

ALLEN CREEK GREENWAY

MASTER PLAN

Citizens Advisory Committee (CAC) Meeting #2
September 14, 2016

Meeting Agenda

1. Introductions & Project Updates

5 minutes

2. Route Development Approach

+ Group Discussion

45 minutes

3. Conceptual Routes

+ Group discussion and explanation of follow-up assignment

4. Evaluation Criteria

+ Group discussion

10 minutes

5. Next Steps

5 minutes

6. Public Commentary

3 min/person

Project Management Team

City of Ann Arbor

- Craig Hupy Public Services Area Administrator
- Connie Pulcifer Systems Planner + *Project Manager*
- Colin Smith Parks & Recreation Unit Manager
- Cresson Sloten Systems Planning 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
- Renee Bush 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

Citizens Advisory Committee

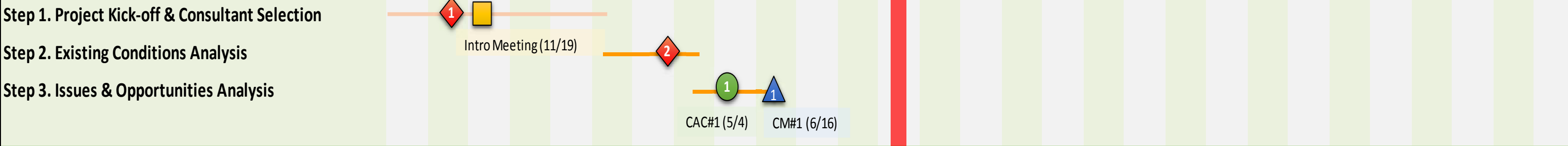
- Peter Allen Peter Allen & Associates
- Maria Arquero De Alarcon UM, Assistant Professor of Architecture and Urban and Regional Planning at Taubman College
- Eric Boyd Board Member: Old West Side Association & Friends of the Border to Border Trail. Old West Side resident
- Terry Bravender Water Hill 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.

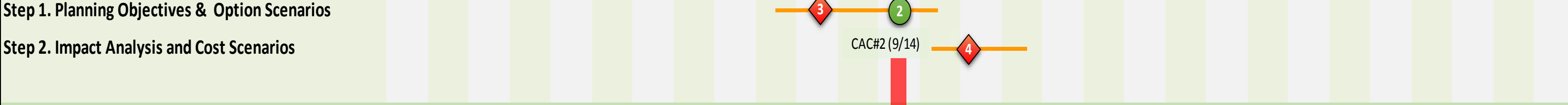
Project Schedule



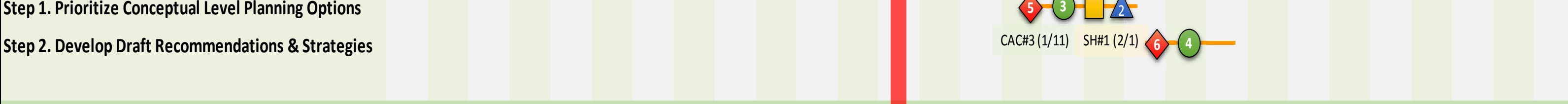
Task 1: PROJECT INITIATION



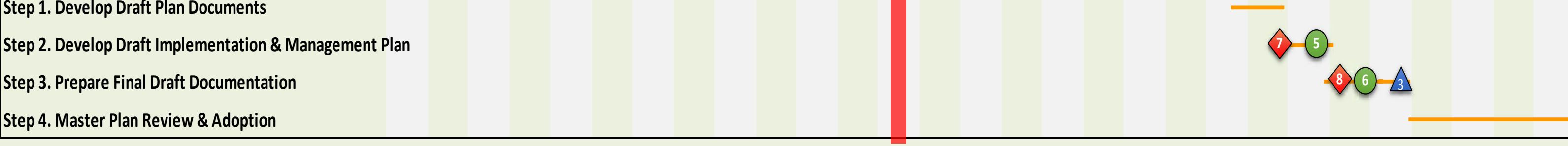
Task 2: PLANNING OBJECTIVES & OPTIONS, IMPACT ANALYSIS & COST SCENARIOS



Task 3: MASTER PLAN RECOMMENDATIONS & STRATEGIES



Task 4: MASTER PLAN DOCUMENTATION & ACTIONS



Council Priority Project:

City Council identified the ACG 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 Allen Creek Greenway.

Examine the critical factors influencing the ***feasibility*** and potential configuration of the Allen Creek Greenway.

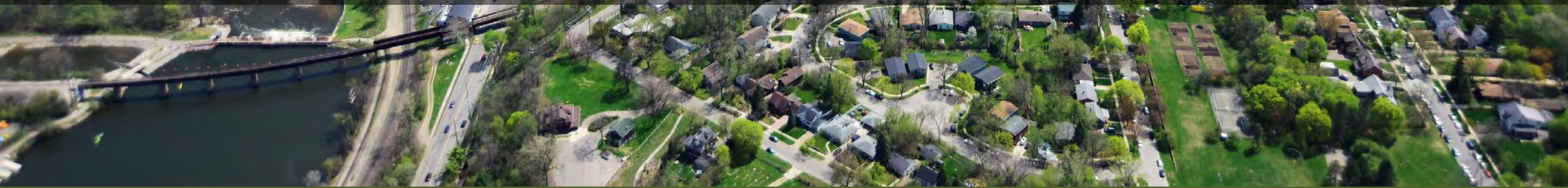
Project Updates

- Community Wide Meeting (June 16, 2016)
 - 33 members of the public (including CAC members), 3 council members, Project management team
 - Clarified project purpose scope
 - Presented inventory/analysis and solicited feedback
 - Meeting summary available
- Initial meeting with WATCO (rail operator)
 - WATCO open to reviewing ideas moving forward
- Meeting with Technical Advisory Committee to aid in developing and refining conceptual routes.





ROUTE DEVELOPMENT APPROACH



Vision & Benchmarks: Indianapolis Cultural Trail



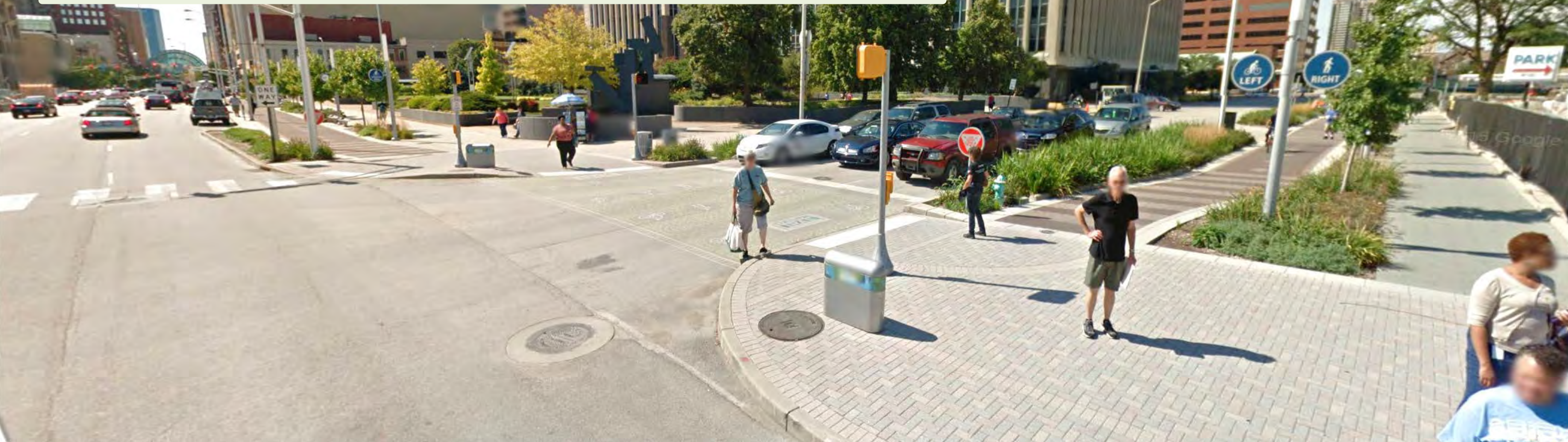
<http://www.10best.com/awards/travel/best-urban-trail/>

Many street crossings through the urban street grid

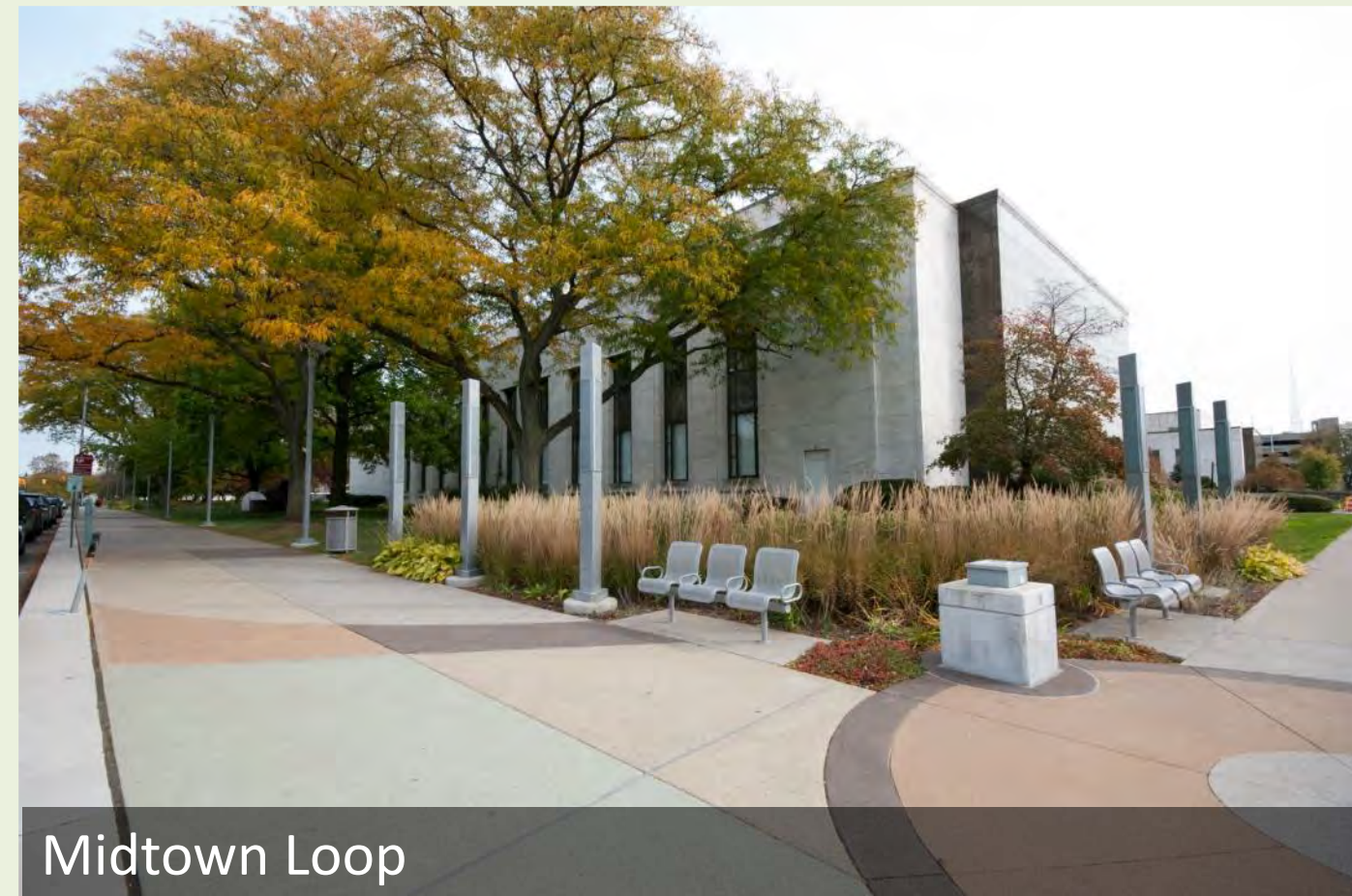
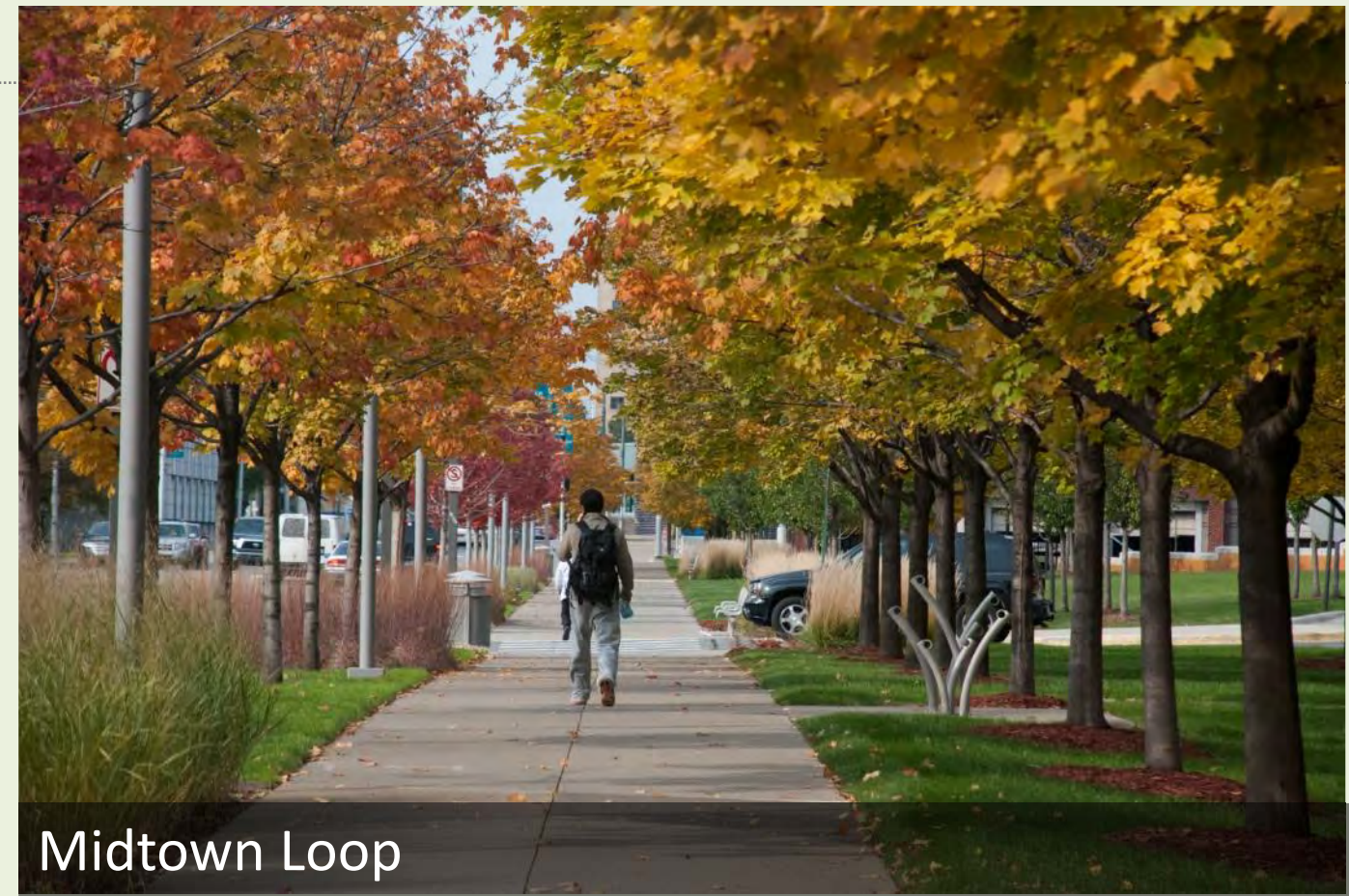
Vision & Benchmarks: Indianapolis Cultural Trail



Example of an “on-street” greenway system.
Enhanced intersections.



Vision & Benchmarks: Detroit Projects



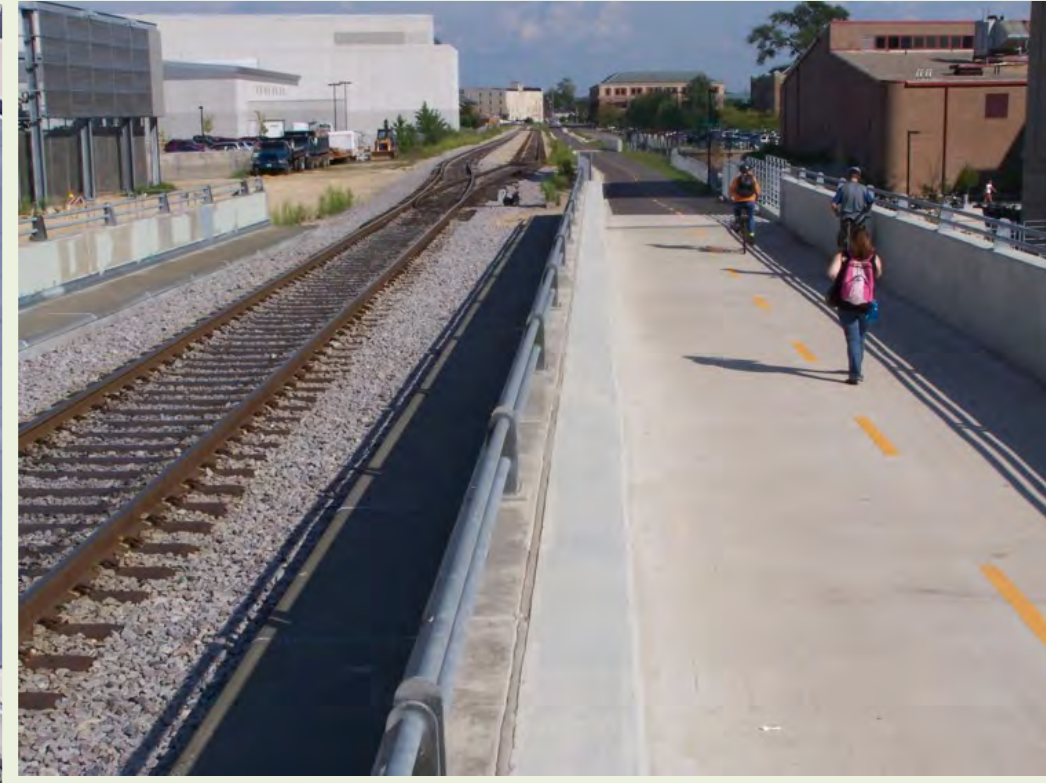
Vision & Benchmarks: Bloomingdale "606" Trail (Chicago)



<https://www.youtube.com/watch?v=97D45IIIp2g>



Vision & Benchmarks – Rail with Trail



Southwest Commuter Path
Madison, WI



Route Development “Typology” Approach

Step 1 – Identify different physical conditions

on- or above-grade, public vs. private, on-road vs. off-road

Step 2 – Develop typical facility designs / typologies for each condition

Step 3 – Map locations where each typology might be feasible based on where there is a physical opportunity.

Step 4 – Evaluate route candidates based on evaluation criteria.



DESIGN TYPOLOGIES

Physical Conditions & Design Typologies

Public / Private Property

- Public/Private – Wide Trail
- Public/Private – Constrained & Narrower
- Private - Tunnel

Rail Property

- Rail On-Grade – Constrained
- Rail On-Grade – Wide Trail
- Rail Elevated (*Top of slope & Mid-Slope*)

Viability of options within the rail corridor is dependent on further discussion and review with WATCO

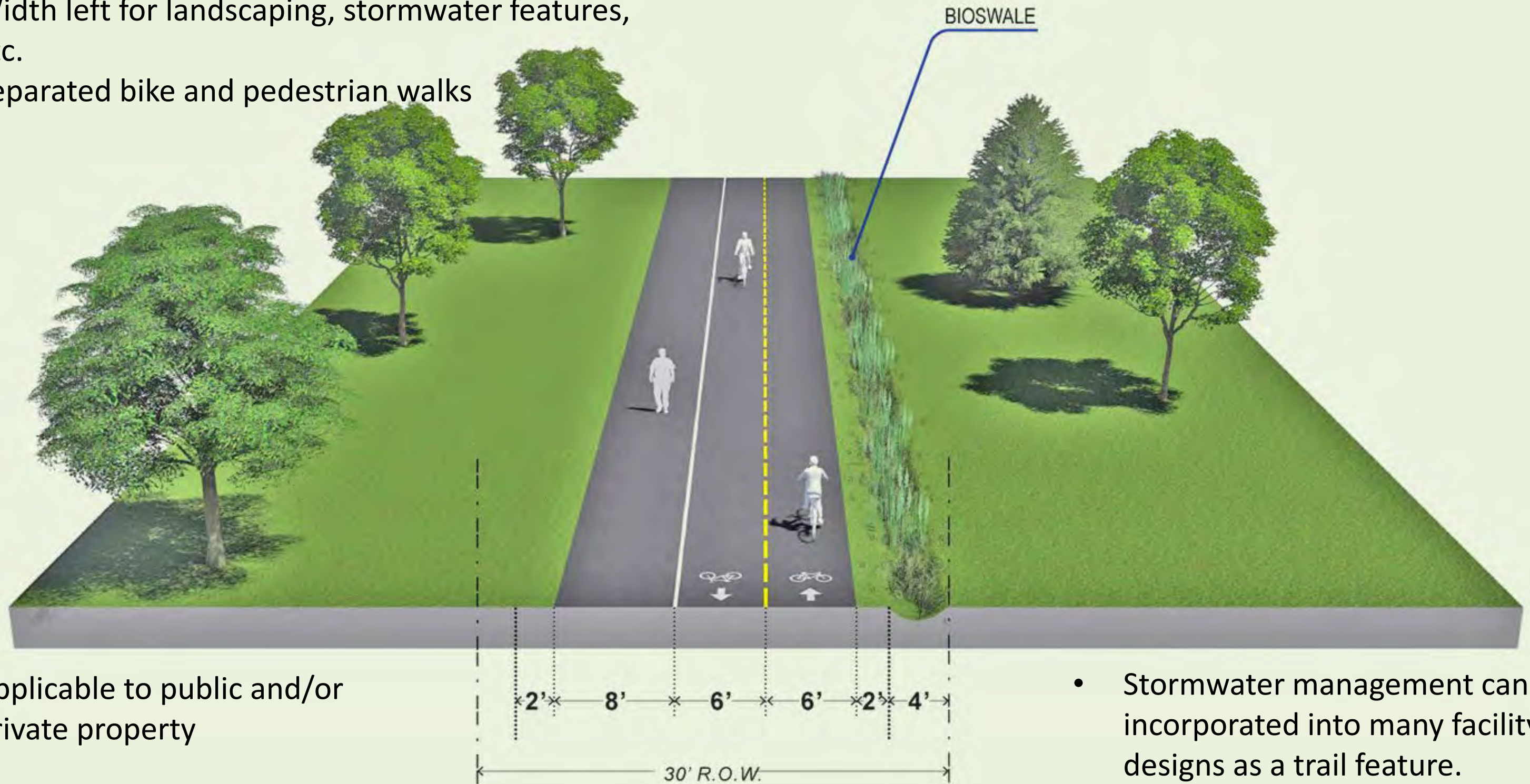
Street Right-of-Way

- On-Road – Constrained
 - On-Road – Wide Trail
- (Shared-use paths, buffered or protected bike lanes)*



Public/Private – Wide Trail

- 20' wide paved area + 2' shoulders
- Wide trail is a preferred solution
- Fits within a 30' ROW
- Width left for landscaping, stormwater features, etc.
- Separated bike and pedestrian walks

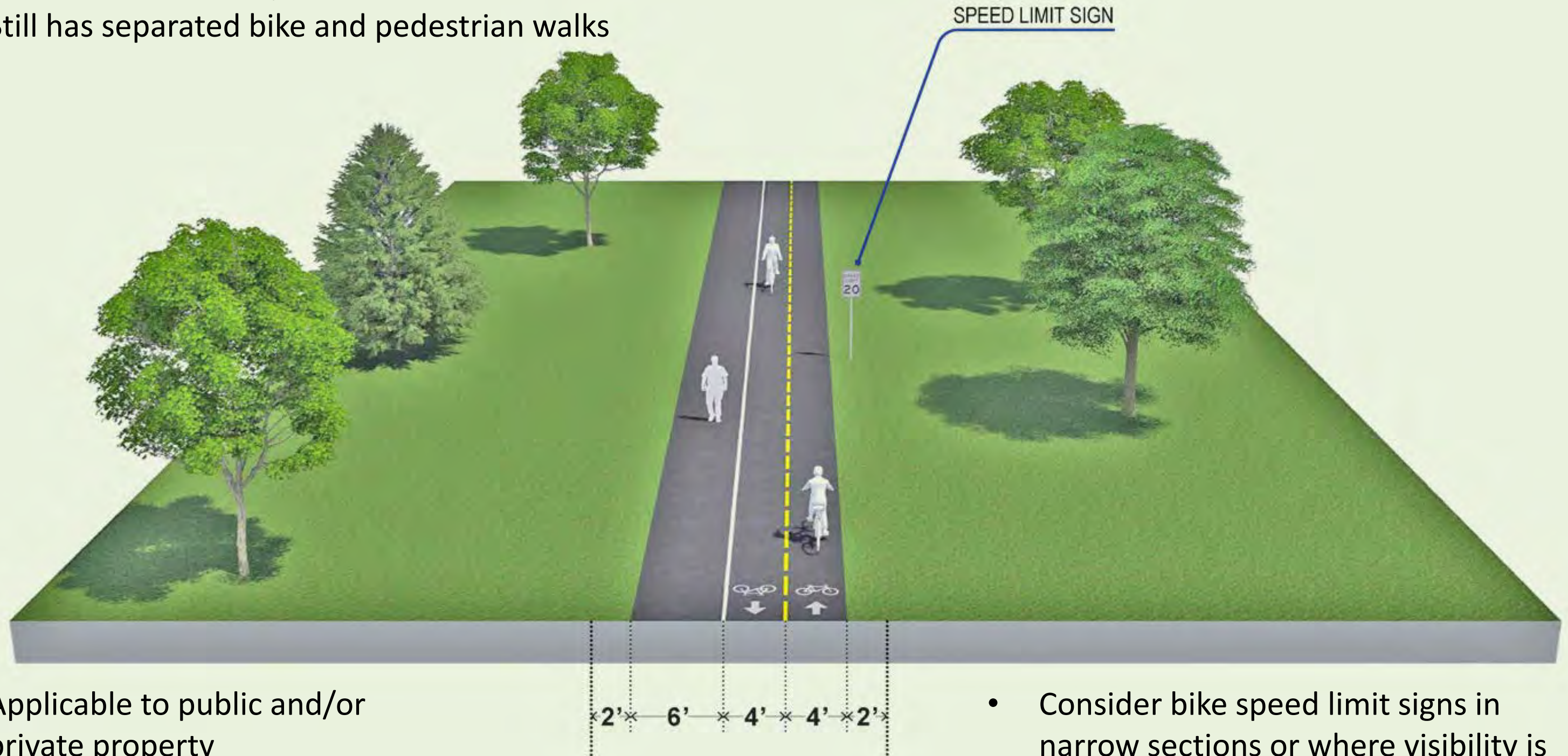


- Applicable to public and/or private property

- Stormwater management can be incorporated into many facility designs as a trail feature.

Public/Private – Constrained

- 14' wide paved area + 2' shoulders
- May have some adjacent width left for landscaping, stormwater features, etc.
- Still has separated bike and pedestrian walks

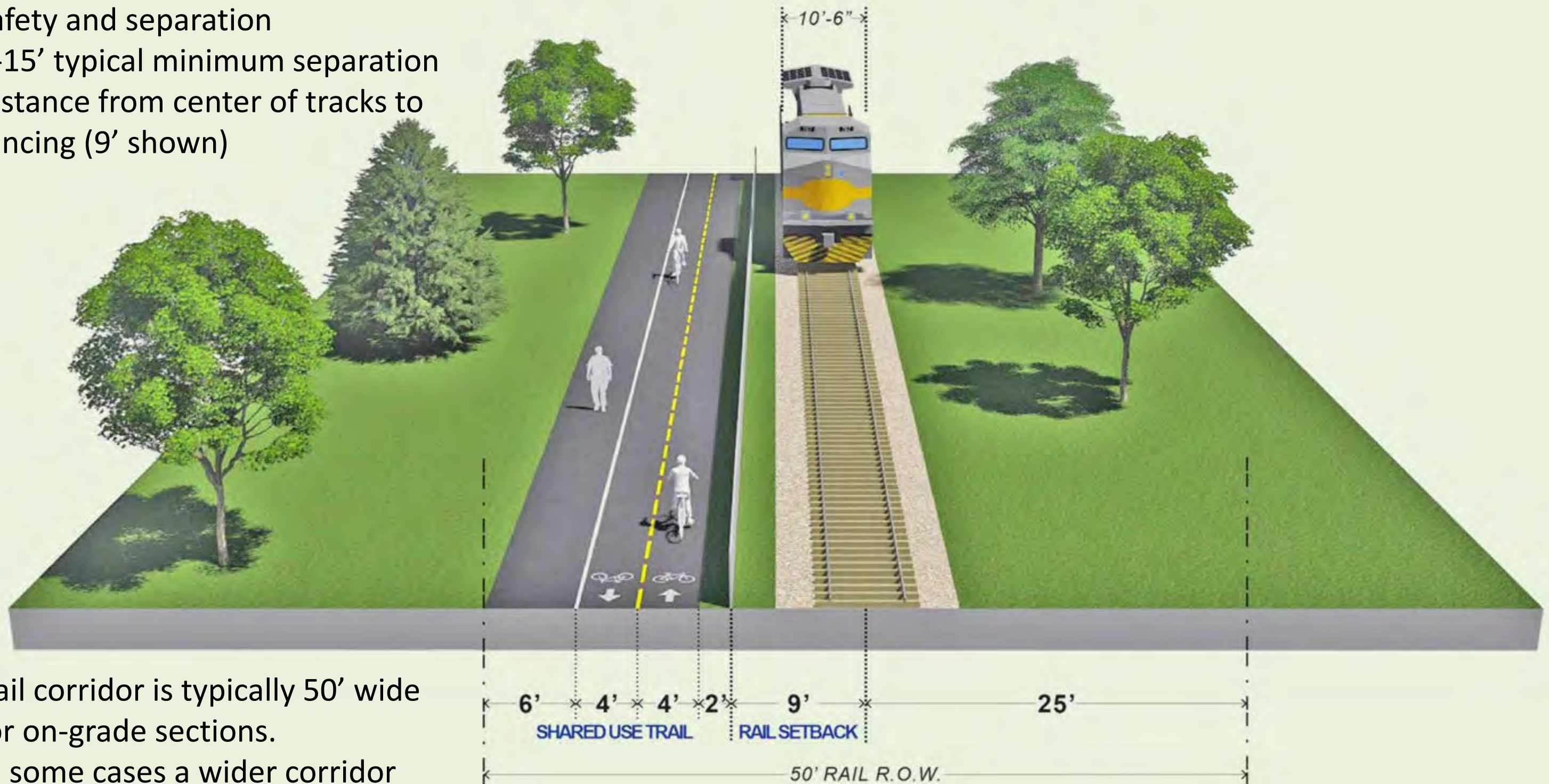


- Applicable to public and/or private property

- Consider bike speed limit signs in narrow sections or where visibility is limited

Rail On-grade – Constrained

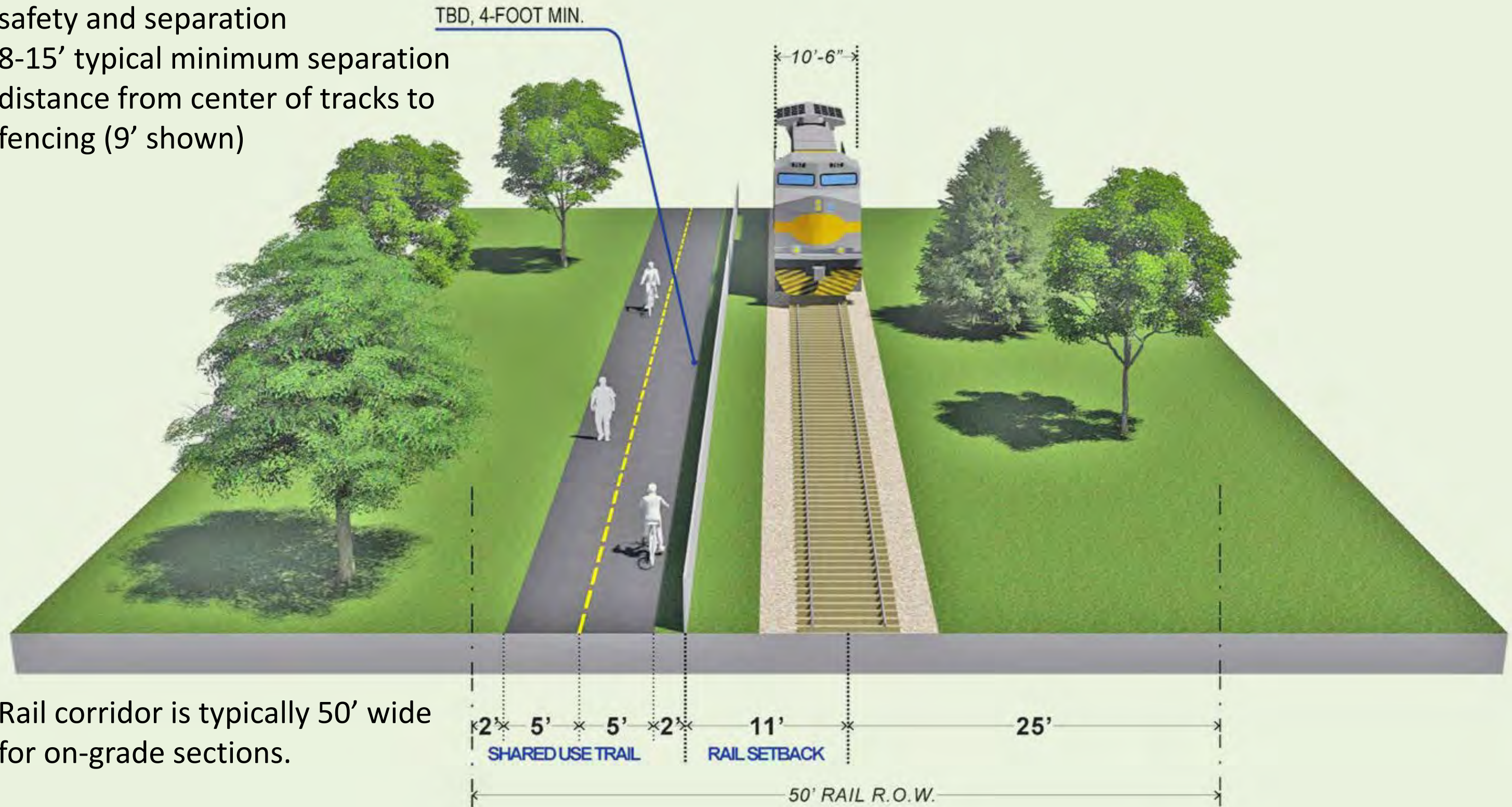
- 14' wide paved area + 2' shoulder against the fence (bike lane side)
- Fencing typically used to provide safety and separation
- 8-15' typical minimum separation distance from center of tracks to fencing (9' shown)



- Rail corridor is typically 50' wide for on-grade sections.
- In some cases a wider corridor may permit wider trail design

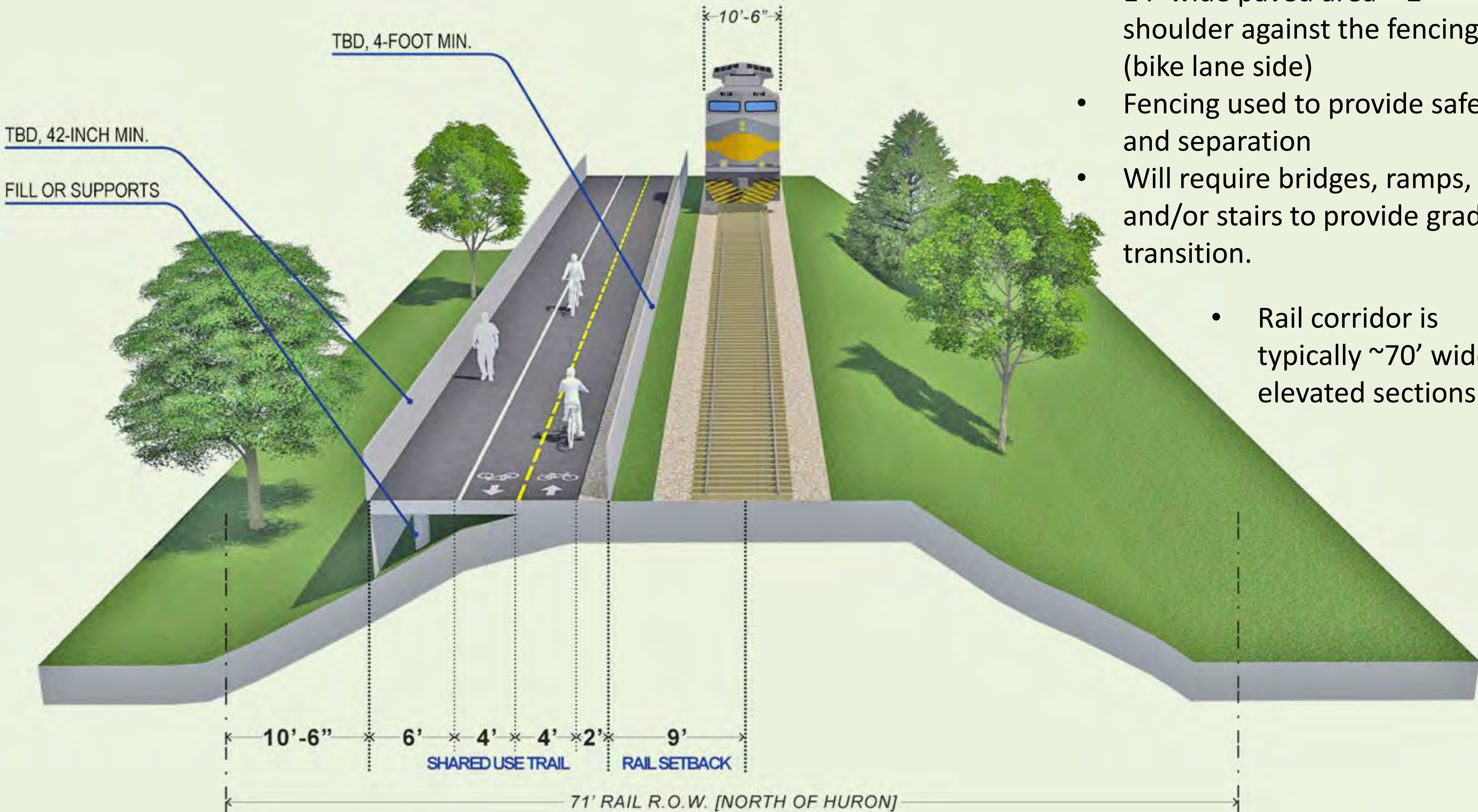
Rail On-grade – Constrained (Minimum Width)

- 10' wide paved area + 2' shoulders
- Fencing typically used to provide safety and separation
- 8-15' typical minimum separation distance from center of tracks to fencing (9' shown)



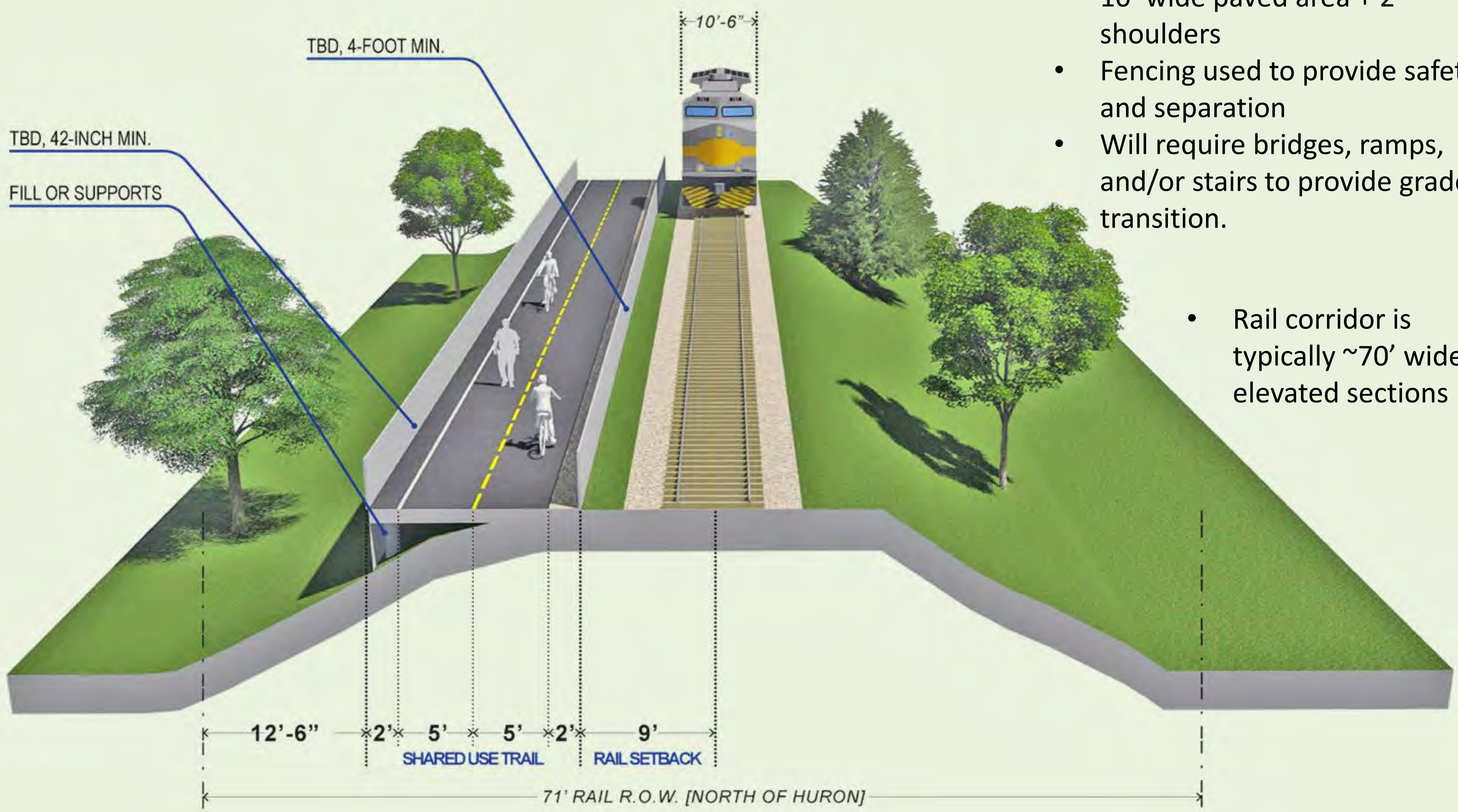
- Rail corridor is typically 50' wide for on-grade sections.

Rail Elevated – Top of Slope



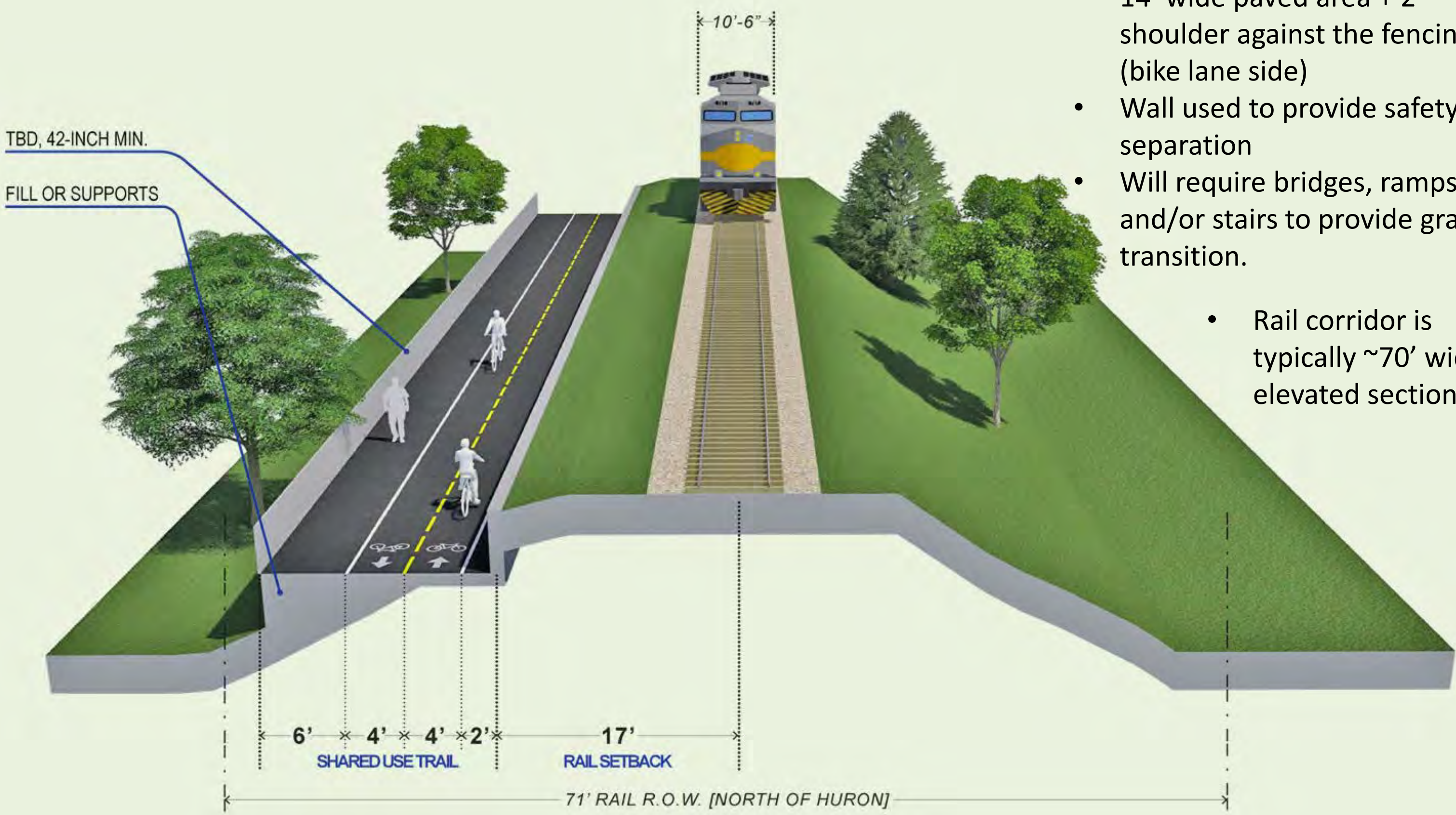
- 14' wide paved area + 2' shoulder against the fencing (bike lane side)
- Fencing used to provide safety and separation
- Will require bridges, ramps, and/or stairs to provide grade transition.
- Rail corridor is typically ~70' wide in elevated sections

Rail Elevated – Top of Slope (Minimum)



- 10' wide paved area + 2' shoulders
- Fencing used to provide safety and separation
- Will require bridges, ramps, and/or stairs to provide grade transition.
- Rail corridor is typically ~70' wide in elevated sections

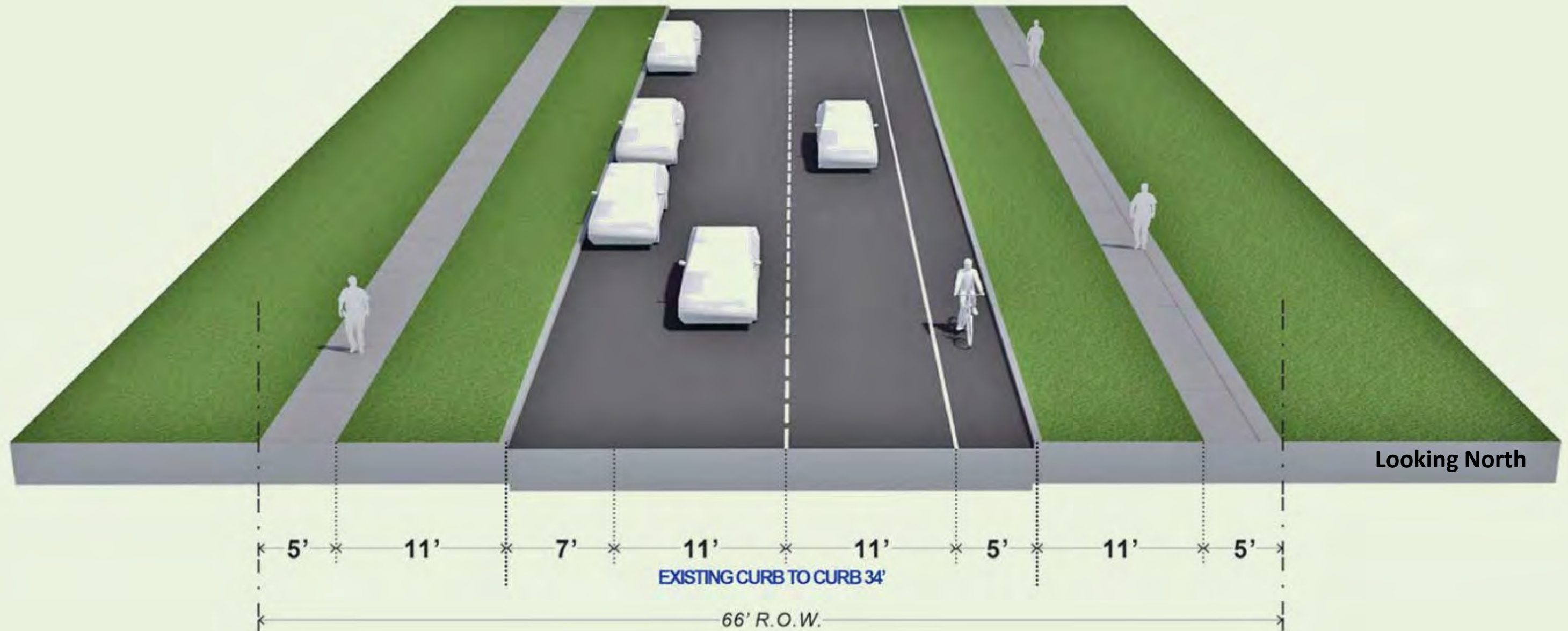
Rail Elevated – Mid-Slope



- 14' wide paved area + 2' shoulder against the fencing (bike lane side)
- Wall used to provide safety and separation
- Will require bridges, ramps, and/or stairs to provide grade transition.
- Rail corridor is typically ~70' wide in elevated sections

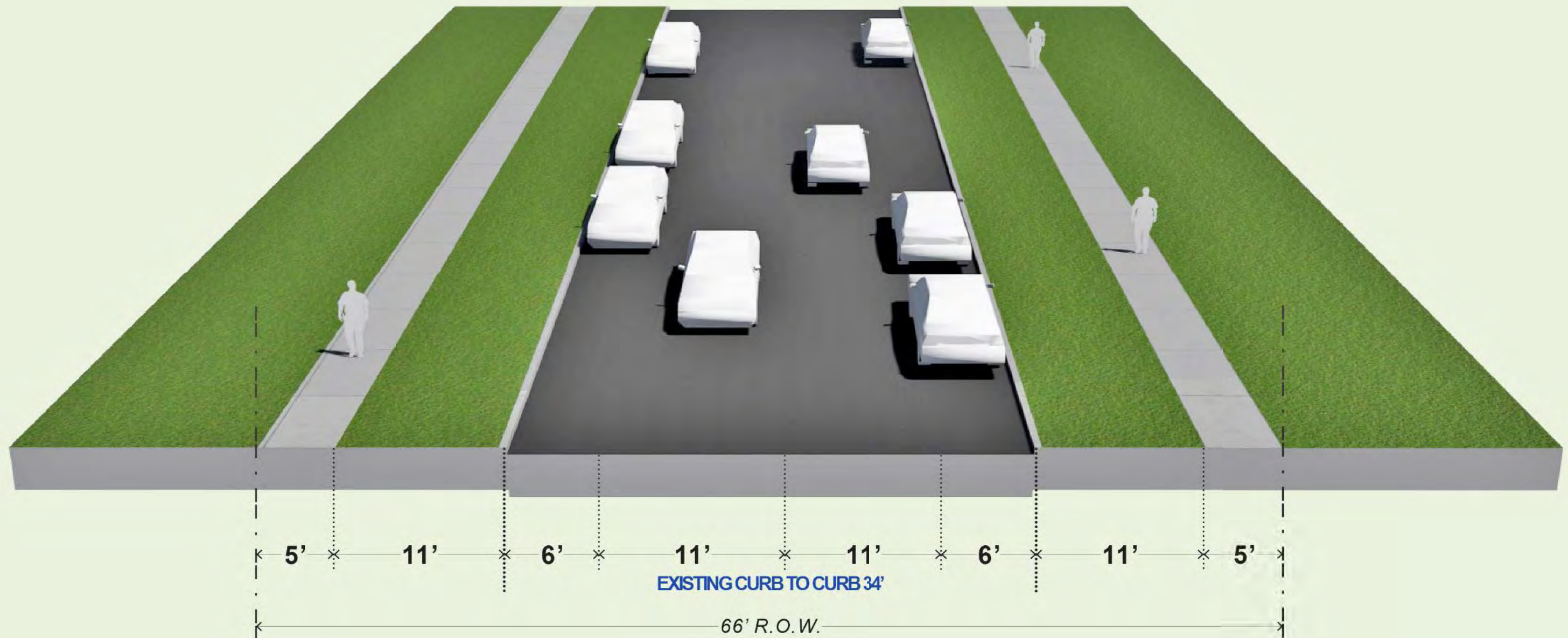
On-Road Existing Condition (1-way local)

- Curb-to-curb width typically ~34' on local streets.
- 66' wide right-of-ways typical
- Street below corresponds approximately to 1st Street (north of Huron)



On-Road Existing Condition (2-way local residential)

- Curb-to-curb width typically ~34' on local streets.
- 66' wide right-of-ways typical
- Residential local streets do not typically have lane markings.
- Parking on both sides typical

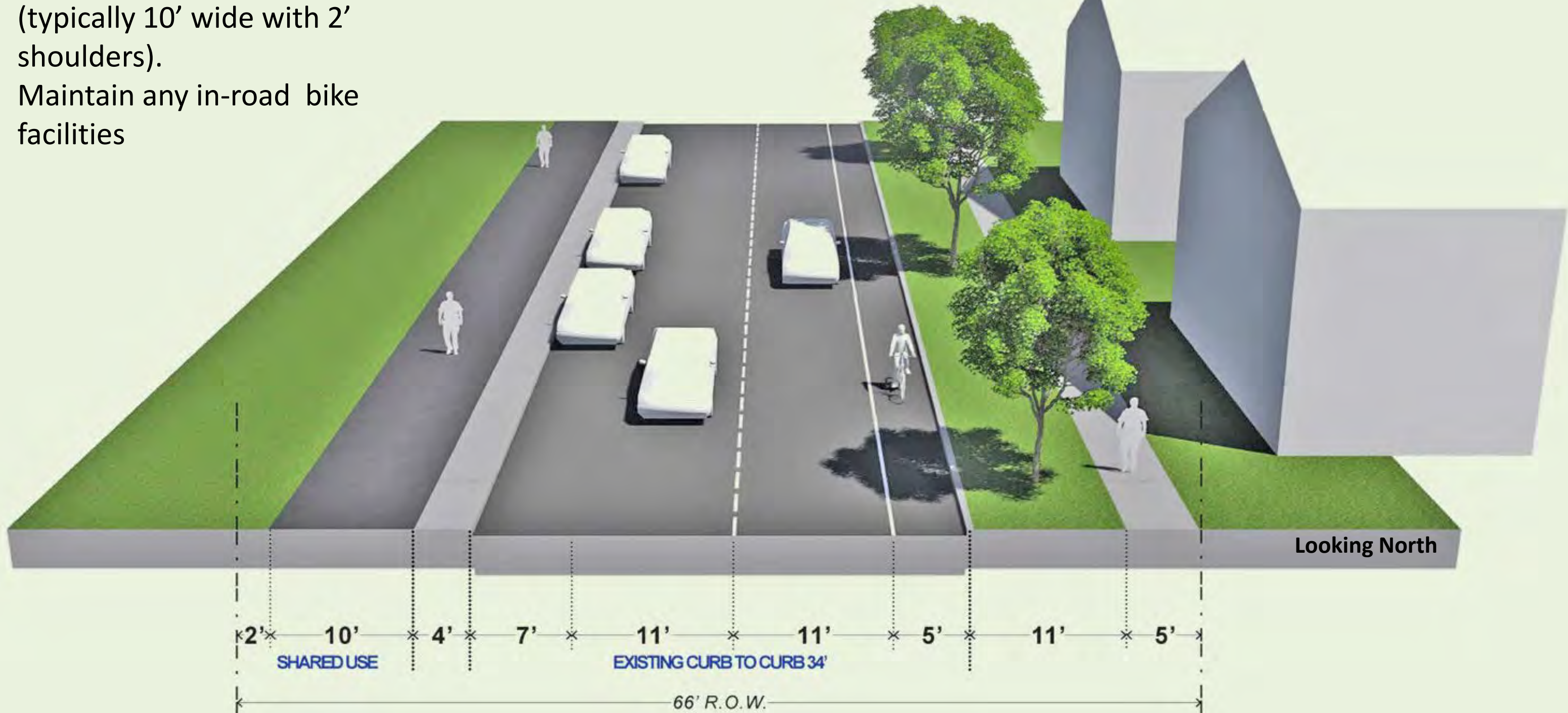


On-Road – Constrained

Shared-Use Path

- No reconstruction = no changes to curbs or roadway base
- Widen the sidewalk on one side to function as a shared use path (typically 10' wide with 2' shoulders).
- Maintain any in-road bike facilities

- Path could be designed as a shared-use trail or as a special paved pedestrian/bike area (e.g. Midtown Loop)

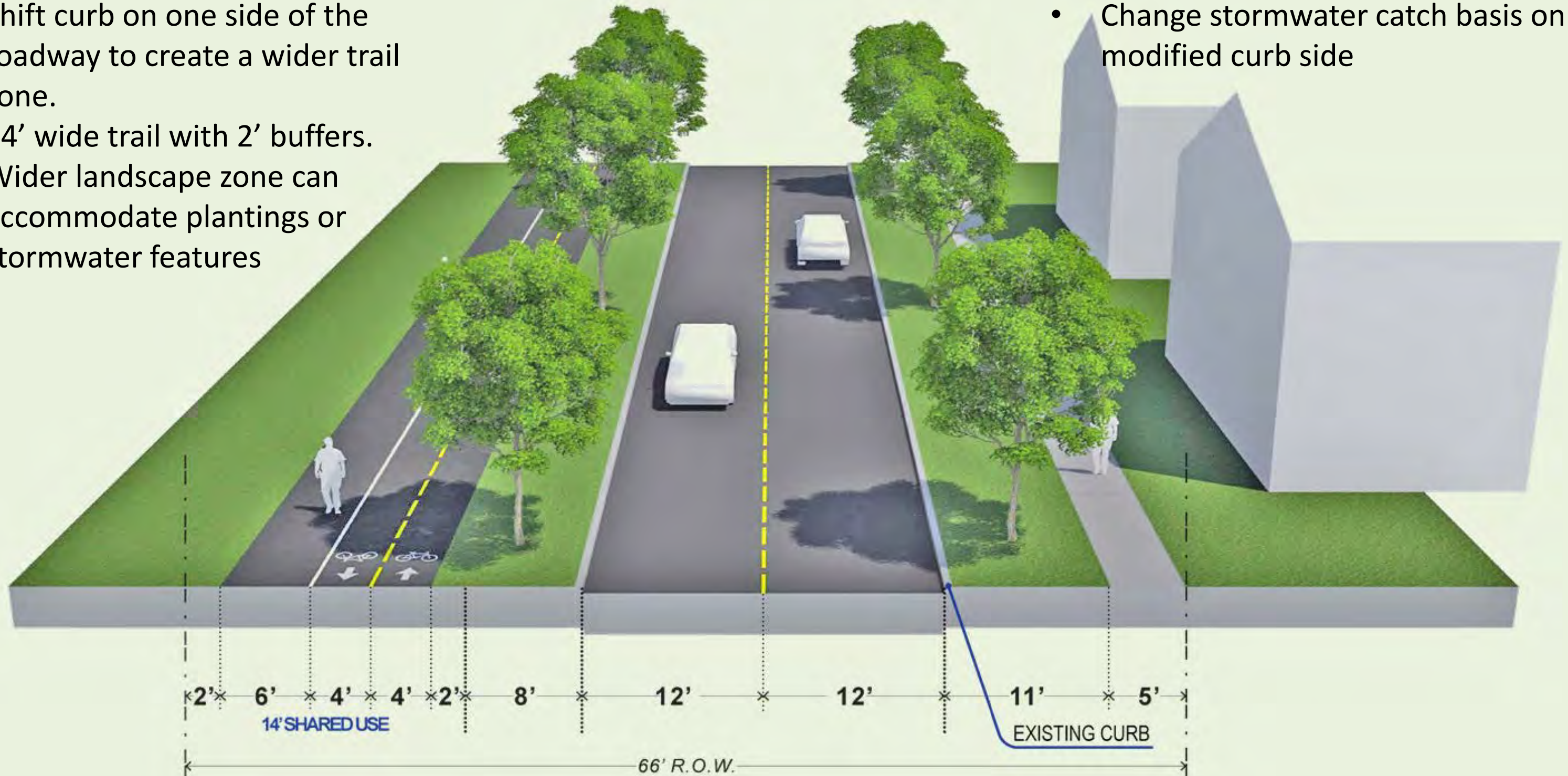


On-Road – Wide Trail

Shared-Use Path

- Requires reconstruction
- Remove parking and on-road bike facilities.
- Shift curb on one side of the roadway to create a wider trail zone.
- 14' wide trail with 2' buffers.
- Wider landscape zone can accommodate plantings or stormwater features

- Can be visibility conflicts in locations with many driveway crossings.
- Change stormwater catch basin on modified curb side

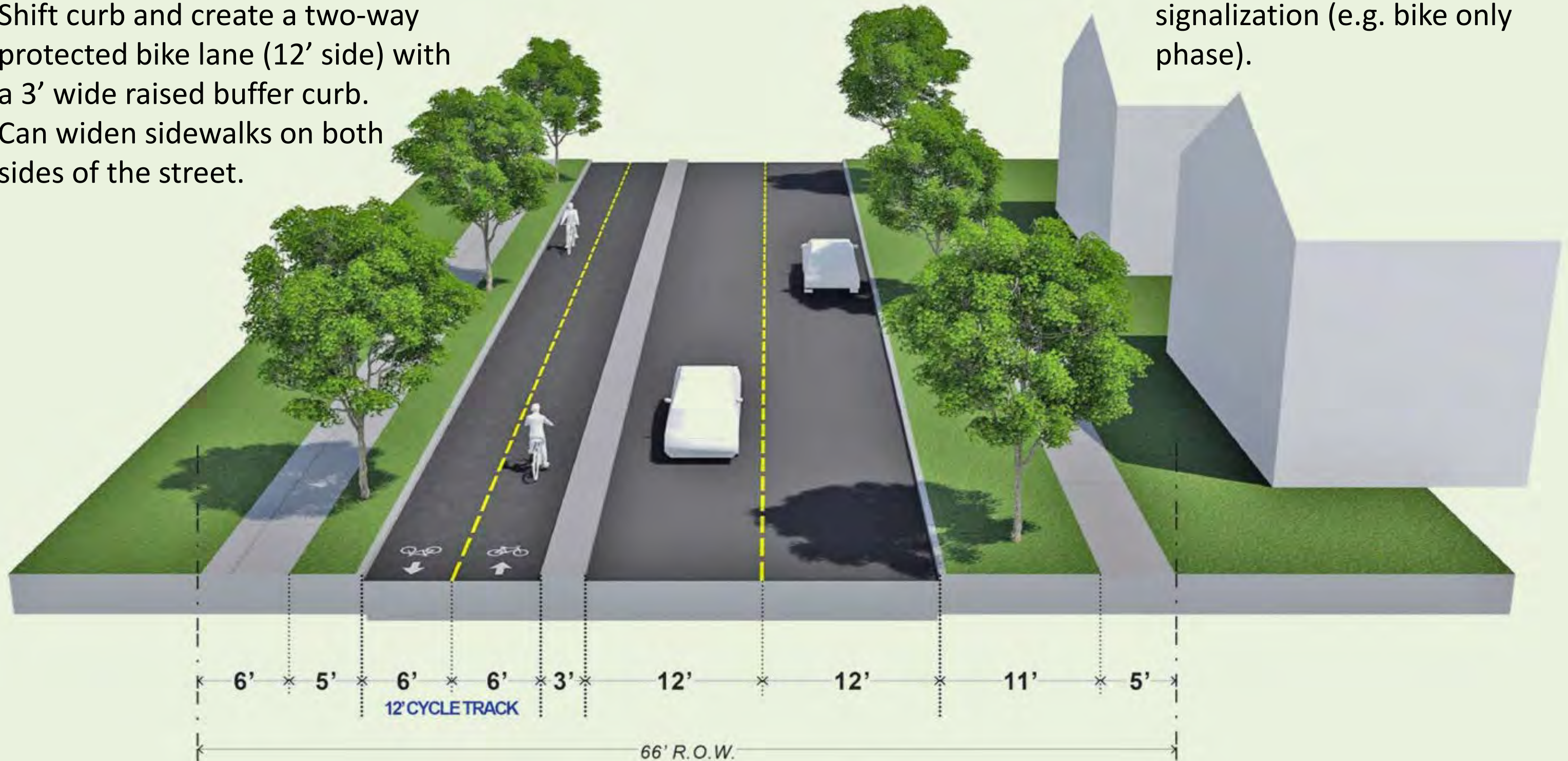


On-Road – Wide Trail

Protected Bike Lane

- Requires reconstruction
- Remove parking and on-road bike facilities.
- Shift curb and create a two-way protected bike lane (12' side) with a 3' wide raised buffer curb.
- Can widen sidewalks on both sides of the street.

- Not suitable in locations with frequent driveway crossings.
- May require additional signalization (e.g. bike only phase).

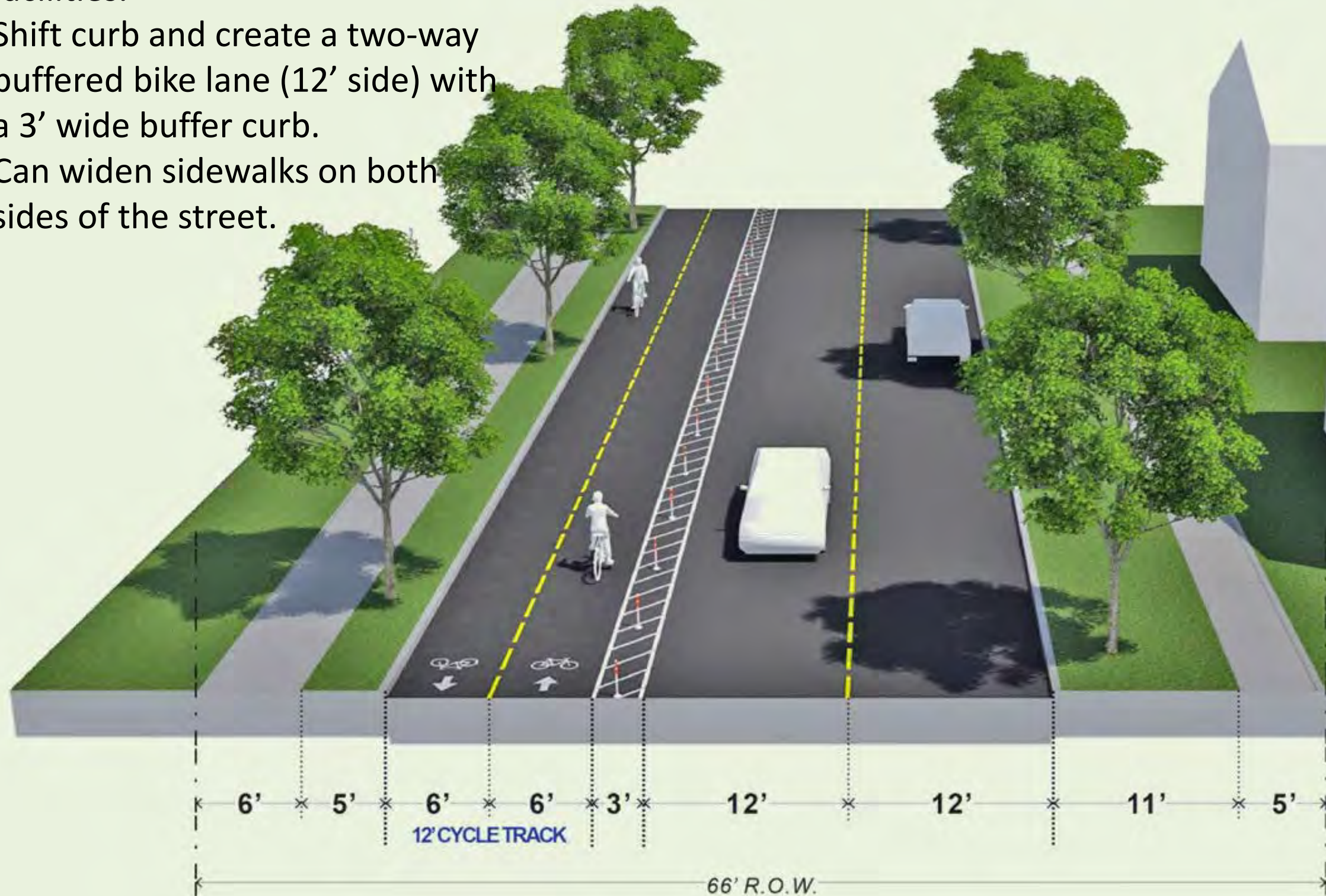


On-Road – Wide Trail

Buffered Bike Lane

- Requires reconstruction
- Remove parking and on-road bike facilities.
- Shift curb and create a two-way buffered bike lane (12' side) with a 3' wide buffer curb.
- Can widen sidewalks on both sides of the street.

- Buffer can be used in locations with more driveway crossings.
- May require additional signalization (e.g. bike only phase).



Other Greenway Facilities – Bridges

- Variety of bridge forms can be used depending on the trail alignments and desired character.



North Bank Bridge – Cambridge, MA



Wilmington Delaware Greenway / Riverwalk



Excel Bridge – Product Catalog



Merrimack River - Manchester, NH

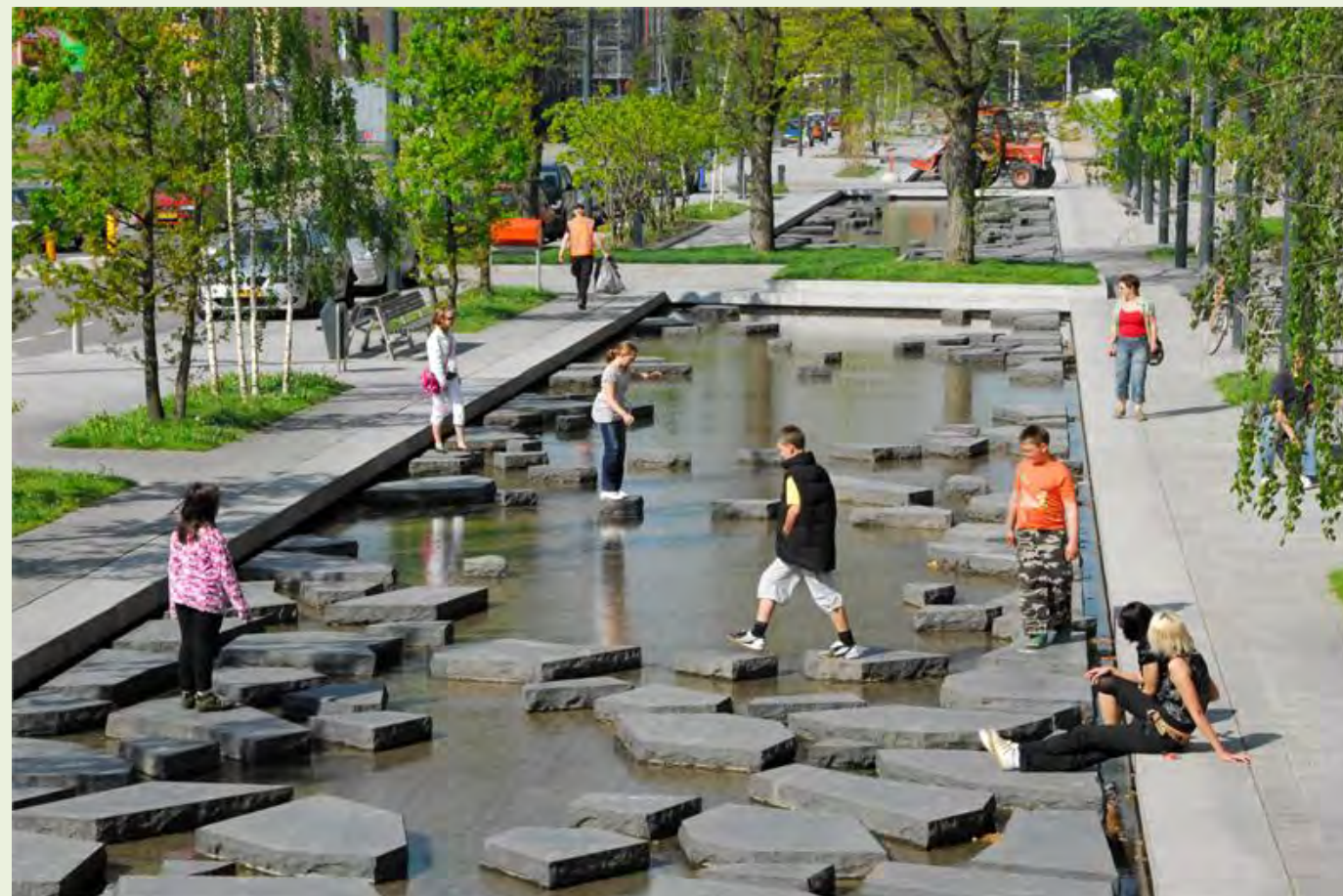
Other Greenway Facilities – Ramps & Gateway Bridges

- Spiral ramps can be used to provide pedestrian and bike access to elevated or bridge sections.
- Bridges in high visibility locations (e.g. N. Main St. or Huron St.) could serve as signature gateways into the community as well as raising the visibility of the greenway.



Greenway Enhancements

- Trailhead plazas – larger spaces, potentially with parking and additional site amenities.
- Entry gateways – smaller spaces
- Water / demonstration features
- Special landscaping
- Habitat creation / restoration



Greenway Enhancements

Greenway will be more than just a trail alignment, and will include:

- Native landscaping, trees and habitat
- Stormwater management
- Lighting and security
- Signage & interpretation (Allen Creek, history, environmental conditions, etc.)
- Wayfinding
- Seating
- Waste/recycling receptacles



Intersection Treatments

- Dedicated bike facilities at controlled intersections (e.g. bike box, bike signals, high visibility)
- Enhanced mid-block crossings (i.e. rapid flashing beacons, HAWK signals, traffic signals)
- New traffic signals or other intersection controls
- Raised crosswalks / raised intersections



Do you see any issues or opportunities with the ideas proposed that you feel are important to consider?





CONCEPTUAL ROUTING

Conceptual Route Considerations

- Preliminary look at potential route alignments based on where there appears to be a physical opportunity.
- Does not fully consider (yet!) property access, transportation impacts, engineering / constructability, costs, adjacent land opportunities (i.e. trail heads) and other benefits/costs.
- Long-term may be a “network” of routes and not just one single route alignment. System can be built and added to overtime.
- Routes identified based on review of prior studies, examination of physical site conditions, inventory and analysis, and refinement by the Technical Advisory Committee.

A

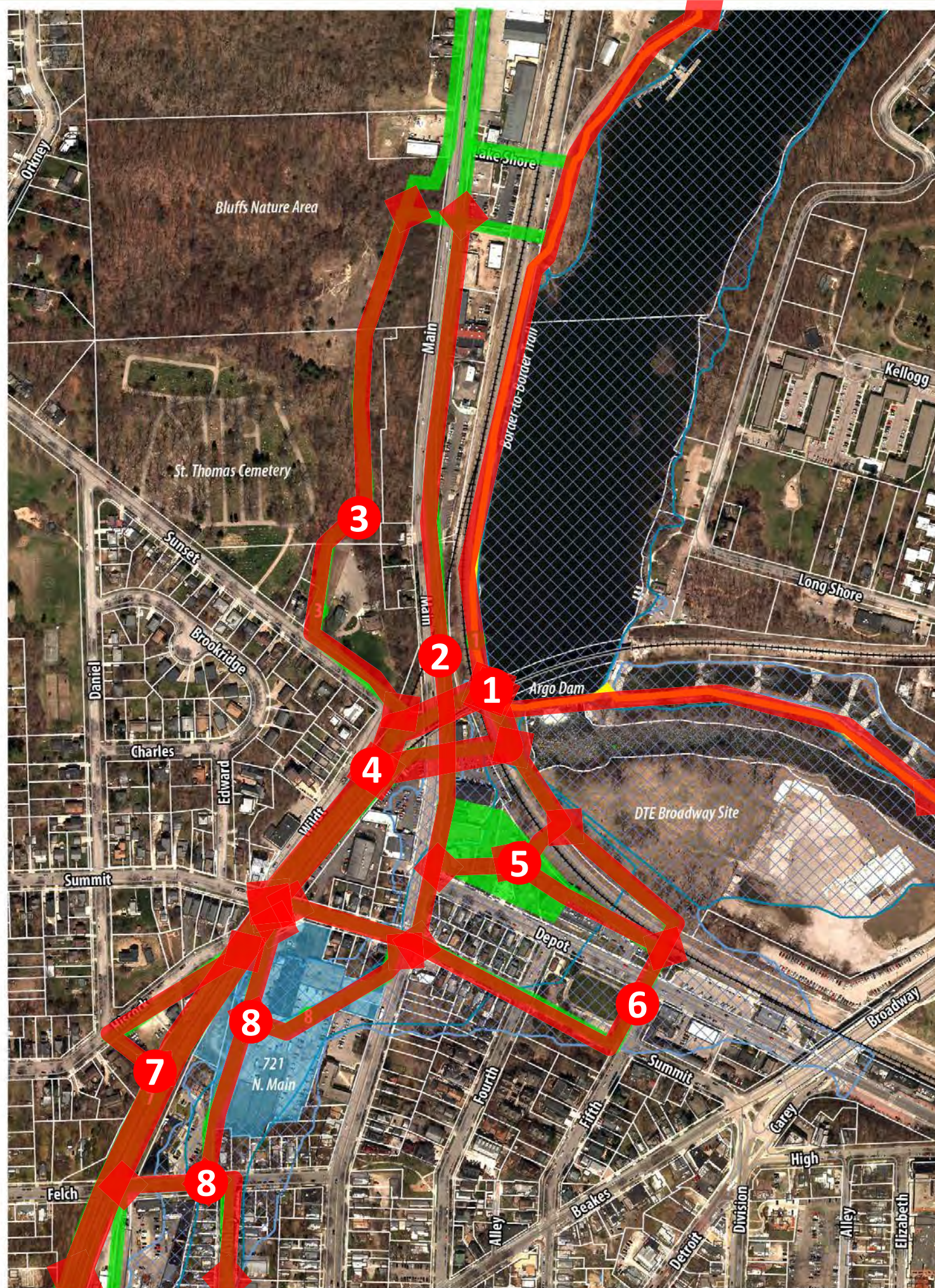


Conceptual Routes – Major Options

- 1 Use Border-to-Border trail (if connected to it further to the south or accessing at Lake Shore Drive)
- 2 Use *eastside* of N. Main St. (narrow ROW area)
- 3 Use *westside* of N. Main St. (adjacent to public & private property).
- 4 Enhance Lake Shore Drive as access to B2B.
- 5 Enhance trail in Bluffs Nature Area. Add N. Main St. mid-block crossing and/or continue on westside of N. Main Street.
- 6 Bridge over N. Main St. and railroad to connect to B2B trail.

Note: These routes are conceptual in nature in order to convey general / potential ideas.

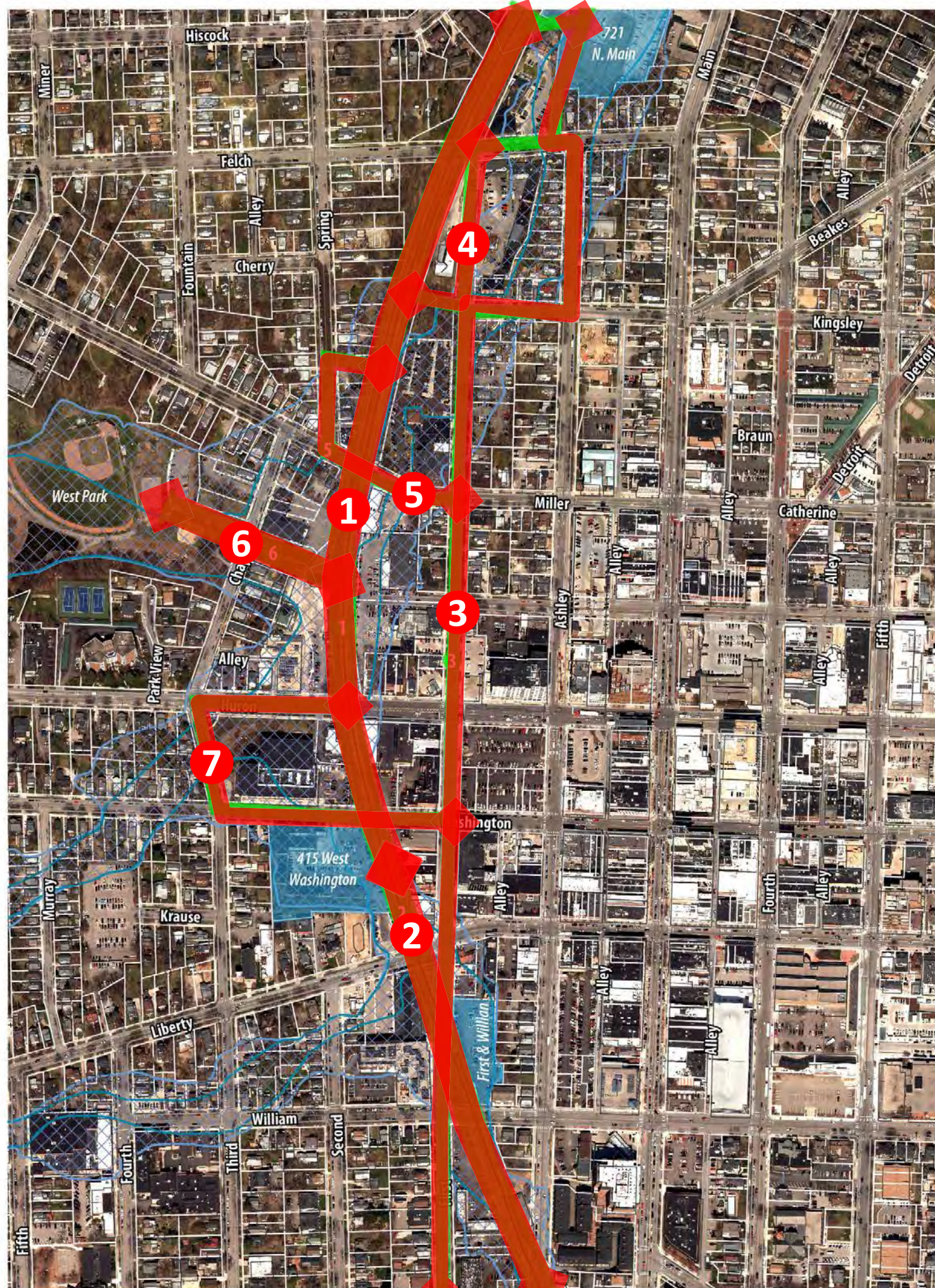
B



Conceptual Routes – Major Options

- 1 Use B2B Trail if able to connect to it at or near Argo Dam.
- 2 Continue along eastside of N. Main St. Constrained ROW along this section. Potential to connect to overpass bridges near existing rail bridge.
- 3 Continue through Bluffs Nature Area to Wildt St / Railroad Corridor, using existing trail alignment.
- 4 Use railroad corridor to connect to Summit, with bridges over N. Main St. and the MDOT rail corridor (north or south side of the existing rail bridge)
- 5 Connect to the potential pedestrian tunnel under the MDOT railroad. Access needed through private property.
- 6 Connect along Summit Street, through Wheeler Park, and via on-grade to pedestrian tunnel or with new bridge through the MDOT railroad.
- 7 Utilize railroad corridor and/or portions of Hiscock St.
- 8 Use 721 N. Main and connection on Felch back to railroad corridor on to on-street greenway along Ashley St.

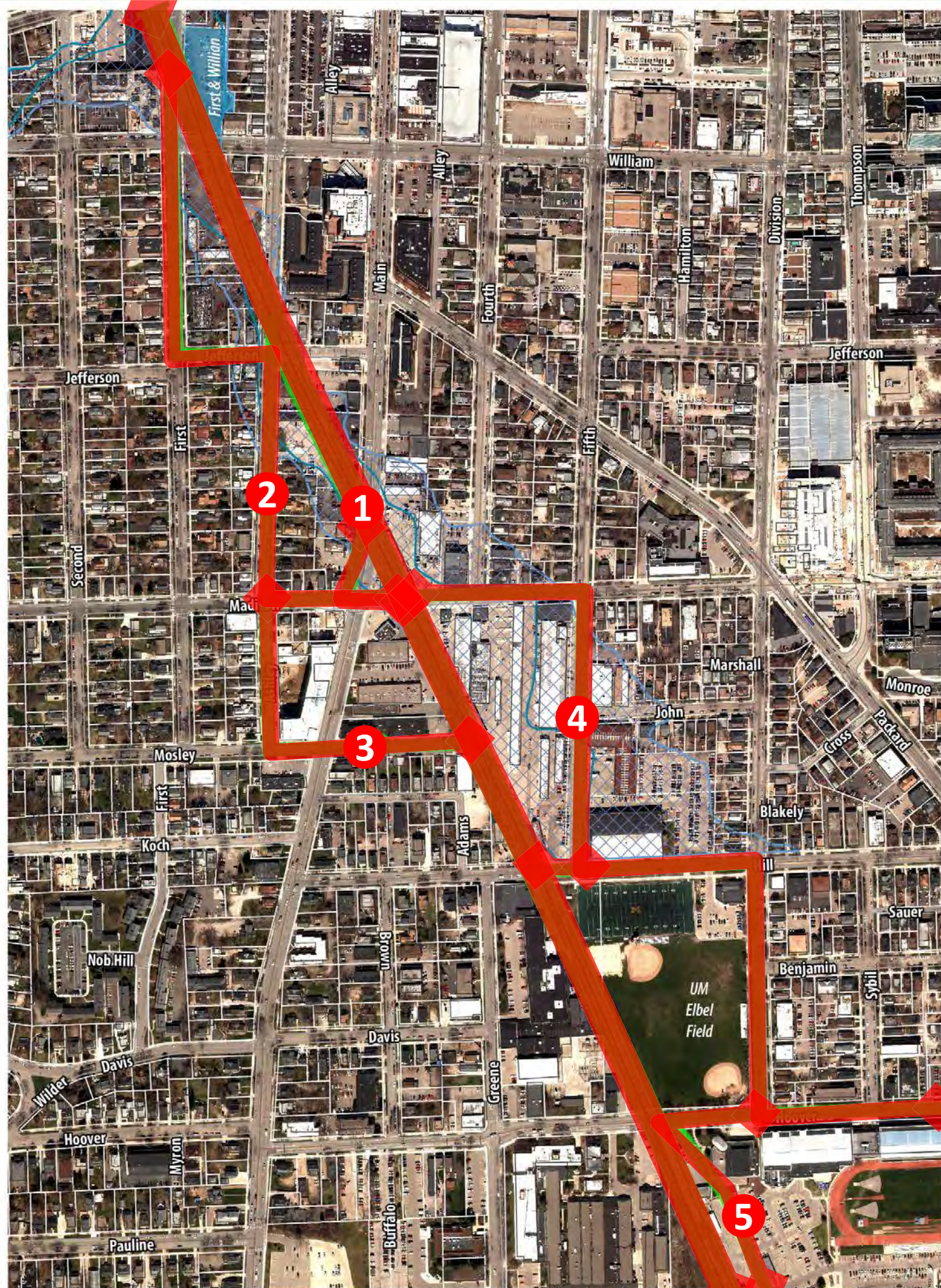
Note: These routes are conceptual in nature in order to convey general / potential ideas.



Conceptual Routes – Major Options

- 1** Utilize railroad corridor and/or adjacent properties. Trail elevated along embankment or on-grade at the base of embankment. Rail on-grade at Liberty St.
- 2** Use railroad on-grade. Need to address street crossings via mid-block crossings or intersection improvements.
- 3** On-road connection along Ashley, to Kingsley, to First St.
- 4** Potential private property connections.
- 5** Miller Ave and Summit St. connections/feeders to a trail in railroad corridor.
- 6** Explore connection opportunities into West Park trails and across Chapin Street.
- 7** Bypass and/or feeder trail utilizing Hawk signal at Huron St.

Note: These routes are conceptual in nature in order to convey general / potential ideas.



Conceptual Routes – Major Options

- 1 Utilize existing railroad corridor. Consider elevated crossings near S. Main St. & Madison St. intersections.
- 2 First St / Jefferson St. / Ashley St. connection to railroad corridor.
- 3 Continue down Ashley St. to Mosley, with mid-block crossing improvement.
- 4 On-road option along Madison St. to Fifth Ave to Hill St., to Division Ave to Hoover St.
- 5 Route option parallel to railroad corridor following UM service drive.

Note: These routes are conceptual in nature in order to convey general / potential ideas.



Conceptual Routes – Major Options

- 1 Utilize existing, wide, rail corridor on the west side of the tracks. Enhance existing railroad crossing at Stimson St.
- 2 Route option parallel to railroad corridor following UM service drive.
- 3 On-road connection along Hoover St. to S. State St. to endpoint at Stimson St.
- 4 Potential bypass / connector from South Campus to Ross Athletic Campus
- 5 Access through parking lot to Stadium Blvd. Connect down to S. State Street via stairs/ramps.
- 6 Connection from Stadium Blvd to White St. and Stimson to access endpoint.

Note: These routes are conceptual in nature in order to convey general / potential ideas.

Do you see any issues or opportunities with any of the conceptual routes that you feel are important to consider?

If you want to review the conceptual routes in more detail, please respond on the feedback form and consider the following:

- *Overall comments on the proposed routes?*
- *Are there other route options that should be considered?*
- *Are there other options to connect into neighborhoods to explore?*
- *Where might be good location for supporting features, such as entry plazas, trailheads, and green spaces?*

- Feedback forms can be submitted to Kayla Coleman
 - via email kcoleman@a2gov.org;
 - by mail to 301 E. Huron Street; Ann Arbor, MI 48104;
 - or delivered to the front desk on the 4th floor of City Hall (301 E. Huron Street).
- Questions? call 734-794-6430 ext. 43728.
- Please return feedback forms by Wednesday, September 21 for feedback to be considered.

Evaluation Criteria

CRITICAL CRITERIA

Aka is it physically/legally possible?

- **Property access** for off-road options – including railroad allowances/requirements
- **Road configuration:** removal of parking or travel lanes and/or moving curbs

Discussion Question

Are there other criteria that we should take into consideration in evaluating alternatives?

PREFERENCE CRITERIA

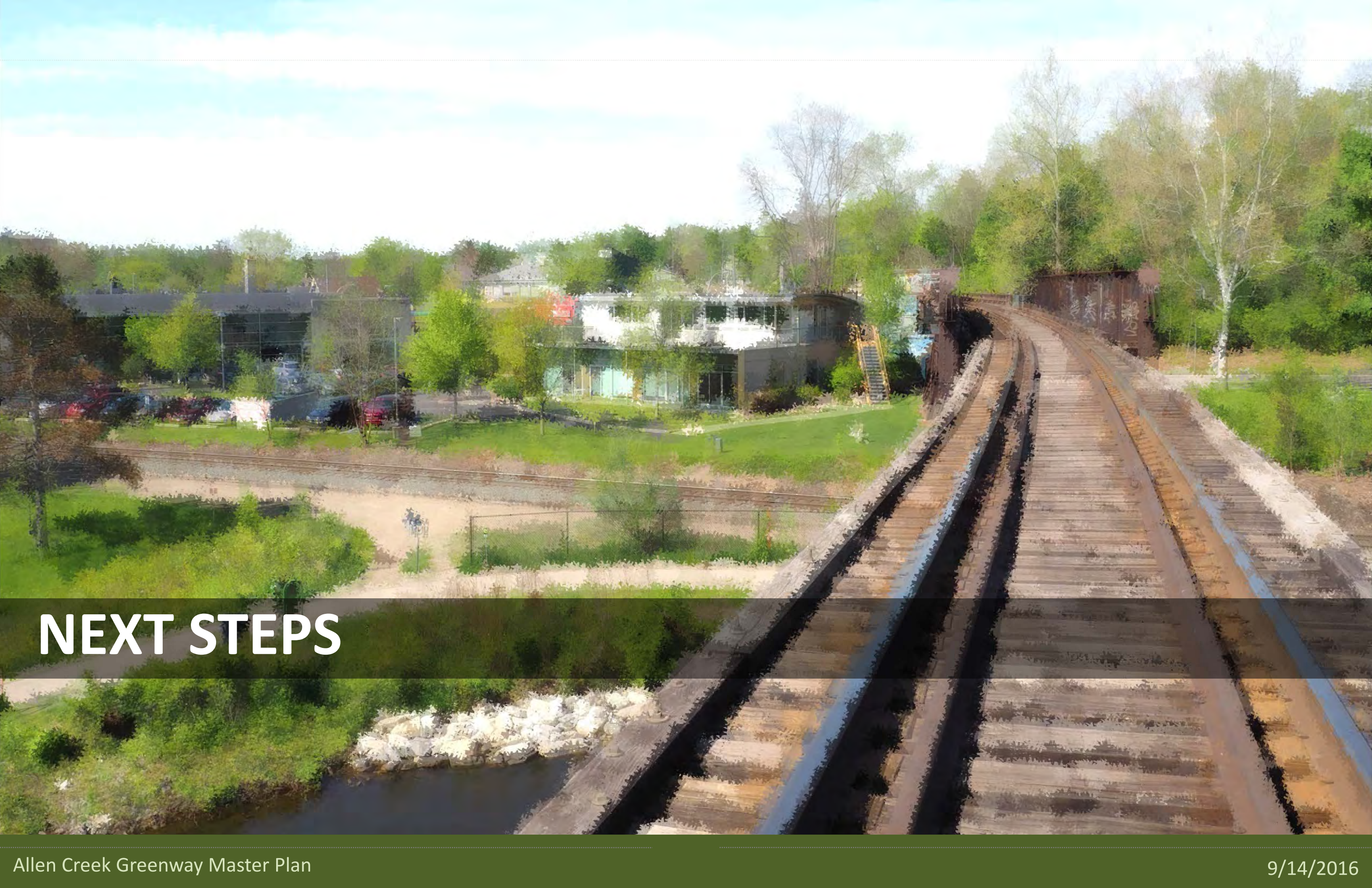
Aka what are the benefits and costs?

CONSTRAINTS

- Cost (construction, access, maintenance)
- Construction engineering (accessibility, meeting guidelines, etc.)
- Traffic/transit operational impacts
- Environmental impacts/concerns

BENEFITS

- Connectivity – what destinations or access points does this option afford?
- Attractiveness to different user groups (recreational, nature, commuter, etc.)
- Economic opportunities / benefits
- Sustainability benefits (stormwater, floodplain, habitat, etc.)
- Safety & visibility



NEXT STEPS

Next Steps

CAC homework assignment due in one-week

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- Questions? call 734-794-6430 ext. 43728.
- Please return feedback forms by Wednesday, September 21 for feedback to be considered.

NEXT CAC meeting: January 11, 2017

- 8:30am – 10:30am, City Hall Council Chambers

Technical Advisory Committee will begin further technical assessment of conceptual route options based on the evaluation criteria

Stakeholder meeting will take place

- Meeting with property owners, businesses, organizations, resident associations, etc.



THANK YOU