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To: Planning <Planning@a2gov.org>

Cc: Ramlawi, Ali <ARamlawi@a2gov.org>; Briggs, Erica <EBriggs@a2gov.org>; Nelson, Elizabeth <ENelson@a2gov.org>

Subject: Follow-up to TC-1 meeting, 6/14/22, on transportation

Planning Commission and Planning Staff,

Thank you for having the information/Q & A meeting, and thanks to staff for their presentation on the TC-1 proposal for W. Stadium Blvd and N. Maple Rd. I agree with the Commissioners' comments at the end of the meeting which indicated additional work is needed before this proposal moves forward.

Here I will specifically address transportation concerns.

Since W. Stadium / N. Maple was selected precisely because it is a major traffic artery through the city, it is disheartening to hear that traffic flow was evidently not considered at all in the planning process. W. Stadium / N. Maple, being surrounded by residential neighborhoods, is totally different from the Briarwood area for which TC-1 was approved. (Washtenaw and Plymouth Rd. are different in their own ways.) These differences deserve to be addressed to attempt the most appropriate, "best," plan for each area. To do otherwise is a disservice to our community. The impact on traffic flow, and planning for those impacts, is critical to the ultimate success of any zoning proposal.

Adding more bus service, bicycles, even pedestrians will increase the volume of traffic, and affect traffic flow. People (including the hoped for new residents) still need to get where they are going. Delivery trucks still need to service the Post Office, grocery and hardware stores, and other retail shops. New residents are likely to want deliveries from UPS, Fed Ex, etc. Will these delivery services block lanes of traffic on the road as so often now happens on Huron in front of the new apartments, or in the new protected bike lanes downtown? Will buses continue to impede traffic or will there be pull-off areas to allow the safe drop-off and pick-up of passengers, especially those in wheelchairs?

One commissioner suggested 'traffic calming measures' such as have been introduced into neighborhoods recently, which would further impede traffic. This is anti-thetical to a transit corridor! You can't have it both ways, residential street vs. thoroughfare. By definition a transit corridor must take transportation, and traffic, into account. Planning must include all anticipated types and volumes of traffic, and incorporate accommodations to ensure the safe and smooth flow of that traffic.

In summary, TC-1 Zoning is not "one size fits all." Briarwood is a destination location, on the edge of and separated from the rest of the city. By contrast, W. Stadium is a major traffic corridor surrounded by residential neighborhoods. The TC-1 zoning approved for Briarwood is not at all appropriate for W. Stadium/N. Maple. A separate zoning category that addresses the specific characteristics and goals for this area is needed.

I hope you will listen to all the concerns, as well as the hopes, that have been expressed and re-work this proposal before bringing it forward for approval.

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P.S. I would appreciate confirmation that Planning Commission members received these comments.

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