



Legislation Text

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Update; Pond Branch Linear Park

Project Update

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The 2009 Parks, Recreation, Trails and Open Space Master Plan included a spine trail phasing and prioritization plan with the Pond Branch corridor shown on the map, however, it is not delineated as an improved linear trail. The on-street connection with Town Park is shown as segment 12 in the spine trail phasing and prioritization plan, and received funding through TxDOT's Transportation Alternatives Program. With development in the downtown area increasing, staff was directed by the downtown TIRZ committee to explore a feasibility analysis and provide opinion of costs to develop a connection from Rose Park to the east side of the Historic Downtown area along the Pond Branch corridor. This connection would utilize an existing drainage culvert under the Union Pacific Railroad as pedestrian access only. The trail will then follow the west upper bank of the creek and terminate at Dallas Street.

As future development occurs along the creek, the trail will provide additional benefit for outside patio dining areas and connections to other venues in the downtown area with improved pedestrian access. Graham and Associates was retained in July 2014 to formulate a feasibility analysis and opinions of cost. The report was funded through the drainage program and the draft report was completed in November 2014.

**** For earlier history, please see the report of September 2017**

October 2017 - The area south of Broad Street is 95% complete, with electrical work in progress for the pedestrian lighting. Trail work and retaining walls in the area between Broad and Elm Street is progressing smoothly. The project is on schedule to be completed in January 2018.

November 2017 - The project south of Broad Street to Kimball and Pond Street is scheduled to be complete by December 1st. Trail flatwork will begin north of Broad Street as the rock work is completed along the walls. Heavy construction has started north of Elm Street with culverts and walls being installed to accommodate the trail flatwork to Sycamore Street. Anticipated project completion is January 2018. Staff has not received any additional information from UPRR at this time regarding the connection under the Railroad for Phase II.

January 2018 - Anticipated completion of the project is scheduled for the end of January 2018. All concrete flatwork has been installed, rail fencing and trail lighting is being installed, and turf is being established. A dedication event is being planned for Monday, February 12th at 4:00pm before the regular City Council meeting. Staff has not received any additional information from UPRR at this time regarding the connection under the railroad for Phase II.

February 2018 - The first phase of the project from Kimball Street to Sycamore Street is substantially complete. The second phase from Sycamore Street to Rose Park is on hold until funding is authorized after confirmation that UPRR will allow the crossing under the railroad. Staff has not received any additional information from UPRR at this time regarding the connection under the railroad.

To continue the efforts to revitalize the Historic downtown, the pond branch trail system was designed to provide pedestrians access throughout downtown as an alternative means of transportation. This trail system was funded by the ½ cent sales tax and was designed to connect Pond Street to Sycamore Street and eventually Rose Park through a connection under the UPRR.

MPFDC ½ cent sales tax

James Fish, RLA, ASLA
Sr. Park Planner, Parks and Recreation Department
james.fish@mansfield-tx.gov
817-804-5794