



Ann Arbor Intermodal Station Environmental Review

Transportation Commission

October 18, 2017



U.S. Department of Transportation
Federal Railroad Administration

AECOM

AGENDA

1. Project Update
2. Draft Environmental Assessment
3. Draft Preferred Alternative
4. Next Steps
5. Questions

PROJECT UPDATE



RECENT PROJECT ACTIVITY

SINCE SEPTEMBER 2016



- Completed Phase II Alternatives Analysis
- Reviewed alternatives under National Environmental Policy Act (NEPA) regulations through Environmental Assessment (EA) process
- Documented impacts and introduced a draft Preferred / Recommended Alternative through EA process



WHERE WE ARE NOW

- EA document approved for public review by Federal Railroad Administration (FRA) and Michigan Department of Transportation (MDOT)
- 45-day public review period (through November 2, 2017 Date)

NEXT STEPS IN THE EA PROCESS

- Receive comments on EA Document(s)
- Address comments in formal response document
- Review and execute De minimus letter, if needed
- FRA prepares a draft Finding of No Significant Impact (FONSI) document (or other outcome)

Draft Environmental Assessment



NO BUILD ALTERNATIVE



LEGEND

- | | | | | | | |
|-----------------------|------------------------|------------|----------------------|--------------------------------|-----------------------|----------------|
| Rail Station | Rail Boarding Platform | Pavement | Long-Term Parking | Bicycle Parking (below bridge) | Inter-City Motorcoach | Property Line* |
| Railroad Right-of-Way | Sidewalk | Greenspace | Vertical Circulation | Optional Storm Water Detention | City Bus | |

DATE: 9.19.16

*Source City of Ann Arbor GIS 2012



ADVANTAGES OF NO BUILD

- ✓ Current station location
- ✓ No capital cost
- ✓ Potential economic benefits to Lower Town District
- ✓ Pedestrian-friendly area that is near Downtown Ann Arbor
- ✓ No impact to parks
- ✓ No impacts to historic resources



DISADVANTAGES OF NO BUILD

- Insufficient quantity, quality and comfort for passengers
- Does not meet ADA
- Inadequate space for intermodal connectivity
- Substantial existing and projected future passenger demand that is not being met
- Limited integration within Ann Arbor and limited access to City neighborhoods and the region
- Congested access road adjacent to facility

BUILD ALTERNATIVES CONSIDERED BUT ELIMINATED

- Build Alternative 1A and 1B, transit oriented development was limited because all available land was needed for the station

BUILD ALTERNATIVES CONSIDERED BUT ELIMINATED

- Build Alternative 3B, 3C, and 3D, due to their greater use of recreational lands (in excess of the existing parking lot)

Build Alternatives Evaluated

- 2A - Elevated Station
- 2B - Ground-based Station
- 2C - Reuse Michigan Central Depot
- 3A - South Parking Area

BUILD ALTERNATIVE 2A



LEGEND

Rail Station	Rail Boarding Platform	Pavement	Long-Term Parking	Bicycle Parking (below bridge)	Inter-City Motorcoach	Property Line (City of Ann Arbor GIS 2012)
Railroad Right-of-Way	Sidewalk	Greenspace	Vertical Circulation	Floodplain Compensatory Cut Area	City Bus	Traffic Signal
					320 DEPOT	N
					4(f) Historic Resource	

SCALE: 1"=50'



DATE: 10.06.16

BUILD ALTERNATIVE 2B



LEGEND

Rail Station	Rail Boarding Platform	Pavement	Long-Term Parking	Bicycle Parking (below bridge)	Inter-City Motorcoach	Property Line (City of Ann Arbor GIS 2012)
Railroad Right-of-Way	Sidewalk	Greenspace	Vertical Circulation	Floodplain Compensatory Cut Area	City Bus	Traffic Signal
					320 DEPOT	4(f) Historic Resource

SCALE: 1"=50'



DATE: 10.06.16



BUILD ALTERNATIVE 2C



LEGEND

- | | | | | | | |
|-----------------------|------------------------|------------|----------------------|----------------------------------|-----------------------|--|
| Rail Station | Rail Boarding Platform | Pavement | Long-Term Parking | Bicycle Parking (below bridge) | Inter-City Motorcoach | Property Line (City of Ann Arbor GIS 2012) |
| Railroad Right-of-Way | Sidewalk | Greenspace | Vertical Circulation | Floodplain Compensatory Cut Area | City Bus | Traffic Signal |
| | | | | | 320 DEPOT | 4(f) Historic Resource |

SCALE: 1"=50'



DATE: 10.06.16



ADVANTAGES OF BUILD ALTERNATIVES 2A, 2B, 2C



- ✓ Current station location
- ✓ Potential economic benefits to Lower Town District
- ✓ Pedestrian-friendly area that is near to Downtown Ann Arbor
- ✓ Meets existing and future demand
- ✓ ADA accessible
- ✓ Accommodates future commuter service



DISADVANTAGES OF BUILD ALTERNATIVES 2A, 2B, 2C

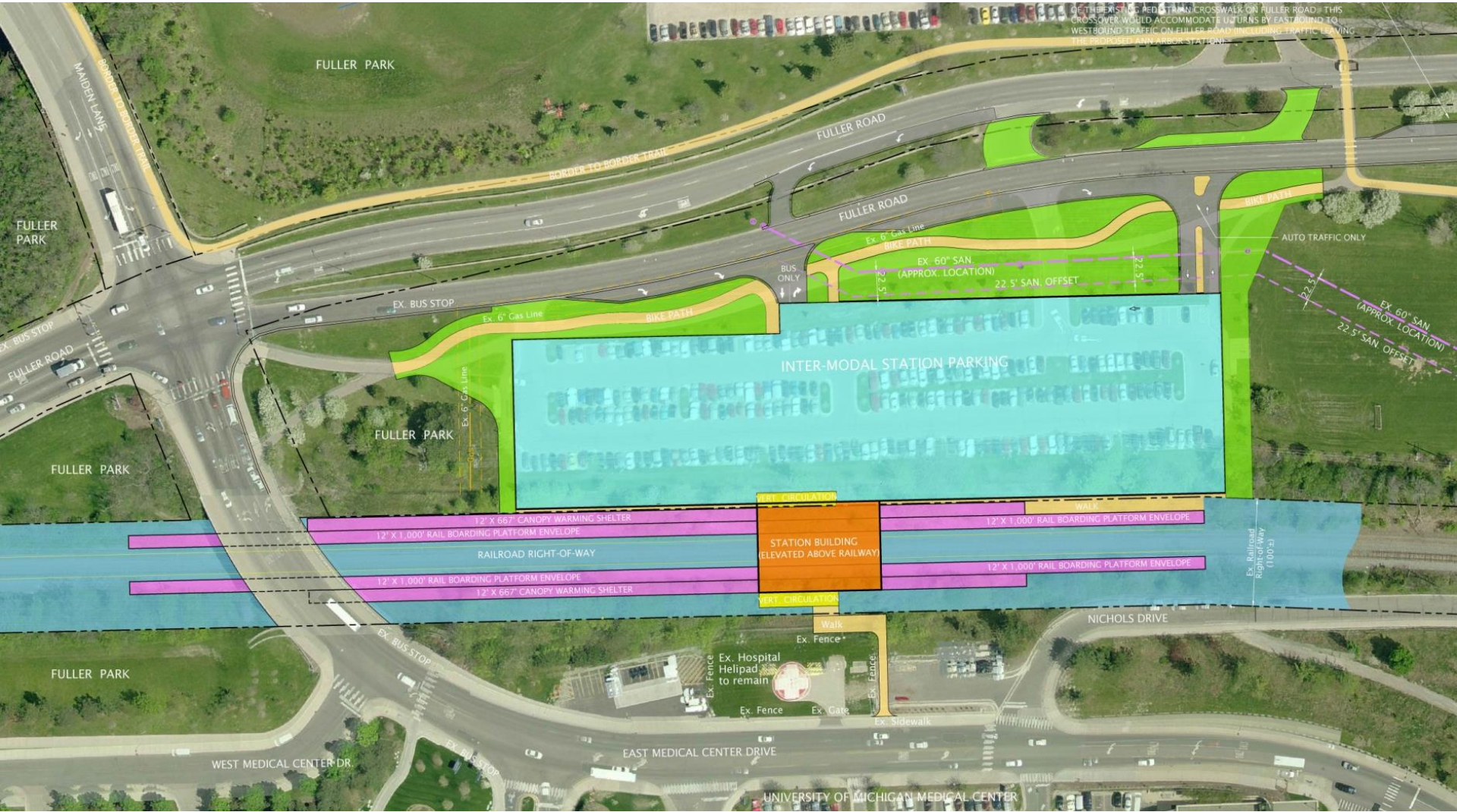
- Property acquisition required
 - 2.50 acres from Amtrak and 2.59 acres from Detroit Edison (All Options)
 - 0.82 acre acquisition of Michigan Central Depot (15,403 sq. ft.) (2C)
- Potential loss of city revenue and employment
 - Removal of taxable parcels from City of Ann Arbor and potential employment loss (i.e. Gandy Dancer restaurant if relocated)
- Floodplain impact of 4.30 to 4.59 acres
- Floodway impact of 0.15 to 0.35 acres
- Temporary impacts to Border-to-Border Trail and Huron River Water Trail



DISADVANTAGES OF BUILD ALTERNATIVES 2A, 2B, 2C

- No current University of Michigan transit service
- Limited existing AAATA service directly to station location
- Current roadway network would require improvements
 - Requires widening of Depot Street, deemed not feasible due to impacts to parks, historic resources and other private parcels
- Three (3) contaminated sites present
 - Detroit Edison (DTE) is a high probability for contamination and hazardous materials
- Highest implementation cost
- Impacts to recreational resources and historic properties

BUILD ALTERNATIVE 3A



LEGEND

Rail Station	Rail Boarding Platform	Pavement	Long-Term Parking	Existing Sanitary Sewer	Sanitary Offset Line
Railroad Right-of-Way	Sidewalk	Greenspace	Vertical Circulation	Existing Gas	Ex. Gas Es

SCALE: 1"=40'



DATE: 08.11.16



roperty Line (City of Ann Arbor IS 2012)

ADVANTAGES OF BUILD ALTERNATIVE 3A



- ✓ No property acquisition required
- ✓ No impacts to floodplains or floodways
- ✓ No contamination or hazardous materials impacts
- ✓ No potential loss of taxable property or employment from relocated businesses
- ✓ No impacts to historic properties
- ✓ Current roadway network can support location with scheduled improvements
- ✓ Provides transit connections to AAATA (2 routes) and U-M (7 routes), and future AA Connector



ADVANTAGES OF BUILD ALTERNATIVE 3A

- ✓ Smallest areas of development (6.41 ac)
- ✓ Lowest increase in impervious surfaces
- ✓ Lowest construction costs
- ✓ Meets existing and future demand
- ✓ ADA accessible
- ✓ Located adjacent to regional medical center and UM's North Campus area
- ✓ Accommodates future commuter service

DISADVANTAGES OF BUILD ALTERNATIVE 3A



- 4.7 acres of impact to Fuller Park [a public resource protected by Section 4(f)]
- Temporary parking impact during construction
- Some limitations on transit oriented development potential
- Perception that site is not close enough to downtown

The background of the slide features a grayscale photograph of an Amtrak locomotive, number 35, on tracks. The locomotive is a modern, multi-level electric locomotive with the Amtrak logo and name clearly visible. To the right, a modern train station platform with a glass and steel structure is visible. The entire image is overlaid with a semi-transparent dark gray filter. A large, bright pink triangular graphic element is positioned on the right side of the slide, pointing towards the bottom right corner.

Environmental Assessment

- Draft Preferred Alternative

PREFERRED ALTERNATIVE - Build Alternative 3A



- Access to transportation system
 - local transit, roads, bike trail, sidewalks
- Publicly owned land
- Adjacent to regional health care facility
 - Employees
 - Patients and Visitors
- Few environmental challenges
- Repurposes parking area for multi-modal operations

FULLER PARK MITIGATION



- Restraining the intermodal facility's footprint, east/west within the existing parking lot
 - Possible De Minimus determination
- Integrating the station site with the MDOT railroad corridor capitalizing on the public investment in the corridor
- Alternative 3A located and designed to minimize the use of parkland and to enhance transit, pedestrian and bicycle access.
- Minimize impact on the visual setting, aesthetic improvements will include public input and be coordinated with the City's Department of Parks and Recreation during design.

MITIGATION



- Provide parking for recreational activities during construction and accommodate 150 spaces for park user parking in the facility
- Integrate renewable energy into facility, i.e., solar panels
- Rely on Low Impact Stormwater Management Techniques, i.e., rain gardens

A grayscale photograph of an Amtrak train stopped at a station platform. The train is the central focus, with its front and side visible. The platform is to the right, and the background shows some station architecture. The image is overlaid with a dark gray semi-transparent layer. A large, bright pink triangle is on the right side of the image, containing the AECOM logo.

PROVIDING COMMENT

Public Comment Period Closes
November 2, 2017

METHODS OF COMMENT



- By e-mail to ecooper@a2gov.org by November 2, 2017
- In writing (Received before November 2, 2017) to:

Eli Cooper
301 E. Huron St., 4th Floor
P.O. Box 8647
Ann Arbor, MI 48107

NEXT STEPS



NEXT STEPS

- Continuation of public review and comment period for Draft EA including Preferred/Recommended Alternative until November 2, 2017
- After November 2, 2017, comments related to the document, alternatives, impacts, analysis, and identification of a Preferred Alternative are evaluated and integrated into a decision document (e.g., Finding of No Significant Impact or Notice of Intent to Prepare an Environmental Impact Statement)
- A Recommended Alternative is selected and advanced to Preliminary Engineering (PE) and design
- Preliminary Engineering Public Meeting(s) late 2017

THANK YOU

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