
From: Kirk Westphal
Sent: Monday, October 18, 2021 9:51 AM
To: CityCouncil
Subject: Lane additions are counterproductive
Attachments: IMG_3911.jpeg

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Dear Council,

Please send the bridge widening proposal—and any future project that reconfigures transportation infrastructure—to the transportation commission for a proper review.

UM states in their materials that this project is primarily designed to 1) improve morning peak-hour flow and 2) meet the projected increase in future traffic.

To be clear, this project caters to their morning car commuters, not patients.

Every project that promotes increased car volumes into Ann Arbor increases the danger to vulnerable road users and works directly against our local air quality, climate, and transit goals.

On the other hand, we've seen for years that UM's goal is to bring as many cars into the city as possible by building parking structures. Now they want us to add lanes, which is a destructive and disproven way to decrease congestion. (The well documented phenomenon of "induced demand" shows that expanding car capacity is a fool's errand—it just fills up, and they'll be left in the same position 10 years from now, using it as justification for further road expansions. And we'll all be poorer for it.)

UM does need to improve access for hospital employees, but they should consider more effective and fiscally sound options like reviving their Connector transit project and selling off vacant land on North Campus for high-density housing.

Regards,
Kirk

PS: I see UM is building more surface parking lots at Green and Plymouth—presumably they will be running shuttles from there?

PPS: Did you know that one lane of Glen/Fuller Road in this area has been an HOV lane since 1984 thanks to a federal clean air grant? Has this been discussed? (Apparently this is still in effect and the sign is still there, although the city says they never enforced it.) New transit-only lanes is the kind of thinking we should be revisiting to promote efficient access.

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