



HOUSE of REPRESENTATIVES

STATE OF MICHIGAN

Appropriations Requests for Legislatively Directed Spending Items

1. The sponsoring representative's first name:
Jason
2. The sponsoring representative's last name:
Morgan
3. The cosponsoring representatives' names. All cosponsors must be listed. If none, please type 'n/a.' A signed letter from the sponsor approving the co-sponsorship and a signed letter from the member wishing to co-sponsor are required. Attach letters at question #9 below.
Representative Jennifer Conlin, Representative Morgan Foreman, Representative Carrie Rheingans
4. Name of the entity that the spending item is intended for:
The Treeline Conservancy
5. Physical address of the entity that the spending item is intended for:
535 W. William Street, Ann Arbor MI 48103
6. If there is not a specific recipient, the intended location of the project or activity:
N/A
7. Name of the representative and the district number where the legislatively directed spending item is located:
Jason Morgan, District 23 Jennifer Conlin, District 48 (The project crosses the boundary between these two districts.)
8. Purpose of the legislatively directed spending item. Please include how it provides a public benefit and why it is an appropriate use of taxpayer funding. Please also demonstrate that the item does not violate Article IV, S 30 of the Michigan Constitution.
The design and construction of the Treeline Trail is a collaborative project of the Treeline Conservancy, a 501(c)3 nonprofit, and the City of Ann Arbor, which will ultimately own this major work of urban infrastructure. The North Segment of the Treeline, for which funding is requested, will transform a critical section of Ann Arbor's active transportation network. It will provide a continuous, safe, and accessible corridor for pedestrians and cyclists of all abilities, separated from high-speed, high-volume vehicular traffic between downtown, and recreational amenities at the Huron River. The project will benefit

residents, students, commuters, recreational users, visitors, and downtown businesses. As such, the North Segment of the Treeline is a widely beneficial use of taxpayer dollars.

This funding would not violate Article IV, Section 30 of the Michigan Constitution, which addresses appropriations for local or private purposes. The Treeline serves a clear public purpose, with regional and statewide impact. It connects to major trail systems—the county-wide Border-to-Border Trail and ultimately Michigan’s Iron Belle Trail—and advances public goals related to transportation, health, and economic development. State support for infrastructure with wide public benefit is consistent with constitutional requirements.

9. Attach documents here if needed:

Attachments added to the end of this file.

10. The amount of state funding requested for the legislatively directed spending item.

1295000

11. Has the legislatively directed spending item previously received any of the following types of funding? Check all that apply.

["Local", "Private"]

12. Please select one of the following groups that describes the entity requesting the legislatively directed spending item:

Non-profit organization

13. For a non-profit organization, has the organization been operating within Michigan for the preceding 36 months?

Yes

14. For a non-profit organization, has the entity had a physical office within Michigan for the preceding 12 months?

Yes

15. For a non-profit organization, does the organization have a board of directors?

Yes

16. For a non-profit organization, list all the active members on the organization’s board of directors and any other officers. If this question is not applicable, please type ‘n/a.’

Jonah Bailey Peter Baker David Barrett Sarah Baumgartner Bishara Brock Hastie, Treasurer Norman Herbert, co-chair Michael Michelin Roy Muir Joe O’Neal, Co-chair Omari Rush Amy Schlect Pachera Kevin Thompson Cynthia VanRenterghem, Executive Director for Development

17. “I certify that neither the sponsoring representative nor the sponsoring representative's staff or immediate family has a direct or indirect pecuniary interest in the legislatively directed spending item.”

Yes, this is correct

18. Anticipated start and end dates for the legislatively directed spending item:

October 1, 2025 – September 30, 2027

19. "I hereby certify that all information provided in this request is true and accurate."

Yes

Executive Summary

The Treeline Trail North Segment

Schematic Design and Preliminary Engineering

Project Overview

The Treeline—Allen Creek Urban Trail in Ann Arbor, Michigan, is a transformative active transportation project that will establish a **2.7-mile continuous, traffic-separated corridor** for pedestrians and cyclists. The completed trail will link Ann Arbor's riverfront, downtown, central neighborhoods, and major institutions, including the University of Michigan and Pioneer High School, providing safe, non-motorized access to key destinations.

The **Phase I/North Segment** will be the most complex, essential, and visually compelling portion of the Treeline. This segment spans from the **Huron River to a city-owned site west of North Main Street**, crossing high-traffic corridors and integrating sustainable urban infrastructure. It will:

- Establish a signature **connection between downtown and the Huron River**, creating a scenic and accessible gateway.
- Provide a **grade-separated pedestrian and bicycle crossing** over North Main Street, Ann Arbor's busiest north-south thoroughfare.
- Incorporate **green infrastructure**, including rain gardens, native plantings, and stormwater management systems.
- Support **economic revitalization**, fostering local business growth and urban renewal.

The **Treeline Conservancy**, in collaboration with the City of Ann Arbor and other key stakeholders, leads this project, building on decades of **public engagement, city planning initiatives, and environmental stewardship**.

Project Benefits

1. Safe, Seamless Transportation and Accessibility

- **Establishes a critical non-motorized connection** across a heavily trafficked area, ensuring pedestrian and cyclist safety.
- Enhances **access to public transit hubs**, including the Ann Arbor Amtrak station and D2A2 Detroit-Ann Arbor commuter bus.
- Supports **Vision Zero goals**, reducing vehicle-pedestrian conflicts and promoting safe street design.

- Provides a **direct link to the Border-to-Border Trail (B2B)**, connecting Ann Arbor to a regional non-motorized transportation network.

2. Economic Development and Urban Revitalization

- Spurs **redevelopment of underutilized commercial spaces**, attracting investment and new businesses.
- Enhances **property values** along the corridor through improved walkability and aesthetic appeal.
- Increases foot and bike traffic to **downtown shops, restaurants, and cultural destinations**, benefiting local businesses.
- Improves the **North Main Street corridor**, currently a car-dominated zone, by introducing pedestrian-friendly infrastructure.

3. Environmental Sustainability and Resilience

- **Manages stormwater runoff** through bioswales, permeable surfaces, and native plantings.
- **Reduces carbon emissions** by encouraging non-motorized transportation alternatives.
- Integrates with **A2ZERO**, Ann Arbor's carbon neutrality initiative, to reduce vehicle miles traveled.
- **Reclaims former industrial sites**, remediating long-standing environmental concerns and repurposing them as green spaces.

4. Public Health and Community Well-Being

- Encourages **walking, biking, and outdoor recreation**, promoting healthier lifestyles.
- Expands **access to open space**, particularly for residents in **downtown and near-downtown neighborhoods**.
- Provides **gathering spaces for community events**, fostering civic engagement.
- Reduces stress and enhances mental well-being by increasing access to nature and recreational opportunities.

5. Equity and Social Connectivity

- Ensures **safe and accessible mobility options** for residents of all income levels, including **low-income and disabled populations**.
- Directly connects to planned **affordable housing developments**, ensuring equitable transportation access.

- Facilitates **safer routes for students** traveling to and from Pioneer High School and the University of Michigan.
- Links historically disconnected neighborhoods, increasing access to **employment, education, and services**.

6. Regional Connectivity and Future Expansion

- Strengthens Ann Arbor's role as a **key hub in the statewide Iron Belle Trail system**.
- Integrates with the **Border-to-Border Trail**, enhancing mobility across Washtenaw County.
- Supports **multimodal connectivity**, aligning with Ann Arbor's long-term transit goals.
- Lays the groundwork for **future Treeline extensions**, connecting more neighborhoods and business districts.

Phase I/North Segment Features

The North Segment will introduce key **design and engineering innovations** that will define the future of the Treeline Trail:

- **Allen Creek Berm Tunnel Connection:** Utilizes existing infrastructure to provide a safe, below-grade crossing under the Amtrak corridor.
- **Signature Pedestrian and Bicycle Bridge:** A 16-foot-high crossing over North Main Street, offering stunning **views of the Huron River and downtown**.
- **Gradual Elevation Changes:** A 5% grade ensures **ADA accessibility** and smooth transitions for all users.
- **Lighting and Safety Features:** Well-lit paths, wayfinding signage, and emergency call stations enhance user security.
- **Sustainable Design Elements:** Incorporates **stormwater management**, tree canopy expansion, and wildlife-friendly landscaping.

Next Steps

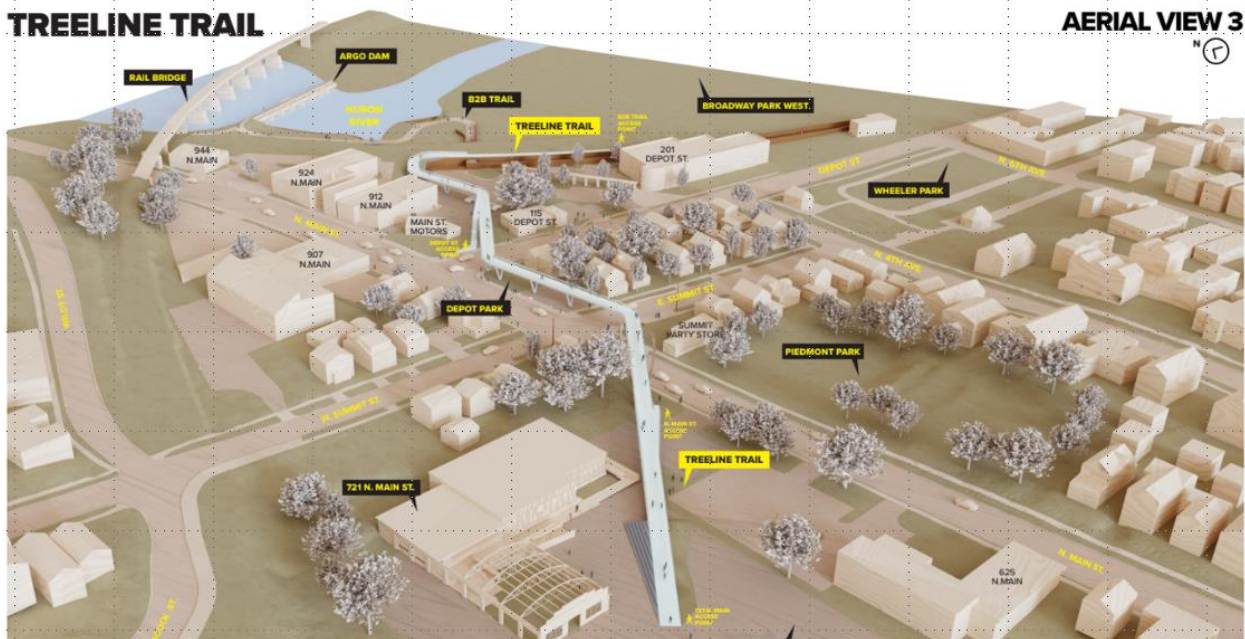
The completion of schematic design and preliminary engineering for the North Segment will position the Treeline Trail for final design, permitting, and construction funding. Public and private partnerships are essential to advancing the project.

We invite **government officials, foundations, and private funders** to collaborate in realizing this transformative urban trail. This investment will ensure that Ann Arbor remains at the forefront of **sustainable urban design and active transportation**.

For more information, please contact **Norman Herbert, Co-Chair**, normanh@umich.edu

TREELINE TRAIL

AERIAL VIEW 3



TREELINE TRAIL

SITE PLAN





TO: Norman Herbert and Joe O'Neal, Treeline Conservancy Board of Directors

FROM: Milton Dohoney Jr., Ann Arbor City Administrator

SUBJECT: City of Ann Arbor Letter of Support for Northern Segment of Treeline Trail

DATE: October 31, 2024

The City of Ann Arbor (City) supports the implementation of the Treeline Conservancy's Treeline Trail Northern Segment Concept. In its entirety, the Treeline Trail will provide a safe, non-motorized mode of travel from the Border-to-Border (B2B) trail on the Huron River to the University of Michigan athletic facilities through downtown along the historic Allen Creek. The City supports the trail as part of its overall efforts to engage in sound environmental practices, provide quality green and recreational spaces, and increase non-motorized mobility options.

The Treeline Trail has been a community aspiration for nearly 20 years. In 2015, the Ann Arbor City Council recognized the potential of this project to improve non-motorized connections throughout the city, leading to the funding and creation of the 2017 Treeline Master Plan that outlines a feasible route from the B2B Trail north of downtown to the State and Stimson Street intersection to the south. The City and the Treeline Conservancy jointly signed an Memorandum of Understanding in 2019, which provides a general framework for the creation of a public/private collaboration between the City and the Conservancy for funding, planning, constructing, and maintaining the trail. The MOU formally recognizes the Treeline Trail as a City project. The Treeline Conservancy has committed to raising philanthropic capital to fund the Treeline Trail, helping to direct the Treeline's implementation, including the planning, construction, and maintenance of the Treeline. The City and the Treeline Conservancy will collaboratively develop trail ownership, operation, and maintenance structure when appropriate. The Treeline Trail will be constructed in phases as funding and property access become available.

The City recognizes that the Treeline Conservancy is ready to begin negotiations to secure the land needed for the North Segment Concept, which will stretch from Argo Dam to 721 N. Main Street, as shown in part in Figure 1. The City supports the concept of creating an elevated trail across Depot Street and Summit Street, coming to grade on City-owned property at 808 and 721 N. Main Street (regulatory constraints allowing). The benefits to the City from the North Segment Concept include the following:

- Continuity: A continuous user experience with minimal interruptions.



- Safety: Improved safety by minimizing at-grade crossings at major intersections, particularly for vulnerable users such as unaccompanied children.
- Accessibility: Design that meets ADA standards and offers frequent access points.
- Connectivity: Linking key community assets and destinations with existing non-motorized facilities.
- Sustainability: Incorporating stormwater management, habitat restoration, and support for alternative modes of travel.
- Unique Experiences: Celebrating Ann Arbor's community and unique assets through the trail, enhancing the quality of life for residents, students, and visitors.

Thank you for considering the City's letter of support for the Treeline Trail North Segment Concept and please let us know if you have any additional questions or concerns.

Sincerely,

Milton Dohoney Jr.

Milton Dohoney, Ann Arbor City Administrator

Cc: Sue McCormick, Interim Public Services Administrator
Marti Praschan, Interim Deputy City Administrator

Attachment: Figure 1



TREELINE TRAIL

SITE PLAN



Figure 1. Treeline Conservancy Treeline Trail North Segment Concept



The Treeline

Multiple Phases Are Completed or Under Construction

- 1 Berm Cut Tunnel to the B2B Trail (Completed)
- 2 Kingsley Trail Extension (Treeline Facilitated)
- 3 410 Miller Railroad Trail Plan (Treeline Owned)
- 4 West Park Connector Plan (Treeline Owned)
- 5 415 West Washington Pilot (Operational)
- 6 The Yard Easement (Operational)
- 7 Wolverine Way (Under Construction)

Treeline Trail

- completed or under construction
- proposed

- Border-to-Border Trail
- railroad
- City-owned property
- park / sports field

