



ALLEN CREEK GREENWAY *MASTER PLAN*

Citizens Advisory Committee
April 19, 2017

OUTREACH MEETINGS

25 minutes

DRAFT Preferred Plan - Discussion

75 minutes

NEXT STEPS

10 minutes

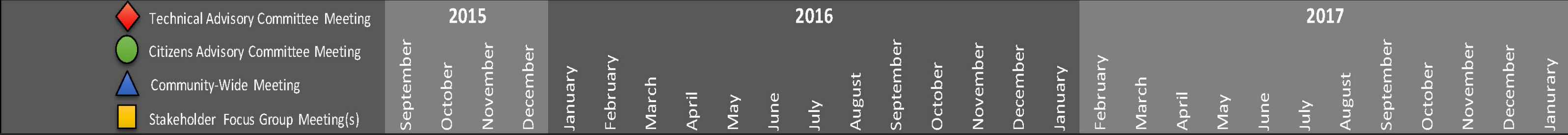
PUBLIC COMMENT

10 minutes

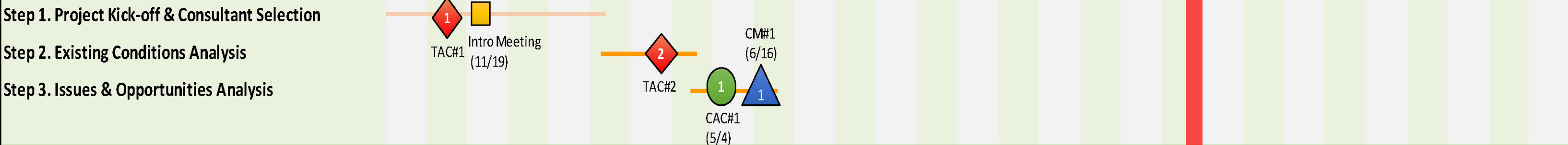


PROJECT PROGRESS

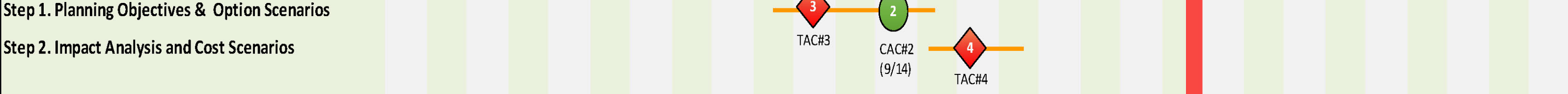
Project Schedule



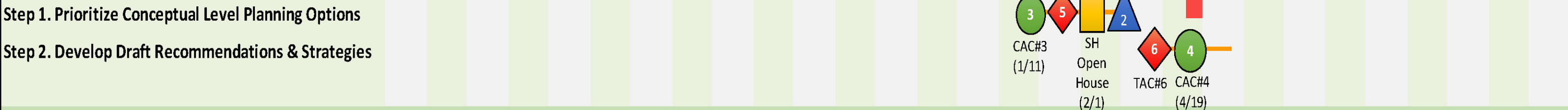
Task 1: PROJECT INITIATION



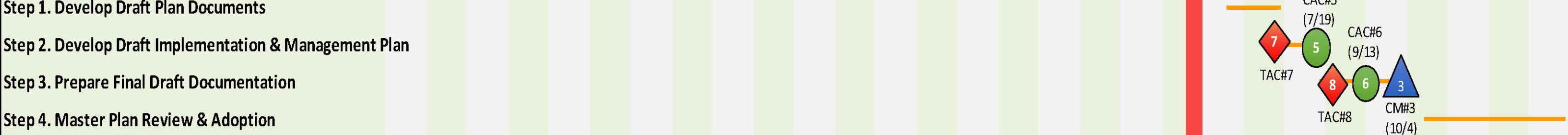
Task 2: PLANNING OBJECTIVES & OPTIONS, IMPACT ANALYSIS & COST SCENARIOS



Task 3: MASTER PLAN RECOMMENDATIONS & STRATEGIES



Task 4: MASTER PLAN DOCUMENTATION & ACTIONS



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 #1 (February 16, 2017)
- Citizen Advisory Committee #4 (April 19, 2017)

- **TASK 4: Master Plan Documentation & Actions**

- *Document recommendations, implementation tasks, and action items*
- Begin master plan approval process in Fall 2017

Stakeholder Focus Groups

- Business Organizations and Commercial Neighborhoods
- Boards, Commissions, Agencies, Public and Non-profit Groups
- Residential Neighborhood Associations, Non-profit Groups, and Environment Organizations

- University of Michigan
- WATCO / Ann Arbor Railroad
- MDOT—Rail and Road

Stakeholder Meetings – Open House

Full meeting summaries available: <http://www.a2gov.org/allencreekgreenway>

Business Organizations & Commercial Neighborhoods:

- Concern regarding funding in relation to other downtown infrastructure projects (e.g. street design).
- Need for on-going coordination with downtown street & development projects

Boards, Commissions, Agencies, Public/Non-Profit Groups:

- Desire for off-street alignment
- Acknowledgement of the challenge of using the railroad corridor.
- Concerns raised about large grade/elevations changes, difficult street crossings, and the need to connect to the main trail alignment (when elevated).

Residential Neighborhoods & Associations, Environmental Organizations

- Mostly questions related to the physical design of trail (grades, hybrid option) and property access (i.e. railroad access, discussions with private property owners)

Stakeholder Meetings

University of Michigan

- Overall, limited opportunity seen for allowing trail on UM property from UM reps.
- Would rather see improvements on State Street
- Possible future opportunity on west side of tracks between Hoover and Hill. Not adequate room presently to accommodate a trail (building in the way)
- Trail not seen by UM as meeting a transportation demand of their students/faculty – seen more as a benefit to quality of life and community overall.

MDOT

- Met with railroad & street divisions
- Mid-block crossing on N. Main (at Lake Shore) appears to work based on preliminary MDOT traffic modeling – Use of this mid-block crossing as part of a major trail with higher user volumes has not been evaluated.
- No major issues with bridging over MDOT roadways and/or railways, provided required clearances and engineering standards can be satisfied.
- Movement parallel to the track (i.e. within the MDOT rail berm) would be more challenging. Primarily safety concerns.
- MDOT requested refined design proposals for engineering and leadership review.

Watco Companies / Ann Arbor Railroad

- Reiterated NO precedent for rail with trail in their holdings.
- Primarily safety and liability concerns.
 - No barriers/separation will fully protect against a derailment.
- Watco Companies does want to be a good neighbor/steward.
- Team presented the all rail option and then a hybrid option.
 - The option entirely (or mostly) in the rail corridor raised significant concerns with Watco Companies.
 - Watco Companies was encouraged to see an option that minimized use of the rail corridor to only essential segments.
- **NEXT STEPS** - Begin developing a package with the “ask” of the rail company for Watco Companies engineering and legal review . This may include:
 - Trail alignment details
 - Cross-sections & design details
 - Legal considerations
 - Proposed improvements to rail infrastructure or corridor

Community-Wide Open House

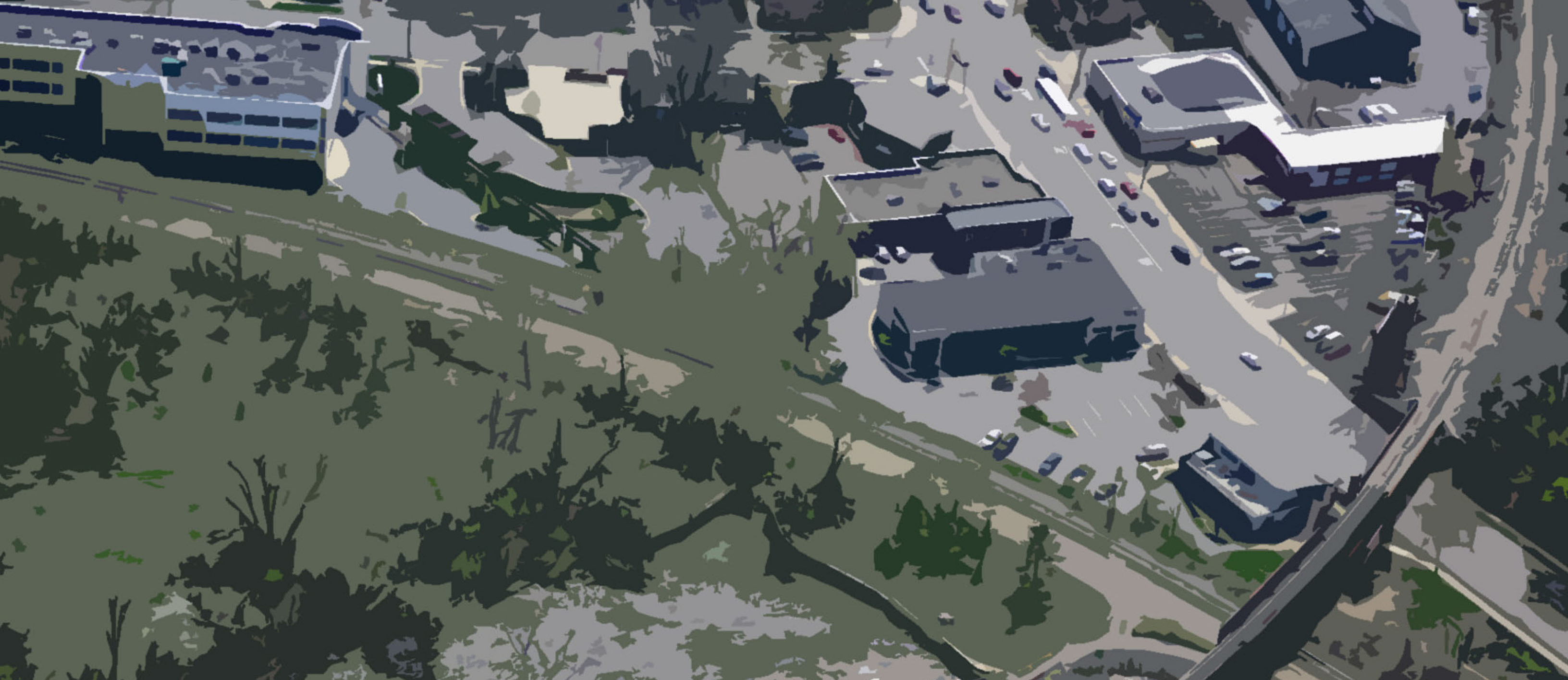
An aerial photograph of a city, likely Allen Creek, showing a river winding through the landscape. Blue lines are overlaid on the image, tracing paths that likely represent the proposed greenway. The paths start from the river and branch out into residential and commercial areas. The background is a mix of green trees and grey buildings.

Community-Wide Meeting

- 55 participants
 - Many new faces in attendance!
- Mostly clarifying questions
 - Questions about the railroad and what role it might play and timing of improvements.
 - Questions about the past activities – why this project/effort is different this time?
 - Media coverage in MLIVE – multiple articles published on the ACG

Allen Creek Greenway Conservancy

- Board meeting
 - Overall, lots of enthusiasm among the board members.
 - Branding and website roll-out at or near May 1st – will be coordinating message and materials.
- Focused meetings related to alignment and property access
 - Conversations have occurred with many property owners regarding potential trail alignments through their properties. No new agreements have been made.
 - Other opportunities may arise as the project continues.



FRAMEWORK PLAN

MASTER PLAN COMPONENTS & KEY TERMINOLOGY

An aerial photograph of a city, likely Denver, Colorado, showing a network of streets and green spaces. A prominent blue highlighted path, representing the Allen Creek Greenway, winds through the city from the bottom left towards the top right. The path follows a natural corridor, likely a creek bed, and passes through various urban and suburban areas. The background is a semi-transparent overlay of this aerial view.

- **MASTER PLAN**

- Overall report, including the suggested physical programs, funding, implementation/maintenance approach, character, etc.

- **FRAMEWORK PLAN**

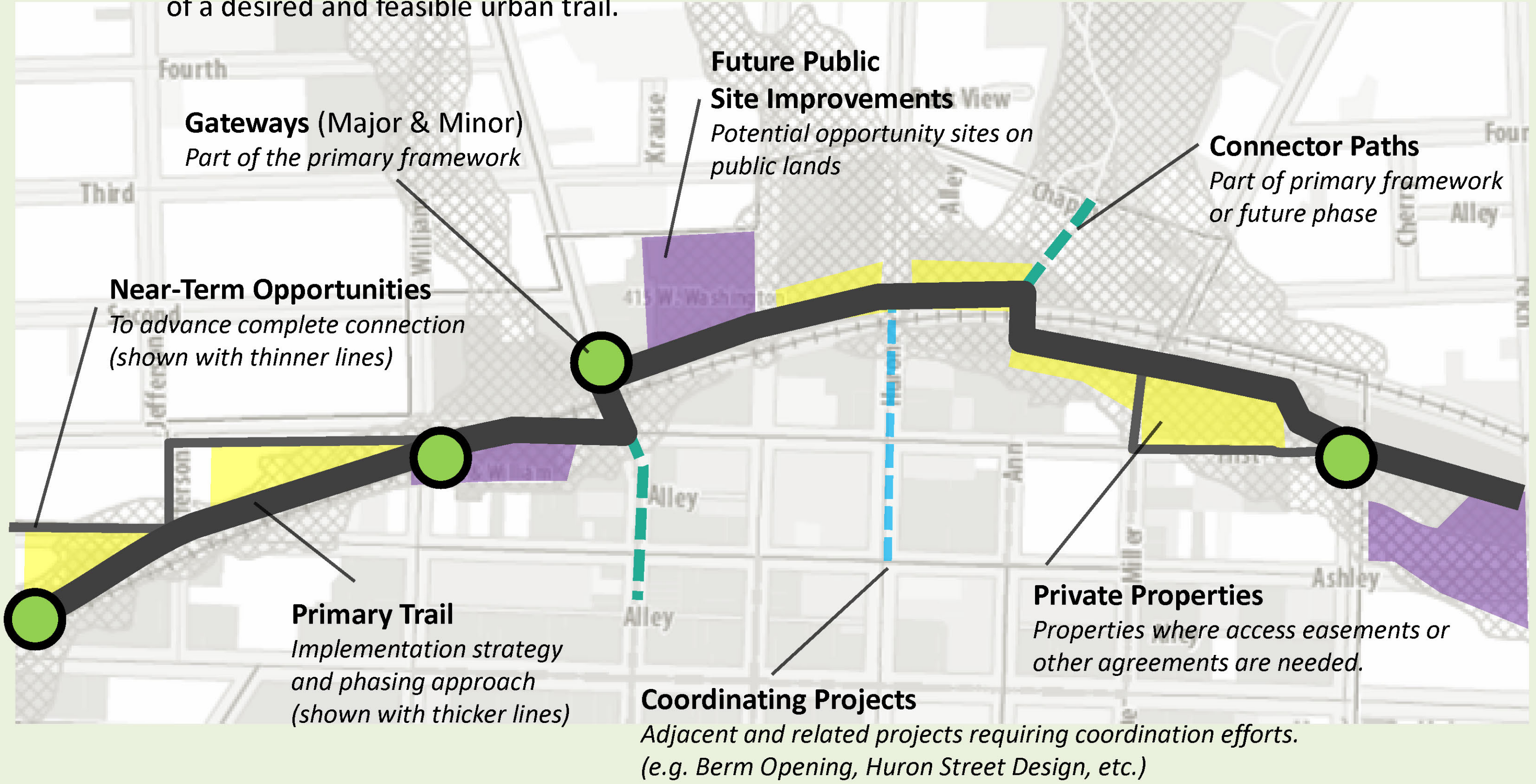
- Physical plan delineating the primary alignment (and supporting elements) that will be used as a decision-making guide for advancing implementation.

The FRAMEWORK PLAN Identifies the following:

- **Primary Trail:** This is the primary, technically feasible, and preferred alignment for the main trail feature.
- **Connector Paths:** These are supporting sidewalks or secondary pathways used to connect to the primary trail.
- **Near-Term Opportunities:** These are routes that can provide connectivity between primary trail alignments before all primary sections are complete.
 - Near-term projects would remain in place and be designed to provide lasting benefits to complement the Primary Trail.
- **Coordinating Projects:** Adjacent and related projects requiring coordination efforts.
- **Major Gateways:** Signature points of access at key locations and/or high visibility/traffic areas. May also include areas where modest, additional green space and/or interpretive elements can be incorporated.
- **Minor Node / Gateway:** On-grade points of access from public space (ROW, etc) onto the Primary Trail
- **Future Public Site Improvements:** Public properties that accommodate the Primary Trail and necessary amenities. Uses beyond what are needed for the greenway to be determined as part of future, parallel, or on-going efforts.
- **Private Properties:** Properties where an easement or access agreement for the Primary Trail are needed.

Framework Plan - Concept

OBJECTIVE: Provide a “Framework Plan” as a decision-making guide for advancing implementation of a desired and feasible urban trail.



ALLEN CREEK GREENWAY FRAMEWORK PLAN

PRIMARY TRAIL TYPES

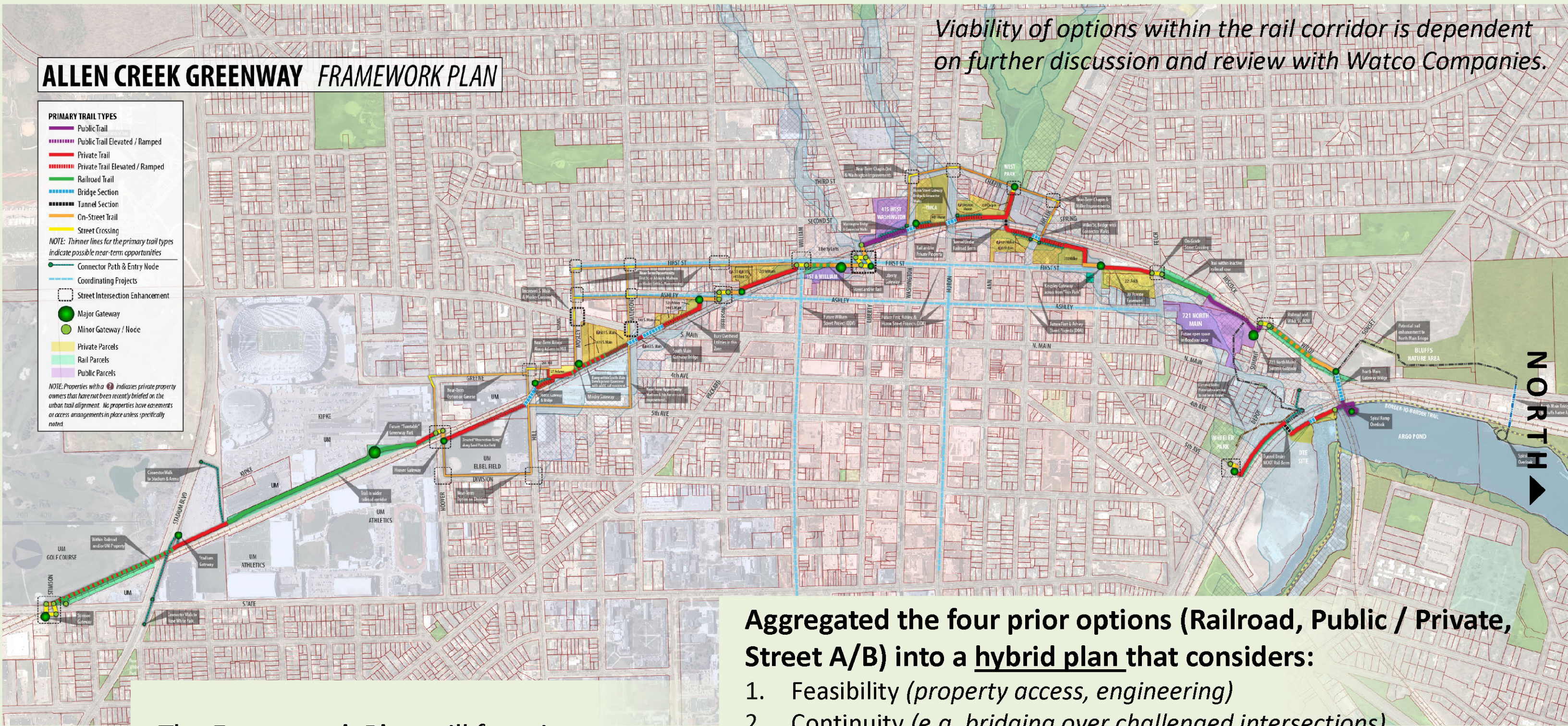
- Public Trail
- Public Trail Elevated / Ramped
- Private Trail
- Private Trail Elevated / Ramped
- Railroad Trail
- Bridge Section
- Tunnel Section
- On-Street Trail
- Street Crossing

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

- Connector Path & Entry Node
- Coordinating Projects
- Street Intersection Enhancement
- Major Gateway
- Minor Gateway / Node
- Private Parcels
- Rail Parcels
- Public Parcels

NOTE: Properties with a circled 'a' indicates private property owners that have not been recently briefed on the urban trail alignment. No properties have easements or access arrangements in place unless specifically noted.

Viability of options within the rail corridor is dependent on further discussion and review with Watco Companies.

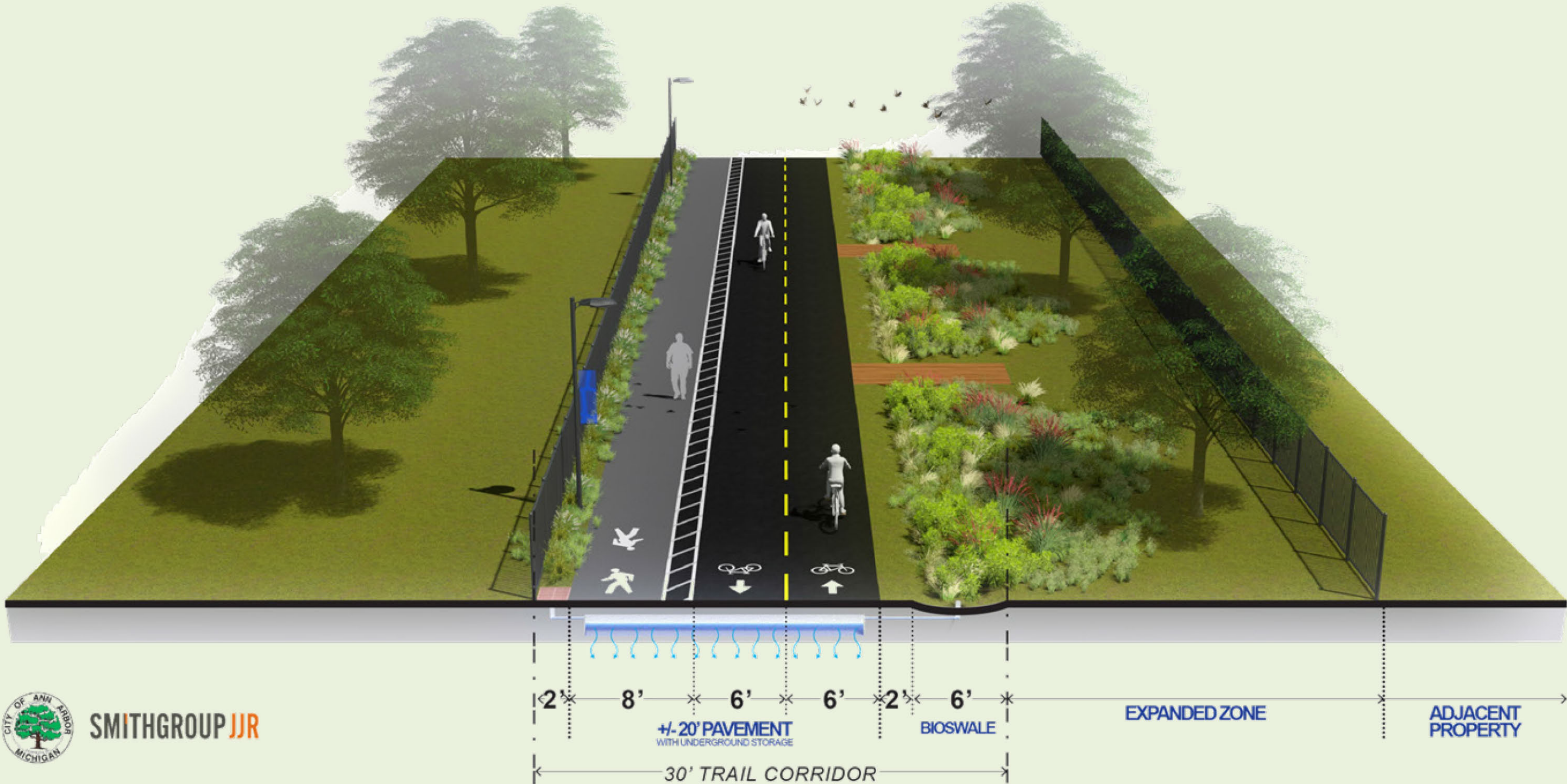


The Framework Plan will function as a strategy or roadmap for pursuing implementation.

Aggregated the four prior options (Railroad, Public / Private, Street A/B) into a hybrid plan that considers:

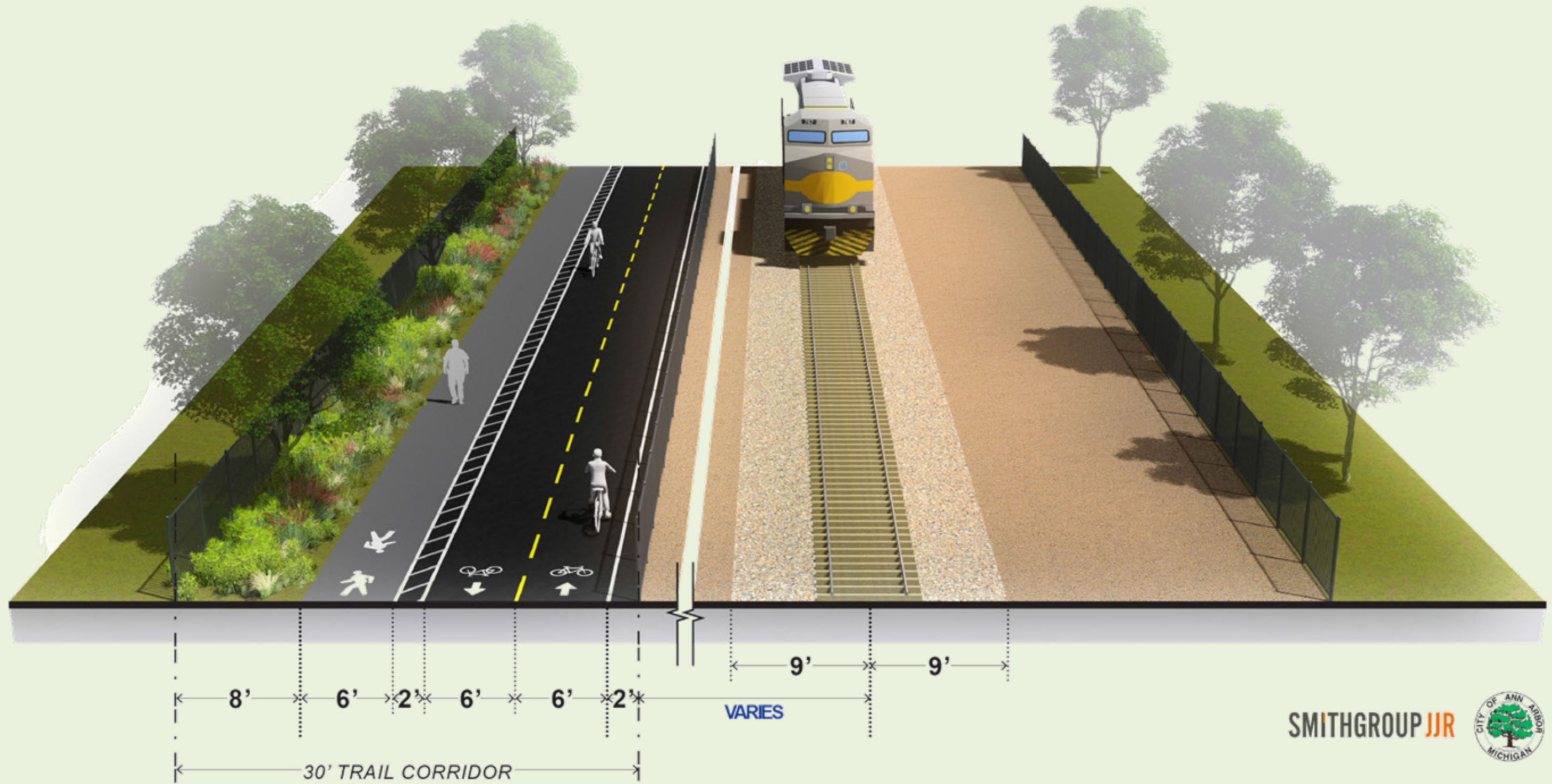
1. Feasibility (*property access, engineering*)
2. Continuity (*e.g. bridging over challenged intersections*)
3. User experience & safety
4. Connectivity to assets & destinations (*public parcels, parks, future improvement sites, commercial destinations, etc.*)
5. Unique experiences & landmark opportunities

Preferred Cross-Sections: Trail on Public/Private Parcels



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

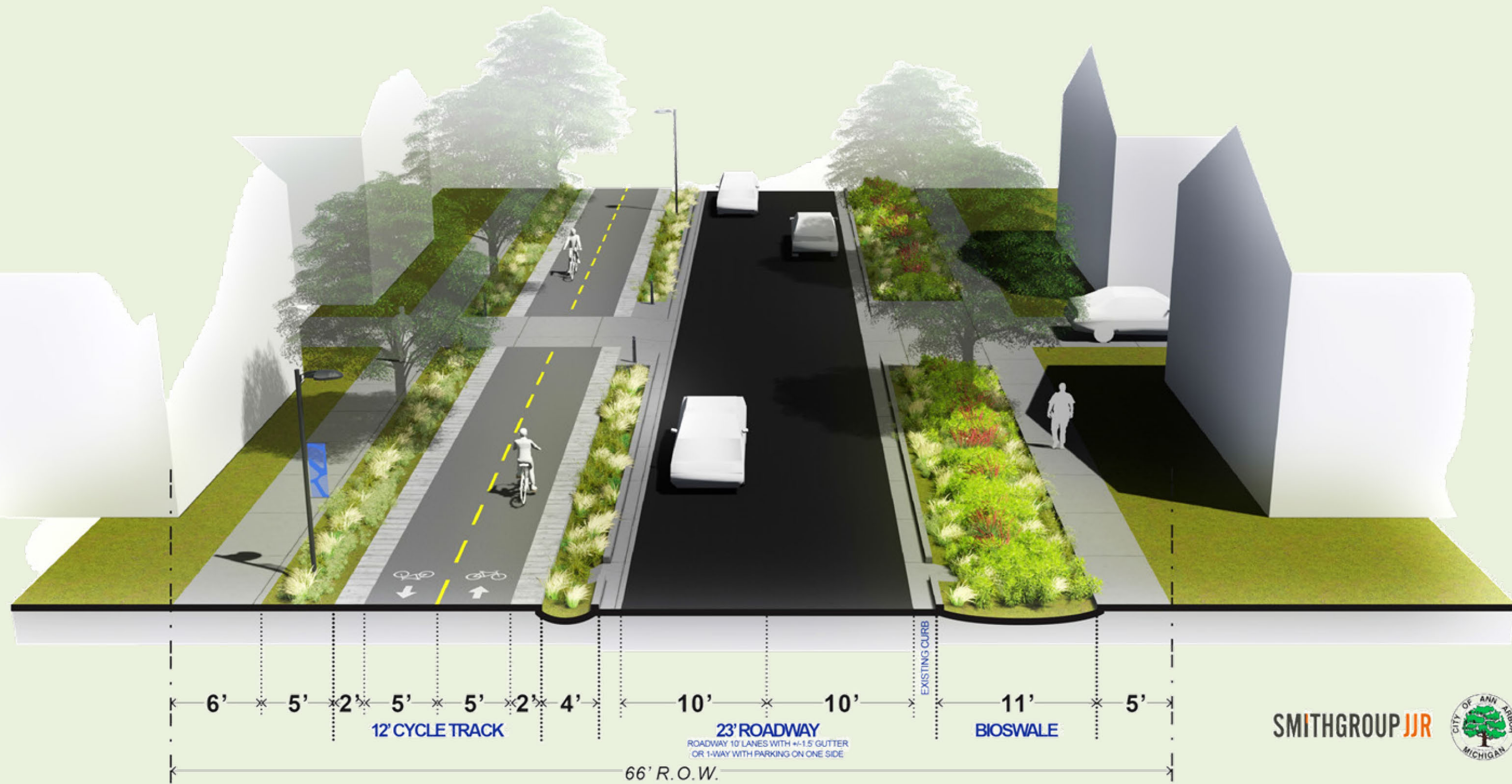
Preferred Cross-Sections: Railroad Trail



*Trail cross-sections reflect preferred design.
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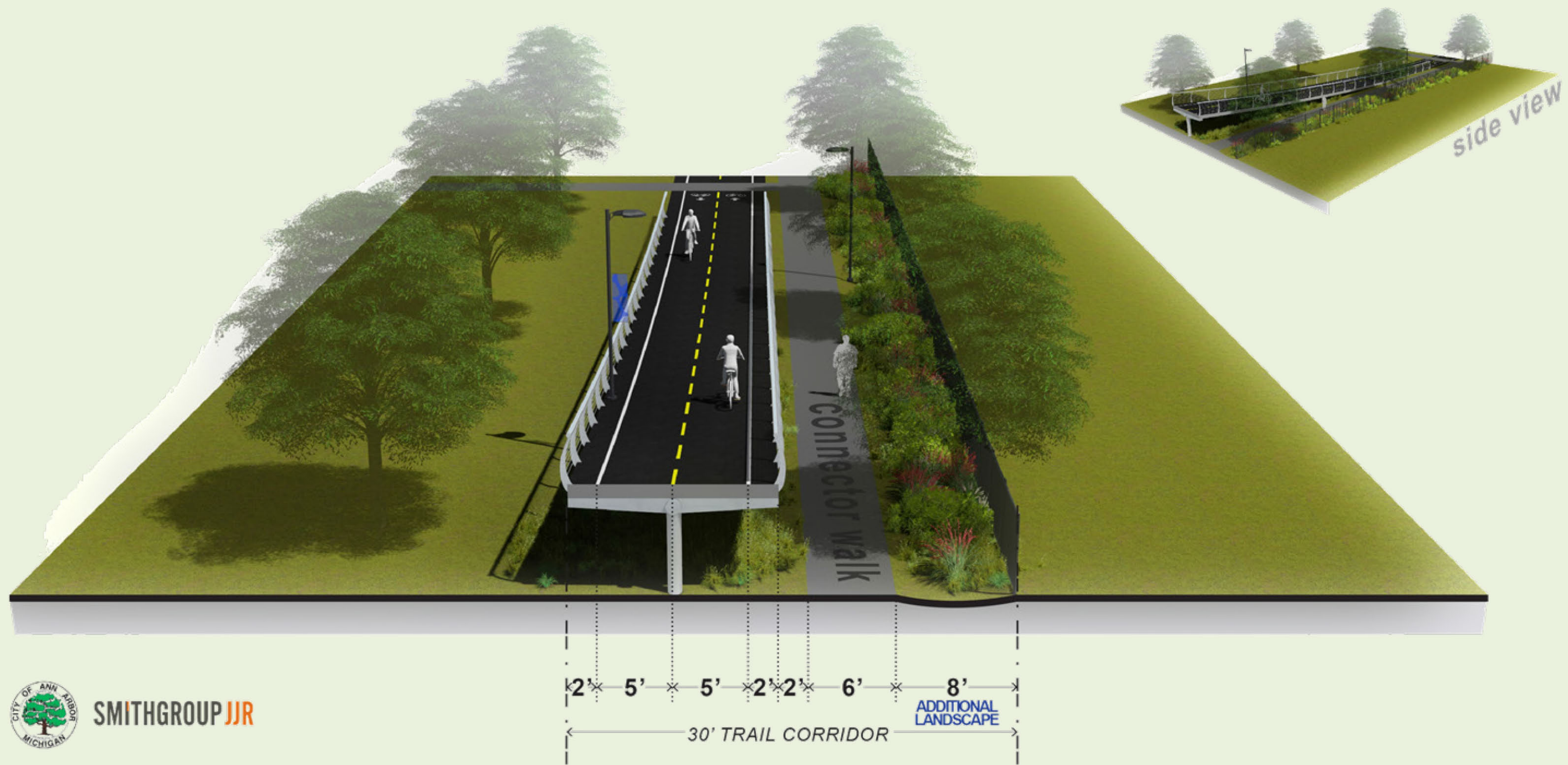
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Preferred Cross-Sections: On-Street Trail



*Trail cross-sections reflect preferred design.
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Preferred Cross-Sections: Elevated Trail



Trail cross-sections reflect preferred design.
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ALLEN CREEK GREENWAY FRAMEWORK PLAN

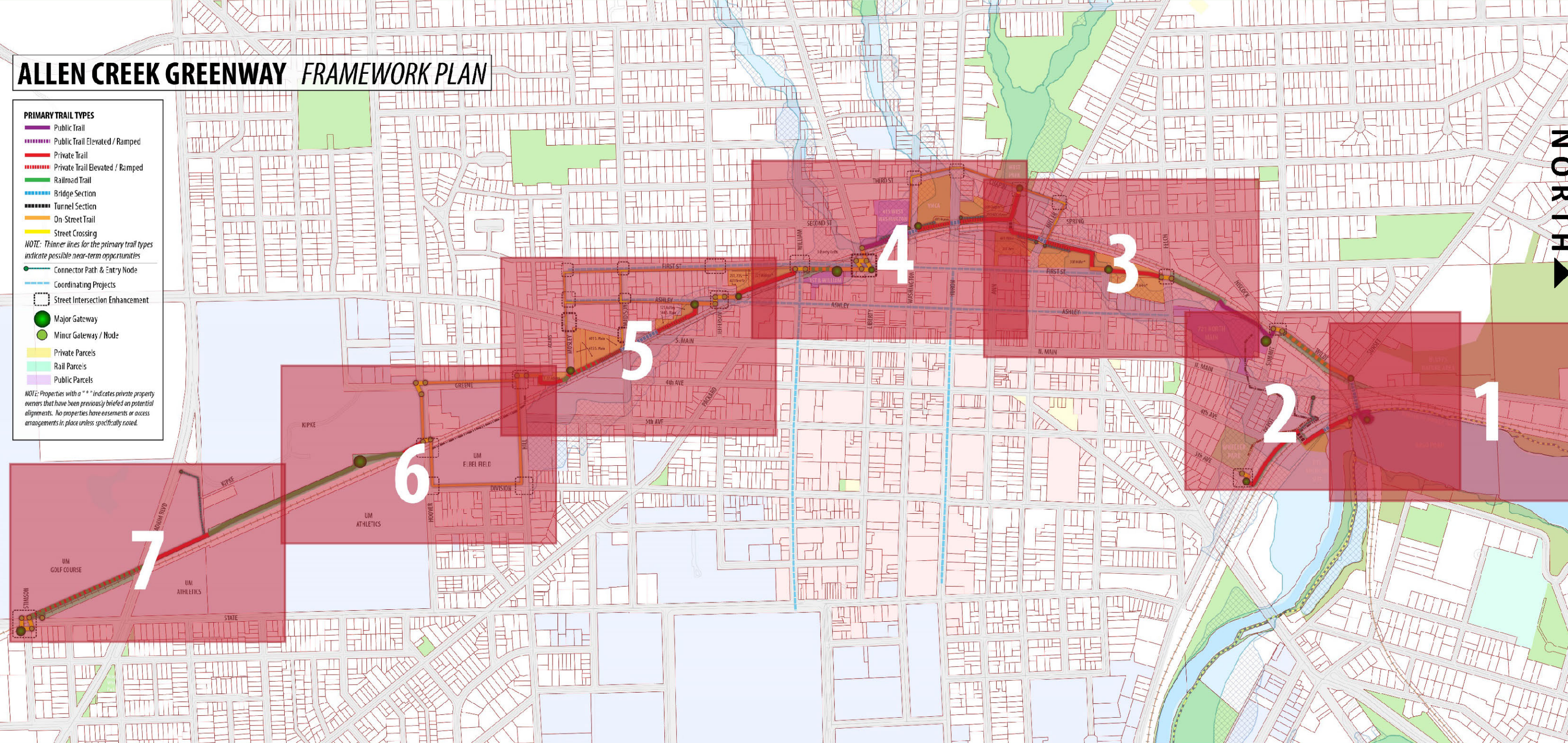
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- Private Trail
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- Railroad Trail
- - - Bridge Section
- - - Tunnel Section
- On-Street Trail
- Street Crossing
- Connector Path & Entry Node
- - - Coordinating Projects

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

- Street Intersection Enhancement
- Major Gateway
- Minor Gateway / Node
- Private Parcels
- Rail Parcels
- Public Parcels

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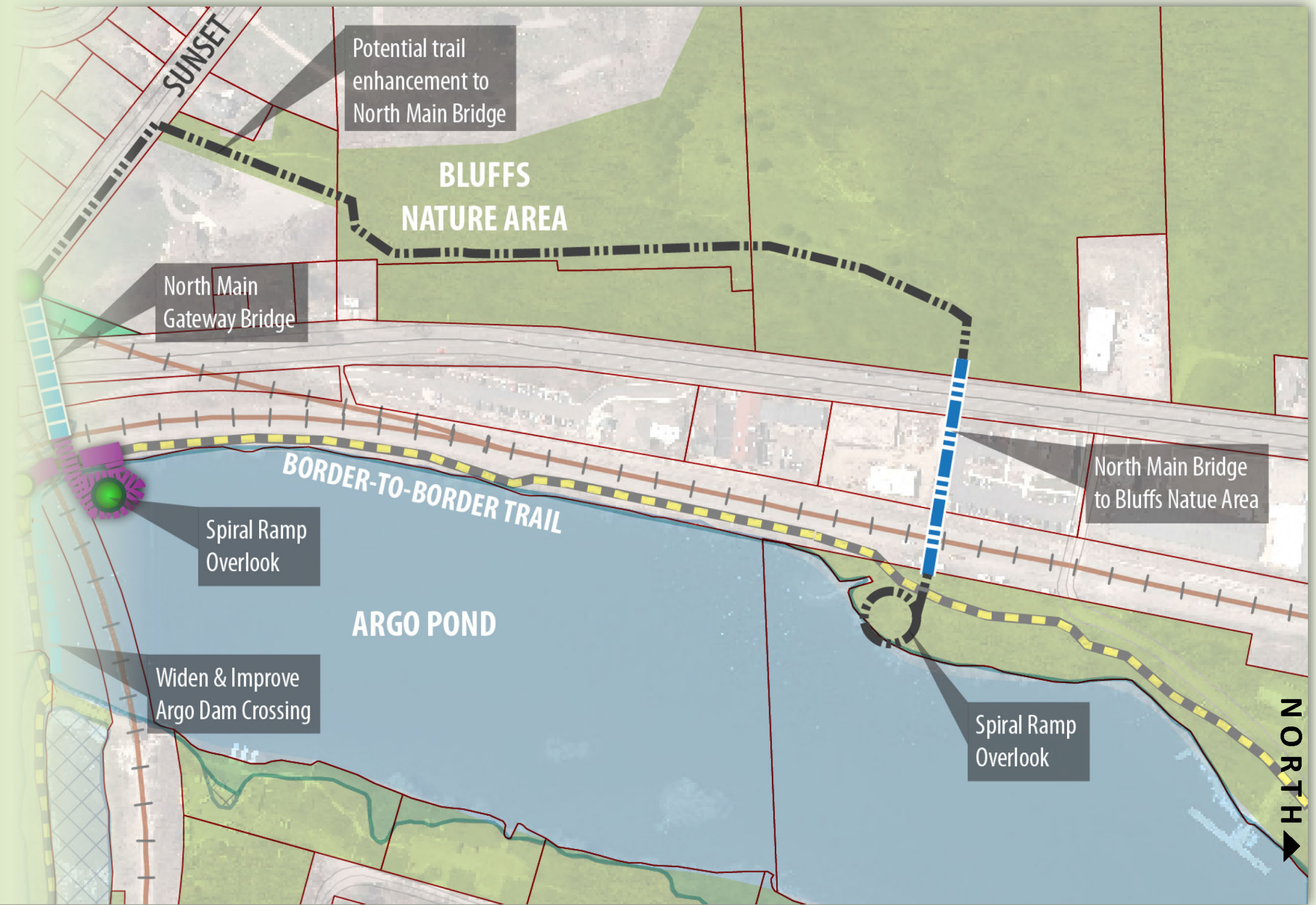
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- Public Parcels
- Floodway
- Floodplain

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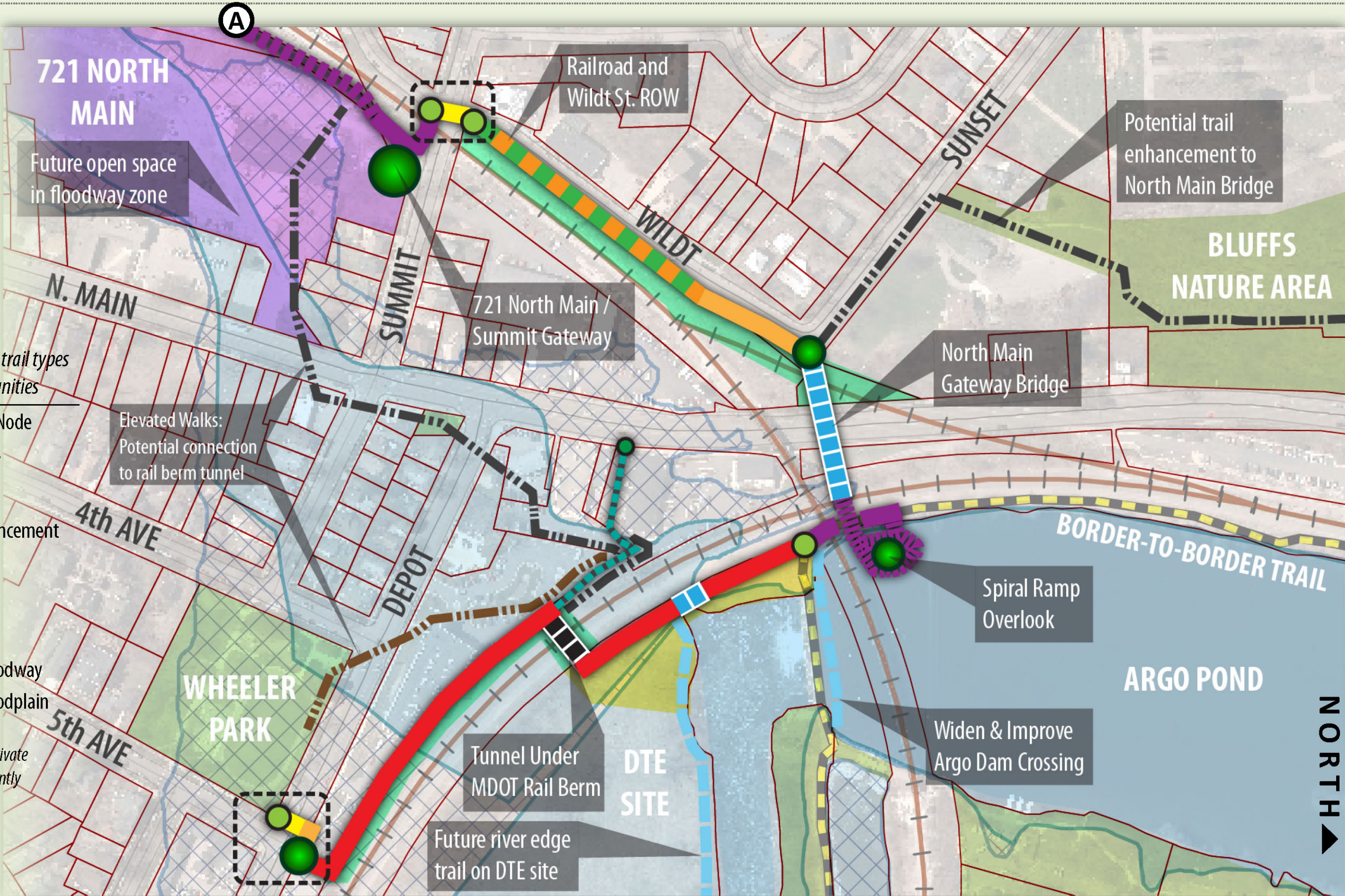
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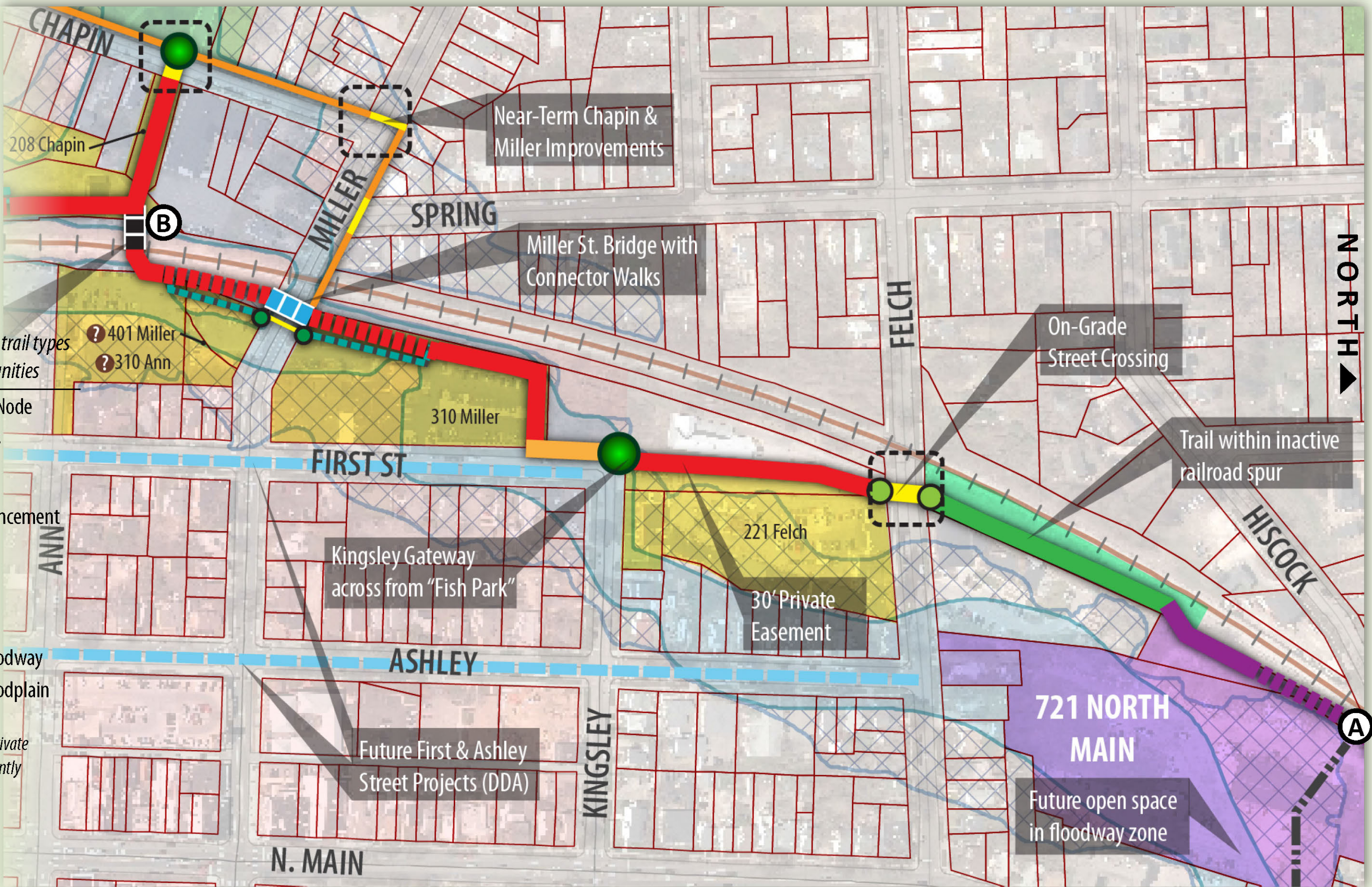
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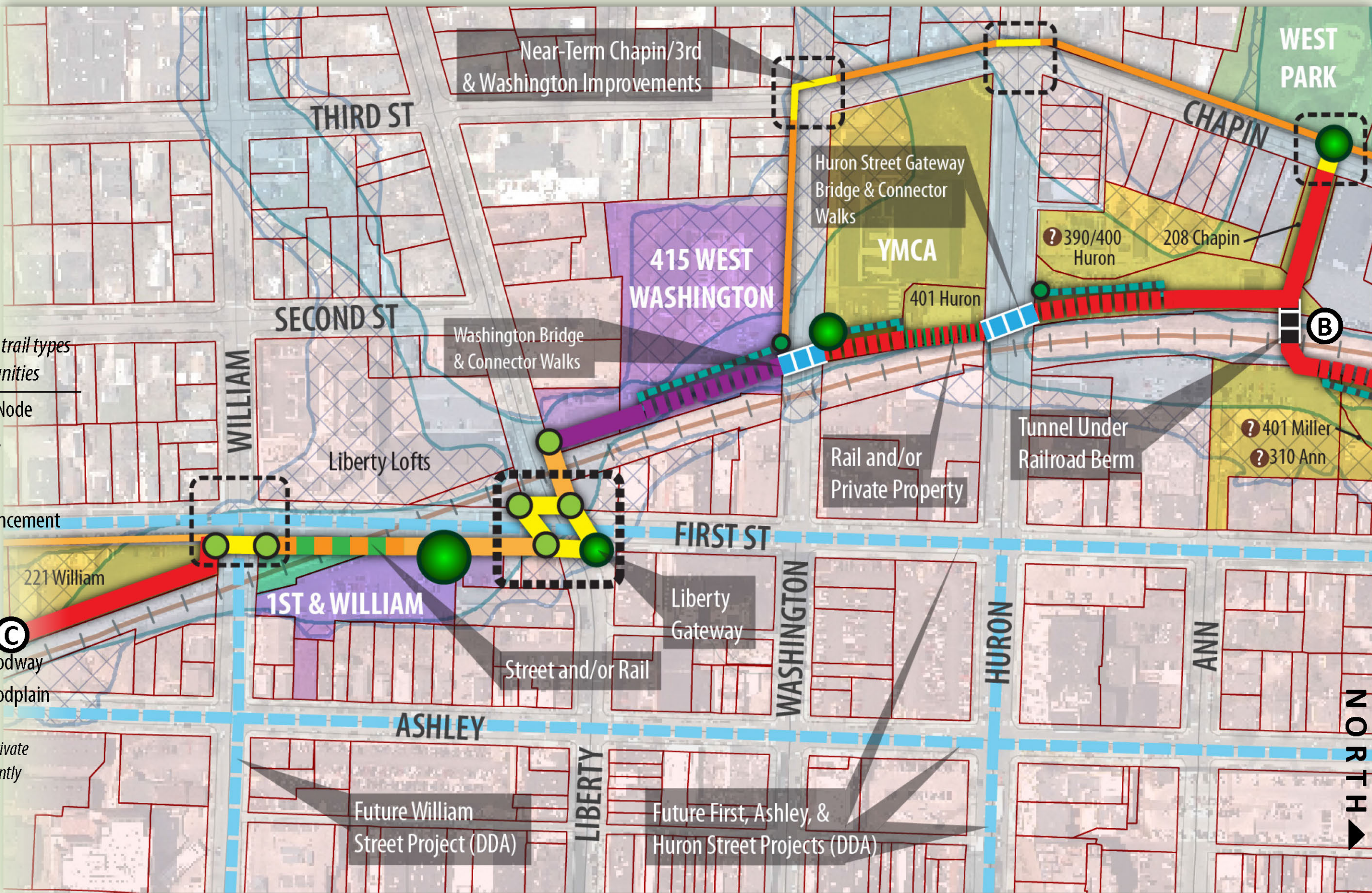
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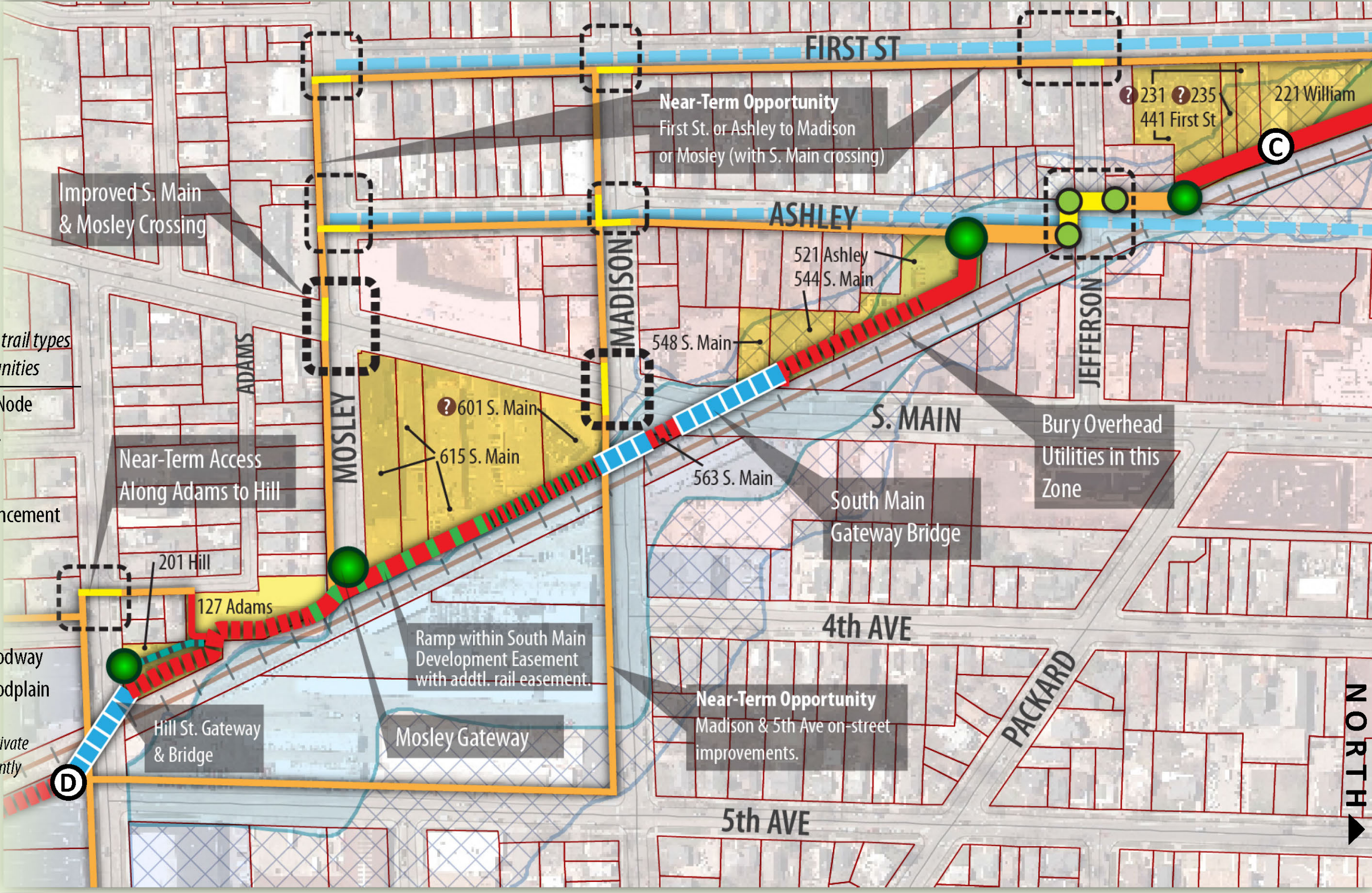
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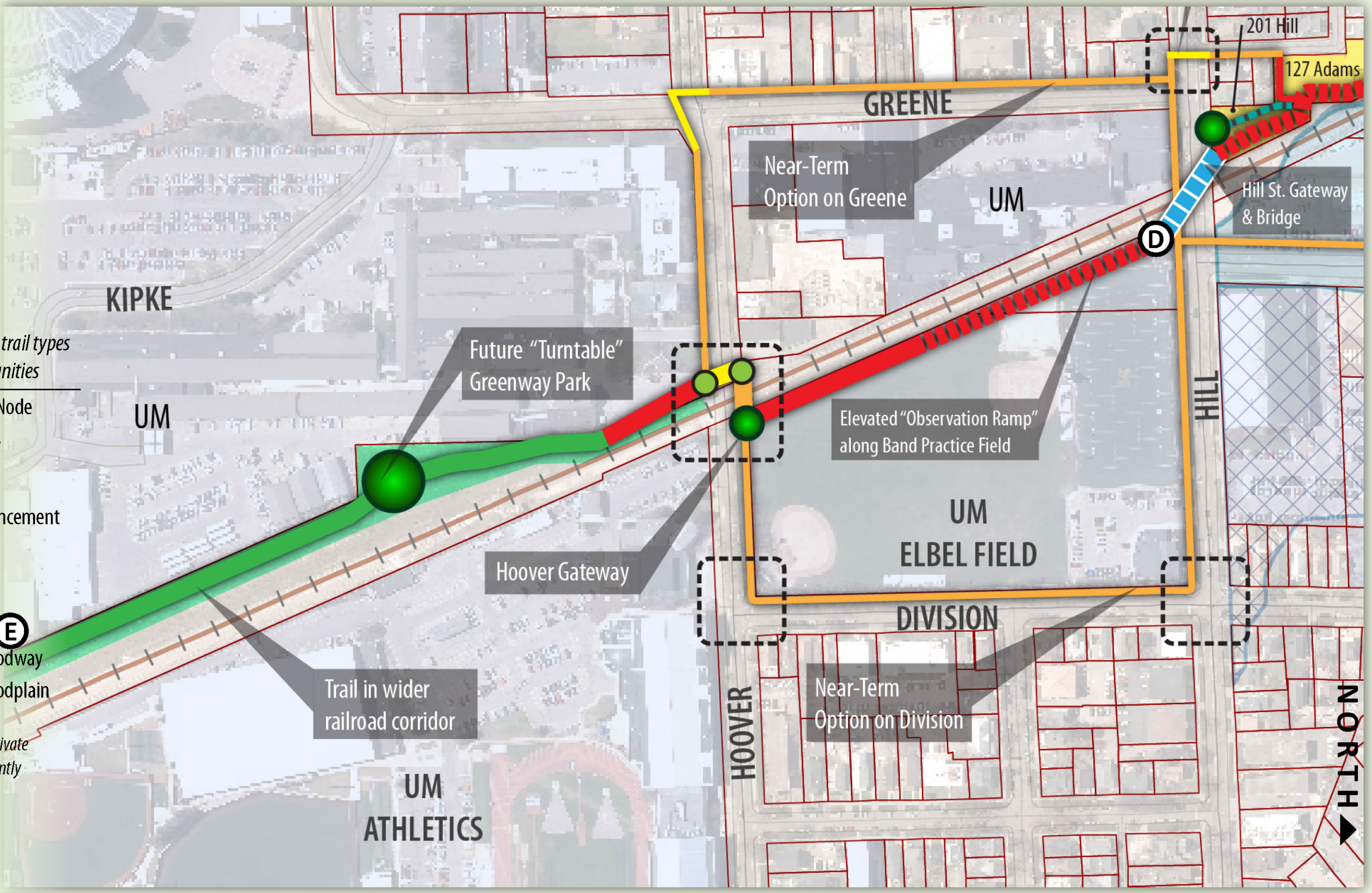
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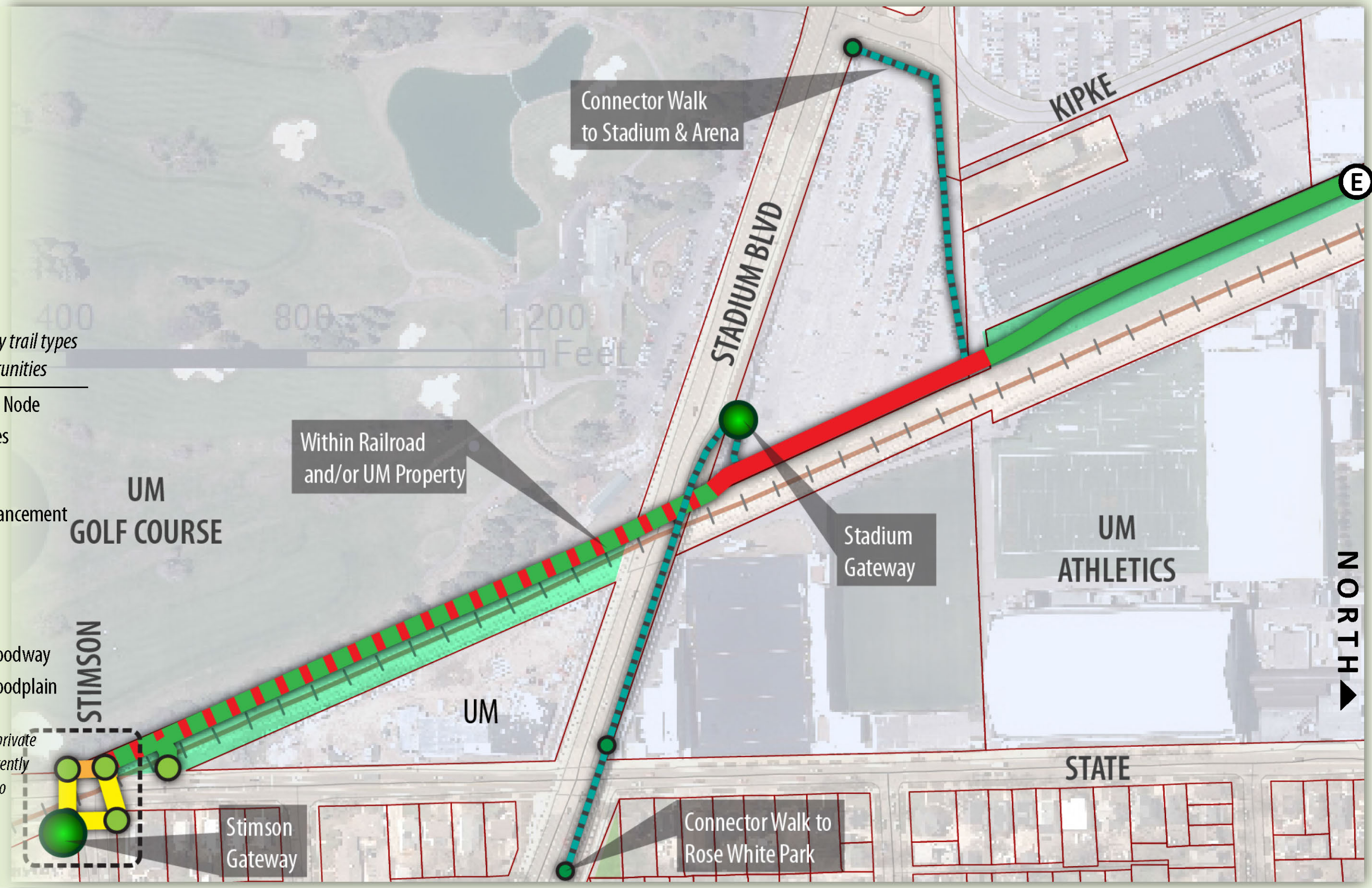
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Framework Plan – Cost Analysis

- *Preliminary estimate of potential construction costs:*

\$53 - 57 million

Approx. \$3,800 per linear foot

- **Trail Section Types:**

- Public/Private Trail 8,100 feet
- On-Street Trail 1,750 feet
- Elevated Trail 3,750 feet
- Bridges 900 feet

= 2.75 miles total

- **Trail Amenities & Features**

- Trees and landscaping along the trail
- Frequent 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 Analysis Includes:**

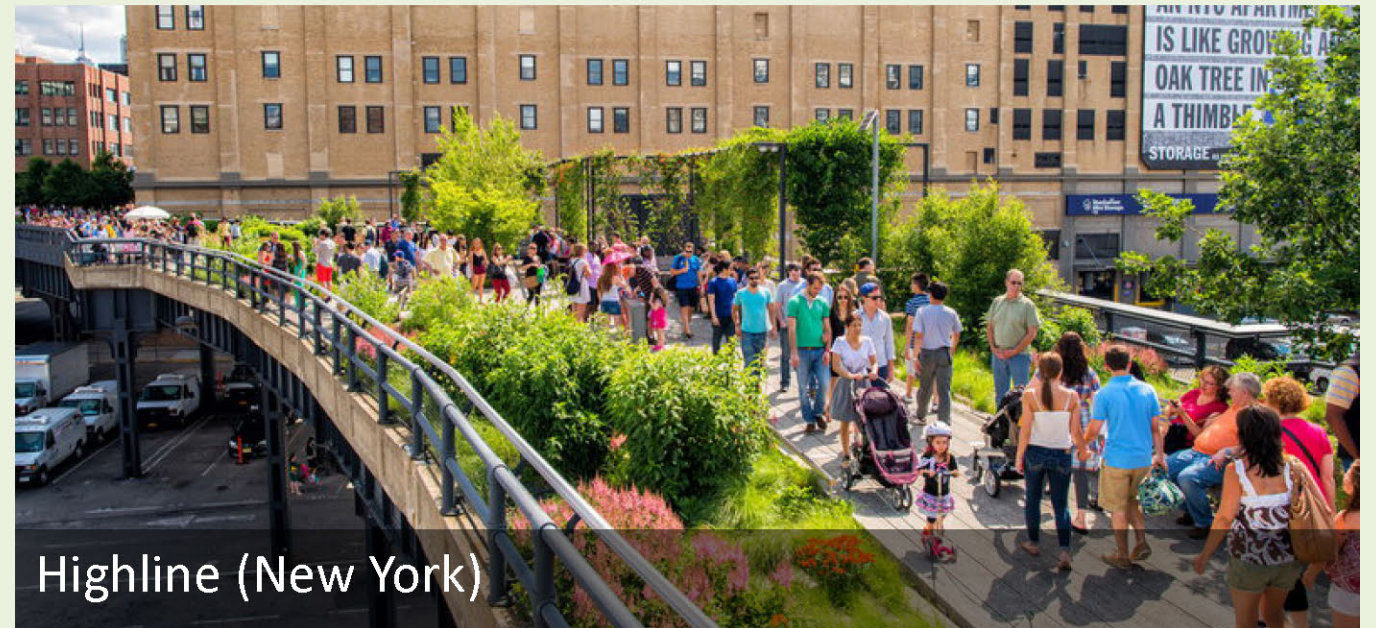
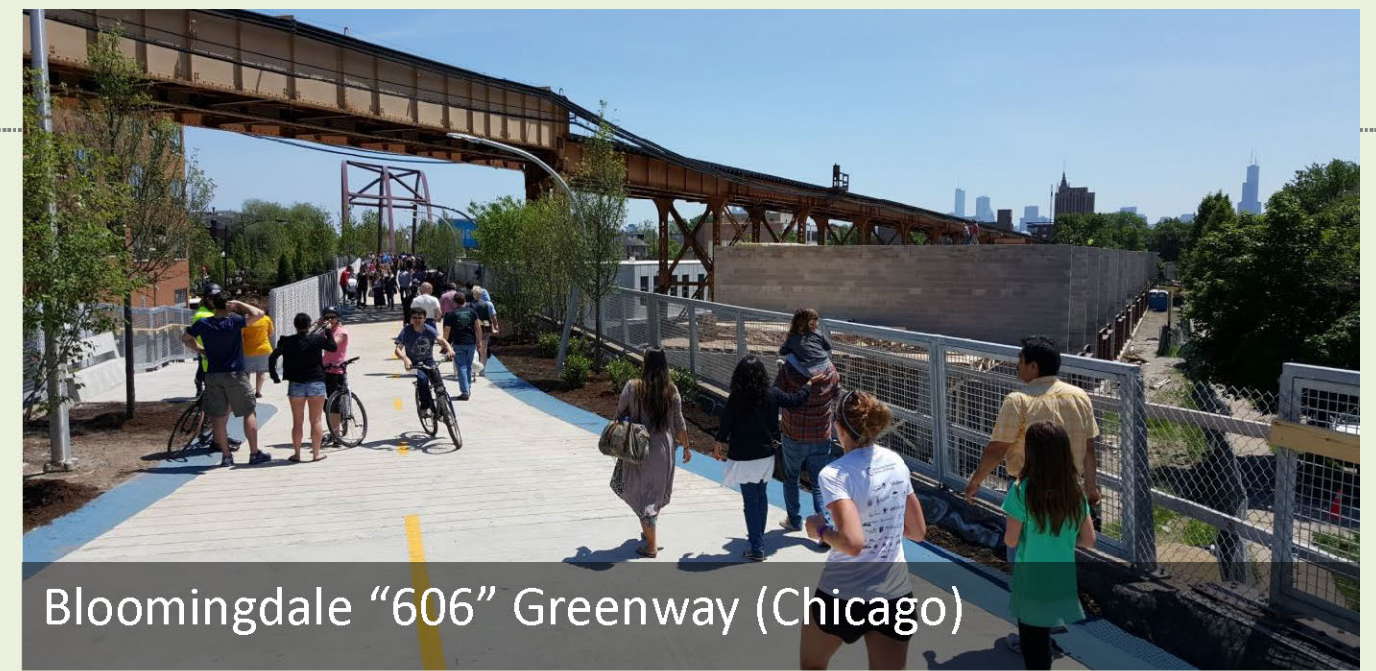
- Design & Engineering
- Permitting, Survey, Geotechnical
- Design, Estimate, and Construction Contingencies
- Project Management & Construction Administration

- **Cost Analysis 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

Cost Analysis - Benchmarking

- **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)
- **Allen Creek Urban Trail**
 - \$55 million for 2.75 miles (\$3,800 per linear foot)



Feedback Activity

An aerial photograph of a city, likely Denver, Colorado, showing a network of streets and green spaces. A blue line, representing a trail, is overlaid on the map, winding through the city and following a path that appears to be a former railway or a natural corridor. The trail starts in the upper left and moves generally south and east, with several loops and branches. The background is a mix of urban buildings, parking lots, and green areas like parks and golf courses.

In groups, please review the framework plan and cross-sections and perform the following:

- Place **GREEN** dots in locations that your group thinks are the greatest opportunities.
- Place **RED** dots in areas that your group thinks are the greatest challenges to overcome.
- Add notes to provide additional information and explanation of your dot placements.
- Individually, place **ONE YELLOW** dot on the location or feature that you feel is most important to the success of the trail (and include a note explaining why!).
- **REPORT OUT:** One member of each group to share highlights of group discussion

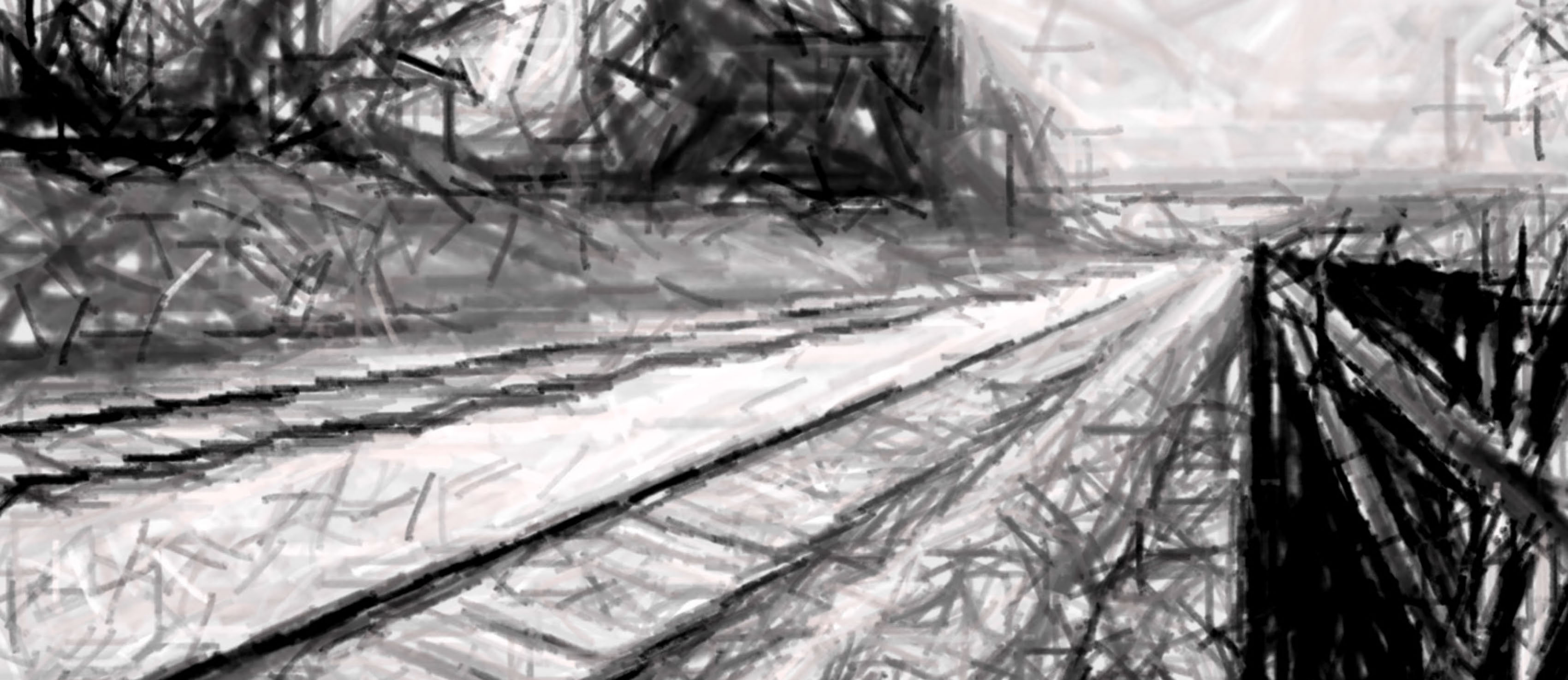


NEXT STEPS

Next Steps

An aerial photograph of a city, likely Ann Arbor, Michigan, showing a river and a greenway highlighted in blue. The greenway follows the river and winds through the city. The background is a semi-transparent overlay of this image.

- Packages for MDOT and Watco Co./Ann Arbor Railroad review
- Approval Process Timeline (Planning Commission, City Council, Jurisdictional Review)
- Master Plan document outline
- **CAC Meeting #5—July, 19**
 - Wednesday, July 19 from 8:30 - 10:30 a.m.
 - City Hall Council Chambers



THANK YOU