



CITY OF ANN ARBOR, MICHIGAN

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Ann Arbor Station Environmental Review Park Advisory Commission Working Session Meeting Notes—5-20-14

Attendees: **PAC Members:** Ingrid Ault (Chair), Graydon Krapohl (Vice Chair), Robert Galardi, Alan Jackson, Melissa Stults, Karen Levin, David Santacroce, Paige Morrison. **Ex-Officio Members Representing City Council:** Mike Anglin

Eli Cooper, City of Ann Arbor
Robert Gorski, URS

- Please identify where the 8 segments are located.
Each segment is identified on the map, and right now they just represent 1,000 feet of track. Each segment is adjacent to and may include some amount of parkland.
- Is #7 where pedestrians cross right now?
Yes. We do want to be near where there is traffic. The outliers (6,7,8) don't make a lot of sense right now.
- Is #5 at Fuller and East Medical.
Yes.
- Is the Fuller Road segment where the previous project was going to be?
These are segments that currently meet MDOT's criteria. Our project is a new review of locations.
- Can the track be realigned at these locations?
Yes, the tracks could be. The State has not evaluated where they are going to flatten out the curves. So much is dictated by the existing geography in this area. This was just looking at what's out there today at 1,000 ft.
- When you were talking about parks impact I was thinking that it is an opportunity. The opportunity to place the station in an attractive location that showcases Ann Arbor's park system. But the project could also have some negative impacts. What do you take into review? There's the criteria you are looking at, 8 spots right now, and then what happens?
In terms of environmental review we have identified that parkland is one of the key criteria. We are also looking at wetlands, floodplains, etc. In looking at the alternatives our goal is to avoid impacts, if we can't avoid it then we need to minimize it as much as possible. We won't be there until the next round of public meetings and we get consensus on which sites to review. Then we will do the detailed design and look at if we have impacts how to avoid them.
- When you say 155,000 people what does that mean?
Each of those represents a single-one-way trip.



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- Right now there are 3 trips per day?
3 round trips, 6 trains per day through Ann Arbor.
- When you say 10 per day, are you just talking about Chicago? I'm tripling the 155,000.
Yes, it would just be 10 round trips to Chicago. It's important to note that there is an art and science to ridership forecasting. About 2-3 weeks ago we heard from MDOT that those numbers are triple that again. We are now looking at tripling the number of trips, investing in higher speed rail. The rail will be more efficient and we'll see higher ridership. In 2040 according to the recent MDOT ridership projections we are looking at approximately 1,000,000 discrete trips.
- When you talk about these round trips, are people using it as a shuttle for Detroit/Ann Arbor?
Yes, that's part of the ridership projection. It may be underrepresented as the travel market between Ann Arbor and Detroit for commuting via rail is impractical today. The model starts with a base of current travel choices. As more round trips are added, the practicality of using rail for commuting trips becomes a reality.
- Have you looked at what modes passengers use once they arrive in Ann Arbor (bus, taxi, etc.)?
Currently, The Ride is limited to serving the midday train. The feedback from the Amtrak ticket agents was that travellers were using cabs. People are also using their bikes as well.
- We are reframing this study and characterizing Ann Arbor as a destination. That's why the multimodal discussion is important.
- From a parks perspective, when there was a discussion about the Fuller Road site previously...there were issues. I'm wondering how we can navigate that?
At this point, the project is required to have an environmental review if we need to acquire public recreation lands. With regards to the Purpose and Need, if we agree that it's not appropriate to have an undersized station, and each segment will effect on parks. The responsibility of the team is to lay out the considerations for each segment. Then the team will overlay mitigation and potential use of parks. We have heard from the public that they would like to see the station as a destination. We also hear from the PAC that it would be nice to be connected to bike routes, rentals, lockers, etc. A place to grab a snack, etc. We want to minimize the impact, and we want your input.
- I think we need to make choices and they aren't always without consequences. Promoting mass transit is important. I like your approach making this a good thing for the community overall.
- Can you provide a summary of 4f?
Any federal investment that goes through an environmental review requires a 4f review. There is an extra burden for any investment to be made on such lands. All non Section 4(f) sites would need to be thoroughly reviewed and found to be not feasible or practical as alternatives as part of the process of evaluating a 4(f) impacted property.



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- When will there be a discussion about design of the station?
We had an opportunity to hear from people in the first set of meetings. As we move forward with specific sites we'll get detail, but this isn't a design project. That will come later. We will also be doing a site tour later. You won't see what the building looks like, but the elements you want included.
- In this process as we move into the Concept Plan, traffic is bad at the current site. Is traffic being considered? Is there any consideration of whether or not traffic will increase in the future?
Yes, and that's something that was brought up in other meetings. It's part of the process looking at existing traffic and projected traffic and the impact of a proposed facility
- MDOT and the State are going to approve funding for roads. Will that affect this project?
The MDOT projection for ridership and the station is separate from MDOT's responsibility for maintaining the roads. MDOT has made a commitment to the upgrade to rail and is investing several hundred million dollars in addition to their road initiatives.