

Cespedes, Christopher

From: City of Ann Arbor Transportation Commission <TransportationCommission@a2gov.org>
Sent: Tuesday, July 18, 2023 9:55 AM
To: Cespedes, Christopher
Subject: FW: crosswalk design guidelines

From: City of Ann Arbor Transportation Commission <xxxxxxxx@a2gov.org>
Sent: Tuesday, July 18, 2023 9:51 AM
To: Peter Houk <xxxxxxxx@gmail.com>; Hess, Raymond <xxxxxxxx@a2gov.org>; Cespedes, Christopher <xxxxxxxx@a2gov.org>; City of Ann Arbor Transportation Commission <xxxxxxxx@a2gov.org>
Subject: RE: crosswalk design guidelines

Good morning Peter,

Thank you for contacting the City of Ann Arbor Transportation Commission. Your concerns will be provided as a communication item on the July 19th Commission Agenda.

Your message has also been forwarded too transportation staff, so that they are also aware of your comments and may respond separately.

From: Peter Houk <xxxxxxxx@gmail.com>
Sent: Saturday, July 15, 2023 8:45 PM
To: Hess, Raymond <xxxxxxxx@a2gov.org>; Cespedes, Christopher <xxxxxxxx@a2gov.org>; City of Ann Arbor Transportation Commission <xxxxxxxx@a2gov.org>
Subject: crosswalk design guidelines

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Greetings everyone. Following up from our last meeting, I put together some things that I think should be changed about our current crosswalk design guidelines.

1. The [flow chart](#) references the NCHRP 562 worksheet and process. (For those unfamiliar with NCHRP 562, [here it is](#).) The inputs to the NCHRP worksheet are very precise (vehicle speed, volume, etc.) but the output of our crosswalk design flowchart is VERY open to interpretation. Choosing as few as 1 of the suggested design options complies with the guidelines.

- a. If we are trying to create a recognizable look/feel for all crosswalks throughout Ann Arbor, this is not the way to do it.
- b. Additionally--more options will equal more arguments between neighbors and staff about what is the right thing to do. A similar street near mine has a pedestrian refuge island, but mine doesn't...why not? Let's get approval for the guidelines at the administrator and council level. Then, if a resident has a complaint about a proposed implementation, they can take it up with their council member instead of endless arguments with engineering staff.

2. The guidelines are not specific enough about implementation. Example: RRFB is a potential treatment. Do we have RRFBs only at the curb? (Like [Stadium near Liberty](#)) Or are they above the middle lanes (like [Stadium at Pioneer](#) or [Plymouth at Willowtree](#)) or in the refuge island (like [Huron at Thayer](#))?

3. The guidelines have categories for "greater than or equal to 3 lanes" and "less than or equal to 3 lanes". So a 3 lane road could fit into either of those categories.

Crosswalk Design Guidelines: Uncontrolled

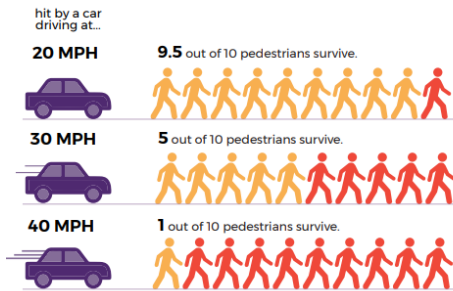
City of Ann Arbor

Street Type	Uncontrolled Design Options		
	Standard	Standard+	High Risk Location
Local	Unmarked	Pavement Markings	High Visibility Markings Pedestrian Warning Series (W11-2) or School Warning Series (S1-1)
Collector	High Visibility Markings	Pedestrian Warning Series (W11-2) or School Warning Series (S1-1)	Bright Sides
			In-Lane Signs (R1-6a) Pedestrian Islands R1-6a Signs on Island Bump Outs Stop Here for Ped. (R1-5b) Signs w/ Stop Bar on Multilane Approach
Minor & Major Arterials ≤ 3 Lanes	High Visibility Markings	Pedestrian Warning Series (W11-2) or School Warning Series (S1-1)	Rectangular Rapid Flashing Beacon (RRFB) - Side Mounted
			Pedestrian Hybrid Beacon (PHB)
			Pedestrian Signal
			In-Lane Signs (R1-6a)
			Pedestrian Islands
Minor & Major Arterials ≥ 3 Lanes	High Visibility Markings	In-Lane Signs (R1-6a)	Rectangular Rapid Flashing Beacon (RRFB) - Additional Mounting Overhead or on Island
			Pedestrian Hybrid Beacon (PHB)
			Pedestrian Signal
			Overhead Mounted "Local Law, Stop for Ped" (R1-9a)
			Mid-block: Stop Here for Ped. (R1-5b) Signs w/ Stop Bar
	Pedestrian Warning Series (W11-2) or School Warning Series (S1-1)	Pedestrian Islands	R1-6a Signs on Island
			Bump Outs
			Stop Here for Ped. (R1-5b) Signs w/ Stop Bar on Multilane Approach

Notes:
Design options are a suite of devices that are appropriate for a particular design level.
The final design for a given location will be tailored to meet the needs of that particular location.
Final design is subject to the opinion of the City Engineer.

Street Lighting:
Project Managers and Designers must work with the Street Light Asset Management Team to determine the best lighting practice for each location.

4. Crosswalks are one of the places where pedestrians routinely interact with traffic going 35+ MPH. Considering the poor outcomes for collisions at higher speeds, we should be investing in infrastructure to make crosswalks safer. We should make crosswalk standards that mandate more extensive treatments on roads with speeds higher than 30MPH. If that means that we occasionally err on the side of building more crosswalk infrastructure than is strictly required, then so be it. This is a situation where too much is much better than too little.



These are areas where we could use improvement. I'm happy to discuss further if desired.

Thanks

Pete