



Legislation Details (With Text)

**File #:** 18-1979      **Version:** 1      **Name:** 11/16/18 - Support for State Crosswalk Law  
**Type:** Resolution      **Status:** In Committee  
**File created:** 11/19/2018      **In control:** Council Policy Agenda Committee  
**On agenda:** 11/19/2018      **Final action:** 11/19/2018  
**Enactment date:**      **Enactment #:**  
**Title:** Resolution of Support for a State Crosswalk Law  
**Sponsors:** Kathy Griswold

**Indexes:**

**Code sections:**

**Attachments:**

| Date       | Ver. | Action By    | Action   | Result |
|------------|------|--------------|----------|--------|
| 11/19/2018 | 1    | City Council |          |        |
| 11/19/2018 | 1    | City Council | Referred | Pass   |

Resolution of Support for a State Crosswalk Law

Sponsored by: Councilmember Griswold

Whereas, The Michigan Vehicle Code (MVC) does not have language for unsignalized crosswalks;

Whereas, Michigan is the only state without this language in their vehicle code;

Whereas, The Michigan State Police offer the Michigan Uniform Traffic Code (UTC) for local municipalities to adopt to address various topics not in the MVC. The Michigan UTC language is "R 28.1702 Rule 702.

Pedestrians; right-of-way in crosswalk; violation as civil infraction.

(1) When traffic-control signals are not in place or are not in operation, the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is on the half of the roadway on which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger, but a pedestrian shall not suddenly leave a curb or other place of safety and walk or run into a path of a vehicle that is so close that it is impossible for the driver to yield.

(2) A person who violates this rule is responsible for a civil infraction;

Whereas, The Michigan Department of Transportation recommended and drafted language with Yield language similar to the UTC, which Representative Ronnie Peterson introduced in June 2018, as HB 6150;

Whereas, The Michigan Department of Transportation does not support Stop language but agree that their recommended language is a starting point for the legislative committee discussion;

Whereas, Progressive cities in Michigan including Ann Arbor, Traverse City and Grand Rapids have adopted local ordinances requiring drivers to STOP, rather than yield. The Ann Arbor ordinance expands the requirement to STOP for a "pedestrian stopped at the curb, curb line or ramp leading to a crosswalk"; and

Whereas, Some communities have posted signage "STOP for a pedestrian within crosswalk" without adopting a local ordinance;

RESOLVED, That the City Council requests the Mayor and City Administrator communicate support for Ann Arbor's Stop language in the Michigan Vehicle Code to Ann Arbor's Representatives in the State Legislature.