Summary Presentation

Overview

The Treeline Framework

Implementation

Next Steps

Discussion
OVERVIEW

Photo Taken By: John Sullivan - Images Provided by: The Allen Creek Greenway Conservancy
A Council Priority Project:
City Council identified The Treeline (formerly Allen Creek Greenway) as a priority project in 2016, recognizing inadequate non-motorized connections within the community and to the Huron River.

Overall Objective:
Develop a Master Plan that describes a feasible approach for the future development of the Treeline.

Examine the critical factors influencing the feasibility and potential configuration of The Treeline.
**Project Study Area & Context**

- **North Boundary:** Main St. @ The Border-to-Border Trail (B2B Trail)
- **South Boundary:** S. State St. @ Stimson  (Salvation Army)
Connecting the Dots

Connecting to the Huron River frontage and natural areas (Bluffs, Argo, Barton, Keubler Langford)

Connection to the region (B2B Trail & Statewide Iron Belle Trail)

Connecting to neighborhoods

Connecting to Businesses

Improve safety and access at key road crossings

Connecting the bicycle network
Key Issues & Considerations

1. Leverage potential urban trail benefits to improve quality of life, mobility, and regional connections.

2. Understand connectivity within the study area and desired links to community destinations/assets.

3. Identify routes that are feasible to construct from a space access and engineering standpoint.

4. Understand feasibility of trail within the railroad corridor. Engage Watco Companies and Ann Arbor Railroad.

5. Understand potential changes and/or impacts to private properties and public lands (parcels and on-street).

6. Establish a compelling vision for the urban trail.

7. Develop a structure and approach for implementation.
Community Benefits  *(City of Ann Arbor Sustainability Framework)*

- Engaged Community
- Transportation Options
- Human Services
- Sustainable Systems
- Safe Community
- Integrated Land Use
- Active Living & Learning
- Clean Air & Water
- Economic Vitality
- Healthy Ecosystems
Project Progress – Stakeholder Meetings

• TASK 1: Project Initiation – Issues & Opportunities
  *Benchmarking, researching, existing conditions analysis*
  – Citizen Advisory Committee #1 (May 4, 2016)
  – Community-Wide Meeting #1 (June 16, 2016)

• TASK 2: Route Options & Evaluation
  *Conceptual route options, criteria selection, technical evaluation*
  – Citizen Advisory Committee #2 (September 14, 2016)

• TASK 3: Plan Recommendations & Strategies
  *Develop a greenway framework plan and strategy*
  – Citizen Advisory Committee #3 (January 11, 2017)
  – Stakeholder Workshops (February 1, 2017)
  – Community-Wide Meeting #2 (February 16, 2017)
  – Citizen Advisory Committee #4 (April 19, 2017)

• TASK 4: Master Plan Documentation & Actions
  *Document recommendations, implementation tasks, and action items*
  – Citizen Advisory Committee #5 (July 19, 2017)
  – Citizen Advisory Committee #6 (September 13, 2017)
  – Community-Wide Meeting #3 (October 4, 2017)
  – Boards, Commissions, Jurisdictional Review, and Approval Process
THE TREELINE FRAMEWORK
Defining the Urban Trail

• **The Treeline is an Urban Trail**
  – Design must respond to the urban context: private properties, street grid, access, buildings, and infrastructure.

• **Designed to serve all users, all ages, and all abilities.**
  – Safety, continuity, connectivity, universal access

• **“Off-street” Urban Trail is preferred**
  – Some on-street sections will be used in the short- and long-term.
  – Improved, on-grade street crossings will be needed in many locations.

• **The Urban Trail will also provide:**
  – Secondary connectors linking to adjacent neighborhoods and connect to other assets (parks, community assets, etc.)
  – Opportunities for establishing larger open spaces for habitat, recreation, or other public uses identified.
Design Assumptions

- **Paving materials** will be a suitable surface for all users
- Trail will be well lit with **pedestrian scale lighting**
- **Landscaping** and greening will be incorporated, including trees, native plantings, restoration areas.
- **Stormwater treatment opportunities** will be incorporated and integral to the design.
  - "Visible" techniques preferred over invisible approaches.
  - Not a “floodplain management or control” project
- **Art, interpretative, and wayfinding** elements will be incorporated.
- Preference to separate bike traffic from pedestrian traffic by lane markings and/or physical separation, when possible.
- Removal of parking on at least one side of the street for on-road sections anticipated.
- Trails within the street right-of-way separated from roadways.
Preferred Cross-Sections: Trail on Public/Private Parcels

Preferred dimensions:
• 30’ in width preferred for the trail “corridor” and amenities
• Paved trail width will vary – 20’ preferred width
• Separated pedestrian and bicycle flow where space allows

• Expanded areas, where possible, for additional landscape, habitat, or other open space features
• Stormwater managed through combination of surface and underground treatments.

Trail cross-sections reflect preferred design.
Actual dimensions and details will vary on a site-by-site basis.
Preferred Cross-Sections: Trail adjacent to Railroad

- Railroad "envelope" is 9' from center of tracks that must be clear.
- Other rail with trail projects typically 25’ from center of tracks, and down to 15’.
- Railroad corridor is typically 50’ in width, limiting ability to accommodate trail fully within the corridor.

- Will require secure fencing to separate trail from active rail line.

*Trail cross-sections reflect preferred design. Actual dimensions and details will vary on a site-by-site basis.*

Viability of options within the rail corridor is dependent on further discussion and review with Watco Companies.
Preferred Cross-Sections: Trail within Street Right-of-Way

- Street right-of-way is typically 66’ wide within project area.
- Expand sidewalk and construct a “cycle track” on one side of the street with removal of parking lane.
- Landscaping enhancement on both sides of the street

- Enhancements to all on-grade street crossings and intersections planned.

*Trail cross-sections reflect preferred design. Actual dimensions and details will vary on a site-by-site basis.*
Preferred Cross-Sections: Elevated Trail

- Elevated ramps provide access to bridges for crossing major roads and rail corridors.
- All ramp sections to meet Americans with Disability Act (ADA) and Universal Access guidelines
- Connector walks provide access points from adjacent sidewalks to the primary trail section.

Trail cross-sections reflect preferred design. Actual dimensions and details will vary on a site-by-site basis.
Framework Plan – Key Terminology

**Gateways** (Major & Minor)
Part of the primary framework

**Future Public Site Improvements**
Potential opportunity sites on public lands

**Connector Paths**
Part of primary framework or future phase

**Near-Term Opportunities**
To advance complete connection (shown with thinner lines)

**Primary Trail**
Implementation strategy and phasing approach (shown with thicker lines)

**Private Properties**
Properties where access easements or other agreements are needed.

**Coordinating Projects**
Adjacent and related projects requiring coordination efforts. (e.g. Berm Opening, Huron Street Design, etc.)
The **Framework Plan** will function as a strategy or roadmap for pursuing implementation.

Route options assembled into a **hybrid plan** that considers:
1. Feasibility (*property access, engineering*)
2. Continuity (*e.g. bridging over challenging intersections*)
3. User experience & safety
4. Connectivity to assets & destinations (*public parcels, parks, future improvement sites, commercial destinations, etc.*)
5. Unique experiences & landmark opportunities
Viability of options within the rail corridor is dependent on further discussion and review with Watco Companies.

1) Properties with * indicate property owners that have not been briefed on the urban trail alignment.
2) Unless otherwise noted, no easements or other access arrangements have been made along the trail route.

**Primary Trail Types**
- On Public Land
- Elevated on Public Land
- On Private Land
- Elevated on Private Land
- On Railroad Land
- Elevated on Railroad Land
- Bridge Section
- Tunnel Section
- Within Street Right-of-Way
- Street Crossing

**NOTE:** Thinner lines for the primary trail types indicate possible near-term opportunities.

**On Public Land**
- Elevated on Public Land

**On Railroad Land**
- Elevated on Railroad Land

**On Private Land**
- Elevated on Private Land

**Within Street Right-of-Way**
- Street Crossing

**Coordinating Projects**
- Other Trail Opportunities
- Connector Path & Entry Node

**Public Parcels**
- Private Parcels
- Railroad Parcels
- Public Parcels

**Floodway**
- Argo Dam Crossing

**Major Gateway**
- North Main Gateway Bridge

**Minor Gateway / Node**
- Border-to-Border Trail

**Street Intersection Enhancement**
- Street Intersection Enhancement

**Arroyo Ponds**
- Arroyo Ponds

**Spiral Ramp Overlook**
- Investigate Improved Arroyo Dam Crossing
- Future MDOT N. Main Project

**Potential Trail Enhancement to North Main Bridge**

**The Treeline**
- Allen Creek Urban Trail

**Summary Presentation**
Viability of options within the rail corridor is dependent on further discussion and review with Watco Companies.

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The Treeline
Allen Creek Urban Trail

A. North Main Gateway Bridge & Argo Spiral
B. Summit Street Gateway
C. Huron Street Gateway Bridge
D. Liberty Street Gateway
E. South Main Street Gateway Bridge
N. MAIN GATEWAY BRIDGE & ARGO SPIRAL

VIEW LOOKING SOUTH OVER ARGO POND
CONCEPTUAL ILLUSTRATION
VIEW LOOKING NORTH AT HURON (YMCA AREA)
CONCEPTUAL ILLUSTRATION
Implementation Structure

• BUSINESS PLAN
  – Goal is to develop a Business Plan concurrently with the completion of the Master Plan. Documents are interrelated.
  – Business Plan addresses Governance, Finances, and Implementation

• PART 1: Governance
  – Partnership with the Treeline Conservancy (TC)
  – Governed by Board with members from TC and the City
  – Develop an operating agreement with TC as the Managing Partner
  – Managing Partner is responsible for day-to-day operations
  – City approval required for annual budget and major actions

Example: Detroit Riverfront Conservancy
• **PART 2: Financial**

  – Objective is to establish dedicated and reliable sources of funds for design/construction AND operation/maintenance

  – **Capital** (design/construction)
    - City resources (funds and properties)
    - Grants
    - Donations and Sponsorships
    - Debt financing

  – **Operating** (maintenance/capital repair & replacement)
    - Funding from operations of facilities
    - Programming of spaces
    - Sponsorships
    - Limited City funding envisioned
Implementation Structure: *Maintenance Activities & Needs*

- **Trail surface maintenance**
  - Snow clearing *(length + width of trail types)*
  - Sweeping / Washing
  - Pavement marking maintenance
  - Pavement repair

- **Furnishing Maintenance**
  - Cleaning & repair of seating *(# of benches)*
  - Waste collection (trash + recycling) *(# of receptacles)*
  - Signage repair / maintenance
  - Light pole repair / maintenance

- **Landscape Maintenance**
  - Stormwater (inlet & trap cleaning)
  - Perennial beds *(area SF)*
  - Tree and shrub trimming / pruning
  - Lawn mowing
  - Fence repair

- **Security**
  - Call box maintenance & 911 fees

- **Other Maintenance**
  - Signals (RRFB, etc.)
  - Railroad crossing materials/surface maintenance
  - Elevated/bridge inspections
  - Utility inspections / maintenance

- **Programming & Operations**
  - Interpretive signage
  - Art installations and selection
  - Trail ambassadors (trail “rangers”)
  - Event coordination
  - Coordinating project oversight/coordination
• **PART 3: Implementation Strategy**

- **Project phasing** (including future Phase 2)
  - Funding campaigns & outreach

- **Detailed planning & Design**
  - Acquisition of easements/rights of way
  - Off-street and on-street improvements
  - Survey, Geotechnical, Engineering
  - Permitting & Approval

- **Marketing & Branding Strategy**
  - Local community and supporters
  - Among potential partners/sponsors
  - Regionally/nationally through media
  - Within funding networks
Phasing Strategy

PHASING APPROACH

• Anticipated to proceed generally from the northern connection to the Border-to-Border trail south.
• Different trail sections may be developed simultaneously, with near-term linkages providing continuity.

(1) North Zone
• Argo / Border-to-Border Trail to William Street
• Mostly public and rail property. Some private.

(2) Central Zone
• William Street to Hill Street
• Mostly private property

(3) South Zone
• Within public rights-of-way (Hill, Greene, Hoover, and State Street)
NORTH ZONE CONSIDERATIONS
• Each zone can be organized into a number of phased “Project Areas”

A. North Main Gateway Bridge: Public + rail property.
B. MDOT Berm Project: Already in design/engineering with a large portion of funding in place
C. Summit to Kingsley: Public property (721 N. Main, street ROWs, and acquired easements) + rail property.
D. Miller Bridge: Mostly private property
E. Huron Gateway Bridge: 415 W. Washington, YMCA, private property
F. Liberty & First Gateways: Public property (1st & William, Street ROWs) and minor railroad easement.
Cost Opinion

• Preliminary opinion of potential construction costs:

$53 - 57 million
Approx. 2.75 miles in length
Approx. $3,800 per linear foot

• Cost Opinion also Includes:
  – Design & Engineering
  – Permitting, Survey, Geotechnical
  – Design, Estimate, and Construction Contingencies
  – Project Management & Construction Administration

• Cost Opinion Does NOT Include:
  – Any property acquisition/easement costs
  – Major utility modifications or enhancement
  – Environmental remediation
  – Flood mitigation / floodplain enhancement
  – Projection of on-going maintenance costs
  – “Other Trail Opportunities” shown on the framework plan

• Trail Amenities & Features Included:
  – All primary trail alignment features and connector paths, including bridges and elevated ramp sections.
  – Trees and landscaping along the trail
  – Benches and other site furnishings
  – Stormwater management for trail area + runoff
  – Pedestrian-scale lighting and security (call boxes)
  – Ornamental security fencing (where needed)
  – Grading, retaining walls, and utility modification (as needed)
Cost Opinion - Benchmarks

- **Allen Creek Urban Trail**
  - $55 million for 2.75 miles ($3,800 per linear foot)

- **606 Bloomingdale** (Chicago)
  - $95 million for 2.7 miles ($6,650 per linear foot)

- **Indianapolis Cultural Trail** (mostly on-street)
  - $63 million for 8 miles ($1,500 per linear foot)

- **Chicago Navy Pier Flyover** (mostly elevated)
  - $60 million for 0.6 miles ($19,000 per linear foot)

- **New York Highline** (elevated but on existing raised platform)
  - $187 million for 1.45 miles ($24,500 per linear foot)
Next Steps

Approval Process Timeline

– November 8: Planning Commission Public Hearing (to be confirmed)

– December 18: City Council Action (to be confirmed)