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**TABLE OF CONTENTS**

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Pages</th>
</tr>
</thead>
<tbody>
<tr>
<td>00</td>
<td>EXECUTIVE SUMMARY</td>
<td>05</td>
</tr>
<tr>
<td>01</td>
<td>PROJECT OVERVIEW</td>
<td>13</td>
</tr>
<tr>
<td></td>
<td>PURPOSE</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td>SITE CONTEXT</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>EXISTING CONDITIONS</td>
<td>16</td>
</tr>
<tr>
<td></td>
<td>COMMUNITY ENGAGEMENT OVERVIEW</td>
<td>19</td>
</tr>
<tr>
<td></td>
<td>OVERALL COMMUNITY BASED PROJECT GOALS</td>
<td>22</td>
</tr>
<tr>
<td>02</td>
<td>SCHEMATIC DESIGN</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>VEHICULAR BRIDGE</td>
<td>28</td>
</tr>
<tr>
<td></td>
<td>DESIGN DRIVERS</td>
<td>28</td>
</tr>
<tr>
<td></td>
<td>DESIGN ALTERNATIVES EXPLORED</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>RECOMMENDED BRIDGE DESIGN</td>
<td>38</td>
</tr>
<tr>
<td></td>
<td>PARK ROAD AND TRAIL</td>
<td>41</td>
</tr>
<tr>
<td></td>
<td>DESIGN DRIVERS</td>
<td>41</td>
</tr>
<tr>
<td></td>
<td>DESIGN ALTERNATIVES EXPLORED</td>
<td>42</td>
</tr>
<tr>
<td></td>
<td>RECOMMENDED RAIL AND TRAIL DESIGN</td>
<td>44</td>
</tr>
<tr>
<td></td>
<td>ENTRY ROAD, PARKING &amp; TRAIL CROSSING</td>
<td>48</td>
</tr>
<tr>
<td></td>
<td>DESIGN CRITERIA</td>
<td>48</td>
</tr>
<tr>
<td></td>
<td>DESIGN ALTERNATIVES EXPLORED</td>
<td>49</td>
</tr>
<tr>
<td></td>
<td>ENTRY ROAD, PARKING &amp; TRAIL CROSSING RECOMMENDED DESIGN</td>
<td>50</td>
</tr>
<tr>
<td>03</td>
<td>COST SUMMARY AND PHASING</td>
<td>53</td>
</tr>
<tr>
<td></td>
<td>APPENDIX A: OUTREACH</td>
<td>61</td>
</tr>
</tbody>
</table>
EXECUTIVE SUMMARY
EXECUTIVE SUMMARY

OVERVIEW

The Gallup Park Bridge, Road and Trail Schematic Design study explores options to re-imagine the vehicular bridge which is due to be replaced. It also explores cohesive design solutions for the adjacent segments of park road and the Border-to-Border Trail.

Multiple engagement opportunities with the public and a steering committee (of city and county representatives) provided the project team guidance throughout the design process. Project goals and design criteria were established directly from feedback received. This feedback also revealed which options should be considered and ultimately recommended as the preferred design.

VEHICULAR BRIDGE RECOMMENDATIONS

The new vehicular bridge is proposed to be located so the existing bridge can remain during construction. If not, the south side of the river will be inaccessible for four to five months. Locating the bridge directly west and adjacent to the existing bridge will keep the span to a minimum while avoiding the most costly nearby utilities to relocate. The span and structural material of the bridge is recommended to have the least destruction to the site while still meeting the design criteria and loading requirements. A concrete bridge will have the smallest beam depth and require the least amount of maintenance and a two-span bridge will also allow for a thinner beam depth creating less disruption and fill needed on site. The existing bridge is loved for its park-like character and the new bridge should include as many natural and wood materials as possible while still being easy to maintain.

The recommended cross section for the new bridge is one-lane for vehicles with a 10 foot wide shared use path on either side. A timber rail is proposed to serve as a vehicular guardrail and as an additional buffer between vehicles. Traffic calming and more room for pedestrians and bicyclists were the most important factors in this recommendation.
EXECUTIVE SUMMARY

Vehicular Bridge Recommendations

HIGHLIGHTS

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

RAISED TRAIL CROSSING

OVERLOOK & RIVER ACCESS

ONE LANE BRIDGE ‘SYMMETRICAL’ CROSS SECTION

RECOMMENDED BRIDGE CHARACTER

RECOMMENDED BRIDGE SITE PLAN
PARK ROAD AND TRAIL RECOMMENDATIONS

The recommended park road and trail cross section increases the capacity of the trail and provides different use zones for community and novice cyclists as well as other park users. An expanded landscape buffer between the park road and trail allows for stormwater collection and shade trees. The north side of the trail is located at its existing boundary approximately 15 feet from the river.

Advisory bike lanes are a new design approach being installed in various road segments across Ann Arbor and the country. The road provides enough width for two-way traffic but advisory bike lane markings provide priority to cyclists and cause traffic to yield behind bicycle traffic. Because of the low-volume vehicular traffic, advisory bike lanes are most suitable for this area. This road configuration offers a dedicated area for commuting cyclists and may also include speed humps for additional traffic calming. The Border-to-Border Trail is widened from 8-feet to 12-feet to accommodate the trail’s heavy use and provide additional space for both pedestrians and novice and leisure cyclists.
The park road stretches about 2,000-feet from the vehicular bridge to the east end parking lot. In order to distribute parking along this area, additional parking spaces are provided at the Huron Parkway bridge overpass. This also provides an additional opportunity to calm traffic. A large river access area with steppable stone is included to provide additional fishing and river viewing.
ENTRY ROAD AND PARKING RECOMMENDATIONS

The Gallup Park entry road currently has parking directly on the street, causing congestion on the park road and multiple non-motorized conflicts:

- Pedestrians crossing the street from parking to get the rail/playground.
- Parked cars do not have great visibility of the road
- Bicyclists using the road conflict with pull-in parking

Moving parking off the street removes these conflicts and creates an opportunity for a turnaround point before crossing the bridge. The causeway and area north of the railroad are very narrow. The parking lot design uses an angled and one-way layout in order to minimize the parking footprint and pavement in the area.

The Border-to-Border Trail crossing is shifted south of the bridge to increase visibility and a tabled crossing is included to further encourage traffic calming in the area. Multiple new designated river access points are proposed for tubers and kayakers to reduce erosion happening at current informal entry and exit points. Additional river access points are included east of the bridge for fishing and river viewing.
COST SUMMARY

Depending on available funding, the vehicular bridge, park road and trail projects could be phased or built as one complete project. If phased separately, the vehicular bridge and required approach work is estimated to be approximately $2.3 million. The park road, trail and parking lot project is estimated to be approximately $4.5 million for a total of $6.8 million.

BRIDGE............................................................................$2.3 MILLION
PARK ROAD AND TRAIL............................................$4.1 MILLION
B2B TRAIL (GRANT ELIGIBLE)...............................$360,000
TOTAL ...........................................................................$6.8 MILLION
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PROJECT OVERVIEW
The Gallup Park Bridge, Road and Trail Schematic Design study explores options to re-imagine the vehicular bridge which is due to be replaced. It also explores cohesive design solutions for the adjacent segments of park road and the Border-to-Border Trail. This project is driven by the need for future bridge replacement and the desire to improve circulation, access and safety for motorists and non-motorized users within this highly used park.
SITE CONTEXT

The site, located at a confluence of multiple non-motorized trails, includes segments that connect regional destinations between Ann Arbor, Ypsilanti and beyond. The Border-to-Border Trail runs adjacent to the park road and is a major regional connector, often used by higher-speed commuting cyclists. This area is being considered as a trailhead for the Border-to-Border Trail. The Gallup Park Loop Trail circles the park and has many diverse users including families, runners and roller skaters.
EXISTING CONDITIONS

The existing wooden vehicular bridge has a rustic park-like character; however it is in need of replacement and does not meet the current demands of the park.

The bridge presents the following issues:

- Lack of adequate space for the high volume of non-motorized traffic crossing in the area.
- Southbound drivers on the bridge have poor visibility of the Border-to-Border trail that crosses directly to the south.
- The walkways are too steep for barrier free access and are not Americans with Disabilities Act (ADA) compliant.
- The wood surface has developed ridges, making cycling difficult.
- The wood surface becomes slippery when wet.
- The railing often suffers damage from bridge jumpers and requires frequent maintenance.
- Lack of formal access to the river edge adjacent to the bridge creates bank erosion.

The adjacent park road, parking and Border-to-Border Trail creates conflict points between various park users. On-street pull-in parking creates congestion and safety conflicts. The Border-to-Border Trail is too narrow to accommodate both recreational and commuting non-motorized traffic. The area lacks shade and the overall aesthetic and essence of the surrounding park.
Project Overview

Existing Conditions

- Poor visibility for drivers
- On-street parking - causes congestion/safety conflicts
- One-lane bridge - encourages traffic calming
- B2B trail crossing - poor visibility for drivers
- Conflict between pull-in parking and trail
- B2B trail - too narrow for popularity
- Unofficial river access - creates bank erosion
- Non-motorized bridge area - too narrow for heavy use
The topographic survey revealed some unique conditions on the project site. An Michigan Department of Transportation (MDOT) railroad is located directly south of the site and includes a right-of-way that extends approximately 25-feet into the park area. Currently, the City of Ann Arbor Parks and Recreation leases some land within the railroad right-of-way under a use agreement that prohibits parking, but allows for roads, trails and landscape within the right-of-way.

Several utilities are buried below the Huron River near the exiting bridge. Underground electric and sanitary lines are located directly to the west and gas and water lines are located directly to the east.
Community engagement is important to ensure the replacement bridge, as well as the park road and trail, meets the community’s needs. In order to learn what is working, what isn’t working, and listen to ideas for improvement, the project team conducted two different engagement activities.

The initial outreach to the community was done through an online survey intended to gather feedback on what people liked, what problems they had, and any suggestions they had for improvement. The survey responses generated a few overall themes about the project area that helped to inform our goals for the project. For example, respondents generally like the park-like aesthetics and slow speeds of the existing vehicular bridge. They also generally think the current Border-to-Border Trail is too narrow and too close to the road. The project team used these survey results to inform design development and decisions throughout the design process.

### VEHICLE BRIDGE SURVEY RESULTS

When asked, “What do you like about the existing bridge?”, most of the responses mentioned the existing park-like aesthetics (approximately 89%). Approximately 44% of respondents like the slow speeds of the current bridge.

<table>
<thead>
<tr>
<th>Feature</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park-like aesthetics</td>
<td>86%</td>
</tr>
<tr>
<td>Slow speeds</td>
<td>43%</td>
</tr>
<tr>
<td>Pedestrian oriented</td>
<td>23%</td>
</tr>
<tr>
<td>Size</td>
<td>17%</td>
</tr>
<tr>
<td>Protected / Separated</td>
<td>10%</td>
</tr>
<tr>
<td>Accommodates bicyclists</td>
<td>7%</td>
</tr>
<tr>
<td>Didn’t answer</td>
<td>5%</td>
</tr>
<tr>
<td>Nothing</td>
<td>1%</td>
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</tbody>
</table>

Percentages are qualitative in nature and were deduced from respondent answers including the words below:

1. charm, aesthetics, natural, character, feel, unique, quaint, look, park, rustic, wood
2. speed, slow, traffic
3. pedestrian, walk, path
4. small, size, single lane, one lane, narrow
5. bike, bicycle
B2B TRAIL SURVEY RESULTS

When asked, “What don’t you like about this section of the Border-to-Border Trail?”, approximately 43% of respondents answered that the trail is too narrow. Answers also reflected the trail is too close to the road (approximately 30%).

- Too narrow: 42%
- Too close to the road: 30%
- Didn’t Answer: 22%
- Too crowded for bikes: 39%

Percentages are qualitative in nature and were deduced from respondent answers including the words below:
1. congested, crowded, pedestrians, narrow, walking
2. road, car
3. bike, bicycle

The second public engagement activity for the project was a virtual public meeting hosted on Zoom. Various design options were presented and twelve (12) participants provided feedback on each option, which was then used by the project team to help inform the proposed recommendations. For a full engagement summary refer to Appendix A.
A steering committee was developed for the project and consisted of several City of Ann Arbor and Washtenaw County representatives who provided feedback and direction throughout the design process. The steering committee consisted of city engineers, park planners and other park professionals (see Appendix A for a complete list of committee members). A kick-off meeting and site visit at Gallup Park allowed steering committee members to establish preliminary project objectives and design criteria.

Initial designs for the project were shared in a virtual meeting with the steering committee early in the design process. A digital whiteboard allowed the members to provide comments in real time and captured feedback that informed the designs moving forward.

A final meeting with the steering committee was held virtually in order to narrow down a preferred option for the vehicular bridge, park road and trail. After discussion and a few Zoom polls, a clear choice for both designs emerged as a best fit for Gallup Park.
The following goals were developed from input received from the community online survey and steering committee. These goals guided the project team in decision making throughout the design process. A full report of the survey can be found in Appendix A.

1. The new bridge should have a park-like character similar to the existing bridge.
2. Encourage slow speeds on the vehicular bridge and park road.
3. Reduce congestion and improve safety overall on the site:
   - At the intersection of the Border-to-Border Trail and the bridge
   - On the bridge
   - On the Border-to-Border Trail
4. Improve pedestrian and non-motorized experience along the trail and road (i.e. shade, views).
5. Reduce conflicts between parking spaces and pedestrians/non-motorized traffic.
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SCHEMATIC DESIGN
Schematic Design

During the design process many ideas were developed based on community input and project goals. These ideas were refined and presented to the steering committee and public for feedback. The following pages discuss the designs considerations and alternatives that were explored describe the project team’s process of selecting the recommended designs.
VEHICULAR BRIDGE

DESIGN DRIVERS

BRIDGE RELATED OVERALL PROJECT GOALS

The following goals were developed from input received from the community survey and steering committee. These goals guided the project team in decision making throughout the design process.

1. Keep the park-like character of the bridge.
2. Incorporate wood and natural elements.
3. Retain the same charm, feel and uniqueness.
4. Encourage slow speeds and calm traffic.
5. Reduce non-motorized congestion.
6. Improve the pedestrian and cycling experience.
7. Enhance driver visibility across the bridge.
DESIGN CRITERIA

The following design criteria was developed from input received from the community survey and steering committee. These served as the basis of design for the bridge.

1. Increase load capacity for emergency and construction vehicles to HS-20 or 16,000 lbs.
2. Strive to maintain access to south side of park during construction.
3. Minimize maintenance through material choices.
4. Provide a vehicular guardrail or combination pedestrian and vehicular guardrail that meets current American Association of State Highway and Transportation Officials (AASHTO) standards of 10-kip impact.
5. Discourage bridge jumpers with rail design.
6. Include an underclearance of 4’-3” minimum per Michigan Department of Natural Resources MDNR recommendations.
The bridge location and span were significant considerations that influenced the design and overall cost of the bridge. The following two sections provide a summary of the different options explored as part of the design process.

**LOCATION AND ALIGNMENT**

Various bridge locations and alignments were studied as part of the design process for a single bridge design and a two bridge design. The locations considered were based on maintaining access during construction and the location of existing utilities. The gas and water lines located east of the bridge are more expensive to relocate than the electric and sanitary lines west of the bridge. Because of this only locations that leave the gas and water lines in-place were considered. Based on project goals, design criteria and cost, a bridge location and alignment directly west and adjacent to the existing bridge is the recommended option.

**IN PLACE**

**PROS:**
- Minimum site disturbance and approach work
- Minimum span length

**CONS:**
- Prevents vehicular access to the south side of the park for four to five months during construction

**PART-WIDTH CONSTRUCTION**

**PROS:**
- Part width construction is a method where one half of the bridge is demolished and built before the other half allowing users to continue to cross the Huron River
- Minimum span length

**CONS:**
- Longer construction time (7-8 months)
- More expensive construction method
WEST AND SKEWED
PROS:
• Continued park access during construction
• Minimum construction time (4-5 months)
• Minimum span length
CONS:
• Longer span

WEST AND ADJACENT
PROS:
• Minimum site disturbance
• Access to south side of river is maintained
• Minimum construction time

SEPARATE VEHICULAR & NON-MOTORIZED
PROS:
• Improved pedestrian and cycling experience
• Access to south side of river is maintained
CONS:
• Vehicular bridge obstructs view
• Pedestrians may use vehicular bridge

SEPARATE VEHICULAR & NON-MOTORIZED IN PLACE
PROS:
• Minimum site disturbance
• Vehicular bridge could be built before demolishing the existing bridge, maintaining access to the south side of the park
• Reuse existing vehicular abutments saving construction time and cost
CONS:
• Vehicular bridge obstructs view

SEPARATE VEHICULAR & NON-MOTORIZED IN PLACE - REUSE ABATEMENTS
PROS:
• Minimum site disturbance
• Vehicular bridge could be built before demolishing the existing bridge, maintaining access to the south side of the park
• Reuse existing vehicular abutments saving construction time and cost
CONS:
• Vehicular bridge obstructs view
The existing vehicular bridge is a multi-span bridge with two piers in the river. Early in the design process a single span bridge was preferred because it lacked the need to maintain a pier in the water. After further study, the different span configurations (single span versus multi-span) had a direct affect on the approach roadways and significantly impacts the project costs. It is desired to maintain a similar underclearance from the bottom of beams to the water surface. In addition, environmental regulations by the Michigan Department of Environment, Great Lakes, and Energy (EGLE) recommend low chord (bottom structural beam of the bridge) be maintained or improved on bridge replacement projects. With this in mind, single span bridges will require much deeper beams. These deeper beams result in a larger increase in elevation of the approaches at the bridge abutments. Maintaining a maximum 5% grade for accessibility requirements, the approach runouts for a single-span bridge would be approximately 100- to 120-feet long. For a two-span bridge, the beams will be shallower, resulting in approach disturbances that are approximately one-half that of single span. This results in significantly less cost for the revised approaches and is the recommended span type for the future vehicular bridge.
Early in the design process, the project team explored several single lane and two-lane bridge options. Cross sections were developed that combined various motorized and non-motorized configurations. Different travel areas and sizes like bike lanes and shared use paths were considered.

**TWO-LANE BRIDGES**

The two-lane bridge options provided more infrastructure than necessary for the area and also detracted from the desire to maintain a pedestrian scale. Traffic calming would also be more difficult with a two-lane bridge.

**BUFFERED BIKE LAINES WITH TWO VEHICLE LANES**

**PROS:**
- Largest cross section
- Minimal traffic calming

**CONS:**
- Bicyclists are not buffered from vehicles
- Minimal traffic calming

**SYMMETRICAL**

**PROS:**
- Pedestrians and cyclists have separate paths
- Non-motorized users can use both sides of the bridge

**CONS:**
- Bicyclists are not buffered from vehicles
- Minimal traffic calming

**SEPARATE VEHICULAR & NON-MOTORIZED**

**PROS:**
- Pedestrians and cyclists are separate from vehicles
- Improved non-motorized user experience

**CONS:**
- Pedestrians may use vehicular bridge
- Minimal traffic calming
ONE-LANE BRIDGES

A one-lane bridge option allowed for a cross section closer in size to the existing bridge and provided needed traffic calming measures for the site. The single-lane bridge options received overall support from the public and steering committee and is the recommended option for the future bridge.

BUFFERED BIKE LANES

PROS:
• Bikes are buffered from vehicles
• Pedestrians and cyclists have separate paths
• Non-motorized users can use both sides of the bridge

CONS:
• Vehicles may use bike lanes as a second lane for passing

ONE SIDE NON-MOTORIZED - SEPARATE AND BUFFERED

PROS:
• Pedestrians and cyclists have separate paths

CONS:
• Vehicles may use bike lanes as a second lane for passing
• Non-motorized users can only use one side of the bridge

ONE SIDE NON-MOTORIZED

PROS:
• Pedestrians and cyclists are separated from vehicles
• Minimal bridge width

CONS:
• Non-motorized users can only use one side of the bridge
GALLUP LOOP

PROS:
- Pedestrians and cyclists are separated from vehicles
- Minimal bridge width with expanded non-motorized areas

CONS:
- Shared-use path favors the Gallup Loop trail which is not on the best river viewing side
BIKE LANE BRIDGE OPTION

Different one-lane bridge cross sections were developed that explored the allocation of space between vehicles and non-motorists. Options were narrowed down by stakeholders and three were presented to the public. The bike lanes bridge cross section provided an option that physically separated cyclists and pedestrians, but did not offer a lot of additional space for pedestrians. This option was also not selected because it did not provide flexible space for non-motorized users or room for novice bicyclists not wanting to ride in the road.
TWO BRIDGE OPTION

Another option explored was for separate vehicular and pedestrian bridges, which provided complete separation between motorists and enhanced the overall experience in this area by providing a more comfortable stopping and viewing area over the river that is away from the noise and congestion of vehicles. Although the two bridge option was similar in cost to the others, the preferred river view to the west would be visually interrupted. This option was also not selected because it would be hard to control pedestrians using the vehicular bridge and the layout of the pedestrian bridge could make for a less direct route for some users.
RECOMMENDED BRIDGE DESIGN

Based on meetings with the project stakeholders and the public, the preferred bridge design was the "Symmetrical Bridge Option", which consists of a single, 12-foot vehicular lane, with symmetrical, 10-foot raised shared-use paths on each side. A rendering of the proposed cross-section is on the following page. This cross-section increases the width for non-motorized users approximately 5-feet on each side compared to the existing bridge. This bridge is preferred because it allows for more space for standing on the bridge while also allowing people to pass, it preserves westward views, provides more flexible space for users and allows for users to use the existing route.
BRIDGE MATERIALITY

From a material perspective, there are three materials that are typically utilized for bridge beams: structural steel, prestressed concrete and glue-laminated timber. In order to achieve the required loading for emergency vehicles the timber beam would need to be more than double in depth resulting in more disturbance/fill and approach work. For example, the trail crossing on the south side would need to be raised 4 1/2-feet and the earthwork required would extend at least 200 feet along the park road.

The vehicular bridge should incorporate natural materials so long as their durability and maintenance fits within the park’s capacity. A vehicular rail made from timber beams and a composite decking on the non-motorized areas is recommended to provide warm touches of a wooden aesthetic. Part of Gallup Park’s identity is the river cobble used on park signage and fence elements. A river cobble veneer on the bridge abutments is preferred to tie the bridge to the existing site.
PARK ROAD AND TRAIL

DESIGN DRIVERS

The following design criteria was developed from input received from the community survey and steering committee. These served as the basis of design for the bridge.

1. Increase the Border-to-Border Trail width to 12’-0” minimum to meet current trail standards and accommodate heavy use.

2. Provide stormwater management along the trail to align with the City of Ann Arbor’s stormwater goals.

3. Aim to separate high-speed commuter cyclists from recreational trail users.

4. Encourage slow vehicle speeds with road design.

5. Formalize and stabilize river access points with dedicated access.
DESIGN ALTERNATIVES EXPLORED

During the design process, four park road and Border-to-Border Trail configurations were explored to increase the capacity of the trail and provide different use zones for commuting and novice cyclists as well as other park users. Various traffic calming measures were studied in order to encourage slow vehicle speeds in the area. All options expanded the landscape buffer between the park road and trail to 10-feet, allowing for stormwater collection and shade trees. The options also kept the north side of the trail at its existing location approximately 15-feet from the river, creating a riparian buffer.

COMBINED BORDER-TO-BORDER TRAIL OPTION

The combined Border-to-Border trail option expanded the existing trail to 18-feet and dedicated different use zones for cyclists and pedestrians. This option raised concerns about users staying in their use zone and included two very wide swaths of pavement. Commuting cyclists would also still desire to ride in the road with this option.
CYCLE TRACK OPTION

The cycle track cross option provides a safe and comfortable area for bicyclists that is physically buffered from vehicle traffic, but directing users to that area would prove difficult and the cross section includes a large surface area of hardscape. Buffered bike lanes would also attract recreational users and therefore would not help in separating commuters and recreational users. Runners may also use the cycle track and it could create confusion as to what is the B2B and what isn’t.

BIKE LANE OPTION

The bike lanes cross section options widens the current park road to provide dedicated bike lanes for cyclists. Traffic calming planting areas provide buffered areas between cyclists and vehicles. This option also includes a large amount of hardscape and may not be as comfortable for novice bicycle users. The volume of traffic and speeds on the park road also didn’t warrant dedicated bike lanes.
Advisory bike lanes are a new design approach being installed in various road segments across Ann Arbor and the country. The road provides enough width for two-way traffic but advisory bike lane markings provide priority to cyclists and cause traffic to yield behind bicycle traffic. Because of the low-volume vehicular traffic, advisory bike lanes are most suitable for this area. This design has a reduced pavement width and cost compared to the other options and is largely how the street functions today. This road configuration offers a dedicated area for commuting cyclists and may also include speed humps for additional traffic calming. Additional signage and/or education may be necessary to inform users.

The Border-to-Border Trail is widened from 8-feet to 12-feet to accommodate the trail’s heavy use and provide additional space for both pedestrians and novice and leisure cyclists.
ADVISORY BIKE LANES

CROSS SECTION
HURON PARKWAY BRIDGE AREA

The park road stretches about 2,000-feet from the vehicular bridge to the east end parking lot. In order to distribute parking along this area, additional parking spaces are provided at the Huron Parkway bridge overpass. This also provides an additional opportunity to calm traffic. A large river access area with steppable stone is included to provide additional fishing and river viewing.
EAST TRAIL CONNECTION

Currently the Border-to-Border Trail is routed north of the parking lot directly between the parking lot and the accessible playground. This area has many users crossing the trail from the parking lot to get to different areas of Gallup Park which creates conflicts with trail users. Removing the landscape median from the current parking lot will allow for enough space to re-route the Border-to-Border Trail south of the parking lot allowing trail users to avoid the parking lot and playground.
ENTRY ROAD, PARKING AND TRAIL CROSSING

DESIGN CRITERIA

The following design criteria was developed from input received from the community survey and steering committee. These served as the basis of design for the bridge.

1. Increase safety of the Border-to-Border crossing and improve the visibility for motorists.
2. Incorporate a vehicular turnaround north of the bridge.
3. Provide a designated river access point for kayakers and tubers entering and exiting the river to reduce erosion.
4. Encourage slow speeds on the bridge and park road by including a yield point at the one-lane bridge.
5. Move parking off street to reduce road congestion and increase safety.
DESIGN ALTERNATIVES EXPLORED

Various parking configurations were explored to increase parking supply and non-motorized traffic safety. On-street parking was considered but ultimately created too many conflict points for vehicles and pedestrians.

Another off-street configuration was considered (on page 70) that positioned off-street parking on the north side, to the east of the park road. This again forces many users to cross the road to get to their destinations, especially kayakers and tubers.
ENTRY ROAD PARKING AND TRAIL CROSSING RECOMMENDED DESIGN

The Gallup Park entry road currently has parking directly on the street, causing congestion on the park road and multiple non-motorized conflicts:

- Pedestrians crossing the street from parking to get the rail/playground.
- Parked cars do not have great visibility of the road
- Bicyclists using the road conflict with pull-in parking

Moving parking off the street removes these conflicts and creates an opportunity for a turnaround point before crossing the bridge. The causeway and area north of the railroad are very narrow. The parking lot design uses an angled and one-way layout inorder to minimize the parking footprint and pavement in the area.

The Border-to-Border Trail crossing is shifted south of the bridge to increase visibility and a tabled crossing is included to further encourage traffic calming in the area. Multiple new designated river access points are proposed for tubers and kayakers to reduce erosion happening at current informal entry and exit points. Additional river access points are included east of the bridge for fishing and river viewing.
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COST SUMMARY AND PHASING
COST SUMMARY

Depending on available funding, the vehicular bridge, park road and trail projects could be phased or built as one complete project. If phased separately, the vehicular bridge and required approach work is estimated to be approximately $2.3 million. The park road, trail and parking lot project is estimated to be approximately $4.5 million for a total of $6.8 million.

BRIDGE DETAILED COST ESTIMATE

<table>
<thead>
<tr>
<th>LINE</th>
<th>DESCRIPTION</th>
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<td>0001</td>
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<td>1,935</td>
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Bridge Approach Total $17,999.30

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City of Ann Arbor Parks and Recreation ■ Gallup Park Bridge, Road and Trail Schematic Design
### Cost Summary and Phasing | Cost Summary Bridge

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<td>CY</td>
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**Bridge Replacement Total** $1,276,380.68

| BRIDGE SUBTOTAL | $1,294,379.98 |
| Contingency at Schematic Design (25%) | $323,595.00 |
| Subtotal | $1,617,974.98 |
| General Conditions* (20%) | $323,595.00 |
| Construction Inspection (12%) | $194,157.00 |
| Engineering Fees (12%) | $194,157.00 |
| Bridge Estimate Total | $2,329,883.96 |
# PARK ROAD AND TRAIL DETAILED COST ESTIMATE

## PARK ROAD AND PARKING SITE PREPARATIONS, REMOVALS

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**Site Preparations, Removals Total**: $264,000.00

## PARK ROAD AND PARKING SITE PREPARATIONS, PAVING

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**Site Preparations, Paving Total**: $110,000.00

## PARK ROAD AND PARKING PAVING

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<td>Aggregate Base, 10”</td>
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<td>HMA, Roadway &amp; Parking (6”)</td>
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<td>0037</td>
<td>Gutter spillways</td>
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<td>Pavement Marking</td>
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**Paving Total**: $1,048,800.00
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<td>New Overlook @ Causeway</td>
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<td>River Access Along Path</td>
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**Park Road Miscellaneous Total** $162,000.00

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<td>Planting Bed</td>
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**Landscape & Furnishings Total** $697,064.00

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## Cost Summary and Phasing | Cost Summary

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<td>Aggregate Base, 6”</td>
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<td>0038</td>
<td>HMA, Path (3”)</td>
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<td>Ton</td>
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**Grant Eligible Total** $294,800.00

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**BRIDGE, PARK ROAD & B2B TRAIL TOTAL** $6,795,079.16

Notes: Estimate does not include Escalation and Playground Replacement

Estimate does not include Lighting or Inspections by City/State engineering or regulatory agencies. (i.e. railroad inspector)

*General Conditions Generally Includes: Mobilization, Staking/Layout, Bonding/Insurance, Permits, Testing and Site management**

**Site Management Generally Includes: Trailer/office, Office/Administration, Superintendent, Temporary Utilities, Safety Measures, Security, Signage, Cleanup/Dumpster
PHASING PLAN

ENTRY DESIGN STUDY IN PROGRESS
PARK ROAD AND TRAIL PHASE
BRIDGE PHASE
PARK ROAD AND TRAIL PHASE
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APPENDIX A

OUTREACH
The project team met with various City of Ann Arbor and Washtenaw County representatives at Gallup Park on August 5, 2020. The purpose of this meeting was to establish design criteria for the vehicular bridge, park road and trail. Attendees were given a brief project overview and summary of the ongoing initial public outreach survey. They then participated in three “post-it” exercises to initiate conversation and begin to organize project goals. The following boards are answers the steering committee gave when asked “It would be great if…” for the three major project elements.

### STEERING COMMITTEE MEMBERS

**City of Ann Arbor**
- Hillary Hanzel, Park Planner
- Adam Fercho, Park Planner
- Mike Nearing, Engineer
- Scott Spooner, Park Operations Manager
- Cheryl Saam, Gallup & Argo Liveries Manager
- Cynthia Redinger, Transportation Engineer
- Heather Seyfarth, Planner

**Washtenaw County Parks & Recreation**
- Peter Sanderson, Park Planner
Appendix A | Outreach | Steering Committee Meeting #1

IT WOULD BE GREAT IF...

VEHICLE BRIDGE

- Was unique & felt special
- Was official & easy to maintain
- Stop bridge jumpers
- Signature Piece - Not compliant
- Connector to river

- Had better sight distance
- Clear loading signage - buses & taxis
- Clear sight lines
- Wooden surface is not great in snow

- Felt like a gateway into the park
- Felt secure (when driving/rolling over it)
- Better visibility for non-veh. users
- Widened "lanes" for non-veh. users
- Limit/spread out contact points
- Too slippery

- Keep aesthetic
- Keep natural

- Keep
- Parking
- Trees in river catch on structure
- Slows traffic w/backup
- No Driveway
- Clear signs on alternating

- Was a non-compliant.
- Clear-spanned over the river.
- Can accommodate heavier trucks safely.
- Better sight distance

- One large path/ride lane instead of two small lanes
- Public transit - bike storage
- Bicycle/ped capacity ↑ on both sides
- Sport for sending & looking at river

- Was 2 lanes wide... better for everyday usage.
- Has better separation from the bike trails.

- Keeps park feeling

- Opportunity to stand & watch on bridge or take in views
- Human scale (not too big/disjointed)

- Bird's eye view of bridge
- Slower traffic
- Clear signs on alternating
IT WOULD BE GREAT IF...

B2B TRAIL

- Less wide through the Park area.
- At B2B Trail has good separation from the parking area.

IMPROVE INTERFACE W/BRIDGE/END

WIDER PATH
- 10’ min but maybe more due to winds

SEPARATE BIKE, PEDESTRIAN TRAFFIC

Separate
Connections
better for bikes & pedestrians & recreation

PROVISION FOR HIGH SPEED THROUGH BIKE LANE

B2B TRAILHEAD AREA

MORE SEPARATION FROM ROAD

Bike Commuters lower speed

WIDER TRAIL

SEPARATE TRAIL FROM ROAD

Connections & views to river
More park-like experience

ADA Compliance @ crossings

CONSIDER OPENING RIVER VIEWS

MORE CAPACITY WALKERS/DOGS vs BIKES

Consider
Short distance

Crossing @ get new visibility

SIGHT DISTANCE

Change Trail crossing @ 1 lake bridge

More break out points to river

More shade trees on southwest

Areas to pull off trail and stay at river, others.

Signs & distance

Better effect of signals at bridge crossing: Sign signs?

Picknic Area (TMP)

Buffer from road/cars
Visual & safety

Separate Commuters from Bikes on bridge

WIDER PATH
- 10’ min but maybe more due to winds
IT WOULD BE GREAT IF...

PARK ROAD

- Trees or vegetation buffer between path
- ADA compliance & better wayfinding
- Else, separate vehicles and bike paths
- More green, less pavement
- Traffic calming elements include non-deflection, eg. bollard
- Bicycle parking
- No speed bumps
- Bridge congestion
- Ease of maintenance (snow)
- More trees between road & path
- More parking
- Keep traffic slow
- Separate bikes/walkers on bridge
- Get off road before bridge
- Drainage (flood)
- Stormwater management
- Walkway around parking
- Signage (keep going for posting)
INITIAL PUBLIC INFORMATION GATHERING

The initial outreach to the community was done through an online survey. The community survey was open from July 25, 2020 to August 13, 2020 and was distributed online through the Ann Arbor Open City Hall portal and advertised through the City’s social media channels and GovDelivery notification system. Signs advertising the survey were also posted at Gallup Park along the Border-to-Border Trail in order to reach a wide demographic of park users. The survey was used to gather a wide range of community input, and this information was considered during design development. The survey had 576 responses.

RESPONSE DEMOGRAPHICS

The below graph displays the average age of respondents taking the community survey. The largest respondent groups were 50-59 (23%) and 60-69 (23%).

LIVE IN ANN ARBOR

The graph below shows that 91% of respondents live in the City of Ann Arbor.

WORK IN ANN ARBOR

65% of respondents work in the City of Ann Arbor and 22% are retired.
ZIP CODES

The graph below displays respondents zip codes. The largest zip code group was 48103 (33%) followed by 48104 (30%) and 48105 (26%).

48103  31%
48104  30%
48105  26%
48108  5%
48197  4%
48176  3%
48198  3%
48130  3%
48106  3%
48111  3%
48184  3%
77845  3%

TRAVEL TO PARK

When asked, “Think of the past few times you’ve visited Gallup Park. How did you get to the park?”, most respondents answered drive (47%), but over half of the respondents did not drive to the park. Cycling was the second most popular mode of transportation (37%).

Drive  47%
Bicycle  37%
Run/Walk  13%
Kayak/Tube  <1%
Other  3%
PARK USE

When asked, “Why do you typically visit Gallup Park?”, Walk/Roll/Run was the top answer (70%) followed by Bicycle (54%). This is strong evidence that most respondents are coming to use the Border-to-Border and Gallup Park trails. (Respondents could choose more than one answer.)

<table>
<thead>
<tr>
<th>Activity</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk/Roll/ Run</td>
<td>70%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>54%</td>
</tr>
<tr>
<td>Kayak/Tube/Paddleboard/Canoe</td>
<td>31%</td>
</tr>
<tr>
<td>Experience Nature/Bird Watch</td>
<td>30%</td>
</tr>
<tr>
<td>Use Playground</td>
<td>17%</td>
</tr>
<tr>
<td>Picnic</td>
<td>15%</td>
</tr>
<tr>
<td>Social Events</td>
<td>12%</td>
</tr>
<tr>
<td>Other</td>
<td>5%</td>
</tr>
<tr>
<td>Fishing</td>
<td>3%</td>
</tr>
<tr>
<td>Skate/Scooter</td>
<td>2%</td>
</tr>
</tbody>
</table>

VEHICLE BRIDGE: LIKE

When asked, “What do you like about the existing bridge?”, most of the responses mentioned the existing park-like aesthetics (approximately 89%). Approximately 44% of respondents like the slow speeds of the current bridge.

<table>
<thead>
<tr>
<th>Feature</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park-like aesthetics</td>
<td>86%</td>
</tr>
<tr>
<td>Slow speeds</td>
<td>43%</td>
</tr>
<tr>
<td>Pedestrian oriented</td>
<td>23%</td>
</tr>
<tr>
<td>Size</td>
<td>17%</td>
</tr>
<tr>
<td>Protected / Separated</td>
<td>10%</td>
</tr>
<tr>
<td>Accommodates bicyclists</td>
<td>7%</td>
</tr>
<tr>
<td>Didn’t answer</td>
<td>5%</td>
</tr>
<tr>
<td>Nothing</td>
<td>1%</td>
</tr>
</tbody>
</table>

Percentages are qualitative in nature and were deduced from respondent answers including the words below:

1. charm, aesthetics, natural, character, feel, unique, quaint, look, park, rustic, wood
2. speed, slow, traffic
3. pedestrian, walk, path
4. small, size, single lane, one lane, narrow
5. bike, bicycle
VEHICLE BRIDGE: DON'T LIKE

When asked, “What don’t you like about the existing bridge?”, approximately 30% of respondents answered that it is not pedestrian friendly. Respondents also did not like that the bridge accommodates vehicles (approximately 26%) and the poor visibility across the bridge (approximately 25%).

- Not pedestrian friendly: 30%
- Accommodates vehicles: 30%
- Poor visibility across bridge: 25%
- Size: 22%
- Surface: 19%
- Not bike friendly: 19%
- Didn’t answer: 14%
- Nothing: 10%

Percentages are qualitative in nature and were deduced from respondent answers including the words below:
1. pedestrian, walk, path
2. car, vehicle, traffic
3. see, cross, visibility
4. small, size, single lane, one lane, narrow
5. surface, repair, boards, slip, wood
6. bike, bicycle

VEHICLE BRIDGE: MORE ENJOYABLE

When asked, “Think about the last time you crossed over the Gallup Bridge. What would make it more enjoyable?”, the top responses were to improve the pedestrian experience (approximately 26%) and better traffic management (approximately 25%).

- Improve pedestrian experience: 26%
- Traffic Management: 24%
- Didn’t answer: 23%
- Improve visibility: 16%
- Improve cyclist experience: 16%
- Wider: 15%
- Nothing: 5%
- Two lanes: 4%

Percentages are qualitative in nature and were deduced from respondent answers including the words below:
1. pedestrian, walk, path
2. car, vehicle, traffic
3. see, cross, visibility
4. bike, bicycle
5. wide, space, room
BRIDGE: PREFERENCE

66% of respondents would prefer if the new bridge blended in with nature. Only 7% prefer the new bridge to be eye catching.

- Was eye-catching: 7%
- Blended in with nature: 66%
- Other: 27%

PARK ROAD: LIKE

When asked, “What do you like about the adjacent park road?”, approximately 23% of respondents mentioned that it is separated from the trail. Slow speeds were the next mentioned response (about 15%).

- Didn’t answer: 28%
- Trail separate from road\(^1\): 23%
- Slow speeds\(^2\): 15%
- Adequate Parking\(^3\): 12%
- Nothing: 8%
- Accommodates bicyclists\(^4\): 7%

Percentages are qualitative in nature and were deduced from respondent answers including the words below:
1. pedestrian, walk, path, trail, B2B
2. car, vehicle, traffic, speed bump
3. parking
4. bike, bicycle
PARK ROAD: DON’T LIKE
When asked, “What don’t you like about the adjacent park road?”, approximately 30% respondents answered that it is too congested. Respondents also mentioned it is too close to the trail (approximately 25%) and that there is too much car traffic (approximately 23%).

- Too congested: 30%
- Too close to trail: 25%
- Too much car traffic: 23%
- Didn’t Answer: 22%
- Trail shared with bikes: 19%
- Poor condition: 17%
- Parking conflicts: 12%
- Speed bumps: 11%

Percentages are qualitative in nature and were deduced from respondent answers including the words below:
1. wide, space, room, congested
2. narrow, people, pedestrian
3. car, vehicle, traffic
4. bike, bicycle
5. potholes, condition, pavement
6. parking
7. speed, slow

PARK ROAD: MORE ENJOYABLE
When asked, “What would make this section of the park road more enjoyable?”, the top responses mentioned more separation between the trail (approximately 33%). Separation between bikes and pedestrians would also make the park road more enjoyable (approximately 22%).

- More separation between trail: 32%
- Didn’t Answer: 22%
- Separate bikes: 17%
- More and separated parking: 11%

Percentages are qualitative in nature and were deduced from respondent answers including the words below:
1. walk, path, trail, pedestrian
2. bike, bicycle
3. parking
### B2B Trail: Like

When asked, "What do you like about this section of the Border-to-Border Trail?", the top answer was being adjacent to the river (approximately 37%). Approximately 5% of respondents like that the trail connects to the Border-to-Border and the park loop.

<table>
<thead>
<tr>
<th>Liked by Respondents</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adjacent to the river</td>
<td>37%</td>
</tr>
<tr>
<td>Didn’t answer</td>
<td>24%</td>
</tr>
<tr>
<td>Connects to B2B trail and park loop</td>
<td>15%</td>
</tr>
<tr>
<td>Walking experience</td>
<td>6%</td>
</tr>
<tr>
<td>Biking experience</td>
<td>5%</td>
</tr>
</tbody>
</table>

### B2B Trail: Don’t Like

When asked, "What don’t you like about this section of the Border-to-Border trail?", approximately 43% of respondents answered that the trail is too narrow. Answers also reflected the trail is too close to the road (approximately 30%).

<table>
<thead>
<tr>
<th>Disliked by Respondents</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Too narrow</td>
<td>42%</td>
</tr>
<tr>
<td>Too close to the road</td>
<td>30%</td>
</tr>
<tr>
<td>Didn’t Answer</td>
<td>22%</td>
</tr>
<tr>
<td>Too crowded for bikes</td>
<td>19%</td>
</tr>
</tbody>
</table>

Percentages are qualitative in nature and were deduced from respondent answers including the words below:

1. congested, crowded, pedestrians, narrow, walking
2. road, car
3. bike, bicycle
B2B TRAIL: MORE ENJOYABLE

When asked, “Think about the last time you were on this section of the Border-to-Border Trail. What would make it more enjoyable?”, approximately 19% of respondents mentioned a wider path. Trees and shade were also included in approximately 14% of the responses. 26% of respondents did not answer the question but this could be due to that it was the last one in the survey.

Percentages are qualitative in nature and were deduced from respondent answers including the words below:
1. wider
2. trees, shade
3. road
4. separate
MAPPING: LIKES/CONCERNS

Respondents were asked to participate in a mapping exercise where they placed a green or red dot for places in the project area that they like and are concerned about and comment why. A total of 472 concerns were placed in the project area and a total of 259 likes were placed.

LIKES
- The aesthetics of the bridge and the view it provides
- Open space near the parking area
- The proximity of the trail to the river
- Crossing under the Huron Parkway bridge

CONCERNS
- The visibility of the trail crossing from the vehicular bridge
- Congestion and crossing at parking areas
- Condition of the park road
- Not enough room on the trail
- No shade
The steering committee met virtually on September 23, 2020 to review and provide feedback on various design options for the Gallup Park Bridge, Road and Trail. A virtual whiteboard session allowed attendees to engage and add commentary on the different alternatives.

**BRIDGE CROSS SECTION OPTIONS**

The steering committee provided feedback on three bridge design options. The comments provided support of a bridge with a narrow vehicular lane for traffic calming and physical separation between motorized and non-motorized users. The steering committee also advocated for an improved non-motorized experience by providing space to stop and view the river. Concerns about driver confusion and a wider drive potentially becoming a two-lane road were expressed about the Symmetrical bridge option. The two bridge option was also supported, but there were concerns about providing more infrastructure than needed.
Appendix A | Outreach | Steering Committee Meeting #2

**Two Bridges**

- Concerns: Does the vehicular bridge need to be this wide?
- Concerns: Is this more infrastructure than we need?
- Likes: like improved experience on separate bridges

**Symmetrical**

- Concerns: Already mentioned the concern about driver confusion
- Likes: people in cars will make it a 2-way bridge
- Concerns: Might feel uncomfortable to boat or float under all of this close structure
- Likes: drive will feel wide even with bike lanes
- Concerns: Does the vehicular bridge need to be this wide?
- Concerns: I am against Core -10 weathering steel. We have had some issues with those recently
- Concerns: Too much bridge or man made structure?

Comments:
- How to ensure traffic calming on vehicular bridge with two lanes? Want to slow cars before pedestrian crossings ahead.
- pedestrian sidewalks seem narrow, guess this should have been a pink concern
- Are AADT anticipating responding from the bridge? If not, I don’t understand why they would need LID on a one-way facility.
BRIDGE ALIGNMENT OPTIONS

A specific preference for the bridge alignment was not determined. However, there was strong support for off-street parking on the north side of the bridge, which cannot be achieved with a skewed alignment west of the existing bridge.

WEST OF EXISTING

SKewed

IN-PLACE
PARK ROAD AND TRAIL CROSS SECTION OPTIONS

The steering committee favored narrow vehicular lanes and using planting bump outs as choke points for traffic calming on the park road. Preferred options for the Border-to-Border Trail provided physical separation between pedestrians and commuter cyclists. The Combined Border-to-Border option drew concerns of enforcing pavement markings for different modes of travel, the interaction between commuter cyclists and pedestrians, and the trail being overly wide. Concerns of wayfinding and the confusion of having two paths were expressed about the Cycle Track option.
BIKE LANES

I like the choke points too - better than speed bumps

Like the choke points - more plants, stormwater, attractive

I like this option for the simplicity of creating a commuter bypass, and not having confusion about two trails

Agree with above. Traditional bike lanes are easily legible to people

I agree that pedestrians and cyclist should be separated, though I do have some concerns about bike lanes diminishing the experience and purpose of trail being installed in the first place

Bike lane and cycle track pavement surface areas are equal?

Likes: Keeping cyclists and cars a bit mixed will make drivers more uncomfortable and encourage slowers speeds (BOTH)

I like both options having bike lanes separated from pedestrians
What are we trying to achieve with bicyclists? What happens at ends of trail that aren’t wide?

Railroad fence: I like that it allows for additional capacity for the bike bypass during busy times (people could use both lanes for one direction). Also separates bikes and cars. Could be a challenge to keep slower bikes & runners/walkers off cycletrack? Confusion about what is B2B?

Cycle track is interesting. Not typical but with the recent addition of two within the City, people may learn to use them. Not too different from typical B2B trail width.

Replace bollards with planted buffer if section is >80'.

Like: because we have the room separate.

Wayfinding, traffic calming for bicyclists.

Most of the trail use in Gallup is families with mixed uses. Rest of trail doesn’t have separate bike area for speed.
PARKING OPTIONS

The steering committee prefers travel lanes and parking to be separate. Providing off-street parking north of the bridge was favored because it provides a turnaround before the bridge. South of the bridge, parking directly adjacent to the Border-to-Border Trail was favored because it provides ADA access. Off-street parking on the south side was also preferred given the popularity of children and families. Concerns were expressed about incorporating parking in the MDOT railroad right-of-way area.
HURON PARKWAY DESTINATION

The steering committee prefers parking directly adjacent to the Border-to-Border Trail for ADA access. Concerns about parking within the MDOT railroad right-of-way were expressed. The steering committee also discussed if creating a destination at the Huron Parkway Bridge is necessary or desired and suggest reviewing the community survey to provide evidence.
Appendix A | Outreach | Steering Committee Meeting #2

Concerns: With either option, include traffic calming before entering this area.

Concerns: This isn’t really a concern, but more of a consideration. Pick the design that allows for the most deflection in the road.
EAST END PARKING LOT

The steering committee prefers to route the Border-to-Border Trail south of the existing parking lot to avoid conflict with the universal access playground entrance. Routing cyclists through the parking lot drew concerns about providing clear wayfinding.
TRAFFIC CALMING MEASURES

Comments provided in the Park Road and Trail Cross sections reveal a preference for Chicanes (Woonerf) as a traffic calming method because of added aesthetics and stormwater management. Chicanes are a recommended method included in the City of Ann Arbor Traffic Calming Guidebook.
VIRTUAL PUBLIC OPEN HOUSE

Once design options were vetted by the project team and steering committee, the designs were presented, via Zoom, to approximately 12 public participants for feedback. Overall, the options were well received, but the Gallup Loop bridge and Bike Lane road ad trail options did not receive any votes in the following polls.

**VEHICLE BRIDGE**

**WHICH IS MOST IMPORTANT TO YOU?**

**PUBLIC MEETING POLL RESPONSE**

- **A**  VEHICLES SEPARATED FROM CYCLISTS AND PEDESTRIANS
- **B**  PEDESTRIANS SEPARATED FROM CYCLISTS AND VEHICLES

*OUT OF 12 PUBLIC PARTICIPANTS*
Vehicle Bridge
Which Bridge Option Do You Prefer?

Public Meeting Poll Response*

*Out of 12 Public Participants

Option A: Gallup Loop

Option B: Symmetrical

Option C: Bike Lanes

Option D: Two Bridges

Park Road & Trail
Which Option Do You Prefer?

Public Meeting Poll Response*

*Out of 12 Public Participants

Option A: Cycle Track

Option B: Bike Lanes

Option C: Advisory Lanes

*32 smithgroup.com
After meeting with the public, the project team reconvened with the steering committee to receive final input and direction. The team met virtually on December 7, 2020. Multiple polls were asked in order to gauge consensus.

**VEHICLE BRIDGE**

**WHICH BRIDGE OPTION DO YOU PREFER?**

STEERING COMMITTEE MEETING POLL RESPONSE

**A** OPTION A: SYMMETRICAL

**B** OPTION B: BIKE LANES

**C** OPTION C: TWO BRIDGES
Appendix A | Outreach | Steering Committee Meeting #3

VEHICLE BRIDGE
WHAT BRIDGE MATERIAL DO YOU PREFER?
STEERING COMMITTEE MEETING POLL RESPONSE

A  OPTION A: WOOD  1
B  OPTION B: CONCRETE/STEEL  9

PARK ROAD & TRAIL
WHICH OPTION DO YOU PREFER?
STEERING COMMITTEE MEETING POLL RESPONSE

A  OPTION A: CYCLE TRACK  1
B  OPTION B: ADVISORY LANES  5
Once a preferred design was established, the project team met with MDOT representatives to review the proposed site plan. MDOT representatives communicated various requests for the project. The first requirement is to keep the existing fence north of the railroad in place. If construction activity is to cross south of the fence, a Permit to Enter will be required. MDOT representatives also requested that any encroachment into the railroad right-of-way be limited to what is currently found in the park with an overall goal of keeping users as far from the tracks as possible.
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Design a
Better Future