



STAKEHOLDER MEETING SUMMARY – 2/1/2017

Date: February 1st, 2017

Location: Ann Arbor City Hall (301 E. Huron Street), second floor Council Chambers

Content: Three rounds of stakeholder meetings over the course of the day and organized as an open houses. The following stakeholder meetings were held:

1. Business Organizations and Commercial Neighborhoods
2. Boards, Commissions, Agencies, and Public/Non-profit Groups
3. Residential Neighborhood Associations, Non-profit Groups and Environmental Organizations.

Each meeting was structured around a 40 minute presentation, by the Project Management Team (PMT) that covered (1) project introduction; (2) progress and recent activities; (3) greenway design features & assumptions; and (4) route options and evaluation synopsis. Following the presentation was an opportunity to ask questions and then an open house period where additional route-specific feedback was collected.

1. Business Organizations and Commercial Neighborhoods

Meeting Details:

Time & Date: 8:30am – 10:00am, February 1, 2017

Attendees: Stakeholders present: 1 (see attached sign-in sheets)
PMT staff present: 2; Kayla Coleman; Connie Pulcifer
Consultants present: 3; Neal Billetdeaux (SmithGroupJJR), Keenan Gibbons (SmithGroupJJR), Oliver Kiley (SmithGroupJJR)

Stakeholder shared the following perspectives:

- Concerns raised regarding funding the project – particularly in the downtown sections where there are other infrastructure and transportation projects seeking funding support.
- The northern section of the routes that connect directly to the Border-to-Border trail appear to be the most needed connection and potentially easier to implement.
- Concern raised about the benefits of urban trails from an economic perspective.
 - PMT: Stated that greenways and urban trails have demonstrated economic benefits in many other communities. There are many precedents supporting the economic benefits.
- The southern segments (e.g. through UM property or adjacent areas) does not seem like it connects to the neighborhood or important destinations as well as other parts of the proposed alignments.

2. Boards, Commissions, Agencies, and Public/Non-profit Groups

Meeting Details:

Time & Date: 10:30am – 12:00pm, February 1, 2017

Attendees: Stakeholders present: 9 (see attached sign-in sheets)
PMT staff present: 3; Kayla Coleman; Connie Pulcifer; Deanna Dupuy
Consultants present: 3; Neal Billetdeaux (SmithGroupJJR), Keenan Gibbons (SmithGroupJJR), Oliver Kiley (SmithGroupJJR)



Stakeholders raised the following questions and/or shared the following perspectives during and after the presentation:

- QUESTION: Are there any constraints with the south segment regarding the interface between roads and rail (i.e. moving from a rail segment to on-street segment)?
 - PMT: All rail sections are at grade in the south. However, some portions of rail right-of-way are of limited width
- QUESTION: Can segments of the two on-street options be combined?
 - PMT: Yes – segments pulled from all four route options can be combined – and this is anticipated as a preferred alignment is developed.
- COMMENT: The grades at Bluffs Nature Area are very steep and may be difficult to traverse.
 - PMT: Acknowledged. Trail alignments here will need careful study for ADA compliance.
- QUESTION: Can you talk more about floodplain interactions?
 - PMT: We have been coordinating closely with J. Hancock/City and H. Sheehan/Washtenaw County. We are focusing on stormwater quality in the corridor but not flood management/mitigation.
- COMMENT: Consider soil information from developments in this area, e.g. soil borings, permeability tests. May provide insight regarding infiltration capacity of the land.
- QUESTION: At what point are cost considerations taken into account?
 - We have started the cost analysis, and anticipate sharing at the next Citizens Advisory Committee (CAC) meeting in April.
- QUESTION: Will cost considerations be done for each route?
 - We have broken out individual elements to generate cost per/foot that can be applied to a hybrid option. Unit costs are based on current built or recently bid projects. We are also looking at funding options. The Allen Creek Greenway Conservancy is also exploring fund raising opportunities in parallel to the city's planning efforts. This project is similar to many trails being implemented around the country that utilize public/private partnerships.
- QUESTION: What is the most likely scenario? Will this be an obvious continuous route?
 - PMT: The Indianapolis Cultural Trail is a good example of a trail in an urban environment that is clearly defined and distinct. This leads to the success of the trail as a clear, intentional route. Good directional cues on where to "go" to follow the trail are required. The trail design should be intuitive to follow.
- QUESTION: Does a hybrid create more challenges to follow the trail – more shifts and alignment changes?
 - PMT: Fewer shifts can make the trail feel more continuous – however consistent paving materials, design queues, and common elements can also reinforce the identity of the trail.
 - PMT: Need to consider detailed trail design in relation to near term opportunities versus long-term vision.
- Q. Are we aware of the K-T Decision Analysis tool? This tool considers must and wants, and groups like criteria for scoring and weighting.
 - PMT: We were not aware of that specific tool but are using similar methods in our evaluation.
- COMMENT: Continuity of the trail is important – but also need to make sure there are frequent connections to easily get off at specific city locations/destinations along the way.
 - PMT: Agreed
- QUESTION: The east-west orientation of the map is confusing.
 - PMT: Acknowledged, however, we are using an east-west orientation to maximize ease of viewing on monitors. We will be clear about directional orientation.
- COMMENT: As a biker, I think I would find it fine to go over a street if I knew that it was not an 'up and down' experience. If I go up and stay up, that seems fine, but going up and back down feels cumbersome, somehow. I think I would just get off and cross the street.



- COMMENT: If the Railroad says no way, then the private/public options seems to hug the RR in many places. Where the railroad is elevated, think about views out the other way. It does not seem fun to be at the bottom of a big aggregate hill for long stretches.
- COMMENT: I have a hard time seeing how following the RR is going to work when it is at grade through downtown—the road crossings are so frequent and the angle just does not respond to the grid at all. There are just so many crossings downtown. It just may be best to utilize the roads during that stretch.

3. Residential Neighborhood Associations, Non-profit Groups and Environmental Organizations.

Meeting Details:

Time & Date: 5:00pm – 6:300pm, February 1, 2017

Attendees: Stakeholders present: 8 (see attached sign-in sheets)
PMT staff present: 3; Kayla Coleman; Connie Pulcifer; Deanna Dupuy
Consultants present: 3; Neal Billetdeaux (SmithGroupJJR), Keenan Gibbons (SmithGroupJJR), Oliver Kiley (SmithGroupJJR)













Stakeholders raised the following questions and/or shared the following perspectives during and after the presentation:

- COMMENT: Can you define “trail” differently or consider calling it a path – “trail” has a certain connotation.
- QUESTION: For on-street sections, if the trail is behind the curb, would it replace the sidewalk?
 - PMT: No, parking would be removed and the curb moved to provide space for the bicycle portion of the trail – the existing sidewalk could be widened and/or incorporated into a larger shared use path.
- QUESTION: Is there an option to combine the bike trail and sidewalk areas?
 - PMT: Yes, in constrained locations that may be required.
- QUESTION: Is there a hybrid option that uses a combination of rail and public/private segments?
 - PMT: Yes, that is most likely where the preferred alignment will end up – and may also include sections of on-street trails.
- QUESTION: How many of the criteria have objective measurements?
 - PMT: A majority are based on actual, quantifiable measurements.
- QUESTION: Did the criteria take in account vertical grade changes?
 - PMT: Yes, the first listed criteria "Elevation Transitions" is exactly this.
- QUESTION: Have any of the property owners been engaged?
 - PMT: We have met with the railroad and another meeting is scheduled. They have neither said no nor yes. WATCO Co. has no precedence for rail with trail within their holdings.
- QUESTION: What is the difference between WATCO Co. and Ann Arbor Railroad?
 - PMT: WATCO Co. owns Ann Arbor Railroad as their holding company. Ann Arbor Railroad owns the actual rail property and operates the freight rail line.

OPEN HOUSE FEEDBACK SESSION – PRESENTATION BOARD COMMENTS

See comments on map/presentation boards on subsequent pages. These attached maps include comments and dots from all three stakeholder groups.



CONCEPT: PUBLIC / PRIVATE

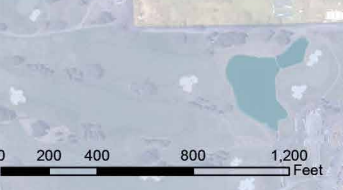
-  Bridge
-  Private Narrow
-  Private Ramp
-  Private Wide Trail
-  Public Ramp
-  Public Wide
-  Rail Crossing
-  Rail Narrow
-  Rail Wide
-  Street Crossing
-  Street Narrow
-  Street Wide




ALLEN CREEK GREENWAY MASTER PLAN










ROUTE CONCEPTS 1/11/17

-  University
 -  Key Properties
 -  DDA Area
- Park Type**
-  Cemetery; Golf Course
 -  Plaza; Facility
 -  Nature Area
 -  Park

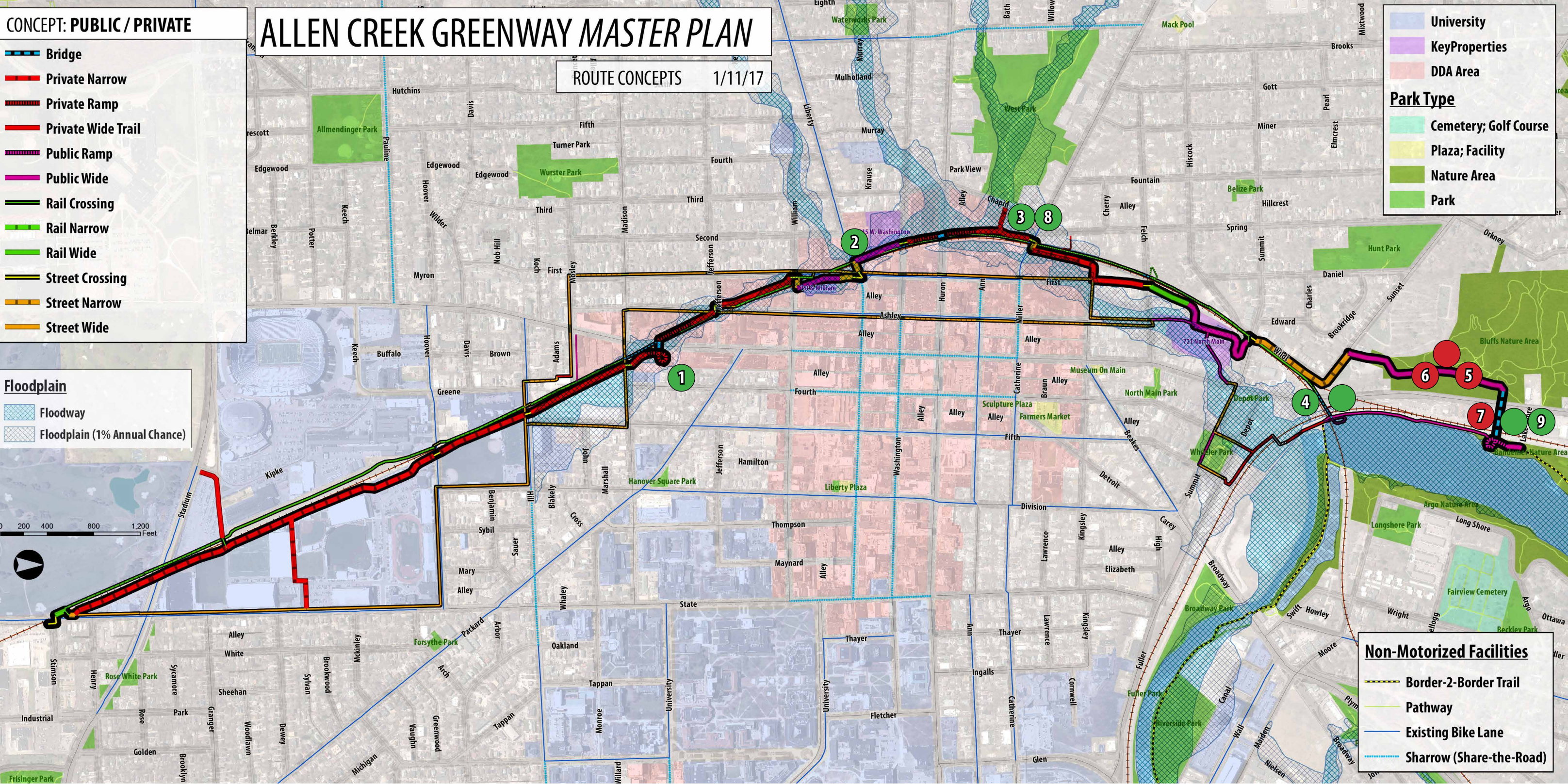
- Floodplain**
-  Floodway
 -  Floodplain (1% Annual Chance)



- KEY**
-  1 DESIRABLE DOT VOTE
 -  1 UNDESIRABLE DOT VOTE
 -  1 STICKY NOTE COMMENT (NO DOT)

-  1 Not at grade
-  2 Like that these options better engage 415
-  3 If this works, better than elevated rail option and preferable to street
-  4 Bridge near rail bridge would flow pedestrian and bike traffic better to B2B and Cascades than bridge from Bluffs
-  5 1. Destruction of rare natural area.
2. Lakeshore/Main crossing redundant with HRD/B2B and Main at Depot.
3. Lakeshore at Main out of way for Cascade users.
-  6 -Loss of nature trail
-Elevation change poses difficulty for ADA
-  7 Difficult, costly and there is an existing option via B2B and Summit
-  8 Like connection to West Park
-  9 Lovely elevated crossing - grant opportunity for big view of the river valley - both boards



NOTE: NUMBER CORRELATES TO HANDWRITTEN COMMENT. A DOT VOTE ON MAP WITH NO NUMBER INDICATES A DOT VOTE WITH NO COMMENT.



- Non-Motorized Facilities**
-  Border-2-Border Trail
 -  Pathway
 -  Existing Bike Lane
 -  Sharrow (Share-the-Road)

CONCEPT: RAILROAD

-  Bridge
-  Private Narrow
-  Private Ramp
-  Private Wide Trail
-  Public Ramp
-  Public Wide
-  Rail Narrow
-  Rail Ramp / Elevated
-  Rail Wide
-  Street Crossing
-  Street Narrow
-  Street Wide

- Floodplain**
-  Floodway
 -  Floodplain (1% Annual Chance)

0 200 400 800 1,200 Feet












ALLEN CREEK GREENWAY MASTER PLAN

ROUTE CONCEPTS 1/11/17

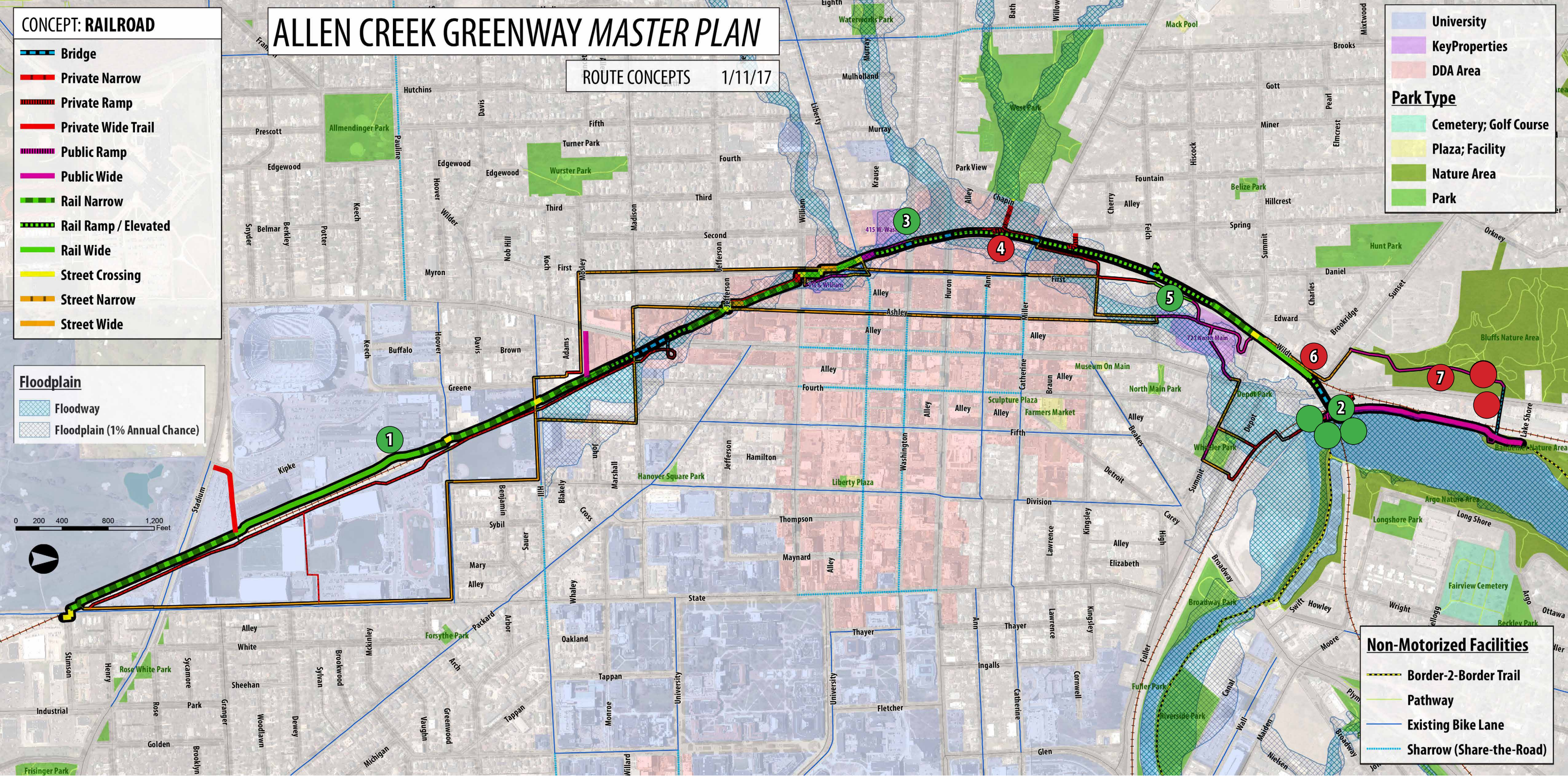
-  University
 -  Key Properties
 -  DDA Area
- Park Type**
-  Cemetery; Golf Course
 -  Plaza; Facility
 -  Nature Area
 -  Park

- Non-Motorized Facilities**
-  Border-2-Border Trail
 -  Pathway
 -  Existing Bike Lane
 -  Sharrow (Share-the-Road)

- KEY**
-  1 DESIRABLE DOT VOTE
 -  1 UNDESIRABLE DOT VOTE
 -  1 STICKY NOTE COMMENT (NO DOT)

-  1 Priceless turntable
-  2 Lone elevated crossing here - use B2B trail once cross east
-  3 Restrict vehicle access to Washington by YMCA and 415, one-way? Local only?
-  4 Elevated = disconnect from downtown
-  5 If can't get rail and use public/private or 1st St corridor might make sense to go through 721 to Felch to go through Beal Property
-  6 Elevation concern too steep?
-  7 Would not want to lose unique trails in south end of Bluffs

NOTE: NUMBER CORRELATES TO HANDWRITTEN COMMENT. A DOT VOTE ON MAP WITH NO NUMBER INDICATES A DOT VOTE WITH NO COMMENT.



CONCEPT: STREET A (1st St)

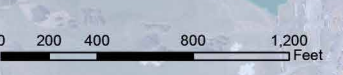
- Private Narrow
- Private Ramp
- Private Tunnel
- Private Wide Trail
- Public Wide
- Rail Crossing
- Rail Narrow
- Street Crossing
- Street Narrow
- Street Wide

ALLEN CREEK GREENWAY MASTER PLAN

ROUTE CONCEPTS 1/11/17

- University
 - Key Properties
 - DDA Area
- Park Type**
- Cemetery; Golf Course
 - Plaza; Facility
 - Nature Area
 - Park

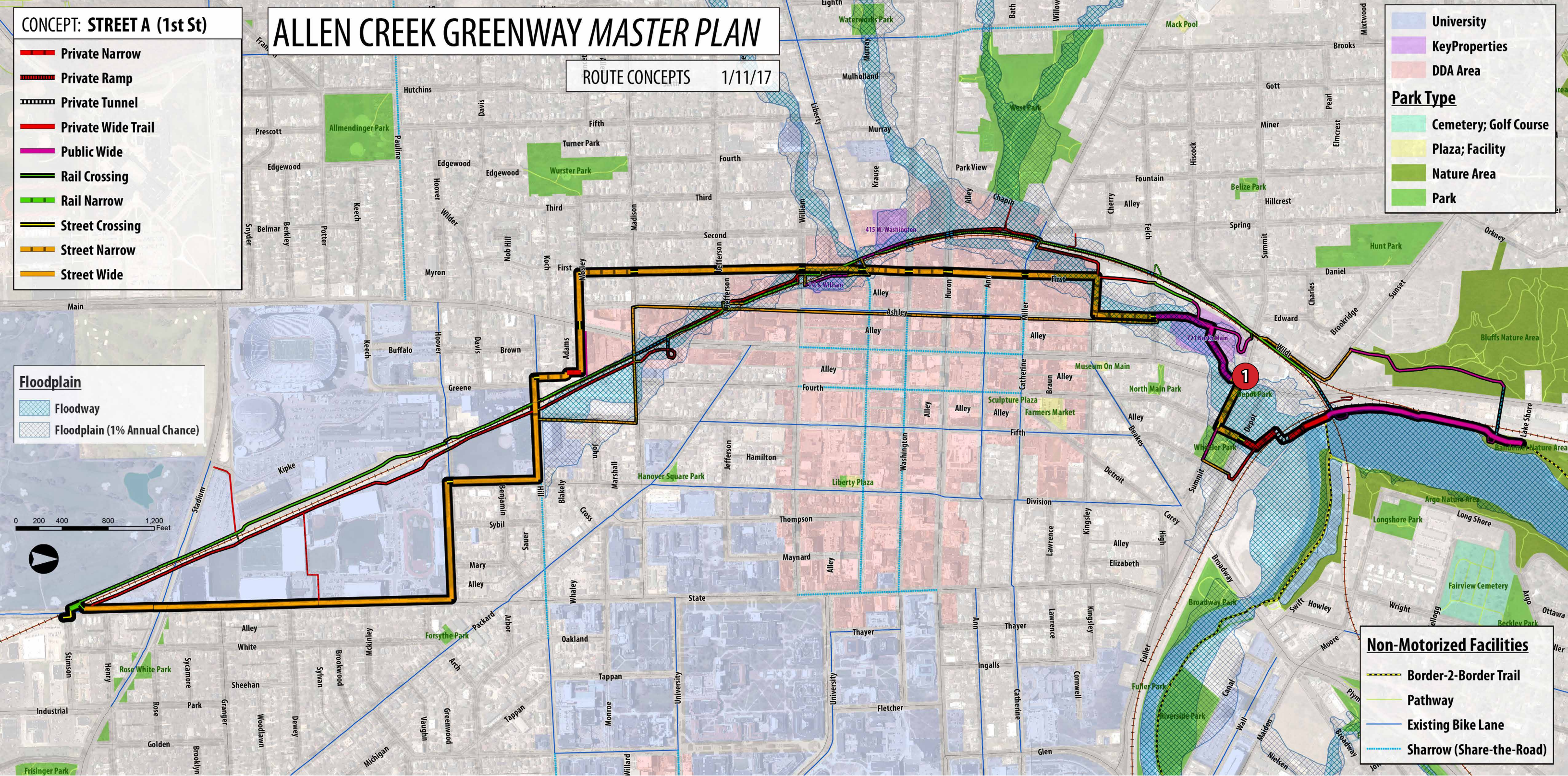
- Floodplain**
- Floodway
 - Floodplain (1% Annual Chance)



- KEY**
- 1 DESIRABLE DOT VOTE
 - 1 UNDESIRABLE DOT VOTE
 - 1 STICKY NOTE COMMENT (NO DOT)

Currently - this is a terrible crossing - would need much enhanced intersection

NOTE: NUMBER CORRELATES TO HANDWRITTEN COMMENT. A DOT VOTE ON MAP WITH NO NUMBER INDICATES A DOT VOTE WITH NO COMMENT.



- Non-Motorized Facilities**
- Border-2-Border Trail
 - Pathway
 - Existing Bike Lane
 - Sharrow (Share-the-Road)

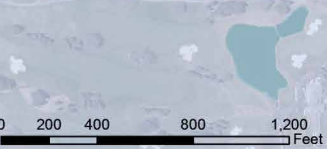
ALLEN CREEK GREENWAY MASTER PLAN

ROUTE CONCEPTS 1/11/17

CONCEPT: STREET B (Ashley)

- Private Narrow
- Private Ramp
- Private Tunnel
- Private Wide Trail
- Public Narrow
- Public Wide
- Rail Crossing
- Rail Narrow
- Street Crossing
- Street Narrow
- Street Wide

- ### Floodplain
- Floodway
 - Floodplain (1% Annual Chance)

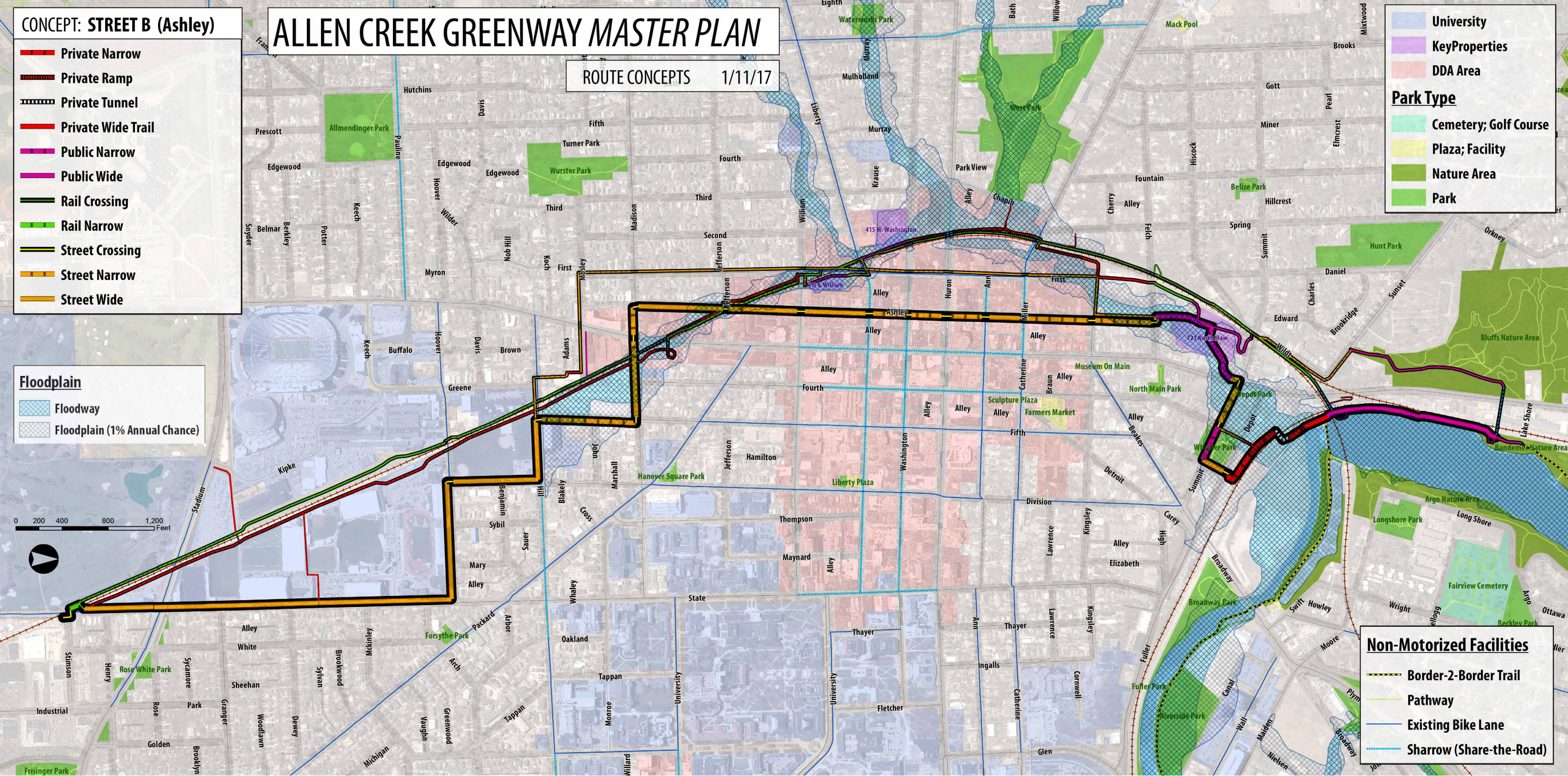


- University
 - Key Properties
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- ### Park Type
- Cemetery; Golf Course
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- ### Non-Motorized Facilities
- Border-2-Border Trail
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- ### KEY
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NOTE: NUMBER CORRELATES TO HANDWRITTEN COMMENT. A DOT VOTE ON MAP WITH NO NUMBER INDICATES A DOT VOTE WITH NO COMMENT.



SIGN-IN SHEET -Allen Creek Greenway Master Plan

Boards, Commissions, Agencies, and Public/Non-profit Groups Open House

Date: February 1, 2017 Time: 10:30-12:00 PM

Location: 2nd Floor Chambers- Larcom City Hall

Name (Please Print)	Representative of:	e-mail address:
11. Kayla Coleman	AZ	
12. Connie Pulipher	AZ	
13. Deanna Dupuy	AZ	
14. Brett Lehart	AZ	
15. Oliver Kiley	SGJR	
16. Neal Billetdeaux	SGJR	
17. Keenan Gibbons	SGJR	
18.		
19.		
20.		



SIGN-IN SHEET -Allen Creek Greenway Master Plan
Business Organizations and Commercial Neighborhoods Open House

Date: February 01, 2017 Time: 8:30-10:00 AM
Location: 2nd Floor Chambers- Larcom City Hall

Name (Please Print)	Representative of:	e-mail address:
11. JERRI MOUST	JDD	jmoust@eritchellandmoust.com
12.		
13.		
14.		
15.		
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SIGN-IN SHEET -Allen Creek Greenway Master Plan

Boards, Commissions, Agencies, and Public/Non-profit Groups Open House

Date: February 1, 2017 Time: 10:30-12:00 PM

Location: 2nd Floor Chambers- Larcom City Hall

Name (Please Print)	Representative of/ Affiliation:	e-mail address:
1. Jan Mirsky	Environmental Commissioner Energy "	jmirsky@sbcglobal.net
2. Julie Weatherbee	Planning Commission	juliew@umich.edu
3. Scott Trudeau	" "	scott.trudeau@gmail.com
4. Ellen Ramsburgh	HOC	eramsburgh@hotmail.com
5. Chuck Warpehoshki	City Council	cwarpehski@A2Gov.org
6. Erwin Pratt	Washtenaw Co.	pratte@ewashtenaw.org
7.		
8.		
9.		
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SIGN-IN SHEET -Allen Creek Greenway Master Plan

Boards, Commissions, Agencies, and Public/Non-profit Groups Open House

Date: February 1, 2017 Time: 10:30-12:00 PM

Location: 2nd Floor Chambers- Larcom City Hall

Name (Please Print)	Representative of:	e-mail address:
21. JASON FRENZEL	City	jfrenzel@a2gov.org
22. Shannon Gibb-Runkell	Planning Commission	sgibb-runkell@insite-studio.com
23. Ric Lawson	HRWC	rlawson@hrwc.org
24.		
25.		
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29.		
30.		



SIGN-IN SHEET -Allen Creek Greenway Master Plan

Residential Neighborhood Associations, Non-profit Groups and Environmental Organizations

Date: February 01, 2017 Time: 5:00-6:30 PM

Location: 2nd Floor Chambers- Larcom City Hall

Name (Please Print)	Representative of/ Affiliation:	e-mail address:
1. JOE O'NEAL	ACGC	
2. WAYNE COLQUITT	ACGC	COLQUITT@UMICH.EDU
3. KAREN KOYKKA O'NEAL		eko@umich.edu
4. BRYAN BUTRICO		BButrico@yaho.com
5.		
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SIGN-IN SHEET -Allen Creek Greenway Master Plan

Residential Neighborhood Associations, Non-profit Groups and Environmental Organizations

Date: February 01, 2017 Time: 5:00-6:30 PM

Location: 2nd Floor Chambers- Larcom City Hall

Name (Please Print)	Representative of:	e-mail address:
21. Carl Loomis	Potawatomi Mountain Biking Assoc	
22. Jeff Smith	↑	
23. Francesca Cassara	Allen Creek Gwy Conservancy	already on list
24. Mike Bahr	Allen Creek Gwy Conserv	
25.		
26.		
27.		
28.		
29.		
30.		

