

Route 5D Assessment

School Property > Parkland > Tracy Avenue > Valley View Road

Overview

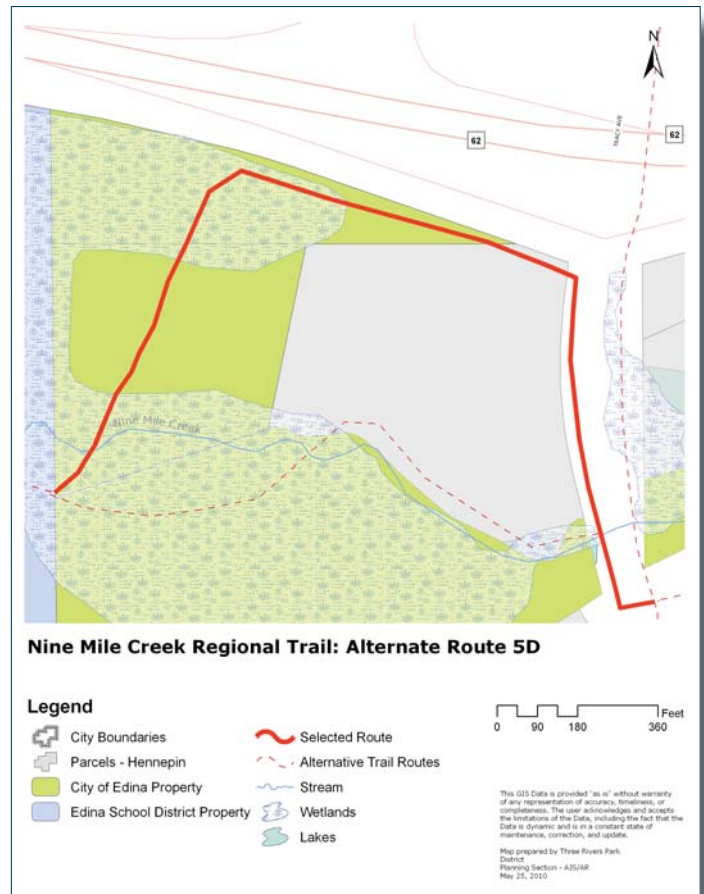
Route 5D starts at the northeast corner of the high school playfields, heads northeast to the south side of Highway 62 and then heads east to Tracy Avenue. A boardwalk is proposed to cross the creek and associated wetland areas. At Tracy Avenue the route heads south and parallels the west side of Tracy Avenue. An easement from Creek Valley Baptist Church may be required to minimize wetland impacts and minimize steepness of the trail. Route 5D ends at Valley View Road.



Route 5D is proposed within Tracy Avenue right-of-way, adjacent to the Creek Valley Church.

Economic Assessment

Preliminary Construction Estimate:
\$1,000,000



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Social Assessment

Adjacent Residential Yards		Proximity of Adjacent Homes	
Different areas of residential property offer varying levels of privacy and access which may be altered by the trail.		Homes closer to the proposed trail have greater opportunity for potential trail related impacts (visual, noise, privacy).	
<i>Number of residential front yards</i>	<i>0</i>	<i>Average distance from house to trail</i>	<i>0</i>
<i>Number of residential side yards</i>	<i>0</i>	<i>Average distance from house to property line</i>	<i>0</i>
<i>Number of residential back yards</i>	<i>0</i>	<i>Number of houses < 25 feet</i>	<i>0</i>

Technical Assessment

Space Requirements		Driveway Crossings	
If adequate right-of-way is not available, additional easements or street redesign may be required.		Each driveway crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.	
<i>Proposed street redesign: N/A</i>		<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>1</i>
		<i>High turnover commercial crossings</i>	<i>0</i>
		<i>Total driveway crossings</i>	<i>1</i>
Road Crossings			
Each road crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.			
<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 7,000</i>		
	<i>- 9,000 vehicles/day</i>		
<i>Functional Class</i>	<i>1 collector road</i>		

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CAT Design Recommendations

No design recommendations were submitted by CAT members.

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.

"Segment 5D would be resisted by Creek Valley Church based on the recently revised route. Initially, the route chosen for 5D passed along the north of church property, crossed Tracy Ave at the intersection with Hwy 62, and travelled along the east face of Tracy southward to the intersection with Valley View Rd. The revised route shows 5D passing along the west side of Tracy Ave. First, Creek Valley Church would definitely strongly resist granting an easement for this path, since it unnecessarily uses church property and appreciably degrades the view of the church property from those traveling on Tracy Avenue. Second, the crossing of Tracy would now be at the Valley View intersection, which is a rather dangerous crossing point because of the speed of cars and buses coming down the hill from the south. Only two private homes are affected by an east-side route along Tracy. However, the path would be elevated along this stretch, having people looking down into those two homes from the pathway. That's not a good feature. Frankly, the only really positive asset of 5D is the possibility of crossing Tracy at the least hazardous point -- the Tracy/62 intersection. That's no longer shown in the revision of 5D."

- Robert Peterson, Segment 5D Representative

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