



## City-Wide Meeting #2 MEETING SUMMARY

**Date:** February 16, 2017

**Location:** Ann Arbor City Hall (301 E. Huron Street), second floor Council Chambers

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**Attendees:** Public Present: 57 (see sign-in sheet)

Elected officials present: Councilmember Ackerman (Ward 3), Councilmember Frenzel (Ward 1), Councilmember Westphal (Ward 2)

City staff present: Connie Pulcipher, Deanna Dupuy, Kayla Coleman

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

**Meeting Purpose:** Presentation on the project progress, greenway design assumptions, and review of conceptual route alternatives and associated analysis. In addition, the meeting provided an open house format for the public to ask questions, review materials on display boards, and provide written or verbal feedback on potential route alignments and design approach. A [complete CTN video recording](#) of the meeting is available.

### Agenda

60 minutes	Overview Presentation
60 minutes	Open House Feedback Session

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### OVERVIEW PRESENTATION

The Project Management Team (PMT) covered the following information in the overview presentation:

- Overview of public engagement completed to-date, including meetings
  - with the Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC), and stakeholder groups.
- Presentation of the following information:
  - Greenway Design Assumptions
  - Route Evaluation & Synopsis – exploration of “what if” scenarios, including:
    - Railroad option
    - Public/Private option
    - On-Street options
  - Route Evaluation Criteria includes: Greenway and User Experience; Land Use and Economics; Hydrology and Infrastructure; Mobility and Transportation; Cost and Maintenance being evaluated currently



## DISCUSSION

The following questions and comments were raised by meeting participants during the presentation and before the open house feedback session.

QUESTION: Does the map on back of agenda represent a proposed hybrid route alignment?

- PMT: The graphic is a generalization to identify the study area. Meeting presentations, including detailed route alignments, are available on [a2gov.org/allencreekgreenway](http://a2gov.org/allencreekgreenway).

QUESTION: Project has been underway for a long time. What is the source of historical friction? Why is it not built yet?

- PMT: This is a complex project, a lot of pieces, a lot of private ownership – including property acquisition challenge.
- PMT: Lots of good visions, many good reports. But no single group has thoroughly vetted options to determine a feasible and implementable approach.
- PMT: Adopting this master plan as an element of the City's Master Plan is required to leverage grants and pursue other types of funding

QUESTION: Who are the stakeholders? Does the rail option look favorable?

- PMT: WATCO is holding company that owns Ann Arbor Rail, Short Line Freight operator. Ann Arbor Rail owns the property and operates the freight service.

QUESTION: Regarding Ann Arbor Railroad – do they have any precedent of rail with trail projects?

PMT: No precedent exists in the WATCO rail holdings. But the rail companies are willing to meet and listen to the project's proposals.

QUESTION: Regarding the southern portion of trail – are there connection points thru UM property proposed or existing?

- PMT: We have been in discussion with UM, and they sit on CAC. This is mostly the athletic area. No commitments from UM have been made at this time.

QUESTION: There is something attractive about a greenbelt along Allen Creek. San Antonio is a good example. What has been integrated into the design/concept to attract visitors and tourists?

- PMT: Management and operations ties into programming/marketing of the trail. Trails like this tend to have a positive impact on property values and can be attractive to redevelopment.
- PMT: This is also be a great opportunity for connecting recreational (i.e. river front, Argo Cascades), entertainment (UM stadiums), and commercial (downtown destinations) that benefits residents and tourists.

QUESTION: The southern terminus seems anti-climactic. What can be done about this? Why was that selected as an end point?

- PMT: There are tremendous volumes of people on football days heading towards Stadium Blvd, and that is a logical stopping point. In addition, it provides access to Lower Burns Park neighborhood areas.
- PMT: City Council has requested that staff consider a future phase that would continue down State Ellsworth. This would be a phase 2 study which is not currently funded.
- PMT: Think of this trail portion as a hyphen rather than a period. The PMT is keeping in mind the desire to extend even further to the south.



COMMENT: Regarding the history of trail - ACG was discussed in the 1980's master plan but nobody paid much attention. The question used to be "if" if the trail happens - now it is "when". Consider a public/public option including UM.

QUESTION: Is there any discussion about eminent domain?

- PMT: No discussion at this time and that has not been pursued as an option for consideration.
- PMT: The City currently works with property owners in the floodplain that are willing and interested in selling their properties.

QUESTION: What is the project timeline?

- PMT: Master plan approval is estimated in January 2018.

QUESTION: If there is not an answer from Rail Company, how will this affect the master plan?

- PMT: This is a Master Plan. The document will have a preferred route but could identify multiple opportunities that are contingent on property access. We will also be identifying near-term opportunities.

COMMENT: Lived in A2 for a long time, remembers proposal for an elevated bypass. This is much nicer.

COMMENT: Regarding Stimson terminus: this is adjacent to many residential neighborhoods including lower Burns Park neighborhood and businesses.

COMMENT: The High Line was an off the wall idea at one time, but now has become a major tourist attraction with more visitors than the Sphinx. Greenways do provide economic benefit. Kalamazoo a good success story. Important to pursue UM connections.

QUESTION: Would it be cheaper to offer Ann Arbor Rail money to purchase corridor? Is that easier than working with numerous property owners?

PMT: The Ann Arbor Railroad has not indicated an interest in selling their property.

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## OPEN HOUSE FEEDBACK SESSION – PRESENTATION BOARD COMMENTS

See comments on map/presentation boards on subsequent pages.

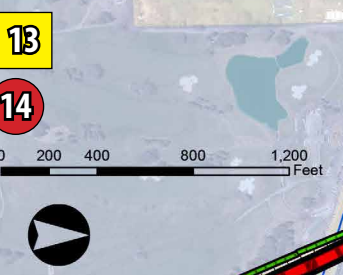
CONCEPT: PUBLIC / PRIVATE

- Bridge
- Private Narrow
- Private Ramp
- Private Wide Trail
- Public Ramp
- Public Wide
- Rail Crossing
- Rail Narrow **15**
- Rail Wide
- Street Crossing
- Street Narrow
- Street Wide

# ALLEN CREEK GREENWAY MASTER PLAN

ROUTE CONCEPTS 1/11/17

- Floodplain**
- Floodway
  - Floodplain (1% Annual Chance)



- University
  - Key Properties
  - DDA Area
- Park Type**
- Cemetery; Golf Course
  - Plaza; Facility
  - Nature Area
  - Park

- Non-Motorized Facilities**
- Border-2-Border Trail
  - Pathway
  - Existing Bike Lane
  - Sharrow (Share-the-Road)

- KEY**
- 1 DESIRABLE DOT VOTE
  - 1 UNDESIRABLE DOT VOTE
  - 1 STICKY NOTE COMMENT (NO DOT)

NOTE: NUMBER CORRELATES TO HANDWRITTEN COMMENT. A DOT VOTE ON MAP WITH NO NUMBER INDICATES A DOT VOTE WITH NO COMMENT.

- 1** good intersection to sink "pedestrian-safety dollars" into! (elevated)
- 2** Like this option as it uses local streets and walks
- 3** Best user experience option - a comfort to the streets options and a real greenway

- 4** The greenway should realize multiple objectives
  - connectivity
  - green infrastructure
  - memorable sense of place
- 5** I like the integration of open green spaces with a linear movement. It feels more like a experience in nature away from vehicular traffic.

- 6** Would require a lot of crossed joggers... good 2nd choice after RR choice.
- 7** Knights recapture 35' set back graded by planning July 2014
- 8** through "Backwaters" is fun...

- 9** Make use grade bridge next to railroad
- 10** easier to get to Bluffs
- 11** Bluff contours may be hard to negotiate - steep sections
- 12** No bridge - use the MDOT tunnel with this option

- 13** Why is historic district gray?
- 14** Need signs for public bathrooms some people have above average frequency of use
- 15** During peak use, not enough room for groups of pedestrians and bikes, too congested



**CONCEPT: RAILROAD**

- Bridge
- Private Narrow
- Private Ramp
- Private Wide Trail
- Public Ramp
- Public Wide
- Rail Narrow
- Rail Ramp / Elevated
- Rail Wide
- Street Crossing
- Street Narrow
- Street Wide

- Floodplain**
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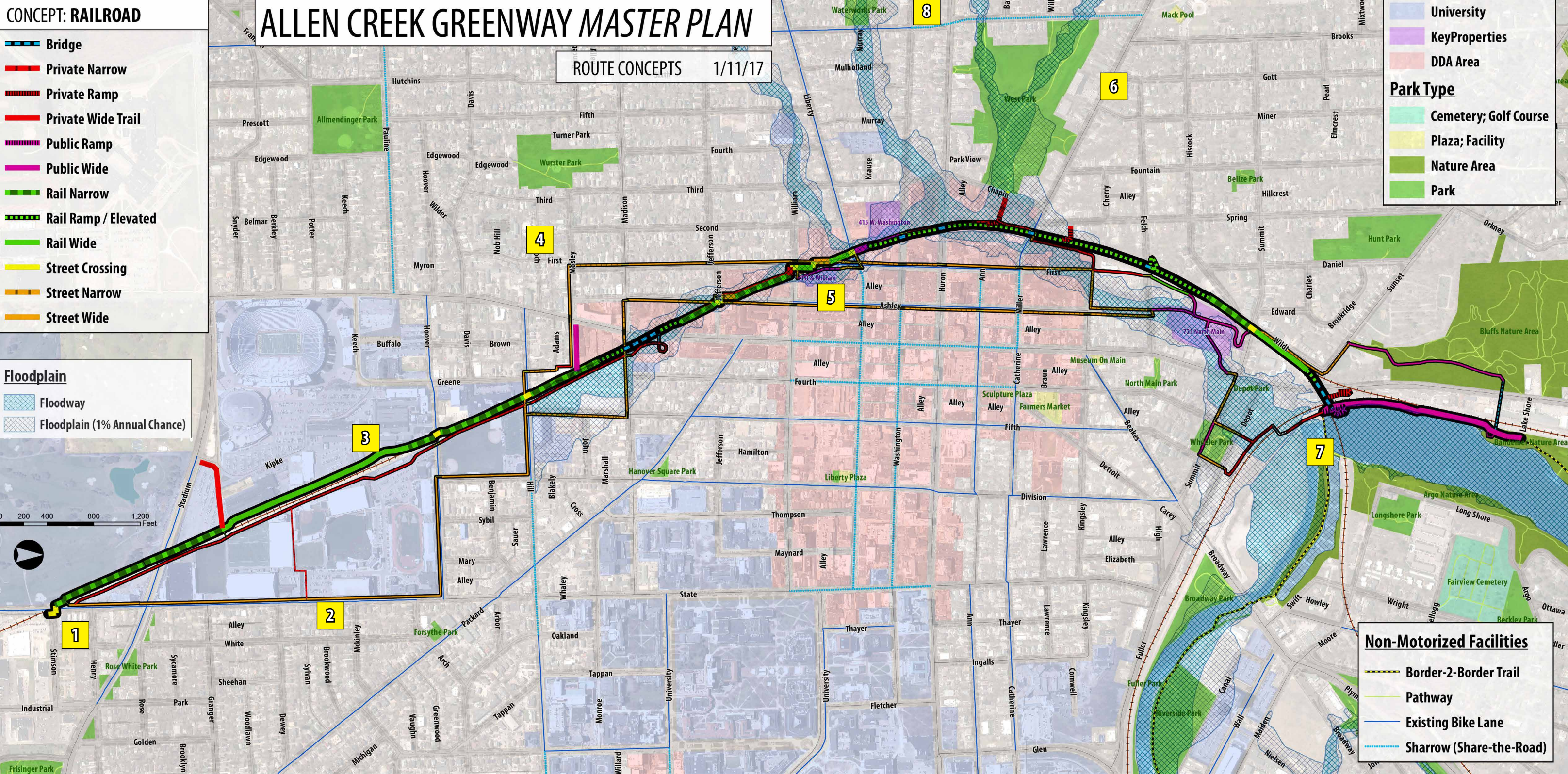


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- KEY**
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- 1 Keep going to Pittsfield Preserve!
- 2 To provide meaningful access to Lower Burns Park you also need a safe way to cross State Street. There isn't one now
- 3 Yes! Turntable Park!
- 4 Stay close to flood plain like rail option
- 5 This area has always been a flooding concern. Should try to work in more flood mitigation.
- 6 Best Choice!
- 7 Continue north on RR
- 8 Still the best choice...

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CONCEPT: STREET A (1st St)

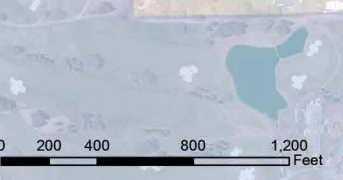
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- Private Tunnel
- Private Wide Trail
- Public Wide
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- Rail Narrow
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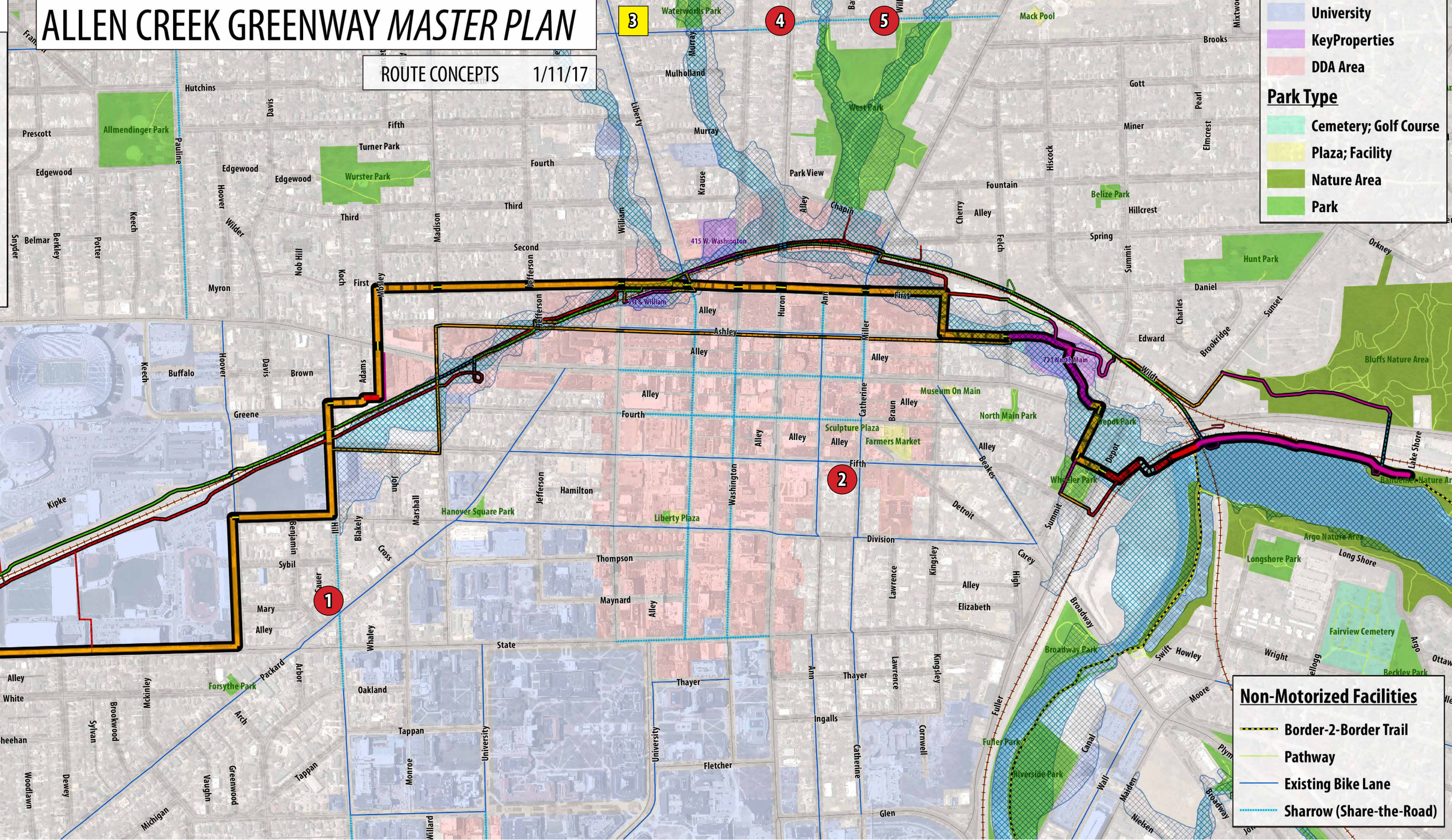
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- 1 90° turns create perceived discontinuity + less pleasant point-to-point experience.
- 2 Significant apparent reduction in project capacity to enhance floodwater control.
- 3 Main to Kingsley to 1st is essentially off ramp for M14... constant traffic
- 4 Ugh.
- 5 This is not a greenway. Fine to improve on street bike network, but don't call this a greenway.

NOTE: NUMBER CORRELATES TO HANDWRITTEN COMMENT. A DOT VOTE ON MAP WITH NO NUMBER INDICATES A DOT VOTE WITH NO COMMENT.



- Non-Motorized Facilities**
- Border-2-Border Trail
  - Pathway
  - Existing Bike Lane
  - Sharrow (Share-the-Road)

**CONCEPT: STREET B (Ashley)**

- Private Narrow
- Private Ramp
- Private Tunnel
- Private Wide Trail
- Public Narrow
- Public Wide
- Rail Crossing
- Rail Narrow
- Street Crossing
- Street Narrow
- Street Wide

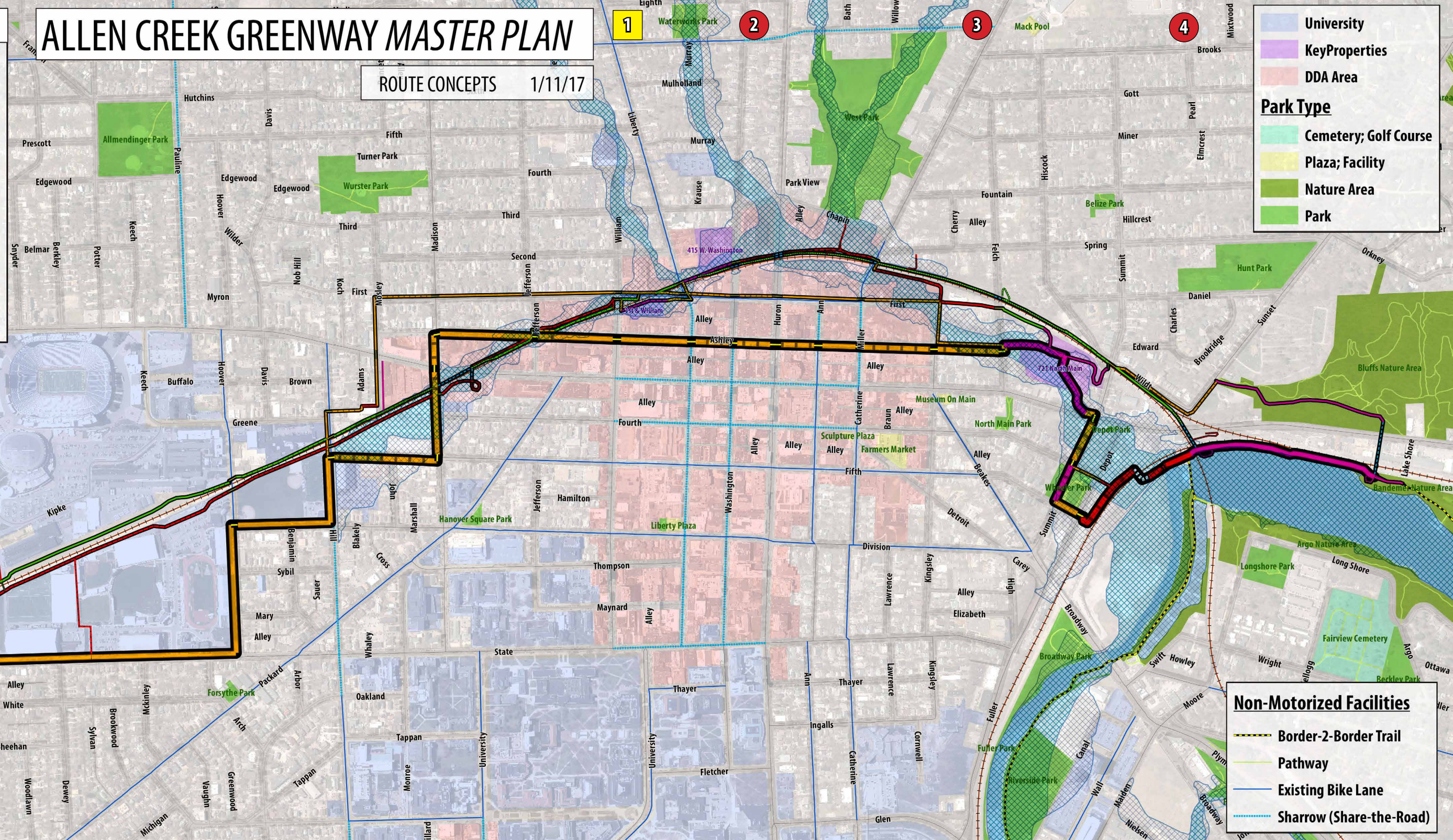
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0 200 400 800 1,200 Feet



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- 1** Would need a left turn light on northbound Main and Madison
- 2** I am opposed to eliminating street parking and making driving lanes narrower. Already enough parking issues and traffic congestion
- 3** This is not a Greenway - Fine to improve on street bike network, but don't call this a greenway
- 4** Don't like stair step look. Should only use as temporary connection while acquiring RR route

**SIGN-IN SHEET**  
**Allen Creek Greenway City-wide Meeting**  
**Meeting #2**

Date: February 16, 2017 Time: 6:30-8:30 PM  
 Location: 2<sup>nd</sup> Floor Chambers- Larcom City Hall

Name (Please Print)	Representative of/ Affiliation:	e-mail address: By legibly providing your e-mail address you will be added to a distribution list on this topic; you will be emailed the meeting summary and other updates. You may request removal from the list at any time.
1. Pat Martz	Ows Sedge	martzes@earthlink.net
2. SONIA SCHMERT	ows /CAC	S
3. MIKE QUINN	QUINN EUBNS /	mquinn@quinnelans.com
4. Francesca Cassma	ACGE	already on!
5. Robert Wheeler		on
6. Craig Ferrell	Property owner 421 Miller	cferrell.la@gmail.com
7. SETH PETERSON	ows /CAC	sethpm1@gmail.com
8.		
9.		





Name (Please Print)	Representative of:	e-mail address: By legibly providing your e-mail address you will be added to a distribution list on this topic; you will be emailed the meeting summary and other updates. You may request removal from the list at any time.
19. THOMAS MIREE	NEW HOPE BAPTIST CHURCH	THOMAS@ATT.NET
20. WILLIAM PATTON	PROPERTY OWNER NEAR ALLEN CREEK	REDSKYPHS@GMAIL.COM
21. SUSAN PATTON	"	CIAOSUSAN@GMAIL.COM
22. Nide Morley		
23. Summer Roberts		vmsrob@gmail.com
24. Jennifer Olmstead	Resident	jennifer.s.olmstead@gmail.com
25. Nancy Shiffler		nshiffler@comcast.net
26. Greg De Vries	Quinn Evans Architects Cold West Side Resident	gdevries@quinnevans.com
27. Joe Stevens		jdevms@gmail.com



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NANCY VEIT ANTHONY VEIT	ME	tveit@yahoo.com
37. ROBERT & KRISTY STEPHENS		RMSTEPH@GMAIL.COM
38. Kathleen Erwin		kerwincom@hotmail.com
39. Kirk Keebler		kirkkeeble@gmail.com
40. Diane Carr	Ann Arbor Ymca	dcarr@annarborymca.org
41. Mary Elton		eltonmary@provide.het
42. BOB ELTON		"
43. Kyle Storey		kstoreys@umich.edu
44. JOE O'NEAL	ACGC	
45.		



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28. ROXY M	Student at U of M	nixang@umich.edu
29. JOHN & JUDY SPICIT		
30. Kim Goodyear		kim-goodyear@yahoo.com
31.		
32.		
33.		
34.		
35.		
36.		



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46. Rita Mitchell	Sierra Club from Valley Gap	ritamitchell@gmail.com
47. Jason Frenza	J Frenza @ Hewlett	com
48. ZACH ACKERMAN	zackerman@ca.gov.org	→
49. Kirk Westphal		
50. David Esala	CDI	desala@cdirehitects.com
51. John Kotarski	Art Commission	Kotarski@pobox.com
52. Laura Berint		lberint@umich.edu
53. Molly Bachelor		mollybachelor@gmail.com
54. Ben Thompson		benft53@gmail.com



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64. Mary Banks & Galen Wood		marybank@umich.edu
65. Eric Stabb		ejstabb@yahoo.com
66. Jim McCanley		
67. DAN GALLAGHER		wakesetter@outlook.com
68. Helga Haller		
69. Kate Gibson		<sup>one</sup> maxlet-commerce@yahoo.com
70. TIM ATHAN		TIM.ATHAN@SBCGLOBAL.NET
71. RAY D E T T E R	DOWNTOWN AREA C.A.C.	RDETT@QUINCY.EDU
72. Vance Carne	ALLEGAN	VRC@Newa.ohio



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73. Aaron Williams		blackavenger@outlook.com
74. CHUAC (Baltman)		CBALTMAN@FLASH.NET
75. Vikram Guler		vkg@umich.edu
76. KEN CUBBY		Ken.cleim@gmail.com
77. Ryan Stanton		RyanStanton@mlive.com
78. Daniel Rubenstein		rubenstn@umich.edu
79. Ian Ogden		ian@commoncycle.org
80. JAMES D'AMOUR		James@peoplepoweradvisors.com
81. Ellen Ransburg	CAC	

