

## Bowden (King), Anissa

---

**From:** Beaudry, Jacqueline  
**Sent:** Monday, October 15, 2012 4:02 PM  
**To:** Bowden (King), Anissa  
**Cc:** Higgins, Sara  
**Subject:** FW: Ann Arbor Station Study

Can you add this as an attachment to DC-3?  
Thanks!

### Jacqueline Beaudry, City Clerk

City Clerk's Office | Guy C. Larcom City Hall | 301 E. Huron, 2nd Floor · Ann Arbor · MI · 48104  
734.794.6140 (O) · 734.994.8296 (F) |  
[jbeaudry@a2gov.org](mailto:jbeaudry@a2gov.org) | [www.a2gov.org](http://www.a2gov.org)



Think Green! Please don't print this e-mail unless absolutely necessary.

---

**From:** Hieftje, John  
**Sent:** Monday, October 15, 2012 2:03 PM  
**To:** Beaudry, Jacqueline  
**Subject:** FW: Ann Arbor Station Study

For the record.

Thanks

---

**From:** [camcharnet@aol.com](mailto:camcharnet@aol.com) [<mailto:camcharnet@aol.com>]  
**Sent:** Monday, October 15, 2012 2:01 PM  
**To:** Hieftje, John; Smith, Sandi; Briere, Sabra; Lumm, Jane; Derezinski, Tony; Taylor, Christopher (Council); Kunselman, Stephen; Higgins, Marcia; Teall, Margie; Hohnke, Carsten; Anglin, Mike  
**Subject:** Ann Arbor Station Study

Re: Local Match for Ann Arbor Station Study

To: Mayor and City Council

From: Clark Charnetski

October 15, 2012

This study will help the City of Ann Arbor to prepare for the rail passenger needs that will arise as improvements to the Detroit-Ann Arbor-Chicago corridor accelerates the increases in ridership and the number of passenger using Amtrak in Ann Arbor. It will also allow for the efficient accommodation of future commuter trains.

Over \$700 million has been allocated for infrastructure improvements in Michigan, Indiana and Illinois, including new locomotives and passenger cars. These funds will allow the Michigan Department of Transportation to purchase and upgrade the railroad line from Dearborn to Kalamazoo. With Amtrak's present ownership of the Kalamazoo to Porter, Indiana segment of the route, 80 percent of the Detroit-Ann Arbor-Chicago corridor will be in public, passenger-friendly ownership and operation.

Double tracking of the Dearborn to Ypsilanti portion will reduce or eliminate conflicts with freight service to auto plants and other industries, thus paving the way for increased Amtrak frequencies and Detroit-Ann Arbor commuter rail service.

A new signaling system with positive train control like that already in operation on the Kalamazoo to Porter, Indiana portion of the corridor will be installed between Kalamazoo and Dearborn. This system already allows Amtrak trains to run at 110 mph on a daily basis on southwest Michigan.

New locomotives and passenger cars are about to be ordered. These will not only provide improved amenities, but the double deck design will speed up the boarding process as similar equipment has already done in California.

New or rebuilt stations are now in use in Pontiac, Battle Creek and Kalamazoo. New stations are already under construction or about to start building in Troy, Dearborn, Grand Rapids and Lansing.

These improvements in speed, comfort, access and especially reliability should lead to increased ridership in Michigan trains and greatly increased business travel.

Other cities have met the challenge that the future holds. Dearborn, for example, conducted a multi-year planning process to replace and relocate its Amtrak station. When Federal funds became available to start construction they were ready to go. Its new station will be similar in size and layout to that which is needed in Ann Arbor and it will be multi-modal.

With regard to tonight's proposal, the possible relocation of the Amtrak station to the Fuller Rd. site has been controversial. Some have questioned the possible choice, saying that there must be a more suitable place to relocate it or have questioned the need to relocate it at all. This study will examine alternative sites for their potential and should answer these questions with facts. For example: How much space is required? How can parking be accommodated? What about transit and automobile access?

A recent white paper on the Fuller Rd. site downplays the improvements to the Amtrak service and the strain it will place upon the existing facilities. It also questions the possible Detroit-Ann Arbor commuter train service. The improvements to the Detroit-Ann Arbor line will eliminate track infrastructure shortcomings that have delayed past attempts at instituting commuter operations. Other regions of the country with greater infrastructure deficiencies have instituted successful commuter services.

That same white paper repeatedly refers to the Fuller Rd. project as "targeting" ten acres of Fuller Park...." Even both Phase 1 and Phase 2 of the previous Fuller Road Station plan with its parking structure would have required half that amount of land—about five acres. The soccer field, wooded area and the wetland adjoining the Huron River—the eastern half of the ten acres—would remain as it is presently.

The Michcon property north of the present Amtrak station is at this time undergoing a major environmental cleanup. Its future use remains to be determined. This proposal before you tonight will help to determine what if any of that site will be required for passenger service needs and what the effect will be on future traffic flow in that vicinity. This property will be used for some purpose and questions about neighboring land use must be addressed.

If this study concludes that the station should be moved to the Fuller Rd. location, the resolution before you requires a vote of approval from Ann Arbor residents. That requirement ought to satisfy those critics who object to the use of any present parkland for transportation purposes. Please cast your vote in favor of the proposal.

Thank you.

Clark Charnetski  
2646 Traver Blvd.  
Ann Arbor MI 48105-1297  
734-761-3814  
[camcharnet@aol.com](mailto:camcharnet@aol.com)