

Cespedes, Christopher

From: City of Ann Arbor Transportation Commission
Sent: Friday, February 10, 2023 9:16 AM
To: Cespedes, Christopher
Subject: FW: Diet Huron Parkway; don't widen roads

Follow Up Flag: Follow up
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From: Kirk XXXXX XXXXX@gmail.com
Sent: Monday, February 6, 2023 10:38 AM
To: XXXXX, Linh XXXXX@a2gov.org; XXXXX, Chris XXXXX@a2gov.org
Cc: City Council <XXXXX@a2gov.org>; XXXXX, John XXXXX@a2gov.org; XXXXX., Milton XXXXX@a2gov.org; City of Ann Arbor Transportation Commission <XXXXX@a2gov.org>
Subject: Diet Huron Parkway; don't widen roads

Dear Councilmembers,

I want to ask again that you direct staff submit a change order for the resurfacing of Huron Parkway and have it restriped with only one car through-lane in each direction. I would like a written response on this please.

There have been multiple injuries on this road, some severe, including a friend's daughter on her way to Huron HS who was struck by a motorist passing a school bus in the crosswalk. More than 100 high school students cross this road on foot daily, including my son. It also bisects North Campus, where residents of Northwood use multiple mid-block crosswalks. I have witnessed multiple close calls and the aftermath of solo-car crashes.

As configured, it does not comply with Vision Zero—or common sense. It has four lanes only because of a historical quirk, not because of car traffic demand. The single-lane Fuller Road around the other side of the high school carries significantly more cars per day. (Even conservative estimates by the federal highway administration says that the car performance of Huron Parkway wouldn't decline with fewer lanes—assuming motorist convenience was a permitted consideration, which under Vision Zero, should not be.)

The currently proposed lane width narrowing of Huron Parkway and the bollards at the intersection of Glazier Way will not slow car speeds adequately or reduce the pedestrian crossing threat enough. I walk, bike and drive this area a lot (as do some of you) and—like with every 4-5 lane city road—it's only a matter of time before more severe injury and trauma befall one of our neighbors because of the road's design speed. I see cars exceeding 50 mph here on a regular basis.

This is all unnecessary. The crash reduction rates of road diets are thoroughly documented and significant (18-48%). Why wasn't this road proposed to have lanes removed when the resurfacing was planned? Why aren't road diets automatic? Did the Huron Parkway project go to the transportation commission? For that matter, why was the EMCD conversation with UM even allowed to start with staff acquiescing to a widening? Where is the process failing? Are these conversations even happening?

As I've said before, it would be more efficient if you passed a resolution that all 4-5 lane city roads will be converted by default with any resurfacing project, unless staff can publicly justify keeping them wider. I have shared resolution

language to that effect with a couple of you. I also believe that you should prohibit motorist “level of service” from being considered in any roadway projects. (The state of California no longer allows this metric to be used in most cases.)

[As for Huron Parkway, I don’t care what is done with the extra lane: bus only, bus/bike combination, parallel parking, trees in pits, etc. Ideally I’d like to see cheap mini roundabouts at intersections to further slow down maximum speeds (and also reduce unnecessary idling time by vehicles) but if a simple road diet is all that can be done now, do it.]

The Huron Parkway project is just one small example of my frustration about the impending failure to live up to your 2025 commitment of zero deaths and serious injuries. You have \$500m and staff has access to proven tools to solve road violence, arguably one of the biggest direct safety threats to residents and visitors. Yet a free restriping project is not being taken advantage of? And you are discussing widening a different road?

No more thoughts and prayers for the victims. Please look at what’s happening—or rather what’s not happening—from a higher level and direct the Administrator to solve these problems.

Sincerely,
Kirk XXXXX

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