



Citizen Advisory Committee Meeting #2 MEETING SUMMARY

Ann Arbor City Hall (301 E. Huron Street), second floor Council Chambers
September 14, 2016, 8:30am – 10:30am

Attendees: Public Present: 12; refer to Appendix A for sign-in sheet.
CAC members present: 19; Maria Arquero De Alarcon, Peter Allen, Eric Boyd, Terry Bravender, Robin Burke, Vince Caruso, Bob Galardi, Nancy Goldstein, Sue Gott, Robin Grosshuesch, Jim Kosteva, Darren McKinnon, Sarah Mills, Rita Mitchell, Seth Peterson, Ellen Ramsburgh, Sonia Schmerl, Sandi Smith, Jeff Van Schaick.
CAC members not present: 3; Chris Graham, Melinda Morris, Alice Ralph
City staff present: 2; Kayla Coleman; Connie Pulcifer
Consultants present: 3; Neal Biletdeaux (SmithGroupJJR), Keenan Gibbons (SmithGroupJJR), Oliver Kiley (SmithGroupJJR)

Meeting Purpose: Present preliminary ideas and typologies for greenway facility designs, review case study examples, and review conceptual route options. Citizen Advisory Committee (CAC) members completed a brief feedback activity following the meeting.

The meeting agenda outline below includes discussion from CAC members and clarifying points from the Project Management Team (PMT).

1. Introductions & Project Updates
2. Route Development Approach
3. Conceptual Routes
4. Evaluation Criteria
5. Next Steps
6. Public Commentary

NOTE: Comments provided in this discussion summary are paraphrased, as documented in notes taken during the meeting. This is not a direct transcription. Where responses or clarification were provided from staff or the consultant team, they are denoted in *italics*.

1. Introductions & Project Updates

After brief introductions for the meeting attendees, the PMT reviewed the agenda, project schedule, and recent project activities. The CAC members provided the following additional perspectives:

- A recent City Council working session discussed flood hazard mitigation strategies. Design and planning of the Allen Creek Greenway (ACG) should continue to consider flooding and stormwater management opportunities.



2. Route Development Approach

The PMT briefly reviewed the following case studies:

- Indianapolis Cultural Trail - Indianapolis, IN
- Dequindre Cut + Midtown Loop – Detroit, MI
- Bloomingdale 606 – Chicago, IL
- Southwest Commuter Trail – Madison, WI

The PMT reviewed the approach to developing preliminary route options and the potential design cross-sections for greenway facilities. CAC members provided the following perspectives and questions:

- Project should consider reduction in flood hazard for any trail alternatives considered.
 - *Technical representatives for floodplain and stormwater management are on the Technical Advisory Committee (TAC). Flood reduction is not a driver of the project but will be an element for consideration. The project will not be conducting any flood modelling as part of the current approved scope of work.*
- Consider the use of permeable pavement in the trail design.
 - *That can be considered as we move towards a more detailed level of design.*
- Is there a typology that considers the implications for a second railroad track along the corridor, which would be for the A2 Connector?
 - *None of the typologies currently proposed consider a second railroad track. Any alternative uses will require coordination with Watco. Their primary focus is safety and transport of goods.*
- Consider on-road alternatives as a temporary or phased opportunity.
 - *Phasing will be explored as we move later in the project and look at the short- vs. long-term feasibility of different routes. Ultimately, this depends on which route alignments are feasible and selected.*
- Look at bike and pedestrian volumes at the illegal railroad crossing points.
- S. State St. has a lot of bike traffic, especially during the morning (8-9am).
- A bike boulevard is designated for Washington Street in the City's Non-Motorized Plan – bike boulevards slow traffic and are safer for pedestrians and bicyclists.
- In the proposed cross-sections, make note of two-way bike lanes on one-way streets for clarity of contraflow condition

3. Conceptual Routes

The PMT provided an overview of preliminary route and alignment options from the north end of Bandemer Park to the intersection of State and Stimson Street. The PMT reiterated that these preliminary options have not considered all of the constraints at this time (e.g. cost, ownership); these options explore where there might be a physical opportunity present. It is possible that multiple route options might be pursued as part of a network of connections.

CAC members shared the following perspectives and questions:

- Consider cantilevered bridges (attached to the rail bridge) like the Liberty St. and Scio Church St. pedestrian bridges over the highway.
 - *We will need to follow-up with City engineering staff regarding whether the cantilevered bridges are viewed as successful. The railroad bridges in the project area are not city-owned bridges (like Liberty St. and Scio Church St.)*
- Consider coordinating with WALLY and potential reconstruction of rail bridges.



- The proposed/planned Beal project (a private development project on Felch St. east of the railroad overpass) includes a 30' easement. Planning Commission is evaluating other projects that are located along the potential corridor in order to preserve options for the ACG.
- Are we looking at air rights above private property?
 - *That has not been considered at this point.*
- Have any designs considered an elevated trail above the railroad tracks?
 - *An elevated trail would be extremely expensive due to a required 22' clearance above the railroad.*
- Has the team looked at eliminating vehicle traffic on some segments in order to create a safer condition and facility for the ACG?
 - *We may consider traffic changes in some segments but need to explore how this would divert traffic to other streets. Also, many of the proposed alignments are along residential streets where people need driveway access to their homes.*
- Consider use of ravines on west side of the rail corridor for potential pedestrian connections.
 - *Though ravines will not be analyzed in detail, as part of this study, the PMT recognizes the need to illustrate and note important connections within the non-motorized system.*
- Any consideration of connecting further to the south (i.e. down to city limits)?
 - *We are not evaluating this section, as City Council has not authorized study beyond the current project area. A resolution was brought forward to council that would extend the project boundary, but that resolution has not currently been decided. The Non-Motorized Plan identifies opportunities and desired connections to the south of this project area.*
- Is there a tunnel under Stadium Blvd by the UM golf course?
 - *Yes, and that could be potential connection point, subject to UofM's approval.*

4. Evaluation Criteria

The PMT discussed the take-home feedback activity for CAC members to complete in order to collect further input on potential route options and feasibility. CAC members were also asked to think about other supporting features like plazas, trailheads, green spaces, and additional connections into the neighborhoods.

The PMT reviewed the anticipated evaluation criteria that would be used to better understand the feasibility and desirability of different routes. CAC members shared the following perspectives:

- Presentation today has been focused on transportation options. What are the considerations for incorporating green space?
 - *The project charge was to determine a, feasible, non-motorized route. Green space opportunities will be evaluated as they are available along the corridor and will be part of the final recommendations.*
- When considering potential routes, should we still consider money as no object?
 - *Yes, we would like to keep a lot of options on the table at this time. The next step will be a more focused scoring with evaluation criteria including property access, roadway impacts, constraints (cost, construction engineering, traffic operations, environmental impacts), and benefits (connectivity, attractiveness to different user groups, economic opportunities, sustainability benefits, safety and visibility)*
- A CAC member appreciated all route options. They asked if they can also provide feedback on additional criteria, flexibility for WALLY, Connector, eligibility for funding.
 - *Yes – please feel free to share any input and feedback that you have.*
- Property access is critical. What is timing/status of discussion with key property owners? Some of these people are interested in talking and it is important to get discussions going.



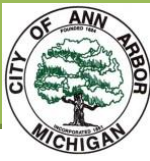
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- *We have an additional group of stakeholders that we will be meeting with over the next few months once major options under consideration are further vetted.*
- None of the routes utilize Broadway Bridges
 - *That has been considered and may be part of the overall plan. However, options for changing the configuration and design the Broadway Bridges are limited.*
- In thinking about evaluating the routes, a "zig-zag" is bad and elevation changes bad – especially for kids. Perceived directness of route is preferred. Some compromises are acceptable but not if it is the whole route.
 - *All areas along the corridor show two or more options because so much land is outside of public ownership. This is an urban condition that may require zig-zag due to constraints, but interest in having a direct route is acknowledged.*
- The streets already exist and people are using them. It's okay to have numerous routes. It may be best to focus on multiple connections.
 - *The railroad corridor may not be feasible option due to access constraints – and if so, we need to still be thinking about on-road opportunities.*
- How are we developing storytelling for the greenway? Developing identity? It is important to start thinking about the image and storyline now. Is this an urban experience? Cultural? Environmental?
- We know the difficult nodes and where people want to cross the railroad (i.e. at the rail bridge crossing over N. Main St. and adjacent to Argo Dam). We should focus on these areas to make a great solution and the critical, high demand points.
- Think big and dream. This is transformative for Ann Arbor. The sense of arrival, placemaking, discovery, and connectivity with neighborhoods provided by the ACG are tremendous.
- Another voice for thinking big. Consider long term flooding risks. Does this make some properties more important to consider for flood mitigation?
- Is the PMT considering current development opportunities in the works?
 - *The PMT has a map of development activities and is working with Planning staff to keep track of opportunities and coordination needs.*
- Consider how 10 year olds can use the trail safely. Arcadia Creek in Kalamazoo is a great success.
- Look at greenspace as a real element of this project. Dearborn Heights is buying 15 properties in floodplain with FEMA money. Cincinnati has done the same.
- Recumbent trike user – recent experience in Huron-Clinton Metropolitan Authority (HCMA) parks with trail entry gates and other clearances that did not accommodate wider bike. Need to consider universal access.
- Conversations with the railroad and other key property owners (i.e. UofM) will be key moving forward.
- It is important to get people off the railroad track.
- Railroad perspective: Typically, the answer to rail with trail is no – as lawyers are concerned about safety and operations. The highest priority of the railroad operator is safety and impact to our customers. A range of perspectives from the railroad would need to be considered including engineers, operations staff, lawyers and others.

5. Next Steps

The PMT reviewed next steps in the project:

- Homework / feedback activity due in one week
- The Next CAC meeting is January 11, 2017
- TAC will begin further technical analysis of route options
- Stakeholder meetings will take place over the next few months



6. Public Commentary

Members of the public shared the following perspectives:

- Comment #1: Lives on west side and is thrilled with all of the considerations being taken into account. Appreciate the complexity of the problem.
- Comment #2: Lives on S. Ashley. Concerned with destabilizing of edges of neighborhoods. Raised a question about general timeline, interest in FEMA grant opportunities with respect to properties in floodway.
- Comment #3: Thanked all for the work going on. Asked if we have looked ahead at maintenance of facilities and examples from other communities for how greenways are managed.



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Appendix A: Sign-in Sheet

1. Stephanie Freeth	Allen Creek Greenway Conservancy
2. Jeff Van Schaid	Ann Arbor Resident
3. Connie Ruth	citizen
4. David Silkworth	Resident
5. Pat Mortz	resident, OWS
6. Alan Connor	citizen
7. Francesca Cassata	Allen Creek Greenway ^{conservancy}
8. JOE O'NEAL	" " " "
9. Alan Easta	citizen
10. Jonathan Bulky	Allen Creek Greenway conservancy



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11. Roy Muir	AC Greenway Board
12. WAYNE COLQUITT	AC Greenway Board
13. MAYA SAUARIKO	AC ADVISORY