

ALLEN CREEK GREENWAY

MASTER PLAN

Citizen Advisory Committee Meeting #1

May 4, 2016

Meeting Agenda

1. Welcome & Introductions
2. Review project scope and schedule
3. Review project structure and organization
4. Discuss project impetus and key guiding documents
5. Review preliminary inventory and analysis findings
6. Next steps
7. Public Commentary (3 minutes/speaker)

Project Management Team

City of Ann Arbor

- Craig Hupy Public Services Area Administrator
- Connie Pulcipher Systems Planner + *Project Manager*
- Cresson Slotten Systems Planning Unit Manager
- Colin Smith Parks & Recreation Unit Manager
- Kayla Coleman Systems Planning Analyst

SmithGroupJJR

- Neal Billetdeaux Principal, Landscape Architect
- Oliver Kiley Landscape Architect + *Project Manager*
- Keenan Gibbons Landscape Architect
- *SGJR Resources* Civil Engineering Expertise
- *Quandel Consultants* Rail & Transit Expertise



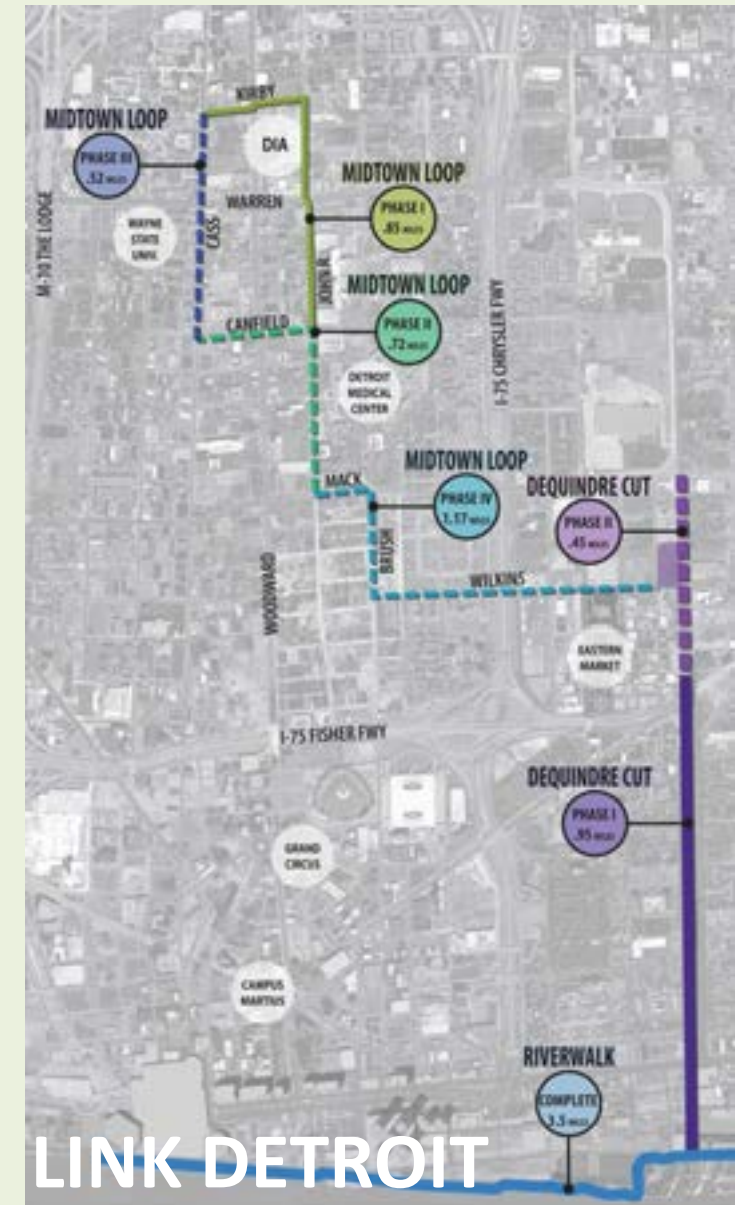
Technical Advisory Committee

City of Ann Arbor

- Troy Baughman Systems Planning Engineer, Utilities
- Greg Bazick Safety Services (Police)
- Amy Brow Safety Services (Fire)
- Chris Carson Project Management, Construction
- Eli Cooper Transportation Program Manager
- Tom Crawford Finance and Administration
- Becky Gajewski Natural Area Preservation
- Jerry Hancock Stormwater & Floodplain Program Coordinator
- Jeffrey Kahan Planning & Development
- Robert Kellar Communications
- Amy Kuras Parks & Recreation
- Jennifer Lawson Systems Planning, Water Quality Manager
- Luke Liu / Cynthia Redinger Project Management, Traffic
- Amber Miller Downtown Development Authority
- Molly Maciejewski Field Operations Services Manager
- Matt Naud Environmental Coordinator
- Jill Thacher City Planner, Historic Preservation

Washtenaw County & Other Non-City

- Harry Sheehan Wash. County Water Resources Commission
- Peter Sanderson Washtenaw County Parks Commission
- Nick Sapkiewicz Washtenaw Area Transportation Study

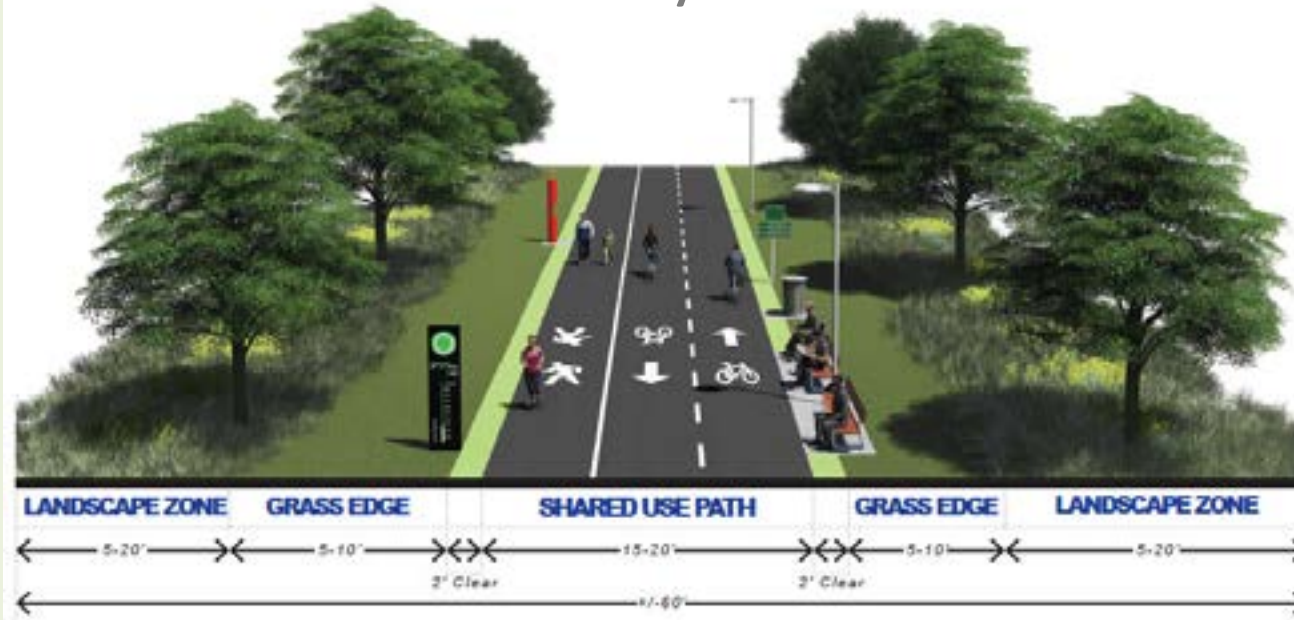


LINK DETROIT



Midtown Loop

Inner Circle Greenway



Dequindre Cut



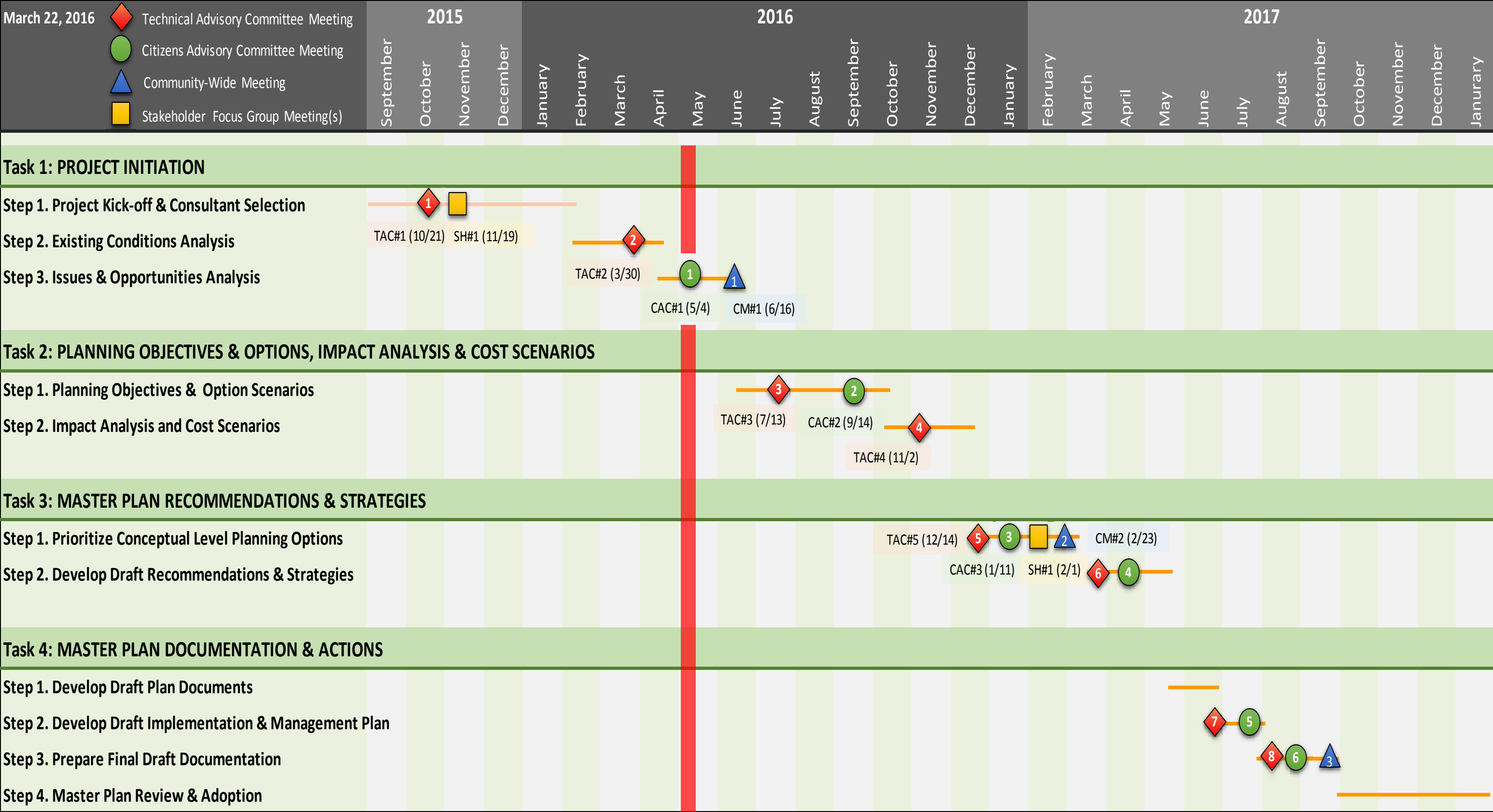
Beltline Greenway

Citizens Advisory Committee

- Peter Allen Peter Allen & Associates
- Maria Arquero De Alarcon UM, Assistant Professor of Architecture and Urban and Regional Planning at Taubman College
- Eric Boyd Board Member: Old West Side Association & Friends of the Border to Border Trail. Old West Side resident
- Terry Bravender Water Hill Resident
- Robin Burke Land Protection Manager, Legacy Land Conservancy
- Vince Caruso Allen's Creek Watershed Group (ACWG)
- Bob Galardi Parks Advisory Commission
- Nancy Goldstein Old West Side Resident
- Sue Gott University Planner
- Chris Graham Environmental Commission
- Robin Grosshuesch Water Hill Resident
- Jim Kosteva UM Director of Government Relations
- Darren McKinnon Allen Creek Greenway Conservancy
- Sarah Mills City Planning Commission
- Rita Mitchell Sierra Club Huron Valley Group
- Melinda Morris Allen Creek Greenway Conservancy
- Seth Peterson Old West Side resident, bike rider
- Alice Ralph Burns Park (South) Neighborhood Resident
- Ellen Ramsburgh Historic District Commission
- Sonia Schmerl Board Member: Old West Side Association, Old West Side Resident
- Sandi Smith Downtown Development Authority
- Jeff Van Schaick Assistant Vice President-Government Affairs WATCO Companies/Ann Arbor Railroad

Note: Views of CAC members do not necessarily reflect view of groups and organizations from which they are affiliated.

Project Schedule





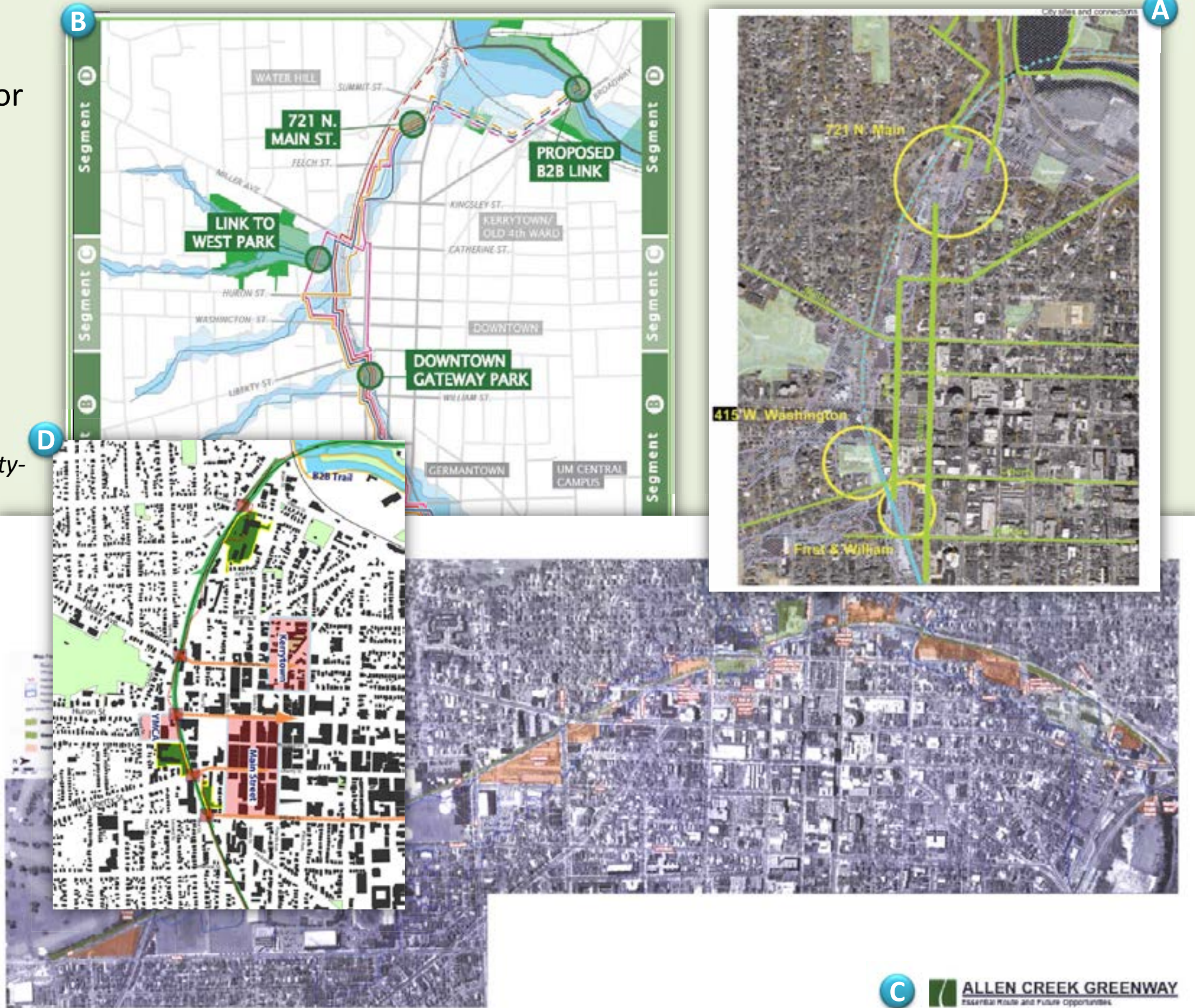
Project Impetus

An Allen Creek Greenway (ACG) has been discussed by the community for decades, with many past studies exploring its potential.

City Council identified the ACG as a priority project to strengthen *non-motorized connections within the community and to the Huron River.*

ACG Master Plan to be adopted as part of the city-wide master plan.

- A** Allen Creek Greenway Task Force (2007 Report)
- B** Green the Way: Moving Forward on an Allen Creek Trail (2014). Explored four different options/alignments.
- C** Essential Route – Allen Creek Greenway Conservancy (2008)
- D** Visioning the Allen Creek (2012)
 - North Main Vision Task Force



Sustainability Framework Goals

- **Sustainable Energy** - Improve access to and increase use of renewable energy by all members of our community
- **Energy Conservation** - Reduce energy consumption and eliminate net greenhouse gas emissions in our community
- **Sustainable Buildings** - Reduce new and existing buildings' energy use, carbon impact and construction waste, while respecting community context
- **Engaged Community** - Ensure our community is strongly connected through outreach, opportunities for engagement, and stewardship of community resources
- **Diverse Housing** - Provide high quality, safe, efficient, and affordable housing choices to meet the current and future needs of our community, particularly for homeless and low-income households
- **Human Services** - Provide services that meet basic human needs of impoverished and disenfranchised residents to maximize the health and well-being of the community
- **Safe Community** - Minimize risk to public health and property from manmade and natural hazards
- **Active Living & Learning** - Improve quality of life by providing diverse cultural, recreational, and educational opportunities for all members of our community
- **Economic Vitality** - Develop a prosperous, resilient local economy that provides opportunity by creating jobs, retaining and attracting talent, supporting a diversity of businesses across all sectors, and rewarding investment in our community
- **Transportation Options** - Establish a physical and cultural environment that supports and encourages safe, comfortable, and efficient ways for pedestrians, bicyclists, and transit users to travel throughout the city and region
- **Sustainable Systems** - Plan for and manage constructed and natural infrastructure systems to meet the current and future needs of our community
- **Integrated Land Use** - Encourage a compact pattern of diverse development that maintains our unique sense of place, preserves our natural systems, and strengthens our neighborhoods, corridors, and downtown
- **Clean Air & Water** - Eliminate pollutants in our air and water systems
- **Healthy Ecosystems** - Conserve, protect, enhance, and restore our aquatic and terrestrial ecosystems
- **Responsible Resource** - Use Produce zero waste and optimize the use and reuse of resources in our community
- **Local Food** - Conserve, protect, enhance, and restore our local agriculture and aquaculture resources

Guiding Documents

Allen Creek Greenway Plans

- City of Ann Arbor Downtown Development Authority Plan Update: Allen Creek North (2001, A2DDA)
- Allen Creek Greenway Preliminary Feasibility Study & Supplementary Research and Preliminary Analysis (2005, Ross Business School, Student Report)
- The Allen Creek Greenway - Findings and Recommendations (2007, Allen Creek Greenway Task Force, City of Ann Arbor)
- Proposed Route of the Allen Creek Greenway; Essential Route and Future Opportunities (2008, Allen Creek Greenway Conservancy)
- Visioning the Allen Creek Greenway: Designing a Path, Creating a Place (2012, UofM SNRE Student Project)
- Green the Way: Moving Forward on an Allen Creek Trail (2014 UofM Urban Planning Student Project)

Other Land & Transportation Plans

- The North Main Street - Huron River Corridor Vision for the Future (2013, North Main Task Force)
- City of Ann Arbor South State Street Corridor Plan (2013, City of Ann Arbor)
- City of Ann Arbor Non-motorized Transportation Plan (2013 update, City of Ann Arbor)
- Connecting our Communities: Summary Report for Evaluation of Downtown Ann Arbor North-South Commuter Rail (WALLY) Station Sites (2014)
- Ann Arbor Downtown Street Design Manual (2015)
- Ann Arbor Connector Plan (2016)



INVENTORY & ANALYSIS

Analysis Intent:

Examine the factors influencing the ***feasibility*** and potential configuration of the Allen Creek Greenway. Consider constraints and opportunities.

Considerations:

1. *What other inventory information should be included?*
2. *What issues and/or opportunities do you see?*
3. *What other questions should we ask?*

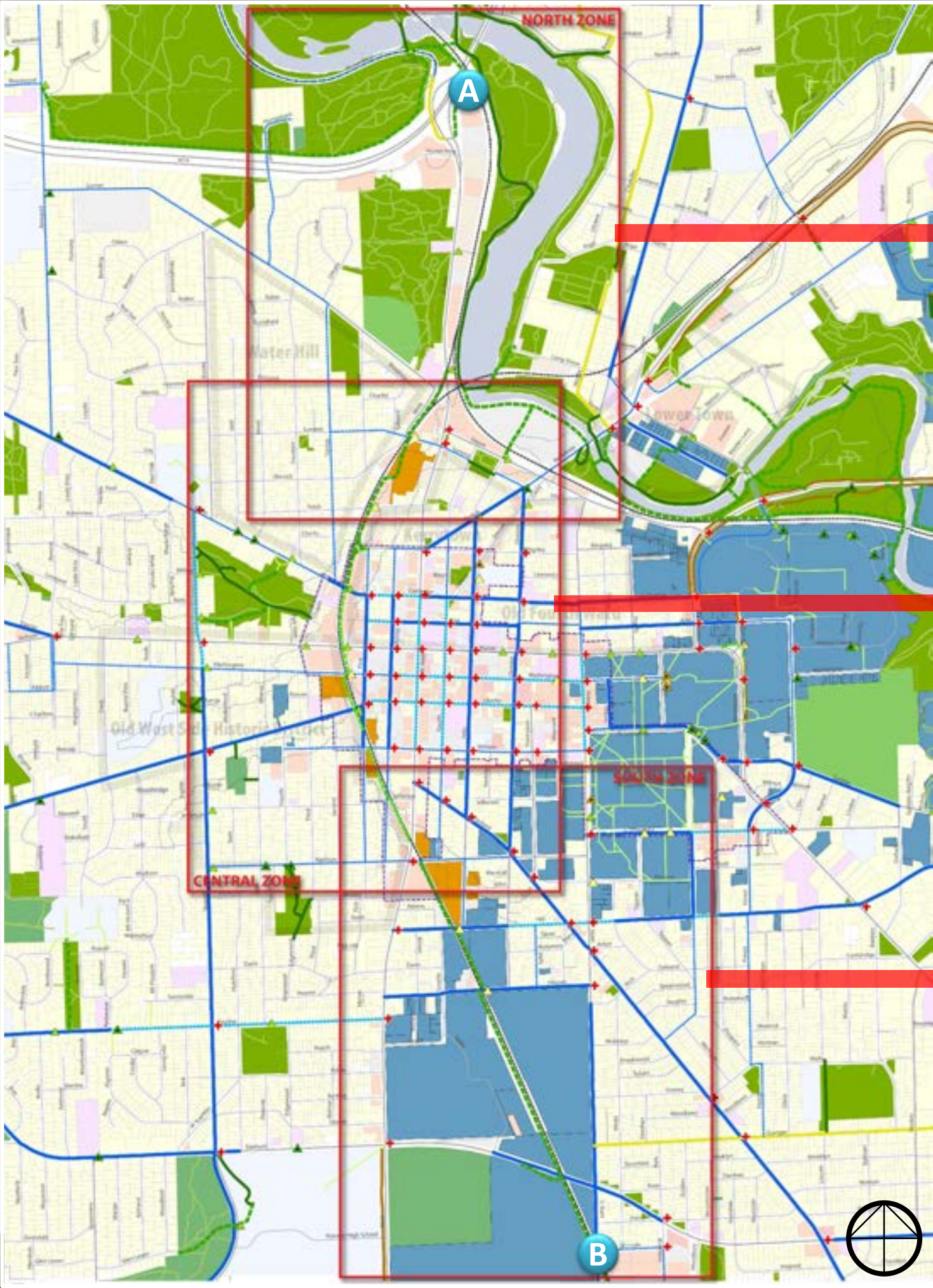
Key factors affecting feasibility:

1. Land use patterns and property access
 - Current/future development
2. Key locations and community destinations
3. Connectivity opportunities/challenges relative to:
 - Pedestrians & bicyclists (i.e. **greenway users**)
 - Transit (Bus service, commuter rail)
 - Vehicle flows and traffic
 - Railroad usage, access, and rail-trail feasibility
4. Site-Level/environmental considerations:
 - Floodplain/floodway areas
 - Topography, grading, existing vegetation and structures
5. Utilities & Infrastructure
6. Cost, engineering, timeframe

Project Area

A North Boundary:
Main St. @ M14

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



North Zone

Central Zone

South Zone

NORTH ZONE



Land Use: NORTH ZONE

- Community recreation destinations: Bluffs, Bandemer, Bird Hills, Argo Park & Livery, Argo Cascades, Wheeler Park
- A** 721 North Main (former city municipal yard)
- B** Border-2-Border Trail
- No dedicated bike facilities presently
- Railroad corridors limit access to riverfront. Concerns over long-term connections (Lake Shore Drive **C**)
- North Main Vision Task Force identified potential improvements to corridor for bike & pedestrian connectivity
- Main & Depot intersection has heavy traffic (difficult pedestrian crossing)
- DTE Broadway property – potential redevelopment
- D** Flood control modification to railroad berm at 201 Depot Street under design review. May include pedestrian underpass / tunnel.
- D** Future study exploring connection to Barton Park from Kuebler Langford Area.
- Existing Amtrak Station



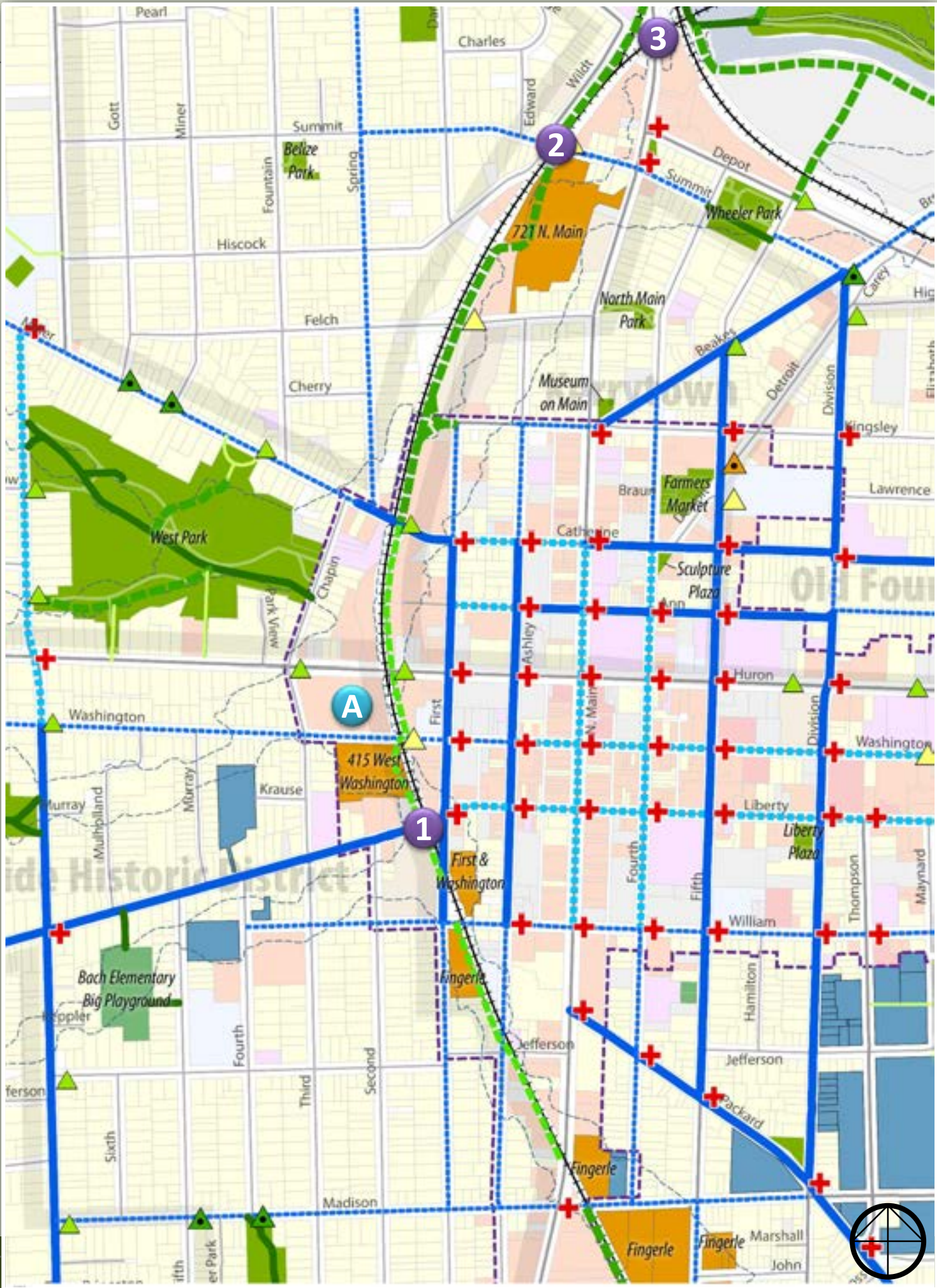
Non-Motorized Facilities (Off-Road)	
	Existing Foot Trail
	Proposed Foot Trail
	Existing Shared-use Path
	Proposed Shared-use Path
	Existing Walk
	Proposed Walk/Path
Non-Motorized Routes	
	Bike Lane
	Designated Bike
	Shared Use Path
	Sharrow
	Suggested Bike
	Trail
	Border to Border Trail
Minor Mid-Block Crossings	
	Existing
	Proposed
Major Mid-Block Crossings	
	Existing
	Proposed
Signalized Crossings	
	Proposed
	Existing
Transit	
	Primary Road
	Secondary Road
	Railroad
Special Area	
	Floodplain
	DDA Boundary
Land Use	
	Finance
	Commercial and Business
	Residential
	Institution
	Culture and Education
	Transportation and Utility
	Industry
	University of Michigan Properties
	Key Properties
	Parks
	Natural Area
	Cemetery
	Water
	Parcel Boundary

CENTRAL ZONE



Land Use: CENTRAL ZONE

- Adjacent to highly active commercial districts (Kerrytown, Main Street Area)
- Key Properties: 721 N. Main, 415 W. Washington, First & Washington, Fingerle Lumber Properties
- West Park is an established community park. Create connection to park.
- YMCA **A**
- Dedicated bike lanes on portions of Liberty, Miller/Catherine, First St., Ashley, 5th Ave, Division, Madison
- Adjacent Neighborhoods/Districts:
 - Water Hill, Old West Side, Old 4th Ward, Kerry Town
- Railroad corridor is on-grade south of Liberty (**1**) and above grade north of Liberty to Summit (**2**). Above grade at N. Main Street (**3**).



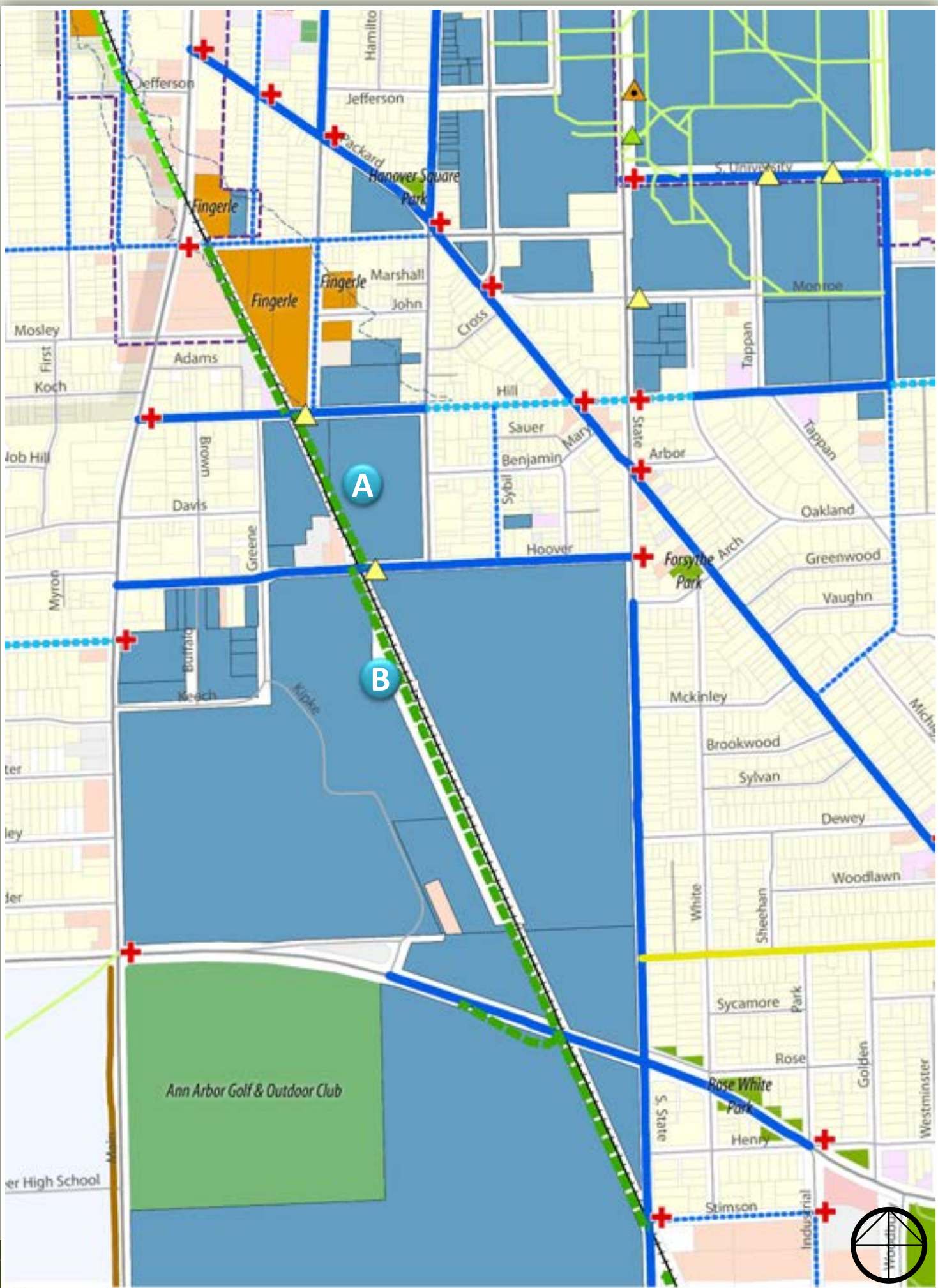
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SOUTH ZONE



Land Use: SOUTH ZONE

- The University of Michigan is the dominant land holder adjacent to the rail corridor.
- Fingerle Lumber is a key property owner.
- Michigan Stadium / Crisler Arena draw major crowds. High volumes of students moving between Burns Park and near campus neighborhoods to athletic facilities.
- Potential to connect small & disconnected parks along Stadium St. to ACGW.
- Elbel Field (UM Property) is a significant recreation destination and band practice area for students (**A**).
- Historic turn table & switch track along rail corridor (**B**).



Non-Motorized Facilities (Off-Road)	
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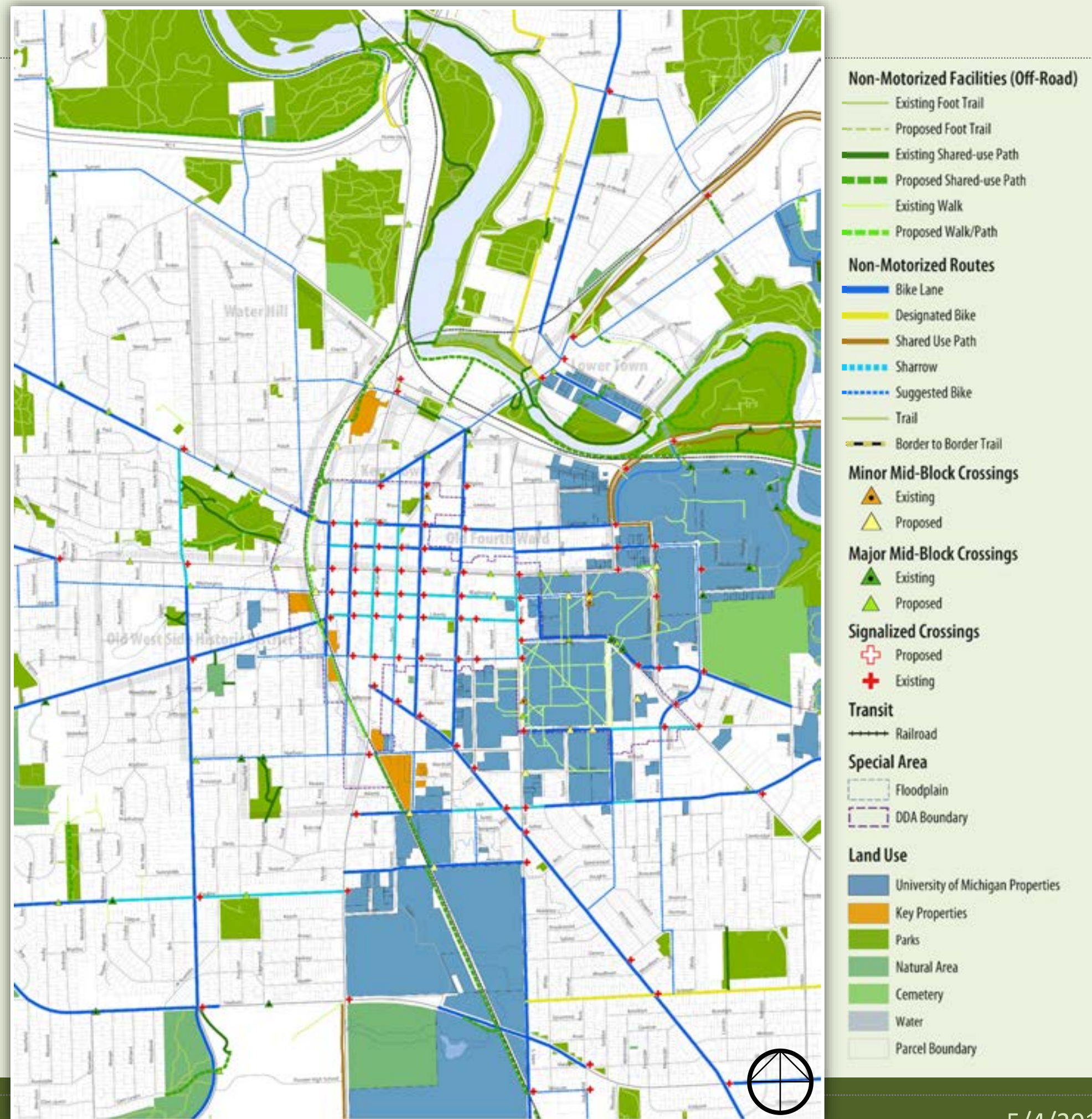
Transportation System

NON-MOTORIZED SYSTEM

- Dedicated bike facilities (bike lanes, buffered lanes, etc.)
 - Packard, First St., Ashely, Miller, Liberty, Ann, Catherine
 - Gaps in the dedicated systems exist.
 - Trails and side paths
- **Mid-block crossings** (need updated data)

Questions:

- *Who are we designing the greenway for?*



Who are we serving? Types of Cyclists (& Pedestrians!)

1. Strong & Fearless

- Very few

2. Enthused & Confident (Commuter / Rec. Riders)

- <10%

3. Interested but Concerned (“Family” Riders)

- Majority of bicyclists (~50%)

4. No Way, No How

- About 30% of population

(Roger Geller, Bicycle Coordinator, Portland Office of Transportation, 2006)

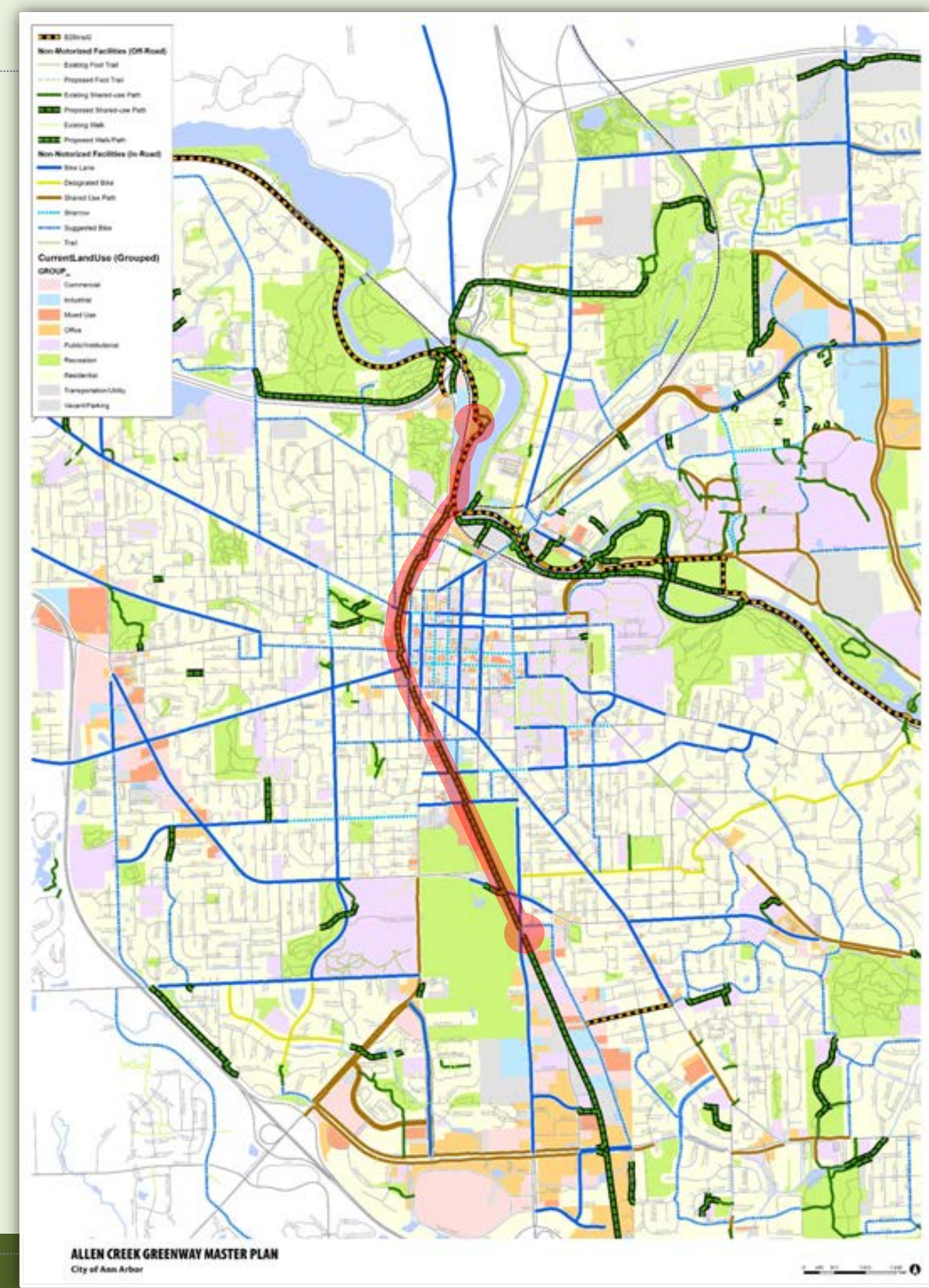
Where would you let an unaccompanied 10-year old ride?



Transportation System

CITY-WIDE & REGIONAL NON-MOTORIZED OPPORTUNITIES

- Allen Creek Greenway is a potential north-south “spine” that can connect through the city.
 - Connects to many east-west bike facilities that link into neighborhoods.
- Identified in the 2013 Non-Motorized Plan.
- North end connects to the Border-to-Border (B2B) Trail with county-wide trail connectivity.
 - B2B is now a part of the state-wide Iron Belle Trail system.
- South end can potentially follow the rail corridor to the south of Ann Arbor and connect to adjacent communities on other facilities identified in the Non-Motorized Plan.



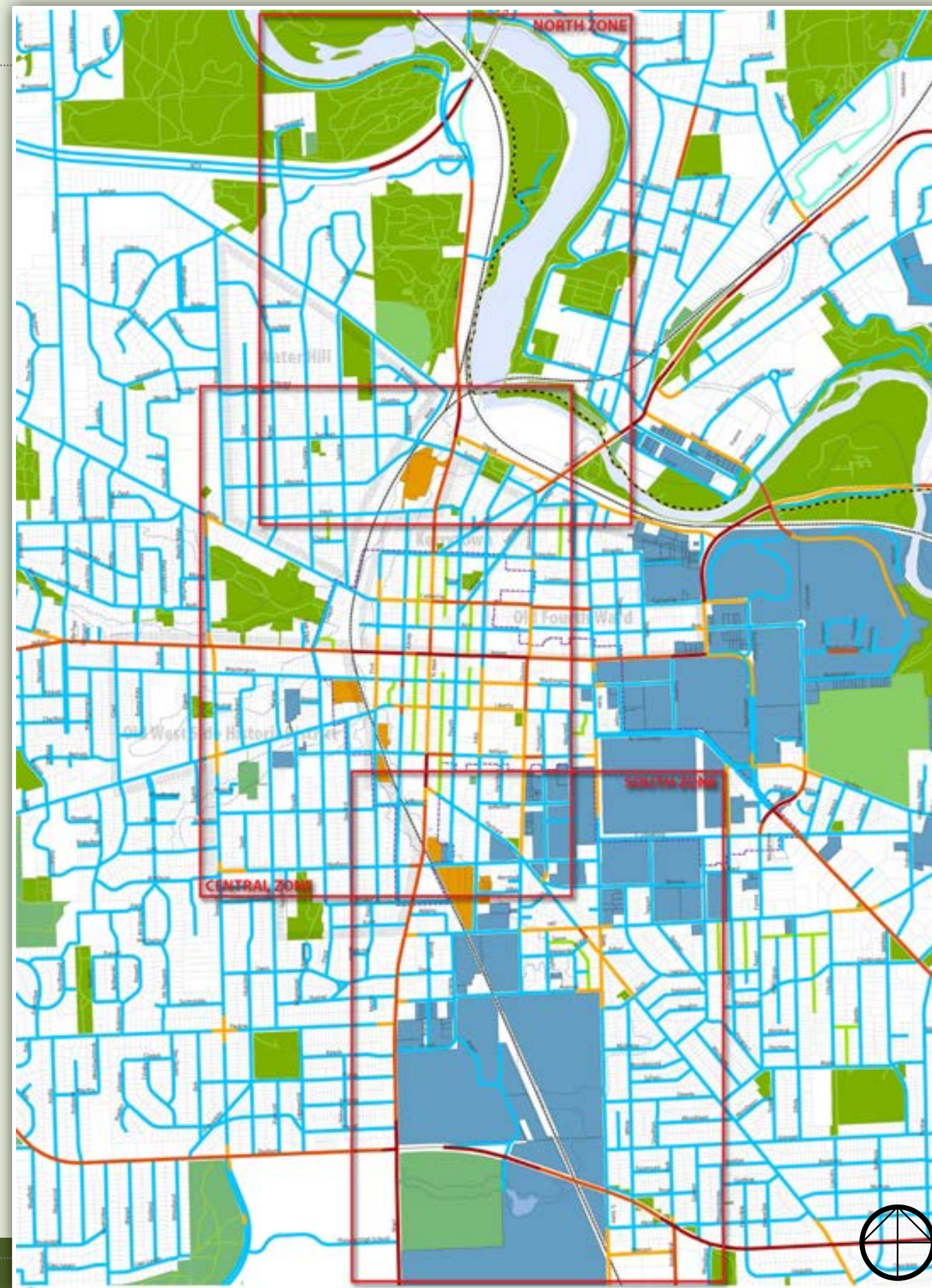
Transportation System

ROADWAY

- Main St.: Four and five lanes (north of Kingsley and south of William). Remainder is three lanes.
- Main St. is MDOT jurisdiction north of Huron St.

Other data to consider:

- Traffic Volumes
- Pavement & Right-of-Way Width (limited data currently available)



Travel Lanes

- 5-Lane
- 4-Lane
- 3-Lane
- 2-Lane
- 1-Lane
- Alley

Transit

- Railroad

Special Area

- Floodplain
- DDA Boundary

Land Use

- University of Michigan Properties
- Key Properties
- Parks
- Natural Area
- Cemetery
- Water
- Parcel Boundary

Transportation System

ROADWAY – North Zone

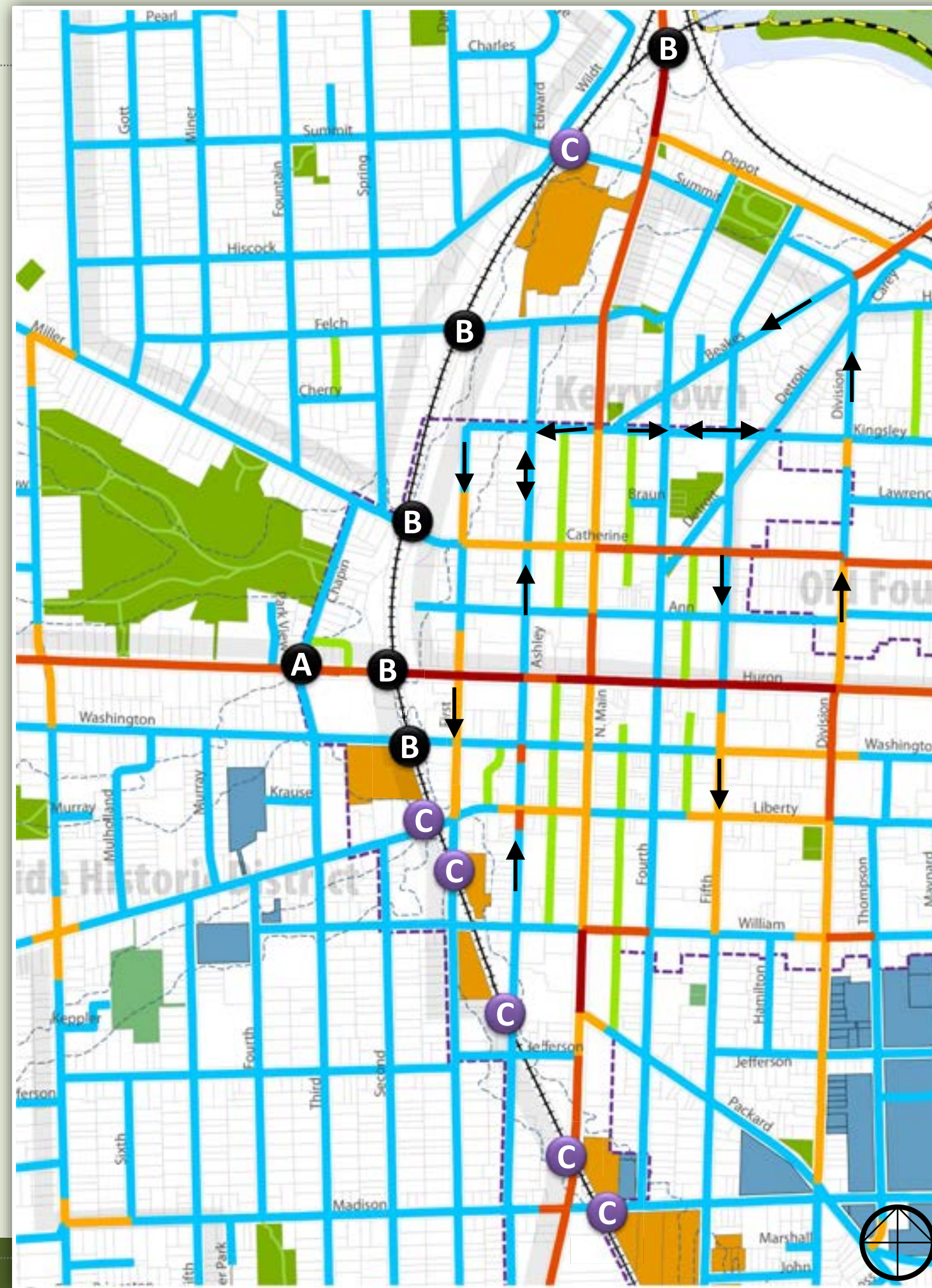
- N. Main St. & Depot are major traffic carriers to/from the downtown and UM medical campus.
- N. Main St./Depot/Summit intersections are not friendly to pedestrians per North Main Vision Task Force observations.
- Railroad overpass (A) vs. on-grade (B)



Transportation System

ROADWAY – Central Zone

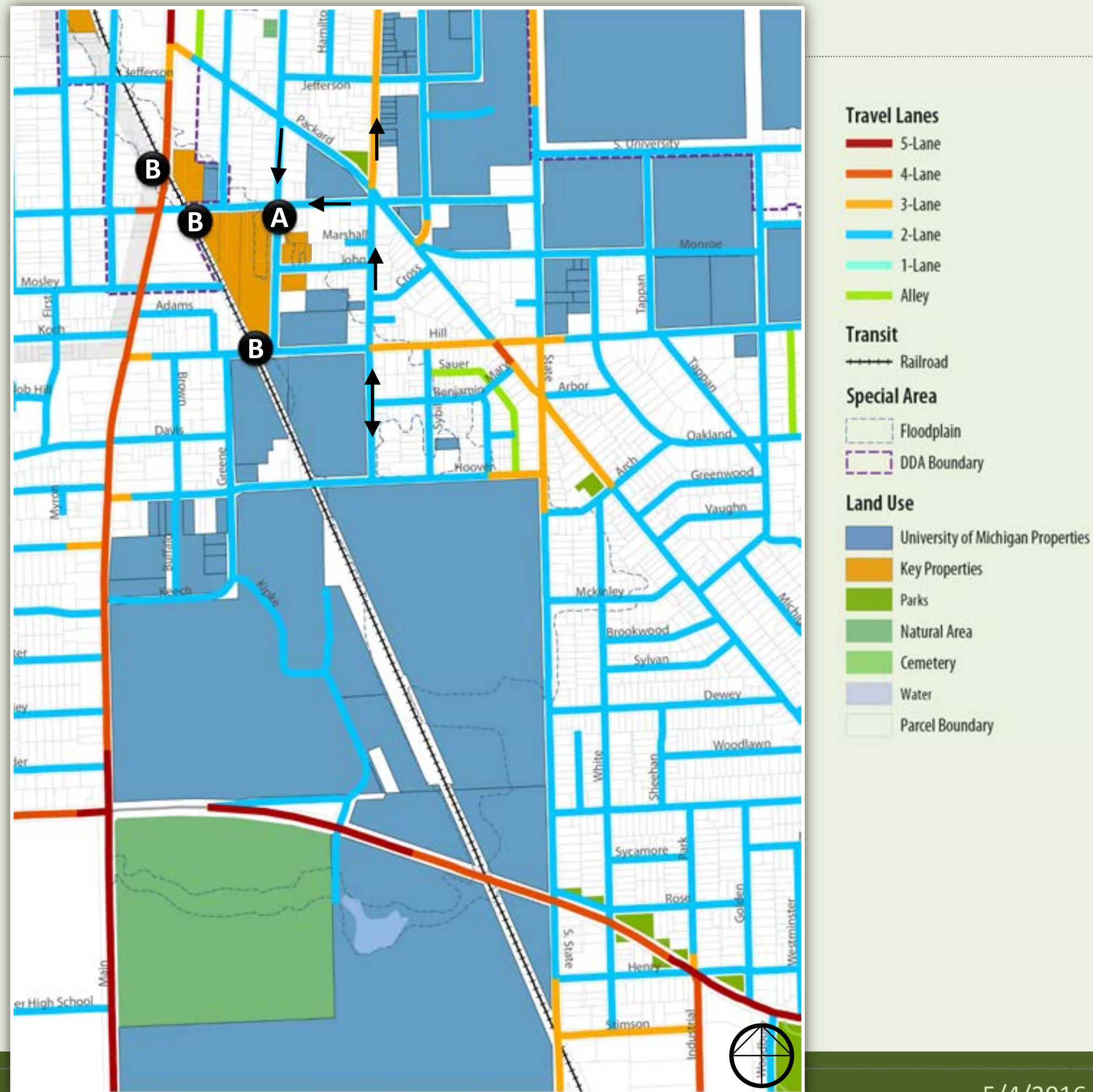
- One-way pairs:
 - Fifth Ave. and Division
 - First St. and Ashley
- Huron Street is the most significant crossing barrier.
 - Pedestrian Hybrid Beacon (HAWK) activated signal at Chapin (**A**)
- Railroad overpass (**B**) vs. on-grade (**C**)



Transportation System

ROADWAY – South Zone

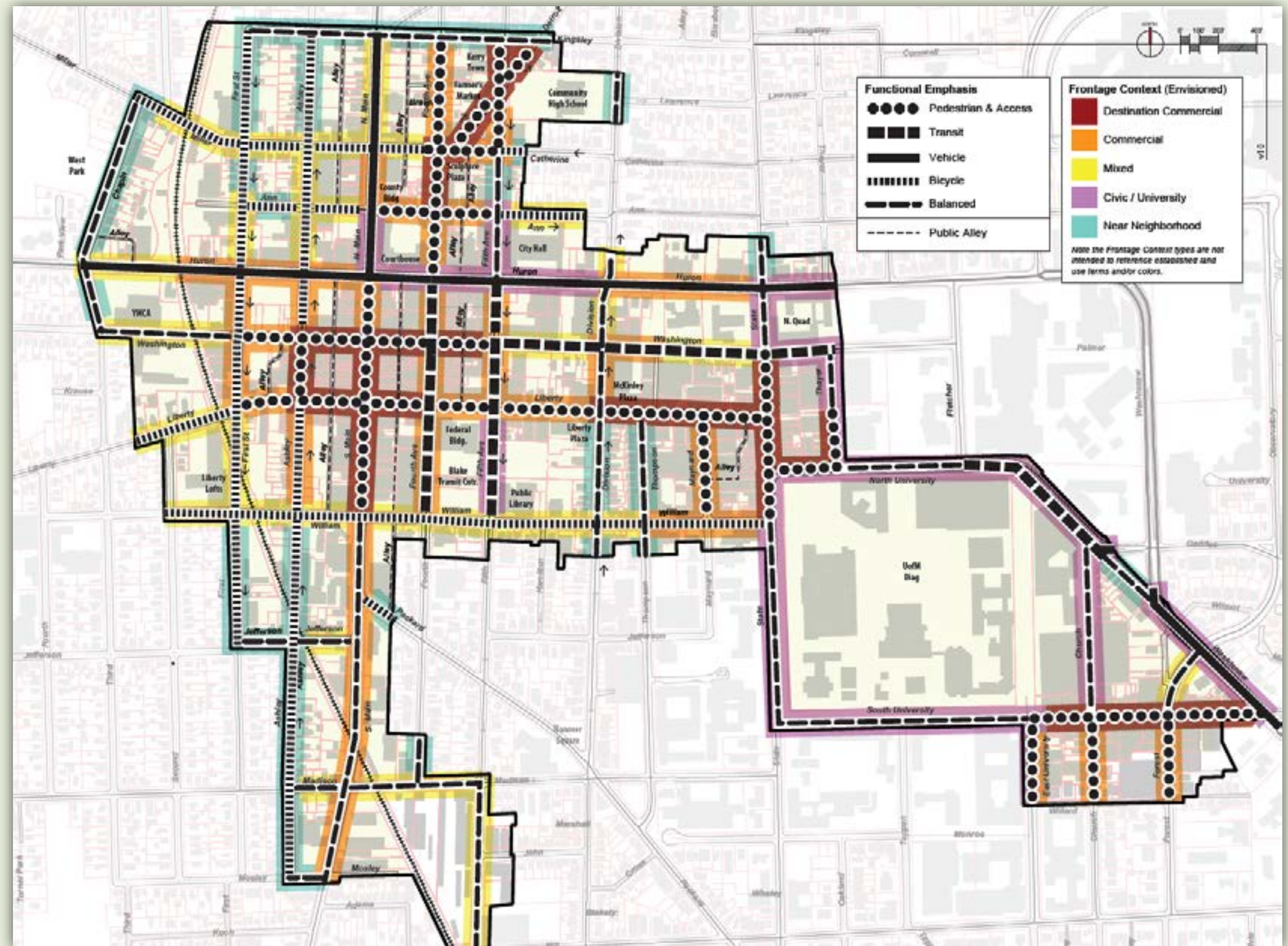
- Fifth & Madison intersection can be challenging due to three-way stop configuration (**A**)
- On-grade railroad crossings are at acute angles between intersections (**B**)



Transportation System

ROADWAY

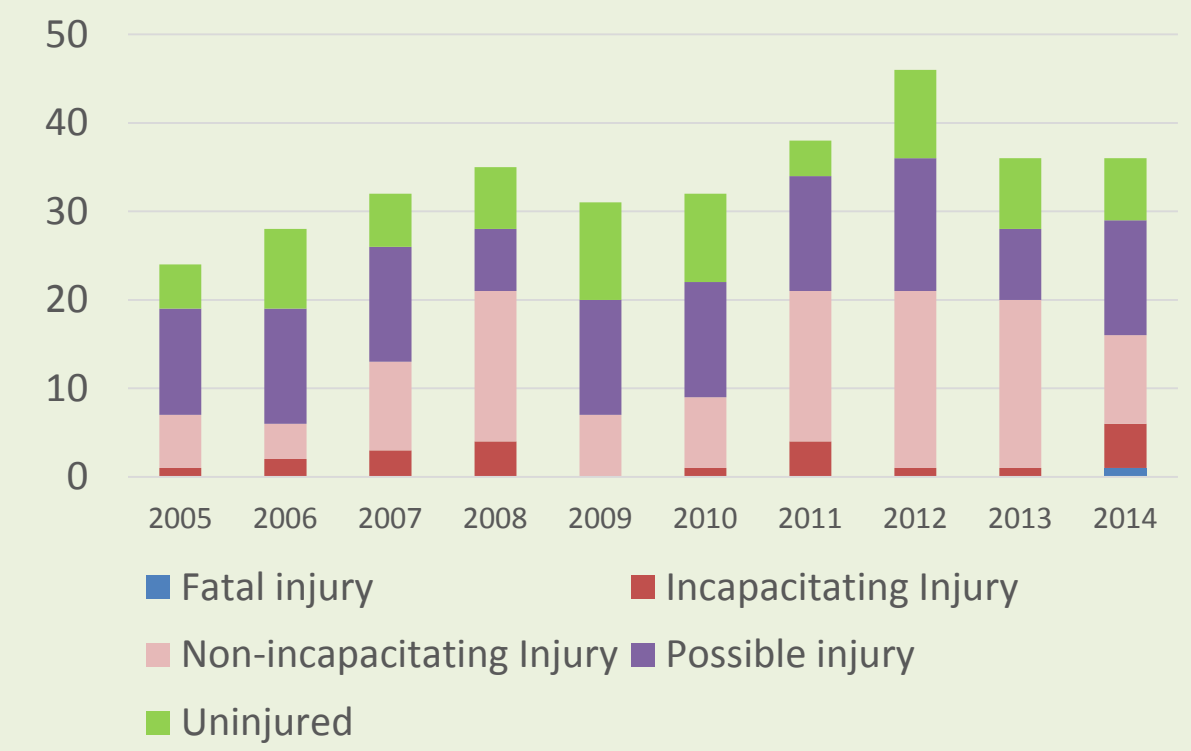
- **Downtown Street Design Manual - Functional Emphasis**
- **Bicycle Emphasis Streets:**
 - First St., Ashely, Miller, Catherine, Ann, Liberty (west of First St.), William
 - Bicycle emphasis streets are where bike lanes (at a minimum) are required. Higher level treatments preferred (e.g. buffered lanes)



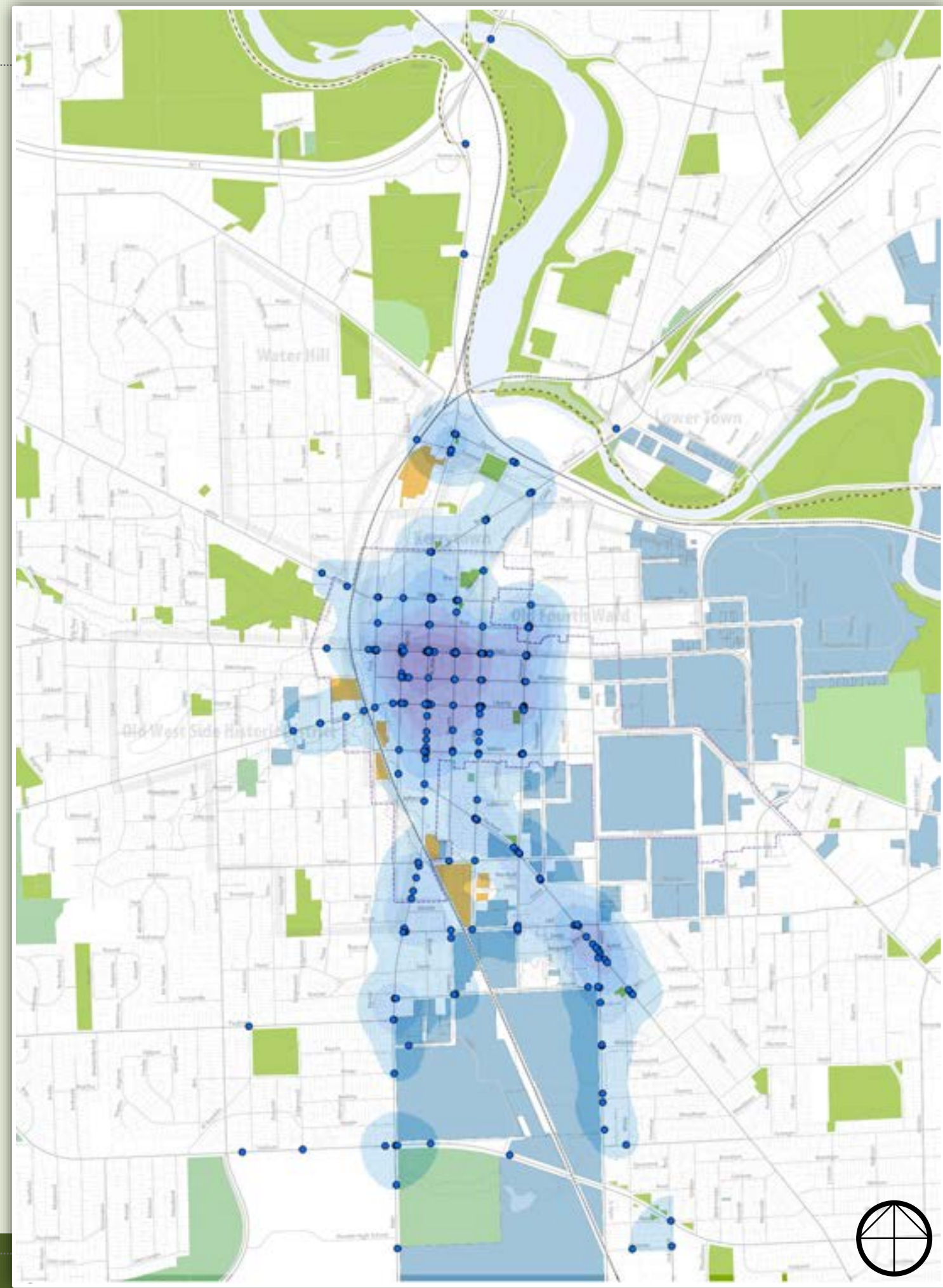
Transportation System

NON-MOTORIZED SYSTEM

- Pedestrian & Vehicle Crash Data (2005-2014)



- Ann Arbor's pedestrian/bicycle crash rates relative to the number of walkers/bicyclists and overall population is low compared to most Michigan cities.



Bike - Pedestrian Crash Data

- Crash Site

Non-Motorized Routes


- Border to Border Trail

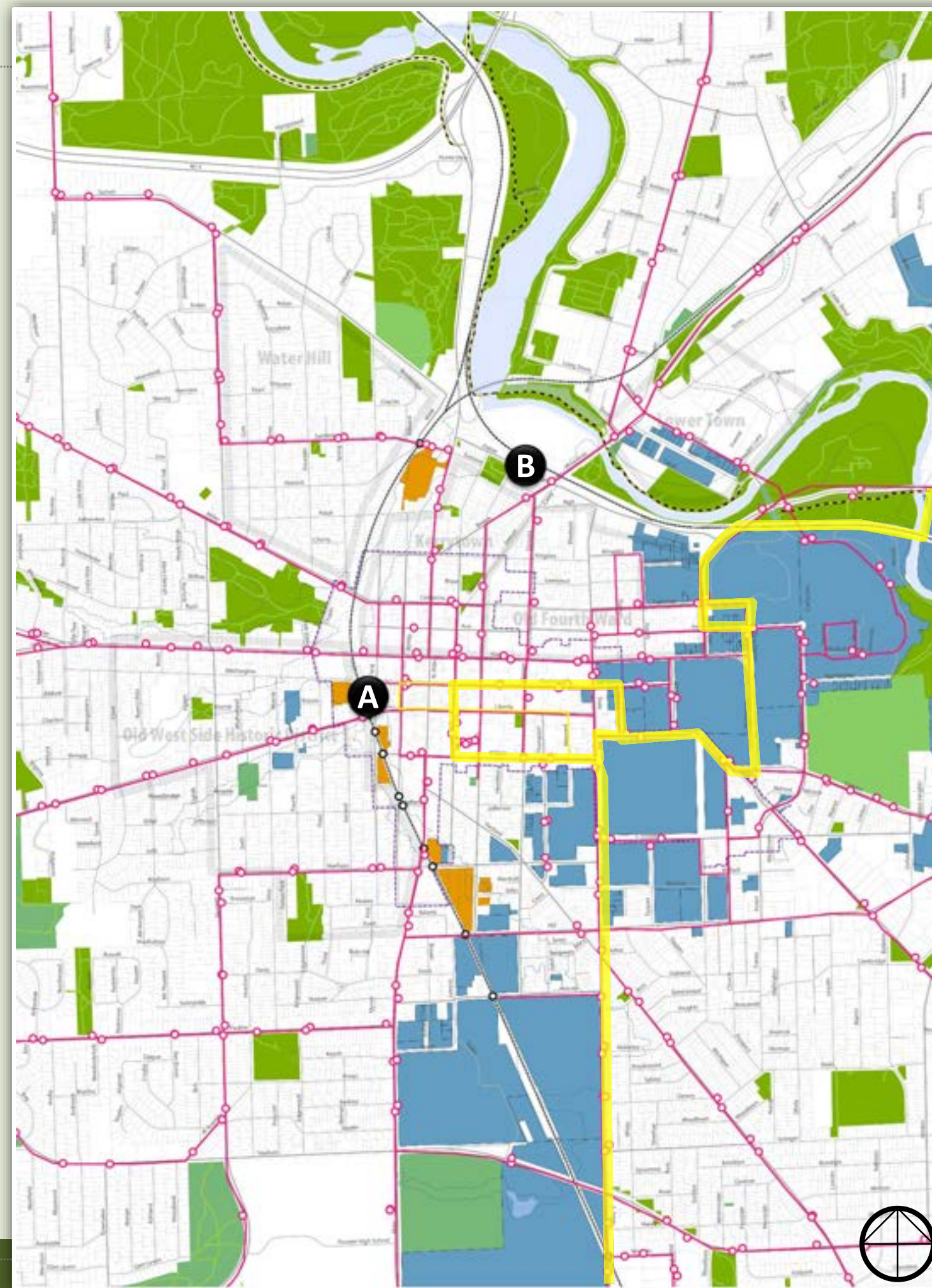
Transit

- Railroad

Transportation System

TRANSIT & RAIL

- Transit routes & bus stops – Consider opportunities and stop locations that might provide additional mode-shift opportunities.
- Railroad crossings & control points
- Transportation Projects:
 - Connector Proposed Routes 
 - Ann Arbor North South Commuter Rail Station (**A**) *Eastside of the tracks between Washington and Liberty.*
 - Existing Amtrak Station **B**

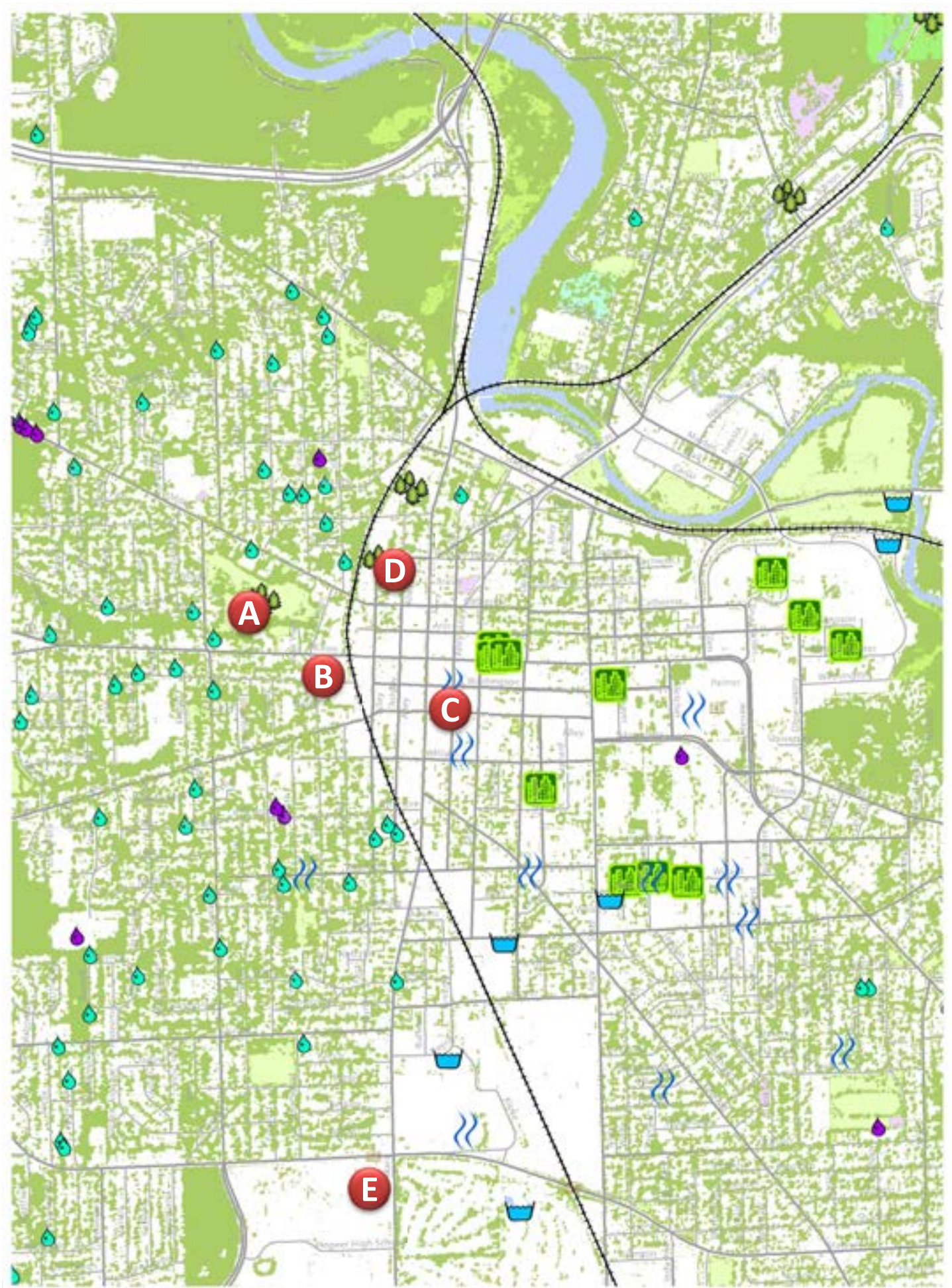


Environmental Assessment

Large Green Infrastructure Projects

- A** West Park
- B** YMCA
- C** Fourth Ave
- D** "Fish Park"
- E** Pioneer / Stadium Underground Storage & Infiltration

- Existing Tree Canopy – Limited along railroad corridor south of Miller.
- Topography (steep slope identification, localized basins and low points)



Environmental

- 2' Contour
- Tree Cover

Transit

- Railroad

SymbolID

- 0 - Green Roof
- 1 - Retention/Detention
- 2 - Water Quality Unit
- 3 - Residential Rain Garder
- 4 - Community Rain Garder
- 5 - Infiltration
- 6 - Native Restoration

Park Type

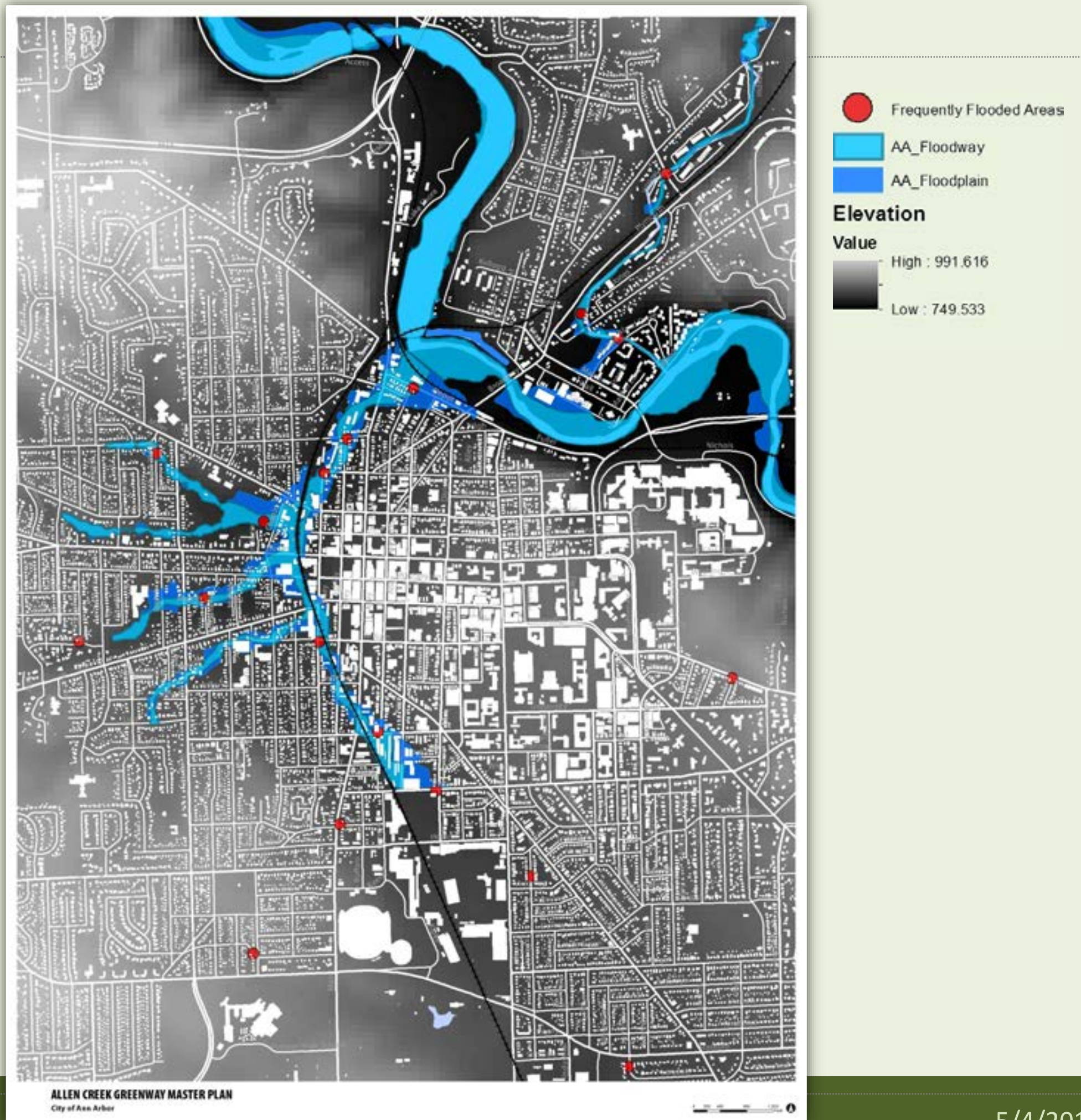
- Cemetery
- Facility
- Golf Course
- Nature Area
- Park
- Plaza

ALLEN CREEK GREENWAY MASTER PLAN
City of Ann Arbor

Environmental Assessment

FLOODPLAIN

- Floodplain (1% annual chance of flooding)
- Floodway (where active conveyance of water occurs during a flood event)
- City acquired available properties in the floodway when feasible.
- 44% increase in precipitation since 1950. Future flood patterns may be different than they are today.



Utility Infrastructure

- Storm system, sanitary sewer, water service
- Street Lights (shown on map).
- Considerations:
 - Allen Creek Floodplain Mitigation Project (Railroad tunnel at 201 Depot St & DTE Site)
 - Flood storage opportunities
 - Green infrastructure
 - Removal of structures (buildings, fences, etc.) that are in the floodway.
 - Washtenaw County Water Resources Commission owns the Allen Creek Drain. Position on daylighting.
 - Most lights outside of the DDA are owned by DTE. City pays DTE for costs of running & maintaining lights.
 - Higher level of lighting will likely be desired along the main corridor, whether on or off road.



Additional Discussion Questions

- Are there issues or opportunities that you are aware of that are important for the project team to know?
- Are there gaps in the analysis?
- Is there anything else you'd like to share about the project area or observations from your self-guided walking tour?



Next Steps

1. City-Wide Public Meeting #1

- June 16, 2016, 6:30-8:30pm
- City Hall Council Chambers

2. Citizens Advisory Committee Meeting #2

- September 14, 2016, 8:30-10:30am
- City Hall Council Chambers

3. Citizens Advisory Committee Meeting #3

- January 11, 2017, 8:30-10:30am
- City Hall Council Chambers

4. Citizens Advisory Committee Meetings #4 - #6 to be determined

Remember to check the Google Group and Google Drive for Resources!

www.a2gov.org/allencreekgreenway