



## Citizen Advisory Committee Meeting #4 DISCUSSION SUMMARY

Ann Arbor City Hall (301 E. Huron Street), second floor Council Chambers  
8:30am – 10:30 am  
April 19, 2017

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**Attendees:** Public Present: 11; refer to Appendix A for sign-in sheet.

CAC members present: Doug Allen, Maria Arquero de Alarcon, Eric Boyd, Terry Bravender, Vince Caruso, Nancy Goldstein, Jim Kosteva, Darren McKinnon, Sarah Mills, Melinda Morris, Seth Peterson, Alice Ralph, Ellen Ramsburgh, Sandi Smith

CAC members absent: Robin Burke, Bob Galardi, Sue Gott, Chris Graham, Robin Grosshuesch, Rita Mitchell, Sonia Schmerl

Council members present: None

City staff present: Kayla Coleman, Craig Hupy, Brett Lenart, Connie Pulcipher, Cresson Slotten

Consultants present: Neal Billetdeaux (SmithGroupJJR), Keenan Gibbons (SmithGroupJJR), Oliver Kiley (SmithGroupJJR)

**Meeting Purpose:** Review feedback from outreach meetings. Discuss DRAFT preferred plan, in detail. Review next steps.

The meeting agenda outline below includes discussion from CAC members and clarifying points from the Project Management Team (PMT).

1. Outreach Meetings
2. DRAFT Preferred Plan
3. Next Steps
4. Public Commentary

### 1. Outreach Meetings

The Project Management Team (PMT) and consultants summarized the February Stakeholder Meetings and the Community-Wide (CW) Outreach Meeting #2.

Citizen Advisory Committee (CAC) members shared the following perspectives and feedback relating to individual stakeholder meetings:

#### University of Michigan

- The University of Michigan should be a better neighbor. Many people walk on the tracks going to football games.
- Didn't the University of Michigan previously say that they would support a path? Why have they changed their mind?
- Is it possible to purchase the land?

#### WATCO

- It seems like Watco Co./Ann Arbor Railroad would realize that the trail could provide safer passage for the people currently trespassing on the rail corridor.



- *PMT: This was noted in our discussion with Watco Co./Ann Arbor Railroad and will be emphasized as a benefit in the plan submittal for their review.*
- Feedback from Watco Co./Ann Arbor Railroad is that there is no precedent of constructing a path along the railroad; does that mean that they will not consider the request for this project?
  - *PMT: Watco Co./Ann Arbor Railroad has been very clear that they have not previously done Rails with Trails due to safety and liability concerns. They are concerned about inviting people onto their property. The feedback from Watco Co./Ann Arbor Railroad is that no amount of fencing or precautions that would protect against a derailment.*
- Has the existing trail near Argo, next to the train track, been used as a comparison? How far is the trail from the track?
  - *PMT: At that location the distance of the trail from the track is about 30 feet. In benchmarking research, most averaged about 25 feet from the track. There is not a recommended standard separation distance for a trail in a rail corridor.*

## 2. DRAFT Preferred Plan

The PMT presented the DRAFT Preferred Plan.

The CAC members shared the following feedback and perspectives regarding the DRAFT Preferred Plan:

- On the elevated sections it looks like there are bikes in both directions – where do pedestrians walk?
  - *PMT: We are showing a 14' wide shared-use path. It could be wider than what we are showing, but would cost more. Signage may be appropriate to clarify bicycle and pedestrian rules of conduct.*
- Is there room to maintain the existing mountain bike trail along with a paved trail in Bluffs Nature Area?
  - *PMT: We have not completed a more detailed evaluation of Bluffs. There are numerous mountain biking trails in Bluffs and this topic was discussed with the Potowatomi Mountain Biking Association.*
- Has the Border-to-Border (B2B) Trail that crosses over Argo dam been evaluated as part of this project? At this location there is a bottleneck, are potential changes being considered?
  - *PMT: It is not part of this project. It may be considered as a coordinating project.*
- What constraints have to be made with regard to the floodplain? Is there a reason to show the floodplain on the maps?
  - *PMT: We need to know where the floodplain is located as it relates to potential construction impacts. There are important considerations within the floodplain. An at-grade trail can exist within the floodplain but structures, posts, fencing could be an issue if they impede flow. Also, potential building footprints of future development need to be cognizant of the floodplain.*
- Is there any update on the DTE site?
  - *PMT: None at this time. A trail along the river on the DTE property is shown in the Park and Recreation Open Space (PROS) plan – and this can be added to the framework plan as a note.*
- Since the DDA is potentially converting First and Ashley to two-way, has there been any consideration of eliminating the potential trail segment shown along Ashley?
  - *PMT: The DDA has included potential roadway conversions in their 2022 long-term plan, this would include converting First and Ashley to two-directional traffic. We have considered whether a trail would work in that location regardless of whether it is one-way or two-way. Both options are compatible.*
- What was the response from conversations with the Japanese Auto Shop?



## ALLEN CREEK GREENWAY

- *PMT: They like their location and are willing to talk about a bridge going over their building with some posts on their property as long as there is not impact to their ability to operate their business.*
- Near Elbel Field, is there space to stay on the west side, rather than crossing over the tracks?
  - *PMT: There is currently not enough space. However, if in the future the use of the site changes, this may be an option.*
- Has there been any evaluation of athletic field standards with regard to the location of the elevated trail at Elbel Field? How would a trail on the east side impact the existing athletic fields?
  - *PMT: This has not been evaluated yet and will need additional study.*
- Can Americans with Disability Act (ADA) access be separated from the primary trail?
  - *PMT: Yes, there are many different ways to incorporate ADA access; a project preference is to keep <5% grade for universal accessibility and to eliminate need for designated ramp facilities.*
- Regarding cost analysis, the amount of revenue the trail could generate for the city should be considered.

CAC members discussed the DRAFT Preferred Plan in small groups. Each group shared the following perspectives. For additional feedback provided during the feedback activity at CAC Meeting #4 see Appendix B. For additional feedback provided by CAC members after the meeting see Appendix C.

- Group A:
  - Improve safety at Madison
  - Improve at grade crossing at 721 N. Main
  - Need more thought about game-day traffic along Hoover
  - Need more thought about Stadium gateway
  - Miller/Chapin/West Park area should be part of first phase
  - Would like to better understand the reasons for denying ground access to Elbel Field from UM
  - The two railroads complicate the process
  - Consider incentives to encourage retail along the trail
- Group B:
  - Consider starting with the southern end as the first phase
  - Very interested in developing a trail near 415 W. Washington
  - Consider incentives to encourage easements and frontage on the trail
- Group C:
  - Elevated structure at Elbel and Main seems unnecessary and costly
  - Cost effectiveness – Miller and Washington bridges
  - Good connection to West Park
  - Street connection on First, needs to be safe
  - Interested in the B2B connection, bridge across Main
  - Spiral would be a destination
  - Good opportunities at the First and William lot

### 3. Next Steps

The PMT discussed upcoming activities:

- Packages for MDOT and Watco Co./Ann Arbor Railroad Review
- Allen Creek Greenway Conservancy Branding Roll-out and Supporting Materials
- Approval Process Timeline (Planning Commission, City Council, Jurisdictional Review)
- Master Plan document outline



- CAC Meeting #5—July 19, 2017 from 8:30 - 10:30 a.m.; City Hall Council Chambers

#### 4. Public Commentary

Members of the public shared the following perspectives and questions:

- This will not be an inexpensive project. As a Conservancy, an appeal to the philanthropic heart of Ann Arbor will be required. The Conservancy is working to make arrangements with the Ann Arbor Foundation to receive donations
- Important to have governance in place before construction. Maintenance will be an important task. It's great that you're looking at other examples from around the Country and interesting that the Indianapolis Cultural Trail established means for ongoing maintenance before receiving donor contributions.
- Interest in more information about the branding roll out.

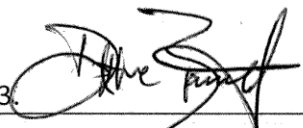
CAC members shared the following closing remarks:

- To help sell the effort, need to think about the economic benefit of the trail. This project would have substantial environmental and economic benefit.
  - PMT: The Indianapolis Cultural Trail benchmarking resource may be a good resource for this. Detailed evaluation of economic and environmental benefit is not included under the contract for this project.
- When will be the next opportunity for public comment?
  - PMT: At the CAC #5 Meeting on July 19 and at the *next Community Meeting on Oct 4<sup>th</sup>*.
- Is there any option for on-going online community input/discussion?
  - PMT: *We need to discuss with PMT; there has been extensive community input through the stakeholder focus groups and community-wide meetings.*





Appendix A: Public Sign-in Sheet

Name (Please Print)	Representative of/ Affiliation:
1. ALICE RALPH	BURNS PK / STADIUM BLYD
2. SETH PETERSON	CITIZEN OWS
3. 	Citizen
4. ROYCE DISBROW	Potters Guild
5. LINDA DIANE FELDT	
6. JOE O'NEAL	ACGC
7. Francesca Cassara	ACGC
8. CRAIG HUPPY	City of A <sup>2</sup>
9. KELLY SCHWARTZ	get Downtown
10. Roy Muir	Greenway Conserv. Fund



ALLEN CREEK GREENWAY

Name (Please Print)	Representative of:
11. Jonathan Bulky	ACGC
12. [Signature]	ACGC
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	



# ALLEN CREEK GREENWAY FRAMEWORK PLAN

## Appendix B: DRAFT Preferred Plan Feedback Activity Results

**PRIMARY TRAIL TYPES**

- Public Trail
- Public Trail Elevated / Ramped
- Private Trail
- Private Trail Elevated / Ramped
- Railroad Trail
- Bridge Section
- Tunnel Section
- On-Street Trail
- Street Crossing

*NOTE: Thinner lines for the primary trail types indicate possible near-term opportunities*

Connector Path & Entry Node

Coordinating Projects

Street Intersection Enhancement

Major Gateway

Minor Gateway / Node

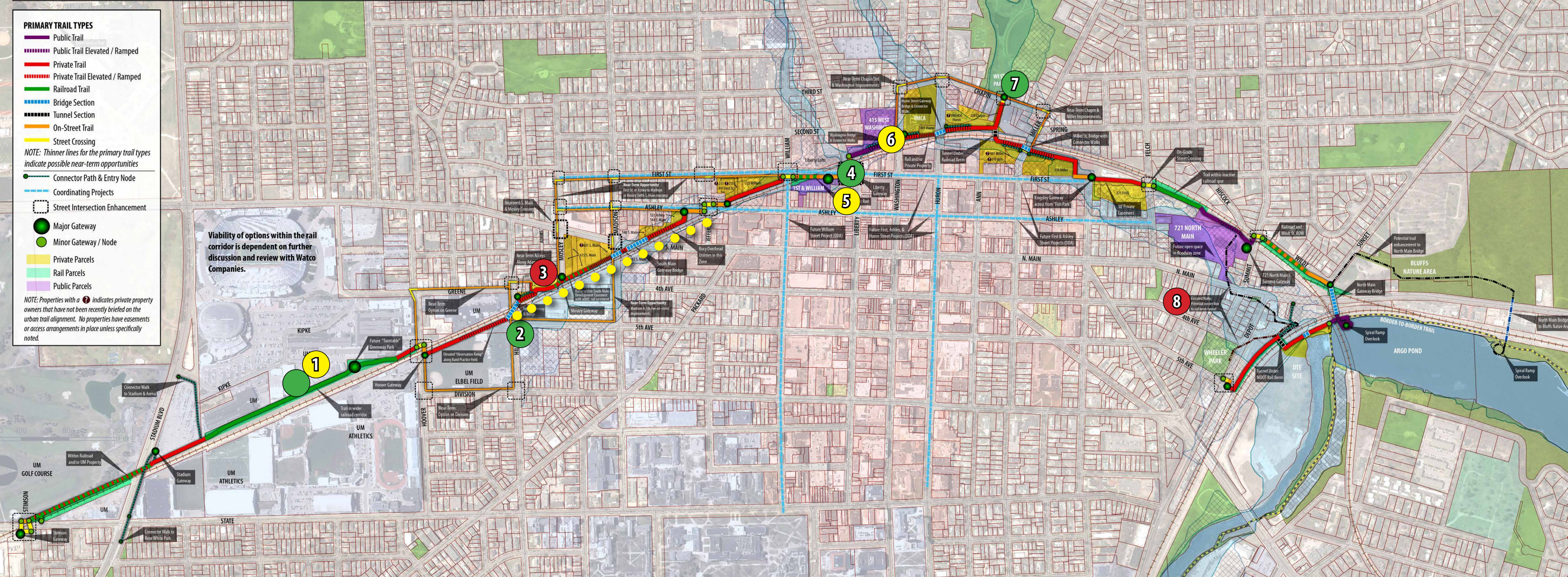
Private Parcels

Rail Parcels

Public Parcels

*NOTE: Properties with a 1 indicates private property owners that have not been recently briefed on the urban trail alignment. No properties have easements or access arrangements in place unless specifically noted.*

Viability of options within the rail corridor is dependent on further discussion and review with Watco Companies.



**KEY**

- 1 OPPORTUNITIES DOT VOTE
- 1 CHALLENGES DOT VOTE
- 1 MOST IMPORTANT TO TRAIL SUCCESS
- 1 STICKY NOTE COMMENT (NO DOT)

- 1** Most bang for the buck  
Will get lots of users very quickly - will help attract support for trail
- 2** Although property owner is not interested, getting the greenway on this side will ease the route tremendously [AN ALTERNATIVE ROUTE WAS DRAWN, SEE DOTTED YELLOW LINE IDENTIFIED ON MAP]
- 3** Challenge in terms of grading and amount of required infrastructure.
- 4** Important GATEWAY (Greenway) + (Water + City) [THIS DOT ALSO HAD "x5" WRITTEN ON IT]
- 5** Proximity of TWO publicly owned parcels (1st & WM) (415 W. Wash)
- 6** Great opportunity to incorporate 'Y' users and develop 415 W. Wash into usable space (preserve sections of buildings)
- 7** Good connection
- 8** Visual + user nightmare

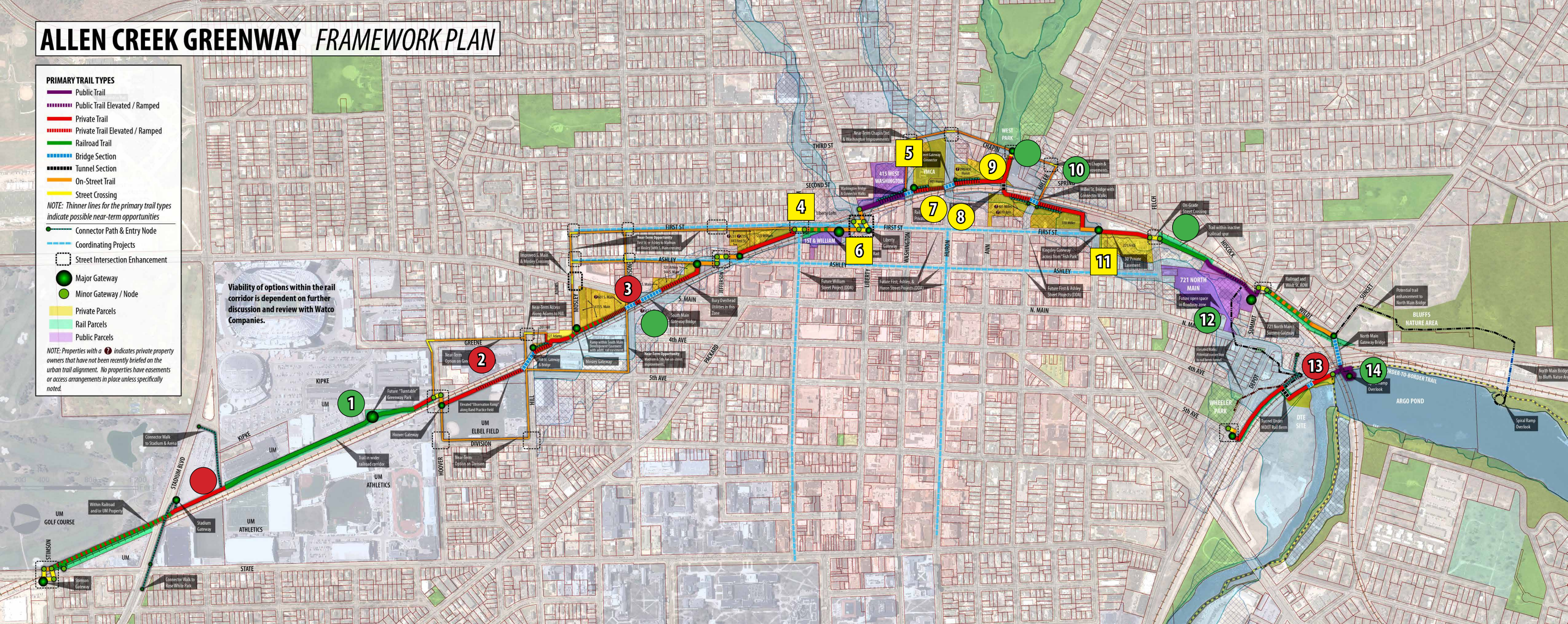
- NOTES:**
- NUMBER CORRELATES TO HANDWRITTEN COMMENT. A DOT VOTE ON MAP WITH NO NUMBER INDICATES A DOT VOTE WITH NO COMMENT.
  - [BRACKETS IDENTIFY CLARIFYING NOTE FROM PROJECT MANAGEMENT TEAM]



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  - Street Intersection Enhancement
  - Major Gateway
  - Minor Gateway / Node
  - Private Parcels
  - Rail Parcels
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  2. [BRACKETS IDENTIFY CLARIFYING NOTE FROM PROJECT MANAGEMENT TEAM]

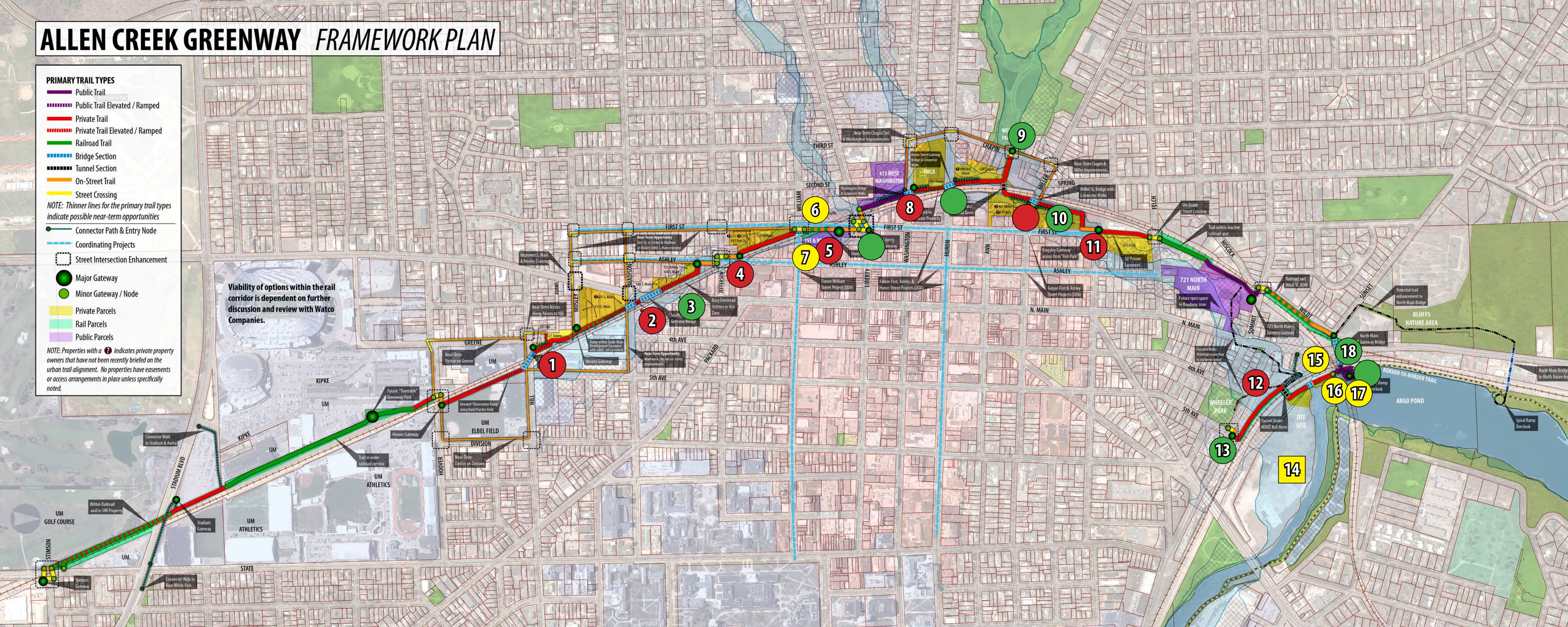
- 1 Since gateway for pedestrian traffic for gamedays needs more thought.
- 2 Hold out until U-M redevelops
- 3 Crossing rail + back is just silly but important for safety
- 4 Consider closing First between Liberty + William
- 5 Consider closing Washington to cars under railroad let bikes through
- 6 Need more details here on how interface with traffic
- 7 Happen 1st!
- 8 Section will get lots use; but dangerous; needed to connect north + south
- 9 Gateway to west
- 10 Do at grade (not elevated) from trail to Main + 721
- 11 Encourage new development to FRONT RAIL! Give retail & residential density premiums for prop. owners to give city easements.
- 12 Non-elevated trail
- 13 RR challenges!
- 14 Slick solution for crossing + awesome gateway



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  2. [BRACKETS IDENTIFY CLARIFYING NOTE FROM PROJECT MANAGEMENT TEAM]

- 1 Cost prohibitive bridge; unnecessary for crossing
- 2 Cost prohibitive bridge
- 3 Bridge is likely needed to cross Main St
- 4 A little clunky for such a minor crossing? Can the greenway > Ashley here?
- 5 Need perpendicular crossing for bikes @ tracks
- 6 Beautify!  
1st Street down to one-lane? Maximize green
- 7 Start here
- 8 Cost prohibitive bridge Low R.O.I.
- 9 Critical link to western neighborhoods
- 10 No sidewalk on 1st
- 11 Reduce speeds down Kingsley  
-Physical barrier
- 12 Probably not feasible.
- 13 Safer crossing
- 14 5th Ave crossing railroad + Depot to access DTE property
- 15 B2B connection
- 16 Destination
- 17 Feature!
- 18 Gateway





Appendix C: DRAFT Preferred Plan Additional Feedback (submitted by CAC members after CAC Meeting #4)

Response 1:

One concern from Watco was the proximity to pedestrians. I offer this link from the Santa Fe Railyard Park, which opened in 2008. I have visited it. A prominent feature is the active commuter railroad that runs through the center of the park, that is not fenced from the public. I am not familiar with New Mexico regulations on railroads, but it is clear that the public is comfortable in the space. For a view of the train in action, see the first video at around minute 9, and the second video at minute 3: <https://www.railyardsantafe.com/santa-fe-railyard-park-plaza-documentary/>

I would place my colored markers at these locations:

Yellow (Most important for success of the Greenway): Crossing of North Main/Gatway that combines the old RR spur with the existing train bridge over Main St. I think this will be an impressive gateway feature and will provide a practical, accessible crossing of Main St. It will kick off use of the route and foster demand for the subsequent components of the entire Greenway.

Green (Greatest opportunities): Between Liberty St and Miller St. Making connections across the tracks and over busy streets will be great and will keep people moving along the route.

Red (Greatest challenges): All areas south of Jefferson St, because of the proposed bridges. I understand that there is a lot of private land. It appears that there is no intent to consider purchase of the land to use it to support green infrastructure alongside the Greenway. If all of the route is elevated, people will not get wet feet, but the potential for flooding may not change/improve, if there is no associated green, absorption from open unpaved areas.

Thanks for all the work you have done for the project. I know that you have made progress, and in general it appears to be moving in a good direction. I hope to see a continuation and even more green space included in the design.

Response 1 continued

**Feedback on Allen Creek Greenway Citizen's Advisory Committee**

**April 19, 2017**

**Rita Mitchell**

1. P. 5 Interesting summary of the effect of the Indianapolis Cultural Trail on the community. Revenue from sales and taxes were both positive. Community and visitors appeared pleased. Indianapolis may have recovered the cost of the trail by this now, since its implementation.
2. P. 6 Response of business organizations and commercial neighborhoods in Ann Arbor seems muted, uninterested, and unenthusiastic. I understand their focus on their own priorities, but it appears that the Greenway is not on their list of desirable projects. Did the project team review the Indianapolis study of its trail system with Ann Arbor businesses, and potential gains from nearby users of the Greenway?
3. P. 6 Boards, Commissions, Agencies, and Non-profits: Response seems more enthusiastic and engaged. It is good to have concerns about design related to changes in elevation. This could be a group that is involved enough to investigate and design interesting alternatives.
4. P. 6 Residential neighborhoods & associations, and environmental organizations: Again, a group that seems realistic in assessing the context of proposed designs. Given proximity to the Greenway, and interest in supporting the Greenway as a component of green infrastructure, both groups are likely to retain their involvement and interest in the long run, as designs proceed. Their ideas should be attended to, as they will be deeply engaged.
5. P. 7 University of Michigan: Response is deeply disappointing. I ask that the team engage UM again and reach out to student groups that participate in sports activities on Elbel Field, at the softball and track area, and those studying sustainability on main campus. The student response may differ significantly from that of the administration. The University could gain from greater community involvement, which seems to be flickering in their awareness. UM's wholehearted involvement would be an overall benefit to Ann Arbor. Is the UM holding back due to its consideration of other projects such as the Connector?
6. P. 7 MDOT: Great to see the positive assessment of bridging over Main St. and the Railroad. It would be good to understand specifics of MDOT's view of the risk of travel parallel to the train tracks, given that Watco trains travel at lower speeds than Amtrak, when Ann Arbor already has a good history of safety with a similar parallel trail in Bandemer Park, along the Amtrak railroad, which travels at greater speeds than Watco trains.



7. P. 8 Watco: I understand the company's concerns with liability. I appreciate the team's working with Watco. The company raised concerns with derailment. What is the frequency of occurrence of derailment? It is a risk, but is it significant?
8. P. 8 Watco & hybrid model: I would like to see more discussion with the company, to see if they will try the option that allows travel along the tracks. An example of a greenway that is located on both sides of railroad tracks, WITHOUT fencing, exists in Santa Fe, NM: <https://www.railyardsantafe.com/santa-fe-railyard-park-plaza-documentary/>
9. Comment: I will be disappointed if the Allen Creek Greenway becomes a path marked on regular city streets. I ask that efforts be made to establish a high priority of off-street trail/greenway routing, that avoids comingling of cars with pedestrians and bicycles. Calling the Greenway while routing its travel along streets will be no different from our current sidewalks and roadways. I understand the approach to implement near-term routing, but am concerned that once established, such routing may become the final project, rather than advancing to the desired primary routing.
10. P. 13 Please provide more information on the city owned properties. It is unclear how they will be integrated with the narrower parts of the Greenway. I am interested in hearing more about information about Future Public Site Improvements. I see the city owned properties as key to the success of the entire Greenway, as they provide points of interest and difference from the narrow trail sections, and will allow gatherings, festivals, etc.
11. P.21, North Main Gateway: I see as a low priority. The main entryway to the river access should be the North Main Gateway bridge near Depot St/Argo Dam. I like the connection with the railroad bridge and use of the old railroad spur. I am concerned that the Bluffs entry will remove many trees in the pathway. I am familiar with the section of the Bluffs, which has significant topographical grade changes. Given long-term comments about safety and "eyes on the park", the Bluffs area is one that may have more safety concerns. It certainly has limited options for "eyes on the park", and people from Water Hill have the option to access the greenway from the Sunset/Main intersection at the old RR spur and bridge. I agree with widening the Argo Dam bridge crossing. I am pleased that MDOT is agreeable to the options being discussed.
12. P. 22 I like the routing design options displayed. The crossing at the N. Main area gets my yellow dot for priority attention and funding. It is the location to spend funds first and significantly, to start gaining interest with a gateway to the Greenway and active use of it to access the Huron River as a resource that the community appreciates. I am concerned that the multiple elevated walks at Depot and Summit Street will be either not used, or that they could become barriers to use. Consider those crossings to be secondary to just getting across Main St. I am familiar with traffic issues in the area, and the benefit of elevated access for the

purpose of safely crossing the streets. I can see the bridge connecting near the old RR spur as being one used most often. Are bridges necessary at Depot Street? Is there another way to cross, such as a Rapidly Flashing Beacon or other pedestrian-activated signal?

13. P. 23 Will the plan for 721 N Main St space that was developed a few years ago be re-activated for implementation? It would be good to have information on the plans for all three of the city-owned properties that can provide open green spaces along the Greenway. I am concerned with the area south of the Kingsley gateway area, that is shown on the street level. Auto traffic is constrained, and the area is in the floodway. Please try to use property to the west of the street, as available. Great to go around the First/Miller property where a historic skating area once was (see city historical plaque in front of Old Town, it's great!).
14. P. 23, please explain the future DDA projects for First & Ashley Sts. The map implies that the streets are not intended to be formal parts of the Greenway. I hope I'm correct, because I oppose use of streets for greenway routes. We already have bicycle access to streets.
15. P. 23, I like the access to Chapin/West Park. Is there agreement by the property owners? What elevation challenges apply to the ramp/bridge/tunnel combination? Is acquisition of property being considered between Huron and Miller Sts on the east and west side of the tracks?
16. P. 24 I suggest a major gateway is Liberty/First Sts, rather than the entry to what will be the First/William park. That will help to highlight the Greenway for auto traffic, and help with safety. Consistency of gateway signs, possibly with painting or bricking the street crossways would help drivers and pedestrians recognize the route.
17. P. 24 Will 221 William St. be considered for acquisition? It would benefit the Greenway greatly, and could serve as an extension of the park at First and William.
18. P. 25 Is the route proposed to be elevated from Jefferson to Hill St? Seems constrained and not accessible or attractive. I don't understand the design proposal.
19. P. 26. Agree with placement on west side of tracks for wider route and use of turntable area.
20. P. 27 Is the proposal to have elevated route from Stadium to Stimson? Is that necessary? What is the plan for crossing State St? If the route is already elevated, then continue the elevated route over State St, to avoid grade-level crossing of a busy corridor.



Response 2:

## **Title Slide / 1**

The title slide shows that we might have “fallen into the weeds” with emphasis on a “preferred route”. This is a good reminder for setting guiding principles as well as having a framework plan.

Prominent features jump out from this aerial view—

- Watercourses
- Neighborhood and other green spaces
- Relative barren geography between Main Street and State Road

The preferred route should be substantiated by guiding principles

- Respect the watercourses and their floodways
- Connect public green spaces
- Make the urban trail broadly “green” geographically and culturally

Respect for the watercourses will increase community security and environmental resilience.

Connection of public green spaces will broaden utility and social integration

Broadening the natural qualities of the trail will improve livability of an increasingly dense downtown, increasing property values and stimulating sustainable economic growth.

In overall geometry, the trail area concentrates toward the north end and disperses toward the south—just as the watercourses do. With emphasis on natural green, trail ‘sleeves’ can contribute to visual continuity.

## **Slide 6**

Consider parallel routes at changes of elevation. Although an off-street route might be preferred, this condition could be mitigated by establishing both an elevated segment and an on-street segment. Choice is also a vital element in a trail network.

## **Slide 7**

UM: Ann Arbor should try to get a ‘memorandum of agreement/understanding’ reserving options to realize the “future opportunity” that is currently blocked by a building that is reportedly near dereliction.

Has the university ever heard, “Build it and they will come?” The demand for a non-motorized route from North Campus to Ann Arbor and the athletic campus might be latent, waiting to be discovered. That seems to be what happened with expanded bus service.

## **Slide 8**

Paraphrase the Watco message more precisely? Remove the screaming “NO”.

Would this still convey their message?

“Among Watco holdings, there are none that accommodate “rail-with-trail”

[I would also point out that there is no protection against derailment at any point of an urban rail route that crosses streets and sidewalks. If there is some unstated context for that argument, maybe it should be included. Why include the derailment ‘issue’ without context?]

## **Slide 10**

Before the next public meeting, I believe it would be beneficial for the Allen Creek Greenway Conservancy to become more transparent and defined in their relationship to the general public, the planning and future implementation of the greenway/urban trail. Especially, the ACGC and the Ann Arbor Area Community Foundation should make the fiduciary arrangement very clear. For instance, will the public be able to make a donation to the AAACF and designate it for the greenway?



This would be true for other potential private-public partnerships such as an existing land trust or conservation group.

Is the new ACGC branding intended to be adopted by the public? What is the relationship to potential public promotion of a public work?

Also, the nature and expectations of public and private funding should be explored as soon as possible.

{Disclosure—I am a former ACGC board member.}

Public confidence makes it possible—and successful.

### Slides 12 and 13

Change titles. Most documents include a section simply called “Definitions” or “Terminology”. The extra words like “Key” carry vague implications.

For the following definition, delete the second sentence. Suggested modification of the first sentence would be “Publicly-owned properties that accommodate the Primary Trail, its amenities and future enhancements.”

Future Public Site Improvements: Public properties that accommodate the Primary Trail, and necessary amenities. its amenities and future enhancements. Uses beyond what are needed for the greenway to be determined as part of future, parallel, or on-going efforts.

### Slide 14

Refer to comment on “Future Public Site Improvements” on previous slide. Delete “Potential” to avoid bias concerning ultimate disposition of public property.

Make William Street a connector path. William Street leads to Main Street, bus transit, the downtown library, and ultimately to State Road and a green gateway at the UM Central Campus. Real connections. Important destinations. Parallel to Liberty corridor one block away. [If a significant public square were developed on the Library Lot, this, too, would be a connected destination, a ‘trailhead’ or a potential bike share hub.]

### Slide 15

From the getting-out-of-the-weeds point of view, streamlining the route(s) needs to be a high priority. Every time the route(s) change from one side of the railroad tracks to another, the feasibility is weakened by cost, administrative complication, visual confusion, lowered functionality, etc.

Consider an on-street route State Rd, Packard St, Main (or the Fifth and Division pair) and Depot (Wheeler Park) to be implemented contemporaneously with an off-street route. The off-street route would be primarily on the west side of the railroad up to the major mid-point gateway between William and Liberty Streets near two major public properties. This would not preclude or detract from limited adjacent segments, or bridges that are critical along the primary route.

The on-street route is already part of the transportation and roadway planning, an area of valuable coordination.

In any case, if the route(s) are to become tree-lined—as they should be!—the on-street route strengthens the downtown urban tree arbor where is it weakest. (cf. Elizabeth Dean Fund projects, and major street redesign projects)

### Slides 16-27

Generally, why is a route through land zoned “public” considered “private”? It is understood that UM is constitutionally autonomous, but it is also a public institution. A state’s attorney general opinion set a precedent years ago with an exception to autonomy that required land to be ceded for construction of a public road.

Would a current opinion include non-motorized roadways?

The route cross section designs appear to be rather generous in proposed widths for bike lanes and walkways. (The on-street bike lane in front of my house on East Stadium is about 5 ft, including the gutter, which is essentially unusable. Many public walkways are less than 5 ft for two-way use.)



Narrower widths are not necessarily recommended but use of available public ROW width should be to maximum benefit, like the underground storage and above-ground bio-swales shown.

What about a linear array of solar panels mounted to provide a barrier between conflicting uses?

How about considering the entirety of public parcels as public ROW to accommodate public art, food truck courts, festival spaces, urban tree nurseries, apiaries, bike share stations, cooling mist kiosks, scent gardens, meditation maze, outdoor spaces for community centers, fitness parcours (cf. County Farm Park) and other amenities? What kind of 'ranger stations' or trailheads might also include visitor information, nature interpretation, architectural walking tours, etc?

Specifically, a gateway at Stimson is kind of ridiculous to me. The pedestrian experience is poor. Traffic volume is high. A better choice would be something designated [beyond the current project area] at the south end of UM athletic facilities on State Rd.

Zones 1-3 as mapped in this presentation are rather incoherent at this point. The northern section is really difficult with overlapping jurisdictions, interests, geography, etc. I would check back into the North Main/Huron River Task Force report. At least somewhere, there are better solutions.

### **Presentation:**

We need some degree of three dimensional presentation—more than a couple of conceptual cross-sectional street design diagrams.

Please do not schedule more than half the scheduled time for overview. Most of us have had the experience of running beyond estimates of time needed, so we have to adjust. This time allotted for questions and feedback activities was woefully short. As the length of this feedback shows, it takes time to cogitate and communicate on such a complex and exciting project at every stage. Every volunteer has other time commitments in life. I appreciate the 'offline' time given to allow more feedback—and it was just barely enough for me.

Thanks to staff and consultants for their work so far. I noticed that several CAC members were unable to attend meeting #4. I hope they will come back for a public meeting and future CAC meetings. We need all hands on deck at every opportunity to get our greenway.



Response 3:  
**Framework Plan Feedback**

This is a remarkably successful routing given all of the limiting factors. I appreciate that all the ducks aren't exactly in a row yet, but given what has progressed thus far I am very hopeful that the final vision will be a great success. I am really impressed that there are fewer than 10 street crossings and only 5 rail crossings--kudos.

Zone 1

- Love it. Though secondary to the primary route bridge over N. Main, a bridge connecting to Bluffs would be a great amenity providing greater connectivity between Bluffs and the river as well as creating a nice loop trail that is inclusive of both.

Zone 2

- It looks like improvements to the dam bridge are noted as a "coordinating project", but my quick search of the CIP makes no mention of the dam bridge. Additionally, while the Argo Dam is mentioned as a waypoint on the B2B in the Non-motorized Transportation Plan, there is no mention of widening or upgrades to the bridge. While the dam bridge technically makes the B2B contiguous, the 4 foot wide metal grating is a tenuous connection at best. Unless the dam bridge improvements are accounted for somewhere else (stormwater management?), I would encourage you to mark it as part of the primary route for the trail (even if that means the connection to the MDOT tunnel becomes secondary), so it doesn't get lost in the lurch here--it is a very important section of trail.

- The spiral ramp as destination is a great way to go about it. It's going to be expensive anyway, so let's make it a (perhaps the?) major feature of the trail. Maybe it could even spiral even farther up for even better views?



- Love the improved Depot St. crossing at 5th--walked to the train station with my son last week and it is sorely needed.

- Not sure the elevated walks are necessary unless they are a predecessor to the North Main bridge. The on grade path through Peter Allen's property to N. Main is a good idea.

### Zone 3

- Can the grade crossing at Felch be a raised crosswalk, and/or an all way stop? Though the official counts won't be in for a long time, I'm guessing the trail traffic here will easily be greater than vehicle traffic on Felch (at least April-October).
- I will reiterate that the brief on-street section at the end of First and Kingsley should have some significant physical barrier (or maybe it's elevated?) given the traffic flying down Kingsley.

### Zone 4

- While there was some discussion that the bridge over Miller was unnecessary, I think it's a great idea given the traffic on Miller, and the continuity that it allows the trail. It is certainly a worthy investment. If the property owners are less charitable about space for the nodes/connecting paths, perhaps an entry node and connecting path can be made at the street section of the trail around the corner on First St.? Chapin and Felch are also providing trail access nearby.
- Tunneling under the railroad berm is spectacular--a great solution for crossing the tracks without crossing the tracks. The bridge over Huron is an obvious necessity, and should certainly be one of the first segments constructed. Again, I would ultimately stick with a bridge at Washington as well. It is less necessary given the narrow width and relative ease of crossing most times of day, but Washington can, at times, be extremely busy with lots of east/west traffic of not only cars, but bikes and pedestrians as well. A bridge over Washington can keep all of that traffic as well as trail traffic above, moving smoothly.
- I would be curious to see some more detailed thoughts on the Liberty and First St. intersection. It has two challenges: (a) providing the gateway to downtown, and (b) not being a choke point on the trail. I don't know what the traffic engineers say, but perhaps a limited pedestrian scramble signal there could allow the trail to cross the short diagonal from the northwest corner to the southeast corner eliminating one more road crossing. The gateway point at the northeast corner could maybe continue up along the north side of Liberty to Ashley as a promenade of sorts (with plenty of bike parking.) Apart from the B2B connection, this is the most important node on the trail.





- Is there a near term option to get from the YMCA to the Liberty/First intersection either on-street or on a temporary path through 415 W. Washington?

### Zone 5

- I think the flyover at Main and Madison is great (and necessary long term), but I am a little concerned with with the approach from the north. It looks like we are yet to meet with two property owners on First St. Until that easement is established, the only way for the trail to access the flyover launching point near Ashley and Jefferson is to take First St. to Madison and then double back on Ashley since I see no near term trail markings on W. Jefferson between First and Ashley. I assume this is due to the narrow ROW there? Is there any way that this could be made to work? Perhaps a single lane one-way option in conjunction with making First and Ashley two-way south of William (which would be good for the neighborhood anyway) might provide the space? I would hope we could find some near term trail option on W. Jefferson (even if it's just temporary). This approach needs to be logical if the flyover is going to be successful.
- Perhaps the crossings of Jefferson and Ashley can be separated by not crossing Ashley until the turn east toward the tracks occurs? This could simplify and smooth out the dual crossing situation as well as eliminate one more jog in the trail. It just requires pushing the roadway to the eastern edge of the ROW to allow the trail to turn. The chicane this creates would also make for a safer crossing.



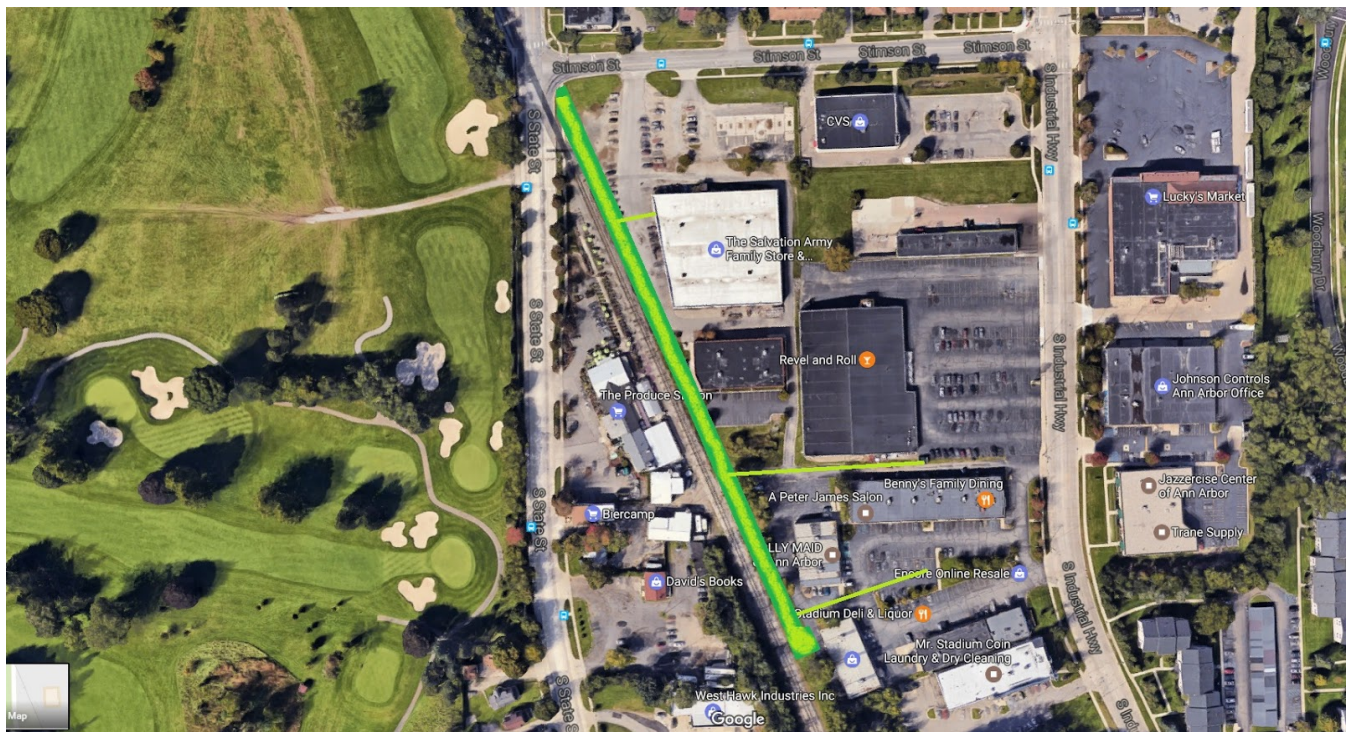
### Zone 6

- I would hope when looking at this section, the University folks could see that maybe they can do more. Though I'm sure there are many factors that may limit the University's ability to provide some real estate, the excuse that this won't serve students is ridiculous as I can already see the swimsuit clad coeds biking down to the river with inner tubes over their shoulders. Additionally, there are countless patrons of their athletic events and employees who would use this trail without burdening the roadways and the parking system. The University should be very excited about this project and giving their all to make it a great success.

- This is easily the most awkward and challenging section of trail. It doesn't seem entirely logical that the trail would fly over Hill St. and the tracks only to have to cross back over the tracks at Hoover, plus it sounds like the U isn't too excited about an easement in their sports fields. If we have to build a big flyover, might as well fly over the University buildings on the west side of the tracks and eliminate a track crossing at Hoover. Even if it is a decade or more out, can we secure a future easement on the west side of the tracks? Seems like there must be a better solution through this block. Once again, seems like the U could be of some assistance here.
- If no railroad adjacent route is possible whatever the reasons may be, or for the near term route, I would go with the eastern option around Elbel Field as opposed to the western route on Green as it would provide a better trail environment and simpler motor vehicle interactions (despite necessitating two track crossings).

## Zone 7

- I know State and Stimson has been defined as the southern extent of the master plan for this project. I don't know how hard and fast that parameter is, though I would encourage you to stretch it just a little farther for a few reasons. Firstly, the sooner landowners can commit to this project the better since our use of railroad easement is minimal at best. Secondly, stubbing out to the south another 1,000 feet (of basic on-grade trail) would allow excellent non-motorized connections to the Salvation Army Store, the bowling alley, and all of the businesses of the Colonial Lanes Plaza. South Industrial is decidedly unfriendly to pedestrians and bicycles and a backdoor non-motorized access point would be a boon to those businesses. Thirdly, at the end of this little stub, signage/maps could be provided educating trail users about the future possibilities of connecting all the way down to Ellsworth. This could give "Phase II" a little bump from "Phase I" as far as garnering future public support.





Response 4:

Generally my feedback comes down to three points at this stage:

- The on-street trail preferred section will be a strong positive wherever it can be used.
- Zone 3 will have a huge role in taking the trail one step beyond the typical urban trail and cementing its connection to the B2B. Though this zone isn't where the actual connection to the B2B is made, the look and feel of this zone will either keep people moving along the trail, or discourage them from continuing.
- I don't know how project phasing can/needs to work, but perhaps the southern end of the trail (Zones 6 and 7) is suitable for later phasing if needed. While it will bring many positive benefits to trail neighbors and sports fans, it may be less critical to the initial success of the trail than the central and northern sections.



# ALLEN CREEK GREENWAY FRAMEWORK PLAN

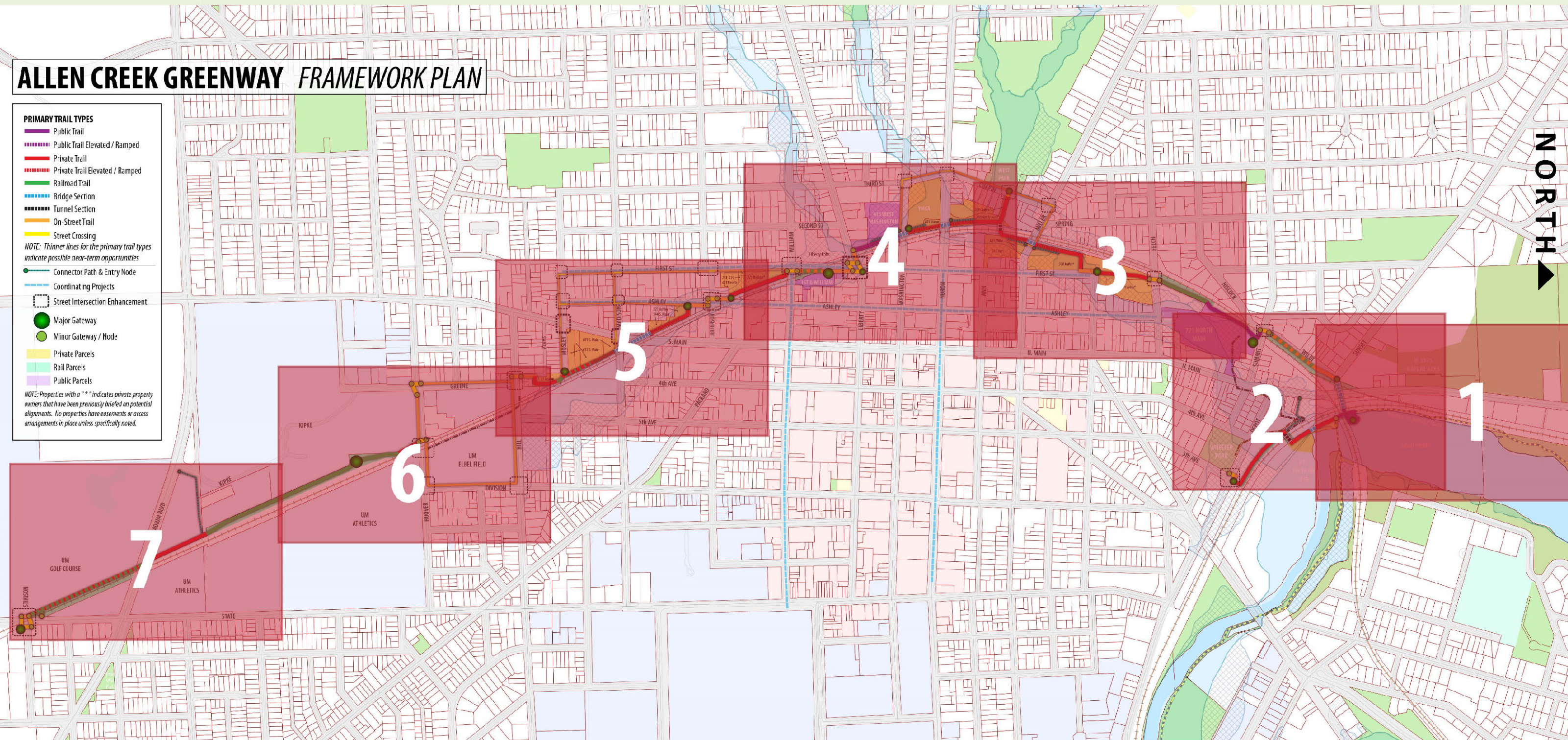
**PRIMARY TRAIL TYPES**

- Public Trail
- - - Public Trail Elevated / Ramped
- Private Trail
- - - Private Trail Elevated / Ramped
- Railroad Trail
- - - Bridge Section
- - - Tunnel Section
- On-Street Trail
- Street Crossing
- Connector Path & Entry Node
- - - Coordinating Projects

*NOTE: Thinner lines for the primary trail types indicate possible near-term opportunities*

- Street Intersection Enhancement
- Major Gateway
- Minor Gateway / Node
- Private Parcels
- Rail Parcels
- Public Parcels

*NOTE: Properties with a "\*" indicates private property owners that have been previously briefed on potential alignments. No properties have easements or access arrangements in place unless specifically noted.*





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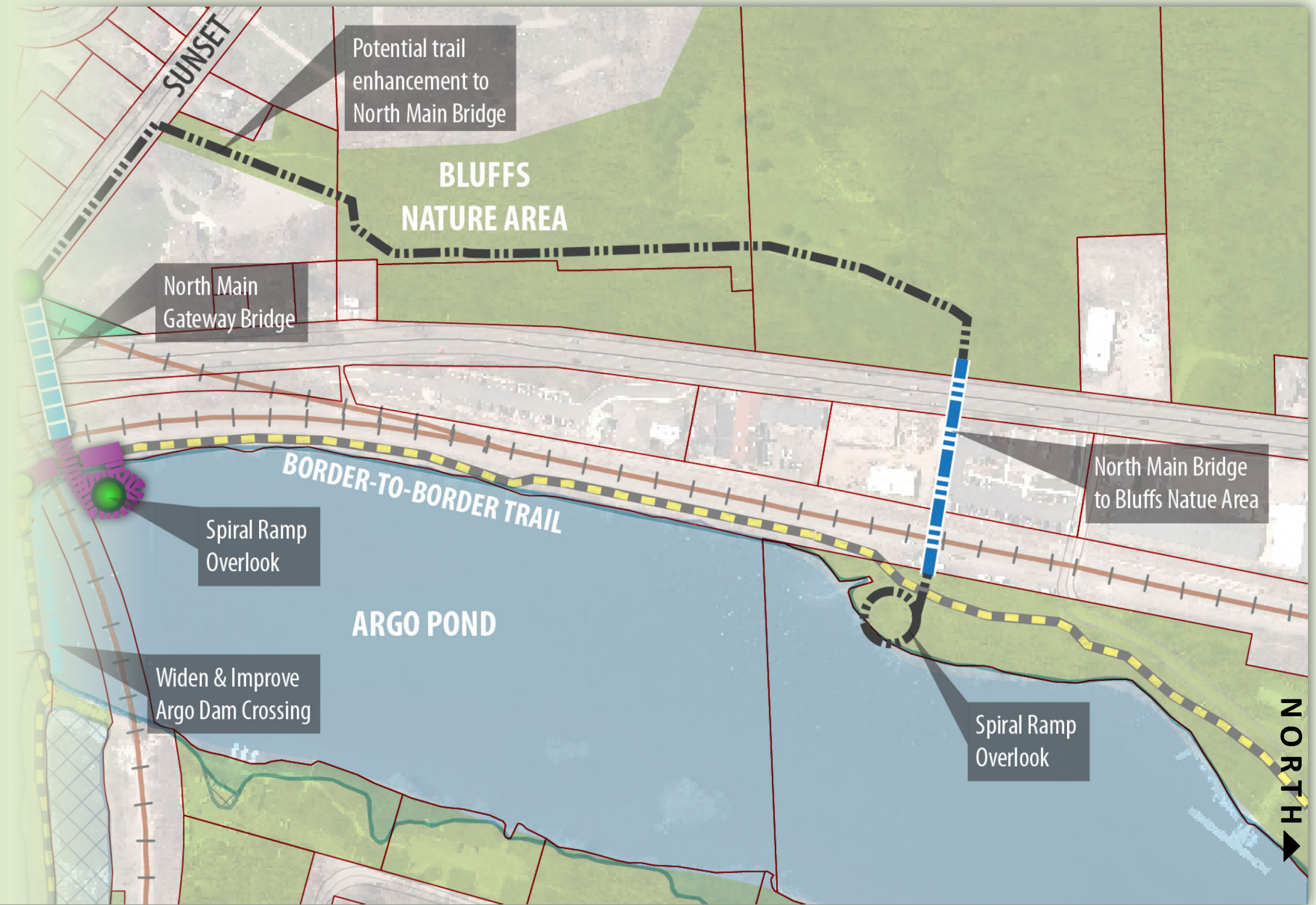
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- Private Parcels
- Rail Parcels
- Public Parcels
- Floodway
- Floodplain

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Viability of options within the rail corridor is dependent on further discussion and review with Watco Companies.

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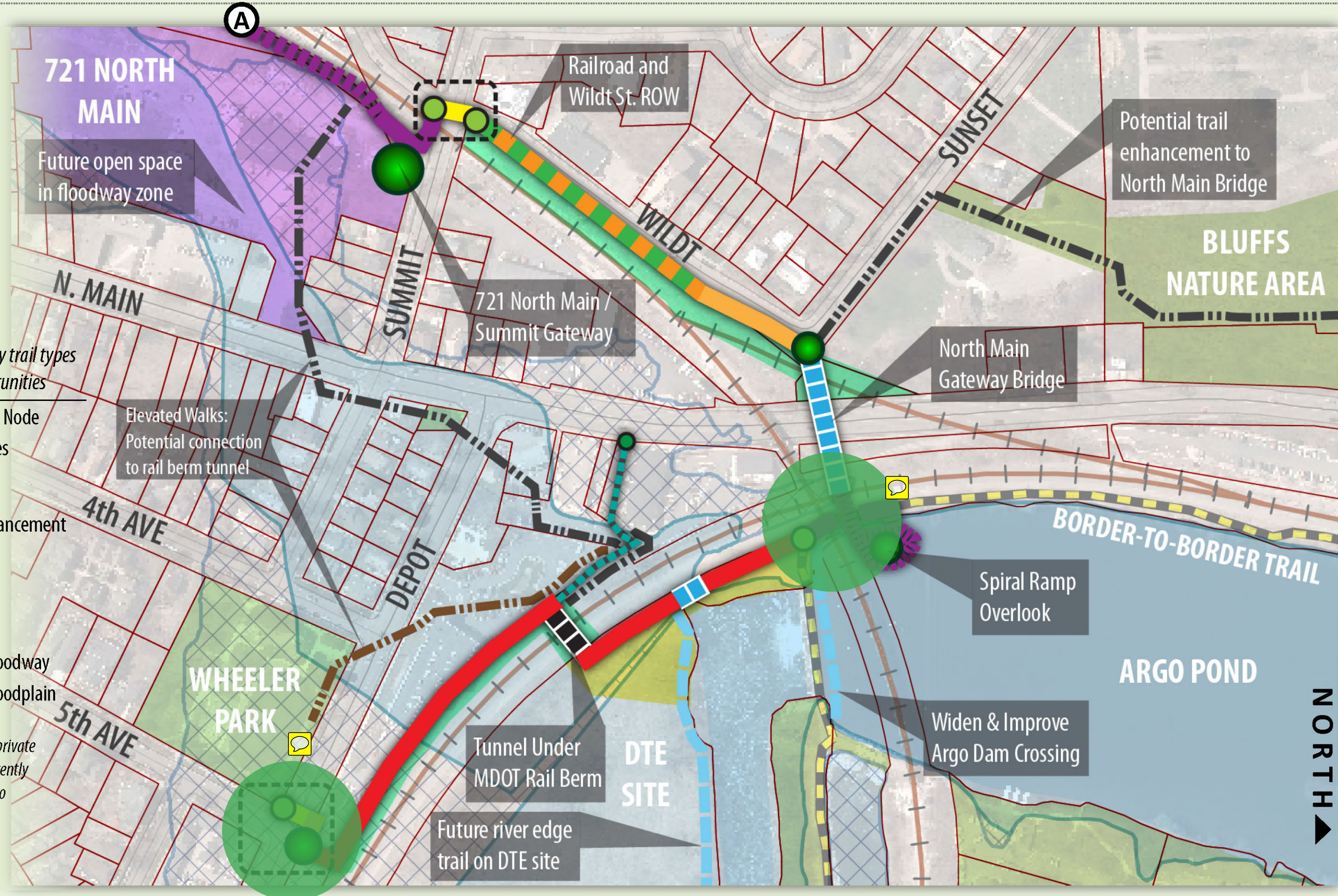
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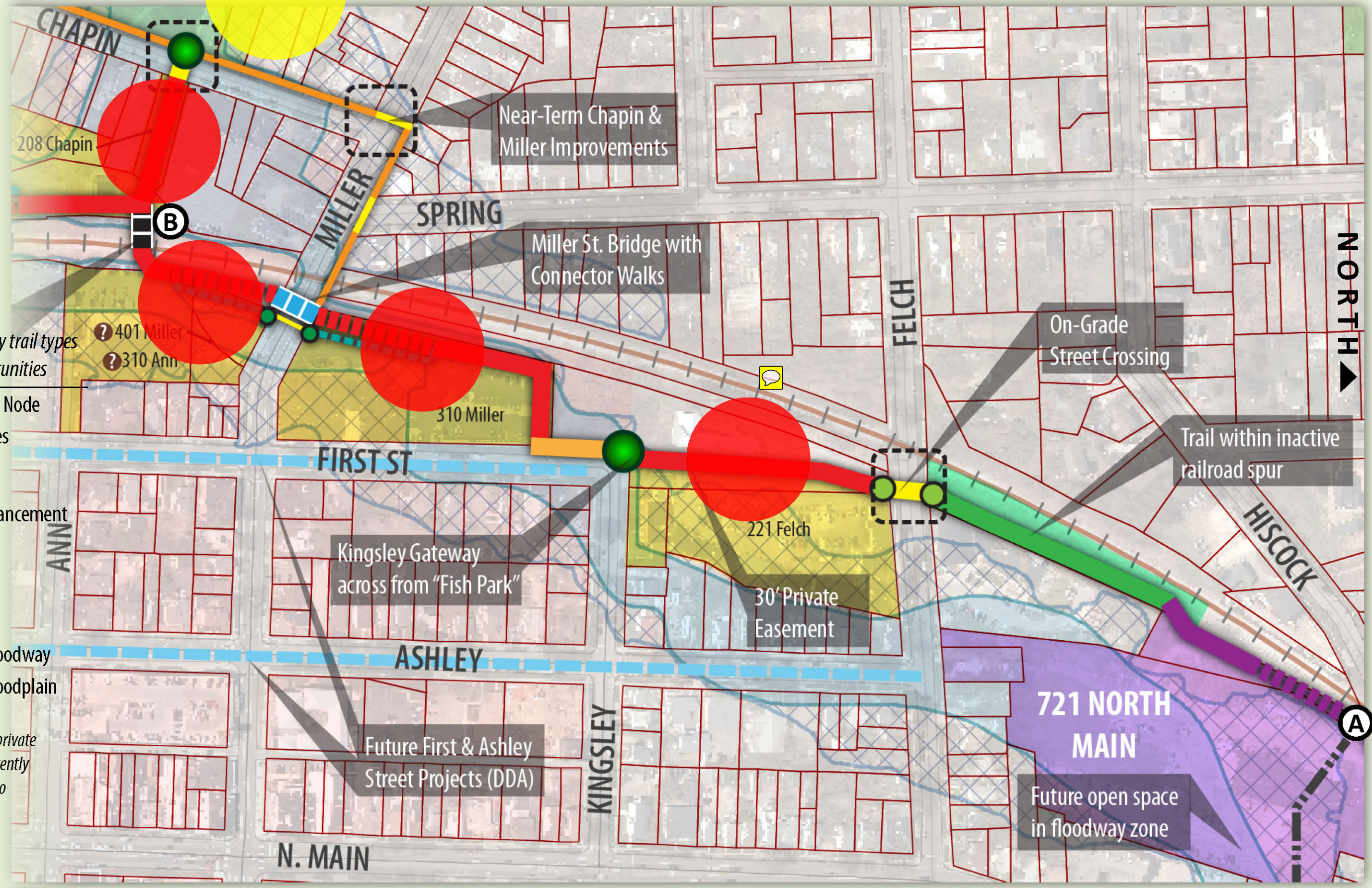
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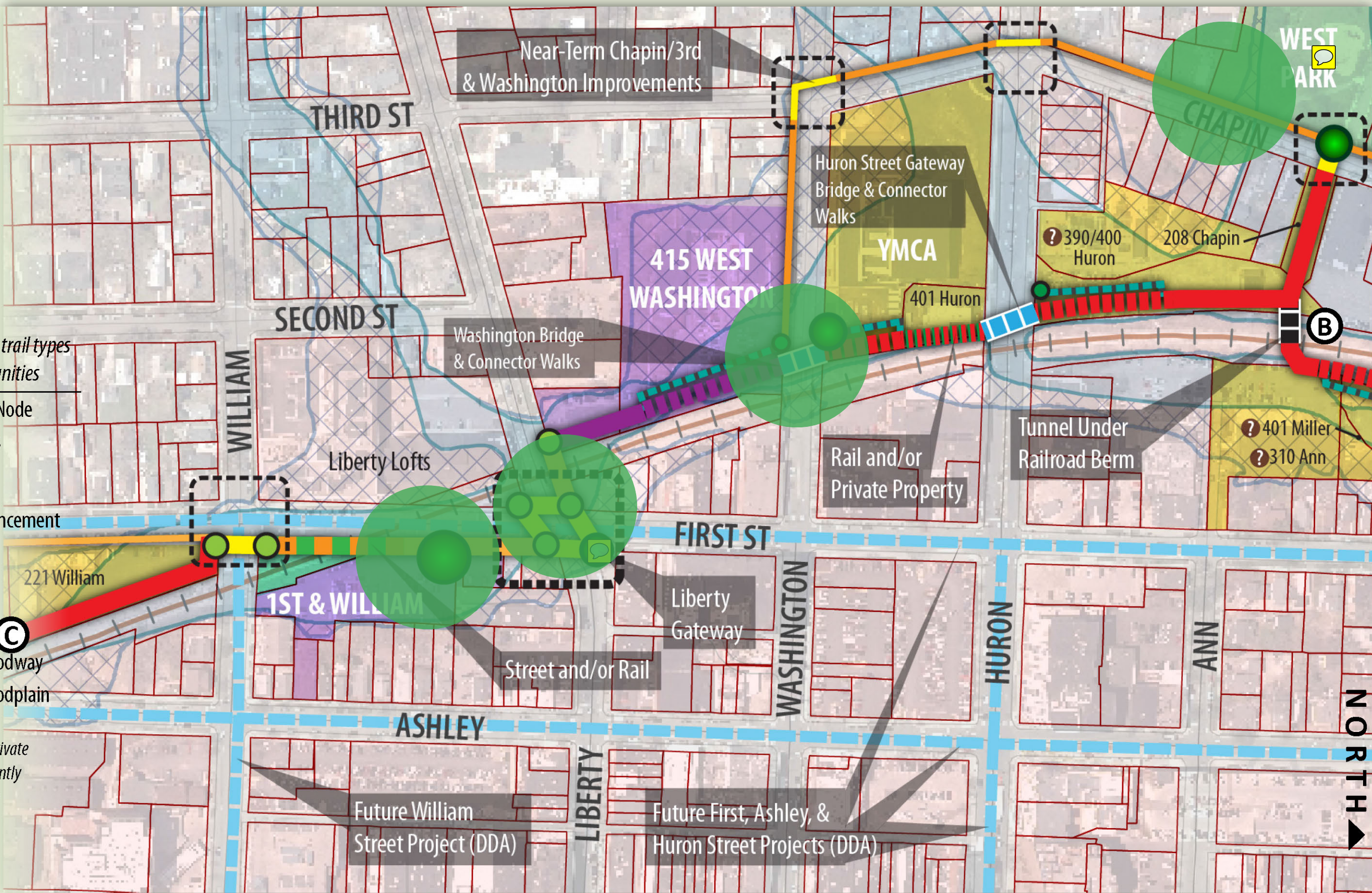
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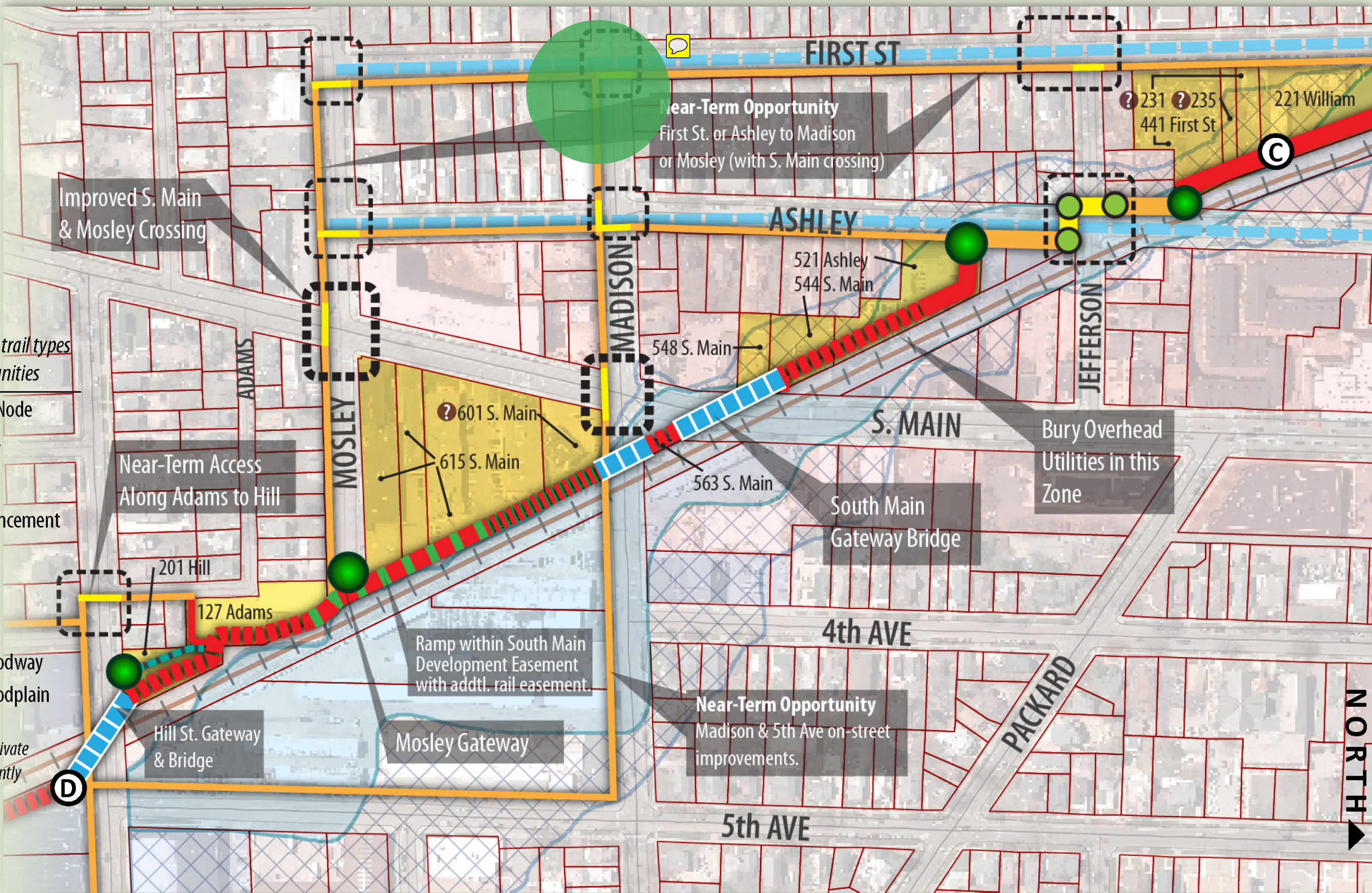
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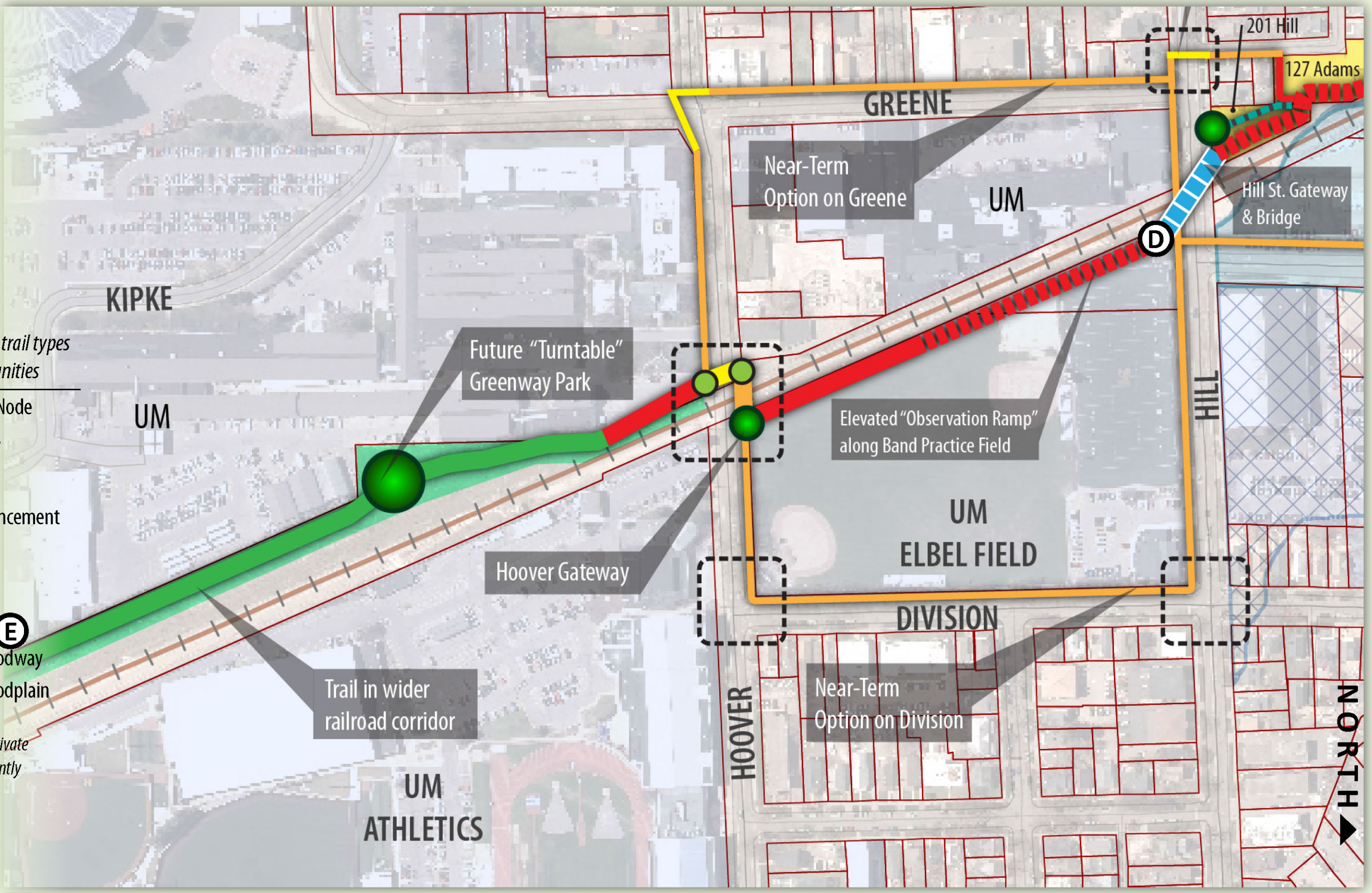
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