ALLEN CREEK GREENWAY

MASTER PLAN

City-Wide Public Meeting #2

February 16, 2017

Session Agenda

OVERVIEW PRESENTATION 60 minutes

- **Project Introduction**
- **Progress & Recent Activities**
- **Greenway Design Features & Assumptions**
- **Route Options & Evaluation Synopsis**

OPEN HOUSE FEEDBACK SESSION 60 minutes

- **Station 1: Evaluation Criteria**
- **Station 2-5: Route Options & Typologies**

PROJECT OVERVIEW

Photo Taken By: John Sullivan Images *Provided by:* The Allen Creek Greenway Conservancy

Project Purpose & Direction

Council Priority Project:

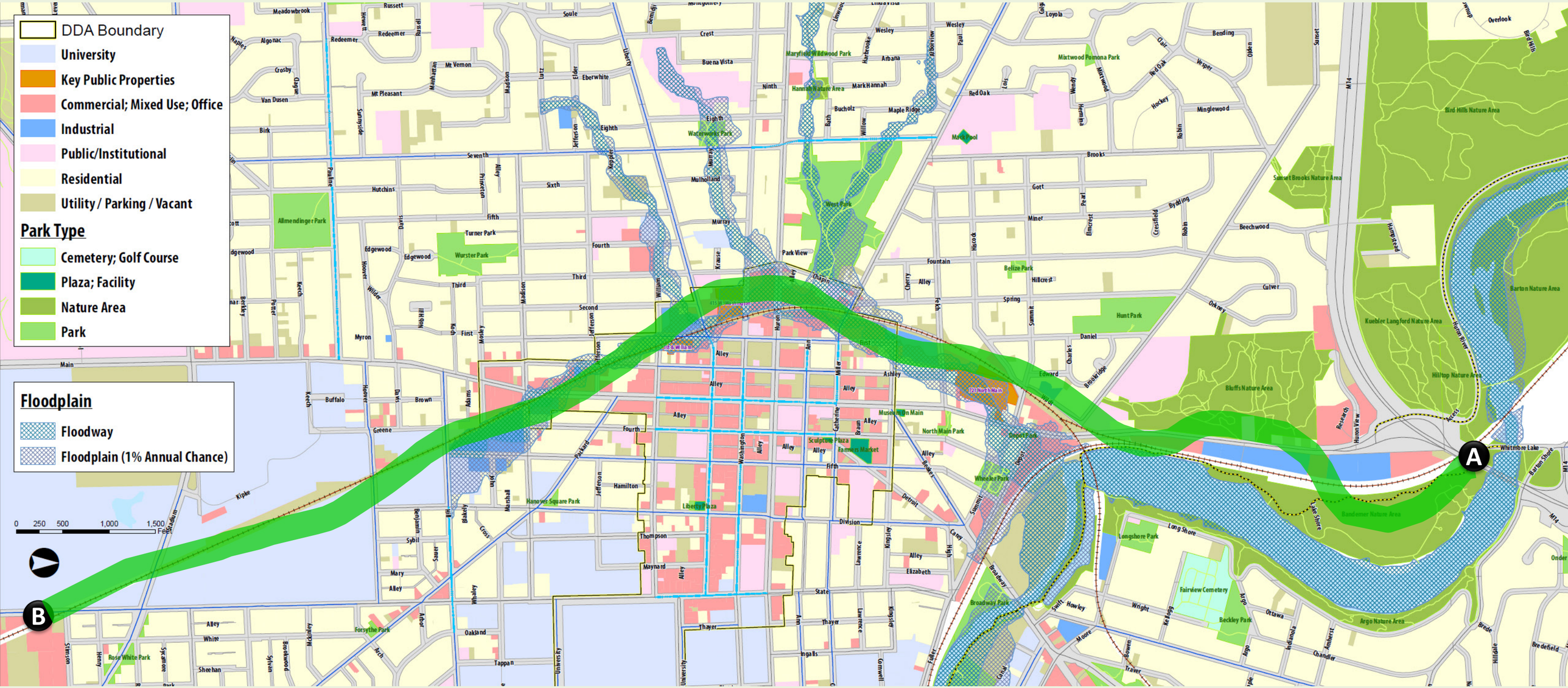
City Council identified the Allen Creek Greenway (ACG) as a priority project in 2016, recognizing inadequate ***non-motorized connections within the community and to the Huron River***.

Overall Objective:

Develop a Master Plan that describes a feasible approach for the future development of the ACG.

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

Project Study Area & Context



A North Boundary: Main St. @ M14

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

Project Organizations

Project Management Team

City of Ann Arbor

- Craig Hupy — Public Services Area Administrator
- Connie Pulcipher — Systems Planner + *Project Manager*
- Brett Lenart — Planning Manager
- Cresson Slotten — Systems Planning Unit Manager
- Kayla Coleman — Systems Planning Analyst

Consultant

- *SmithGroupJJR* — Urban Design & Landscape Architecture
- *Quandel Consultants* — Rail & Transit Expertise

Citizens Advisory Committee

Stakeholder Focus Groups

Technical Advisory Committee

Public at Large

Citizens Advisory Committee – Members & Affiliation

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, Downtown Development Authority
• 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 (past member), Neighbor

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

Project Progress

- **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)

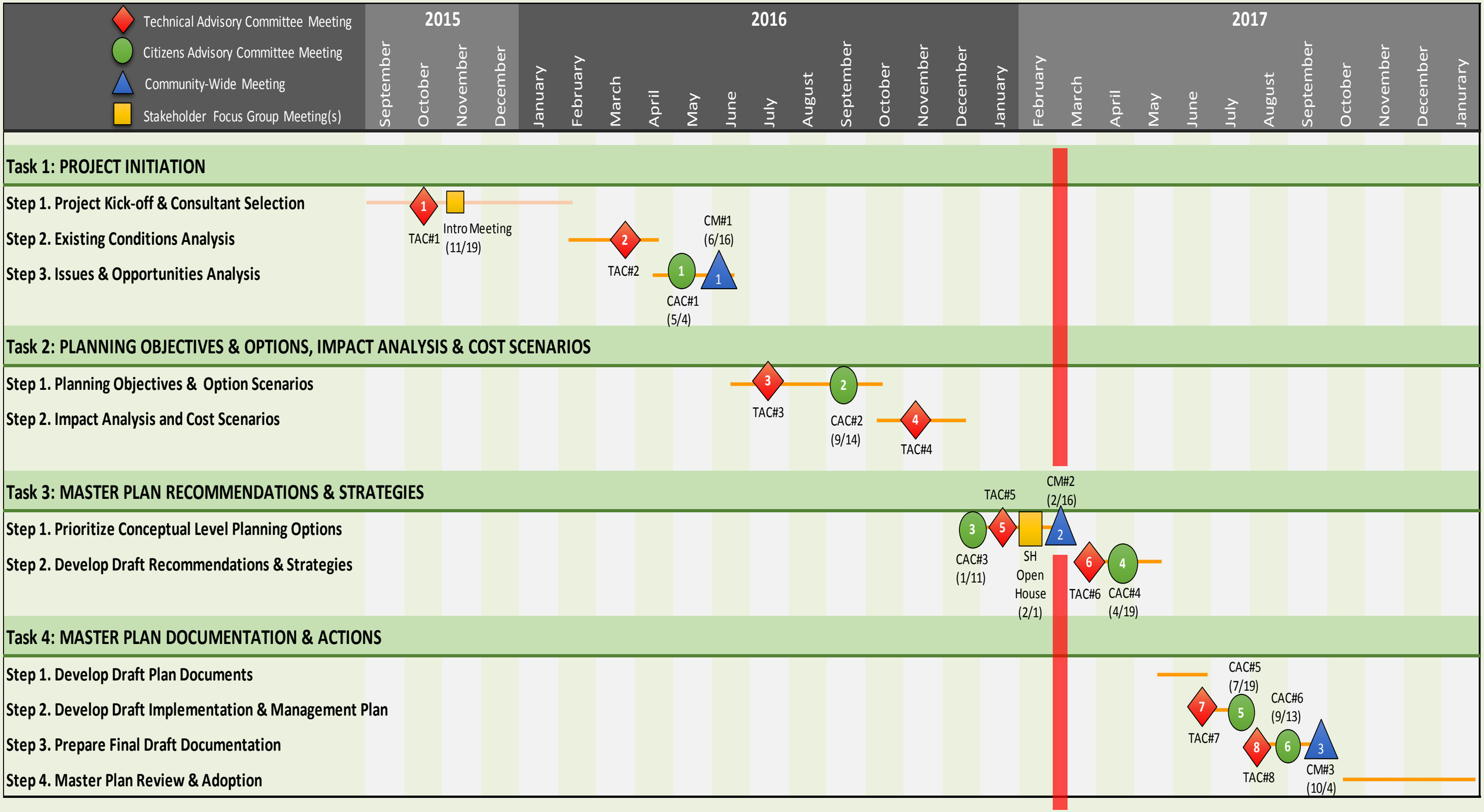
- **TASK 4: Master Plan Documentation & Actions**
- *Document recommendation, implementation tasks, and action items*
- Begin master plan approval process in Fall 2017

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

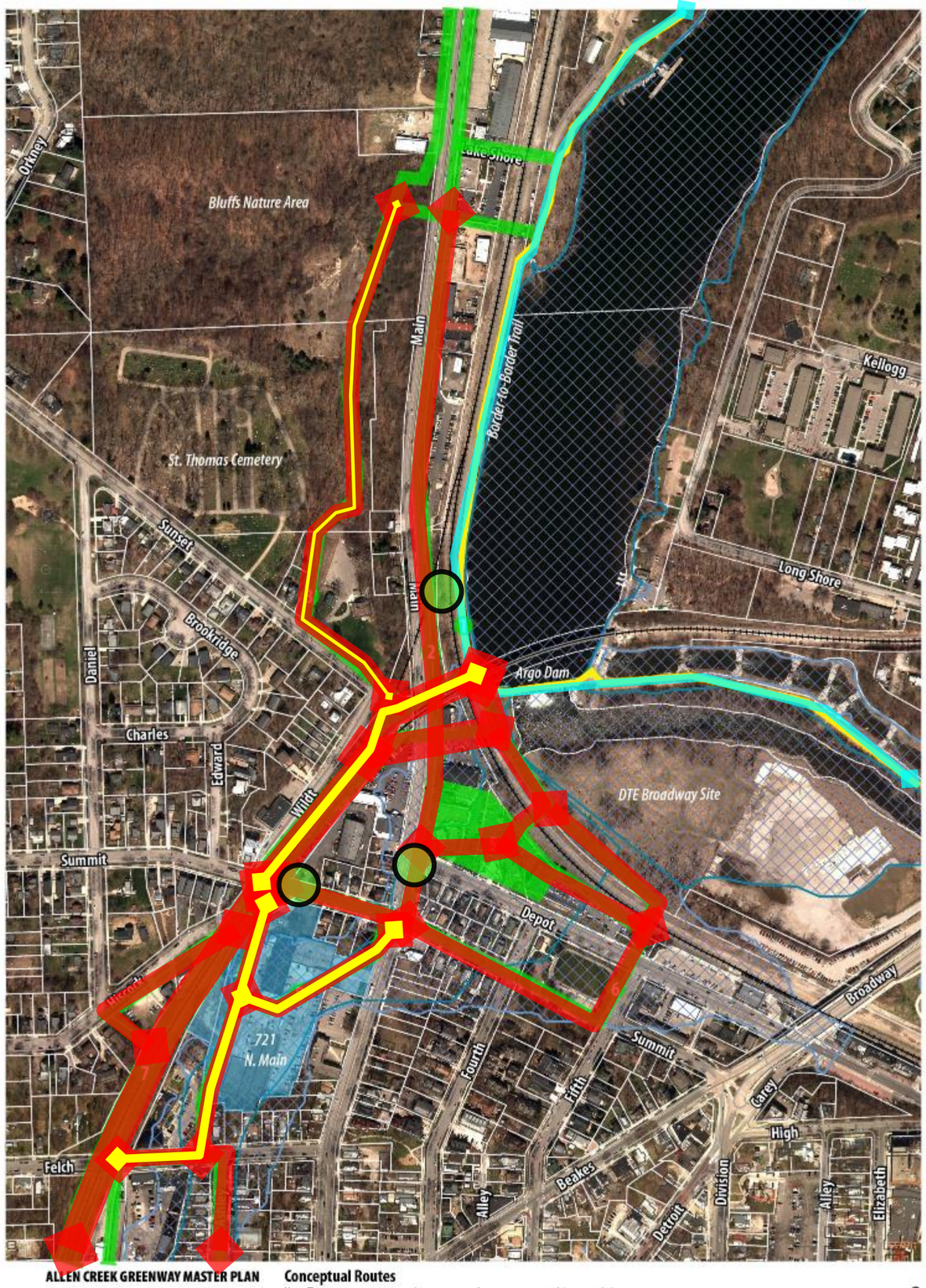
University of Michigan
WATCO / Ann Arbor Railroad
MDOT—Rail and Road

Project Schedule



GREENWAY DESIGN ASSUMPTIONS

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



Red lines reflect potential routes identified by the project team. Yellow lines reflect preferred routes identified by the CAC.

Critical Points We've Heard

1. Strong preference for off-street trails that can provide a more continuous experience.
2. Accommodate a range of trail users – e.g. all ages and abilities, bikers AND pedestrians.
3. Connect to adjacent or nearby open space and look for opportunities to create new open space along the trail.
4. Integrate stormwater management features.
5. Provide parallel or feeder connections onto the main trail route.

Defining the Greenway

- *Think of the Allen Creek Greenway as an **Urban Trail***
  - Design must respond to the urban context: private properties, street grid, access, buildings, and infrastructure.

- ***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.

Bloomingdale “606” Greenway (Chicago)

- **The Urban Trail can also provide:**
  - Secondary connectors linking to adjacent neighborhoods and connect to other assets (parks, community assets, etc.)
  - Opportunities for establishing larger open spaces for habitat, recreation, or other public uses will still be a part of the overall plan.

Indianapolis Cultural Trail

Greenway Design Assumptions – ***Trail Design***

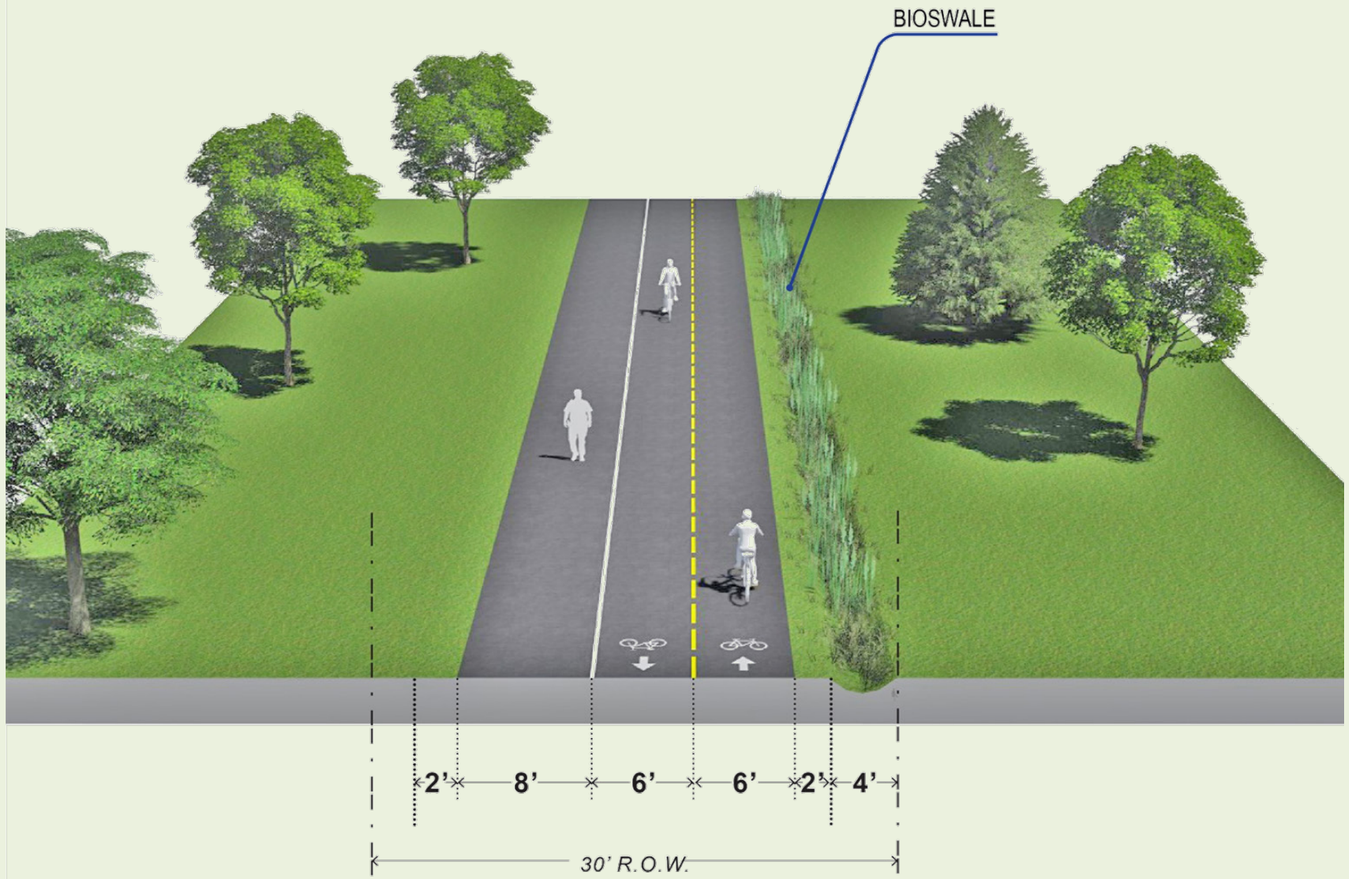
- **Paving materials** will be a suitable surface for all users

- 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 to **separate bike traffic from pedestrian traffi**c by lane markings and/or physical features where possible.

- **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.




Southeast Commuter Trail, Madison, WI


Midtown Loop (Detroit, MI)

Greenway Design Assumptions - ***Amenities***

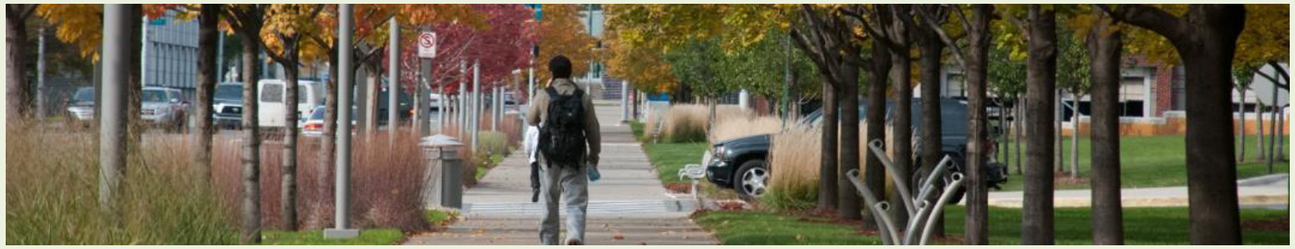
- Trail will be well lit with **pedestrian scale lighting**

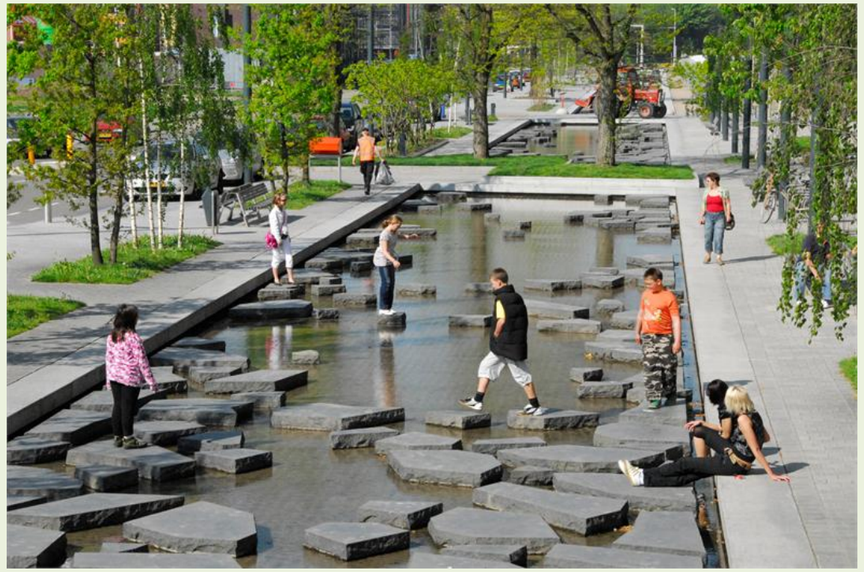
- **Landscaping** and greening will be incorporated, including trees, native plantings, restoration areas.

- **Stormwater treatment opportunities** will be incorporated and integral to the design.
  - "Visible" techniques preferred over invisible approaches.
  - Not a “floodplain management or control” project

- **Art and interpretative elements** are anticipated.
  - Can be incorporated as linear expressions along the trail or into nodes and trail structures (e.g. bridges)

- **Wayfinding** will be incorporated





Greenway Design Assumptions – ***Street Considerations***

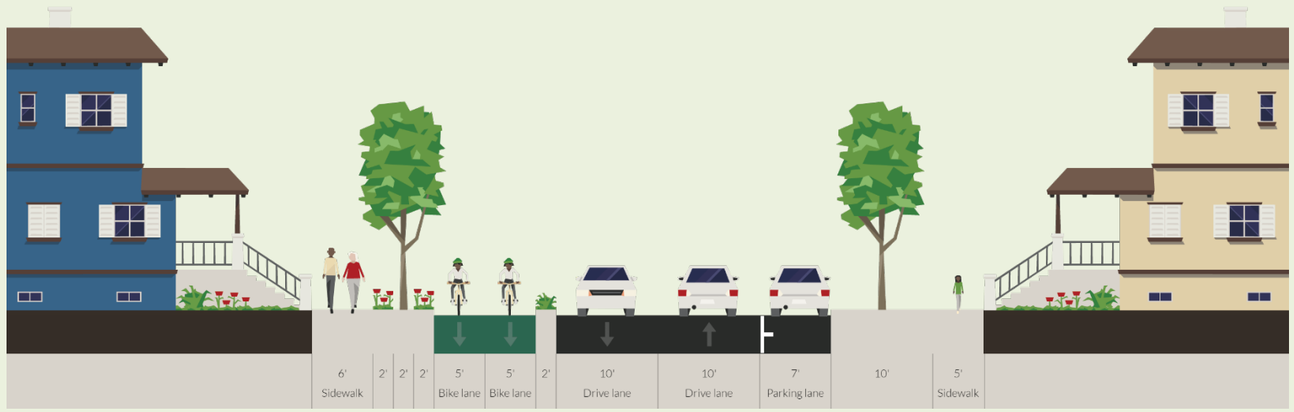
- **Removal of parking** on *at least* one side of the street may be required for certain on-street sections.

- **Travel lanes may be reduced in width**
  - Lane removals are not anticipated. Removal of turn lanes may be needed in some locations.

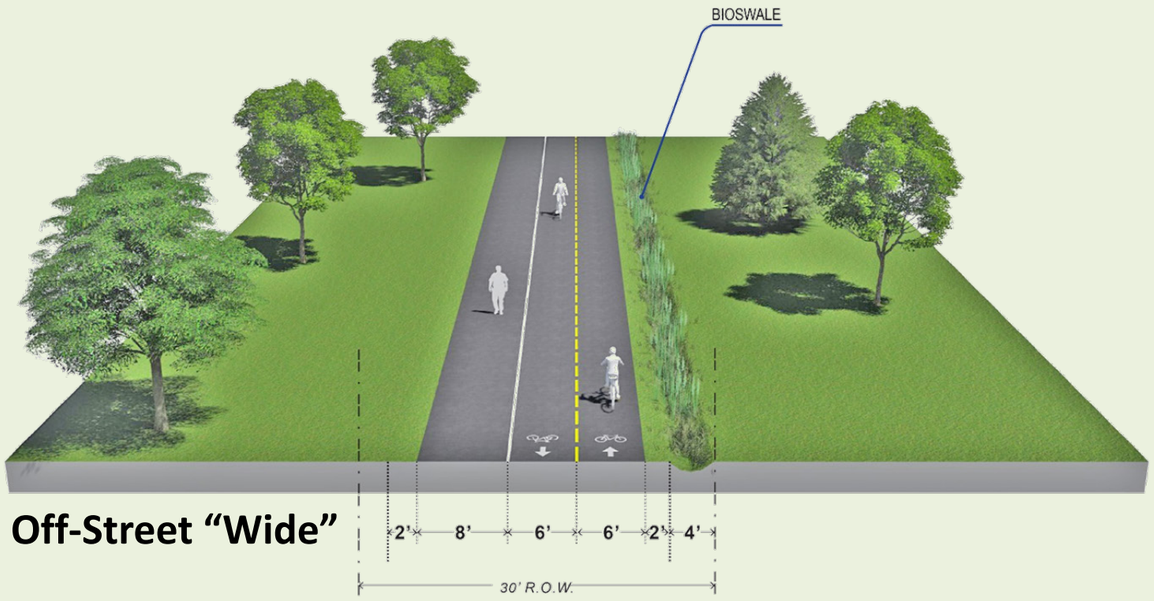
- **Protected bike facilities preferred** and elevated to curb height to provide physical separation.

- **Street crossings will be enhanced**. Stop signs or other signal controls may be warranted.

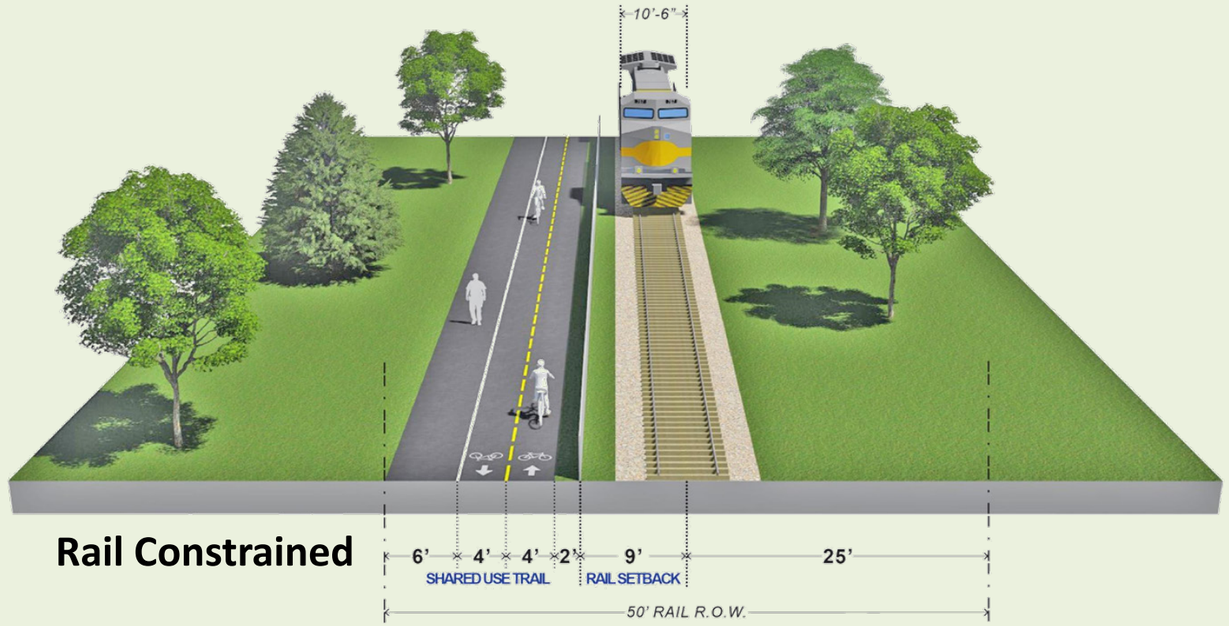
- **Most street ROWs (rights-of-way) are 66' wide.**
  - 15' sidewalk+amenity zone in residential area
  - Pavement widths 32-34 feet wide in residential areas and 34-40 feet in downtown areas.



Conceptual Cross-Sections

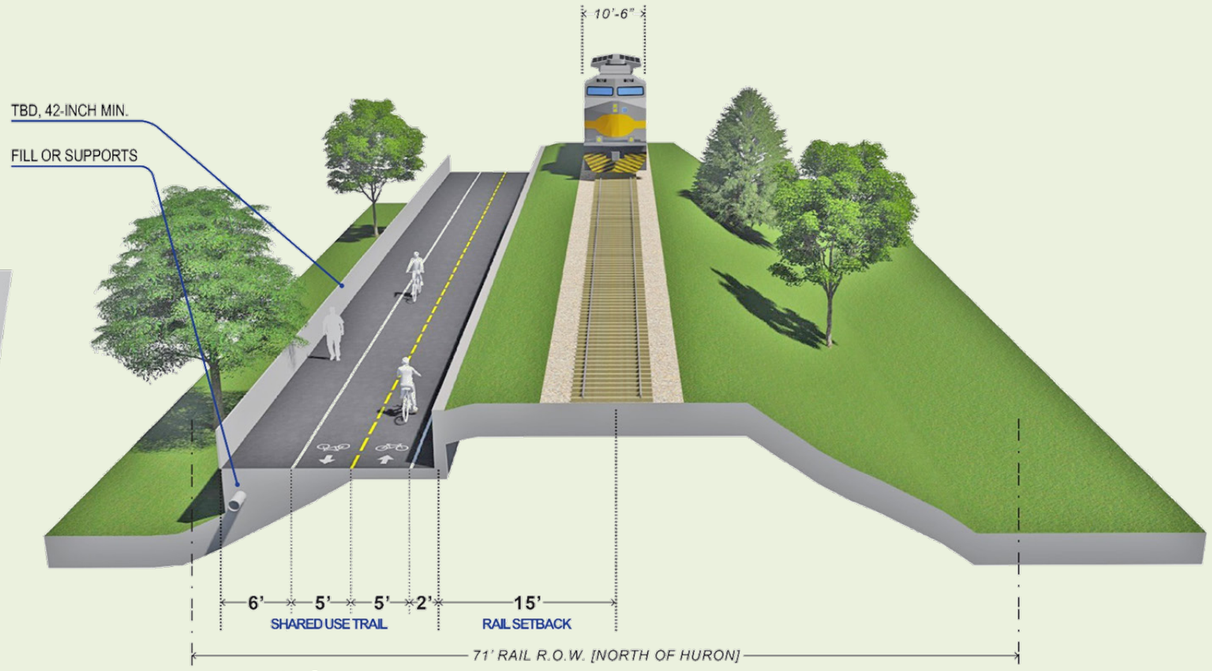


Off-Street “Wide”



Rail Constrained

On-Street “Wide”



Rail Elevated / Ramped

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?

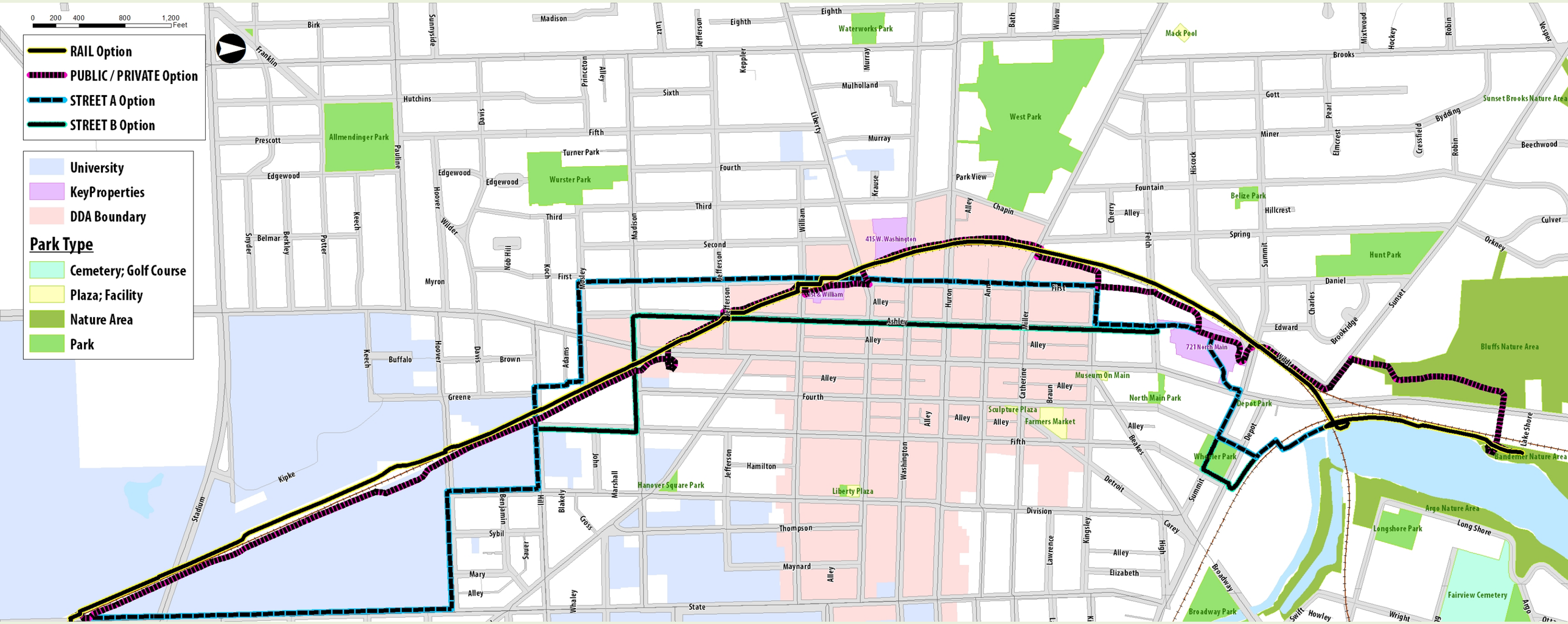
Public / Private

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

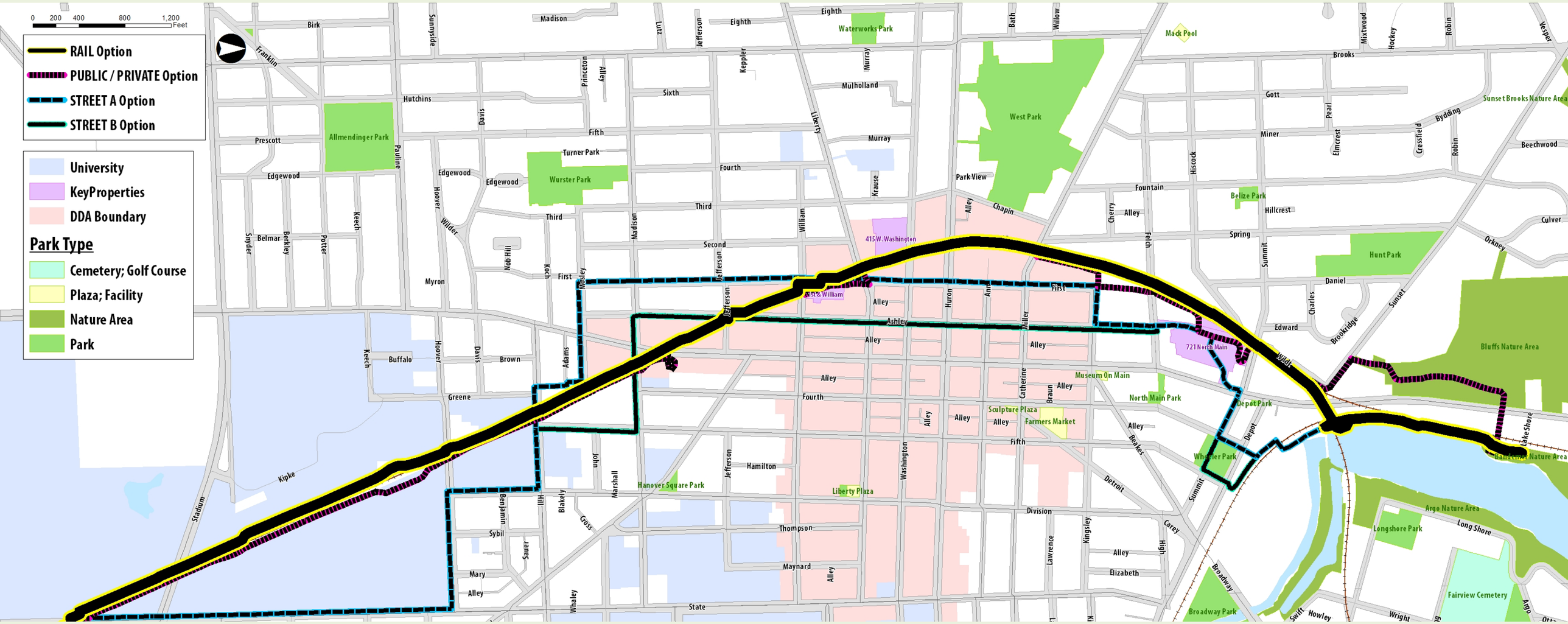


- Four route options are used for **evaluation purposes**.

Rail Corridor	**Public / Private Option**	**Street A (1st St.)**	**Street B (Ashley St.)**
14,578’ (2.76 miles)	16,025’ (3.04 miles)	17,240’ (3.27 miles)	17,066’ (3.23 miles)

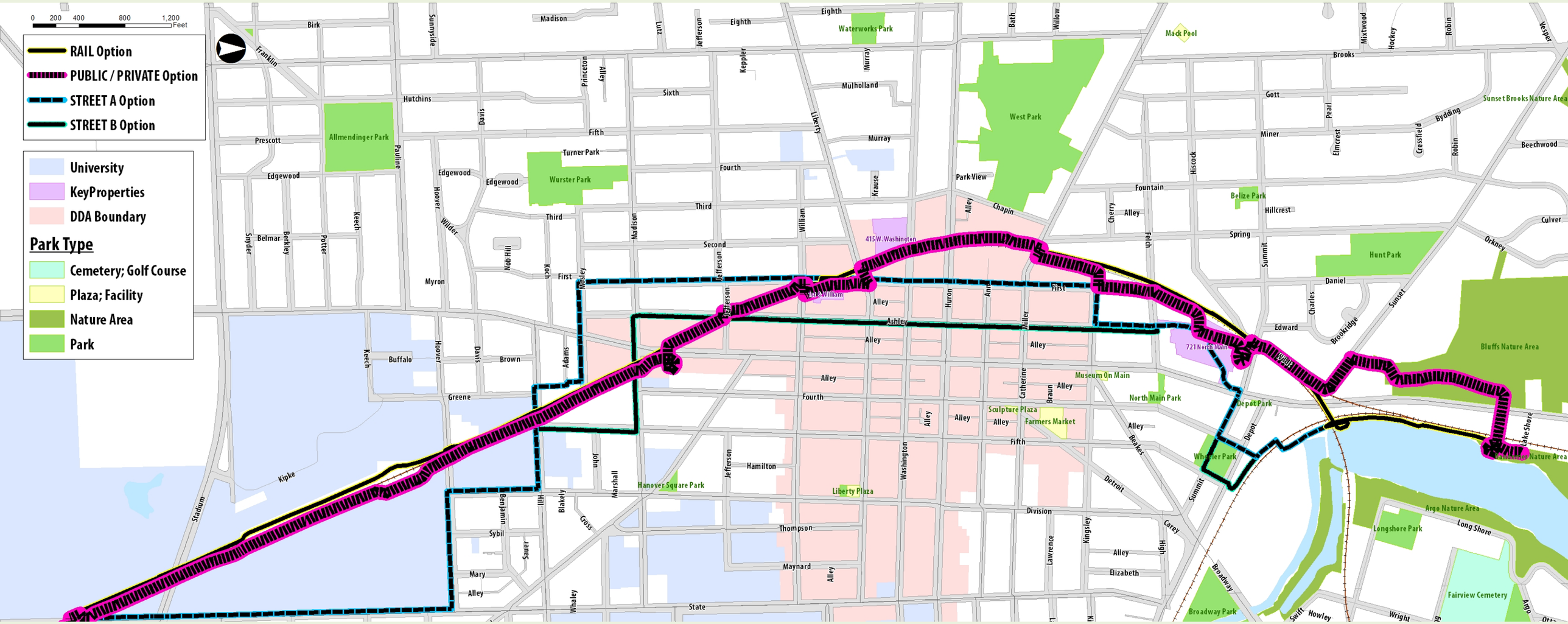
- For consistency, all routes terminate at the Border-to-Border (B2B) trail at Lake Shore Drive.
- *Remember – the final alignment is anticipated to be a **hybrid of on-street and off-street sections***

ROUTE Options: RAIL



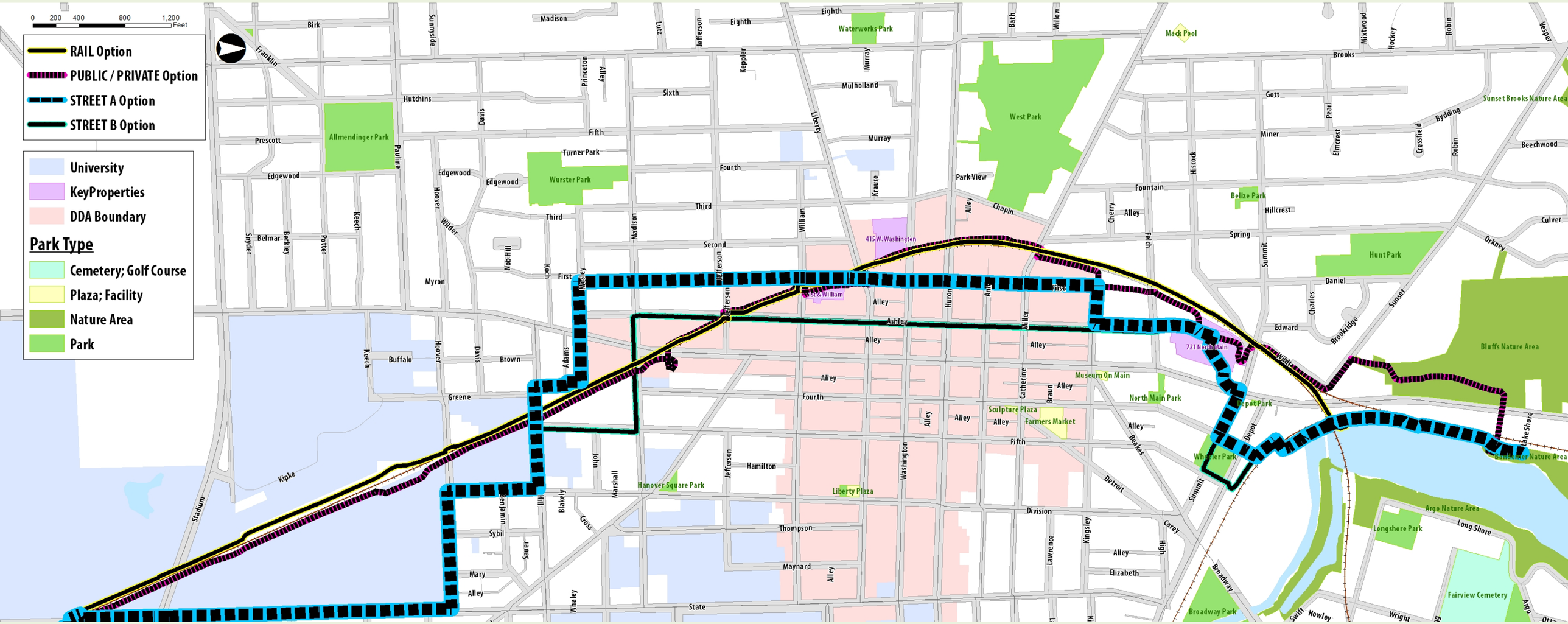
- **~14,500’ (2.76 miles)** – shortest, most direct route
- Follows ***within*** the rail corridor property for the majority of the route
- Elevated road crossings at the following locations:
  – South Main & Madison, Washington (by the YMCA), Huron, Miller, Felch, and North Main

ROUTE Options: PUBLIC / PRIVATE



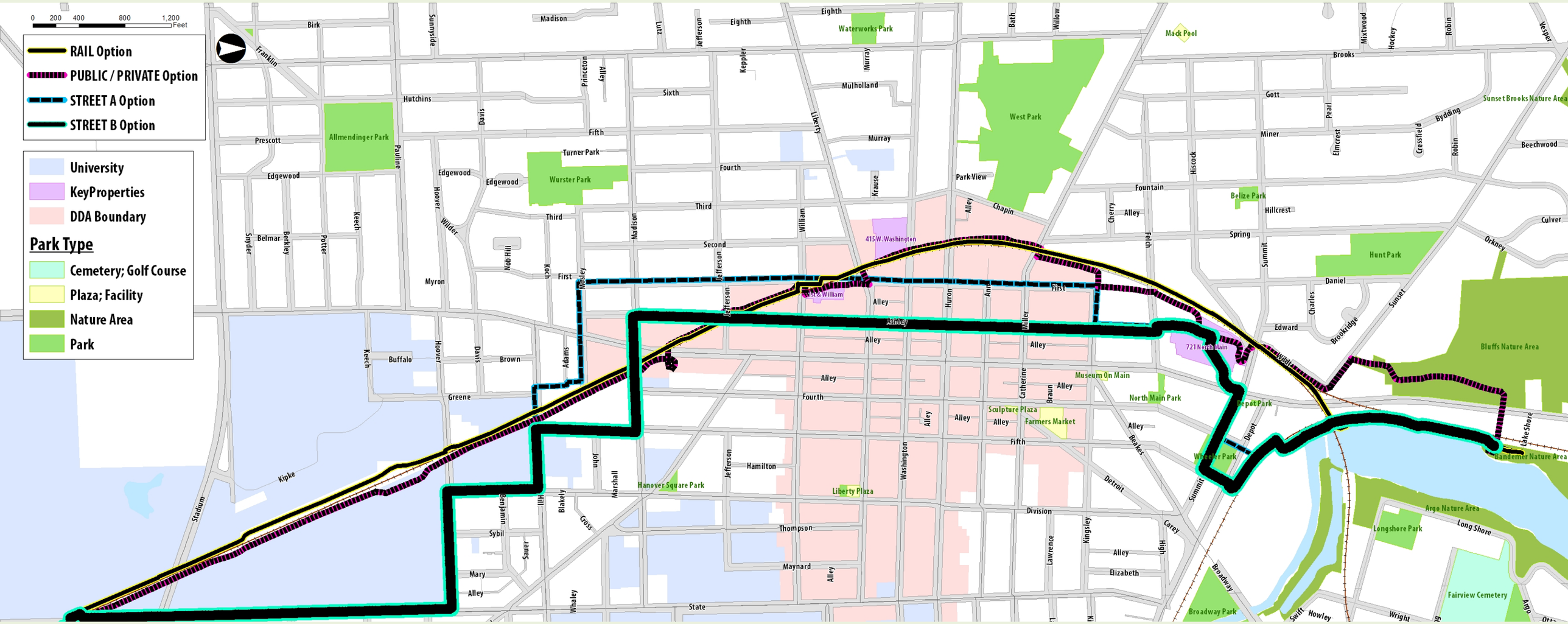
- **~16,000’ (3.04 miles)**
- This option is based on (a) No access to the rail road; (b) Minimal use of on-street segments
- Includes a mix of public AND private property – following the Allen Creek floodplain
  – Determining the viability of access to any private property has not been fully explored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

ROUTE Options: STREET A (1st 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 **1st 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.

Route Evaluation Criteria

USER EXPERIENCE

- 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

MOBILITY & TRANS.

- Travel / turn lane elimination
- Parking space removals
- Right-of-way adjustments
- Curb modification
- Bike connectivity
- Transit Stops
- Railroad on-grade crossings
- Track separation

HYDROLOGY & INFRASTRUCTURE

- Floodplain interactions
- Stormwater treatment opport.
- Utilities (Water, Sewer, Sanitary)

ECONOMIC / LAND USE

- Commercial proximity
- Employment proximity
- Population proximity
- Single-family structure impacts
- Commercial structure impacts
- Historic Districts / Landmarks
- Parcel characteristics
- Connectivity to development

Route Synopsis: **RAIL OPTION**

USER EXPERIENCE		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

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

HYDROLOGY & INFRASTRUCTURE		
		Floodplain interactions
		Stormwater treatment opport.
		Utilities (Water, Sewer, Sanitary)

ECONOMIC / LAND USE		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**

USER EXPERIENCE		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

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

HYDROLOGY & INFRASTRUCTURE		Floodplain interactions
		Stormwater treatment opport.
		Utilities (Water, Sewer, Sanitary)

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

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

Route Synopsis: **STREET A (1st Street) & STREET B (Ashley Street)**

	A	B	
USER EXPERIENCE			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

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

	A	B	
HYDROLOGY & INFRASTRUCTURE			
			Floodplain interactions
			Stormwater treatment opport.
			Utilities (Water, Sewer, Sanitary)

	A	B	
ECONOMIC / LAND USE			Commercial proximity
			Employment proximity
			Population proximity
			Single-family structure impacts
			Commercial structure impacts
			Historic Districts / Landmarks
			Parcel characteristics
			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

- The **RAIL** option performs the best overall.
  - *Most closely aligned with the CAC's preference for a contiguous off-street trail.*
  - Rail option is contingent on access to the rail corridor.

- The **PUBLIC/PRIVATE** option performs in between the rail and street options overall.
  - Also reflects the CAC's preference for an off-street trail - although the experience is less contiguous.
  - Highly reliant on negotiating property access rights for the trail.
  - Provides best opportunities for associated trail enhancements (e.g. 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**

OPEN HOUSE FEEDBACK SESSION

STATION #1

Discuss the relative importance of the evaluation criteria. Each person will get three dots to place on the three criteria they feel are most important.

Project Management Team members will be available to answer questions at each station.

STATION #2 – Rail Option

STATION #3 – Public/Private Option

STATION #4 – Street A

STATION #5 – Street B

Review the conceptual route alignments shown at each station and the associated cross-sections.

Use colored dots and/or sticky notes to identify issues or opportunities, or provide other feedback.

NEXT STEPS

Next Steps

- **Project Team Activities:**
  - Stakeholder meetings in February
  - Integrate feedback from CAC, Stakeholders, and City-Wide Public Meeting and begin developing draft recommendations and strategies.

- **CAC Meeting #4 – April 19th, 8:30am**
  - Location: Ann Arbor City Hall, 2nd Floor Council Chambers
  - Review draft recommendations and strategies