

Ann Arbor Station Environmental Review Parks Advisory Commission



November 1, 2016

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AGENDA

1. Project Background
2. Alternatives Analysis Phase I
3. Alternatives Analysis Phase II
4. Next Steps
5. Questions

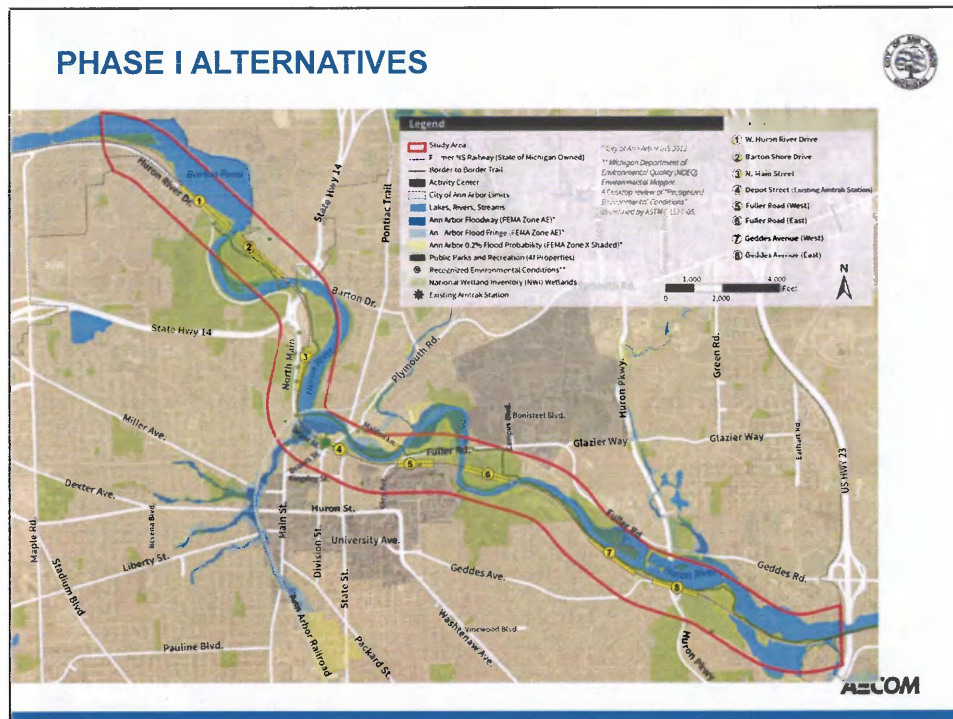
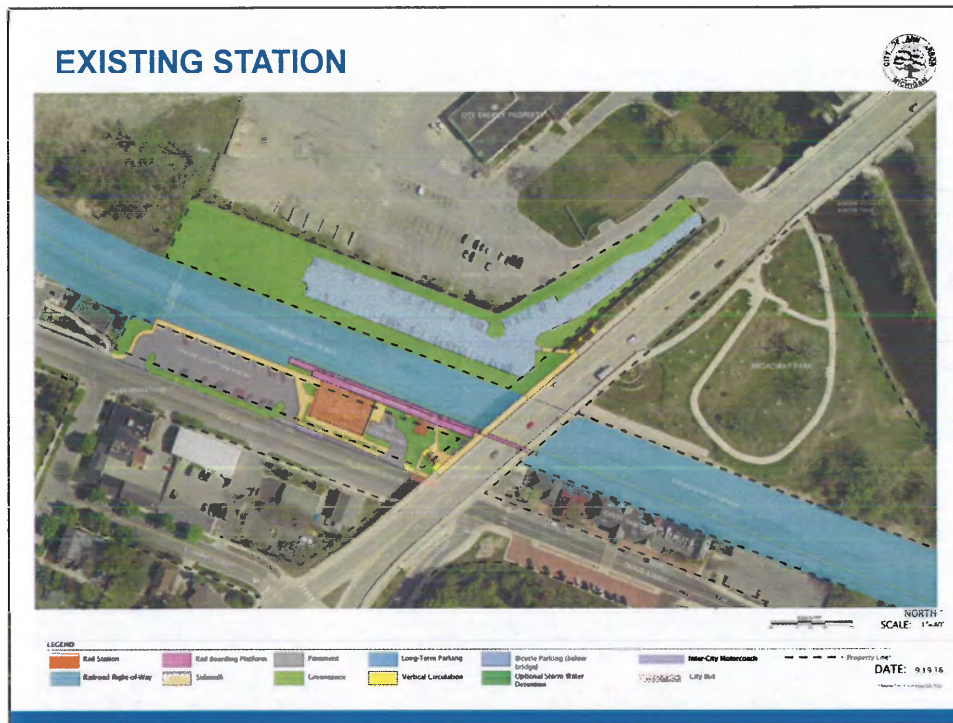
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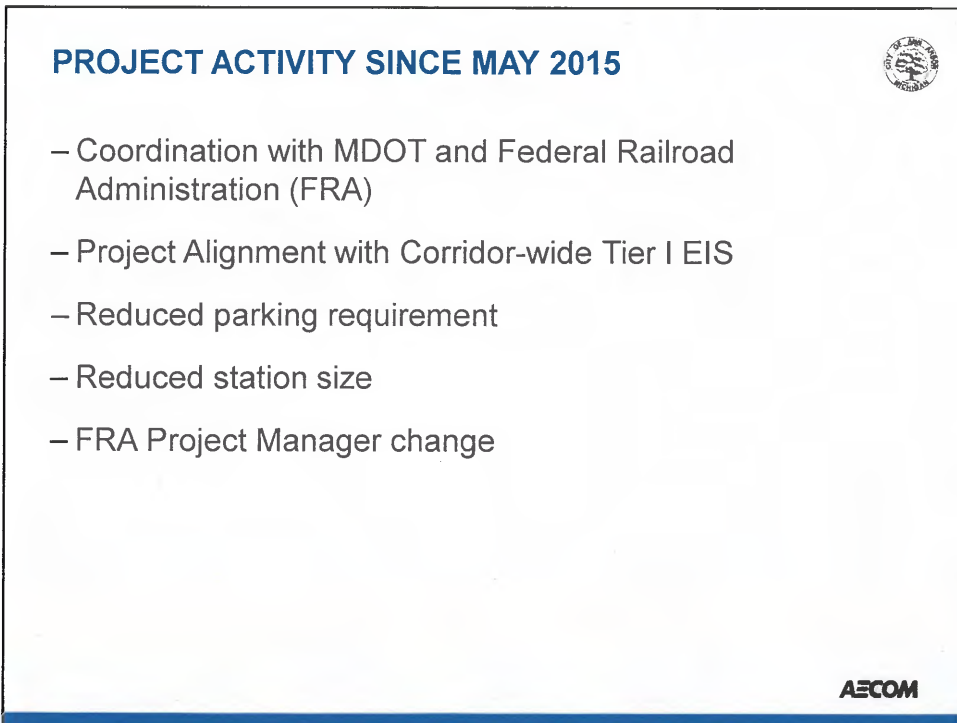
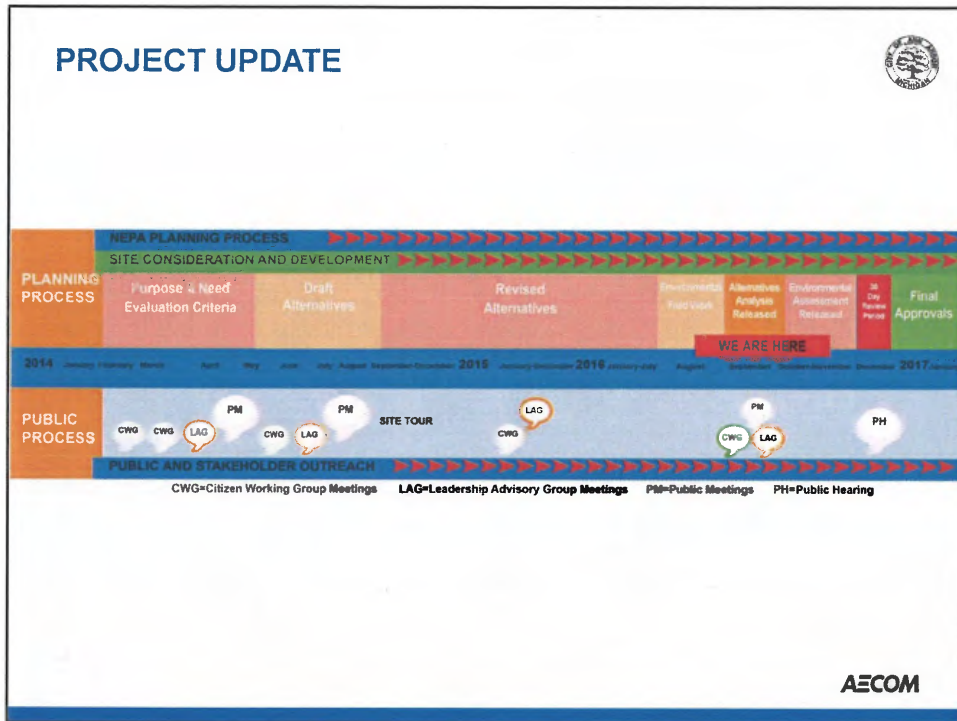
Project Background

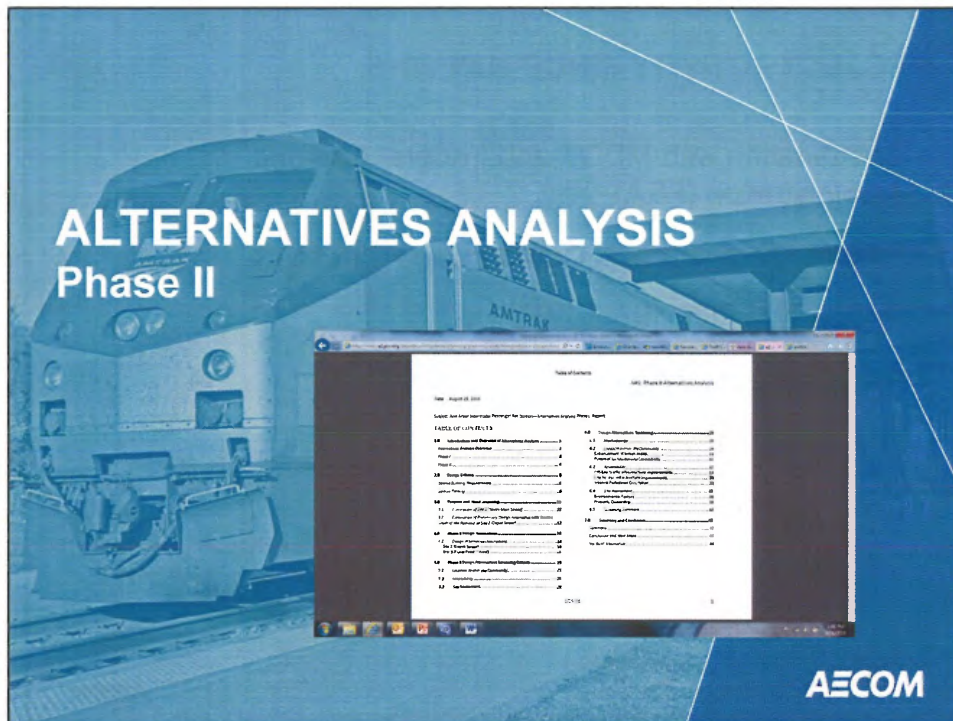
- Model for Mobility
- City Transportation Plan Update
- Federal Railroad Administration Grant:

Environmental Review and
Preliminary Engineering

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Screening Criteria – Phase II



- Location Within the Community
- Accessibility
- Site Assessment

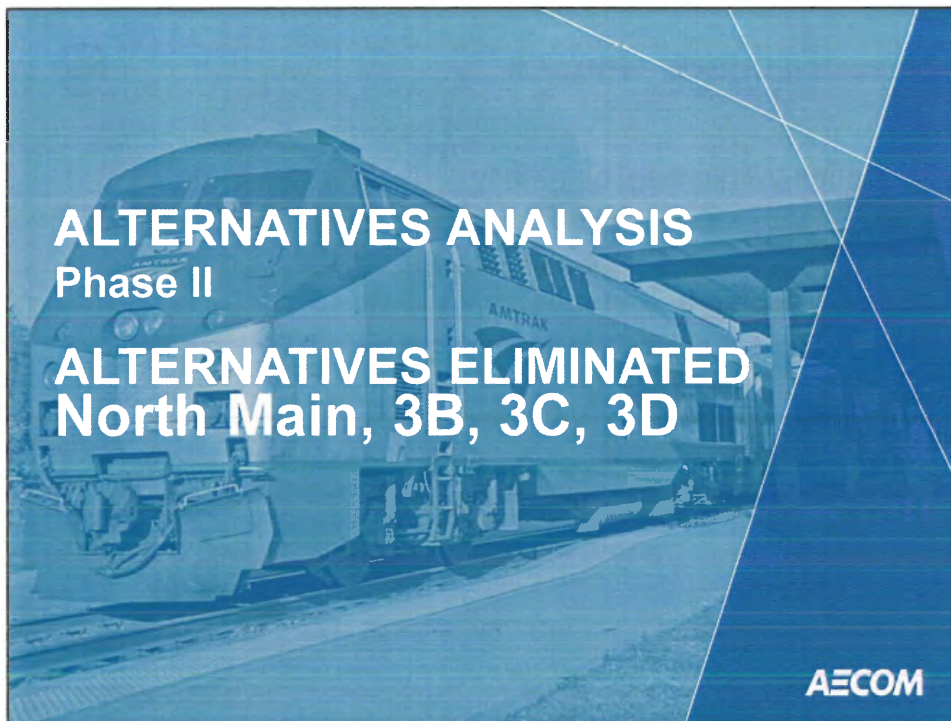
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Site Assessment Factors - Phase II

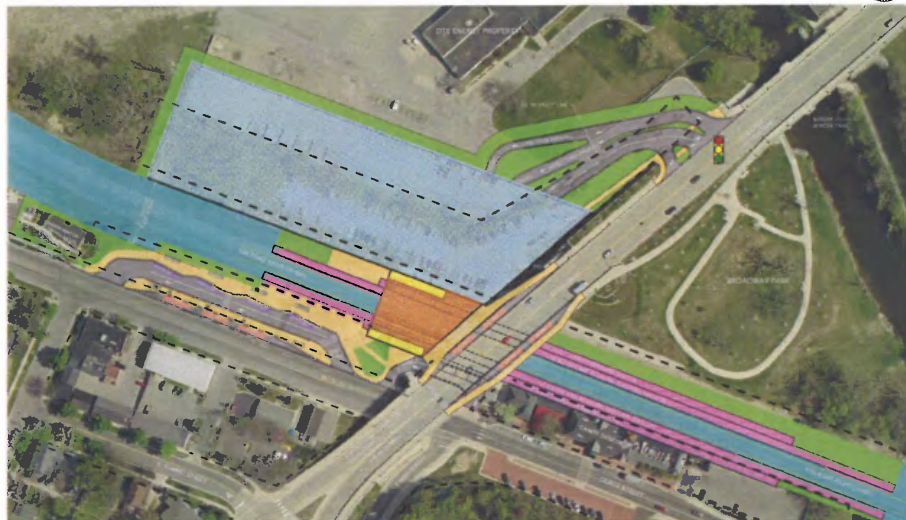


- Floodplain
- Hazardous Materials
- Cultural/Historic Resources
- Recreational Lands
- Property Ownership

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ALTERNATIVE 2A – Elevated Station

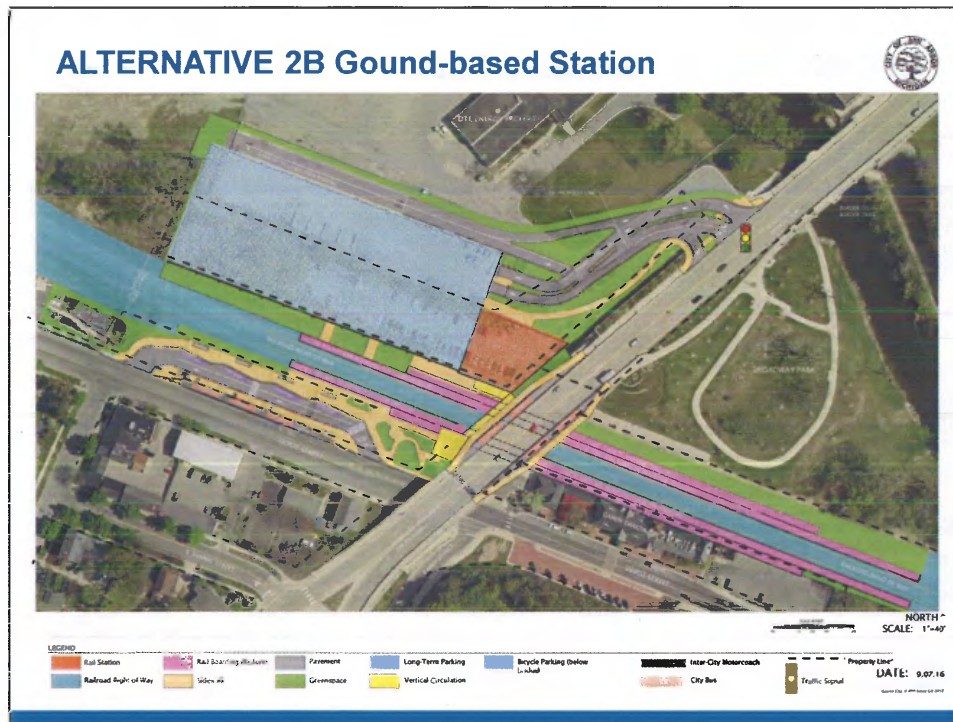


LEGEND	Full Station	Full Boarding Platform	Pavement	Long Term Parking	Bicycle Parking Overlay	Inter-City Mass Transit	Property Line
	Railroad Right-of-Way	Sidewalk	Greenspace	Vertical Circulation	City Bus	Traffic Signal	DATE: 9.07.16

ALTERNATIVE 2A



- Elevated station at Depot Street
- New Traffic Signal
- Buses on Broadway and Depot
- DTE Property



ALTERNATIVE 2B

- Ground station at Depot Street
- New Traffic Signal
- Buses on Broadway and Depot
- DTE Property

ALTERNATIVE 2C Michigan Central Depot



LEGEND

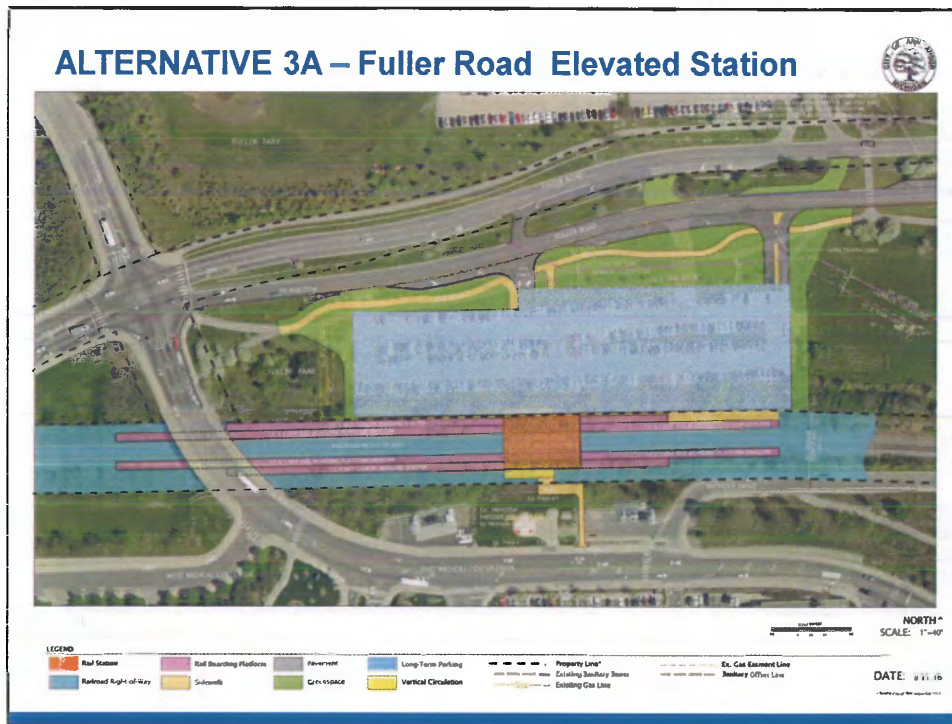
Utilization	Rail Boarding Platform	Pavement	Long-Term Parking	Bicycle Parking Below Bridge	Inter-City Motorcoach	"Priority Line"
Railroad Right-of-Way	Sidewalk	Greenway	Vertical Circulation	City Bus	Traffic Signal	DATE: 9.07.16



ALTERNATIVE 2C

- Re-use of the Michigan Central Station
- New Traffic Signal
- Buses on Broadway and Depot
- DTE Property
- Michigan Central Depot

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ALTERNATIVE 3A

- West Fuller
- Elevated Station
- Buses on first level of parking structure
- Park Property

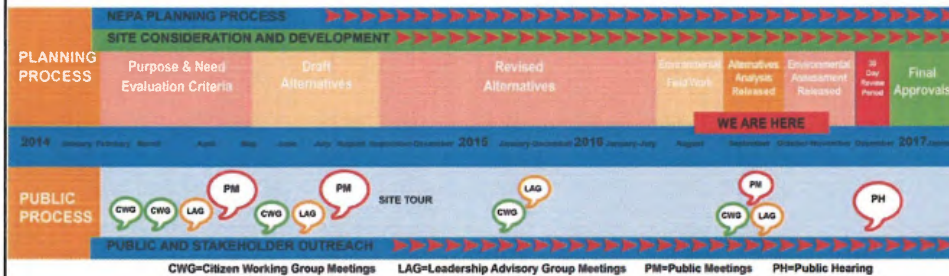
NEXT STEPS - TIMELINE



- Phase II memo finalized
- Environmental Assessment (EA) will be prepared, including the No-Build, Alternatives, 2A, 2B, 2C and 3A
- All alternatives will be reviewed and impacts documented in EA
- Preferred/Recommended Alternative Identified
- The EA will be approved/signed by Federal Railroad Administration and MDOT
- A 30-day review period will begin for the EA
- A public hearing will be held during the 30-day review period
- After comments are received and addressed, if no significant impacts are associated with the Preferred/Recommended Alternative, the FRA will prepare the Finding of No Significant Impacts (FONSI) document.

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NEXT STEPS - TIMELINE



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