The City of Fort Wayne

bicycle/pedestrian connections

South Central Area & Downtown Connectivity Study

Section 3: Urban Greenway Feasibility

Section 3 Introduction

- section 3 navigation
  - base budget
  - enhanced budget
  - underpass budget
- phase 1 budget summary
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  - funding strategy

Creighton Urban Greenway

Harrison Urban Greenway

- harrison segment 1
- harrison segment 2

Calhoun Urban Greenway

- calhoun segment 1
- calhoun segment 2

Douglas Urban Greenway

Hanna Urban Greenway

- hanna segment 1
- hanna segment 2
- hanna segment 3

Lewis Urban Greenway

Barr Urban Greenway

- barr segment 1
- barr segment 2
- barr segment 3
Optimal Urban Greenway Cross Section Designs
SECTION 3: URBAN GREENWAY FEASIBILITY

SECTION 3 INTRODUCTION

Section 3 Navigation

Section 3 is dedicated to presenting the existing and proposed urban greenway cross sections for each of the trail segments with its associated budget, impacts, location, and photographs. Feasibility has been analyzed for each of the corridors in the south central urban greenway loop, and the downtown Barr street connection. This will allow the City to focus on the system corridor by corridor if desired. The phasing recommendations discussed in Section 2 (see figure 3.1) suggest an initial focus on the southern and western links of the system.

Some of the corridors have variations that have been split up into segments, for instance Hanna has three variations (Hanna Segment 1, Hanna Segment 2, and Hanna Segment 3).

Base Budget

The base budget estimate includes the minimum investment needed to create the urban greenway. Factors included in the base budget are construction costs for the length of each segment, driveway crossings, signalize crossings, and non-signalized crossings.

Enhanced Budget

The enhanced budget estimate includes investment items that will improve the urban greenway experience and safety. The largest part of the enhancement budget is pedestrian scale lighting, which is estimated at $4000 per light. The other enhancement item that is included in the budget is specialty paving and intersection reconstruction.

Underpass Budget

Modifications are proposed to existing lane configurations at the Harrison, Calhoun and Hanna Street viaducts. The base budget includes paving and updating of railings, and lighting for safety, security, and image. The enhanced budget includes deferred maintenance items like patching...
and painting. The portals are intended to become visually exciting gateway points of entry into downtown in spite of their current condition and restricted dimensions.

**Phase 1 Budget Summary**

The phase 1 base construction budget is estimated at $2.4 million. This assumes that Harrison will be developed as a first step and Calhoun will be constructed to formulate a west end loop when feasible at a cost of $1.7 Million. Alternatively, Calhoun could be developed as a sharrow, which would complement system connectivity. Additional paving enhancements, painting, and pedestrian lighting could add up to $4.1 million to the budget depending on design decisions.

**Phase 2 Cost Summary**

The phase 2 base construction budget is estimated at $5.2 million. This assumes that Hanna, Lewis, and Barr will be constructed at the same time. Constructing Barr through downtown could be prioritized ahead of the East-North links, which would also require constructing a link along Lewis from Calhoun to Barr, ($2.1 million). Additional paving enhancements, painting, and pedestrian lighting could add up to $4.7 million to the budget depending on design decisions.

**Funding Strategy**

An effort should be made by the City to promote this facility as a linear park and seek financial benefactors and champions in the community. Parts or all of the trail could be named for a benefactor. Trail enhancements like pedestrian lights, benches, or paving enhancements could be donated and marked with name plates to identify the benefactors. Community support of this kind can help leverage the potential for grant support as well as influence the City Council to support the project financially. This kind of grass-roots support will help if other funding sources are pursued like TIF district funding, or federal transportation programs and/or enhancement dollars.
The above graphic illustrates a typical design of an intersection treatment for the system (pictured Creighton and Calhoun). This illustrates how paving and textures will be utilized to engage important crossings and minimize intrusions on automobile traffic flow. See larger detail in Section 4.

Figure 3.4 Example Intersection Treatment

**Creighton Highlights**
- Creighton has recently had an 8-foot sidewalk installed from Hanna to Reservoir Park. The proposed cross section recommends a 10-foot shared path. This could be done by replacing the infrastructure (see project budget) or by adding an additional 2-foot paving strip (cost to be determined). A third option would be to take the interim step of placing sharrow signage along this corridor and focus on developing the other trail segments.
- A cross-district east-west urban greenway corridor is proposed along Creighton Street between Hanna and Harrison Streets, as a Multi-Use Path (MUP). It will extend Renaissance Pointe’s proposed internal east-west Greenway path westward to the Calhoun Street mixed use corridor and the historic neighborhoods immediately west of Calhoun and Harrison.
- It’s location is ideal as a collector that will give those and other neighborhoods access to the north/south corridors to and from downtown, and integrate Renaissance Pointe geographically and socially within the south central area.
- It will also provide the south central neighborhoods access to the attractive Reservoir Park, the major open space destination south of downtown, as well as to a state-of-the-art YMCA facility that will be constructed in the center of Renaissance Pointe.
- The city recently revealed plans to develop this corridor as an eight-foot wide sidewalk. This study recommends that the sidewalk improvements be enhanced further to provide at least a minimum ten-foot width to accommodate mixed bicycle and pedestrian usage, and/or that the street be signed as a sharrow to shift a portion of the anticipated bicycle traffic to the roadway. This corridor is expected to have moderate to heavy multi-modal usage because of its strategic location and collector function.

**Figure 3.5 Historic Housing Rehab**
The CitiLink district node is at the confluence of land use and transportation projects like the building above which, has been restored to provide for senior citizen housing.
Figure 3.6 Creighton - Plan Detail
See larger plan detail in Section 4.

Figure 3.7 Creighton - Photograph
Existing photograph looking East from Hanna.

Legend
- Cross Section Location
- Rivergreenway
- Downtown Urban Greenway
- Calhoun Urban Greenway
- Harrison Urban Greenway
- South Central Urban Greenway Loop
- Multi-Use Path with Crossings
- Structures
- Parks
- District Nodes
- Pedestrian Activity Areas

Key Map
The location of the segment within the urban greenway system
Creighton - Proposed Cross Section from Hanna to Calhoun

Creighton - Existing Cross Section from Hanna to Calhoun

*Note: Existing sidewalk has been expanded to 8-feet from Hanna to Lafayette.

**Abbreviation Key**

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<th>Multi-Use Path</th>
<th>MUP</th>
<th>Vehicle Travel Way</th>
<th>VTW</th>
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<td>Separation Zone</td>
<td>SZ</td>
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<td>Bicycle Way</td>
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<td>PZ</td>
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### Creighton - Feasibility Table

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<th>Notes</th>
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**Figure 3.9 Creighton - Feasibility Table**

The above table shows the feasibility considerations and budget estimate for this segment along the Urban Greenway route. The base cost total includes Mobilization, Contingency, and Design Fees.