

From: [Gina Katz](#)
To: [Disch, Lisa](#)
Subject: Re: Misuse of DOT funds in Ives Woods
Date: Tuesday, February 18, 2025 10:53:19 AM

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Dear Council Member Disch,

Apologies for sending an email to you last night before it was completed. I intended to send it this morning when I updated the areas awaiting construction or in queue for petition review. I put a random street placeholder in (Minglewood Way - Ward 5) while I was looking up each project and the ward it is located in. I must have hit send on my email to you and to Council Member Harrison. The two projects in your district that are awaiting construction are on Bird Road and Traver Road. Hopefully the city will have enough DOT funds to complete those projects if the federal government pulls funding from AA DOT. I would hate for the unnecessary project on Wallingford to take funds from the necessary projects in your district that are awaiting construction.

Thank you for your time and apologies again for my mistake.
Take Care and Stay Warm!
Gina Katz

On Mon, Feb 17, 2025 at 8:47 PM Gina Katz <[REDACTED]> wrote:

Dear Council Member Disch,

As a member of the Ives Woods community who lives on the corner of a very safe intersection where my children play and cross to walk to Burns Park, I am writing to express my deep frustration with the city's decision to waste taxpayer dollars on unnecessary road work at this same intersection.

The utility project on Harding Road is much needed. Since the city is finally upgrading the utilities on Harding, the engineer in charge of that project is using the resolution that allows her to "calm traffic" on adjacent roads as a reason to address the larger than normal distance pedestrians have to cross when they cross Harding at Wallingford and thus she has insisted the city narrow the curved intersection.

The issue is, there is **NO traffic on Wallingford**. There have been **ZERO pedestrian accidents at this curve**. The **one car accident on record in the last 10 years** was a car hitting a parked car. Ives Woods is a quiet neighborhood and our street might be one of the least traveled by car in our small neighborhood. My kids can play in the street for a while before having to move for a car. We have gathered names of over 50 neighbors who oppose any reconfiguration of this curve but the engineer in charge, Ms Anderson, who does not live in our community, perceives it to be dangerous. Despite the data and its safety grading by the city's own standard, Ms Anderson, with the support of only one resident, is pushing to move forward with this reconfiguration project.

Our neighbors would rather the thousands of dollars be spent on real issues. There are 6 projects already approved and awaiting construction and 14 petitions for traffic calming in communities that are begging for help. Communities that have organized because they need traffic calming. I believe the petition for traffic calming in your district at Minglewood is an area that is more dangerous than Wallingford. Given that the federal government is now trying to defund departments of transportation in communities like AA, this Wallingford project is a huge waste of what could be diminishing transportation funds. Our streets are already safe. Ives Woods residents do not want this. We want the money to be allocated to communities that need it.

If there was a process to review all of the open petitions and suggestions for improving safety conditions on our Ann Arbor streets, the city would recognize that there are more real issues than we can even count. The curve at Wallingford Rd would not be on anybody's radar if it wasn't for the fact that there's an already scheduled road project. That's not a good reason to spend extra money when money could be limited. In the current political climate, including the real risk of the city losing federal funding, this project is wasteful, against the wishes of the majority of our residents and the optics are very concerning.

Our neighborhood was designed in 1923 and Ives Woods curved roads were intentional. In 2019, the Detroit Free Press even mentioned our curved roads being different from the standard grid of most of Ann Arbor. Our safe, old curve does not need 2025 traffic calming, especially if the Ann Arbor Department of Transportation is at risk of losing federal funding.

There are real traffic calming needs in this city and any transportation funding should be saved for those needs, especially in these uncertain times.

Below is an email from a neighbor, Tori Langland, that expresses 3 very detailed reasons why Ives Woods residents oppose this project in a much better way than I ever could. Also, attached is a doc with the names of over 50 Ives Woods residents in opposition. Travis and Ayesha are aware of the situation. With Ann Arbor at real risk of federal DOT funding cuts and this project fast approaching, we thought it might be helpful to get everyone involved.

Thank you for your time,
Gina Katz

[REDACTED] Road
Ward 3

From: **Tori Langland** <[REDACTED]>
Date: Fri, Feb 14, 2025 at 9:49 AM
Subject: Harding and Wallingford Road Reconfiguration Proposal
To: <TransportationCommission@a2gov.org>, <CityCouncil@a2gov.org>

Dear Council Members and Members of the Transportation Commission:

I write with serious concerns about the proposal to change the intersection between Harding & Wallingford Roads. As you are undoubtedly aware, the city needs to install a new

water main and sewer on Harding Road and so will be disturbing a portion of that road. The current proposal is that, following this work, Harding would not be restored to its current design but instead the intersection between Harding and Wallingford would be permanently changed so as to implement traffic calming measures. The final design itself has not yet been announced. While the changes to the water and sewer lines sound reasonable, I entreat you to halt the part of the plan that includes designing or implementing a reconfiguration of the intersection afterward, and redirect staff efforts toward other projects. As I will explain below, I believe the proposed reconfiguration is unnecessary, would irreparably diminish the character and historic design of the neighborhood where it is located, and is a poor use of city resources, especially in today's context of many other documented areas of need and of federal funding insecurity. Below I briefly explain my three main concerns.

1. The proposed changes are entirely unnecessary

According to the [Harding & Wallingford Road Improvements website](#), the goal of a reconfiguration is to “increase safety and slow traffic.” However, according to Interim Transportation Manager Luke Liu, in his comments at a November public information session about this proposal, the city has never recorded a single injury at the site, has documented zero safety concerns such as speeding or failing to obey the stop sign, and, in his words, after looking at the data, “there’s really not any recorded issue to fix.” The rationale is just “to make some improvement” given that “we do have disturbance to the street, and that’s exactly what the council resolution [R-23-330] is talking about.” “It’s more, I guess, to improve the service to pedestrians,” he said. It is hard to see how an intersection that has recorded zero pedestrian accidents merits “improved” service to pedestrians. How can we reduce pedestrian accidents to something below zero? This is also a very narrow definition of “service to pedestrians,” one that discounts other needs of pedestrians, such as the quality of life generated through free and public access to historic spaces.

2. The proposed changes would diminish the character and historic design of the neighborhood

This intersection is a historic space, a central feature of the Ives Woods neighborhood, and it is used and beloved by the public for this reason. The neighborhood was designed over 100 years ago by Marvin and Virginia Ives. In the original [plat map](#) from 1923, still available on city web sites, the long, curve of Wallingford Road, and its two wide intersections with Harding Road and Hermitage Road, form the defining features of the neighborhood’s design. In 2019, the *Detroit Free Press* specifically called out these curving roads in describing Ives Woods, saying it is a place where “the city’s usual tight platting grid is interrupted by a handful of vintage upscale houses on curving roads.” People from all over Ann Arbor come here to walk, run and bike, often with their canine companions, and local residents regularly maintain friendships with one another through extended interactions on the street.

The proposal to reduce the width of one of these intersections, however, would radically transform this space, constricting the open and spacious curve that was originally designed and replacing it with something wholly out of character and lacking in historic value. It would change the look and feel of the public space of the neighborhood, depriving users today and in the future of a key part of its charm and of our shared history. Around the world urban planners have sought to regenerate historic areas, as we know that attractive spaces improve the urban environment and promote interactions between people. Ann Arbor should not be taking the opposite step by seeking to diminish the character and historic design of this area, especially when it serves no public safety interest.

3) The proposed changes are a poor use of city resources

In the “Project Details” section of the Harding & Wallingford Road Improvements website, they write that “[w]ide road segments such as these have been identified in the city’s Vision Zero Transportation plan and Council Resolution R-23-330, as areas of focus to better the community’s all ages and abilities network as well as reduce vehicle speed to improve safety.” The city has indeed directed resources toward the Vision Zero Transportation plan, but it has said that these investments should “focus on corridors and intersections with the most serious crashes,” and that the overall goal of the plan is to reduce the speed of cars and to eliminate traffic fatalities and severe injuries. Meanwhile, Council Resolution R-23-330, merely directs the City Administrator to *evaluate* opportunities to incorporate traffic calming elements into capital projects, and qualifies this by saying it should do so for projects “where a record of crashes, speeding, and/or resident complaints exists, or otherwise suggest a need for calming...” As noted earlier, the Harding-Wallingford intersection has not had *any* injury-resulting crashes, let alone fatalities, and no evidence of speeding. It has experienced no resident complaints, and Interim Transportation Manager Luke Liu has affirmed that there is no evidence of a need for calming.

Meanwhile, the city’s website lists six current traffic calming projects that are awaiting construction, three where engagement is ongoing, and a full 14 more where residents have submitted petitions for reconfigurations due to real concerns about speeding cars and pedestrian safety, and are waiting for them to be reviewed. Minutes from recent Transportation Commission meetings speak to the many areas of need for these funds, from the notice of three serious pedestrian accidents that recently occurred at Packard and Fernwood, to the many pleas for intervention expressed in emails or public comments. Clearly, there are multiple areas in need of traffic calming intervention. According to the Project Manager, Tracy Anderson, the added cost to make these changes, rather than simply restoring the road to its original design is expected to be \$13,000, and she characterized this as not a large cost. But spending *any* amount of money at the Harding and Wallingford intersection, where such intervention is not needed and will additionally do real harm to current and future generations and their quality of life by diminishing the historic character of our public space, is a poor use of city resources. They should be directed to areas of actual need and to areas where they will not do harm. While this should always be the case, given the current insecurity around federal grant funding, especially the future status of Ann Arbor’s 4-year grant from the US Department of Transportation Safe Streets and Roads for All (SS4A) Grant Program, city officials should prioritize the use of funds to address those areas with a record of safety concerns.

For all of the above reasons, I respectfully request that you call off this unnecessary, wasteful, and permanently damaging plan to reconfigure a historic intersection, and instead make plans to restore it to its original design upon completion of the water and sewer work.

Sincerely,

Victoria Langland
Ward 3 Resident

From: [Gina Katz](#)
To: [Harrison, Cynthia](#)
Subject: Re: Misuse of DOT funds in Ives Woods
Date: Tuesday, February 18, 2025 10:52:17 AM

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██████████ Road

Ward 3

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To: <TransportationCommission@a2gov.org>, <CityCouncil@a2gov.org>

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Sincerely,

Victoria Langland

| Ward 3 Resident

From: [Anderson, Tracy](#)
To: [Mary Pedley](#); [Radina, Travis](#); [Ghazi Edwin, Ayesha](#)
Cc: [John Pedley](#)
Subject: RE: Harding Wallingford intersection
Date: Tuesday, February 18, 2025 10:24:44 AM

Mrs. Pedley,

I'm afraid my response to your neighbor may have been misinterpreted and I want to clarify. Here is what I said to her:

The design of reconfiguration can be altered from the original design shared with the public and still achieve the city's goals. I have listened to the opposition and support of the project and have decided to redesign the intersection to better meet the needs and concerns of the neighborhood. This is what will be shared at the meeting Feb. 24th.

....

You are welcome to come to the public engagement meeting and share your thoughts on the details of the new design, however, the decision to reconfigure the intersection is final.

The decision to reconfigure the intersection is final, but the design is not final.

I am also hoping the meeting will be constructive, as we are trying to meet as many needs and concerns as possible. We have several options that we will discuss at the meeting and get resident's feedback on the general layout and the details of the design. We will be flexible where we can be.

However, a scenario where nothing is done to the intersection is not an option.

We did hear the feedback from the first meeting, which was both positive and negative, and we are compromising to try to achieve both goals and we hope the neighborhood can do the same.

Regards,

Tracy Anderson, P.E. | Project Manager

City of Ann Arbor | Guy C. Larcom City Hall
301 E. Huron, 4th Floor · Ann Arbor · MI · 48104
734.794.6410 (O) Extension 43639

From: Mary Pedley <[REDACTED]>
Sent: Tuesday, February 11, 2025 12:04 PM
To: Radina, Travis <TRadina@a2gov.org>; Ghazi Edwin, Ayesha <AGhaziEdwin@a2gov.org>
Cc: Anderson, Tracy <TAnderson@a2gov.org>; John Pedley <[REDACTED]>
Subject: Harding Wallingford intersection

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Dear Travis and Ayesha,

We have received our invitation to come to the meeting with the city engineers on February 24th at the Ann Arbor District Library to view and discuss the design for the intersection at Harding and Wallingford after the necessary work on water and sewage connections. We hope this meeting will be constructive concerning the design of the intersection, which should accommodate the wishes of the people who live at and near the intersection.

An email exchange between Ms Anderson and one of the neighbors has been construed as saying that the design to be presented is the final one. If this were the case, what would be the point of the meeting? We hope that the fruitful exchange of ideas and a deeper analysis of needs will result in a good design that enhances the character of the neighborhood and keeps safety at its current level (which is high -- there are no reported accidents at the intersection).

We hope, too, that you both will attend to ensure that the communication between the neighbors and the engineering department is positive, productive, and flexible,

Thank you for your concern and support,

Mary Pedley

Mary and John Pedley
[REDACTED] Avenue
Ann Arbor, MI 48104

land +1 [REDACTED]
cell +1 [REDACTED]

From: [Gina Katz](#)
To: [Harrison, Cynthia](#)
Cc: [Peter Katz](#)
Subject: Misuse of DOT funds in Ives Woods
Date: Monday, February 17, 2025 8:51:33 PM
Attachments: [Residents that Oppose Wallingford Curve Reconfiguration - Google Docs.pdf](#)

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██████████ Road

Ward 3

From: **Tori Langland** <██████████>

Date: Fri, Feb 14, 2025 at 9:49 AM

Subject: Harding and Wallingford Road Reconfiguration Proposal

To: <TransportationCommission@a2gov.org>, <CityCouncil@a2gov.org>

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The proposal to reduce the width of one of these intersections, however, would radically transform this space, constricting the open and spacious curve that was originally designed and replacing it with something wholly out of character and lacking in historic value. It would change the look and feel of the public space of the neighborhood, depriving users today and in the future of a key part of its charm and of our shared history. Around the world urban planners have sought to regenerate historic areas, as we know that attractive spaces improve the urban environment and promote interactions between people. Ann Arbor should not be taking the opposite step by seeking to diminish the character and historic design of this area, especially when it serves no public safety interest.

3) The proposed changes are a poor use of city resources

In the "Project Details" section of the Harding & Wallingford Road Improvements website, they write that "[w]ide road segments such as these have been identified in the city's Vision Zero Transportation plan and Council Resolution R-23-330, as areas of focus to better the community's all ages and abilities network as well as reduce vehicle speed to improve safety." The city has indeed directed resources toward the Vision Zero Transportation plan, but it has said that these investments should "focus on corridors and intersections with the most serious crashes," and that the overall goal of the plan is to reduce the speed of cars and to eliminate traffic fatalities and severe injuries. Meanwhile, Council Resolution R-23-330, merely directs the City Administrator to *evaluate* opportunities to incorporate traffic calming elements into capital projects, and qualifies this by saying it should do so for projects "where a record of crashes, speeding, and/or resident complaints exists, or otherwise suggest a need for calming..." As noted earlier, the Harding-Wallingford intersection has not had *any* injury-resulting crashes, let alone fatalities, and no evidence of speeding. It has experienced no resident complaints, and Interim Transportation Manager Luke Liu has affirmed that there is no evidence of a need for calming.

Meanwhile, the city's website lists six current traffic calming projects that are awaiting construction, three where engagement is ongoing, and a full 14 more where residents have

submitted petitions for reconfigurations due to real concerns about speeding cars and pedestrian safety, and are waiting for them to be reviewed. Minutes from recent Transportation Commission meetings speak to the many areas of need for these funds, from the notice of three serious pedestrian accidents that recently occurred at Packard and Fernwood, to the many pleas for intervention expressed in emails or public comments. Clearly, there are multiple areas in need of traffic calming intervention. According to the Project Manager, Tracy Anderson, the added cost to make these changes, rather than simply restoring the road to its original design is expected to be \$13,000, and she characterized this as not a large cost. But spending *any* amount of money at the Harding and Wallingford intersection, where such intervention is not needed and will additionally do real harm to current and future generations and their quality of life by diminishing the historic character of our public space, is a poor use of city resources. They should be directed to areas of actual need and to areas where they will not do harm. While this should always be the case, given the current insecurity around federal grant funding, especially the future status of Ann Arbor's 4-year grant from the US Department of Transportation Safe Streets and Roads for All (SS4A) Grant Program, city officials should prioritize the use of funds to address those areas with a record of safety concerns.

For all of the above reasons, I respectfully request that you call off this unnecessary, wasteful, and permanently damaging plan to reconfigure a historic intersection, and instead make plans to restore it to its original design upon completion of the water and sewer work.

Sincerely,

Victoria Langland
Ward 3 Resident

From: [Gina Katz](#)
To: [Disch, Lisa](#)
Cc: [Peter Katz](#)
Subject: Misuse of DOT funds in Ives Woods
Date: Monday, February 17, 2025 8:48:47 PM
Attachments: [Residents that Oppose Wallingford Curve Reconfiguration - Google Docs.pdf](#)

You don't often get email from [REDACTED]. [Learn why this is important](#)

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Dear Council Member Disch,

As a member of the Ives Woods community who lives on the corner of a very safe intersection where my children play and cross to walk to Burns Park, I am writing to express my deep frustration with the city's decision to waste taxpayer dollars on unnecessary road work at this same intersection.

The utility project on Harding Road is much needed. Since the city is finally upgrading the utilities on Harding, the engineer in charge of that project is using the resolution that allows her to "calm traffic" on adjacent roads as a reason to address the larger than normal distance pedestrians have to cross when they cross Harding at Wallingford and thus she has insisted the city narrow the curved intersection.

The issue is, there is **NO traffic on Wallingford**. There have been **ZERO pedestrian accidents at this curve**. The **one car accident on record in the last 10 years** was a car hitting a parked car. Ives Woods is a quiet neighborhood and our street might be one of the least traveled by car in our small neighborhood. My kids can play in the street for a while before having to move for a car. We have gathered names of over 50 neighbors who oppose any reconfiguration of this curve but the engineer in charge, Ms Anderson, who does not live in our community, perceives it to be dangerous. Despite the data and its safety grading by the city's own standard, Ms Anderson, with the support of only one resident, is pushing to move forward with this reconfiguration project.

Our neighbors would rather the thousands of dollars be spent on real issues. There are 6 projects already approved and awaiting construction and 14 petitions for traffic calming in communities that are begging for help. Communities that have organized because they need traffic calming. I believe the petition for traffic calming in your district at Minglewood is an area that is more dangerous than Wallingford. Given that the federal government is now trying to defund departments of transportation in communities like AA, this Wallingford project is a huge waste of what could be diminishing transportation funds. Our streets are already safe. Ives Woods residents do not want this. We want the money to be allocated to communities that need it.

If there was a process to review all of the open petitions and suggestions for improving safety conditions on our Ann Arbor streets, the city would recognize that there are more real issues than we can even count. The curve at Wallingford Rd would not be on anybody's radar if it wasn't for the fact that there's an already scheduled road project. That's not a good reason to spend extra money when money could be limited. In the current political climate, including the real risk of the city losing federal funding, this project is wasteful, against the wishes of the majority of our residents and the optics are very concerning.

Our neighborhood was designed in 1923 and Ives Woods curved roads were intentional. In 2019, the Detroit Free Press even mentioned our curved roads being different from the standard grid of most of Ann Arbor. Our safe, old curve does not need 2025 traffic calming, especially if the Ann Arbor Department of Transportation is at risk of losing federal funding.

There are real traffic calming needs in this city and any transportation funding should be saved for those needs, especially in these uncertain times.

Below is an email from a neighbor, Tori Langland, that expresses 3 very detailed reasons why Ives Woods residents oppose this project in a much better way than I ever could. Also, attached is a doc with the names of over 50 Ives Woods residents in opposition. Travis and Ayesha are aware of the situation. With Ann Arbor at real risk of federal DOT funding cuts and this project fast approaching, we thought it might be helpful to get everyone involved.

Thank you for your time,

Gina Katz

[REDACTED] Road

Ward 3

From: Tori Langland - [REDACTED]
Date: Fri, Feb 14, 2025 at 9:49 AM
Subject: Harding and Wallingford Road Reconfiguration Proposal
To: <TransportationCommission@a2gov.org>, <CityCouncil@a2gov.org>

Dear Council Members and Members of the Transportation Commission:

I write with serious concerns about the proposal to change the intersection between Harding & Wallingford Roads. As you are undoubtedly aware, the city needs to install a new water main and sewer on Harding Road and so will be disturbing a portion of that road. The current proposal is that, following this work, Harding would not be restored to its current design but instead the intersection between Harding and Wallingford would be permanently changed so as to implement traffic calming measures. The final design itself has not yet been announced. While the changes to the water and sewer lines sound reasonable, I entreat you to halt the part of the plan that includes designing or implementing a reconfiguration of the intersection afterward, and redirect staff efforts toward other projects. As I will explain below, I believe the proposed reconfiguration is unnecessary, would irreparably diminish the character and historic design of the neighborhood where it is located, and is a poor use of city resources, especially in today's context of many other documented areas of need and of federal funding insecurity. Below I briefly explain my three main concerns.

1. The proposed changes are entirely unnecessary

According to the [Harding & Wallingford Road Improvements website](#), the goal of a reconfiguration is to “increase safety and slow traffic.” However, according to Interim Transportation Manager Luke Liu, in his comments at a November public information session about this proposal, the city has never recorded a single injury at the site, has documented zero safety concerns such as speeding or failing to obey the stop sign, and, in his words, after looking at the data, “there’s really not any recorded issue to fix.” The rationale is just “to make some improvement” given that “we do have disturbance to the street, and that’s exactly what the council resolution [R-23-330] is talking about.” “It’s more, I guess, to improve the service to pedestrians,” he said. It is hard to see how an intersection that has recorded zero pedestrian accidents merits “improved” service to pedestrians. How can we reduce pedestrian accidents to something below zero? This is also a very narrow definition of “service to pedestrians,” one that discounts other needs of pedestrians, such as the quality of life generated through free and public access to historic spaces.

2. The proposed changes would diminish the character and historic design of the neighborhood

This intersection is a historic space, a central feature of the Ives Woods neighborhood, and it is used and beloved by the public for this reason. The neighborhood was designed over 100 years ago by Marvin and Virginia Ives. In the original [plat map](#) from 1923, still available on city web sites, the long, curve of Wallingford Road, and its two wide intersections with Harding Road and Hermitage Road, form the defining features of the neighborhood’s design. In 2019, the *Detroit Free Press* specifically called out these curving roads in describing Ives Woods, saying it is a place where “the city’s usual tight platting grid is interrupted by a handful of vintage upscale houses on curving roads.” People from all over Ann Arbor come here to walk, run and bike, often with their canine companions, and local residents regularly maintain friendships with one another through extended interactions on the street.

The proposal to reduce the width of one of these intersections, however, would radically transform this space, constricting the open and spacious curve that was originally designed and replacing it with something wholly out of character and lacking in historic value. It would change the look and feel of the public space of the neighborhood, depriving users today and in the future of a key part of its charm and of our shared history. Around the world urban planners have sought to regenerate historic areas, as we know that attractive spaces improve the urban environment and promote interactions between people. Ann Arbor should not be taking the opposite step by seeking to diminish the character and historic design of this area, especially when it serves no public safety interest.

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Meanwhile, the city’s website lists six current traffic calming projects that are awaiting construction, three where engagement is ongoing, and a full 14 more where residents have submitted petitions for reconfigurations due to real concerns about speeding cars and pedestrian safety, and are waiting for them to be reviewed. Minutes from recent Transportation Commission meetings speak to the many areas of need for these funds, from the notice of three serious pedestrian accidents that recently occurred at Packard and Fernwood, to the many pleas for intervention expressed in emails or public comments. Clearly, there are multiple areas in need of traffic calming intervention. According to the Project Manager, Tracy Anderson, the added cost to make these changes, rather than simply restoring the road to its original design is expected to be \$13,000, and she characterized this as not a large cost. But spending *any* amount of money at the Harding and Wallingford intersection, where such intervention is not needed and will additionally do real harm to current and future generations and their quality of life by diminishing the historic character of our public space, is a poor use of city resources. They should be directed to areas of actual need and to areas where they will not do harm. While this should always be the case, given the current insecurity around federal grant funding, especially the future status of Ann Arbor’s 4-year grant from the US Department of Transportation Safe Streets and Roads for All (SS4A) Grant Program, city officials should prioritize the use of funds to address those areas with a record of safety concerns.

For all of the above reasons, I respectfully request that you call off this unnecessary, wasteful, and permanently damaging plan to reconfigure a historic intersection, and instead make plans to restore it to its original design upon completion of the water and sewer work.

Sincerely,

Victoria Langland
Ward 3 Resident

From: [Tori Langland](#)
To: [Briggs, Erica](#)
Cc: [Akmon, Dharma](#); [City of Ann Arbor Transportation Commission](#); [City Council](#); [Dohoney Jr., Milton](#); [Roberts, Jordan](#)
Subject: Re: Harding and Wallingford Road Reconfiguration Proposal
Date: Sunday, February 16, 2025 8:29:06 PM

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Dear Dharma and Erica:

Thank you both so much for your thoughtful responses.

Rest assured that I am not critiquing the existence of Resolution R-23-330 (assuming that is the policy/process you're referring to). I agree that it makes a lot of sense to not rely only on the petition process to identify areas of need, but also to evaluate opportunities to do so when undertaking capital projects. I can see why the council approved this. But the resolution also wisely says simply to evaluate these opportunities, and to do so where the record suggests that there is a need. It does not say that we should implement changes whether they are needed or not, and whether they are a good idea or not. So what I am critiquing is not the council's decision to sign this resolution, or the Council's focus on improving safety overall, but rather the proposal to implement a redesign at this particular intersection. I do not know who ultimately makes the final decision on this, but I was writing in order to entreat the Council to decide against this instance.

I also agree that, if all things were equal, then taking steps to improve safety might seem justified even in the absence of a record of accidents. But in practice all things are not equal. We have finite resources and so any action in one area means a lack of action in another. More importantly, each project has its own context, with its own implications and effects. And in this case, while the possible safety benefit would be purely theoretical, the effect on historic preservation, on the neighborhood landscape, and on community satisfaction, are absolutely real.

Where I do respectfully disagree is with the idea that the intersection in question is "primed for disaster." That strikes me as inconsistent with the data, and at odds with the goal of using a data-driven approach where we ought to pay heed to the actual safety record and the current speed and volume of traffic. And just as the data shows that there is no safety concern, evidence also shows us that people recognize and appreciate the historic character of these 100-year-old designs, and that an important part of our heritage will be lost if we destroy them.

While I believe the project is misguided, if you are not sure, or if you have only considered this through the lens of theoretical safety improvements so far, then perhaps you could reach out to your colleagues on the Historic Preservation Commission to seek their opinion, or charge the public engagement specialist at the upcoming meeting on this project to ask people to address what the neighborhood means to them, so that you could better evaluate what else is at stake in this decision. You could also look at your cue of traffic calming requests to see what else might be funded with this same amount of money and staff time, and then make an actual comparison about which project is more worthy of funding. In other words, once you bring this decision out of the realm of the abstract, and bring it into its specific context, with

the very real implications that come with any decision, then I think you will be better positioned to see why this is not worthy of your support.

In sum, the overall policy makes sense, and I fully appreciate your concern for safety as well as the excellent work the engineering team has devoted to trying to redesign the intersection. But I believe that redesigning this particular intersection will permanently and unnecessarily harm our city, and I hope that the Council will agree with me.

Many thanks for reading a second long-winded email from me!

All best,
Victoria

On Sun, Feb 16, 2025 at 11:57 AM Briggs, Erica <EBriggs@a2gov.org> wrote:

Ms. Langland,

Thank you for writing. And I truly appreciate you sharing your thoughts and some of the history surrounding the design of the neighborhood.

As the former liaison to the Transportation Commission and someone who worked extensively with staff as we sought to reframe our neighborhood traffic calming program, I fully concur with CM Akmon's summary and wanted to add a few additional points around why Council unanimously voted to shift this process.

The only way we can improve the safety and livability of neighborhoods all across the city is to ensure that the work is incorporated into the regular course of business, not just by special request, and not with lengthy and expensive public engagement processes. We don't want to wait for a runner to be hit at night or a child to be injured on their walk to school. We want to make appropriate safety improvements each time we touch a street.

We maintained the neighborhood traffic calming program - which is more expensive and costly- because it's not reasonable to ask residents to wait for decades for changes to happen as a part of the regular course of business. The neighborhood traffic calming program expedites requests, but should not be the only mechanism by which traffic calming improvements are made.

[We know](#) that across the City we have a problem with streets that were designed for a different era. The design of an intersection like the one at Wallingford and Harding is

primed for disaster - because [vehicles](#), driving behavior, and culture has shifted. What worked a 100 years ago does not always work today. In fact, it presents risks for engaging in all of the activities that residents want to do in the neighborhoods and you fondly noted such as walking, biking, and running.

I've attached a screenshot that contains a partial view of the intersection in question- it clearly shows that the ADA crosswalk directs pedestrians into the center of the road, rather than to the receiving crosswalk. This alone suggests the current intersection design is inaccessible and in need of reconfiguration so that it is safer for all users. A narrower intersection would further reduce conflicts and encourage safer turning movements.

I'm grateful that our staff has identified this intersection as problematic and is integrating in cost effective improvements in the course of regularly scheduled road work. This is what we directed them to do and they deserve kudos for doing this tough work.

Appreciatively,
Erica

--

Erica Briggs, PhD

5th Ward Council Member

Cell: [REDACTED]

Visit www.ericafora2.com to sign-up for my Ward newsletter and/or find out about upcoming Ward meetings.

From: Akmon, Dharma <DAkmon@a2gov.org>

Sent: Sunday, February 16, 2025 10:42 AM

To: Tori Langland <[REDACTED]> City of Ann Arbor Transportation Commission
<TransportationCommission@a2gov.org>; City Council <CityCouncil@a2gov.org>

Subject: Re: Harding and Wallingford Road Reconfiguration Proposal

Hi Victoria,

Thanks for your thoughtful email about the Harding & Wallingford intersection project.

I want to explain the policy behind using planned construction projects, like this one, as opportunities to implement safer street design. Previously, traffic calming was only added through petition, which created several problems:

- It privileged neighborhoods familiar with the petition process and that had time to engage with it
- It required extensive staff time for paying for public engagement that could—in the end—yield nothing as final designs needed 50%+ neighborhood support to move forward
- It meant telling residents during construction projects that safety concerns couldn't be addressed until after completion and through an uncertain petition process

Given the city's goals to increase safety for all users and encourage non motorized transit where possible, these practices were inconsistent with those goals, wasteful of resources (why design a road twice?), and made very little sense to residents when faced with this process. The current approach aligns with [nationally established, evidence-based design guidelines used across North America to build safe, multimodal streets](#).

I understand your concern about prioritizing resources, especially given our backlog of traffic calming projects. However, I don't believe we should wait for crashes or injuries before addressing design elements that can lead to unsafe conditions. Making these improvements during already-planned construction is both cost-effective and consistent with our transportation goals.

Best,
Dharma

--

Dharma Akmon

Councilmember, Ward 4

View and sign up for my newsletter at <https://www.dharmafora2.com/news>

From: Tori Langland <[REDACTED]>
Sent: Friday, February 14, 2025 9:49 AM
To: City of Ann Arbor Transportation Commission <TransportationCommission@a2gov.org>; City Council <CityCouncil@a2gov.org>
Subject: Harding and Wallingford Road Reconfiguration Proposal

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1. The proposed changes are entirely unnecessary

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For all of the above reasons, I respectfully request that you call off this unnecessary, wasteful, and permanently damaging plan to reconfigure a historic intersection, and instead make plans to restore it to its original design upon completion of the water and sewer work.

Sincerely,

Victoria Langland
Ward 3 Resident

From: [Tori Langland](#)
To: [Briggs, Erica](#)
Cc: [Akmon, Dharma](#); [City of Ann Arbor Transportation Commission](#); [City Council](#); [Dohoney Jr., Milton](#); [Roberts, Jordan](#)
Subject: Re: Harding and Wallingford Road Reconfiguration Proposal
Date: Sunday, February 16, 2025 8:29:05 PM

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Dear Dharma and Erica:

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I also agree that, if all things were equal, then taking steps to improve safety might seem justified even in the absence of a record of accidents. But in practice all things are not equal. We have finite resources and so any action in one area means a lack of action in another. More importantly, each project has its own context, with its own implications and effects. And in this case, while the possible safety benefit would be purely theoretical, the effect on historic preservation, on the neighborhood landscape, and on community satisfaction, are absolutely real.

Where I do respectfully disagree is with the idea that the intersection in question is "primed for disaster." That strikes me as inconsistent with the data, and at odds with the goal of using a data-driven approach where we ought to pay heed to the actual safety record and the current speed and volume of traffic. And just as the data shows that there is no safety concern, evidence also shows us that people recognize and appreciate the historic character of these 100-year-old designs, and that an important part of our heritage will be lost if we destroy them.

While I believe the project is misguided, if you are not sure, or if you have only considered this through the lens of theoretical safety improvements so far, then perhaps you could reach out to your colleagues on the Historic Preservation Commission to seek their opinion, or charge the public engagement specialist at the upcoming meeting on this project to ask people to address what the neighborhood means to them, so that you could better evaluate what else is at stake in this decision. You could also look at your cue of traffic calming requests to see

what else might be funded with this same amount of money and staff time, and then make an actual comparison about which project is more worthy of funding. In other words, once you bring this decision out of the realm of the abstract, and bring it into its specific context, with the very real implications that come with any decision, then I think you will be better positioned to see why this is not worthy of your support.

In sum, the overall policy makes sense, and I fully appreciate your concern for safety as well as the excellent work the engineering team has devoted to trying to redesign the intersection. But I believe that redesigning this particular intersection will permanently and unnecessarily harm our city, and I hope that the Council will agree with me.

Many thanks for reading a second long-winded email from me!

All best,
Victoria

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Ms. Langland,

Thank you for writing. And I truly appreciate you sharing your thoughts and some of the history surrounding the design of the neighborhood.

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We maintained the neighborhood traffic calming program - which is more expensive and costly- because it's not reasonable to ask residents to wait for decades for changes to happen as a part of the regular course of business. The neighborhood traffic calming program expedites requests, but should not be the only mechanism by which traffic calming improvements are made.

[We know](#) that across the City we have a problem with streets that were designed for a different era. The design of an intersection like the one at Wallingford and Harding is primed for disaster - because [vehicles](#), driving behavior, and culture has shifted. What worked a 100 years ago does not always work today. In fact, it presents risks for engaging in all of the activities that residents want to do in the neighborhoods and you fondly noted such as walking, biking, and running.

I've attached a screenshot that contains a partial view of the intersection in question- it clearly shows that the ADA crosswalk directs pedestrians into the center of the road, rather than to the receiving crosswalk. This alone suggests the current intersection design is inaccessible and in need of reconfiguration so that it is safer for all users. A narrower intersection would further reduce conflicts and encourage safer turning movements.

I'm grateful that our staff has identified this intersection as problematic and is integrating in cost effective improvements in the course of regularly scheduled road work. This is what we directed them to do and they deserve kudos for doing this tough work.

Appreciatively,
Erica

--

Erica Briggs, PhD

5th Ward Council Member

Cell: [REDACTED]

Visit www.ericafora2.com to sign-up for my Ward newsletter and/or find out about upcoming Ward meetings.

From: Akmon, Dharma <DAkmon@a2gov.org>

Sent: Sunday, February 16, 2025 10:42 AM

To: Tori Langland <[REDACTED]> City of Ann Arbor Transportation Commission
<TransportationCommission@a2gov.org>; City Council <CityCouncil@a2gov.org>

Subject: Re: Harding and Wallingford Road Reconfiguration Proposal

Hi Victoria,

Thanks for your thoughtful email about the Harding & Wallingford intersection project.

I want to explain the policy behind using planned construction projects, like this one, as opportunities to implement safer street design. Previously, traffic calming was only added through petition, which created several problems:

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- It required extensive staff time for paying for public engagement that could—in the end—yield nothing as final designs needed 50%+ neighborhood support to move forward
- It meant telling residents during construction projects that safety concerns couldn't be addressed until after completion and through an uncertain petition process

Given the city's goals to increase safety for all users and encourage non motorized transit where possible, these practices were inconsistent with those goals, wasteful of resources (why design a road twice?), and made very little sense to residents when faced with this process. The current approach aligns with [nationally established, evidence-based design guidelines used across North America to build safe, multimodal streets](#).

I understand your concern about prioritizing resources, especially given our backlog of traffic calming projects. However, I don't believe we should wait for crashes or injuries before addressing design elements that can lead to unsafe conditions. Making these improvements during already-planned construction is both cost-effective and consistent with our transportation goals.

Best,
Dharma

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Dharma Akmon
Councilmember, Ward 4

View and sign up for my newsletter at <https://www.dharmafora2.com/news>

From: Tori Langland <[REDACTED]>
Sent: Friday, February 14, 2025 9:49 AM
To: City of Ann Arbor Transportation Commission <TransportationCommission@a2gov.org>; City Council <CityCouncil@a2gov.org>
Subject: Harding and Wallingford Road Reconfiguration Proposal

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Dear Council Members and Members of the Transportation Commission:

I write with serious concerns about the proposal to change the intersection between Harding & Wallingford Roads. As you are undoubtedly aware, the city needs to install a new water main and sewer on Harding Road and so will be disturbing a portion of that road. The current proposal is that, following this work, Harding would not be restored to its current design but instead the intersection between Harding and Wallingford would be permanently changed so as to implement traffic calming measures. The final design itself has not yet been announced. While the changes to the water and sewer lines sound reasonable, I entreat you to halt the part of the plan that includes designing or implementing a reconfiguration of the intersection afterward, and redirect staff efforts toward other projects. As I will explain below, I believe the proposed reconfiguration is unnecessary, would irreparably diminish the character and historic design of the neighborhood where it is located, and is a poor use of city resources, especially in today's context of many other documented areas of need and of federal funding insecurity. Below I briefly explain my three main concerns.

1. The proposed changes are entirely unnecessary

According to the [Harding & Wallingford Road Improvements website](#), the goal of a reconfiguration is to “increase safety and slow traffic.” However, according to Interim Transportation Manager Luke Liu, in his comments at a November public information session about this proposal, the city has never recorded a single injury at the site, has documented zero safety concerns such as speeding or failing to obey the stop sign, and, in his words, after looking at the data, “there’s really not any recorded issue to fix.” The rationale is just “to make some improvement” given that “we do have disturbance to the street, and that’s exactly what the council resolution [R-23-330] is talking about.” “It’s more, I guess, to improve the service to pedestrians,” he said. It is hard to see how an intersection that has recorded zero pedestrian accidents merits “improved” service to pedestrians. How can we reduce pedestrian accidents to something below zero? This is also a very narrow definition of “service to pedestrians,” one that discounts other needs of pedestrians, such as the quality of life generated through free and public access to historic spaces.

2. The proposed changes would diminish the character and historic design of the neighborhood

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sites, the long, curve of Wallingford Road, and its two wide intersections with Harding Road and Hermitage Road, form the defining features of the neighborhood's design. In 2019, the *Detroit Free Press* specifically called out these curving roads in describing Ives Woods, saying it is a place where "the city's usual tight platting grid is interrupted by a handful of vintage upscale houses on curving roads." People from all over Ann Arbor come here to walk, run and bike, often with their canine companions, and local residents regularly maintain friendships with one another through extended interactions on the street.

The proposal to reduce the width of one of these intersections, however, would radically transform this space, constricting the open and spacious curve that was originally designed and replacing it with something wholly out of character and lacking in historic value. It would change the look and feel of the public space of the neighborhood, depriving users today and in the future of a key part of its charm and of our shared history. Around the world urban planners have sought to regenerate historic areas, as we know that attractive spaces improve the urban environment and promote interactions between people. Ann Arbor should not be taking the opposite step by seeking to diminish the character and historic design of this area, especially when it serves no public safety interest.

3) The proposed changes are a poor use of city resources

In the "Project Details" section of the Harding & Wallingford Road Improvements website, they write that "[w]ide road segments such as these have been identified in the city's Vision Zero Transportation plan and Council Resolution R-23-330, as areas of focus to better the community's all ages and abilities network as well as reduce vehicle speed to improve safety." The city has indeed directed resources toward the Vision Zero Transportation plan, but it has said that these investments should "focus on corridors and intersections with the most serious crashes," and that the overall goal of the plan is to reduce the speed of cars and to eliminate traffic fatalities and severe injuries. Meanwhile, Council Resolution R-23-330, merely directs the City Administrator to *evaluate* opportunities to incorporate traffic calming elements into capital projects, and qualifies this by saying it should do so for projects "where a record of crashes, speeding, and/or resident complaints exists, or otherwise suggest a need for calming..." As noted earlier, the Harding-Wallingford intersection has not had *any* injury-resulting crashes, let alone fatalities, and no evidence of speeding. It has experienced no resident complaints, and Interim Transportation Manager Luke Liu has affirmed that there is no evidence of a need for calming.

Meanwhile, the city's website lists six current traffic calming projects that are awaiting construction, three where engagement is ongoing, and a full 14 more where residents have submitted petitions for reconfigurations due to real concerns about speeding cars and pedestrian safety, and are waiting for them to be reviewed. Minutes from recent Transportation Commission meetings speak to the many areas of need for these funds, from the notice of three serious pedestrian accidents that recently occurred at Packard and Fernwood, to the many pleas for intervention expressed in emails or public comments. Clearly, there are multiple areas in need of traffic calming intervention. According to the Project Manager, Tracy Anderson, the added cost to make these changes, rather than simply restoring the road to its original design is expected to be \$13,000, and she characterized this as not a large cost. But spending *any* amount of money at the Harding and Wallingford intersection, where such intervention is not needed and will additionally do real harm to current and future generations and their quality of life by diminishing the historic character of our public space, is a poor use of city resources. They should be directed to areas of actual need and to areas where they will not do harm. While this should always be the case, given the current insecurity around federal grant funding, especially

the future status of Ann Arbor's 4-year grant from the US Department of Transportation Safe Streets and Roads for All (SS4A) Grant Program, city officials should prioritize the use of funds to address those areas with a record of safety concerns.

For all of the above reasons, I respectfully request that you call off this unnecessary, wasteful, and permanently damaging plan to reconfigure a historic intersection, and instead make plans to restore it to its original design upon completion of the water and sewer work.

Sincerely,

Victoria Langland
Ward 3 Resident

From: [Laurel Schroeder](#)
To: [Taylor, Christopher \(Mayor\)](#); [Disch, Lisa](#); [Harrison, Cynthia](#); [Mallek, Jon](#); [Watson, Chris](#); [Radina, Travis](#); [Ghazi Edwin, Ayesha](#); [Eyer, Jen](#); [Akmon, Dharma](#); [Briggs, Erica](#); [Cornell, Jenn](#)
Subject: Misallocation of Funds: Ives Woods
Date: Sunday, February 16, 2025 4:26:55 PM

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Laurel Schroeder
[REDACTED] Ave.
Ann Arbor, MI 48104

Dear Members of the Ann Arbor City Council,

I am writing to express my deep frustration and disappointment over the city's decision to waste taxpayer dollars on unnecessary roadwork in Ives Woods. The proposed "traffic calming" project on Wallingford and Harding Road is a blatant misuse of funds—resources that should be directed toward addressing real safety hazards, such as deteriorating sidewalks and dangerous intersections for pedestrians.

The justification for this project simply doesn't hold up. City engineers argue that the current road design poses a risk due to the width of pavement pedestrians must cross. However, let's be clear: not a single pedestrian accident has occurred in this area. The city is attempting to solve a non-existent problem while ignoring urgent safety concerns elsewhere.

What exactly is the city trying to fix? Wallingford is not a high-traffic area. It is so quiet that children regularly play in the street without worry. There is nothing to "calm" and no traffic issue to address.

Meanwhile, real safety issues persist across Ann Arbor—problems that these funds could help resolve. Residents of Ives Woods have voiced opposition to this project, and instead of wasting money on unnecessary construction, the city should allocate these funds to areas with genuine pedestrian and traffic safety concerns, such as:

Speed bumps (or other traffic-calming measures) and pedestrian crossing markers at intersections on Ferdon, Granger, Henry, and other cut-through streets where the volume of cars poses an actual risk to pedestrians.

Sidewalk repairs in neighborhoods where uneven, crumbling walkways make navigation difficult and dangerous.

Ann Arbor prides itself on being a pedestrian- and bike-friendly city, yet taxpayer dollars are being funneled into fixing a "problem" that doesn't exist, while residents in other areas face real dangers due to neglected infrastructure. This is unacceptable.

I urge the city to stop this frivolous project immediately and redirect these funds toward meaningful safety improvements that will truly benefit Ann Arbor residents. I look forward to your response and expect a clear explanation as to why this project is moving forward despite

widespread opposition.

Sincerely,
Laurel Schroeder

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To: [Taylor, Christopher \(Mayor\)](#); [Disch, Lisa](#); [Harrison, Cynthia](#); [Mallek, Jon](#); [Watson, Chris](#); [Radina, Travis](#); [Ghazi Edwin, Ayesha](#); [Eyer, Jen](#); [Akmon, Dharma](#); [Briggs, Erica](#); [Cornell, Jenn](#)
Subject: Misallocation of Funds: Ives Woods
Date: Sunday, February 16, 2025 2:47:58 PM

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Laurel Schroeder

From: [Briggs, Erica](#)
To: [Akmon, Dharma](#); [Tori Langland](#); [City of Ann Arbor Transportation Commission](#); [City Council](#)
Cc: [Dohoney Jr., Milton](#); [Roberts, Jordan](#)
Subject: Re: Harding and Wallingford Road Reconfiguration Proposal
Date: Sunday, February 16, 2025 11:57:07 AM
Attachments: [wallingford_harding_intersection.jpg](#)

Ms. Langland,

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Appreciatively,
Erica

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Erica Briggs, PhD

5th Ward Council Member

Cell: [REDACTED]

Visit www.ericafora2.com to sign-up for my Ward newsletter and/or find out about upcoming Ward meetings.

From: Akmon, Dharma <DAkmon@a2gov.org>

Sent: Sunday, February 16, 2025 10:42 AM

To: Tori Langland <[REDACTED]> City of Ann Arbor Transportation Commission <TransportationCommission@a2gov.org>; City Council <CityCouncil@a2gov.org>

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Best,
Dharma

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Dharma Akmon
Councilmember, Ward 4

View and sign up for my newsletter at <https://www.dharmafora2.com/news>

From: Tori Langland <[REDACTED]>
Sent: Friday, February 14, 2025 9:49 AM
To: City of Ann Arbor Transportation Commission <TransportationCommission@a2gov.org>; City Council <CityCouncil@a2gov.org>
Subject: Harding and Wallingford Road Reconfiguration Proposal

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For all of the above reasons, I respectfully request that you call off this unnecessary, wasteful, and permanently damaging plan to reconfigure a historic intersection, and instead make plans to restore it to its original design upon completion of the water and sewer work.

Sincerely,

Victoria Langland
Ward 3 Resident

From: [Akmon, Dharma](#)
To: [Tori Langland](#); [City of Ann Arbor Transportation Commission](#); [City Council](#)
Subject: Re: Harding and Wallingford Road Reconfiguration Proposal
Date: Sunday, February 16, 2025 10:42:08 AM

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Dharma

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Dharma Akmon

Councilmember, Ward 4

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From: Tori Langland <[REDACTED]>

Sent: Friday, February 14, 2025 9:49 AM

To: City of Ann Arbor Transportation Commission <TransportationCommission@a2gov.org>; City Council <CityCouncil@a2gov.org>

Subject: Harding and Wallingford Road Reconfiguration Proposal

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3) The proposed changes are a poor use of city resources

In the "Project Details" section of the Harding & Wallingford Road Improvements website, they write that "[w]ide road segments such as these have been identified in the city's Vision Zero Transportation plan and Council Resolution R-23-330, as areas of focus to better the community's all ages and abilities network as well as reduce vehicle speed to improve safety." The city has indeed directed resources toward the Vision Zero Transportation plan, but it has said that these investments should "focus on corridors and intersections with the most serious crashes," and that the overall goal of the plan is to reduce the speed of cars and to eliminate traffic fatalities and severe injuries. Meanwhile, Council Resolution R-23-330, merely directs the City Administrator to *evaluate* opportunities to incorporate traffic calming elements into capital projects, and qualifies this by saying it should do so for projects "where a record of crashes, speeding, and/or resident complaints exists, or otherwise suggest a need for calming..." As noted earlier, the Harding-Wallingford intersection has not had *any* injury-resulting crashes, let alone fatalities, and no evidence of speeding. It has experienced no resident complaints, and Interim Transportation Manager Luke Liu has affirmed that there is no evidence of a need for calming.

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Arbor's 4-year grant from the US Department of Transportation Safe Streets and Roads for All (SS4A) Grant Program, city officials should prioritize the use of funds to address those areas with a record of safety concerns.

For all of the above reasons, I respectfully request that you call off this unnecessary, wasteful, and permanently damaging plan to reconfigure a historic intersection, and instead make plans to restore it to its original design upon completion of the water and sewer work.

Sincerely,

Victoria Langland
Ward 3 Resident

From: [Gina Katz](#)
To: [Taylor, Christopher \(Mayor\)](#)
Cc: [Peter Katz](#)
Subject: AA DOT could lose fed funding? Bad optics to prioritize affluent Wallingford
Date: Saturday, February 15, 2025 11:49:16 PM
Attachments: [Residents that Oppose Wallingford Curve Reconfiguration - Google Docs.pdf](#)

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This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Dear Mayor Taylor,

We have spared you an email about the project at the Wallingford Curve which we strongly oppose since we know you have received a few but the possibility of AA DOT losing federal funding makes this curve project even more wasteful and the optics are awful. With the GOP legislature targeting urban, progressive areas like Ann Arbor and a federal effort to move DOT money from cities to rural areas, a city engineer's pet project to make an already safe curve (never a pedestrian accident and one car accident in 10 years) safer is not worth wasting a dollar when there is so much need elsewhere.

On top of most residents not wanting this project, the city is making Ives Woods residents look like our safe streets with no traffic need to be made safer. The affluent neighborhood with an intersection that has NEVER had a pedestrian accident will take funding that could be spent where it is actually needed in a time when DOT funding might be cut. There are 14 outstanding petitions for "traffic calming" in areas that actually are dangerous. Ann Arbor is usually a place that identifies equity and fairness and spending any money on our curve right now when funds could be cut and other projects that need to be done can't is NOT okay. The curve is safe. There has been 1 accident in the last 10 years. People in the neighborhood as well as those who do not live in the area walk, bike and run through our neighborhood without worry of any traffic accidents at the Wallingford curve. If there was a process to review all of the open petitions and suggestions for improving safety conditions on our Ann Arbor streets, the city would recognize that there are more real issues than we can even count. The curve at Wallingford Rd would not be on anybody's radar if it wasn't for the fact that there's an already scheduled road project. That's not a good reason. In the current political climate, including the real risk of the city losing federal funding, this project

is wasteful, against the wishes of our residents and the optics are very concerning.

Travis Radina has been trying to help us get this project stopped. Is there anything you can do to help?

Below is an email from a neighbor, Tori Langland, that expresses 3 more very detailed reasons why Ives Woods residents oppose this project in a much better way than I ever could. Also, attached is a doc with the names of over 50 residents in opposition.

Thank you for your time,

Gina Katz

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

From: **Tori Langland** <[REDACTED]>
Date: Fri, Feb 14, 2025 at 9:49 AM
Subject: Harding and Wallingford Road Reconfiguration Proposal
To: <TransportationCommission@a2gov.org>, <CityCouncil@a2gov.org>

Dear Council Members and Members of the Transportation Commission:

I write with serious concerns about the proposal to change the intersection between Harding & Wallingford Roads. As you are undoubtedly aware, the city needs to install a new water main and sewer on Harding Road and so will be disturbing a portion of that road. The current proposal is that, following this work, Harding would not be restored to its current design but instead the intersection between Harding and Wallingford would be permanently changed so as to implement traffic calming measures. The final design itself has not yet been announced. While the changes to the water and sewer lines sound reasonable, I entreat you to halt the part of the plan that includes designing or implementing a reconfiguration of the intersection afterward, and redirect staff efforts toward other projects. As I will explain below, I believe the proposed reconfiguration is unnecessary, would irreparably diminish the character and historic design of the neighborhood where it is located, and is a poor use of city resources, especially in today's context of many other documented areas of need and of federal funding insecurity. Below I briefly explain my three main concerns.

1. The proposed changes are entirely unnecessary

According to the [Harding & Wallingford Road Improvements website](#), the goal of a reconfiguration is to “increase safety and slow traffic.” However, according to Interim Transportation Manager Luke Liu, in his comments at a November public information session about this proposal, the city has never recorded a single injury at the site, has documented zero safety concerns such as speeding or failing to obey the stop sign, and, in his words, after looking at the data, “there’s really not any recorded issue to fix.” The rationale is just “to make some improvement” given that “we do have disturbance to the street, and that’s exactly what the council resolution [R-23-330] is talking about.” “It’s more, I guess, to improve the service to

pedestrians,” he said. It is hard to see how an intersection that has recorded zero pedestrian accidents merits “improved” service to pedestrians. How can we reduce pedestrian accidents to something below zero? This is also a very narrow definition of “service to pedestrians,” one that discounts other needs of pedestrians, such as the quality of life generated through free and public access to historic spaces.

2. The proposed changes would diminish the character and historic design of the neighborhood

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The proposal to reduce the width of one of these intersections, however, would radically transform this space, constricting the open and spacious curve that was originally designed and replacing it with something wholly out of character and lacking in historic value. It would change the look and feel of the public space of the neighborhood, depriving users today and in the future of a key part of its charm and of our shared history. Around the world urban planners have sought to regenerate historic areas, as we know that attractive spaces improve the urban environment and promote interactions between people. Ann Arbor should not be taking the opposite step by seeking to diminish the character and historic design of this area, especially when it serves no public safety interest.

3) The proposed changes are a poor use of city resources

In the “Project Details” section of the Harding & Wallingford Road Improvements website, they write that “[w]ide road segments such as these have been identified in the city’s Vision Zero Transportation plan and Council Resolution R-23-330, as areas of focus to better the community’s all ages and abilities network as well as reduce vehicle speed to improve safety.” The city has indeed directed resources toward the Vision Zero Transportation plan, but it has said that these investments should “focus on corridors and intersections with the most serious crashes,” and that the overall goal of the plan is to reduce the speed of cars and to eliminate traffic fatalities and severe injuries. Meanwhile, Council Resolution R-23-330, merely directs the City Administrator to *evaluate* opportunities to incorporate traffic calming elements into capital projects, and qualifies this by saying it should do so for projects “where a record of crashes, speeding, and/or resident complaints exists, or otherwise suggest a need for calming...” As noted earlier, the Harding-Wallingford intersection has not had *any* injury-resulting crashes, let alone fatalities, and no evidence of speeding. It has experienced no resident complaints, and Interim Transportation Manager Luke Liu has affirmed that there is no evidence of a need for calming.

Meanwhile, the city’s website lists six current traffic calming projects that are awaiting construction, three where engagement is ongoing, and a full 14 more where residents have submitted petitions for reconfigurations due to real concerns about speeding cars and pedestrian safety, and are waiting for them to be reviewed. Minutes from recent Transportation Commission meetings speak to the many areas of need for these funds, from the notice of three

serious pedestrian accidents that recently occurred at Packard and Fernwood, to the many pleas for intervention expressed in emails or public comments. Clearly, there are multiple areas in need of traffic calming intervention. According to the Project Manager, Tracy Anderson, the added cost to make these changes, rather than simply restoring the road to its original design is expected to be \$13,000, and she characterized this as not a large cost. But spending *any* amount of money at the Harding and Wallingford intersection, where such intervention is not needed and will additionally do real harm to current and future generations and their quality of life by diminishing the historic character of our public space, is a poor use of city resources. They should be directed to areas of actual need and to areas where they will not do harm. While this should always be the case, given the current insecurity around federal grant funding, especially the future status of Ann Arbor's 4-year grant from the US Department of Transportation Safe Streets and Roads for All (SS4A) Grant Program, city officials should prioritize the use of funds to address those areas with a record of safety concerns.

For all of the above reasons, I respectfully request that you call off this unnecessary, wasteful, and permanently damaging plan to reconfigure a historic intersection, and instead make plans to restore it to its original design upon completion of the water and sewer work.

Sincerely,

Victoria Langland
Ward 3 Resident

From: [Gina Katz](#)
To: [Radina, Travis](#); [Ghazi Edwin, Ayesha](#)
Cc: [Peter Katz](#)
Subject: AA DOT could lose fed funding? Bad look to prioritize the wealthy on Wallingford
Date: Saturday, February 15, 2025 10:58:22 PM

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Hi Travis and Ayesha,

I connected with Linh Song yesterday and she informed me that Ann Arbor is in danger of losing federal funding because the GOP legislature is going to target urban, progressive areas. Currently there's a federal effort to move DOT money from cities like Ann Arbor to rural areas.

The possibility of AA DOT losing federal funding makes this curve project even more wasteful and the optics are awful. On top of most residents not wanting this project, now the city is making Ives Woods residents look like our safe streets with no traffic need to be made safer. The affluent neighborhood with an intersection that has NEVER had a pedestrian accident will take funding that could be spent where it is actually needed in a time when DOT funding might be cut. There are 14 outstanding petitions for "traffic calming" in areas that actually are dangerous. Ann Arbor is usually a place that identifies equity and fairness and spending any money on our curve right now when funds could be cut and other projects that need to be done can't is NOT okay. The curve is safe. There has been 1 accident in the last 10 years. People in the neighborhood as well as those who do not live in the area walk, bike and run through our neighborhood without worry of any traffic accidents at the Wallingford curve. If there was a process to review all of the open petitions and suggestions for improving safety conditions on our Ann Arbor streets, the city would recognize that there are more real issues than we can even count. The curve at Wallingford Rd would not be on anybody's radar if it wasn't for the fact that there's an already scheduled road project. That's not a good reason. In the current political climate, including the real risk of the city losing federal funding, this project is wasteful, against the wishes of our residents and the optics are concerning.

We have yet to email Mayor Taylor and other council members about the curve. Linh suggested we try to get everyone's support to help us get this project stopped. Please keep us posted when you hear from the new city planner. It would be great if we could get a response from both of you. Ayesha, we are curious to know your point of view as we've not heard from you.

Thanks for all you do. I was bothered by this before, but now the city engineer's poor judgment is at risk of wasting funding that could certainly be used for meaningful work elsewhere. We really appreciate your support.

Take Care,
Gina

From: [Tori Langland](#)
To: [City of Ann Arbor Transportation Commission](#); [City Council](#)
Subject: Harding and Wallingford Road Reconfiguration Proposal
Date: Friday, February 14, 2025 4:28:10 PM

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1. The proposed changes are entirely unnecessary

According to the [Harding & Wallingford Road Improvements website](#), the goal of a reconfiguration is to “increase safety and slow traffic.” However, according to Interim Transportation Manager Luke Liu, in his comments at a November public information session about this proposal, the city has never recorded a single injury at the site, has documented zero safety concerns such as speeding or failing to obey the stop sign, and, in his words, after looking at the data, “there’s really not any recorded issue to fix.” The rationale is just “to make some improvement” given that “we do have disturbance to the street, and that’s exactly what the council resolution [R-23-330] is talking about.” “It’s more, I guess, to improve the service to pedestrians,” he said. It is hard to see how an intersection that has recorded zero pedestrian accidents merits “improved” service to pedestrians. How can we reduce pedestrian accidents to something below zero? This is also a very narrow definition of “service to pedestrians,” one that discounts other needs of pedestrians, such as the quality of life generated through free and public access to historic spaces.

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The proposal to reduce the width of one of these intersections, however, would radically transform this space, constricting the open and spacious curve that was originally designed and replacing it with something wholly out of character and lacking in historic value. It would change the look and feel of the public space of the neighborhood, depriving users today and in the future of a key part of its charm and of our shared history. Around the world urban planners have sought to regenerate historic areas, as we know that attractive spaces improve the urban environment and promote interactions between people. Ann Arbor should not be taking the opposite step by seeking to diminish the character and historic design of this area, especially when it serves no public safety interest.

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For all of the above reasons, I respectfully request that you call off this unnecessary, wasteful, and permanently damaging plan to reconfigure a historic intersection, and instead make plans to restore it to its original design upon completion of the water and sewer work.

Sincerely,

Victoria Langland
Ward 3 Resident

From: [Gina Katz](#)
To: [Radina, Travis](#); [Ghazi Edwin, Ayesha](#)
Subject: Email from Tori Langland - please pass along to City Planning/Engineers
Date: Friday, February 14, 2025 10:34:19 AM

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From: [Tori Langland](#)
To: [City of Ann Arbor Transportation Commission](#); [City Council](#)
Subject: Harding and Wallingford Road Reconfiguration Proposal
Date: Friday, February 14, 2025 9:49:54 AM

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Sincerely,

Victoria Langland
Ward 3 Resident

From: [Radina, Travis](#)
To: [Request For Information Public Services](#)
Subject: Fw: Wallingford Curve Meeting and a Final Plan Approved Before the Meeting?
Date: Thursday, February 13, 2025 5:38:05 PM

—
Travis Radina
Mayor Pro Tem | Councilmember, Ward 3
(he|him|his)

From: Radina, Travis <TRadina@a2gov.org>
Sent: Tuesday, February 11, 2025 3:02:04 PM
To: Roberts, Jordan <JRoberts@a2gov.org>
Cc: Dohoney Jr., Milton <MDohoney@a2gov.org>; Ghazi Edwin, Ayesha <AGhaziEdwin@a2gov.org>
Subject: FW: Wallingford Curve Meeting and a Final Plan Approved Before the Meeting?

Mr. Roberts,

It was nice meeting you last night. Per our discussion after work session, I wanted to pass along this exchange.

As I mentioned last night, the public engagement around this project has left an entire neighborhood of Ward 3 residents feeling very frustrated and unheard. I previously passed along some concerns to Sue from the first public engagement session that was shared by neighbors – when the closest neighbors felt they weren't granted the opportunity to speak and had their questions in the chat ignored. This more recent exchange has added considerably to the frustration – I've gotten several emails since yesterday as it has been shared with others in the neighborhood.

I also wanted to go on record as stating that I feel the Council resolution on this topic is a bit overstated, and while I continue to support efficiency, I'm growing increasingly reluctant to support future efforts that remove Council oversight as this plays out. I re-reviewed the resolution yesterday. It calls for a collaborative public engagement for traffic calming and lists several clear criteria for prioritization, including several that clearly do not exist here (record of crashes, speeding & resident complaints).

I think my concern – and those expressed overwhelmingly by nearby residents – is that while, yes, there is already an existing infrastructure project happening here, there have been little/no reported concerns with this intersection. And with limited resources available for traffic calming/improvement – even if this intersection isn't as we would design it today – we have some considerable problem areas in the City (including some nearby this neighborhood and on the route to School from this neighborhood – and elsewhere in Ward 3, like Packard) that have had multiple accidents, even more near misses, speeding concerns, and a lot of

resident complaints that may now get pushed even further out. A particular example you'll hear from these neighbors is nearby Ives Lane & Ferdon, where kids from the neighborhood need to step out into traffic from behind a retaining wall to cross the street and get to school.

I appreciate your review of this – and am happy to chat more!

Travis

--

Travis Radina
Mayor Pro Tem | Councilmember, Ward 3
(he|him|his)

From: Gina Katz <[REDACTED]>
Date: Monday, February 10, 2025 at 12:23 PM
To: Radina, Travis <TRadina@a2gov.org>, Ghazi Edwin, Ayesha <AGhaziEdwin@a2gov.org>
Cc: Peter Katz <[REDACTED]> Cheryl Elliott <[REDACTED]> Bruce N. Elliott <elliott@cmplaw.com>, Ramona Thompson <[REDACTED]>
Subject: Wallingford Curve Meeting and a Final Plan Approved Before the Meeting?

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Hi Travis and Ayesha,

Please see the forwarded email below from Tracy Anderson (city engineer). It is her response to Karen O'Neal's email about the Wallingford curve and the upcoming meeting about the new suggested reconfiguration. Basically her email says, this reconfiguration is final and don't bother to come to the in-person meeting. Just so you know this engineer, who blocked Peter and I from commenting on the zoom meeting, is now encouraging a neighbor to not come to an in-person community engagement meeting by telling her this new design is already final.

Please confirm that both of you will be at this meeting on Monday, February 24th from 6:30-7:30 and that you support your constituents in blocking this wasteful use of our tax dollars. Also can one of you please confirm this is not a final draft of the plan. Frankly, all of this is a gigantic waste of time and money. Fix something that is broken. Leave the curve alone. Just because one time in the last 30 years a car took the turn too fast and hit a tree on Harding we have to spend hundreds of thousands of taxpayer dollars?!?

On another note, the tone and attitude of this engineer is awful. She should probably be encouraged to not communicate directly with the community.

Thanks so much,
Gina

From: "Anderson, Tracy" <TAnderson@a2gov.org>

Date: February 5, 2025 at 4:51:06 PM EST

To: Karen Koykka O'Neal <[REDACTED]>

Subject: RE: Harding Wallingford intersection

Ms. Koykka O'Neal,

The plan for the reconfiguration is based on a City Council resolution that directs city projects to implement traffic calming practices. So, the decision was set by people above me. However, I have done more research on the intersection and more observation. While there are no reported accidents at the intersection, there was an instance of a car making the turn too fast and taking out a city tree on Harding. The intersection is not as safe as it could be, and pedestrians are not routinely given the right of way in the crosswalk. Whether this is a serious problem to everyone or not, it is a problem that City Council has vowed to fix, and we are going to proactively fix it.

That being said, the design of reconfiguration can be altered from the original design shared with the public and still achieve the city's goals. I have listened to the opposition and support of the project and have decided to redesign the intersection to better meet the needs and concerns of the neighborhood. This is what will be shared at the meeting Feb. 24th.

As for the inconvenience this may cause, if a driver is following the speed limits already, they will not even notice a difference at the intersection. The reconfiguration will be more convenient pedestrians. The only inconvenience will be to drivers that are speeding down the street and they will only be inconvenienced to slow down, which is the goal.

To your point about fixing the roads, this will leave less asphalt for the city to maintain in the future.

You are welcome to come to the public engagement meeting and share your thoughts on the details of the new design, however, the decision to reconfigure the intersection is final.

Information of the meeting can be found here: <https://engage.a2gov.org/hardingwall>

Regards,

Tracy Anderson, P.E. | Project Manager
City of Ann Arbor | Guy C. Larcom City Hall
[301 E. Huron, 4th Floor · Ann Arbor · MI · 48104](#)
734.794.6410 (O) Extension 43639

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

From: Karen Koykka O'Neal <[REDACTED]>
Sent: Tuesday, February 4, 2025 3:58 PM
To: Anderson, Tracy <TAnderson@a2gov.org>
Subject: Harding Wallingford intersection

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Please FIX THE TERRIBLE ANN ARBOR STREETS THAT ARE FILLED WITH POTHoles AND WORN PAVEMENT INSTEAD.

Karen O'Neal

From: [Roberts, Jordan](#)
To: [Radina, Travis](#)
Cc: [Dohoney Jr., Milton](#); [Ghazi Edwin, Ayesha](#)
Subject: RE: Wallingford Curve Meeting and a Final Plan Approved Before the Meeting?
Date: Thursday, February 13, 2025 5:35:58 PM

Good evening,

I wanted to let you know I have read the email thread and forwarded it to our City Engineer so I can get some background and understanding of the decision. Would you mind resending your email to rfipublicservices@a2gov.org so it is entered into our tracking system? I would appreciate it!

Please let me know if you have any further questions. In the meantime, please stay safe and warm!

Yours in service,

Jordan C. Roberts, MPP (he/him)
Public Services Area Administrator
Guy C. Larcom City Hall | 301 E. Huron · Ann Arbor · MI · 48104

[City of Ann Arbor](#) | [Engage Ann Arbor](#)

From: Radina, Travis <TRadina@a2gov.org>
Sent: Tuesday, February 11, 2025 3:02 PM
To: Roberts, Jordan <JRoberts@a2gov.org>
Cc: Dohoney Jr., Milton <MDohoney@a2gov.org>; Ghazi Edwin, Ayesha <AGhaziEdwin@a2gov.org>
Subject: FW: Wallingford Curve Meeting and a Final Plan Approved Before the Meeting?

Mr. Roberts,

It was nice meeting you last night. Per our discussion after work session, I wanted to pass along this exchange.

As I mentioned last night, the public engagement around this project has left an entire neighborhood of Ward 3 residents feeling very frustrated and unheard. I previously passed along some concerns to Sue from the first public engagement session that was shared by neighbors – when the closest neighbors felt they weren’t granted the opportunity to speak and had their questions in the chat ignored. This more recent exchange has added considerably to the frustration – I’ve gotten several emails since yesterday as it has been shared with others in the neighborhood.

I also wanted to go on record as stating that I feel the Council resolution on this topic is a bit overstated, and while I continue to support efficiency, I'm growing increasingly reluctant to support future efforts that remove Council oversight as this plays out. I re-reviewed the resolution yesterday. It calls for a collaborative public engagement for traffic calming and lists several clear criteria for prioritization, including several that clearly do not exist here (record of crashes, speeding & resident complaints).

I think my concern – and those expressed overwhelmingly by nearby residents – is that while, yes, there is already an existing infrastructure project happening here, there have been little/no reported concerns with this intersection. And with limited resources available for traffic calming/improvement – even if this intersection isn't as we would design it today – we have some considerable problem areas in the City (including some nearby this neighborhood and on the route to School from this neighborhood – and elsewhere in Ward 3, like Packard) that have had multiple accidents, even more near misses, speeding concerns, and a lot of resident complaints that may now get pushed even further out. A particular example you'll hear from these neighbors is nearby Ives Lane & Ferdon, where kids from the neighborhood need to step out into traffic from behind a retaining wall to cross the street and get to school.

I appreciate your review of this – and am happy to chat more!

Travis

--

Travis Radina

Mayor Pro Tem | Councilmember, Ward 3

(he|him|his)

From: Gina Katz <[REDACTED]>

Date: Monday, February 10, 2025 at 12:23 PM

To: Radina, Travis <TRadina@a2gov.org>, Ghazi Edwin, Ayesha <AGhaziEdwin@a2gov.org>

Cc: Peter Katz <[REDACTED]> Cheryl Elliott <[REDACTED]> Bruce N. Elliott <elliott@cimplaw.com>, Ramona Thompson <[REDACTED]>

Subject: Wallingford Curve Meeting and a Final Plan Approved Before the Meeting?

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meeting about the new suggested reconfiguration. Basically her email says, this reconfiguration is final and don't bother to come to the in-person meeting. Just so you know this engineer, who blocked Peter and I from commenting on the zoom meeting, is now encouraging a neighbor to not come to an in-person community engagement meeting by telling her this new design is already final.

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Thanks so much,
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From: "Anderson, Tracy" <TAnderson@a2gov.org>
Date: February 5, 2025 at 4:51:06 PM EST
To: Karen Koykka O'Neal <[REDACTED]>
Subject: RE: Harding Wallingford intersection

Ms. Koykka O'Neal,

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Regards,

Tracy Anderson, P.E. | Project Manager
City of Ann Arbor | Guy C. Larcom City Hall
[301 E. Huron, 4th Floor · Ann Arbor · MI · 48104](#)
734.794.6410 (O) Extension 43639

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Sent: Tuesday, February 4, 2025 3:58 PM
To: Anderson, Tracy <TAnderson@a2gov.org>
Subject: Harding Wallingford intersection

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Karen ONeal

From: [Bruce N. Elliott](#)
To: [Radina, Travis](#)
Cc: [Ghazi Edwin, Ayesha](#)
Subject: FW: Wallingford Curve Meeting and a Final Plan Approved Before the Meeting?
Date: Thursday, February 13, 2025 2:17:14 PM

Some people who received this message don't often get email from elliott@cmplaw.com. [Learn why this is important](#)

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Travis, will you or Ayesha attend this meeting on February 24? I am concerned that it will be just another dog and pony show without serious consideration of the neighbors' concerns. I will fly back from Florida to attend it myself if you think it would help.

Bruce N. Elliott

From: Bruce N. Elliott
Sent: Monday, February 10, 2025 2:36 PM
To: Travis <TRadina@a2gov.org>; Ghazi Edwin, Ayesha <AGhaziEdwin@a2gov.org>
Cc: ctaylor@a2gov.org; Gina Katz <[REDACTED]>
Subject: FW: Wallingford Curve Meeting and a Final Plan Approved Before the Meeting?

Please see my email below to Chris Taylor. Thanks.

Bruce N. Elliott

From: Bruce N. Elliott
Sent: Monday, February 10, 2025 2:33 PM
To: ctaylor@a2gov.org
Cc: Cheryl Elliott <[REDACTED]> Gina Katz <[REDACTED]> Peter Katz <[REDACTED]> Thompson <[REDACTED]> gregthom <[REDACTED]>
Subject: FW: Wallingford Curve Meeting and a Final Plan Approved Before the Meeting?

Chris, below is an email chain related to the proposed modification to the corner of Harding and Wallingford. I'm sure you know that corner well. Cheryl and I were very surprised and disappointed in the response of Tracy Anderson, the City Engineer, to Karen O'Neal's inquiry. Karen's comments are reflective of the overwhelming number of residents in the area and in fact we know of only one neighbor who may be in support of any change to the corner. We have no idea what internal review was made and resident feedback considered or by whom as referred to in the Project Overview on the website. From the residents' perspective any change in the configuration is totally unnecessary.

We are aware of no study or report or even anecdotal evidence that suggests the

corner is unsafe or that traffic does not respect pedestrian rights of way. It is extremely disappointing to think that this engineer apparently can unilaterally and arbitrarily with no real supportive information, use her interpretation of the terms of a city-wide Council resolution and suggest that this change (even a “new design”) is final and necessary to make this corner “safer” (that seems true of about every street corner in Ann Arbor) and too bad what the neighbors think. In any case, we have yet to see any proposed “new design” of the project which, in all likelihood, won’t be much different.

Here is the notice for the next meeting on this issue:

Monday, February 24, 2025

In Person Public Meeting

Please join us for the City of Ann Arbor’s second public meeting on reconfiguration designs for the Harding and Wallingford intersection. At this meeting, city staff will present an updated proposed design option and residents will have an opportunity to provide feedback on it. **The meeting will take place on Monday, Feb. 24, 6:30-7:30 p.m. at the Ann Arbor District Library downtown location in the multi-purpose room, 343 South Fifth Ave.**

I would hope that the Council still has some input in the decision-making process here. Any thoughts or suggestions you have are appreciated. [This is a solution in search of a problem.](#)

Thanks for your consideration.

Best regards,

Bruce

Bruce N. Elliott

From: Gina Katz <[REDACTED]>
Sent: Monday, February 10, 2025 12:22 PM
To: Radina, Travis <TRadina@a2gov.org>; Ghazi Edwin, Ayesha <AGhaziEdwin@a2gov.org>
Cc: Peter Katz <[REDACTED]> Cheryl Elliott <[REDACTED]> Bruce N. Elliott <elliott@cimplaw.com>; Ramona Thompson <[REDACTED]>
Subject: Wallingford Curve Meeting and a Final Plan Approved Before the Meeting?

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know this engineer, who blocked Peter and I from commenting on the zoom meeting, is now encouraging a neighbor to not come to an in-person community engagement meeting by telling her this new design is already final.

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On another note, the tone and attitude of this engineer is awful. She should probably be encouraged to not communicate directly with the community.

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From: "Anderson, Tracy" <TAnderson@a2gov.org>
Date: February 5, 2025 at 4:51:06 PM EST
To: Karen Koykka O'Neal <[REDACTED]>
Subject: RE: Harding Wallingford intersection

Ms. Koykka O'Neal,

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redesign the intersection to better meet the needs and concerns of the neighborhood. This is what will be shared at the meeting Feb. 24th.(emphasis added by BNE)

As for the inconvenience this may cause, if a driver is following the speed limits already, they will not even notice a difference at the intersection. The reconfiguration will be more convenient pedestrians. The only inconvenience will be to drivers that are speeding down the street and they will only be inconvenienced to slow down, which is the goal.

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Regards,

Tracy Anderson, P.E. | Project Manager
City of Ann Arbor | Guy C. Larcom City Hall
[301 E. Huron, 4th Floor · Ann Arbor · MI · 48104](#)
734.794.6410 (O) Extension 43639

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From: [Radina, Travis](#)
To: [Roberts, Jordan](#)
Cc: [Dohoney Jr., Milton](#); [Ghazi Edwin, Ayesha](#)
Subject: FW: Wallingford Curve Meeting and a Final Plan Approved Before the Meeting?
Date: Tuesday, February 11, 2025 3:02:36 PM

Mr. Roberts,

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Travis Radina
Mayor Pro Tem | Councilmember, Ward 3
(he|him|his)

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Karen ONeal

From: [Karen Koykka O'Neal](#)
To: [Ghazi Edwin, Ayesha](#); [Radina, Travis](#)
Subject: Harding / Wallingford Reconfiguration
Date: Tuesday, February 11, 2025 2:30:55 PM

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To Third Ward Council Representatives:

Last week I sent the following message to Tracy Anderson, Project Manager for the Harding / Wallingford Reconfiguration.

"I have no problem with the city wanting to install compliant water and sewer connections in this area.

HOWEVER, your plan to reconfigure the intersection is unwarranted. This intersection poses no safety hazard. There has not been an accident there in how many years? 12? 20? It is hardly an area in need of "traffic calming". There is hardly any traffic.

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I received the following response from Ms. Anderson:

"The plan for the reconfiguration is based on a City Council resolution that directs city projects to implement traffic calming practices. So, the decision was set by people above me. However, I have done more research on the intersection and more observation. While there are no reported accidents at the intersection, there was an instance of a car making the turn too fast and taking out a city tree on Harding. The intersection is not as safe as it could be, and pedestrians are not routinely given the right of way in the crosswalk. Whether this is a serious problem to everyone or not, it is a problem that City Council has vowed to fix, and we are going to proactively fix it.

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I am alarmed by her statement in the final paragraph that "the decision to reconfigure the intersection is final." It sounds to me like this is a done deal and the meeting on February 24 is a waste of everyone's time.

Her arguments in favor of a reconfiguration are pretty weak. One accident 10 years ago is an indication that this intersection is "unsafe" ??? I do not believe there is any documentation indicating that pedestrians are not routinely given the right of way. I also think that there is no evidence to show drivers are speeding in this area. Further, "less asphalt for the the city to maintain" is really a ridiculous statement! The FACT is that this intersection poses no problem. Yet the city prefers to spend \$100,000 to fix something that doesn't need fixing. ??? I find it disturbing that the city is not interested in paying attention to the residents who are most directly affected by this change.

What can you do to help?

Karen ONeal

From: [Mary Pedley](#)
To: [Radina, Travis](#); [Ghazi Edwin, Ayesha](#)
Cc: [Anderson, Tracy](#); [John Pedley](#)
Subject: Harding Wallingford intersection
Date: Tuesday, February 11, 2025 12:04:34 PM

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Dear Travis and Ayesha,

We have received our invitation to come to the meeting with the city engineers on February 24th at the Ann Arbor District Library to view and discuss the design for the intersection at Harding and Wallingford after the necessary work on water and sewage connections. We hope this meeting will be constructive concerning the design of the intersection, which should accommodate the wishes of the people who live at and near the intersection.

An email exchange between Ms Anderson and one of the neighbors has been construed as saying that the design to be presented is the final one. If this were the case, what would be the point of the meeting? We hope that the fruitful exchange of ideas and a deeper analysis of needs will result in a good design that enhances the character of the neighborhood and keeps safety at its current level (which is high -- there are no reported accidents at the intersection).

We hope, too, that you both will attend to ensure that the communication between the neighbors and the engineering department is positive, productive, and flexible,

Thank you for your concern and support,

Mary Pedley

Mary and John Pedley
[REDACTED] Avenue
Ann Arbor, MI 48104

land +1 [REDACTED]
cell +1 [REDACTED]

From: [Bruce N. Elliott](#)
To: [Radina, Travis](#); [Ghazi Edwin, Ayesha](#)
Cc: [Taylor, Christopher \(Mayor\)](#); [Gina Katz](#)
Subject: FW: Wallingford Curve Meeting and a Final Plan Approved Before the Meeting?
Date: Monday, February 10, 2025 2:36:30 PM

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Please see my email below to Chris Taylor. Thanks.

Bruce N. Elliott

From: Bruce N. Elliott
Sent: Monday, February 10, 2025 2:33 PM
To: ctaylor@a2gov.org
Cc: Cheryl Elliott <[REDACTED]> Gina Katz <[REDACTED]> Peter Katz <[REDACTED]> Thompson <[REDACTED]> gregthom <[REDACTED]>
Subject: FW: Wallingford Curve Meeting and a Final Plan Approved Before the Meeting?

Chris, below is an email chain related to the proposed modification to the corner of Harding and Wallingford. I'm sure you know that corner well. Cheryl and I were very surprised and disappointed in the response of Tracy Anderson, the City Engineer, to Karen O'Neal's inquiry. Karen's comments are reflective of the overwhelming number of residents in the area and in fact we know of only one neighbor who may be in support of any change to the corner. We have no idea what internal review was made and resident feedback considered or by whom as referred to in the Project Overview on the website. From the residents' perspective any change in the configuration is totally unnecessary.

We are aware of no study or report or even anecdotal evidence that suggests the corner is unsafe or that traffic does not respect pedestrian rights of way. It is extremely disappointing to think that this engineer apparently can unilaterally and arbitrarily with no real supportive information, use her interpretation of the terms of a city-wide Council resolution and suggest that this change (even a "new design") is final and necessary to make this corner "safer" (that seems true of about every street corner in Ann Arbor) and too bad what the neighbors think. In any case, we have yet to see any proposed "new design" of the project which, in all likelihood, won't be much different.

Here is the notice for the next meeting on this issue:

Monday, February 24, 2025

In Person Public Meeting

Please join us for the City of Ann Arbor's second public meeting on reconfiguration designs for the Harding and Wallingford intersection. At this meeting, city staff will present an updated proposed design option and residents will have an opportunity to

provide feedback on it. **The meeting will take place on Monday, Feb. 24, 6:30-7:30 p.m. at the Ann Arbor District Library downtown location in the multi-purpose room, 343 South Fifth Ave.**

I would hope that the Council still has some input in the decision-making process here. Any thoughts or suggestions you have are appreciated. This is a solution in search of a problem.

Thanks for your consideration.

Best regards,

Bruce

Bruce N. Elliott

From: Gina Katz <[REDACTED]>
Sent: Monday, February 10, 2025 12:22 PM
To: Radina, Travis <TRadina@a2gov.org>; Ghazi Edwin, Ayesha <AGhaziEdwin@a2gov.org>
Cc: Peter Katz <[REDACTED]> Cheryl Elliott <[REDACTED]> Bruce N. Elliott <elliott@cimplaw.com>; Ramona Thompson <[REDACTED]>
Subject: Wallingford Curve Meeting and a Final Plan Approved Before the Meeting?

Hi Travis and Ayesha,

Please see the forwarded email below from Tracy Anderson (city engineer). It is her response to Karen O'Neal's email about the Wallingford curve and the upcoming meeting about the new suggested reconfiguration. Basically her email says, this reconfiguration is final and don't bother to come to the in-person meeting. Just so you know this engineer, who blocked Peter and I from commenting on the zoom meeting, is now encouraging a neighbor to not come to an in-person community engagement meeting by telling her this new design is already final.

Please confirm that both of you will be at this meeting on Monday, February 24th from 6:30-7:30 and that you support your constituents in blocking this wasteful use of our tax dollars. Also can one of you please confirm this is not a final draft of the plan. Frankly, all of this is a gigantic waste of time and money. Fix something that is broken. Leave the curve alone. Just because one time in the last 30 years a car took the turn too fast and hit a tree on Harding we have to spend hundreds of thousands of taxpayer dollars?!?

On another note, the tone and attitude of this engineer is awful. She should probably be encouraged to not communicate directly with the community.

Thanks so much,
Gina

From: "Anderson, Tracy" <TAnderson@a2gov.org>
Date: February 5, 2025 at 4:51:06 PM EST
To: Karen Koykka O'Neal <[REDACTED]>
Subject: RE: Harding Wallingford intersection

Ms. Koykka O'Neal,

The plan for the reconfiguration is based on a City Council resolution that directs city projects to implement traffic calming practices. So, the decision was set by people above me. However, I have done more research on the intersection and more observation. While there are no reported accidents at the intersection, there was an instance of a car making the turn too fast and taking out a city tree on Harding. The intersection is not as safe as it could be, and pedestrians are not routinely given the right of way in the crosswalk. Whether this is a serious problem to everyone or not, it is a problem that City Council has vowed to fix, and we are going to proactively fix it.

That being said, the design of reconfiguration can be altered from the original design shared with the public and still achieve the city's goals. I have listened to the opposition and support of the project and have decided to redesign the intersection to better meet the needs and concerns of the neighborhood. This is what will be shared at the meeting Feb. 24th. (emphasis added by BNE)

As for the inconvenience this may cause, if a driver is following the speed limits already, they will not even notice a difference at the intersection. The reconfiguration will be more convenient pedestrians. The only inconvenience will be to drivers that are speeding down the street and they will only be inconvenienced to slow down, which is the goal.

To your point about fixing the roads, this will leave less asphalt for the city to maintain in the future.

You are welcome to come to the public engagement meeting and share your

thoughts on the details of the new design, however, the decision to reconfigure the intersection is final.
Information of the meeting can be found here: <https://engage.a2gov.org/hardingwall> (emphasis added by BNE)

Regards,

Tracy Anderson, P.E. | Project Manager
City of Ann Arbor | Guy C. Larcom City Hall
[301 E. Huron, 4th Floor · Ann Arbor · MI · 48104](#)
734.794.6410 (O) Extension 43639

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

From: Karen Koykka O'Neal <[REDACTED]>
Sent: Tuesday, February 4, 2025 3:58 PM
To: Anderson, Tracy <TAnderson@a2gov.org>
Subject: Harding Wallingford intersection

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I have no problem with the city wanting to install compliant water and sewer connections in this area.

HOWEVER, your plan to reconfigure the intersection is unwarranted. This intersection poses no safety hazard. There has not been an accident there in how many years? 12? 20? It is hardly an area in need of "traffic calming". There is hardly any traffic.

Why would this waste of money and enforced inconvenience be a good idea? Don't spend dollars to fix a problem that doesn't exist. Use money wisely, Ann Arbor!

Please FIX THE TERRIBLE ANN ARBOR STREETS THAT ARE FILLED WITH POTHoles AND WORN PAVEMENT INSTEAD.

Karen O'Neal

From: [Bruce N. Elliott](#)
To: [Taylor, Christopher \(Mayor\)](#)
Cc: [Cheryl Elliott](#); [Gina Katz](#); [Peter Katz](#); [Thompson](#); [gregthom](#) [REDACTED]
Subject: FW: Wallingford Curve Meeting and a Final Plan Approved Before the Meeting?
Date: Monday, February 10, 2025 2:33:38 PM

You don't often get email from elliott@cmplaw.com. [Learn why this is important](#)

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Chris, below is an email chain related to the proposed modification to the corner of Harding and Wallingford. I'm sure you know that corner well. Cheryl and I were very surprised and disappointed in the response of Tracy Anderson, the City Engineer, to Karen O'Neal's inquiry. Karen's comments are reflective of the overwhelming number of residents in the area and in fact we know of only one neighbor who may be in support of any change to the corner. We have no idea what internal review was made and resident feedback considered or by whom as referred to in the Project Overview on the website. From the residents' perspective any change in the configuration is totally unnecessary.

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To: Radina, Travis <TRadina@a2gov.org>; Ghazi Edwin, Ayesha <AGhaziEdwin@a2gov.org>
Cc: Peter Katz <[REDACTED]> Cheryl Elliott <[REDACTED]> Bruce N. Elliott <elliott@cmplaw.com>; Ramona Thompson <[REDACTED]>
Subject: Wallingford Curve Meeting and a Final Plan Approved Before the Meeting?

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From: "Anderson, Tracy" <TAnderson@a2gov.org>
Date: February 5, 2025 at 4:51:06 PM EST
To: Karen Koykka O'Neal <[REDACTED]>

Subject: RE: Harding Wallingford intersection

Ms. Koykka O'Neal,

The plan for the reconfiguration is based on a City Council resolution that directs city projects to implement traffic calming practices. So, the decision was set by people above me. However, I have done more research on the intersection and more observation. While there are no reported accidents at the intersection, there was an instance of a car making the turn too fast and taking out a city tree on Harding. The intersection is not as safe as it could be, and pedestrians are not routinely given the right of way in the crosswalk. Whether this is a serious problem to everyone or not, it is a problem that City Council has vowed to fix, and we are going to proactively fix it.

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Regards,

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City of Ann Arbor | Guy C. Larcom City Hall
[301 E. Huron, 4th Floor · Ann Arbor · MI · 48104](#)
734.794.6410 (O) Extension 43639

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To: Anderson, Tracy <TAnderson@a2gov.org>
Subject: Harding Wallingford intersection

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Karen ONeal

From: [Gina Katz](#)
To: [Radina, Travis](#); [Ghazi Edwin, Ayesha](#)
Cc: [Peter Katz](#); [Cheryl Elliott](#); [Bruce N. Elliott](#); [Ramona Thompson](#)
Subject: Wallingford Curve Meeting and a Final Plan Approved Before the Meeting?
Date: Monday, February 10, 2025 12:23:05 PM

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Date: February 5, 2025 at 4:51:06 PM EST
To: Karen Koykka O'Neal <[REDACTED]>
Subject: RE: Harding Wallingford intersection

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Tracy Anderson, P.E. | Project Manager
City of Ann Arbor | Guy C. Larcom City Hall
[301 E. Huron, 4th Floor · Ann Arbor · MI · 48104](#)
734.794.6410 (O) Extension 43639

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

From: Karen Koykka O'Neal <[REDACTED]>
Sent: Tuesday, February 4, 2025 3:58 PM
To: Anderson, Tracy <TAnderson@a2gov.org>
Subject: Harding Wallingford intersection

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Karen O'Neal

< [redacted] < [redacted]
< [redacted] Ranya Dajani
< ranya.tabbaa@ [redacted] pam
< [redacted] beth
< beth [redacted]
< [redacted] mstai@ [redacted] mj
< mj [redacted] chris.a. [redacted] <chris.a. [redacted]
< [redacted] danzahn [redacted]
< danzahn [redacted] , rorywellever [redacted] <rorywellever [redacted]
< [redacted] < [redacted]

Hello Everyone,

There are a few items that I thought everyone in the neighborhood might want to be aware of. These changes will affect our neighborhood and all of Ann Arbor. This is an informational email. The summary of the changes are my thoughts and not intended to sway anyone either way.

1. HARDING AND WALLINGFORD INTERSECTION RECONFIGURATION.

There will be a second public meeting to discuss the reasoning and the new proposed plan.

Monday, February 24th from 6:30-7:30pm at the AA District Library downtown location in the multi-purpose room, 343 South Fifth Ave.

The City's plan is to reconfigure the intersection to shorten the length of the crosswalk, and slow down traffic. There is **NO** data to suggest or prove that this is a dangerous intersection. It was stated in the meeting by Luke Liu, Interim Transportation Manager, that there has only been one accident in the last 10 years and that was between 2 cars, one that was parked. There have been NO pedestrian injuries, and they did not complete ANY testing or do any measurements to validate that there are any speeding problems. He stated that they are just "capturing the opportunity," to complete this project as the capital improvements for sewer and water leads take place. This project will cost the City (i.e., the tax payers) \$100,000 for an "opportunity" to fix something that has not been a problem. This project will greatly affect the neighbors that are adjacent to the intersection, plus alter the historic road and change the overall feel of our neighborhood.

Please join in if you can and for more information go to [Harding and Wallingford Narrowing and Utility Improvements | Engage Ann Arbor](#)

2. INFORMATIONAL MEETING CONCERNING THE CITY'S DRAFT COMPREHENSIVE PLAN.

This meeting is being hosted by North Burns Park Association and Pattengill Neighborhood Association on Thursday, February 20th, at 6pm at the AA District Library-Downtown Branch. Michelle Bennett, staff member for the City Planning Department, will be there to answer questions. The City's Comprehensive plan, if approved, will change the City's current zoning status and will **ELIMINATE** Single Family Status zoning all together.

*It will allow the building of multiplex developments on **ALL** residential lots. Possibly up to as much as 48 ft. tall and much closer to the property line. No onsite parking would be required either. Below is the link to the City's Comprehensive plan for more explanation.

There are limited spots to attend the meeting. If interested, please see the evite link below.

https://www.evite.com/signup-sheet/5153364329889792/?utm_campaign=send_sharable_link&utm_source=evitelink&utm_medium=sharable_invite

[A2 Comprehensive Plan](#)

All my best,

Ann

ANN ARBAUGH, Realtor

Relocation Specialist

Direct **734-585-6518**

Office 734-418-2400

Fax 734-661-6393

Email [ann](#)

Website www.alexmi.com

ALEX MILSHTEYN REAL ESTATE

REAL ESTATE ONE

555 Briarwood Circle, Suite 200
ANN ARBOR, MI 48108

E-mail sent or received shall neither constitute acceptance of conducting transactions via electronic means nor create a binding contract until and unless a written contract is signed by the parties.

--

Ashley Vartyak Oberheide

[ashley.](#)

mobile

From: [Ghazi Edwin, Ayesha](#)
To: [Riley, Jess](#)
Subject: Fw: Harding & Wallingford Intersection Reconfiguration Public Meeting - Monday, Feb. 24, 6:30p
Date: Thursday, January 30, 2025 6:37:15 PM
Attachments: [harding_wallingford_postcard.inddv2.pdf](#)

Ayesha Ghazi Edwin
Ann Arbor City Council Member, Ward 3
Pronouns: she/her/hers ([what's this?](#))

City of Ann Arbor
[301 E. Huron St.](#)
[Ann Arbor, MI 48104](#)
<https://www.a2gov.org/>

From: Higgins, Sara <SHiggins@a2gov.org>
Sent: Thursday, January 30, 2025 11:26:15 AM
To: Taylor, Christopher (Mayor) <CTaylor@a2gov.org>; Ghazi Edwin, Ayesha <AGhaziEdwin@a2gov.org>; Radina, Travis <TRadina@a2gov.org>
Cc: Dohoney Jr., Milton <MDohoney@a2gov.org>; Praschan, Marti <MPraschan@a2gov.org>; Roberts, Jordan <JRoberts@a2gov.org>; Stewart, Skye <SkStewart@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>; Isaac, Jasmine <JIsaac@a2gov.org>; Kellar, Robert <RKellar@a2gov.org>; Gomer, Johnathan <JGomer@a2gov.org>; Anderson, Tracy <TAnderson@a2gov.org>; Hutchinson, Nicholas <NHutchinson@a2gov.org>; Liu, Luke <YLiu@a2gov.org>
Subject: Harding & Wallingford Intersection Reconfiguration Public Meeting - Monday, Feb. 24, 6:30p

Mayor and Ward 3 Councilmembers,

Please find the attached notice of the in person public meeting regarding the Harding and Wallingford Intersection Reconfiguration on Monday, Feb. 24, 6:30p.m. at the Ann Arbor Public Library downtown location in the multi-purpose room, 343 S. Fifth Ave. This postcard is being mailed to all residents and property owners in the project area. More information is available via: <https://engage.a2gov.org/hardingwall>.

Sara Higgins (she/her), **Director of Operations**

Ann Arbor City Administrator's Office | Guy C. Larcom City Hall|301 E. Huron, 3rd Floor · Ann Arbor · MI · 48104
734.794.6110 (O) · 734.994.8296 (F) | Internal Extension 41102
shiggins@a2gov.org | www.a2gov.org



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

A2 Be Safe. Everywhere. Everyone. Every day.

a2gov.org/A2BeSafe

From: [Higgins, Sara](#)
To: [Taylor, Christopher \(Mayor\)](#); [Ghazi Edwin, Ayesha](#); [Radina, Travis](#)
Cc: [Dohoney Jr., Milton](#); [Praschan, Marti](#); [Roberts, Jordan](#); [Stewart, Skye](#); [Harrison, Venita](#); [Isaac, Jasmine](#); [Kellar, Robert](#); [Gomer, Johnathan](#); [Anderson, Tracy](#); [Hutchinson, Nicholas](#); [Liu, Luke](#)
Subject: Harding & Wallingford Intersection Reconfiguration Public Meeting - Monday, Feb. 24, 6:30p
Date: Thursday, January 30, 2025 11:26:51 AM
Attachments: [harding_wallingford_postcard.inddv2.pdf](#)

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shiggins@a2gov.org | www.a2gov.org



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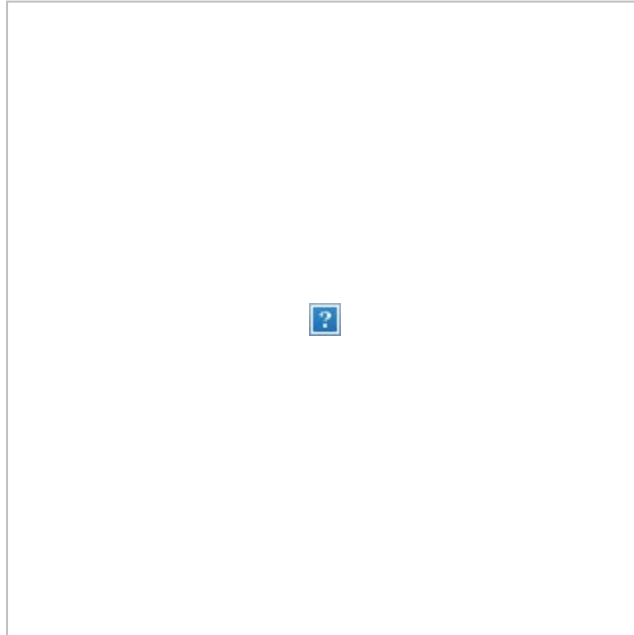
A2 Be Safe. Everywhere. Everyone. Every day.

a2gov.org/A2BeSafe

From: [Pluribus News](#)
To: [Briggs, Erica](#)
Subject: Pluribus AM: Sports betting hits walls of opposition
Date: Monday, January 27, 2025 8:55:33 AM

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

No images? [Click here](#)



Thanks for being a part of the Pluribus News community. Help us grow — forward this email to your friends and colleagues and ask them to [sign up today!](#)

Good morning, it's **Monday, January 27, 2025**. In today's edition, sports betting's limits; Tennessee, Florida lawmakers kick off immigration sessions; Spanberger leads Earle-Sears in early Virginia polls:



SPORTS BETTING: Lawmakers in Hawaii, Minnesota, Oklahoma, South Carolina and Texas have introduced bills to allow sports betting that is now legal in 38 other states. But they face a tough road ahead, including gambling bans in state constitutions, opposition from colleagues and conflicts between gaming operators. ([Pluribus News](#))

ABORTION: Lawmakers in Indiana, North Dakota, Oklahoma and South Carolina have introduced bills redefining abortion as homicide. Lawmakers in six other states have introduced bills to strengthen fetal personhood protections, applying other elements of law to fetuses. ([The Guardian](#))

IMMIGRATION: Lawmakers in Tennessee and Florida return to state capitals today for special sessions to align with the Trump administration's

crackdown on undocumented immigrants. Florida lawmakers are poised to take up legislation eliminating potential waivers for out-of-state tuition for undocumented immigrants.

([Associated Press](#), [Orlando Sentinel](#), [Florida Politics](#))

MORE: The 8th Circuit Court of Appeals has refused to allow Iowa to implement legislation allowing state and local officials to arrest and prosecute undocumented immigrants. The court said federal law preempts states from enforcing immigration codes. ([Des Moines Register](#)) An Indiana House panel has advanced legislation requiring local law enforcement to alert a county sheriff if they arrest someone likely to be in the country illegally. ([Indianapolis Star](#))

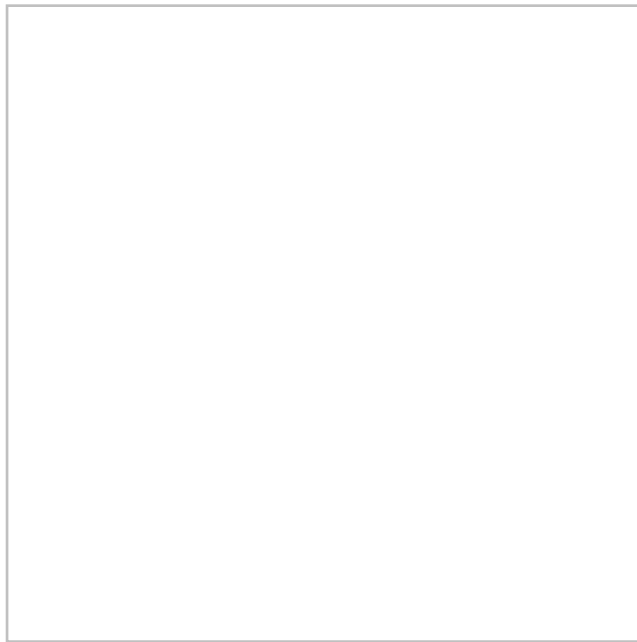
LGBTQ RIGHTS: Idaho Rep. Heather Scott (R) has introduced legislation barring government entities from flying any flag not officially associated with the United States. Rep. Ted Hill (R) offered a bill allowing schools to fly flags of all recognized foreign nations, with exceptions barring the flags of hostile nations. ([Idaho Press](#)) Arizona Rep. Nick Kupper (R) has introduced legislation barring LGBTQ Pride flags on government property. ([AZ Mirror](#))

MORE: A lawsuit challenging North Dakota's ban on gender-affirming care goes to trial this morning. Federal

judges have ruled similar laws in Arkansas and Florida are unconstitutional, and a temporary order has blocked Montana's ban on gender-affirming care. ([Associated Press](#))

HOUSING: Delaware Gov. Matt Meyer (D) has signed an executive order creating a working group to streamline the housing permit process. The panel has until April to come up with recommendations for a one-stop shop in each county make permitting run faster. ([Delaware Public Media](#))

WORKFORCE: A bipartisan pair of Ohio lawmakers have introduced legislation banning employers from enforcing noncompete clauses in worker contracts. Ohio is one of ten states that do not place restrictions on noncompete clauses. Four states — California, Minnesota, North Dakota and Oklahoma — have banned noncompete clauses. ([Statehouse News Bureau](#))



VIRGINIA: Former U.S. Rep. Abigail Spanberger (D) leads Lt. Gov. Winsome Earle-Sears (R) 44% to 34% in a new Virginia Commonwealth University survey of the 2025 race for governor. The same poll showed U.S. Sen. Mark Warner (D) leading Gov. Glenn Youngkin (R) in the race for Warner's Senate seat by a 45% to 38% margin. ([Virginia Business](#))

Two other polls out in the last month have shown Spanberger leading Earle-Sears, though by smaller margins.

CALIFORNIA: Former U.S. Health and Human Services Secretary Xavier Becerra (D) is considering a run for governor in 2026, allies say. Becerra served in Congress before replacing Kamala Harris as attorney general when Harris was elected to the U.S. Senate. ([Los Angeles Times](#))

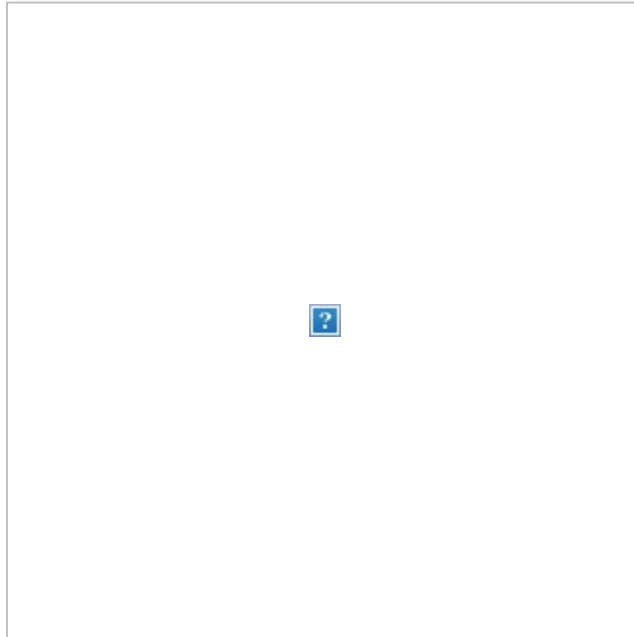
MINNESOTA: The state Supreme Court ruled Friday that 68 members of the House must be present to establish a quorum, siding with Democrats who had sued to block the 67 House Republicans from conducting business. It's not clear whether Democrats will end their boycott of the chamber this morning, though the ruling gives Democrats leverage to force a power-sharing agreement. ([Minnesota Reformer](#), [MPR News](#))

Democrats will have 66 House members until a March special election to fill a seat left vacant after the winner was deemed to have violated residency requirements.

UTAH: The state Senate approved legislation Friday that would require supporters of future ballot measures to publish the text of proposed initiatives in newspapers across the state for 60 days before it appears on the ballot. The measure would effectively add about \$1.4 million in advertising to the cost of qualifying a ballot initiative. ([Salt Lake Tribune](#))

ILLINOIS: Rep. Dan Swanson (R) will become the first Republican to chair a state House committee in more than a decade, after Speaker Chris Welch (D) offered him the gavel of the House Veterans Affairs Committee. Swanson served in the Army and the Illinois National Guard for 27 years. ([Capitol](#))

News Illinois)

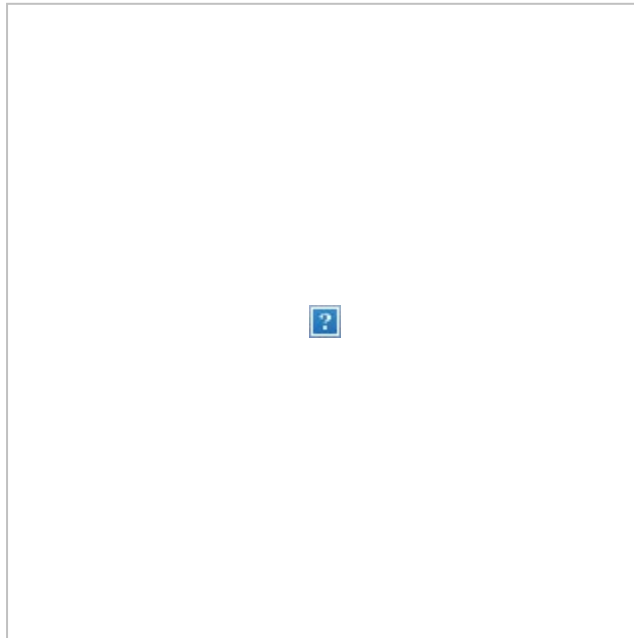


\$250 billion: The estimated economic loss caused by wildfires in Southern California this month. That is more than the economic loss caused by the entire 2020 wildfire season, and more than the estimated \$200 billion in damage caused by Hurricane Katrina, the most expensive natural disaster prior to the fires. ([Los Angeles Times](#))

38%: The estimated growth in electricity demand for the largest grid in the country as the artificial intelligence expands, according to PJM Interconnection, the firm that manages a 13-state system from Illinois to Washington, D.C. ([Hartford Courant](#))

\$201,600: The amount paid by private donors to acquire a golden railroad

spike on behalf of the Anchorage Museum and the City of Nenana. President Warren Harding drove the spike into place near Nenana to celebrate the completion of the Alaska Railroad in 1923. ([Anchorage Daily News](#))

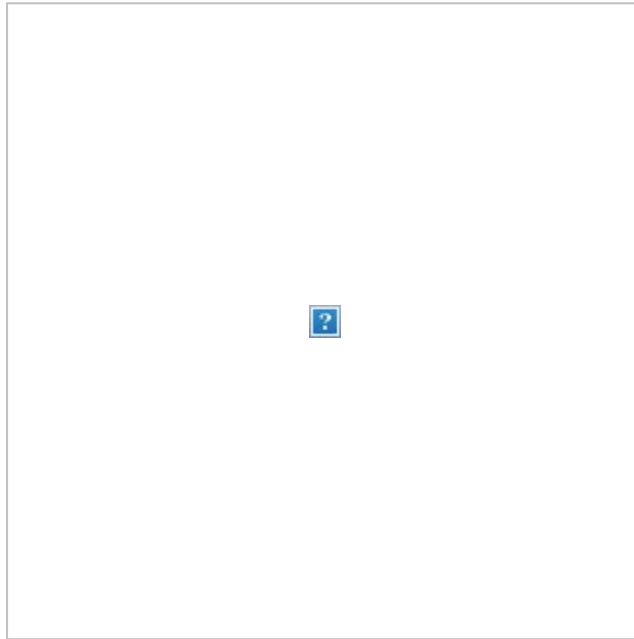


U.S. Reps. Michael Baumgartner (R-Wash.) and Emily Randall (D-Wash.) have inherited “The Chick,” a **famously ugly painting that has been passed down among members of the Washington State delegation since 1976.** Baumgartner will host the painting for a year before passing it over to Randall. ([Spokane Spokesman-Review](#))

A pizza delivery driver in Brownsburg, Ind., went viral when he told a police officer he had gotten a \$2 tip on a \$40

order he had carried more than half a mile in the midst of this month's snowstorm. **The police officer's TikTok video led to more than \$39,000 in donations from viewers.**

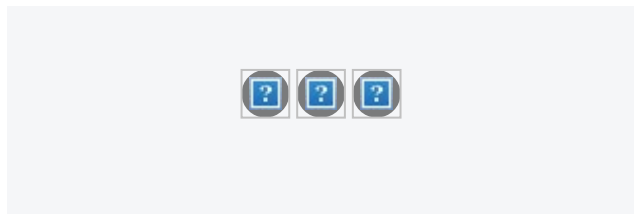
([Washington Post](#))



“It’s like a big booze Costco.”

— **Montana Rep. Scott DeMarois (D)**, touring a 100,000-square foot liquor warehouse in Helena managed by the Montana Department of Revenue.

([Daily Montanan](#))





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From: a2d2-ann-arbor-indivisible-dems@googlegroups.com on behalf of [Sue Hadden](#)
Subject: Happy MLK Day!
Date: Monday, January 20, 2025 7:06:03 AM
Attachments: [image.png](#)

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

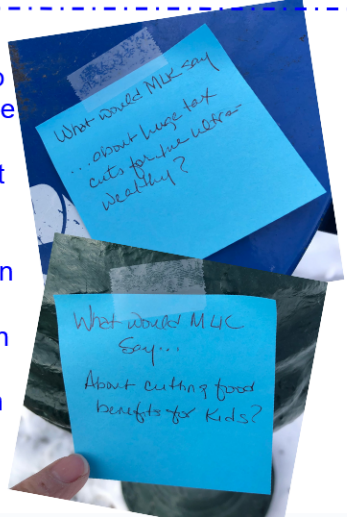
Happy (or not so happy) MLK Day.

Thank you for everyone who donated stuff to refugee families in the area through Jewish Family Services and/or to the unhoused through Mission A2/Ypsi. My garage is full:) We are delivering to JFS today and but not until Thursday for Mission donations. There is still time. [Here is their wish list.](#)

I am forwarding PEG's Newsletter with lots of options of things to do today.

I also wanted to share what Plymouth/Canton Indivisible is doing today. Email Joan Pence @ jump58@att.net if you would like to join them.

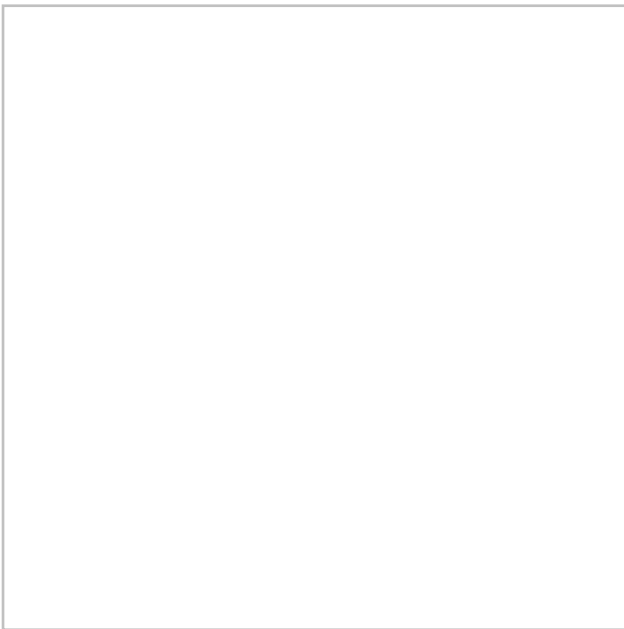
The coincidence of MLK Day with Inauguration is too good to pass up so you are invited to participate in our little bit of what John Lewis might have called, "good trouble" - targeted post-it notes left in walkable public spaces around our communities encouraging folks to consider the contrasts between the political philosophies of MLK and DJT. Message me via facebook to join in or just grab a friend, some tape & a pack of post-its and have some fun on your own.



And if you need a hopeful message, [check out Robert Reich's blog this morning.](#)

Thanks everyone,
We are stronger together,
In solidarity,
Sue






PEG 6th Congressional District Newsletter 402
Thursday, January 16, 2025

 Share This Email

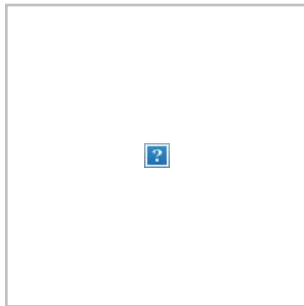
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Find your MI State Senator

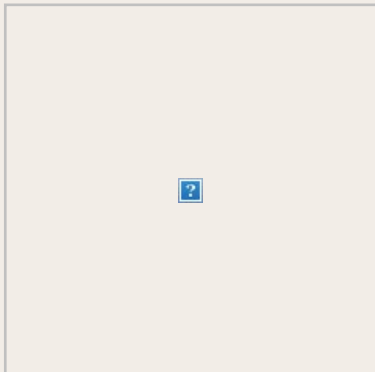
Find your MI State Rep



Thanks for giving your 'heart and soul', President Biden!



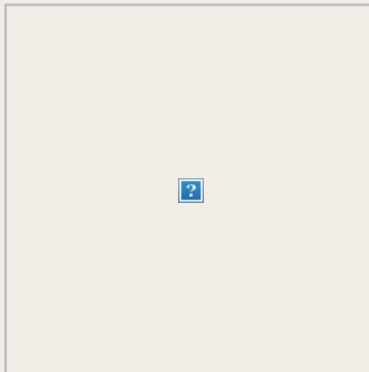
The Way Things End: A PEG Exclusive by Guest Contributor, Robert Fisher



The Way Things End - Part I - Protectors of Equality in Government

There may be as many explanations for the outcome as there are analysts, but here in brief are three that seem incisive and that fit together like Russian nesting dolls. This essay, and the one to follow, explore the perspectives of various analysts and commentators on the reasons for the outcome.

[Read More](#)



The Way Things End - Part 2 - Protectors of Equality in Government

Still bleeding tears at the end of election week, my fellow field organizer Julia and I were determined to say a proper thank you and goodbye to our volunteers. These fine folks worked hard and with great commitment in our futile quest to elect a well-qualified person of integrity as President of the United States....Alongside them, we ended this extraordinary journey if not with victory, then at least with grace.

[Read More](#)

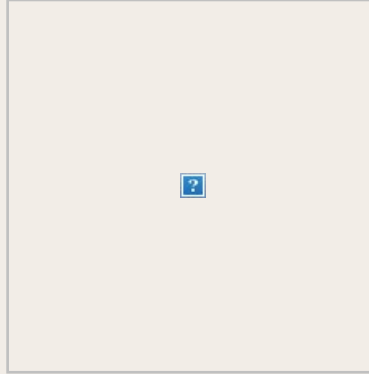
When all is said
—the day after the election,
November 5, 2024
The light lays a whiter shade of
pale
on the Palisades this morning
along the Hudson River.
I try to hug my wounded heart.

The sky is Edward Hopper blue.
Late autumn trees arch overhead,
their leaves a burnt orange/brown
rattling in sunlit air.

Looking down over the igneous
rock
of the cliffs, the river is a still-life
except for a milky foam
following a white cruise boat
heading back to the dock.

The raptors are fewer now—
eagle, osprey, red-tailed hawk.
Still they circle the river,
etch their wings against the sky,
settle into the trees in avian
meditation.

I sit with my friend at the Harmony
Table,
a hand-hewn gathering place
along the trail.
We read from Adrienne Rich, "a
poem



asks of us a grace in what we bear.”

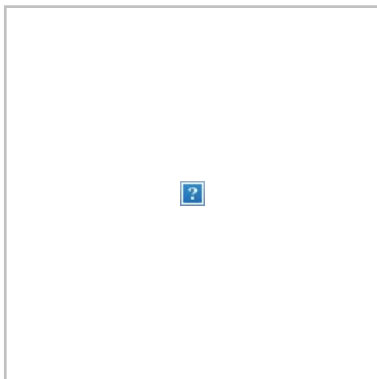
Doubts gathering like crows
fly off one by one into the blue.
The Kestrel calls on the wind—

Don't waste your wildness.
— Shirley McPhillips

Events and Things to Do

#Resist #Insist

Monday, January 20. A Day of Irony and Contrasts: Dr. Martin Luther King, Jr. Day of Service and Inauguration Day



Whether you are in mourning, solidarity, memory, celebration, community, or something else, there are various activities around the county.

Also, if you would like to stand in solidarity to drown out the noise on Monday, be intentional by not turning it on your television. In fact, some influencers are encouraging us to turn on a station that is focused on the MLK holiday and keep it on all day. Even if you get up from the couch, your ratings will show as being tuned in on a channel that is not connected to the inauguration.

Dr. Martin Luther King, Jr. stated in his speech accepting the Nobel Peace Prize 1964: *"We've been in the mountain of war. We've been in the mountain of violence. We've been in the mountain of hatred long enough. It is necessary to move on now, but only by moving out of this mountain can we move to the promised land of justice and brotherhood and the Kingdom of God. It all boils down to the fact that we must never allow ourselves to become satisfied with unattained goals. We must always maintain a kind of divine discontent."*

8:30 am – 3:00 pm. UM School of Education MLK Children & Youth Program

This is an opportunity for Pre-Kindergarten through 12th graders and adults to learn, engage, and celebrate the legacy of Dr. Martin Luther King Jr. through fun and educational activities. [Click here to RSVP](#). 610 East University Avenue, Ann Arbor

9:30 –11 am. MLK Keynote featuring Erika Alexander

The theme for the 39th keynote is Restless Dissatisfaction: An Urgent Call for the Pursuit of Justice and Equality. Some of you might remember Keynote Speaker, Erika Alexander from *The Cosby Show*, *Mama Flora's Place*, or from her iconic role as lawyer Maxine Shaw in *Living Single*. Not only is she an amazing comedic and dramatic actress, she is a trailblazing activist, entrepreneur, creator, producer, director and one of the country's boldest, most daring, and powerful voices. Recognizing the power of storytelling, Erika believes that though content must be entertaining, stories have tremendous capacity to create impact and meaningful social change. As co-founder of Color Farm Media, she is on a mission to bring greater equity, inclusion, and diverse representation to both media and electoral politics.

She is also creator/writer/producer of 2022 Audible Original's Best True Crime Series and DuPont Columbia award-nominee, *FINDING TAMIKA*, and producer of the three-time, Emmy-nominated Best Documentary and winner, NAACP Best Documentary, *JOHN LEWIS: GOOD TROUBLE*. Attend in person at Hill Auditorium or via LIVE YouTube link. [Click here for more information](#).

10–11 am. Eastern Michigan University Walk to Freedom

Walk from the MLK Statue to the EMU Student Center. This event is open to the community and hosted by the EMU president Susan Schultz Huxman and Ypsilanti Mayor Nicole Brown.

11 am - 12:30 pm. Silent Solidarity March

During the inauguration, join us at Hill Auditorium for a silent witness, march, speakers, and community-building. This is hosted by the Interfaith Vigil of Solidarity for Our Immigrant Neighbors and Friends, a powerful demonstration of support sponsored by the Washtenaw Congregational Sanctuary.



- Gather for Silent Witness across from Hill Auditorium at 11:00 am
- Silent March to the Federal Building for Speakers at 11:45 am
- Coffee and Hot Chocolate at the Wesley Building at 12:15 pm

11:30 am – 1:30 pm MLK Day President's Luncheon

Featuring Dr. Mary Frances Berry and Chuck Stokes. [Click here for tickets](#). This event will be held at Eastern Michigan University Student Center Ballroom.

2- 3:10. Diversity, Equity & Inclusion with Dr. Ilyasah Shabazz

Dr. Ilyasah Shabazz, daughter of Malcom X, will visit campus to deliver a powerful speech about Diversity, Equity & Inclusion. Dr. Shabazz is an award-winning author, educator, and producer and has authored five historical novels. Dr. Shabazz has dedicated herself to institution-building and intergenerational leadership development with the tenants of diversity, equity, and inclusion. More info [here](#). Michigan Union - Rogel Ballroom, 530 S. State St, Ann Arbor

3-5 pm. 6th Annual Freedom Songs Sing-A-Long

Join in for an afternoon of acts and activism at the JCC in honor of The King Holiday/Martin Luther King, Jr. Day! [Click here for more information and to register](#).

- Freedom Concert: Ypsilanti Youth Orchestra Jazz Ensemble (with Steve Somers) and Ypsilanti Youth Choir (with Crystal Harding) 3 pm
- Break with Snacks 3:45 pm.
- "Freedom School" Workshop Rotations: Academics, Citizenship, and the Arts (*facilitated by local presenters*) 4 pm

At Jewish Community Center: 2935 Birch Hollow Dr., Ann Arbor, MI 48108

6:30 –7:30 pm: Martin Luther King Jr. and War: Then and Now

This event will discuss MLK's relationship between civil rights and militarism in the present day. It will be live-streamed and recorded. [Click here for more information](#). Ann Arbor Public Library, Downtown Library, 4th Floor Reading Room

7 – 11 pm. Celebrate Community, Allies, and Unity at Ziggy's

This is a safe space for everyone worried about the future of our country. NO bigots, transphobes, xenophobes or anyone else whose views or actions stand in opposition to equity, justice and respect for all. Let's embrace our shared values of resilience, compassion, and hope! Enjoy music, dancing, and opportunities to meet new people who share your vision for a brighter future. Ziggy's, 206 W. Michigan Ave, Ypsilanti.

Saturday, January 25. Rep. Rheingans' Constituent Engagement Coffee Hour

Join Rep. Carrie Rheingans' (D-47) for [updates](#) from the 103rd Legislature. Dozer Coffee, 112 Jackson Plaza, Ann Arbor. 10–11:30 am

Saturday, January 25. Advancing Justice For Our Youth

Join the WeROC and MOSES Action Justice Matters Task Force for a special community discussion focusing on the youngest systems-impacted residents of Washtenaw County. Brown Chapel AME Church, 1043 W. Michigan Ave, Ypsilanti. Noon–3 pm

Monday, February 3. How can we support our representatives in Lansing?

A2D2 and WCDP are hosting an event featuring Representatives Carrie Rheingans and Jennifer Conlin to discuss what is going on in Lansing and how we can support the work that they do. Here is the mobilize link: <https://mobilize.us/s/0TZlzd>. Meeting takes place at Burn's Park Senior Center, 1320 Baldwin, Ann Arbor. 5:30 pm

Visit the PEG Events Page for more upcoming events at
www.equalityingov.org/events/

PEG Cartoon of the Week

statue-of-liberty-no-text-dark-blue transparent.png



A special thanks to our Newsletter contributors:



Lisa Kamil, Bette Cotzin, Bernie Banet, Kayla Conrad, Ellen Halter, Leslie McGraw, Leslie Kamil, Molly Boren, and Chuck Newman for their contributions and help preparing our newsletters. Follow us on IG, FB, & Bluesky!

Write us at if you would like help create our weekly newsletter OR if you would like to be a guest contributor! It's fun and no ongoing commitment is required.

Visit EqualityInGov.org

PEG is a (somewhat) non-partisan volunteer organization whose mission is to assure that our government will treat all Americans with equality and acceptance. PEG's work is primarily done by recruiting, educating and nurturing supporters for worthy organizations, actions and events that reflect our beliefs. The weekly PEG Newsletter typically goes out each Thursday. **To subscribe to this free newsletter, go to our sign up form by [clicking here](#).**

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Click the Confirmation Link in the Email

Protectors of Equality in Government | 310 S. Division Street | Ann Arbor, MI 48103 US

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You received this message because you are subscribed to the Google Groups "A2D2-Ann Arbor inDivisible for Democracy" group.

To unsubscribe from this group and stop receiving emails from it, send an email to a2d2-ann-arbor-indivisible-dems+unsubscribe@googlegroups.com.

To view this discussion visit https://groups.google.com/d/msgid/a2d2-ann-arbor-indivisible-dems/CAE_fK6GxfEP4OiWWMYXCQUZS3dgJSzWi4VBFgv12j_Svsg3cEg%40mail.gmail.com.

From: [Washtenaw County Democrats](#)
To: [Taylor, Christopher \(Mayor\)](#)
Subject: WCDP News: Resilience and Resistance on MLK Day
Date: Thursday, January 16, 2025 6:00:56 PM

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

[WCDP News for January 9](#)



People's March in Ann Arbor
This Saturday, January 18, 1 to 3

[People's March - click to sign up!](#)



[We are not done.](#) With Trump set to return to the White House, it's time to show up. In Ann Arbor, in DC, and everywhere.

If you believe that decisions about your body should remain yours; that healthcare is a right, not a privilege for the wealthy; if you believe in the power of free speech and protest to sustain democracy; or if you want an economy that works for the people—then join your friends and neighbors for a demonstration of **resilience** and **resistance**.

Meet at **The State Theater (233 South State Street)** with signs (optional but encouraged to amplify your voice and concerns). March West on Liberty St South on Main St East on Williams St Ending at State St. Join for any -or- all of the March dressed for the cold weather.

[Sign up](#) to remind the billionaire boys' club where the power truly lives: with the people.

Yes, I want to join the People's March!

Monday, January 20. A Day of Irony and Contrasts: Dr. Martin Luther King, Jr. Day of Service and Inauguration Day

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[Decorative - click for Symposium info](#)

9:30 –11 am: UM MLK Symposium Keynote featuring Erika Alexander

The theme for the 39th keynote is **Restless Dissatisfaction: An Urgent Call for the Pursuit of Justice and Equality**. Some of you might remember Keynote Speaker Erika Alexander from The Cosby Show, Mama Flora's Place, or from her iconic role as lawyer Maxine Shaw in Living Single. Not only is she an amazing comedic and dramatic actress, she is a trailblazing activist, entrepreneur, creator, producer, director, and one of the country's boldest, most daring, and powerful voices. Recognizing the power of storytelling, Erika believes that though content must be entertaining, stories have tremendous capacity to create impact and meaningful social change.

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Prize, 1964: "We've been in the mountain of war. We've been in the mountain of violence. We've been in the mountain of hatred long enough. It is necessary to move on now, but only by moving out of this mountain can we move to the promised land of justice and brotherhood and the Kingdom of God. It all boils down to the fact that we must never allow ourselves to become satisfied with unattained goals. We must always maintain a kind of divine discontent." **Attend in person at Hill Auditorium or via LIVE YouTube link.** [Click here for more information.](#)

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Decorative



11 am - 12:30 pm. Interfaith Vigil * Silent Solidarity March

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Ann Arbor Public Library, Downtown Library, 4th Floor Reading Room

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This is a safe space for everyone worried about the future of our country. NO bigots, transphobes, xenophobes or anyone else whose views or actions stand in opposition to equity, justice, and respect for all. Let's embrace our shared values of resilience, compassion, and hope! Enjoy music, dancing, and opportunities to meet new people who share your vision for a brighter future. Ziggy's, 206 W. Michigan Ave, Ypsilanti.

WCDP February Member Meeting

Saturday, February 8, 9:30 to noon

Save the date! Program details coming soon - hope to see you there.

WCDP Call to County Convention

Saturday, February 8, 1 to 2:30pm

Per MDP Rules, all counties are required to hold County Conventions, and ours will be held [via Zoom](#). Since it is a members only meeting, and voting will occur, **registration is required**.

Purpose: Elect members and alternates to the state convention committees: Rules, Resolutions, and Credentials. Consider resolutions to be forwarded to the State Party.

Decorative



Per MDP Rules, to vote at the 2/8 county convention a person must be a member of the WCDP/MDP for at least thirty (30) days, which is January 9. The WCDP received notice of this required county convention after the January 9 deadline for joining in order to vote in it. We apologize for understandable disappointment.

Mark your calendars!

Official Call to Convention

MDP 2025 Spring State Convention

Saturday, February 22, 2025

[MDP logo - click to visit convention website](#)



At the Detroit Marriott at the Renaissance Center!

OK, you've met the MDP Chair candidates (see video ↓ down there) - here's how you can use your voice & vote to set the future direction of the MDP.

At the [2025 Spring State Convention](#), Michigan Democrats will gather by congressional district to **elect district officers and members to the State Central Committee**. Members of MDP **caucuses will meet and elect their leadership**. On

the Convention floor, **Democrats will vote by congressional district to elect a Chair and two (2) Vice-Chairs of the State Central Committee.**

According to MDP rules, to be eligible to become credentialed and vote, **a person must be a member of the Michigan Democratic Party for at least thirty (30) days prior to February 22, 2025, which is January 23, 2025.**

To meet the deadline to be eligible to vote, an online **contribution toward a membership OR a free membership application** must be submitted **by 11:59 PM on January 23, 2025!**

Apply for membership via our [online membership applications](#) **or** [print and mail a paper application](#)

Get full details on the convention, credentialing, and voting via the VOATZ app at <https://michigandems.com/state-convention/>. Hope to see you there!

Yes, I want to help choose MDP leadership in 2025!

Catch up on our MDP Chair Candidates' Panel

We held our first member meeting of the year including a panel discussion with candidates for MDP Chair. Catch up on what you missed on [Youtube!](#)

Question and Answer with Michigan Democratic Party Chair Candidates:

- **Curtis Hertel**
- **Mark Ludwig**
- **Al BJ Williams**



ICYMI: Democrats at work for the people

Big Wins for the Michigan Supreme Court

After the turmoil over November's election returns, celebrating positive outcomes is vital. One such victory is the election of Michigan Supreme Court Justice Kyra Harris Bolden. Bolden was appointed in 2023 by Gov. Gretchen Whitmer to fill a vacancy on the state's highest court. Since her appointment, Bolden participated in key rulings, including minimum wage laws and election candidate eligibility. Winning with 61% of the vote, Bolden is the first Black woman elected to the Michigan Supreme Court.

With the election of fellow Democratic candidate Kimberly Harris, Democratic justices now hold a 5-2 majority, and the court has a female majority. Something to celebrate indeed!

Michigan Expands Investment in Innovation

Over the last year, Governor Gretchen Whitmer has created a culture of innovation along with actionable ideas to make Michigan more friendly to entrepreneurs and startups.

Focusing on what she calls the drivers of innovation: culture, capital and creativity, the Michigan Democrat's team – including the newly appointed Ben Marchionna as the state's [first-ever chief innovation economics officer](#) – has worked with organizations like Black Tech Saturdays and the Michigan Founders Fund. Whitmer announced a statewide pitch competition from investors looking to address issues within Michigan. The state will also enter a memorandum of understanding with the Department of Military and Veterans Affairs to make its infrastructure available to Michigan innovators to test their ideas.

“Michigan is gonna be the first state in the nation to get this done and the only one to take such a strategic, proactive approach to open the infrastructure for innovation,” [Whitmer said](#).

Biden Administration Sends \$325 Million to Michigan to Boost Manufacturing

[The federal government awarded](#) up to \$325 million to a Michigan company to

expand semiconductor manufacturing. The award uses funds from the CHIPS and Science Act, one of outgoing President Joe Biden's legislative achievements. Michigan lawmakers worked with Biden's team to bring the investment to our state to strengthen the U.S.'s domestic supply chain and bring new jobs to Michigan workers. The project is estimated to create 1,000 temporary construction jobs and 180 permanent manufacturing jobs.

Newly elected U.S. Rep. Kristen McDonald Rivet (D), cheered the move, "This funding is a game changer ... that will pay dividends for generations of Michigan workers."

"Michigan workers are the best in the world ... and this major federal investment reflects that expertise," said U.S. Sen. Gary Peters (D).

Thanks to Michigan Democratic leaders and the Biden Administration for supporting our workers while improving our country's technological advancements.

Find Your Representatives:

- [Michigan House](#)
- [Michigan Senate](#)
- [U.S. Congress](#)

or [Find all your elected officials by address](#)

WCDP Mission and Values

The WCDP's mission is to grow a broad representative base of committed voters, volunteers, and leaders who work together across Washtenaw County to elect Democrats who champion policies that reflect **our values**. We commit to living these values in our work together and to being a resource for Democratic allies.

Donate and support the WCDP's work!

Forward this newsletter to a friend ↗

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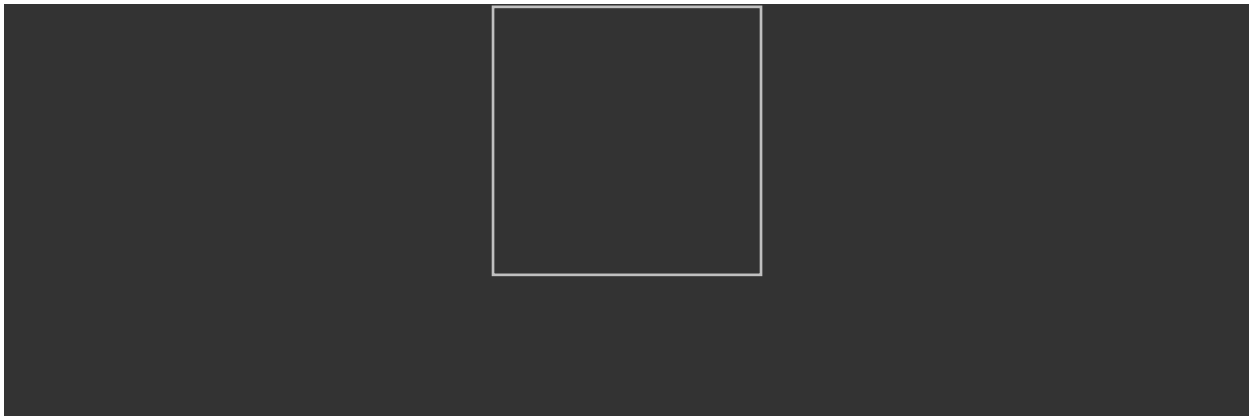
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108 S. Adams St.
P.O. Box 980586
Ypsilanti, MI 48198

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From: [Coleman, Kayla](#)
To: [Higgins, Sara](#); [Dohoney Jr., Milton](#)
Cc: [Praschan, Marti](#); [Stewart, Skye](#)
Subject: RE: CIP Briefing
Date: Monday, December 16, 2024 4:13:25 PM
Attachments: [CIP Staff Report FY26-31_DRAFT.docx](#)
[CIP_NewProjects FY26-31.pdf](#)
[CIP_Project Clean-up FY26-31.pdf](#)
[CIP Scoring Criteria 2024 Update.pdf](#)
[FY26-31 CIP Project Report.xlsx](#)
[DDA Boundary Projects-FY26-31_CIP.xlsx](#)

Hello,

The attached materials will be referenced during our meeting this Thursday (12/19), and are attached here for your convenience. There is no expectation to review materials in advance.

Thank you,

Kayla

Kayla Coleman (she/her/hers), **Capital Projects Asset Manager**

City of Ann Arbor | Guy C. Larcom City Hall | 301 E. Huron, 3rd Floor · Ann Arbor · MI · 48104
734.794.6430 x43728 (O) | Internal Extension 43728
kcoleman@a2gov.org | www.a2gov.org

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-----Original Appointment-----

From: Higgins, Sara <SHiggins@a2gov.org>

Sent: Wednesday, December 4, 2024 10:28 AM

To: Higgins, Sara; Dohoney Jr., Milton; Coleman, Kayla

Cc: Praschan, Marti

Subject: CIP Briefing

When: Thursday, December 19, 2024 11:30 AM-12:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: ConfRoom - Larcom 3rd Floor

Kayla will provide CIP briefing in advance of it going to Planning Commission in January.

This is a “full plan year” – i.e., in all even numbered years (2024) we complete an update to the full six-year plan, including project scope review, adding new projects, and removing projects that are no longer deemed necessary. This year we updated the scoring criteria, so all projects have been re-scored.

From: [Dohoney Jr., Milton](#)
To: [Cascarilla, Andrea](#)
Subject: RE: DNR announces support for park upgrades in 12 counties in Michigan
Date: Tuesday, December 10, 2024 4:23:00 PM
Attachments: [image001.png](#)

A win is always nice!

Milton Dohoney Jr., City Administrator

Ann Arbor City Administrator's Office | Guy C. Larcom City Hall|301 E. Huron, 3rd Floor · Ann Arbor · MI · 48104
734.794.6110 (O) · 734.994.8296 (F) | Internal Extension 41102
mdohoney@a2gov.org | www.a2gov.org



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From: Cascarilla, Andrea <ACascarilla@dykema.com>
Sent: Tuesday, December 10, 2024 1:38 PM
To: Praschan, Marti <MPraschan@a2gov.org>; Reynolds, Kelly <KReynolds@a2gov.org>; Dohoney Jr., Milton <MDohoney@a2gov.org>; Eyer, Jen <JEyer@a2gov.org>; Radina, Travis <TRadina@a2gov.org>; Watson, Chris <CWatson@a2gov.org>; Harrison, Cynthia <CHarrison@a2gov.org>
Cc: Keel, Aaron <AKeel@dykema.com>
Subject: FW: DNR announces support for park upgrades in 12 counties in Michigan

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Congratulations on the grant for the Buhr Park ice arena!!

Andrea M. Cascarilla
Government Policy Advisor

D 517-374-9104 · M 517-648-2367
ACascarilla@dykema.com · dykema.com

BIO **VCARD** **LINKEDIN**

Capitol View 201 Townsend Street, Suite 900
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and (2) contact me immediately.

Neither this information block, the typed name of the sender, nor anything else in this message is intended to constitute an electronic signature unless a specific statement to the contrary is included in this message.

From: Michigan DNR <MIDNR@govsubscriptions.michigan.gov>
Sent: Tuesday, December 10, 2024 12:33 PM
To: Cascarilla, Andrea <ACascarilla@dykema.com>
Subject: DNR announces support for park upgrades in 12 counties in Michigan

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DNR News

Dec. 10, 2024

Contact: [Christie Bayus](#)

DNR announces support for park upgrades in 12 counties in Michigan

The Michigan Department of Natural Resources announced today 15 community recreation facilities projects recommended for a combined \$8 million in Land and Water Conservation Fund grants.

"The Land and Water Conservation Fund is a great asset that brings federal funding through the state to local projects – from splashpads and observation decks to park rest room improvements and boating access site upgrades," said DNR Director Scott Bowen. "This year alone, the program is allocating a significant investment of \$8 million for projects important to communities across Michigan."

The projects recommended for funding are in Berrien, Clinton, Eaton, Genesee, Gogebic, Macomb, Monroe, Oakland, Ottawa, Saginaw, Washtenaw and Wayne counties. That funding will support outdoor ice arena improvements, a township playscape, an Americans with Disabilities Act accessible outdoor viewing platform, trails, splashpads and much more.

The 2024 Land and Water Conservation Fund recommendations are:

- Saginaw Charter Township (Saginaw County) Saginaw Township Playscape Park Renovations \$500,000.
- City of Eastpointe (Macomb County) Kennedy Park splash pad \$500,000.
- DNR Parks and Recreation Division (Ottawa County) Idema Explorers Trail Phase I \$750,000.
- Huron Clinton Metropolitan Authority (Macomb County) North Marina Bathhouse at Lake St. Clair Metropark \$500,000.
- City of Ferndale (Oakland County) Harding Park inline skating rink replacement \$100,000.
- City of Grand Ledge (Eaton County) Americans with Disabilities Act observation platform development for Grand River viewing \$321,100.
- Victor Township (Clinton County) Victor Township Park improvements \$278,700
- Ottawa County Upper Macatawa Greenway trailhead \$347,500.
- Grand Blanc Township (Genesee County) Creasey Bicentennial Park reonovation \$500,000.
- City of Ann Arbor (Washtenaw County) Buhr Park outdoor ice arena improvements \$500,000.
- City of Northville (Wayne County) restrooms and accessible walkways at Ford Field Park West \$500,000.
- City of Ironwood (Gogebic County) Pat O’Connell Civic Center Ice Arena ice making plant 375,000.
- Chikaming Township (Berrien County) Kohn Park development project \$327,700.
- Park Township (Ottawa County) Park Township Community Park restroom and parking project \$500,000.
- DNR Parks and Recreation Division (Monroe County) Bartnik Boating Access Site redevelopment \$2 million.

Projects were scored and selected from a field of 16 grant applications from local units of government and two applications from the DNR totaling \$9,145,200. All eligible proposed projects received a site visit from DNR Grants Management staff, and all applications were evaluated, scored and ranked.

Program Background

Funds are available to states through the federal Land and Water Conservation Fund program for land acquisition and development of outdoor recreation facilities.

The DNR uses Land and Water Conservation Fund dollars to help develop public outdoor recreation facilities to give people better, broader access to quality public outdoor recreation opportunities. The program supports Native American tribes, villages, cities, townships and counties and divisions within the DNR.

Following federal appropriation, LWCF funds are apportioned to the states each fiscal year, and then, the state's project recommendations are sent to the National Park Service for approval.

Application information

Eligible applicants include any unit of government, such as Native American tribes, school districts or any combination of units with the legal authority to provide recreation. Applicants can seek funding for a variety of projects, including development of and improvements to playgrounds, trails and walkways, skate parks, boat launches, picnic areas, sports fields and campgrounds, in addition to improved access for users of all abilities beyond Americans with Disabilities Act guidelines.

Application materials and information for LWCF grants will be available early in 2025 at Michigan.gov/LWCFGrants. Applications for the 2025 funding cycle are due April 1.

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From: [Cascarilla, Andrea](#)
To: [Praschan, Marti](#); [Reynolds, Kelly](#); [Dohoney Jr., Milton](#); [Ever, Jen](#); [Radina, Travis](#); [Watson, Chris](#); [Harrison, Cynthia](#)
Cc: [Keel, Aaron](#)
Subject: FW: DNR announces support for park upgrades in 12 counties in Michigan
Date: Tuesday, December 10, 2024 1:37:57 PM
Attachments: [DYK21006-logo_RGB_FINAL\(Custom\)_d7656d32-7389-4b1f-8183-04753cc3fce5.png](#)

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Dec. 10, 2024

Contact: [Christie Bayus](#)

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From: [Hutchinson, Nicholas](#)
To: [Radina, Travis](#); [McCormick, Sue](#)
Subject: RE: Call re: Brockman Sidewalks?
Date: Wednesday, December 4, 2024 3:55:32 PM

I sent new meeting invite. You can also feel free to join us on Friday if you want to talk about Harding/Wallingford as well!

Nick

From: Radina, Travis <TRadina@a2gov.org>
Sent: Wednesday, December 4, 2024 3:47 PM
To: Hutchinson, Nicholas <NHutchinson@a2gov.org>; McCormick, Sue <SueMcCormick@a2gov.org>
Subject: Re: Call re: Brockman Sidewalks?

That would be great, thank you!

—
Travis Radina
Mayor Pro Tem | Councilmember, Ward 3
(he|him|his)

From: Hutchinson, Nicholas <NHutchinson@a2gov.org>
Sent: Wednesday, December 4, 2024 3:46:08 PM
To: Radina, Travis <TRadina@a2gov.org>; McCormick, Sue <SueMcCormick@a2gov.org>
Subject: RE: Call re: Brockman Sidewalks?

Okay, so apparently I can't remember what day it is today! The meeting with the Mayor is actually on Friday. However, I could still meet tomorrow at 9:00 to get you up to speed if you like.

Nick

From: Radina, Travis <TRadina@a2gov.org>
Sent: Wednesday, December 4, 2024 3:24 PM
To: Hutchinson, Nicholas <NHutchinson@a2gov.org>; McCormick, Sue <SueMcCormick@a2gov.org>
Subject: Re: Call re: Brockman Sidewalks?

That works for me, and would be perfect! Thank you!

—
Travis Radina
Mayor Pro Tem | Councilmember, Ward 3

(he|him|his)

From: Hutchinson, Nicholas <NHutchinson@a2gov.org>

Sent: Wednesday, December 4, 2024 3:23:03 PM

To: Radina, Travis <TRadina@a2gov.org>; McCormick, Sue <SueMcCormick@a2gov.org>

Subject: RE: Call re: Brockman Sidewalks?

Sorry, I just saw this now. If by chance you are available at 9:00 tomorrow morning, we are already meeting with Mayor Taylor about this topic (as well has Harding/Wallingford). Of course, I'm making an assumption there that it would be okay with him to add you to the meeting.

Nick Hutchinson

From: Radina, Travis <TRadina@a2gov.org>

Sent: Wednesday, December 4, 2024 1:59 PM

To: McCormick, Sue <SueMcCormick@a2gov.org>; Hutchinson, Nicholas <NHutchinson@a2gov.org>

Subject: Call re: Brockman Sidewalks?

Hi Sue & Nick,

Would one or both of you be available for a call this afternoon or sometime tomorrow?

I have a meeting with residents of Brockman tomorrow to discuss the status of sidewalks on their street and was hoping to get an update on where things currently stand and discuss potential paths forward.

Thank you,

Travis

—

Travis Radina

Mayor Pro Tem | Councilmember, Ward 3

(he|him|his)

From: [McCormick, Sue](#)
To: [Radina, Travis](#); [Hutchinson, Nicholas](#)
Subject: RE: Call re: Brockman Sidewalks?
Date: Wednesday, December 4, 2024 3:54:43 PM

This works for me. I have 30 minutes before agenda session and could meet online, Nick, if you'd send the invite.

From: Radina, Travis <TRadina@a2gov.org>
Sent: Wednesday, December 4, 2024 3:47 PM
To: Hutchinson, Nicholas <NHutchinson@a2gov.org>; McCormick, Sue <SueMcCormick@a2gov.org>
Subject: Re: Call re: Brockman Sidewalks?

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(he|him|his)

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(he|him|his)

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Travis Radina

Mayor Pro Tem | Councilmember, Ward 3

(he|him|his)

From: [Radina, Travis](#)
To: [Hutchinson, Nicholas](#); [McCormick, Sue](#)
Subject: Re: Call re: Brockman Sidewalks?
Date: Wednesday, December 4, 2024 3:46:41 PM

That would be great, thank you!

—
Travis Radina
Mayor Pro Tem | Councilmember, Ward 3
(he|him|his)

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Sent: Wednesday, December 4, 2024 3:46:08 PM
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Travis Radina
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(he|him|his)

From: [Hutchinson, Nicholas](#)
To: [Radina, Travis](#); [McCormick, Sue](#)
Subject: RE: Call re: Brockman Sidewalks?
Date: Wednesday, December 4, 2024 3:46:14 PM

Okay, so apparently I can't remember what day it is today! The meeting with the Mayor is actually on Friday. However, I could still meet tomorrow at 9:00 to get you up to speed if you like.

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From: [Hutchinson, Nicholas](#)
To: [Radina, Travis](#); [McCormick, Sue](#)
Subject: RE: Call re: Brockman Sidewalks?
Date: Wednesday, December 4, 2024 3:30:39 PM

I will forward you the meeting invite.

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Nick Hutchinson

From: Radina, Travis <TRadina@a2gov.org>
Sent: Wednesday, December 4, 2024 1:59 PM
To: McCormick, Sue <SueMcCormick@a2gov.org>; Hutchinson, Nicholas <NHutchinson@a2gov.org>
Subject: Call re: Brockman Sidewalks?

Hi Sue & Nick,

Would one or both of you be available for a call this afternoon or sometime tomorrow?

I have a meeting with residents of Brockman tomorrow to discuss the status of sidewalks on their street and was hoping to get an update on where things currently stand and discuss potential paths forward.

Thank you,
Travis

—

Travis Radina
Mayor Pro Tem | Councilmember, Ward 3
(he|him|his)

From: [Radina, Travis](#)
To: [Hutchinson, Nicholas](#); [McCormick, Sue](#)
Subject: Re: Call re: Brockman Sidewalks?
Date: Wednesday, December 4, 2024 3:24:20 PM

That works for me, and would be perfect! Thank you!

—
Travis Radina
Mayor Pro Tem | Councilmember, Ward 3
(he|him|his)

From: Hutchinson, Nicholas <NHutchinson@a2gov.org>
Sent: Wednesday, December 4, 2024 3:23:03 PM
To: Radina, Travis <TRadina@a2gov.org>; McCormick, Sue <SueMcCormick@a2gov.org>
Subject: RE: Call re: Brockman Sidewalks?

Sorry, I just saw this now. If by chance you are available at 9:00 tomorrow morning, we are already meeting with Mayor Taylor about this topic (as well as Harding/Wallingford). Of course, I'm making an assumption there that it would be okay with him to add you to the meeting.

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Travis

—
Travis Radina
Mayor Pro Tem | Councilmember, Ward 3

(he|him|his)

From: [Hutchinson, Nicholas](#)
To: [Radina, Travis](#); [McCormick, Sue](#)
Subject: RE: Call re: Brockman Sidewalks?
Date: Wednesday, December 4, 2024 3:23:06 PM

Sorry, I just saw this now. If by chance you are available at 9:00 tomorrow morning, we are already meeting with Mayor Taylor about this topic (as well has Harding/Wallingford). Of course, I'm making an assumption there that it would be okay with him to add you to the meeting.

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Thank you,
Travis

—

Travis Radina
Mayor Pro Tem | Councilmember, Ward 3
(he|him|his)

From: [Gomer, Johnathan](#)
To: [Taylor, Christopher \(Mayor\)](#)
Subject: RE: Brockman & Ives Woods
Date: Monday, December 2, 2024 3:59:06 PM

Hi MT,

I scheduled a meeting with Ms. McCormick and Mr. Hutchinson for this Friday to discuss the mentioned projects.

Best,

Johnathan Gomer Executive Assistant | **City of Ann Arbor** | Mayor's Office · 301 E Huron St. · Ann Arbor · MI · 48104 · 734.794.6000, extension 41602 (O) | JGomer@a2gov.org | www.a2gov.org | www.facebook.com/thecityofannarbor | <http://twitter.com/a2gov>



ANN ARBOR BICENTENNIAL
1824-2024

From: Taylor, Christopher (Mayor) <CTaylor@a2gov.org>
Sent: Monday, November 25, 2024 1:05 PM
To: Dohoney Jr., Milton <MDohoney@a2gov.org>; Higgins, Sara <SHiggins@a2gov.org>; McCormick, Sue <SueMcCormick@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>; Gomer, Johnathan <JGomer@a2gov.org>
Subject: Brockman & Ives Woods

Mr Dohoney,

Two anticipated projects have generated a fair bit of inbox activity -- the Brockman sidewalk project and the Harding/Wallingford, etc. work.

I'd be grateful for a conversation w/staff and an update so that I can understand the set of circumstances.

Many thanks, as ever,

Christopher

Christopher Taylor (he/him)
Mayor of the City of Ann Arbor
301 East Huron Street

Ann Arbor, Michigan 48104
734-794-6161

From: [Gomer, Johnathan](#)
To: [McCormick, Sue](#); [Hutchinson, Nicholas](#)
Cc: [Harrison, Venita](#); [Higgins, Sara](#)
Subject: RE: Brockman & Ives Woods
Date: Monday, December 2, 2024 9:56:43 AM

Good morning,

Thank you, Sara. I moved Mr. Dohoney and Mayor Taylor to BCC as we coordinate a meeting.

Ms. McCormick and Mr. Hutchinson, would you be available this Friday at 9 a.m. to meet virtually with Mayor Taylor?

Best,

Johnathan Gomer Executive Assistant | **City of Ann Arbor** | Mayor's Office · 301 E Huron St. · Ann Arbor · MI · 48104 · 734.794.6000, extension 41602 (O) | JGomer@a2gov.org | www.a2gov.org | www.facebook.com/thecityofannarbor | <http://twitter.com/a2gov>




From: Higgins, Sara <SHiggins@a2gov.org>
Sent: Tuesday, November 26, 2024 3:45 PM
To: Taylor, Christopher (Mayor) <CTaylor@a2gov.org>
Cc: Dohoney Jr., Milton <MDohoney@a2gov.org>; McCormick, Sue <SueMcCormick@a2gov.org>; Hutchinson, Nicholas <NHutchinson@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>; Gomer, Johnathan <JGomer@a2gov.org>
Subject: RE: Brockman & Ives Woods

Mayor,

Ms. McCormick and Mr. Hutchinson would be more than happy to have this conversation with you. We will coordinate with Mr. Gomer to schedule.

Sara Higgins (she/her/hers), **Director of Operations**
Ann Arbor City Administrator's Office | Guy C. Larcom City Hall | 301 E. Huron, 3rd Floor · Ann Arbor · MI · 48104
734.794.6110 (O) · 734.994.8296 (F) | Internal Extension 41102
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1824-2024

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Ann Arbor, Michigan 48104
734-794-6161

From: [McCormick, Sue](#)
To: [Higgins, Sara](#); [Taylor, Christopher \(Mayor\)](#)
Cc: [Dohoney Jr., Milton](#); [Hutchinson, Nicholas](#); [Harrison, Venita](#); [Gomer, Johnathan](#)
Subject: Re: Brockman & Ives Woods
Date: Sunday, December 1, 2024 7:46:09 AM

Thank you, Sara.

Sent via the Samsung Galaxy S22 5G, an AT&T 5G smartphone
Get [Outlook for Android](#)


From: Higgins, Sara <SHiggins@a2gov.org>
Sent: Tuesday, November 26, 2024 3:45:13 PM
To: Taylor, Christopher (Mayor) <CTaylor@a2gov.org>
Cc: Dohoney Jr., Milton <MDohoney@a2gov.org>; McCormick, Sue <SueMcCormick@a2gov.org>; Hutchinson, Nicholas <NHutchinson@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>; Gomer, Johnathan <JGomer@a2gov.org>
Subject: RE: Brockman & Ives Woods

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301 East Huron Street
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734-794-6161

From: [Higgins, Sara](#)
To: [Taylor, Christopher \(Mayor\)](#)
Cc: [Dohoney Jr., Milton](#); [McCormick, Sue](#); [Hutchinson, Nicholas](#); [Harrison, Venita](#); [Gomer, Johnathan](#)
Subject: RE: Brockman & Ives Woods
Date: Tuesday, November 26, 2024 3:45:16 PM

Mayor,

Ms. McCormick and Mr. Hutchinson would be more than happy to have this conversation with you. We will coordinate with Mr. Gomer to schedule.

Sara Higgins (she/her/hers), **Director of Operations**

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Mayor of the City of Ann Arbor
301 East Huron Street
Ann Arbor, Michigan 48104
734-794-6161

From: [Dohoney Jr., Milton](#)
To: [Higgins, Sara](#)
Subject: RE: Brockman & Ives Woods
Date: Tuesday, November 26, 2024 2:15:00 PM

The Mayor is asking for a conversation about it so let's get Sue, & Nick to speak with him directly. His reaction will dictate what steps come next.

MD

Milton Dohoney Jr., City Administrator

Ann Arbor City Administrator's Office | Guy C. Larcom City Hall|301 E. Huron, 3rd Floor · Ann Arbor · MI · 48104
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From: Higgins, Sara <SHiggins@a2gov.org>
Sent: Tuesday, November 26, 2024 2:10 PM
To: Dohoney Jr., Milton <MDohoney@a2gov.org>
Subject: FW: Brockman & Ives Woods

Sue made a few suggested options below. Do you have a preferred route?

Sara Higgins (she/her/hers), **Director of Operations**

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ANN ARBOR BICENTENNIAL
1824-2024

From: Hutchinson, Nicholas <NHutchinson@a2gov.org>
Sent: Monday, November 25, 2024 1:49 PM
To: McCormick, Sue <SueMcCormick@a2gov.org>; Dohoney Jr., Milton <MDohoney@a2gov.org>
Cc: Higgins, Sara <SHiggins@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>; Gomer, Johnathan <JGomer@a2gov.org>
Subject: RE: Brockman & Ives Woods

Sorry to jump in here with another correction. Harding/Wallingford is scheduled for 2025 construction. Brockman is in 2026. My apologies.

Nick

From: McCormick, Sue <SueMcCormick@a2gov.org>
Sent: Monday, November 25, 2024 1:47 PM
To: Dohoney Jr., Milton <MDohoney@a2gov.org>
Cc: Hutchinson, Nicholas <NHutchinson@a2gov.org>; Higgins, Sara <SHiggins@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>; Gomer, Johnathan <JGomer@a2gov.org>
Subject: RE: Brockman & Ives Woods

Sorry, I'm already 1 budget year ahead. Construction is currently slated for the 2026 summer season.

From: McCormick, Sue
Sent: Monday, November 25, 2024 1:40 PM
To: Dohoney Jr., Milton <MDohoney@a2gov.org>
Cc: Hutchinson, Nicholas <NHutchinson@a2gov.org>; Higgins, Sara <SHiggins@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>; Gomer, Johnathan <JGomer@a2gov.org>
Subject: FW: Brockman & Ives Woods

CA Dohoney,

Note, both projects are in the 3rd Ward and are being planned for next year.

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To: Dohoney Jr., Milton <MDohoney@a2gov.org>; Higgins, Sara <SHiggins@a2gov.org>; McCormick, Sue <SueMcCormick@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>; Gomer, Johnathan <JGomer@a2gov.org>

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734-794-6161

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To: [Dohoney Jr., Milton](#)
Subject: FW: Brockman & Ives Woods
Date: Tuesday, November 26, 2024 2:09:43 PM

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Cc: Hutchinson, Nicholas <NHutchinson@a2gov.org>; Higgins, Sara <SHiggins@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>; Gomer, Johnathan <JGomer@a2gov.org>
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Cc: [Hutchinson, Nicholas](#); [Higgins, Sara](#); [Harrison, Venita](#); [Gomer, Johnathan](#)
Subject: RE: Brockman & Ives Woods
Date: Monday, November 25, 2024 1:46:47 PM

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734-794-6161

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Cc: [Hutchinson, Nicholas](#); [Higgins, Sara](#); [Harrison, Venita](#); [Gomer, Johnathan](#)
Subject: FW: Brockman & Ives Woods
Date: Monday, November 25, 2024 1:39:58 PM

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Date: Monday, November 25, 2024 1:05:22 PM

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Christopher

Christopher Taylor (he/him)
Mayor of the City of Ann Arbor
301 East Huron Street
Ann Arbor, Michigan 48104
734-794-6161

From: [McCormick, Sue](#)
To: [Radina, Travis](#)
Cc: [Hutchinson, Nicholas](#); [Dohoney Jr., Milton](#); [Higgins, Sara](#)
Subject: RE: Wallingford Curve Meeting and Request for Support
Date: Wednesday, November 20, 2024 9:37:06 AM

CM Radina

From my discussion with our team, the resident appears to have mischaracterized the meeting a bit. The meeting on the Harding/Wallingford intersection was held over Zoom, which has been a common practice ever since the pandemic. There are various advantages to this approach early in the process, such as better enabling everyone to participate by recognizing one person or question at a time and enabling those in attendance to type their questions in the chat so that staff can answer them. The intent is not to leave anyone out but rather to give all attendees the opportunity to be heard. On occasion a small number of people can dominate a conversation, preventing others from asking questions, sharing observations or concerns, as sometimes happens at in-person public meetings.

Every participant should have been able to submit questions and comments, and staff answered all the questions that were received. There were some comments posted as statements that were not responded to at the meeting. All the comments submitted during the meeting were captured, so we have that information. Staff is planning to follow-up with a Q&A summary from the meeting and post it on the website, so that is available for residents and will demonstrate that we responded to all the questions. A comment log could be included as well.

We approached this meeting from the standpoint of information sharing, with the starting point being that some sort of change would be made to this intersection during the project. We presented a concept drawing of the changes that were being considered and welcomed resident feedback, but it was not our intent to ask the residents if they wanted the intersection modified. Some appeared to expect an opportunity to vote a modification up or down.

The approach to the intersection modification is responsive to Resolution R-22-330 which directs staff to evaluate these types of changes on capital projects. This is location where making a change makes sense. The proposed modification would shorten the pedestrian crossing distance in an area close to two schools as well as reduce traffic speed at the intersection. These improvements are the types of results that the Resolution seeks in its instruction to staff.

Please let me know if you would like to meet to discuss the path forward with Nick and I and suggest dates and times of your availability.

Best regards,

Sue

From: McCormick, Sue <SueMcCormick@a2gov.org>
Sent: Saturday, November 16, 2024 9:21 AM
To: Radina, Travis <TRadina@a2gov.org>; Dohoney Jr., Milton <MDohoney@a2gov.org>;
Hutchinson, Nicholas <NHutchinson@a2gov.org>
Cc: Higgins, Sara <SHiggins@a2gov.org>
Subject: Re: Wallingford Curve Meeting and Request for Support

Thank you for sharing the residents comments and your concerns as well. I'm copying Nick and seeking information regarding the approach for the meeting. I am unfamiliar with whether such an approach has been used previously and why it was used here.

I am surprised that you were not made aware of the meeting since I have observed such notice to councilmembers is a standard practice.

I will set up a meeting for you and I to meet with Nick and talk about our path forward.

Sent via the Samsung Galaxy S22 5G, an AT&T 5G smartphone
Get [Outlook for Android](#)

From: Radina, Travis <TRadina@a2gov.org>
Sent: Friday, November 15, 2024 5:21:11 PM
To: McCormick, Sue <SueMcCormick@a2gov.org>; Dohoney Jr., Milton <MDohoney@a2gov.org>
Cc: Higgins, Sara <SHiggins@a2gov.org>
Subject: Fw: Wallingford Curve Meeting and Request for Support

Hi Sue -

Please find the email below from one of the residents who will be most impacted by this project.

I'm hoping that I can have a follow up conversation in the near future to better

understand how this meeting went from a City perspective, to understand the data to support any changes at this intersection, and to better understand the additional cost associated with the proposed changes and why they are being prioritized at this time. Are there some times that work well for you?

I also am a little concerned with how this meeting may have been perceived by neighbors — and from a customer service standpoint, that it may have done more harm than good, after I told them that public engagement opportunities were coming for them to share concerns, ask questions, etc.

Finally, do we have a process in place to notify CMs when these public engagement opportunities are happening on their wards? Often, residents expect us to be at them if we are available, I don't believe I saw any notice of this (unless I missed something?).

Thank you, in advance.

Travis

—

Travis Radina
Mayor Pro Tem | Councilmember, Ward 3
(he|him|his)

From: Gina Katz <[REDACTED]>
Sent: Friday, November 15, 2024 12:02:30 PM
To: [REDACTED] <[REDACTED]> Radina, Travis <TRadina@a2gov.org>; Ghazi Edwin, Ayesha <AGhaziEdwin@a2gov.org>
Cc: Anderson, Tracy <TAnderson@a2gov.org>; Liu, Luke <YLiu@a2gov.org>; Isaac, Jasmine <JIsaac@a2gov.org>; Peter Katz <[REDACTED]>
Subject: Wallingford Curve Meeting and Request for Support

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Dear Councilmember Travis Radina, Councilmember Ayesha Ghazi Edwin and Transportation Commission Chair Bret Hautamaki:

Last night was the meeting with the City engineers about the proposed design change of Wallingford Road in connection with the utilities project on Harding Road. In short, the meeting was unacceptable. The participants from the City (copied) set up the Zoom meeting with no transparency. We could not see who was on the call, we could not comment or question openly and the ability to talk was muted. We are concerned that the

engineers were not being truthful when they told our City Councilmembers that there was not yet a plan as they very clearly have a plan and it will totally affect our home and change the road.

We were blocked from making any comments or asking questions during the Q&A session. We asked multiple questions that were ignored while others were able to comment or ask questions only by typing them into a chat where the moderator decided if they wanted to put the questions forward or not. We have over 50 residents that are in opposition of any change to the curve and our home is most affected by a change and we had to call a neighbor to ask questions for us because the people running the meeting refused to acknowledge us.

One of the engineers mentioned that there has only been 1 accident in 10 years and that it did not involve a pedestrian but a car hitting a parked car. He also mentioned that there has not been one request to address safety concerns at this intersection. Also, there has not been any traffic study completed to assess the traffic on our street. As we have told you, there is no traffic on Wallingford. This drastic change is completely unnecessary and it is clear the engineers want to do it merely because they can. And that is how it was presented.

They are using the City Council resolution to try to convince us that the City has determined that work like this should be completed. The resolution is not nearly as far reaching as they stated and, even if they have the authority, there's no reason to do this other than to spend money on a pet project. Anybody who lives in our area would tell you the money should be spent on numerous other dangerous areas that have concerned residents for years.

So far we have more than 50 Ives Woods residents in opposition, many of which are frustrated the city has long ignored safety issues at other intersections and the crumbling roads in our area. Even the picture the engineers used to show the proposed changes to the roads really only highlight that the road conditions are disastrous and far more dangerous than any curvature. We don't want to spend time on this as it's not a good use of time for the City or us frankly. It's much easier and more productive if the City will acknowledge and honor the desires of the neighborhood and move on to something more helpful in reducing safety risks.

At this point, we are formally seeking support from City Council and the Transportation Commission to oppose any changes to the design of Wallingford Road. We'd like the Transportation Commission to support our request and allocate the effort and funds towards other more pressing traffic and safety concerns in our neighborhood.

The following attachments are included in this email:

- the current list of residents in opposition of any change to the street design at Wallingford

- a list of streets and intersections neighbors are more concerned about and would like to see fixed
- the original design for the neighborhood from the 1920s
- a photo of the proposed changes to the road

Please let us know about next steps and thank you for your consideration.

Take Care,

Peter and Gina Katz

From: [McCormick, Sue](#)
To: [Radina, Travis](#)
Cc: [Hutchinson, Nicholas](#); [Dohoney Jr., Milton](#); [Higgins, Sara](#)
Subject: RE: Wallingford Curve Meeting and Request for Support
Date: Wednesday, November 20, 2024 9:33:08 AM

CM Radina

From my discussion with our team, the resident appears to have mischaracterized the meeting a bit. The meeting on the Harding/Wallingford intersection was held over Zoom, which has been a common practice ever since the pandemic. There are various advantages to this approach early in the process, such as better enabling everyone to participate by recognizing one person or question at a time and enabling those in attendance to type their questions in the chat so that staff can answer them. The intent is not to leave anyone out but rather to give all attendees the opportunity to be heard. On occasion a small number of people can dominate a conversation, preventing others from asking questions, sharing observations or concerns, as sometimes happens at in-person public meetings.

Every participant should have been able to submit questions and comments, and staff answered all the questions that were received. There were some comments posted as statements that were not responded to at the meeting. All the comments submitted during the meeting were captured, so we have that information. Staff is planning to follow-up with a Q&A summary from the meeting and post it on the website, so that is available for residents and will demonstrate that we responded to all the questions. A comment log could be included as well.

We approached this meeting from the standpoint of information sharing, with the starting point being that some sort of change would be made to this intersection during the project. We presented a concept drawing of the changes that were being considered and welcomed resident feedback, but it was not our intent to ask the residents if they wanted the intersection modified. Some appeared to expect an opportunity to vote a modification up or down.

The approach to the intersection modification is responsive to Resolution R-22-330 which directs staff to evaluate these types of changes on capital projects. This is location where making a change makes sense. The proposed modification would shorten the pedestrian crossing distance in an area close to two schools as well as reduce traffic speed at the intersection. These improvements are the types of results that the Resolution seeks in its instruction to staff.

Please let me know if you would like to meet to discuss the path forward with Nick and I and suggest dates and times of your availability.

Best regards,

Sue

From: McCormick, Sue
Sent: Tuesday, November 19, 2024 4:17 PM
To: Hutchinson, Nicholas <NHutchinson@a2gov.org>
Cc: Harrison, Venita <VHarrison@a2gov.org>
Subject: RE: Wallingford Curve Meeting and Request for Support

I guess I should respond, given that I said I would and seek a time to meet. Thanks Nick.

Sue

From: Hutchinson, Nicholas <NHutchinson@a2gov.org>
Sent: Tuesday, November 19, 2024 4:14 PM
To: McCormick, Sue <SueMcCormick@a2gov.org>
Cc: Harrison, Venita <VHarrison@a2gov.org>
Subject: RE: Wallingford Curve Meeting and Request for Support

That's fine. Do you want to send it or do you want me to? (Just making sure nothing falls through the cracks).

Nick

From: McCormick, Sue <SueMcCormick@a2gov.org>
Sent: Tuesday, November 19, 2024 4:11 PM
To: Hutchinson, Nicholas <NHutchinson@a2gov.org>
Cc: Anderson, Tracy <TAnderson@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>; Isaac, Jasmine <JIsaac@a2gov.org>
Subject: RE: Wallingford Curve Meeting and Request for Support

Nicely done. I suggested below a slight rewording to the last sentence.

Sue

From: Hutchinson, Nicholas <NHutchinson@a2gov.org>
Sent: Tuesday, November 19, 2024 4:06 PM

To: McCormick, Sue <SueMcCormick@a2gov.org>

Cc: Anderson, Tracy <TAnderson@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>; Isaac, Jasmine <JIsaac@a2gov.org>

Subject: RE: Wallingford Curve Meeting and Request for Support

Version to review for sending to CM Radina:

The resident appears to have mischaracterized the meeting a bit. The meeting on the Harding/Wallingford intersection was held over Zoom, which has been a common practice ever since the pandemic. There are various advantages to this, such as better enabling everyone to participate by recognizing one person or question at a time, or to type their questions in the chat so that staff can answer them. The intent is not to leave anyone out, but prevent a small number of people from dominating the conversation, as sometimes happens at in-person public meetings.

Every participant should have been able to submit questions and comments, and staff answered all of the questions that were received. Granted, there were some comments posted as statements rather than questions, and those were not necessarily addressed at the meeting. However, all of the comments submitted during the meeting were captured, so we have all of that information. Staff is planning to follow up with a Q&A summary from the meeting and post it on the website, so that we can have that available for residents and demonstrate that we responded to all the questions. This could potentially include a comment log as well.

We approached this meeting from the standpoint of information sharing, with the starting point being that we are going to make some sort of change to this intersection. We presented a concept drawing of the changes that were being considered. Residents are always able to provide feedback, but we were not intending to ask residents if they wanted the intersection modified, or provide them an opportunity to “vote” on it, as some appeared to expect.

Staff was following the direction of Resolution R-22-330 to evaluate these types of changes on capital projects, and this is a location where making a change makes sense. The proposed change would shorten pedestrian crossing distance in an area close to two schools, which is precisely the kind of improvement that the Resolution directs staff to evaluate.

Please let me know if you are interested in a meeting to discuss further, and we can coordinate a time.

From: McCormick, Sue <SueMcCormick@a2gov.org>

Sent: Tuesday, November 19, 2024 11:56 AM

To: Hutchinson, Nicholas <NHutchinson@a2gov.org>
Cc: Anderson, Tracy <TAnderson@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>; Isaac, Jasmine <JIsaac@a2gov.org>
Subject: Re: Wallingford Curve Meeting and Request for Support

Agreed. Sending the reply and offering to meet makes sense. Happy to join if you like. I will be in the office tomorrow and next Monday but not next wednesday.

Sent via the Samsung Galaxy S22 5G, an AT&T 5G smartphone
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From: Hutchinson, Nicholas <NHutchinson@a2gov.org>
Sent: Tuesday, November 19, 2024 9:30:36 AM
To: McCormick, Sue <SueMcCormick@a2gov.org>
Cc: Anderson, Tracy <TAnderson@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>; Isaac, Jasmine <JIsaac@a2gov.org>
Subject: RE: Wallingford Curve Meeting and Request for Support

Okay, I can rewrite it to make it more appropriate for a communication to CM Radina. I don't necessarily feel the need to meet with him myself, but it did seem like he was requesting it.

Nick

From: McCormick, Sue <SueMcCormick@a2gov.org>
Sent: Tuesday, November 19, 2024 9:22 AM
To: Hutchinson, Nicholas <NHutchinson@a2gov.org>
Cc: Anderson, Tracy <TAnderson@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>; Isaac, Jasmine <JIsaac@a2gov.org>
Subject: RE: Wallingford Curve Meeting and Request for Support

Ok, let's reconstruct the language, but the overall message is appropriate. I took a shot at the first paragraph but do not want to put words in your mouth and trust you will send a next rendition when your ready to respond and/or suggest a meeting with CM Radina.

From: Hutchinson, Nicholas <NHutchinson@a2gov.org>
Sent: Monday, November 18, 2024 7:32 PM
To: McCormick, Sue <SueMcCormick@a2gov.org>
Cc: Anderson, Tracy <TAnderson@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>; Isaac, Jasmine <JIsaac@a2gov.org>
Subject: RE: Wallingford Curve Meeting and Request for Support

Sue,

Replying here to you before replying to Milton and CM Radina.

The resident appears to have mischaracterized the meeting a bit. The meeting was held over Zoom, which has been a common practice ever since the pandemic. There are various advantages to this, such as being better able to enabling everyone to participate by recognizing one person at a time to speak, or to type their questions/comments in the chat so that staff can answer them. The intent is not to leave anyone out, but prevent one or a few from preventing others from being heard, as is sometimes happens in open public meetings.

Every participant should have been able to submit questions and comments, and staff answered all of the questions that were received. Granted, there were some comments posted as statements rather than questions, and those were not necessarily addressed at the meeting. However, I believe all of the comments submitted during the meeting were captured, so we have all of that information (Tracy or Jasmine, please correct me if I'm wrong there). One thing that we are planning to do is to follow up with a Q&A summary from the meeting and post it on the website, so that we can have that available for residents and demonstrate that we addressed all the questions.

We approached this meeting from an information standpoint, with the starting point being that we were going to make some sort of change to this intersection, and we presented a concept drawing of what we were looking at. Residents are always able to provide feedback, but I think they thought that this was going to be a situation where we were asking them if they wanted this or not, which was not the case. We were following the direction of the noted resolution to consider making these types of changes on our capital projects, and this is a location where making a change makes sense.

The question of "data" to support the change comes up here. To be blunt, we don't have any, and I'm not sure gathering any is that relevant. We know Harding & Wallingford are local streets and likely have pretty low traffic volumes. But the change would shorten pedestrian crossing distance in an area close to two schools, which is the kind of improvements that the resolution is looking to have us implement.

I would be happy to meet with CM Radina to discuss. Let me know if you need me to set that up.

Nick

From: McCormick, Sue <SueMcCormick@a2gov.org>

Sent: Saturday, November 16, 2024 9:21 AM

To: Radina, Travis <TRadina@a2gov.org>; Dohoney Jr., Milton <MDohoney@a2gov.org>; Hutchinson, Nicholas <NHutchinson@a2gov.org>

Cc: Higgins, Sara <SHiggins@a2gov.org>

Subject: Re: Wallingford Curve Meeting and Request for Support

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Sent via the Samsung Galaxy S22 5G, an AT&T 5G smartphone

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From: Radina, Travis <TRadina@a2gov.org>

Sent: Friday, November 15, 2024 5:21:11 PM

To: McCormick, Sue <SueMcCormick@a2gov.org>; Dohoney Jr., Milton <MDohoney@a2gov.org>

Cc: Higgins, Sara <SHiggins@a2gov.org>

Subject: Fw: Wallingford Curve Meeting and Request for Support

Hi Sue -

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I'm hoping that I can have a follow up conversation in the near future to better understand how this meeting went from a City perspective, to understand the data to support any changes at this intersection, and to better understand the additional cost associated with the proposed changes and why they are being prioritized at this time. Are there some times that work well for you?

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Travis

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Travis Radina
Mayor Pro Tem | Councilmember, Ward 3
(he|him|his)

From: Gina Katz <[REDACTED]>
Sent: Friday, November 15, 2024 12:02:30 PM
To: [REDACTED] <[REDACTED]> Radina, Travis <TRadina@a2gov.org>; Ghazi Edwin, Ayesha <AGhaziEdwin@a2gov.org>
Cc: Anderson, Tracy <TAnderson@a2gov.org>; Liu, Luke <YLiu@a2gov.org>; Isaac, Jasmine <JIsaac@a2gov.org>; Peter Katz <[REDACTED]>
Subject: Wallingford Curve Meeting and Request for Support

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One of the engineers mentioned that there has only been 1 accident in 10 years and that it did not involve a pedestrian but a car hitting a parked car. He also mentioned that there has not been one request to address safety concerns at this intersection. Also, there has not been any traffic study completed to assess the traffic on our street. As we have told you, there is no traffic on Wallingford. This drastic change is completely unnecessary and it is clear the engineers want to do it merely because they can. And that is how it was presented.

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- a list of streets and intersections neighbors are more concerned about and would like to see fixed
- the original design for the neighborhood from the 1920s
- a photo of the proposed changes to the road

Please let us know about next steps and thank you for your consideration.
Take Care,
Peter and Gina Katz

From: [Michigan Law360](#)
To: [Taylor, Christopher \(Mayor\)](#)
Subject: Loper Bright Can't Save DTE Safety Appeal, Mich. Court Says
Date: Wednesday, November 20, 2024 5:59:09 AM

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Michigan

WEDNESDAY, NOVEMBER 20, 2024



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TOP NEWS

Loper Bright Can't Save DTE Safety Appeal, Mich. Court Says

By Carolyn Muyskens

A Michigan appellate court was not persuaded by an energy company's invocation of the demise of the Chevron agency-deference doctrine, affirming on Monday a safety citation issued to the company after an employee's death and ruling that the state never followed Chevron deference anyway.

Opinion attached | [Read full article »](#) | [Save to favorites »](#)

No Coverage Owed For 1977 Auto Crash, Mich. Panel Rules

By Ganesh Setty

A man who was injured in a 1977 automobile accident cannot get no-fault injury benefits from an auto insurer decades later, a Michigan appeals court ruled, finding there's no evidence the insurer either issued benefits payments for the man or that a claim was ever filed for him.

Opinion attached | [Read full article »](#) | [Save to favorites »](#)

Detroit Casino Must Face Narrowed COVID Vax Bias Suit

By Grace Elletson

A Michigan federal judge refused to toss a religious bias suit from a worker who said the MGM Grand Detroit fired him for refusing to get a COVID-19 vaccination, ruling a jury should decide whether the casino could have accommodated his beliefs by letting him skip the job.

Opinion attached | [Read full article »](#) | [Save to favorites »](#)

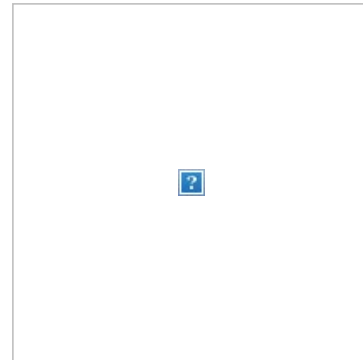
LITIGATION

NHTSA Letter Unmoots Fire Risk Claims, Ford Drivers Say

By Danielle Ferguson

Drivers seeking another shot at their tossed case claiming they overpaid for Ford vehicles that spontaneously catch fire say new evidence shows the recall that mooted their claims didn't fix the alleged fuel injector defect, telling a Michigan federal judge Tuesday regulators' concern over the recall's adequacy supports renewing their allegations.

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LAW FIRMS IN TODAY'S NEWS

Aidala Bertuna
Anderson & Kreiger
Anderson & Wanca
Bradley Arant
Bush Seyferth
Caldwell Carlson
Collins Einhorn
Cravath Swaine

Brief

Fish & Wildlife Settles Claims It Polluted Property

By Danielle Ferguson

The U.S. Fish and Wildlife Service has settled a lawsuit alleging its disposal of large quantities of a chemical pesticide contaminated a property near Lake Michigan, the federal government has said, months after the Civilian Board of Contract Appeals ruled the government was liable for the property's diminished value.

Settlement attached | [Read full article »](#) | [Save to favorites »](#)

EXPERT ANALYSIS

The Bar Needs More Clarity On The Discovery Objection Rule

Almost 10 years after Federal Rule of Civil Procedure 34 was amended, attorneys still seem confused about what they should include in objections to discovery requests, and until the rules committee provides additional clarity, practitioners must beware the steep costs of noncompliance, says Tristan Ellis at Shanies Law Office.

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LEGAL INDUSTRY

Cravath Matches Milbank On 2024 Associate Bonuses

By Aebra Coe

Longtime legal compensation leader Cravath Swaine & Moore LLP has reportedly announced year-end and special bonuses for its associates in line with those offered by peer law firm Milbank LLP over the summer and earlier this month.

[Read full article »](#) | [Save to favorites »](#)

Law Firms Set To Close Out 2024 With Near-Record Billing

By Tracey Read

Amid high demand, billing rates at U.S. law firms were up 9% during the first nine months of 2024 compared to this time last year, revealing the industry is on track to see strong year-end financial results, according to survey results released Tuesday by Wells Fargo Private Bank.

[Read full article »](#) | [Save to favorites »](#)

Legal Tech Co. Sues For AI Company's IP Release In Del.

By Jeff Montgomery

A U.S. company formed to use proprietary artificial intelligence and other tech and metrics to analyze witness credibility and emotions in legal proceedings has sued an Italian firm alleging breach of a contract duty to hand over essential, licensed intellectual property.

Complaint attached | [Read full article »](#) | [Save to favorites »](#)

Mass. Justices Uphold Degree Requirement For Bar Exam

By Brian Dowling

A Massachusetts man who never attended college or law school won't be allowed to sit for the bar exam despite his decades of pro se experience and legal writing done for an area attorney, the state's high court ruled Tuesday.

Opinion attached | [Read full article »](#) | [Save to favorites »](#)

Ex-US Attorneys See Risks In Working Under Gaetz

By Chris Villani

Some prospective U.S. attorneys may think twice about joining the U.S.

Cross & Simon
Day Pitney
Douglas W. Crim PLC
Griffin Durham
Gupta Wessler
Hagens Berman
Harding Law Firm LLC
Jackson Lewis PC
Milbank LLP
Morrison Foerster
NechelesLaw
Pierson Law LLC
Razor Law Firm
Robins Kaplan
Schaerr Jaffe
The Miller Law Firm PC
(Rochester, MI)
Warner Norcross

COMPANIES IN TODAY'S NEWS

American Bar Association
Chevron Corp.
Collins Aerospace Inc.
Compass Minerals International, Inc.
DTE Energy Co.
Ford Motor Co.
Google LLC
JPMorgan Chase & Co.
MGM Grand Hotel LLC
McKesson Corp.
Michael Kors Holdings Ltd.
The Goldman Sachs Group Inc.
The Leadership Conference on Civil & Human Rights
Viking Global Investors LP
Wells Fargo & Co.

GOVERNMENT AGENCIES IN TODAY'S NEWS

Delaware Court of Chancery
Federal Bureau of Investigation
Federal Communications Commission
Fish and Wildlife Service
Georgia Court of Appeals
Ingham County Circuit Court
Manhattan District Attorney's Office
Massachusetts Supreme Judicial Court
Michigan Supreme Court
National Highway Traffic Safety

Department of Justice if Matt Gaetz ends up in charge, veterans of the position told Law360.

[Read full article »](#) | [Save to favorites »](#)

Senate Confirms Oregon Judge Following Many GOP Hurdles

By Courtney Bublé

The Senate voted 51-44 on Tuesday to confirm Magistrate Judge Mustafa Taher Kasubhai to the District of Oregon following hours of Republicans' delay tactics the night before.

[Read full article »](#) | [Save to favorites »](#)

Senate Confirms 5th Lame-Duck Judge

By Courtney Bublé

The Senate voted 50-44 on Tuesday evening to confirm Sarah French Russell, law professor and director of the Legal Clinic at Quinnipiac University School of Law, to become a judge in the District of Connecticut.

[Read full article »](#) | [Save to favorites »](#)

DA Says Trump Sentencing Could Be Delayed Until 2029

By Frank G. Runyeon

Manhattan prosecutors on Tuesday suggested that President-elect Donald Trump's criminal sentencing could be delayed until after he serves out his next term, but urged a judge not to throw out his conviction over an alleged hush money scheme.

Letter attached | [Read full article »](#) | [Save to favorites »](#)

Analysis

In 'Perplexing' Move, Ga. Appeals Court Cuts Trump Oral Args

By Kelcey Caulder

Attorneys described the Georgia Court of Appeals' decision this week to cancel oral arguments over whether Fulton County District Attorney Fani Willis should be disqualified from the election interference case against former President Donald Trump and his co-defendants as "perplexing," saying it may be the result of Trump's recent reelection or simply having enough information already to make a decision.

Order attached | [Read full article »](#) | [Save to favorites »](#)

High Court Urged To Let Courts Scrutinize Agency Rulings

By Allison Grande

District courts should be allowed to question rather than grant "absolute deference" to the Federal Communications Commission's interpretation of key statutory terms in the Telephone Consumer Protection Act, a chiropractic group contended Monday in calling on the U.S. Supreme Court to revive a junk fax class action.

Brief attached | [Read full article »](#) | [Save to favorites »](#)

UK IP Firm AA Thornton To Become Part Of Venner Shipley

By Adam Lidgett

European firm Venner Shipley is expanding by snapping up the lawyers at London-based AA Thornton, growing its bench with expertise in the intellectual property area.

[Read full article »](#) | [Save to favorites »](#)

NY Judge Rejects Ozy Media CEO's DQ Bid Over Investments

By Jack Karp

U.S. District Judge Eric R. Komitee of New York's Eastern District on Tuesday refused to step aside from former Ozy Media CEO Carlos Watson's fraud and identity theft case, slamming as meritless Watson's effort to undo

Administration

New York Attorney General's Office

New York Supreme Court, New York County

Occupational Safety and Health Administration

U.S. Attorney's Office for the Eastern District of New York

U.S. Civilian Board of Contract Appeals

U.S. Court of Appeals for the Second Circuit

U.S. Department of Justice

U.S. District Court for the District of Columbia

U.S. District Court for the District of Connecticut

U.S. District Court for the District of Oregon

U.S. District Court for the Eastern District of Michigan

U.S. District Court for the Eastern District of New York

U.S. District Court for the Southern District of New York

U.S. District Court for the Western District of Michigan

U.S. General Services Administration

U.S. Supreme Court

United States District Court for the District of South Dakota

his convictions over the judge's financial investments.

Opinion attached | [Read full article »](#) | [Save to favorites »](#)

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From: [Ashley Oberheide](#)
To: [Ghazi Edwin, Ayesha](#)
Cc: [Radina, Travis](#); [Gina Katz](#); [Resurfacing](#); [Christopher Taylor](#)
Subject: Re: Ives Woods - changes in roads
Date: Tuesday, November 19, 2024 11:48:33 AM

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Hello all,

I want to circle back with this post the city input meeting. We weren't able to attend virtually but we heard that questions we all had that were submitted were not showcased and not selected to be read. I'm concerned that the voices of the community are not being heard.

Jon and I are disappointed in the experience online for public input in which didn't showcase the public input and the engineering team the neighborhood found unprepared to respond to the questions that were asked.

We want to again flag that we and all informed neighbors we've spoken to are against any changes to our curving roads in Ives Woods.

We would be for:

- saving funds for projects that do have a safety or functional change need (this one does not have either)
- filling the many extensive holes in the roads
- traffic calming and rerouting of the cut through that is Ives Woods

Please let us know how we can all make our voices more heard.

Thank you,
Ashley

On Tue, Oct 15, 2024, 5:30 PM Ghazi Edwin, Ayesha <AGhaziEdwin@a2gov.org> wrote:

Hello all,

Thank you, CM Radina, for providing these helpful resources on resurfacing and for the information regarding the Harding/Wallingford intersection. Ashley, thank you for reaching out to us about these important issues. Regarding Harding/Wallingford - I have also spoken with city staff and received the same updates that CM Radina shared regarding the project. I plan to stay in close contact with staff as this evolves. As they emphasized, this is still very early in the process, and a design has not yet been conceptualized.

I will continue to work with staff to ensure there is adequate community engagement with neighborhood residents as the project develops. I look forward to staying in touch with all of you as I receive new information. Please don't hesitate to reach out to us with additional questions!

Best regards,

Ayesha Ghazi Edwin
Ann Arbor City Council Member, Ward 3
Pronouns: she/her/hers ([what's this?](#))

[City of Ann Arbor](#)

[301 E. Huron St.](#)

[Ann Arbor, MI 48104](#)

<https://www.a2gov.org/>

From: Radina, Travis <TRadina@a2gov.org>

Sent: Tuesday, October 15, 2024 3:07 PM

To: Ashley Oberheide <ashley.██████████>

Cc: Ghazi Edwin, Ayesha <AGhaziEdwin@a2gov.org>; Gina Katz <██████████>

Resurfacing <Resurfacing@a2gov.org>

Subject: Re: Ives Woods - changes in roads

Hi Ashley,

I've cc:ed Resurfacing@a2gov.org – which is where residents can submit resurfacing requests – so that your feedback is included in the public support component of the scoring process.

You can see [How Ann Arbor Chooses Which Roads to Fix and When on this website](#). The streets you mentioned are in Poor Condition, but as of now, only Harding is scheduled for upcoming improvements as part of the upcoming Utility & Resurfacing project. There are several factors that go into the decision-making process on which streets to resurface, but – for now -- public support is one of the components (but likely not the determining component) in scoring:

Residents may submit requests via email to Resurfacing@a2gov.org or by phone at 734.794.6410. Staff also take into account issues submitted via [A2 Fix It](#).

If you would like to reach out to staff directly, please make sure to leave the following information:

- Name of the Street
- Limits (i.e. from First Street to Second Street)
- Your address and contact information (in case we have any questions)
- Any specific remarks or comments

The City of Ann Arbor uses PASER ratings to assist in determining what streets to treat and the best "fix" for each, and that data is fed into a public-facing dashboard, which can be found at www.a2gov.org/a2PavementCondition. This dashboard represents a snapshot of road conditions at a single point in time and is updated every two years with new PASER ratings. The PASER system is used by the City of Ann Arbor and other municipalities

throughout Michigan to evaluate the condition of road segments. The PASER system rates each segment on a scale of 1-10, with 1 being the worst condition, and 10 being the best condition (new pavement).

We use the same dashboard to publicly display upcoming projects, those can be found [here](#).

Travis

--

Travis Radina
Mayor Pro Tem | Councilmember, Ward 3
(he|him|his)

From: Ashley Oberheide <[ashley. \[REDACTED\]](mailto:ashley. [REDACTED])>
Date: Tuesday, October 15, 2024 at 2:03 PM
To: Radina, Travis <TRadina@a2gov.org>
Cc: Ghazi Edwin, Ayesha <AGhaziEdwin@a2gov.org>, Gina Katz <[\[REDACTED\]](mailto: [REDACTED])>
Subject: Re: Ives Woods - changes in roads

You don't often get email from [ashley. \[REDACTED\]](mailto:ashley. [REDACTED]) [Learn why this is important](#)

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Also, if we can get some eyes on our other neighborhood roads - they are all really rough IMHO :). Harding, Austin into Scottwood, etc. Can we ask the planner to ensure they allocate resources to those too as many are missing several layers of pavement across 3-5 feet wide and 10 feet + long sections.

Ferdon & Granger corner has also been considered the deepest concern for parents from Burns Park & Ives Woods. I joke that I'm going to start an instagram account with the 2-3 cars I see per day flat our miss or roll through at 20 MPH at that intersection. Can we do something major here please!

OK I think I got it all out,

Ashley

On Tue, Oct 15, 2024 at 1:48 PM Ashley Oberheide <[ashley. \[REDACTED\]](mailto:ashley. [REDACTED])>
wrote:

Thanks all. Appreciate the context.

On Tue, Oct 15, 2024 at 1:43 PM Radina, Travis <TRadina@a2gov.org> wrote:

Hi Ashley & Jon,

Thank you for reaching out. I have spoken with staff — including with the Public Services Area Administrator on Wednesday last week — about this upcoming project and to share neighbors concerns, and have learned a few things:

1. We are very early in the process (they couldn't even share a proposed design with me at this stage). There will be public/community engagement involved, where you will have the opportunity to share concerns and provide feedback on any proposal prior to it moving forward.
2. While staff is working toward a proposed design, nothing is final at this stage — and my understanding of the concept is that the intersection, alone, not the greater roadway is intended to be impacted by any shift in design — meaning there should be little additional impact on existing yard right of ways, beyond what may already be required for the planned utility project.
3. Based on my conversation, it is expected that the only potential change would be a reduction in impermeable, paved space at the intersection — likely resulting in slightly more green/lawn space for impacted neighbors after any possible change.

Please also know, this is not a standalone project proposal. It would be completed during an existing, necessary utility project, so there also should not be any additional disruption to the area beyond what is already required.

This is very early on, and I've asked staff to please keep me in the loop as any proposal progresses so that I can remain engaged with you and your neighbors, but please rest assured that there will be opportunities for you to engage throughout the design process.

All the Best,

—

Travis Radina
Mayor Pro Tem | Councilmember, Ward 3
(he|him|his)

From: Ashley Oberheide <[ashley. \[REDACTED\]](mailto:ashley. [REDACTED])>
Sent: Tuesday, October 15, 2024 1:39:24 PM
To: Radina, Travis <TRadina@a2gov.org>; Ghazi Edwin, Ayesha <AGhaziEdwin@a2gov.org>
Cc: Gina Katz <[\[REDACTED\]](mailto:[REDACTED])>
Subject: Ives Woods - changes in roads

Some people who received this message don't often get email from [ashley. \[REDACTED\]](mailto:ashley. [REDACTED]) [Learn why this is important](#)

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Hello Travis & Ayesha,

We are writing to share that we oppose the change to the Wallingford & Harding corner in Ives Woods. Like many of the Ives Woods neighbors that have discussed this change - we feel tax dollars could be put to better use as there is no issue we've been notified of here for the change + we feel that the charm of the neighborhood is in the less than regular roads and intersections. We don't want this charm to go away. We would be happy to learn more if there is a larger reason for the change at play.

Warm Regards,
Ashley & Jon Oberheide

--

Ashley Vartyak Oberheide

[ashley. \[REDACTED\]](mailto:ashley. [REDACTED])

[REDACTED] mobile

--

Ashley Vartyak Oberheide

[ashley.](#) [REDACTED]

[REDACTED] mobile

--

Ashley Vartyak Oberheide

[ashley.](#) [REDACTED]

[REDACTED] mobile

From: [Radina, Travis](#)
To: [Higgins, Sara](#); [McCormick, Sue](#); [Dohoney Jr., Milton](#); [Hutchinson, Nicholas](#)
Subject: Re: Wallingford Curve Meeting and Request for Support
Date: Sunday, November 17, 2024 1:26:24 PM

Thank you, Sara. Clearly, I missed the notice on my end

—
Travis Radina
Mayor Pro Tem | Councilmember, Ward 3
(he|him|his)

From: Higgins, Sara <SHiggins@a2gov.org>
Sent: Saturday, November 16, 2024 10:13:32 AM
To: McCormick, Sue <SueMcCormick@a2gov.org>; Radina, Travis <TRadina@a2gov.org>; Dohoney Jr., Milton <MDohoney@a2gov.org>; Hutchinson, Nicholas <NHutchinson@a2gov.org>
Subject: RE: Wallingford Curve Meeting and Request for Support

Good morning,

While folks are checking into this, attached for reference is our email regarding the meeting. As Sue mentioned, it's our standard practice to communicate meeting notices to the Mayor and Councilmembers in applicable wards.

Sara Higgins (she/her/hers), **Director of Operations**

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734.794.6110 (O) · 734.994.8296 (F) | Internal Extension 41102
shiggins@a2gov.org | www.a2gov.org

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1824-2024

From: McCormick, Sue <SueMcCormick@a2gov.org>
Sent: Saturday, November 16, 2024 9:21 AM
To: Radina, Travis <TRadina@a2gov.org>; Dohoney Jr., Milton <MDohoney@a2gov.org>; Hutchinson, Nicholas <NHutchinson@a2gov.org>
Cc: Higgins, Sara <SHiggins@a2gov.org>
Subject: Re: Wallingford Curve Meeting and Request for Support

Thank you for sharing the residents comments and your concerns as well. I'm copying Nick and seeking information regarding the approach for the meeting. I am unfamiliar

with whether such an approach has been used previously and why it was used here.

I am surprised that you were not made aware of the meeting since I have observed such notice to councilmembers is a standard practice.

I will set up a meeting for you and I to meet with Nick and talk about our path forward.

Sent via the Samsung Galaxy S22 5G, an AT&T 5G smartphone

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From: Radina, Travis <TRadina@a2gov.org>

Sent: Friday, November 15, 2024 5:21:11 PM

To: McCormick, Sue <SueMcCormick@a2gov.org>; Dohoney Jr., Milton <MDohoney@a2gov.org>

Cc: Higgins, Sara <SHiggins@a2gov.org>

Subject: Fw: Wallingford Curve Meeting and Request for Support

Hi Sue -

Please find the email below from one of the residents who will be most impacted by this project.

I'm hoping that I can have a follow up conversation in the near future to better understand how this meeting went from a City perspective, to understand the data to support any changes at this intersection, and to better understand the additional cost associated with the proposed changes and why they are being prioritized at this time. Are there some times that work well for you?

I also am a little concerned with how this meeting may have been perceived by neighbors — and from a customer service standpoint, that it may have done more harm than good, after I told them that public engagement opportunities were coming for them to share concerns, ask questions, etc.

Finally, do we have a process in place to notify CMs when these public engagement opportunities are happening on their wards? Often, residents expect us to be at them if we are available, I don't believe I saw any notice of this (unless I missed something?).

Thank you, in advance.

Travis

—

Travis Radina
Mayor Pro Tem | Councilmember, Ward 3
(he|him|his)

From: Gina Katz <[REDACTED]>
Sent: Friday, November 15, 2024 12:02:30 PM
To: [REDACTED] <[REDACTED]> Radina, Travis <TRadina@a2gov.org>; Ghazi Edwin, Ayesha <AGhaziEdwin@a2gov.org>
Cc: Anderson, Tracy <TAnderson@a2gov.org>; Liu, Luke <YLiu@a2gov.org>; Isaac, Jasmine <JIsaac@a2gov.org>; Peter Katz <[REDACTED]>
Subject: Wallingford Curve Meeting and Request for Support

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Dear Councilmember Travis Radina, Councilmember Ayesha Ghazi Edwin and Transportation Commission Chair Bret Hautamaki:

Last night was the meeting with the City engineers about the proposed design change of Wallingford Road in connection with the utilities project on Harding Road. In short, the meeting was unacceptable. The participants from the City (copied) set up the Zoom meeting with no transparency. We could not see who was on the call, we could not comment or question openly and the ability to talk was muted. We are concerned that the engineers were not being truthful when they told our City Councilmembers that there was not yet a plan as they very clearly have a plan and it will totally affect our home and change the road.

We were blocked from making any comments or asking questions during the Q&A session. We asked multiple questions that were ignored while others were able to comment or ask questions only by typing them into a chat where the moderator decided if they wanted to put the questions forward or not. We have over 50 residents that are in opposition of any change to the curve and our home is most affected by a change and we had to call a neighbor to ask questions for us because the people running the meeting refused to acknowledge us.

One of the engineers mentioned that there has only been 1 accident in 10 years and that it did not involve a pedestrian but a car hitting a parked car. He also mentioned that there has not been one request to address safety concerns at this intersection. Also, there has not been any traffic study completed to assess the traffic on our street. As we have told you, there is no traffic on Wallingford. This drastic change is completely unnecessary and it is clear the engineers want to do it merely because they can. And that is how it was

presented.

They are using the City Council resolution to try to convince us that the City has determined that work like this should be completed. The resolution is not nearly as far reaching as they stated and, even if they have the authority, there's no reason to do this other than to spend money on a pet project. Anybody who lives in our area would tell you the money should be spent on numerous other dangerous areas that have concerned residents for years.

So far we have more than 50 Ives Woods residents in opposition, many of which are frustrated the city has long ignored safety issues at other intersections and the crumbling roads in our area. Even the picture the engineers used to show the proposed changes to the roads really only highlight that the road conditions are disastrous and far more dangerous than any curvature. We don't want to spend time on this as it's not a good use of time for the City or us frankly. It's much easier and more productive if the City will acknowledge and honor the desires of the neighborhood and move on to something more helpful in reducing safety risks.

At this point, we are formally seeking support from City Council and the Transportation Commission to oppose any changes to the design of Wallingford Road. We'd like the Transportation Commission to support our request and allocate the effort and funds towards other more pressing traffic and safety concerns in our neighborhood.

The following attachments are included in this email:

- the current list of residents in opposition of any change to the street design at Wallingford
- a list of streets and intersections neighbors are more concerned about and would like to see fixed
- the original design for the neighborhood from the 1920s
- a photo of the proposed changes to the road

Please let us know about next steps and thank you for your consideration.

Take Care,
Peter and Gina Katz

From: [McCormick, Sue](#)
To: [Higgins, Sara](#); [Dohoney Jr., Milton](#); [Hutchinson, Nicholas](#)
Subject: Re: Wallingford Curve Meeting and Request for Support
Date: Sunday, November 17, 2024 7:48:18 AM

Thank you for sharing, Sara.

Sent via the Samsung Galaxy S22 5G, an AT&T 5G smartphone
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From: Higgins, Sara <SHiggins@a2gov.org>
Sent: Saturday, November 16, 2024 10:13:32 AM
To: McCormick, Sue <SueMcCormick@a2gov.org>; Radina, Travis <TRadina@a2gov.org>; Dohoney Jr., Milton <MDohoney@a2gov.org>; Hutchinson, Nicholas <NHutchinson@a2gov.org>
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Sara Higgins (she/her/hers), **Director of Operations**

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734.794.6110 (O) · 734.994.8296 (F) | Internal Extension 41102
shiggins@a2gov.org | www.a2gov.org

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From: McCormick, Sue <SueMcCormick@a2gov.org>
Sent: Saturday, November 16, 2024 9:21 AM
To: Radina, Travis <TRadina@a2gov.org>; Dohoney Jr., Milton <MDohoney@a2gov.org>; Hutchinson, Nicholas <NHutchinson@a2gov.org>
Cc: Higgins, Sara <SHiggins@a2gov.org>
Subject: Re: Wallingford Curve Meeting and Request for Support

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To: McCormick, Sue <SueMcCormick@a2gov.org>; Dohoney Jr., Milton <MDohoney@a2gov.org>

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—
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(he|him|his)

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Sent: Friday, November 15, 2024 12:02:30 PM
To: [REDACTED] <[REDACTED]> Radina, Travis <TRadina@a2gov.org>; Ghazi Edwin, Ayesha <AGhaziEdwin@a2gov.org>
Cc: Anderson, Tracy <TAnderson@a2gov.org>; Liu, Luke <YLiu@a2gov.org>; Isaac, Jasmine <JIsaac@a2gov.org>; Peter Katz <[REDACTED]>
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Peter and Gina Katz

From: [Higgins, Sara](#)
To: [McCormick, Sue](#); [Radina, Travis](#); [Dohoney Jr., Milton](#); [Hutchinson, Nicholas](#)
Subject: RE: Wallingford Curve Meeting and Request for Support
Date: Saturday, November 16, 2024 10:13:37 AM
Attachments: [RE Harding and Wallingford Intersection Reconfiguration Virtual Meeting - Thursday Nov. 14 6p.msg](#)

Good morning,

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Sara Higgins (she/her/hers), **Director of Operations**

Ann Arbor City Administrator's Office | Guy C. Larcom City Hall | 301 E. Huron, 3rd Floor · Ann Arbor · MI · 48104

734.794.6110 (O) · 734.994.8296 (F) | Internal Extension 41102

shiggins@a2gov.org | www.a2gov.org



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ANN ARBOR BICENTENNIAL
1824-2024

From: McCormick, Sue <SueMcCormick@a2gov.org>
Sent: Saturday, November 16, 2024 9:21 AM
To: Radina, Travis <TRadina@a2gov.org>; Dohoney Jr., Milton <MDohoney@a2gov.org>; Hutchinson, Nicholas <NHutchinson@a2gov.org>
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Finally, do we have a process in place to notify CMs when these public engagement opportunities are happening on their wards? Often, residents expect us to be at them if we are available, I don't believe I saw any notice of this (unless I missed something?).

Thank you, in advance.

Travis

—

Travis Radina
Mayor Pro Tem | Councilmember, Ward 3
(he|him|his)

From: Gina Katz <[REDACTED]>
Sent: Friday, November 15, 2024 12:02:30 PM
To: [REDACTED] <[REDACTED]> Radina, Travis <TRadina@a2gov.org>; Ghazi Edwin, Ayesha <AGhaziEdwin@a2gov.org>
Cc: Anderson, Tracy <TAnderson@a2gov.org>; Liu, Luke <YLiu@a2gov.org>; Isaac, Jasmine

<JIsaac@a2gov.org>; Peter Katz <[REDACTED]>
Subject: Wallingford Curve Meeting and Request for Support

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Dear Councilmember Travis Radina, Councilmember Ayesha Ghazi Edwin and Transportation Commission Chair Bret Hautamaki:

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We were blocked from making any comments or asking questions during the Q&A session. We asked multiple questions that were ignored while others were able to comment or ask questions only by typing them into a chat where the moderator decided if they wanted to put the questions forward or not. We have over 50 residents that are in opposition of any change to the curve and our home is most affected by a change and we had to call a neighbor to ask questions for us because the people running the meeting refused to acknowledge us.

One of the engineers mentioned that there has only been 1 accident in 10 years and that it did not involve a pedestrian but a car hitting a parked car. He also mentioned that there has not been one request to address safety concerns at this intersection. Also, there has not been any traffic study completed to assess the traffic on our street. As we have told you, there is no traffic on Wallingford. This drastic change is completely unnecessary and it is clear the engineers want to do it merely because they can. And that is how it was presented.

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So far we have more than 50 Ives Woods residents in opposition, many of which are frustrated the city has long ignored safety issues at other intersections and the crumbling roads in our area. Even the picture the engineers used to show the proposed changes to the roads really only highlight that the road conditions are disastrous and far more dangerous than any curvature. We don't want to spend time on this as it's not a good use of time for the City or us frankly. It's much easier and more productive if the City will

acknowledge and honor the desires of the neighborhood and move on to something more helpful in reducing safety risks.

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- the original design for the neighborhood from the 1920s
- a photo of the proposed changes to the road

Please let us know about next steps and thank you for your consideration.

Take Care,
Peter and Gina Katz

From: [McCormick, Sue](#)
To: [Radina, Travis](#); [Dohoney Jr., Milton](#); [Hutchinson, Nicholas](#)
Cc: [Higgins, Sara](#)
Subject: Re: Wallingford Curve Meeting and Request for Support
Date: Saturday, November 16, 2024 9:21:14 AM

Thank you for sharing the residents comments and your concerns as well. I'm copying Nick and seeking information regarding the approach for the meeting. I am unfamiliar with whether such an approach has been used previously and why it was used here.

I am surprised that you were not made aware of the meeting since I have observed such notice to councilmembers is a standard practice.

I will set up a meeting for you and I to meet with Nick and talk about our path forward.

Sent via the Samsung Galaxy S22 5G, an AT&T 5G smartphone
Get [Outlook for Android](#)

From: Radina, Travis <TRadina@a2gov.org>
Sent: Friday, November 15, 2024 5:21:11 PM
To: McCormick, Sue <SueMcCormick@a2gov.org>; Dohoney Jr., Milton <MDohoney@a2gov.org>
Cc: Higgins, Sara <SHiggins@a2gov.org>
Subject: Fw: Wallingford Curve Meeting and Request for Support

Hi Sue -

Please find the email below from one of the residents who will be most impacted by this project.

I'm hoping that I can have a follow up conversation in the near future to better understand how this meeting went from a City perspective, to understand the data to support any changes at this intersection, and to better understand the additional cost associated with the proposed changes and why they are being prioritized at this time. Are there some times that work well for you?

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Finally, do we have a process in place to notify CMs when these public engagement opportunities are happening on their wards? Often, residents expect us to be at them if we are available, I don't believe I saw any notice of this (unless I missed something?).

Thank you, in advance.

Travis

Travis Radina
Mayor Pro Tem | Councilmember, Ward 3
(he|him|his)

From: Gina Katz <[REDACTED]>
Sent: Friday, November 15, 2024 12:02:30 PM
To: [REDACTED] <[REDACTED]> Radina, Travis <TRadina@a2gov.org>; Ghazi Edwin, Ayesha <AGhaziEdwin@a2gov.org>
Cc: Anderson, Tracy <TAnderson@a2gov.org>; Liu, Luke <YLiu@a2gov.org>; Isaac, Jasmine <JIsaac@a2gov.org>; Peter Katz <[REDACTED]>
Subject: Wallingford Curve Meeting and Request for Support

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Dear Councilmember Travis Radina, Councilmember Ayesha Ghazi Edwin and
Transportation Commission Chair Bret Hautamaki:

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We were blocked from making any comments or asking questions during the Q&A session. We asked multiple questions that were ignored while others were able to comment or ask questions only by typing them into a chat where the moderator decided if they wanted to put the questions forward or not. We have over 50 residents that are in opposition of any change to the curve and our home is most affected by a change and we had to call a neighbor to ask questions for us because the people running the meeting refused to acknowledge us.

One of the engineers mentioned that there has only been 1 accident in 10 years and that it

did not involve a pedestrian but a car hitting a parked car. He also mentioned that there has not been one request to address safety concerns at this intersection. Also, there has not been any traffic study completed to assess the traffic on our street. As we have told you, there is no traffic on Wallingford. This drastic change is completely unnecessary and it is clear the engineers want to do it merely because they can. And that is how it was presented.

They are using the City Council resolution to try to convince us that the City has determined that work like this should be completed. The resolution is not nearly as far reaching as they stated and, even if they have the authority, there's no reason to do this other than to spend money on a pet project. Anybody who lives in our area would tell you the money should be spent on numerous other dangerous areas that have concerned residents for years.

So far we have more than 50 Ives Woods residents in opposition, many of which are frustrated the city has long ignored safety issues at other intersections and the crumbling roads in our area. Even the picture the engineers used to show the proposed changes to the roads really only highlight that the road conditions are disastrous and far more dangerous than any curvature. We don't want to spend time on this as it's not a good use of time for the City or us frankly. It's much easier and more productive if the City will acknowledge and honor the desires of the neighborhood and move on to something more helpful in reducing safety risks.

At this point, we are formally seeking support from City Council and the Transportation Commission to oppose any changes to the design of Wallingford Road. We'd like the Transportation Commission to support our request and allocate the effort and funds towards other more pressing traffic and safety concerns in our neighborhood.

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- a list of streets and intersections neighbors are more concerned about and would like to see fixed
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- a photo of the proposed changes to the road

Please let us know about next steps and thank you for your consideration.

Take Care,

Peter and Gina Katz

From: [Radina, Travis](#)
To: [McCormick, Sue](#); [Dohoney Jr., Milton](#)
Cc: [Higgins, Sara](#)
Subject: Fw: Wallingford Curve Meeting and Request for Support
Date: Friday, November 15, 2024 5:21:17 PM
Attachments: [IWResidentsAreasofConcern.pdf](#)
[IWResidentsOpposingCurve.pdf](#)
[platmapwallingford.pdf](#)
[Proposedplan.png](#)

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Subject: Wallingford Curve Meeting and Request for Support

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Take Care,

Peter and Gina Katz

From: [Gina Katz](#)
To: [REDACTED] [Radina, Travis](#); [Ghazi Edwin, Ayesha](#)
Cc: [Anderson, Tracy](#); [Liu, Luke](#); [Isaac, Jasmine](#); [Peter Katz](#)
Subject: Wallingford Curve Meeting and Request for Support
Date: Friday, November 15, 2024 12:03:45 PM
Attachments: [IWResidentsAreasofConcern.pdf](#)
[IWResidentsOpposingCurve.pdf](#)
[platmapwallingford.pdf](#)
[Proposedplan.png](#)

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Please let us know about next steps and thank you for your consideration.

Take Care,

Peter and Gina Katz

From: [Ghazi Edwin, Ayesha](#)
To: [Zac Prince](#); [Radina, Travis](#)
Cc: [Angela Prince](#); [Riley, Jess](#)
Subject: Re: 2105 Wallingford Residents - opposing changes to the curve
Date: Tuesday, November 12, 2024 9:37:35 PM

Hi Zac and Angela,

Welcome to the neighborhood! Glad to hear you are settling in. In regard to the Wallingford curve, it is very early in the process, and to my knowledge, a design has not been conceptualized yet.

I do plan to stay in close contact with staff as this evolves, and I will emphasize adequate community engagement with your neighborhood as the project develops.

I look forward to staying in touch as I receive more information, and please don't hesitate to contact me with any further questions or concerns you have.

Thanks again for reaching out!
Ayesha

Ayesha Ghazi Edwin
Ann Arbor City Council Member, Ward 3
Pronouns: she/her/hers ([what's this?](#))

City of Ann Arbor
[301 E. Huron St.](#)
[Ann Arbor, MI 48104](#)
<https://www.a2gov.org/>

From: Zac Prince <zac.l. [REDACTED]>
Sent: Thursday, November 7, 2024 2:39:32 PM
To: Ghazi Edwin, Ayesha <AGhaziEdwin@a2gov.org>; Radina, Travis <TRadina@a2gov.org>
Cc: Angela Prince <angela.g. [REDACTED]>
Subject: 2105 Wallingford Residents - opposing changes to the curve

Some people who received this message don't often get email from zac.l. [REDACTED] [Learn why this is important](#)

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Hi Travis and Ayesha,

Angela and I recently moved to 2105 Wallingford from NYC. We're thrilled to be here! Angela grew up on Olivia.

We became aware that there are changes to the Wallingford / Harding curve from our neighbors the Katz family.

We would like to express our concern about changes to the curve and the negative impact it would have on the neighborhood. Please keep us informed if there is something we can do and consider us strongly in the camp of the Katz and other families in the area who oppose a change to the curved curb at the intersection.

Thanks,
Zac

From: [Gina Katz](#)
To: [Radina, Travis](#); [Ghazi Edwin, Ayesha](#)
Cc: [Peter Katz](#); [Cheryl Elliott](#); [Bruce N. Elliott](#); [Ramona Thompson](#)
Subject: Virtual Meeting - Wallingford Curve
Date: Monday, November 11, 2024 10:25:54 AM
Attachments: [image \(3\).png](#)

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Hi Travis and Ayesha,

Attached is a flyer many of our neighbors received from the city. The flyer indicates that there will be a virtual meeting on Thursday, November 14th from 6-7:30pm. City staff will share the project purpose and design in addition to the construction process. Just to confirm, last we communicated you assured us that the plans were not final and that the city will ask for resident input. It sounds as if the engineers now have a plan and we are hopeful they took into consideration that there is not one resident in Ives Woods that has come forward as wanting the curve changed or who considers that corner unsafe for pedestrians.

Are you both able to attend the meeting? The details are on the attached flyer.

Thanks for your time.
Take Care,
Gina Katz

From: [Dohoney Jr., Milton](#)
To: [Higgins, Sara](#)
Subject: RE: Neighborhood Update - Requesting Help
Date: Thursday, November 7, 2024 3:02:00 PM

Ok thanks
MD

Milton Dohoney Jr., City Administrator

Ann Arbor City Administrator's Office | Guy C. Larcom City Hall|301 E. Huron, 3rd Floor · Ann Arbor · MI · 48104
734.794.6110 (O) · 734.994.8296 (F) | Internal Extension 41102
mdohoney@a2gov.org | www.a2gov.org



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A2 Be Safe. Everywhere. Everyone. Every day.
a2gov.org/A2BeSafe

From: Higgins, Sara <SHiggins@a2gov.org>
Sent: Thursday, November 7, 2024 2:18 PM
To: Dohoney Jr., Milton <MDohoney@a2gov.org>
Subject: RE: Neighborhood Update - Requesting Help

Nick reached out to CMs Ghazi Edwin and Radina. Staff met with CM Radina. CM Ghazi Edwin never responded to the offer to meet. Nick considers the matter closed for now.

Sara Higgins (she/her), **Director of Operations**

Ann Arbor City Administrator's Office | Guy C. Larcom City Hall|301 E. Huron, 3rd Floor · Ann Arbor · MI · 48104
734.794.6110 (O) · 734.994.8296 (F) | Internal Extension 41102
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a2gov.org/A2BeSafe



ANN ARBOR BICENTENNIAL
1824-2024

From: Dohoney Jr., Milton <MDohoney@a2gov.org>
Sent: Thursday, November 7, 2024 2:03 PM
To: Higgins, Sara <SHiggins@a2gov.org>
Subject: FW: Neighborhood Update - Requesting Help

Do you know if this meeting was held or is going to be held?
MD

Milton Dohoney Jr., City Administrator

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a2gov.org/A2BeSafe

From: Hutchinson, Nicholas <NHutchinson@a2gov.org>

Sent: Friday, October 11, 2024 3:05 PM

To: Dohoney Jr., Milton <MDohoney@a2gov.org>

Cc: Anderson, Tracy <TAnderson@a2gov.org>; Higgins, Sara <SHiggins@a2gov.org>; McCormick, Sue <SueMcCormick@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>

Subject: RE: Neighborhood Update - Requesting Help

An additional thought: I would like to offer a quick meeting to the 3rd Ward CMs to discuss this location with them, since it has suddenly become so controversial. Milton, if you agree, I would be happy to do that.

Nick

From: Hutchinson, Nicholas

Sent: Friday, October 11, 2024 12:41 PM

To: Higgins, Sara <SHiggins@a2gov.org>; McCormick, Sue <SueMcCormick@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>

Cc: Dohoney Jr., Milton <MDohoney@a2gov.org>; Anderson, Tracy <TAnderson@a2gov.org>

Subject: RE: Neighborhood Update - Requesting Help

Staff is working on designs for this intersection, and will be engaging with residents once we have something to share. Until then, the speculation surrounding this intersection is somewhat premature. Not a single design or concept has yet been shared with residents. I urge patience.

From: Higgins, Sara <SHiggins@a2gov.org>

Sent: Friday, October 11, 2024 11:53 AM

To: McCormick, Sue <SueMcCormick@a2gov.org>; Hutchinson, Nicholas <NHutchinson@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>

Cc: Dohoney Jr., Milton <MDohoney@a2gov.org>

Subject: FW: Neighborhood Update - Requesting Help

All,

Can you please check into this request?

Sara Higgins (she/her/hers), **Director of Operations**

Ann Arbor City Administrator's Office | Guy C. Larcom City Hall | 301 E. Huron, 3rd Floor · Ann Arbor · MI · 48104

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a2gov.org/A2BeSafe



ANN ARBOR BICENTENNIAL
1824-2024

From: Taylor, Christopher (Mayor) <CTaylor@a2gov.org>

Sent: Thursday, October 10, 2024 12:46 PM

To: Dohoney Jr., Milton <MDohoney@a2gov.org>; Higgins, Sara <SHiggins@a2gov.org>

Subject: Fw: Neighborhood Update - Requesting Help

Mr Dohoney,

Please see a communication from residents expressing concerns regarding a proposed street redesign. Understanding that this is within Staff's remit, the observations seem to warrant consideration. I also wonder whether goals and harmony might both be satisfied by a pedestrian island?

In any event, I'd be grateful for your engagement as, and if, appropriate.

Many thanks, as ever,

Christopher

Christopher Taylor (he/him)
Mayor of the City of Ann Arbor
301 East Huron Street
Ann Arbor, Michigan 48104
734-794-6161

From: Gina Katz <[REDACTED]>

Date: October 9, 2024 at 12:02:01 PM EDT

To: Peter Katz <[REDACTED]>

Subject: Neighborhood Update - Requesting Help

Hello Ives Woods Neighbors and Friends,

My name is Gina Katz and I live at [REDACTED] Road (the Hoff's old house) with my husband Peter and our 3 boys. As some of you may know, the city plans to complete construction on Harding Road this Spring 2025. It has been brought to our attention that after construction is completed, city engineers are planning to narrow the street at the curve at Harding and Wallingford. The city's goal is to narrow the road and turn the curve into a 90 degree angle.

The only reason we know this is because a city engineer was standing in the street with a planning team spraying lines on the road when Cheryl Elliott (2121 Wallingford) spoke with the engineer about the plan. At that time, it sounded as if this was a done deal without input from the community.

According to our city council members Travis Radina and Ayesha Ghazi Edwin, who reached out to city planners on our behalf, they do not have exact details of a plan yet which means there is time to give resident input. The engineers cited that a council resolution allows them to address pedestrian safety concerns when they are resurfacing roads. The city engineers want to address what they believe to be two main issues: traffic and pedestrian safety and water runoff. They are planning to change the street size and shape in order to do so.

We spoke at length with Travis and Ayesha about how quiet the street is and that there are no traffic or safety concerns from the point of view of those who know best, the residents. Travis seems open to helping us address our concerns. I have asked for details of the assessments that must have been done to show safety concerns and that our pavement is causing issues with the storm drains and have not gotten a response.

The Thompsons live across Harding and our homes have resided on this curve for 100 years. If the city turns the curve into a corner, our home and the Thompsons home will look oddly placed on our properties. Also, we do not agree with the city spending so much money to fix a problem that does not exist when there are plenty of roads in our neighborhood that both need to be repaved and address actual pedestrian safety concerns.

If you agree with us, the Elliotts and the Thompsons and would like to have your name added to the list of Ives Woods residents who oppose a change to the Wallingford Curve, please email me back and I will include your name. If you want to do more, please email both Ayesha and Travis letting them know that this change is not acceptable, especially without proper assessments, details and community input. Travis's email is TRadina@a2gov.org and Ayesha's email is AGhaziEdwin@a2gov.org.

Thanks for your time!

Fondly,

The Katz Family

From: [Zac Prince](#)
To: [Ghazi Edwin, Ayesha](#); [Radina, Travis](#)
Cc: [Angela Prince](#)
Subject: 2105 Wallingford Residents - opposing changes to the curve
Date: Thursday, November 7, 2024 2:40:20 PM

Some people who received this message don't often get email from zac.l[REDACTED] [Learn why this is important](#)

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Hi Travis and Ayesha,

Angela and I recently moved to [REDACTED] from NYC. We're thrilled to be here!
Angela grew up on Olivia.

We became aware that there are changes to the Wallingford / Harding curve from our neighbors the Katz family.

We would like to express our concern about changes to the curve and the negative impact it would have on the neighborhood. Please keep us informed if there is something we can do and consider us strongly in the camp of the Katz and other families in the area who oppose a change to the curved curb at the intersection.

Thanks,
Zac

From: [Higgins, Sara](#)
To: [Dohoney Jr., Milton](#)
Subject: RE: Neighborhood Update - Requesting Help
Date: Thursday, November 7, 2024 2:17:49 PM

Nick reached out to CMs Ghazi Edwin and Radina. Staff met with CM Radina. CM Ghazi Edwin never responded to the offer to meet. Nick considers the matter closed for now.

Sara Higgins (she/her), **Director of Operations**

Ann Arbor City Administrator's Office | Guy C. Larcom City Hall|301 E. Huron, 3rd Floor · Ann Arbor · MI · 48104
734.794.6110 (O) · 734.994.8296 (F) | Internal Extension 41102
shiggins@a2gov.org | www.a2gov.org



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ANN ARBOR BICENTENNIAL
1824-2024

From: Dohoney Jr., Milton <MDohoney@a2gov.org>
Sent: Thursday, November 7, 2024 2:03 PM
To: Higgins, Sara <SHiggins@a2gov.org>
Subject: FW: Neighborhood Update - Requesting Help

Do you know if this meeting was held or is going to be held?

MD

Milton Dohoney Jr., City Administrator

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From: Hutchinson, Nicholas <NHutchinson@a2gov.org>
Sent: Friday, October 11, 2024 3:05 PM
To: Dohoney Jr., Milton <MDohoney@a2gov.org>
Cc: Anderson, Tracy <TAnderson@a2gov.org>; Higgins, Sara <SHiggins@a2gov.org>; McCormick, Sue <SueMcCormick@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>
Subject: RE: Neighborhood Update - Requesting Help

An additional thought: I would like to offer a quick meeting to the 3 Ward CMs to discuss this location with them, since it has suddenly become so controversial. Milton, if you agree, I would be happy to do that.

Nick

From: Hutchinson, Nicholas
Sent: Friday, October 11, 2024 12:41 PM
To: Higgins, Sara <SHiggins@a2gov.org>; McCormick, Sue <SueMcCormick@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>
Cc: Dohoney Jr., Milton <MDohoney@a2gov.org>; Anderson, Tracy <TAnderson@a2gov.org>
Subject: RE: Neighborhood Update - Requesting Help

Staff is working on designs for this intersection, and will be engaging with residents once we have something to share. Until then, the speculation surrounding this intersection is somewhat premature. Not a single design or concept has yet been shared with residents. I urge patience.

From: Higgins, Sara <SHiggins@a2gov.org>
Sent: Friday, October 11, 2024 11:53 AM
To: McCormick, Sue <SueMcCormick@a2gov.org>; Hutchinson, Nicholas <NHutchinson@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>
Cc: Dohoney Jr., Milton <MDohoney@a2gov.org>
Subject: FW: Neighborhood Update - Requesting Help

All,
Can you please check into this request?

Sara Higgins (she/her/hers), **Director of Operations**
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ANN ARBOR BICENTENNIAL
1824-2024

From: Taylor, Christopher (Mayor) <CTaylor@a2gov.org>
Sent: Thursday, October 10, 2024 12:46 PM

To: Dohoney Jr., Milton <MDohoney@a2gov.org>; Higgins, Sara <SHiggins@a2gov.org>

Subject: Fw: Neighborhood Update - Requesting Help

Mr Dohoney,

Please see a communication from residents expressing concerns regarding a proposed street redesign. Understanding that this is within Staff's remit, the observations seem to warrant consideration. I also wonder whether goals and harmony might both be satisfied by a pedestrian island?

In any event, I'd be grateful for your engagement as, and if, appropriate.

Many thanks, as ever,

Christopher

Christopher Taylor (he/him)
Mayor of the City of Ann Arbor
301 East Huron Street
Ann Arbor, Michigan 48104
734-794-6161

From: Gina Katz <[REDACTED]>
Date: October 9, 2024 at 12:02:01 PM EDT
To: Peter Katz <[REDACTED]>
Subject: Neighborhood Update - Requesting Help

Hello Ives Woods Neighbors and Friends,

My name is Gina Katz and I live at [REDACTED] Road (the Hoff's old house) with my husband Peter and our 3 boys. As some of you may know, the city plans to complete construction on Harding Road this Spring 2025. It has been brought to our attention that after construction is completed, city engineers are planning to narrow the street at the curve at Harding and Wallingford. The city's goal is to narrow the road and turn the curve into a 90 degree angle.

The only reason we know this is because a city engineer was standing in the street with a planning team spraying lines on the road when Cheryl Elliott (2121 Wallingford) spoke with the engineer about the plan. At that time, it sounded as if this was a done deal without input from the community.

According to our city council members Travis Radina and Ayesha Ghazi Edwin, who reached out to city planners on our behalf, they do not have exact details of a plan yet which means there is time to give resident input. The engineers cited that a council resolution allows them to address pedestrian safety concerns when they are resurfacing roads. The city engineers want to address what they believe to be two main issues: traffic and pedestrian safety and water runoff. They are planning to change the street size and shape in order to do so.

We spoke at length with Travis and Ayesha about how quiet the street is and that there are no traffic or safety concerns from the point of view of those who know best, the residents. Travis seems open to helping us address our concerns. I have asked for details of the assessments that must have been done to show safety concerns and that our pavement is causing issues with the storm drains and have not gotten a response.

The Thompsons live across Harding and our homes have resided on this curve for 100 years. If the city turns the curve into a corner, our home and the Thompsons home will look oddly placed on our properties. Also, we do not agree with the city spending so much money to fix a problem that does not exist when there are plenty of roads in our neighborhood that both need to be repaved and address actual pedestrian safety concerns.

If you agree with us, the Elliotts and the Thompsons and would like to have your name added to the list of Ives Woods residents who oppose a change to the Wallingford Curve, please email me back and I will include your name. If you want to do more, please email both Ayesha and Travis letting them know that this change is not acceptable, especially without proper assessments, details and community input. Travis's email is TRadina@a2gov.org and Ayesha's email is AGhaziEdwin@a2gov.org.

Thanks for your time!

Fondly,

The Katz Family

From: [Dohoney Jr., Milton](#)
To: [Higgins, Sara](#)
Subject: FW: Neighborhood Update - Requesting Help
Date: Thursday, November 7, 2024 2:02:00 PM

Do you know if this meeting was held or is going to be held?

MD

Milton Dohoney Jr., City Administrator

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Subject: RE: Neighborhood Update - Requesting Help

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Subject: RE: Neighborhood Update - Requesting Help

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Sent: Friday, October 11, 2024 11:53 AM
To: McCormick, Sue <SueMcCormick@a2gov.org>; Hutchinson, Nicholas

<NHutchinson@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>

Cc: Dohoney Jr., Milton <MDohoney@a2gov.org>

Subject: FW: Neighborhood Update - Requesting Help

All,

Can you please check into this request?

Sara Higgins (she/her/hers), **Director of Operations**

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ANN ARBOR BICENTENNIAL
1824-2024

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Sent: Thursday, October 10, 2024 12:46 PM

To: Dohoney Jr., Milton <MDohoney@a2gov.org>; Higgins, Sara <SHiggins@a2gov.org>

Subject: Fw: Neighborhood Update - Requesting Help

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301 East Huron Street
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734-794-6161

From: Gina Katz <[REDACTED]>

Date: October 9, 2024 at 12:02:01 PM EDT

To: Peter Katz <[REDACTED]>

Subject: Neighborhood Update - Requesting Help

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Thanks for your time!

Fondly,

The Katz Family

From: [Suparna Shetty](#)
To: [Radina, Travis](#)
Subject: Change to Wallingford and Harding intersection
Date: Wednesday, November 6, 2024 10:05:26 PM

You don't often get email from [REDACTED] [Learn why this is important](#)

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Dear Mr. Radina,

I hope this message finds you well! I'm writing to you to communicate feedback about the potential change to the Wallingford/Harding curve that may occur in conjunction with a utility repair to the street.

Along with Gina and Peter Katz and other neighbors, I am of the opinion that the proposed change seems unnecessary at this time. I live nearby and pass by this intersection with some frequency while walking my dog. It strikes me as a peaceful corner with no notable functional issues in regard to its current configuration. I wonder if any money that would be dedicated to this project could be better appropriated to street improvements elsewhere in the neighborhood.

I trust that there are reasons for this potential modification that go beyond my meager knowledge of the situation, but I just thought I'd write you to share my thoughts so that additional resident input could be collected.

Wishing you all the best,
Suparna Malhotra
[REDACTED]

From: [Higgins, Sara](#)
To: [Akmon, Dharma](#)
Subject: RE: Harding and Wallingford Intersection Reconfiguration Virtual Meeting - Thursday, Nov. 14, 6p
Date: Friday, November 1, 2024 8:42:39 AM

I did and immediately noticed after I sent it. Apologies! I forwarded to Ward 3 CMs.

Sara Higgins (she/her/hers), **Director of Operations**

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ANN ARBOR BICENTENNIAL
1824-2024

From: Akmon, Dharma <DAkmon@a2gov.org>
Sent: Thursday, October 31, 2024 6:14 PM
To: Higgins, Sara <SHiggins@a2gov.org>
Subject: Re: Harding and Wallingford Intersection Reconfiguration Virtual Meeting - Thursday, Nov. 14, 6p

I think you got ward 4 instead of 3 ;)

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From: Higgins, Sara <SHiggins@a2gov.org>
Sent: Thursday, October 31, 2024 4:27:06 PM
To: Taylor, Christopher (Mayor) <CTaylor@a2gov.org>; Akmon, Dharma <DAkmon@a2gov.org>; Eyer, Jen <JEyer@a2gov.org>
Cc: Dohoney Jr., Milton <MDohoney@a2gov.org>; Praschan, Marti <MPraschan@a2gov.org>; McCormick, Sue <SueMcCormick@a2gov.org>; Harrison, Venita <VHarrison@a2gov.org>; Stewart, Skye <SkStewart@a2gov.org>; Hutchinson, Nicholas <NHutchinson@a2gov.org>; Isaac, Jasmine <JIsaac@a2gov.org>; Anderson, Tracy <TAnderson@a2gov.org>; Kellar, Robert <RKellar@a2gov.org>; Gomer, Johnathan <JGomer@a2gov.org>
Subject: Harding and Wallingford Intersection Reconfiguration Virtual Meeting - Thursday, Nov. 14, 6p

Mayor and Ward 3 Councilmembers,

Please find the attached notice of the virtual meeting regarding the Harding and Wallingford Intersection Reconfiguration on Thursday, Nov. 14, 6p. This postcard is being mailed to all residents and property owners in the project area. More information is available via

<https://www.a2gov.org/departments/engineering/Pages/2025-Miscellaneous-Utility-Project.aspx>.

Sara Higgins (she/her), **Director of Operations**

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ANN ARBOR BICENTENNIAL
1824-2024

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