



Citizens Advisory Committee #2 – Feedback Worksheet

Feedback from Citizen Advisory Committee (CAC) members is compiled below.

Responses were received from the following CAC members:

Peter Allen; Terry Bravender; Robin Burke; Vince Caruso; Bob Galardi; Nancy Goldstein; Sue Gott; Christopher Graham; Robin Grosshuesch; Jim Kosteva; Darren McKinnon; Sarah Mills; Rita Mitchell; Seth Peterson; Alice Ralph; Ellen Ramsburgh; Sonia Schmerl; Sandi Smith

Responses to each question, below, are in no particular order, nor are they necessarily attributed to any particular CAC member. In some cases, spelling, grammar and/or proper names were edited for clarification.

Overall, do you have any comments or feedback on the proposed routes? Are there route options you prefer? Please refer to the map page letter and route number (e.g. B-1).

Response 1: The best routes for the greenway are next to the AA Railroad track. However, at the Sept. 14 meeting, the RR representative stated they would likely not share these areas. He said they would consider sharing some grade crossings (wouldn't they have to, since these are city streets?). It seems to be a waste of time to pursue RR routes, so let's remove most of those from the discussion.

Response 2:

Segment A

- A1 is preferable to A2 or A3. The B2B trail is there, and with a little expansion (which it needs anyway) it would be an excellent route. If there is effort spent on a rail crossing north of M14, it should just be to connect A1 to Huron River Drive. I would hope that on street bike infrastructure on North Main will eventually be improved independent of this project, but N. Main will never be an appealing walking route (too much traffic/noise), and is therefore not a good greenway route.
- Crossing North Main with a bridge is a must, either near the existing rail bridge or farther north. Though a grade crossing could work (A4), for it to function well, it would need to be signalized. Better to spend the money on a bridge than a traffic signal, especially when the topography is working in our favor (at least on the west side) and the traffic would be happier carrying on unimpeded. I would maintain A6 as a contender as accessed by B3.

Segment B

- B1 seems the best option north of the dam. A widening of the Argo dam bridge is necessary for this, though this improvement seems long overdue anyway for this chokepoint on the existing trail. B2 along N. Main once again is not an appealing route due to adjacent auto traffic. The B3 route to the A6 bridge over N. Main would work if a bridge adjacent to the rail bridge (B4) is, for some reason, not possible (this alignment is less ideal though if you are headed downriver).
- B4 is an excellent route to bypass the mess of N. Main at Summit and Depot. I know a bridge would be expensive, especially if it needs to loop around to get down to the trail, but this should be the connection here (even if it requires a temporary alignment until the bridge can happen).
- If the tunnel is actually happening, B5 will be an important connection. Given that access to it will require at least three street crossings plus the private property access, this is far from ideal relative to a flyover.
- B6 < B4, but it would have to do if that is our best option. I would find a bridge here preferable to the tunnel, but if we're building a bridge, let's go with B4.
- I'm not sure I see any value in B7 given that B8 is an easy option given the city property at 721 N. Main, plus the easement available through the Beal property to the south, all of which is on the east side of

the tracks. Even if we use the rail corridor here, seems we'd want to be east of the tracks which is where B7 isn't.

Segment C

- C1 is a section through which use of the rail corridor is a must. While an off-corridor section (C4) or two would be fine, without an overpass at Huron, this trail will be no better than surface street routes.
- C2 is fine, though use of existing street rights-of-way may be preferable to all the oblique crossings that occur with the rail route.
- C3 First St. connection seems a must in any case. If the rail corridor is not an option, this will be the only option. Though it will lack the appeal of an off-street trail, it will be a vital corridor. Even, and perhaps especially, if the rail corridor is used, this will still be an important connector as I would predict heavy pedestrian and bicycle traffic in the downtown section of the greenway.
- C4 sounds like it is sort of a done deal? This is certainly a more preferable option than cutting over to Ashley St.
- C5, C6, and C7 all look like great feeder trails, though C7 would be a poor bypass. The bridge over Huron is really a must for the success of the trail.

Segment D

- D1 with an elevated crossing at Madison and Main would be ideal and could double as a gateway:



- A temporary routing along First St. and Madison with a simple Main St. crossing along Madison would suffice until something more exciting is affordable. If a portion of the trail runs along the west side of Main St. north of Madison, I would keep it a pedestrian only section and route the bikes west on Madison and north on Ashley. A big plus of D2 is passing right by Washtenaw Dairy if you think they come in droves now...
- I know my question at the meeting was met with skepticism, but I would encourage the exploration of limiting motor vehicle access at William/First and Jefferson/Ashley (with allowances for emergency vehicles of course). Please see "Minimizing Street Crossings" notes below for further explanation.
- While D3 is intriguing, having the Main St. crossing at Madison would be simpler traffic engineering-wise unless there is a future traffic light planned for Mosley/Main. While an on street route through the OWS [Old West Side] (D2) would be nice north of Madison, the on street route south of Madison (D4) is far less desirable as Fifth Ave., Hill, and Division can be really busy at rush hour in addition to the existing truck and forklift traffic at Fingerle. This is an area where use of the railroad easement is going to be critical this is also an area that sees heavy foot traffic on the tracks on game days. It seems it would be in WATCOs interest to provide an official walking route along this corridor.
- D5 is better than nothing, but it seems as we head south, there is more railroad easement to work with (and therefore hopefully more likelihood of cooperation from WATCO?)

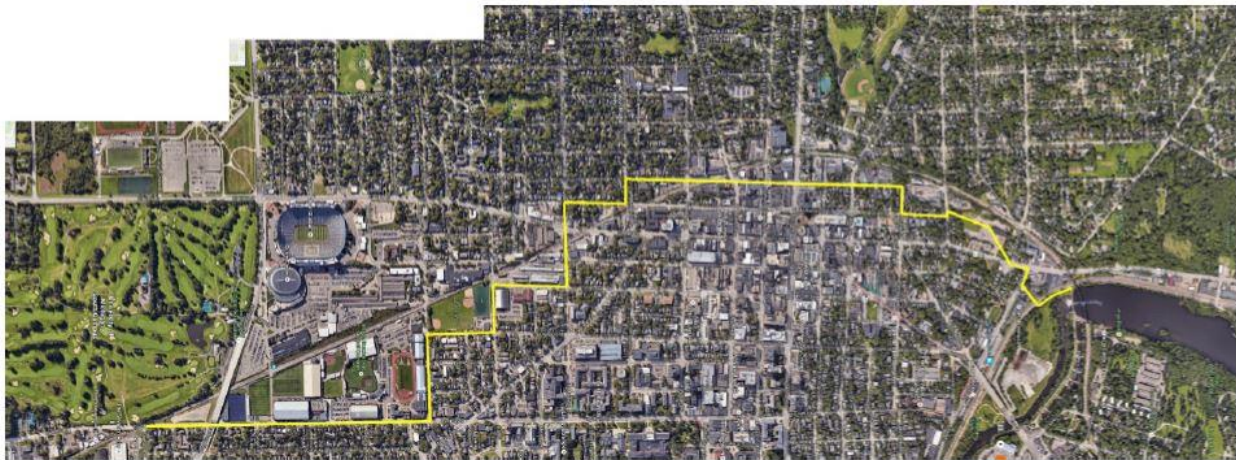
Segment E

- E1 yes please, this is the best option. E2 is less appealing and seems like there is a lot less space to work with for a main route. As a secondary route it would provide fantastic access to the athletic campus for the plethora of sporting events that occur here.

- While the E3 route would have minimal cross street and driveway interruptions, this is a less than appealing route unless a significant boundary can be had between the trail and the large amount of traffic on State St. It is better than nothing I suppose.
- E4 would be a good connector from State St.
- As for E5 and E6, a connection that requires use of the Stadium Bridge is thoroughly unappealing. I'm afraid that a Stadium Bridge route would be not unlike the existing bike lanes and sidewalk on Stadium Bridge they have been executed so poorly that they are mostly not used unless they have to be. The tunnel to the golf course would be a far more enjoyable route if that could be made to happen, but hopefully WATCO can step up and simplify this project by providing use of their easement.

Railroad Alignment

- Admittedly, I was a little disappointed after hearing the WATCO representative speak at the Sept. 14 meeting. It sounded like they might be game to allow use of their easement in a spot or two pending design review (my interpretation). I hope I am wrong. While I think a little detour off of the rail line wouldn't be bad (e.g. the tight conditions at Madison and Main might mean routing over to the OWS streets (D2)), it seems that for the greenway concept to function as a whole, the use of the rail easement is paramount. Seen below, the greenway sans rail would at best be some contiguous, but very jig jogy on-street bike lanes with maybe a bigger sidewalk (and it would be ½ mile longer than the railroad route). If this is the case, I fail to see the appeal and the value of the investment. Seems this is not an appealing walking route, and a better deal for bikes would just be a nice set of bike lanes that runs up Main St from the Stadium to the river. If we can't use the rail line predominantly, there seems little point in trying to follow it. Not to be a negative nelly, but without *extensive* cooperation from WATCO, this project seems unlikely to shine.



Minimizing Street Crossings

- With a stated goal of serving ages 8-80, this greenway has the potential to be the most important non-motorized transportation corridor that the city will have. As such, we need to consider the safety of those on the ends of the age and ability spectrum, riders who are not comfortable or safe in traffic. Minimizing road crossings is critical to the success of this stated goal. We have established that bicycle commuters will likely use the street network, but let's not forget that the greenway will be an important transportation corridor for many "non-commuters" with places to go. My daughter could independently bike to a friend's house in Water Hill, my mother-in-law could bike to the shops at Kerrytown, and kids (with or without parents) could bike to school, sports practice/games, the Hands-On Museum, any number of U of M sporting events, the Leslie Science Center, etc. Without a safe greenway, there are countless transportation trips that, unfortunately, will likely happen in a car because the younger, older, or less able won't want to tangle with cars unless they are in one. The more street crossings we have,



the more the route must tangle with cars, and the less functional it becomes as a nonmotorized transportation corridor.

- a) Best Case vs. Worst Case: In an ideal scenario, if the route aligns directly with the railroad corridor from State St. to the Argo Dam, there are 16 street crossings. 6 of these have topography that could allow grade separated crossings this could bring the total down to 10. If a flyover bridge is provided at Main & Madison, the total could be down to 8. Furthermore, if motor vehicle access is limited at the minor neighborhood streets (with emergency access of course) at First St./William and Ashley/Jefferson, this would cut that total to 4. 4 street crossings on a two-mile route through the city! Now that is an exciting proposition for a trail to serve those ages 8-80. In perhaps the least ideal scenario where the route cannot use the rail corridor at all, there are as many as 33 road crossings (though this is somewhat variable depending on specific on-street trail alignments it is a lot in any case), and this doesn't include private driveways. Just as a point of comparison, a trip up Main St. from the Stadium to the river has about 25 street crossings.
- b) It's contentious, but it shouldn't be that contentious: Creating a minor inconvenience for motor vehicles seems at least worth exploring and discussing as an option to help minimize street crossings. Perhaps there is too much havoc wrought, but I'd be curious to hear a serious discussion about it. This is not without precedent in cities even larger than ours (<http://archpaper.com/2014/01/beforeafter24ofnewyorkcitysmosttransformativeroaddiets/>). As an added benefit to such a scenario, additional right-of-way space is available to make more green for the greenway. This also doesn't have to be all or nothing scenario, perhaps a throughway is provided, but the context is more like a cars being allowed through the park rather than the trail being allowed to cross the street.
- This is all just to frame the issue of street crossings as a whole and to establish the fact that fewer street crossings = better greenway. I realize that the reality will be somewhere between 4 and 30 because we can't build all the bridges or close all the roads, but let's at least try to push that number as close to the single digits as possible using every tool at our disposal.

Response 3: Sheet A, option 3 is an excellent choice either in lieu or in addition to the B2B. Sheet B, option 4 with a bridge from Sunset/Wildt over Main St/RR possibly all the way over the river is, to me, ideal considering the challenges of this area. Sheet C, options 3 + 4 work best given the R+R position on Rails with Trials. Sheet D, option1 is best but may not be possible. Sheet D, option 2 would be great.

Response 4:

- **Significant green space** needs to be part of the Greenway given the real potential of having a green space in the near downtown in both economic gains and effectiveness. No green space in the Greenway is a major issue for many supporting a Greenway. See the reports on the Arcadia Creek Greenway in Kalamazoo as one example of success with green space in a Greenway.
- U of M was part of a study a few years ago showing walking in green space is generally better and healthier than taking antidepressants.
- As the ACWG [*Allen Creek Watershed Group*] has stated before we think the **First and William city owned site** should be included given the fact it is totally in the floodway. A DDA study we have asked to be made public would seem from general comments, from the **consultant, FTCH**, to indicated a much larger floodplain at this location but the final report was never submitted to the DDA [*Downtown Development Authority*]. The ACWG has requested the DDA obtain the final report without success. With the threat of major flooding here it would be an obvious location for the Greenway as has been discussed at city greenway meetings and reports.
- I think the routes should be **off road** as much as possible, if not at the start then potential upgrades to the Greenway in future. Any off road options should be used now to protect the space as premium part of the off road greenway.

- Many bike riders have indicated to us that they would love to be off road in riding and would ride to work and shop downtown with off road routes. Other communities have also shown this. Bikers and walkers have been shown to **spend much more money** in the areas they ride and walk, very likely in the downtown connected to the Greenway. They do not spend as much as drivers but shop more often and total spending is much larger.
- As stated in the last meeting AA has **cantilevered walk and bike routes** next to bridges and this should be considered for the Greenway at least in the short term. Very low weight aluminum structures have been used for this in AA. Used along RR bridges AA could lease the space for the Greenway cantilevered bridges. It would seem that keeping the route on the same elevation and avoiding building separate bridges could save much more than attached cantilevered bridges would cost.
- As commented on before the **Allen's Creek ravines**, branches of the watershed to the west of the Greenway, should be considered potential feeders to the Greenway and downtown as off road routes for bikers and walkers. Great potential here similar to the main Greenway. The ravines are currently green open space generally and the one behind our house is used for walking and biking. Eberwhite woods and other west-side parks have many trails that could be connected to a ravines system.
- On road routes with low traffic should be seriously considered as **bike boulevards** as an option to support bikers. Some downtown streets closed to cars is also an option as is happening in other metro Detroit communities and other countries.

Revines along Allen's Creek Tributaries: (images from ACWG.ORG Watershed Management Plan)
Potential paths to the main greenway shown in Red, many connect to existing park paths.

Figure 1. Allen's Creekshed with elevation, streets, and floodplain

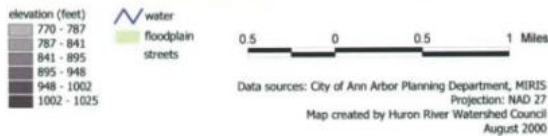
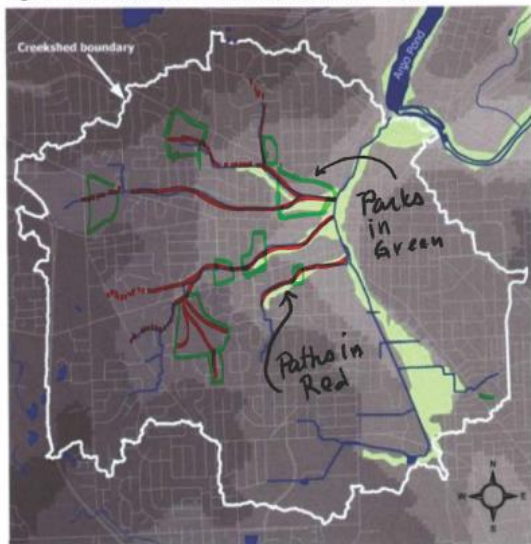
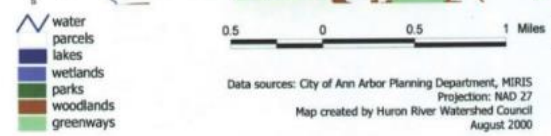
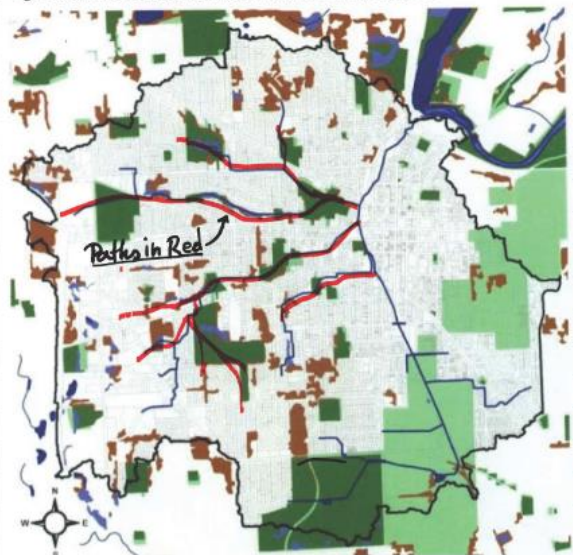


Figure 2. Allen's Creekshed with natural features and open spaces



Response 5: In general, routes completely off major roadways appeal to me the most -- which means route 1 through Bandemer Park, some sort of bridge that gets folks across North Main Street. Then things get tough -- will WATCO grant some sort of easement for a pathway along it's ROW (in whole or in part)? If so, then I would follow that route. It would require bridges next to the RR bridges, maybe other elevated ways -- which would raise costs. If the route cannot be on their ROW, then I guess some arrangement along the First Street corridor down to Madison would appeal to me the most -- through the central business district. There would need to be some good connection to the bridge from Bandemer on the north -- and one would hope from Madison south there is room enough in the RR corridor to make a deal more possible with the RR to use that all the way to



ALLEN CREEK GREENWAY

State Street. I just am not a fan of bikes (or any pedestrian activity) on roadways -- though that seems to be the alternative the City is using -- I presume most of all for lack of funds and lack of will to expand ROW's to do better. If First Street is used, then much work to isolate the "green" way from the roadway would be needed. No doubt that would mean even further invasion into the ability for people who drive to get around (if current ROW space is taken). That action is most likely not to be popular. First Street is important for southbound bypass traffic for the downtown (as is Ashley for northbound traffic). A "green" way that is just a collection of nice signs on motor vehicle roadways won't appeal to me much.

Response 6: A1: Connect to B2B rather than duplicating route in RR ROW. A2+4: Safe, navigable route to Lake Shore is needed to enable its use as connector. A5+6: would be a good option if feasible with bridge to B2B. B: This is the most difficult section. Most likely solutions seem to be 4 or 5. C: Prefer 3 as main connection N-S. 6 as branch to West Park. There should also be connections to bike paths on Liberty and Washington. D: Prefer route 2 using on-road wide bike path or separate path. Also like 3, 4, 5. E: Prefer option 2- avoid State Street (heavy traffic). 4 and 6 would be good entries from Burns Park.

Response 7: The more off-street routing, the better. I fear that, in a cost-cutting effort, much of the trail will simply be routed along the streets (such as using the bike lane on 1st Street). While using dedicated bike lanes on the street is a good option for enhancing connectivity, it misses the point of the "Greenway". It is not a Greenway if we use existing infrastructure.

Regarding proposed routing of the true greenway, connectivity with the B2B trail at Argo Pond is critical. The best route from Argo runs through Bluffs Nature Area, which would actually make Bluffs much more usable. As it is, Bluffs access is poor, and enhancing the connection with Bandemer Park/Argo Pond will increase utilization of both, as well as decreasing the need to drive to the limited parking available at Bandemer. Following the Rail line at grade appears to be the most attractive option, and would be quite similar to the trail referenced from Madison, WI.

Response 8: My first overall comment is that I like the idea of the "story" and hope we will begin working on that as well. We are creating something and it needs a story to engage others in the vision. I see it as a trail of DISCOVERY – the opportunities to discover our community on the trail is (to me) compelling. On the trail you can discover our past whether its geological (the creek was created by a glacier), history they say that Ann's Arbor was along this trail. Nature (trees and plants and wildlife) what's going or living along the trail? Discovering each other – the trail will be a place to meet those we know and those we are meeting – on the trails and in the spaces – as well as connecting to neighborhoods etc. You get the picture . . .

Now on to the technical:

Slide A: #1 is the preferred route, #5 is a good idea, #6 I like a bridge!

Slide B: #8 DEFINITELY use the 721 property it should give us access to #4 and #5, #4 & #5 are the best!, #6 OK but not preferred

Slide C: I am thinking there may be two routes here. One for commuters and one is the "park" route. #s 1 + 3. #6 Yes! #1 best choice, #7 OK but not preferred

Slide D: #1 to #3 and #2 I think this is something we could do while we figure out how to get through the Main – Madison – First messy intersections, #4 would be my last choice

Slide E: #1 Best, #6 good

Response 9: Map A: I prefer option #1 following the B2B trail; accessing Bluff Nature Area via 4 or 6 (not sure which is best) then continuing through Nature Area on 5. Map B: Continue on #3 to #4, then to #7 or #8 through 721 N. Main. Map C: Follow #1 and #2, use #6 to access West Park, widen greenway at 415 W. Washington utilize site as to tell story of WPA and CCC. Widen greenway at Ashley and William. Map D: Continue #1 or parallel option #5. Map E: Continue #1 but use access points into athletic campus and #5 as necessary



ALLEN CREEK GREENWAY

Response 10: Section A: Segment A-1 is a no-brainer, as it already exists. This section of the B2B, though, is particularly congested at times, though, and so I think would need to be widened to accommodate additional traffic. Segments A-2 and A-3 seem redundant. I can't imagine a scenario in which users would choose A-2 over A-1. A-3 has the benefit of allowing west-side residents to not have to cross Main and would provide an easier connection to Huron River Drive, though it may not be needed if there is a northern connector from the B2B to HRD [*Huron River Drive*] as shown on the map. A-5's mid-block crossing option seems unsafe. I see benefit in connecting to Bluffs Nature Area; indeed, this is one of just a few city parks I HAVEN'T been to because I can't figure out how to access it!, but I think if there is to be a connection between B2B and Bluffs, it will likely need to be at a signalized intersection (A-4) or over the road (A-6).

Section B: Absolutely YES to B-1; I also note that we'll need to widen the dam bridge. I think it makes tons of sense to take advantage of city owned property at B-8, and so I can't see a need for B-7. I like B-4 as a crossing, but am not sure whether it's smart to require people to "climb" out of the 721 property to get to it. As a result, I think you could use the intersection of Summit and Main as a street-level crossing; this intersection isn't as busy as Depot. There is limited ROW on the north side of N. Main, but you could buy out the couple of lots on the east side of main between Summit and your western connection for B-5 (I think you'll want to get the greenway off of N. Main and back to the river as southerly as possible, and not use any more of the B-2 option than necessary). If people are to use B-5 rather than illegally crossing P. Allen's property, the connection between B2B and the tunnel needs to be seamless and aesthetically nice (i.e., feels safe and well-used). B-6 is too circuitous, and likely unnecessary.

Section C: While use of the rail ROW (C-1) would allow for nice views and the safest crossing of Huron, I cycle much of C-3 on a daily basis and find it low enough traffic and wide enough ROW to be safe (even in a cargo bike with kids). There are relatively few curb-cuts on the western side until you get to Liberty, which makes it a good candidate for a cycle track (I think in the presentation there was discussion about cycle infrastructure on the east side, which I don't understand why you'd do that rather than the west side). Also, the intersection with Huron is relatively safe. Enhancements to C-3 to provide segregation between bike and vehicle traffic would only make it better. If C-1 or C-2 are used, then I really like the C-6 and C-5 ramp options. I do think they are redundant and so you'd only need 1; I think I'd have a preference for a direction connection from West Park (C-6), but that's not a strong preference as way-finding to C-5 could also work.

Section D: While I think there are other sections which are more challenging in terms of greenway-vehicular conflict, I think that the direct (and flat) path of the railroad ROW from Liberty to Hill mean that, if it isn't part of the greenway, people will (continue to) trespass anyway. I also am very keen on the idea of D-1's elevated crossing of the tricky Main/Madison intersections. If the railroad isn't possible, I think an alternate to D-2 which stays on First all the way to Mosley is a preferable option to avoid so many turns. Even if there is a bridge for D-1, I think that D-3 will provide an added benefit of signaling Main and Mosley to help address concerns over traffic conflicts associated with the new developments immediately to the north of Mosley. I have recently been using D-4 (and Madison to Second) to/from work to avoid downtown traffic. It is a less congested path with more breathing room for cyclists, but because of its winding nature, doesn't strike me as a good greenway option. If it's chosen, there would definitely need to be different signals/priority at Fifth and Madison; giving priority to SB Fifth makes it difficult for NB cyclists to turn.

Section E: No matter which side of the tracks the greenway is on, E-1 would not be as scenic as E-2, so I'd argue for E-2. E-3 is a nice feeder, but I can't imagine being the primary path here. A connection through the parking lot for E-5 would allow for connections from the SW side of town and facilitate game-day foot traffic.

Response 11: MAP A: The realities of daily traffic and (what I assume to be) the limited ROW along N. Main points strongly to A-1 over A-2 or A-3. Even if ROW challenges are surmountable, using the existing B2B in this stretch would provide a much more pleasant trail user experience. The opportunity to enhance the Bluffs Nature



ALLEN CREEK GREENWAY

Area trail with A-5 would provide a connection to the Water Hill neighborhood. However, preferring A-1 to A-2 or A-3, that forces A-5 to use a mid-block crossing on N. Main. I'm not convinced that could be made safe enough for pedestrians. A HAWK crossing is not necessarily safe, and on N. Main could cause traffic flow issues that would extend into M-14 over the Huron River. Linking A-5 to A-6 would provide the safest (and most costly) passage to the existing B2B. Crossing N. Main at this point at all could be avoided by crossing N. Main farther south, while also using A-4 so that people can access the train from this part of N. Main (where a sidewalk currently exists on the east side).

MAP B: Using B-1, connecting across N. Main at Summit via B-4 to the B2B trail seems positive, giving neighborhood residents easy access to the B2B. South of a B-4 connection across N. Main, I prefer B-7 for the main route. A possible challenge of B-7 is that some spurs for entry/exit may be needed to avoid a long stretch being inaccessible. Using the rail corridor for only a very short way, then connecting to Ashley could avoid the need for spurs to a rail-adjacent trail. Regardless of what's going on west of N. Main here, B-6 as a spur that gives connectivity off Fifth Street seems positive. If B-4 is in use, I would see no reason to formalize a connection between B-6 and B-7 across N. Main in any location besides B-4. In that scenario, people on the east side of N. Main could access both the B2B and get to B-7 via B-4.

MAP C: I would be concerned that a C-1 might be difficult to keep readily accessible to users coming from both the west and the east. C-1 could end up like a highway, with entrance/exit ramps needed. If those entrances aren't frequent enough, people who are using the trail for more local travel might avoid it, if they feel they have to go out of their way to find an entrance. Coming off of B-4 onto C-4, and continuing south on C-3 has the advantage of a street-level trail, easy to access for people coming from the west or the east.

MAP D: Coming south on the C-2 and/or C-3 route and using D-2 to connect with the rail corridor D-1 looks good. This would mean the rail corridor is used for a short stretch on Map A, and not used again until around the center of Map D. Moving off the rail corridor again and using D-5 would mean just a short stretch of it is used here, also. The zig-zag connection of D-4 doesn't seem necessary so long as there are short spurs and good visual cues to enter the trail in the D-1 location at the east-west running cross-streets.

MAP E: With the UM athletic facilities as a wedge in this area, it's hard to rule out routes that would help people connect from the neighborhoods on the east and west to either E-1 or E-2. I have no strong preference for E-1 or E-2 here, but I think they are both preferable to E-3 because they are separated from the major roadway. With a lot of rail ROW, it seems like E-1 could be made quite pleasant here. If the rail company makes that not an option, E-2 will be just fine. E-5 and E-6 both seem crucial at the end-point of the greenway. E-4 would provide connection for residents east of State Street, regardless of whether E-3 is defined as a distinct route.

Response 12: I would like to identify low hanging fruit. Look for opportunities to build this lighter, quicker and cheaper, then add the more glorious and expensive routes over time. I think the larger vision will be an easier "ask" if people can see it and use it. We can begin with the routes that take advantage of the current street grid, ROW and City owned land. (ex A1, 2 and 4 or C3 = low hanging fruit. A6 is awesome and should be planned for when N Main is reconstructed.) With this strategy, you also can end up with multiple multimodal routes over time. Map B is a great example. For folks coming from the Hospital and Campus, B5 & 6 will continue to more useful with B4, 7 & 8 in place.

Response 13: Route A: #1: Preferred, traveling through Bandemer Park/Border to Border Trail. Concentrate on implementing long missing safe connections to the B2B over the Amtrak RR, at north end of the Greenway. Seek funding, i.e., **pour money into seeking funding from multiple sources, in order to support the east-west connection**, which will enhance A2 participation in the B2B trail. #2 and #3 have limited value for the expense that would be required to create pathways along N. Main Street. Additionally, the pleasure of non-motorized transportation would be limited because of the proximity to heavy, fast-moving traffic. #4: Enhance with easy to



ALLEN CREEK GREENWAY

interpret signage; no need for additional construction, etc. at Longshore Drive. #5: Provides secondary level access to the Greenway via the Sunset/Bluffs trail; makes sense to serve the Water Hill area's access, but there is not a great need to enhance that trail. It is steep and would be expensive to improve. #6: I question the expense of a bridge over N. Main St in the area indicated. Suggest investigating an effective method of safe crossing N. Main, but prioritize funds to focus on crossing near Summit/Depot (Route B) because that area provides a natural entry to the Greenway for a much greater number of people approaching from the south and the west.

Route B: #1: Preferred, continue along Argo segment, to B2B trail. #2: Segment north of Argo Dam along N. Main St. is not useful. #2: Two areas in the segment south of Argo Dam to Summit St should receive **high priority** for funding overhead or other safe crossing of a) Amtrak RR, and b) N. Main St, to connect to 721 N Main. #3: I consider the Sunset/Wildt access to the Greenway to be an informal connection, supported by signage, but not necessarily needing special trail construction, other than bike lane markings. Users can use sidewalks and regular street right of way, marked for bike lanes. #4: Agree with use of bridges over RR and N Main, as indicated in the note re: second segment of #2 above. This is a **high priority section** of the greenway, to establish safe access to the B2B trail, and Huron River parks, for all users. #5: Lower priority, access through a tunnel under the RR berm. It's a good idea, but the indirect approach requiring a winding path may result in less use. There is a concern with limited sight lines in the area between the tracks and the north side of the existing buildings, for overall safety. #6: Not preferred, too circuitous to establish high use. #7: Not preferred, too circuitous to establish high use. #8: Good idea, to link through 721 N. Main, prefer the route that exits/enters to northeast, connecting to N. Main/Summit area. The route that goes to Felch is not preferred, because it includes shared lanes with traffic. Consider the Felch section to be an informal entryway.

Route C: #1: The absolute favorite route, recognizing issues with negotiating with RR company. Assumption is that the Greenway would be elevated next to RR bridge crossings. The potential to avoid on-street crossings are helpful to reduce interactions with motorized traffic. This is an area to prioritize for an ideal Greenway that maximizes the non-motorized aspect of the corridor. #2: Does this route apply only to the section of the Greenway that is to the south, where the tracks are no longer elevated? If yes, then agree with this route as preferred. #3: Sigh, this feels like a defeated non-motorized pathway. Potential to create antipathy to the non-motorized users, by taking up space on the roadway. This route would require strong citizen support, and physical barriers separating users from traffic. In areas that would mean less parking, a concern is the potential to displace those who currently park on First St, onto other nearby streets. I am concerned with two-way bike traffic on the Greenway segment on First Street. Will two-way bike traffic cause confusion? Will this route mean removing existing street trees? That would reduce pleasure (and green infrastructure). #4: Preserve the option for access through private property; minimize Greenway routing on-street, in motorized areas. #5: Miller/Summit connections: create connections with signage, no special construction required. #6: Good idea to connect to West Park, if possible. Likely this will require acquisition of property. There is a higher potential of flooding in the area, and acquisition of land may improve conditions related to flooding. #7: Bypass using Huron Street does not make sense; unlikely that MDOT will allow dedicated non-motorized transportation lanes on Huron; unpleasant for bikers and pedestrians to be mingled with fast-moving traffic.

Route D: #1: Preferred route is to stay along the RR line. In order to cross Main St, the bridge idea may work. Agree that this area is complex. Given approval of development at 615 S. Main St, is the entire west side of the tracks available for Greenway space? The west side of the track area near Madison St may be more constricted within two years than what appears to be available today. #2: A contributing problem is one-way Ashley, which would create the problem of two-way bike/pedestrian traffic in the context of one-way Ashley St, as discussed with the comment on First Street proposed section. #3, #4: Zig-zag routes will diminish the cohesiveness of the Greenway route, will be mingling with motorized traffic, and will reduce use/perception of a true Greenway. #5: Yes, agree with use of UM corridor, at maximum width negotiated with UM.



ALLEN CREEK GREENWAY

Route E: #1: If the corridor on the west side of the RR is available, yes, use it. #2: UM service drive area is ok; maximize the width of the route. My experience with walking it felt constrained/claustrophobic. #3: Unacceptable. All of the street access is narrow, and results in a shared, motorized pathway that connects to Briarwood. Not useful, not even worth developing signage to indicate the section as a greenway, because it will be a paved path. There is no space for green, except along the Stadium Bridge. I recognize the effort at reaching the Stadium Blvd area, but this section would not qualify as a greenway. It would be a sidewalk located along a street-bike path. #4: A feeder section to connect to the main Greenway from a neighborhood. Must be designated as routinely available, and likely will require negotiation with UM to retain access. #5: Confusing routing, no space along Stadium Bridge for a separate Greenway. I think this will generate frustration and confusion. #6: Narrow street access, consider it an informal connector section, don't spend money on this as a greenway.

General Comment: Route 1 along RR tracks is overall preferred. What is not apparent, is which side of the RR is proposed, East or West, along the entire route. It would be helpful to clarify that, even in the face of current resistance from the RR company.

Response 14: I am speaking for the owners of 912-944 N Main (Peter Allen & Mark Berg Properties) where everyone crosses and property and Amtrak tracks just south of the Ann Arbor RR Trestle.

We would like to meet to discuss the 3 options for getting the traffic across North Main and across or under the tracks. From what we now know, we prefer the Joe O'Neal plan for a bridge over North Main from 721 N Main to the Main St Motors building and then along our property to the underground pipe for water and people now being investigated.

We think continuing to South Ann Arbor and perhaps beyond to Saline should be investigated.

We really like the acid test for the entire network should be the 10 year old on his/her bike feels safe, and the parents do as well.

Include implications of Wally being constructed into downtown sometime, such as the trestle being rebuilt to handle emergency passenger unloading. Could be part of the new bridge across Argo Pond.

Involve DTE and their preferred Developer and their plans for the Mich Con and possible rebuilding and relocating of the river bed to its original course, freeing up the current man made riverbed, only 1-2' deep. DTE says they want to mitigate the site. Well, then take it back to 1895 river system that flowed thru the current MichCon. JJR, their designer, will balk, but this is important for lots of reasons. Ask me more.

Consider a Business Improvement District (BID) for all the new development along the new paths to help finance and maintain them.

Consider implications for autonomous vehicles, more Uber and Lyft in your parking needs.

Think and dream big: uniquely Ann Arbor, Sense of Arrival at all key nodes, incredible design!!!

Response 15: The University will withhold any comment regarding any proposed routes that include the utilization of UM property at least until such time that the City indicates that the cooperation of the Ann Arbor Railroad has been obtained for portions of its right of way to be utilized for the purposes of the greenway; and secondly, that the City resolves whether such cooperation with the railroad incorporates opportunities for right of way use by the Connector in addition to the greenway.



Response 16: In the planning of a greenway district, its linear character should be central but not confining. We should plan to extend and enhance at every stage and with every project, toward its enduring future.

The intense focus on the route need not exclude examination of neighborhood impacts and enhancement, connectivity to parks and schools, and sensitively scaled, environmentally appropriate economic development opportunities outside the floodway.

We should also consider policy and ordinance that promotes the community values that have demanded the greenway as a catalyst toward a sustainable future. From my point of view, we can adjust zoning, add overlays, clear floodway areas, coordinate other planning (such as transportation), and achieve other related goals *during the master planning process*. What we do now can help keep the most robust and elegant concepts alive and in the master plan.

Are there other conceptual route options that should be considered? Please describe the connection and/or draw directly on the maps.

Response 1: Preferred routes -

Map A - route 1

Map B - route 1 to 6 to 8

Map C - route 8 to 4 to 3 route 3 suggested changes - traverse 415 W. Washington site (bike rentals? restrooms? eatery kiosks/coffee shop?), and create a crossing plaza at Liberty and First, and traverse First and William site (see below 4.) , crossing plaza at First and William

Map D -south of William, heading south, next to RR track (but not their property:)purchase greenway space from: Fingerle’s parking behind apartments facing First. Create crossing plaza at First/Jefferson and purchase greenway space from: Carter’s Auto area, Brinks Gibson Lione parking. Create crossing plaza, or elevated crossing near Madison and Main and purchase space from Japanese Auto, Clark station, South Main, etc. for route 1

Map E: route 1 - surely this very wide area could be shared by the RR and/or UM. Fencing between the track and a greenway would provide security. This would be much safer than what they have now, since dozens (hundreds?) of people walk along on game days and events days.

(NOTE: on your Map D, Jefferson is too narrow. If these above purchases are not possible, it would be better to go First to William to Ashley, pass Jefferson to route 2)

Response 2: If there is a trail segment north of the MDOT tracks to connect to the B2B at the dam, we might as well carry it along to the east and provide a connection to Broadway Park, and maybe another B2B connection.:





Response 3: The **tunnel under the railroad berm** at Depot St. is being considered as a connector for the ACWG to the Huron River park space and, connect the Border to Border Trail which the Michigan Dept. of Transportation (owner of the track) has indicated is a high priority and is listed very high in the current City of Ann Arbor Capital Improvement Plan (CIP). The tunnel really should have walking and biking included in the design. This has tremendous potential for the Greenway, the B2B trail and the city in general. It would be well worth the additional cost which would be offset by the amount of walker and biker use, and enhancement to the area and the city. This seems to be the truly obvious solution to connect the Greenway with the B2B trail when the tunnel is designed. This will clearly be a much more valuable portion of the city with this walking and biking tunnel installed.

Response 4: Improve corridors on Liberty, Washington, Miller to allow safe travel to Stadium Blvd. shopping district. Make sure pedestrian signal buttons are low enough to be accessible to recumbent bikes, and are adjacent to route (can't back up easily).

Response 5: The consultants have done a good job with the various options. I just don't want anyone to cut corners with on-street routing.

Response 6: So much depends on permission from the railroad. Is there a way to rise up out of 721 to cross Main? A bridge over Huron would be spectacular if it could widen and provide a viewing area to look up at the city and out at the west side. I think what you have presented covers the subject well.

Response 7: Can't think of any at present

Response 8: See notes above about an alternate D-2.

Response 9: The options provided seem to put enough satisfactory routes on the table.

Response 10: B2 connects to the Cascades. With a viable and visible connection to this exciting amenity, we can encourage multi modal access and reduce the pressure on the Argo neighborhood parking situation.

Response 11: You all have done a thorough job of exploring options. It is difficult, as there are many constraints. I suggest some significant discussion with UM, to point out the potential use of the Greenway to access their sports complex, to encourage students to be active, and to support a greenway for a lot less money than they would spend on a light rail Connector.

Best opportunities appear to exist from William St., north. As far as acquiring properties, look at the Illie's Auto area near the YMCA, and across Huron Street between Chapin and the RR tracks. There is space in that area that could potentially be acquired and contribute to the non-motorized access of the Greenway.

Resistance from the RR to rails with trails is disappointing, but not surprising. We can build on the example of the successful Bandemer Park rail with trail area, where the fence does a great job of separating pedestrians from the much faster passenger train. Part of negotiations could be use of fencing along all of the corridor to block pedestrian access, and to provide support for enforcement of staying off the tracks.

The fallback position of use of existing roadways, with separated bike/pedestrian areas is also disappointing. If that is the outcome and focus of the project, then I suggest paying most attention and paying most money to separate non-motorized traffic from motorized traffic at key locations:

- 1) Crossing the Amtrak RR tracks at the northernmost area to connect to Huron River Drive and continue the B2B trail,

- 2) Crossing the Amtrak RR again, at the curve near Argo Dam, with purchase of property as needed to gain access for the crossing,
- 3) Crossing Main Street near Depot St, to reach 721 N Main.

Response 12: Please explore a branch out from Keebler Langford under the DTE Electric lines along the north side of M-14 and all the way to Newport Road. Pathway access is already there. Gives everyone access to Wines and Forsythe Schools and the whole far Northwest side of Ann Arbor. Would be one of the straightest and least expensive route extensions into the far neighborhoods.

Response 13: It should be kept in mind that the publicly owned land along the railroad from Washington Street south to Ashley might also serve as a location for a station for WALLY and/or the Connector and possibly a vehicle storage or maintenance facility.

Response 14: From the Water Hill neighborhood an uphill closure of Felch street to auto traffic would be a huge bonus. The idea is to dead end the Street at the railroad trestle to all but bikes and walking jogging. This allows for access up Felch from either Main or First Street to the lower end of Felch servicing business to the distillery and new condos, lumber yard. I am sure there would be a positive reception from AA railroad! It might also buy some "brownie points" from the railroad? The neighborhood amusingly witnesses about a once a month truck top beheading from unsuspecting U-Haul rentals etc. This could also create an interesting traffic calming of a street crossing of the potential Greenway. It could make for a very attractive neighborhood gateway for one of the adjacent neighborhoods. Snow buddy would keep the path open. My father in law used to sled this hill in the 1920's.

Are there options you see for connecting to neighborhoods or other important destinations that should be explored? Please describe the connection and/or draw directly on the maps.

Response 1: markers on the main greenway should indicate wayfinding to other destinations, e.g., Bluff Trail, B 2 B, West Park, Wurster Park

Response 2: I would explore an E. Madison spur that connects east to Packard and campus at State St.:



Additionally, given that the Bach Elementary district is nicely bisected by the greenway route, a spur that connects to Bach would provide an excellent route to school for many, as well as connections to and through the “Big Playground”:



Response 3: Connect to Dexter B2B from Bandemer Park.

Response 4: With appropriate development of “pocket parks” along the way (North Main, Washington, etc.), the trail itself will be a destination.

Linkages with existing parks in the city are also important, and the use of dedicated bike lanes on existing streets would be appropriate here.

Response 5: Connections to Burns Park. Lots of downtown connections. West Park connection! Yes. Connection from 1st & William to OWS and up to downtown. 721 to Water Hill neighborhood

Response 6: Connection up Summit to Bach School, Connection to West Park then through ravine to Merryfield Park. Connection out Washington or Liberty to OWS and Slauson playing fields

Response 7: While sidewalks exist for pedestrians in the pie-shaped wedge between Huron and Miller to get to any proposed connection at West Park, there is no good way to cycle this path. Huron sidewalks are too narrow, and the climb out of the valley to get on to Miller bike lanes is intimidating. There need to be connections from the Haisely area all the way to West Park (with mid-block crossings on 7th). Perhaps Linwood?

Madison could/should be used as a south-side east/west bicycle connection, that would also allow direct access to the greenway from Central Campus. It could almost be right now, but the 2 one-way segments on either side of Packard don’t currently allow for this [and frustrate me as a cyclist to no end—particularly the segment of Madison east of Packard that doesn’t allow WB access to Packard/Division intersection.]

Response 8: I would say generally that connections should be made to residential areas east and west of the greenway whenever feasible. These connections need not be long defined areas running east-west. They could be fairly simple and short (a block or less in length), so long as they are visually appealing and obvious.



Response 9: Perhaps over time, the RR will change its stance, be more flexible and allow the Greenway to use space in the right of way. In the meantime, we should develop greenspace on the publicly-owned parcels of land at 721 N. Main, 415 W. Washington, and First & William Street to the maximum extent. Improving the green space in these three areas will gain infrastructure benefits that will be appreciated by residents, for multiple reasons.

The Master Plan to date addresses transportation, and lacks attention to areas of green space. I ask that the next steps of the process identify planning for green spaces that are in addition to the minimums of non-motorized transportation that have been the focus. I realize that a general mapping of the route is required. I want to make certain that the project includes significant portions, specifically at First & William, 415 W. Washington, and 721 N. Main Street, that are currently owned by the citizens of Ann Arbor and that could support the benefits that accrue from green infrastructure.

What locations might support features such as entry plazas, trailheads, green spaces, or other amenities? Please describe the location and/or draw directly on the maps.

Response 1: entry site at First/William - put "a first spade in the ground" and create an entry point here, one first step in a longer process. Remove the parking surface and establish a green space, perhaps with a water feature that would pay respect to Allen Creek that runs under. Or, if a flat-surface water feature, it could convert to an outdoor ice skating spot in the winter. Such a site would serve downtown, passers-through, and the neighborhood. It would be part of a storm water abatement improvement (FEMA grant?). There would be eyes on the site from Liberty Lofts. Other users not yet mentioned: dog walkers should have receptacles for clean-up bags; and skateboarders should use bike paths and observe courtesy especially on spiral ramps.

Response 2:

- The "Big Playground" (see above) might serve as a trailhead/greenspace.
- I'm not exactly sure what it would be, but the southern end of the trail at State St. could use some sort of plaza or gateway to announce the greenway to folks coming into town.
- Perhaps plazas could provide (covered) bike parking, benches, water fountains or other amenities near major employment locations along the trail such as the U of M facilities and operations service buildings on East Hoover, the athletic campus, and/or locations near downtown.
- Perhaps greenspaces could merge across roadways, providing vehicular access, but expanding the purview of the park to include the street itself, and in doing so provide a larger and safer environment for park users.



Response 3: The 3 city owned parcels that have been identified are excellent places for these

Response 4: Art, gathering, festival space should be considered along the route. This has proven very successful in other greenways with both more activity, properties near gaining value reducing low value structures with redevelopment and higher tax base generation, and funds from festivals generated in the space. The notion that the Greenway would open up the floodplain and floodway with reduction in flooding in on the west side should also be included in planning. The Drain Office years ago agreed with the ACWG that this would indeed help with flood mitigation. This is also supported by our Flood Mitigation Plan adopted by city council. City owned parcels along the floodplain and floodway should be used for the Greenway and potential pocket parks for seating and staging areas. **Signage** should be used to educate the public regarding the Greenway, Floodplain and Floodway in which it is built, and the Allen’s Creek Watershed.

Response 5: Stimson/State St, Washington/1st St., 1st/William, Miller/1st St., Depot St., Bandemer Park/Barton Drive

Response 6: This trail should be seen as a chain of pocket parks, not unlike (to really think big), Frederick Law Olmstead’s Emerald Necklace in Boston. The North Main and Washington Street city-owned properties are the most obvious sites for these types of parks. They should include a water source, green-space, and perhaps playground equipment. Whatever Liberty St. Plaza is, these areas should be the opposite: plenty of green space and native plants. These parks would be a prime site for private sponsorship: Barracuda Network Park on North Main; the Ford Foundation park on Washington, Main St Ventures park; Microbrewers park, etc. etc.

Response 7: There must be plazas at the start and end of the trail. If we can run the trail down the west side of the tracks by the U of M facilities, there is a roundtable that would be a great signature park. It could hold U of M and railroad displays

415 West Washington – perfect spot for a plaza leading to downtown – play area for children



IMPORTANT - Williams and First would be a great natural area adding some green as well as walking paths that lead through the lot – even some play areas for kids – The connection to the city through the lot we own on Ashley is critical to this site – it would be important to have a path that is handicap accessible to run up that hill through that property.

Response 8: Obvious sites are New Center area, 721 N. Main, 415 W. Washington, and Ashley/William parking lot

Response 9: Segments B & D really could use a coffee shop/sandwich shop to serve as an amenity to greenway users, as there are few nearby places to get water, use the restroom, etc. In Segment B, 721 N. Main is a logical choice for plaza/trailhead along with these amenities, and the city's ownership of the property would allow for developing a mixed-use development that could support this. In Segment D, there is some possibility for this at the intersection of Main and Madison (perhaps where the gas station is), or in redevelopment of Fingerle.

I really like the idea of elevated/bridge crossings of North Main and South Main. With the right signage, these would be clear signs to visitors (and locals) about the greenway and Ann Arbor as a great place for non-motorized transport and recreation.

Response 10:

- A-6 is a chance for a very unique and widely visible feature.
- B-6 provides an opportunity for green space (the DTE Broadway site) and a trailhead (pedestrian tunnel).
- Trailheads/entry plazas could be used on Map C at points where the trail switches to and from being on the rail corridor. There are multiple possible locations, depending on which routes are used in this area.
- As in the Map C area, trailheads/entry plazas could be used in the Map D area wherever there are points with the trail switching to/from the rail corridor.

Response 11: A6/B4 can be a gateway to the City.

Response 12: 721 N. Main, 415 W. Washington, and First & William Street should each be considered major green and open spaces, and supported as such. These three areas will be amenities, provide recreation space, and reduce the pervious surfaces and help to absorb water during rain and thawing events.

Response 13: While listening to the emerging presentation the other morning I was also receiving an inspiration to think about creating a "quiet zone " along the Greenway path for the larger community to be more meditative contemplative in their use of a portion of the pathway. Also, I am a fan of Art Prize in Grand Rapids and have wondered why A2 has not challenged itself to create a similar artistic competition. Adding unique socially conscious outdoor sculpture to the Greenway could generate a certain \$\$\$ A2 contingent to help sponsor the event and create lasting legacies tied to an everlasting project like the Greenway would be awesome!

Other Responses:

- **Reduction in flooding threat** has great potential especially with **Global Warming threats** showing clearly a need in any community planning.
- The floodplain mapping is very poorly understood as noted by city staff and consultants hired by the city, and major mistakes in proposed buildings in the floodplain that had to be scraped.
- The **5-6" Record Rainfall** NEXRAD Estimate on 3-15-12 Flood in the Lawton Neighborhood broke the Ann Arbor record for 24hr rainfall in about an hour. This was the storm that included the tornado in Dexter.
- We just had a major rain event that broke the record for rain in SW MI and NW OH on Aug. 15 this summer of **7.7"** causing major flooding in the region.



- '10,000 year Tax Day 2016 Rain Event' in Pattison, Texas flood control district extrapolated the 23.5 inches of rain over 14.5 hours in Pattison, Texas, during the Tax Day storm to be a one-in-10,000-year event.
- August 13-14, 2016 at least **39 inches of rainfall** in two days floods Baton Rouge. This was a **1,000-year rain** for the area. Some of the highest atmospheric water vapor levels ever recorded over Louisiana occurred during this storm, more than virtually all Louisiana hurricanes in recorded history.
- Experts say the August 12, 2016 **Super Storm** in Louisiana is a once in a 1,000-year event, but 500-year event flooding has been recorded at least eight other times this year in Oklahoma, Texas, South Carolina, Louisiana, Virginia, and Maryland.
- More details on these comments at our web site in the Management Plan and, Agenda and Updates pages.
- As part of the Community Rating System (CRS) with FEMA a Greenway could significantly lower Flood Insurance Rates in Ann Arbor which are going up each year. One homeowner in the floodplain was told by the city staff recently the rates are expected to go up 25% a year for the next many years. Unfortunately, Ann Arbor currently does not qualify for this FEMA important safety and cost saving benefit for its homeowners.
- An example of flood reduction and park benefits is the **Arcadia Creek Greenway in Kalamazoo** completed a few years ago - **no flooding** to the 500-year rain where it previously flooded almost every year, in just a few years generated **\$12M/year** in festival receipts, new park fees for events and increased **tax revenues** of the adjacent area by **\$400K/year**, going from a rundown part of the city to a very desirable place to go and develop.
- Stormwater Model Calibration and Analysis Project (SWMCA) and Stormwater Advisory Group (SWAG) outcomes need to be implemented as part of this planning effort.
- The city paid well over \$2M for a city wide stormwater study **SWMCA and SWAG**, that was recently finished, and we need to use the models and data collected (large amount of the data was collected by residents) to do better planning. City staff were trained to use the new models and data to get a better understanding of the Flood Hazard facing residents and businesses especially in the Allen's Creek Watershed and we need to start using the outcomes of these projects.
- **Federal Government practically forbids use of federal funds** on any critical structures in the 500-year floodplain now, up from the previous 100-year floodplain and, practically forbids funds use for any structure in 100-year floodplain
- The **tunnel under the railroad berm** at Depot St. is being considered as a connector for the ACGW to the Huron River park space and, connect the Border to Border Trail which the Michigan Dept. of Transportation (owner of the track) has indicated is a high priority and is listed very high in the current City of Ann Arbor Capital Improvement Plan (CIP).
- The tunnel really should have walking and biking included in the design. This has tremendous potential for the Greenway, the B2B trail and the city in general. It would be well worth the additional cost which would be offset by the amount of walker and biker use, and enhancement to the area and the city. This seems to be the truly obvious solution to connect the Greenway with the B2B trail when the tunnel is designed. This will clearly be a much more valuable portion of the city with this walking and biking tunnel installed.
- **U of M** needs to recognize that a Greenway near and on its properties will greatly enhance the safety and enjoyment of the campus. Large numbers of walkers use an illegal route to and from **sports events** that could easily be rerouted to a Greenway. This has been a longstanding and major issue for the city and the U of M that should not be overlooked any longer.
- It will also get **huge numbers of people** using the Greenway with the commensurate expansion of use of the whole Greenway because of word of mouth and example, a major opportunity that should not be overlooked for the acceptance of a Greenway. This will clearly be the most used portion of the Greenway by **orders of magnitude**, the day it is open for use and likely for several years ahead.