

An aerial photograph of a residential neighborhood with a blue-green overlay representing a greenway network. The overlay consists of multiple parallel lines following the path of a creek and its tributaries, as well as connecting various green spaces and parks throughout the area. The background shows houses, streets, and trees.

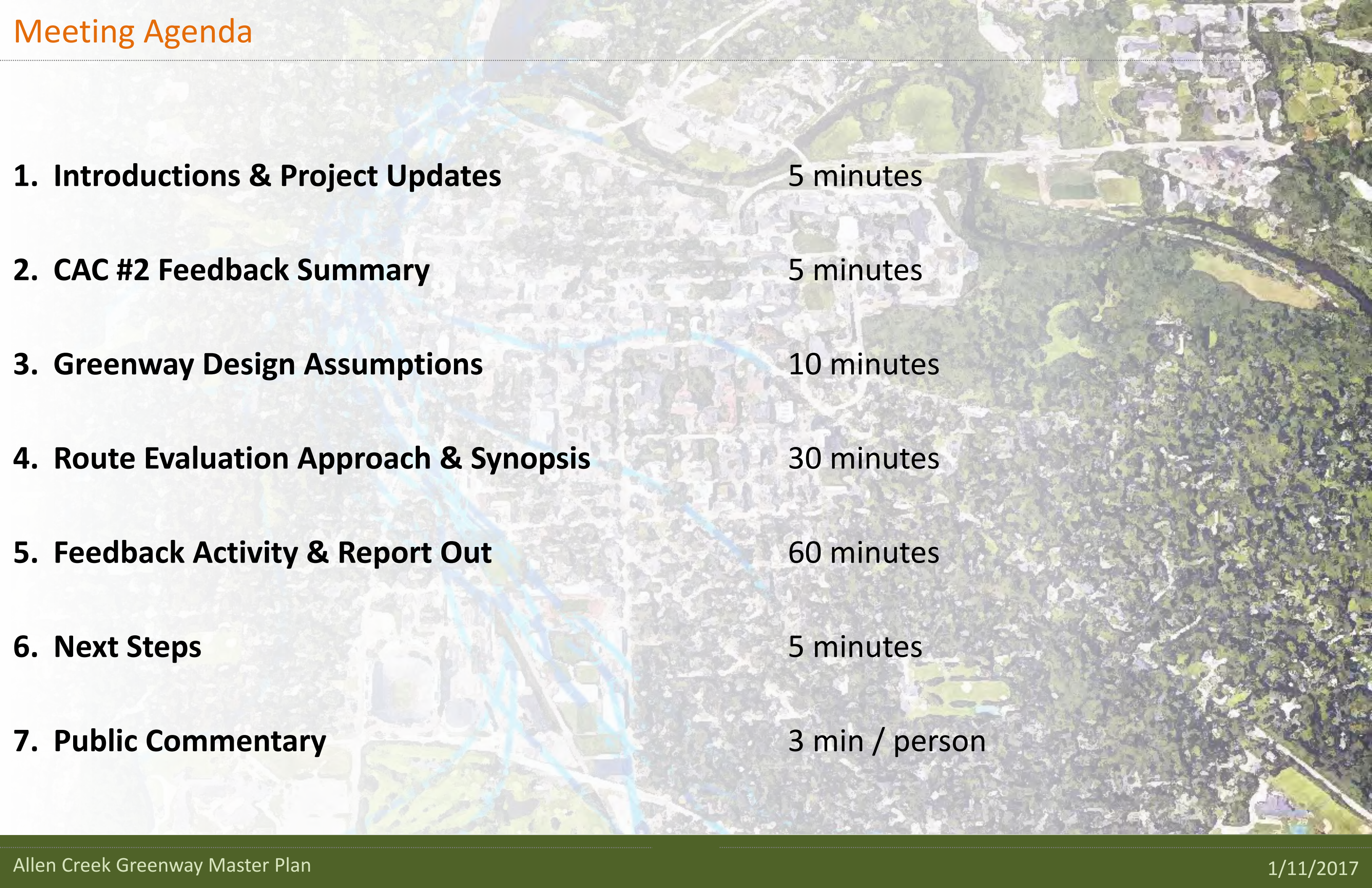
# **ALLEN CREEK GREENWAY**

## ***MASTER PLAN***

**Citizens Advisory Committee (CAC) Meeting #3**  
**January 11, 2017**

# Meeting Agenda

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- 1. Introductions & Project Updates** 5 minutes
  - 2. CAC #2 Feedback Summary** 5 minutes
  - 3. Greenway Design Assumptions** 10 minutes
  - 4. Route Evaluation Approach & Synopsis** 30 minutes
  - 5. Feedback Activity & Report Out** 60 minutes
  - 6. Next Steps** 5 minutes
  - 7. Public Commentary** 3 min / person

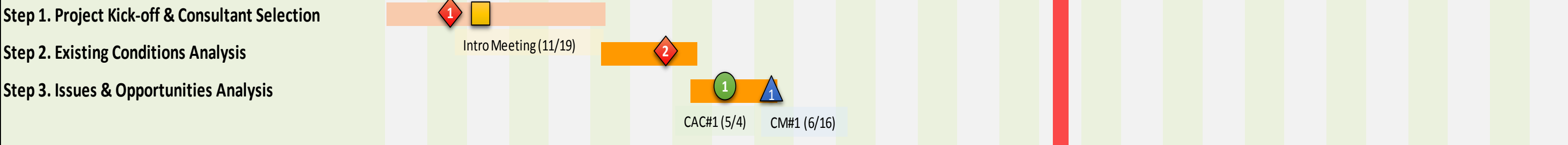


# PROJECT UPDATES & SCHEDULE

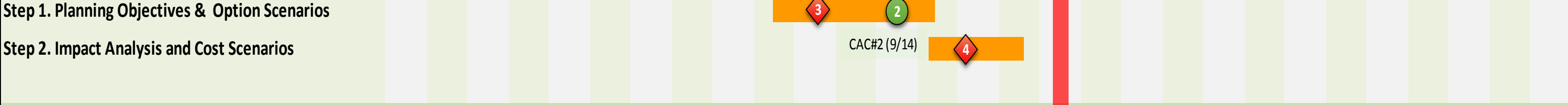
# Project Schedule



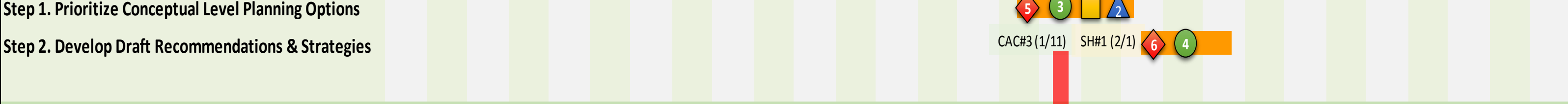
## Task 1: PROJECT INITIATION



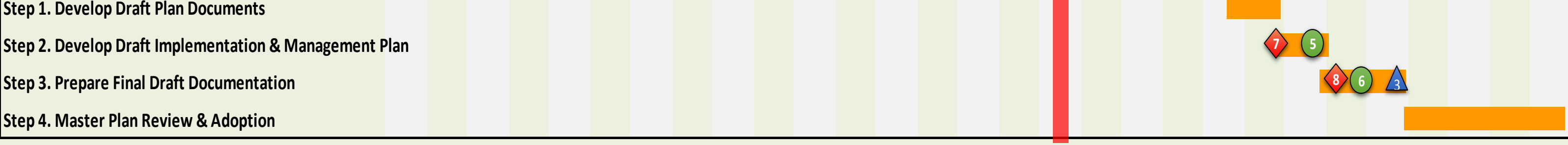
## Task 2: PLANNING OBJECTIVES & OPTIONS, IMPACT ANALYSIS & COST SCENARIOS



## Task 3: MASTER PLAN RECOMMENDATIONS & STRATEGIES



## Task 4: MASTER PLAN DOCUMENTATION & ACTIONS

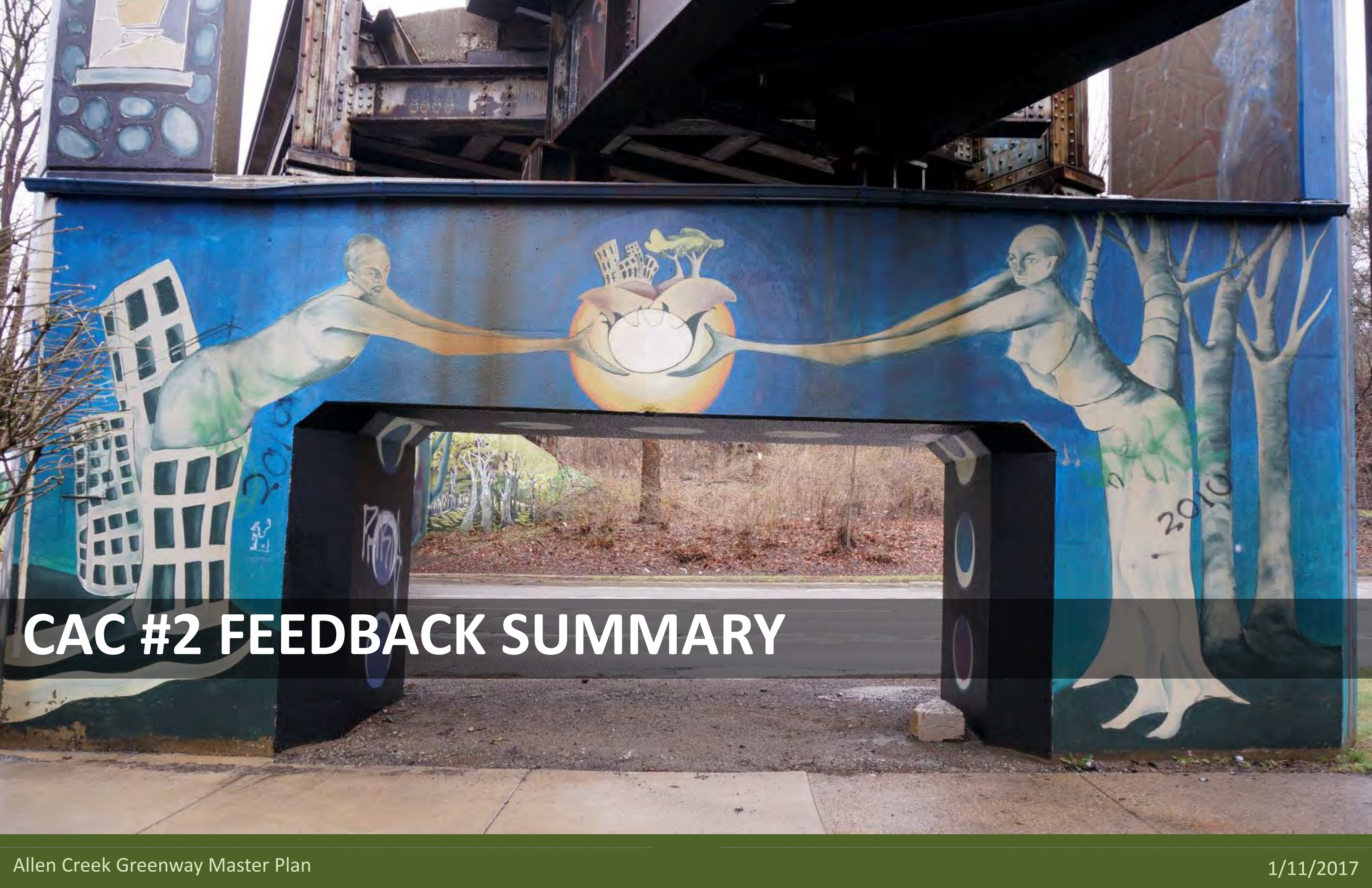


- **Technical Advisory Committee (TAC)**
  - Stormwater and water quality focus meetings
  - Washtenaw County Parks Border-to-Border (B2B) Trail and railroad coordination
  
- **Stakeholder Meetings**
  - Allen Creek Greenway Conservancy.
  - Potawatomi Mountain Biking Association
  - Developer discussions for proposed projects. Two easements discussed related to upcoming development projects
    - 615 S. Main
    - Jefferson Project (corner of Ashley and W. Jefferson)
  
- **Route Options & Technical Evaluation**
  - Project Management Team and Technical Advisory Committee effort

## 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

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



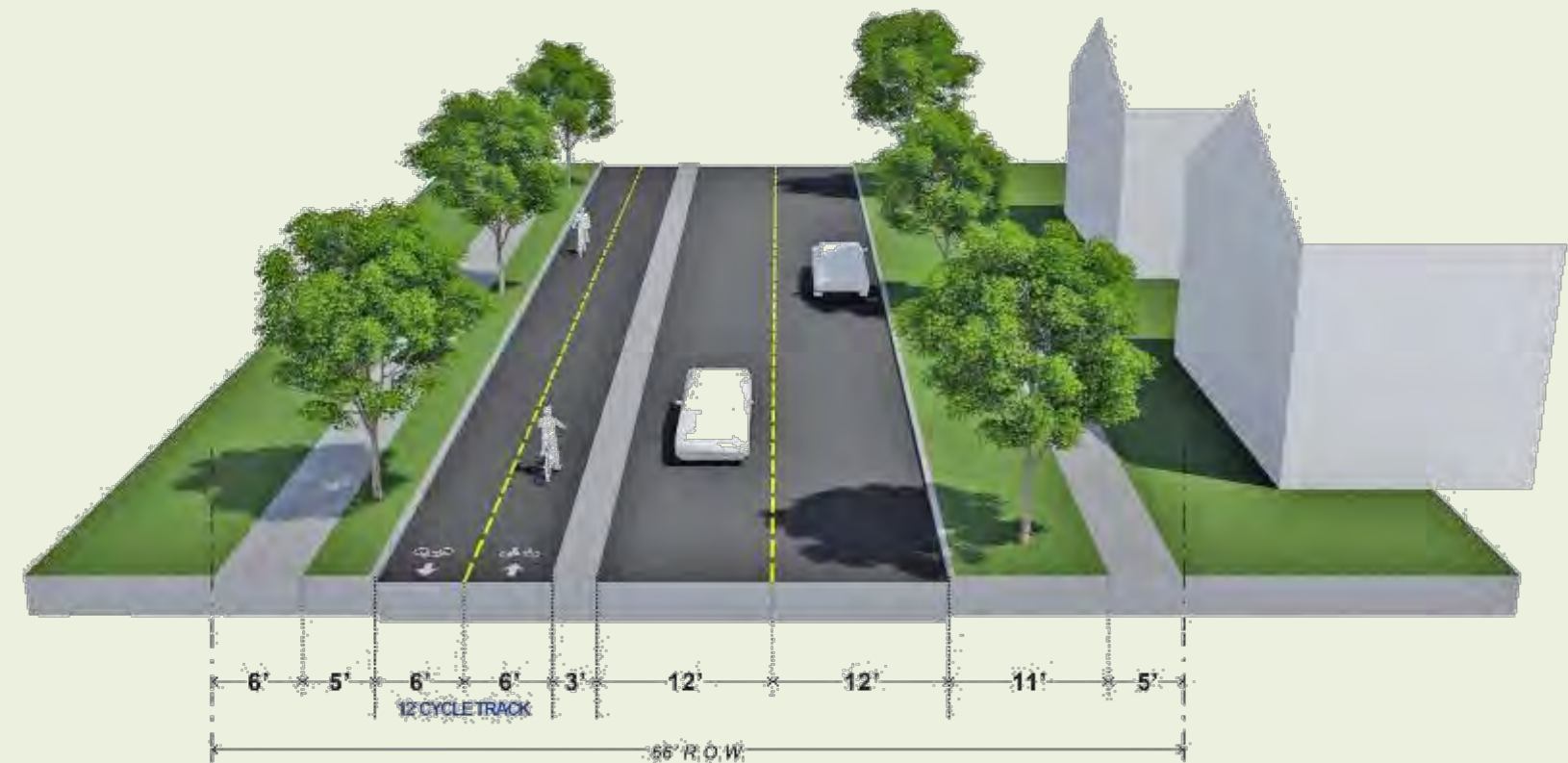
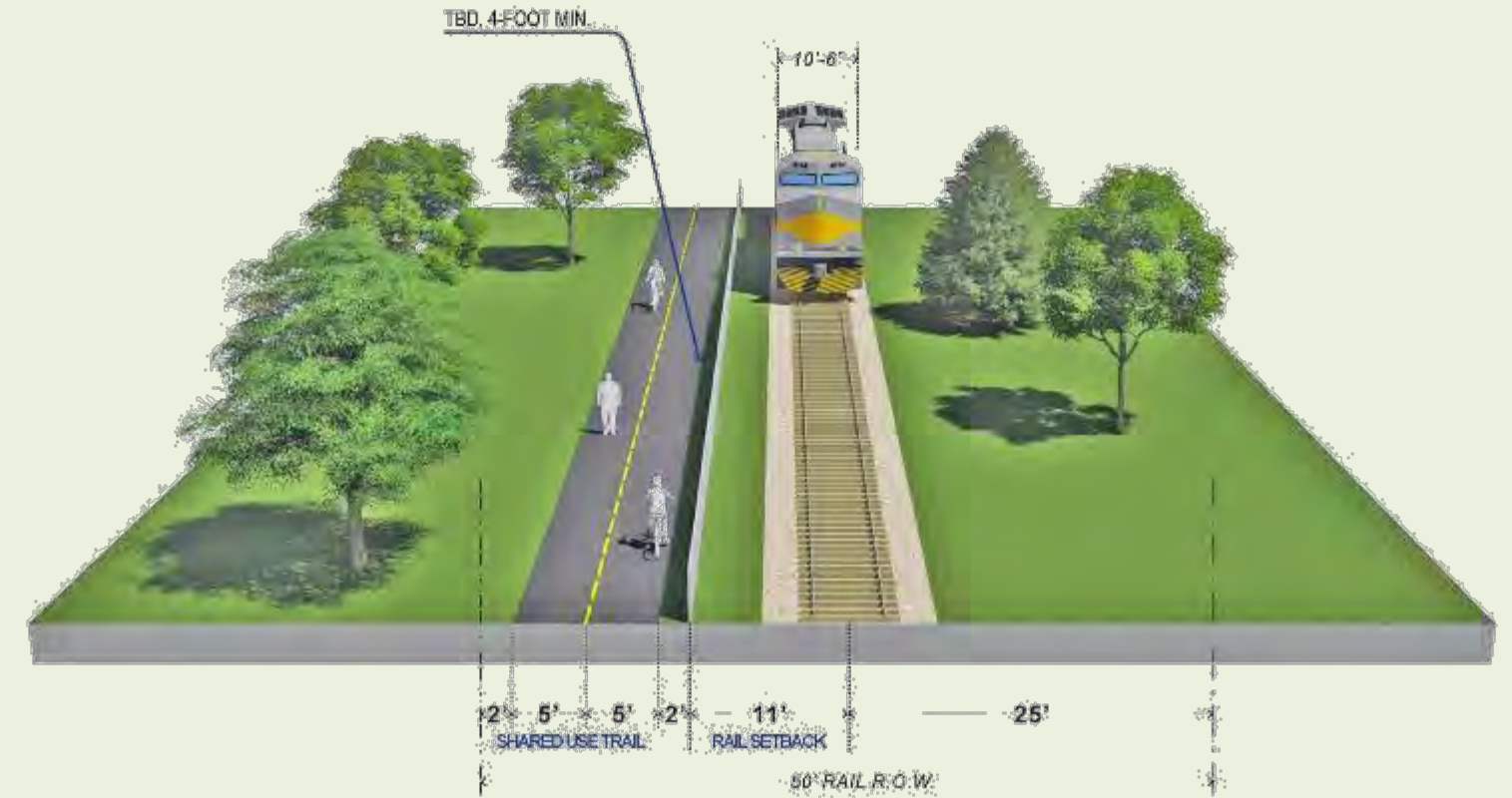
# CAC #2 FEEDBACK SUMMARY

## CAC Meeting #2 – Feedback Summary

CAC members reviewed proposed cross-sections and maps of conceptual routes in CAC Meeting #2.

### QUESTIONS ASKED IN TAKE-HOME FEEDBACK ASSIGNMENT:

- 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?
- What locations might support entry plazas, trailheads, green spaces, etc?

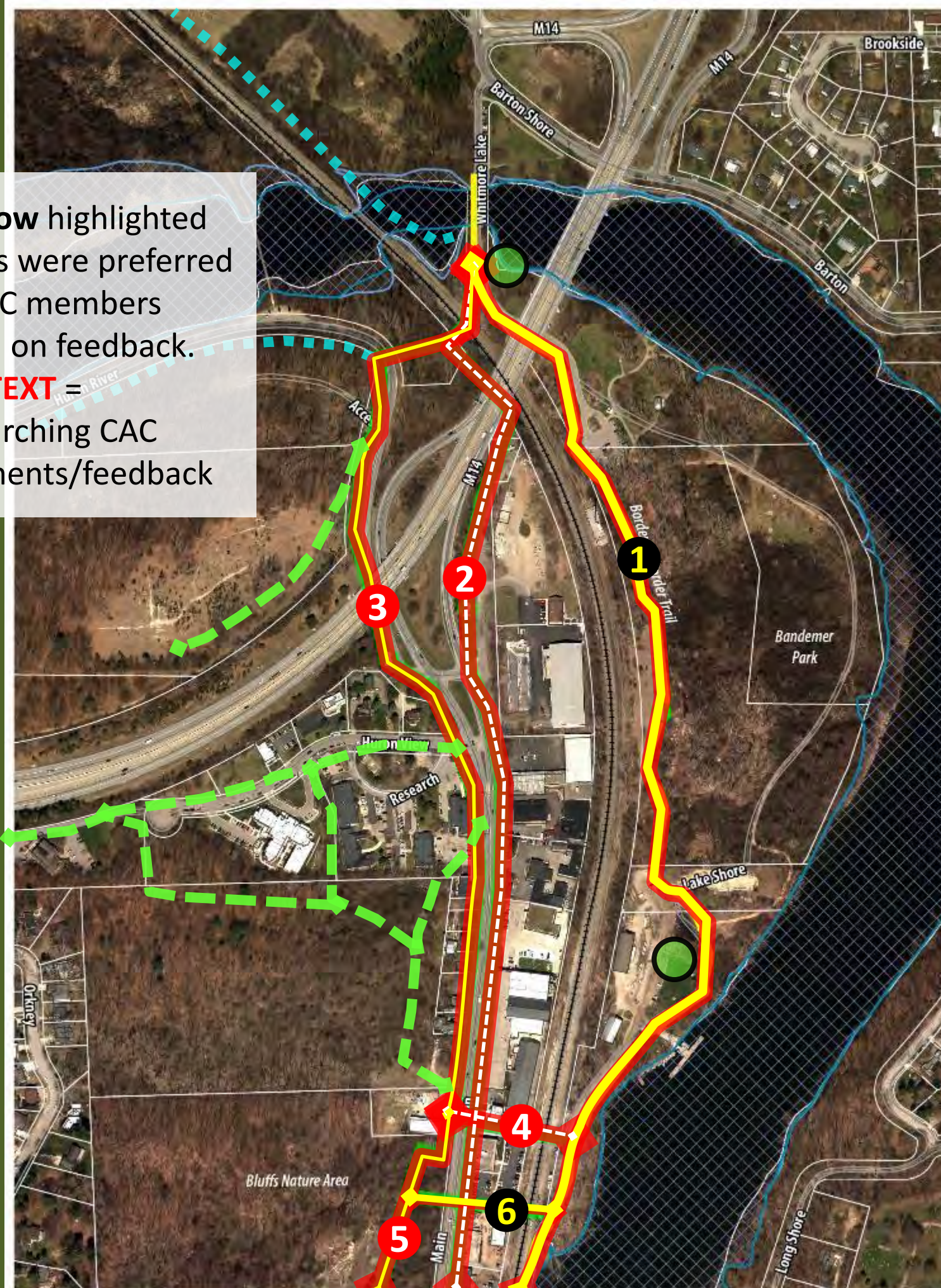




# A

**X** = Yellow highlighted routes were preferred by CAC members based on feedback.

- **RED TEXT** = Overarching CAC comments/feedback



## Conceptual Routes – CAC Meeting #2 Feedback

- 1 Use Border-to-Border (B2B) trail (if connected to B2B 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 St..
- 6 Bridge over N. Main St. and railroad to connect to B2B trail. *CAC members like the Bluffs connection regardless of overall route alignment. Provides a link into Bandemer Park from Bluffs Nature Area.*

**OFF-STREET ROUTES preferred, almost unanimously, over on-street routes. User experience, character, continuity, safety all seen as major benefits.**

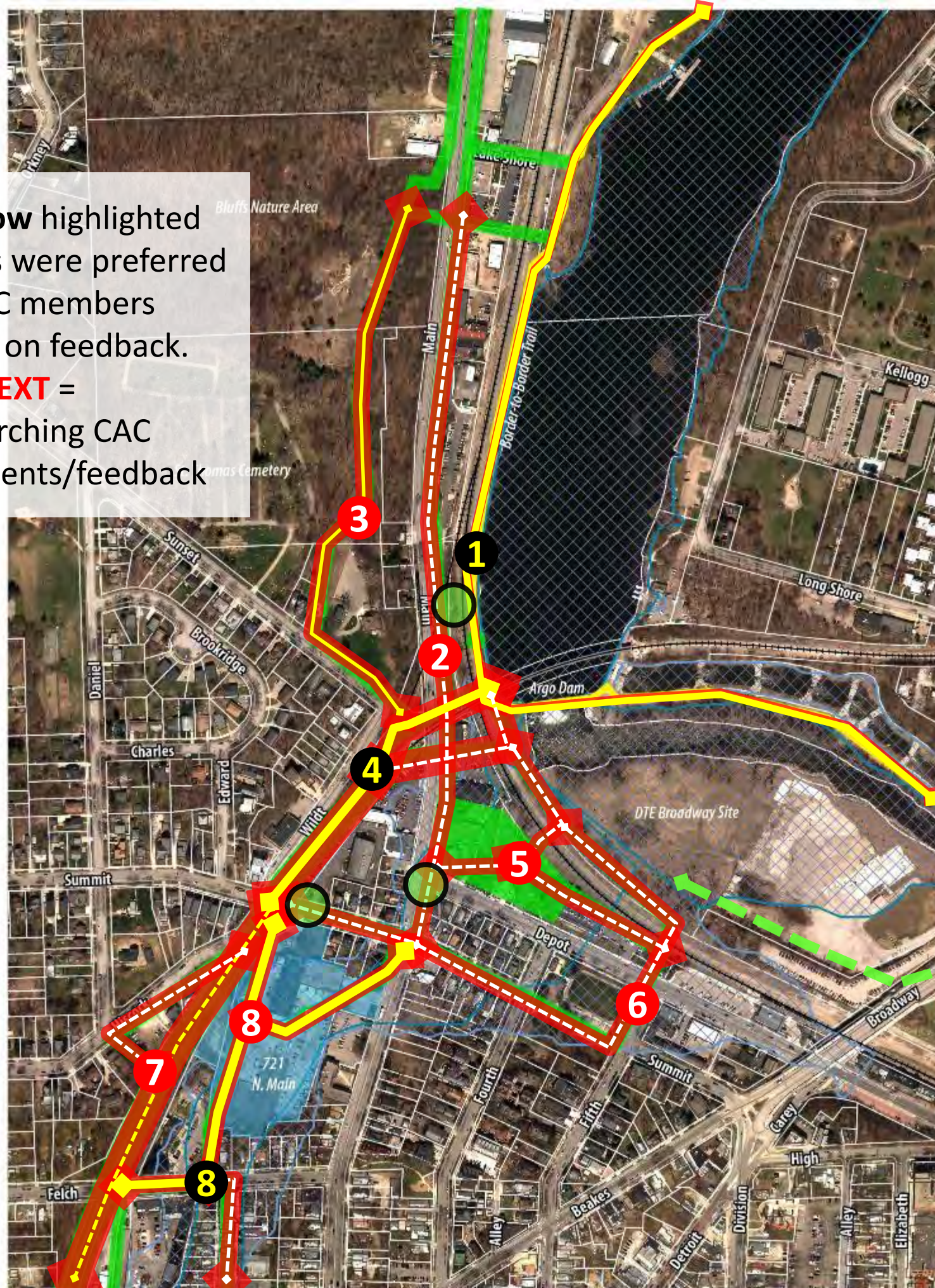
*Note: These routes are conceptual in nature in order to convey general / potential ideas.*

# B

**X** = **Yellow** highlighted routes were preferred by CAC members based on feedback.

• **RED TEXT** = Overarching CAC comments/feedback

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



## Conceptual Routes – CAC Meeting #2 Feedback

- 1** Use B2B Trail if able to connect 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. **Attractiveness of tunnel was questioned – not along a “desire line”**
- 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. **Preference for taking advantage of 721 N. Main.**

# Conceptual Routes – CAC Meeting #2 Feedback



**X** = **Yellow** highlighted routes were preferred by CAC members based on feedback.

• **RED TEXT** = Overarching CAC comments/feedback

- 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.

*Felch street – Explore 1-one way conversation from N. Main St. to Ashley.*

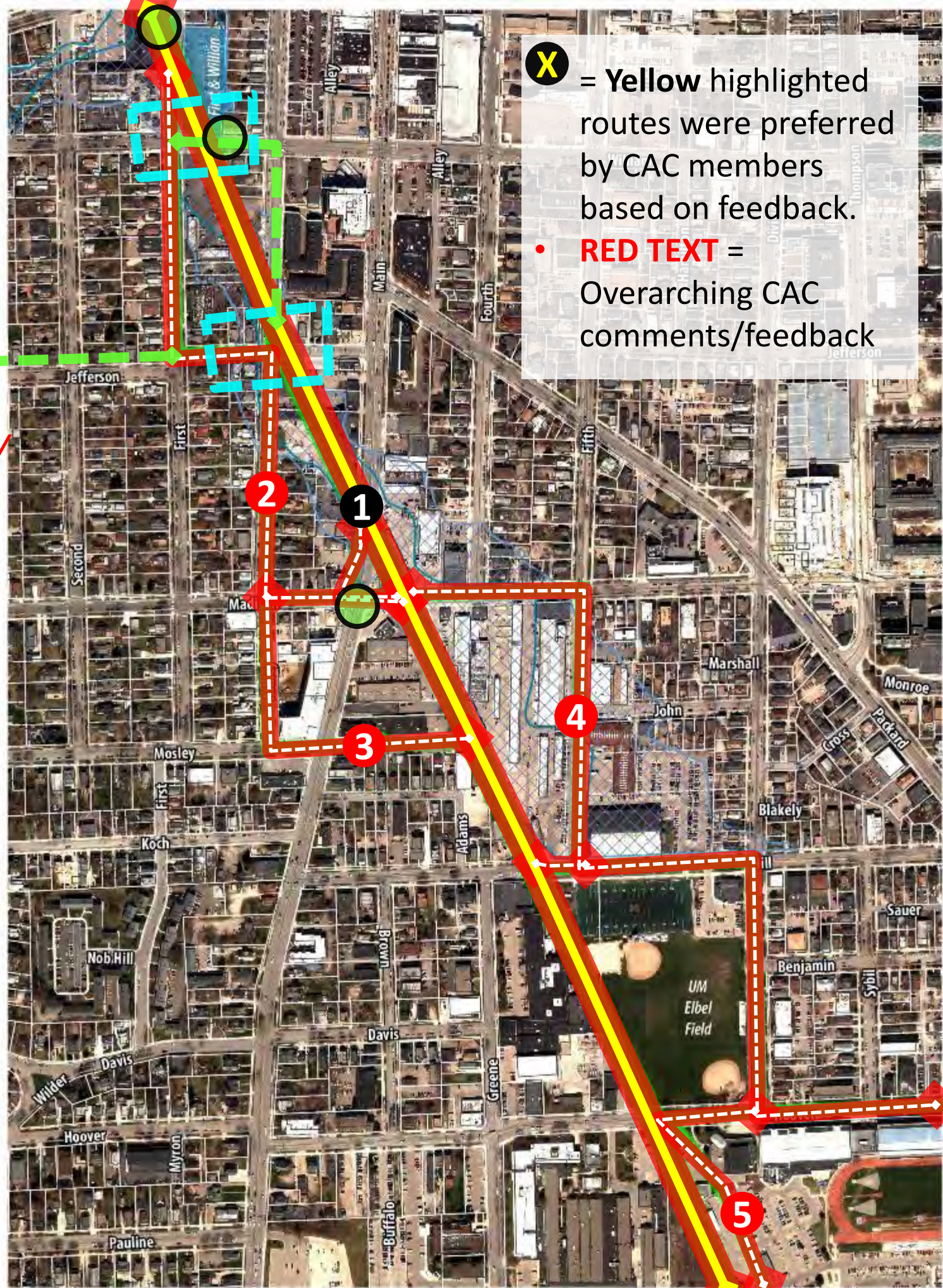
*Note: These routes are conceptual in nature in order to convey general / potential ideas.*

D

Big playground / Bach elem.

**X** = Yellow highlighted routes were preferred by CAC members based on feedback.

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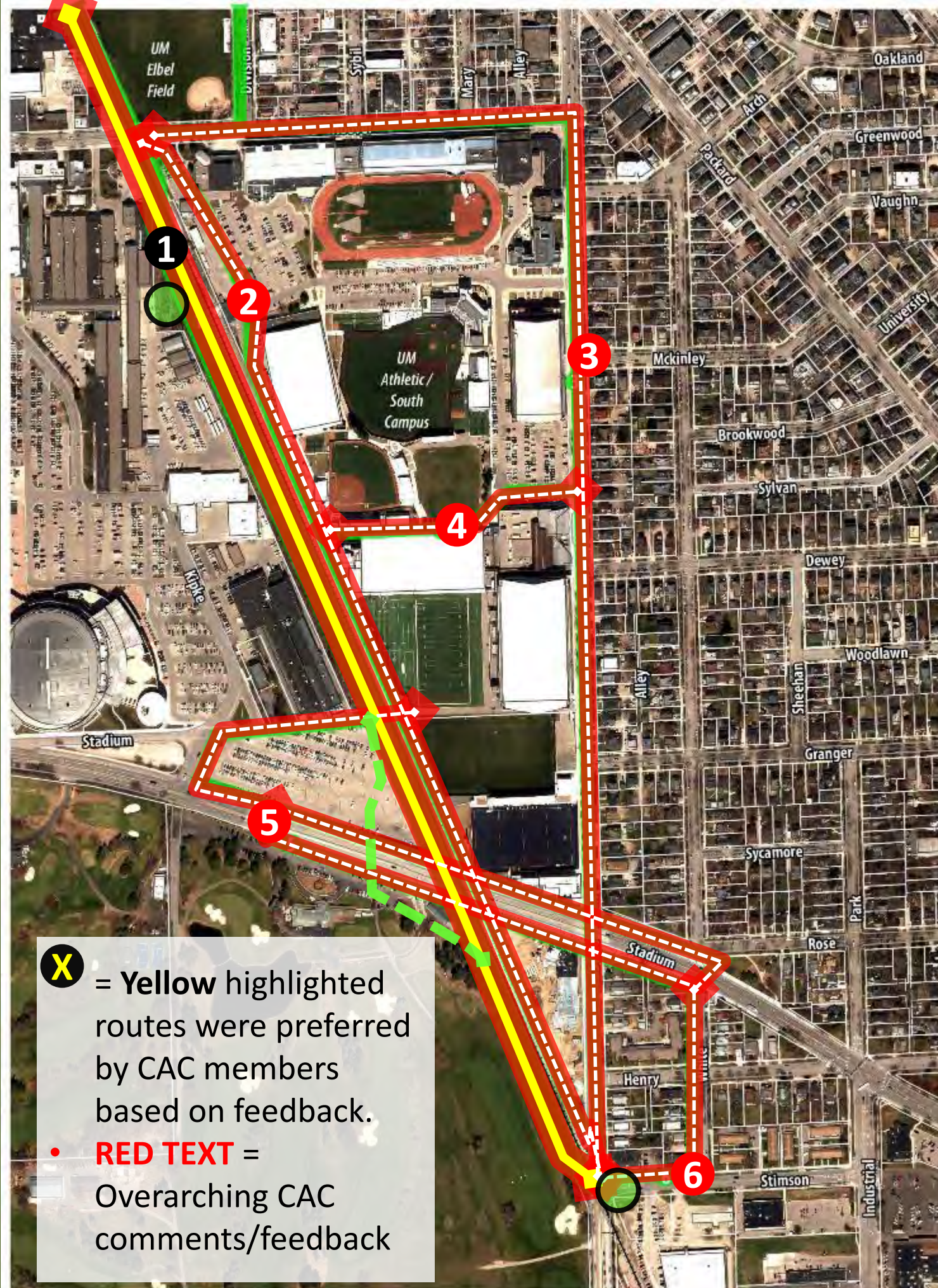
## Conceptual Routes – CAC Meeting #2 Feedback

- 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. – *Jefferson is narrow, consider alternative?*
- 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.

*Limiting motor-vehicles at William/First and Jefferson/Ashley.*

- <http://archpaper.com/2014/01/before-after-24-of-new-york-citys-most-transformative-road-diets/>

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



## Conceptual Routes – CAC Meeting #2 Feedback

- 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 Rose Athletic Campus
- 5 Access through parking lot to Stadium Blvd. Connect down to S. State Street via stairs/ramps. **Undesirable**
- 6 Connection from Stadium Blvd. to White St. and Stimson to access endpoint.

**OTHER:** Explore tunnel connection under Stadium Blvd.

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

## CAC Meeting #2 - Additional Key Points from CAC

- **For raised railroad facilities, ramps/access to the trail will be critical.**
  - No one will use it if they have to go out of their way to access it.
- **Explore design opportunities for bike boulevards / road closures / road reductions for on-street options.**
- **Think more creatively and bigger picture about possible flood control opportunities and co-projects.**
- **Connecting to and expanding green space is critical and is a real driver and motivator for public support for the project.**
- **Consider other alignments for on-street connections if using the rail corridor is not a viable option.**



## CAC Meeting #2 - Additional Key Points from CAC

- **Think about WALLY potential (and also Connector).**
  - What if bridges need to be rebuilt?
  - Opportunity to then explore pedestrian facilities?
- **Think about financing strategies – maybe a Business Improvement District (BID) for the Allen Creek area?**
- **Where alignments along the rail corridor are limited (e.g. due to easement access), consider adjacent private properties for access (e.g. Fingerle)**
- **Consider phasing strategy**
  - Do we go for low fruit or put out a bold vision for a more robust option?





# GREENWAY DESIGN ASSUMPTIONS



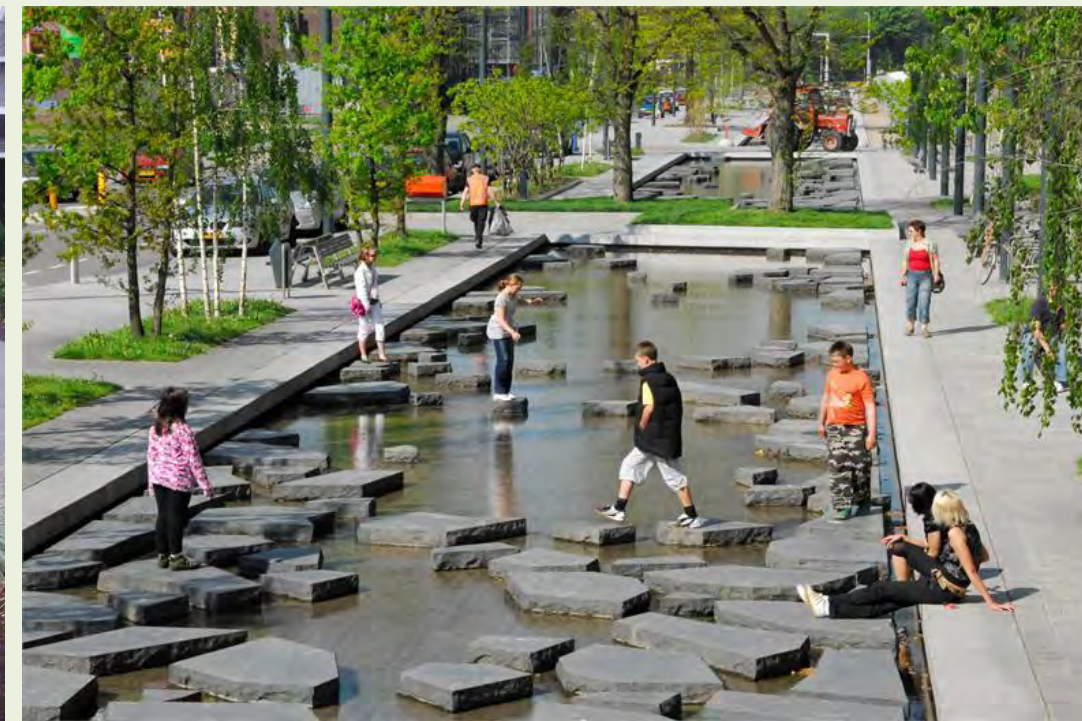
# Defining the Greenway

- *Think of the Allen Creek Greenway as an **Urban Trail***
  - The greenway must respond to and respect the urban context: private properties, street grid, access, buildings, and infrastructure.
  - Opportunities for large, connected, and contiguous open spaces are consequently limited.
- ***The Urban Trail will likely be a hybrid of on-street and off-street sections.***
  - At a minimum, on-grade street crossings will be needed in many locations.
- **Connections will be identified along the Urban Trail alignment:**
  - Secondary connectors can provide feeders into adjacent neighborhoods and connect to other assets (parks, community assets, etc.)
  - Opportunities for connecting to or establishing larger open spaces for habitat, recreation, or other public uses will still be a part of the overall plan.



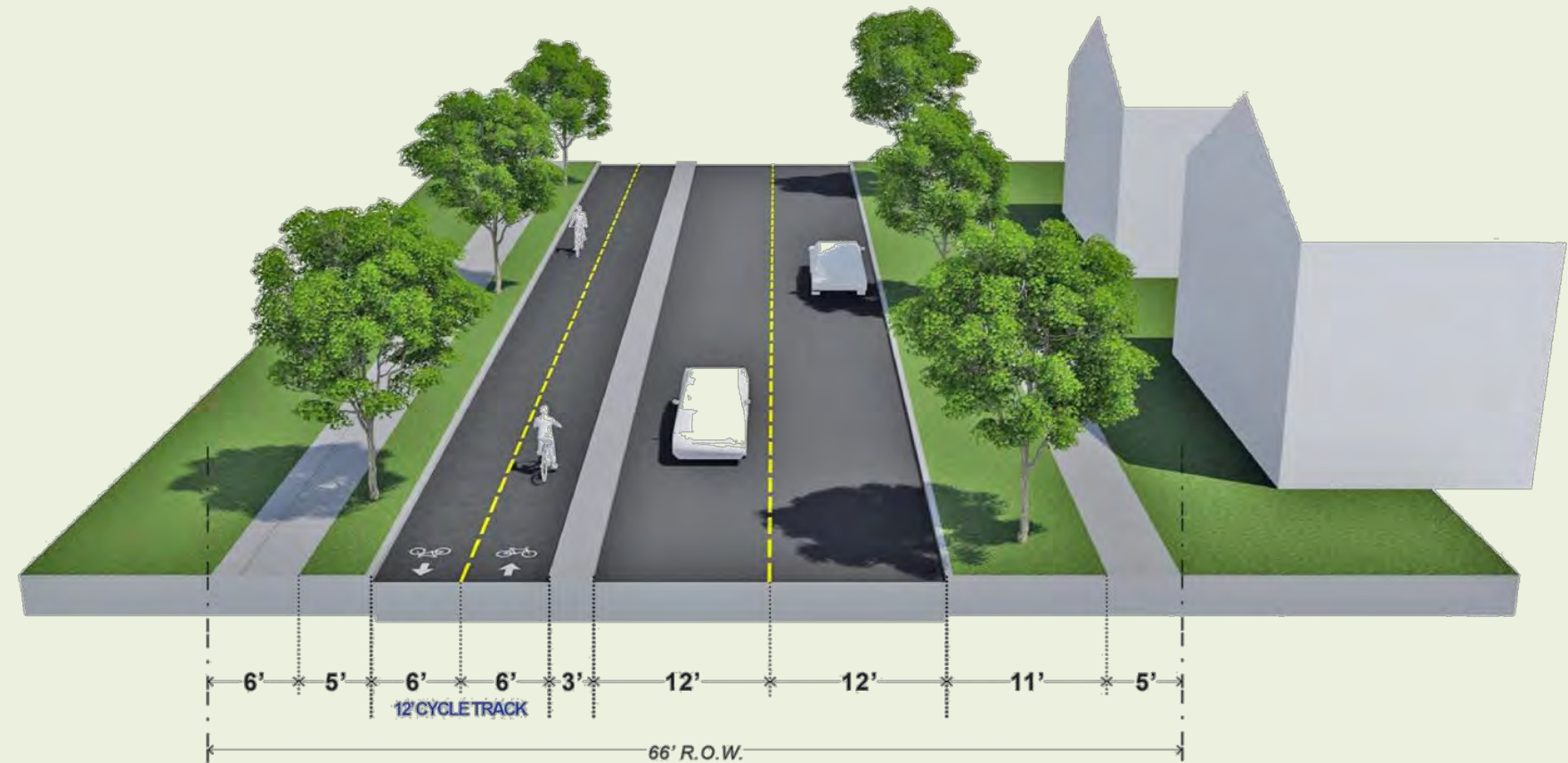
# Greenway Design Assumptions - *Amenities*

- Trail will be well lit with **pedestrian scale lighting**
- **Landscaping** and greening will be incorporated, including trees
  - Native plantings emphasized
  - Larger landscaped / restoration areas incorporated where opportunities exist.
- **Stormwater treatment opportunities** will be incorporated and integral to the design.
  - "Visible" techniques preferred over invisible approaches
  - Will meet requirements for Green Streets policy and applicable stormwater regulations
  - Not a “floodplain management or control” project
- **Art and interpretative elements** are anticipated.
  - Can be incorporated as linear expressions along the trail.
  - Incorporated into nodes / entries / plazas
  - Incorporated into trail structures (e.g. bridges)
- **Wayfinding** will be incorporated



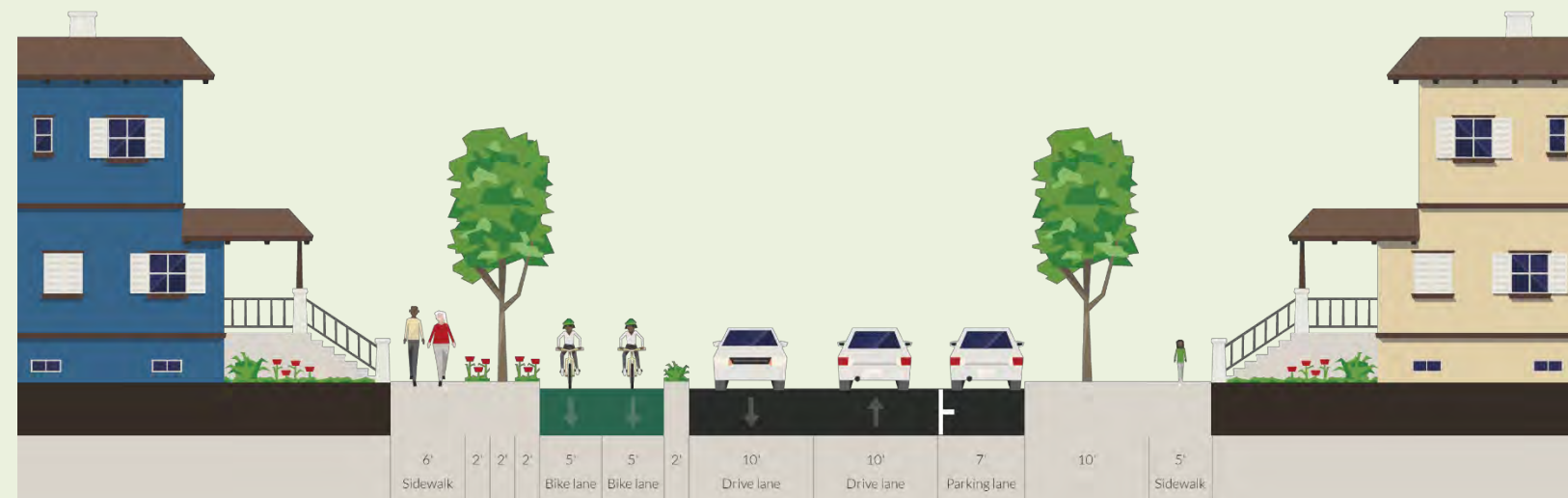
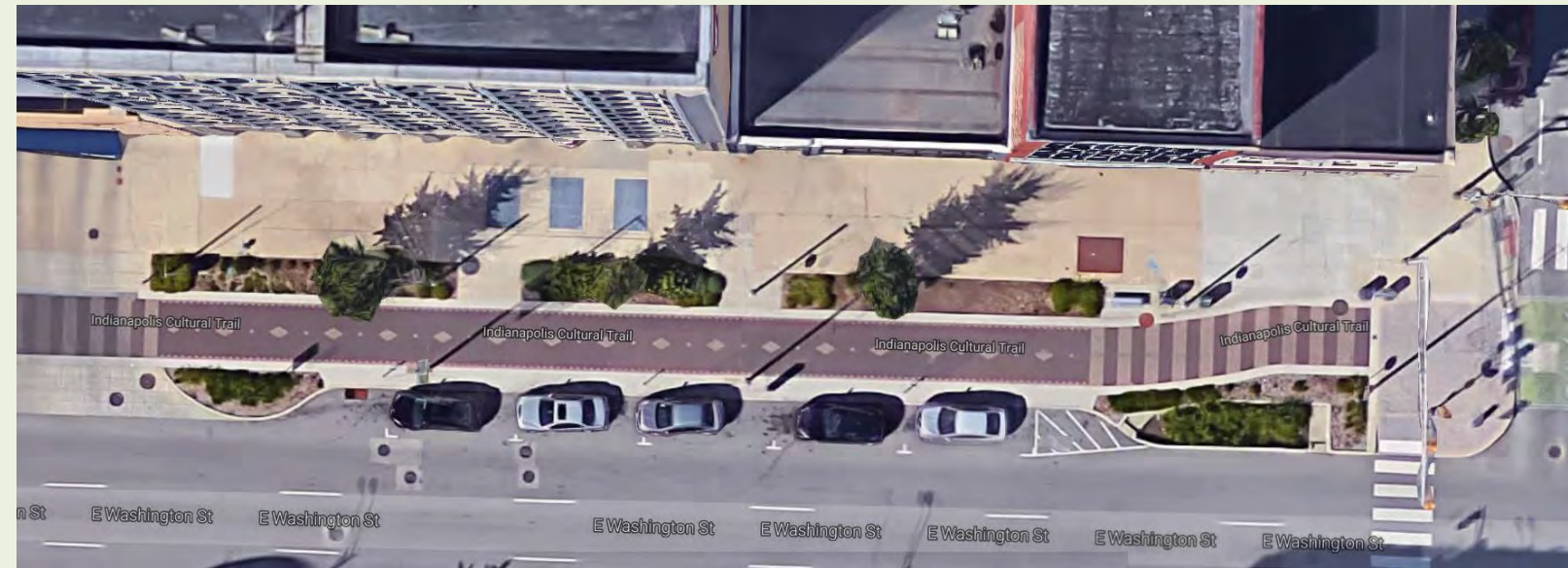
# Greenway Design Assumptions – Trail Design

- Trail **paving materials** will be a suitable surface for all users (e.g. no aggregate, no difficult biking surfaces).
- Typical **trail corridor** dimensions:
  - 30'+ preferred for trail “corridor”
  - Paved trail width will vary – 20' preferred, 10' min.
  - Rail road "envelope" is 9' from center of tracks
- Preference for **bike traffic to be separated** from pedestrian traffic by lane markings and/or physical features (i.e. possible only on wide trail cross-section areas).
- **Bridges** will be considered to clear difficult crossings.
- **Ramps** to elevated sections at 7% grade on average (compliant with ADA requirements)
  - 15' minimum clearance for bridging over roads
  - 22' minimum clearance for bridging over railroads
- **Signage** for pedestrians, bicyclists, and motorists will be used to help regulate traffic flows where conflicts exist.



# Greenway Design Assumptions – *Street Considerations*

- **Removal of parking** on *at least* one side of the street is assumed.
- Desire to **preserve existing curb edge** on non-trail side of the street (minimizes utility impacts).
- Lane removals are not anticipated. Removal of turn lanes may be needed in some locations.
- **Travel lanes may be reduced in width.** 11.5' minimum when adjacent to curb face (e.g. outside lanes), otherwise 10' minimum.
- **Protected bike facilities preferred** and elevated to curb height to provide physical separation.
- **Street crossings will be enhanced.** Stop signs or other signal controls may be warranted.
- Most street ROWs (rights-of-way) are 66' wide.
  - 15' sidewalk/amenity zone in residential areas typical
  - Pavement widths typically 32 – 34 feet wide in residential areas
  - Pavement widths in downtown commercial areas typically 36-40 feet wide.





# ROUTE EVALUATION & SYNOPSIS

## Exploring three “what if” scenarios...

### Rail Corridor

What might it look like if the rail corridor was used to the greatest extent possible?

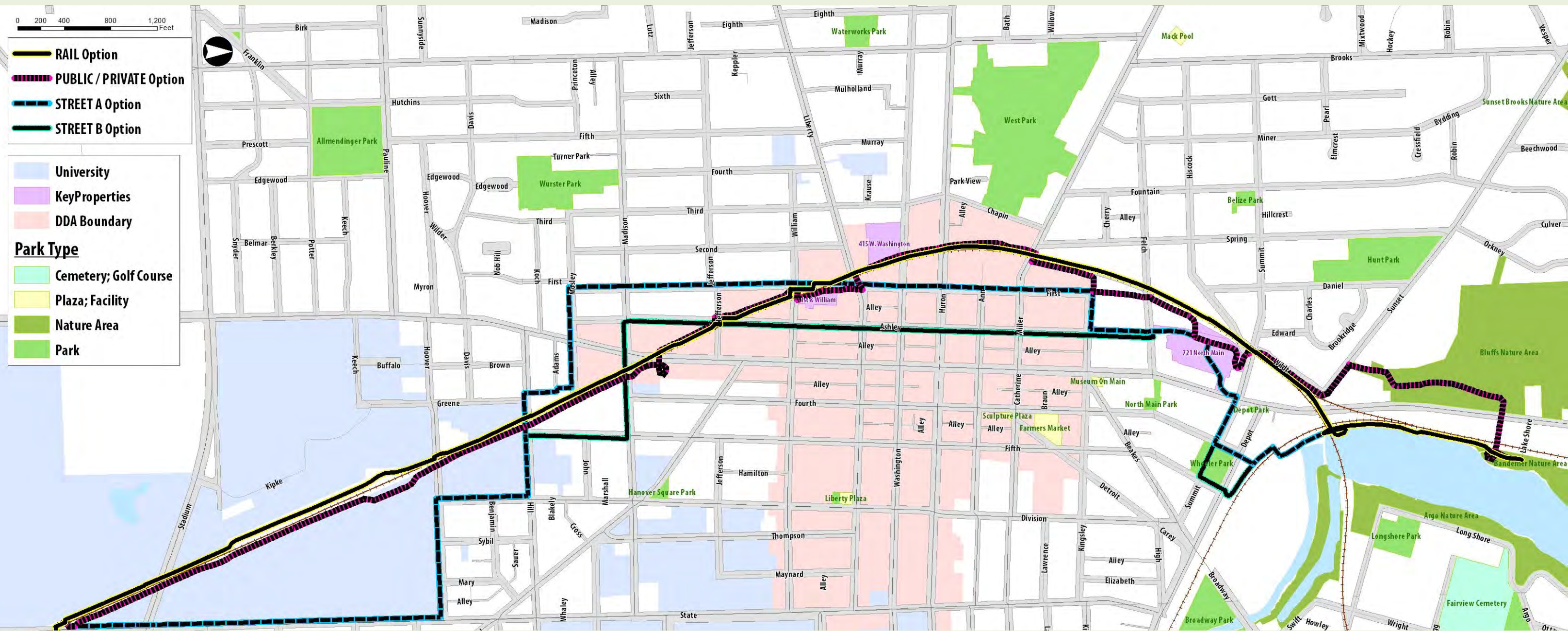
### Public / Private

What might it look like if on-street sections were minimized AND the rail corridor was NOT used at all?

### On-Street Route

What might it look like if *only* on-street and publicly accessible connections were used?

# ROUTE Options



- Four route options are used for **evaluation purposes**.

**Rail Corridor**

14,578' (2.76 miles)

**Public / Private Option**

16,025' (3.04 miles)

**Street A (1<sup>st</sup> St.)**

17,240' (3.27 miles)

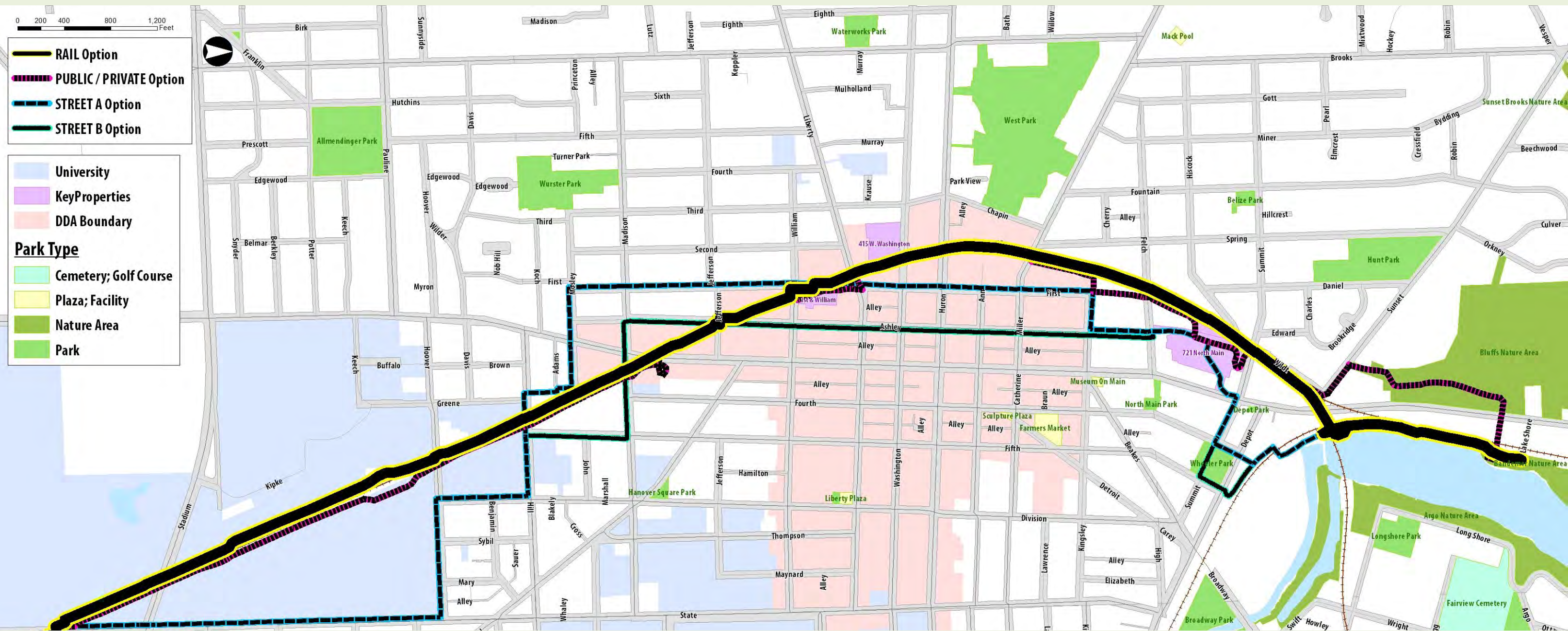
**Street B (Ashley St.)**

17,066' (3.23 miles)

- For consistency, all routes terminate at the Border-to-Border (B2B) trail at Lake Shore Drive.

- Remember – the final alignment is anticipated to be a **hybrid of on-street and off-street sections***

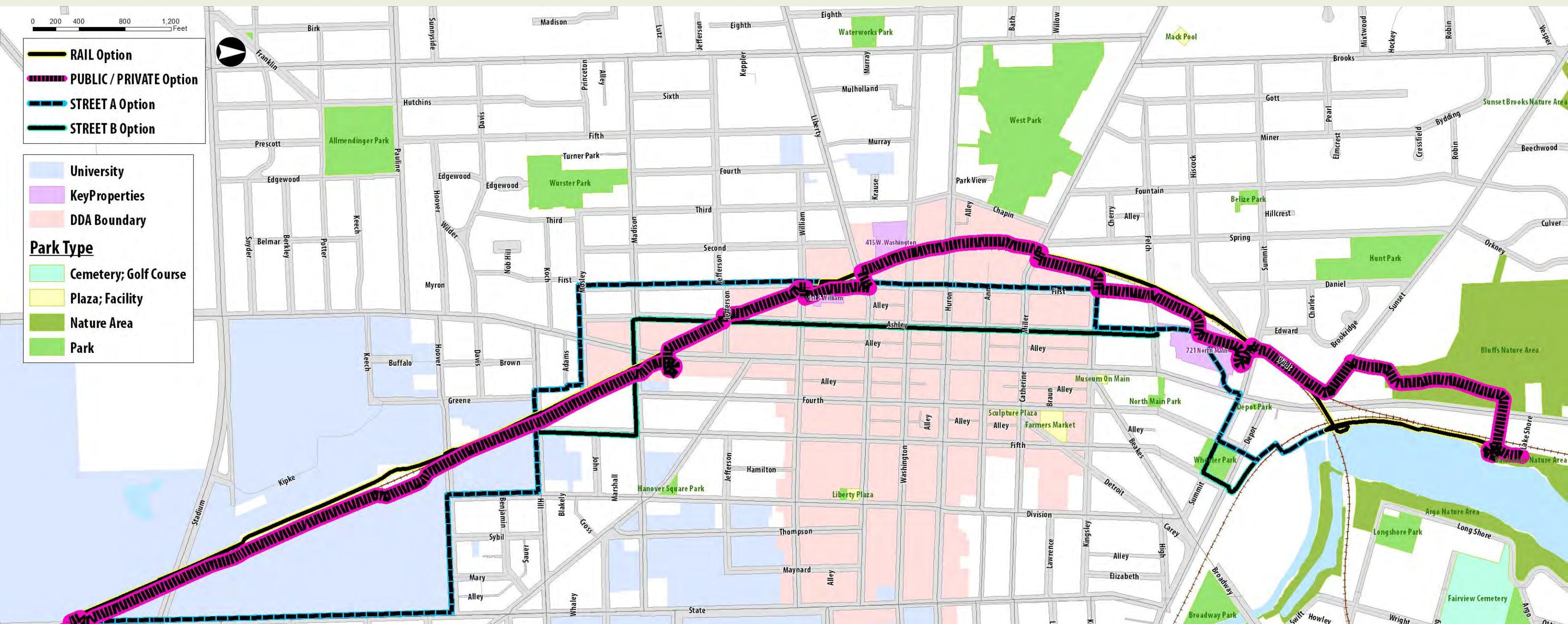
# ROUTE Options: RAIL



- ~14,500' (2.76 miles) – shortest, most direct route
- Follows *within* the rail corridor property for the majority of the route
- Elevated road crossings at the following locations:
  - South Main & Madison, Washington (by the YMCA), Huron, Miller, Felch, and North Main

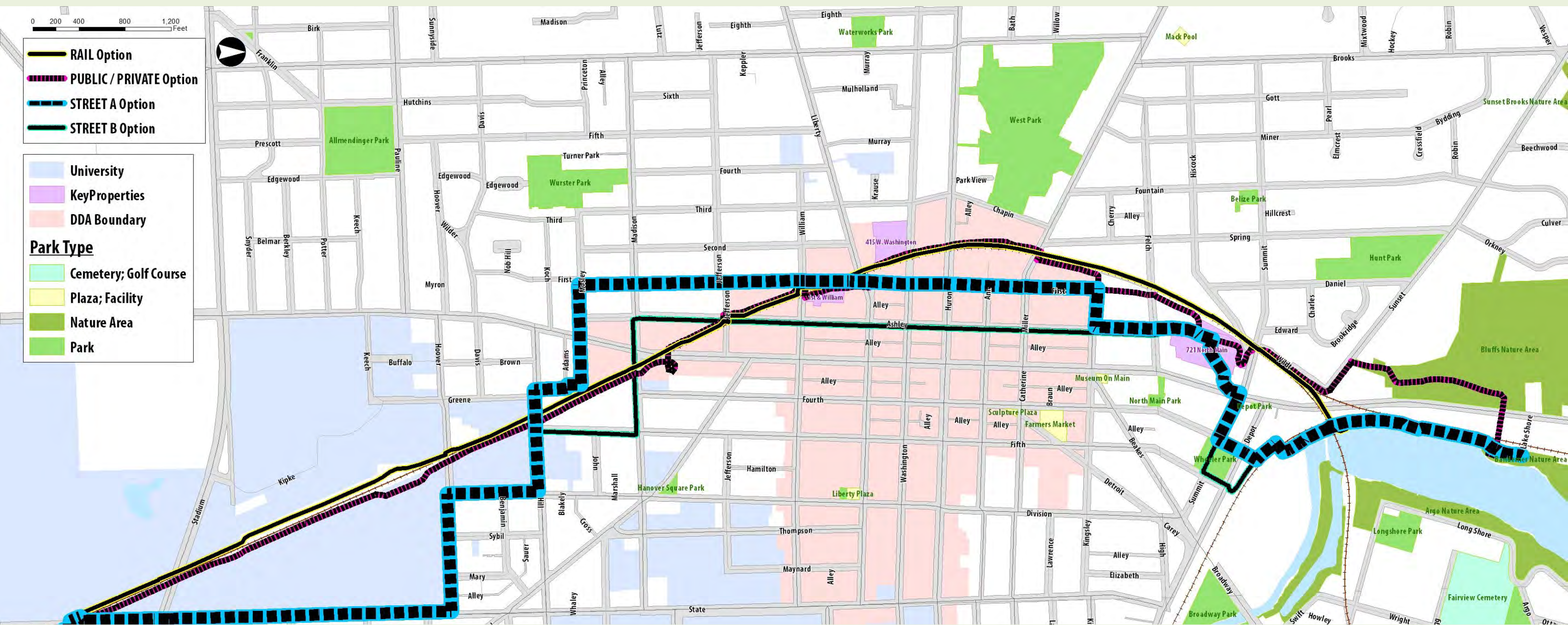


# ROUTE Options: PUBLIC / PRIVATE



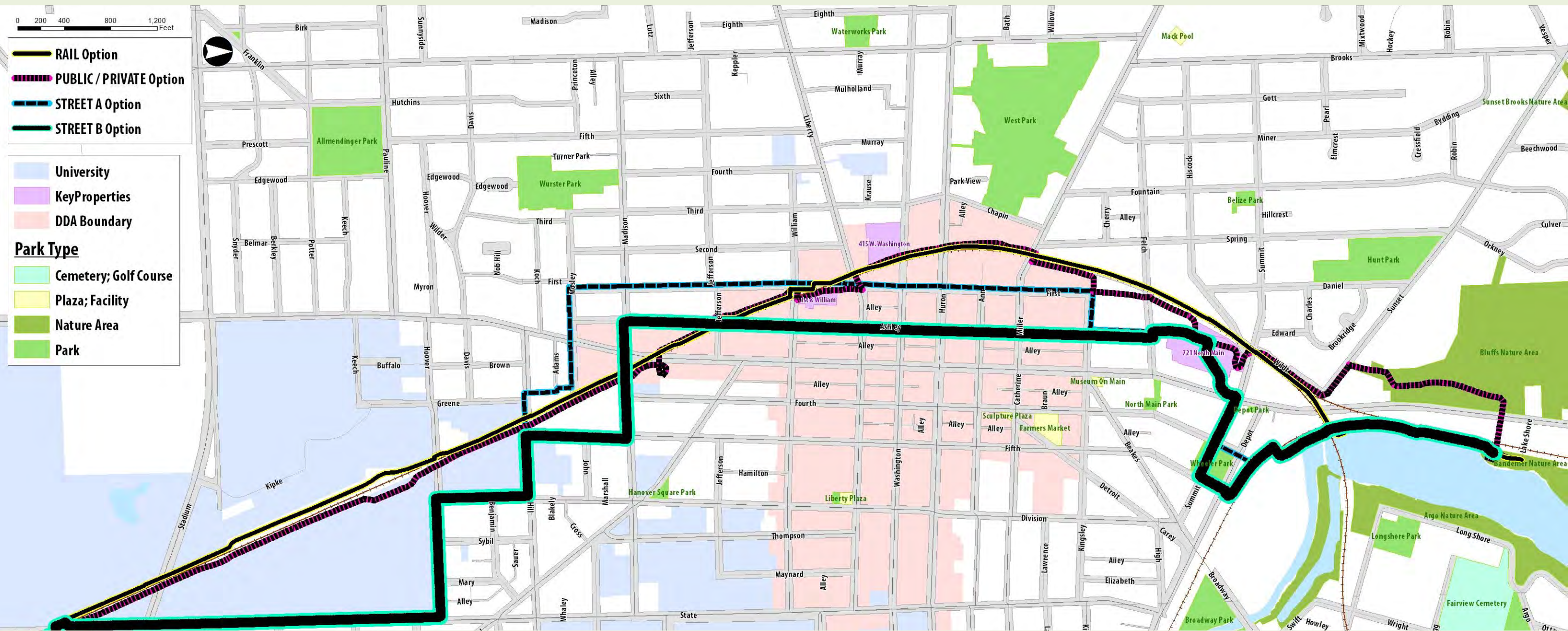
- ~16,000' (3.04 miles)
- This option is based on (a) No access to the rail road; (b) Minimal use of on-street segments
- Includes a mix of public AND private property – following the Allen Creek floodplain
  - Determining the viability of access to any private property has not been fully explored
- Utilizes Bluffs Nature Area to access a bridge over North Main
- Uses an elevated bridge to cross South Main

# ROUTE Options: STREET A (1<sup>st</sup> St. Option)



- ~17,250' (3.27 miles) – Longest route
- Utilizes the “tunnel” under the MDOT railroad berm into the DTE property.
- On-street option that utilizes **1<sup>st</sup> Street (west side)** in the central portion of the route.
- Crosses South Main with a new signalized intersection at Mosely

# ROUTE Options: STREET B (Ashley St. Option)



- ~17,000' (3.23 miles)
- Utilizes the tunnel under the MDOT railroad bridge and connects through Wheeler Park
- On-street option that utilizes **Ashley (east side)** for the central portion of the route
- Crosses South Main at Madison

# Route Evaluation Criteria

Consider benefits AND impacts, relative to ...

Greenway & User  
Experience

Land Use &  
Economics

Hydrology &  
Infrastructure

Mobility &  
Transportation

Cost &  
Implementation

Management &  
Operations

- Some criteria will be more pertinent for the entire *route* and others for specific *segments*.
- Many of the criteria are more *subjective* in nature – others are difficult to measure
- Faded out criteria (Cost & Implementation and Management & Operations) will be considered at a later date.

**Ease of Use**

Elevation transitions	<i>Steeper grades requiring ramps and/or large elevation changes</i>
Continuity	<i>Length of travel before interruption/ required break point</i>
Points of access (plaza / trailheads)	<i>Number of access points</i>

**Street Environment**

Street crossings	<i>Type of crossing (4-way stops, signals, etc.)</i>
Road crossing intensity	<i>Crossing distance and/or vehicle volumes</i>
Road speeds	<i>Speed of parallel and cross-traffic</i>

**Visibility**

“Eyes on the Trail”	<i>Trail visibility from public space or other active areas.</i>
Unique views from the trail	<i>Locations where broader / longer / novel views are possible.</i>

**Asset Connectivity**

Open space access / creation	<i>Type of open space (existing vs. potential) and ease of connectivity or access to it (e.g. directly on the trail versus adjacent)</i>
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**Vehicle Travel**

Travel / turn lane elimination

*Locations of possible lane reduction*

Parking space removals

*Number and type of parking spaces lost (long or short-term metered vs. residential permit vs. open parking)*

Right-of-way adjustments

*Locations where additional ROW may be needed*

Curb modification

*Length of street curb to be modified (along with utilities)***Bicycle Infrastructure**

Bike connectivity

*Connection points to existing and proposed bicycle infrastructure***Transit**

Transit Stops

*Number of transit stops within 1/4 mile***Railroad modifications**

Railroad on-grade crossings

*Number of rail crossings within existing street ROW that need to be enhanced/improved*

Track separation

*Amount of buffer space between trail and rail tracks*

## Floodplain Opportunities

Floodplain interactions	<i>Area within floodplain, floodway, or other flood prone areas</i>
Stormwater treatment opportunities	<i>Areas with opportunities for managing larger volumes of stormwater.</i>

## Utility impacts

Utilities (Water, Sewer, Sanitary)	<i>Locations where major utilities may be impacted</i>
Light / utility poles	<i>Number of utility poles potentially impacted</i>
Street Trees	<i>Number of street trees (or other trees) impacted</i>

# Land Use & Economics

### Economic impacts

Commercial proximity

*Concentration of commercial destinations*

Employment proximity

*Concentration of jobs within proximity of the corridor*

Population proximity

*Population density near the corridor*

### Building Impacts

Single-family houses

*Count of single-family houses / residential units potentially impacted*

Commercial buildings / structures

*Count of structures potentially impacted*

### Historic preservation impacts

Historic District

*Length of route within historic districts*

Historic Landmarks

*Distance and impact to historic landmarks*

### Land Access

Parcel characteristics

*Number of parcels with access needed*

Connectivity to development

*Count + size of adjacent / nearby properties under development*



# Route Synopsis: RAIL OPTION

<b>USER EXPERIENCE</b>		Elevation transitions
		Continuity
		Points of access
		Street crossings
		Road crossing intensity
		Road speeds
		“Eyes on the Trail”
		Unique views from the trail
		Open space access / creation

<b>MOBILITY &amp; TRANS.</b>		Travel / turn lane elimination
		Parking space removals
		Right-of-way adjustments
		Curb modification
		Bike connectivity
		Transit Stops
		Railroad on-grade crossings
		Track separation

<b>HYDROLOGY &amp; INFRASTRUCTURE</b>	
	Floodplain interactions
	Stormwater treatment opport.
	Utilities (Water, Sewer, Sanitary)

<b>ECONOMIC / LAND USE</b>		Commercial proximity
		Employment proximity
		Population proximity
	low	Single-family structure impacts
	low	Commercial structure impacts
		Historic Districts / Landmarks
		Parcel characteristics
		Connectivity to development

**OTHER COMMENTS**

Moderate degree of connectivity ... BUT relies on many additional connector trails/links to access the rail property (especially for elevated sections).

	= POSITIVE / PRO
	= MODERATE / NEUTRAL
	= NEGATIVE / CON




# Route Synopsis: PUBLIC / PRIVATE OPTION

<b>USER EXPERIENCE</b>	Orange	Elevation transitions
	Yellow	Continuity
	Yellow	Points of access
	Yellow	Street crossings
	Yellow	Road crossing intensity
	Yellow	Road speeds
	Yellow	“Eyes on the Trail”
	Green	Unique views from the trail
	Green	Open space access / creation

<b>MOBILITY &amp; TRANS.</b>	Green	Travel / turn lane elimination
	Green	Parking space removals
	Yellow	Right-of-way adjustments
	Yellow	Curb modification
	Green	Bike connectivity
	Yellow	Transit Stops
	Orange	Railroad on-grade crossings
	Green	Track separation

<b>HYDROLOGY &amp; INFRASTRUCTURE</b>	
Yellow	Floodplain interactions
Green	Stormwater treatment opport.
Yellow	Utilities (Water, Sewer, Sanitary)

<b>ECONOMIC / LAND USE</b>	Yellow	Commercial proximity
	Green	Employment proximity
	Yellow	Population proximity
	Yellow	Single-family structure impacts
	Orange	Commercial structure impacts
	Grey	Historic Districts / Landmarks
	Orange	Parcel characteristics
Green	Connectivity to development	

 = POSITIVE / PRO  
 = MODERATE / NEUTRAL  
 = NEGATIVE / CON

# Route Synopsis: STREET A (1<sup>st</sup> Street) & STREET B (Ashley Street)

	A	B	
<b>USER EXPERIENCE</b>	Green	Green	Elevation transitions
	Orange	Yellow	Continuity
	Green	Green	Points of access
	Orange	Orange	Street crossings
	Orange	Orange	Road crossing intensity
	Orange	Orange	Road speeds
	Green	Green	“Eyes on the Trail”
	Orange	Orange	Unique views from the trail
	Green	Yellow	Open space access / creation

	A	B	
<b>MOBILITY &amp; TRANS.</b>	Orange	Yellow	Travel / turn lane elimination
	Orange	Orange	Parking space removals
	Orange	Orange	Right-of-way adjustments
	Orange	Orange	Curb modification
	Yellow	Green	Bike connectivity
	Green	Green	Transit Stops
	Yellow	Yellow	Railroad on-grade crossings
	Green	Green	Track separation

	A	B	
<b>HYDROLOGY &amp; INFRASTRUCTURE</b>			
	Yellow	Orange	Floodplain interactions
	Yellow	Yellow	Stormwater treatment opport.
	Orange	Orange	Utilities (Water, Sewer, Sanitary)

	A	B	
<b>ECONOMIC / LAND USE</b>	Green	Green	Commercial proximity
	Yellow	Green	Employment proximity
	Green	Green	Population proximity
	Yellow	Green	Single-family structure impacts
	Green	Green	Commercial structure impacts
	Grey	Grey	Historic Districts / Landmarks
	Green	Green	Parcel characteristics
	Yellow	Yellow	Connectivity to development

**OTHER COMMENTS**

The trail may be on either side of the street – no determination has yet been made regarding which side of the street is preferred and/or more feasible.

- = POSITIVE / PRO
- = MODERATE / NEUTRAL
- = NEGATIVE / CON

## Route Synopsis

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- The **RAIL** option performs the best overall.
  - *Most closely aligned with the CAC's preference for a contiguous off-street trail.*
  - However, the rail option is entirely contingent on access to the rail corridor for its best advantages to be achieved.
- The **PUBLIC/PRIVATE** option performs in between the rail and street options overall.
  - It also reflects the CAC's preference for an off-street trail - although the experience is more fragmented and less contiguous.
  - This option is highly reliant on negotiating property access rights for the trail.
  - However, it provides some of the best opportunities for associated trail enhancements, like connections to open space and floodplain / stormwater management opportunities.
- The **STREET** options (A and B) perform similarly, but lowest overall.
  - The context for STREET A is more residential in character with less intense road crossings.
  - The context for STREET B is more commercial in character, following along more urban and trafficked roads, but provides higher levels of access to jobs and commercial areas.
  - Both street options require significant reconstruction of the street edge
- **A hybrid option is the most likely outcome in terms of feasibility and to maximize benefits**



# FEEDBACK ACTIVITY

## CAC Feedback Activity – Two Parts

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CAC members broken into four groups. Use dot stickers, base maps, and flipcharts to provide feedback.

### **ACTIVITY #1** - Discuss the importance of the criteria. (15 minutes)

- Each CAC member will 2 dots to note criteria most important to them. Criteria can receive more than one dot.
- This will help the project team assess which considerations and factors are most important to the CAC.

### **ACTIVITY #2** – Each group will be assigned one route option to consider in more detail. (25 minutes)

- 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 placement.
- Your group may also consider which alternative segments (jumping to other options) could be explored to avoid challenged areas.

### **REPORT OUT** – One member of each group to share highlights of group discussion. (5 minutes)



# NEXT STEPS

# Next Steps

An aerial photograph of a city area, likely Allen Creek, showing a river and surrounding urban and green spaces. Blue lines are overlaid on the image, tracing paths along the river and through the city, representing the Greenway Master Plan. The background is semi-transparent, allowing the text to be clearly visible.

- **Project Team Activities:**
  - Summarize CAC #3 feedback
  - Route cost evaluation
  - Develop draft recommendations and strategies
  - Stakeholder meetings (January & February)
- **Community Wide Meeting #2 – February 16<sup>th</sup>, 6:30pm**
  - Location: Council Chambers
  - Similar content as provided in CAC #3
  - Additional feedback opportunities for public
- **CAC Meeting #4 – April 19<sup>th</sup>, 8:30am**
  - Location: Council Chambers
  - Review draft recommendations and strategies





# ADDITIONAL REFERENCE SLIDES

## Project Management Team

### City of Ann Arbor

- Craig Hupy                      Public Services Area Administrator
- Connie Pulcifer                Systems Planner + *Project Manager*
- Brett Lenart                     Planning 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

# Route Synopsis: RAIL OPTION Details

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## PROs

- Highest continuity.
- Least amount of road crossings and lower intensity.
- Many unique views and gateway points.
- Least impact to roadway operations.
- Least encumbered by floodplain restrictions.
- Relatively low utilities impact (not in road ROW).
- Very few building / structure impacts
- Close proximity to many active / future development sites.
- Little impact to on-street parking

## CONs

- Requires access to the railroad property.
- Close proximity to rail tracks may require narrower trail design than what is preferred.
- Points of access are most restricted due to the elevated nature of many sections
- Less “eyes on the trail” than other options
- Least opportunity to manage stormwater within the primary parcels (i.e. the rail right-of-way).
- Lowest level of residential population in close proximity.

## OTHER COMMENTS

- Moderate degree of connectivity ... BUT relies on many additional connector trails/links to access the rail property (especially for elevated sections).

# Route Synopsis: PUBLIC / PRIVATE OPTION Details

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## PROs

- Highest potential for connecting trail uses directly to existing and potential open spaces.
- Many opportunities for unique views from the trail.
- Lower impacts to road operations and geometry.
- Little impact to on-street parking.
- High degree of connectivity to bicycle infrastructure and facilities.
- Potential for pursuing stormwater treatment opportunities.
- Good proximity to active/proposed development zones (possible route options).
- Many key parcels are already in public ownership. Some private parcels have easements for a potential trail facility.

## CONs

- Greatest amount of grade change over the course of route due to combination of elevated sections and steeper terrain areas (i.e. Bluffs Nature Area)
- Requires the most new mid-block street crossings
- Crosses the railroad corridor the most at existing crossing locations (which will need enhancement)
- Highest impact to existing buildings and structures due to off-road nature of the trail.
- Greatest number of parcels and property owners impacted by the route. Success of this option depends on obtaining access to private properties.

# Route Synopsis: **STREET A (1<sup>st</sup> Street)** Details

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## **PROs**

- High degree of accessibility due to being on-street.
- High “eyes on the street” factor.
- High opportunities for connecting to existing or potential open space.
- Good access to transit stops.
- The most residents are within close proximity.
- Minimal amount of buildings impacted.

## **CONs**

- Lowest continuity of any route option
- Has the most road crossings with the highest average speeds for cross traffic.
- Views and user experience from the on-street section affords little unique or fresh views of the city.
- Has the greatest potential impact on travel lanes (turn lane removal)
- Impacts many metered parking spaces and many residential spaces (permit and unregulated)
- Requires the most curb modification

## **OTHER COMMENTS**

- Analysis assumed the trail would be mostly on the **WEST side of 1<sup>st</sup> St.** Further design exploration (i.e. localized grading factors, utility location, etc) may suggest switching to the east side of the road.
- Passes through the Old West Side historic district.

# Route Synopsis: **STREET B (Ashley St.)** Details

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## PROs

- High degree of accessibility due to being on-street.
- High “eyes on the street” factor.
- Best access to transit stops, closer to downtown / Blake transit center.
- Good degree of bicycle connectivity
- Highest concentration of jobs within close proximity
- Highest concentration of commercial destinations within close proximity
- No building impacts anticipated

## CONs

- Tied for the most road crossings (with Street A)
- User experience from the on-street section affords little unique or fresh views of the city.
- Moderate impact on travel lanes
- Impacts many metered parking spaces and many residential spaces (permit and unregulated)
- Requires additional ROW space in some areas
- Requires the 2<sup>nd</sup> most curb modification (over 13,000 SF)
- Significant utility overlap with water and sanitary utilities.
- Alignments passes the most through the floodplain.

## OTHER COMMENTS

- Analysis assumed the trail would be mostly on the **EAST side of Ashley**. Further design exploration (i.e. localized grading factors, utility location, etc) may suggest switching to the west side of the road.
- Passes through the Old West Side historic district.