

Route 11 Assessment

Heights Park > Parkland > Railroad ROW > Parkland > Abercrombie Park > 70th Street

Overview

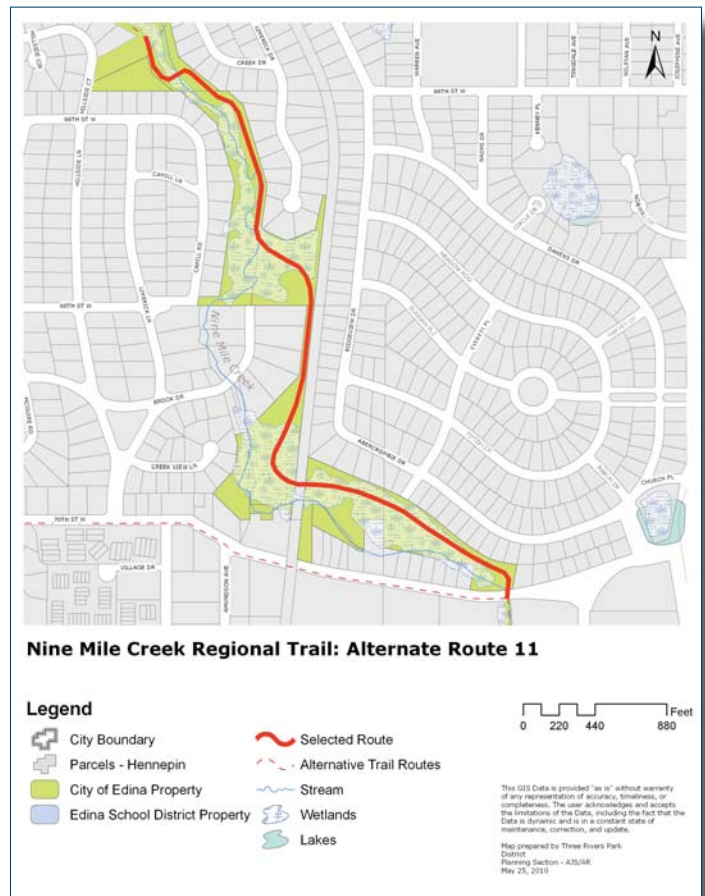
Route 11 begins at the pedestrian bridge at Heights Park and follows the creek east. The route is proposed to cross the creek to the north side shortly after the existing pedestrian bridge. The route utilizes available public land adjacent the Canadian-Pacific Railroad where parkland is not available adjacent to Nine Mile Creek. A tunnel under the railroad and near the creek is proposed to facilitate safe pedestrian and bicycle movement at the railroad. The railroad trail crossing will require approval from Canadian-Pacific Railroad. The route continues east through Abercrombie Park to its end point at 70th Street. Boardwalks are proposed in wetland locations.



These photos are representative of the Nine Mile Creek corridor.

Economic Assessment

Preliminary Construction Estimate:
\$3,000,000



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Social Assessment

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|--|--|----------|---|----------|---|-----------|---|---|-------------|---|------------|--------------------------------------|----------|
| <p>Adjacent Residential Yards</p> <p>Different areas of residential property offer varying levels of privacy and access which may be altered by the trail.</p> <table border="0"> <tr> <td><i>Number of residential front yards</i></td> <td style="text-align: right;"><i>0</i></td> </tr> <tr> <td><i>Number of residential side yards</i></td> <td style="text-align: right;"><i>4</i></td> </tr> <tr> <td><i>Number of residential back yards</i></td> <td style="text-align: right;"><i>66</i></td> </tr> </table> | <i>Number of residential front yards</i> | <i>0</i> | <i>Number of residential side yards</i> | <i>4</i> | <i>Number of residential back yards</i> | <i>66</i> | <p>Proximity of Adjacent Homes</p> <p>Homes closer to the proposed trail have greater opportunity for potential trail related impacts (visual, noise, privacy).</p> <table border="0"> <tr> <td><i>Average distance from house to trail</i></td> <td style="text-align: right;"><i>210'</i></td> </tr> <tr> <td><i>Average distance from house to property line</i></td> <td style="text-align: right;"><i>90'</i></td> </tr> <tr> <td><i>Number of houses < 25 feet</i></td> <td style="text-align: right;"><i>0</i></td> </tr> </table> | <i>Average distance from house to trail</i> | <i>210'</i> | <i>Average distance from house to property line</i> | <i>90'</i> | <i>Number of houses < 25 feet</i> | <i>0</i> |
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Technical Assessment

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|--|---|---|-----------------------------|--|-------------------------------------|--|----------|---|-------------------------|---------------------------------|----------|
| <p>Space Requirements</p> <p>If adequate right-of-way is not available, additional easements or street redesign may be required.</p> <p><i>Proposed street redesign: N/A</i></p> | <p>Driveway Crossings</p> <p>Each driveway crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.</p> <table border="0"> <tr> <td><i>Single family driveway crossings</i></td> <td style="text-align: right;"><i>0</i></td> </tr> <tr> <td><i>Multi-family driveway crossings</i></td> <td style="text-align: right;"><i>0</i></td> </tr> <tr> <td><i>Low turnover commercial crossings</i></td> <td style="text-align: right;"><i>0</i></td> </tr> <tr> <td><i>High turnover commercial crossings</i></td> <td style="text-align: right;"><i>0</i></td> </tr> <tr> <td><i>Total driveway crossings</i></td> <td style="text-align: right;"><i>0</i></td> </tr> </table> | <i>Single family driveway crossings</i> | <i>0</i> | <i>Multi-family driveway crossings</i> | <i>0</i> | <i>Low turnover commercial crossings</i> | <i>0</i> | <i>High turnover commercial crossings</i> | <i>0</i> | <i>Total driveway crossings</i> | <i>0</i> |
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| <i>Total driveway crossings</i> | <i>0</i> | | | | | | | | | | |
| <p>Road Crossings</p> <p>Each road crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.</p> <table border="0"> <tr> <td><i>Number of road crossings</i></td> <td style="text-align: right;"><i>1</i></td> </tr> <tr> <td><i>Speed limit of roads</i></td> <td style="text-align: right;"><i>1 at 30 mph or less</i></td> </tr> <tr> <td><i>Average annual daily traffic</i></td> <td style="text-align: right;"><i>1 at 9,001</i></td> </tr> <tr> <td></td> <td style="text-align: right;"><i>- 47,000 vehicles/day</i></td> </tr> <tr> <td><i>Functional Class</i></td> <td style="text-align: right;"><i>1 collector road</i></td> </tr> </table> | <i>Number of road crossings</i> | <i>1</i> | <i>Speed limit of roads</i> | <i>1 at 30 mph or less</i> | <i>Average annual daily traffic</i> | <i>1 at 9,001</i> | | <i>- 47,000 vehicles/day</i> | <i>Functional Class</i> | <i>1 collector road</i> | |
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CAT Design Recommendations

Route 11 recommendations include incorporation of lighting in the proposed tunnel at the Canadian Pacific Railroad and protection of Monkey Village.

Additional CAT Member Narrative

Disclaimer: The views and opinions expressed in the CAT Member Narrative are those of the author and do not reflect the official policy or position of Three Rivers Park District.

*** There are 98 homes that the trail will go in its back yard not 58.*

** The average distance from trail to house is off also with the additional homes.*

** I feel the cost estimates are too low for a raised boardwalk based on my estimates. I believe the numbers are skewed that this segment is only \$3,000,000.*

** The picture for my segment is not even of segment 11, it is of segment 9. Please change the picture.*

** The EAW is not part of this and we were told we would be able to evaluate the EAW before making recommendations.*

Section 11 Narrative

Sections 11 (and adjacent Section 9) run down a narrow band of open space where Nine Mile Creek meanders through residential communities. A regional trail in this area would be of particular concern for the impact on the environment, water quality, wildlife and residents.

Environmental concerns

Section 11 contains a high quality wetland meadow. Even with the pressure of urbanization the wetland meadow is relatively intact. The Nine Mile Creek Regional Trail would jeopardize this fragile area.

Water Quality concerns

Currently Nine Mile Creek is listed as "impaired" for the pollutants chloride, turbidity, and nutrients (impaired biota). Construction of the proposed Nine Mile Creek Regional Trail in Sections 9 and 11 is likely to encounter storm water discharge issues.

Plant and Wildlife concerns

The Nine Mile Creek Regional Trail may adversely affect threatened or endangered plants, as well as the habitat of threatened or endangered animals. Even if the trail does not completely destroy plant or animal habitat, the project could fragment critical habitat. Habitat fragmentation makes it difficult for threatened plants or animals to survive.

Floodway concerns

Because of the lack of land available between residential lots and Nine Mile Creek much of the proposed raised boardwalk will be within the floodway (the current of the creek at high water). Footing sizes, height above creek and structural integrity will pose considerable difficulty.

Recommendation

Based on the impact the Nine Mile Creek Regional trail would have on the environment, alternate routes would be preferred."

-Peter McCarthy, Segment 11 Representative

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