



## MEMORANDUM

TO: Mayor and Council  
FROM: Howard S. Lazarus, City Administrator  
DATE: December 6, 2017  
SUBJECT: Staff Response to Council Resolution R-17-361 – Crosswalk Ordinance Review

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I am forwarding this memorandum in response to City Council resolution R-17-361, which directed the City Administrator to take the following actions in reviewing Section 10:148 of Chapter 126 of Title X of Ann Arbor City Code (“Crosswalk Ordinance”):

- Provide an engineering review of the Section 10:148 of City Code by an appropriately credentialed professional engineer;
- Review the applicable definition of a crosswalk;
- Review and summarize the infrastructure added since the adoption of the 2010 ordinance and its appropriateness;
- Provide the rationale for the recent removal of curb ramps;
- Present the above items to the City’s Transportation Commission for review and policy recommendations; and
- Present the City’s Transportation Commission’s recommendations to the Council’s Policy Agenda Committee.

Staff has compiled the information requested above (see Attachment A – staff response to R-17-361) and presented it to the Transportation Commission for review at its November 15<sup>th</sup> meeting. The Commission considered all materials provided and made the following recommendation (also see Attachment B – November 15 Transportation Commission draft meeting minutes):

*The Transportation Commission recommends that City Council maintain the Crosswalk Ordinance in its current iteration based on the review and discussion of the ordinance that the Commission has had and the research that has been done by staff.*

The Transportation Commission intends to provide additional recommendations related to application of the Crosswalk Ordinance, anticipated to City Council January 2018. Recommendations may include education and enforcement, among other topics.

The next regularly scheduled meeting of the Council's Policy Agenda Committee is in January 2018, and the materials and matters related to the City's Crosswalk Ordinance will be presented at that time.

As always, please do not hesitate to contact me if I can be of further assistance on this matter.

2 Attachments

as

cc: C Hupy  
N Hutchinson  
K Coleman



## MEMORANDUM

**Date:** November 13, 2017  
**To:** Eli Cooper, City of Ann Arbor  
**From:** Hannah Pritchard, PE PTOE  
**Re:** Engineering Review of Crosswalk Ordinance

### Introduction

The City of Ann Arbor has contracted Toole Design Group (TDG) to provide an independent review of Ann Arbor Code § 10:148, which specifies driver yielding requirements at crosswalks. Michigan law differs from neighboring states in allowing certain rules of the road to be codified at the municipal level. There is concern that Ann Arbor's crosswalk ordinance may be more stringent than expectations in other Michigan communities, leading to uncertainty among drivers over when they are required to yield the right-of-way to pedestrians. TDG's review has found that the requirements for driver yielding behavior at crosswalks encoded in Ann Arbor's crosswalk ordinance is within the range of regional variation in norms and practices and is consistent with driver instruction in Michigan.

Statutes governing driver yielding at crosswalks elsewhere in the U.S. are generally less explicit than Ann Arbor's ordinance, more closely matching the language in Michigan's Uniform Traffic Code (UTC). Regional variability in driver yielding behavior usually stems from factors other than the letter of the law, such as social norms, driver education, and enforcement practices. Given the City's stated goal of increasing walking and their broader efforts to ensure that walking remains safe and convenient, Ann Arbor's crosswalk ordinance is reasonable. The ordinance formalizes existing expectations for driver behavior.

### Ann Arbor Crosswalk Ordinance

Ann Arbor Code § 10:148 specifies driver yielding requirements at crosswalks and pedestrian responsibilities while crossing streets. The code states:

(a) When traffic-control signals are not in place or are not in operation, the driver of a vehicle shall stop before entering a crosswalk and yield the right-of-way to any pedestrian stopped at the curb, curb line or ramp leading to a crosswalk and to every pedestrian within a crosswalk [emphasis added] 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.

(b) 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.

(c) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway.

### **Engineering Review**

The Ann Arbor crosswalk ordinance is consistent with national norms and driver instruction provided in Michigan's driver manual. The ordinance more explicitly instructs drivers on how to yield to pedestrians than statutes in neighboring states, which generally match the language in Michigan's UTC. Ambiguous crosswalk yielding requirements in other communities have led to regional variations in practices and norms. Ann Arbor's crosswalk ordinance is consistent with the behaviors found in communities that place a high value on the safety and convenience for residents and visitors traveling on foot.

Ann Arbor's crosswalk ordinance includes language directing drivers approaching a crosswalk where pedestrians are attempting to cross, but have not yet entered the crosswalk, to stop to allow pedestrians to enter the roadway and safely exercise their right-of-way. This language addresses ambiguity in how driver yielding requirements at crosswalks are typically encoded in state laws in the U.S. While driver instruction, including in the state of Michigan, generally directs drivers to allow pedestrians to cross at unsignalized crosswalks, a strict reading of the language in the UTC and traffic statutes in other states could lead to the interpretation that pedestrians only have the right-of-way at crosswalks after having already entered the roadway. Since pedestrians are limited from entering the roadway when approaching vehicles are present by both statutory and practical considerations, such a strict interpretation of typical crosswalk yielding rules would give the right-of-way at unsignalized crosswalks to drivers instead of pedestrians during times of steady vehicular traffic.

Michigan is unusual in not encoding driver yielding requirements at crosswalks in state statute. Even in states where these requirements are encoded in state law, however, it is common to find variability in norms and practices for driver yielding at crosswalks since the relevant codified language typically leaves room for interpretation. By allowing municipalities to define these requirements in local ordinance, Michigan law potentially exacerbates this tendency toward regional variations in driver expectations. However, this also allows communities such as Ann Arbor to formalize and more clearly articulate local practices and norms.

Michigan's driver manual provides ample instruction that drivers should operate vehicles in a way that does not endanger pedestrians or interfere with their right-of-way. Drivers are encouraged to be alert and watch for pedestrians crossing outside of crosswalks and drive in a manner to avoid hitting people who may be walking in or across a roadway. Drivers coming from other Michigan communities have been given the same level of guidance, regardless of whether their community has adopted the UTC.

Under the circumstances—where drivers are already expected to yield to people who are in the crosswalk, watch for them under any circumstance, and take every possible precaution to avoid collision—expecting drivers to allow pedestrians to safely enter the crosswalk is consistent with existing driver instruction in Michigan. The yielding requirements spelled out in Ann Arbor's crosswalk ordinance fall within the range of norms and practices in other communities, including those where yielding requirements more closely match the wording of the UTC. Given the disparity in size and inertia between pedestrians and motor vehicles, expecting the pedestrian to fully enter the roadway

before drivers are required to yield would put pedestrians at unnecessary risk. By defining driver yielding requirements at crosswalks in a clear and explicit manner that allows pedestrians to safely make use of their right-of-way, Ann Arbor's crosswalk ordinance provides a reasonable contribution toward Ann Arbor's efforts to advance walkability and pedestrian safety.

**MEMORANDUM**

**To:** City Administrator  
**From:** Staff  
**Date:** November 6, 2017  
**Subject:** Applicable definition of “crosswalk” in City ordinance

This memo is in response to the direction of City Council resolution R-17-361 to review the applicable definition of “crosswalk” for Section 10:148 of Ann Arbor City Code (“Crosswalk Ordinance”).

The applicable definition of crosswalk is found in the Michigan Motor Vehicle Code at MCL 257.10:

“Cross-walk” means: (a) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs, or in the absence of curbs from the edges of the traversable highway.

(b) Any portion of a highway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

This definition is mandated by the Michigan Motor Vehicle Code and is the definition applied for enforcement of the Crosswalk Ordinance.

## Rectangular Rapid Flashing Beacon (RRFB) Installations since 2010

Street	Location	Year Installed
Plymouth Rd	E of Traverwood	2012
Plymouth Rd	W of Beal	2012
Plymouth Rd	W of Bishop	2012
Plymouth Rd	W of Commonwealth	2012
Seventh St.	S of Washington	2012
Stadium Blvd	near Baldwin	2012
Stadium Blvd	near Ferdon	2012
Green Rd	at Burbank	2013
Green Rd	E of Whisperwood	2013
Packard Rd	near Burton	2013
Stadium Blvd	at Kipke Dr.	2013
Washtenaw Ave	near Tappan MS	2013
Fuller Rd	E of Cedar Bend	2014
Geddes Ave	at Gallup Park/Geddes Ridge	2014
S. University Ave	at Tappan Ave	2014
Ann Arbor-Saline Rd	near Oakbrook	2015
Ann Arbor-Saline Rd	southwest of Main	2015
Green Rd	west of Kilburn Park	2015
Huron Pkwy	North entrance to Huron High	2016
Stadium Blvd	at Edgewood	2016
Stadium Blvd	at Thaler	2016
Stadium Blvd	N of Arbordale (2090 W. Stadium)	2016
Stadium Blvd	near Collingwood/Winewood	2016
Seventh St.	near Pioneer HS	2017
Fuller Rd	at Gallup Park entrance	2017
Packard Rd	near King George	2017

### Construction Scheduled in 2017:

Eisenhower Pkwy	at Waymarket/Northbrook
Ellsworth Rd	W of Jonathon Ct
Fuller Rd	at Fuller Park
Fuller Rd	E of Bonisteel
Fuller Rd	W of Beal
Packard Rd	W of Easy St
Platt Rd	N of Williamsburg
Scio Church Rd	at Greenview
Stadium Blvd	near Greenview
Stadium Blvd	near Kay
Miller Ave	near Kuehnle
Maple Rd	north of Miller (near Enclave Ln)

## "Gateway Treatment" Installations since 2010

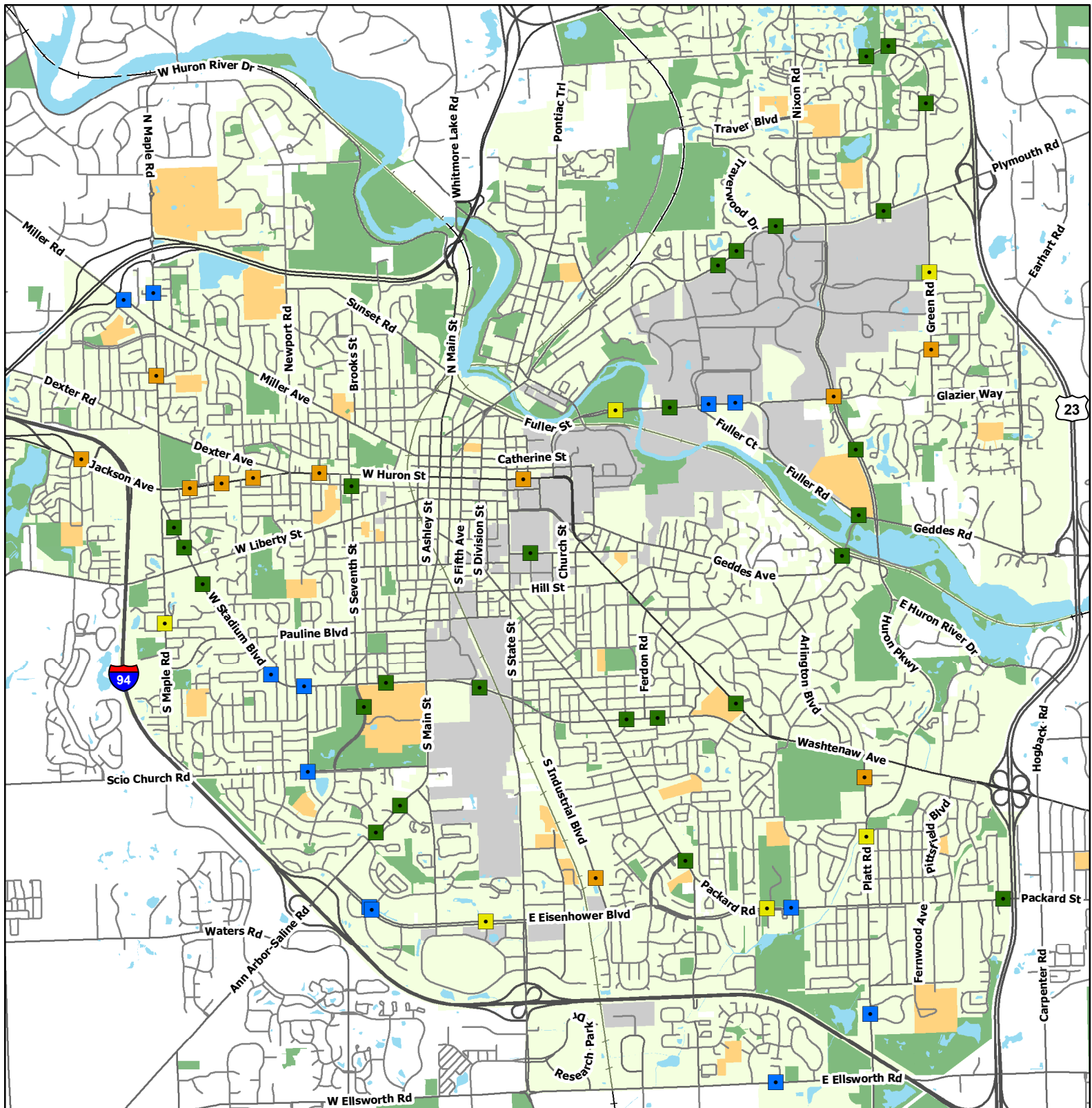
<b>Street</b>	<b>Location</b>	<b>Year Installed</b>
Nixon	at Bluett	2016
S. Division	at Jefferson	2016
S. Seventh St.	at Pioneer High	2016
Barton	Northside School entrance	2017
Beakes	at Fifth Ave.	2017
Beakes	at Summit	2017
Fuller Rd.	at Gallup Park	2017
N. Division	at Broadway Bridge	2017
N. Division	at Lawrence	2017
N. Fifth Ave.	at Detroit St.	2017
Newport	at Red Oak	2017
Packard	btw. King George & Stone School	2017
Pontiac	at Apple	2017
Pontiac	at Taylor	2017
Pontiac	south of Arrowood	2017
S. Seventh St.	at Davis	2017
S. Seventh St.	at Franklin	2017
S. Seventh St.	at Lutz	2017
S. Seventh St.	at Murray	2017
S. Seventh St.	at Snyder	2017
S. Seventh St.	at Willow	2017



## Pedestrian Island Installations since 2010

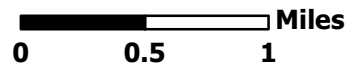
<b>Street</b>	<b>Location</b>	<b>Year Installed</b>
Seventh St.	S of Washington	2012
Ellsworth Rd	east of State (roundabout)	2013
Ellsworth Rd	west of State (roundabout)	2013
Green Rd	E of Whisperwood	2013
Packard Rd	near Burton	2013
State Street	north of State (roundabout)	2013
Ann Arbor-Saline Rd	near Oakbrook	2015
Ann Arbor-Saline Rd	southwest of Main	2015
Green Rd	west of Kilburn Park	2015
Dhu Varren Rd	W. of Nixon (roundabout)	2017
Green Rd	E. of Nixon (roundabout)	2017
Nixon Rd	N. of Green (roundabout)	2017
Nixon Rd	S. of Green (roundabout)	2017
Stadium Blvd	west of Stadium Way	2017

# RRFB Locations -- Current and Future



## RRFB Locations

- Existing
- Completed Fall 2017
- Future Planned
- Future - To Be Evaluated
- Parks
- Schools
- University of Michigan



Below are specific rationale regarding the removal of various ramps cited in Council Resolution R-17-361.

It should be noted that all except the last location noted in this Resolution are at “T” (or three-way) intersections where the sidewalks along the side street do not continue across and beyond the other side of the main street. Michigan law excludes such locations as automatic, unmarked crosswalks. Although crosswalks could be created at such locations by marking the pavement, this was not done for various reasons described in detail below.

At locations such as these where crosswalks with accessible receiving ramps cannot be built, leaving in place an existing ramp to the roadway risks sending mobility challenged and other pedestrians across the street to a location where they cannot get out of the street and are then stuck in a traffic lane. At locations where a drive approach is located where a marked crosswalk would end if one was created, pedestrians would be directed into conflict with vehicles entering or leaving a property via the driveway. In addition, the design requirements for curb ramps are inconsistent with the design requirements for drive approaches. Thus, the decisions to remove ramps or sidewalk extensions to the curb at these locations were to promote safety for all pedestrians.

#### Southeast Seventh & Madison facing west

The ramp that existed was not located at a crosswalk. Although a crosswalk could be created by marking the pavement, this was not done for a couple of reasons. A crosswalk would not be safe for pedestrians at this location because an extension of the Madison sidewalk that previously had a ramp leads to a driveway on the west side of South Seventh Street. Even if the driveway was not there, accessible receiving ramps could not be designed on the west side of Seventh Street to receive pedestrians from either side of Madison due to the grade at this location. Therefore, two safe and accessible crosswalks across South Seventh were added, one at the next block south at Princeton, and one to the north at Lutz.

#### Southwest Pauline & Van Dusen facing north

The precise date and rationale behind the removal of this ramp are unknown. However, neither a marked nor an unmarked crosswalk exists or previously existed at this location. An extension of the sidewalk on the west side of Van Dusen led to a drive approach, not a continuation of the sidewalk. Therefore, it was not safe to create a marked crosswalk at that location.

#### Southwest & Southeast Pauline & Birk facing north

Neither marked nor unmarked crosswalks exist or previously existed at these locations. Both of the old ramps led to driveway approaches on the north side of Pauline. Because of the drive approaches, it was not safe to create marked crosswalks at either of these locations. The presence of the drive approaches on the north side of Pauline makes it impossible to construct receiving ramps there.

#### Southeast & Northeast Seventh & Jefferson facing west

Ramps were removed due to conflicts with driveways, trees, steep grades, and because steps on the west side of South Seventh precluded accessible access from the ramp on the SW corner. Neither marked nor unmarked crosswalks exist or previously existed at these locations. Therefore, a safe and accessible marked crosswalk across South Seventh was added to the north of Jefferson.

#### Northeast Liberty & Mulholland facing south

Neither marked nor unmarked crosswalks exist or previously existed at this location. Because the existing ramp on the north side of Liberty led to a driveway approach on the south side of Liberty, it was not possible to create a safe, marked crosswalk with an accessible receiving ramp on the south side of Liberty. Not enough room exists to construct a receiving ramp and create a crosswalk away from the driveway approach.

#### Southeast & Southwest Liberty & Fifth facing north

Neither marked nor unmarked crosswalks exist or previously existed at these locations. The north facing ramp on the southeast corner that was removed led to steps instead of a receiving ramp, and it is not technically feasible to replace the steps with an accessible receiving ramp. The north facing ramp on the southwest corner that was removed did not lead to a receiving ramp on the north side, and construction of a receiving ramp was not technically feasible due to a tree. Leaving the ramp in place at either of these locations would have been dangerous because a mobility challenged pedestrian crossing at that location would not be able to get out of the street once they reached the north side. To accommodate the removal of these ramps, a new, marked, and accessible crosswalk was added at Murray Street, approximately 140 feet east of the southeast corner of Liberty and Fifth.

#### Northeast & Southeast Huron & Ninth facing south

#### Northeast & Southeast Huron & Revena facing south

These ramps were removed by MDOT during the resurfacing of the business loop (Huron & Jackson). Therefore, concerns regarding the removal of the ramps need to be addressed to MDOT.

#### Northeast & Southeast Russell & Redeemer facing south

The alignment of the old crosswalk ran diagonally through the Russell/Redeemer intersection, which is not a safe design for a crosswalk. Placing the crosswalk perpendicular to Russell east of the intersection was infeasible due to the presence of a driveway approach. Consequently, a new, marked, and accessible crosswalk was created just west of the Russell/Redeemer intersection.

#### Southeast Sherwood & Arbordale facing north

Neither marked nor unmarked crosswalks exist or previously existed at this location. This ramp was removed as part of sidewalk repair work done at this location. Because the existing ramp led to a drive approach on the north side, it was not possible to create and install a safe and accessible crosswalk.

#### Northeast & Southeast Stadium & Edgewood facing south

Based on public feedback received during the Stadium Boulevard public meetings, the crosswalk on the east side of Edgewood created conflicts with traffic because drivers were waiting for a gap in eastbound traffic before turning into the entrance to Pioneer High, and were not focusing on pedestrian traffic in that crosswalk. To remove this conflict, it was decided to limit the crossing of Stadium at Edgewood to one crosswalk, on the west side of Edgewood. Because this is a mid-block crossing, any crosswalk must be created as a marked crosswalk. A secondary benefit of removing the crosswalk on the east side of Edgewood was to encourage student pedestrian traffic to cross Stadium on the same side of the Pioneer driveway as the building entrance to Pioneer, thus eliminating the need for them to cross additional driveways within the Pioneer property. This design was reviewed and agreed upon by the school Transportation Safety Committee.

#### Northwest Kingsley & State facing east

#### Southeast Kingsley & State facing west

The ramp at the northwest corner was removed as part of the Ramp & Sidewalk Program because it led to steps at the southeast corner. It was not feasible to replace the steps at the southeast corner as part of this project due to the expected expense and the limited scope of the project. Staff is currently reviewing the southeast corner to determine if it is technically feasible to create an accessible curb ramp within existing City right-of-way, and estimate the cost of doing so. Because of its age, the southeast corner was not one of the corners required to be corrected under the consent decree with the Ann Arbor Center for Independent Living. If or when the southeast corner can be made accessible, then the crosswalk at this location can be restored, including the east facing ramp on the northwest corner.

## **Materials related to R-17-361**

Resolution Directing the City Administrator to Review the Ann Arbor Crosswalk Ordinance

**Transportation Commission member request:** Can we get a compilation of the following data for the time period since the crosswalk ordinance went into effect?

- **Total number and locations of car-pedestrian incidents in crosswalks including severity of pedestrian injury**  
**Staff response:** 411 total crashes with pedestrians involved. This cannot be broken down any further without reviewing each report separately, which would take a significant amount of effort.
- **Total number of hospital and rehab facility days for pedestrian resulting from pedestrian vs car crashes – other metrics like lost days of work/school would be an adequate substitute**  
**Staff response:** This data is not available.
- **Total number and locations of car-car crashes as a result of crosswalk stopping**  
**Staff response:** There have been a total of 8,736 rear end crashes, most of which are not crosswalk related. To determine which were crosswalk related, each report would need to be reviewed separately, which would take a significant amount of effort.
- **Total number of traffic stops for failure to yield (by month if possible), # of citations (by month if possible)**  
**Staff response:** From E-Citation: 1858 citations for failure to yield, 259 were related to the City's crosswalk ordinance. Also, a total of 543 citations were written related to the Changing Driver Behavior Study.
- **Speed data at rrfb locations if available**  
**Staff response:** This data is not available.

### **Additional Materials related to R-17-361**

Resolution Directing the City Administrator to Review the Ann Arbor Crosswalk Ordinance

**Transportation Commission member request:** Request for information about enforcement and education, not just infrastructure.

- Any education the public has received about the Crosswalk Ordinance and what they (the public) is supposed to do?
- What education efforts related to the Crosswalk Ordinance are ongoing?
- What has our education strategy been for the Crosswalk Ordinance and what will our education strategy be going forward?

### **Staff response:**

Safety is the shared responsibility of everyone who might interact at a crosswalk or any other transportation intersection. Pedestrians have the responsibility to properly cross a street when it is safe to do so, looking both ways before crossing, and continuing to do so while crossing. Drivers have a responsibility to pay attention, stop/yield and allow pedestrians to cross, and to drive at a safe speed. Bicyclists have a responsibility to obey the same rules of the road as other vehicles, properly signal and be predictable. Safety cannot exist if that shared responsibility is ignored.

Our communications efforts recognize this fact. Since 2013, communications have centered on the idea of “shared responsibility.” More recently, staff have begun a rigorous safety campaign under the name A2 Be Safe.

As part of this effort, we have:

- Distributed information describing the crosswalk ordinance on posters, bus rails (inside) & tails (outside), bumper stickers, bookmarks and a2gov.org.
- Staff has utilized free media (MLive, WEMU) as well as our own Community Television Network to bring attention to the ordinance.
- Performed outreach on our social media channels, including a 30 days 30 safety tips campaign on Facebook and Twitter which included messaging on the crosswalk ordinance (drivers) and safely crossing the street (pedestrians).
- Targeted outreach in coordination with the Ann Arbor Police Department communicating with drivers at targeted crosswalks with an informational pamphlet.
- Recently undertaken a “Changing Driver Behavior” study in cooperation with Western Michigan University. The study incorporates education, enforcement and visibility to increase awareness of the need for drivers to pay attention and stop/yield for pedestrians. Results so far have been very good (doubling of stop/yield rates at targeted locations, 12% increase at observation sites).
- Built and promoted the Walk. Bike. Drive website that provides information on safety and how to travel around Ann Arbor. Recently added section to site that discusses safety project updates.

- Met with various bodies within the University of Michigan including coordinated student government, public affairs and occupational safety business units to discuss opportunities to engage students about safety.
- Handed out key chains, slap bracelets and printed materials to people of all ages at events and schools throughout the city. A2 Be Safe campaign materials have also been provided to AAPS's summer 2017 Safety Town program.

Tools utilized to communicate about crosswalk ordinance as well as crossing and driver safety:

- A2gov.org
- Facebook (City and AAPD)
- Twitter (City and AAPD)
- MLive
- CTN
- WEMU
- Posters
- Bumper stickers
- Keychains, slap bracelets
- Informational handouts
- Resident Newsletter
- Bus ads (on buses and at bus stops)
- Print ads
- Radio ads

Staff continues to expand the A2 Be Safe campaign alongside our partners AAPS, UM, Safety Town, DDA, Washtenaw County Road Commission, WATS, MIOSHA and Washtenaw County Public Health.

It is important to note that new ordinances rarely, if ever, are passed with accompanying funding for public outreach. Without resources, staff are limited to tools that are free or are limited in cost. A significant barrier to crosswalk ordinance outreach is the lack of resources to educate the 77,000+ drivers who commute into Ann Arbor each weekday. To effectively communicate with this large and transient population, significant resources are required because the only way to reach this audience is through sustained paid mass media.





# City of Ann Arbor

## Meeting Minutes

### Transportation Commission

301 E. Huron St.  
Ann Arbor, MI 48104  
<http://a2gov.legistar.com/Calendar.aspx>

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Wednesday, November 15, 2017

7:00 PM

Larcom City Hall, 301 E Huron St, Second floor, City Council Chambers

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[17-1841](#) Homework and Study Guide November 2017

#### Received and Filed

#### CALL TO ORDER (LINDA DIANE FELDT)

*Linda Diane Feldt called the meeting to order at 7:00 p.m. in the Guy C. Larcom, Jr. Building, 2nd Floor Council Chambers, 301 E. Huron Street.*

#### ROLL CALL (KAYLA COLEMAN)

*Kayla Coleman called the roll.*

*Non-voting Commission members: Sergeant Bill Clock, Eli Cooper, Steve Dolen, Luke Liu, Howard Lazarus*

*Non-voting Commission members absent: Marios Demetriou, Lucas Reigstad*

*Attending staff and presenters: Kayla Coleman, Robert Hampshire (UMTRI), Nick Hutchinson, Robert Kellar, Amber Miller (DDA), Susan Pollay (DDA), Cresson Slotten*

**Present:** 10 - Prashanth Gururaja, Chip Smith, Linda Diane Feldt, Michael Firn, Robert Gordon, Cyrus Naheedy, Stephanie Preston, Bradley Parsons, Scott Trudeau, and Timothy Hull

**Absent:** 1 - Melissa Stults

#### APPROVAL OF AGENDA (LINDA DIANE FELDT)

**A motion was made by Trudeau, seconded by Smith, that the Agenda be Approved as presented. On a voice vote, the Chair declared the motion carried.**

#### PUBLIC COMMENT - 3 MINUTES PER SPEAKER (LINDA DIANE FELDT)

*Erica Briggs- Crosswalk Ordinance*  
*Clark Charnetski- Amtrak*

*David Shinabarger- Crosswalk Ordinance*

**APPROVAL OF MINUTES (LINDA DIANE FELDT)**

**17-1839** Transportation Commission Meeting Minutes 10-18-2017

**A motion was made by Trudeau, seconded by Naheedy, that the Minutes be Approved by the Commission and forwarded to the City Council and should be returned by 12/18/2017. On a voice vote, the Chair declared the motion carried.**

**OLD BUSINESS**

Speed Reduction Committee Status (STEPHANIE PRESTON)

**17-1856** Speed Reduction Committee Update

**Received and Filed**

Ann Arbor Crosswalk Ordinance Review (LINDA DIANE FELDT)

**17-1840** Staff Response to R-17-361

*Additional recommendations are forthcoming from the Transportation Commission to City Council. Linda Diane Feldt and Stephanie Preston will compile the additional recommendations for the Transportation Commission to consider at the December 20 meeting.*

**A motion was made by Smith, seconded by Gordon, that the Transportation Commission recommends that City Council maintain the Crosswalk Ordinance in its current iteration based on the review and discussion of the ordinance that the Commission has had and the research that has been done by staff. On a voice vote, the Chair declared the motion carried.**

**Approved by the Commission and forwarded to the City Council due back on 12/18/2017**

**17-1885** Crosswalk Ordinance Preliminary Recommendations from Commission Members

**Received and Filed**

**INFORMATION AND DISCUSSION**

DDA Overview (SUSAN POLLAY AND AMBER MILLER)

[17-1878](#)

**Received and Filed**

Parking Demand (ROBERT HAMPSHIRE - UMTRI)

[17-1880](#) Parking Demand Presentation by Robert Hampshire

**Received and Filed**

**STAFF REPORT AND UPDATES (CRESSON SLOTTEN)**

[17-1838](#)

Transportation Project Updates November 2017

**Received and Filed**

[17-0379](#) Open Meetings and Records for Boards and Commissions

**Received and Filed**

**LIAISON REPORTS (LINDA DIANE FELDT)**

*Trudeau - CIP Recommendations provided to Planning Commission at work session*

**COMMISSION MEMBER COMMUNICATIONS (LINDA DIANE FELDT)**

[17-1837](#)

Notes From the Chair November 2017

**Received and Filed**

**NEXT AGENDA ITEMS (LINDA DIANE FELDT)**

*Requested Topics*

*-Calender for 2018*

*-Draft Workplan*

*-CIP Committee review of major street projects for Transportation Commission*

*-Transportation Plan Update*

*-Ann Arbor Airport*

*-Transportation systems operations and maintenance*

*-sidewalk winter maintenance*

NEXT MEETING: Wednesday, December 20; 7:00 p.m. in second floor Council Chambers at City Hall (301 E. Huron Street)

**ADJOURNMENT (LINDA DIANE FELDT)**

*The meeting was adjourned unanimously at 9:05 p.m.*