

From: **Scott Trudeau**
Date: Wed, Jul 03, 2019 at 11:23 PM
Subject: transportation commission, crosswalk feedback
To: Linda Diane Feldt; Kayla Coleman

Hi Kayla & Linda Diane,

I was officially replaced on Planning Commission this Monday at City Council so my term is over. Planning did not meet this week so I expect they'll choose a replacement representative to Transportation Commission next week.

I saw that a meeting and some action on the state crosswalk bill may be coming up on your agenda soon. I am forwarding a letter I wrote to Reps Peterson and Warren on the draft bill last month. Consider this communication from the public to the Commission.

To summarize my most important suggestion: if Ann Arbor's approach isn't considered viable for a statewide ordinance, **the proposed state ordinance should be updated to define clearly what it means for a pedestrian to be "within a crosswalk" so that extending any part of their body or device *any distance onto or over the roadway meets this definition*** (e.g., a tip of a cane, a hand extended out, etc). People shouldn't have to put their body in front of a car before a driver is required to yield.

Thank you!

Scott

----- Forwarded message -----

From: **Scott Trudeau**
Date: Fri, Jun 21, 2019 at 3:43 PM
Subject: HB 4738 crosswalk bill needs work!
To: <RonniePeterson@house.mi.gov>
Cc: Rebekah Warren <RebekahWarren@house.mi.gov>

Rep Petersen,

I'm writing you to thank you for your work advancing a uniform crosswalk law for the State. Michigan has a long way to go to improve pedestrian & cyclist safety and cars are one of the largest causes of death and severe injury in our country. Establishing a uniform rule statewide is a worthwhile effort to save Michigander lives.

HOWEVER I think the current bill as drafted has some significant flaws and needs improvement. The current bill requires pedestrians to *enter the roadway* before a car is required to yield. This requires a pedestrian to put themselves in harm's way before a driver is required to slow down and allow them to cross. This is particularly dangerous on our high speed roads and

for pedestrians who are not nimble, and those who use wheelchairs or other devices to move around.

Ann Arbor's current ordinance requires a driver to yield whenever a pedestrian is present at the crosswalk, which is, in my opinion, ideal, and I encourage you to consider this approach and make Michigan a leader in advancing pedestrian safety in North America.

Better, less preferable (from a safety perspective) compromises might include instead creating a requirement to stop for any pedestrian signalling an "intent to cross" (which may include a hand or other signal); or, minimally, more specifically defining what it means for a pedestrian to be "WITHIN A CROSSWALK" to include extending any part of their body or device any distance off the curb and into the roadway (so, e.g., expending an arm to signal an intent to cross, placing the tip of a cane just off the curb, an inch of their toe just off the edge of the curb, etc) so it is *very clear* that a pedestrian does not have to have their full body in the street in order to require a driver to stop & yield.

I also hope for explicit protection for municipalities to improve upon these regulations. Cities like Ann Arbor have extremely high numbers of pedestrians, especially near campus when class is in session and have a deeper interest in establishing expected behavior to keep everyone safe.

I also have a (less significant) concern about the "shortest path" crossing law. This makes sense for high speed thoroughfares but on low traffic streets with low design speeds, *especially* when those streets do not have usable sidewalks (or in winter when sidewalks may be treacherous compared to plowed streets), it may be appropriate for a pedestrian to travel in the street while crossing and not take a direct route. I believe this requirement cedes too much of our public space to the primacy of people in cars and should be relaxed for streets with low design speeds (I'd define this as 25mph or lower) and those without adequate adjacent pedestrian infrastructure. We should also consider additional regulations should require drivers to yield to pedestrians in those circumstances rather than set the expectation pedestrians should always give way to those in cars.

Sincerely,

Scott Trudeau
(53rd district)