

**ANN ARBOR CITY COUNCIL MINUTES
WORKING SESSION - FEBRUARY 22, 1999**

The working session of the Ann Arbor City Council was called to order at 8:03 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, Joseph Upton, David Kwan, Jean Carlberg, Heidi Cowing Herrell, Christopher Kolb, Elisabeth L. Daley, Mayor Ingrid B. Sheldon, 9;

ABSENT : Councilmembers Stephen C. Hartwell, Patrick A. Putman, 2.

BROADWAY BRIDGES

Public Services Director William Wheeler stated that the resolution to approve the Broadway Bridges Project was approved on June 15, 1998 contingent upon the following: 1) Carey Street being left open with two-ways if possible, but at least one way going north; 2) Alternative designs for barriers on the Broadway Bridge to separate the sidewalk from the traffic be explored and presented to City Council for final design decision; and 3) Development of a mitigation plan or an alternative to address the elimination of the 100 year flood storage. Mr. Wheeler introduced the presenters that would speak to Council on behalf of these issues. Present to address City Council were Connie Pulcifer of Beckett and Raeder, Inc.; Scott Reinholt of Beckett and Raeder, Inc.; and John Friel of EarthTech, Inc.

FULLER PARK FLOOD STORAGE MITIGATION

Connie Pulcifer presented a slide overview of the proposed Fuller Park Flood Storage Mitigation plan. She explained that the purpose of the plan is to mitigate the loss of the 100 year flood storage at a mutually agreeable location along the Huron River. The site chosen for this project is currently used for youth soccer games and practice. During meetings with the City's Parks and Recreation Department a preferred plan was reached. This mitigation plan is consistent with the department's objectives to improve the quality of the soccer field and filter storm water runoff to the Huron River. The proposed plan creates an improved 365 x 235 ft. soccer area that drains toward the Huron River system.

The drainage will occur through an improved detention basin that will filter stormwater runoff through native plantings before it enters Huron River, and it requires no piping. The plan accommodates a future 8 ft. wide bituminous bike path, which is also consistent with the Parks Department's master plan. The value of this mitigation plan is approximately \$200,000.00.

ALTERNATIVE DESIGNS FOR BARRIERS ON THE BROADWAY BRIDGES

Mr. Wheeler stated that the Public Service Department's staff recommendation was that there be a barrier at the outside edge of the sidewalk and no barrier between the sidewalk and the road. The recommendation was based on the 9" raised sidewalk, the relative low speed in the area, and that no code or standard requires a barrier in this location. A barrier in this location reduces effective sidewalk width, has cost and aesthetic implications, and requires end treatments so that the inner barrier is not a hazard to cars.

Scott Reinholt presented the alternative railing designs as requested by City Council, and stated that a total of seven options were studied. The two major criteria discussed while developing the barriers were barrier heights and code issues. Barrier heights are different for pedestrian paths and bicycle traffic, therefore, to allow freedom of view for everyone a 42" high railing is the preferred height. The code issue is whether to design the outside railing to comply with the BOCA Code in conjunction with the ASHTO Bridge Code. Staff believes it is important to follow the BOCA Code criteria because it is more stringent in regards to pedestrians. Mr. Reinholt stated that staff does not recommend that the approved railing be used as the outside railing because it has a design that creates a ladder effect. He presented a slide presentation of several options for an outside rail that would avoid the ladder effect, meet the BOCA Code, and develop options for a curbside barrier.

BARRIER END TREATMENTS FOR THE BROADWAY BRIDGES

John Friel presented possible end treatments for the barrier railing. He referred to slide diagrams to show the plan, elevation and detail of the end railing to be used in several locations of the bridge. The estimated cost of adding an inside barrier between pedestrians and vehicles is approximately \$475,000.00.

CAREY STREET DESIGN OPTIONS

Mr. Wheeler stated that the Public Service staff's recommendation was to close Carey Street due to the low traffic volume, the availability of alternative routes, the extreme grade and brick surface, and the confusing intersection. John Freil presented a slide

presentation of preliminary designs of one-way and two-way options for Carey Street, and explained each option. The cost of implementing a one-way or two-way Carey Street will cost an additional \$20,000 to \$50,000.00 compared to the originally proposed pedestrian plan.

David Skobie, representing the Arts of Citizenship Design Program, was present to speak. He stated that currently the program is working on projects that involve the neighborhood in and around the Broadway Bridge. Mr. Skobie stated that the program views the bridge reconstruction as an opportunity for cultural enhancements for public art and community history. He stated that he has assembled a team of University of Michigan faculty, historians, and community arts leaders to serve in a brainstorming capacity for upcoming area themes, and they remain committed to producing a report of project possibilities and opportunities to enhance the bridge area.

A public hearing is scheduled for Monday, March 1, 1999 to discuss the Broadway Bridges Project.

Council unanimously agreed to hear the following people:

Fran Wright, Ann Arbor resident, questioned whether the ad hoc parking lot near Fuller Park would be affected when the flood mitigation process begins.

Thomas Sederlick, 804 Lawrence, requested that City Council consider installing a railing between the pedestrians and vehicles.

Clark Charnetski expressed concern about the location of the south pier that would be moved closer to the railroad track. He questioned the impact of construction on the railroad operation.

Ken Clark, Bicycle Coordinator, urged City Council to consider installing inner and outer railings on the Broadway Bridge. He suggested higher railings to accommodate bicyclist.

ADJOURNMENT

There being no further business to come before Council, the meeting was adjourned at 9:03 p.m.

W. Northcross
Clerk of the Council

Frances M. McMullan
Recording Secretary