hrs: <1000=1 <2500=2 <5000=3 <10000=4 >10000=5 (x3)	x2 Special Features within 500 ft: •Shop •Staging •Rest Area •Church •Natural •Historical None=0, (QTY) x 2	x3 Connects to Park(s) No = 0 Yes = 5 (x3)	x3 Connects to an Existing path or trail: No = 0 Yes = 5 (x3)	x3 Connects to Paint Creek Trail or Regional Trail: No = 0 Yes = 5 (x3)	x2 # miles of completed trail segment will connect 0=0, <1=1, <2=2, <3=3, <4-5=4, >5=5	x2 Connects to a school: No = 0 Yes = 5 (x2)	x2 Completes a loop: No = 0 Yes = 5 (x2)	TOTAL Desirability Ranking	x3 Availability of Right of Way: Falls within ROW=5 - Requires Permanent Easements= 0	(x-2) Number of permanent easements required:	(x-3) Number of Construction Challenges:	x2 Crossing on Paved Road Required: Y=0, N=5	x2 Funding Sources Available beyond SPT Millage: Y=5, N=0		TOTAL Feasibility Ranking
15	12	12	0	15	15	10	0	0	79	0	-2	-6	10	0	2	81
15	15	4	15	15	0	8	10	0	82	0	-2	-3	10	0	5	87
15	6	0	15	15	0	8	0	0	59	0	-3	-3	10	0	4	63
15	6	0	15	15	0	10	10	10	81	0	-8	-9	10	0	-7	74
15	6	0	0	15	15	10	10	10	81	15	-2	-9	10	0	14	95
15	6	0	0	15	0	10	10	0	56	15	-2	-9	0	0	4	60
15	6	4	0	0	15	10	0	0	50	0	-6	-15	0	0	-21	29
15	12	0	0	0	15	10	0	0	52	15	-2	-3	0	0	10	62
15	12	0	0	0	15	10	0	0	52	15	-2	-3	0	0	10	62
15	15	4	0	15	15	10	0	0	74	15	-2	-15	0	0	-2	72
9	12	4	0	0	15	10	0	0	50	15	-2	-21	0	0	-8	42
15	9	10	15	15	0	10	10	0	84	0	-2	-6	0	0	-8	76
15	9	0	15	15	0	10	10	0	74	0	-4	-6	10	0	0	74
12	9	10	0	15	15	10	10	0	81	0	-4	-18	10	0	-12	69
15	15	4	0	15	0	10	10	0	69	0	-2	-6	10	0	2	71
12	9	6	15	15	0	4	0	0	61	0	-4	-6	0	0	-10	51
12	9	4	0	15	15	10	0	0	65	0	-4	-9	10	0	-3	62
12	15	0	0	0	15	10	0	0	52	0	0	-6	10	0	4	56
15	15	4	0	0	0	2	0	0	36	0	-4	-18	10	0	-12	24
15	15	4	0	15	0	10	10	0	69	0	-4	-18	10	0	-12	57
12	3	4	15	0	0	2	0	0	36	0	-6	-9	10	0	-5	31

# DESIRABILITY/FEASIBILITY WORKSHEETS

Line Item number	DESCRIPTION	2013 Feasibility Study Segment Number	Section Location	Side of Street	Parallel Street	FROM	TO	Recommended surface:	Number of Uncompleted Segments	Width of Existing Half Right-of-Way	Length of Completed Area within Segment, including those Committed	Approx. Length of segments NOT completed	Continuous length when complete	Construction Challenges	SPTC Status & Comments
23	<b>GUNN Rd.:</b> Collins to Rochester	P3-07	22/27	North	Gunn	Collins	Rochester Rd.	asphalt	1	RCOC 33'	1200	5056		wetland, steep slope, heavily wooded, boardwalk, retaining wall, slope mitigation,	Consider placing on south Side of Gunn instead? (Bear Creek park)
24	<b>COLLINS Road:</b> Gunn to Township Hall	P3-04	28	East	Collins	Gunn	Orion	asphalt	1	RCOC 33'	710	1850		steep slope, boardwalk, slope mitigation, heavily wooded, retaining wall	
25	<b>COLLINS Road:</b> Gunn Rd. to Oakland Hunt	T5-01	21	East	Collins	Sheffield Lane	Gunn	asphalt				2217			
26	<b>COLLINS GUNN CONNECTION</b> Via Oakland Hunt	T5-01	22	na	Collins(?)	Gunn	Collins	asphalt	1	NA	0	5670		wetland, steep slope, heavily wooded, boardwalk, retaining wall, slope mitigation,	Connects to sidewalks in Oakland Hunt, eventual access to Blue Heron Park?
27	<b>BUELL:</b> Collins to Watershed Ridge / Lake George Rd.		16	north	Buell	Collins	Lake George		1			4857		trees, boardwalk	Possible partial inter-park link in Watershed Ridge
28	<b>SNELL:</b> Bear Creek Park to Rochester Rd.	P5-17	27	na	Snell	Bear Creek Park	Rochester Rd.	asphalt	1	RCOC 33'-60'	530	4220		wetland, steep slope, heavily wooded, boardwalk, retaining wall, slope mitigation,	
29	<b>ROCHESTER RD.</b> Mead Rd. to Snell	P5-12	26/35	East	Rochester Road	Mead Rd. / O'Connor Park	Guardian Angels Cemetery	asphalt	1	RCOC 33' - 102'	2720	5110	8078	steep slope, boardwalk, slope mitigation, heavily wooded	Coach Lamp Hills Sub,
30	<b>CORNER OF GUNN &amp; ROCHESTER</b>	P5-08	21/22	South & West	Gunn & Rochester Road	Collins	Rochester Rd.	asphalt	2	RCOC 33' - 102'	970	1162			Kitty-corner from Fogler's
31	<b>ROCHESTER:</b> Snell to Gunn	P5-09	27	east	Rochester Road	Gunn	Snell	asphalt	2	RCOC 33' - 102'	1660	1000	2693		Premier Academy @SW corner Snell & Rochester
32	<b>ROCHESTER:</b> Gunn to Buell	P5-06	22	West	Rochester Road	Buell Rd.	Gunn Rd.	asphalt	2	RCOC 33'	425	3960	5860	Boardwalk, slope mitigation, wetland	Blue Heron Nature Park Connection
33	<b>ROCHESTER:</b> Buell to Stoney Creek		15	West	Rochester Road	Buell Rd.	Gunn Rd.	asphalt	2				4752	2 creeks	Kline Cemetery
34	<b>ROCHESTER Rd:</b> Stoney Creek to Predmore		10/11		Rochester Road	Stoney Creek Rd.	Predmore Rd.	asphalt				5280	5702		Firestation #2
35	<b>ROCHESTER RD.</b> Predmore to Romeo		02/03	east?	Rochester Road	Predmore Rd.	Romeo Rd.	asphalt					5491		Wyndstone north & South + Private parcels
36	<b>GAS EASEMENT:</b> Orion to Rochester Rd.	T5-03	34	North	Gas Easement Canyon Rd	Orion	Rochester Rd.	gravel	1	na	0	2900	3489	wetland, stream, steep slope, heavily wooded, boardwalk, retaining wall, slope mitigation	Review possible links to Paint Creek Trail & O'Connor park, Roch Hills link
<b>Alternate to ITC Powerline Phase 5 on page 1:</b>															
38	<b>BUELL Rd.:</b> Rochester to Hadden Rd.	T3-06	14	North	Buell	Rochester Rd.	Hadden Rd.						5280	Wetlands, bridge, boardwalk	Twin Lakes Development on north side. Link to Draper Twin Lakes
39	<b>HADDEN:</b> Inwood to Buell	T2-07	13	na	na	Parks	Inwood	na	1	na	0	3100	3960	wetland, stream, steep slope, heavily wooded, boardwalk, retaining wall, slope mitigation	Connects to Draper Twin lake Park
40	<b>Wyndstone/ Isley Park Connection:</b> Romeo to Predmore	T2-01, T2-02, P2-03	2	na	Powerline ROW	Romeo Rd.	Predmore	gravel					5280		Developer is planning asphalt path along Predmore, P2-03 is completed from parking area on Parkway Dr. to Isley Park
41	<b>PREDMORE RD:</b> Rochester to Charles Isley Park		01/02		Predmore	Rochester	Parkway Trail	asphalt	1				7234		Developer-built, in planning
42	<b>Stoney Creek Ravine Park to Snell Rd.</b>	T5-05	25	na	na	na	Snell/ Stoney Creek Metro	na	1	na	0	4050		wetland, stream, steep slope, heavily wooded, boardwalk, retaining wall, slope mitigation	Parks & Rec Project: inter park trail
43	<b>SNELL RD:</b> Rochester to Sheldon		26	south	Snell	Rochester	Sheldon		1		1320		2640	creek, trees	Guardian Angels Cemetery SE Corner + Horse Farm
44	<b>SNELL RD:</b> Sheldon to Stoney Creek Ravine Park		26		Snell	Sheldon	Stoney Creek Ravine Park		1				4012	creek, trees	Connects to 2 Parks
45	<b>SHELDON RD:</b> SNELL TO MEAD		35	west	Sheldon Rd.	Snell	Mead						7920		Connects to Park & School
46	<b>MEAD RD.</b> Roch.Rd/ O'Connor park to Winkler Mill Rd.		35	north	Mead Rd.	Rochester Road	Winkler Mill						9240		Connects to 2 Parks

DESIRABILITY										FEASIBILITY					OVERALL RANKING Desirability + Feasibility	
x3	x3	x2	x3	x3	x3	x2	x2	x2	TOTAL Desirability Ranking	x3	(x-2)	(x-3)	x2	x2		TOTAL Feasibility Ranking
Population Served within 1 mile radius: 0-300=1, 301-600=2, 601-1000=3, 1001-2000=4 over 2000=5 (x3)	Traffic Count on adjacent street per 24 hrs: <1000=1 <2500=2 <5000=3 <10000=4 >10000=5 (x3)	Special Features within 500 ft: •Shop •Staging •Rest Area •Church •Natural •Historical None=0, (QTY) x 2	Connects to Park(s) No = 0 Yes = 5 (x3)	Connects to an Existing path or trail: N=0, Y= 5 (x3)	Connects to Paint Creek Trail or Regional Trail: No = 0 Yes = 5 (x3)	# miles of completed trail segment will connect 0=0, <1=1, <2=2, <3=3, <4-5=4, >5=5	Connects to a school: No = 0 Yes = 5 (x2)	Completes a loop: No = 0 Yes = 5 (x2)			Availability of Right of Way: Falls within ROW=5 — Requires Permanent Easements=0	Number of permanent easements required:	Number of Construction Challenges:	Crossing on Paved Road Required: Y=0, N=5	Funding Sources Available beyond SPT Millage: Y=5, N=0	
12	3	6	15	15	0	2	10	0	63	0	-6	-18	10	0	-14	49
12	3	8	15	15	15	10	10	0	88	0	-14	-15	10	0	-19	69
12	3	0	0	15	0	2	0	0	32	0	-10	-9	10	0	-9	23
TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	0	TBD	TBD	TBD	TBD	TBD		
12	3	4	15	15	0	4	0	0	53	0	-6	-6	10	0	-2	51
9	6	6	15	15	0	2	10	0	63	0	-8	-18	10	0	-16	47
12	15	6	15	15	0	4	0	0	67	0	-10	-18	10	0	-18	49
12	15	4	0	15	0	2	10	0	58	0	-2	0	10	0	8	66
12	15	4	0	15	0	4	10	0	60	0	-2	0	10	0	8	68
12	15	4	15	15	0	4	10	0	75	0	-2	-9	10	0	-1	71
9	15	4	0	0	0	2	0	0	30	0	-6	-12	10	0	-8	22
TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD		TBD	TBD	TBD	TBD	TBD		
TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD		TBD	TBD	TBD	TBD	TBD		
12	9	4	15	0	15	10	0	0	65	15	0	-18	10	0	7	72
<b>Alternate to ITC Powerline Phase 5 on page 1:</b>																
9	3	2	0	0	0	2	0	0	16	0	-4	-9	10	0	-3	13
6	3	0	15	0	0	2	0	0	26	0	-4	-18	10	0	-12	14
TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD		TBD	TBD	TBD	TBD	TBD		
TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD		TBD	TBD	TBD	TBD	TBD		
prc project	prc project	prc project	prc project	prc project	prc project	prc project	prc project	prc project	0	prc project	prc project	prc project	prc project	prc project		
12	6	10	15	15	0	4	10	0	72	0	-8	-15	10	0	3	75
12	6	10	15	15	0	4	10	0	72	0	-8	-9	10	0	-7	65
TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	0	TBD	TBD	TBD	TBD	TBD		

Line Item number	DESCRIPTION	2013 Feasibility Study Segment Number	Section Location	Side of Street	Parallel Street	FROM	TO	Recommended surface:	Number of Uncompleted Segments	Width of Existing Half Right-of-Way	Length of Completed Area within Segment, including those Committed	Approx. Length of segments NOT completed	Continuous length when complete	Construction Challenges	SPTC Status & Comments
<b>IRON BELLE CONNECTION: Utilizing BMRA/DNR existing inter-park trails</b> (inter-park trails are rustic, not ADA accessible)															
47	BMRA SOUTH UNIT TO PAINT CREEK TRAIL		301907	west	Kern Rd.	Gunn Rd.	Paint Creek Trail	gravel		na		3228	11140	MDNR Project? Heavily wooded, slope mitigation, Span bridge over Paint Creek	MDNR Project? Utilize BMRA Trails west of Kern in Orion Township to connect to proposed DNR link East of Kern Rd. to PCT.
48	PAINT CREEK TRAIL to BMRA NORTH UNIT	IB-1	7	north	Stoney Creek Rd.	Kern Rd.	Sledding Hill	gravel	1	RCOC 33-43'		1953	5755	State land, trees, slopes	Requires Crossings on Orion & Stoney Creek Roads
49	BMRA NORTH UNIT TO MARSHVIEW PARK	IB-2	7	north	Stoney Creek Rd.	Sledding Hill	Marshvie w Park	gravel	1	RCOC 33-43'		2006	7498	trees, slopes	Requires Crossings on Stoney Creek Road
50	BMRA NORTH UNIT TO ADDISON OAKS PARK	IB-3	765	north & west	Lake George Rd.	Stoney Creek Rd. / Marshview Park	Addison Oaks Multi Use Trail	gravel	1	RCOC 33 ft.		14362	21859	TBD, Connects 4 parks, Heavily Wooded, bridges, boardwalks, slope mitigation	Utilize existing trails in BMRA to get from Stoney Creek Rd/Marshview Park connection to Addison Oaks link in NE corner, Aoaks multi-use trail connects to Cranberry lake park
<b>IRON BELLE ALTERNATE: BMRA/ Paint Creek Trail /Marsh View park/ Addison Oaks/Cranberry Lake Park</b> (Alternate or in addition to Iron Belle Connection, utilizing road ROW)															
51	KERN ROAD: McMillan Ct. to Gunn & Kern: Country Creek Sub to Briarbrook	T4-02	30	east	Kern	Gunn / Bigler cemetery	McMillan	Gravel	1	RCOC 33-60'		3960		Wetland, steep slope, boardwalk, retaining walls?, CEMETERY, slope mitigation Private Acreage parcels	Inter-sub trail connections? Note construction of large Pulte sub on west side of Kern 2017- ?.
52		P4-05	30	east	Kern	Briarbrook	South Creek drive	asphalt ?	1		1910				
53	KERN RD. TO PAINT CREEK TRAIL (via BMRA)	IB-4	301907	west	Kern Rd.	Green shield rd.	Paint Creek Trail	gravel	1	through BMRA land		9293		Heavily wooded, slope mitigation, bridge	Waiting on DNR finalization of land swap w/Orion Township.
54	STONE CREEK RD: Orion/Kern to Marshview Park		7	north	Stoney Creek	Kern	Marshvie w Park	Gravel	1	RCOC 33'		4330		Trees, slope mitigation	
55	BMRA/Marshview Park Connector	T1-06	18	west	Adams	Stoney Creek	Clarkston	Gravel	1	NA		2640		Parks & Rec project: Inside Marsh View Park	Parks & Rec inter-park trail
56	HARMON RD: Stoney Creek to Predmore	IB-3	8	?	Harmon	Stoney Creek	Predmore	Gravel		60'		2640		Boardwalk, trees	
57	PREDMORE RD: Harmon to Lake George	P1-07	5	north	Predmore	Harmon	Lake George	Gravel	1	RCOC 33'		5068		Bridge over Stoney creek,, boardwalk, heavily wooded	
58	LAKE GEORGE RD: Predmore to Addison Oaks	P1-02	0102	west	Lake George	Predmore	Addison Oaks	gravel	1	RCOC 33'		4224		boardwalk, slope mitigation, heavily wooded	Northern link to multi-use trail at Aoaks County park which connects to Cranberry Lake Park
59	LAKE GEORGE RD: Watershed Ridge Park to Clarkston Rd.		1716	east	Lake George	Buell	Clarkston / Stoney Creek		1	60		4963		Park & Developer-Owned land	Possible partial inter-park link in Watershed Ridge
60	LAKE GEORGE RD: Clarkston Rd. to Stoney Creek Rd.		0809	?	Lake George	Clarkston / Stoney Creek Rds.	Stoney Creek north leg		1	60'		2640		Developer-Owned land	
61	LAKE GEORGE RD: Stoney Creek to Predmore Rd.		0809		Lake George	Stoney Creek north leg	Predmore		1	60		3960			
62	OAKVIEW SCHOOL TO LOST LAKE PARK		4	NA	Turtle Creek Lane					na		1320			
63	LOST LAKE PARK TO ADDISON OAKS PARK		4	?	Kline Rd.	Lost Lake Park	Addison Oaks			60		2640			Eventual NMV Gate into Addison Oaks South Fields?
64	LOST LAKE PARK TO CRANBERRY LAKE PARK		4		Predmore	Kline	Cranberry lake park			60		7392			
65	PREDMORE RD: Lake George to Klein Rd.		4		Predmore	Lake George	Klein			60		2904			

DESIRABILITY										FEASIBILITY					OVERALL RANKING Desirability + Feasibility	
x3	x3	x2	x3	x3	x3	x2	x2	x2	TOTAL Desirability Ranking	x3	(x-2)	(x-3)	x2	x2		TOTAL Feasibility Ranking
Population Served within 1 mile radius: 0-300=1, 301-600=2, 601-1000=3, 1001-2000=4 over 2000=5 (x3)	Traffic Count on adjacent street per 24 hrs: <1000=1 <2500=2 <5000=3 <10000=4 >10000=5 (x3)	Special Features within 500 ft: •Shop •Staging •Rest Area •Church •Natural •Historical None=0, (QTY) x 2	Connects to Park(s) No = 0 Yes = 5 (x3)	Connects to an Existing path or trail: N=0, Y= 5 (x3)	Connects to Paint Creek Trail or Regional Trail: No = 0 Yes = 5 (x3)	# miles of completed trail segment will connect 0=0, <1=1, <2=2, <3=3, <4-5=4, >5=5	Connects to a school: No = 0 Yes = 5 (x2)	Completes a loop: No = 0 Yes = 5 (x2)	Availability of Right of Way: Falls within ROW=5 — Requires Permanent Easements= 0	Number of permanent easements required:	Number of Construction Challenges:	Crossing on Paved Road Required: Y=0, N=5	Funding Sources Available beyond SPT Millage: Y=5, N=0	TOTAL Desirability Ranking	TOTAL Feasibility Ranking	OVERALL RANKING
15	9	4	15	0	15	10	0	0	68	15	0	-9	0	10	16	84
12	9	12	15	15	15	10	0	0	88	0	-6	-6	0	10	-2	86
9	9	14	15	15	0	2	0	0	64	0	-2	-6	0	10	2	66
6	9	8	15	15	0	10	0	0	63	15	0	-21	10	10	14	77
15	6	4	15	15	0	10	10	10	80	0	-6	-15	10	10	-1	79
0	6	4	15	15	0	10	10	10	70	0	-2	-9	10	10	9	70
12	9	8	15	15	15	10	0	0	84	0	-8	-6	0	10	-4	80
prc project	prc project	prc project	prc project	prc project	prc project	prc project	prc project	prc project		prc project	prc project	prc project	prc project	prc project		
3	3	4	15	0	0	2	0	0	27	0	-8	-6	10	10	6	33
3	3	4	15	0	0	4	0	0	29	15	0	-9	10	10	26	55
9	6	6	15	15	0	2	0	0	53	15	0	-9	10	10	26	79

NOTE: Desirability/Feasibility Worksheets help to prioritize prospective trail routes and to identify known issues. Scoring criteria was established by studying current and previous Township Master Plans, the data provided by engineering consultants in the 2013 SPT Feasibility Study, further advice from planning and engineering consultants, data in the maps on pages 16-23, other regional trail plans as well as recommendations from citizens. The Worksheets are under continuous review by the SPTC as new information and trail opportunities become available due to changes such as road improvements, subdivision development or new easement opportunities.

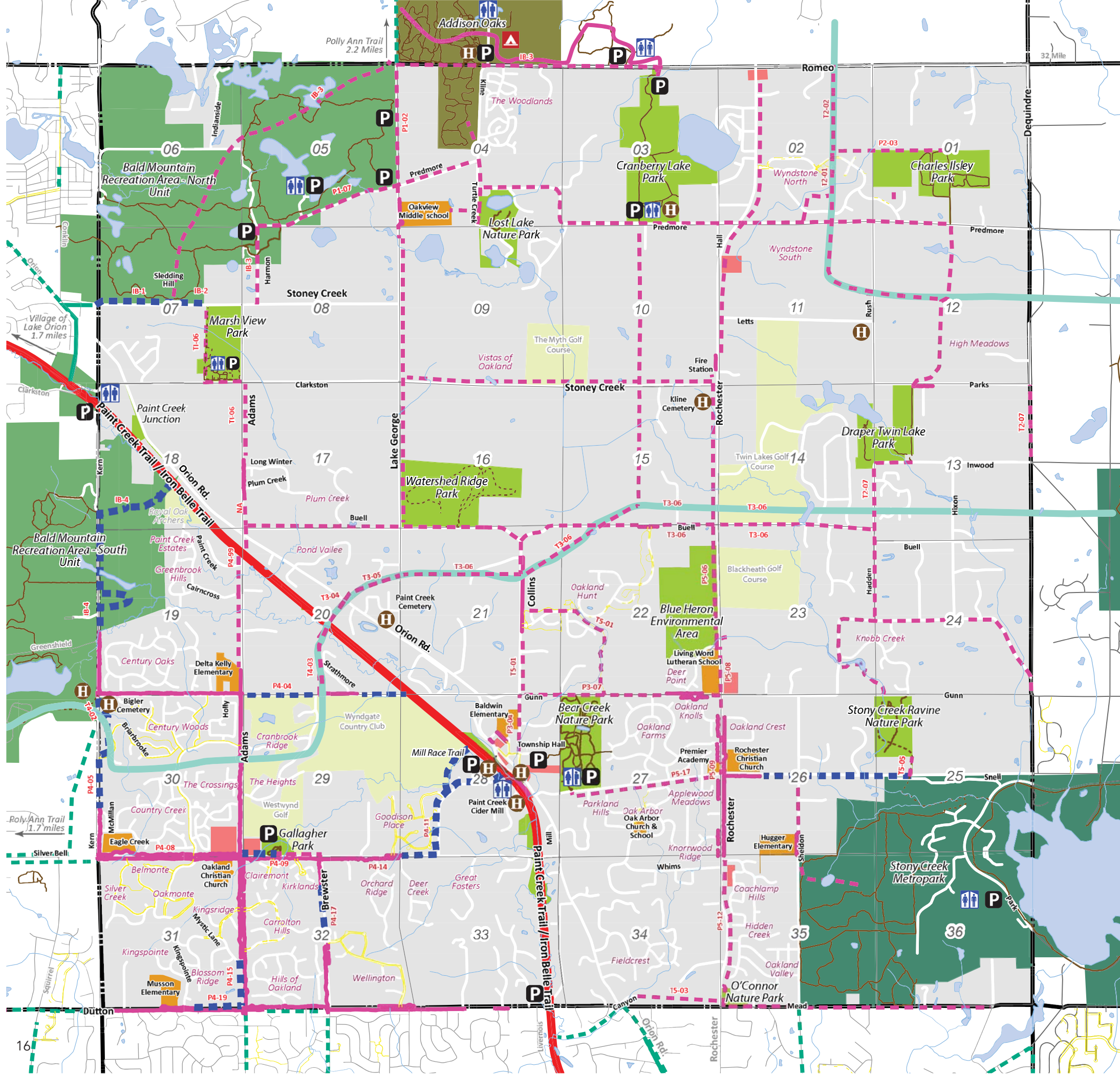
# DESIRABILITY/FEASIBILITY WORKSHEETS

Line Item number	DESCRIPTION	2013 Feasibility Study Segment Number	Section Location	Side of Street	Parallel Street	FROM	TO	Recommended surface:	Number of Uncompleted Segments	Width of Existing Half Right-of-Way	Length of Completed Area within Segment, including those Committed	Approx. Length of segments <b>NOT</b> completed	Continuous length when complete	Construction Challenges	SPTC Status & Comments
66	CENTRAL NORTH/SOUTH Trail		10 15		open land	Buell	Predmore	gravel?	2	na				Some developer-held property	TBD Connects to Cranberry Lake Park (& addison Oaks) via existing township-held easement at on Predmore Rd.
67	ILSLEY & TWIN LAKE PARKS CONNECTOR		12		open land	Parks	Predmore	gravel?		na					TBD Connects 2 parks
68	STONEY CREEK RAVINE PARK TO Hadden Rd.		23 24		open land / Gunn Rd.	Gunn Rd.	Hadden Rd.			na					
69	HADDEN RD: From Gunn to Buell		23 24		Hadden	Buell rd.	Gunn Rd.			60					Is this part of segment T2-07 in feasibility study?
70	GUNN RD: Hadden to 28 Mile		24		Gunn	Hadden	28 Mile			60					
71															
72															
73															
74															
75															
76															
77															
78															
79															
80															

DESIRABILITY										FEASIBILITY					TOTAL Desirability Ranking	TOTAL Feasibility Ranking	OVERALL RANKING Desirability + Feasibility
x3	x3	x2	x3	x3	x3	x2	x2	x2	x3	(x-2)	(x-3)	x2	x2				
Population Served within 1 mile radius: 0-300=1, 301-600=2, 601-1000=3, 1001-2000=4 over 2000=5 (x3)	Traffic Count on adjacent street per 24 hrs: <1000= 1 <2500=2 <5000=3 <10000=4 >10000=5 (x3)	Special Features within 500 ft: •Shop •Staging •Rest Area •Church •Natural •Historical None=0, (QTY) x 2	Connects to Park(s) No = 0 Yes = 5 (x3)	Connects to an Existing path or trail: N=0, Y= 5 (x3)	Connects to Paint Creek Trail or Regional Trail: No = 0 Yes = 5 (x3)	# miles of completed trail segment will connect 0=0, <1= 1, <2=2, <3=3, <4-5=4, >5=5	Connects to a school: No = 0 Yes = 5 (x2)	Completes a loop: No = 0 Yes = 5 (x2)	Availability of Right of Way: Falls within ROW=5 - Requires Permanent Easements= 0	Number of permanent easements required:	Number of Construction Challenges:	Crossing on Paved Road Required: Y=0, N=5	Funding Sources Available beyond SPT Millage: Y=5, N=0				
9																	
9																	
12																	
12																	
9																	

NOTE: Desirability/Feasibility Worksheets help to prioritize prospective trail routes and to identify known issues. Scoring criteria was established by studying current and previous Township Master Plans, the data provided by engineering consultants in the 2013 SPT Feasibility Study, further advice from planning and engineering consultants, data in the maps on pages 16-23, other regional trail plans as well as recommendations from citizens. The Worksheets are under continuous review by the SPTC as new information and trail opportunities become available due to changes such as road improvements, subdivision development or new easement opportunities.





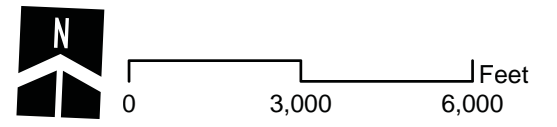
- Existing Safety/Sidepath or Trail
- - - Desirable Safety/Sidepath
- - - Special Interest Connections
- Existing Sidewalk
- Existing Park Path
- - - Proposed Park Path
- Powerline Right-of-Way
- - - Proposed by Others
- Paint Creek / Iron Belle Trail
- T2-07 Feasibility Study Segment Number
- Township Park
- County Park
- Metropark
- State Park
- Private Recreation Facilities
- Schools / Churches
- Commercial Areas
- P Parking / Staging
- H Historical
- ▲ Camping
- ♿ Rest Area

**NOTES:**  
 Desirable routes are established in part by using the scoring criteria detailed in the Desirability / Feasibility Worksheets on pages 8-15 of this plan. Detailed feasibility studies have not been performed for every route indicated on the maps. Further study or changes in circumstances may reveal additional challenges that would prohibit progress of a route. Conversely, a low-scoring path may rise to higher priority due to new circumstances.

Contact the Township Manager with any recommendations, questions or concerns regarding proposed paths and trails.

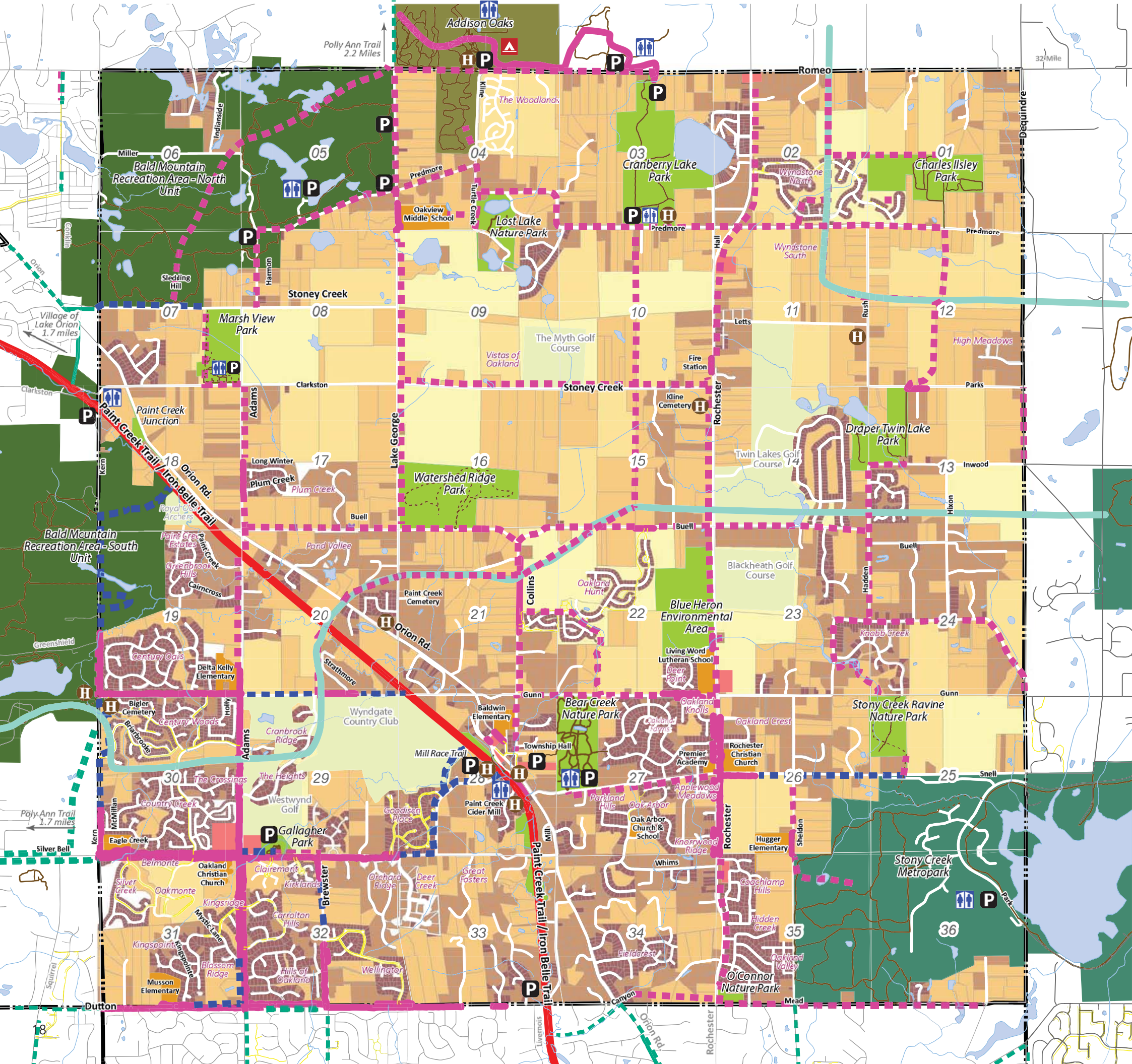
# Trails & Pathways Strategy Plan

Oakland Township  
 Oakland County, Michigan

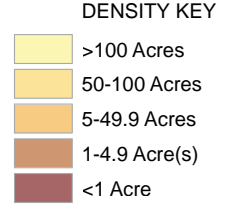


February 9, 2017  
 Carlisle/Wortman Associates, Inc.  
 Ann Arbor, Michigan





- Existing Safety/Sidepath or Trail
- - - Desirable Safety/Sidepath
- Special Interest Connections
- Existing Sidewalk
- Existing Park Path
- - - Proposed Park Path
- Powerline Right-of-Way
- - - Proposed by Others
- Paint Creek / Iron Belle Trail
- Township Park
- County Park
- Metropark
- State Park
- Private Recreation Facilities
- Schools / Churches
- Commercial Areas
- P Parking / Staging
- H Historical
- ▲ Camping
- ♿ Rest Area



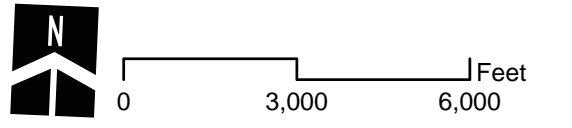
**NOTES:**  
 This map compares lot sizes, with small lots (less than one acre) being shaded the darkest, thereby providing a good approximation of density within the Township. Population counts used in the Feasibility/Desirability Worksheets were taken from data provided in the 2015 Oakland Township Parks and Recreation Master Plan.

Desirable routes are established in part by using the scoring criteria detailed in the Desirability/Feasibility Worksheets on pages 8-15 of this plan. Detailed feasibility studies have not been performed for every route indicated on the maps. Further study or changes in circumstances may reveal additional challenges that would prohibit progress of a route. Conversely, a low-scoring path may rise to higher priority due to new circumstances.

Contact the Township Manager with any recommendations, questions or concerns you have regarding proposed route.

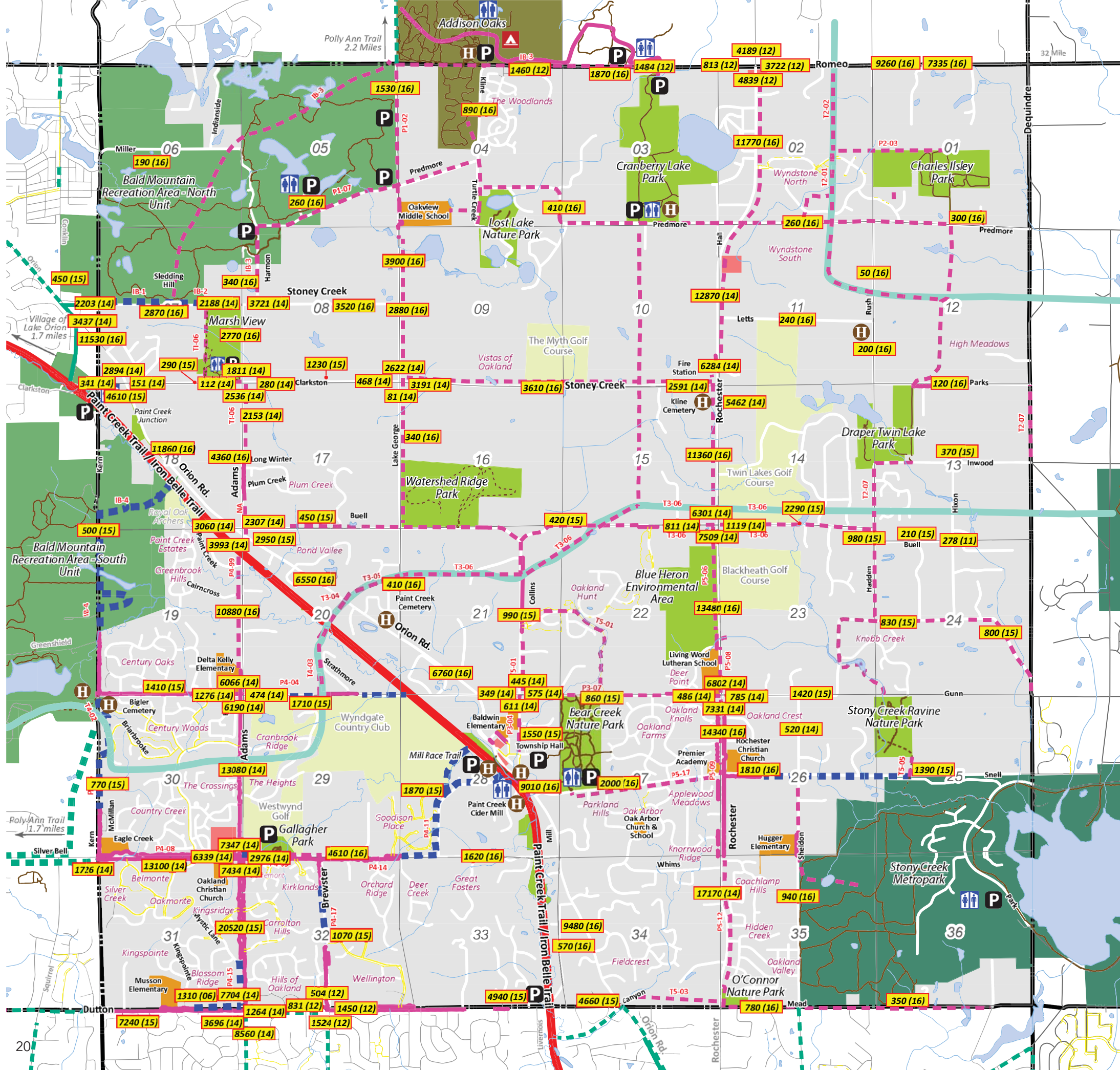
## Population Density & Trail Distribution

Oakland Township  
Oakland County, Michigan



February 9, 2017  
 Carlisle/Wortman Associates, Inc.  
 Ann Arbor, Michigan





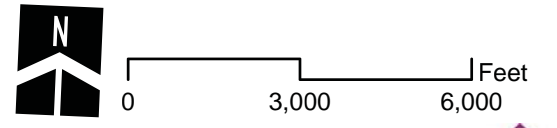
- Existing Safety/Sidepath or Trail
- - - Desirable Safety/Sidepath
- Special Interest Connections
- Existing Sidewalk
- Existing Park Path
- - - Proposed Park Path
- Powerline Right-of-Way
- - - Proposed by Others
- Paint Creek / Iron Belle Trail
- T2-07 Feasibility Study Segment Number
- 7335 (16) Average Daily Traffic Count (Year)
- Township Park
- County Park
- Metropark
- State Park
- Private Recreation Facilities
- Schools / Churches
- Commercial Areas
- P Parking / Staging
- H Historical
- ▲ Camping
- ♿ Rest Area

NOTES:  
Desirable routes are established in part by using the scoring criteria detailed in the Desirability / Feasibility Worksheets on pages 8-15 of this plan. Detailed feasibility studies have not been performed for every route indicated on the maps. Further study or changes in circumstances may reveal additional challenges that would prohibit progress of a route. Conversely, a low-scoring path may rise to higher priority due to new circumstances.

Annual average daily traffic (AADT) is a measure of the total volume of vehicle traffic of a highway or road for a year, adjusted by a month and day of week factor to account for seasonal variations in traffic. Meters are placed near intersections to give an indication of the total amount of traffic at each corner of that location. By comparing counts on the corners of an intersection against counts at subsequent meters, the engineers can determine the traffic flow direction and make appropriate adjustments. The icons on this map show the AADT for the station, followed by the year the count was taken.

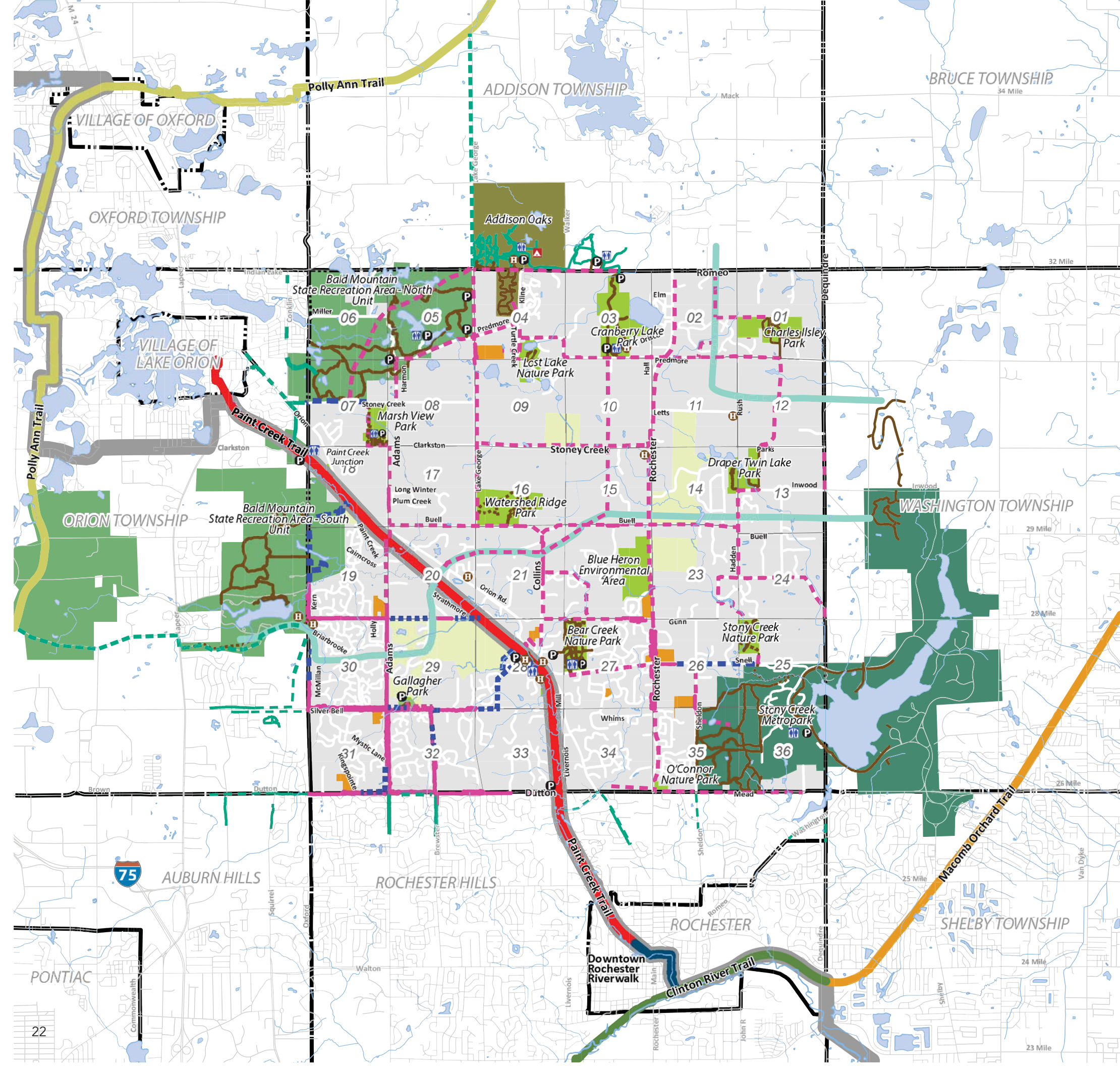
# Trails & Pathways Traffic Count Analysis

Oakland Township  
Oakland County, Michigan



February 2, 2017



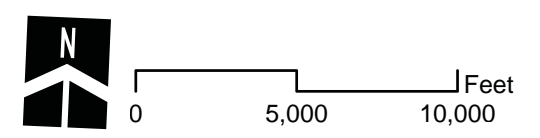


- Existing Safety/Sidepath or Trail
- Desirable Safety/Sidepath
- Special Interest Connections
- Existing Park Path
- Proposed Park Path
- Powerline Right-of-Way
- Proposed by Others
- Clinton River Trail
- Downtown Rochester Riverwalk
- Macomb Orchard Trail
- Paint Creek Trail
- Polly Ann Trail
- Iron Belle Trail
- Township Park
- County Park
- Metropark
- State Park
- Private Recreation Facilities
- Schools / Churches

**NOTES:**  
 Desirable routes are established in part by using the scoring criteria detailed in the Desirability / Feasibility Worksheets on pages 8-15 of this plan. Detailed feasibility studies have not been performed for every route indicated on the maps. Further study or changes in circumstances may reveal additional challenges that would prohibit progress of a route. Conversely, a low-scoring path may rise to higher priority due to new circumstances.

## Trails & Pathways Regional Connections

Oakland Township  
Oakland County, Michigan



February 2, 2017  
 Carlisle/Wortman Associates, Inc.  
 Ann Arbor, Michigan



# FUNDING OPPORTUNITIES

Oakland Township's trail millage ensures that funding is available for ongoing expansion and maintenance of the township's safety paths and trails system. Even so, trail development can be an expensive undertaking, and the community may need to pursue financial assistance. The Federal Government and the State of Michigan encourage non-motorized trail networks and have made more grant opportunities available to communities than ever before.

The process for acquiring grants varies depending on the source of the funding. In general, a community must have a five-year plan approved by the state and must have matching funds ranging from 25 to 50% of the project total. Because Oakland Township's 2015 Parks and Recreation Master Plan includes a section dedicated to Safety Paths and Trails, the PRC master plan meets state criteria for grant applications. This Safety Paths and Trails Strategy Plan serves to provide additional guidance and information relating to path and trail planning. Several communities may compete for the same grant, which are awarded through a competitive point system. Points are based on scoring criteria - including project need, site and project quality, and applicant history. Competition for funding continues to increase and demonstrated community support for projects is crucial for the success of an application.

## Michigan Natural Resources Trust Fund

State grants are available to local units of government for acquisition and development of land and facilities for outdoor recreation such as shared-use paths. 2017 priorities were trails, wildlife/ecological corridors, and projects located within urban areas. The Michigan Natural Resources Trust Fund (MNRTF) provides funding for the purchase and development of land for natural resource based preservation and recreation.

Goals of the program are to:

1. Protect natural resources and provide for their access, public use and enjoyment,
2. Provide public access to Michigan's waters, particularly the Great Lakes and facilitate their recreation use,
3. Meet regional, county, and community needs for outdoor recreation opportunities,
4. Improve the opportunities for outdoor recreation in urban areas, and
5. Stimulate Michigan's economy through recreation related to tourism and community revitalization.

Grant proposals must include a local match of at least 25 percent of the total project cost. There is no minimum or maximum for acquisition projects. For development projects, the minimum funding request was \$15,000 and the maximum was \$300,000 in 2017. MNRTF grants require an approved 5-year recreation plan. Applications are due on April 1.

[http://www.michigan.gov/dnr/0,4570,7-153-58225\\_58301---,00.html](http://www.michigan.gov/dnr/0,4570,7-153-58225_58301---,00.html)



## Land and Water Conservation Fund

The Land and Water Conservation Fund (LWCF) is a federal appropriation to the National Park Service, who distributes funds to the Michigan Department of Natural Resources for development of outdoor recreation facilities. The focus of the program has recently been on trailway systems and other community recreation needs such as playgrounds, picnic areas, athletic fields, and walking paths. Minimum grant requests were \$30,000 and maximum requests were \$150,000 in 2016. The match percentage must be 50 percent of the total project cost. LWCF grants require an approved 5-year recreation plan. Applications are due April 1.

[http://www.michigan.gov/dnr/0,4570,7-153-58225\\_58672---,00.html](http://www.michigan.gov/dnr/0,4570,7-153-58225_58672---,00.html)

## MAP-21: Transportation Alternatives Program & Safe Routes to Schools

MAP-21 is the largest federal source for trail funding. Activities in Oakland Township which may qualify for TAP funds include:

1. Construction, planning, and design of on-road and off-road facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects that comply with the Americans with Disabilities Act.
2. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

\$5 million will be available to be distributed in the SEMCOG region in 2018. Applications must be submitted through the Michigan Department of Transportation's online grant system (MILogin). A minimum 20 percent local match from non-federal sources is required.

<http://www.semco.org/TAPCall.aspx>

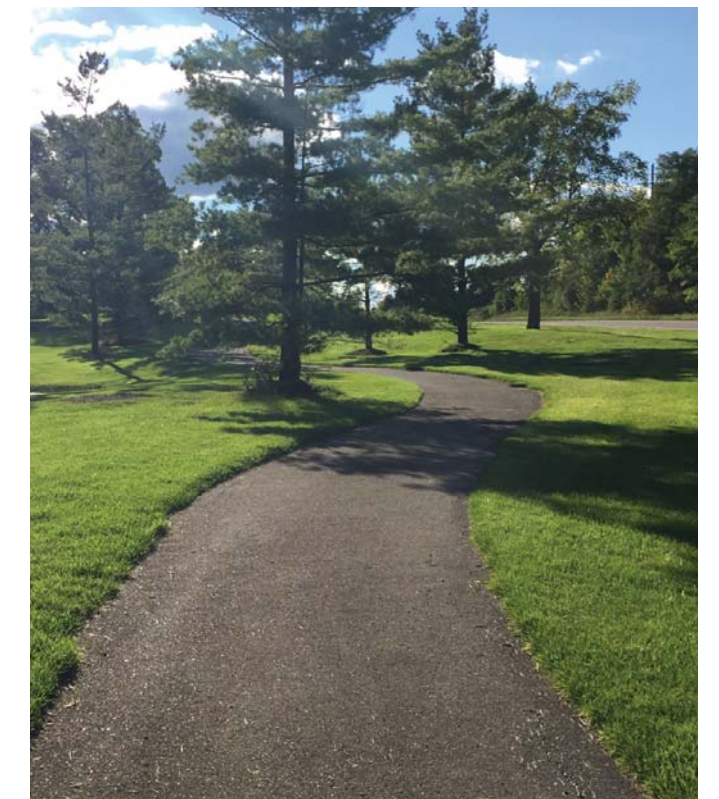
## People for Bikes Community Grant Program

The People for Bikes community grant program is funded by members of the American Bicycle Industry. Their mission is to put more people on bikes more often. The program funds projects in three categories: facility, education, and capacity building. Requests for funding can be up to \$10,000 for projects such as bike paths, trails, lanes, parking, transit, and safe routes to school. Applications are reviewed on a quarterly basis. <http://www.peopleforbikes.org/pages/community-grants>

## Other Sources and Local Support

At [www.accessoakland.oakgov.com](http://www.accessoakland.oakgov.com), Oakland County offers an online resource for finding grant opportunities as well as their property gateway, traffic counts, planning information and much more.

Continued public support for pedestrian and bicycle facility development will be crucial in determining non-motorized transportation success of Oakland Township. The Township should continue to investigate additional sources of funding, including easement donations.



# 2016 SPTC OPEN HOUSE DISPLAYS

Pictured are some of the posters from the information stations at the 2016 Safety Paths and Trails Open House. Members of the Safety Paths and Trails Committee were on hand at each station to answer questions and gain input from citizens regarding safety paths and trails in Oakland Township.

## What are Safety Paths & Trails?

Oakland Township Safety Paths and Trails include Township-owned non-motorized travel systems that are located in Oakland Township, but are not within Township Parks. 32 miles of proposed pathways and 16 miles of proposed trails fall under the jurisdiction of Oakland Township's Safety Paths and Trails Committee (SPTC).




**TRAILS** are multiple-use, 8-10' wide crushed stone or asphalt-paved trails not located within or adjacent to road right-of-way. Trails are primarily intended for recreation/transportation walkers, bicyclists, runners and equestrians.

**SAFETY PATHS** are multiple-use, 8-10' wide asphalt-paved paths located parallel to the road right-of-way. Safety paths are intended for recreation/transportation use by walkers, bicyclists and runners.

**Not all paths and trails in Oakland Township are operated by the SPTC.** The Paint Creek Trail and paths and trails within Oakland Township's park system are developed and maintained by separate entities and receive their funding from different sources.




Oakland Township's Parks and Recreation Department maintains a variety of trails and paths throughout its eighteen facilities.

The Paint Creek Trail, Michigan's first "Trail-to-Trail" project, is a multi-jurisdictional trail stretching from Rochester to Orion Township. The 5.3 mile segment running through Oakland Township is maintained and operated by the Parks and Recreation Department.



## What is the SPTC?

The Safety Paths and Trails Committee (SPTC) serves as an advisory committee to the Board of Trustees. It includes a representative from the Board of Trustees, Parks and Recreation Commission and the Planning Commission. SPTC also includes up to four citizen members with knowledge of the Township's trail system and specific interests, such as biking, hiking, and horseback riding. Using their Strategy Plan and established criteria as a guide, the SPTC reviews and recommends to the BOT trails and pathways that will best serve the needs of the Township by providing links between destinations such as residential areas, parks, regional trails, churches, schools and shopping.

- Libby Dwyer, Chairman
- Alice Tombouljan, Vice Chairman & Parks and Recreation Commission Representative
- Jeanne Langlois, Secretary & Board of Trustees Representative
- Ron Hein, Planning Commission Representative
- Craig Blust
- George Ingram
- Laurel Johnson


## Goals

- Create a non-motorized transportation system providing greatest benefit to township residents at lowest cost.
- Preserve, protect and interpret natural areas in conjunction with trail/path improvements.
- Provide trails/paths connections in variety of areas across the township where there is a desire and need for them.
- Provide more trail-orientated recreation opportunities; connecting to a network of trails including local, regional and state parks and trails.
- Provide multi-use trails/paths where appropriate and feasible for combined uses, which could include walking, running, cycling, horseback riding, roller-blade, dog walking and/or cross-country skiing.
- Promote safe non-motorized transportation opportunities that address the needs of a full spectrum of users including children, elderly and disabled.
- Research residents' individual and collective desires and concerns and address them whenever possible and feasible.
- Respect property ownership rights - concerning land or amenities planted or constructed on their land - to the fullest extent possible.
- Ensure long-term maintenance, which protects path and trail users, and financial stability for this system.
- Analyze the need for and feasibility of transferring responsibility for the maintenance of existing privately-owned safety paths to the township.

## Keep Informed

The Safety Paths and Trails Committee generally meets on the first Wednesday of the month at the Township Hall at 5:30 pm. Citizen comment is always welcome and encouraged. Remember to check the township website to confirm SPTC meeting time and place.

Most meetings are televised live on Comcast Channel 17, and recordings of past meetings and meeting minutes can be found on the Township website, [www.oaklandtownship.org](http://www.oaklandtownship.org). The SPTC is always looking for informed citizens to serve on the Committee.




## What does it take to Build a safety path or trail?

There are many steps involved in planning and building a safety path or trail:

- Choose the best route and construction techniques economically
- Obtaining easements & permits
- Use due diligence in following established guidelines (ASHTO, ADA, municipal and local government requirements, WRC, Road Commission, DNR, utilities, HDC, tree ordinance, etc.)
- Obtain funding (grants, millage, developer contributions to Safety Paths Fund)
- Choose contractor and monitor construction
- Maintain existing routes


**Challenging terrain such as hills and wetlands often demand structures beyond a simple trail or safety path such as:**




**Types of safety paths & trails**

The "classic" **SHARED USE PATH** offers separation and protection from traffic and accommodates a wide variety of users. Receiving access permission from all affected homeowners can be challenging, and the cost for building the path can be high, especially in difficult terrain.



A paved **WALKING PATH** is essentially a sidewalk. While wide enough to meet Americans with Disabilities Act requirements, a walking path cannot accommodate a high volume of users.



The hybrid **WALKING PATH AND BIKE SHARROW ON PAVED SHOULDER** system allows a wide variety of users and is less expensive than shared use paths. A disadvantage is that cyclists may be reluctant to share the road with automobile traffic.

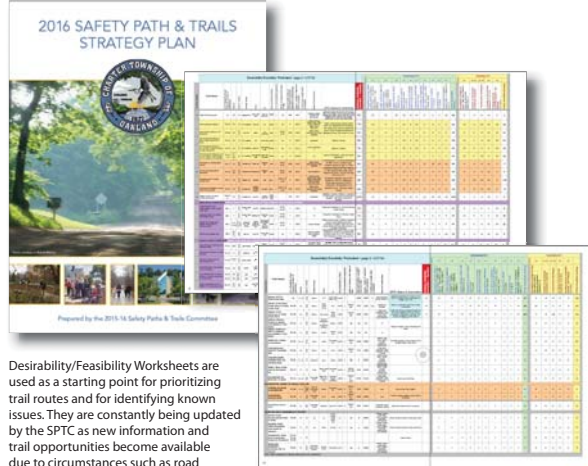


**PAVED SHOULDERS AND BIKE SHARROWS** are intended for roads with speeds up to 30 mph and can often use existing configurations. These options are typically less expensive, but do not account for pedestrian traffic and may not offer the same level of safety as other options.

## How are trail routes selected?

Candidates for Oakland Township trails are put through a vigorous vetting process to ensure that the trail meets the needs of residents, provides valuable linkage to existing local and regional trails, and is as cost effective as possible.




Desirability/Feasibility Worksheets are used as a starting point for prioritizing trail routes and for identifying known issues. They are constantly being updated by the SPTC as new information and trail opportunities become available due to circumstances such as road improvements, subdivision development or new easement opportunities.

Scoring criteria for the Worksheets was established by studying previous Township Master Plans, the 2013 Feasibility Study, the Township's planning consultant and SPT Strategy Plan Subcommittee's recommendations.

A high score does not automatically mean a route will be built. More in-depth studies on high-scoring routes could reveal additional feasibility challenges that would prohibit progress. Conversely, a low-scoring path may rise to higher priority due to new circumstances.

Samples of the Feasibility Worksheets are available for review on the table below.



## A few recent SPTC accomplishments

SPTC is pursuing additional connections to the Paint Creek Trail and is working with MDNR, Oakland County, and Orion Township for a connection through Bald Mountain Recreation Area from Kern Road east to the Paint Creek Trail. This would afford opportunities to link the south end of Oakland Township to Lake Orion, Bald Mountain north, Marshview Park, Addison Oaks and Cranberry Lake Park.

SPTC is also actively investigating options for linking the township trail system from the Silverbell/Gunn/Gallagher Road area to the Paint Creek Trail.

### Modetz/Adams Connection



Completed in July of 2010, this link connects two pathways on the east side of Adams Road, between Dutton and Silverbell. It is an excellent example of how private citizens and SPTC can work together for the betterment of the community. John and Mary Modetz saw that users of the subdivision-built pathway on either side of their property had to veer into Adams Road to continue on the safety path. Recognizing an unsafe situation, they generously offered the easement for a safety path.

### Cider Mill Connector



This new trail provides a safe alternative to walking across a very busy bridge on Gallagher Road at Orion. The "Cider Mill Connector" runs from the Paint Creek Trail at Flagstar Bank to the new pedestrian bridge on Orion Road and then to the Paint Creek Cider Mill. Many thanks to Flagstar Bank for their generosity in donating this important easement!

### Silverbell/Brewster Link



This new path at the southeast corner of Silverbell at Brewster Rd. connects about 6 1/4 miles of existing safety paths in one of the highly-populated areas of the township. SPTC thanks the property owners, Steve and Laura Benavides, for allowing the easement on their property and recognizing the need for safe routes for their neighbors.

### Other accomplishments:

- Addison Oaks to Cranberry Lake Park Connection:** A trail connection along the south side Romeo Road from Addison Oaks to Cranberry Lake Park was part of Oakland Township's original 2000 Safety Paths and Trails Master Plan. This strategic connection was satisfied beyond our expectations with the 2012 completion of the "Connector Trail" in Addison Oaks County park. This 2 1/2 mile network of paths and boardwalks stretches from Lake George Road through Addison Oaks East and West units to the Romeo Road crosswalk into Cranberry Lake Park. Funded through Oakland County with a Natural Resources Trust Fund Grant, this important trail system links the natural and historic resources of 3 parks: Bald Mountain Recreation Area, Addison Oaks and Cranberry Lake and exemplifies how strategic partnerships can satisfy the need for trail and park connections.
- Eagle Creek School Boardwalk:** The 283' boardwalk along Silverbell Rd., just east of Kern, will connect existing trails around Eagle Creek School to those at Country Creek Subdivision. The result will connect about 8.5 miles of continuous trails, including one all the way to Adams Rd. We anticipate construction this fall pending public bid results!
- Mackley Easement Contribution:** The Mackley family, recognizing the need for a north/south connection between Township parks, has contributed this easement for future park development.



## How are safety paths & trails Funded?

### Oakland Township Millage

- Major funding comes from the OT Safety Paths and Trails Millage, voted in 2006 at a tax rate of 25 cents per \$1000 of property value.
- Millage can pay 100% of costs for land for paths and trails, plus construct and maintain a township-wide network of paths and trails.
- Safety Paths and Trails 10-year millage renewal will be on the November 8th ballot, **REDUCED** from 24 to 17 cents per \$1000.
- Paths/trails in OT PARKS are built and managed by OT Parks & Recreation Commission, and are not within the township network.

### Grants to Oakland Township

- The Michigan Department of Natural Resources (MDNR) offers funds for acquisition and development of paths and trails.
- The Michigan Department of Transportation (MDOT) offers funds for the development of non-motorized paths/trails along highways.
- In both cases, a mix of federal and state funds are awarded to communities on a project-by-project basis, with communities providing a matching amount of 25 to 50% of the total cost.
- Safety paths and trails are in the Township Master Plan, and this SPT Strategy Plan qualifies the Township for state and federal grants.

### Donations of Land & Easements

- Critical to growth of the path & trail system is a landowner's donation of an easement permitting the Township to use needed land to locate a path/trail - OR actual donation of the required land.
- Your donation of an easement or land may qualify as a charitable donation for income tax purposes, in addition to serving your community by providing a safe route for walking, cycling and riding.
- If you are interested in donating land or an easement, contact Township Manager, Dale Stuart, at [dstuart@oaklandtownship.org](mailto:dstuart@oaklandtownship.org).

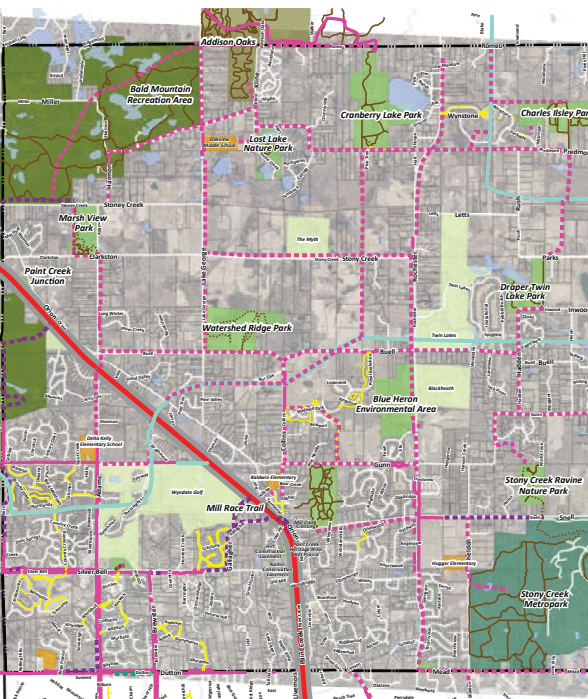
### Subdivision Development

- Oakland Township's design standards require subdivision developers to include "adequate pedestrian and bicycle circulation...including external on the border of the development adjacent to road rights-of-way."
- This standard supports growth of a path/trail system, linking subdivisions with schools, parks, other residential areas, and allows the SPTC to work with developers in creating a community benefit.
- Paths in subdivisions are typically maintained by their Homeowner's Association.



## YOUR INPUT IS VERY IMPORTANT!

Please indicate your preferences for high, medium, and low priority trails and note any destination points you feel are important (e.g. stores, schools, neighborhoods, etc.) on the map.




**Oakland Township Path System**  
Oakland Township  
Oakland County, Michigan

Legend:

- Existing Safety/Sidepath or Trail
- Desirable Safety/Sidepath
- Existing Sidewalk
- Priority Connections
- Existing Park Path
- Proposed Park Path
- Powerline Right-of-Way
- Proposed by Others
- Paint Creek Trail
- Iron Belle Trail
- Township Park
- County Park
- Metropark
- State Park
- Private Recreation Facilities
- Schools

Scale: 0, 1,500, 3,000, 6,000 Feet  
August 15th, 2016  
Cartelli/Wormier Associates, Inc.  
Ann Arbor, Michigan



# 2015-2017

## SAFETY PATHS & TRAILS COMMITTEE

**Libby Dwyer,**  
Chairperson,  
Citizen Member

**Jeanne Langlois,**  
Treasurer,  
Board of Trustees  
Representative

**Craig Blust,**  
Parks and Recreation  
Commission Representative

**Alice Tambouliau,**  
Vice Chair,  
Citizen Member,  
Former Parks and Recreation  
Commission Representative

**Ron Hein,**  
Citizen Member,  
Former Planning  
Commission Representative

**Joe Peruzzi,**  
Planning Commission  
Representative

**Laurel Johnson,**  
Citizen Member

**George Ingram,**  
Citizen Member



## 2015-17 SPTC STRATEGY PLAN SUB-COMMITTEE

**Libby Dwyer,**  
Citizen Member

**Ron Hein,**  
Former Planning  
Commission Member

**Laurel Johnson,**  
Citizen Member

**George Ingram,**  
Citizen Member

This document can be accessed online at:  
[http://www.oaklandtownship.org/township\\_departments/safety\\_paths\\_and\\_trails.php](http://www.oaklandtownship.org/township_departments/safety_paths_and_trails.php)

*The Eagle Creek Boardwalk is scheduled  
for completion in Spring of 2017*