

Voter #	date	stone first	stone second	finest first	finest second	asphalt first	asphalt second	comments
1	16-Mar	1			1			
2	16-Mar	1			1			
3	16-Mar		1			1		
4	16-Mar		1	1				
5	16-Mar		1			1		
6	16-Mar			1			1	
7	16-Mar		1			1		More possible users. Plus, skiers could ski just off to the side of the paved pa
8	16-Mar	1			1			Even if asphalt is used, natural debris (sticks, leaves, etc.) on the surface may inhibit in-line skati
9	16-Mar	1					1	
10	16-Mar	1			1			avoid pollution anyway you car
11	16-Mar	1					1	I like the crushed fines, but the dust does keep people from using the tra
12	16-Mar		1			1		
13	16-Mar		1	1				
14	16-Mar					1	1	That is what puts Ohio (Little Miami and other connecting trails) head and shoulders above Michig
15	16-Mar		1	1				Asphalt has safety concerns. The CRT is too narrow in places where there are steep-sided shoulders on the old built-up railroad bed to allow asphalt-type users like rollerblading without causing a safety hazard and/or user conflicts. This is especially so for the trail stretch from approximately the M59 overpass east to Livernois Rd. This is also a downhill stretch west-to-east which, with prevailing breezes, will only add to a speed differential for rollerbladers.
16	16-Mar		1	1				In my opinion, because of the environmental impact, asphalt is not an opti
17	16-Mar				1	1		I ride a recumbent on Paint Creek Trail. It is ok for 90% of bikes. A road bike might have trouble. Asphalt would increase usage and enjoyment. Not sure if this better surface would make it too well used and over populate the trail. Not sure what the goal is: Many users, make it a destination or medium amount of users, make it for those who search it out
18	16-Mar		1			1		
19	16-Mar			1			1	
20	16-Mar				1	1		
21	16-Mar	1			1			
22	16-Mar			1			1	
23	16-Mar		1			1		
24	16-Mar		1	1				For me, asphalt ruins the natural beauty of a railtrail. It is also the least environmental friendly, and limits XC ski use.
25	16-Mar		1			1		As a Rochester resident, I have the paint creek trail when I want to get out my mountain bike on crushed fines. Instead, I want the Clinton River Trail for road biking and rollerblading. The only other place you can really do this safely now is at the Metroparks
26	16-Mar			1			1	
27	16-Mar				1	1		
28	16-Mar	1					1	
29	16-Mar	1					1	
30	16-Mar					1	1	Many times during the summer, the Paint Creek Path is unusable due to the dust. I have ruined two bikes becau of the places the limestone dust gets into. I try to ride or walk the path daily. I love
31	16-Mar		1	1				
32	16-Mar	1			1			
33	16-Mar				1	1		
34	16-Mar	1			1			
35	16-Mar	1			1			
36	16-Mar		1	1				One reason that i chose the stones and fines is that i am a skier and would welcome it's use during winter months. Another is that I don't really like to ride my road bike on paved paths. I find them too crowded for the speeds I prefer. I like a nice open road. It would be nice to keep the trail a little on the natural side. Whatever the decision, the main point is a new path, and that is good for everyone. happy tra
37	16-Mar		1	1				Asphalt surfaces create a somewhat dangerous situation with differences in speed and not being able to hear approaching bikes or inline skaters traveling at a high rate of spee
38	16-Mar				1	1		
39	16-Mar		1	1				
40	16-Mar		1				1	
41	16-Mar				1	1		
42	16-Mar				1	1		More trail needed for in-line skating, and more trail needed for Spring-thaw cyclin
43	16-Mar			1	1			
44	16-Mar		1			1		I am a cyclist but we need to make sure these surfaces can be used by all especially wheelchairs and strollers. Let's make it usefull for everyone.

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45	16-Mar		1	1				NO ASPHALT! There's enough pavement in the world! Look at all the use the Paint Creek Trail gets, it's crushed fines and everybody seems to do have a good time
46	16-Mar		1			1		
47	16-Mar				1	1		
48	16-Mar		1			1		
49	16-Mar		1			1		
50	16-Mar		1			1		
51	16-Mar				1	1		My friends include older ladies who object to stones hurting their feet through tennis shoes
52	16-Mar		1			1		
53	16-Mar		1	1				I think that it is more important to maintain a natural feel to the trail because of its importance as the precious little open space left in the community
54	16-Mar				1	1		Having used both types of trails, the asphalt has many advantages, although more costly. Those in wheelchairs/strollers have an extremely bumpy ride with the crushed fines - esp. right after they've been worked on. Additionally, the Clinton River Trail is right by OPC and Sunset Living for elderly. For them to safely enjoy the trail it should be as smooth as possible. The use of walkers or canes on crushed fines is iffy at best.
55	16-Mar		1	1				For the surface in Rochester Hills: 1)As a former Paint Creek Trailways Commissioner, I am well aware of user conflicts. Crushed fines would meet the needs of most users, and keep conflicting uses at a minimum. 2)The proximity to the area's greatest natural resource -- the Clinton River -- demands a surface sensitive to the environment. The Hills segment is more natural, and the setting should be maintained. 3) Asphalt is used, and can continue to be used, in more appropriate places. The Hills has a fairly extensive network of pathways in existence, and meets the option. 4) Asphalt or stabilized crushed stone IS appropriate in more urban settings, such as the segment in Auburn Hills
56	16-Mar			1			1	
57	16-Mar				1	1		
58	16-Mar					1	1	
59	16-Mar		1	1				The problem with asphalt is the high speed factor and safety on such a narrow pathway. Two way traffic, inliners and bicycles at high speed is an accident waiting to happen. The fine and stone are perfect surfaces for mountain, cross and hybrid bikes and is easier on the knees for runner
60	16-Mar	1					1	
61	16-Mar	1			1			is a dirt trail with wood chips possible? that is my preferred choice
62	16-Mar	1			1			
63	16-Mar		1	1				Use natural, organic materials that reduce run-off and construction costs. I would be happy with a hard dirt pathway. Thank you
64	16-Mar	1			1			
65	16-Mar	1			1			
66	16-Mar	1					1	The reason I didn't vote for crushed fines is it's very dusty in the summer for biking. Walkers suffer because of this. West Bloomfield Trail has more of the stabilized stone (I believe) it's a better source for activities without the traffic and less hazards. Also, better for walking strollers, biking, running, cross-country skiing in the winter. We want a place that is OFF-ROAD so why have it paved!! This first choice is a winner to me! Thank you for allowing my vote and comments
67	16-Mar	1			1			asphalt would probably lead to excessive speeds that would result in safety issues
68	16-Mar		1	1				
69	16-Mar		1	1				
70	16-Mar				1	1		
71	16-Mar		1			1		The increased speed concerns with asphalt can be minimized with "self" policing. The best trails that I have ridden throughout the country have been paved with asphalt. These include the The Pere Marquette, The Hart-Montague, Long Leaf Trace, The Silver Comet Trail, The Chief Ladiga Trail, et
72	16-Mar		1	1				
73	16-Mar		1	1				I would not like asphalt because the skate borders could use it and that could contribute to collisions
74	16-Mar		1	1				I love the paint creek trail. If it was to be made of asphalt it would be very similar to a road, just no cars. Which is okay good for road bikers, but the high traffic speeds and mass amounts of people I believe make this not a good decision. Paint Creek trail is incredible. You have the "feel" that you are outdoors (however Lake Orion and Rochester are seconds away) the crushed fines replicate a more outdoors feel. Which I believe is the purpose of any so called "trail." Thanks and good luck
75	16-Mar				1	1		
76	16-Mar			1			1	
77	16-Mar		1			1		If stabilized stone is better for the environment for that land, I would reverse my vote to that
78	16-Mar		1			1		

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79	16-Mar		1			1		Since this is part of a state-crossing trail that will be of great interest to touring bicyclists, an easy-to-bicycle surf is of some importance in my opinion. Crushed fine paths do not always get the maintenance they require. This path is more important, regionally, than nearly any other path because it is part of a much larger project.
80	16-Mar	1			1			Stabilized stone utilizes stone already on sit
81	16-Mar		1			1		
82	16-Mar		1			1		I'M A ROADIE
83	16-Mar	1			1			
84	16-Mar			1			1	
85	16-Mar		1	1				
86	16-Mar		1	1				
87	16-Mar	1			1			
88	16-Mar					1	1	
89	16-Mar	1					1	
90	16-Mar	1					1	
91	16-Mar		1	1				
92	16-Mar				1	1		
93	16-Mar		1	1				An asphalt trail is an unatural trail. When building a trail through the woods it should retain its natural look and asthetics. Please don't pave this trail with asphalt
94	16-Mar	1			1			
95	16-Mar		1	1				I use the PCT on a weekly basis and would love to be able to extend this route to the CRT, I'd love to see a trail the PCT
96	16-Mar					1	1	
97	16-Mar				1	1		
98	16-Mar			1			1	crushed fines have low cost, low enviro impact, wide us
99	17-Mar		1	1				
100	17-Mar		1	1				
101	17-Mar					1	1	
102	17-Mar					1	1	An asphalt surface opens the trial usage for more people than other methods. I travel to Ohio frequently and they use asphalt on their trails and there always seems to be more people on the trails than ones in Michigan.
103	17-Mar			1			1	
104	17-Mar		1	1				
105	17-Mar		1	1				
106	17-Mar		1			1		
107	17-Mar		1	1				
108	17-Mar		1			1		
109	17-Mar		1	1				
110	17-Mar	1			1			I would support small sections near the community centers to be paved with asphalt but oppose using it for the majority of the trail
111	17-Mar		1			1		As an avid user of the Paint Creek trail, what I see is the highest useage coming from cyclists. Therefore, I feel most cyclist friendly surface would be asphalt. Possibly a wider (probably more costly) surface would be safer mixing the cyclists with the walkers
112	17-Mar				1	1		
113	17-Mar		1			1		
114	17-Mar		1	1				My wife and I agree: asphalt is crummy!!!!
115	17-Mar		1	1				
116	17-Mar			1			1	
117	17-Mar		1			1		
118	17-Mar	1			1			why was dirt not an option? Or splitting in two 1/2? One asphalt the other something more rugg
119	17-Mar		1	1				
120	17-Mar				1	1		
121	17-Mar	1					1	
122	17-Mar		1	1				
123	17-Mar	1					1	
124	17-Mar		1	1				
125	17-Mar		1			1		
126	17-Mar		1	1				
127	17-Mar	1			1			
128	17-Mar	1			1			asphalt stinks and doesn't belong on trail

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129	17-Mar	1						
130	17-Mar				1	1		
131	17-Mar		1			1		Asphalt will enable the highest trail utilization allowing in-line skating, roller skiing and road bikes. This trail will provide a great opportunity for "destination" oriented inline skating and roller skiing and also serve as a connector for road bike rides, allowing the planners of road bike routes and tours to avoid high traffic areas. The use of the other surface materials will not allow all of the above. (Note the Hart to Montegue Rail to Trail)
132	17-Mar		1	1				
133	17-Mar					1	1	
134	17-Mar		1	1				
135	17-Mar		1	1				
136	17-Mar	1			1			
137	17-Mar	1			1			
138	17-Mar	1			1			Please, please, please no asphalt. It would detract tremendously from the natural beauty of the tr The section of demonstration surface just East of Crooks is excellent. There should be less dust (which in my opinion is worst feature of the Paint Creek trail) while retaining a 'natural' look. The un-natural asphalt surface should be avoided in my opinion. However, I suspect that the people that complete this survey are not a similar group of people who may eventually use this trail, so I believe that the vote may be biased to hikers' and bikers' preference over rollerbladers
139	17-Mar			1	1			
140	17-Mar	1	1					
141	17-Mar	1			1			
142	17-Mar	1			1			
143	17-Mar		1	1				
144	17-Mar		1	1				
145	18-Mar	1			1			
146	18-Mar					1	1	I've decided not to use Painted creek trail with my bike. The dust and bumpy texture made it just not worth using. I know it still has other uses, but road biking is my interes
147	18-Mar		1			1		
148	18-Mar				1	1		
149	18-Mar		1	1				Asphalt creates a more urban look and feel. Rochester Hills has miles of paved bike path. Lets keep the trail more natural looking and match the Paint Creek Trail in appearance
150	18-Mar		1			1		
151	18-Mar	1			1			I think we need to keep the trail as natural as possible. I do not favor in-line skating on the trail because of the hu amount of walkers and bikers. The trail is not wide enough to handle all kinds of recreational favorites.
152	18-Mar	1			1			I am strongly opposed to the use of asphalt, both because it is unappealing aesthetically (we have enough asphalt around us) and because of the danger of accidents due to skateboard/skate conflict with bikes/walkers.
153	18-Mar		1			1		When will the Polly Ann trail be bikeable
154	18-Mar	1					1	
155	18-Mar		1			1		no definition of fines, which some have never heard of regarding a surfac
156	18-Mar	1					1	
157	18-Mar	1					1	
158	18-Mar		1	1				
159	18-Mar				1	1		
160	18-Mar		1			1		I would be most concerned about how dusty the trail would be if crushed fines are used. That would deter people with ashma or other breathing problems. I would like to be able to use the trail for roller skiing, which does not require a totally smooth surface
161	19-Mar			1			1	
162	19-Mar		1	1				trail should maintain a natural feeling through the RH portion, per it's more rural path. Surface type could change as the trail takes a more urban path, eg Pontiac, portions of Auburn Hills. RH has plenty of bike paths available for inline skating. Due to the primarily urban nature of Oakland County, it's nice to maintain a more natural ribbon of parkland for people to experience and enjoy. Maintenance cost would be less, and less likely to have expectations of a "perfect" surface. We have enough congested, highspeed roads in the community. We do not need another!
163	19-Mar	1					1	Like Auburn Hills - recycled asphalt. Cheaper and durable surface - not dus
164	19-Mar			1			1	
165	20-Mar			1			1	
166	20-Mar		1	1				We have numerous paved trails in the area. We need more trails with softer surface
167	20-Mar		1	1				too much ashpalt now, some rustic look is bette

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168	20-Mar		1	1				
169	20-Mar		1	1				I see trail being primarily used by hikers,runners and bikers. I think that crushed fines will be more comfortable and safer for all three of those groups
170	20-Mar			1	1			I prefer CF. It also would be great if the section from Livernois/Avon to downtown Rochester/South Hill Bridge was asphalt. This would be a great connector for everyone. Maybe it does not need to be one surface for the entire trail.
171	21-Mar			1			1	I believe both crushed fines and asphalt surfaces are appropriate. While asphalt requires less maintenance than either crushed stone or stabilized stone, that maintenance is also more expensive and often postponed due to the expense (look at the asphalt safety path along Long Lake Rd. west of Franklin for an example). The asphalt surface of the Clinton River Trail just east of Opdyke Rd. was in need of repair last year, but I doubt it will be repaved anytime soon due to the expense. While the crushed stone West Bloomfield trail does require more frequent maintenance, the low cost of repairs seems to allow frequent maintenance before the trail deteriorates significantly. Further, a crushed stone surface can be installed relatively inexpensively, and later used as a base for asphalt paving. To support inline skating and heavier traffic areas of the trail, asphalt is a better choice, while using a crushed stone surface in other areas will be sufficient, and perhaps allow more rapid development of the trail due to lower cost
172	21-Mar	1			1			
173	21-Mar		1	1				
174	22-Mar		1	1				
175	22-Mar					1	1	The trail surface should be able to best suit all of our needs for exercise. After all, we are the most fat society on the planet. Why would anyone want to support a surface that would keep recent mothers from walking their babies or young adults (possibly over-weight) from using their skates. We need a surface like asphalt that allows all of us to use the trail. P.S. There is a type of asphalt I saw in the nature preserve on Sanibel Island, Florida that allows the water to flow through. Maybe this would satisfy the environmental issues. Although I do not think there are real environmental issues with asphalt since the path is really an old railroad track that had many more environmental problems with that use. Think!!! Don't just go with a pop culture survey result!
176	22-Mar	1			1			I prefer trails to have minimal impact to nature and water resource
177	22-Mar	1			1			
178	22-Mar		1			1		
179	22-Mar		1	1				
180	22-Mar		1			1		
181	22-Mar		1	1				Asphalt makes it look like a sidewalk or a street; this appearance reduces the 'natural' look
182	22-Mar		1			1		
183	22-Mar			1			1	
184	22-Mar	1			1			As one of the co-developers and supporters of the initial grant for the purchase of Pontiac Trail connection, I'm glad to see the progress being made towards the intragration of Southeastern Mighigan trail system. Congratulations and much continued succes:
185	22-Mar				1	1		
186	22-Mar		1			1		
187	22-Mar		1	1				
188	22-Mar		1			1		If to few people use the trail, updates and/or upkeep can be cost prohibitive. With asphalt more people could use the trail.
189	22-Mar		1			1		It would be nice to have a different trail surface than the Paint Creek Trail. That way we have a choice. Something for everyone. Or have a section with asphalt, a section with crushed fines. Make everyone happy... Thanks.
190	22-Mar		1			1		
191	22-Mar		1	1				I think asphalt would pose a chance of higher speeds and therefore higher risk of injury.Helmet enforcement may required increasing maintence cost
192	22-Mar				1	1		
193	22-Mar	1			1			
194	22-Mar		1	1				No Skating!
195	22-Mar	1			1			Even though I didn't select asphalt, I like the option of keeping the trail plowed in the winter. This would provide another place to bike in the winter. But it's also nice to have a x-country ski area. I selected the stabilized stone because it appears to be the environmentally friendly optio
196	23-Mar					1	1	
197	23-Mar				1	1		
198	23-Mar		1	1				
199	23-Mar		1	1				
200	23-Mar			1			1	

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201	23-Mar		1			1		
202	23-Mar		1	1				
203	23-Mar		1	1				
204	23-Mar					1	1	
205	23-Mar		1	1				
206	23-Mar		1			1		
207	24-Mar		1	1				
208	24-Mar		1	1				I prefer a "natural" surface. Rochester is using crushed fines and I concur with its decisic
209	24-Mar				1	1		Asphalt would make this one of the few trails usable by wheelchair bound citizens; crushed fines like the paint Creek trail are too dusty; we should have a trail that doesn't require cleaning your bike every time the trail is ridden.
210	24-Mar		1	1				I LIKE THE PAINT CREEK TRAIL SURFACE
211	24-Mar	1			1			
212	24-Mar	1			1			Anything to keep the "stroller people" off the trails. They already monopolize the malls and sidewalks and think everyone should yield to them. Teenagers on rollerblades are almost as bad. Trails should be for bikers and hikers.
213	24-Mar		1			1		
214	25-Mar					1	1	
215	25-Mar	1			1			
216	25-Mar		1	1				The idea of these trails is not to offer highway, highway speed travel, but rather a trail that offers slower paced travel. Asphalt encourages speed and since people do not come equipped with rearview mirrors and because asphalt dampens the sound of approaching trail users, the liklihood of accidents is heightened. The Paint Creek Trail is THE model. Other trails should look like that. Bicycling can be supported by crushed stone trails with the added advantage that you can hear riders approaching. Most of Oakland County is already paved with asphalt. Leave the rail-trails paved only with the "fines."
217	25-Mar	1			1			There are enough places for in-line skaters to take over the trail that they don't need to be on these tra
218	25-Mar	1			1			I feel that it is better for the environment as well as easier on joints for running to use something other than asph The stabilized crushed stone will also be very important because run-off is a big problem in the clinton river watershed area. Biking would be too fast with a smooth surface like asphalt as w
219	25-Mar	1			1			
220	25-Mar		1	1				
221	25-Mar		1	1				
222	25-Mar		1			1		
223	26-Mar					1	1	The trail should be open for ALL including strollers and not have a surface that only is BEST for "mountain biking"
224	25-Mar					1	1	As a 71-year-old cyclist riding only a road bike I longingly look at the Paint Creek Trail wishing I could use it. But its surface is too restrictive. The alternative--the Orion Road is restrictive too due to traffic volume and narrow shoulders. So on the CRT, I would ask, "Let's install a surface useable by both kinds of bikes, mountain and road." For safety as at Stony Creek Metro Park, post speed limits. Without an asphalt surface I am no better off than when it was a RR. To provide cross country skiing as well as running on a non asphalt surface install a 5 foot wide stabilized stone shoulder or crushed fines on one side. Surely the old RR right-of-way is wide enough to allow ro for both. A question arises after reading the information below. Recognizing that the trail is a narrow strip of parkland, why be overly restrictive in its use? Passing through so much private land it can never attain the "nature trail" ambiance available in a 10 acre nearly square woodland. Therefore I question imposing too much restrictiveness. With it is passing through so many different communities with their varying desires let's be inclus
225	25-Mar	1			1			Easier on joints for older joggers and walkers.
226	25-Mar		1	1				
227	25-Mar		1	1				ROLLER BLADERS HOG THE TRAILS WITH THEIR ARMS SWINGING BACK AND FORTH. . THEY CAN GO TO STONEY CREEK. I USED TO BIKE AND RUN ON METRO PKWY TRAIL UNTIL IT WAS SATURATED WITH ROLLER BLADES.
228	25-Mar		1	1				
229	25-Mar		1	1				
230	25-Mar				1	1		

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231	25-Mar		1			1		To gain more use of trails (roller Blades) I like Asphalt, Biking can still be done on asphalt but inline skating needs a hard surface. I cross-country ski and find many trails available. Bikers need to share the trails with inline skaters, walkers, and wheelchairs
232	25-Mar			1	1			i have inlaws at bellbrook senior cent avon & livernois i wonder if would allow golf cart use between there and the o.p.c.,downtown,many seniors cannot drive cars but golf carts ye
233	25-Mar		1	1				
234	25-Mar	1			1			
235	25-Mar		1	1				
236	25-Mar		1	1				
237	25-Mar		1	1				
238	25-Mar		1	1				I don't really have a preference between crushed fines and stabilized stone. It seems mostly an economic decision that won't be noticed by the end users. I think that unless some organization has agreed to plow an asphalt trail in the winter, you shouldn't list that as an advantage. Or at least add "although no city or county has agreed to do this." By listing it as an advantage many people will assume it will be done
239	25-Mar		1	1				
240	25-Mar				1	1		
241	25-Mar			1			1	
242	25-Mar			1			1	I recommend you use a 4' asphalt center lane and crushed fines or stabilized stone in 3' shoulders. This would satisfy everyone and address most of the disadvantage
243	25-Mar	1	1					
244	25-Mar		1	1				I am an equestrian and the more natural the surface the better. This trail connects to the Macomb Orchard that is horse friendly, so the surfaces should be compatible
245	25-Mar	1			1			
246	25-Mar		1	1				
247	25-Mar	1	1					I've seen the test patch on the trail by crooks rd. It is just fine, looks natural, and supports new technology
248	26-Mar					1	1	
249	25-Mar				1	1		
250	25-Mar				1	1		
251	25-Mar					1	1	
252	25-Mar		1			1		Trails need to be accessible by everyone. I am a runner, prefer stabilized stone or crushed fines.. but realistically you need to be fair. The trail should be for EVERYONE. Not just some subsets of fitness enthusiasts.
253	25-Mar				1	1		
254	25-Mar		1	1				
255	25-Mar	1			1			
256	25-Mar		1	1				
257	25-Mar			1			1	Paving only the center third of the path and using crushed fines on the shoulders would be a good compromise to allow both uses
258	25-Mar				1	1		Paint Creek Trail becomes very dusty in the summer. Pere Marquette is fine example of an excellent trail
259	25-Mar				1	1		
260	25-Mar	1			1			
261	26-Mar		1			1		
262	27-Mar		1	1				
263	26-Mar					1	1	
264	26-Mar					1	1	The dust from the crushed fines makes recreation difficult in the dry times and too muddy in wet times
265	26-Mar	1			1			This is a wonderful project and it should not be diverted by the popularity of inline skating. Because of speeds and recklessness, inline skating is frankly not compatible with the other sports
266	26-Mar					1	1	
267	26-Mar	1			1			
268	26-Mar				1	1		My experience has shown that the paint creek trail does not drain well and in marginal weather, early or late season is not useable for biking and/or hiking. Also when they have done maintenance on paint creek, it is only rideable with a mountain bike because of the size and looseness of the fill.I have heard that the rails/trails org has said that the maintenance cost is about even between asphalt and the fines. Therefore, why not asphalt!
269	26-Mar	1			1			
270	26-Mar				1	1		We see enough asphalt in our lives, let's do something (ANYTHING) different
271	26-Mar		1	1				I have walked and bicycled PAint Creek for 12 years. I have also walked and bicycled Stony Creek almost as long. Asphalt does not belong on a trail that accomodates hikers, cyclists, people being pushed in strollers or towed in bike trailers. The addition of inliners will only cause congestion and higher risk of collision.

Voter #	date	stone first	stone second	finest first	finest second	asphalt first	asphalt second	comments
272	26-Mar				1	1		
273	26-Mar		1			1		
274	26-Mar				1	1		
275	26-Mar					1	1	
276	26-Mar	1			1			I ride a hybrid bike in the summer and do not like the thought of sharing the path with inline skaters at all! I like the idea of reducing dust and I have heard stabilized stone will do that. If true, you should add it to your list of advantages above. I cross country ski in winter so I don't want asphalt
277	26-Mar	1					1	Crushed fines would be my second choice if a way could be found to keep the dust down
278	26-Mar		1			1		
279	26-Mar		1			1		Asphalt allows everyone the chance to use the trails. We should not make a choice that prevents or prohibits someone for using the trail. After all this land belongs to the public and not just one group. To deny someone the use of a trail because they must use a wheelchair or they rollerblade is unjust and wrong.
280	26-Mar			1	1			These started out as "nature trails", now the bikers have damn near swept everybody off, please NO asphalt for roller blades unless you're making new "limited access highway short-cuts", e.g. automobiles, then we'll all get off.
281	27-Mar		1	1				
282	27-Mar		1			1		How about bathrooms also?
283	27-Mar				1	1		
284	27-Mar		1			1		I like both the PC Trail and the WB Trail. However, both can get VERY dusty in the summer. Why not do some miles in asphalt for bladers and "chairs" and the rest in gravel? The "city" miles could be paved and the "country" miles more natural. Roll on..
285	27-Mar		1	1				
286	28-Mar			1			1	Yeah Baby lets do it. Count me in on any volunteer work days. I was out last year and several of us trimmed back trees south of Orchard Lake Road about 1/3 to 1/2 mile. It needs lots of more work
287	28-Mar					1	1	I believe asphalt should be used, then everyone can use the trail. The inline skaters pay taxes al
288	28-Mar	1			1			
289	28-Mar		1			1		Take a look at Waterfords sidewalks/bike paths. Not a lick of maintenance has been done since they were installed over two decades ago. Incomplete sections, cars blocking the paths, glass and car parts littering the way is the norm. The officials like to see their name in the press promoting the 'user friendly' community...those who have to prefer to walk or cycle find it is all self-promotion. Grab a bicycle and go for a ride; you will see how Waterford is a total mess. Not to mention the handicapped parking spots taken by the owners of the businesses. *One example, 3000 Pontiac Lk Rd.* The Police dont care about the needs of those on foot. Solden is a brown-suit republican, open your eyes people and vote the bum out
290	28-Mar		1	1				
291	28-Mar					1	1	
292	29-Mar		1	1				
293	29-Mar	1			1			
294	29-Mar		1			1		
295	29-Mar		1			1		maby ..make it asphalt and have a little ..dirt trail to the side...!!! Yeah..That work ..because.. You don't need that much space to ride the bike .
296	29-Mar				1	1		
297	29-Mar		1	1				We prefer the outdoorsy/less residential appeal that the more natural surfaces create. That's one of the main reasons to get out to an area like that. No offense to rollerbladers, but they seem to have plenty of places to do that including the Metro parkway & Stoney Creek, not to mention the other cities that are already planning on paving. Keep our area unique & natural
298	29-Mar		1			1		Good idea to survey the public for input. While I am 100% for the "green" product options, I'd prefer to wait until they've had more market exposure and long term testing to expend the money on them. I'd also like to see them be able to support all recreation options. Although there are many other asphalt trails that support biking, in-line skating, etc., I enjoy having the flexibility to take in new scenery on each of my excursions. Therefore, I'd like to see the asphalt paving put in.
299	29-Mar		1	1				
300	29-Mar	1			1			
301	29-Mar		1	1				safety and environmental protection are important; looks like costs even out over time
302	30-Mar	1			1			
303	30-Mar			1			1	
304	30-Mar				1	1		I am both a biker and a rollerblader and would like the availability of a smooth surface for both indulgences. I also think the asphalt would be a little easier for wheelchair-bound persons. I could be wrong on that but I'd be curious to hear their opinions. I think this is one of the greatest things happening in our area. Yahoo
305	30-Mar	1					1	

Voter #	date	stone first	stone second	finest first	finest second	asphalt first	asphalt second	comments
306	30-Mar		1	1				I like the surface on the Paint Creek Trail and as a walker and occasional mountain biker don't want to have to compete with in-line skaters and people riding fast on road bike
307	31-Mar		1	1				
308	31-Mar	1			1			
309	31-Mar					1	1	
310	31-Mar			1			1	
311	31-Mar				1	1		
312	31-Mar		1	1				
313	31-Mar		1	1				Non asphalt preferred, despite the dust. Also, hope that the bridge on the trail near Avon & Crooks gets installed soon.
314	31-Mar		1	1				
315	1-Apr	1					1	The crushed limestone is toooo dusty. I have been on crushed stone trails. They look very natural and are not as dusty.
316	1-Apr		1	1				
317	1-Apr				1	1		Why not use slag sand? With proper grading and compacting and rain it will be rock hard
318	1-Apr		1	1				The Paint Creek trail has a wonderful surface. I enjoy it because it is a "soft surface" and very natural. Runners and hikers especially need this kind of softer surface. There are already many paved surfaces for bladders. Please preserve this recreation path as it is
319	1-Apr	1			1			1st choice/stablized stone The Paint Creek Trail has been a welcoming retreat for numerous runners, joggers, and walkers for many years. Few places offer such a tranquil setting for communing with nature while exercising outdoors. The dirt and crushed limestone provide a natural, soft surface which preserves joints and muscles. Asphalt, on the other hand, is not a "friendly" surface for these outdoor enthusiasts, nor would it be an aesthetic improvement. On behalf of many, I urge you to maintain its natural beauty and keep it natural.
320	1-Apr		1	1				
321	1-Apr		1				1	
322	1-Apr				1	1		
323	1-Apr		1			1		I've recently moved from Seattle to Michigan. I am happy with the Clinton River Trail plan as it shows a level of commitment to the trails similar to what I've seen in Seattle. The Burke-Gilman trail and Sammamish River trail are fine examples of asphalt trails that serve the public while crossing multiple municipalities. Real-estate close to the trail tends to sell better. People develop trail etiquette "Passing on the left!" that enables bicyclists/peds to use the trail safely. I hope asphalt is chosen.
324	1-Apr		1	1				Whatever gets it usable in the shortest possible time. What good is a trail if we can't use it now?
325	1-Apr		1	1				Have a plan in mind for long term maintenance. Much of the Paint Creek Trail has been in need of maintenance for several years and nothing seems to be done about it. Consequently, the late winter/early spring conditions of late have caused a great amount of mud and water collection
326	2-Apr		1	1				Bikes are a big problem for walkers. They go too fast and often in packs. They are inconsiderate to walkers, and are a danger to children or leashed animals. I feel there should be a 10 mph speed limit on bikes and it should be enforced.
327	2-Apr		1				1	Thanks for asking for input
328	2-Apr		1				1	
329	2-Apr		1				1	
330	3-Apr	1			1			Rochester Hills really needs to replace the Clinton River bridge near Avon & Dequindre. I biked ~2450mi last summer (~325mi so far this year) mostly on Paint Creek, but the Clinton River-to-Stoney Creek Metropark was my summer weekend alternative to avoid crowds
331	3-Apr		1				1	
332	4-Apr		1	1				Am interested in keeping the trail system as natural as possible while making it accessible to bycyclists, walkers, hikers...see no reason to plow in the winter...that is part of the beauty...cross country skiing or walking in snow.
333	4-Apr		1	1				
334	4-Apr				1	1		
335	4-Apr				1	1		
336	4-Apr				1	1		
337	4-Apr				1	1		
338	4-Apr	1			1			No asphalt!
339	5-Apr					1	1	We're satisfied with Paint Creek Trail for our biking needs but we'd like to see options for other types of recreation, i.e. inline skating
340	5-Apr			1			1	
341	6-Apr		1	1				

Voter #	date	stone first	stone second	fines first	fines second	asphalt first	asphalt second	comments
342	6-Apr	1			1			We have enough pavement. Besides as the river alters its course as inevitably will do(go Dodge park in Sterling Heights to witness this) the trail will not become ugly debris in the riverbed. A stabilized stone trail is representa
343	7-Apr				1	1		I looked at the test section, it was a good surface for a bicycle, but it gave me the impression that it could deteriorate faster than crushed fines. Is there long term information on performance ? If it stayed well, I would probably would prefer stabilized stone
344	8-Apr		1	1				
345	9-Apr		1			1		We have a lot of experience with the Baltimore-Annapolis Trail in Anne Arundle Co., Maryland. It was an asphalt trail, and was the most-used park in the county. Trail manners were relatively good, and speed was generally no problem. Even though we are not skaters or bike racers, we support the surface that offers recreational uses to greatest number of people
346	10-Apr				1	1		
347	13-Apr		1	1				
348	13-Apr	1					1	
349	14-Apr	1			1			
350	14-Apr				1	1		
351	16-Apr				1	1		
352	17-Apr		1			1		
353	19-Apr	1					1	The trail was awesome! Did it this weekend for the first time, and we're excited to see it done. Avon to Adams path is VERY rough currently, hope it gets better once summer starts u
354	19-Apr				1	1		
355	21-Apr		1			1		
356	22-Apr				1	1		Asphalt is a very, very enjoyable biking experience. The Paint Creek trail give me a headache, with the noise w I ride. I am not familiar with stablized stone, but I don't like the sound of
357	26-Apr		1	1				
358	27-Apr	1			1			
359	28-Apr		1	1				
360	28-Apr			1			1	
361	28-Apr				1	1		We are very impressed with the asphalt trails we have used around the count
362	28-Apr		1	1				
363	1-May		1	1				
364	3-May		1			1		I would like to use trail for BOTH roller blading and biking. Very few sections even have enough use to justify the expense of Asphalt. Use it where there are large populations. Have been using the trail as is for a year from Ho Depot at Telegraph to Romeo Ford plant. Can't wait until the bridge in Rochester Hills is rebuilt!
365	4-May		1			1		
366	4-May				1	1		Need to have more options for rollerblading on the trails closer to residential areas...having rougher surfaces farther away is fine. People biking or running have more options than people rollerblading. Entire metro area should have more bike lanes on roads, too. Ford plant. Can't wait until the bridge in Rochester Hills is rebuilt!
367	10-May		1			1		Gravel bothers me when I ride the paint creek trail. But no matter what, I can't wait until the trail is done.
368	11-May				1	1		
369	16-May	1			1			
370	16-May		1	1				I really don't like the idea of asphalt. I think it takes away from the natural state of the trails, which I feel is one of the best things about them
371	18-May		1			1		
372	19-May		1			1		Less maintenance and more options for users
373	20-May	1			1			
374	20-May				1	1		
375	22-May				1	1		I am ready to ride!!
376	25-May	1			1			
377	25-May			1			1	Anything to keep the skaters away. No offense intended as I like to skate myself, but there are so many PITA skaters who make it difficult for cyclists. Love Paint Creek for that reaso
378	25-May				1	1		
379	26-May	1			1			
380	26-May		1	1				
381	26-May		1			1		
382	26-May	1			1			
383	26-May		1	1				
384	26-May				1	1		

Voter #	date	stone first	stone second	fines first	fines second	asphalt first	asphalt second	comments
385	26-May	1			1			Anything but asphalt...please. Any softer surfact would be great. I picked the stablized stone because you described it as lower long-term cost, and easier to repair. I think that once the "wow, new trail!" factor has worn off, it's important that we select something cheap to maintai
386	26-May		1	1				
387	27-May		1			1		Although a comparison to the Paint Creek Trail is made, I don't see that surface as wheelchair friendly. I don't see runoff as being a problem, as this should not be open to or used by motorized vehick
388	27-May				1	1		
389	28-May				1	1		
390	28-May				1	1		
391	28-May	1			1			Don't want to deal with in-line skaters. Their strokes take up a wider path than biking or walking and they move fast and that will create accidents, rudeness and frighten any older walke
392	30-May				1	1		Some portions of the trail should be available to inline skaters. Smooth surface such as asphalt is also more accomodating to bikes and wheelchair
393	30-May					1	1	
394	31-May		1	1				
395	31-May				1	1		
?	?							Stony Creek Park's bike path only goes around a circle. CRT allows me to go up into Romeo or down into Auburn Hills, Pontiac and West Bloomfield. Please make it serviceable for those of us who desire to go distances. Many many thanks for soliciting community inpu
		91	188	144	136	160	71	

Friends of the Clinton River Trail Surfacing Survey Results - Rochester Hills Segment

	stone first preference	stone second preference	finest first preference	finest second preference	asphalt first preference	asphalt second preference	Totals
	91	188	144	136	160	71	395
							395
% of First Preference Votes	23%		36%		41%		100%
% of Second Preference Votes		48%		34%		18%	100%