



**CITY COUNCIL WORKSHOP AGENDA
SEPTEMBER 22, 2021 – 4:00 pm**

The meeting will be available live, virtually on Zoom, but it is not open for virtual participation.

- 1. Call to Order**
- 2. Roll Call**
- 3. Mayor’s Comments**
- 4. City Manager’s Comments**
- 5. Agenda Changes (Additions/Deletions)**
- 6. Guest Speakers:**
- 7. Public Comment (Limit 3 minutes)**
- 8. Unfinished Business: None**
- 9. New Business:**
 - A. NMTC Blue Star Bike Trail Design Presentation by C2AE**
- 10. Public Comments: (Limit 3 minutes)**
- 11. Council Comments:**
- 12. Adjourn (Roll Call)**

NOTICE:
Join online by visiting:
<https://us02web.zoom.us/j/2698572603>

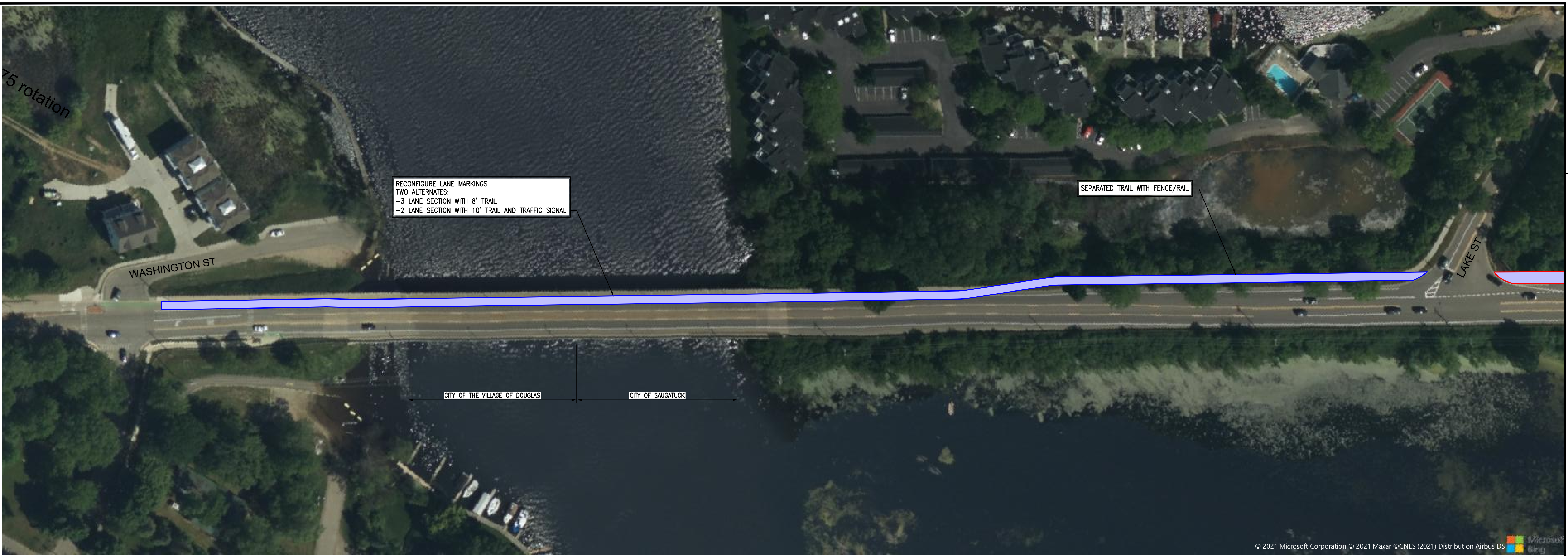
Join by phone by dialing:
**(312) 626-6799 -or-
(646) 518-9805**

Then enter “Meeting ID”:
2698572603

Please send questions or comments regarding meeting agenda items prior to meeting to:
ryan@saugatuckcity.com

Requests for accommodations or interpretive services must be made 48 hours prior to this meeting. Please contact Saugatuck City Clerk at 269-857-2603 or clerk@saugatuckcity.com for further information.

THE BAR BELOW SHOWS GRAYSCALE FROM WHITE TO SOLID BLACK
 WHITE BLACK



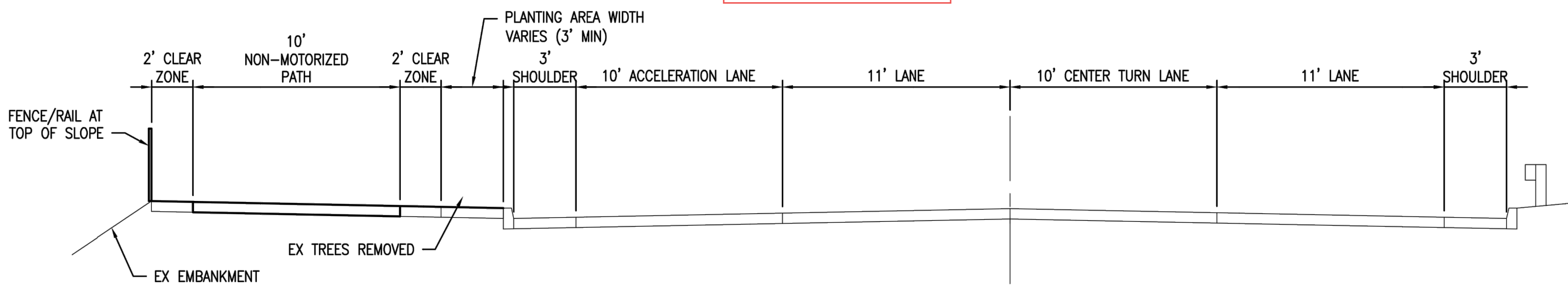
RECONFIGURE LANE MARKINGS
 TWO ALTERNATES:
 -3 LANE SECTION WITH 8' TRAIL
 -2 LANE SECTION WITH 10' TRAIL AND TRAFFIC SIGNAL

SEPARATED TRAIL WITH FENCE/RAIL

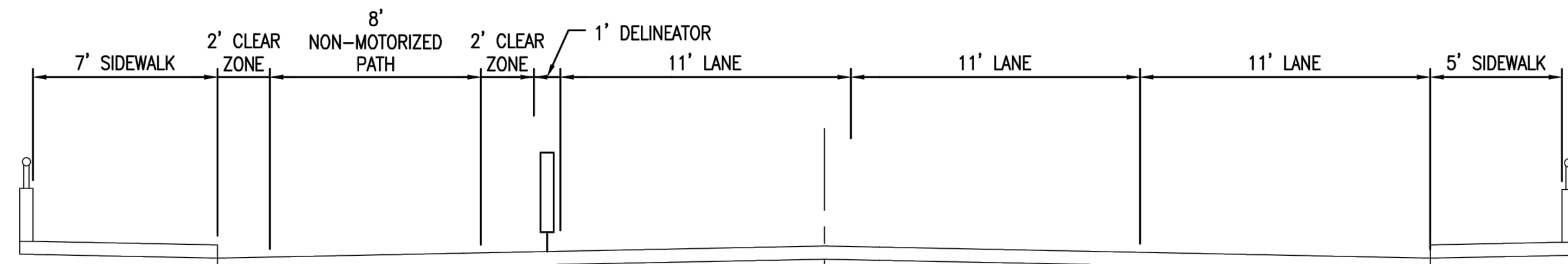
CITY OF THE VILLAGE OF DOUGLAS CITY OF SAUGATUCK

© 2021 Microsoft Corporation © 2021 Maxar ©CNES (2021) Distribution Airbus DS

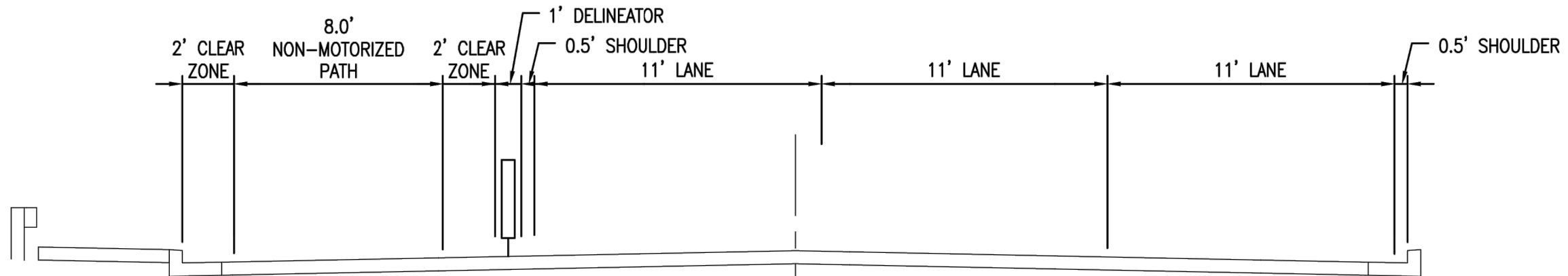
Recommended Alternative



WASHINGTON ST. TO LAKE ST. - 3-LANE CONFIGURATION - NORTHERN BRIDGE APPROACH
 FACING NORTH

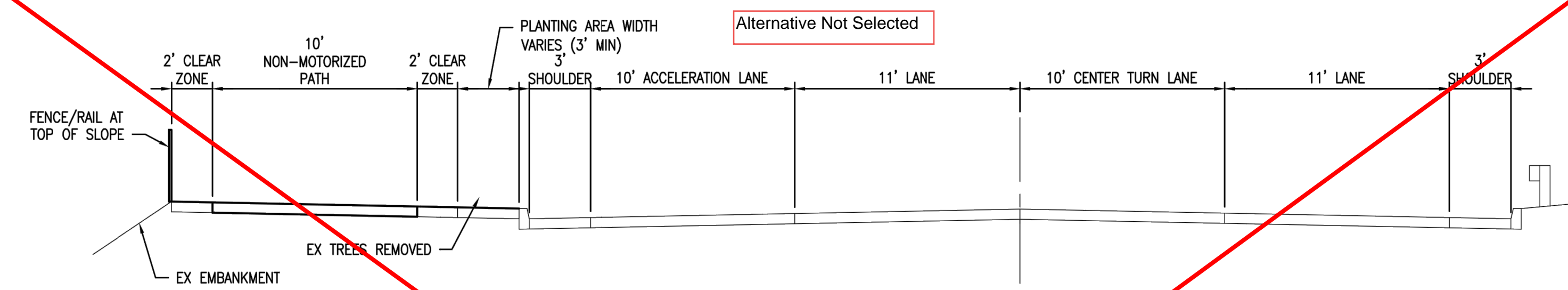


WASHINGTON ST. TO LAKE ST. - 3-LANE CONFIGURATION - BRIDGE SECTION
 FACING NORTH

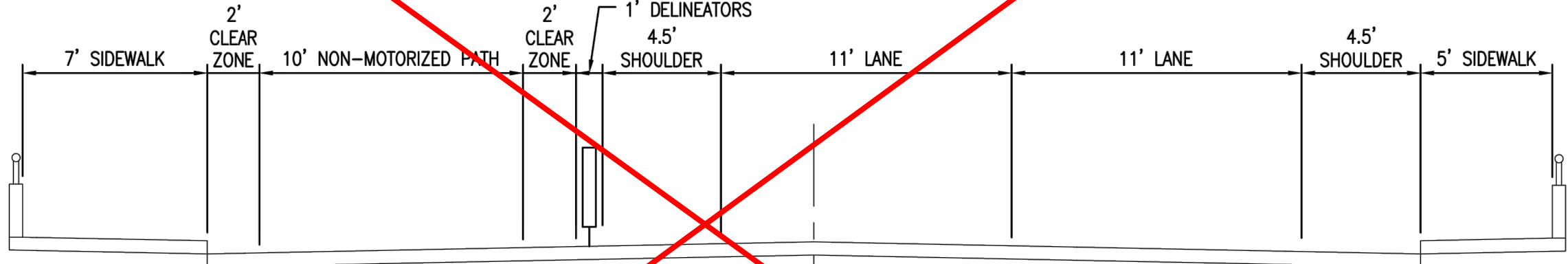


WASHINGTON ST. TO LAKE ST. - 3-LANE CONFIGURATION - SOUTHERN BRIDGE APPROACH
 FACING NORTH

Alternative Not Selected

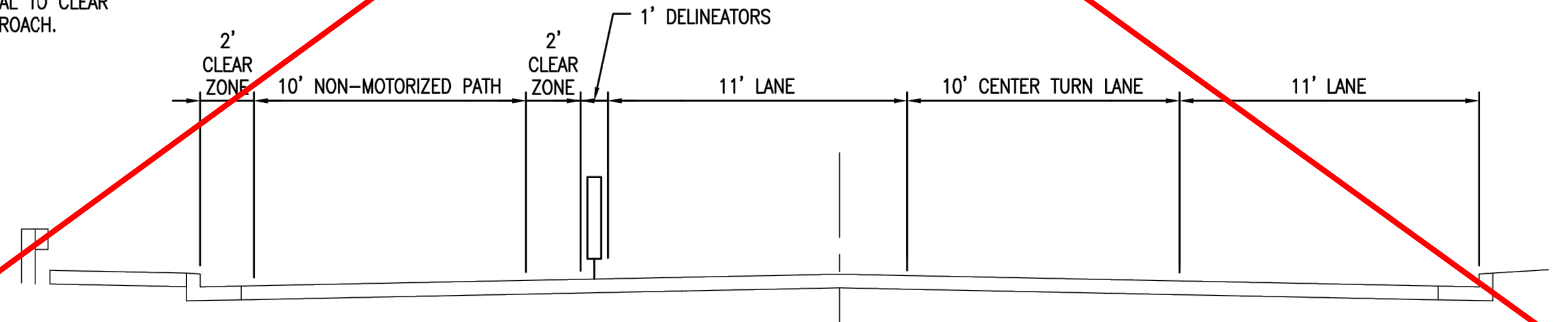


WASHINGTON ST. TO LAKE ST. - 2-LANE CONFIGURATION WITH TRAFFIC SIGNAL - NORTHERN BRIDGE APPROACH
 FACING NORTH



WASHINGTON ST. TO LAKE ST. - 2-LANE CONFIGURATION WITH TRAFFIC SIGNAL - BRIDGE SECTION
 FACING NORTH

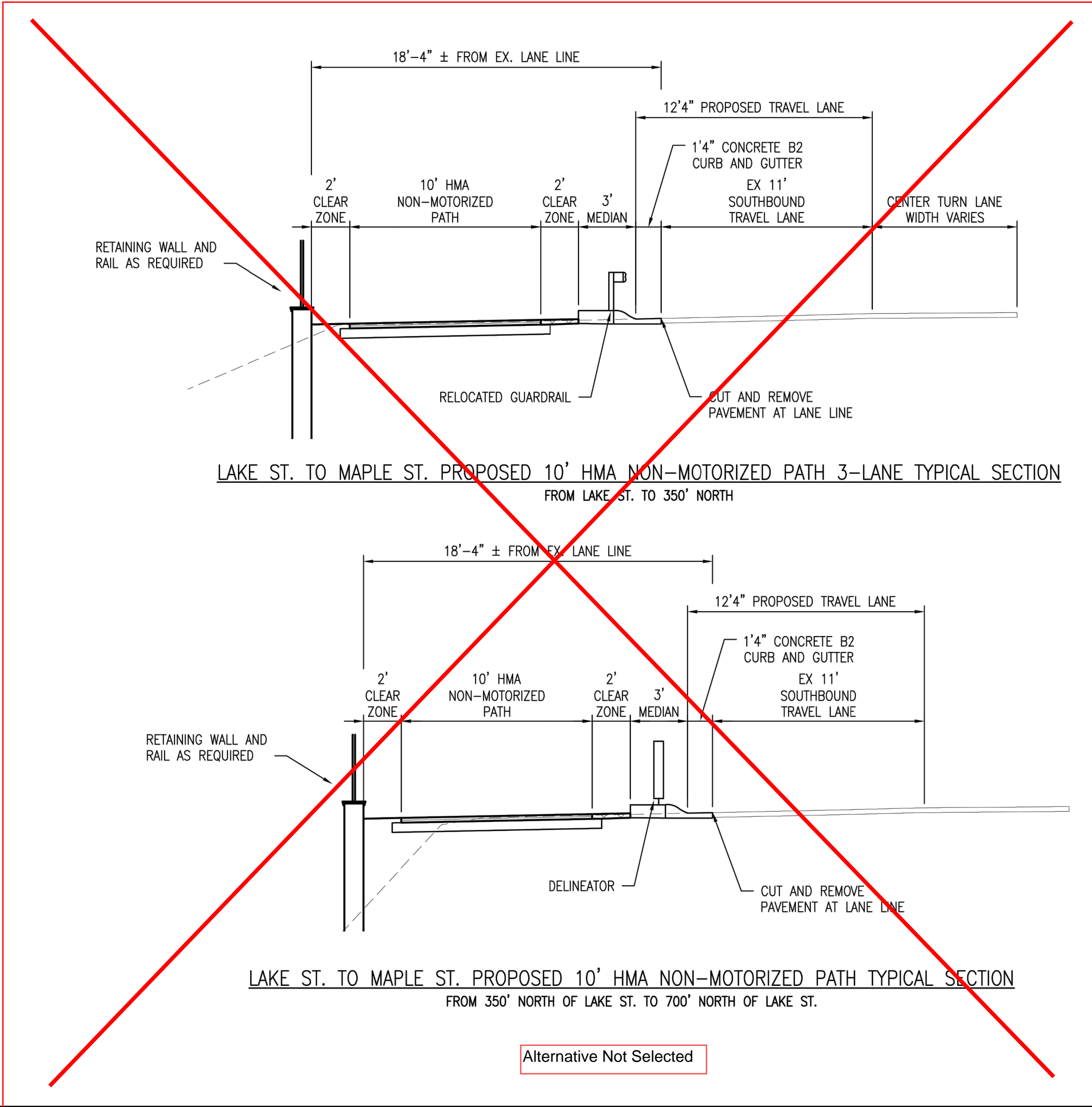
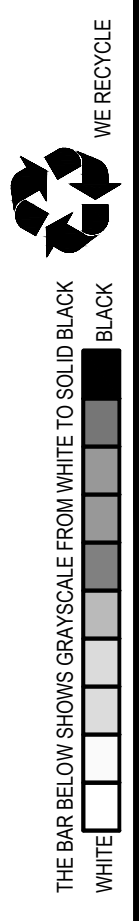
THIS OPTION FOR A 2 LANE ROADWAY INCLUDES THE CONSTRUCTION OF A TRAFFIC SIGNAL AT LAKE STREET TO ALLOW EMERGENCY VEHICLES TO REMOTELY OPERATE THE SIGNAL TO CLEAR THE BRIDGE IN ADVANCE OF APPROACH.



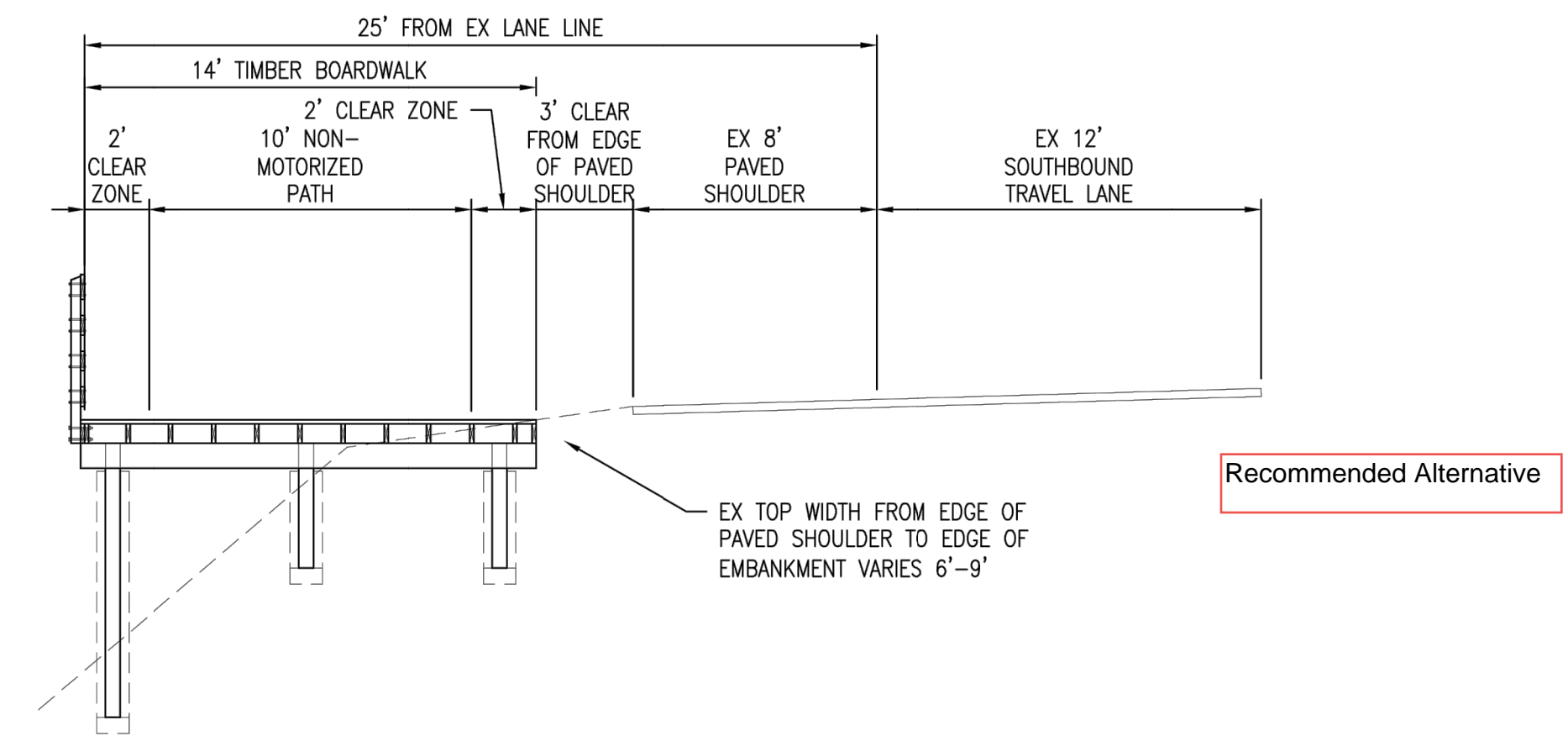
WASHINGTON ST. TO LAKE ST. - 2-LANE CONFIGURATION WITH TRAFFIC SIGNAL - SOUTHERN BRIDGE APPROACH
 FACING NORTH

PLOTTED BY: RIEL.MATTHEW@DOTS.IL.COM
 02/20/2021 10:23:48 AM
 C:\PROJECTS\210097_01\210097_01.dwg
 DESIGNED BY: .
 APPROVED BY: .
 CHECKED BY: .

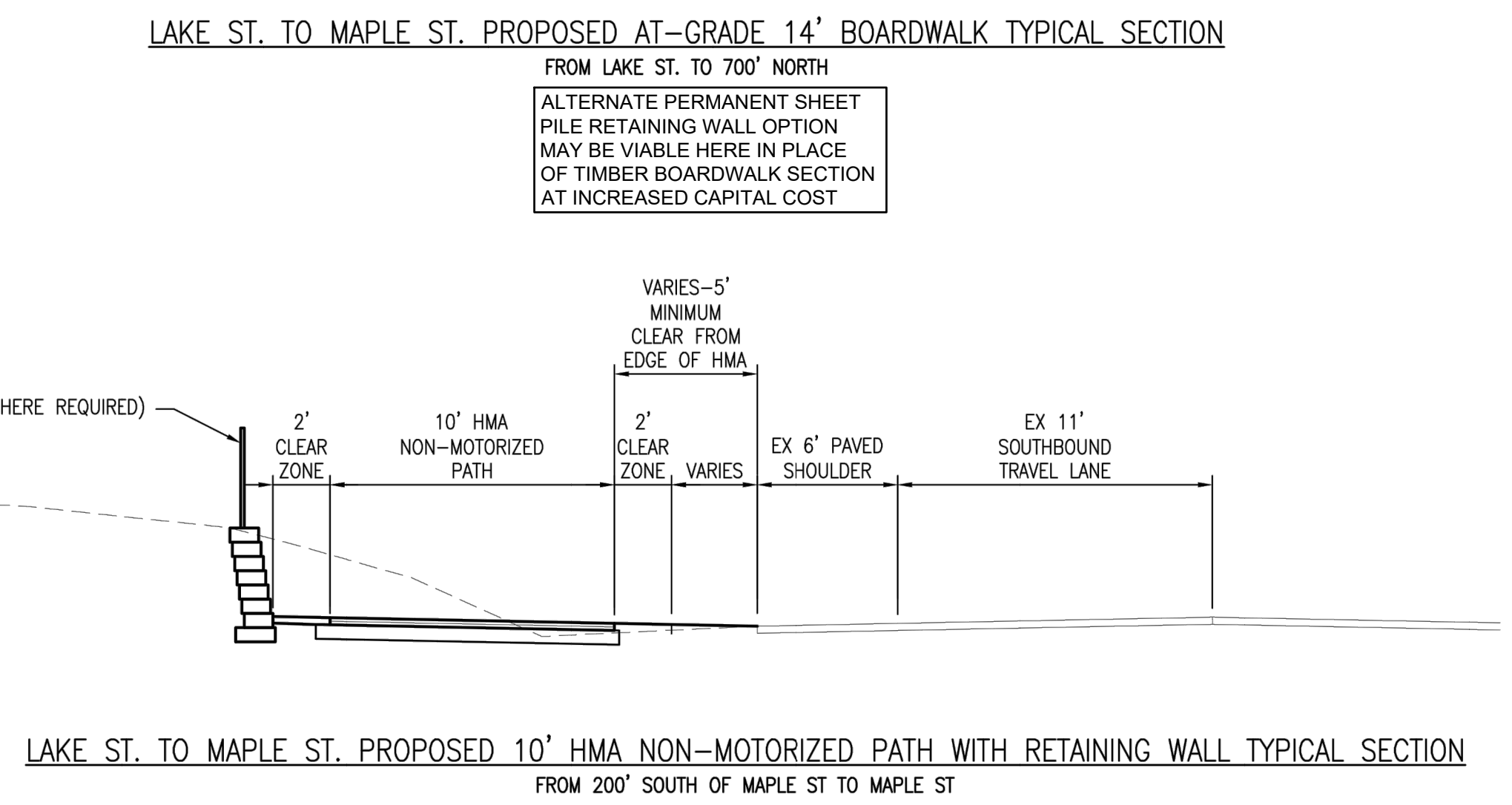
REV	DESCRIPTION	DATE



Alternative Not Selected



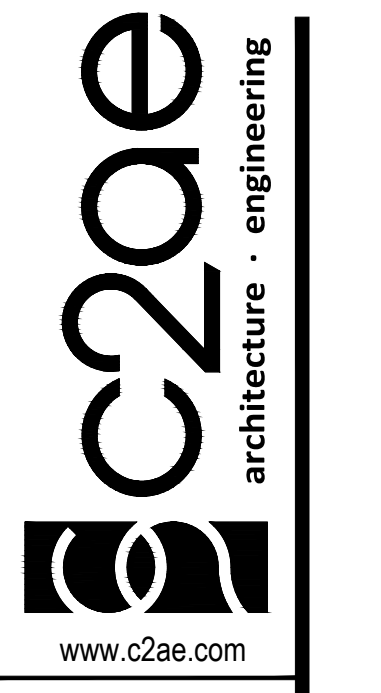
Recommended Alternative



ALTERNATE PERMANENT SHEET PILE RETAINING WALL OPTION MAY BE VIABLE HERE IN PLACE OF TIMBER BOARDWALK SECTION AT INCREASED CAPITAL COST

LAKE ST. TO MAPLE ST. PROPOSED 10' HMA NON-MOTORIZED PATH WITH RETAINING WALL TYPICAL SECTION FROM 200' SOUTH OF MAPLE ST TO MAPLE ST

DESIGNED BY: RUEL MATHIEW #100214 CFPEM
 CHECKED BY: JACOB HATHORN #100214
 DATE: AUGUST 2021
 SHEET: 2

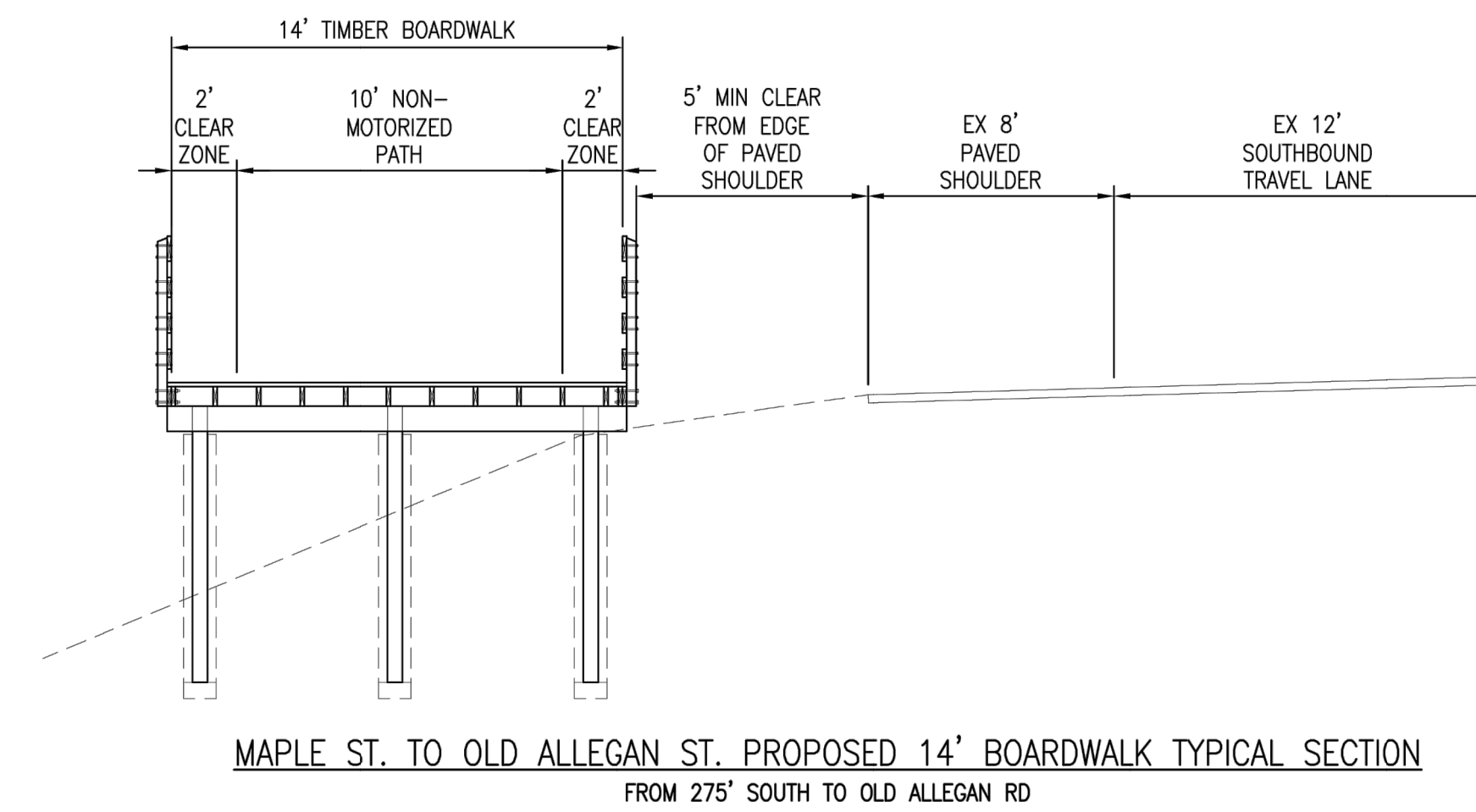
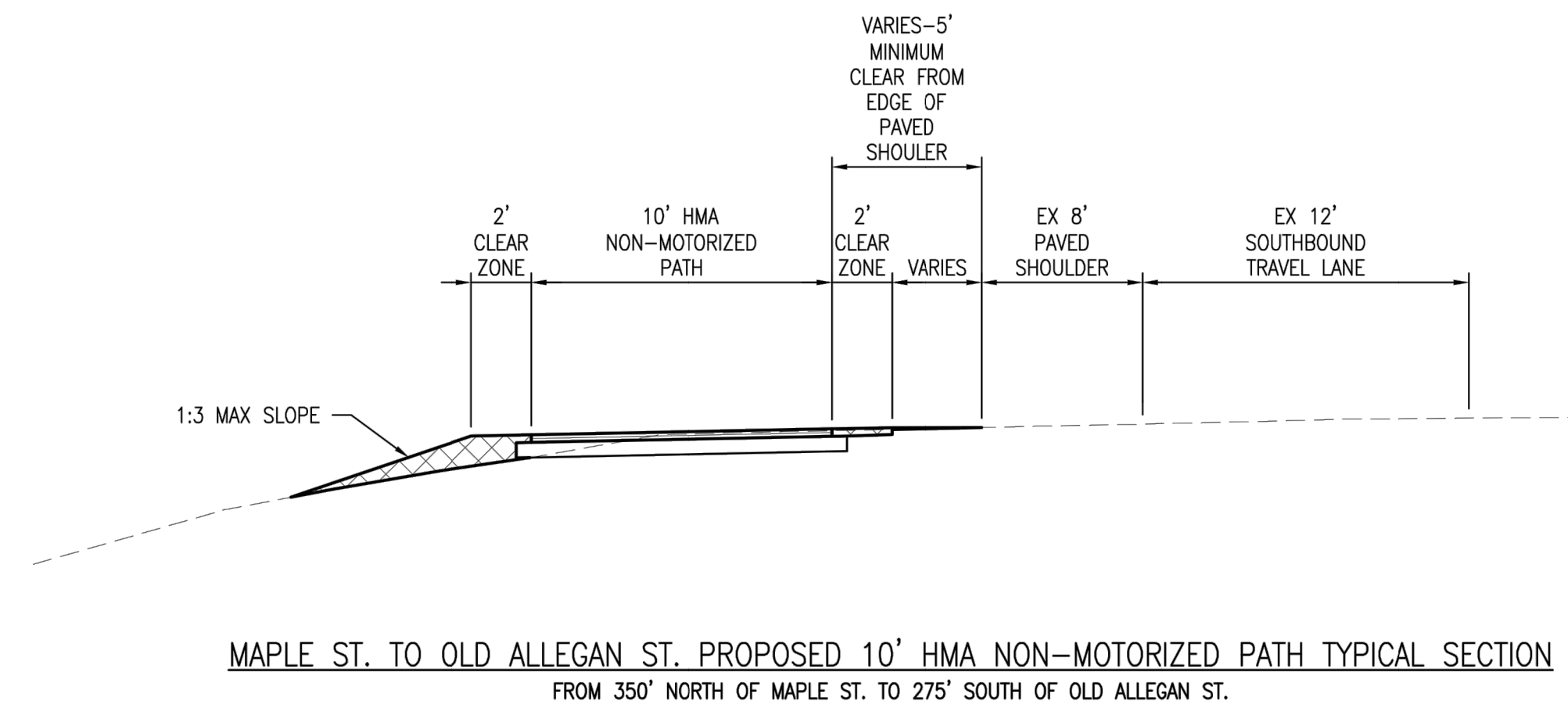
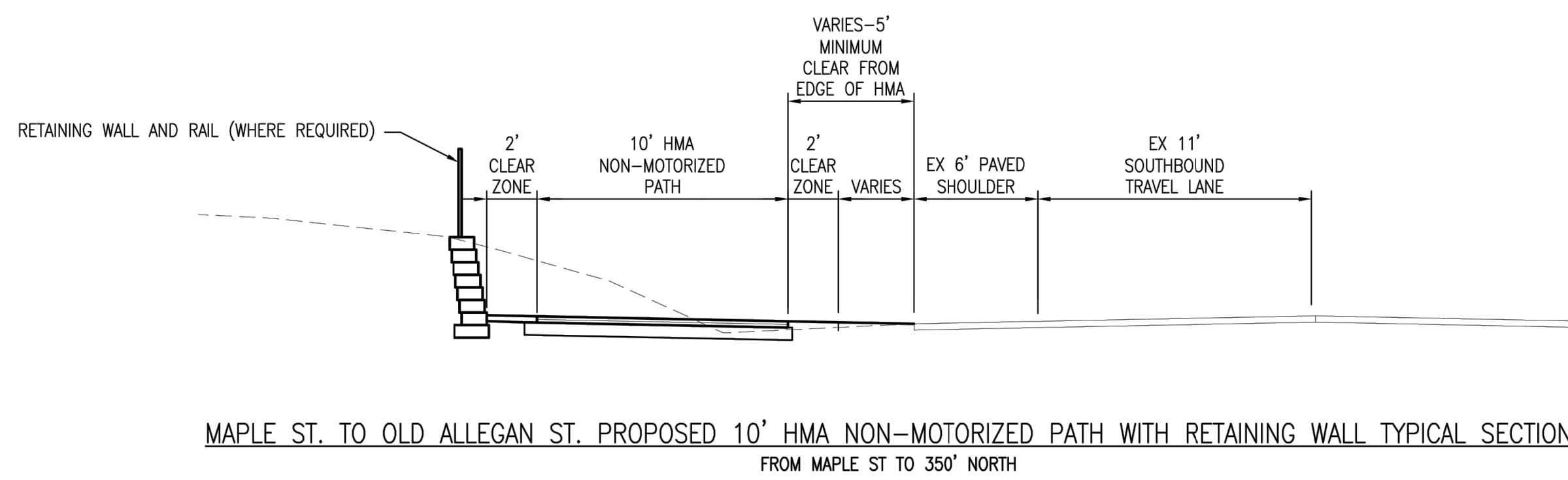


LAKE ST TO MAPLE ST

REVISIONS

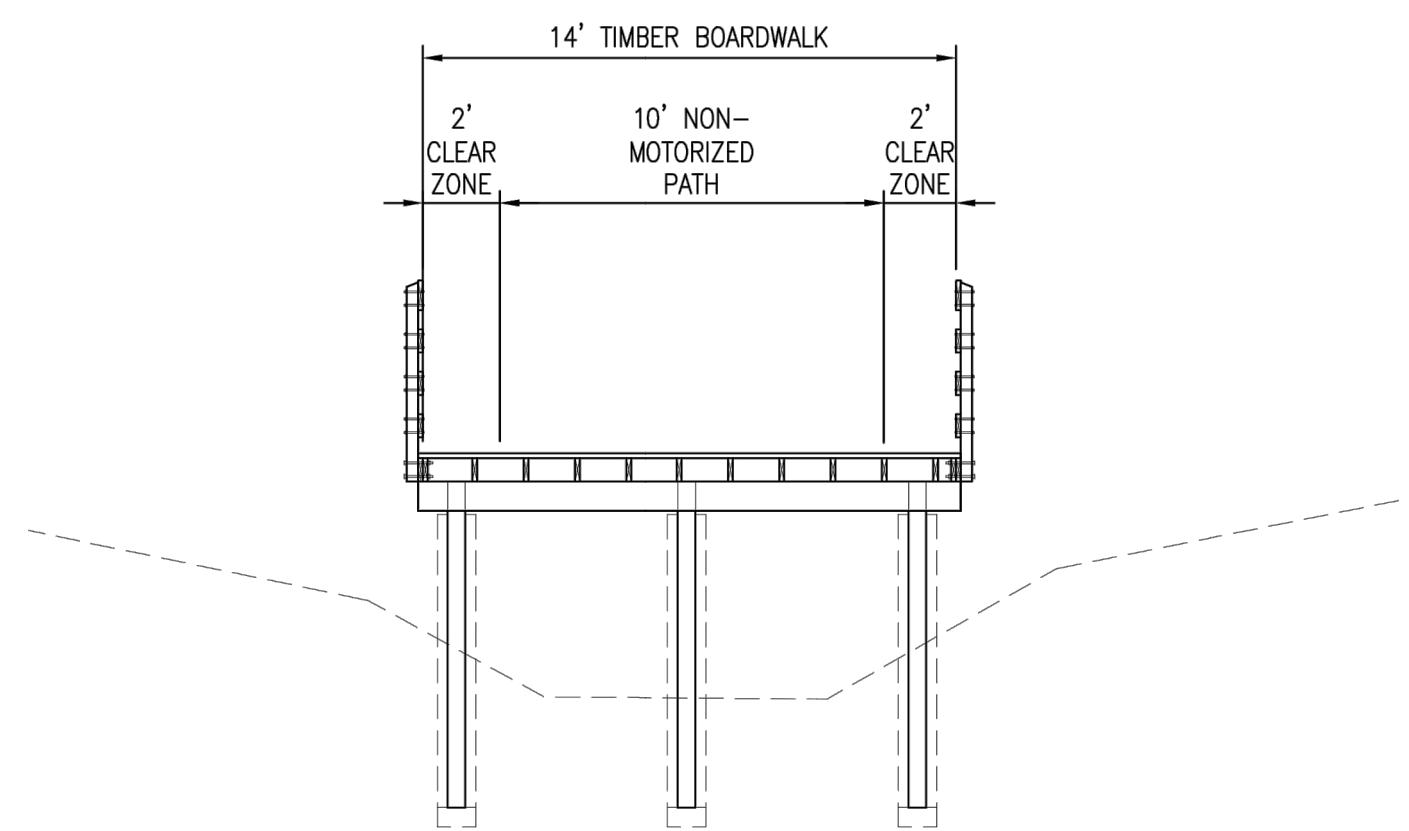
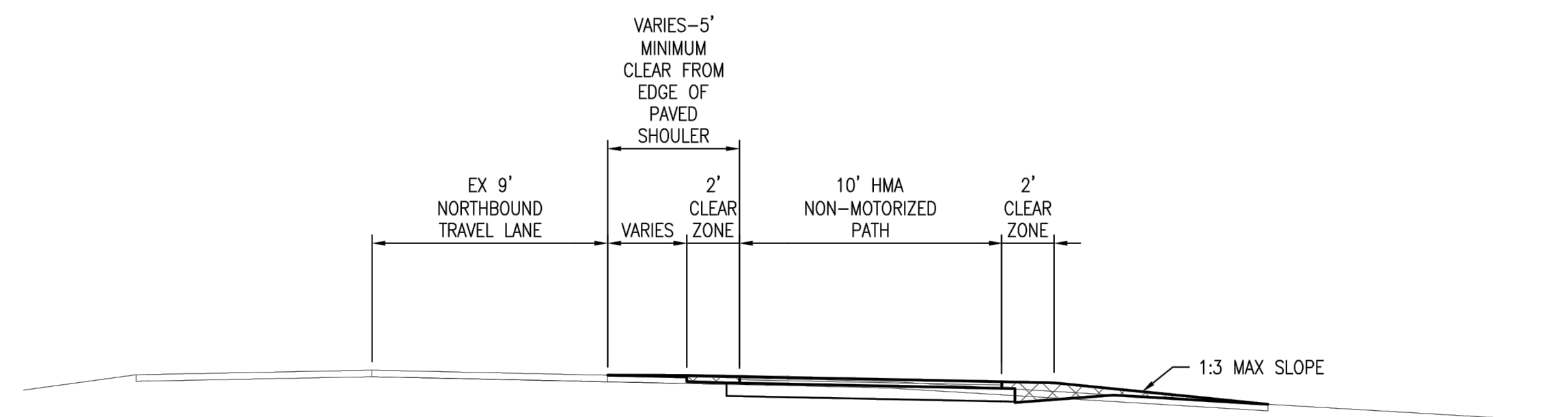
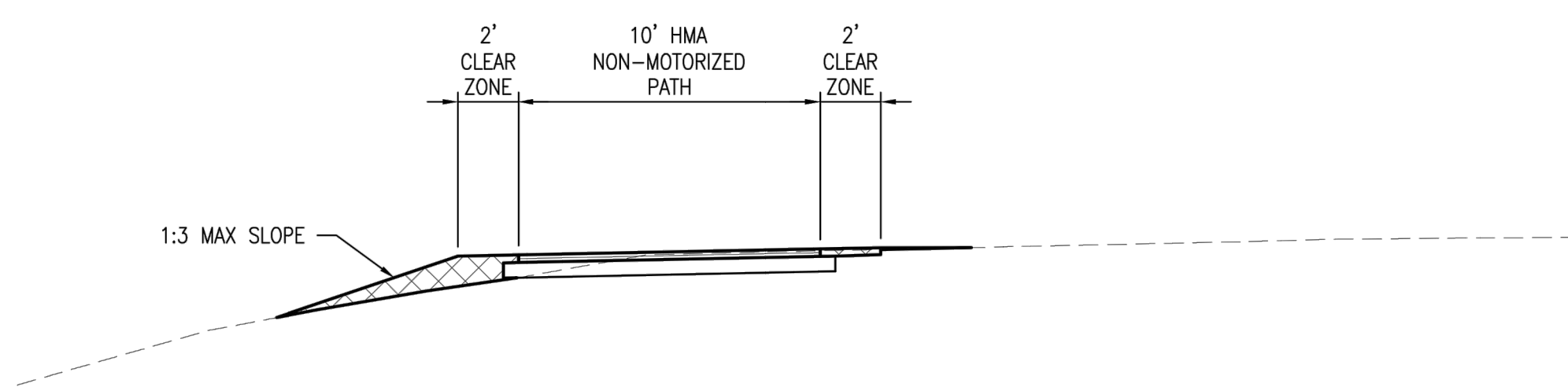
REV	DESCRIPTION	DATE

PROJ #: 210097
 DATE: AUGUST 2021
 SHEET



REVISIONS		
REV	DESCRIPTION	DATE

THE BAR BELOW SHOWS GRAYSCALE FROM WHITE TO SOLID BLACK
 WHITE BLACK WE RECYCLE

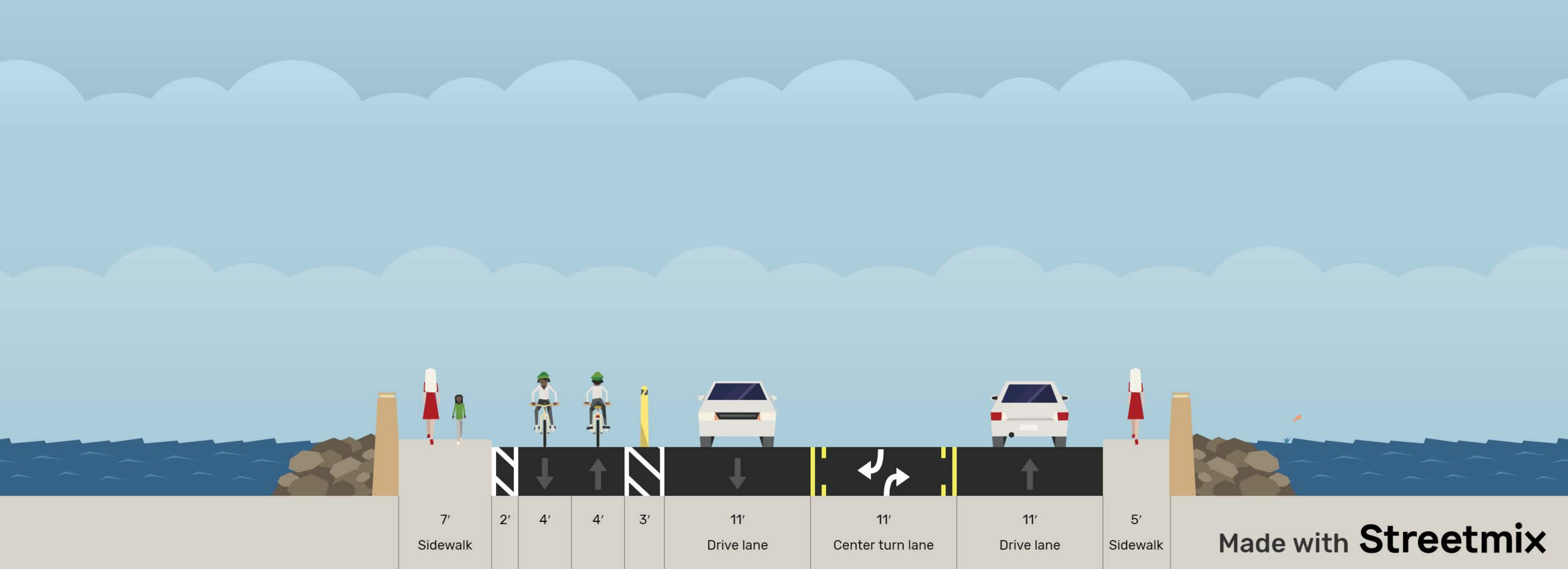


PLOTTED BY: RUEL, MATTHEW #100214 4:57 PM
 C:\projects\blue_star_trail\Drawings\210097_roadway_northtoholland
 DESIGNED BY: [blank]
 CHECKED BY: [blank]
 APPROVED BY: [blank]

REVISIONS		
REV	DESCRIPTION	DATE

PROJ #: 210097
 DATE: AUGUST 2021

Blue Star Highway Bridge



Made with **Streetmix**

Blue Star Trail - Route Descriptions and Alternates

Washington Street to Lake Street (Douglas and Saugatuck)

Option 1 – 3 Lane Roadway with 8' Non-motorized Trail **Recommended Alternative**

- Restripe roadway to provide three each 11 foot traffic lanes
- Add 3 foot separation between trail and southbound traffic lane via pavement marking and vertical separation (traffic delineators, or other to be determined).
- Provides 8 foot non-motorized pathway with paved 2 foot clear zones on each side.
- North bridge approach includes a 10 foot wide separated trail behind the curb with a bike rail on the west side along the embankment (same for both alternates).

Observations/Discussion

- May require "design exception" from MDOT for 8 foot wide trail. Good justification is available.
- Vertical separation proposed through use of traffic delineators. MDOT may require curb or other separation technique.
- Maintains full 3 lane section through bridge and approaches. 11 foot center lane highly desirable by emergency services.
- **Estimated Construction Cost for this Alternative is \$130,000**

Option 2 – 2 Lane Roadway with 10' Non-motorized Trail and Traffic Signal **Not Selected**

- Restripe roadway to provide 2 lane bridge crossing with 4.5 foot paved shoulders and greater separation from non-motorized trail. Vertical separation also required or highly recommended (traffic delineators or other to be determined).
- Provides 10 foot wide non-motorized trail with paved 2' clear paved clear zones on each side.
- South bridge approach transitions back to 3 lanes for left turns at Washington Street. This section has 2 each 11' travel lanes with a 10' left turn lane and no shoulders.
- Two lane alternate requires traffic signal at Lake Street for emergency vehicles

Observations/Discussion

- Short left turn lane stacking at south end of bridge may cause traffic backups
- Vertical separation proposed through use of traffic delineators. MDOT may require curb or other separation technique.
- Traffic Signal Provides the following benefits:
 - o Southbound traffic lane through bridge can be cleared of traffic via remote control of the signal before emergency vehicles get to the bridge.
 - o Would provide traffic control of vehicular and pedestrian traffic at the Lake Street intersection during normal operation.
- Adds fairly significant cost (approx. \$150,000), of which approximately 20% would be eligible for funding participation.
- **Estimated Construction Cost for this Alternative is \$280,000**

Alternates Also Considered for this section but not recommended for further evaluation

- Two lane roadway w/o traffic signal. – Not supported by Emergency Responders.
- Various width additions to the existing concrete sidewalk on north side. – Requires bike railing along traffic lane/edge of sidewalk as well as increased height rail on outer edge of bridge. Significantly changes the bridge loading and drainage systems. Very high costs.
- Three lanes configuration with 11.5' travel lanes and 10' left turn lane. – Not supported by Emergency Responders due to limited left turn lane width.
- For northerly bridge section, on roadway lane to Lake Street (utilizes existing acceleration lane). – Traffic impacts at Lake Street due to loss of existing acceleration lane.

Blue Star Trail - Route Descriptions and Alternates

Lake Street to Maple Street (City of Saugatuck)

Option 1 – Full Roadway Separation with At Grade Boardwalk or Retaining Wall Section

- Maintains existing roadway as-is **Recommended Alternative**
- Requires guardrail relocation north of Lake Street
- Limited top width and steep embankment section on northwest side of roadway requires adding an at-grade boardwalk or retaining wall section north to Bridge Street to provide 10' separated trail with required clear zone (5' from edge of paved shoulder).
- From Bridge Street to Maple Street, embankment reverses and retaining wall on west side of trail likely required.

Observations/Discussion

- AASHTO Compliant separation
- No roadway configuration changes
- **Estimated Construction Cost for this Alternative is \$675,000**

Option 2 – 10' Non-motorized Trail with Reduced Separation

Not Selected

- Because of the high cost of Option 1, it may be possible to reduce the roadway separation requirement by adding a vertical separation component. This option would add concrete curb and gutter to the west side of the roadway along with a vertical component such as delineators. This can then reduce the separation from the travel lane to approximately 4 feet, and reduces the overall top width requirement by approximately 7 feet from Option 1.
- Requires existing guardrail relocation to face of curb.
- Roadway reconfiguration consists of cutting and removing paved shoulder and adding concrete curb and gutter at lane line.
- From Bridge to Maple, embankment reverses and retaining wall on west side of trail likely required.

Observations/Discussion

- Reduced horizontal separation from AASHTO minimum 5 feet requires vertical element and design exception approval from MDOT.
- Vertical separation proposed through use of traffic delineators and curb and gutter.
- Roadway drainage reconfiguration required
- **Estimated Construction Cost for this Alternative is \$600,000**

Alternates Also Considered for this section but not recommended for further evaluation

- Utilize a portion of the existing paved shoulder with pavement marking and rumble strips. = Requires a significant design exception. AASHTO standards require a minimum 5' separation from the edge of the paved shoulder (not lane line). Existing paved shoulder width on roadway is needed to continue to comply with AASHTO roadway standards.

Blue Star Trail - Route Descriptions and Alternates

Maple Street to Old Allegan Road (Saugatuck Township)

Three Distinct Typical Cross Sections Apply to the Area (No Alternates Provided)

All Sections are AASHTO compliant Separated Trails with No Roadway Reconfiguration

10' HMA Trail with Retaining Wall - From Maple to approximately 350' north

This section has a steep embankment up from the roadway and some structures close to the right of way line that will require a retaining wall to be constructed in order to construct the path within the right of way.

10' Separated Trail

The section from 350 feet north of Maple to 900 feet north of Maple has grades that allow for a standard separated trail construction.

- AASHTO Compliant separation
- No roadway configuration changes

Boardwalk – Old Allegan Road to 300 feet South

The northernmost section of trail to Old Allegan Road has wetland/low area adjacent to the roadway and will require a boardwalk section.

Estimated Construction Cost for this section is \$450,000

Alternates Also Considered for this section but not recommended for further evaluation

- None

Blue Star Trail - Route Descriptions and Alternates

Blue Star Highway to Holland Street via North Street, Amalanchier Park and 66th Street (Saugatuck Township))

Two Distinct Typical Cross Sections Apply to the Area

All Sections are AASHTO compliant Separated Trails with No Roadway Reconfiguration

10' Separated Trail

The section will apply along North Street (construction along old RR grade offset from roadway) from the Blue Star Highway to just east of the creek crossing, then north through Amalanchier Park and then along the east side of 66th Street (adjacent to cemetery) to Holland Street and the Beeline Trail to Holland.

Boardwalk

This section will apply to the wetland/creek crossing in Amalanchier Park. The length of boardwalk will be limited as much as practical.

Observations/Discussion

- This section of trail will be routed through a forested, undeveloped park setting providing a high aesthetic user experience.
- This section of 66th Street has very few residences. Location on the east side would not impact any residences.
- **Estimated Construction Cost for this section is \$330,000**

Alternates Also Considered for this section but not recommended for further evaluation

- Continue trail along the west side of the Blue Star Highway to Clearbrook and then along Clearbrook to Holland Street. – Requires at grade boardwalk or retaining wall due to steep dropoff near roadway and high costs.
- Continue trail along the north side of North Street to Holland Street rather than north through Amalanchier Park. – Limited right of way and steep slopes would require retaining wall, higher costs and greater impact to residences than other alternatives. A timber bridge crossing of the creek would still be required.

Blue Star Trail Public Meeting Survey Results

Updated 9/8/2021 – Includes follow up information received up to 9/1

Meeting Date: 8/25/2021

64 Total Survey Responses

Segment: Washington Street to Lake Street (Kalamazoo River Bridge Section):

This segment has two alternatives:

- 3 Lane Configuration
- 2 Lane Configuration

The two lane configuration alternative was most favored. Please see the responses below.

3 Lane Configuration -

Of those responding to this question, 16 were in favor of this configuration. The most common reason cited was that it would be best for **EMS Access**. Second most common comment was **No Traffic Light (“this would be more palatable”)**. Other comments included Drivers are used to a turn lane; Cost seems modest; Do not like the look of delineators; Prefer a roundabout; Good cost, but would like a traffic light.

2 Lane Configuration –

Of those responding to this question, 39 were in favor of this configuration. The most common reasons cited were **Safest Option, A Traffic Signal Here Is Long Overdue, and Two Lanes Are More Roomy (Safer) and Better Aesthetics**. Other comments of note include: This option would be better with a painted barrier and not a physical barrier; Less confusion more open design; More expensive but worth it; Do two lanes but no signal (1 response); Need multiple crosswalks (1 response).

Segment: Lake Street to Maple Street:

This segment has two alternatives:

- At Grade Boardwalk or Retaining Wall Section -
- Alternate Median Section with Curb and Gutter

The At Grade Boardwalk or Retaining Wall Section alternative was most favored. Please see the responses below.

At Grade Boardwalk or Retaining Wall Section-

Of those responding to this question, 34 were in favor of this alternative. The most common comments were **More Separation Is Better; More Appealing (Cost is worth it); Safer**. Another comment was made a couple of times saying that the Curb is not of benefit.

Median Section with Curb and Gutter-

Of those responding to this question, 13 were in favor of this alternative. The most common comments were **More Affordable; Safety; Clearer Route Delineation**. Other comments included Will reduce impact on entry landscaping as well as reduces cost of construction and eliminates run-off issues; More bike friendly; Less wood structure to maintain; Concern for plan for passage by the Pallet Signal; Concern about boardwalk safety when wet.

For this segment there were also three responses of Either Alternative and two responses of Just Get It Done.

Segment: Maple Street to Old Allegan:

This segment simply requested any comments.

Of those turning in the survey, 17 did not comment on this area at all. The most common comments were **Looks Good (well thought out) (Get it done); Needs additional traffic light (at Blue Star & Old Allegan)**. Notable comments: Would like to see additional traffic light or roundabout; Slower speed limit; Expand shoulder or add separating curb; Needs stop signs for Bikes; Make fit in with landscape; Add shaded area with benches/picnic tables.

Segment: North Street to Holland Street:

This segment simply requested any comments.

Of those turning in the survey, 30 did not comment on this area at all. The most common comment was **I Like The Plan (26 responses)**. Other notable comments were Glad it will be an official trail that meets standards; Important to connect the two communities; Consider stop sign for bikers at Holland crossing (and general comment of add stop signs for bikers); Expand shoulder and add curb; I like planning of crossing through undeveloped park area – would love to see park made accessible to the public, the trail would allow this.

Overall Trail Plan:

Request to Please Provide any comments related to the overall trail plan and alternatives.

Of those turning in the survey, 15 had no comment. The most common comments (same meaning, different words, 39 comments) were **I Support All; Build It!; Thank You For All The Work That Was Put Into This; Looking Forward To Progress**. Other comments included Incredible benefits for the economy and residents; A lot can be gained by doing this right, take a look at the TART Trail and all the ways it helps the area (Traverse City); Use the most cost effective, attractive, and safe solution; Make a separated trail wherever possible; A great investment in the future; Support recreation and makes it safer; Please don't alter pallet sign.

Client:	Blue Star Trail Committee (Municipalities)	Date:	September 17, 2021
Project No.:	21-0097	Project Manager:	Larry Fox
Project Name:	Blue Star Trail	Client Manager:	Bill Kimble
Project Phase:	Schematic Design and Grant Applications		
Client Approved Revised Completion Date:		Project Start Date:	May 7, 2021
Client Project No.:		Project Completion Date:	April 2022
		Period Covered:	August 14 to Sept 17, 2021

THE WORK ACCOMPLISHED IN THE DEFINED PERIOD CONSISTED OF:

- Made final modifications to the exhibits and analysis for the open house on August 24.
- Assisted the Committee on public outreach/advertising as needed for the public open house
- Provided 3 C2AE staff to attend and present information meeting at the open house
- Met with the Committee as follows:
 - o 8/20 – Final Prep for Open House, discussed/determined TAP applicant, local share funding and Trail Maintenance Plan
 - o 8/27 – Reviewed public input received at the open house and continued discussion on items from 8/20 meeting
 - o 9/10 – Assisted Committee in final alternative selection and funding breakdowns
 - o Began preparation for Local Unit of Government (LUG) approvals. Prepared exhibits, funding breakdown and draft resolutions.

THE ANTICIPATED WORK ELEMENTS IN THE NEXT PERIOD:

- o Assist LUG's in project approval
- o Prepare TAP Grant Application for submittal

SCOPE CHANGES MADE DURING DEFINED PERIOD:

- None current

BUDGET STATUS (% COMPLETE):

- The project budget has been exceeded. This is ahead of actual project progress. Since this is a Not to Exceed contract, no additional billing to the client is planned unless there is a future scope change. Project billings have been reduced to a % completion basis. **This has not and will not impact C2AE's deliverables or work standard.**

SCHEDULE STATUS:

PROGRESS REPORT # 4

Project Description: Blue Star Trail Schematic Design and Grant Applications

Task	Milestone Date	Status
Project Kickoff Meeting	May 7, 2021	Completed
On-Site Review Meeting	May 17, 2021	Completed
Initial Contact with Grant Coordinators	May 26, 2021	Completed
Internal C2AE Alternative Reviews	May/June	Completed
Emergency Services Alternative Review Meeting	June	Completed
On Site Project Review with Grant Coordinators (if applicable)	June/July	Not Needed
Committee Consensus on Project Alternative	July/August	Completed
Development of Funding Package	July/August	Completed
Determination of Grant Applicant(s)	August/September	Completed
Individual Municipality and Public Engagement	August/September	In-process
Maintenance Plan Development	August/September	Completed
Grant Application Support Documentation	September	On-going
Resolutions of Support from all entities	September	In-process
TAP Grant Application	October 13, 2021	In-process
Verify Recreation Plan Consistency and adjust if needed	NLT February 1, 2022	
TAP Supplemental Materials (as requested by TAP review)	January 2022	
TAP Conditional Commitment	March 9, 2022	
MNRTF Public Hearings and Resolutions of Support	March, 2022	
MNRTF Grant Application Submittal	April 1, 2022	
MNRTF Supplemental Information (as requested by MNRTF)	July-Sept 2022	
MNRTF Board Grant Award Recommendations	December 2022	

INPUT NEEDED FROM CLIENT:

- Continued input as requested
 - o Individual LUG resolutions approved
 - o Assistance with TAP Grant background information as needed (can be a small number of committee members)

CLIENT INPUT, DECISIONS AND DIRECTIVES:

- The Committee made the necessary decisions on final trail routing alternatives, funding package, lead agency applicant and maintenance agreement – good work!

REALIZED OR ANTICIPATED CONCERNS: None current

VALUE ADDED: None current

cc: Tri-Community Joint Study Committee for the Blue Star Trail (via Ryan Heise)
WJK, RFM, CD, CRO, MTR, SDC, ALM, E. Meyerson

**Blue Star Trail
Project Funding
9/16/2021
Based on Final Selected Alternatives**

Total Project Construction Cost*	\$ 1,825,000
Total Engineering Costs (15%)	\$ 275,000
Total Project Cost	\$ 2,100,000

TAP Grant 70% of Construction	\$ 1,275,000
MNRTF Grants	\$ 600,000
Total Local Share	\$ 225,000
Total Funding	\$ 2,100,000

Local Share Breakdown

City of Saugatuck	\$ 10,000
Saugatuck Township	\$ 10,000
Friends of the Blue Star Trail	\$ 205,000

* Denotes Construction Estimate + 15% Contingency

RESOLUTION OF SUPPORT
City of Saugatuck
Blue Star Trail - North Section
TAP GRANT

A resolution to establish a request for funding, designate an agent, attest to the existence of funds and commit to implementing a maintenance program for development of the Blue Star Trail – North Section, a non-motorized trail primarily on the west side of the Blue Star Highway from Washington Street in the City of the Village of Douglas, through portions of the City of Saugatuck and Saugatuck Township to Holland Avenue (Beeline Trail) in Saugatuck Township, Allegan County.

WHEREAS, City of Saugatuck, in cooperation with City of the Village of Douglas and Saugatuck Township, recognizes a need for contiguous non-motorized pathways connecting their communities, and

WHEREAS, a regional non-motorized trail route, connecting the communities with the City of Holland (north) and the City of South Haven (south) through Allegan County has been a priority in local and regional recreation and non-motorized transportation plans, and

WHEREAS, several sections of the trail have already been completed except for three short but critical links for a contiguous trail, and

WHEREAS, a Tri-Community non-motorized trail committee was created by the three governments along with the Friends of the Blue Star Trail in order to finalize route selection on the remaining segments, and

WHEREAS, the Tri-Community non-motorized trail committee hired an engineer to complete schematic design plans and cost estimates for the remaining segments, and

WHEREAS, City of Saugatuck, in partnership with City of the Village of Douglas and Saugatuck Township, are applying for funds through Michigan Department of Transportation, Transportation Alternatives Program (MDOT TAP) for approximately 1.14 miles of non-motorized trail which is the Blue Star Trail – North Section, and

WHEREAS, the total project cost (construction and engineering) is estimated at \$2,100,000 and

WHEREAS, City of Saugatuck, via this resolution, is committing to \$10,000 for the project, and

WHEREAS, City of Saugatuck will be applying to the Michigan Natural Resources Trust Fund for \$300,000, and

WHEREAS, Saugatuck Township has committed to \$10,000 for the project and will be applying to the Michigan Natural Resources Trust Fund for \$300,000, and

WHEREAS, the Friends of the Blue Star Trail have committed to raising \$205,000 for the remainder of the construction and engineering costs, and

WHEREAS, the participating match cost for the MDOT TAP grant is \$825,000, from City of Saugatuck, Saugatuck Township, the Friends of the Blue Star Trail and other agencies, and

WHEREAS, the grant request from MDOT TAP program is \$1,275,000.

NOW, THEREFORE, BE IT RESOLVED that City of Saugatuck has authorized Ryan Heise, City Manager, to act as agent on behalf of the City of Saugatuck, City of the Village of Douglas and Saugatuck Township to request MDOT TAP funding, to act as the applicant agent during the project development and to sign a project agreement upon receipt of a funding award.

BE IT FURTHER RESOLVED, that the City of Saugatuck attests to the existence of, and commits to the funds necessary to carry out the project, including engineering for design and construction, permit fees, administration costs, cost overruns and matching funds. Said committed funds to be provided in accordance with the terms of an intergovernmental agreement between the City of Saugatuck, City of the Village of Douglas, Saugatuck Township and the Friends of the Blue Star Trail.

BE IT FURTHER RESOLVED, that the City of Saugatuck, City of Village of Douglas and Saugatuck Township commit to funding and implementing a maintenance program over the design life of the facilities constructed with MDOT TAP funding per memorandum of understanding between the governments.

MOVED BY:

SUPPORTED BY:

YEAS:

NAYS:

ABSENT:

ADOPTED THIS _____ DAY OF _____ 2021

CERTIFICATION: