

**Ann Arbor City Council Regular Session: February 17, 2015  
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		7:01 PM	Jane Lumm	Kymerlie London		Email address, address	Privacy
3		7:50 PM	Jane Lumm	Blair		Email addresses	Privacy
4		8:48 PM	Christopher Taylor, Sumi Kailasapathy, Sabra Briere, Jane Lumm, Kirk Westphal, Julie Grand, Stephen Kunselman, Jack Eaton, Graydon Krapohl, Chuck Warpehoski, Mike Anglin	Jim Walker			
5		9:02 PM	Chuck Warpehoski, Julie Grand	Jennifer Hall			
6		9:05 PM	Christopher Taylor, Sumi Kailasapathy, Sabra Briere, Kirk Westphal, Julie Grand, Stephen Kunselman, Jack Eaton, Graydon Krapohl, Chuck Warpehoski, Mike Anglin	Jane Lumm	Steve Powers		
7		10:48 PM	Blair Gerdes	Michael Homel	Jane Lumm	Email addresses	Privacy

**Alexa, Jennifer**

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**From:** Kymberlie London [REDACTED]  
**Sent:** Tuesday, February 17, 2015 7:01 PM  
**To:** Lumm, Jane  
**Subject:** Re: Re-imagine Washtenaw

Dear Jane,

Thank you for informing me of the re-imagine Washtenaw plan. I wish I could have attended tonight but I have too much on my plate today and the next couple of days.

I usually like to make suggestions when I have complaints because I believe one without the other is unproductive. I just did not have time to come up with suggestions other than one:

Since the City plans to implement the RIW plan over time, how about postponing a decision and allow more time for citizens to respond and participate in the process. My specific suggestion is to ask all city council members to include information in emails and/or newsletters to residents and individual businesses owners in their respective wards. Get a commitment to post a new survey more widely circulated among residents and more widely publicized using media such as the A2 News, local NPR stations, notice on the City website, and etc. I would be open to a plan that acknowledges the current traffic problem, the need to address demand for more lanes on Washtenaw or alternative routes, lights, lighting, etc., along with innovative solutions that incorporate some of the goals of the RIW plan with realistic solutions to the traffic problem other than a desire to reduce traffic by making driving more difficult for everyone.

Thanks again for listening to me!

Kym London  
Hamilton, Judge, Schroer, & Steingold, PLC  
455 East Eisenhower Parkway, Suite 100  
Ann Arbor, MI 48108  
(734) 769-7500 Office  
(734) 545-2544 Cell Phone  
(734) 769-0766 Fax

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On Tue, Feb 17, 2015 at 4:43 PM, Lumm, Jane <[JLumm@a2gov.org](mailto:JLumm@a2gov.org)> wrote:

Wow! And, BRAVA, Kym! You are welcome breath of much needed intelligence and commonsense! Heartfelt thanks, Kym, for taking the time to write such a thoughtful and spot on letter! I hope, at the least, to try to postpone this, but don't have a lot of confidence -- your outstanding letter should help, and I am so

grateful. This plan does nothing to address congestion, or the realities of how Washtenaw functions. Heartfelt thanks, Kym! Jane

-----Original Message-----

From: [REDACTED]

Sent: Tue 2/17/2015 3:01 PM

To: Taylor, Christopher (Mayor); Kailasapathy, Sumi; Briere, Sabra; Lumm, Jane; Westphal, Kirk; Grand, Julie; Kunselman, Stephen; Eaton, Jack; Krapohl, Graydon; Warpehoski, Chuck; Anglin, Mike

Subject: Re-imagine Washtenaw

Dear Mayor and Members of the City Council,

I am writing to express my views regarding re-imagine Washtenaw. I am an Ann Arbor resident and live in the Woodcreek subdivision off of Washtenaw and Chalmers. Prior to living in Woodcreek, I lived in a home on Chalmers which I still own. I have some objections to this project:

First, I do not believe it has been well-publicized. I am an active member of the community and try to keep myself well-informed. The re-imagine Washtenaw project was completely unknown to me until approximately one month ago. I believe that a project of this size and that will have a significant impact on residents and businesses along and directly off of Washtenaw should have been better publicized to us and there should have been more opportunities for comment. In material recently published on the City website, I noticed that public workshops and an online survey were conducted from a small geographical area in 2012 and only a small number of Ann Arbor residents (35) participated in the survey. These facts reinforce my belief that this project has not been well-publicized. I don't believe that the City has done enough to reach out to residents and business owners regarding re-imagine Washtenaw.

Second, I believe that the project is impractical for many reasons. First, we don't live in a geographically mild climate. Regardless of how pedestrian friendly or bicycle friendly, people simply are not going to walk from shop to shop or voluntarily take the bus in cold, snowy, icy, rainy, or even in hot/humid weather if they do not have to. Moreover, I don't believe that the City should make use of motor vehicles in the City of Ann Arbor terribly inconvenient for its residents.

Third, Washtenaw Avenue is already congested especially from Stadium to US 23. Reducing the number of lanes, reducing the lanes to an 11 foot width, including bicycle lanes, a dedicated bus lane AND adding wide medians is NOT going to reduce traffic; it will only serve to make Washtenaw Avenue even more congested with longer lines at traffic lights.

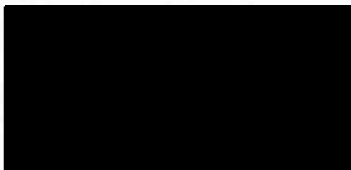
Fourth, the developer for South Pond Development has submitted a site plan to the Ann Arbor planning commission that proposes using Chalmers via Woodcreek the only access/egress point from the subdivision he would like to develop. There are many problems with his site plan; however, re-imagine Washtenaw will make it all but impossible to use Chalmers at Washtenaw as an access/egress point for existing area residents not to mention the additional residents that will be added if South Pond Development is approved using Chalmers as the main access/egress point.

Sixth, the purpose of the plan, among others is to reduce overall vehicle demand. The plan doesn't reduce demand, it just does not accommodate the demand that already exists. The current design doesn't accommodate current demand. I also understand that a key premise of the plan is that Washtenaw, as it exists now, is auto-centric and prevents compact, walkable, mixed-land uses. Of course it is! Washtenaw Avenue is under the jurisdiction of MDOT. It is state trunk line designated as a truck route for the commercial truck industry. It is designed to accommodate vehicular traffic. There are plenty of walkable areas along Washtenaw--sidewalks on both sides of the road and within shopping areas along Washtenaw. The improved portion of every highway (definition includes city streets) is designed for vehicular travel. The entire premise of the plan is based on a impracticality due to the current traffic conditions alone, along with other issues I have raised in this email.

Thank you for consideration of the issues I have raised.

Sincerely,

Kym London



Sent from Windows Mail

**Alexa, Jennifer**

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**From:** Blair [REDACTED]  
**Sent:** Tuesday, February 17, 2015 7:50 PM  
**To:** Lumm, Jane  
**Subject:** RE: ReImagine Washtenaw - 2/17/15 City Council Agenda Item

Yes you may share.  
Thanks again.

Scut from my Verizon Wireless 4G LTE smartphone

----- Original message -----

**From:** "Lumm, Jane" <JLumm@a2gov.org>  
**Date:** 02/17/2015 6:17 PM (GMT-05:00)  
**To:** "M. Blair Gerdes" [REDACTED]

**Subject:** RE: ReImagine Washtenaw - 2/17/15 City Council Agenda Item

Thanks so much for your insight and helpful feedback, Blair! Would you mind if I shared with council? This is so helpful and I sincerely appreciate your taking the time to so thoughtfully share your observations!

My best, Jane

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**From:** M. Blair Gerdes [REDACTED]  
**Sent:** Tuesday, February 17, 2015 6:12 PM  
**To:** Lumm, Jane; [REDACTED]  
[REDACTED] Linda Plona  
**Subject:** Re: ReImagine Washtenaw - 2/17/15 City Council Agenda Item

Hi Jane,

Thank you for this email. I'm sorry that I'm not able to attend the meeting tonite. I agree that the amount of citizen input seems far too small for the nature of changes under consideration, though I'm also not sufficiently familiar with planning terms to know exactly what is being proposed even for 'our' segment of the corridor (Platt to US23). Certainly I agree that this segment could use improvement as it is a major access point to Ann Arbor and is not very attractive, with the mix of commercial building, large parking lots along the road, varying signage and the like. I've lived off Chalmers since 1998 and traffic seems to get worse along the corridor even now. I would not support more development for that reason, and frankly, 'encouraging bike traffic' in Michigan when realistically the riding season is barely half the year doesn't seem feasible. It might be nice for the tiny percentage of folks who ride, but the cost (in terms of worse traffic, more time spent idling at traffic lights because of reduced lanes, waste of fuel in doing so, emissions generated etc...) is too high. It is also questionable to attempt to increase walking when the traffic is already so problematic (those tens of

thousands of daily trips are not by the few hundred residents who could be walking but by commuters from outside Ann Arbor coming to work at the University/hospital, etc...using Washtenaw as designated -a business route through Ann Arbor).

Thanks for keeping us updated.

--Blair Gerdes

On Sunday, February 15, 2015 1:29 PM, "Lumm, Jane" <[JLumm@a2gov.org](mailto:JLumm@a2gov.org)> wrote:

Dear Friends and Neighbors,

Hope this finds you all well and warm on this frosty February Day!

I am writing to share information about an important Washtenaw Avenue planning study you may or may not be familiar with called the "ReImagine Washtenaw Corridor Improvement Study". This study is being presented to City Council for endorsement at the upcoming City Council meeting (Tuesday, February 17<sup>th</sup>).

Attached for your information is the Council Agenda item for ReImagine Washtenaw. The attachment is 18 pp. and includes:

pp. 1-3: Council Resolution

pp. 4-10: Planning Staff Report (with illustrations of the Stadium to Yost Blvd/US-23 cross section and corridor vision plan)

pp. 11-18: Planning Commission Minutes

Although the study area encompasses 5 miles of Washtenaw from the Stadium Blvd. split on the West to Normal Street in Ypsilanti on the East, what's most relevant for our neighborhood is the Stadium to US-23 section of the corridor study. If you wish to delve into the complete report, you can link to it at: <http://www.washtenawavenue.org> The report was finalized in April, 2014, and pertinent Ann Arbor Washtenaw Avenue corridor information and redesign proposals can be found at the following pages:

- p. 18, Stadium- Platt Assessment
- p. 19, Platt - Huron Parkway Assessment

- p. 20, Huron Parkway – Carpenter Assessment

- &n

**Alexa, Jennifer**

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**From:** jcwconsult@aol.com  
**Sent:** Tuesday, February 17, 2015 8:48 PM  
**To:** Taylor, Christopher (Mayor); Kailasapathy, Sumi; Briere, Sabra; Lumm, Jane; Westphal, Kirk; Grand, Julie; Kunselman, Stephen; Eaton, Jack; Krapohl, Graydon; Warpehoski, Chuck; Anglin, Mike  
**Subject:** Reimagine Washtenaw  
**Attachments:** A2 Washtenaw 2-17-15.doc

Dear Mayor and Council Members,

Thanks for the chance to speak tonight. A copy of my remarks is attached, in case you did not get a hard copy.

Regards,

Jim Walker





## NATIONAL MOTORISTS ASSOCIATION

*Empowering Drivers Since 1982*

*James C. Walker*  
*Life Member, National Motorists Association*  
*Board Member and Executive Director, NMA Foundation*  
*2050 Camelot Road, Ann Arbor, MI 48104*  
*Telephone: 734-668-7842 Email: [jcwconsult@aol.com](mailto:jcwconsult@aol.com)*

*NMA National Office*  
*402 W. 2<sup>nd</sup> Street*  
*Wauunakee, WI 53597*  
*Telephone: 608-849-6000*  
*E-mail: [nma@motorists.org](mailto:nma@motorists.org)*  
*Website: [www.motorists.org](http://www.motorists.org)*

### **February 17, 2015 Remarks to City Council on Reimagine Washtenaw**

My name is Jim Walker. I am a 50 year resident of Ann Arbor or the nearby area. I am a Life Member of the National Motorists Association, and I agree with the concerns raised by the Washtenaw Avenue Concerned Citizens.

I urge Council to delay any decision to endorse or reject the Reimagine Washtenaw plan because there are too many unknowns that may be negative for Ann Arbor. As one example, officials cannot say what percentage of vehicles between US-23 and Huron Parkway come and go from US-23 and I-94. This is critical because slightly reducing vehicle counts between Ann Arbor and Ypsilanti will not change the number of vehicles from the freeways.

A key part of plans for I-94 and US-23 was to have viable Business Routes for large numbers of visitors, commuters, shoppers, and commercial vehicles. Washtenaw is it for both I-94 and US-23, a critical artery for the economy of Ann Arbor. Any changes that damage this use for 30,000 to 45,000 vehicles a day will hurt Ann Arbor.

The Reimagine Washtenaw plan talks almost entirely about just maintaining the current vehicle flow, and does not address some practical ways to improve it and to reduce travel times. The plan could add a lane eastbound in the existing right of way from Huron Parkway to Yost Blvd to reduce afternoon congestion. Traffic lights could be better coordinated to allow hitting fewer red lights. A really clever plan would find a way to add a lane each way.

I found the February 16<sup>th</sup> Memorandum to the Mayor and City Council in Response to Questions regarding DB-1 raised by Jane Lumm to be seriously inadequate. On page 4, Question 7 about credible plans to reduce the volume of private vehicles, the memo suggests reducing curb cuts. This IS a good method if practical, but the example seems impossible. It suggests going between the bank, McDonalds and Arborland without re-entering Washtenaw. WHERE would this new service drive be located? If in front of existing businesses, it would take about half of the Gerber Collision parking lot, would be up against the front windows of the Vitamin shop, Paesano's and Discount Tire, and would need to cross Chalmers Drive. On Page 12, Question 31, the answer suggests Washtenaw should be a part of "walkable urbanism", that a vehicle centric view for Washtenaw is becoming economically irrelevant. For Washtenaw Avenue, I respectfully disagree.

I strongly urge the Council to delay any action until far better plans are available.

Respectfully,

James C. Walker

**Alexa, Jennifer**

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**From:** Hall, Jennifer  
**Sent:** Tuesday, February 17, 2015 9:02 PM  
**To:** Warpehoski, Chuck; Grand, Julie  
**Subject:** Thank you

Thank you for your support for our housing redevelopment by supporting the allocation of CDBG funds through the urban county. And Steven let me know you were able to also allocate funds for signage in arbor oaks neighborhood which is great for that neighborhood.

Thank you

Sent from my iPhone

## Alexa, Jennifer

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**From:** Lumm, Jane  
**Sent:** Tuesday, February 17, 2015 9:05 PM  
**To:** Taylor, Christopher (Mayor); Kailasapathy, Sumi; Briere, Sabra; Westphal, Kirk; Grand, Julie; Kunselman, Stephen; Krapohl, Graydon; Eaton, Jack; Warpehoski, Chuck; Anglin, Mike  
**Cc:** Powers, Steve  
**Subject:** FW: ReImagine Washtenaw - Constituent and resident feedback FYI

Council, FYI -- this letter was received from a Woodcreek resident. Because I'm sending it at this time, and it will be part of the more public minutes, I removed the resident's name and email. Thank you, Jane

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**From:**  
**Sent:** Tuesday, February 17, 2015 7:50 PM  
**To:** Lumm, Jane  
**Subject:** RE: ReImagine Washtenaw - 2/17/15 City Council Agenda Item

Yes you may share.  
Thanks again.

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----

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**Date:** 02/17/2015 6:17 PM (GMT-05:00)  
**To:** "  
**Subject:** RE: ReImagine Washtenaw - 2/17/15 City Council Agenda Item

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My best, Jane

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**To:** Lumm, Jane;  
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Hi Jane,

Thank you for this email. I'm sorry that I'm not able to attend the meeting tonite. I agree that the amount of citizen input seems far too small for the nature of changes under consideration, though I'm also not

sufficiently familiar with planning terms to know exactly what is being proposed even for 'our' segment of the corridor (Platt to US23). Certainly I agree that this segment could use improvement as it is a major access point to Ann Arbor and is not very attractive, with the mix of commercial building, large parking lots along the road, varying signage and the like. I've lived off Chalmers since 1998 and traffic seems to get worse along the corridor even now. I would not support more development for that reason, and frankly, 'encouraging bike traffic' in Michigan when realistically the riding season is barely half the year doesn't seem feasible. It might be nice for the tiny percentage of folks who ride, but the cost (in terms of worse traffic, more time spent idling at traffic lights because of reduced lanes, waste of fuel in doing so, emissions generated etc...) is too high. It is also questionable to attempt to increase walking when the traffic is already so problematic (those tens of thousands of daily trips are not by the few hundred residents who could be walking but by commuters from outside Ann Arbor coming to work at the University/hospital, etc...using Washtenaw as designated -a business route through Ann Arbor).

Thanks for keeping us updated.

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**Alexa, Jennifer**

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**From:** [REDACTED]  
**Sent:** Tuesday, February 17, 2015 10:48 PM  
**To:** M. Blair Gerdes  
**Cc:** Lumm, Jane; [REDACTED] Linda Plona  
**Subject:** Re: ReImagine Washtenaw - 2/17/15 City Council Agenda Item

After a long and animated discussion, Jane Lumm moved to postpone action on the resolution to adopt the ReImagine Washtenaw report until April 20. Jack Eaton seconded her motion. Council passed Lumm's motion, 7-4. No votes came from Mayor Chris Taylor, Kirk Westphal, Julie Grand, and Graydon Krapohl. Yes votes to postpone came from Sabra Briere, Jane Lumm, Steve Kunselman, Jack Eaton, Sumi K, Mike Anglin, and Chuck Warpehoski. During the discussion, several references to proposed South Pond Village were made in connection to Washtenaw traffic congestion.

Michael

On 2015-02-17 18:11, M. Blair Gerdes wrote:

Hi Jane,

Thank you for this email. I'm sorry that I'm not able to attend the meeting tonite. I agree that the amount of citizen input seems far too small for the nature of changes under consideration, though I'm also not sufficiently familiar with planning terms to know exactly what is being proposed even for 'our' segment of the corridor (Platt to US23). Certainly I agree that this segment could use improvement as it is a major access point to Ann Arbor and is not very attractive, with the mix of commercial building, large parking lots along the road, varying signage and the like. I've lived off Chalmers since 1998 and traffic seems to get worse along the corridor even now. I would not support more development for that reason, and frankly, 'encouraging bike traffic' in Michigan when realistically the riding season is barely half the year doesn't seem feasible. It might be nice for the tiny percentage of folks who ride, but the cost (in terms of worse traffic, more time spent idling at traffic lights because of reduced lanes, waste of fuel in doing so, emissions generated etc...) is too high. It is also questionable to attempt to increase walking when the traffic is already so problematic (those tens of thousands of daily trips are not by the few hundred residents who could be walking but by commuters from outside Ann Arbor coming to work at the University/hospital, etc...using Washtenaw as designated -a business route through Ann Arbor).

Thanks for keeping us updated.

--Blair Gerdes

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Although the study area encompasses 5 miles of Washtenaw from the Stadium Blvd. split on the West to Normal Street in Ypsilanti on the East, what's most relevant for our neighborhood is the Stadium to US-23 section of the corridor study. If you wish to delve into the complete report, you can link to it at: <http://www.washtenawavenue.org> The report was finalized in April, 2014, and pertinent Ann Arbor Washtenaw Avenue corridor information and redesign proposals can be found at the following pages:

- p. 18, Stadium- Platt Assessment
- p. 19, Platt - Huron Parkway Assessment
- p. 20, Huron Parkway – Carpenter Assessment
- p. 29, Building a Complete Street
- pp. 34 - 37, Corridor Vision Plan – Ann Arbor
- pp. 56 – 58, AAATA Super Stops at Manchester/Sheridan, Huron Parkway, Pittsfield Blvd.
- p. 79, Pedestrian Mid-Block Crossing West of Chalmers
- p. 79, Traffic Volume Reduction Strategy
- pp. 84 - 130 – Community Engagement Survey (pp. 94 – 105: Overall Corridor Comments, pp. 125, 126: Feedback on Stadium split to US-23)
- p. 156, Consultant Traffic Report Final Vision for Stadium split to Yost Blvd./US-23

Stated goals of the ReImagine Washtenaw study are to: expand multi-modal transportation choices, delineate the existing MDOT right-of-way (to identify existing and future needed public access areas), improve street-scape and non-motorized infrastructure, improve pedestrian safety, enhance transit, and to identify additional property required to implement corridor modifications. The report states that, "A comprehensive public outreach effort validated corridor priorities." Four Washtenaw Avenue right-of-way public workshops were conducted in the Spring of 2013 and an online survey was conducted to gather public input. The study recommendations were presented in December, 2013, and the final report was issued in April 2014.

I attended the four Washtenaw Avenue right-of-way public workshops, and have received some feedback from neighbors and a couple of businesses along the Ann Arbor section of the Washtenaw Avenue corridor. As noted in the report, and this reflects my experience as well, "The public workshops and online survey drew participation from a modest geographic area." The report also notes that 35 Ann Arbor respondents participated in the online survey, and 19 public workshop respondents identified themselves as Ann Arbor residents. A project of this magnitude which will have significant, long-term impacts, deserves, in my view, significantly more input and feedback from our residents and businesses than has been received to date.

Here's a quick glimpse at some highlights of what's proposed for the Ann Arbor (Stadium to US-23) section of Washtenaw, the busiest segment of Washtenaw:

- retrofit corridor to a more dense, compact (e.g., infill development), mixed-use (e.g., increased residential density)
- a complete street vision which "requires a strong emphasis on non-motorized and transit solutions."
- Stadium split to Platt Rd.: 4 lane section with a 13 foot median (direct left turns only at existing intersections)
- Platt Rd. to Huron Parkway: 5 lane section ("center lane" is a median with indirect left turns) Stadium to Yost/US-23, a wide boulevard w/indirect (i.e., Michigan)
- Huron Parkway to US-23: 4 lane section with a 45 foot median  
left-turns for the majority of the corridor
- Dedicated transit scenario: dedicated transit lanes in 4 lane section w/ 45' median (dedicated transit would be accommodated in the median or in one of the 4 outside lanes). According to the report, the community preference indicated, "the dedicated transit scenario was the most popular scenario."
  - reduce travel lanes to 11 foot width
  - land acquisition, by purchase or easement, required to achieve the wide median/boulevard cross sections: 132 feet minimum Stadium to Platt, and 144 feet Platt to Yost/US-23
  - continuous 5 foot bike lanes, with a 3 foot buffer in both directions (illustrated on page 36 of the report), and a minimum 20 foot wide pedestrian zone

Why this is important:

Washtenaw Avenue is a state trunkline (M-17), a designated truck route for the commercial trucking industry, a US-23 access and I-94 business loop. "Trunklines are identified by the state in order to provide reasonable access for all Michigan residents to the state highway system," and Washtenaw is under the authority of MDOT. The existing conditions and vehicle counts (average daily trips):

- Stadium to Huron Parkway: ~32,000
- Platt to Huron Parkway, many high vehicle turning volumes (use center turn lane)
- Huron Parkway to US-23: ~ 42,000 (highest traffic volumes, high turning volumes)
- 5 lanes (two lanes in each direction and a continuous center left-turn lane)
- Travel lanes: 12 – 14 feet wide
- 7% of people taking vehicle trips on Washtenaw use the bus (from the report: the AAATA Route #4 is the most productive route in the system)

From the report, the existing corridor development pattern/design is described as "auto-centric" and a design that "creates automobile dependency." A key premise of the study is that "auto-centric" design "prohibits compact, walkable and mixed land uses," all of which "compromise the needs of residents ... by limiting safe access to services and employment," and why ReImagine Washtenaw is described as representing "a new vision for the Washtenaw Avenue corridor."

The "traffic volume reduction strategy" to "reduce overall vehicle demand" includes: mode shifts (fewer cars, more transit, bikes, walking), traffic diversion (e.g., Huron River Dr. is noted as an alternative route), transportation demand management (coordination with UM and other

large area employers to change ee start and end times), and park once (create development that encourages pedestrians to walk from location to location).

Questions have been raised about the significance of the study's recommendations –that it's not a master plan, just a "reference document." With council's endorsement, the recommendations will, according to the report, expect to "be phased over several decades," and the governing agencies will be "actively working to implement these recommendations."

As a State trunkline, Washtenaw is under the jurisdiction of MDOT -- all heavy maintenance and replacement is MDOT's responsibility, and any major changes would need to come under MDOT review. Although MDOT has ultimate jurisdiction, they look to the local governments for preferences/guidance/input and direction.

Bottom-line, I'm not comfortable drawing the conclusion that the immediate and most impacted stakeholders are aware of the plan and its implications for future development along the Ann Arbor section of the corridor, and think it's much more important to hear from the businesses and homeowners who will be most impacted by the recommendations contained in this report.

If you'd like to weigh-in on this plan, I welcome your feedback. You can also contact the Mayor and council by email, and/or can sign-up to speak at Tuesday's meeting. To contact the Mayor and Council by email, go to: <http://www.a2gov.org/departments/city-council/Pages/Home.aspx> and scroll to the bottom of the page, and click this link: Email Mayor and Council . To sign-up to speak at Tuesday's meeting (Council meets on the 2<sup>nd</sup> floor of the Larcom Municipal Building and the meeting starts at 7 p.m.), call the City Clerk's Office at 734-794-6140, 8 a.m. Tuesday morning to reserve a speaking time. Sign-up is first come, first serve – 10, 3 minute speaking times are available at the beginning of the meeting).

Thank you for listening, hope this is helpful, and I welcome your feedback.

Best regards, Jane Lumm

2<sup>nd</sup> ward councilmember

[Jlumm@a2gov.org](mailto:Jlumm@a2gov.org)

734-677-4010