

**Ann Arbor City Council Regular Session: April 16, 2012
 Email Redactions List Pursuant to Council Resolution R-09-386**

<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>
9:37 PM	9:37 PM	Hiefertje, John; Higgins, Marcia; Teall, Margie	Ellen Fisher		email and phone number	privacy
8:19 PM	8:19 PM	Hiefertje, John	Pbursky, Joel		email and property address	privacy

Corts, Carynne

From: Ellen Fisher [REDACTED]
Sent: Monday, April 16, 2012 9:37 PM
To: Hieftje, John; Higgins, Marcia; Teall, Margie
Subject: Flooding Follow-Up

Lowell and I appreciated the opportunity to talk during public commentary at the city council meeting Monday night. In case you were not able to see the picture I showed, I have attached it to this email. I think the picture speaks louder than anything I could say. No one in Ann Arbor should be asked to put up with such flooding.

As you can tell by the number of names on the petition I handed to you, many in the neighborhood feel the same way. I certainly look forward to your help in resolving the flooding issues that we in particular and our neighborhood in general are experiencing.

Sincerely,

Ellen Fisher

[REDACTED]
[REDACTED]
[REDACTED]



Image 14

Corts, Carynne

From: Pobursky, Joel [REDACTED]
Sent: Monday, April 16, 2012 8:19 PM
To: Hieftje, John
Subject: Jackson Road Lane Reduction

Dear Mayor,

I have lived and worked in the City of Ann Arbor for over twenty five years. I drive the Jackson Road corridor on average two to three times a day during the week and occasionally on weekends. I have never written regarding any project the city has proposed; until now. The reduction of that roadway from four to three lanes is absurd. You ought to be attempting to increase the roadway from four to five lanes if anything. Jackson road is an extension of Washtenaw Ave. and Huron and also the main throughfare from West Ann Arbor to East Ann Arbor. Not to mention the traffic it handles during Art Fair, Football Saturdays, and all the other events that occur in the city. Please don't allow a few disgruntled residents to sway you into thinking that this is a positive thing. Traffic backups along this corridor are quite frequent as well as minor fender benders which would also cause traffic delays. I think your "traffic Engineers" have a lack common sense if they support this project. Reduction is rarely a "good thing". Please reconsider your support of this project.

Joel Pobursky
[REDACTED]
Ann Arbor, MI 48104

Corts, Carynne

From: Chris Hippler [mailto:change.org]
Sent: Monday, April 16, 2012 7:19 PM
To: Hieftje, John
Subject: Support the conversion of Jackson Ave. from 4 to 3 lanes with bike lanes

Greetings,

I just signed the following petition addressed to: Michigan Department of Transportation.

I support MDOT's proposed conversion of Jackson Avenue in Ann Arbor from 4 lanes to 3 lanes with bike lanes. Please do not let a few negative comments derail your strong project. This project would benefit all users by:

- 1) Improving Traffic Flow: An MDOT completed analysis and computer modeling for the 3-lane traffic operation at Jackson Ave, including modeling for the traffic flow during the rush hours determined that the 4-3 lane conversion would improve the traffic flow at the corridor.
- 2) Calming Traffic: Speeds along Jackson Road are dangerously high, posing a risk for both pedestrians and motorists. In the three years from 2008 through 2010, there have been 70 accidents along Jackson Ave with an injury rate of 19%. The conversion to 3 lanes is anticipated to slow speeds and thus reduce frequency and the severity of accidents as it did on a similar 4-3 lane conversions in Ann Arbor.
- 3) Improving Travel for Larger Vehicles: 10 foot travel lanes provide little room for error. This conversion, which is consistent with complete streets principles, would increase lane size and improve travel for the operators of larger vehicles like buses and trucks which frequently travel on this state trunk line.
- 4) Increasing Pedestrian Safety: Not only will this conversion allow for additional enhanced pedestrian crossings, but the conversion is also, as noted above, anticipated to reduce speeds. Posted speeds are 35mph, but real speeds are closer to 45mph. A number of studies have shown that 5 percent of pedestrians would die when struck by a vehicle traveling 20 mph, about 40 percent for vehicles traveling 30 mph, about 80 percent for vehicles traveling 40 mph, and nearly 100 percent for speeds over 50 mph. This section is both residential and has a public swimming pool which bring a number of walkers to this area.
- 5) Improving Bicycle Safety: Jackson Avenue has just over 15,000 vehicles a day. Separated travel lanes for cyclists are a necessity for the safe and comfortable travel of cyclist along this road.

Sincerely,

Chris Hippler
Ann Arbor, Michigan