

**Ann Arbor City Council Regular Session: February 1, 2016**  
**Email Redactions List Pursuant to Council Resolution R-09-386**

	A	B	C	D	E	F	G
	<u>Received</u>						
1	<u>Sent Time</u>	<u>Time</u>	<u>TO</u>	<u>From</u>	<u>CC</u>	<u>Redactions</u>	<u>Reason for Redaction</u>
2	9:07 PM		All City Council	Peter Houk		Email address	Privacy
3	9:34 PM		Tom Crawford, Sara Higgins	Kirk Westphal		Email address, Phone	Privacy
4	10:00 PM		Jane Lumm	Sheryl Serwer		Email address, Phone	Privacy

## Alexa, Jennifer

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**From:** Sheryl Serwer [REDACTED]  
**Sent:** Tuesday, February 16, 2016 10:00 PM  
**To:** Lumm, Jane  
**Subject:** RE: Inquiry re: deer carcass removal and associated cost

Dear Jane, Thank you for your assistance- note of clarification-( I don't know if this makes any difference) but when I reported the dead deer to the person who answered the nonemergency police number, the person who answered the telephone suggested that if a dead deer was in my yard and had been shot, it was probably related to the cull going on in Ann Arbor. The person who answered the police line did not indicate where he/she thought the deer had been shot, but only that there was a cull going on in Ann Arbor and the deer's death was likely to be somehow related.

Thank you,  
Sheryl Serwer

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**From:** Lumm, Jane [mailto:JLumm@a2gov.org]  
**Sent:** Tuesday, February 16, 2016 5:07 PM  
**To:** Crawford, Tom; Collins, Larry; Baird, James  
**Cc:** [REDACTED]  
**Subject:** Inquiry re: deer carcass removal and associated cost

Tom, Larry, Jim,

Today I received an inquiry re: deer carcass removal and the cost for removal from Sheryl Server (copied above). Sheryl lives at 2121 Washtenaw and last night a dead deer appeared on their lawn. Sheryl shared that she called the AAPD non-emergency # to report and obtain information on deer carcass removal and payment. Sheryl said that when she called, the woman who answered the phone (sometime between 5 and 6 p.m. last evening) first stated (according to Sheryl and I'm paraphrasing), "we have a cull going on and if it's been shot in your yard, it's probably related to the cull." (I explained to Sheryl that no culling activities are occurring in/near Washtenaw and that the USDA sharpshooters are not shooting in homeowners' yards. Can we please make sure the folks fielding these calls have this information.) Sheryl indicated that the woman who answered the AAPD non-emergency # then paused to obtain information. She then returned to the phone and said, "we're not worried about that deer, it was hit by a car and is related to an accident." Again, I'm paraphrasing.

In the meantime, Sheryl and her husband contacted Alpha and Omega last evening, and paid \$250 to have the deer carcass removed from their property. Knowing that the deer carcass that landed on their property was the result of a DVC, Sheryl and her husband are asking why it is their responsibility to pay for removal. The principle of it being their responsibility and cost is a fair question, and I shared that I thought this does seem to be a cost that, if anything, the City might reasonably cover. Sheryl also asked if there's a police report/file # for the DVC which occurred near their property on Washtenaw last evening. When these DVC's occur, do we try to locate the carcass?

Thank you for your assistance with these questions and for consideration of the payment question. I've copied Ms. Server on this message. Sheryl Server's phone = [REDACTED] Sheryl, please do not hesitate to correct me on my description of your conversation with the lady who answered the non-emergency phone last evening.

Gratefully, Jane

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**Ally Bank, Member FDIC**

<https://ad.doubleclick.net/ddm/clk/299707993;126233653;v>

**Alexa, Jennifer**

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**From:** Westphal, Kirk  
**Sent:** Tuesday, February 16, 2016 9:34 PM  
**To:** Crawford, Tom; Higgins, Sara  
**Subject:** Fwd: Ann Arbor Airport. Shorts Points to Ponder.

I don't know if this reached staff. Please consider preparing some responses for our benefit. Thank you!

Kirk

Sent from my iPad

Begin forwarded message:

**From:** [REDACTED]  
**Date:** February 16, 2016 at 8:06:38 PM EST  
**To:** "<mailto:CityCouncil@a2gov.org>" <[CityCouncil@a2gov.org](mailto:CityCouncil@a2gov.org)>  
**Subject:** Ann Arbor Airport. Shorts Points to Ponder.

First allow me to thank the mayor and council members for taking the time to listen to both sides of the argument. I am writing this as a commercial airline pilot with over 30 years and 20,000 hours of experience; working with a large group of concerned citizens. Our recommendation is to disregard the Airport Advisory Committees (ACC) report on airport expansion and leave the airport as it is.

I would like to respond to the misleading presentation given to you by the AAC. I find it very important for the future of our community, that you will also have some facts to weigh against their one-sided, biased, misrepresenting report.

We are fortunate enough to have a large commercial and a medium size corporate airports a short drive from Ann Arbor This will be the best choice for maintaining the high quality of life for the vast majority of Ann Arbor area citizens.

Only a very small percentage people of the greater Ann Arbor area will benefit from this expansion. Only the people connected to selling aviation fuel will benefit. Ironically, the ONE jet on the field and the only aircraft which could benefit from a longer runway belongs to AvFuel, the company which sells fuel on top of Ann Arbor's aquifer and which also enjoys 12-year tax relief from Pittsfield Township. Of course, their jet could use Willow Run if it needs a longer runway to carry more fuel and payload.

As we all know by now, under the ARB's expansion proposal "excellent airport" / longer runway, there is ONE main driving factor: **load more FUEL and PEOPLE**. "Safety" is just a word they use to reach the final goal and safety of area neighborhoods is nothing more than lip service.

**Here are the facts on Safety:**

**1. Runway Length Should NOT be Used as a Scapegoat in Overrun Accidents** – Quoting Bernard Loeb, who was director of aviation safety at the NTSB during the mid-1990s "It is not the runway length that's the issue," said. "Runways are either adequate or they're not." Runway excursion will always be a result of "pilots error". The FAA agrees with the NTSB statement above. I have ALL accident and incident reports dating back 30 years and I am willing to sit and review them with you.

**2. Safety Margins for Takeoffs and Landings** – The same twin engine aircraft/Biz-jets loaded with more FUEL and passengers will now REQUIRE ADDITIONAL runway during takeoffs/landings. Thus the safety margin for error will remain the SAME as it was with a lighter aircraft and a shorter runway. This will increase the risk to more people, fuel spillage, damage and potential fire in the case of an accident. Reference HERE for data on a similar airport with longer runway. To date, ARB has reported around 9 fatalities. NONE of which was a result of runway length. ALL of them outside the airport boundary which today happens to be even more populated.

**3. Potential Lead Exposure to a Key Ann Arbor Aquifer** – Leaded fuel is still being used and sold at the airport. Reference HERE and Leaded Aviation fuel. There is a significant risk that in the case of spillage or an accident that it could seep into the aquifer located under the airport exposing Ann Arbor residents to lead poisoning. Lead or not, fuel and drinking water...not a good idea.

Additionally, I would like to comment on the ACC's misleading presentation.

1. Contrary to AAC's presentation, the vast majority of ARB traffic **is** single engine piston aircraft flown by student pilots practicing takeoffs and landings. As its contribution to the local economy is minimal, HERE is the effect on the environment. Also FYI, such single engine aircraft require less than one third of the existing runway for takeoff / landing.

2. When the AAC talks about "critical aircraft"...Perspective: based on their presentation, lengthening the runway would serve 7.6% (13 multiengine and one jet) (14 / 183) on the hottest days of the year at full capacity (30 / 365 = .082), which means **this would be an expansion designed to serve about 1/2 of one percent of the airport flying population's serviceable days** (.00632) (.082 x .076). And that assumes EVERY twin operates at full capacity on EVERY hot day, which is highly unlikely.

3. Contrary to AAC's claims, UofM fix wing aircraft which is a chartered service, does NOT use ARB. HERE . Unlike Willow Run for example, ARB does not have 24/7 control tower and / or fire and rescue available. Only the UM helicopter uses ARB and as we know a helicopter does not even need a runway.

4. Another 'half-truth' is the AAC's claim of "neighborhood friendly noise abatement procedure". This procedure is not enforceable, ignored by over 90% of the traffic, and is not worth the paint used for the that sign. But it sure makes for another nice slide in the power point.

5. In the beginning the maximum allowed weight at ARB was 12,500 lbs. Somehow, over time it was increased to 44,000 lbs., and in the last Airport Layout plan sold under the same bogus cover of "safety", in very small letters it states that weight is not 40,000 PER AXLE (!!!) meaning; 70,000 for a dual axle aircraft ...which is about the weight of a small airliner.

6. "Hot Spots" Yet another 'half-truth' and innuendo; While sounds ominous, just about EVERY airport WORLDWIDE has "Hot Spots". This is nothing more than an area one should pay attention while taxiing.

7. "Line of sight from the tower" ...This one must take the cake in craftsmanship and using anything possible, bogus or not, to push for their 'final goal'. In reality they built a hangar at the wrong spot. Now they are trying to use it as another excuse to extend the runway. This is truly humorous, if it was not true.

This is what are they are not telling you:

A. The ARB tower is only a part time tower. When the tower shuts down at 8 pm, there is NO ONE to watch that corner, anyway.

B. Over the years, not even one scratch to an aircraft has occurred in this area. Taxing an aircraft is not a Formula one event.

C. Lastly, this can be solved EASILY by placing a camera and a feed to the tower. As is done in many streets worldwide. Why has it not been done yet if the issue is so "important"?

**Recommendation**

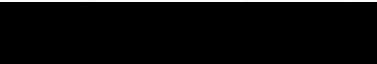
Do we really want the area surrounding ARB to start looking like the areas surrounding Willow Run or DTW ...or just keep our small general aviation airport, "as is"?

The choice is clear in our case: Doing nothing is the best choice.

Thank you.

***Captain S. Castell***

***ATP\* (Boeing 727,737,747,757,767. Airbus 330, DC9 )***



\*Airline Transport Pilot.

**Alexa, Jennifer**

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**From:** Peter Houk [REDACTED]  
**Sent:** Tuesday, February 16, 2016 9:07 PM  
**To:** CityCouncil  
**Subject:** crosswalk guidelines

Mayor and Council Members:

Thanks for the opportunity to talk to you about crosswalks and design guidelines tonight. Here are some links to the guidelines that Boulder uses (below).

I truly think that we can adopt guidelines that everyone can agree on. It will simplify the process for designing and redesigning pedestrian crossings.

Thanks

Peter Houk  
WBWC

Boulder's webpage on crosswalk treatments:

<https://bouldercolorado.gov/transportation/pedestrian-crossing-treatments>

Boulder's crosswalk design guidelines document:

<https://www-static.bouldercolorado.gov/docs/pedestrian-crossing-treatment-installation-guidelines-1-201307011719.pdf>