The purpose of this memorandum is to describe the process for identifying and screening locations for a potential new multi-modal, intermodal, intercity and commuter passenger rail station in Ann Arbor (Ann Arbor Intermodal Passenger Rail Station). This Alternatives Analysis process is one element of the Ann Arbor Station Environmental Review. This effort, led by the City of Ann Arbor, began in January 2014 and is scheduled to conclude in December 2014. The Environmental Review is a concept planning study for:

a. Defining the long-term needs for an Ann Arbor Intermodal Passenger Rail Station;

b. Identifying potential sites and station options;

c. Evaluating benefits and impacts of various station options, including a No-Build Alternative (continued use of the existing station); and

d. Complying with Federal and State requirements for financing, building, and operating an Ann Arbor Intermodal Passenger Rail Station.

The Alternatives Analysis process is divided into two phases:

- **Phase I**: Identification of possible station sites and an initial screening of those sites; and
- **Phase II**: Development of conceptual station design alternatives for the sites identified in Phase I and review of those design alternatives to determine which are reasonable to advance into the Environmental Assessment phase.

Phase I is presented in this memorandum. Content contained here will be incorporated into an Environmental Assessment (EA) report, which will officially document the Environmental Review process.

**Purpose and Need**

The Ann Arbor Station Environmental Review is guided by a Purpose and Need document, which has been reviewed by the Michigan Department of Transportation (MDOT) and the Federal Railroad Administration (FRA). All station alternatives must comply with the Purpose and Need. The purpose of the proposed action is to:

“provide an intermodal facility that will accommodate existing and future intercity passenger rail ridership; improve intermodal connectivity within the City of Ann Arbor and its neighboring communities, including proposed commuter rail in the City of Ann Arbor; and improve the integration of the station within the City of Ann Arbor.”

All station improvements would fully comply with accessibility requirements within the Americans with Disabilities Act (ADA).

As stated in the Purpose and Need document, the following elements contribute to the need for an enhanced, intermodal and multi-modal passenger rail station in Ann Arbor:

- Insufficient quality and comfort for passengers provided by the existing station
- Inadequate space for intermodal connectivity at the existing station
- Substantial existing and projected future passenger demand

---

1 Ann Arbor Station Environmental Review Draft Purpose and Need, revised on October 14, 2014.
• Limited transportation choices between the existing station, Ann Arbor activity areas and surrounding communities.²

The Purpose and Need creates the framework for designing a new Ann Arbor Intermodal Passenger Rail Station. Thus, each station alternative must correspond with the Purpose and Need. Those alternatives that appear unable to meet the Purpose and Need are not recommended for further consideration. The complete Purpose and Need document will soon be available on the Ann Arbor Station website. A summary of the document is currently available on the website at: http://www.a2gov.org/government/publicservices/systems_planning/Transportation/Pages/Ann-Arbor-Station.aspx

Potential Station Site Identification

Site selection criteria were developed in order to identify potential station sites. The primary criterion was provided by MDOT and the National Passenger Rail Corporation (Amtrak). Both entities requested that any enhancements to the existing station, or construction of a new station, should occur along a tangent (straight) section of track. This meets train operational objectives that ensure ADA compliance (manageable gaps between the trains and platforms), promote passenger convenience and safety, and protect railroad equipment and infrastructure. Both MDOT and Amtrak stipulated that the tangent track sections should be at least 1000 feet long to support railroad operational needs.

Based on the Purpose and Need, other station site identification criteria stipulated that the potential sites should:

• Lie along the existing Amtrak railroad corridor within City of Ann Arbor limits;
• Provide convenient access to downtown Ann Arbor and major activity areas. These other activity areas include notable trip generators in the City of Ann Arbor, including the University of Michigan (U-M) Central Campus, Medical Campus, and North Campus, and the Ann Arbor Department of Veterans Affairs (VA) Hospital. A proposed benchmark for convenience is proximity. Specifically, the Project Team (which includes URS, its subconsultants, and City staff) proposes using the national walking tolerance average of one-half mile to fixed guideway transit as optimal.³ Station sites within one-half mile of activity areas that include reasonable pedestrian accommodations can be expected to promote walking access. All other access modes also benefit from this proximity.
• Include enough land to accommodate all required site features. The Project Team’s preliminary estimate was that sites meeting the Purpose and Need would require at least three acres of suitable land for station facilities.⁴ Given that ridership and station volume estimates have increased since this initial estimate, the amount of land required for a station has increased. Land requirements will be considered in detail as part of the Phase II analysis. During Conceptual Design, the

² Ibid.


⁴ Three acres is the Project Team’s preliminary minimum land estimate for accommodating station facilities, including a station building, multi-modal transfer center, platforms along both sides of a double-tracked rail corridor, a grade-separated track crossing for passengers—meaning a pedestrian bridge or tunnel meeting Americans with Disabilities Act (ADA) access requirements—and station parking.
AAS: Phase I Alternatives Analysis

The project team will consider how the station can be built in stages and expanded as necessary;
- Allow convenient access to existing roadway networks. The station’s high utilization projections\(^5\) will require direct access to high volume roadway networks;
- Support connections to public transit services and non-motorized transportation facilities; and
- Minimize impacts to environmental resources. A list of environmental categories required for analysis as part of FRA-funded projects is provided on the FRA website.\(^6\) Many of these criteria were considered generally during Phase I of the analysis and will be reviewed in detail for the small set of station sites advanced to Phase II.\(^7\) The environmental category receiving the most stakeholder comments has been parks and recreational properties. The National Environmental Policy Act (NEPA) process requires special consideration of these properties, which are identified in the U.S. Department of Transportation Act of 1966 Section 4(f). Specifically,

\[\text{"Before an alternative involving the use of a Section 4(f) resource can be selected, avoidance alternatives and minimization measures must be considered."}\(^8\)

The Phase I criteria were reviewed by Ann Arbor stakeholders and citizens at public meetings in April 2014 and met with general approval. Stakeholders have since expressed interest in additional evaluation criteria, with numerous requests received for consideration of implementation costs and station-oriented development. Cost implications are considered generally in Phase I, in that land acquisition, relocations, required infrastructure and associated investments would increase project costs. However, implementation costs cannot be estimated until conceptual designs are developed. For these reasons, cost is not included as a specific criterion during Phase I. An alternative’s economic constraints on local government is considered in the socioeconomic environmental category; thus general considerations to comparative costs are included in the Phase I analysis. Station-oriented development is also generally considered in the environmental categories, as it relates to compatible land uses and economic impacts.

In accordance with the site selection criteria, the Project Team has identified eight 1000-foot tangent track segments within the City of Ann Arbor. Figure 1 displays these track segments. Figure 2 shows the segments in context with half-mile radius circles around major activity areas. Figure 3 shows the segments in context with the public transit network.

\(^5\) Ann Arbor Station internal memorandum on ridership and station utilization, August 8, 2014.
\(^6\) The FRA environmental categories list can be found at [https://www.fra.dot.gov/eLib/details/L02561](https://www.fra.dot.gov/eLib/details/L02561). These were published in the Federal Register, Volume 64, Number 101, page 28550, on Wednesday, May 26, 1999. This 1999 categories list has yet to be superseded in final rulemaking.
\(^7\) The environmental categories considered during the Phase I analysis are shown in the legends of the figures for this memorandum. These categories represent readily available data and the most prominent factors for screening alternatives. The analysis assumes that further evaluation would be performed in Phase II and for the Preferred Alternative.

Figure 1: 1000-Foot Straight Track Segments along Amtrak Corridor in Ann Arbor

Legend:
- Study Area
- Former NS Railway (State of Michigan Owned)
- Border to Border Trail
- Activity Center
- City of Ann Arbor Limits
- Lakes, Rivers, Streams
- Ann Arbor Floodway (FEMA Zone AE)*
- Ann Arbor Flood Fringe (FEMA Zone AE)*
- Ann Arbor 0.2% Flood Probability (FEMA Zone X Shaded)*
- Public Parks and Recreation (of Properties)
- Recognized Environmental Conditions**
- National Wetland Inventory (NWI) Wetlands
- Existing Amtrak Station

* City of Ann Arbor GIS 2012
** Michigan Department of Environmental Quality (MDEQ) Environmental Mapper:
A Desktop review of “Recognized Environmental Conditions” as defined by ASTM E 1527-05.
Figure 2: Proximity of Segments to Downtown Ann Arbor and Major Activity Areas
Figure 3: Segments in Context with Ann Arbor Transit Network
Segment identifiers are provided in Table 1.

Table 1: 1000-Foot Straight Track Segments along Amtrak Corridor in Ann Arbor

<table>
<thead>
<tr>
<th>Segment #</th>
<th>Segment Name</th>
<th>Approximate Track Milepost*</th>
<th>Approximate Length (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>West Huron River Drive</td>
<td>38.5</td>
<td>2300</td>
</tr>
<tr>
<td>2</td>
<td>Barton Shore Drive</td>
<td>38.4</td>
<td>2200</td>
</tr>
<tr>
<td>3</td>
<td>North Main Street</td>
<td>37.9</td>
<td>1500</td>
</tr>
<tr>
<td>4</td>
<td>Depot Street (Existing Amtrak Station)</td>
<td>37.3</td>
<td>1200</td>
</tr>
<tr>
<td>5</td>
<td>Fuller Road (West)</td>
<td>36.8</td>
<td>1300</td>
</tr>
<tr>
<td>6</td>
<td>Fuller Road (East)</td>
<td>36.2</td>
<td>1600</td>
</tr>
<tr>
<td>7</td>
<td>Geddes Avenue (West)</td>
<td>35.1</td>
<td>2000</td>
</tr>
<tr>
<td>8</td>
<td>Geddes Avenue (East)</td>
<td>34.8</td>
<td>1700</td>
</tr>
</tbody>
</table>

*From the 1999 Consolidated Rail Dearborn Division track charts, Michigan Line. These mileposts appear to land within the segments and do not represent surveyed midpoints.

The existing railroad corridor follows the Huron River and has operated continuously along the river for over 100 years. Accordingly, potential stations present possible impacts to the river or riverfront areas. These and other potential environmental impacts are considered generally in Phase I of the analysis. Phase II and the Environmental Assessment will include more in-depth environmental evaluation.

Phase I Segment Descriptions and Scoring
The following sections describe the set of eight Phase I track segments identified for evaluation. The segments are described in context with the site selection criteria. Each segment evaluation criterion is assigned a preliminary score ranging from -2 (least compliant) to +2 (most compliant). This scoring represents an effort to generally gauge the feasibility and reasonableness of locating a station meeting the Purpose and Need at each segment. The goal of this process is to screen the segments to a small set worthy of detailed Phase II analysis. This memorandum does not rank the Phase II segments in any way; Phase II will commence a wholly new evaluation process for the remaining segments.

For a summary matrix showing how the Project Team scored each Phase I segment, please see Page 30.
Segment 1: West Huron River Drive
(Figure 4)

This site in the city’s far northwest corner and surrounded by parkland and natural resources meets few of the site identification criteria. Correspondingly, a brief description of the site’s constraints is here provided.

Criterion: Convenient Access to Downtown Ann Arbor and Major Trip Generators
Segment 1 is located in the northwestern corner of the city. It is over 2.5 miles from the center of downtown and other major activity areas. This site does not meet the criterion for convenient access.

Criterion: Suitable Land for a Station
The track segment is surrounded by the Bird Hills Park / Nature Area and part of the segment is immediately adjacent to both the Huron River and West Huron River Drive. Nearby developed areas consist entirely of single-family homes, aside from the tracks themselves and the nearby Barton Dam on the river. There appears to be very little land for a station here, even if parkland were to be included for station use.

Criterion: Convenient Access to Existing Roadways
The segment is accessed via a winding two-lane road (West Huron Drive), which would require modifications to accommodate station access. The nearest high capacity roadways are further than one mile from the segment.

Criterion: Public Transit Connections
One existing Ann Arbor Area Transportation Authority (AAATA) bus route, Route 13, loops through a residential area within one block of Segment 1, at the end of its route. The route operates between the area and downtown Ann Arbor at peak 30-minute headways and hourly during the midday. Route 13 could potentially extend to a station at the segment to provide a very basic transit connection.

Criterion: Minimizing Environmental Impacts
The segment is within flood zones, which limits opportunities for a station in the area. A station would also present potential impacts to surrounding parkland, the Huron River, wetland areas, wildlife habitat, and a low-density residential area.

Summary
Segment 1 is not a reasonable station site, as it meets very few of the site identification criteria. It is not recommended for further consideration. Phase I scoring for this segment is shown in the matrix below. The Segment 1 area is displayed in Figure 4.

<table>
<thead>
<tr>
<th>Segment 1: West Huron River Drive</th>
<th>Scoring</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenient Access to Downtown Ann Arbor and Major Activity Centers</td>
<td>-2</td>
</tr>
<tr>
<td>Suitable Land for Station Facilities</td>
<td>-2</td>
</tr>
<tr>
<td>Accessed by Existing Roadways</td>
<td>-1</td>
</tr>
<tr>
<td>Public Transit Connection Potential</td>
<td>-1</td>
</tr>
<tr>
<td>Minimize Environmental Impacts</td>
<td>-2</td>
</tr>
<tr>
<td><strong>Phase I Score</strong></td>
<td><strong>-8</strong></td>
</tr>
</tbody>
</table>
Figure 4: Segment 1—West Huron River Drive
Segment 2: Barton Shore Drive (Figure 5)

Segment 2 meets few of the site identification criteria. The tracks follow the border between City parkland (the Barton Nature Area) and the Barton Hill Village incorporated area north of the city of Ann Arbor. The tracks bridge the Huron River at either end of the segment. Barton Shore Drive extends along the far side of the farmland from the tracks and is the nearest roadway. The City parkland is actually on a peninsula surrounded by the Huron River and thus is disconnected from the rest of the city except by two footbridges across the river. On the north side of the tracks is a meadow behind the Barton Hills Village Hall. A Barton Nature Area access trail crosses under the tracks at the northwestern end of the segment.

Criterion: Convenient Access to Downtown Ann Arbor and Major Trip Generators
This segment is north of the city (except for the bordering parkland). It is located about 2 miles from downtown and is further from other major activity areas. It is well outside the half-mile walk shed of major activity areas.

Criterion: Suitable Land for a Station
The only place to construct a station along Segment 2 is on the meadow north of the tracks. A station on these properties would be in Barton Hills Village, and thus does not meet the criterion of a station within the City of Ann Arbor. The meadow north of the tracks is large enough to host a station, but the land is outside Ann Arbor city limits and further than a mile from identified activity centers.

Criterion: Convenient Access to Existing Roadways
The Segment 2 area is not linked to a public road. A new street would need to be constructed to access a potential station site. Barton Shore Drive is a private, two-lane, tree-lined facility that connects to Barton Drive at a stop sign-controlled intersection. This intersection includes M 14 highway on and off ramps, which would be advantageous for this segment if local roadways connected the intersection to the segment. The meadow properties separate the tracks from the intersection and all local roadways.

Criterion: Public Transit Connections
No public transit routes travel in nearby areas.

Criterion: Minimizing Environmental Impacts
Station construction and operations present potential impacts to surrounding wetland areas and parklands. Siting a station here would displace meadow land and dramatically change the area’s character.

Summary
Segment 2 meets few of the site identification criteria and thus is not recommended for further consideration. Phase I scoring for this segment is shown in the matrix below. The Segment 2 area is displayed in Figure 5.

<table>
<thead>
<tr>
<th>Segment 2: Barton Shore Drive</th>
<th>Scoring</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenient Access to Downtown Ann Arbor and Major Activity Centers</td>
<td>-2</td>
</tr>
<tr>
<td>Suitable Land for Station Facilities</td>
<td>-1</td>
</tr>
<tr>
<td>Accessed by Existing Roadways</td>
<td>-1</td>
</tr>
<tr>
<td>Public Transit Connection Potential</td>
<td>-2</td>
</tr>
<tr>
<td>Minimize Environmental Impacts</td>
<td>-2</td>
</tr>
<tr>
<td><strong>Phase I Score</strong></td>
<td><strong>-8</strong></td>
</tr>
</tbody>
</table>
Figure 5: Segment 2—Barton Shore Drive
Segment 3: North Main Street
(Figure 6)

Segment 3 is located about one mile northwest of downtown Ann Arbor. Through this area, the tracks extend between a light industrial zone along North Main Street and Bandemer Park. At the southern end of the segment, the railroad right-of-way includes the Border-to-Border (B2B) Trail shared-use pathway, which sits on an easement provided by the railroad. In this area, the tracks and B2B Trail are immediately adjacent to the Huron River. The track area, Bandemer Park, and the B2B Trail are accessed via Lake Shore Drive, a private drive that connects perpendicularly with North Main Street and crosses the tracks at grade.

The railroad right-of-way is exceptionally wide along parts of Segment 3. The area historically included industrial access yard tracks, and an active excursion rail platform exists along this segment. Two siding tracks in the area are used for storing vintage railroad cars owned by Artrain/Mid America Railcar Leasing LLC (http://www.midamericarailcar.com/index.html). A trackside platform and shelter serves as a waiting area for visiting the railcars and excursion and educational trips using the vintage railcars.

The Artrain rail shelter sits adjacent to a parking lot for the NEW Center, a facility housing non-profit organizations at 1100 North Main Street. The parking lot contains just over 50 parking spaces adjacent to the tracks.

Criterion: Convenient Access to Downtown Ann Arbor and Major Trip Generators
The one mile distance between Segment 3 and downtown is greater than the national walking tolerance average of one-half mile to fixed guideway transit. Other activity areas are further from the segment. The primary connection to the area is North Main Street, which offers a sidewalk along the east side of the roadway and few other amenities for walking or bicycling between Downtown, Ann Arbor neighborhoods, and the segment area. The B2B Trail provides regional bicycle access to the area.

Criterion: Suitable Land for a Station
The wedge of properties between North Main Street and the tracks contains several light industrial and office businesses. One or more of these properties would need to be acquired in order to locate a multi-modal station in the area. An industrial use exists across North Main Street opposite Lake Shore Drive. A few other businesses are scattered along the west side of North Main Street. The majority of the west side of North Main Street contains a heavily wooded slope. This is part of the Bluffs Nature Area, which covers the hillside and borders North Main Street for much of its length through the area.

Criterion: Convenient Access to Existing Roadways
North Main Street is a major four-lane arterial through this area with connections to Downtown and M 14. For station access, North Main Street would likely require a signalized intersection and other improvements at Lake Shore Drive or a nearby site entry point. Lake Shore Drive is not currently a public road, which creates another challenge to access this location.

Criterion: Public Transit Connections
Only one AAATA bus route, Route 13, travels in the general Segment 3 area. It operates about three blocks from the southern limit of this segment. Other bus routes would need to make major diversions to serve the area. The proposed Washtenaw and Livingston Line (WALLY) commuter rail service may be implemented about 400 yards south of the segment. WALLY would travel between downtown Ann Arbor and Howell. At a point between Segments 3 and 4, the Ann Arbor Railroad tracks pass above the Amtrak tracks on a viaduct. Both railroads navigate sharp curves at the crossing point, which eliminates the option of locating the intercity rail station at the...
crossing. The WALLY project has not proposed a station in the vicinity of the crossing point.

Criterion: Minimizing Environmental Impacts
Notable environmental impacts of a station along Segment 3 would be the cost to the City of acquiring multiple properties and relocation of several businesses. Potential impacts to nearby park areas, associated wetlands, and the Huron River would also need consideration. Also to be considered: the cost to redesign North Main Street and nearby intersections to provide multi-modal site access.

Summary
It appears possible to locate an intermodal passenger rail station at Segment 3. However, the segment does not meet the Purpose and Need. The prospect of acquiring several properties along the segment and relocating businesses raises the capital and socioeconomic costs of locating a station here. Access and roadway conditions create problems for vehicular and non-motorized access between the site and major activity areas. This site has limited potential for transit connections. The site’s environmental constraints are complex, and thus the Project Team initially did not recommend advancing Segment 3 for further analysis.

Postscript: At June stakeholder and public meetings, a few participants expressed support for further consideration of this segment area. Several other meeting participants concurred with the requests, with no dissent. As a result, the Project Team advanced Segment 3 for further consideration in the Phase II analysis, along with Segment 4 (Depot Street/Existing Amtrak) and Segment 5 (Fuller Road—West).

The Project Team performed further analysis on this site and developed conceptual designs after the conclusion of Phase I. The Team concluded that the station program would require considerably more land than originally anticipated and that very little buildable land would remain for station-oriented development. All businesses between North Main Street and the Huron River and within 700 feet of Lake Shore Drive would be relocated for this segment. This information was shared with diverse stakeholders during a site tour on September 15, 2014. Accordingly, tour participants and meeting attendees expressed little support for this site after the tour. The Project Team once again recommends eliminating Segment 3 from further consideration. Concept designs for this site and further analysis will be included in a Phase II Alternatives Analysis technical memorandum.

Phase I scoring for this segment is shown in the adjoining matrix. The Segment 3 area is displayed in Figure 6.

<table>
<thead>
<tr>
<th>Segment 3: North Main Street</th>
<th>Scoring</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenient Access to Downtown Ann Arbor and Major Activity Centers</td>
<td>0</td>
</tr>
<tr>
<td>Suitable Land for Station Facilities</td>
<td>0</td>
</tr>
<tr>
<td>Accessed by Existing Roadways</td>
<td>1</td>
</tr>
<tr>
<td>Public Transit Connection Potential</td>
<td>0</td>
</tr>
<tr>
<td>Minimize Environmental Impacts</td>
<td>-1</td>
</tr>
<tr>
<td>Phase I Score</td>
<td>0</td>
</tr>
</tbody>
</table>
Segment 4: Depot Street (Existing Amtrak Station) (Figure 7)

The Segment 4 area includes the existing Ann Arbor Amtrak Station, the busiest passenger rail station in the state of Michigan. The station is located about one-half mile from the center of downtown Ann Arbor. Current station utilization is about 150,000 annual passengers. Segment 4 is also the location of the historic Ann Arbor train station building (now the Gandy Dancer restaurant), which sits next door to the Amtrak station. The Amtrak station building is situated south of the tracks on Depot Street, where the street passes beneath the Broadway Street Bridge. Public parking lots containing over 50 total metered spaces abut the station building.

The immediate Depot Street area contains a low-density mix of commercial properties. Beyond the commercial properties, a mix of single-family homes, apartment buildings, institutions and parks extends south of the station along an urban street grid. The area includes two Historic Districts: the Division Street Historic District (which includes the historic station building) and the Old Fourth Ward Historic District (which extends from Depot Street to downtown). The area’s urban mix gains intensity as it reaches the fringes of downtown. North of the tracks, an L-shaped Amtrak parcel contains 70-80 long-term parking spaces for the station and a stormwater management area associated with the parking area. Grassy berms and the driveway throat in the area function as overflow parking. A large, previously developed parcel (owned by DTE Energy) extends northward from the Amtrak long-term parking lot to the Huron River. This land was used decades ago for energy manufacturing—a process that left the site polluted. DTE performed environmental remediation of the site in 2012-2013.9 The Broadway Street Bridge divides these properties from Broadway Park. The area north of the river along Broadway Street contains a few sidewalk-oriented commercial buildings. The Kellogg Eye Center Hospital and other U-M facilities are situated along Wall Street just to the northeast of this location.

The total amount of parking currently available to Amtrak customers includes:

- 70-80 spaces north of the tracks and some additional open land used for parking (Long Term Parking). This parking is available at no charge and parking restrictions are lightly enforced. Riverfront recreational users and visitors to the nearby Kellogg Eye Center hospital reportedly use up to 50 percent of these spaces periodically;
- About 38 short-term metered spaces in the city lot west of the station, including 2 “blue” accessible spaces, and
- About 14 short-term metered spaces beneath the Broadway Bridge, just south of the station building.

The existing Amtrak station building is undersized for its present use, and station activity is expected to grow more than seven fold by 2035. The station building lacks many amenities generally associated with busy intercity passenger rail stations. Also problematic: the long-term station parking area, located north of the tracks, is at capacity. Access to the parking area is a problem as well: the walk via the Broadway Street Bridge currently requires multiple flights of stairs. The narrowness of Depot Street, limited curbside space, and complex station traffic cause local congestion.10

The Segment 4 area is displayed in Figure 7.


10 More information on the existing Ann Arbor Amtrak station is available in an Existing Conditions memorandum prepared by the Project Team for the Environmental Review and dated March 5, 2014.
Figure 7: Segment 4—Depot Street (Existing Amtrak Station)
Several community members have expressed interest in repurposing the historic station building /Gandy Dancer Restaurant as part of a new Ann Arbor Intermodal Passenger Rail Station. Factors complicating this reuse include:

1. The historic station building and its surrounding land are privately owned. This building and surrounding brick streets are in the Division Street Local Historic District, which could limit alteration and new construction;
2. The projected 2035 ridership at a new Ann Arbor Intermodal Passenger Rail Station is over 1 million annual riders. Amtrak guidelines for a station accommodating this passenger volume call for a building larger than the historic station building;
3. Land on the east side of the Broadway Street Bridge, which is where the historic station building is, is more constrained than land west of the bridge. Broadway Park boarders the tracks opposite the historic station building, which limits grade-separated pedestrian crossing options at this location. The impacts of a pedestrian bridge or tunnel between the historic building, a second passenger platform and parking across the tracks also need consideration;
4. The narrow, linear parking lot across Depot Street from the historic station building contains 20 parking spaces. Modifications to this lot for additional parking or multi-modal access are constrained by an adjoining forested slope that includes and borders residential structures. Also, this parking lot is in the Old Fourth Ward Local Historic District, which could limit construction on the site. A second parking lot east of the historic station building, including about 40 parking spaces, could possibly extend linearly. However, is probably too narrow to enable vertical station parking; and
5. Existing station parking and large parcels that can possibly host expanded parking are on the west side of the Broadway Street Bridge and north of the tracks. A building along the segment for a new Ann Arbor Intermodal Passenger Rail Station would connect directly with these parcels, and thus would most likely be located west of the Broadway Street Bridge.

Criterion: Convenient Access to Downtown Ann Arbor and Major Trip Generators
Of all the segments, Segment 4 is the closest to downtown Ann Arbor. It sits approximately one-half mile from the heart of downtown—a walkable distance. The U-M Medical Campus is located about two-thirds of a mile away, and the U-M Central Campus is less than a mile away. The city’s street grid connects the station area to the entire city. Topography, an elevated roadway, and high speed vehicular approaches to the Broadway Street Bridge create some local non-motorized and barrier-free access problems. Mitigation measures may be able to address these problems, but would add to a new station’s implementation costs.

Criterion: Suitable Land for a Station
The existing station properties on both sides of the tracks provide about 2.5 acres of relatively unencumbered land as a starting point. City-operated parking lots adjacent to the station are potentially suitable for station development. Other nearby land could possibly be acquired for the station; this includes DTE parcel(s), properties associated with the landmark historic station building (the Gandy Dancer restaurant), and commercial properties along Depot Street.

Criterion: Convenient Access to Existing Roadways
While the Segment 4 area is connected to the Ann Arbor street grid, previously-noted topographical and roadway conditions create challenges for local access. While land may be available for station parking on the north side of the tracks, access to and from Broadway...
Street is currently funneled to a single, unsignalized access point. The station parking access drive would likely require a traffic signal and potentially require an additional access point. The grade differential between trackside parcels and the Broadway Street Bridge creates access challenges. It is possible that these issues can be addressed with mitigation measures, but at additional cost to the station project.

**Criterion: Public Transit Connections**
Existing transit service connects the Segment 4 area with downtown Ann Arbor, the U-M Central Campus, and the U-M North Campus. Three AAATA bus routes serve the immediate area. AAATA Route 17 stops on Depot Street in front of the existing station. Two other routes (AAATA Routes 1 and 2C) follow Broadway Street across the bridge, and thus travel above the station. The Project Team recommends exploring opportunities to connect these routes to the station in the next phase of the Environmental Review. Options include stops on the bridge with a crosswalk and vertical circulation, or a route diversion to the station. Improvements to enable Broadway Street routes to connect would add to the project cost.

U-M bus routes travel within one-quarter mile of the Segment 4 area and can possibly be extended to connect to the area. To summarize, connecting sufficient transit to a station at Segment 4 seems achievable.

**Criterion: Minimizing Environmental Impacts**
Impacts to Amtrak operations during development of a new station would require careful staging. Parts of the existing station property and much of the surrounding land lie within identified flood zones. Traffic impacts related to station and access improvements would need consideration and, conceivably, mitigation measures. Should property in addition to Amtrak parcels be required for a new station at the site, the financial and socioeconomic impacts of property acquisitions must be considered. The historic station building (now Gandy Dancer restaurant) is on the National Register of Historic Places. Thus, impacts to the historic station building must be avoided.

**Summary**
Segment 4 contains the city’s passenger rail station today and may possibly host a new intermodal station meeting the Purpose and Need. An exploration of station options at this site is recommended for further consideration. Phase I scoring for this segment is shown in the matrix below.

<table>
<thead>
<tr>
<th>Segment 4: Depot Street (Existing Amtrak)</th>
<th>Scoring</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenient Access to Downtown Ann Arbor and Major Activity Centers</td>
<td>2</td>
</tr>
<tr>
<td>Suitable Land for Station Facilities</td>
<td>1</td>
</tr>
<tr>
<td>Accessed by Existing Roadways</td>
<td>1</td>
</tr>
<tr>
<td>Public Transit Connection Potential</td>
<td>1</td>
</tr>
<tr>
<td>Minimize Environmental Impacts</td>
<td>1</td>
</tr>
</tbody>
</table>

**Phase I Score** 6
Segment 5: Fuller Road (West)  
(Figure 8)

Segment 5 is located immediately north of and downhill from the U-M Medical Campus, below the Fuller Road and East Medical Center Drive bridges. The north side of the tracks is bordered by Fuller Park, which sits slightly higher in elevation than the tracks.

The Segment 5 area contains a dense employment concentration—far exceeding the other segment areas. It also contains multiple large parking lots and structures that support local employment, education and recreation. One of the parking areas within Fuller Park extends parallel to the tracks, about 75 feet north of the tracks. The lot contains about 250 spaces. Another large parking lot is located further north from the segment, on the far side of Fuller Road. This additional lot next to the Fuller Park Outdoor Pool and Waterslide contains about 235 spaces. Both of these parking lots appear to be used, in part, by commuters. South of the tracks and up the hill, the multi-level M15 North Entrance Parking Structure is nestled into the Medical Campus. Other parking structures and lots surround the Medical Campus, some of which are near the track segment.

The area also contains a nearby multi-family residential area, located across the Huron River from the segment along Maiden Lane. The Kellogg Eye Center Hospital is just beyond the housing areas. U-M recreational fields are east of the segment along Fuller Road, as are some U-M North Campus facilities and the VA Hospital.

The Segment 5 area is displayed in Figure 8.

Criterion: Convenient Access to Downtown Ann Arbor and Major Trip Generators
Segment 5 is located about one mile from the center of downtown Ann Arbor, beyond the typical distance passengers would be willing to walk. Frequent transit service between the segment area and downtown helps bridge that walking gap. A planned high-capacity transit service, the Connector, is proposed to link the area with downtown, U-M campuses, and other major activity areas. The segment is about 100 yards from the nearest U-M Medical Campus buildings.

The Medical Campus has one of the highest concentrations of jobs in Washtenaw County. The difference in elevation between the tracks and the Medical Campus would require vertical circulation, including elevators to serve persons with disabilities. The U-M Central Campus is located about two-thirds of a mile from the segment—a long walk. Both the Central and North Campuses connect to the area by frequent bus services.

Criterion: Suitable Land for a Station
The Segment 5 area has land uses to support a station. Platforms and vertical circulation may fit within railroad property, but a station building and other facilities would be located a) on City-owned designated park land now occupied by parking, b) in air rights above the MDOT tracks, c) on University property that is densely built-out with medical facilities, and/or d) along area roadways. While these issues appear complicated, further analysis would clarify the feasibility and reasonableness of a station along this segment.
Figure 8: Segment 5—Fuller Road (West)
(Segment 5: Fuller Road (West), continued)

Criterion: Convenient Access to Existing Roadways
The Segment 5 area is surrounded by high-capacity roadways. It is the most likely station site to absorb station traffic without significant roadway modifications. The impacts of adding station traffic to the already congested area roadways will require detailed traffic analysis in Phase II.

Fuller Road is a multi-lane parkway facility. The intersection with Maiden Lane and East Medical Center Drive is under consideration for an improvement by the City of Ann Arbor to address existing traffic issues. Sidewalks exist on all public streets with the sidewalk width of 8-10’ allowing them to serve as shared-use paths. The regional B2B Trail is designated on the paths on the north side of Fuller Road through the area.

Criterion: Public Transit Connections
The Segment 5 area is second only to the City and University transit centers in its concentration of existing bus service. All points in the city and much of Washtenaw County can connect to the area via existing transit routes. AAATA bus routes serving the area include Routes 1U, 2A, 2B, and 3. Several other AAATA routes travel within one-third mile of the segment at the U-M Hospital Mott transit center and conceivably could extend to a station at Segment 5. These include Routes 4A, 14, 18A, 609, C, IC, and RL. All eleven U-M bus routes except the Oxford / Oxford Shuttle and Night Owl services travel in the immediate Segment 5 area.

In addition to existing transit routes, the planned Connector high-capacity transit corridor would serve the U-M Medical Campus, with a station just north of E. Medical Center Drive. Segment 5 is the only track segment where a Connector station is proposed in the immediate vicinity. All of the Connector alignments under consideration include a station in the Segment 5 area. Should the Connector advance to implementation, its corridor would extend from Segment 5 to a downtown area in the vicinity of a proposed WALLY commuter rail station near the intersection of W. Washington Street and S. 1st Street.

Criterion: Minimizing Environmental Impacts
A major environmental consideration for Segment 5 is its ability to accommodate station facilities north of the tracks, with resulting impacts to designated parkland. Much of the parkland adjacent to the track segment is currently used for commuter parking. Parkland impacts and associated mitigation measures will need careful consideration in the Phase II analysis.

Summary
Segment 5 presents significant opportunities as well as challenges. It also meets the Purpose and Need requirements if a station can be located along the segment. It is recommended for inclusion in the Phase II analysis. Because the station would use designated park lands, other alternatives and minimization measures will be considered during Phase II. Phase I scoring for this segment is shown in the matrix below.

<table>
<thead>
<tr>
<th>Segment 5: Fuller Road (West)</th>
<th>Scoring</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenient Access to Downtown Ann Arbor and Major Activity Centers</td>
<td>2</td>
</tr>
<tr>
<td>Suitable Land for Station Facilities</td>
<td>1</td>
</tr>
<tr>
<td>Accessed by Existing Roadways</td>
<td>2</td>
</tr>
<tr>
<td>Public Transit Connection Potential</td>
<td>2</td>
</tr>
<tr>
<td>Minimize Environmental Impacts</td>
<td>1</td>
</tr>
</tbody>
</table>

Phase I Score 8
Segment 6: Fuller Road (East)  
(Figure 9)

The track distance between Segment 6 and Segment 5 is only one-quarter mile. By comparison, though, Segment 6 is quite isolated from activity centers. Segment 6 is situated on a peninsula defined by a bend in the Huron River. The tracks cross the river at each end of the segment. The segment is completely surrounded by U-M land, including recreation fields (U-M Mitchell Field) on the north side of the tracks, and a nature area (part of Nichols Arboretum) south of the tracks.

Mitchell Field is a property meeting the definition of the U.S. Department of Transportation Act of 1966 Section 4(f) recreational lands. The University of Michigan website explains that:

“Mitchell Field is used for scheduled activities and rentals. This facility is not available for drop-in play. Facilities include a large field area for soccer, softball, flag football, and ultimate frisbee.”

Two large parking lots straddle Fuller Road north of the recreation lands adjacent to the segment. These lots contain about 765 parking spaces (about 470 spaces south of Fuller Road and about 295 spaces north of Fuller Road). These lots are used by commuters. U-M and AAATA bus services connect the lots to locations throughout the city. Nearby activity areas include the Ann Arbor VA Hospital and North Campus facilities, both located about one-third mile from the segment. At their nearest, the parking lots are within 170 yards of the track segment. The average distance between the lots and the tracks is about 275 yards. No roadways connect the lots to the track area; one pathway generally makes that connection.

Criterion: Convenient Access to Downtown Ann Arbor and Major Trip Generators  
This segment is about 1.5 miles from downtown Ann Arbor. A series of physical barriers separate the segment from all activity areas. For example: spanning the two-tenths-mile gap between the segment and the U-M Medical Campus would require a footbridge across the river, vertical circulation, and new pathways.

The Gallup Park Pathway (shared-use trail) passes near the segment, conveying the B2B Trail through the area. This path creates a connection to Fuller Road and transit services, but requires a 400-yard walk. No existing roadway connects to the segment. Substantial modifications to Mitchell Field would be required to establish direct connections between Fuller Road and the segment, thus providing connections to the rest of the city and activity centers.

Criterion: Suitable Land for a Station  
Portions of Mitchell Field would need to be converted to other uses to enable a station along the segment. These uses would need to extend somewhat to the portion of Nichols Arboretum on the south side of the tracks, which is a pristine nature area.

Criterion: Convenient Access to Existing Roadways  
While Fuller Road travels near the segment and is a high-capacity arterial, no roadway connects Segment 6 to Fuller Road.

Criterion: Public Transit Connections  
Nearby Fuller Road and East Medical Center Drive are busy transit corridors conveying almost all U-M bus routes. AAATA Route 3 follows Fuller Road through the area, and several other AAATA routes serve the nearby U-M North Campus and Medical Campus. These bus corridors, Fuller Road and East Medical Center Drive, are each about 230 yards from the segment. However, no roadways connect these bus corridors to the segment.

11 University of Michigan website:  
http://recsports.umich.edu/article/mitchell-fields
Criterion: Minimizing Environmental Impacts
A station at Segment 6 would require converting a substantial portion of U-M Mitchell Field, which meets the Section 4(f) recreation land definition, to station uses. The Nichols Arboretum nature area south of the tracks, another Section 4(f) property, would also be used to some extent.

Summary
Segment 6 meets few of the site identification criteria. In particular, it offers insufficient access and suitable land meeting the Purpose and Need and requires substantial Section 4(f) property uses. It is not recommended for further analysis. Phase I scoring for this segment is shown in the matrix below. The Segment 6 area is displayed in Figure 9.

<table>
<thead>
<tr>
<th>Segment 6: Fuller Road (East)</th>
<th>Scoring</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenient Access to Downtown Ann Arbor and Major Activity Centers</td>
<td>0</td>
</tr>
<tr>
<td>Suitable Land for Station Facilities</td>
<td>0</td>
</tr>
<tr>
<td>Accessed by Existing Roadways</td>
<td>-1</td>
</tr>
<tr>
<td>Public Transit Connection Potential</td>
<td>-1</td>
</tr>
<tr>
<td>Minimize Environmental Impacts</td>
<td>-1</td>
</tr>
<tr>
<td><strong>Phase I Score</strong></td>
<td><strong>-3</strong></td>
</tr>
</tbody>
</table>
Figure 9: Segment 6—Fuller Road (East)
Segment 7: Geddes Avenue (West)
(Figure 10)

Segment 7 lies along a sliver of riverfront Gallup Park land in residential east Ann Arbor. It offers the fewest characteristics meeting the Purpose and Need of all the segments.

Criterion: Convenient Access to Downtown Ann Arbor and Major Trip Generators
While Segment 7 offers direct access to the Gallup Park Pathway / B2B Trail, major activity areas are well beyond the half-mile walking distance from the segment. The segment is over 2.5 miles from downtown Ann Arbor.

Criterion: Suitable Land for a Station
Segment 7 offers virtually no suitable land for a station. The tracks are separated from the Huron River by a narrow strip of riparian forest. Opposite the tracks from the river is a strip of wooded backyards of single-family homes.

Criterion: Convenient Access to Existing Roadways
No existing roadway meets Segment 7. Geddes Avenue, a winding two-lane arterial travels near the segment’s eastern end.

Criterion: Public Transit Connections
Two bus routes serve the general segment area. AAATA Route 22 follows Huron Parkway one-third mile east of Segment 7. Another route, AAATA Route 3, shifts its operation between Huron Parkway and Fuller Road. Both of these corridors are on the opposite side of the Huron River and Gallup Park from the segment, about one-third mile from the segment. These routes could conceivably make significant deviations to serve the segment area, but no roadway allows them to connect directly.

Criterion: Minimizing Environmental Impacts
A station at Segment 7 would face many environmental impacts: to parkland, wetlands, the river, a single-family residential area, narrow roadways and park drives.

Summary
Segment 7 meets none of the site identification criteria and is not recommended for further consideration. Phase I scoring for this segment is shown in the matrix below. The Segment 7 area is displayed in Figure 10.

<table>
<thead>
<tr>
<th>Segment 7: Geddes Avenue (West)</th>
<th>Scoring</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenient Access to Downtown Ann Arbor and Major Activity Centers</td>
<td>-2</td>
</tr>
<tr>
<td>Suitable Land for Station Facilities</td>
<td>-2</td>
</tr>
<tr>
<td>Accessed by Existing Roadways</td>
<td>-2</td>
</tr>
<tr>
<td>Public Transit Connection Potential</td>
<td>-2</td>
</tr>
<tr>
<td>Minimize Environmental Impacts</td>
<td>-2</td>
</tr>
</tbody>
</table>

Phase I Score -10
Figure 10: Segment 7—Geddes Avenue (West)
Segment 8: Geddes Avenue (East) (Figure 11)

Segment 8 extends along the southern banks of the Huron River, adjacent to Gallup Park and Geddes Avenue under the Huron Parkway Bridge. It is situated in the city’s eastern extent, near the Huron Hills Golf Course and the Racquet Club of Ann Arbor. Adjacent properties consist solely of park and recreation land and facilities. The segment meets few site identification criteria.

Criterion: Convenient Access to Downtown Ann Arbor and Major Trip Generators
Segment 8 is over 2.5 miles from downtown Ann Arbor with no direct roadway connection. It is well beyond the half-mile walking distance from other activity centers.

Criterion: Suitable Land for a Station
To obtain the minimum 3 acres of land for a station at Segment 8 would require acquisition of private land (the Racquet Club) or converting part of the Huron Hills Golf Course, a city park, to station uses.

Criterion: Convenient Access to Existing Roadways
Huron Parkway is a major arterial crossing above the segment and provides a local access connection to the area at Geddes Avenue. Thus, a sufficient roadway connection to the segment may be feasible. This roadway connection would be far removed from Downtown and activity centers.

Criterion: Public Transit Connections
One AAATA bus route, Route 22, follows Huron Parkway through the area. This cross-town route operates at 30-minute headways throughout the day. It could possibly divert to connect to the segment, creating a very basic transit connection.

Criterion: Minimizing Environmental Impacts
A station at Segment 8 would cause significant socioeconomic impacts associated with the relocation of the Racquet Club, golf course, or both. These would raise the implementation cost of a station at the segment. Also, the segment is squeezed between two parks: Gallup Park and the golf course. Both would likely be impacted.

Summary
Segment 8 is in an outlying city area with poor access to downtown Ann Arbor and other activity areas. A station at this track segment would incur substantial socioeconomic impacts and would likely require Section 4(f) parkland uses. Segment 8 is not recommended for further consideration. Phase I scoring for this segment is shown in the matrix below. The Segment 8 area is displayed in Figure 11.

<table>
<thead>
<tr>
<th>Segment 8: Geddes Avenue (East)</th>
<th>Scoring</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenient Access to Downtown Ann Arbor and Major Activity Centers</td>
<td>-2</td>
</tr>
<tr>
<td>Suitable Land for Station Facilities</td>
<td>0</td>
</tr>
<tr>
<td>Accessed by Existing Roadways</td>
<td>0</td>
</tr>
<tr>
<td>Public Transit Connection Potential</td>
<td>-1</td>
</tr>
<tr>
<td>Minimize Environmental Impacts</td>
<td>-2</td>
</tr>
<tr>
<td><strong>Phase I Score</strong></td>
<td><strong>-5</strong></td>
</tr>
</tbody>
</table>

Final 10 / 14 / 14 27
Figure 11: Segment 8—Geddes Avenue (East)
Station Site Identification Findings

Table 2 (page 30) provides an evaluation matrix for the eight track segments under consideration. The matrix shows each segment’s performance according to the site identification criteria. This scoring system is used exclusively to screen the segments from eight to a smaller set for detailed analysis. No ranking order for the remaining segments will be carried into the Phase II analysis. The following bullets summarize the Phase I Alternatives Analysis findings:

- Segments 1, 2, 6, 7 and 8 do not perform well against the Ann Arbor Station Site Identification Criteria. In general, they offer limited access to downtown Ann Arbor and other activity areas, and lack suitable space for needed station facilities.

- Segment 3 (North Main Street) offers land that could be converted from light industrial and office use to station uses. Using these properties for the station would require substantial land acquisitions and business relocation. A station along this segment also has potential impacts to parks and open space resources. It is a relatively inconvenient location for transit and non-motorized access. While not initially recommended for advancement, a handful of participants at the June stakeholder and public meetings expressed support for further consideration of this area for a new station, and other meeting participants consented. As a result, the Project Team recommended including Segment 3 in the Phase II analysis. (As noted in the postscript to the Segment 3 evaluation, the Project Team no longer recommends consideration of Segment 3. This position will be explained in the Phase II memorandum.)

- Segment 4 (Depot Street/Existing Amtrak Station) is in proximity to downtown Ann Arbor and key activity centers. However, the segment may offer challenges in terms of floodways, traffic impacts, space available and access features.

- Segment 5 is also well-positioned in the center of the community. It is near a major employment and education area and abundant transit service. This area has potential environmental concerns related to parks and open space impacts.

Based on the initial screening analysis of the eight viable track segments along the corridor, three of these (Segments 3, 4 and 5) were recommended for further analysis during Phase II, in addition to the No-Build Alternative. A key consideration is expected to be the feasibility and reasonableness of using space at or adjacent to the existing Ann Arbor Amtrak station (Segment 4: Depot Street/Existing Amtrak) and accommodating station traffic and multi-modal access at this location. This is the only segment to be advanced that requires no park land uses. Since Segment 4 has not yet been demonstrated to be feasible and reasonable, the Project Team recommends advancing the two other locations as options for analysis. Of the considered locations other than Segment 4, Segment 5 (Fuller Road—West) most closely meets the Site Identification Criteria. A more detailed evaluation of potential environmental impacts and benefits associated with Segments 3, 4 and 5 will be the subject of Phase II.

The term “Segment” proved useful during Phase I to identify those track sections that could potentially accommodate a station. Moving forward, the potential locations for new stations will be referred to as station sites. These station site locations have thus been renamed as follows:

- Site 1 (North Main Street);
- Site 2 (Depot Street/Existing Amtrak); and
- Site 3 (Fuller Road—West).
Table 2: Evaluation Matrix—Ann Arbor Station Site Identification
(2 = Excels according to criteria; 1 = Meets criteria; 0 = Neutral; -1 = Does not meet the criteria; -2 = Very poor performance according to criteria)

<table>
<thead>
<tr>
<th>Segment #</th>
<th>1 W. Huron River Drive</th>
<th>2 Barton Shore Drive</th>
<th>3 N. Main Street</th>
<th>4 Depot Street (Exist. Amtrak Station)</th>
<th>5 Fuller Road (West)</th>
<th>6 Fuller Road (East)</th>
<th>7 Geddes Avenue (West)</th>
<th>8 Geddes Avenue (East)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Convenient Access to Downtown Ann Arbor and Major Activity Centers</td>
<td>-2</td>
<td>-2</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>-2</td>
<td>-2</td>
</tr>
<tr>
<td>Suitable Land for Station Facilities</td>
<td>-2</td>
<td>-1</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>-2</td>
<td>0</td>
</tr>
<tr>
<td>Accessed by Existing Roadways</td>
<td>-1</td>
<td>-1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>-1</td>
<td>-2</td>
<td>0</td>
</tr>
<tr>
<td>Public Transit Connection Potential</td>
<td>-1</td>
<td>-2</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>-1</td>
<td>-2</td>
<td>-1</td>
</tr>
<tr>
<td>Minimize Environmental Impacts</td>
<td>-2</td>
<td>-2</td>
<td>-1</td>
<td>1</td>
<td>1</td>
<td>-1</td>
<td>-2</td>
<td>-2</td>
</tr>
<tr>
<td>Phase 1 Score</td>
<td>-8</td>
<td>-8</td>
<td>0</td>
<td>6</td>
<td>8</td>
<td>-3</td>
<td>-10</td>
<td>-5</td>
</tr>
</tbody>
</table>