

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.