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Sent: Monday, December 04, 2017 1:02 PM

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Subject: Re: Huron Highlands response to Trinitas/MCI traffic impact study

Mayor, City Council and Planning Commission:

How can a traffic study done now show us what will be the likelihood of the impact of the housing developments on Dhu Varren and Nixon? North Sky? The other one farther up Pontiac Trail near the railroad tracks? Those homes haven't even been built or occupied yet and many of those people will be funneling into Ann Arbor or over to M14 down Pontiac Trail! Barton Drive to the entrance ramp is already a disaster from 3 pm until 6 pm!

Computer models are not reality!

I don't think any further development should be considered for this area until what has been started already has been completed, inhabited and traffic again observed as it is lived out by the new residents and the old residents, the commuters who come down from South Lyon, etc. We will all be affected/effected by a student housing block on Pontiac Trail!

Stop, use common sense and wait until we can know with certainty what will happen to us! What is the rush to develop this area? Please hold off until we know what reality is going to be!!!

Brigid Kowalczyk
Skydale Drive

On Sun, Dec 3, 2017 at 11:38 PM, M Bach <spideymglb@gmail.com> wrote:

Ken,

As you know I carefully reviewed the traffic study several months ago and compared it to the study for the "Skyline or Blue Sky or whatever" (I always block out it's name) development. I am convinced Trintas basically cut and pasted. One needs only to look at the date on the front. The typing & print is the same except for the study (Trintas) date, done in a differing type face and font!

Also there is the line that basically says "traffic estimates for Cottages at Barton Green WILL be included in this study". Not ARE but WILL! IF this was the study for this development wouldn't we assume they WOULD incorporate the estimates since that would be the point of the study?? However, if they cut and pasted the study for a previous development, they would say "the traffic estimates for the cottagesWILL be included"! Obviously these are minor points overall but they do point to the need for an impartial study. Plus it subjects the numbers to greater scrutiny. It would also help explain why my personal numbers were so much higher. The fact that my numbers are higher is especially "odd" since I did my Pontiac Trail/Skydale traffic review during NON-school months! (The requirement for traffic studies is that they be done in the fall/winter and at pre-determined times.) Historically, this should lower traffic counts, not increase them!

I also reviewed litigation I could find, across the country, where the Plaintiff was injured/killed in a traffic related accident and the Defendant was the City. The Traffic Studies were examined as part of the litigation to determine if the City was aware of the "dangerous" conditions via traffic engineers yet did nothing to mitigate the problems PRIOR to allowing further development, thus increasing the risk of potential injury and death. Often the City was found to be negligent. This occurrence IS NOT unusual!

I think the letter you wrote is fine. I confess I wasn't able to give it my full concentration. However, points I believe MUST be included involve LIMITED site distance when turning onto PT from Skydale Dr. and looking to the north (where the development entrance will be). The distance between the visual obstruction (the hill just north of Skydale) and Skydale Dr. just barely meets the lawful requirement for an allowable line of sight impairment. The determination is made by using a formula involving a set distance of clear, unobstructed vision (line of sight) from seated eye level, speed limit and pre-set multipliers. I did the calculations and measured the distance to make the determination that the line of sight obstruction was within 2 feet of being unlawful.

The anty is upped considerably when considering Skydale is the only access for several streets emptying onto PT. This means that every car turning onto Pontiac Trail from Skydale has a somewhat "blind" turn limitation! This results in many, if not all drivers only slowing down to turn rather than stopping to give themselves the advantage of additional "take off power" to not be hit by traffic coming from the north that cannot be seen until it breaks the crest of the hill at a higher rate of speed.

A complicating factor is the majority of cars traveling from the north on Pontiac Trail, that I

observed, hadn't reduced speed even at the point they crossed Skydale. This becomes evident when observing cars apply brakes only after they cross Skydale!

I additionally determined speed by first timing myself, with a stop watch, travelling the same distance at the speed limit. A crude method to be sure, but accurate enough to know that only one in 30 cars was going the posted speed limit when they reached Skydale Dr.

(Another concern that must be addressed:)

Additionally, the overloaded traffic situation becomes TOTALLY magnified due to the entrance and exit for M-14 & it's close proximity. Not only does this freeway access have a long troubled history of accidents in and of itself BUT any traffic accident, slowdown or construction area on 14, 23 N or the connection to 23 S and 14 E CAN and DOES result in major traffic back-ups on Barton Dr./Whitmore Lk. Rd.!!

These "unforseen" but not suprising back-ups invariably lead to gridlock situations at the intersection of Barton and Pontiac Trail. These gridlocks on snowy days can mean sitting thru 2 or 3 traffic light cycles. While frustrating for sure, even worse it causes people to be late for work and appointments potentially leading to job loss or, in extreme situations, health threatening delays!

I have memories of reading articles about ambulances and fire trucks struggling to reach emergencies in traffic situations like these but was unable, at this time, to document them.

I still very much believe that taping the traffic at rush hour that I told you Ed and I discussed could be very powerful. With the time limit, however, it may not be practical. I will ATTEMPT, in the next couple of days to take still photos of the situations on the different streets. Perhaps others can do the same.

If I am able to get the photos done, can I give them to you to forward to the proper person?? Let me know.

I am sorry I don't have more to offer. I really was outraged when the man who worked for the company that did the traffic study stood up and praised the development. I am angry in part because I am convinced the traffic study was not done in accordance with the standards developed to best represent ACCURATE traffic situations.

I hope you can follow this "mess" of thoughts. I am clearly not at my best but wanted to be sure to give you the results of the research ive done.

Thanks for your hard work & dedication!

Marianne

Hello--

This message goes out to everyone who has attended at least one neighborhood meeting on the Trinitas student apartment project.

According to the city's Jeff Kahan, the planning commission public hearing and vote on the new Trinitas site plan is not yet scheduled. However, he said the city has basically completed its review. The only thing left to do is for the city's traffic engineers to go over Midwestern Consulting's November 22 traffic impact study, and to decide whether Trinitas should pay for any traffic improvements.

So we have a brief window for intervening on the traffic question—maybe just a few days. On the assumption that the study is biased, because it's from the developer's own engineering contractor, I reviewed the 85-page document (available on Etrakit). I identified several questionable assumptions, and drafted a position paper detailing these. (See attached PDF.) I'm not a traffic engineer, so not everything I write will necessarily pass muster, but I think most of the critique is valid. I would like to send this to the city's traffic engineers and its traffic consultant, and to the Planning Commission. Let me know, by Monday if possible, if you have any suggestions for changes, or reservations about doing this. (I don't expect you to understand the technical gobbledygook. This took me several days of work.)

Thanks,
Ken Garber
[\(734\) 741-0134](tel:7347410134) phone

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Brigid

"Keep asking (for what you don't have yet), and it will be given to you. Keep searching (for what you have lost), and you will find it. Keep knocking, and the door will be opened for you, (to enter into the presence of God Almighty). Matt 7:7 Paraphrased ISV