

Final Report for Mid-South Regional Greenprint

Subplanning Grant

Entrance Planning at Street Crossings on the V&E Greenline
(Hereinafter “Entrance Planning”)

Updated November 20, 2014



Photo shows the V&E Greenline at Avalon Street near the Stationhouse

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Introduction

This project involves planning and detailed design for the entrances to the V&E Greenline trail at nine street crossings. The V&E Greenline was founded in 1996 and the conversion of the abandoned rail bed to a community greenway took place over a period of time. However, work was never done at the entrances of cross streets, some of which to this day are difficult to enter because the impediments from the old railroad remain and proper entry points were never constructed.

Historical and Organizational Context

The CSX Railroad abandoned the route of what is now the V&E Greenline in 1980 since it was no longer needed for their last remaining customer, the Sears Crosstown distribution center. Two years later CSX removed the rails, railroad ties, and two trestles. From 1980 to 1995 during CSX ownership the land was strewn with debris and dumping, litter, high weeds and illegal behavior. CSX installed an asphalt course on the sidewalks and street. This exists at present and makes trail access difficult for some individuals, and unsightly for all.

The V&E Greenline is community owned, managed, and funded. It depends upon a large volunteer base and contributions by users of the trail. It is open to everyone to use. The trail is a 1.8 mile long natural trail with a gravel/grassy walking path. It is surrounded by an urban forest and has an extensive tree canopy. It has two bridges, a Stationhouse, several gardens, artwork which is highlighted by the Big Kids near Sears Crosstown, and many natural features and critters.

The V&E Greenline trail has an average-per-day of 178 users that reflects a demographic and geographical diversity. Most users (54%) walk on the trail; 25% are runners; 17% are walking their dogs; 4% are bicyclers. Thus, the estimated annual usage of the V&E Greenline is 64,970 persons.

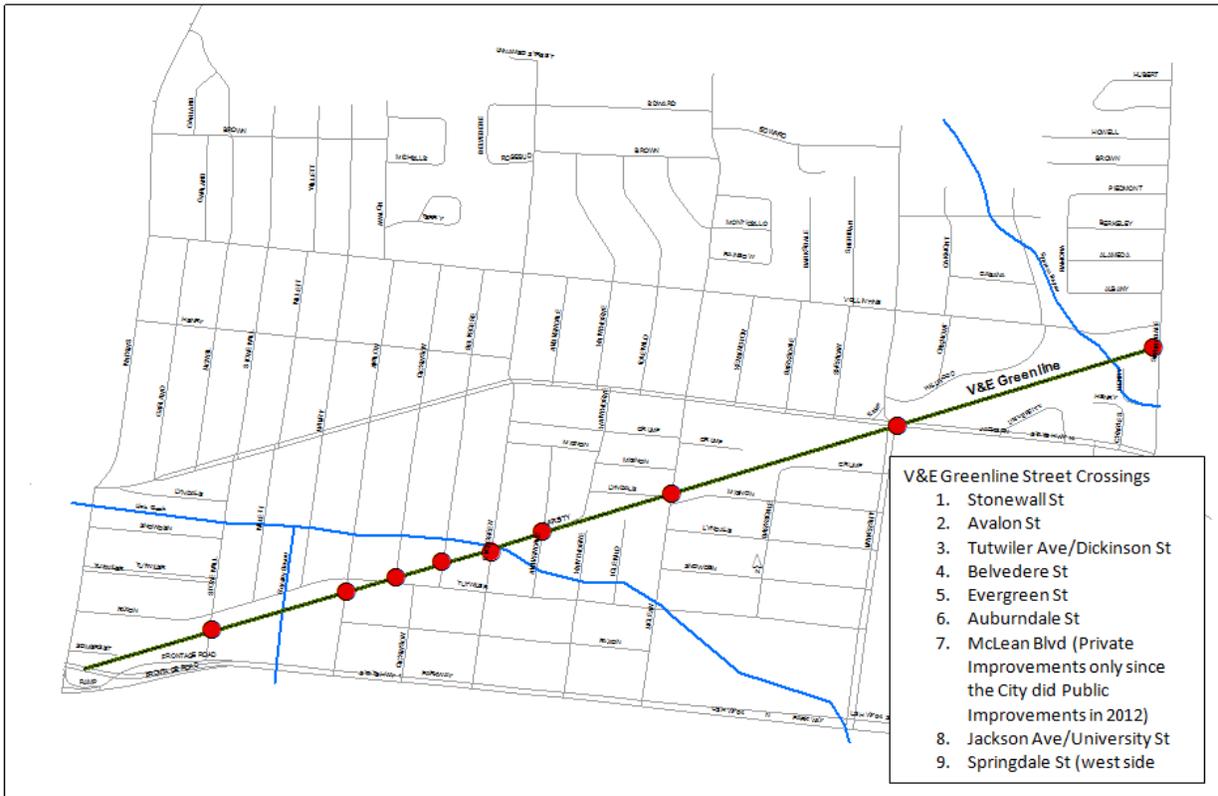
The Planning Process

The decrepit entrances to the trail in the public right-of-way remain from the railroad days. Sidewalks are broken, entrances do not have curb cuts for universal accessibility (ADA), and there are no visible crosswalks or trail warning signs for approaching motorists.

The V&E Greenline owned entrances infrastructure is showing its age after 14 years. The signs need to be replaced and other signs are needed to identify the trail. Bollards need to be updated and trash receptacles need to be modernized.

The recent improvements by the City of Memphis at the McLean entrances have been used as a guide for the proposed improvements in the public right-of-way for the other eight V&E Greenline entrances.

V&E Greenline Locations that are included in the project scope:



Ritchie Smith Associates (RSA) was hired to provide landscape architectural services for the street entrances. RSA assembled a team of surveyors, civil engineers, and a graphic artist to produce the final design and a detailed drawing package. With little additional work, these pre-final construction drawings can be used for bidding and construction when funding becomes available. During the preparation of drawings, the RSA team met with and obtained feedback from the City of Memphis Engineering Division and revised the drawings accordingly.

The Vollintine Evergreen Community Association's V&E Greenline Committee worked directly with RSA by providing feedback and managing the grant. The lead person for the committee was Michael Kirby and he was assisted by Bill Rehberg, Scott McDermott, Jim Martin, and Jan Kirby. Financial and grant related advice was provided by Vollintine Evergreen Community Association Treasurer, Chuck Fox, and V&E Greenline Treasurer, Brian Floyd.

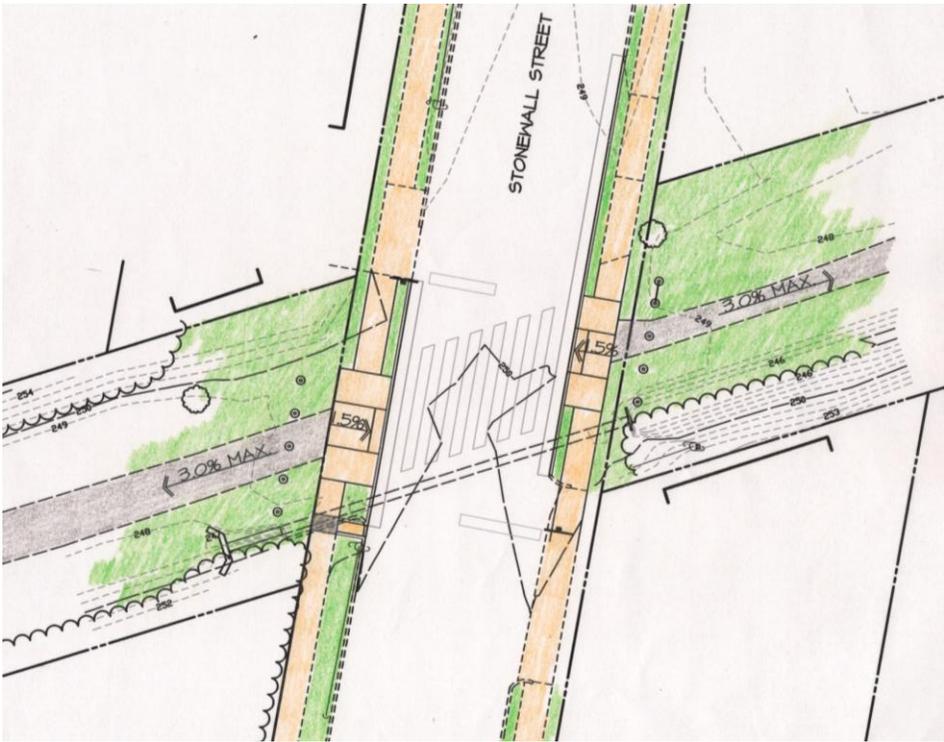
Design Recommendations by Ritchie Smith Associates

This narrative is referenced to the pre-final Construction Drawings that are listed in the Appendix at the end of this report. The drawings include Topographic Surveys, Demolition/Layout/Grading Plans, Site Details, Plan & Profile, and Traffic Control.

Example of Technical Drawing



Stonewall



The purpose of this project is to improve the entrances at each of the nine at-grade roadway crossings along the V&E Greenline. From west to east along the 1.8 mile V&E Greenline, the street crossings are: Stonewall Street, Avalon Street, Tutwiler Avenue/Dickinson Street, Belvedere Street, Evergreen Street, Auburndale Street, McLean Boulevard, University Street/Jackson Avenue, and Springdale Street.

At present, the V&E Greenline roadway crossings are in poor condition and do not meet ADA guidelines. Except for McLean Boulevard and University Street/Jackson Avenue, there is no crosswalk striping at any of the roadway crossings. Except for McLean Blvd, there are no warning signs to alert motorists that they are approaching a V&E Greenline crossing. Adjacent to the V&E Greenline crossings, the sidewalks and curbs are in poor condition and in some cases nonexistent. There are also drainage problems at certain entrances.

In addition, some of the initial improvements at the V&E Greenline entrances are almost 18 years old and need to be updated. These include wood bollards, identification signs, and trash receptacles.

The proposed improvements include concrete wheelchair ramps at each street crossing. The ramps are extra wide to facilitate easy crossing of the street. Adjacent to the ramps, the concrete curb and sidewalk will be rebuilt. Wood bollards and signs will be replaced with powder coated steel bollards and signs. These will be very durable and require little maintenance. The identification sign will incorporate the new V&E Greenline logo. Plastic trash barrels will be replaced with powder coated steel trash receptacles that will be compatible with other V&E Greenline elements. Drainage improvements will be made at Stonewall and other crossings as needed.



For the actual street crossings, 20 foot wide zebra striping will be added to create a highly visible crosswalk. Traffic signs will be placed in advance of and at each crosswalk to alert motorists that they are approaching a V&E Greenline crosswalk.

These improvements will create a V&E Greenline that is much more attractive and identifiable, with improved safety and accessibility at each street crossing. A public meeting was held in VECA on August 18, 2014 to review the proposed improvements. The meeting was well attended and there was a strong and enthusiastic consensus for the proposed improvements. No negative opinions were expressed.

Construction Cost Analysis by Ritchie Smith Associates

Following is a construction cost summary for each V&E Greenline entrance. The costs are divided between Public Improvements within the public right-of-way, and Private Improvements on the VECA-owned trail property.

Public Improvements	Private Improvements	Greenline Entrance
\$ 35,000	\$ 20,000	Stonewall St
25,000	20,000	Avalon St
30,000	20,000	Tutwiler Ave/Dickinson St
25,000	20,000	Belvedere St
25,000	20,000	Evergreen St
30,000	20,000	Auburndale St
-----	10,000	McLean Blvd*
30,000	20,000	University St /Jackson Ave
10,000	8,000	Springdale St
<u>\$ 210,000</u>	\$ 158,000	TOTALS

* NOTE: Public Improvements at McLean were recently completed by the City.

The above costs exclude fees to finalize the construction documents. This cost is relatively modest because the construction drawings are currently 90% complete.

The above costs exclude assistance during the bidding and construction phase. The cost for this is also relatively modest.

Interaction with City of Memphis Engineering Division

According to the proposal the “goal of this Entrance Planning project is to produce technical materials for curb cuts, sidewalks, crosswalks, and signage for each of the street crossings on the V&E Greenline trail and to obtain City approval for entrance construction. The overall purpose is to have a project that is ready when construction funding is available and the project can be completed quickly and efficiently.”

Technical drawings done for this project will be the basis for a future solicitation that can be shared with the City of Memphis and other funding sources, and circulated to construction contractors. Technical drawings were created by Ritchie Smith Associates and these were supplemented by civil engineering drawings in the standard City format by SR Consulting Engineers.

The technical drawings were shared with the City of Memphis Engineering Division. The preliminary drawings were shared with the City and discussed at a meeting on May 30, 2014. Feedback from the City was used to make revisions to the drawings and they were resubmitted to the City.

Next, SR Consulting Engineers developed standard City format drawings and met with City Engineering, including the Division Director, on September 23, 2014. Recommendations from that meeting were incorporated into revised drawings which were submitted by SR Consulting Engineers on October 30, 2014 to the City Engineering Division for their final review and approval.

Recommendation for Funding the Improvements

The V&E Greenline is managed and maintained by volunteers and the Vollintine Evergreen Community Association is totally volunteer-based. The V&E Greenline has a modest annual budget of about \$20,000 which is solely used for maintenance and management of the trail. There have been occasional grants to support capital improvements and planning. As such, the Entrance Project would have to be funded by external sources.

The V&E Greenline is a public service provided by a nonprofit since it is open to all citizens no matter where they live. Since the public improvements are in the public right-of-way, we are suggesting funding from public sources. The City of Memphis might consider funding the public improvements, especially since the technical drawings were shared with the City and there is a request that they do a final review and approve the drawings. Funding might be identified by working directly with both the City Council and the City Engineering Division.

The private improvements might be funded by other sources including local foundations. It might be possible to divide the private improvements into several projects which might then be funded by several foundations.

Summary and Conclusions

This has been a marvelous project for an inner city trail that enjoys significant patronage.

We are appreciative to the Mid-South Regional Greenprint for funding and thankful to director John Zeanah and his staff for working with us in the management of the grant.

We are also appreciative of Ritchie Smith Associates and their team for the great job they did on what has been a very complicated project.

This project is not only a plan on how to develop the entrances, but it also provides detailed “shovel ready” technical drawings that can be used as soon as funding is available.

In addition to this report, there are other documents that provide significant detail about this project. These include a PowerPoint with photos and drawings and the Construction Drawings provide by Ritchie Smith Associates and listed in the Appendix below.

These can be requested by emailing the V&E Greenline at VEGreenline@gmail.com or by requesting the reports in writing from the V&E Greenline, 1680 Jackson, Memphis, TN 38107

Appendix of Construction Drawings

The following PDF files for the V&E Greenline Entrance Improvements were provided as technical documents for the project. The sequential numbering in the first column reflects the order of the PDF files in the folder, which is available upon request. The pre-final construction drawings include the following.

1. C/I Cover & Index
2. EC1 Sheet 1 of 6 Existing Conditions - Stonewall
3. EC2 Sheet 2 of 6 Existing Conditions - Avalon
4. EC3 Sheet 3 of 6 Existing Conditions - Belvedere
5. EC4 Sheet 4 of 6 Existing Conditions - Evergreen and Auburndale
6. EC4.1 Existing Conditions - North McLean
7. EC5 Sheet 5 of 6 Existing Conditions - University / Jackson
8. EC6 Sheet 6 of 6 Existing Conditions - Springdale

9. L1.1 Demo/Layout/Grading Plan - Stonewall
9. L1.2 Demo/Layout/Grading Plan - Avalon
9. L1.3 Demo/Layout/Grading Plan - Tutwiler
9. L1.4 Demo/Layout/Grading Plan - Belvedere
9. L1.5 Demo/Layout/Grading Plan - Evergreen
9. L1.6 Demo/Layout/Grading Plan - Auburndale
9. L1.7 Demo/Layout/Grading Plan - McLean
9. L1.8 Demo/Layout Plan - University / Jackson
9. L1.9 Grading Plan - University / Jackson
9. L1.10 Demo/Layout/Grading Plan - Springdale

10. L2.1 Site Details
10. L2.2 Site Details

11. C01.1 Plan & Profile - Stonewall
11. C01.2 Plan & Profile - Avalon
11. C01.3 Plan & Profile - Tutwiler
11. C01.4 Plan & Profile - Belvedere
11. C01.5 Plan & Profile - Evergreen
11. C01.6 Plan & Profile - Auburndale
- NA (Note: there is no drawing C01.7 in this set.)
11. C01.8 Plan & Profile - University
11. C01.9 Plan & Profile - Jackson
11. C01.10 Plan & Profile - Springdale
11. C02.1 Traffic Control Plan - Phase 1
11. C02.2 Traffic Control Plan - Phase 1
11. C02.3 Traffic Control Plan - Phase 2
11. C02.4 Traffic Control Plan - Phase 3