

From: E Morgan <emorganic@gmail.com>

Sent: Wednesday, October 12, 2022 9:23 AM

To: Elizabeth Nelson Taylor, Christopher (Mayor) <CTaylor@a2gov.org>; Eyer, Jen <JEyer@a2gov.org>; Gale, Mia <RGale@a2gov.org>; Lenart, Brett <BLenart@a2gov.org>; Police <Police@a2gov.org>

Subject: pedestrian signal crossing failure

Hello,

This morning at approximately 7:35 a pedestrian was trying to cross the intersection of Industrial and E. Eisenhower Parkway. He was standing at the northeast corner attempting to walk across Industrial to the northwest corner. When I approached the intersection from the north, he already had a white walk signal to cross but could not due to the string of traffic turning right on Industrial from Eisenhower failing to yield. I did not advance around the corner, turning right onto Eisenhower, blocking traffic in hopes of providing him an opportunity to cross should he get a break in traffic from the other direction. That opportunity never happened, and he was still standing in the same spot, regardless of his right of way, when I turned and traveled on. I was able to do so as the traffic turning left from Eisenhower was still cutting him off and he no longer had the walk signal.

The Ann Arbor City Council and Planning Commission continually states their support for more walking and bicycling as transportation. At the same time, they continuously push for more denser development meaning more car traffic without strong short- or long-term planning to deal with the traffic issues. Meanwhile, the residents, like this man, who actually wish to walk to their destinations, likely work in this case, was rendered unable to do so due to the dense traffic. Moreover, it was a dangerous situation. This was a fully able-bodied person who looked to be in his mid to late fifties and yet the traffic was so dense, did not yield, that he could not cross. I ask you to contemplate what would be the situation if he had not been able-bodied or should an individual be visually impaired. In every Planning Commission meeting we hear concerns about regulations for people with impairments yet the follow-through in daily life for current residents is lacking. I would also like to point out that he was not a "young" person denying your agist assumption that only "younger" generations wish to drive less. That has been a faulty assumption upon which many city planning conversations have hinged. It is not accurate nor appropriate.

This gentleman was not what you stereotype as a NIMBY but a tax paying resident who wanted to get to his destination by foot and could not due to the dense traffic.

His experience was unacceptable.

Edwina Morgan