



# The Treeline

## Allen Creek Urban Trail

*MASTER PLAN*  
SUMMARY PRESENTATION  
**Planning Commission Public Hearing**  
*November 8, 2017*

**Overview**

**The Treeline Framework**

**Implementation**

**Next Steps**

**Discussion**



# OVERVIEW

*Photo Taken By: John Sullivan Images Provided by: The Allen Creek Greenway Conservancy*

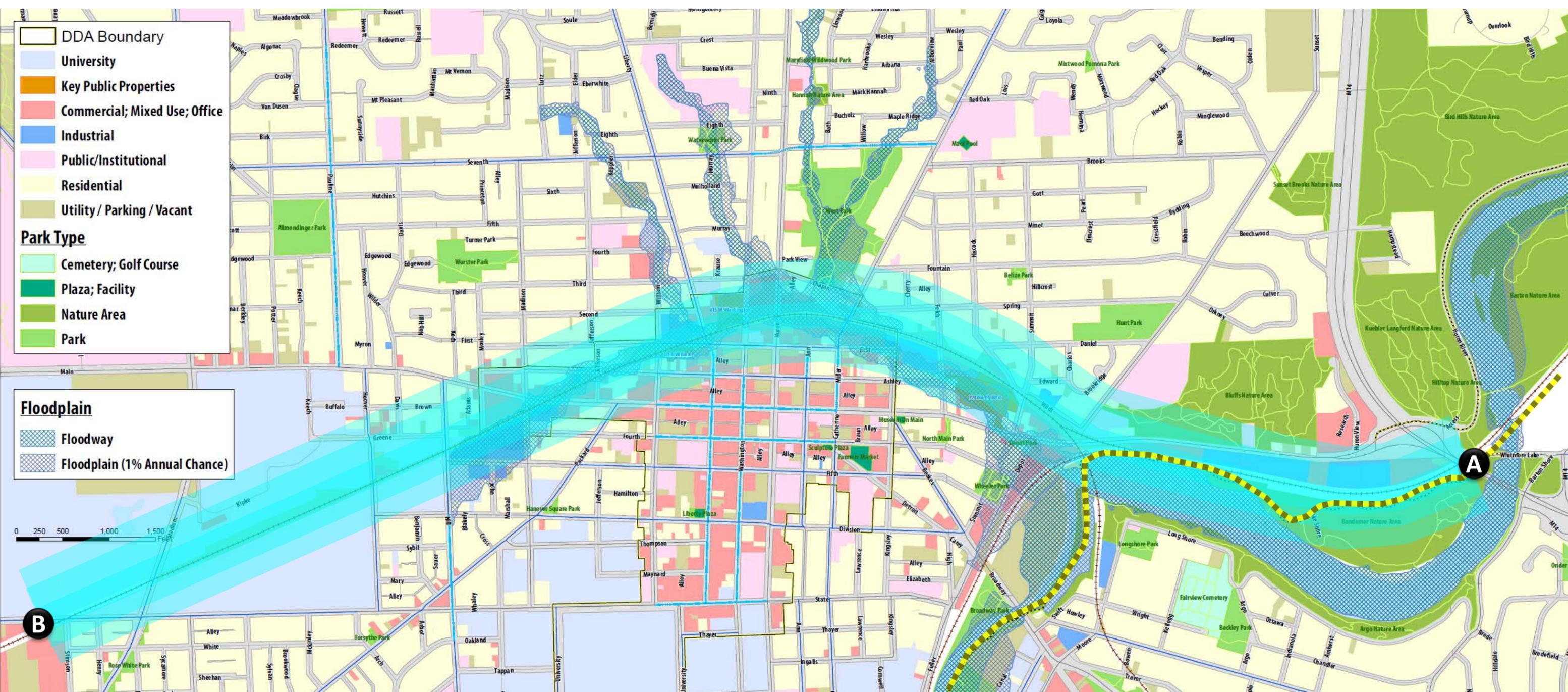
## *A Council Priority Project:*

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.



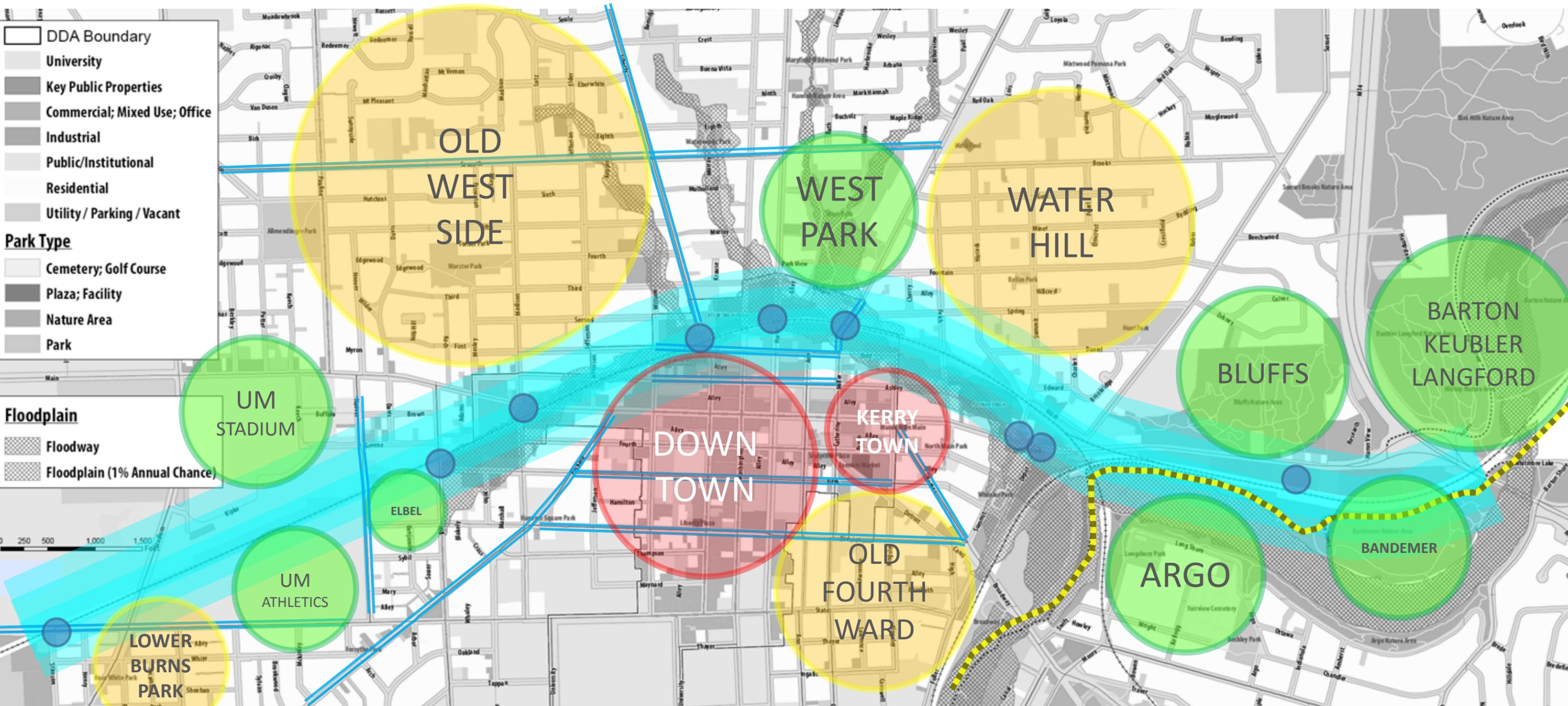
**A North Boundary:** Main St. @ The Border-to-Border Trail (B2B Trail)

**B South Boundary:** S. State St. @ Stimson (Salvation Army)

NORTH

- DDA Boundary
  - University
  - Key Public Properties
  - Commercial; Mixed Use; Office
  - Industrial
  - Public/Institutional
  - Residential
  - Utility / Parking / Vacant
- Park Type**
- Cemetery; Golf Course
  - Plaza; Facility
  - Nature Area
  - Park

- Floodplain**
- Floodway
  - Floodplain (1% Annual Chance)



- Connecting to the Huron River frontage and natural areas (Bluffs, Argo, Barton, Keubler Langford)
- Connecting to neighborhoods
- Connecting to Businesses
- Improve safety and access at key road crossings
- Connecting the bicycle network
- Connection to the region (B2B Trail & Statewide Iron Belle Trail)

NORTH

- 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.**



**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

## Engagement Structure

Project Management  
Team

Technical Advisory  
Committee

Citizen Advisory  
Committee

Stakeholder Focus  
Groups

Public at Large



# 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.

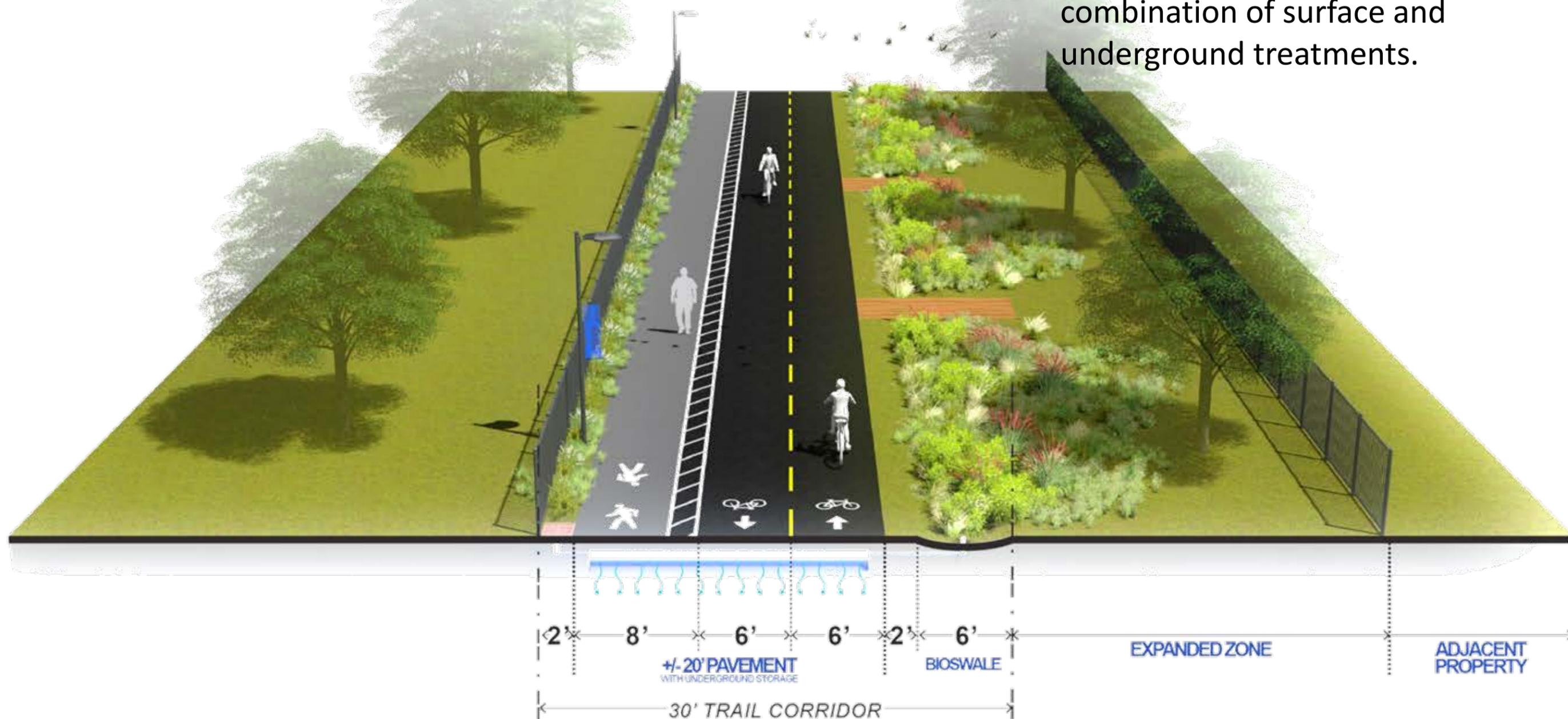


# Preferred Cross-Sections: Trail on Public/Private Parcels

## 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.



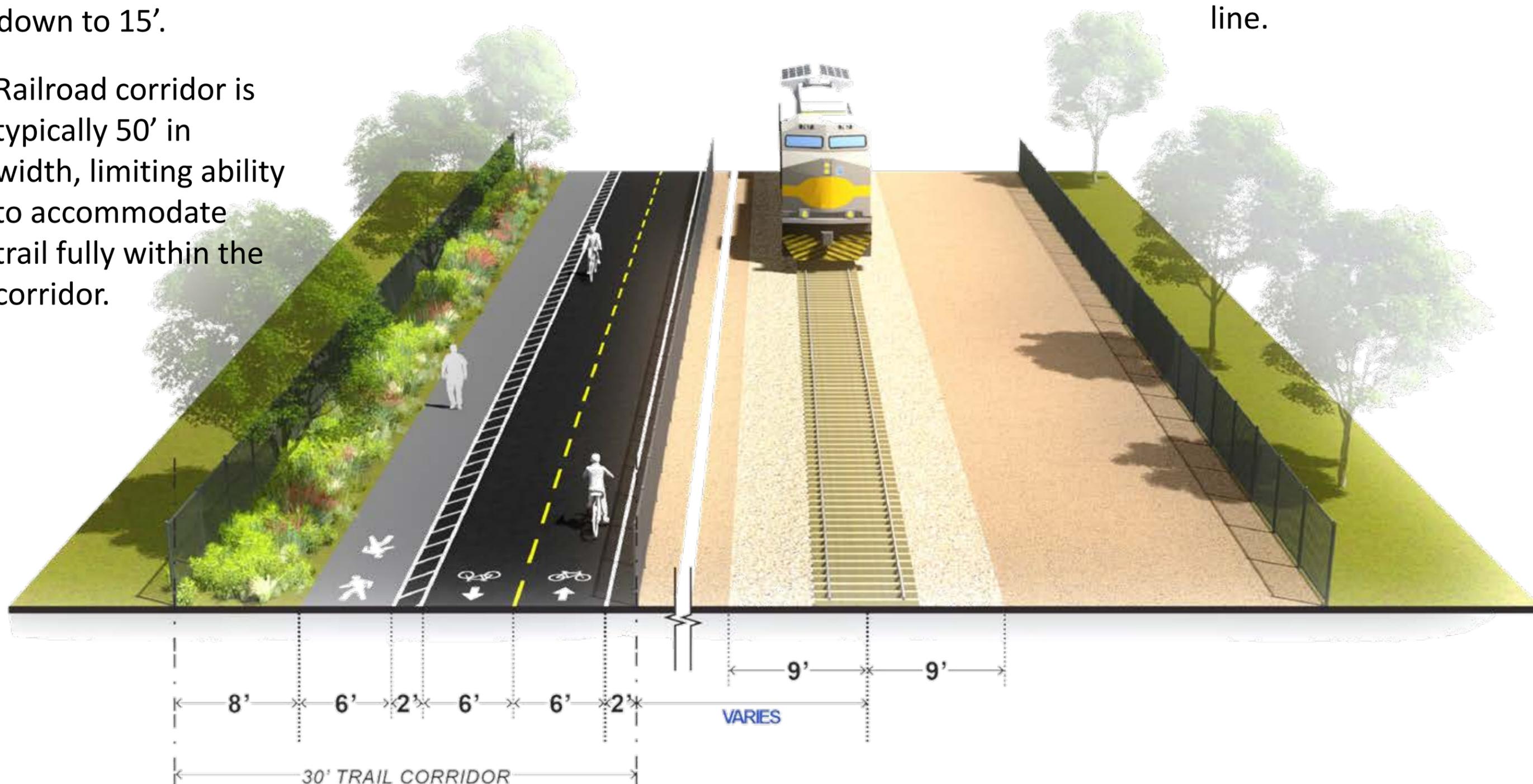
*Trail cross-sections reflect preferred design.*

*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.

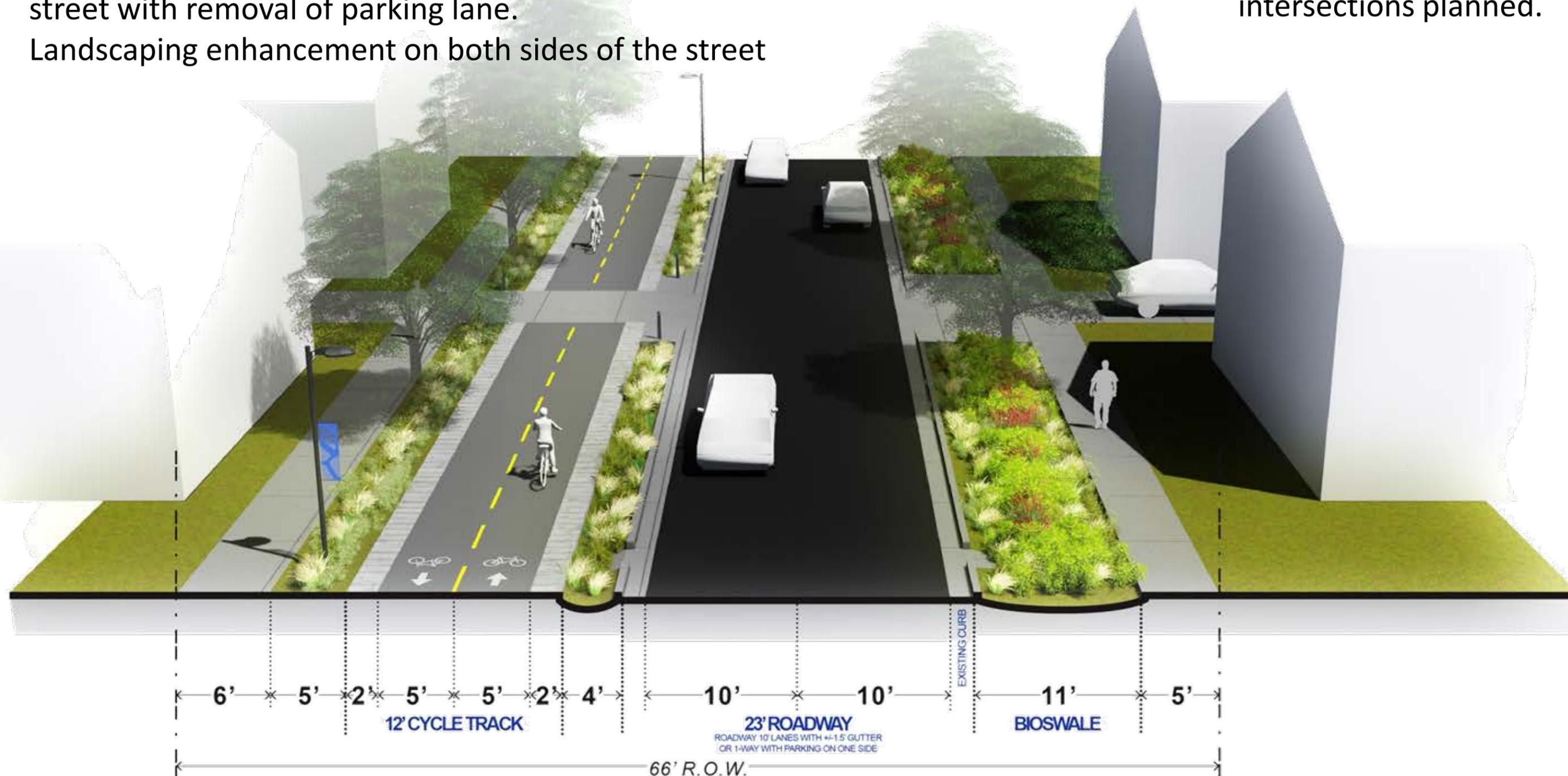


*Trail cross-sections reflect preferred design.  
Actual dimensions and details will vary on a site-by-site basis.*

*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.

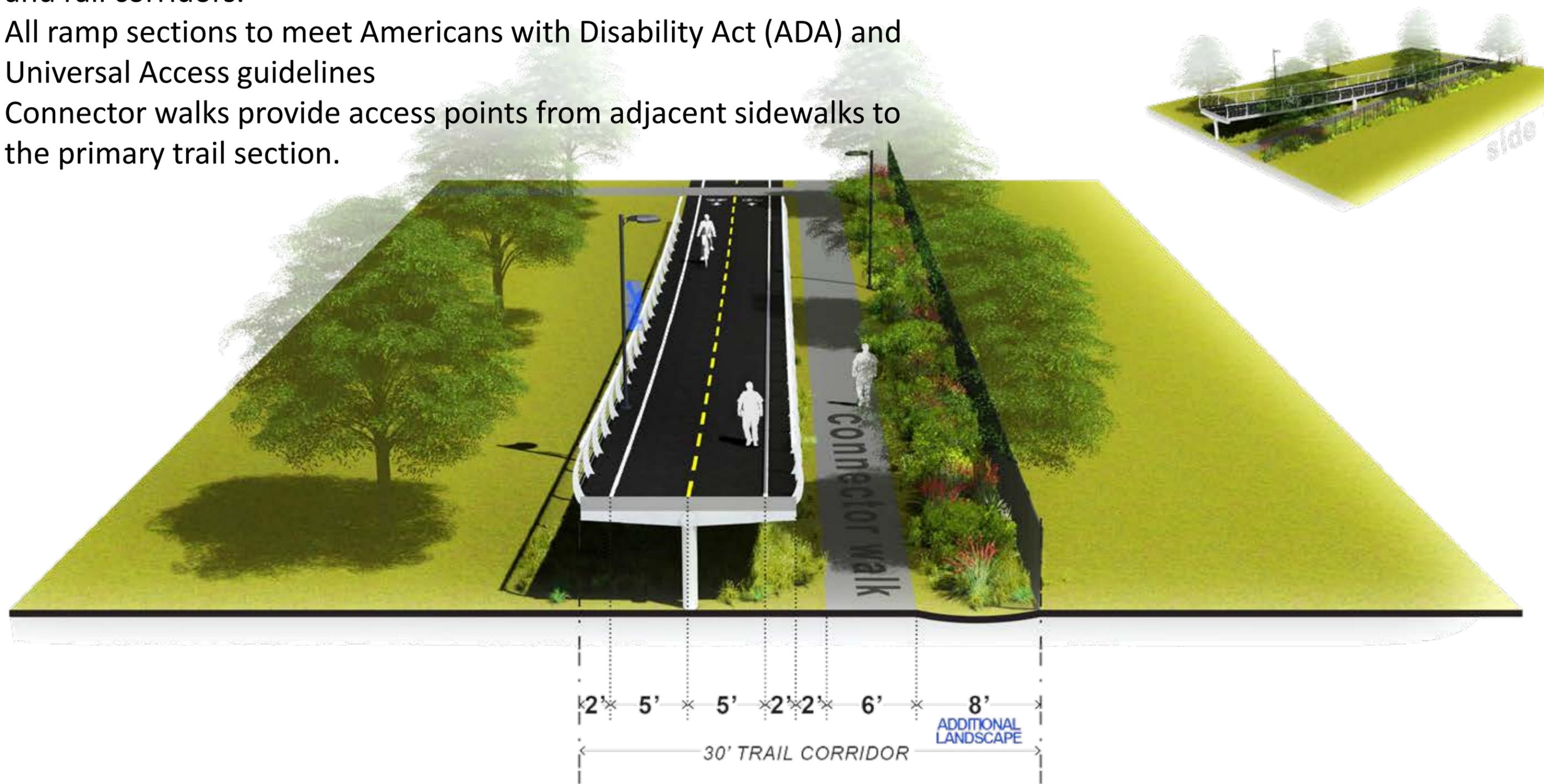


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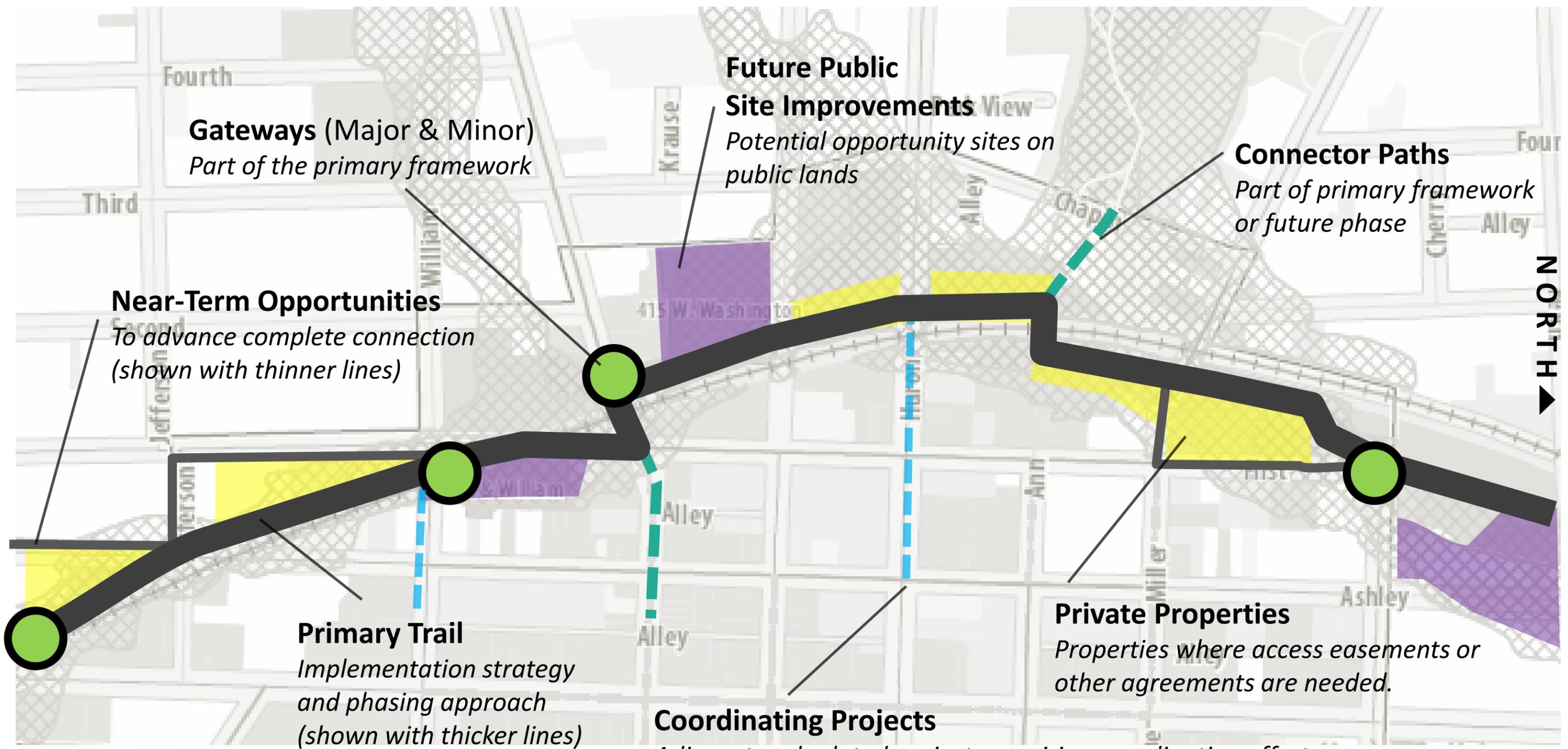
*Actual dimensions and details will vary on a site-by-site basis.*

# 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.*



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

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

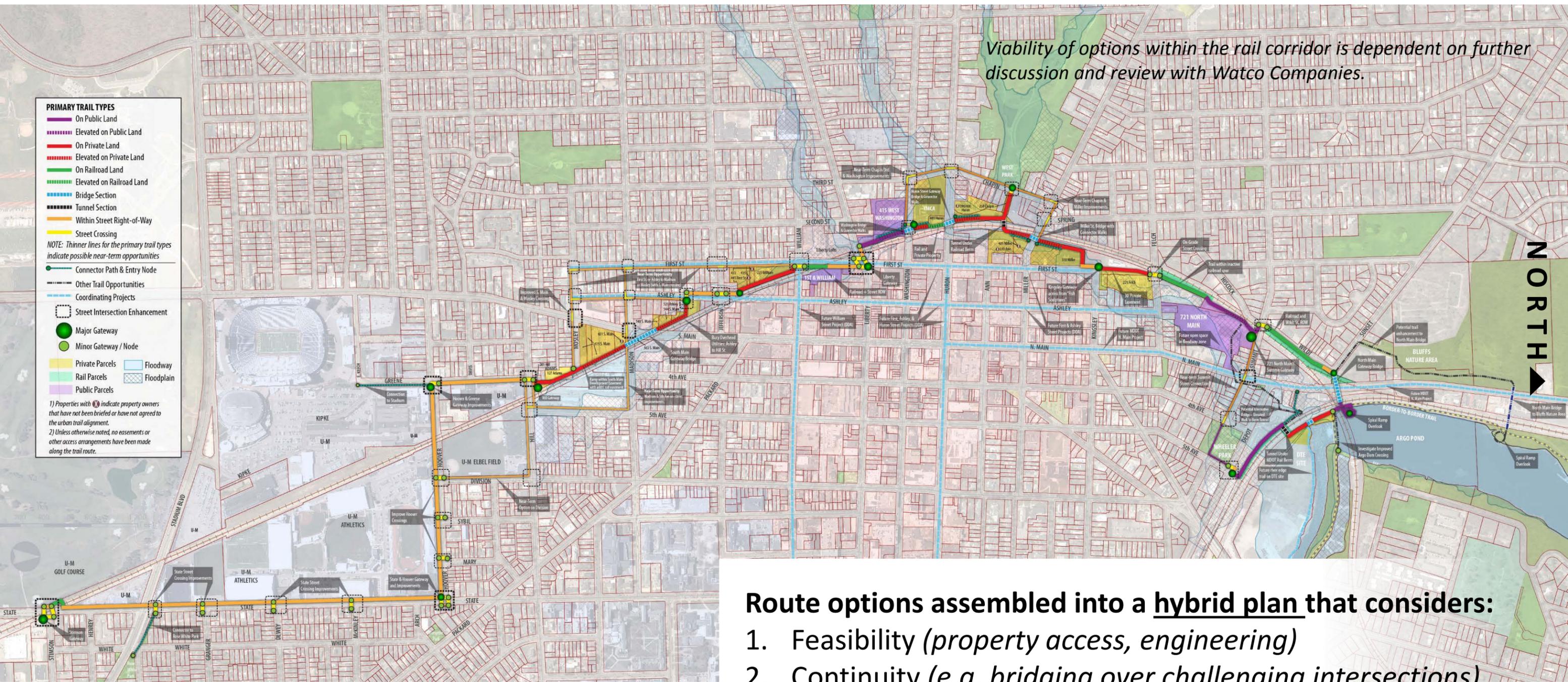
**Connector Paths**  
*Part of primary framework or future phase*

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

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

**Coordinating Projects**  
*Adjacent and related projects requiring coordination efforts. (e.g. Berm Opening, Huron Street Design, etc.)*

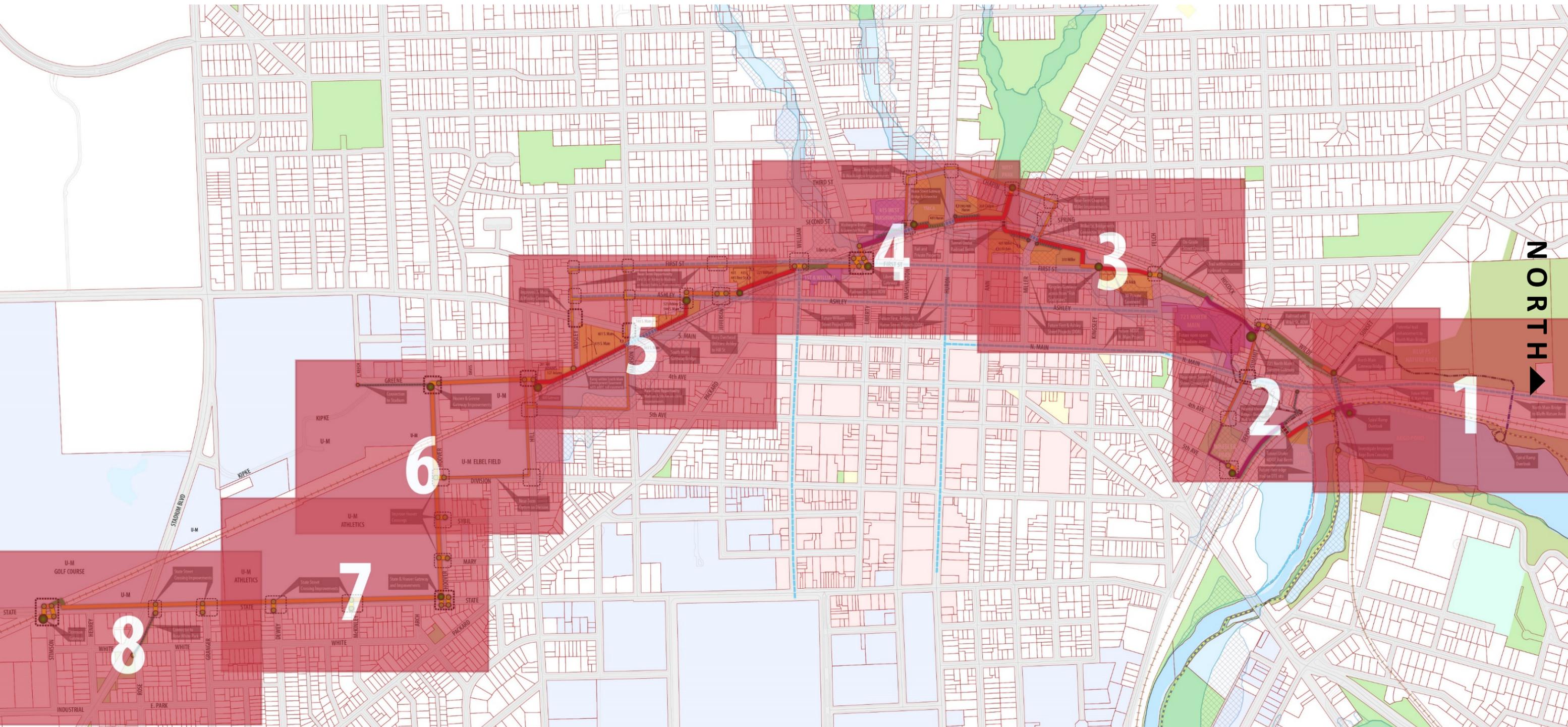
**Private Properties**  
*Properties where access easements or other agreements are needed.*



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



### 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

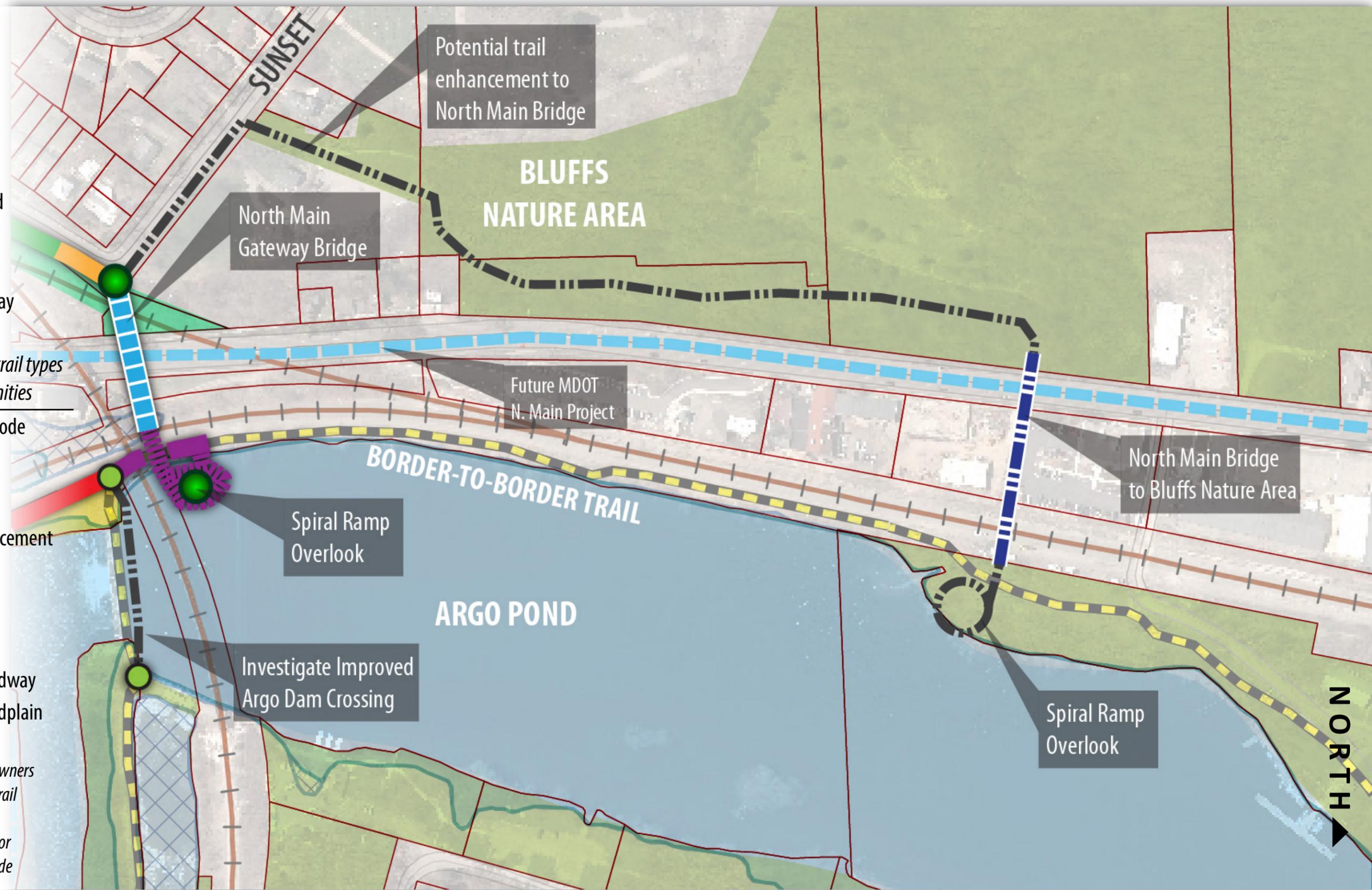
NOTE: Thinner lines for the primary trail types indicate possible near-term opportunities

- Connector Path & Entry Node
- Other Trail Opportunities
- Coordinating Projects
- Street Intersection Enhancement
- Major Gateway
- Minor Gateway / Node

- Private Parcels
- Rail Parcels
- Public Parcels
- Floodway
- Floodplain

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.



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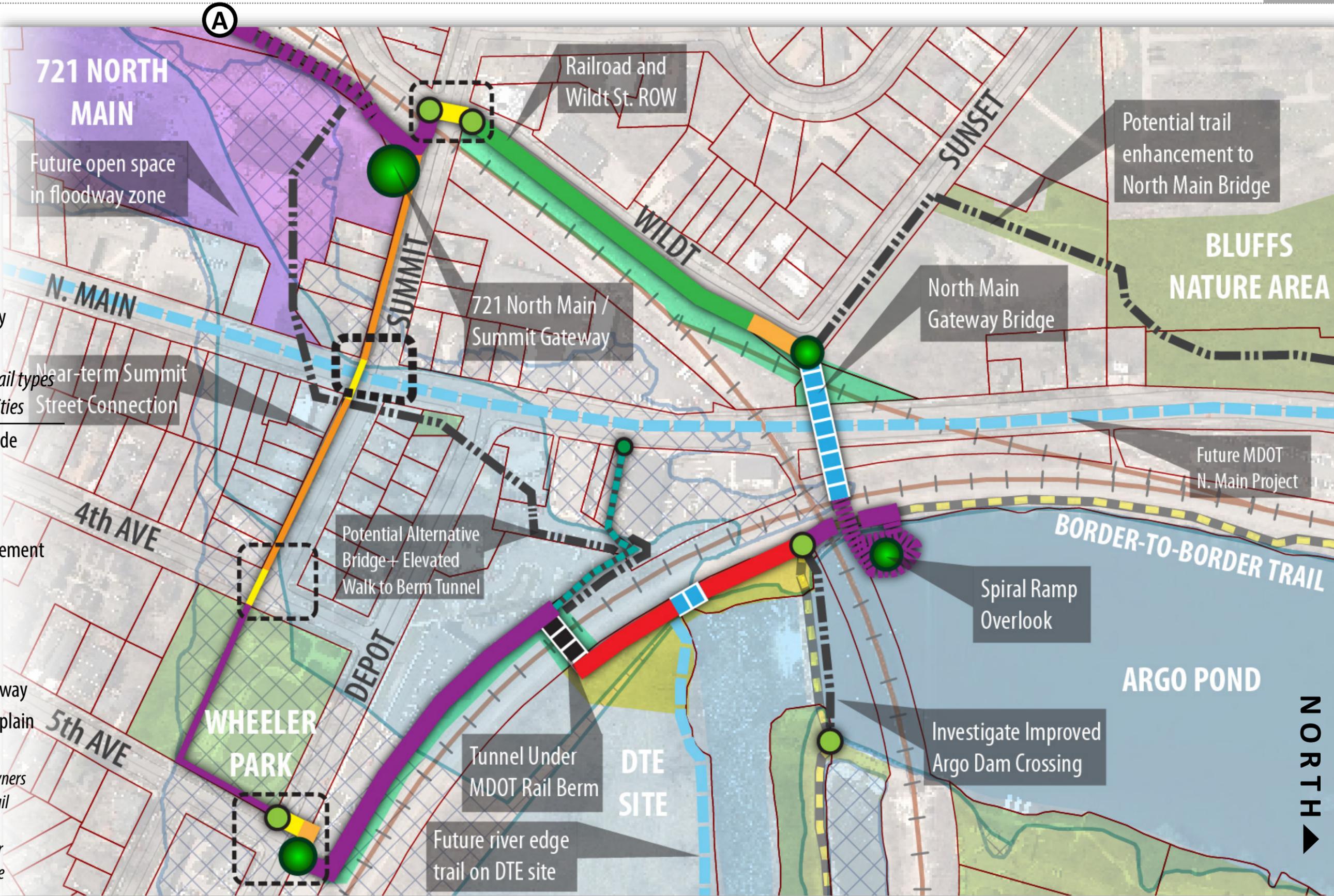
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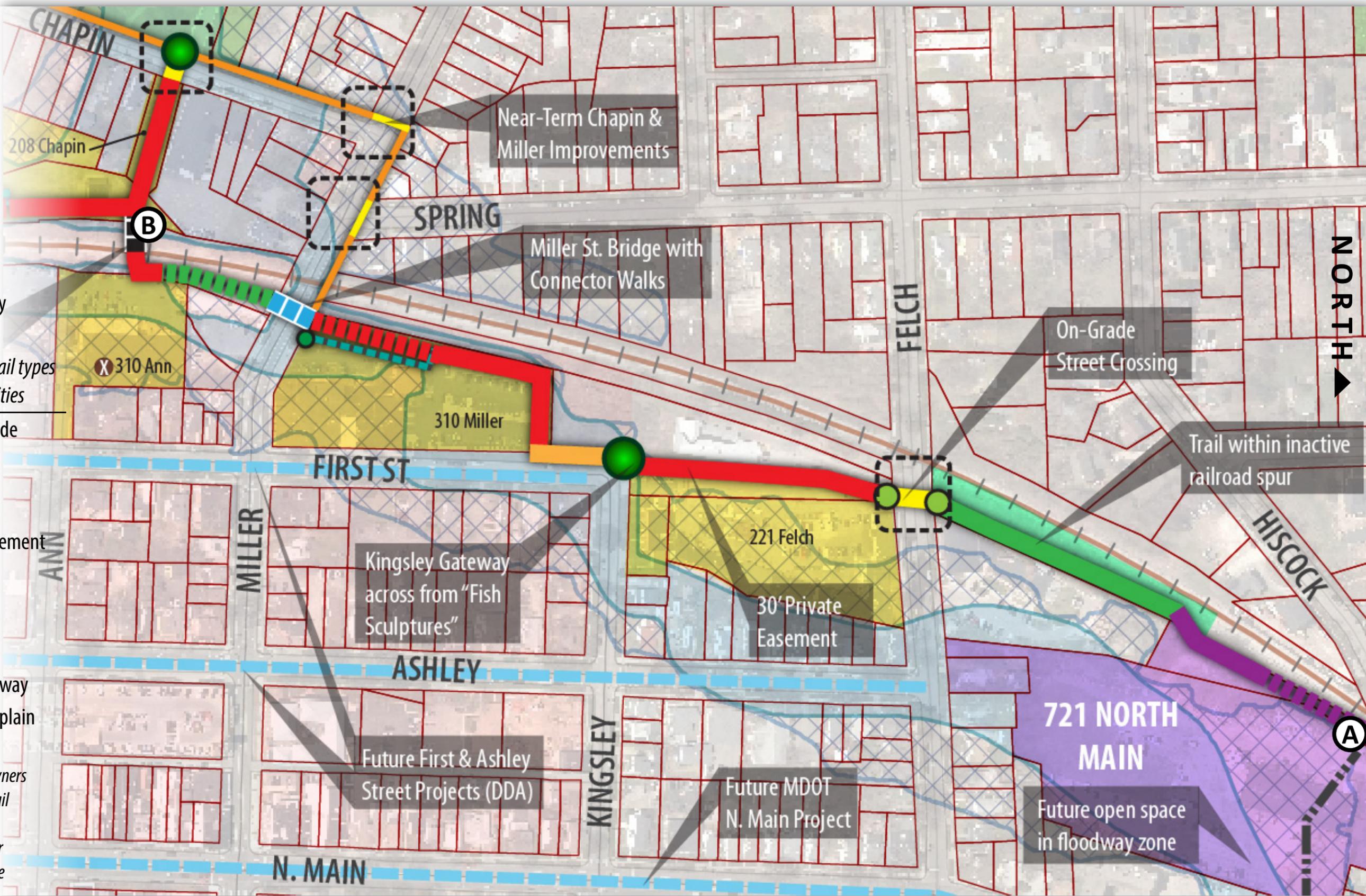
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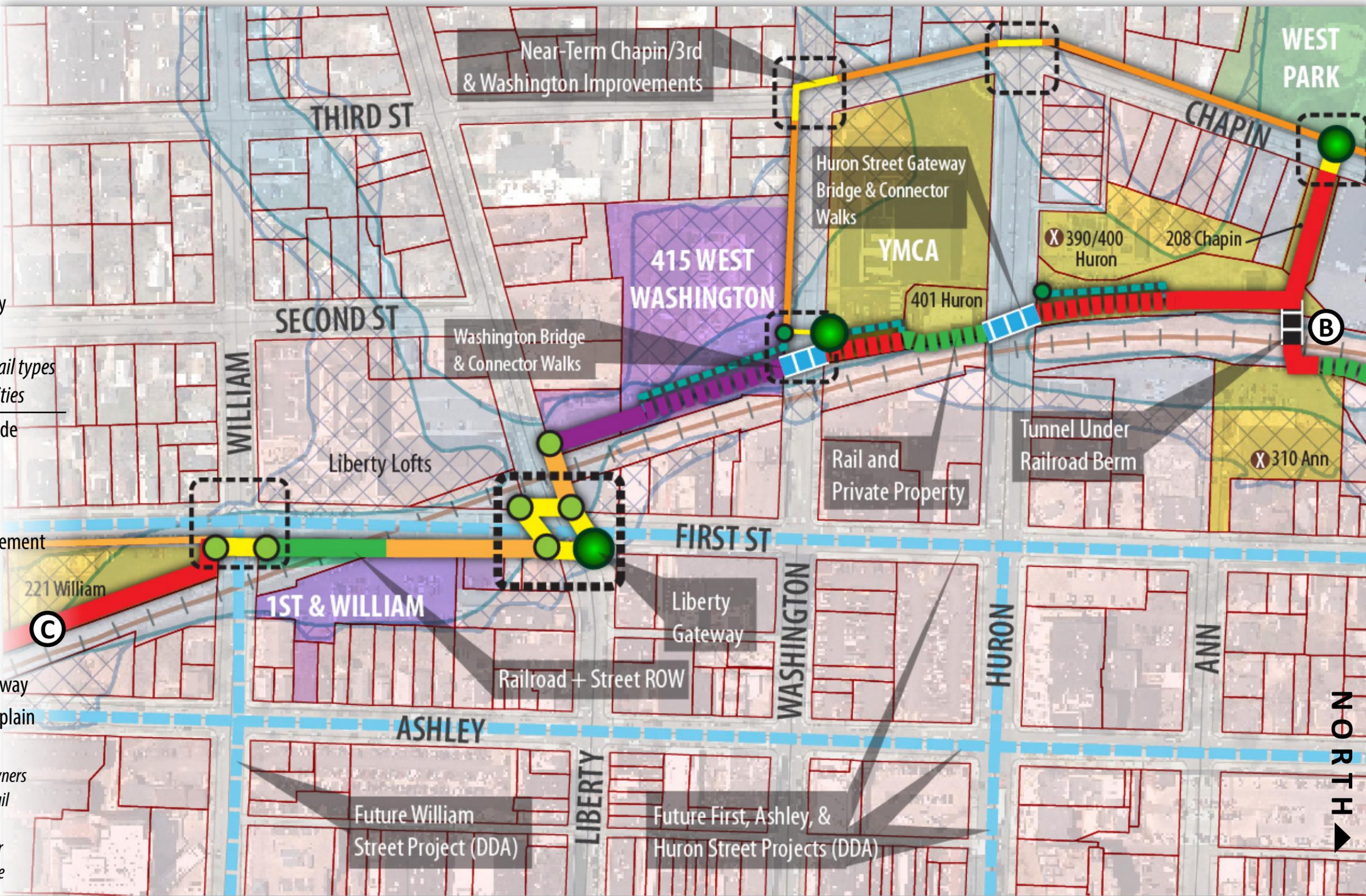
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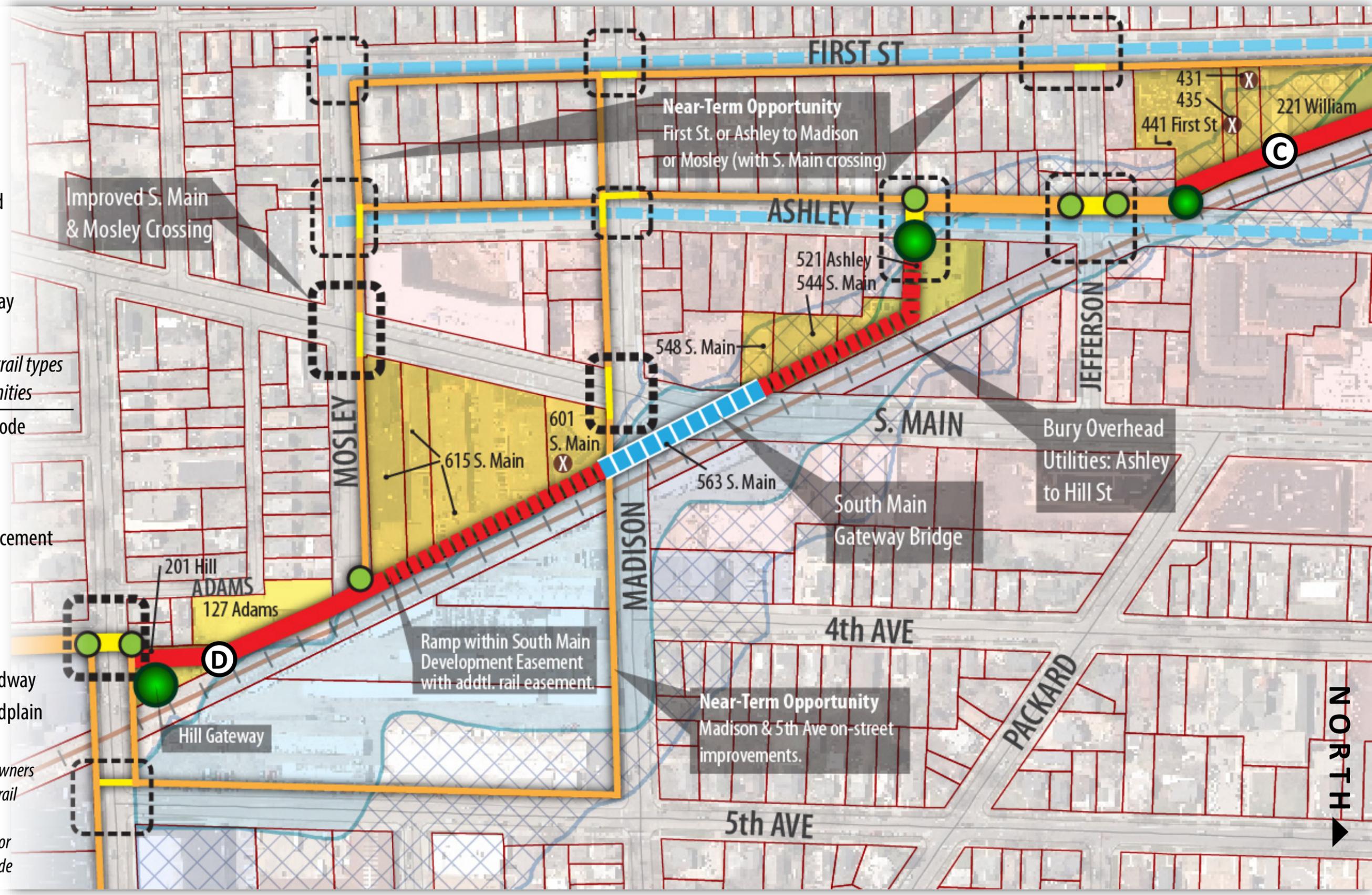
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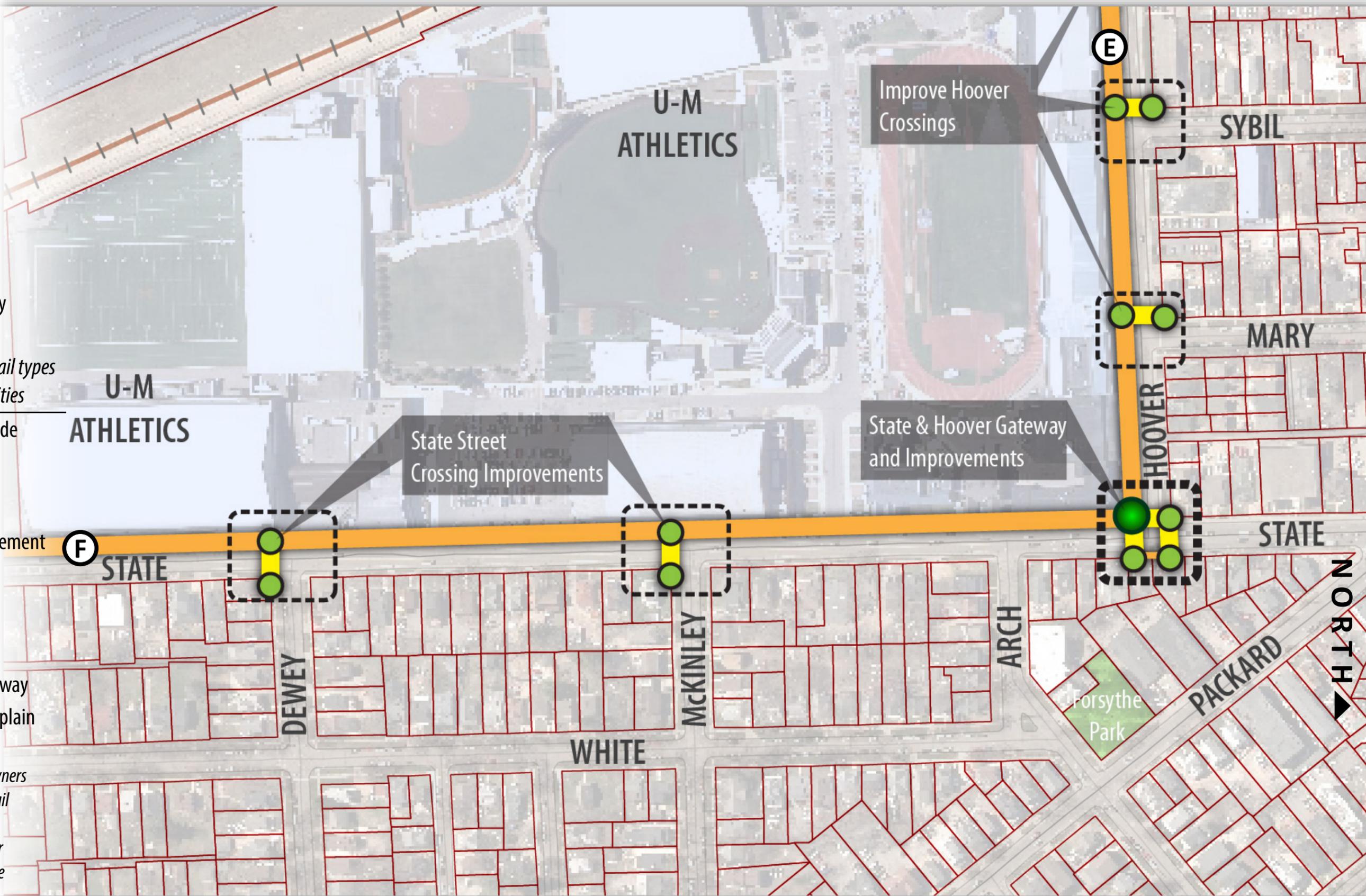
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# The Treeline Allen Creek Urban Trail

- 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

# A N. MAIN GATEWAY BRIDGE & ARGO SPIRAL



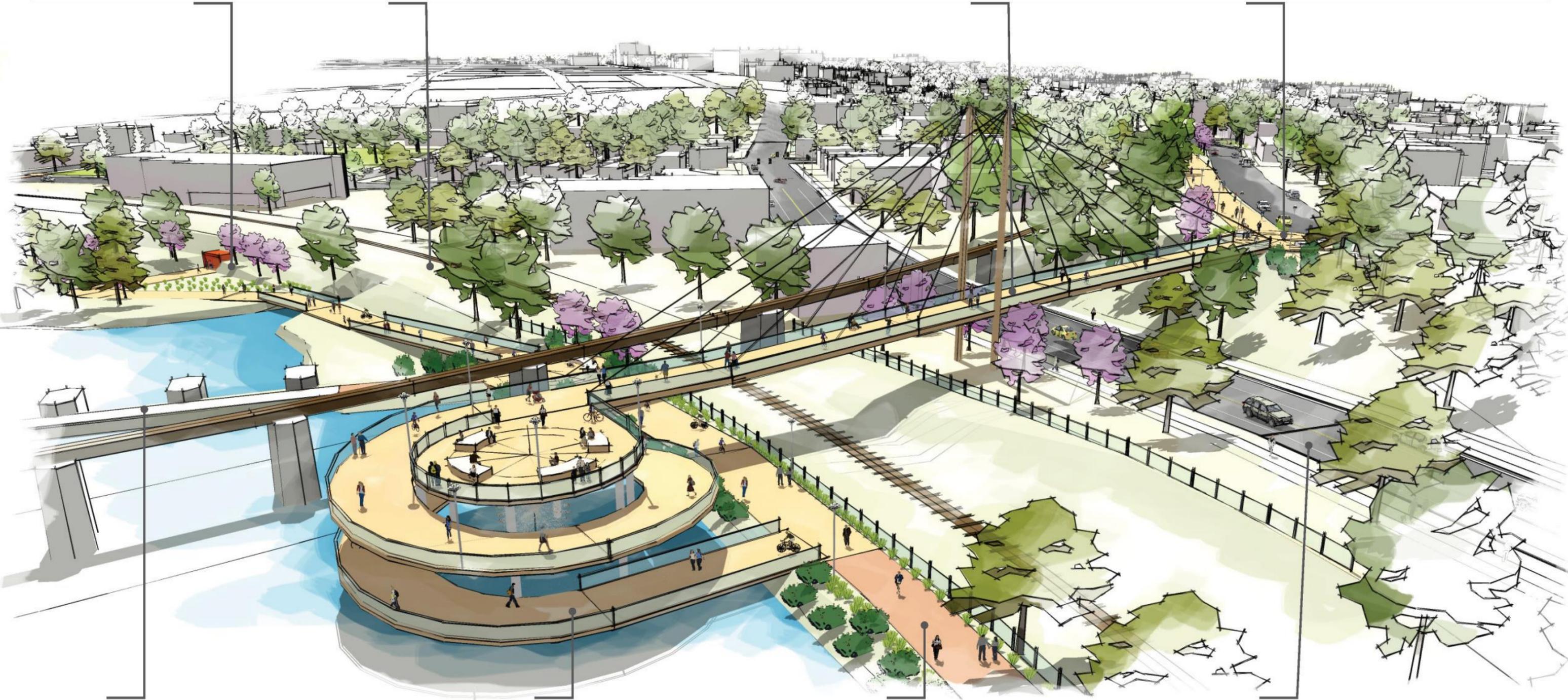
The Treeline  
Allen Creek Urban Trail

TUNNEL UNDER RAIL BERM

MDOT RAILROAD

N. MAIN GATEWAY BRIDGE

WILDT STREET GATEWAY



ARGO DAM

PEDESTRIAN & BICYCLE SPIRAL RAMP

BORDER-TO-BORDER TRAIL

NORTH MAIN STREET

VIEW LOOKING SOUTH OVER ARGO POND

CONCEPTUAL ILLUSTRATION

# B SUMMIT GATEWAY



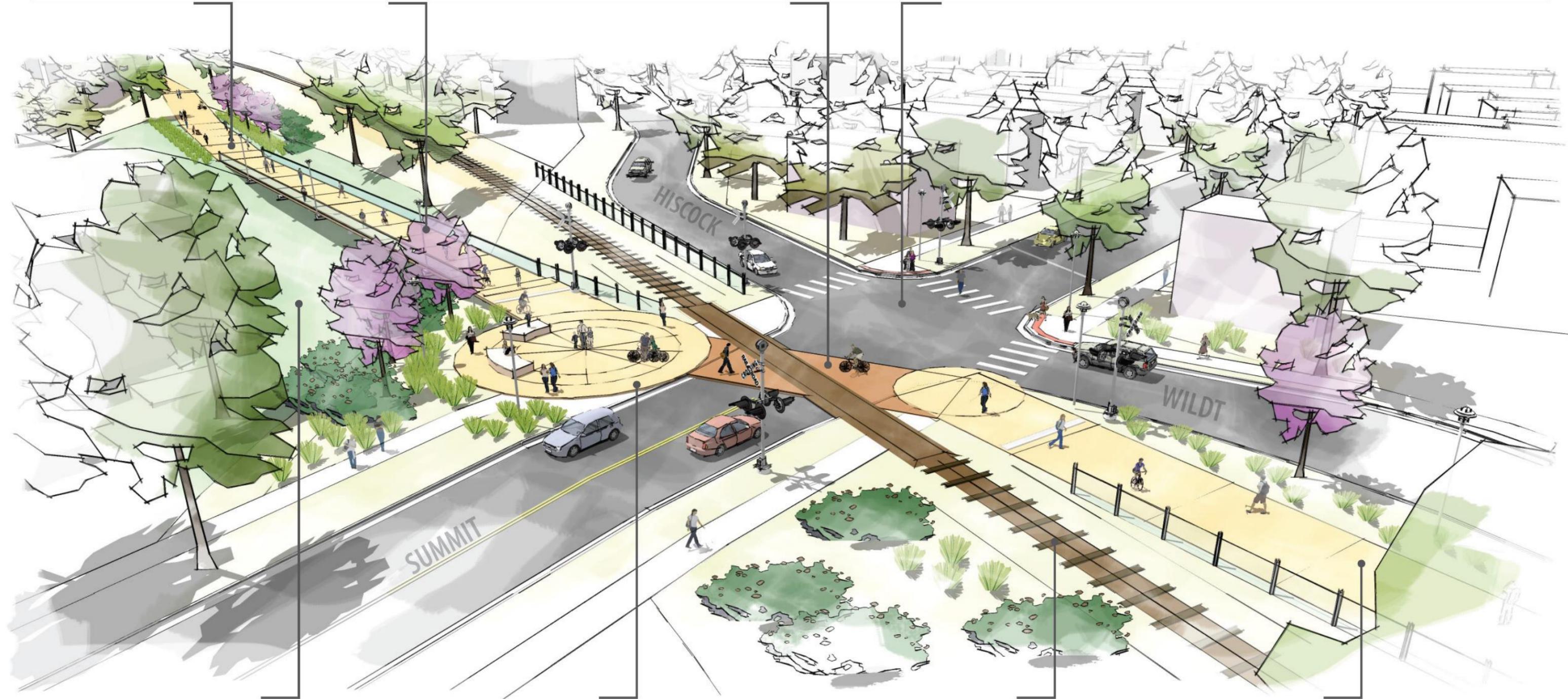
The Treeline  
Allen Creek Urban Trail

TO FELCH GATEWAY

ELEVATED TRAIL SECTION

IMPROVED RAILROAD CROSSING

SUMMIT STREET INTERSECTION IMPROVEMENTS



721 N. MAIN (CITY PARCEL)

SUMMIT STREET GATEWAY & PLAZA

WATCO / A2 RAILROAD

TO WILD'T STREET GATEWAY

VIEW LOOKING SOUTH AT SUMMIT & HISCOCK/WILD'T STREET

CONCEPTUAL ILLUSTRATION

CONNECTION TO WEST PARK

TUNNEL UNDER RAILROAD BERM

MILLER STREET BRIDGE



HURON STREET

HURON STREET GATEWAY BRIDGE

TO WASHINGTON STREET / YMCA

VIEW LOOKING NORTH AT HURON (YMCA AREA)

CONCEPTUAL ILLUSTRATION

LIBERTY STREET

FIRST & WILLIAM (CITY PARCEL)

1ST STREET

LIBERTY LOFTS



PLAZA & DOWNTOWN CONNECTION

INTERSECTION IMPROVEMENTS

WATCO / A2 RAILROAD

TO 415 W. WASHINGTON (CITY PARCEL)

### VIEW LOOKING SOUTH DOWN FIRST STREET

CONCEPTUAL ILLUSTRATION

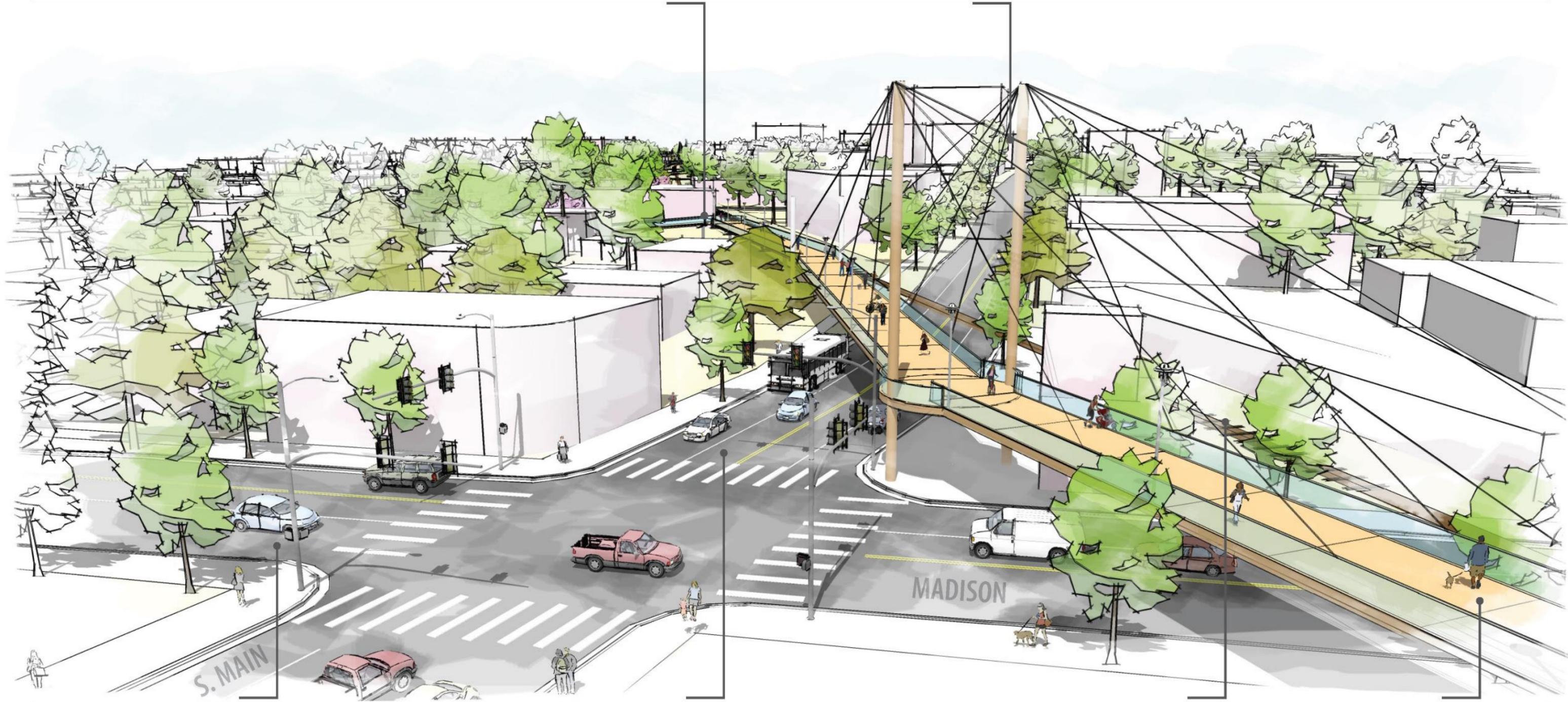
# **E** S. MAIN GATEWAY BRIDGE



**The Treeline**  
Allen Creek Urban Trail

RAMP ACCESS TO ASHLEY STREET

S. MAIN GATEWAY BRIDGE



MADISON STREET

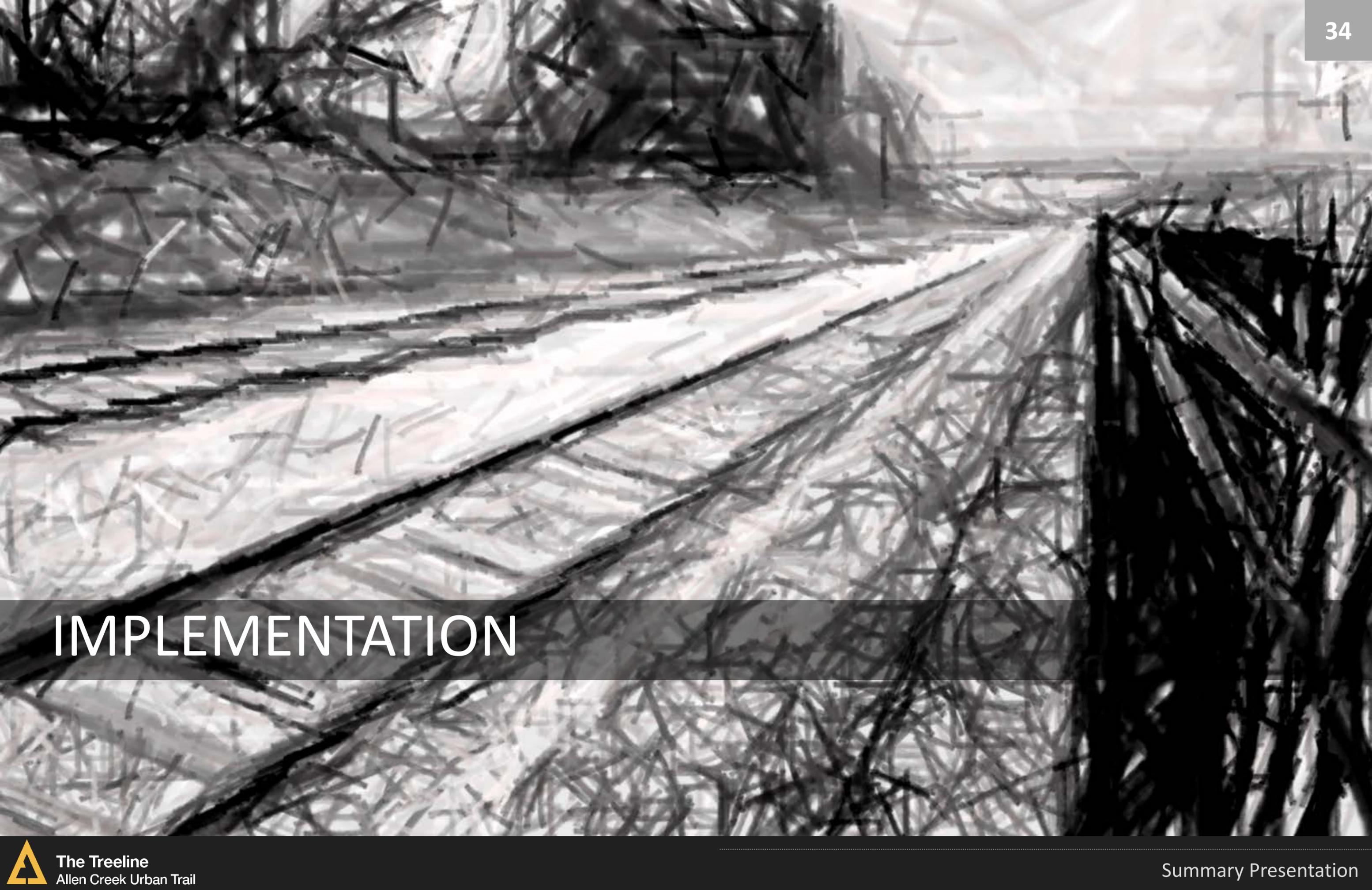
S. MAIN STREET

WATCO / A2 RAILROAD

TO MOSLEY STREET GATEWAY

VIEW LOOKING NORTH DOWN S. MAIN STREET

CONCEPTUAL ILLUSTRATION



# IMPLEMENTATION

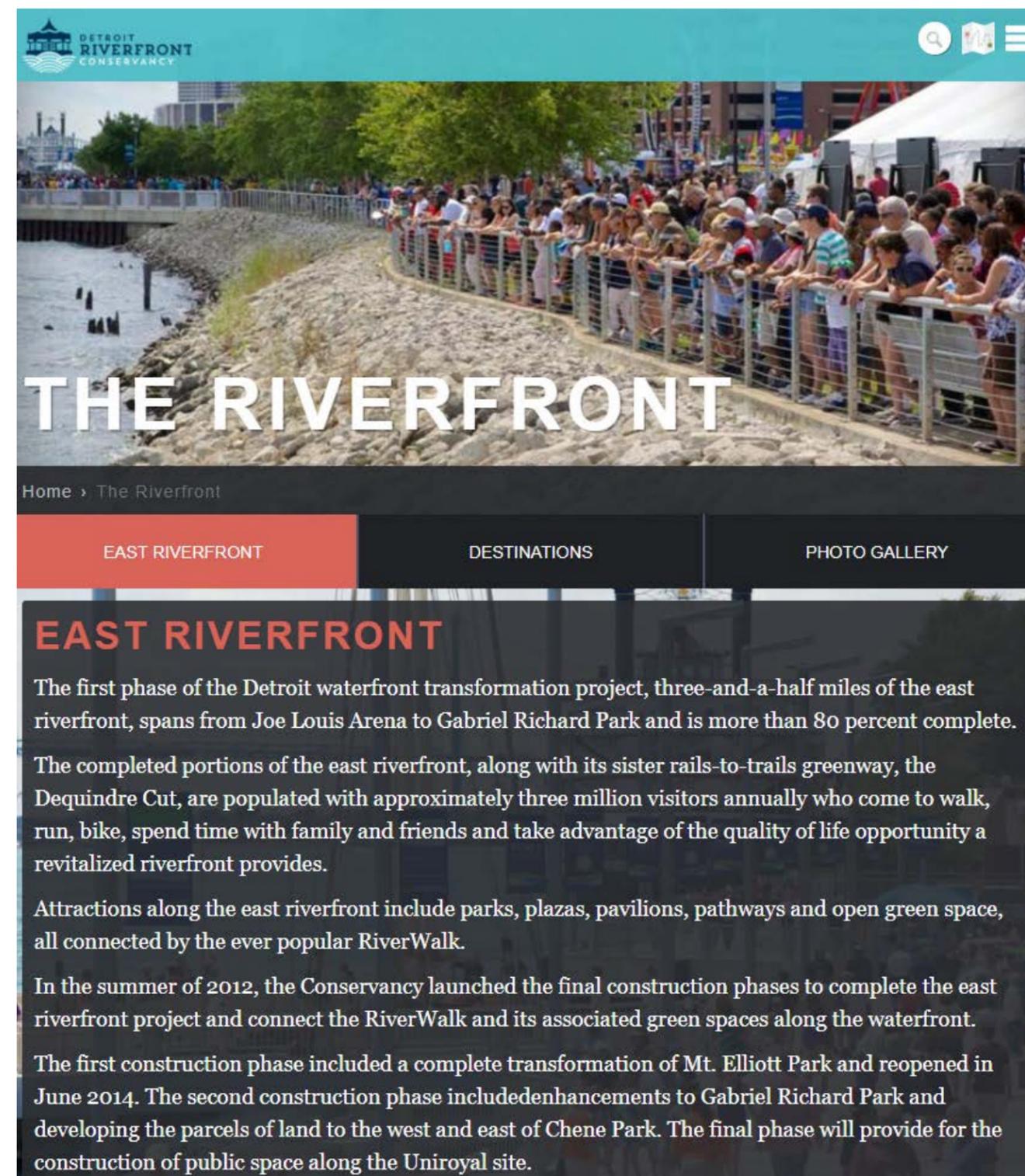
# Implementation Structure

## • 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***

# Implementation Structure

## • 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



Photo credit: [www.americantrails.org](http://www.americantrails.org)



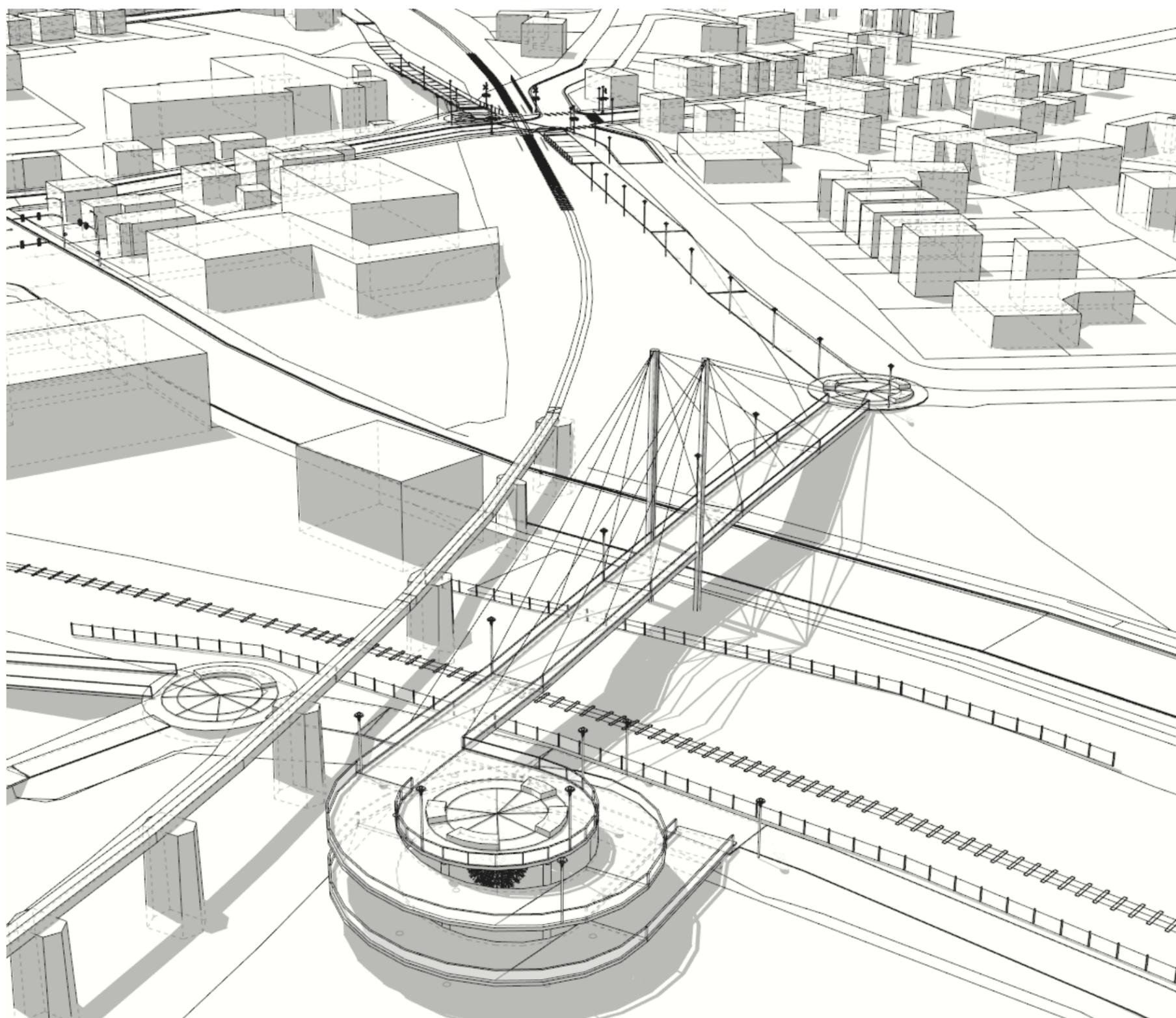
Photo credit: [www.detroitriverfront.org/riverfront](http://www.detroitriverfront.org/riverfront)

# 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

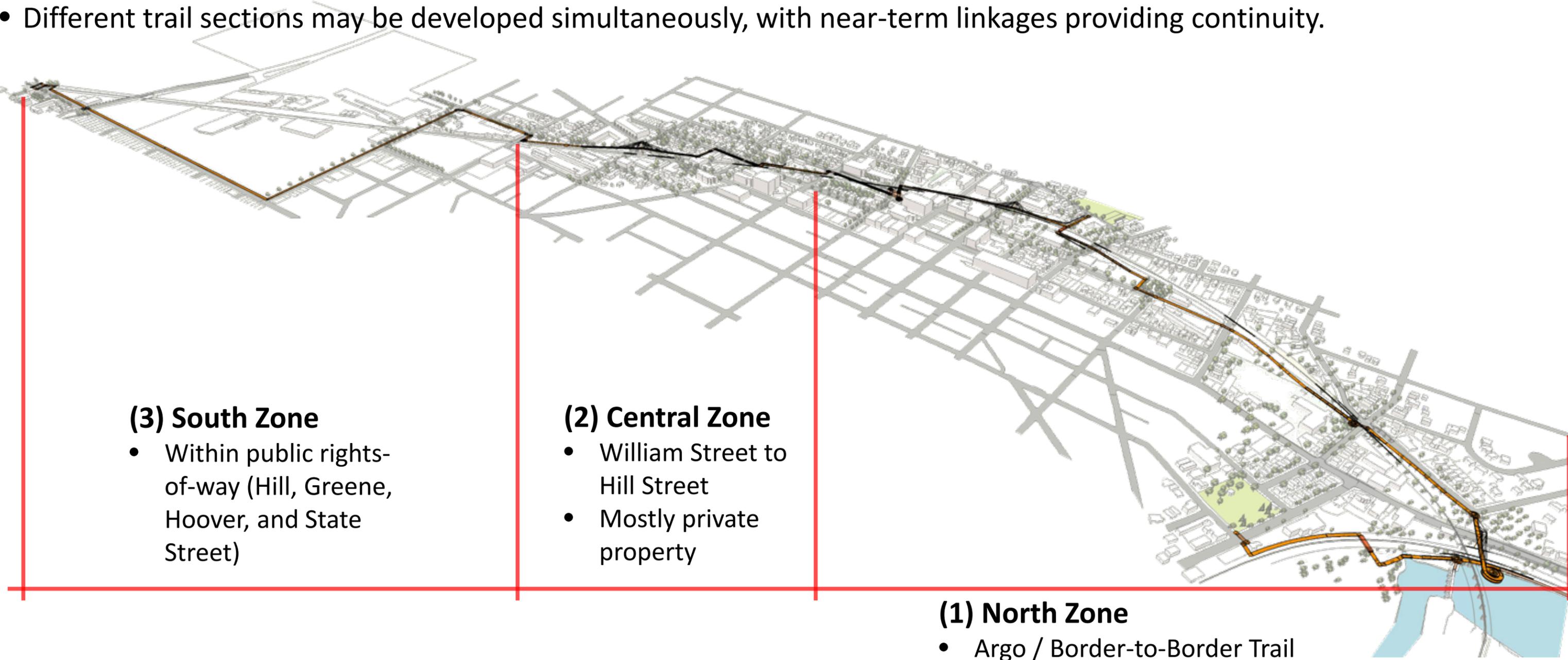
## • PART 3: Implementation Strategy

- **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 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.



### (3) South Zone

- Within public rights-of-way (Hill, Greene, Hoover, and State Street)

### (2) Central Zone

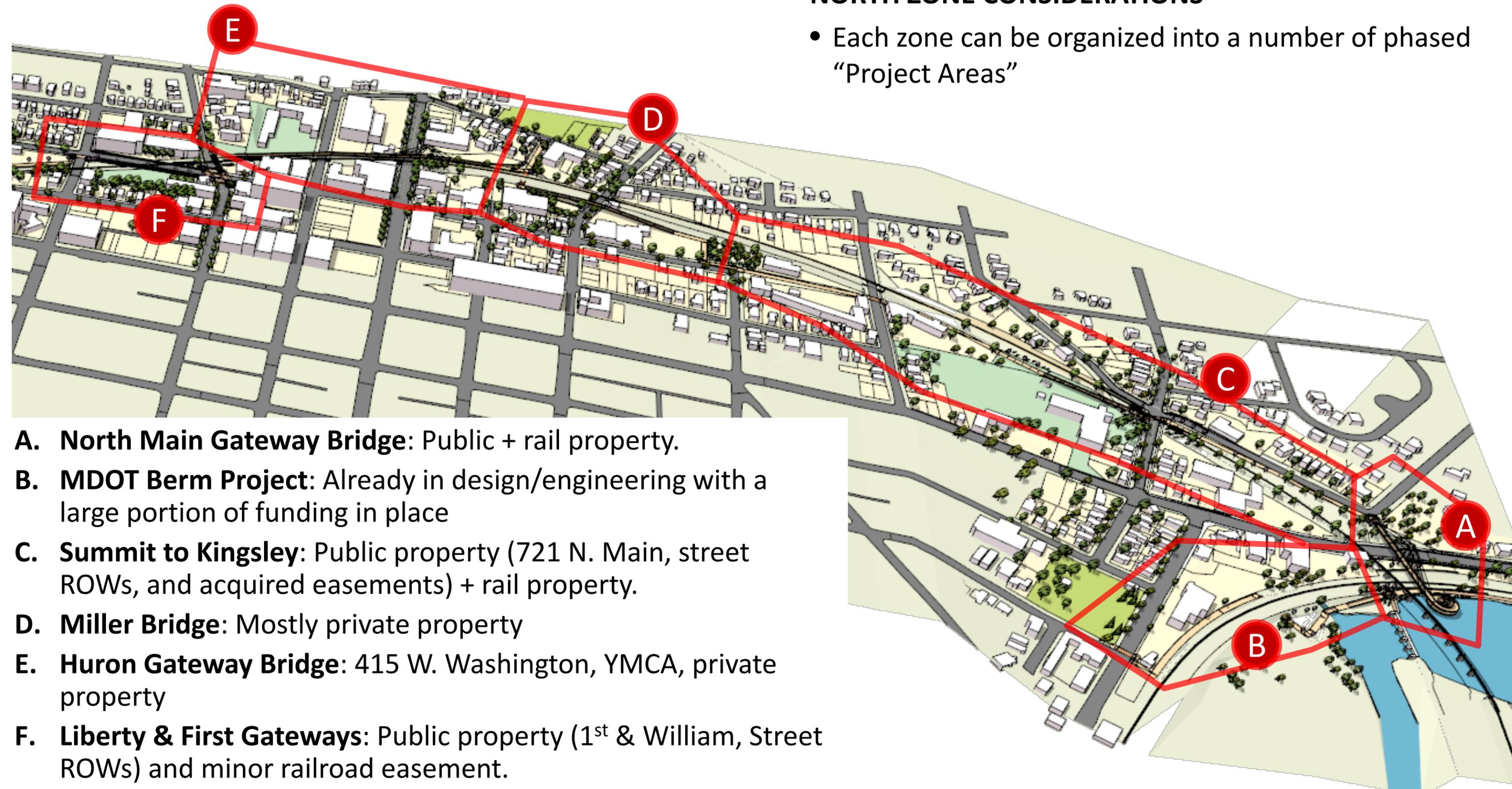
- William Street to Hill Street
- Mostly private property

### (1) North Zone

- Argo / Border-to-Border Trail to William Street
- Mostly public and rail property. Some private.

## 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 (1<sup>st</sup> & 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*

- **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 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

# 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)

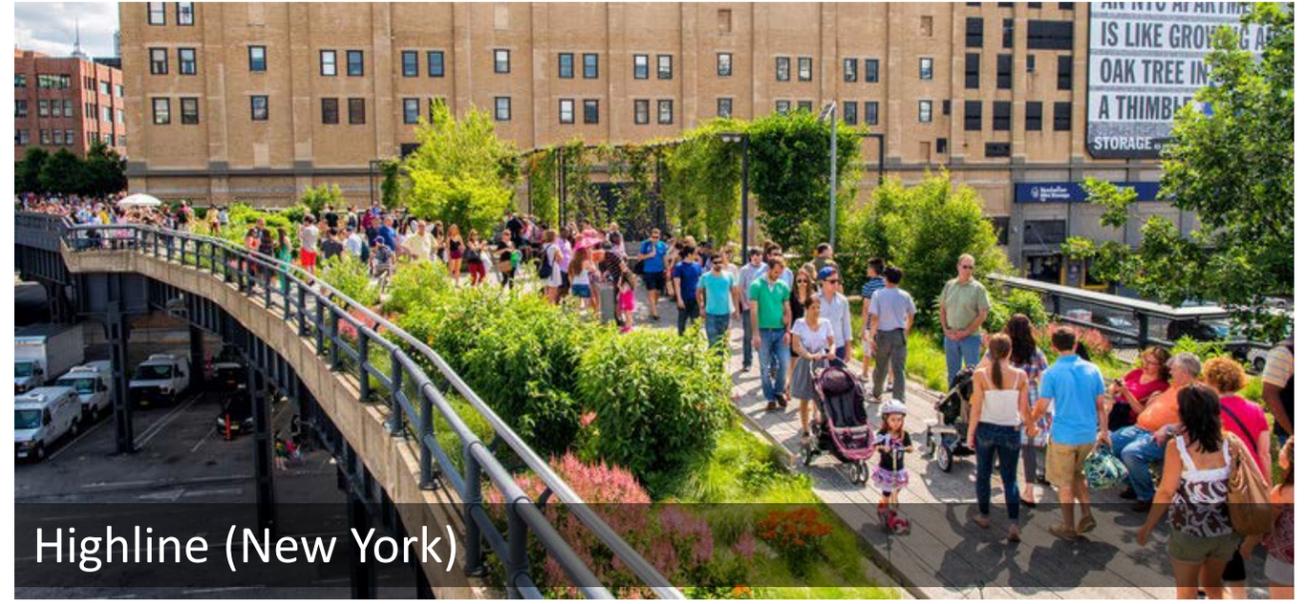
- **New York Highline** (elevated but on existing raised platform)
  - \$187 million for 1.45 miles (\$24,500 per linear foot)



Bloomingdale "606" Greenway (Chicago)



Indianapolis Cultural Trail



Highline (New York)



# NEXT STEPS

## Approval Process Timeline

- November 8: Planning Commission Public Hearing
- December 18: City Council Action