



**Great Rivers Greenway – Brickline Greenway  
Universal Design Group Kickoff Meeting Notes**  
Wednesday, October 14, 2020 @ 3:30 p.m.  
Interpretation Services provided by DEAF Inc.

**Attendees:**

Luke Barber  
Stanley Brown  
Colleen Burdiss  
James Frost  
Donna Gunning  
Chris Gray  
Gina Hilberry

Jim De Jong  
Andrew Lackey  
Kimberly Lackey  
Tim Klaas  
David Newburger  
Sheryl Rose  
Naomi Soule

Steve Schnelle  
Kerry Smith  
Colleen Starkloff  
Michelle Steger  
Devon Whitmore  
Michelle Wolters

**Staff:**

Todd Antoine  
Lonny Boring  
Chip Crawford  
Shaughnessy Daniels

Neil Eisenberger  
Andrew Kilmer  
Darby Latham  
Anna Leavey  
Rory Thibault

Kertis Weatherby  
Mark Vogl

**MEETING AGENDA**

- Anna Leavey
  - o Welcome and Introductions
- Neil Eisenberger / Rory Thibault
  - o Design Guidelines & Feedback
  - o Did we miss anything?
- Anna Leavey
  - o Schedule and Next Steps
  - o Q&A

***\*Unanswered questions within the meeting minutes are noted and will be discussed further\****

**GROUP FEEDBACK**

- The image of the person in a wheelchair being used is too stereotypical
  - o Suggested image of wheelchair users being active (i.e. playing basketball, riding a handcycle)
- Service dogs aren't pictured

- Concerned with safety in the trail images regarding space, especially for those using wheelchairs or with low vision
  - Some spaces seem isolated

### **Materiality Study – Segments of the Greenway**

- The number of trees pictured could affect visibility if they are too large
  - Tree materials aren't yet planned, and the images shown are not yet particular areas. It is a key plan.
- Are all the greenways connected or is there a fundamentally primary greenway?
  - Different segments will be implemented overtime and eventually connect.
- How many square miles is the area?
  - Not sure but there are 20 miles overall, with about 7-8 miles going in each direction, connecting with specific nodes along the way (i.e. MLS Stadium, The Foundry)
- Consider using a tactile map for the first project phase and/or typical construction so group members can experience surfaces (i.e. field trip to Kiener Plaza)
- Tactile diagrams have been successful in the past.
- 2-D maps make it difficult to visualize the path, curb and curb cuts
- Other projects have used 3-D concepts, suggested meeting at School of Blind to better orient group members those who are visually impaired
- Suggest isolating phase one of the project. Deal with a smaller section as opposed to the whole project area.

### **Catalog of Options – Standard GRG Greenway**

- The pathways have two lanes going opposite directions. One example has a width of 6ft the other is 7ft.
  - In one, there is no differentiation between the concrete trail and header, leaving the a larger width.
- For this trail where are the benches? The bench shown makes it difficult to communicate via ASL. Suggest using a more curved bench to create better visibility for hearing impaired .
- How close is vehicular traffic to the greenway?
  - There is typically a 6ft separation. Cars will run perpendicular only at street cross sections.
- Some visually impaired people would like a small line or guide to follow when traveling a long distance (i.e. railing or small curb)
  - Having this on the side with seating could be challenging
    - Benches will be placed on both sides of the greenway, where they are most convenient
  - A rail allows for visually impaired to better enjoy the space and increase confidence as opposed to relying on an aide such as a cane
  - Rail could be about 4ft high
  - Include braille marks on the rail so users know about upcoming turns and obstacles
  - Benches should not be too high or low, include handrails and a back

- In the picture shown, how would a bicycle get by the person in the wheelchair and his companion
  - Further options will show visual cues that alert riders of higher congestion and asking them to slow down to decrease conflicts on the multi-use trail
- Does relaying on vegetation help with all directional travel?
  - Some agreed this would be helpful is going the total length however depending on the season this may not be suitable.
  - Cobblestone is another option
- Visually impaired agreed a rail works best for them
  - Railing could be dangerous for bikers
- Be careful about using brick because deaf people don't generally look at the ground when walking and signing simultaneously. If the brick is uneven, someone could trip.
  - Uneven brick is not good for wheelchairs
- Suggested use of tactile paving, similar to Metro Transit's curb cuts or the truncated domes
- It is preferred that cyclists are on the left and pedestrians on the right, for safety reasons.

#### **Materiality Study – Q&A**

- When considering wheelchair and handcycle users, the more width given the better
  - Handcycles cannot easily turn around within a 12ft width
- Color change is good it helps with definition for those visually impaired
- Some texture change is good, as it can help with orientation but not too much
- Make slopes as level as possible while still being functional
- In my experience, if it's a shared path, something may be liable to happen. If bike path is separate from pedestrian due to speed, something is less likely to happen.
  - Suggested implementing a speed limit
  - Electric scooters may also pose an issue
- Will bicycles and wheelchairs use this trail?
  - The trail may not be wide enough for pedestrians and bikes, especially considering COVID-19
  - Design intersections so open space is not far away
- Should etiquette signs be implemented?
  - Yes, depending on the municipality however enforcement is dependent upon the individual
- Designs assume bike and pedestrians are not separated
  - In areas where possible the two will be separated, however the right-of-way may not be available in all spaces. This and safety is a top priority
  - Suggested notifying users of such a change when applicable

#### **Materiality Study – Feedback on Intersections**

- Other parties to represent in the pictures are rollerbladers/skateboarders, if they're allowed, recumbent bikes, and bikes pulling child carriers
- Is there a preference for an ADA curb ramp w/ transitions or fully flush condition?
  - In the image shown, everything is flush

- Pavers in Kiener plaza are very successful, stamped concrete can be problematic
  - Pavers need to be laid so they don't buckle
- Like directionality combined with higher color contrast
- Suggest keeping some type of planter or flare between the intersection directions or people will cross diagonally if it's simply concrete
- Some schemes look too visually busy
- Consider traffic flow when creating pedestrian crosswalks
- Uncomfortable with the idea of bushes, it's a safety concern and decreases visibility
  - The design team would lower such elements for better visibility for both pedestrians and drivers
- Pressing crosswalk buttons can be a challenge if placed too high
- Paint can deteriorate overtime if there is a lack of maintenance. Suggest having something additional to outline in addition to the paint
- The chevron is less visually stimulating for a crosswalk option as opposed
- Are there bumpers for wheelchairs?
  - The surface is flat
- Will a textured crosswalk help visually impaired cross the street, currently its confusing to use for wayfinding.
  - The team would also incorporate sound/audio. Crosswalks could also be customized depending on the community it's in.

#### **Did the team miss anything?**

- Group agreed on following the design teams lead and then providing feedback
- Sloping or grade of nearby landscape area. This makes a difference for those with limited mobility

#### **Next Steps**

- No meeting November 11<sup>th</sup>
- Next working group meeting is December 9<sup>th</sup>
  - Discussion will include metrics of success, opportunities, summarized info from all working groups and integration into design

#### **Meeting Resources**

- A link to the recorded meeting, transcription, PowerPoint presentation, meeting minutes and feedback: [www.greatriversgreenway.org/brickline-groups](http://www.greatriversgreenway.org/brickline-groups)