

From: [Clark Charnetski](#)
To: [City of Ann Arbor Transportation Commission](#)
Subject: Crosswalks
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City of Ann Arbor Transportation Commission Meeting July 15, 2020

Subject: Crosswalks

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Proposed New Nixon Road Crosswalk

With the reconsideration and postponement of the Special Assessment District 56 for the construction of sidewalks along the west side of Nixon Road and the north side of Traver Blvd., a safe means of crossing Nixon Road from the existing partial sidewalk on the west side of that road to the existing sidewalk on the east side of the road must be provided.

By the end of 2020 there will be 1700 households within a 2000-foot radius of the Nixon/Dhu Varren/Green intersection. This amounts to more than 4000 people residing in that area.

There are no crosswalks between the round-about at the Nixon/Duh Varren/Green intersection and the crosswalk just south of the Nixon/Traver intersection near Clague School, a distance of 2000 feet. One cannot expect those who wish to cross Nixon to walk 1000 feet north and then 1000 feet south to not cross the road without the safety of a crosswalk.

I propose that a crosswalk be installed across Nixon Road just north of its intersection with Westbury Court. There are presently AAATA bus stops on each side of Nixon at that location, but no crosswalk nor any signs to warn drivers to be alert for pedestrians.

There is an existing streetlight on the west side of Nixon just north of the proposed crosswalk location. The addition of a new streetlight on the east side of Nixon just south of the proposed crosswalk would provide contrast lighting similar to the recently relighted crosswalk near Clague School. An existing street lighting electrical circuit serves lights on the east side of the road, so the cost of adding that additional light should be reasonable.

Crosswalks and Pedestrian Crash Data

Tonight you will be examining Pedestrian/Motor Vehicle crash data and its relationship to the City of Ann Arbor's Crosswalk Ordinance. While pedestrian injury is a major consideration for evaluating that ordinance, it is not the only consideration. One must also examine the other major goal—to encourage walking by allowing pedestrians and those using wheelchairs and other mobility devices to cross streets in safety and in a timely manner. And to do this without risking injury by placing themselves in the roadway in order to get vehicles to stop.

I believe that this ordinance has been successful in encouraging walking. We measure automobile traffic by automatically counting cars, but do we have a similar method to measure pedestrian travel? Does the crash data incorporate this factor?

As a driver who frequently uses Plymouth Road, I am very thankful for the safety islands and flashing beacons that have been installed there. I remember when people would cross the road anywhere and unexpectedly, especially at dusk and at night. I especially remember the two young women who were killed at night before those improvements were made, when they were trying to cross Plymouth Road after attending services at the mosque. They were both struck by the same truck.

Please stand by your previous resolution that puts reasonable conditions upon your endorsement of a statewide crosswalk law.

Thank you,
Clark Charnetski