

**Ann Arbor City Council Regular Session: April 20, 2015
Email Redactions List Pursuant to Council Resolution R-09-386**

	A	B	C	D	E	F	G
1	Sent Time	<u>Received</u> Time	<u>TO</u>	<u>From</u>	<u>CC</u>	<u>Redactions</u>	<u>Reason for Redaction</u>
2		7:11 PM	Linda Evans; Westphal, Kirk; Larry Keeler; Seavitt, Amy; Alison Stroud; West Resendes; Amy Shepherd; Lloyd Shelton; Erin Elly; Larry Davis; Ira Lax; Sue Deer Hall; Anna Schnitzer	Sally Petersen	Sell, Sharie; Wilkerson, Robyn; Frost, Christopher; Pulcifer, Connie	Email address	Privacy
3		7:57 PM	Kirk Westphal	Steve Powers			
4		8:55 PM	Julie Grand	Jennifer Hall			
5		9:10 PM	Taylor, Christopher (Mayor); Kailasapathy, Sumi; Briere, Sabra; Westphal, Kirk; Grand, Julie; Kunselman, Stephen; Krapohl, Graydon; Eaton, Jack; Warpehoski, Chuck; Anglin, Mike		Beaudry, Jacqueline; Powers, Steve; Stanton, Ryan		
6		9:18 PM	Jacqueline Beaudry	Jack Eaton			
7		9:24 PM	Julie Grand	Janine Easter		Emails address	Privacy
8		9:29 PM	City Council Members	Jacqueline Beaudry	Steve Powers, Stephen Postema		
9		9:50 PM	Jane Lumm	Jane Lumm			
10		11:35 PM	Jacqueline Beaudry	Jack Eaton			
11		11:36 PM	City Council Members	Jacqueline Beaudry	Steve Powers, Stephen Postema		

Alexa, Jennifer

From: Sally Petersen [REDACTED]
Sent: Monday, April 20, 2015 7:11 PM
To: Linda Evans; Westphal, Kirk; Larry Keeler; Seavitt, Amy; Alison Stroud; West Resendes; Amy Shepherd; Lloyd Shelton; Erin Elly; Larry Davis; Ira Lax; Sue Deer Hall; Anna Schnitzer
Cc: Sell, Sharie; Wilkerson, Robyn; Frost, Christopher; Pulcifer, Connie
Subject: Great Job Last Week!

Dear Commissioners,

I just want to recognize everyone's thoughtful and careful work on the Commission's resolution to provide advice to City Council and the Pedestrian Safety and Access Taskforce regarding the sidewalk ordinance.

Linda Evans and Amy Shepherd, with some help from Chris Frost, did an outstanding job pulling together a draft document that incorporated a wide range of views from the PIA Committee and others. Everyone at the table on Wednesday exhibited patience and thoughtfulness as we plodded through the resolution, paragraph by paragraph. Thank you also to Connie Pulcifer for being on hand to answer questions at the meeting and for Sharie Sell who gracefully mastered the challenge of documenting ever-changing language.

The views of our Commission are being respected and heard by City Council, the PSATF, and others. I am so very proud of this Commission!

Tonight, City Council will acknowledge our advice memo, and the vote on the ordinance is expected to be postponed so that Council has time to consider our recommendations more closely. I will be there around 8pm, and all are welcome to join me in the audience.

Thank you all again!

Sally

Alexa, Jennifer

From: Powers, Steve
Sent: Monday, April 20, 2015 7:57 PM
To: Westphal, Kirk
Subject: Earhart

From: Hupy, Craig
Sent: Monday, April 20, 2015 3:34 PM
To: Powers, Steve; Lumm, Jane
Cc: Slotten, Cresson; Sipowski, Les; Redinger, Cynthia; Seto, John; Kahan, Jeffrey; Pulcifer, Connie; Harrison, Venita
Subject: RE: A2 Pedestrian Task Force

Staff has met and arrived at the following course of action:

Chief Seto has indicated that the Police Department will perform some targeted enforcement in the area to address the immediate issue of speeding.

In terms of longer term improvements on the corridor to better control speeding and improvements to the crosswalks, we will look into conducting an engineering review of the area to see what improvements can be made. Some things may be able to be done in the short term, but others may require specific funding and/or a related road construction project in order to implement.

-----Original Message-----

From: Lumm, Jane
Sent: Monday, April 13, 2015 3:34 PM
To: Pulcifer, Connie; Sipowski, Les; Hutchinson, Nicholas; Redinger, Cynthia; Seto, John
Cc: Rod Sorge; Powers, Steve
Subject: FW: A2 Pedestrian Task Force

Dear Connie, Les, Nick, Cynthia, Chief Seto,

Forwarding this note I received from the Earhart Homeowners' Assn. President, Rod Sorge (copied above).

As Rod notes, the Earhart resident's note says it all. Many residents along Earhart have shared their concerns about the speeding traffic along Earhart. There's a crosswalk at the Glazier intersection, but it's not marked with an RRFB, and there's nothing to impede/slow down cars as they travel N to South (think this is the main concern directionally) from Plymouth to Geddes -- no stop signs or traffic calming to get cars to slow down, and it's a really long stretch of road without any stops.

Fortunately this Earhart homeowner didn't challenge the cars and waited for the traffic to clear, but you can also appreciate his/her frustration at the inability to cross the street comfortably/safely -- particularly during am./pm. rush hour.

Anything you could recommend to improve safety along Earhart and to slow cars moving through the neighborhood would be welcome. Some folks previously inquired into a stop sign at Glazier, but this was ruled out as not meeting the needed warrants. Could any traffic calming road modifications be implemented along this stretch?

Thanks for anything you could suggest to address the concerns raised.

Gratefully, Jane

(Also copying Chief Seto b/c of the concerns re: car speeds.)

The note from the Earhart resident:

Below is a note from an Earhart Village Co-Owner. It rather says it all. Earhart Village already has a representative on the A2 Pedestrian Task Force. I sent her note to the emails we have.

Sent Today at 9:45 AM-April 6, 2015

"I nearly got killed again yesterday trying to cross Earhart Road to get to the sidewalk on the other side.

It was about 5:00, Friday, and the traffic was not heavy, but there were "clusters" of traffic. It looked safe to cross at the marked crosswalk, but, when I got to the median, I stopped to wait for a small pack of cars to go by. One woman at the head of the pack stopped. I waved her on because I never trust that all the cars behind will also stop - this is my usual practice. She wouldn't budge because she kept saying - over and over - "It's the law. I'll get a ticket." I told her that I didn't want to risk my life to save her from getting a ticket. A car behind her angrily speeded by in the right lane, honking and making my point, I thought. Another pedestrian, waiting with me, was also horrified.

The moral of the story is (multiple choice question):

Don't leave the house during rush hour (which could mean never).

Don't cross the street if there are any cars in sight (which could mean never).

Don't walk your dog in the city - drive to the park, it's prettier, anyway.

Just because it's the law doesn't make it right.

People are in a hurry, safety be damned."

Alexa, Jennifer

From: Hall, Jennifer
Sent: Monday, April 20, 2015 8:55 PM
To: Grand, Julie
Subject: RE: Policy Funding Group-Proposed FY 16 Budget

Not a problem.

Jennifer Hall

From: Grand, Julie
Sent: Monday, April 20, 2015 2:59 PM
To: Hall, Jennifer
Cc: Woods, Ron; ronald woods
Subject: Re: Policy Funding Group-Proposed FY 16 Budget

I think the Board Chair makes sense. Forgive me if I made an incorrect assumption.

Julie Grand
Ann Arbor City Council, Ward 3
(734) 678-7567 (c)

On Apr 20, 2015, at 2:28 PM, Hall, Jennifer <JHall@a2gov.org> wrote:

That sounds reasonable to me –just so I am clear, are you suggesting the board president, which Ron is currently? I am asking because we are having board elections at the May board meeting and I don't know if Ron is planning on running for Board Chair again.

Jennifer Hall

From: Grand, Julie
Sent: Monday, April 20, 2015 12:15 PM
To: Woods, Ron
Cc: Hall, Jennifer; ronald woods
Subject: Re: Policy Funding Group-Proposed FY 16 Budget

I had a helpful conversation with CM Briere over the weekend. She sits on the HHSAB and has participated in numerous task forces/working groups. While I still need to get in touch with County staff, I believe that it would be most balanced to have a combination of staff, council members, and commissioners. I would prefer to appoint by office, as this would keep the group to a more manageable size. However, if either of you feel that having an additional HC Board member would benefit the process, I am certainly open to suggestions.

Staff: Steve Powers, Tom Crawford, Jennifer Hall, and Mary Jo Callan
Council: Christopher Taylor and Julie Grand
Commissioners: Ronald Woods and Anna Erickson (HHSAB Chair)

Thoughts?

Julie

Julie Grand
Ann Arbor City Council, Ward 3
(734) 678-7567 (c)

On Apr 18, 2015, at 10:55 PM, Ronald Woods <rwoods1@emich.edu> wrote:

Greetings, Julie and Jennifer.

Thank you to both of you for the exchanges here.

1. I appreciate getting the entire FY-16 Proposed Budget document proposed by Steve Powers. It gives context for the broader discussion.
2. The formal language of the budget on AAHC funding gives a much better sense of the scope of the policy group's likely mission and helps me to think about the actors/ skill sets that need to be brought to the table on this one. Words like "significant policy questions" and "partnership agreements" between the City and the AAHC point to a task that is broad, looks to past, present and future budgetary relationships, and that has to be set against the canvass of likely federal budgeting projections.
3. If a mission is crafted around this budget statement, the work could be of relatively short duration in arriving at a "partnership agreement," but could easily require a longer time frame to do the future policy thinking implied here.
4. Given the "partnership agreement" feature here, I think the AAHC board representation should be by office rather than person, and that possibly two board members should be included, with at least one being by office. This, though, requires discussion by the board.

5. Having a meeting prior to the City Council meeting would likely be helpful. I would myself see this more as an opportunity to discuss the proposed idea rather than to select representatives, but that will be driven by the board members wishes.

6. Query, whether an earlier meeting as suggested would be a “special meeting” requiring a one single topic agenda or a regular meeting with a changed date. Any implications for our May Annual Meeting? I will call on Monday, Jennifer to discuss.

7. Against the backdrop of the language of the proposed budget section on “Affordable Housing, ” I think having that federal housing budget/municipal funding skill set in the group looms even more important. Will give thought, and invite suggestions.

Continuing thanks, and best wishes to both of you as the new week dawns

Ronald C Woods, J.D. Professor
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620 Pray Harrold
Eastern Michigan University
Ypsilanti, MI. 48103
734. 487. 3460 (O) 734. 657. 8948 (C)
734. 487. 6891 (FX)
ronald.woods@emich.edu

Alexa, Jennifer

From: Lumm, Jane
Sent: Monday, April 20, 2015 9:10 PM
To: Taylor, Christopher (Mayor); Kailasapathy, Sumi; Briere, Sabra; Westphal, Kirk; Grand, Julie; Kunselman, Stephen; Krapohl, Graydon; Eaton, Jack; Warpehoski, Chuck; Anglin, Mike
Cc: Beaudry, Jacqueline; Powers, Steve; Stanton, Ryan
Subject: Substitute DS-1
Attachments: Substitute Resolution on Reimagine Washtenaw Corridor Improvement Study.pdf

Alexa, Jennifer

From: Eaton, Jack
Sent: Monday, April 20, 2015 9:18 PM
To: Beaudry, Jacqueline
Subject: re Reimagine Washtenaw

Jackie,

Please distribute this to all Council members.

Regarding the use of Michigan turns, there is a question whether the right of way provides sufficient room for buses and trucks to make such turns. The minimum space needed for such turns. The link below shows the minimum turn radius.

The American Association of State Highway and Transportation Officials is a standards setting body which publishes specifications, test protocols and guidelines which are used in highway design and construction throughout the United States.

AASHTO—Geometric Design of Highways and Streets

http://design.transportation.org/Documents/TurnRadii_GreenBook2004.pdf

Jack Eaton
Ward 4 City Council Member
734-662-6083

**Email messages to me regarding matters related to
City Council business are subject to public disclosure
under the Michigan Freedom of Information Act.**

Alexa, Jennifer

From: [REDACTED]
Sent: Monday, April 20, 2015 9:24 PM
To: Grand, Julie
Subject: Re: ACGC Greenway Master Plan request

To my knowledge the ACGC does not have funds for the Master Plan. No additional partners have been tapped to my knowledge.

Kindly,
Janine

From: [Grand, Julie](#)
Sent: Saturday, April 18, 2015 12:47 PM
To: [REDACTED]
Subject: Re: ACGC Greenway Master Plan request

Janine,

Thank you for reaching out. We don't actually vote on the budget for another month - we are just getting a brief presentation on Monday. In Steve Power's memo, there was some language about "additional partners" making contributions to the plan. Do you have any sense if there are any funds available from the Conservancy?

Wonderful to hear from you!

Julie

Julie Grand
Ann Arbor City Council, Ward 3
(734) 678-7567 (c)

On Apr 18, 2015, at 11:25 AM, [REDACTED] wrote:

Hi Julie, I'd like to encourage you to consider voting yes on Monday for the full amount of \$2000.000 to finance a Master Plan for the Greenway.

We desire a first class Greenway path for Ann Arbor, this step is most important to get this dream realizable.

Fondly,
Janine

Alexa, Jennifer

From: Beaudry, Jacqueline
Sent: Monday, April 20, 2015 9:29 PM
To: *City Council Members (All)
Cc: Powers, Steve; Postema, Stephen
Subject: FW: re Reimagine Washtenaw

Jacqueline Beaudry, City Clerk

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734.794.6140 (O) · 734.994.8296 (F) |
jbeaudry@a2gov.org | www.a2gov.org



Think Green! Please don't print this e-mail unless absolutely necessary.

From: Eaton, Jack
Sent: Monday, April 20, 2015 9:18 PM
To: Beaudry, Jacqueline
Subject: re Reimagine Washtenaw

Jackie,

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Regarding the use of Michigan turns, there is a question whether the right of way provides sufficient room for buses and trucks to make such turns. The minimum space needed for such turns. The link below shows the minimum turn radius.

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<http://design.transportation.org/Documents/TurnRadii,GreenBook2004.pdf>

Jack Eaton
Ward 4 City Council Member
734-662-6083

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Alexa, Jennifer

From: Lumm, Jane
Sent: Monday, April 20, 2015 9:50 PM
To: [REDACTED]
Subject: FW: Concerns with 'Reimagine Washtenaw'

From: Peter Jansson [REDACTED]
Sent: Sunday, April 19, 2015 9:12 PM
To: Taylor, Christopher (Mayor); Kailasapathy, Sumi; Briere, Sabra; Lumm, Jane; Westphal, Kirk; Grand, Julie; Kunselman, Stephen; Eaton, Jack; Krapohl, Graydon; Warpehoski, Chuck; Anglin, Mike
Subject: Concerns with 'Reimagine Washtenaw'

Mayor and Council members,

I am writing to express some concerns I have with the subject plan and some reasons that I don't believe it should be endorsed Monday, at which time I believe it is on the agenda. Although I am a civil engineer employed by MDOT, I am writing as a resident of the City of Ann Arbor and my views do not necessarily represent those of MDOT. Below is a list of my concerns/questions regarding the stretch of Washtenaw from Stadium to US-23.

1- In general, it is my opinion that the construction of wide medians, 'michigan lefts', narrower traffic lanes, and the addition of bike lanes will cause additional congestion and safety issues.

2- The addition of dedicated pedestrian and cycling options does not mean they will be effectively utilized. The majority of vehicular traffic along this corridor is commuters that work in Ann Arbor and live outside the city in surrounding communities. Until such time that rapid mass transit is available to Brighton, Ypsilanti, Milan, Chelsea, and all the other surrounding communities I do not believe the addition of pedestrian and cycling options will have a negligible effect on congestion. In fact I would argue that it could have the opposite effect.

3- I would further argue that the large majority of people that are visiting whole foods, Arbor Crossing and the other newer businesses in this area are not going to be walking or biking there regardless of new bikes lanes.

4- In discussing this project with several other city residents there seemed to be a big concern with the safety aspect of cycling along this corridor. With narrower traffic lanes and no physical barrier between vehicular traffic and cyclists I've had several people tell me they would not consider biking along this corridor.

5- To get a good representation of the narrower lanes being proposed, drive the stretch of washtenaw from South University eastward, the narrower lanes and presence of busses and trucks can make for some nervous driving and close calls, especially during rush hour. Now consider that the volume of traffic as it approaches US-23 is more than double that previous stretch with the same number of lanes.

6- While the construction of wider sidewalks and outdoor cafes is laudable, there are appropriate locations - this is a major arterial route, a business loop used by 40,000 +/- feeding to highways that approach an average daily traffic (ADT) of twice that.

7- Has thought been given to the implementation of the 'michigan left' to large trucks that deliver to businesses along this corridor? Per the American Association of State and Highway Transportation Officials (AASHTO) "Green Book", *A Policy on Geometric Design of Highways and Streets*, the turning radius of some trucks puts

them at 40 + feet. Using a michigan left with narrower lanes and 44 ft median means the approaching 90 ft diameter needed would put them across all vehicle lanes, bicycle lanes, sidewalks, and into parking lots.

8- Additional congestion along this corridor means increased congestion on alternative routes...Geddes, State St, etc. All these routes are congested during rush hour already. Increasing it on one route can result in increases along alternative routes.

9- I believe there are many other transportation infrastructure assets that would benefit from funding before this project.

I moved back to Ann Arbor because there are a great many things I love about this city. The walking and biking options are a large part of that. However, I think its overly optimistic to think that this can be force fit into the washtenaw corridor between Stadium and US-23 at this time. I hope the council will give considerable thought to some of these issues before voting. I would be happy to discuss this further with any of you at any time.

Regards,

Peter Jansson, P.E.



Alexa, Jennifer

From: Eaton, Jack
Sent: Monday, April 20, 2015 11:35 PM
To: Beaudry, Jacqueline
Subject: amendment

RESOLVED, The City Council hereby directs the City Administrator not to proceed with further discussions with Michigan Economic Development Corporation regarding implementation of the recommendations necessary to receive the Redevelopment Ready Communities Certification until and unless directed to do so by Council.

Jack Eaton
Ward 4 City Council Member
734-662-6083

Email messages to me regarding matters related to City Council business are subject to public disclosure under the Michigan Freedom of Information Act.

Alexa, Jennifer

From: Beaudry, Jacqueline
Sent: Monday, April 20, 2015 11:36 PM
To: *City Council Members (All)
Cc: Powers, Steve; Postema, Stephen
Subject: FW: amendment

Jacqueline Beaudry, City Clerk

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From: Eaton, Jack
Sent: Monday, April 20, 2015 11:35 PM
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Subject: amendment

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Jack Eaton
Ward 4 City Council Member
734-662-6083

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Resolution Regarding Reimagine Washtenaw Corridor Improvement Study

Whereas, ReImagine Washtenaw is a cooperative, multi-jurisdictional planning, place-making, transportation, and economic development effort, led by Washtenaw County with stakeholders that include the Cities of Ann Arbor and Ypsilanti and Pittsfield and Ypsilanti Charter Townships, the Michigan Department of Transportation, and the Ann Arbor Area Transportation Authority, among others;

Whereas, Washtenaw County secured a \$3,000,000 Community Challenge Planning Grant from the Department of Housing and Urban Development (HUD), which funded, in part, a comprehensive transportation study of Washtenaw Avenue, known as the Corridor Improvement Study, completed in April 2014;

Whereas, the Corridor Improvement Study was the result of an 18-month planning process, involving significant public input, that provided a detailed plan for the future of the corridor that incorporates specific land use, transportation, non-motorized, and public transit goals;

Whereas, the success of the Corridor Improvement Study depends on all stakeholders working cooperatively to implement its provisions, including future public right-of-way limits necessary to improve the roadway in the future to provide for adequate vehicular travel lanes, non-motorized facilities;

Whereas, all four local units of government have adopted, or will adopt master plan and zoning regulations to ensure that future private land use patterns provide for walkable, vibrant, mixed-use districts that emphasize a sense of place, sustainable development, and integration with public transit;

Whereas, the Ann Arbor City Planning Commission recommended on December 16, 2014 that the Ann Arbor City Council support and endorse the recommendations of the Corridor Improvement Study;

Whereas, serious traffic congestion along the Ann Arbor portion of Washtenaw greatly inconveniences motorists and reduces the patronage of many of the auto-dependent businesses along the avenue.

Whereas, many citizens, business representatives, and engineers have raised concerns that elements of the Study could create even worse traffic congestion, making travel by commuters, shoppers and emergency vehicles more difficult and undercutting the wide geographic customer bases of most of the businesses on the Ann Arbor portion of the avenue;

Whereas, creating separate bike lanes on each side of the avenue directly adjacent to narrowed traffic lanes used by cars, buses, trucks, and emergency vehicles could be hazardous, especially in light of: a) the need for buses to pull over to the right side of the road to accommodate passengers; b) the danger that a green traffic light may invite collisions between cars turning right and cyclists riding through intersections; and c) the alarming growth of distracted driving along Washtenaw as well as other city streets.

Whereas, the value of the Planning Department's policy of requiring or encouraging new commercial buildings to be built close to the avenue with the parking lot behind has yet to be demonstrated for the conditions along Washtenaw but may preclude the subsequent creation of adequate pathways for non-motorized traffic;

Whereas, the Study proposes eliminating the median vehicular lane (that currently accommodates vehicles turning off of or onto the avenue) in favor of a wide, planted median that would force vehicles (including emergency vehicles) to make cumbersome "Michigan lefts" It offers no evidence, however, that this move is appropriate for so heavily-travelled an artery or that the plan allows an adequate turning radius for large commercial and emergency vehicles;

Whereas, the means proposed for reducing the flow of vehicular traffic on the Ann Arbor segment of Washtenaw do not appear adequate to attain the 15% reduction that plan says is required and could divert traffic to roads already congested at the same times of day;

RESOLVED, that the Ann Arbor City Council:

- 1) endorses continued staff cooperation with the other municipalities to improve conditions along Washtenaw Avenue;
- 2) specifically endorses cooperation with AAATA to create several off-road bus superstops that will both encourage ridership and reduce traffic blockages;
- 3) endorses the goal of completion of the sidewalk system along the avenue, preferably in ways that will accommodate all forms of non-motorized transportation.
- 4) endorses the broad objectives on the Corridor Improvement Study to improve the experience of pedestrians, bikers and transit riders but recognizes that the highest priority for improving the Ann Arbor portion of Washtenaw must be improving the flow of vehicular traffic for the benefit of emergency vehicles, of commuters into and out of the city, and of the businesses along the avenue and their customers.
- 5) directs that the proposal in the study for a wide median--limiting direct left turns and requiring "Michigan lefts" at many places--should be evaluated by objective outside traffic engineers for their effects on traffic flow and be brought back to the Council before any implementation is planned or executed.
- 6) urges staff to suspend the policy of having new commercial buildings built close to the avenue until empirical evidence convinces the Council that such an approach actually encourages walk-in business and does not conflict with the visibility of shops and with other objectives of the report, such as wider right-of-ways for pedestrians and bicyclists;