



Gallup Park Bridge, Road, and Trail Improvements VIRTUAL PUBLIC MEETING SUMMARY

Date: November 12, 2020; 7:00-8:00 p.m.

Location: Virtual Zoom Meeting

Attendees: Public: 12

Park Advisory Commission Members: Anne Marsan, Rachel Skylis

City officials: Parks Advisory Commissioner Praveena Ramaswami

City staff: Hillary Hanzel, Heather Seyfarth, Colin Smith, Adam Fercho, Cheryl Saam

Consultants: Cheryl Zuellig (SmithGroup), Sarah Zelenak (SmithGroup), Bob Breen (Wade Trim)

Meeting Purpose: The Gallup Park wooden vehicle bridge needs replacing, and public input is being sought on preliminary design options. Improvements to the adjacent portions of park road and Border-to-Border trail are also being investigated and options for these are being presented for feedback. Visit a2gov.org/parkplanning for additional details.

Presentation: The virtual engagement meeting was recorded and can be viewed here:

<https://www.youtube.com/watch?v=B65jwZBlic&feature=youtu.be>

A PDF of the presentation slides is also available for viewing here:

<https://www.a2gov.org/departments/Parks-Recreation/administrative/Documents/Gallup%20Virtual%20Public%20Meeting.pdf>

PRESENTATION

The Design Team covered the following information in the presentation:

- Introductions
- Information on using zoom virtual meeting format
- Project Background
- Community Driven Goals
- Preliminary Schematic Designs:
 - Vehicle Bridge
 - Entrance Road & Trail Crossing
 - Park Road & Trail
- Questions and Discussion
- Project Polling
- Next Steps and Final Questions



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The following summary is not a direct transcription of the meeting discussion and has been prepared from notes taken during the meeting.

PROJECT BACKGROUND:

The bridge has reached the end of its life and needs replacement. In connection with the replacement of the bridge, the project team is considering impacts to the adjacent vehicle drive, B2B Trail, and parking. Throughout the project, the Design Team is seeking feedback from the community to help develop the bridge replacement and adjacent area plan. Before this meeting, the City conducted an online survey and received over 500 responses from the community. The Design Team used these responses to help define the goals of the project, which were shared at this meeting.

PARK BRIDGE:

Bridge-specific Community Goals:

1. Keep the park-like character of the bridge
2. Incorporate wood and natural elements
3. Retain the same charm, feel and uniqueness
4. Keep one lane to encourage slow speeds and calm traffic
5. Reduce congestion by providing more space for non-motorized traffic
6. Improve pedestrian and cycling experience.
7. Increase load capacity for emergency vehicles
8. Detract bridge jumping with rail design

Design Team discussed pros and cons of various bridge material options and the aesthetic feedback they received.

Four bridge options were presented for feedback:

- Option A: Gallup Loop
- Option B: Symmetrical
- Option C: Bike Lanes
- Option D: Two Bridges

Questions + Comments:

- I am intrigued by the two bridge option. Is the two bridge option significantly more costly?
 - *The two bridge option is not significantly more costly – perhaps it would be in the range of \$150-175k more.*
- Are all four options concrete bridges?
 - *Still exploring the material. If we were to go with the two bridge option, it is likely that the pedestrian bridge can be another material because of the loading requirements. Leaning towards steel / concrete due to longer lifespan and lower maintenance costs.*
- How will the final decision be made?
 - *There are a lot of things to consider. One of them is cost, another is feedback from the public. This is at the high-level master planning stage, which is the first step of preliminary design.*
- What kind of clearance considerations were used for waterway/kayak traffic? Would the clearance be higher than the existing bridge?
 - *We looked at various options and materials to increase the clearance. We are trying to maintain the under clearance that is existing.*
- For Option C, will there be a way to prevent two cars from crossing at the same time?
 - *Option C – Bike Lanes is most similar to the current bridge. We can place signage, but the existing standard is that you yield. Bike Lanes will outline the drive lane.*



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- Three of the options are 37' wide. Is there some rationale for that width?
 - o *We are trying to stay as close to stay as close to possible as the current design and as narrow as possible. The existing bridge is approximately 24'.*
- It seems like the pedestrian bridge would lose the nice west view and would only get the view of the other bridge. Are there any suggestions about that?
 - o *That is a potential issue, but there is more room to stop and linger to view the river than shown on the graphic. Also, there is more space between the bridges than what is conveyed graphically.*

The Design Team administered several polls throughout the meeting to gauge participants' preferences. Below are results from the first two polls administered related to the bridge options that were presented.

Poll Question 1: Which is Most important to you?

- A. Vehicles separated from cyclists and pedestrians (67%)
- B. Pedestrians separated from cyclists and vehicles (33%)

Poll Question 2: Which bridge option do you prefer?

- Option A: Gallup Loop (0%)
- Option B: Symmetrical (20%)
- Option C: Bike Lanes (30%)
- Option D: Two Bridges (50%)

ENTRANCE ROAD AND TRAIL CROSSING:

Existing Issues:

1. On street parking creates congestion and additional pedestrian crossings
2. One lane bridge calms traffic
3. Poor visibility of B2B trail crossing for motorists
4. Unofficial river access creates erosion
5. Difficult for motorists to turn around

Proposed Improvements:

1. Off street, one-way parking reduces congestion and improves safety
2. B2B trail crossing is moved for improved visibility
3. Dedicated Entry/Exit for tubers and kayakers to reduce erosion
4. Turnarounds added on North and South sides of bridge



PARK ROAD AND TRAIL:

Community-based Goals:

1. Increase the capacity of the B2B trail
2. Add trees to shade the path
3. Provide river access points
4. Enhance the park-like experience
5. Include traffic calming and encourage slow speeds
6. Add separation between the road and the B2B trail
7. Separate high-speed commuter bicyclists from recreational trail users

The Design Team discussed options to improve non-motorized congestion and maintain traffic calming. Three road & trail options were presented for feedback:

- Option A: Cycle Track
- Option B: Bike Lanes
- Option C: Advisory Bike Lanes

Questions + Comments:

- Advisory Bike Lanes: Would there still be speed humps? If so, could you consider bike-sized cutouts for the bumps?
 - o *This is something that we want feedback on. We can look into speedhumps on the vehicle portion – but further study would be needed. Speed Humps are an optional thing here.*
- Advisory Bike Lanes: This option may work if vehicle drivers respected bicyclists, but that seems questionable in my experience. Also, how do the buffers work with 2 lane roads?
 - o *The road will pinch down in those areas. Cars will have to work around those obstacles – which is the point. Cars have to slow down to navigate the obstacles.*
- Less pavement is nice but Option A is so nice for bicyclists. Is there any way to use permeable pavement to reduce stormwater runoff?
 - o *We can explore it.*
- Will the cycle path be plowed in the winter so that is visible?
 - o *Right now the answer is yes, it will most likely be cleared from snow similar to what we do for other Border-to-Border Trail areas.*
- *For the Cycle Track, there is more opportunity to pass other cyclists safely with the added lane.*

Poll Question 3: Which road & trail option do you prefer?

- Option A: Cycle Track (73%)
- Option B: Bike Lanes (0%)
- Option C: Advisory Lanes (27%)

Questions + Comments:

Design Team asked why people preferred the Cycle Track over Bike Lanes?

- o One of the considerations is making this more attractive to more people. Intense bikers don't worry about biking on the road. The cycle track gives less experienced bikers a chance to get away from the cars. This will attract more people to use it.
- o The cycle track because at the two ends, it connected more seamlessly to the existing border to border sections.
- o It is very hard to navigate around walkers and families.
- o More opportunity to safely pass other bikers.
- o Rank Choice Voting please :O
- o Glad we are looking to separate pedestrians from bikers. Right now its difficult for both parties. Its great to separate out the users as any of these options.

Final Open Questions + Comments:

- Primary Concern no matter what option is going on. Currently certain portions are next to impossible to ride because of cracks. Family member is a wheel chair user, the cracks are making it unsafe for wheel chair uses. The biggest issue is on-going maintenance.
 - *We struggle with pathways because our park system is older. We have a few Gallup Park projects coming up. Spring – Boat Launch and Argo, Fall Mitchell to Vehicle Bridge.*
- Every time that he goes through this area he is on the road. He appreciates separating out the high speed bike path. Likes the separated cycle track, but also likes the accessory bike lane – not a lot of car option. The length of this project – this is a critical connector. Summer construction will cut off commuting for a long period of time.
 - *Will try to sign and detour a route, which will never be as good/quick as the original. Cost and Time Savings is something that we will look at when comparing options. CZ: There are options that maybe explored where we can construct AND keep open.*
- Maintenance of the trail elsewhere – completion of the B2B through ann arbor. The maiden lane / fuller area has had a planned connection for 30-40 years. There is also a gap on the south side near Riverside Park that has been planned. It will change commuter patterns as we see it today and would change the whole operation of the plan.
- How long do we expect the bridge replacement will take?
 - *It will depend on what bridge option we go with. If a single bridge, it will be faster than the two bridge option. The two bridge option allows for some phasing. The constructability is being investigated. At the minimum we expect a disruption of 4-5 months. We won't be able to get to the other side of the park. We are hoping to do the construction outside of peak season. There is potential with all construction projects that it could take longer. There will be plenty of advanced notice. Even without car access, there is still bike and pedestrian access via the Gallup loop trail.*

NEXT STEPS:

The Design Team will share the feedback from the community with the steering committee and work with them to refine and select the final designs. A final report is anticipated in early 2021.

The project will ultimately occur in phases, with the bridge replacement happening first.