

**From:** Justin Bennett  
**Sent:** Tuesday, July 14, 2015 12:53 PM  
**To:** Kowalski, Matthew; Rampson, Wendy; Eaton, Jack; Krapohl, Graydon  
**Subject:** RE: 2250 Condo Complex

Dear City Officials and Council Reps-

Regarding the upcoming Planning Commission Meeting on Tuesday July 21, I would like to state some concerns regarding the development plans for the property that my backyard faces in Village Oaks Court.

I understand that some neighbors in Lansdowne are concerned over the cut-through to their neighborhood and I understand their concern for the increased traffic but on the flip side, my concern is for the traffic risks on the Ann Arbor Saline Rd. Over the years, I've witnessed a number of rear end accidents and side impact collisions along the stretch from S Main / AA Saline Rd intersection to the AA Saline Rd/ Northbrook intersection. Rear end collisions and NEAR collisions are frequent in front of Woodland Mews as cars stop to turn left. Without a middle lane there, it is a risky turn given traffic is going 45-50 mph on that stretch. I'm sure you can dig up the data on the number of collisions from the Busch's grocery plaza onto AA Saline Rd. It is hard enough for Village Oaks Court residents to turn left safely onto AA Saline Rd. Now I would only imagine the increased risk from putting another inlet/outlet to AA Saline Rd so close to Village Oaks and the Busch's plaza inlet/outlet. Turning left out of the new development onto AA Saline Rd will be very risky.

Has the increased traffic from this development onto AA Saline Rd been considered and analyzed? Has a speed limit reduction on AA Saline Rd been considered? Has it been considered to force a cut-through (not just for emergencies) for the new development residents in order to reduce the traffic risks from having only one inlet/outlet from that development onto a busy AA Saline Rd? Think about a line of residents from a 75 unit development waiting to pull out and with every minute they are stuck waiting on a fellow resident to pull out, their impatience grows, by the time they reach their turn to pull out, it is likely they will take greater risk due to their impatience. Today's society seems to be less patient on the road, in my opinion of course, but I'm not a psychologist.

My suggestions would be reducing the speed limit. Why is it that Eisenhower and S Main are 40 and 35 mph respectively, yet AA Saline Rd has maintained 45 mph for so long? Eisenhower has turnarounds that drivers can enter to move out of the way and S Main has a middle lane, yet AA Saline Rd has none of these traffic reliefs and still maintains a 45 mph speed limit.

I'd ask you to look at this map of the city speed limits, as I'm sure you already have in the past, and observe how odd it is that only this small stretches of road has a 45 mph speed limit.

<https://www.a2gov.org/departments/engineering/Documents/City%20of%20Ann%20Arbor%20Speed%20Limits%20Map%202013-11.pdf>

Now we're going to add upwards of approximately 100 cars if not more (75 apartments with a majority owning 2 cars) pulling out onto AA Saline Rd. This would lead me to be FOR the cut-through to Lansdowne and not against unless the number of apartments is significantly reduced and speed limit on AA Saline Rd reduced.

Regarding the mitigation of water in the area, I believe the retention pond is a good idea, I just hope that trees or bushes can be placed strategically to reduce the potential eye sore from the backyards facing it.

Lastly, I understand something would one day be developed there after Mrs Packard passed away. I wish it wasn't an apartment complex, but if it must be then I ask that the city assure that traffic risks and water issues are addressed with the utmost resolution. I think reducing the number of units allowed in the development, allowing the cut-through for traffic control, and/or reducing the speed limit on AA Saline Rd should all be considered or addressed by the city then communicated to us.

Regards,

Justin L Bennett

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