

From: Noemi Barabas <barabasnoemie@gmail.com>

Sent: Tuesday, April 24, 2018 9:11 AM

To: Planning <Planning@a2gov.org>

Subject: Trinitas Cottages project - for Planning Commission mtg on May 1

Dear Planning Commissioners!

I am writing again to reinforce a few ideas about traffic safety and the Trinitas Cottages at Barton Green project on Pontiac Trail.

Traffic planning has historically put traffic first and pedestrians/cyclists second. We the citizens of Ann Arbor have been steadily working toward balancing this unfair treatment of pedestrians and it is apparent in progress that has been made in bicycle lanes, better cross-walks etc. However, the work is only in the beginning stages, as evident by the tragic accidents that continue to happen. I remember when:

- a 5-year old girl was fatally hit by a car on Geddes at Onondaga Drive,
- the fatal accident where a young woman was hit by a car crossing Plymouth on her way to the Islamic center,
- a fatal accident when a UM bus at Zina Pitcher and Ann Street hit a pedestrian crossing there,
- the fatal accident at Huron Parkway and Geddes of a student walking to Huron High School,
- another one at Miller Avenue and Saunders Crescent last year.

These are the ones I am personally aware of. To quote from M-Live October 08, 2015 in an article reporting about the City adopting the Pedestrian Safety Report in October 2015 (where pedestrian traffic accident and fatality statistics are also detailed):

"It's a longer-term vision of creating a transportation network that is safe and usable for motorized and non-motorized transportation," Mayor Christopher Taylor said of the resolution the City Council unanimously approved this week. "I'm hopeful and expect that over the years we will make important and useful changes to our transportation infrastructure. It will take a while for us to improve it in a systemic, broad-based way, but we are committed to doing so. Ann Arbor has seen an increase in pedestrian-involved crashes in the last four years, with an average of 58 per year since 2011, and about 45 per year before that."

(http://www.mlive.com/news/ann-arbor/index.ssf/2015/10/ann_arbor_adopts_pedestrian_sa.html)

We are now deliberating the fate of pedestrians, the majority of which are young elementary school children going to A2STEAM at Northside School. Their fate is literally in our hands. The fate being whether we willingly accept an increase in pedestrian accidents and fatalities at the Barton-Pontiac Trail intersection. Why an increase? In order for the Trinitas development to clear one last hurdle, captured in the wording of this code:

"Proposals that contribute traffic to streets or intersections that are or will be as a result of this proposal at a level of service D, E or F as defined in the Highway Capacity Manual may be denied by Commission and Council until such time as necessary street or traffic improvements are scheduled for construction."

Of course the expression "traffic improvements" are assuming an improvement that allows for more cars to pass more quickly. The planned improvements involve adding turning lanes to three of the four directions of traffic. These new lanes will be built over the existing lawn extensions, (unless adjacent properties are taken to maintain the existing lawn extension distance.) because the current roadway has no room for additional lanes. What will that do to pedestrian safety?! It will result in the sidewalk being adjacent to the roadway, putting children within touching distance of turning cars, whose drivers rarely look to ensure that pedestrians are not crossing, they are preoccupied with looking out for moving cars. Where will the pedestrian go? The sidewalk is a about 5 feet wide, and there are walls so pedestrians cannot spill over onto the lawn of the adjacent

properties. At a single corner, 10-20 pedestrians can accumulate on any and all mornings waiting for the light to turn to "WALK".

This intersection cannot be "improved" by adding lanes to the roadway without putting children in grave danger. Please remember the goal set out in the Pedestrian Safety Report, as expressed by Mayor Taylor himself. Do not allow this "traffic improvement" to add another fatality to the already rising rates in Ann Arbor. Whose child should be next if you could choose? Vote to deny the Trinitas development, please! Please commit to making progress **toward** pedestrian safety, this development would ensure a worsening of pedestrian endangerment - not just at the intersection, but all along Pontiac Trail, and adjacent neighborhood streets, such as Northside Street, which drivers routinely use as a shortcut, even with active traffic calming speed bumps. There has been a pattern for pedestrian-minded improvements to go in AFTER a fatality, like on Plymouth Rd, or Huron Pkwy. We can see injury and death of a child coming at Barton-Pontiac and Pontiac trail itself. And you have the power to act to protect life and welfare.

In addition, the affected residents and parents of children attending at STEAM have a right to participate in discussions about Barton-Pontiac intersection design, construction and any scheduling. Regardless of the fate of the Trinitas project, I request that I, fellow residents, STEAM parents and the STEAM school Safe Routes to School committee members receive notification of any such work before any design or construction is scheduled so we may fully participate - we are the ones with real stakes. City staff who don't live in the area or send children to STEAM have no stakes and Trinitas engineers DO NOT HAVE ANY stakes in this work other than the profit to be gained.

Thank you!

Noemi Barabas

527 Barton Dr

Ann Arbor, MI 48105

734-222-9722