

**ANN ARBOR CITY COUNCIL MINUTES  
WORKING SESSION - WEDNESDAY, JUNE 3, 1998**

The working session of the Ann Arbor City Council was called to order at 7:32 p.m. in the City Hall Council Chamber by Mayor Ingrid B. Sheldon.

**ROLL CALL OF COUNCIL**

**PRESENT :** Councilmembers Tobi Hanna-Davies, Patricia Vereen-Dixon, Jane Lumm, Jean Carlberg, Heidi Cowing Herrell, Christopher Kolb, Elisabeth L. Daley, Mayor Ingrid B. Sheldon, 8.

**ABSENT :** Councilmembers David Kwan, Stephen C. Hartwell, Patrick A. Putman, 3.

**BROADWAY BRIDGES**

Mayor Sheldon announced that several topics concerning the Broadway Bridges project would be reviewed by Public Services Director William Wheeler and Project Engineers Michael Nearing and Robert Craigmile. Ms. Sheldon stated that the presentation was organized by Mr. Wheeler in response to questions and concerns from the community, and that Council would have the opportunity to ask questions after each topic section on the agenda. The Mayor announced that members of the audience would also have the opportunity to ask questions and make comments following the entire presentation.

Mr. Wheeler presented the following issues on the Broadway Bridges project:

1. Summary of Goals Generated During the Public Input Process
2. AASHTO (American Association of State Highway and Transportation Officials) Standards
3. Existing Geometric Deficiencies and Site Constraints
4. Carey St.
5. Economic Impacts
6. Pedestrian and Bicycle Safety
7. Flood Plain

(Complete agenda with expanded topic points on file in the City Clerk's Office).

The following members of the public appeared following the presentation:

Wendy Williams, 411 N. Division St., questioned the accident data for the 7 leg intersection reported by Mr. Wheeler. She stated that the accident rate seems high because a large area is used for the data. Ms. Williams stated that meeting AASHTO standards for federal funding has not been necessary since 1991, and that the City should challenge the Michigan Department of Transportation on this issue. (Communication and information packet on file in the City Clerk's Office)

William Simpson, 1512 Plymouth Rd., made the following comments: 1) Carey St. will become longer at the bottom with the narrowing of Depot St., and will become longer at the top because of the extension due to the change in the curve; 2) The hump in Depot St. is not as pronounced as shown in the slides and would be mitigated when the road is leveled under the bridge; and 3) Since the bridge only needs to be higher at the northern end, the slope could be more gradual at the southern end.

Chris Crockett, 506 E. Kingsley St., stated that traffic calming on Division St. could be accomplished by the posting of a school zone due to the four schools in the area. Ms. Crockett expressed concern that traffic on Division St. speeds up at Kingsley St. where students from three schools cross Division St.

Garnet Johnson, 2834 Newport St., stated that Summit St., where her business is located, causes a lot of confusion, and suggested closing Summit St. and directing traffic from Broadway to Beakes St. and onto Main St. Ms. Johnson further suggested installing a traffic light at the intersection of Carey, Division and Detroit Streets.

Ethel Potts, 1014 Elder St., asked the following questions: 1) How could the project have been submitted for funding before it was approved by Council?; 2) What happens to the goal of avoiding impacts to sensitive adjacent properties?; and 3) What happens to the flexibility on the use of arterial streets? Could a one-way street be changed to a two-way street, and could parking be put back on Beakes or Division Sts.? Ms. Potts noted that two-way streets and parking are both traffic calming measures.

Sam Harrison, Ann Arbor resident, spoke in support of keeping Carey St. open. He objected that the engineers have intentionally drawn Carey St. in the plans to look artificially steep.

Clark Charnetski, 2646 Traver Blvd., representing the Michigan Association of Railroad Passengers, requested that the following concerns be addressed:

1) congestion problems on the south platform and safety problems due to the new support pier being located closer to the railroad tracks; 2) the effect of locating the Greyhound bus station near the Amtrak station, as well as the buses that serve Amtrak; and 3) the effect of the construction on railway passengers.

Elaine Johns, owner of Treasurer Mart and other businesses in the project area, stated that she would like to compare the City's traffic study with the study conducted by Susan Bay's employees. Ms. Johns stated that she does not agree with the City's assessment that the economic impact on area business would be minor.

Ken Clark, 497 Larkspur St., Bicycle Coordinating Committee Chairman, requested that the following concerns be addressed: 1) Usable departure curb lane widths on Beakes and Broadway Sts. should be larger to accommodate bicyclists; 2) The outer railing on the bridge should be higher to protect bicyclists; and 3) An AASHTO-approved inner traffic railing should be installed for safety.

J. P. Denoyer, member of Libertarian Party, stated that the City should refuse all federal funding and the strings attached for this project.

Susan Bay, owner of Bay Design at 617 Detroit St., reported that her staff conducted a traffic study on May 18, which showed heavier traffic on Carey and Detroit Streets than the City's traffic count taken on the day after Memorial Day. Ms. Bay requested exploring options to keep Carey St. open, and stated that the loss of the Detroit St. connection to Bay Design, the Treasure Mart and all of Kerrytown would be very serious. She proposed that an outside independent engineering firm take another look at the project for possible options.

Pat Ryan, 303 Wildwood Ave., stated that the current proposal should be defeated by Council because it does not place the most emphasis on the neighborhood. Ms. Ryan spoke in favor of maintaining the two-way traffic on Carey St. and keeping the Detroit Street connector open for access to the north central neighborhood business center.

Raymond Detter, 120 N. Division St., spoke in favor of keeping Carey St. and the Detroit St. connector open. He expressed concern that the current plan would have a disastrous economic effect on the area and would negatively impact the residential quality of the area. Mr. Detter spoke in favor of the suggestion to have an independent engineering group look at the project to help come up with some solutions.

Lillian Harrison, Ann Arbor resident, expressed concern that the neighborhood character of Division St. would be jeopardized by the current plan, and spoke in favor of keeping Carey St. and the Detroit St. access open.

Maryann Dunn, Citizen Advisory Committee member, made the following comments: 1) The Gabriel Richard School will be moving, which will reduce some traffic congestion in the area; 2) Not everyone on the north side of town wants a railing on the bridge; 3) Most students traveling to north campus use buses; 4) Traffic during construction will be directed north, based on the recommendation of the fire department; 5) The thickness of the bridge is necessary to run cables for electricity and cable television; 6) Many of the traffic problems are due to the larger issue of traffic concerns in the City, and not to the reconstruction of the bridge; and 7) The speed limit on the bridge will be the same as downtown, and downtown sidewalks do not have railings.

The Mayor requested that Mr. Wheeler's responses to the questions asked by Council and the public be part of the information presented to Council for its June 15 regular session, when the Broadway Bridges project will be on the agenda for action.

### **ADJOURNMENT**

There being no further business to come before Council, the Mayor declared the meeting adjourned at 11:37 p.m.

Janet L. Chapin  
Acting Clerk of the Council  
Recording Secretary