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## **OLD FOURTH WARD RECOMMENDATIONS ON TRAFFIC AND PARKING IN OUR NEIGHBORHOOD PURSUANT TO THE DEVELOPMENT OF THE GLEN HOTEL**

There are significant issues with the traffic and parking generated by the proposed Glen Hotel development that have not been addressed during the planning process. These problems will affect not only the immediate vicinity of the proposed hotel, but also the entire Glen-Fuller traffic corridor, and west past Old Fourth Ward neighborhood down to and including Kerrytown, the North Central Property Owners area and North Main Street.

These unaddressed issues have the potential of creating real problems for the management of traffic and parking on the north side of Ann Arbor for years to come.

Overview:

Ever since the first public meeting regarding the proposed Glen Hotel, members of the Old Fourth Ward Association have voiced their concerns about the traffic and the parking pressures that will be created by this facility, if it is approved.

This has not changed. The additional traffic and parking pressures that are expected to be generated by this development will add more congestion not only in the Old Fourth Ward Neighborhood but also to the Glen-Fuller Corridor, which is already oversaturated much of the time.

The only portion of these problems that has been addressed are the location of the entrance to the hotel, and the location of the drop-off lane. And neither of the discussions and plans have resulted in satisfactory solutions.

This document is the attempt of the Old Fourth Ward Neighborhood Association to convey the problems we see, and the solutions we suggest, to create the best possible outcomes for everyone involved in this complex situation.

The concerns sort themselves out into six major categories. Each category is presented separately, starting with the suggested solution and then outlining what we see as the problem and the information that resulted in the suggested solution.

The major categories are:

[Auto Traffic Related to Hotel Entrance/Exit](#)  
[Pedestrian and Bike Traffic /Turnout Lane](#)  
[Additional Parking Needed for Weekday Business Hour Events](#)  
[One Way vs Two Way Streets and On Street Parking](#)  
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## **AUTO TRAFFIC RELATED TO HOTEL ENTRANCE/EXIT** [\(back to top\)](#)

### Suggested Solutions:

1. Make the east end of Ann Street at Glen Street a two way street, from Glen west, up to the Hotel Entrance. Mark the end of this two-way section clearly with signs, street marking and cement bumpers to prevent people continuing west up Ann past the two-way section.
2. Make a left turning lane on northbound Glen Street, allowing people to turn left onto Ann Street to access the hotel entrance.

### The Problem:

The traffic patterns and problems generated by this high intensity usage on such a small site in an already congested traffic corridor have already been discussed, though not resolved, in the planning process. Residents of the neighborhood are concerned about the dramatic increase in traffic that will occur because of the location of the entrance/exit to the Glen Hotel, at the east end of one-way, eastbound, Ann Street. Without further traffic changes this location for the hotel's entrance will force all traffic entering the hotel property to come through the residential neighborhood.

The traffic plan created by the City staff of circulating hotel visitors through the neighborhood to a hotel entrance on Ann Street might be safer for hotel visitors but it is not safer for neighborhood residents, nor students, faculty, staff or employees or other visitors who traverse the neighborhood whether on foot, bicycle or skateboard. These people are a significant and constant part of the fabric of the neighborhood, especially with the new Nursing School located at the end of North Ingalls and Kingsley.

After the Planning Commission meeting, members of the Old Fourth Ward suggested that the City allow westbound traffic on Ann Street from Glen to the hotel entrance. The use of this for hotel access would be accomplished through signage, paint and curbing to minimize confusion and to avoid allowing cars to erroneously go the wrong way up Ann beyond the hotel entrance. This short, westbound lane would allow cars to access the hotel without having to go around the block and negotiate the one-way streets, keeping traffic out of the neighborhood.

Additionally, we propose that there be a left turn lane from northbound Glen to Ann Street so traffic can access the hotel entrance from the south. This will likely result in more back-ups on Glen and Huron, but these back-ups will take place in the turning lanes that turn north from Huron onto Glen. Without this left turn onto Ann Street, cars approaching from the south would have to drive past the hotel to turn around and come north on Glen, or go into the neighborhood to approach on Ann from the west. Cars turning left in an orderly, though congested, fashion are less disruptive and safer than cars trying to find a place to turn around on Glen or driving on unfamiliar, one-way neighborhood streets.

There are currently three lanes on Glen at the point where drivers would be turning left into the hotel. Half of the centermost lane is currently off limits to drivers and the other half is used by people traveling south on Glen and turning left onto Huron. The half of the lane

that is currently closed off could easily become a turning lane into Ann and the hotel entrance. Use of this lane would provide a more orderly, less disruptive traffic flow.

The site plan also provides a drop-off lane on Glen, which will interrupt the public sidewalk and force pedestrians and bicycles to pass under the hotel overhang to avoid the drop-off lane. The special hotel entrance on Ann Street will eliminate the need for the Glen drop-off lane. Cabs and cars dropping off passengers at the hotel can use the westbound Ann Street lane to access the property, and avoid interfering with the public sidewalk along Glen.

The additional, sometimes very heavy volume of traffic that will be generated by the hotel will be exacerbated by the pattern of one-way streets in the neighborhood. For visitors from out of town, finding the hotel entrance could easily require more than one aggravating trip around several blocks. A much preferred way for the hotel to co-exist in such close proximity to a very quiet residential neighborhood will be to keep the vehicular traffic off the neighborhood streets as much as possible by providing a convenient approach from the Glen-Fuller corridor.

## **PEDESTRIAN AND BIKE TRAFFIC/DROP-OFF AND TURNOUT LANE** [\(back to top\)](#)

Suggestion Solutions:

1. Make sure that the final plans include appropriate accommodations for the heavy pedestrian and bicycle traffic on the sidewalk on the west side of Glen, in front of the hotel.
2. Make a specified number of valet parking attendants a part of the PUD in order to assure as little disruption as possible to southbound traffic on Glen no matter who is operating the hotel.
3. Bury the utility poles on the west side of Glen.
4. Eliminate the Glen drop-off lane altogether and move it to Ann Street.

The Problem:

No matter where the main entrance/exit to the hotel is located, there is a proposed drop-off lane on the west side of Glen, in the southbound lane that requires a 12 foot wide incursion into the easement and sidewalk area.

This creates a major problem since it is in direct conflict with the City's official pedestrian and bike route between Central and North Campus. The pedestrian and bike route currently goes right along that same sidewalk on the west side of Glen.

This will draw the attention of community walking and biking groups. How will this heavily trafficked sidewalk accommodate such an incursion as required by the drop-off lane? Especially since City Council agrees that pedestrian safety is a necessary priority for the City.

There is also the problem of this drop-off and pick-up turnout lane backing up traffic on southbound Glen. The operators of the hotel claim they will have a very strong staff of valets there to park cars as they come in. But how many cars can they actually process in what time frame? During a football Saturday with six or eight cars trying to drop off at once, that can be a big problem no matter how quickly the valets can move the vehicles.

There is no guarantee that in the future, should the hotel ownership or operator change, then the same level of service will be in place. A specified minimum number of valet parking staff needs to be made a requirement of the PUD.

Utility Poles In The Easement: There has been no mention of the plans for the utility poles that go right up the hill and are on the easement sidewalk on the west side of Glen, all along the front of the proposed hotel. Are these going to be buried or are they going to add to the clutter and impassability on the sidewalk on Glen in front of the hotel?

### **ADDITIONAL PARKING NEEDED DURING WEEKDAY EVENTS WHEN MEDICAL CAMPUS PARKING IS NOT AVAILABLE [\(back to top\)](#)**

Required Solution:

For events that take place during weekday business hours or any other time that the University of Michigan Medical Campus parking structures are not available to the public, require that the hotel operator secure adequate off-site parking for all hotel event attendees and shuttle them into and out of the hotel for the event. This must be made part of the PUD agreement.

The Problem:

In direct contradiction of the claims of the Glen Hotel developers, a fact finding effort on the part of the Old Fourth Ward Association concludes that the University will NOT PROVIDE PARKING for weekday business hour events in the surrounding Medical Campus Parking Structures.

This problem, that has gotten no attention at any meeting in the planning process, is the claim by the developers of The Glen that weekday, business hour conferences and events would not be a parking problem. With a conference potential of 500 attendees this is a significant number of cars to park. These are not accommodated in the parking structure of the hotel.

The recent Planning Commission meeting was the first time that the developers shared their plans for weekday business hour event parking. The answer was that they plan to use the Medical Campus Parking Structures, accessing them with Visitor Passes. One of the developers said at the Planning Commission meeting that “the University will be the one mostly having conferences during the week and they can take care of the parking themselves in the surrounding structures. “

This is not the case.

We have contacted a number of different people at the University of Michigan in positions of knowledge and authority on matters of parking, events and conferences. It is absolutely contradicted by everyone in the University parking, logistics, transportation, events or conference departments that there will be “no problem”. In fact, there will be a very big problem.

The very big problem is that there is NOWHERE that conference or event attendees can park in nearby University Medical Campus structures during weekday business hours.

The solution is to require the developers of The Glen, and any subsequent owners or operators, to be bound to secure off-site parking for events or conferences that take place whenever the University of Michigan is using the surrounding parking structures, and to shuttle attendees to and from the event at the hotel.

Short Version:

There is no parking available to members of the general public or to non-medical campus U of M staff other than perhaps one or two “Visitor” passes, in any of the Medical Campus Parking Structures on Glen Street, Ann Street and Wall Street during weekday business hours or any other hours that the Medical Campus requires the use of the structures.

For events during hours when the University is using the Medical Campus Parking Structures and they are not available to the general public, the hotel operator needs to secure off-site parking for all event attendees and arrange a shuttle service to bring them into the hotel and then return them to their cars. This requirement should be part of the PUD.

Medium Version:

The University Logistics, Transportation and Parking Office treats parking structures in different parts of the University in different ways. The parking structures in the neighborhood of the proposed Glen Hotel are all part of the Medical Campus Parking System. They are in extremely high demand already by members of the University of Michigan Medical Center and Medical School faculty, staff, administrators, employees of all sorts.

The Logistics, Transportation and Parking Office only gives out one or two guest (visitor) passes to any of these structures on any one day, because of the high demand. They would not give out even 10 guest passes on any one day. They would instead direct people to seek parking at the Republic Parking Lots in the City of Ann Arbor Public Parking System.

Long Version:

The University of Michigan Logistics, Transportation and Parking Office controls all the parking structures and parking lots of the University across the entire University system.

The parking structures in the vicinity of the proposed Glen Hotel are all part of the Medical Campus Parking System. They operate under rules that prioritize the benefit of the primary users: the faculty, staff, medical care providers of all sorts, employees, administrators, everyone who works in the Medical Center.

There is no mechanism for one person or business to purchase a group of parking spaces at a Medical Campus structure and reserve them. Each pass must be purchased or upgraded separately by the individual seeing the upgrade.

There is no mechanism to “reserve” parking spaces for any function at any lot even if the user has the appropriate pass, during weekday business hours. All parking is on a first come first served basis. This is a University wide policy.

At some of the parking lots such as the North Campus Research Complex, and the parking structures next to the Power Center and Hill Auditorium, UM conference organizers may pay a fee for an attendant to utilize UM lots for guests/others (minimum 10) without UM parking permits during business hours. However each parker must pay for their own permits and the spaces are not reserved in advance and are on a first come, first served basis. This does NOT apply to Medical Campus Parking Structures.

The parking structures in the Medical Campus are all filled by 7:30 to 7:45 am every business day.

One temporary solution for the Glen Hotel (if approved) through the University is to hire the Logistics, Transportation and Parking Office as outlined above to have a paid staff member sit on site at the entrance to a distant parking lot, collect money from each parker, and give out a temporary pass to each. The only lot that currently has any such availability is the North Campus Research Complex, where they have a total of about 300 spaces still not being used. These spaces will become utilized over the course of time so this is only a short-term solution.

The Glen Hotel would have to shuttle people from and to this distant lot for the event.

This would only accommodate 300 of the up to 500 possible event attendee cars, so other solutions would still have to be found for the 200 potential additional attendee cars.

The suggestions received from three different University sources during the fact finding are:

1. Reserve a block of spaces at one of the Republic Parking Lots that serve City of Ann Arbor Public Parking and shuttle people from there.
2. Hold the event at one of the hotels on the outskirts of town that has its own parking.
3. Have attendees park at a far away lot and shuttle in.

One person in the Parking Customer Service office said “If you have 300 to 500 people looking for spaces to park during the weekday at a Medical Campus Structure, you should know there are a few thousand other people also looking for these spaces. If you find them please let me know.”

U of M parking is always based on availability, permit or not.

Not one person contacted at the University, whether in the Parking Services department, in Conference and Events Planning, or at the University Musical Society said they would plan a conference during weekday business hours that required use of any University parking facility. They all said, to a person, they would only plan events after 4 pm or events that used Republic Parking.

One of the arguments used by the developers of The Glen Hotel is that the University would be the organization putting on conferences and events during weekday business hours, and University employees already have passes. The fact is that parking structures require blue or gold passes, and surface lots require orange or red passes.

If the Hotel were to host a University event and even 200 of the attendees were holders of orange or red passes, they would have to individually go to the Parking and Logistics office and upgrade their pass to Blue or Gold for the day. Again, the office would not issue more than one or two upgrades for Medical Campus Structures on any one day.

Even in the infinitesimal possibility that the hotel event attendees did manage to secure parking passes and parking spaces in the Medical Campus Parking Structures, during weekday business hours, they would then be displacing Medical Campus faculty, staff, administrators and employees who would then be forced to look for parking in the neighborhood. So there is no upside to this situation.

Whether University parkers or Non-university parkers, the result is the same. If cars cannot find parking in the structures then they will be forced to circle the neighborhood looking for parking (up to 500 cars) unless the hotel is forced to make arrangements for off-site parking for the event attendees and then shuttles them into the hotel and back again.

And what would be the consequences if a doctor, nurse, administrator or other health care provider could not find a parking place, was prevented from getting to their job on time, and a patient suffered damage due to the delay? What about 200 or 300 or 500 such people being delayed?

Just for comparison, the parking structure at the corner of Ann and Glen holds just less than 400 cars. So the developers are saying that they are planning to take up perhaps half or more of this structure for a daytime event. The University would not allow this to happen.

At the end of this section is an email recently sent from the University to all employees in the Medical Campus that underlines the high demand for all current Medical Campus parking spaces. The University recently held a public meeting on the topic of an additional parking structure to be built on Wall Street, next to the current structure, to help ease the pressure. It will not eliminate the problem but will lessen it.

If the Glen Hotel has a conference during weekday business hours with 500 people and even only 200 of them drive their own cars, where are they going to park?

If they park in the neighborhood, where are the residents they are going to displace going to park? There is a two hour non-resident limit. Will the city enforce this and tow cars?

Weekday business hour events of even moderate size will pose huge problems for this neighborhood.

One highly placed person in the University was asked to write a letter to council members on this topic of weekday, business hour parking. The response was: “the University does not interject ourselves into the local land use decisions within the purview of the City Council. Thus we would not write a letter. We would of course attempt to be responsive and provide City Council members or City Staff members with factual information about our parking operations upon request.”

That having been said, we also learned from another highly placed person in a position to know, that there has been no communication or coordination between the developers of the Glen Hotel and the University. The developers of the Glen and the Planning Staff have made no effort to address this problem

This problem MUST be addressed as part of the planning and approval process! As part of the PUD approval, require the developers of The Glen to secure off-site parking and shuttle in event attendees for any hours that the University is using the Medical Campus Parking Structures.

The person for you to contact at the University with your questions is Mr. Jim Kosteva, Director of Community Relations, University of Michigan ([jkosteva@umich.edu](mailto:jkosteva@umich.edu))

The problems outlined above do not even begin to take into consideration the situations where non-university organizations plan weekday, business hour conferences or events. Up to 500 cars with no affiliation to the University coming to the Glen Hotel and looking for a place to park. Just contemplate this for a minute.

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#### Recent Email from University of Michigan to Medical Campus Parkers:

Dear Michigan Medicine Community:

We are writing to apologize for the long-standing challenges with parking and transportation, as well as to share information on plans to provide relief in the near and long term. We know this is a serious challenge for everyone — patients, visitors, faculty, staff and learners.

We understand the frustration of finding parking on “the hill,” or the main medical campus. The reality is that we are geographically constrained and have no land or space to build more parking structures on the hill. To appropriately accommodate the growing number of people who come here for their care and the people who care for them, we need more off-site parking and better transportation options. Also, we will continue to work to accommodate those staff members who require immediately adjacent and accessible parking access at the main medical campus.

Our longer term (more than one year) parking solutions will be implemented over time and in a phased approach. We ask for your continued patience and support as we explore our options and begin to implement the nearer and intermediate-term solutions. In the coming months, we plan to add several hundred additional spaces for staff parking with more options for transportation. More information will be coming out very soon.

We deeply value your commitment to this organization, and we know we must do better to make the experience of coming to Michigan Medicine less stressful and more convenient for everyone.

We appreciate the innovative suggestions and ideas that many of you have sent forward. We are working with special task teams to develop several options and are engaged with Campus colleagues and City officials as well. We have already begun developing a comprehensive plan that will accommodate our parking and transportation needs well into the future.

### **Immediate Parking Availability:**

We encourage you to select one of the following locations to "park and ride," avoiding the search for parking at the main medical campus, particularly if you arrive after 8:30 a.m. If you have a blue parking permit, you can also save by converting to a lower-cost permit or free parking option.

### **Off-Site Parking and Transportation Options**

- NEW 9/25/17! North Campus NC92 has been converted from blue to orange until spring of 2018.
  - o The lot has capacity of almost 200 spots and is adjacent to the Hubbard Hayward commuter bus stops.
  - o The North-East shuttle runs 6:15 am-8:00, every 15 minutes
  - o The Commuter North/Commuter South runs 6:30 am-1:15 am every 15 minutes
  - o The commute time, once on the bus, is about 20 minutes at all times of day
  - o Here's the link to the North-East shuttle route and schedule information: [North-East Shuttle](#)
  - o Here's the link to the Commuter Bus to /from the medical campus: [U-M Commuter bus](#)
- **Green Road:** Park at the Green Rd. Park & Ride Lot (free parking - no permit required) and take the U-M [North-East Shuttle](#) to/from the medical campus.
- **Crisler Center:** Park at Crisler Center (U-M basketball arena - Orange Permit lots) and take the [Crisler Express](#) to/from the medical campus.

### **Emergency Ride and Safety and Security**

- **Emergency Ride:** The University has an Emergency Ride Home program, which can be used six times per permit year (July 1 – June 30) at no cost, funded by the University. Simply call the U-M Police Department at [734-763-1131](tel:734-763-1131) and tell them you need an emergency taxi ride. A cab will be dispatched to pick you up and take you to your vehicle, home, hospital or childcare provider.

- **Safety and Security:** Safety and security is a top priority. Logistics, Transportation and Parking bus drivers have been reminded to wait for staff walking to their cars in the evening and night time hours. Please feel free to remind them to wait until you are in your vehicle before pulling away. Please report any actual or potential safety issues to [UMHSpark@umich.edu](mailto:UMHSpark@umich.edu) so that they can be addressed. UMPD can be reached at [734-763-1131](tel:734-763-1131) if you need to report an incident or concern about a commuter lot.

Once again, we apologize for any inconvenience.

Sincerely,

David Spahlinger, M.D., President- U-M Health System

Executive Vice-Dean for Clinical Affairs-Michigan Medicine

Tony Denton, Senior Vice-President & COO- U-M Health Sy

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## **ONE WAY VS TWO WAY STREETS and ON STREET PARKING** [\(back to top\)](#)

Suggested Solutions:

1. Leave the streets in the Old Fourth Ward neighborhood configured just the way they are.
2. Expand the on-street residential permit parking system to all streets in the Old Fourth Ward.
3. Return the City designated parking spaces on Ann Street from Division to State Street back to the neighborhood as was promised when construction was started for the new City Hall.

The problem:

The streets in the Old Fourth Ward (OFW) are among the oldest and most narrow in Ann Arbor. They date to the founding years of the city, the 1820s, when Ann Arbor was barely a village.

Despite numerous inquiries, no one can remember exactly when the current one-way system was established. To the best of our knowledge, this configuration began in the early 1960s to facilitate efficient movement of cars to the University of Michigan hospital. These same narrow, one-way streets also provide much needed on-street parking for the residents of the neighborhood, and, all too often, also for commuters as well, despite the existence of the city-established parking permit system.

Only a few blocks in the OFW down to Kerrytown and the North Central Property Owners Area are two-way: All of North State Street, two blocks of East Kingsley from North State to Fourth Avenue, and one block of Catherine from Glen to North Ingalls. Everything else is one-way.

We do not believe that the city should try to establish two-way streets throughout the area since it would increase congestion and also lessen or, in some cases, completely eliminate the much needed on-street parking. Street patterns should stay as they are.

One of the benefits of one-way streets is that they are safer for pedestrians, bicyclists and skateboarders, all of which we have in abundance in the Old Fourth Ward. There are more pedestrian/car accidents with two-way streets.

One of the benefits of two-way streets is that they slow traffic down. However, in the OFW we have stop signs on almost every corner of every block in every direction. Speeding is not a problem in our neighborhood.

For whatever reason they were created, the combination of on-street parking and one-way streets works well for the Old Fourth Ward neighborhood.

The Old Fourth Ward also supports the extension of the residential parking permit system throughout the district, including the block of East Ann from North Division to North State which is now used by the city hall employees.

Additionally, the residential parking permit system in the Old Fourth Ward should be altered from the current even/odd side parking on alternate days to “permit required” on all days. The proposed Glen Hotel will put more pressure on the available on-street parking spots; a more-robust permit program is needed in order to keep residential parking available for the residents.

The residents of the Old Fourth Ward must not be subjected to a large increase in the commercial traffic to serve the needs of the proposed Glen Hotel. This would be an unacceptable negative impact. A small but prudent and strategic change on East Ann Street will assist this neighborhood in maintaining its residential quality and character, while addressing the problems of entrance and egress posed by the hotel.

## **LONG TERM TRAFFIC PLANNING FOR THE NORTH SIDE OF ANN ARBOR** [\(back to top\)](#)

The Recommended Solution:

1. Widen Glen. Widen Glen now. Widen Glen before or in conjunction with the development of the property that is currently owned by the people promoting The Glen Hotel.
2. Widen Glen to have two lanes northbound, a turning lane, and two lanes southbound, all the way from Catherine to Huron.

## The Problem:

There is already consistent congestion on Glen that will only get worse as time goes on. Act now to keep the Glen corridor serviceable for the needs of the community into the future.

Sources of additional Glen Street traffic coming in the foreseeable future:

1. Glen Hotel Construction: The construction of The Glen Hotel (if approved) will provide its own obstacle of street closings and construction traffic for an indefinite period of time.
2. Glen Hotel Operation: Once The Glen (if approved) is up and running it will become an unceasing source of traffic tie-ups on Glen, no matter where the entrance is located.
3. Additional Lane US-23: The additional lane of traffic coming into town on US 23. This will be completed sometime this fall. Although not specific to this area it will certainly contribute more cars to the City as a whole, and the Glen corridor in part.
4. New Wall Street Parking Structure: The additional parking structure the University is planning to construct on Wall Street next to the existing parking structure will accommodate hundreds of more cars, thus more vehicle trips in the area.
5. DTE Property: The development of the DTE property into a multi-use property with lots of residents will generate an as yet undetermined number of vehicle trips.
6. Lower Town: The development of Lower Town into the large residential development currently envisioned.
7. River Valley Development: The development of new apartment and mixed-use buildings all along the river valley and its banks has been proposed.
8. Power Plant Expansion: Temporary (time frame unknown) obstacles as University of Michigan expands its Central Power Plant.
9. New Train Station: Traffic will be generated by the new train station whether on Fuller or Depot both during the construction phase and once it is operational. It will become a significant factor

## Regarding the Glen Hotel

No matter where the entrance and exit are placed, and no matter how the drop off lane is configured, this is going to be a traffic problem. Whether the entrance is on Glen or on Ann there's going to be backed-up traffic on Glen.

There is no way around it. There have been so many discussions about the options, the implications, the results, and none of them can provide a smooth and seamless way of

handling the traffic into and out of this oversized hotel on the small piece of property in a residential historic district on one of the busiest, most congested traffic corridors in Ann Arbor.

## **WHERE IS ALL THIS TRAFFIC GOING TO GO?**

Right now there are six ways to get into downtown from the north side of town. One is North Main Street, a State highway. One is the East Medical Center Drive that is embedded in the Medical Campus and goes out eventually onto Observatory. The other four are in the Old Fourth Ward and the Kerrytown/North Central Property Owners District.

**Fourth Ave/Depot to Huron:** Fourth Avenue is an old, narrow street that goes from Depot, through a residential district into the Kerrytown area then, across Huron, into Downtown's commercial district.

**Fifth Ave/Depot to Huron:** Narrow through a residential district from Depot to Beakes. Then into the Kerrytown area then, across Huron, into downtown. Right now it is in the process of being narrowed and slowed down so that it is safer for everyone.

**State Street/Fuller to Huron:** North State Street goes from Fuller, through the oldest and most historic residential district in Ann Arbor, then across Huron, into the mightily congested commercial and University strip from Huron to south of Packard. North State is narrower than South State.

**Glen-Fuller/to Huron:** Glen Street is the main thoroughfare between Downtown/Central Campus and the Medical Campus/North Campus.

As Glen Street becomes more and more impassable, people will be forced into the neighborhood, mainly on Catherine Street or Depot-Fuller Street, to where?

**To North Fourth Avenue.** Is the City thinking of widening North Fourth Avenue to accommodate increased traffic?

**To North Fifth Avenue.** The City is already narrowing and slowing Fifth Avenue in an effort to make it safer for all.

**To North State Street.** Is the City thinking of widening North State Street to accommodate this increased traffic?

Of the main arteries radiating out of town in various directions:

- North Main Street
- Division/Broadway/Plymouth Road
- Glen
- Geddes
- Washtenaw
- Packard
- South State
- South Main Street

- Liberty
- Huron
- Miller

Glen Street is the one under the most pressure from projected development. It already has a problem with congestion. Even with Smart Grid timers, you can't time your way out of the constraints of the roadbed width and an ever increasing volume of traffic.

The Current Bottleneck:

Right now Glen Street starts down at the Fuller/Depot intersection as a five lane road. Five wide lanes. Two northbound lanes, two southbound, and a turning lane.

The southbound turning lane disappears as Glen approaches Catherine (uphill). That is because there is no left turn at Glen and Catherine heading south. There is only a right turn allowed and that takes place from the rightmost lane.

As you continue south on Glen from Catherine it narrows considerably. If you are in the far right (west) lane of Glen, heading south, and are at the stoplight at Catherine, the curb of the next block (the block for the proposed development) is straight ahead about halfway through the right passenger seat. It is that much more narrow. And on the east lanes crossing Catherine the same differences in lane widths is experienced.

The bottleneck is the two blocks of Glen between Catherine and Huron. Right where the proposed hotel would go.

Right now this two block stretch is four lanes. Two southbound (uphill into town) lanes, one turning lane, and only one lane northbound (downhill out of town). There needs to be another northbound lane, heading out of town from Huron toward the Medical Center and North Campus.

Currently Glen experiences traffic jams at almost any time of the day and evening. It can take two or three light change cycles heading north on Glen to get from Huron to Catherine. If you are heading north on Glen and trying to turn left (west) on Catherine, you can wait another one or two light cycles because the southbound traffic heading into downtown impedes the turning process.

When the northbound lane is jammed up, it also jams up the vehicles leaving the University Medical Campus Parking Structures on Ann and Catherine and trying to also turn north or south on Glen. This backs up Ann and Catherine heading west, and Ann heading east, and also backs up traffic on Huron trying to go north on Glen from either the west or the east.

This is only going to get worse with the additional vehicle trips per day at the Glen Hotel no matter where the entrance is located. It will continue to worsen with every new development to the north.

What really needs to happen to accommodate this project and the additional projects being envisioned is that the City needs to widen Glen Street. It is the only long-term solution.

## **TRAFFIC AND PARKING SOLUTIONS SUGGESTED BY DEVELOPERS** [\(back to top\)](#)

**Staffing:** The developers have said that part of the solution to the traffic problems will be the high staffing level at his hotel. They may be telling the truth. But what if the hotel is sold? What guarantees that future owners or operators will continue the staffing levels necessary to make the traffic on the drop off lane flow smoothly?

Even the smoothest handling of the drop-offs means the smooth handling of many additional vehicle trips per day, right in the narrowest, most congested part of the Glen corridor.

**Parking For Events:** During weekends and evenings, parking in available structures that serve the Medical Campus during weekday business hours.

During weekday business hours, nothing has been suggested other than “The University will take care of it”. Which, as detailed above, the University will not.

**Driverless Cars:** The developers made some mention of driverless cars as a solution that will be coming in a few years. Driverless cars are not invisible and they still take up space and time as they transit. There is no difference between driverless cars and driven cars as far as this traffic problem is concerned. They may be able to park themselves in a far off lot, but they still need to drop off and pick up their passengers at the hotel.

**Employee Offsite Parking:** According to the Glen Hotel developers, employees of the hotel are to park offsite and be bussed in. Those who do not follow this procedure will not be able to work. How legal is this and will it be challenged? Can it be enforced? If it is challenged and defeated what then? How many employees would be late and simply drive into the area? There will be a projected 200 employees.

**Be Like Other Cities:** Another of the developer’s arguments is that we be like Palo Alto/Stanford and other big universities. Why? Why would we want to be like anywhere else except our own University of Michigan and City of Ann Arbor? We are much more attractive than the towns mentioned. Palo Alto and Boston are never on the list of top ten places to live in America. They should strive to be like Ann Arbor!

## **CONCLUSION** [\(back to top\)](#)

There are several significant problems associated with the traffic and the parking generated by the proposed development and that have not been addressed during the planning process. These problems will affect not only the immediate vicinity of the proposed hotel, but also:

- The entire Old Fourth Ward neighborhood down to and including Kerrytown and the North Central Property Owners area
- Traffic inbound and outbound from the Medical Campus and its parking structures
- Traffic between Central Campus and North Campus
- All traffic entering Ann Arbor from the north

Increasing traffic congestion is unavoidable. More developments mean more cars and more trips and more need to manage parking needs. There is no way around it.

What City Council has is the ability to make intelligent, informed decisions in a timely manner. Please take actions on these items now, so that the north side of Ann Arbor can continue to function as a desirable destination for the people of Ann Arbor and for the University, the Medical Campus and for visitors from around the world. Take action now, for the long term, so that traffic can flow smoothly and as quickly as possible through the Glen-Fuller corridor, even as more developments are created. Take action so that parking is available to everyone: hotel visitors, residents, University employees and students.

Take action now.

Thank you