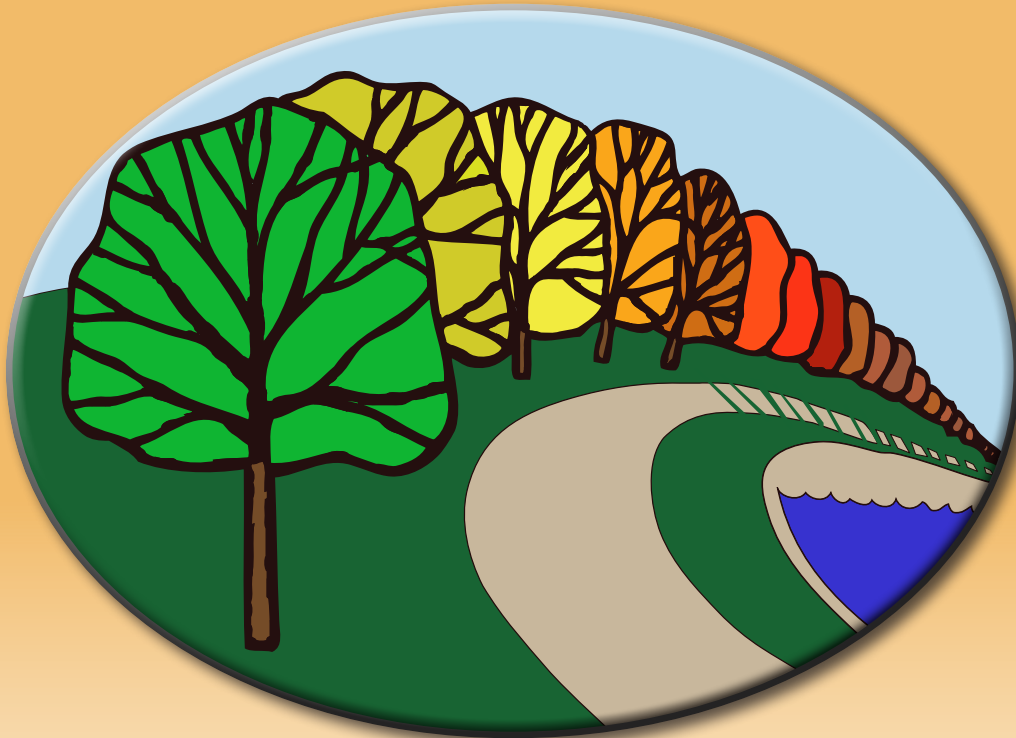


POLLY ANN TRAIL

Oakland County, Michigan

▪ ADDISON TWP ▪ VILLAGE OF LEONARD ▪ OXFORD TWP ▪ VILLAGE OF OXFORD ▪ ORION TWP ▪



POLLY ANN TRAILWAY MANAGEMENT COUNCIL

Adopted April 17, 2013

**2013-2017
RECREATION MASTER PLAN**

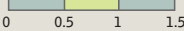
MAP LEGEND

- Polly Ann Trail-Oakland
- Polly Ann Trail-Lapeer
- Paint Creek Trail
- Temporary Route
- Polly Ann Trail to Paint Creek Trail
- Highway
- Major Road
- Lake or River
- Recreation Land
- School
- Municipal Boundary
- Emergency Care
- Food & Drink
- Restrooms
- Public Parking
- Mile Marker
- Hiking Trails
- Cross Country Ski Trails
- Mountain Biking Trails
- Equestrian Trails
- Camping



MAP CREATED ON APRIL 9, 2013

DISTANCE IN MILES



ROAD TO ROAD MILEAGE

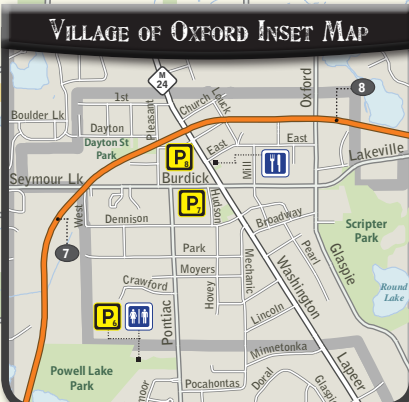
ORION TOWNSHIP
 JOSLYN TO WALDON 0.4 MI
 WALDON TO GREENSHIELD 0.6 MI
 GREENSHIELD TO SCRIPPS 0.5 MI
 SCRIPPS TO CLARKSTON 1.1 MI
 CLARKSTON TO JOSLYN 0.8 MI
 JOSLYN TO INDIANWOOD 1.1 MI

OXFORD TOWNSHIP
 INDIANWOOD TO DRAHNER 1.5 MI
 DRAHNER TO BURDICK 1.1 MI

VILLAGE OF OXFORD
 BURDICK TO GLASPIE 0.8 MI
 GLASPIE TO HOSNER 3.2 MI

ADDISON TOWNSHIP
 HOSNER TO LAKE GEORGE 1.2 MI
 LAKE GEORGE TO CURTIS 0.8 MI
 CURTIS TO ROWLAND 0.3 MI
 ROWLAND TO FOREST 1.5 MI

VILLAGE OF LEONARD
 FOREST TO ELMWOOD 0.3 MI
 ELMWOOD TO GERST 0.6 MI
 GERST TO BORDMAN 1.1 MI



POLLY ANN TRAIL

OAKLAND COUNTY

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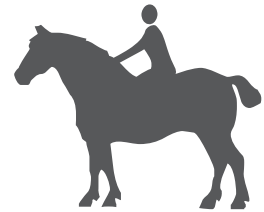
• ORION TOWNSHIP • OXFORD TOWNSHIP • VILLAGE OF OXFORD • ADDISON TOWNSHIP • VILLAGE OF LEONARD •

Polly Ann Trail

Oakland County Segment

Recreation Master Plan

2013-2017



Prepared By: Polly Ann Trailway Management Council

Technical Assistance Provided By: Oakland County Planning & Economic Development Services

Acknowledgments

Polly Ann Trailway Management Council

Ed Brakefield, Chair	Addison Township
Buck Cryderman, Vice Chair	Oxford Township
Mark Thurber, Treasurer	Orion Township
Joe Young, Secretary	Village of Oxford
Dave Bailey	Village of Oxford
Sue Bellairs	Oxford Township
Mike McDonald	Village of Leonard
Doug Noaker	Village of Leonard
Bruce Pearson	Addison Township
Donni Steele	Orion Township
Bob Godkin	Citizen Representative
Juliane Bagley	Trail Manager

Polly Ann Trail: Oakland County Communities

Addison Township • Village of Leonard • Oxford Township • Village of Oxford • Orion Township



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Introduction

The Polly Ann Trail is a 16.9 mile linear park that is open year round to hiking, biking, cross-country skiing, and horseback riding. Located in northeastern Oakland County, the trail follows the former Pontiac, Oxford, & Northern Railroad right-of-way. The Polly Ann Trailway Management Council (PATMC) is in charge of making decisions on the day-to-day operations, maintenance, construction, and management of the corridor in Oakland County.

The Polly Ann Trailway Management Council envisions a future in which local residents can continue to enjoy:

- **a walkable community**—using the Polly Ann Trail and local spurs to make short trips within neighborhoods and villages in order to access nearby amenities
- **an active and healthy lifestyle at every age**—making the most of open space and other non-motorized connections made possible by the Polly Ann Trail
- **a sense of place**—defined by natural resources, unique cultural characteristics, and social histories
- **a universally accessible, non-motorized trail network**—committed to recreational and transportation use by pedestrians, equestrians, cyclists, and cross-country skiers at every age and ability



Purpose of the Plan

The purpose of the 2013-2017 Polly Ann Trail Recreation Master Plan is to provide a vision for future allocation of resources toward the development, maintenance, programming, and operation for the segment of the Polly Ann Trail in Oakland County, Michigan. This plan replaces the 2004-2009 Master Plan and was created using the Guidelines for the Development of Community Park, Recreation, Open Space, and Greenway Plans by the Michigan Department of Natural Resources (IC 1924, revised 01/13/2012).

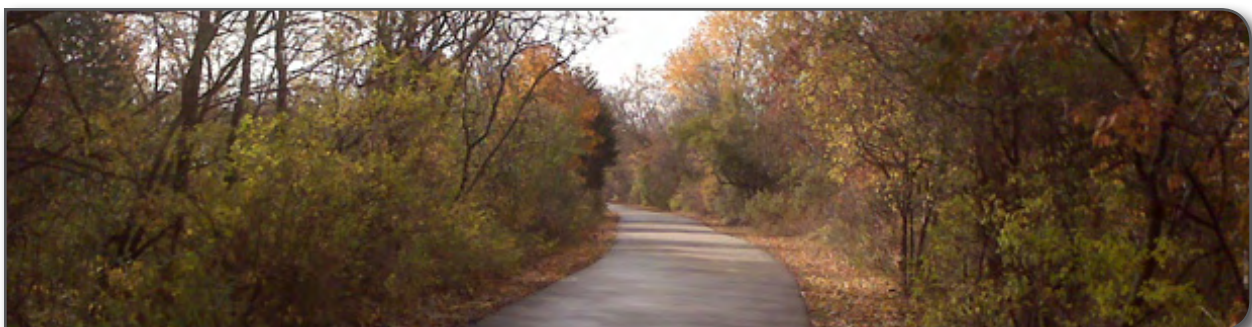
The development of the Polly Ann Trail Recreation Master Plan was overseen by the Polly Ann Trailway Management Council and assistance was provided by Oakland County Planning & Economic Development Services. The PATMC has representation from each of the following five communities: Addison Township, Village of Leonard, Oxford Township, Village of Oxford, and Orion Township. This plan does not replace, duplicate, or conflict with the adopted recreation plans for these communities. Rather, this plan complements these documents and continues to encourage a cooperative, multi-jurisdictional effort.

The purposes of this Recreation Master Plan are to:

- reaffirm the need for and benefits of trails for non-motorized transportation and recreation in the region
- set goals and strategic plans for the PATMC and Polly Ann Trail Manager
- stimulate non-motorized networks linking the Polly Ann Trail with other greenways and open spaces in Southeast Michigan
- qualify for private, local, state, and federal grants

This plan will also help the Polly Ann Trailway Management Council work toward achieving the following Mission Statement:

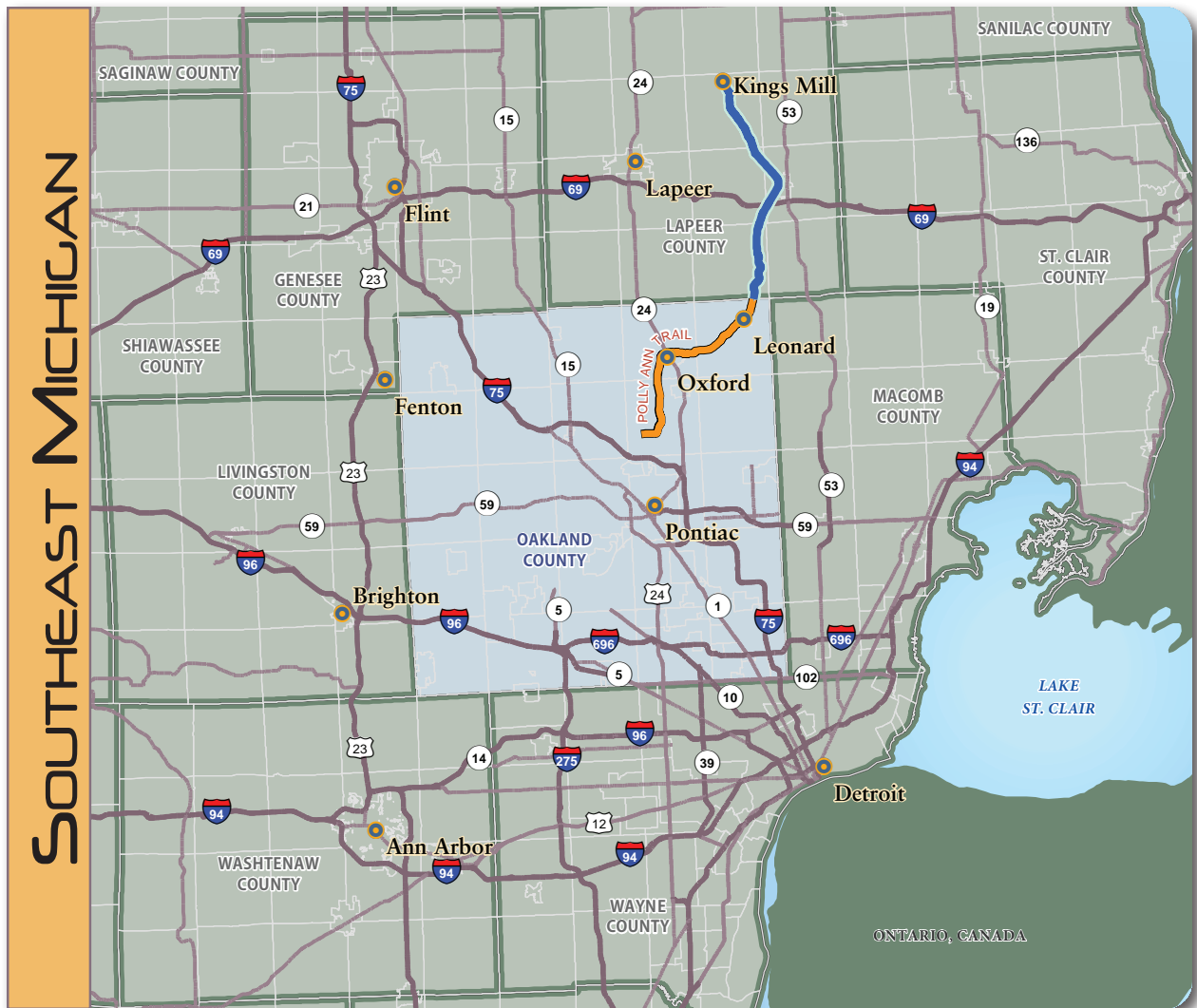
“To establish and operate a non-motorized greenway accessible to all and positively impacting the lives of all within its sphere of influence.”



Community Description



The immediate area for this plan is a 16.9 mile abandoned railroad corridor beginning at the Lapeer/Oakland County border and continuing south and west into Orion Township. The trail meanders through five municipalities in northeastern Oakland County: Addison Township, Village of Leonard, Oxford Township, Village of Oxford, and Orion Township. The City of Detroit is about 50 miles south of the Village of Oxford and the City of Flint is about 30 miles to the northwest. A general description for each municipality is included in the Planning & Public Input Section.





This plan is intended to cover the existing Polly Ann Trail right-of-way in Oakland County extending from the Oakland County border at Bordman Road to Joslyn Road in Orion Township. The total length of both the Oakland and Lapeer County segments of the Polly Ann Trail is about 34.7 miles.

History

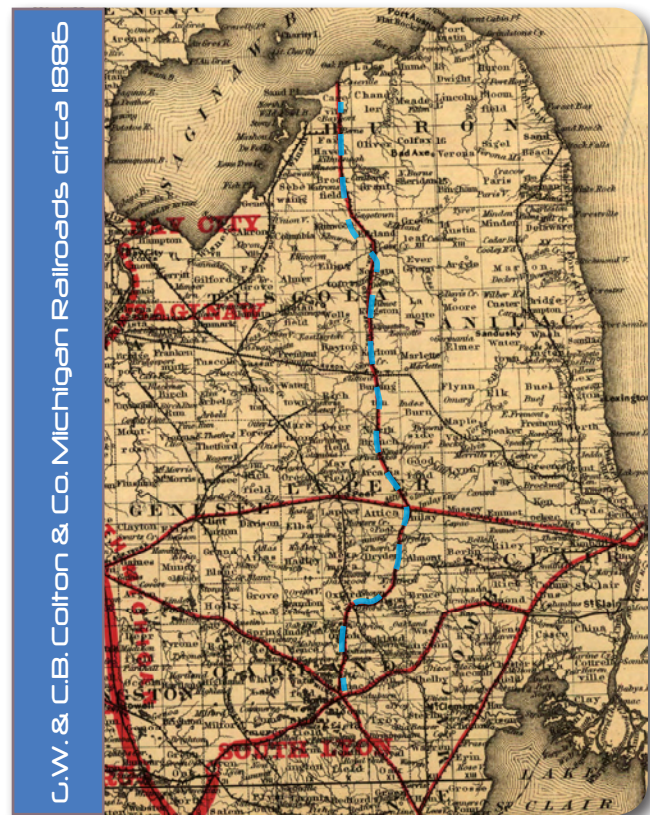
As with many rail lines, the 'Polly Ann' had its roots firmly planted in the heyday of railroading, which began at the completion of the Transcontinental Railroad in 1869. The 'golden spike' event caused a huge investment fad that lasted for two decades. Railroads were the future in transportation and a necessity to further the growth of a community. At that time, the majority of the roads were dirt and gravel, which meant carriages were often a dirty form of transportation. The supply of goods to merchants as well as all mail delivery was often delayed, sometimes for days on end.

A local doctor, John T. Stanton of Oxford, teamed up with a Toledo investor, James Ashley (who had the dubious honor of being fired by President Grant from the position of Governor of the Montana Territory), to build a rail line from the growing town of Pontiac up to the rich timberlands of the Michigan thumb area. The line was actually first chartered in April 1879, as the Pontiac, Oxford, and Port Austin. The investors however, soon ran out of funding, so Dr. Stanton went to New York in search of more money. There, he found J.P. Hale, manufacturer of the commercial piano, who invested \$1.5 million.

In 1881, before construction began, a huge fire devastated the thumb area. One report said that the fire burned 2,000 square miles, killed 280 people and left 15,000 homeless. Newspapers of the time are quoted as saying "enough is already known to warrant the assertion that a more terrible disaster never visited a community in a time of peace." The idea of harvesting timber in the area literally went up in smoke. The positive aspect in all the devastation however was that the land was now cleared. People living in the area before the fire grumbled that there were just too many trees for farming. The fire opened up the land.

Since funds were available, the investors decided to plow ahead, though they changed the terminus point from Port Austin to Caseville. On October 8, 1883, the first passenger train departed Pontiac headed for Caseville. There is no mention of how many people were onboard, but great numbers and fanfare met the train at every stop along the route.

The line struggled and never became profitable. When Hale died in 1888, his lawyer, Hugh Porter bought the line for \$600,000, a fraction of the original cost, to settle the estate. In 1889, Porter renamed the line, Pontiac, Oxford, & Northern, which was abbreviated as the



P.O. & N. It is easy to see how the name 'Polly Ann' derived from these initials. One account had this to say, "It was dubbed the 'Polly Ann', sometimes affectionately, often because of its questionable service, schedule delays, heavy snows that would stall trains for days, and motive power breakdowns. Porter was not able to manage the line into profitability either and began to write himself large checks, so by the turn of the century, the line went into receivership. Grand Trunk Western (GTW), with only \$400,000 invested, finally took over the line in 1909.

Outside of Pontiac, the communities serviced were all so sparsely populated, passengers never reached sufficient numbers to support the line. The fertile farmland, known for its wheat, bean, and sugar beet crops contributed valuable tonnage to the railroad. It was said that there was always a free bag of beans to be had by the train's crew whenever they had to layover. The term 'out to beans' became synonymous with 'out to lunch'. Revenue continued to decline, so in 1932, service reduced to 'tri-weekly mixed', mixing passenger and freight service on the same train, three days a week. With all the freight and mail stops along the way, passengers were in for a long day aboard the Polly Ann rail line, a fact that continued to erode passenger service.

Oxford had the world's largest gravel mines, which were the source of carloads for the Grand Trunk Western. This regular assigned job was known as the 'mud run' during the 1930s and 1940s. The gravel was used for road construction and for the runways at nearby Selfridge Air Force Base. By the 1950s, the run became an extra, and was called the 'Gravel Extra'. A man assigned to the 'Gravel Extra' could count on a continuous 16-hour duty. Law prescribed 16 hours as the maximum duty time allowable.

The P. O. & N. picked up a new nickname, 'Poor, Old, & Neglected'. Mixed service was discontinued in 1955 when the line went freight only. By 1959, diesel was everywhere except the GTW Cass Subdivision of which the Polly Ann was a part. The 'poor old line' was always the very last to receive new motive power. This was great for train bugs, as the line offered a final opportunity to witness and photograph steam engines that were long gone from most other areas. On March 27, 1960, steam was finally replaced with diesel. The last train to service the full length of the line was on February 9, 1984. Grand Trunk Western Railroad agreed to sell the railroad corridor to the State of Michigan Department of Natural Resources. A federal grant was awarded in 1993 and was matched by the DNR that same year providing more than \$728,000 to purchase the corridor from GTW.

The remains of the Polly Ann corridor lay quietly in various states of passive use until formal development began in 1997 via the Polly Ann Trailway Management Council. Preservation of the corridor is owed to the very hard work and foresight of dedicated local residents who envisioned the value this resource would provide to the increasingly densely populated area. Once 'Poor, Old, & Neglected', the Polly Ann Trail is being carefully converted to a precious local resource for recreation, physical and social connections, and greenspace linkages.

Adapted from the writings of Larry Rumley, Janine Saputo, and Rex Halfpenny.

Administrative Structure

The Polly Ann Trailway Management Council (PATMC) exists to develop, operate, and maintain the 16.9-mile Polly Ann Trail in Oakland County, Michigan. PATMC is the managing partner for the Michigan Department of Natural Resources, which owns the northern 11 miles of the Polly Ann Trail in Oakland County. The southern portions of trail are owned directly by the PATMC, Orion Township, and a section is leased from Koenig Sand & Gravel Co. The Michigan Department of Transportation owns and maintains the pedestrian bridge over M-24 in the Village of Oxford.

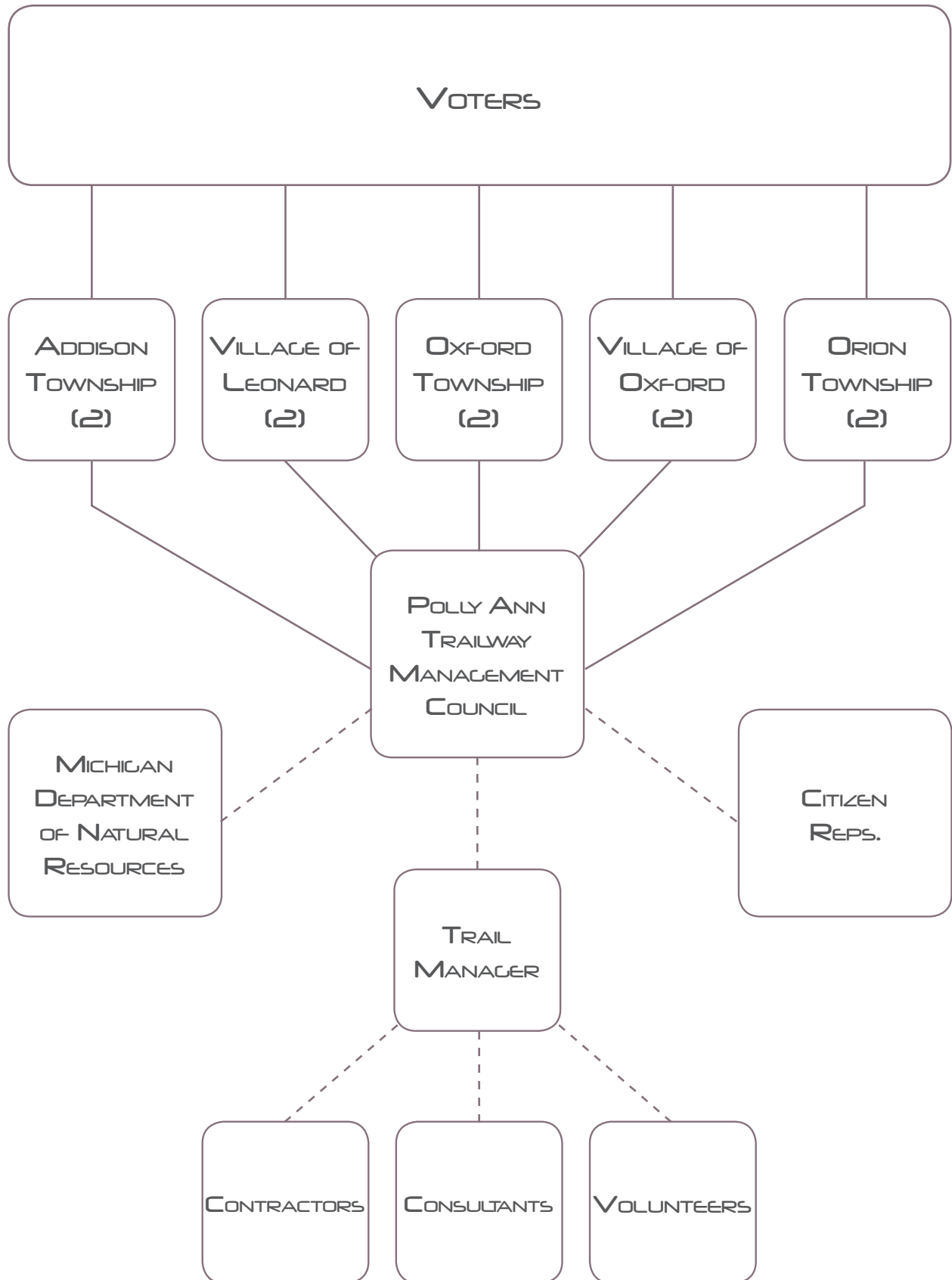
The PATMC was formed in 1997, pursuant to Public Act 7 of 1967, the Urban Cooperation Act, through an Intergovernmental Agreement between the communities of Addison Township, Village of Leonard, Oxford Township, the Village of Oxford, and Orion Township. A copy of the Interlocal Agreement is included in the Appendix.

The Council membership is made up of eleven people, two elected appointees from each governmental body of Addison, Orion, and Oxford Townships, and the Villages of Leonard and Oxford and one citizen representative appointed from the area population. All Council members have one vote except the Citizen Representative, which is a non-voting position. Each member serves for a two year term. The Council elects a Chairperson, Vice Chairperson, Secretary, and Treasurer from the existing membership for a one year term.

The Council meets on a regular basis on the third Wednesday each month. The meeting locations rotate and are held at the Oxford Veterans Memorial Civic Center, Rowland Hall, Friendship Park, Oxford Village Offices, and Addison Township Offices. The PAT Office is currently located in the Village of Oxford Department of Public Works Building.

The Council can receive and spend funds and enter into contracts to complete work on the trail including development, operation, acquisition, and maintenance. A part time trail manager position is contracted and an annual budget is funded through an adopted funding formula that the five participating municipalities have agreed upon. Development of the trail is financed primarily by membership dues, donations, and grants.

PATMC Organizational Chart



2013 PATMC Members

Member Name	Community Represented	Office Held
Ed Brakefield	Addison Township	Chair
Buck Cryderman	Oxford Township	Vice Chair
Mark Thurber	Orion Township	Treasurer
Joe Young	Village of Oxford	Secretary
Dave Bailey	Village of Oxford	
Sue Bellairs	Oxford Township	
Mike McDonald	Village of Leonard	
Doug Noaker	Village of Leonard	
Bruce Pearson	Addison Township	
Donni Steele	Orion Township	
Bob Godkin	Citizen Representative	

Juliane Bagley, Trail Manager

Funding

The majority of the operating revenue for the PATMC comes from each participating member community. Operating expenses include office supplies, accounting fees, audit services, postage, maintenance equipment, advertising, and contracted services. The full 2012/2013 Budget can be found on page 12.

Each year the Council approves a Billing Formula (found on page 13), which is based on the following equation:

$$\text{Community Population} / \text{Total Population} = \text{Population \%}$$

$$\text{Community Trail Mileage} / \text{Total Mileage} = \text{Mileage \%}$$

$$(\text{Population \%} + \text{Mileage \%}) / 2 = \text{Average \%}$$

$$\text{Overall Budget} \times \text{Average \%} = \text{2012/2013 Unit Share}$$

Since the PATMC was formed, donations and grants have helped to offset the acquisition, development, and maintenance costs for the trail. It is the intent of this Recreation Master Plan to define future projects along the trail and identify potential funding sources to complete the projects. One example of donations of funds and services is the Adopt-a-Trail Program. For a fee, a group, business, individual, or family can select a ¼ mile section of the trail and perform regular inspections and light maintenance. Recognition signs are installed along the trail to identify the Adopt-a-Trail partners. This program helps to remove debris and trash from the trail and groups can report major trail damage to the Trail Manager between regular trail inspections.



2012-2013 Budget

Operating Revenue		
4121	Orion Township Contribution	\$13,643.00
4122	Oxford Township Contribution	\$9,838.00
4123	Village of Oxford Contribution	\$2,093.00
4124	Addison Township Contribution	\$7,749.00
4125	Village of Leonard Contribution	\$1,677.00
4010	Donations	\$5,060.00
5400	Interest Income – Operating	\$70.00
Total Operating Revenue		\$40,130.00

Operating Expenses		
7220	Contracted Services	\$17,000.00
7520	Accounting Fees	\$1,500.00
7580	Audit and Tax Services	\$3,000.00
7710	Office Supplies	\$450.00
7810	Telephone	\$550.00
7820	Utilities	\$200.00
7840	Licenses and Fees	\$100.00
7910	Postage	\$100.00
8070	Property Taxes	\$300.00
8080	Donated Use of Facilities	\$1,677.00
8530	Membership Dues	\$250.00
8710	Insurance	\$3,000.00
8720	Equipment/Materials/Maintenance	\$11,603.00
8722	Fuel	\$100.00
8730	Miscellaneous Trail Expenses	\$100.00
8800	Depreciation Expense	—
9250	Advertising and Web	\$350.00
Total Operating Expenses		\$40,280.00
Net Increase (Decrease) Operating		(\$150.00)

Fundraising Activity		
Promotional Fundraising		
5320	Promotional Sales	\$150.00
8760	Promotional Expense	—
Net Promotional Fundraising		\$150.00
Net Asset Increase (Decrease)		—

2012-2013 Billing Formula

Community	2010 Population Census	Population %	Mileage	Mileage %	Average %
Orion Township	32,421	54.67%	3.40	23.29%	38.98%
Oxford Township	17,090	28.82%	4.00	27.40%	28.11%
Oxford Village	3,436	5.79%	0.90	6.16%	5.98%
Addison Township	5,948	10.03%	5.00	34.25%	22.14%
Leonard	403	0.68%	1.30	8.90%	4.79%
	59,298	100%	14.60	100%	100%

Community	Cost	X	Average %	=	2012/2013 Unit Share	2011/2012 Invoiced	Change
Orion Township	\$35,000		38.98%		\$13,643.00	\$12,680.23	\$962.77
Oxford Township	\$35,000		28.11%		\$9,838.00	\$9,137.33	\$700.67
Oxford Village	\$35,000		5.98%		\$2,093.00	\$1,942.93	\$150.07
Addison Township	\$35,000		22.14%		\$7,749.00	\$7,182.30	\$566.70
Leonard	\$35,000		4.79%		\$1,677.00	\$1,557.21	\$119.79
			100%		\$35,000.00	\$32,500.00	\$2,500.00

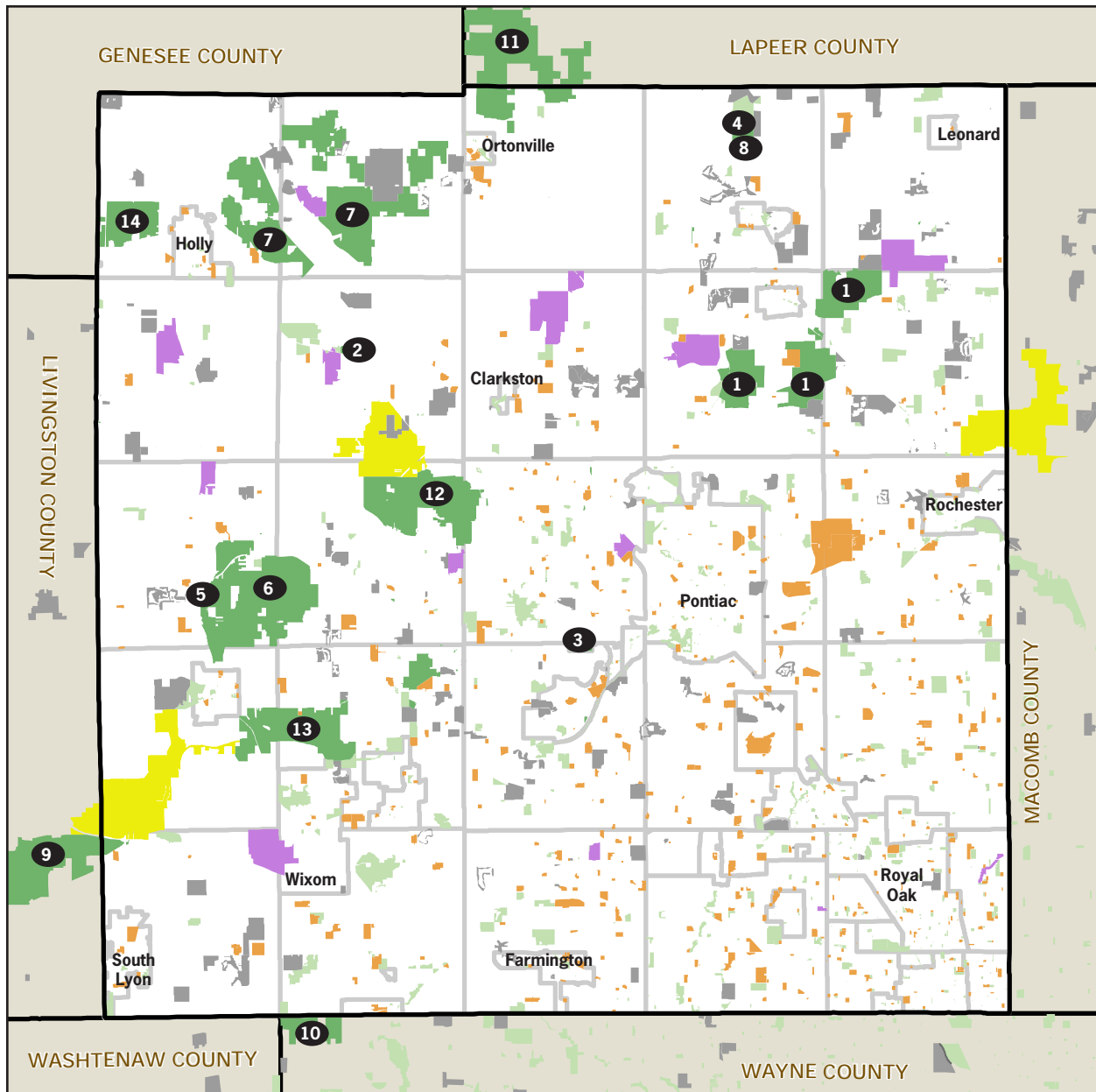
Community	2012/2013 Quarterly Invoice Amount
Orion Township	\$3,410.75
Oxford Township	\$2,459.50
Oxford Village	\$523.25
Addison Township	\$1,937.25
Leonard	\$419.25
	\$8,750.00

Recreation Inventory

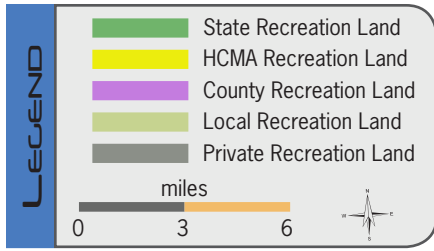
There are a number of recreation facilities that have regional significance and are owned/operated by the Michigan Department of Natural Resources, Huron Clinton Metropolitan Authority, Oakland County Parks & Recreation, or local municipalities within the Polly Ann Trail service area. The following tables list the parks and their basic park amenities.

The Michigan Department of Natural Resources (DNR) is committed to the conservation, protection, management, use and enjoyment of the state's natural and cultural resources for current and future generations. The four priorities of the DNR are:

1. Renewing the emphasis on customer service
2. Building strong support for the Recreation Passport
3. Increasing participation in outdoor recreation & stopping the decline in hunting and fishing
4. Fostering the growth of Michigan's natural resource-based economy



State Parks

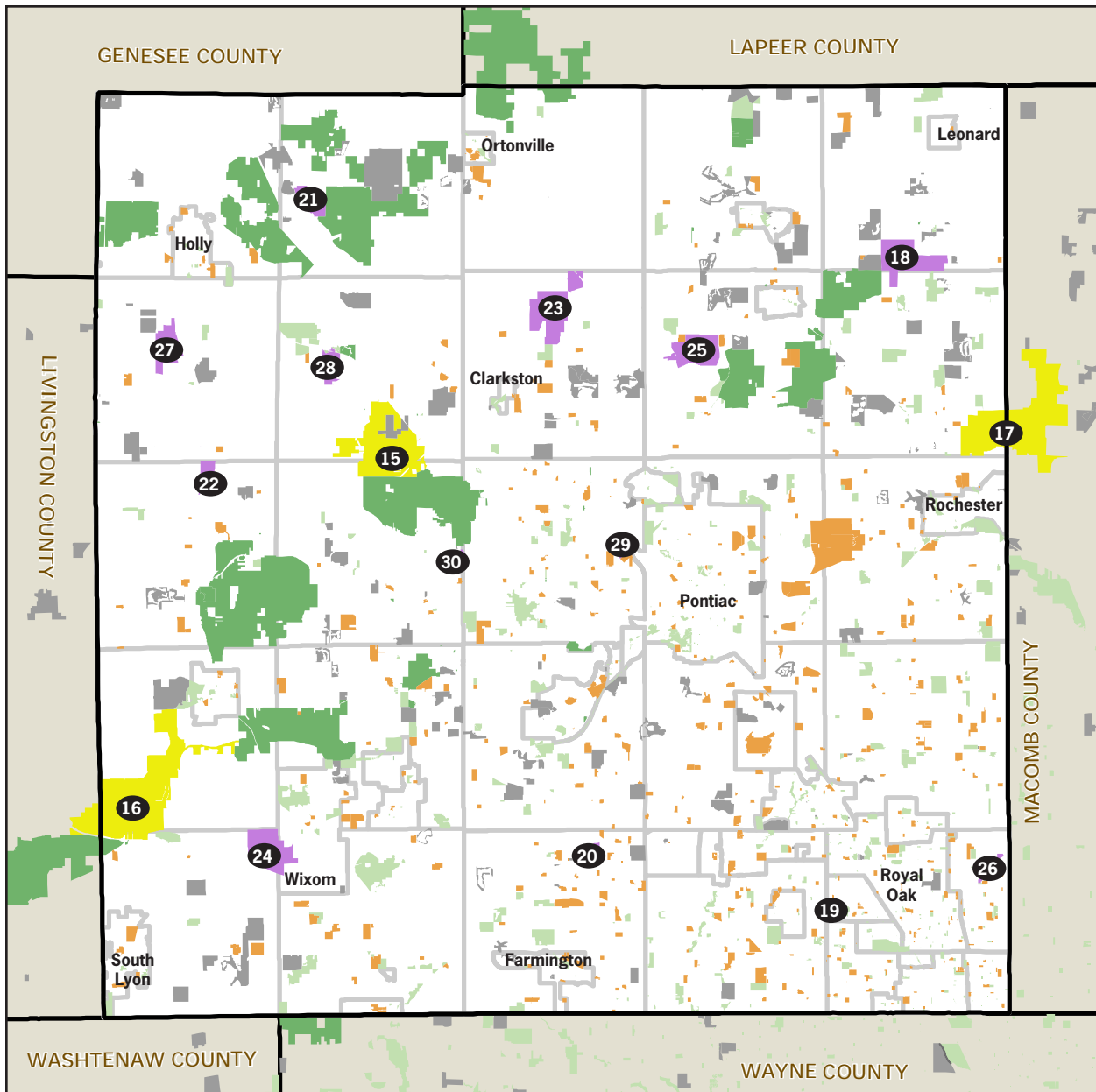


Map No.	Name	Acres	Cross-Country Skiing	Hiking	Biking	Paddling	Horseback Riding	Nature Programs	Fishing	Hunting	Metal Detecting	Swimming	Beach	Picnic Area	Playground
Michigan Department of Natural Resources State Parks & Recreation Areas															
1	Bald Mountain State Rec Area	4,565	●	●	●	●		●	●	●	●	●	●	●	●
2	Davisburg State Game Area	112		●											
3	Dodge Brothers State Park No. 4	96	●	●		●						●	●	●	●
4	Dodge Brothers State Park No. 7	216		●						●					
5	Dodge Brothers State Park No. 10	127		●											
6	Highland State Recreation Area	5,857	●	●	●	●	●		●	●	●	●	●	●	
7	Holly State Recreation Area	7,721	●	●	●	●			●	●	●	●	●	●	
8	Horseshoe Lake State Wildlife Area	205		●						●					
9	Island Lake State Recreation Area	174	●	●	●	●			●	●	●	●	●	●	
10	Maybury State Park	944	●	●	●		●	●	●					●	●
11	Ortonville State Recreation Area	1,155	●	●	●	●	●	●	●	●	●	●	●	●	●
12	Pontiac Lake State Recreation Area	3,763	●	●	●	●	●		●	●	●	●	●	●	●
13	Proud Lake State Recreation Area	3,033	●	●	●	●	●		●	●	●			●	
14	Seven Lakes State Park	1,483	●	●	●	●			●	●	●	●	●	●	●

Regional & County Parks

The Huron-Clinton Metropolitan Authority (HCMA), a regional park system created in 1940 by the citizens of Southeast Michigan, provides excellent recreational and educational opportunities while serving as stewards of its natural resources. HCMA's efforts are guided by the belief that the use of parks and exposure to natural environments enhance society's health and quality of life.


The Oakland County Parks and Recreation Commission (OCPRC) is a nationally recognized regional recreational provider and an integral part of a comprehensive recreational system that has shaped the quality of life in Oakland County for more than 45 years. Since its inception, OCPRC has strived to provide recreational facilities in a fiscally sound and environmentally responsible manner.



LEGEND

- State Recreation Land
- HCMA Recreation Land
- County Recreation Land
- Local Recreation Land
- Private Recreation Land

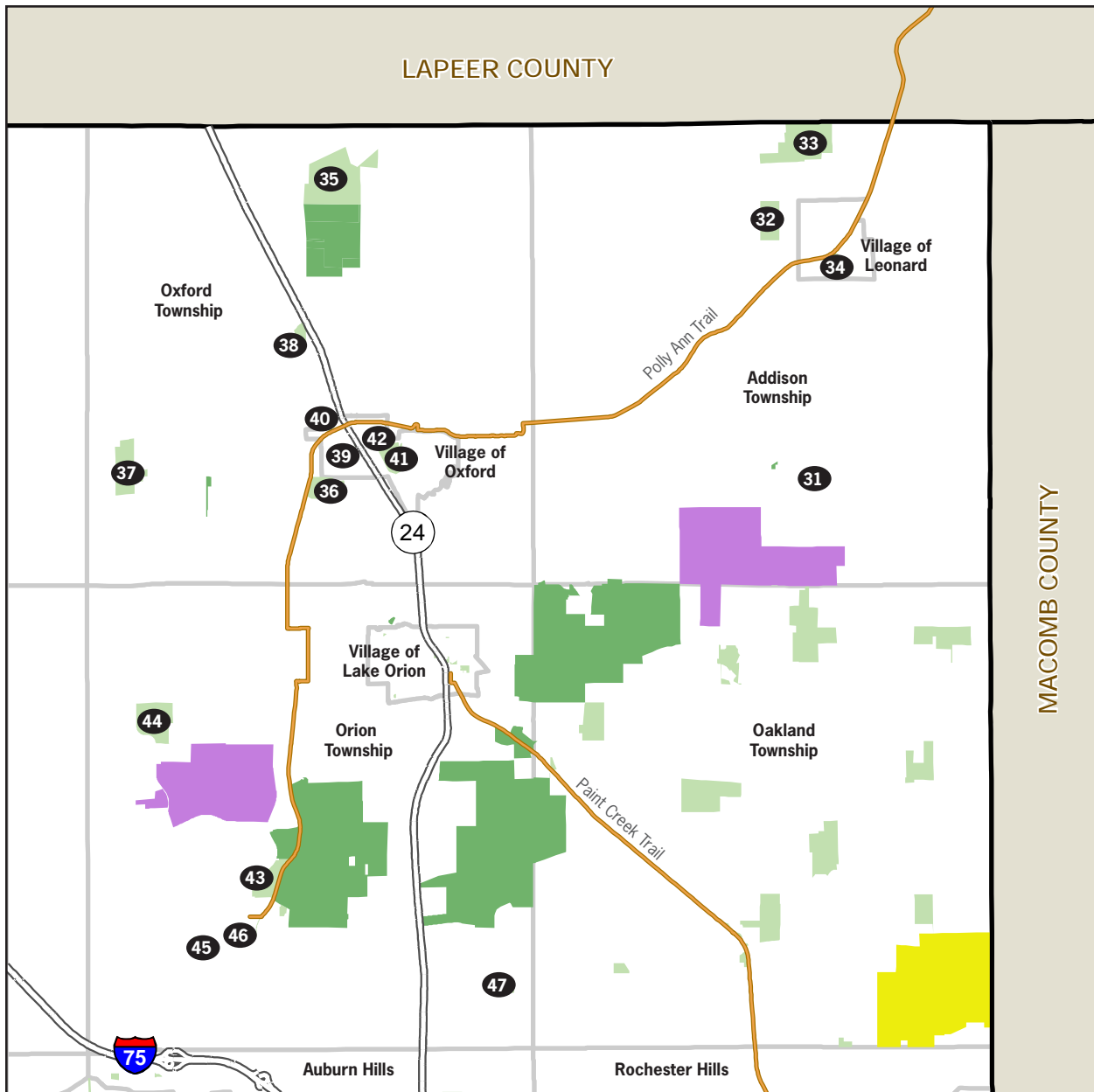
0 3 6 miles



Map No.	Name	Acres	Cross-Country Skiing	Hiking	Biking	Paddling	Horseback Riding	Nature Programs	Fishing	Hunting	Metal Detecting	Swimming	Beach	Picnic Area	Playground
Huron Clinton Metropolitan Authority Parks															
15	Indian Springs Metropark	2,507	●	●	●			●						●	●
16	Kensington Metropark	3,884	●	●	●	●	●	●	●			●	●	●	●
17	Stony Creek Metropark	1,213	●	●	●	●		●	●			●	●	●	
Oakland County Parks & Recreation Parks															
18	Addison Oaks County Park	1,139	●	●	●	●	●		●	●		●	●	●	
19	Catalpa Oaks County Park	24													●
20	Glen Oaks County Park	122	●												
21	Groveland Oaks County Park	361		●	●	●						●	●		●
22	Highland Oaks County Park	302	●	●	●		●			●					
23	Independence Oaks County Park	1,284	●	●	●	●		●	●			●		●	
24	Lyon Oaks County Park	1,041	●	●	●			●		●				●	●
25	Orion Oaks County Park	916	●	●	●	●			●	●					
26	Red Oaks County Park	103	●	●				●							
27	Rose Oaks County Park	640	●	●	●	●	●		●						
28	Springfield Oaks County Park	332	●	●	●		●								
29	Waterford Oaks County Park	183	●	●	●									●	●
30	White Lake Oaks County Park	196	●												

Municipal Parks


There are a number of smaller municipal parks located in the five communities served by the Polly Ann Trail. A few of them have direct connections to the trail or are within a close proximity. Civic Center Park in Orion Township for example, provides parking and restrooms for trail users and serves as a local trailhead. Most of the municipal parks are smaller than the regional parks and in general offer fewer amenities.



LEGEND

- State Recreation Land
- HCMA Recreation Land
- County Recreation Land
- Local Recreation Land

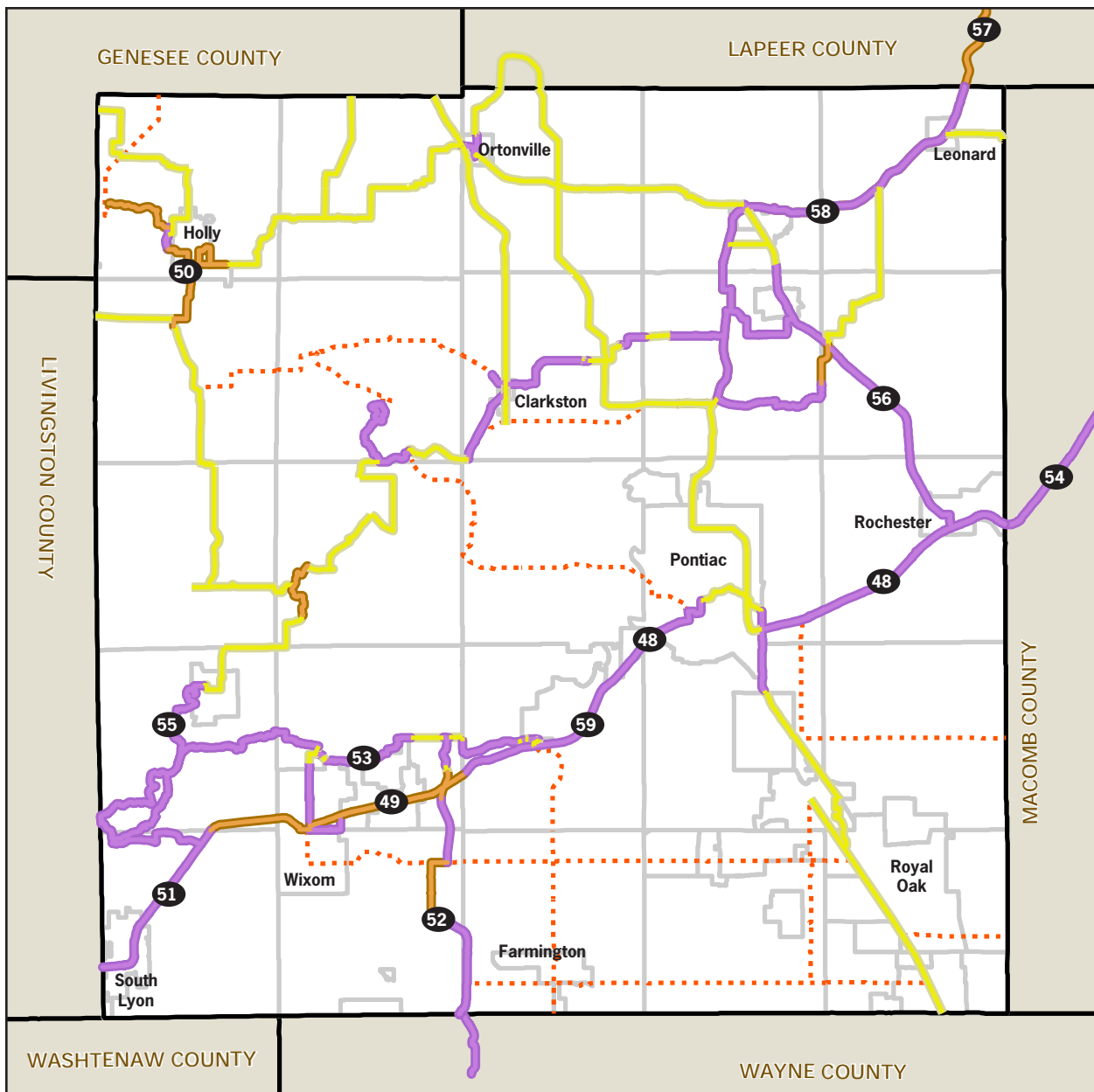
0 1 2 miles



Map No.	Name	Acres	Cross-Country Skiing	Hiking	Biking	Paddling	Horseback Riding	Nature Programs	Fishing	Hunting	Metal Detecting	Swimming	Beach	Picnic Area	Playground
Addison Township Parks															
31	Labodie Park	12		●										●	
32	Lake George Nature Park	83		●											
33	Watershed Preserve	230	●	●		●	●		●					●	
Village of Leonard Parks															
34	Village Nature Park	3		●										●	
Oxford Township Parks															
35	Oakwood Lake Park	298		●											
36	Powell Lake Park	56		●					●						
37	Seymour Lake Park	126		●											●
38	Stoney Lake Park	34		●		●						●	●	●	●
Village of Oxford Parks															
39	Centennial Park	1		●										●	
40	Dayton Street Park	3		●											
41	Scripter Park	48		●								●	●	●	●
42	Veteran's Memorial Civic Center	.18		●										●	
Orion Township Parks															
43	Civic Center Park	79		●										●	●
44	Friendship Park	135		●										●	●
45	Gingell Nature Area	39													
46	McConnell Field	1													
47	Stonegate Park	17		●										●	●

Non-Motorized Trail Network


The Oakland County Trail Network has been evolving for over 30 years. It all began in the 1981 with the Paint Creek Trail Commission forming and purchasing the old Penn Central Railroad right-of-way. This was the first Rails-to-Trails project in the state of Michigan. Today, there are over 10 major trails located in Oakland County and a number of user groups that help to support and maintain them. These special user groups include hikers, bikers, equestrians, runners, cross-county skiers, in-line skaters, and canoers/kayakers. The main goal of the overall county non-motorized network is to connect neighborhoods, schools, downtowns, historic sites, commercial centers, parks/open space, and civic buildings together.



LEGEND

- Complete
- Design/Development
- Under Consideration
- - - Under Review

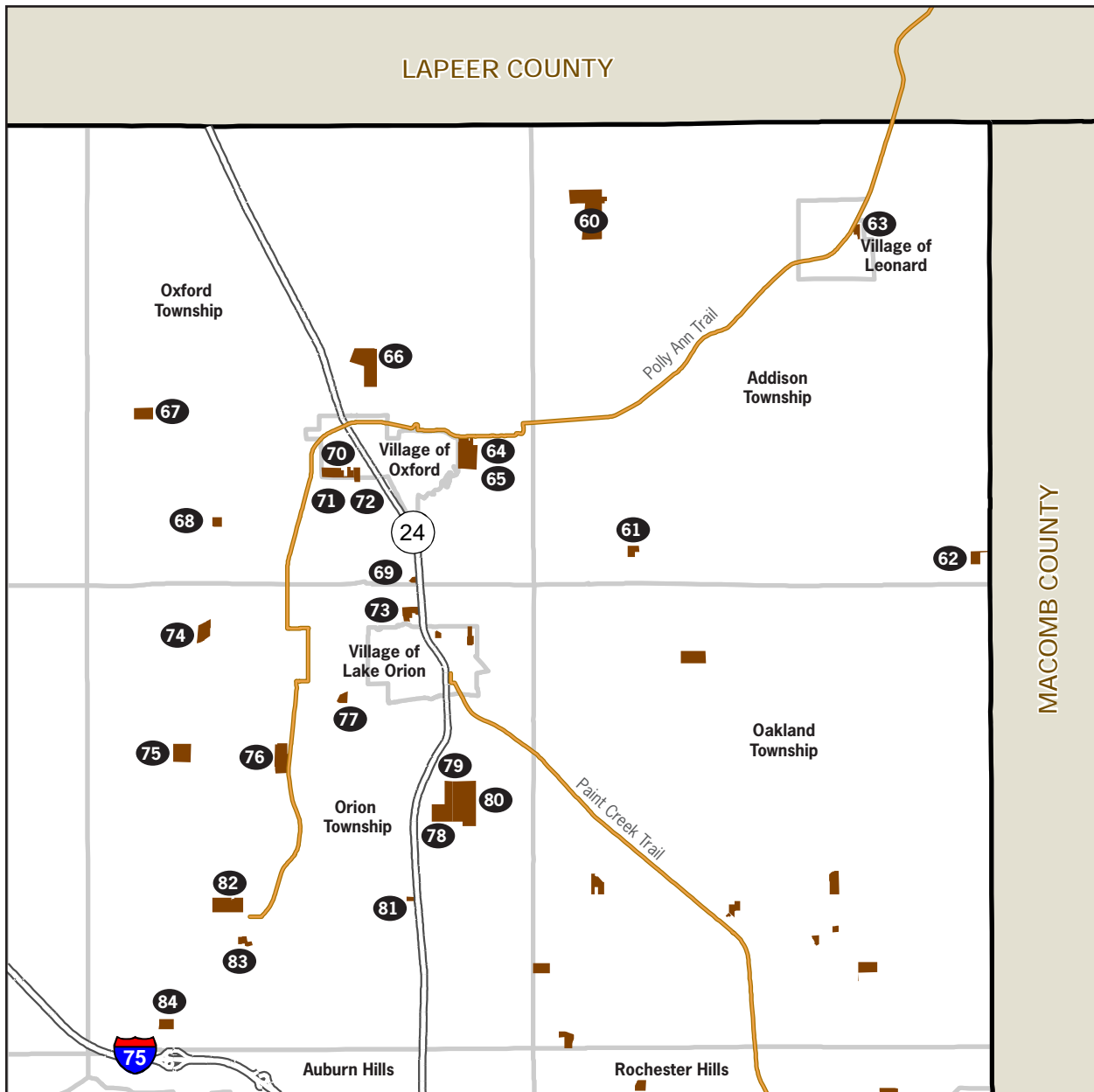
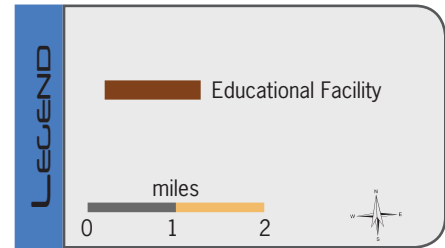
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Map No.	Name	Miles	Cross-Country Skiing	Hiking	Biking	Paddling	Horseback Riding	Nature Programs	Fishing	Hunting	Metal Detecting	Swimming	Beach	Picnic Area	Playground
Non-Motorized Trails															
48	Clinton River Trail	16	●	●	●	●			●					●	
49	Commerce, Wixom, & Walled Lake Trail	5.4	●	●	●										
50	Headwaters Trails	16	●	●	●	●	●		●						
51	Huron Valley Trail	10.5	●	●	●										
52	I-275 & M-5 Metro Trails	6.3		●	●										
53	Lakes Community Trail	3.5	●	●	●										
54	Macomb Orchard Trail	23.8	●	●	●		●							●	
55	Milford Trail	8.6	●	●	●										
56	Paint Creek Trail	8.9	●	●	●		●		●						
57	Polly Ann Trail-Lapeer County	17.8	●	●	●		●								
58	Polly Ann Trail-Oakland County	16.9	●	●	●		●							●	
59	West Bloomfield Trail	6.8	●	●	●									●	

Educational Facilities

There are a number of educational facilities located on or near the Polly Ann Trail. The Safe Routes to School movement is encouraging students and families to walk and ride their bikes to school. With transportation costs on the rise and funding for buses being cut, this program could consider utilizing the trail as a non-motorized connection from area neighborhoods to local schools.



Map No.	Name	Acres	Playground
Addison Township Educational Facilities			
60	Kingsbury School	125	●
61	Upland Hills School	12	●
62	Hamilton-Parsons Elementary	15	●
Village of Leonard Educational Facilities			
63	Leonard Elementary	9	●
Oxford Township Educational Facilities			
64	Lakeville Elementary	33	●
65	Oxford Middle School	30	●
66	Oxford High School	75	
67	Oxford Area Community Schools (Vacant)	24	
68	Clear Lake Elementary School	10	●
69	Oak Hollow Christian School	5	●
Village of Oxford Educational Facilities			
70	Oxford Elementary	23	●
71	Oxford Christian Academy	7	●
72	Daniel Axford Elementary	9	●
Orion Township Educational Facilities			
73	St. Joseph School	20	●
74	Paint Creek Elementary	25	●
75	Webber Elementary	36	●
76	Orion Oaks Elementary	44	●
77	Pine Tree Elementary	10	●
78	Stadium Elementary	30	●
79	Scripps Middle School	30	
80	Lake Orion High School	113	
81	Divine Grace Lutheran School	4	●
82	Waldon Middle School	50	
83	Carpenter Elementary	10	●
84	Shalom Baptist School	16	●

Polly Ann Trail Ownership

In 1997, the Michigan Department of Natural Resources (DNR) purchased the former P.O. & N. Railroad right-of-way. The property extends from Bordman Rd to Indianwood Rd and is generally 50 feet wide. In 2007, the DNR and PATMC worked with Koenig Sand & Gravel to relocate the trail through the property and received a recreational trail easement. The trail was moved south of the original railroad right-of-way and rerouted to parallel Lakeville Rd (see pages 98-101 for Koenig Easement document).

The Michigan Department of Transportation (MDOT) worked with the PATMC to construct a pedestrian bridge over M-24 in Downtown Oxford. In the past, the train crossed at grade in this location. In 2007, the somewhat controversial bridge was finally opened for trail users to cross the busy thoroughfare. MDOT has agreed to maintain the structural integrity of the pedestrian bridge.

From Indianwood Rd south to Joslyn Rd, the trail has a sidewalk connection for pedestrians and an on road connection for experienced bicyclists. The sidewalk maintenance is the responsibility of Orion Township and is on the south side of Indianwood Rd and the east and north sides of Joslyn Rd. The railroad parcels that bisect the new course at Indianwood Golf & Country Club were purchased by Stan Aldridge in the late 1980s / early 1990s.








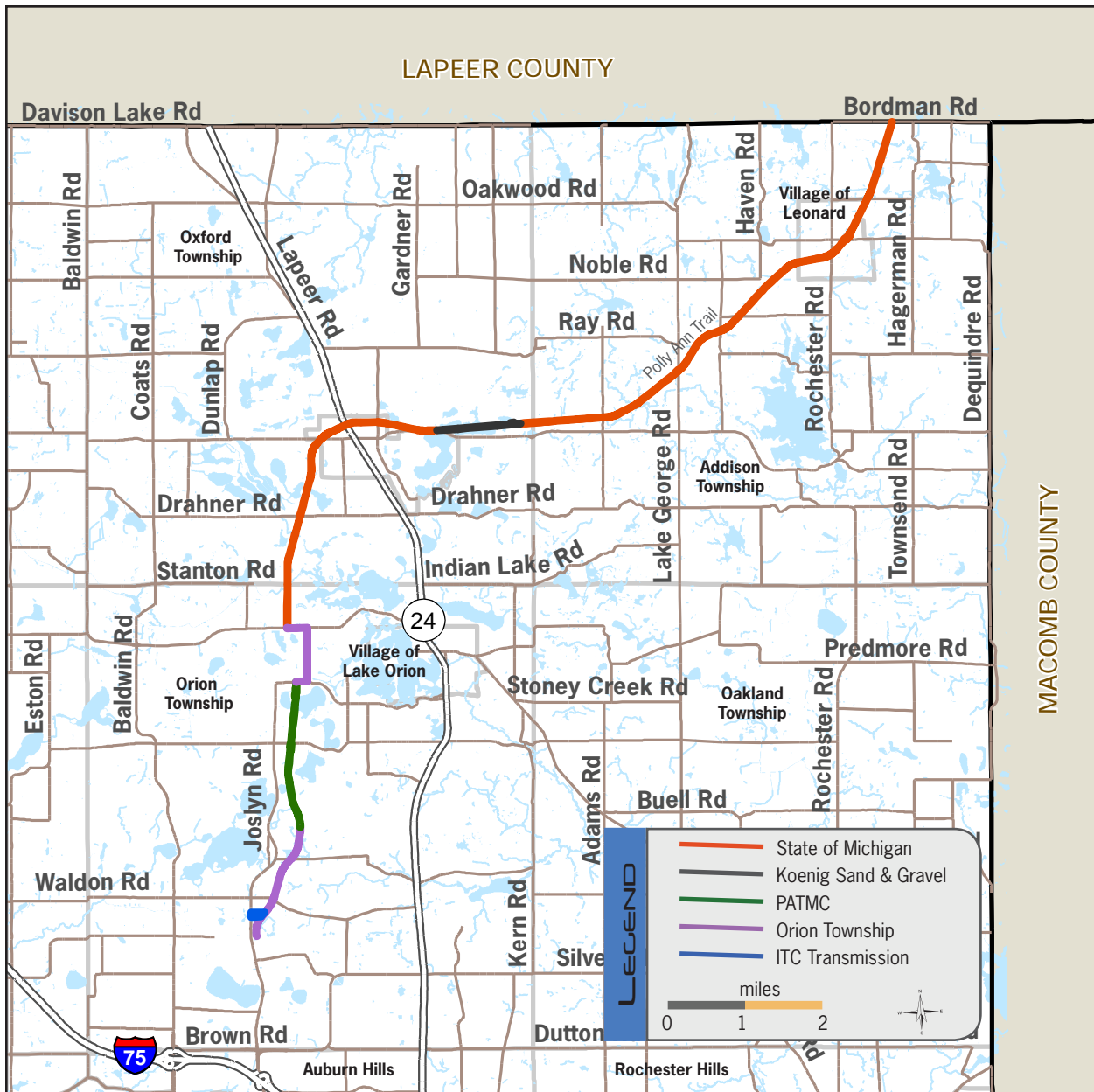
The PATMC owns the parcels from Joslyn Rd to about 350' south of Scripps Rd. These parcels were a donation from Stan Aldridge in 2002. The parcels from Scripps Rd south to the International Transmission Co. (ITC) property are owned by Orion Township. The Township purchased these parcels from Grand Trunk Western Railroad in 2008. An easement was obtained from ITC to link the trail west from the railroad right-of-way about 700' to the Joslyn Rd sidewalk.

Orion Township has decided not to develop the ¼ mile of trail right-of-way south of the ITC corridor at this time. The General Motors Orion Assembly Plant continues to use the railroad tracks to the south of the existing trail to take delivery of freight. There is a potential connection to the Clinton River Trail in the City of Pontiac if the railroad were ever to be abandoned.

The following pages contain a map of the trail ownership and a table of the parcels and owner names.




	Parcel Owner	Trail Acres	Trail Length
	State of Michigan	67.07 ac	11.05 mi
	Koenig Sand & Gravel Co.	8.38 ac	1.28 mi
	Polly Ann Trailway Management Council	14.04 ac	1.95 mi
	Orion Township	14.09 ac	2.48 mi
	ITC Transmission Co.	6.25 ac	0.14 mi




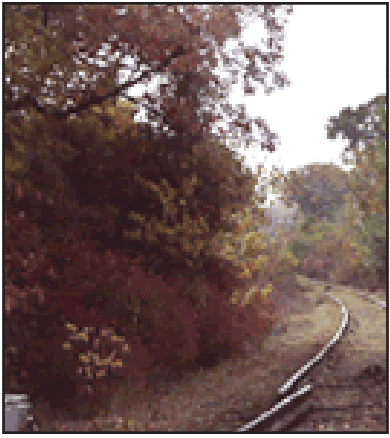
Parcel Identification Number	Community	Parcel Owner Name
05-02-251-003	Township of Addison	Michigan Department of Treasury
05-02-326-004	Township of Addison	Michigan Department of Treasury
05-10-326-002	Township of Addison	Michigan Department of Treasury
05-15-102-003	Township of Addison	Michigan Department of Treasury
05-16-226-006	Township of Addison	Michigan Department of Treasury
05-19-326-013	Township of Addison	Michigan Department of Treasury
05-20-226-022	Township of Addison	Michigan Department of Treasury
05-21-101-002	Township of Addison	Michigan Department of Treasury
05-11-126-005	Village of Leonard	Michigan Department of Treasury
05-10-426-009	Village of Leonard	Michigan Department of Treasury
04-23-301-002	Charter Township of Oxford	Michigan Department of Treasury
04-23-476-003	Charter Township of Oxford	Michigan Department of Treasury
04-24-451-004	Charter Township of Oxford	Michigan Department of Treasury
04-27-101-004	Charter Township of Oxford	Michigan Department of Treasury
04-28-480-002	Charter Township of Oxford	Michigan Department of Treasury
04-33-226-006	Charter Township of Oxford	Michigan Department of Treasury
04-33-451-007	Charter Township of Oxford	Michigan Department of Treasury
04-22-383-003	Village of Oxford	Michigan Department of Treasury
04-22-385-022	Village of Oxford	Michigan Department of Treasury
04-22-455-007	Village of Oxford	Michigan Department of Treasury
04-22-458-006	Village of Oxford	Michigan Department of Treasury
04-22-476-004	Village of Oxford	Michigan Department of Treasury
04-23-351-003	Village of Oxford	Michigan Department of Treasury
09-04-201-006	Charter Township of Orion	Michigan Department of Treasury
04-23-476-004	Charter Township of Oxford	Koenig Sand & Gravel Co
04-24-351-002	Charter Township of Oxford	Koenig Sand & Gravel Co
04-24-451-003	Charter Township of Oxford	Koenig Sand & Gravel Co
09-09-226-016	Charter Township of Orion	Polly Ann Trail Management Council
09-09-426-027	Charter Township of Orion	Polly Ann Trail Management Council
09-16-226-002	Charter Township of Orion	Polly Ann Trail Management Council
09-16-426-002	Charter Township of Orion	Polly Ann Trail Management Council
09-21-276-002	Charter Township of Orion	Polly Ann Trail Management Council
09-21-502-006	Charter Township of Orion	Orion Township
09-28-502-002	Charter Township of Orion	Orion Township
Road Right-of-Way	Charter Township of Orion	Orion Township-Sidewalk
09-28-126-003	Charter Township of Orion	International Transmission Co

Grant Assistance

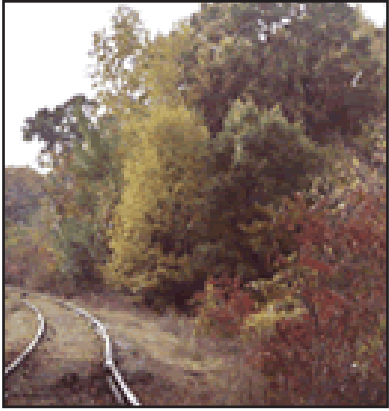
The Polly Ann Trail would not be in existence today without the help of grants and donations. A number of sizable grants have been awarded from the Michigan Natural Resources Trust Fund, Michigan Department of Transportation-Transportation Enhancements, and private foundations. The following pages illustrate the grants that have been received to date and a brief description of each one.

ACQUIRE RAILROAD RIGHT-OF-WAY			
1993	Grant	Michigan Natural Resources Trust Fund TF93-439	
	Amount	\$600,000	
	Type	Acquisition	
	Applicant	DNR - Forest Management Division	
	Description	Acquire 33-mile inactive railroad corridor for development as public trailway	


ACQUIRE RAILROAD RIGHT-OF-WAY			
1994	Grant	Michigan Department of Transportation ISTE: ENH199400157	
	Amount	\$300,000	
	Type	Acquisition	
	Applicant	DNR	
	Description	Polly Ann Trail Corridor Acquisition of inactive railroad right-of-way	

ACQUIRE RAILROAD RIGHT-OF-WAY			
1994	Grant	Michigan Natural Resources Trust Fund TF94-303	
	Amount	\$750,000	
	Type	Acquisition	
	Applicant	DNR - Forest Management Division	
	Description	Acquire land and rights in land, including inactive railroads and similar corridors, for development of long-distance trails. Polly-Ann, Interlochen to Kaleva, Mackinac to Hawks, Pere Marquette and Polly Ann Trail.	

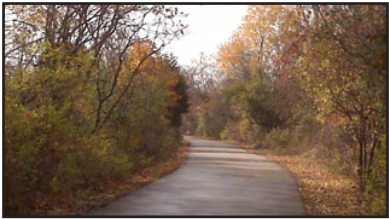
ACQUIRE RAILROAD RIGHT-OF-WAY

1995	Grant	Michigan Natural Resources Trust Fund TF95-312	
	Amount	\$250,000	
	Type	Acquisition	
	Applicant	DNR - Forest Management Division	
	Description	Acquire land and rights in land, including inactive railroad corridors, other corridors, and adjacent parcels for development of long-distance trails. Polly Ann Trail	


TRAIL IMPROVEMENTS

1998	Grant	Recreational Trails Program	
	Amount	\$10,000	
	Type	Development	
	Applicant	DNR - Forest Management Division	
	Description	Polly Ann Trail improvements	

TRAIL IMPROVEMENTS

1999	Grant	DaimlerChrysler Corporation Fund	
	Amount	\$250,000	
	Type	Development	
	Applicant	Polly Ann Trail Management Council	
	Description	Polly Ann Trail surfacing	


TRAIL IMPROVEMENTS

2000	Grant	Michigan Department of Transportation TEA 21: ENH200000016	
	Amount	\$1,795,566.46	
	Type	Development	
	Applicant	Oakland CRC	
	Description	Polly Ann Trail Project Abandoned railroad corridor conversion	


CONSTRUCT PEDESTRIAN BRIDGE

2001	Grant	GreenWays Initiative Land Grant 2001-1141	
	Amount	\$240,000	
	Type	Development	
	Applicant	Polly Ann Trailway Management Council	
	Description	Polly Ann Trail surface development and M-24 bridge construction	
	Condition	Good	


DEVELOP LEONARD TRAILHEAD

2002	Grant	Michigander Grant (Rails-to-Trails)	
	Amount	\$3,000	
	Type	Development	
	Applicant	Polly Ann Trailway Management Council	
	Description	Leonard Equestrian Trailhead Development	
	Condition	Good	


CONSTRUCT CONNECTING SIDE TRAIL

2004	Grant	Tri-County Bicycle Foundation DALMAC	
	Amount	\$9,000	
	Type	Development	
	Applicant	Polly Ann Trail Management Council	
	Description	Polly Ann Trail trail spur to Library	
	Condition	Good	


IMPROVE TRAIL SURFACE

2006	Grant	GreenWays Initiative Land Grant	
	Amount	\$75,000	
	Type	Development	
	Applicant	Orion Township	
	Description	Polly Ann Trail resurface extension	
	Condition	Good	


IMPROVE TRAIL SURFACE

2008	Grant	Michigan Department of Transportation SAFETEA-LU:	
	Amount	\$294,463	
	Type	Development	
	Applicant	Orion	
	Description	Polly Ann Trail Extension Project Construct and resurface a trail within a railway and utility corridor	
	Condition	Good	


ACQUIRE LEONARD MILL

2010	Grant	Michigan Natural Resources Trust Fund TF10-051	
	Amount	\$22,500	
	Type	Acquisition	
	Applicant	Village of Leonard	
Description	Acquisition of .28 acres of property that is adjacent to the Polly Ann Trail		

INSTALL PEDESTRIAN CROSSING SIGNS

2010	Grant	Energy Efficiency and Conservation Block Grant	
	Amount	\$50,000	
	Type	Development	
	Applicant	Oxford Township	
	Description	Rectangular Rapid Flashing Beacon Signs	
	Condition	Fair	

PROMOTE RURAL PEARL OF A RIDE

2011	Grant	Brooksie Way Mini Grant	
	Amount	\$500	
	Type	Promotion	
	Applicant	Polly Ann Trail Management Council	
	Description	Promotion of the Rural Pearl of a Ride	

Accessibility Evaluation

In 1990, Congress passed the Americans with Disabilities Act (ADA) and set barrier-free requirements for all areas of public service, including parks and recreation facilities. An accessibility evaluation was conducted in 2012 using the following ranking system:

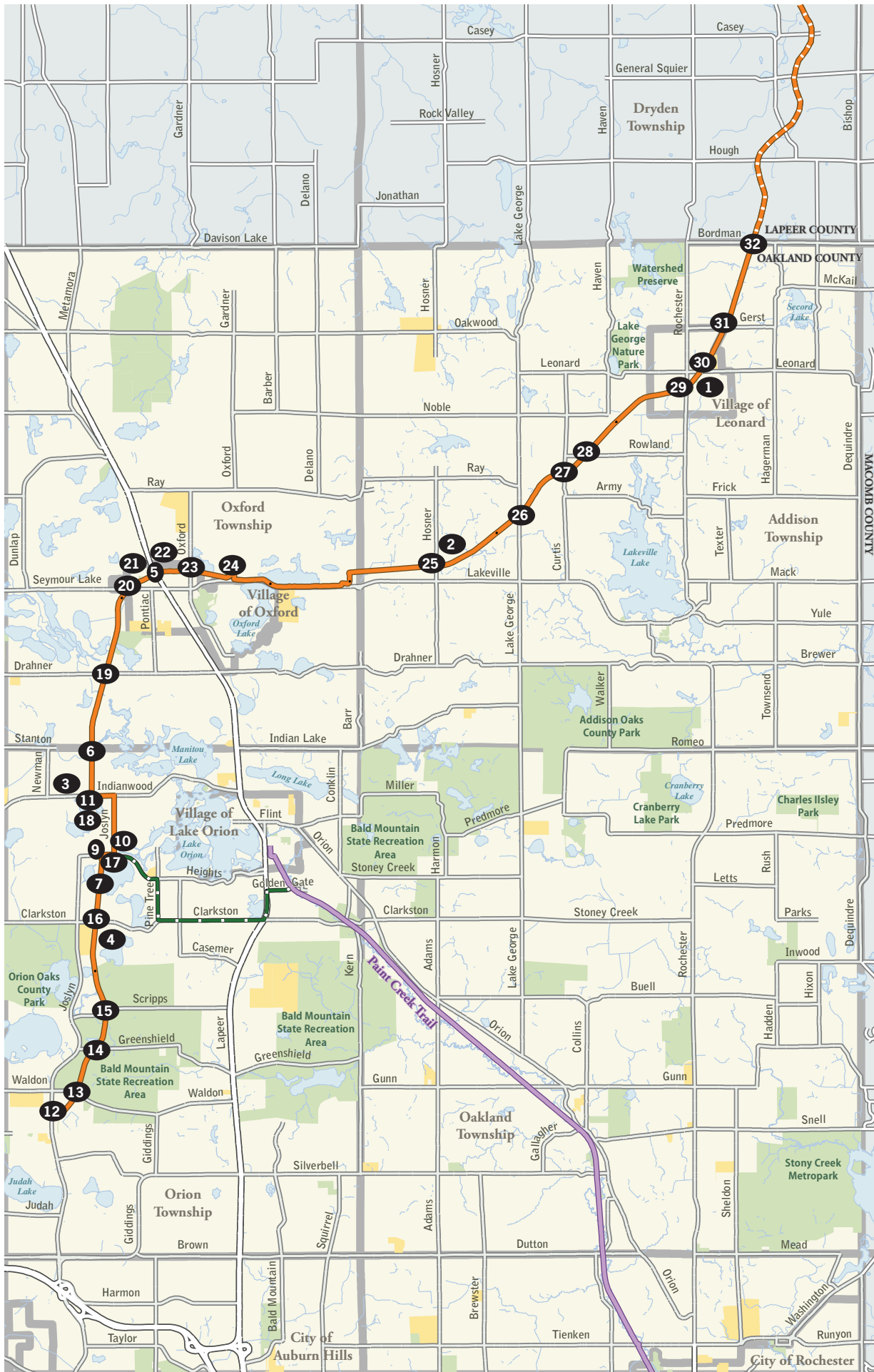
- 1 - None of the facilities meet accessibility guidelines.
- 2 - Some of the facilities meet accessibility guidelines.
- 3 - Most of the facilities meet accessibility guidelines.
- 4 - All facilities meet accessibility guidelines.
- 5 - The entire trail was developed/constructed using the principals of Universal Design.

Map No.	Name	Paved Approach/Connector	Slope & Cross Slope	Surface	Restrooms	Handicap Parking	Notes
<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p>N/A – Not Applicable N – Natural Surface A – Asphalt Surface L – Crushed Limestone Surface C – Concrete Surface</p> </div>							
Parking Areas/Bridges/Trail Amenities							
1	Leonard Trailhead (30 spaces)		5	N	5		Horse Trailer Parking Available
2	Hosner Road Parking (2 spaces)		5	N	N/A		Horse Trailer Parking Available
3	Indianwood Road Parking (7 spaces)	•	5	N	N/A		
4	Clarkston Road Parking (13 spaces)		5	N	N/A		Need to improve trail connection
5	Lapeer Rd M-24 Bridge	•	5	A	N/A	N/A	Good Condition
6	Paint Creek Drain Bridge (James Lumber Bridge)		5	L	N/A	N/A	Fair Condition
7	Square Lake Bridge (North of Clarkston Rd)		5	L			Good Condition
8	Trail Surface		5	L,A	N/A	N/A	10' - 14' wide
9	Joslyn Rd Sidewalk (east-west)	•	3	C	N/A	N/A	6' wide; Need bike lane on road, crosswalk markings, signage to Paint Creek Trail
10	Joslyn Rd Sidewalk (north-south)	•	3	A	N/A	N/A	8' wide; Need bike lane on road, detectable warning strip, & crosswalk markings
11	Indianwood Rd Sidewalk (east-west)	•	3	A			6' - 8' wide; Need bike lane on road, detectable warning strip, & crosswalk markings

KEY

N/A – Not Applicable
 A – Asphalt Surface
 L – Crushed Limestone Surface

Map No.	Name	Stop Sign	Location Map	Curb Ramp	Detectable Warning Strip	Paved Approach	Crosswalk Markings	Slope & Cross Slope	Surface	Notes
Road/Trail Intersections										
12	Joslyn Rd	•		•	•	•	•	5	L	
13	Waldon Rd			•	•	•	•	5	L	
14	Greenshield Rd	•		•	•		N/A	5	L	
15	Scripps Rd	•			•		N/A	5	L	
16	Clarkston Rd	•		•	•		•	5	L	
17	Joslyn Rd	•		•	•	•	•	5	L	
18	Indianwood Rd		•	•			•	5	L	
19	Drahner Rd	•	•	•	•		•	5	A	
20	Burdick	•	•	•	•	•	•	5	A	
21	Pleasant St	•		•		•	•	5	A	
22	Louck St	•	•	•		•	•	5	A	
23	Oxford Rd	•					•	5	L	
24	State St			•			•	5	L	
25	Hosner Rd	•					N/A	5	L	
26	Lake George Rd	•	•				N/A	5	L	
27	Curtis Rd						N/A	5	L	
28	Rowland Rd	•	•				N/A	5	L	
29	Forest St		•	•		•	•	5	A	
30	Elmwood Ave	•	•	•			•	5	A	
31	Gerst Rd	•		•			N/A	5	L	
32	Boardman Rd		•				N/A	5	L	



Resource Inventory

Northeast Oakland County is rich in natural resources, scenic vistas, and diverse land use characteristics. The topography of this area has an impact on the trail. At the southern end of the trail, the elevation is 1,022' above sea level. The mid section of the trail rises to 1,072' and drops off to 986' at the Lapeer/Oakland County border. A number of lakes and streams can be seen from the trail and a few of them provide fishing opportunities. The land cover and surrounding land uses provide a scenic and rustic backdrop along the trail. Fortunately, the soils along the trail are well drained and the corridor is generally elevated and out of the floodplain. The following pages provide a brief description and inventory of the ecological factors that have an impact on the Polly Ann Trail.

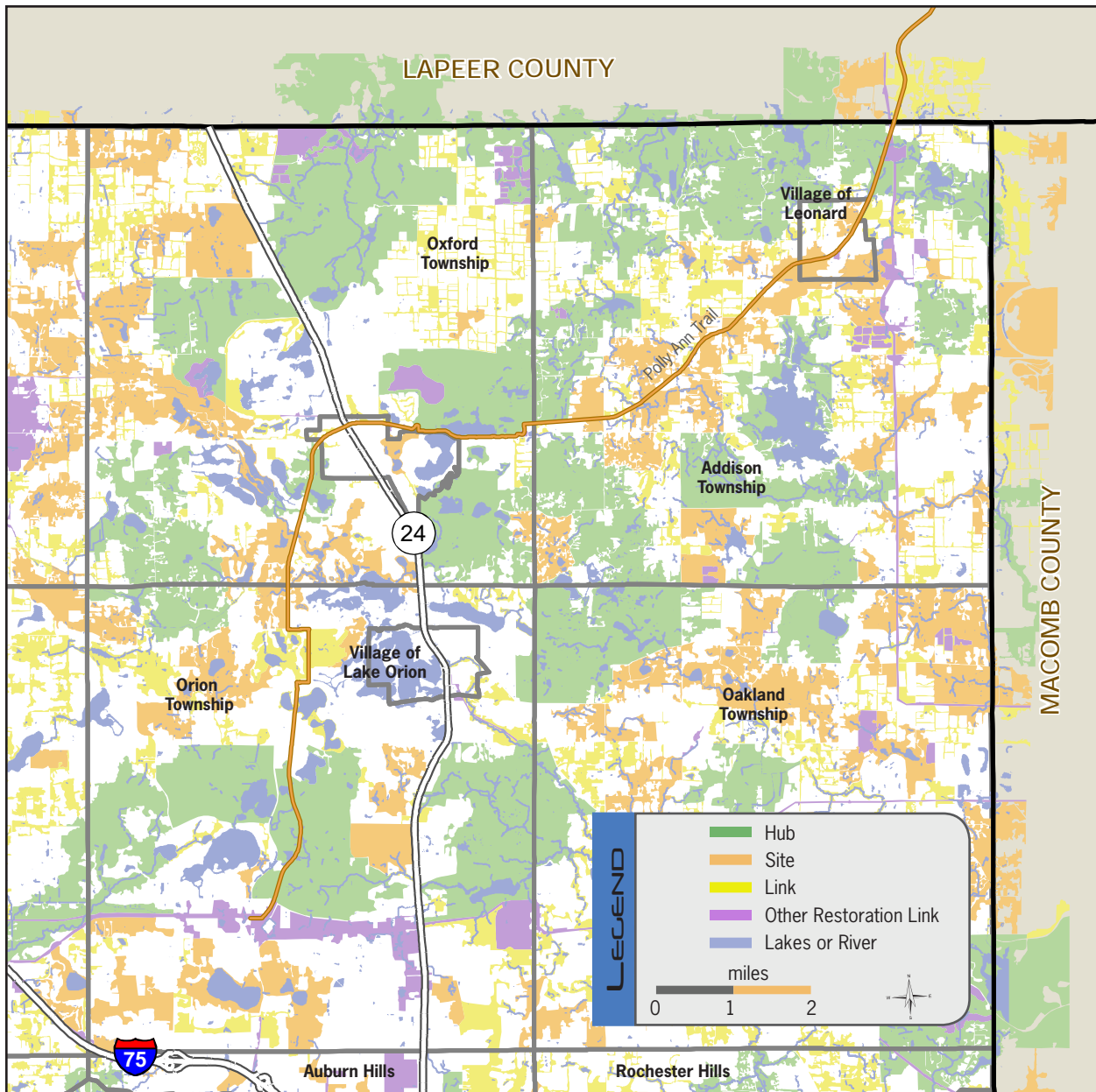
- **Green Infrastructure:** the natural network of connected open space and natural areas that cover the landscape
- **Hydrography:** water resources in the area that include wetlands, lakes, rivers, streams, ponds, and watersheds
- **Land Use:** parcels in the area that have residential, commercial, industrial, public, recreational, or agricultural uses
- **Topography:** elevation of the northeastern quadrant
- **Soils:** the dominant soil characteristics in the area along the trail



Green Infrastructure

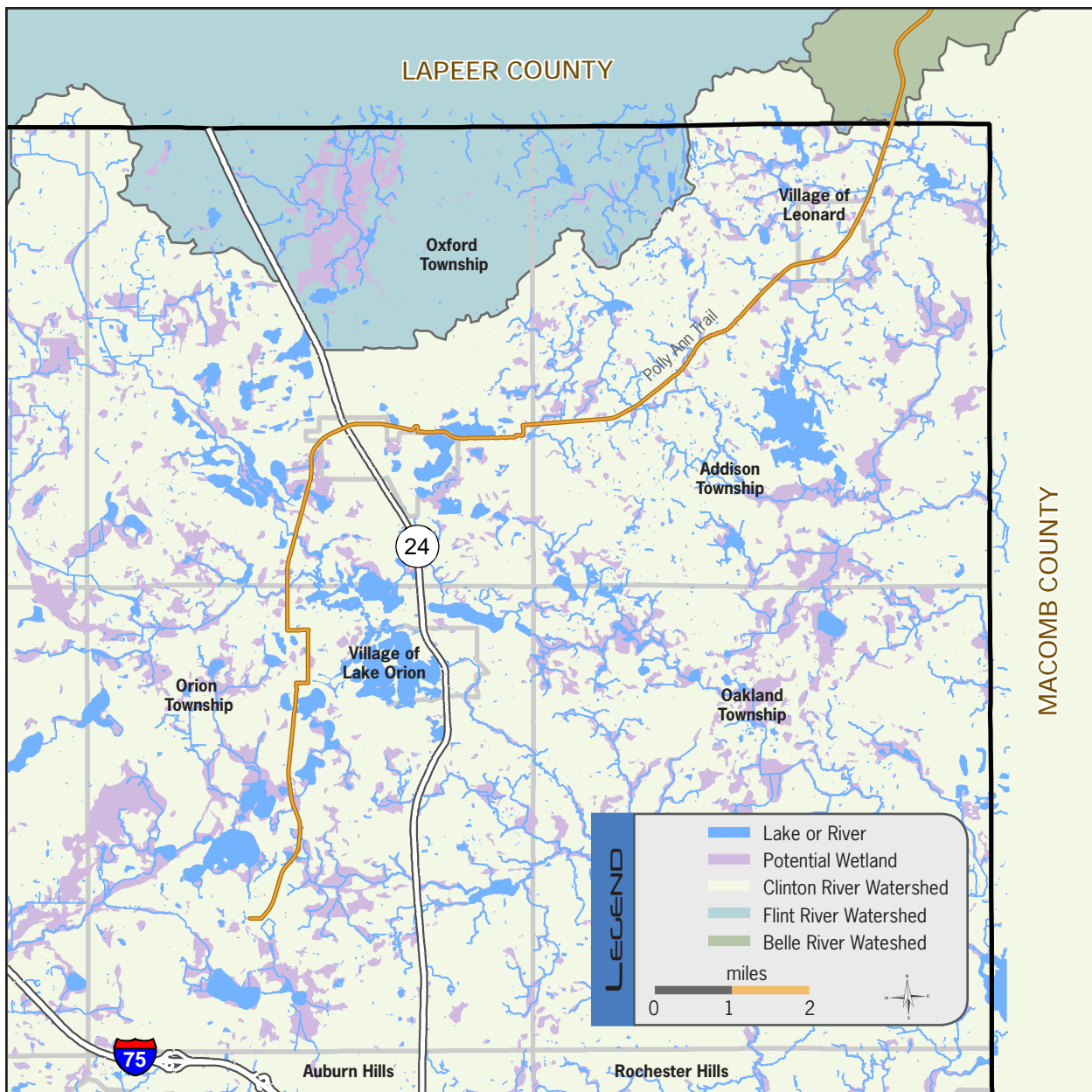
Oakland County's Green Infrastructure Vision focuses on identifying an interconnected network of green space that conserves natural ecosystem values and functions, guides sustainable development, and provides associated economic and quality-of-life benefits to communities. The Green Infrastructure Vision is made up of:

- **Hubs** anchor the network and provide an origin or destination for wildlife. Hubs range in size from large conservation areas to smaller parks and preserves. Hubs provide habitat for native wildlife and help maintain natural ecological processes.
- **Sites** are smaller ecological landscape features that can serve as a point of origin or destination or incorporate less extensive ecologically important areas.
- **Links** are the connections that hold the network together and enable it to function. They facilitate movement from one hub to another. The Polly Ann Trail acts as a recreational link.



Hydrography

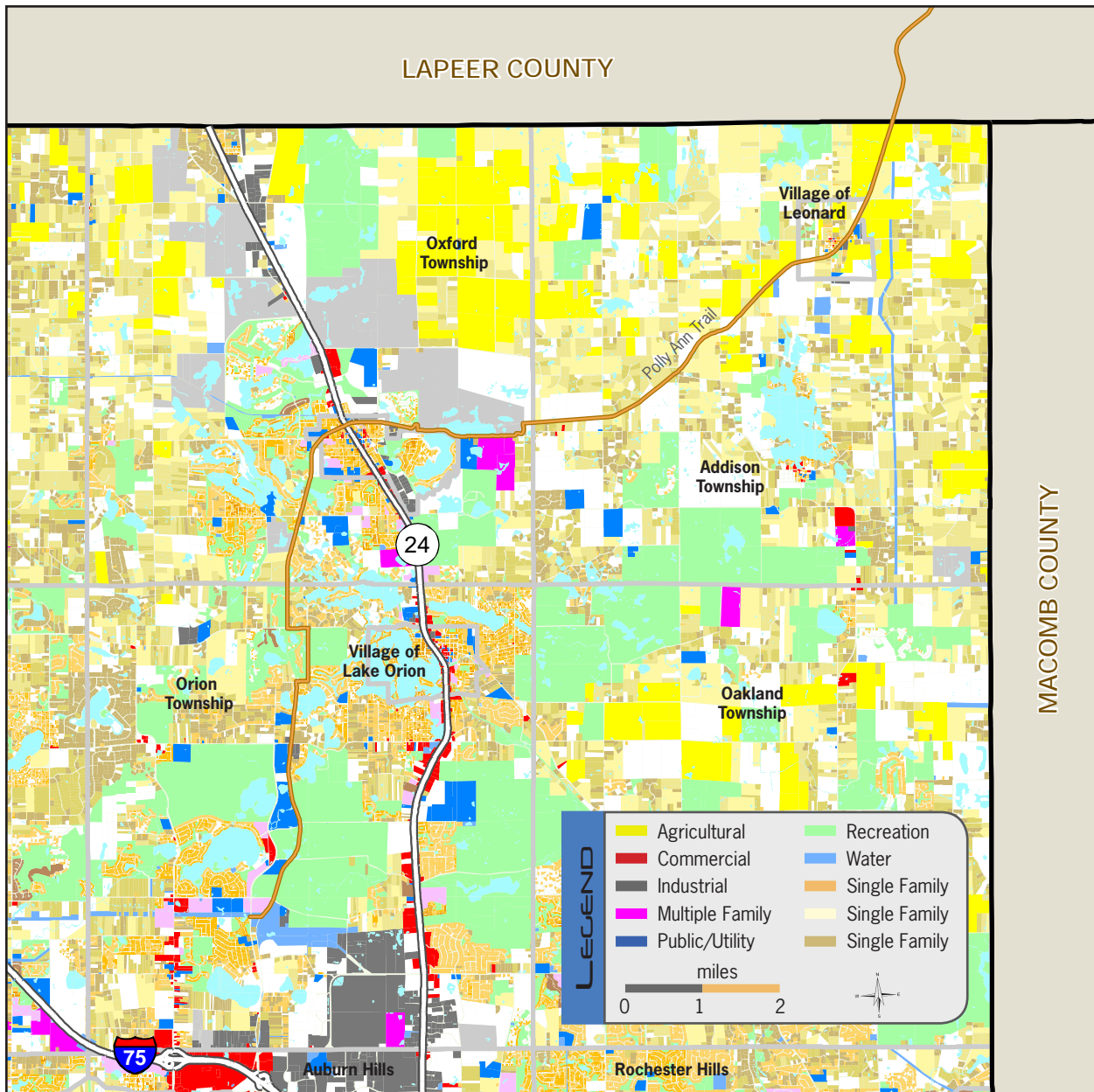
The Oakland County portion of the Polly Ann Trail falls within the Clinton River Watershed. There are a number of lakes, ponds, small wetland complexes, and tributaries that are adjacent to the trail. The largest of lakes in the area include Lakeville Lake in Addison Township, Indianwood and Orion Lakes and in Orion Township, and Manitou Lake in Oxford Township. The trail crosses the Paint Creek Drain at the Oxford Township/Orion Township boarder. Existing wetlands within the project area are attributable to the undulating nature of the landscape and poorly drained soils. The existing trail grade remains elevated above adjacent bodies of water and wetlands providing a generally sound foundation for trail improvements.



2011 Land Use

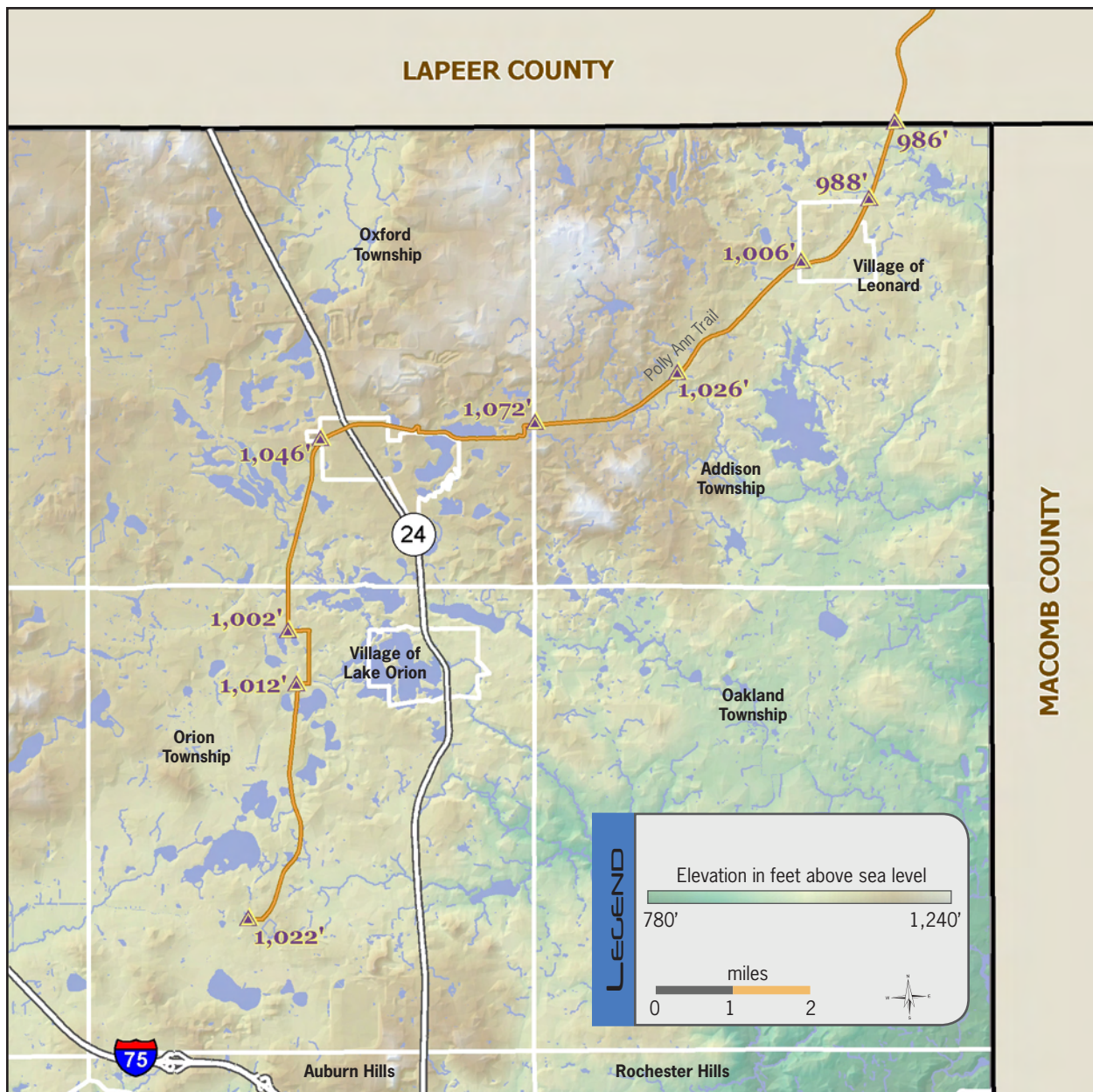
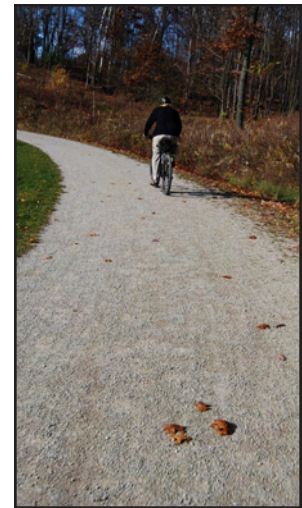


As a historically agricultural region in Oakland County, the land use in the northeastern quadrant varies today. Many areas continue to be relatively rural, however the small towns and major transportation corridors are experiencing an increase in commercial and residential densities. The majority of the parcels that are adjacent to the trail are residential. A few schools and parks are also in close proximity to the trail.



Topography

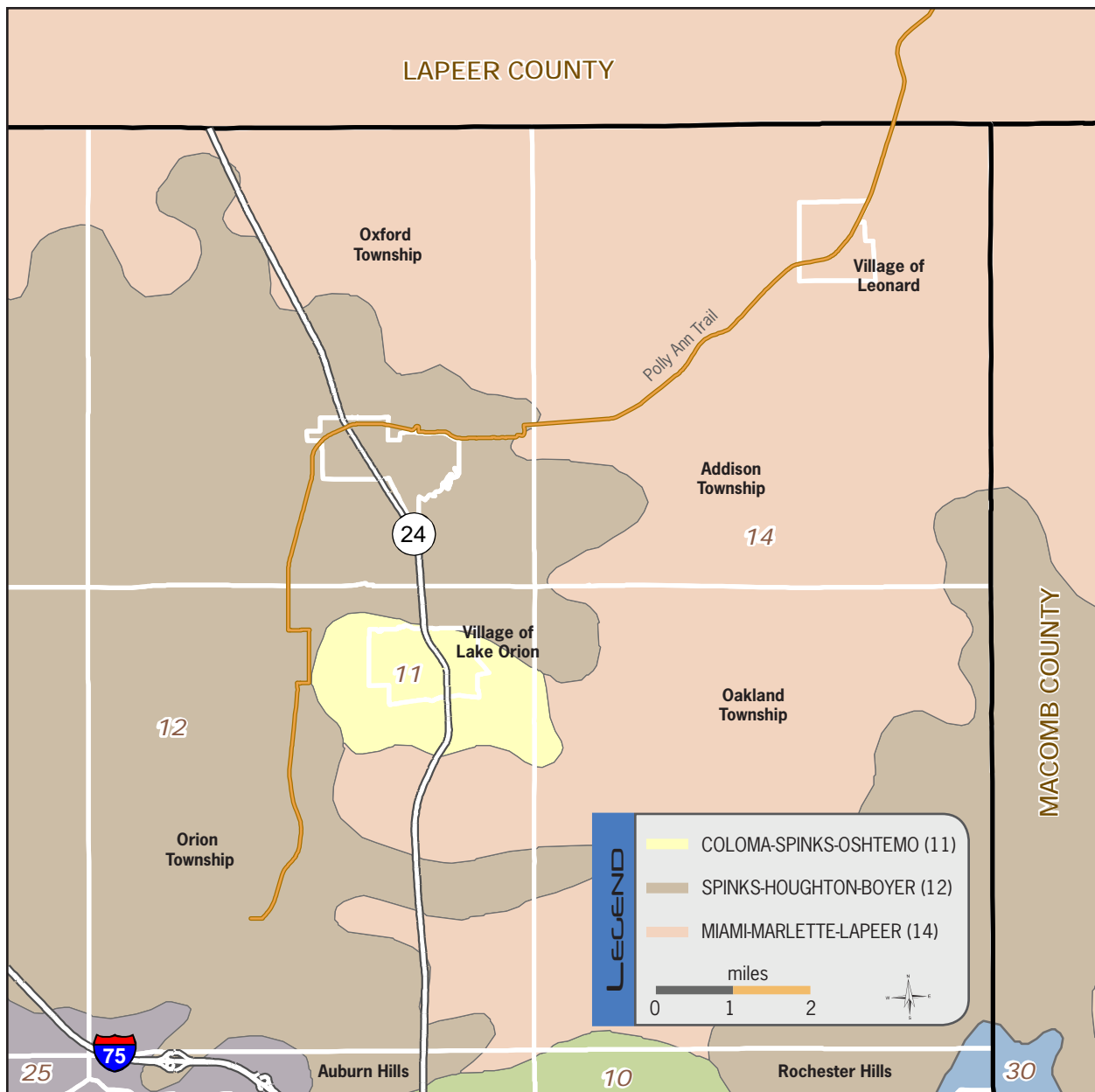
The topography of Northeast Oakland County is gently rolling to hilly. The highest points in this quadrant of the county are located to the north of the trail in section 7 and to the south of the trail in section 30 of Addison Township. The trail itself follows the valley between these points of high elevation. The unique topographic features of the area are the result of glacial action on the landscape prior to settlement in Oakland County. To the north and south of Oakland County the landform flattens as it approaches the Saginaw Bay and Detroit River.



STATSGO Soils

This is a general soil association map developed by the National Cooperative Soil Survey. The soil maps for STATSGO are compiled by generalizing more detailed soil survey maps.

- **COLOMA-SPINKS-OSHTEMO (11)** Nearly level to rolling, well drained sandy soils; on outwash plains, beach ridges, and moraines
- **SPINKS-HOUGHTON-BOYER (12)** Nearly level to steep, well drained, and very poorly drained sandy and mucky soils; on moraines, outwash plains, beach ridges, till plains, and in bogs
- **MIAMI-MARLETTE-LAPEER (14)** Nearly level to steep, well drained, moderately well drained, and very poorly drained loamy and muck soils; on moraines, till plains, and in bogs



Planning & Public Input Process

This plan traces its origin back to 1986 when local residents in Addison and Oxford Townships and Lapeer County recognized the usefulness of the railroad bed as a recreational opportunity. They also saw the potential of preserving the historical significance and continued use as a transportation corridor, which dates back to 1883. In the early 1990s, the Addison Township Friends of the Polly Ann Trail (ATFPAT) was formed as a nonprofit organization to promote the idea of the trail and gain community support. Promotional events, meetings, and newsletter mailings helped to spread the word about the potential of the trail to the surrounding area residents and businesses.

The local Oakland County Commissioner met with ATFPAT and joined the effort in the early 1990s. From Orion Township, he organized the effort to promote the trail and met with the involved community leaders to explain the plans for the project. He presented the project at municipal meetings to win support together with local residents in 1996 and 1997. Eventually in late 1997, the PATMC was formally organized and began to meet monthly to work on the trail project in compliance with the Open Meetings Act of 1968 PA 261.

The PATMC, with the assistance of Oakland County Planning & Economic Development Services, has drafted a detailed recreation master plan that is an update to the 2004-2009 Master Plan. The updated plan includes input from community officials, local residents, and frequent trail users in order to identify future improvements to the linear park. There were several methods of gaining public input before the Polly Ann Trail Recreation Master Plan was drafted.

- Public Input Meeting in the Village of Leonard held on April 26, 2012 at Rowland Hall
- Public Input Meeting in the Village of Oxford held on May 3, 2012 at Oxford Community Room
- Public Input Meeting in Orion Township held on May 10, 2012 at the Orion Township Offices
- A survey was created to gain input on the master plan and was distributed at each of the municipal offices, posted on the Polly Ann Trail website, and sent to the Friends of the Polly Ann Trail members. Detailed survey results can be found in the Appendix.



Public Input Meeting Notice

POLLY ANN TRAIL Oakland County, Michigan

▪ LEONARD ▪ ADDISON TWP ▪ OXFORD TWP ▪ VILLAGE OF OXFORD ▪ ORION TWP ▪



PLEASE JOIN US! POLLY ANN TRAIL MASTER PLAN PUBLIC INPUT MEETING

The Polly Ann Trail will be hosting a series of three public input meetings in Leonard, Village of Oxford, and Orion Township to collect public input needed to complete the Polly Ann Trail Recreation Master Plan.

There will be a short presentation on the past, present, and future of the Polly Ann Trail with comment stations set up to collect public input on the map, events, and suggestions for projects & trail improvements. Refreshments will be served. Polly Ann Trail Memberships and merchandise will be available for purchase. Adopt-a-Trail and Event Applications will also be available.

Please come out and support the Polly Ann Trail by providing your comments, questions, and suggestions. All are welcome to attend.

For additional information, please contact us at: 248.969.8660 or manager@pollyanntrailway.org

If you are unable to attend one of the meetings, please take a moment and fill out the online survey at:

WWW.SURVEYMONKEY.COM/S/POLLYANNTRAIL

APRIL 26, 2012

ROWLAND HALL

23 E Elmwood St
Leonard, MI 48367

7:00 p.m.-9:00 p.m.

MAY 3, 2012

OXFORD COMMUNITY ROOM

22 W Burdick St
Oxford, MI 48371

7:00 p.m.-9:00 p.m.

MAY 10, 2012

ORION TWP OFFICES

2525 Joslyn Rd
Lake Orion, MI 48360

7:00 p.m.-9:00 p.m.

Public Input Meetings

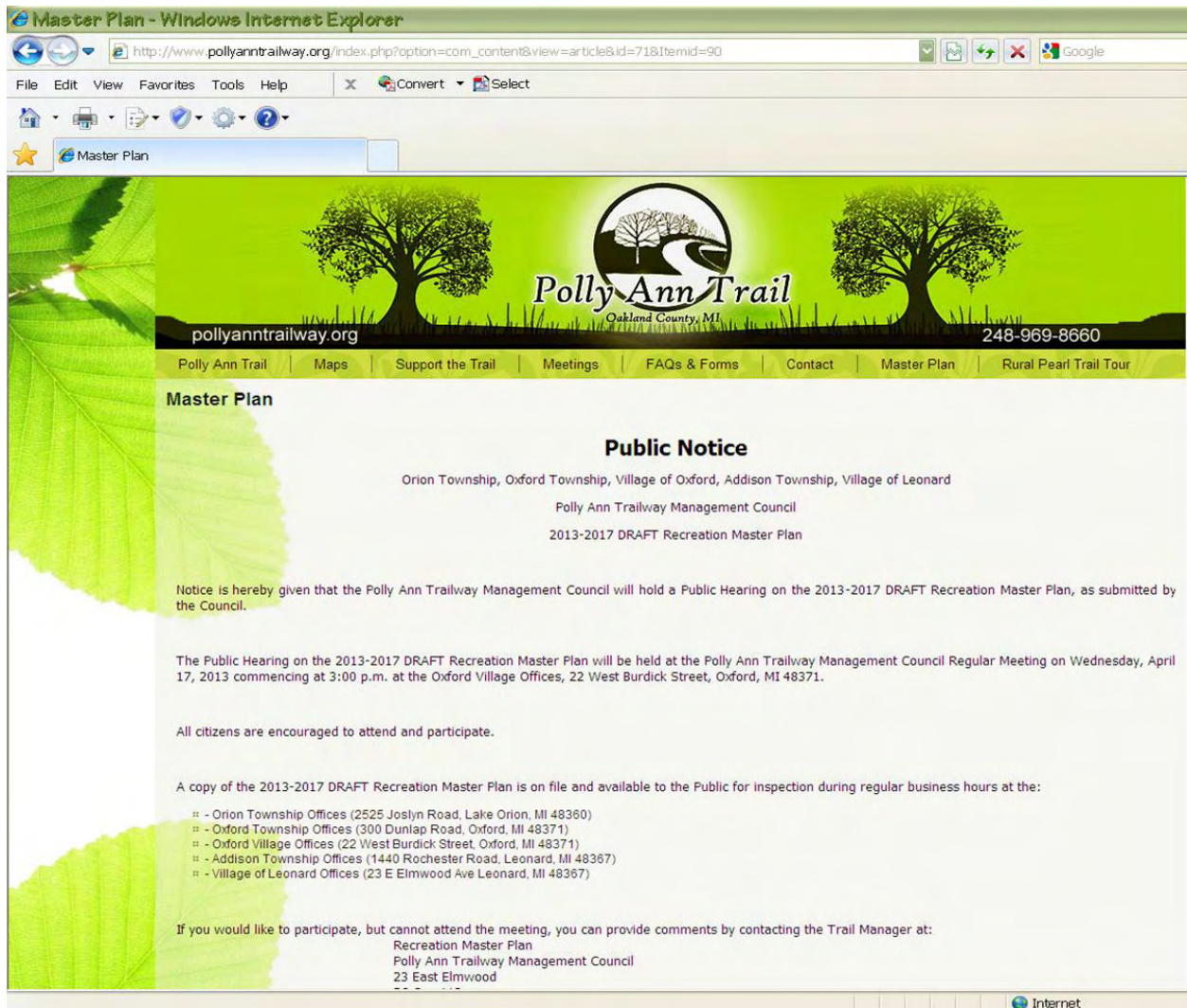
At each of the Public Input Meetings there were stations set up around the room that were designed to get feedback on the following topics:

- **Station #1: Welcome**
 - » Sign in sheets
 - » “Where do you live?” map with push pins
 - » Trail map and area to take notes while visiting each station
- **Station #2: Trail Map & Guide**
 - » Attendees were asked to provide feedback on ways to improve the trail map and users guide that is distributed in the communities and displayed on wayfinding signage along the trail.
- **Station #3: Events**
 - » There are a number of events on the trail that occur throughout the year. Attendees were asked if they participate in current events and ideas for future events/activities.
- **Station #4: Projects**
 - » In order to get feedback on necessary improvement projects on the trail, this station was set up with a number of graphics and descriptions of proposed trail enhancements.
- **Station #5: Volunteer Opportunities**
 - » The Polly Ann Trail relies on volunteers to assist with events, promotion, and trail clean up work days. This station provided a form for attendees to sign up for these activities and also highlighted the Adopt-a-Trail program.
- **Station #6: Trail Survey**
 - » Attendees were given a printed copy of the trail survey (see appendix) to fill out or a card with the website to fill out the survey online.



Public Hearing Notice

The Public Review Notice and a copy of the Draft Master Plan were posted at the five municipal offices, and on the home page of the Polly Ann Trail website for one month. The Public Hearing Notice was in the *Oxford Leader Newspaper* on April 10, 2013. A copy of each of the notices, Minutes from the Public Hearing, and the PATMC Master Plan Resolution can be on the following pages.



The Public Review Notice for the Draft Master Plan was posted for a month on the Polly Ann Trail website.

POLLY ANN TRAIL

Oakland County, Michigan

▪ LEONARD ▪ ADDISON TWP ▪ OXFORD TWP ▪ VILLAGE OF OXFORD ▪ ORION TWP ▪



TRAIL RECREATION MASTER PLAN PUBLIC INPUT & REVIEW

The Polly Ann Trail would like you to reivew the Draft 2013-2017 Polly Ann Trail Recreation Master Plan. The Public Hearing on the 2013-2017 DRAFT Recreation Master Plan will be held at the Polly Ann Trailway Management Council Regular Meeting on Wednesday, April 17, 2013 commencing at 3:00 p.m. at the Oxford Village Offices, 22 West Burdick Street, Oxford, MI 48371.

All citizens are encouraged to attend and participate.

AVAILABLE ONLINE AT: WWW.POLLYANNTRAILWAY.ORG

Please provide any comments to the Trail Manager at:

23 East Elmwood

PO Box 112

Leonard, MI 48367

Email: manager@pollyanntrailway.org

Phone: (248) 969-8660

PUBLIC HEARING

OXFORD VILLAGE OFFICES

22 W Burdick St

Oxford, MI 48371

April 17, 2013 at 3:00 p.m.

The Public Review Notice and a copy of the Draft Master Plan were posted for a month at each of the five municipal offices.

Public Hearing Notice



The April 17, 2013 Public Hearing Notice was printed in the *Oxford Leader Newspaper* on April 10, 2013.

Resolution of Adoption

WHEREAS, the Polly Ann Trail Management Council is made up of representatives from Orion Township, Oxford Township, Village of Oxford, Addison Township, and the Village of Leonard, and

WHEREAS, the Polly Ann Trail Management Council began the process of developing a trail recreation and natural resource conservation plan in accordance with the most recent guidelines developed by the Michigan Department of Natural Resources and made available to local communities, and

WHEREAS, residents of the Polly Ann Trail Management Council planning area were provided with a well-advertised opportunity during the development of the draft plan to express opinions, ask questions, and discuss all aspects of the recreation and natural resource conservation plan, and

WHEREAS, the public was given a well-advertised opportunity and reasonable accommodations to review the final draft plan for a period of at least one month, and

WHEREAS, a final public comment session was held on April 17, 2013 at the Oxford Village Offices to provide an opportunity for all residents of the planning area to express opinions, ask questions, and discuss all aspects of the trail recreation and natural resource conservation plan, and

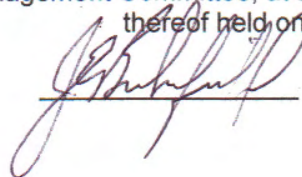
WHEREAS, the Polly Ann Trail Management Council has developed the plan as a guideline for improving recreation and enhancing natural resource conservation for the Polly Ann Trail-Oakland County Segment and all other residents of the planning area, and

WHEREAS, after the public meeting, the Polly Ann Trail Management Council voted to adopt said trail recreation and natural resource conservation plan.

NOW, THEREFORE BE IT RESOLVED the Polly Ann Trail Management Council hereby adopts the 2013-2017 Polly Ann Trail Recreation Master Plan-Oakland County Segment.

6 Yeas: 0 Nays: 4 Absent:

I, Ed Brakefield, Chairman, do hereby certify that the foregoing is a true and original copy of a resolution adopted by the Polly Ann Trail Management Committee, at a Regular/Special Meeting thereof held on the 17 day of April, 2013.



Ed Brakefield, Chairman

Public Hearing Minutes

Poliv Ann Trail Management Council

Regular Meeting Minutes

April 17, 2013 at 3:00 p.m.

Oxford Village Offices, Oxford, MI

22 W. Burdick Street, Oxford, MI 48371

Present: Council Members:

Ed Brakefield, Chairperson	{AT}
Mark Thurber, Treasurer	{OrT}
Donni Steele	{OrT}
Sue Bellairs	{OxT}
Melvin Buck Cryderman, Vice Chair	{OxT}
Doug Noaker	{LV}
Joe Young	{OV}
Bob Godkin, Citizen Rep.	

Absent:

Bruce Pearson	{AT}
Maureen Helmuth	{OV}
Mike McDonald	{LV}
David Bailey	{OV}

Others Present:

Trail Manager Juliane Bagley, Kristen Wiltfang, Susan Bossardet, Joe Young and others.

Call to Order:

Chairperson Ed Brakefield called the meeting to order at 3:01 p.m. Roll was noted.

Pledge of Allegiance and invocation were given.

Approval of Agenda:

An adopt a trail application from Complete Automation was submitted to be added as agenda item 9.D. Sue Bellairs moved, seconded by Buck Cryderman, to approve the agenda as amended. All ayes, motion carried.

Minutes

Buck Cryderman moved, seconded by Doug Noaker, to approve the March 20, 2013 meeting minutes.

All ayes, motion carried.

Public Comment: none

Treasurer's Report

Bills:

A bill listing including items from December in the amount of \$2,869.25 was presented.

Buck Cryderman moved, Mark Thurber seconded, to approve the bills as presented in the amount of \$2,869.25. By roll call vote the motion passed unanimously.

Financial Report

Treasurer Mark Thurber presented the March financial report. Sue Bellairs moved, seconded by Melvin Buck Cryderman to receive and file the financial reports. All ayes, motion carried.

Trail Manager's Report

Trail Manager Juliane Bagley presented her written report with updates.

Mark Thurber moved, seconded by Doug Noaker, to receive and file the Trail Manager's report.

By voice vote the motion carried unanimously.

Citizen Representative Report -

Bob Godkin reported on a safety concern of dead trees falling on the trail. Bob Godkin offered to survey the areas with dead trees that may fall on the trail and mark them with a paint spot.

This item is to be on the May agenda.

New Business:

Orion Chamber Renewal

Joe Young moved, Doug Noaker seconded, to approve the Orion Chamber renewal (to be placed on the May bill run). By voice vote the motion passed unanimously.

Rochester's Green Living Festival Participation

Trail Manager Juliane Bagley reported that this event was cancelled.

DDA Request for Bridge Landscaping and sign for the bridge

Sue Bossardet, representing the Oxford DDA Design Committee, presented a proposal for landscaping for the bridge and sign for the bridge. The plantings would be at the base of the bridge next to the sidewalk on both sides with four different plantings including grasses, shrubs and trees. The estimated cost for the plantings was just under \$9,000.

A sign reading "Oxford Small Done Right" is being considered as well.

Melvin Buck Cryderman moved, seconded by Doug Noaker, to approve the DDA concept for the bridge landscaping, subject to MDOT approval. All ayes, motion carried.

Adopt a trail application by Complete Automation

An adopt a trail application by Complete Automation was presented at level 3.

Sue Bellairs moved, seconded by Mark Thurber, to approve the adopt a trail application by Complete Automation. All ayes, motion carried.

Old Business

Lone Ranger Celebration Update

Mark Thurber presented an update on the Lone Ranger Celebration.

The Rural Pearl Ride on July 20 includes an equestrian event that could be promoted as well.

The Strawberry Festival needs to be included in the community events listing.

Master Plan Approval

Trail Manager Juliane Bagley reported that no comments for changes were received.
Ed Brakefield moved, seconded by Mark Thurber, to approve the 2013-17 Master Recreation Plan. A roll call vote the motion passed unanimously.

Board Comments

Buck Cryderman offered to help the kura! Pearl event.

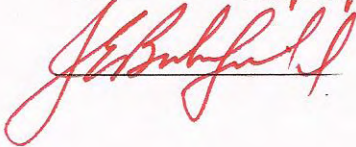
Adjournment

Sue Bellairs moved, Doug Noaker seconded to adjourn at 4:20 p.m. All ayes, motion carried

The next regular meeting is Wednesday, May 15 20, 2013- 3:00 p.m. at Rowland Hall, Leonard, MI.

Minutes initially prepared by K. Joe Young

Approved Date 5/15/2013



Chairperson

Community Descriptions

The Polly Ann Trail meanders through five communities in Northeast Oakland County. The following community descriptions provide historical origins, general characteristics, and other significant features that are unique to the area. The statistical information will be used and analyzed for the Goals and Objectives section of the Master Plan.



Municipality	1970 Census	1980 Census	1990 Census	2000 Census	2010 Census	2020 Forecast
Addison Township	2,431	4,184	4,785	6,107	5,948	6,011
Village of Leonard	378	423	357	332	403	456
Oxford Township	5,953	7,823	9,004	12,485	17,090	18,256
Village of Oxford	2,536	2,746	2,929	3,540	3,436	3,797
Orion Township	14,189	19,566	21,019	30,748	32,421	33,966

Source: U.S. Census Bureau and SEMCOG 2020 Forecast produced in 2012

Addison Township

Many of the first settlers in Addison Township arrived in the 1830s and they were attracted to the area because of its rural characteristics, as many were farmers. Most of them bought land in the township site unseen and when they arrived they were quite surprised. Most of the land the settlers had purchased was described in land sales as burnt, barren, poor, hilly, and badly timbered. It would prove to be fertile ground for crops and orchards after clearing and cultivating, but nothing could have prepared them for the vigorous time they had in settling their new homes and farms. One of the more enterprising of the early settlers was Addison Chamberlain, for whom the township is named. Chamberlain is also responsible for incorporating Addison into a township in 1837 and the first township meeting was held in his home. In the strictest sense, Addison Township had an agricultural character, but it had some manufacturing interests early on. At the forefront of the township development was Chamberlain, who was described as being fond of challenges. For a number of years, he operated the local sawmill and in 1838, he built one of the first gristmills in the area.¹



VIEW OF ROCHESTER RD
CIRCA 1918



HOMES ON LARGE LOTS

Farming, lumbering, and milling were the main occupations until the early 1900s when farming eventually became the primary way of life in the Township. Large scale production in recent decades has given way to hobby farming, gardening specialty crops, livestock production, and horse farms. Today, large lot residential uses predominate the landscape, while agricultural uses remain an important part of the rural character of the community. The small hamlet of Lakeville, located at the southern

end of Lakeville Lake, offers scenic vistas, many recreational opportunities, and remains the largest center of activity in the township, after the Village of Leonard.



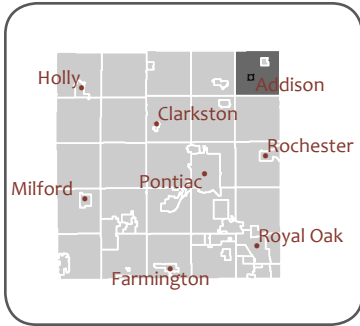
HISTORIC MILMINE HALL



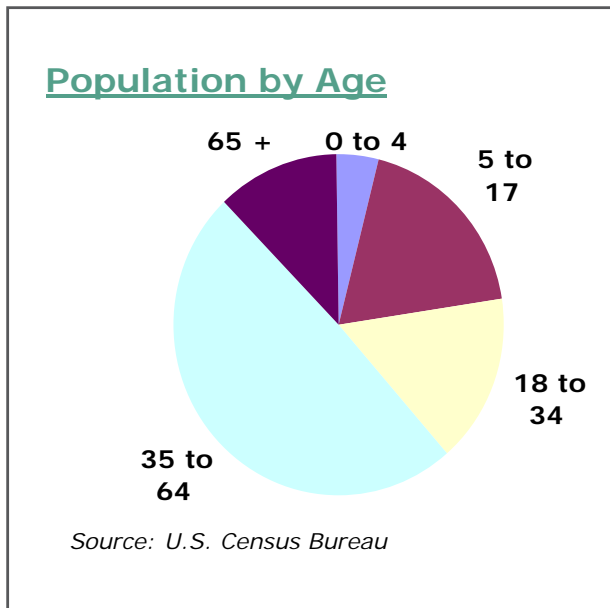
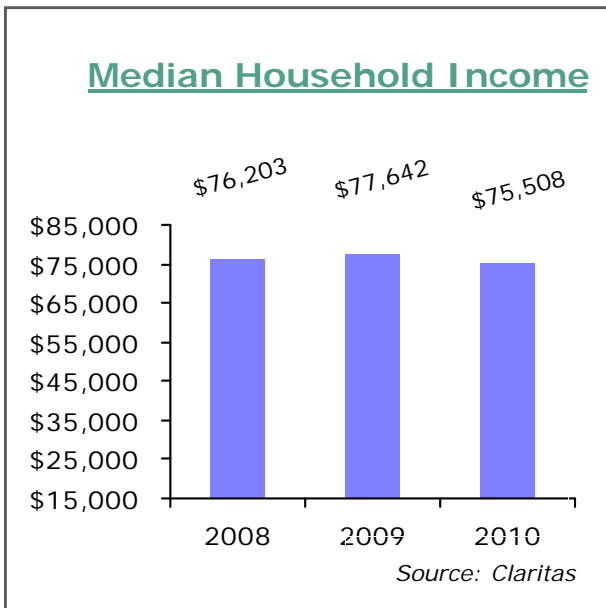
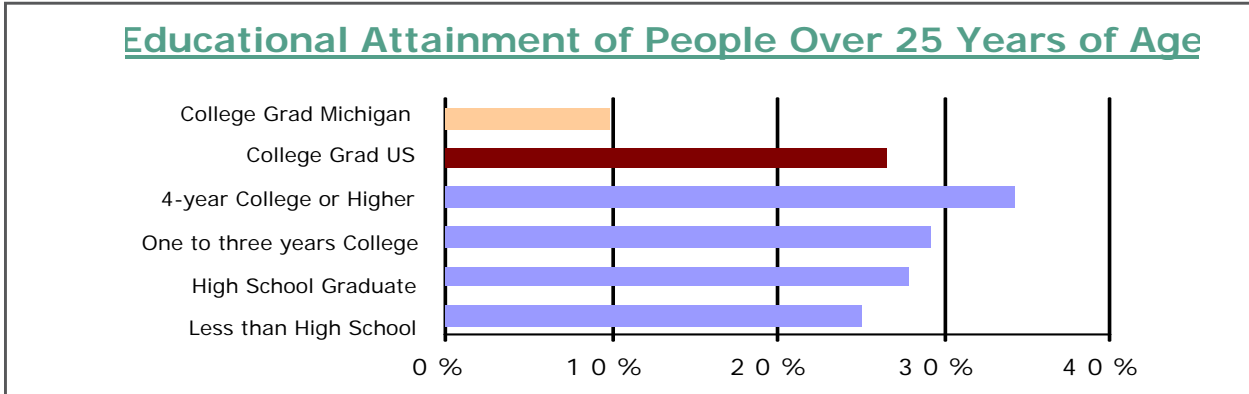
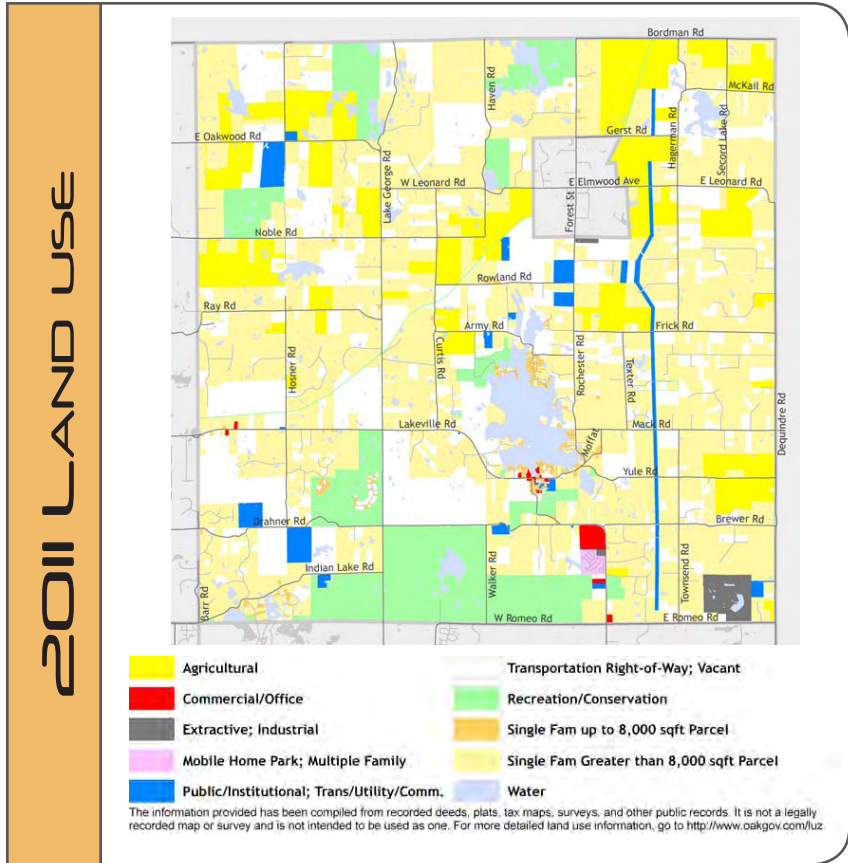
HORSE FARM



BEAUTIFUL LAKE VIEWS



Addison Township	
Size	35.6 mi ²
2000 Census Population	6,107
2010 Census Population	5,948
Polly Ann Trail Length	5.37 mi
Trail Acres	32.76 ac



Village of Leonard

The Village of Leonard is a small town tucked into the northeastern corner of Oakland County. It was founded by Leonard Rowland and first incorporated as a village in 1889 and then reincorporated in 1893. The village is centered around Elmwood and Forest Streets and measures slightly less than one square mile. In 1898, Leonard Rowland built a brick Town Hall and donated it to the community and it has served as the location for Village functions ever since. The Pontiac, Oxford, & Northern Railway was constructed in the area between 1880-1882 and made Leonard a flourishing community almost overnight. A saw mill, basket factory, apple dryer, stock yards, grain elevator, lumber sheds, and a large depot were located near the tracks. Local farmers shipped produce, lumber, grain, and livestock on outbound trains. Items ordered from Chicago mail order houses arrived daily by express or freight. A passenger train went north and one went south each morning and each evening. People arrived to work in the businesses and created a ready market for goods and services. ¹



VIEW OF DOWNTOWN LEONARD
CIRCA 1930



HOMES LOCATED NEAR DOWNTOWN

Today, the Village of Leonard has managed to maintain a rural and residential community character. Many of the buildings associated with the railroad have been torn down, moved, or repurposed. The train depot was moved to the east side of Rochester Rd., just north of the Village, and is used as a residential home. The Village is currently working on acquiring the Grain Elevator adjacent to the Polly Ann Trail with the hopes of renovating it for use as a

trailhead, trail offices, and historic/cultural attraction for trail users. The business district of the Village has seen increased traffic due in part to increased use of the trail. The economic stimulus is welcomed and needed for the sustained viability of the community.



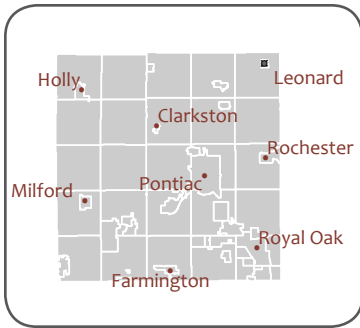
GRAIN ELEVATOR



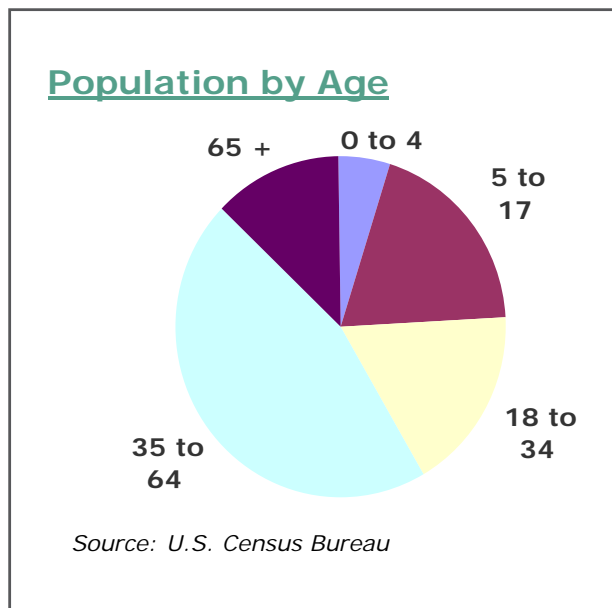
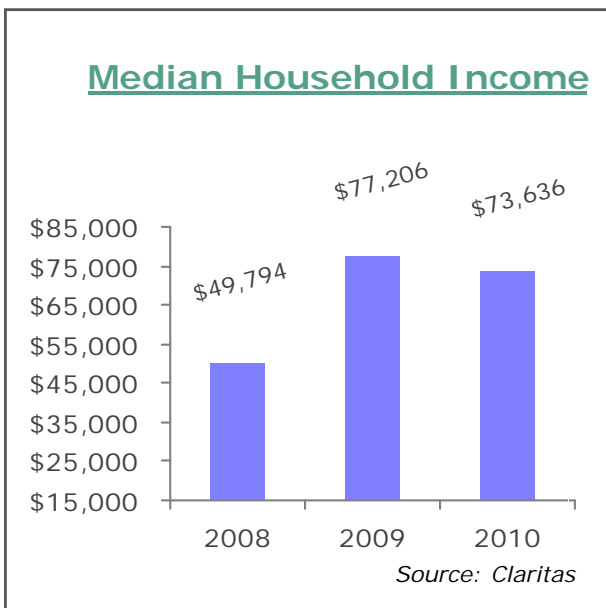
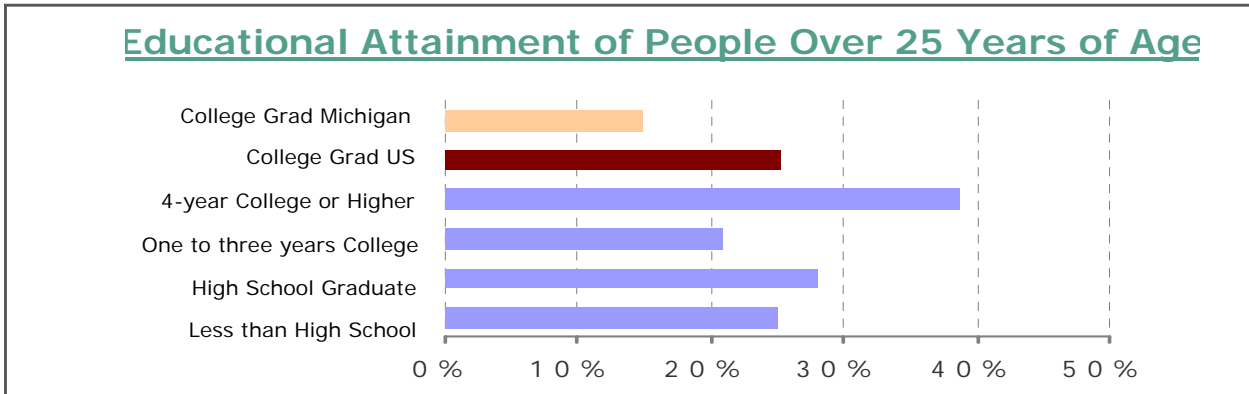
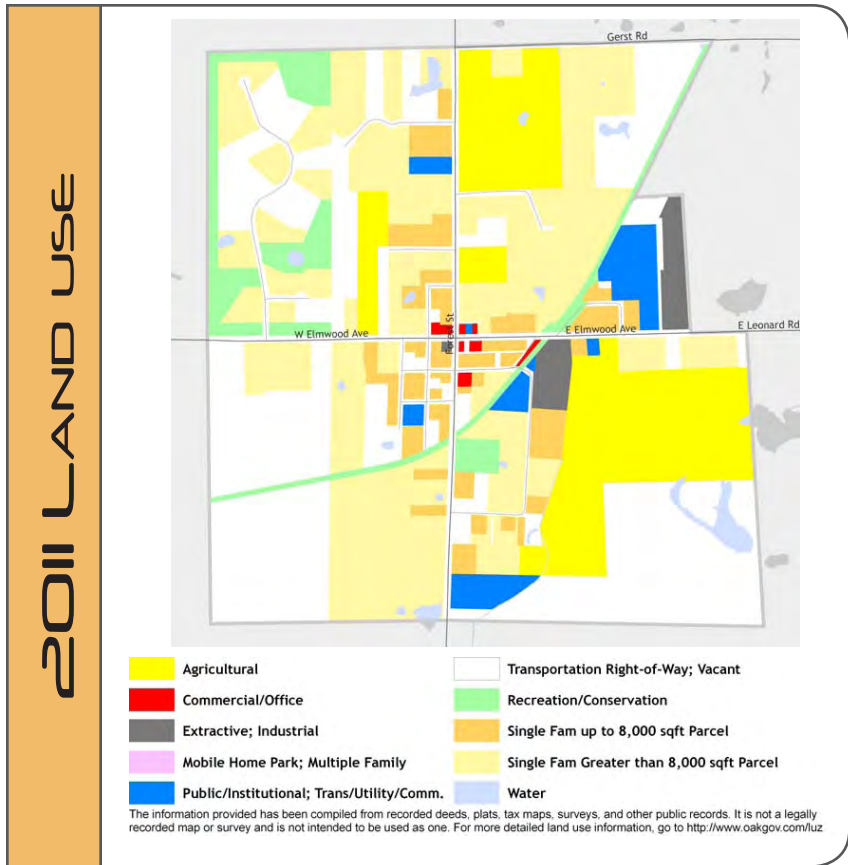
GATEWAY SIGN



ROWLAND HALL



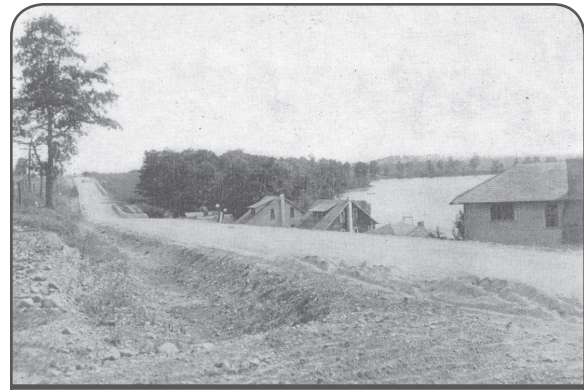
Village of Leonard	
Size	0.96 mi ²
2000 Census Population	332
2010 Census Population	403
Polly Ann Trail Length	1.32 mi
Trail Acres	9.26 ac



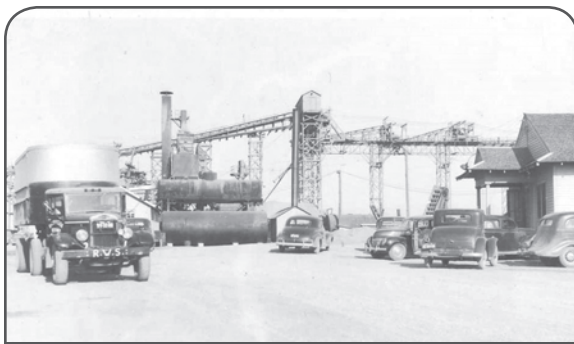
Oxford Township

Oxford Township was first settled around 1832, as pioneers moved further north looking for more virgin land. Avery Brown and Elbridge Deming were the first to settle in the township near the site where Metamora Road crosses Lapeer Road. The territorial road from Rochester to Lapeer started in 1832 roughly following the route of Lapeer Road or M-24 through Orion and Oxford Townships. It led the settlers north on a narrow, rough road later to be improved for regular commerce. By 1837, the area's population had grown and Oxford Township was incorporated. Around 1911, gravel mining operations began in the township.

Several pits operated at various times and in 1924 five of the largest gravel pits in Michigan were just outside Oxford and gave the area the well known reputation as the "Gravel Capital of the World". At that time, most of the aggregate was used in local road and bridge construction. ¹



VIEW OF LAPEER ROAD
CIRCA 1918



WARD'S SAND & GRAVEL CIRCA 1920

Over the years, Oxford Township has retained its picturesque rural atmosphere and provides residents with the best of two worlds — people can enjoy living in the country, yet still experience the conveniences of a small town with an array of shops and services. Many of the gravel mined areas have been transformed into prestigious residential developments and industrial parks. The automobile's impact on the local railroad caused the demise of much of the commerce that fed nearby centers of

business. Because of this, the small hamlets of Oakwood and Thomas, which were located along the railroads in the township, have been transformed into residential and agricultural areas. Many of manufacturers in the township supply the auto industry and join the proliferation of high tech industry spreading across this part of the county.



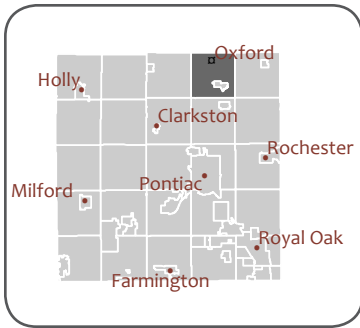
NATURAL CONNECTIONS



TREE LINED STREETS

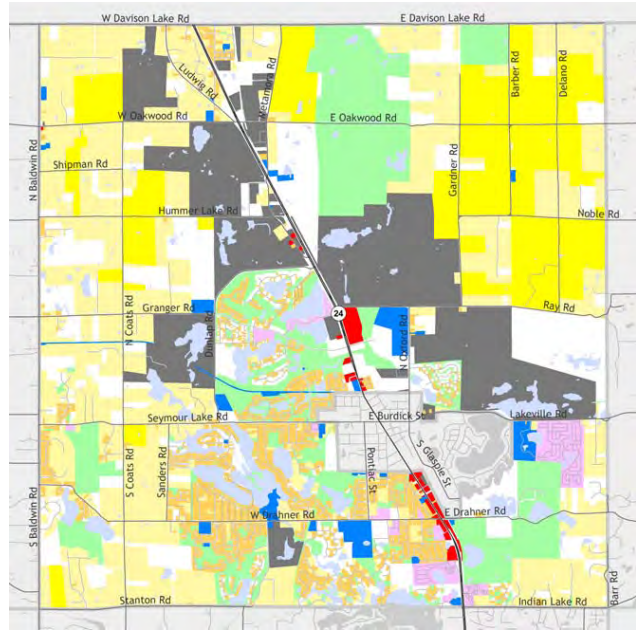


NEW NEIGHBORHOODS



Oxford Township	
Size	33.9 mi ²
2000 Census Population	12,485
2010 Census Population	17,090
Polly Ann Trail Length	4.16 mi
Trail Acres	25.5 ac

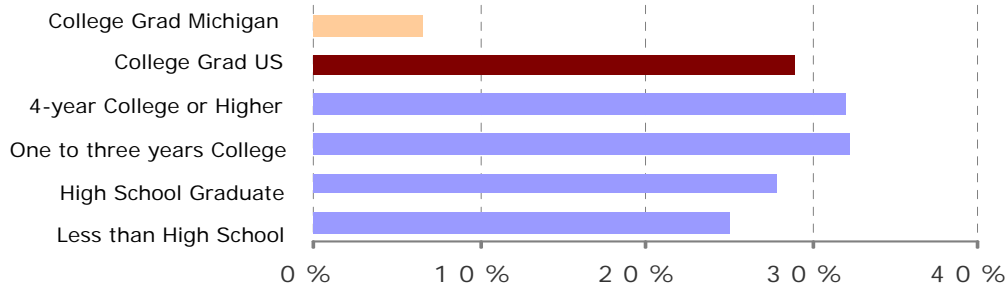
2011 LAND USE



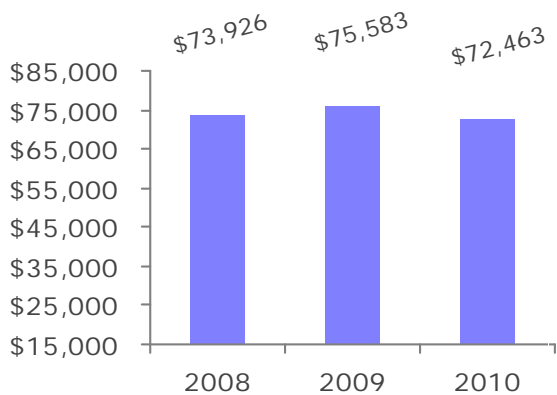
- Agricultural
- Transportation Right-of-Way; Vacant
- Commercial/Office
- Recreation/Conservation
- Extractive; Industrial
- Single Fam up to 8,000 sqft Parcel
- Mobile Home Park; Multiple Family
- Single Fam Greater than 8,000 sqft Parcel
- Public/Institutional; Trans/Utility/Comm.
- Water

The information provided has been compiled from recorded deeds, plats, tax maps, surveys, and other public records. It is not a legally recorded map or survey and is not intended to be used as one. For more detailed land use information, go to <http://www.oakgov.com/>

Educational Attainment of People Over 25 Years of Age

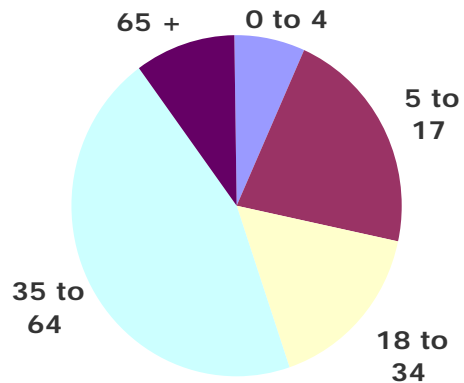


Median Household Income



Source: Claritas

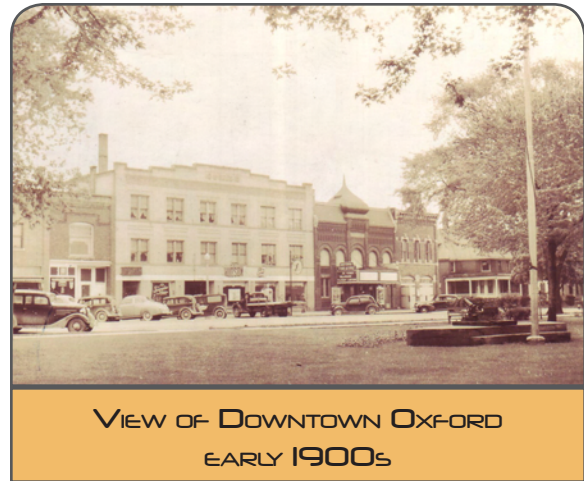
Population by Age



Source: U.S. Census Bureau

Village of Oxford

The charter to officially incorporate the Village of Oxford was adopted in January 1876. The Village began to thrive with the arrival of rail service and was one of the few towns to be at the confluence of three rail lines — the Flint Division of the Detroit United Railway, the Bay City Division of the Michigan Central Railroad, and the Pontiac, Oxford, & Northern Division of the Grand Trunk System. All of the activity from the railroads caused the town to be a hub of commerce shipping and receiving goods via the tracks. A few of the local industries include the Oxford Valley Mills, Oxford Cooperage, Oxford Carriage Factory, Oxford Agricultural Works, Vinegar Company, Findon Brewery, and Brown Marble Works. The Village also had businesses typical of a railroad town such as a blacksmith shop, grain elevator, lumber yards, machine shops, hotels, electric station, and greenhouses.¹



VIEW OF DOWNTOWN OXFORD
EARLY 1900s



VILLAGE OF OXFORD EARLY 1900s

For over 130 years, Oxford has been developing character; the village maintains a small town look with the addition of modern amenities. Top-notch schools and a new, state-of-the-art public library attest to the modern status of this area. Downtown continues to offer an array of unique shops, restaurants, a movie theatre, and other business services. Many village homes have historical character, which contributes to the overall quaint character of this community. Today, all of the rails and

tracks have been removed from the Village and it is bisected by Lapeer Road (M-24), which serves as the dominant mode of transportation in the area. M-24 is an important north-south corridor providing direct access to I-69 linking Flint and Port Huron. It is also linked to I-75 with its amazing connections throughout Metro Detroit and the state, once again placing Oxford at an excellent juncture.



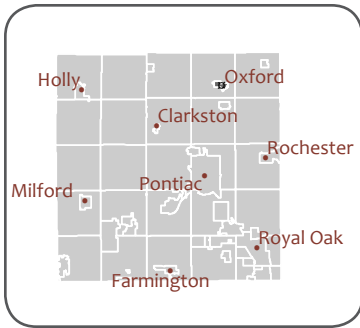
HISTORIC CHARM



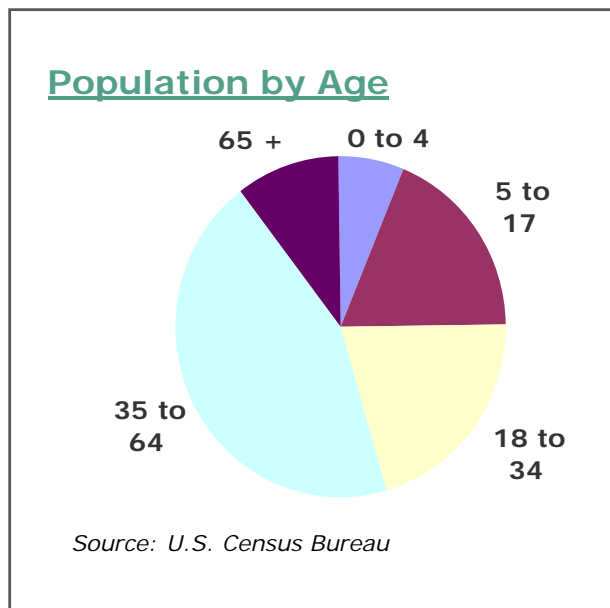
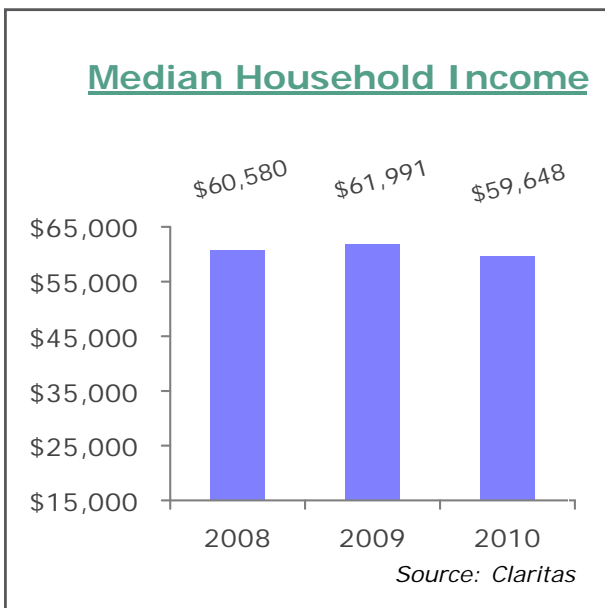
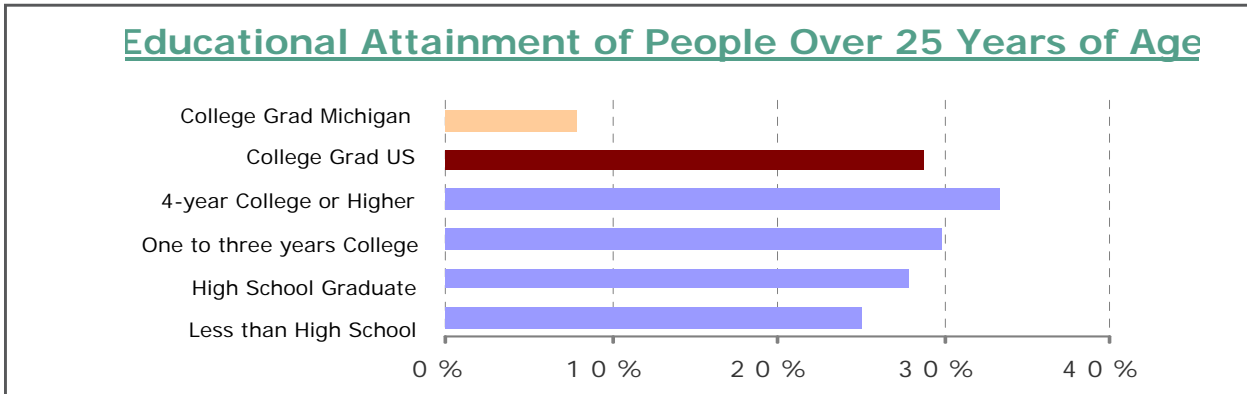
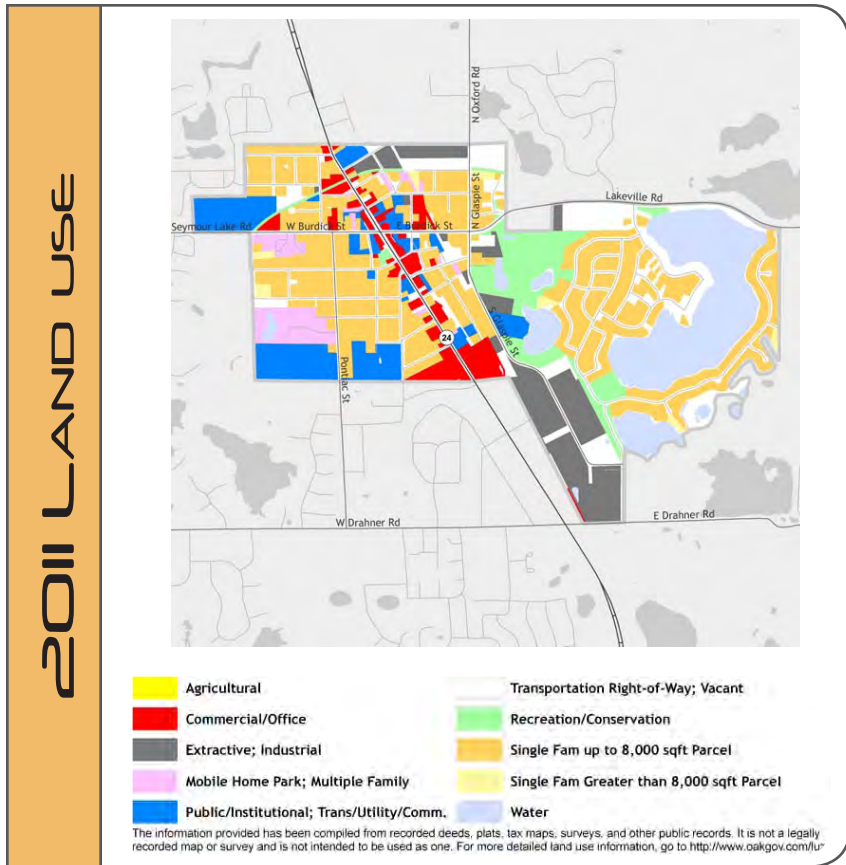
PAT BRIDGE OVER M-24



DOWNTOWN OXFORD



Village of Oxford	
Size	1.47 mi ²
2000 Census Population	3,540
2010 Census Population	3,436
Polly Ann Trail Length	0.94 mi
Trail Acres	4.47 ac



Orion Township

Historically, Orion Township was settled for agriculture and forestry. The land surface of the Township was originally covered with timber, principally oak. This was quite heavy along the water courses and lighter on the more elevated grounds, often terminating in openings. Quite an area was also covered with pine. After much of the timber was harvested, farms with names like Pleasant View, Meadow Brook, Lone Pine and Sunny Ridge began to dot the landscape. In the late 1800s, the Michigan Central Railroad and the Detroit United Railway put down tracks in the area and with them brought many tourists to the area. The railroads offered an escape from city life out to Orion Township, which became known as a resort community because of the many lakes and natural surroundings. The farmers of Orion Township would load up their wagons with produce and make deliveries to hotels and restaurants in the nearby Village of Lake Orion. Orion Township was officially incorporated in 1835. ¹



The boom of the automobile industry made Orion a satellite community of Pontiac with Orion providing much of the “bedroom community” housing for the waves of people coming into the area seeking employment. The General Motors Orion Assembly Plant began production in 1983 and continues to manufacture automotive products. The property is directly adjacent to the remaining active portion of the old Pontiac, Oxford, & Northern Railroad. Orion Township has

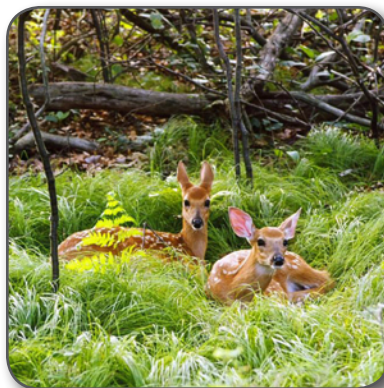
embraced the resort character through the years retaining large open spaces, numerous lakes, and acres of parkland. It's official motto remains “Where living is a vacation”.

¹Adapted from *Oakland County Book of History*. Hagman, Arthur A. 1970.

Adapted from *History of Oakland County, Michigan*. Seeley, Thaddeus D. 1912.



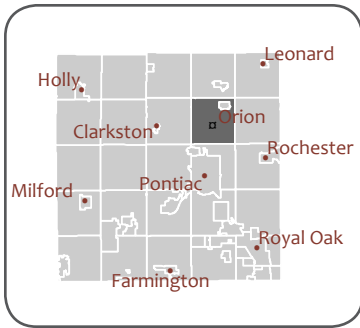
NATURAL BEAUTY ROAD



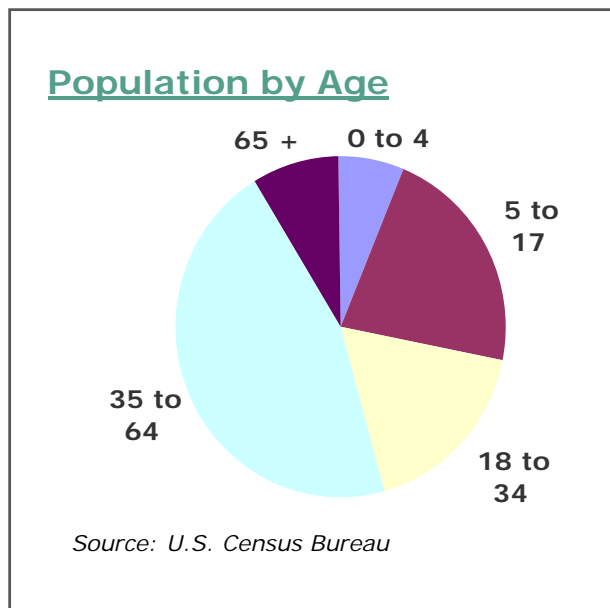
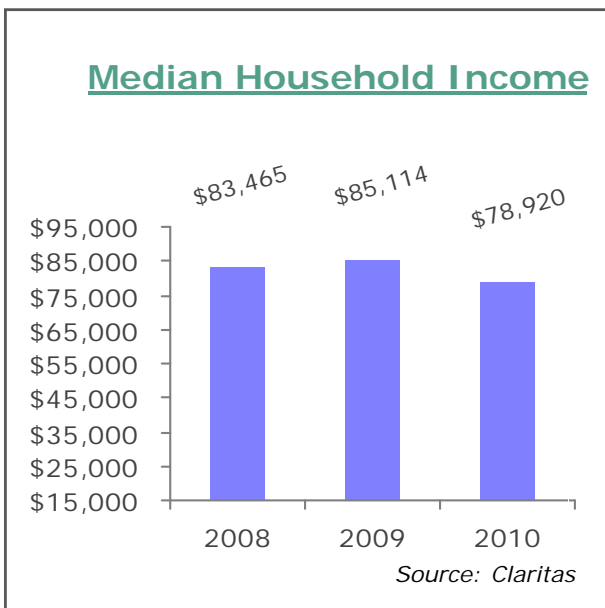
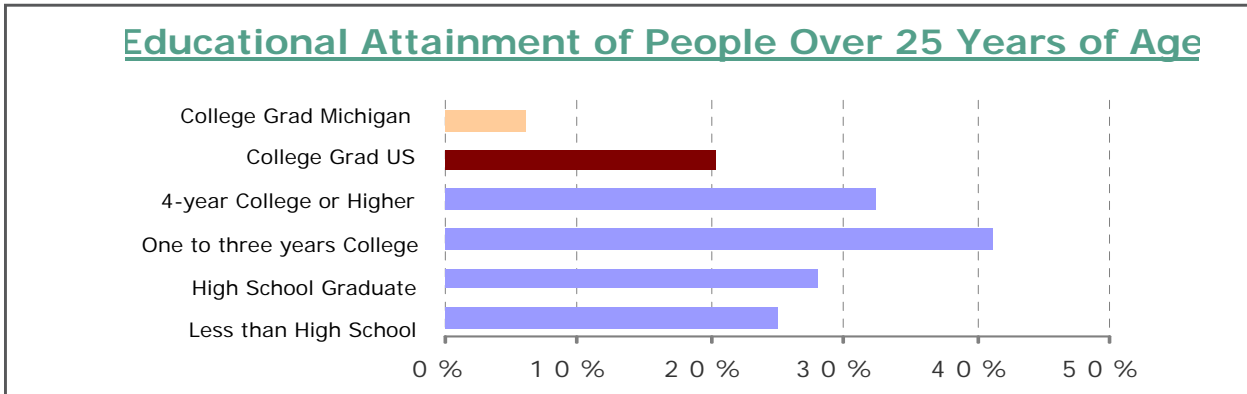
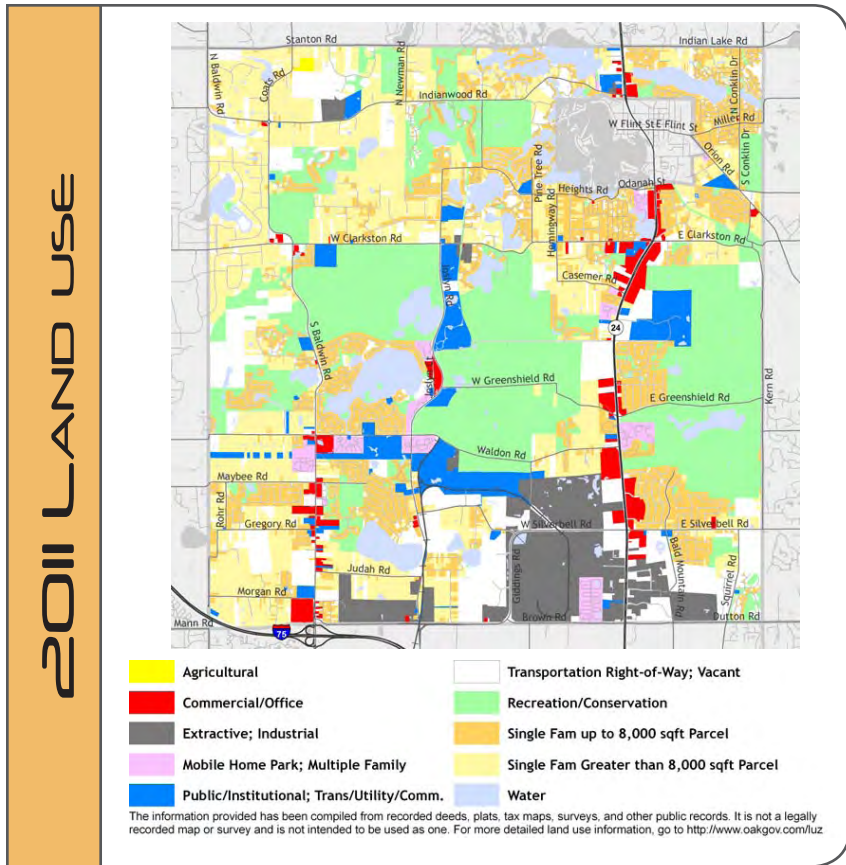
WOODLAND CREATURES



HISTORIC RAILROAD BRIDGE



Orion Township	
Size	34.6 mi ²
2000 Census Population	30,748
2010 Census Population	32,421
Polly Ann Trail Length	3.94 mi
Trail Acres	33.41 ac



Goals & Objectives

The Polly Ann Trailway Management Council has defined the following goals and objectives for the next five years. They have factored in the comments provided by the public, community input, and trail user feedback. The six major goals to address are:

- Goal 1: Improve Trail Maintenance Operations
- Goal 2: Develop Marketing Strategy
- Goal 3: Expand and Improve Events
- Goal 4: Develop and Improve Connections to Area Trails, Parks, and Attractions
- Goal 5: Improve Signage
- Goal 6: Enhance Safety



—— Goal 1: Improve Trail Maintenance Operations ——

- Objective #1: Identify areas that are in need of invasive plant species removal
- Objective #2: Define guidelines and an annual schedule for grass mowing and trimming
- Objective #3: Reduce the amount of animal waste on the trail
 - » Post pet owner responsibilities and etiquette
- Objective #4: Restore native habitat and vegetation between the trail and neighboring parcels
- Objective #5: Develop Adopt-a-Trail program to assist with trail clean up
- Objective #6: Perform bridge and trail inspections on a regular basis
- Objective #7: Identify existing and potential washout areas on the trail shoulder



Goal 2: Develop Marketing Strategy

- Objective #1: Keep trail website up to date with current information
- Objective #2: Sell merchandise on the trail website, at events, and in community offices
- Objective #3: Create a Giving Catalogue of donated items that are needed by the PATMC and Trail Manager
- Objective #4: Explore ways to improve community outreach methods
- Objective #5: Keep Facebook page up to date and post current events and material
- Objective #6: Update Polly Ann Trail map/Users Guide
- Objective #7: Create a Friends of the Polly Ann Trail and meet on a regular basis



Goal 3: Expand and Improve Events

- Objective #1: Evaluate the Rural Pearl of a Ride and modify the routes and include a run/walk option
- Objective #2: Coordinate with the Strawberry Festival in the Village of Leonard
- Objective #3: Revive the Pony Express Ride, an equestrian event on the trail
- Objective #4: Work with local parks to offer a mountain biking event on/near the trail
- Objective #5: Create a schedule of work days and clean up events



———— Goal 4: Develop and Improve Connections ————

- Objective #1: Improve the Polly Ann Trail to Paint Creek Trail connectors
- Objective #2: Develop a connection to the Macomb Orchard Trail
- Objective #3: Create a loop system to Addison Township Watershed Preserve, Lake George Nature Park, and Addison Oaks County Park
- Objective #4: Explore working with Brandon Township to create the Detroit United Railway connector trail to Ortonville
- Objective #5: Work with the appropriate agencies on the proposed Belle Isle to Wisconsin cross state trail
- Objective #6: Improve connections to area parks, trailhead parking lots, local attractions and businesses, and neighborhoods
- Objective #7: Acquire Leonard Mill and provide on site trail amenities
- Objective #8: Explore future equestrian links with Addison Oaks County Park, Bald Mountain State Recreation Area, and ITC Transmission Corridor
- Objective #9: Maintain and improve linkages to Orion Center, libraries, schools, and other local parks



Goal 5: Improve Signage

- Objective #1: Update and create a signage manual that will define the locations and types of signs and amenities that will be installed along the trail
 - » Interpretive
 - » Wayfinding
 - » Gateway
 - » Mile Markers
 - » Feature ID
 - » Pavement Confidence Markers
 - » Warning Signs
 - » Shade Shelters
 - » Restrooms
 - » Map Kiosks
 - » Adopt-a-Trial
 - » Benches
 - » Trash Receptacles
 - » Bike Racks
 - » Art Installations
 - » Trail Etiquette
 - » Trail Rules & Hours of Operations
 - » Bike Repair Stations
 - » Water/Drinking Fountain
- Objective #2: Define the style and look of the signs and amenities found along the trail
- Objective #3: Coordinate mile markers with Lapeer County
- Objective #4: Determine location of regulatory and warning signs



Goal 6: Enhance Safety

- Objective #1: Evaluate and install warning and regulatory signage along the trail
- Objective #2: Install lighting at trail/road intersections
- Objective #3: Pave trail/road approaches and install ADA detectable warning strips
- Objective #4: Promote Other Powered Driven Mobility Device and ADA Policies
- Objective #5: Post and enforce No Hunting and No Motorized Vehicles on the trail
- Objective #6: Realign trail/road intersections to a 90° angle and narrow the approaches to discourage motorized vehicles on the trail



SCRIPPS ROAD CROSSING

Action Program

The following Action Program is intended to outline the improvements and projects that will help accomplish the defined Goals & Objectives and meet the needs of all trail users. The action items are based off of the feedback from the public input sessions, trail user survey, and community input. The PATMC realizes that these projects and some details of the plan may change over time. Therefore, this chapter of the Master Plan should be reviewed on a regular basis to account for a shift in priorities, modifications of funding sources, and the ever changing cost of materials, labor, and land prices.

SPRING EQUESTRIAN TRAIL RIDE



Capital Improvement Schedule

Project	Goal /Obj.	Potential Project Partners	Funding Source	Timeline
Remove invasive plant species	1 / 1	Volunteers	GB	Ongoing
Repair Paint Creek Drain Bridge (James Lumber Bridge)	1 / 6	Local Communities, DEQ	DNR Rec. Passport	Medium Term
Identify and repair washouts along the trail	1 / 7	DNR	DNR, GB	Short Term
Connect the Polly Ann Trail with Paint Creek Trail	4 / 1	PCTC, RCOC, Local Communities	Act 51, GB, Donations	Medium Term
Connect the Polly Ann Trail with Macomb Orchard Trail	4 / 2	MOT, RCOC, MCDR, Local Communities	Act 51, GB, Donations	Long Term
Improve links to parking lots, civic buildings, parks, businesses	4 / 6	Local Communities, Businesses	Donations, DALMAQ	Medium Term
Acquire Leonard Mill & provide trail amenities	4 / 7	Local Communities, OCPEDS	MNRTF, TA, Local Funds	Short Term
Update Signage Manual	5 / 1	OCPEDS, Local Communities	GB	Medium Term
Install warning & regulatory signage	6 / 1	DNR, Local Communities	DNR, GB	Short Term
Improve road/trail intersections	6 / 2,3,6	RCOC, Local Communities	TA, Local Funds	Long Term

DEQ: Department of Environmental Quality
 DNR: Department of Natural Resources
 PCTC: Paint Creek Trailways Commission
 RCOC: Road Commission for Oakland County
 MOT: Macomb Orchard Trail
 MCDR: Macomb County Department of Roads
 OCPEDS: Oakland County Planning & Economic Development Services

GB: General Budget
 DNR: Department of Natural Resources
 DALMAC: MNRTF: Michigan Natural Resources Trust Fund
 TA: Transportation Alternatives



WASHOUT ON TRAIL SHOULDER

Department of Natural Resources Recreation Passport Grant

The Local Public Recreation Facilities Fund was created in 2010 and money for this fund is derived from the sale of the Recreation Passport, which replaces the resident Motor Vehicle Permit for state park entrance. Projects funded by the Recreation Passport grant have the primary purpose of providing public recreation opportunities or facilities and infrastructure to support public recreation activity. A minimum of 25% match is required for proposed projects.

Michigan Natural Resources Trust Fund Grant

The MNRTF was created in 1976 and the source of the funds comes from the sale of oil, gas, and mineral leases and royalties from their extraction on state lands. The grant provides funding for both the acquisition of land for recreation or protection of land because of its environmental importance or scenic beauty and the appropriate development of land for public outdoor recreation use. A minimum of 25% match is required for proposed projects.

Act 51 Funds

Act 51 creates a fund into which specific transportation taxes in Michigan are deposited, and prescribes how these revenues are to be distributed and the purposes for which they can be spent. Act 51 establishes jurisdictional road networks, sets priorities for the use of transportation revenues, and allows bonded indebtedness for transportation improvements and guarantees repayment of debt.

Of the funds allocated from the Michigan Transportation Fund to the State Trunk Line Fund and to the counties, cities, and villages, the law states that “a reasonable amount, but not less than 1% of those funds” must be expended for “construction or improvement of non-motorized transportation services and facilities”. An improvement in a road, street, or highway that facilitates non-motorized transportation by “the paving of unpaved road shoulders, widening of lanes, the addition or improvement of a sidewalk in a city or village, or any other appropriate measure shall be considered to be a qualified non-motorized facility”.

Transportation Alternatives Program (MDOT & SEMCOG)

The Transportation Alternatives Program is a competitive grant program that funds projects such as non-motorized paths, streetscapes, and historic preservation of transportation facilities, that enhance Michigan's intermodal transportation system and provide safe alternative transportation options. These investments support place-based economic development by offering transportation choices, promoting walkability, and improving the quality of life. The program uses Federal Transportation Funds designated by Congress for these types of activities.

DALMAC Fund

The DALMAC Fund is sponsored by the Tri-County Bicycle Association and was founded in 1975. The money in the fund comes from the annual Dick Allen Lansing to Mackinaw bicycle tour. The DALMAC Fund provides small grants for construction and design of bicycle facilities, bicycle education programs, bicycle promotion activities, purchase of bicycles and related equipment, and developing bicycle routes or maps.

Private Donations

These funds may be obtained from local citizens, businesses, philanthropic foundations, and other groups and may be in the form of cash donations, volunteer labor, material donations, technical services, and advertising.



Statewide Trail Connections

In December 2012, Governor Rick Snyder announced his plan for a 924-mile hiking and biking trail from Belle Isle to Wisconsin. This announcement came as an outline to help the state become more environmentally friendly and energy-efficient. The Polly Ann Trail has been identified as a key component in this cross state trail. This proposal will help make essential trail connections and bring local tourism, economic development, and recreational opportunities.



PROPOSED TRAIL FROM BELLE ISLE TO WISCONSIN

Gov. Rick Snyder wants to bolster the state's existing trails, connecting several stretches to create a single, 599-mile stretch from Belle Isle in Detroit to Wisconsin. The map is conceptual, meaning that proposed trails may shift.

TOTAL LENGTH
924
MILES

UPPER PENINSULA
152
MILES NEEDED

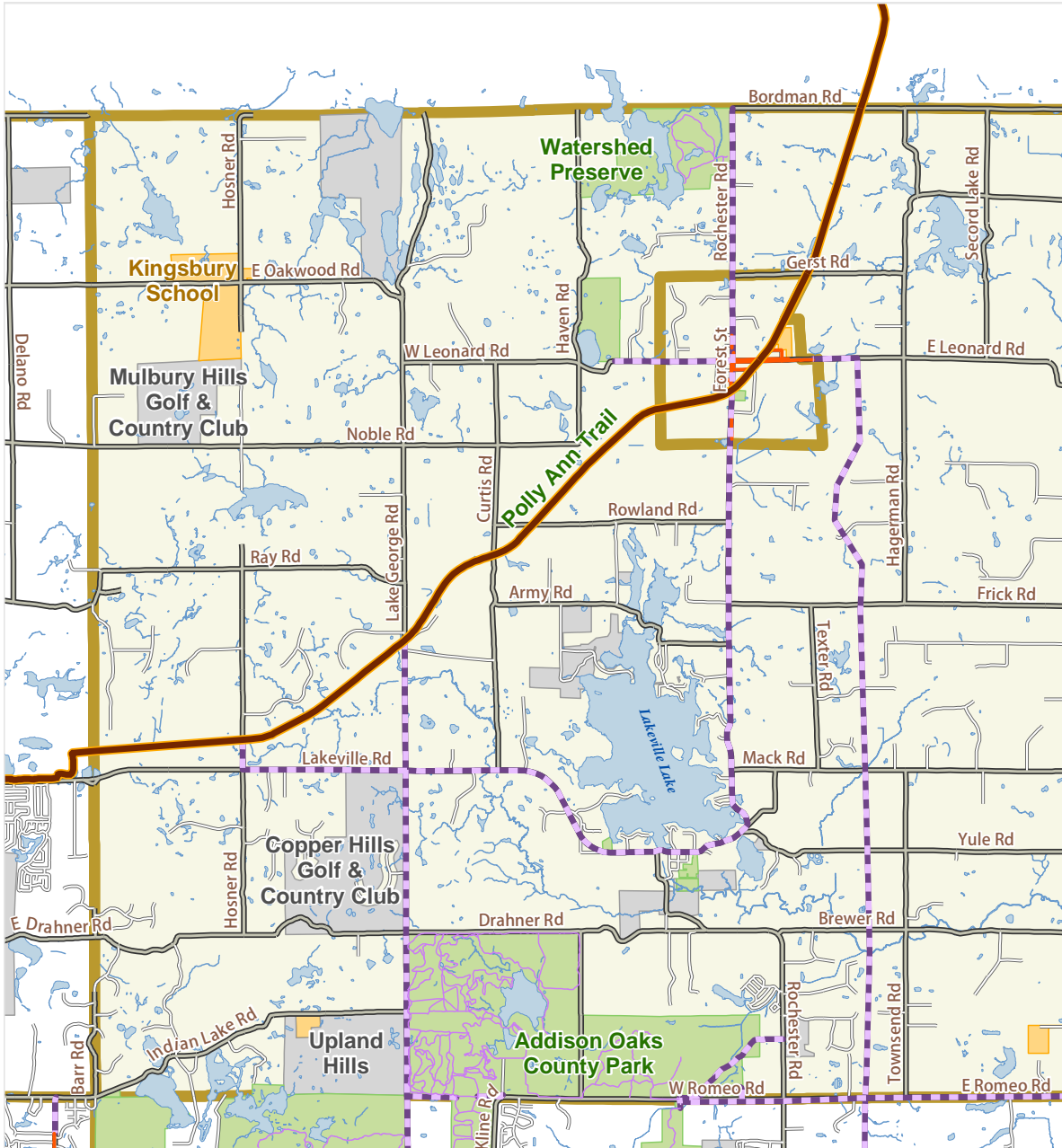
LOWER PENINSULA
81.5
MILES NEEDED

SOURCES: The State of Michigan, Department of Natural Resources

MARTHA THIERRY/DETROIT FREE PRESS

Addison Township Trail Connections

The following map was identified in the *Park, Recreation, and Open Space Master Plan 2012-2013* for Addison Township. The Township has a desire create non-motorized linkages between the Polly Ann Trail and Addison Oaks County Park, ITC Transmission Corridor, Bald Mountain State Recreation Area, Lake George Nature Park, Watershed Preserve, Lakeville, Leonard, and the Township Offices.





Oakland County Michigan

 L. Brooks Patterson, County Executive

OAKLAND COUNTY

 PLANNING & ECONOMIC DEVELOPMENT SERVICES

Executive Office Building

 2100 Pontiac Lake Road


 Building 41 West

 Waterford, MI 48328-0412

 248.858.0720

www.oakgov.com/peds









Addison Township Parks & Pathways


Environmental Stewardship Program
 

 Oakland County Planning & Economic Development Services

Map Created on October 25, 2011

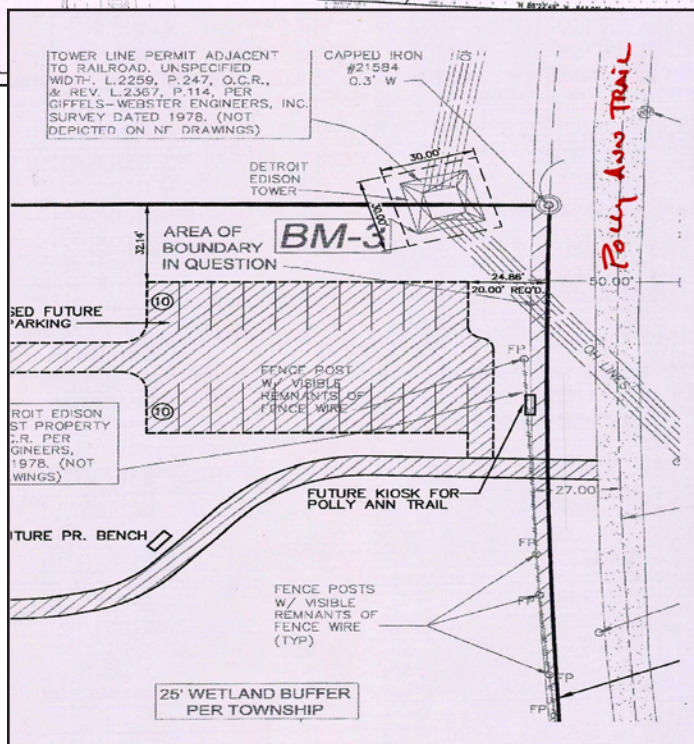
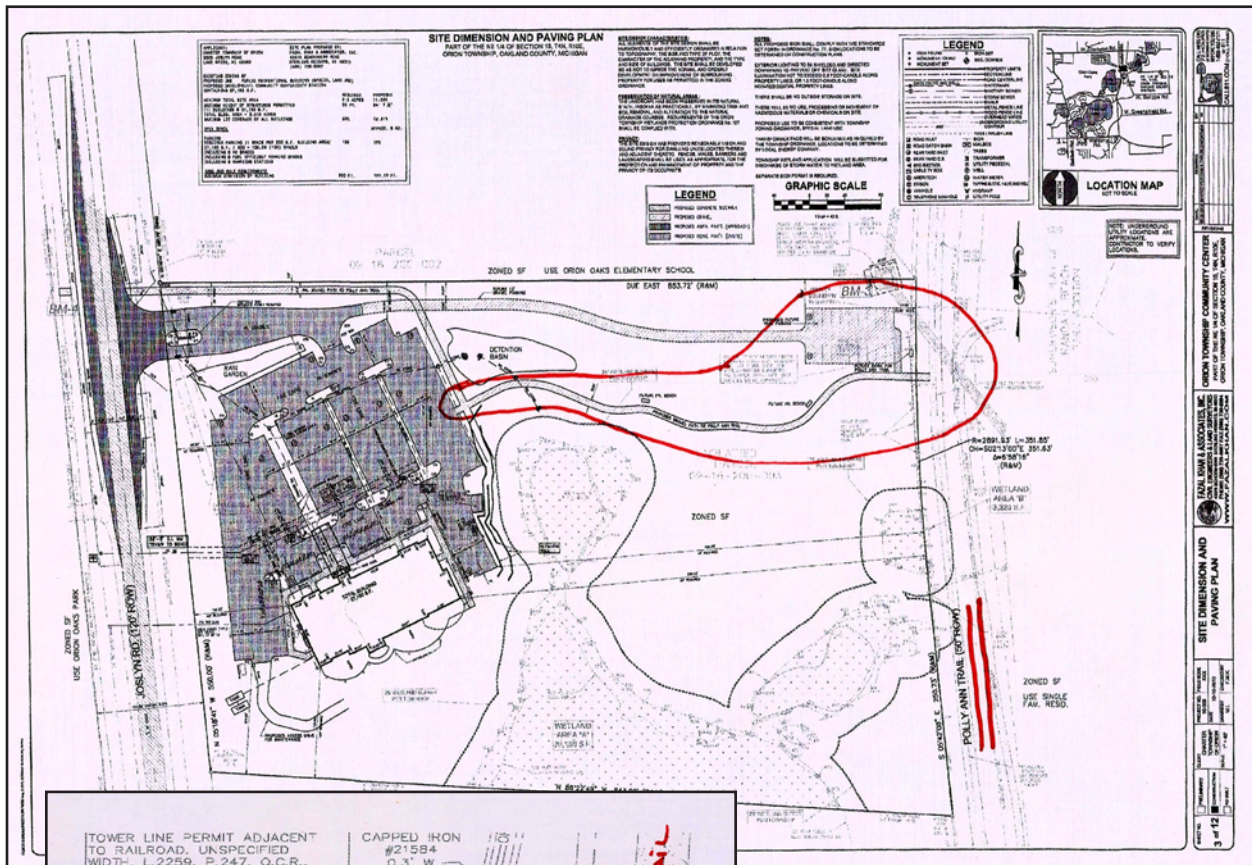
The information provided herewith has been compiled from recorded deeds, plats, tax maps, surveys and other public records. It is not a legally recorded map or survey and is not intended to be used as one. Users should consult the information sources mentioned above when questions arise.

-  Proposed Pathway
-  Existing Park Path
-  Existing Sidewalk
-  Existing Trail
-  Recreation Land
-  School
-  Private Recreation Land
-  Municipal Boundary



Orion Center Connection

The newly constructed Orion Center is located directly adjacent to the Polly Ann Trail. The goal is to put a small parking lot behind the Orion Center with a park like walkway from the Center to the Polly Ann Trail. This connection will make trail accessible for seniors and other Center visitors. It is important to also provide wayfinding signage on the trail and at the Center to help guide trail users.



Leonard Mill

One of the most closely identified landmarks on the trail and unique to Leonard is the original structure known as the Leonard Mill, which is situated alongside the Polly Ann Trail. This building, with its unique shape and location, has languished for nearly 10 years without use and with minimal maintenance. Residents and visitors alike have long identified the Village with the Mill building. Retention and development of the Mill presents a unique opportunity that will serve to enhance the enjoyment of visitors and residents alike.

The Mill's proximity to the Polly Ann Trail lends itself to a number of potential uses that are lacking for users of the Trail. Restoration of the facades and roofs would require extensive repair, but the structure itself has been determined by structural engineers to be safe and physically secure. The Village envisions the Mill as becoming a trailside rest stop, with the potential of having some vending and possibly trail dedicated retail or repair services for peak period trail use. There are no public shelters along the Trail currently that offer temporary shelter from inclement weather. That use is certainly a possibility due to the size and location of the Mill. There is also the opportunity to create a mini-museum that could detail the history of the Polly Ann Trail, the railroads that preceded it, and the associated history of Leonard.



Appendices

- Appendix A: Polly Ann Trailway Management Council Interlocal Agreement
- Appendix B: Summary of Events and Accomplishments
- Appendix C: User Survey
- Appendix D: User Survey Results
- Appendix E: Koenig Easement
- Appendix F: Transmittal Letters



**INTERLOCAL AGREEMENT
TOWNSHIPS OF ORION, OXFORD, ADDISON,
VILLAGES OF OXFORD AND LEONARD
AGREEMENT TO ESTABLISH POLLY ANN TRAILWAY MANAGEMENT COUNCIL, INC.**

THIS INTERLOCAL AGREEMENT (the "Agreement") is entered into pursuant to the Urban Cooperation Act of 1967, 1967 PA 7, as amended ("Act 7"), MCL 124.501 et. seq. and Part 721 of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended ("Act 451"), MCL 324.72101 et. seq., by and between the Townships of Orion, Oxford, and Addison; the Villages of Oxford and Leonard (the "Parties"), for the purpose of establishing and providing for the powers and duties of the POLLY ANN TRAILWAY MANAGEMENT COUNCIL, INC. (the "COUNCIL"). Each of the Parties is a "governmental agency," as that term is defined in Act 451, and a "public agency", as that term is defined in Act 7, with the power to carry out the programs described in this Agreement. The Parties have each determined that the Parties will be able to provide the trailway programs described in this Agreement on a more cost effective basis if the Parties carry out such programs jointly.

SECTION 1: ESTABLISHMENT AND PURPOSE

There is hereby established a separate legal entity to be known as the Polly Ann Trailway Management Council" (the "Council") for the purpose of administering this Agreement. The Council shall be a public body corporate having the powers functions and duties provided in this agreement, for the purpose of operating and maintaining that portion of 1 or more Michigan trailways located on state owned land pursuant to an agreement entered into under section 72105 of Act 451 of 1994, (MCL 324.72105) between the Michigan Department of Natural Resources (the "DNR") and the Council.

SECTION 2: MEMBERSHIP

MEMBER UNITS to the COUNCIL shall be those Parties who are signatories to this Agreement. The COUNCIL shall be considered an established public corporation when two local governments of the Parties named above have entered into this Agreement. Subsequent to the effective date of the COUNCIL, other local governments, whether or not named above, may become MEMBER UNITS by entering into this agreement. The COUNCIL may require, as a condition of membership, a fair share contribution agreement between the COUNCIL and any proposed MEMBER UNIT, if the COUNCIL determines that such agreement is necessary to provide fair allocation of costs among present and proposed MEMBER UNITS. All local governments who are signatories to this agreement shall have full MEMBER UNIT status in accordance with this agreement. This agreement and any agreement entered into or obligation incurred by any MEMBER UNIT in accordance with this agreement, shall be binding upon that MEMBER UNIT'S successor in interest, if any.

SECTION 3: GOVERNANCE

A. COUNCIL

1. The COUNCIL shall be composed of two (2) persons from each MEMBER UNIT, one of which shall be a member of the MEMBER UNIT'S governing body; and one (1) non-voting citizen at large who shall be a resident of a MEMBER UNIT. The governing body of each MEMBER UNIT shall, by resolution, appoint its representative(s). The non-voting citizen at large shall be appointed by the duly appointed MEMBER UNIT council representatives.
2. At least once every two years, each MEMBER UNIT shall certify to the COUNCIL the persons appointed pursuant to Section 3, A, 1.
3. Councilpersons shall serve at the pleasure of their MEMBER UNIT and may be removed by resolution of their MEMBER UNIT governing board at any time with or without cause. Councilpersons who are members of a MEMBER UNIT governing board shall not serve beyond their term on the governing board, unless the other Councilperson from that MEMBER UNIT is then a member of that MEMBER UNIT'S governing board. The non-voting citizen at large shall serve a two year term, commencing from the date of appointment.
4. Any vacancy on the COUNCIL arising for any reason shall be filled by appointment of the MEMBER UNIT governing board that made the original appointment, within forty-five (45) days of the vacancy, for the remainder of the unexpired term. A MEMBER UNIT shall certify to the COUNCIL persons appointed pursuant to this paragraph. A vacancy for any reason in the non-voting citizen at large position shall be filled by the COUNCIL within forty-five (45) days of the vacancy.
5. Each MEMBER UNIT governing board may also appoint alternate councilpersons who shall serve with full privileges and duties in the absence of the regular councilpersons.

B. OFFICERS

1. The COUNCIL shall elect from its membership a Chairperson, Vice Chairperson, Secretary, Treasurer, and such other officers as it may deem appropriate, who shall serve terms of one (1) year commencing January 1st, except for the officers first elected who shall serve that fraction of the calendar year between COUNCIL selection and December 31st.
2. Officers shall serve at the pleasure of the COUNCIL and may be removed by resolution at any time.
3. Vacancies in any office shall be filled by COUNCIL election within thirty (30) days of the vacancy, for the remainder of the unexpired

term.

4. The Chairperson shall preside at all meetings of the COUNCIL and shall have all privileges and duties of a councilperson. The Vice Chairperson shall preside at all meetings of the COUNCIL at which the Chairperson is absent. The Secretary shall keep or cause to be made all non-financial reports, records and minutes required by this agreement or applicable law and shall be charged with assuring compliance with the Michigan Open Meetings Act and the Michigan Freedom of Information Act. The Treasurer shall have custody of all COUNCIL funds which shall be deposited, invested, and/or disbursed by the Treasurer as directed by the COUNCIL. The Treasurer shall be charged with assuring complete financial records and reports as required by this agreement or applicable law or contract provisions.

SECTION 4: MEETINGS

A. SCHEDULE/CALL OF MEETINGS

1. The COUNCIL shall meet at least quarterly and shall annually establish a regular meeting schedule which shall be posted at the offices of the MEMBER UNIT governing boards in similar form and within similar times as required by law for governmental meeting schedules.
2. Special meetings of the COUNCIL may be called by the Chairperson, or in the absence of the Chairperson, by the Vice Chairperson.

B. NOTICE

Each councilperson shall receive five (5) days written notice of all regular meetings. All notices of all meetings shall also be posted as required by the Michigan Open Meetings Act.

C. VOTING

A majority vote of the COUNCIL shall be necessary to take any official action at a regular or special meeting, provided that only those items on the agenda may be acted upon, and provided that only bills which represent budgeted expenses may be approved. A majority of the COUNCIL, appointed and serving, shall constitute a quorum in such cases.

Bills which represent expenses not previously included in the budget may only be approved by a quorum including at least one member of each governmental unit.

D. MINUTES

Complete written minutes of all COUNCIL meetings shall be kept in compliance with applicable provisions of the Michigan Open Meetings Act. Copies of minutes shall be prepared within the time period established by the Open Meetings Act and sent to all councilpersons and the chairpersons of MEMBER UNIT governing boards as soon as reasonably possible following their preparation.

E. RULES

Roberts Rules of Order, as last revised, when not in conflict with this agreement or written standing rules the COUNCIL may adopt, shall serve as the parliamentary authority for all COUNCIL meetings.

SECTION 5: POWERS

A. GENERAL POWERS

The COUNCIL shall have the following powers, authority and obligations:

1. Purchase, lease, receive, acquire, hold title in, trade, sell, lease or rent to others, dispose of, divide, distribute, own or exercise right of dominion over, all or part of any land, and any improvements thereon, within the railroad right of way described in Appendix A which is hereby incorporated and made part of this agreement. The COUNCIL may exercise the aforesaid powers over other land only upon consent of the governing board of the MEMBER UNIT in whose jurisdiction such land lies. The disposition of land acquired with aid from state or federal funds shall have the approval of the state or federal agency involved, if required by the agency. All property, real or personal, of the COUNCIL shall be used solely for the purposes stated in this agreement.
2. Improve, build, maintain and operate public trails, access sites and appropriate structures on COUNCIL land.
3. Contract or cooperate with other governmental units, public agencies, or private parties, as appropriate, to carry out COUNCIL functions or fulfill COUNCIL obligations.
4. Contract a director and such other personnel as it may determine necessary who shall serve at the pleasure of the COUNCIL subject to applicable law.
5. Accept funds, voluntary work, or other assistance to carry out COUNCIL functions or obligations, from any source, public or private, including, but not limited to, local governmental funding of specific projects, state or federal grants, and private donations. A complete record of all funds received from any source shall be

maintained and made part of the annual financial report.

6. Establish policies or rules governing use of COUNCIL land or facilities not inconsistent with state or local law .
7. Recommend local ordinance provisions to MEMBER UNITS, as necessary to provide for the safety of the public utilizing COUNCIL land or facilities.
8. Make claims for federal or state aid payable to the individual or several MEMBER UNITS or the COUNCIL as may be available and appropriate to carry out COUNCIL functions.

B. LIABILITY COVERAGE

The COUNCIL shall purchase public liability insurance covering any cause of action, claim, damage, accident, injury or liability that may arise as a result of the ownership, construction, maintenance or operation of the land, public trails, access sites or other facilities of the COUNCIL. The COUNCIL purchasing such insurance shall name the Michigan Department of Natural Resources (DNR) and the MEMBER UNITS as additionally named insureds.

C. REPORTS

The COUNCIL shall, at least annually, make a full and complete report of all of its activities to the governing boards of all MEMBER UNIT'S.

D. LIMITATIONS

The COUNCIL shall have no power or authority to:

1. Levy any tax in its own name or , except as provided in MCL 124.507(4), issue any bonds in its own name.
2. Indebt any MEMBER UNIT in any way except as provided in this agreement.
3. Condemn any land for any purpose.

SECTION 6: FINANCES

A. FISCAL YEAR

The fiscal year of the COUNCIL shall be from October 1st to September 30th.

B. OPERATIONAL AND PROJECT BUDGET

The COUNCIL shall each year develop an operational budget which shall be limited to meeting,

postage, document or accounting costs, and similar basic costs. This budget shall include personnel, engineering, legal, land purchase or lease, or any development or maintenance costs incurred or to be incurred by the COUNCIL. For the purpose of initial budget, the budget shall be as set forth in Appendix B.

C. COUNCILPERSON REIMBURSEMENT

Each councilperson may be paid a flat rate of thirtyfive dollars (\$35.00) for COUNCIL meetings actually attended.

D. FINANCIAL AUDITS/REPORTS

The Treasurer shall make or cause to be made a full and complete financial report to MEMBER UNITS of all the COUNCIL'S financial transactions and affairs at the end of each financial year. Said report may include a complete audit by a certified public accountant. State and federal audit requirements shall be fully met as applicable. MEMBER UNITS shall have the right, at their expense, to conduct such additional audits as they deem necessary or appropriate.

SECTION 7: TERMINATION/DISSOLUTION

A. MEMBER UNIT TERMINATION

A MEMBER UNIT may terminate its membership by either: 1) upon ninety (90) days written notice to the COUNCIL and termination shall be effective only upon the elapse of the ninety (90) days; or 2) upon the COUNCIL'S submission of a budget for a new fiscal year, a MEMBER UNIT, upon 60 days written notice to the COUNCIL and termination shall be effective only upon the elapse of the sixty (60) days. If a MEMBER UNIT terminates its membership, all COUNCIL land and improvements thereon within that jurisdiction shall remain property of the COUNCIL. A MEMBER UNIT terminating its membership under subsection 1 shall remain liable for all obligations incurred by it pursuant to this agreement and prior to actual termination. A MEMBER UNIT terminating its membership under subsection 2 shall remain liable for all obligations incurred by it pursuant to this agreement and prior to actual termination, but shall not be liable for financial obligations established by the COUNCIL'S new fiscal year budget request triggering the MEMBER UNIT'S termination.

B. COUNCIL DISSOLUTION

If all or all but one of the MEMBER UNITS terminates their membership, the COUNCIL shall be considered dissolved.

1. Upon dissolution, the trailways property and any improvements thereon located within the boundaries of each former MEMBER UNIT shall revert to ownership unit of the DNR, upon such terms and conditions as are to be agreed upon by the COUNCIL and DNR. The DNR shall be requested to uphold the following

provisions:

- a) The trailways property and the improvements thereon shall remain open for public recreational use in perpetuity;
- b) No prohibitions, impediments or blockages shall be made to the free passage on the trailways of legitimate trail users;
- c) The use of the trailways and improvements thereon shall remain subject to all applicable deed restrictions and all applicable state provisions imposed by law or contract.

SECTION 8: AMENDMENTS

This agreement may be amended in whole or in any part by the written agreement of the governing boards of all MEMBER UNITS.

SECTION 9: STATE APPROVAL

As soon as reasonably practicable after the effective date of this agreement, this agreement shall be officially submitted to the Office of the Governor for approval pursuant to the Urban Cooperation Act of 1967.

SECTION 10: APPLICABLE LAWS

The COUNCIL shall in all activities fully comply with applicable local, state and federal laws and regulations and with applicable grant conditions or contract provisions.

SECTION II: EFFECTIVE DATE

This agreement shall be in full force and effect and the COUNCIL shall be considered in effect as an operating public corporation as provided in Section 2 above, which date shall be noted as the second date in time indicated below.

IN WITNESS WHEREOF, the authorized representatives of the MEMBER UNITS have signed this agreement on the dates indicated below.

EFFECTIVE
DATE: Sept. 19, 1997 BY: Andrew R. Kesler
Supervisor, Addison Township

DATE: 9/19/97 BY: Patricia Benneke
Clerk, Addison Township

EFFECTIVE DATE: 9/19/97 BY: Colett M. DeWasser
Supervisor, Orion Township

DATE: 9.19.97 BY: Joe D. Bastian
Clerk, Orion Township

EFFECTIVE DATE: 9/19/97 BY: Curtis W. Wright
Supervisor, Oxford Township

DATE: 9/19/97 BY: Clara J. Sanderson
Clerk, Oxford Township

EFFECTIVE DATE: 9-19-97 BY: Shawn K. Benardet
President, Oxford Village

DATE: 9/19/97 BY: Rose M. Beyma
Clerk, Oxford Village

EFFECTIVE DATE: 9-19-97 BY: T. J. Miller
President, Leonard Village

DATE: 9-19-97 BY: Cynthia Aehler
Clerk, Leonard Village

APPENDIX "A"

LAND DESCRIPTION

All of that property contained within the boundaries of the Grand Trunk Western Railroad Company's railroad corridor running between the center line of Indianwood Road in Section 4, T4N, R10E, Orion Township, Oakland County (RR Station 569 + 14) and the center line of Bordman Road in Section 2, T5N, R11E, Addison Township, Oakland County, also being the north line of Oakland County (RR Station No. 1208 + 16), EXCEPT that portion of this corridor that was conveyed to Koenig Coal Company in Sections 23 and 24, T5N, R10E, Oxford Township, Oakland County (between RR Station No.'s 791 + 89.9 and 848 + 69.1, All in Oakland County.

PAT Events & Accomplishments

1883	<ul style="list-style-type: none"> • First passenger train from Pontiac to Caseville departs on October 8
1981	<ul style="list-style-type: none"> • Paint Creek Trail Commission is formed
1984	<ul style="list-style-type: none"> • Last train runs to service the full length of the line on February 9
1986	<ul style="list-style-type: none"> • Rails to Trails Conservancy is formed
1988	<ul style="list-style-type: none"> • Michigan Chapter of the Rails to Trails Conservancy is formed
1991	<ul style="list-style-type: none"> • Pauline Blanka invites Rex & Mary Halfpenny, Chris & Tom Podsiadlik, and Sue Senyk to speak to Oakland County Commissioner Larry Obrecht at her kitchen table with the idea of a creating a trail on the P.O. & N. Railroad
1993	<ul style="list-style-type: none"> • Landowners along P.O. & N. Railroad oppose trail and file law suite
1995	<ul style="list-style-type: none"> • Addison Township Friends of the Polly Ann Trail pass out literature at the Leonard Strawberry Festival to gain support and raise the awareness on the benefits of the Polly Ann Trail • Construction begins on 1.9 miles of Polly Ann Trail in the Village of Oxford
1997	<ul style="list-style-type: none"> • Michigan Supreme Court declined to hear appeal from landowners along P.O. & N. Railroad • Oxford appoints Curtis Wright and Ron Davis to Polly Ann Trail Commission on July 23 • Michigan DNR MNRTF grants \$728,000 to purchase 12.2 miles of Grand Trunk Railroad property (Polly Ann Trail is owned by Michigan DNR) August 24 • Michigan DNR grants \$58,000 per year for the next three years to operate and manage the trail (Polly Ann Trail is managed by Polly Ann Trail Management Council) • Polly Ann Trail Management Council interlocal agreement is established between Orion Township, Addison Township, Oxford Township, Village of Oxford, and Village of Leonard on September 19

1998

- First Polly Ann Trail Management Council meeting held in April
- Polly Ann Trail Management Council members include: Curtis Wright, Tom Athans, Rex Halfpenny, Richard DiCea, Colette Dywasuk, Robert Koski, Ron Davis, Eugene Mallia, Jim Marleau, Pauline Blanka, and Ed Brakefield
- Polly Ann Trail Management Council obtains 501(c)3 non-profit status
- County Weekend & Weekday Alternative for Misdemeanants (WWAM) program joins Polly Ann Trail as a critical maintenance and development tool
- Polly Ann Trail holds Grand Opening Event

1999

- Polly Ann Trail receives \$250,000 grant from the DaimlerChrysler Corporation Fund
- MDOT TEA-21 Grant is secured to resurface trail and construct pedestrian bridge over M-24
- Eagle Scout Chris Schur of Addison Township makes mile markers for the trail
- First Rural Pearl of a Ride (3, 12, or 42 mile routes) is held on July 10
- Nancy Krupiarz, of the Michigan Chapter of the Rails-to-Trails Conservancy, awards Michigander Grant of \$3,000 to make Village of Leonard trailhead improvements

2001

- Design and engineering begins for Polly Ann Trail development
- Polly Ann Trail Management Council receives \$240,000 from the GreenWays Initiative of the Community Foundation of Southeast Michigan for the pedestrian bridge over M-24

2002

- Equestrian ride raises \$2,150 for a horse corral, water troughs, fencing, and hitching posts at the Village of Leonard trailhead
- Stan Aldridge donates 2.5 miles of abandoned railroad in Orion Township from Joslyn Rd. to Scripps Rd. to the Polly Ann Trail Management Council, valued at \$250,000
- Polly Ann Trail Management Council members include: Eugene Mallia, Robert Koski, Jim Marleau, Pauline Blanka, Ed Brakefield, Renee Donovan, Gerald Dywasuk, Kallie Roesner, Mark Slown, and Frank Cobb

2003

- 2nd Annual Pony Express Equestrian Ride occurs on the PAT

2005	<ul style="list-style-type: none"> • PAT communities approve design of trail development and improvements • Ground-breaking Ceremony for the surfacing of the Polly Ann Trail held on August 26 • Eagle Scout Max Hock builds eight map boxes and three donation poles for the trail
2006	<ul style="list-style-type: none"> • Addison Township opts out of the Polly Ann Trail Management Council due to budget constraints and horses not accommodated on portions of the trail in February • Spans on the pedestrian bridge over M-24 in Oxford are set in place in October
2007	<ul style="list-style-type: none"> • Dedication Ceremony at the pedestrian bridge over M-24 in Oxford held on August 4
2008	<ul style="list-style-type: none"> • Funding approved for the purchase of additional railroad property in Orion Township, removal of the railroad ties, earthwork, grading and surfacing of the trail with limestone. The project cost is \$420,661 including \$294,463 in federal Transportation Enhancement funds, \$51,198 from Orion Township, and \$75,000 in GreenWays Initiative funds from the Community Foundation of Southeast Michigan • Addison Township rejoins the Polly Ann Trail Management Council in September
2009	<ul style="list-style-type: none"> • DNR approves \$120,000 equestrian trail demonstration project
2010	<ul style="list-style-type: none"> • Village of Leonard receives \$22,500 from DNR MNRTF for the acquisition of the Leonard Mill
2011	<ul style="list-style-type: none"> • Polly Ann Trail Management Council receives \$500 Brooksie Way Mini Grant for the Rural Pearl of a Ride

Trail Managers

- Larry Obrecht Trail Manager from 1997-2001
- Amy Murray Trail Manager from January 2002 — June 2004
- Lois Golden Trail Manager from July 2004 — May 2006
- Amy Murray Trail Manager from June 2006 — November 2007
- Linda Gierak Trail Manager from December 2007 — May 2008
- Troy Farwell Trail Manager from June 2008 — December 2010
- Juliane Bagley Trail Manager from April 2011 — Present

User Survey Results

Polly Ann Trail

Polly Ann Trail Master Plan 2012-2017 Survey

1. What City, Village, or Township do you live in?

- Village of Leonard
- Addison Township
- Oxford Township
- Village of Oxford
- Orion Township
- Other (please specify)

2. Which category below includes your age?

- | | |
|-----------------------------|-----------------------------------|
| <input type="radio"/> 0-10 | <input type="radio"/> 31-40 |
| <input type="radio"/> 11-15 | <input type="radio"/> 41-50 |
| <input type="radio"/> 16-20 | <input type="radio"/> 51-60 |
| <input type="radio"/> 21-30 | <input type="radio"/> 61 or older |

3. How do you get to the Polly Ann Trail? (please check all that apply)

- | | |
|---|--------------------------------|
| <input type="checkbox"/> Walk | <input type="checkbox"/> Car |
| <input type="checkbox"/> Bike | <input type="checkbox"/> Horse |
| <input type="checkbox"/> Other (please specify) | |

4. When do you visit the Polly Ann Trail? (please check all that apply)

- Morning
- Afternoon
- Evening
- Weekend

Polly Ann Trail

5. On average, how often do you visit the Polly Ann Trail during the following seasons?

	Winter	Spring	Summer	Fall
Daily	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Once a week	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3-5 times a week	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2-3 times a month	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Once a month	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Never	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Polly Ann Trail

6. What is the main reason you use the Polly Ann Trail?

- Exercise
- Transportation
- Recreation
- Nature Observation
- Other (please specify)

7. Excluding the weather, how would you rate your last visit to the Polly Ann Trail?

	Very Enjoyable	Enjoyable	Average	Not Enjoyable
My last visit was	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments

8. How safe do you feel on the Polly Ann Trail?

	Very Safe	Safe	Somewhat Safe	Not Safe
I feel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Additional thoughts about safety (optional):

9. What is the biggest problem or area in need of improvement on the Polly Ann Trail?

- No Suggestion/Everything is Fine
- Trail Surface Maintenance
- Trail/Road Crossings
- Lack of Parking
- Other (please specify)
- Loose Dogs
- Too Crowded
- Speeding Bicycles
- Pet Waste

Polly Ann Trail

10. Listed below are potential improvements that could be made to the Polly Ann Trail.
(please check all the improvements you would like to see made)

- | | |
|---|---|
| <input type="checkbox"/> Parking | <input type="checkbox"/> Trail Lighting |
| <input type="checkbox"/> Horse Hitching Posts | <input type="checkbox"/> Restrooms |
| <input type="checkbox"/> Trail Widening | <input type="checkbox"/> Interpretive Side Trails |
| <input type="checkbox"/> Drinking Fountains | <input type="checkbox"/> Plant Identification Information |
| <input type="checkbox"/> Mileage Signs | <input type="checkbox"/> Air Compressor |
| <input type="checkbox"/> Extensions to Other Trails | <input type="checkbox"/> Pet Waste Bags |
| <input type="checkbox"/> Landscaping | <input type="checkbox"/> Shelters |
| <input type="checkbox"/> Information Signs | <input type="checkbox"/> Paving with Asphalt |
| <input type="checkbox"/> More Police Patrols | <input type="checkbox"/> Connections to Local Businesses |
| <input type="checkbox"/> Bike Racks | <input type="checkbox"/> More Cultural Enhancements |
| <input type="checkbox"/> Picnic Tables | <input type="checkbox"/> More Trail Events |
| <input type="checkbox"/> Benches | <input type="checkbox"/> Website Improvements |
| <input type="checkbox"/> Trash Cans | |
| <input type="checkbox"/> Other (please specify) | |

Polly Ann Trail

11. What do you like MOST about the Polly Ann Trail?

12. What do you like LEAST about the Polly Ann Trail?

13. The Polly Ann Trail currently offers two events each year, National Trails Day and the Rural Pearl. Are there other programs or events you would like to see organized?

14. Where do you get most of your information regarding the Polly Ann Trail and events?

- | | |
|---|---|
| <input type="radio"/> Local Newspapers | <input type="radio"/> Call Trail Office |
| <input type="radio"/> Trail Emails Friends List | <input type="radio"/> Trail Staff |
| <input type="radio"/> Trail Website | <input type="radio"/> Word of Mouth |
| <input type="radio"/> Fliers/Posters on the Trail | |
| <input type="radio"/> Other (please specify) | |

15. Thank you for your participation! If you would like more Polly Ann Trail information, please provide your contact information.

Name:

Address:

Address 2:

City/Town:

State:

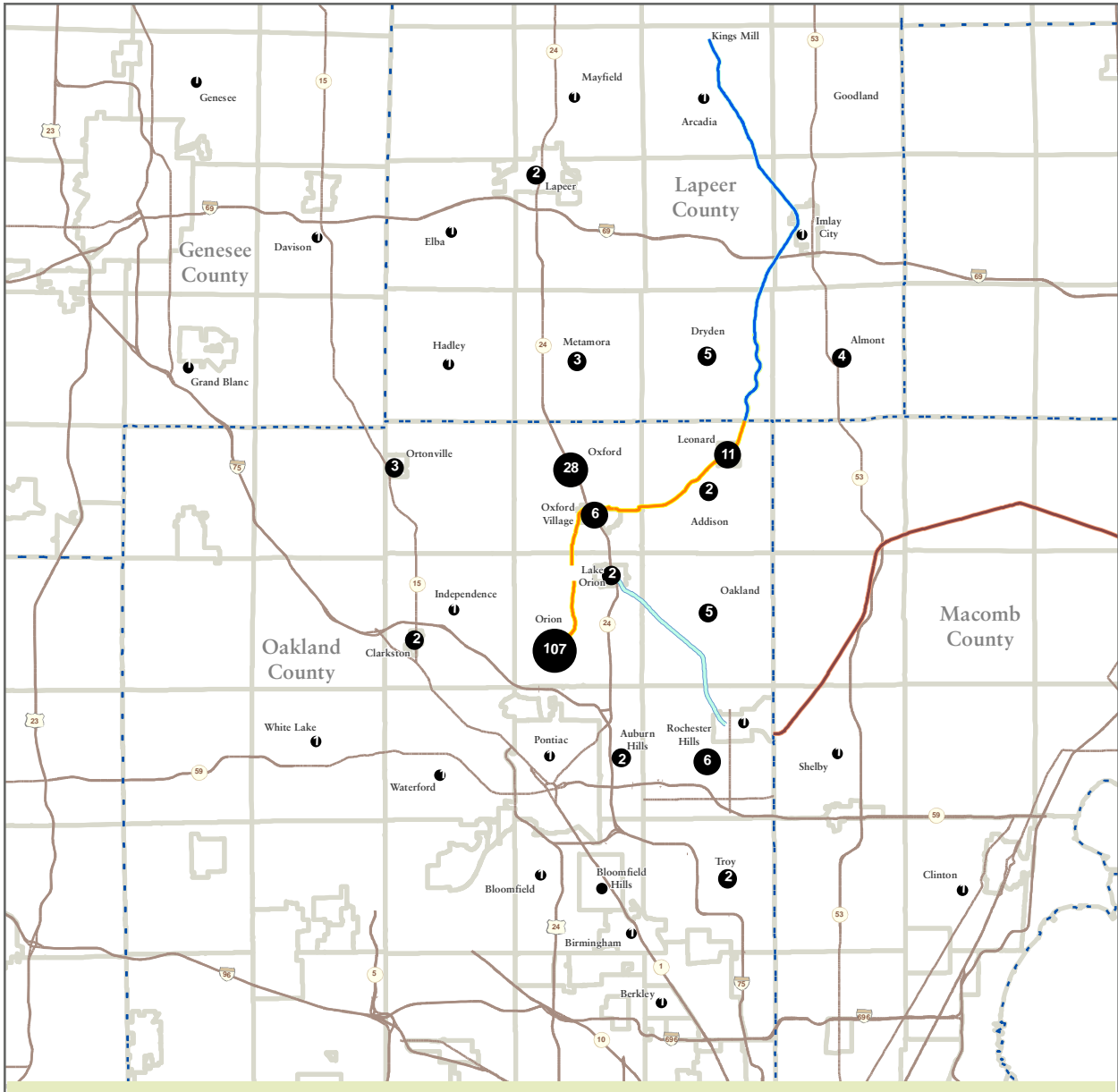
ZIP:

Email Address:

16. I am interested in more information on the following:

- I'd like more info on the Master Plan.
- I'd like to be added to the "Friends" list to receive trail news and information regarding events.
- I'd like a copy of the Master Plan Public Hearing Schedule.
- Other (please specify)

User Survey Results



1. What City, Village, or Township do you live in?








Municipality	Quantity
Addison	2
Almont	4
Arcadia	1
Auburn Hills	2
Berkley	1
Birmingham	1
Bloomfield	1
Bloomfield Hills	1
Clarkston	2
Clinton	1
Davison	1
Dryden	5
Elba	1

Municipality	Quantity
Genesee	1
Grand Blanc	1
Hadley	1
Imlay City	1
Independence	1
Lake Orion	2
Lapeer	2
Leonard	11
Mayfield	1
Metamora	3
Murphy, TX*	1
Oakland	5
Orion	107





Municipality	Quantity
Ortonville	3
Oxford	28
Oxford Village	6
Pontiac	1
Rochester	1
Rochester Hills	6
Shelby	1
Troy	2
Van Buren*	1
Waterford	1
White Lake	1
Williamston*	1

*not represented on map

2. Which category below includes your age?

		Response Percent	Response Count
0-10		0.0%	0
11-15		0.5%	1
16-20		2.3%	5
21-30		11.3%	24
31-40		15.5%	33
41-50		33.8%	72
51-60		26.3%	56
61 or older		10.3%	22
answered question			213
skipped question			2

3. How do you get to the Polly Ann Trail? (please check all that apply)

		Response Percent	Response Count
Walk, Run, Jog		34.6%	74
Bike		63.1%	135
Drive a Motor Vehicle		39.3%	84
Horse		3.3%	7
answered question			214
skipped question			1

4. When do you visit the Polly Ann Trail? (please check all that apply)

		Response Percent	Response Count
Morning		53.1%	112
Afternoon		51.7%	109
Evening		58.8%	124
Weekend		67.3%	142
answered question			211
skipped question			4

5. On average, how often do you visit the Polly Ann Trail during the following seasons?

	Winter	Spring	Summer	Fall	Response Count
Daily	12.5% (3)	66.7% (16)	95.8% (23)	62.5% (15)	24
Once a week	20.6% (14)	58.8% (40)	44.1% (30)	52.9% (36)	68
3-5 times a week	19.6% (18)	57.6% (53)	84.8% (78)	67.4% (62)	92
2-3 times a month	19.4% (14)	65.3% (47)	59.7% (43)	58.3% (42)	72
Once a month	48.2% (41)	42.4% (36)	36.5% (31)	48.2% (41)	85
Never	100.0% (62)	17.7% (11)	11.3% (7)	9.7% (6)	62
answered question					212
skipped question					3

6. What is the main reason you use the Polly Ann Trail?

		Response Percent	Response Count
Exercise		62.6%	119
Transportation		2.1%	4
Recreation		27.3%	52
Nature Observation		7.9%	15
answered question			190
skipped question			25

7. Excluding the weather, how would you rate your last visit to the Polly Ann Trail?

	Very Enjoyable	Enjoyable	Average	Not Enjoyable	Rating Average	Response Count
My last visit was	57.8% (111)	30.7% (59)	8.9% (17)	2.6% (5)	1.56	192
					Comments	38
					answered question	192
					skipped question	23

8. How safe do you feel on the Polly Ann Trail?

	Very Safe	Safe	Somewhat Safe	Not Safe	Rating Average	Response Count
I feel	48.2% (92)	41.4% (79)	8.9% (17)	1.6% (3)	1.64	191
					Additional thoughts about safety (optional):	20
					answered question	191
					skipped question	24

9. What is the biggest problem or area in need of improvement on the Polly Ann Trail?

	Response Percent	Response Count
No Suggestion/Everything is Fine	17.3%	33
Trail Surface Maintenance	23.6%	45
Trail/Road Crossings	5.8%	11
Lack of Parking	9.9%	19
Loose Dogs	8.4%	16
Too Crowded	0.0%	0
Speeding Bicycles	2.6%	5
Pet Waste	9.9%	19
Other (please specify)	22.5%	43
	answered question	191
	skipped question	24

**10. Listed below are potential improvements that could be made to the Polly Ann Trail.
(please check all the improvements you would like to see made)**

		Response Percent	Response Count
Parking		22.5%	43
Horse Hitching Posts		2.6%	5
Trail Widening		2.1%	4
Drinking Fountains		34.6%	66
Mileage Signs		45.0%	86
Extensions to Other Trails		61.3%	117
Landscaping		4.7%	9
Information Signs		22.5%	43
More Police Patrols		12.0%	23
Bike Racks		6.8%	13
Picnic Tables		14.7%	28
Benches		36.6%	70
Trash Cans		33.5%	64
Trail Lighting		14.1%	27
Restrooms		40.3%	77
Interpretive Side Trails		13.1%	25
Plant Identification Information		22.5%	43
Air Compressor		4.7%	9
Pet Waste Bags		17.3%	33
Shelters		9.4%	18
Paving with Asphalt		19.9%	38
Connections to Local Businesses		23.0%	44
More Cultural Enhancements		1.6%	3
More Trail Events		17.3%	33
Website Improvements		4.7%	9
answered question			191
skipped question			24








11. What do you like MOST about the Polly Ann Trail?

	Response Count
	154
answered question	154
skipped question	61













12. What do you like LEAST about the Polly Ann Trail?

	Response Count
	140
answered question	140
skipped question	75

14. Where do you get most of your information regarding the Polly Ann Trail and events?

		Response Percent	Response Count
Local Newspapers		14.5%	24
Trail Emails Friends List		0.6%	1
Trail Website		42.4%	70
Fliers/Posters on the Trail		6.1%	10
Call Trail Office		0.0%	0
Trail Staff		0.6%	1
Word of Mouth		26.7%	44
Other (please specify)		9.1%	15
		answered question	165
		skipped question	50

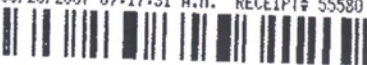
13. The Polly Ann Trail currently offers two events each year, National Trails Day and the Rural Pearl. Are there other programs or events you would like to see organized?

		Response Percent	Response Count
No other events are needed		37.6%	32
Trail Clean Up/Invasive Removal		5.9%	5
Equestrian Related		3.5%	3
Bike Race/Bike Ride		7.1%	6
Educational Walk/Nature Hike		5.9%	5
5K/10K Run/Walk		12.9%	11
Scavenger Hunt/Geocaching		2.4%	2
Dog Walk		4.7%	4
Children's Day		4.7%	4
Trail Fundraiser		5.9%	5
Railroad Day		1.2%	1
I was not aware of events offered		8.2%	7
answered question			85
skipped question			130

Koenig Easement



LIBER 39178 PAGE 762

122669
LIBER 39178 PAGE 762
\$19.00 MISC RECORDING
\$4.00 REMONUMENTATION
05/25/2007 09:17:31 A.M. RECEIPT# 55580

PAID RECORDED - OAKLAND COUNTY
RUTH JOHNSON, CLERK/REGISTER OF DEEDS

EASEMENT FOR RECREATIONAL TRAILWAY PURPOSES

E - 1828

FOR AND IN CONSIDERATION OF One Dollar (\$1.00) in hand paid, the receipt of which is hereby acknowledged, Koenig Sand & Gravel, LLC, a Michigan limited liability company whose address is 1955 E. Lakeville Road, Oxford, Michigan 48371-5264 does hereby Convey and Quit-Claim to the MICHIGAN DEPARTMENT OF NATURAL RESOURCES, whose post office address is P.O. Box 30448, Lansing, MI 48909-7948, and to its successors and assigns the permanent nonexclusive easement and right to place, construct, operate, repair and maintain a public use recreational trailway across the following described parcel of land situated in the Township of Oxford, County of Oakland, State of Michigan to wit:

Oakland County, Oxford Township, T5N, R10E, Section 24, as described in the survey by Gildner Engineering dated 06/10/02, Job #98-222 attached hereto; a parcel of land being part of Section 24, T5N, R10E, Oxford Township, Oakland County, Michigan, being more fully described as follows: A 50 foot strip of land, perpendicular in width, whose centerline is described as commencing at Point A as referenced in the Legal Description of the Polly Ann Trail as described in the above noted survey; Thence N17°15'41"E 185.86 feet; Thence S84°38'28"E 290.58 feet; Thence N82°26'36.0"E 118.45 feet; Thence N33°55'12"E 177.42 feet to the point of ending at Point C as referenced in the Legal Description of the Polly Ann Trail as described in the above noted survey, excluding that part of the description contained in the Legal Description of Polly Ann Trail in above noted survey. Also a 90 foot strip of land, perpendicular in width, whose east line is described as commencing at Point D as referenced in the Legal Description of the Polly Ann Trail as described in the above noted survey; Thence N01°49'26"W 184.62 feet to its ending point being Koenig's east Property line, excluding that part of the description contained in the Legal Description of Polly Ann Trail in above noted survey (1.15 acres)

Part of Tax Parcels 04-24-451-001 and 04-24-451-004

This easement is subject to the following conditions and requirements:

- (1) That this Recreational Trail Easement is for public use for recreational trail purposes, and the Grantor retains all rights in and to the surface of said premises, and beneath the surface thereof, including the right to install or grant to others the right to cross said easement with roads or install underground pipes and conduits under said easement trail as may be deemed necessary by the Grantor. The Grantor shall restore the property and Grantees improvements as near as possible to their original

Exempt from State Transfer Tax claimed under authority of Section 6(a), Act 255, P.A. 1994 (207.526, Michigan Compiled Laws).
Exempt County Real Property Transfer Fee claimed under authority of Section 5(a), Act 134, P.A. 1966 (207.505, Michigan Compiled Laws).

PO3641117
Comm/DB

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condition upon completion of any work in the easement trail by Grantor, its successors, invitees or assigns.

- (2) Grantee has the right to install within the fifty (50') foot strip of land described in this Easement adequate ditches, bridges, and culverts where necessary for the maintenance of the trail.
- (3) Grantee has the right to the removal at any time of such trees, shrubs and vegetation within the fifty (50') foot strip of land described in this Easement as necessary to the construction and maintenance of the trail; provided, that all desirable trees, shrubs, and vegetation which do not interfere with the construction, maintenance or use of the trail are to be preserved and shall not be removed or disturbed.
- (4) Grantee accepts this easement subject to all prior and valid easements, permits, licenses, leases, and other rights existing or pending at the time of the issuance of this easement, which may have been granted for said lands.
- (5) When the above-described land is no longer used for the purposes herein granted, this easement shall become null and void and of no effect.

This instrument shall be binding upon and inure to the benefit of the parties, hereto, their heirs, representatives, successors and assigns.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 16th day of November, 2005.

Koenig Sand & Gravel, L.L.C.
a Michigan limited liability company

By: *Norman J. Fredericks, Jr.*
Norman J. Fredericks, Jr., Manager

STATE OF MICHIGAN)
) ss
COUNTY OF OAKLAND)

Subscribed and sworn to before me this 16th day of November, 2005, by Norman J. Fredericks, Jr., a Manager of Koenig Sand & Gravel, LLC, on behalf of said limited liability company.

MARY A. GUIDOBBA
Notary Public, Macomb County, MI
My Commission Expires 01-29-08
Acting in Oakland County, MI

Mary A. Guidobba
Notary Public *Mary A. Guidobba*
State of Michigan, *Oakland* County *Macomb*
My Commission Expires: *01-29-2008*
Acting in the County of *Oakland*

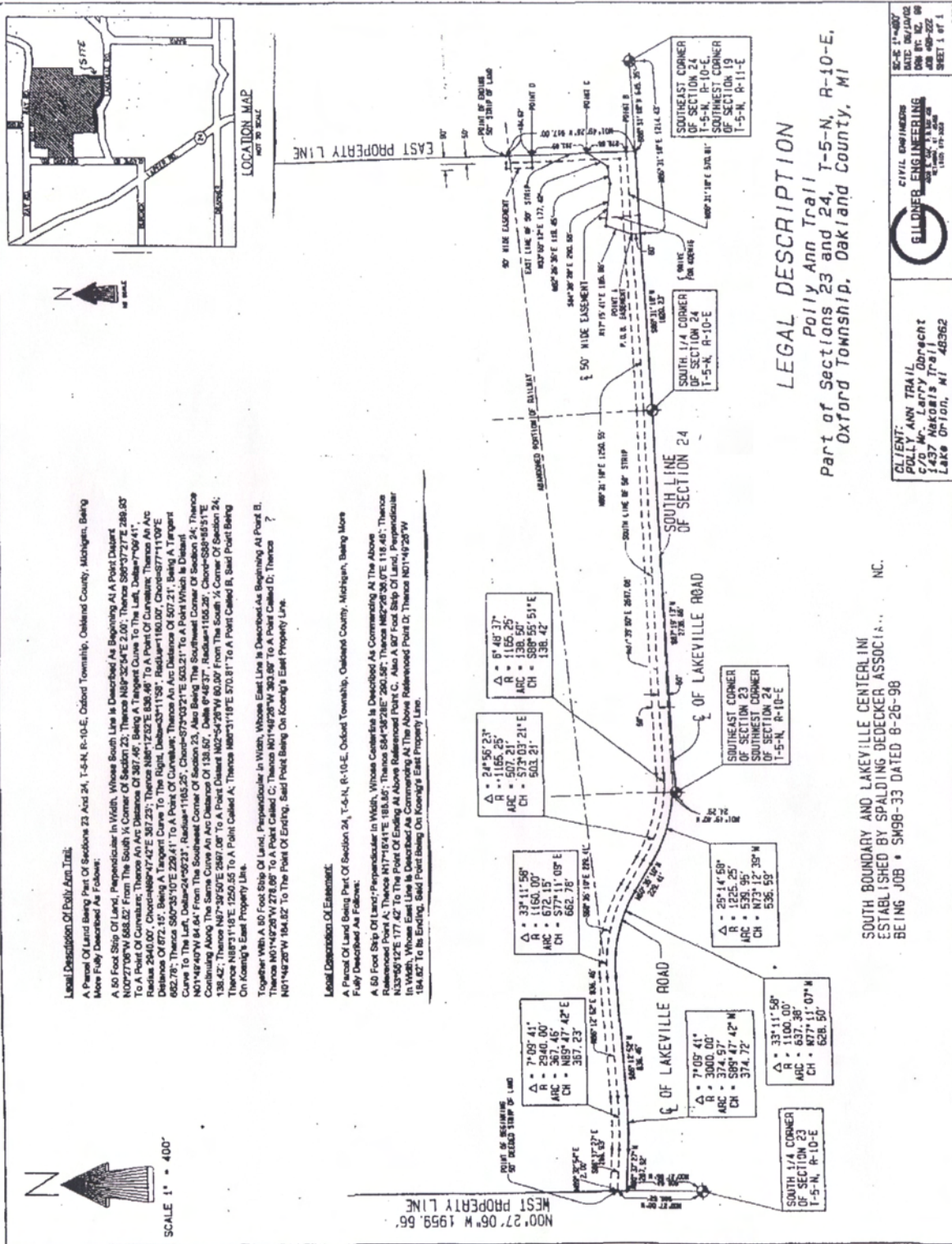
LIBER39178 PG764

Drafted by:

Michael D. Mulcahy, Esq.
Dawda, Mann, Mulcahy & Sadler, PLC
39533 Woodward Avenue, Suite 200
Bloomfield Hills, MI 48304

When recorded return to:

Walter Linn, Closing Officer
Real Estate Services
Office of Land and Facilities
P.O. Box 30448
Lansing, Michigan 48909-7948





June 3, 2013

Charlotte Burckhardt, AICP, PCP
Oakland County Economic Development & Community Affairs
2100 Pontiac Lake Rd, Bldg 41 West
Waterford, MI 48328

Re: Polly Ann Trail Recreation Master Plan 2013-2017 Submittal

Dear Ms. Burckhardt,

The Polly Ann Trailway Management Council formally adopted the enclosed 2013-2017 Recreation Master Plan on April 17, 2013 following a number of public input opportunities. The Michigan Department of Natural Resources requires that the plan be submitted to the County and Regional Planning Agencies. Please accept the enclosed plan for your records and completion of this requirement.

If you have any questions or comments about the updated Polly Ann Trail Recreation Master Plan, please contact me at 248.969.8660 or jebrake@yahoo.com.

Best regards,

Ed Brakefield, Chair
Polly Ann Trailway Management Council
Oakland County Segment

Enclosed: Polly Ann Trail- Oakland County Segment, Recreation Master Plan, 2013-2017



June 3, 2013

Bill Parkus
Southeast Michigan Council of Governments
1001 Woodward Avenue, Suite 1400
Detroit, MI 48226

Re: Polly Ann Trail Recreation Master Plan 2013-2017 Submittal

Dear Mr. Parkus,

The Polly Ann Trailway Management Council formally adopted the enclosed 2013-2017 Recreation Master Plan on April 17, 2013 following a number of public input opportunities. The Michigan Department of Natural Resources requires that the plan be submitted to the County and Regional Planning Agencies. Please accept the enclosed plan for your records and completion of this requirement.

If you have any questions or comments about the updated Polly Ann Trail Recreation Master Plan, please contact me at 248.969.8660 or jebrake@yahoo.com.

Best regards,

Ed Brakefield, Chair
Polly Ann Trailway Management Council
Oakland County Segment

Enclosed: Polly Ann Trail- Oakland County Segment, Recreation Master Plan, 2013-2017



June 3, 2013

Tamara Jorkasky
Grants Management
Michigan Department of Natural Resources
PO Box 30425
Lansing, MI 48909-7925

Re: Polly Ann Trail Recreation Master Plan 2013-2017 Submittal

Dear Ms. Jorkasky,

The Polly Ann Trailway Management Council formally adopted the enclosed 2013-2017 Recreation Master Plan on April 17, 2013 following a number of public input opportunities. Please accept the enclosed plan for your records and completion of the updated document.

If you have any questions or comments about the updated Polly Ann Trail Recreation Master Plan, please contact me at 248.969.8660 or jebrake@yahoo.com.

Best regards,

Ed Brakefield, Chair
Polly Ann Trailway Management Council
Oakland County Segment

Enclosed: Polly Ann Trail- Oakland County Segment, Recreation Master Plan, 2013-2017