



ALLEN CREEK GREENWAY MASTER PLAN

Citizens Advisory Committee Meeting #5

July 19, 2017

Final DRAFT Preferred Plan (30 min)

Master Plan Document Outline (5 min)

**Potential Implementation Strategy
& Branding Roll-out** (25 min)

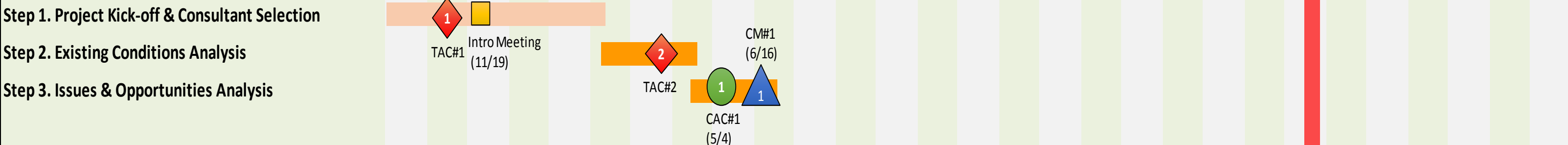
Small Group Discussion & Report Out (50 minutes)

Next Steps (5 min)

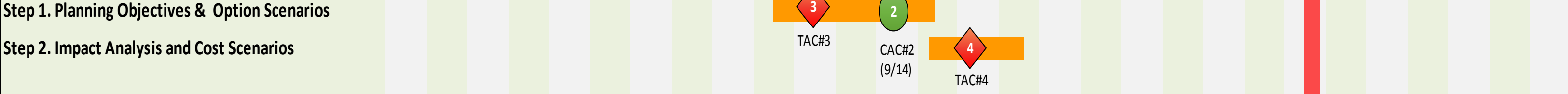
Public Commentary (3 min/ person)



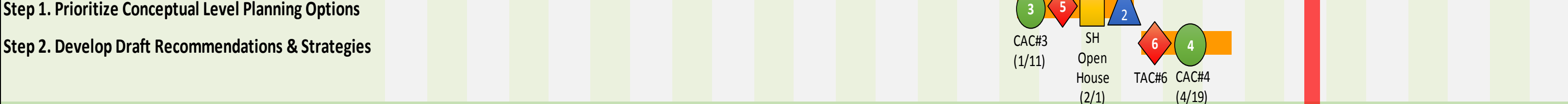
Task 1: PROJECT INITIATION



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



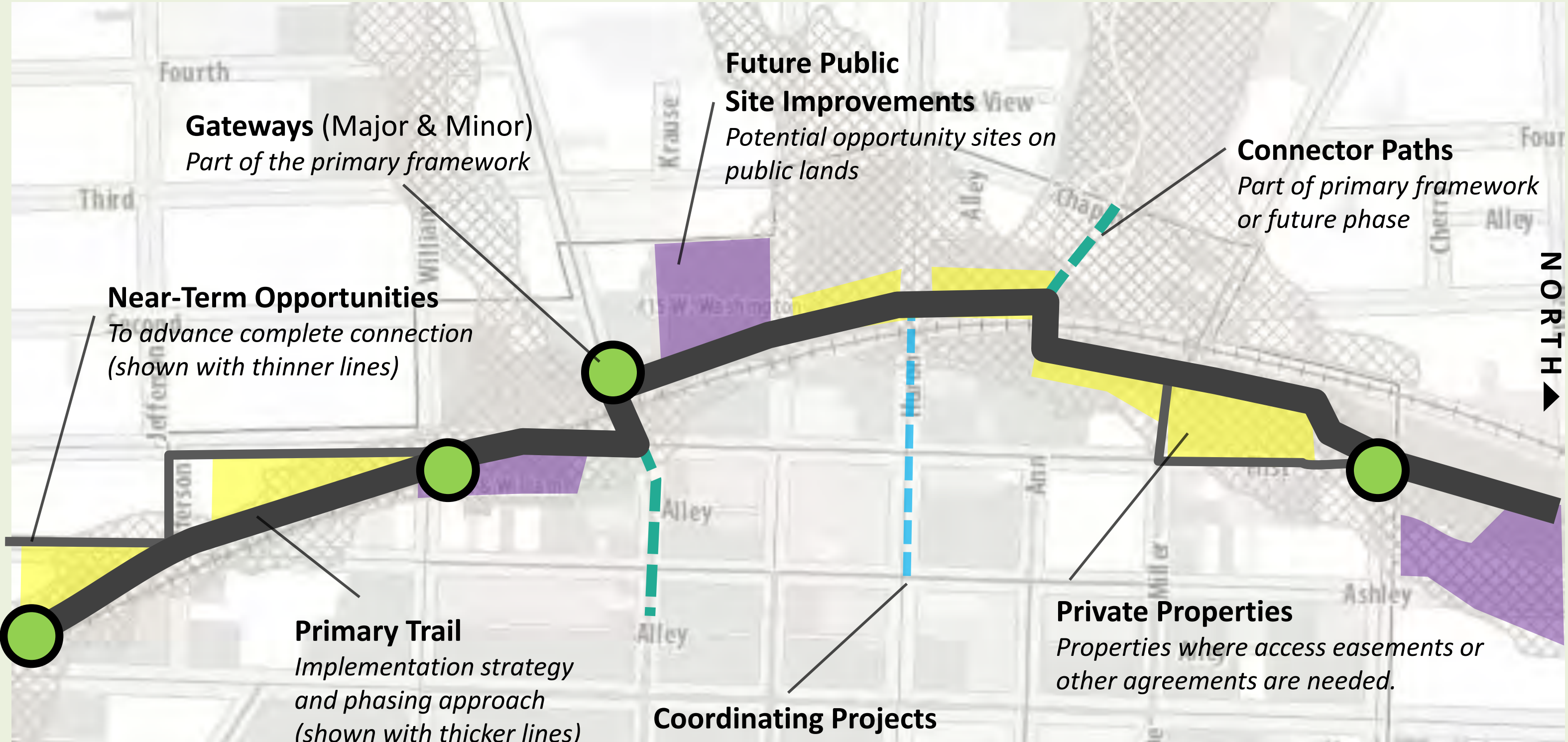
Task 3: MASTER PLAN RECOMMENDATIONS & STRATEGIES



Task 4: MASTER PLAN DOCUMENTATION & ACTIONS



FINAL DRAFT PREFERRED PLAN



Gateways (Major & Minor)
Part of the primary framework

Future Public Site Improvements
Potential opportunity sites on public lands

Connector Paths
Part of primary framework or future phase

Near-Term Opportunities
To advance complete connection (shown with thinner lines)

Primary Trail
Implementation strategy and phasing approach (shown with thicker lines)

Coordinating Projects
Adjacent and related projects requiring coordination efforts. (e.g. Berm Opening, Huron Street Design, etc.)

Private Properties
Properties where access easements or other agreements are needed.

NORTH ▼

ALLEN CREEK GREENWAY FRAMEWORK PLAN

PRIMARY TRAIL TYPES

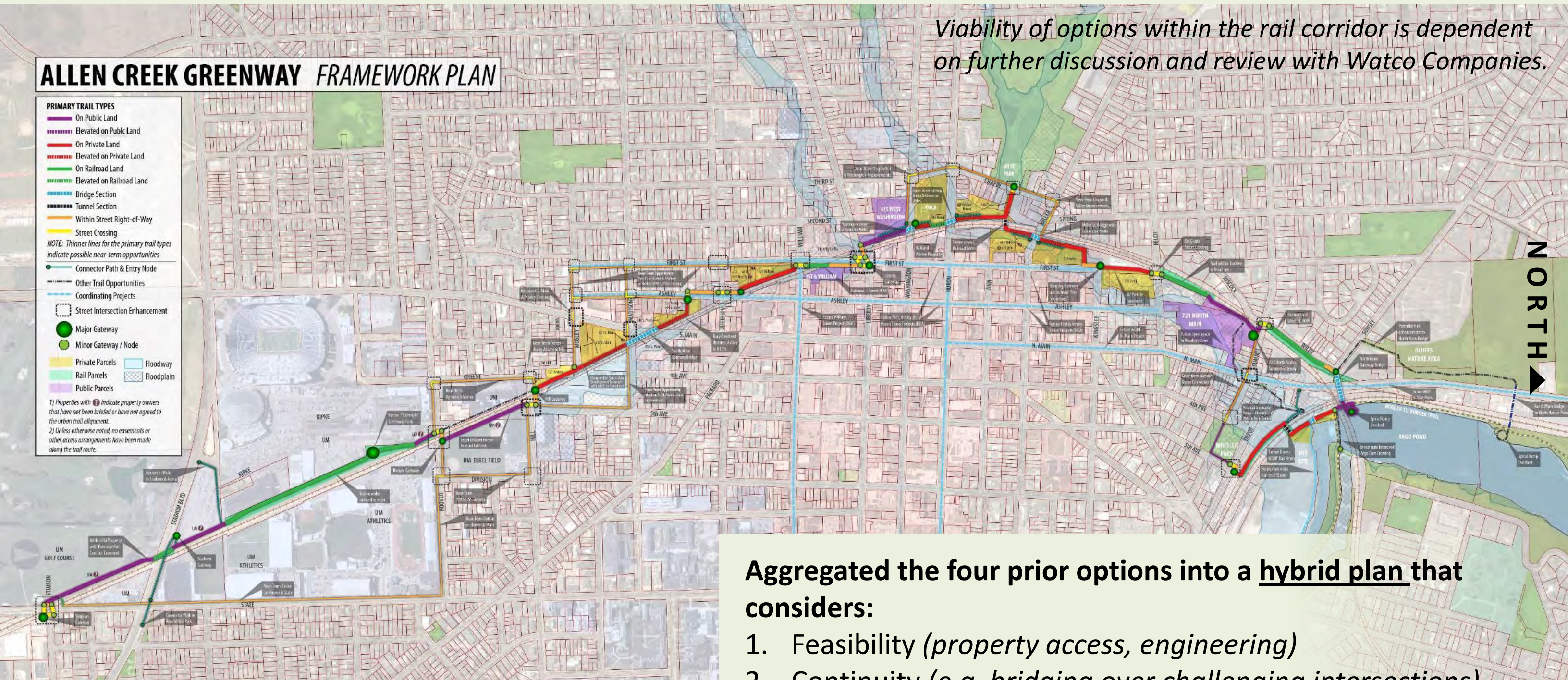
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- Bridge Section
- Tunnel Section
- Within Street Right-of-Way
- Street Crossing

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

- Connector Path & Entry Node
- Other Trail Opportunities
- Coordinating Projects
- Street Intersection Enhancement
- Major Gateway
- Minor Gateway / Node
- Private Parcels
- Rail Parcels
- Public Parcels
- Floodway
- Floodplain

1) Properties with indicate property owners that have not been briefed or have not agreed to the urban trail alignment.
 2) Unless otherwise noted, no easements or other access arrangements have been made along the trail route.

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 into a hybrid plan that considers:

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

PRIMARY TRAIL TYPES

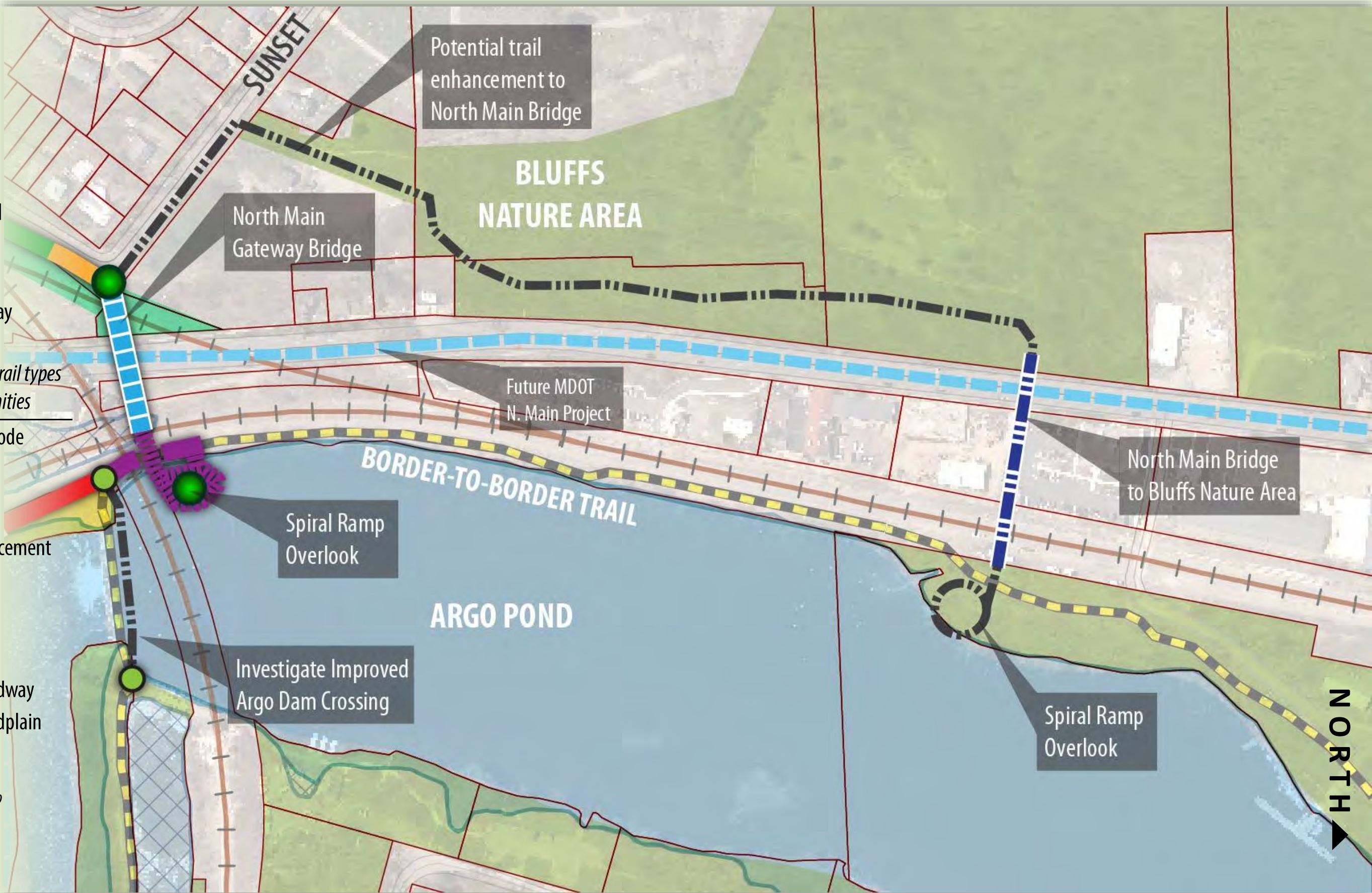
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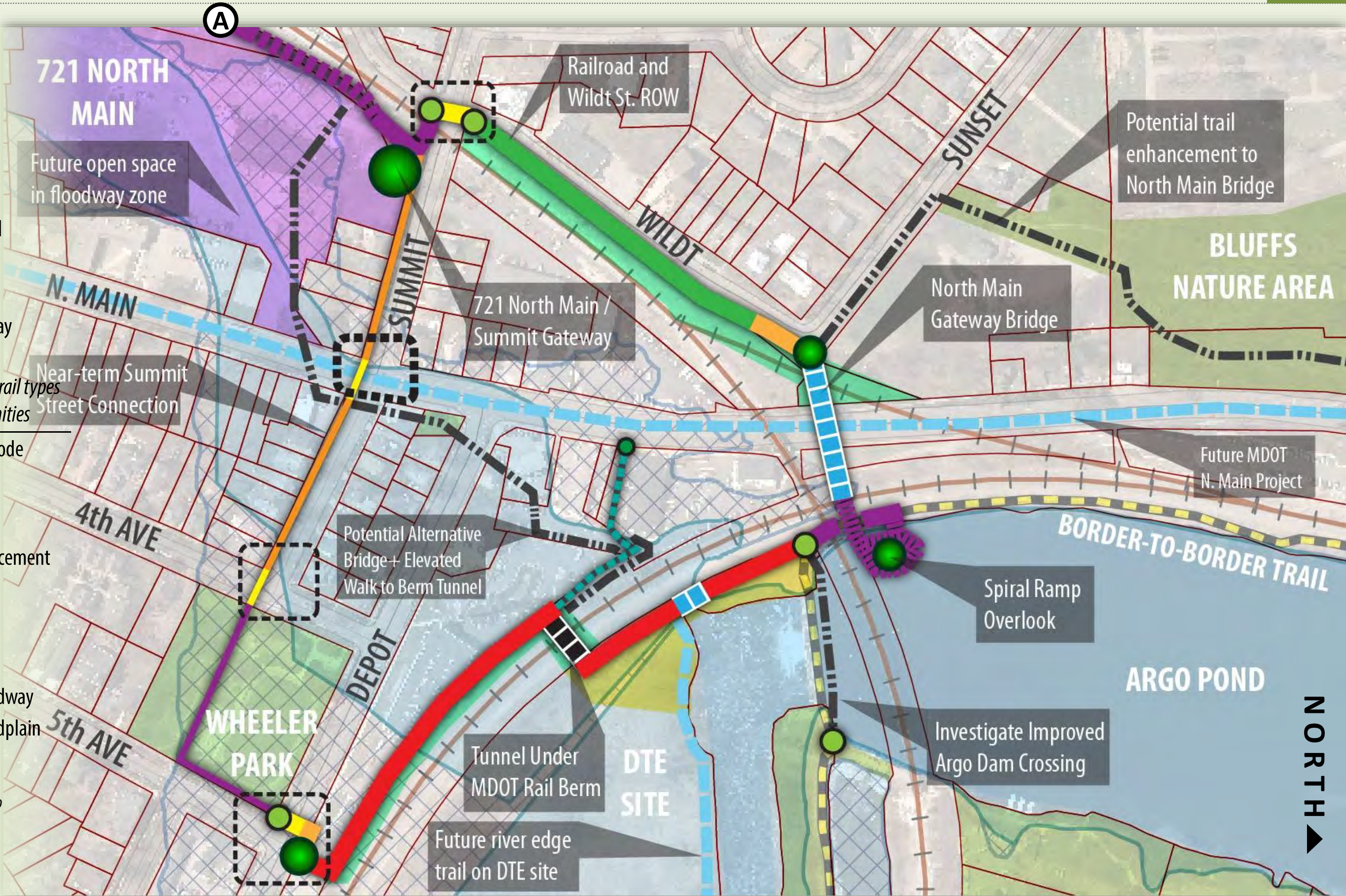
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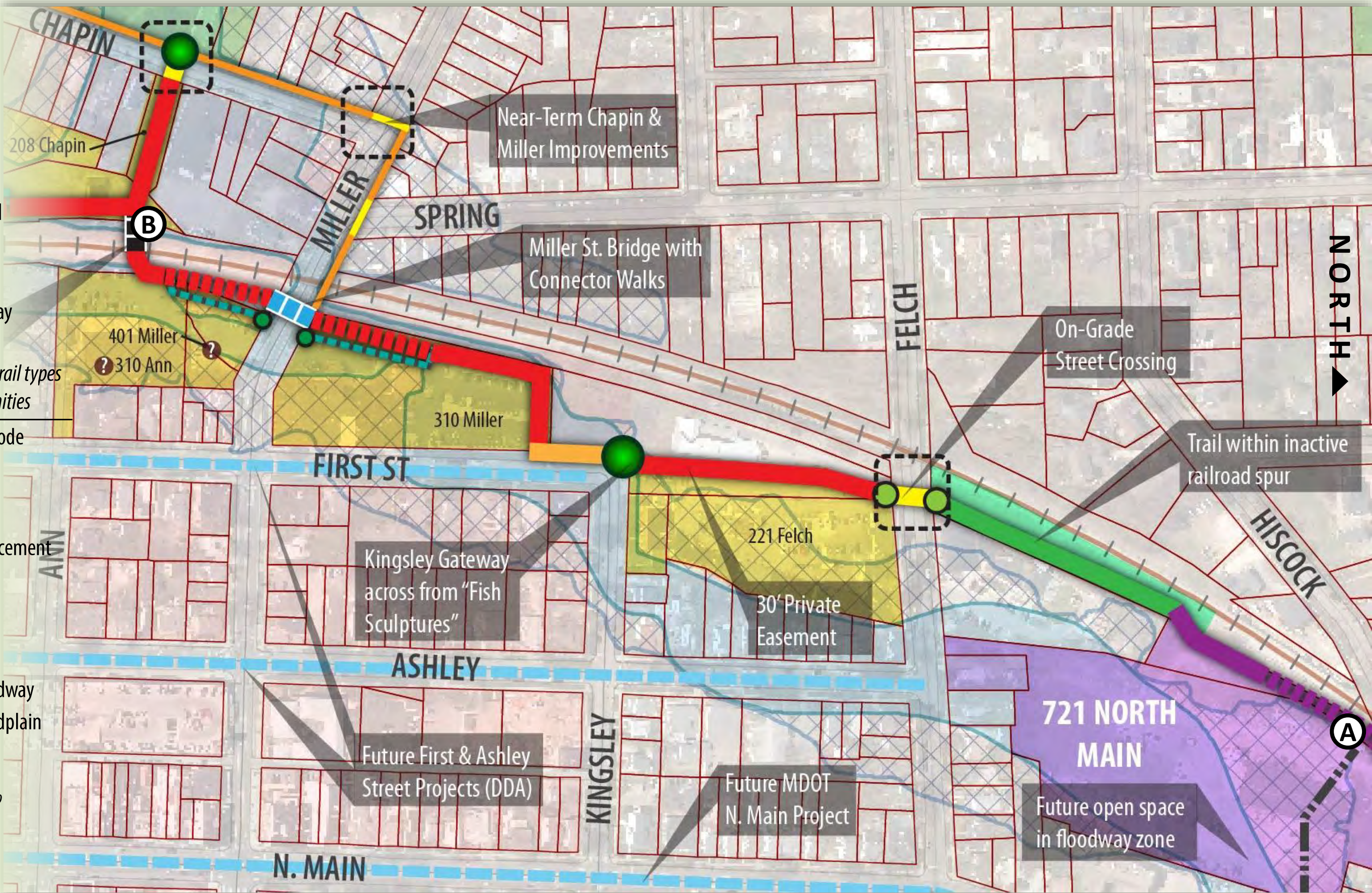
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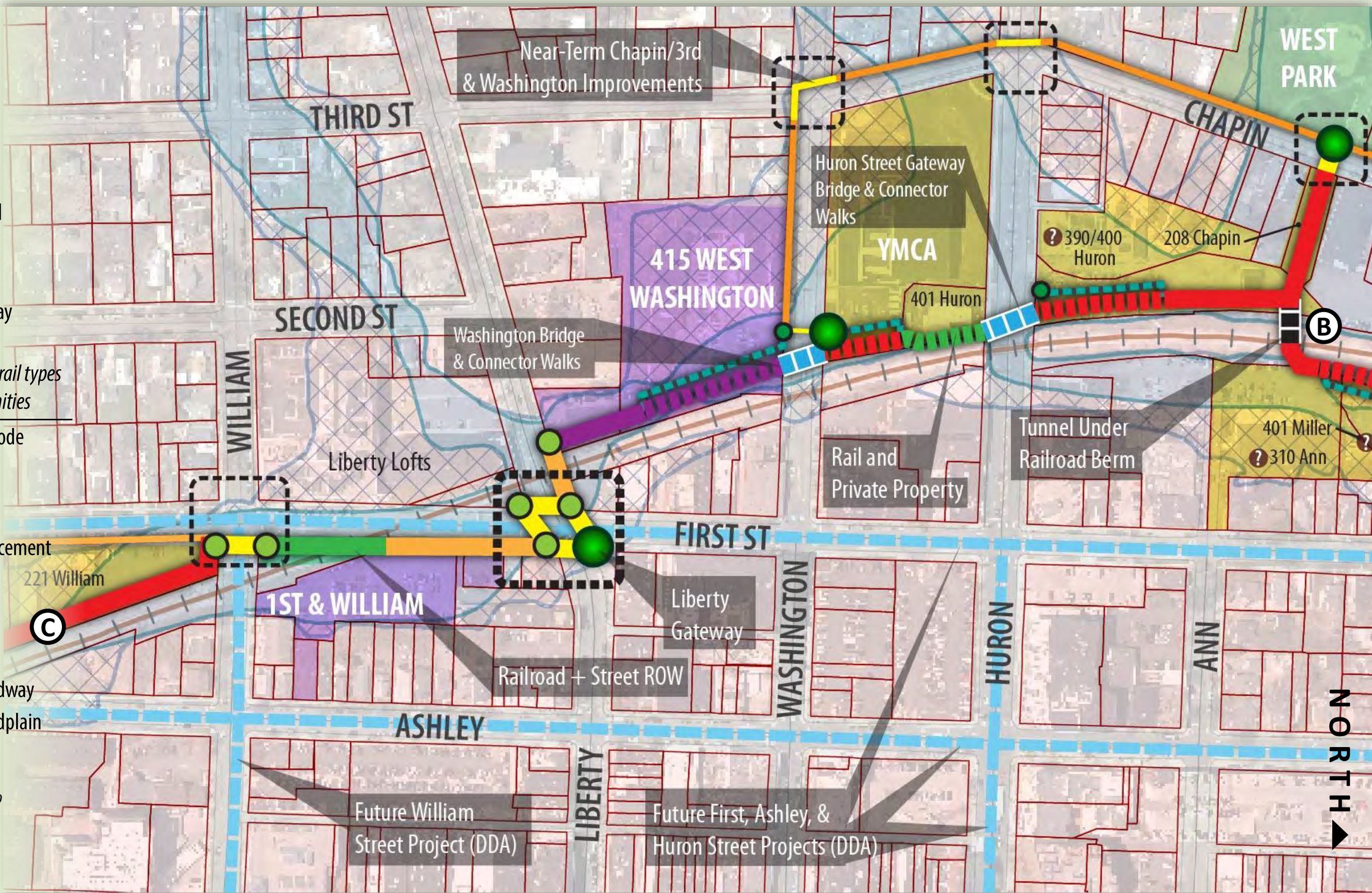
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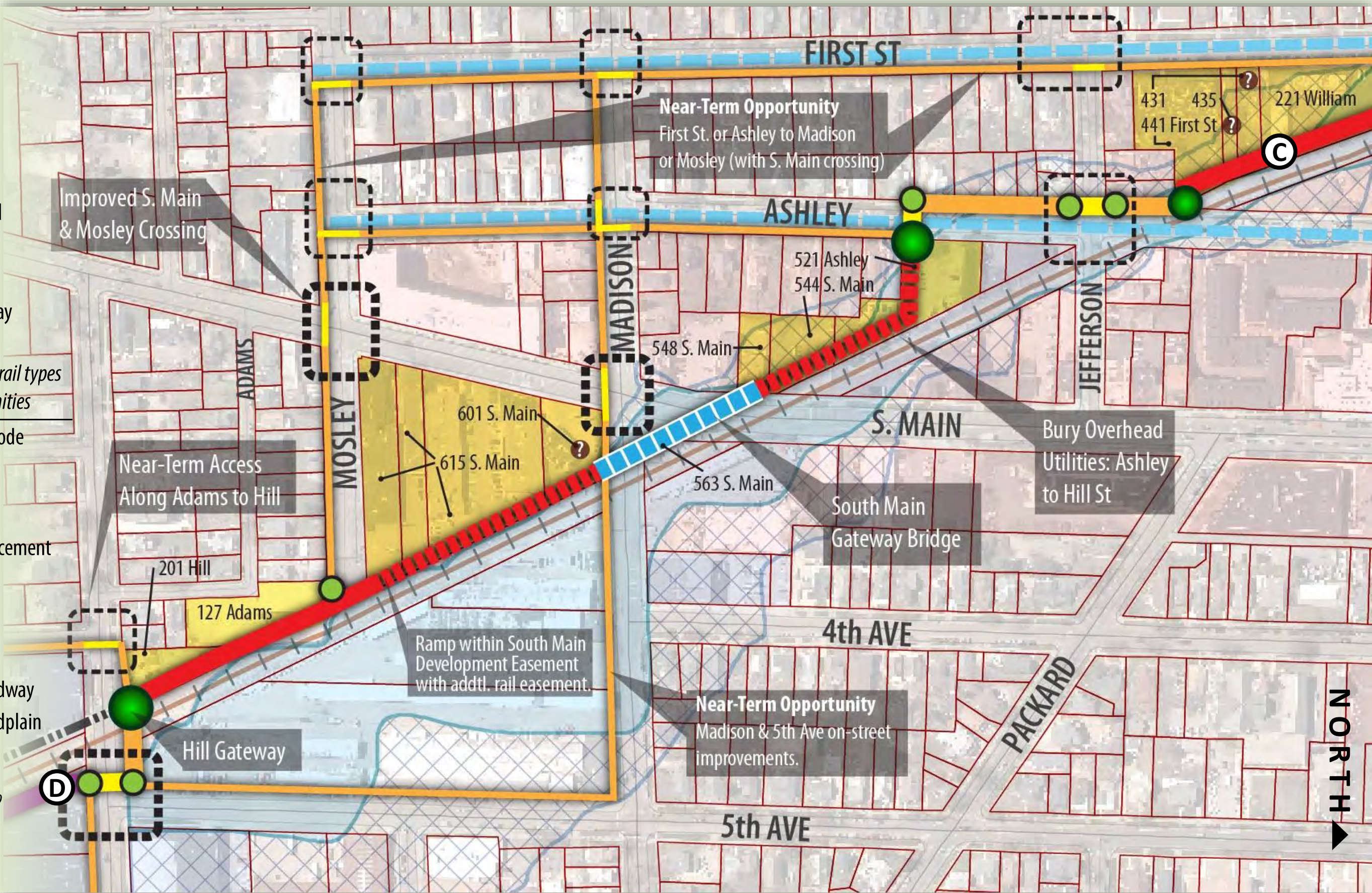
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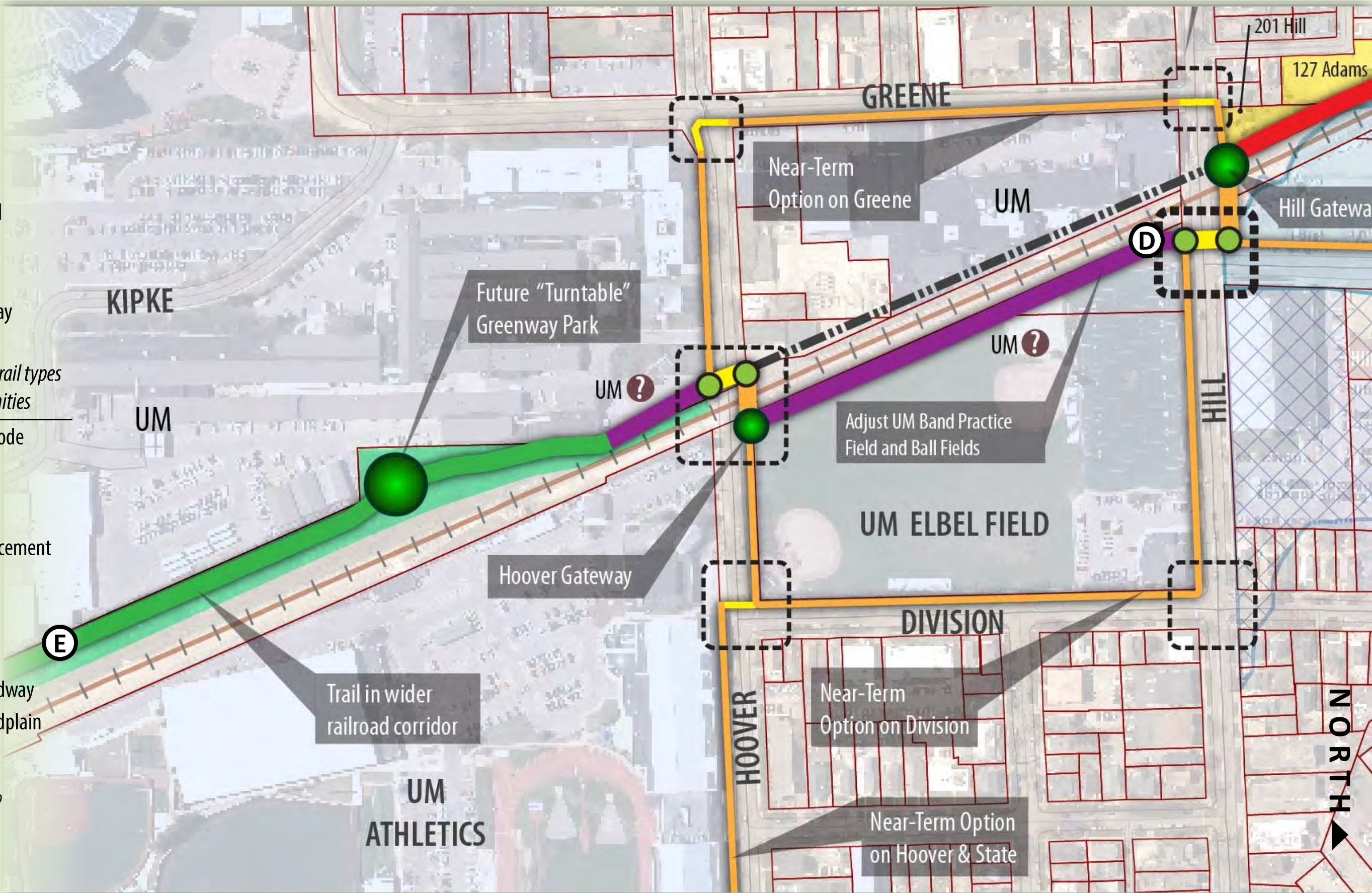
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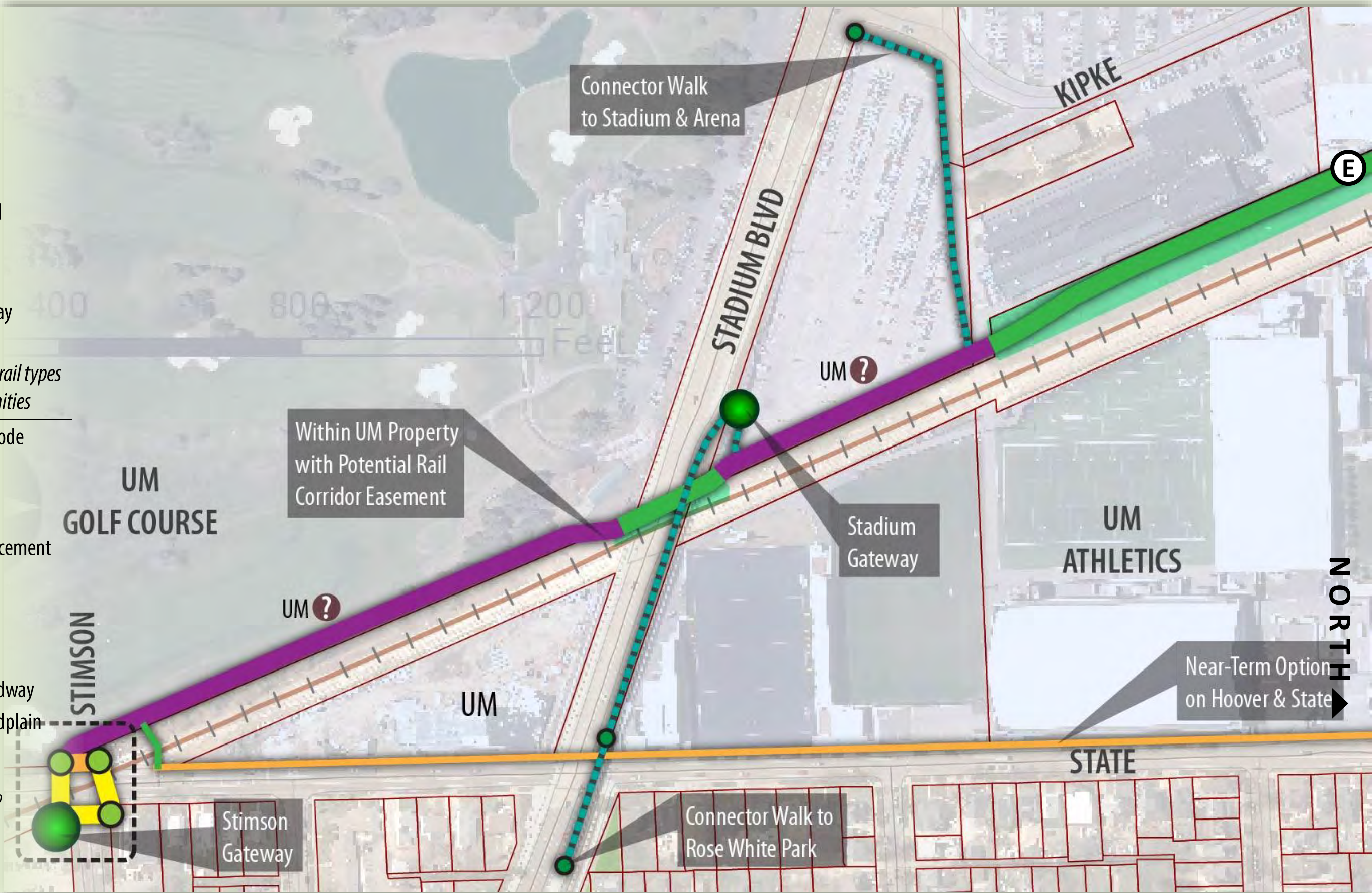
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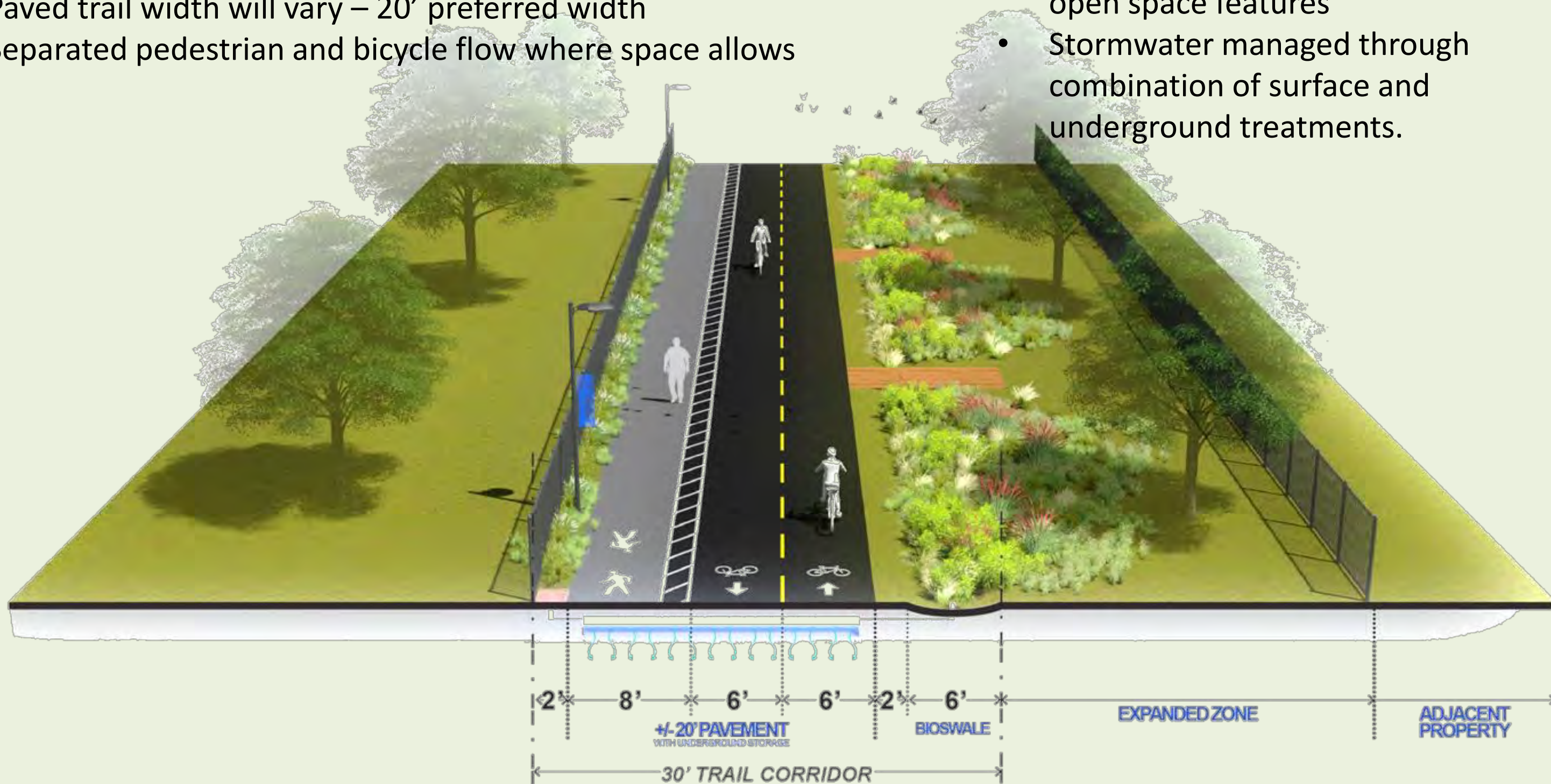


Preferred Cross-Sections: Trail on Public/Private Parcels

Preferred dimensions:

- 30' in width preferred for the trail "corridor" and amenities
- Paved trail width will vary – 20' preferred width
- Separated pedestrian and bicycle flow where space allows

- Expanded areas, where possible, for additional landscape, habitat, or other open space features
- Stormwater managed through combination of surface and underground treatments.

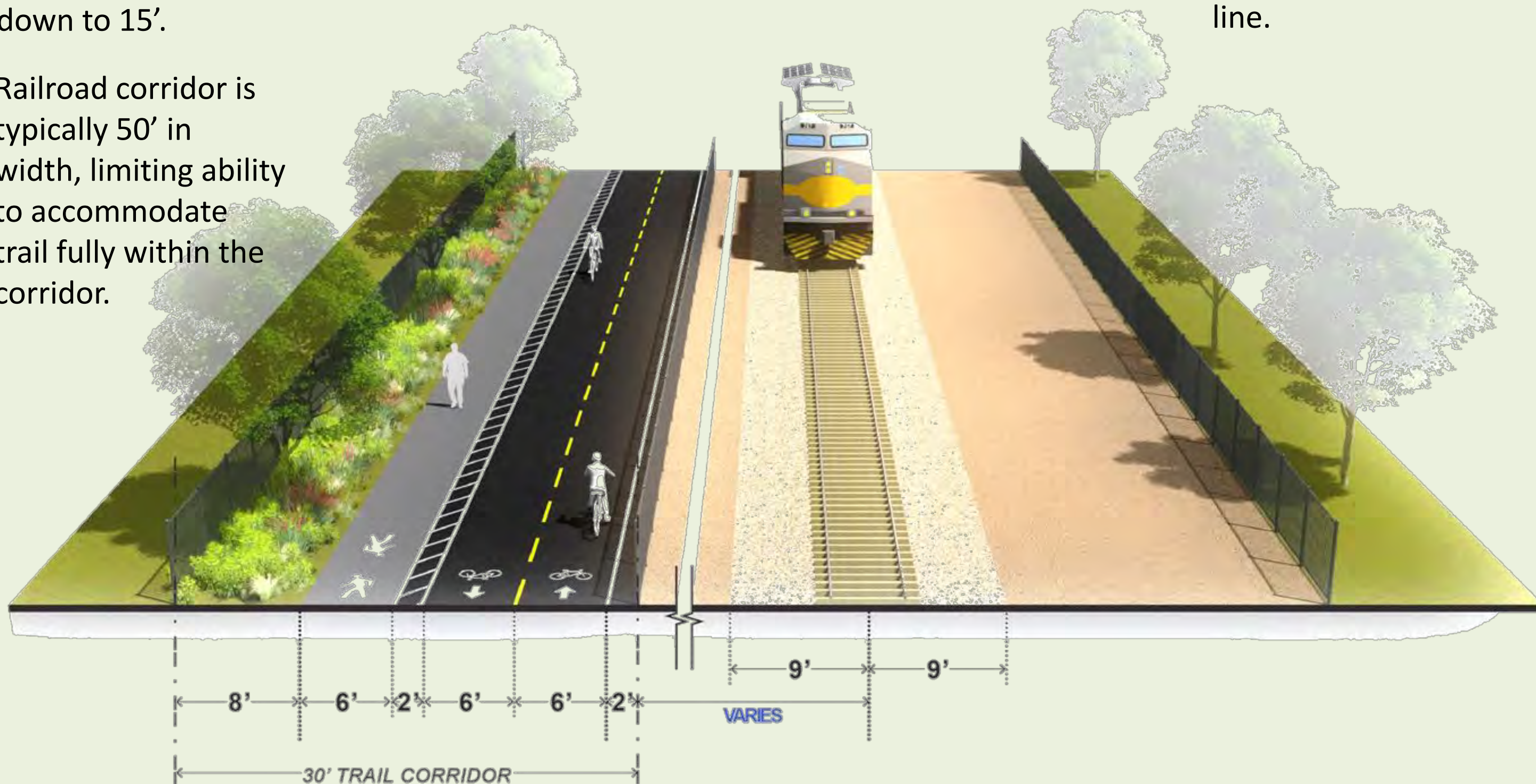


Trail cross-sections reflect preferred design.

Actual dimensions and details will vary on a site-by-site basis.

Preferred Cross-Sections: Trail adjacent to Railroad

- Railroad "envelope" is 9' from center of tracks that must be clear.
- Other rail with trail projects typically 25' from center of tracks, and down to 15'.
- Railroad corridor is typically 50' in width, limiting ability to accommodate trail fully within the corridor.
- Will require secure fencing to separate trail from active rail line.



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

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

Preferred Cross-Sections: Trail within Street Right-of-Way

- Street right-of-way is typically 66' wide
- Expand sidewalk and construct a “cycle track” on one side of the street with removal of parking lane.
- Landscaping enhancement on both sides of the street
- Enhancements to all on-grade street crossings and intersections planned.

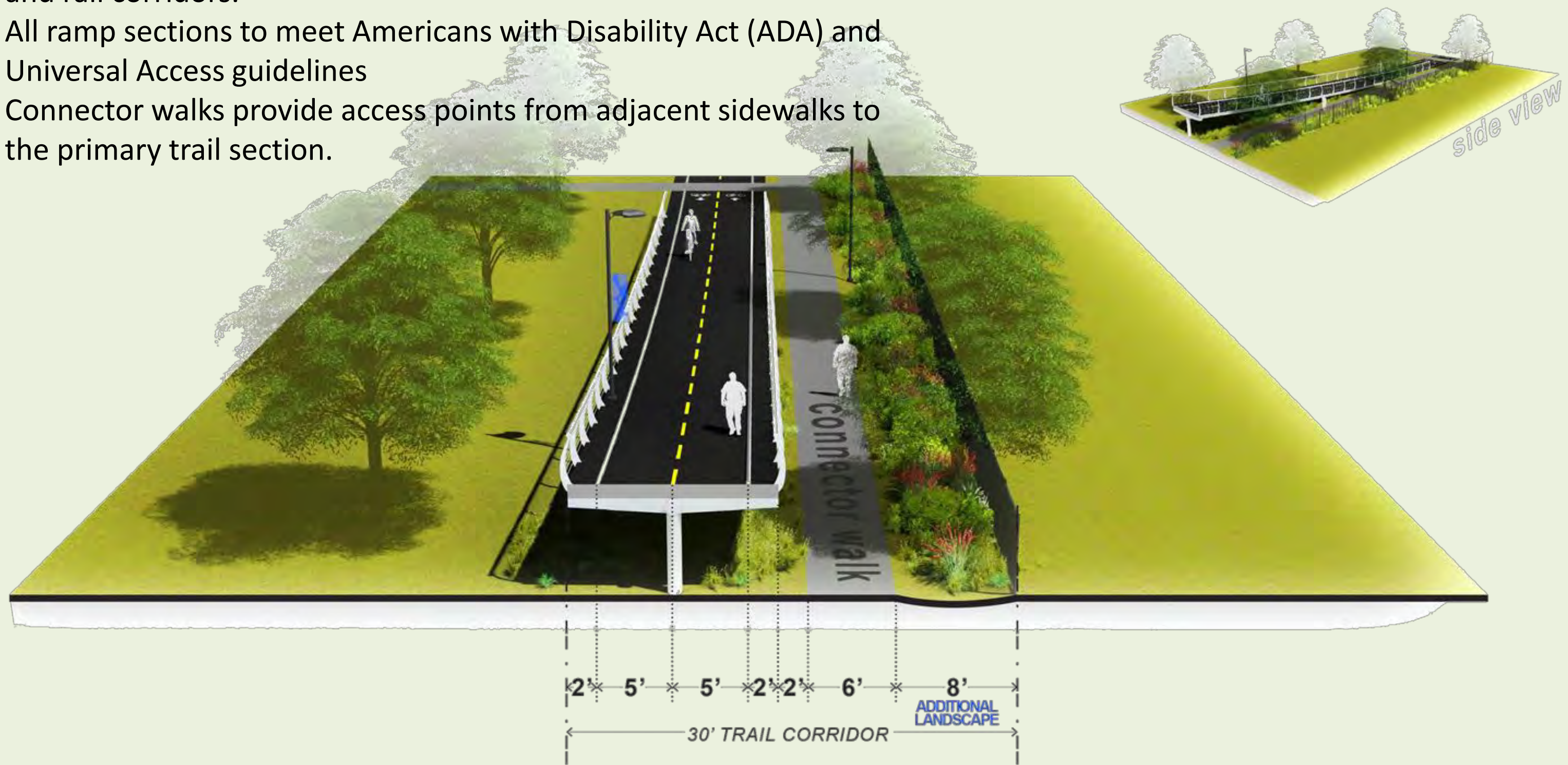


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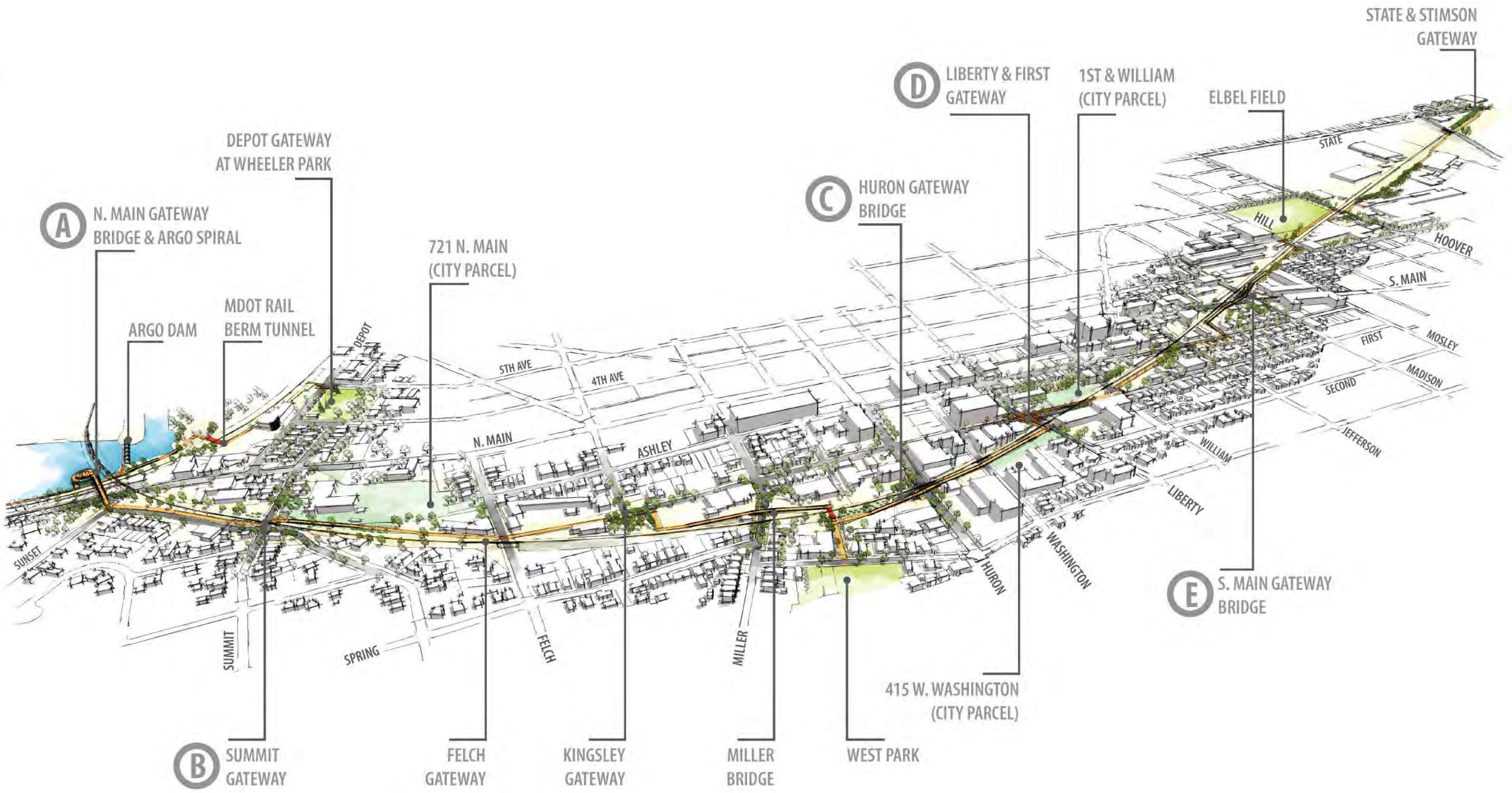
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Preferred Cross-Sections: Elevated Trail

- Elevated ramps provide access to bridges for crossing major roads and rail corridors.
- All ramp sections to meet Americans with Disability Act (ADA) and Universal Access guidelines
- Connector walks provide access points from adjacent sidewalks to the primary trail section.



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



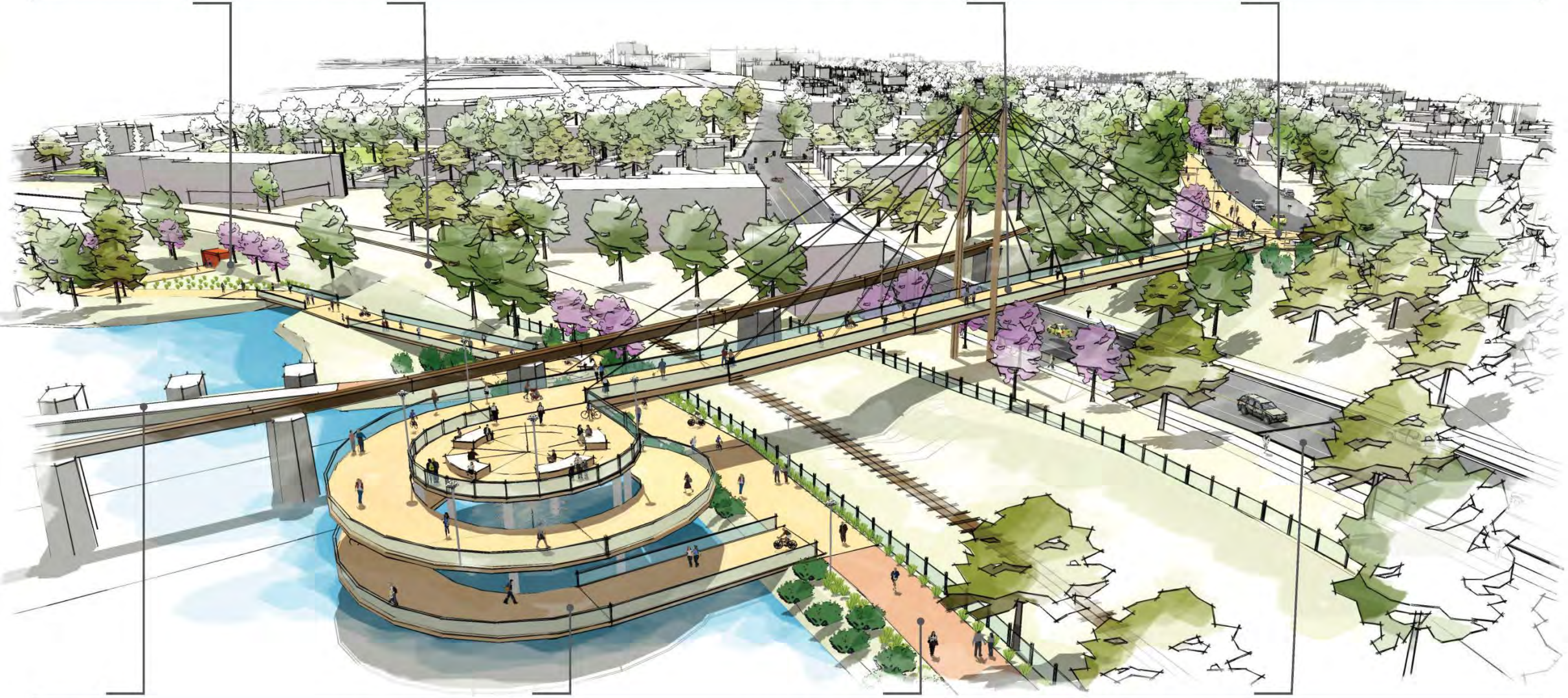
A N. MAIN GATEWAY BRIDGE & ARGO SPIRAL

TUNNEL UNDER RAIL BERM

MDOT RAILROAD

N. MAIN GATEWAY BRIDGE

WILDT STREET GATEWAY



ARGO DAM

PEDESTRIAN & BICYCLE SPIRAL RAMP

BORDER-TO-BORDER TRAIL

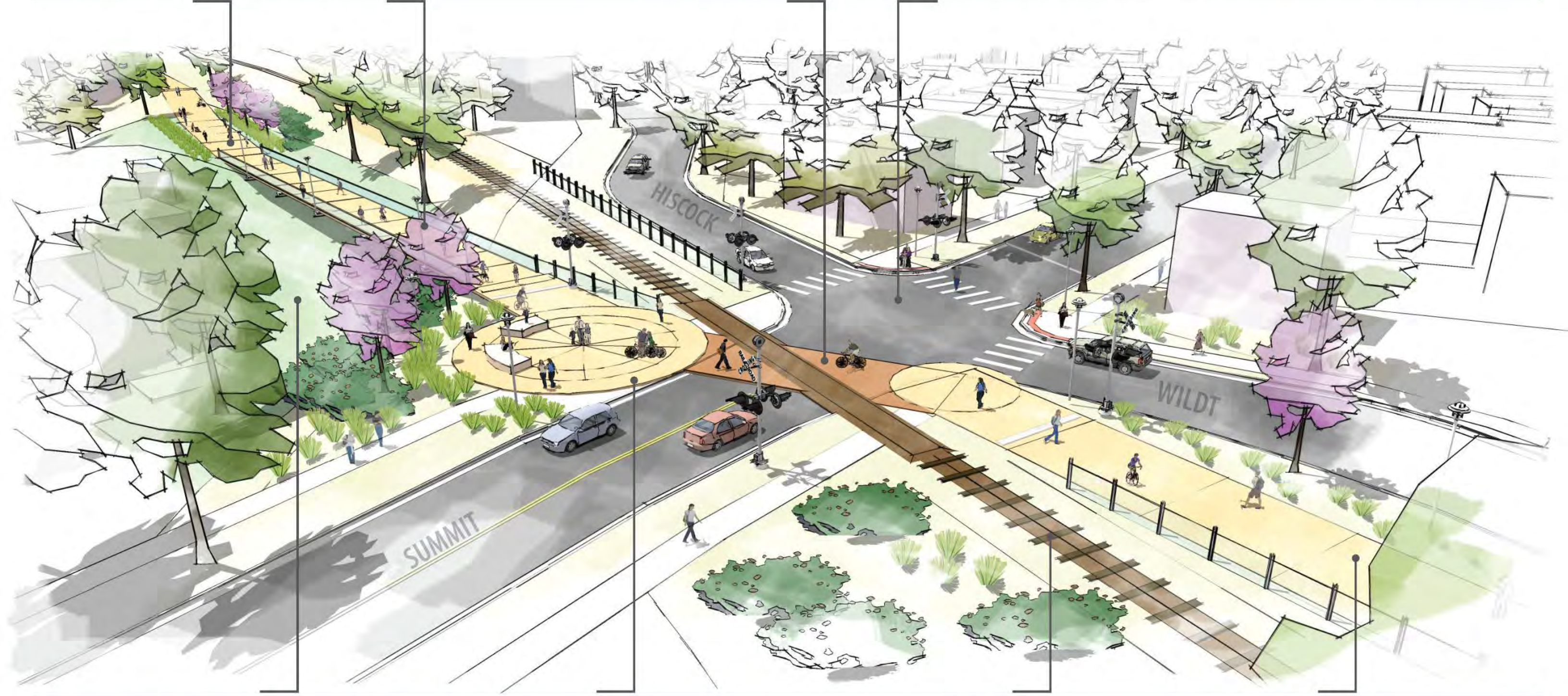
NORTH MAIN STREET

VIEW LOOKING SOUTH OVER ARGO POND

CONCEPTUAL ILLUSTRATION

B SUMMIT GATEWAY

TO FELCH GATEWAY ELEVATED TRAIL SECTION IMPROVED RAILROAD CROSSING SUMMIT STREET INTERSECTION IMPROVEMENTS



721 N. MAIN (CITY PARCEL) SUMMIT STREET GATEWAY & PLAZA WATCO / A2 RAILROAD TO WILDT STREET GATEWAY

VIEW LOOKING SOUTH AT SUMMIT & HISCOCK/WILDT STREET

CONCEPTUAL ILLUSTRATION

© HURON GATEWAY BRIDGE

CONNECTION TO WEST PARK TUNNEL UNDER RAILROAD BERM MILLER STREET BRIDGE



HURON STREET HURON STREET GATEWAY BRIDGE TO WASHINGTON STREET / YMCA

VIEW LOOKING NORTH AT HURON (YMCA AREA)

CONCEPTUAL ILLUSTRATION

D LIBERTY GATEWAY

LIBERTY STREET

FIRST & WILLIAM (CITY PARCEL)

1ST STREET

LIBERTY LOFTS



PLAZA & DOWNTOWN CONNECTION

INTERSECTION IMPROVEMENTS

WATCO / A2 RAILROAD

TO 415 W. WASHINGTON (CITY PARCEL)

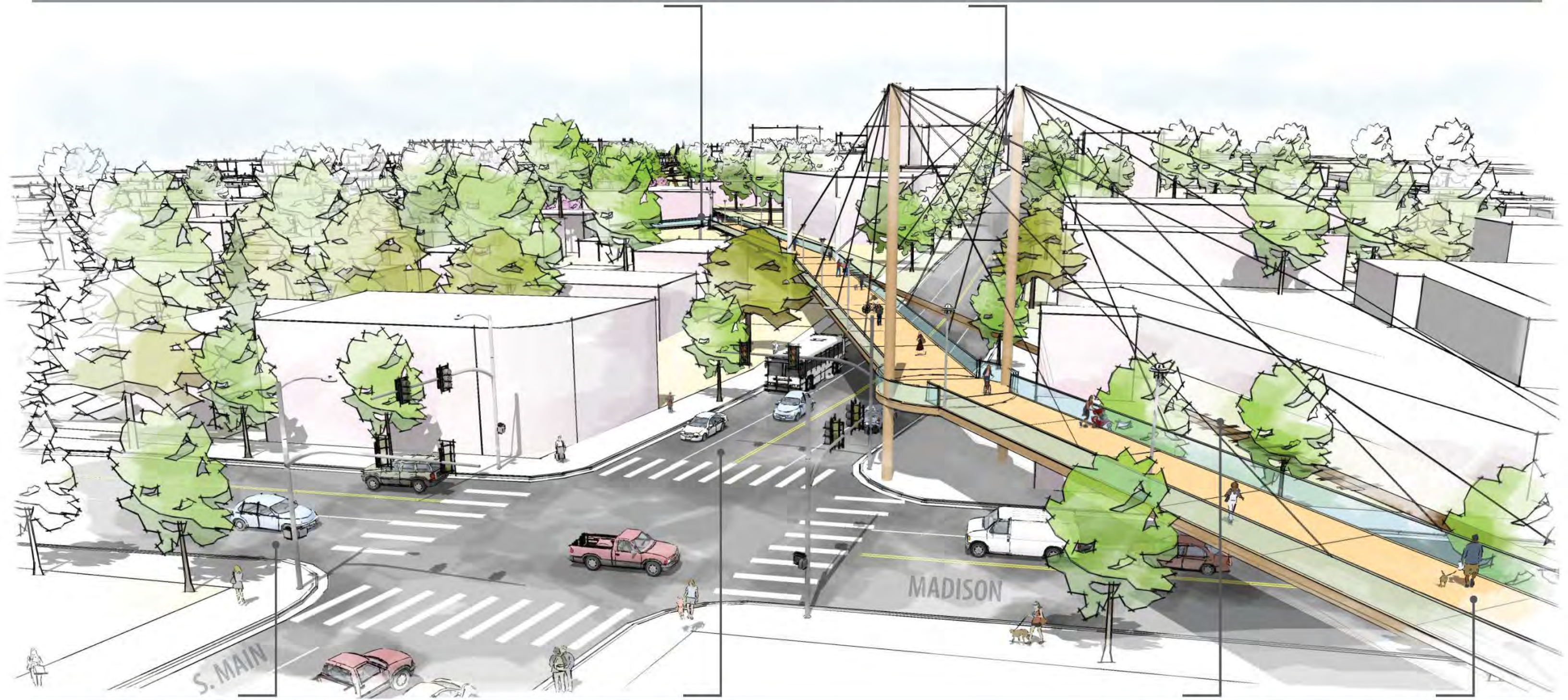
VIEW LOOKING SOUTH DOWN FIRST STREET

CONCEPTUAL ILLUSTRATION

E S. MAIN GATEWAY BRIDGE

RAMP ACCESS TO ASHLEY STREET

S. MAIN GATEWAY BRIDGE



MADISON STREET

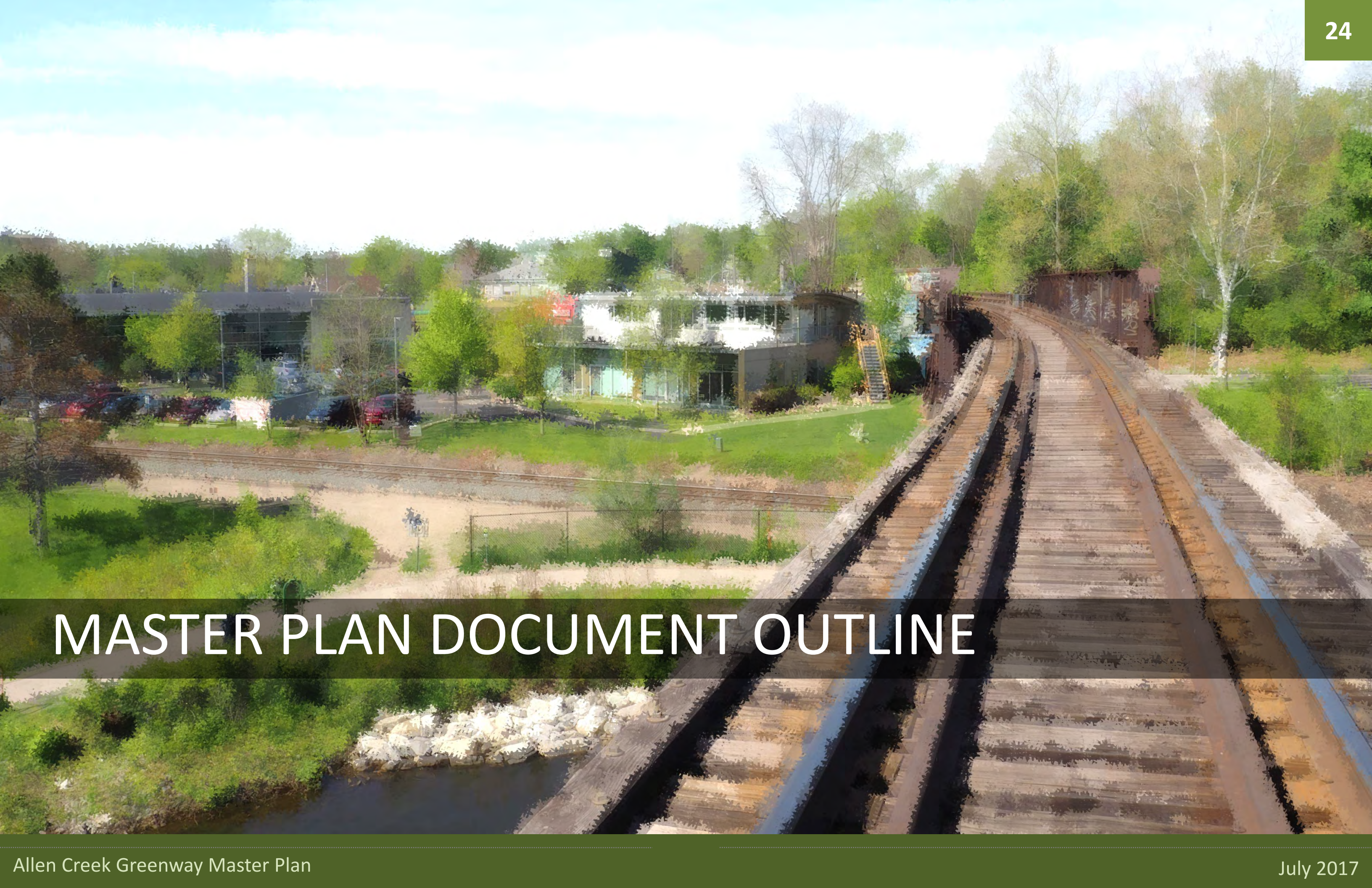
S. MAIN STREET

WATCO / A2 RAILROAD

TO MOSLEY STREET GATEWAY

VIEW LOOKING NORTH DOWN S. MAIN STREET

CONCEPTUAL ILLUSTRATION



MASTER PLAN DOCUMENT OUTLINE

• CHAPTER 1: Introduction

- Project Overview & Background (scope, impetus, etc.)
- Project Process & Engagement (working groups, outreach efforts, etc.)
- Key concepts and assumptions

• CHAPTER 2: Corridor Analysis

- Demographic & community context
- Transportation analysis (roads, non-motorized, railroad corridor, etc.)
- Land use & land use change analysis (including open space)
- Environmental, floodplain analysis
- *Frame each analysis component as issues & opportunities.*

• CHAPTER 3: Urban Trail Vision

- Overall goals & objectives
- Preferred cross-sections
- Route amenities & design assumptions/practices

• CHAPTER 4: Route Framework Plan

- Key terminology
- Primary + near-term routes
- Key nodes/location graphics
- Site-level issues and design considerations
- Back-pocket options (narrative form)

• CHAPTER 5: Implementation Plan

- Project zones & cost analysis
- Phasing strategies / prioritization
- Maintenance and management needs
- Governance structure (e.g. partnering arrangement)
- Funding mechanisms
- Action Items & Roles/Responsibilities

• Appendix Items

- Alternatives analysis evaluation
- Meeting summaries / other attachments



POTENTIAL IMPLEMENTATION STRATEGY


Implementation Structure

• BUSINESS PLAN

- Goal is to develop a Business Plan concurrently with the completion of the Master Plan. Documents are interrelated.
- Business Plan addresses **Governance, Finances, and Implementation**

• PART 1: Governance

- Partnership with the Allen Creek Greenway Conservancy (ACGC)
- Governed by Board with members from ACGC and the City
- Develop an operating agreement with ACGC as the Managing Partner
- Managing Partner is responsible for day-to-day operations
- City approval required for annual budget and major actions



DETROIT RIVERFRONT CONSERVANCY

THE RIVERFRONT

Home > The Riverfront

EAST RIVERFRONT DESTINATIONS PHOTO GALLERY

EAST RIVERFRONT

The first phase of the Detroit waterfront transformation project, three-and-a-half miles of the east riverfront, spans from Joe Louis Arena to Gabriel Richard Park and is more than 80 percent complete. The completed portions of the east riverfront, along with its sister rails-to-trails greenway, the Dequindre Cut, are populated with approximately three million visitors annually who come to walk, run, bike, spend time with family and friends and take advantage of the quality of life opportunity a revitalized riverfront provides.

Attractions along the east riverfront include parks, plazas, pavilions, pathways and open green space, all connected by the ever popular RiverWalk.

In the summer of 2012, the Conservancy launched the final construction phases to complete the east riverfront project and connect the RiverWalk and its associated green spaces along the waterfront.

The first construction phase included a complete transformation of Mt. Elliott Park and reopened in June 2014. The second construction phase included enhancements to Gabriel Richard Park and developing the parcels of land to the west and east of Chene Park. The final phase will provide for the construction of public space along the Uniroyal site.

Example: Detroit Riverfront Conservancy

Implementation Structure

• PART 2: Financial

- Objective is to establish dedicated and reliable sources of funds for design/construction AND operation/maintenance
- **Capital** (design/construction)
 - City resources (funds and properties)
 - Grants
 - Donations and Sponsorships
 - Debt financing
- **Operating** (maintenance/capital repair & replacement)
 - Funding from operations of facilities
 - Programming of spaces
 - Sponsorships
 - Limited City funding envisioned



Photo credit: www.americantrails.org



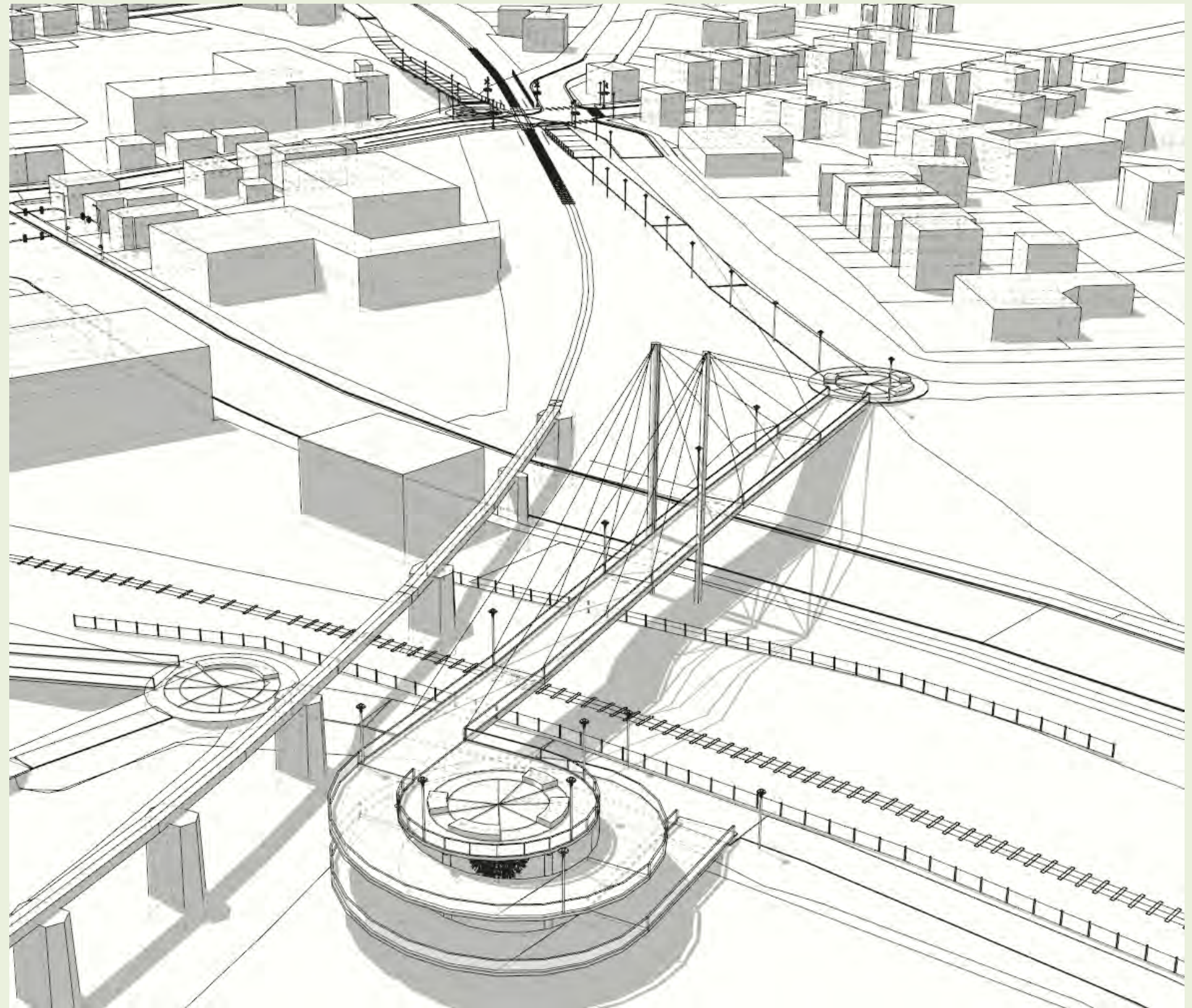
Photo credit: www.detroitriverfront.org/riverfront

Implementation Structure: *Maintenance Activities & Needs*

- **Trail surface maintenance**
 - Snow clearing (*length + width of trail types*)
 - Sweeping / Washing
 - Pavement marking maintenance
 - Pavement repair
- **Furnishing Maintenance**
 - Cleaning & repair of seating (*# of benches*)
 - Waste collection (trash + recycling) (*# of receptacles*)
 - Signage repair / maintenance
 - Light pole repair / maintenance
- **Landscape Maintenance**
 - Stormwater (inlet & trap cleaning)
 - Perennial beds (*area SF*)
 - Tree and shrub trimming / pruning
 - Lawn mowing
 - Fence repair
- **Security**
 - Call box maintenance & 911 fees
- **Other Maintenance**
 - Signals (RRFB, etc.)
 - Railroad crossing materials/surface maintenance
 - Elevated/bridge inspections
 - Utility inspections / maintenance
- **Programming & Operations**
 - Interpretive signage
 - Art installations and selection
 - Trail ambassadors (trail “rangers”)
 - Event coordination
 - Coordinating project oversight/coordination

• PART 3: Implementation Strategy

- **Project phasing** (including future Phase 2)
- **Detailed planning**
 - Acquisition of easements/rights of way
 - Off-street and on-street improvements
- **Project Design**
 - Survey, Geotechnical
 - Engineering
 - Permitting & Approvals



PHASING APPROACH

- Anticipated to proceed generally from the northern connection to the Border-to-Border trail south.
- Different trail sections may be developed simultaneously, with near-term linkages providing continuity.



(3) South Zone

- Hill Street to State & Stimson
- UM + Railroad Property

(2) Central Zone

- William Street to Hill Street
- Mostly private property

(1) North Zone

- Argo / Border-to-Border Trail to William Street
- Mostly public and rail property. Some private.

NORTH ZONE CONSIDERATIONS

- Each zone can be organized into a number of phased “Project Areas”



- A. North Main Gateway Bridge:** Public + rail property.
- B. MDOT Berm Project:** Already in design/engineering with a large portion of funding in place
- C. Summit to Kingsley:** Public property (721 N. Main, street ROWs, and acquired easements) + rail property.
- D. Miller Bridge:** Mostly private property
- E. Huron Gateway Bridge:** 415 W. Washington, YMCA, private property
- F. Liberty & First Gateways:** Public property (1st & William, Street ROWs) and minor railroad easement.

ACGC conducted a branding and marketing effort with Phire Group (Ann Arbor based branding agency) to accomplish the following objectives:

- Develop a brand identity (name, logo, etc.) for the project.
 - Reduce confusion between “greenway” and “greenbelt”
- Implement a PR and outreach effort to raise the awareness of the project and its goals:
 - Regionally / nationally through media outlets
 - Within funding networks (private donors, granting entities, public)
 - Among potential project partners / sponsors
- Provide a website for up-to-date information on the project and implementation progress





The Treeline

Allen Creek Urban Trail





The Treeline

Allen Creek Urban Trail

VISION STATEMENT

It is 2024. The Treeline is an amenity that Ann Arbor residents are proud to have created.

The Trail and neighboring parks buzz with activity most hours of the day. Bicyclists and pedestrians on the Border-to-Border Trail use the Trail to reach destinations in downtown Ann Arbor. It provides a comfortable and safe place for neighbors of all ages to connect with each other and to their surroundings. On football Saturdays, thousands of fans use the Trail to walk safely between the Stadium and downtown.

Natural and community created amenities along the Trail provide different ways to experience and learn about the community's history, arts scene and environmental ecosystem. The Trail has positively impacted storm water quality in the Allen Creek valley. Rain gardens and storm water rehabilitation have improved water flow during flooding events.

The Urban Trail has become an important part of Ann Arbor's identity, enjoyed by residents and visitors alike. It is impossible to imagine Ann Arbor without the Trail.





The Treeline

Allen Creek Urban Trail

CONSERVANCY MISSION STATEMENT

The Allen Creek Greenway Conservancy exists to foster the creation of an urban trail that becomes an integral connector of people and places in Ann Arbor. This walking and biking trail will:

- Bring access to Ann Arbor's river and park system through the heart of downtown along the railroad corridor and Allen Creek floodway.
- Provide safe passage and recreation from Stadium Boulevard to the Border-to-Border Trail.
- Invite community gathering and engagement with natural and cultural features.
- Benefit the community by providing positive economic impact, improved aesthetics, enriched community engagement, rehabilitated storm water management, and enhanced quality of life for present and future generations.



- Preliminary estimate of potential construction costs:

\$53 - 57 million

Approx. 2.75 miles in length

Approx. \$3,800 per linear foot

- **Trail Amenities & Features Included:**

- All primary trail alignment features and connector paths, including bridges and elevated ramp sections.
- Trees and landscaping along the trail
- 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
- “Other Trail Opportunities” shown on the framework plan

SMALL GROUP DISCUSSION

Small Group Discussion—Expanding the Vision + Implementation

After the Allen Creek Greenway Master Plan is adopted and the CAC's work is complete, there will be a need for ongoing "Community Champions" that are active and dedicated to the implementation of the urban trail.

- **Question #1: What community partners do you feel could be engaged directly in the implementation? What roles or responsibilities could they have?**

- Nature groups / organizations?
- Recreational interest groups?
- Institutions?

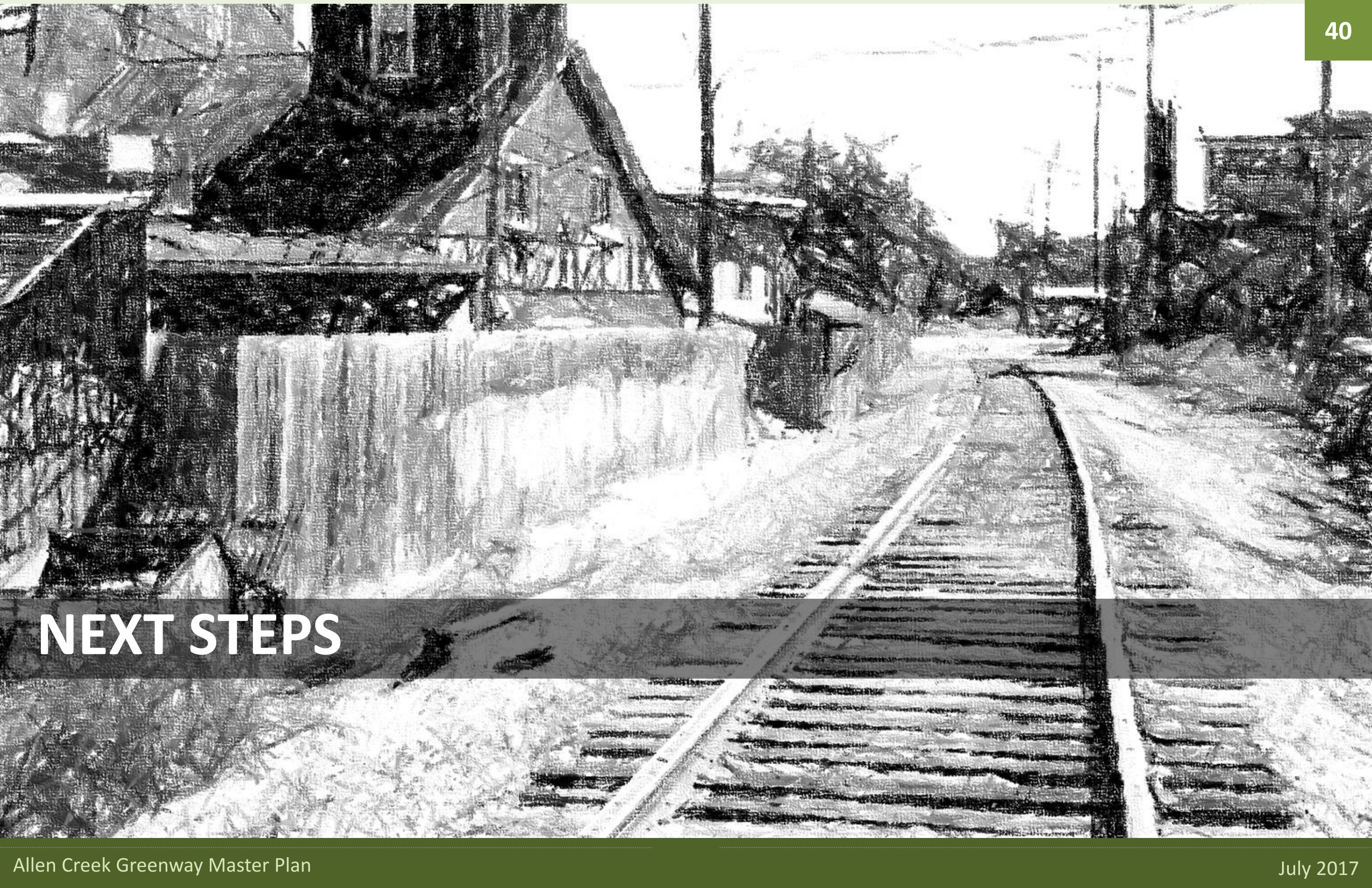
- **Question #2: Do you have specific ideas for building financial support for implementation and/or on-going operations?**

- Grant sources?
- Partners?
- Crowdfunding?

- **Question #3: In what ways would YOU be interested and willing to continue to be involved in the project and advancing implementation?**

- As a trail "ambassador"
- Grant writing
- Funding support / organization
- Cultural / historic interpretation
- Conservancy Advisory Council?

Record comments and ideas on the provided flip charts.



NEXT STEPS

- Package for Watco Co./Ann Arbor Railroad
- CAC Meeting #6
 - September 13 from 8:30 - 10:30 a.m. City Hall Council Chambers
- Community-Wide Meeting #3
 - October 4, City Hall Council Chambers
- **Approval Process Timeline**
 - November 8: Planning Commission Public Hearing (to be confirmed)
 - December 18: City Council Action (to be confirmed)



REFERENCE