



ALLEN CREEK GREENWAY

ALLEN CREEK GREENWAY Master Plan

June 5, 2017

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 Master Plan Objectives

- 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 ACG.

The preferred route for the ACG has been developed in collaboration with a Technical Advisory Committee (TAC), a Citizen Advisory Committee (CAC), local stakeholders, and the public at large. The preferred route depicts a trail alignment that responds to the following technical requirements and community preferences:

- Available physical space, property access and engineering/construction factors.
- Continuity and desire for an off-street route, to the extent feasible, that provides grade separated crossings over major roadways or other barriers.
- A safe and accessible experience designed for users of all ages and abilities.
- Connectivity to local assets and community destinations.
- Unique experiences and landmark opportunities along the trail.

Design Assumptions:

- Where the trail is elevated, connector walkways at the street/surface level will be created to provide access onto the primary trail at frequent locations.
- The optimum trail corridor is 30 feet wide with up to 20 feet of pavement for trail use; including the ability to provide separated bike and pedestrian zones within the trail. These optimum dimensions may not be possible in all locations. All trail widths and paving materials will be an accessible surface for all users.
- Where the trail is within the street right-of-way it is separated from roadways.
- Landscaping, habitat creation, and stormwater management features will be included in the 30 foot wide corridor. Where space and land access permits, these features may be expanded. The ACG is not a floodplain management or control project.
- Site amenities, such as lighting, benches, waste/recycling receptacles, wayfinding, security measures, interpretive/art elements, and other furnishings are included in the design assumptions for the trail.

Route Description for the Primary Trail Alignment

The following provides a narrative description of the ACG preferred route as shown in the meeting presentation for the June 12, 2017 joint City Council and Planning Commission Work Session. It is keyed to the DRAFT Framework Plan Zones 1-7.

Notes about alignment:

- *Viability of options within the rail corridor is dependent on further discussion and review with Watco Companies.*
- *Properties with a “?” on the maps indicate property owners that have not been briefed or have not agreed to the urban trail alignment.*
- *Unless otherwise noted, no easements or other access arrangements have been made along the trail route.*
- *The trail alignment will continue to be refined and/or modified as the Master Plan process continues.*



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Zone 1:

- The northern end of the ACG includes the potential for an improved connection through Bluffs Nature Area and a pedestrian bridge over N. Main Street with a spiral ramp overlook connection to the Border-to-Border Trail (B2B Trail) just south of Lake Shore Drive.

Zone 2:

- The primary trail begins with a connection to the B2B Trail just north of the existing railroad bridge that crosses over N. Main Street and Argo Pond.
- A wide spiral ramp, designed for pedestrians and bicycle use, will connect from the B2B Trail to a gateway bridge that crosses over N. Main and the MDOT railroad to terminate at the corner of Wildt and Sunset Streets.
- The trail will follow the Wildt Street corridor to the Summit Street intersection, which will be improved for safer crossing along with trailhead amenities at the corner of the 721 N. Main property.
- Another connection to the B2B will take advantage of the planned non-motorized tunnel under the MDOT railroad berm. This tunnel will connect to a trail on the DTE property that runs north and links to the B2B Trail. On the south side of the tunnel, a new trail is proposed parallel to the MDOT rail berm and connects to the Depot Street and 5th Ave intersection.

Zone 3:

- From the 721 N. Main trailhead (at Summit and Wildt Streets), the primary trail will head south following the western edge of the 721 N. Main property. It will then utilize an inactive railroad spur that connects down to Felch Street.
- A midblock crossing will bring the trail across Felch Street into a 30-foot wide easement secured for the greenway as part of the Kingsley Condominium project.
- The trail will pass through the Kingsley Condominium project along the west edge, and exit back to the street at Kingsley and First Street. From there, the trail will turn onto private property (310 Miller), following the north and west edges of the property where the trail will ramp up to access a non-motorized bridge crossing over Miller Street.
- South of Miller Street, the trail will ramp back down to grade on private property, and then turn west to enter a proposed tunnel through the railroad berm.
- On the west side of the railroad berm, a secondary trail will connect through private property to a gateway point on Chapin Street and provide access to West Park via midblock street improvements.

Zone 4:

- The primary trail will continue south towards Huron Street, ramping up to a gateway bridge that provides a non-motorized connection over Huron Street.
- South of Huron Street, the primary trail will continue in an elevated fashion parallel to the railroad berm to cross over Washington Street. The primary trail will return to grade as it moves south through the 415 W. Washington Street property towards Liberty Street.



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- The trail will cross through the Liberty and First Streets intersection, which will be enhanced as a gateway location providing access to downtown.
- The trail will continue south within the First Street corridor and run parallel to the railroad as the trail approaches William Street. The William and First Street intersection will be improved to accommodate trail users.

Zone 5:

- South of William Street, the trail will pass through private property parallel to the railroad. It will return back to the street near an improved Ashley and Jefferson Street intersection.
- The trail runs along Ashley Street for part of a block before crossing at a new midblock crossing. The trail will then travel through private properties and ramp up to an elevated section. This elevated section will connect to a gateway non-motorized bridge that will cross over S. Main and Madison Streets, running parallel to the railroad on the west side of the tracks.
- South of Madison, the elevated trail section will ramp back down to grade at Mosley Street, using a 15-foot wide easement secured as part of the 615 South Main redevelopment project and may include additional easement along the railroad corridor. The primary trail will continue south on private property to an improved street crossing at 5th Avenue and Hill Street.

Zone 6:

- South of Hill Street, the trail will enter University of Michigan's (UM) Elbel Field, running along the west side of the property parallel to the railroad corridor as it approaches Hoover Street. The ballfields and marching band practice fields will still fit in Elbel Field, though, they would need to be shifted and restriped.
- A new mid-block crossing at Hoover will connect the trail across the street and over the railroad tracks to the west of the tracks. The trail will pass through a portion of a UM parking lot before entering a wider section of the rail corridor.
- The trail will continue within the railroad property, taking advantage of a historic turn-table structure as an interpretive opportunity.

Zone 7:

- The trail will return to UM property as it passes near a service gate. The primary trail will pass under the Stadium Boulevard Bridge using a portion of the railroad corridor.
- South of Stadium Boulevard, the trail will shift onto UM property and connect south to Stimson and State Street.
- The Stimson and State Street intersection is the southern boundary of this planning effort. The intersection will be enhanced with additional gateway elements.