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
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.
## Capital Improvement Schedule

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

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
Funding Sources

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.
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**
- **152 MILES NEEDED**
- **81.5 MILES NEEDED**

**SOURCES:** The State of Michigan, Department of Natural Resources

Martha Therry/Detroit Free Press
The following map was identified in the Park, Recreation, and Open Space Master Plan 2012-2013 for Addison Township. The Township has a desire to 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.
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.
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.