



Border-to-Border Trail: Barton-Bandemer Connection Project

2020 Public Email Comments Summary

In total, the project received email comments from eight (8) individuals before and after the December, 2020 public meeting. A summary of the content of the emails is included below and the emails are attached as well.

Common themes expressed *(not representative of quantity of expression):*

- Excited about the pedestrian tunnel connection.
- Illegal railroad crossings show strong desire for pedestrian connection in this area.
- Pedestrian tunnel would improve connections to Huron River Drive without having to navigate the North Main Street corridor.
- The reason people choose to cross the railroad illegally is that the alternative to reaching Huron River Drive along North Main Street is perceived as highly dangerous.
- Support pedestrian tunnel and feel it should have been done decades ago.
- The popularity of the Allen Creek Berm Railroad Tunnel emphasizes the need for a pedestrian tunnel at Bandemer Park.
- In favor of paving the main trail in Barton Nature Area and leaving the remaining trails unpaved natural surface paths.
- Paving the B2B in Barton Nature Area will improve accessibility for those in wheelchairs.
- Wish everyone working on the project the best of luck in bringing this long-needed connection to fruition.
- Glad to see plans for the pedestrian tunnel as the illegal railroad crossing is not ideal and crossing North Main is hazardous.
- Very much looking forward to having a Border-to-Border trail connection from Dexter to Ann Arbor and have been looking forward to it for years.
- Have concerns about continuing to have Border-to-Border trail pass through Bandemer Park due to the park & trail's high use, sight-line issues, and the challenges of the narrow crossing at the Argo Dam. Would like to consider alternate routes for B2B or improved signage, widen and straighten trail, and widen the Argo dam crossing.
- The Federal Railroad Administration has announced an initiative to improve pedestrian safety along the railroad and this may include the closure of informal (illegal) pedestrian crossings like the one at Bandemer. This may also be a source of funds that could offset the cost of a new pedestrian tunnel at Bandemer.
- The popularity of the Argo Cascades and the recent completion of the Allen Creek pedestrian tunnel make completing the Bandemer Pedestrian Tunnel even more imperative.
- Strong endorsement for the construction of a pedestrian/bicycle tunnel.
- If there must be a considerable delay in completing the pedestrian tunnel, then other short term fixes ought to be explored.

From: [REDACTED]
To: [Hanzel, Hillary](#)
Subject: Bandemer Park path
Date: Thursday, November 26, 2020 11:32:33 AM

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

I want to voice my delight with the idea of a tunnel connecting the Bandemer Park path and the Barton Nature area. I assume this is at the upriver part of the path, near the M14 overpass, where people have been illegally crossing the RR for years to get to Huron River Drive. Obviously, from the continued use of this illegal crossing in spite of the RR's attempts to block it, it is a route that many of us want to take. It would be a great way to get to Huron River Drive and thus avoid having to walk or bike up Main Street which is not only dangerous but unpleasant for bikers and walkers.

I wish you luck in getting the plan approved and implemented!!



From: [REDACTED]
To: [Hanzel, Hillary](#)
Subject: Bandemer Park/Barton Nature Area Pedestrian Connection
Date: Sunday, November 29, 2020 5:45:18 PM

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Where exactly is this? For decades there has been heavy traffic by cyclists and others across the rail lines just west of M14 to get to Huron River Drive (just west of Main).

This is despite MDot's efforts to block the route with tank traps, moats, and other impediments. The reason people use the route is that the only alternative to reaching Huron River Drive is highly dangerous as it involves crossing four lanes of fast-moving traffic hurtling from Main onto and off M14.

Is that what is this is about? If so, it's something that should have been done 40 years ago. We have been lucky that no one has been killed on either route so far.

[REDACTED]

From: [REDACTED]
To: [Hanzel, Hillary](#)
Subject: Border to Border Tunnel
Date: Tuesday, December 01, 2020 3:02:12 PM
Attachments: [B2B Tunnel.pdf](#)

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Hillary Hanzel:

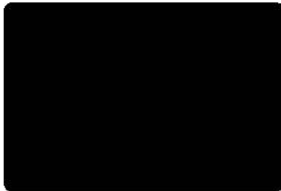
Attached you will find a PDF copy of comments that I have about the proposed B2B Tunnel that will be the subject of tomorrow night's ZOOM meeting.

I had become especially interested in this subject after I learned in late September that MDOT had received a major FRA grant to improve pedestrian and non-motorized safety along the Dearborn to Kalamazoo portion of the railroad line that they own. At that time I began assembling information about previous studies regarding the need for this project to interest others in supporting its completion.

Also, since the Allen Creek Berm Railroad Tunnel has opened, its popularity emphasizes the need to complete the B2B Trail in the Ann Arbor area.

I am looking forward to your meeting Wednesday evening.

Yours,



The Border to Border Tunnel

Comments by



December 1, 2020

Introduction

On September 23, 2020, the Michigan Department of Transportation (MDOT) announced the awarding of a \$15.6 million grant from the Federal Railroad Administration to improve fencing and grade crossings along the Michigan Rail Corridor between Dearborn and Kalamazoo which is owned by MDOT. With an additional contribution of \$14.6 million by the State of Michigan and another \$1.0 million by Amtrak, the total amount of funds available for this work equals \$31.2 million. Much of this effort is to improve pedestrian safety along the railroad right of way, including the Ann Arbor area.

A likely result of this project may very well be the closure of informal pedestrian crossings such as those linking Bandemer Park with Huron River Drive and Furstenburg/Gallup Park with the Arboretum.

The popularity of the Ann Arbor Cascades and the recent completion of the Allen Creek Railroad Berm Tunnel at the south end of Argo Pond makes completing the Border to Border (B2B) Tunnel linking Bandemer Park to Huron River Drive and Barton Park even more imperative.

The need for this tunnel was expressed as early as the May 18, 1993, Argo Framework Study commissioned by the City of Ann Arbor and written by the Johnson/Pollack Group with extensive citizen input. More recently the September 2013 North Main Street – Huron River Corridor “Vision for the Future” study confirmed this need. The 2016-2020 City of Ann Arbor Parks and Recreation Open Space Plan (PROS) also proposed the B2B Tunnel as well as another tunnel beneath the tracks linking Furstenburg/Gallup Park with the Arboretum.

Construction of the B2B Tunnel is the best solution to link the Argo Pond area and Northeast Ann Arbor with Huron River Drive and Barton Park. However, if its construction is significantly delayed, several short-term alternatives ought to be considered:

1. Extending the existing sidewalk on the east side of North Main Street to the intersection of North Main Street with Huron River Drive near the M-14 interchange with the user braving the dangerous crossing of North Main Street.
2. Extending the eastern North Main Street sidewalk to the railroad tracks and then crossing beneath the M-14 expressway bridge to Huron River Drive and Barton Park. The railroad tracks may be crossed at the existing Lake Shore Drive grade crossing which should be improved.

3. From the existing terminus of the B2B Trail in Bandemer Park at Whitmore Lake Road, use Barton Shore Drive to the maintenance road for Barton Dam and across Barton Dam to Huron River Drive. The cooperation of Barton Hills Village would be necessary. The existing Barton Dam walkway would need to be upgraded as the Argo Dam walkway has been.

Option #2 was recommended in the 1993, 2013 and 2020 studies referenced above. It was included even if the tunnel were built.

The \$31.2 million FRA/MDOT/Amtrak pedestrian safety improvement project may be a source of funds to partially offset the cost of the tunnel and sidewalk extension work. The press release announcing the project states: "Each site has unique challenges," said Rob Lippert, MDOT Office of Rail infrastructure manager. "MDOT is working with Amtrak and local officials to effectively construct the improvements needed to safeguard the public."

The new Allen Creek Railroad Tunnel and the proposed B2B Tunnel in combination with the existing B2B Trail on the west shore of Argo Pond and through Bandemer Park would allow safe access from the City of Ann Arbor south of Depot Street to Huron River Drive without crossing railroad tracks and streets at grade. The unpleasant and difficult walking or cycling experience along North Main Street with heavy traffic moving at 45 mph just a few feet away would be bypassed entirely and replaced with a comfortable scenic pathway along Argo Pond.

Argo Framework Study (1993)

The Argo Framework Study was commissioned by the City of Ann Arbor to recommend pedestrian and non-motorized infrastructure improvements to the area around Argo Pond. It was written by the Johnson/Pollack Group and released on May 18, 1993. The principal author was the late Peter Pollack. There was extensive citizen input utilizing public meetings, a Citizens Advisory Task Force and the Park Advisory Commission.

Its recommendations have stood the test of time and many of those recommendations have now been implemented:

1. A pathway beneath the Broadway Bridge and along the former spillway linking Riverside Park with the canoe livery at Argo Park.
2. An improved walkway on top of Argo Dam to connect both sides of the river.
3. A safe crossing of the railroad tracks linking Downtown Ann Arbor with Argo Park.
4. Removal of an automobile impoundment facility to be replaced by parkland. (This has become the rowing club installation.)
5. A pathway along the west shore of Argo Pond linking its southern and northern portions.

Two major recommendations have not yet been achieved. The first of these is a tunnel beneath the railroad tracks to connect the northern portion of Bandemer Park with Huron River Drive:

“At the north end, a tunnel under the railroad tracks is to connect Bandemer Park with Huron River Drive and the parks located to the west. One of the few locations in the City where a below grade railroad crossing is possible, a properly designed tunnel should alleviate most of the unauthorized and dangerous crossings of the track at this location.

It will be important that this tunnel appear open and inviting at all times. Cleanliness and proper lighting at night will be critical.” (Pages 13 and 14) Detailed recommendation on Page 23.

The second recommendation is the extension of the sidewalk on the eastern side of North Main Street to Huron River Drive free of street crossings:

“In addition to the bike path through Bandemer Park, a north/south bike route on Main Street is encouraged, particularly for those desiring to travel to Barton Park and out Huron River Drive. To alleviate the dangerous crossing of the on and off ramps to M14, it is recommended that this path pass under the M14 bridge south of the railroad. Since portions of this path will be located on MDOT property, an easement or formal use agreement will need to be executed.” (Page 19) Detailed recommendation on Page 38.

The North Main Street – Huron River Corridor “Vision for the Future” (September 2013)

A May 7, 2012 resolution of the Ann Arbor City Council directed a newly-formed North Main-Huron River Corridor Vision Task Force to study and make recommendations concerning among several issues “Creating, completing and enhancing pedestrian and bike connections from downtown to Bandemer and Huron River Drive.” (Page 1)

The Task Force was made up of a cross section of neighborhoods, relevant commissions and organizations, businesses and property owners. For thirteen months numerous Task Force and community meetings were held. The report with its recommendations was released in September 2013.

Recommendations relevant to pedestrian and bicycle connections include:

1. Provide a crossing under the railroad through Bandemer to Barton and Huron River Drive. (Page 21)
2. Work with MDOT to improve safety at the existing at-grade crossing at Lake Shore Drive. (Page 16)
3. Build a shared use pedestrian and bicycle path adjacent to the M-14 on-ramp and under the M-14 bridge thus avoiding the need to cross the railroad tracks to travel from Bandemer Park to Barton Nature Area and eventually to Huron River Drive. (Page 21)

Figure 2 on page 3 of the report is a map showing the location of these improvements. Several photographs and renderings illustrate details of the proposed changes.

Parks and Recreation Open Space Plan (PROS) (2016-2020)

The 2016-2020 City of Ann Arbor Parks and Recreation Open Space Plan (PROS) also proposed the B2B Tunnel as well as another tunnel beneath the tracks linking Furstenburg/Gallup Park with the Arboretum. These improvements are part of the Huron River Greenway plan, and also includes extending the sidewalk along the east side of North Main Street to the railroad then beneath M-14 to Huron River Drive.

Commentary of the Huron River Greenway is on page 124 with maps on pages 125-128.

Conclusion

The author strongly endorses the construction of a pedestrian/bicycle tunnel beneath the MDOT railroad tracks to connect Bandemer Park and Northeast Ann Arbor with Huron River Drive and Barton Park. This would also forge a vital link in the Border to Border Trail.

If there must be a considerable delay in completing that tunnel, then other short term fixes ought to be explored, including extending the existing sidewalk on the east side of North Main Street to the railroad tracks and beneath the M-14 bridge to Huron River Drive and Barton Park. Another possibility is to make use of Barton Shore Drive and the Barton Dam structure to access Huron River Drive at Barton Park.

From: [REDACTED]
To: [Hanzel, Hillary](#)
Subject: Re: Border to Border Tunnel
Date: Wednesday, December 02, 2020 2:06:48 PM

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Hillary:

When the bridges were built to make it possible to bike through Barton Park, I used to bike that trail rather than the east end of Huron River Drive.

It was dirt, but good for biking unless it rained.

Then someone decided to cover the trail with wood chips and it was impossible to bike on the wood chips without risking a puncture.

I don't know the present condition of the trail since I cannot bike for long distances anymore.

I am in favor of paving the main trail while leaving side trails more natural.

Paving also allows those who use wheelchairs to navigate on it.

By the way, I recall when the pathway west of the Gallop Park entrance along the railroad tracks was proposed to be paved and there was some opposition to it.

After the work was completed it became very popular.

Thanks,

[REDACTED]

-----Original Message-----

From: Hanzel, Hillary <HHanzel@a2gov.org>

To: [REDACTED]

Sent: Wed, Dec 2, 2020 11:12 am

Subject: RE: Border to Border Tunnel

[REDACTED]

Thank you for your interest and enthusiasm for this project. We are aware of the FRA grant that you mention and have plans to look into whether we could redirect some of those funds to this project. We are glad to hear you plan to participate in tonight's meeting!

We will note your comments in our project file and share them with the Park Advisory Commission when we ask them to approve paving in Barton Nature Area at their next meeting.

Thanks,

Hillary Hanzel, Park Planner & Landscape Architect

City of Ann Arbor | Guy C. Larcom City Hall | 301 E. Huron · Ann Arbor · MI · 48104

From: [REDACTED]
Sent: Tuesday, December 1, 2020 3:02 PM
To: Hanzel, Hillary <HHanzel@a2gov.org>
Subject: Border to Border Tunnel

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Hillary Hanzel:

Attached you will find a PDF copy of comments that I have about the proposed B2B Tunnel that will be the subject of tomorrow night's ZOOM meeting.

I had become especially interested in this subject after I learned in late September that MDOT had received a major FRA grant to improve pedestrian and non-motorized safety along the Dearborn to Kalamazoo portion of the railroad line that they own. At that time I began assembling information about previous studies regarding the need for this project to interest others in supporting its completion.

Also, since the Allen Creek Berm Railroad Tunnel has opened, its popularity emphasizes the need to complete the B2B Trail in the Ann Arbor area.

I am looking forward to your meeting Wednesday evening.

Yours,

[REDACTED]

From: [REDACTED]
To: [Hanzel, Hillary](#)
Subject: Re: Feedback on the B2B trail, 12/2/2020 meeting
Date: Wednesday, December 02, 2020 12:33:21 PM

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Thanks for taking the time to read all that Hillary.

Only one comment: I do find that riding in Gallup (for example) is a lot safer at "higher" (12-15 MPH) than Bandemer. There are just a lot of twists and turns and the vegetation is much closer, so I can see others (cyclists, pedestrians) much earlier. Also people walk out of the park and onto the trail at Bandemer on a regular basis. I have a friend who got "t-boned" by another cyclist coming out of the forested park area (he was fine, his bike was not--pretty tough 60+ year old...). He just had no way of knowing that person was coming. There really isn't anything in Gallup like that other than perhaps fishing folks walking out from the river. But even there you can see them at least 10m away.

Hopefully Bandemer will see some renovation in the near term (ideally before the underpass gets finished) as I think it wouldn't take a huge amount of work to clear up those sight lines (or at least get cyclists to slow down via speed limits).

I'm still not sure if I'll be able to be there tonight, we'll see.

Thanks again,
[REDACTED]

On Wed, Dec 2, 2020 at 12:23 PM Hanzel, Hillary <HHanzel@a2gov.org> wrote:

Hi [REDACTED]

Thank you for your interest in the Bandemer pedestrian tunnel/underpass project and your very thoughtful feedback. I will note your feedback in our project file and share it with the Park Advisory Commission.

You are correct that what is being proposed is a box culvert tunnel beneath the railroad tracks between Barton Nature Area and Bandemer Park. You can look at a pdf of our presentation on our webpage at www.a2gov.org/parkplanning for graphics of the exact location and proposed structure type.

I understand you are concerned about the B2B alignment through Bandemer Park as it is a very busy park with some alignment issues as you've mentioned. Many segments of the Border-to-Border trail within the City of Ann Arbor's boundaries do go through our most popular riverside parks, such as Bandemer, Argo, and Gallup Parks and due to the popularity

of both the parks and trail congestion can be difficult to manage. You reference that the Bandemer Park segment of the B2B is too busy for a major bikeway and I would agree as the B2B is not intended to be solely a bikeway. Rather, it is a shared-use trail that accommodates many types of recreation including bikes, pedestrians, and other non-motorized users, so it is not typically a convenient or safe to bike at high speeds. We would advise cyclists to bike at a recreational pace where they feel they can safely share the path with other users and navigate around non-cyclists.

At this time we do not have plans to reroute the B2B from it's current location in Bandemer Park but we understand your concerns about managing safety in the area. We understand there are some sight lines that could be improved and we will have our maintenance crews look to clear some vegetation to improve sight distances. Additionally, when the Bandemer Park segment of the B2B is in need of renovation in the future, we will look for opportunities to improve the alignment and possibly expand the path width where feasible.

As for your comment about signs, the Washtenaw County Parks and Recreation Commission is currently looking into developing more consistent signage for the Border-to-Border trail so expect to see that implemented in the future.

As for your concerns about the Argo dam crossing, a feasibility study investigated the possibility of widening this crossing several years ago but unfortunately there were multiple hurdles to its expansion. Currently, bicyclists are advised to dismount to cross here, and for those heading East this assists with traffic-calming before trail users approach the busy Argo Cascades area. One exciting future possibility is that the private development on the old DTE site (currently named "Broadway Park West") is planning to add a 14' wide pedestrian bridge connection nearby. While the bridge itself wouldn't be a part of the B2B, it would connect into a proposed non-motorized trail network on that site that could be used to bypass the Argo dam bridge.

Thank you again for your thoughtful feedback as we do really appreciate hearing from park users. If you have any additional questions or would like to discuss this project further, please don't hesitate to contact me.

Best,

Hillary Hanzel, Park Planner & Landscape Architect

City of Ann Arbor | Guy C. Larcom City Hall | 301 E. Huron · Ann Arbor · MI · 48104

734.794.6230 ext.42548 (O) | Internal Extension 42548

From: [REDACTED]
Sent: Wednesday, November 25, 2020 7:12 PM
To: Hanzel, Hillary <HHanzel@a2gov.org>
Subject: Feedback on the B2B trail, 12/2/2020 meeting

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Hello,

I'm attaching a pdf as a more formal letter as a pdf and including the text directly in the e-mail. I'm not sure if one format or the other would be more useful to you.

Thanks,

[REDACTED]

[REDACTED]

To Hillary Hanzel, Park Planner, City of Ann Arbor

I was hoping to be able to make it to the Zoom meeting about the Bandemer Park/Barton Nature Area Pedestrian Connection on 12/2/2020, but it is looking likely that I will have to be at work at that time. As such, I thought I would provide my input in written form.

First, let me introduce myself. I'm a cyclist who has ridden the B2B for years. Historically I've ridden mostly to the southeast, often going to the end of the B2B and sometimes riding as far as Lake Erie. Since the pandemic, I've mostly ridden to the north, generally up to Whitmore Lake, sometimes riding from there to Dexter and back to Ann Arbor. When I do return from Dexter, I ride on the B2B to Zeeb road, then head down Huron River Drive for a bit more than a mile before turning into a subdivision and taking Joy road back to NE Ann Arbor. I mostly ride on a mountain bike, but also own and use a road bike.

I am very much looking forward to having a trail that I could use to take from Dexter to Ann

Arbor. Years ago I read the engineering study for that part of the trail and I've been looking forward to the Dexter to Ann Arbor connection even before that.

My understanding is that a tunnel under the railroad tracks on the northern side of Bandemer is being considered. I wanted to express my concerns with having the B2B go through Bandemer and make suggestions about alternatives and failing that, ways of mitigating those concerns.

Bandemer is quite busy at times, which can make it a bit difficult to navigate in a safe way. And crossing the dam is, of course, not easy on a bike if things are even a bit busy. I think it would be ideal to not use Bandemer for the B2B--it is just too tight, has too short of sight lines, and is too busy for a major bike-way. And crossing the dam can be challenging on a bike if there are others crossing at the same time.

I think there are two reasonable ways forward: either finding a different route or improving Bandemer to be able to better handle the increased traffic.

As far as a different route, there are a few possibilities, but they seem to have their own challenges. The Barton-Argo trail could be paved and improved, but the cost would seem to be fairly significant, it would likely interfere with Argo Park's rentals, and it would increase the traffic on the fairly narrow raised walkway along Barton. Using Longshore Drive in some way might be another option, but that seems to have similar problems plus the issues of mixing motorized and non-motorized traffic. Using the new tunnel south of Bandemer and then crossing over to Bluffs Nature Area would be yet another possibility, but that has problems that seem even more intractable (crossing Main Street if nothing else).

If we do keep using Bandemer, I think there are some other things that need to happen in addition to the tunnel if this is going to become the main bike route from Ann Arbor to Dexter.

- Adding some improved signage and clearer rules (e.g. 10 MPH signs, signs to remind riders to call out when passing other bikes or pedestrians). This is probably needed now, but certainly will be needed once this becomes a part of a bike highway to Dexter.
- The trail would need to be widened and straightened. Even if the cyclists ride at 10 MPH, there are some fairly blind turns with little room for error.
- Ideally, the dam crossing either needs to be widened or another crossing made. I'd like to see something at least 8 feet wide so that bikes can easily cross in both directions at the same time. I think it is currently 3 or 4 feet at its narrowest?

I honestly think it would be best to not use Bandemer at all for this, but if doing so remains the long term plan, I'd urge careful thought about dealing with the increased bike traffic and the likely change in the nature of that traffic. In particular, it seems likely that there will be an increase in road bike traffic which really isn't suited for tight spaces with short sight lines and which tend not to handle as well at lower speeds.

Thank you for taking the time to read my input,



--

[REDACTED]

[REDACTED]

--

[REDACTED]

From: [REDACTED]
To: [Hanzel, Hillary](#)
Subject: Re: The Bandemere Park Pedestrian Underpass
Date: Friday, December 04, 2020 10:21:31 AM

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Thanks Hillary. I must have been thinking of the fact they raised money for the study, not the construction.

I wish all of you the very best of luck in bringing to life this long needed connection. If there is any way I can help please let me know.

Stay safe!

Respectfully,

[REDACTED]

On Thu, Dec 3, 2020 at 8:28 PM Hanzel, Hillary <HHanzel@a2gov.org> wrote:

Hi [REDACTED]

Thank you for taking the time to participate in our online public meeting yesterday – we really appreciate your input!

As for your funding question, at this time we do not have funding secured for the construction of the project. The City, County, and Huron Waterloo Pathways Initiative (HWPI) jointly funded the feasibility study which includes cost estimates for the construction of the project and will be used to inform the next steps. Moving forward, our three agencies will coordinate on funding commitments and grant applications for the construction portion of the project.

Thanks again for your interest in this project and please let me know if you have any additional questions.

Best,

Hillary Hanzel, Park Planner & Landscape Architect

City of Ann Arbor | Guy C. Larcom City Hall | 301 E. Huron · Ann Arbor · MI · 48104

734.794.6230 ext.42548 (O) | Internal Extension 42548

From: [REDACTED]
Sent: Thursday, December 3, 2020 10:52 AM
To: Hanzel, Hillary <HHanzel@a2gov.org>
Subject: The Bandemere Park Pedestrian Underpass

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Greetings Hillary,

Thank you, and Peter Anderson and Kayla Coleman for a great zoom meeting last evening.

I joined late, and I did not hear opening remarks. Did they include anything about funding? I thought that the money for this project has already been raised, or mostly raised, through various organizations. Is that so?

If not, what can you tell me about the funding for this great project?

Thank you very much for your time. Stay safe.

Respectfully,

[REDACTED]

--

I'm beginning to think "hindsight is 2020" was some kind of message from a future time traveler that we all misunderstood. - Victoria Guida

From: [REDACTED]
To: [Hanzel, Hillary](#)
Subject: The Bandemere Park Pedestrian Underpass
Date: Thursday, December 03, 2020 10:47:31 AM

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Greetings Hillary,

Thank you, and Peter Anderson and Kayla Coleman for a great zoom meeting last evening.

I joined late, and I did not hear opening remarks. Did they include anything about funding? I thought that the money for this project has already been raised, or mostly raised, through various organizations. Is that so?

If not, what can you tell me about the funding for this great project?

Thank you very much for your time. Stay safe.

Respectfully,

[REDACTED]

--

I'm beginning to think "hindsight is 2020" was some kind of message from a future time traveler that we all misunderstood. - Victoria Guida

From: [REDACTED]
To: [Hanzel, Hillary](#)
Subject: Tunnel to north side of the tracks at Bandemeer Park
Date: Friday, December 04, 2020 6:40:48 PM

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

I am glad to see the plans for this proposed tunnel. I have struggled to get from Huron River Drive west of the M-14 bridge over the tracks to use the Bandemeer Park Bridge to the north side. This illegal crossing has added barriers.

Recently I found if I crossed N. Main St. I could go a bit south (on the sidewalk) and cut through before the New Center, then I could cross the tracks at grade, head upriver by the rowing club and under the M-14 overpass back to the Bandemeer Park Bridge.

The tunnel would cut out this loop and the somewhat hazardous crossing of N. Main. I hope it will be put in as soon as possible.

Sincerely,

[REDACTED]