

**Ann Arbor City Council Regular Session: June 1, 2015
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		7:29 PM	Christopher Taylor, Sumi Kailasapathy, Sabra Briere, Jane Lumm, Kirk Westphal, Julie Grand, Stephen Kunselman, Jack Eaton, Graydon Kraphol, Chuck Warpehoski, Mike Anglin	Richard Swartz		Email address	Privacy
3		7:35 PM	Jane Lumm	Phillip Farber		Email address	Privacy
4		8:57 PM	Julie Grand	Jeannie Palms		Phone number, address	Privacy
5		9:05 PM	Sumi Kailasapahty, Jane Lumm, Julie Grand, Stephen Kunselman, Jack Eaton, Graydon Krapohl, Chuck Warpehoski, Mike Anglin	Miriam Meisler		Email address, address	Privacy
6		10:00 PM	Christopher Taylor, Sumi Kailasapathy, Sabra Briere, Jane Lumm, Kirk Westphal, Julie Grand, Stephen Kunselman, Jack Eaton, Graydon Kraphol, Chuck Warpehoski, Mike Anglin	LuAnne Bullington		Email address, address	Privacy
7		10:42 PM	All City Council Members	Jacqueline Beaudry	Steve Powers		
8		11:05 PM	Ryan Stanton	Jane Lumm			
9		12:21 AM	Jacqueline Beaudry	Sabra Briere			

Ann Arbor City Council Regular Session: June 1, 2015
Email Redactions List Pursuant to Council Resolution R-09-386

	A	B	C	D	E	F	G
10		12:23 AM	Jane Lumm	Pat Johnston		email address	Privacy

Alexa, Jennifer

From: Swartz, Richard [REDACTED]
Sent: Monday, June 01, 2015 7:29 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: Washtenaw Ave corridor

Without overstating, I wanted to voice support for the ReImagine project and its goals. Attending to the safety of pedestrians, cyclists and users other than automobile drivers, only improves the safety for the auto drivers as well. This is true for all of our roads and streets, but the Washtenaw corridor is a particularly high-volume area and needs combined planning by the cities of AA and Ypsi. Thank you for your consideration.

Electronic Mail is not secure, may not be read every day, and should not be used for urgent or sensitive issues

Alexa, Jennifer

From: Phillip Farber [REDACTED]
Sent: Monday, June 01, 2015 7:35 PM
To: Lumm, Jane
Subject: Re: ReImagine Washtenaw

Thank you Ms. Lumm for responding in such detail to my perspective on the changes proposed in the ReImagine Washtenaw study.

I understand the concerns of residents adjacent to Washtenaw regarding the possibilities for additional traffic on their streets as motorists seek alternative routes. I would have the same concerns if I were in their position.

I personally avoid Washtenaw entirely at certain times of the day because of the congestion. Projections that show even more commuting into Ann Arbor in future years because our economy here is so robust which will only exacerbate the congestion.

Given that many residents already perceive their roads as overburdened, and we are not about to widen Washtenaw, isn't traffic demand management the main tool we have to solve the congestion problem? Coupled with offering more alternatives such as improved bus service, I can't see any other solution to the demand placed on Washtenaw.

I hope you will take these ideas into consideration and support the study.

Thank you and Best Regards,

Phillip Farber
Ann Arbor
Fifth Ward.

On Mon, Jun 1, 2015 at 12:20 PM, Lumm, Jane <JLumm@a2gov.org> wrote:

Dear Phillip,

Thank you for writing to share your views about the ReImagine Washtenaw Study.

I have heard from many constituents who are most concerned about how the proposal will impact them, as they live in very close proximity to Washtenaw. I share many of the concerns that have been voiced regarding improving traffic flows along Washtenaw, and the impacts on adjacent roads from the recommended traffic diversion strategies (e.g., onto Packard, Huron River Drive, Clark Road, Geddes and other East-West routes). For many residents, these roads are already overburdened, and making travel along Washtenaw more difficult is not a satisfactory solution. The report was silent on how to improve traffic flows, and spoke to manners in which alternative transportation can be improved – I think both can be improved, and ReImagine Washtenaw does not suggest remedies for the users who access Washtenaw via US 23, other than traffic diversion and transportation demand management. With all due respect, I don't think these citizen concerns are a case of foot dragging, but of concern for unintended consequences and the shortcomings of the report.

Thank you again for sharing your perspective. As with most things, there are plusses and minuses in this proposal which, I feel, require close examination.

Sincerely, Jane

From: Phillip Farber [mailto: [REDACTED]]
Sent: Monday, June 01, 2015 12:07 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

Hello Ann Arbor City Council Members,

I am writing to ask you to support the ReImagine Washtenaw Corridor Improvement Study.

Business as usual in that corridor is not serving all of your constituents.

The improvements called for in the study are consistent with policy goals already adopted by Council. These goals include provision for alternative modes of transportation that include walking, cycling, and mass transit. As currently configured, the study corridor is designed only for automobile traffic to the exclusion of these other modes.

We are in the midst of a transformation of attitudes about how we as a community travel from point A to point B. We need council to create the policies that enable this transformation.

Foot-dragging is not a solution.

Thanks you for your time and Best Regards,

Phillip Farber

Ann Arbor

Fifth Ward



Alexa, Jennifer

From: Jeannine Palms [jeannine@wetmeadow.org]
Sent: Monday, June 01, 2015 8:57 PM
To: Grand, Julie
Subject: RE: Support for the ReImagine Washtenaw Corridor Improvement Study

Thank you, Julie. I look forward to hearing the outcome.

Jeannine

Jeannine Palms

jeannine@wetmeadow.org

From: Grand, Julie [mailto:JGrand@a2gov.org]
Sent: Monday, June 01, 2015 6:46 PM
To: jeannine@wetmeadow.org
Subject: Re: Support for the ReImagine Washtenaw Corridor Improvement Study

Thank you. I'm cautiously optimistic that we will move forward this evening.

Julie

Julie Grand
Ann Arbor City Council, Ward 3
(734) 678-7567 (c)

On Jun 1, 2015, at 5:22 PM, Jeannine Palms <jeannine@wetmeadow.org> wrote:

Dear Mayor and City Council members,

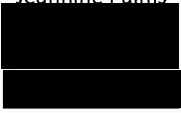
I am writing to ask that you support the Council resolution endorsing the ReImagine Washtenaw Corridor Improvement Study. I am a citizen of Ann Arbor, Ward 3, and a member of the Washtenaw Biking and Walking Coalition. I bike, walk or use the bus for almost all of my transportation needs. I prefer to bike for the exercise and the flexibility to carry loads and make multiple stops. However, after biking the Washtenaw corridor several times, I find it to be too risky so now find rides or take the bus to travel between Ypsi and AA.

The ReImagine Washtenaw Corridor Improvement Study would move the city toward the community transportation goals in the City's Climate Action Plan and Sustainability Framework. With greater safety for walking and biking, its implementation holds the potential to reduce vehicle congestion and emissions as well as encouraging viable economic and perhaps residential development along and/or in close proximity to the Washtenaw corridor.

Thank you for your attention,

Jeannine

Jeannine Palms



Alexa, Jennifer

From: Meisler, Miriam [REDACTED]
Sent: Monday, June 01, 2015 9:05 PM
To: Kailasapathy, Sumi; Lumm, Jane; Grand, Julie; Kunselman, Stephen; Eaton, Jack; Krapohl, Graydon; Warpehoski, Chuck; Anglin, Mike
Subject: Washtenaw Plans

I just found out about the City Council meeting tonight;
I want to add my voice in support of the plans for improvement,
safe bike lanes, safe crossings, safe bus stops - let's move
ahead! The current situation is ugly and unsafe.

Miriam Meisler
[REDACTED]

skailasapathy@a2gov.org; JLumm@a2gov.org; JGrand@a2gov.org; SKunselman@a2gov.org; JEaton@a2gov.org; GKrapohl@a2gov.org; CWarpehoski@a2gov.org; MAnglin@a2gov.org

Electronic Mail is not secure, may not be read every day, and should not be used for urgent or sensitive issues

Alexa, Jennifer

From: LuAnne Bullington [REDACTED]
Sent: Monday, June 01, 2015 10:00 PM
To: Warpehoski, Chuck; Anglin, Mike; Krapohl, Graydon; Eaton, Jack; Grand, Julie; Kunselman, Stephen; Westphal, Kirk; Lumm, Jane; Kailasapathy, Sumi; Briere, Sabra; Taylor, Christopher (Mayor)
Subject: No on Reimagine Washtenaw. It is the wrong plan for the Ann Arbor section.

Washtenaw is not a street. It was never meant to be a street. It is a major artery for commuters, commerce and local shoppers.

I did not see anywhere in the plan, funding for purchasing or the taking of property by eminent domain. The bus shelter at Whole Foods is on Whole Foods property. Other businesses are very close to the sidewalks and many sidewalks butt up next to Washtenaw. I have not seen any maps of where the property lines are compared to public easements. This could make this a very expensive plan to adopt due to the lack of adequate public easements to implement the plan.

Reimagine Washtenaw requires the reduction of at least 14,000 cars to make the present plan work. I do not see that many bikes or bus riders on Washtenaw to make that happen especially with commuters and commercial traffic. Washtenaw needs improving and has for many years. Past efforts to improve Washtenaw required U.S. 23 entrances and exits closed to reduce traffic congestion. That is not in the plan.

When talking to a city council member concerning these issues and more concerning the ReImagined Washtenaw Plan, I was flatly told that this city council member was voting "yes" because their only interest was in the money the plan would bring. I think our city, its residents and visitors need something more from their elected officials than a money grab at business owners, city resident's, and commuter's expense.

LuAnne Bullington
[REDACTED]
[REDACTED]



This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

Alexa, Jennifer

From: Beaudry, Jacqueline [JBeaudry@a2gov.org]
Sent: Monday, June 01, 2015 10:42 PM
To: *City Council Members (All)
Cc: Powers, Steve
Subject: FW: Reimagine Washtenaw Substitute Resolution (May 28 2015).docx
Attachments: Reimagine Washtenaw Substitute Resolution (May 28 2015).docx

FYI

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) |
jbeaudry@a2gov.org | www.a2gov.org



Think Green! Please don't print this e-mail unless absolutely necessary.

From: Lumm, Jane
Sent: Monday, June 01, 2015 6:40 PM
To: Beaudry, Jacqueline
Cc: Lumm, Jane
Subject: Reimagine Washtenaw Substitute Resolution (May 28 2015).docx

Jackie, This is a substitute item DB-1 I will ask you to send. Thanks! Jane

Resolution Regarding Reimagine Washtenaw Corridor Improvement Study

Whereas, Reimagine Washtenaw is a cooperative, multi-jurisdictional planning, place-making, transportation, and economic development effort, led by Washtenaw County with stakeholders that include the Cities of Ann Arbor and Ypsilanti and Pittsfield and Ypsilanti Charter Townships, the Michigan Department of Transportation, and the Ann Arbor Area Transportation Authority, among others;

Whereas, Washtenaw County secured a \$3,000,000 Community Challenge Planning Grant from the Department of Housing and Urban Development (HUD), which funded, in part, a comprehensive transportation study of Washtenaw Avenue, known as the Corridor Improvement Study, completed in April 2014;

Whereas, the Corridor Improvement Study was the result of an 18-month planning process, involving significant public input, that provided a detailed plan for the future of the corridor that incorporates specific land use, transportation, non-motorized, and public transit goals;

Whereas, the success of the Corridor Improvement Study depends on all stakeholders working cooperatively to implement its provisions, including future public right-of-way limits necessary to improve the roadway in the future to provide for adequate vehicular travel lanes, non-motorized facilities;

Whereas, all four local units of government have adopted, or will adopt master plan and zoning regulations to ensure that future private land use patterns provide for walkable, vibrant, mixed-use districts that emphasize a sense of place, sustainable development, and integration with public transit;

Whereas, the Ann Arbor City Planning Commission recommended on December 16, 2014 that the Ann Arbor City Council support and endorse the recommendations of the Corridor Improvement Study;

Whereas, serious traffic congestion along the Ann Arbor portion of Washtenaw greatly inconveniences motorists and reduces the patronage of many of the auto-dependent businesses along the avenue.

Whereas, many citizens, business representatives, and engineers have raised concerns that elements of the Study could create even worse traffic congestion, making travel by commuters, shoppers and emergency vehicles more difficult and undercutting the wide geographic customer bases of most of the businesses on the Ann Arbor portion of the avenue;

Whereas, creating separate bike lanes on each side of the avenue directly adjacent to narrowed traffic lanes used by cars, buses, trucks, and emergency vehicles could be hazardous, especially in light of: a) the need for buses to pull over to the right side of the road to accommodate passengers; b) the danger that a green traffic light may invite collisions between cars turning right and cyclists riding through intersections; and c) the alarming growth of distracted driving along Washtenaw as well as other city streets.

Whereas, the City of Ann Arbor Urban and Community Forest Plan identifies protection, preservation, maintenance and expansion of Ann Arbor's tree canopy as an overarching goal, and acquisition of property along the corridor could result in the removal of trees lining the North side of Washtenaw Avenue; and

Whereas, the Study proposes eliminating the median vehicular lane (that currently accommodates vehicles turning off of or onto the avenue) in favor of a wide, planted median that would force vehicles (including emergency vehicles) to make cumbersome "Michigan lefts" It offers no evidence, however, that this move is appropriate for so heavily-travelled an artery or that the plan allows an adequate turning radius for large commercial and emergency vehicles;

Whereas, the means proposed for reducing the flow of vehicular traffic on the Ann Arbor segment of Washtenaw do not appear adequate to attain the 15% reduction that plan says is required and could divert traffic to roads already congested at the same times of day;

RESOLVED, that the Ann Arbor City Council:

- 1) endorses continued staff cooperation with the other municipalities to improve conditions along Washtenaw Avenue;
- 2) specifically endorses cooperation with AAATA to create several off-road bus superstops that will both encourage ridership and reduce traffic blockages;
- 3) endorses the goal of completion of the sidewalk system along the avenue, preferably in ways that will accommodate all forms of non-motorized transportation.
- 4) endorses the broad objectives on the Corridor Improvement Study to improve the experience of pedestrians, bikers and transit riders but recognizes that the highest priority for improving the Ann Arbor portion of Washtenaw must be improving the flow of vehicular traffic for the benefit of emergency vehicles, of commuters into and out of the city, and of the businesses along the avenue and their customers.
- 5) directs that the proposal in the study for a wide median--limiting direct left turns and requiring "Michigan lefts" at many places--should be evaluated by objective outside traffic engineers for their effects on traffic flow and be brought back to the Council before any implementation is planned or executed.

Alexa, Jennifer

From: Lumm, Jane [JLumm@a2gov.org]
Sent: Monday, June 01, 2015 11:05 PM
To: Ryan Stanton
Subject: FW: Reimagine Washtenaw Substitute Resolution (May 28 2015).docx
Attachments: Reimagine Washtenaw Substitute Resolution (May 28 2015).docx

From: Lumm, Jane
Sent: Monday, June 01, 2015 6:40 PM
To: Beaudry, Jacqueline
Cc: Lumm, Jane
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Whereas, creating separate bike lanes on each side of the avenue directly adjacent to narrowed traffic lanes used by cars, buses, trucks, and emergency vehicles could be hazardous, especially in light of: a) the need for buses to pull over to the right side of the road to accommodate passengers; b) the danger that a green traffic light may invite collisions between cars turning right and cyclists riding through intersections; and c) the alarming growth of distracted driving along Washtenaw as well as other city streets.

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Alexa, Jennifer

From: Briere, Sabra [SBriere@a2gov.org]
Sent: Tuesday, June 02, 2015 12:21 AM
To: Beaudry, Jacqueline
Subject: amendment

RESOLVED, that the Ann Arbor City Council hereby supports and endorses the recommendations of the Corridor Improvement Study, with the understanding that future, more detailed analysis will be required, as well as coordination with MDOT, in order to implement <delete all of> its provisions

Sabra Briere
First Ward City Council
Ann Arbor
734-995-3518
734-277-6578 (cell)

Sent from my iPad

Alexa, Jennifer

From: Pat Johnston [REDACTED]
Sent: Tuesday, June 02, 2015 12:23 AM
To: Lumm, Jane
Subject: Re: Reimagine Washtenaw

Hi Jane,

We let them know.

Thanks for all you did to help with this.
I really appreciate all your work!!!!

Pat

On Jun 1, 2015, at 2:26 PM, Lumm, Jane <JLumm@a2gov.org> wrote:

Pat and Lisa, Do you think your neighbors on Geddes are aware of this "traffic diversion" strategy? Basically, RW will make traffic congestion more difficult (and an MDOT civil engineer has written us to state exactly this) and it states in the plan that traffic will need to be diverted to reduce volumes – reducing volumes is necessary for this plan to work. How crazy is that? Don't forward this string – just for you. Just also want folks along Geddes to understand this.

From: Lumm, Jane
Sent: Monday, June 01, 2015 2:21 PM
To: Peter Eckstein; 'Donald Salberg'; Mike Roddy; Jim Walker
Cc: [REDACTED]
Subject: FW: Reimagine Washtenaw

Folks on Geddes, Huron River Dr..... need to understand this whole issue/recommendation of traffic diversion! Larry, copying you FYI Not sure your HRDrive neighbors are aware of this. Basically, for RW to work, traffic on Washtenaw has to be significantly reduced and diversion is one of the "strategies".

From: Lumm, Jane
Sent: Monday, June 01, 2015 2:17 PM
To: Briere, Sabra; Stephen Reading
Cc: Agnes Reading; *City Council Members (All); Powers, Steve
Subject: RE: Reimagine Washtenaw

Dear Mr. and Mrs. Reading,

Thank you for writing. To respond to your concern about redirecting traffic (traffic diversion, as it's referred to in the RW report and the Parsons Brinkerhoff report), the plan does require a reduction in vehicle volumes to be successful, and diverting traffic to alternate east west routes is a recommended strategy. Like you, many residents have shared concerns about diverting traffic to already overburdened streets (including Packard which was addressed in a separate communication to council from a local resident who also happens to be an MDOT civil engineer). I share this concern and do not consider it viable.

Traffic signal coordination in the report is primarily directed at timing lights for improved bus levels of service. A separate study on this is contained in: "Let's Roll: Reimagining Transit on Washtenaw Avenue."

Hope this is helpful, and thank you for sharing your concerns.

Best regards, Jane

From: Briere, Sabra
Sent: Monday, June 01, 2015 2:02 PM
To: Stephen Reading
Cc: Agnes Reading; *City Council Members (All); Powers, Steve
Subject: Re: Reimagine Washtenaw

Dear Mr. and Mrs. Reading,

Thank you both for writing about the Reimagine Washtenaw study. Over the past few weeks (in my spare time <smile>) I've been re-reading all of the work that led to this study. I've been particularly interested in issues of access - and by access, I don't mean ways for drivers to use Washtenaw; instead, I mean ways for all modes of transportation, from wheelchair users and parents with strollers to mass transit and everything in between, to safely use Washtenaw. Because, after all, we see all modes using Washtenaw now, and wince when we see users forced into unsafe situations.

I started with the 2008 Washtenaw County Access Management Plan, went on to the 2009 Vision for Washtenaw Avenue presentation, the 2010 Washtenaw Corridor Strategy and finally to the 2011-2014 Reimagine Washtenaw study itself.

From the 2008 Washtenaw County Access Management Plan, which predates the Washtenaw Corridor Strategy and the Reimagine Washtenaw Study:

The questions this access management plan will help address include:

- What access-related improvements should be made to existing uses to reduce crash potential and facilitate trips between businesses within shared parking areas?
- How can land use/site plan decisions support the recommendations and enhance the effectiveness of this access management plan?
- What standards for access and related transit and non-motorized facilities should be adopted to help improve safety and efficiency while still providing reasonable access to adjacent land uses?

The 2010 Corridor Strategy enlarged upon those goals by adding land-use elements that support transit and access:

Project Goals:

- *Improve development practices*
- *Increase housing choices*
- *Expand multimodal transportation choices and increase safety*

- *Revitalize commercial centers and neighborhoods*
- *Improve streetscape and non-motorized infrastructure*
- *Infill and redevelopment building on existing assets and infrastructure*
- *Provide increased mix-use, including retail, office and residential at nodes*
- *Allow increased density to support a higher level of public transit service*
- *Increase regional public and private collaboration in future development, land use planning, transportation and investment decisions*
- *Increase frequency and span of transit service*

The current resolution acknowledges that increasing the use of Washtenaw for all types of transportation can result in individuals making the decision to use Geddes, Huron River Drive, Packard or another route (driving north-east on Plymouth, for instance, to catch US23 or M14). But it isn't the expectation that, if MDOT decides to do so, reducing the width of the lanes or implementing wide medians with left-turns will result in a lower vehicular use. Instead, the study anticipates that coordinating traffic signals and reducing the number and location of left-turns will create a more effective traffic pattern.

At least, that what I have gathered through my reading.

Thank you again for writing. Your questions have helped me as I look into this important issue.

Sabra Briere
 First Ward City Council
 Ann Arbor
 734-995-3518
 734-277-6578 (cell)

Sent from my iPad

On Jun 1, 2015, at 1:05 PM, Stephen Reading <sreading@admiglobal.com> wrote:

The proposal to redirect Washtenaw traffic off Washtenaw (a commercial traffic route) to Geddes and Huron River Drive does quite a disservice to those living on those streets – which are residential not commercial. It's hard for me to imagine an agenda to redirect traffic from a higher capacity route to a residential lower capacity route. That just seems to me like kicking the ball down the road to create a problem someplace else.

In addition, I don't see the logic in REDUCING the capacity of Washtenaw to make room for walking, and bicycling when it is doubtful that those modes of transportation are not likely as a reasonable alternative to travel from Ann Arbor to Ypsilanti. I wonder what the "Reimagine Wastenaw" agenda really is?

I would appreciate your response.

Thank You!!

Stephen D. Reading
2d Ward