

From: [K Griswold](#)
To: [Akmon, Dharma](#)
Cc: [City Council](#); [Dohoney Jr., Milton](#); [Kaur, Atleen](#); [Higgins, Sara](#); [City of Ann Arbor Transportation Commission](#); [Roberts, Jordan](#); [Representative Jason Morgan](#); [Joshua Winslow](#)
Subject: Re: Subject: Urgent Action Required on Pedestrian Safety Crisis
Date: Tuesday, August 12, 2025 3:10:52 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.

Hello Dharma,

As a longtime advocate for pedestrian safety, I am saddened by the focus on discrediting my efforts rather than addressing the critical issue at hand. The data show that our community is facing a significant crisis. According to [CrashesinAnnArbor.org](#), the 2025 year-to-date rate for fatal and serious injury pedestrian crashes has already surpassed the annual rates for both 2023 and 2024, which were 10-year highs.

I wish to reiterate my commitment to working with all stakeholders to improve pedestrian safety in our community. I believe it is essential to address misleading statements and provide accurate information.

For clarification, I offer the following points:

- **Data Accuracy and Use:** The state data, compiled from UD10 reports and accessible through [MichiganTrafficCrashFacts.org](#), serves as a valuable resource for comparative analysis. However, local entities, such as the Ann Arbor engineering department, may modify crash data before public dissemination. This may be done for valid reasons. As such, local and state datasets may not align perfectly.
- **Timeliness of Data:** There is no need to wait for the complete state-compiled crash data. Monthly data is readily available, and my intent in requesting its inclusion in the administrator's report is to enable immediate, proactive measures to prevent future incidents. This approach is a fundamental component of our Vision Zero strategy.
- **Pedestrian Crash Trends:** My statements regarding crash data are based on the weekly-produced 2025 crash totals from the [State of Michigan](#). While the state's overall crash rate for 2025 year-to-date is showing a slight decline, Ann Arbor's rate for fatal and serious injury pedestrian crashes in 2025 is increasing significantly. (I am currently awaiting the updated year-to-date pedestrian crash rate for our state.)
- **Transportation Commission and Vision Zero:** The Transportation Commission is not scheduled to meet in August, and its effectiveness on Vision Zero initiatives is hindered by a lack of operational knowledge and frequent member turnover.
- **Effectiveness of Quick-Build Projects:** The allocation of \$500,000 for "quick builds" is unlikely to be effective in improving pedestrian safety if we do not also address fundamental issues such as inadequate illumination, substandard sightlines, and inconsistent roadway configurations for both motorized and non-motorized users. The UD10 data often fails to capture all contributing factors, a deficiency I am actively addressing with the Michigan Department of Transportation

(MDOT).

In conclusion, while our trends may have been favorable in previous years, this is no longer the case since 2023. The current situation in 2025 represents a negative return on investment and a crisis that demands immediate attention. As I have stated repeatedly, it is time for us to collaborate and work together to address the growing number of serious and fatal pedestrian crashes in our community. Every member of this community has a valuable story to tell, and we must honor those stories by taking decisive action.

Respectfully,
Kathy

On Sat, Aug 9, 2025 at 8:05 AM Akmon, Dharma [REDACTED] wrote:

Kathy

The city depends on the year end crash report from the state of Michigan to get the certified results before populating the [city's dashboard](#). I can't recall which month that occurs for the prior year, but will ask transportation staff.

Without question, we are going in the wrong direction when it comes to pedestrian crashes (though I will note, since you made the comparison to the State of Michigan, that [we're trending better than the rest of the state](#)). I'll continue working with the rest of City Council, staff, and transportation commission to address vulnerable road user safety and am eager to see more quick builds (which we dedicated \$500k to in this year's budget) to address known problem areas in a more responsive fashion.

Best,
Dharma

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Dharma Akmon
Council Member, Ward 4
Ann Arbor City Council

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

From: K Griswold [REDACTED]

Sent: Friday, August 8, 2025 6:25 PM

To: City Council [REDACTED]

Cc: Dohoney Jr., Milton [REDACTED] Kaur, Atleen [REDACTED]; Higgins, Sara [REDACTED]; City of Ann Arbor Transportation Commission

[REDACTED]; Roberts, Jordan [REDACTED]; Representative Jason Morgan [REDACTED]; Joshua Winslow [REDACTED]

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Dear Mayor and Council,

I am writing to you again to express my grave concern about our city's escalating rate of serious and fatal pedestrian crashes. So far this year, community leaders have already recorded **10 crashes**, with an additional three under investigation. This is particularly alarming because we had 10 serious and fatal crashes in both 2023 and 2024, each a 10-year high. These tragedies continue to climb despite the millions of dollars we've spent on pedestrian infrastructure, even as the state's overall crash rate slightly declines.

The Need for Actionable Data

My statement yesterday about the lack of crash data referred to the absence of meaningful, actionable information. To my knowledge the city has not published the 2024 crash data, and the interdepartmental (including police) crash analysis, which is an improvement, is only available via the Transportation Commission. As a pedestrian safety advocate for 30 years, I am well-versed in the available data. I originally pushed for monthly crash data in the administrator's report, hoping that timely information would lead to immediate corrective action. Unfortunately, this has not been the case.

Failure to Address Known Hazards

For example, in June 2023 a [Greyhound bus injured a pedestrian](#) at E. Kingsley and Main, yet the area still has inadequate lighting. Similarly, a serious injury crash at Green and Glazier Way in August 2023 has seen no safety improvements. These incidents highlight our collective failure to address known hazards, which is unacceptable given the risk to our community.

A Lack of Proactive Enforcement

The attached photo shows preschool children crossing within a few feet of a truck parked in a "city-approved construction area" on Catherine Street. This violates state law, which prohibits parking within 20 feet of a crosswalk. While the city removed the truck, we must be proactive about all obstructions, like the dumpster behind it. The city does not have the authority to disregard federal sightline standards or state laws.

A Call for Collaboration

This is a crisis that demands we work together. I am deeply disappointed by the animosity and apparent disregard for community input shown at recent council meetings. The staff's apparent lack of sightline knowledge needed for immediate corrective actions is a clear sign of this indifference.

I implore you to engage with and welcome the community members who are pleading for safer roadways. Their insights are essential to resolving this crisis, preventing further tragedies and reaching our Vision Zero goals.

Sincerely,

Kathy Griswold

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Katherine J. Griswold

