

**Ann Arbor City Council Regular Session: May 6, 2013
 Email Redactions List Pursuant to Council Resolution R-09-386**

A	B	C	D	E	F	G
<u>Sent Time</u>	<u>Received Time</u>	<u>TO</u>	<u>From</u>	<u>CC</u>	<u>Redactions</u>	<u>Reason for Redaction</u>
1	11:08 PM	Tom Crawford	Margie Teall		email address	privacy
2	10:13 PM	CityClerk	Edward Vielmetti	John Hieftje	email address	privacy
3	9:33 PM	Jane Lumm	Jane Lumm			
4	9:01 PM	Sabra Briere	Sumedh Bahl			
5		John Hieftje				
6		Sumi Kailasapathy				
7		Steve Powers				
8						

Alexa, Jennifer

From: Teall, Margie
Sent: Monday, May 06, 2013 11:08 PM
To: Crawford, Tom
Subject: FW: Route 14 response

Here you go, Tom.

From: Michael Ford [mailto:MFord@theride.org]
Sent: Tuesday, April 30, 2013 2:01 PM
To: Kunselman, Stephen
Cc: Lumm, Jane; Sally Hart Petersen; [REDACTED]; Hieftje, John; Briere, Sabra; Sumi Kailasapathy; Chuck Warpehoski; Taylor, Christopher (Council); Higgins, Marcia; Teall, Margie; Chris White; Mary Stasiak
Subject: RE: Route 14 response

Thank you for the follow up question about capital funding for ExpressRide services. As I mentioned, the first 3 years of service were paid for using competitive federal grant funds specifically allocated for providing ExpressRide type service. In fact, local dollars have not been used for acquisition of any AATA buses, AATA buildings or bus shelters. All of these items are purchased with capital funds from federal sources. Local tax dollars are almost exclusively used for operational costs. Roughly the first 2 years of ExpressRide services were provided by a subcontractor who used their vehicles, however it was more cost-efficient to bring the service "in-house."

Again, the service hours that were eliminated from Route 14 were reallocated to Ann Arbor service, NOT ExpressRide

From: Kunselman, Stephen [mailto:SKunselman@a2gov.org]
Sent: Wednesday, April 24, 2013 5:02 PM
To: Michael Ford
Cc: Jane Lumm; Sally Hart Petersen; [REDACTED]; Sabra Briere; Sumi Kailasapathy; Chuck Warpehoski; Christopher Taylor; mhiggins@a2gov.org; Margie Teall; Chris White; Mary Stasiak
Subject: Re: Route 14 response

Thank you Mr. Ford. I didn't see an explanation of the capital funding used for the purchase of the AATA buses that are providing the service to Chelsea and Canton. Did Ann Arbor taxpayers contribute to the cost of purchasing the buses that are being used to provide out county commuter service? Also, it's my understanding local millage funds were used until last year to subsidize the Express Ride service; hence my concern that Route 14 service was reduced and the funding transferred to ExpressRide service.

Steve

Sent from my iPhone

On Apr 24, 2013, at 4:40 PM, "Michael Ford" <MFord@theride.org> wrote:

Mr. Kunselman,

Thank you for your questions regarding our ExpressRide services. We hope you will find our explanation valuable.

There are a number of factors that lead to AATA providing ExpressRide Services to Chelsea and Canton as well as the decision to eliminate mid-day and weekend service on Route 14. It is

important to note the service hours that were eliminated on Route 14 were reallocated to Skyline High School and Route 18, not to ExpressRide services.

Issues	ExpressRide Service	Route 14
Cost effective service	34% farebox recovery	This route has roughly an 11% farebox recovery rate.
Ann Arbor transit millage funds used?	Service was funded for the first 3 years by federal grants for demonstration projects. 2013 is the first year that these services have become eligible for federal operating assistance and no local funds are being used to operate the service. Due to continued ridership increases, we are in the process of obtaining additional funds from U of M, Chelsea and Canton to maintain the service. If funding cannot be found, the services will be discontinued.	Service is funded by local tax dollars, fares, state operating assistance and a small amount of federal operating assistance. This route will remain vulnerable to reductions or elimination if funding for future improvements cannot be obtained to keep up with ridership demand in other areas.
Empty buses?	Buses are empty one way, much like freeways during peak commuting hours.	Prior to eliminating mid-day hours and weekend service, buses were empty both directions.
Effects on Ann Arbor residents?	The annual 30,000+ rides ExpressRide service reduces parking pressure and traffic congestion, improving the overall quality of life for all Ann Arbor residents.	When Route 14 mid-day and weekend service was identified for elimination, only 16 people commented, 4 from the Ann Arbor Hills neighborhood.
"Wealthy" Commuters	Chelsea's median household income is \$53,611, Canton's median household income is \$80,283.	Ann Arbor's median household income is \$52,625.
Length of time used to evaluate performance of the route	ExpressRide service began in 2008 (Chelsea) and 2009 (Canton.) It takes 3 years to evaluate performance of a new service.	Route 14 has been in existence for more than 30 years.

Since the adoption of the 1990 City of Ann Arbor Transportation Plan and subsequent update in 2009, the explicit intention of Ann Arbor has been to reduce the growth of traffic coming into the city through the use of alternatives including public transit. Additionally, the A2D2 Parking Study commissioned by the DDA identified Chelsea as a location for a demonstration project for

express service. ExpressRide services have seen a 29% increase (Chelsea) and a 54% increase (Canton) in FY2012. This trend is expected to continue based on work trip projections:

<image001.png> <image002.png>

Sincerely,

Michael G. Ford, CEO
Ann Arbor Transportation Authority

From: Kunselman, Stephen [<mailto:SKunselman@a2gov.org>]

Sent: Tuesday, April 23, 2013 10:23 AM

To: Michael Ford

Cc: Jane Lumm; Sally Hart Petersen; [REDACTED]; Sabra Briere; Sumi Kailasapathy; Chuck Warpehoski; Christopher Taylor; mhiggins@a2gov.org; Margie Teall; Chris White; Mary Stasiak

Subject: Re: Route 14 response

Please explain how AA transit millage funds were being used to support sending "empty buses" to Chelsea and Canton to pick up wealthy commuters while bus service on City Route 14 was cut due to "empty buses"? While the explanation is appreciated, it doesn't add up.

Steve

Sent from my iPhone

On Apr 23, 2013, at 9:16 AM, "Michael Ford" <MFord@theride.org> wrote:

Thank you all for your comments and questions regarding Route 14 and overall transit improvements planned for the City of Ann Arbor. Our mission at the Ann Arbor Transportation Authority is to provide **useful, reliable, safe**, environmentally responsible and **cost-effective** public transportation options for the benefit of the Greater Ann Arbor Community.

One of the challenges of operating public transit is balancing service productivity with providing service in all parts of town. As you know, Ann Arbor Hills is an area with houses on large lots, set well off the street and with almost no pedestrian facilities. The residents probably value the almost rural nature of the area, but the low population density makes transit unproductive. AATA operated midday service through Ann Arbor Hills on Arlington and Override Streets for years with very few riders. We certainly heard complaints about "empty buses" and inefficient service in this area.

In 2008, at the direction of the AATA Board, staff reviewed routes with a low level of passengers per service hour throughout the system for reduction or elimination in order to reallocate the service hours to provide higher levels of service in high demand areas. Service on the #14 Geddes-Stadium Route was included in the low productivity service report, and the proposal included eliminating midday service on the route. AATA conducted public input on the proposed changes soliciting comments in several media and at a series of public meetings. This generated input from 314 people, but only 16 concerning the #14 route, 4 of whom were from the Ann Arbor Hills portion of the route.

In FY 2012, productivity of Route 14 was 16.0 passengers per service hour, just under 50% of average productivity. This was artificially low because of Stadium bridge construction. Productivity in 2010 was 20.4 passengers per service hour, 65% of the system average. The portion of the route in the Ann Arbor Hills neighborhood has even lower productivity. In the latest stop by stop ridership compilation for route #14, Arlington/Override had an average of 6 boardings per day total at 8 bus stops (which translates into less than 5 passengers per service hour). The following graph compares productivity for each route within the system. This graph is included in the service standard report each quarter.

<image001.png>

By way of contrast, AATA proposed a similar discontinuation of midday service on the #13 Newport route at the same time. This elicited a large number of emails and phone calls, and attendance at one of the public meetings. As a result of learning the importance of the service for a large group of riders, midday service on this route was retained.

The absence of midday service in Ann Arbor Hills was first raised recently by Amy Shepherd, a resident on Arlington St. Chris White, AATA Manager of Service Development, spoke to her to understand the reason for the request. Her son is a sixth grader at Tappan Middle School. He has limited vision, but wants to be able to travel independently by bus. AATA provides A-Ride, a door-to-door service for people with disabilities unable to use fixed-route bus service. However, he prefers to use regular bus service, and this is consistent with AATA's philosophy. AATA has worked to make bus service as accessible as possible, and many people with disabilities prefer to use bus service whenever possible because of the greater independence it affords and the lower fare. In this case, Ms. Shepherd told Chris White that her son would be able to walk to the closest bus stop with midday service just under a mile away, but there aren't the pedestrian facilities for him to do this safely. We are contacting the City's Transportation Manager, Eli Cooper to see if there is a reasonable solution to provide a safe path.

For now, we have two recommendations for residents along Route 14 who are interested in improving transit service in their area:

- We would encourage you to work with your city council members to implement pedestrian amenities that allow for safe access to transit services in this area, including sidewalks and lighting.
- We would also encourage you to work with your city council members to support the transit improvements proposed in the Urban Core Initiative currently being discussed among local elected leaders. While AATA can provide data analysis and information on the best way to improve transit service in Ann Arbor, we must have the full support of city council members in order to bring this issue to the voters. I have attached a listing of the proposed service improvements in Ann Arbor. While the preferred service theme calls for only maintaining Route 14, restoring midday service in this area as part of the urban core improvements for Ann Arbor could be reconsidered.
- The next Urban Core meeting is scheduled for Thursday, April 25th at 4:00pm. It will be held at Saline City Hall at 100 N. Harris Street, Saline

Michigan, (the meetings are rotated between the communities who wish to improve transit options in their community.)

Thank you very much for your inquiry about Route 14 service. We hope we can work with Ann Arbor officials to resolve this issue in the near future.

Sincerely,

Michael Ford, CEO
Ann Arbor Transportation Authority

Alexa, Jennifer

From: Edward Vielmetti [REDACTED]
Sent: Monday, May 06, 2013 10:13 PM
To: CityClerk
Cc: Hieftje, John
Subject: confirming the membership of the Downtown Citizens Advisory Council
Attachments: Screen shot 2013-05-06 at 10.10.36 PM.png

Jackie -

There was a discussion at City Council tonight regarding the membership of the Downtown Citizens Advisory Council. I am looking at this page

<http://a2gov.legistar.com/DepartmentDetail.aspx?ID=4198&GUID=2553484B-9B4B-47EF-B8BF-13ACCEB6AE05&Search=>

and I've attached a copy of the page; it looks like every single member of this board has an expired term. Can you confirm that this page is accurate?

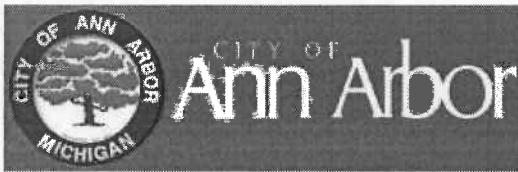
thanks

Ed

cc: John Hieftje

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Edward Vielmetti + [REDACTED]
[REDACTED]



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Name: Downtown Area Citizens' Advisory Council (CAC)
Type: Citizen Board or Commission
Meeting location: 120 N. Division

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Person Name	Title	Start Date	End Date	Web Site	Appointed By
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Herbert Kaufer		5/21/2001	10/19/2012*		John Hieftje
James Kern		2/22/2000	7/21/2011*		John Hieftje
Jane Kaufer		5/21/2001	10/19/2012*		John Hieftje
Joan French		7/3/2006	7/3/2009*		John Hieftje
John R. Chamberlin		5/5/2008	5/5/2011*		John Hieftje
Kathleen Nolan		5/21/2001	7/21/2011*		John Hieftje
Marsha Chamberlin		5/5/2008	5/5/2011*		John Hieftje
Raymond Detter		10/15/1984	10/19/2012*		John Hieftje
Sue Kern		2/22/2000	7/21/2011*		John Hieftje
Susan Nenadic		10/17/2005	10/17/2008*		John Hieftje

Alexa, Jennifer

From: Lumm, Jane
Sent: Monday, May 06, 2013 9:33 PM
To: Lumm, Jane
Subject: 413 Public Hearing

- Concerned about precedent setting implications of approval
 - Character of AA is reason people want to live here, and
 - Importance of buffer zone betwn. Downtown and near neighborhoods
 - Public trust in democratic process
 - Preserve character of area
 - **COMPROMISES SAFETY**
 - No designated loading zone and service drive is not best solution.
 - Emily Bellock:
 - Entry off Huron, as designed, compromises safety of drivers and pedestrians
 - Student move-in logistics not addressed: will be chaotic: with ~ 24,000 vehicles/day (Landmark sees ~ 7000 vehicles/day). Traffic study does not take this into consideration. Do we have enough info. That this will not be a detriment to public safety?
 - Barbara Bach:
 - Want to improve on [unclear] that better fits [unclear]. Goves is [unclear]—abuse of 413
 - Give us a sense of place – this is a landmark area. RESPECT CONTEXT – setback overreach, and decaying effect this would have on historic district.
 - Mid city do-over: rediscover intrinsic value and ask how these buildings contribute to public realm.
 - Development agreement does not satisfy concerns.
 - Site proposal violates many of our laws – enforce law.
 - Doug Kelbaugh: too massive a building
 - - juts out into streetscape from west.
 - From North:
 - TRIMMING 8 units is a HAIRCUT
 - 30 ft. closer to Division
 - This is a Q ABOUT URBAN DESIGN; demographics (500 of one demographic); no longer about process (thinks it's a DELIBERATIVE, not an ADMINISTRATIVE decision).
 - Steve Bellock: IS the site plan appropriate in this zoning?? Does it work for this site?
- : TREAT OTHERS THE WAY I WOULD EXPECT TO BE TREATED

Vivienne: Why do we have a city council?

- BUILD bldg. that is SENSITIVE to CONTEXT
- Respect what's around site

B-School Prof.:

- WHAT RESULT DO WE WANT TO CREATE? HAVE WE LIVED OUR VALUES? ARE we rerspective the values of the community? Think about what we are creating?

Would you want to live next door to this building?

Alexa, Jennifer

From: Bahl, Sumedh
Sent: Monday, May 06, 2013 9:01 PM
To: Briere, Sabra; Hieftje, John; Kailasapathy, Sumi; Powers, Steve
Subject: Near North Houses Update

Tomorrow contractor will initiate asbestos abatement related work at the six houses, starting with warning sign and containment. They plan on abating asbestos in one house at a time. This work is anticipated to be complete within a week. Please let me know if any additional information is needed. Thanks.

Sumedh

From: Briere, Sabra
Sent: Friday, May 03, 2013 9:07 AM
To: Bahl, Sumedh
Cc: Powers, Steve; Kailasapathy, Sumi; Hieftje, John
Subject: Re: No asbestos posting

Thank you. I thought we had to post for a certain number of days before starting work.

Sabra Briere
734-995-3518
734-277-6578 cell

Emails received and sent to me as a Councilmember regarding Ann Arbor City matters are generally subject to disclosure under the Freedom of Information Act.

Sent from my iPhone

On May 3, 2013, at 8:53 AM, "Bahl, Sumedh" <SBahl@a2gov.org> wrote:

Since no abatement work is currently being performed hence there are no warning signs. DEQ notification for asbestos abatement was done last week and abatement is scheduled for next week. Houses will have warning sign and necessary containment prior to start of the abatement work. Please let me know if any additional information is needed.

Sumedh

-----Original Message-----
From: Briere, Sabra
Sent: Thursday, May 02, 2013 7:30 PM
To: Powers, Steve; Bahl, Sumedh
Cc: Kailasapathy, Sumi; Hieftje, John
Subject: No asbestos posting

What gives? No sight of a posted asbestos warning on these N. Main houses?