

**From:** [Kirk Westphal](#)  
**To:** [City of Ann Arbor Transportation Commission](#)  
**Subject:** Emergency City Council Resolution to Require Safe-Speed Designs  
**Date:** Wednesday, December 17, 2025 5:41:31 PM  
**Attachments:** [2025-11-29 Proposed Resolution to Require Safe-Speed Street Designs in Ann Arbor's Transportation Network.pdf](#)

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Dear Commissioners:

I'm realizing that this was not forwarded to you. Any one of the co-signers would welcome questions or comments on the clauses in the attached resolution.

Kirk Westphal  
[REDACTED]

----- Forwarded message -----

From: **Mark Scerbo** [REDACTED]  
Date: Sat, Nov 29, 2025 at 2:21 PM  
Subject: Emergency Resolution to Require Safe-Speed Designs  
To: <[CityCouncil@a2gov.org](mailto:CityCouncil@a2gov.org)>

Dear Council:

The City's transportation safety commitment is being undermined by a troubling misunderstanding of Vision Zero by City staff and hired consultants. This must be corrected immediately, and **we hope that the attached resolution corrects course**. Users of the transportation system are all humans, who are fallible and make mistakes and bad decisions. Transportation facilities and infrastructure influence human behavior through design. We therefore have the ability to engineer our transportation system in a way that **encourages good behavior, prevents bad behavior, reduces mistakes, and minimizes injury and death** when mistakes inevitably happen. These core principles of Vision Zero empower us to improve safety for all users.

But despite a decades-long commitment to these Vision Zero principles, and plenty of evidence from our own streets, Transportation Engineering staff appear to have given up responsibility for keeping people safe in Ann Arbor (most recently, in their 11/17 crash-reporting presentation to the Transportation Commission: <https://youtu.be/PLdne7vIK9g?t=6051>). Road design *can* influence the behavior of “extreme, reckless, or impaired” drivers. The South Main reconfiguration in 2021 saw a 77% improvement in drivers following the speed limit and a 7X reduction in excessive speeding (>10mph over the posted speed limit).

Transportation planners and engineers play a critical role in designing safer and more lively streets. In the 1960s, city staff changed Main St. from a four-lane road focused on moving cars to a 3-lane street with wide sidewalks, transforming a downtown space we now love to use and visit. Can you imagine a reactivated Stadium Boulevard, designed for walkability, local

businesses, safety, and family life, rather than as an urban highway? It was widened in front of Pioneer High School in the 1950s; we need to continue recognizing our mistakes and urgently correcting them.

There's a lot of work to do; let's re-align on the basic premise of Vision Zero and make our streets safe for all.

Thank you,

Adam Goodman, Pete Houk, Mark Scerbo, and Kirk Westphal

**Aerial View Of The Widening Of W. Stadium Blvd., July 1957**



**Published In**

[Ann Arbor News, July 16, 1957](#)

**Caption**

Boulevard Fattened Up: Here's an aerial view of part of that section of W. Stadium Blvd. between S. Main St. and Pauline Blvd. which is being widened from two to four lanes. Like the part shown in front of Ann Arbor High School, the entire added width already is in use, although final surfacing work remains to be done. The city's plans call for Stadium eventually to be widened all the way to Maple Rd., with Maple also to be widened to Miller Ave. This view looks east.