

Ann Arbor City Council Regular Session: August 19, 2019
Email Redactions List Pursuant to Council Resolution R-09-386

	A	B	C	D	E	F	G
1	<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>
2	7:15 PM		Elizabeth Nelson	Jacqueline Beaudry			
3	7:18 PM		Jacqueline Beaudry	Elizabeth Nelson			
4	7:19 PM		Elizabeth Nelson	Jacqueline Beaudry			
5	7:26 PM		City Council, Howard Lazarus, Kevin McDonald	Jacqueline Beaudry			
6	7:26 PM		Jane Lumm	Blake Braxton		Email address, address, phone number	Privacy
7	9:33 PM		Ali Ramlawi	Curt Mark		Email address	Privacy
8	9:45 PM		Elizabeth Nelson	Chip Smith			
9	9:59 PM		Elizabeth Nelson	Jacqueline Beaudry			

Journal Archive

From: Beaudry, Jacqueline
Sent: Monday, August 19, 2019 7:15 PM
To: Nelson, Elizabeth
Subject: Reconsideration
Attachments: File 19-0956 Approved.pdf

Confirming this looks good.

..Title

Motion to Reconsider the August 5, 2019 Vote that Defeated the Resolution to Proceed with a Road Reconfiguration Pilot for Traverwood Drive, from Huron Parkway to Plymouth Road

..Memorandum

I move to reconsider the August 5, 2019 Vote that Approved the Resolution to Proceed with a Road Reconfiguration Pilot for Pilot for Traverwood Drive, from Huron Parkway to Plymouth Road. I voted on the prevailing side, which approved the resolution with a 10-1 vote.

..Staff

Sponsored by: Councilmember Nelson

Jacqueline Beaudry, City Clerk

Ann Arbor City Clerk's Office | Guy C. Larcom City Hall | 301 E. Huron, 2nd Floor · Ann Arbor · MI · 48104
734.794.6140 (O) · 734.994.8296 (F) | Internal Extension 41401
jbeaudry@a2gov.org | www.a2gov.org



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Journal Archive

From: Nelson, Elizabeth
Sent: Monday, August 19, 2019 7:18 PM
To: Beaudry, Jacqueline
Subject: RE: Reconsideration

That's the right one but it is the vote that approved not the vote that defeated. It says both defeated and approved (?) (Maybe I don't know how these things are formatted)

From: Beaudry, Jacqueline <JBeaudry@a2gov.org>
Sent: Monday, August 19, 2019 7:15 PM
To: Nelson, Elizabeth <ENelson@a2gov.org>
Subject: Reconsideration

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Journal Archive

From: Beaudry, Jacqueline
Sent: Monday, August 19, 2019 7:19 PM
To: Nelson, Elizabeth
Subject: RE: Reconsideration

Oh, thanks! I fixed it in the memo, but missed the title. I'll make the change.

Jacqueline Beaudry, City Clerk

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Sent: Monday, August 19, 2019 7:18 PM
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Journal Archive

From: Beaudry, Jacqueline
Sent: Monday, August 19, 2019 7:26 PM
To: *City Council Members (All); Lazarus, Howard; McDonald, Kevin
Subject: DC-2 Motion to Reconsider
Attachments: File 19-0956 Approved.pdf

Attached is the previously approved Resolution for Traverwood. The motion text below is for the Reconsideration. The new DC-2 has been added to the agenda and published to the web.

..Title

Motion to Reconsider the August 5, 2019 Vote that Approved the Resolution to Proceed with a Road Reconfiguration Pilot for Traverwood Drive, from Huron Parkway to Plymouth Road

..Memorandum

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Sponsored by: Councilmember Nelson

Jacqueline Beaudry, City Clerk

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City of Ann Arbor

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Ann Arbor, MI 48104
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Master

File Number: 19-0956

File ID: 19-0956	Type: Resolution	Status: Passed
Version: 2	Reference:	Controlling Body: City Council
* Requester: Engineering		File Created Date : 06/17/2019
* File Name: 8/5/19 - Traverwood Drive Reconfiguration		Final Action: 08/05/2019

Title: Resolution to Proceed with a Road Reconfiguration Pilot for Traverwood Drive, from Huron Parkway to Plymouth Road

Notes:

Agenda Date: 08/05/2019

Agenda Number: DS-2

Sponsors:

Enactment Date: 08/05/2019

Attachments: Attachment A_Traverwood Drive Pavement Markings.pdf, Attachment B_Traverwood Road Diet Memo_20190513.pdf, Attachment C_Traverwood_Public Survey Summary.pdf, Attachment D_Lane Conversion Memo Response_20190723.pdf, Attachment E_Transportation Commission Road Reconfiguration Additional Statement.pdf

Enactment #: R-19-369

Drafter/Contact: Raymond Hess

Hearing Date:

*** Admin/Mgr:** Craig Hupy, Public Services Area Administrator

Effective Date:

Approval History

Version	Seq #	Action Date	Approver	Action	Due Date
2	1	7/19/2019	Administrator's Office	Approved with Edits	7/26/2019
Notes: Formatting					
2	2	7/19/2019	Howard S. Lazarus	Approved As Is	7/26/2019
2	3	7/19/2019	City Clerk	Approved As Is	7/26/2019

History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	City Council	06/17/2019					
	Action Text:	A motion was made by Councilmember Lumm, seconded by Councilmember Griswold, that the Resolution be approved.					

1	City Council	06/17/2019	Referred	Transportation Commission	07/17/2019	Pass
	Action Text:	A motion was made by Councilmember Griswold, seconded by Councilmember Eaton, that the Resolution be referred to the Transportation Commission. On a roll call, the vote was as follows with the Mayor declaring the motion carried: Yeas: 10 Councilmember Lumm, Councilmember Eaton, Mayor Taylor, Councilmember Grand, Councilmember Ackerman, Councilmember Bannister, Councilmember Hayner, Councilmember Griswold, Councilmember Nelson, and Councilmember Ramlawi Nays: 1 Councilmember Smith				
1	Transportation Commission	07/17/2019	Approved by the Commission and forwarded	City Council	08/05/2019	Pass
	Action Text:	A motion was made by Kleinman, seconded by Gordon, that the Transportation Commission recommends that City Council approve the Resolutions to Proceed with Road Reconfigurations for Green Road, from Burbank Drive to Plymouth Road, for Traverwood Drive, from Huron Parkway to Plymouth Road, and for Earhart Road, including a Safety Enhancement Project, from US-23 to South Waldenwood Drive, and appropriate \$34,500.00 and \$40,500.00 respectively from the General Fund and Alternative Transportation Fund Balances; and, that an additional statement from the Transportation Commission be provided to City Council with this action. The Commission action will be forwarded to the City Council and should be returned by 8/5/2019. On a unanimous voice vote, the Chair declared the motion carried.				
	Notes:	See attached 'Transportation Commission Road Reconfiguration Additional Statement.pdf'				
2	City Council	08/05/2019	Approved			Pass
	Action Text:	A motion was made by Councilmember Ackerman, seconded by Councilmember Hayner, that the Resolution be approved. On a roll call, the vote was as follows with the Mayor declaring the motion carried: Yeas: 8 Councilmember Lumm, Mayor Taylor, Councilmember Grand, Councilmember Ackerman, Councilmember Smith, Councilmember Hayner, Councilmember Nelson, and Councilmember Ramlawi Nays: 3 Councilmember Eaton, Councilmember Bannister, and Councilmember Griswold				

Text of Legislative File 19-0956

Resolution to Proceed with a Road Reconfiguration Pilot for Traverwood Drive, from Huron Parkway to Plymouth Road

This is a resolution to approve the pilot road reconfiguration, multi-modal improvements, and non-motorized system expansion along Traverwood Drive from Huron Parkway to Plymouth Road as called for in the City's Non-Motorized Plan. The project would be completed as part of the resurfacing project, which was approved by Council and is to be completed Summer 2019.

The road reconfiguration is illustrated in the attachment (Attachment A) and would include the following:

- Narrowing of vehicular lanes to 10' width to encourage slower speeds.
- Reduce the number of vehicular lanes from three to two. The revised cross section will include one vehicular through lane and one bicycle lane northbound, one vehicular through lane southbound, and parking on the west curb line.
- The southbound vehicular lane will be marked for shared use with bicyclists.

- The addition of parking is intended to address resident needs and provide an opportunity for informal park-and-ride and transit use.

The attached report (Attachment B) provides more detailed information about the existing conditions and anticipated impact of the project. The street currently serves an average daily vehicular traffic volume of 3,500 vehicles and a peak hour volume of 405 vehicles. The proposed design is expected to have a minimal impact to vehicular level of service or volume to capacity ratios while improving the user experience for bicyclists, pedestrians, and transit users.

These concepts were taken through a series of public engagement processes to solicit feedback. The project was discussed with the Transportation Commission on February 20, 2019 and May 15, 2019, and received a favorable recommendation. City Council referred the matter back to the Transportation Commission which gave a positive recommendation on July 17, 2019 after contemplating additional information provided by staff (Attachment D). Additionally, the Transportation Commission provided an additional statement clarifying their position (Attachment E).

Staff created a website which was used to share information about the project (<https://www.a2gov.org/departments/engineering/Pages/Traverwood-Drive-Reconfiguration-Project.aspx>). A public open house was held on May 9, 2019, and an online survey was available May 14 - May 29, 2019. The responses received from the public engagement efforts can be found in the attached report (Attachment C) and are summarized as follows:

- The majority of respondents placed lower importance on driver and passenger safety improvements: 46% Important/Very Important;
- The majority placed importance on pedestrian and bicyclist safety improvements: 58% Important/Very Important;
- The majority support testing the lane conversion and bike lane: 52% Support/Highly Support; and
- The majority showed lower support for installing additional parking: 18% Support/Highly Support.

Budget/Fiscal Impact: There are no identified budget/fiscal impacts. The proposed striping plan would be implemented under the current resurfacing contract approved by Council and would be completed during Summer 2019. It should be noted that new pavement markings associated with the bicycle lane will need to be maintained; therefore, adding additional operational efforts and costs, yet to be determined.

Prepared by: Raymond Hess, Transportation Manager
Reviewed by: Craig Hupy, Public Services Area Administrator
Approved by: Howard S. Lazarus, City Administrator

Whereas, In March 2011, Council adopted Resolution R-11-088 which asserted the City's commitment to Complete Streets and how the transportation network should serve all users of the corridor;

Whereas, In November 2013, Council adopted Resolution R-13-369 as an update to the Non-motorized Transportation Plan, reflecting a continued interest in pursuing a variety of policies that encourage non-motorized travel, including lane conversions/"road diets";

Whereas, In 2018, via the National Citizen Survey, when Ann Arbor residents were asked about tradeoffs between drive times and safety for pedestrians, cyclists, and motorists, residents responded with an overwhelming preference for increasing drive times to reduce crashes, injuries and deaths;

Whereas, The surface treatment project presents cost-effective opportunities to make potential changes to road configurations;

Whereas, Traverwood Drive, from Huron Parkway to Plymouth Road, is currently configured as one northbound vehicle lane, one southbound vehicle lane, and one two-way left turn lane;

Whereas, Analysis was performed by City staff to determine the feasibility for a road diet on this segment, based on guidance from FHWA Road Diet Information Guide and MDOT Road Diet Checklist;

Whereas, Based on the analysis performed by City staff, Traverwood Drive, from Huron Parkway to Plymouth Road, is proposed to be configured as one northbound vehicle lane, one southbound vehicle lane, one parking lane and one bicycle lane;

Whereas, City staff presented the above plans to the Transportation Commission on February 20, 2019 and May 15, 2019 at which time they recommended approval of the resolution and again on July 17, 2019 at which time they recommended approval of the resolution; and

Whereas, Public input was received on the project at a public meeting on May 9, 2019 as well as an online survey which was available for completion from May 9-29, 2019;

RESOLVED, That City Council hereby adopts the proposed pilot road reconfiguration pilot of Traverwood Drive, from Huron Parkway to Plymouth Road; and

RESOLVED, That the City Administrator be authorized to take the necessary administrative actions to implement this resolution.

Journal Archive

From: Braxton Blake [REDACTED]
Sent: Monday, August 19, 2019 7:26 PM
To: Lumm, Jane
Subject: RE: 325 Summit rezoning

Jane, you are the best!!!

www [REDACTED]

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

From: "Lumm, Jane" <JLumm@a2gov.org>
Date: 8/19/19 17:46 (GMT-05:00)
To: Braxton Blake [REDACTED]
Subject: RE: 325 Summit rezoning

Thanks so much, Braxton! I will vote accordingly. :-) Many thanks, and all best! Jane

From: Braxton Blake [REDACTED]
Sent: Monday, August 19, 2019 4:32 PM
To: Anne Bannister <bannister4council@gmail.com>
Cc: Jeffrey Hayner <jeffhayner@firstforjeff.or>; CityCouncil <CityCouncil@a2gov.org>
Subject: 325 Summit rezoning

Dear City Council -

I write to express my agreement with the positions below. (Sorry I don't have time to write my own missive.) Please vote accordingly and reject the rezoning change.

As always, thanks for your time and efforts on behalf of all of us!

Braxton

Dear City Council Representatives,

The Garnet proposal to develop a 5 story condominium at 325 Summit by changing the zoning from a C1B to C1A is seductive on the surface. After all, what could be wrong about adding just one more floor of housing to a project in a downtown area where more housing is needed?

Well, as it turns out, there are many reasons why the Garnet proposal should send up a red flag for all of us. Here are but a few:

First, there is a great deal of confusion about what constitutes a Campus Business District. According to Section 5.12.3 in the UDC, a C1A Campus Business District is ... "intended primarily to serve as a neighborhood shopping area for the university-oriented population that is concentrated around it, providing goods that are day-to-day needs, specialty shops, and recreation." Currently, the Garnet property is designated as C1B, a Community Convenience Center. Re-zoning this as a campus area is a radical change and calls into question what other areas in Ann Arbor could be called a Campus Business District. If you look at the attached chart of University-owned land across the city, it is clear that developers could easily request C1A zoning for their own developments simply to make them more profitable without any contribution to affordable housing. So, in effect, changing this designation for the Garnet proposal is creating a huge **loophole**. Consequently, you should reject the Garnet proposal and, instead, direct the planning department to define a Campus Business District more specifically and clarify what areas in the city should be and should not be considered Campus Business Districts. Only then should you re-consider the Garnet proposal.

Second, in exchange for permission to add an additional floor of housing, priced at \$450 per square foot targeting young professionals and empty-nesters (see <https://expo.mlive.com/news/erry-2018/11/9308e8ccbc4692/see-plans-for-the-garnet-condo.html>), the Ann Arbor community gets zero affordable housing units. This is nothing more than a giveaway.

Third, rezoning this property could very well be interpreted by pro-density advocates as an incentive to continue to chip away at local zoning laws with the ultimate goal of removing them altogether. They would like us to believe that relaxing zoning restrictions will improve affordability. But, as we have seen here and in other cases, relaxing zoning restrictions has only actually benefited wealthy folks who can afford high rents and mortgages of newer construction. Before approving spot zoning for properties such as this, the Council should first allow the Master Plan revision process to conclude, which hopefully will include authentic community engagement. Only then will we know what the Ann Arbor community as a whole wants in regards to the future of planning and development in Ann Arbor.

Silkworth letter:

To: Ann Arbor Mayor and City Council

Regarding the Garnett Rezoning Application: I urge you to reject the spot rezoning of this parcel from C1B Community Convenience Center to C1A Campus Business because it's a misapplication of our zoning laws and a clear deviation from our Master Plan.

Chapter Seven (Central Area section) of the City of Ann Arbor Master Plan Land Use Element provides for higher development densities and a wider variety of building uses inside our urban core to promote a healthy downtown commercial business environment and to accommodate the residential, service and entertainment needs of downtown residents which in some areas includes many students of the University of Michigan.

This plan calls for a very dense urban core designated by D-1 and D-2, but it also calls for buffer or transition areas between the densest urban core areas and the surrounding established residential neighborhoods which are intended to ensure their continued viability.

I would like to direct you to the stated Goals in the Central Area plan:

“Goal A - To promote sound and attractive residential neighborhoods which meet the housing needs of the current and future population, which are adequately served by urban services, infrastructure and facilities and which conserve environmental quality.

1. 1) Objective 1: To protect, preserve and enhance the character, scale and integrity of existing housing in established residential areas, recognizing the distinctive qualities of each neighborhood.
2. 2) Objective 2: To encourage the preservation of existing small neighborhood grocery stores and the re-establishment of vacated neighborhood grocery stores.
3. 3) Objective 3: To minimize the displacement of residential uses by commercial and institutional uses.
4. 4) Objective 4: To encourage the development of new architecture, and modifications to existing architecture that compliments the scale and character of the neighborhood.
5. 5) Objective 5: To develop density thresholds for each neighborhood that are appropriate in relation to the character, available services and infrastructure of the neighborhood, and in accordance with the norms of that neighborhood, resulting in improved quality of life for all residents.”

and,

“Goal B: To encourage sensitive, attractive, and innovative development and renovation in downtown Ann Arbor and in adjacent neighborhoods.

1) Objective 1: To pay special attention to the interface zones between downtown Ann Arbor and Central Area residential neighborhoods; and to insure that projects in these areas both contribute to downtown liveliness and help buffer established

neighborhoods from further erosion.

2. 2) Objective 2: To promote compatible development of sites now vacant, underutilized

or uninviting, wherever this would help achieve the plan’s overall goals.

3. 3) Objective 3: To identify appropriate locations for compatible and well-designed

multiple-family residential development, or mixed use development, particularly near

campus and downtown.

4. 4) Objective 4: To protect housing stock from demolition or conversion to business use,

and to retain the residential character of established, sometimes fragile, neighborhoods adjacent to commercial or institutional uses.

5. 5) Objective 5: To encourage housing and neighborhood-oriented businesses in the

downtown interface area zones that will improve the quality of life in nearby neighborhoods.

6. 6) Objective 6: To create inviting streetscape corridors and improve the links between

commercial and residential areas, encouraging access between the nearby neighborhoods and downtown.

7. 7) Objective 7: To encourage the construction of buildings whose scale and detailing is

appropriate to their surroundings.”

Campus Business zoning designations of C1A and C1A/R were intended to be used in various locations around the University of Michigan Central Campus adjacent to some of the densest urban core areas of our city. These Campus Business zoning designations were not intended to be used outside of those areas, and any proposed use of them outside of those areas is a clear misapplication of the zoning and a violation of the stated goals of our Master Plan.

Furthermore, continued misapplication of C1A and C1A/R zoning could be harmful to other neighborhoods around University of Michigan properties, because it could establish a legal precedent that could be difficult for the city to defend against if additional similar speculative rezoning requests are made in the future.

Because all of the Goals in the Central Area can be reached using the current zoning for this property, there is absolutely no reason to approve this rezoning at this time. Our Zoning Ordinances are laws that must be followed, and our Master Plan must also be adhered to because it has provided us with a stable foundation upon which our city's prosperity has been and will continue to be built.

Sincerely, David Silkworth

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Journal Archive

From: Curt Mark [REDACTED]
Sent: Monday, August 19, 2019 9:33 PM
To: Ramlawi, Ali
Subject: Nice job tonight

I haven't been a big fan but you did very well tonight. Trading a clean up of that site while getting 10 units? It just makes sense.

Thanks
Sent from my iPad

Journal Archive

From: Smith, Chip
Sent: Monday, August 19, 2019 9:45 PM
To: Nelson, Elizabeth
Subject: FW: Follow-Up Items to Last Week;'s Meeting on Pedestrian Safety
Attachments: Green Rpmrk 2 Revised_2019.08.14r.pdf

From: Lazarus, Howard <HLazarus@a2gov.org>
Sent: Wednesday, August 14, 2019 5:41 PM
To: CityCouncil <CityCouncil@a2gov.org>
Cc: Hupy, Craig <CHupy@a2gov.org>; Hutchinson, Nicholas <NHutchinson@a2gov.org>; Hess, Raymond <RHess@a2gov.org>; Redinger, Cynthia <CRedinger@a2gov.org>; Clock, William <WClock@a2gov.org>; Adkins, Jamie <JAdkins@a2gov.org>; Fournier, John <JFournier@a2gov.org>; Higgins, Sara <SHiggins@a2gov.org>
Subject: Follow-Up Items to Last Week;'s Meeting on Pedestrian Safety

Councilmembers:

I am writing to follow up the discussion we had last week with Councilmembers Griswold, Eaton, and Bannister. I had asked key staff to attend so that we could respond to questions that were raised. While the initial intent of the meeting was to review crash data, our conversation also included discussions of the road diets that were presented at last Monday's council meeting, and if there were ways to address concerns in revised designs so that the matters could be brought back for reconsideration at the next meeting. We also agreed to meet again tomorrow (3:30, Basement Conference Room) so that staff could follow-up on remaining questions.

Subsequent to the meeting, I asked staff to develop revised designs for Green Road those discussions. In addition to Councilmembers Griswold, Eaton, and Bannister, Councilmember Ackerman has also expressed interest in revisiting the discussion. Therefore, I am forwarding the attached drawings for your review. Many thanks go to the design team engineers for cranking these out. Descriptions of the scope of work are as follows:

Overview (NB = northbound; SB = southbound):

- Green @ Plymouth – maintains the previously proposed configuration (NB travel lane & NB buffered bike lane; SB right turn lane, SB through lane, SB dual left turn lanes and SB buffered bike lane);
- Green from Plymouth to Commonwealth – added back in a SB travel lane (NB travel lane & NB buffered bike lane; center dual left turn lane; 2 SB travel lanes, and SB buffered bike lane)
- Green @ Commonwealth – added a southbound right turn lane (NB travel lane & NB buffered bike lane; center dual left turn lane; SB right turn lane, SB travel lane, SB buffered bike lane with reduced buffer)
- Green from Commonwealth to Burbank – maintains the previously proposed configuration (NB travel lane & NB buffered bike lane; center dual left turn lane; SB travel lane and SB buffered bike lane)
- Green at Burbank – added a northbound right turn lane (NB travel lane, NB right turn lane & NB bike lane with reduced buffer; center dual left turn lane; SB travel lane and buffered bike lane)

Green north of Burbank - maintains the previously proposed configuration (NB travel lane & NB buffered bike lane; center dual left turn lane; SB travel lane and SB buffered.

The following additional items are also potential topics for discussion tomorrow:

- Preliminary concepts that remove the temporary roundabout on Earhart Road.

- Ability to relate streetlight outages to crash data.
- Performance data reporting.

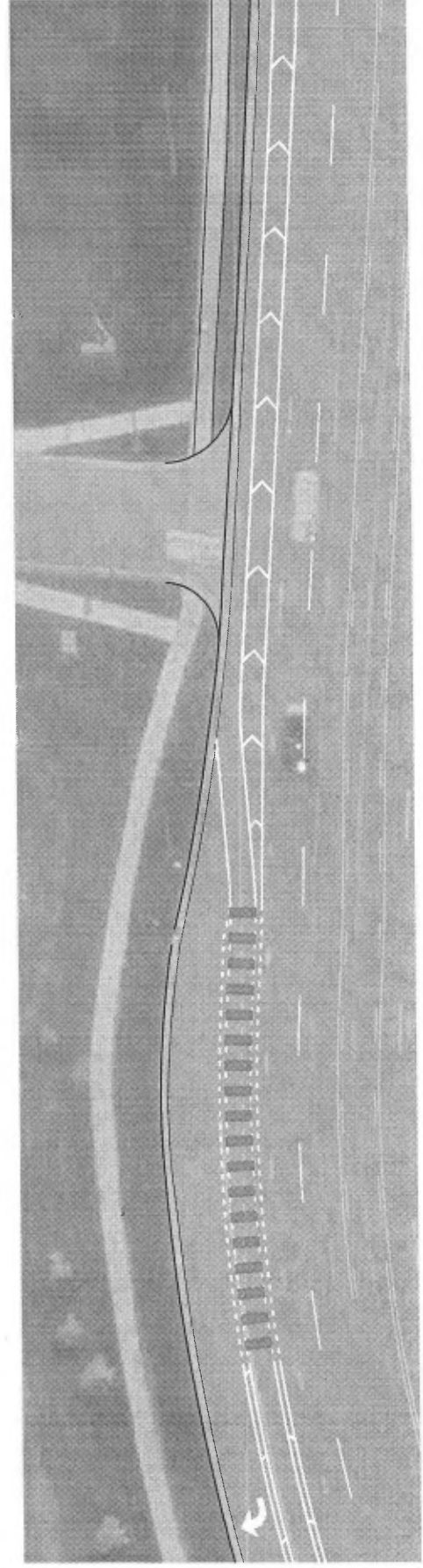
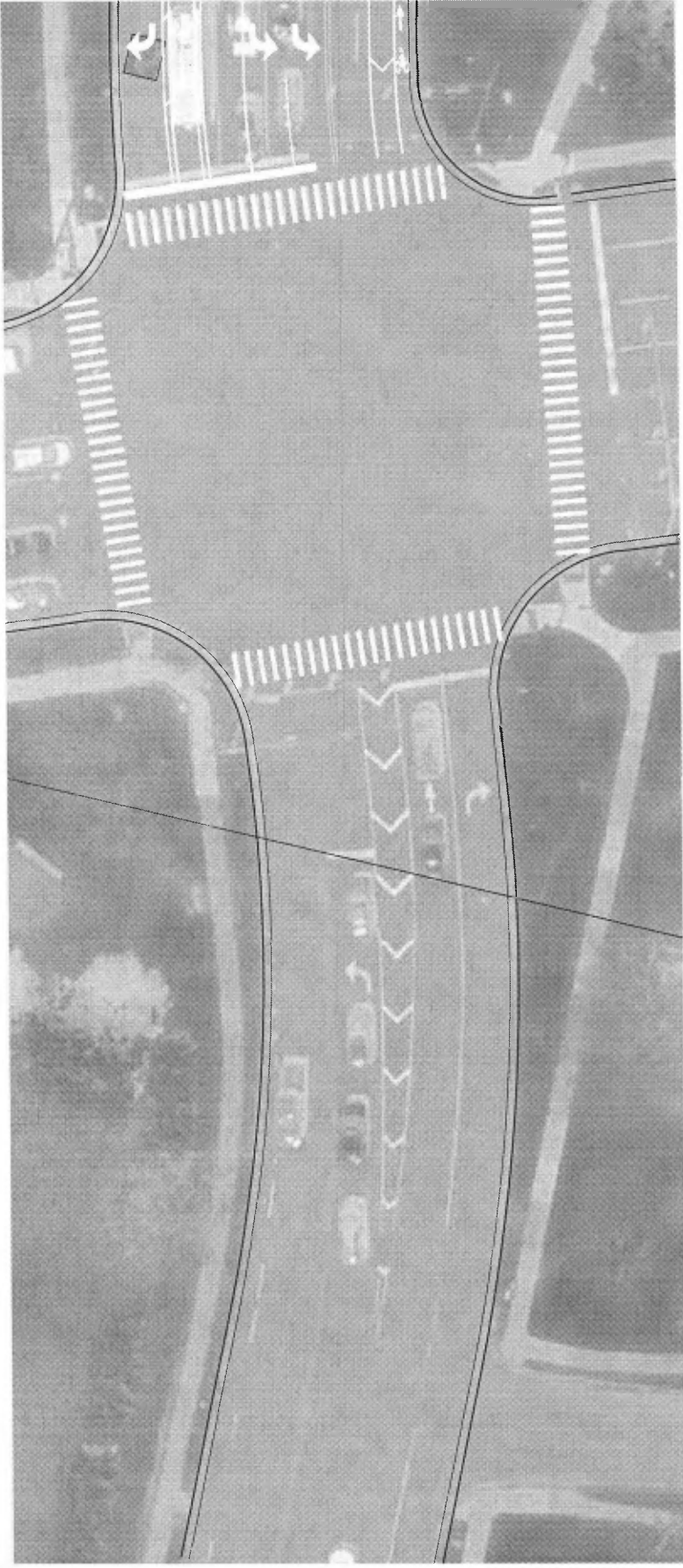
Please do not hesitate to contact me if you have any questions or if I can be of further assistance.

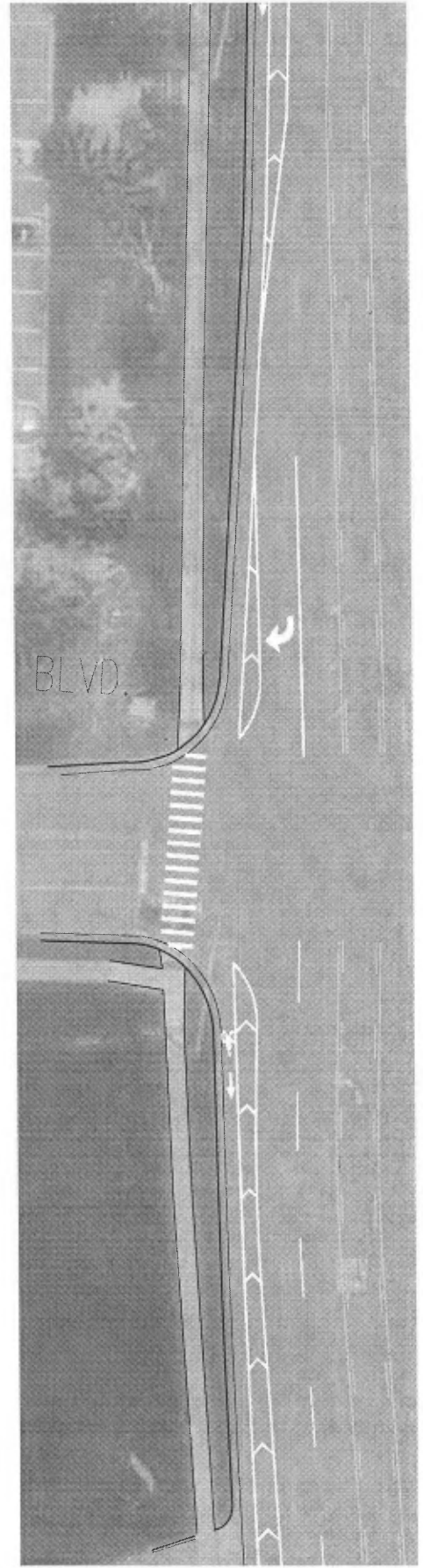
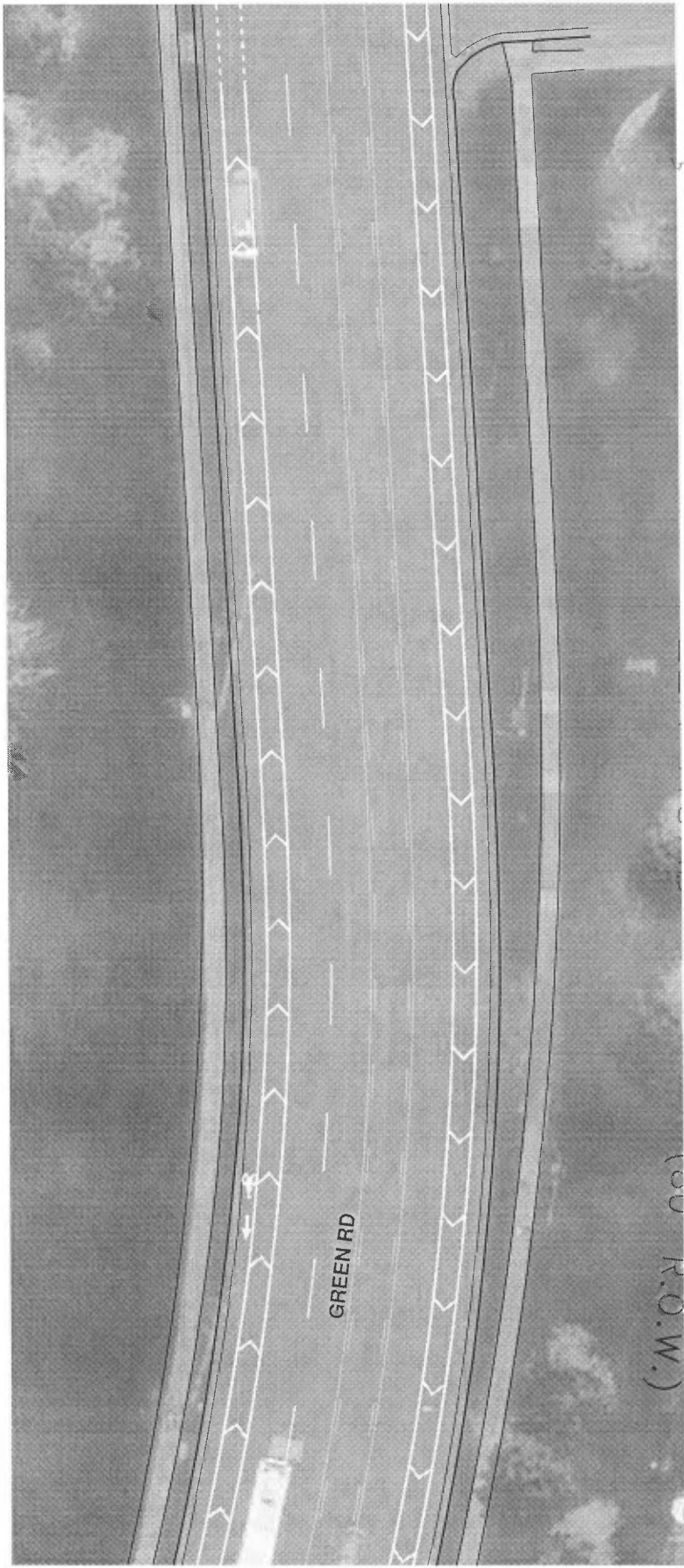
Howard S. Lazarus

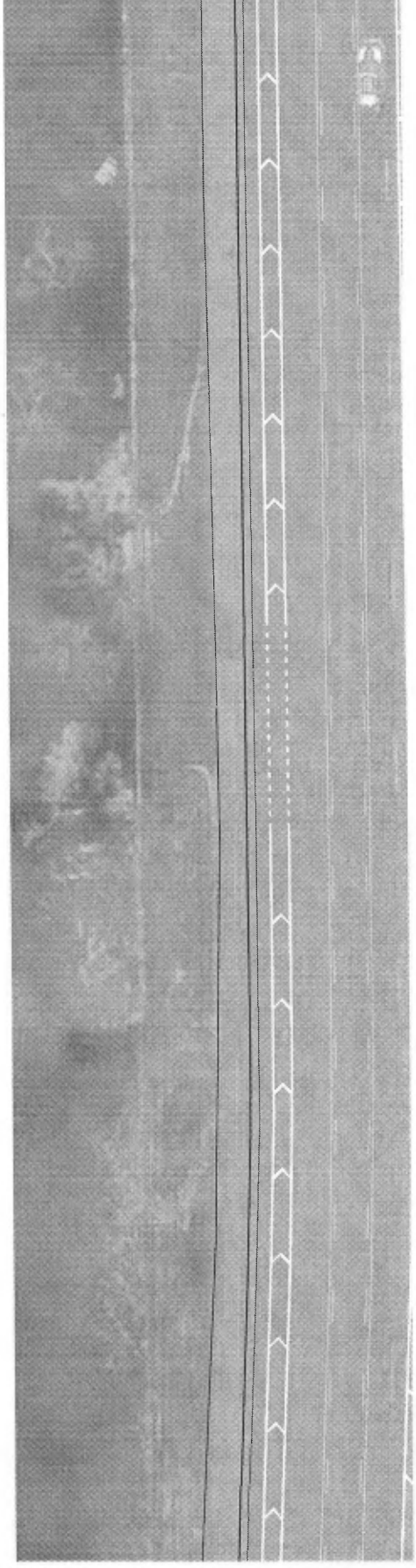
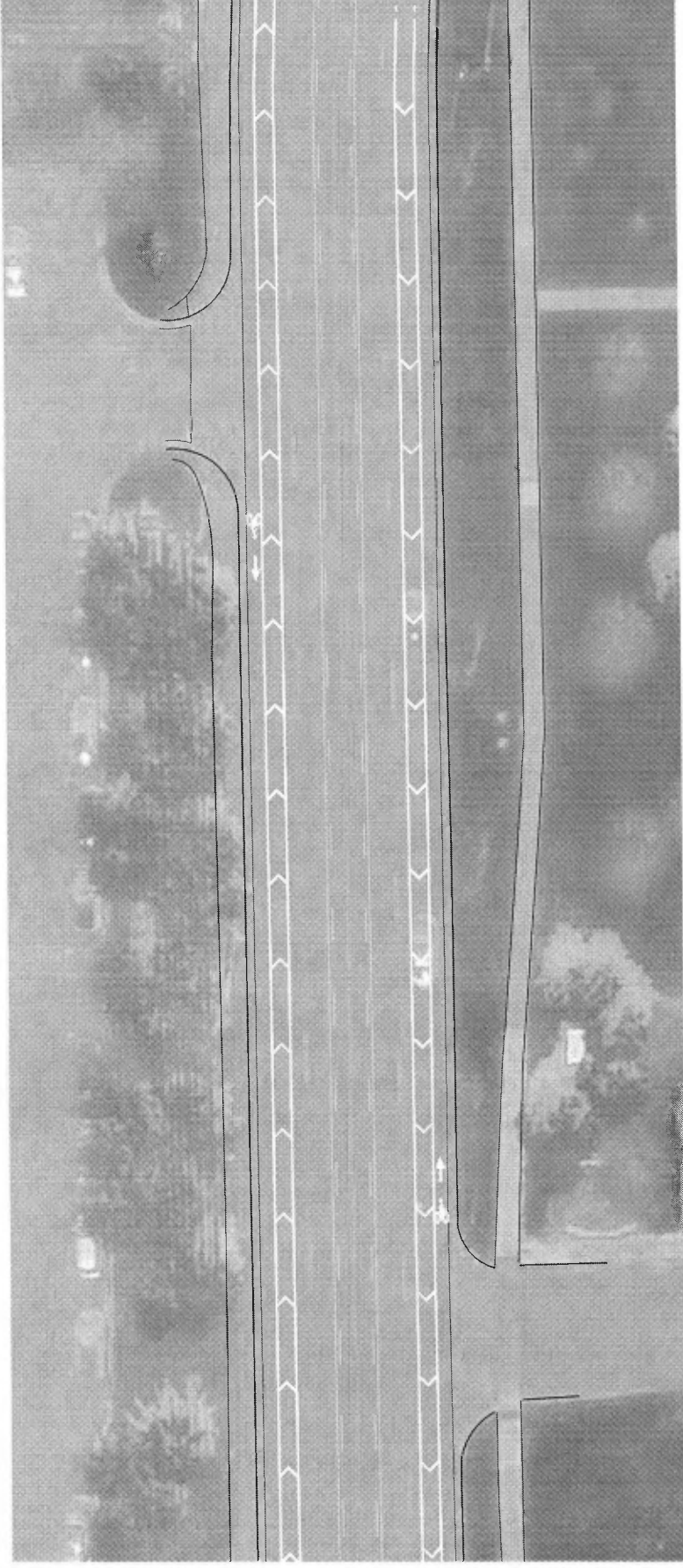
City Administrator
City of Ann Arbor
301 E. Huron Street
Ann Arbor, MI 48104
T: 734-794-6110 ext41102
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PCL XL error

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Position: 268471

Journal Archive

From: Beaudry, Jacqueline
Sent: Monday, August 19, 2019 9:59 PM
To: Nelson, Elizabeth
Subject: RE: Reconsideration

I just double checked the original resolution. The final vote was 8-3. I had the original 10-1 vote in the motion, which was the original vote referring to the Transportation Commission. Sorry for the mistakes – trying to get it out too quickly! I've hopefully updated everything correctly now!

..Title

Motion to Reconsider the August 5, 2019 Vote that Approved the Resolution to Proceed with a Road Reconfiguration Pilot for Traverwood Drive, from Huron Parkway to Plymouth Road

..Memorandum

I move to reconsider the August 5, 2019 Vote that Approved the Resolution to Proceed with a Road Reconfiguration Pilot for Pilot for Traverwood Drive, from Huron Parkway to Plymouth Road. I voted on the prevailing side, which approved the resolution with a 8-3 vote.

..Staff

Sponsored by: Councilmember Nelson

Jacqueline Beaudry, City Clerk

Ann Arbor City Clerk's Office | Guy C. Larcom City Hall | 301 E. Huron, 2nd Floor · Ann Arbor · MI · 48104
734.794.6140 (O) · 734.994.8296 (F) | Internal Extension 41401
jbeaudry@a2gov.org | www.a2gov.org



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From: Beaudry, Jacqueline
Sent: Monday, August 19, 2019 7:19 PM
To: Nelson, Elizabeth <ENelson@a2gov.org>
Subject: RE: Reconsideration

Oh, thanks! I fixed it in the memo, but missed the title. I'll make the change.

Jacqueline Beaudry, City Clerk

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From: Nelson, Elizabeth <ENelson@a2gov.org>
Sent: Monday, August 19, 2019 7:18 PM
To: Beaudry, Jacqueline <JBeaudry@a2gov.org>
Subject: RE: Reconsideration

That's the right one but it is the vote that approved not the vote that defeated. It says both defeated and approved (?) (Maybe I don't know how these things are formatted)

From: Beaudry, Jacqueline <JBeaudry@a2gov.org>
Sent: Monday, August 19, 2019 7:15 PM

To: Nelson, Elizabeth <ENelson@a2gov.org>

Subject: Reconsideration

Confirming this looks good.

..Title

Motion to Reconsider the August 5, 2019 Vote that Defeated the Resolution to Proceed with a Road Reconfiguration Pilot for Traverwood Drive, from Huron Parkway to Plymouth Road

..Memorandum

I move to reconsider the August 5, 2019 Vote that Approved the Resolution to Proceed with a Road Reconfiguration Pilot for Pilot for Traverwood Drive, from Huron Parkway to Plymouth Road. I voted on the prevailing side, which approved the resolution with a 10-1 vote.

..Staff

Sponsored by: Councilmember Nelson

Jacqueline Beaudry, City Clerk

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